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# 1985-1987 TRANSPORTATION IMPROVEMENT PROGRAM

for the  
Twin Cities Metropolitan Area

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December 1984

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1985-1987  
TRANSPORTATION IMPROVEMENT PROGRAM  
FOR THE TWIN CITIES METROPOLITAN AREA

December 1984

Metropolitan Council  
300 Metro Square Building, 7th and Robert Streets  
St. Paul, Minnesota 55101 Tel. 612-291-6359  
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## SUMMARY

The Metropolitan Council voted on December 13, 1984, to approve this \$923 million program for improving the highway and transit systems in the Twin Cities Area over the next three years.

About \$673.9 million of the program will be paid by the federal government. While two federal agencies, the Federal Highway Administration and Urban Mass Transportation Administration, must formally approve the program, most of the federal funds already have been earmarked for the Twin Cities Area. The remaining \$249.1 million will come from state gas tax revenues for highway projects, and from property tax and farebox revenues for transit projects.

The Transportation Improvement Program (TIP), prepared by the Council's Transportation Advisory Board, slates about 72 percent of the money for highway projects and 28 percent for transit projects. There are approximately 360 projects in the program, including 154 estimated to cost over \$1 million. Almost all the projects, which involve construction, reconstruction, equipment purchases and transit operating subsidies, will begin in the next three years.

The improvement program, which the Council approves annually, is based on the Council's regional Transportation Policy Plan, the Transportation Air Quality Control Plan, and the Metropolitan Transit Commission (MTC's) Transit Development Program.

The major highway projects planned in 1985, most of which involve completing interstate highway segments, are:

- Constructing the "Third Avenue Distributor" in downtown Minneapolis, and beginning construction of I-394 from I-94 in Minneapolis to I-494 in St. Louis Park including an interim high occupancy vehicle (HOV) lane, \$88.5 million.
- Constructing I-35E in Eagan, from TH 77 to CSAH 26, \$7.3 million.
- Continuing construction of I-35E in St. Paul, \$9 million.
- Constructing the northern section of the Osseo Bypass in Brooklyn Park and Champlin, \$2.7 million.
- Constructing the Northtown/Crosstown (TH 610/252) from I-694 in Brooklyn Center to TH 10 in Coon Rapids, \$22.2 million.
- Preliminary engineering for the University Transit Corridor between the St. Paul and Minneapolis campuses, \$1 million.

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

In approving the new TIP, the Council reserved the right to perform project level reviews in all funding categories. The Council also found the TIP to be consistent with the Transportation Air Quality Control Plan of the State Implementation Plan, and certified that it is complying with federal transportation planning requirements..

## 1. INTRODUCTION

The 1985-87 Transportation Improvement Program (TIP) for the Twin Cities Metropolitan Area is a program of highway and transit projects proposed for federal funding in the next three years. The TIP is prepared jointly by the Metropolitan Council, the Minnesota Department of Transportation (Mn/DOT) and the Metropolitan Transit Commission (MTC). Projects scheduled for construction in 1985 receive special emphasis and are referred to as the "annual element" of the TIP. The projects included in the TIP implement the Region's transportation plan and priorities.

### FEDERAL REQUIREMENTS

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

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

The annual element describes all projects contained in the approved Transportation Improvement Program proposed for implementation during 1985, the first program year. For each project, the annual element is to include:

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

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

### REGIONAL PLANNING PROCESS

The Transportation Improvement Program is based on the ongoing transportation planning process of the Region, as defined in the Prospectus for the Transportation Planning Process in the Twin Cities Metropolitan Area. Administered and coordinated by the Metropolitan Council, this process is a continuing, comprehensive and cooperative effort, involving municipal and county governments, the Metropolitan Airports Commission (MAC), the

Metropolitan Transit Commission, the Minnesota Department of Transportation and the Minnesota Pollution Control Agency (PCA). Elected local government officials are ensured participation in the process through the Metropolitan Council's Transportation Advisory Board (TAB). The TAB provides a forum for the cooperative deliberation of state, regional and local officials, and private citizens appointed by the Council.

A new agency, the Regional Transit Board (RTB), was created by the state legislature as of July 1, 1984. The RTB will coordinate transit planning for the Twin Cities Region. The Prospectus will be revised in 1985, and will clarify the role of the RTB in the regional planning process.

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

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

- o The Metropolitan Council's 2000 Transportation Development Guide/Policy Plan sets overall regional transportation policy and details major long-range transportation plans.
- o The Transit Development Program (TDP), prepared by the MTC, is a five year program for implementing the transit and paratransit elements of the Metropolitan Council's Transportation Policy Plan.
- o The Transportation Air Quality Control Plan, prepared by the Metropolitan Council, sets objectives and implementation strategies for transportation improvements to address air quality problems.

Except for the Transit Development Program, the above documents do not identify specific projects for inclusion in the TIP. The Transportation Development Guide/Policy Plan and the Air Quality Plan provide a framework for the development of specific projects by the county and local governmental units and agencies (Mn/DOT and the MTC) which are responsible for construction and operation of transportation facilities and services.

By August 1, 1986 the RTB must submit a five-year transit service implementation plan to the Council, which identifies transit service needs and objectives, planned transit service and capital improvements, and costs and funding sources. The five-year implementation plan will be updated biennially. The RTB will submit a 1985-87 interim implementation plan to the Council in December 1984, which will be used to develop the 1986-88 TIP next year.

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

The system plans are further refined through alternative corridor and location studies. These studies and environmental impact statements lead to specific

project recommendations that are included in implementation programs. Other projects, such as those concerned with resurfacing, bridge improvements and safety, arise from continual monitoring and evaluation of existing highway facilities.

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

The current federal planning regulations which were promulgated in June, 1983 require that a simplified process for updating or modifying the endorsed annual (or biennial) element of the TIP be developed. The TAB and its technical committees developed and adopted a streamlined TIP amendment process during 1984, and that process is now being used.

#### PROGRAM AREAS IN THE TRANSPORTATION IMPROVEMENT PROGRAM

Federal regulations require that projects funded under the following programs be included in the 1985-1987 TIP:

- o Interstate Projects. This category includes the Federal Aid Interstate Construction, Federal Aid Interstate Preservation, and Interstate Right-of-Way Programs.
- o Bridge Repair and Replacement Program.
- o Federal Aid Primary System Projects.
- o Urban Systems Projects. The Federal Aid Urban (FAU) Program and the outstate FAU/FAS Fund Transfer are included in this category.
- o Interstate Substitution Program (including the Interstate Substitution Right-of-Way Program).
- o Transit Capital and Operating Assistance Programs (UMTA Sections 3, 5, 9 and 9A).
- o UMTA Section 16(b)2 Program. This program funds the purchase of lift-equipped vehicles by nonprofit organizations which provide transportation for the elderly and handicapped.

Federal regulations do not require the inclusion of UMTA Section 4(i) projects in the TIP. However, they are included for informational purposes in the annual element of Chapter 5.

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

## 2. SUMMARY OF REGIONAL PLANS AND PRIORITIES

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

### TRANSPORTATION DEVELOPMENT GUIDE/POLICY PLAN

By state law, the Metropolitan Council is responsible for preparing a policy plan for transportation facilities and services in the Metropolitan Area. The policy plan includes a statement of needs, a general description of the nature and location of required facilities and services, and general statements on timing, priorities, and the level of public expenditures for both capital and operating costs. The Council adopted the 2000 Transportation Development Guide/Policy Plan as a part of its Metropolitan Development Guide in January 1983. The policy plan is the framework for the TIP.

The Metropolitan Council's Transportation Policy Plan provides the framework for planning by government agencies, counties, municipalities and private sector participants involved in the construction and operation of transportation facilities and services in the Region. The plan has 39 policies that direct metropolitan transportation investments between now and 2000. The plan emphasizes maintenance and use of the existing transportation system, and a careful approach to major new capital expenditures. The plan supports the policies of the Council's Development Framework. The Development Framework, a chapter of the Metropolitan Development Guide, is a plan for regional guided-growth which encourages efficient use of existing metropolitan and local investments (e.g., sewers, roads, schools, fire, police). The Transportation Policy Plan contains general (regional) policies and policies specific to the urban and rural areas as they are defined in the Development Framework.

The Metropolitan Council uses the policies of the Transportation Development Guide/Policy Plan to review the various referrals and proposals submitted to the Council under federal and state laws. The policy plan provides direction to the Metropolitan Transit Commission in the preparation of the Transit Development Program. It also provides the Minnesota Department of Transportation with the Metropolitan Area policies to be used in the statewide transportation planning program. The policy plan includes a 2000 Metropolitan Highway System Plan and a 2000 Metropolitan Transit System Plan which appear as Figures 2 and 3.

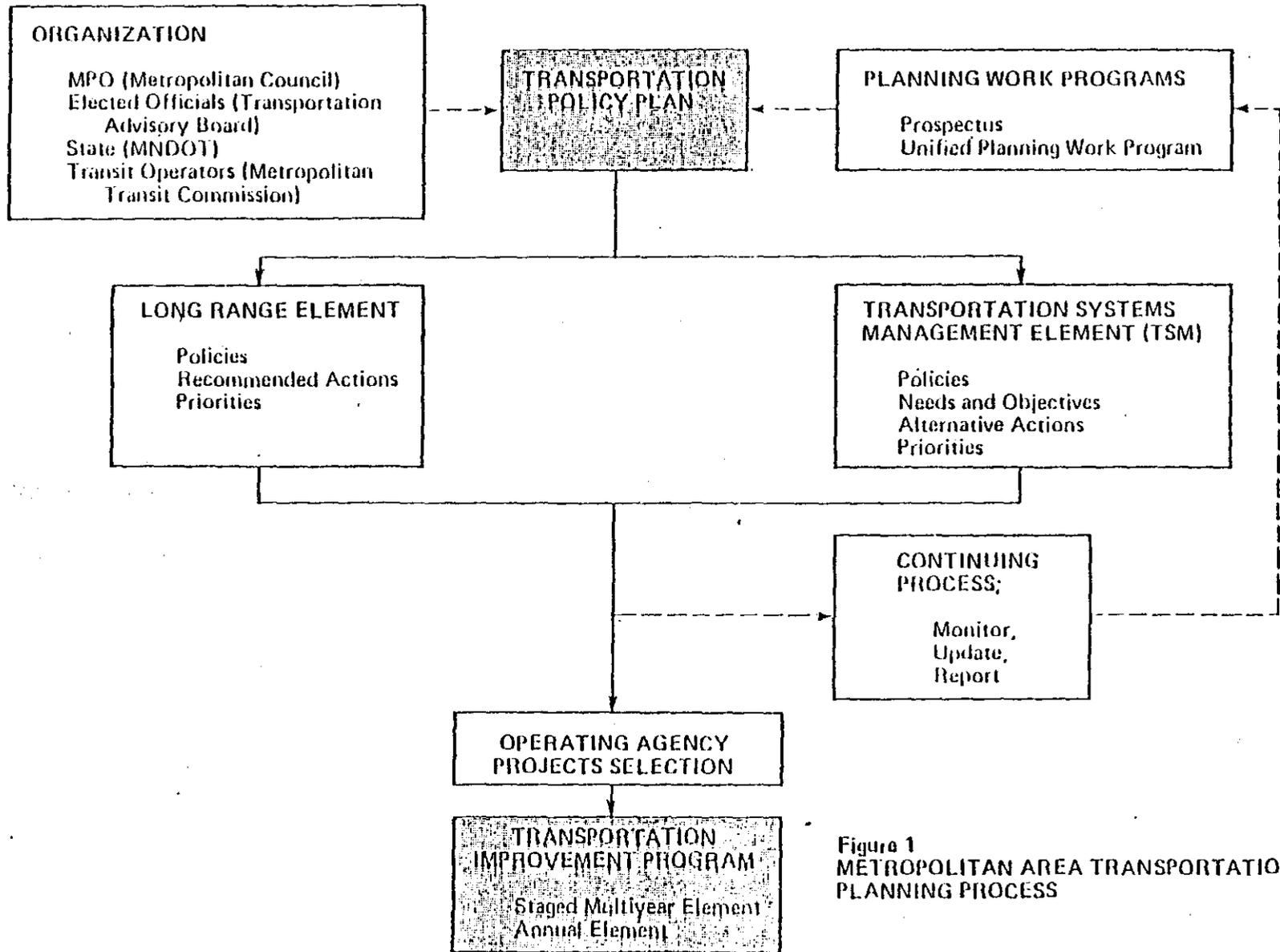


Figure 1  
METROPOLITAN AREA TRANSPORTATION  
PLANNING PROCESS

**METROPOLITAN HIGHWAYS**

-  Interstate Freeway
-  Major Arterial
-  MUSA Boundary
-  Right-of-Way Reservation
-  Subregion

January 13, 1983

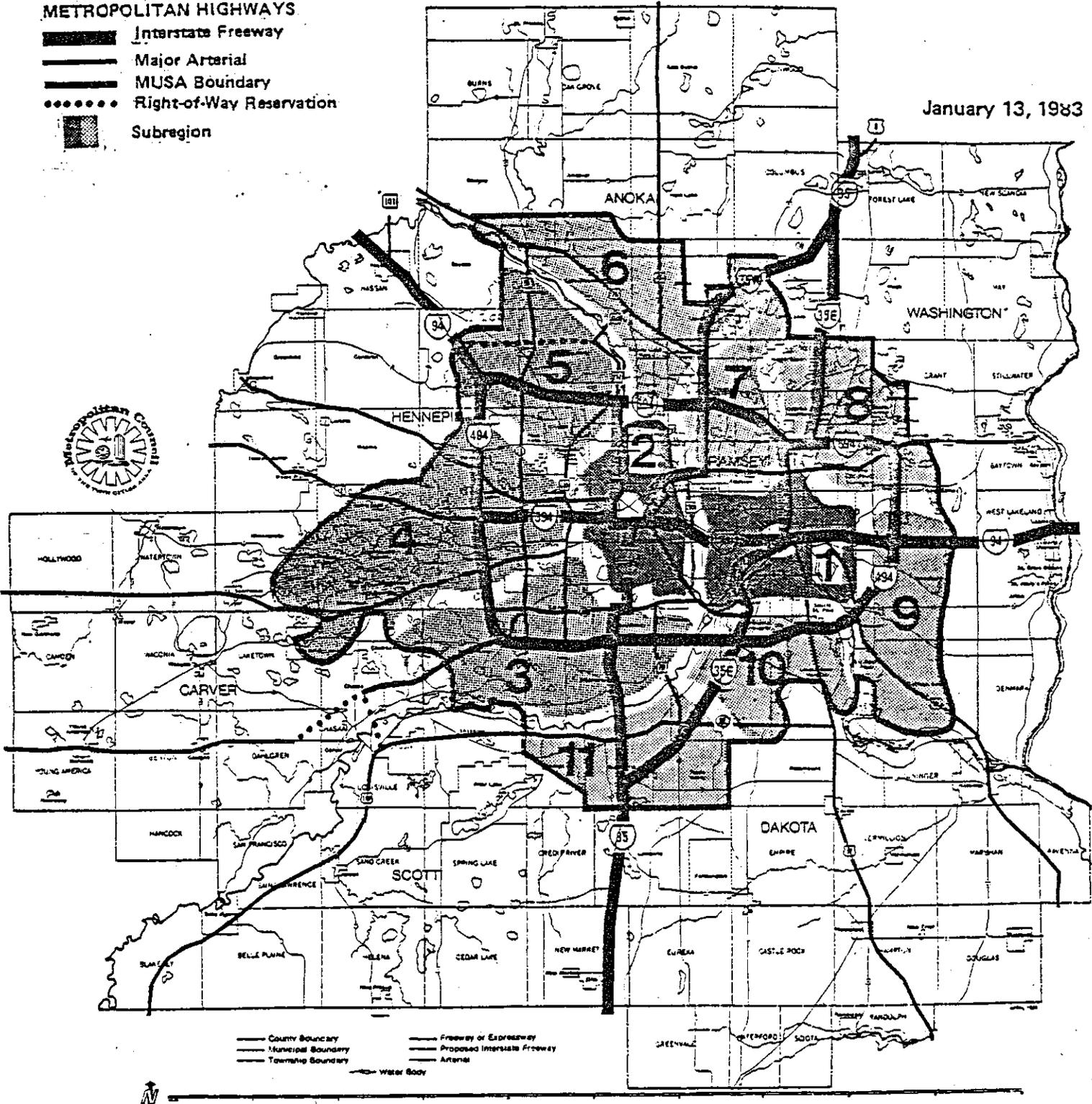


Figure 2. 2000 METROPOLITAN HIGHWAY SYSTEM PLAN

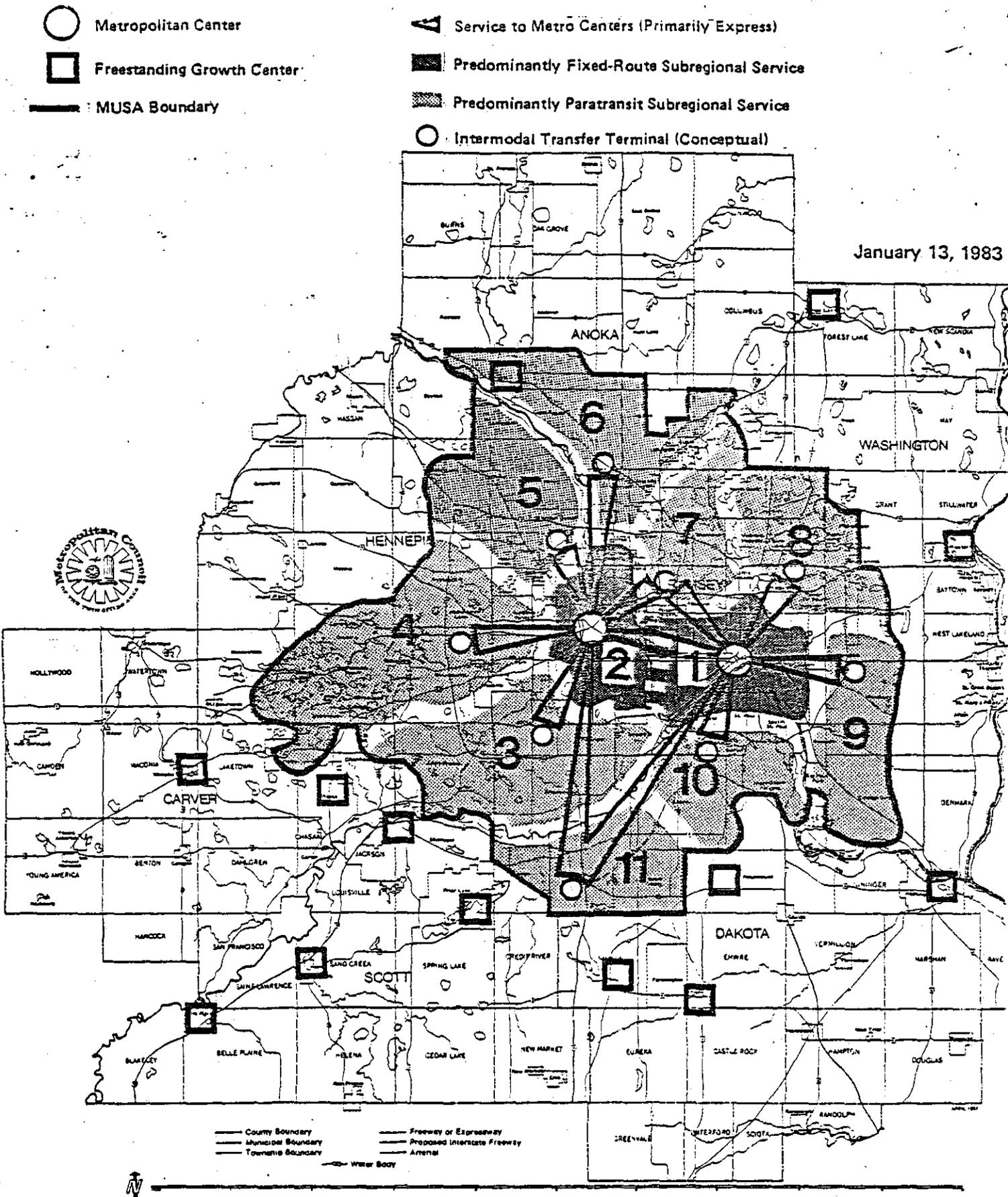


Figure 3. 2000 METROPOLITAN TRANSIT SYSTEM PLAN

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

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

#### 2000 METROPOLITAN HIGHWAY SYSTEM PLAN

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

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

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

The policy plan identifies four metropolitan highway segments as major travel segments which should be planned for 1.6 persons per auto and 35 percent of the

peak-hour person-travel from the suburban subregions to the metro centers on fixed-route transit. Those segments are:

1. Interstate 35-W from its junction with I-35E in the south to its junction with I-35E in the north.
2. Interstate 35-E from its junction with I-35W in the south to its junction with I-35W in the north.
3. Interstate 94 from the I-694/I-494 junction in Washington County to the junction with I-694 in Brooklyn Center.
4. Interstate 394 from I-494 to Washington Av. N.

