Major River Crossings

in the Twin Cities Metropolitan Area

Prepared by the Major River Crossings
Task Force of the Transportation Advisory Board.
November 1978

The report and recommendations of the Major River Crossings Task Force were adopted by the Transportation Advisory Board on July 19, 1978. Copies have been forwarded to the chairman of the Metropolitan Council and the Commissioner of the Minnesota Department of Transportation.

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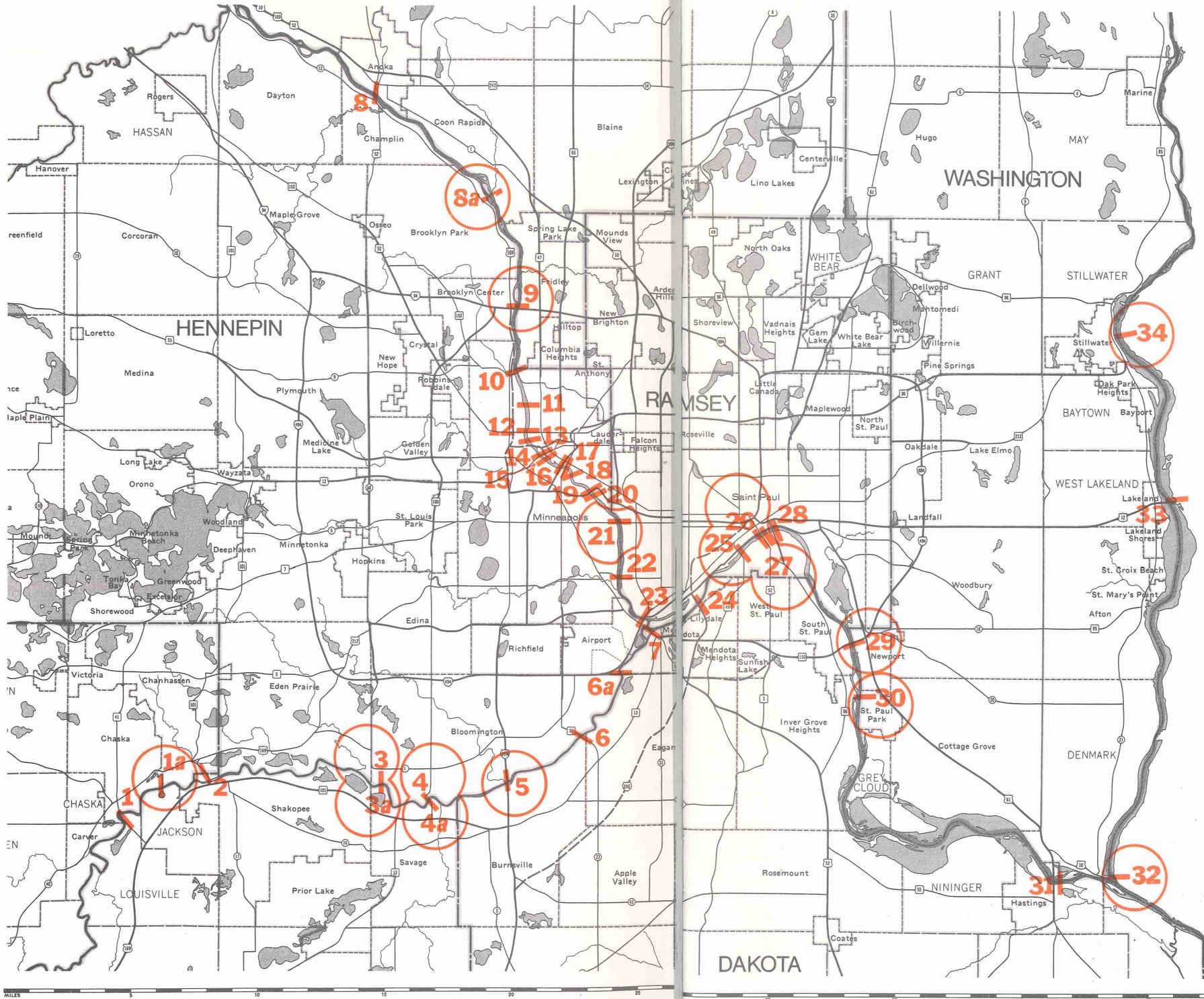


Figure 1.
Major River Crossings

00 Existing

00a Proposed

00a Assigned Priority

- County Boundary
- Municipal Boundary
- Township Boundary
- Freeway or Expressway
- Proposed Interstate Freeway
- Arterial
- Water Body

Background

Significance of the Metropolitan Area Major River Crossings

Historically, the major rivers and their crossings have been an important factor in the development of the Area. In early years, the rivers were the major transportation links, and many of the early settlements occurred along their banks, starting with Fort Snelling. The locations of downtown St. Paul and Minneapolis were significant in the pioneer transportation systems. It was not until the establishment of the first bridge across the Mississippi River at Nicollet Island that the west bank city of Minneapolis grew faster than its predecessor, St. Anthony, on the east bank.

Since those early times, development has continued on both sides of the St. Croix, Mississippi and Minnesota Rivers, creating a demand to cross them. Although the rivers remain an important transportation link in the movement of goods, they have become a major barrier to the movement of people within the Area. In response to the early demand to cross these barriers, river bridges were built and the same bridges are still being used today.

Many of these bridges have deteriorated over the years while, at the same time, additional bridges are being sought. Various Metropolitan Area communities have been advocating new or reconstructed bridges across the rivers to provide better access to existing or proposed development and to relieve congestion at existing river crossings. For example, the 1976 closing of the Bloomington Ferry Bridge on CSAH (County State Aid Highway) 18, and the 1977 closing of the Savage Bridge on CSAH 34, accentuated an existing transportation problem over the Minnesota River. The closing of these two bridges serving the southern segment of the Metropolitan Area gave new emphasis to an earlier proposal to construct a new high level of service bridge within the corridor served by these two bridges.

In 1976, the Minnesota River Crossings Advisory Committee was formed by municipal and county officials from both sides of the Minnesota River who felt a need for special action in this southern corridor. This advisory committee identified specific short- and long-term issues. Construction of a temporary replacement for the Bloomington Ferry Bridge was one of the results of the committee's work. This bridge, however, was constructed subject to a six-year Coast Guard permit.

However, the Minnesota River is not the only river with access problems. New bridges have been proposed for other corridors where there is substantial need, such as the Northtown-Crosstown bridge over the Mississippi River. In addition, certain older bridges throughout the Seven-County Metropolitan Area need reconstruction.

The 1976 Transportation Policy Plan, a chapter of the Metropolitan Council's *Metropolitan Development Guide*, identified six river corridors that have serious traffic congestion based on a comparison of 1970 travel to 1970 roadway capacity. River crossings are involved in four of these six corridors.

Formation of the Major River Crossings Task Force

An examination of the needs for river crossings of all three rivers in the Metropolitan Area appeared essential. Such an examination required a broader perspective than that of the Minnesota River Crossings Advisory Committee which was concerned with only one of the three rivers.

The Transportation Advisory Board (TAB) of the Metropolitan Council agreed to study the needs for crossings of the three rivers within the Metropolitan Area, (see Figure 1). In August 1977, the TAB chairman, after consulting with the Metropolitan Council chairman, appointed a nine-member Major River Crossings Task Force to undertake this study. Elected officials, interested citizens and a representative of the Minnesota Department of Transportation (Mn/DOT) were named to the task force.

Charge to the Task Force

The Transportation Advisory Board charged the Major River Crossings Task Force with the following:

- To examine all existing and proposed Metropolitan Area major river crossings and recommend to TAB priorities for the construction of new bridges over the major rivers in the Metropolitan Area.
- To examine the functional classification system of the roadways on which the bridges are located, and recommend which governmental agency should have jurisdiction.
- To examine the availability of funding and consider it in developing priorities; further, to recommend alternative ways of funding identified needs and suggest new funding resources, if appropriate.
- To consider the environmental impact of new bridges.

Summary of Recommendations

The complete set of recommendations and responses to each of the four charges to the Major River Crossings Task Force are discussed in the last section of this report entitled, "Findings and Recommendations," which begins on page 20.

1 During its 11-month study, the task force eliminated 24 out of 40 of the Metropolitan Area river bridges from final consideration in its priority ranking process. The 24 bridges were either: (1) under construction; (2) scheduled for construction; (3) committed to construction with interstate substitution funds; or (4) structurally sound with no major congestion projected for 1990. The 16 remaining bridges were grouped into six corridors: Minnesota River (A), North Mississippi (B), Mpls.-St. Paul (C), Downtown St. Paul (D), South St. Paul (E), and St. Croix River (F).

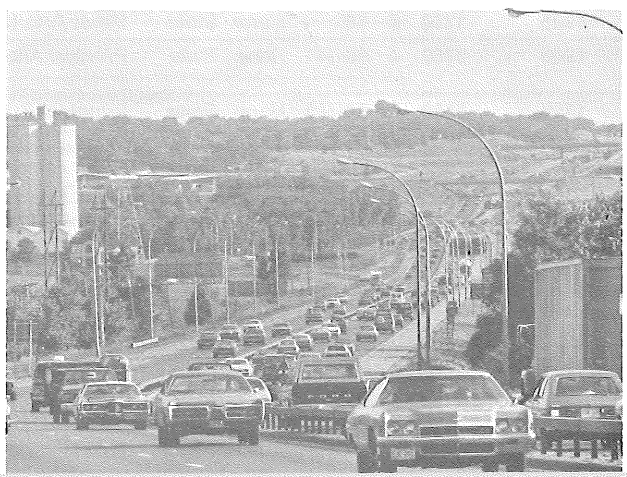
The task force then examined these six corridors. The Minnesota River and North Mississippi River corridors are considered to have a higher priority than the other four. Although these two corridors were determined to be equal in priority, it is felt that results can be obtained earlier in the Minnesota River Corridor. The emphasis remains on the actions recommended for the individual bridge and all bridges needing some specific action are listed in Table 1 in bold print, with letters designating their appropriate corridor. Because of manpower availability, varied sources of funding, progress to date and the time schedule to construct a bridge, work on more than one bridge should be taking place in different corridors at the same time. Table 1 shows all bridges and specific corridor recommendations.

2 The task force recommends that all proposals for the development of river bridges in the Metropolitan Area include opportunities to provide preferential treatment for multi-occupancy vehicles which will lead to better management of the Region's transportation system.

3 The task force recommends that the functional classification system of roadways be studied through the established transportation planning process with assistance from Mn/DOT.

4 The task force recommends continued state bonding for a bridge replacement and construction program. The task force further recommends that planning and design studies recommended above be carried out with reasonable speed and staffing so that the Metropolitan Area can seek the maximum use of federal funds as they become available.

5 Because the task force finds the major environmental issues to be very complex, it recommends that the environmental effects of bridge construction be considered in the development process of bridge projects.



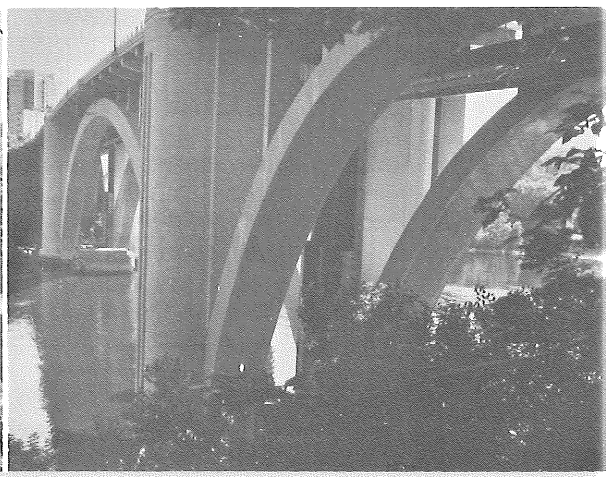


Table 1.
Existing and Proposed Bridges

Number	Bridge, Location	Year Built/ Rebuilt[1]	Capacity[2]	No. of Lanes	Road Width (Median Width)	Weight Restriction	Present Jurisdiction	1990 Functional Class[3]	1976 ADT	1976 V/C Ratio (PM Peak)	1990 ADT	1990 V/C Ratio (PM Peak)	Rating[4]	Corridor[5]	RECOMMENDATIONS Short-Range (Before '83)	Intermediate ('83-'90)	Long-Range[6] (after 1990)
1	TH 41, Chaska	1960	1600	2	30′	None	State	Collector	5,535	.19	4,300	.31	13.6				
1a	**TH 41-169, Chaska**	**Proposed**	**3600**	**4**			**State**	**Principal Arterial**			**9,600**	**.22**		A	Accelerate Planning	New bridge	
2	TH 169, Shakopee	1927/1969	1600	2	30′	Yes	State	Minor Arterial	15,600	.55	15,800	.63	27.8				
3	**CSAH 18, Bloom. Ferry**	**1889 (Closed 1977)**	**830**	**2**	**24′**	**Yes**	**County**	**Minor Arterial**	**2,900**	**.21**	**5,100**	**.36**	**77.8**	**A**	**Retain Permit. Extend permit, if possible, until TH 41-169, Jackson-Chaska is built.**		
3a	**Hennepin Co. 18 (Repl.)**	**Proposed**	**3600**	**4**			**County**	**Minor Arterial**			**11,300[7]**	**.25**					
4	**CSAH 34 Savage**	**1910 (Closed 1977)**	**345**	**1**	**10.2′**		**County**	**Collector**	**5,283**	**1.13**	**6,200[7]**	**1.16**	**76.1**	**A**	**Conduct EIS for new bridge location to replace present CSAH 18 & Savage bridges**	**New bridge**	
4a	**Savage Replacement**	**Proposed**	**3600**	**4**			**County**	**Collector**			**11,300**	**.25**					
5	**I-35W Burnsville**	**1950**	**3800**	**4**	**54′**	**None**	**State**	**Principal Arterial**	**N30,100 S33,800**	**.84**	**N39,600 S37,200**	**1.34**	**18.8**	**A**	**Study bridge & connecting roads**	**Improve**	
6	TH 36, Cedar Ave., Exist.	1890	590	2	17′	Yes	State	Intermed. Arterial	16,500	1.80	Closed		83.3				
	New	1980	5500	6	113′		State	Intermed. Arterial			33,500	.53					
6a	I-494, Eagan	Proposed	5700	6	84′		State	Principal Arterial			E16,700 W18,300	.33	21.4				
7	TH 55, Mendota	1926/1968	1820	4	48′	None	State	Intermed. Arterial	N18,260 S21,255	.97	N17,100 S17,500	1.04	33.4				
8	TH 52, Anoka	1929	1380	2	40′	None	State	Intermed. Arterial	22,050	.75	32,800	1.30		B	Accelerate planning	New bridge	
8a	**Northtown–Crosstown**	**Proposed**	**5700**	**6**			**State**	**Intermed. Arterial**			**45,000**	**.56**	**16.8**	**B**	**Study preferential treatment**	**Plan improvements. Apply preferential treatment if warranted**	**Improve bridge**
9	**I-694, Miss. R.**	**1945/1963**	**5760**	**6**	**81′**	**None**	**State**	**Principal Arterial**	**E35,445 W37,929**	**.67**	**75,000**	**.85**	6.5				
10	MSAS 262, Camden	1975	1790	4	52′	None	City	Minor Arterial	12,200	.38	27,000	.60	33.9				
11	CSAH 153, Lowry	1887/1958	1380	4	40′	None	County	Minor Arterial	23,900	.73	25,000	1.09	72.3				
12	CSAH 66, Broadway	1882	1170	2	33.3′	Yes	County	Minor Arterial	15,750	.89	24,000	1.45	74.0				
13	MSAS 197, Plymouth	1882	1170	2	34.3′	Yes	City	Minor Arterial	9,950	.68	15,000	.77	34.6				
14	CSAH 52, Hennepin[8]	1888	1760	4	56.4′	None	County	Minor Arterial	17,670	.54	19,200	.63	52.1				
15	TH 65 Central–3rd Ave.	1917	1760	4	56.5′	Yes	State	Minor Arterial	16,625	.76	14,200	.57	10.9				
16	I-35W, Miss. R.	1971	7360	8	104′	None	State	Principal Arterial	N43,300 S43,300	.54	90,000	.65					
17	TH 36, 10th Ave.	1921/1972	1760	4	55.5′/8′	None	State	Minor Arterial	Closed		5,000	.40	11.4				
18	TH 12, Washington Ave.	1965	3680	4	58′/(8′)	None	State	Minor Arterial	25,000	.35	25,000	.43	10.1				
19	I-94, Dartmouth	1963	5700	6	82′/(4′)	None	State	Principal Arterial	76,500	.54	77,000	.68	13.3				
20	CSAH 5, Franklin	1923/1971	1720	4	50′	None	County	Minor Arterial	15,700	.43	15,000	.41	15.0				
21	**TH 212, Lake St.**	**1888**	**1140**	**2**	**33′**	**Yes**	**State**	**Minor Arterial**	**12,700**	**.60**	**14,000**	**.70**	**64.2**	**C**	**Keep operational. Complete planning & design.**	**New bridge**	
22	CSAH 42, Ford Parkway	1927/1973	1720	4	50′	None	County	Minor Arterial	12,800	.35	14,200	.41	20.6				
23	TH 5, Fort Snelling	1961	3840	4	54′	None	State	Minor Arterial	E25,739 W20,674	.70	60,800	.83	15.1				
24	I-35E, Lexington Ave.	1964	3720	4	58′/(4′)	None	State	Principal Arterial	N 8,150 S 9,025	.39	43,600	.65	9.6				
25	**TH 49, High Bridge**	**1889**	**830**	**2**	**24′**	**Yes**	**State**	**Minor Arterial**	**12,500**	**.80**	**12,500**	**.80**	**79.0**	**D**	**Complete design**	**New bridge**	
26	**MSAS 235, Wabasha**	**1889**	**1260**	**4**	**40′**	**Yes**	**City**	**Minor Arterial**	**12,500**	**.70**	**15,400**	**.70**	**55.0**	**D**	**Study**	**Improve as needed**	
27	**TH 52, Robert St.**	**1926**	**1760**	**4**	**56′**	**None**	**State**	**Minor Arterial**	**16,800**	**.67**	**16,000**	**.68**	**16.6**	**D**	**Study**	**Improve as needed**	
28	TH 3, Lafayette	1968	3760	4	58′/(4′)	None	State	Principal Arterial	N13,700 S17,600	.54	33,000	.48	9.8				
29	**I-494, South St. Paul**	**1959**	**3680**	**4**	**54′/(4′)**	**None**	**State**	**Principal Arterial**	**E15,495 W14,209**	**.42**	**56,900**	**.95**	**15.5**	**E**	**Monitor for future capacity problems**	**Improve as needed**	
30	**CSAH 38, St. Paul Park**	**1895**	**620**	**2**	**18′**	**Yes**	**County**	**Minor Arterial**	**3,094**	**.25**	**10,500**	**.97**	**60.8**	**E**	**Complete planning & design**	**New bridge**	
31	TH 61, Hastings	1950	1700	2	32′	None	State	Intermed. Arterial	12,269	.33	23,800	.82	19.0				
32	**TH 10, Prescott**	**1922**	**690**	**2**	**20′**	**None**	**State**	**Minor Arterial**	**5,025**	**.45**	**14,100**	**1.45**	**29.4**	**F**	**Complete EIS & determine location**	**Complete design**	**Build as needed**
33	I-94, Hudson E.B. W.B.	1949 1971	3640 5460	5	30.3′ 52′	None	State	Principal Arterial	10,875 10,875	.34 .23	22,900 24,330	.74 .49	16.4 8.4				
34	**TH 212, Stillwater**	**1931/1973**	**790**	**2**	**23′**	**None**	**State**	**Intermed. Arterial**	**9,175**	**.76**	**16,700**	**1.65**	**23.6**	**E**	**Complete planning**	**Complete design**	**Build as needed**

NOTES:

[1]In addition to major reconstruction, bridges were maintained by substantial repair work over time.

