

TH169, TH282, and CSAH 9 Interchange

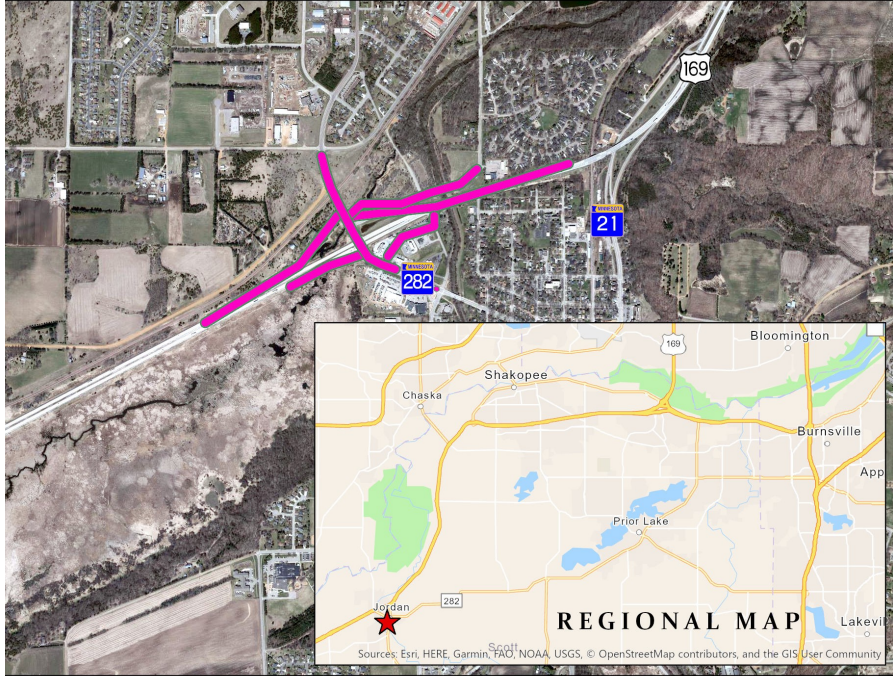
Applicant: Scott County

Counties where project is located: Scott

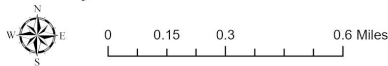
Location: City of Jordan

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 Joran, 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

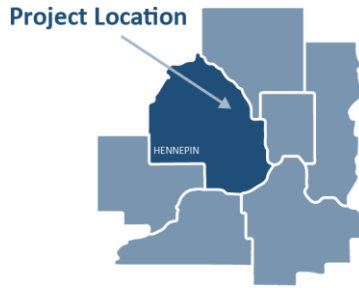
Project Location – TH 252 and Brookdale Drive in Brooklyn Park, Hennepin County

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.



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



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

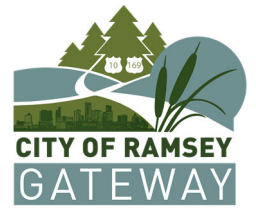
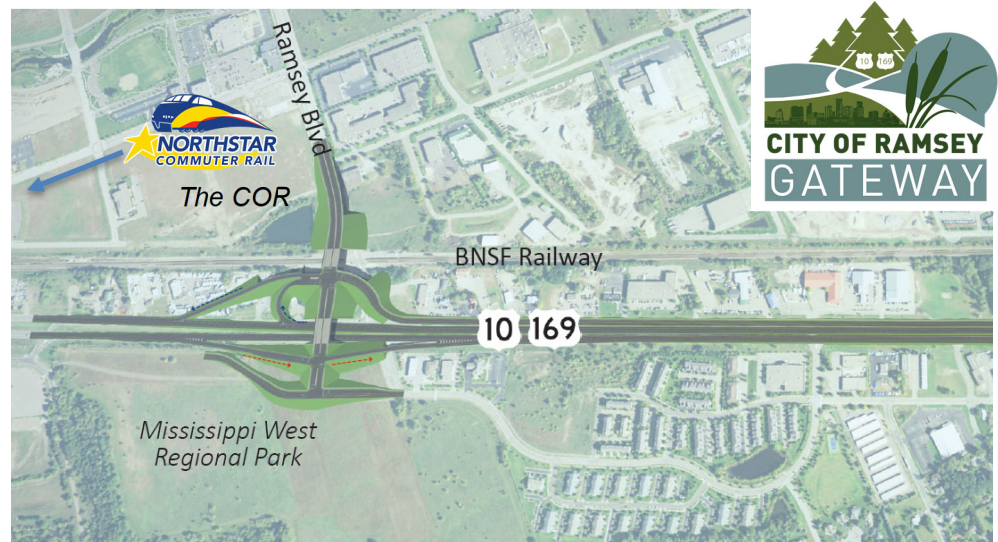
Project Description

