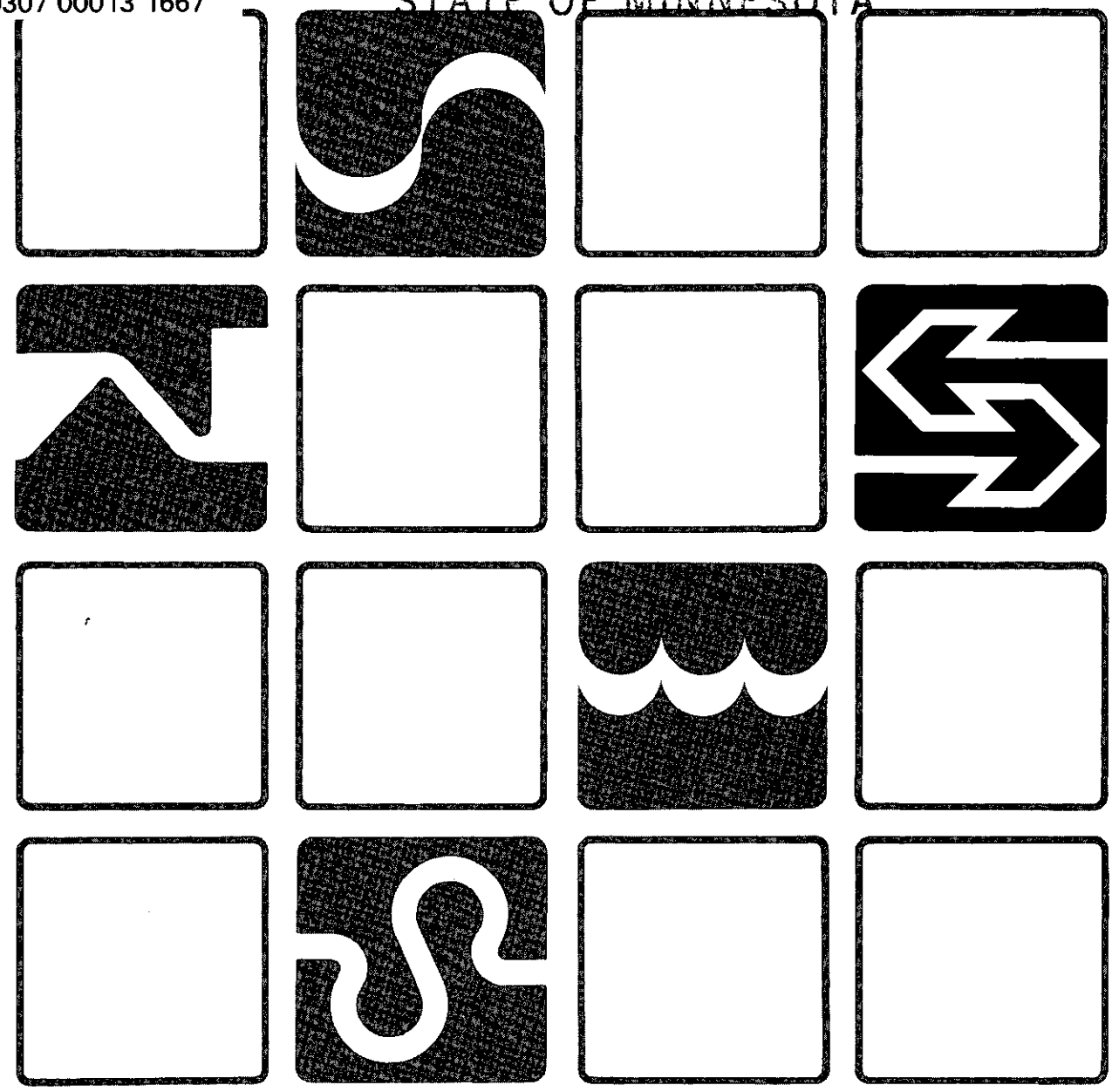


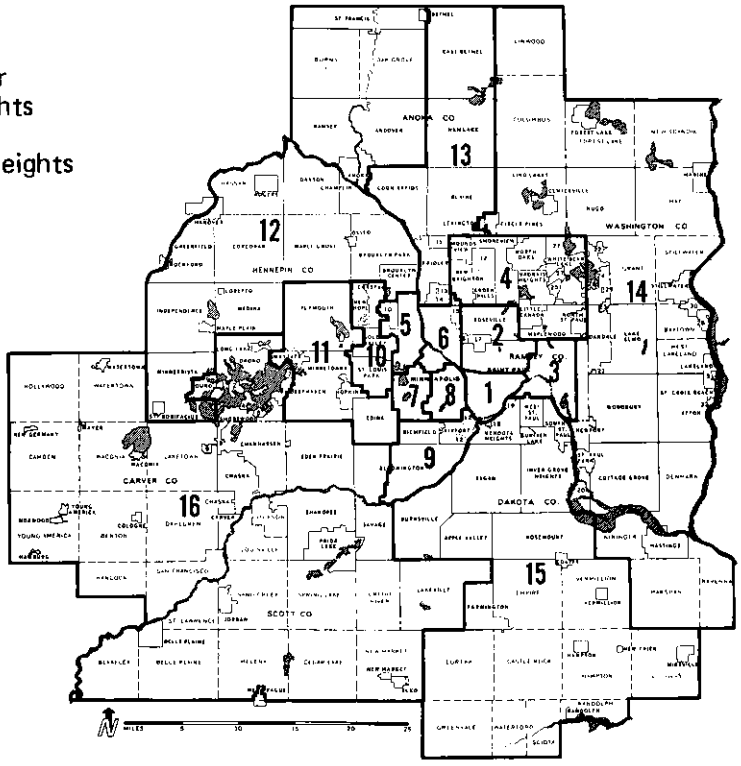
1979-1983 Transportation Improvement Program

METROPOLITAN COUNCIL, MARCH 1979

METROPOLITAN COUNCIL OF THE TWIN CITIES AREA

The Council members and their districts are as follows:

Chairman – Charles Weaver, Anoka
1 – Martin Kellogg, St. Paul
2 – Todd Jeffery Lefko, St. Paul
3 – Charles L. Rafferty, St. Paul
4 – Stanley B. Kegler, Maplewood
5 – George Dahlvang, Minneapolis
6 – Joan Campbell, Minneapolis
7 – Gladys S. Brooks, Minneapolis
8 – Alton J. Gasper, Minneapolis
9 – Ernest A. Lindstrom, Richfield
10 – Betty Kane, Golden Valley
11 – Dirk deVries, Minnetonka
12 – Roger Scherer, Brooklyn Center
13 – Marcia Bennett, Columbia Heights
14 – Opal M. Petersen, Stillwater
15 – Kathleen C. Ridder, Mendota Heights
16 – M. James Daly, Belle Plaine



Metropolitan Council
OF THE TWIN CITIES AREA

300 Metro Square Building, 7th Street and Robert Street, Saint Paul, Minnesota 55101 Area 612, 291-6359

March 20, 1979

TO: GOVERNMENTAL OFFICIALS AND METROPOLITAN AREA CITIZENS

Enclosed is the Metropolitan Area 1979-1983 Transportation Improvement Program (TIP), which implements the Council's Transportation Policy Plan.

The TIP identifies proposed Federal Aid Projects for the Metropolitan Area's highway and public transit systems.

The projects in the program are those scheduled for action in the next three to five years. Included are major long range construction projects on the Interstate and Regular Trunk Highways, Bridge and minor road improvement projects, Federal Urban System improvements and projects to improve levels of Area-wide transit service and to expand transit services for elderly and physically handicapped people, are also included.

Joining the Council in preparing the TIP were the Minnesota Department of Transportation, the Metropolitan Transit Commission and Metropolitan Area counties and municipalities through representation on the Transportation Advisory Board.

If the Council and its staff can be of assistance in this or other matters, please contact us.

Charles Weaver
Chairman

1979 - 1983

TRANSPORTATION IMPROVEMENT PROGRAM

Adopted
March 8, 1979

METROPOLITAN COUNCIL
300 Metro Square Building, 7th & Robert Streets
St. Paul, Minnesota 55101
Telephone: 291-6464

Publication Number 26-79-037

I.

INTRODUCTION

The Twin Cities Metropolitan Area Transportation Improvement Program (TIP) is a report describing programs that implement the region's transportation plan and priorities. The report is directed to the Federal Highway Administration (FHWA), the Urban Mass Transportation Administration (UMTA), and interested local officials and citizens. It covers projects proposed for federal fund participation that will begin in the next three to five years. Projects scheduled for construction in the next twelve months receive special emphasis and are referred to as the "annual element" of the TIP.

FEDERAL REQUIREMENTS

This program has been prepared in response to the federal requirement for a Transportation Improvement Program, which is defined as a "staged multi-year program of transportation improvements including an annual element." The program, to be developed and updated annually, is to cover a period of not less than three years, and is required to:

- Identify transportation improvements recommended for advancement during the program period
- Indicate the area's priorities
- Group improvements of similar urgency and anticipated staging into appropriate staging periods
- Include realistic estimates of total costs and revenues for the program period
- Include a discussion of how improvements recommended from the long-range element and the transportation systems management element were merged into the program.

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

- Sufficient descriptive material (i.e., type of work, termini, length, etc.) to identify the project
- Estimated total cost and the amount of federal funds proposed to be obligated during the program year
- Proposed source of federal and non-federal funds
- Identification of the recipient and state and local agencies responsible for carrying out the project.

REGIONAL PLANNING INPUTS

The Transportation Improvement Program is based on the ongoing transportation planning process of the Twin Cities Metropolitan Area, as defined in the Prospectus for the Twin Cities Metropolitan Area. Administered and coordinated by the Metropolitan Council, this planning process is a continuing, comprehensive, and cooperative effort involving municipal and county governments, the Metropolitan Airports Commissions (MAC), the Metropolitan Transit Commission (MTC), the Minnesota Department of Transportation (Mn/DOT), and the Minnesota Pollution Control Agency (PCA). Elected officials of local government are ensured participation in the process through the Transportation Advisory Board (TAB). The TAB provides a forum for the cooperative deliberation of state, regional, and local officials, together with private citizens appointed by the Council and Transit Commission.

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 circumstances.

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

The 1990 Transportation Development Guide/Policy Plan, which sets overall regional transportation policy and details the major proposals of the long range element for transportation.

The Transportation Systems Management Plan, which covers a short range program for optimum operation of the region's existing transportation system.

The Transportation Development Program (TDP), a state mandated program which covers transportation improvement proposals. The TDP is prepared by the Metropolitan Transit Commission.

The Transportation Air Quality Control Plan, which sets objectives and implementation strategies for transportation improvements in direct response to air quality improvement.

Transit Service Plan for the Elderly and Handicapped, which provides policy direction for the implementation of transit for the area's elderly and handicapped population.

State Transportation Plan - Mn/DOT/Plan, which provides the framework for making Transportation decisions in the state.

Except for the TDP, the above documents (in most cases) do not provide projects for inclusion in the TIP. The Transportation Development Guide/Policy Plan and other plan program documents provide a framework for the facility and implementation programming that is provided by governmental units and agencies. These governmental units-agencies are responsible for the construction and operation of transportation facilities and services. Their programs result in the development of projects included in the 1979-83 TIP.

The majority of the highway construction projects included in this TIP are under Mn/DOT jurisdiction and, as such, originate from ongoing Mn/DOT programming activities and are a response to the region's transportation plan. The projects which lead to the completion of the Interstate system along with projects on other principal and intermediate arterials, are based both on the long range system plan of the Metropolitan Council and on the decision-making transportation planning and programming processes developed by Mn/DOT in Mn/DOT/Plan.

The system plans are further refined and detailed through corridor, location, and alternative studies; and the development of environmental impact statements; leading to the identification of specific project recommendations for inclusion in implementation programs. Other projects, such as those concerned with resurfacing, bridge improvements, and safety, stem from continual monitoring and evaluation of existing highway facilities.

The MTC program included in this TIP is based on an updating of the program contained in the 1978 Transportation Development Program (TDP). The planning base for the MTC projects is detailed in the TDP.

City and county federal aid projects are most apt to appear in the Federal Aid Urban (FAU) System fund category. These projects are products of local comprehensive and transportation planning programs, and reflect local priorities. When included in the TIP, such projects have been determined to be consistent with regional plans.

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 to be prepared by each local unit of government on the basis of "metropolitan system statements" prepared by the Council.

PROGRAM AREAS

The following program areas are included in the 1979 TIP:

Interstate Construction
Regular Trunk Highway Construction
Safety Improvement
Resurfacing and Minor Improvements
Bridge Improvement and Replacements
Miscellanious Activities
(1) Preliminary Engineering
(2) Right-of-Way Acquisition
Federal Aid Urban Projects
Interstate Substitution
Transit Capital Improvements (UMTA Section 3 and 5)
Transit Operating Assistance (UMTA Section 5)
Transit Demonstrations (UMTA Section 6)
Transit Private Non-Profit Organizations (UMTA Section 16(b)2)

Highway and transit projects are separated in the 1979 TIP and discussed as though they have no inter-modal relationship. This is due to the separate program funding categories used in Sections IV and V. In fact, however, the Twin Cities transportation planning process is multi-modal. It integrates transit and highway concerns, for example, the use of FAU funds for transit improvements and pedestrian facilities, and the use of interstate substitution funds for the University Transit way (see Section III).

II.

SUMMARY OF REGIONAL PLANS AND PRIORITIES

The Metropolitan Council has the responsibility 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. In response to this requirement, the Metropolitan Council adopted a Transportation Development Guide/Policy Plan as a part of its Metropolitan Development Guide in January, 1976. The Transportation Development Guide/Policy Plan constitutes the basis for the TIP.

Since 1976, regional transportation plans and programs have been brought up to date through the transportation planning process.

The Council has:

Adopted the Prospectus for the Transportation Planning Process in the Twin Cities Metropolitan Area (November, 1977).

Amended the Policy Plan to withdraw Interstate Route I-335 (March, 1978).

Adopted the Transportation Systems Management Plan as a supplement to the Policy Plan (April, 1978).

Approved a Transportation Development Program prepared by the Metropolitan Transit Commission (November, 1978).

Prepared and submitted to Environmental Protection Agency (EPA) a draft of the Transportation Air Quality Control Plan (December, 1978).

Drafted a Transit Service Plan for the Elderly and Handicapped (December, 1978).

Participated in the development of Mn/DOT/PLAN through review and advice to Mn/DOT. (Mn/DOT/PLAN is currently in the hearings process and scheduled for final adoption in April 1979.)

The Air Quality Plan, the Transit Service Plan for the Elderly and Handicapped, and the Mn/DOT/PLAN have not been formally adopted by all parties, but their concepts and objectives have been reviewed and, when appropriate, used in evaluating actions proposed in the 1979 TIP. All of the Metropolitan plan supplements and refinements are consistent with the Transportation Policy Plan which is the framework for transportation in the Region.

PROCESS

The current structure of the transportation planning process in the Twin Cities Region is based on the Metropolitan Reorganization Act of 1974 and the requirements of the revised federal rules and regulations on urban transportation planning which became effective October 17, 1975*. The Metropolitan Council is the agency designated as the Metropolitan Planning Organization (MPO) and is responsible for the continuous, comprehensive and cooperative planning process, as well as the coordination of planning and development 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 development of the Transportation Improvement Program is shown in Figure 1. The TIP is an integral part of the overall transportation process, which is a cooperative effort among local units of government and metropolitan and state agencies. It makes use of the technical skills and resources of these agencies, and avoids duplication by the participants.

*Federal Register, September 17, 1975.

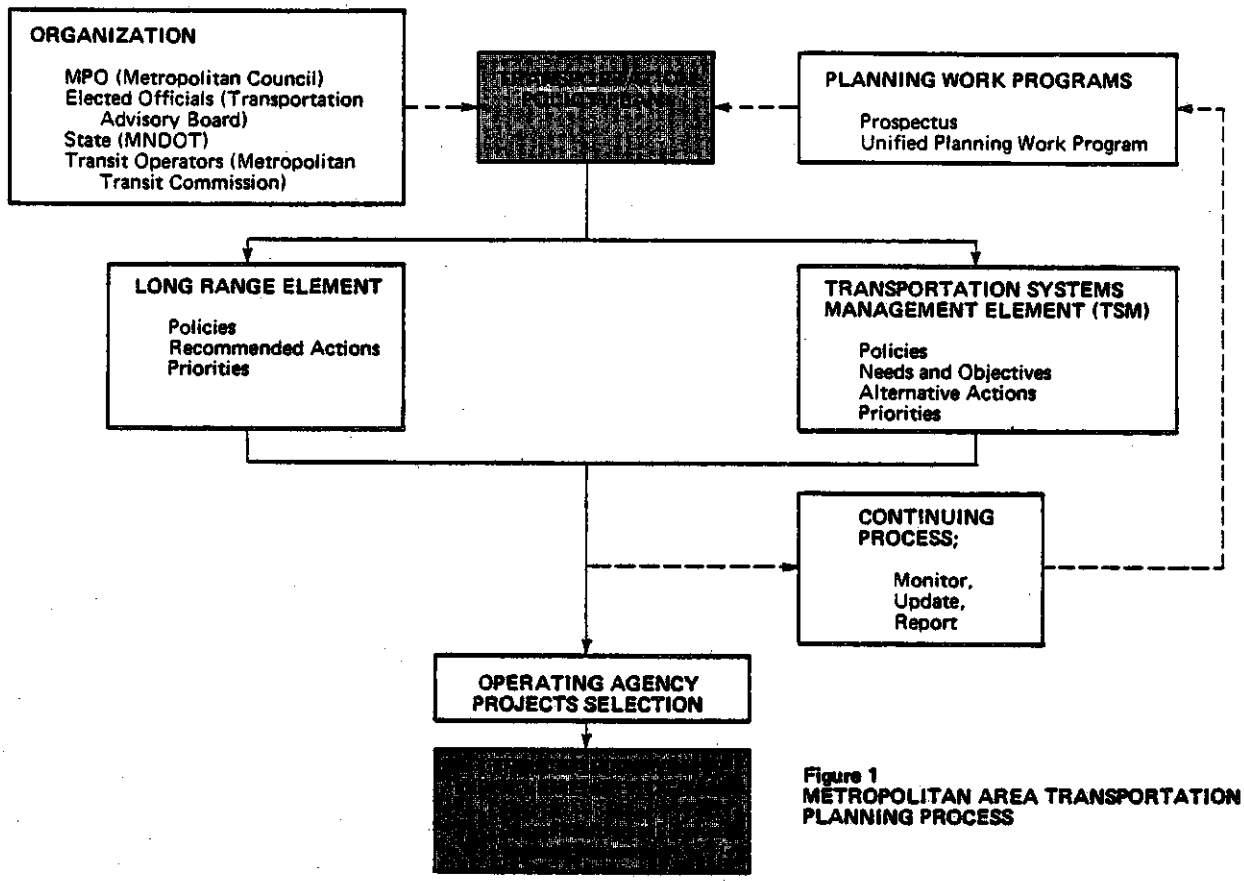


Figure 1
METROPOLITAN AREA TRANSPORTATION PLANNING PROCESS

THE TRANSPORTATION DEVELOPMENT GUIDE/POLICY PLAN

The Transportation Development Guide/Policy Plan provides the framework for facility and implementation planning by the governmental units and agencies responsible for the construction and operation of transportation facilities and services. The plan has 46 policies that state the direction for metropolitan transportation investments between now and 1990. The policies were developed both for the Region as a whole and for the individual planning areas of the Development Framework* in order to integrate transportation and land use planning and development.

The plan includes a 1990 Metropolitan Highway System intended for implementation by 1990. The plan also includes a 1990 Transit Plan which is the general framework for the Transportation Development Program; as well as a framework for Mn/DOT, the private sector and semi-public providers of shared-ride services. The 1990 Transit Plan encourages ride-sharing through regular bus service and alternatives such as para-transit options and carpooling. The Metropolitan Highway and Transit system plans are shown in Figures 2 and 3.

The Transportation Development Guide/Policy Plan lists thirty major construction projects needed to complete the metropolitan highway system (Table 1). The plan also specifies transportation planning subregions to guide the organization and structure of shared-ride transit service planning (Figure 3). The plan includes a statement of priorities for the major construction projects and for express transit and subregional transit development. Priorities are indicated in Table 2. Priorities for the Metropolitan Highway System are shown on Figure 4.

The basic underlying philosophy of the Transportation Development Guide/Policy Plan is to make efficient use of the transportation investments, both public and private, within the Metropolitan Area. Major highways and thoroughfares are viewed as transportation routes rather than as auto and truck routes. These routes are to be designed and managed to encourage people to ride rather than drive to their destinations. The Policy Plan promotes strategies such as ramp metering and other preferential access for public transit, carpools and vanpools.

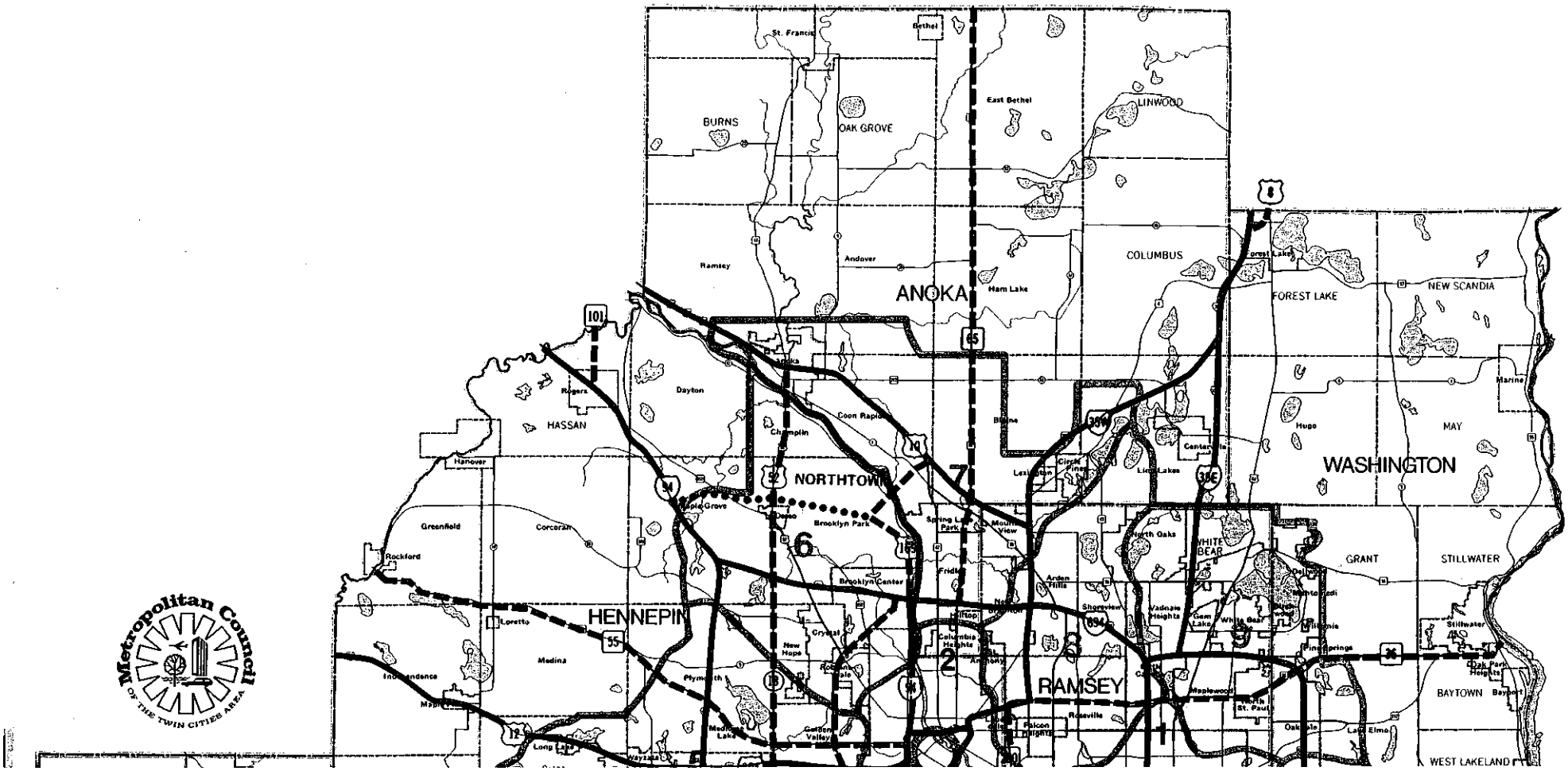
*The Development Framework Chapter of the Metropolitan Development Guide sets the overall policies for the direction and nature of Land Development actions in the Region.