[2]Vehicles per hour. Assume "E" Level of Service. Two-way capacity except for one-way bridges.

[3]According to the 1990 Metropolitan Highway System as contained in the Transportation Policy Plan and the functional classification system map adjusted by the TAB.

[4]Physical Condition Rating. See page 13 for basis.

[5]See text, pp. 20-22.

[6]The task force recognizes that there will probably be additional long-range actions needed on bridges which are now considered adequate. Therefore the long-range recommendations should not be considered complete.

[7]Assuming one or the other of these bridges would be built. ADT is for the corridor in which these two bridges would be located.

[8]Refers only to the structure connecting Nicollet Island with downtown Mpls.

Identification of Major Issues

Five major issues were identified by the Major River Crossings Task Force when it began its work.

Transportation Service Needs

The transportation service provided at river crossings relates directly to the roads which provide access to those bridges. Therefore, most of the considerations regarding service which apply to the various metropolitan roadway systems also apply to river crossings.

The Transportation Policy Plan of the *Metropolitan Development Guide* contains several policies which relate to transportation service (see Appendix, p. 24). According to these policies:

- Roads and highways are to promote and serve the Region's development framework plan and should be compatible with their surroundings.
- The transportation system should provide reasonable travel times between the parts of the Region.
- Special emphasis should be placed on accessibility to the downtown areas of St. Paul and Minneapolis and to major activity centers such as large shopping or employment centers.
- Care should be taken in making road improvements outside the Metropolitan Urban Service Area to limit accessibility to rural land, thereby discouraging development.

Other considerations regarding transportation service which were discussed by the task force include:

- The bridge as a link in the affected highway system.
- Limitations at any one crossing such as obsolete highway and/or bridge design, special environmental factors and adequate right-of-way.
- Potential or existing use by transit, pedestrians and bicycles.
- Consistency between the *Metropolitan Development Guide* and the comprehensive planning of affected counties and cities.

Transportation service is also directly reflected in the functional classification of roadways.[2] In the Transportation Policy Plan, roads are classified according to the type of service they are planned to provide. Functional classification involves determining what function a roadway should perform (see Table 5). It ensures that non-transportation factors such as land use and development are taken into account.

Inclusion in the metropolitan roadway system also leads to other considerations such as a more direct link to all parts of the system and more avenues of funding. In some instances, differences of opinion have arisen between local municipalities, counties, the Metropolitan Council, and Mn/DOT regarding the proper functional classification of a roadway.

The functional classification system consists of five classes of roadways within the Metropolitan Area: principal, intermediate and minor arterials; collectors; and local streets. Principal and intermediate arterials make up the metropolitan highway system. Minor arterials complement the principal and intermediate systems, but primarily carry travel within and between adjacent subregions. Collectors provide mobility within communities and neighborhoods and provide access to the metropolitan highway system. Local streets provide for local circulation and provide direct access to properties.

Roadway Jurisdiction

Roadway jurisdiction relates to the state, county, township or municipal ownership of roads. The state also is responsible for federally-designated roads. The roadway jurisdiction system has developed over time through state legislation.

It is argued that the ownership of roads (jurisdictional classification) should match their transportation service (functional classification). In other words, the state should have primary responsibility for principal and intermediate arterial roads, and counties, townships and municipalities should have primary responsibility for minor arterials, collectors and local roads. A general concept of function as it relates to jurisdiction is shown in Figure 2.

Proper ownership of roads is a continuing concern at all levels of government. The composition of roadway systems changes periodically due to various reasons. Consequently, roads are sometimes improperly classified. Changing classification is complex, and involves at least two governmental entities.

[2]The Transportation Policy Plan Table of Functional Classification System Criteria for Roadways is included in the Appendix.

Need to Establish Priorities

The national recession and the oil embargo of the early 1970's necessitated energy and fiscal constraints in transportation planning. Concern for the environment, growing scarcity of available land and other physical resources, and awareness of the limits of tax dollars are other reasons why establishing priorities in transportation planning is essential.

The Metropolitan Area's 1990 metropolitan highway and transit systems plan is estimated to cost $5.89 billion in 1974 constant dollars. However, estimated revenues are expected to total $4.56 billion, leaving a possible funding shortage of $1.22 billion.[3] Assumptions about revenues from federal, state and local sources are based on amounts received in recent years under current legislation.

With these factors in mind and a list of 40 bridges before them, the members of the Major River Crossings Task Force recognized the importance of establishing priorities in bridge construction and reconstruction. Obviously, with bridge construction costs in the tens of millions of dollars, all needs cannot be met in the immediate future.

Environmental Concerns

The focus on the environmental impacts of physical developments came to the forefront in the 1960's. In 1969, Congress passed the National Environmental Policy Act requiring an Environmental Impact Statement before the implementation of any major project involving federal funds. The EIS requirement has had a significant influence on transportation projects in terms of procedural requirements, project location and design.

In the Metropolitan Area, major river valleys, once considered sites for industrial development, now have large areas set aside for preserving natural resources and for recreational development. The design and location of additional river crossings should consider environmentally significant land such as parks, open space and flood plains in order to conform with state and federal environmental policies.

The Transportation Policy Plan addresses the environmental issue in these policies:

- Policy 9: Consistency with state and federal environmental standards must be a major consideration in the planning, design and operation of transportation projects and facilities.
- Policy 10: Discourage the use of automobiles in those areas where air quality is unacceptable if automobile emissions are a major contribution to the degradation of the air.
- Policy 14: Transportation facilities should be planned and designed to be architecturally and esthetically compatible with the surrounding environment.

[3]Transportation Policy Plan, p. 16

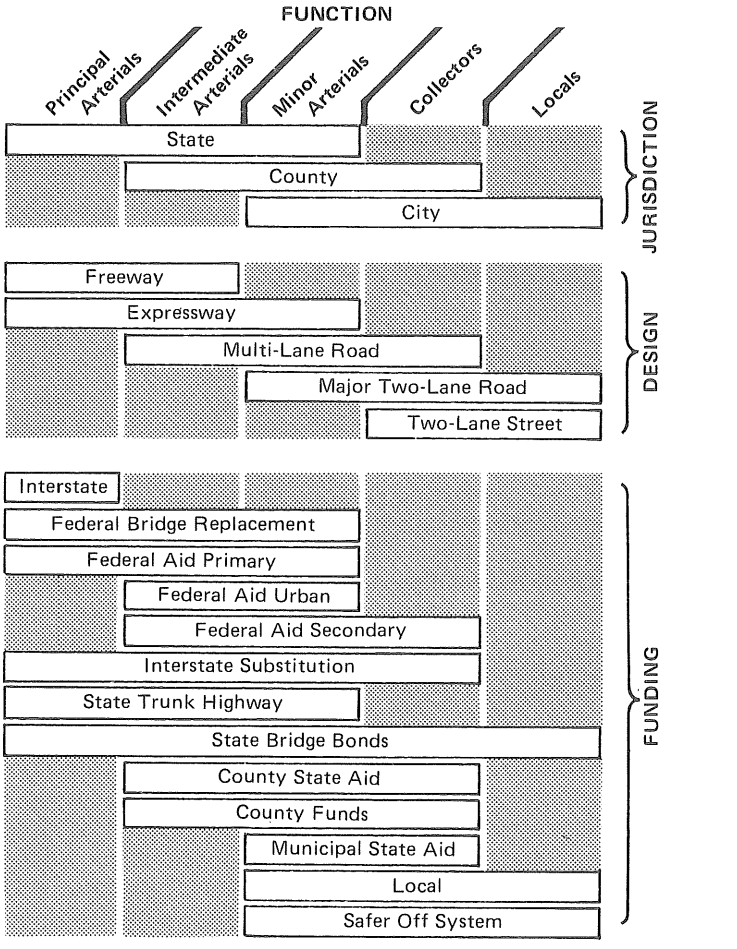


Figure 2. Road Classification Systems

Financing

As is true of most major transportation projects today, funding is a key issue in the construction and reconstruction of river crossings. The Transportation Policy Plan indicates that there may be a more than 20 percent gap between the financial resources needed to complete the 1990 metropolitan highway and transit systems plans and those resources which are foreseeably available.

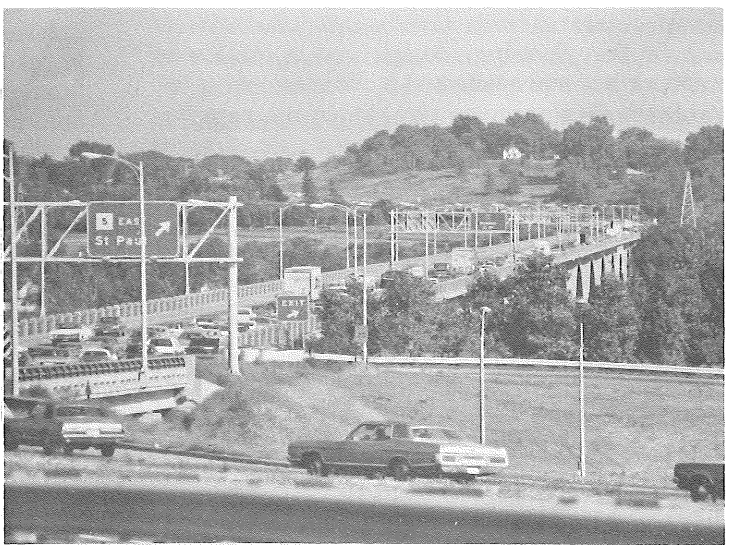
Inflation of roadway construction and rehabilitation costs have been greater than the rate of increase in road user tax revenues. If this trend continues, funding of roads will suffer. On the other hand, new unforeseen revenues may create a more favorable funding picture. However, at the present time, it seems clear that the 1990 metropolitan highway and transit systems plan will strain available resources when fully implemented.

Bridge construction has a higher cost per segment compared to road construction per segment. The costs of bridging wide river valleys are substantial. Many of the proposed bridges are estimated to cost $20-30 million. Including approaches, the Cedar Avenue bridge across the Minnesota River, presently

under construction, will cost more than $50 million.

The Transportation Policy Plan addresses financial aspects of Metropolitan Area transportation planning in these policies:

- Policy 1. The major transit and highway investments should be concentrated within the Urban Service Area (as defined in the Development Framework Chapter of the *Metropolitan Development Guide*).
- Policy 2. Transportation investments should be made on the basis of need and the ability of the Metropolitan Area to support these investments in relation to other metropolitan system needs and investments over time.



Existing and Proposed Bridges

Detailed information relating to the 35 existing and five proposed bridges is given in Table 1. For purposes of this report, some of the existing bridges are new proposals but in essentially the same location. The five proposed bridges are defined in this report as new river crossings at new locations. The narrative which follows summarizes the information illustrated by Table 1.

Age Of the 35 existing major river bridges, ten were built before 1900. These ten bridges have undergone varying degrees of upgrading and are still open to traffic, although the TH 49 High Bridge is closed to trucks.

Width The number of lanes on the existing and proposed bridges range from one on the CSAH 34 Savage Bridge to eight on the I-35W, Mississippi River Bridge in Minneapolis. Only five bridges in the Metropolitan Area have six or more lanes, three of which are interstate bridges.

Weight Restrictions Nine of the existing river bridges in the Metropolitan Area presently have weight restrictions. These bridges are: TH 36, Cedar Avenue; TH 49, High Bridge; CSAH 38, St. Paul Park; CSAH 34, Savage (closed); CSAH 66, Broadway; MSAS 197, Plymouth; TH 65, Central-Third Avenue; TH 212, Lake Street–Marshall; and MSAS 235, Wabasha.

Capacities The calculation of capacities was based on the assumption of Service Level "E" (stop and go driving conditions). One-way capacities on the bridges range from 345 to 7,360 vehicles per hour (VPH). Five existing or proposed interstate bridges have a present or projected capacity of over 5,000 VPH. I-494, Eagan; I-94, Hudson, West Bound; I-694, Mississippi River; I-94, Dartmouth Ave.; and I-35W on the Mississippi River exceed 5,000 VPH. I-35W, Mississippi River shows 7,360 VPH, but it is also the only eight-lane river bridge in the Metropolitan Area.

Average Daily Traffic When comparing the 1976 average daily traffic (ADT) with the projected 1990 ADT, the majority of bridges show some increase due primarily to land development. The 1990 ADT for two interstate bridges, the I-35E at Lexington Avenue and I-494 South St. Paul bridge, reflects increased traffic largely as a result of completion of these links of the interstate system. Both are projected to have an increase of over 10,000 vehicles per day. Other bridges where increases are projected to exceed 10,000 vehicles per day are TH 52, Anoka; MSAS 262, Camden; TH 61, Hastings; and I-94 at Hudson. In addition, two proposed new bridges, the Northtown Crosstown with 45,000 vehicles per day and I-494 at Eagan with 33,500 vehicles per day, will absorb additional volumes of traffic in their respective corridors.

Volume Capacity Congestion problems exist when a river crossing has a congestion figure (volume/capacity ratio) exceeding 1.00. Volume/capacity (V/C) ratios for the afternoon peak hours were calculated for 1976 and projected for 1990. The 1976 V/C ratios show two of the 35 existing bridges with a congestion figure over 1.00. One of these two, the Savage railroad bridge, is currently closed to vehicle traffic. The 1990 V/C ratios show eight bridges with a congestion figure over 1.00, an indication that congestion is expected to increase.

Jurisdiction Twenty-four of the existing bridges are jurisdictionally classified as state bridges, eight are county bridges (two are actually owned by railroads), and three are municipal bridges. The state is responsible for eight river bridges on the principal arterials and six on the intermediate arterials. In addition, the state presently owns nine bridges on minor arterial roadways and one on a collector.

Physical Condition The Mn/DOT physical condition ratings for existing bridges are based on three major considerations: 1) structural adequacy and safety (50 percent); 2) serviceability and functional obsolescence (25 percent); 3) essentiality for public use (25 percent). The present ratings range from 83.3 to 6.5, with the higher numbers reflecting the greatest need for reconstruction. The Mn/DOT physical condition rating was included in this report to provide a measure of the physical condition of the major river crossings in the Metropolitan Area.

In summary, those existing bridges with present capacity figures of at least 3,600 vehicles per hour are also the bridges with the highest average daily traffic. The majority of these bridges, many of which are on the interstate system, presently are in good condition. However, eight bridges show 1990 vehicle/capacity ratios exceeding 1.00. If these projected traffic volumes are realized, these bridges will become the problems of the future.

Financial Costs/Resources

Cost Estimates

Cost is an important factor in selecting transportation projects. The Major River Crossings Task Force did not include cost as a specific criteria but did consider it in the analysis of bridge projects.

Information about costs of bridges is difficult to obtain because until detailed engineering studies are completed, the figures are only estimates with limited validity. Nevertheless, estimates do provide an indication of cost.

The task force was supplied with estimated 1977 construction costs for the five proposed bridges included in the major river crossings study. These estimates ranged from $12 million to $35 million for the bridge structure only. Approaches and roadways are costs which must be considered in addition to the bridge structure.

Resources

Federal and state transportation funding sources for bridge projects are outlined in the Appendix. The Major River Crossings Task Force examined the funding potential of each of these sources in developing its recommendations on a fiscal strategy for bridge construction or reconstruction.

The major portion of state funding for bridge replacements on trunk highways, county highways, municipal streets and township roads has been provided by the 1976 and 1977 state legislature. In 1976, $50 million was provided as follows: $25 million to bridge replacements or reconstruction on the state trunk highway system; $13.5 million to the county systems; $4 million to the municipal street systems and $7.5 million to the township road system. In 1977, $100 million was provided with double the amounts available to each system for use over a two year period.

Fiscal Concerns

If inflation gets worse, the costs of bridge construction and engineering will continue to increase. The 1977 estimates for bridge construction and rehabilitation considered by the task force will be outdated within a year, if not sooner.

Another factor to consider in cost estimates is that different agencies use different methods of estimating costs. Sometimes the same agency uses different methods, depending on the nature of the construction project. For example, cost estimates for preliminary design are derived differently than those for final design. Therefore, the figures are not exact numbers. Cost estimates are, nevertheless, indicators of potential funding need.

The construction of five proposed bridges represents over $115 million in estimated engineering and construction costs. The State of Minnesota had $299.5 million[4] available in fiscal year 1977 for all highway related projects statewide. Since bridges compete with roadway projects for most funds, it is apparent that present funding levels cannot meet needs.

Although it is difficult to predict future funding for transportation, recent trends indicate the 1977 level will probably not change substantially. Given current and projected funding levels, it is not realistic to expect that all or even one-half of the identified major river crossing needs in the Metropolitan Area will receive funding in the near future. The implication is that the construction of bridge projects will have to be spread over time.

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[4]This figure includes federal highway money, bridge bonding funds, and $291.2 million in state and federal highway user funds. It does not include the operating funds for Mn/DOT or the Minnesota Department of Public Safety, or Mn/DOT maintenance funds.

Task Force Evaluation Process

Background Material

During the 11 months that the task force met, presentations were made by the Metropolitan Council, Mn/DOT, Hennepin County, City of Savage, the Wisconsin Department of Transportation (Ws / DOT), and St. Croix County Planning, Zoning and Parks Committee. The presentation topics were:

Metropolitan Council: Development Framework, Transportation Policy Plan, zone level forecasting, and functional classification.