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

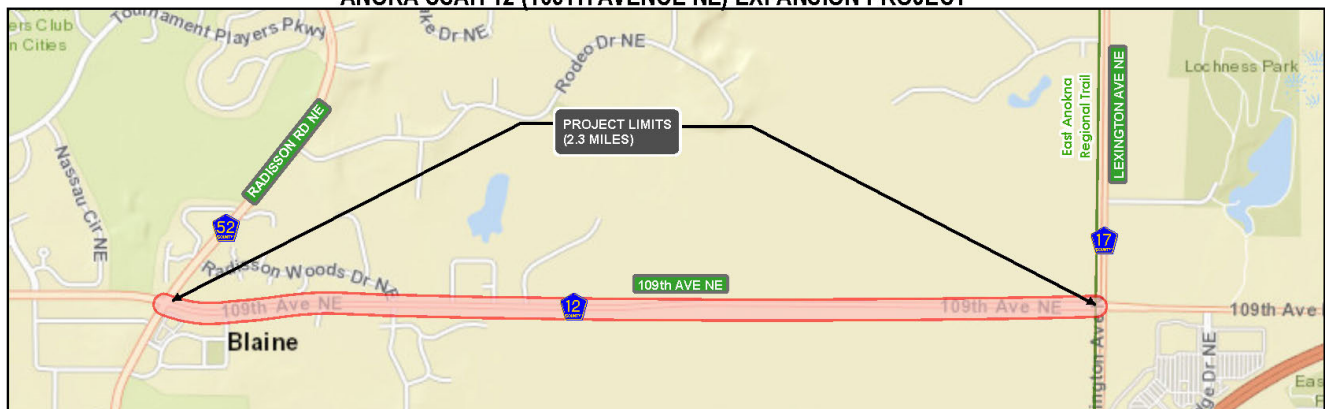
CSAH 12, an “A” Minor Arterial Expander route that provides an important east-west transportation connection in Anoka County, is a two-lane undivided roadway today. Traffic volumes on CSAH 12 have been increasing and are expected to continue to increase in the future as the area continues to grow (8,000 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

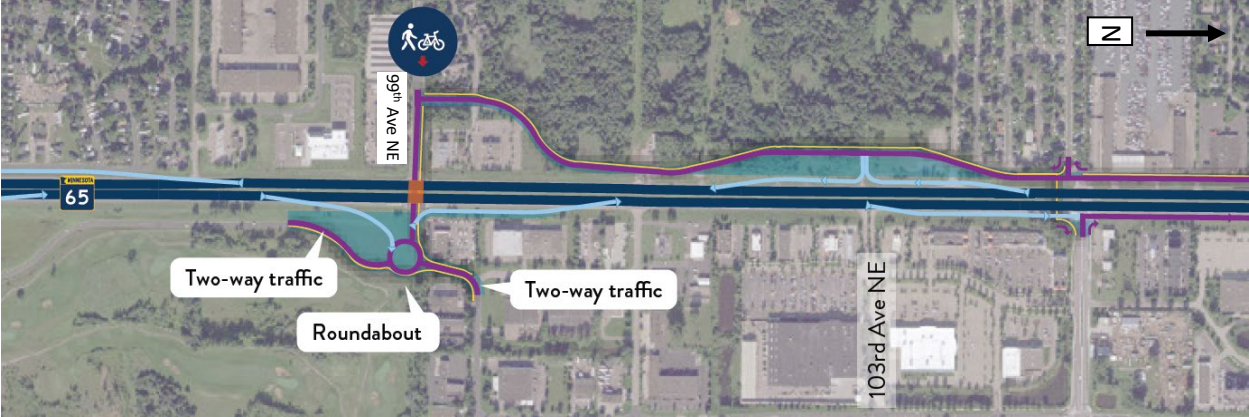
Trunk Highway (TH) 65 is a principal arterial located within the Twin Cities metropolitan area in Anoka County. As the only continuous north/south corridor of its size and capacity in Anoka County, TH 65 is a vital link for traffic traveling between the Twin Cities urban core and northern suburban and 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

