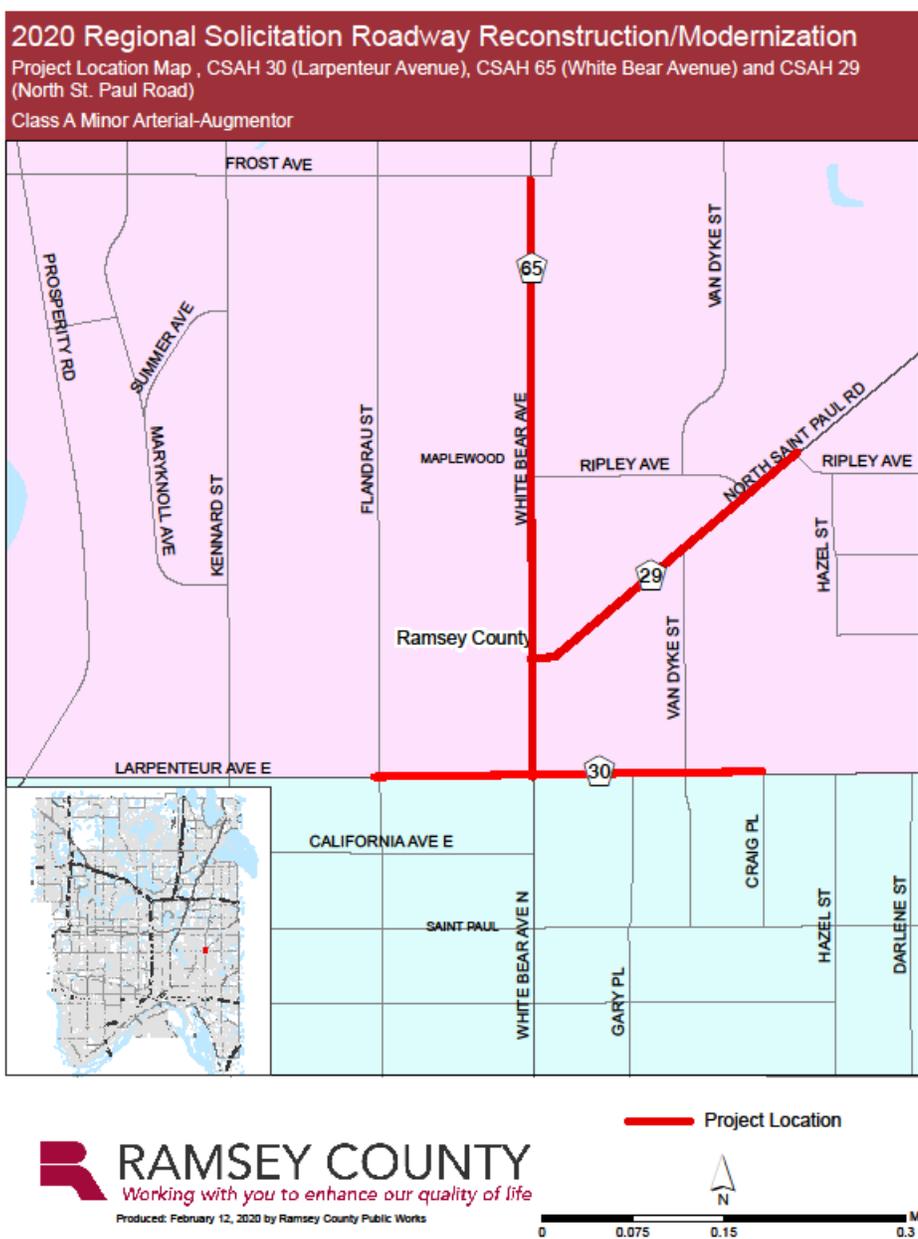


White Bear Avenue (CSAH 65), Larpenteur Avenue to Frost Avenue- Roadway Spot Mobility Proposal

- 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 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 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.

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

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



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

Project Scoping - Summary Transportation Capital Projects

HENNEPIN COUNTY
MINNESOTA

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

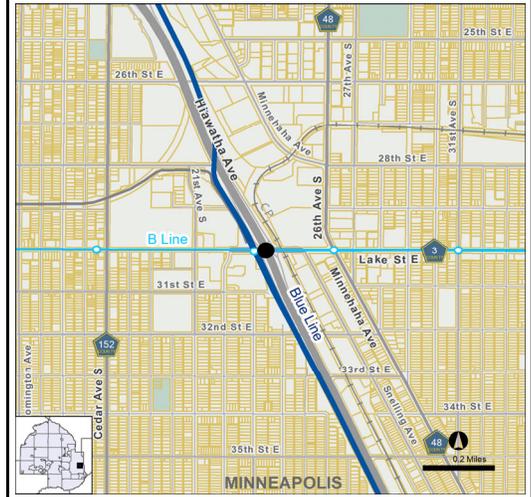
The proposed project will modify the existing geometry of the interchange to provide a tight-diamond design. Specifically, the channelized turn lanes will be revised in an effort to reduce vehicle speeds and provide more direct crossing routes for people walking. Furthermore, lighting upgrades will be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

Project Risks & Uncertainties

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

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

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.