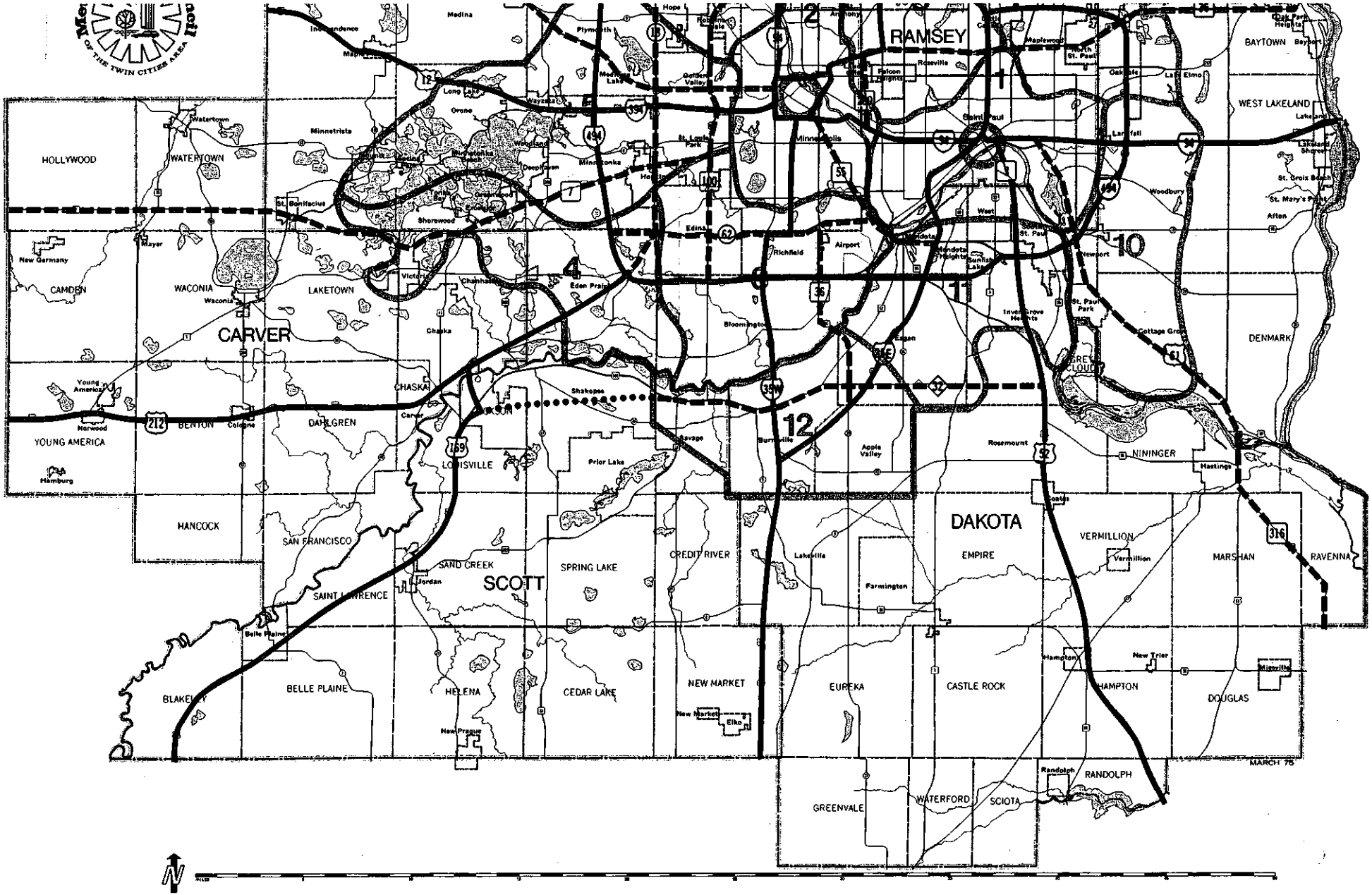
1990 Metropolitan Highway System Plan

Principal and Intermediate Arterial General Alignments

- Principal Arterial
- Intermediate Arterial
- Reserved Right-of-Way (Final location not determined)
- Subregions

January 8, 1976





Twin Cities Metropolitan Area

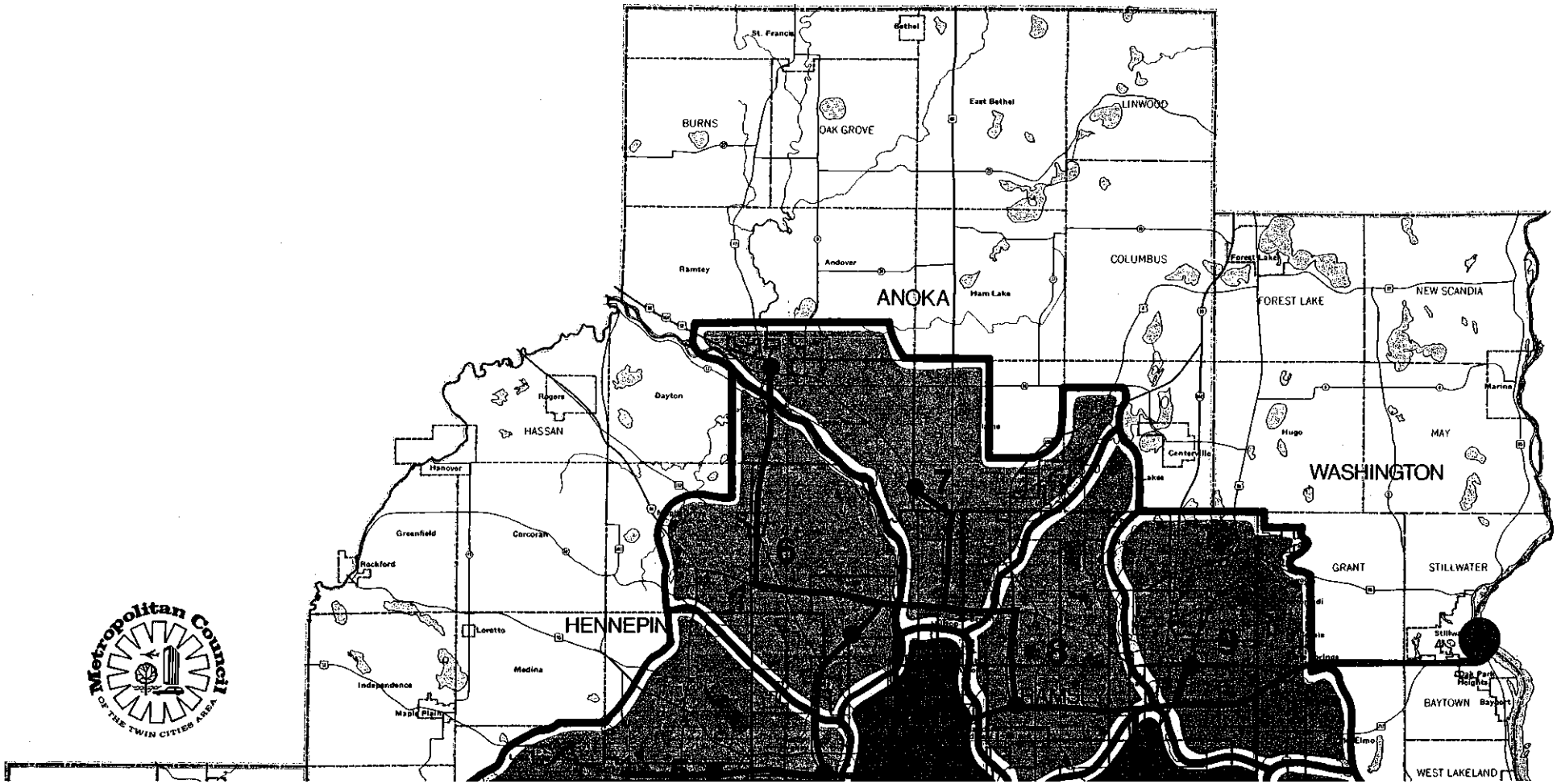
County Boundary
Municipal Boundary
Township Boundary
Freeway or Expressway
Proposed Interstate Freeway
Arterial
Water Body

Figure 2

1990 Transit Plan

- Express Service to Metro Centers
- Freestanding Growth Centers
- Subregional Transit Service Areas:
  - Predominantly Demand-Responsive Transit
  - Predominantly Fixed-Route Transit
  - Intermodal Transfer Terminal (Conceptual)
- Subregions

January 8, 1976



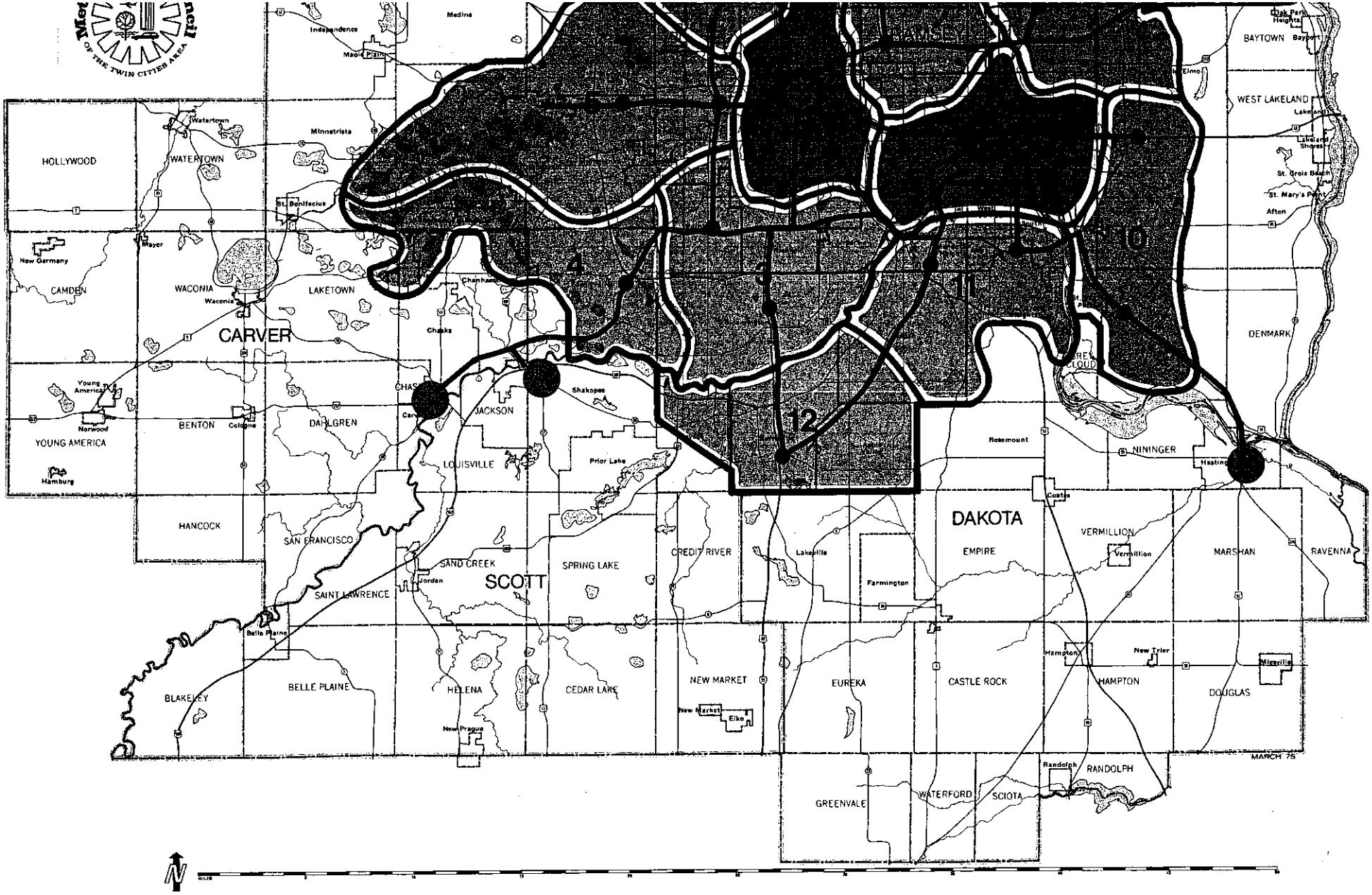

Met Council
OF THE TWIN CITIES AREA
4
11
10
12
HOLLYWOOD
WATERTOWN
CAMDEN
WACONIA
LAKETOWN
CARVER
BENTON
DAHLGREN
YOUNG AMERICA
JACKSON
LOUISVILLE
HANCOCK
SAN FRANCISCO
SAINT LAWRENCE
SAND CREEK
SPRING LAKE
SCOTT
CREDIT RIVER
BELLE PLAINE
BLAKELEY
HELENA
CEDAR LAKE
NEW MARKET
EUREKA
CASTLE ROCK
GREENVALE
WATERFORD
SCIOTA
RANDOLPH
HAMPTON
DOUGLAS
EMPIRE
DAKOTA
VERMILLION
MARSHAN
RAVENNA
NININGER
DENMARK
BAYTOWN
WEST LAKELAND
MARCH 75

Figure 3

TABLE 1 MAJOR CONSTRUCTION NEEDED TO COMPLETE THE 1990 METROPOLITAN HIGHWAY SYSTEM

Designation of Route	From	To
New Facilities (Routes on New Alignment)		
1. I-35E	West Seventh Street	I-94
2. I-35E	I-35	State Highway 110
3. I-94 (Mpls.)*	U.S. 12	57th Avenue No.
4. I-494	State Highway 5	I-494
5. U.S. 10	Ramsey Co. Rd. J.	State Highway 47
6. U.S. 169/212	I-494	State Highway 41
7. U.S. 169 (W.River Rd.)	86th Avenue No.	Northtown Corridor
8. U.S. 169/State 101 (Shakopee Bypass)	U.S. 169	State Highway 13
9. Co. Rd. 18 (Hennepin)*	5th Street So.	Minnetonka Blvd.
10. Co. Rd. 62 (Hennepin)	Co. Rd. 18	I-494
11. Northtown Corridor	U.S. 169	I-94
12. Northtown River Crossing	U.S. 10	U.S. 169
13. LaFayette Expressway	State Highway 110	State Highway 52
14. I-335*	I-94	I-35W
Existing Facilities (Routes Primarily on Existing Alignments)		
15. I-35W/Co.Rd. 62	Lyndale Ave.	2nd Avenue South
16. I-94	LaFayette	Mounds Blvd.
17. I-94 (Dartmouth Area)	West River Rd.	Franklin
18. I-694	I-35W	State Highway 100
19. U.S. 12 (I-394)	Washington Ave.No.	I-494
20. U.S. 12 (I-94)	I-494/I-694	State Highway 95
21. U.S. 52	State Hwy. 152 (Osseo)	Anoka
22. U.S. 169 River Crossing	U.S. 169	U.S. 212
23. U.S. 212	State Highway 41	Cologne
24. State Highway 36 (Cedar Ave)*	86th Street So.	Zoo Road
25. State Highway 36 (Cedar Bridge)*		(River Crossing)
26. State Highway 55 (Hiawatha Ave.)	I-94	Co. Rd. 62
27. State Highway 100	34th Ave. No.	U.S. 152
28. State Highway 100	Excelsior Blvd.	State Highway 7
29. Co. Rd. 18	I-94	U.S. 52 (Osseo)
30. Dakota Co. 32	State Highway 13	U.S. 52

Source: 1976 Transportation Development Guide/Policy Plan

*Status 1-29-79:

Withdrawn	Under Construction
14. I-335	3. I-94 (Mpls.)
	9. Co. Rd. 18
	25. Cedar Avenue
	26. Cedar Avenue Bridge

TABLE 2 TRANSPORTATION PLAN PRIORITIES

A. Metropolitan Highway System

Designation of Route	From	To
New Facilities (Routes on new alignments)		
I-35E	West Seventh Street	I-94
I-35E	I-35	State Highway 110
I-94 (Mpls.)*	U.S. 12	57th Ave. No.
I-494	State Highway 5	I-494
Co. Rd. 18 (Hennepin)*	5th Street So.	Minnetonka Blvd.
Northtown River Crossing**	U.S. 10	U.S. 169
Existing Facilities (Routes Primarily on Existing Alignments)		
I-35W/Co.Rd.62	Lyndale Ave.	2nd Ave. South
I-94 (Dartmouth Area)	West River Road	Franklin
I-694	I-35W	State Highway 100
U.S. 12 (I-394)	Washington Ave. No.	I-494
State Highway 36 (Cedar Ave.)*	86th Street So.	Zoo Road
State Highway 36 (Cedar Bridge)*		(River Crossing)
State Highway 55 (Hiawatha Ave.)	I-94	Co. Rd. 62
State Highway 100	34th Avenue No.	U.S. 152
State Highway 100	Excelsior Blvd.	State Highway 7

B. Subregional Linkages to Metro Centers via Express Transit Service

From Subregion	To	Metro Center
3		Minneapolis
6		Minneapolis
5		Minneapolis
8		St. Paul
7		Minneapolis
11		St. Paul***

C. Subregional Service within Subregions

Subregion	General Area
1	Minneapolis
2	St. Paul
3	Edina, Bloomington, Richfield
5	Golden Valley, St. Louis Park, Minnetonka, Plymouth, and abutting suburbs.
6	Crystal, Brooklyn Center, Brooklyn Park, Robbinsdale
7	Fridley, Spring Lake Park, Coon Rapids, Blaine

* Under construction in 1979.
** Implies reconstruction of TH 169 from Northtown to I-694. This change will be formally made during 1979-80 revisions to the Policy Plan.
*** By special consideration, the Council determined to propose express service improvements from Subregion 11 assuming I-35E is built in the 1975-1980 period.

Source: 1976 Transportation Development Guide/Policy Plan.

TRANSPORTATION PLAN PRIORITIES

Metropolitan Highway System

	Designation of Route	From	To
	New Facilities		
1.	I-35E	West Seventh Street	I-94
2.	I-35E	I-35	State Highway 110
3.	I-94 (Mpls.)	U.S. 12	57th Ave. N.
4.	I-494	State Highway 5	I-494
5.	Co. Rd. 18 (Bloomington)	5th Street S.	Minnetonka Blvd.
6.	Northtown River Crossing	U.S. 10	U.S. 169
6A.	U.S. 169*	Northtown	I-94
	Existing Facilities		
7.	I-35W, Co. Rd. 62	Lyndale Ave.	2nd Ave. South
8.	I-94 (Dartmouth Area)	West River Road	Franklin
9.	I-694	I-35W	State Highway 100
10.	U.S. 12 (I-394)	Wash. Ave. No.	I-494
11.	State Highway 36 (Cedar Ave.)	86th Street S.	Zoo Road
12.	State Highway 36 (Cedar Ave. Bridge)		(River Crossing)
13.	State Highway 55 (Hiawatha Ave.)	I-94	Co. Rd. 62
14.	State Highway 100	34th Avenue N.	U.S. 152
15.	State Highway 100	Excelsior Blvd.	State Highway 7

*Not originally priority in the TPP, this route is now considered priority in association with the Northtown Bridge

Principal Arterial

Intermediate Arterial

Reserved Right-of-Way (Final location not determined)

Priority Major Construction

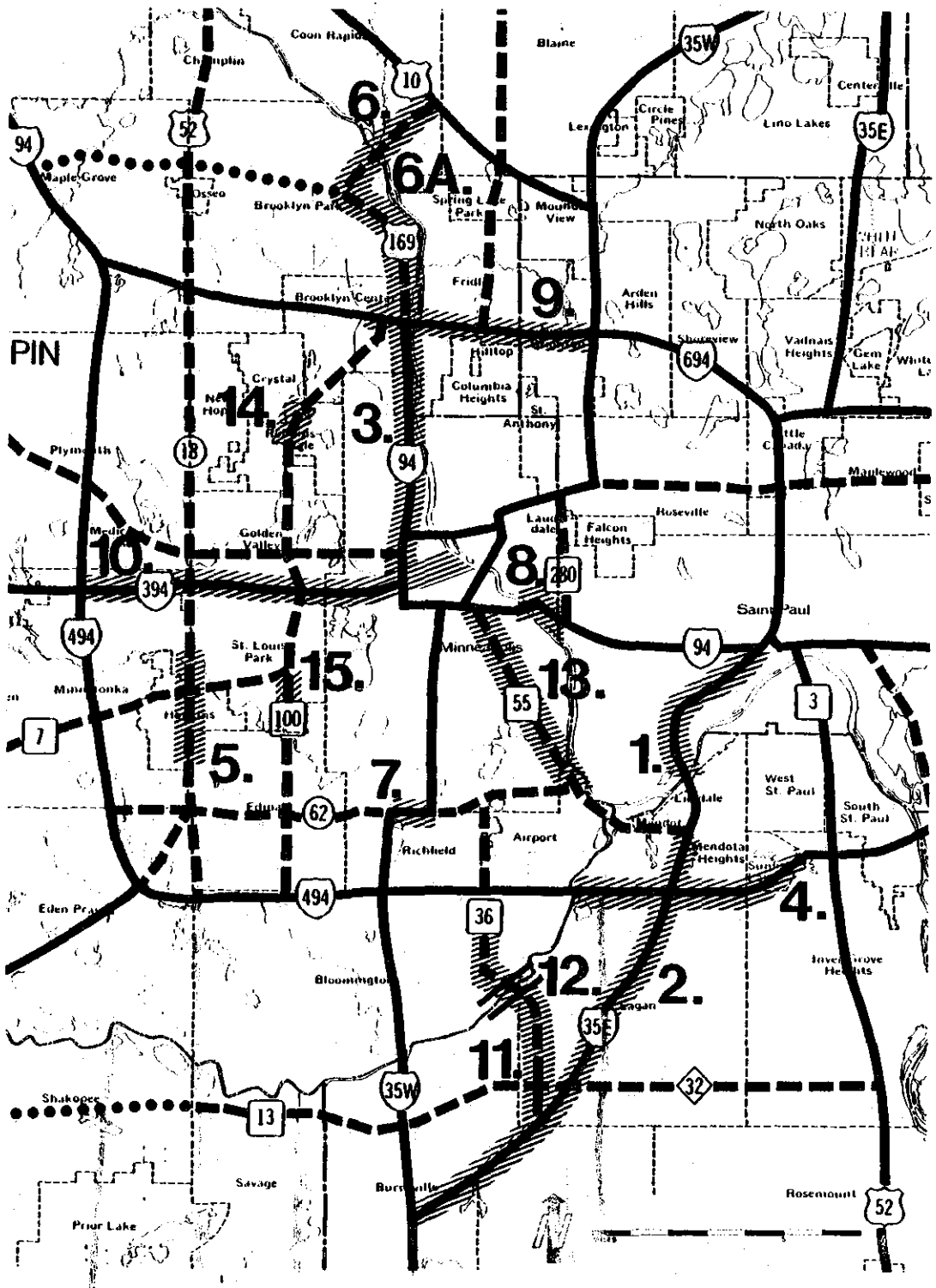


Figure 4

Highway Plan Summary

The 1990 Metropolitan Highway System Plan is shown in Figure 2. The system is comprised of two types of roadways -- principal arterials and intermediate arterials -- which relate to the function each is intended to perform.

A principal arterial accommodates long trips at relatively high speed. It provides regional and state accessibility by connecting subregions with each other and the Metro Centers, the Urban Area with the Rural Area, and the Metropolitan Area with other major cities of the state and nation. A principal arterial is a fully controlled-access roadway that does not provide direct access to adjacent development -- in other words, a freeway.

Intermediate arterials accommodate medium-to-long trips at medium speed. They provide subregional accessibility by connecting two or more subregions as well as by connecting the Urban Area with the Rural Area. They further provide a secondary connection between the Metropolitan Area and other portions of the state. Intermediate arterials complement principal arterials in high volume corridors. Their access is controlled by intersections that have grade-separation or signals. Direct access to development should be limited to major traffic generators. Intermediate arterials are called expressways. Their design is determined by the projected traffic.

The principal and intermediate arterials shown in Figure 2 have been selected to satisfy the Transportation and Development Framework policies and projections of the Metropolitan Development Guide. The completion of this system will provide the total area with good accessibility during off-peak hours of travel. The metro highway system is also the system of express routes for express transit services to the Metro Centers.

When designated, principal and intermediate arterials are to be designed and managed to give multi-passenger vehicles (transit) priority access and movement along the roadway during peak travel periods. Metropolitan Highways are to be designed for autos to have an occupancy of 1.6 persons during the peak-period.

When completed, the Metropolitan highway system would consist of about 346 miles of principal arterials and 245 miles of intermediate arterials in the Seven-County Area, compared with over 12,000 miles of all other types of roadways in the same area (local streets, collectors, and minor arterials).

Transit Plan Summary

The 1990 Metropolitan Transit System Plan is shown conceptually in Figure 3. The system consists of two distinct parts: service within subregions and service to the Metro Centers. The twelve subregions within the Urban Service Area are approximate service areas for transit. Transit service in each subregion is to be provided for the residents of the subregion, with a focus on the activities and opportunities located in that subregion.

Express service is to be provided to the Metro Centers of St. Paul and Minneapolis from each subregion. Metro Center service is also to be provided from the Free-standing Growth Centers, with Anoka*, Stillwater, Hastings, Shakopee and Chaska identified as the high priority cities prior to 1990. The metro express service would operate from attractive, climatized transit terminals strategically and conveniently located at centers of high activity in each subregion.

The subregional transit service is to perform two functions -- to move people from their homes to destinations within their subregion, and to function as a feeder service, moving people to the transit terminals for transfer to the metro express service.