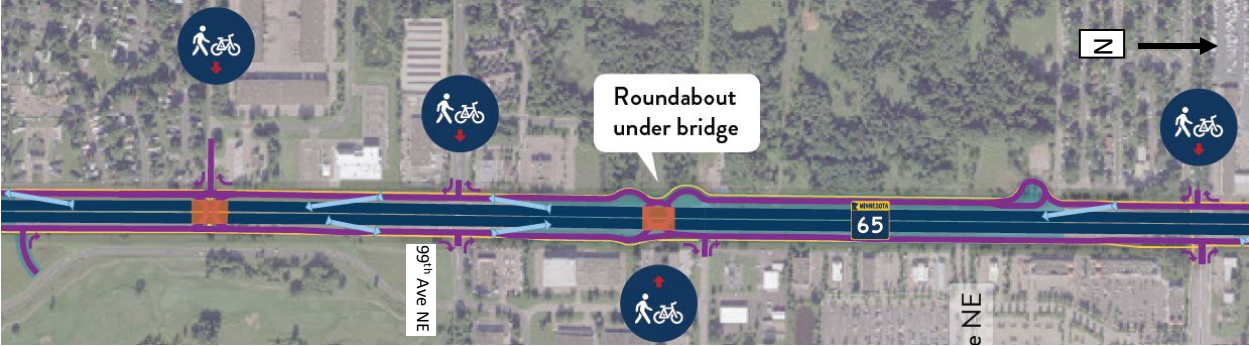
The proposed project would implement one or more grade separated crossings at 99th Ave NE to reduce congestion and improve pedestrian and bicycle access across TH 65. The need for the project was identified as part of the MnDOT Highway 65 Safety and Mobility Corridor Study. Various conceptual alternatives 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

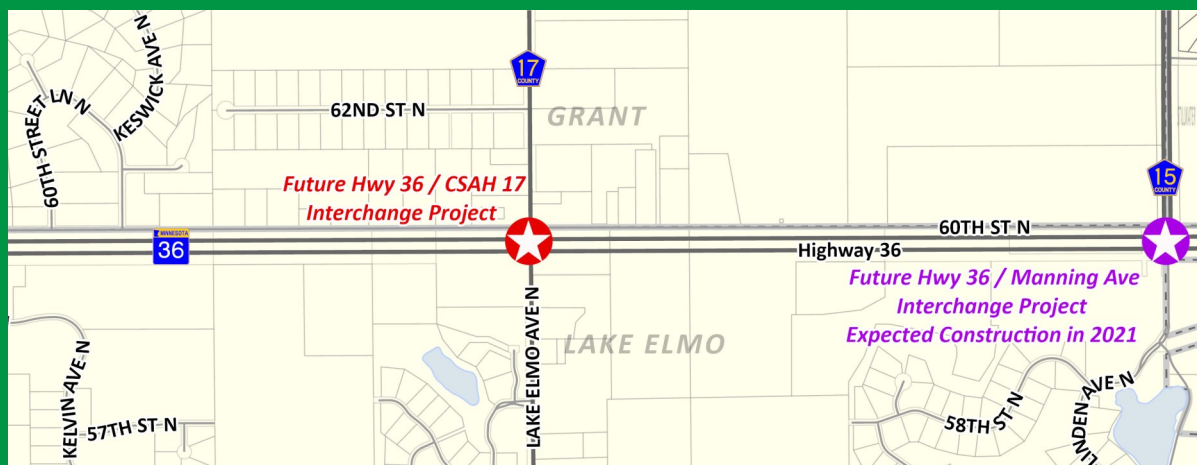
CSAH 17 (Lake Elmo Avenue) at TH 36 currently operates as an at-grade intersection controlled by a fully actuated control signal. Within the project area TH 36 is a four-lane divided roadway and has a posted speed limit of 65 mph. CSAH 17 is a two-lane rural roadway with a posted speed limit of 55 mph 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