#### 2000 METROPOLITAN TRANSIT SYSTEM PLAN

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

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

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

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

Three levels of express transit service are needed, according to actual transit demand and its potential impact on the metropolitan highway system. In high-volume transit corridors, or in highly congested highway corridors, express transit is to receive priority treatment. This might range from freeway metering with special access ramps and reserved lanes during peak flow periods to the alternative of a fixed guideway for the exclusive use of transit. A

second level of service in less congested or in less transit-oriented corridors is priority treatment of express transit in the form of freeway or expressway metering with special access ramps. The third level of express service is transit moving in mixed traffic when projected volumes do not require priority treatment.

The policy plan projects a demand for increases in regional transit service ranging from 20 to 40 percent, depending on various energy and economic scenarios between 1982 and 2000. Less reliance on conventional bus service to meet increased demand is recommended. This can be achieved in three ways:

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

Second, higher capacity and less labor-intensive transit modes, such as light rail transit (LRT), should be explored.

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

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

#### HIGHWAY AND TRANSIT PRIORITIES

The 2000 Transportation Development Guide/Policy Plan identifies highway and transit system deficiencies of regional significance which now exist or are expected to occur by 2000. Deficiencies were identified through application of Council policies on safety, land use compatibility, travel time and capacity, and the Council's forecast of 2000 travel. Based on these deficiencies the policy plan defines highway and transit "needs." Highway "needs" are identified by specific highway segments and transit "needs" are identified by subregion. These needs appear in Tables 1 and 2.

The policy plan recognizes a high probability that revenues will fall short of costs for construction, maintenance and operation of the total metropolitan highway and transit systems. In June 1984 the Metropolitan Council adopted an amendment to the Transportation Policy Plan on costs and priorities. The amendment estimates the costs of completing the 2000 metropolitan highway and transit systems, and forecasts future revenues. The amendment also establishes a biennial process for developing 10-year priorities for regional highway and transit improvements. The Council will develop and adopt its first priorities report as a supplement to the policy plan by July 1985.

Table 1  
METROPOLITAN HIGHWAY NEEDS

HIGHWAY	SPECIFIC LOCATION	GENERAL LOCATION	NEED	COMMENTS*
I-35E	W. 7th St. to I-94/I-35E	St. Paul	Construct parkway in Pleasant Av. corridor	Assumes a parkway without truck traffic.
I-35W	TH 13 to I-494	Bloomington	Construct additional lanes	Entire segment 46th to TH 13 has capacity deficiency. Some traffic may be diverted to Cedar Av. which has capacity surplus. However, in long term, I-35W will need upgrading--especially existing Minnesota River bridge. CONSULTANT SELECTION PROCESS UNDERWAY. CONSTRUCTION ANTICIPATED POST-1990.
I-35W	Minnesota River bridge	Bloomington	Repair and widen existing bridge	I-35W bridge may be special case in terms of timing for any required structural repair and widening(see comment above). UNDER CONSTRUCTION.
I-35W/CSAH 62	"Common section"	Richfield	Reconstruct	Seriously deficient. Needs revamping of ramps and through lanes to improve safety and capacity. Closing of access ramps should be considered. CONSULTANT SELECTION PROCESS UNDERWAY. CONSTRUCTION ANTICIPATED POST-1990.
I-35W	CSAH 62 to 46th St.	Minneapolis	Construct new lanes	Needs one additional lane in each direction. CONSULTANT SELECTION PROCESS UNDERWAY. CONSTRUCTION ANTICIPATED POST-1990.
I-94	Lowry tunnel to W. River Rd.	Central Minneapolis	Reconstruct	Structural deficiency due to deteriorating continuous reinforced concrete (CRC). This deficiency has been identified by Mn/DOT as among worst in Metro Area.
I-94	E. River Rd. to TH 280	Minneapolis	Reconstruct	Bottleneck at Dartmouth interchange assumed to be removed when CRC project is undertaken. Capacity deficiency exists from River Rd. through interchange at TH 280.
I-94	TH 280 to Snelling Av.	St. Paul	Reconstruct	Structural deficiency due to deteriorating CRC. This deficiency has been identified by Mn/DOT as among worst in Metro Area. Revamping of ramps and through lanes to improve safety and capacity. Closing of access ramps should be considered.
I-94/I-35E	"Common section"	St. Paul	Construct additional lanes	Both lane capacity and traffic continuity require upgrading.
I-94	Lafayette Freeway to Mounds Blvd.	St. Paul	Reconstruct	Roadway geometrics and lane configuration create safety problems and reduce effective capacity.

Table 1 (Cont'd)  
METROPOLITAN HIGHWAY NEEDS

HIGHWAY	SPECIFIC LOCATION	GENERAL LOCATION	NEED	COMMENTS*
I-394	I-494 to Washington Av.	Minnetonka Golden Valley Minneapolis	New construction	Removes major system deficiency. Assumes implementation of I-394 diamond and reversible lanes solution as recommended to Mn/DOT by Metropolitan Council.
I-494	TH 169/212 to TH 100	Eden Prairie/ Bloomington	Upgrade existing road	Assumes eventual widening to six lanes.
I-494	TH 77 to CSAH 1	Bloomington	Upgrade interchange area	To be further evaluated in airport south study. UNDER CONSTRUCTION.
I-494	TH 61 to Farwell Av.	South St. Paul/ Newport	Upgrade bridge	Eventually need increased capacity across Mississippi River at this or a parallel location.
I-694	I-94 to TH 47	Fridley	Construct additional lanes	Assumes rebuilding of BN railroad bridge and eventual widening to six lanes. TH 610 is also needed to relieve I-694 Mississippi River bridge congestion.
I-694	TH 47 to I-35W	Arden Hills, Fridley, New Brighton	Construct additional lanes	Assumes eventual widening to six lanes.
TH 3	I-494 to TH 52	Inver Grove Heights	Right-of-way (ROW) acq./ construct new road	Complete system link between Lafayette Freeway and outstate route to Rochester; also helps reduce traffic pressure on I-494 Mississippi River bridge to Newport at TH 61.
TH 7	I-494 to Williston Rd.	Minnetonka	Reconstruct existing road	Approach improvement, including control of access or added lane.
TH 10	TH 65 to I-35W	Blaine	Construct new road	Alignment shifts to north; relieves deficiency on old TH 10.
TH 12	CSAH 101 to I-494	Minnetonka	Construct new lanes	Removes safety deficiency. Completes design continuity between proposed I-394 and existing TH 12 which is access controlled west of CSAH 101.
TH 13	Co. Rd. 7 to CSAH 32	Burnsville	Construct intersection improvements	Turn movement adversely affects capacity and safety.
TH 36	TH 61 to CSAH 64	Maplewood	Construct safety/capacity improvement	Assumes intersection and traffic improvements to increase capacity and safety.

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Table 1 (Cont.)  
METROPOLITAN HIGHWAY NEEDS

HIGHWAY	SPECIFIC LOCATION	GENERAL LOCATION	NEED	COMMENTS*
TH 55	South end of Mendota bridge	Mendota Heights	Reconstruct intersection	Bridge segment shows capacity deficiency resulting from signal with TH 13. Assumed to be removed by reconstruction of intersection.
TH 55	Hiawatha Av. from I-94 to CSAH 62	Minneapolis	Reconstruct existing road	Final design to be determined in 1984. EIS APPROVAL PROCESS UNDERWAY. CONGRESSIONAL APPROPRIATION NEEDED FOR DESIGN AND CONSTRUCTION.
TH 55	CSAH 6 to CSAH 154	Plymouth	Construct safety/capacity improvements	Assumes intersection and traffic improvements to increase capacity.
TH 55	Hwy. 100 to I-94	Minneapolis (Olson Memorial Hwy.)	Improve level of service	Assumes minor improvements of operating characteristics to provide higher average speeds.
TH 61	I-494 to CSAH 22	Newport	Construct traffic improvements.	Assumes intersection and traffic improvements to increase capacity.
TH 77	I-494 to E. 90th St.	Bloomington - Airport	Construct new interchange	Segment from I-494 to 90th St. is deficient due to an at-grade intersection. Grade separation is assumed to provide capacity in corridor to help relieve I-35W.
TH 100	TH 7 to S. 36th St.	St. Louis Park	Construct grade-separated interchange	Remove an at-grade signalized intersection on access-controlled major arterial. UNDER CONSTRUCTION.
TH 101	TH 169 to TH 101	South Shakopee/ Jackson Twp.	ROW acquisition/construct new bypass	Removes truck and auto traffic from downtown Shakopee.
TH 169	Mississippi River bridge	Champlin-Anoka	Additional capacity over Mississippi River	NO IMPROVEMENT PROGRAMMED. TH 610 BRIDGE IS EXPECTED TO MEET A PORTION OF THE LONG-TERM NEED AND RELIEVE PRESENT CONGESTION FOR THE NEAR TERM PERIOD. HOWEVER, PLANS WILL BE REQUIRED TO ADDRESS THE POST 2000 GROWTH IN TRAVEL. A STUDY IS PENDING.
TH 169	"Osseo Bypass"	Osseo/Brooklyn Park	Construct new bypass	Inadequate older highway traversing community causes safety and congestion problems.
New TH 212	CSAH 34 to CSAH 41	Norwood/Chaska	ROW acquisition	Hold corridor for future system completion.
New TH 212	CSAH 41 to I-494	Chaska/Chanhasen/	ROW acquisition and construction	Removes corridor deficiency for both TH 169 and TH 212.

Table 1 (Cont.)  
METROPOLITAN HIGHWAY NEEDS

HIGHWAY	SPECIFIC LOCATION	GENERAL LOCATION	NEED	COMMENTS*
TH 252	I-694 to CSAH 130	Brooklyn Center	Construction capacity safety improvements	Road to be rebuilt on partial new alignment as part of TH 610 improvement.
TH 610	TH 10 to TH 252	Brooklyn Park	ROW acquisition	TH 610 is needed to relieve I-694 Mississippi River bridge congestion. Mississippi River crossing and connection to TH 10 needed by 2000 to respond to Development Framework plan (includes 252 connection). RIVER BRIDGE UNDER CONSTRUCTION.
TH 610	TH 252 to I-94	Brooklyn Park/ Maple Grove	ROW acquisition	Hold ROW between TH 252 and I-94.
CSAH 32	TH 3 to TH 52	Inver Grove Heights	ROW acquisition and construction	Assumes completion of CSAH 32 (two lanes) from TH 3 to TH 52. The present segment is an unimproved dirt road from TH 3 to CSAH 71 and also terminates at CSAH 71.
CSAH 62	CSAH 18 to I-494	Eden Prairie/ Minnetonka	Construct new road	Assumes four to six lanes to complete this portion of metro highway system and to relieve capacity deficiency on I-494, from CSAH 18 to TH 212.

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

Table 2  
METROPOLITAN TRANSIT NEEDS

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

## TRANSPORTATION SYSTEM MANAGEMENT

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

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

## TRANSIT DEVELOPMENT PROGRAM

Under the provisions of state law, as amended in 1981, the Metropolitan Transit Commission is required to prepare a five-year Transit Development Program (TDP), for implementation of the transit and paratransit elements of the Metropolitan Council's Transportation Policy Plan. The second of these programs was adopted by the Commission in June 1984 and transmitted to the Metropolitan Council for review and approval in conformance with the provisions of state law.

The 1984 TDP reviews current plans for transit service in the 1984-1988 time period for:

- o Regular scheduled local and express bus service
- o Special service for the handicapped
- o Paratransit services
- o Ridesharing activities.

The 1984 TDP was prepared shortly after the MTC had experienced a turn around in ridership trends. From May 1982 through November 1983, MTC ridership showed monthly decreases from comparable months in the previous year. In December 1983, the regular system ridership exceeded that in December 1982 by 1.17 percent, and in the first three months of 1984 increases ranged from 2.4 to 3.2 percent. On the basis of this experience and short-range forecasts made in 1980, annual increases in the 2 to 3 percent range were assumed for short-range planning. Ridership increases in the six months since March, 1984, have supported the validity of this assumption for use in the biennially-prepared TDP.

Future bus requirements for scheduled service over the short range were based on these forecasts, and point to the urgency of the MTC's bus replacement and rehabilitation program. The 1984 TDP also contains a Commission-endorsed program of priority service improvements for 1984 and 1985, and identifies other major service changes anticipated in the 1984-1988 period.

Transportation for handicapped people through the Metro Mobility Program will continue, but new federal regulations may affect the specifics of the program and result in increased participation from the private sector and social service agencies. The role of the MTC's Project Mobility service could also change as a result of evaluation of the Metro Mobility Program.

The MTC does not anticipate that it will be directly involved in providing paratransit services other than Project Mobility during the five-year program period. The MTC will continue to be involved in ridesharing activities, but does not own any vehicles used in this program.

The capital improvement program to support these services emphasizes replacement or renovation of existing facilities and vehicles, rather than expansion of the fleet or service area. Major capital improvements proposed during the 1984-1988 period and their status in the fall of 1984 are:

- o Purchase of 37 articulated buses (delivered in early 1984).
- o Replacement of 40-foot buses for scheduled service (74 buses ordered from MAN Corporation for delivery in 1985; grant application submitted for 48 additional buses).
- o Rehabilitation of 40-foot buses (contract let with Dickenson Lines, Inc., for rehabilitation of 140 buses in 1984-1985).
- o Construction of Fred T. Heywood Operating and Office Facility (completed and occupied in July and August 1984).
- o St. Paul Layover Facility (discussions underway with the city regarding the location and nature of facility).

The MTC is proposing that the majority of the non-local costs of these improvements be met with UMTA funds, supplemented by FAU and Interstate Substitution funds. More detailed descriptions of these improvements appear in Chapter 5.

#### TRANSPORTATION AIR QUALITY CONTROL PLAN

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

The Metropolitan Council is in the process of amending the control plan for a second time. The revision will include strategies for reducing carbon monoxide (CO) at Snelling and University Avenues in St. Paul, the Region's sole CO "hot

spot." The amended control plan will be incorporated as a revision to the SIP in 1985.

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

The Twin Cities Region is officially recognized as not attaining air quality standards for three pollutants: particulates, sulfur dioxide and carbon monoxide. The Region's status for ozone is "Unclassified." Transportation controls can be effective in reducing levels of two of the pollutants--carbon monoxide (CO) and ozone (O<sub>3</sub>). Ozone is not a direct emission. It is formed by the chemical reaction of nitrogen oxide (NOx) and hydrocarbons (HC) in the presence of sunlight. Reduction of ozone is thus tied to the reduction of these precursor emissions, primarily HC. Five violations of the ozone standard occurred in 1980. There were no violations in 1979, 1981, 1982, or 1983. No additional transportation controls are expected to be needed for continued attainment of the ozone standards in the Twin Cities. The EPA is now expected to reclassify the Region to attainment status.

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

EPA requires the area to adopt strategies to reduce CO to acceptable levels at Snelling/University Avenues by 1987. The Council is studying various strategies; those selected will be included in a 1985 SIP revision.

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

1. Attain National Ambient Air Quality Standards (NAAQS) for carbon monoxide (CO) and oxidants (Ox) by Dec. 31, 1982.
2. Implement Transportation Systems Management Plan (TSM) strategies that effectively contribute to air quality attainment and maintenance.
3. Meet federal/state air quality standards in the most economical and equitable manner.

All of the adopted TCP strategies have been implemented so none of these strategies are included in the 1985-87 TIP. Furthermore, the 1985-87 TIP contains no projects that will have an impact on the pending SIP revision.

#### SUMMARY

This chapter provides a brief summary of the transportation planning process and of the regional transportation plan as background for the project profiles in Chapters 3 and 5. The Prospectus, 2000 Transportation Policy Plan, Air Quality Plan and Transit Development Program provide more detail.

### 3. MAJOR HIGHWAY PROJECT PROFILES

This section provides brief summaries of the major highway projects scheduled in the 1985 annual element and the 1986-1987 program of this TIP. A major project is defined as an improvement which is identified in the Transportation Policy Plan as a "Metropolitan Highway Need". Figure 4 shows the location of the major highway projects contained in this TIP.

