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TRANSPORTATION IMPROVEMENT PROGRAM

FOR THE TWIN CITIES METROPOLITAN AREA

December 1986

Metropolitan Council
300 Metro Square Building, 7th and Robert Streets
St. Paul, Minnesota 55101 Tel. 612-291-6359
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TRANSPORTATION IMPROVEMENT PROGRAM
1987-1989
SUMMARY

The Transportation Improvement Program (TIP) for 1987 through 1989, prepared by the Metropolitan Council's Transportation Advisory Board, is the program of all highway and transit capital projects proposed for federal funding. Federal regulations require that a TIP be developed annually.

The 1987-89 TIP for the Twin Cities Metropolitan Area is an $1,001,730,000 program of highway and transit projects, of which approximately $737 million will be paid by the federal government. The total for 1987 is approximately $499 million with the federal portion being approximately $370 million. While two federal agencies, the Federal Highway Administration and the Urban Mass Transportation Administration must formally approve the program, most of the federal funds already have been earmarked for the Twin Cities Area. The remaining $129 million in 1987 will come from state gas tax revenues for highway projects, and from property tax and farebox revenues for transit projects.

The Annual Element slates about 75 percent of the dollars for highway projects and 25 percent for transit projects. Of approximately 375 total projects in the program, about 155 of them are estimated to cost over $1 million. Almost all the projects, which involve construction, reconstruction and equipment purchases will begin in the next three years.

Two specially funded projects are included in the TIP Annual Element on pages 75 and 92. The first is grading and surfacing of TH 77 from CSAH 1 to 66th Street to be paid in bond money by the City of Bloomington at a cost of $60,000,000. The other is grading and surfacing of TH 55 from 31st to 46th Streets at a cost of $11,100,000, $10 million of which will be funded by a special legislative appropriation, the Federal Aid Intermodal Urban Demonstration Project. These projects are not included in the TIP totals.

The improvement program, which the Council annually approves, is based on the Council's regional Transportation Policy Plan, the Transportation Air Quality Control Plan, and the Regional Transit Board's (RTB's) Implementation and Financial Plan.

The major highway projects planned in 1987, in addition to the two projects listed above, are:

- Continuation of construction of the Third Avenue Distributor in downtown Minneapolis, including parking garages, and construction of I-394 at a total 1987 cost of $125 million.
- Continuing construction of I-35E in St. Paul at a cost of $22.9 million.
- Bridge work and interchange remodeling at Hardman Avenue and I-494 in Dakota County at a cost of $9.04 million.
- Construction of Hennepin Avenue Bridge over Mississippi River from 1st Avenue South to Nicollet Island at a cost of $20.5 million.
- Construction of University Transit Corridor between the St. Paul and Minneapolis Campuses of the University of Minnesota at a cost of $7.4 million in 1987.

Chapter 3 of the TIP gives the details of all major highway projects and explains how they support regional transportation plans. All projects are listed in tables in Chapter 4 (highway, road, and bridge projects) and Chapter 5 (transit projects).

1. INTRODUCTION

The 1987-89 Transportation Improvement Program (TIP) for the Twin Cities Metropolitan Area is a program of highway and transit projects proposed for federal funding in the next three years. The TIP is prepared jointly by the Metropolitan Council, the Minnesota Department of Transportation (Mn/DOT), the Regional Transit Board (RTB) and the Metropolitan Transit Commission (MTC). Projects scheduled for construction in 1987 receive special emphasis and are referred to as the "annual element" of the TIP. The projects included in the TIP implement the Region's transportation plan and priorities.

FEDERAL REQUIREMENTS

Federal regulations* require that a Transportation Improvement Program be developed and updated annually. The program must have an "annual" or "biennial element" and must cover a period of at least three years. The TIP is required to:

- Identify transportation improvements proposed in the Transportation Policy Plan and recommended for federal funding during the program period;
- Indicate the priorities in the Seven-County Metropolitan Area;
- Include realistic estimates of total costs and revenues for the program period.

The annual element describes all projects contained in the approved Transportation Improvement Program proposed for implementation during 1987, the first program year. For each project, the annual element is to include:

- Identification of the project, including the phase or phases proposed for implementation.
- Estimated total cost and the amount of federal funds proposed to be obligated during the program year;
- Proposed source of federal and nonfederal funds; and
- Identification of the recipient state and local agencies responsible for carrying out the project.

Federal regulations also require that the TIP conform with the State Implementation (air quality) Plan, and that measures contained in the SIP receive a high priority in the TIP.

*Federal Register, Vol. 48, No. 127, June 30, 1981

REGIONAL PLANNING PROCESS

The Transportation Improvement Program is based on the ongoing transportation planning process of the Region, as defined in the Prospectus for the Transportation Planning Process in the Twin Cities Metropolitan Area. Administered and coordinated by the Metropolitan Council, this process is a continuing, comprehensive and cooperative effort, involving municipal and county governments, the Metropolitan Airports Commission (MAC), the Metropolitan Transit Commission, the Minnesota Department of Transportation, the Regional Transit Board (RTB) and the Minnesota Pollution Control Agency (PCA). The Regional Transit Board (RTB) created by the state legislature as of July 1, 1984, has reviewed, revised and approved the transit projects submitted by Mn/DOT and the MTC on October 10, 1986. Elected local government officials are ensured participation in the process through the Metropolitan Council's Transportation Advisory Board (TAB). The TAB provides a forum for the cooperative deliberation of state, regional and local officials, and private citizens appointed by the Council.

In addition, federal regulations effective October 22, 1984, mandate that private transit providers be afforded an opportunity to participate in and have their views be considered in the development of the annual element of the TIP before MPO endorsement. This rule is part of the Urban Mass Transportation Administration's (UMTA) policy which states that the local Metropolitan Planning Organization (MPO) must establish a process whereby private operators are given an opportunity to participate in the transportation planning process and in the provision of transit services. Private transit provider input in developing the annual element of the TIP has been obtained by providing them opportunities to offer input in a variety of ways. The private transit operators were informed of the proposed transit projects in order that they be made aware of opportunities for provision of service.

The transportation planning process has evolved over two decades in response to increasingly comprehensive federal and state laws and regulations, as well as the Region's own experience. The process matches long- and short-range transportation needs with regional development objectives, fiscal resources, and social, environmental and energy conditions.

The planning base for the TIP comes from the following transportation planning documents:

- The Metropolitan Council's 2000 Transportation Development Guide/Policy Plan sets overall regional transportation policy and details major long-range transportation plans.

- The Implementation and Financial Plan, prepared by the RTB, is a five year program for implementing the transit and paratransit elements of the Metropolitan Council's Transportation Policy Plan.

- The Transportation Air Quality Control Plan, prepared by the Metropolitan Council, sets objectives and implementation strategies for transportation improvements to address air quality problems.

Except for the Implementation and Financial Plan, the above documents do not identify specific projects for inclusion in the TIP. The Transportation

Development Guide/Policy Plan and the Air Quality Plan provide a framework for the development of specific projects by the county and local governmental units and agencies (Mn/DOT and the RTB) which are responsible for construction and operation of transportation facilities and services.

On November 4, 1986 the RTB submitted a five-year transit service implementation plan to the Council, which identifies transit service needs and objectives, planned transit service and capital improvements, and costs and funding sources.

The majority of the highway construction projects included in this TIP are under Mn/DOT jurisdiction. They originate from ongoing Mn/DOT programming activities and respond to the Region's transportation plan. The projects that lead to the completion of the interstate system, along with projects on other major arterials, are based on the Metropolitan Council's long-range system plans and on Mn/DOT's transportation planning and programming process.

The system plans are further refined through alternative corridor and location studies. These studies and environmental impact statements lead to specific project recommendations that are included in implementation programs. Other projects, such as those concerned with resurfacing, bridge improvements and safety, arise from continual monitoring and evaluation of existing highway facilities.

City and county federal aid projects are most likely to appear in the Federal Aid Urban (FAU) and Interstate Substitution fund categories. These projects are products of local comprehensive and transportation planning programs, and reflect local and regional priorities. These projects have been determined to be consistent with regional plans before being included in the TIP. While detailed project planning and programming is undertaken by the implementing agencies, conformance with the Transportation Policy Plan is achieved through Metropolitan Council review and approval of the TIP, Implementation and Financial Plan for Transit, plans for controlled-access highways, and the RTB's capital budget. In addition, under the provisions of the Metropolitan Land Planning Act, the Metropolitan Council reviews city and county comprehensive plans, including transportation elements, which are prepared by each local unit of government on the basis of "metropolitan system statements" prepared by the Council.

PROGRAM AREAS IN THE TRANSPORTATION IMPROVEMENT PROGRAM

Federal regulations require that projects funded under the following programs be included in the 1987-1989 TIP:

- Interstate Projects. This category includes the Federal Aid Interstate Construction, Federal Aid Interstate Preservation, and Interstate Right-of-Way Programs.

- Bridge Repair and Replacement Program.

- Federal Aid Primary System Projects.

- Urban Systems Projects. The Federal Aid Urban (FAU) Program and the outstate FAU/FAS Fund Transfer are included in this category.

- Interstate Substitution Program (including the Interstate Substitution Right-of-Way Program).

- Transit Capital and Operating Assistance Programs (UMTA Sections 3, 6, 9 and 9A).

- UMTA Section 16(b)2 Program. This program funds the purchase of lift-equipped vehicles by nonprofit organizations which provide transportation for the elderly and handicapped.

The Twin Cities transportation planning process is multi-modal. It integrates transit and highway concerns, for example, in the use of FAU funds for transit improvements and pedestrian facilities, and the use of Interstate Substitution funds for the University Area Transit Corridor, and bus purchases. However, most highway and transit projects are listed separately in Chapters 4 and 5 due to their separate program funding categories.

2. SUMMARY OF REGIONAL PLANS AND PRIORITIES

The transportation planning process in the Twin Cities Region is based on the Metropolitan Reorganization Act of 1974, 23 U.S.C. Section 134, and the requirements of the revised federal rules and regulations on urban transportation planning that became effective June 30, 1983 when they were published in the Federal Register. The Metropolitan Council is the designated Metropolitan Planning Organization (MPO) and is responsible for continuing, comprehensive and cooperative transportation planning in the Metropolitan Area. Since transportation planning cannot be separated from land use and development planning, the transportation planning process is integrated with the total comprehensive planning program of the Metropolitan Council. The overall process for transportation plan development leading to the Transportation Improvement Program is shown in Figure 1. The TIP is an integral part of the overall transportation planning process, which is a cooperative effort among local units of government and metropolitan and state agencies. This cooperative process uses technical skills and resources of these agencies, and minimizes duplication by the participants.

METROPOLITAN DEVELOPMENT GUIDE

By state law, the Metropolitan Council is responsible for preparing a comprehensive development guide for the Twin Cities Area which includes a multimodal transportation chapter and an aviation chapter. The transportation chapter is the framework for the TIP.

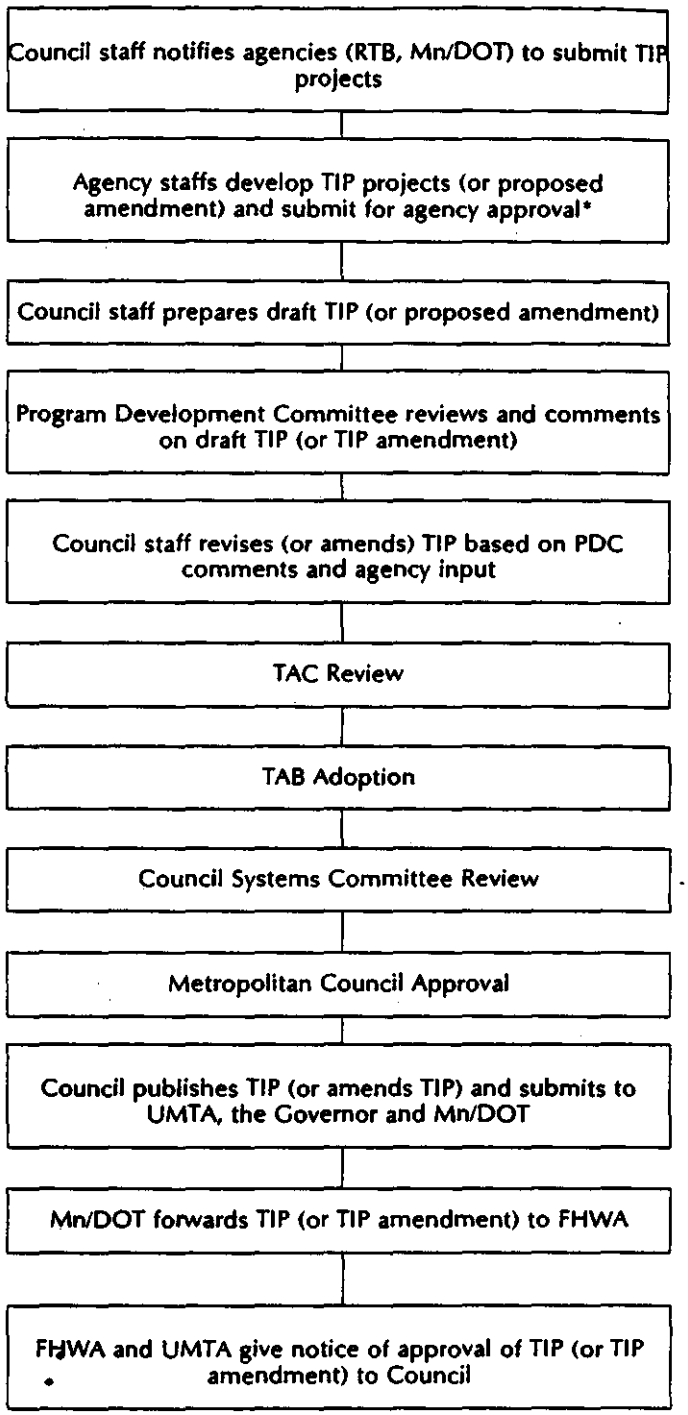
The Metropolitan Council's transportation policies provide the framework for planning by government agencies, counties, municipalities and private sector participants involved in the construction and operation of transportation facilities and services in the Region. These policies direct metropolitan transportation investments between now and 2000. The policies emphasize maintenance and use of the existing transportation system, and a careful approach to major new capital expenditures.

The Metropolitan Council uses the policies of the Metropolitan Development Guide to review the various referrals and proposals submitted to the Council under federal and state laws. The transportation policies provide direction to the Regional Trnsit Board (RTB) in the preparation of the Implementation and Financial Plan and to the Minnesota Department of Transportation with the Metropolitan Area policies to be used in the statewide transportation planning program. The transportation chapter of the Metropolitan Development Guide includes a 2000 Metropolitan Highway System Plan and a 2000 Metropolitan Transit System Plan which appear as Figures 2 and 3.

In the Metropolitan Development Guide, the term "transportation" refers to the broad spectrum of surface transportation modes, i.e., highways, transit, rail and water. "Transit" is viewed as a service provided for people traveling as passengers to their destinations, regardless of the type of vehicle (fixed route public bus, minibus, shared ride taxi, etc.) or of who provides the service (public or private sector). Major highways and thoroughfares are viewed as travel routes rather than auto and truck routes. These routes are to be designed and managed to encourage people to ride together rather than drive individually to their destinations.

FIGURE 1

TRANSPORTATION IMPROVEMENT PROGRAM-TIP



*RTB solicits private transit operator input on transit annual element prior to Board approval. Private operators may appeal RTB decisions to the PDC, TAC, TAB, Systems Committee or Council.