The subregional transit service is to be determined by the particular needs of each subregion: population, employment, density, centers of activity, etc. The all-day service would be a combination of dial-a-ride, fixed route with standard buses or minibuses, shared-ride taxi and route-deviation. Route-deviation has a route that is fixed, but the driver will deviate from the route to take passengers closer to their destination for an additional fee.

The service to the Metro Centers would generally be provided on an all-day basis by standard public buses between 1976 and 1990. In the high volume corridors, express transit is to receive priority treatment ranging from metering with special access ramps to reserved lanes during peak flow periods. The high volume corridors are

* Anoka becomes a part of the Urban Service Area by 1990.

I-394 and I-35W, west and south of Minneapolis, respectively; I-94 and I-35E, east and north of St. Paul, respectively; and I-94 between St. Paul and Minneapolis. Several other corridors are appropriate for priority treatment of express transit in the form of metering with special access ramps.

The transit services discussed here are approriate for all types of trips: work, shopping, health care, social-recreation, personal business. Of these, the work trip is to be served in other significant ways. Because it has the same origin and destination on a daily basis, the work trip can be accommodated in a more personalized, efficient, and low-cost manner. Carpools and vanpools are attractive transit services because they are door-to-door and may not require a public subsidy for operation. Subscription bus or van, where people subscribe on a weekly or monthly basis and are picked up at predetermined locations, is also an appropriate service. These multi-passenger transit services are also to be afforded priority treatment.

Plan Priorities

Cost analysis provided in the Policy Plan indicates a high probability that revenues will fall short of costs for construction, maintenance and operation of the total metropolitan highway and transit systems. Therefore, it is necessary to establish priorities in order to resolve the critical needs and deficiencies first.

The projects and service areas determined to have the highest priority in the Metropolitan Highway and Transit System Plans are listed in Table 2. They are to be accomplished within the 1975-1980 time period. It is recognized, however, that the availability of funds and the completion of acceptable environmental impact statements could extend this time period.

The high priority actions in Table 2 were selected from an analysis of the transit and highway system plans according to how well they achieve Transportation and Development Framework policies. The highest priority was given to actions which would correct the most serious transportation deficiencies in areas most prepared to accommodate planned development or redevelopment. A detailed description of this analysis is given in the Policy Plan*.

TSM PLAN SUMMARY

Six principal plan objectives form the basis for the 1978-83 TSM plan. These six objectives respond to the Transportation Policy Plan, the Metropolitan Development Framework and evaluation of the existing metropolitan transportation system. The six objectives and related transportation policies are:

1. Provide elderly and handicapped (especially the wheelchair user and semi-ambulatory persons) with adequate access to transportation services (Policy 5).

2. Reduce roadway traffic hazards for both vehicles and pedestrians (Policies 8, 9, 26, 33, 36, 37, 41, 42).

3. Improve Metropolitan transit services generally (Policies 1, 2, 3, 21, 30, 39, 40).

4. Improve vehicle flow on the Metropolitan highway system, i.e., principal and intermediate arterials (Policies 3, 4, 6, 21, 89).

5. Improve internal transit orientation and service in Metropolitan subregions (Policies 1, 4, 27, 40).

6. Improve express transit service between the Minneapolis/St. Paul downtowns and Metropolitan subregions (Policies 20, 22, 30, 39).

The TSM plan does not identify all individual transportation deficiencies and needs in the Area that might be responsive to TSM actions. The plan focuses on problems of the Metropolitan Transportation System, but is not solely a Metropolitan-level Transportation strategy. Local units of government are encouraged to continue to develop TSM strategies on roadways under their jurisdiction.

* The Transportation Development Guide/Policy Plan is to be reviewed and revised if needed every four years under Minnesota State Law. This process will begin in 1979. A review of the priorities will be included.

Based on the six transportation system objectives identified above, specific high-priority TSM target groups, programs and areas have been identified for the Metropolitan Area. They form the basis on which TSM project funding and implementation decisions should be made through 1983. For details on the priorities, consult the Transportation Systems Management Plan, Supplement Number 1 to the Transportation Development Guide/Policy Plan.

TRANSPORTATION DEVELOPMENT PROGRAM SUMMARY

The 1974 Metropolitan Reorganization Act passed by the Minnesota Legislature requires that the Metropolitan Transit Commission (MTC) prepare a Transportation Development Program (TDP), as a companion document to the Metropolitan Council's Transportation Policy Plan. The Policy Plan is concerned primarily with metropolitan scale facilities, the TDP focuses on the MTC's transit and paratransit plans and projects.

A major element in the TDP is the MTC's Transit Service Plan, prepared in response to legislative directives and regional transportation policies. Developed to meet the diverse needs of the region, the plan concept focuses on a family of services including both regular route transit and paratransit services, identified as:

- Express and limited stop bus service between subregions and the two downtown areas and the University of Minnesota.
- Local bus service within subregions
- Activity center circulation services within major activity areas such as the two downtowns
- Paratransit services in the outlying areas.

In preparing the plan, several options were developed based on different sets of assumptions for several levels of regular route transit service, and analyzed within the context of policy and financial constraints. The five basic options plus two sub-options, are as follows:

1. Maintenance of currently authorized subsidy levels and fares.
2. Small increase in subsidies and moderate increase in fares.
3. Maintenance of existing service with an increase in subsidies and fares.

3A. Same as 3 but without a fare increase.

4. Continuation of service improvements with increases in fares and subsidies

4A. Same as 4 but without a fare increase.

5. Service improvements accompanied by new urban development policies.

The recommended option (Option 4) calls for a small increase in bus miles of service (14 percent over five years), accompanied by continuing and expanding demonstrations of various types of paratransit service, and some increase in activity center circulation services. In this option, the recommended level of regular route transit service would require an increase in the total subsidy.

The major services to the elderly will continue to be provided through use of free off-peak fares on regular route service. The "social fare" subsidy for the elderly, youth, and handicapped, will be $4.2 million in 1979 and will probably rise to $5.7 million in 1983. The cost of providing special paratransit services to the handicapped unable to use regular route service will be determined through completion in 1979 of a plan to provide these services.

Fare increases for regular route transit service, at a rate consistent with increases in the Consumer Price Index, can maintain the total subsidy requirements at a reasonable level. Therefore, the recommended plan proposes that the base fare be increased by 10 cents in mid-1979 and 10 cents in 1983. In addition, it is suggested that the fare premium for express bus service, now 10 cents regardless of trip length, reflect the basic zone fare structure. Proposed is a fare premium of 10 cents for trips in one zone, 15 cents for two zones, 20 cents for three zones, and 25 cents for trips in four zones. Thus the advantages of higher speed service on freeways and major arterials with a policy of providing comfortable seating for all passengers would be reflected in the pricing of the service.

During the 1979-83 period, the major capital improvements needed for the transit system include:

Bus overhaul and maintenance facility

South garage in southern Hennepin County

Layover facility in downtown Minneapolis

Renovation of four existing garages: Nicollet, Northside, Shingle Creek, and Snelling

Bus replacement and fleet expansion

These improvements, plus the less expensive individual items required for providing adequate service to the public and maintaining the vehicles and buildings, will require the following capital improvement expenditures:

	1979	1980	1981	1982	1983
Total Cost ($1,000's)*	36,572	7,072	9,739	8,329	6,845
Local Cost ($1,000's)	7,797	1,414	1,948	1,666	1,369

The majority of the non-local cost will be met with UMTA Section 3 and Section 5 funds with Federal Highway funds used for some park-ride projects.

TRANSPORTATION AIR QUALITY PLAN SUMMARY

The Air Quality Transporation Control Plan is scheduled for completion by June 1979. It is included here because its general approach and content can be used for comment on TIP proposals.

New provisions of the Federal Clean Air Act enacted in 1977 require each state to revise its State Implementation Plan (SIP) for air quality for all areas that have not attained National Ambient Air Quality Standards (NAAQS). The Minnesota Pollution Control Agency (MPCA) is currently revising most the SIP, however, the governor designated the Metropolitan Council to prepare the transportation control plan for the Twin Cities Area. The revised SIP, which is to include an overall strategy for meeting the standards, must be submitted to the Environmental Protection Agency, (EPA) by July 1979. A draft was submitted to EPA January 1, 1979, and a complete transportation control plan will be submitted after Council hearings and adoption. The policy aspects of this transportation control plan will be adopted as an amendment to the Transportation Policy Plan.

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 staff has been active in coordinating with other agencies in air quality planning for several years.

Of the four pollutants which exceed standards in the Twin Cities, transportation controls can be effective in reducing pollutant levels of two: carbon monoxide (CO) and photochemical oxidants (Ox). Oxidants are not a direct emission. They are formed by the chemical reaction of nitrogen oxide (NOx) and hydro carbons (HC) in the presence of sunlight. Reduction of oxidants is thus tied to the reduction of these precursor emissions, primarily HC.

A draft transportation control plan shows actual monitored emissions in the area, current emissions estimates, and projections of emissions if no additional transportation controls are adopted. The problem areas identified are downtown Minneapolis for carbon monoxide (CO) emissions, and the entire seven-county area for hydro carbons (HC) emissions. Since the initial analysis revealed that additional control strategies would be necessary to meet HC and CO emissions standards by 1982, the plan then evaluates strategies from the Transportation Systems Management Plan (adopted by the Council in 1978), for their impact in reducing emissions. These measures closely match the transportation control strategies outlined in the 1977 Clean Air Act Amendments. Some of these strategies directly reduce emissions, while others restrict or discourage auto use and encourage increased use of transit.

The analysis shows that CO standards can be met in downtown Minneapolis by 1982 with implementation of certain transportation strategies, primarily the construction of the 3rd Avenue distributor. CO Standards can be met in downtown St. Paul by 1982 without any further controls. In contrast, the TSM strategies have almost no effect on HC emissions.

*The 1979 costs are from the MTC's 1979 Capital Program Budget. Costs for 1980-1983 are estimated expenditures from new Section 3 and Section 5 (Capital) grants.

Due to the lack of ozone monitoring data it is difficult to assess whether the Twin Cities will meet the new NAAQS for photochemical oxidants by 1982. Extensive monitoring will be done this summer and there will be a reassessment in the fall to determine whether the implementation of Reasonable Available Control Technologies (RACT) for stationary sources and the continued implementation of the Federal Motor Vehicle Emissions Control Program will be sufficient to bring the area into compliance. The transportation control plan will commit the area to a vehicle inspection-maintenance program if the monitoring data shows that the oxidant standard will not be met by December 31, 1982. Such a program is required by the Federal Clean Air Act Amendments if that attainment date is not met.

The plan sets forth three principal objectives:

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

TRANSIT SERVICE PLAN FOR THE ELDERLY AND HANDICAPPED

Two significant programs currently exist for specialized services to the elderly and handicapped. They are:

1. Social Fares Policy which provides regular transit service at no cost to the elderly during off peak hours. There are reduced fares for handicapped at all hours.
2. Project Mobility which is a direct service to handicapped persons within a portion of Minneapolis. Lift equipped smaller buses are available for wheelchair and other mobility handicapped upon 2 hours reservation at a fare of 35 cents.

A draft plan for transportation services for the elderly and handicapped is scheduled for adoption in May 1979. A task force of users and industry personnel have assisted in developing goals and evaluating need. A summary statement of the draft plan indicates the general direction of service expansion.

Transit services provided to the elderly and handicapped population are to include a variety of options ranging from the structured fixed-route system to more flexible demand-responsive paratransit solutions.

In the urban service area, the fixed-route transit system should be supplemented by a demand-responsive system composed of dial-a-ride service, shared-ride taxi, volunteer drivers, etc. Special emphasis is to be placed upon the provision of adequate service and access for non-ambulatory and semi-ambulatory handicapped persons who cannot use non-accessible vehicles. The coverage and level of service of the demand-responsive system is to be based upon demonstrated needs and the ability of the Metropolitan Area to support its capital, maintenance and operating costs. In addition, the removal of barriers from the fixed-route transit system will reduce the need for demand-responsive options. The subregional concept contained in the Transportation Policy Plan is also to be encouraged in the provision of service for the elderly and handicapped in the urban service area.

In the rural service area, a minimum level of mobility is to be provided for the elderly and handicapped. Priority is to be placed on the provision of accessible service oriented toward the two metro centers and unique regional facilities,(e.g., University Hospital).

Internal demand-responsive transit service within free-standing growth centers is also to be provided where the need and ability to adequately support it are demonstrated.

The participation and support of both the public and private sectors are necessary to ensure that the elderly and handicapped have adequate access and service to living/working/shopping opportunities in the Metropolitan Area. Based upon cost-effectiveness and their ability to provide special assistance to the elderly and handicapped transit user, social service agencies and other non-profit organizations are to be encouraged to supplement the public system. Coordination of resources and services between and within the public and private sectors is to be aggressively promoted. Federal, state and local sources of funds are also to be coordinated in order to ensure an optimum use of limited resources.

MN/DOT/PLAN

In 1976 the Minnesota Legislature created a Department of Transportation (Mn/DOT) for the state which consolidated all transportation functions and duties into a single agency. The legislation creating Mn/DOT also charged the agency with preparing a multi-modal state transportation plan. The law specifically states that no Minnesota agency or political subdivision may make any transportation decision which is inconsistent with the plan.

Mn/DOT/PLAN is a management document providing data and procedures for transportation decision making. It focuses on the role of the State and its relationship to other levels of government. It is "process oriented" in that it describes how decisions will be made in typical situations. In most cases, it does not dictate the decision but rather describes the process for making decisions, who should be involved and what should be considered. Mn/DOT/PLAN was published in July 1978 and is still in a hearings process with adoption scheduled for April or May of this year. Mn/DOT's transportation planning and programming process as proposed in Mn/DOT/PLAN is intended to reflect the following considerations:

General

Unless otherwise directed by the Legislature, maximize and fully utilize all Federal Transportation funds made available to the State.

Highway Development

1. A high priority in the highway development program is the completion of the Interstate system or the withdrawal of Interstate segments and development of substitute projects.

2. All new highway development projects, or major reconstruction in metropolitan areas will include careful evaluation of exclusive lanes for high occupancy vehicles, as well as other preferential treatment alternates. Priority in highway development will be given to projects which include special provision for these items.

3. Emphasize modernization and preventative maintenance of important highway facilities already in place rather than focusing on new construction. Re-evaluate proposed four lane facilities against the needs for safe, efficient, all weather two lane roads in every region of the State. Focus on projects which reduce routine maintenance costs by including such things as joint resealing narrow pavement, widening and overlays in capital improvement program. (Subject to completion of Maintenance Needs Study.)

4. Continue to emphasize the reconstruction and replacement of important bridges.

5. Emphasize reserving rights-of-way for future transportation purposes to meet clearly demonstrated needs in developing areas of the State.

Transit

1. In administering State or Federal funds, evaluate and give priority to transportation projects which are well coordinated with the existing system.

2. Require that any transit system receiving state financial assistance show that provisions have been made for limited mobility persons to effectively utilize the systems service.

3. Develop demonstration programs that will indicate the effectiveness and efficiency of a wide range of services.

This chapter provided a brief summary of the transportation planning process and of the Regional transportation plan as background for the project profiles and evaluation in Chapter III. Those interested in greater details should consult the Prospectus, Policy Plan, TSM, TDP, the draft Air Quality and Elderly and Handicapped plans, or the public hearing draft of the Mn/DOT/PLAN (July 1, 1978).

III.

PROJECT PROFILES AND EVALUATION

This section provides brief summaries of the major improvements (over $1,000,000) scheduled in the annual element and 1980-83 program of this TIP. Included in each project description is the relationship of the improvement to the plans of the Twin Cities area, such as the Transportation Policy Plan (the long-range plan), the Transportation Systems Management (TSM) plan, the Transit Service Plan for the Elderly and Handicapped (draft completed but not yet adopted) and the Transportation Air Quality Control Plan (also a draft which is not yet adopted). Figure 5 shows the relationship between the major TIP highway projects and these plans.

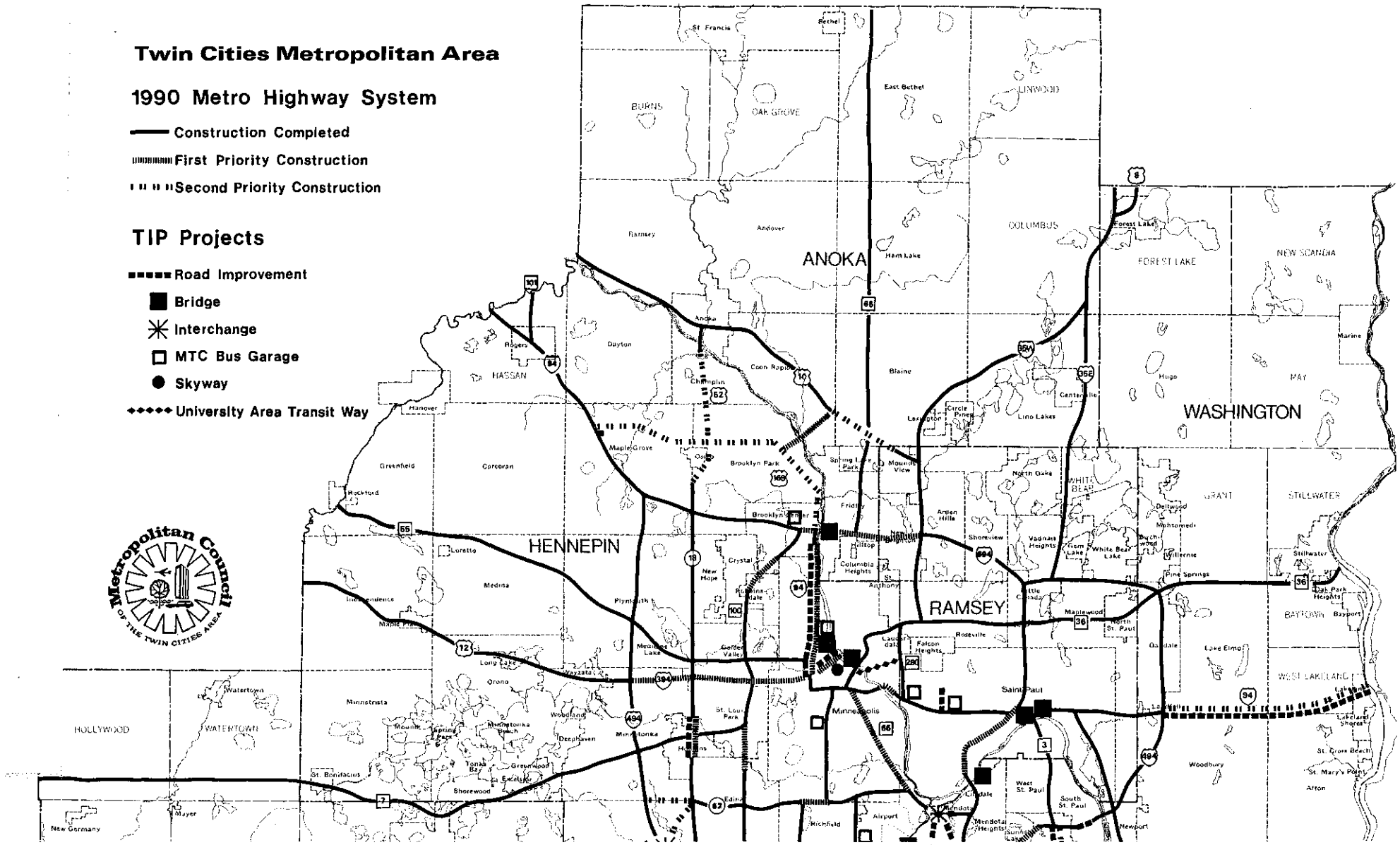
There are 13 major highway improvements identified from the Interstate and Regular Trunk Highway Program. Nine of these projects are construction projects identified by the Policy Plan as necessary to complete the 1990 Highway System. Six of these nine are further identified by the Policy Plan as having a high priority. Two of the 13 projects would implement improvements in areas identified as TSM Target Areas, and three more would implement various TSM plan objectives (although the particular projects are not identified specifically in the TSM Plan). One of the 13 projects, I-394, is a critical element of the Transportation Air Quality Plan.

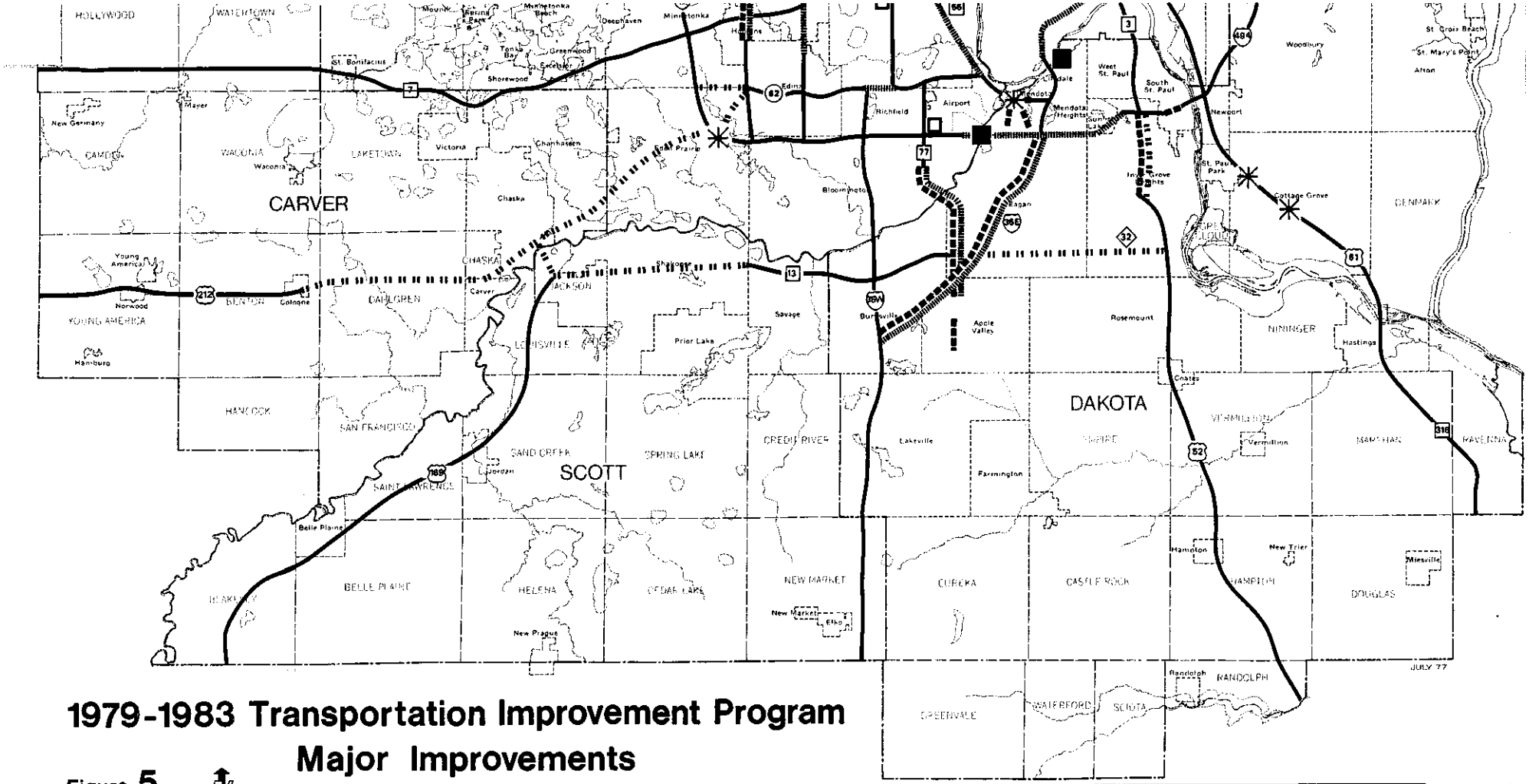
The Right-Of-Way (ROW) acquisition program for Interstate and Regular Trunk highways contains several projects over $1 million, but they are not discussed as ROW acquisition projects since they are self-explanatory. In addition, most of the projects are also described here as construction projects. All of them would implement the Policy Plan.

None of the projects listed under the Safety Improvement, Bridge Repair and Minor Improvement, or Resurfacing and Minor Improvement Programs are major projects (over $1,000,000). However, all of these projects implement the TSM objective of "Reduce roadway traffic hazards for both vehicles and pedestrians" or "Improve vehicle flow on the metropolitan highway system."

There are 11 major projects identified in the Federal Aid Urban (FAU) programs for 1979-81 that have been previously approved. Three of these would implement the Transportation Policy Plan, five would implement TSM objectives and one would implement the TSM directly. There are several smaller projects in the FAU programs which also would implement TSM objectives. Almost all of the projects in the safety, capacity and bikeway/walkway categories would implement the TSM objective of increasing roadway safety for vehicles and pedestrians.