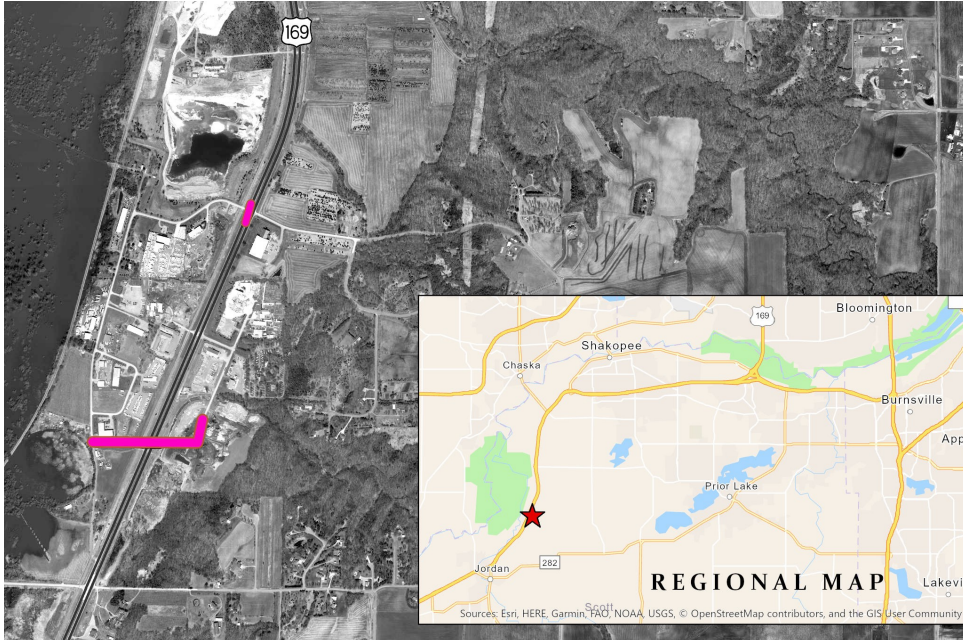
Applicant: Sand Creek Township

Location: Sand Creek Township

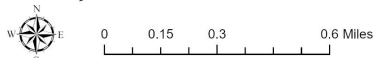
Counties where project is located: Scott

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



Sand Creek Township





COUNTY

May 15, 2020

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

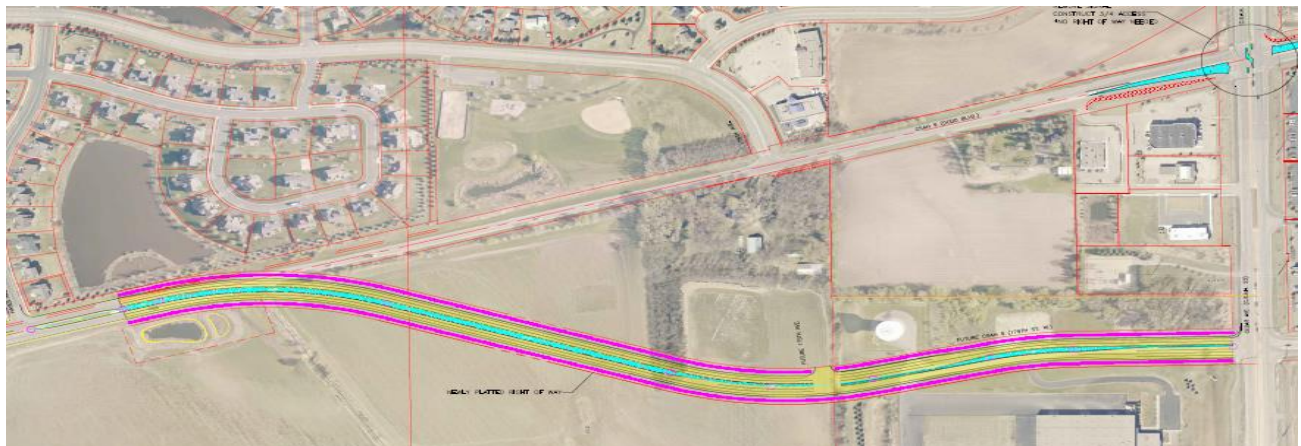
The Dakota County Transportation Capital Improvements Program (CIP) identifies County Project (CP) 9-56, the reconstruction of CSAH 9 (Dodd Boulevard) from Gerdine Path to CSAH 31 (Pilot Knob Road) in Lakeville; and the portion of 179th Street (new alignment) from Hayes Avenue to CSAH 23 (Cedar Avenue) 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 $\frac{3}{4}$ 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