Source: **TRANSPORTATION PROSPECTUS 1986**

Fig. 2 **2000 METROPOLITAN HIGHWAY SYSTEM PLAN**

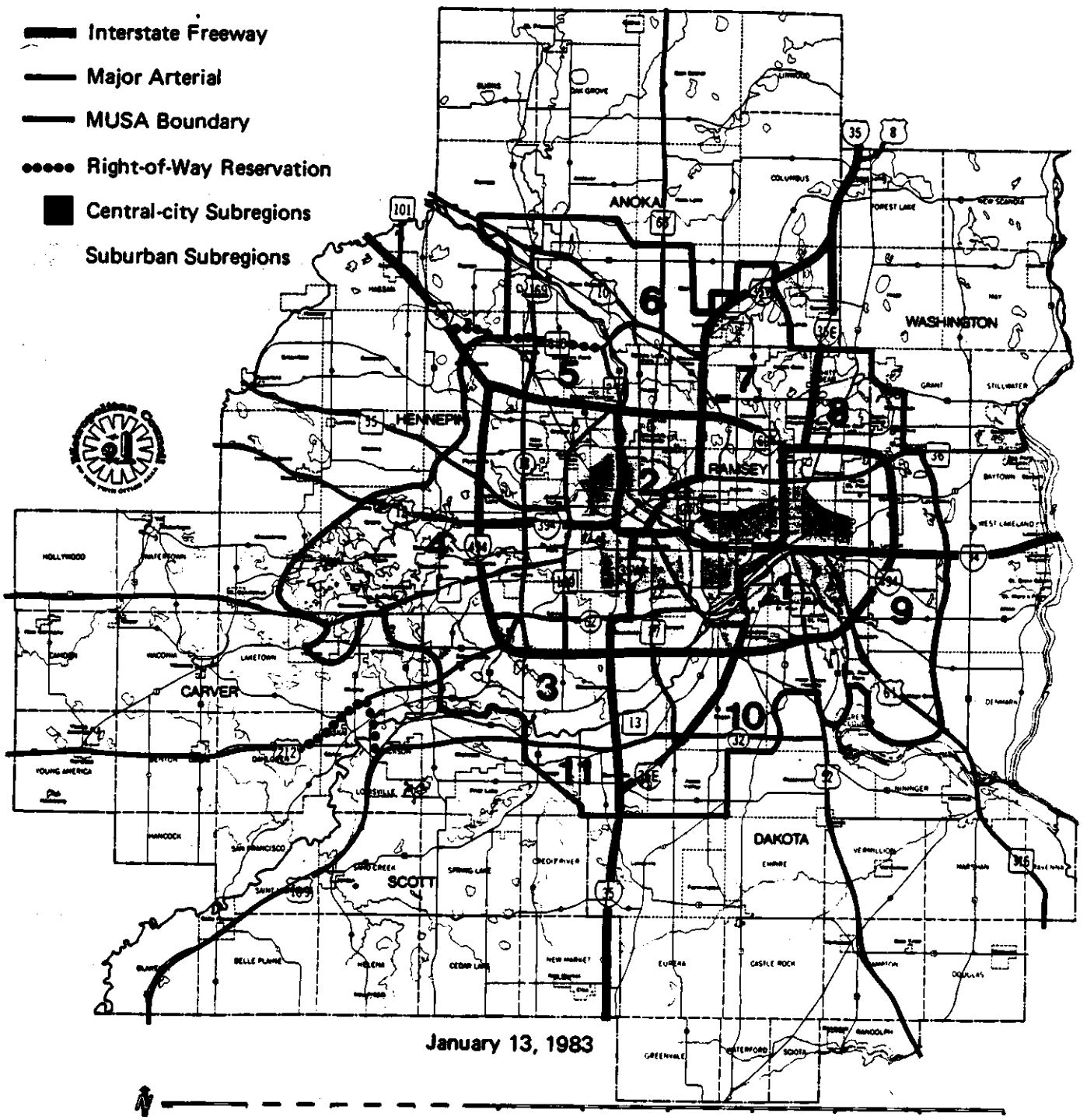


Fig. 3 **2000 METROPOLITAN TRANSIT SYSTEM PLAN**

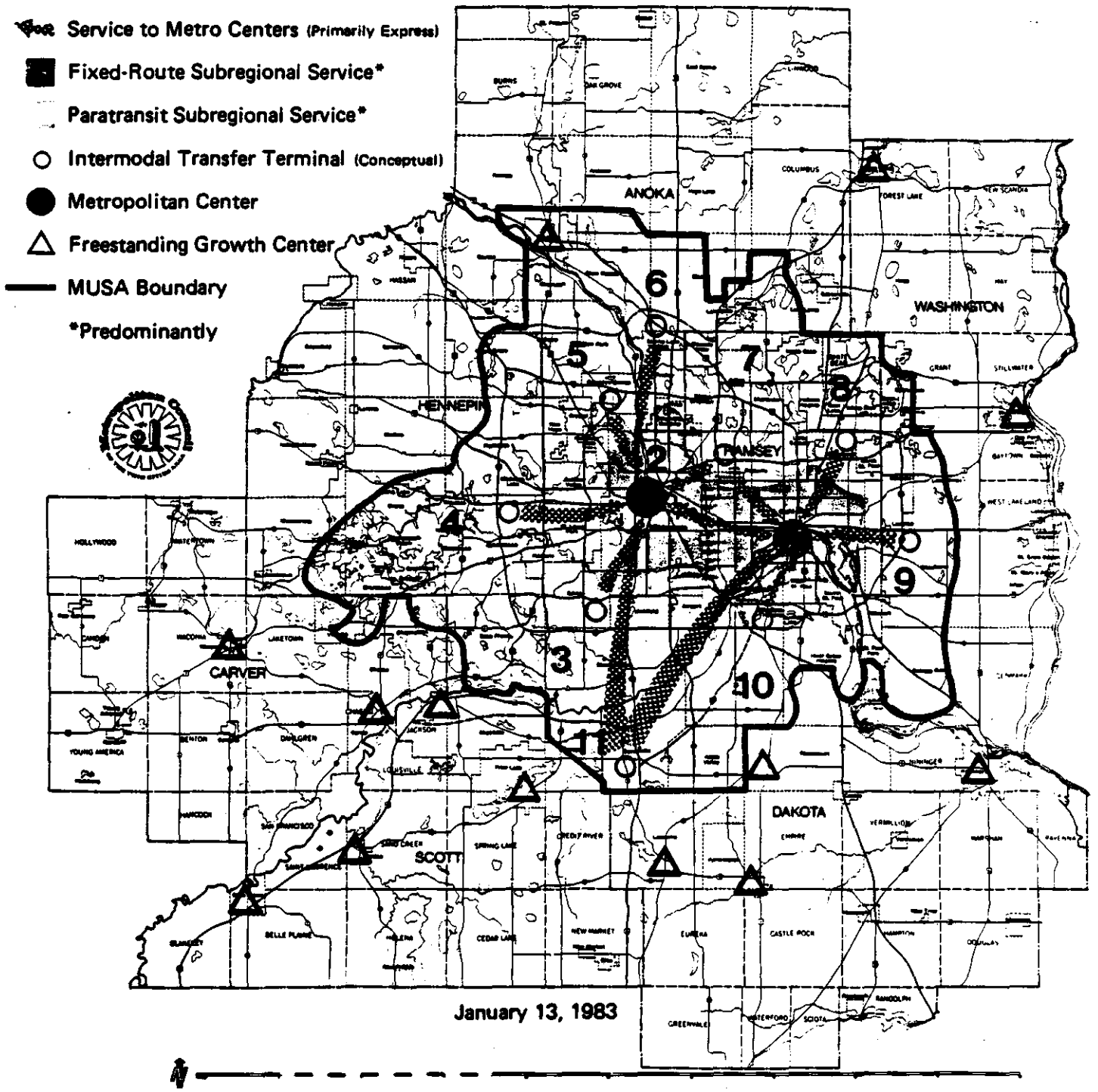
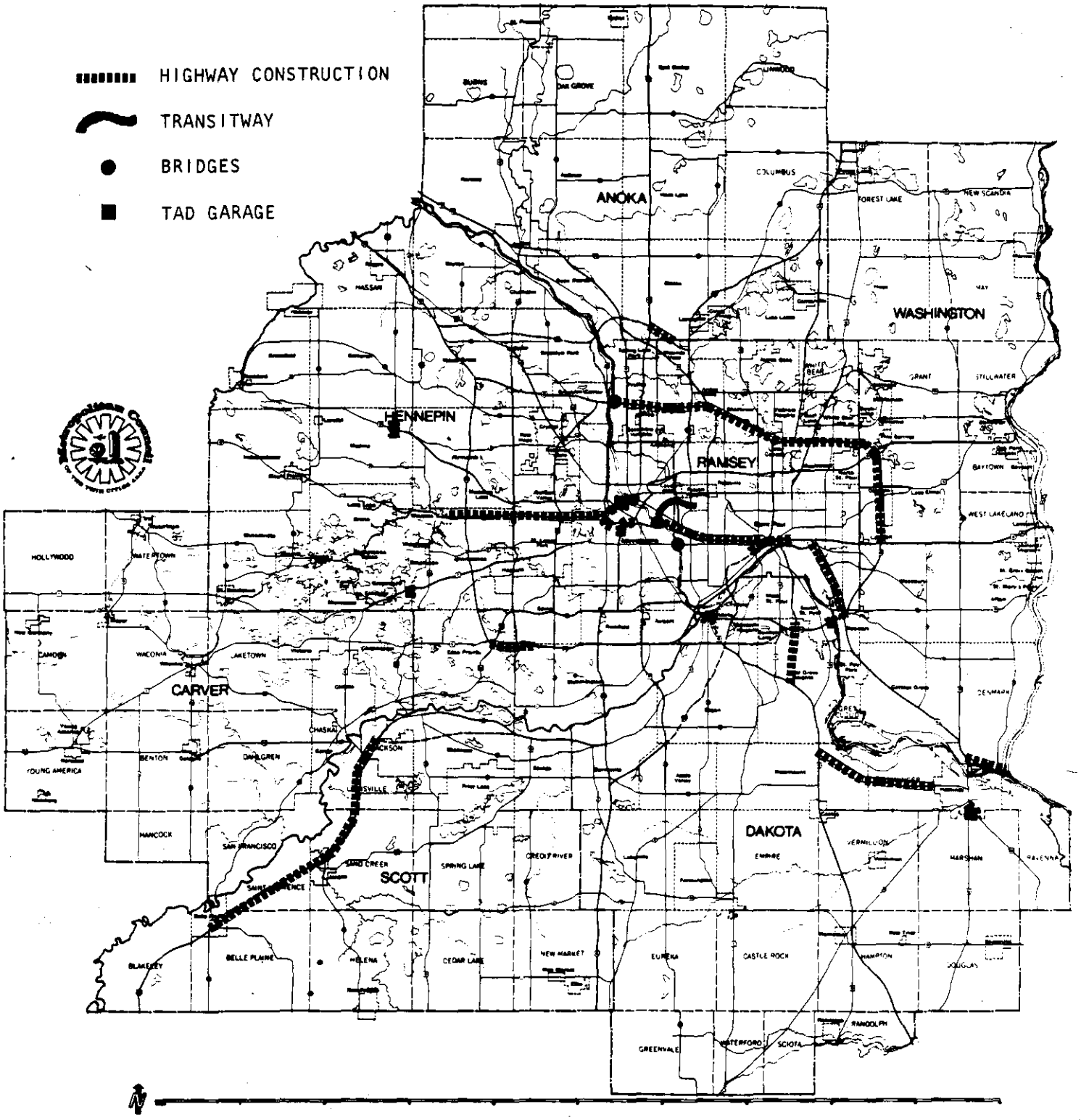


Fig. 4 **MAJOR HIGHWAY PROJECTS IN THE 1987-89**



Many of the Council's transportation policies are based on the concept of the subregion. The transportation chapter divides the "urban service area" into 11 subregions (Figures 2 and 3). Each subregion provides or is expected in the future to provide the basic activities of daily living: employment centers, a major shopping center, health care centers, education, government services, recreation and entertainment. Fifty percent or more of the trips generated within a subregion have destinations within that subregion. Subregions are to guide the organization and structure of shared-ride transit service planning. The chapter includes travel time policies for peak and off-peak hours for travel by auto and transit between subregions and from subregions to the Metro Centers of Minneapolis and St. Paul.

2000 METROPOLITAN HIGHWAY SYSTEM PLAN

The 2000 metropolitan highway system plan is comprised of interstate freeways and major arterials as shown in Figure 2. Interstate freeways accommodate the longest trips at relatively high speed. They provide metropolitan and out-state accessibility by connecting subregions with each other and the metro centers, the urban service area with the rural service area, and the Metropolitan Area with major cities of the state and nation. An interstate freeway is a fully controlled-access roadway that does not provide direct access to adjacent development.

Major arterials accommodate medium to longer distance trips at medium speed. They provide subregional accessibility by connecting two or more subregions as well as the urban service area with the rural service area; they further provide additional connections between the Metropolitan Area and other portions of the state. Major arterials complement interstate freeways in high-volume corridors. Their access is controlled by intersections that are usually either grade-separated or signalized. Direct access to development is discouraged and should usually be limited to locations generating major volumes of traffic. Major arterials are usually expressways or, in some cases, freeways designed according to the projected traffic. The interstate freeways and major arterials are planned to satisfy the transportation policies and projections of the Metropolitan Development Guide.

Completion of the metropolitan highway system would ensure the Area of good accessibility during peak and off-peak periods of travel. The system also provides most of the major corridors for express transit services to the metro centers. Interstate freeways and major arterials should, as required, be designed and managed to give high occupancy vehicles priority access and movement along the roadway during peak travel periods.

The Development Guide's transportation chapter identifies four metropolitan highway segments as major travel segments which should be planned for 1.6 persons per auto and 35 percent of the peak-hour person-travel from the suburban subregions to the metro centers on fixed-route transit. Those segments are:

1. Interstate 35-W from its junction with I-35E in the south to its junction with I-35E in the north.

2. Interstate 35-E from its junction with I-35W in the south to its junction with I-35W in the north.

3. Interstate 94 from the I-694/I-494 junction in Washington County to the junction with I-694 in Brooklyn Center.

4. Interstate 394 from I-494 to Washington Av. N.

2000 METROPOLITAN TRANSIT SYSTEM PLAN

The 2000 metropolitan transit system plan is shown in Figure 3. The system consists of two distinct parts: service within subregions and service to the metro centers. The 11 subregions within the urban service area are approximate transit service areas. Transit service in each subregion is to be provided for the residents of the subregion and oriented both to the activities located within that subregion and to the metro centers.

Subregional transit service, designed according to the particular needs of each subregion, should provide an alternative to private auto travel. Also, subregional transit service is a key element of a comprehensive contingency energy strategy in the event of a critical fuel shortage. Subregional transit service should provide increased mobility for the young, elderly and handicapped. The service, commensurate with the demand, could be a combination of fixed route and paratransit (route deviation, shared-ride taxis, dial-a-ride, car pools and van pools).

Fixed-route service should be provided primarily in subregions 1 and 2 as well as in the fully developed portions of the suburban subregions. Transit service between suburban subregions should be provided when demand warrants and a cost-effective operation can be provided. Paratransit services are generally more appropriate in the less densely developed portions of the urban service area. Within the metro centers, a coordinated circulation system using skyways, buses or even fixed guideways should be provided to serve existing and planned development.

Express or limited-stop transit service between each subregion and the appropriate metro center is to be provided, at least during peak periods. Express transit service is to operate from one or more attractive, climatized transit terminals strategically located at centers of high activity in each subregion. Subregional transit service should perform two functions: to move people from their homes to destinations within their subregion, and to move people to the transit terminals for transfer to the express service to the metro centers.

Three levels of express transit service are needed, according to actual transit demand and its potential impact on the metropolitan highway system. In high-volume transit corridors, or in highly congested highway corridors, express transit is to receive priority treatment. This might range from freeway metering with special access ramps and reserved lanes during peak flow periods to the alternative of a fixed guideway for the exclusive use of transit. A second level of service in less congested or in less transit-oriented corridors is priority treatment of express transit in the form of freeway or expressway metering with special access ramps. The third level of express service is transit moving in mixed traffic when projected volumes do not require priority treatment.

The policy plan projects a demand for increases in regional transit service ranging from 20 to 40 percent, depending on various energy and economic scenarios between now and 2000. Less reliance on conventional bus service to meet increased demand is recommended. This can be achieved in three ways:

First, greater emphasis needs to be placed upon the promotion of car pooling, van pooling and subscription bus programs for work trips. The promotion of these transit services should be the joint responsibility of both the private and public sectors. Such a partnership would require strong participation by the private sector in developing ridesharing programs, and by the public sector in providing incentives and technical assistance. In addition, such transit services should receive the same priority treatment as fixed-route bus service in those corridors where such treatment is provided. Rideshare services should be promoted not only as an ongoing program but also as a contingency program more responsive to a potential critical fuel shortage than fixed-route service.

Second, higher capacity and less labor-intensive transit modes, such as light rail transit (LRT), should be explored. In 1984 the Council and RTB adopted plans for LRT in the University Ave. Corridor and identified two other potential corridors. Preliminary engineering on these plans was delayed by the Minnesota legislature pending completion in 1986 of a regional transit service needs study by the RTB. In 1986, the Council studied all Twin Cities corridors for the potential for major capital improvements in transit and developed priorities among these corridors for major capital investments.

Third, because peak-period-only bus service is uneconomical, it should be carefully evaluated to avoid a greater imbalance of peak and off-peak levels of service. The joint use of public and private transit in providing peak-period only service should be explored.

Transit service for the disabled is to reflect the philosophy of the 2000 metropolitan transit system plan, which emphasizes service to the metro centers and within subregions. Service will focus primarily upon the urban service area and should be a cost-effective mix of a combination of services such as demand-responsive and fixed-route accessible transportation.

HIGHWAY AND TRANSIT PRIORITIES

The 2000 Metropolitan Development Guide and transportation chapters (Transportation Development Guide/Policy Plan, December 1984) identify highway and transit system deficiencies of regional significance which now exist or are expected to occur by 2000. Deficiencies were identified through application of Council policies on safety, land use compatibility, travel time and capacity, and the Council's forecast of 2000 travel. Based on these deficiencies the transportation chapter defines highway and transit "needs." Highway "needs" are identified by specific highway segments and transit "needs" are identified by subregion. These needs appear in Tables 1 and 2.
The transportation chapter recognizes a high probability that revenues will fall short of costs for construction, maintenance and operation of the total metropolitan highway and transit systems. In June 1984 the Metropolitan Council adopted an amendment to the transportation chapter on costs and priorities. The amendment estimates the costs of completing the 2000 metropolitan highway and transit systems, and forecasts future revenues. The amendment also establishes a biennial process for developing 10-year priorities for regional highway and transit improvements. In 1988 the Council will make a major revision to the transit and transportation chapters of the Development Guide in response to changes in trends and availablity of new information and studies. The following studies will be considered in the update of the chapters:

Table 1
METROPOLITAN HIGHWAY NEEDS

LETTING DATE	HIGHWAY	SPECIFIC LOCATION	GENERAL LOCATION	NEED	COMMENTS*
1986	I-35E	W. 7th St. to I-94/I-35E	St. Paul	Construct parkway in Pleasant Av. corridor	W. 7th to GRAND open to traffic; GRAND TO I-94 under contract.
19??	I-35W	I 35E to I-94	Bloomington Richfield Mpls. Burnsville	Capacity Improvements	Entire segment has capacity deficiency. Some traffic may be diverted to Cedar Av. which has capacity surplus. However, in long term, I-35W will need upgrading. EIS UNDERWAY. CONSTRUCTION ANTICIPATED POST-1990.
1989	I-94	Lowry tunnel to W. River Rd.	Central Minneapolis	Reconstruct	Structural deficiency due to deteriorating continuous reinforced concrete (CRC). This deficiency has been identified by Mn/DOT as among worst in Metro Area.
1989	I-94	E. River Rd. to TH 280	Minneapolis	Reconstruct	Bottleneck at Dartmouth interchange assumed to be removed when CRC project is undertaken. Capacity deficiency exists from River Rd. through interchange at TH 280.
1989	I-94	TH 280 to Snelling Av.	St. Paul	Reconstruct	Structural deficiency due to deteriorating CRC. This deficiency has been identified by Mn/DOT as among worst in Metro Area. Revamping of ramps and through lanes to improve safety and capacity. Closing of access ramps should be considered.
1987	I-94/I-35E	"Common section"	St. Paul	Construct additional lanes	Both lane capacity and traffic continuity require upgrading. DESIGN UNDERWAY.
1987	I-94	Lafayette Freeway to Mounds Blvd.	St. Paul	Reconstruct	Roadway geometrics and lane configuration create safety problems and reduce effective capacity. DESIGN UNDERWAY.
1986-87	I-394	I-494 to Washington Av.	Minnetonka Golden Valley Minneapolis	New construction	Removes major system deficiency. Assumes implementation of I-394 diamond and reversible lanes solution as recommended to Mn/DOT by Metropolitan Council. UNDER CONSTRUCTION.
1990+	I-494	TH 169/212 to TH 100	Eden Prairie/ Bloomington	Upgrade existing road	Assumes eventual widening to six lanes. SEGMENT INCLUDED IN I-494 CORRIDOR STUDY.

Table 1 (Cont'd)
METROPOLITAN HIGHWAY NEEDS

LETTING DATE	HIGHWAY	SPECIFIC LOCATION	GENERAL LOCATION	NEED	COMMENTS*
1990+	I-494	TH 61 to Farwell Av.	South St. Paul/ Newport	Upgrade bridge	Eventually need increased capacity across Mississippi River at this or a parallel location.
1987	I-694	I-94 to TH 47	Fridley	Construct additional lanes	Rebuilding of BN railroad bridge and widening to six lanes. TH 610 is also needed to relieve I-694 Mississippi River bridge congestion. DESIGN COMPLETE.
1987	I-694	TH 47 to I-35W	Arden Hills, Fridley, New Brighton	Construct additional lanes	Widen to six lanes.
1988	TH 3	I-494 to TH 52	Inver Grove Heights	Right-of-way (ROW) acq./ construct new road	Complete system link between Lafayette Freeway and outstate route to Rochester; also helps reduce traffic pressure on I-494 Mississippi River bridge to Newport at TH 61.
1987	TH 7	I-494 to Williston Rd.	Minnetonka	Reconstruct existing road	Approach improvement, including control of access or added lane.
1990+	TH 10	TH 65 to I-35W	Blaine Moundsview	Construct new road	Alignment shifts to north; relieves deficiency on old TH 10.--Interim Project.
1985	TH 12	CSAH 101 to I-494	Minnetonka	Construct new lanes	Removes safety deficiency. Completes design continuity between proposed I-394 and existing TH 12 which is access controlled west of CSAH 101. UNDER CONSTRUCTION.
1990+	TH 13	Co. Rd. 7 to CSAH 32	Burnsville	Construct intersection improvements	Turn movement adversely affects capacity and safety.
1990+	TH 36	TH 61 to CSAH 64	Maplewood	Construct safety/capacity improvement	Assumes intersection and traffic improvements to increase capacity and safety.
1989	TH 55	South end of Mendota bridge	Mendota Heights	Reconstruct intersection	Bridge segment shows capacity deficiency resulting from signal with TH 13. Assumed to be removed by reconstruction of intersection. INCLUDES WIDEN MENDOTA BRIDGE.
1990+	TH 55	Hiawatha Av. from I-94 to CSAH 62	Minneapolis	Reconstruct existing road	Final design to be determined in 1984. EIS IS APPROVED. CONGRESSIONAL APPROPRIATION NEEDED FOR CONSTRUCTION. PARTIAL FUNDING PROVIDED.

Table 1 (Cont.)
METROPOLITAN HIGHWAY NEEDS

LETTING DATE	HIGHWAY	SPECIFIC LOCATION	GENERAL LOCATION	NEED	COMMENTS*
	TH 55	CSAH 6 to CSAH 154	Plymouth	Construct safety/capacity improvements	Assumes intersection and traffic improvements to increase capacity.
DONE	TH 55	Hwy. 100 to I-94	Minneapolis (Olson Memorial Hwy.)	Improve level of service	Assumes minor improvements of operating characteristics to provide higher average speeds. COMPLETED AND OPEN TO TRAFFIC.
1986	TH 61	I-494 to CSAH 22	Newport	Construct traffic improvements.	Assumes intersection and traffic improvements to increase capacity.
19??	TH 77	I-494 to E. 90th St.	Bloomington - Airport	Construct new interchange	Segment from I-494 to 90th St. is deficient due to an at-grade intersection. Grade separation is assumed to provide capacity in corridor to help relieve I-35W. BEING STUDIED AS PART OF MEGA-MALL EIS.
DONE	TH 100	TH 7 to S. 36th St.	St. Louis Park	Construct grade-separated interchange	Remove an at-grade signalized intersection on access-controlled major arterial. COMPLETED AND OPEN TO TRAFFIC.
1988	TH 101	TH 169 to TH 101	South Shakopee/ Jackson Twp.	ROW acquisition/construct new bypass	Removes truck and auto traffic from downtown Shakopee.
19??	TH 169	Mississippi River bridge	Champlin-Anoka	Additional capacity over Mississippi River	NO IMPROVEMENT PROGRAMMED. TH 610 BRIDGE IS EXPECTED TO MEET A PORTION OF THE LONG-TERM NEED AND RELIEVE PRESENT CONGESTION FOR THE NEAR TERM PERIOD. HOWEVER, PLANS WILL BE REQUIRED TO ADDRESS THE POST 2000 GROWTH IN TRAVEL. NORTH METRO TASK FORCE IDENTIFIED PRIORITY RIVER SEGMENTS AND ALTERNATE CORRIDORS.
1990+	TH 169	"Osseo Bypass" 93rd to Hayden Lk Rd.	Osseo/Brooklyn Park	Widen to 4 lanes.	PHASE I OPEN TO TRAFFIC (to 93rd) late July, 1985. 2nd Phase (to 117th) open summer 1986. Widen to 4 lanes 93rd to Hayden Lk. Rd. Currently unscheduled.
1990+	New TH 212	CSAH 34 to CSAH 41	Norwood/Chaska	ROW acquisition	Hold corridor for future system completion. CENTER LINE AND OFFICIAL MAP NOW UNDERWAY.
1990+	New TH 212	CSAH 41 to I-494	Chaska/Chanhassen/	ROW acquisition and construction	Removes corridor deficiency for both TH 169 and TH 212. CENTER LINE SURVEY AND OFFICIAL MAP NOW UNDERWAY.

Table 1 (Cont.)
METROPOLITAN HIGHWAY NEEDS

LETTING DATE	HIGHWAY	SPECIFIC LOCATION	GENERAL LOCATION	NEED	COMMENTS*
1986	TH 252	I-694 to CSAH 130	Brooklyn Center	Construction capacity safety improvements	Road to be rebuilt on partial new alignment as part of TH 610 improvement. UNDER CONSTRUCTION.
1986	TH 610	TH 10 to TH 252	Brooklyn Park	ROW acquisition	TH 610 is needed to relieve I-694 Mississippi River bridge congestion. Mississippi River crossing and connection to TH 10 needed by2000 to respond to Development Framework plan (includes 252 connection). RIVER BRIDGE UNDER CONSTRUCTION.
1990+	TH 610	TH 252 to I-94	Brooklyn Park/ Maple Grove	ROW acquisition	Hold ROW between TH 252 and I-94.
1990+	CSAH 32	TH 3 to TH 52	Inver Grove Heights	ROW acquisition and construction	Assumes completion of CSAH 32 (two lanes) from TH 3 to TH 52. The present segment is an unimproved dirt road from TH 3 to CSAH 71 and also terminates at CSAH 71.
1986	CSAH 62	CSAH 18 to I-494	Eden Prairie/ Minnetonka	Construct new road	Assumes four to six lanes to complete this portion of metro highway system and to relieve capacity deficiency on I-494, from CSAH 18 to TH 212. UNDER CONSTRUCTION.

* The comments in this table have been revised for this TIP to reflect changes in the status of projects since the Metropolitan Council adopted the Transportation Policy Plan in January, 1983. Revised comments are shown in capital letters.