Mn/DOT: Overview of major river crossings in the Metropolitan Area, proposed Northtown Crosstown river crossing, Unique System D[5], present bridge jurisdictions and roadway funding programs, preliminary replacement and new construction costs for bridges, and comparative driving times from Central Scott County to the central cities.

Hennepin County: Proposed CSAH 18 river crossing.

City of Savage: Review of a Savage bridge feasibility report.

Wisconsin DOT: Status reports on the bridges crossing the St. Croix River into Wisconsin.

St. Croix County Planning, Zoning and Parks Committee: Growth trends in the county and planning concerns.

Public Response

In August, 1977 the Major River Crossings Task Force sent a letter to Metropolitan Area state legislators, city council and county board members and known interested citizens. This letter asked for comments on the preliminary criteria for ranking major river crossing bridges.

Comments were requested regarding 1) major factors to be considered relative to any bridge in their area, 2) major concerns to the people living in the area, and 3) factors which tend to make the bridge in their area a priority project. Reactions to the task force's list of criteria were also requested.

In November, the task force sent another letter to the same constituency plus others who had expressed an interest in the task force's work. Three public meetings were announced at which time additional comments on the criteria and relative importance of the criteria were received from interested persons and organizations. The public meetings were held on December 13, 14 and 15 in Burnsville, St. Paul and Brooklyn Center, respectively.

As a result of the letters and public meetings, many ideas were provided by municipalities, counties, Mn/DOT, community and environmental organizations and individuals. These comments are summarized in the Appendix.

In addition, continuing comments were provided by individuals attending the task force meetings. Frequent letters were addressed to the task force outlining concerns regarding the major river crossings. Individuals representing an organization or voicing personal concerns appeared and spoke at many task force meetings.

Development of Criteria

Because of the many factors that had to be considered and the fact that 40 bridges were being analyzed by the Major River Crossings Task Force, a means of ranking the major river crossings became imperative. The task force used this decision-making process to develop its recommendations on major river crossings in the Metropolitan Area:

Step 1. Identify bridges or combinations of bridges to be compared;
Step 2. Establish criteria to be used for evaluation;
Step 3. Individually weigh the importance of each criterion;
Step 4. Collectively rank river crossings based on the criteria;
Step 5. Review, modify and develop recommendations.

The task force developed this list of 12 criteria under three categories to use in ranking the 40 major river crossings:

Service

1. *Structural adequacy and safety:* a function of safe load appraisal and average daily traffic.

2. *Serviceability and functional obsolescence:* a function of bridge diversions, traffic, underclearance, waterway adequacy, approach, roadway alignment, structural condition and type of structure.

3. *Trip demand:* the projected 1990 traffic events are based on April 1977 Metropolitan Council socio-

[5] Unique System D is explained in a 1970 report *Corridor Location Study* for Trunk Highways 169, 212 and 41, by Howard, Needles, Tammen & Bergendoff. System D was the selected alternative corridor in this corridor location study which connected the Shakopee Bypass to CSAH 18.

economic forecasts which were adjusted to compensate for the influence of capacity restraints and reroutings where reasonable alternatives exist.

4. *Service area:* the geographic area, served directly by each bridge. Population and employment figures are also taken into account. Vehicle trips were measured by these trip lengths: 1) state or regional, +10 miles; 2) subregional, 5-10 miles; 3) local, less than 5 miles.

5. *Volume/capacity ratio (congestion):* a measure of the capacity of a bridge to carry peak hour travel. The forecast 1990 peak hour vehicle demands (as well as 1976 peak hour demands) were divided by a bridge's capacity, which is the ability of a bridge to handle vehicles per hour. The 1976 capacities were divided into 1976 peak hour volumes. Where applicable, 1990 design capacities for new bridges replaced 1976 capacities and were then divided into 1990 forecast demand. Values of 1.00 or more indicate congestion, that is, a bridge would not be able to handle future traffic conveniently or safely. Values of 1.00 or less (lowest values were in the range of .15 to .20) provide a direct way of expressing how well a bridge handles traffic. The higher the value, the less able it is to carry peak hour travel.

Function

6. *Energy savings and air pollution reduction:* a measure of the increase in fuel consumption and air pollution emissions as vehicle miles of travel increase. An estimate of the additional vehicle miles of travel that would occur for each crossing if that crossing were to close and the traffic was diverted to the two nearest crossings on either side.

7. *Impact on alternative routes:* a measure of the percent of capacity at each bridge by river segment corridor served for 1976 and 1990.

8. *Impact on travel time:* a measure of the increase in travel time by 1990 network minutes assuming each bridge is closed and no congestion is present.

9. *Access provided to metropolitan scale facilities:* the metropolitan scale facilities used by the task force are the same as those identified by the Federal Aid Urban priority process and include: University of Minnesota, State Fairgrounds, Minneapolis-St. Paul International Airport, Metropolitan Stadium, Minnesota Zoological Garden, downtown Minneapolis and St. Paul. Priority was considered only for bridges providing direct access to these facilities.

10. *Outstate significance:* river crossings had to be a part of the principal and intermediate arterials shown in the *Metropolitan Development Guide* of the Metropolitan Council which provide continuity between the Twin Cities Area and the rest of the state. Routes providing continuity of access to Wisconsin were also included.

Implementation

11. *Consistency with regional development policy:* a measure of the consistency or inconsistency of each bridge with Metropolitan Council Development Framework growth policies. There was some difficulty in determining this for Rural Service Area bridges. There is a conflict between providing state and regional access to rural areas and increasing access to rural areas and, thus, encouraging premature development. If a proposed project does not increase access to the rural area nor provide additional capacity beyond the growth projected for the rural area, and if a project is needed to provide a link between the out-state area and the Metropolitan Region, then proposed projects were considered to be consistent with the Development Framework. However, if a proposed project would increase capacity of an existing bridge beyond the growth projected for the rural area, and/or provide additional access to the rural area, then the project was inconsistent with the rural policy of the Development Framework.

12. *Metropolitan transportation system completion:* two types of bridges satisfy this criterion: 1) those bridges located on highways that are part of the metropolitan system; and 2) those bridges that support the metropolitan system.

Application of Criteria

Once selected, the 12 criteria formed the basis for collecting data for each of the bridges. Data was available for the first eight criteria and was provided by Mn/DOT or Metropolitan Council staff. For measures of trip demand, volume-to-capacity ratios, and energy and air pollution, both 1976 data on actual travel over a bridge and 1990 forecast data were used. The last four criteria were more subjective in nature, but numerical measures were developed after staff provided background presentations and the task force determined how the criteria could be applied.

Then, each task force member was asked to assign a weight to each of the 12 criteria. That way, task force members could judge for themselves the importance of the criteria without having to reach a consensus as a committee.

The weights to be assigned differed between existing and proposed bridges. For existing bridges, each task force member could distribute 120 points among 12 criteria. Since two of the 12 criteria–structural adequacy and safety, and serviceability and functional obsolescence – did not apply to proposed bridges, task force members were asked to distribute 120 points among the remaining 10 criteria for proposed bridges. One guideline observed, overall, was that each criterion had to receive at least five points.

Eight out of nine task force members participated in this task.

The total possible score for any one bridge, taking into account all eight responses to all of the criteria, was 960 points.

The total score for each bridge was then combined

in a computer in a number of different ways with the data which was collected earlier for each bridge. After reviewing the alternate sets of data, the one using 1990 data was selected to be the basis for forming recommendations on existing and proposed river bridge priorities to be presented to the TAB. Table 2 lists the rank order of the 40 bridges.

The rankings in Table 2 are an indication of the relative importance of all the bridges, both proposed and existing, based on the adopted criteria as scored by individual task force members. Under this criteria weighting and using 1990 data without taking into account other nonquantifiable factors, the most significant bridge to build would be I-35W across the Minnesota River to Burnsville and the least significant would be the TH 41 Chaska bridge. All others, both existing and proposed, fall in between in the order shown. The rankings in Table 2 point up the fact that the large interstate bridges, along with certain other high volume bridges lacking good alternate routes, are most important. The interstate bridges along with TH 52, Anoka; TH 61, Hastings; TH 3, Lafayette; TH 5, Fort Snelling; and TH 36, Cedar Avenue are the 14 top ranked bridges out of 40 existing or proposed river crossing locations.

Table 2. Rank of Existing and Proposed Bridges Using Individual Task Force Members' Weights and 1990 Data

Bridge Number and Name		Rank Score
5	I-35W, Burnsville	686
9	I-694, Mississippi River	613
19	I-94, Dartmouth	591
29	I-494, South St. Paul	582
16	I-35W, Mississippi River	558
24	I-35E, Lexington	521
31	TH 61, Hastings	515
33	I-94, Hudson E.B.	514
8	TH 52, Anoka	508
28	TH 3, Lafayette	500
33	I-94, Hudson W.B.	490
23	TH 5, Fort Snelling	474
6	TH 36, Cedar Avenue	453
6A	I-494, Eagan	444
8A	Northtown Crosstown	426
26	MSAS 235, Wabasha	424
7	TH 55, Mendota	419
15	TH 65 Central-Third Avenue	383
21	TH 212, Lake Street	381
14	CSAH 52, Hennepin	380
27	TH 52, Robert Street	379
3	CSAH 18, Bloomington Ferry	378
25	TH 49, High Bridge	374
18	TH 12, Washington	356
34	TH 212, Stillwater	353
12	CSAH 66, Broadway	345
1A	TH 41-169, Jackson-Chaska	344
32	TH 10, Prescott	331
13	MSAS 197, Plymouth	329
4	CSAH 34, Savage	306
22	CSAH 42, Ford Parkway	295
30	CSAH 38, St. Paul Park	284
3A	CSAH 18, Replacement	278
10	MSAS 262, Camden	256
20	CSAH 5, Franklin	250
11	CSAH 153, Lowry	245
17	TH 36, Tenth Avenue	178
2	TH 169, Shakopee	173
4A	Savage Replacement	164
1	TH 41, Chaska	109

Other Considerations

There are a number of other factors that were considered by the task force in the final determination of which bridge(s) should have the highest priority. Some of these are not readily quantifiable. Others may be quantifiable but have an overriding significance. The following are other factors that were considered and had an effect on final recommendations.

1. *Structural and obsolescence problems.:* The task force recognized that there were some existing Metropolitan Area bridges which had serious structural deficiencies that posed a safety hazard. This problem has already become evident with the recent closings of the CSAH 34, Savage bridge; the CSAH 18, Bloomington Ferry bridge; and the TH 49, High bridge. The Bloomington Ferry bridge was replaced with a temporary structure which has a six year U.S. Coast Guard permit that will expire December 31, 1983. After emergency repairs, the High Bridge was reopened although truck traffic is now prohibited. The Savage bridge will remain closed indefinitely.

Table 3 identifies those existing bridges which currently have serious structural deficiencies or serviceability and functional obsolescence problems. Six of the bridges appear on both lists which led the Major River Crossings Task Force to believe structure and obsolescence problems deserved extra consideration.

2. *Capacity problems:* Safety, as well as travel time convenience, becomes a serious consideration when a bridge's capacity is exceeded by 500 or more vehicles per hour. This is called capacity deficiency. Recognizing this, the task force also gave capacity problems extra consideration.

Two bridges show 1976 vehicle/capacity ratios exceeding 1.00. The 1990 forecasts indicate that there will be eight such locations. There is, however, a difference in the severity of deficiencies when the absolute number of vehicles is considered. Lack of capacity to handle 100-400 vehicles may mean only minor travel time delays while capacity deficiencies exceeding 800-1000 vehicles begin to approach the

equivalent of an entire lane hour of demand. Bridges whose calculated vehicle demand deficiency exceeds 500+ vehicles are also listed in Table 3. In addition, the peak hour capacity of swing bridges such as CSAH 38, St. Louis Park; TH 212, Stillwater; and TH 10, Prescott is often zero as they open to allow barges to pass through.

Table 3. Problem Bridges

A: Structural Adequacy and Safety Rating[1]
B: Serviceability and Functional Obsolescence Rating[2]
C: Demand in Excess of Capacity in 1990 (V.P.H.)

Bridge		A	B	C
3	CSAH 18 Bloomington Ferry	100[3]	100[3]	–
4	CSAH 34 Savage	94	96	–
5	I-35W Burnsville	–	–	1500
6	TH 36 Cedar	93	92	–
12	CSAH 66 Broadway	75	118	530
13	MSAS 196 Plymouth	84	–	–
14	CSAH 52 Hennepin	–	60	–
15	TH 65 Central-3rd Av.	66	–	–
21	TH 212 Lake St.-Marshall	71	68	–
25	TH 45 High Bridge	102	63	–
26	MSAS 235 Wabasha	66	–	–
27	TH 52 Robert	–	62	–
30	CSAH 38 St. Paul Park	78	–	–
34	TH 212 Stillwater	–	–	510

[1]Large numbers indicate the most serious deficiencies.
[2]Higher rating indicates the bridge needs corrective action. Lower rating indicates the bridge is in good condition.
[3]This rating represents the bridge before closing.

3. *Funding availability:* Because of the variety of jurisdictional responsibilities for the various roadways connecting to the 40 existing or proposed bridges, there may be more than one potential source of funds for any one bridge. It is assumed that interstate funding will be available for I-494 at Eagan. Also, two other bridges are likely to be funded with I-335 interstate substitution funds, CSAH 66, Broadway, and CSAH 52, Hennepin Avenue. MSAS 197, Plymouth Avenue, has been recommended for funding with Federal Aid Urban funds, and TH 36, Cedar Avenue is under construction with funds from a variety of sources. TH 65, Central Avenue has been programmed with state bridge bonding funds.[6] For all other existing and proposed bridges, it is uncertain which funding source will be available.

4. *Environmental impact:* It is difficult to specifically measure environmental impact. Generally speaking, the impact is likely to be greatest when an entirely new bridge is to be built on a new alignment. This is because previously untouched territory would be traversed. Unless the Environmental Impact Statement is now underway, this factor will, at the least, place construction dates far in the future. The task force discussed two locations where bridges would be on new alignments, the Hennepin County 18, High Level and the Savage bridges.

5. *Exposure to flooding:* Flooding is a periodic natural catastrophe which has closed several river crossings in the past. The following river crossings have been closed due to floods at various times: TH 169, Shakopee; CSAH 18, Bloomington Ferry; CSAH 34, Savage; I-35W, Burnsville; TH 36, Cedar Avenue; CSAH 38, St. Paul Park; TH 10, Prescott; and TH 212, Stillwater.

6. *Safety:* Because of the difficulty in recording accidents at each bridge location, safety could not be included as a quantifiable criterion in the ranking as shown in Table 2. Extra consideration was given to safety aspects in structural obsolescence and capacity deficiencies of the existing bridge. The task force members recognized the importance of safety as they weighed the criteria for ranking the 40 bridges.

Table 4. Transit Use of Major River Crossings, 1976

Bridge Number and Name		Buses Per Day	Avg.# Riders Per Bus
18	TH 12, Washington	890	40
14	CSAH 52, Hennepin	674	35/40
15	TH 65, Central-3rd Avenue	293	35/40
26	MSAS 235, Wabasha	251	25
27	TH 52, Robert	236	25
21	TH 212, Lake	230	15/20
5	I-35W, Burnsville	46	35
20	CSAH 5, Franklin	146	10/15
23	TH 5, Fort Snelling	76	15
8	TH 52, Anoka	59	10
12	CSAH 66, Broadway	56	10
11	CSAH 153, Lowry	53	10
22	CSAH 42, Ford Parkway	86	5
24	I-35E, Lexington	7	25
7	TH 55, Mendota	4	40
2	TH 169, Shakopee	4	20
13	MSAS 197, Plymouth	3	35

7. *Transit:* The task force examined the possibilities of transit alternatives to assist in alleviating the capacity problems on the bridges. According to the Metropolitan Transit Commission (MTC), 17 of the existing 35 bridges have MTC bus service at the present time. Table 4 illustrates the total weekly crossings and average estimated bus occupancy on these bridges. The figures include only buses provid-

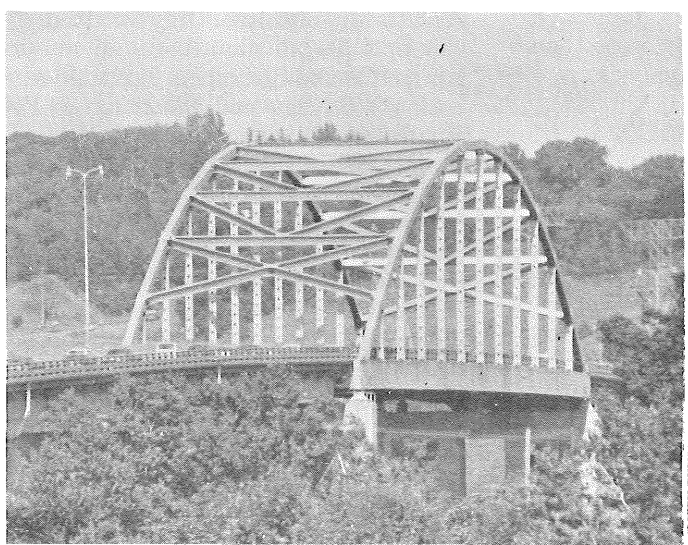
[6]Mn/DOT's draft state transportation plan also has I-35W at Burnsville; TH 212, Lake Street; TH 49, High Bridge; TH 10, Prescott; and TH 212, Stillwater programmed for work. This is based on optimistic funding levels.

ing passenger service, that is, they were not operating to and from MTC garages. There are no MTC buses currently using the St. Croix River bridges.

As could be expected, the most frequent bus usage of the bridges occurs in the central cities of Minneapolis and St. Paul. Most of these bridges have a 1976 and a projected 1990 vehicle/capacity ratio of less than 1.00 which may mean the buses are helping to relieve congestion and are expected to continue to do so. At any rate, should the bus service or bus occupancy decrease, the congestion on these bridges should be expected to increase.

The task force considered the possibilities of increased transit service to relieve congestion on the most severely affected bridges. The task force also considered recommending that preferential access ramps and lanes be incorporated into the design of new river crossings and, when appropriate, into the upgrading of existing bridges.

8. *Work in progress:* The construction or reconstruction of a major bridge is a lengthy process involving a minimum of four to eight years for a replacement bridge and a minimum of ten to 12 years for a new bridge. Some bridges are currently in the hearing and design process and are well into the approval process. Although a specific bridge may not rank at the top in priority, the task force recognized that considerable time and money had already been spent on the project and considered this in their final recommendations.