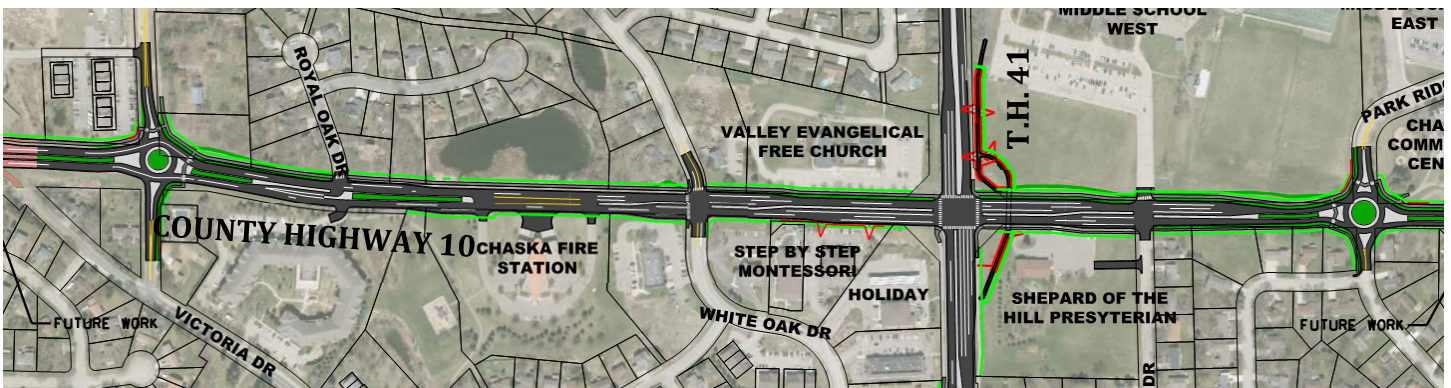
Project Description

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



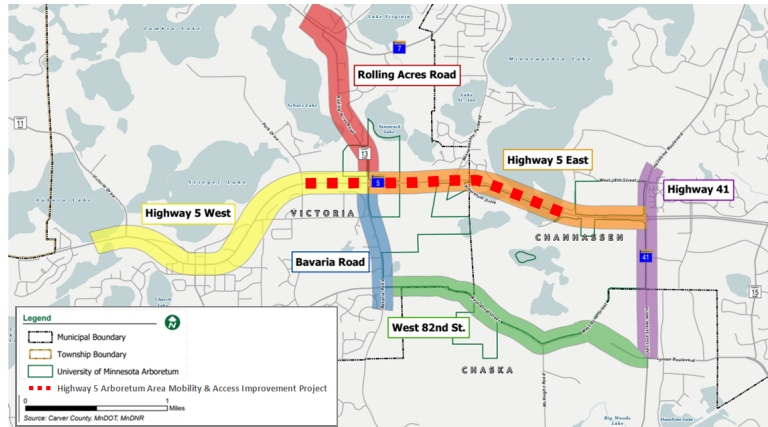
Additional Funding Sources:

- 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

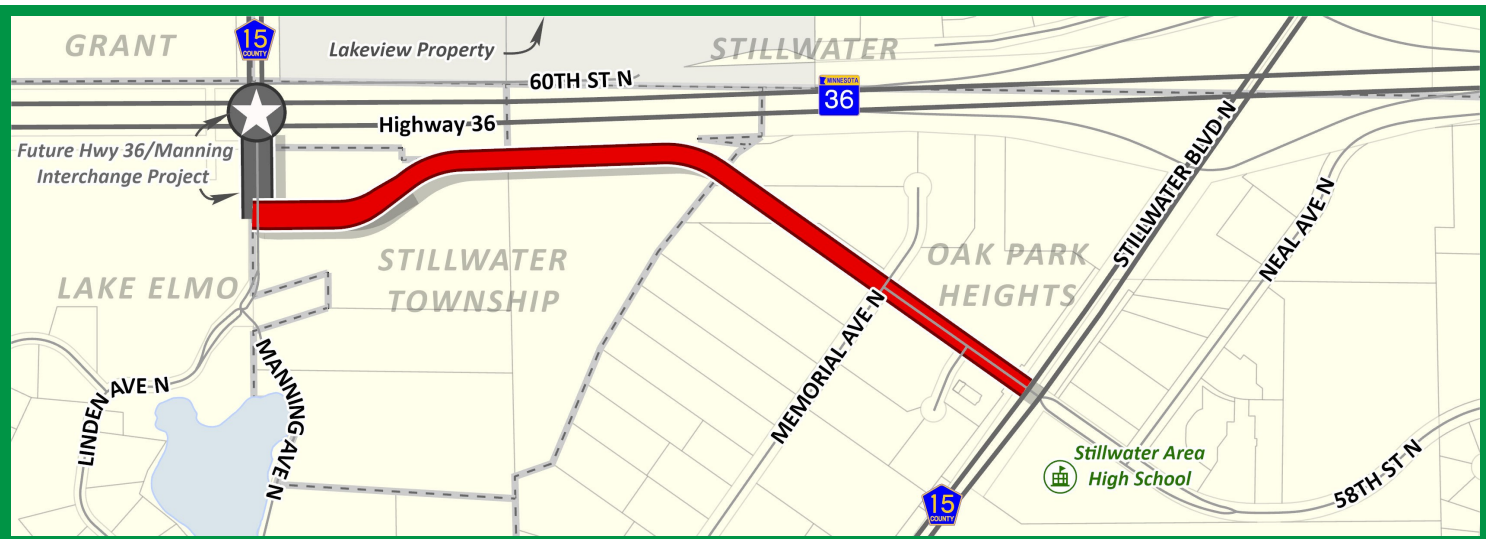
- » Enhance safety and local connectivity
- » Remove local trips from TH 36
- » Aid development south of TH 36