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Table 2

METROPOLITAN TRANSIT NEEDS
As identified in the Transportation Chapter of the
Metropolitan Development Guide

Subregion	Need
	Peak-hour Service to Metro Centers
1-11	Add peak-hour service as warranted by demand.
	Off-peak Service to Metro Centers
3-5, 9-11	Add off-peak service as warranted by demand.
	Travel Time to Metro Centers
4	Construct I-394 with reserved lanes for transit.
5	Reroute existing express service to faster routes.
6	Reroute existing express service from Anoka to faster routes.
11	Add off-peak service as warranted by demand.
	Subregional Service
3, 5, 7, 8, 11	Add local transit service as warranted by demand.
4, 6, 9, 10	Reorient local transit service for trips to subregional opportunities as warranted by demand.
	Service for Elderly and Handicapped
1, 2, 3-8 (part)	Add service and/or modify service characteristics as warranted by demand.
3-8 (part), 9-11	Add service as warranted by demand.

- The existing Transportation Chapter of the Development Guide adopted in January of 1983, as amended.

- The RTB's Transit Service Needs Assessment mandated by the Legislature to conduct a comprehensive evaluation of the short and mid-range transit needs and services in the region.

- The RTB's Implementation Plan and Financial Plan to be prepared every two years in response to the Transit Policy Plan, which will be submitted to the Council in November, 1986.

- Other RTB's studies (i.e. Privatization, Metro Mobility) currently under way to address specific transit issues.

- The Long-Range Transit Study conducted by the Council to assess the potential for transit capital investments in major Twin Cities transportation corridors.

- The Metropolitan Highway System Evaluation currently undertaken by the Council in cooperation with the Minnesota Department of Transportation (Mn/DOT) to reassess needs and priorities within the regional system of freeways and expressways.

- Transportation Corridor Studies (i.e. I-494 Study, I-35 Study) currently underway to address specific transportation issues related to those two corridors.

- Council's analysis of alternative funding sources

- Council's analysis of the fiscal implications of the Policy Plan

TRANSPORTATION SYSTEM MANAGEMENT

The proposals of the policy plan provide for a metropolitan highway system and a transit system to serve the needs of the Metropolitan Area by the year 2000. However, deficiencies on nonmetropolitan highways can adversely affect the metropolitan transportation systems. Anticipated fund shortages may delay construction of new elements of the 2000 metropolitan highway system which are needed to relieve overloaded nonmetropolitan facilities. A serious deficiency now exists in the corridor through Eden Prairie, Chanhassen and Chaska in Hennepin and Carver counties. Without funds to purchase right-of-way and construct a metropolitan-level highway in this corridor, the traffic of the next five to ten years must be handled by existing roads. Short-term improvements are now programmed for a minor arterial in this corridor. These lower costs interim improvements wil help meet demand before 1990.

Short-term solutions which make maximum use of the existing facilities must be found. A transportation systems management (TSM) strategy which encompasses the entire system of highways, streets and transit in a given corridor must be developed through a coordinated planning effort among municipalities, counties and the state. Agencies should carefully reserve funds and expend them on critical improvements that will remove safety hazards, improve traffic flow, and potentially reduce overall expenditures on transportation facilities. As a regional strategy, the Metropolitan Council will evaluate capacity deficiencies on selected nonmetropolitan routes with priority given to corridors where long-term plans for new metropolitan highways are not likely to be realized for

another decade. TSM plans are to be used as input for preparation of the Transportation Improvement Program, and prioritization in the Federal Aid Urban and Interstate Substitution Programs.

REGIONAL TRANSIT BOARD'S TRANSIT IMPLEMENTATION AND FINANCIAL PLAN

The Regional Transit Board (RTB) officially assumed the planning and policy responsibilities for regular route transit, ridesharing and elderly and handicapped transportation activities in the metropolitan area in the Summer of 1985. The RTB contracts with the MTC to provide ridesharing services. The RTB in 1986 developed a new service delivery plan for Metro Mobility, the coordinated transportation system which provides public transit service to eligible elderly and handicapped persons with special transportation needs. The RTB contracts with twenty private para-transit operators to provide these transportation services.

The Metropolitan Transit Commission (MTC) is responsible for the operation of the majority of the metropolitan area's regional public transit system. Prior to formation of the RTB, the MTC was responsible for transit planning and programming. Two private transit operators also provide regular route service in the Metropolitan Area.

The RTB adopted and submitted to the Council on November 3, 1986 the Implementation and Financial Plan (IFP) for transit. The IFP is a five-year programming plan for transit services, capital facilities and transit financing in the Twin Cities Metropolitan Area. The IFP's transit service plan is based on the RTB's Transit Service Needs Assessment, the Interim Implementation Plan, the 1985 Financial Plan, the Metropolitan Council's Transportation Policy Plan and other transit studies and activities. The Plan establishes the direction, priorities and funding for various transit elements and describes the expected level of transit service to be provided during 1987 through 1991.

The capital improvements in the TIP generally emphasize replacement or renovation of existing facilities and vehicles, rather than expansion of the fleet or service area. Major capital improvements proposed in the RTB's Transit Implementation and Financial Plan and the 1987-1989 TIP are replacement of buses and bus rehabilitation.

The RTB is currently involved in a study of transit capital equipment and facility needs of the MTC and other transit operators. Amendments to the IFP and TIP may be proposed upon completion of this study, if appropriate, regarding the following projects:

- Nicollet Garage

  The MTC proposed construction of a new 175 bus service and maintenance facility at the site of the existing Nicollet Garage at a cost of about $11 million.

- Mid-Day Bus Storage Facility

  The MTC has also proposed to construct a mid-day bus storage facility adjacent to the Fred T. Heywood Garage for 125 buses operating out of the Shingle Creek and South Garages.

- Mega Mall Transit Station

  The RTB is reviewing a proposal by the City of Bloomington for a transit station in the proposed Mega Mall which will provide for passenger-waiting and transfer area for regular-route and charter services.

- Capital Needs of Private and Private Non-Profit Providers

  The RTB is examining the capital needs of providers other than the MTC. This effort is being coordinated with the RTB's Competitive Transit Demonstration Project and will include the examination of the possibility of funding vehicles depreciation expenses for private operators.

More detailed descriptions of transit improvements included in the 1987-89 TIP appear in Chapter 5.

TRANSPORTATION AIR QUALITY CONTROL PLAN

The Federal Clean Air Act requires a State Implementation Plan (SIP) for air quality for all areas that have not attained National Ambient Air Quality Standards (NAAQS). Planning for control of pollution caused by transportation sources is a responsibility of the Metropolitan Planning Organization (MPO). The Transportation Air Quality Control Plan for the Twin Cities Area was submitted to the Environmental Protection Agency after Council hearings and adoption in June 1979. The plan was amended for the first time in 1981. The control plan is a supplement to the 2000 Transportation Policy Plan.

The Metropolitan Council has revised the control plan for a second time. The revised plan requires improved signal timing and possible parking ban at Snelling and University Avenues in St. Paul, the region's sole monitored CO "hotspot". The U.S. Environmental Protection Agency gave preliminary approval to the proposed SIP amendment in August, 1986.

Although the Metropolitan Council has not adopted an air quality chapter of the Metropolitan Development Guide, there are air quality policies in other chapters (primarily Transportation and Aviation). The Council staff has been active in coordinating air quality planning with other agencies for several years.

The Twin Cities Region has not officially attained air quality standards for three pollutants: particulates, sulfur dioxide and carbon monoxide. The Region's status for ozone is "Unclassified" (same effect as attainment). Transportation controls can be effective in reducing levels of two of the pollutants--carbon monoxide (CO) and ozone (O_3). Ozone is not a direct emission. It is formed by the chemical reaction of nitrogen oxide (NOx) and hydrocarbons (HC) in the presence of sunlight. Reduction of ozone is thus tied to the reduction of these precursor emissions, primarily HC. Five violations of the ozone standard occurred in 1980. There were no violations in 1979,

1981, 1982, 1983, 1984 or 1985. No additional transportation controls are expected to be needed for continued attainment of the ozone standards in the Twin Cities. The EPA is now expected to reclassify the Region to attainment status for ozone.

The transportation control plan (TCP) showed monitored concentrations in the area, current emission estimates, and projections of emissions if no additional transportation controls were adopted. The problem areas identified were downtown Minneapolis and St. Paul's Midway area for carbon monoxide (CO) emissions. The plan showed that CO standards could be met in downtown Minneapolis by 1982 by implementing certain transportation strategies, primarily a one-way pair on 1st Av. N. and Hennepin Av., which opened in September 1980. Completion of the 3rd Av. Distributor was initially recommended for inclusion in the SIP as an air quality strategy. It was not included, however, since it was not scheduled for completion by 1982. This project is now included in the TIP and will provide an additional margin to meet air quality standards. The strategies have been effective since the December 31, 1982 deadline and CO standards have been in both downtowns. The transportation control plan also evaluated strategies from the Transportation Systems Management Plan, which was adopted by the Council in April, 1978 as a supplement to the old 1990 Transportation Policy Plan. Some of these strategies directly reduce emissions, while others restrict or discourage auto use and encourage increased use of transit.

The Transportation Air Quality Control Plan sets forth three principal objectives:

1. Attain National Ambient Air Quality Standards (NAAQS) for carbon monoxide (CO) and oxidents (Ox) by Dec. 31, 1982.

2. Implement Transportation Systems Management Plan (TSM) strategies that effectively contribute to air quality attainment and maintenance.

3. Meet federal/state air quality standards in the most economical and equitable manner.

All of the originally adopted TCP strategies have been implemented. The 1987-89 TIP contains no projects that will have an impact on the pending SIP revision.

The TCP was amended in 1985 to include a strategy for reducing carbon monoxide at Snelling and University Avenues in St. Paul's midway area--the region's sole monitored CO violation location. The strategy involves a new signal progression system centered on University and Snelling Aves. It is included as State Project 164-010-M5421 under the 1987 FAU construction program.

3. MAJOR HIGHWAY PROJECT PROFILES

This section provides brief summaries of the major highway projects scheduled in the 1987 annual element and the 1988-1989 program of this TIP. A major project is defined as an improvement which is identified in the Transportation Policy Plan as a "Metropolitan Highway Need", or identified as a priority need in other studies, such as the Major River Crossings study. Figure 4 shows the location of the major highway projects contained in this TIP.

The following project summaries are grouped by program. The costs listed are the total costs given in the individual project listings for this TIP and are not necessarily the same as the total project cost or even the total construction cost.

INTERSTATE CONSTRUCTION PROGRAM

The Interstate Construction Program is directed toward completion of the national system of interstate and defense highways.

1987 ANNUAL ELEMENT

I-394 - S.P. 2789

Grading, surfacing, bridge construction, signals and lighting are scheduled on the second stage of the 3rd Avenue Distributor (TAD) in downtown Minneapolis. Construction of a TAD parking garage at 7th St. N. (at a cost of $45 million) is also included. Construction of I-394, west of I-94 in Minneapolis, will continue with grading, surfacing, fencing, signals, signing, lighting, storm sewer, and bridge and ramp construction on segments. The total cost of work scheduled on I-394 (excluding the 7th St. N. parking garage) under the Interstate Construction Program in 1987 is $116,600,000. Mn/DOT also plans to acquire right-of-way under the 1987 Right-of-Way Program for construction of I-394 from I-494 to I-94 at a cost of $25 million.

I-35 E - St. Paul - S.P. 6280 & 6282

Construction of I-35E and reconstruction in St. Paul will continue in 1987 with grading, surfacing, landscaping, signals, signing, lighting, fencing, construction of a bike trail and replacing bridges on I-94 and construction of bridges on 35 E at a total cost of $22,870,000. Work totaling $1.6 million related to 35E is included in the Interstate Preservation (IR) program also.

I-694 - Anoka County - S.P. 285

Replacement of the BNRR/Main St./I-694 bridge in Fridley is programmed for 1987 at a cost of $4,100,000. The Transportation Policy Plan identifies this bridge as a severe capacity deficiency.

1988-89 PROGRAM

I-394 - S.P. 2789

Construction of I-394 between I-494 and I-94 in Hennepin County will continue in 1988-89 with grading, surfacing, fencing, signals, signing, lighting and bridge construction at a cost of $72,625,000. Construction will continue on the 3rd Av. Distributor in downtown Minneapolis. The total cost in 1988 and 1989 will be $12,525,000.

I-35E - St. Paul - S.P. 6280, 6283

Construction of I-35E and reconstruction of common section of 35E/94 in St. Paul is scheduled for completion in 1988 with bridge construction, grading, signals, signing, and lighting at a cost of $12,990,000.

INTERSTATE PRESERVATION PROGRAM

The Interstate Preservation Program funds the resurfacing, restoration, rehabilitation and reconstruction of the inplace Interstate System, and is often referred to as the IR program. The 1987-89 Interstate Preservation Program contains numerous projects, involving almost every interstate in the Metropolitan Area. The major projects listed in the Transportation Policy Plan as "Metropolitan Highway Needs" are identified in this section.

1987 ANNUAL ELEMENT

I-94 - Hennepin County - S.P. 2781

Extensive bridge and tunnel work continues on I-94 in Minneapolis, (bridge renovation and replacement) will be done in 1987 at a cost of $1,600,000. This includes $1.45 million for signs and equipment in the Lowry Tunnel.

I-694 - Hennepin and Anoka Counties - S.P. 2787/285

The second phase of construction of an additional lane, and reconstruction on I-694 from the Mississippi River to I-35W in Fridley and New Brighton, and widening of the I-694 bridges over the Mississippi River will cost $5.9 million in 1987. The first phase, a structure for a bridge over the Mississippi, began in 1986.

I-94 - Ramsey County - S.P. 6283

Bridge construction and replacement on I-94 from Louis/Marion Sts. to Mounds Blvd., is scheduled in 1986 and 1987 to continue in 1987 to provide for continuous lanes. Traffic signs and surveillance equipment will be installed. The total 1986 and 1987 construction cost will be $5,550,000.

I - 394 - Hennepin County - S.P. 2789

Grading, surfacing, lighting, signals, remodeling, building of a park and ride lot, and widening of I-394 in 1987 at a cost of $8.31 million.

I-494 - Hennepin County - S.P. 2785

Upgrade existing road in Eden Prairie and Bloomington, and replace and overlay bridges, and install traffic devices, signs and signals in 1987 at a cost of $2,168,000.

I-494 - Dakota County - S.P. 1985

Bridge work, Hardman Avenue interchange signing, and lighting, and landscaping in 1987 at a cost of $9,040,000.

35E - Ramsey County - S.P. 6280

Extensive bridge work, grading, surfacing, signals, landscaping and bike trail Grand-Ramsey to I-94 at a cost of $3,365,000 in 1987.

1988-89 PROGRAM

I-35E - Ramsey County - S.P. 6280

Construction of I-35E continues in 1988-89 with signals, lighting, grading, surfacing and bridge work and replacement at a cost of $5,650,000. $1.56 million.

I-35W - Hennepin County - S.P. 2782, 2783

Major construction in the common section of I-35W and I-94 will occur in 1988-89 at a cost of $6,030,000.

I-94 - Hennepin and Ramsey County - S.P. 2781, 6282, 6283

Extensive bridge work, grading, pavement rehabilitation, surfacing, auxiliary lane addition, bypasses, signals, lighting, noise abatement and surveilance system installation will occur in 1988-89 on I-94 at a total cost of $83,253,000.

I-394 - Hennepin County - S.P. 2789

Grading, surfacing, lighting, signing, landscaping, park and ride construction, and traffic managmeent device installation will occur in 1988-89 on I-394 at a cost of $6,920,000.

I-494 - Hennepin County - S.P. 2785

Roadway rehabilitation will continue on I-494 in Eden Prairie and Bloomington at a total cost of $11.1 million in 1988-89.

I-694 - Ramsey, Hennepin, Washington, Anoka Counties - S.P. 285, 2786, 2787, 6285, 8286

The third phase of reconstruction will occur in 1988-89 on I-694 from TH 94 in Washington County to the Mississippi River. This includes $11,780,000 in bridge work, and $10,815,000 in grading, paving, surfacing, lighting, for a total cost of $22,595,000.

INTERSTATE SUBSTITUTION (IX) PROGRAM

The Interstate Substitution Program includes projects identified as "Metropolitan Highway Needs" in the Transportation Policy Plan. The University Area Transit Corridor, would implement one of the policy plan's transit service concepts. The IX Program also includes the Hennepin Av. (CSAH 52) Bridge. The Hennepin Av. Bridge is recommended for construction by the Metropolitan Council and Transportation Advisory Board in the 1978 Major River Crossings study report.

1987 ANNUAL ELEMENT

CSAH 52 - Hennepin County - S.P. 27-652

Right-of-way, preliminary engineering, and construction of Hennepin Avenue Bridge over the Mississippi River and grading, surfacing, signals and BN bridge construction on CSAH 52 from 3rd Avenue SE to 16th Avenue SE from 1st Avenue South to Nicollet Island in 1987 at a cost of $23.2 million.

University Area Transit Corridor, Hennepin and Ramsey Counties - S.P. 2700-62/6200-15

Expenditures on the University Area Transit Corridor are planned under the Interstate Substitution Program for 1987 and 1988. IX money will be used for grading, surfacing and bridge construction between the St. Paul and Minneapolis University campuses, for an estimated cost of $7,358,000 in 1987 (and $10,000,000 in 1988). Although not specifically mentioned in the Transportation Policy Plan, the transit corridor is an example of limited-stop service which is described and encouraged in the policy plan.

FEDERAL AID PRIMARY CONSTRUCTION PROGRAM

The 1987 to 1989 elements of the Federal Aid Primary Construction Program contain projects which are identified as "Metropolitan Highway Needs" in the Transportation Policy Plan.

1987 Annual Element

TH 10 - Anoka County - S.P. 0214 (1986)

Grading, surfacing, signing, and signals of TH 10 from TH 65 to 85th Avenue (County Road J) at a cost of $1.3 million.

TH 55 - Hennepin County - S.P. 2722-40

Signal and channelization at CSAH 116 in Medina at a cost of $1,250,000.

TH 77 - Hennepin County - S.P. 2758-40

Grading and surfacing of TH 77 from CSAH 1to 66th Street at a cost of $60 million to be funded with bond money from the City of Bloomington.

1988 Annual Element

TH 3 - Dakota County - S.P. 1928-22

Grading, surfacing and bridge construction on TH 3, between US 52/TH 55 to I-494/TH 110 in Inver Grove Heights at a cost of $12 million.

TH 13 - Dakota County - S.P. 1901-113

Grading and surfacing at intersection of TH 13, 55 & 110 (Mendota Interchange) at a cost of $3 million.

TH 55 - Dakota County - S. P. 1910 - 28

Grading and surfacing on W. Corp limits of Hastings to TH 61 at a cost of $3.2 million.

TH 61 - Dakota County - S.P. 1913-46

Remove bitumen, widen, and overlay at S. junction of TH 316 to south limits of Hastings at a cost of $2 million.

TH 169 - Scott County - S.P. - 7007-8801

Crack and overlay work south of junction TH 25 to north of south limits of Shakopee at a cost of $3.3 million.

1989 Annual Element

TH 3 - Dakota County - S.P. 1928-882

Surfacing and miscellaneous work at TH 52 & 55 to TH 494 at a cost of $5.7 million.

TH 10 - Washington County - S.P. - 8202-2

Grading and surfacing from St. Croix River to TH 61 at a cost of $6.6 million.

TH 55 - DakotaCounty - S.P. 1902-37

Grade and surface work for bridges 19089 and 19090 at intersection of TH 13, 55 and 110 at a cost $5.1 million.

FEDERAL AID URBAN PROGRAM

There is one project in the 1987-89 FAU Program which is identified as "Metropolitan Highway Needs" in the Policy Plan. Although many of the proposed FAU projects would implement TSM capacity and safety objectives.*

*The project is in Hennepin County - S.P:. 2789-18 which consists of grading, surfacing, bridges, signing, lighting at TH 100 from Minnetonka Blvd. to Glenwood Ave. at a cost of $5.6 million.

FEDERAL AID INTERMODAL URBAN DEMONSTRATION PROJECT

This project is Hiawatha Avenue (TH 55) grading and surfacing at a total cost of $11.1 million. It was authorized by the 1976 Appropriations Act in the amount of $10 million.

BRIDGE REPAIR AND REPLACEMENT PROGRAM

Although there are no projects in the Bridge Repair and Replacement Program which are identified in the policy plan's "Metropolitan Highway Needs," the bridge program does include reconstruction of three bridges which are identified for replacement in the Major River Crossings study report. The Lake St. Bridge (TH 212) between St. Paul and Minneapolis is scheduled for 1988 and the existing bridge over the St. Croix at Prescott on Highway 10 is to be replaced, with contract to be let in 1988. The 1987-1989 TIP adds work on a fourth and fifth major river crossing location. This is a $12,000,000 project to widen the Mendota Bridge. The second an $8,000,000 project to replace the TH 169 bridge at Shakopee and coordinate that project with a new TH 101/TH 169 connection that will improve traffic flow and divert tracks in downtown Shakopee.

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Table 3
SUMMARY OF 1987-89 HIGHWAY RELATED PROJECTS
(in Thousands of Dollars)

Project Category	1987 Annual Element	1988	1989	Total	Federal	Other
Interstate Construction	188,550	83,615	2,000	274,165	236,606	37,559
Interstate Preservation (IR) Program	53,958	134,068	6,370	194,396	170,946	23,450
Interstate Substitution (Roadway)	36,908	10,000	--	46,908	38,584	8,324
Interstate & Interstate Substitution Right-of-Way	25,400	--	--	25,400	22,861	2,539
Primary Construction Program*	6,020	24,300	28,300	58,620	44,912	13,708
Federal Aid Urban (Roadway Related)	56,001	11,886	14,339	82,226	59,182	23,044
Bridge Repair & Replacement	9,655	34,112	35,760	79,527	56,338	23,189
TOTAL	376,492	297,981	86,769	761,242	629,429	131,813
SPECIAL FUNDING						
Federal Aid Intermodal Urban Demonstration	11,100	--	--	11,100	10,000	1,100

*Does not include $60,000,000 project funded by bond money, City of Bloomington, for TH 77.