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

#### INTERSTATE CONSTRUCTION PROGRAM

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

##### 1985 ANNUAL ELEMENT

###### I-394 - S.P. 2789

Grading, surfacing, bridge construction, signals and lighting are scheduled on the 3rd Av. Distributor in downtown Minneapolis. Construction of a parking garage at 5th St. (for a cost of \$25.9 million) is also included as a contingency project in the event that additional Interstate Construction money becomes available to this Metropolitan Area. Construction of I-394, west of I-94 in Minneapolis, will begin with construction of an interim high occupancy vehicle (HOV) lane from I-494 to I-94, and grading, surfacing, fencing, signals, signing, lighting, and bridge and ramp construction on segments from I-494 in St. Louis Park to I-94 in Minneapolis. The total cost of work scheduled on I-394 (excluding the 5th St. parking garage) under the Interstate Construction Program in 1985 is \$62,598,000. Mn/DOT also plans to acquire right-of-way under the 1985 Right-of-Way Program for construction of I-394 from I-494 to I-94 at a cost of \$15 million.

###### I-35E - Dakota County - S.P. 1982

Surfacing, fencing, signing and lighting on I-35E from east of TH 77 to south of CSAH 26 in Eagan is shown in the 1985 annual element at a cost of \$7,348,000.

###### I-35 E - St. Paul - S.P. 6280

Construction of I-35E in St. Paul will continue in 1985 with grading, surfacing, signing, lighting, fencing, construction of a bike trail and noise abatement from St. Clair Av. to Grand-Ramsey, and construction of bridges at Grand Av. and Ramsey St. at a total cost of \$9,025,000.

##### 1986-87 PROGRAM

###### I-394 - S.P. 2789

Construction of I-394 between I-494 and I-94 in Hennepin County will continue



in 1986 and 1987 with grading, surfacing, fencing, signals, signing, lighting and bridge construction. The second stage of construction of the 3rd Av. Distributor in downtown Minneapolis is scheduled to begin in 1987 with grading, surfacing, signals, signing, lighting, fencing, bridge work and construction of two parking garages. The total 1986-87 cost of construction on I-394 will be \$150,930,000.

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

Replacement of the BNRR/Main St./I-694 bridge in Fridley is programmed for 1986 at a cost of \$3,650,000. The Transportation Policy Plan identifies this bridge as a severe capacity deficiency.

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

Construction of I-35E in St. Paul is scheduled for completion in 1986 with bridge construction, grading, signals, signing, lighting, fencing, and construction of a bicycle/pedestrian trail from Grand-Ramsey to I-94 at a cost of \$34,210,000.

I-94 - St. Paul - S.P. 6282

Three bridges on I-94 will be replaced in 1986, over proposed I-35E, at John Ireland Blvd., and at Wabasha St., at a total cost of \$4 million. These bridge replacements are associated with completion of I-35E in St. Paul.

#### INTERSTATE PRESERVATION PROGRAM

The Interstate Preservation Program funds the resurfacing, restoration, rehabilitation and reconstruction of the in-place Interstate System, and is often referred to as the "4-R" program. The 1985-87 Interstate Preservation Program contains numerous projects, involving almost every interstate in the Metropolitan Area. Among the largest identified in the Transportation Policy Plan as "Metropolitan Highway Needs" are:

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

Extensive bridge work on I-94 in Minneapolis, and reconstruction of I-94 from the Lowry Tunnel to just east of Franklin Ave. is scheduled in 1986 at a cost of \$26,358,000.

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

The addition of a lane, and reconstruction on I-694 from the Mississippi River to I-35W in Fridley and New Brighton, and widening of the I-694 bridges over the Mississippi River is scheduled in 1986 at a cost of \$24,375,000.

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

Reconstruction of three-lanes and bridge construction and replacement on I-94 from Louis/Marion Sts. to Mounds Blvd., is scheduled in 1986 to provide for continuous lanes. The existing stretch of road now requires thru traffic to make frequent lane changes. The total 1986 construction cost will be \$24,975,000.

## INTERSTATE SUBSTITUTION (IX) PROGRAM

The Interstate Substitution Program includes two projects identified as "Metropolitan Highway Needs" in the Transportation Policy Plan. Another project, the University Area Transit Corridor, would implement one of the policy plan's transit service concepts. The IX Program also includes construction of two bridges in 1986: the Hennepin Av. (CSAH 52) Bridge for \$20 million, and the Broadway Av. (Csah 66) Bridge for \$11,412,000. Neither of these bridges is on the metropolitan highway system, but both are important transportation facilities. The Hennepin Av. Bridge is recommended for construction by the Metropolitan Council and Transportation Advisory Board in the 1978 Major River Crossings study report. The Broadway Bridge, also a Major River Crossing, carries traffic from I-94 on the west side of the Mississippi River to the industrial area in northeast Minneapolis.

### 1985 ANNUAL ELEMENT

TH 169 - Hennepin County - S.P. 2750

Construction of the second stage of the Osseo Bypass, from just north of 93rd Ave. N. to 0.4 mile north of old TH 169, is planned for 1985 at a cost of \$2.7 million.

TH 252/610 - S.P. 2748/2771/217

Construction of TH 610/252 (Northtown Crosstown Project) from I-694 in Brooklyn Center to TH 10 in Coon Rapids, including grading, surfacing, bridge construction, fencing, signing and lighting is programmed for 1985 at \$22,150,000. The 1985 annual element of the Right-of-Way Acquisition Program also includes \$5.6 million for the purchase of right-of-way for this project.

University Area Transit Corridor - S.P. 2700-62/6200-15

Expenditures on the University Area Transit Corridor are planned under the Interstate Substitution Program for each of the three TIP program years - 1985, 1986 and 1987. IX money will be used for preliminary engineering, right-of-way acquisition, grading, surfacing and bridge construction between the St. Paul and Minneapolis University campuses, for an estimated cost of \$16,832,000. Although not specifically mentioned in the Transportation Policy Plan, the transit corridor is an example of limited-stop service which is described and encouraged in the policy plan.

## FEDERAL AID PRIMARY CONSTRUCTION PROGRAM

The 1985 and 1986 elements of the Federal Aid Primary Construction Program do not contain any projects which are identified as "Metropolitan Highway Needs" in the Transportation Policy Plan.

### 1987 Program

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

Grading, surfacing and bridge construction on TH 3, between US 52/TH 55 to I-494/TH 110 in Inver Grove Heights is planned in 1987 for \$12 million.

## FEDERAL AID URBAN PROGRAM

There are no projects in the 1985-87 FAU Program which are identified as "Metropolitan Highway Needs" in the Policy Plan. However, many of the proposed FAU projects would implement TSM capacity and safety objectives.

## BRIDGE REPAIR AND REPLACEMENT

The 1985-87 Bridge Repair and Replacement Program also does not include any projects included among the policy plan's "Metropolitan Highway Needs." The bridge program does include reconstruction of two bridges which are identified for replacement in the Major River Crossings study report. The High Bridge (on TH 149) in St. Paul is scheduled to be replaced in 1985, and the Lake St. Bridge (TH 212) between St. Paul and Minneapolis is scheduled for 1986.

TIP857

Table 3  
SUMMARY OF 1985-87 HIGHWAY RELATED PROJECTS  
(in Thousands of Dollars)

Project Category	1985 Annual Element	1986	1987	Total	Federal	Other
Interstate Construction	106,839	61,062	133,030	300,931	270,968	29,963
Interstate Preservation (IR) Program	24,574	96,008	8,450	129,032	111,920	17,112
Interstate Substitution (Roadway)	41,362	20,000	--	61,362	52,237	9,125
Interstate & Interstate Substitution Right-of-Way	20,600	--	--	20,600	18,260	2,340
Primary Construction Program	10,275	4,470	13,700	28,445	18,823	9,622
Federal Aid Urban (Roadway Related)	24,695	18,440	13,867	57,002	37,467	19,535
Bridge Repair & Replacement	<u>23,815</u>	<u>30,140</u>	<u>12,240</u>	<u>66,195</u>	<u>52,949</u>	<u>13,246</u>
TOTAL	252,160	230,120	181,287	663,567	562,624	100,943

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4. HIGHWAY, ROAD AND BRIDGE  
PROJECTS

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

1985 ANNUAL ELEMENT FEDERAL AID  
 INTERSTATE CONSTRUCTION PROGRAM

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

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

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

<u>STATE PROJECT</u>	<u>COUNTY</u>	<u>T.H.</u>	<u>LOCATION</u>	<u>TYPE OF WORK</u>	<u>MI.</u>	<u>ESTIMATED COST(\$1000'S) TOTAL-FEDERAL</u>	<u>ESTIMATED LETTING DATE</u>
2789-13	Hennepin	394	At 5th, 11th, 12th St. & Linden Ave.	Misc. Grade, Surface, Utilities		1,900 1,710	03-22-85
2789-14	Hennepin	394	0.3 Mi. W. TH 494 to 0.2 Mi. W. Plymouth Rd.	Grade, Surface, Fencing, Signals, Signing & Lighting	0.80	7,300 6,570	11-22-85

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

1985 ANNUAL ELEMENT FEDERAL AID  
 INTERSTATE CONSTRUCTION PROGRAM

<u>STATE PROJECT</u>	<u>COUNTY</u>	<u>T.H.</u>	<u>LOCATION</u>	<u>TYPE OF WORK</u>	<u>MI.</u>	<u>ESTIMATED COST(\$1000'S) TOTAL-FEDERAL</u>	<u>ESTIMATED LETTING DATE</u>
2789-16	Hennepin	394	0.3 Mi. E. CSAH 73 to 0.2 Mi. E. Boone Ave.	Grade, Surface, Fencing, Signals, Signing & Lighting	1.40	12,050 10,845	10-25-85
2789-19	Hennepin	394	W. Lim. Mpls. to T.H. 94	Grade, Surface, Fencing, Signals, Signing & Lighting	2.10	3,600 3,240	11-22-85
2789-8810	Hennepin	394	TH 494 to TH 94	Construct Interim Hov Lanes		2,900 2,610	02-22-85
2789-27701	Hennepin	394	TH 394 under Linden Ave. & 12th St.	Bridges 27701, 27702		1,200 1,080 (contingency)	03-22-85
2789-27703	Hennepin	394	TH 394 under 11th St.	Bridge 27703		540 486 (contingency)	03-22-85
2789-27706	Hennepin	394	TH 394 under 5th St.	Bridge 27706		1,300 1,170 (contingency)	03-22-85
2789-27738	Hennepin	394	Shelard Pkway. over TH 394	Bridge 27738		900 810	10-25-85
2789-27739	Hennepin	394	S.W. Ramp (At CSAH 18) over S. Fr. Rd.	Bridge 27739		200 180	10-25-85

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

1985 ANNUAL ELEMENT FEDERAL AID  
 INTERSTATE CONSTRUCTION PROGRAM

<u>STATE PROJECT</u>	<u>COUNTY</u>	<u>T.H.</u>	<u>LOCATION</u>	<u>TYPE OF WORK</u>	<u>MI.</u>	<u>ESTIMATED COST(\$1000'S) TOTAL-FEDERAL</u>		<u>ESTIMATED LETTING DATE</u>
2789-27740	Hennepin	394	CSAH 18 over S. Fr. Rd.	Bridge 27740		500	450	10-25-85
2789-27741	Hennepin	394	S.E. Ramp (At CSAH 18) over S. Fr. Rd.	Bridge 27741		200	180	10-25-85
2789-27742	Hennepin	394	CSAH 18 Over TH 394	Bridge 27742- Inplace Bridge 9089		1,500	1,350	10-25-85
2789-27743	Hennepin	394	TH 394 Over Boone Ave.	Bridge 27743		2,100	1,890	10-25-85
2789-27756	Hennepin	394	Wirth Pkwy. over TH 394	Bridge 27756- Inplace Bridge 6653		1,300	1,170	11-22-85
2789-27758	Hennepin	394	Penn Ave. (CSAH 2) over TH 394	Bridge 27758- Inplace Bridge 9886		900	810	11-22-85
2789-27759	Hennepin	394	NE Ramp (At Penn Ave.)	Bridge 27759- Inplace Bridge 27025		500	450	11-22-85

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

1985 ANNUAL ELEMENT FEDERAL AID  
 INTERSTATE CONSTRUCTION PROGRAM

<u>STATE PROJECT</u>	<u>COUNTY</u>	<u>T.H.</u>	<u>LOCATION</u>	<u>TYPE OF WORK</u>	<u>MI.</u>	<u>ESTIMATED COST(\$1000'S) TOTAL-FEDERAL</u>		<u>ESTIMATED LETTING DATE</u>
2789-27760	Hennepin	394	SE Ramp at Penn Ave.	Bridge 27760- Inplace Bridge 27026		1,300	1,170	11-22-85
2789-27770	Hennepin	394	TH 394/BN RR & CNW RR	Bridge 27770- Inplace Bridges 5589, 27229 (pedestrian)		4,200	4,200	11-22-85
2789-27776	Hennepin	394	MVP Lane/TH 394 WB, Wayzata Blvd. Linwood Ave., & Ramp Fr. TH 94SB	Bridge 27776		8,900	8,010	11-22-85
2789-27777	Hennepin	394	MVP Lane/TH 394 Ramp to TH 94 NB & Lyndale Ave.	Bridge 27777		3,100	2,790	11-22-85
2789-27799	Hennepin	394	TH 94/Wayzata Blvd. (B. 27799) Ramp I to EB94/ Lyndale Ave. & Wayzata Blvd.	Bridge 27799		1,318	1,186	11-22-85
2789-27829	Hennepin	394	TH 494 N.B. over TH 394	Bridge 27829- Inplace Bridge 9762		900	810	11-22-85
2789-27830	Hennepin	394	TH 494 S.B. over TH 394	Bridge 27830- Inplace Bridge 9761		900	810	11-22-85

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

1985 ANNUAL ELEMENT FEDERAL AID  
 INTERSTATE CONSTRUCTION PROGRAM

STATE PROJECT	COUNTY	T.H.	LOCATION	TYPE OF WORK	MI.	ESTIMATED COST(\$1000'S)		ESTIMATED LETTING DATE
						TOTAL	FEDERAL	
2789-27831	Hennepin	394	TH 394/Soil Prob. & Wayzata Blvd.	Remodel, Widen, Replace rail & median on bridge 27831		1,250	1,125	11-22-85
2789-27	Hennepin	394	At 5th St.	2 Signal Systems		110	99	03-22-85
2789-28	Hennepin	394	AT 5th, 11th, 12th Sts. & Linden Ave.	Lighting STAGE I		30	27	03-25-85
2789-95893	Hennepin	394	At 5th St.	Construct Parking Garage		25,900	23,310 (contingency)	03-22-85
2789-36	Hennepin	394	TH 12 at Hampshire Ave. to Glenwood Ave.	Storm sewer (Munic. Agree.)		1,700	1,238	04-15-85
1982-69	Dakota	35E	0.3 Mi. E. of TH 77 to 0.3 Mi. S. of CSAH 26	Surfacing	5.00	6,023	5,421	12-21-84
1982-70	Dakota	35E	TH 77 to CSAH 26	Fencing	5.80	770	693	12-21-84
1982-84	Dakota	35E	TH 77 to CSAH 26	Signing	5.80	330	297	01-25-85
1982-89	Dakota	35E	TH 77 to CSAH 26	Lighting	5.80	225	203	01-25-85

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

1985 ANNUAL ELEMENT FEDERAL AID  
 INTERSTATE CONSTRUCTION PROGRAM

STATE PROJECT	COUNTY	T. H.	LOCATION	TYPE OF WORK	MI.	ESTIMATED COST(\$1000'S)		ESTIMATED LETTING DATE
						TOTAL	FEDERAL	
6280-62802	Ramsey	35E	EB Grand Ave. over TH 35E	Bridge 62802		600	540	01-25-85
6280-62803	Ramsey	35E	Grand-Ramsey over TH 35E	Bridge 62803		1,000	900	01-25-85
6280-230	Ramsey	35E	St. Clair Ave. to Grand-Ramsey	Grading, Surfacing, Bike Trail, Misc.	0.90	6,750	6,075	01-25-85
6280-243	Ramsey	35E	St. Clair to Grand-Ramsey	Signing	0.90	125	113	03-22-85
6280-244	Ramsey	35E	St. Clair to Grand-Ramsey	Lighting	0.90	200	180	03-22-85
6280-896	Ramsey	35E	St. Clair to Grand-Ramsey	Noise Abatement	0.90	300	270	01-25-85
6280-885	Ramsey	35E	St. Clair to Grand-Ramsey	Fencing	0.90	50	45	01-25-85
8282-69	Washington	94	TH 494/694 to 1.0 Mi. W. of TH 95 & Rest Area	Signing	9.00	623	560	01-25-85

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

1985 ANNUAL ELEMENT FEDERAL AID  
 INTERSTATE CONSTRUCTION PROGRAM

<u>STATE PROJECT</u>	<u>COUNTY</u>	<u>T.H.</u>	<u>LOCATION</u>	<u>TYPE OF WORK</u>	<u>MI.</u>	<u>ESTIMATED COST(\$1000'S) TOTAL-FEDERAL</u>		<u>ESTIMATED LETTING DATE</u>
1985-98	Dakota	494	0.5 Mi. E. of TH 149 to 0.2 Mi. W. of CSAH 73 (Babcock Trail)	Signing .	2.00	335	302	01-25-85
1985-97	Dakota	494	From Salem Church Rd. to 0.2 Mi. W. of CSAH 73 (Babcock Trail)	Lighting	1.00	250	225	01-25-85
1985-19852	Dakota	494	Salem Church Road over TH 494	Bridge 19852		760	684	12-21-84
1985 TOTALS						106,839 96,284		

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

1986 MULTI-YEAR ELEMENT FEDERAL AID  
 INTERSTATE CONSTRUCTION PROGRAM

STATE PROJECT	COUNTY	T.H.	LOCATION	TYPE OF WORK	MI.	ESTIMATED COST(\$1000'S)		ESTIMATED LETTING DATE
						TOTAL	FEDERAL	
2789-15	Hennepin	394	0.2 Mi. W. Plym. Rd. to 0.3 Mi. E. CSAH 73	Grade, Surface, Fence, Signal, Sign, Light	1.70	14,300	12,870	11-21-86
2789-27119	Hennepin	394	TH 394 W.B. over Ridgedale Dr.	Widen & Overlay Bridge 27119		800	720	11-21-86
2789-27120	Hennepin	394	TH 394 E.B. over Ridgedale Dr.	Widen & Overlay Bridge 27120		400	360	11-21-86
2789-27736	Hennepin	394	Plymouth Rd. (CSAH 61) over TH 394	Bridge 27736		1,300	1,170	11-21-86
2789-27737	Hennepin	394	CSAH 73 over TH 394	Bridge 27737- Inplace Bridge 9704		1,100	990	11-21-86
0285-2807	Anoka	694	BN Inc. & Main St./TH 694,	Replace 6493		3,650	3,285	10-24-86
6280-229	Ramsey	35E	5 Gloryholes for Bridges near Kellogg Blvd. & Misc.	Grading		1,250	1,125	03-28-86

