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1986-1988

TRANSPORTATION IMPROVEMENT PROGRAM
FOR THE TWIN CITIES METROPOLITAN AREA

October 1985

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TRANSPORTATION IMPROVEMENT PROGRAM - 1986-1988
SUMMARY

The Transportation Improvement Program (TIP) for 1986 through 1988, prepared by the Metropolitan Council's Transportation Advisory Board, is the program of all highway and transit projects proposed for federal funding. Federal regulations require that a TIP be developed annually.

The 1986-88 TIP for the Twin Cities Metropolitan Area is a \$1,208,000,000 program of highway and transit projects, of which approximately \$768 million will be paid by the federal government. The total for 1986 is approximately \$763 million with the federal portion being approximately \$588 million. While two federal agencies, the Federal Highway Administration and the Urban Mass Transportation Administration must formally approve the program, most of the federal funds already have been earmarked for the Twin Cities Area. The remaining \$175 million will come from state gas tax revenues for highway projects, and from property tax and farebox revenues for transit projects.

The TIP slates about 72 percent of the dollars for highway projects and 28 percent for transit projects. Of approximately 385 total projects in the program, about 165 of them are estimated to cost over \$1 million. Almost all the projects, which involve construction, reconstruction, equipment purchases and transit operating subsidies, will begin in the next three years.

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

The major highway projects planned in 1986, most of which involve completion of interstate highway segments, are:

- Construction of the Third Avenue Distributer in Downtown Minneapolis and continuation of construction of I-394 west of I-94 in Minneapolis to I-494 in St. Louis Park, \$101,320,000.
- Construction of a parking garage at Fifth Street in Minneapolis, \$21,900,000.
- Continuing construction of I-35E in St. Paul, \$27,525,000.
- Construction of I-394 from Plymouth Road to Wayzata Boulevard, \$7,100,000.
- Interchange remodeling and bridge reconstruction at Hardman Avenue and I-494 in Dakota County, \$8,835,000.
- Construction of the Northtown/Crosstown (TH 610/252) from I-694 in Brooklyn Center to TH 47, \$11,300,000.
- Construction of Hennepin Avenue Bridge over the Mississippi River from First Avenue South to Nicollet Island, \$21,500,000.
- Construction of the University Transit Corridor between the St. Paul and Minneapolis Campuses, \$8,322,000.

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

1. INTRODUCTION

The 1986-88 Transportation Improvement Program (TIP) for the Twin Cities Metropolitan Area is a program of highway and transit projects proposed for federal funding in the next three years. The TIP is prepared jointly by the Metropolitan Council, the Minnesota Department of Transportation (Mn/DOT), the Regional Transit Board (RTB) and the Metropolitan Transit Commission (MTC). Projects scheduled for construction in 1985 receive special emphasis and are referred to as the "annual element" of the TIP. The projects included in the TIP implement the Region's transportation plan and priorities.

FEDERAL REQUIREMENTS

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

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

The annual element describes all projects contained in the approved Transportation Improvement Program proposed for implementation during 1986, the first program year. For each project, the annual element is to include:

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

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

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

REGIONAL PLANNING PROCESS

The Transportation Improvement Program is based on the ongoing transportation planning process of the Region, as defined in the Prospectus for the Transportation Planning Process in the Twin Cities Metropolitan Area. Administered and coordinated by the Metropolitan Council, this process is a continuing, comprehensive and cooperative effort, involving municipal and county governments, the Metropolitan Airports Commission (MAC), the Metropolitan Transit Commission, the Minnesota Department of Transportation, the Regional Transit Board (RTB) and the Minnesota Pollution Control Agency (PCA). The Regional Transit Board (RTB) created by the state legislature as of July 1, 1984, has reviewed and approved the transit projects submitted by Mn/DOT and the MTC on October 30, 1985. Elected local government officials are ensured participation in the process through the Metropolitan Council's Transportation Advisory Board (TAB). The TAB provides a forum for the cooperative deliberation of state, regional and local officials, and private citizens appointed by the Council.

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

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

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

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

*The Council and the RTB are currently undertaking development of a process by which private provider participation can best be obtained.

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

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

By August 1, 1986 the RTB must submit a five-year transit service implementation plan to the Council, which identifies transit service needs and objectives, planned transit service and capital improvements, and costs and funding sources. The five-year implementation plan will be updated biennially. The RTB submitted a 1985-87 Interim Implementation Plan to the Council in April of 1985, which has been used to develop the 1986-88 TIP. (See pp. 18-19.)

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

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

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

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

PROGRAM AREAS IN THE TRANSPORTATION IMPROVEMENT PROGRAM

Federal regulations require that projects funded under the following programs be included in the 1986-1988 TIP:

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

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

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

2. SUMMARY OF REGIONAL PLANS AND PRIORITIES

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

The specific process for providing opportunities for private transit operator involvement in transportation program planning is currently in the developmental stages. However, private provider input was solicited and considered in development of the TIP this year.

TRANSPORTATION DEVELOPMENT GUIDE/POLICY PLAN

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

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

The Metropolitan Council uses the policies of the Transportation Development Guide/Policy Plan to review the various referrals and proposals submitted to the Council under federal and state laws. The policy plan has provided

Figure 1 METROPOLITAN AREA TRANSPORTATION PLANNING PROCESS

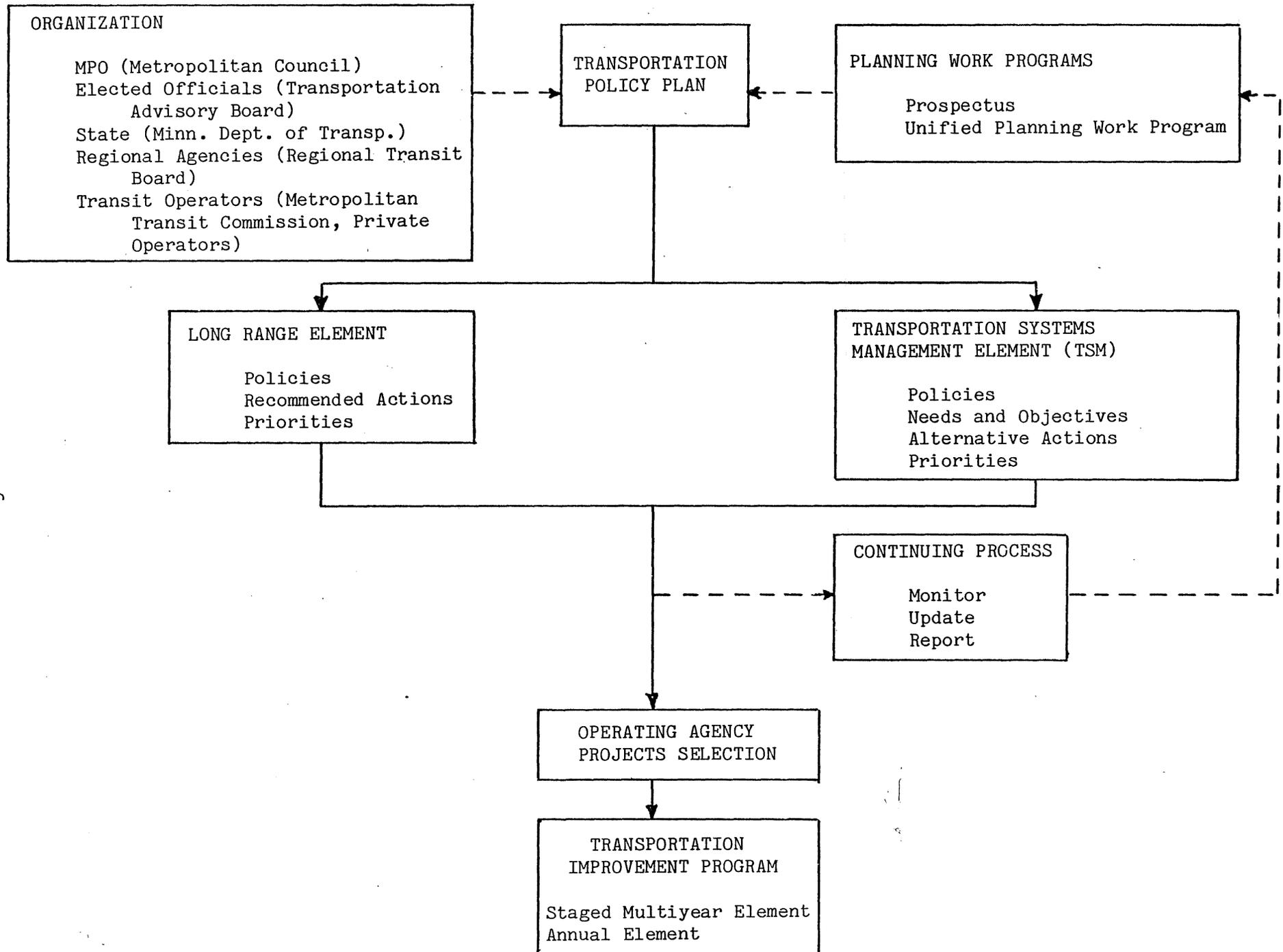


Fig. 2 2000 METROPOLITAN HIGHWAY SYSTEM PLAN

-  Interstate Freeway
-  Major Arterial
-  MUSA Boundary
-  Right-of-Way Reservation
-  Central-city Subregions
-  Suburban Subregions

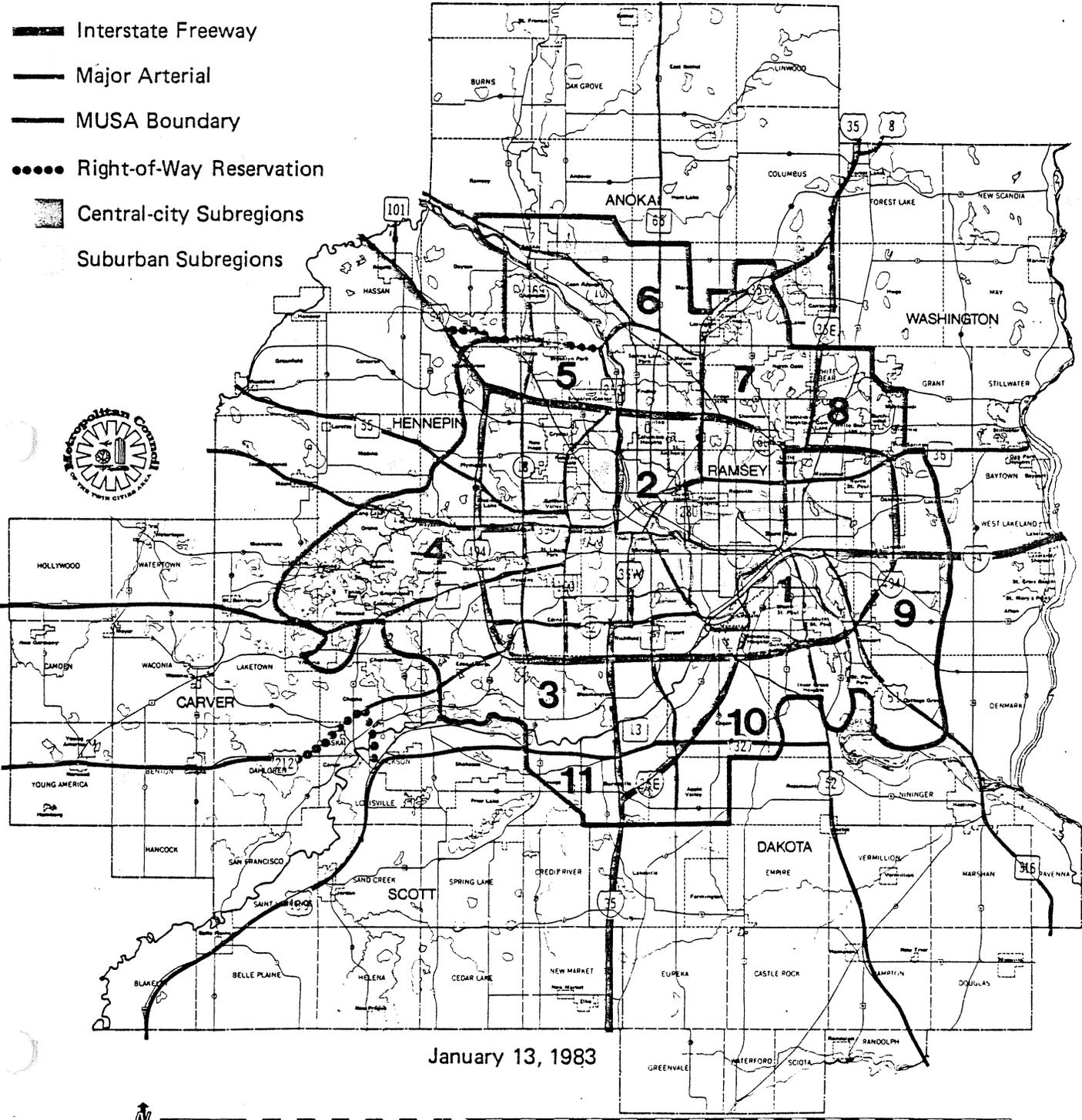
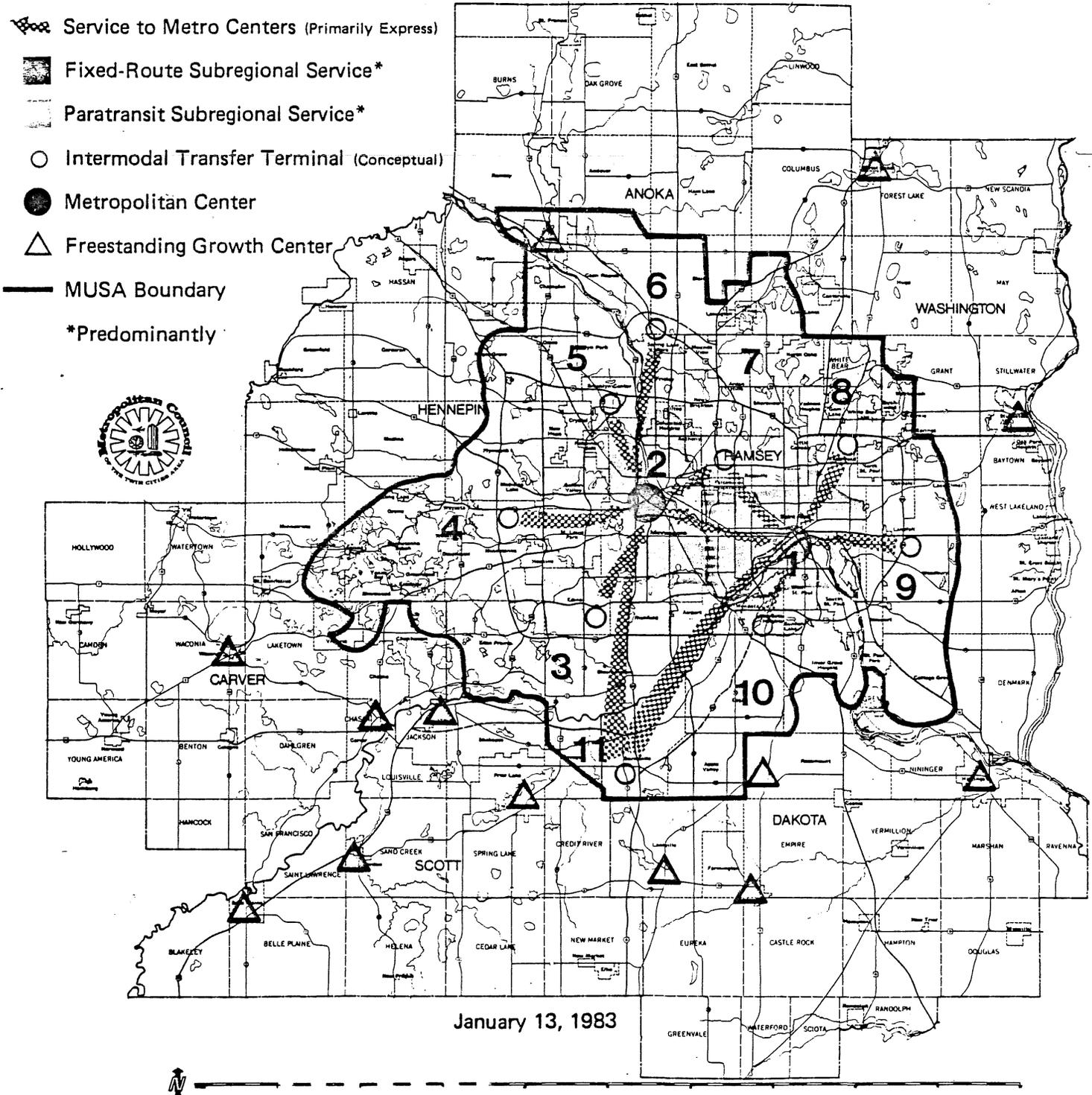


Fig. 3 2000 METROPOLITAN TRANSIT SYSTEM PLAN



direction to the Metropolitan Transit Commission in the preparation of the Transit Development Program. It also provides the Minnesota Department of Transportation with the Metropolitan Area policies to be used in the statewide transportation planning program. The policy plan includes a 2000 Metropolitan Highway System Plan and a 2000 Metropolitan Transit System Plan which appear as Figures 2 and 3.

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

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

2000 METROPOLITAN HIGHWAY SYSTEM PLAN

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

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

Completion of the metropolitan highway system would ensure the Area of good accessibility during peak and off-peak periods of travel. The system also

provides most of the major corridors for express transit services to the metro centers. Interstate freeways and major arterials should, as required, be designed and managed to give high occupancy vehicles priority access and movement along the roadway during peak travel periods.

