

# CSAH 5 (Franklin Ave) Reconstruction Project

Attachment 01 | Project Narrative

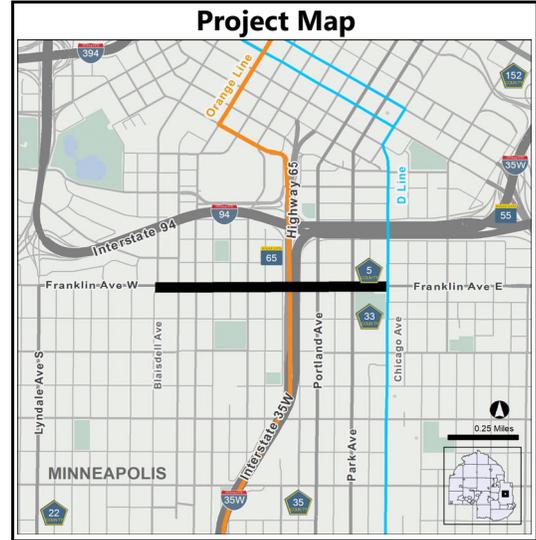
<b>Project Name</b>		
CSAH 5 (Franklin Ave) Reconstruction Project		
<b>City(ies)</b>		
Minneapolis	N/A	N/A
<b>Commissioner Districts</b>		
3	4	N/A
<b>Capital Project Number</b>		<b>Project Category</b>
2172600		Reconstruction
<b>Scoping Manager</b>		<b>Scoping Form Revision Dates</b>
Jordan Kocak		4/20/2020

**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
<b>Total Project Budget:</b>	<b>\$ 18,090,000</b>

**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

<b>Project Name</b>		
CSAH 153 (Lowry Ave NE) Reconstruction Project		
<b>City(ies)</b>		
Minneapolis	N/A	N/A
<b>Commissioner Districts</b>		
2	N/A	N/A
<b>Capital Project Number</b>		<b>Project Category</b>
2140800		Reconstruction
<b>Scoping Manager</b>		<b>Scoping Form Revision Dates</b>
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.

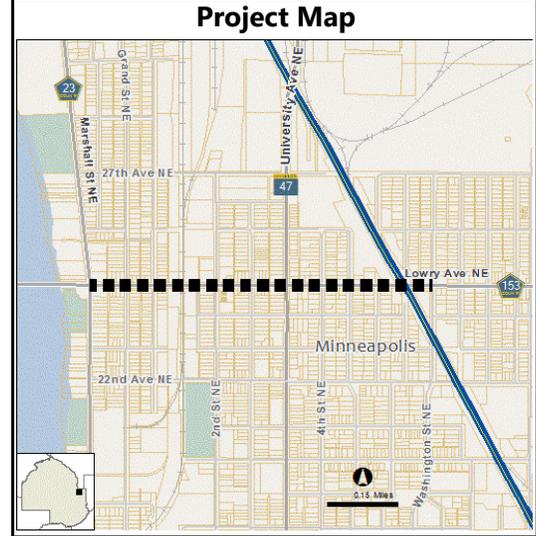
**Roadway History**  
The existing roadway (last reconstructed in 1962) is nearing the end of its service life and warrants replacement. Routine maintenance activities (such as overlays and crackseals) are no longer effective in preserving assets. The roadway was originally constructed as concrete pavement, 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
<b>Total Project Budget: \$</b>	<b>12,150,000</b>