The Interstate Substitution Program includes three major projects, two of which are also shown in the FAU programs. The remaining major project, the University Area Transit Corridor, would implement one of the transit service concepts of the Policy Plan. As in the FAU program several of the smaller substitution projects increase roadway safety and therefore would implement one of the TSM objectives. In addition, several other smaller substitution projects are preliminary engineering or right-of-way for larger long-range projects, such as Trunk Highway (TH) 169 or Trunk Highway (TH) 610 (Northtown), which are identified in the Policy Plan as necessary facilities in the 1990 metropolitan highway system.


Twin Cities Metropolitan Area
1990 Metro Highway System
Construction Completed
First Priority Construction
Second Priority Construction
TIP Projects
Road Improvement
Bridge
Interchange
MTC Bus Garage
Skyway
University Area Transit Way
Metropolitan Council
OF THE TWIN CITIES AREA
ANOKA
HENNEPIN
RAMSEY
WASHINGTON
HASSAN
BURNS
OAK GROVE
LINWOOD
COLUMBUS
FOREST LAKE
NEW SCANDIA
MAY
GRANT
STILLWATER
BAYTOWN
WEST LAKELAND
HOLLYWOOD
WATERTOWN
Saint Paul
Minneapolis



1979-1983 Transportation Improvement Program
Major Improvements

Figure 5

There are 8 major transit projects identified in the UMTA Section 3 and 5 (capital) programs for 1979-81, all of which would implement the Policy Plan.

The following project summaries are grouped by program. The costs listed are the total costs given in the individual listings for this TIP and are not necessarily the same as the total project cost or even the total construction cost (without Right-of-Way (ROW) or Preliminary Engineering (PE) costs).

INTERSTATE PROGRAM

ANNUAL ELEMENT (1979) - INTERSTATE PROGRAM

I-94 - State Project S. P. #2781-86-87

Construction of new I-94 from the Hawthorne Interchange to I-694 (6.4 mi.) and the associated remodeling of the existing I-94 from I-694 to T.H. 152 (2.2 mi.) comprises the major portion of the annual element of the Interstate Program. The work scheduled for 1979 includes new and remodeled bridges, grading and surfacing, fencing, signing, lighting, noise abatement and surveillance control at a total cost of $77,548,000. $1,760,000 of remodeling work on I-94 is also shown in the annual element of the regular T.H. program.

This facility is shown in the long-range Transportation Policy Plan as a priority project.

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

The annual element includes construction of 3 bridges and grading and surfacing 2.3 miles of this new facility between CR 11 and Cedar Avenue at a cost of $8.3 million. Most of the remaining projects necessary to complete this facility from I-35W to TH 110 are programmed for 1980-81.

This facility is shown in the Transportation Policy Plan as a priority project.

I-494 - S.P. #1985

Construction of a median barrier, signing and bridge alterations on I-494 in South St. Paul from 5th to Farwell are included in the annual element at a total cost of $5,090,000. These projects meet the TSM Plan objective of "Reduce roadway traffic hazards for both vehicles and pedestrians" although not specifically listed as TSM actions in the TSM Plan.

1980-81 - INTERSTATE PROGRAM

I-94 - S.P. #2781

Completion of I-94 by constructing the 3rd/4th St. connector into downtown Minneapolis and completing surveillance control is scheduled for 1980 at a cost of $11,360,000. Completion of this facility is a high priority of the Transportation Policy Plan.

I-394 - Third Avenue Distributor - S. P. #2789

The annual element includes construction of three bridges at a cost of $1,700,000 as part of the Third Ave. Distributor in downtown Minneapolis. Construction of this facility is shown in the Transportation Policy Plan as a priority project. This project is also an essential element of the Transportation Air Quality Control Plan. Completion of the Third Avenue Distributor will allow downtown Minneapolis to attain NAAQS for carbon monoxide by 1982.

I-494 - S.P. #2785

The 1980 program includes construction of the I-494 bridge over the Minnesota River at a cost of $26 million. This is a portion of I-494 between TH 5 and I-494 in South St. Paul. Completion of this segment has a high priority in the Transportation Policy Plan.

I-35E - S.P. #1982

Completion of the 11.5 mile stretch of I-35E from I-35 to TH 110 is shown in the 1980-81 program. Individual projects include bridges, grading, surfacing, lighting, signing, fencing and noise abatement for a two year total cost of $28,262,000. Construction of this facility has a high priority in the Transportation Policy Plan.

I-694 - S.P. #0285

Replacement of the BN bridge over I-694 in Fridley ($2,000,000) is shown in the 1981 program. The narrow clearance created on I-694 by this bridge has long been a barrier to widening I-694 and its Mississippi River crossing in this area. This area is shown as congested in the Transportation Policy Plan and the TSM Plan, and reconstruction of this section of I-694 is shown in the Policy Plan as needed to complete the 1990 highway system. This area is identified as a specific TSM target area to reduce vehicular congestion (Table 4 of the TSM Plan).

I-94 - St. Paul - S.P. #6283

Reconstruction (widening and deck replacement) of the 6th St. Bridges on I-94 in St. Paul at a cost of $5.9 million is shown in the 1981 program. These bridges are within the portion of I-94 from Lafayette to Mounds Blvd. Reconstruction of this portion is shown in the Transportation Policy Plan as necessary for completion of the 1990 highway system.

I-94 - S.P. #8282

Construction of 9 miles of I-94 from I-494/694 to the St. Croix River in Washington County is scheduled in the 1981 program. The total 1981 cost of $27.6 million includes grading and surfacing, bridges, fencing, signing, and lighting. This project is shown in the Transportation Policy Plan as necessary to complete the 1990 Highway System.

REGULAR TRUNK HIGHWAY PROGRAM

ANNUAL ELEMENT (1979) - REGULAR TRUNK HIGHWAY PROGRAM

I-94 - S.P. #3786

See I-94 under annual element of the Interstate Program.

TH 61 - S.P. #8205

Construction of two interchanges on TH 61 at Grange Blvd. and Jamaca Ave. in Cottage Grove comprise the major portion of this program's annual element. Construction of bridges and ramps will cost $6,078,000. TH 61 is identified as an intermediate arterial in the Transportation Policy Plan. This plan does not identify the need for any improvements. The TSM Plan does show isolated segments of TH 61 in this area as congested and high accident locations. These improvements would meet the TSM objective of "reduce roadway hazards for both vehicles and pedestrians" even though they are not specifically listed as TSM actions in that plan.

1980-1981 - REGULAR TRUNK HIGHWAY PROGRAM

TH 7 - S.P. #2706

Construction of the first stage of the CSAH 18/TH 7 interchange is programmed for 1980 at a cost of $3 million for grading and surfacing.

Completion of CSAH 18 is a high priority of the Transportation Policy Plan.

TH 55 - S.P. #2724

Preliminary engineering for a demonstration project for construction of a high-density urban highway intermodal transportation connection between the Minneapolis central business district and the Mpls-St. Paul International Airport. (This project will exceed 1 million dollars but is not shown in Figure 5 because construction is not proposed in the 1979-83 period.) Upgrading of Hiawatha is a high priority of the Transportation Policy Plan.

I-494 - S.P. #2785

Construction of the TH 494 interchange with TH 212/169 and the Eden Prairie Ring Road, including bridges, grading, surfacing, signals, lighting and signing, at a cost of $3 million is scheduled for 1980.

This improvement is not shown in the Transportation Policy Plan but was recommended by the Council prior to 1976 as part of the overall plan for Eden Prairie Center. Although it is not specifically listed as a TSM action, it does fulfill TSM objective 4 "Improve vehicle flow on the Metropolitan highway system." I-494 and TH 169/212 are both principal arterials and the existing interchange is rather circuitous.

TH 3 - S.P. #1928

The 1981 program includes grading of new TH 3 (2 roadways) from TH 52 and 55 to TH 110 (3.4 miles) and construction of 9 bridges at a cost of $8,380,000.

The Transportation Policy Plan shows construction of TH 3 (Lafayette Freeway) as needed to complete the 1990 metropolitan highway system.

TH 13-55-110 - Mendota Interchange - S.P. #1901, 1090, 1918

Construction of the Mendota Interchange to eliminate congestion at the south end of the TH 55 bridge is included in the 1981 program. Projects are grading and surfacing on new alignment for portions of all three roads, new and remodeled bridges, fencing, signing and lighting at a cost of $6,034,000 on the regular T.H. Program and $1,850,000 on the FAU 1981 Program.

The Transportation Policy Plan does not identify this improvement as necessary for the 1990 Metropolitan highway system, but it does identify a deficiency in this corridor based on a comparison of 1990 demand against 1970 capacity. Likewise, the TSM identifies this as a congested area. It is also identified in the TSM Plan as a specific target area to reduce vehicular congestion.

FAU PROGRAM

ANNUAL ELEMENT (1979) - FAU PROGRAM

TH 77 - S.P. 1929-M5405 and S.P. 1925-2758-M5405

Construction of 8.2 miles of TH 36 as a freeway from 86th Street in Bloomington to the Zoo Road and as a four lane divided road from there to the entrance of the Minnesota Zoological Garden in Apple Valley is scheduled in the 1979 and 1981 elements of the FAU Program. Individual projects include grading, surfacing, bridges, lighting, fencing and noise abatement at a total cost during these two years of $5,440,000. The bridge over the Minnesota River is already under construction. Construction of TH 36 is shown in the Transportation Policy Plan as a high priority.

Plymouth Avenue S.P. 141-197-09 M5248

Replacement of the Plymouth Avenue bridge over the Mississippi River and adjacent roadways (total .37 mile) in Minneapolis is scheduled on the 1979 and 1980 elements of the FAU program at a total 2-year cost of $6 million.

Since Plymouth Avenue is not part of the metropolitan highway system replacement of this bridge is not identified in the Policy Plan or TSM Plan. However, it will serve to carry traffic in the corridor once served by the proposed I-335 now withdrawn. The Major River Crossings Study conducted by the Transportation Advisory Board in 1978 identified this bridge as having serious structural deficiencies that pose a safety hazard. Thus replacement of the bridge would implement the TSM objective "Reduce roadway traffic hazards for both vehicles and pedestrians".

TH 5 - Kellogg Blvd. S. P. 6218 M 5408

The annual element of the FAU program includes replacement of the Kellogg Blvd. bridge (.5 miles) over I-94 and the adjacent railroads at a cost of $3,468,000. Replacement of this structurally deficient bridge would implement the TSM objective of "Reduce roadway traffic hazards for both vehicles and pedestrians."

Government Center Skyway - S.P. 42-218 - 06-5241

The annual element of the FAU program includes construction of a skyway across 4th Avenue at the Hennepin County Government Center at a cost of $1,265,000. Skyways are identified in the TSM as strategies for pedestrian/vehicular separation which can increase roadway safety.

Snelling Avenue - TH 51 - S.P. 6215-48 M5421

The FAU annual element programs safety improvements to 1 mile of Snelling Avenue from Hewitt Avenue to I-94 including widening, channelization, signal revisions, lighting and resurfacing at a cost of $1,300,000. This project is not part of the Policy Plan but implements the TSM objective regarding improvement of roadway safety.

1980-81 - FAU PROGRAM

CSAH 23 - Cedar Avenue S.P. 19-623-12 M 5049

The 1980 FAU Program contains reconstruction to 4 lanes of 2.2 miles of Cedar Avenue (CSAH 23) from CSAH 42 to 132nd Street in Apple Valley. This project is not identified in the Policy Plan or TSM Plan, but will fulfill the TSM objective regarding improvement of roadway safety. This is similar to many projects of the Metropolitan highway system that are FAU funded. By FAU criteria, they emerge as priority urban system improvements to fulfill specific pressing needs.

CSAH 18 - S.P. 27-618

Completion of CSAH 18 from 2nd Street N.E. in Hopkins to Minnehaha Creek in St. Louis Park (1.1 mile) is scheduled in the 1980 and will be proposed for the 1982 FAU element and the 1979 through 1980 Interstate Substitution Programs. Work to be completed includes preliminary engineering, grading, surfacing, bridges and storm sewer. This section includes an interchange with TH 7 so related improvements to TH 7 are also scheduled in the Interstate Substitution Program, as well as $3 million previously mentioned under the 1980 Regular Trunk Highway Program for the first stage of the Interchange. Total costs programmed in the FAU and I.S. programs for 1979-82 are $9,172,000. Completion of CSAH 18 has a high priority in the Policy Plan.

TH 100 at W. 36th Street - S.P. 163-010-19 M5402

Reconstruction of .75 mile of TH 100, including an interchange at W. 36th Street, is scheduled on the 1980 FAU program. Preliminary engineering for this project is scheduled on the 1979 and 1980 Interstate Substitution Programs. Total cost over these 2 years and programs is shown as $2,250,000. The Policy Plan assigns a high priority to this project.

TH 13, 55, 110 - See 1980-81 regular trunk highway program (Page 21).

St. Paul Computerized Signal Project - S.P. 164-070 M. SIGS

Implementation of a computerized signal system at a cost of $1,522,000 in St. Paul is scheduled for 1980. This project fulfills TSM objectives regarding improved roadway safety and vehicle flow.

TH 244 - S.P. 6232-09 M5412

The 1981 FAU Program schedules the reconstruction of 2.5 mile of TH 244 from TH 61 to TH 120 from a two lane road to a four lane divided road at a cost of $1,750,000. This project is not part of the Policy Plan or TSM Plan, but will fulfill the TSM objective regarding improvement of roadway safety.

INTERSTATE SUBSTITUTION PROGRAM

ANNUAL ELEMENT (1979) - INTERSTATE SUBSTITUTION PROGRAM

CSAH 18 - See description in 1980-81 FAU Program (above)

University Area Transit Corridor (no S.P.)

The annual element of the Interstate Substitution Program includes construction of the University Area Transit Corridor between the St. Paul and Minneapolis campuses of the U of M. This project includes preliminary engineering, right-of-way, grading, surfacing, signals and bridges for an estimated total cost of $10,108,000.

Although not specifically mentioned in the Policy Plan the University Area Transit Corridor is an example of limited stop service described in the Policy Plan under Metropolitan Transit System Concepts (P. 60-61).

1980-81 - INTERSTATE SUBSTITUTION PROGRAM

TH 100 at W. 36th St. and CSAH 18 - See description in 1980-81 FAU Program (above)

TH 47 (University Ave.) (Also in Annual Element)

University Ave. will be upgraded from 9th Ave. N.E. to 8th Ave. S.E. since it is a local street that will carry traffic that would have otherwise used I-335. The project includes grading, surfacing and bridges at a total cost of $2 million.

Note: Many projects in the Interstate Substitution program, such as TH 610 and TH 169, are programmed only for preliminary engineering and design work (under $1 million). When these projects become programmed for construction in the future, they will be major projects exceeding $1 million.

ANNUAL ELEMENT (1979) - UMTA SECTION 3 AND 5 (CAPITAL)

South Garage: MN-03-0013

The South Garage will be a new service garage in the MTC system. It will be built to house 200 full-size buses and will be the storage and service facility for the 20 articulated buses the MTC will receive in 1979. The site location at the airport was resolved in 1977 and a long-term lease was negotiated with Metropolitan Airports Commission (MAC) in 1978. It is anticipated that a construction contract will be awarded in 1979 with completion of the facility expected in 1980. The project includes purchase of related capital equipment for service and maintenance of the bus fleet. This project has a total cost of $11,541,000, with $9,300,000 programmed for 1979.

Construction of the South Garage will assist in improving subregional transit in this portion of the Metropolitan Area, a basic concept of the Policy Plan.

Overhaul Facility: MN-03-0022

This project includes the design, site acquisition, construction, and contract administration for a major overhaul facility to house maintenance functions not routinely carried out in service garages or those functions that require a vehicle to be substantially disassembled. In 1977, the MTC approved the preliminary design and acquired a site for the new facility. The facility will consist of a building 258,515 square feet, with space for all necessary work areas, personnel areas, equipment and supply storage offices and circulation and holding areas. It will be designed to serve a fleet of 1,200 buses with an expansion capability to 1,800 buses. Final design will be completed in 1979 with construction to commence in 1979. It is anticipated that the facility will be completed in 1980. Equipment purchases will occur in 1980. The total cost of this facility is $17,127,000, with $13,700,000 of that amount programmed for 1979.

The underlying philosophy of the Policy Plan is to better use transportation investments that have already been made. This overhaul facility will allow better maintenance of the existing bus fleet.

Shingle Creek Renovation: MN-03-0023

The Shingle Creek garage, although the newest, is the most energy inefficient and expensive garage now in use. It was leased by MTC to meet an urgent need for a bus storage facility. It was purchased with the intention of converting it to a permanent bus garage. Much of the inefficiency is due to its heating and ventilation system and temporary facilities layout. The project provides for renovation and additions to the present facility and includes: new drivers' and dispatch facility, storage area, heating plant with heat recovery units, service facilities, and blacktopping for additional parking required by the City of Brooklyn Center. The final design for Shingle Creek will be completed in 1979 and a construction contract will be awarded in 1979. Construction will be completed in 1980 with the necessary tools and equipment to be purchased in 1979 and 1980. Total cost of this project is $4,211,000, of which $3,660,000 is programmed for 1979.

Construction of de-centralized bus garages allows for better subregional transit service, a primary concept of the Transportation Policy Plan.

Bus Replacement Program

This project is concerned with the purchase of regular transit coaches to replace those buses in the MTC fleet that have reached or are nearing MTC's maximum equipment age of twelve years for daily operations. This program is designed to replace buses which have aged to the point where breakdowns, high operating costs and maintenance problems make it undesirable to keep these buses in daily operation.

Pending final approval from UMTA regarding the Transbus design, the MTC will submit a grant application for $3,951,000 to purchase 30 forty-nine passenger buses in 1979. An additional 20 replacement buses will be purchased through an existing FAU Grant of $2,550,000, of which $2,300,000 will be spent in 1979. This purchase will replace 50 of the "new look" GMC buses purchased from Twin City Lines for the Period 1963-1967.

Maintenance of the bus fleet is a necessary part of maintaining a transit system as defined in the Transportation Policy Plan.

1980-83 SECTIONS 3 AND 5 (CAPITAL)

Replacement Buses - 1983

Replacement Buses (FAU)

This project includes the purchase of regular transit coaches to replace buses in the MTC fleet that have reached or are nearing the MTC's maximum equipment age of twelve years. This program is designed to replace buses which have aged to the point where breakdowns, high operating costs and maintenance problems make it undesirable to keep these buses in daily operation. $10,123,000 is programmed for bus replacement in 1983.

Maintenance of the bus fleet is an important element in providing a transit system, as defined in the Transportation Policy Plan.

Paratransit Service Vehicles - 1980-83

This project concerns purchase of vehicles for paratransit needs. Based on annual applications and grant approvals, it is expected that $3,419,000 will be spent on these vehicles over the 4 year period.

Paratransit is an important element of the subregional concept of transit service promoted in the Transportation Policy Plan.

System Maintenance and Improvement - 1980-83

System maintenance and improvement, including signs, bus shelters, tools and supporting equipment, is programmed for $5,936.00 over the four year period, assuming on annual grant applications and approvals. Maintenance is an important aspect of providing the transit system defined in the Policy Plan.

Garage Renovation (Northside, Nicollet and Snelling) - 1979-83

This project is for renovation and repair at Nicollet, Snelling and Northside Garages. The project includes structural, mechanical, electrical and other improvements necessary to meet state and OSHA code requirements. The changes and repairs necessary to provide safe, efficient facilities for the storage and maintenance of the bus fleet were determined through a renovation analysis and safety inspection completed in 1977. The renovation of the garages is proposed on the following schedule:

- 1979 Final design for Northside renovation.
- 1980 Construction at Northside - $7,794,000.
- 1981 Final design for Snelling renovation,
  Construction at Snelling - $5,820,000,
  Complete Northside.
- 1982 Final design for Nicollet renovation,
  Complete Snelling.
- 1983 Construction at Nicollet - $8,438,000,
  Project completed.

Construction of de-centralized bus garages allows for better subregional transit service, a primary concept of the Transportation Policy Plan.

UMTA SECTION 5 OPERATING ASSISTANCE

ANNUAL ELEMENT (1979) - UMTA SECTION 5 OPERATING ASSISTANCE

Operating Assistance - FY 1979

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 it to continue the present quality of bus service. The federal funds ($11,564,000) shown in the 1979 Annual Element represent the entire allocation of apportioned Section 5 funds available for operating assistance, including the supplemental apportionment to large areas. An application for the FY 1979 funds will be submitted early in 1979.

Operating Assistance - FY 1980

An application for the FY 1980 funds will be submitted towards the end of 1979. Total cost is estimated at $41 million, with a federal share of $12,120,000.

BRIDGE IMPROVEMENT PROGRAM

TH 13 Bridges S.P. 1902-29 and 1902-27

The annual element includes reconstruction of two bridges on TH 13 in Lilydale - bridge 19077 over Happy Hollow at a cost of $1,041,000 and bridge 19076 over Lilydale Road at a cost of $1,661.00. TH 13 is not part of the metropolitan highway system so these projects are not included in the Policy Plan. However, these projects do fulfill the TSM objective regarding roadway safety.

TH 65 - 3rd Avenue Bridge S.P. 2710-21

The annual element includes renovation of the 3rd Avenue Bridge over the Mississippi in Minneapolis at a cost of $7 million. This road is not part of the metropolitan highway system and thus is not directly mentioned in the Policy Plan. However, it does constitute maintenance of the existing system which is endorsed by the Policy Plan.

PROPOSED PROGRAM EXPENDITURES

As shown in Tables 3 and 4, the federal aid projects for 1979-81 total $502,532,000 dollars of which about 27 percent are transit related and 73 percent highway related projects. These tables summarize all project proposals as detailed in Sections IV and V and thus include more than the projects discussed in the preceding pages of Section III. They reveal a high committment of federal transportation resources to transit.

Table 3 SUMMARY OF 1979-1981 TIP - Highway Related Projects
(In Thousands of Dollars)*

February 1979

PROJECT CATEGORY	1979	1980	1981	Total	Federal	Other
Interstate Construction	99,167	52,263	52,992	204,422	183,984	20,438
Interstate R/W	45,700	-	-	45,700	41,130	4,570
Regular T.H. Construction	9,188	6,000	14,414	29,602	21,344	8,258
Regular T.H. R/W	1,000	-	-	1,000	721	279
Safety Improvement (FAP)	7,228	2,158	700	10,086	7,272	2,814
Bridge Improvement & Replacement	607	-	-	607	433	174
Resurfacing & Minor Improvement	701	-	-	701	506	195
Federal-Aid Urban (Roadway Related)	20,344	12,966	6,569	39,879	28,751	11,128
Interstate Substitution	7,680	15,711	2,377	25,768	21,908	3,860
Bridge Improvement	9,461	-	-	9,461	7,569	1,892
Subtotal	201,076	89,098	77,052	367,226	313,618	53,608

*Title II Safety Projects and P.E. not included.

Table 4 SUMMARY of 1979-1981 TIP - Transit Related Projects
(In Thousands of Dollars)

PROJECT CATEGORY	*1979	1980	1981	Total	Federal	Other
Capital (UMTA Sections 3 and 5)	33,433	7,801	11,723	52,957	42,366	10,591
Operating Assistance (UMTA Section 5)	37,914	41,000	-	78,914	23,684	55,230
Demonstration (UMTA Section 6)	73	-	-	73	73	-
UMTA Section 16(b)2	230	-	-	230	184	46
FAU (Transit)	2,173	390	569	3,132	2,502	630
Subtotal	73,823	49,191	12,292	135,306	68,809	66,497
Total All Projects (Highway and Transit)	274,899	138,289	89,344	502,532	382,427	120,105

*Approved MTC 1979 Budget Amounts for UMTA Sections 3, 5 and 6 projects.

**As of February 7, 1979 this table does not reflect the 1979 approved FAU projects for 1979-81. These will be added in this TIP when approved in late February or early March.

HIGHWAY, ROADWAY AND BRIDGE PROJECTS

The following pages contain detailed project lists for highway, roadway and bridge improvements during 1979-1981*, including the major projects described in the preceding section. The projects are organized according to programs as follows:

*Includes FAU funds for transit projects.

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This program is directed toward the completion of the national system of Interstate and defense highways in accordance with the Federal mandate which requires all major construction to be under contract by 1986 in order to be eligible for FAI funding. In addition to initial construction this program contains reconstruction, upgrading, noise abatement and surveillance control. Due to the Federal completion mandate and time limit, project selection and scheduling is a matter of satisfying local and environmental concerns rather than one of addressing a fixed priority and funding criteria. Manpower availability within Mn/DOT, as it applies to project advancement, is also recognized during project selection.