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

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

2000 METROPOLITAN TRANSIT SYSTEM PLAN

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

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

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

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

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

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

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

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

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

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

HIGHWAY AND TRANSIT PRIORITIES

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

Table 1
METROPOLITAN HIGHWAY NEEDS

LETTING DATE	HIGHWAY	SPECIFIC LOCATION	GENERAL LOCATION	NEED	COMMENTS*
1986	I-35E	W. 7th St. to I-94/I-35E	St. Paul	Construct parkway in Pleasant Av. corridor	W. 7th to St. Clair open to traffic; St. Clair to Grand under contract.
1988	I-35W	I 35E to I-94	Bloomington Richfield Mpls. Burnsville	Capacity Improvements	Entire segment has capacity deficiency. Some traffic may be diverted to Cedar Av. which has capacity surplus. However, in long term, I-35W will need upgrading. CONSULTANT SELECTION PROCESS UNDERWAY. CONSTRUCTION ANTICIPATED POST-1990.
1987	I-94	Lowry tunnel to W. River Rd.	Central Minneapolis	Reconstruct	Structural deficiency due to deteriorating continuous reinforced concrete (CRC). This deficiency has been identified by Mn/DOT as among worst in Metro Area.
1986-87	I-94	E. River Rd. to TH 280	Minneapolis	Reconstruct	Bottleneck at Dartmouth interchange assumed to be removed when CRC project is undertaken. Capacity deficiency exists from River Rd. through interchange at TH 280.
1986	I-94	TH 280 to Snelling Av.	St. Paul	Reconstruct	Structural deficiency due to deteriorating CRC. This deficiency has been identified by Mn/DOT as among worst in Metro Area. Revamping of ramps and through lanes to improve safety and capacity. Closing of access ramps should be considered.
1986	I-94/I-35E	"Common section"	St. Paul	Construct additional lanes	Both lane capacity and traffic continuity require upgrading. DESIGN UNDERWAY.
1987	I-94	Lafayette Freeway to Mounds Blvd.	St. Paul	Reconstruct	Roadway geometrics and lane configuration create safety problems and reduce effective capacity. DESIGN UNDERWAY.

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Table 1 (Cont'd)
METROPOLITAN HIGHWAY NEEDS

LETTING DATE	HIGHWAY	SPECIFIC LOCATION	GENERAL LOCATION	NEED	COMMENTS*
1986-87	I-394	I-494 to Washington Av.	Minnetonka Golden Valley Minneapolis	New construction	Removes major system deficiency. Assumes implementation of I-394 diamond and reversible lanes solution as recommended to Mn/DOT by Metropolitan Council. UNDER CONSTRUCTION.
	I-494	TH 169/212 to TH 100	Eden Prairie/ Bloomington	Upgrade existing road	Assumes eventual widening to six lanes.
1986	I-494	TH 61 to Farwell Av.	South St. Paul/ Newport	Upgrade bridge	Eventually need increased capacity across Mississippi River at this or a parallel location.
1987	I-694	I-94 to TH 47	Fridley	Construct additional lanes	Rebuilding of BN railroad bridge and widening to six lanes. TH 610 is also needed to relieve I-694 Mississippi River bridge congestion.
1987	I-694	TH 47 to I-35W	Arden Hills, Fridley, New Brighton	Construct additional lanes	Widen to six lanes.
1988	TH 3	I-494 to TH 52	Inver Grove Heights	Right-of-way (ROW) acq./ construct new road	Complete system link between Lafayette Freeway and outstate route to Rochester; also helps reduce traffic pressure on I-494 Mississippi River bridge to Newport at TH 61.
	TH 7	I-494 to Williston Rd.	Minnetonka	Reconstruct existing road	Approach improvement, including control of access or added lane.
1986	TH 10	TH 65 to I-35W	Blaine Moundsview	Construct new road	Alignment shifts to north; relieves deficiency on old TH 10.--Interim Project.
	TH 12	CSAH 101 to I-494	Minnetonka	Construct new lanes	Removes safety deficiency. Completes design continuity between proposed I-394 and existing TH 12 which is access controlled west of CSAH 101. UNDER CONSTRUCTION.
	TH 13	Co. Rd. 7 to CSAH 32	Burnsville	Construct intersection improvements	Turn movement adversely affects capacity and safety.
	TH 36	TH 61 to CSAH 64	Maplewood	Construct safety/capacity improvement	Assumes intersection and traffic improvements to increase capacity and safety.

Table 1 (Cont.)
METROPOLITAN HIGHWAY NEEDS

LETTING DATE	HIGHWAY	SPECIFIC LOCATION	GENERAL LOCATION	NEED	COMMENTS*
	TH 55	South end of Mendota bridge	Mendota Heights	Reconstruct intersection	Bridge segment shows capacity deficiency resulting from signal with TH 13. Assumed to be removed by reconstruction of intersection.
	TH 55	Hiawatha Av. from I-94 to CSAH 62	Minneapolis	Reconstruct existing road	Final design to be determined in 1984. EIS IS APPROVED. CONGRESSIONAL APPROPRIATION NEEDED FOR CONSTRUCTION.
	TH 55	CSAH 6 to CSAH 154	Plymouth	Construct safety/capacity improvements	Assumes intersection and traffic improvements to increase capacity.
	TH 55	Hwy. 100 to I-94	Minneapolis (Olson Memorial Hwy.)	Improve level of service	Assumes minor improvements of operating characteristics to provide higher average speeds. UNDER CONSTRUCTION.
1986	TH 61	I-494 to CSAH 22	Newport	Construct traffic improvements.	Assumes intersection and traffic improvements to increase capacity.
	TH 77	I-494 to E. 90th St.	Bloomington - Airport	Construct new interchange	Segment from I-494 to 90th St. is deficient due to an at-grade intersection. Grade separation is assumed to provide capacity in corridor to help relieve I-35W. BEING STUDIED AS PART OF MEGA-MALL EIS.
	TH 100	TH 7 to S. 36th St.	St. Louis Park	Construct grade-separated interchange	Remove an at-grade signalized intersection on access-controlled major arterial. UNDER CONSTRUCTION 1984-1985.
1988	TH 101	TH 169 to TH 101	South Shakopee/Jackson Twp.	ROW acquisition/construct new bypass	Removes truck and auto traffic from downtown Shakopee.
	TH 169	Mississippi River bridge	Champlin-Anoka	Additional capacity over Mississippi River	NO IMPROVEMENT PROGRAMMED. TH 610 BRIDGE IS EXPECTED TO MEET A PORTION OF THE LONG-TERM NEED AND RELIEVE PRESENT CONGESTION FOR THE NEAR TERM PERIOD. HOWEVER, PLANS WILL BE REQUIRED TO ADDRESS THE POST 2000 GROWTH IN TRAVEL. NORTH METRO TASK FORCE ORGANIZED.
	TH 169	"Osseo Bypass" 93rd to Hayden Lk Rd.	Osseo/Brooklyn Park	Widen to 4 lanes.	PHASE I OPEN TO TRAFFIC (to 93rd) late July, 1985. 2nd Phase (to 117th) open summer 1986. Widen to 4 lanes 93rd to Hayden Lk. Rd. Currently unscheduled.
	New TH 212	CSAH 34 to CSAH 41	Norwood/Chaska	ROW acquisition	Hold corridor for future system completion.
	New TH 212	CSAH 41 to I-494	Chaska/Chanhassen/	ROW acquisition and construction	Removes corridor deficiency for both TH 169 and TH 212.

Table 1 (Cont.)
METROPOLITAN HIGHWAY NEEDS

LETTING DATE	HIGHWAY	SPECIFIC LOCATION	GENERAL LOCATION	NEED	COMMENTS*
1986	TH 252	I-694 to CSAH 130	Brooklyn Center	Construction capacity safety improvements	Road to be rebuilt on partial new alignment as part of TH 610 improvement.
1986	TH 610	TH 10 to TH 252	Brooklyn Park	ROW acquisition	TH 610 is needed to relieve I-694 Mississippi River bridge congestion. Mississippi River crossing and connection to TH 10 needed by 2000 to respond to Development Framework plan (includes 252 connection). RIVER BRIDGE UNDER CONSTRUCTION.
	TH 610	TH 252 to I-94	Brooklyn Park/ Maple Grove	ROW acquisition	Hold ROW between TH 252 and I-94.
	CSAH 32	TH 3 to TH 52	Inver Grove Heights	ROW acquisition and construction	Assumes completion of CSAH 32 (two lanes) from TH 3 to TH 52. The present segment is an unimproved dirt road from TH 3 to CSAH 71 and also terminates at CSAH 71.
	CSAH 62	CSAH 18 to I-494	Eden Prairie/ Minnetonka	Construct new road	Assumes four to six lanes to complete this portion of metro highway system and to relieve capacity deficiency on I-494, from CSAH 18 to TH 212. UNDER CONSTRUCTION.

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

Table 2

METROPOLITAN TRANSIT NEEDS*

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

*These Metropolitan Transit Needs will be assessed and may be revised based on the Regional Transit Board's Service Needs Assessment to be completed by the Fall of 1986.

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

TRANSPORTATION SYSTEM MANAGEMENT

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

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

INTERIM IMPLEMENTATION PLAN AND TRANSIT DEVELOPMENT PROGRAM

The Regional Transit Board (RTB) adopted and the Council approved the Interim Implementation Plan (IIP) in April of 1985. The IIP is a three-year work plan which states the mission, goals, and policies of the RTB and establishes interim transit service, staffing, and financial plans. The IIP's transit service plan calls for maintaining existing levels of service and will be revised after the RTB's Transit Service Needs Assessment has been completed. This needs assessment will be the basis for development of the RTB's Implementation Plan which must be completed by August 1, 1986. The Plan will include a description of transit service needs and service objectives, a service and facilities plan (including priorities and timing) to meet needs and objectives, proposed delivery methods and providers, performance standards, anticipated expenditures and schedules, and funding sources.

The enabling legislation for the RTB specified the following goals by which the RTB would be guided:

- 1) To provide, to the greatest feasible extent, a basic level of mobility for all people in the metropolitan area.
- 2) To arrange to the greatest extent feasible for the provision of a comprehensive set of transit and paratransit services to meet the needs of all people in the metropolitan area.
- 3) To cooperate with private and public transit providers to assure the most efficient and coordinated use of existing and planned transit resources.
- 4) To maintain public mobility in the event of emergencies or energy shortages.

The RTB officially assumed the planning and policy responsibilities for ridesharing and elderly and handicapped transportation activities in the metropolitan area in the Summer of 1985. The RTB will contract with MTC to provide ridesharing services in calendar year 1986. During 1986 the RTB will review alternative options for the provision of ridesharing services. The RTB created a Ridesharing Advisory Committee to advise the Board on issues pertinent to ridesharing in the metropolitan area. The RTB is also in the process of developing a service delivery plan for Metro Mobility, the coordinated transportation system which provides public transit service to eligible elderly and handicapped persons with special transportation needs. An advisory committee made up of users, providers, and coordinators of elderly and handicapped transportation will also advise the RTB on issues affecting the service to the elderly and handicapped.

The Metropolitan Transit Commission (MTC) is responsible for the operation of the majority of the metropolitan area's regional public transit system. Prior to formation of the RTB, the MTC was responsible for transit planning and programming. Although repealed with the RTB enabling legislation, the MTC's performance goals indicated in Minnesota Statute Section 473.402 Subd. 2 are appropriate for both the MTC and the RTB. These goals are:

- 1) To increase the number of persons riding and the rate at which persons are diverted from driving to riding.
- 2) To achieve the fullest and most efficient use of public resources and improvements in public transit and paratransit.

- 3) To increase service levels within geographic areas and on routes and route segments characterized by high density of demand for service, transit dependent population, at little or no subsidy per passenger.

The RTB will be addressing the above goals through its Service Needs Assessment and development of the Implementation Plan.

The MTC's 1984-1988 Transit Development Program (TDP) formulated plans for the provision of transit and paratransit services based on the assumption that ridership would increase two to three percent annually. The capital improvement program, which the MTC developed to support these services, emphasized replacement or renovation of existing facilities and vehicles, rather than expansion of the fleet or service area. Major capital improvements proposed in the TDP for the 1985-1988 period and their status as of the Fall of 1985 are:

- Replacement of 40-foot buses (134 M.A.N. buses delivered the first half of 1985)
- Rehabilitation of 40-foot buses (1984 contract for rehabilitation of buses cancelled because of bankruptcy of firm. Rehabilitation, as compared with purchase of new buses, now being evaluated to determine most cost-effective method of fleet renewal)
- Purchase of 11 Project Mobility buses to replace 11 buses (Scheduled for delivery in 1986)
- St. Paul Layover Facility (Discussion underway with the city and other parties regarding the location and design of the facility)
- Park & Ride Facilities (Preliminary engineering is underway on five park/ride lots)
- Bus Turnarounds (Three turnarounds were constructed during 1985)

The MTC also included renovation of the Nicollet Garage at a total cost of \$11.7 million in the 1984-88 TDP and in their proposed 1986 budget. A study of alternatives to this renovation is still being considered by the MTC at the time of TIP submission to UMTA. Therefore, inclusion of the Nicollet Garage in the TIP is premature until a decision is made by the MTC regarding the best alternative, and until the decision is reviewed and approved by the RTB and submitted to the Council. The RTB will either submit this additional request based upon the MTC decision prior to final approval of the RTB's Budget on December 20, 1985 or will submit a budget amendment for Council approval at a later date. The Council would then amend the TIP to include the Nicollet Garage, if necessary. The MTC has deleted the University Area Transitway from its capital budget.

More detailed descriptions of these improvements appear in Chapter 5.

The IIP's Interim Transit Service Plan describes the expected level of transit service to be provided during 1985 through 1987. The 1985-87 Capital Plan is based on projected equipment and facility needs of the MTC to meet these transit service needs. In addition to the purchase, replacement, and rehabilitation of the buses as itemized in the MTC's capital improvement program (above), the RTB's Capital Plan includes the following major capital improvements:

- Purchase of 20 lift-equipped 40-foot demonstration buses for testing in regular route service (Scheduled for delivery in 1986)
- University Area Transitway
- I-394 Transit Facilities
- Vehicle Consumable system to automate the monitoring of vehicle consumables (fuel, oil, etc.)

TRANSPORTATION AIR QUALITY CONTROL PLAN

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

The Metropolitan Council has revised the control plan for a second time. The revised plan requires improved signal timing and possible parking ban at Snelling and University Avenues in St. Paul, the region's sole CO "hotspot". As of December, 1985, however, the U.S. Environmental Protection Agency has not approved the SIP proposal.

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

The Twin Cities Region has not officially attained air quality standards for three pollutants: particulates, sulfur dioxide and carbon monoxide. The Region's status for ozone is "Unclassified" (same effect as attainment). Transportation controls can be effective in reducing levels of two of the pollutants--carbon monoxide (CO) and ozone (O₃). Ozone is not a direct emission. It is formed by the chemical reaction of nitrogen oxide (NO_x) and hydrocarbons (HC) in the presence of sunlight. Reduction of ozone is thus tied to the reduction of these precursor emissions, primarily HC. Five violations of the ozone standard occurred in 1980. There were no violations in 1979, 1981, 1982, 1983 or 1984. No additional transportation controls are expected to be needed for continued attainment of the ozone standards in the Twin Cities. The EPA is now expected to reclassify the Region to attainment status.

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

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

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

All of the adopted TCP strategies have been implemented. The 1986-88 TIP contains no projects that will have an impact on the pending SIP revision.

SUMMARY

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

3. MAJOR HIGHWAY PROJECT PROFILES

This section provides brief summaries of the major highway projects scheduled in the 1986 annual element and the 1987-1988 program of this TIP. A major project is defined as an improvement which is identified in the Transportation Policy Plan as a "Metropolitan Highway Need", or identified as a priority need in other studies, such as the Major River Crossings study. Figure 4 shows the location of the major highway projects contained in this TIP.

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

INTERSTATE CONSTRUCTION PROGRAM

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

1986 ANNUAL ELEMENT

I-394 - S.P. 2789

Grading, surfacing, bridge construction, signals and lighting are scheduled on the 3rd Avenue Distributor in downtown Minneapolis. Construction of a parking garage at 5th St. (at a cost of \$21.9 million) is also included. Construction of I-394, west of I-94 in Minneapolis, will continue with grading, surfacing, fencing, signals, signing, lighting, and bridge and ramp construction on segments from I-494 in St. Louis Park to I-94 in Minneapolis. The total cost of work scheduled on I-394 (excluding the 5th St. parking garage) under the Interstate Construction Program in 1986 is \$101,320,000. Mn/DOT also plans to acquire right-of-way under the 1986 Right-of-Way Program for construction of I-394 from I-494 to I-94 at a cost of \$40 million.

