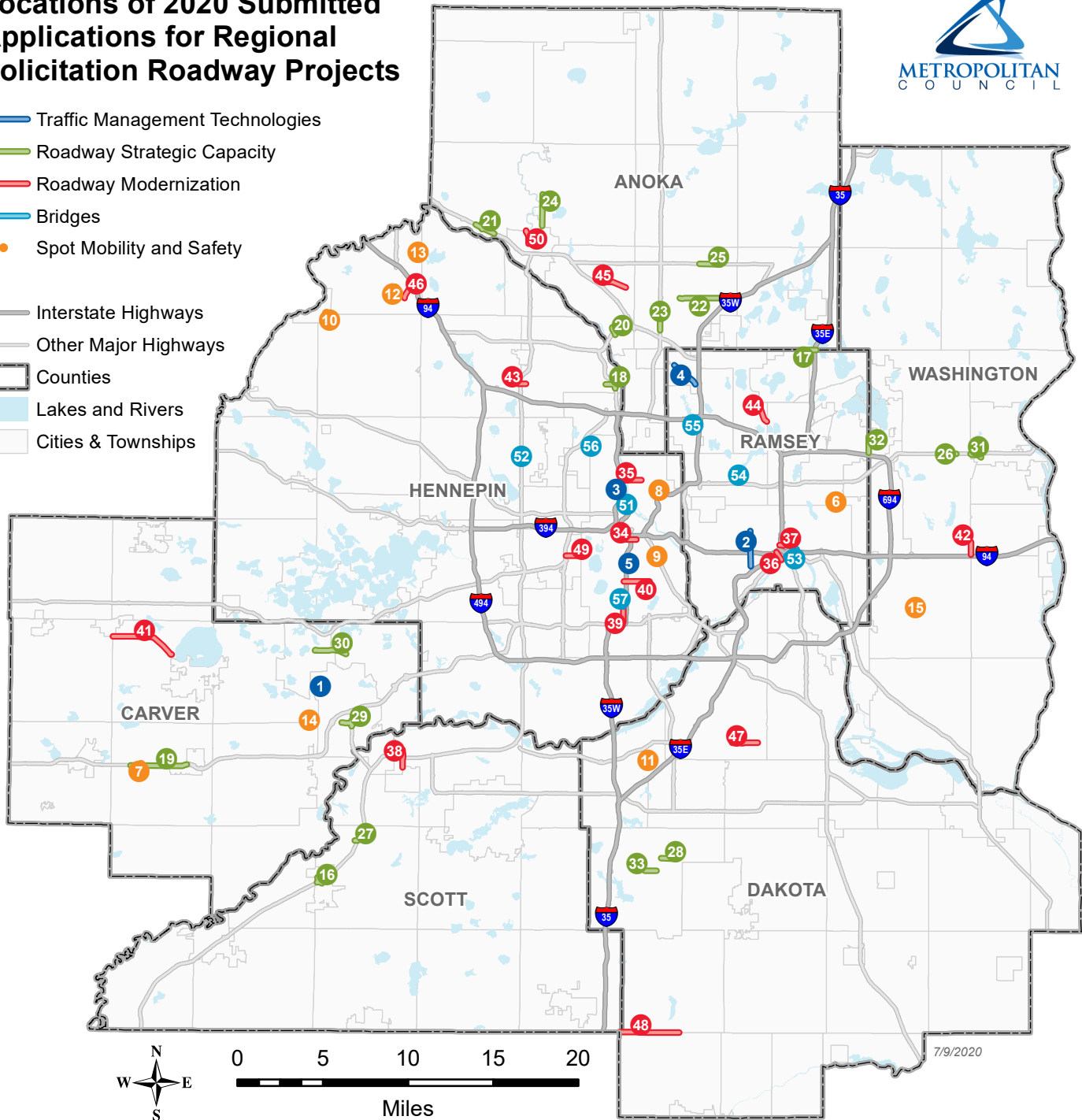


Locations of 2020 Submitted Applications for Regional Solicitation Roadway Projects



- Traffic Management Technologies
- Roadway Strategic Capacity
- Roadway Modernization
- Bridges
- Spot Mobility and Safety

- Interstate Highways
- Other Major Highways
- Counties
- Lakes and Rivers
- Cities & Townships



● Traffic Management Technologies

1. Carver County Traffic Signal & ITS Enhancements
2. Dale St Traffic Signal Modernization
3. Minneapolis ITS Upgrades & Enhancements
4. Mounds View Blvd Traffic Management Technology
5. Minneapolis City-Wide Signal Retiming

● Spot Mobility and Safety

6. Larpenteur Ave/White Bear Ave/N St Paul Rd
7. US 212 & CR 51 Intersection Safety
8. Johnson St NE/I-35W S Ramps Intersections
9. Hi/Lake Safety
10. CR 19 Spot Mobility & Safety
11. Roundabout - CR 11 & Burnsville Parkway
12. CR 116 & CR 150 Roundabout
13. CRs 144 & 13 Signal & Intersection Geometrics
14. Hwy 11 Intersection Improvement
15. Lake Rd & Pioneer Dr Intersection Improvement

● Roadway Strategic Capacity

16. Hwy 169, Hwy 282, & CR 9 Interchange
17. I-35E/County Rd J Interchange

18. Hwy 252/Brookdale Dr Interchange
19. US 212 Freight Mobility & Safety, CR 51-CR 36
20. Hwy 610 & E River Rd Interchange Reconstruction
21. Ramsey Blvd & Hwy 10 Interchange
22. 109th Ave NE Expansion
23. Hwy 65 at 99th Ave NE Grade Separation
24. 7th Ave Expansion in Andover
25. 125th Ave NE Expansion in Blaine
26. Lake Elmo Ave & Hwy 36 Interchange
27. Sand Creek Township Overpass Improvement
28. 179th St Realignment
29. Hwy 41 & CR 10 Mobility & Access Improvement
30. Hwy 5 Arboretum Area Mobility & Access
31. Manning Ave South Segment Roadway
32. Century Ave Expansion
33. 185th St Extension

● Roadway Modernization

34. Franklin Ave Reconstruction
35. Lowry Ave NE Reconstruction
36. Robert St Reconstruction
37. University Ave (I-35E to Lafayette Rd)

38. Marystown Rd Corridor
39. Nicollet Ave Reconstruction
40. 42nd St Reconstruction
41. CR 30 Rural Connection Modernization, Hwy 25-CR 10
42. CR 15 Reconst - Manning Phase 4
43. Hwy 169 & County Rd 130 Interchange Reconstruction
44. Hodgson Rd Safety & Mobility
45. Northdale Blvd NW Reconstruction
46. Fletcher Bypass - CR 116 to 81
47. CR 32 Reconstruction, CR 43 to 0.2 mi east of Dodd Rd
48. CR 86 Reconstruction, west county line to Galaxie Ave
49. Minnetonka Blvd Reconstruction
50. Hwy 47 Corridor Improvements

● Bridges

51. Washington Ave N Bridge Replacement
52. Rockford Rd Bridge Replacement
53. Kellogg-Third St Bridge 62080 & 62080A Replacement
54. Bridge 62519 Replacement, CR C over BNSF RR
55. Bridge 4533 Replacement, Old Hwy 8 over MNNR
56. Osseo Rd Rehabilitation
57. Nicollet Ave S over Minnehaha Creek



Project Summary

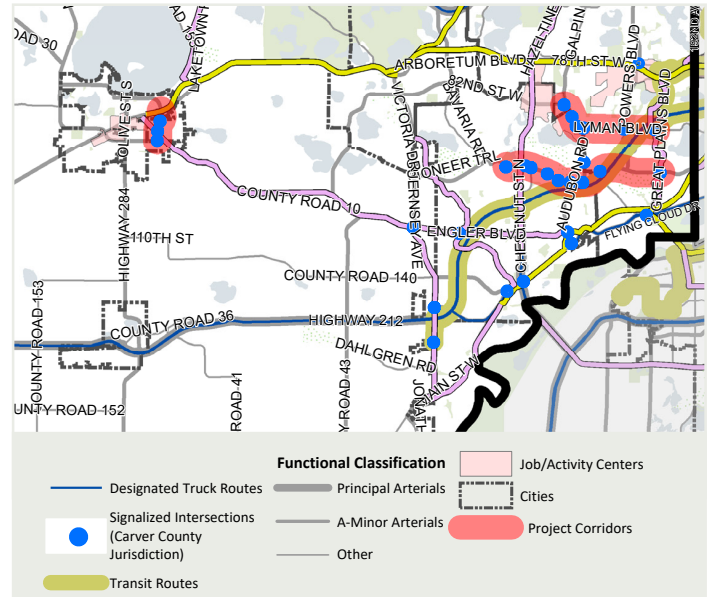
Traffic Signal Technologies and ITS Corridor Enhancements

Applicant: Carver County
May 15, 2020

Project Overview

Carver County uses traffic signals to support safe and efficient multimodal transportation for County residents, businesses, employees, and visitors. The County is requesting a federal grant to upgrade obsolete and add to existing traffic management and intelligent transportation systems (ITS) throughout Carver County, with a focus on CSAH 18-Lyman Boulevard (Chanhassen/Carver), CSAH 14-Pioneer Trail (Chanhassen/Carver), CSAH 59-Main Street (Waconia), and other intersections. The project scope will include:

- A new Advanced Traffic Management System (ATMS)
- Central signal system software with expanded remote access and operations
- Upgraded traffic signal controllers and cabinets
- Conflict monitors
- Upgraded timing plans, coordination, and video detection systems
- ITS devices including CCTV cameras
- Communications and fiber optic cable upgrades & connections



Project Area

Project Benefits

The roadway system management project will provide a more responsive, efficient, future-minded, and smart traffic control system. The project will:

- Link and improve coordination, operation, and interoperability of County-owned signals and with other jurisdictions
- Reduce traffic-related crashes, minimize travel time, and better support incident management and special events
- Support environmental sustainability and air quality by improving traffic flow
- Include innovative treatments such as flashing yellow arrows and vehicle detection at traffic signals consistent with Regional ITS Architecture and best practices
- Improve bicycle and pedestrian access and safety by installing accessible pedestrian signals

Project Schedule

- **Design:** Summer 2021-Summer 2024
- **Right-of-way:** Not anticipated
- **Bidding:** Fall 2024-Winter 2025
- **Construction:** Spring-Fall 2025

Requested Federal Amount

\$1,580,000

Total Project Cost

\$1,975,000



Existing Carver County Traffic Signal

CONTACT:

Dan McCormick, Transportation Manager

Carver County Public Works

952.466.5208

dmccormick@co.carver.mn.us

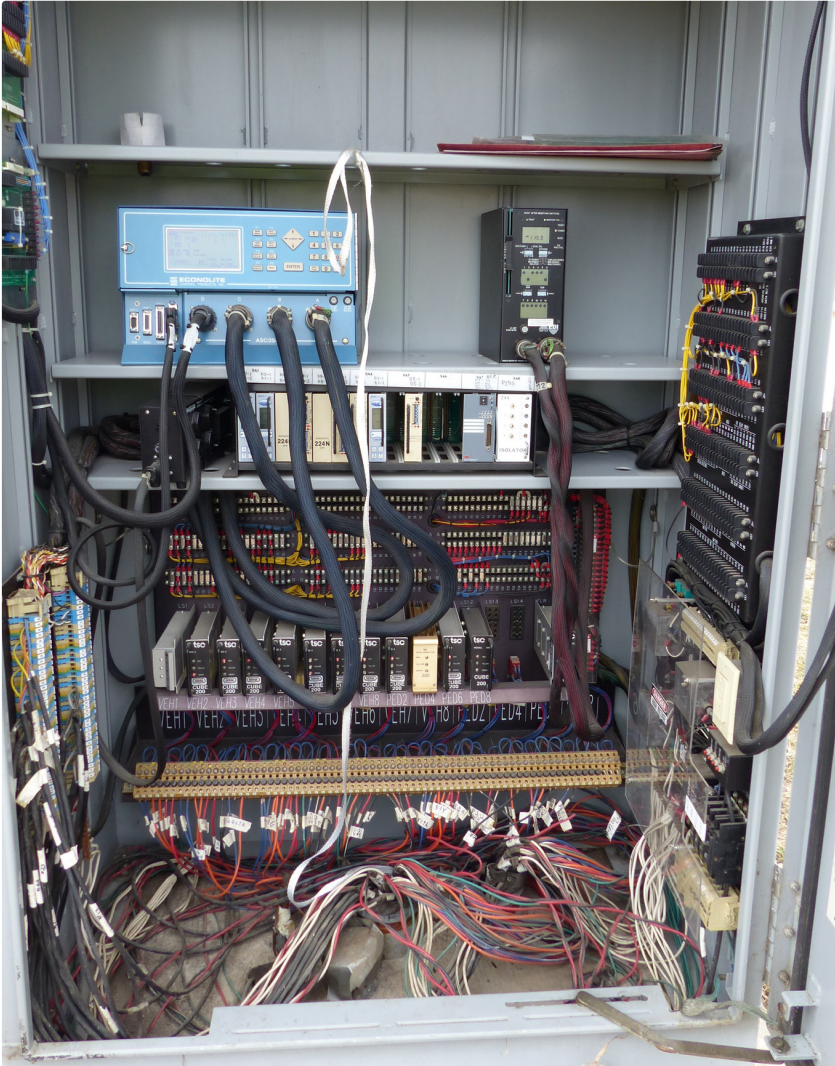
<https://www.co.carver.mn.us/departments/public-works/projects-studies/traffic-signal-technologies-project-plan>



Project Summary

Traffic Signal Technologies and ITS Corridor Enhancements

Applicant: Carver County
May 15, 2020



Existing Carver County Signal Cabinets

CONTACT:

Dan McCormick, Transportation Manager

Carver County Public Works

952.466.5208

dmccormick@co.carver.mn.us

<https://www.co.carver.mn.us/departments/public-works/projects-studies/traffic-signal-technologies-project-plan>

DALE STREET TRAFFIC SIGNAL MODERNIZATION

PROJECT ELEMENTS AND BENEFITS

The Dale Street Traffic Signal Modernization project would reconstruct traffic signals, install fiber-optic interconnect, and install traffic cameras along Dale Street in the City of Saint Paul. Dale Street (CSAH 53) is classified as an A Minor and B Minor Arterial in the project area. The proposed elements of the project and some of the benefits of each include:

- Reconstruction of four traffic signals along Dale Street at Grand Avenue, Summit Avenue, Selby Avenue, and Marshall Avenue.
 - With an average age of 35 years, taken from the last major revision, these signals are consistent maintenance issues, and require significant staff time and materials to maintain operation.
 - Replacement of the signals will allow for the implementation of improved safety treatments and increased efficiency. The new signals will provide overhead indications for all approaches, audible pedestrian push buttons, countdown timers, and twelve-inch indications.
- Replacement of aging fiber-optic interconnect along Dale Street between Grand Avenue and Front Street (CSAH 32), and upgrade of traffic signal controllers where needed. The fiber-optic cable along this corridor was installed in 1996 and has surpassed its useful life.
 - Replacement of interconnect will allow the City to continue to remotely monitor and modify the operation of these signals, providing more rapid response to outages and improved ability to adjust settings.
 - Replacement of fiber-optic interconnect will allow for the continued coordination of closely spaced signals along this corridor, reducing stops and delay while improving safety.
 - Replacement of the legacy 170 traffic signal controllers will allow for the use of signal performance measures, responsive traffic signal control, and many other benefits.
- Installation of traffic cameras at multiple locations in the area.
 - The ability to remotely observe traffic conditions, combined with the other improvements, will allow for real-time monitoring and adjustment of traffic operations and management of events and incidents.
 - Cameras will be integrated with the City’s existing system, allowing for access by Saint Paul Police and Public Works.

APPLICATION DETAILS

APPLICANT

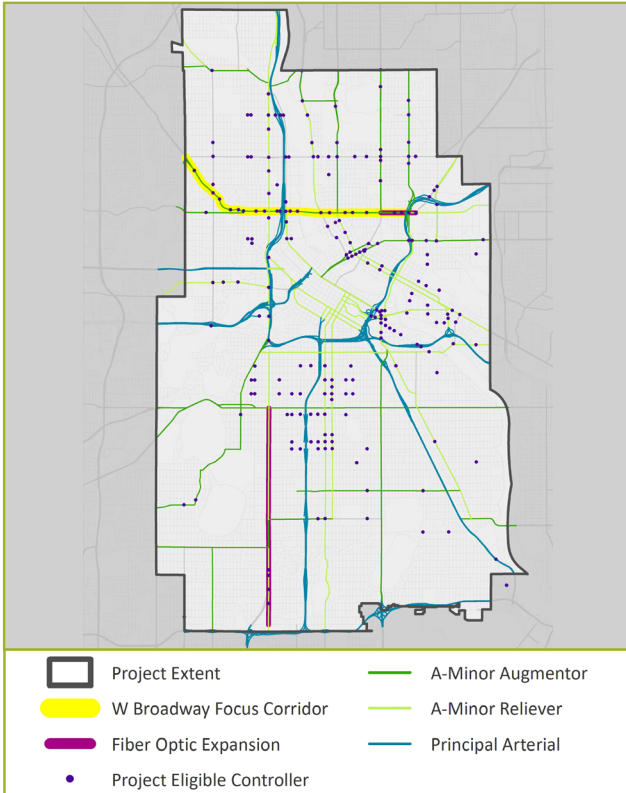
Mike Klobucar	651.266.6208
City of Saint Paul	mike.klobucar@ci.stpaul.mn.us
Department of Public Works	

PROJECT COST

Total project cost: \$2,501,000	Federal request amount: \$2,000,800
---------------------------------	-------------------------------------

MINNEAPOLIS ITS UPGRADES AND ENHANCEMENTS

PROJECT MAP:



BEFORE PHOTO:



PREPARED BY:

APPLICANT:

City of Minneapolis

PROJECT AREA:

- City of Minneapolis
- Focus Corridor: W Broadway Avenue

CITY WHERE PROJECT IS LOCATED:

Minneapolis

COUNTY WHERE PROJECT IS LOCATED:

Hennepin

REQUESTED AWARD AMOUNT:

\$3,000,000

TOTAL PROJECT COST:

\$3,750,000

PROJECT DESCRIPTION:

The proposed project will upgrade and enhance existing traffic management and intelligent transportation systems (ITS) in areas throughout the city of Minneapolis. The City of Minneapolis is collaborating with Hennepin County, MnDOT, and Metro Transit to enhance the city's traffic control system, with a focus on West Broadway Avenue. The City's ITS currently serves roadway users throughout the metro area, providing services such as arterial dynamic message signs (DMS), real-time surveillance cameras (CCTV), and transit signal priority (TSP) capabilities. Upgrades to ITS, such as expanded remote access and operations, installing new traffic signal controllers and cabinets, conflict monitors, video detection system, additional CCTV devices, vehicle-to-infrastructure (V2I) devices, improvements to the Traffic Management Center (video server, video wall), dedicated short range communications (DSRC) radio (high-volume wireless data transmission), and investing in fiber optic cable to increase bandwidth and reliability, will result in a nimble traffic control system with the ability to adapt to daily and non-recurring traffic events. Once implemented, ITS enhancements will improve interfacing among the Police, Public Works, and Public Safety officials – integrating traffic monitoring with safety. In this way, upgrades will help keep the city's street and highway network functioning efficiently and with more flexibility and multipurpose use. The focus on West Broadway Avenue will improve operations on a key multimodal arterial connecting north and northeast Minneapolis – increasing safety and efficiency for transit, freight, bicycle, pedestrian, and general traffic.

PROJECT BENEFITS:

- Improves operational efficiency for all modes of travel on the city's streets
- Improves safety for all users of the city's streets
- Improves functionality and flexibility of the city's existing ITS network
- Prepares the city for near-future connected vehicle technology

Mounds View Boulevard (CSAH 10), County Road H to Pleasant View Drive Roadway Spot Mobility Proposal

- Replace Obsolete Traffic Signals and Upgrade Functional Signals to Current ADA Standards with Flashing Yellow Left-Turn Arrows Pedestrian Countdown Timers and ADA-Compliant Pedestrian Stations.
- Replace Deficient Signing.
- Federal STP Funding Request- \$2,536,085; Local Match- \$634,021



Minneapolis City-Wide Signal Retiming Project

2020 TAB Regional Solicitation for Federal Funding in FFYs 2024 and 2025

Project Overview

The Minneapolis City-wide Signal Retiming project will optimize all traffic signal timing throughout the City, including and not limited to vehicle signals, pedestrian signals, and emergency response infrastructure. Lake Street from West River Parkway to France Avenue South, including Lagoon Avenue from Dupont Avenue South of East Bde Maka Ska Parkway was selected as the focus corridor to illustrate the project benefit resulting throughout the City. Lake Street and Lagoon Avenue are A-minor Augmenters. The retiming will be completed utilizing the City's existing signal system; obsolete equipment (e.g., controller, cabinet) will be upgraded where it inhibits the signal timing upgrades. The project improvements will include:

- Optimization of all traffic signal timing throughout the City, including and not limited to vehicle signals, pedestrian signals, and emergency response infrastructure
- Construction of a protected one-way, on-street curb-protected bicycle lanes on Hennepin Avenue from between 17th and 16th Street to 12th Street.
- Replacement of existing painted on-street lanes and elevation of the lanes to the level of the sidewalk at intersections.
- Updates to traffic signal and pedestrian crossing throughout the corridor.

Benefits

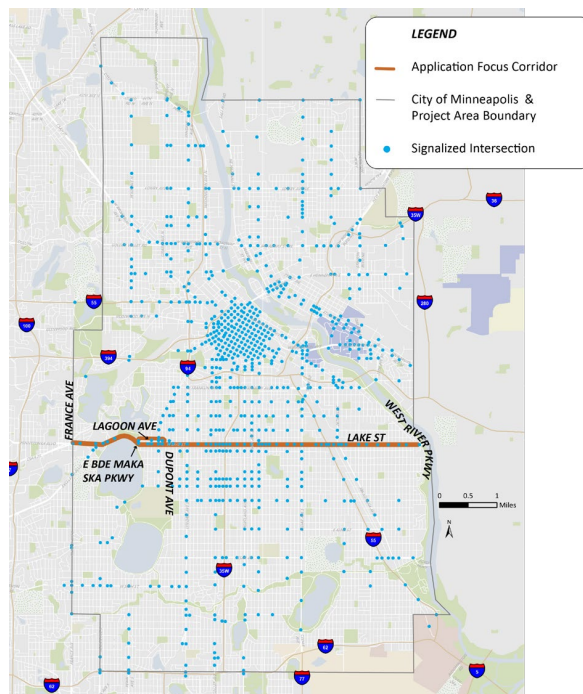
Maintaining an interconnected and coordination network throughout the City will preserve its ability to monitor signal outages, change signal sequences quickly in specific corridors, and manage traffic patterns throughout the City. This improves safety, mobility, and communication between the City, County, MnDOT, and neighboring communities that own and operate the roadway, bicycle, pedestrian, transit, freight, and emergency response networks.