Findings and Recommendations

The recommendations of the Major River Crossings Task Force to the Transportation Advisory Board are in direct response to the charge given the task force. Each specific charge is listed with the response(s) of the task force given below it.

"To examine all existing and proposed Metropolitan Area Major River Crossings and make recommendations to TAB on priorities for construction and reconstruction...."

From the list of bridges, the task force eliminated those bridges which fall into one of the four groups listed below:

Under Construction:
6. TH 36, Cedar Avenue

Scheduled for Construction:
6A. I-494, Eagan **13.** MSAS 197, Plymouth **15.** TH 65, Central-3rd Avenue

Commitment to Construction from Interstate Substitution Funds:
12. CSAH 66, Broadway **14.** CSAH 52, Hennepin Avenue (this refers only to the structure connecting Nicollet Island to downtown Minneapolis).

Structurally Sound with no Major Congestion Projected in 1990:
1. TH 41, Chaska **2.** TH 169, Shakopee **7.** TH 55, Mendota **8.** TH 52, Anoka **10.** MSAS 262, Camden **11.** CSAH 153, Lowry **16.** I-35W, Mississippi River **17.** TH 36, 10th Avenue S.E. **18.** TH 12, Washington Avenue **19.** I-94, Dartmouth **20.** CSAH 5, Franklin **22.** CSAH 42, Ford Parkway **23.** TH 5, Fort Snelling **24.** I-35E, Lexington Ave. **28.** TH 3, Lafayette **29.** I-494, South St. Paul[7] **31.** TH 61, Hastings **32.** TH 10, Prescott[8] **33.** I-94, Hudson

The remaining bridges needing action were then grouped into six corridors for further analysis:

Minnesota River Corridor (Cedar Avenue and West):
1A. TH 41-169, Jackson-Chaska **3.** CSAH 18, Bloomington Ferry **3A.** CSAH 18, High Level **4.** CSAH 34, Savage **4A.** Savage Replacement **5.** I-35W, Burnsville

North Mississippi Corridor:
8A. Northtown Crosstown **9.** I-694 Mississippi

Minneapolis-St. Paul Corridor:
21. TH 212, Lake Street-Marshall Ave.

Downtown St. Paul Corridor:
25. TH 49, High Bridge **26.** MSAS 235, Wabasha Street **27.** TH 52, Robert Street

South St. Paul Corridor:
29. I-494, South St. Paul **30.** CSAH 38, St. Paul Park

St. Croix River Corridor:
34. TH 212, Stillwater **32.** TH 10, Prescott

Minnesota River Corridor

(Cedar Avenue and West)

Findings

This is one of the two top priority corridors in the Metropolitan Area. The corridor contains the top ranked existing bridge I-35W at Burnsville and the third and fourth ranked proposed bridges TH 41-169, Jackson Chaska and CSAH 18, High Level. Vehicle trip demand in the corridor will increase by about 50 percent by 1990 exceeding current capacity even when the new Cedar Avenue bridge is open.

Susceptibility to flooding is a recurring problem. In addition, two bridges, CSAH 18 Bloomington Ferry and CSAH 34, Savage are functionally and structurally obsolete. Only one bridge, which is not susceptible to flooding, is needed between Burnsville and Shakopee. It should serve to replace both the Savage and Bloomington Ferry Bridges. Environmental concerns as well as access through the portion of the corridor between Burnsville and Shakopee were among the most frequently discussed issues before the task force, especially in public testimony. A crossing to handle local or subregional travel in this area is required now and in the future. There is a six-year Coast Guard permit expiring in December 1983 for the temporary CSAH 18 bridge. Improvements across the Minnesota River are among the most costly to make in the Metropoli-

[7]It is assumed that I-494 will not have serious congestion problems in 1990 because it has also been assumed that the St. Paul Park bridge would still be open and able to handle 10,000+ trips per day. Since this is very optimistic I-494 has also been included in South St. Paul Corridor as a problem bridge and is the subject of a task force recommendation.

[8]The Prescott bridge, although structurally sound, was added to the recommendations in the St. Croix River Corridor because the Wisconsin DOT is currently working on the Environmental Impact Statement for a new alignment.

tan Area due to the high cost of building spans not subject to flooding.

Proposed bridges at TH 41-169, Jackson-Chaska and CSAH 18 Bloomington Ferry have major implications on the larger systems to which they connect. Statewide connections for TH's 212 and 169 must be provided for the TH 41-169 bridge. Metropolitan and local connections to the proposed Shakopee bypass and to Hennepin County 18 north of I-494 must be considered for the CSAH 18 high service level replacement bridge. TH 41-169 bridge is currently part of the Metropolitan System Plan for 1990. CSAH 18 replacement bridge is not.

Recommendations

The task force recommends that TH 41-169, Jackson-Chaska bridge and approaches be planned and built as soon as possible. This means it should be added to the program element of the Mn/DOT Plan. The construction of this bridge should be expedited to tie in with the already programmed new alignment of TH 169-212 to show progress so that the U.S. Coast Guard will be encouraged to extend the six-year permit until programmed bridge construction is sufficiently completed to alleviate the severe congestion now existing. An environmental impact statement should be completed for a suitable future bridge location between Shakopee and Burnsville to replace CSAH 18 and the Savage bridges. CSAH 18 is ranked higher than the Savage replacement bridge, but the task force recognizes the environmental concerns which have been expressed toward this location. Scott and Hennepin counties should undertake the study to determine which of these two locations should be the site for a new bridge. Sufficient funds should be provided to do this.

Mn/DOT should continue studies and develop a financial plan to provide for additional capacity to the I-35W bridge including definition of appropriate roadway connection and consideration of preferential treatment for multi-occupancy vehicles.

North Mississippi Corridor

Findings

This is one of two top priority corridors in the Metropolitan Area. It contains the second ranked existing bridge I-694, Mississippi and second ranked proposed bridge, Northtown Crosstown, as cited in Table 2. Among the 16 bridges needing action (Table 2), the Northtown Bridge is the highest ranked following I-35W, I-694 and I-494. Because I-694 cannot be improved until the Northtown Crosstown is available to relieve traffic during construction of I-694, the Northtown, in effect, becomes the second ranked bridge needing action. Overall vehicle trip demand in the corridor is expected to more than double on I-694 by 1990. Severe congestion will occur without the Northtown Crosstown bridge. Improvements to TH 169 between I-694 and the route of Northtown Crosstown has a heavy bearing on solutions in the corridor.

Recommendations

Because of the current and projected demands in this corridor, the task force recommends that the planning for the Northtown Crosstown bridge, which is ranked second, and the connections to TH 169 be accelerated so that construction may be completed as soon as possible. The I-694, Mississippi River bridge will need improvement, and TH 52, Anoka bridge may need improvement but this should occur after the Northtown Crosstown bridge is open and able to handle detour traffic during construction.

Downtown St. Paul Corridor

Findings

Demand is forecast to increase only slightly through the corridor. The problems are of a structural nature on the High Bridge, Wabasha Street and Robert Street bridges. The High Bridge, which has a three-ton limit, is among the worst bridges in the Metropolitan Area based on condition.

Recommendations

The task force recommends that the planning, design and construction of the High Bridge be completed expeditiously according to the schedule established by Mn/DOT. MSAS 235, Wabasha and TH 52, Robert Street, bridges should undergo study and be improved as needed as intermediate range projects.

South St. Paul Corridor

Findings

The CSAH 38, St. Paul Park bridge has serious structural deficiencies that requires attention. It is a combination railroad/highway bridge owned by the railroad. Additionally, this swing bridge is closed to highway traffic when river traffic is accommodated. River traffic takes precedence over highway traffic.

The I-494, South St. Paul bridge has no serious capacity deficiency forecast to 1990.

Recommendations

The I-494, South St. Paul bridge traffic should be closely monitored to determine when future capacity problems will exist.

A feasibility study should be undertaken within a short period to determine the location and new approaches for the CSAH 38, St. Paul Park bridge.

St. Croix River Corridor

Findings

This corridor extends from Stillwater to Prescott along the St. Croix River and contains three bridges that link Minnesota to the State of Wisconsin.

The I-94 bridges at Hudson are structurally sound and are not projected to have major congestion by 1990.

The TH 212, Stillwater bridge is expected to have

a major deficiency in capacity by 1990. Rebuilding this bridge will be accomplished through an arrangement with the State of Wisconsin.

The TH 10, Prescott bridge, is under study by the Wisconsin Department of Transportation which has a priority to complete an EIS and location study. The Environmental Impact Statement is underway and nearing completion. The Ws/DOT has not specified a timetable for construction.

Recommendations

The construction of a new Stillwater bridge, although needed to provide relief from major capacity deficiencies expected by 1990, is not as high a priority as several other improvements. Mn/DOT should be encouraged to continue to work with the State of Wisconsin to develop a mutually acceptable location and schedule for construction in the post-1990 period.

Because of Ws/DOT priorities the proposed TH 10, Prescott bridge, EIS should be completed, the new location determined and construction should be undertaken as needed in acknowledgement of the investment to date by both states in the project. Construction should be scheduled in the post-1990 period.

Minneapolis-St. Paul Corridor

Findings

This corridor which extends south from the University of Minnesota area to the Highland Park area in St. Paul contains five bridges across the Mississippi River that link St. Paul and Minneapolis. Four of these bridges, TH 12, Washington Avenue; I-94, Dartmouth Avenue; CSAH 5, Franklin Avenue and CSAH 42, Ford Parkway are in good condition structurally and are not expected to experience major congestion by 1990.

The remaining bridge, TH 212, Lake Street-Marshall Avenue, is known to have structural deficiencies which will require reconstruction. It is an important bridge in the corridor and serves a number of bus routes.

Recommendations

The TH 212, Lake Street-Marshall Avenue bridge should be kept open to traffic as the short range strategy. Replacement of the bridge should be deferred until the 1983-1990 time period.

All Corridors

Findings

That all corridor bridges over the major rivers are costly and existing facilities should be used to the greatest extent possible.

Recommendations

The Major River Crossings Task Force recommends that all Metropolitan Area river bridge development proposals should include opportunities to provide preferential treatment for multi-occupancy vehicles which will lead to better management of the Metropolitan Area's transportation system.

* * *

"To examine the functional classification system of the roadways upon which the bridges are located and make recommendations...."

The task force decided early in its deliberations to recommend functional classification changes only if some other recommendation made it significant. The recommendations do not necessitate such a change. Therefore, the task force feels the functional classification system could best be studied through the established transportation planning process with assistance from Mn/DOT.

"To examine the availability of funding and consider it in developing priorities and to recommend alternative ways of funding... and suggest new resources...."

The task force feels that by establishing bridge priorities and staging construction, the anticipated funding crisis may be alleviated. Affected jurisdictions should monitor bridge needs and funding availability and seek the maximum use of state bridge bonding and federal funds. Bridge studies should be accelerated so that when funding becomes available, the affected jurisdictions can advance the project in keeping with the priorities recommended by the task force.

From a regional perspective, Mn/DOT, the Transportation Advisory Board and Metropolitan Council, along with cities and counties, should carefully coordinate the staging of projects.

"To consider the environmental impact of bridges...."

The task force concluded after discussing the environmental issues brought forth in the public meetings and task force meetings that the environmental impact cannot be properly assessed until the project development has been initiated for each individual bridge project. The task force recommends that this charge not be addressed at this time.

Appendix

Comments Received by the Major River Crossings Task Force from Interested Agencies, Organizations and Individuals

Comments Relating to Criteria

- The environmental factor should be included in the list of criteria.
- Any bridge on the metropolitan highway system should receive full points for access to metropolitan scale facilities; bridges on minor arterials and collector systems should receive points graduated to reflect their degree of direct access.
- A low priority should be assigned to the system completion criteria. A major river crossing is a project of metropolitan significance even though it may not be a principal or intermediate arterial. Giving high value to this criteria enhances freeway type facilities, attracting longer trips largely in outlying portions of the area.
- The criteria access to metropolitan facilities and outstate significance, are directly related to functional classification of roadways which is a conflict area in need of resolution. If this conflict was resolved, value could be directly related to function.
- Any project on the Metropolitan Transportation System should receive maximum points under the access to metropolitan scale facilities criteria.
- Appropriate emphasis should be placed on the extent to which a bridge connects the Twin Cities with major outstate activity centers and provides a bypass for through trips.
- Origin/destination of trips and the functional classification of the roadways should be criteria.
- Weight for outstate significance criteria should be limited to principal arterials.
- The relationship of bridges and the accessibility they provide to the *Metropolitan Development Guide* and Transportation Policy Plan should be considered.
- More points should be assigned to service criteria for existing bridges with more points assigned to implementation criteria for new, non-replacement bridges.
- High priority should be given to:
a) Service to existing land use in the Metro Area; b) reducing congestion; c) movement of people and goods to and through the developed urban area; d) implementing the 1990 Metropolitan Highway System; e) balancing environmental compatibility with economic need and traffic safety.
- The service area criteria should be interpreted so as to result in projects receiving highest ranking if they will provide access for a large geographical area.
- Since freestanding growth centers are recognized in the regional development framework, projects benefiting them should be found to be consistent with regional development policy.
- Additional points should be given to projects serving more than one route (dual designation highway).
- Two preliminary lists of criteria and bridges should be developed, one for existing bridges and one for new proposed bridges.
- Care should be given to the method of assigning points under the development policy criteria as it is based on development patterns for 1990 while bridges will be used for 50-100 years.
- Concern was expressed over the basic assumptions in formulating 1990 traffic projections, namely: a) existence of a proposed TH 41 bridge; b) I-35W bridge lane additions; c) continued use of the two lane CSAH 18 bridge; d) absence of the proposed Shakopee bypass.
- More weight should be placed on present traffic volumes than future volumes with regard to trip demand.
- The year 2000 should be used as the projection year for applicable criteria.
- When using transit considerations as a criteria, a judgment must be made as to which and how many buses would be using the bridge if it were adequate. The important criteria is the number of people carried, not the number of buses used.
- Implementation of paratransit services being set up by MTC and Public Service Options should be supported.
- A policy should exist which gives preferential access and passage to transit vehicles.
- Carpools, pedestrians, and bicycles should be included in transit considerations.
- Consideration should be given to the shift in travel patterns which construction of major river crossings will create.
- Flooding and flood plain management should be considered in the design and cost of construction of bridges.
- Emergency access for medical and other civil defense purposes should be included in the criteria.
- Adequate emphasis should be given to subregional and local needs in the criteria.
- Quality of design and historic significance should be included as criteria.
- Trip demand and impact on travel time should receive top priority as criteria.
- River crossings should be coordinated with the availability of other governmental services provided to developing areas.
- Ranking of new bridges must include considerations of both the bridge and the approaches and connecting roadways.
- Criteria should be included which measures bridges from a statewide perspective.
- Criteria selected should be weighted.
- The issue of funding should be separate from construction cost in developing criteria. Funding should be considered once a priority list is established.
- Ranking of the bridge projects should roughly parallel a ranking based on state bridge bonding criteria or federal bridge replacement criteria.

• Steps should be taken to resolve the conflicts which prevent consistency between metropolitan and local plans. This resolution would allow the two criteria, metropolitan transportation system completion and consistency with local plans and projects, to be combined into one or eliminated completely.

• There are three levels of importance with regard to the criteria. Structural adequacy and safety, serviceability and functional obsolescence, impact on alternative routes, impact on travel time, consistency with regional development policy, and consistency with local plans and policies should be considered most important. Trip demands, transit considerations, energy savings and air pollution reduction, and outstate significance should be considered second. Service area volume/capacity ratio, and metropolitan transportation system completion should be considered last.

• The most important criteria are: completion of the metropolitan transportation system, outstate significance, access to metropolitan scale facilities, consistency with regional development policy, and service to the entire Metropolitan Area.

Comments Relating to Specific Projects

• The development of a major transportation facility in the I-494/TH 101 corridor is essential to the state and metropolitan transportation systems.

• Another bridge is needed between the I-694 bridge and the Champlin bridge.

• The construction of the TH 41 bridge and TH 212 connects both TH 169 and 212 to the Twin Cities. Building CSAH 18, TH 101, and the CSAH 18 bridge would still require construction of TH 212 to connect TH 169 and 212.

• Construction of a new CSAH 18 bridge and a connection to I-494 and TH 101 would have significant environmental consequences to overcome.

• A new river crossing to provide east-west accessibility in the northern suburbs, the proposed widening of the I-694 bridge and the Mississippi River bridge at Anoka need to be specifically considered by the task force.

• The river crossing needs between St. Paul and northern Dakota County should be addressed.

• The construction of the Cedar Avenue bridge and the I-494 bridge is supported by Mn/DOT.

• Mn/DOT supports the continued planning for the widening of the I-35W bridge and roadways.

• The St. Paul Park bridge should be placed high on the replacement project list.

• With the withdrawal of I-335, a new river crossing was eliminated. This will mean heavier demands on the Lowry, Broadway, Plymouth and Hennepin Avenue bridges, all of which are structurally deficient. The two most critical bridges are Lowry and Broadway where construction of I-94 will put interchanges at these locations.

• The Metropolitan Council should designate an intermediate arterial in the CSAH 18 corridor and include it as part of the metropolitan highway system.

• Bridge replacement at or near the Bloomington Ferry Bridge site should receive high priority.

• Unique System D should be supported.

• The 70th Street-Broadway connection should be considered for the possible siting of a new river crossing.

• The Stillwater/Houlton Bridge should receive high priority for replacement.

General Comments

• The chances of causing premature development by constructing the wrong type of facility or putting it in the wrong location should be considered.

• The inadequacy of a given facility may or may not mean that facility should automatically be updated or that a four lane bridge should be constructed to allow motor vehicles to cross the river.

• Bridges should be designed for average daily traffic rather than for peak hour traffic.

• The task force should be aware of the cost effectiveness of bridge redecking when the substructure is adequate.

• The degree of support for projects from affected agencies should be assessed before a bridge program is proposed.

• A major objective of the task force should be to maximize the amount of non-metropolitan funds used.

• An effort should be initiated and pursued by Mn/DOT to: a) change the legislative biennium funding effort to a longer term funding commitment for the state bridge replacement program; b) support legislation that would permit use of state bridge replacement funds for preliminary and environmental studies for major environmentally sensitive bridges on the bridge replacement list.

Transportation Service Policies*

Policy 12. Transportation facilities should be planned and designed to promote and serve land use and development that is consistent with the Development Framework Chapter of the *Metropolitan Development Guide.*

Transportation facilities should be planned and designed in a scale or perspective compatible with the area through which they pass.