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

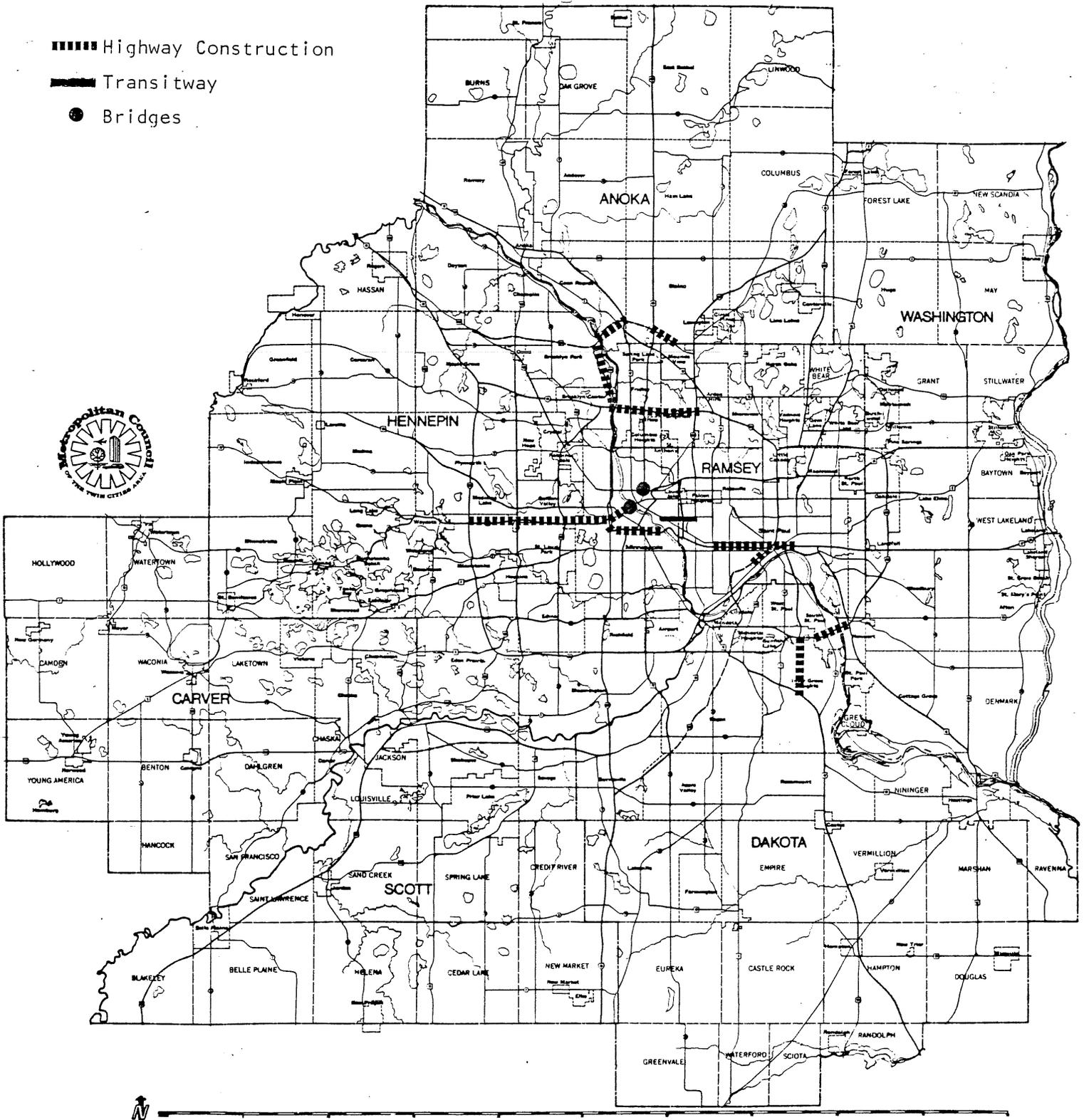
Construction of I-35E and reconstruction in St. Paul will continue in 1986 with grading, surfacing, signing, lighting, fencing, construction of a bike trail and noise abatement from Grand-Ramsey to I-94 and construction of bridges at a total cost of \$27,525,000. Work totaling \$1.6 million related to 35E is included in the Interstate Preservation (IR) program also.

1987-88 PROGRAM

I-394 - S.P. 2789

Construction of I-394 between I-494 and I-94 in Hennepin County will continue in 1987 with grading, surfacing, fencing, signals, signing, lighting and bridge construction at a cost of \$85,310,000. The second stage of construction of the 3rd Av. Distributor in downtown Minneapolis is scheduled to begin in 1987 with grading, surfacing, signals, signing, lighting, fencing, and bridge work at a (1987-88) cost of construction of \$6,620,000. The total of these projects in 1987 and 1988 will be \$147,930,000. Two parking garages at 4th and 7th Streets North will also be constructed at a cost of \$56 million.

FIG. 4 MAJOR HIGHWAY PROJECTS IN THE 1986-88 TIP



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

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

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

Construction of I-35E and reconstruction of common section of 35E/94 in St. Paul is scheduled for completion in 1987 with bridge construction, grading, signals, signing, lighting and fencing at a cost of \$6,735,000.

INTERSTATE PRESERVATION PROGRAM

The Interstate Preservation Program funds the resurfacing, restoration, rehabilitation and reconstruction of the in-place Interstate System, and is often referred to as the "4-R" program. The 1986-88 Interstate Preservation Program contains numerous projects, involving almost every interstate in the Metropolitan Area. The major projects listed in the Transportation Policy Plan as "Metropolitan Highway Needs" are identified in this section.

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

Extensive bridge and tunnel work on I-94 in Minneapolis, (bridge renovation and replacement) mainly in 1987 at a cost of \$27,138,000. This includes \$10.2 million for pavement rehabilitation in the Lowry Tunnel and \$3.3 million for traffic control and lighting systems. About \$200,000 will be spent in 1986 for a bridge replacement.

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

The addition of a lane, and reconstruction on I-694 from the Mississippi River to I-35W in Fridley and New Brighton, and widening of the I-694 bridges over the Mississippi River is scheduled at an approximate cost of \$27 million. The first phase, a structure for a bridge over the Mississippi, will begin in 1986 and will cost \$2 million.

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

Reconstruction of three-lanes and bridge construction and replacement on I-94 from Louis/Marion Sts. to Mounds Blvd., is scheduled in 1986 and 1987 to provide for continuous lanes. The existing stretch of road now requires thru traffic to make frequent lane changes. The total 1986 and 1987 construction cost will be \$35,770,000. (Five bridge replacements in 1986 will cost \$6,075,000.)

I-94 - Ramsey County - S.P. 6282

Installation of traffic surveillance system from Mounds Boulevard to Snelling Avenue in 1986 at a cost of \$2.9 million.

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

Grading, surfacing, lighting, signals, remodeling, and widening of I-394 in 1986 at a cost of \$7.1 million and in 1987 at a cost of \$7.4 million.

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

Bridge widening and renovation, Hardman Avenue interchange remodeling, signing, lighting, and landscaping in 1986 at a cost of \$8,835,000.

35E - Ramsey County - S.P. 6280

Grading and surfacing from Western to Mounds Boulevard in 1986 at a cost of \$1.56 million.

INTERSTATE SUBSTITUTION (IX) PROGRAM

The Interstate Substitution Program includes projects identified as "Metropolitan Highway Needs" in the Transportation Policy Plan. The University Area Transit Corridor, would implement one of the policy plan's transit service concepts. The IX Program also includes construction in 1986 of the Hennepin Av. (CSAH 52) Bridge, replacement of two bridges at Broadway and TH 65, and construction of 610/252 and bridges. The Hennepin Av. Bridge is recommended for construction by the Metropolitan Council and Transportation Advisory Board in the 1978 Major River Crossings study report. The Broadway Bridge, also a Major River Crossing, carries traffic from I-94 on the west side of the Mississippi River to the industrial area in northeast Minneapolis.

1986 ANNUAL ELEMENT

TH 252/610 Anoka County - S.P. 217

Construction of TH 610/252 (Northtown Crosstown Project) from I-694 in Brooklyn Center to TH 47 including grading, surfacing, bridge construction, fencing, signing and lighting is programmed for 1986 at \$11.3 million.

TH 65 - Hennepin County - S.P. 2710

Replacement of Bridge 90433 and 90433A and signals at Broadway Avenue in 1986 at an estimated construction cost of \$4.4 million.

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

Right-of-way, preliminary engineering, and construction of Hennepin Avenue Bridge over the Mississippi River from 1st Avenue South to Nicollet Island in 1986 at a cost of \$21.5 million.

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

Expenditures on the University Area Transit Corridor are planned under the Interstate Substitution Program for 1986 and 1987. IX money will be used for preliminary engineering, right-of-way acquisition, grading, surfacing and bridge construction between the St. Paul and Minneapolis University campuses, for an estimated cost of \$18,322,000. Although not specifically mentioned in the Transportation Policy Plan, the transit corridor is an example of limited-stop service which is described and encouraged in the policy plan.

FEDERAL AID PRIMARY CONSTRUCTION PROGRAM

The 1986 and 1988 elements of the Federal Aid Primary Construction Program contain projects which are identified as "Metropolitan Highway Needs" in the Transportation Policy Plan.

1986 Annual Element

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

Grading, surfacing, signing, and signals of TH 10 from TH 65 to 85th Avenue (County Road J) in 1986 at a cost of \$1.3 million.

1988 Annual Element

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

Grading, surfacing and bridge construction on TH 3, between US 52/TH 55 to I-494/TH 110 in Inver Grove Heights is planned in 1988 for \$12 million.

FEDERAL AID URBAN PROGRAM

There are no projects in the 1986-88 FAU Program which are identified as "Metropolitan Highway Needs" in the Policy Plan. However, many of the proposed FAU projects would implement TSM capacity and safety objectives.

BRIDGE REPAIR AND REPLACEMENT PROGRAM

Although there are no projects in the Bridge Repair and Replacement Program which are identified in the policy plan's "Metropolitan Highway Needs," the bridge program does include reconstruction of three bridges which are identified for replacement in the Major River Crossings study report. The contract for piers for the High Bridge (on TH 149) in St. Paul was let in 1985, and contracts for construction will be let in 1986 and 1987, the Lake St. Bridge (TH 212) between St. Paul and Minneapolis is scheduled for 1987 and the existing bridge over the St. Croix at Prescott on Highway 10 is to be replaced, with contract to be let in 1988.

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Table 3
SUMMARY OF 1986-88 HIGHWAY RELATED PROJECTS
(in Thousands of Dollars)

Project Category	1986 Annual Element	1987	1988	Total	Federal	Other	(State or Local)
Interstate Construction	141,297	158,765	--	300,062	257,801	42,261	
Interstate Preservation (IR) Program	70,627	101,543	20,950	193,120	172,047	21,073	
Interstate Substitution (Roadway)	52,632	10,000	--	62,632	45,505	17,127	
Interstate & Interstate Substitution Right-of-Way	40,600	--	--	40,600	36,541	4,059	
Primary Construction Program	13,680	800	20,500	34,980	27,987	6,993	
Federal Aid Urban (Roadway Related)	31,071	33,061	4,550	68,682	50,298	18,384	
Bridge Repair & Replacement	<u>25,375</u>	<u>20,000</u>	<u>26,664</u>	<u>72,039</u>	<u>57,022</u>	<u>15,017</u>	
TOTAL	375,282	324,169	72,664	772,115	647,201	124,914	

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4. HIGHWAY, ROAD AND BRIDGE
PROJECTS

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

1986 ANNUAL ELEMENT FEDERAL AID
 INTERSTATE CONSTRUCTION PROGRAM

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

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

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

STATE PROJECT	COUNTY	T.H.	LOCATION	TYPE OF WORK	MI.	ESTIMATED COST(\$1000'S)		ESTIMATED LETTING DATE
						TOTAL-FEDERAL		
6280-251	Ramsey	35E	University Ave. to Cayuga St.	Grading, Surfac., Etc.		1,275	1,148	01-24-86

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

1986 ANNUAL ELEMENT FEDERAL AID
 INTERSTATE CONSTRUCTION PROGRAM

STATE PROJECT	COUNTY	T.H.	LOCATION	TYPE OF WORK	MI.	ESTIMATED COST(\$1000'S)		ESTIMATED LETTING DATE
						TOTAL	FEDERAL	
6280-229	Ramsey	35E	5 Gloryholes for Bridges near Kellogg Blvd.	Misc. Grading		1,250	1,125	11-21-86
6280-62883	Ramsey	35E	5th St. Connection over TH 35E	Br. 62883		725	653	11-21-86
6280-62892	Ramsey	35E	Pedestrian Br. at college Ave. over TH 35E	Const. Br. 62892		250	225	11-21-86
6280-245	Ramsey	35E	At 11 locations in the Common Section of I94 & I35E	Traffic Signal		1,280	1,152	11-21-86
6280-247	Ramsey	35E	At Kellogg Blvd. & At Concordia & John Ireland	Traffic Signal		170	153	11-21-86
6280-243	Ramsey	35E	W. 7th St. to Grand-Ramsey	Signing	0.90	125	113	03-21-86
6280-62804	Ramsey	35E	At Walnut St.- Pedestrian Br.	Br. 62804		275	248	11-21-86

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

1986 ANNUAL ELEMENT FEDERAL AID
 INTERSTATE CONSTRUCTION PROGRAM

STATE PROJECT	COUNTY	T.H.	LOCATION	TYPE OF WORK	MI.	ESTIMATED COST(\$1000'S)		ESTIMATED LETTING DATE
						TOTAL	FEDERAL	
6280-62886	Ramsey	35E	Kellogg Blvd. Over TH 35E	Br. 62886		1,425	1,283	11-21-86
6280-62801	Ramsey	35E	Near Duke St.- Pedestrian Br.	Br. 62801		435	392	11-21-86
6280-893	Ramsey	35E	Grand-Ramsey to W. Jct. TH 94	Signing	0.90	125	113	11-21-86
6280-894	Ramsey	35E	Grand-Ramsey to W. Jct. TH 94	Lighting	0.90	225	203	11-21-86
6280-892	Ramsey	35E	Grand-Ramsey to W Jct. 94	Fence	0.90	50	45	11-21-86
6280-231	Ramsey	35E	Grand-Ramsey to I94	Grade & Surface Bike/Ped. Trail	0.90	7,500	6,750	11-21-86
6280-62885	Ramsey	35E	Mulberry Ave. over 5th-6th St. Connections	Br. 62885		450	405	11-21-86
6280-62898	Ramsey	35E	10th St. over I 35E	Replace Br. 9643		1,100	990	11-21-86

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

1986 ANNUAL ELEMENT FEDERAL AID
 INTERSTATE CONSTRUCTION PROGRAM

STATE PROJECT	COUNTY	T.H.	LOCATION	TYPE OF WORK	MI.	ESTIMATED COST(\$1000'S)		ESTIMATED LETTING DATE
						TOTAL-FEDERAL		
6280-9646	Ramsey	35E	St. Peter St. over TH 35E	Extend Br. 9646		1,275	1,148	11-21-86
6280-252	Ramsey	35E	Western Ave. to Mounds Blvd. (Common Section)	Grade, Surface, Misc.	1.37	2,390	2,151	11-21-86
6280-62888	Ramsey	35E	Wabasha St. over I35E-Br. 62888	Replace Br. 9647		1,200	1,080	11-21-86
6280-62894	Ramsey	35E	Robert St. over TH 35E-Br. 62894	Replace Br. 9649		1,100	990	11-21-86
6280-9655	Ramsey	35E	SB TH 35E over University Ave.-	Widen Br. 9655		1,100	990	01-24-86
6280-9265	Ramsey	35E	TH 35E over Arch-Penn	Widen Br. 9265 9265		550	495	01-24-86
6280-6517	Ramsey	35E	TH 35E over BN, Inc.	Widen Br. 6517		1,000	900	01-24-86

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

1986 ANNUAL ELEMENT FEDERAL AID
 INTERSTATE CONSTRUCTION PROGRAM

STATE PROJECT	COUNTY	T.H.	LOCATION	TYPE OF WORK	MI.	ESTIMATED COST(\$1000'S)		ESTIMATED LETTING DATE
						TOTAL	FEDERAL	
2781-27799	Hennepin	94	TH 94/Wayzata Blvd. (Br. 27799) Ramp I to EB 94/ Lyndale. Ave. & Wayzata Blvd.	Br. 27799R		5,800	5,220	02-28-86
6282-62817	Ramsey	94	EB I94 over Proposed I35E & Ramp	Replace Br. 9645		1,850	1,665	11-21-86
6282-62818	Ramsey	94	EB I94 on Ramp from John Ireland Blvd.	Replace Br. 9804		650	585	11-21-86
2789-14	Hennepin	394	0.3 Mi. W. TH 494 to 0.2 Mi. W. Plymouth Rd.	Grade, Surface, Fencing, Signals, Signing & Lighting	0.80	7,200	6,480	05-23-86
2789-15	Hennepin	394	0.2 Mi. W. Plym. Rd. to 0.3 Mi. E. CSAH 73	Grade, Surface, Fence, Signal, Sign, Lighting	1.70	12,100	10,890	11-21-86
2789-16	Hennepin	394	0.3 Mi. E. CSAH 73 to 0.2 Mi. E. Boone Ave.	Grade, Surface, Fencing, Signals, Signing & Lighting	1.40	13,600	12,240	08-22-86

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

1986 ANNUAL ELEMENT FEDERAL AID
 INTERSTATE CONSTRUCTION PROGRAM

STATE PROJECT	COUNTY	T.H.	LOCATION	TYPE OF WORK	MI.	ESTIMATED COST(\$1000'S)		ESTIMATED LETTING DATE
						TOTAL	FEDERAL	
2789-19	Hennepin	394	At Wirth Pkway., Penn. Ave. & TH 94	Interchang Grade, Surfacing, Appro. & Ramp		1,300	1 170	02-28-86
2789-45	Hennepin	394	At 5th St.	Misc. Grade, Surfacing, Utilities		900	810	01-24-86
2789-8802	Hennepin	394	Penn. Ave. to TH 94 in Mpls.	Grade, Surfacing, Fencing, Signing Lighting, Signals	1.08	2,300	2,070	11-21-86
2789-5589	Hennepin	394	Temp. TH 394/ BN RR & CNW RR	Rehab. Br. 5589 for Temp. Bypass		200	180	02-28-86
2789-27119	Hennepin	394	TH 394 WB Over Ridgedale Dr.	Widen & Overlay Br. 27119		800	720	11 21-86
2789-27120	Hennepin	394	TH 394 EB over Ridgedale Dr.	Widen & Overlay Bridge 27120		400	360	11-21-86
2789-27706	Hennepin	394	TH 394 under 5th St.	Br. 27706		1,000	900	01-24-86