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

1986 MULTI-YEAR ELEMENT FEDERAL AID  
 INTERSTATE CONSTRUCTION PROGRAM

<u>STATE PROJECT</u>	<u>COUNTY</u>	<u>T.H.</u>	<u>LOCATION</u>	<u>TYPE OF WORK</u>	<u>MI.</u>	<u>ESTIMATED COST(\$1000'S) TOTAL-FEDERAL</u>		<u>ESTIMATED LETTING DATE</u>
6280-62883	Ramsey	35E	5th St. Connection over TH 35E	Bridge 62883	.	725	653	03-28-86
6280-62892	Ramsey	35E	Pedestrian Bridge at College Ave. over TH 35E	Bridge 62892		250	225	03-28-86
6280-882	Ramsey	35E	At 11 Locations in the Common Section of I94 & I35E	Traffic Signals		1,280	1,152	01-24-86
6280-895	Ramsey	35E	At Kellogg Blvd.	Traffic Signal Installation		170	153	03-28-86
6280-881	Ramsey	35E	On I94 & I35E From Snelling to Mounds	Signing		1,000	900	01-24-86
6280-62804	Ramsey	35E	At Walnut St.	Pedestrian Bridge 62804		275	248	03-28-86
6280-62886	Ramsey	35E	Kellogg Blvd. over TH 35E	Bridge 62886		1,425	1,283	03-28-86
6280-62801	Ramsey	35E	Near Duke St.	Pedestrian Bridge 62801		435	392	03-28-86

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

1986 MULTI-YEAR ELEMENT FEDERAL AID  
 INTERSTATE CONSTRUCTION PROGRAM

STATE PROJECT	COUNTY	T.H.	LOCATION	TYPE OF WORK	MI.	ESTIMATED COST(\$1000'S)		ESTIMATED LETTING DATE
						TOTAL	FEDERAL	
6280-893	Ramsey	35E	Grand-Ramsey to W. Jct. TH94	Signing	0.90	125	113	03-28-86
6280-894	Ramsey	35E	Grand-Ramsey to W. Jct. TH94	Lighting	0.90	225	203	03-28-86
6280-892	Ramsey	35E	Grand-Ramsey to W. Jct. 94	Fence	0.90	50	45	03-28-86
6280-231	Ramsey	35E	Grand-Ramsey to I94	Grade & Surface, Bike/Ped Tr., Misc.	0.90	7,500	6,750	03-28-86
6280-62885	Ramsey	35E	Summit Ave. over 5th-6th St. Connections	Bridge 62885		450	405	03-28-86
6280-9643	Ramsey	35E	10th St. over I35E	Replace Bridge 9643		1,100	990	03-28-86
6280-9646	Ramsey	35E	St. Peter St. over TH 35E	Replace Bridge 9646		1,275	1,148	01-24-86
6280-232	Ramsey	35E	W. Jct. I35E & I94 to Cayuga St.	Grade, Surface, Misc.	1.37	7,200	6,480	01-24-86
6280-890	Ramsey	35E	W. Jct. TH 35E to Mounds Blvd.	Lighting	1.37	225	203	01-24-86

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

1986 MULTI-YEAR ELEMENT FEDERAL AID  
 INTERSTATE CONSTRUCTION PROGRAM

<u>STATE PROJECT</u>	<u>COUNTY</u>	<u>T.H.</u>	<u>LOCATION</u>	<u>TYPE OF WORK</u>	<u>MI.</u>	<u>ESTIMATED COST(\$1000'S) TOTAL-FEDERAL</u>		<u>ESTIMATED LETTING DATE</u>
6280-62888	Ramsey	35E	Wabasha St. over I35E	Bridge 62888- Replace Bridge 9647		1,200	1,080	01-24-86
6280-62889	Ramsey	35E	Cedar St. over TH 35E	Bridges 62889 & 62890 (Replace Bridges 9597 & 9598		1,700	1,530	01-24-86
6280-62891	Ramsey	35E	Minnesota St. over I35E	Bridge 62891 (Replace Bridge 9681)		1,050	945	01-24-86
6280-62894	Ramsey	35E	Robert St. over TH 35E	Bridge 62894 (Replace Bridge 9649)		1,100	990	01-24-86
6280-62893	Ramsey	35E	Jackson St. over TH 35E	Bridge 62893 (Replace Bridge 9650)		1,000	900	01-24-86
6280-62884	Ramsey	35E	SB TH 35E Ramp Over TH 94, WB Off Ramp	Bridge 62884		550	495	01-24-86
6280-9655	Ramsey	35E	SB TH 35E over University Ave.	Widen Bridge 9655		1,100	990	01-24-86

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

1986 MULTI-YEAR ELEMENT FEDERAL AID  
 INTERSTATE CONSTRUCTION PROGRAM

STATE PROJECT	COUNTY	T.H.	LOCATION	TYPE OF WORK	MI.	ESTIMATED COST(\$1000'S)		ESTIMATED LETTING DATE
						TOTAL	FEDERAL	
6280-9265	Ramsey	35E	TH 35E over Arch-Penn	Widen Bridge 9265		550	495	01-24-86
6280-6517	Ramsey	35E	TH 35E over BN, Inc.	Widen Bridge 6517		1,000	900	01-24-86
6282-9645	Ramsey	94	EB I94 over Proposed I35E & Ramp	Replace Bridge 9645		1,850	1,665	01-24-86
6282-9804	Ramsey	94	EB I94 On Ramp From John Ireland Blvd.	Replace Bridge 9804		650	585	01-24-86
6282-9805	Ramsey	94	WB I94 Under Ramp From Wabasha	Replace Bridge 9805		1,500	1,350	01-24-86
6286-31	Ramsey	694	I694 at TH 61	Grading, Surfacing, etc. of Interchange	0.50	1,150	1,035	03-28-86
6286-881	Ramsey	694	At TH 61 Interchange	Signing		100	90	03-28-86
6286-882	Ramsey	694	At TH 61 Interchange	Lighting		52	43	03-28-86
1986 TOTALS						61,062	54,956	

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

1987 MULTI-YEAR ELEMENT FEDERAL AID  
 INTERSTATE CONSTRUCTION PROGRAM

<u>STATE PROJECT</u>	<u>COUNTY</u>	<u>T.H.</u>	<u>LOCATION</u>	<u>TYPE OF WORK</u>	<u>MI.</u>	<u>ESTIMATED COST(\$1000'S) TOTAL-FEDERAL</u>		<u>ESTIMATED LETTING DATE</u>
2789-18	Hennepin	394	0.3 Mi. W. TH 100 to W. Lim. Mpls, C. Lk. Rd.-Glwd. Ave. (On 100)	Grade, Surface & Bridge	0.90	28,000	25,200	11-20-87
2789-12	Hennepin	394	TH 94 to Wash. Ave. N. in Mpls. (3rd Ave. Dist.)	Grade and Surface 2nd Stage	1.00	5,800	5,220	11-20-87
2789-17	Hennepin	394	0.2 Mi. E. Boone Ave. to 0.3 Mi. W. TH 100	Grade, Surface, Fence, Signals, Signing, Lighting & Landscaping	1.90	24,400	21,960	03-27-87
2789-20	Hennepin	394	W. Lim. Mpls. to TH 94 (Stage 2)	Grade, Surface, Fence, Signals, Signing, Lighting & Landscaping	2.10	13,500	12,150	11-20-87
2789-27704	Hennepin	394	TH 394 Under Glenwood Ave. (CSAH 40)	Bridge 27704		900	810	11-20-87
2789-27705	Hennepin	394	TH 394 Under 7th St.	Bridge 27705		800	720	11-20-87
2789-27708	Hennepin	394	3rd St. N. to TH 394 WB over Washington Ave. Connection	Bridge 27708		400	360	11-20-87

TABLE 6 (Cont'd.)  
 TRANSPORTATION IMPROVEMENT PROGRAM - TWIN CITIES METROPOLITAN AREA  
 MINNESOTA DEPARTMENT OF TRANSPORTATION  
 MULTI-YEAR ELEMENT

1987 MULTI-YEAR ELEMENT FEDERAL AID  
 INTERSTATE CONSTRUCTION PROGRAM

<u>STATE PROJECT</u>	<u>COUNTY</u>	<u>T.H.</u>	<u>LOCATION</u>	<u>TYPE OF WORK</u>	<u>MI.</u>	<u>ESTIMATED COST(\$1000'S) TOTAL-FEDERAL</u>	<u>ESTIMATED LETTING DATE</u>
2789-27710	Hennepin	394	Ped. Br. over TH 394 at Pennsylvania	Bridge 27710		100 90	03-27-87
2789-27711	Hennepin	394	Ped. Br. over TH 394 at Florida Ave.	Bridge 27711		100 90	03-27-87
2789-27720	Hennepin	394	TH 394 (E.B.) over Washington Ave. Connection (N.B.)	Bridge 27720		400 360	11-20-87
2789-27730	Hennepin	394	10th St. N./ TH 394	Bridge 27730		900 810	11-20-87
2789-27732	Hennepin	394	7th St. N./ BN RR	Bridge 27732		2,400 2,160	11-20-87
2789-27733	Hennepin	394	L26 Ramp (Ramp J-I)/3rd Ave. N.	Bridge 27733		800 720	11-20-87
2789-27744	Hennepin	394	Winnetka Ave. (Co. Rd. 156) Over TH 394	Bridge 27744		700 630	03-27-87

TABLE 6 (Cont'd.)  
 TRANSPORTATION IMPROVEMENT PROGRAM - TWIN CITIES METROPOLITAN AREA  
 MINNESOTA DEPARTMENT OF TRANSPORTATION  
 MULTI-YEAR ELEMENT

1987 MULTI-YEAR ELEMENT FEDERAL AID  
 INTERSTATE CONSTRUCTION PROGRAM

STATE PROJECT	COUNTY	T.H.	LOCATION	TYPE OF WORK	MI.	ESTIMATED		ESTIMATED LETTING DATE
						COST(\$1000'S)	TOTAL-FEDERAL	
2789-27745	Hennepin	394	Louisiana Ave. Over TH 394	Bridge 27745		1,200	1,080	03-27-87
2789-27746	Hennepin	394	MN&S RR Over TH 394	Bridge 27746 - Inplace Bridge 5529		1,500	1,350	03-27-87
2789-27747	Hennepin	394	Vernon, Xenia Ave. over TH 394	Bridge 27747		1,900	1,710	03-27-87
2789-27757	Hennepin	394	Ped. Br. Over TH 394 at Cedar Lk. Rd.	Bridge 27757 - Inplace Bridge 9885		100	90	11-20-87
2789-37	Hennepin	394	From 12th St. to Washington Ave.	11 Signal Systems		610	549	11-20-87
2789-8808	Hennepin	394	TH 94 to Wash. Ave. (3rd Ave. Dist.)	Signing	1.00	385	347	11-20-87
2789-8809	Hennepin	394	TH 94 to Wash. Ave. (3rd Ave. Dist.)	Lighting - Stage 2	1.00	80	72	11-20-87
2789-8807	Hennepin	394	TH 94 to Wash. Ave. (3rd Ave. Dist.)	Fencing	1.00	55	50	11-20-87

TABLE 6 (Cont'd.)  
 TRANSPORTATION IMPROVEMENT PROGRAM - TWIN CITIES METROPOLITAN AREA  
 MINNESOTA DEPARTMENT OF TRANSPORTATION  
 MULTI-YEAR ELEMENT

1987 MULTI-YEAR ELEMENT FEDERAL AID  
 INTERSTATE CONSTRUCTION PROGRAM

<u>STATE PROJECT</u>	<u>COUNTY</u>	<u>T.H.</u>	<u>LOCATION</u>	<u>TYPE OF WORK</u>	<u>MI.</u>	<u>ESTIMATED COST(\$1000'S) TOTAL-FEDERAL</u>	<u>ESTIMATED LETTING DATE</u>
2789-95892	Hennepin	394	At 7th St. N.	Construct Parking Garage		36,000 32,400	11-20-87
2789-95894	Hennepin	394	At 4th St. N.	Construct Parking Garage		12,000 10,800	11-20-87
1987 TOTALS						133,030 119,728	

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

1985 ANNUAL ELEMENT FEDERAL AID  
 INTERSTATE PRESERVATION (IR) PROGRAM

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

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

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STATE PROJECT	COUNTY	T.H.	LOCATION	TYPE OF WORK	MI.	ESTIMATED COST(\$1000'S)		ESTIMATED LETTING DATE
						TOTAL	FEDERAL	
2782-230	Hennepin	35W	At Traffic Mgmt. Center	Computer Replacement		300	300	11-16-84
2782-227	Hennepin	35W	At 98th St. in Bloomington	Replace Bridge 9042, Ramp & Loop Const. & Signals		2,500	1,260	09-27-85
2782-6850	Hennepin	35W	Under WB TH 494 (Bridge 6850) Under EB (Bridge 6851)	Replace Expansion Joints & Repair Pier		130	117	12-20-85

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

1985 ANNUAL ELEMENT FEDERAL AID  
 INTERSTATE PRESERVATION (IR) PROGRAM

STATE PROJECT	COUNTY	T.H.	LOCATION	TYPE OF WORK	MI.	ESTIMATED COST(\$1000'S)		ESTIMATED LETTING DATE
						TOTAL	FEDERAL	
2782-218	Hennepin	35W	TH 494 to University Ave.	Traffic signs & Devices	9.80	600	540	02-22-85
2782-229	Hennepin	35W	66th St. to 11th St. & Washington Ave. to University Ave.	Concrete Paving & Joint Repair	4.65	1,500	1,350	02-22-85
2783-92	Hennepin	35W	University Ave. to E. Co. Line	Reseal Joints	3.02	100	90	02-22-85
2786-8801	Hennepin	94	TH 169 to TH 152	Joint and Pavement Repair	2.02	400	360	11-22-85
2781-8803	Hennepin	94	Bridge 27792, 93, 99L & 27794	Replace Out-Rails & Med. Bar. Bridges 27792, 93, 99L, & Reconstruct Port. Br. 27794		1,200	1,080	11-22-85
2780-33	Hennepin	94	At TH 101, No. Fr. Rd.	Traffic Signals		150	135	04-26-85
2781-8802	Hennepin	94	N. Portal Tun. to 0.5 Mi. N.	Rehab., Grade & Surface-Includes Ramps		550	495	11-22-85

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

1985 ANNUAL ELEMENT FEDERAL AID  
 INTERSTATE PRESERVATION (IR) PROGRAM

STATE PROJECT	COUNTY	T.H.	LOCATION	TYPE OF WORK	MI.	ESTIMATED COST(\$1000'S)		ESTIMATED LETTING DATE
						TOTAL-FEDERAL	STATE	
2789-14	Hennepin	394	0.3 Mi. W. TH494 to 0.2 Mi. W. Plymouth Rd.	Grade, Surface, Fence, Signals, Signing, Lighting	0.80	1,300	1,170	11-22-85
2789-16	Hennepin	394	0.3 Mi. E. CSAH 73 to 0.2 Mi. E. Boone Ave.	Grade, Surface, Fence, Signals, Signing, Lighting	1.40	3,750	3,375	10-25-85
2789-27799	Hennepin	394	TH94/Wayzata Blvd. & Ramp I to EB94/ Lyn. Ave. & Wayzata Blvd.	Bridge 27799 & 27799R		167	151	11-22-85
2789-27831	Hennepin	394	TH394/Soil Prob. & Wayzata Blvd.	Remodel & Widen & Replace Rail & Median		550	495	11-22-85
2785-8802	Hennepin	494	1.3 Mi. S. of TH 12 to TH 55	Pave. & Joint Repair Plane	4.04	1,600	1,440	11-22-85
2785-9081	Hennepin	494	Under SB TH 77 (Bridge 9081) Under NB (Bridge 9082)	Replace Exp. Joints & Slp. Pave		60	54	12-20-85
2785-9130	Hennepin	494	WB/TH 100 (Bridge 9130) EB (Bridge 9131)	Replace Exp. Joints; Repair Pier Bridge 9130		45	41	12-20-85

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

1985 ANNUAL ELEMENT FEDERAL AID  
 INTERSTATE PRESERVATION (IR) PROGRAM

<u>STATE PROJECT</u>	<u>COUNTY</u>	<u>T.H.</u>	<u>LOCATION</u>	<u>TYPE OF WORK</u>	<u>MI.</u>	<u>ESTIMATED COST(\$1000'S) TOTAL-FEDERAL</u>		<u>ESTIMATED LETTING DATE</u>
2785-214	Hennepin	494	24th Ave. to Minn. River	Landscaping		110	99	01-25-85
1982-69	Dakota	35E	0.3 Mi. E. of TH 77 to 0.3 Mi. S. of CSAH 26	Surfacing	5.00	107	96	12-21-84
6280-233	Ramsey	35E	Under Little Canada Rd.	Bridge 62896 (Replace Bridge 6508) & Appr, Signals	0.20	1,700	1,305	05-24-85
1982-77	Dakota	35E	At CSAH 42 in Burnsville	Grade & Surface-Park & Ride Facility		50	45	03-22-85
6280-230	Ramsey	35E	St. Clair Ave. to Grand-Ramsey	Grading, Surfacing, Bike Trail, Misc.	0.90	350	315	01-25-85
6280-238	Ramsey	35E	St. Clair to Grand-Ramsey	Landscaping	0.90	450	405	05-24-85
6284-103	Ramsey	35W	At Interchange of I694 & I35W	Overlay 1.0 Mi. of I35W	1.00	315	284	05-24-85
1914-29	Dakota	50	0.7 Mi. E. of to 0.7 Mi. W. of I35	Grading & Surfacing (3 Lanes)	1.40	1,925	122	04-26-85

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

1985 ANNUAL ELEMENT FEDERAL AID  
 INTERSTATE PRESERVATION (IR) PROGRAM

STATE PROJECT	COUNTY	T.H.	LOCATION	TYPE OF WORK	MI.	ESTIMATED COST(\$1000'S)		ESTIMATED LETTING DATE
						TOTAL	FEDERAL	
6283-117	Ramsey	94	At Ramps with TH 120 and at TH 120 & 3M Road	Signals & Interconnect		195	176	12-21-84
6282-141	Ramsey	94	Snelling Ave. to I35E in St. Paul	Joint Repair & Surface Planing	3.40	950	855	04-26-85
6282-142	Ramsey	94	Snelling Ave. to Franklin Ave.	Resurfacing		500	450	07-26-85
8281-9400	Washington	94	WB TH 94 over St. Croix River at Wisc. State Line	Overlay Bridge 9400		400	360	01-25-85
8282-71	Washington	94	St. Croix Rest Area/Information Center	Buildings		360	324	05-24-85
8282-889	Washington	94	St. Croix Rest Area/Information Center	Landscaping		40	36	05-24-85
8282-72	Washington	94	Near CSAH 21 - Weigh Station	Bldg, Instruction Signs, Scale, Etc.		500	450	03-22-85
6224-33	Ramsey	96	I35E East Ramps to 9th St. Connection	Signal, Channelize, Ramp		200	90	01-25-85