Requested federal amount: \$2,500,000

City of Minneapolis match: \$625,000

Total project cost: \$3,125,000

Project Schedule



Project Area



Before Photo

Contact: Allan Klugman

Principal Professional Engineer
Minneapolis Public Works
612-673-2743

Allan.Klugman@minneapolismn.gov



Minneapolis City-Wide Signal Retiming Project

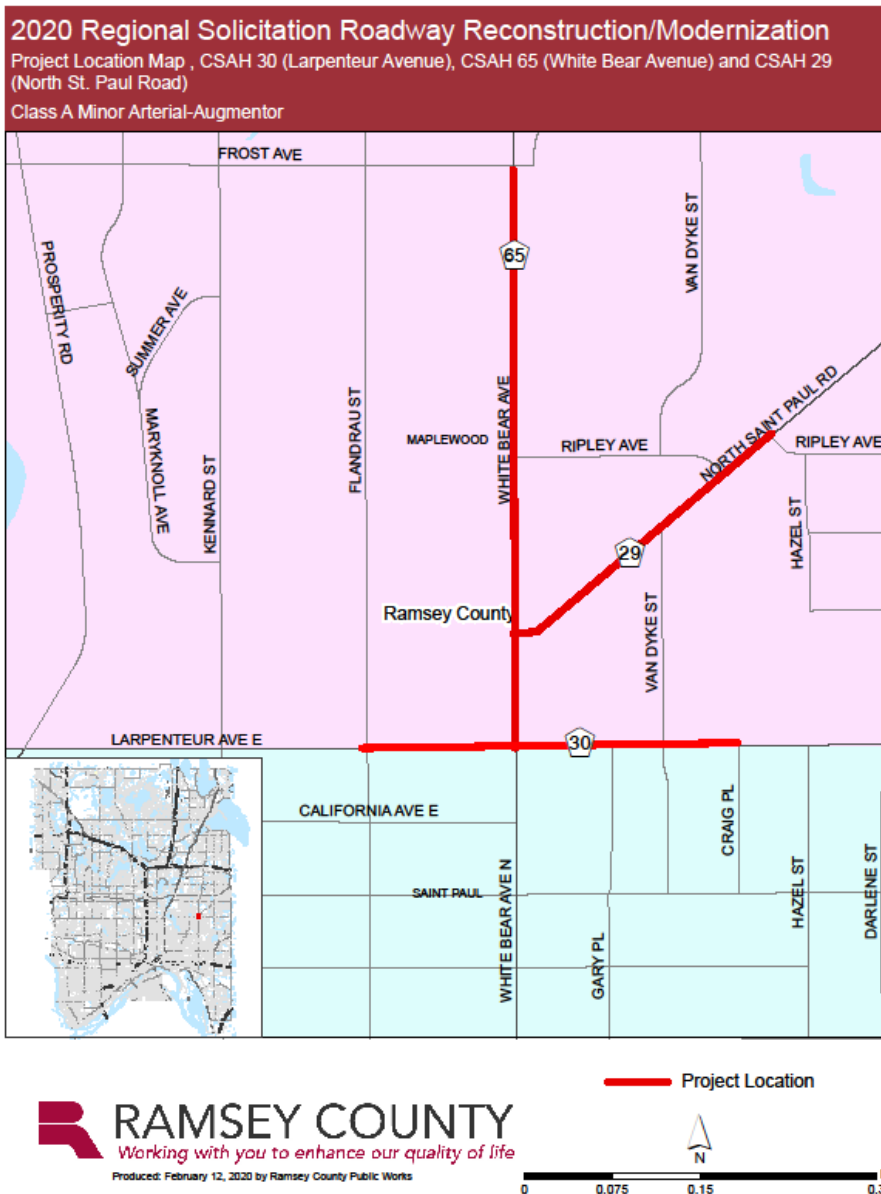
2020 TAB Regional Solicitation for Federal Funding in FFYs 2024 and 2025

Before Photos



White Bear Avenue (CSAH 65), Larpenteur Avenue to Frost Avenue- Roadway Spot Mobility Proposal

- Remove Gaps in Bike and Pedestrian Infrastructure- Upgrade Existing Facilities to Current ADA Standards.
- Upgrade Traffic Signals to ADA-compliance with Flashing Yellow Left-Turn Arrows
- Pavement Structure is deficient for 10-ton loads.
- Federal STP Funding Request- \$3,500,000; Local Match- \$3,816,771





US 212 & CSAH 51 Intersection Safety Project

Project Name: US 212 & CSAH 51 Intersection Safety Project

Applicant: Carver County

Route: US 212

Location: US 212 & CSAH 51 Intersection in Carver County

Requested Award: \$3,500,000

Total Cost: \$8,263,000

Primary Contact:

Lyndon Robjert, PE

County Engineer, Carver County

11360 Hwy 212 West, Suite 1 Cologne, MN 55322

952-466-5206

lrobjert@co.carver.mn.us



Project Location



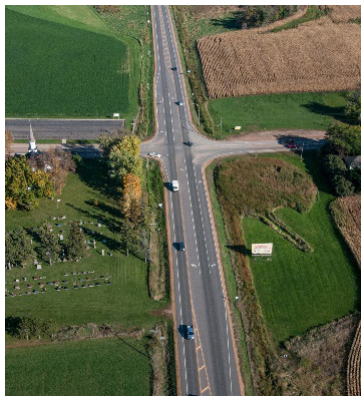
Description

The US 212 and CSAH 51 Intersection Safety Project in Carver County will address critical safety and congestion issues along the Principal Arterial roadway. The project will address high crash rates and unsafe pedestrian crossings through the implementation of a Reduced Conflict Intersection (RCI), medians, and wider shoulders. These improvements will eliminate freight inefficiencies, reduce rural highway fatalities, and strengthen rural access to economic opportunities in the Twin Cities Metropolitan Area. The project design provides a cost effective high-benefit solution to address safety and enhance access and mobility for the US 212 corridor. This funding request is the final funding piece needed.

Project Benefits

Improves mobility

- Reduce congestion for personal and commercial vehicles
- Eliminate freight bottleneck
- Expand access for rural residents to access employment, healthcare, and education



Increases safety for all modes

- Implement Reduced Conflict Intersections and access management
- Wider shoulders for multimodal use
- Median installation

Modernization

- Upgrade original roadway constructed in 1929



Regional Significance

US Highway 212 is a regional and national highway system that runs from Wyoming to Minnesota, officially designated in 1926. The Project area contains aging pavement that has not been expanded or reconstructed in 90 years since its original paving in 1929. US 212 is part of the National Highway System (NHS) and National Highway Freight Network (NHFN), providing a major freight connection for 22,000 square miles of rural Minnesota and South Dakota, whose largest source of employment is manufacturing. US Highway 212 is identified by the Minnesota Department of Transportation (MnDOT) in the Minnesota State Freight Investment Plan as a Critical Rural Freight Corridor and was also identified in the Metropolitan Council's Regional Truck Highway Corridor Study as a Tier 1 Freight Corridor. Western Minnesota does not have Interstate (or Interstate-like) access to the Twin Cities. Instead, this large area relies on US 212 to provide interstate commerce connectivity from these rural areas to the multi-state economic hub of the Twin Cities.



Project Summary

Project Name – Johnson Street & I-35W Ramps Spot Mobility Project

Applicant – City of Minneapolis

Project Location – Johnson Street & I-35W Ramps in the City of Minneapolis, Hennepin County

Total Project Cost – \$ 1,871,500 **Requested Federal Dollars** - \$1,497,200

Johnson Street and I-35W Ramps



Project Description – Johnson Street NE is an urban, two-lane undivided, 23-year old roadway classified as an A-Minor Augmentor located in Hennepin County. The reconstruction of Johnson Street NE at the intersection with I-35W freeway ramps was identified as a need through engagement with the public as part of the 2040 Comprehensive Plan Update to provide safer alternatives to the current intersection, as well as improving existing pedestrian network connections, ADA improvements, and overall connectivity and access. The proposed improvements will remove free right turns and tighten roadway geometry, improve ADA infrastructure, restripe pedestrian crossings, and close bikeway gaps. The project will also create a better environment for accessing transit routes, especially as transit availability in this area is growing.

Project Benefits – The proposed Johnson Street Reconstruction project will provide the following benefits:

- Tighten the right hand turns for westbound and southbound traffic calming traffic for all users.
- Eliminate a bicycle network gap by providing connections to a trail on the west side of the intersection.
- Improve ADA infrastructure and pavement that was identified as “poor” and missing.
- Improve pedestrian infrastructure, including closing a gap in the sidewalk network to the south of the intersection, restriping current crosswalks and improving lighting.
- Enhance safety and mobility for all users.
- Improve access for to the area’s jobs and transit facilities/routes and create a more equitable balance between transportation modes

Attachment 1 - Project Summary

Project Scoping - Summary

Transportation Capital Projects

Project Name

CSAH 3 (Lake St) Interchange Project

City(ies)

Minneapolis N/A N/A N/A

Commissioner Districts

4 N/A N/A

Capital Project Number

2155002

Project Category

Interchange

Scoping Manager

Robert Byers

Scoping Form Revision Dates

4/16/2020

Project Summary

Reconstruct Lake Street (CSAH 3) at Hiawatha Avenue (TH 55) in the City of Minneapolis.

Roadway History

The existing interchange (constructed in the 1990s) at Lake Street (CSAH 3) and Hiawatha Avenue (TH 55) includes a design that's commonly referred to as a Single Point Urban Interchange (SPUI). This design combines all vehicle movements into one intersection that's controlled by a single traffic control system. This design is effective in minimizing vehicle delays at intersections that experience high left-turning demand, however, it's uninviting for people walking and biking. The Lake/Hiawatha SPUI is especially unique in that pedestrians are permitted to cross the arterial street (Lake Street), whereas, this crossing movement is typically prohibited at other locations where a SPUI is present (such as Lyndale Avenue/I-494 and Penn Avenue/I-494 in Bloomington and Richfield). Routine pedestrian crossing demand is generated at the Lake Street (CSAH 3) at Hiawatha Avenue (TH 55) interchange from two bus stops located on the west side. Additionally, the existing lighting underneath the interchange is poor, creating a sense of discomfort for people walking. Furthermore, an at-grade railroad crossing exists on the east approach of the interchange, further adding to the complexity of the area.

Project Description and Benefits

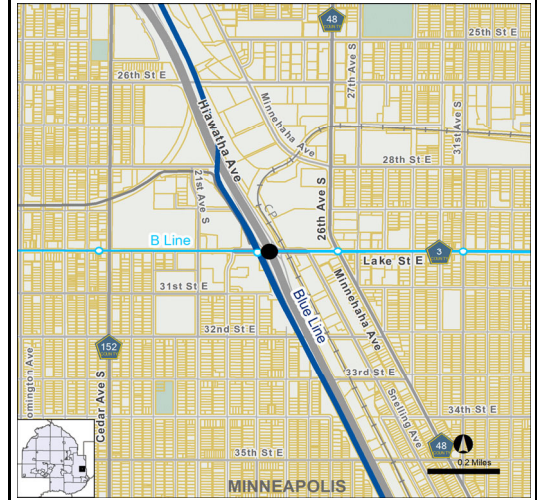
The proposed project will modify the existing geometry of the interchange to provide a tight-diamond design. Specifically, the channelized turn lanes will be revised in an effort to reduce vehicle speeds and provide more direct crossing routes for people walking. Furthermore, lighting upgrades will be included to improve user visibility, comfort, and security at the interchange.

MnDOT has identified a pavement project along Hiawatha Avenue (TH 55) in this area anticipated to occur in 2022. This project presents an opportunity to expand the scope of MnDOT's project and incorporate the desired interchange modifications.

Project Risks & Uncertainties

- The existing overpass of TH 55 may present sight distance challenges as it relates to signal head visibility

HENNEPIN COUNTY
MINNESOTA

Project Map**Anticipated Project Timeline**

Scoping: 2015 - 2020

Design: 2021 - 2022

R/W Acquisition: 2021 - 2022

Bid Advertisement: Q1 2023

Construction: Q2 2023 - Q4 2023

Project Delivery Responsibilities

Preliminary Design: MnDOT

Final Design: MnDOT

Construction Services: MnDOT

Project Budget -**Project Level**

Construction: \$ 4,350,000

Cost Estimate Year: 2020

Construction Year: 2023

Annual Inflation Rate: 3.0%

Inflated Construction: \$ 4,750,000

Design Services: \$ 710,000

R/W Acquisition: \$ -

Other (Utility Burial): \$ -

Construction Services: \$ 480,000

Contingency: \$ 1,310,000

Total Project Budget: \$ 7,250,000**Funding Notes**

- Eligible for federal funding through the Metropolitan Council's Regional Solicitation given the functional classification of CSAH 3 (A-Minor Arterial)

CSAH 19 Spot Mobility and Safety Project

Attachment 01 | Project Narrative

HENNEPIN COUNTY
MINNESOTA

Project Name

CSAH 19 Safety Improvements at CR 117

City(ies)

Corcoran Hanover N/A N/A

Commissioner Districts

7 N/A N/A

Capital Project Number

2191400

Project Category

Safety

Scoping Manager

Jason Pieper

Scoping Form Revision Dates

4/23/2020

Project Summary

Safety improvements at the intersection of CSAH 19 and 109th Avenue (County Road 117) in the cities of Corcoran and Hanover.

Roadway History

The existing intersection of CSAH 19 at 109th Avenue (County Road 117) experiences imbalanced traffic flows. During the morning peak period, a high percentage of eastbound vehicles turn right to continue southbound along CSAH 19. While in the afternoon peak period, a high percentage of northbound vehicles turn left to travel westbound towards the Crow River. In an effort to manage mobility and safety through the intersection, a three-way stop was implemented. In this condition, northbound vehicles are not required to stop. Additionally, a channelized right turn island is provided in the southwest quadrant that permits eastbound right-turning vehicles to merge onto CSAH 19 at a relatively high speed. These conditions are relatively uncommon along county roadways, causing confusion and discomfort for people driving, walking, biking, or rolling. Also, there is an existing crossing for the Lake Independence Regional Trail on the north approach that further complicates the intersection.

CSAH 19 was reconstructed in this area in the mid-2000s. However, this intersection was mainly left unchanged due to a lack of available right of way needed to realign CSAH 19 to better accommodate the predominant vehicle movements.

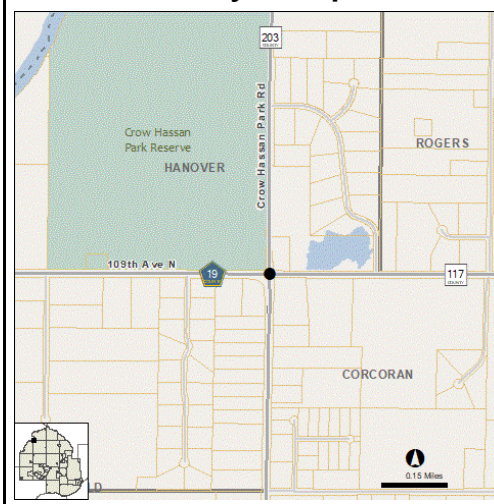
Project Description and Benefits

The proposed project would likely modify the existing intersection to better accommodate user activity in terms of mobility and safety. Further evaluation is needed to determine the preferred intersection geometry, intersection control, and trail crossing design. It is anticipated that fairly significant improvements are necessary to accommodate the traffic flows, while still providing a safe and comfortable crossing for the Lake Independence Regional Trail. The specific design for the intersection will be based on the results of a traffic study, along with input from impacted stakeholders.

Project Risks & Uncertainties

- Intersection experiences uneven traffic flows (eastbound right-turns in the AM / northbound left-turns in the PM)

Project Map



Project Timeline

Scoping: 2019 - 2021

Design: 2022 - 2024

R/W Acquisition: 2023 - 2024

Bid Advertisement: Q1 2025

Construction: Q2 2025 - Q4 2025

Project Delivery Responsibilities

Preliminary Design: Consultant

Final Design: Consultant

Construction Services: Consultant

Project Budget -

Project Level

Construction: \$ 2,610,000

Cost Estimate Year: 2020

Construction Year: 2025

Annual Inflation Rate: 3.0%

Inflated Construction: \$ 3,030,000

Design Services: \$ 450,000

R/W Acquisition: \$ 400,000

Other (Utility Burial): \$ -

Construction Services: \$ 300,000

Contingency: \$ 780,000

Total Project Budget: \$ 4,960,000

Funding Notes

- A portion of the project costs is eligible for the county's State Aid Municipal Account.



May 2020

Summary – Regional Solicitation Funding Application for New Roundabout at County Highway 11 & Burnsville Parkway (CP 11-27)

The roundabout is proposed to replace a signalized intersection at A-Minor arterial CSAH 11 and Burnsville Parkway, a reliever and major collector featuring parkway aesthetics. Forecast volumes for 2040 on CSAH 11 at the project location range from 12,600 to 14,900 ADT with growth 7-13 percent from current volumes. This supports the need to maintain and improve CSAH 11 as a multi-lane arterial, including the intersection with Burnsville Parkway.

Background and Primary Need for the Proposed Project. Studies of the intersection and others in the local highway network over the last 15 years have identified needs to maintain safety and mobility and have proposed upgrades to signalized intersection equipment and layouts. Changes to traffic control were also considered where appropriate (Burnsville Aging Signals Intersection Study, June 2017). This intersection was specifically identified and reviewed further for feasibility as a roundabout, which is now considered the optimal approach. Dakota County's experience with similar intersections has shown that a roundabout will accumulate more long-term safety and mobility benefits for all user modes than could be achieved with a signalized intersection.

The primary need addressed by the project is improved safety. While there are no fatalities or serious-injury crashes in the three most recent years of crash data, the results yielded the following:

- Crash rate = 1.27 vs. the 0.72 statewide avg. for comparable intersections.
- Crash severity rate = 1.69 vs. the 1.00 statewide avg. for comparable intersections.

The project provides the opportunity to reduce the crash rate to approximately 0.50 based on statewide average data for roundabouts in Minnesota. Crash severity and risks for fatal or serious-injury crashes would also be reduced because of the fewer conflict points of the roundabout vs. the existing intersection.

Project Setting and Context. The context for this intersection further supports the proposed roundabout project based on safety objectives, current and forecast volumes, maintaining good traffic mobility and speeds, and yet calming traffic at the intersection. This combination of features will provide safety for pedestrians and bicyclists along a parkway and adjacent to Terrace Oaks West Park (in the southeast quadrant). In fact, this intersection helps connect nearby affordable housing developments with the 230-acre, community park, which is a significant recreational area with ADA-accessible picnic sites, parking, extensive trails, and other recreational features.

In total, this safety-oriented project will provide many local and regional benefits, including the roundabout's safety and mobility benefits and improved aesthetics in a parkway location. The project will serve diverse neighborhoods and benefit travelers using all modes, including pedestrians and bicyclists. Additionally, the project would bring no adverse impacts to the area's residents.



Project Intersection looking north on CSAH 11



Project Name: Roundabout at CSAH 116 and CSAH 150

Applicant: City of Rogers

Project Location: Intersection of CSAH 116 and CSAH 150

Total Project Cost: \$1,556,400

Requested Federal Amount: \$1,245,120

Local Match: \$311,280 (20% local match)

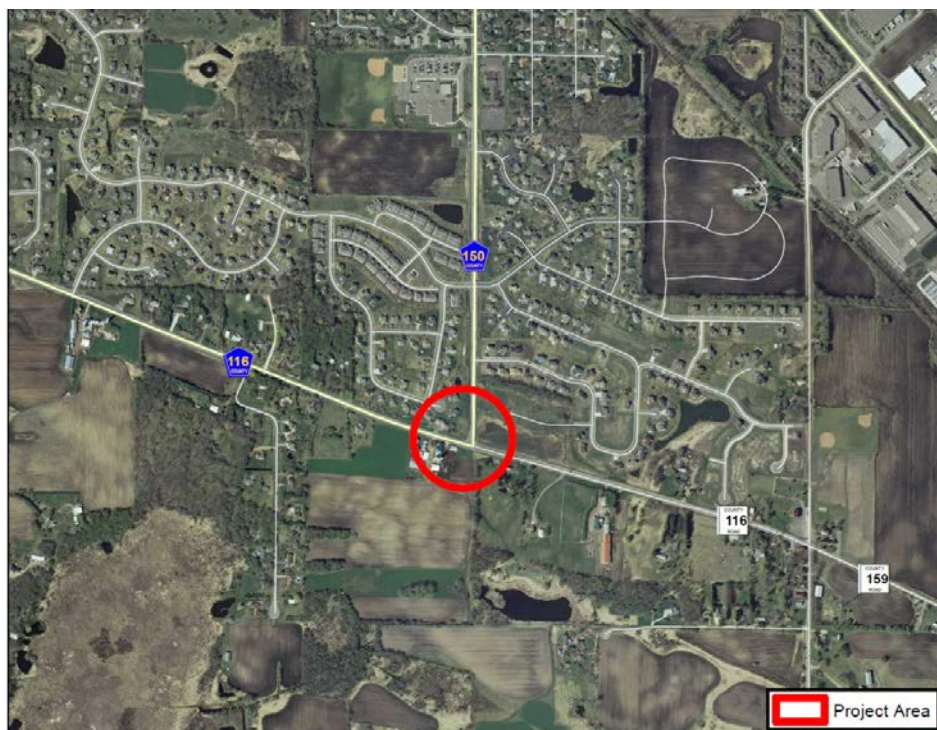
Project Description:

The City of Rogers is proposing a roundabout at the CSAH 116 and CSAH 150 intersection. This is currently a "T" intersection and used heavily by the many Rogers residential properties to travel south and east toward the Twin Cities Metro Area. There is an ongoing crash problem at this intersection, with 7 crashes documented from 2016-2018. The proposed project includes construction of a three-legged roundabout with splitter and center islands that will provide areas of refuge for pedestrians. The proposed design will also better align vehicular traffic, eliminate an existing bypass lane, require non-motorized users to travel through the roundabout and reduce vehicular traffic speeds at the intersection. In total, the proposed roundabout improvements are forecasted to reduce crashes by 33 over the next 20 years. The proposed project will also include a 10-foot wide multiuse trail along the east side of CSAH 150, enhancing connectivity, mobility, and safety for non-motorized users. The City of Rogers growth area is along CSAH 116 (Territorial Road) through the project area, with development plans in place today for hundreds of lots.