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

1986 ANNUAL ELEMENT FEDERAL AID
 INTERSTATE CONSTRUCTION PROGRAM

STATE PROJECT	COUNTY	T.H.	LOCATION	TYPE OF WORK	MI.	ESTIMATED COST(\$1000'S)		ESTIMATED LETTING DATE
						TOTAL	FEDERAL	
2789-27731	Hennepin	394	SE Ramp (At Plymouth Road) over Slip Ramp	Br. 27731		200	180	11-21-86
2789-27736	Hennepin	394	Plymouth Rd. (CSAH 61) over TH 394	Br. 27736		1,400	1,260	11-21-86
2789-27737	Hennepin	394	CSAH 73 over TH 394	Br. 27737		1,000	900	11-21-86
2789-27738	Hennepin	394	Shelard Pkwy. over TH 394	Br. 27738		800	720	08-22-86
2789-27739	Hennepin	394	SW Ramp (At CSAH 18) over S. Frontage Rd.	Br. 27739		200	180	08-22-86
2789-27740	Hennepin	394	CSAH 18 over S. Frontage Rd.	Br. 27740		400	360	08-22-86
2789-27741	Hennepin	394	SE Ramp (At CSAH 18) over S. Frontage Rd.	Br. 27741		200	180	08-22-86

HP21.pp

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

1986 ANNUAL ELEMENT FEDERAL AID
 INTERSTATE CONSTRUCTION PROGRAM

STATE PROJECT	COUNTY	T.H.	LOCATION	TYPE OF WORK	MI.	ESTIMATED COST(\$1000'S)		ESTIMATED LETTING DATE
						TOTAL	FEDERAL	
2789-27742	Hennepin	394	CSAH 18 over TH 394	Br. 27742		1,400	1,260	08-22-86
2789-27743	Hennepin	394	TH 394 over Boone Ave.	Br. 27743		1,900	1,710	08-22-86
2789-27756	Hennepin	394	Wirth Pkwy. over TH 394	Br. 27756		1,000	900	02-28-86
2789-27758	Hennepin	394	Penn. Ave. (CSAH 2) over TH 394	Br. 27758		900	810	02-28-86
2789-27770	Hennepin	394	TH 394/BN RR & CNW RR	Bridge 27770		8,500	8,500	11-21-86
2789-27776	Hennepin	394	HOV Lane/TH 394 Wayzata Blvd., Linden Ave., & Ramp Fr. TH 94SB	Bridge 27776		12,500	11,250	11-21-86
2789-27829	Hennepin	394	TH 494 NB over TH 394	Br. 27829		900	810	05-23-86
2789-27830	Hennepin	394	TH 494 SB over TH 394	Br. 27830		900	810	05-23-86

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

1986 ANNUAL ELEMENT FEDERAL AID
 INTERSTATE CONSTRUCTION PROGRAM

STATE PROJECT	COUNTY	T.H.	LOCATION	TYPE OF WORK	MI.	ESTIMATED COST(\$1000'S)		ESTIMATED LETTING DATE
						TOTAL	FEDERAL	
2789-27831	Hennepin	394	Soil Prob. & Wayzata Blvd.	Remodel, Widen, & Replace Rl. & Medium		5,700	5,130	11-21-86
2789-99125	Hennepin	394	TH 494 NB Bypass over TH 12	Temp. Br. 99125		300	270	05-23-86
2789-99126	Hennepin	394	TH 12 Bypass over CSAH 18 SB Bypass	Br. 99126 (Temp.)		200	180	08-22-86
2789-99127	Hennepin	394	TH 12 Bypass over CSAH 18 NB Bypass - Temp. Br. 99127	Br. 99127		200	180	08-22-86
2789-27	Hennepin	394	At 5th St.	2 Signal Systems		110	99	01-24-86
2789-46	Hennepin	394	At 5th St.	Lighting Stage 1B		10	9	01-24-86
2789-95893	Hennepin	394	At 5th St.	Const. Parking Garage		26,000	23,400	01-24-86
2789-36	Hennepin	394	TH 12 at Hamshire Ave. to Glenwood Ave.	Storm Sewer		1,700	1,238	12-20-85

HP21.pp

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

1986 ANNUAL ELEMENT FEDERAL AID
 INTERSTATE CONSTRUCTION PROGRAM

<u>STATE PROJECT</u>	<u>COUNTY</u>	<u>T.H.</u>	<u>LOCATION</u>	<u>TYPE OF WORK</u>	<u>MI.</u>	<u>ESTIMATED COST(\$1000'S)</u>		<u>ESTIMATED LETTING DATE</u>
						<u>TOTAL-FEDERAL</u>		
6286-35	Ramsey	694	I694 at TH 61	Grading, Surfac., Signals, Etc of Interchange	0.50	1,150	1,035	03-21-86
6286-881	Ramsey	694	At TH 61 Interchange	Signing		100	90	03-21-86
6286-882	Ramsey	694	At TH 61 Interchange	Lighting		52	47	03-21-86
1986 TOTALS						141,297 127,661		

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

1987 MULTI-YEAR ELEMENT FEDERAL AID
 INTERSTATE CONSTRUCTION PROGRAM

<u>STATE PROJECT</u>	<u>COUNTY</u>	<u>T.H.</u>	<u>LOCATION</u>	<u>TYPE OF WORK</u>	<u>MI.</u>	<u>ESTIMATED COST(\$1000'S) TOTAL-FEDERAL</u>	<u>ESTIMATED LETTING DATE</u>
6280-249	Ramsey	35E	On I94 & I35E from Snelling to Mounds (Inc. Common Sec.)	Signing		750 675	11-20-87
6280-890	Ramsey	35E	W. Jct. TH I94 to Mounds Blvd. (Inc. Common Section)	Lighting	1.37	225 203	11-20-87
6280-62889	Ramsey	35E	Cedar St. over TH 35E-Brs. 62889 & 62890	(Replace Brs. 9597 & 9598)		1,700 1,530	11-20-87
6280-62891	Ramsey	35E	Minnesota St. over I35E-Br. 62891	Replace Br. 9681		1,050 945	11-20-87
6280-62893	Ramsey	35E	Jackson St. over TH 35E-Br. 62893	Replace Br. 9650		1,000 900	11-20-87
6280-62884	Ramsey	35E	SB TH 35E Ramp over TH 94 WB Off Ramp	Br. 62884		550 495	11-20-87

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

1987 MULTI-YEAR ELEMENT FEDERAL AID
 INTERSTATE CONSTRUCTION PROGRAM

STATE PROJECT	COUNTY	T.H.	LOCATION	TYPE OF WORK	MI.	ESTIMATED COST(\$1000'S)		ESTIMATED LETTING DATE
						TOTAL-FEDERAL		
6283-122	Ramsey	94	Louis/Marion to Mounds Blvd. (6th St. Brs.)	3 Lane Cont.	1.00	1,460	1,314	11-20-87
2789-18	Hennepin	394	0.3 Mi. W. TH 100 to W. Lim. Mpls, C. Lk. Rd.-Glwd. Ave. (On 100)	Grade, Surface & Bridge	0.90	41,100	36,990	11-20-87
2789-12	Hennepin	394	TH 94 to Wash. Ave. N. in Mpls. (3rd Ave. Dist.)	Grade and Surface 2nd Stage	1.00	6,100	5,490	11-20-87
2789-17	Hennepin	394	0.2 Mi. E. Boone Ave. to 0.3 Mi. W. TH 100	Grade, Surface, Fence, Signals, Signing, Lighting & Landscaping	1.90	19,900	17,910	03-27-87
2789-20	Hennepin	394	W. Lim. Mpls. to TH 94 (Stage 2)	Grade, Surface, Fence, Signals, Signing, Lighting & Landscaping	1.03	13,100	11,790	11-20-87
2789-27704	Hennepin	394	TH 394 Under Glenwood Ave. (CSAH 40)	Bridge 27704		800	720	11-20-87

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

1987 MULTI-YEAR ELEMENT FEDERAL AID
 INTERSTATE CONSTRUCTION PROGRAM

<u>STATE PROJECT</u>	<u>COUNTY</u>	<u>T.H.</u>	<u>LOCATION</u>	<u>TYPE OF WORK</u>	<u>MI.</u>	<u>ESTIMATED COST(\$1000'S) TOTAL-FEDERAL</u>	<u>ESTIMATED LETTING DATE</u>
2789-27705	Hennepin	394	TH 394 Under 7th St.	Bridge 27705		800 720	11-20-87
2789-27708	Hennepin	394	3rd St. N. to TH 394 WB over Washington Ave. Connection	Bridge 27708		300 270	11-20-87
2789-27710	Hennepin	394	Ped. Br. over TH 394 at Pennsylvania	Bridge 27710		100 90	03-27-87
2789-27711	Hennepin	394	Ped. Br. over TH 394 at Florida Ave.	Bridge 27711		100 90	03-27-87
2789-27720	Hennepin	394	TH 394 (E.B.) over Washington Ave. Connection (N.B.)	Bridge 27720		400 360	11-20-87
2789-27730	Hennepin	394	10th St. N./ TH 394	Bridge 27730		900 810	11-20-87
2789-27732	Hennepin	394	7th St. N./ BN RR	Bridge 27732		2,100 1,890	11-20-87

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

1987 MULTI-YEAR ELEMENT FEDERAL AID
 INTERSTATE CONSTRUCTION PROGRAM

STATE PROJECT	COUNTY	T.H.	LOCATION	TYPE OF WORK	MI.	ESTIMATED COST(\$1000'S)		ESTIMATED LETTING DATE
						TOTAL	FEDERAL	
2789-27733	Hennepin	394	L26 Ramp (Ramp J-I)/3rd Ave. N.	Bridge 27733		300	270	11-20-87
2789-27744	Hennepin	394	Winnetka Ave. (Co. Rd. 156) over TH 394	Bridge 27744		700	630	03-27-87
2789-27745	Hennepin	394	Louisiana Ave. over TH 394	Bridge 27745		1,000	900	03-27-87
2789-27746	Hennepin	394	MN&S RR over TH 394	Bridge 27746 - Inplace Bridge 5529		1,200	1,080	03-27-87
2789-27747	Hennepin	394	Vernon, Xenia Ave. over TH 394	Bridge 27747		1,600	1,440	03-27-87
2789-27757	Hennepin	394	Ped. Br. over TH 394 at Cedar Lk. Rd.	Bridge 27757 - Inplace Bridge 9885		300	270	11-20-87
2789-37	Hennepin	394	From 12th St. to Washington Ave.	11 Signal Systems		610	549	11-20-87

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

1987 MULTI-YEAR ELEMENT FEDERAL AID
 INTERSTATE CONSTRUCTION PROGRAM

STATE PROJECT	COUNTY	T.H.	LOCATION	TYPE OF WORK	MI.	ESTIMATED COST(\$1000'S)		ESTIMATED LETING DATE
						TOTAL-FEDERAL		
2789-8808	Hennepin	394	TH 94 to Wash. Ave. (3rd Ave. Dist.)	Signing	1.00	385	347	11-20-87
2789-8809	Hennepin	394	TH 94 to Wash. Ave. (3rd Ave. Dist.)	Lighting - Stage 2	1.00	80	72	11-20-87
2789-8807	Hennepin	394	TH 94 to Wash. Ave. (3rd Ave. Dist.)	Fencing	1.00	55	50	11-20-87
2789-95892	Hennepin	394	At 7th St. N.	Construct Parking Garage (Inc., 3M Unapprove. "I"		36,000	16,650	11-20-87
2789-95894	Hennepin	394	At 4th St. N.	Construct Parking Garage		20,000	18,000	11-20-87
0285-2807	Anoka	694	BN Inc. & Main St./TH 694	Replace 6493 (02807) & 9860 (02808)		4,100	3,690	10-23-87
1987 TOTALS						158,765 130,140		

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

1986 ANNUAL ELEMENT FEDERAL AID
 INTERSTATE PRESERVATION (IR) PROGRAM

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

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

<u>STATE PROJECT</u>	<u>COUNTY</u>	<u>T.H.</u>	<u>LOCATION</u>	<u>TYPE OF WORK</u>	<u>MI.</u>	<u>ESTIMATED COST(\$1000'S)</u>		<u>ESTIMATED LETTING DATE</u>
						<u>TOTAL-FEDERAL</u>		
1380-50	Chisago	35	S. Co. Line to Harris	Pavement Replacement	21.90	12,150	10,935	03-21-86
6280-233	Ramsey	35E	Under Little Canada Rd.- Br. 62896	Replace Br. 6508 & Approach Sigs.	0.20	1,700	1,305	12-20-85
6280-251	Ramsey	35E	University Ave. to Cayuga St.	Grading, Surfacing, Etc.		150	135	01-24-86
6280-881	Ramsey	35E	Arlington to I694	Joint Repair & Surface Repair		2,000	1,800	04-25-86

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

1986 ANNUAL ELEMENT FEDERAL AID
 INTERSTATE PRESERVATION (IR) PROGRAM

<u>STATE PROJECT</u>	<u>COUNTY</u>	<u>T.H.</u>	<u>LOCATION</u>	<u>TYPE OF WORK</u>	<u>MI.</u>	<u>ESTIMATED COST(\$1000'S) TOTAL-FEDERAL</u>		<u>ESTIMATED LETTING DATE</u>
6280-883	Ramsey	35E	I35E from TH 36 to I694; on I694 from Rice to I-35E	Overlay; Median Barrier, Shoulders	2.80	1,000	900	04-25-86
6280-9519	Ramsey	35E	At Randolph, St. Clair	Overlayd Br. 9528, 9519		225	203	02-28-86
1982-881	Dakota	35E	TH 110 to TH 5 Exit	Sign Refurbishing, Guardrail, etc.		145	131	02-28-86
6280-238	Ramsey	35E	St. Clair to Grand-Ramsey	Landscaping	0.90	450	405	01-24-86
6280-897	Ramsey	35E	Grand-Ramsey to W. Jct. TH 94	Landscaping (Contingency)	0.90	450	405	11-21-86
628Q-231	Ramsey	35E	Grand-Ramsey to I94	Grade & Surf., Bike/Ped Tr., Misc.	0.90	25	23	11-21-86
6280-252	Ramsey	35E	Western Ave. to Mounds Blvd.	Grade, Surf., Misc.	1.37	1,560	1,404	11-21-86
0280-36	Anoka	35W	Co. Rd. I to Lake Dr.	Remove & Replace CRCP	1.20	4,700	4,230	05-23-86

HP29.PP

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

1986 ANNUAL ELEMENT FEDERAL AID
 INTERSTATE PRESERVATION (IR) PROGRAM

STATE PROJECT	COUNTY	T.H.	LOCATION	TYPE OF WORK	MI.	ESTIMATED COST(\$1000'S)		ESTIMATED LETTING DATE
						TOTAL	FEDERAL	
6284-9603	Ramsey	35W	Co. Rd. I to Lake Dr.	Bridge Repairs		300	270	05-23-86
0280-881	Anoka	35W	From T.H. 49 to N. Jct. 35W/35E	Bit. Overlay	5.27	1,200	1,080	04-25-86
2782-228	Hennepin	35W	At 98th St. in Bloomington	Replace Bridge 9042, Ramp & Loop Const. & Signal, signing, Lighting		2,500	1,260	12-20-85
2782-218	Hennepin	35W	TH 494 to University Ave.	Traffic Signs & Devices	9.80	600	540	02-28-86
2782-8802	Hennepin	35W	MN&S R.R. Br. to 800's of W. 100	Storm Sewer		1,500	1,350	03-21-86
6283-62703	Ramsey	94	Under E. 7th St.	Br. 62703 Replace Br. 62815		1,150	1,035	11-21-86
6283-62705	Ramsey	94	WB I94 under WB I94 off Ramp	Br. 62705 Replace Br. 62816		225	203	11-21-86

HP29.PP

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

1986 ANNUAL ELEMENT FEDERAL AID
 INTERSTATE PRESERVATION (IR) PROGRAM

<u>STATE PROJECT</u>	<u>COUNTY</u>	<u>T.H.</u>	<u>LOCATION</u>	<u>TYPE OF WORK</u>	<u>MI.</u>	<u>ESTIMATED COST(\$1000'S)</u>		<u>ESTIMATED LETTING DATE</u>
						<u>TOTAL</u>	<u>FEDERAL</u>	
6283-62875	Ramsey	94	WB 194 Over BN, Inc.	Br. 62875 Replaces Br. 6755		3,200	2,880	11-21-86
6282-142	Ramsey	94	Snelling Ave. to Franklin Ave.	Resurfacing		1,600	1,440	03-21-86
6283-62701	Ramsey	94	Ramp to Wacouta over I94 Br. 62701	Br. 62701 Replace Br. 9806		600	540	11-21-86
6283-62706	Ramsey	94	Under TH 61 (Mounds Blvd.)	Br. 62706 Replace Br. 62829		900	810	11-21-86
6282-882	Ramsey	94	Mounds Blvd. to Snelling Ave.	Traffic Surveillance	5.00	2,900	2,610	10-24-86
6282-885	Ramsey	94	At John Ireland Blvd.	Lighting		125	113	11-21-86
6282-886	Ramsey	94	At John Ireland Blvd.	Landscaping		40	36	11-21-86

HP29.PP

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

1986 ANNUAL ELEMENT FEDERAL AID
 INTERSTATE PRESERVATION (IR) PROGRAM

STATE PROJECT	COUNTY	T.H.	LOCATION	TYPE OF WORK	MI.	ESTIMATED COST(\$1000'S)		ESTIMATED LETTING DATE
						TOTAL-FEDERAL		
8282-72	Washington	94	Near CSAH 21-Weigh Station Bldg.	Instruction Signs, Scale, Etc.		1,552	1,450	10-25-85
8282-74	Washington	94	Near CSAH 21	Grading & Surf. of Weigh Station		1,300	1,170	10-25-85
2781-27799	Hennepin	94	TH94/Way. Blvd. (Br. 27799) Ramp I to EB 94/Lyndale Ave. & Way Blvd.	Replace Br. 27799		200	180	02-28-86
2786-82	Hennepin	94	TH 169 to Dupont	Joint and Pavement Repair	4.01	600	540	01-24-86
2781-8803	Hennepin	94	Bridge 27792, 93, 99L & 27794	Replace Out- Rails & Med. Bar. Bridges 27792, 93, 99L, & Reconstruct Port. Br. 27794		1,300	1,170	02-28-86
2789-14	Hennepin	394	0.3 Mi. W. TH494 to 0.2 Mi. W. Plymouth Rd.	Grade, Surface, Fence, Signals, Signing, Lighting	0.80	700	630	05-23-86