Policy 29. The highway system should provide a travel time of no more than 30 minutes in off-peak periods from any part of the Urban Service Area to one of the Metro Centers for 90 percent of the residents of the Urban Service Area.

Policy 31. The transportation system should provide a travel time of no more than 60 minutes in the off-peak periods from any part of the Rural Service Area to one or the other of the Metro Centers for 90 percent of the residents of the Rural Service Area and Freestanding Growth Centers. This policy applies to transit service only from the Freestanding Growth Centers.

Policy 34. Provide good accessibility to and within the Metro Centers for both public and private transportation vehicles.

Policy 41. Provide good access to major activity centers such that the safe and efficient operation of the metropolitan highway and transit systems is maintained.

Policy 44. Ensure accessibility to the urbanized area by: ... c) emphasizing public expenditures for metropolitan highways on safety and operating improvements, rather than increased capacity.

Policy 45. Highways that interconnect the Metropolitan Area with outstate communities may be improved to accommodate projected intrastate travel but access should only be provided to Freestanding Growth Centers and Rural Centers.

*Source: Transportation Policy Plan

Table 5. Functional Classification System for Roads*

CRITERIA		Principal Arterial	Intermediate Arterial	Minor Arterial	Collector	Local
Accessibility Focus		Connects all urban subregions with one another; connects urban and rural service areas with Metro Centers; connection to outstate cities.	Connects two or more subregions; provides secondary connections outstate; complements primary arterials in high volume corridors.	Connects adjacent subregions and activity centers within subregions.	Connects neighborhoods within and between subregions.	Connects blocks within neighborhoods and specific activities within homogeneous land-use areas.
Level of Mobility		Provides high level of mobility within Urban and Rural Service Areas and to major outstate cities.	Provides high level of mobility within and between subregions.	Provides mobility within and between two subregions.	Mobility between neighborhoods and other land uses.	Mobility within neighborhoods and other homogeneous land use areas.
System Access		To other principal arterials, intermediate arterials, and selected minor arterials; no direct land access.	To principal arterials, other intermediate arterials, minor arterials, and high volume collectors; no direct land access except major traffic generators.	To principal arterials, intermediate arterials, other minor arterials, and collectors, restricted direct land access.	To minor arterials, other collectors, local streets, land access.	To collectors, other local streets, land access.
Trip-Making Service Performed		Long trips at highest speed within and through the Metro Area. Express transit trips.	Medium-distance to long trips at higher speed within the urban area. Express transit trips.	Medium-to-short trips at moderate-to-lower speeds; local transit trips.	Primarily serves collector and distribution function for the arterials system at low speeds; local transit trips.	Almost exclusively collection and distribution; short trips at low speeds.
CHARACTERISTICS						
Spacing		3-6 miles depending on trip density, transit, minor arterial spacing, & location of existing facilities.	1-3 miles depending on spacing of principal arterials and minor arterials, transit, trip density, and location of existing facilities.	0.5-2.0 miles.	0.25-1.0 miles.	1 block.
Location		In natural community separations defining development and not separating it.	In natural community separations defining developments and not separating it.	On edges of development and neighborhoods.	On edges or within neighborhoods.	Within neighborhoods and other homogeneous land use areas.
Land Access	Urban	None.	Major traffic generators.	Limited direct land access.	Some limitation on direct land access.	Direct access.
	Rural	None.	Freestanding Growth Centers and Rural Centers.	Commercial, industrial, and high-density residential uses. No access to single family use.	Access to agricultural uses with limits on low-density residential.	Direct land access.
Intersection Characteristics		Grade separated (urban) or high capacity controlled at grade intersections (rural).	Grade separated or high-capacity controlled at-grade intersections.	Traffic signals and cross street stops.	4-way stops and some traffic signals. Loop street stops.	As required.
Parking		None.	None.	Restricted as necessary.	Restricted as necessary.	Unrestricted.
Large Trucks		No restriction.	No restriction.	Restricted as necessary.	Restricted as necessary.	Permitted as necessary.
Management Tools		Ramp metering, traffic signal timing, no land access, preferential treatment for transit, interchange spacing.	Ramp metering, traffic signal timing, staging of reconstruction, land access spacing.	Traffic signal timing, land access spacing, preferential treatment for transit.	Continuity, number of lanes, traffic signal timing, land access.	Stop signs, cul-de-sacs, diverters.
System Mileage		Suggested federal upper limits for principal arterials and intermediate arterials combined: Urban 10%, Rural 4%.		Suggested federal limitations for principal arterials, intermediate arterials, and minor arterials combined: Urban 15-25%, Rural 6-12%.	Suggested federal limitations: Urban 5-10%, Rural 20-35%.	Suggested federal limitations: Urban 65-80%, Rural 63-75%.
Per Cent of Vehicle Miles Traveled		Suggested federal limitations for principal arterials and intermediate arterials combined: 40-65%.		Suggested federal limitations for principal arterials, intermediate arterials, and minor arterials combined: 65-80%.	Suggested limitations: 5-10%.	Suggested federal limitations: 10-30%.
Vehicles Carried	Urban	20,000-100,000	10,000-50,000	5,000-30,000	1,000-15,000	1,000
	Rural	5,000-50,000	2,500-25,000	1,000-10,000	250-2,500	1,000
Posted Speed Limit	Urban	45-55	40-50	35-45	30-40	Maximum 30
	Rural	Legal limit	Legal Limit	Legal limit	35-45	Maximum 30
Right-of-Way		300′	100′-300′	66′-150′	66′-100′	50′-80′
Transit Accommodations		Priority to high occupancy vehicles and transit in peak periods.	Preferential treatment where needed; bus stops separated from through traffic lanes.	Preferential treatment where needed in activity centers; bus pullouts where required based on percentage and traffic volumes.	Pavement, intersections, and bus stops designed for use by regular transit buses.	Normally used as regional bus routes only in non-residential areas; used as required for specialized transit service with smaller vehicles in residential areas.

*Source: Transportation Policy Plan, pp. 55, 56.

Highway Funds

This material is reproduced from the *Transportation Development Program* (draft) the Metropolitan Transit Commission, July, 1978.

FUNDING SOURCES AND ANTICIPATED REVENUES

FEDERAL FUNDS

Highways

Federal highway funds are administered by the Federal Highway Administration and come primarily from the Highway Trust Fund, which is the depository for money from taxes on motor fuels, trucks, tires, and associated products. Use of these funds is authorized by Congress in Federal-Aid Highway Acts, and formulas for apportioning authorized sums for certain classes of Federal-aid highways are specified by statutes. While the major funding programs are tied to specific systems, there are other programs (e.g. bridge replacement) which provide funds for use on several or all Federal-aid systems. In addition, certain types of safety and transit projects financed with Federal highway funds do not need to be located on any of the Federal-aid systems. In the July 1, 1974 - June 30, 1976 biennium, 28.8% of the state's income for highway financing was Federal aid. In fiscal year 1977, Federal aid to Minnesota totaled $150.2 million (see Figure 8).

Interstate System funds are apportioned on the basis of the State's relative share of the nation's cost to complete the system. Funding of Interstate projects is 90% Federal/10% State.

Consolidated Primary System funds are apportioned on the basis of a formula which takes into account the State's area, rural population, rural postal delivery route mileage, intercity mail route mileage, and urban population. The Primary System projects are funded 70% with Federal funds, 30% state or local funds.**

Secondary System funds are apportioned by a formula which considers the area of the state, rural population, and rural delivery route and mail route mileages. Funds received by the state are then divided 65% to all counties in the state, and 35% to the state. However, since there are no secondary system highways within the Federal Aid Urban boundary around the Twin Cities urbanized area, these funds are of less importance within the seven-county metropolitan area than they are out-state.

Urban System (FAU) funds are apportioned on the basis of urban population. The FAU funds are normally provided on a 70% Federal/30% Local* basis, but paratransit projects associated with encouraging use of multi-occupancy vehicles are eligible for 90%/10% funding. In addition certain transit and bikeway/walkway projects are eligible for FAU funds on a 70%/30% basis.

While there are more than a dozen other special funding programs concerned with such diverse subjects as the construction of bikeways and control of outdoor advertising, the following three are of special importance to the construction and improvement of highways:

Safety funds are distributed on the basis of total population and public road mileage. Most safety projects are funded 90% Federal/10% Local.

Special Bridge Replacement funds are allocated to the states on the basis of relative needs for deficient bridges as submitted by the states and approved by FHWA. These funds are available on a 75% Federal/25% Local basis.

Safer Off-System funds are allocated to the states on the basis of identified needs and population, with the state distributing the funds to local units of government. Current funding is 70% Federal/30% Local.

In addition to these funding sources, funds may also be made available through the Interstate Substitution process. Currently I-335 in Minneapolis is being considered for withdrawal from the National Interstate System which would make approximately 72 million dollars available for other projects in the metropolitan area. Actual funds for Interstate Substitution projects are appropriated by Congress as the projects are proposed.

The 1977 breakdown of Federal highway funds received by the State of Minnesota is shown in Figure 8. These are state-wide figures, and do not necessarily reflect the relative importance of the various funding programs within the metropolitan area. In addition, these are Federal funds used on state highways, and do not include those used on highways under the jurisdiction of other units of government. Of greater significance in the Transportation Development Program is the estimated metropolitan area share of Federal funds for the next few years, as shown in Table 3.

* In July, 1978, the draft Mn/DOT/Plan was published which includes additional information on state-wide transportation funding.

**The 70/30 Federal-aid program percentages are adjusted on the basis of the percentage of Federally owned land in the State. The current matching ratio in Minnesota is 72.08% Federal and 27.92% local.

TABLE 3

ESTIMATED TWIN CITY METROPOLITAN AREA SHARE OF FEDERAL AID HIGHWAY FUNDS BY FEDERAL AID PROGRAM CATEGORY
(In Millions of Dollars by Calendar Year)

Federal-Aid Category	CY 1978	CY 1979	CY 1980	Total
Interstate	52.0*	56.0*	56.0*	164.0
Consolidated Primary	6.5	7.5	7.5	21.5
Rural Secondary	0.5	0.5	0.5	1.5
Urban System	8.7	8.7	8.7	26.1
Safety	2.2	2.0	2.0	6.2
Special Bridge Replacement	2.0	2.0	2.0	6.0
Safer Off-System	0.6	0.6	0.6	1.8

*Includes right-of-way acquisition and preliminary engineering.

The amounts shown for the Interstate and Consolidated Primary categories are the estimated total Federal share of scheduled projects in the Twin Cities metropolitan area. The Interstate estimate for CY 1978 represents 67% of the state's FY 1978 apportionment of $77.2 million. The Consolidated Primary estimate for CY 1978 is 22% of the expected state's FY 1978 apportionment of $30.2 million. The Rural Secondary and Safer Off-System estimates represent the annual allocations to the 7-county metropolitan area. The Urban System estimate is the expected standard allocation by FHWA to the Minneapolis-St. Paul area for FY 1978. The totals for Safety funds are based on tentatively scheduled safety projects in the Twin Cities area. Special Bridge Replacement funds represent the metropolitan area's share of the state-wide funds based on a priority system. Authorizations by Congress have not been made beyond FY 1978.

Transit

The great majority of Federal funds available to help defray the cost of mass transit facilities and operations are those administered by the Urban Mass Transportation Administration (UMTA). These funds come from the general fund of the Federal government, rather than designated funds, and are made available through appropriations by Congress for various categorical programs.

In addition to the UMTA-funded programs, most Federal-aid highway funds are available for special transit-related facilities such as exclusive bus lanes, turnouts, and park-ride lots. Use of Federal Aid Urban System funds has been broadened even further to permit their use for non-highway related purposes such as the acquisition of buses, promotion of car pools, and other programs associated with increasing the use of multi-occupancy vehicles.

The UMTA funding programs which provide the great majority of transit funds, in the Twin Cities area as well as in the rest of the country, include the following as referenced to the Urban Mass Transportation Act of 1964, as amended:

Section 3 - Capital Assistance
Section 5 - Operating and/or Capital Assistance
Section 6 - Research and Development
Section 9 - Planning Assistance
Section 16 (b) (2) - Capital Assistance for Private Nonprofit Organizations

These various funding programs have the following basic characteristics:

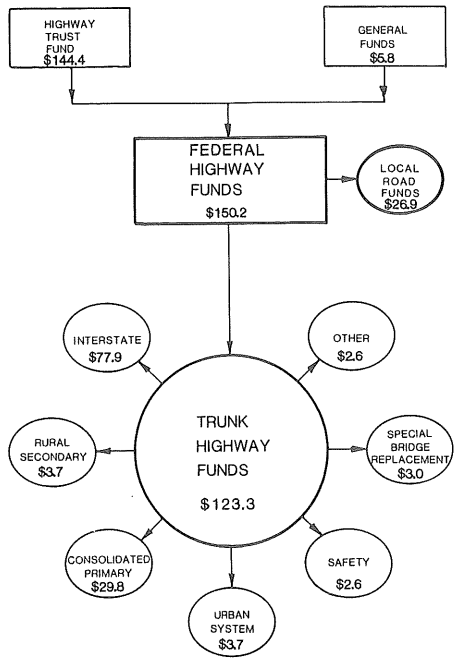
Section 3 Capital Assistance funds are discretionary in that they are made available in the form of grants or loans only after UMTA approval of applications from states or local public agencies which demonstrate the need for such funds. Section 3 funds are available to cover up to 80% of the eligible project costs, which includes a variety of capital costs associated with the acquisition, construction, reconstruction, and improvement of mass transit facilities and equipment. Congress authorized $7.325 billion in discretionary capital assistance for the six-year period, 1975-1980.

The MTC has made use of Section 3 funds for the great majority of its capital improvements, including the acquisition of Twin City Lines, Inc., construction and improvement of fixed facilities such as garages and waiting shelters, and purchase of new buses and other equipment. As of August 1, 1977, the MTC has had approved $43,390,436 in UMTA Section 3 grants for projects with a total cost of $58,738,045.*

Section 5 Operating Assistance funds, unlike Section 3 funds, can be used to defray the day-to-day operating costs of transit systems, up to a maximum of 50 percent of a transit system's operating deficit. These funds can also be used for capital purchases, but most transit systems have used the Section 5 funds for operating assistance because they are being faced with constantly-increasing operating deficits. Section 5 funds are allocated to states in accordance with a formula based on population density. The funds which will be available to the metropolitan area are known several years in advance. Congress authorized $3.975 billion for Section 5 formula assistance for the six-year period, 1975-1980.

The MTC has made use of all of its Section 5 funds since they first became available to help subsidize the operation of its regular bus transit system. For 1978, the allocation was $8,628,400 and it will

*The first grants were on a 2/3 Federal 1/3 local basis, so that these figures do not reflect the current 80%/20% matching ratio.



NOTE: FUNDS SHOWN ARE IN MILLIONS OF DOLLARS FOR FISCAL YEAR 1977

Figure 8

DISTRIBUTION OF FEDERAL HIGHWAY FUNDS BY FEDERAL-AID CATEGORY

increase to $9,467,000 for 1979 and $10,024,000 for 1980. The Minnesota Legislature takes into account the availability of Federal Section 5 funds for operating assistance in the development of the state public transit assistance program.

Section 6 Research and Development funds are available in the form of grants or contracts with UMTA to undertake a broad variety of research, development, and demonstration activities. Public transit authorities, transit equipment manufacturers and suppliers, and transit consultants are all eligible to participate in this program. The emphasis in research and development programs has shifted in recent years from long-term, high-technology projects to near-term management-oriented projects, such as those concerned with: improving transportation analysis, planning, and evaluation; improving methods of transportation financing and pricing; and improving transportation system management (TSM). In the service and methods demonstration program, the emphasis is on the development, testing, and promotion of innovative forms of public transportation. Projects are expected to last 1 to 3 years, and up to 100 percent of the cost of the project may be funded with Section 6 funds.

Section 6 funds received by the MTC are for partial funding of its "Total Commuter Service" demonstration project. The 1977 allocation for the project was $195,000 with $140,000 requested for 1978. The Total Commuter Service project is also partially financed with Federal Aid Urban funds.

Section 9 Planning Assistance funds are available in the form of grants to states and local public agencies for the planning, engineering, designing, and evaluation of urban mass transportation projects, the development of regional transportation plans, and other technical studies. Section 9 funds can be used only for planning purposes, and not for capital expenditures or transit operating expenses.

Section 16 (b) (2) Capital Assistance for Transporting Elderly and Handicapped Persons is provided in the form of grants to private, non-profit organizations for the acquisition of transportation equipment designed to provide special service to the elderly and the handicapped. This is a small-scale program, with only $21 million in Federal funds available nationwide in 1976, and $22 million available in 1977. Funds are available on an 80% Federal/20% local basis.

Private organizations in Minnesota wishing to make use of this program apply to Mn/DOT, which submits an application for Federal funds on behalf of all organizations whose requests have been approved at the state level. (This state function was previously handled by the State Planning Agency.) As part of the last application submitted by the state, in August 1976, $163,000 in Federal funds was requested to assist in purchase of 11 vans and small buses by 7 metropolitan area organizations.

STATE FUNDS

Highways

The principal sources of highway dollars in Minnesota are the state gasoline tax (9¢ per gallon) and the motor vehicle registration tax (license plate fees). The net proceeds (gross proceeds less collection costs) from both of these taxes are put into one fund, called the Highway User Tax Distribution Fund. In FY 1977, this fund received $291.3 million, of which $194.0 million was from motor fuel taxes and $97.3 million from motor vehicle license fees. Collection costs of $6.0 million reduced the net available dollars in the Fund to $285.3 million (Figure 9).

The Highway User Tax Distribution Fund is distributed in accordance with a 62%-29%-9% formula* as follows:

62% to Trunk Highway Account (for state highways and related expenses)

29% to county State-Aid Highway Account (for counties)

9% to Municipal State-Aid Street Account (for municipalities over 5,000 population)

The FY 1977 distribution of the net available from the funds was:

$176.6 million to the Trunk Highway Account

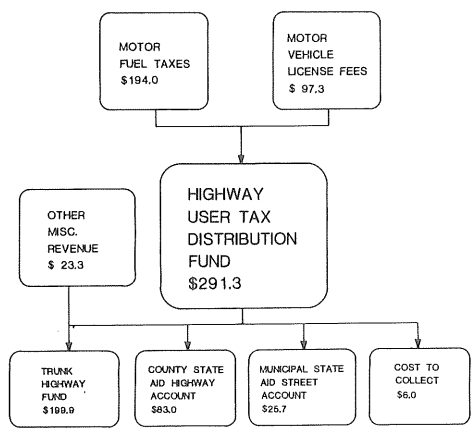
$ 83.0 million for County State-Aid

$ 25.7 million for Municipal State-Aid

These funds are available for meeting maintenance and operating expenses as well as for construction activities. The counties are required to use 40% of their state-aid funds for maintenance and operations, while the municipalities are required to use 25% of their state-aid funds for these purposes. The state takes its funds for operation and maintenance "off the top" and may use up to 100% of its trunk highway funds. The effect of continued increases in these costs, if trunk highway revenue stabilizes or decreases because of gasoline shortages or decreased gasoline consumption due to improved automobile performance, will be to reduce the state funds available for construction and matching of federal funds over the coming years.