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

1985 ANNUAL ELEMENT FEDERAL AID  
 INTERSTATE PRESERVATION (IR) PROGRAM

<u>STATE PROJECT</u>	<u>COUNTY</u>	<u>T.H.</u>	<u>LOCATION</u>	<u>TYPE OF WORK</u>	<u>MI.</u>	<u>ESTIMATED COST(\$1000'S) TOTAL-FEDERAL</u>		<u>ESTIMATED LETTING DATE</u>
1985-19852	Dakota	494	Salem Church Rd. over TH 494	Bridge 19852		120	108	12-21-84
6285-92	Ramsey	694	Under Silver Lake Road	Overlay & Widen Bridge 9869, Approach, Signal	0.20	1,400	1,260	01-25-85
1985 TOTALS						24,574 19,233		

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

1986 MULTI-YEAR FEDERAL AID  
 INTERSTATE PRESERVATION (IR) PROGRAM

STATE PROJECT	COUNTY	T.H.	LOCATION	TYPE OF WORK	MI.	ESTIMATED COST(\$1000'S)		ESTIMATED LETTING DATE
						TOTAL	FEDERAL	
2781-9350	Hennepin	94	TH 94 Over W. River Rd./ Miss. R.	Paint, Redeck, Widen Bridge 9350		1,925	1,485	10-24-86
2781-9893	Hennepin	94	TH 94 Over Franklin Terrace	Redeck, Widen Bridge 9893		350	315	10-24-86
2781-27855	Hennepin	94	TH 94 Over TH 55	Renovate Bridge 27855		1,750	1,575	10-24-86
2781-27856	Hennepin	94	TH 94 Under 27th Ave. SE	Bridge 27856 (Replace Bridge 27954)		725	653	10-24-86
2781-27858	Hennepin	94	20th Ave. S. Over TH 94	New Bridge 27858		685	617	10-24-86
2781-27859	Hennepin	94	TH 94 Over Milw. RR/17th Ave. S.	Paint, Redeck, Widen Bridge 27859		1,250	990	10-24-86
2781-27860	Hennepin	94	Lov Br-Ramp D Over TH 94 at U of M Interchange	Bridge 27860		480	432	10-24-86
2781-27863	Hennepin	94	TH 94 Over Cedar Ave.	Paint, Redeck, Widen Bridge 27863		764	584	10-24-86

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

1986 MULTI-YEAR FEDERAL AID  
 INTERSTATE PRESERVATION (IR) PROGRAM

STATE PROJECT	COUNTY	T.H.	LOCATION	TYPE OF WORK	MI.	ESTIMATED COST(\$1000'S)		ESTIMATED LETTING DATE
						TOTAL	FEDERAL	
2781-27998	Hennepin	94	EB TH 94 to U of M Ramp Over TH 94	Bridge 27998 (Replace Bridge 27953)		700	630	10-24-86
2781-288	Hennepin	94	Lowry Hill Tunnel to E. End Miss. R. Bridge	Pave. Rehab. Light	3.20	10,200	9,180	10-24-86
2781-289	Hennepin	94	Miss. River to 0.1 Mi. E. of Franklin Ave.	Pave. Rehab. Light	0.60	2,500	2,250	10-24-86
2781-27099	Hennepin	94	SB Lyn. Ave./ NB Henn. Ave.	New Rails/ Overlay Bridge 27099		81	73	10-24-86
2781-27848	Hennepin	94	WB TH 94 Over TH 35W	Paint, Redeck, Widen Bridge 27848		731	568	10-24-86
2781-27850	Hennepin	94	Ramp to WB TH 94 Over TH 35W	Redeck Bridge 27850		352	317	10-24-86
2781-27861	Hennepin	94	WB TH 94 Ramp to 5th St. Over Milw. RR	Paint, Redeck Bridge 27861		280	216	10-24-86

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

1986 MULTI-YEAR FEDERAL AID  
 INTERSTATE PRESERVATION (IR) PROGRAM

STATE PROJECT	COUNTY	T.H.	LOCATION	TYPE OF WORK	MI.	ESTIMATED COST(\$1000'S)		ESTIMATED LETTING DATE
						TOTAL	FEDERAL	
2781-27877	Hennepin	94	Ramp to WB 5th St. Over TH 35W	Overlay Bridge 27877		80	72	10-24-86
2781-27961	Hennepin	94	Ramp C Over Ramp E, SB Lyndale Ave.	Overlay Bridge 27961		85	77	10-24-86
2781-27963	Hennepin	94	Ramp E Over NB Lyndale, Henn. Aves.	Overlay Bridge 27963		55	50	10-24-86
2781-27965	Hennepin	94	Ramp B Over Lyndale Ave.	Overlay Bridge 27965		65	59	10-24-86
2781-296	Hennepin	94	TH 12 (Lowry Hill) to Franklin Ave.	Traffic Signs & Devices		550	495	10-24-86
2781-301	Hennepin	94	TH 12 to E. End Mississippi R. Bridge	Lighting		250	225	10-24-86
2781-279	Hennepin	94	TH 12 to Franklin Ave.	Surveillance System		1,800	1,620	10-24-86
2781-293	Hennepin	94	S. Portal Tunnel to Franklin Ave.	Portable Med. Barriers	3.60	700	630	10-24-86
2789-15	Hennepin	394	0.2 Mi. W. Plym. Rd. to 0.3 Mi. E. CSAH 73	Grade, Surface, Fence, Signals, Signing, Lighting	1.70	2,000	1,800	11-21-86

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

1986 MULTI-YEAR FEDERAL AID  
 INTERSTATE PRESERVATION (IR) PROGRAM

STATE PROJECT	COUNTY	T.H.	LOCATION	TYPE OF WORK	MI.	ESTIMATED COST(\$1000'S)		ESTIMATED LETTING DATE
						TOTAL	FEDERAL	
2785-228	Hennepin	494	Under E.B. & W.B. TH 55	Widen & Overlay Bridges 9897 & 9898		1,700	1,530	11-21-86
2785-8801	Hennepin	494	At CSAH 9	Signals		150	135	01-24-86
2787-6440	Hennepin	694	Over Mississippi River	Widen Bridges 6440 & 9321		5,540	4,986	10-24-86
0285-43	Anoka	694	CSAH 1 to TH 47	Reconstruct (Grade, Surface, Signaling, Lighting, Signals)	0.70	3,000	2,700	10-24-86
0285-47	Hennepin	694	Miss. R. to 35W	Grade, Surface, Sign, Lighting, For Add. Lane	4.64	14,100	12,690	10-24-86
0285-2807	Anoka	694	BN Inc. & Main S./TH 694	Replace 6493 (02807) & 9860 (02808)		800	720	10-24-86
0285-8801	Anoka	694	Miss. River to TH 65	Joint and Pavement Repair	1.60	300	270	10-24-86
0285-9861	Anoka	694	TH 694 Over CSAH 1 (E. River Rd.)	Redeck & Widen Bridges 9861 & 9862		550	495	10-24-86

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

1986 MULTI-YEAR FEDERAL AID  
 INTERSTATE PRESERVATION (IR) PROGRAM

STATE PROJECT	COUNTY	T.H.	LOCATION	TYPE OF WORK	MI.	ESTIMATED COST(\$1000'S)		ESTIMATED LETTING DATE
						TOTAL	FEDERAL	
0285-9868	Anoka	694	Under Matterhorn Dr., 1.3 Mi. E. of TH 47	Overlay Bridge 9868		85	77	10-24-86
6280-883	Ramsey	35E	On I35E from TH 36 to I694; on I694 from Rice to I35E	Overlay	2.80	335	302	04-25-86
6280-9519	Ramsey	35E	At W. 7th, Randolph, St. Clair	Redeck Bridge 9531; Overlay Bridges 9528, 9519		655	590	02-28-86
6280-897	Ramsey	35E	Grand-Ramsey to W. Jct. TH 94	Landscaping	0.90	450	405	03-28-86
6280-231	Ramsey	35E	Grand-Ramsey to I94	Grade & Surface, Bike/Ped Trail, Misc.	0.90	25	23	03-28-86
6280-232	Ramsey	35E	W. Jct. I35E & I94 to Cayuga St. (Common Section)	Grade, Surface, Misc.	1.37	100	90	01-24-86
6280-890	Ramsey	35E	W. Jct. TH 35E to Mounds Blvd. (Inc. Common Section)	Lighting	1.37	350	315	01-24-86

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

1986 MULTI-YEAR FEDERAL AID  
 INTERSTATE PRESERVATION (IR) PROGRAM

STATE PROJECT	COUNTY	T. H.	LOCATION	TYPE OF WORK	MI.	ESTIMATED COST(\$1000'S)		ESTIMATED LETTING DATE
						TOTAL	FEDERAL	
0280-36	Anoka	35W	Co. Rd. I to Lake Drive	Remove & Replace CRCP	1.20	2,000	1,800	05-23-86
6283-122	Ramsey	94	Louis/Marion to Mounds Blvd. (6th St. Brs.)	3-Lane Cont., Bridge Reconstruction	1.00	10,250	9,225	01-24-86
6283-881	Ramsey	94	SB I35E to SB TH 3 Over EB I94	Construct Bridge		250	225	01-24-86
6283-62815	Ramsey	94	Under E. 7th St.	Replace Bridge 62815		1,150	1,035	01-24-86
6283-62816	Ramsey	94	WB I94 Under WB I94 Off Ramp	Replace Bridge 62816		225	203	01-24-86
6283-62875	Ramsey	94	WB I94 Over BN, Inc.	Bridge 62875 (Replaces Bridge 6755)		3,200	2,880	01-24-86
6283-62876	Ramsey	94	EB I94 Over BN, Inc.	Bridge 62876 (Replaces Bridge 6756)		3,000	2,700	01-24-86
6283-62877	Ramsey	94	WB I94 Over BN, Inc.	Bridge 62877		630	567	01-24-86

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

1986 MULTI-YEAR FEDERAL AID  
 INTERSTATE PRESERVATION (IR) PROGRAM

<u>STATE PROJECT</u>	<u>COUNTY</u>	<u>T.H.</u>	<u>LOCATION</u>	<u>TYPE OF WORK</u>	<u>MI.</u>	<u>ESTIMATED COST(\$1000'S) TOTAL-FEDERAL</u>		<u>ESTIMATED LETTING DATE</u>
6283-62878	Ramsey	94	EB I94 Over BN, Inc.	Bridge 62878		840	756	01-24-86
6283-62879	Ramsey	94	WB I94 Ramp Over BN, Inc.	Bridge 62879		320	288	01-24-86
6283-62880	Ramsey	94	EB I94 Conn. to E. 6th St. Over BN, Inc.	Bridge 62880 (Replace Bridge 6756A)		370	333	01-24-86
6283-62881	Ramsey	94	E. 6th St. Conn. to WB I94 Over BN, Inc.	Bridge 62881 (Replace Bridge 6755A)		420	378	01-24-86
6283-62882	Ramsey	94	EB I94 Conn. to E. 6th St. Over WB I94	Bridge 62882		590	531	01-24-86
6283-9303	Ramsey	94	Ramp Over EB I94 0.1 Mi. SE of Jct. TH 5	Replace Bridge 9303		1,000	900	01-24-86
6283-9658	Ramsey	94	E. 9th St. Over EB I94	Replace Bridge 9658		1,100	990	01-24-86
6283-9806	Ramsey	94	Ramp to Wacouta Over I94	Replace Bridge 9806		600	540	01-24-86

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

1986 MULTI-YEAR FEDERAL AID  
 INTERSTATE PRESERVATION (IR) PROGRAM

STATE PROJECT	COUNTY	T.H.	LOCATION	TYPE OF WORK	MI.	ESTIMATED COST(\$1000'S)		ESTIMATED LETTING DATE
						TOTAL	FEDERAL	
6283-9809	Ramsey	94	WB I94 Under Ramps	Renovate Bridges 9809 & 9810		130	117	01-24-86
6283-62829	Ramsey	94	Under TH 61 (Mounds Blvd.)	Replace Bridge 62829		900	810	01-24-86
6282-884	Ramsey	94	At 4 Locations (Part of 6th St. Rec.)	Traffic Signals		300	270	01-24-86
6282-882	Ramsey	94	Mounds Blvd. to Snelling Ave.	Traffic Surveillance	5.00	2,900	2,610	10-24-86
1985-94	Dakota	494	Concord St. to W. End Miss. R. Bridge	Remodel Hardman Ave. Interchange	1.30	6,100	5,490	02-28-86
1985-19896	Dakota	494	Over Hardman Ave. & CNW Trans. Co.	Bridge 19896		1,800	1,620	02-28-86
8285-9775	Washington	494	WB Over Carver & Century Aves.	Redeck & Widen Bridge 9775; Overlay 9881		450	405	01-24-86
1985-882	Dakota	494	At Hardman Ave. Interchange	Signing		75	68	02-28-86

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

1986 MULTI-YEAR FEDERAL AID  
 INTERSTATE PRESERVATION (IR) PROGRAM

<u>STATE PROJECT</u>	<u>COUNTY</u>	<u>T.H.</u>	<u>LOCATION</u>	<u>TYPE OF WORK</u>	<u>MI.</u>	<u>ESTIMATED COST(\$1000'S) TOTAL-FEDERAL</u>		<u>ESTIMATED LETTING DATE</u>
1985-883	Dakota	494	At Hardman Ave. Interchange	Lighting		95	86	02-28-86
1985-881	Dakota	494	TH 55 to 5th Ave. in S. St. Paul	Landscaping	6.20	315	284	03-21-86
6285-94	Ramsey	694	Under Lexington Ave.	Rail, Sidewalks, & Widen Bridge 9087		500	450	01-24-86
1986 TOTALS						96,008 85,802		

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

1987 MULTI-YEAR FEDERAL AID  
 INTERSTATE PRESERVATION (IR) PROGRAM

STATE PROJECT	COUNTY	T.H.	LOCATION	TYPE OF WORK	MI.	ESTIMATED COST(\$1000'S)		ESTIMATED LETTING DATE
						TOTAL	FEDERAL	
2789-18	Hennepin	394	0.3 Mi. W. TH 100 to W. Lim. Mpls., C. Lk. Rd.-Glwd. Ave. (On 100)	Grade, Surface & Bridge	0.90	2,000	1,080	11-20-87
2789-12	Hennepin	394	TH 94 to Wash. Ave. N. in Mpls. (3rd Ave. Dist.)	Grade and Surface	1.00	1,700	1,530	11-20-87
2789-17	Hennepin	394	0.2 Mi. E. Boone Ave. to 0.3 Mi. W. TH 100	Grade, Surface, Fence, Signals, Signing, Lighting, Landscaping	1.90	1,500	1,350	03-27-87
2789-20	Hennepin	394	W. Lim. Mpls. to TH 94 - Stage 2	Grade, Surface, Fence, Signals, Signing, Lighting, Landscaping	2.10	2,400	2,160	11-20-87
2789-8805	Hennepin	394	0.3 Mi. W. of 494 to 0.2 Mi. W. Ply. Rd.	Landscaping		600	540	01-23-87
0280-30	Anoka	35	Districtwide	Guardrail		250	225	04-24-87
1987 TOTALS						8,450	6,885	

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

1985 ANNUAL ELEMENT FEDERAL AID  
 INTERSTATE SUBSTITUTION PROGRAM

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

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<u>STATE PROJECT</u>	<u>COUNTY</u>	<u>T.H.</u>	<u>LOCATION</u>	<u>TYPE OF WORK</u>	<u>MI.</u>	<u>ESTIMATED COST(\$1000'S) TOTAL-FEDERAL</u>		<u>ESTIMATED LETTING DATE</u>		<u>RESPONSIBLE AGENCY</u>
2710-25	Hennepin	65	TH 65 (Central Ave.) at Bdway. Ave.	Replace Bridges 90433 & 90433A + Signals	0.68	200	170	1/4	1985	Mn/DOT
2710-25	Hennepin	65	TH 65 (Central Ave.) at Bdway. Ave.	Replace Bridges 90433 & 90433A + Signals	0.68	4,400	3,740	3/4	1985	Mn/DOT
2750-26	Hennepin	169	From 0.1 Mi. N. of 93rd Ave. N. to 0.4 Mi. N. Jct. Old TH 169 - Stage 2	Grade and Surface	2.80	2,450	2,083	1/4	1985	Mn/DOT
2750-8803	Hennepin	169	Jct. TH 152 to N. Jct. Old TH169	Signing		250	213	1/4	1985	Mn/DOT
2748-35	Hennepin	252	TH 694 to TH 610 (CSAH 30)	Grade, Surface, Fence, Signals, Signing, Lighting	4.10	7,600	6,460	4/4	1985	Mn/DOT

TABLE 10 (Cont'd.)  
 TRANSPORTATION IMPROVEMENT PROGRAM - TWIN CITIES METROPOLITAN AREA  
 MINNESOTA DEPARTMENT OF TRANSPORTATION  
 ANNUAL ELEMENT

1985 ANNUAL ELEMENT FEDERAL AID  
 INTERSTATE SUBSTITUTION PROGRAM

<u>STATE PROJECT</u>	<u>COUNTY</u>	<u>T.H.</u>	<u>LOCATION</u>	<u>TYPE OF WORK</u>	<u>MI.</u>	<u>ESTIMATED COST(\$1000'S) TOTAL-FEDERAL</u>		<u>ESTIMATED LETTING DATE</u>		<u>RESPONSIBLE AGENCY</u>
2771	Hennepin	610	Jct. TH 252 to E. Co. Line	Grade, Surface, Bridges, etc.		600 (R/W)	510	1/4	1985	Mn/DOT
0217	Anoka	610	W. Co. Line to Jct. TH 10	Grade, Surface, Bridges, etc.		2,000 (R/W)	1,700	1/4	1985	Mn/DOT
0217-6	Anoka	610	TH 252 to TH 47 & TH 252 (TH 694 to TH 610)	Aband., Fill Wells		350	298	4/4	1984	Mn/DOT
0217-3	Hennepin	610	New TH 252 (CSAH 30) to TH 47	Grade, Surface, Fence, Signals, Signing, Lighting	2.40	5,300	4,505	3/4	1985	Mn/DOT
0217-8801	Anoka	610	New TH 252 (CSAH 30) to E. Riv. Rd. (CSAH 1)	Grade & Misc. Surfacing	1.10	2,500	2,250	2/4	1985	Mn/DOT
0217-2023	Anoka	610	TH 610 WB over E. River Rd. (CSAH 1)	Bridge 02023		450	383	3/4	1985	Mn/DOT
0217-2024	Anoka	610	TH 610 EB over E. River Rd. (CSAH 1)	Bridge 02024		450	383	3/4	1985	Mn/DOT

TABLE 10 (Cont'd.)  
 TRANSPORTATION IMPROVEMENT PROGRAM - TWIN CITIES METROPOLITAN AREA  
 MINNESOTA DEPARTMENT OF TRANSPORTATION  
 ANNUAL ELEMENT

1985 ANNUAL ELEMENT FEDERAL AID  
 INTERSTATE SUBSTITUTION PROGRAM

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<u>STATE PROJECT</u>	<u>COUNTY</u>	<u>T.H.</u>	<u>LOCATION</u>	<u>TYPE OF WORK</u>	<u>MI.</u>	<u>ESTIMATED COST(\$1000'S) TOTAL-FEDERAL</u>		<u>ESTIMATED LETTING DATE</u>		<u>RESPONSIBLE AGENCY</u>
0217-2025	Anoka	610	TH 610 WB over B.N. R.R.	Bridge 02025		350	298	3/4	1985	Mn/DOT
0217-2026	Anoka	610	TH 610 EB over B.N. R.R.	Bridge 02026		350	298	3/4	1985	Mn/DOT
0217-2027	Anoka	610	TH 610 WB over Coon Rapids Blvd. (Co. Rd. 3)	Bridge 02027		350	298	3/4	1985	Mn/DOT
0217-2028	Anoka	610	TH 610 EB over Coon Rapids Blvd. (Co. Rd. 3)	Bridge 02028		450	383	3/4	1985	Mn/DOT
0217-2032	Anoka	610	TH 610 EB over TH 47	Bridge 02032		400	340	3/4	1985	Mn/DOT
2771-27244	Hennepin	610	TH 610 under W. River Rd.	Bridge 27244		700	630	2/4	1985	Mn/DOT
0217-5	Anoka	610	Evergreen Blvd. to 700' E. of Coon Rapids	Storm Sewer (Munic. Agree.)		300	170	1/4	1985	Coon Rapids
27-652-12	Hennepin	CSAH 52	1st Ave. S. to Niccollet Island	Hennepin Bridge over Miss. R. & Approaches		500 (R/W)	425	4/4	1985	Hennepin Co.