STATE PROJECT NO.	TRUNK HIGHWAY	COUNTY	LOCATION	PROJECT DESCRIPTION	MILES	ESTIMATED COST $1,000's TOTAL	FEDERAL	ESTIMATED LETTING DATE
0285 1981 2781 2785	35W	Anoka Dakota Hennepin	In Anoka, Dakota & Hennepin Counties	Guardrail	--	200	180	11-30-79
2782-202	35W	Hennepin	At W. 82nd St. in Bloomington	Traffic Signals	--	120	108	1-26-79
2782-194	35W	Hennepin	At W. 90th & 94th Sts. in Bloomington (tied to S.P. 2782-191 in Safety Improvement Program)	Traffic Signals	--	250	225	1-26-79

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STATE PROJECT NO.	TRUNK HIGHWAY	COUNTY	LOCATION	PROJECT DESCRIPTION	MILES	ESTIMATED COST $1,000's TOTAL	ESTIMATED COST $1,000's FEDERAL	ESTIMATED LETTING DATE
2782-204	35W	Hennepin	At 98th St. (S.B. Entrance Ramp)	Grading, Surfacing, Lighting & Surveillance Revisions	--	150	135	1-26-79
2783	35W	Hennepin	Under Washington Ave. T.H. 55 (N.B.) to T.H. 35W (N.B.) over Ramp 19 & under Ramp to T.H. 55 (S.B.)	Overlay Bridges 27873, 27874 & 27881	--	190	171	2-23-79
2783-84	35W	Hennepin	Mississippi River to Hennepin - Ramsey Co. Line	Landscaping	2.3	190	171	6-22-79
2785 2786	94 494	Hennepin	On T.H. 94 from T.H. 494 to T.H. 52 & on T.H. 494 at Rockford Rd. (CSAH 9) Interchange & at Bass Lake Rd. (CSAH 10) Interchange	Landscaping	--	300	270	1-26-79
2786-54 2781-207 2787-09	94 694	Hennepin	T.H. 152 to T.H. 169	Remodeling (Grading & Surfacing)	2.2	2,600	2,340	7-27-79

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STATE PROJECT NO.	TRUNK HIGHWAY	COUNTY	LOCATION	PROJECT DESCRIPTION	MILES	ESTIMATED COST $1,000's TOTAL	FEDERAL	ESTIMATED LETTING DATE
2786	94	Hennepin	T.H. 94 (W.B.) over T.H. 152	Widen Bridge 27923	--	170	153	7-27-79
2786	94	Hennepin	T.H. 94 & T.H. 694 (E.B.) over Shingle Creek	Bridge 27909 & Widen Bridges 27925 & 27926	--	350	315	7-27-79
2786	94	Hennepin	Pedestrian Bridge over T.H. 94 & 694 (E.B.)	Bridge 27864	--	200	180	7-27-79
2786	94	Hennepin	Humboldt Ave. S.B. over T.H. 94 & 694 (E.B.)	Bridge 27913	--	430	387	7-27-79
2786	94	Hennepin	Humboldt Ave. N.B. over T.H. 94 & 694 E.B.	Bridge 27914	--	850	765	7-27-79
2786	94	Hennepin	T.H. 694 (W.B.) to T.H. 100 (S.B.) over T.H. 94, & T.H. 694 (E.B.)	Bridge 27962	--	1,000	900	7-27-79
2786	94	Hennepin	T.H. 100 (N.B.) to T.H. 694 (E.B.) over T.H. 94 (E.B.)	Bridge 27982	--	330	297	7-27-79
2786	94	Hennepin	Dupont Ave. N. over T.H. 94 & T.H. 694	Bridge 27929 (Remove Bridge 27928)	--	840	756	7-27-79

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STATE PROJECT NO.	TRUNK HIGHWAY	COUNTY	LOCATION	PROJECT DESCRIPTION	MILES	ESTIMATED COST $1,000's TOTAL	ESTIMATED COST $1,000's FEDERAL	ESTIMATED LETTING DATE
2786	94	Hennepin	T.H. 694 (W.B.) over T.H. 169	Widen Bridge 27803	--	100	90	7-27-79
2781	94	Hennepin	T.H. 694 (E.B.) over T.H. 94 (W.B.)	Widen Bridge 27802	--	100	90	7-27-79
2786	94	Hennepin	0.7 Mi. W. of Xerxes Ave. to T.H. 169 in Brooklyn Center	Signing	2.0	200	180	9-28-79
2786	94	Hennepin	0.7 Mi. W. of Xerxes Ave. to T.H. 169 in Brooklyn Center	Lighting	2.0	100	90	9-28-79
2781	94	Hennepin	Soo Line R.R., & Lyndale Ave. over Shingle Creek	Bridges 27719 & 27721	--	850	765	6-22-79
2781	94	Hennepin	T.H. 94 under Soo Line R.R.	Bridge 27821	--	1,500	1,350	6-22-79
2781	94	Hennepin	41st Ave. N. over TH 94	Bridge 27819	--	400	360	6-22-79
2781-235	94	Hennepin	59th Ave. N. to 49th Ave. N.	Grading & Surfacing	1.7	4,900	4,410	6-22-79
2781-33	94	Hennepin	49th Ave. N. to 40th Ave. N.	Grading & Surfacing	1.2	8,500	7,650	6-22-79

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STATE PROJECT NO.	TRUNK HIGHWAY	COUNTY	LOCATION	PROJECT DESCRIPTION	MILES	ESTIMATED COST $1,000's TOTAL	ESTIMATED COST $1,000's FEDERAL	ESTIMATED LETTING DATE
2781	94	Hennepin	49th Ave. N. over T.H. 94	Bridge 27808	--	615	554	6-22-79
2781	94	Hennepin	Soo Line Spur over Pedestrian Access (45th)	Bridge 27809	--	400	360	6-22-79
2781	94	Hennepin	T.H. 94 over Pedestrian Access (45th)	Bridge 27810	--	312	281	6-22-79
2781	94	Hennepin	T.H. 94 over Relocated Shingle Creek	Bridge 27717	--	625	563	6-22-79
2781	94	Hennepin	Pedestrian Bridges over Shingle Creek	Bridges 27722, 27723, & 27718	--	60	54	6-22-79
2781	94	Hennepin	59th Ave. N. to 40th Ave. N.	Signing	2.6	350	315	8-24-79
2781	94	Hennepin	59th Ave. N. to 40th Ave. N.	Lighting	2.6	200	180	8-24-79
2781	94	Hennepin	53rd Ave. N. to 41st Ave. N.	Traffic Signals	--	335	302	8-24-79
2781-126	94	Hennepin	59th Ave. N. to 40th Ave. N.	Fencing	2.6	122	110	8-24-79

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STATE PROJECT NO.	TRUNK HIGHWAY	COUNTY	LOCATION	PROJECT DESCRIPTION	MILES	ESTIMATED COST $1,000's TOTAL	ESTIMATED COST $1,000's FEDERAL	ESTIMATED LETTING DATE
2781-54	94	Hennepin	40th Ave. N. to 21st Ave. N.	Grading & Surfacing	1.9	9,000	8,100	4-27-79
2781	94	Hennepin	Dowling to 17th Ave. N.	Traffic Signals (5)	--	255	230	6-22-79
2781-117	94	Hennepin	21st Ave. N. to 12th Ave. N.	Grading & Surfacing	0.8	8,500	7,650	4-27-79
2781	94	Hennepin	40th Ave. N. to 12th Ave. N.	Signing	2.7	560	504	6-22-79
2781	94	Hennepin	40th Ave. N. to 12th Ave. N.	Lighting	2.7	480	432	6-22-79
2781	94	Hennepin	40th Ave. N. to 12th Ave. N.	Fencing	2.7	160	144	6-22-79
2781	94	Hennepin	Ramp I to Washington Ave. over Ramp H & K near 17th Ave.	Bridge 27818	--	600	540	4-27-79
2781	94	Hennepin	Ramp L over Ramp J near Broadway	Bridge 27817	--	459	413	4-27-79
2781	94	Hennepin	T.H. 94 (E.B.) to 3rd St. Connector over T.H. 94 (Ramp J)	Portion of Bridge 27781A	--	2,900	2,610	4-27-79
2781	94	Hennepin	7th St. to Glenwood Ave.	Traffic Signals (7)	--	380	342	5-25-79

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STATE PROJECT NO.	TRUNK HIGHWAY	COUNTY	LOCATION	PROJECT DESCRIPTION	MILES	ESTIMATED COST $1,000's TOTAL	ESTIMATED COST $1,000's FEDERAL	ESTIMATED LETTING DATE
2781-95	94	Hennepin	12th Ave. N. to Hawthorne Interchange (Includes T.H. 55 from Dupont to 7th St. & 7th St. from Oakdale to 14th)	Grading & Surfacing	1.1	13,000	11,700	3-23-79
2781	94	Hennepin	Lyndale Ave. (N.B.) over T.H. 94 & Ramp E	Bridge 27715	--	1,224	1,102	3-23-79
2781	94	Hennepin	7th St. N. over T.H. 94 & Bassett Creek	Bridge 27782	--	2,043	1,839	3-23-79
2781	94	Hennepin	E. Frontage Rd. over B.N. Inc. & C.N.W.T. Co.	Bridge 27729B (Remainder)	--	1,100	990	3-23-79
2781	94	Hennepin	TH 55 over TH 94	Bridge 27785	--	1,300	1,170	3-23-79
2781	94	Hennepin	Ramp 9A & 13 over B.N. Inc., M.N. & S.R., C.N.W.T. Co. & Glenwood Ave.	Bridge 27726	--	3,800	3,420	3-23-79
2781	94	Hennepin	W. Frontage Rd. over B.N. Inc. & C.N.W.T. Co.	Bridge 27725	--	1,000	900	3-23-79
2781	94	Hennepin	Ramp D (N. Portion) over Ramp B 4th Ave. N. to T.H. 55	Bridge 27727B	--	877	789	3-23-79

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2781	94	Hennepin	12th Ave. N. to Hawthorne Interchange	Fencing	1.1	80	72	5-25-79
2781	94	Hennepin	12th Ave. N. to Hawthorne Interchange	Signing	1.1	200	180	5-25-79
2781	94	Hennepin	12th Ave. N. to Hawthorne Interchange	Lighting	1.1	221	199	5-25-79
2781	94	Hennepin	Lowry Hill Tunnel	Tunnel Lighting System	--	500	450	1-26-79
2781	94	Hennepin	T.H. 94 W.B. over T.H. 169 W.B.	Overlay Bridge 27805	--	70	63	1-26-79
2785	494	Hennepin	At Stone Rd. & B.N., Inc.	Surfacing (Skid Resist.)	--	16	14	3-23-79
2785-190	494	Hennepin	At CSAH 18	Channelization & Signals	--	400	360	8-24-79
2785	694	Hennepin	Mississippi River to T.H. 65	Surfacing (Skid Resist.)	--	115	104	3-23-79

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2786 2781	94	Hennepin	T.H. 152 to T.H. 169 in Brooklyn Center (1st stage)	Surveillance Control	--	340	306	7-27-79
2781	94	Hennepin	12th Ave. N. to 21st Ave. N. (1st stage)	Surveillance Control	--	107	96	4-27-79
2781-232 2781-277	94	Hennepin	34th Ave. N. to 12th Ave. N. & 40th Ave. N. to 34th Ave. N.	Surveillance Control	--	309	278	6-22-79
2781-230 2781-231	94	Hennepin	T.H. 694 to 53rd Ave. N. & 53rd Ave. N. to 40th Ave. N.	Surveillance Control	--	284	256	8-24-79
2781-223 2781-278	94	Hennepin	7th Ave. N. to T.H. 12 & 12th Ave. N. to 7th Ave. N.	Surveillance Control	--	190	171	5-25-79
2783	35W	Hennepin	From University Ave. to 14th St. N.E.	Noise Abatement & Landscaping	--	300	270	6-22-79
2786	94	Hennepin	T.H. 152 to Xerxes Ave.	Noise Abatement & Landscaping	--	900	810	3-23-79

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STATE PROJECT NO.	TRUNK HIGHWAY	COUNTY	LOCATION	PROJECT DESCRIPTION	MILES	ESTIMATED COST $1,000's TOTAL	ESTIMATED COST $1,000's FEDERAL	ESTIMATED LETTING DATE
6283	94	Ramsey	Mounds Blvd. to White Bear Ave.	Landscaping	--	40	36	4-27-79
0283-13	35	Anoka	T.H. 35W & 35E of Lino Lakes to Anoka - Washington Co. Line	Landscaping	2.5	120	108	7-27-79
8280-20	35	Washington	Anoka - Washington Co. Line to Washington - Chisago Co. Line	Landscaping	2.9	125	113	7-27-79
1982	35E	Dakota	T.H. 35E Ramp over Proposed 146th St.	Bridge 19893	--	496	446	3-23-79
1982	35E	Dakota	N. Co. Rd. 11 to 0.3 Mi. E. of CSAH 23 (Cedar Ave.)	Grading & Surfacing	2.3	5,000	4,500	5-25-79
1982	35E	Dakota	T.H. 35E under CSAH 23 (Cedar Ave.)	Bridges 19859 & 19860	--	2,800	2,520	5-25-79
0282-40 0285-40 1380-45 1981-66 etc.	35 35E 94 694 etc.	Anoka Chisago Dakota	District wide	Guard Rail	--	300	270	2-23-79

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STATE PROJECT NO.	TRUNK HIGHWAY	COUNTY	LOCATION	PROJECT DESCRIPTION	MILES	ESTIMATED COST $1,000's TOTAL	ESTIMATED COST $1,000's FEDERAL	ESTIMATED LETTING DATE
6283	94	Ramsey	Under T.H. 5 (Kellogg Blvd.) (Tied to S.P. 6218 in Br. R. & F.A.U. Progs.)	Bridge 62080 (Replaces Br. 6500)	--	900	810	9-28-79
1985	494	Dakota	7th Ave. to Farwell Ave. in S. St. Paul	Safety Improvement (Med. Barriers)	--	4,000	3,600	5-25-79
1985	494	Dakota	5th Ave. to Farwell Ave. in S. St. Paul	Signing	--	200	180	4-27-79
1985	494	Dakota	Over Concord St. (T.H. 56)	Bridge 19865 (Replaces Bridge 6614)	--	845	761	5-25-79
1985	494	Dakota	T.H. 494 over C.G.W. Ry.	Remove Bridges 6615 & 9343	--	45	41	5-25-79
6286 8286	694	Ramsey Washington	Over T.H. 61, over White Bear Ave., over Soo Line, over Co. Rd. 68 near T.H. 36, over T.H. 212, over C.& N.W. R.R. & over Serv. Rd. at 94	Overlay Brs. 62851, 52, 25, 26, 82805, 06, 07, 08, 09, 10, 11, 12, etc.	--	1,377	1,239	2-23-79
1981	35W	Dakota	From CSAH 42 to Burnsville Crosstown	Noise Abatement	--	300	270	2-23-79

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

1979 ANNUAL ELEMENT FEDERAL AID
INTERSTATE CONSTRUCTION PROGRAM

STATE PROJECT NO.	TRUNK HIGHWAY	COUNTY	LOCATION	PROJECT DESCRIPTION	MILES	ESTIMATED COST $1,000's TOTAL	ESTIMATED COST $1,000's FEDERAL	ESTIMATED LETTING DATE
6284	35W	Ramsey	From T.H. 36 to Co. Rd. 19	Noise Abatement	--	500	450	5-25-79
6284	35W	Ramsey	From T.H. 8 to Co. Rd. 12	Noise Abatement	--	300	270	5-25-79
6284	35W	Ramsey	T.H. 96 to Co. Rd. H-2	Noise Abatement	--	200	180	9-28-79
6282	94	Ramsey	From T.H. 280 to Pascal Street	Noise Abatement	--	300	270	5-25-79
6286	694	Ramsey	From White Bear Ave. to Helen St.	Noise Abatement	--	440	396	5-25-79
2785-180	494	Hennepin	24th Ave. S. in Bloomington	Traffic Signals	--	120	108	3-23-79
2786-27911	94	Hennepin	TH 94 over C.R. 130, CSAH 8, TH 52 & B.N. Inc.	Overlay Brs. 27911, 27912, 27917 27918 & Widen Brs. 27919 & 27920	--	950	855	3-23-79
8286	694	Washington	Stillwater Boulevard to C.N.W. T. Co.	Noise Abatement	--	300	270	4-27-79
					TOTALS	99,167	89,254	

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

1980
INTERSTATE CONSTRUCTION PROGRAM

STATE PROJECT NO.	TRUNK HIGHWAY	COUNTY	LOCATION	PROJECT DESCRIPTION	MILES	ESTIMATED COST $1,000's TOTAL	FEDERAL	ESTIMATED LETTING DATE
2782-169	35W	Hennepin	T.H. 494 to T.H. 94	Traffic Signs & Devices (Safety Betterment)	--	400	360	4-25-80
2780	94	Hennepin	0.25 Mi. W. to 0.25 Mi. E. of S. Limits of Rogers	Weigh Station	--	250	225	1980
2781	94	Hennepin	T.H. 694 in Brooklyn Center to Hennepin Ave. in Minneapolis	Planting	7.2	600	540	12-19-80
2781	94	Hennepin	T.H. 12 (Lowry Hill) to Hennepin - Ramsey Co. Line	Traffic Signs & Devices (Safety Betterment)	--	100	90	8-22-80
2781	94	Hennepin	3rd & 4th St. Connector from 10th Ave. N. to 2nd Ave. N.	Bridge 27816 & 277818 (Ramps on Trestle)	0.6	10,000	9,000	3-28-80
2785	494	Hennepin	T.H. 494 over Minnesota River	Bridge 9217	--	26,000	23,400	1-25-80
2786 2781	94	Hennepin	T.H. 152 to Hawthorne Interchange	Surveillance Control	--	1,360	1,224	11-21-80
2789	394	Hennepin	T.H. 394 under 11th St., 5th St. & Linden Ave.	Bridges 27701, 27703, 27706 & Approaches	--	1,700	1,530	12-22-80

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

1980
INTERSTATE CONSTRUCTION PROGRAM

STATE PROJECT NO.	TRUNK HIGHWAY	COUNTY	LOCATION	PROJECT DESCRIPTION	MILES	ESTIMATED COST $1,000's TOTAL	ESTIMATED COST $1,000's FEDERAL	ESTIMATED LETTING DATE
1980	35	Dakota	Under Crystal Lk. Rd., & N. Bound over C.M.St.P.&P. R.R. & CSAH 64, & over City St. 3.5 Mi. N. of Co. Line	Overlay Bridges 19806, 19844, & 19846	--	265	239	2-22-80
1981	35W	Dakota	T.H. 35E (S.B.) over T.H. 35W	Remodel Bridge 19809	--	190	171	1-25-80
1982 1981 1980	35E 35W 35	Dakota	S. Jct. T.H. 35 to N. of Co. Rd. 11	Surfacing & By-Passes for Bridges 19881 & 19882	2.6	2,600	2,340	1-25-80
1982 1981	35E 35W	Dakota	S. Jct. T.H. 35 & 35W to 0.3 Mi. E. of CSAH 23 (Cedar Ave.)	Signing	3.7	350	315	7-25-80
1982 1981	35E 35W	Dakota	S. Jct. T.H. 35 & 35W to 0.3 Mi. E. of CSAH 23 (Cedar Ave.)	Lighting	3.7	100	90	7-25-80
1982 1981	35E 35W	Dakota	On T.H. 35E from S. Jct. T.H. 35 & 35W to Cedar Ave. & on T.H. 35W from T.H. 35 to 0.5 Mi. N. of CSAH 42	Noise Abatement & Fencing	3.7	1,300	1,170	1-25-80

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

1980
INTERSTATE CONSTRUCTION PROGRAM

STATE PROJECT NO.	TRUNK HIGHWAY	COUNTY	LOCATION	PROJECT DESCRIPTION	MILES	ESTIMATED COST $1,000's TOTAL	ESTIMATED COST $1,000's FEDERAL	ESTIMATED LETTING DATE
1982-14	35E	Dakota	0.3 Mi. E. of CSAH 23 (Cedar Ave.) to N. of Co. Rd. 30	Grading & Surfacing	1.9	4,000	3,600	6-27-80
1982	35E	Dakota	T.H. 35E under Cliff Rd. (Co. Rd. 32)	Bridge 19816	--	900	810	6-27-80
1982	35E	Dakota	T.H. 35E under Blackhawk Rd.	Bridge 19882	--	700	630	6-27-80
1982	35E	Dakota	T.H. 35E under CSAH 30	Bridge 19817	--	900	810	6-27-80
6282	94	Ramsey	Hennepin - Ramsey Co. Line to T.H. 494 & 694	Traffic Signs & Devices (Safety Betterment)	--	200	180	8-22-80
6283	94	Ramsey	Mounds Blvd. to White Bear Ave.	Landscaping	--	40	36	3-28-80
8282	94	Washington	St. Croix Information Center	Waterwells	--	8	7	6-27-80
8286-24	694	Washington	T.H. 94 to Wash.-Ramsey Co. Line (T.H. 120)	Landscaping	6.0	300	270	8-22-80
				TOTALS		52,263	47,037	

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

1981
INTERSTATE CONSTRUCTION PROGRAM

STATE PROJECT NO.	TRUNK HIGHWAY	COUNTY	LOCATION	PROJECT DESCRIPTION	MILES	ESTIMATED COST $1,000's TOTAL	ESTIMATED COST $1,000's FEDERAL	ESTIMATED LETTING DATE
0285	694	Anoka	B.N. Inc. over T.H. 694 (0.4 Mi. E. of Mississippi River)	Bridge 02807 (Replaces Bridge 6493)	--	2,000	1,800	11-20-81
0283-16 1380-46 8280-27	35	Anoka Chisago Washington	T.H. 35W & 35 to Chisago - Pine Co. Line	Traffic Signs & Devices (Safety Betterment)	--	80	72	10-23-81
1982	35E	Dakota	N. of Co. Rd. 30 to N. of CSAH 26	Grading & Surfacing	3.6	4,000	3,600	3-27-81
1982	35E	Dakota	T.H. 35E under Deerwood Rd.	Bridge 19883	--	700	630	3-27-81
1982	35E	Dakota	T.H. 35E over Blackhawk Lk.	Bridge 19885 & 19886	--	2,212	1,991	3-27-81
1982	35E	Dakota	T.H. 35E under CSAH 31	Bridge 19818	--	1,600	1,440	3-27-81
1982	35E	Dakota	T.H. 35E under Yankee Doodle Road	Bridge 19864	--	1,100	990	3-27-81
1982	35E	Dakota	T.H. 35E under CSAH 26	Bridge 19836	--	1,600	1,440	3-27-81

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

1981
INTERSTATE CONSTRUCTION PROGRAM

STATE PROJECT NO.	TRUNK HIGHWAY	COUNTY	LOCATION	PROJECT DESCRIPTION	MILES	ESTIMATED COST $1,000's TOTAL	FEDERAL	ESTIMATED LETTING DATE
1982	35E	Dakota	CSAH 23 (Cedar Ave.) to CSAH 26	Noise Abatement & Fencing	5.8	700	630	3-27-81
1982	35E	Dakota	0.3 Mi. E. of CSAH 23 (Cedar Ave.) to CSAH 26	Signing	5.8	300	270	3-27-81
1982	35E	Dakota	0.3 Mi. E. of CSAH 23 (Cedar Ave.) to CSAH 26	Lighting	5.8	200	180	3-27-81
1982	35E	Dakota	CSAH 26 to T.H. 110	Grading, Surfacing & Noise Abatement	2.3	5,000	4,500	3-27-81
6283	94	Ramsey	6th St. Bridges in St. Paul	Widen & Replace Decks on Br. 6755A&B, & Br. 6756A&B	--	5,900	5,310	12-18-81
8282-06	94	Washington	0.2 Mi. E. of T.H. 494 & T.H. 694 to T.H. 95 (South Alternate)	Grading & Surfacing	9.0	21,420	19,278	6-26-81
8282	94	Washington	Co. Rd. 80 over T.H. 94	Bridge 82821	--	1,000	900	6-26-81

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

1981
INTERSTATE CONSTRUCTION PROGRAM

STATE PROJECT NO.	TRUNK HIGHWAY	COUNTY	LOCATION	PROJECT DESCRIPTION	MILES	ESTIMATED COST $1,000's TOTAL	ESTIMATED COST $1,000's FEDERAL	ESTIMATED LETTING DATE
8282	94	Washington	CSAH 19 over T.H. 94	Bridge 82819	--	1,100	990	6-26-81
8282	94	Washington	CSAH 17 over T.H. 94	Bridge 82822	--	600	540	6-26-81
8282	94	Washington	CSAH 15 over T.H. 94	Bridge 82823	--	1,100	990	6-26-81
8282	94	Washington	Co. Rd. 71 (Neal Ave.) over T.H. 94	Bridge 82829	--	600	540	6-26-81
8282	94	Washington	CSAH 21 (Stagecoach Trail) over T.H. 94	Bridge 82825	--	650	585	6-26-81
8282	94	Washington	T.H. 94 over T.H. 95	Bridges 82827 & 82828	--	1,000	900	6-26-81
8282	94	Washington	T.H. 95 Interchange	Lighting	0.5	50	45	6-26-81
8282	94	Washington	T.H. 94 Interchange	Fencing	0.5	30	27	6-26-81
8282	94	Washington	T.H. 95 Interchange	Signing	0.5	50	45	6-26-81
				TOTALS		52,992	47,693	