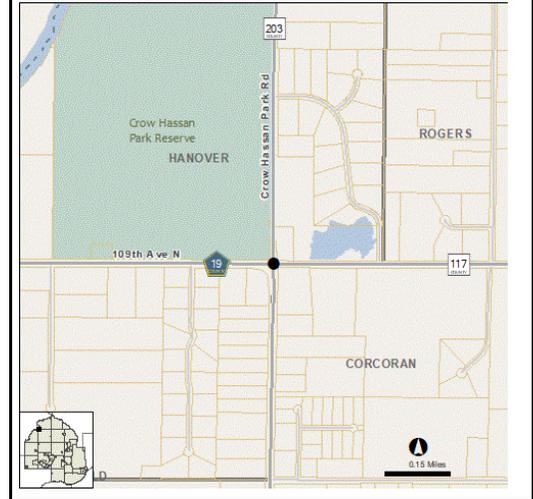
Project Description and Benefits

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.



COUNTY

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)

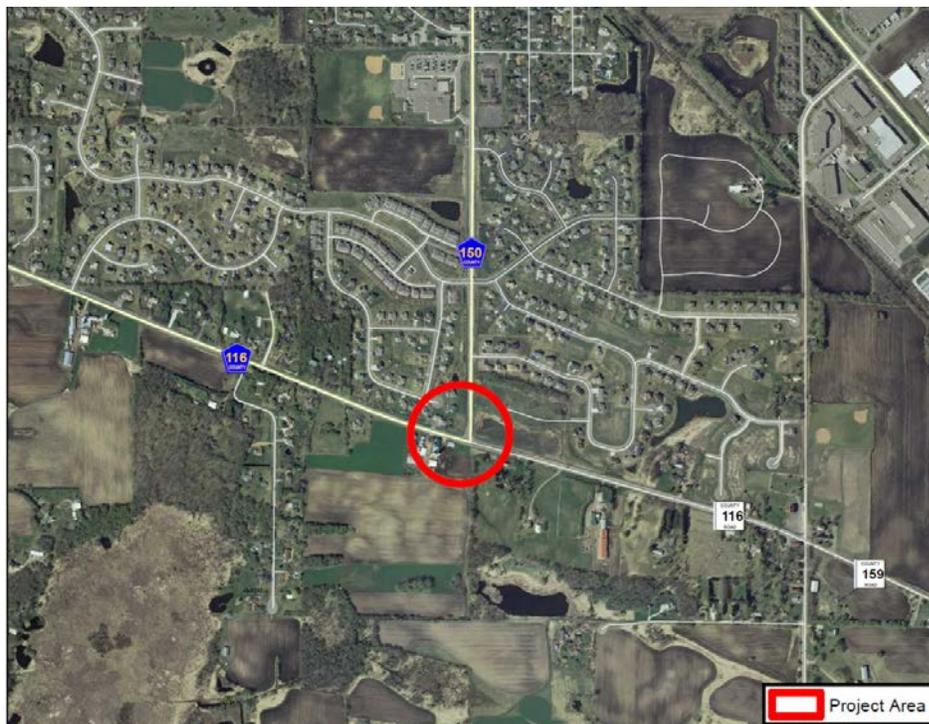
Project Description:

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)

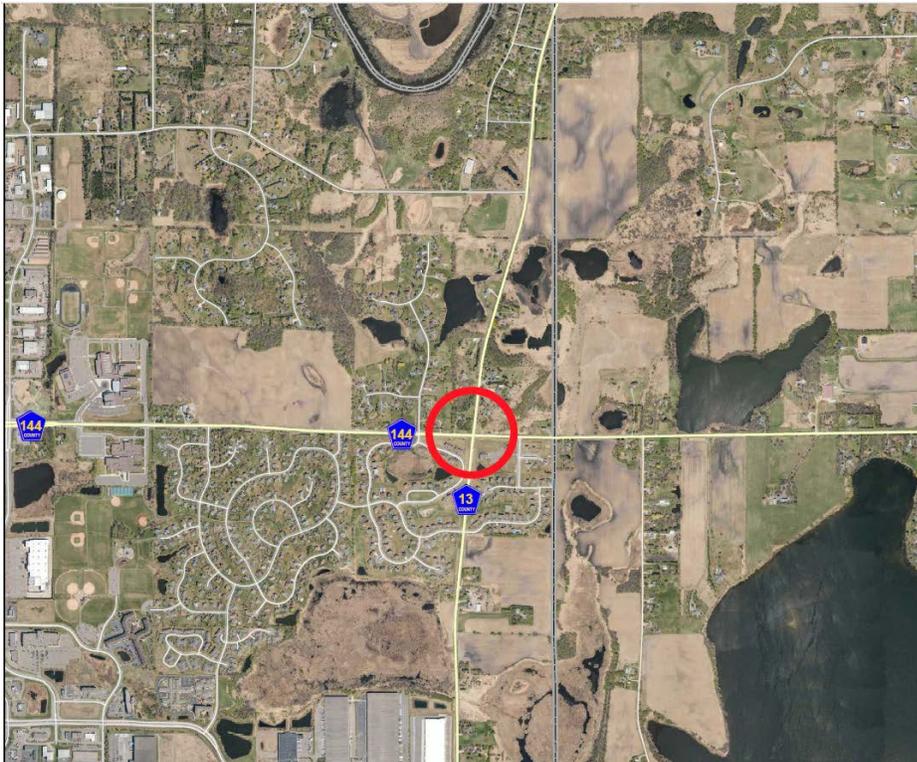
Project Description:

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:





Highway 11 Intersection Improvements Project



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.

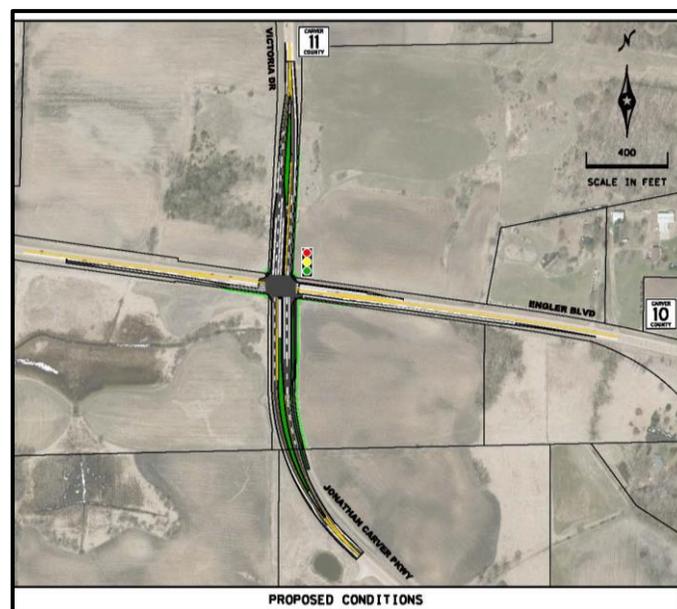
Project Description

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



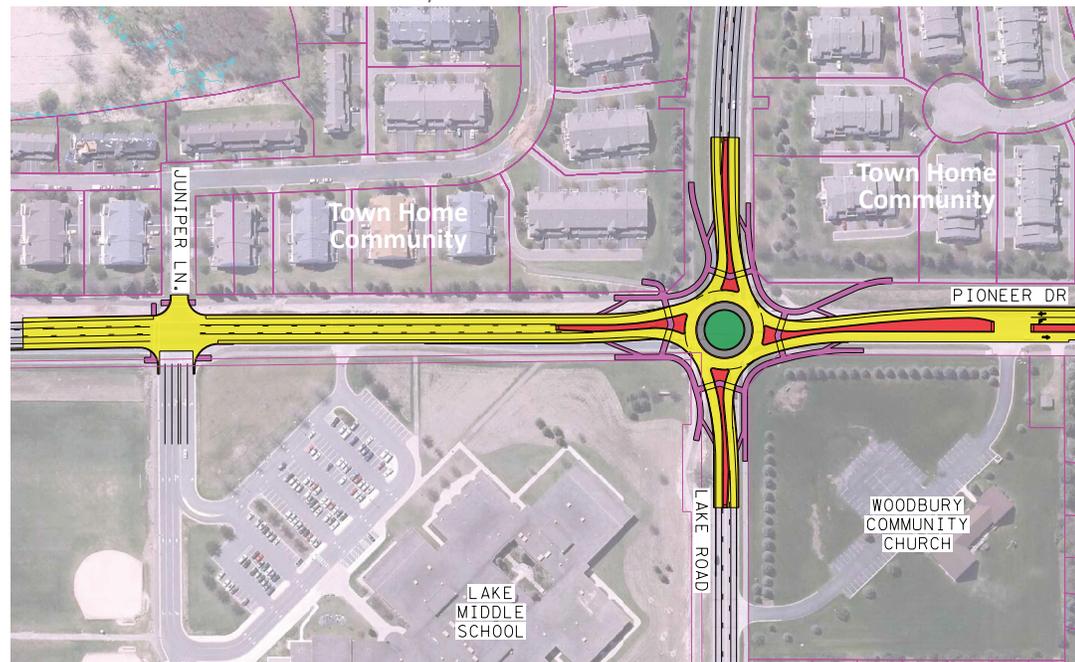
Project location adjacent to two public schools



Pedestrian crossing across 4 travel lanes



High traffic and bike/pedestrian demands exists



Proposed Lake Road and Pioneer Drive Roundabout Intersection Improvement