TABLE 10 (Cont'd.)  
 TRANSPORTATION IMPROVEMENT PROGRAM - TWIN CITIES METROPOLITAN AREA  
 MINNESOTA DEPARTMENT OF TRANSPORTATION  
 ANNUAL ELEMENT

1985 ANNUAL ELEMENT FEDERAL AID  
 INTERSTATE SUBSTITUTION PROGRAM

<u>STATE PROJECT</u>	<u>COUNTY</u>	<u>T.H.</u>	<u>LOCATION</u>	<u>TYPE OF WORK</u>	<u>MI.</u>	<u>ESTIMATED COST(\$1000'S) TOTAL-FEDERAL</u>	<u>ESTIMATED LETTING DATE</u>	<u>RESPONSIBLE AGENCY</u>
27-666-03	Hennepin	CSAH 66	2nd Ave. N. to Ramsey St. NE	Broadway Bridge over Miss. R. & Approaches		11,412 9,700 (R/W & Const.)	1/4 1985	Hennepin Co.
2700-62 6200-15	Hennepin Ramsey		Univ. Transit Corridor	Grade, Surf., Bridges, etc.		974 828 (P.E.)	1/4 1985	Mn/DOT
1985 TOTALS						42,336 36,065		

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

1986 MULTI-YEAR ELEMENT  
 INTERSTATE SUBSTITUTION PROGRAM

<u>STATE PROJECT</u>	<u>COUNTY</u>	<u>T.H.</u>	<u>LOCATION</u>	<u>TYPE OF WORK</u>	<u>MI.</u>	<u>ESTIMATED COST(\$1000'S) TOTAL-FEDERAL</u>	<u>ESTIMATED LETTING DATE</u>	<u>RESPONSIBLE AGENCY</u>
6200-15 2700-62	Ramsey Hennepin		University Transit Corridor	Grade, Surface, Bridges, etc.		7,358 6,254 (R/W)	1/4 1986	Mn/DOT
27-652-12	Hennepin	CSAH 52	1st Ave. S. to Nicollet Island	Hennepin Bridge over Miss. R. & Approaches		20,000 17,000 (Constr.)	2/4 1986	Hennepin Co.
1986 TOTALS						27,358 23,254		

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

1987 MULTI-YEAR ELEMENT  
 INTERSTATE SUBSTITUTION PROGRAM

<u>STATE PROJECT</u>	<u>COUNTY</u>	<u>T.H.</u>	<u>LOCATION</u>	<u>TYPE OF WORK</u>	<u>MI.</u>	<u>ESTIMATED COST(\$1000'S) TOTAL-FEDERAL</u>	<u>ESTIMATED LETTING DATE</u>	<u>RESPONSIBLE AGENCY</u>
6200-15	Ramsey		Univ. Area	Grade, Surf.,		8,500 6,028	2/4 1987	Mn/DOT
2700-62	Hennepin		Transit Corridor	Bridges, Etc.		(Constr.)		
1987 TOTALS						8,500 6,028		

## PRELIMINARY ENGINEERING

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

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## RIGHT-OF-WAY

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

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

1985 ANNUAL ELEMENT  
 RIGHT OF WAY PROGRAM  
 INTERSTATE & INTERSTATE SUBSTITUTION

<u>STATE PROJECT</u>	<u>COUNTY</u>	<u>T.H.</u>	<u>LOCATION</u>	<u>ESTIMATED COST(\$1000'S) TOTAL-FEDERAL</u>		<u>ESTIMATED ACQUISITION DATE</u>
2748	Hennepin	252	Jct. I-94 to Jct. T.H. 610	3,000	2,550	1985
2789	Hennepin	394	Jct. I-494 to Jct. I-94	15,000	13,500	1985
2771	Hennepin	610	Jct. T.H. 252 to E. Co. Line	600	510	1985
0217	Anoka	610	W. Co. Line to Jct. T.H. 10	2,000	1,700	1985
TOTALS				<u>20,600</u>	<u>18,260</u>	

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

1985 FEDERAL AID  
 PRIMARY CONSTRUCTION PROGRAM

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

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STATE PROJECT	COUNTY	T.H.	LOCATION	TYPE OF WORK	MI.	ESTIMATED COST(\$1000'S)		ESTIMATED LETTING DATE
						TOTAL	FEDERAL	
2706-8804	Hennepin	7	TH7 at Vinehill Rd. in Shorewood	Sig. Rev. & Minor Channel.		70	19	02-22-85
6211-63	Ramsey	36	At Margaret, McKnight, 1st & TH 120 in No. St. Paul	Signal Revisions		225	173	12-21-84
2722-40	Hennepin	55	At CSAH 116 in Medina	Sig. Syst. & Channel.		750	576	03-22-85
2723-73	Hennepin	55	TH 55 NW Quad, N. Fr. Rd. over SOO Line Ry. in Golden Valley	Grade, Surface & Bridge	.40	700	537	02-22-85
2723-77	Hennepin	55	At CSAH 15 in Plymouth	New Signal		80	61	10-26-84
6220-50	Ramsey	61	TH 494 to 0.5 mi. S. of Warner Rd.	Reconstruct, Median Barrier & Bike Trail	3.7	5,500	1,919	08-23-85

TABLE 14 (Cont'd.)  
 TRANSPORTATION IMPROVEMENT PROGRAM - TWIN CITIES METROPOLITAN AREA  
 MINNESOTA DEPARTMENT OF TRANSPORTATION  
 ANNUAL ELEMENT

1985 FEDERAL AID  
 PRIMARY CONSTRUCTION PROGRAM

<u>STATE PROJECT</u>	<u>COUNTY</u>	<u>T.H.</u>	<u>LOCATION</u>	<u>TYPE OF WORK</u>	<u>MI.</u>	<u>ESTIMATED COST(\$1000'S)</u>		<u>ESTIMATED LETTING DATE</u>
						<u>TOTAL</u>	<u>FEDERAL</u>	
6220-52	Ramsey	61	0.5 Mi. S. of Warner Rd. to Burns Ave.	Reconst., New Signals	.60	1,200	250	02-22-85
1013-48	Carver	212	At TH 41 & Walnut St. in Chaska	Sig. & Channel.		250	192	02-22-85
1013-51	Carver	212	Cologne Bypass - Reconditioning	Grade & Surface	3.70	1,500	1,151	03-22-85
1985 TOTALS						10,275 4,878		

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

1986 FEDERAL AID  
 PRIMARY CONSTRUCTION PROGRAM

<u>STATE PROJECT</u>	<u>COUNTY</u>	<u>T.H.</u>	<u>LOCATION</u>	<u>TYPE OF WORK</u>	<u>MI.</u>	<u>ESTIMATED COST(\$1000'S) TOTAL-FEDERAL</u>		<u>ESTIMATED LETTING DATE</u>
1002-8801	Carver	5	0.74 Mi. W. of TH 41 to 0.25 Mi. W. of CSAH 4	Mill & Resurf.	6.20	700-	537	02-28-86
2701-25	Hennepin	5	At CSAH 4 fr. Heritage Rd. to Fuller Rd.	Widen Rdwy. (Grade & Surf.)		800	614	03-21-86
2701-27	Hennepin	5	At Mitch. Rd. fr. Wallace Rd. to Prairie Cent. Dr.	Widen Rdwy. (Grade & Surf.)	1.60	1,300	998	03-21-86
0214-7	Anoka	10	TH 65 to 85th Ave. (Co. Rd. J)	Grade, Surf., Sign., Sig.	1.00	1,300	998	03-28-86
2722-39	Hennepin	55	At CSAH 50 in Rockford	Sig./Channel. Spot Improvement		370	284	11-24-86
1986 TOTALS						4,470	3,431	

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

1987 FEDERAL AID  
 PRIMARY CONSTRUCTION PROGRAM

<u>STATE PROJECT</u>	<u>COUNTY</u>	<u>T.H.</u>	<u>LOCATION</u>	<u>TYPE OF WORK</u>	<u>MI.</u>	<u>ESTIMATED COST(\$1000'S)</u>		<u>ESTIMATED LETTING DATE</u>
						<u>TOTAL</u>	<u>FEDERAL</u>	
1928-22	Dakota	3	TH 52 & 55 to TH 110 (I494)	Grade, Surf. & Bridges	3.80	12,000	9,209	01-23-87
8210-70	Washington	95	S. Limits Marine on St. Croix to Stillwater	Recondition	7.07	1,700	1,305	01-23-87
1987 TOTALS						13,700	10,514	

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

1985 ANNUAL ELEMENT FEDERAL AID  
URBAN CONSTRUCTION PROGRAM

FEDERAL AID URBAN SYSTEM

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

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

ROADWAY CONSTRUCTION

1985 ANNUAL ELEMENT FEDERAL AID  
 URBAN CONSTRUCTION PROGRAM

<u>S.P.</u>	<u>COUNTY</u>	<u>LOCATION</u>	<u>DESCRIPTION</u>	<u>MILES</u>	<u>EST. COST \$1,000'S</u>		<u>SOURCES OF MATCHING FUNDS</u>	<u>RECIPIENT AGENCY</u>	<u>RESPONSIBLE AGENCY</u>
					<u>TOTAL</u>	<u>FED</u>			
62-619-04 M 5114	Ramsey & Hennepin	On CSAH 19 (Co. Rd. D) Between CSAH 44 (Silver Lk. Rd) & I-35W	Reconst. Road- way to 4-Lanes	1.4	2,233	1,674	Municipal @ Mn/DOT	County	County
141-313- M 5003	Hennepin	On Hennepin Ave. Between 12th St. So. & 16th St. So.	Total Reconst. of Roadway	0.42	702	539	City	City	City
141-332 M 5404	Hennepin	On Wash. Ave. S. from 5th Ave. S. to I-35W	Reconst. of Roadway	---	1,734	1,331	City	City	City
6232-09	Ramsey	TH 244 from TH 61 to TH 120	Reconst. to 4 Lane Divided	2.5	4,660	2,482*	Mn/DOT	Mn/DOT	Mn/DOT

\* TAB/FAU Committee approved \$2,482,000 FAU funds (9-19-84)

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

ROADWAY CONSTRUCTION

1985 ANNUAL ELEMENT FEDERAL AID  
 URBAN CONSTRUCTION PROGRAM

<u>S.P.</u>	<u>COUNTY</u>	<u>LOCATION</u>	<u>DESCRIPTION</u>	<u>MILES</u>	<u>EST. COST</u>		<u>SOURCES</u>		
					<u>\$1,000'S</u>	<u>TOTAL FED</u>	<u>OF</u>	<u>MATCHING</u>	<u>RECIPIENT</u>
							<u>FUNDS</u>	<u>AGENCY</u>	<u>AGENCY</u>
62-668-13 M 5081 M 5085	Ramsey	McKnight Rd.(CSAH 68): I-94 to TH 36 (1st Stage)	Roadway Reconstruction	4.37	1,835	1,349*	County	County	County
1929-4 M 5064	Dakota	TH 77-Zoo. Entrance to CSAH 23 (E/W Portion)	Grade, Surf. Br., Etc.		6,280	2,086**	Mn/DOT	Mn/DOT	Mn/DOT

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1985 Roadway Construction Totals 17,444 9,461

\*The TAB FAU Committee limited federal funding of each stage of this project at \$1,349,000.

\*\*Approved by TAB/FAU Committee for \$2,086,000 FAU Funds (9-19-84)

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

CAPACITY

1985 ANNUAL ELEMENT FEDERAL AID  
 URBAN CONSTRUCTION PROGRAM

<u>S. P.</u>	<u>COUNTY</u>	<u>LOCATION</u>	<u>DESCRIPTION</u>	<u>MILES</u>	<u>EST. COST</u>		<u>SOURCES</u>		<u>RESPONSIBLE</u>
					<u>\$1,000'S</u>		<u>OF</u>	<u>RECIPIENT</u>	
					<u>TOTAL</u>	<u>FED</u>	<u>MATCHING</u>	<u>FUNDS</u>	<u>AGENCY</u>
27-601-12 M 5001	Hennepin	On CSAH 1 (24th Ave.) at I-494 in Bloomington	Widen & Redeck Br. over I-494 Intersection, Signal Revisions at Ramps Signal Interconnect	0.2	1,243	954	County	County	County
164-070- M SIGS	Ramsey	St. Paul C.B.D.	Computerized signal project		2,215	1,650	City	City	City
27-632-12 M 5206	Hennepin	Penn. Ave. at 66th St.	Widen, Channel. & Signals		585	537	County	County	County
1985 Capacity Totals					4,043	3,141			

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

SAFETY

1985 ANNUAL ELEMENT FEDERAL AID  
 URBAN CONSTRUCTION PROGRAM

<u>S.P.</u>	<u>COUNTY</u>	<u>LOCATION</u>	<u>DESCRIPTION</u>	<u>MILES</u>	<u>EST. COST \$1,000'S TOTAL FED</u>	<u>SOURCES OF MATCHING FUNDS</u>	<u>RECIPIENT AGENCY</u>	<u>RESPONSIBLE AGENCY</u>
02-600-06 M 5142	Anoka	On Univ. Ave. from Egret Blvd. to CSAH 12	Widen, Chann., Signals		485 369	County	County	County
1985 Safety Totals					485 369			

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

BIKEWAY/WALKWAY

1985 ANNUAL ELEMENT FEDERAL AID  
 URBAN CONSTRUCTION PROGRAM

<u>S. P.</u>	<u>COUNTY</u>	<u>LOCATION</u>	<u>DESCRIPTION</u>	<u>MILES</u>	<u>EST. COST</u>		<u>SOURCES</u>		
					<u>TOTAL</u>	<u>FED</u>	<u>OF</u>	<u>RECIPIENT</u>	<u>RESPONSIBLE</u>
							<u>MATCHING</u>	<u>AGENCY</u>	<u>AGENCY</u>
141-218-06 M 5241	Hennepin	4th Avenue in Minneapolis	Government Center Skyway		906	685	City	City	City
1985 Bikeway-Walkway Total					906	685			

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

TRANSIT

1985 ANNUAL ELEMENT FEDERAL AID  
 URBAN CONSTRUCTION PROGRAM

S.P.	COUNTY	LOCATION	DESCRIPTION	MILES	EST. COST \$1,000'S		SOURCES OF MATCHING FUNDS	RECIPIENT AGENCY	RESPONSIBLE AGENCY
					TOTAL	FED			
90-179-02 M 5407( )	Dakota	TH 13 (Nicollet Ave. in Burnsville)	Park/Ride Lot		240	184	MTC	MTC	MTC
90-146-01 M 5025( )	Ramsey	I-35W/TH 10 (Co Rd H in Moundsvew)	Park/Ride Lot		280	215	MTC	MTC	MTC
90-100-02 M 5042( )	Washington	TH 61 (20th St. in Newport)	Park/Ride Lot		120	92	MTC	MTC	MTC
141-313- 141-020- M 5240	Hennepin	On Hennepin Ave. between 2nd St. No. and 12th St. No. in Mpls.	Transit Mall	0.70	2,532	1,944	Municipal State Aid	City	City
M BUS	Hennepin Ramsey	Metro Area	Rehab. of Busses		1,489	1,143	MTC	MTC	MTC
SP90-099- M RIDE( )	Metro Area	Metro Area	Rideshare Program		500	380	MTC	MTC	MTC
M BUS	Hennepin Ramsey	Metro Area	Rehab. of Busses		3,330	2,500	MTC	MTC	MTC
1985 Transit Total					8,491	6,458			

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

ROADWAY CONSTRUCTION

OUTSTATE FAU/FAS FUND TRANSFER  
 1985 ANNUAL ELEMENT FEDERAL AID  
URBAN CONSTRUCTION PROGRAM

<u>S. P.</u>	<u>COUNTY</u>	<u>LOCATION</u>	<u>DESCRIPTION</u>	<u>MILES</u>	<u>EST. COST</u>		<u>SOURCES</u> <u>OF</u> <u>MATCHING</u>	<u>RECIPIENT</u> <u>AGENCY</u>	<u>RESPONSIBLE</u> <u>AGENCY</u>
					<u>\$1,000'S</u>	<u>TOTAL FED</u>			
27-653-06 M 5164	Hennepin	On CSAH 53 from CSAH 31 (York Ave) to W. of CSAH 32 (Russell Ave) in Richfield	Roadway Reconstruction (T.S.M.)	0.5	903	693	County	County	County
27-666-05 M 5247	Hennepin	On CSAH 66 from E. of CSAH 102 (Douglas Drive) to TH 100 in Golden Valley	Widening and Channelization (T.S.M.)	0.3	914	701	County	County	County
1985 FAU/FAS Fund Transfer Totals					1,817	1,394			

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TOTAL 1985 FAU Program 33,186 21,508

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

ROADWAY CONSTRUCTION

1986 MULTI-YEAR ELEMENT FEDERAL  
 AID URBAN CONSTRUCTION PROGRAM

S.P.	COUNTY	LOCATION	DESCRIPTION	MILES	EST. COST \$1,000'S		SOURCES OF MATCHING FUNDS	RECIPIENT AGENCY	RESPONSIBLE AGENCY
					TOTAL	FED			
02-608- M 5110( )	Anoka	CSAH 8(Osborne Rd) Commerce St. to CSAH 1 and No. & So. on CSAH 1	Reconst. Channelization		500	380	County	County	County
182-080- M 5260( )	Hennepin	Co.Rd 70 (Medicine Lk.Rd.) - CSAH 18 To Douglas Dr. in New Hope	Reconst.		1,600	1,216	City	City	City
164-020- M 5018( )	Ramsey	Shepard Rd.- 35E to Wabasha St. in St. Paul	Reconst. (STAGE I)		3,400	2,500	City	City	City
62-668-13	Ramsey	McKnight Rd. (CSAH 68): I-94 to TH 36	Roadway Reconstruction (2nd Stage)	4.37	1,835	1,349*	County	County	County
62-668-13 M 5081 M 5085	Ramsey	At McKnight Rd. (CSAH 68)	Roadway Reconstr. (3rd Stage)	4.37	1,835	1,349*	County	County	County
6215/6216 M 5421	Ramsey	TH 51 (Snelling Ave.) from Como to TH 36	Reconst. of Roadway Signals Lights & Interconnect	2.00	3,750	2,500	Mn/DOT	Mn/DOT	Mn/DOT
1986 Roadway Construction Totals					12,920	9,294			

\* On Sept. 19, 1984 the TAB/FAU Committee approved federal funding of each stage of this project at \$1,349,000.