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

1979 ANNUAL ELEMENT
INTERSTATE & REGULAR TRUNK HIGHWAY RIGHT OF WAY ACQUISITION

STATE PROJECT NO.	TRUNK HIGHWAY	COUNTY	LOCATION	ESTIMATED COST $1,000's TOTAL	FEDERAL
1982	I-35E	Dakota	C.S.A.H. 23 to I-494	7,900	7,110
1982	I-35E	Dakota	I-494 to T.H. 110	3,000	2,700
1985	I-494	Dakota	I-35E to South St. Paul	8,500	7,650
1986	I-494	Dakota	Minn. River to I-35E	1,000	900
2785	I-494	Hennepin	34th Ave. S. to Minn. River	3,000	2,700
2785	I-494	Hennepin	24th Ave. S. to 34th Ave. S.	2,000	1,800
2789	I-394	Hennepin	I-94 to Washington Ave. S.	3,000	2,700
2789	I-394	Hennepin	I-94 to I-494	5,000	4,500
8282	I-94	Washington	W. Washington Co. Line to E. State Line	12,300	11,070
			INTERSTATE TOTALS	45,700	41,130
8205	61	Washington	Jamaca and Grange Boulevards	1,000	721

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

1979 ANNUAL ELEMENT
REGULAR TRUNK HIGHWAY CONSTRUCTION PROGRAM

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

STATE PROJECT NO.	TRUNK HIGHWAY	COUNTY	LOCATION	PROJECT DESCRIPTION	MILES	ESTIMATED COST $1,000's TOTAL	FEDERAL	ESTIMATED LETTING DATE
2786	94	Hennepin	Brooklyn Dr. to Fremont Ave.	Grading & Surfacing	0.9	1,200	865	7-27-79
2786	94	Hennepin	Shingle Creek Parkway at I-94 Ramps	Traffic Signals & Lighting	--	200	144	9-28-79
2786	94	Hennepin	TH 694 (E.B.) over TH 94 (E.B.)	Bridge 27960	--	230	166	7-27-79
2786	94	Hennepin	N.W. Ramp over Shingle Creek	Bridge 27904	--	130	94	7-27-79
8205-46	61	Washington	At proposed Grange Blvd. Interchange in Cottage Grove (Area of Belden Blvd.)	Ramps & Misc.	--	2,982	2,150	6-22-79
8205	61	Washington	Grange Blvd. over TH 61	Bridge 82019	--	630	454	6-22-79
8205	61	Washington	Grange Blvd. & Ramp Connections over C.M. St.P. & P. RR	Bridge 82020	--	477	344	6-22-79

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

1979 ANNUAL ELEMENT
REGULAR TRUNK HIGHWAY CONSTRUCTION PROGRAM

STATE PROJECT NO.	TRUNK HIGHWAY	COUNTY	LOCATION	PROJECT DESCRIPTION	MILES	ESTIMATED COST $1,000's TOTAL	ESTIMATED COST $1,000's FEDERAL	ESTIMATED LETTING DATE
8205	61	Washington	Jamaca Ave. Interchange	Ramps & Misc.	-	1,368	986	6-22-79
8205	61	Washington	TH 61 over Jamaca Ave.	Bridges 82003 & 82004	-	521	376	6-22-79
8205	61	Washington	Belden & Jamaca Avenues in Cottage Grove	Signing	-	100	72	7-27-79
1921	3	Dakota	Murphy St. in Rosemont to 0.3 Mi. N. of Bridge over T.H. 55	Resurfacing & Bituminous Shoulders	12.2	180	130	5-25-79
2786-68	94	Hennepin	Shingle Creek Pkwy. Over I-94	Br. 27910	-	1070	771	3-23-79
0208-53	65	Anoka	.8 Mi. South of TH 242 in Blaine	Junkyard Screening		100	75	6-22-79
				TOTALS		9,188	6,627	

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

1980
REGULAR TRUNK HIGHWAY CONSTRUCTION PROGRAM

STATE PROJECT NO.	TRUNK HIGHWAY	COUNTY	LOCATION	PROJECT DESCRIPTION	MILES	ESTIMATED COST $1,000's TOTAL	ESTIMATED COST $1,000's FEDERAL	ESTIMATED LETTING DATE
2706	7	Hennepin	At CSAH 18	Grading & Surf., (Interchange 1st stage)	-	3,000	2,163	3rd Qtr.80
2785	494	Hennepin	TH 169 & TH 212 to 1.0 Mi. E.	Grading, Surf., Signals, Lighting, & Signing	-	2,000	1,442	3rd Qtr.80
2785	494	Hennepin	TH 494 over Ring Route	2 Bridges	-	1,000	721	3rd Qtr.80
				TOTALS		6,000	4,236	

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

1981
REGULAR TRUNK HIGHWAY CONSTRUCTION PROGRAM

STATE PROJECT NO.	TRUNK HIGHWAY	COUNTY	LOCATION	PROJECT DESCRIPTION	MILES	ESTIMATED COST $1,000's TOTAL	FEDERAL	ESTIMATED LETTING DATE
1928-06	3 F	Dakota	TH 52 & 55 to TH 110 (I 494)	Grading, (2 Rdwys.)	3.4	3,500	2,523	1st Qtr. FY '82
1928	3 F	Dakota	TH 52 & 55 over TH 3 (S.B.)	Bridges (2)	-	1,000	721	1st Qtr. FY '82
1928	3 F	Dakota	Co. Rd. 28 (Gack-setter Rd.) over TH 3	Bridge 19041	-	650	469	1st Qtr. FY '82
1928	3 F	Dakota	CSAH 26 (70th St.E.) over TH 3	Bridge 19022	-	830	598	1st Qtr. FY '82
1928	3 F	Dakota	MSA 75th St. over TH 3	Bridge	-	700	505	1st Qtr. FY '82
1928	3 F	Dakota	Over MSA 65th St.	Bridges (2)	-	900	649	1st Qtr. FY '82
1928	3 F	Dakota	At St. Paul Rod & Gun Club	Pedestrian Bridge	-	100	72	1st. Qtr. FY '82
1928	3 F	Dakota	Co. Rd. 18 (So. St. Extension) over TH 3	Bridge 19042	-	700	505	1st Qtr. FY '82
1901 1909 1918	13 55 110	Dakota	On TH 55 from TH 13 to 0.6 Mi. NW of TH 494; on TH 110 from TH 55 to Lex. Aye. & on TH 13 from S.L. Mendota Hgts. to TH 55	Grading, Surf., & Misc. (2 Rdwys.) (2nd Stage)	3.5	1,824	1,315	4th Qtr. FY '81

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

1981
REGULAR TRUNK HIGHWAY CONSTRUCTION PROGRAM

STATE PROJECT NO.	TRUNK HIGHWAY	COUNTY	LOCATION	PROJECT DESCRIPTION	MILES	ESTIMATED COST $1,000's TOTAL	ESTIMATED COST $1,000's FEDERAL	ESTIMATED LETTING DATE
1909	55	Dakota	TH 55 (EB) over Old TH 13 & C.M. St.P & P. RR	New Bridge & Redeck inplace bridge	-	550	396	4th Qtr. FY '81
1901	13	Dakota	Proposed TH 13 over C.M.St.P. & P.RR.	Bridge	-	600	433	4th Qtr. FY '81
1909	55	Dakota	TH 55 (WB) over TH 110 (EB)	Bridge	-	350	252	4th Qtr. FY '81
1909	55	Dakota	TH 55 under CSAH 31	Bridge	-	380	274	4th Qtr. FY '81
1901	13	Dakota	TH 13 over C. & N.W.T. Co. & T. T.H. 13	Bridge	-	400	288	4th Qtr. FY '81
1909	55	Dakota	Proposed TH 13 over TH 55	Bridge	-	740	533	4th Qtr. FY '81
1901	13	Dakota	TH 13 over CSAH 31	Bridge	-	800	577	4th Qtr. FY '81
1901 1909 1918	13 55 110	Dakota	On TH 55 from TH 13 to 0.6 Mi. N.W. of TH 494; & on TH 110 from TH 55 to Lex. Ave.: & on TH 13 from S. Limits Menodta Hgts. to TH 55	Fencing, signing & lighting	3.5	390	281	4th Qtr. FY '81
				TOTALS		14,414	10,391	

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

1979 ANNUAL ELEMENT
BRIDGE REPAIR AND MINOR IMPROVEMENT PROGRAM

STATE PROJECT NO.	TRUNK HIGHWAY	COUNTY	LOCATION	PROJECT DESCRIPTION	MILES	ESTIMATED COST $1,000's TOTAL	FEDERAL	ESTIMATED LETTING DATE
2715	12	Hennepin	At 1.3 & 1.6 Mi. E. of T.H. 100 under pedestrian walk & CSAH 2 (Penn. Ave.)	Overlay Bridge 9886 & Paint Bridge 9885	-	$ 68	49	3-23-79
2716	36	Hennepin	2.3 Mi. N. of TH 494 under CSAH 62 (WB & EB)	Overlay Bridges 27021 & 27022	-	101	73	2-23-79
2741 2755	100 152	Hennepin	Under TH 152 & at 0.6 Mi. SE of TH 100 over Soo Line RR	Overlay & Paint Bridge 27038 & Overlay Bridge 2715	-	278	200	1-26-79
2763	169	Hennepin	2.5 Mi. NE TH 494 under CSAH 18 (SB & NB)	Overlay bridges 27079 & 27080	-	160	115	1-26-79
				TOTALS		607	433	

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

1979 ANNUAL ELEMENT
RESURFACING AND MINOR IMPROVEMENT

Project selection for this program was developed on the basis of statewide district recommendations reconciled with Condition Ratings.

The Condition Rating System is composed of two parts: a Present Serviceability Rating and a Structural Rating. These ratings are given a numerical value between 0.0 and 5.0. The two ratings are averaged to get a Condition Rating. Only those projects with Condition Ratings of 2.8 or less were included in the Program.

STATE PROJECT NO.	TRUNK HIGHWAY	COUNTY	LOCATION	PROJECT DESCRIPTION	MILES	ESTIMATED COST $1,000's TOTAL	ESTIMATED COST $1,000's FEDERAL	ESTIMATED LETTING DATE
1921	3	Dakota	Rosemount High School To 0.3 Mi. N. of T.H. 55	Resurf. & Bituminous Shoulders	--	336	243	5-25-79
7009	169	Scott	1.3 Mi. S. of T.H. 41 (M.P. 105)	Screen Junkyard	--	65	47	3-23-79
6220-49	61	Ramsey	Ogden Ave. to 0.2 Mi. S. of Warner Rd.	Plant Mix Seal & Bituminous Shoulders	2.8	300	216	6-22-79
				TOTALS		701	506	

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

1979 ANNUAL ELEMENT FEDERAL AID
PRIMARY SAFETY IMPROVEMENT PROGRAM

Project selection for this program was developed from Statewide District recommendations. The primary intent of this program is to detect and correct specific highway locations and/or elements which have been identified as hazardous based on accident analysis and which promise the maximum potential for reducing the number and/or severity of accidents in relation to the cost of improvement.

Other projects to correct hazardous elements or roadway characteristics based on accident potential, or to improve serviceability, are also included in this program. These, however, are not required to meet the accident warrant process. They are evaluated separately on the strength that they meet manual warrants and/or desirable geometric standards and placed in a priority rank based upon a review by our traffic engineering and transportation programming personnel.

STATE PROJECT NO.	TRUNK HIGHWAY	COUNTY	LOCATION	PROJECT DESCRIPTION	MILES	ESTIMATED COST $1,000's TOTAL	FEDERAL	ESTIMATED LETTING DATE
1011-13 1013-20	169 212	Carver	At Shakopee "Y" & 0.3 Mi. W. of E. Carver Co. Line (Qualifies for HHS)	Turn & Bypass Lanes, Signals, Lighting, Channelization & Resurfacing	--	700	505	6-22-79
2748	169	Hennepin	1.2 Mi. S. of T.H. 52 to T.H. 52 in Champlin	Shoulders, Turn Lanes & Bypass Lane	--	200	144	6-22-79
2701	5	Hennepin	At 78th St. (Ring Road)	Signal Installation & Channelization	--	350	252	7-27-79

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

1979 ANNUAL ELEMENT FEDERAL AID
PRIMARY SAFETY IMPROVEMENT PROGRAM

STATE PROJECT NO.	TRUNK HIGHWAY	COUNTY	LOCATION	PROJECT DESCRIPTION	MILES	ESTIMATED COST $1,000's TOTAL	ESTIMATED COST $1,000's FEDERAL	ESTIMATED LETTING DATE
2706-116	7	Hennepin	T.H. 100 to Inglewood Avenue	Frontage Road, Turn Lanes & Signal Installation	--	1,000	721	6-22-79
2706	7	Hennepin	At Vinehill Rd. in Shorewood & Deephaven	Signal Revision	--	8	6	3-23-79
0202-56	10	Anoka	Fairoak to Park St.	Frontage Road & Close Access	--	200	144	7-27-79
0215	10	Anoka	At CSAH 7 Ramps	Signal Installation	--	130	93	3-23-79
2782-191 2782-197 2782-198	35W	Hennepin	At W. 90th & 94th Streets in Bloomington (Tied to S.P. 2782-202, 194, & 204 in Int. Prog.)	Channelization, Surveillance Revisions, Signing Lighting	--	850	613	1-26-79
0205	47	Anoka	At 81st Ave. N.E. in Fridley	Signal Installation	--	80	58	11-30-79
2721	52	Hennepin	At 36th Ave. N.	Signal Revision	--	50	36	10-26-79
2721	52	Hennepin	At 40th Ave. N.	Signal Revision	--	30	22	10-26-79
2750-19	52	Hennepin	At 3rd St. in Osseo	Signal Installation	--	75	54	6-22-79
2721-82 2743-20	52 152	Hennepin	At N. Jct. T.H. 152	Signal Revision & Channelization	--	250	180	6-22-79

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

1979 ANNUAL ELEMENT FEDERAL AID
PRIMARY SAFETY IMPROVEMENT PROGRAM

STATE PROJECT NO.	TRUNK HIGHWAY	COUNTY	LOCATION	PROJECT DESCRIPTION	MILES	ESTIMATED COST $1,000's TOTAL	ESTIMATED COST $1,000's FEDERAL	ESTIMATED LETTING DATE
2723-66	55	Hennepin	At CSAH 15 (in Plymouth)	Channelization	--	200	144	11-30-79
2722	55	Hennepin	At CSAH 19 in Medina	Signal Installation	--	80	58	1-26-79
0208	65	Anoka	At CSAH 18	Signal Installation	--	80	58	6-22-79
0207	65	Anoka	At 50th Ave. N.E.	Signal Installation	--	80	58	10-26-79
0208	65	Anoka	At CSAH 12	Signal Installation	--	80	58	10-26-79
2744-30	169	Hennepin	At CSAH 1	Signal Installation & Channelization	--	700	505	11-30-79
2744	169	Hennepin	N. Entrance Vo-Tech. School in Eden Prairie	Signal Installation & Channelization	--	400	288	11-30-79
0212	242	Anoka	At 3rd Ave. in Anoka	Signal Revision	--	75	54	10-26-79
0212	242	Anoka	At 5th Ave. in Anoka	Signal Revision	--	75	54	10-26-79
2785-187	494	Hennepin	At Penn Ave. & at France Ave. S.	Signal Revision	--	42	30	10-26-79

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

1979 ANNUAL ELEMENT FEDERAL AID
PRIMARY SAFETY IMPROVEMENT PROGRAM

STATE PROJECT NO.	TRUNK HIGHWAY	COUNTY	LOCATION	PROJECT DESCRIPTION	MILES	ESTIMATED COST $1,000's TOTAL	FEDERAL	ESTIMATED LETTING DATE
8202	10	Washington	W. of Norell Rd. M.P. 301.00 to 301.40	Recontr. Curve	--	150	108	7-27-79
8210 8214	95 212	Washington	Nelson St. to Myrtle St. in Stillwater (M.P. 104.07 to 104.14 & from M.P. 205.04 to 205.14) (Qualifies for HHS)	Signal Revision & Turn Lanes	--	90	65	11-30-79
8214-68	212	Washington	At Oasis St. (Greely St.) near Oak Park Heights	Turn Lanes & Frontage Rd. Revision	--	400	288	1-26-79
8214	212	Washington	At Oasis St. (Greely St.) near Oak Park Heights	Signal Installation	--	75	54	1-26-79
8214	212	Washington	Omaha Ave. In Oak Park Heights	Intersection Revision	--	25	18	7-27-79
1913	61	Dakota	Mississippi River to Vermillion River in Hastings	Channelization, Storm sewer, & Signal Installation	--	753	543	3-23-79
				TOTALS		7228	5211	

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

1980
PRIMARY SAFETY IMPROVEMENT PROGRAM

STATE PROJECT NO.	TRUNK HIGHWAY	COUNTY	LOCATION	PROJECT DESCRIPTION	MILES	ESTIMATED COST $1,000's TOTAL	FEDERAL	ESTIMATED LETTING DATE
0202	10	Anoka	At CSAH 56 & at CSAH 57	Signal Installation (2 Locations)	--	160	115	3rd Qtr. FY 80
2721	52	Hennepin	At 63rd Ave. N.	Signal Revision	--	80	58	3rd Qtr. FY 80
2746	52 94	Hennepin	At S.W. & N.W. Ramps	Signal Revision	--	30	22	3rd Qtr. FY 80
2723	55	Hennepin	At CSAH 24 & at E. Jct. T.H. 101	Signal Installation (2 Locations)	--	160	115	3rd Qtr. FY 80
2722	55	Hennepin	At CSAH 116 in Medina	Signal Installation & Channelization	--	600	433	4th Qtr. FY 80
0208	65	Anoka	At CSAH 22	Signal Installation	--	80	58	4th Qtr. FY 80
7008	169	Scott	At T.H. 282	Signal Installation	--	80	58	3rd Qtr. FY 80
7009	169	Scott	At T.H. 41 & at T.H. 300	Signal Installation (2 Locations)	--	160	115	4th Qtr. FY 80

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

1980
PRIMARY SAFETY IMPROVEMENT PROGRAM

STATE PROJECT NO.	TRUNK HIGHWAY	COUNTY	LOCATION	PROJECT DESCRIPTION	MILES	ESTIMATED COST $1,000's TOTAL	ESTIMATED COST $1,000's FEDERAL	ESTIMATED LETTING DATE
8205-62 8202	61	Washington	At S. Jct. T.H. 10	Signal Installation & Reconstruct Intersection	--	210	151	4th Qtr. FY 80
1904 1923	50	Dakota	S. Jct. T.H. 3 to T.H. 20 (MP. 10.7 to 25.9)	Guardrail	--	110	79	4th Qtr. FY 80
1909 1910	55	Dakota	T.H. 52 to T.H. 61	Guardrail & Ditch Slopes	--	200	144	3-28-80
1913	61	Dakota	Vermillion River To T.H. 316	Channelization & Storm Sewer		288	208	
					TOTALS	2158	1556	

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

1981
PRIMARY SAFETY IMPROVEMENT PROGRAM

STATE PROJECT NO.	TRUNK HIGHWAY	COUNTY	LOCATION	PROJECT DESCRIPTION	MILES	ESTIMATED COST $1,000's TOTAL	ESTIMATED COST $1,000's FEDERAL	ESTIMATED LETTING DATE
2713-48	12	Hennepin	At Crystal Bay Rd.	Turn & Bypass Lanes Channelize, & Signals	--	700	505	4th Qtr. FY 81

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

TITLE II FEDERAL AID SAFETY IMPROVEMENT PROJECT TOTALS

For information purposes only, since Safety projects may be excluded under existing FHWA provisions, approximate numbers and estimates for various categories are given below.

	ESTIMATED COST * $1,000's TOTAL	FEDERAL
CALENDAR YEAR 1979		
19 Projects (HHS & ROS)	1,915	1,724
CALENDAR YEAR 1980		
4 Projects (HHS)	355	320
CALENDAR YEAR 1981		
4 Projects (HHS & ROS)	860	774

*These totals are not included in Table 3.

PRELIMINARY ENGINEERING *

Inasmuch as it is relatively impossible to assess preliminary engineering needs for any one of our construction program areas, since most previously authorized Interstate P.E. projects are often viable options for further work and Federal cost participation is seldom requested in other program categories, we would like to retain the option of requesting Federal participation on all projects in the State's long range transportation plan. Reasonable amounts to establish for categorical estimating would be $1,000,000 per year (1978-1980) for FAI projects and $100,000 per year for all other categories. This item is included to cover numerous small projects that can be anticipated to evolve on short notice. Typically, these are projects that are considered necessary after initial completion improvements and noise wall construction. In no case would this item be intended to seek preliminary engineering for new location studies.

*Costs not included in Table 3.

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 long range construction program. Since it is difficult to assess these requirements in advance, we 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 Category.

*Costs not included in Table 3.

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

ANNUAL ELEMENT

1979 ANNUAL ELEMENT FEDERAL AID
URBAN CONSTRUCTION PROGRAM

FEDERAL AID URBAN SYSTEM

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

The attached 1979 annual element includes those projects from the 1977 and 1978 priority lists approved by the Metropolitan Council except for those projects let or anticipated to be let prior to January 1, 1979. Included also are the 1980 and 1981 elements listing projects previously approved by the Metropolitan Council.

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

ROADWAY CONSTRUCTION

1979 ANNUAL ELEMENT FEDERAL AID
URBAN CONSTRUCTION PROGRAM

S.P.	COUNTY	LOCATION	DESCRIPTION	MILES	EST. COST $1,000's TOTAL	FED.	SOURCES OF MATCHING FUNDS	RECIPIENT AGENCY	RESPONSIBLE AGENCY
19-642-11 M 5046	Dakota	CSAH 42 from Pennock Av. to CSAH 33 in Apple Valley	Reconstruct to four lanes	3.25	990	713	City County	County	County
1929- M 5405	Dakota	On TH 36 from S. Ramps proposed 35E to MN Zoological Entrance in Apple Valley and Egan	1st Stage of a four lane divided roadway	2.8	700	505	State	Mn/DOT	Mn/Dot
1925- 2758- M 5405	Dakota Hennepin	On TH 36 from S. Ramps of proposed 35E to No. Co. Line in Eagan and Burnsville from S. Co. Line to 86th St. in Bloomington	Grading, Surfacing, Bridges, Lighting, Fencing, Noise Abatement	5.4	3,570 (4th Stage)	2,500	State	Mn/DOT	Mn/Dot
27-620-08 M 5012	Hennepin	Hennepin Ave. (CSAH 20) from Lake St. to 28th St. in Minneapolis	Grading, Surfacing, C & G, Storm Sewer, & Traffic Control	0.17	170	122	County Mill Levy	County	County

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

ROADWAY CONSTRUCTION

1979 ANNUAL ELEMENT FEDERAL AID
URBAN CONSTRUCTION PROGRAM

S.P.	COUNTY	LOCATION	DESCRIPTION	MILES	EST. COST $1,000's TOTAL	FED.	SOURCES OF MATCHING FUNDS	RECIPIENT AGENCY	RESPONSIBLE AGENCY
27-620-08 M 5012(2)	Hennepin	On CSAH 20 from Approx. 250 ft. S. to Approx. 250 ft. N. of the CM & St.P & P RR in Minneapolis	Const. Replacement bridge over CM & St.P. & P RR	0.1	520	375	County - State Aid	County	County
141-197-09 M 5248	Hennepin	Plymouth Avenue from CNWRR Br. to Sibley Street N. in Minneapolis	Roadway Reconst. & Bridge Replacement over Mississippi River	0.37	3,500 (1st Stage)	2,522	Municipal State Aid	City	City
6218- M 5408	Ramsey	TH 5 (Kellogg Blvd.) from Pine Street to Mounds Blvd. in St. Paul	Replace Bridge over I-94 and RR	0.5	3,468	2,500	State	Mn/DOT	Mn/DOT
82-639- M 5044	Washington	CSAH 39 at TH 61	County portion of proposed inter-change		741	534	County	County	County
62-668-13 M 5081 M 5085	Ramsey	McKnight Rd. (CSAH 68): I-94 to TH 36	Roadway Reconstr.	4.37	208	160	County	County	County
			Total for 1979 Roadway Construc-tion Projects		13,867	9,931			

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

SAFETY

1979 ANNUAL ELEMENT FEDERAL AID
URBAN CONSTRUCTION PROGRAM

S.P.	COUNTY	LOCATION	DESCRIPTION	MILES	EST. COST $1,000's TOTAL	FED.	SOURCES OF MATCHING FUNDS	RECIPIENT AGENCY	RESPONSIBLE AGENCY
27-617-07	Hennepin	CSAH 17 (France Avenue) from W. 70th in Edina to W. 102nd in Bloomington	Signal Interconnect	4.0	90	63	County	County	County
27-632-10 M 5206	Hennepin	CSAH 32 (Penn Avenue) from CSAH 62 to CSAH 53 and from 75th to 86th Streets in Richfield and Bloomington	Signal Interconnect	2.8	84	59	County	County	County
27-635-10 M 5006	Hennepin	CSAH 35 (Portland Avenue) from CSAH 62 in Richfield to W. 95th in Bloomington	Signal Interconnect	3.0	177	124	County	County	County
157-363-05 M 5205	Hennepin	Lyndale Avenue S. from I-35W to CSAH 53 in Richfield	Widening & Channelization	0.85	585	421	City	City	City
158-010-06 M 5428	Hennepin	TH 52 from 40th Ave. N. to 43rd Ave. N. in Robbinsdale	Intersection and Frontage Road improvements	---	200	144	State Aid C.D., Rev. Sharing	City	City