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TABLE 4
TRANSPORTATION IMPROVEMENT PROGRAM - TWIN CITIES METROPOLITAN AREA
MINNESOTA DEPARTMENT OF TRANSPORTATION
ANNUAL ELEMENT

1987 ANNUAL ELEMENT FEDERAL AID
INTERSTATE CONSTRUCTION PROGRAM

This program is directed toward the completion of the national system of Interstate and defense highways in accordance with the Federal mandate which required all major construction to be under contract by 1990 in order to be eligible for FAI funding. In addition to initial construction this program contains upgrading, noise abatement and surveillance control projects. Scheduling of these projects is based on an assured annual apportionment plus approximately $20 million per year supplemental Discretionary funds. In addition to this, several critical jobs are proposed for an early letting on a "Contingency" basis subject to release of additional Discretionary funds. Project selection was based on the following within the ability to make ready for letting:

1) Completing sections under construction
2) Scheduling of early construction stages essential to main line construction
3) Construction of gaps on sections which are partially open to traffic.

Manpower availability within Mn/DOT, as it applies to project advancement, is also considered during project selection.

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TABLE 4 (Cont'd.)
TRANSPORTATION IMPROVEMENT PROGRAM - TWIN CITIES METROPOLITAN AREA
MINNESOTA DEPARTMENT OF TRANSPORTATION
ANNUAL ELEMENT

1987 ANNUAL ELEMENT FEDERAL AID
INTERSTATE CONSTRUCTION PROGRAM

STATE PROJECT	COUNTY	T.H.	LOCATION	TYPE OF WORK	MI.	ESTIMATED COST($1000'S) TOTAL	FEDERAL	ESTIMATED LETTING DATE
6280-62883	Ramsey	35E	5th St. Conneciton TH 35E	Br. 62883		870	783	11-20-87
6280-245	Ramsey	35E	At 11 Locations in the Common Section of I94 & I35E	Traffic Signals		1,280	1,152	11-20-87
6280-247	Ramsey	35E	At Kellogg Blvd. & at Concordia & John Ireland	Traffic Signal		170	153	11-20-87
6280-62804	Ramsey	35E	At Walnut St.	Pedistrian Bridge 62804 (Contingency)		200	180	02-27-87
6280-62886	Ramsey	35E	Kellogg Blvd. over TH 35E	Br. 62886		1,085	977	11-20-87
6280-231	Ramsey	35E	Grand-Ramsey to I94	Grade, Surface, Bike Tr., Signals, Landsc., Lighting, Sign.	0.90	10,570	9,036	11-20-87

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TABLE 4 (Cont'd.)
TRANSPORTATION IMPROVEMENT PROGRAM - TWIN CITIES METROPOLITAN AREA
MINNESOTA DEPARTMENT OF TRANSPORTATION
ANNUAL ELEMENT

1987 ANNUAL ELEMENT FEDERAL AID
INTERSTATE CONSTRUCTION PROGRAM

STATE PROJECT	COUNTY	T.H.	LOCATION	TYPE OF WORK	MI.	ESTIMATED COST($1000'S) TOTAL	FEDERAL	ESTIMATED LETTING DATE
6280-62885	Ramsey	35E	Mulberry Ave. over 5th-6th St. Connections	Br. 62885		230	207	11-20-87
6280-62897	Ramsey	35E	St. Peter St. over TH 35E	Br. 62897		1,275	1,148	11-20-87
6280-252	Ramsey	35E	Western Ave. to Mounds Blvd.	Grade, Surf., Misc.	1.37	2,390	2,151	11-20-87
6280-62888	Ramsey	35E	Wabasha St. over I35E	Br. 62888		1,200	1,080	11-20-87
6280-62894	Ramsey	35E	Robert St. over TH 35E	Br. 62894		1,100	990	11-20-87
6282-62817	Ramsey	94	EB I94 over Proposed I35E & Ramp	Replace Br. 9645		1,850	1,665	11-20-87
6282-62818	Ramsey	94	EB I94 on Ramp from John Ireland Blvd.	Replace Br. 9804		650	585	11-20-87
2789-12	Hennepin	394	TH 94 to Wash. Av. in Mpls.	Grade & Surf.	1.00	6,155	5,540	11-20-87

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TABLE 4 (Cont'd.)
TRANSPORTATION IMPROVEMENT PROGRAM - TWIN CITIES METROPOLITAN AREA
MINNESOTA DEPARTMENT OF TRANSPORTATION
ANNUAL ELEMENT

1987 ANNUAL ELEMENT FEDERAL AID
INTERSTATE CONSTRUCTION PROGRAM

STATE PROJECT	COUNTY	T.H.	LOCATION	TYPE OF WORK	MI.	ESTIMATED COST($1000'S) TOTAL	FEDERAL	ESTIMATED LETTING DATE
2789-15	Hennepin	394	0.1 Mi. W. Plym. Rd. to 0.3 Mi. E. CSAH 73	Grade, Surf., Fencing & Signals	1.70	12,100	10,890	11-20-87
2789-16	Hennepin	394	0.3 Mi. E. CSAH 73 to 0.2 Mi. E. Boone Ave.	Grade, Surf., Fencing, Signal	1.40	35,600	32,040	12-19-86
2789-20	Hennepin	394	W. Lim. Mpls. to Penn. Ave. Stage 3	Grade, Surf., Fen., Sign., Lt., Ls.	1.03	13,100	11,790	11-20-87
2789-48	Hennepin	394	Penn. Ave. to TH 94 in Mpls.	Grade, Surf., Fen., Sign., Lt., Sig., Stage 2	1.08	2,300	2,070	03-27-87
2789-27117	Hennepin	394	TH 394 WB over Ridgedale Dr.	Br. 27117		440	396	11-20-87
2789-27120	Hennepin	394	TH 394 EB over Ridgedale Dr.	Widen & Overlay Br. 27120		400	360	11-20-87
2789-27704	Hennepin	394	TH 394 under Glenwood Ave.	Br. 27704		800	720	11-20-87

HP21.PP

TABLE 4 (Cont'd.)
TRANSPORTATION IMPROVEMENT PROGRAM - TWIN CITIES METROPOLITAN AREA
MINNESOTA DEPARTMENT OF TRANSPORTATION
ANNUAL ELEMENT

1987 ANNUAL ELEMENT FEDERAL AID
INTERSTATE CONSTRUCTION PROGRAM

STATE PROJECT	COUNTY	T.H.	LOCATION	TYPE OF WORK	MI.	ESTIMATED COST($1000'S) TOTAL	FEDERAL	ESTIMATED LETTING DATE
2789-27705	Hennepin	394	TH 394 under 7th St.	Br. 27705		800	720	11-20-87
2789-27708	Hennepin	394	3rd St. N. to to 394 WB over Wash. Ave. Conn.	Br. 27708		300	270	11-20-87
2789-27720	Hennepin	394	TH 394 (EB) over Wash. Ave. Conn.	Br. 27720		400	360	11-20-87
2789-27730	Hennepin	394	10th St. N./ TH 394	Br. 27730		900	810	11-20-87
2789-27731	Hennepin	394	SE Ramp (At Ply. Rd.) over Slip Ramp	Br. 27731		280	252	11-20-87
2789-27732	Hennepin	394	7th St. N./BN RR	Br. 27732		2,100	1,890	11-20-87
2789-27736	Hennepin	394	Plymouth Rd. (CSAH 61) over TH 394	Br. 27736		1,800	1,620	11-20-87
2789-27737	Hennepin	394	CSAH 73 over TH 394	Br. 27737		1,200	1,080	11-20-87

HP21.PP

TABLE 4 (Cont'd.)
TRANSPORTATION IMPROVEMENT PROGRAM - TWIN CITIES METROPOLITAN AREA
MINNESOTA DEPARTMENT OF TRANSPORTATION
ANNUAL ELEMENT

1987 ANNUAL ELEMENT FEDERAL AID
INTERSTATE CONSTRUCTION PROGRAM

STATE PROJECT	COUNTY	T.H.	LOCATION	TYPE OF WORK	MI.	ESTIMATED COST($1000'S) TOTAL	FEDERAL	ESTIMATED LETTING DATE
2789-27738	Hennepin	394	Shelard Pkway. over TH 394	Br. 27738		860	774	12-19-86
2789-27739	Hennepin	394	SW Ramp (At CSAH 18) over S. Fr. Rd.	Br. 27739		340	306	12-19-86
2789-27740	Hennepin	394	CSAH 18 over S. Fr. Rd.	Br. 27740		430	387	12-19-86
2789-27741	Hennepin	394	SE Ramp (At CSAH 18) over S. Fr. Rd.	Br. 27741		220	198	12-19-86
2789-27742	Hennepin	394	CSAH 18 over TH 394	Br. 27742		1,900	1,710	12-19-86
2789-27743	Hennepin	394	TH 394 over Boone Ave.	Br. 27743		2,000	1,800	12-19-86
2789-27757	Hennepin	394	Ped. Br. over TH 394 at Thomas Ave.	Br. 27757		300	270	11-20-87

HP21.PP

TABLE 4 (Cont'd.)
TRANSPORTATION IMPROVEMENT PROGRAM - TWIN CITIES METROPOLITAN AREA
MINNESOTA DEPARTMENT OF TRANSPORTATION
ANNUAL ELEMENT

1987 ANNUAL ELEMENT FEDERAL AID
INTERSTATE CONSTRUCTION PROGRAM

STATE PROJECT	COUNTY	T.H.	LOCATION	TYPE OF WORK	MI.	ESTIMATED COST($1000'S) TOTAL	FEDERAL	ESTIMATED LETTING DATE
2789-27770	Hennepin	394	TH 394/BN RR & CNW RR	Br. 27770-Includes Penn. Ave. (Cont.)		8,500	8,500	03-27-87
2789-27776	Hennepin	394	Hov. La./TH 394, Way. Blvd., Lin. Ave., & Ramp fr. TH 94 SB	Br. 27776		15,500	13,950	03-27-87
2789-27831	Hennepin	394	TH 394/Soil Prob. & Way. Blvd.	Remod. & Wid. W. & Repl. Rl. & Med.		3,900	3,510	03-27-87
2789-99126	Hennepin	394	TH 12 Bypass over CSAH 18 SB Bypass	Temp. Br. 99126		450	405	12-19-86
2789-99127	Hennepin	394	TH 12 Bypass over CSAH 18 NB Bypass	Temp. Br. 99127		450	405	12-19-86
2789-37	Hennepin	394	From 12th St. to Wash. Ave.	11 Sig. Systems		610	549	11-20-87
2789-42	Hennepin	394	0.3 Mi. W. TH 494 to 0.1 Mi. W. of Plymouth Rd.	Signing	0.90	300	270	11-20-87

HP21.PP

TABLE 4 (Cont'd.)
TRANSPORTATION IMPROVEMENT PROGRAM - TWIN CITIES METROPOLITAN AREA
MINNESOTA DEPARTMENT OF TRANSPORTATION
ANNUAL ELEMENT

1987 ANNUAL ELEMENT FEDERAL AID
INTERSTATE CONSTRUCTION PROGRAM

STATE PROJECT	COUNTY	T.H.	LOCATION	TYPE OF WORK	MI.	ESTIMATED COST($1000'S) TOTAL	FEDERAL	ESTIMATED LETTING DATE
2789-8812	Hennepin	394	0.3 Mi. W. TH 494 to 0.1 Mi. W. of Plymouth Rd.	Lighting	0.90	100	90	11-20-87
2789-56	Hennepin	394	Penn. Ave. to TH 94 Interchange	Lighting	1.10	70	63	03-27-87
2789-51	Hennepin	394	Along 3rd Ave. N. from 3rd St. to 2nd St.	B.C. Tunnel Stub	0.20	1,500	192	08-28-87
2789-52	Hennepin	394	MN&S R/R @ Glen Ave. to Turn XRoad	Storm Sewer (Stage 2)		325	248	05-22-87
2789-95892	Hennepin	394	At 7th St. N.	Const. Park Garage		45,000	31,185	11-20-87
2789-8802	Hennepin	394	Xenia Ave. to Turners Crossroad	Detach Frontage Road		150	135	05-22-87

HP21.PP

TABLE 4 (Cont'd.)
TRANSPORTATION IMPROVEMENT PROGRAM - TWIN CITIES METROPOLITAN AREA
MINNESOTA DEPARTMENT OF TRANSPORTATION
ANNUAL ELEMENT

1987 ANNUAL ELEMENT FEDERAL AID
INTERSTATE CONSTRUCTION PROGRAM

STATE PROJECT	COUNTY	T.H.	LOCATION	TYPE OF WORK	MI.	ESTIMATED COST($1000'S) TOTAL	FEDERAL	ESTIMATED LETTING DATE
0285-2807	Anoka	694	BN RR over TH 694	Replace Br. 6493 (New Br. 02807)		4,100	3,690	10-23-87
				1987 TOTALS		188,550	159,552	

HP21.PP

TABLE 5
TRANSPORTATION IMPROVEMENT PROGRAM - TWIN CITIES METROPOLITAN AREA
MINNESOTA DEPARTMENT OF TRANSPORTATION
MULTI-YEAR ELEMENT

1988 MULTI-YEAR ELEMENT FEDERAL AID
INTERSTATE CONSTRUCTION PROGRAM

STATE PROJECT	COUNTY	T.H.	LOCATION	TYPE OF WORK	MI.	ESTIMATED COST($1000'S) TOTAL	FEDERAL	ESTIMATED LETTING DATE
6280-251	Ramsey	35E	University Ave. to Cayuga St.	Grading, Surf., Br. Rail, etc.		1,275	1,148	11-18-88
6280-881	Ramsey	35E	Chestnut to I94	Surf., Light, etc.		1,300	1,170	11-18-88
6280-260	Ramsey	35E	University Ave. to Cayuga	Lighting; I35E W. Ramp @ W. Ramp @ Univ.-- Signal		50	45	11-18-88
6280-249	Ramsey	35E	On I94 & I35E from Snelling to Mounds (Inc. Common Sec.)	Signing		750	675	11-18-88
6280-256	Ramsey	35E	E. Jct. I94 to Cayuga St.	Signing		180	162	11-18-88
6280-62898	Ramsey	35E	10th St. over I35E	Replace Br. 9643		800	720	11-18-88
6280-890	Ramsey	35E	W. Jct. TH I94 to Mounds Blvd. Inc. Common Section	Lighting	1.37	225	203	11-18-88

HP21.PP

TABLE 5 (Cont'd.)
TRANSPORTATION IMPROVEMENT PROGRAM - TWIN CITIES METROPOLITAN AREA
MINNESOTA DEPARTMENT OF TRANSPORTATION
MULTI-YEAR ELEMENT

1988 MULTI-YEAR ELEMENT FEDERAL AID
INTERSTATE CONSTRUCTION PROGRAM

STATE PROJECT	COUNTY	T.H.	LOCATION	TYPE OF WORK	MI.	ESTIMATED COST($1000'S) TOTAL	FEDERAL	ESTIMATED LETTING DATE
6280-62889	Ramsey	35E	Cedar St. over TH 35E	Brs. 62889 & 62890		1,700	1,530	11-18-88
6280-62891	Ramsey	35E	Minnesota St. over I35E	Br. 62891		1,050	945	11-18-88
6280-62893	Ramsey	35E	Jackson St. over TH 35E	Br. 62893		1,000	900	11-18-88
6280-62884	Ramsey	35E	SB TH 35E Ramp over TH 94 WB Off Ramp	Br. 62884		550	495	11-18-88
6280-9655	Ramsey	35E	SB TH 35E over University Ave.	Widen Br. 9655		1,100	990	11-18-88
6280-9265	Ramsey	35E	TH 35E over Arch-Penn	Widen Br. 9265		550	495	11-18-88
6280-6517	Ramsey	35E	TH 35E over BN, Inc.	Widen Br. 6517		1,000	900	11-18-88
6283-122	Ramsey	94	Louis/Marion to Mounds Blvd. (6th St. Brs.)	3-Lane Cont., Br. Recon.	1.00	1,460	1,314	11-18-88

HP21.PP

TABLE 5 (Cont'd.)
TRANSPORTATION IMPROVEMENT PROGRAM - TWIN CITIES METROPOLITAN AREA
MINNESOTA DEPARTMENT OF TRANSPORTATION
MULTI-YEAR ELEMENT

1988 MULTI-YEAR ELEMENT FEDERAL AID
INTERSTATE CONSTRUCTION PROGRAM

STATE PROJECT	COUNTY	T.H.	LOCATION	TYPE OF WORK	MI.	ESTIMATED COST($1000'S) TOTAL	FEDERAL	ESTIMATED LETTING DATE
2789-18	Hennepin	394	0.3 Mi. W. TH 100 to W. Limits Mpls., C. Lk. Rd. --Glwd Ave. (on 100)	Grade, Surf. & Bridge	0.90	41,100	36,990	07-22-88
2789-17	Hennepin	394	0.2 Mi. E. Boone Ave. to 0.3 Mi. W. TH 100	Grade, Surf., Fen., Sig., Sign., Lt., Ls.	1.90	18,900	17,010	05-27-88
2789-27710	Hennepin	394	Ped. Br. over TH 394 at Pennsylvania	Br. 27710		200	180	05-27-88
2789-27711	Hennepin	394	Ped. Br. over TH 394 at Florida Ave.	Br. 27711		200	180	05-27-88
2789-27744	Hennepin	394	Winnetka Ave. (Co. Rd. 156) over TH 394	Br. 27744		700	630	05-27-88
2789-27745	Hennepin	394	Louisiana Ave. over TH 394	Br. 27745		1,000	900	05-27-88

HP21.PP

TABLE 5 (Cont'd.)
TRANSPORTATION IMPROVEMENT PROGRAM - TWIN CITIES METROPOLITAN AREA
MINNESOTA DEPARTMENT OF TRANSPORTATION
MULTI-YEAR ELEMENT

1988 MULTI-YEAR ELEMENT FEDERAL AID
INTERSTATE CONSTRUCTION PROGRAM

STATE PROJECT	COUNTY	T.H.	LOCATION	TYPE OF WORK	MI.	ESTIMATED COST($1000'S) TOTAL	FEDERAL	ESTIMATED LETTING DATE
2789-27746	Hennepin	394	MN&S RR over TH 394	Br. 27746		1,200	1,080	05-27-88
2789-27747	Hennepin	394	Vernon, Xenia Ave. over TH 394	Br. 27747		1,600	1,440	05-27-88
2789-99133	Hennepin	394	MN&S RR (Shoefly) over TH 394	Br. 27746		1,000	900	05-27-88
2789-8808	Hennepin	394	TH 94 to Wash. Ave. (3rd Ave. Dist.)	Signing	1.00	385	346	11-18-88
2789-8810	Hennepin	394	0.1 Mi. W. of Plymouth Rd. to 0.2 Mi. E of Boone Ave.	Signing	3.00	850	765	06-24-88
2789-8809	Hennepin	394	TH 94 to Wash. Ave. (3rd Ave. Dist.)	Lighting Stage 2	1.00	80	72	11-18-88
2789-8813	Hennepin	394	0.1 Mi. W. Plymouth Rd. to 0.2 Mi. E. of Boone Ave.	Lighting	3.00	280	252	06-24-88

HP21.PP

TABLE 5 (Cont'd.)

TRANSPORTATION IMPROVEMENT PROGRAM - TWIN CITIES METROPOLITAN AREA
MINNESOTA DEPARTMENT OF TRANSPORTATION
MULTI-YEAR ELEMENT

1988 MULTI-YEAR ELEMENT FEDERAL AID
INTERSTATE CONSTRUCTION PROGRAM

STATE PROJECT	COUNTY	T.H.	LOCATION	TYPE OF WORK	MI.	ESTIMATED COST($1000'S) TOTAL	FEDERAL	ESTIMATED LETTING DATE
2789-43	Hennepin	394	W. Jct. TH 101 (on TH 12) to TH 94	Traffic Mgmt. System	10.70	3,130	2,817	11-18-88
				1988 TOTALS		83,615	75,254	

HP21.PP

TABLE 6
TRANSPORTATION IMPROVEMENT PROGRAM - TWIN CITIES METROPOLITAN AREA
MINNESOTA DEPARTMENT OF TRANSPORTATION
MULTI-YEAR ELEMENT

1989 MULTI-YEAR ELEMENT FEDERAL AID
INTERSTATE CONSTRUCTION PROGRAM

STATE PROJECT	COUNTY	T.H.	LOCATION	TYPE OF WORK	MI.	ESTIMATED COST($1000'S) TOTAL	FEDERAL	ESTIMATED LETTING DATE
2789-8811	Hennepin	394	0.2 Mi. E. Boone Ave. to TH 94	Signing	4.90	1,550	1,395	06-23-89
2789-8814	Hennepin	394	0.2 Mi. E. Boone Ave. to Penn. Ave.	Lighting	3.80	450	405	06-23-89
				1989 TOTALS		2,000	1,800	

HP21.PP

TABLE 7
TRANSPORTATION IMPROVEMENT PROGRAM - TWIN CITIES METROPOLITAN AREA
MINNESOTA DEPARTMENT OF TRANSPORTATION
ANNUAL ELEMENT

1987 ANNUAL ELEMENT FEDERAL AID
INTERSTATE PRESERVATION (IR) PROGRAM

The Interstate Preservation Program (4R) is directed primarily toward the resurfacing, restoration, rehabilitation and reconstruction of the Interstate system. The 1982 Federal Highway Act which added the fourth "R" - reconstruction, to this category also added all work that is not considered necessary in providing a minimal level of acceptable service in completing the Interstate system.