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

CAPACITY

1986 MULTI-YEAR ELEMENT FEDERAL  
 AID URBAN CONSTRUCTION PROGRAM

<u>S.P.</u>	<u>COUNTY</u>	<u>LOCATION</u>	<u>DESCRIPTION</u>	<u>MILES</u>	<u>EST. COST \$1,000'S TOTAL</u>	<u>FED</u>	<u>SOURCES OF MATCHING FUNDS</u>	<u>RECIPIENT AGENCY</u>	<u>RESPONSIBLE AGENCY</u>
27-632- M 5206( )	Hennepin	CSAH 32 (Penn Ave.)- W. 80th St. to W. 75th St. in Bloomington & Richfield	Widen, channelization signals, interconnect, median (STAGE I)		2,030	1,543	County	County	County
1986 Capacity Total					2,030	1,543			

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

SAFETY

1986 ANNUAL ELEMENT FEDERAL AID  
 URBAN CONSTRUCTION PROGRAM

<u>S. P.</u>	<u>COUNTY</u>	<u>LOCATION</u>	<u>DESCRIPTION</u>	<u>MILES</u>	<u>EST. COST</u>		<u>SOURCES OF MATCHING FUNDS</u>	<u>RECIPIENT AGENCY</u>	<u>RESPONSIBLE AGENCY</u>
					<u>\$1,000'S</u>	<u>TOTAL FED</u>			
1908 M 5406( )	Dakota	TH 52 (Rob't St)- Mendota Hts. Rd. to Annapolis Ave.	turn lanes, add'l. traffic lanes, signals	2.25	1,650	1,254	Mn/DOT	Mn/DOT	Mn/DOT
1986 Safety Total					1,650	1,254			

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

BIKEWAY/WALKWAY

1986 ANNUAL ELEMENT FEDERAL AID  
 URBAN CONSTRUCTION PROGRAM

<u>S.P.</u>	<u>COUNTY</u>	<u>LOCATION</u>	<u>DESCRIPTION</u>	<u>MILES</u>	<u>EST. COST</u>		<u>SOURCES OF MATCHING FUNDS</u>	<u>RECIPIENT AGENCY</u>	<u>RESPONSIBLE AGENCY</u>
					<u>\$1,000'S</u>	<u>TOTAL FED</u>			
141-350- M 5245( )	Hennepin	Mid-block 5th St to 6th St. N & 1st Ave to 2nd Ave to E. R/W of Hennepin Ave. in Mpls.	Skyway (STAGE I)		1,310	200*	City	City	City
141-010- M 5012( )	Hennepin	Lyndale Ave. S. Hennepin Ave. - Loring Pk. (East) To Kenwood Pkwy. (West) in Mpls.	Bikeway Pedway		530	400	City	City	City
1986 Bikeway Walkway Total						1,840	600		

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

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

TRANSIT

1986 ANNUAL ELEMENT FEDERAL AID  
 URBAN CONSTRUCTION PROGRAM

S.P.	COUNTY	LOCATION	DESCRIPTION	MILES	EST. COST \$1,000'S		SOURCES OF MATCHING FUNDS	RECIPIENT AGENCY	RESPONSIBLE AGENCY
					TOTAL	FED			
M BUS	Hennepin Ramsey	Metro Area	Rehab. of Busses		3,330	2,500	MTC	MTC	MTC
SP90-099- M RIDE( )	Metro Area	Metro Area	Rideshare Program		500	380	MTC	MTC	MTC
90-151-01 M 5085( )	Ramsey	McKnight Rd. (13th Ave. in No. St. Paul)	Park/Ride Lot		150	115	MTC	MTC	MTC
90-181-01 M 5174	Hennepin	TH 169/212 (CSAH 61 in Eden Prairie)	Park/Ride Lot		150	115	MTC	MTC	MTC
1986 Transit Total					4,130	3,110			
TOTAL 1986 FAU Program					22,570	15,801			

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

ROADWAY CONSTRUCTION

1987 MULTI-YEAR ELEMENT FEDERAL  
 AID URBAN CONSTRUCTION PROGRAM

<u>S.P.</u>	<u>COUNTY</u>	<u>LOCATION</u>	<u>DESCRIPTION</u>	<u>MILES</u>	<u>EST. COST</u>		<u>SOURCES</u>		
					<u>\$1,000'S</u>		<u>OF</u>	<u>RECIPIENT</u>	<u>RESPONSIBLE</u>
					<u>TOTAL</u>	<u>FED</u>	<u>MATCHING</u>	<u>AGENCY</u>	<u>AGENCY</u>
27-601- M 5001( )	Hennepin	CSAH 1 (24th Ave. So.) at I-494	Interchange Revision (STAGE II)		2,910	2,212	County	County	County
164-020- M 5018( )	Ramsey	Shepard Rd. 35E to Wabasha St. in St. Paul	Reconst. (STAGE II)		3,400	2,500	City	City	City
6215-55 M 5409	Ramsey	C.M.ST.P. & P.R.R. over Marshall & Snelling Ave. (TH 51)	Replace Brs. 90379 & 90384 & Approaches		2,000	1,585	Mn/DOT	Mn/DOT	Mn/DOT
1987 Roadway Construction Total					8,310	6,297			

TABLE 19 (Cont'd.)  
 TRANSPORTATION IMPROVEMENT PROGRAM - TWIN CITIES METROPOLITAN AREA  
 MINNESOTA DEPARTMENT OF TRANSPORTATION

CAPACITY

1987 ANNUAL ELEMENT FEDERAL AID  
 URBAN CONSTRUCTION PROGRAM

<u>S. P.</u>	<u>COUNTY</u>	<u>LOCATION</u>	<u>DESCRIPTION</u>	<u>MILES</u>	<u>EST. COST \$1,000'S TOTAL FED</u>	<u>SOURCES OF MATCHING FUNDS</u>	<u>RECIPIENT AGENCY</u>	<u>RESPONSIBLE AGENCY</u>
27-632- M 5206( )	Hennepin	CSAH 32 (Penn Ave.)- W. 80th St. to W. 75th St.	Widen, channelization signals, interconnect, median		2,000 1,520	County	County	County
19-642- M 5046( )	Dakota	CSAH 42- Co Rd 11 to 500' W. of Pennock Lane	Widen, signals, storm sewer, C&G detached trail		1,500 1,140	County	County	County
6215-55	Ramsey	Intersection of Marshall & Snelling (TH 51) Under CMSTP & P RR	Widen Rdwy., Adjust Grade		182 140	Mn/DOT	Mn/DOT	Mn/DOT
1987 Capacity Total					3,682 2,800			

TABLE 19 (Cont'd.)  
 TRANSPORTATION IMPROVEMENT PROGRAM - TWIN CITIES METROPOLITAN AREA  
 MINNESOTA DEPARTMENT OF TRANSPORTATION

SAFETY

1987 ANNUAL ELEMENT FEDERAL AID  
 URBAN CONSTRUCTION PROGRAM

S.P.	COUNTY	LOCATION	DESCRIPTION	MILES	EST. COST \$1,000'S		SOURCES OF MATCHING FUNDS	RECIPIENT AGENCY	RESPONSIBLE AGENCY
					TOTAL	FED			
1908 M 5406( )	Dakota	TH 52 (Rob't St.) Annapolis Ave. to Concord St.	turn lanes, add'l. traffic & parking lanes, signals, widen, C&G median	0.75	425	323	Mn/DOT	Mn/DOT	Mn/DOT
82-600- M 5038	Washington	Co. Rd 70 at Hadley Ave.	signals		140	106	County	County	County
1987 Safety Total						565	429		

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TABLE 19 (Cont'd.)  
 TRANSPORTATION IMPROVEMENT PROGRAM - TWIN CITIES METROPOLITAN AREA  
 MINNESOTA DEPARTMENT OF TRANSPORTATION

BIKEWAY/WALKWAY

1987 ANNUAL ELEMENT FEDERAL AID  
 URBAN CONSTRUCTION PROGRAM

<u>S. P.</u>	<u>COUNTY</u>	<u>LOCATION</u>	<u>DESCRIPTION</u>	<u>MILES</u>	<u>EST. COST</u>		<u>SOURCES</u>		
					<u>\$1,000'S</u>	<u>TOTAL</u>	<u>FED</u>	<u>OF</u>	<u>RECIPIENT</u>
							<u>FUNDS</u>	<u>AGENCY</u>	<u>AGENCY</u>
141-350- M 5245( )	Hennepin	Mid-block 5th St to 6th St. N. & 1st Ave to 2nd Ave to E. R/W of Hennepin Ave. in Mpls.	Skyway (STAGE II)		1,310	200*	City	City	City
1987 Bikeway Walkway Total					1,310	200			

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

TABLE 19 (Cont'd.)  
 TRANSPORTATION IMPROVEMENT PROGRAM - TWIN CITIES METROPOLITAN AREA  
 MINNESOTA DEPARTMENT OF TRANSPORTATION

TRANSIT

1987 ANNUAL ELEMENT FEDERAL AID  
 URBAN CONSTRUCTION PROGRAM

<u>S. P.</u>	<u>COUNTY</u>	<u>LOCATION</u>	<u>DESCRIPTION</u>	<u>MILES</u>	<u>EST. COST</u>		<u>SOURCES</u>		<u>RECIPIENT</u>	<u>RESPONSIBLE</u>
					<u>\$1,000'S</u>	<u>TOTAL</u>	<u>FED</u>	<u>OF</u>		
M BUS	Hennepin Ramsey	Metro Area	Rehab. of Busses		3,330	2,500	MTC	MTC	MTC	MTC

1987 Transit Total 3,330 2,500

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Total 1987 FAU Program 17,197 12,226

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

1985 ANNUAL ELEMENT  
 BRIDGE REPAIR & REPLACEMENT

STATE PROJECT	COUNTY	T.H.	LOCATION	TYPE OF WORK	MI.	ESTIMATED COST(\$1000'S)		ESTIMATED LETTING DATE
						TOTAL	FEDERAL	
6220-5542	Ramsey	61	Over Battle Creek Park Rd.	Replace Br. 5542 & Approaches		200	153	08-23-85
6223-5357	Ramsey	149	High Bridge over Mississippi River	Demolition of Bridge 5357		1,000	800	11-16-84
6223-9	Ramsey	149	King St. to W. 7th St.	Br. 62090 (Replace Br. 5357) Substructure (Stage 1)	1.00	10,000	8,000	04-26-85
6223-11	Ramsey	149	King St. to W. 7th St.	Br. 62090 (Replace High Br. 5357) & Approaches	1.00	11,000	8,800	11-22-85
1011-22	Carver	169	0.4 Mi. NE TH 212 over Stream	Replace Br. 4529 with Culvert		350	280	02-22-85
2747-54	Hennepin	169	On Lyn. Ave. over CMSTP&P R/R	Replace Br. 90450 (27243) & Approaches		825	660	11-22-85
1013-46	Carver	212	0.3 Mi. W. TH 169 over Bluff Cr.	Replace Br. & Approaches		440	352	02-22-85
1985 TOTALS						<u>23,815</u>	<u>19,045</u>	

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

1986 MULTI-YEAR ELEMENT  
 BRIDGE REPAIR & REPLACEMENT

STATE PROJECT	COUNTY	T.H.	LOCATION	TYPE OF WORK	MI.	ESTIMATED COST(\$1000'S)		ESTIMATED LETTING DATE
						TOTAL	FEDERAL	
6201-57	Ramsey	5	Over Mississippi River in St. Paul	Rehabilitation of Br. 9300		3,500	2,800	01-24-86
2707-9	Hennepin	7	Lake St. over CNW-CMSTP&P R/R	Replace Br. 4235 & Approaches		2,800	2,240	12-19-86
2720-35	Hennepin	52	Wash. Ave. over BN Inc. 0.2 Mi. NW of TH 12	Replace Br. 6992 & Approaches		1,320	1,056	04-25-86
2722-8801	Hennepin	55	TH 55 over Crow River in Rockford	Replace Br. 5863 & Approaches		2,000	1,600	11-21-86
2735-134	Hennepin	100	Fr. Rd. over C&NW RR 0.1 Mi. N. of Jct. TH 55	Grade, Surface & Bridge		690	552	12-19-86
2749-30	Hennepin	212	Lake St. over Miss. River	Replace Br. 6520 & Approaches		15,180	12,144	01-24-86
6242-6805	Ramsey	280	Over BN Inc. Robins & Kasota	Redeck & Widen Brs. 6805 & 6894		4,650	3,720	02-28-86
1986 TOTALS						30,140	24,112	

TABLE 22  
 TRANSPORTATION IMPROVEMENT PROGRAM - TWIN CITIES METROPOLITAN AREA  
 MINNESOTA DEPARTMENT OF TRANSPORTATION  
 MULTI-YEAR ELEMENT

1987 MULTI-YEAR ELEMENT  
 BRIDGE REPAIR & REPLACEMENT

STATE PROJECT	COUNTY	T.H.	LOCATION	TYPE OF WORK	MI.	ESTIMATED COST(\$1000'S)		ESTIMATED LETTING DATE
						TOTAL	FEDERAL	
8216-82010	Washington	10	Over St. Croix R. at Prescott	Br. 82010 (Replace Br. 6009)& Temporary Connection		5,200	4,160	01-23-87
6214-64	Ramsey	49	On Rice St. 0.5 Mi. S. TH 694	Replace Br. 6116 & 5530 & Approaches	0.6	2,905	2,324	03-27-87
6215-55	Ramsey	51	Snelling & Marshall Under CMSTP&P RR	Replace Br. 90379, 90384 & Approaches		3,285	2,628	12-18-87
8210-74	Washington	95	Under Soo Line RR 4.6 Mi. NE of TH 96	Replace Br. 6267		850	680	11-20-87
1987 TOTALS						12,240	9,792	

## 5. TRANSIT PROJECTS

TABLE 23

1985 ANNUAL ELEMENT (MTC)  
APPROVED GRANTS (1)

UMTA - Sections 3, 5, 9, 9A, and Title 23

ITEM	GRANT	GRANT TITLE - MAJOR PROJECT ADDITIONAL PROJECTS <sup>(2)</sup>	TOTAL \$1,000's	FEDERAL SHARE \$1,000's	UNEXPENDED BALANCE (TOTAL) \$1,000's
1	MN-03-0016	Shingle Creek Purchase Articulated Bus Equipment	\$ 3,394	\$ 2,715	\$ 207
2	MN-03-0024	1978 TSI 1984 Capital Equipment Bus Turnarounds	1,950	1,560	128
3	MN-03-0025	Management Information System (MIS)	1,155	924	76
4	MN-03-0027	Snelling Garage Renovation	3,415	2,732	614
5	MN-03-0028	Articulated Bus Purchase Project Mobility Buses	7,092	5,674	455
6	MN-03-0030 <sup>(3)</sup>	Heywood Facility	7,449	5,959	144
7	MN-03-0034	Standard Bus Purchase	10,000	8,000	1,770
8	MN-03-0035	Handicapped-Accessible Buses (NBBI)	3,750	3,000	3,750
9	MN-03-4001	Vehicle Consumables	219	175	213
10	MN-05-0003	1979 TSI 1983 and 1984 Capital Equipment Other Improvements	2,068	1,655	1,442
11	MN-05-0008	Articulated Bus Purchase Project Mobility Buses	4,175	3,340	187
12	MN-05-0009	Heywood Facility	9,205	7,364	0
13	MN-05-0011	1983 TSI - Bus Rehabilitation	4,451	3,561	1,891
14	MN-23-2001	Articulated Bus Purchase	2,550	1,785	172
15	MN-23-2002	Articulated Bus Purchase	2,500	1,919	269
16	MN-23-9001	Articulated Bus Purchase	2,353	2,000	91
17	MN-23-9002	Project Mobility Bus Purchase	1,194	1,000	376
18	MN-90-0001	Bus Rehabilitation	8,449	6,759	1,327
19	MN-90-X007	1984 Capital Equipment	1,260	1,008	695

(1) Money has already been encumbered for these grants and projects.

(2) Grants are made to undertake a specific project or projects identified in the application. When funds remain in an UMTA grant after completion of the identified project(s), it may be amended to fund or help fund other projects, here listed as "additional projects." In addition, it may be necessary to obtain funds from different sources; e.g., UMTA Section 3 and Federal Aid Urban, for a single project. As a result, several projects such as the Heywood Facility and Articulated Bus Purchase are funded from several grants.

(3) The Heywood Facility (Fred T. Heywood Operating and Office Facility) was formerly referred to as the new Northside Garage and is so identified in the earlier grants.

1985 ANNUAL ELEMENT (MTC)  
APPROVED GRANTS

UMTA - Sections 3, 5, 9, 9A, and Title 23

Item 1 Shingle Creek Purchase: MN-03-0016

1985 Project: Articulated Bus Equipment Purchase

The original grant was concerned with purchase of the Shingle Creek Garage. Excess funds were made available through grant amendment to help fund the purchase of radios and fareboxes for the 62 articulated buses. The first 25 buses were delivered in 1983; the remaining 37 in 1984. Fareboxes and radios will be purchased and delivered in 1985.

See also Item 5.