**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

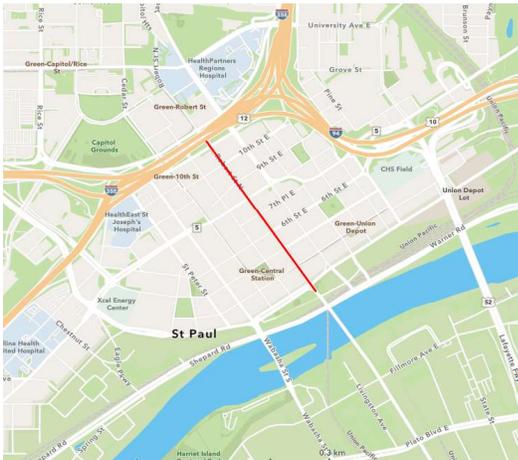
**Applicant:** City of Saint Paul

**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:



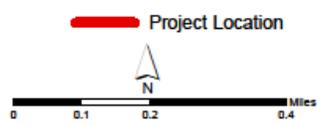
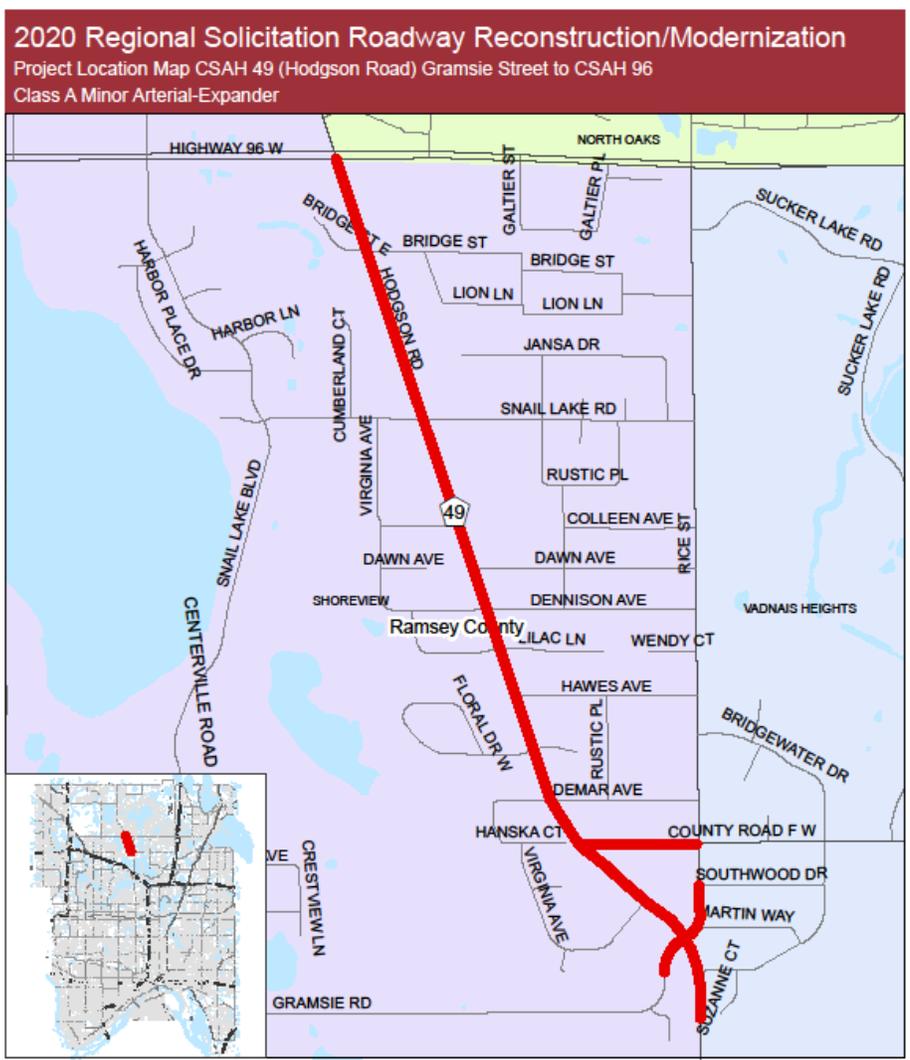
**Project Description:** The proposed project will reconstruct University Avenue between I-35E and Lafayette Road. The corridor will include a four-lane to three-lane conversion with ADA compliant sidewalks, boulevards with streetscaping, a multi-use trail, pedestrian-scale lighting, drainage structures,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

## 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





# 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 (17<sup>th</sup> 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** – 42<sup>nd</sup> Street Reconstruction/Modernization

**Applicant** – City of Minneapolis

**Project Location** – 42<sup>nd</sup> 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** –

42<sup>ND</sup> STREET



**Project Description** – 42<sup>nd</sup> 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 42<sup>nd</sup> 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.