Project Benefits:

- Enhanced safety for motorists entering and exiting the intersection
- Reduced total annual crashes
- Reduced vehicular speed when approaching the intersection
- Improved safety and access for pedestrians and bicyclists through extension of an existing trail – connecting to a Tier 1 RBTN
- Reduced emissions due to fewer vehicular stops

Project Area:





Project Name: Signal and Intersection Geometric Improvements at Hennepin County CSAH 144 and CSAH 13

Applicant: City of Rogers

Project Location: Intersection of CSAH 144 and CSAH 13

Total Project Cost: \$2,184,390

Requested Federal Amount: \$1,747,512

Local Match: \$ 436,878 (20% of total)

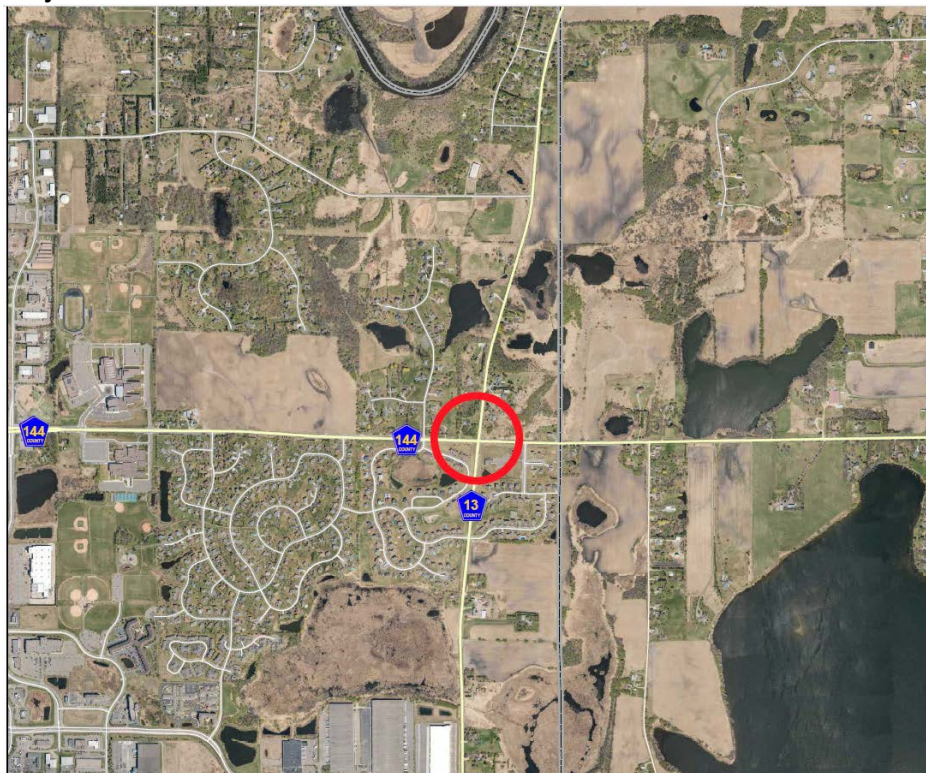
Project Description:

The City of Rogers is proposing geometric improvements and a new signalized intersection at CSAH 144 and CSAH 13. Currently, both CSAH 144 and CSAH 13 are two-lane undivided roadways with no turn lanes or shoulders. The CSAH 144/CSAH 13 intersection currently functions at a LOS E. The entire CSAH 13 corridor is also forecasted to be over capacity in the Rogers 2040 Comprehensive Plan with a 2040 forecast of 10,100 AADT. This intersection is used on a regular basis by commuters bypassing heavy traffic on I-94. As backups occur, motorists also regularly cut through adjacent neighborhoods creating extremely unsafe conditions. The project will remove existing stop control from all four intersection legs and replace with a traffic signal, raised center median and left and right turn lanes for all approaches. Turn lane improvements are also planned as part of the project at adjacent intersections located at Savannah Drive and Harmony Avenue. Project improvements will also include a 10-foot multiuse separated multiuse trail on the south side of CSAH 144 from Mallard Drive to Monarch Lane and six-foot paved shoulders.

Project Benefits:

- Enhanced mobility for motorists entering and exiting the intersection
- Reduced total annual crashes
- Improved safety and access for pedestrians and bicyclists with extension of existing trail
- Reduced emissions due to fewer vehicular stops

Project Area:





Applicant,

Location, & Route: Carver County, Highway 11 ¼ miles north and south of Highway 10, Highway 10 1000' east and west of Highway 11, on the City of Victoria and City of Chaska border



Application

Category:
Roadways including
Multimodal Elements – **Spot Mobility**



Funding

Information:
Requested Award Amount:
\$2,937,600
Local Match: \$734,400
Project Total: \$3,672,000



Match \$ Sources:

- Carver County

Part of a Bigger Picture

Studies conducted on the Highway 11 and 10 corridors have identified the Highway 11 and 10 intersection as the crucial location for needed near-term improvements to move the growing traffic through the area and improve safety. The proposed improvements at the Highway 11 and 10 intersection fits the vision for the corridor and will guide the coming corridor improvements and development.

Highway 11 Intersection Improvements Project

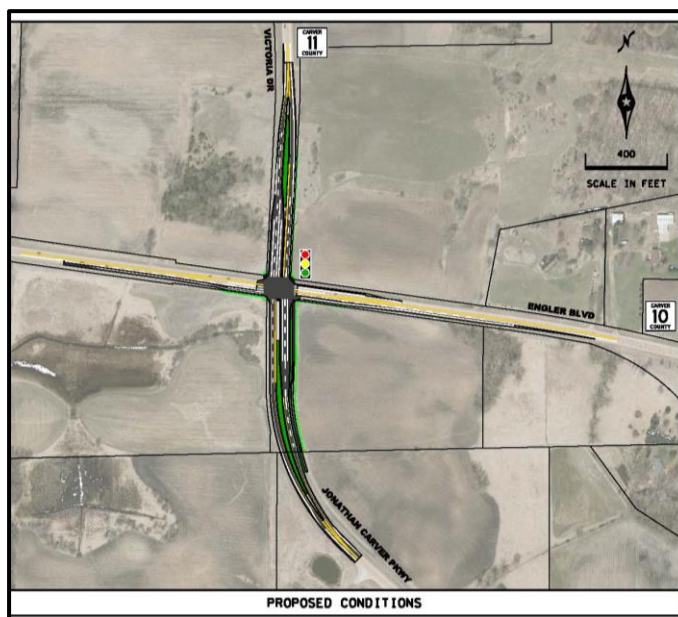
Project Description

This project at the intersection of Highway 11 (Jonathan Carver Parkway/Victoria Drive) and Highway 10 (Engler Boulevard) installs a permanent signal system accompanied with geometric expansions on all four legs of the intersection. Geometric improvement includes the expansion of Highway 11 to a four-lane divided urban section with dual left-turn lanes on the north leg. The project also includes construction of a second eastbound lane through the intersection and adding capacity to Highway 10 turn lanes.

The Highway 11 at Highway 10 intersection on the border of the Cities of Victoria and Chaska is a presents significant crash and congestion issues for the community, impacting the movement of goods and people throughout the region. This important intersection serves as a primary hub between the cities of Chaska, Waconia, Victoria and Carver, directly serving approximately 50% of the County population. The intersection is located centrally between all four of these cities in a rural area that is expected to experience a significant amount of development within the next 20 years. The intersection is a priority project for both cities, the County, and residents. Operational issues create vehicle queues up to a quarter mile long in multiple directions during both peak hours; these queues are particularly problematic in the eastbound direction, as maximum queues are beginning to encroach on an at-grade railroad crossing. Similarly, users face unacceptable delays when making turns onto Highway 10 from Highway 11 during the peak hours. The intersection is currently served by a temporary wood pole signal system that was implemented in 2013 to address safety concerns with the two-way stop control at the intersection. Since its installation, reductions in severe injury crashes have been observed; however, the need for a permanent system with fully ADA compliant facilities is a priority.

Project Benefits

The proposed improvements provide an immediate operational benefit for existing traffic patterns but are also expected to provide the needed capacity to serve the planned developments in the area. The project will upgrade Highway 11 in the intersection area to the ultimate vision for the corridor of a four-lane urban highway. Furthermore, the intersection will connect to an existing multiuse trail and improve the pedestrian crossing environment. The enhanced pedestrian facilities included in this project will be needed when area development occurs. The proposed improvements will increase corridor safety, address congestion and operational issues, and provide safe pedestrian/bicycle crossings of Highways 11 and 10.



Lake Road and Pioneer Drive Intersection Improvement Project in the City of Woodbury



As part of the Lake Road Restriping and Safety Improvement Study it was recommended that Lake Road be converted from a 4-lane undivided roadway to a 3-lane roadway with center left turn lane. Lake Road is currently a community barrier functioning as a 4-lane undivided roadway through the study area with a speed limit of 40 MPH. However, the lane conversion was anticipated to result in capacity issues at its intersection with Pioneer Drive and the current all-way stop control. This proposed Lake Road and Pioneer Drive Intersection Improvement project will implement a Single Lane Roundabout to replace the current all-way stop control and prepare Lake Road for the four to three lane conversion.

This is an important intersection for connectivity of the community. Lake Road and Pioneer Drive are A-Minor Expanders within the City of Woodbury connecting a vast majority of the large residential neighborhoods to regional job and amenity routes such as I-494 and I-94. Locally, Lake Road and Pioneer Drive connect multifamily and affordable neighborhoods to several schools, healthcare, a commercial activity center, parks, and regional trail connections within the project area. Pioneer Drive is planned to be extended further south to Military Road in the future to accommodate rapid residential growth which will soon result in increased demand at this intersection. Pioneer Drive is currently a 2-lane undivided roadway with turn lanes at most intersections/accesses through the study area.

This project will provide significant improvements in safety and operations for existing and future traffic and pedestrians demands at the intersections and adjacent pedestrian crossings. The single lane roundabout approaches will match into the near future 3-lane roadway on Lake Road and replace the current right, through, and left lanes on Pioneer drive. The improvement will continue the center median to the north providing exclusive left turn lanes to Woodbury Community Church, located in the northeast quadrant, and Savanna Oaks Pass. Additionally, south of the roundabout will be restriped to a three-lane section and an improved pedestrian crossing will be implemented at Juniper Lane for Lake Middle School and Middleton Elementary School, located in the southeast quadrant.

Furthermore, all legs of the intersection include trail facilities. The single lane roundabout will provide two-staged pedestrian crossings on all four legs that will shorten the crossing distance for pedestrians and improve the visibility of pedestrians at the intersection.

Project Details

- Applicant: City of Woodbury
- Current all-way stop control intersection control demonstrating publicly expressed traffic and pedestrian safety issues
- The project area includes several multifamily housing options and equity populations
- Federal Request: \$2,057,591 + Local Match: \$514,398 = Total project cost: \$2,571,989



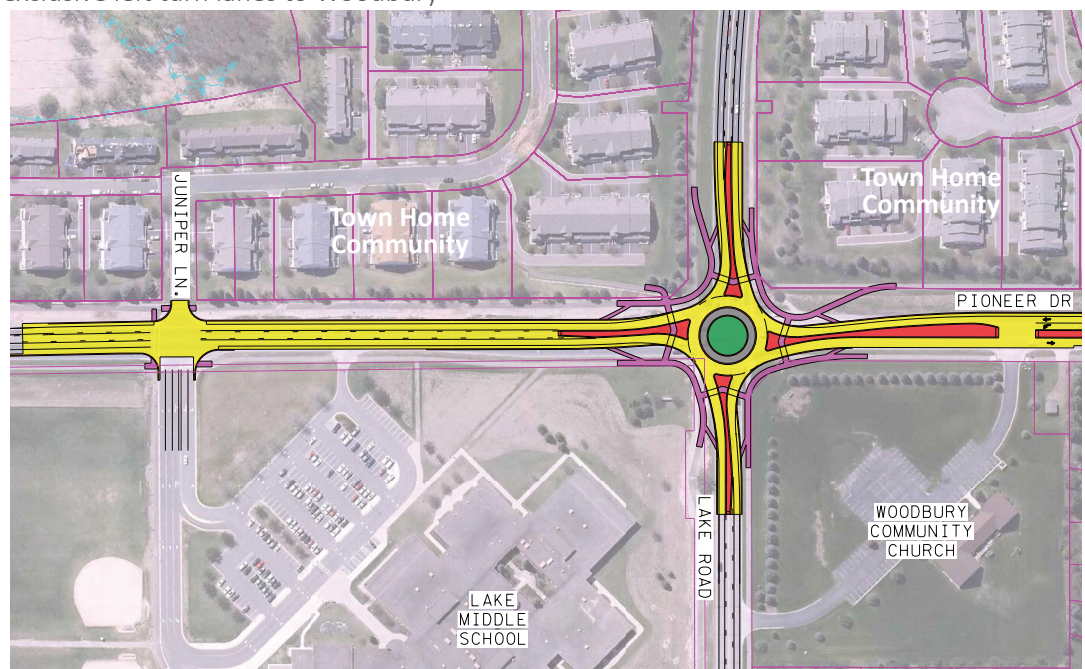
Project location adjacent to two public schools



Pedestrian crossing across 4 travel lanes



High traffic and bike/pedestrian demands exists



Proposed Lake Road and Pioneer Drive Roundabout Intersection Improvement

TH169, TH282, and CSAH 9 Interchange

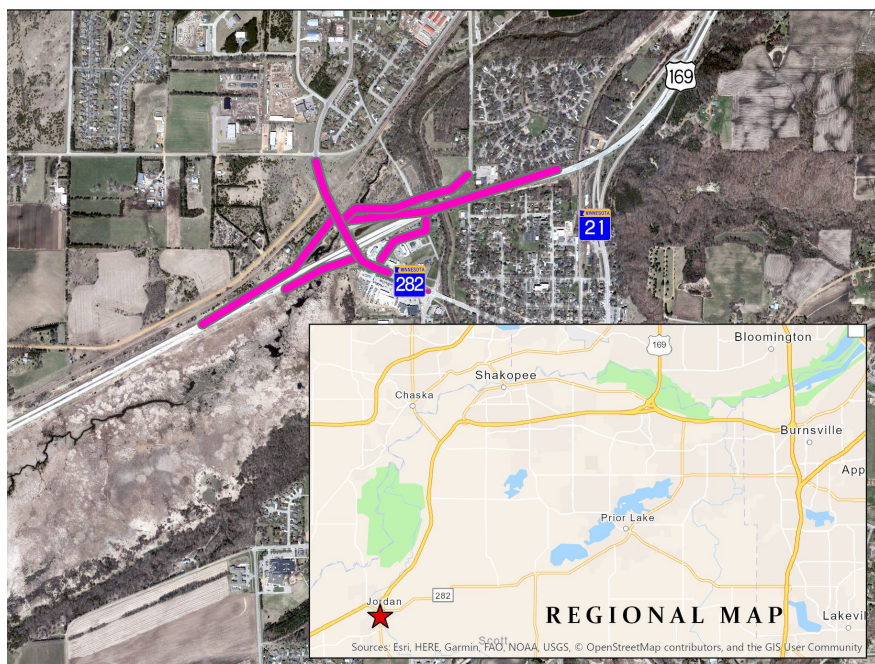
Applicant: Scott County

Counties where project is located: Scott

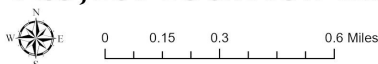
Location: City of Jordan

Requested award amount: \$10,000,000

Total project cost: \$24,000,000



PROJECT LOCATION MAP



Project Description

This project is a collaboration between Scott County, the City of Jordan, and the Minnesota Department of Transportation to **improve connectivity; reduce delay, congestion, and emissions; and make safer multi-modal connections** in the southwest Twin Cities region. The project includes a new interchange in the community of Jordan, Minnesota which utilizes a design that adapts to the needs of local and regional stakeholders while improving freight operations in this critical freight corridor. Ultimately, the new interchange will make the area safer for all modes and is supported by local businesses, residents, and agencies.

Benefits

- The Jordan Interchange alone reduces freight truck, and commuter delay by 657 hours daily; especially with a projected 40% increase in vehicles passing through per day by 2040.
- Create a multi-modal crossing through increasing automobile, bicycle, and pedestrian safety through two grade-separations.
- Decrease crash rates through two grade-separation.
- Decrease delay for freight utilizing the US 169 corridor and freight entering the corridor from the City of Jordan and Sand Creek Township.
- Expedite agricultural and rural business shipping as 22% of all traffic is freight truck traffic.



Project Summary

I-35E/County Road J Interchange

Applicant – Ramsey County

Project Location – I-35E and County Road J in Lino Lakes, North Oaks and White Bear Township, Ramsey and Anoka County

Total Project Cost – \$10,772,753

Requested Federal Dollars - \$8,618,202

Project Description:

The proposed project will reconstruct the I-35E/County Road J Interchange to provide a full-access interchange with added ramps to and from the north on I-35E to improve overall traffic operations and roadway safety.

I-35E provides regional access to communities within Ramsey and Anoka County. At the Lino Lakes/White Bear Township boundary, County Road J (Ash Street) provides access to and from the south on I-35E with a half-diamond interchange configuration. Motorists traveling along County Road J experience significant travel delays and congestion during the morning and evening peak periods due to the all-way stop control at the Centerville Road, East Ramp and Otter Lake Road intersections. During the a.m. and p.m. peak periods, there is a heavy movement from southbound Centerville Road, to eastbound County Road J to enter the southbound I-35E ramp. During the p.m. peak period, the east ramp experiences significant backups with queues regularly extending onto northbound I-35E. MnDOT has recently expressed concerns about this backup and has provided a photo from the Regional Traffic Management Center (see attached). In addition, the project segment of County Road J from Centerville Road to Otter Lake Road lack accommodations for pedestrians and bicyclists as a two-lane roadway with eight-foot wide shoulders.

Project Benefits:

The proposed project will include the following benefits to all modes of transportation:

Traffic operations improvements – The removal of the all-way and side-street stop control and replacement with roundabouts at the County Road J intersections at Centerville Road, 20th Avenue/West Ramps and Otter Lake Road/West Ramps will improve the overall peak hour operations along the corridor. In addition, the I-35E/County Road J full-access interchange will attract more traffic from and improve the overall peak hour operations at the I-35E/CSAH 14 interchange.

Safety improvements – The construction of the roundabouts will decrease overall congestion and queues at the County Road J intersections at Centerville Road and the East Ramps. The reduction of the southbound Centerville Road and northbound I-35E East Ramp queues at County Road J will provide safer conditions during the peak periods.

Pedestrian and bicycle improvements – The construction of a multiuse trail on the north side and sidewalk on the south side of the corridor provides multimodal benefits for all modes of transportation.

Roadway improvements – The replacement of a 0.3-mile segment of County Road J; an aging facility that was constructed in 1935. In addition, the correction of a vertical curve on the bridge that inhibits sight distance.

Existing Conditions:



Westbound County Road J east of I-35E West Ramp

Project Summary

TH 252/Brookdale Drive Interchange



Applicant – City of Brooklyn Park

Project Location – TH 252 and Brookdale Drive in Brooklyn Park, Hennepin County

Total Project Cost – \$33,215,015

Requested Federal Dollars - \$10,000,000

Project Description:

The proposed TH 252 /Brookdale Drive interchange project will improve roadway safety and mobility along TH 252 through the Cities of Brooklyn Park and Brooklyn Center. The project will provide regional access to the area with the construction of a diamond interchange at TH 252. Furthermore, local traffic operations, mobility and safety for all modes of transportation at the project intersection will be improved while connecting the neighborhoods divided by TH 252.

Project Location



TH 252 is a high-speed high-volume north-south connection between I-94/I-694 and TH 610. It is a MnDOT Trunk Highway that serves as an important Principal Arterial roadway linking communities in the northern area of the Twin Cities. It is currently an expressway design that varies between four and six lanes with at-grade signalized intersections approximately every ½ mile.

As part of the *TH 252 Corridor Study (2016)*, Mn/DOT, Hennepin County, Metropolitan Council, Metro Transit and the Cities of Brooklyn Park and Brooklyn Center worked together to establish the long-term vision “that a freeway was the best alternative to safely accommodate future traffic volumes and allow TH 252 to serve its function as a Principal Arterial”. Building towards the ultimate vision of a freeway, the ongoing environmental review identified the construction of a diamond interchange at Brookdale Drive.

Project Benefits:

The conversion of the at-grade signalized intersection at TH 252 and Brookdale Drive to an interchange will provide the following benefits:

- Be consistent with the long-term vision and phasing of TH 252 to a freeway facility
- Improve vehicular safety with the reduction of intersection crashes; specifically rear-end crashes

- Reduce heavy delays and congestion during peak hour conditions at an intersection that currently operates with the second worst overall level of service along the study corridor
- Improve pedestrian and bicycle mobility and safety across TH 252; under current conditions, long green times allocated to TH 252 make it difficult to cross
- Improve community connectivity with removing the TH 252 barrier
- Improve transit operations with the elimination of an at-grade intersection to provide more reliable travel times for transit buses along TH 252
- Enhance pedestrian and bicycle travel along the Brookdale Drive corridor with additional trail improvements east and west of the newly constructed interchange
- Provide underserved residents with improved access to the area’s jobs and transit as the project is located in a census tract that is above the regional average for population in poverty or population of color

Existing Conditions:



Traffic congestion along TH 252 at the Brookdale Drive intersection.

Before Photo
TH 252/Brookdale Drive Interchange

Brooklyn Park 

Applicant – City of Brooklyn Park

Project Location – TH 252 and Brookdale Drive in Brooklyn Park, Hennepin County





US 212 Freight Mobility and Safety Project from CSAH 51 to CSAH 36

Project Name: US 212 Freight Mobility and Safety Project from CSAH 51 to CSAH 36

Applicant: Carver County

Route: US 212

Location: US 212 between CSAH 51 and CSAH 36 in Carver County

Requested Award: \$10,000,000

Total Cost: \$25,977,000

Primary Contact:

Lyndon Robjent, PE

County Engineer, Carver County

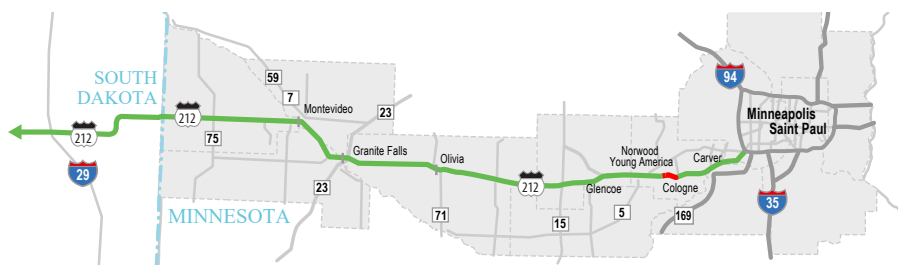
11360 Hwy 212 West, Suite 1 Cologne, MN 55322

952-466-5206

lrobjent@co.carver.mn.us



Project Location



Description

The US 212 Freight Mobility and Safety Project from CSAH 51 to CSAH 36 in Carver County will expand the existing Principal Arterial from a rural two-lane undivided highway to a four-lane expressway. The project will address high crash rates and unsafe pedestrian crossings through the implementation of additional lanes, Reduced Conflict Intersections (RCIs), medians, and wider shoulders. These improvements will eliminate freight inefficiencies, reduce rural highway fatalities, and strengthen rural access to economic opportunities in the Twin Cities Metropolitan Area. The project design provides a cost effective high-benefit solution to address safety and enhance access and mobility for the US 212 corridor. This funding request is the final funding piece needed.

Project Benefits

Improves mobility

- Expands rural, undivided 2-lane highway to divided 4-lane expressway
- Reduce congestion for personal and commercial vehicles
- Eliminate freight bottleneck
- Expand access for rural residents to access employment, healthcare, and education



Commercial traffic along US 212

Increases safety for all modes

- Implement Reduced Conflict Intersections and access management
- Wider shoulders for multimodal use
- Median installation



Snow drifts along US 212

Modernization

- Upgrade original roadway constructed in 1929

Regional Significance

US Highway 212 is a regional and national highway system that runs from Wyoming to Minnesota, officially designated in 1926. The Project area contains aging pavement that has not been expanded or reconstructed in 90 years since its original paving in 1929. US 212 is part of the National Highway System (NHS) and National Highway Freight Network (NHFN), providing a major freight connection for 22,000 square miles of rural Minnesota and South Dakota, whose largest source of employment is manufacturing. US Highway 212 is identified by the Minnesota Department of Transportation (MnDOT) in the Minnesota State Freight Investment Plan as a Critical Rural Freight Corridor and was also identified in the Metropolitan Council's Regional Truck Highway Corridor Study as a Tier 1 Freight Corridor. Western Minnesota does not have Interstate (or Interstate-like) access to the Twin Cities. Instead, this large area relies on US 212 to provide interstate commerce connectivity from these rural areas to the multi-state economic hub of the Twin Cities.



Project Summary

Project Name: TH 610 and East River Road Interchange Reconstruction

Applicant: City of Coon Rapids

Project Location: TH 610 and East River Road (CSAH 1) Interchange between the Mississippi River and Coon Rapids Boulevard in Coon Rapids, Anoka County

Total Project Cost: \$12,190,000

Requested Federal Dollars: \$9,752,000

Project Map:



Before Photo:



Project Description: The proposed project will complete the transportation system with the construction of the proposed Foley Railroad Grade-Separation project by providing a full-access interchange at TH 610 and East River Road. The proposed concept will provide a westbound off-ramp loop and a folded eastbound on-ramp with auxiliary lanes to TH 610 between East River Road and Coon Rapids Boulevard. This provides a more direct route for regional trips and emergency response teams originating and destined for this area.