In addition to the $176.6 million from the fund, the Trunk Highway Account received $23.3 million in FY 1977 in the form of miscellaneous revenue from driver license fees, state patrol fines, interest on investments, and reimbursement for services provided to other state departments and governmental agencies, corporations, partnerships, and individuals. This brought the total in the Trunk Highway Account to $199.9 million (Figure 9). In addition, $123.3 million of the Federal Aid for FY 1977 went to the Trunk Highway Account, as did $25.0 million from general revenue for bridge repair and replacement under the provisions of a special bonding program. The distribution of Federal and state funds for state highways is shown in Figure 10.

The above revenue figures for FY 1977 are for the entire state, since gasoline taxes and motor vehicle license fees are collected on a state-wide basis, and Federal Aid is also allocated to states, rather than smaller units of government. In the Twin Cities Metropolitan Area, the estimated expenditures (state and Federal) for 1978-80 are as shown in Table 4.



NOTE: FUNDS SHOWN ARE IN MILLIONS OF DOLLARS FOR FISCAL YEAR 1977.

Figure 9

DISTRIBUTION OF STATE FUNDS FOR HIGHWAYS

*The Legislature has the authority to make minor adjustments in the formula every six years. However, the current formula is close to the basic 62-29-9 breakdown shown.

TABLE 4

ESTIMATED TRUNK HIGHWAY CONSTRUCTION EXPENDITURES BY PROGRAM CATEGORY IN THE 7-COUNTY METROPOLITAN AREA
(in Millions of Dollars by Calendar Year)

Trunk Highway Category	CY 1978 State	CY 1978 Federal	CY 1979 State	CY 1979 Federal	CY 1980 State	CY 1980 Federal
Interstate	3.6	30.5	5.0	71.5	6.0	65.1
Regular	0.7	1.0	2.6	8.8	0.3	1.3
Safety Improvement	0.7	4.1	0.9	5.4	1.2	2.8
Resurfacing and Minor Improvement	1.4	2.8	0.8	0.6	1.1	0.3
Bridge	8.8	11.3	16.0	5.8	16.0	8.2
Federal Aid Urban	4.4	20.4	3.5	15.5	1.8	4.2
Total	19.6	70.1	28.8	107.6*	26.4	81.9

*May be substantially reduced because of budgetary controls.

Currently Mn/DOT is in the process of updating its highway development program (FY 1978-1981) together with making a new assessment on revenue availability for a comparable time period. Although it is expected that during the program period available revenue will range between $150 and $190 million state-wide, there is a strong implication that inflation and increased maintenance and operating costs could completely exhaust the construction program within the next few years unless an increase in revenue occurs.

Transit

In 1974, the Minnesota Legislature passed its first Transit Aid Program which provided financial assistance for the operation of publicly-owned transit systems in the state. A transit aid program has been maintained since that date, with the objective of providing a partial subsidy of operating losses so that fares can be stabilized and local property tax levies for transit purposes kept at a reasonable level. In 1976, the MTC received $16,309,000 from the state for operating assistance.

In 1977, the Legislature continued the Transit Aid Program with several new approaches which apply state-wide, but with certain funds dedicated for use in the Twin Cities Metropolitan Area. The 1977 law provides $38 million for the biennium (FY 1978 and FY 1979) to assist in the funding of two types of service throughout the state:

> Regular route transit is defined as service that is on a regular route and fixed schedule.
>
> Paratransit is defined as any ride sharing program that does not involve fixed routes.

For the regular route system the State participates in funding a portion of the annual deficit. In the paratransit field a demonstration program has been started whereby Mn/DOT is to demonstrate the effectiveness and efficiency of various forms of paratransit.

Of the total of $38 million for the biennium, $28.5 has been specifically allocated for use by the MTC. In some cases this means that the MTC is eligible to receive certain funds on the basis of actual expenditures or after development of a demonstration project approved by the state. These funding categories are shown in Table 5.

The performance funding approach adopted by the Legislature became effective on January 1, 1978. It provides for payment of a state subsidy to supplement the funds obtained from UMTA Section 5 grants and the MTC's property tax levy to produce a total per passenger subsidy of 48 cents in CY 1978 and 49 cents in the first half of CY 1979. An integral part of this funding approach is the Legislature's decision to fund social fares (off-peak reduced or free fares for the handicapped, youths, and senior citizens) through a separate program.

In addition to the above funds appropriated for MTC use, additional funds were appropriated for programs in which the MTC, private bus system operators, and paratransit service providers in the Twin Cities area might participate. These are summarized in Table 6.

TABLE 5

ESTIMATED TRANSIT FUNDS BY CATEGORY
(In Millions of Dollars by Fiscal Year)

Funding Category	FY 1978	FY 1979	TOTAL
Funds for MTC Projects projects operating Grant (7-1-77 to 12-31-77)	3.30	--	3.30
Administration of MTC (after 12-31-77)	.45	.45	.90
Project Mobility - handicapped Dial-a-Ride	.60	.60	1.20
Performance Funding (1-1-78 to 6-30-79)	4.50	9.20	13.70
Social Fares - Reimbursement or reduced fares mandated by legislature*	4.20	4.20	8.40
Paratransit Demonstrations	.50	.50	1.00
Maximum available to MTC	13.55	14.95	28.50

*This includes reimbursement to private operators in the Transit Taxing District.

It is premature at this time to project the amount of funds that will be made available in the 1980-81 biennium.

Table 7 summarizes the Federal and State funds available for highway and transit projects in the Twin Cities Metropolitan Area.

METROPOLITAN FUNDS

Highways

No funds for highways are raised at the metropolitan level.

Transit

The major single source of funds for the Metropolitan Transit Commission in 1976 was operating revenues, which totaled $16,738,258. Of this $15,136,664 was fare box revenue from regular passenger service, $1,223,676 from charter and contract service, and $377,918 from advertising and other sources.

The second major source of metropolitan funds for the MTC is a special ad valorem tax levy. During the past biennium the MTC has been authorized to levy a tax of up to 1.72 mills within the Transit Taxing District, plus an amount equal to 10% of the total transit levies in the District in the remainder of the 7-county Metropolitan Transit Area as shown in Figure 13; In 1976, this tax yielded $10.9 million in revenue for the MTC. The transit funding legislation passed by the Legislature in 1977 requires that the MTC now levy the full 1.72 mills to assist in financing its operations.

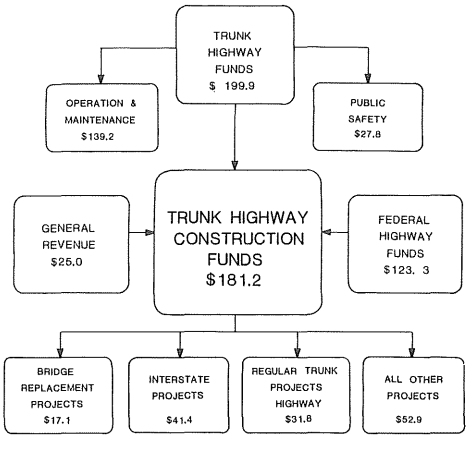
All of the proceeds of the 1.72 mill levy (and the 10% levy outside the Transit Taxing District) must be used for operation of the transit system. In addition, the Commission may levy upon the Transit Taxing District unlimited ad valorem taxes specifically for debt service requirements on currently outstanding certificates of indebtedness ($14.15 million as of December 31, 1977). Additional certificates of indebtedness up to a maximum amount of $9.0 million may be issued by the Commission for capital improvements. In 1976, the revenue from the additional tax levies for debt service totaled $2.1 million.

COUNTY FUNDS

Highways

Counties obtain funds for highway purposes from a variety of sources, and not all seven counties within the Metropolitan Area have the same sources available to them because of their different characteristics. Hennepin County is the most populous and includes both highly urbanized and central city areas and rural areas located outside of the Metropolitan Urban Service Area (MUSA) and Federal Aid Urban (FAU) system boundaries. Thus it has available as great a variety of funding sources as any of the seven metropolitan counties, but at the same time is not typical of all these counties. These sources are:

> County-wide ad valorem tax levy for highway purposes, with receipts going to the Road and Bridge Fund. This is the only county-generated source of funds for highway purposes and is used by all seven metropolitan area counties.
>
> County State-Aid Highway funds are distributed by Mn/DOT from the Highway User Tax Distribution fund as described earlier (Figure 9 and accompanying text). The 29% of the Fund which is distributed to the 87 counties is allocated on the basis of a formula that considers vehicle registration, road mileage, and money needs.



NOTE: FUNDS SHOWN ARE IN MILLIONS OF DOLLARS FOR FISCAL YEAR 1977.
• TOTAL DISBURSEMENTS FROM TRUNK HIGHWAY CONSTRUCTION FUNDS DO NOT MATCH TOTAL FUNDS AVAILABLE DUE TO THE INABILITY TO ADVANCE INTERSTATE PROJECTS TO THE IMPLEMENTATION STAGE.

Figure 10
DISTRIBUTION OF TRUNK HIGHWAY CONSTRUCTION FUNDS

TABLE 6

ADDITIONAL TRANSIT APPROPRIATIONS
(In Millions of Dollars by Fiscal Year)

	FY 1978	FY 1979	TOTAL
Regular Route Demonstration - Statewide	.37	.38	.75
Paratransit Demonstrations - Statewide*	1.75	1.75	3.50
Direct Aid to Private Operators in Metro Area	.45	.45	.90
Ongoing Paratransit Projects in Metro Area	.25	.25	.50
Total	2.82	2.83	5.65

*The MTC is not eligible for these funds, which are from the same program that provides up to $1.0 million for the MTC. Funds not used by the MTC would be available to others in the statewide program.

State Bridge Bond funds are provided from a special bonding program to finance construction or reconstruction of key bridges in the state. The 1977 Legislature authorized the sale of $50 million in bonds annually for the 1977-78 biennium, of which $13.5 million is appropriated for county bridges.

Federal-Aid Urban funds which are available to counties in the Twin Cities metropolitan area through the process of project selection described in Chapter V.

Federal-Aid Secondary funds are administered by Mn/DOT. On a state-wide basis, 65% of the Secondary funds received by the state are apportioned to the counties on the basis of rural secondary mileage and money needs. As previously noted, these funds are not usable with the urbanized area, and the seven metropolitan counties receive a total of only about $300,000 per year.

Special Bridge Replacement funds are allocated to the states for bridge replacement projects on Federal routes. Funds are allocated for projects based on a statewide priority listing of state, county and municipal bridges rated according to FHWA procedures.

Safer Off-System Roads provide for bridge reconstruction and safety improvement projects on roads not designated as Federal routes in rural areas.

Local Public Works Grant funds which are allocated under the Federal Local Public Works Capital Development and Investment Program may be approved for expenditure on road and bridge projects that satisfy other program requirements.

Community Development Block Grants. Hennepin County has joined with 35 communities to become an Urban County under the provisions of the Federal Housing and Community Development Act of 1974. As such, the county shares in Federal funds made available for community development projects, which may include certain road and bridge items.

Other revenue sources for county highway programs include participation in project costs by other agencies such as Mn/DOT, municipalities or other counties, and railroads when facilities of such agencies are included in the improvement or when law or policy calls for a proportionate sharing of specific construction item costs.

Transit

No county funds specifically for transit purposes are raised through taxes at the county level of government. Counties are eligible for funds through some state and Federal transit programs, and can make use of certain Federal highway funds for transit-related purposes.

MUNICIPAL FUNDS

Highways

Municipalities have a variety of sources of funds for street and highway purposes, including:

General Funds obtained from ad valorem tax levies for municipal purposes.

Special Assessments against benefitted property owners for street improvements.

Municipal State-Aid Highway funds distributed by Mn/DOT from the Highway User Tax Distribution funds, with revenues obtained primarily from state gasoline taxes and vehicle registration fees. As noted earlier, 9% of the Fund is distributed to municipalities with populations over 5,000.

State Bridge Bond funds are provided from the special bonding program to finance construction or reconstruction of key bridges in the state. The 1977 Legislature authorized the sale of $50 million in bonds annually for the 1977-1978 biennium of which $4 million is appropriated for municipal bridges.*

Federal-Aid Urban funds are available to municipalities in the Twin Cities metropolitan area, for streets on the FAU system through the process of project selection described in Chapter V.

Special Bridge Replacement funds are allocated to the states for bridge replacement projects on Federal routes. Funds are allocated for the projects based on a state wide priority listing of state, county, and municipal bridges rated according to FHWA procedures.

Local Public Works Grant funds allocated under the Federal Local Public Works Capital Development Investment Program may be approved for expenditure on road and bridge projects to satisfy the aims of that program.

Community Development Block Grants are available to metropolitan municipalities of 50,000 or more population primarily for projects that benefit low income areas. Specific projects are recommended to City Councils after an active citizen advisory process and may include projects for transportation purposes.

Urban Development Action Grants are available to municipalities for the primary purpose of promoting economic development and neighborhood revitalization. The objective of this program is to encourage private investment by providing public dollars for a portion of the project. Transportation projects funded with these funds would be directly related to private development and would not have general city-wide transportation application.

Other revenue sources for municipal transportation programs include participation in project cost by other agencies such as Mn/DOT, Counties, and railroads when facilities of such agencies are included in the improvement.

Transit

No transit funds are specifically raised by municipalities. Funds for transit activities can come from municipal general funds or special assessments. These municipal funds are sometimes used to match state or Federal funds for transit programs. A number of municipalities share operating losses with the Metropolitan Transit Commission for trials of route extensions or for continuation of certain services such as downtown QT service or other programs.

TABLE 7

SUMMARY OF FEDERAL AND STATE FUNDS FOR HIGHWAYS AND TRANSIT IN THE METROPOLITAN AREA
(In Millions of Dollars by Calendar Year)

	CY 1978	CY 1979	CY 1980	CY 1981	CY 1982	CY 1983
Federal Funds:						
Highways						
Interstate	52.0	56.0	56.0			
Urban System	8.7	8.7	8.7			
Other Systems	11.8	12.6	12.6			
Totals	72.5	77.3	77.3			
Transit						
UMTA Sec. 3*	15.1	17.9	12.3	15.9	9.5	2.3
UMTA Sec. 5	8.6	9.5	10.0			
Totals	23.7	27.4	22.3			
State Funds:						
Trunk Highways						
Interstate	3.6	5.0	6.0			
Bridges	8.8	16.0	16.0			
Other	7.2	7.8	4.4			
Totals	19.6	28.8	26.4			
Transit**						
Performance Funding	9.1	4.6				
Social Fares	5.6	2.8				
MTC Admin.	.6	.3				
Paratransit Demonstrations	.7	.3				
Project Mobility	.8	.4				
Totals	16.8	8.4				

*Discretionary Funds: amounts shown are estimated expenditures by years. The obligation of Federal Funds, based upon approval of grant applications, will occur in the 1978-1980 period.

**Funds available for first half of 1979 only; remainder of year and subsequent years will require additional appropriation.

*In summary, the annual sale of $50 million in bridge bonds yields $25 million for Mn/DOT, $13.5 million for county bridges, and $4 million for municipal bridges. The remaining $7.5 million is available for township bridges.

Communications to the Transportation Advisory Board

States and Counties

State of Wisconsin \ DEPARTMENT OF TRANSPORTATION

July 11, 1978

DIVISION OF HIGHWAYS
District 6
718 West Clairemont Ave.
P. O. Box 778
Eau Claire, WI 54701

Mr. Clement Springer, Transportation Coordinator
Transportation Advisory Board
300 Metro Square Building
St. Paul, Minnesota 55101

TRANSPORTATION
JUL 13 1978
ADVISORY BOARD

Dear Mr. Springer:

SUBJECT: A Report to the Transportation Advisory Board entitle "Major River Crossings in the Twin Cities Region"

We wish to make the following comments concerning the Prescott and Stillwater bridges as relates to the subject study.

- Prescott Bridge
  1. On page 13B the 1990 functional classification of the Prescott bridge is listed as a minor arterial to which we agree. The functional-jurisdictional relationships are discussed on pages 8 and 9. Of particular concern is the statement on page 8 that "counties..... should have primary responsibilities for minor arterials,.....". A minor arterial classification in Wisconsin, from both a state and federal standpoint relates to a state level jurisdiction. We can't concieve of the St. Croix River crossing at Prescott (USH 10) being under county jurisdiction.

  2. The statement on page 26 implies a qualification for adding this bridge as a recommendation in Corridor V "because the Wisconsin DOT is currently working on the Environmental Impact Statement." The study undertaken on this project is by joint state agreement.

     Although the Prescott bridge is not in dire despair structurally - it is scheduled for major deck repair; is a lift bridge (0 capacity at lift operation); narrow (20 foot clear roadway); vertical clearance of 14 feet; is aged (1922); subject to flooding, and has a projected 1990 V/C of 1.45.

In conclusion we feel the construction need of both the Prescott & Stillwater bridges could very well be before "post 1990" as indicated on page 5.

Thank you for giving us the opportunity to comment on this matter of mutual concern.

Sincerely,

Marvin J. Schaeffer, P.E.
District Engineer

By M. L. Beekman
M. L. Beekman, P.E.
Dist. Chief Planning Engineer

MLB:mlr
CC: Pierce Co.
St. Croix Co.
Minn. DOT Dist. 9

HENNEPIN

BUREAU OF PUBLIC SERVICE
A-2300 Government Center
Minneapolis, Minnesota 55487

June 27, 1978

Mr. Clement D. Springer
Transportation Coordinator
Transportation Advisory Board
300 Metro Square Building
St. Paul, Minnesota 55101

TRANSPORTATIO
JUN 28 1978
ADVISORY BOARD

Re: Major River Crossing Study

Dear Mr. Springer:

As you know, this department has followed this study quite closely throughout and, while at times during the report development we had concern and reservation, we now find the Draft Report (June 1978) to be generally acceptable.