The work consists of all phases of highway construction, preservation and related work. Work includes bridge construction and repair, roadway widening, traffic devices, resurfacing, surveillance control, landscaping, etc.

STATE PROJECT	COUNTY	T.H.	LOCATION	TYPE OF WORK	MI.	ESTIMATED COST($1000'S) TOTAL	FEDERAL	ESTIMATED LETTING DATE
1980-49	Dakota	35	Under Crystal Lake Rd.	Br. 19804 & Approaches		900	810	11-20-87
1980-6410	Dakota	35	Over Soo Line RR 0.2 Mi. S. of TH 50	Widen & Redeck Br. 6410, 19085		840	756	11-20-87
0283-16	Anoka	35	TH 35W & 35E to Chisago-Pine Co. Line	Traffic Signs & Devices		300	270	03-27-87
0283-18	Washington	35	N. Jct. I35W/ I35E to TH 8	Bituminous Overlay	4.78	2,500	2,250	01-23-87

HP29.PP

TABLE 7 (Cont'd.)
TRANSPORTATION IMPROVEMENT PROGRAM - TWIN CITIES METROPOLITAN AREA
MINNESOTA DEPARTMENT OF TRANSPORTATION
ANNUAL ELEMENT

1987 ANNUAL ELEMENT FEDERAL AID
INTERSTATE PRESERVATION (IR) PROGRAM

STATE PROJECT	COUNTY	T.H.	LOCATION	TYPE OF WORK	MI.	ESTIMATED COST($1000'S) TOTAL	FEDERAL	ESTIMATED LETTING DATE
6280-62858	Ramsey	35E	NB I35E over WB I94 & 3 Ramps	Br. 62858 (Replace Br. 9808)		2,000	1,800	11-20-87
6280-233	Ramsey	35E	Under Little Canada Rd.	Br. 62896 & Appr. Signals	0.20	1,700	1,305	01-23-87
6280-62883	Ramsey	35E	5th St. Conn. over TH 35E	Br. 62883		180	162	11-20-87
1982-108	Dakota	35E	S. Jct. TH 35 & 35W to TH 110	Landscaping	3.70	635	572	07-24-87
6280-62804	Ramsey	35E	At Walnut St.	Ped. Bridge 62804		500	396	02-27-87
6280-62886	Ramsey	35E	Kellogg Blvd. over TH 35E	Br. 62886		190	171	11-20-87
6280-231	Ramsey	35E	Grand-Ramsey to I94	Grade, Surf., Bike Tr., Signals, Landsc., Lt., Signing	0.90	1,030	927	11-20-87
6280	Ramsey	35E	Rice at Centerville Rd.	Signals & Channelization		100	90	05-22-87

HP29.PP

TABLE 7 (Con't).
TRANSPORTATION IMPROVEMENT PROGRAM - TWIN CITIES METROPOLITAN AREA
MINNESOTA DEPARTMENT OF TRANSPORTATION
ANNUAL ELEMENT

1987 ANNUAL ELEMENT FEDERAL AID
INTERSTATE PRESERVATION (IR) PROGRAM

STATE PROJECT	COUNTY	T.H.	LOCATION	TYPE OF WORK	MI.	ESTIMATED COST($1000'S) TOTAL	FEDERAL	ESTIMATED LETTING DATE
6280-62885	Ramsey	35E	Mulberry Ave. over 5th-6th St. Connections	Br. 62885		85	77	11-20-87
6280-252	Ramsey	35E	Western Ave. to Mounds Blvd.	Grade, Surf., & Misc.	1.37	1,560	1,404	11-20-87
6284-111	Ramsey	35W	From Co. Rd. C to Co. Rd. I	Joint Rehab. & Surf. Repair		2,000	1,800	03-27-87
6284-9605	Ramsey	35W	At proposed TH 10 over I35W	Overlay Br. 9605		150	135	03-27-87
0280-02804	Anoka	35W	I35W over I35E	Overlay Br. 02804		105	95	03-27-87
2782-218	Hennepin	35W	TH 494 to Univ. Ave.	Traffic Signs & Devices	9.80	1,500	1,350	12-19-86
2782-241	Hennepin	35W	At MN&S R/R (96th St.+,-) in Bloomington	Storm Sewer		380	306	05-22-87
6283-62703	Ramsey	94	Under E. 7th St.	Br. 62703		1,150	1,035	11-20-87
6283-62874	Ramsey	94	Northbound Ramp from 11th	Br. 62874		500	450	11-20-87

HP29.PP

TABLE 7 (Cont'd.)
TRANSPORTATION IMPROVEMENT PROGRAM - TWIN CITIES METROPOLITAN AREA
MINNESOTA DEPARTMENT OF TRANSPORTATION
ANNUAL ELEMENT

1987 ANNUAL ELEMENT FEDERAL AID
INTERSTATE PRESERVATION (IR) PROGRAM

STATE PROJECT	COUNTY	T.H.	LOCATION	TYPE OF WORK	MI.	ESTIMATED COST($1000'S) TOTAL	FEDERAL	ESTIMATED LETTING DATE
6283-99134	Ramsey	94	Eastbound I94 over BN Inc.	Br. 99134		1,200	1,080	11-20-87
6283-62701	Ramsey	94	Ramp to Wacouta over I94	Br. 62701		600	540	11-20-87
6283-62706	Ramsey	94	Under TH 61 (Mounds Blvd.)	Br. 62706		900	810	11-20-87
8281-5999	Washington	94	Over St. Croix at Wisc. State Line	Paint Br. 5999		860	0	04-24-87
6283-881	Ramsey	94	Mounds Blvd. to I494/694	Traffic Signs & Surveillance	5.48	1,200	1,080	11-20-87
8282-75	Washington	94	St. Croix Rest Area	Landscaping		100	90	01-23-87
2781-8805	Hennepin	94	500' N. to 2500' S. of Br. 27891 (TH 252 under TH 694)	Pave Rehab.		150	135	05-22-87

HP29.PP

TABLE 7 (Cont'd.)
TRANSPORTATION IMPROVEMENT PROGRAM - TWIN CITIES METROPOLITAN AREA
MINNESOTA DEPARTMENT OF TRANSPORTATION
ANNUAL ELEMENT

1987 ANNUAL ELEMENT FEDERAL AID
INTERSTATE PRESERVATION (IR) PROGRAM

STATE PROJECT	COUNTY	T.H.	LOCATION	TYPE OF WORK	MI.	ESTIMATED COST($1000'S) TOTAL	FEDERAL	ESTIMATED LETTING DATE
2786-27979	Hennepin	94	Under CSAH 18	Widen & Replace Deck on S.B. 27979 & N.B. 27980		720	648	12-18-87
2781-8801	Hennepin	94	TH 35W, TH 94, TH 694	Changeable Mess. Signs		350	315	04-24-87
2781-337	Hennepin	94	Lowry Hill Tunnel	Tunnel Equipment Modernization		1,100	900	10-23-87
2789-12	Hennepin	394	TH 94 to Wash. Ave. N. in Mpls. (3rd Ave. Dist.	Grade & Surface	1.00	1,700	1,530	11-20-87
2789-15	Hennepin	394	0.1 Mi. W. of Plym. Rd. to 0.3 Mi. E. CSAH 73	Grade, Surf., Fen., Sig.	1.70	2,000	1,800	11-20-87
2789-16	Hennepin	394	0.3 Mi. E. CSAH 73 to 0.2 Mi. E. Boone Ave.	Grade, Surf., Sig.	1.40	1,100	990	12-19-86

HP29.PP

TABLE 7 (Cont'd.)
TRANSPORTATION IMPROVEMENT PROGRAM - TWIN CITIES METROPOLITAN AREA
MINNESOTA DEPARTMENT OF TRANSPORTATION
ANNUAL ELEMENT

1987 ANNUAL ELEMENT FEDERAL AID
INTERSTATE PRESERVATION (IR) PROGRAM

STATE PROJECT	COUNTY	T.H.	LOCATION	TYPE OF WORK	MI.	ESTIMATED COST($1000'S) TOTAL	FEDERAL	ESTIMATED LETTING DATE
2789-20	Hennepin	394	W. Lim. Mpls. to Penn. Ave. Stage 3	Grade, Surf., Fen., Sig., Sgn., Lt., Ls.	1.03	2,400	2,160	11-20-87
2789-27831	Hennepin	394	TH 394/Soil Prob. & Way. Blvd.	Remod. & Widen W. & Repl. Rail & Med.		600	540	03-27-87
2789-56	Hennepin	394	Penn. Ave. to TH 94 Interchange	Lighting	1.10	10	9	03-27-87
2789-54	Hennepin	394	At Ridgedale-Transit Transfer Sta.,	Building Park & Ride Lot		500	450	11-20-87
1985-	Dakota	494	At Pilot Knob Rd. (CSAH 31)	Traffic Signal		170	153	04-24-87
1985-94	Dakota	494	Concord St. to W. End Miss. R. Br.	Remodel Hardman Ave. Interchange	0.65	3,000	2,700	01-23-87
1985-19896	Dakota	494	Over Hardman Ave. & CNW Trans. Co.	Br. 19896		1,800	1,620	01-23-87
1985-	Dakota	494	At TH 149	Signal Installation		180	162	04-24-87

HP29.PP

TABLE 7 (Cont'd.)
TRANSPORTATION IMPROVEMENT PROGRAM - TWIN CITIES METROPOLITAN AREA
MINNESOTA DEPARTMENT OF TRANSPORTATION
ANNUAL ELEMENT

1987 ANNUAL ELEMENT FEDERAL AID
INTERSTATE PRESERVATION (IR) PROGRAM

STATE PROJECT	COUNTY	T.H.	LOCATION	TYPE OF WORK	MI.	ESTIMATED COST($1000'S) TOTAL	FEDERAL	ESTIMATED LETTING DATE
8285-5993	Dakota	494	Over Missi. River in S. St. Paul	Widen & Paint Br. 5993		3,300	2,070	01-23-87
1985-102	Dakota	494	At Hardman Ave. Interchange	Signing		75	68	02-27-87
1985-101	Dakota	494	At Hardman Ave. Interchange	Lighting		95	85	02-27-87
1985-99	Dakota	494	TH 149 to TH 3	Landscaping		200	180	02-27-87
1985-104	Dakota	494	TH 55 to TH 149	Landscaping	6.20	200	180	12-19-86
1985-105	Dakota	494	TH 3 to 5th Ave. in S. St. Paul	Landscaping		200	180	12-19-86
2785-228	Hennepin	494	Under TH 55	Replace Brs. 9897 & 9898 & Signals		1,700	1,530	11-20-87
2785-9135	Hennepin	494	Under W. Bush Lk. Rd., 1.4 Mi. W. TH 100	Overlay 9135		75	68	04-24-87
2785-9834	Hennepin	494	Under City St., 0.3 Mi. N. TH 12	Overlay Br. 9834 & G.R.W. End E.B		65	58	04-24-87

HP29.PP

TABLE 7 (Cont'd.)
TRANSPORTATION IMPROVEMENT PROGRAM - TWIN CITIES METROPOLITAN AREA
MINNESOTA DEPARTMENT OF TRANSPORTATION
ANNUAL ELEMENT

1987 ANNUAL ELEMENT FEDERAL AID
INTERSTATE PRESERVATION (IR) PROGRAM

STATE PROJECT	COUNTY	T.H.	LOCATION	TYPE OF WORK	MI.	ESTIMATED COST($1000'S) TOTAL	FEDERAL	ESTIMATED LETTING DATE
2785-27973	Hennepin	494	Over 49th Ave. N.	Reconst. Rail. S.B. 27973 & N.B. 27974		24	22	11-20-87
2785-27975	Hennepin	494	Over Soo Line R/R, 2.5 Mi. N. TH 55	Reconst. Rail S.B. 27975 & N.B. 27976		26	23	11-20-87
2785-27977	Hennepin	494	Over Co. Rd. 47	Reconst. Rail S.B. 27977 & N.B. 27978		28	25	11-20-87
2785-8806	Hennepin	494	TH 169 to France Ave.	Traffic Signs & Devices		250	225	04-24-87
0285-49	Anoka	694	TH 252 to CSAH 1	Grade & Surf. W.B. at Br. Approaches	0.42	300	270	04-24-87
0285-50	Anoka	694	BN RR to Main St.	Grade & Surf. at Br. Approaches		500	450	10-23-87
0285-2807	Anoka	694	BN RR over TH 694	Replace Br. 6493 (New Br. 02807)		100	90	10-23-87

HP29.PP

TABLE 7 (Cont'd.)
TRANSPORTATION IMPROVEMENT PROGRAM - TWIN CITIES METROPOLITAN AREA
MINNESOTA DEPARTMENT OF TRANSPORTATION
ANNUAL ELEMENT

1987 ANNUAL ELEMENT FEDERAL AID
INTERSTATE PRESERVATION (IR) PROGRAM

STATE PROJECT	COUNTY	T.H.	LOCATION	TYPE OF WORK	MI.	ESTIMATED COST($1000'S) TOTAL	FEDERAL	ESTIMATED LETTING DATE
2787-9321A	Hennepin	694	TH 694 W.B. over Miss. River	Widen & Redeck Br. 9321		3,650	3,285	04-24-87
0285-9860	Anoka	694	Main St. over TH 694	Modify Abuts. Br. 9860		500	450	10-23-87
0285-9861	Anoka	694	TH 694 W.B. over CSAH 1 (E. River Rd.)	Widen & Redeck Br. 9861		850	765	04-24-87
6285-94	Ramsey	694	Under Lex. Ave.	Br. 62824; Signal Rev., Lighting		1,275	1,148	11-21-86
6285-100	Ramsey	694	At Long Lk. Rd.	Redeck & Widen Bridge 9870		1,000	900	11-20-87
6286-39	Ramsey	694	At White Bear, TH 120, TH 36, TH 5, Minnehaha Ave.	Joint Rehab.		600	540	04-24-87
				1987 TOTALS		53,958	46,485	

HP29.PP

TABLE 8
TRANSPORTATION IMPROVEMENT PROGRAM - TWIN CITIES METROPOLITAN AREA
MINNESOTA DEPARTMENT OF TRANSPORTATION
MULTI-YEAR ELEMENT

1988 MULTI-YEAR FEDERAL AID
INTERSTATE PRESERVATION (IR) PROGRAM

STATE PROJECT	COUNTY	T.H.	LOCATION	TYPE OF WORK	MI.	ESTIMATED COST($1000'S) TOTAL	FEDERAL	ESTIMATED LETTING DATE
6280-260	Ramsey	35E	University Ave. to Cayuga	Lighting; I35E W. Ramp @ Univ.-Signal		80	72	11-18-88
1982-106	Dakota	35E	TH 110 to TH 5	Exit Nos, Sign Refurbishing, Guardrail, etc.		145	131	02-26-88
6280-249	Ramsey	35E	On I94 & I35E from Snelling to Mounds (Inc. Common Sec.)	Signing		250	225	11-18-88
6280-256	Ramsey	35E	E. Jct. I94 to Cayuga St.	Signing		20	18	11-18-88
6280-62898	Ramsey	35E	10th St. over I35E	Replace Br. 9643		210	189	11-18-88
6280-890	Ramsey	35E	W. Jct. TH I94 to Mounds Blvd. (Inc. Common Section)	Lighting	1.37	350	315	11-18-88
6280-251	Ramsey	35E	University Ave. to Cayuga	Grade, Surf.		150	135	11-18-88

HP29.PP

TABLE 8 (Cont'd.)
TRANSPORTATION IMPROVEMENT PROGRAM - TWIN CITIES METROPOLITAN AREA
MINNESOTA DEPARTMENT OF TRANSPORTATION
MULTI-YEAR ELEMENT

1988 MULTI-YEAR FEDERAL AID
INTERSTATE PRESERVATION (IR) PROGRAM

STATE PROJECT	COUNTY	T.H.	LOCATION	TYPE OF WORK	MI.	ESTIMATED COST($1000'S) TOTAL	FEDERAL	ESTIMATED LETTING DATE
6280-881	Ramsey	35E	Chestnut to I94.	Surf., Light, etc.		75	68	11-18-88
6280-9531	Ramsey	35E	TH 5 over I35E	Redeck Br. 9531, Signals		450	405	02-26-88
6280-62857	Ramsey	35E	SB I35E over WB I94 & Ramp	Br. 62857 (Replace Br. 9807)		625	563	11-18-88
1982-74	Dakota	35E	Under TH 13	Widen Br. 9535, Misc. Grading, Surf. Signals		1,000	900	11-18-88
2782-235	Hennepin	35W	W. Jct. TH 94 to E. Jct. TH 94 (Comm. Sect.)	Rem. & Repl. CRCP		1,000	900	11-18-88
2782-8801	Hennepin	35W	From TH 94 to 31st St.	Rem. & Repl. CRCP, Redeck 27867, 9733, 31	2.00	5,000	4,500	11-18-88
2783-27876	Hennepin	35W	Under Ramp 6th St. to TH 94 EB	Reconst. Railing Br. 27876		30	27	11-18-88

HP29.PP

TABLE 8 (Cont'd.)
TRANSPORTATION IMPROVEMENT PROGRAM - TWIN CITIES METROPOLITAN AREA
MINNESOTA DEPARTMENT OF TRANSPORTATION
MULTI-YEAR ELEMENT

1988 MULTI-YEAR FEDERAL AID
INTERSTATE PRESERVATION (IR) PROGRAM

STATE PROJECT	COUNTY	T.H.	LOCATION	TYPE OF WORK	MI.	ESTIMATED COST($1000'S) TOTAL	FEDERAL	ESTIMATED LETTING DATE
2781-340	Hennepin	94	Xerxes Ave. to Dupont Ave.	Grade, Surf., Auxiliary Lane	1.42	2,500	2,250	04-22-88
2786-85	Hennepin	94	CASH 152 to Xerxes Ave.	Grade, Surf., Auxiliary Lane	.48	2,500	2,250	04-22-88
2781-9350	Hennepin	94	TH 94 over W. River Rd./Miss. River	Paint, Redeck, Widen Br. 9350		6,000	4,626	11-18-88
2781-9893	Hennepin	94	TH 94 over Franklin Terrace	Redeck, Widen Bridge 9893		350	315	11-18-88
2781-27855	Hennepin	94	TH 94 over TH 55	Renovate Br. 27855		1,750	1,575	11-18-88
2781-27856	Hennepin	94	TH 94 under 27th Ave. SE	Br. 27856		725	653	11-18-88
2781-27858	Hennepin	94	20th Ave. S. over TH 94	New Br. 27858		685	616	11-18-88
2781-27859	Hennepin	94	TH 94 over Milw. RR/17th Ave. S.	Paint, Redeck, Widen Br. 27859		1,250	990	11-18-88

HP29.PP

TABLE 8 (Cont'd.)
TRANSPORTATION IMPROVEMENT PROGRAM - TWIN CITIES METROPOLITAN AREA
MINNESOTA DEPARTMENT OF TRANSPORTATION
MULTI-YEAR ELEMENT

1988 MULTI-YEAR FEDERAL AID
INTERSTATE PRESERVATION (IR) PROGRAM

STATE PROJECT	COUNTY	T.H.	LOCATION	TYPE OF WORK	MI.	ESTIMATED COST($1000'S) TOTAL	FEDERAL	ESTIMATED LETTING DATE
2781-27860	Hennepin	94	Lov. Br.--Ramp D over TH 94 at U of M Interchange	Br. 27860		480	432	11-18-88
2781-27863	Hennepin	94	TH 94 over Cedar Ave.	Paint, Redeck, Widen Br. 27863		764	584	11-18-88
2781-27909	Hennepin	94	TH 94 EB over Shingle Crk.	Widen Br. 27909		150	135	04-22-88
2781-27998	Hennepin	94	EB TH 94 to U of M Ramp over TH 94	Br. 27998		700	630	11-18-88
2786-27964	Hennepin	94	Xerxes Ave. over TH 94	Replace Br. 27927		1,000	900	04-22-88
2781-288	Hennepin	94	Lowry Hill Tunnel to E. End Miss. River Br.	Pave Rehab.	3.20	15,000	13,500	11-18-88
2781-289	Hennepin	94	Miss. River to 0.3 Mi. E. of Franklin Ave.	Pave. Rehab. Light	0.60	2,500	2,250	11-18-88

HP29.PP

TABLE 8 (Cont'd.)
TRANSPORTATION IMPROVEMENT PROGRAM - TWIN CITIES METROPOLITAN AREA
MINNESOTA DEPARTMENT OF TRANSPORTATION
MULTI-YEAR ELEMENT

1988 MULTI-YEAR FEDERAL AID
INTERSTATE PRESERVATION (IR) PROGRAM

STATE PROJECT	COUNTY	T.H.	LOCATION	TYPE OF WORK	MI.	ESTIMATED COST($1000'S) TOTAL	FEDERAL	ESTIMATED LETTING DATE
2781-27099	Hennepin	94	SB Lyn. Ave./ NB Henn. Ave.	New Rails/ Overlay Br. 27099		81	73	11-18-88
2781-27848	Hennepin	94	WB TH 94 over TH 35W	Paint, Redeck, Widen Br. 27848		731	568	11-18-88
2781-27850	Hennepin	94	Ramp to WB TH 94 over TH 35W	Redeck Br. 27850		352	317	11-18-88
2781-27861	Hennepin	94	WB TH 94 Ramp to 5th St. over Milw. RR	Paint, Redeck 27861		280	216	11-18-88
2781-27862	Hennepin	94	EB on Ramp over City St. & CMSTP&P RR	Reconst. Rail on Br. 27862		30	27	11-18-88
2781-27877	Hennepin	94	Ramp to WB 5th St. over TH 35W	Overlay Br. 27877		80	72	11-18-88
2781-27961	Hennepin	94	Ramp C over Ramp E, SB Lyndale Ave.	Overlay Br. 27961		85	76	11-18-88