Project Benefits: The proposed Th 610 and East River Road interchange reconstruction will provide the following benefits:

- Improved travel times and safer access for residents, businesses, redeveloping industrial/commercial properties within the project area, Metro Transit's Foley Park-and-ride, and a future Northern Lights Express (NLX) Station.
- Improve traffic congestion and safety issues at the TH10 and Foley Boulevard interchange.
- Improved connectivity to existing and proposed sidewalks and trails as part of the Foley Railroad Grade-Separation project.

Overall, the project will benefit the under-represented populations by improving connections throughout the local and regional systems. The proposed project will also provide greater opportunities to link these populations to job concentration centers as the corridor is a mixed use of residential, industrial and commercial.



Ramsey Gateway: CSAH 56 (Ramsey Blvd) & Highway 10 Interchange



Applicant, Location, &

Route: Anoka County, U.S. Highway 10 and Ramsey Blvd. within the City of Ramsey



Application Category:

Roadways including Multimodal Elements - **Roadway Expansion**



Funding Information:

Requested Award Amount:

\$10,000,000

Local Match: \$19,300,000

Project Total: \$29,300,000



Match \$ Sources:

- Anoka County
- City of Ramsey
- MnDOT
- BNSF Railway
- **\$3.5M in awarded State Legislative Bonding Funds**



Corridor Fast Facts:

- **55,000 vpd** (1,650 trucks)
- Higher crash rate than state avg; 51 crashes in last 5 years
- 3 fatal ped crashes on Hwy 10 within Ramsey in last 10 years, **1 fatal ped crash at Ramsey Blvd**
- Backups anticipated to reach one-mile by 2025 and almost 4-miles in 2045
- Significant commuter/freight corridor between MSP, NW-MN, and North Dakota
- **Busiest BNSF rail line in Minnesota** with 57-81 freight trains and 14 transit trains
- Regional gateway to northern MN Lakes and outdoor tourism industry

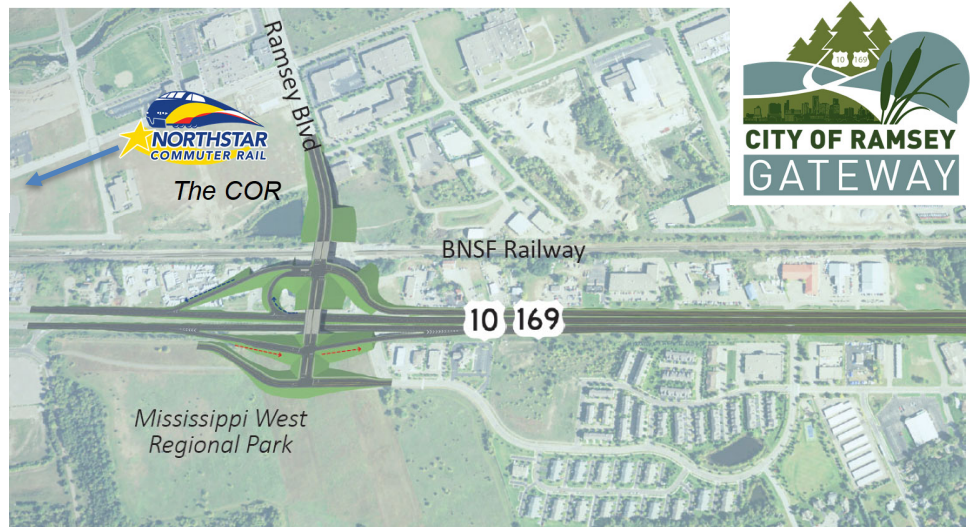
Project Description

This project will remove the traffic signal at Ramsey Blvd and Highway 10 and replace it with a grade-separated folded tight-diamond interchange including a grade-separated railway crossing and frontage road connections. ADA accessible and continuous pedestrian and bicycle facilities are included throughout.

The current Highway 10 corridor within the City of Ramsey is plagued with significant crash and congestion issues, for vehicles, trucks, pedestrians, and trains alike, and is impacting the movement of goods and people between Minneapolis/St Paul and northern Minnesota. In addition, the busiest BNSF railway within the state parallels the highway blocking Ramsey Blvd for two to three hours per day while causing northbound backups onto Highway 10. This is a highly expressed public concern and documented issue for emergency response vehicles responding to common crashes on Highway 10 (watch emergency vehicles blocked by train: <https://www.youtube.com/watch?v=VruXJvIrt-g>).

Project Benefits

Ramsey Blvd serves as the primary connection to the COR (Center of Ramsey) development, a 400-acre area including residential, commercial, retail, educational, and recreational land uses intended to serve as the downtown of Ramsey, located just northwest of the proposed interchange. Integral to this development is the Northstar Commuter Rail line, of which ridership and operations will benefit greatly from the proposed project. The proposed improvements will increase corridor safety, address congestion and operational issues, eliminate delay from the railroad crossings, and provide safe pedestrian/bicycle crossing of Hwy 10.



The Time is Now

Beginning in 2022, fully funded projects in Anoka and Elk River will transition Highway 10 into a freeway on either side of Ramsey. Ramsey will become the bottleneck, with increased crash and congestion issues at the two remaining at-grade signalized intersections on Highway 10 in the metro area. Improvements to the Ramsey Blvd intersection with Highway 10 are the highest priority in the Ramsey Gateway Project – and is so reflected in this application - which also includes the construction of another interchange at Sunfish Lake Blvd. Improvements in Ramsey will complete the regional vision of converting Highway 10 into a freeway corridor.

1-Page Information Sheet: CSAH 12 Expansion in Blaine



Anoka County
MINNESOTA

Respectful, Innovative, Fiscally Responsible

PROJECT NAME: CSAH 12 (109th Avenue NE) Expansion to a 4-Lane Divided Facility

GEOGRAPHIC LIMITS: 2.3 miles. From CSAH 52 (Radisson Road NE) to CSAH 17 (Lexington Avenue NE)

PROJECT LOCATION: City of Blaine, Anoka County

APPLICANT: Anoka County Highway Department

FUNDING REQUEST: \$7,664,000

TOTAL PROJECT COST: \$9,580,000

PROJECT DESCRIPTION

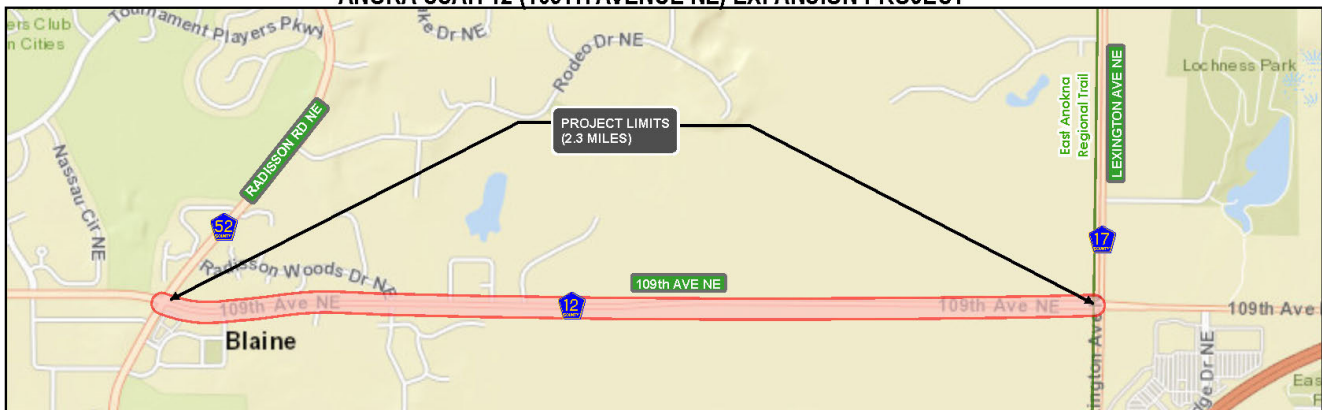
CSAH 12, an "A" Minor Arterial Expander route that provides an important east-west transportation connection in Anoka County, is a two-lane undivided roadway today. Traffic volumes on CSAH 12 have been increasing and are expected to continue to increase in the future as the area continues to grow (8,000 Current AADT, 10,000 2040 AADT). Existing and future traffic volumes are such that congestion is and will continue to negatively impact the ability of the corridor to move traffic. Safety is also a concern at several intersections and along some segments of the corridor.

This project will reconstruct a 2.3-mile section of CSAH 12 as a four-lane divided roadway, with intersection access modifications. The improved section would match that which currently exists to the west of the project, effectively eliminating a traffic bottleneck. The Blaine City Hall and Police Station are located within the project area. Improvements to CSAH 12 are critical to ensure that city services, especially those involving emergencies, maintain acceptable response times.

Non-motorized accommodations in the project area are non-existent. The project will close an existing gap in the non-motorized network by constructing a continuous six-foot ADA-compliant sidewalk on the north side of CSAH 12 and a continuous 10-foot ADA-compliant multi-use trail on the south side. The entire length of the project is located along a Tier 2 RBTN alignment. The RBTN provides important connections to regional job concentrations and the regional transit system. RBTN designations also denote strong demand for bicycle travel and represent opportunities to enhance local economic development and business retention. Separated facilities will ensure that CSAH 12's multimodal function, safety and person-throughput are enhanced. The project will also upgrade all signalized intersections with ADA-compliant pedestrian ramps, countdown timers, APS push buttons and high visibility durable pavement markings. ADA pedestrian ramps will also be included at non-signalized intersections.

Overall, the project will expand the existing roadway and integrate critical safety improvements to reduce crash risk exposure, while also improving safety and comfort for all users. The project will provide roadway users with reliable travel times at reasonable travel speeds. This project will help improve connectivity between residential, commercial and recreational areas along CSAH 12.

ANOKA CSAH 12 (109TH AVENUE NE) EXPANSION PROJECT



Grade Separation of TH 65 at 99th Ave NE

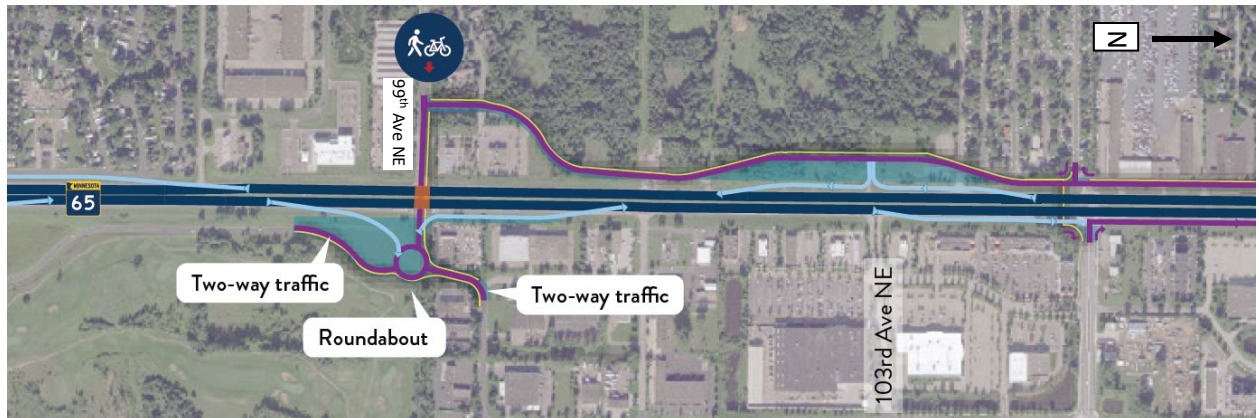
Trunk Highway (TH) 65 is a principal arterial located within the Twin Cities metropolitan area in Anoka County. As the only continuous north/south corridor of its size and capacity in Anoka County, TH 65 is a vital link for traffic traveling between the Twin Cities urban core and northern suburban and exurban communities. At the project location, TH 65 is currently a four-lane divided highway with the following characteristics:

- Classified as a principal arterial with a primary function of providing mobility, while also providing access to adjacent land uses
- Posted speed limit is 55 miles per hour (mph)
- Signalized intersection with 99th Ave NE with no restricted turn movements
- Serves approximately 50,000 vehicles per day

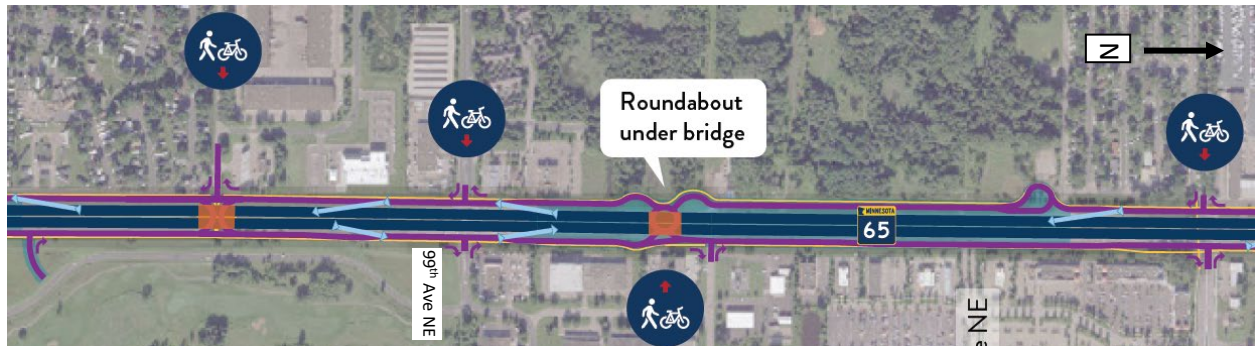
The proposed project would implement one or more grade separated crossings at 99th Ave NE to reduce congestion and improve pedestrian and bicycle access across TH 65. The need for the project was identified as part of the MnDOT Highway 65 Safety and Mobility Corridor Study. Various conceptual alternatives are currently being developed at multiple locations along the corridor. Two alternatives have been developed for this grade separation at 99th Avenue NE:

- **Alternative 1:** The first alternative proposes a grade separation at 99th and a tight diamond interchange configuration with a roundabout on the eastern interchange intersection.
- **Alternative 2:** The second alternative proposes two grade separations to the north and south of 99th Avenue NE. Users crossing TH 65 at 99th would use the frontage road system to divert to the north or south grade separation.

Alternative 1



Alternative 2



1-Page Information Sheet: CSAH 7 Expansion in Andover



Anoka County
MINNESOTA

Respectful, Innovative, Fiscally Responsible

PROJECT NAME: CSAH 7 (7th Avenue NW) Expansion to 4-lanes

GEOGRAPHIC LIMITS: 1.6 miles. From north of CSAH 116 (Bunker Lake Blvd. NW) to CR 20 (157th Avenue NW)

PROJECT LOCATION: City of Andover, Anoka County

APPLICANT: Anoka County Highway Department

FUNDING REQUEST: \$6,929,600

TOTAL PROJECT COST: \$8,662,000

PROJECT DESCRIPTION

CSAH 7 (7th Avenue NW) experienced substantial traffic growth in recent years and requires expansion to a four-lane divided roadway with intersection access modifications. The improved section would match that which currently exists on CSAH 7 to the south, effectively removing the traffic bottleneck between these points. The expansion project will also include a multiuse trail along the east side of the roadway, which will be an extension of the trail from the south. The proximity of the trail to a library, school, and park will make this particularly beneficial.



EXISTING GEOMETRY: 2-lane Undivided
Daily Traffic Capacity: 15,000*

PROPOSED GEOMETRY: 4-lane Divided
Daily Traffic Capacity: 34,000*

PROJECT BENEFITS

Elimination of Traffic Bottleneck:

Eliminates the 2-lane bottleneck section that exists between the 4-lane sections of north and south of project

Reduction in Congestion:

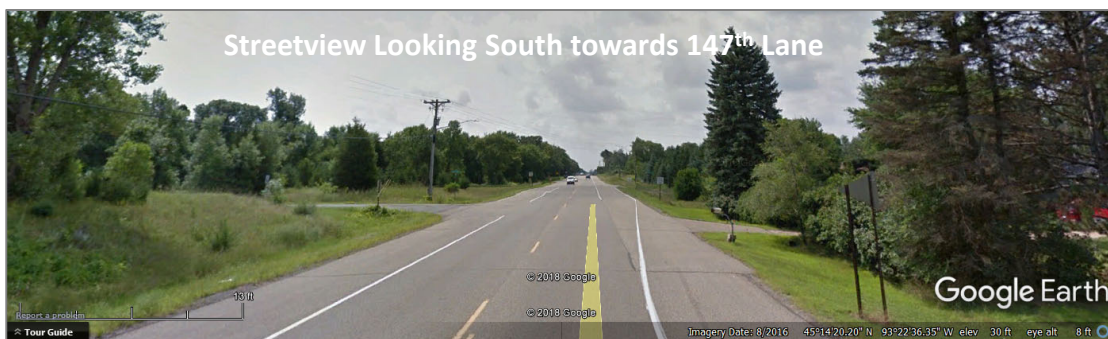
- 2017: 14,600 volume is approaching 15,000 capacity (LOS E) with significant peak hour congestion.
- 2040: 17,200 volume EXCEEDS 15,000 capacity (LOS F)

1.6 additional miles of Multiuse Trail will be provided to safely accommodate pedestrians and bicyclists.

Improved Pavement Quality (PQI), which is currently 56 out of a possible 100 rating

OTHER INFORMATION:

Roadway was last reconstructed in 1977



* Daily Capacity of the roadway was obtained directly for the roadway from the Met Council Regional Activity Based Model. For simplicity, when volume exceeds capacity the roadway is congested.

1-Page Information Sheet: CSAH 14 Expansion in Blaine



Anoka County
MINNESOTA

Respectful, Innovative, Fiscally Responsible

PROJECT NAME: CSAH 14 (125th Avenue NE) Expansion to 4-lanes

GEOGRAPHIC LIMITS: 1.2 miles. From east of Harpers Street to CSAH 17 (Lexington Avenue NE)

PROJECT LOCATION: City of Blaine, Anoka County

APPLICANT: Anoka County Highway Department

FUNDING REQUEST: \$3,964,000

TOTAL PROJECT COST: \$4,955,000

PROJECT DESCRIPTION

CSAH 14, a Principal Arterial, is currently a two-lane undivided roadway that has experienced substantial traffic growth in recent years and requires expansion to a four-lane divided roadway and access modifications. The improved section would match that which currently exists on CSAH 14 to the west, and will effectively eliminate the traffic bottleneck between this point and CSAH 17 to the east. The expansion project will also include a multiuse trail adjacent to the roadway, which will represent an extension of the trail from the west.

GEOMETRY

EXISTING: 2-lane Undivided Daily Traffic Capacity: 15,000*

PROPOSED: 4-lane Divided Daily Traffic Capacity: 34,000*



PROJECT BENEFITS

Elimination of Traffic Bottleneck:

Eliminates the 2-lane bottleneck section that exists between the 4-lane section west of the project and the 4-lane section on CSAH 17, south of project's eastern termini.

Reduction in Congestion:

- 2017: 12,100 volume is approaching 15,000 capacity (LOS D)
- 2040: 20,200 volume FAR EXCEEDS 15,000 capacity (LOS F)

1.2 additional miles of Multiuse Trail will be provided to safely accommodate pedestrians and bicyclists.

OTHER INFORMATION:

This section of CSAH 14 is on the National Highway System (NHS)



* Daily Capacity of the roadway was obtained directly for the roadway from the Met Council Regional Activity Based Model. For simplicity, when volume exceeds capacity the roadway is congested.

CSAH 17 at TH 36 Interchange Project



Project Location

The CSAH 17 (Lake Elmo Ave) at TH 36 interchange project will replace the existing at-grade intersection in the cities of Lake Elmo and Grant with a grade separated interchange.



Funding Request

Federal: \$ 10,000,000

Local Match: \$ 24,733,130

Project Total: \$ 34,733,130



Project Goals

- » Address the existing deficiencies
- » Improve safety, capacity, and operation of the intersection and area
- » Achieve highway corridor vision

Project Summary

CSAH 17 (Lake Elmo Avenue) at TH 36 currently operates as an at-grade intersection controlled by a fully actuated control signal. Within the project area TH 36 is a four-lane divided roadway and has a posted speed limit of 65 mph. CSAH 17 is a two lane rural roadway with a posted speed limit of 55 mph in the project area. Since the opening of the St Croix Crossing Bridge in 2017, traffic on TH 36 has grown tremendously. The increase in traffic volume has increased congestion and travel delays. More importantly, the growth in volumes has exacerbated the existing safety hazards associated with the at-grade signalized intersection in the highway corridor. These hazards and continued growth justify the need for a grade separated interchange. This project will remove the existing traffic signal at TH 36 and CSAH 17 and replace it with a grade separated, full access interchange and improve access management along the TH 36 corridor.

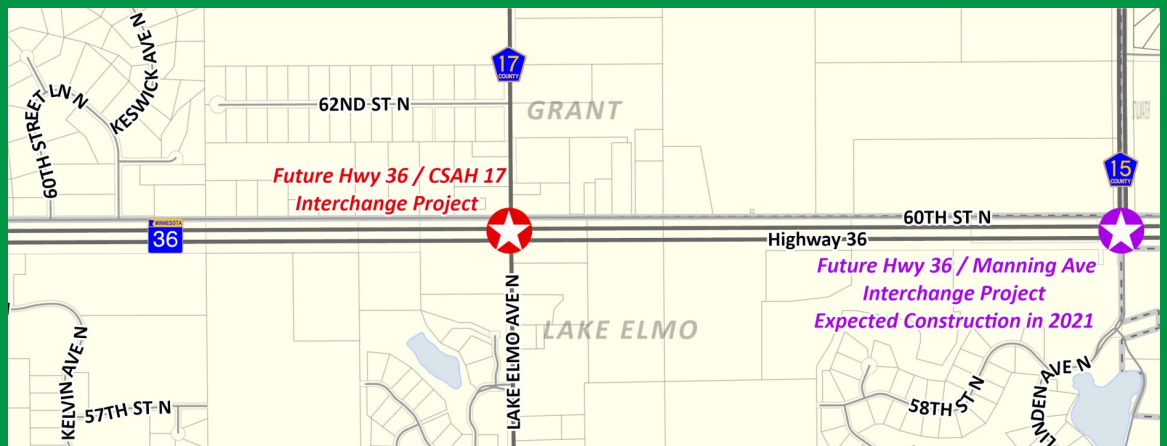
Summary of Benefits

- » Improves regional accessibility and efficiency by relieving congestion and travel delays on TH 36 through the removal of the signal and addition of grade separated infrastructure
- » Improve corridor safety through reduction of conflict points and crash potential
- » Provides a multi-modal route for cyclists and pedestrians to cross TH 36 at CSAH 17, removing a large barrier to non-motorized movement
- » Support TH 36 and CSAH 17's role in the regional transportation network and economy



Safety

90 Crashes at this intersection between 2016 and 2018 including **1 Fatality** making this intersection a **sustained crash location**



Sand Creek Township Overpass

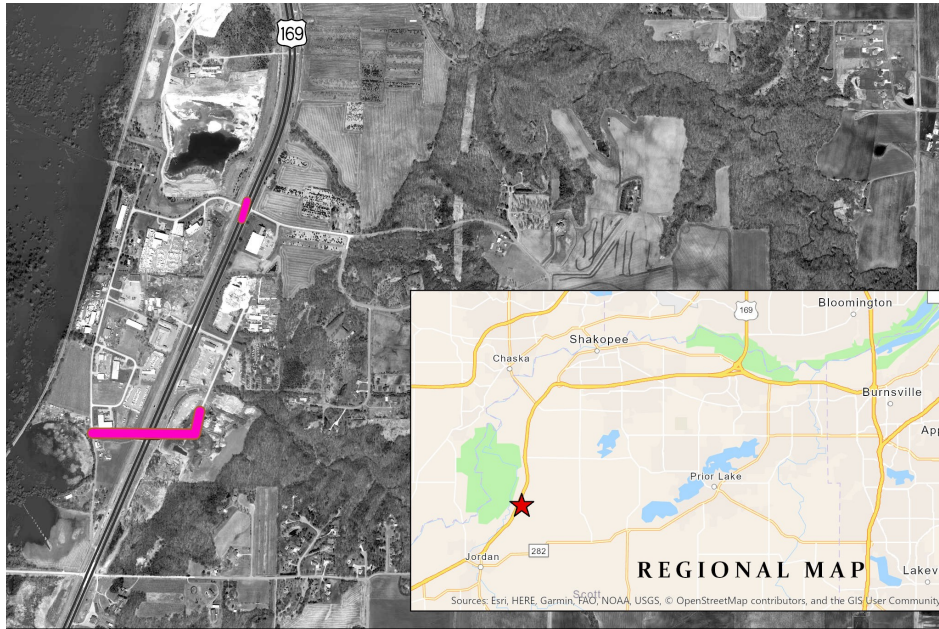
Applicant: Sand Creek Township

Location: Sand Creek Township

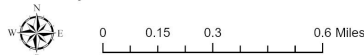
Counties where project is located: Scott

Requested award amount: \$2,087,036

Total project cost: \$2,608,795



PROJECT LOCATION MAP

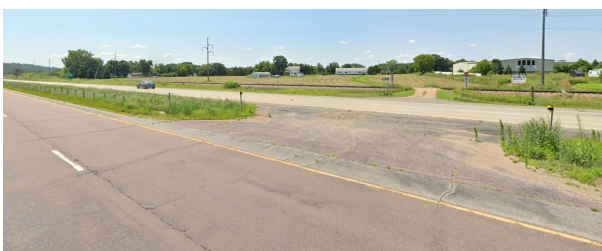


Project Description

This project is a collaboration between Sand Creek Township and Scott County to reduce delay, and increase safety in Sand Creek Township. The project would create an overpass of local roadways over TH 169. Jordan Avenue on the west would connect with Berkshire Avenue on the east side, creating an overpass.