We do, however, have one concern remaining at this time. The concern is that there be studies initiated and continued as to how adequate facilities may be provided for access across the Minnesota River corridor from the CSAH 18 area to Cedar Avenue. Our concern is not only the early performance and completion of such Location Study for the various transportation corridors involved but also the determination of the responsible agencies and the source of funds.

It is believed that any facilities proposed for this area of the Minnesota River will be of regional significance and, therefore, at least the study funding and perhaps the study impetus should be of regional source.

We would expect to be involved and will be pleased to assist in the future developments.

Very truly yours,

A. J. Lee
Associate County Administrator
and County Engineer

cp

cc: Herbert O. Klossner

HENNEPIN COUNTY
an equal opportunity employer

Office of
TY COMMISSIONERS
448-3435, Ext. 217

COUNTY OF CARVER

CARVER COUNTY COURTHOUSE
600 EAST 4TH
CHASKA, MINNESOTA 55318

July 10, 1978

Mr. David L. Graven, Chairman
Transportation Advisory Board
300 Metro Square Building
St. Paul, Minnesota 55101

Re: Comments on the Draft Report
Major River Crossings in the Twin Cities Region

Dear Mr. Graven:

This letter is in response to your request for comments regarding the referenced draft report.

We are in substantial agreement with the findings and recommendations and recommend that the report be adopted by the Transportation Advisory Board. The TAB should recognize the funding implications of the recommendation to construct or re-construct six major river bridges in the 1983-90 time period. This will certainly require a greatly expanded federal bridge program, a long term continuation of the state bridge replacement program, or both. In addition, two of the bridges will probably not be eligible for bridge replacement funding and therefore must be financed from regular highway funding sources. We point this out, because we believe that adoption of the recommendations implies a commitment to encourage and support this development of the expanded financial resources to accomplish these river crossing projects.

We urge that every effort be made to obtain funding for EIS preparation for the new bridge location to replace present CSAH 18 and the Savage Bridge.

Sincerely,

Joe F. Neaton

Joe F. Neaton, Chairman
Board of County Commissioner

PBM:kam

An Equal Opportunity Employer

COUNTY OF ANOKA

Office of the County Board of Commissioners

COURT HOUSE ANOKA, MINNESOTA 55303 612-421-4760

June 28, 1978

TRANSPORTATION
JUN 30 1978
ADVISORY BOARD

Mr. David Graven, Chairman
Transportation Advisory Board
Metropolitan Council
300 Metro Square
St. Paul, Minnesota 55101

Dear Mr. Graven:

I am pleased to advise you that the Anoka County Board of Commissioners has responded to your invitation for comments regarding the Major River Crossings Task Force findings presented to the Transportation Advisory Board on June 21, 1978. Enclosed for your review is a copy of Resolution #78-60 which states the County Board's support for the Task Force's recommendations and concurrence with the findings of this intensive study.

As indicated in the resolution, the County is very pleased with the comprehensive nature of this report and its thorough investigation of the priority bridge needs in the metropolitan area.

As always, if the County can be of any assistance to you on this or other matters, please don't hesitate to contact me.

With personal regards, I am,

Sincerely,

Ralph L. McGinley
Executive Secretary

RLM:sm
Enclosure

cc: Mr. Clement

Affirmative Action / Equal Opportunity Employer

BOARD OF COUNTY COMMISSIONERS
Anoka County, Minnesota

DATE 6/27/78 RESOLUTION NO. 78-60

OFFERED BY COMMISSIONER Fields

ANOKA COUNTY BOARD SUPPORT FOR MAJOR
RIVER CROSSINGS TASK FORCE RECOMMENDATIONS

WHEREAS, during the summer of 1977, the Transportation Advisory Board of the Metropolitan Council appointed a Major River Crossings Task Force and charged them with the development of recommendations on a priority listing for funding the construction and/or reconstruction of river bridges in the metropolitan area which cross the Major River Corridors; and,

WHEREAS, during the 12 month process of the Major River Crossings Task Force of the Transportation Advisory Board, some 40 bridge crossings of the three Major River Corridors in the metropolitan area were analyzed on the basis of numerous transportation criteria in order to arrive at a priority listing; and,

WHEREAS, the Major River Crossings Task Force has recently completed its study and analysis effort and has made public a report of their recommendations and findings; and,

WHEREAS, this report will be presented to the Transportation Advisory Board of the Metropolitan Council on June 21, 1978; and,

WHEREAS, the Chairman of the Transportation Advisory Board, Mr. David L. Graven, has called for public testimony and reaction to the findings of the Major River Crossings Task Force; and,

WHEREAS, the Anoka County Board of Commissioners through its representative on the Task Force, Commissioner LeRoy Johnson, has been kept advised of the report progress and final recommendations:

NOW, THEREFORE, BE IT RESOLVED by the Anoka County Board of Commissioners that they do hereby declare their support and concurrence with the findings of the Major River Crossings Task Force and further, offer an acknowledgment of the thoroughness and attention to detail which obviously went into the study efforts of the Report recommendations.

BE IT FINALLY RESOLVED that copies of this resolution be forwarded to the attention of Mr. David Graven, Chairman of the Transportation Advisory Board; Mr. John Roland, Chairman of the Metropolitan Council; the entire Anoka County Legislative Delegation; Ms. Marcia Bennett and Mr. Charles Weaver - Metropolitan Council members and Commissioner LeRoy Johnson, Anoka County Representative to Transportation Advisory Board.

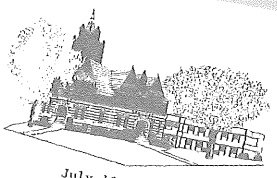
	Yes	No
Kordiak	X	
Fields	X	
Burman	X	
Johnson	X	
O'Bannon	X	

State of Minnesota)
) SS
County of Anoka)

I, Ralph L. McGinley, Executive Secretary to the County Board of Commissioners, Anoka County, Minnesota, hereby certify that I have compared the foregoing copy of the Resolution of the County Board of said County with the original record thereof on file in the Administration Office, Anoka County, Minnesota, as stated in the minutes of the proceedings of said Board at a meeting duly held on 6/27/78, and that the same is a true and correct copy of said original record and of the whole thereof, and that said Resolution was duly passed by said Board at said meeting.

Witness my hand and seal this 27th day of June, 19 78.

RALPH L. MCGINLEY
EXECUTIVE SECRETARY



ST. CROIX COUNTY
WISCONSIN
PLANNING OFFICE 386-5581 Ex. 2
COURTHOUSE HUDSON 54016

July 13, 1978

Mr. Clement Springer, Transportation Coordinator
Transportation Advisory Board
300 Metro Square Building
St. Paul, Minnesota 55101

TRANSPORTATION
JUL 21 1978
ADVISORY BOARD

Dear Mr. Springer:

Having reviewed the draft of The Report to the Transportation Advisory Board: Major River Crossings in the Twin Cities Region, we would commend the Major River Crossings Task Force on its analysis of factors relative to needs for bridge replacements or new construction. Representing St. Croix County, our interest of course is centered on access to and from the Twin Cities from St. Croix County.

One of the two major crossings in St. Croix County is the TH 212, Stillwater Bridge. On page fourteen of the report it is stated that bridges which show 1990 vehicle/capacity ratios exceeding 1.00 "will become the problems of the future." It is shown in the report that the 1990 V/C Ratio (P.M. Peak Hour) for the Stillwater Bridge is projected to be 1.65, higher than any other bridge listed in the metropolitan area. In view of these expected high volumes, it seems that more urgency should be attached to Long-Range (Post 1990) plans for that bridge as shown on page five. "Construct as needed" implies an indefiniteness, while your projections indicate a definite need by 1990.

We do believe that by 1990 congestion problems through the City of Stillwater will be compounded due to Stillwater's increased attractiveness for tourists thereby impeding normal thru traffic. The bridge, which was built in 1931, will be almost 60 years old in 1990. In addition, the bridge is of the old drawbridge style, and must be raised frequently in the summer to accomodate large amounts of pleasure-boat traffic.

We hope you take these considerations into account, and we thank you for giving us an opportunity to reply.

Sincerely yours,

E.P. Rock, Chairman
St. Croix County Comprehensive Planning,
Zoning and Parks Committee

EPR/mc

BOARD OF COUNTY COMMISSIONERS
SCOTT COUNTY, MINNESOTA

Date July 18, 1978 Resolution No. 78115

Motion by Commissioner Koniarski Seconded by Commissioner Boegeman

RESOLUTION REAFFIRMING THE POSITION AND RECOMMENDATIONS OF THE SCOTT COUNTY BOARD OF COMMISSIONERS ON BRIDGE NEEDS IN THE CORRIDOR BETWEEN T.H. 41 AND THE CITY OF BURNSVILLE.

BE IT RESOLVED that the Board of Commissioners goes on record herewith re-affirming it's position and recommendations to the Major River Crossings Task Force, the Minnesota Department of Transportation and the Metropolitan Council on bridge needs in the corridor between T. H. 41 and the City of Burnsville as are outlined in a memorandum to the Major River Crossings Task Force dated December 13, 1977 and Resolution No. 77188; adopting recommended actions regarding Major Transportation needs in Scott and Carver Counties dated November 29, 1977.

BE IT FURTHER RESOLVED that copies of this resolution be forwarded to the Commissioner of Transportation, the Chairman of the Metropolitan Council and the Metropolitan Council Transportation Advisory Board by the County Administrator.

TRANSPORTATION
JUL 21 1978
ADVISORY BOARD

YES		NO	
Koniarski	x	Koniarski	
Worm	x	Worm	
Hron	x	Hron	
Oldenburg	x	Oldenburg	
Boegeman	x	Boegeman	

State of Minnesota } ss.
County of Scott }

I, Joseph F. Rios, Duly appointed, qualified and acting County Administrator for the County of Scott, State of Minnesota, do hereby certify that I have compared the foregoing copy of a Resolution with the original minutes of the proceedings of the Board of County Commissioners, Scott County, Minnesota, at their session held on the 18th day of July 19 78 now on file in my office, and have found the same to be a true and correct copy thereof.

Witness my hand and official seal at Shakopee, Minnesota, this 18th day of July, 1978

Joseph F. Rios
County Administrator

By
Deputy Administrator

SCA Form 1

BOARD OF COUNTY COMMISSIONERS
WASHINGTON COUNTY, MINNESOTA

Date July 24, 1978 Resolution No.

Motion by Commissioner Otte Department Commissioner Otte

Seconded by Commissioner Axelrod

WASHINGTON COUNTY BOARD SUPPORT FOR MAJOR
RIVER CROSSINGS TASK FORCE RECOMMENDATIONS

WHEREAS, during the summer of 1977, the Transportation Advisory Board of the Metropolitan Council appointed a Major River Crossings Task Force and charged them with the development of recommendations on a priority listing for funding the construction and/or reconstruction of river bridges in the metropolitan area which cross the Major River Corridors; and,

WHEREAS, during the 12 month process of the Major River Crossings Task Force of the Transportation Advisory Board, some 40 bridge crossings of the three Major River Corridors in the metropolitan area were analyzed on the basis of numerous transportation criteria in order to arrive at a priority listing; and,

WHEREAS, the Major River Crossings Task Force has recently completed its study and analysis effort and has made public a report of their recommendations and findings; and,

WHEREAS, this report will be presented to the Transportation Advisory Board of the Metropolitan Council on June 21, 1978; and,

WHEREAS, the Chairman of the Transportation Advisory Board, Mr. David L. Graven, has called for public testimony and reaction to the findings of the Major River Crossings Task Force; and,

WHEREAS, the Washington County Board of Commissioners through its representative on the Task Force, Commissioner Ralph B. Otte, has been kept advised of the report progress and final recommendations;

NOW, THEREFORE, BE IT RESOLVED by the Washington County Board of Commissioners that they do hereby declare their support and concurrence with the findings of the Major River Crossings Task Force and further, offer an acknowledgment of the thoroughness and attention to detail which obviously went into the study efforts of the Report recommendations;

AND, BE IT FINALLY RESOLVED that copies of this resolution be forwarded to the attention of Mr. David Graven, Chairman of the Transportation Advisory Board; Mr. John Boland, Chairman of the Metropolitan Council; the entire Washington County Legislative Delegation; Ms. Opal Petersen, Metropolitan Council member, and Commissioner Ralph B. Otte, Washington County Representative to Transportation Advisory Board.

Attest:
M. Neal Erdahl
County Administrator

Chairman, County Board

YES		NO	
AXELROD	X	AXELROD	
MCGOWAN	X	MCGOWAN	
OTTE	X	OTTE	
SCHAEFER, JR.	X	SCHAEFER, JR.	
SCHEEL	X	SCHEEL	

State of Minnesota } SS.
County of Washington }

I, M. Neal Erdahl, duly appointed, qualified and acting County Administrator for the County of Washington, State of Minnesota, do hereby certify that I have compared the foregoing copy of a Resolution with the original minutes of the proceedings of the Board of County Commissioners, Washington County, Minnesota, at its session held on the 24th day of July, 19 78, now on file in my office and have found the same to be a true and correct copy thereof.

Witness my hand and official seal at Stillwater, Minnesota, this 26th day of July, 1978

County Administrator

By
Deputy Administrator

CITY OF SAINT PAUL
OFFICE OF THE MAYOR

GEORGE LATIMER
MAYOR

347 CITY HALL
SAINT PAUL, MINNESOTA 55102
(612) 298-4323

TRANSPORTATION
JUL 18 1978
ADVISORY BOARD

July 12, 1978

Mr. David L. Graven, Chairman
Transportation Advisory Board
Metropolitan Council
300 Metro Square Building
St. Paul, Minnesota 55101

Dear Mr. Graven:

This is to inform you that we have received the report of the Major River Crossings Task Force and find we have no substantial disagreement with the conclusions.

We would like to make several observations, however. We do not concur with the projected use on TH49, the High Bridge. Present use exceeds the 6,300 projected and we anticipate an increase, not a decrease.

We strongly support and encourage the repair or reconstruction of four St. Paul bridges (TH49, High Bridge; MSAS235, Wabasha Bridge; TH52, Robert Bridge; and TH212, Marshall-Lake Bridge) in the 1983-1990 time period. If anything, we would prefer earlier attention to their needs.

Finally, we hope that the priority list in recommendation 1 reflects the importance of the corridor, not the order in which necessary bridge work should be carried out. We feel that the work required on some of the bridges which are lower on the list require immediate attention compared to the actual needs of bridges on routes which may be higher priority as a whole.

The Task Force is to be commended for sorting through the complex problems and reaching sound recommendations.

Sincerely,

George Latimer
Mayor

GL/mb

RESOLUTION NO. 78-72

RESOLUTION ENDORSING THE FINDINGS OF THE MAJOR RIVER CROSSINGS TASK FORCE

WHEREAS, the Transportation Advisory Board of the Metropolitan Council has created a major river crossings task force to examine all existing and proposed major river crossings within the metropolitan area, and

WHEREAS, said major river crossings task force has after intensive months of study released its' findings and recommendations, and

WHEREAS, the report recognizes that the Northtown Corridor planning should be accelerated in the short-range and should be constructed within an intermediate range of time as a high priority need of the metropolitan area.

NOW, THEREFORE BE IT RESOLVED, By the Coon Rapids City Council that it does hereby endorse and support the "Report to the Transportation Advisory Board" by the task force on major river crossings.

BE IT FURTHER RESOLVED THAT the Metropolitan Council and the Minnesota Department of Transportation be urged to accelerate planning for the Northtown Corridor crossing of the Mississippi River and for its' construction at the earliest possible opportunity.

BE IT FURTHER RESOLVED THAT copies of this resolution be transmitted to the Chairman of the Metropolitan Council and to the Commissioner of the Minnesota Department of Transportation.

Adopted by the Coon Rapids City Council this 20th day of June 1978.

George White, Mayor

ATTEST:

Betty Bell, City Clerk

Chaska

JAMES H. MAIN
City Administrator

July 14, 1978

Mr. Clement Springer
Transportation Coordinator
Transportation Advisory Board
300 Metro Square Building
St. Paul, Minnesota 55101

TRANSPORTATION
JUL 21 1978
ADVISORY BOARD

Dear Mr. Springer:

Although this letter is late, the City of Chaska does wish to be on the record as favoring the report of the Major River Crossings Task Force to the Transportation Advisory Board regarding priorities for major river crossings in the metropolitan area. We have recognized the need for a long time for a new crossing of the Minnesota River and we support the priority being given to a Trunk Highway 41 crossing.

Sincerely yours,

James H. Main

City Of Chaska Minnesota | 205 East Fourth Street 55318 | Phone 612-448-2851

RESOLUTION 78R-248
By Alderman Corrao

Stating the concerns of the City of Minneapolis regarding the Major River Crossings report to the Transportation Advisory Board.

Whereas, the Transportation Advisory Board has created a Major River Crossings Task Force to examine existing and proposed major river crossings and recommend priorities for their construction or replacement; and

Whereas, the Task Force report is completed and has been reviewed by the Technical Advisory Committee and that Committee has recommended revision of the Task Force's report; and

Whereas, the Major River Crossings Task Force's report will next be presented to the Transportation Advisory Board; and

Whereas, the Transportation Advisory Board is expected to take action on this report at its July meeting and has invited comment from interested parties; and

Whereas, the City Council has reviewed the draft of the Major River Crossings report and wishes to express its concerns;

Now, Therefore, Be It Resolved by the City Council of the City of Minneapolis:

1. That it strongly disagrees with the Task Force's recommendation that the needed replacement of the deteriorating Lake Street - Marshall Avenue Bridge, now programmed for 1982, be deferred.

2. That it strongly disagrees with the Task Force's ranking of the Minneapolis-St. Paul Corridor as the lowest priority corridor of those considered in the report.

3. That it believes that maintaining bridges in an existing system is a higher priority than system expansion; and especially where funding is a constraint, needed replacements of existing facilities should not be deferred in favor of system expansion.

4. That it expresses its general support of the Technical Advisory Committee's recommendations for revisions of the draft report; namely that the reconstruction of the Lake Street - Marshall Avenue bridge be accomplished according to the current schedule (1982-83) and that the ranking of the corridors be de-emphasized, and, in some cases, the ranking should be eliminated.

Passed July 14, 1978. Louis G. DeMars, President of Council.

Approved July 17, 1978. Albert J. Hofstede, Mayor.

Attest: Lyall A. Schwarzkopf, City Clerk.