HP29.PP

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

1986 ANNUAL ELEMENT FEDERAL AID
 INTERSTATE PRESERVATION (IR) PROGRAM

STATE PROJECT	COUNTY	T.H.	LOCATION	TYPE OF WORK	MI.	ESTIMATED COST(\$1000'S)		ESTIMATED LETTING DATE
						TOTAL-FEDERAL		
2789-15	Hennepin	394	0.2 Mi. W. Plymounth Rd. to 0.3 Mi. E. CSAH 73	Grade, Surface, Fence, Signals, Signing, Lighting	1.70	2,000	1,800	11-21-86
2789-16	Hennepin	394	0.3 Mi. E. CSAH 73 to 0.2 Mi. E. Boone Ave.	Grade, Surface, Fence, Signals, Signing, Lighting	1.40	3,800	3,420	08-22-86
2789-27831	Hennepin	394	TH394/Soil Prob. & Wayzata Blvd.	Remodel & Widen & Replace Rail & Median		600	540	11-21-86
2785-243	Hennepin	494	TH 94 to TH 55	Bitu. Overlay & Surf. Park Ride Site	5.70	2,150	1,935	05-23-86
2785-228	Hennepin	494	Under E.B. & W.B. TH 55	Widen & Redeck Bridges 9897 & 9898		1,700	1,530	11-21-86
2785-9081	Hennepin	494	Under SB TH 77 (Bridge 9081) Under NB (Bridge 9082)	Replace Exp. Joints & Slp. Pave		110	99	12-20-85

HP29.PP

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

1986 ANNUAL ELEMENT FEDERAL AID
 INTERSTATE PRESERVATION (IR) PROGRAM

STATE PROJECT	COUNTY	T.H.	LOCATION	TYPE OF WORK	MI.	ESTIMATED COST(\$1000'S)		ESTIMATED LETTING DATE
						TOTAL	FEDERAL	
1985-94	Dakota	494	Concord St. to W. End Miss. River Br.	Remodel Hardman Ave. Interchange	0.65	3,800	3,420	05-23-86
1985-19896	Dakota	494	Over Hardman Ave. & CNW Trans. Co.	Br. 19896		1,800	1,620	05-23-86
1985-5993	Dakota	494	Over Missi. River in S. St. Paul	Widen & Paint Br. 5993		2,300	2,070	05-23-86
8285-9775	Washington	494	WB Over Carver & Century Aves.	Redeck & Widen Br. 9775; Overlay		450	405	01-24-86
1985-882	Dakota	494	At Hardman Ave. Interchange	Signing		75	68	05-23-86
1985-883	Dakota	494	At Hardman Ave. Interchange	Lighting		95	86	05-23-86
1985-99	Dakota	494	TH 55 to 5th Ave. in S. St. Paul	Landscaping	6.20	315	284	03-21-86
2785-242	Hennepin	494	At CSAH 9	Signals		150	135	06-27-86

HP29.PP

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

1986 ANNUAL ELEMENT FEDERAL AID
 INTERSTATE PRESERVATION (IR) PROGRAM

<u>STATE PROJECT</u>	<u>COUNTY</u>	<u>T.H.</u>	<u>LOCATION</u>	<u>TYPE OF WORK</u>	<u>MI.</u>	<u>ESTIMATED COST(\$1000'S)</u>		<u>ESTIMATED LETTING DATE</u>
						<u>TOTAL</u>	<u>FEDERAL</u>	
2785-8806	Hennepin	494	TH 7 to 24th Ave. So.	Traffic Signs & Devices		500	450	10-24-86
2787-2776A	Hennepin	694	Over Miss. River	Substructure for Br. 27760 EB		2,000	1,800	10-24-86
0285-9868	Anoka	694	Under Matterhorn Dr., 1.3 Mi. E. of TH 47	Overlay Br. 9868		85	77	10-25-85
6285-94	Ramsey	694	Under Lex. Ave.- Br. 62824	Replace Br. 9087; Signal Rev.		1,275	1,148	12-19-86
6286-62851	Ramsey	694	TH 694 over TH 61	Overlay & Misc Brs. 62851,62852		150	135	03-21-86
6286-883	Ramsey	694	At White Bear Ave. Interchange	Joint Rehabilitation		150	135	05-23-86
8282-889	Washington	94	St. Croix Rest Area	Landscaping		75	68	01-24-86
1986 TOTALS						70,627	62,408	

HP29.PP

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

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

<u>STATE PROJECT</u>	<u>COUNTY</u>	<u>T.H.</u>	<u>LOCATION</u>	<u>TYPE OF WORK</u>	<u>MI.</u>	<u>ESTIMATED COST(\$1000'S)</u>		<u>ESTIMATED LETTING DATE</u>
						<u>TOTAL</u>	<u>FEDERAL</u>	
1980-43	Dakota	35	Under Crystal Lake Road	Replace Br. 19806 & Approaches		900	810	11-20-87
1380-882	Chisago	35	Harris to N. County Line	Milling & Joint Repair	9.00	1,000	900	03-27-87
0283-16	Anoka	35	TH 35W & 35E to Chisago-Pine Co. Line	Traffic Signs & Devices		300	270	03-27-87
0280-30	Anoka	35	Districtwide	Guardrail		250	225	04-24-87
0282-881	Anoka	35	T.H. 96 to T.H. 8	Bit. Overlay CRCP		4,000	3,600	02-27-87
6280-249	Ramsey	35E	On I94 & I35E from Snelling to Mounds (Inc. Common Sec.)	Signing		250	225	11-20-87
6280-890	Ramsey	35E	W. Jct. TH I94 to Mounds Blvd. (Inc. Common Section)	Lighting	1.37	350	315	11-20-87

HP29.PP

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

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

<u>STATE PROJECT</u>	<u>COUNTY</u>	<u>T.H.</u>	<u>LOCATION</u>	<u>TYPE OF WORK</u>	<u>MI.</u>	<u>ESTIMATED COST (\$1000'S)</u>		<u>ESTIMATED LETTING DATE</u>
						<u>TOTAL</u>	<u>FEDERAL</u>	
0280-2804	Anoka	35W	I35W over I35E - Overlay Br. 02804; I-35 Under TH 8 WB	Overlay Br. 8		195	176	03-27-87
2782-235	Hennepin	35W	W. Jct. TH 94 to E. Jct. TH 94	Rem. & Replace CRCP		1,000	900	11-20-87
2783-27876	Hennepin	35W	Under Ramp 6th St. to TH 94 EB	Reconst. Railing Br. 27876		30	27	11-20-87
2781-9350	Hennepin	94	TH 94 over W. River Rd./Missi. River	Paint, Redeck, Widen Br. 9350		1,925	1,485	11-20-87
2781-9893	Hennepin	94	TH 94 over Franklin Terrace	Redeck, Widen Br. 9893		350	315	11-20-87
2781-27855	Hennepin	94	TH 94 over TH 55	Renovate Br. 27855		1,750	1,575	11-20-87
2781-27856	Hennepin	94	TH 94 under 27th Ave. SE	Br. 27856 (Replace Br. 27954)		725	653	11-20-87

HP29.PP

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

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

STATE PROJECT	COUNTY	T.H.	LOCATION	TYPE OF WORK	MI.	ESTIMATED COST(\$1000'S)		ESTIMATED LETTING DATE
						TOTAL	FEDERAL	
2781-27858	Hennepin	94	20th Ave. S. over TH 94	New Br. 27858		685	617	11-20-87
2781-27859	Hennepin	94	TH 94 over Milw. RR/17th Ave. S.	Paint, Redeck, Widen Br. 27859		1,250	990	11-20-87
2781-27860	Hennepin	94	Lov Br. - Ramp D over TH 94 at U of M Interchange	Br. 27860		480	432	11-20-87
2781-27863	Hennepin	94	TH 94 over Cedar Ave.	Paint, Redeck, Widen Br. 27863		764	584	11-20-87
2781-27998	Hennepin	94	EB TH 94 to U of M Ramp over TH 94	Br. 27998 Replace Br. 27953		700	630	11-20-87
2781-288	Hennepin	94	Lowry Hill Tunnel To E. End Miss. River Br.	Pavement Rehabilitation	3.20	10,200	9,180	11-20-87
2781-289	Hennepin	94	Mississippi River to 0.3 Mi. E. of Franklin Ave.	Pavement Rehabilitation Light	0.60	2,500	2,250	11-20-87

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

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

STATE PROJECT	COUNTY	T.H.	LOCATION	TYPE OF WORK	MI.	ESTIMATED COST(\$1000'S)		ESTIMATED LETTING DATE
						TOTAL	FEDERAL	
2781-27099	Hennepin	94	SB Lyn. Ave./ NB Henn. Ave.	New Rails/ Overlay Br. 27099		81	73	11-20-87
2781-27848	Hennepin	94	WB TH 94 over 35W	Paint, Redeck, Widen Br. 27848		731	568	11-20-87
2781-27850	Hennepin	94	Ramp to WB TH 94 over TH 35W	Redeck Br. 27850		352	317	11-20-87
2781-27861	Hennepin	94	WB TH 94 Ramp to 5th St. over Milw. RR	Paint, Redeck Br. 27861		280	216	11-20-87
2781-27862	Hennepin	94	EB on Ramp over City St. & CMSTP&P RR	Reconst. Rail on Br. 27862		30	27	11-20-87
2781-27877	Hennepin	94	Ramp to WB 5th St. over TH 35W	Overlay Br. 27877		80	72	11-20-87
2781-27961	Hennepin	94	Ramp C over Ramp E, SB Lyndale Ave.	Overlay Br. 27961		85	77	11-20-87

HP29.PP

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

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

STATE PROJECT	COUNTY	T.H.	LOCATION	TYPE OF WORK	MI.	ESTIMATED COST(\$1000'S)		ESTIMATED LETTING DATE
						TOTAL	FEDERAL	
2781-27963	Hennepin	94	Ramp E over NB Lyndale, Hennepin Ave.	Overlay Br. 27963		55	50	11-20-87
2781-27965	Hennepin	94	Ramp B over Lyndale Ave.	Overlay Br. 27965		65	59	11-20-87
2781-296	Hennepin	94	TH 12 (Lowry Hill) to Franklin Ave.	Traffic Signs & Devices		550	495	11-20-87
2781-301	Hennepin	94	TH 12 to E. End Miss. River Br.	Lighting		250	225	11-20-87
2781-293	Hennepin	94	S. Portal Tunnel to Franklin Ave.	Portable Med. Barriers	3.60	700	630	09-25-87
2781-335	Hennepin	94	TH 12 to Franklin Ave.	Surveillance System		1,800	1,620	11-20-87
2781-336	Hennepin	94	S. Portal Tunnel to 0.5 Mi. N.	Rehabilitation	0.77	550	495	11-20-87
6282-130	Ramsey	94	Marion St. to Franklin Ave.	Grade, Surf., Pavement Reconst.	2.70	8,500	7,650	11-20-87

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

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

<u>STATE PROJECT</u>	<u>COUNTY</u>	<u>T.H.</u>	<u>LOCATION</u>	<u>TYPE OF WORK</u>	<u>MI.</u>	<u>ESTIMATED COST(\$1000'S) TOTAL-FEDERAL</u>		<u>ESTIMATED LETTING DATE</u>
6283-122	Ramsey	94	Louis/Marion to Mounds Blvd. (6th St. Brs.) 3-Lane Cont.	Bridge Reconst.	1.00	10,715	9,644	11-20-87
6282-62807	Ramsey	94	WB TH 94 over TH 280-Br. 62807	Replace Br. 62808		700	630	11-20-87
6282-62811	Ramsey	94	WB TH 94 over TH 280 Ramp	Br. 62811 (Rep. Br. 62812)		760	684	11-20-87
6283-62707	Ramsey	94	SB I35E to SB TH 3 over EB I94	Bridge 62707		250	225	11-20-87
6283-62876	Ramsey	94	EB I94 over BN, Inc.-Br. 62876	Replaces Br. 6756		3,000	2,700	11-20-87
6283-62877	Ramsey	94	WB I94 over BN, Inc.	Br. 62877		630	567	11-20-87
6283-62878	Ramsey	94	EB I94 over BN, Inc.	Br. 62878		840	756	11-20-87
6283-62879	Ramsey	94	WB I94 Ramp over BN, Inc.	Br. 62879		320	288	11-20-87

HP29.PP

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

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

STATE PROJECT	COUNTY	T.H.	LOCATION	TYPE OF WORK	MI.	ESTIMATED		ESTIMATED LETING DATE
						COST(\$1000'S)	TOTAL-FEDERAL	
6283-62880	Ramsey	94	EB I94 Connection to E. 6th St. over BN, Inc.	Br. 62880 Br. 6756A		370	333	11-20-87
6283-62881	Ramsey	94	E 6th St. Connection to WB I94 over BN, Inc.	Br. 62881 Replace Br. 6755A		420	378	11-20-87
6283-62882	Ramsey	94	EB I94 Connection to E 6th St. over WB I94	Br. 62882		590	531	11-20-87
6282-62844	Ramsey	94	EB TH 94 to NB TH 280 over 2 ramps	Redeck & Paint Br. 62844		325	293	11-20-87
6282-62847	Ramsey	94	TH 94 over Fairview Ave.	Overlay Br. 62847		225	203	11-20-87
6283-9809	Ramsey	94	WB I94 Under Ramps	Renovate Brs. 9809 & 9810		130	117	11-20-87
6283-62702	Ramsey	94	E. 9th St. over EB I94 -	Br. 62704 Replaces Br. 9658		1,100	990	11-20-87

HP29.PP

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

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

<u>STATE PROJECT</u>	<u>COUNTY</u>	<u>T.H.</u>	<u>LOCATION</u>	<u>TYPE OF WORK</u>	<u>MI.</u>	<u>ESTIMATED COST (\$1000'S) TOTAL-FEDERAL</u>		<u>ESTIMATED LETTING DATE</u>
6283-62704	Ramsey	94	Ramp over EB I94 0.1 Mi. SE of Jct. TH 5-	Br. 62704 Replaces Br. 93		1,000	900	11-20-87
6283-62838	Ramsey	94	At TH 61, Earl, Johnson Pkwy.	Replace Joints 62838, Overlay 62861, 6286		325	293	01-23-87
6282-143	Ramsey	94	At 4 Locations (Part of 6th St. Rec.)	Traffic Signals		300	270	11-20-87
6282-883	Ramsey	94	From TH 280 to Pascal St.	Noise Abatement		330	297	11-20-87
6282-132	Ramsey	94	Snelling Ave. in St. Paul to Franklin Ave. in Mpls.	Port. Median B		700	630	09-25-87
6283-881	Ramsey	94	Mounds Blvd. to I494/694	Traffic Signs & Surveillance	5.48	1,200	1,080	11-20-87

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

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

STATE PROJECT	COUNTY	T.H.	LOCATION	TYPE OF WORK	MI.	ESTIMATED COST(\$1000'S)		ESTIMATED LETTING DATE
						TOTAL-FEDERAL		
2789-18	Hennepin	394	0.3 Mi. W. TH 100 to W. Limits Mpls.	Grade, Surface C. Lake Road- GLWD Ave.(on 100)	0.90	1,200	1,080	11-20-87
2789-12	Hennepin	394	TH 94 to Wash. Ave. N. in Mpls.	Grade, Surface (3rd Ave. Dist) 2nd STAGE	1.00	1,700	1,530	11-20-87
2789-17	Hennepin	394	0.2 Mi. E. Boone Ave. to 0.3 Mi. W. TH 100	Grade, Surface, Fencing, Signal, Signing, Lighting, Ls.	1.90	1,500	1,350	03-27-87
2789-20	Hennepin	394	W. Limits Mpls. to TH 94	Grade, Surface, Signing, Signal, Lights, Ls. Fencing (2nd STAGE)	1.03	2,400	2,160	11-20-87
2789-8805	Hennepin	394	0.3 Mi. W. of 494 to 0.2 Mi. W. of Plymouth Road	Landscaping		600	540	01-23-87

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

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

<u>STATE PROJECT</u>	<u>COUNTY</u>	<u>T.H.</u>	<u>LOCATION</u>	<u>TYPE OF WORK</u>	<u>MI.</u>	<u>ESTIMATED COST(\$1000'S) TOTAL-FEDERAL</u>		<u>ESTIMATED LETTING DATE</u>
2785-9135	Hennepin	494	Under W. Bush Lk. Rd., 1.4 Mi. W. TH 100	Overlay Br. 9135		55	50	01-23-87
2785-9834	Hennepin	494	Under City St., 0.3 Mi. N. TH 12	Overaly Br. 9834		45	41	01-23-87
1985-884	Washington	494	5th Ave. in S. St. Paul to I94	Joint Rehabil.		1,200	1,080	03-27-87
0285-8801	Anoka	694	Miss. River to E. Co. Line	Grading, Surf., Signing, Lights, Bridges, TMS for Additional Lane	2.60	8,500	7,650	10-23-87
6285-93	Ramsey	694	W. Co. Line to 35W	Bridge, Surf., Signing, Lights, Bridges, TMS for 3rd Lane	2.60	6,700	6,030	10-23-87
0285-43	Anoka	694	CSAH 1 to TH 47	Reconstruct (Grade, Surf., Signing, Lighting, TMS	0.70	1,000	900	10-23-87