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

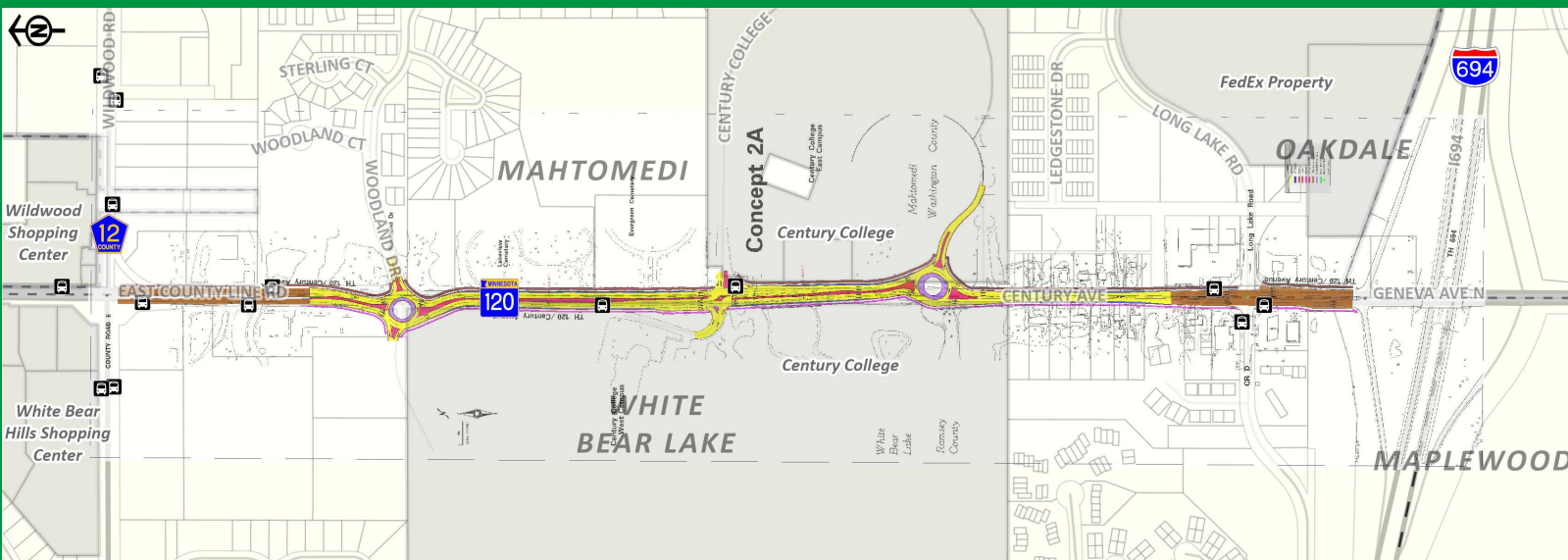
- » Address delay and traffic concerns
- » Reduce crashes
- » Ensure safe multimodal travel options
- » Make connections to transit and regional destinations

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 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.