Benefits

- Project will decrease the number of conflict points and number of access points to increase safety for the businesses and residents utilizing TH 169.
- The TH 169 overpass will allow for consolidation of TH 169 access and will provide local connectivity.
- By 2020 TH 169 north of this segment will no longer have signalized intersections. Thus this project addresses the current inadequate gaps in the road network system. The road network in the project area is heavily utilized by commercial and industrial businesses.
- Freight truck traffic congestion and delay will be improved to support continued economic development of the





May 15, 2020

Regional Solicitation Funding Application for Roadway Expansion Project of 179th Street (CP 9-56)

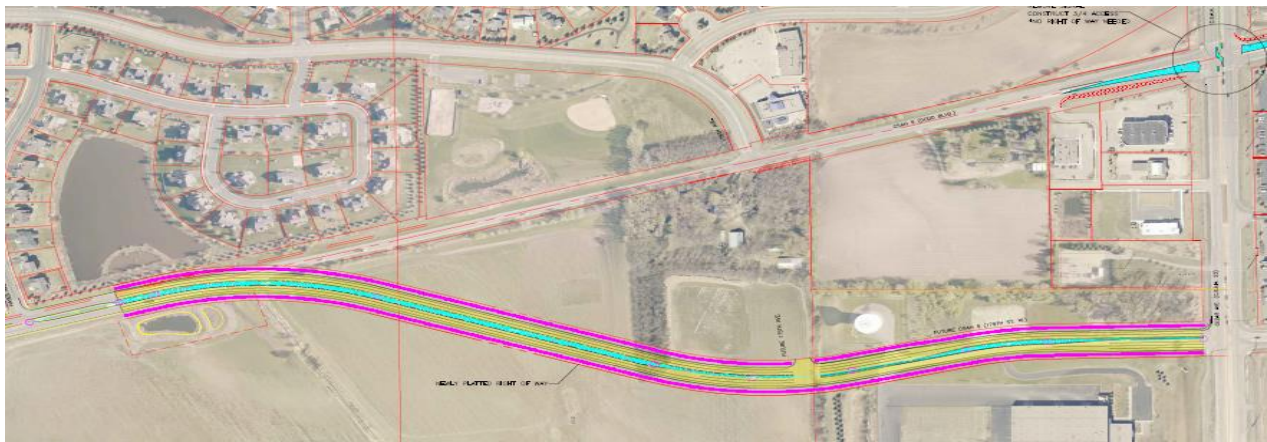
The Dakota County Transportation Capital Improvements Program (CIP) identifies County Project (CP) 9-56, the reconstruction of CSAH 9 (Dodd Boulevard) from Gerdine Path to CSAH 31 (Pilot Knob Road) in Lakeville; and the portion of 179th Street (new alignment) from Hayes Avenue to CSAH 23 (Cedar Avenue) in Lakeville. This project will bring CSAH 9 (179th Street) to current County standards and Dodd Boulevard to current City standards in preparation for future turnback to the City of Lakeville. Once 179th Street provides connection from Hayes to CSAH 23 it will become the new County Road/County State Aid Highway. Additionally, the signal at the intersection of CSAH 9 and CSAH 23 will be removed and reconfigured to a ¾ directional access intersection condition.

On May 20, 2003 (Resolution No. 03-285), the Dakota County Board of Commissioners adopted the East West Corridor Preservation Study, which defined the general location of three new county roadways. The study identified the 179th Street alignment through the City of Lakeville, as a future county minor arterial route as Alignment B. This alignment serves the transportation needs across multiple local jurisdictions including Lakeville, Empire Township and the City of Farmington by eventually connecting Dodd Boulevard (CSAH 9) to Trunk Highway 3. Dodd Boulevard north and east of Highview Avenue is planned as a City Major Collector roadway, following jurisdictional transfer.

CSAH 9 (Dodd Boulevard) was constructed in 1948 from Highview Avenue to CSAH 31 (Pilot Knob Road) as a two-lane rural roadway. In 2003 CSAH 9 was reconstructed as a four-lane divided urban section from a point 600 feet west to a point 3,000 feet east of CSAH 23. In addition, 179th street was constructed in 2003 from CSAH 23 to Flagstaff Avenue as part of the Crossroads Development. The project included the reconstruction of the CSAH 9 and CSAH 23 and CSAH 9 and 179th Street intersections as a signalized intersection.

In 2019, the City and County completed an updated Corridor Study of the CSAH 9 corridor between Highview Avenue and Pilot Knob Road. The Study included updates to the regional traffic model to better predict the traffic volume and pattern changes once the transportation improvements are completed along Dodd Boulevard and 179th Street, including the intersection modifications at Dodd/Cedar. Design alternatives were prepared for both Dodd Boulevard (Gerdine to Pilot Knob Road) and 179th Street (Cedar to Flagstaff). In 2020, final construction documents were prepared for the reconstruction of 179th Street between Cedar Avenue to Fieldcrest Avenue, including a roundabout at Flagstaff Avenue. These improvements will be constructed in 2020. Additionally, 179th Street will be extended to Pilot Knob Road from Fieldcrest Avenue in 2020 through a private development improvement project

- Total Construction Cost: \$10,600,000
- Requested Award Amount: \$7,000,000





Highway 10 & Highway 41 Improvements



Applicant, Location,

& Route: Carver County, Highway 10 from Bavaria Rd. to Park Ridge Dr. and Highway 41 from White Oak Dr. to 500' north of Hwy 10 in the City of Chaska



Application

Category:

Roadways including Multimodal Elements – **Roadway Expansion**



Funding

Information:

Requested Award Amount:
\$9,049,600

Local Match: \$2,262,400

Project Total: \$11,312,000



Match \$ Sources:

- Carver County
- City of Chaska
- MnDOT

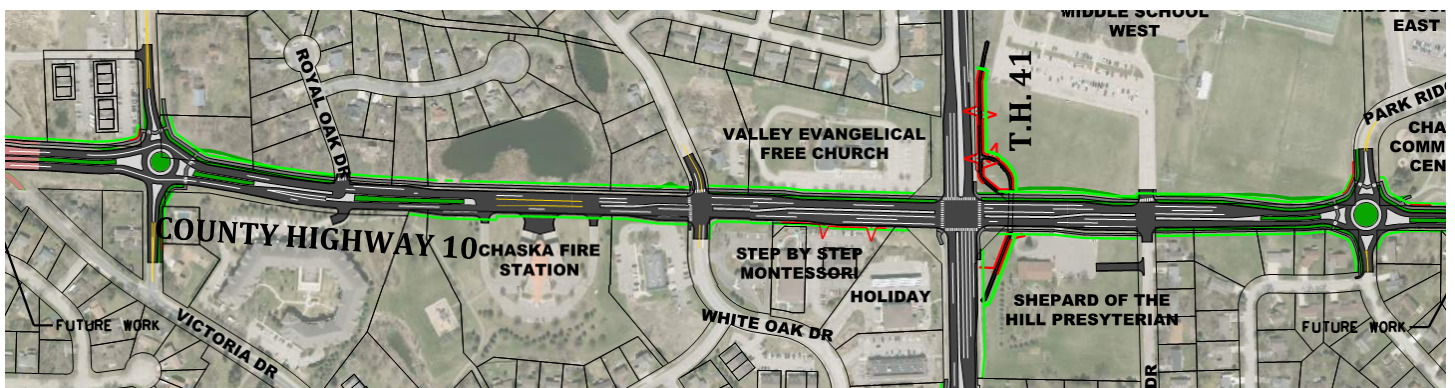
Project Description

This project at Highway 10 (Engler Boulevard) and Highway 41 (Chestnut Street) proposes the expansion of Highway 10 to a four-lane divided section and installs roundabouts at the intersections of Bavaria Road and Park Ridge Drive. Highway 41 will be widened at the Highway 10 intersection with the addition of a second southbound thru turn lane, dual northbound turn lanes, and a lengthened northbound right turn lane. Reconstruction of Highway 41 will be limited to areas of need for turn lane construction. Pedestrian improvements include a pedestrian underpass crossing Highway 10 east of Highway 41, and a traffic signal at the White Oak Drive intersection which provides dedicated movements to approaching pedestrian and vehicle movements onto and across Highway 10.

The project area, north of Downtown Chaska, features the intersection of two important regional corridors in Highways 10 and 41. The intersection of these arteries is a notable traffic issue in terms of operations and safety. High vehicle volumes, passenger and freight, as well as frequent pedestrian traffic generated by the three adjacent public-school buildings and Chaska Community Center often overwhelm the intersection. Furthermore, the storage of several turn lanes is exceeded or blocked by through traffic at this intersection during the peak hours. On Highway 10, two all-way stop-controlled intersection at Bavaria Road and Park Ridge Drive create bottlenecks which block neighborhood accesses during the peak hours. Regardless of Highway 10 queues, the existing two-lane section does not provide many safe gaps in traffic for side streets to make movements onto and across the highway leaving residents and business owners frustrated; some residents have reported taking longer alternate routes to and from their homes to avoid problematic movements. Similarly, historical crash issues along the corridor creates pedestrian and bicyclist discomfort in traveling along or crossing the corridor. Traffic volumes on Highway 10 are forecasted to double in the next 20 years making it clear that additional capacity is needed to carry the traffic.

Project Benefits

The Highway 10 & Highway 41 Improvements project provides immediate operational benefits for existing traffic patterns and will provide the needed capacity to serve the forecasted 2040 traffic growth. The Highway 10 corridor is designated as a RBTN Tier 2 corridor, proposed improvements to the sidewalk and trail connections, including the installation of a grade separated crossing east of Highway 41 and traffic signal at the White Oak Drive crossing will better facilitate pedestrian mobility and safety to nearby schools, businesses, and neighborhoods. Roundabout intersections on each end of the project will also provide improved two-stage crossings of each intersection leg while eliminating problematic queues currently seen at these intersections. **The proposed improvements will increase corridor safety, address congestion and operational issues, and provide safe pedestrian/bicycle crossings of Highway 10 and 41.**





Applicant, Location, & Route:

Carver County, Highway 5 in the cities of Chanhassen and Victoria, west of Highway 41



Application Category:

Strategic Capacity – Roadway Expansion



Funding Information:

Requested Award Amount:

\$10,000,000

Local Match: \$3,440,000

Project Total: \$13,440,000



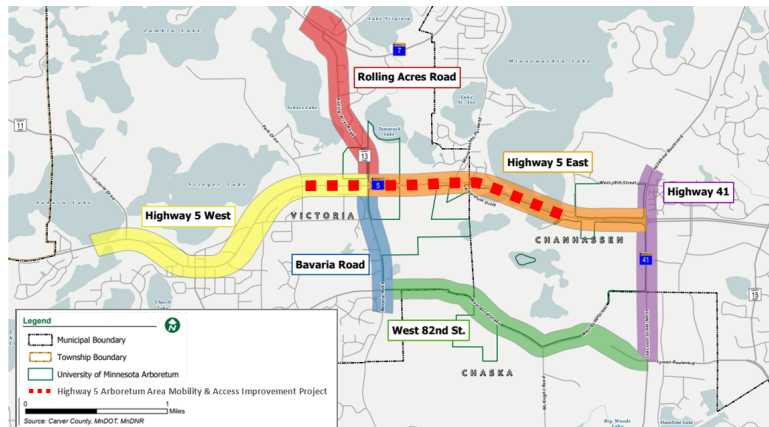
Additional Funding Sources:

- Carver County Transportation Sales Tax Revenue



Project Benefits:

- Expansion of Highway 5 resulting in decreased congestion
- Relocated Arboretum access providing a safe and reliable entry to the Arboretum
- Access management / Crash reduction / Safety improvements
- New traffic signal and improved side street mobility
- New bicycle and pedestrian shared use paths, with linkage to regional destinations, parks and trails
- New bicycle and pedestrian underpass west of CSAH 13 linking neighborhoods and park to regional system



Note: This figure depicts the extent of the Arboretum Area Transportation Plan, an ongoing area transportation study started in 2019 with expected completion in 2020.

Project Description

TH 5 is a congested (28,500 vehicles/day) 2-lane undivided A-Minor Expander road. The project segment has a critical crash index nearly 3 times the statewide average. During peak periods and also during Minnesota Landscape Arboretum events, traffic backs up several miles. Turning onto Hwy 5 is very difficult at times due to speeds and limited gaps, resulting in motorists making risky decisions. This project includes strategic highway expansion (2- to 4-lane conversion) in the vicinity of the Arboretum, relocation of the Arboretum access, a new traffic signal at Minnewashta Parkway, regional trail and a grade separated pedestrian crossing. These changes will alleviate congestion, improve access to the Arboretum and neighborhoods, improve safety, and knit together a regional trail network.



Project Benefits

The project will improve the safety of Highway 5 and alleviate congestion issues. It includes new trails linking to existing facilities, augmented at-grade pedestrian crossings and a new underpass linking the south side of Victoria to the local and regional trail network. The new signal at Minnewashta Pkwy will enable reconfiguration of the main Arboretum entrance to this location which will benefit access for all visitors and employees. The Arboretum currently welcomes half a million visitors annually and has plans to grow visitation as part of its strategic plan. The change to the CSAH 13 signal will alleviate a documented safety problem identified in MnDOT's Congestion Management and Safety Plan.

Project Development and Status

This project is the culmination of the past 15 months of collaboration with many stakeholder groups and extensive public engagement, working closely with the Minnesota Landscape Arboretum and University of Minnesota. Project partners include MnDOT, Carver County, the Cities of Chanhassen, Chaska, and Victoria, as well as the Arboretum. The study is not yet complete, but this project has risen to the top of priorities based on need, support, and the tremendous impact this will have on safety and performance to the Highway 5 corridor. This project has the full support of all partners noted above.

CSAH 15 New Roadway Construction *Manning Ave South Segment*



Project Location

The Manning Avenue South Segment will connect the new CSAH 15 and TH 36 interchange to Stillwater Boulevard at 58th Street in Stillwater Township, and the cities of Oak Park Heights and Stillwater.



Funding Request

Federal: \$ 6,261,243

Local Match: \$ 1,565,310

Project Total: \$ 7,826,553



Project Goals

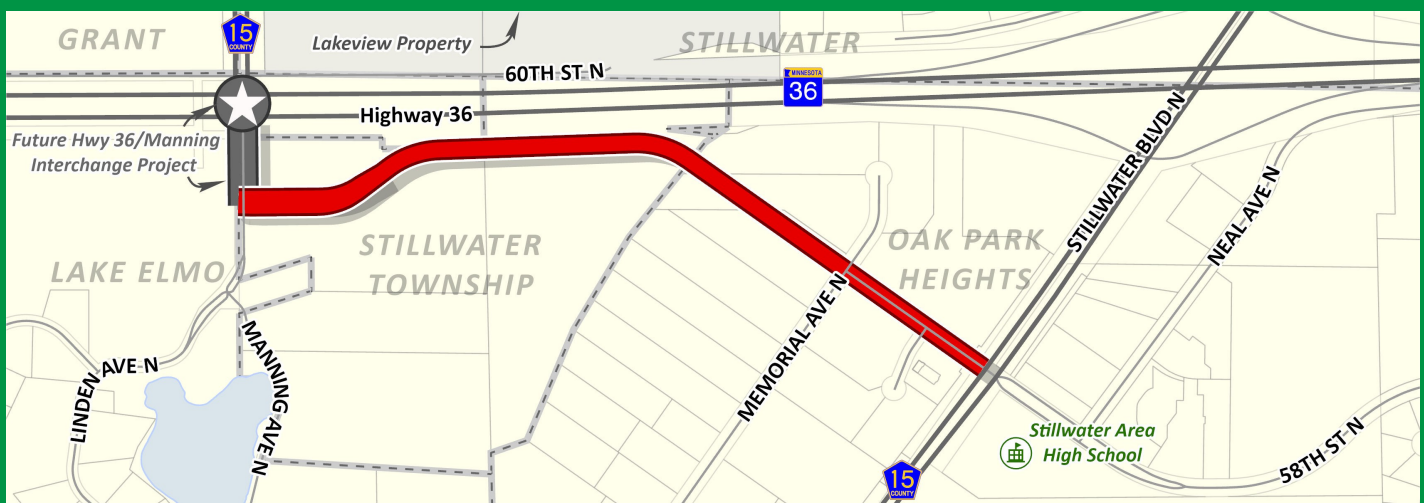
- » Enhance safety and local connectivity
- » Remove local trips from TH 36
- » Aid development south of TH 36

Project Summary

The Manning South Segment will construct a new A-Minor Expander roadway to connect the future TH 36 at Manning Avenue interchange with Stillwater Boulevard at 58th street. The project scope includes but is not limited to, drainage and surface water management improvements, access locations for proposed developments, multiuse trail on the north side, and sidewalk on the south side. This project will remove local trips from TH 36 and allow all users to travel safely and efficiently along Manning Avenue.

Summary of Benefits

- » Improves regional accessibility and efficiency by reducing the number of local trips on TH 36
- » Promotes growth and increases business demand, freight operations, and employment opportunities in the surrounding communities
- » Bridges multimodal network gap through the construction of multiuse trails and connections to a RBTN Tier 1 Alignment and Route 294
- » Connects to Stillwater Area High School, commercial areas, the future Lakeview Hospital Campus, and other planned developments in the project area
- » Leverages infrastructure investments that are currently being made by the county in the area



TH 120 (Century Avenue)

Strategic Capacity



Project Location

TH 120 (Century Ave) between I-694 and Highway 244 (Co Rd E) on the border of the cities of White Bear Lake and Mahtomedi.



Funding Request

Federal: \$ 6,601,884

Local Match: \$ 1,650,471

Project Total: \$ 8,252,355



Project Goals

- » Address delay and traffic concerns
- » Reduce crashes
- » Ensure safe multimodal travel options
- » Make connections to transit and regional destinations

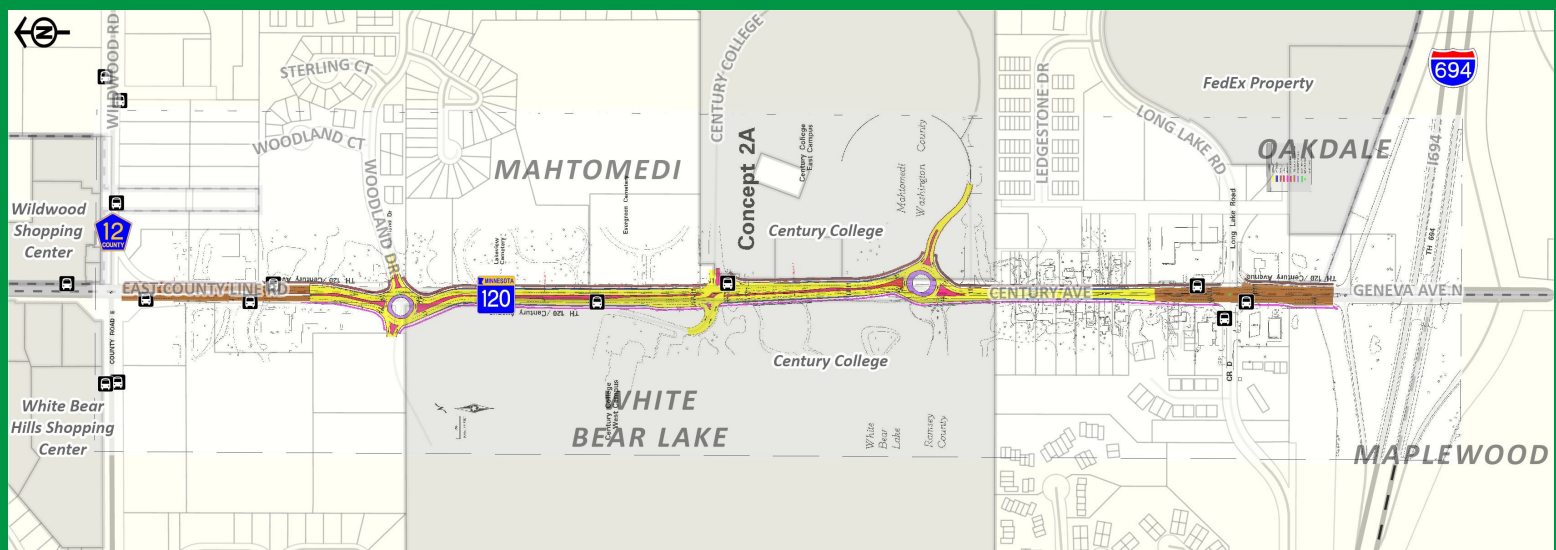
Project Summary

TH 120 (Century Avenue) currently suffers from extended periods of delay and above average crash rates compared to similar roads. Bike/Ped facilities along Century are limited to non-existent, creating unsafe conditions and discouraging healthy and affordable travel modes like walking and biking.

The proposed project will convert Century Avenue from one lane divided to two lane divided, and construct roundabouts featuring center pedestrian refuge islands at the south Century College entrance and at Woodland Drive. A multiuse trail on the east side and a sidewalk on the west side of Century Ave will also be added where there are currently no dedicated bike/ped facilities. These improvements will contribute to a built environment in which users of all ages and abilities can feel comfortable and safe to walk and bike along the corridor.