HP29.PP

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

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

<u>STATE PROJECT</u>	<u>COUNTY</u>	<u>T.H.</u>	<u>LOCATION</u>	<u>TYPE OF WORK</u>	<u>MI.</u>	<u>ESTIMATED COST(\$1000'S)</u>		<u>ESTIMATED LETTING DATE</u>
						<u>TOTAL</u>	<u>FEDERAL</u>	
2787-12	Hennepin	694	TH 100 to Miss. River	Widen 3rd Lane	0.50	400	360	10-23-87
0285-2807	Anoka	694	BN Inc. & Main St./TH 694	Replace 6493 (02807) & 9860 (02808)		1,200	1,080	10-23-87
2787-27760B	Hennepin	694	Over Miss. River	Superstructure for Br. 27760 (EB)		3,000	2,700	10-23-87
2787-9321A	Hennepin	694	Over Miss. River	Widen & Redeck Br. 9321(WB)		2,800	2,520	10-23-87
0285-9861	Anoka	694	TH 694 over CSAH 1 (E. River Rd.)	Redeck & Widen Brs. 9861&9862		1,300	1,170	10-23-87
1987 TOTALS						101,543	90,783	

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

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

<u>STATE PROJECT</u>	<u>COUNTY</u>	<u>T.H.</u>	<u>LOCATION</u>	<u>TYPE OF WORK</u>	<u>MI.</u>	<u>ESTIMATED COST (\$1000'S)</u>		<u>ESTIMATED LETTING DATE</u>
						<u>TOTAL</u>	<u>FEDERAL</u>	
1982-74	Dakota	35E	Under TH 13 - Widen Br. 9535	Misc. Grading, Surfacing & Signals		1,000	900	11-18-88
0282-881	Anoka	35E	From TH 96 to N. Jct. of I-35E/ I35W	Bituminous Overlay	10.14	2,400	2,160	04-22-88
2782-8801	Hennepin	35W	From TH 94 to 31st St.	Remove & Replace CRCP, Redeck 27867,9733,31	2.00	5,000	4,500	11-18-88
2785-240	Hennepin	494	1.3 Mi. S. of TH 12 to TH 55	Pavement & Joint Repair Plane	4.40	1,600	1,440	02-26-88
2785-8805	Hennepin	494	24th Ave. So. to CSAH 18	Roadway Rehabilitation	7.70	8,000	7,200	11-18-88
1986-21	Dakota	494	E. End of Minn. River, Br. 9217 to TH 55	Landscaping		85	77	02-26-88
8286-44	Washington	694	Jct. TH 94 to Wash., Ramsey Co. Line (TH 120)	Landscaping		165	149	11-18-88

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

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

<u>STATE PROJECT</u>	<u>COUNTY</u>	<u>T.H.</u>	<u>LOCATION</u>	<u>TYPE OF WORK</u>	<u>MI.</u>	<u>ESTIMATED COST (\$1000'S)</u>		<u>ESTIMATED LETTING DATE</u>
						<u>TOTAL</u>	<u>FEDERAL</u>	
6286-884	Ramsey	694	I-94 to I-35W Jct.	Bit. Overlay		2,700	2,430	03-25-88
1988 TOTALS						20,950	18,856	

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

1986 ANNUAL ELEMENT FEDERAL AID
 INTERSTATE SUBSTITUTION PROGRAM

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

STATE PROJECT	COUNTY	T.H.	LOCATION	TYPE OF WORK	MI.	ESTIMATED COST(\$1000'S)		ESTIMATED LETTING DATE		RESPONSIBLE AGENCY
						TOTAL	FEDERAL	1986	1986	
2710-25	Hennepin	65	TH 65 (Central Ave.) at Bdway. Ave.	Replace Bridges 90433 & 90433A + Signals	0.68	4,400	3,740	1/4	1986	Mn/DOT
2748-35	Hennepin	252	TH 694 to TH 610 (CSAH 30)	Grade, Surface, Fence, Sig., Sign., Lighting	4.10	7,600	.0	1/4	1986	Mn/DOT
0217-3	Anoka	610	New TH 252 (CSAH 30) to TH 47	Grade, Surface, Signals,	2.40	8,000	6,800	1/4	1986	Mn/DOT
0217-2023	Anoka	610	TH 610 WB over E. River Rd. (CSAH 1)	Bridge 02023		450	383	1/4	1986	Mn/DOT
0217-2024	Anoka	610	TH 610 EB over E. River Rd. (CSAH 1)	Bridge 02024		450	383	1/4	1986	Mn/DOT

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

1986 ANNUAL ELEMENT FEDERAL AID
 INTERSTATE SUBSTITUTION PROGRAM

STATE PROJECT	COUNTY	T.H.	LOCATION	TYPE OF WORK	MI.	ESTIMATED COST(\$1000'S)		ESTIMATED LETTING DATE		RESPONSIBLE AGENCY
						TOTAL	FEDERAL	1986	1986	
0217-2025	Anoka	610	TH 610 WB over B.N. R.R.	Bridge 02025		350	298	1/4	1986	Mn/DOT
0217-2026	Anoka	610	TH 610 EB over B.N. R.R.	Bridge 02026		350	298	1/4	1986	Mn/DOT
0217-2027	Anoka	610	TH 610 WB over Coon Rapids Blvd. (Co. Rd. 3)	Bridge 02027		350	298	1/4	1986	Mn/DOT
0217-2028	Anoka	610	TH 610 EB over Coon Rapids Blvd. (Co. Rd. 3)	Bridge 02028		450	383	1/4	1986	Mn/DOT
0217-2032	Anoka	610	TH 610 EB over TH 47	Bridge 02032		400	340	1/4	1986	Mn/DOT
27-652-12	Hennepin	CSAH 52	1st Ave. S. to Nicollet Island	Hennepin Bridge over Miss. R. & Approaches		500	425 (R/W)	2/4	1986	Hennepin Co.
27-652-12	Hennepin	CSAH 52	1st Ave. S. to Nicollet Island	Hennepin Bridge over Miss. R. & Approaches		1000	850 (P.E.)	2/4	1986	Hennepin Co.

HP35.PP

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

1986 ANNUAL ELEMENT FEDERAL AID
 INTERSTATE SUBSTITUTION PROGRAM

<u>STATE PROJECT</u>	<u>COUNTY</u>	<u>T.H.</u>	<u>LOCATION</u>	<u>TYPE OF WORK</u>	<u>MI.</u>	<u>ESTIMATED COST(\$1000'S)</u>		<u>ESTIMATED LETTING DATE</u>		<u>RESPONSIBLE AGENCY</u>
						<u>TOTAL-FEDERAL</u>				
2700-62 6200-15	Hennepin Ramsey		Univ. Transit Corridor	Grade, Surf., Bridges, etc.		974	828	1/4	1986	U of M
						(P.E.)				
2700-62 6200-15	Hennepin Ramsey		University Transit Corridor	Grade, Surface, Bridges, etc.		7,358	6,254	2/4	1986	U of M
						(R/W)				
27-652-12	Hennepin	CSAH 52	1st Ave. S. to Nicollet Island	Hennepin Bridge over Miss. R. & Approaches		20,000	17,000	3/4	1986	Hennepin Co.
1986 TOTALS						52,632	38,280			

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

1987 MULTI-YEAR ELEMENT
 INTERSTATE SUBSTITUTION PROGRAM

<u>STATE PROJECT</u>	<u>COUNTY</u>	<u>T.H.</u>	<u>LOCATION</u>	<u>TYPE OF WORK</u>	<u>MI.</u>	<u>ESTIMATED COST(\$1000'S) TOTAL-FEDERAL</u>		<u>ESTIMATED LETTING DATE</u>	<u>RESPONSIBLE AGENCY</u>
6200-15	Ramsey		Univ. Area	Grade, Surf.,	6.20	10,000	7,225	2/4 1987	U of M
2700-62	Hennepin		Transit Corridor	Bridges, Etc.					
					1987 TOTALS	10,000	7,225		

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

1986 ANNUAL ELEMENT
RIGHT OF WAY PROGRAM
INTERSTATE & INTERSTATE SUBSTITUTION

STATE PROJECT	COUNTY	T.H.	LOCATION	ESTIMATED COST(\$1000'S)		ESTIMATED ACQUISITION DATE
				TOTAL	FEDERAL	
6280-231	Ramsey	35E	Grand-Ramsey to I-94	500	450	1986
2781-288	Hennepin	94	Lowry Hill Tunnel to E. End Miss. R. Br.	25	23	1986
2789	Hennepin	394	Jct. I-494 to Jct. I-94	40,000	36,000	1986
0285	Anoka	694	CSAH 1 to TH 47 E. Co. Line	75	68	1986
TOTALS				40,600	36,541	

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PRELIMINARY ENGINEERING

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

RIGHT-OF-WAY

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

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

1986 FEDERAL AID
 PRIMARY 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	COUNTY	T.H.	LOCATION	TYPE OF WORK	MI.	ESTIMATED COST(\$1000'S)		ESTIMATED LETTING DATE
						TOTAL	FEDERAL	
1002-45	Carver	5	TH 41 to 0.25 Mi. W. of CSAH 4	Shoulder & Slope Work	5.46	1,500	1,151	02-28-86
2701-27	Hennepin	5	At Mitch. Rd. fr. Wallace Rd. to Prairie Cent. Dr.	Widen Rdwy. (Grade & Surf.)	1.60	1,700	1,305	07-25-86
2706-8804	Hennepin	7	TH 7 at Vinehill Rd. in Shorewood	Sig. Rev. & Minor Channel.		70	19	05-23-86
0214-7	Anoka	10	TH 65 to 85th Ave. (Co. Rd. J)	Grade, Surf., Sign., Sig.	1.00	1,300	998	11-21-86
2722-40	Hennepin	55	At CSAH 116 in Medina	Signal & Channel. Channel. (Stage 2)		750	576	08-22-86
2722-39	Hennepin	55	At CSAH 50 in Rockford	Channelization		370	284	11-21-86

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

1986 FEDERAL AID
 PRIMARY CONSTRUCTION PROGRAM

<u>STATE PROJECT</u>	<u>COUNTY</u>	<u>T.H.</u>	<u>LOCATION</u>	<u>TYPE OF WORK</u>	<u>MI.</u>	<u>ESTIMATED COST (\$1000'S) TOTAL-FEDERAL</u>		<u>ESTIMATED LETTING DATE</u>
6220-52	Ramsey	61	0.5 Mi. S. of Warner Rd. to Burns Ave.	Reconst., New Signals	0.60	1,390	1,083	01-24-86
6220-50	Ramsey	61	TH 494 to 0.5 Mi. S. of Warner Rd.	Reconst.	3.70	5,500	5,225	01-24-86
6220-62084	Ramsey	61	Over Warner Rd. 500' W. of TH 61	Bikeway Bridge		250	238	01-24-86
6220-56	Ramsey	61	Burns to TH 494	Lighting		300	285	03-21-86
6220-55	Ramsey	61	Burns to TH 494	Signaling		100	95	03-21-86
6220-96093	Ramsey	61	Over Battle Crk. Rd.	Replace Br. 5542		200	190	01-24-86
1013-48	Carver	212	At TH 41 & Walnut St. in Chaska	Sig. & Channel.		250	192	02-28-86
1986 TOTALS						13,680	11,641	

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

1987 FEDERAL AID
 PRIMARY CONSTRUCTION PROGRAM

<u>STATE PROJECT</u>	<u>COUNTY</u>	<u>T.H.</u>	<u>LOCATION</u>	<u>TYPE OF WORK</u>	<u>MI.</u>	<u>ESTIMATED COST(\$1000'S) TOTAL-FEDERAL</u>	<u>ESTIMATED LETTING DATE</u>
2701-25	Hennepin	5	At CSAH 4 fr. Heritage Rd. to Fuller Rd.	Widen Rdwy.		800 614	03-27-87
1987 TOTALS						800 614	

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

1988 FEDERAL AID
 PRIMARY CONSTRUCTION PROGRAM

STATE PROJECT	COUNTY	T.H.	LOCATION	TYPE OF WORK	MI.	ESTIMATED COST(\$1000'S)		ESTIMATED LETTING DATE
						TOTAL	FEDERAL	
1928-22	Dakota	3	TH 52 & 55 to TH 110 (I494)	Grading & Bridges	3.80	12,000	9,209	01-24-88
1910-28	Dakota	55	W. Corp Limits of Hastings to TH 61	Grading & Surfacing		3,200	2,456	01-22-88
1913-881	Dakota	61	S. Jct TH 316 to S. Limits Hastings	Remove Bit., Widen, Overlay	12.14	2,000	1,535	01-22-88
7007-8801	Scott	169	1.1 Mi. S. of Jct. TH 25 to 0.4 Mi. N. of S. Lim. Shak.	Crack & Overlay	16.38	3,300	2,532	01-22-88
1988 TOTALS						20,500	15,732	

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

1986 ANNUAL ELEMENT FEDERAL AID
URBAN CONSTRUCTION PROGRAM

FEDERAL AID URBAN SYSTEM

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

Minnesota's apportionment is \$11.9 million for FY 1986 and the Twin City Metro Area will receive \$8.2 million. Historically this has been true. The assumption made is that the Twin City Metro Area will receive an additional 16.4 million for the 1987-1988 period.

TABLE 15 (Cont'd.)
 TRANSPORTATION IMPROVEMENT PROGRAM - TWIN CITIES METROPOLITAN AREA
 MINNESOTA DEPARTMENT OF TRANSPORTATION

ROADWAY CONSTRUCTION

1986 ANNUAL ELEMENT FEDERAL AID
URBAN CONSTRUCTION PROGRAM

<u>S.P.</u>	<u>COUNTY</u>	<u>LOCATION</u>	<u>DESCRIPTION</u>	<u>MILES</u>	<u>EST. COST</u>		<u>SOURCES OF MATCHING FUNDS</u>	<u>RECIPIENT AGENCY</u>	<u>RESPONSIBLE AGENCY</u>
					<u>\$1,000'S</u>	<u>TOTAL FED</u>			
164-020-57 M 5018()	Ramsey	Shepard Rd. 35E to Wabasha St. in St. Paul	Reconst. (STAGE I)		3,400	2,500	City	City	City
62-668-13 M 5081 M 5085	Ramsey	McKnight Rd.(CSAH 68): I-94 to TH 36	Roadway Reconstruction (1st Stage)	4.37	1,835	1,443	County	County	County
6215/6216 M 5421	Ramsey	TH 51 (Snelling Ave.) from Como to TH 36	Reconst. of Roadway Signals Lights & Interconnect	2.00	3,750	2,500	Mn/DOT	Mn/DOT	Mn/DOT

HP32.PP

TABLE 15 (Cont'd.)
 TRANSPORTATION IMPROVEMENT PROGRAM - TWIN CITIES METROPOLITAN AREA
 MINNESOTA DEPARTMENT OF TRANSPORTATION

ROADWAY CONSTRUCTION

1986 ANNUAL ELEMENT FEDERAL AID
URBAN CONSTRUCTION PROGRAM

<u>S.P.</u>	<u>COUNTY</u>	<u>LOCATION</u>	<u>DESCRIPTION</u>	<u>MILES</u>	<u>EST. COST</u>		<u>SOURCES</u> <u>OF</u> <u>MATCHING</u>	<u>RECIPIENT</u> <u>AGENCY</u>	<u>RESPONSIBLE</u> <u>AGENCY</u>
					<u>\$1,000'S</u>	<u>TOTAL FED</u>			
02-608-07 M 5110()	Anoka	CSAH 8(Osborne Rd) Commerce St. to CSAH 1 and No. & So. on CSAH 1	Reconst. Channelization		500	380	County	County	County
182-080-01 M 5260()	Hennepin	Co.Rd 70 (Medicine Lk.Rd.) - CSAH 18 To Douglas Dr. in New Hope	Reconst.		1,600	1,216	City	City	City
141-313-03 M 5240	Hennepin	On Hennepin Ave. Between 12th St. So. & 16th St. So.	Total Reconst. of Roadway	0.42	702	539	City	City	City
141-332-01 M 5404	Hennepin	On Wash. Ave. S. from 5th Ave. S. to I-35W	Reconst. of Roadway	---	1,734	1,331	City	City	City
1986 Roadway Construction Totals					13,521	9,909			

HP32.PP

TABLE 15 (Cont'd.)
 TRANSPORTATION IMPROVEMENT PROGRAM - TWIN CITIES METROPOLITAN AREA
 MINNESOTA DEPARTMENT OF TRANSPORTATION

CAPACITY

1986 ANNUAL ELEMENT FEDERAL AID
URBAN CONSTRUCTION PROGRAM

<u>S.P.</u>	<u>COUNTY</u>	<u>LOCATION</u>	<u>DESCRIPTION</u>	<u>MILES</u>	<u>EST. COST</u>		<u>SOURCES</u> <u>OF</u> <u>MATCHING</u>	<u>RECIPIENT</u>	<u>RESPONSIBLE</u>
					<u>\$1,000'S</u>				
27-601-12 M 5001	Hennepin	On CSAH 1 (24th Ave.) at I-494 in Bloomington	Widen & Redeck Br. over I-494 Intersection, Signal Revisions at Ramps Signal Interconnect	0.2	1,243	954	County	County	County
164-070- M SIGS	Ramsey	St. Paul C.B.D.	Computerized signal project		2,215	1,650	City	City	City
27-632-12 M 5206	Hennepin	Penn. Ave. at 66th St.	Widen, Channel. & Signals		585	537	County	County	County
27-632-15 M 5206()	Hennepin	CSAH 32 (Penn Ave.)- W. 80th St. to W. 75th St. in Bloomington & Richfield	Widen, channelization signals, interconnect, median (STAGE I)		2,030	1,543	County	County	County
1986 Capacity Totals					6,073	4,684			

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TABLE 15 (Cont'd.)
 TRANSPORTATION IMPROVEMENT PROGRAM - TWIN CITIES METROPOLITAN AREA
 MINNESOTA DEPARTMENT OF TRANSPORTATION