HP29.PP

TABLE 8 (Cont'd.)
TRANSPORTATION IMPROVEMENT PROGRAM - TWIN CITIES METROPOLITAN AREA
MINNESOTA DEPARTMENT OF TRANSPORTATION
MULTI-YEAR ELEMENT

1988 MULTI-YEAR FEDERAL AID
INTERSTATE PRESERVATION (IR) PROGRAM

STATE PROJECT	COUNTY	T.H.	LOCATION	TYPE OF WORK	MI.	ESTIMATED COST($1000'S) TOTAL	FEDERAL	ESTIMATED LETTING DATE
2781-27963	Hennepin	94	Ramp E over NB Lyndale, Henn. Aves.	Overlay Br. 27963		55	50	11-18-88
2781-27965	Hennepin	94	Ramp B over Lyndale Ave.	Overlay Br. 27965		65	58	11-18-88
2781-296	Hennepin	94	TH 12 (Lowry Hill) to Franklin Ave.	Traffic Signs & Devices		550	495	11-18-88
2781-301	Hennepin	94	TH 12 to E. End Mississippi R. Br.	Lighting		250	225	11-18-88
2781-293	Hennepin	94	S. Portal Tunnel to Franklin Ave.	Portable Med. Barriers	3.60	700	630	09-23-88
2781-335	Hennepin	94	TH 12 to Franklin Ave.	Surveillance System		1,800	1,620	11-18-88
2781-336	Hennepin	94	S. Portal Tun. to 0.5 Mi. N.	Rehab.	0.77	550	495	11-18-88

HP29.PP

TABLE 8 (Cont'd.)
TRANSPORTATION IMPROVEMENT PROGRAM - TWIN CITIES METROPOLITAN AREA
MINNESOTA DEPARTMENT OF TRANSPORTATION
MULTI-YEAR ELEMENT

1988 MULTI-YEAR FEDERAL AID
INTERSTATE PRESERVATION (IR) PROGRAM

STATE PROJECT	COUNTY	T.H.	LOCATION	TYPE OF WORK	MI.	ESTIMATED COST($1000'S) TOTAL	FEDERAL	ESTIMATED LETTING DATE
6282-130	Ramsey	94	Marion St. to Franklin Ave.	Grade, Surf., Pavement Reconst.	5.50	8,500	7,650	11-18-88
6282-884	Ramsey	94	Vicinity of TH 280	Construct Bypass		250	225	03-25-88
6283-122	Ramsey	94	Louis/Marion to Mounds Blvd. (6th St. Brs.)	3-Lane Cont., Br. Recon.	1.00	10,715	9,644	11-18-88
6282-62807	Ramsey	94	WB TH 94 over TH 280	Br. 62807		700	630	03-25-88
6282-62811	Ramsey	94	WB TH 94 over TH 280 Ramp	Br. 62811		760	684	03-25-88
6282-62832	Ramsey	94	Under Pedestrian Walkway at Griggs	Br. 62832		200	180	03-25-88
6283-62705	Ramsey	94	WB I94 Under WB I94 Off Ramp	Br. 62705		225	203	11-18-88
6283-62707	Ramsey	94	SB I35E to SB TH 3 over EB I94	Br. 62707		250	225	11-18-88

HP29.PP

TABLE 8 (Cont'd.)
TRANSPORTATION IMPROVEMENT PROGRAM - TWIN CITIES METROPOLITAN AREA
MINNESOTA DEPARTMENT OF TRANSPORTATION
MULTI-YEAR ELEMENT

1988 MULTI-YEAR FEDERAL AID
INTERSTATE PRESERVATION (IR) PROGRAM

STATE PROJECT	COUNTY	T.H.	LOCATION	TYPE OF WORK	MI.	ESTIMATED COST($1000'S) TOTAL	FEDERAL	ESTIMATED LETTING DATE
6283-62830	Ramsey	94	WB I94 Under Ramps	Br. 62830 (Replace Br. 9809)		415	373	11-18-88
6283-62831	Ramsey	94	WB I94 Under Ramps	Br. 62831 (Replace Br. 9810)		270	243	11-18-88
6283-62875	Ramsey	94	WB I94 over BN, Inc.	Br. 62875		3,200	2,880	11-18-88
6283-62876	Ramsey	94	EB I94 over BN, Inc.	Br. 62876		3,000	2,700	11-18-88
6283-62877	Ramsey	94	WB I94 over BN, Inc.	Br. 62877		630	567	11-18-88
6283-62878	Ramsey	94	EB I94 over BN, Inc.	Br. 62878		840	756	11-18-88
6283-62879	Ramsey	94	WB I94 Ramp over BN, Inc.	Br. 62879		320	288	11-18-88
6283-62880	Ramsey	94	EB I94 Conn. to E. 6th St. over BN, Inc.	Br. 62880		370	333	11-18-88

HP29.PP

TABLE 8 (Cont'd.)
TRANSPORTATION IMPROVEMENT PROGRAM - TWIN CITIES METROPOLITAN AREA
MINNESOTA DEPARTMENT OF TRANSPORTATION
MULTI-YEAR ELEMENT

1988 MULTI-YEAR FEDERAL AID
INTERSTATE PRESERVATION (IR) PROGRAM

STATE PROJECT	COUNTY	T.H.	LOCATION	TYPE OF WORK	MI.	ESTIMATED COST($1000'S) TOTAL	FEDERAL	ESTIMATED LETTING DATE
6283-62881	Ramsey	94	E. 6th St. Conn. to WB I94 over BN, Inc.	Br. 62881		420	378	11-18-88
6283-62882	Ramsey	94	EB I94 Conn. to E. 6th St. over WB I94	Br. 62882		590	531	11-18-88
6282-9631	Ramsey	94	On John Ireland from I94 to 6th St. Ramp	Br. Rail, Sidewalk, etc.		885	0	11-18-88
6282-62884	Ramsey	94	EB TH 94 to NB TH 280 over 2 Ramps	Redeck & Paint Br. 62844		325	292	11-18-88
6282-62847	Ramsey	94	TH 94 over Fairview Ave.	Overlay Br. 62847		225	203	11-18-88
6283-62702	Ramsey	94	E. 9th St. over EB I94	Br. 62702		1,100	990	11-18-88
6283-62704	Ramsey	94	Ramp over EB I94 0.1 Mi. SE of Jct. TH 5	Br. 62704		1,000	900	11-18-88

HP29.PP

TABLE 8 (Cont'd.)
TRANSPORTATION IMPROVEMENT PROGRAM - TWIN CITIES METROPOLITAN AREA
MINNESOTA DEPARTMENT OF TRANSPORTATION
MULTI-YEAR ELEMENT

1988 MULTI-YEAR FEDERAL AID
INTERSTATE PRESERVATION (IR) PROGRAM

STATE PROJECT	COUNTY	T.H.	LOCATION	TYPE OF WORK	MI.	ESTIMATED COST($1000'S) TOTAL	FEDERAL	ESTIMATED LETTING DATE
6283-62838	Ramsey	94	At TH 61, Earl, Johnson Pkwy.	Rep. Joints 62838; overlay 62861, 6286		600	540	11-18-88
6282-143	Ramsey	94	At 4 Locatins (Part of 6th St. Rec.)	Traffic Signals		300	270	11-18-88
6282-133	Ramsey	94	Snelling Ave. to Franklin Ave.	Traffic Signs & Devices	2.70	200	180	11-18-88
6282-882	Ramsey	94	Mounds Blvd. to Snelling Ave.	Traffic Surveillance		2,900	2,610	11-18-88
6282-881	Ramsey	94	Snelling Ave. to Franklin Ave.	Lighting		120	108	11-18-88
6282-883	Ramsey	94	From TH 280 to Pascal St.	Noise Abatement		330	297	11-18-88
6282-131	Ramsey	94	Snelling Ave. to Franklin Ave.	Traffic Surveil. Install.	2.70	250	225	11-18-88

HP29.PP

TABLE 8 (Cont'd.)
TRANSPORTATION IMPROVEMENT PROGRAM - TWIN CITIES METROPOLITAN AREA
MINNESOTA DEPARTMENT OF TRANSPORTATION
MULTI-YEAR ELEMENT

1988 MULTI-YEAR FEDERAL AID
INTERSTATE PRESERVATION (IR) PROGRAM

STATE PROJECT	COUNTY	T.H.	LOCATION	TYPE OF WORK	MI.	ESTIMATED COST($1000'S) TOTAL	FEDERAL	ESTIMATED LETTING DATE
6282-132	Ramsey	94	Marion St. in St. Paul to Franklin Ave. in Mpls.	Port Median Barr.		700	630	03-25-88
6283-882	Ramsey	94	Mounds Blvd. to White Bear Ave.	Joint Rehab.		700	630	11-18-88
2789-18	Hennepin	394	0.3 Mi. W. TH 100 to W. Lim. Mpls., C. Lk. Rd.--Glwd. Ave (on 100)	Grade, Surf., & Br.	0.90	1,200	1,080	07-22-88
2789-17	Hennepin	394	0.2 Mi. E. Boone Ave. to 0.3 Mi. W. TH 100	Grade, Surf., Fence, Signal, Signs, Lights, Lanes	1.90	1,500	1,350	05-27-88
2789-8810	Hennepin	394	0.1 Mi. W. of Plymouth Rd. to 0.2 Mi. E. of Boone Ave.	Signing	3.00	50	45	06-24-88

HP29.PP

TABLE 8 (Cont'd.)
TRANSPORTATION IMPROVEMENT PROGRAM - TWIN CITIES METROPOLITAN AREA
MINNESOTA DEPARTMENT OF TRANSPORTATION
MULTI-YEAR ELEMENT

1988 MULTI-YEAR FEDERAL AID
INTERSTATE PRESERVATION (IR) PROGRAM

STATE PROJECT	COUNTY	T.H.	LOCATION	TYPE OF WORK	MI.	ESTIMATED COST($1000'S) TOTAL	FEDERAL	ESTIMATED LETTING DATE
2789-8813	Hennepin	394	0.1 Mi. W. Plymouth Rd. to 0.2 Mi. E. of Boone Ave.	Lighting	3.00	20	18	06-24-88
2789-8805	Hennepin	394	0.3 Mi. W. of 494 to 0.2 Mi. W. Ply. Rd.	Landscaping		600	540	07-22-88
2789-8831	Hennepin	394	At Louisiana Ave.-Transit Transfer Station	Building & Pk. & Ride Lo.		750	675	05-27-88
2789-43	Hennepin	394	W. Jct. TH 101 (on TH 12) to TH 94	Traffic Mgmt. System	10.70	2,200	1,980	11-18-88
2789-44	Hennepin	394	TH 94 to Wash. Ave. (3rd Ave. Dist.)	Traffic Mgmt. System	1.00	530	477	11-18-88
8285-70	Washington	494	WB over Carver & Century Aves.	Redeck & Widen Br. 9775; Overlay		450	405	01-22-88

HP29.PP

TABLE 8 (Cont'd.)
TRANSPORTATION IMPROVEMENT PROGRAM - TWIN CITIES METROPOLITAN AREA
MINNESOTA DEPARTMENT OF TRANSPORTATION
MULTI-YEAR ELEMENT

1988 MULTI-YEAR FEDERAL AID
INTERSTATE PRESERVATION (IR) PROGRAM

STATE PROJECT	COUNTY	T.H.	LOCATION	TYPE OF WORK	MI.	ESTIMATED COST($1000'S) TOTAL	FEDERAL	ESTIMATED LETTING DATE
1986-21	Dakota	494	E. End of Minn. River Br. 9217 to TH 55	Landscaping		85	77	02-26-88
1985-107	Washington	494	5th Ave. in S. St. Paul to I94	Joint Rehab.		1,200	1,080	01-22-88
2785-240	Hennepin	494	1.3 Mi. S. of TH 12 to TH 55	Pave & Joint Repair Plane	4.04	2,100	1,890	02-26-88
2785-245	Hennepin	494	12th Ave. So. to CSAH 18	Roadway Rehabilitation	7.70	8,000	7,200	11-18-88
2785-9741	Hennepin	494	Over TH 5 in Eden Prairie	Widen & Repl. Deck on S.B. 9741 & NB 9742		750	675	01-22-88
2785-8807	Hennepin	494	TH 7 to TH 169	Traffic Signs & Devices		250	225	04-22-88
8286-44	Washington	694	Jct. TH 94 to Wash.-Ramsey Co. Line (TH 120)	Landscaping		165	148	11-18-88

HP29.PP

TABLE 8 (Cont'd.)
TRANSPORTATION IMPROVEMENT PROGRAM - TWIN CITIES METROPOLITAN AREA
MINNESOTA DEPARTMENT OF TRANSPORTATION
MULTI-YEAR ELEMENT

1988 MULTI-YEAR FEDERAL AID
INTERSTATE PRESERVATION (IR) PROGRAM

STATE PROJECT	COUNTY	T.H.	LOCATION	TYPE OF WORK	MI.	ESTIMATED COST($1000'S) TOTAL	FEDERAL	ESTIMATED LETTING DATE
0285-51	Anoka	694	E. End of Miss. River Br. to E. Co Line	Grade, Surf., Sign, Lights, TMS	2.61	4,200	3,780	04-22-88
2787-14	Hennepin	694	TH 252 to E. End Miss. R. Br.	Grading & Surf.	0.38	1,800	1,620	04-22-88
2787-15	Hennepin	694	Dupont Ave. to TH 252	Grade & Surf. Auxiliary Lane	0.28	500	450	04-22-88
6285-103	Ramsey	694	W. Co. Line to 35W	Grade, Surf., Sign, Lights, TMS	2.04	3,300	2,970	10-28-88
0285-9853	Anoka	694	TH 694 WB over 7th St.	Widen & Redeck Br. 9853		700	630	04-22-88
0285-9854	Anoka	694	TH 694 EB over 7th St.	Widen & Redeck Br. 9854		700	630	04-22-88
0285-9862	Anoka	694	TH 694 EB over CSAH 1	Widen & Redeck Br. 9862		1,000	900	04-22-88
0285-9863	Anoka	694	TH 694 WB over TH 47	Widen & Redeck Br. 9863		800	720	04-22-88

HP29.PP

TABLE 8 (Cont'd.)
TRANSPORTATION IMPROVEMENT PROGRAM - TWIN CITIES METROPOLITAN AREA
MINNESOTA DEPARTMENT OF TRANSPORTATION
MULTI-YEAR ELEMENT

1988 MULTI-YEAR FEDERAL AID
INTERSTATE PRESERVATION (IR) PROGRAM

STATE PROJECT	COUNTY	T.H.	LOCATION	TYPE OF WORK	MI.	ESTIMATED COST($1000'S) TOTAL	FEDERAL	ESTIMATED LETTING DATE
0285-9864	Anoka	694	TH 694 EB over TH 47	Widen & Redeck Br. 9864		800	720	04-22-88
0285-9865	Anoka	694	TH 694 WB over TH 65	Widen & Redeck Br. 9865		1,000	900	04-22-88
0285-9866	Anoka	694	TH 694 EB over TH 65	Widen & Redeck Br. 9866		1,000	900	04-22-88
2787-27734	Hennepin	694	TH 694 EB over TH 94 WB	Widen Br. 27734		250	225	04-22-88
2787-27801	Hennepin	694	TH 694 EB over Miss. River	Replace Br. 6440		4,700	4,230	04-22-88
2787-27890	Hennepin	694	NW Loop over Ramp at TH 252	Br. 27890		180	162	04-22-88
2787-27891A	Hennepin	694	TH 694 over TH 252	Widen Br. 27891		250	225	04-22-88
2786-8803	Hennepin	694	WB-800' W. of TH 169 to 200' E. of Humboldt Ave.	Pave Rehab.		400	360	04-22-88
				1988 TOTALS		134,068	118,728	

HP29.PP

TABLE 9
TRANSPORTATION IMPROVEMENT PROGRAM - TWIN CITIES METROPOLITAN AREA
MINNESOTA DEPARTMENT OF TRANSPORTATION
MULTI-YEAR ELEMENT

1989 MULTI-YEAR FEDERAL AID
INTERSTATE PRESERVATION (IR) PROGRAM

STATE PROJECT	COUNTY	T.H.	LOCATION	TYPE OF WORK	MI.	ESTIMATED COST($1000'S) TOTAL	FEDERAL	ESTIMATED LETTING DATE
0282-24	Anoka	35E	From TH 96 to N. Jct. I35W/ I35E	Bituminous Overlay	10.14	2,400	2,160	03-24-89
6284-9603	Ramsey	35W	Over Co. Rd. I	Overlay Br. 9603		300	270	03-24-89
0280-37	Anoka	35W	From TH 49 to Jct. I35W/I35E	Bituminous Overlay, Br. Railing	5.27	1,200	1,080	03-24-89
2786-8806	Hennepin	94	EB--800' W. of TH 169 to TH 252	Pave Rehab.		450	405	03-24-89
8282-890	Washington	94	TH 494/694 to the St. Croix River	Landscaping		450	405	02-24-89
2789-8811	Hennepin	394	0.2 Mi. E. Boone Ave. to TH 94	Signing	4.90	50	45	06-23-89
2789-8814	Hennepin	394	0.2 Mi. E. Boone Ave. to Penn. Ave.	Lighting	3.80	20	18	06-23-89

HP29.PP

TABLE 9 (Cont'd.)
TRANSPORTATION IMPROVEMENT PROGRAM - TWIN CITIES METROPOLITAN AREA
MINNESOTA DEPARTMENT OF TRANSPORTATION
MULTI-YEAR ELEMENT

1989 MULTI-YEAR FEDERAL AID
INTERSTATE PRESERVATION (IR) PROGRAM

STATE PROJECT	COUNTY	T.H.	LOCATION	TYPE OF WORK	MI.	ESTIMATED COST($1000'S) TOTAL	FEDERAL	ESTIMATED LETTING DATE
2785-246	Hennepin	494	TH 7 to CSAH 18	Pavement & Joint Repair	6.13	1,500	1,350	11-19-89
				1989 TOTALS		6,370	5,733	

HP29.PP

TABLE 10
TRANSPORTATION IMPROVEMENT PROGRAM - TWIN CITIES METROPOLITAN AREA
MINNESOTA DEPARTMENT OF TRANSPORTATION
ANNUAL ELEMENT

1987 ANNUAL ELEMENT FEDERAL AID
INTERSTATE SUBSTITUTION PROGRAM

General revenue and trust funds are made available for this program as a result of the withdrawal of I-335 in Minneapolis under provisions of Section 103 (e) (4) of 23 U.S.C. Projects were selected by the Transportation Advisory Board and the Metropolitan Council

STATE PROJECT	COUNTY	T.H.	LOCATION	TYPE OF WORK	MI.	ESTIMATED COST($1000'S) TOTAL	FEDERAL	ESTIMATED LETTING DATE		RESPONSIBLE AGENCY
27-652-12	Hennepin	CSAH 52	1st Ave. S. to Nicollet Island	Hennepin Bridge over Miss. R. & Approaches		500	425 (R/W)	4/4	1986	Hennepin Co.
2700-62 6200-15	Hennepin Ramsey		University Transit Corridor	Grade, Surface, Bridges, etc.		7,358	6,254 (R/W)	2/4	1987	U of M
27-652-12	Hennepin	CSAH 52	1st Ave. S. to Nicollet Island	Hennepin Bridge over Miss. R. & Approaches		20,000	17,000	2/4	1987	Hennepin Co.
2710-25	Hennepin	65	TH 65 (Central Ave.) at Bdway. Ave.	Replace Bridges 90433 & 90433A + Signals	0.68	5,800	4,930	12/19	1986	Mn/DOT
27-652-10 IX5240(6)	Hennepin	CSAH 52	3rd Ave. SE to 16th Ave. SE BNRR Br. 27637 at Fillmore St.	Grade, Surf., Signal, Br. 27637		3,250	2,750	12/19	1986	Hennepin Co.
				1987 TOTALS		36,908	31,359			

HP35.PP

TABLE 11
TRANSPORTATION IMPROVEMENT PROGRAM - TWIN CITIES METROPOLITAN AREA
MINNESOTA DEPARTMENT OF TRANSPORTATION
MULTI-YEAR ELEMENT

1988 MULTI-YEAR ELEMENT
INTERSTATE SUBSTITUTION PROGRAM

STATE PROJECT	COUNTY	T.H.	LOCATION	TYPE OF WORK	MI.	ESTIMATED COST($1000'S) TOTAL	FEDERAL	ESTIMATED LETTING DATE		RESPONSIBLE AGENCY
6200-15 2700-62	Ramsey Hennepin		Univ. Area Transit Corridor	Grade, Surf., Bridges, Etc.	6.20	10,000	7,225	3/4	1988	U of M
				1988 TOTALS		10,000	7,225			

HP35.PP

PRELIMINARY ENGINEERING

It is difficult to determine accurately the preliminary engineering (p.e.) requirements for Mn/DOT's construction program areas. This is because most Interstate and Interstate substitution projects are candidates for Federal p.e. funds. Because Federal p.e. funds are seldom requested in program categories other than Interstate and Interstate substitution, Mn/DOT wishes to retain the option of requesting Federal p.e. funding on all projects in the State's long-range transportation plan. Reasonable amounts for categorical estimates would be $1,000,000 per year for Federal Aid Interstate (FAI) projects, $1,000,000 for Interstate Substitution projects, and $100,000 per year for all other categories. These amounts would be in addition to the p.e. projects itemized in this TIP. These funds are included to cover numerous small projects that evolve on short notice. Typically these are projects considered necessary after initial completion improvements (i.e., noise wall construction). In no case would these funds be sought for preliminary engineering for new location studies.

RIGHT-OF-WAY

In addition to right-of-way projects listed in the TIP, there may be certain other projects involving right-of-way hardships and right-of-way incidentals for projects in the State's six year construction program. Since it is difficult to assess these requirements in advance, Mn/DOT would also like to retain the option of requesting Federal participation for right-of-way hardships in the amount of $1,500,000 per year and right-of-way incidentals in the amount of $1,500,000 per year. Most of this acivity will be in the Interstate and Interstate Substitution Categories.