Summary of Benefits

- » Increase safety across all modes of travel
- » Reduce crashes and delay in the corridor
- » Make better connections to transit stops and regional destinations like Century College
- » Responds to a community-identified need





Lakeville
MINNESOTA

Lakeville 185th Street Connection Project

To promote an efficient transportation system the City of Lakeville is constructing the 185th Street extension including the design, right of way, and construction of 0.68 miles of a future County road. The roadway will be the final segment connecting 1.7 miles of new roadway alignment from the intersection of CSAH 60 (185th Street) and CSAH 9 (Dodd Boulevard) on the west to the intersection of 185th Street and CSAH 23 (Cedar Avenue) on the east. The project provides a continuations connection to CSAH 23 (Cedar Avenue) from I-35 in Lakeville and TH 13 in Scott County, 12 miles . The two segments between Highview Avenue and Cedar Avenue are constructed by development in dedicated right of way with local financial contribution to upsize from a local collector street to a two-lane divided arterial.

On April 7, 2003 (Resolution No. 03-60), the Lakeville City Council adopted a resolution in support of the Dakota County East-West Corridor Preservation Study. On May 20, 2003 (Resolution No. 03-285), the Dakota County Board of Commissioners adopted the Dakota County East-West Corridor Preservation Study.

The Study defined the general location of three new A-Minor Arterial County roadways. The study identified the Alignments C (185th Street) through the City of Lakeville as future County minor arterial route. This alignment will serve the transportation needs across multiple local jurisdictions, including Lakeville, Empire Township and the City of Farmington, by eventually connecting Interstate 35W to Trunk Highway 52. This portion of Alignment C will be constructed as a two-lane divided roadway expandable to a four-lane divided roadway. Construction will be on new alignment and include two lanes, turn lanes, stormwater infrastructure, a median to provide access management with full access intersections at a minimum ¼ mile spacing and multi-use trails on both sides of the roadway.

The project attains system arterial spacing guidelines of 2-miles between parallel arterial facilities (Alignment B is approximately 2-miles to the north). The current east-west roadway system in the project area is disjointed and requires multiple turns for east-west travel. Based on this deficiency, the focus of this project is on east-west connections. The current east-west roadway system is also expected to have capacity deficiencies as traffic volumes continue to increase in the future. The increasing traffic demand through the area including school bus traffic is driving the need for the roadway improvements through this area of Lakeville.

Safety will be improved along the corridor by managing the number of conflict points (access management), providing paved shoulders, and adding multi-use trails to both sides of the road. The Project will fill a 1.7 mile trail gap in a Tier 2 RBTN corridor that does not exist today providing Multi Model trail on both sides of 185th Street From: Dodd boulevard (CSAH 9) and 185th Street (CSAH 60) intersection on the west to Cedar Avenue (CSAH 23) and 185th Street (future CSAH 60) intersection on the east.



CSAH 5 (Franklin Ave) Reconstruction Project

Attachment 01 | Project Narrative

HENNEPIN COUNTY
MINNESOTA

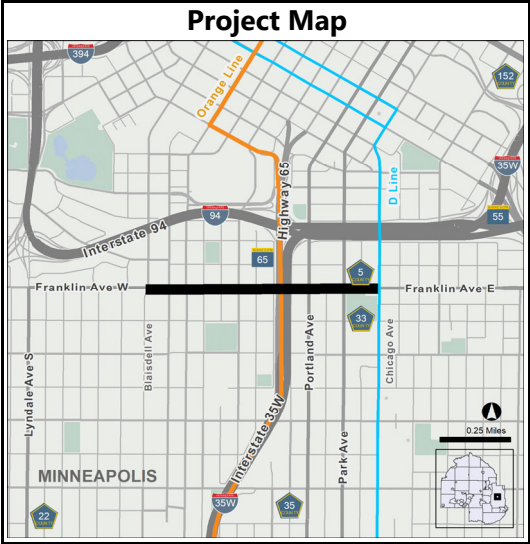
Project Name			
CSAH 5 (Franklin Ave) Reconstruction Project			
City(ies)			
Minneapolis	N/A	N/A	
Commissioner Districts			
3	4	N/A	
Capital Project Number		Project Category	
2172600		Reconstruction	
Scoping Manager		Scoping Form Revision Dates	
Jordan Kocak		4/20/2020	

Project Summary	
Reconstruct Franklin Avenue (CSAH 5) from Blaisdell Avenue to Chicago Avenue in the City of Minneapolis.	

Roadway History
The existing roadway (last reconstructed in the 1960s) is nearing the end of its useful life and warrants replacement. Routine maintenance activities (such as overlays and crackseals) are no longer cost effective in preserving assets. The current roadway environment consists of a 4-lane undivided configuration with no turn lanes provided for people driving. This design has resulted in a relatively high number of crashes, specifically left-turn and rear-end related. No dedicated accommodations for people biking are currently provided along this segment of Franklin Avenue (CSAH 5). Although sidewalks are provided along both sides of the roadway, they do not provide a positive user experience for people walking. Not only are sidewalks located immediately adjacent to the roadway, but they also include a number of obstructions (such as utility poles, fire hydrants, and signal poles) within the walking path. Additionally, many pedestrian ramps do not meet current ADA design standards. These conditions pose as challenges for people walking, especially for those with limited mobility.

Project Description and Benefits
The proposed project will include new pavement, curb, storm water utilities, sidewalk, ADA accommodations, and traffic signals. Further investigation will take place as part of the design process to determine the feasibility of dedicated accommodations for people biking as part of this project. Additionally, it is anticipated that proven traffic calming strategies (such as raised medians, curb extensions, and streetscaping) will be introduced to improve the crossing experience and manage vehicle speeds.

Project Risks & Uncertainties
- The proposed project will need to minimize impacts to the I-35W Bridge as this MnDOT asset (built in 2018) is relatively new.



Anticipated Project Timeline
Scoping: Q2 2019 - Q4 2020
Design: 2021 - 2023
R/W Acquisition: 2022 - 2023
Bid Advertisement: Q1 2024
Construction: Q2 2024 - Q4 2025

Project Delivery Responsibilities
Preliminary Design: Consultant
Final Design: Consultant
Construction Services: Consultant

Project Budget -	Project Level
Construction:	\$ 10,600,000
Cost Estimate Year:	2020
Construction Year:	2024
Annual Inflation Rate:	3.0%
Inflated Construction:	\$ 11,930,000
Design Services:	\$ 1,790,000
R/W Acquisition:	\$ -
Other (Utility Burial):	\$ -
Construction Services:	\$ 1,190,000
Contingency:	\$ 3,180,000
Total Project Budget:	\$ 18,090,000

Funding Notes
- Eligible for federal funding through the Metropolitan Council's Regional Solicitation given the functional classification of CSAH 5 (A-Minor Arterial)
- Eligible for federal funding through the MHFP given its designation as a Tier 2 Regional Truck Corridor Route

CSAH 153 (Lowry Ave NE) Reconstruction Project

Attachment 01 | Project Narrative

HENNEPIN COUNTY
MINNESOTA

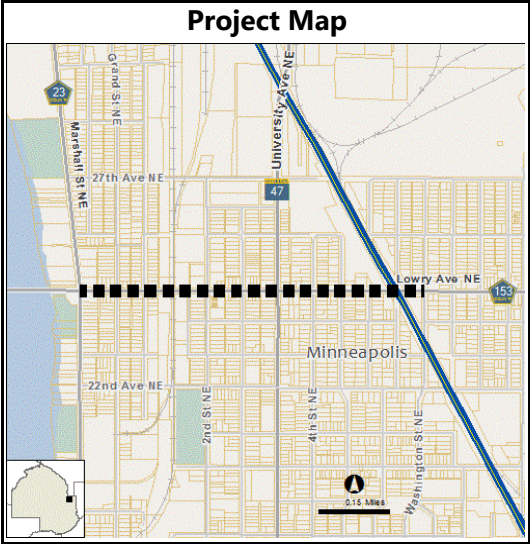
Project Name			
CSAH 153 (Lowry Ave NE) Reconstruction Project			
City(ies)			
Minneapolis	N/A	N/A	
Commissioner Districts			
2	N/A	N/A	
Capital Project Number		Project Category	
2140800		Reconstruction	
Scoping Manager		Scoping Form Revision Dates	
Jason Pieper		4/4/2020	

Project Summary	
Reconstruct Lowry Avenue NE (CSAH 153) from Marshall Street NE (CSAH 23) to Washington Street NE in the City of Minneapolis.	

Roadway History
The existing roadway (last reconstructed in 1962) is nearing the end of its service life and warrants replacement. Routine maintenance activities (such as overlays and crackseals) are no longer effective in preserving assets. The roadway was originally constructed as concrete pavement, causing premature surface cracking at joints after the completion of each pavement overlay. The sidewalk is located adjacent to the roadway, includes various obstructions within the walking route (such as fire hydrants, utility poles, and signs), and includes many pedestrian ramps that do not meet current ADA design standards. These sidewalk characteristics result in poor accommodations for people walking, especially those with limited mobility. Furthermore, there is an existing Burlington Northern Santa Fe (BNSF) Railroad bridge that extends over Lowry Avenue NE (CSAH 153) near 7th Street NE. The bridge structure is not adequate; only providing enough space underneath for one vehicle lane in each direction, causing an unnecessary convergence of vehicle lanes.
Community Works completed the Lowry Avenue NE Framework Plan in 2015 that identified corridor needs in terms of mobility and development potential. There were two main themes that ensued from the study. First, the need to create a more pedestrian friendly environment,

Project Description and Benefits
The proposed project will include new pavement, curb, storm water utilities, sidewalk, ADA accommodations, and traffic signals. It is anticipated that a boulevard area will be constructed to accomplish the following: provide space for streetscaping elements, separate pedestrians from the roadway, and provide adequate space for signs and snow storage. Staff is currently analyzing various roadway configurations to determine the recommended environment to accommodate users. Additionally, this project would include improvements to the University Avenue (TH 47) intersection, which was identified as a priority from the Lowry Avenue NE Framework Plan. This project is Phase 2 (or 2) of capital improvements recommended for the Lowry Avenue NE corridor.

Project Risks & Uncertainties
- The proposed project will likely have impacts to the existing BNSF Railroad Bridge that currently acts a barrier to people biking, driving, and walking along the corridor
- Limited ability to realign the skewed CSAH 23/CSAH 153 intersection due to constrained right-of-way



Anticipated Project Timeline
Scoping: Q3 2019 - Q4 2021
Design: 2022 - 2024
R/W Acquisition: 2023 - 2024
Bid Advertisement: Q1 2025
Construction: Q2 2025 - Q4 2026

Project Delivery Responsibilities
Preliminary Design: Consultant
Final Design: Consultant
Construction Services: Consultant

Project Budget -	Project Level
Construction: \$	6,940,000
Cost Estimate Year:	2020
Construction Year:	2025
Annual Inflation Rate:	3.0%
Inflated Construction: \$	8,050,000
Design Services: \$	1,210,000
R/W Acquisition: \$	-
Other (Utility Burial): \$	-
Construction Services: \$	810,000
Contingency: \$	2,080,000
Total Project Budget: \$	12,150,000

Funding Notes
- Eligible for federal funding through the Metropolitan Council's Regional Solicitation given the functional classification of CSAH 153 (A-Minor Arterial)
- Eligible for federal funding through MnDOT given the NHS designation of CSAH 153 (Intermodal Connector)

Project Summary

Project Name: Robert Street Reconstruction

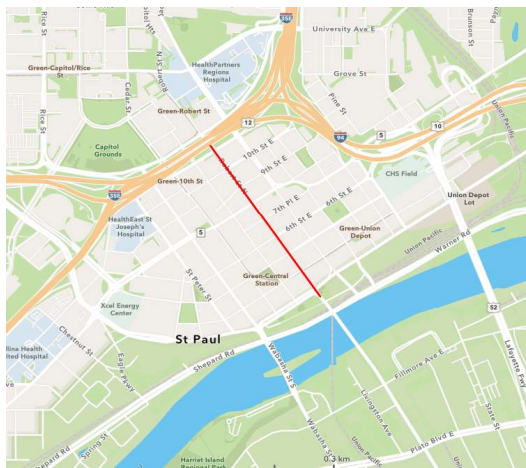
Applicant: City of Saint Paul

Project Location: Robert Street between the Interstate 94 bridge approach panel and the Mississippi River bridge approach panel

Total Project Cost: \$18,000,000

Requested Federal Dollars: \$7,000,000

Project Map:



Before Photo:



Project Description: The proposed project will reconstruct Robert Street from Interstate 94 to the Mississippi River. The corridor will be reconfigured to increase safety and improve conditions for all users. This project will include ADA compliant sidewalks, improved pedestrian crossings, boulevards with streetscaping, pedestrian-scale lighting, a reconfigured roadway section, new curb and gutter, and traffic signals with overhead signal heads for each lane approach. The roadway and sidewalks are currently in very poor condition and the project is proposed to be reconstructed in 2025.

Project Benefits: The reconstruction of Robert Street presents an opportunity to modernize a key connection to the Twin Cities regional transit system. The proposed project will provide the following benefits:

- Improved safety along the corridor for all users and abilities
- Accommodates the regional transit system
- Enhanced pedestrian travel with ADA compliant sidewalks, pedestrian-scaled lighting, and streetscaping
- Connection to the future Capital City bikeway network
- Improved roadway operations and safety with upgraded traffic signals
- Promotes neighborhood and economic vitality
- Designed to be Business Access and Transit (BAT*) lane ready when Rush Line BRT is constructed

*A BAT lane is a dedicated right-turn and transit lane

Project Summary

Project Name: University Avenue Reconstruction

Applicant: City of Saint Paul

Project Location: University Avenue between Interstate 35E to Lafayette Rd

Total Project Cost: \$6,875,000

Requested Federal Dollars: \$5,500,000

Project Map:



Before Photo:



Project Description: The proposed project will reconstruct University Avenue between I-35E and Lafayette Road. The corridor will include a four-lane to three-lane conversion with ADA compliant sidewalks, boulevards with streetscaping, a multi-use trail, pedestrian-scale lighting, drainage structures, and new traffic signals.

Project Benefits: The reconstruction of University Avenue is an opportunity to modernize an important minor arterial within St. Paul and will provide the following benefits:

- Improved safety along the corridor
- Better facilities for all users and abilities
- Improved transit accommodations
- Enhanced pedestrian accommodations with ADA compliant sidewalks, pedestrian-scaled lighting, and streetscaping
- Connection to the regional bikeway network
- Improved roadway operations and safety with upgraded traffic signals
- Better conditions for freight and truck movements accessing adjacent properties

Project Summary

Project Name – Marystown Road Corridor

Applicant – City of Shakopee

Total Project Cost – \$ 6,147,500

Requested Federal Dollars - \$4,918,000

Project Location – County State-Aid Highway System Road (CSAH) 15/Marystown Road/Adams Street from Vierling Drive to CSAH 16 (17th Avenue) in the City of Shakopee, Scott County

Project Description – CSAH 15/Marystown Road/Adams Street is a four-lane A-minor expander. The project reconstructs approximately 1.2 miles of roadway, replaces four existing stop-controlled intersections with roundabouts, and installs pedestrian and bicycle shared use paths and sidewalks that fill a regional system gap.



Traffic volumes will continue to rise as planned commercial and residential developments are constructed in the area. Current development includes over 1,600 housing units, and 1.1 million square feet of retail business, which is expected to bring in over 2,750 jobs into the area. Previous studies have indicated that increasing traffic volumes will cause worsening operations and level of service at intersections will fail by year 2025. Safety concerns along the corridor are on the rise. Crashes along the corridor have risen fivefold between the years of 2017-2019 and the corridor has seen numerous injuries.

Project Benefits – The Marystown Road Reconstruction project will provide the following benefits:

- The installation of roundabouts immediately improves intersection operations to level of service A, and accommodates max build out traffic volumes as the areas continues to grow
- Repurposing the TH 169 bridge to provides multiuse trail on both sides, thus connecting a gap in the trail system and enhancing safety and mobility for all users. The path connects to a Regional Bike Transportation Network (RBTN) Tier 2 alignment at 150th Street.
- Adds significantly more lighting on pedestrian network and at intersections
- Roundabouts will address severe and high-speed crashes
- Reduces posted speed limits and creates curb and gutter to delineate lanes and roadway for better vehicle guidance in inclement weather
- Provides for ADA compliant infrastructure throughout corridor
- Numerous access improvements to address current illegal maneuvers

Nicollet Avenue Reconstruction Minnehaha Parkway to 61st St

Project Background

The proposed project will reconstruct Nicollet Avenue from Minnehaha Parkway to 61st Street. This segment of Nicollet Avenue provides important network connections for people walking, biking, taking transit and driving and contains a mix of residential, commercial and industrial uses. The proposed project will replace deteriorating and aging infrastructure, provide safety improvements, and enhance access and mobility for all users.

This corridor is identified in the Minneapolis Pedestrian Crash Study as a Pedestrian Crash Concentration Corridor and in the Vision Zero Crash Study as a Vehicle Crash Concentration Corridor. Nicollet Avenue also serves as a high-frequency transit corridor in an area with an above average rate of low-income and minority households, providing crucial transportation connections to downtown Minneapolis and the surrounding areas.

Project Area



Existing Conditions

Average Number of Daily Users



150 pedestrians



100 bicyclists



2 Metro Transit bus routes on Nicollet
1 Metro Transit bus route crosses Nicollet



9,000 -12,000 motor vehicles

Source: Minneapolis Bicycle & Pedestrian Counts (2016) and Minneapolis Public Works (2015), Metro Transit.

Corridor Context



Typical existing cross section with a narrow sidewalk located at the back of curb, parking lanes, on-street bike lanes and two vehicle lanes.

Identified Issues

84

Reported crashes between 2016-2018:

4

Pedestrian crashes

1

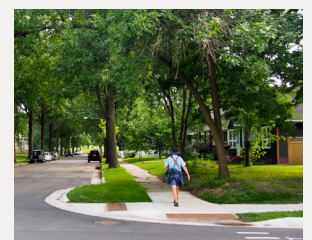
Bicyclist seriously injured as a result of a traffic crash

Project Goals

The proposed project aims to create a safer, more welcoming corridor for pedestrians, bicyclists, and transit users while encouraging slower vehicle speeds and improving visibility and sightlines for motorists. Improvements may include:



Upgraded Traffic Signals and Enhanced Lighting



Curb Extensions



ADA Curb Ramps and APS



Protected Bikeway

Est. Project Cost: \$6,301,000

Project Summary

Project Name – 42nd Street Reconstruction/Modernization

Applicant – City of Minneapolis

Project Location – 42nd Street from Nicollet Avenue to Cedar Avenue in the City of Minneapolis, Hennepin County

Total Project Cost – \$ 9,708,500.00 **Requested Federal Dollars** - \$ 7,000,000.00

Before Photo –

42ND STREET



Project Description – 42nd Street is an urban, two-lane undivided, 53-year old roadway classified as an A-minor Augmentor located in Hennepin County. The 42nd Street Modernization project was identified as a need due to proactive outreach by the local neighborhood associations which requested slower vehicle speeds and safer bicycle and pedestrian. The proposed improvements will maintain the existing two-lane roadway and will add left turn lanes while providing physical separation for bicycle and pedestrian users. Sidewalk connections would also be added where there are existing gaps and ADA improvements would be made at mid-block locations as well as at intersections. The project will also create a much better environment for accessing transit routes, especially as transit availability in this area is growing.

Project Benefits – The proposed 42nd Street Reconstruction project will provide the following benefits:

- Provide a much-needed east-west bicycle connection to the All Ages and Abilities Network
- Enhance safety and mobility for all users.
- Address aged pavement conditions and pedestrian ramps
- Underserved residents will benefit from better access to the area's jobs and improved transit facilities/routes.



Carver County

CSAH 30 Rural Connection

Modernization from TH 25 to CSAH 10

Project Information

Project Location:
Waconia Township, Carver County;
connecting the City of Mayer & the
City of Waconia

Federal Funding Request:
\$2,562,400

Total Project Cost:
\$3,203,000

Project Description

The proposed project includes the reconstruction and modernization of CSAH 30 (70th Street) from TH 25 (Ash Avenue South) to CSAH 10 in Carver County. CSAH 30 is currently a two-lane A-Minor Connector rural highway with 12-foot lanes and 2-foot shoulders. The improvements will upgrade CSAH 30 to state aid standards, which includes a full depth reclamation of the 12-foot travel lanes and shoulder widening to 8-foot shoulders. Lighting will also be upgraded at key intersections. The extra shoulder width and flattened in-slopes will improve safety for motorists, bicyclists, heavy commercial vehicles, and farming equipment, and provide a safe emergency stopping area for vehicles.

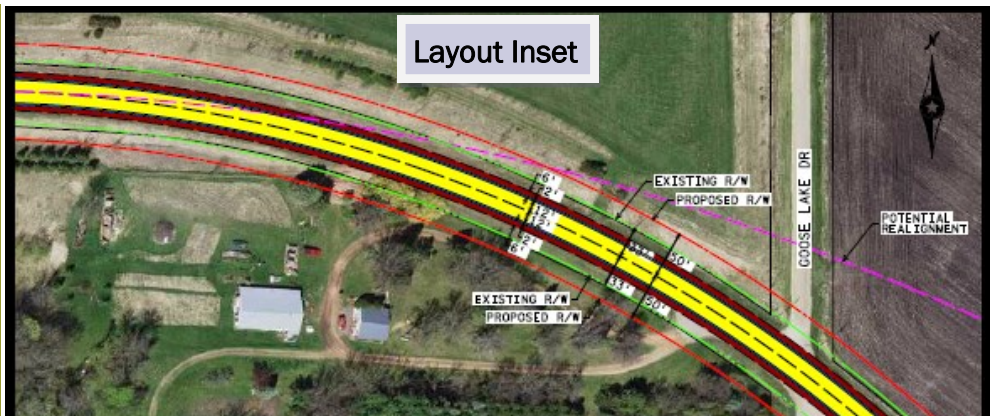
Project Benefits

Modernization and Safety

- Upgrade to State Aid standards
- Widen shoulders from 2 ft. to 8 ft.
- Upgrade lighting
- Add right turn lane

Multimodal

- Connect to Regional Trail
- Widen shoulders for multimodal uses



Existing Conditions Pictures



Regional Significance

CSAH 30 is a major east west connector in Carver County that links the standalone communities of Mayer and Waconia. The City of Waconia is located on the eastern edge of the project area and is growing rapidly. CSAH 30's rural significance is related to its access to major north-south A Minor Connectors (TH 25 and CSAH 10), which link to the regional transportation network. TH 25 and CSAH 10 serve as two of the continuous north-south routes in rural Carver County that provide access to TH 5 (A Minor Connector), US 212 (Principal Arterial), and TH 7 (Principal Arterial).