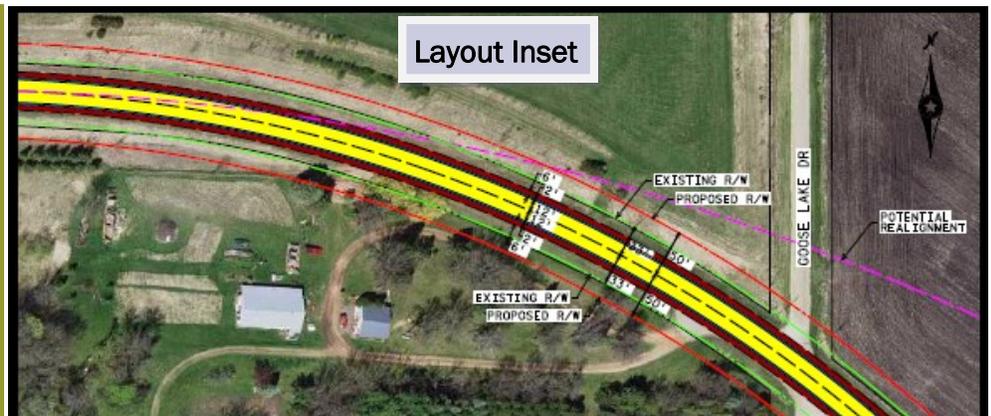
## Project Benefits

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 Robjent, 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

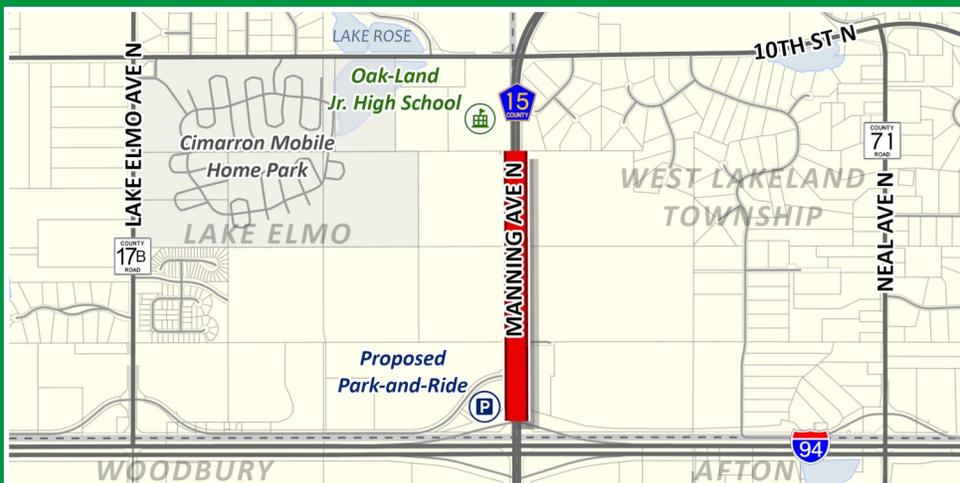
»Appropriately manage access in a safe and efficient manner