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TABLE 12
TRANSPORTATION IMPROVEMENT PROGRAM - TWIN CITIES METROPOLITAN AREA
MINNESOTA DEPARTMENT OF TRANSPORTATION
ANNUAL ELEMENT

1987 ANNUAL ELEMENT
RIGHT OF WAY PROGRAM
INTERSTATE & INTERSTATE SUBSTITUTION

STATE PROJECT	COUNTY	T.H.	LOCATION	ESTIMATED COST($1000'S) TOTAL	FEDERAL	ESTIMATED ACQUISITION DATE
6280-231	Ramsey	35E	Grand-Ramsey to I-94	300	270	1987
2781-288	Hennepin	94	Lowry Hill Tunnel to E. End Miss. R. Br.	25	23	1987
2789	Hennepin	394	Jct. I-494 to Jct. I-94	25,000	22,500	1987
0285	Anoka	694	CSAH 1 to TH 47 E. Co. Line	75	68	1987
			TOTALS	25,400	22,861	

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TABLE 13
TRANSPORTATION IMPROVEMENT PROGRAM - TWIN CITIES METROPOLITAN AREA
MINNESOTA DEPARTMENT OF TRANSPORTATION
ANNUAL ELEMENT

1987 FEDERAL AID
PRIMARY CONSTRUCTION PROGRAM

This program consists of improvements or stages of improvements which involves extensive lead time and considerable expense. The projects have, by the time they are included in the Transportation Improvement Program, already met the many preliminary State and Federal requirements. They have been developed cooperatively with the affected local units of government.

STATE PROJECT	COUNTY	T.H.	LOCATION	TYPE OF WORK	MI.	ESTIMATED COST($1000'S) TOTAL	FEDERAL	ESTIMATED LETTING DATE
1002-45	Carver	5	TH 41 to 0.25 Mi. W. of CSAH 4	Shoulder & Slope Work	5.46	1,500	1,151	04-24-87
2701-27	Hennepin	5	At Mitch. Rd. fr. Wallace Rd. to Prairie Cent. Dr.	Widen Rdwy. (Grade & Surf.)	1.60	1,700	1,305	04-24-87
2706-8804	Hennepin	7	TH 7 at Vinehill Rd. in Shorewood	Sig. Rev. & Minor Channel.		70	19	05-22-87
0214-7	Anoka	10	TH 65 to 85th Ave. (Co. Rd. J)	Grade, Surf., Sign., Sig.	1.00	1,300	998	03-27-87
2722-40	Hennepin	55	At CSAH 116 in Medinia	Signal & Channel. Channel. (Stage 2)		1,250	883	01-23-87
6220-881	Ramsey	61	Burns Ave. to I494	Landscaping		200	190	11-20-87
2758-40	Hennepin	77	CSAH 1 to 66th St.	Grade & Surface		60,000		08-03-87*
				1987 TOTALS		6,020	4,546	

* $60,000,000 in Bond Money--City of Bloomington

HP31.PP

TABLE 14
TRANSPORTATION IMPROVEMENT PROGRAM - TWIN CITIES METROPOLITAN AREA
MINNESOTA DEPARTMENT OF TRANSPORTATION
MULTI-YEAR ELEMENT

1988 FEDERAL AID
PRIMARY CONSTRUCTION PROGRAM

STATE PROJECT	COUNTY	T.H.	LOCATION	TYPE OF WORK	MI.	ESTIMATED COST($1000'S) TOTAL	FEDERAL	ESTIMATED LETTING DATE
1928-22	Dakota	3	TH 52 & 55 to TH 110 (I494)	Grading & Bridges	3.80	12,000	9,209	01-24-88
2701-25	Hennepin	5	0.6 Mi. W. of CSAH 4 to 0.4 Mi. W. of Mitchell Rd.	Widen Roadway		800	614	02-26-88
1901-113	Dakota	13	At intersection of TH 13, 55 & 110 (Mendota Interchange)	Grading, Surface		3,000	2,302	01-22-88
1910-28	Dakota	55	W. Corp Limits of Hastings to TH 61	Grading & Surfacing		3,200	2,456	01-22-88
1913-46	Dakota	61	S. Jct TH 316 to S. Limits Hastings	Remove Bit., Widen, Overlay	12.14	2,000	1,535	01-22-88
7007-8801	Scott	169	1.1 Mi. S. of Jct. TH 25 to 0.4 Mi. N. of S. Lim. Shak.	Crack & Overlay	16.38	3,300	2,532	01-22-88
				1988 TOTALS		24,300	18,648	

HP31.PP

TABLE 15
TRANSPORTATION IMPROVEMENT PROGRAM - TWIN CITIES METROPOLITAN AREA
MINNESOTA DEPARTMENT OF TRANSPORTATION
MULTI-YEAR ELEMENT

1989 FEDERAL AID
PRIMARY CONSTRUCTION PROGRAM

STATE PROJECT	COUNTY	T.H.	LOCATION	TYPE OF WORK	MI.	ESTIMATED COST($1000'S) TOTAL	FEDERAL	ESTIMATED LETTING DATE
1928-882	Dakota	3	TH 52 & 55 to TH 494	Surfacing & Misc.		5,700	4,374	01-27-89
1002-44	Carver	5	From Co. Rd. 17 to CSAH 4	Grade, Surf. Br. 10009-2nd Rdwy.	3.00	6,100	4,681	11-17-89
8202-2	Washington	10	From St. Croix River to TH 61	Grading & Surf.	3.00	6,600	5,065	01-27-89
1902-37	Dakota	55	At Intersection of TH 13, 55 & 110	Grade, Surf., etc., Br. 19089, 19090	5.20	5,100	3,914	11-17-89
8210-81	Washington	95	S. Limits Marine on St. Croix to TH 96	Reconditioning	9.44	4,800	3,684	02-24-89
				1989 TOTALS		28,300	21,718	

HP31.PP

TABLE 16
TRANSPORTATION IMPROVEMENT PROGRAM - TWIN CITIES METROPOLITAN AREA
MINNESOTA DEPARTMENT OF TRANSPORTATION
ANNUAL ELEMENT

1987 ANNUAL ELEMENT FEDERAL AID
URBAN CONSTRUCTION PROGRAM

FEDERAL AID URBAN SYSTEM

Projects included in this program were selected through the Transportation Advisory Board's and the Metropolitan Council's annual priority rating process with scheduling based upon the responsible agency's ability to advance the project for contract letting.

HP32.PP

TABLE 16 (Cont.'d)
TRANSPORTATION IMPROVEMENT PROGRAM - TWIN CITIES METROPOLITAN AREA
MINNESOTA DEPARTMENT OF TRANSPORTATION

ROADWAY CONSTRUCTION

1987 ANNUAL ELEMENT FEDERAL AID
URBAN CONSTRUCTION PROGRAM

S.P.	COUNTY*.	LOCATION	DESCRIPTION	EST. COST $1,000'S MILES	TOTAL	FED	SOURCES OF MATCHING FUNDS	RECIPIENT AGENCY	RESPONSIBLE AGENCY
02-608-07 M 5110( )	Anoka	CSAH 8(Osborne Rd) Commerce St. to CSAH 1 and No. & So. on CSAH 1	Reconst. Channelization		650	499	County	County	County
182-080-01 M 5260( )	Hennepin	Co.Rd 70 (Medicine Lk.Rd.) - CSAH 18 To Douglas Dr. in New Hope	Reconst.		1,850	1,420	City	City	City
141-332-01 M 5404	Hennepin	On Wash. Ave. S. from 5th Ave. S. to I-35W	Reconst. of Roadway	---	2,862	2,196	City	City	City
27-601-16 M 5001	Hennepin	On CSAH 1 (24th Ave.) at I-494 in Bloomington	Interchange Revision	0.2	4,992	3,162	County	County	County
2789-18	Hennepin	TH 100 from Minnetonka Blvd. to Glenwood Ave.	Grading, Surf., Brs., Sign. & Lighting		5,600	4,104	Mn/DOT	Mn/DOT	Mn/DOT

HP32.PP

TABLE 16 (Cont'd.)
TRANSPORTATION IMPROVEMENT PROGRAM - TWIN CITIES METROPOLITAN AREA
MINNESOTA DEPARTMENT OF TRANSPORTATION

ROADWAY CONSTRUCTION

1987 ANNUAL ELEMENT FEDERAL AID
URBAN CONSTRUCTION PROGRAM

S.P.	COUNTY*	LOCATION	DESCRIPTION	MILES	EST. COST $1,000'S TOTAL	EST. COST $1,000'S FED	SOURCES OF MATCHING FUNDS	RECIPIENT AGENCY	RESPONSIBLE AGENCY
164-020-57 M 5018( )	Ramsey	Shepard Rd. I-35E to Randolph Ave. in St. Paul	Reconst. (STAGE I)		1,445	1,109	City	City	City
62-668-13 M 5081 M 5085	Ramsey	McKnight Rd.(CSAH 68): I-94 to TH 36	Roadway Reconstruction (1st Stage)	4.37	2,052	1,575	County	County	County
6215/6216 M 5421	Ramsey	TH 51 (Snelling Ave.) from Como to TH 36	Reconst. of Roadway Signals Lights & Interconnect	2.00	3,420	2,625	Mn/DOT	Mn/DOT	Mn/DOT
62-668-13 M 5081 M 5085	Ramsey	McKnight Rd. (CSAH 68): I-94 to TH 36	Roadway Reconstruction (2nd Stage)	4.37	2,052	1,575	County	County	County
62-668-13 M 5081 M 5085	Ramsey	At McKnight Rd. (CSAH 68)	Roadway Reconstr. (3rd Stage)	4.37	2,502	1,575	County	County	County
			1987 Roadway Construction Totals		27,425	19,840			

HP32.PP

TABLE 16 (Cont'd)
TRANSPORTATION IMPROVEMENT PROGRAM - TWIN CITIES METROPOLITAN AREA
MINNESOTA DEPARTMENT OF TRANSPORTATION

CAPACITY

1987 ANNUAL ELEMENT FEDERAL AID
URBAN CONSTRUCTION PROGRAM

S.P.	COUNTY	LOCATION	DESCRIPTION	MILES	EST. COST $1,000'S TOTAL	EST. COST $1,000'S FED	SOURCES OF MATCHING FUNDS	RECIPIENT AGENCY	RESPONSIBLE AGENCY
19-642-18 M 5046( )	Dakota	CSAH 42- Co Rd 11 to 500' W. of Pennock Lane	Widen, Signals, Storm Sewer, C&G Detached Trail		1,710	1,140	County	County	County
27-632-15 M 5206( )	Hennepin	CSAH 32 (Penn Ave.)- W. 80th St. to W. 75th St. in Bloomington & Richfield	Widen, Channelization Signals, Interconnect, Median (STAGE I)		2,030	1,543	County	County	County
27-632-15 M 5206( )	Hennepin	CSAH 32 (Penn Ave.)- W. 80th St. to W. 75th St.	Widen, Channelization Signals, Interconnect, Median (STAGE II)		2,000	1,520	County	County	County
164-070- M SIGS	Ramsey	St. Paul C.B.D.	Computerized Signal Project		2,215	1,650	City	City	City
164-010- M5421( )	Ramsey	Snelling Ave.	Signals, Etc. Selby to Hewitt & Fairview to Hamline on Univ. Ave.		300	230	City	City	City
			1987 Capacity Totals		8,255	6,083			

HP32.PP

TABLE 16 (Cont'd.)
TRANSPORTATION IMPROVEMENT PROGRAM - TWIN CITIES METROPOLITAN AREA
MINNESOTA DEPARTMENT OF TRANSPORTATION

SAFETY

1987 ANNUAL ELEMENT FEDERAL AID
URBAN CONSTRUCTION PROGRAM

S.P.	COUNTY	LOCATION	DESCRIPTION	MILES	EST. COST $1,000'S TOTAL	EST. COST $1,000'S FED	SOURCES OF MATCHING FUNDS	RECIPIENT AGENCY	RESPONSIBLE AGENCY
1908-58 M 5406( )	Dakota	TH 52 (Rob't St)- Mendota Hts. Rd. to Annapolis Ave.	Turn Lanes, Add'l. Traffic Lanes, Signals	2.25	1,980	1,254	Mn/DOT	Mn/DOT	Mn/DOT
6217-29 M 5406( )	Ramsey	TH 52 (Rob't St.) Annapolis Ave. to Concord St.	Turn Lanes, Add'l. Traffic & Parking Lanes, Signals, Widen, C&G Median	0.75	505	323	Mn/DOT	Mn/DOT	Mn/DOT
164-010-35 M 5409( )	Ramsey	Cretin Ave. at Marshall	Turn Lanes, Widening, Revised Traffic Signal		305	234	City	City	City
			1987 Safety Total		2,790	1,811			

HP32.PP

TABLE 16 (Cont'd.)
TRANSPORTATION IMPROVEMENT PROGRAM - TWIN CITIES METROPOLITAN AREA
MINNESOTA DEPARTMENT OF TRANSPORTATION

BIKEWAY/WALKWAY

1987 ANNUAL ELEMENT FEDERAL AID
URBAN CONSTRUCTION PROGRAM

S.P.	COUNTY	LOCATION	DESCRIPTION	MILES	EST. COST $1,000'S TOTAL	EST. COST $1,000'S FED	SOURCES OF MATCHING FUNDS	RECIPIENT AGENCY	RESPONSIBLE AGENCY
141-350-01 M 5245( )	Hennepin	Mid-block 5th St to 6th St. N & 1st Ave to 2nd Ave to E. R/W of Hennepin Ave. in Mpls.	Skyway (STAGE I)		1,628	211*	City	City	City
141-350-01 M 5245( )	Hennepin	Mid-block 5th St to 6th St. N. & 1st Ave to 2nd Ave to E. R/W of Hennepin Ave. in Mpls.	Skyway (STAGE II)		1,627	211*	City	City	City
141-208-05 & 06 M 5245( )	Hennepin	4th to 7th St.	Skyway Conn. 4th St. Garage & 7th St. Garage to 5th St. Skyway, Staged		5,100	3,914	City	City	City
141-010-02 M 5403( )	Hennepin	Lyndale Ave. S. Hennepin Ave. - Loring Pk. (East) To Kenwood Pkwy. (West) in Mpls.	Bikeway Pedway		530	400	City	City	City
			1987 Bikeway Walkway Total		8,885	4,736			

* only the costs associated with traversing the roadways are included.

HP32.PP

TABLE 16 (Cont'd.)
TRANSPORTATION IMPROVEMENT PROGRAM - TWIN CITIES METROPOLITAN AREA
MINNESOTA DEPARTMENT OF TRANSPORTATION

TRANSIT

1987 ANNUAL ELEMENT FEDERAL AID
URBAN CONSTRUCTION PROGRAM

S.P.	COUNTY	LOCATION	DESCRIPTION	MILES	EST. COST $1,000'S TOTAL	EST. COST $1,000'S FED	SOURCES OF MATCHING FUNDS	RECIPIENT AGENCY	RESPONSIBLE AGENCY
90-151-01 M 5085( )	Ramsey	McKnight Rd. (13th Ave. in No. St. Paul)	Park/Ride Lot		150	115	MTC	MTC	MTC
90-181-01 M 5176	Hennepin	TH 169/212 (CSAH 61 in Eden Prairie)	Park/Ride Lot		150	115	MTC	MTC	MTC
M BUS	Hennepin Ramsey	Metro Area	Fleet Modernization		3,330	2,500	MTC	MTC	MTC
M BUS	Hennepin Ramsey	Metro Area	Fleet Modernization		3,330	2,500	MTC	MTC	MTC
90-099-M RIDE( )	Metro Area	Metro Area	Rideshare Program		440	338	MTC	MTC	MTC
IX-M-5240	Hennepin	Hennepin Ave. Between Washington Av. & 1st St. N.	Transit Mall Approach to Hennepin Ave. Bridge		332	260	Mpls.	Mpls.	Hennepin Co.
			1987 Transit Total		7,732	5,828			

HP32.PP

TABLE 16 (Cont'd.)
TRANSPORTATION IMPROVEMENT PROGRAM - TWIN CITIES METROPOLITAN AREA
MINNESOTA DEPARTMENT OF TRANSPORTATION

ROADWAY CONSTRUCTION

OUTSTATE FAU/FAS FUND TRANSFER
1987 ANNUAL ELEMENT FEDERAL AID
URBAN CONSTRUCTION PROGRAM

S.P.	COUNTY	LOCATION	DESCRIPTION	MILES	EST. COST $1,000'S TOTAL	EST. COST $1,000'S FED	SOURCES OF MATCHING FUNDS	RECIPIENT AGENCY	RESPONSIBLE AGENCY
27-666-05 M 5206	Hennepin	On CSAH 66 from E. of CSAH 102 (Douglas Drive) to TH 100 in Golden Valley	Widening and Channelization (T.S.M.)	0.3	914	701	County	County	County
		1987 FAU/FAS Fund Transfer Totals			914	701			
		TOTAL 1987 FAU Program			56,001	38,999			

HP32.PP

TABLE 17
TRANSPORTATION IMPROVEMENT PROGRAM - TWIN CITIES METROPOLITAN AREA
MINNESOTA DEPARTMENT OF TRANSPORTATION

ROADWAY CONSTRUCTION

1988 MULTI-YEAR ELEMENT FEDERAL AID
URBAN CONSTRUCTION PROGRAM

S.P.	COUNTY	LOCATION	DESCRIPTION	MILES	EST. COST $1,000'S TOTAL	EST. COST $1,000'S FED	SOURCES OF MATCHING FUNDS	RECIPIENT AGENCY	RESPONSIBLE AGENCY
164-020-40 M 5018( )	Ramsey	Warner Rd. from Jackson St. to Childs Rd.	Grade, Surf. 4-Lanes Divided (1st Stage)		2,938	2,791	City	City	City
164-020-57 M 5018( )	Ramsey	Shepard Rd. Reconst. & Widen, Const. Brs. fr. Randolph Ave. to Robert St.	Reconst. (STAGE II)		5,075	2,500	City	City	City
6215-55 M 5409	Ramsey	C.M.ST.P. & T.H. 212 P.R.R. over Marshall & Snelling Ave. (TH 51)	Replace Br. 90384		2,594	1,990	Mn/DOT	Mn/DOT	Mn/DOT
1988 Roadway Construction Totals					10,607	7,281			

HP32.PP

TABLE 17 (Cont'd.)
TRANSPORTATION IMPROVEMENT PROGRAM - TWIN CITIES METROPOLITAN AREA
MINNESOTA DEPARTMENT OF TRANSPORTATION

CAPACITY

1988 MULTI-YEAR ELEMENT FEDERAL AID
URBAN CONSTRUCTION PROGRAM

S.P.	COUNTY	LOCATION	DESCRIPTION	MILES	EST. COST $1,000'S TOTAL	EST. COST $1,000'S FED	SOURCES OF MATCHING FUNDS	RECIPIENT AGENCY	RESPONSIBLE AGENCY
6215-55 M5121	Ramsey	Intersection of Marshall & Snelling (TH 51) Under CMSTP & P RR	Widen Rdwy., Adjust Grade		674	517	Mn/DOT	Mn/DOT	Mn/DOT
			1988 Capacity Total		674	517			

HP32.PP

TABLE 17 (Cont'd.)
TRANSPORTATION IMPROVEMENT PROGRAM - TWIN CITIES METROPOLITAN AREA
MINNESOTA DEPARTMENT OF TRANSPORTATION

SAFETY

1988 MULTI-YEAR ELEMENT FEDERAL AID
URBAN CONSTRUCTION PROGRAM

S.P.	COUNTY	LOCATION	DESCRIPTION	MILES	EST. COST $1,000'S TOTAL	EST. COST $1,000'S FED	SOURCES OF MATCHING FUNDS	RECIPIENT AGENCY	RESPONSIBLE AGENCY
82-600-08 M 5038	Washington	Co. Rd 70 at Hadley Ave.	Signals		140	106	County	County	County
			1988 Safety Total		140	106			

HP32.PP

TABLE 17 (Cont'd.)
TRANSPORTATION IMPROVEMENT PROGRAM - TWIN CITIES METROPOLITAN AREA
MINNESOTA DEPARTMENT OF TRANSPORTATION

TRANSIT

1988 MULTI-YEAR ELEMENT FEDERAL AID
URBAN CONSTRUCTION PROGRAM

S.P.	COUNTY	LOCATION	DESCRIPTION	MILES	EST. COST $1,000'S TOTAL	EST. COST $1,000'S FED	SOURCES OF MATCHING FUNDS	RECIPIENT AGENCY	RESPONSIBLE AGENCY
90-099-M Ride( )	Metro Area	Metro Area	Rideshare Program		465	357	MTC	MTC	MTC
			1988 Transit Total		465	357			
			TOTAL 1988 FAU Program		11,886	8,261			

HP32.PP

TABLE 18
TRANSPORTATION IMPROVEMENT PROGRAM - TWIN CITIES METROPOLITAN AREA
MINNESOTA DEPARTMENT OF TRANSPORTATION
MULTI-YEAR ELEMENT

ROADWAY CONSTRUCTION

1989 MULTI-YEAR ELEMENT FEDERAL
AID URBAN CONSTRUCTION PROGRAM

S.P.	COUNTY	LOCATION	DESCRIPTION	MILES	EST. COST $1,000'S TOTAL	EST. COST $1,000'S FED	SOURCES OF MATCHING FUNDS	RECIPIENT AGENCY	RESPONSIBLE AGENCY
164-2040 M 5018( )	Ramsey	Warner Rd. From Jackson St. to Childs Rd.	Grade, Surf. 4-Lanes Divided (2nd Stage)		2,849	2,707	City	City	City
164-020-57	Ramsey	Shepard Rd. Reconst. & Widen Const. Paving fr. Randolph Ave. to Robert St.	(Stage III)		7,529	5,575	City	City	City
1989 Roadway Construction Totals					10,378	8,282			

HP32.PP

TABLE 18 (Cont'd.)
TRANSPORTATION IMPROVEMENT PROGRAM - TWIN CITIES METROPOLITAN AREA
MINNESOTA DEPARTMENT OF TRANSPORTATION

CAPACITY

1989 ANNUAL ELEMENT FEDERAL AID
URBAN CONSTRUCTION PROGRAM

S.P.	COUNTY	LOCATION	DESCRIPTION	MILES	EST. COST $1,000'S TOTAL	EST. COST $1,000'S FED	SOURCES OF MATCHING FUNDS	RECIPIENT AGENCY	RESPONSIBLE AGENCY
19-642-20	DAKOTA	CSAH 42 from CSAH 5 to 750' W. of Portland	Widen from Exist. 4 Lanes Divided to 6 Lanes Divided		3,961	3,640	County	County	County
			1989 Capacity Total		3,961	3,640			
			Total 1989 FAU Program		14,339	11,922			

HP32.PP

TABLE 18A

TRANSPORTATION IMPROVEMENT PROGRAM - TWIN CITIES METROPOLITAN AREA
MINNESOTA DEPARTMENT OF TRANSPORTATION
ANNUAL ELEMENT

1987 ANNUAL ELEMENT FEDERAL AID
INTERMODAL URBAN DEMONSTRATION PROJECT

This project was authorized by the 1974 Highway Act in the amount of $53 million of which $5 million was previously appropriated for Preliminary Engineering and an additional $10 million was appropriated for construction by the 1986 Appropriations Act.