Contact Information

Lyndon Robjont, P.E.
Public Works Director/County Engineer

Carver County Public Works
11360 Highway 212, Suite 1
Cologne, MN 55322
Phone: 952-466-5200

CSAH 15 Reconstruction

Manning Avenue Phase 4



Project Location

CSAH 15 will be reconstructed between I-94 and the Oak-Land Middle School entrance in the City of Lake Elmo and West Lakeland Township



Funding Request

Federal: \$ 5,011,952

Local Match: \$ 1,252,988

Project Total: \$ 6,264,940



Project Goals

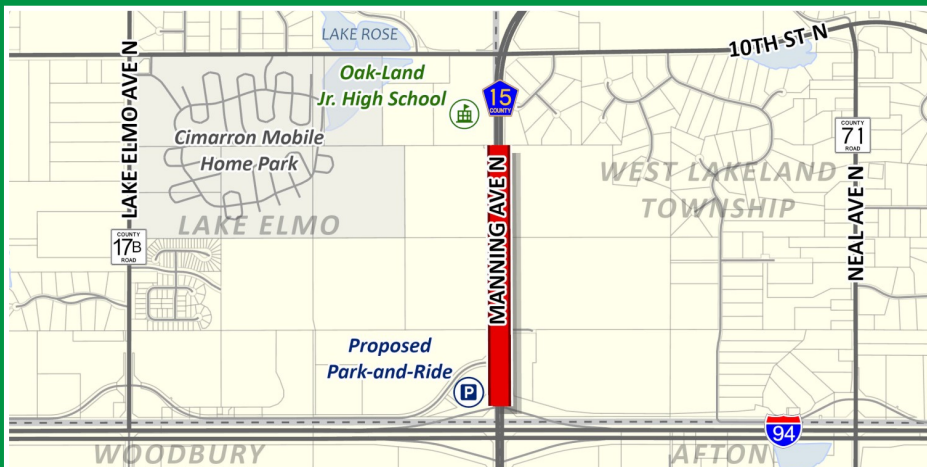
- »Accommodate existing and growing traffic volumes
- »Creates a multi-modal corridor
- »Appropriately manage access in a safe and efficient manner

Project Summary

The reconstruction of Manning Avenue presents an opportunity to modernize the major north-south corridor in the heart of Washington County. Manning Avenue, an A-Minor Expander, will be reconstructed between the Oak-Land Middle School South Entrance and the I-94 ramps. Improvements include but are not limited to new pavement, 10 foot multiuse trails on both sides, access management, intersection control improvements, and surface water management.

Summary of Benefits

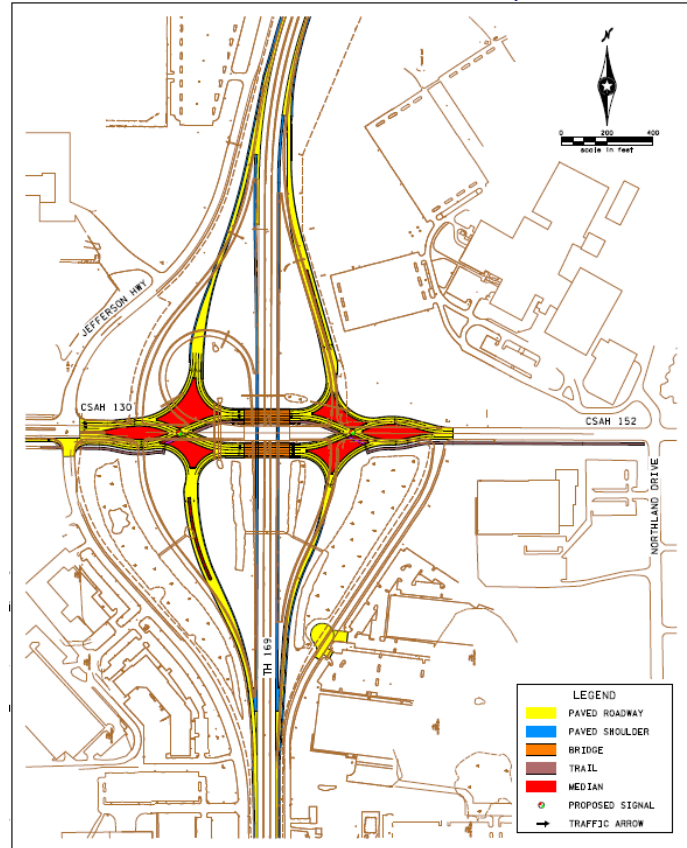
- » Preservation and modernization of existing infrastructure
- » Improved user safety and efficiency through the corridor
- » Addition of multiuse trails will extend the local multimodal network and construct a Tier 2 RBTN alignment
- » Improved access to active transportation, benefitting physical and mental health
- » Maintain the viability of commercial and residential growth in the area
- » This project will provide better access to the future Lake Elmo Park-and-Ride for all modes



2020 Metropolitan Council Regional Solicitation Highway 169 and County Road 130 Interchange Reconstruction - Project Summary



Location Map:



Project Name: Highway 169 and County Road 130 Interchange Reconstruction

Applicant: City of Maple Grove

Contact: John Hagen, PE, PTOE,
Transportation Operations Engineer

Email/Phone: jhagen@maplegrovern.gov
(763) 494-6364

Project Details:

- Total Project Cost = \$13,795,000
- Requested Award Amount = \$7,000,000
- Construction Dates: Begin by June 2025
- Consistent with local & regional plans
- Preliminary plans completed
- No Right of way acquisition required

Project Description:

The proposed interchange improvements include the reconstruction and widening of the bridge over TH 169 to provide a diverging diamond interchange (DDI) with geometrically realigned ramps. There will be four westbound lanes and three eastbound lanes with the multi-use trail on the CSAH 130 bridge. Existing traffic signals will also be replaced at the TH 169 east and west ramp intersections. The DDI configuration will improve the overall capacity and safety of the interchange.

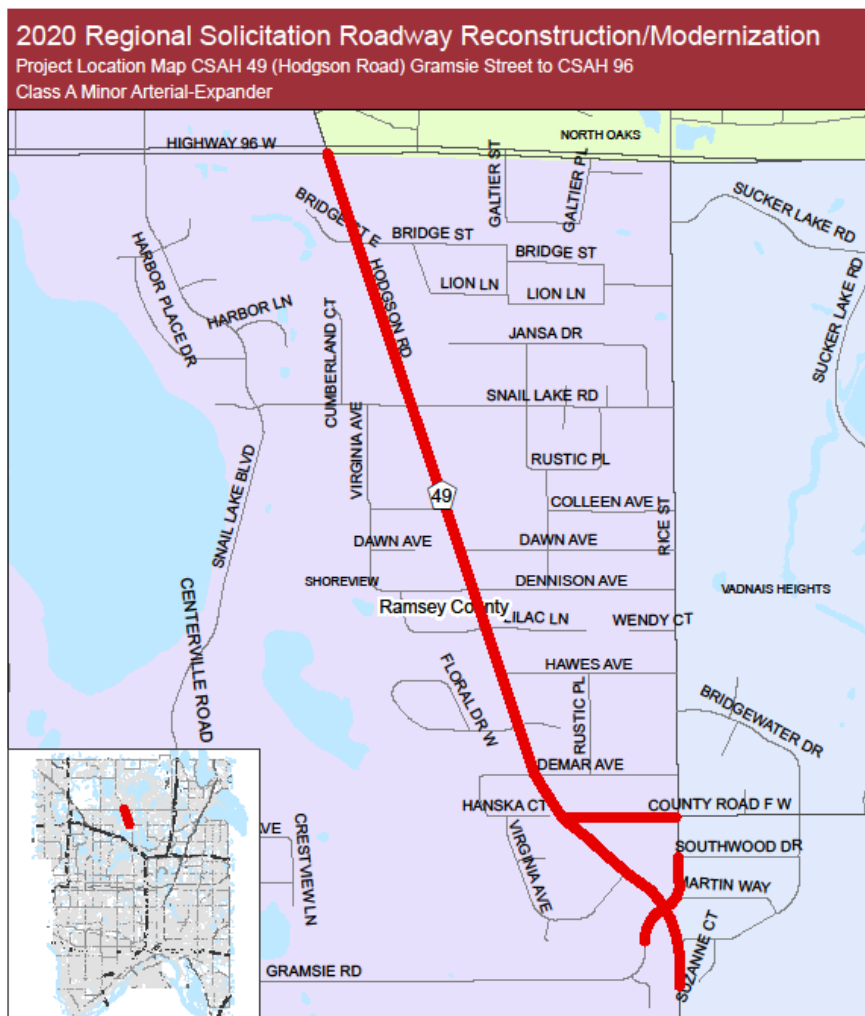
The interchange project will also include accommodations for bicyclists and pedestrians to provide a safe connection over TH 169 between Maple Grove and Brooklyn Park. A 10-foot multiuse trail will be added on the south side between Northland Drive and Jefferson Highway/Kilmer Lane. The proposed trail will connect the existing trails along CSAH 130 in Maple Grove to Brooklyn Park while closing a RBTN gap. Painted crosswalks and pedestrian signing will provide better visibility to motorists, creating a safe crossing for trail users. Pedestrian signals will be upgraded to countdown timers, and pushbuttons and ramps will meet ADA standards.

Project Benefits:

- Provide a more efficient interchange to accommodate existing and future traffic volumes
- Provide a reliable alternate route to the I-94 freeway facility during congested periods
- Provide a safer multimodal transportation system for all modes
- Enhance pedestrian and bicycle travel by linking the Maple Grove and Brooklyn Park trail systems
- Improve access to employment opportunities in Maple Grove and Brooklyn Park
- Improve access to accommodate freight traffic to and from the Gravel Mining Area

Hodgson Road (CSAH 49), between Gramsie Road and CSAH 96- Roadway Reconstruction and Modernization Proposal

- Hodgson Road was constructed in 1923.
- Hodgson Road Lacks Bike and Pedestrian Accommodations.
- Hodgson Road is a County-Wide Bicycle and Pedestrian Connector Corridor
- Pavement Structure is deficient for 10-ton loads.
- Hodgson Road lacks turn lanes.
- Federal STP Funding Request- \$5,000,000; Local Match- \$6,362,795



1-Page Info Sheet: CSAH 11 Improvement in Coon Rapids



Anoka County
MINNESOTA

Respectful, Innovative, Fiscally Responsible

PROJECT NAME: CSAH 11 (Northdale Boulevard NW) Reconstruction/Modernization

GEOGRAPHIC LIMITS: 1.9 miles. From CSAH 78 (Hanson Boulevard) to CSAH 11 (Foley Boulevard)

PROJECT LOCATION: City of Coon Rapids, Anoka County

APPLICANT: Anoka County Highway Department

FUNDING REQUEST: \$5,214,400

TOTAL PROJECT COST: \$6,518,000

PROJECT DESCRIPTION

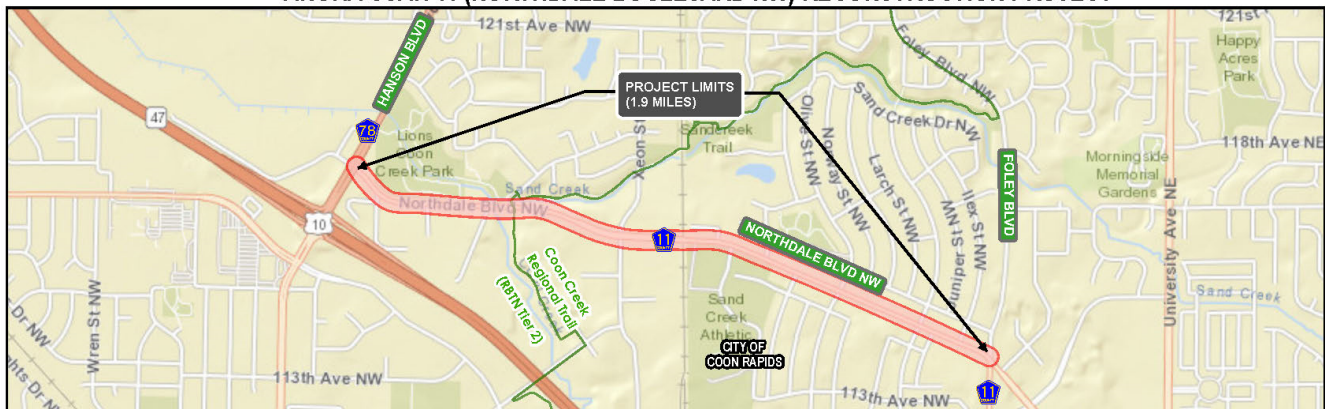
CSAH 11, an A Minor Arterial Expander that provides an important east-west transportation connection in Anoka County, is mostly a two-lane undivided roadway today. Traffic volumes on CSAH 11 have been increasing and are expected to continue to increase in the future as the area continues to grow (11,100 Current AADT, 12,400 2040 AADT). Existing and future traffic volumes are such that congestion is and will continue to negatively impact the ability of the corridor to move traffic. Safety is also a concern at several intersections and along some segments of the corridor.

This project will reconstruct a 1.9-mile section of CSAH 11 as a two-lane divided roadway with turn lane improvements. This project will increase corridor capacity by providing additional turn lanes and access modifications. Additional turn lanes will reduce queuing in through lanes due to turning vehicles. Lengthening turn lanes will also reduce queues lengths and increase safety by removing vehicles waiting to turn from through lanes. Access modifications will primarily be in the form of converting a select number of full access intersections to right-in/right-out access only with the construction of raised center medians. These improvements will also improve freight traffic flows along this important Tier 3 freight corridor.

Non-motorized accommodations in the project area are mostly non-existent. The project will close an existing gap in the non-motorized network by constructing a continuous six-foot ADA-compliant sidewalk on the north side of CSAH 11 and a continuous 10-foot ADA-compliant multi-use trail on the south side. Separated facilities will ensure that CSAH 11's multimodal function, safety and person-throughput are enhanced. The project will also upgrade all signalized intersections with ADA-compliant pedestrian ramps, countdown timers, APS push buttons and high visibility durable pavement markings. ADA pedestrian ramps will also be included at non-signalized intersections.

The Coon Creek Regional Trail (an important RBTN Tier 2 corridor) currently intersects CSAH 11 at-grade near Xeon Boulevard. This project will address the regional trail's unsafe mid-block crossing. Motorists currently do not have any advanced notice of this unmarked trail crossing and the dense foliage in the area, combined with the posted traffic speeds, make an already unsafe condition worse. This project will relocate the regional trail crossing to the signalized intersection of Xeon Street and close the 0.3-mile gap between the planned north and south regional trail alignment. This will provide a much safer crossing for all users.

ANOKA CSAH 11 (NORTHDALE BOULEVARD NW) RECONSTRUCTION PROJECT





Project Name: Fletcher Bypass Roadway Modernization

Applicant: City of Rogers

Project Location: Fletcher Lane (CSAH 116) to CSAH 81

Total Project Cost: \$3,976,300

Requested Federal Amount: \$3,181,040

Local Match: \$795,260 (20% local match)

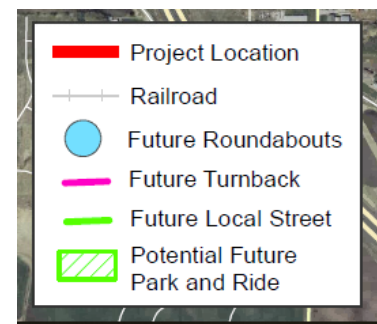
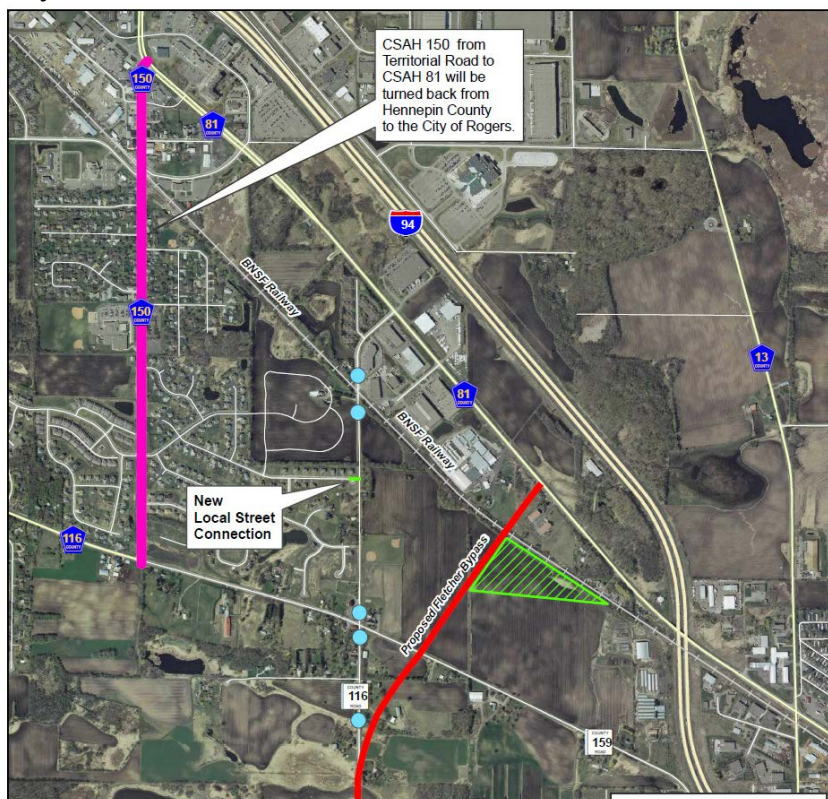
Project Description:

The City of Rogers is proposing a project that will realign the existing 2-lane Fletcher Lane/CSAH 116 with a new 2-lane divided A-Minor Arterial that includes left and right turn lanes and traffic signals at intersections with Territorial Road and CSAH 81. The new alignment, also referred to as the Fletcher Bypass, will begin approximately 2,000 feet south of the existing CSAH 116/Territorial Road intersection and continue north to approximately 1.3 miles east of the TH 101 (Main Street)/CSAH 81 intersection. This future I-94 overpass is important for improved local and regional traffic circulation. It will provide an alternate route for traffic crossing I-94, redirecting this traffic from Main Street (CSAH 150) and nearby residential areas, an elementary school and the Rogers downtown. The Fletcher bypass will also help with congested I-94 interchange areas at TH 101 and CSAH 101/Brockton Lane. A separated bike/ped trail will also be constructed and a future park and ride lot is being planned along the bypass.

Project Benefits:

- Improved Fletcher Lane will better accommodate regional travel demands
- Improved access management along the new A-Minor Arterial roadway
- Reduced traffic and improved safety along Main Street (CSAH 150) through residential areas, an elementary school zone and the Rogers downtown
- Safer BNSF railroad crossing – a Tier 2 Stream & Railway Barriers Crossing Area
- Separated trail connecting to a Tier 2 RBTN
- Planned future park and ride lot
- Existing Fletcher Lane, an unsafe gravel road with 2,000 AADT, will be redesigned for adjacent property access purposes only with new cul-de-sacs constructed

Project Area:





May 15, 2020

Summary – Regional Solicitation Funding Application for Reconstruction of CSAH 32 from CSAH 43 to Dodd Road (CP 32-87)

Dakota County, as the lead agency working jointly with the City of Eagan, is planning to reconstruct County State Aid Highway (CSAH) 32 from CSAH 43 (Lexington Avenue) to 0.2 miles east of Dodd Road in Eagan. As an A-Minor Arterial and Tier 2 Regional Truck Corridor, CSAH 32 provides east-west connection for the regional commuters and freight from Interstate 35 to Trunk Highway 52 while bisecting other regional roadways (TH13, TH 77, CSAH 31, TH 3). The 1.6-mile reconstruction area has a 50-mph posted speed limit and features multiple horizontal and vertical curves as the highway navigates through several bodies of water. In addition, there are multiple full-access points to local streets and private driveways through the corridor. This section of CSAH 32 is surrounded by residential neighborhoods and much of the south side is adjacent to the Lebanon Hills Regional Park. The lack of multi-modal facilities adjacent to the roadway creates a gap in the local transportation and greenway networks and a barrier for residents who have long desired for pedestrian/bicycle facilities along CSAH 32.

Background and Primary Need for the Proposed Project.

Over the last three years, Dakota County and the City of Eagan have worked jointly to determine the correct long-term vision for CSAH 32. The CSAH 32 corridor over a 5-year span (2013-2017) had a statistically higher crash rate when compared to similar roadways statewide including multiple serious and fatal crashes. A 2017 Neighborhood Meeting was hosted to inform the community of the existing deficiencies and engage in interactive conversation on corridor safety. Following the meeting, a CSAH 32 Corridor Study was initiated by Dakota County, in participation from the City of Eagan and the Minnesota Department of Transportation (MnDOT). The study reviewed CSAH 32 from CSAH 43 to Trunk Highway 3 and focused on three primary criteria: safety, operations and potential impacts. The purpose and need objectives included: safely accommodate all users, address the CSAH 32 and Dodd Road intersection safety, multimodal transportation network compatibility with local/regional needs, efficient and reliable vehicle mobility, compatible with the natural and build environment, and financially responsible.

Dakota County Board of Commissioners adopted the results of the Corridor Study and from the recommendations determined to advance a reconstruction project of CSAH 32 from CSAH 43 to east of Dodd Road. The proposed reconstruction will include installment of a two-lane divided raised median typical section with two 10-foot shared-use trails (north/south), signal revision of the CSAH 32/CSAH 43 intersection, turn lanes at public intersections and a roundabout at CSAH 32/Dodd Road intersection.

- Total Construction Cost: \$10,900,000
- Requested Award Amount/Match Amount: \$7,000,000 / \$3,900,00 (CSAH, Local)

Project Setting and Context. The identified reconstruction improvements are aimed at increasing both vehicle and non-vehicle safety and mobility for the regional arterial. Maintaining good traffic mobility/speeds, creating a multimodal corridor, and mitigating right of way impacts are accomplished by implementing the corridor study findings. Utilizing a County highway to enhance the region for all modes of traffic addresses both needs within this community and aligns with stakeholder objectives. The CSAH 32 corridor from CSAH 43 to Dodd Road is currently a gap within the pedestrian/bicycle regional network and by implementing shared-use trails the project will remove a barrier for access to Lebanon Hills Regional Park and to local non-vehicle commuters.



Entrance to Lebanon Hills Regional Park (CSAH 32 looking East)



May 15, 2020

Summary – Regional Solicitation Funding Application for Reconstruction of CSAH 86 from Scott/Dakota County line to CSAH 23 (Galaxie Ave) in Dakota County (CP 86-41)

Dakota County is planning to reconstruct County State Aid Highway (CSAH) 86 (280th Street A-Minor Arterial) from the Scott/Dakota County line east to CSAH 23 (Galaxie Avenue) in the townships of Eureka and Greenvale within southern Dakota County. The 3.6-mile reconstruction area has a 55-mph posted speed limit that navigates through primarily a rural agricultural region with private and public full access conflicts throughout. This east/west A-Minor Arterial route begins at the western edge of Scott County connecting the growing communities of New Prague, Elko/New Market to the rural township areas of eastern Dakota County. This route is approximately 46 miles in length from TH 169 to TH 52 in Dakota County.

Background and Primary Need for the Proposed Project.

Dakota County has made significant investments in CSAH 86 (280th Street) to implement safety improvements and replace aged infrastructure. Since 2016, three construction projects have been completed that replaced 10.55 miles of County highway system and replaced the CSAH 86 and TH 52 interchange. These construction projects included realigning skewed intersections, turn lanes, bypass lanes, widened 8-foot shoulders and other safety and capacity improvements. An additional 3.6 miles of reconstruction is currently under final design with construction scheduled to begin in 2021 that includes replacement of the Canadian Pacific Railway trestle bridge within Castle Rock. The replacement of the railroad bridge will improve the substandard vertical clearance to meet current State Aid standards.

The proposed reconstruction from the Scott/Dakota County line east to CSAH 23 (Galaxie Avenue) represents the final segment of CSAH 86 that requires safety and pavement improvements. By completing the reconstruction of CSAH 86 a complete 10-ton Tier 2 Regional Truck Highway Corridor will be upgraded to provide a safe and efficient cross County and regional route. The regional economy and commuters rely on the County highway systems to provide access to suburban and urban centers. Average commute times for this community are above average as compared to other areas of the County. This reconstruction will provide a route that includes 12-foot lane, 8-foot paved shoulders, turn/bypass lanes at public intersections and improved clear zones that will ensure safe and efficient travel. The rural community CSAH 86 serves will also have access to increased bicycle and pedestrian mobility with the implementation of the 8-foot paved shoulders.