### 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.

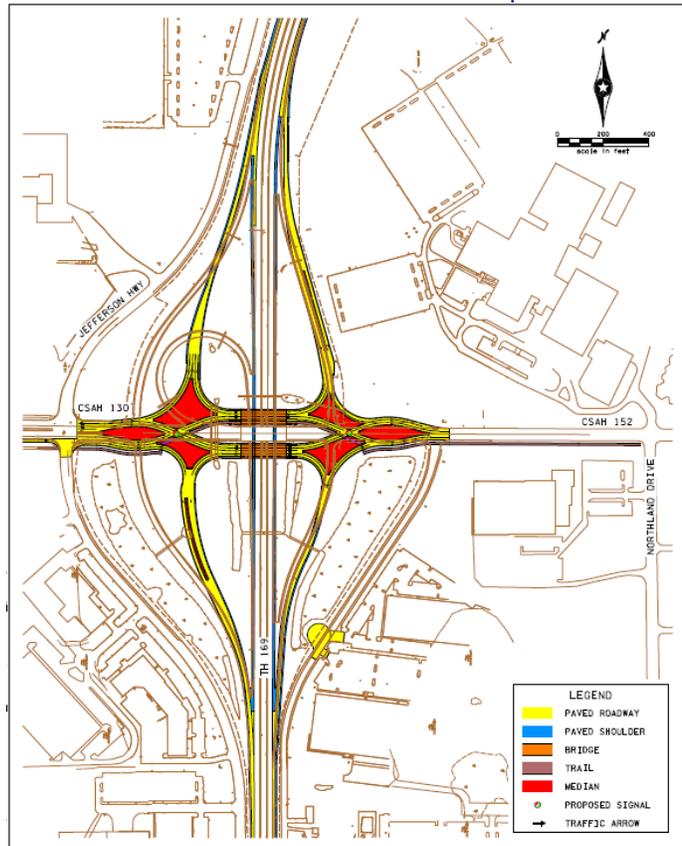
### Summary of Benefits

- » 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](mailto: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

# 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)

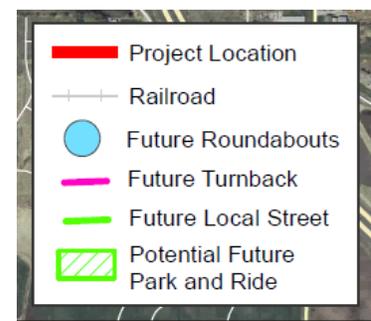
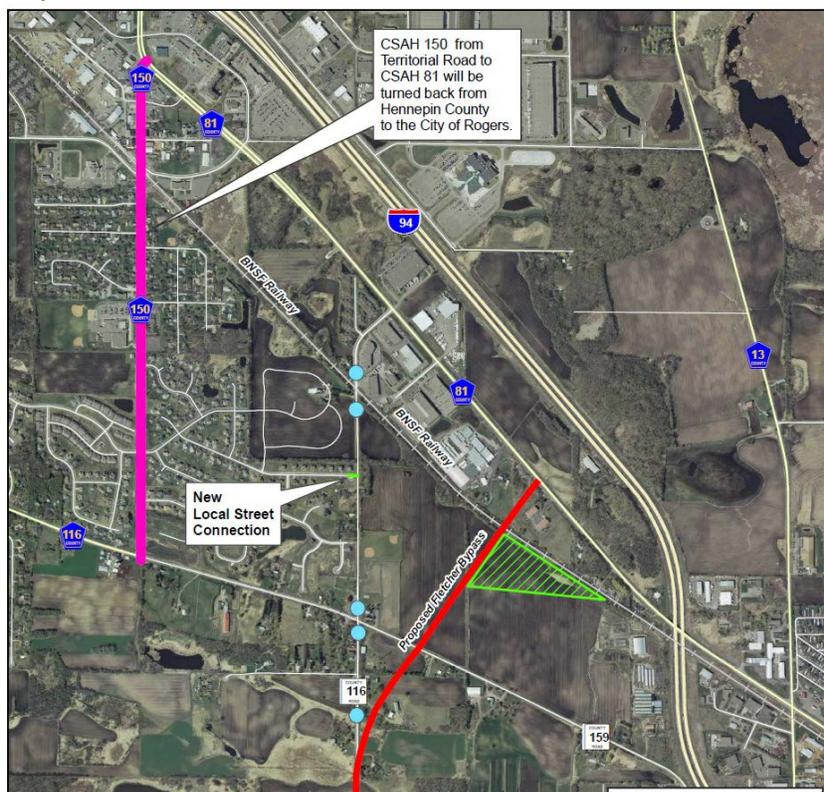
### Project Description:

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:





COUNTY

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)



COUNTY

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 (280<sup>th</sup> 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 (280<sup>th</sup> 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

<b>Project Name</b>			
CSAH 5 (Minnetonka Blvd) Reconstruction Project			
<b>City(ies)</b>			
St. Louis Park	N/A	N/A	N/A
<b>Commissioner Districts</b>			
3	N/A	N/A	
<b>Capital Project Number</b>		<b>Project Category</b>	
2168100		Reconstruction	
<b>Scoping Manager</b>		<b>Scoping Form Revision Dates</b>	
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 Timeline**

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

**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 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
<b>Total Project Budget: \$</b>	<b>12,080,000</b>

**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

**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.