STATE PROJECT	COUNTY	T.H.	LOCATION	TYPE OF WORK	MI.	ESTIMATED COST($1000'S) TOTAL-FEDERAL	ESTIMATED LETTING DATE
2724-87	Hennepin	55	31st to 46th St.	Grade & Surface		11,100 10,000	1987
				1987 TOTALS		11,100 10,000	

HP2092.PP

TABLE 19
TRANSPORTATION IMPROVEMENT PROGRAM - TWIN CITIES METROPOLITAN AREA
MINNESOTA DEPARTMENT OF TRANSPORTATION
ANNUAL ELEMENT

1987 ANNUAL ELEMENT
BRIDGE REPAIR & REPLACEMENT

STATE PROJECT	COUNTY	T.H.	LOCATION	TYPE OF WORK	MI.	ESTIMATED COST($1000'S) TOTAL	FEDERAL	ESTIMATED LETTING DATE
2707-9	Hennepin	7	Lake St. over CNW-CMSTP&P R/R	Replace Br. 4235 & Approaches		3,500	2,800	12-18-87
6214-65	Ramsey	49	Under Soo Line RR 1.0 Mi. N. of Jct. TH 694	Replace Br. 6117, AP	0.60	1,300	0	03-27-87
8607-42	Hennepin	55	High St. to Crow River in Rockford	Replace Br. 5863, Appr., Chan. & Signal		1,600	1,280	11-21-86
1913-5895	Dakota	61	Over Missi. River at Hastings	Overlay & Paint Br. 5895		1,100	0	02-27-87
2781-339	Hennepin	94	Over Lyn. Ave., TH 94 & Henn. Ave.	Loring Pk. Ped./ Bikeway Br.		1,330	406	06-26-87
2747-54	Hennepin	169	On Lyndale Ave. over CMSTP&P R/R	Replace Br. 90450 (27243) & Appro.		825	660	10-24-86
				1987 TOTALS		9,655	5,146	

HP30.PP

TABLE 20
TRANSPORTATION IMPROVEMENT PROGRAM - TWIN CITIES METROPOLITAN AREA
MINNESOTA DEPARTMENT OF TRANSPORTATION
MULTI YEAR ELEMENT

1988 MULTI YEAR
BRIDGE REPAIR & REPLACEMENT

STATE PROJECT	COUNTY	T.H.	LOCATION	TYPE OF WORK	MI.	ESTIMATED COST($1000'S) TOTAL	FEDERAL	ESTIMATED LETTING DATE
2701-26	Hennepin	5	Under C&NW RR-Fuller Rd. to Wallace Rd.	Replace Br. Br. 6660 & Appro.	0.80	5,000	4,000	02-26-88
8216-82010	Washington	10	Over St. Croix R. at Prescott	Br. 82010 (Replace Br. 6009)& Temporary Connection		5,200	4,160	10-28-88
1901-19057	Dakota	13	Over Soo Line RR	Brs. 19057 & 19058		500	400	01-22-88
1904-09	Dakota	50	Over S. Branch Vermillion River 4.5 Mi. E. of Farmington	Replace Br. 3623		300	240	11-18-88
6215-55	Ramsey	51	Snelling & Marshall Under CMSTP&P RR	Replace Br. 90379, 90384 & Approaches		1,532	0	10-28-88
6217-9036	Ramsey	52	TH 52 (Robert St.) over Missi. River	Replace Deck	0.29	5,500	4,400	01-22-88

HP30.PP

TABLE 20 (Cont'd.)
TRANSPORTATION IMPROVEMENT PROGRAM - TWIN CITIES METROPOLITAN AREA
MINNESOTA DEPARTMENT OF TRANSPORTATION
MULTI YEAR ELEMENT

1988 MULTI YEAR
BRIDGE REPAIR & REPLACEMENT

STATE PROJECT	COUNTY	T.H.	LOCATION	TYPE OF WORK	MI.	ESTIMATED COST($1000'S) TOTAL	FEDERAL	ESTIMATED LETTING DATE
2735-143	Hennepin	100	Under CSAH 8 (Bdway. Ave.)	Replace Br. 5885		900	720	02-26-88
2749-30	Hennepin	212	Lake St. over Miss. River	Replace Br. 6520 & Approaches		15,180	12,144	04-22-88
				1988 TOTALS		34,112	26,064	

HP30.PP

TABLE 21
TRANSPORTATION IMPROVEMENT PROGRAM - TWIN CITIES METROPOLITAN AREA
MINNESOTA DEPARTMENT OF TRANSPORTATION
MULTI YEAR ELEMENT

1989 MULTI-YEAR
BRIDGE REPAIR & REPLACEMENT ANNUAL ELEMENT

STATE PROJECT	COUNTY	T.H.	LOCATION	TYPE OF WORK	MI.	ESTIMATED COST($1000'S) TOTAL	FEDERAL	ESTIMATED LETTING DATE
1921-45	Dakota	3	1.1 Mi. S. of Rosemount Under Soo Line	Br. 19086		2,500	0	01-27-89
1921-46	Dakota	3	5.6 Mi. No. of Rosemount Under Soo Line	Br. 19080		2,000	0	01-27-89
2706-144	Hennepin	7	WB Under City St. Conn., 1.3 Mi. NE of Jct. TH 41	Replace Br. 5322		400	320	02-24-89
2706-5323	Hennepin	7	City St. Conn./ HCRRA, 1.3 Mi. NE of Jct. 41	Replace Br. 5323		750	600	02-24-89
1902-19092	Dakota	13	Mendota Conn. over Soo Line RR & Relocated TH 13	Br. 19092		900	720	11-17-89
2720-35	Hennepin	52	Wash. Ave. over BN Inc. 0.2 Mi. NW of TH 12	Replace Br. 6992 & Approaches		1,320	1,056	03-24-89

HP30.PP

TABLE 21 (Cont'd.)
TRANSPORTATION IMPROVEMENT PROGRAM - TWIN CITIES METROPOLITAN AREA
MINNESOTA DEPARTMENT OF TRANSPORTATION
MULTI YEAR ELEMENT

1989 MULTI-YEAR
BRIDGE REPAIR & REPLACEMENT ANNUAL ELEMENT

STATE PROJECT	COUNTY	T.H.	LOCATION	TYPE OF WORK	MI.	ESTIMATED COST($1000'S) TOTAL	FEDERAL	ESTIMATED LETTING DATE
2726-90442	Hennepin	52	University Ave. over B.N. Inc.	Replace Br. 90442		1,700	1,360	03-24-89
2726-92354	Hennepin	52	4th St. over B.N. Inc.	Replace Br. 92354		1,350	1,200	03-24-89
1909-19087	Dakota	55	Over CMSTP&P RR Relocated TH 13-Br. 19087	Replace Br. 19029 & 1903		1,100	880	11-17-89
1909-4190	Dakota	55	Over Minn. River, RR, & St.	Redeck & Widen Br 4190 (Mendota Br.)	0.78	12,000	9,600	11-17-89
8210-74	Washington	95	Under Soo Line RR 4.6 Mi. NE of TH 96	Replace Br. 6267		850	680	02-24-89
2735-134	Hennepin	100	Frontage Rd. over C&NW RR 0.1 Mi. N. of Jct. TH 55	Replace Br. 90667 (27245) & Approach		690	552	01-27-89
2735-144	Hennepin	100	C&NW RR 0.2 Mi. N. of Jct. TH 55	Replace Br. 5400 & Approaches	1.00	2,200	1,760	01-27-89

HP30.PP

TABLE 21 (Cont'd.)
TRANSPORTATION IMPROVEMENT PROGRAM - TWIN CITIES METROPOLITAN AREA
MINNESOTA DEPARTMENT OF TRANSPORTATION
MULTI YEAR ELEMENT

1989 MULTI-YEAR
BRIDGE REPAIR & REPLACEMENT ANNUAL ELEMENT

STATE PROJECT	COUNTY	T.H.	LOCATION	TYPE OF WORK	MI.	ESTIMATED COST($1000'S) TOTAL	FEDERAL	ESTIMATED LETTING DATE
7009-52	Scott	169	Over Minn. R. & Indian Rd. in Shak.	Replace Br. 4175		8,000	6,400	12-15-89
				1989 TOTALS		35,760	25,128	

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5. TRANSIT PROJECTS

Table 22

1987-1989
Transportation Improvement Program
for the
Twin Cities Metropolitan Area
ANNUAL ELEMENT

Project No. and Recipient	Project Title	Funding Source	Federal Share $1,000's	Total Cost $1,000's	Project Year Status
1 MTC	REPLACEMENT OF 125 BUSES	Section 9 Section 23-FAU	$10,426 $ 4,558	$13,033 $ 6,078	1987 to be applied for
	Project Description Purchase of 125 40-foot buses to replace 46 1971-1974 Flxibles and 75 AM Generals. Cost per vehicle is estimated at $148,900.				
2 MTC	CONSTRUCT 2 BUS TURNAROUNDS	Section 9	$ 187	$ 234	1987 to be applied for
	Project Description Construction of two bus turnaround facilities. Purpose is to alleviate hazards and/or clean up currently deteriorated sites. The two sites planned are (1) Gary and Iowa in St. Paul and (2) Golden Valley Road and Xerxes Avenue in Golden Valley.				
3 MTC	COMPUTER-RELATED EQUIPMENT	Section 9	$ 183	$ 229	1987 to be applied for
	Project Description Acquisition of mainframe computer support hardware.				

Table 22 (Continued)

Project No. and Recipient	Project Title	Funding Source	Federal Share $1,000's	Total Cost $1,000's	Project Year Status
4 MTC	CAPITAL EQUIPMENT	Section 9	$ 1,293	$ 1,617	1987 to be applied for

Project Description

Purchase of tools and equipment necessary for bus and facility operations and maintenance, including:

- 6 support vehicles (1 truck, 5 autos) $ 78,000
- office equipment $ 13,000
- stationary surveillance security equipment $ 6,000
- radios (bus) $1,000,000
- miscellaneous communications equipment $ 152,800
- shop equipment $ 316,630

5 MTC	BUS REPLACEMENT	MN-90-X020	$ 9,114	$11,393	1986 Pending

Project Description

This project to purchase 107 buses to replace 1971-1974 Flxible buses will be funded in part from this grant.

6 MTC	2 BUS TURNAROUNDS	MN-90-X020	$ 145	$ 182	1986 Pending

Project Description

This project will provide for the design and construction of two bus turnarounds: 1) at 58th and Longfellow, Mpls. and 2) at 56th and Chicago, Mpls., with design to be in 1986 and construction in 1987.

Table 22 (Continued)

Project No. and Recipient	Project Title	Funding Source	Federal Share $1,000's	Total Cost $1,000's	Project Year Status
7 / MTC	1986 CAPITAL EQUIPMENT	MN-90-X020	$ 996	$ 1,245	1986 Pending

Project Description

This project will provide for the purchase of tools and equipment necessary for agency operation, including:

- purchase of 22 support vehicles ($325,000)
- purchase of miscellaneous office equipment ($15,000)
- purchase fare collection equipment ($27,000)
- purchase surveillance/communication equipment ($281,000)
- rehabilitation of office support equipment ($9,000)

8 / MTC	ST. PAUL CBD LAYOVER FACILITY	MN-90-X020	$ 423	$ 529	1986 Pending

Project Description

This project is concerned with the design and construction of a permanent bus layover facility near the St. Paul Business District, to replace on-street space which will be lost as renewal of the Lowertown area continues. Detailed design, site acquisition, and the initiation of construction would be undertaken in 1986 with completion in 1987.

9 / MTC	20 DEMONSTRATION BUSES	MN-03-0035	$ 3,000	$ 4,000	1986 In Process

Project Description

To purchase 20 standard lift-equipped 40-foot buses to test in regular sevice as part of the New Bus Equipment Introduction (NBEI) program.

Table 22 (Continued)

Project No. and Recipient	Project Title	Funding Source	Federal Share $1,000's	Total Cost $1,000's	Project Year Status
10 MTC	BUS REPLACEMENT	MN-90-X013	$ 8,576	$10,720	1985 In Process
	Project Description A project to purchase buses to replace 67 buses acquired in 1972. Buses to be delivered in 1986 and 1987.				
11 MTC	CENTRAL MONEY COUNTING ROOM	MN-90-X013	$ 322	$ 402	1985 In Process
	Project Description Construction and equipping of a self-contained central money counting facility within the Fred T. Heywood Operating Facility. The project will be completed in 1987.				
12 MTC	RADIO COMPUTER SYSTEM UPGRADE	MN-90-X013	$ 188	$ 235	1985 In Process
	Project Description A project to improve the existing radio communication system, replacing the computer equipment and microwave equipment and providing necessary radio equipment will be funded in part by this grant.				

Table 22 (Continued)

Project No. and Recipient	Project Title	Funding Source	Federal Share $1,000's	Total Cost $1,000's	Project Year Status
13 MTC	MANAGEMENT INFORMATION SYSTEM	MN-90-X013	$ 818	$ 1,023	1985 In Process
	Project Description Acquisition of computer hardware, software and accessories to support all MTC data processing users in the operation, enhancement or development of automated systems. Systems involved include payroll, personnel, run-cutting and scheduling, vehicle management and facility management.				
14 MTC	1984 CAPITAL EQUIPMENT	MN-90-X007	$ 356	$ 446	1984 In Process
	Project Description Funds from this grant will assist in the purchase of radio communication equipment and computer-related equpment including both hardware and software.				
15 MTC	BUS REHABILITATION	MN-90-0001 MN-05-0011 MN-23-2003	$ 6,744 $ 2,469 $ 1,143	$ 8,430 $ 3,087 $ 1,524	1984 1984 1984 In Process
	Project Description This project will rehabilitate 140 buses, at least 12 years old. 82 - GMC 5303's 15 - Flxible D61's 43 - Flxible D51's				

Table 22 (Continued)

Project No. and Recipient	Project Title	Funding Source	Federal Share $1,000's	Total Cost $1,000's	Project Year Status
16 MTC	TRANSIT SYSTEM IMPROVEMENTS	MN-05-0003	$ 511	$ 639	1984 In Process
	Project Description				
	This project will fund the design and construction of 75 shelters in the I-394 corridor to begin in 1987.				
17 MTC	PARK-AND-RIDE FACILITIES	MN-05-0011 MN-90-X008-1	$ 201 $ 359	$ 252 $ 448	1985 In Process
	Project Description				
	This project will fund the design, site acquisition of park-and-ride facilities which will provide formal, identifiable locations for persons to park their cars and transfer to buses or carpools or vanpools. This project consists of seven sites located in Burnsville, Newport, Mounds View, North St. Paul, Eden Prairie, Brooklyn Park and Brooklyn Center.				

Table 23
1987 ANNUAL ELEMENT
UMTA - Section 9 (Operating Assistance)

Item	Project Description	Total[1] $1,000's	Requested Federal[1] $1,000's	Source of Federal Funds
1	Operating Assistance FY 1987 (MTC)	$62,547	$ 8,528	UMTA Section 9
2	Estimated Operating Assistance FY 1988 (MTC)	$70,467	$ 8,528	UMTA Section 9

URBAN MASS TRANSPORTATION ADMINISTRATION
SECTION 9 OPERATING ASSISTANCE

Item 1. Operating Assistance - FY 1987 (for CY 1986) - MTC

This project consists of operating assistance for the bus system owned and operated by the Metropolitan Transit Commission. The purpose of the project is to provide financial assistance to allow the MTC to continue the present quality of bus service. The federal funds shown in the 1987 Annual Element represent the entire allocation of Section 9 funds available for operating assistance.

Item 2. Operating Assistance - FY 1988 (for CY 1987) - MTC

An application for the FY 1988 funds will be submitted towards the end of 1987.

[1]The total operating assistance includes all of the MTC operating budget from sources other than passenger fares, other operating revenue, and investment income. The requested federal share shown is only Section 9 operating assistance funds and does not include other federal funds, such as those for planning and demonstration projects.

Table 24
1988 THROUGH 1991 MULTI-YEAR ELEMENT (MTC)
NEW FUNDING
UMTA - Sections 3, 9 and Title 23

AMOUNT AND YEAR OF UMTA ENCUMBRANCE OF NEW FEDERAL FUNDS

Total Estimated Project Cost (Federal and Local)

	1988 $1,000's	1989 $1,000's	1990 $1,000's	1991 $1,000's
1. Full-Sized or Articulated Buses	$20,900	$21,950	$13,092	$ 8,258
2. Park/Ride Lots	500	525	550	580
3. Bus Turnarounds	200	210	220	230
4. Equipment (System Maintenance and Improvements)	1,600	1,680	1,760	800
Total	$23,200	$24,365	$15,622	$ 9,868

PROJECT DESCRIPTIONS
Item 1 Vehicles

The March 1986MTC fleet modernization plan for 1988 through 1991 calls for the following regular route service buses:

NUMBER OF BUSES	CONTRACT ENCUMBERED	DELIVERED
125 - Purchase	1988	1989
125 - Purchase	1989	1990
71 - Purchase	1990	1991
24 - Purchase	1991	1992

The chart above represents the MTC's best estimate of bus replacement required in order to accommodate regular service bus needs. These estimates will be revised based on the availability of funds with which to purchase buses.

Item 2 Park/Ride Lots

The park/ride program calls for the construction of two lots per year with right-of-way acquisition, design, and construction for each lot usually requiring two years.

Item 3 Bus Turnarounds

One or two bus turnarounds will be constructed in each year of this program.

Item 4 System Maintenance and Improvements

This is a continuation of the type of program identified in the narrative on Item 4 of Approved Grants in the 1987 Annual Element, with specific activities varying from year to year.

Table 25
URBAN MASS TRANSPORTATION ADMINSITRATION
SECTION 16(b)(2)

Transportation Services for the Elderly and Handicapped

The Minnesota Department of Transportation submitted on July 14, 1986, an application to the Urban Mass Transportation Administration for Fiscal Year 1986 Section 16(b)(2) funds in the amount of $531,605 on behalf of twenty-six private non-profit organizations throughout the state. These funds are to be used as 80 percent of the purchase price of twenty-six vehicles equipped for the transportation of elderly and handicapped persons under the provisions of Section 16(b)(2) of the UMTA Act. The vehicles to be acquired in this project were recommended for funding after review by a committee composed of members representing urban and rural coordinated transportation and elderly and handicapped persons.

Ten of the recommended recipient organizations are located in the Twin Cities Metropolitan Area and are identified in the following table. That part of the application consisting of the Twin Cities area recipient organizations has a total estimated project cost of $241,500.00 for which $193,200.00 in federal funds will be requested to assist in the acquisition of ten vehicles and related equipment.

TRANSPORTATION IMPROVEMENT PROGRAM 1987 ANNUAL ELEMENT (MN/DOT)

1987 ANNUAL ELEMENT (MN/DOT)
UMTA - Section 16(b)(2)

ITEM	PROJECT DESCRIPTION			ESTIMATED TOTAL	1986 COST FEDERAL	SOURCE OF FEDERAL FUNDS
1.	Vehicles as described for the following private, non-profit organizations:					Applications for 16(b)(2) funds for statewide program submitted 1986.
	Organizations	No. of Vehicles	No. of. Passengers			
	a. Courage Center, Inc.	1	10-16	$24,500	$19,600	
	b. Dakota Area Referral & Transportation for Seniors, Inc.	1	9-15	22,000	17,600	
	c. Dakota, Inc.	1	10-16	24,500	19,600	
	d. Ebenezer Society	1	10-16	24,500	19,600	
	e. Hallie Q. Brown Community Center	1	10-16	24,500	19,600	

Table 25 (continued)

Organizations	No. of Vehicles	No. of. Passengers	Estimated Total	1986 Cost Federal
f. Linwood Senior Citizens Ctr., Inc. of Anoka County	1	9-15	22,000	17,600
g. Pillsbury United Neighborhood Services	1	9-15	22,000	17,600
h. Rise, Inc.	1	17-24	29,000	23,200
i. St. Paul Area Chapter - American Red Cross	1	5- 7	18,000	14,400
j. Suburban Paratransit, Inc.	1	25-30	30,500	24,400
TOTALS	10		$241,500	$193,200

DJDE C ;
DJDE END;

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Twin Cities Area.
Transportation improvement

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