- Total Construction Cost: \$6,000,000
- Requested Award Amount/Match Amount: \$4,800,000 / \$1,200,00 (CSAH, Local)

County State Aid Highway 86 provides a regional east/west route for Scott County and Dakota County to serve residents and industry. The proposed reconstruction represents the planned replacement of the final segment utilizing the 1964 pavement section. The identified improvements will increase both vehicle and non-vehicle safety and mobility for the regional arterial.



County State Aid Highway 86 looking East

CSAH 5 (Minnetonka Blvd) Reconstruction Project

Attachment 01 | Project Narrative



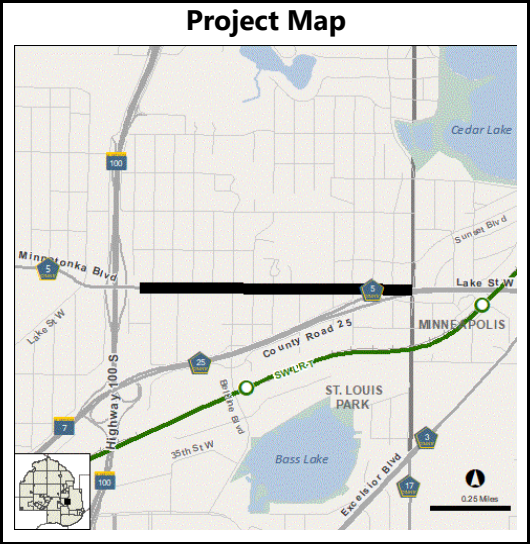
Project Name			
CSAH 5 (Minnetonka Blvd) Reconstruction Project			
City(ies)			
St. Louis Park	N/A	N/A	N/A
Commisioner Districts			
3	N/A	N/A	
Capital Project Number		Project Category	
2168100		Reconstruction	
Scoping Manager		Scoping Form Revision Dates	
Jason Pieper		5/3/2020	

Project Summary
Reconstruct Minnetonka Boulevard (CSAH 5) from TH 100 to France Avenue in the City of St. Louis Park.

Roadway History
The existing roadway (last reconstructed in 1952) is nearing the end of its service life and warrants replacement. Routine maintenance activities (such as overlays and crackseals) are no longer effective in preserving assets. The existing sidewalk facilities are located immediately adjacent to the roadway; causing a feeling of discomfort for pedestrians. The curb has experienced settling, diminishing its ability to collect water and define the roadway edge. The corridor also lacks catch basins, further decreasing proper storm water management. Many intersections include ADA accommodations that do not meet current design requirements, causing challenges for persons with limited mobility. Additionally, county staff has received numerous complaints from residents regarding safety due to the 4-lane undivided nature of the roadway.

Project Description and Benefits
The proposed project would include new assets, including: pavement, curb, storm water structures, sidewalk, and traffic signals. It is anticipated that a 3-lane typical section will be considered in an effort to better facilitate vehicle turning movements and provide traffic calming. Specific pedestrian crossing enhancements (such as curb extensions, raised medians, and crossing beacons), bikeway accommodations, and streetscaping features will also be considered in an effort to benefit non-motorized users. Furthermore, this project presents an opportunity to improve the transition for westbound users as they access Minnetonka Boulevard from West Lake Street.
This project will complement the proposed Southwest Light Rail Transit (SWLRT) Project as it is located within proximity to the Beltline Boulevard and West Lake Street LRT Stations.

Project Risks & Uncertainties
- Additional right of way needed for the project
- Traffic volumes relatively high for a 3-lane conversion
- Eastbound vehicle taper lengths are less than ideal near Salem Ave



Project Timeline
Scoping: 2018 - 2020
Design: 2021 - 2023
R/W Acquisition: 2022 - 2023
Bid Advertisement: Q1 2024
Construction: Q2 2024 - Q4 2025

Project Delivery Responsibilities
Preliminary Design: Consultant
Final Design: Hennepin County
Construction Services: Hennepin County

Project Budget -	Project Level
Construction: \$	7,990,000
Cost Estimate Year:	2020
Construction Year:	2024
Annual Inflation Rate:	3.0%
Inflated Construction: \$	8,990,000
Design Services: \$	720,000
R/W Acquisition: \$	-
Other (Utility Burial): \$	-
Construction Services: \$	-
Contingency: \$	2,370,000
Total Project Budget: \$	12,080,000

Funding Notes
- Initial cost estimate developed Q2 2020
- Eligible for federal funding through the Metropolitan Council's Regional Solicitation given the functional classification of CSAH 5 (A-Minor Arterial)



TH 47 (St. Francis Blvd) Corridor Improvements Project



Applicant, Location, & Route:

City of Anoka in Anoka County, Trunk Highway 47 from 0.1 mi south of Xkimo St north to CSAH 116 (Bunker Lake Blvd)



Application Category:

Roadways including Multimodal Elements – **Roadway Reconstruction/Modernization**



Funding Information:

Requested Award Amount:

\$4,152,000

Local Match: \$1,038,000

Project Total: \$5,190,000



Project Benefits:

Safety Improvements:

Crash reduction / safety improvements

Easier and safer left turns

Traffic Signal:

New traffic signal and improved neighborhood access to TH 47

Efficiency:

Reduced delay

Bicycle and Pedestrian Benefits:

Multi-use trail and sidewalk

Link to regional parks, natural areas, trails, high school and public library

Marked/designated pedestrian crossings of TH 47



Project Description

This project focuses on improving intersection operations and safety, providing a new trail for bicyclists and pedestrians, and providing accommodations for left turning movements to adjacent neighborhoods. The project consists of a new signalized intersection at McKinley St which would provide a reliable access point for residents to turn onto or cross TH 47. The project includes a center turn lane for TH 47 to provide a safe means for left turns, alleviating prevalent rear-end crashes and vehicle queuing. A new trail and sidewalk facilitates biking and walking.



Project Benefits

Trunk Highway 47 (St. Francis Blvd) is an A-minor arterial road located in the City of Anoka. It is a heavily traveled (19,000+ ADT) two-lane road, providing north-south access between Highway 10 and Ramsey, and is a key freight access point to the Anoka Enterprise Park via McKinley St. The segment between the Anoka County Fairgrounds and Bunker Lake Blvd (CSAH 116) experiences a crash rate three times higher than the statewide average. This segment of road includes no turn lanes, numerous private and public access points, and no bicycle and pedestrian access. This project improves all these factors – reducing crashes, alleviating delays for TH 47, providing better access from adjacent neighborhoods, and providing new bicycle and pedestrian infrastructure to cross and travel along the highway.

Other Information

This project links directly to an Anoka County intersection improvement project at Bunker Lake Blvd/TH 47, scheduled for 2021 construction. This includes new signal, turn lanes and trail improvements. Together, these two projects have wider regional benefits for vehicular and bike/ped access.

CSAH 152 (Washington Ave N) Bridge Replacement Project

Attachment 01 | Project Narrative

Project Name

CSAH 152 (Washington Ave N) Bridge Replacement Project

City(ies)

Minneapolis N/A N/A

Commissioner Districts

2 N/A N/A

Capital Project Number

2176400

Project Category

Bridge Replacement

Scoping Manager

Jason Pieper

Scoping Form Revision Dates

4/24/2020

Project Summary

Replace Bridge #91333 along Washington Ave N (CSAH 152) over Bassett Creek in the City of Minneapolis.

Roadway History

The existing culvert (built in 1923) consists of a concrete masonry arch that is entirely buried underneath CSAH 152 (Washington Avenue). The culvert received an NBI rating of 4 based on the rate and extent of deterioration experienced along the walls and arch, especially near the waterline. Additionally, there is evidence of spalling in between masonry blocks. Given its current condition, this structure has been classified as structurally deficient. Bridge maintenance activities are no longer cost effective in extending the useful life of this bridge.

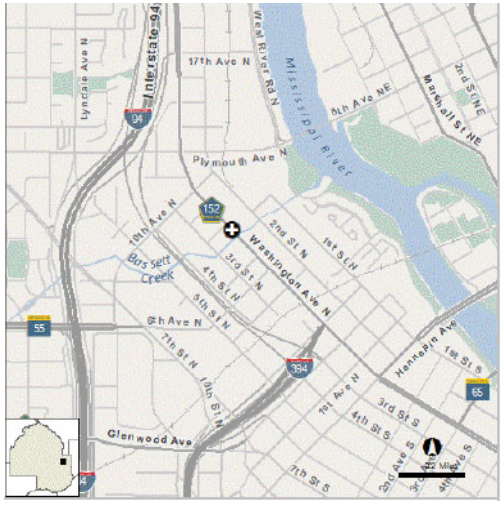
Project Description and Benefits

The project includes a full replacement of the existing structure. The current barrel length is approximately 98' that provides a three-lane section for people driving, buffered bike lanes for people biking, on-road parking accommodations on both sides, along with sidewalk accommodations on both sides (with some streetscaping features) for people walking. It is anticipated that the existing roadway environment will primarily be replaced in-kind as the proposed scope of work will likely require minimal impacts to the roadway surface. The new structure will likely be designed to provide a 75-year (or greater) service life.

Project Risks & Uncertainties

- The proposed project is located within the Minneapolis Warehouse Historic District which includes specific guidelines for street design in the area

Project Map



Anticipated Project Timeline

Scoping: 2018 - 2020

Design: 2021 - 2023

R/W Acquisition: 2023

Bid Advertisement: Q1 2024

Construction: Q2 2024 - Q4 2024

Project Delivery Responsibilities

Preliminary Design: Consultant

Final Design: Consultant

Construction Services: Consultant

Project Budget -

Project Level

Construction: \$ 2,740,000

Cost Estimate Year: 2020

Construction Year: 2024

Annual Inflation Rate: 3.0%

Inflated Construction: \$ 3,080,000

Design Services: \$ 460,000

R/W Acquisition: \$ 100,000

Other (Utility Burial): \$ -

Construction Services: \$ 310,000

Contingency: \$ 820,000

Total Project Budget: \$ 4,770,000

Funding Notes

The project is eligible for federal funding given the bridge length (greater than 20'), condition (NBI Rating of 4 or less) and functional classification of CSAH 152 (A-Minor Arterial).

CSAH 9 (Rockford Rd) Bridge Replacement Project

Attachment 01 | Project Narrative

HENNEPIN COUNTY
MINNESOTA

Project Name

CSAH 9 (Rockford Road) Bridge Replacement Project

City(ies)

New Hope Plymouth N/A N/A

Commisioner Districts

2 N/A N/A

Capital Project Number

2163700

Project Category

Bridge Replacement

Scoping Manager

Josh Potter

Scoping Form Revision Dates

4/29/2020

Project Summary

Participate in MnDOT's Project to replace existing Bridge #27551 along Rockford Road (CSAH 9) at TH 169 in the Cities of Plymouth and New Hope.

Roadway History

The existing bridge is nearly 50 years old. The bridge currently does not include any accommodations for people walking or biking. Therefore, non-motorized users are required to travel either in the median or along the side of the roadway, resulting in a feeling of discomfort. The bridge is currently designed to provide people driving with a high level of service, allowing vehicles to complete turning movements at relatively high speeds. The existing bridge (#27551) is owned and maintained by MnDOT; who has indicated that improvements are necessary based on its age (built in 1972) and current condition.

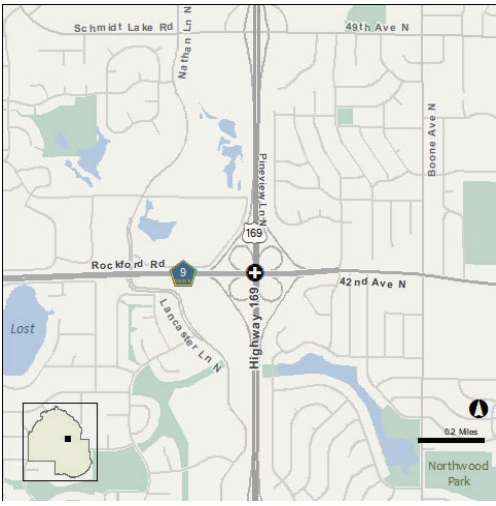
Project Description and Benefits

The proposed project will replace the existing bridge over TH 169. The existing structure is deteriorating and reaching the end of its serviceable life. Replacing the bridge will keep the bridge open for people biking, driving, walking, and using transit. It is anticipated that the new bridge will include a wider deck to allow for the introduction of trails on both sides. These facilities are key to promoting choices in transportation, especially at TH 169 which is currently acting as a barrier to multi-modal users.

Project Risks & Uncertainties

- Potential for scope creep given the nearby interchange design (full cloverleaf) that is not typical for this area

Project Map



Anticipated Project Timeline

Scoping: 2018 - 2019

Design: 2020 - 2022

R/W Acquisition: 2022 - 2023

Bid Advertisement: Q1 2023

Construction: Q2 2023 - Q4 2024

Project Delivery Responsibilities

Preliminary Design: MnDOT

Final Design: MnDOT

Construction Services: MnDOT

Project Budget -	Project Level
Construction: \$	6,620,000
Cost Estimate Year:	2020
Construction Year:	2023
Annual Inflation Rate:	3.0%
Inflated Construction: \$	7,230,000
Design Services: \$	1,080,000
R/W Acquisition: \$	-
Other (Utility Burial): \$	-
Construction Services: \$	720,000
Contingency: \$	1,990,000
Total Project Budget: \$	11,020,000

Funding Notes

This project is eligible for federal funding through the Metropolitan Council's Regional Solicitation given the bridge length (greater than 20') and condition (NBI Rating of 4 or less) and the functional classification of CSAH 9 (A-Minor Arterial).

3rd Street Bridge

Background, Scope & Impact

Background

The Third Street Bridge is a critical arterial bridge that connects the Mounds Park neighborhood to Lowertown and the downtown Entertainment District. Built in 1982, it is the longest bridge owned by the City of Saint Paul, spanning over 2100 feet. When operating at full four-lane capacity, average daily bridge traffic was 14,400 vehicles. The bridge has been restricted to three traffic lanes and one 6-foot wide sidewalk since September 2014 due to structural deficiencies.

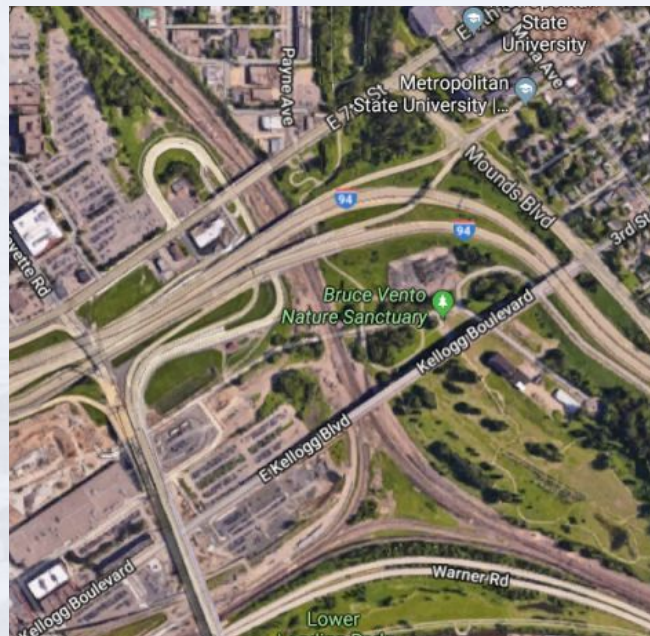
Scope

The project will reconstruct the Third Street Bridge from Lafayette St to Mounds Blvd. The construction project will cost \$63 million and involves demolition of the current structure and reconstruction of piers, abutments, beams, bridge deck, railings, parapets and approach roadways. The City of Saint Paul is requesting \$48 million from the State to complete this project.

The Third Street Bridge is the proposed route for Gold Line BRT as it enters downtown Saint Paul, enroute to the Union Depot transportation hub. The City will coordinate with its regional partners to improve traffic signal and intersection accommodations for BRT as part of this project.

Decision to Reconstruct

In order to provide safe and reliable access into downtown Saint Paul, the City must invest now to restore service and operations to the Third Street Bridge. It is essential to address this issue with a long-term, fiscally-responsible solution. Reconstruction provides this solution, offering a 75-year service life, eliminating costly and inefficient maintenance of a substandard bridge, and providing multimodal facilities that encourage, rather than restrict, future transportation demands.



Reconstruction of the Third Street Bridge will allow Saint Paul and the State of Minnesota to maximize the potential of its valuable resources to meet the region's current and future public infrastructure needs.

Future Impact on Saint Paul

More people are choosing to live and work downtown, and that trend is expected to continue over the next decade. As downtown Saint Paul continues to grow, the Third Street Bridge will become an increasingly essential link between Lowertown, the Mounds Park neighborhood, and multimodal regional transportation systems. It further provides access for east side residents to the workforce opportunities generated by recent downtown business development.

County Road C (CSAH 23) Bridge 62519 over BNSF RR Bridge Replacement Proposal

- Bridge Sufficiency Rating- 43.6
- Bridge 62519 is Fracture Critical
- Bridge 62519 is Load Limited to 36 Tons- Single Axle; 40 Tons- Double Axle; 40 Tons- Semi
- Bridge 62519 Lacks Bike and Pedestrian Accommodations
- County Road C is a Major County-Wide Bicycle and Pedestrian Corridor
- Federal STP Funding Request- \$5,000,000; Local Match- \$6,098,829

View of Bridge 62519, Eastbound Lanes



Old Highway 8 (CSAH 77) Bridge 4533 over Minnesota Commercial RR Bridge Replacement Proposal

- Bridge Sufficiency Rating- 45.9
- Bridge 4533 is Load Limited to 26 Tons- Single Axle; 40 Tons- Double Axle; 40 Tons- Semi
- Bridge 4533 Lacks Bike and Pedestrian Accommodations
- Old Highway 8 is a County-Wide Bicycle and Pedestrian Connector Corridor
- Federal STP Funding Request- \$1,937,365; Local Match- \$484,341

View of Bridge 4533, Detail of Beam Deterioration



CSAH 152 (Osseo Rd) Bridge Rehabilitation Project

HENNEPIN COUNTY
MINNESOTA

Attachment 01 | Project Narrative

Project Name			
CSAH 152 (Osseo Rd) Bridge Rehabilitation Project			
City(ies)			
Minneapolis	N/A	N/A	N/A
Commissioner Districts			
2	N/A	N/A	
Capital Project Number		Project Category	
2176500		Bridge Rehabilitation	
Scoping Manager		Scoping Form Revision Dates	
Jason Pieper		5/12/2020	

Project Summary	
Rehabilitate Bridge #27152 along Osseo Road (CSAH 152) over the Canadian Pacific (CP) Railroad in the City of Minneapolis.	

Roadway History	
The existing bridge (built in 1972) consists of a pre-stressed concrete beam design that spans over the CP Railroad. The overall bridge is generally in good condition as major structural components are all rated fair to good. However, the bridge expansion joints are in relatively poor condition; showing signs of leaking. This has resulted in failure of slope paving located in the south abutment. If left unrepaired, the structural integrity of the foundations could be compromised.	

Project Description and Benefits	
The proposed project includes the rehabilitation of the existing bridge as maintenance activities are no longer cost effective in extending the bridge's useful life. At this time, the primary activities include repairs to the expansion joints and the slope paving. In addition, minor repairs to the approach panels and sidewalk. These improvements are anticipated to extend the useful life of the bridge by approximately 20 years.	
It is anticipated that this project will be coordinated with the county's Osseo Road Reconstruction Project (CP 2174100) that is located within the project limits.	

Project Risks & Uncertainties	



Project Timeline	
Scoping: 2018 - 2020	
Design: 2021	
R/W Acquisition: 2021	
Bid Advertisement: Q1 2022	
Construction: Q2 2022 - Q4 2022	

Project Delivery Responsibilities	
Preliminary Design: Hennepin County	
Final Design: Hennepin County	
Construction Services: Hennepin County	

Project Budget -	Project Level
Construction: \$	2,630,000
Cost Estimate Year:	2020
Construction Year:	2024
Annual Inflation Rate:	3.0%
Inflated Construction: \$	2,960,000
Design Services: \$	150,000
R/W Acquisition: \$	50,000
Other (Utility Burial): \$	-
Construction Services: \$	-
Contingency: \$	790,000
Total Project Budget: \$	3,950,000

Funding Notes	
The project is eligible for federal funding given the bridge length (greater than 20'), condition (NBI Rating of 5 or less) and functional classification of CSAH 152 (A-Minor Arterial).	

Nicollet Avenue South over Minnehaha Creek

Applicant: City of Minneapolis



Minnehaha Parkway under Nicollet Ave. Bridge



Project Location

Requested Award Amount = \$7,000,000

Project Cost = \$20,500,000

Project Description

This project is for the rehabilitation of Bridge No. 90591. The 16-span bridge carries Nicollet Avenue South over Minnehaha Creek and Minnehaha Parkway in the City of Minneapolis. The roadway is classified as an A minor reliever roadway. Project limits are: East Minnehaha Parkway to West 52nd Street (total project length of 1,020 ft.; bridge length of 818 ft.).

The bridge was built in 1923 and repaired in 1973. Bridge 90591, is 63 ft. wide has a total roadway width of 36 ft., and carries two 11 ft. lanes of traffic, two 7 ft. bike lanes, and two 12 ft. sidewalks. It has a Sufficiency Rating of 56.6.

MnDOT traffic data indicates that the AADT in 2015 was 8,900 and City of Minneapolis counts indicate that over 1000 cyclists and over 600 pedestrians travel beneath the bridge each day. This segment of Nicollet Avenue currently includes Metro Transit local bus Route 18 which runs from Downtown Minneapolis to South Bloomington. Nicollet Avenue is also designated as a transit priority corridor in the draft Transportation Action Plan. An on-street bikeway was added to Nicollet Avenue from 40th Street to 61st Street in 2016, which includes Bridge 90591.

The bridge was last inspected by the City of Minneapolis on July 10, 2019. Cracks and deteriorated concrete were found on the underside of the deck, spandrel columns, and piers. The concrete deck is in poor condition, it has an NBI rating of 4. The deck joint system has failed allowing salt water to penetrate through the joints and into the cap beams and spandrel columns. The 2019 report states, "Most of the underside of the deck has advanced spalls, rebar is exposed and there is section loss through the 2nd reinforcement mat. City crews are applying shotcrete to many places during inspection". The funds from the Met Council regional solicitation will go toward the repairs and rehabilitation of Bridge 90591. The bridge is eligible for listing on the National Register of Historic Places and rehabilitation is the City's preferred solution. Rehabilitation will allow the bridge to successfully continue as an important transportation artery for over 30 more years. In general, the funds will support deck removal and replacement, spandrel column and beam removal and replacement, concrete surface repairs at the arch ribs and piers, sidewalk replacement, a new concrete railing, protected bike lanes, a new drainage system, and a new lighting system.

Project Benefit

The bridge supports Nicollet Avenue over Minnehaha Creek and Parkway in a beautiful park-like setting. This portion of the parkway is heavily used, providing a scenic route for over 1000 cyclists and over 600 pedestrians per day as well as many kayakers, rafters and canoers who utilize the creek. This cost effective rehabilitation will save taxpayers millions of dollars and improve the safety conditions for drivers, bicyclists, pedestrians and kayakers. Repairing the bridge will improve the sufficiency rating and functional capacity of the bridge for increased roadway usage such as for the proposed Nicollet Avenue BRT. Repairs will maintain the structure as an important historic resource and will improve the aesthetics of the bridge, enhancing the livability and quality of life for Minneapolis residents and parkway/trail/creek users.