SAFETY

1986 ANNUAL ELEMENT FEDERAL AID
URBAN CONSTRUCTION PROGRAM

<u>S.P.</u>	<u>COUNTY</u>	<u>LOCATION</u>	<u>DESCRIPTION</u>	<u>MILES</u>	<u>EST. COST</u>		<u>SOURCES</u> <u>OF</u> <u>MATCHING</u> <u>FUNDS</u>	<u>RECIPIENT</u> <u>AGENCY</u>	<u>RESPONSIBLE</u> <u>AGENCY</u>
					<u>\$1,000'S</u>	<u>TOTAL FED</u>			
02-600-06 M 5142	Anoka	On Univ. Ave. from Egret Blvd. to CSAH 12	Widen, Chann., Signals		485	369	County	County	County
1908-58 M 5406()	Dakota	TH 52 (Rob't St)- Mendota Hts. Rd. to Annapolis Ave.	turn lanes, add'l. traffic lanes, signals	2.25	1,850	1,420	Mn/DOT	Mn/DOT	Mn/DOT
1986 Safety Total					2,335	1,789			

HP32.PP

TABLE 15 (Cont'd.)
 TRANSPORTATION IMPROVEMENT PROGRAM - TWIN CITIES METROPOLITAN AREA
 MINNESOTA DEPARTMENT OF TRANSPORTATION

BIKEWAY/WALKWAY

1986 ANNUAL ELEMENT FEDERAL AID
 URBAN CONSTRUCTION PROGRAM

<u>S.P.</u>	<u>COUNTY</u>	<u>LOCATION</u>	<u>DESCRIPTION</u>	<u>MILES</u>	<u>EST. COST</u>		<u>SOURCES OF MATCHING FUNDS</u>	<u>RECIPIENT AGENCY</u>	<u>RESPONSIBLE AGENCY</u>
					<u>\$1,000'S</u>	<u>TOTAL FED</u>			
141-350-01 M 5245()	Hennepin	Mid-block 5th St to 6th St. N & 1st Ave to 2nd Ave to E. R/W of Hennepin Ave. in Mpls.	Skyway (STAGE I)		1,310	200*	City	City	City
141-010-02 M 5403()	Hennepin	Lyndale Ave. S. Hennepin Ave. - Loring Pk. (East) To Kenwood Pkwy. (West) in Mpls.	Bikeway Pedway		530	400	City	City	City

1986 Bikeway Walkway Total 1,840 600

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

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TABLE 15 (Cont'd.)
 TRANSPORTATION IMPROVEMENT PROGRAM - TWIN CITIES METROPOLITAN AREA
 MINNESOTA DEPARTMENT OF TRANSPORTATION

TRANSIT

1986 ANNUAL ELEMENT FEDERAL AID
URBAN CONSTRUCTION PROGRAM

S.P.	COUNTY	LOCATION	DESCRIPTION	MILES	EST. COST \$1,000'S		SOURCES OF MATCHING FUNDS	RECIPIENT AGENCY	RESPONSIBLE AGENCY
					TOTAL	FED			
90-179-02 M 5407()	Dakota	TH 13 (Nicollet Ave. in Burnsville)	Park/Ride Lot		240	184	MTC	MTC	MTC
90-146-01 M 5025()	Ramsey	I-35W/TH 10 (Co Rd H in Moundsview)	Park/Ride Lot		280	215	MTC	MTC	MTC
90-100-02 M 5042()	Washington	TH 61 (20th St. in Newport)	Park/Ride Lot		120	92	MTC	MTC	MTC
141-313-03 141-020-05 M 5240	Hennepin	On Hennepin Ave. between 2nd St. No. and 12th St. No. in Mpls.	Transit Mall	0.70	2,532	1,944	Municipal City State Aid	City	City
M BUS	Hennepin Ramsey	Metro Area	Rehab. of Busses		3,330	2,500	MTC	MTC	MTC
SP90-099- M RIDE()	Metro Area	Metro Area	Rideshare Program		500	380	MTC	MTC	MTC

HP32.PP

TABLE 15 (Cont'd.)
 TRANSPORTATION IMPROVEMENT PROGRAM - TWIN CITIES METROPOLITAN AREA
 MINNESOTA DEPARTMENT OF TRANSPORTATION

TRANSIT

1986 ANNUAL ELEMENT FEDERAL AID
URBAN CONSTRUCTION PROGRAM

<u>S.P.</u>	<u>COUNTY</u>	<u>LOCATION</u>	<u>DESCRIPTION</u>	<u>MILES</u>	<u>EST. COST</u>		<u>SOURCES</u>		<u>RESPONSIBLE</u>	
					<u>\$1,000'S</u>		<u>OF</u>	<u>RECIPIENT</u>		<u>AGENCY</u>
					<u>TOTAL</u>	<u>FED</u>	<u>MATCHING</u>	<u>FUNDS</u>		
90-151-01 M 5085()	Ramsey	McKnight Rd. (13th Ave. in No. St. Paul)	Park/Ride Lot		150	115	MTC		MTC	MTC
90-181-01 M 5176	Hennepin	TH 169/212 (CSAH 61 in Eden Prairie)	Park/Ride Lot		150	115	MTC		MTC	MTC

1986 Transit Total . 7,302 5,545

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TABLE 15 (Cont'd.)
 TRANSPORTATION IMPROVEMENT PROGRAM - TWIN CITIES METROPOLITAN AREA
 MINNESOTA DEPARTMENT OF TRANSPORTATION

ROADWAY CONSTRUCTION

OUTSTATE FAU/FAS FUND TRANSFER
 1986 ANNUAL ELEMENT FEDERAL AID
URBAN CONSTRUCTION PROGRAM

<u>S.P.</u>	<u>COUNTY</u>	<u>LOCATION</u>	<u>DESCRIPTION</u>	<u>MILES</u>	<u>EST. COST</u>		<u>SOURCES OF MATCHING FUNDS</u>	<u>RECIPIENT AGENCY</u>	<u>RESPONSIBLE AGENCY</u>
					<u>\$1,000'S</u>	<u>TOTAL FED</u>			
27-653-06 M 5164	Hennepin	On CSAH 53 from CSAH 31 (York Ave) to W. of CSAH 32 (Russell Ave) in Richfield	Roadway Reconstruction (T.S.M.)	0.5	903	693	County	County	County
27-666-05 M 5206	Hennepin	On CSAH 66 from E. of CSAH 102 (Douglas Drive) to TH 100 in Golden Valley	Widening and Channelization (T.S.M.)	0.3	914	701	County	County	County

1986 FAU/FAS Fund Transfer Totals 1,817 1,394

TOTAL 1986 FAU Program 31,071 22,527

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

ROADWAY CONSTRUCTION

1987 MULTI-YEAR ELEMENT FEDERAL
 AID URBAN CONSTRUCTION PROGRAM

S.P.	COUNTY	LOCATION	DESCRIPTION	MILES	EST. COST \$1,000'S		SOURCES OF MATCHING FUNDS	RECIPIENT AGENCY	RESPONSIBLE AGENCY
					TOTAL	FED			
27-601- M 5001()	Hennepin	CSAH 1 (24th Ave. So.) at I-494	Interchange Revision (STAGE II)		2,910	2,212	County	County	County
164-020-57 M 5018()	Ramsey	Shepard Rd. 35E to Wabasha St. in St. Paul	Reconst. (STAGE II)		3,400	2,500	City	City	City
6215-55 M 5409	Ramsey	C.M.ST.P. & P.R.R. over Marshall & Snelling Ave. (TH 51)	Replace Brs. 90379 & 90384 & Approaches		2,000	1,585	Mn/DOT	Mn/DOT	Mn/DOT
62-668-13 M 5081 M 5085	Ramsey	McKnight Rd. (CSAH 68): I-94 to TH 36	Roadway Reconstruction (2nd Stage)	4.37	1,835	1,443	County	County	County
62-668-13 M 5081 M 5085	Ramsey	At McKnight Rd. (CSAH 68)	Roadway Reconstr. (3rd Stage)	4.37	1,835	1,443	County	County	County
2789-18	Hennepin	TH 100 from Minnetonka Blvd. to Glenwood Ave.	Grading, Surf., Brs., Sign. & Lighting		5,600	4,104	Mn/DOT	Mn/DOT	Mn/DOT

1987 Roadway Construction Total 17,580 13,287.

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

CAPACITY

1987 MULTI-YEAR ELEMENT FEDERAL AID
URBAN CONSTRUCTION PROGRAM

<u>S.P.</u>	<u>COUNTY</u>	<u>LOCATION</u>	<u>DESCRIPTION</u>	<u>MILES</u>	<u>EST. COST</u>		<u>SOURCES OF MATCHING FUNDS</u>	<u>RECIPIENT AGENCY</u>	<u>RESPONSIBLE AGENCY</u>
					<u>\$1,000'S</u>	<u>TOTAL FED</u>			
27-632-15 M 5206()	Hennepin	CSAH 32 (Penn Ave.)- W. 80th St. to W. 75th St.	Widen, channelization signals, interconnect, median (STAGE II)		2,000	1,520	County	County	County
19-642-18 M 5046()	Dakota	CSAH 42- Co Rd 11 to 500' W. of Pennock Lane	Widen, signals, storm sewer, C&G detached trail		1,500	1,140	County	County	County
6215-55	Ramsey	Intersection of Marshall & Snelling (TH 51) Under CMSTP & P RR	Widen rdwy., adjust grade		182	140	Mn/DOT	Mn/DOT	Mn/DOT
164-010- M5421()	Ramsey	Snelling Ave.	Selby to Hewitt & Fairview to Hamline on Univ. Ave.		300	230	City	City	City
1987 Capacity Total					3,982	3,030			

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

SAFETY

1987 MULTI-YEAR ELEMENT FEDERAL AID
URBAN CONSTRUCTION PROGRAM

<u>S.P.</u>	<u>COUNTY</u>	<u>LOCATION</u>	<u>DESCRIPTION</u>	<u>MILES</u>	<u>EST. COST</u>		<u>SOURCES</u> <u>OF</u> <u>MATCHING</u>	<u>RECIPIENT</u>	<u>RESPONSIBLE</u>
					<u>\$1,000'S</u> <u>TOTAL</u>	<u>FED</u>			
6217-29 M 5406()	Ramsey	TH 52 (Rob't St.) Annapolis Ave. to Concord St.	Turn lanes, add'l. traffic & parking lanes, signals, widen, C&G median	0.75	450	345	Mn/DOT	Mn/DOT	Mn/DOT
164-010-35 M 5409()	Ramsey	Cretin Ave. at Marshall	Turn lanes, widening, revised traffic signal		305	234	City	City	City
82-600-08 M 5038	Washington Co.	Rd 70 at Hadley Ave.	signals		140	106	County	County	County
1987 Safety Total					895	685			

HP32.PP

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

BIKEWAY/WALKWAY

1987 MULTI-YEAR ELEMENT FEDERAL AID
URBAN CONSTRUCTION PROGRAM

<u>S.P.</u>	<u>COUNTY</u>	<u>LOCATION</u>	<u>DESCRIPTION</u>	<u>MILES</u>	<u>EST. COST</u>		<u>SOURCES OF MATCHING FUNDS</u>	<u>RECIPIENT AGENCY</u>	<u>RESPONSIBLE AGENCY</u>
					<u>\$1,000'S</u>	<u>TOTAL FED</u>			
141-350-01 M 5245()	Hennepin	Mid-block 5th St to 6th St. N. & 1st Ave to 2nd Ave to E. R/W of Hennepin Ave. in Mpls.	Skyway (STAGE II)		1,310	200*	City	City	City
141-208-05 M 5245()	Hennepin	4th to 7th St.	Skyway conn. 4th St. Garage & 7th St. Garage to 5th St. Skyway, Staged		5,051	3,876	City	City	City
141-208-06 M 5245()									
1987 Bikeway Walkway Total						6,361	4,076		

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

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

TRANSIT

1987 MULTI-YEAR ELEMENT FEDERAL AID
 URBAN CONSTRUCTION PROGRAM

<u>S.P.</u>	<u>COUNTY</u>	<u>LOCATION</u>	<u>DESCRIPTION</u>	<u>MILES</u>	<u>EST. COST</u>		<u>SOURCES OF MATCHING FUNDS</u>	<u>RECIPIENT AGENCY</u>	<u>RESPONSIBLE AGENCY</u>
					<u>TOTAL</u>	<u>FED</u>			
M BUS	Hennepin Ramsey	Metro Area	Rehab. of Busses		3,330	2,500	MTC	MTC	MTC
90-099-03 M RIDE()	Metro Area	Metro Area	Rideshare Program		913	701	MTC	MTC	MTC
1987 Transit Total					4,243	3,201			
Total 1987 FAU Program					33,061	24,279			

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

ROADWAY CONSTRUCTION

1988 MULTI-YEAR ELEMENT FEDERAL AID
URBAN CONSTRUCTION PROGRAM

<u>S.P.</u>	<u>COUNTY</u>	<u>LOCATION</u>	<u>DESCRIPTION</u>	<u>MILES</u>	<u>EST. COST</u>		<u>SOURCES</u>		<u>RESPONSIBLE</u>
					<u>\$1,000'S</u>	<u>TOTAL FED</u>	<u>OF</u>	<u>RECIPIENT</u>	
164-020-40 M 5018()	Ramsey	Warner Rd. from Jackson St. to Childs Rd.	Grade, surf. 4-lanes divided		2,938	2,791	City	City	City

1988 Roadway Construction Totals 2,938 2,791

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

TRANSIT

1988 MULTI-YEAR ELEMENT FEDERAL AID
URBAN CONSTRUCTION PROGRAM

<u>S.P.</u>	<u>COUNTY</u>	<u>LOCATION</u>	<u>DESCRIPTION</u>	<u>MILES</u>	<u>EST. COST</u>		<u>SOURCES</u> <u>OF</u> <u>MATCHING</u> <u>FUNDS</u>	<u>RECIPIENT</u> <u>AGENCY</u>	<u>RESPONSIBLE</u> <u>AGENCY</u>
					<u>TOTAL</u>	<u>FED</u>			
90-099-03 M Ride()	Metro Area	Metro Area	Rideshare Program		913	701	MTC	MTC	MTC
1988 Transit Total					913	701			
Total 1988 FAU Program					4,550	3,492			

HP32.PP

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

1986 ANNUAL ELEMENT
 BRIDGE REPAIR & REPLACEMENT ANNUAL Program

STATE PROJECT	COUNTY	T.H.	LOCATION	TYPE OF WORK	MI.	ESTIMATED COST(\$1000'S)		ESTIMATED LETTING DATE
						TOTAL	FEDERAL	
6201-57	Ramsey	5	Over Mississippi River in St. Paul	Rehabilitate & Paint Br. 9300		3,900	2,800	01-24-86
1309-6566	Chisago	8	Over St. Croix' at Taylors Falls	Redeck, Lighting, Paint Br. 6566		800	320	10-15-85
2722-43	Hennepin	55	High St. to Co. Rd. 50 (over Crow River	Replace Br. 5863 & Appr., Chan. & Signal		1,850	1,480	11-21-86
6220-96093	Ramsey	61	Over Battle Creek Park Rd.-Culvert 96093	Replace Br. 5542		200	190	01-24-86
6223-11	Ramsey	149	King St. to W. 7th St.	Overlooks, Signal, Apprchs. to Br. 62090	1.00	400	320	11-22-85
6223- 62090B	Ramsey	149	Over Missi. River	Br. 62090 (Arch Super- structure & Deck		6,100	4,880	10-25-85
6223- 62090C	Ramsey	149	Over Missi. River - Br. 62090	Land Piers, all Superstructure & Deck		10,750	8,600	11-22-85

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

1986 ANNUAL ELEMENT
 BRIDGE REPAIR & REPLACEMENT Program

<u>STATE PROJECT</u>	<u>COUNTY</u>	<u>T.H.</u>	<u>LOCATION</u>	<u>TYPE OF WORK</u>	<u>MI.</u>	<u>ESTIMATED COST(\$1000'S) TOTAL-FEDERAL</u>		<u>ESTIMATED LETTING DATE</u>
6223-13	Ramsey	149	Stevens to Br. 62090	Grade, Surf., Signals		550	440	01-24-86
2747-54	Hennepin	169	On Lyndale Ave. over CMSTP&P R/R	Replace Br. 90450 (27243) & Appro.		825	660	10-24-86
1986 TOTALS						25,375	19,690	

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

1987 MULTI-YEAR ELEMENT
 BRIDGE REPAIR & REPLACEMENT Program

STATE PROJECT	COUNTY	T.H.	LOCATION	TYPE OF WORK	MI.	ESTIMATED COST(\$1000'S)		ESTIMATED LETTING DATE
						TOTAL	FEDERAL	
2707-9	Hennepin	7	Lake St. over CNW-CMSTP&P R/R	Replace Br. 4235 & Approaches		3,500	2,800	12-18-87
2720-35	Hennepin	52	Wash. Ave. over BN Inc. 0.2 Mi. NW of TH 12	Replace Br. 6992 & Approaches		1,320	1,056	04-24-87
2749-30	Hennepin	212	Lake St. over Miss. River	Replace Br. 6520 & Approaches		15,180	12,144	07-24-87
1987 TOTALS						20,000	16,000	

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

1988 MULTI-YEAR ELEMENT
 BRIDGE REPAIR & REPLACEMENT Program

STATE PROJECT	COUNTY	T.H.	LOCATION	TYPE OF WORK	MI.	ESTIMATED COST(\$1000'S)		ESTIMATED LETTING DATE
						TOTAL	FEDERAL	
2701-26	Hennepin	5	Under C&NW RR- Fuller Rd. to Wallace Rd.	Replace Br. Br. 6660 & Appro.	0.80	5,000	4,000	02-26-88
2706-144	Hennepin	7	WB Under City St. Conn., 1.3 Mi. NE of Jct. TH 14	Replace Br. 5322		400	320	02-26-88
2706-5323	Hennepin	7	City St. Conn./ HCRRA, 1.3 Mi. NE of Jct. 41	Replace Br. 5323		750	600	02-26-88
8216-82010	Washington	10	Over St. Croix R. at Prescott	Br. 82010 (Replace Br. 6009) & Temporary Connection		5,200	4,160	01-22-88
1904-09	Dakota	50	Over S. Branch Vermillion River 4.5 Mi. E. of Farmington	Replace Br.		300	240	01-22-88
6215-55	Ramsey	51	Snelling & Marshall Under CMSTP&P RR	Replace Br. 90379, 90384 & Approaches		4,474	3,580	10-28-88