Item 2 Transit System Improvements (1978 Grant): MN-03-0024

1985 Project: 1984 Capital Equipment

This grant has been used to fund a variety of smaller capital improvements of the type which are not the subject of separate grant applications. In 1985 funds from this grant will be used to help fund the purchase of tools and equipment necessary for transit operations.

Item 3 Management Information Systems: MN-03-0025

During 1985, Materials Management will be implemented as a part of the development of a completely integrated management information system.

Item 4 Snelling Garage Renovation: MN-03-0027

This project involves the renovation and repair of the Snelling Garage. The changes and repairs necessary to provide safe, efficient, facilities for storage and maintenance of the bus fleet were determined through a renovation analysis and safety inspection completed in 1977. The renovation was started in 1981 and completed in 1983, with only final activities to be carried into 1985.

Item 5 Articulated Bus Purchase: MN-03-0028

This grant is to assist in the purchase of 62 articulated buses, using a combination of UMTA, Federal Aid Urban, and Interstate Substitution funds. These buses were delivered in 1983 and 1984. Funds were originally budgeted for wheelchair lifts on some of these buses, but elimination of this requirement made funds available to assist in the purchase of 14 Project Mobility buses delivered in 1983. Fareboxes and radios will be purchased and delivered in 1985.

Item 6 Heywood Facility: MN-03-0030

This new 300-bus storage facility replaces the old Northside Garage, and the five-story office building houses all MTC administrative and support functions formerly located at the Nicollet Garage and in leased space in downtown St. Paul. The facility was completed and occupied in 1984. Construction of an employee parking lot will be completed in 1985.

Item 7 Standard Bus Purchase: MN-03-0034

Funds from this grant are being used to assist in the acquisition of 74 standard size buses to replace 74 buses currently owned by the MTC. This acquisition represents the second increment of the MTC's adopted multi-year fleet modernization program. Buses will be delivered in late 1984 and 1985.

Item 8 Handicapped-Accessible Buses (NBEI): MN-03-0035

This grant is concerned with the purchase of 20 standard 40-foot handicapped-accessible buses as a part of UMTA's New Bus Equipment Introduction (NBEI) program. These buses will be used by the MTC in a demonstration of the use of accessible buses in regular scheduled route service.

Item 9 Vehicle Consumables: MN-03-4001

This project is concerned with automating the monitoring of vehicle consumables (diesel fuel, oil, torque fluid, etc.) used by each of the MTC's revenue vehicles. This system will trace the quantity of consumables used per fleet, facility, and vehicle in a given time period, permitting correction of problems associated with bus efficiency and garage activity.

Item 10 Transit System Improvements (1979 Grant): MN-05-0003

Funds remain in this grant which can be used only for shelter design and construction. The funds are not presently programmed, since the MTC has stopped constructing new shelters.

Item 11 Articulated Bus Purchase: MN-05-0008

See Item 5 above.

Item 12 Heywood Facility: MN-05-0009

See Item 6 above.

Item 13 1983 TSI - Bus Rehabilitation: MN-05-0011

This grant will assist the financing of various transit system improvements, including the rehabilitation of buses, the purchase of land for parking at the Heywood Facility, park-ride facilities, the purchase of management information equipment and the construction of bus turnarounds.

Item 14 Articulated Bus Purchase: MN-23-2001

This project uses Federal Aid Urban funds to assist in the purchase of 62 articulated buses delivered in 1983 and 1984. Some funds were also used to assist in the purchase of 14 Project Mobility buses.

See Item 5 above.

Item 15 Articulated Bus Purchase: MN-23-2002

This project uses Federal Aid Urban funds to assist in the purchase of 62 articulated buses delivered in 1983 and 1984. Some funds were also used to assist in the purchase of 14 Project Mobility buses.

See Item 5 above.

Item 16 Articulated Bus Purchase: MN-23-9001

Under this grant, Interstate Substitution funds were used to assist in the purchase of 62 articulated buses delivered in 1983 and 1984. Some funds were also available to assist in the purchase of 14 Project Mobility buses.

See Item 5 above.

Item 17 Project Mobility Bus Purchase: MN-23-9002

Under this grant, Interstate Substitution funds were used to assist in the purchase of 14 Project Mobility buses.

Item 18 Bus Rehabilitation: MN-90-0001

This grant will provide funds to supplement other UMTA (Item 13) and FAU funds to permit rehabilitation of up to 160 buses in conformance with the fleet modernization plan.

Item 19 1984 Capital Equipment: MN-90-X007

Funds from this grant will aid in financing the purchase of communications equipment, office equipment, MIS equipment, 11 supervisory vehicles, service and maintenance vehicles, and service and maintenance tools.

TABLE 24

1985 ANNUAL ELEMENT (MTC)  
NEW GRANTS

UMTA - Sections 3, 9, and Title 23

<u>ITEM</u>	<u>GRANT</u>	<u>GRANT TITLE - MAJOR PROJECTS</u>	<u>TOTAL \$1,000's</u>	<u>FEDERAL SHARE \$1,000's</u>
1	MN-23-2003 (Pending)	Bus Rehabilitation (FAU Funds)	\$ 1,524	\$ 1,143
2	MN-90-X008 (Pending)	1984 Capital Projects a) Replace 48 Forty-foot Buses b) Replace 11 Thirty-foot Buses c) Purchase Computer Software/Hardware d) Purchase Maintenance Equipment e) Construct 2 Park/Ride Facilities	12,313	9,850
3	Proposed	1985 Capital Projects a) Purchase 134 Forty-foot Buses b) Nicollet Garage c) Computer Applications d) St. Paul CBD Layover Facility e) 1985 Capital Equipment f) Central Money Counting Room g) Radio Computer System Upgrade h) Bus Turnarounds i) Computer Related Equipment	39,650	31,708

1985 ANNUAL ELEMENT (MTC)  
NEW GRANTS

UMTA - Sections 3, 9, and Title 23

Item 1. Bus Rehabilitation: MN-23-2003 (Pending)

This grant will provide Federal Aid Urban funds to supplement UMTA funds to permit rehabilitation of up to 160 buses in conformance with the fleet modernization plan.

Item 2. 1984 Capital Projects MN-90-X008 (Pending)

- a) Replace 48 Forty-foot Buses: A project to acquire 48 buses to complete the replacement of 122 of the 1972 Flexible buses currently owned by the MTC. The first 74 of the 122 are being replaced with the assistance of MN-03-0034. (Federal share: \$7,053,136)
- b) Replace 11 Thirty-foot Buses: A project to acquire 11 lift-equipped 30-foot buses to replace a like number now operated by the MTC as part of a fleet of 34 buses in its Project Mobility service for the elderly and handicapped, provided under contract with the Minnesota Department of Transportation. (Federal share: \$1,293,120)
- c) Purchase Computer Software/Hardware: The acquisition of a variety of computer equipment including mainframe support software and application systems support hardware for the following systems: Personnel, Timeroll, Vehicle Management, Facilities Management, Consumables, Telephone Information, and Risk Management. (Federal share: \$715,860)
- d) Purchase Maintenance Equipment: The acquisition of a variety of maintenance equipment, the major items being 13 automobiles, a coin wrapper, 2 shelter maintenance vans, 12 bin shelf units, 2 large floor sweepers, an articulated bus lift, 2 ultrasonic cleaners, a brake lathe, and engine dynamometer. (Federal share: \$429,604)
- e) Construct 2 Park/Ride Facilities: A project to construct park/ride facilities in the northwestern metropolitan suburbs of Brooklyn Center and Brooklyn Park. Construction of MTC-owned lots is necessary because the "joint-use" lots owned by others in the vicinity had to be given up because of overuse by MTC riders. (Federal share: \$358,560)

Item 3. 1985 Capital Projects (Proposed)

- a) Purchase 134 Forty-foot Buses: A project to purchase 100 buses to replace an equal number of Flexible buses acquired in 1972, and an additional 34 buses for fleet expansion. Buses would be delivered in 1986 and 1987. (Federal share: \$18,298,200)

- b) Nicollet Garage: The future of this garage will be determined by an alternative study commencing in November 1984, ranging from "do nothing" to demolishing the existing structure and building on a new site. This study will determine the final scope of this project, with funds being requested now for one of the "build" alternatives. (Federal share: \$10,499,415)
- c) Computer Applications: The automation of new systems, and the enhancement of existing systems, in order to provide the MTC with more efficient operations and more effective management information. Systems involved include Payroll, Personnel, Run-Cutting and Scheduling, Vehicle Management, and Facility Management. This work will be undertaken during 1985, 1986, and 1987. (Federal share: \$684,850)
- d) St. Paul CBD Layover Facility: This project is concerned with the design and construction of a permanent bus layover facility near the St. Paul Central Business District, to replace on-street space which will be lost as renewal of the Lowertown area continues. Detailed design, site acquisition, and the initiation of construction would be undertaken in 1985, with completion in 1986. (Federal share: \$423,320)
- e) 1985 Capital Equipment: The purchase of tools and equipment necessary for agency operation, including support equipment and service and maintenance equipment for bus and facility maintenance, some of which will replace worn out equipment. Acquisition of tools and equipment will occur in 1985 and 1986. (Federal share: \$312,598)
- f) Central Money Counting Room: A project to construct and equip a self-contained central money counting facility within the Fred T. Heywood Operating Facility. The project would be commenced and completed in 1985. (Federal share: \$321,640)
- g) Radio Computer System Upgrade: A project to improve the existing Radio Communications System through replacing the computer equipment and microwave equipment, and providing necessary radio equipment. All equipment would be purchased, installed, and implemented during 1985. This project will be funded in part with funds from MN-05-0003. (1985 Federal share: \$188,000)
- h) Bus Turnarounds: The design and construction of one or two bus turnarounds, with design to be undertaken in 1985 and construction in 1986. (Federal share: \$145,310)
- i) Computer Related Equipment: Acquisition of computer hardware, software, and accessories needed to support all MTC data processing users in the operation, enhancement, or development of automated systems. The majority of funding for this project will come from existing or pending grants. The great majority of the work will be completed in 1985. (1985 Federal share: \$133,642)

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TABLE 25

1985 ANNUAL ELEMENT (MTC AND ST. PAUL)  
NEW GRANTS

UMTA - Section 4(i)

ITEM	PROJECT DESCRIPTION	TOTAL NET PROJECT COST \$1,000's	FEDERAL SHARE \$1,000'S
1.	Implementation of I-394 Rideshare Incentives (MTC)	421	316
2.	St. Paul Public/Private Transit Shelter Demonstration (St. Paul)	413	236
3.	Commuter Club Program (MTC)	350	263
4.	Paratransit Vehicle Leasing Program (MTC)	283	212
5.	I-394 Marketing Program (MTC)	300	225
6.	I-394 Transit Management Program (MTC)	162	122

URBAN MASS TRANSPORTATION ADMINISTRATION  
SECTION 4(i) - INNOVATIVE TECHNIQUES AND METHODS  
IN THE MANAGEMENT AND OPERATION OF PUBLIC  
TRANSPORTATION SERVICES

- Item 1. Implementation of I-394 Rideshare Incentives is development of an intensive ridesharing promotion effort with a variety of strategies and incentives to be used in the I-394 corridor during the five-year construction period.
- Item 2. The St. Paul/Private Transit Shelter Demonstration of the feasibility of providing passenger waiting shelters on a cooperative basis, using both public and private resources as is done in the development of the St. Paul skyway system.
- Item 3. The Commuter Club would be open to all commuters who are members of registered car and vanpools. The functions of the Club would be to act as a source of rideshare information for members, assist members in backup ride and emergency situations, and provide additional miscellaneous services. The proposed funding would be used for the planning, start up, and initial operation of the Commuter Club.

- Item 4. The Paratransit Vehicle Leasing Program involves the purchase of twelve paratransit vehicles by the MTC for leasing to organizations and communities which are setting up paratransit programs. This includes several existing MTC paratransit vehicles, currently leased to communities and agencies, which need to be replaced due to age, mileage, and poor mechanical condition.
- Item 5. The I-394 Marketing Program will develop and initiate the necessary detailed marketing programs for regular scheduled bus service in the I-394 corridor, coordinated with the Rideshare and Mn/DOT marketing programs. Major regular scheduled transit service improvements are being planned, and a major marketing effort will be necessary to ensure that people understand the nature of the highway and garage facilities, their use, and the transit service options which will be available.
- Item 6. The I-394 Transit Management Program represents a comprehensive approach to coordinating and administering all regular scheduled transit service activities which must be accomplished as part of the I-394 project. This program will support one full time staff person for two years, with responsibility for coordinating all affected MTC divisions and other agencies to ensure that day-to-day transit service is provided with minimal delays and disruptions.

TABLE 26

1985 ANNUAL ELEMENT (MTC)  
UMTA - Section 9 (Operating Assistance)

<u>Item</u>	<u>Project Description</u>	<u>Total<sup>(1)</sup> \$1,000's</u>	<u>Federal<sup>(1)</sup> \$1,000's</u>	<u>Source of Federal Funds</u>
1	Operating Assistance - FY 1985	\$68,031	\$8,528	UMTA Section 9
2	Estimated Operating Assistance - FY 1986	\$73,264	\$8,528	UMTA Section 9

URBAN MASS TRANSPORTATION ADMINISTRATION  
SECTION 9 OPERATING ASSISTANCE

Item 1. Operating Assistance - FY 1985 (for CY 1984)

This project consists of operating assistance for the bus system owned and operated by the Metropolitan Transit Commission. The purpose of the project is to provide financial assistance to allow the MTC to continue the present quality of bus service. The federal funds shown in the 1985 Annual Element represent the entire allocation of Section 9 funds available for operating assistance.

Item 2. Operating Assistance - FY 1986 (for CY 1985)

An application for the FY 1986 funds will be submitted towards the end of 1985.

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

1986 THROUGH 1989 MULTI-YEAR ELEMENT (MTC)  
NEW FUNDING

UMTA - Sections 3, 9, and Title 23

AMOUNT AND YEAR OF UMTA ENCUMBRANCE OF NEW FEDERAL FUNDS

Total Estimated Project Cost (Federal and Local)

<u>ITEM</u>	<u>1986</u> <u>\$1,000's</u>	<u>1987</u> <u>\$1,000's</u>	<u>1988</u> <u>\$1,000's</u>	<u>1989</u> <u>\$1,000's</u>
1 Full-Sized or Articulated Buses	\$19,661	\$20,597	\$21,668	\$22,738
2 Bus Rehabilitation	-0-	5,744	-0-	-0-
3 Park/Ride Lots	470	490	515	540
4 Bus Turnarounds	190	200	210	220
5 Equipment (System Maintenance & Improvement)	630	680	730	790
<b>TOTAL</b>	<u>\$20,951</u>	<u>\$27,711</u>	<u>\$23,123</u>	<u>\$24,288</u>

PROJECT DESCRIPTIONS  
Items 1 & 2 Vehicles

The MTC fleet modernization plan for 1986 through 1989 calls for the following regular route service buses:

<u>NUMBER OF BUSES</u>	<u>CONTRACT</u> <u>ENCUMBERED</u>	<u>DELIVERED OR</u> <u>REHABILITATED</u>
125 - Purchase	1986	1987
44 - Rehabilitate <sup>(1)</sup>	1987	1987
125 - Purchase	1987	1988
125 - Purchase	1988	1989
125 - Purchase	1989	1990

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

Item 3 Park/Ride Lots

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

Item 4 Bus Turnarounds

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

Item 5 System Maintenance and Improvements

This is a continuation of the type of program identified in the narrative on Items 2 and 19 of Approved Grants in the 1985 Annual Element, with specific activities varying from year to year.

(1) Federal Aid Urban funds totaling \$5,000,000 for bus rehabilitation projects in 1985 and 1987 have been recently included in the locally-approved FAU program. However, the MTC's rehabilitation program will be slowed down due to financial problems experienced by the firm with which the MTC contracted for the 1984 bus rehabilitation project, and it is likely that these new FAU funds will be used for bus rehabilitation in 1986 or 1987, as shown.

URBAN MASS TRANSPORTATION ADMINISTRATION  
SECTION 16(b)(2)

Transportation Services for the Elderly and Handicapped

The Minnesota Department of Transportation will submit on or about October 15, 1984, an application to the Urban Mass Transportation Administration for Fiscal Year 1984 Section 16(b)(2) funds in the amount of \$448,005 on behalf of twenty-three private non-profit organizations throughout the State. These funds are to be used as 80% of the purchase price of twenty-three vehicles equipped for the transportation of elderly and handicapped persons under the provisions of Section 16(b)(2) of the UMTA Act. The vehicles to be acquired in this project were recommended for funding after review by a Committee composed of elderly and handicapped people.

Ten of the recommended recipient organizations are located in the Twin Cities Metropolitan Area and are identified in the following table. That part of the application consisting of the Twin Cities area recipient organizations has a total estimated project cost of \$214,480.00 for which \$171,584.00 in federal funds will be requested to assist in the acquisition of ten vehicles and related equipment.

TABLE 28

TRANSPORTATION IMPROVEMENT PROGRAM 1985 ANNUAL ELEMENT (MN/DOT)

1985 ANNUAL ELEMENT (MN/DOT)  
UMTA - Section 16(b)(2)

ITEM	PROJECT DESCRIPTION	ESTIMATED TOTAL	1984 COST FEDERAL	SOURCE OF FEDERAL FUNDS
1.	Vehicles as described for the following private, non-profit organizations:			Application for 16(b)(2) funds for statewide program submitted 1984.
	<u>Organizations</u>	<u>No. of Vehicles</u>	<u>No. of Pass.</u>	
a.	Dakota Area Referral & Transportation for Seniors, Inc.	1	10-16	\$ 22,920      \$ 18,336

<u>Organizations</u>	<u>No. of Vehicles</u>	<u>No. of Pass.</u>	<u>ESTIMATED TOTAL</u>	<u>1984 COST FEDERAL</u>
b. East Side Neighborhood Services, Inc.	1	17-24	\$ 25,440	\$ 20,352
c. Ebenezer Society	1	17-24	25,440	20,352
d. Martin Luther Manor	1	10-16	22,920	18,336
e. Minneapolis Age & Opportunity Center, Inc.	1	15	20,960	16,768
f. Model Cities Health Center, Inc.	1	7	15,000	12,000
g. New Brighton Eagles Airie 3718	1	10-16	22,920	18,336
h. North Memorial Medical Center	1	7	15,000	12,000
i. Suburban Community Services	1	10-16	22,920	18,336
j. Suburban Paratransit, Inc.	<u>1</u>	15	<u>20,960</u>	<u>16,768</u>
TOTALS	10		\$214,480	\$171,584

HE 310 .T85 M47ax 1985/87  
Metropolitan Council of the  
Twin Cities Area.  
Transportation improvement

HE 310 .T85 M47ax 1985/87  
Metropolitan Council of the  
Twin Cities Area.  
Transportation improvement

DATE	ISSUED TO

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STATE OF MINNESOTA