STATE OF MINNESOTA,
County of Hennepin, } ss.
CITY OF MINNEAPOLIS,

I, LYALL A. SCHWARZKOPF, City Clerk of Minneap
Hennepin and State of Minnesota, do hereby certify th
attached copy of RESOLUTION 78R-248
adopted by the City Council of said city at a regu
meeting thereof held on the 14th
day of July, 19 78, and have carefully
compared the same with the original thereof, now on file i
that said attached copy is a true and correct copy of sai
the whole thereof.

IN WITNESS WHER
unto set my hand a
porate seal of said C
day of July
A.D., 19 78.

CITY OF
PRIOR LAKE, MINNESOTA
55372
MICHAEL A. McGUIRE, MANAGER
612 - 447 - 4230

June 20, 1978

TRANSPORTATION
JUN 22 1978
ADVISORY BOARD

Mr. James Harrington
Commissioner of Transportation
411 Transportation Building
St. Paul, Minnesota 55155

Dear Commissioner Harrington:

The City Council of Prior Lake has received a copy of the letter sent to you by the City of Savage dated June 5, 1978.

We, too, would sincerely appreciate a delay on any decision on a CSAH raod revocation until the Transportation Advisory Board and ultimately the Metro Council have adopted a River Crossings plan or until a feasibility study for the Shakopee Burnsville Corridor is completed.

Sincerely,

Michael A. McGuire
CITY MANAGER

cc: City of Prior Lake City Council
Cleve M. Eno--Mayor, City of Savage
Rollin Crawford--MRCTF
John Boland--Chairman, Metro Council
David Gravin--Transportation Advisory Board
Anthony Worm--Chairman, Scott County Board
John E. Derus--Chairman, Hennepin County Board
Peter Oschner--Mayor, City of Burnsville
Walter Harbeck--Mayor, City of Shakopee
James Lindau--Mayor, City of Bloomington

THE CENTER OF LAKE COUNTRY

CITY OF STILLWATER

On the Beautiful St. Croix
216 North Fourth Street
STILLWATER, MINNESOTA
55082

Phone: 612-439-6121

MAYOR
DAVID C. JUNKER

COUNCILMEN:
ANN MARIE BODLOVICK
JERRY B. MAHONEY
ROGER PETERSON
WILLIAM H. POWELL

CITY ATTORNEY
DAVID T. MAGNUSON

TRANSPORTATION
JUN 28 1978
ADVISORY BOARD

June 23, 1978

Mr. Clement Springer, Transportation Coordinator
Transportation Advisory Board
300 Metro Square Bldg.
St. Paul, Minnesota 55101

Dear Mr. Springer:

The City of Stillwater and, especially the merchants in our downtown area would certainly appreciate it if a high priority rating would be given to the replacement bridge that goes across the St. Croix River into Wisconsin from our downtown business district.

The congestion problems in this area have been a serious problem for many years and is becoming an even greater problem all the time, especially during the summer months and on weekends.

Anything that can be done to give this bridge the highest priority for funding at the earliest possible date would be appreciated by the citizens of the St. Croix Valley and the officials of the City of Stillwater.

Yours very truly,

David C. Junker
Mayor

DCJ:ds

CITY OF MAPLE GROVE
RESOLUTION NO. 78-119

WHEREAS, the City Council of the City of Maple Grove has been furnished a draft report captioned "A Report to the Transportation Advisory Board", entitled "Major River Crossings in Twin Cities Region"; and

WHEREAS, the City Council has reviewed the contents thereof specifically relating to the major river crossing identified as 8a--Northtown Crosstown; and

WHEREAS, the City Council of the City of Maple Grove is in agreement with the Summary of Recommendations set forth on Page 4 thereof as they relate specifically to the 8a--Northtown Crosstown, which in said report recommends accelerated planning on the short range and the construction of the new bridge in the intermediate range; and

WHEREAS, in arriving at the conclusion stated above, the City of Maple Grove has considered the following factors:

1. In 1969 the City of Maple Grove was involved in a 701 planning effort, which identified a major northtown transportation facility.
2. The City of Maple Grove participated in a task force study for the Northtown Crosstown Corridor with other governmental agencies since the early 1970's.
3. In 1973 the City updated its Eastern Land Use Plan, which incorporates the Northtown Corridor and further identifies a crosstown roadway as a vital link in the transportation network in the northern suburbs.
4. In 1974 the City caused the engineering firm of Bather, Ringrose, Wolsfeld to prepare a Comprehensive Transportation Plan for the City which again identifies the Northtown Crosstown facility.
5. Hennepin County, in 1975 prepared a "Transportation Systems Study" which identified within the northern suburbs the Northtown Crosstown facility.
6. In 1977 Mn/DOT and other governmental agencies became engaged in the continuing corridor study for the Northtown Crosstown facility and Maple Grove participated therein.
7. The obvious inadequacy of the present river crossings in the north Mississippi area and the said facilities are incapable of handling the traffic potential thereon.
8. Extensive growth of the cities of Brooklyn Park and Maple Grove make it obvious that the Northtown Crosstown facility is essential to continued orderly growth and planning.
9. Even under great urbanization pressure, the City of Maple Grove has preserved a corridor for the Northtown Crosstown future construction.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Maple Grove:

1. That the City Council of the City of Maple Grove continues to enthusiastically support the early construction of the bridge river crossing for the Northtown Crosstown.
2. That the City distribute this resolution to appropriate governmental agencies indicating support of the "Summary of Recommendations", as set forth in the draft report to the "Transportation Advisory Board" dated June, 1978.

Motion for the adoption of the foregoing Resolution was made by Councilman Deane and seconded by Councilman Weidt and upon a vote being taken thereon, the following voted in favor thereof: Mayor Reimer, Councilmen Deane, Johnson, Puncochar, Weidt;

and the following voted against: None

and the following were absent: None

WHEREUPON, the Resolution was declared duly passed and adopted the 17th day of July 1978.

STATE OF MINNESOTA)
COUNTY OF HENNEPIN) ss.
CITY OF MAPLE GROVE)

I, the undersigned, being the duly qualified and acting Clerk of the City of Maple Grove, Hennepin County, Minnesota, hereby certify that the above and foregoing Resolution No. 78-119 is a true and correct copy of the Resolution as adopted by the City Council of the City of Maple Grove on the 17th day of July, 1978.

Gerri Fleming, City Clerk

(SEAL)

RESOLUTION NO. 78-87

A RESOLUTION REQUESTING PROCEEDING WITH ENVIRONMENTAL IMPACT STATEMENT FOR CROSSING OF MINNESOTA RIVER ON THE CO. RD. 18 ALIGNMENT

WHEREAS, "The Taks Force on Major River Crossings" has prepared a report to the Transportation Advisory Board, which is titled "Major River Crossings in the Twin Cities Region;" and

WHEREAS, the crossings of a major river are of extreme importance to health and welfare of people represented by the Bloomington City Council; and

WHEREAS, the City Council has repeatedly affirmed its determination that the major river crossing in the west Bloomington vicinity shall be on the Co. Hwy. 18 (Town Line Avenue) alignment at the westerly limits of Bloomington; and

WHEREAS, the City Council has controlled land development in the area to reserve space for Hwy. 18 rights-of-way; and

WHEREAS, driveway access as well as local street access has not been allowed onto the stated rights-of-way for Hwy. 18; and

WHEREAS, rapidly increasing traffic volumes in the area are creating serious problems and do necessitate improvement of Hwy. 18; and

WHEREAS, it is important to design all current and future improvements in a manner compatible with the planned final design of the major highway; and

WHEREAS, hardships and increasing costs accelerate when land development patterns and street and highway alignments are not properly coordinated toward the final design; and

WHEREAS, the law requires an Encironmental Impact Statement before implementation of any major project involving federal funds; and

WHEREAS, it is necessary that a corridor be assigned upon which to conduct the Environmental Impact Statement; and

WHEREAS, the County Hwy. 18 alignment (Town Line Avenue near the west limits of Bloomington) is the planned alignment for the major north-south roadway between I-35W and Carver County.

NOW, THERFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF BLOOMINGTON IN REGULAR MEETING ASSEMBLED, that an Environmental Impact Statement on the Co. Hwy. 18 corridor be commenced immediately.

BE IT FURTHER RESOLVED, that the City Clerk is hereby directed to forward a certified copy of this resolution to Clement D. Springer, 300 Metro Square Bldg., 7th Street and Robert Street, St. Paul, Minnesota 55101, for distribution to the Metropolitan Council Transportation Advisory Board.

Passed and adopted this 17th day of July, 1978.

(SEAL)

Attest:

Mayor

City Clerk

CITY OF SHAKOPEE

INCORPORATED 1870 — 129 E. FIRST AVE. — 55379

July 5, 1978

Mr. David L. Graven, Chairman
Transportation Advisory Board
Metropolitan Council
350 Metro Square Building
7th and Robert Streets
St. Paul, Minnesota 55101

TRANSPORTATION
JUL 7 1978
ADVISORY BOARD

Dear Mr. Graven:

This is in response to the Major River Crossing Task Force Report. The Task Force should be commended for its hard work and the fine job on the decisions which were made on the information made available to them.

With all due respect, I believe there is further information which should have been made available to them which could have possibly made changes in their assumptions in respect to need and location.

My conclusions will be based on the 41-169 versus 18-494 because I have been involved in that process very actively for the past nine years.

1. Environment

   a] Should be thoroughly studied in both corridors and should include the removal of homes and businesses.

   b] Should include the total area of river valley in both areas that will be disturbed.

   c] Consideration of creating another tier of people who would locate further outside of the service areas in regard to land planning..

2. The traffic counts which the Committee has to work with were too out dated.

   a] Average daily traffic

Shakopee	15,600	actual	21,140
41 bridge	5,535	actual	6,260
18 Bloomington	2,900	actual	6,589
CSAH 34	5,283	actual	Closed

3. Local community participation

   a] It was local community participation which forced the creation of the Task Force.

   b] All local governments along the 18 corridor are in agreement and resolutions are available to verify this fact.

4. Cost. It was not a factor in the report but figures are available from the Department of Transportation showing 18 to cost 14 million versus 41 million for bridge and 36 million for interchanges on 41-169.

In retrospect, I do not believe the 41-169 bridge, which is the first consideration of the Task Force, will serve the 34 thousand residents south of the river nor will it serve the through traffic of some 21 thousand vehicles. This is evidenced by the light volume of traffic now using highways 212-41-5 which are available at this time.

Sincerely,

Walter C. Harbeck, Mayor
CITY OF SHAKOPEE

WCH/jsc

RESOLUTION NO. 1280

A RESOLUTION CONCERNING THE REPORT BY THE TASK FORCE ON MAJOR RIVER CROSSINGS TO THE TRANSPORTATION ADVISORY BOARD

WHEREAS, a transportation crises continues to exist for citizens of Shakopee and Scott County who wish to drive to destinations on the other side of the Minnesota River, and

WHEREAS, the Shakopee City Council has worked for many years to improve the transportation facilities which serve Shakopee, and

WHEREAS, the Task Force on Major River Crossings was established by the Transportation Advisory Board to continue the work begun by the Minnesota River Advisory Committee which was formed by municipal and county officials from both sides of the Minnesota River who were concerned with the transportation crises of the non-existance of a safe all season crossing over the Minnesota River, and

WHEREAS, the Task Force on Major River Crossings has now completed its work and has prepared a report to the Transportation Advisory Board, and

WHEREAS, the Shakopee City Council has been fully advised of the recommendations contained in this report.

NOW THEREFORE BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF SHAKOPEE, MINNESOTA, that:

1. The Shakopee City Council expresses its sincere appreciation to the Major River Crossing Task Force for their many hours of dedicated service to the task of looking at this complicated problem.

2. The Shakopee City Council continues to recommend the construction of a major river crossing in the CSAH 18 corridor as soon as possible and that it be given a higher priority than the proposed TH 41 bridge for the following reasons:

   A] The TH 41 bridge will not serve the existing local needs for residents of northern Scott County and southern Hennepin County to get to their respective places of employment, homes and other destinations.

   B] TH 41 is not located even close to the location of the two bridges which have served existing transportation needs and which are now closed or scheduled to be closed within the next five years.

   C] The proposed TH 41 bridge will encourage new areas of development beyond the areas designated by the Metropolitan Council as either urban or free standing growth centers rather than serve existing populations.

   D] The proposed TH 41 bridge along with all of the needed new highway construction and approaches will be more expensive than the CSAH 18 bridge and needed roads and approaches.

   E] The need for the proposed TH 41 bridge as expressed by the projected average daily traffic in 1990 is much less than the projected average daily traffic for the CSAH 18 bridge in 1990.

3. That the Task Force's recommendation for an E.I.S. Statement for a suitable future bridge location between Shakopee and Burnsville be made a high priority for the Trnasportation Advisory Committee and the Metropolitan Council and that both bodies work with Scott County and Hennepin County to get the needed federal funding of all phases of the E.I.S.

4. That, after the preparation of the needed E.I.S., immediate steps be taken to insure the construction of a major high level bridge in the corridor selected by the E.I.S. as the best location.

5. That the Transportation Advisory Board and the Metropolitan Council continue to work for a solution to the river crossing crises which now exists until a solution is found and implemented.

Adopted in regular session of the City Council of the City of Shakopee, Minnesota, held this 5th day of July, 1978.

Mayor of the City of Shakopee

Attest:

City Clerk

Approved as to form this 5 day of July, 1978.

City Attorney

Citizen Organization

Brooklyn Park Chamber of Commerce

TRANSPORTATION
JUL 12 1978
ADVISORY BOARD

7575 Brooklyn Boulevard, Brooklyn Park, Minnesota 55443 • Phone 612/561-6280

July 11, 1978

RE: Major River Crossings Task Force Report

David L. Graven
Chairman, Transportation Advisory Board
Metropolitan Council
300 Metro Square Bldg.
St. Paul, MN. 55101

Dear Mr. Graven:

The Brooklyn Park Chamber of Commerce would like to enter the following comments into the record concerning the report of the Major River Crossings Task Force.

1. We concur with the findings of the Task Force that the North Crosstown Bridge over the Mississippi River is very necessary and, as such, should rank high on the priority list.
2. We think it very important that the findings of the Task Force be incorporated into the MN/DOT Transportation Plan.
3. We believe the importance of the proposed bridge is greatly emphasized due to the increasing traffic volumes on the Anoka and I-694 bridges and the need for improved east-west and north-south traffic movements in northern Hennepin County.

We are looking forward to continued progress on the transportation needs in the Brooklyn Park area.

Very truly yours,

C.W. Rogers, President
Brooklyn Park Chamber of Commerce

cc: Bureau of Policy and Planning - MN/DOT
Jim Krautkremer, Mayor of Brooklyn Park
Northtown Corridor Task Force

CR/ck

"Building Our Community"

FREDERICK W RAHR

TRANSPORTATION
JUN 30 1978
ADVISORY BOARD

June 29, 1978

Mr. Clement Springer, Transportation Coordinator
Transportation Advisory Board
300 Metro Square Building
St. Paul, Minnesota 55101

Dear Clem.

I would like to respond to the draft report dated June 1978, "Major River Crossings in the Twin Cities Region" to the Transportation Advisory Board.

The Minneapolis Chapter of Ike's supports the report, but we would like to comment on Bridge 4A. We feel more emphasis should be placed on Bridge 4A, the Savage Replacement. Below we list these reasons.

1. Normandale Boulevard is being upgraded to four lanes from I-494 to Old Shakopee Road at considerable expense.
2. No environmental problems at a Savage crossing.
3. No encroachment onto the flood plain of the Minnesota River.
4. No encroachment onto the National Wildlife Refuge.
5. Would help support emergency services between Bloomington and Savage.
6. Cost factor for a wide two-lane bridge would be less than Bridge No. 3A.
7. A bridge at the Savage location would help the communities of Savage, Burnsville, Prior Lake, as well as Shakopee.

Thank you very much for the opportunity to respond to this report.

Sincerely,

F. W. Rahr

PS - I would like to have this letter incorporated into the written record of this report.

NORTHTOWN CORRIDOR TASK FORCE

115 Northtown Drive, Blaine, MN Phone 786-2526

Cooperating Chambers:

Anoka
Blaine Area
Brooklyn Center
Brooklyn Park
Coon Rapids
Fridley
Osseo/Maple Grove

July 17, 1978

Mr. David L. Graven, Chairman
TRANSPORTATION ADVISORY BOARD
4610 IDS Center
Minneapolis, Minnesota 55402

Dear Mr. Graven:

I have just finished reviewing a draft which was compiled by the Task Force on Major River Crossings.

Speaking on behalf of the joint Chamber committee for the Northtown Crosstown project, I would like to commend your people who have devoted their time and efforts in reviewing the data. As you may already know, our committee is comprised of the Chambers listed on this letterhead. This group represents approximately 2,000 businesses of the northern suburbs. The committee was formed in 1977 with the expressed purpose of expediting the proposed Northtown Crosstown project.

The data which your Task Force compiled was highly informative. I note on Page 12 and 13c that the proposed bridge would have 45,000 cars average daily traffic. After reviewing the other data, it seems that the proposed Northtown Crosstown bridge will alleviate the congestion on I-694 and TH-52 Anoka.

Rather than reinforce your committee's findings with my own, I would like to concur wholeheartedly with their recommendations on Page 29 of the draft.

It is my firm conviction that the building of the Northtown Crosstown bridge will solve some of the major issues which were identified by your Task Force. I am specifically referring to Page 7 and the Transportation Service Needs as an issue.

If I may be of any further assistance to you, please do not hesitate to contact me.

Sincerely,

Robert L. Foster, Chairman
NORTHTOWN CORRIDOR TASK FORCE

RECEIVED JUL 19 1978

WEST SIDE CITIZENS ORGANIZATION
179 East Robie Street
Saint Paul, Minnesota 55107
(612) 227-9291

July 11, 1978

TRANSPORTATION
JUL 12 1978
ADVISORY BOARD

The Task Force on Major River Crossings
Rollin Crawford, Chairperson
Suite 300, Metro Square Building
Saint Paul, Minnesota 55101

The West Side Citizens Organization (WSCO) St. Paul's District 3 Planning Council wishes to commend and concur with the Major River Crossing Task Force's recommendations for TH 49, the High Bridge.

WSCO has initiated contact with Mn/DOT in order to facilitate and begin planning on the design stage. Estimates of three to seven more years of use have been heard for the old bridge. In meeting with Mn/DOT representatives we have been told that if things go smoothly construction can be let by 1982.

The High Bridge is a vital transportation and economic link between our community and the mainland. WSCO will do everything possible in order to minimize disruption in the transition from the old to a new bridge.

West Side Citizens Organization

Ron Bloch

Ron Bloch
Board Member

RB:js