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6217-9036	Ramsey	52	TH 52 (Robert St.) over Missi. River	Replace Deck	0.29	5,500	4,400	01-22-88
1909-19087	Dakota	55	Over CMSTP&P RR Relocated TH 13-Br. 19087	Replace Br. 19029 & 1903		1,100	880	03-25-88
8210-74	Washington	95	Under Soo Line RR 4.6 Mi. NE of TH 96	Replace Br. 6267		850	680	01-22-88
2735-131	Hennepin	100	C&NW RR 0.2 Mi. N. of Jct. TH 55	Replace Br. 5400 & Apprchs.	1.00	1,500	1,200	01-22-88
2735-134	Hennepin	100	Frontage Rd. over C&NW RR 0.1 Mi. N. of Jct. TH 55	Replace Br. 90667 (27245) & Approach		690	552	01-22-88
2735-5885	Hennepin	100	Under CSAH 8 (Bdway Ave.)	Replace Br. 5885		900	720	02-26-88

1988 TOTALS 26,664 21,332

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5. TRANSIT PROJECTS

TABLE 21

1986 ANNUAL ELEMENT (MTC)
APPROVED GRANTS (1)

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

ITEM	GRANT	GRANT TITLE - MAJOR PROJECT ADDITIONAL PROJECTS (2)	TOTAL \$1,000's	FEDERAL SHARE \$1,000's
1	MN-03-0016	Shingle Creek Purchase Articulated Bus Equipment	\$ 3,394	\$ 2,715
2	MN-03-0025	Management Information Systems (MIS)	1,155	924
3	MN-03-0028	Articulated Bus Purchase Project Mobility Buses	7,092	5,674
4	MN-03-0034	Standard Bus Purchase	10,000	8,000
5	MN-03-0035	Handicapped-Accessible Buses (NBEI)	3,750	3,000
6	MN-03-4001	Vehicle Consumables	219	175
7	MN-05-0003	1979 TSI 1983 and 1984 Capital Equipment Other Improvements	2,068	1,655
8	MN-05-0008	Articulated Bus Purchase Project Mobility Buses	4,175	3,340
9	MN-05-0011	1983 TSI - Bus Rehabilitation	4,451	3,561
10	MN-23-2001	Articulated Bus Purchase	2,550	1,785
11	MN-23-2002	Articulated Bus Purchase	2,500	1,919
12	MN-23-2003	Bus Rehabilitation	1,524	1,143
13	MN-23-9001	Articulated Bus Purchase	2,353	2,000
14	MN-23-9002	Project Mobility Bus Purchase	1,194	1,000
15	MN-90-0001	Bus Rehabilitation	8,449	6,759
16	MN-90-X007	1984 Capital Equipment	1,260	1,008
17	MN-90-X008	1984 Capital Projects	12,313	9,850

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

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

1986 ANNUAL ELEMENT (MTC)
APPROVED GRANTS

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

Item 1 Shingle Creek Purchase: MN-03-0016

1986 Project: Articulated Bus Equipment Purchase

The original grant was concerned with purchase of the Shingle Creek Garage. Excess funds were made available through grant amendment to help fund the purchase of radios and fareboxes for the 62 articulated buses. The first 25 buses were delivered in 1983; the remaining 37 in 1984. Fareboxes and radios will be purchased and delivered in 1986.

See also Item 3.

Item 2 Management Information Systems: MN-03-0025

During 1986, a Materials Management system will be implemented as a part of the development of completely integrated management information systems.

Item 3 Articulated Bus Purchase: MN-03-0028

This grant was used to assist in the purchase of 62 articulated buses, using a combination of UMTA, Federal Aid Urban, and Interstate Substitution funds. These buses were delivered in 1983 and 1984. Funds were originally budgeted for wheelchair lifts on some of these buses, but elimination of this requirement made funds available to assist in the purchase of 14 Project Mobility buses delivered in 1983. Fareboxes and radios will be purchased and delivered in 1986.

Item 4 Standard Bus Purchase: MN-03-0034

Funds from this grant were used to assist in the acquisition of 64 standard size buses to replace 64 buses currently owned by the MTC. This acquisition represents the second increment of the MTC's adopted multi-year fleet modernization program. Buses were delivered in late 1984 and 1985. Because of a very favorable bid on the 64 buses, 10 additional buses were purchased with funds remaining in this grant.

See also Item 17a.

Item 5 Handicapped-Accessible Buses (NBEI): MN-03-0035

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

Item 6 Vehicle Consumables: MN-03-4001

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

Item 7 Transit System Improvements (1979 Grant): MN-05-0003

Funds remain in this grant which can be used only for shelter design and construction. The funds are not presently programmed, but it is anticipated they will be used for shelters in the I-394 corridor.

Item 8 Articulated Bus Purchase: MN-05-0008

See Item 3 above.

Item 9 1983 TSI - Bus Rehabilitation: MN-05-0011

This grant will assist in the financing of various transit system improvements, including the rehabilitation of buses; design, site acquisition, and construction of park-ride facilities; and the purchase of computer hardware, software, and accessories.

Item 10 Articulated Bus Purchase: MN-23-2001

This project used Federal Aid Urban funds to assist in the purchase of 62 articulated buses delivered in 1983 and 1984. Some funds were also used to assist in the purchase of 14 Project Mobility buses. Fareboxes and radios will be purchased and delivered in 1986.

See Item 3 above.

Item 11 Articulated Bus Purchase: MN-23-2002

This project used Federal Aid Urban funds to assist in the purchase of 62 articulated buses delivered in 1983 and 1984. Some funds were also used to assist in the purchase of 14 Project Mobility buses. Fareboxes and radios will be purchased and delivered in 1986.

See Item 3 above.

Item 12 Bus Rehabilitation: MN-23-2003

Federal Aid Urban funds in this project will be used to assist in the rehabilitation of buses.

Item 13 Articulated Bus Purchase: MN-23-9001

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

See Item 3 above.

Item 14 Project Mobility Bus Purchase: MN-23-9002

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

Item 15 Bus Rehabilitation: MN-90-0001

This grant will provide funds to supplement other UMTA (Item 9) and FAU (Item 12) funds to permit rehabilitation of up to 160 buses in conformance with the fleet modernization plan.

Item 16 1984 Capital Equipment: MN-90-X007

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

Item 17 1984 Capital Projects: MN-90-X008

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

- e) Construct 2 Park/Ride Facilities: A project to construct park/ride facilities in the northwestern metropolitan suburbs of Brooklyn Center and Brooklyn Park. Construction of MTC-owned lots is necessary because the "joint-use" lots owned by others in the vicinity had to be given up because of overuse by MTC riders. (Federal share: \$358,560).

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TABLE 22

1986 ANNUAL ELEMENT (MTC)
NEW GRANTS

UMTA - Sections 3 and 9

<u>ITEM</u>	<u>GRANT</u>	<u>GRANT TITLE - MAJOR PROJECTS</u>	<u>TOTAL \$1,000's</u>	<u>FEDERAL SHARE \$1,000's</u>
1	Pending (Section 9)	1985 Capital Projects a) Purchase 67 40-foot buses b) Central Money Counting Room c) Radio Computer System Upgrade d) Purchase Management Information Systems Hardware and Software e) Radio Computer System Upgrade	\$ 12,787	\$ 10,229
2	Proposed (Section 3)	1986 Capital Projects a) St. Paul Layover Facility b) Bus Replacement	4,692	4,322
3	Proposed (Section 9)	1986 Capital Projects a) Bus Replacement b) Bus Turnarounds c) 1986 Capital Equipment	14,508	11,401

1986 ANNUAL ELEMENT (MTC)
NEW GRANTS

UMTA - Sections 3 and 9

Item 1. 1985 Capital Projects (Pending)

- a) Purchase 67 Forty-foot Buses: A project to purchase buses to replace an equal number of Flexible buses acquired in 1972. Buses would be delivered in 1986 and 1987. (Federal share: \$8,576,000)
- b) Central Money Counting Room: A project to construct and equip a self-contained central money counting facility within the Fred T. Heywood Operating Facility. The project would be commenced in 1985 and completed in 1986. (Federal share: \$321,640)
- c) Radio Computer System Upgrade: A project to improve the existing Radio Communications System through replacing the computer equipment and microwave equipment, and providing necessary radio equipment. All equipment would be purchased, installed, and implemented during 1986. This project will be funded in part with funds from MN-90-X007 and MN-90-X008. (Federal share in this grant: \$188,000)
- d) Purchase Management Information Systems Hardware and Software: Acquisition of computer hardware, software, and accessories needed to support all MTC data processing users in the operation, enhancement, or development of automated systems. The project includes the automation of new systems, and the enhancement of existing systems, to provide the MTC with more efficient operations and more effective management information. Systems involved include Payroll, Personnel, Run-Cutting and Scheduling, Vehicle Management, and Facility Management. The majority of funding for this project will come from existing grants. The work will be undertaken during 1985, 1986, and 1987. (Federal share: \$818,491)
- e) 1985 Capital Equipment: The purchase of tools and equipment necessary for agency operation, including support equipment and service and maintenance equipment for bus and facility maintenance, some of which will replace worn out equipment. Acquisition of tools and equipment will occur in 1985 and 1986. (Federal share: \$325,180)

Item 2. 1986 Capital Projects - Section 3 (Proposed)

- a) St. Paul CBD Layover Facility: This project is concerned with the design and construction of a permanent bus layover facility near the St. Paul Central Business District, to replace on-street space which will be lost as renewal of the Lowertown area continues. Detailed design, site acquisition, and the initiation of construction would be undertaken in 1986, with completion in 1987. (Federal share: \$396,862)
- b) Bus Replacement: A project to assist in the purchase of 125 40-foot buses to replace 115 1974 Flexible buses and provide 10 buses for fleet expansion. This project would also be funded in part by MN-90-X008, the pending 1985 Section 9 grant, and the proposed 1986 Section 9 grant. (Federal share in this grant: \$3,924,788)

Item 3 1986 Capital Projects - Section 9 (Proposed)

- a) Bus Replacement: This grant would provide the majority of funds for the purchase of 125 40-foot buses as described in Item 2(c) above. (Federal share in this grant: \$10,259,194)
- b) Bus Turnarounds: The design and construction of one or two bus turnarounds, with design to be undertaken in 1986 and construction in 1987. (Federal share: \$145,310)
- c) 1986 Capital Equipment: The purchase of tools and equipment necessary for agency operations, including bus and facility maintenance (Federal share: \$996,172)

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TABLE 23

1986 ANNUAL ELEMENT (MTC)
NEW GRANTS

UMTA - Section 4(i)

ITEM	PROJECT DESCRIPTION	TOTAL NET PROJECT COST \$1,000's	FEDERAL SHARE \$1,000'S
1.	Implementation of I-394 Rideshare Incentives (MTC)	421	316
2.	Paratransit Vehicle Leasing Program (MTC)	283	212
3.	I-394 Marketing Program (MTC)	300	225
4.	I-394 Transit Management Program (MTC)	162	122

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

- Item 1. Implementation of I-394 Rideshare Incentives is development of an intensive ridesharing promotion effort with a variety of strategies and incentives to be used in the I-394 corridor during the five-year construction period.
- Item 2. The Paratransit Vehicle Leasing Program involves the purchase of twelve paratransit vehicles by the MTC for leasing to organizations and communities which are setting up paratransit programs. This includes several existing MTC paratransit vehicles, currently leased to communities and agencies, which need to be replaced due to age, mileage, and poor mechanical condition.
- Item 3. The I-394 Marketing Program will develop and initiate the necessary detailed marketing programs for regular scheduled bus service in the I-394 corridor, coordinated with the Rideshare and Mn/DOT marketing programs. Major regular scheduled transit service improvements are being planned, and a major marketing effort will be necessary to ensure that people understand the nature of the highway and garage facilities, their use, and the transit service options which will be available.
- Item 4. The I-394 Transit Management Program represents a comprehensive approach to coordinating and administering all regular scheduled transit service activities which must be accomplished as part of the I-394 project. This program will support one full time staff person for two years, with responsibility for coordinating all affected MTC divisions and other agencies to ensure that day-to-day transit service is provided with minimal delays and disruptions.

TABLE 24.

1986 ANNUAL ELEMENT (MTC)
UMTA - Section 9 (Operating Assistance)

<u>Item</u>	<u>Project Description</u>	<u>Total (1)</u> <u>\$1,000's</u>	<u>Requested</u> <u>Federal (1)</u> <u>\$1,000's</u>	<u>Source of</u> <u>Federal Funds</u>
1	Operating Assistance - FY 1986	\$61,651	\$8,528	UMTA Section 9
2	Estimated Operating Assistance - FY 1987	\$68,666	\$8,528	UMTA Section 9

URBAN MASS TRANSPORTATION ADMINISTRATION
SECTION 9 OPERATING ASSISTANCE

Item 1. Operating Assistance - FY 1986 (for CY 1985)

This project consists of operating assistance for the bus system owned and operated by the Metropolitan Transit Commission. The purpose of the project is to provide financial assistance to allow the MTC to continue the present quality of bus service. The federal funds shown in the 1986 Annual Element represent the entire allocation of Section 9 funds available for operating assistance.

Item 2. Operating Assistance - FY 1987 (for CY 1986)

An application for the FY 1987 funds will be submitted towards the end of 1986.

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

TABLE 25

1987 THROUGH 1990 MULTI-YEAR ELEMENT (MTC)
NEW FUNDING

UMTA - Sections 3, 9, and Title 23

AMOUNT AND YEAR OF UMTA ENCUMBRANCE OF NEW FEDERAL FUNDS

Total Estimated Project Cost (Federal and Local)

ITEM	1987	1988	1989	1990
	\$1,000's	\$1,000's	\$1,000's	\$1,000's
1 Full-Sized or Articulated Buses	\$22,203	\$23,273	\$24,476	\$17,989
2 Bus Rehabilitation	5,744	-0-	-0-	-0-
3 Park/Ride Lots	490	515	540	570
4 Bus Turnarounds	200	210	220	230
5 Equipment (System Maintenance & Improvement)	680	730	790	860
TOTAL	\$29,317	\$24,728	\$26,026	\$19,649

PROJECT DESCRIPTIONS
Items 1 & 2 Vehicles

The MTC fleet modernization plan for 1987 through 1990 calls for the following regular route service buses:

<u>NUMBER OF BUSES</u>	<u>CONTRACT ENCUMBERED</u>	<u>DELIVERED OR REHABILITATED</u>
47 - Rehabilitate ⁽¹⁾	1987	1987
125 - Purchase	1987	1988
125 - Purchase	1988	1989
125 - Purchase	1989	1990
71 - Purchase	1990	1991

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

Item 3 Park/Ride Lots

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

Item 4 Bus Turnarounds

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

Item 5 System Maintenance and Improvements

This is a continuation of the type of program identified in the narrative on Item 16 of Approved Grants in the 1986 Annual Element, with specific activities varying from year to year.

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

URBAN MASS TRANSPORTATION ADMINISTRATION

SECTION 16(b)(2)

Transportation Services for the Elderly and Handicapped

The Minnesota Department of Transportation submitted on June 26, 1985, an application to the Urban Mass Transportation Administration for Fiscal Year 1985 Section 16(b)(2) funds in the amount of \$451,168 on behalf of twenty-two private nonprofit organizations throughout the state. These funds are to be used as 80% of the purchase price of twenty-two vehicles equipped for the transportation of elderly and handicapped persons under the provisions of Section 16(b)(2) of the UMTA Act. The vehicles to be acquired in this project were recommended for funding after review by a committee composed of members representing urban and rural coordinated transportation and elderly and handicapped persons.

Nine of the recommended recipient organizations are located in the Twin Cities Metropolitan Area and are identified in the following table. That part of the application consisting of the Twin Cities area recipient organizations has a total estimated project cost of \$225,260.00 for which \$180,208.00 in federal funds will be requested to assist in the acquisition of nine vehicles and related equipment.

TABLE 26

TRANSPORTATION IMPROVEMENT PROGRAM 1986 ANNUAL ELEMENT (MN/DOT)

1986 ANNUAL ELEMENT (MN/DOT)
UMTA - Section 16(b)(2)

ITEM	PROJECT DESCRIPTION		ESTIMATED TOTAL	1985 COST FEDERAL	SOURCE OF FEDERAL FUNDS
1.	Vehicles as described for the following private, nonprofit organizations:				Application for 16(b)(2) funds for statewide program submitted 1985.
	<u>Organizations</u>	<u>No. of Vehicles</u>	<u>No. of Pass.</u>		
a.	Brooklyn Park Community Organizations, Inc.	1	10-16	\$ 23,620	\$ 18,896
b.	Carver County Coordinated Services, Inc.	1	17-24	26,400	21,120

<u>Organizations</u>	<u>No. of Vehicles</u>	<u>No. of Pass.</u>	<u>ESTIMATED TOTAL</u>	<u>1985 COST FEDERAL</u>
c. Community Involvement Programs	1	25-30	\$ 30,500	\$ 24,400
d. Dakota Area Referral & Transportation for Seniors, Inc.	1	17-24	26,400	21,120
e. Presbyterian Homes of Minnesota, Inc.	1	10-16	23,620	18,896
f. Ramsey Action Programs, Inc.	1	9-15	20,960	16,768
g. Rise Incor- porated	1	17-24	26,400	21,120
h. Suburban Para- transit, Inc.	1	9-15	20,960	16,768
i. Walker Metho- dist Residence & Health Ser- vices, Inc.	1	17-24	26,400	21,120
TOTALS	9		\$225,260	\$180,208