TRANSPORTATION IMRPOVEMENT PROGRAM - TWIN CITIES METROPOLITAN AREA
MINNESOTA DEPARTMENT OF TRANSPORTATION

SAFETY

1979 ANNUAL ELEMENT FEDERAL AID
URBAN CONSTRUCTION PROGRAM

S.P.	COUNTY	LOCATION	DESCRIPTION	MILES	EST. COST $1,000's TOTAL	FED.	SOURCES OF MATCHING FUNDS	RECIPIENT AGENCY	RESPONSIBLE AGENCY
27-603-05 M 5002(1)	Hennepin	On CSAH 3 from CSAH 20 to Louisiana Avenue in St. Louis Park.	Const. Bit. Overlay, Median Islands, Bus Bays and Signals at Meadowbrook Road.	.79	567	409	Mill Levy and City	County	County
6215-48 M 5421 ( )	Ramsey	On T.H. 51 Snelling Ave.) from I-94 to Hewitt Avenue in St. Paul.	Widen, Center Islands w/left turn lanes, resurface, signal revisions, lighting		1,300	937	State	Mn/DOT	Mn/DOT
82-616 M 5037	Washington	Valley Creek Rd. (CSAH 16) & Woodlane Drive	Traffic Signal	-	87	67	County & Woodbury	Woodbury	County
			Total for 1979 Safety Projects		3,090	2,224			

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

CAPACITY

1979 ANNUAL ELEMENT FEDERAL AID
URBAN CONSTRUCTION PROGRAM

S.P.	COUNTY	LOCATION	DESCRIPTION	MILES	EST. COST $1,000's TOTAL	FED.	SOURCES OF MATCHING FUNDS	RECIPIENT AGENCY	RESPONSIBLE AGENCY
27-601-09 M 5001	Hennepin	CSAH 32 & CSAH 1 in Bloomington	Channelization, traffic signals, curb realignment & misc. related improvements	---	60	43	County Mill Levy	County	County
27-617-05 M 5024	Hennepin	France Avenue (CSAH 17) at W. 98th Street in Bloomington	Widen, Turnlanes, channelization, upgrade signal system C & G, Sidewalk	---	282	203	County Mill Levy	County	County
27-635-09 M 5008	Hennepin	Portland Avenue (CSAH 35) at CSAH 62 in Richfield	Const. Traffic signals at CSAH 62 ramps	---	98	71	County Mill Levy	County	County
			Total for 1979 Capacity Projects		440	317			

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

BIKEWAY/WALKWAY

1979 ANNUAL ELEMENT FEDERAL AID
URBAN CONSTRUCTION PROGRAM

S.P.	COUNTY	LOCATION	DESCRIPTION	MILES	EST. COST $1,000's TOTAL	FED.	SOURCES OF MATCHING FUNDS	RECIPIENT AGENCY	RESPONSIBLE AGENCY
109-115-01 5402	Hennepin	T.H. 100 & 59th Avenue N. in Brooklyn Center	Pedestrian Bicycle Bridge over TH 100	--	275	198	City	City	City
141-010-02 5403	Hennepin	Kenwood Parkway & Loring Park Area in Minneapolis	Const. Pedestrian/ Bikeway bridge over Lyndale Ave. (TH. 169) Hennepin Ave. & I-94	--	864	623	City Bonding	City	City
141-218-06 5241	Hennepin	4th Avenue in Minneapolis	Government Center Skyway	--	1,265	800	City	City	City
158-010-05 5402(7)	Hennepin	On TH 100 at 39th Avenue in Robbinsdale	Const. Pedestrian Bridge over TH 100	--	250	180	Municipal State Aid City	City	City
141-218 M 5237	Hennepin	Minneapolis Gov't Center to Pillsbury Center	Skyway	--	293	225	County	City	County
			Total for 1979 Bikeway/ Walkway Projects		2,947	2,026			

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

TRANSIT

1979 ANNUAL ELEMENT FEDERAL AID
URBAN CONSTRUCTION PROGRAM

S.P.	COUNTY	LOCATION	DESCRIPTION	MILES	EST. COST $1,000's TOTAL	FED.	SOURCES OF MATCHING FUNDS	RECIPIENT AGENCY	RESPONSIBLE AGENCY
90-179-01 M 5407	Dakota	Vicinity of Cliff Road (CSAH 32) Approx. .5 Mile E. of I-35W in Burnsville	Park/Ride Facility	---	87	63	MTC	MTC	MTC
90-179-02 M 5407	Dakota	Vicinity of TH 13 and Nicollet Ave. in Burnsville	Park/Ride Facility	---	87	63	MTC	MTC	MTC
90-128-01 M BUS S(2)	Hennepin	On Golden Valley road at intersection with Rhode Island Avenue in Golden Valley	Bus layover area and transfer facility	---	46	33	City MTC	MTC	MTC
90-132-01 M 5002	Hennepin	Vicinity of CSAH 3 & 8th Ave. in Hopkins	Park/Ride Facility	---	85	61	MTC	MTC	MTC
141-080-01 M 5430(1)	Hennepin	On Nicollet Ave. from 10th St. S. to Grant St. S. in Minneapolis	Const. Transit Way for buses & taxis to extension of Nicollet Mass	.33	900	648	Assessment	City	City
141-070-03 M SIGS	Hennepin	21 Intersections in Minneapolis	BUS Priority feature of the Computerized Traffic Control System	---	168	121	Municipal State Aid	City	City

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

TRANSIT

1979 ANNUAL ELEMENT FEDERAL AID
URBAN CONSTRUCTION PROGRAM

S.P.	COUNTY	LOCATION	DESCRIPTION	MILES	EST. COST $1,000's TOTAL	FED.	SOURCES OF MATCHING FUNDS	RECIPIENT AGENCY	RESPONSIBLE AGENCY
90-000-01 M PARK	Hennepin	Vicinity of Wayzata Blvd. and Barry Avenue in Wayzata	Park/Ride Facility	--	125	90	MTC	MTC	MTC
M VAN P	Metro Area	7 County Metro Area	Vanpool Abort. Program	--	100	90	State	Mn/DOT	Mn/DOT
M CAR P	Metro Area	7 County Metro Area	Car and Vanpool Promotion Program	--	108	97	State	Mn/DOT	Mn/DOT
M CAR P	Metro Area	7 County Metro Area	Para. Transit Services	--	365	328	MTC	MTC	MTC
90-160-01 M 5013	Ramsey	Vicinity of Co. Rd. 51 & Co. Rd. C. in Roseville	Park/Ride Facility	--	102	73	MTC	MTC	MTC
			Total for 1979 Transit Projects		2,173	1,667			
			Grand Total for 1979 All Project Categories		22,517	16,165			

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

ROADWAY CONSTRUCTION

1980 MULTI-YEAR ELEMENT FEDERAL AID URBAN CONSTRUCTION PROGRAM

S.P.	COUNTY	LOCATION	DESCRIPTION	MILES	EST. COST $1,000's TOTAL	FED.	SOURCES OF MATCHING FUNDS	RECIPIENT AGENCY	RESPONSIBLE AGENCY
02-600-01 M 5142	Anoka	On County Road 51 (University Ave.) from TH 10 to 111th Avenue N. in Coon Rapids & Blaine	Widen, Channelization Signals	2.61	750	540	County Coon Rapids Blaine	County	County
02-601-23 M 5007(1)	Anoka	On CSAH 1 from 100' N. of Charles St. to 64th Way in Fridley	Channelization, Grading, Signalization, Drainage, Bit. Base & Surf., Curb & Gutter	0.53	595	428	County City	County	County
19-623-12 M 5049	Dakota	On CSAH 23 from .5 Mile South of CSAH 42 to 132nd Street in Apple Valley	Reconstruct to four lanes	2.2	1,254	903	County City	County	County
27-618- M 5003	*Hennepin	On CSAH 18 from 2nd St. N.E. to Minnehaha Creek In Hopkins and St. Louis Park	four lanes divided freeway-grading, storm sewer and by-pass for TH 7		2,922	2,106	County State Aid Mill Levy	County	County

*Project is also shown in Interstate Substitution Program

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

ROADWAY CONSTRUCTION

1980 MULTI-YEAR ELEMENT FEDERAL AID URBAN CONSTRUCTION PROGRAM

S.P.	COUNTY	LOCATION	DESCRIPTION	MILES	EST. COST $1,000's TOTAL	FED.	SOURCES OF MATCHING FUNDS	RECIPIENT AGENCY	RESPONSIBLE AGENCY
27-640-01 M 5244	Hennepin	Glenwood Avenue (CSAH 40) from Border Avenue to 12th Street N. in Minneapolis	Grading, Surfacing, C & G, Storm Sewer, Reconst. Bridge	0.25	810	584	County Mill Levy	County	County
141-197-09 M 5248	Hennepin	Plymouth Avenue from CNWRR Bridge to Sibley Street N. in Minneapolis	Roadway Reconst. & Bridge Replacement over Mississippi River	0.37	2,500 (2nd Stage)	1,802	Municipal State Aid	City	City
163-010-19 M 5402	*Hennepin	West 36th Street at T.H. 100	Construct Interchange	0.7	1,900	1,368	Bonds State Aid	City	City
62-668-13 M 5081 M 5085	Ramsey	McKnight Rd.(CSAH 68): I-94 to TH 36	Roadway Reconst.	4.37	713	547			
			Total for 1980 Roadway Construction Projects		11,444	8,278			

*Project is also shown in Interstate Substitution Program

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

CAPACITY

19.80 MULTI-YEAR ELEMENT FEDERAL AID URBAN CONSTRUCTION PROGRAM

S.P.	COUNTY	LOCATION	DESCRIPTION	MILES	EST. COST $1,000's TOTAL	FED.	SOURCE OF MATCHING FUNDS	RECIPIENT AGENCY	RESPONSIBLE AGENCY
164-070 M SIGS	Ramsey	St. Paul C.B.D.	Computerized Signal Project	--	1,522	1,168	St. Paul	St. Paul	St. Paul

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

TRANSIT

1980 MULTI-YEAR ELEMENT FEDERAL AID URBAN CONSTRUCTION PROGRAM

S.P.	COUNTY	LOCATION	DESCRIPTION	MILES	EST. COST $1,000's TOTAL	FED.	SOURCE OF MATCHING FUNDS	RECIPIENT AGENCY	RESPONSIBLE AGENCY
90-179-M 5407	Dakota	Vicinity of T.H. 13 and Sibley St. in Burnsville	Park/Ride Facility		81	58	MTC	MTC	MTC
90-142-H 5400	Hennepin	Vicinity of T.H. 7 and T.H. 101 in Minnetonka	Park/Ride Facility		53	38	MTC	MTC	MTC
90-145-M 5155	Hennepin	Vicinity of CSAH 15 and Marion St. in Mound	Park/Ride Facility		44	32	MTC	MTC	MTC
90-146-M 5025	Ramsey	Vicinity of T.H. 10, I-35 and Co. Road H in Mounds View	Park/Ride Facility		127	91	MTC	MTC	MTC
M CAR P	Metro Area	7 County Metro Area	Car & Vanpool Promotion Program		85	76	Mn/DOT	Mn/DOT	Mn/DOT
			Total for 1980 Transit Projects		390	295			
			Grand Total for 1980 All Project Categories		13,356	9,741			

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

ROADWAY CONSTRUCTION

1981 MULTI-YEAR ELEMENT FEDERAL AID URBAN CONSTRUCTION PROGRAM

S.P.	COUNTY	LOCATION	DESCRIPTION	MILES	EST. COST $1,000's TOTAL	FED.	SOURCES OF MATCHING FUNDS	RECIPIENT AGENCY	RESPONSIBLE AGENCY
1929- M 5405	Dakota	On T.H. 36 from S. ramps proposed 35E to MN Zoological Entrance in Apple Valley and Eagan	2nd stage of a four lane divided roadway		1,170	842	State	Mn/DOT	Mn/DOT
1901- 1902- 1909- 1918-	Dakota	Junction TH 13, 55 & 110 in Mendota & Mendota Heights	1st stage - construct bridge for 2nd stage of interchange const.		1,850	1,332	State	Mn/DOT	Mn/DOT
6232-09 M 5412	Ramsey	On TH 244 from TH 61 to TH 120	Reconstruct to four lane divided	2.5	1,750	1,260	State	Mn/DOT	Mn/DOT
62-668-13 M 5061 M 5085	Ramsey	McKnight Rd. (CSAH 68); I-94 to TH 36.	Roadway Reconstr.	4.37	975	748	County	County	County
164-020 M 5022	Ramsey	White Bear Ave: C.N.W. R.R. to Arlington Ave.	Roadway Reconstr. Widen to 44'	0.78	632	485	City	City	City
			Total for 1981 Projects		6,377	4,667			

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

CAPACITY

1981 MULTI-YEAR ELEMENT
FEDERAL AID URBAN CONSTR. PROGRAM

S.P.	COUNTY	LOCATION	DESCRIPTION	MILES	EST. COST $1,000's TOTAL	FED.	SOURCE OF MATCHING FUNDS	RECIPIENT AGENCY	RESPONSIBLE AGENCY
6215 M 5421	Ramsey	St. Paul Jct. Snelling (TH 51) & Marshall	Widen roadways & modify grades	0.5	182	140	Mn/DOT	Mn/DOT	Mn/DOT

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

TRANSIT

1981 MULTI-YEAR ELEMENT FEDERAL AID URBAN CONSTRUCTION PROGRAM

S.P.	COUNTY	LOCATION	DESCRIPTION	MILES	EST. COST $1,000's TOTAL	FED.	SOURCES OF MATCHING FUNDS	RECIPIENT AGENCY	RESPONSIBLE AGENCY
M CAR P	Metro Area	7 County Metro Area	Car & Vanpool Promotion Program		100	90	Mn/DOT	Mn/DOT	MN/DOT
M CAR P	Metro Area	7 County Metro Area	Shared Ride	---	469	360	MTC	MTC	MTC
			Total for 1981 Transit Projects		569	450			
			Grand Total for 1981 All Project Categories		7,128	5,257			

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

1979 ANNUAL ELEMENT
INTERSTATE SUBSTITUTION PROGRAM

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

STATE PROJECT NO.	TRUNK HIGHWAY	COUNTY	LOCATION	PROJECT DESCRIPTION	MILES	ESTIMATED COST $1,000's TOTAL	FEDERAL	ESTIMATED LETTING DATE
0217 2771	610	Anoka Hennepin	Relocated T.H. 169 to T.H. 47 (excluding Miss. River Bridge)	Grading, Surfacing, Bridges, etc.	3.2	100	85	*
2771	610	Hennepin	Over Miss. River	Bridge	--	50	43	*
2748	169	Hennepin	I-694 to T.H. 610	Grading, Surfacing, etc.	3.4	400	340	*
2734	100	Hennepin	Excelsior Blvd. to T.H. 7	Grading, Surfacing, Bridges, etc.	0.75	250	213	*
2710	65	Hennepin	Miss. River to Broadway St.	Grading, Surfacing, Bridges, etc.	1.5	166	141	*
2726	47	Hennepin	University Ave. - 9th Ave. N.E. to 1st Ave. N.E. & Hennepin Ave. to 8th Ave. S.E.	Grading, Surfacing, Bridges, etc. (1st stage constr.)	1.3	775 (Includes P.E. R/W & Constr.)	659	1979
2720	52	Hennepin	Washington Ave. N. over B.N.& C.N.W. R.R.	Bridge	--	15	13	*

*Preliminary engineering in 1979

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

1979 ANNUAL ELEMENT
INTERSTATE SUBSTITUTION PROGRAM

STATE PROJECT NO.	TRUNK HIGHWAY	COUNTY	LOCATION	PROJECT DESCRIPTION	MILES	ESTIMATED COST $1,000's TOTAL	FEDERAL	ESTIMATED LETTING DATE
-	-	Hennepin	Southdale Center	Transit Center	--	5	4	*
-	-	**Hennepin	3rd Ave. N.E. Main St. to Central	Grading & Surfacing	0.75	82	70	*
141-020	C.S.A.H. 66	Hennepin	Broadway - Tyler to Taft	Grading & Surfacing	1.25	121	103	*
-	-	**Hennepin	5th St. N.E. over B.N. R.R.	Bridge	--	70	60	*
27-618	C.S.A.H. 18	***Hennepin	T.H. 7 - 5th Ave. to Blake Road	Grading, Surfacing, Bridges, etc.	0.75	800 (P.E. & R/W)	680	*
27-666	C.S.A.H. 66	Hennepin	Washington Ave. N. to Ramsey N.E.	Grading, Surfacing, Bridges, etc.	0.50	499	424	*
27-666	C.S.A.H. 66	Hennepin	Washington St. N.E. to Jackson N.E.	Grading, Surfacing	0.50	79	67	*
27-652	C.S.A.H. 52	Hennepin	1st St. S. to Nicollet Island	Grading, Surfacing, Bridges	0.33	411	349	*
27-652	C.S.A.H. 52	Hennepin	8th S.E. to Stinson Blvd.	Grading, Surfacing	0.8	163	139	*

*Preliminary engineering in 1979
**It is anticipated that these roadways will be added to the FAU system in early 1979.

*** Appears in 1978 FAU Program
**** Appears in 1980 FAU Program

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

1979 ANNUAL ELEMENT
INTERSTATE SUBSTITUTION PROGRAM

STATE PROJECT NO.	TRUNK HIGHWAY	COUNTY	LOCATION	PROJECT DESCRIPTION	MILES	ESTIMATED COST $1,000's TOTAL	ESTIMATED COST $1,000's FEDERAL	ESTIMATED LETTING DATE
27-623	C.S.A.H. 23	Hennepin	Broadway N.E. to 1st Ave. N.E.	Grading, Surfacing, Bridges	1.0	219	186	*
27-652	C.S.A.H. 52	Hennepin	Under B.N. R.R. at Filmore St.	Bridge	--	131	111	*
27-652	C.S.A.H. 52	Hennepin	Under B.N. R.R. at Stinson Blvd.	Bridge	--	175	149	*
27-627	C.S.A.H. 27	Hennepin	Under Minn. Transfer R.R.	Bridge	--	35	30	*
27-652 27-627	C.S.A.H. 52 C.S.A.H. 27	Hennepin	17th Ave. S.E. to 19th Ave. S.E. and C.S.A.H. 52 to 500' N.	Grading, Surfacing	0.33	26	22	*
-	-	Hennepin Ramsey	University Area Transit Corridor	Grading, Surfacing, Signal, Bridges, etc.	--	3,108 (Includes P.E. & R/W)	2,642	
				TOTAL		7,680	6,530	

*Preliminary engineering in 1979

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

1980
INTERSTATE SUBSTITUTION PROGRAM

STATE PROJECT NO.	TRUNK HIGHWAY	COUNTY	LOCATION	PROJECT DESCRIPTION	MILES	ESTIMATED COST $1,000's TOTAL	FEDERAL	ESTIMATED LETTING DATE
0217 2771	610	Anoka Hennepin	Relocated T.H. 169 to T.H. 47	Grading, Surfacing, Bridges	3.2	400	340	*
2771	610	Hennepin	Over Miss. River	Bridge	--	50	43	*
2748	169	Hennepin	I-694 to T.H. 610	Grading, Surfacing	3.4	300	255	*
2734	100	** Hennepin	Excelsior Blvd. to T.H. 7	Grading, Surfacing, Bridge	0.75	100	85	*
2710	65	Hennepin	Miss. River to Broadway	Grading, Surfacing, Bridges (1st Stage Constr.)	1.5	785 (Includes P.E., R/W & Constr.)	667	1980
2726	47	Hennepin	University Ave. - 9th Ave. N.E. to 1st Ave. N.E. & Hennepin Ave. to 8th Ave. S.E.	Grading, Surfacing, Bridges (2nd Stage Constr.)	--	1,300 (Includes P.E., R/W & Constr.)	1,105	1980
2726	47	Hennepin	4th St. S.E. - Central Ave. to 8th Ave. S.E.	Grading, Surfacing	--	72	61	*
2720	52	Hennepin	Washington Ave. N. over B.N. & C.N.W. R.R.	Bridge	--	10	9	*
-	-	Hennepin	Southdale Center	Transit Center	--	28	24	*
-	-	Hennepin Ramsey	University Area Transit Corridor	Grading, Surfacing, Signals, Bridges, etc.	--	7,000	5,950	1980

*Preliminary Engineering in 1980.

**Appears in 1980 FAU Program

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

1980
INTERSTATE SUBSTITUTION PROGRAM

STATE PROJECT NO.	TRUNK HIGHWAY	COUNTY	LOCATION	PROJECT DESCRIPTION	MILES	ESTIMATED COST $1,000's TOTAL	ESTIMATED COST $1,000's FEDERAL	ESTIMATED LETTING DATE
-	-	Hennepin	2nd St. S.E. over** B.N. R.R.	Bridge	--	60	51	*
-	-	Hennepin	5th St. N.E. over B.N. R.R.	Bridge	--	755	642	1980
-	-	Hennepin	Monroe St. over B.N. R.R.	Bridge	--	70	60	*
27-618	C.S.A.H. 18	Hennepin	T.H. 7 - 5th Ave. to Blake Road	Grading, Surfacing, Bridges, etc. (1st Stage Constr.)	0.75	4,536	3,856	1980
27-618	C.S.A.H. 18	Hennepin	2nd St. N.E. to Minnehaha Creek	Grading, Surfacing, Bridge	0.50	220	187	*
27-666	C.S.A.H. 66	Hennepin	Washington Ave. N. to Ramsey St. N.E.	Grading, Surfacing, Bridges	0.50	25 (R/W)	21	1980
				TOTALS		15,711	13,356	

*Preliminary Engineering in 1980.
**It is anticipated that these roadways will be added to the FAU system in 1979.

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

1981
INTERSTATE SUBSTITUTION PROGRAM

STATE PROJECT NO.	TRUNK HIGHWAY	COUNTY	LOCATION	PROJECT DESCRIPTION	MILES	ESTIMATED COST $1,000's TOTAL	FEDERAL	ESTIMATED LETTING DATE
0217 2771	610	Anoka Hennepin	Relocated T.H. 169 to T.H. 47	Grading, Surfacing, Bridges, etc.	3.2	300	255	*
2771	610	Hennepin	Over Miss. River	Bridge	--	150	128	*
2748	169	Hennepin	I-694 to T.H. 610	Grading, Surfacing, etc.	3.4	200	170	*
2734	100	Hennepin	Excelsior Blvd. to T.H. 7	Grading, Surfacing, Bridges, etc.	0.75	575 (Includes R/W & P.E.)	489	1980
2710	65	Hennepin	Miss. River to Broadway	Grading, Surfacing, Bridges, etc.	1.5	75	64	*
2726	47	Hennepin	Central Ave. to 8th Ave. S.E.	Grading & Surfacing	--	20	17	*
2720	52	Hennepin	Washington Ave. N. over B.N. & C.N.W. R.R.	Bridge	--	5	4	*
-	-	Hennepin	Southdale Center	Transit Center	--	802 (Includes P.E., R/W & Constr.)	682	1981
27-666	C.S.A.H. 66	Hennepin	Washington St. N.E. to Jackson St. N.E.	Grading, Surfacing	0.50	250 (R/W)	213	1981
				TOTALS		2,377	2,022	

*Preliminary Engineering in 1981

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

1979 ANNUAL ELEMENT
BRIDGE IMPROVEMENT & REPLACEMENT PROGRAM

This program includes bridge replacements and bridge rehabilitation. These projects will qualify for Federal Special Bridge Replacement funds based on sufficiency ratings and priority list established by the Federal Highway Administration. The following projects are for Calendar Year 1979 only since the allocation of these Federal funds for 1980 and 1981 has not yet been determined.

STATE PROJECT NO.	TRUNK HIGHWAY	COUNTY	LOCATION	PROJECT DESCRIPTION	MILES	ESTIMATED COST $1,000's TOTAL	ESTIMATED COST $1,000's FEDERAL	ESTIMATED LETTING DATE
1011-18	169	Carver	0.5 Mi. S. of T.H. 212 over stream	Bridge 10007 (Replaces Bridge 2442) & Approaches	--	800	640	11-30-79
1902-27	13	Dakota	0.3 Mi. N. of T.H. 35E over CSAH 45 (Lillydale Rd.)	Bridge 19076 (Replaces Bridge 1977) & Approaches	--	1,661	1,329	5-25-79
2710 2710-21	65	Hennepin	3rd Ave. over Mississippi River	Renovate Bridge 244 & Approaches	--	7,000	5,600	4-27-79
				Totals		9,461	7,596	

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TRANSIT PROJECTS

The following pages contain the detailed project lists for transit improvements during 1979-1983.* They also contain narrative descriptions of each project.

Projects are listed by funding programs, as shown: (See Cost Summary Table 5, page 88)

URBAN MASS TRANSPORTATION ADMINISTRATION SECTION 3 AND SECTION 5 (CAPITAL)

1979 ANNUAL ELEMENT (METROPOLITAN TRANSIT COMMISSION)

Capital improvement projects not already included in an approved Section 3 grant will be funded through use of Section 5 "bus capital" funds to the extent available, supplemented by Section 3 funds.

Item 1. 5-Year Improvement Program: MN-03-0005

This project includes the expansion and modernization of the bus transit system following acquisition of Twin City Lines, Inc. Only minor activities remain in this multi-year grant. Expenditures in 1979 will be primarily for the purchase and installation of specialized downtown passenger waiting shelters.

Item 2. Bus Service Expansion Program: MN-03-0012

This project resulted from the Commission's effort to expand the bus service at legislative direction between 1975 and 1977. The majority of funds provided through this grant have been spent on bus purchases, including 338 regular transit buses, 20 articulated buses and 10 E&H vehicles. Only minor activities remain in this project, and 1979 activity will concentrate on the installation of passenger waiting shelters throughout the metropolitan area.

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* FAU Transit Projects are in Section IV, Pages 71, 76, 79.

TABLE 5

TRANSPORTATION IMPROVEMENT PROGRAM

1979 ANNUAL ELEMENT (MTC)
UMTA - Section 3 & Section 5 (Capital)

ITEM	GRANT NUMBER AND PROJECT DESCRIPTION	TOTAL NET PROJECT COST $1000's	FEDERAL SHARE $1000's	ESTIMATED EXPENDITURES AS OF 12/31/78	APPROVED 1979 BUDGET	FUNDS REMAINING AFTER 12/31/79
1	MN-03-0005 System Improvement Program	$27,000	$18,000	$25,825	$ 281	$ 894
2	MN-03-0012 Bus Service Expansion Program	28,345	22,676	27,852	660	(167)
3	MN-03-0013 South Garage	11,541	9,233	3,284	9,300	(1,043)
4*	MN-03-0021 Park/Ride Facilities-UMTA Funding	237	190	170	52	15
5	MN-03-0022 Overhaul Facility	17,127	13,702	2,015	13,700	1,412
6	MN-03-0023 Shingle Creek Renovation	4,211	3,369	469	3,660	82
7	MN-03-0024 Transit System Improvements (1978 Grant)	1,950	1,560	1,191	386	373
8	MN-03-0025 (Pending) Management Information Systems	1,155	924	--	195	960
9	Garage Renovation--Northside: $7,794,000('79) Snelling: $5,820,000 Nicollet: $8,438,000 (To be funded through separate grants)	22,052	17,642	--	449	21,603
10	Layover Facility	830	664	109	519	202
11	Transit System Improvements (1979 Grant)	2,068	1,655	--	431	1,637
12*	Bus Replacement Program - UMTA (30 buses)	3,951	3,160	--	3,800	151
*Related FAU Projects:						
A	Park/Ride Facilities - Construction	982	687	--	547	435
B	Bus Replacement Program-FAU (20 buses)	2,550	1,785	85	2,300	165

Item 3. South Garage: MN-03-0013

The South Garage will be a new service garage in the MTC system. It will be built to house 200 full-size buses and will be the storage and service facility for the 20 articulated buses the MTC will receive in 1979. The site location at the airport was resolved in 1977 and a long-term lease was negotiated with MAC in 1978. It is anticipated that a construction contract will be awarded in 1979 with completion of the facility expected in 1980. The project includes purchase of related capital equipment for service and maintenance of the bus fleet.

Item 4. Park/Ride Facilities (UMTA Funding): MN-03-0021

This project includes the design, site acquisition, and contract administration for four park/ride facilities and one transit pulse center to be constructed in 1979, using Federal Aid Urban funds for the actual construction. The park-ride facilities will provide formal, identifiable locations for persons to park their automobiles and transfer to buses or car pools and van pools, thus encouraging the use of transit and paratransit services. The pulse center will provide centralized transfer areas for transit patrons and a layover area for buses. These facilities are listed below.

Park/Ride Facilities:

Burnsville P/R, Cliff Road

Roseville P/R, Co. Rd. C & Lexington Avenue

Hopkins P/R, Co. Rd. 3 & 8th Avenue

Wayzata P/R, Wayzata Blvd. & Barry Avenue

Transit Pulse Center:

Golden Valley Transit Pulse Center, Golden Valley Road and Rhode Island Avenue

Item 5. Overhaul Facility: MN-03-0022

This project includes the design, site acquisition, construction, and contract administration for a major overhaul facility to house maintenance functions not routinely carried out in service garages or those that require a vehicle to be substantially disassembled. In 1977, the MTC approved the preliminary design and acquired a site for the new facility. The facility will consist of a building of 258,515 square feet, providing space for all necessary work areas, personnel areas, equipment and supply storage offices and circulation and holding areas. It will be designed to serve a fleet of 1,200 buses with an expansion capability to 1,800 buses. Final design will be completed in 1979 with construction to commence in 1979. It is anticipated that the facility will be completed in 1980. Equipment purchases will occur in 1980.

Item 6. Shingle Creek Renovation: MN-03-0023

The Shingle Creek garage, although the newest is the most energy inefficient and expensive to operate garage now in use. It was leased by MTC to meet an urgent need for a bus storage facility. It was purchased with intention of converting it to a permanent bus garage. Much of the inefficiency is due to its heating and ventilation system and layout as a temporary facility. The project provides for renovation and additions to the present facility and includes: new drivers' and dispatch facility, new storage area, new heating plant with heat recovery units, new service facilities, and blacktopping for additional parking required by the City of Brooklyn Center. The final design for Shingle Creek will be completed in 1979 and a construction contract will be awarded in 1979. Construction will be completed in 1980 with the necessary tools and equipment to be purchased in 1979 and 1980.

Item 7. Transit System Improvements (1978 Grant): MN-03-0024

This project includes a variety of capital improvements not included in earlier grants. Expenditures in 1979 will be primarily for the rehabilitation of existing shelters, the construction of bus turnarounds, the purchase and installation of bus stop signs, and the purchase of service, maintenance, and support equipment necessary to maintain the MTC's fleet and facilities.

Item 8. MIS/Section 15: MN-03-0025 (Pending)

The purpose of this project is to improve the MTC's information system; to provide accurate and timely information to assist the Commission and management personnel in making decisions and setting policy. This will be accomplished by conducting a

detailed subsystem design, programming and/or the purchase of software, and by implementing those subsystems identified in the needs analysis and detailed design. Also included in this grant are funds to assist in meeting UMTA's Section 15 requirements for a F.A.R.E. uniform accounting system.

Item 9. Garage Renovation (Northside, Nicollet and Snelling)

This project is for renovation and repair at Nicollet, Snelling and Northside Garages. The project includes structural, mechanical, electrical and other improvements necessary to meet state and OSHA code requirements. The changes and repairs necessary to provide safe, efficient facilities for the storage and maintenance of the bus fleet were determined through a renovation analysis and safety inspection completed in 1977. The renovation of the garages is proposed on the following schedule:

1979 Final design for Northside renovation,

1980 Construction at Northside,

1981 Final design for Snelling renovation,
Construction at Snelling,
Complete Northside,

1982 Final design for Nicollet renovation,
Complete Snelling,

1983 Construction at Nicollet,
Project completed.

Item 10. Layover Facility

This project includes design, site acquisition, construction, contract administration, and equipment for a bus layover facility in downtown Minneapolis. This facility is proposed to house buses and would be used as a marshalling point from which peak period buses would be put into service in downtown Minneapolis. The layover facility would take afternoon peak period buses off the street until the appropriate time, thus relieving traffic congestion and scheduling confusion.

Item 11. Transit System Improvements (1979 Grant)

This project includes a variety of needed transit system capital improvement items not previously funded from other capital grant applications. Included are improvements to the Telehpone Information Center, the design of four bus turnaround facilities scheduled for construction in 1980, and the purchase of service, maintenance, and support equipment necessary to maintain the MTC's fleet and facilities.

Item 12. Bus Replacement Program (UMTA Funding)

This project is for the purchase of regular transit coaches to replace those buses in the MTC fleet that have reached or are nearing MTC's maximum equipment age of twelve years for daily operation. This program is designed to replace buses which have aged to the point where breakdowns, high operating costs and maintenance problems make it undesirable to keep the buses in daily operation.

Pending final approval from UMTA regarding the Transbus design, the MTC will submit a grant application for 30 forty-nine passenger buses in 1979. An additional 20 replacement buses will be purchased through an existing FAU Grant. These purchases will replace 50 of the "new look" GMC buses purchased by Twin City Lines during the period 1963-1967. The Transbus will include the following features:

Extra wide loading doors
Low maintenance structural features
Anti-skid braking systems
Standardized corrosion resistant body panels

RELATED FEDERAL AID URBAN (FAU) PROJECTS

Item A. Park/Ride Facilities (FAU)

This project includes construction of four park-ride facilities which will provide formal, identifiable locations for persons to park their automobile and transfer to a bus or form car pools and van pools, thus encouraging the use of transit and para-transit services. The project also includes funds for construction of one transit pulse center to provide a centralized transfer area for transit patrons and a layover area for buses. (See Item 4 for UMTA-funded part of project.)

TABLE 6

TRANSPORTATION IMPROVEMENT PROGRAM 1980-1983 (MTC)

UMTA - Section 3 and Section 5 (Capital)

NEW FUNDING: AMOUNT AND YEAR OF ENCUMBRANCE OF FEDERAL FUNDS

ITEM	PROJECT DESCRIPTION	TOTAL ESTIMATED PROJECT COST (FEDERAL AND LOCAL) IN $1,000'S 1980	1981	1982	1983
Vehicles					
	Transit Buses				$10,123
	Paratransit Service Vehicles[1]	$ 881	$ 662	$ 723	1,153
Buildings					
	Garage Renovation[2]				
	Northside($7,794,000 in 1979)				
	Snelling	5,820			
	Nicollet		8,438		
System Maintenance and Improvement[1] (Signs, shelters, tools, support equip.)		950	2,373	1,721	882
Management Information Systems (Grant Amendments)[1]		150	250	100	
	TOTALS	$7,801	$11,723	$2,544	$12,158

[1]Based on annual applications and grant approvals.
[2]Item 9 in 1979 Annual Element with proposed rescheduling as separate grants.

Item B. Replacement Buses (FAU)

This project is for the purchase of regular transit coaches to replace buses in the MTC fleet that have reached or are nearing the MTC's maximum equipment age of twelve years for daily operations. This program is designed to replace buses which have aged to the point where breakdowns, high operating costs and maintenance problems make it undesirable to keep these buses in daily operation.

Pending final approval from UMTA regarding the Transbus design, the MTC will place an order for 50 forty-nine passenger buses in 1979. Of these, 20 buses will be funded through this existing FAU grant. In addition, the MTC will submit a grant application to UMTA for 30 buses and all other related expenses. These purchases will replace 50 of the "new look" GMC buses purchased by Twin City Lines during the period 1963-1967.

PLANNING DOCUMENTATION - SOURCE OF PROJECTS

Item 3*: South Garage and Garage Purchase

"Service Planning Location Study", MTC, April 1974

Item 4 and A: Park-Ride Facilities

"Route-Ridership Improvement Projects"**
"Regional Express Bus Network Study", MTC, June 1976

Item 5: Overhaul Facility

"Capital Facility Needs Study", MTC, September 8, 1975

Items 6 and 9: Garage Renovation and Expansion

"Renovation Analysis and Safety Inspection Report", MTC, March 13, 1977

Items 7 and 11: Transit System Improvements

"Route-Ridership Improvement Projects"
"Long-Range Capital Item Inventory", MTC, 1977

Item 10: Layover Facility

"Capital Facility Needs Study", MTC, September 8, 1975

URBAN MASS TRANSPORTATION ADMINISTRATION
SECTION 3 AND SECTION 5 (CAPITAL)

1980-1983 Program (Metropolitan Transit Commission)

Vehicles

Both buses and paratransit vehicles are programmed in the 1980-83 period.

The buses programmed for purchase in 1983, with delivery in 1985, will be 50 Transbuses to replace buses in the existing operating fleet which will be 15 years old at the time of replacement.

The paratransit service vehicles programmed for every year in the 1980-83 period include both small buses and vans. The expansion of Project Mobility will require doubling of the fleet size by 1983, with replacement of existing vehicles when approximately six years old. In addition, it is anticipated that there will be a need for vans or small buses to permit expansion of various paratransit services. Acquisition of a dozen vehicles per year from 1980 through 1983 is proposed in the program.

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*Item Numbers shown on the list of Section 3 projects

**The eleven subregional Route-Ridership projects, covering the majority of the metropolitan area, were initiated in 1972 and completed in 1977. Recommendations from these Section 9 - funded projects are contained in the following MTC reports: 74-6, 74-7, 74-8, 74-17, 75-02, 75-11, 76-02, 76-04, 77-02, 77-03, and 77-12.

Buildings

This renovation program is outlined in the narrative on Item 9 in the 1979 Annual Element.

System Maintenance and Improvement

This is a continuation of the type of program identified in the narrative on Item 11 in the 1979 Annual Element, with specific activities varying from year to year.

Management Information Systems

This is a continuation of the project outlined in the narrative on Item 8 in the 1979 Annual Element.

1979 ANNUAL ELEMENT (MTC)

UMTA - Section 5 (Operating Assistance)

		ESTIMATED 1979 COST		
		TOTAL	FEDERAL	
ITEM	PROJECT DESCRIPTION	$1,000's	$1,000's	SOURCE OF FEDERAL FUNDS
1	Operating Assistance-FY 1979	$37,914	$11,564	UMTA Section 5 Apportionment, including supplemental funds.
2	Operating Assistance-FY 1980*	41,000*	12,120*	UMTA Section 5 Apportionment, including supplemental funds.

*These funds will be applied for the latter part of 1979. The estimated Total Cost shown is for CY 1980. The estimated FY 1980 Federal funds available to the MTC are based on the increase in total congressional authorization for Section 5 funds over FY 1979 and do not represent a specific allocation of funds to this area.

URBAN MASS TRANSPORTATION ADMINISTRATION
SECTION 5 OPERATING ASSISTANCE

1979 ANNUAL ELEMENT (METROPOLITAN TRANSIT COMMISSION)

Item 1. Operating Assistance - FY 1979

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 it to continue the present quality of bus service. The Federal funds shown in the 1979 Annual Element represent the entire allocation of apportioned Section 5 funds available for operating assistance, including the supplemental apportionment to large areas. An application for the FY 1979 funds will be submitted early 1979.

Item 2. Operating Assistance - FY 1980

An application for the FY 1980 funds will be submitted towards the end of 1979.

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The 1977 Minnesota Legislature provided the MTC with a level of funding adequate to permit the MTC to maintain its basic fare structure and increase ridership moderately, but this required a major cut in services in November, 1977 and smaller cuts since then to bring the cost of providing service into line with funds available for operating subsidies.

State funding of regular route service was based on the "performance funding" concept, which limited the per passenger subsidy the MTC could receive from all sources - Federal (Section 5), state (legislative appropriation), and local (property tax). This required the MTC to concentrate on the most cost effective and productive services and generate additional ridership.

In addition to performance funding of regular route service, the state provided additional special funds for administration, "social fare" reimbursements (the difference between regular adult fares and legislatively-mandated reduced fares for elderly, handicapped, and minors), special services for the handicapped, and paratransit service demonstrations.

The state also funded a regular route demonstration program which provided funds to offset the operating losses of new routes considered to be innovative or demonstrations of different types of service. Through this program, the MTC initiated in 1978 two routes to the new Minnesota Zoological Gardens from Minneapolis and Saint Paul, midday express service between downtown Minneapolis and Southdale, a second QT route in Minneapolis, a Vikings game express bus network from selected park-ride facilities, and "culture routes" in the two downtown areas. Several of these routes did not attract the anticipated ridership and it has since been necessary to drop some completely and cut back service on others. This program did not provide funds with which to extend regular route service into new areas or otherwise expand regular service in a manner where high start-up costs are involved, even though there is potential for adequate ridership levels in the future.

The MTC's legislative program calls for continuation of regular route service at the same level during the next biennium (7/1/79 - 6/30/81), with a 10 cent increase in the base fare effective July 1, 1979. A fare increase will necessitate a corresponding increase in the social fare reimbursement from the state. The MTC is also recommending a higher level of funding for Project Mobility to permit expansion of service in the central part of the metropolitan area. Finally, the MTC will be recommending that state transit demonstration funds be made available for route extensions and other more conventional service improvements, in addition to the innovative and unique services covered by the current program.

1979 ANNUAL ELEMENT (MTC)

UMTA - Section 6

		ESTIMATED 1979 COST		
		TOTAL	FEDERAL	
ITEM	PROJECT DESCRIPTION	$1,000's	$1,000's	SOURCE OF FEDERAL FUNDS
1	Bus Identification System Demonstration	73	73	Demonstration Grant to be submitted in 1979.

URBAN MASS TRANSPORTATION ADMINISTRATION

SECTION 6 DEMONSTRATION FUNDS

1979 ANNUAL ELEMENT (METROPOLITAN TRANSIT COMMISSION)

Item 1. Bus Identification System Demonstration

The system to be demonstrated will be a group of variable message signs and/or CRT units to display route assignments of approaching buses to waiting passengers. To make it possible to wait in sheltered and possibly environmentally controlled areas, these displays would inform waiting passengers of the route assignments of approaching buses in time for them to walk from the waiting area to the boarding area. The system will use sensing devices to sense the approach and identity of a bus and communicate this information to the display units. It may also be interconnected with the bus route-run-bus number data files of the bus radio computer system.

URBAN MASS TRANSPORTATION ADMINISTRATION - SECTION 16(b)2

1979 ANNUAL ELEMENT (Mn/DOT)

Item 1. Transportation Services for the Elderly and Handicapped

The Minnesota Department of Transportation will be submitting in 1979 an application to the Urban Mass Transportation Administration for $374,000 in Section 16(b)2 funds on behalf of twenty private non-profit organizations throughout the State. These funds are to be used as 80% of the purchase price of twenty-two vehicles equipped for the trans-

portation of the elderly and handicapped 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 of thirty-seven applications by a committee composed of representatives of seven state and metropolitan agencies and organizations.

Eleven of the recepient organizations are located in the Twin Cities area and are identified on the sheet showing the 1979 Annual Element, since it is expected that the application will be approved during 1979. That part of the application concerned with the Twin Cities area has a total project cost of $229,582, for which $183,666 in federal funds is being requested to assist in acquisition of eleven vehicles and related equipment.

TABLE 7

TRANSPORTATION IMPROVEMENT PROGRAM 1979 Annual Element (Mn/DOT)

1979 ANNUAL ELEMENT (Mn/DOT)
UMTA - Section 16(b)2

ITEM	PROJECT DESCRIPTION			ESTIMATED TOTAL 1,000's	1979 COST FEDERAL 1,000's	SOURCE OF FEDERAL FUNDS
1.	Vehicles as described for the following private non-profit organizations:					
	Organization	No. of Vehicles	No. of Passengers	230	184	Application for 16(b)2 funds for statewide program to be submitted in early 1979.
a.	Centro Cultural Chicano, Inc., Minneapolis	1	10-16			
b.	Merrick Developmental Achievement Center, Inc., St. Paul	1	17-24			
c.	Minneapolis Age and Opportunity Center, Inc.	1	10-16			
d.	Northside Settlement Services, Inc., Minneapolis	1	17-24			
e.	Presbyterian Homes of Minnesota, Inc., St. Paul	1	10-16			
f.	St. Mary's Rehabilitation Center, Minneapolis	1	10-16			
g.	Sholom Home, Inc., St. Paul	1	17-24			
h.	Southside Neighborhood School and Positive Parenting Center, Minneapolis	1	10-16			
i.	Stevens Square Nursing Home	1	10-16			
j.	United Cerebral Palsy of Greater St. Paul, Inc.	1	10-16			
k.	Washington County Developmental Learning Centers, Inc.	1	Over 30 (School bus)			

APPENDIX

SPECIAL EFFORTS IN PROGRAMMING AND IMPLEMENTING IMPROVEMENTS FOR ELDERLY AND HANDICAPPED (E&H)

A. E & H PROGRAMMING REVIEW

The Metropolitan Transit Commission has determined that an effective and efficient system should be developed for the area which would use a combination of services (publicly operated accessible vehicles, taxicabs, social service and volunteer driven vans and autos.) This combination of services would provide a level of service which best fulfills the estimated travel needs of the handicapped in the area.

To serve the unmet needs of the handicapped, the Commission has established the following goals:

Serve 50% by February 1, 1979.
Serve 75% by February 1, 1980.
Serve 100% by February 1, 1981.

A transition plan describing the implementation of these goals will be developed by the Commission. This plan is required for compliance with Section 504.

Item 1 E & H Planning

Budget $64,100 Source of Funds: 80% Section 9
29% Local

This project will continue to develop comprehensive planning and implementation programs for the provision of transportation to the handicapped in order to achieve the 75 percent goal by 1980 and 100 percent goal by 1981.

This program includes the evaluation of existing services and recommendations for improvement and better utilization, analysis and implementation planning of the recommendation resulting from the E & H Evaluation Program and the E & H Matching Program, and all of the planning and associated efforts needed to implement and improve E & H transportation services. It also includes those efforts associated with organizing and supporting E & H advisory committees so as to ensure E & H participation throughout the planning and implementation process.

Item 2 E & H Evaluation

Budget $15,000 Source of Funds: 80% Section 9
20% Local

This project is to evaluate the effectiveness of local E & H transportation services as required by UMTA. This program will also provide input into the transition plan required under Section 504.

The evaluation will provide recommendations to improve and expand E & H transportation services. This will include an analysis of vehicle needs.

Item 3 E & H Matching

Budget $79,800 Source of Funds: 80% Section 9
20% Local

This program is designed to develop and implement a computer system, for use in the Control Center, to match ride requests with the appropriate delivery system. This system will provide an economic match for up to 50,000 persons.

A Control Center will be implemented in February, 1979, to coordinate the combination of services to be used in providing transportation for handicapped. This Control Center will take requests from eligible users, design tours, and dispatch the appropriate service provider to the rider. Users will be certified according to the types of vehicle they require because of their handicap. Tours will be designed to make the best use of vehicles. Initially, all of the functions will be done manually. However, the computer will eventually assume many of these functions.

Item 4 Project Mobility

Budget $2,132,000 Source of Funds: Local

This project has been providing demand-responsive service to the handicapped residing in a portion of Minneapolis since November of 1976. In 1979, Project Mobility is to be expanded to serve all of Minneapolis and St. Paul, and into some adjoining suburbs for those handicapped persons who require an accessible vehicle. For handicapped persons not requiring an accessible vehicle, complimentary service will be provided by other delivery systems, such as taxis and social service agencies. All services will be coordinated through the Control Center. It is estimated that when Project Mobility is expanded it will provide service for all persons requiring an accessible vehicle in the area described.

In order to expand Project Mobility, it was necessary for the MTC to purchase 18 additional accessible vehicles. When these vehicles arrive, the MTC will have 30 Accessible vehicles available for handicapped transportation.

Item 5 Retrofit of 40' Transit Buses for Handicapped Transportation

This program will provide for the retrofit of 5 AM General 40' coaches for use in handicapped transportation. Eight wheelchair tie downs and a lift will be installed on each vehicle.

These vehicles are to be used as a supplement to Project Mobility vehicles. They will be used for group loadings or when more than 4 wheelchair tie downs are required for tours. There is also a possibility that one or more of the vehicles will be used to connect major activity centers located in the area served by Project Mobility.

B. E & H IMPLEMENTATION REVIEW - 1978 ACTIVITIES

Item 1 Ambulatory Service Evaluation

Item 2 St. Paul H/D Service Study

Item 3 Comprehensive H/D Service Study

These programs have culminated in four reports. Primary elements of these reports include:

- An analysis of local needs of the handicapped (ambulatory and non-ambulatory).
- Inventory of local elderly and handicapped service providers.
- Recommendations for implementing a program to provide effective and efficient transportation for the handicapped in order to achieve the 50% goal.

The findings of these reports were used as guidelines for the proposed operational plan for the expansion of Project Mobility to serve those persons requiring accessible vehicles and to coordinate with existing transportation providers. The MTC and Mn/DOT are jointly developing a Control Center to coordinate these services.

Item 4 Project Mobility

This project has been providing a demand-responsive service for the handicapped residing in a portion of Minneapolis, since November of 1976. This system furnishes service to handicapped persons requiring an accessible vehicle as well as to those who do not. In 1978, the service was expanded further into Minneapolis and 18 accessible vehicles were ordered for service expansion in 1979.

Item 5 Volunteer Services (MTC/Red Cross Volunteer Transportation Coordination Project)

The MTC authorized the St. Paul Area Chapter of the American Red Cross to conduct an inventory of existing elderly and handicapped transportation services as well as an inventory of unmet elderly and handicapped transportation needs in Ramsey County. The draft final report with the analysis of the surveys was completed in December of 1978. It is anticipated that the Final Report will be available in February of 1979.

HE 310 .T85 M47ax 1979/83
Metropolitan Council of the
Twin Cities Area.
Transportation improvement
program.