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Metro B Line Traffic & Transit Priority Treatment Evaluation

Hannah Johnson, AICP | Alliant Engineering
Mike Kondziolka, PE, PTOE | Alliant Engineering

In each issue, the INCITER features an article coordinated by one of NCITE's technical committees. This article is a contribution from the **Complete Streets and Safety Committee**.



Metro Transit's METRO B Line is proposed to substantially replace Route 21, which has the region's second-highest ridership but the slowest in-service speed. The proposed METRO B Line is planned to be the fourth of several planned arterial bus rapid transit (BRT) lines that will bring faster, more frequent service to the region's busiest transit corridors. Alliant Engineering, Inc. worked with Metro Transit to conduct the station location analysis and the traffic & transit operations analysis—key early components in making the METRO B Line a reality. MnDOT, Hennepin County, Ramsey County, and the Cities of Minneapolis and St. Paul were key project partners represented on the Technical Advisory Committee and the analysis was completed in collaboration with HDR, Inc. and HFTE, Inc.

(Continued on page 9)

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PRESIDENT'S MESSAGE

Happy Fall NCITE Members!

As the weather is getting colder and we are nearing the end of the year, it's amazing to realize how fast 2022 has flown by.

Since my last update, we held our Summer Social and Scholarship Fundraiser event at a Twins Game in August, we walked along the Lyndale Avenue 4-to-3 Lane Conversion Project Corridor in Hennepin County in September, and we met at the University of Minnesota Twin Cities with our Student Chapter, ITSO, in October to learn about Safe System Approach. A special thank you to our section meeting presenters: **Josh Potter, John Crawford, Joe Devore, and Derek Leuer.**

On November 17th we will be meeting at WhirlyBall in Bloomington, MN for our Annual Meeting. The event will include a presentation recapping the year as well as the announcement of the new board members and NCITE award and scholarship winners. Following the presentation, please join us on the WhirlyBall courts and show off your skills. We will have a fundraising raffle for our Student Scholarship and Great Lakes Endowment Funds and will also be handing out door prizes throughout the night.

I would like to thank the 2022 NCITE Board and Committee Chairs for their service this past year. It takes a squad to keep this organization running the way it does and I have truly enjoyed working with you all.

Lastly, for those of you looking for ways to be more active in NCITE, I encourage you to reach out. There are so many opportunities to get involved! This includes: presenting at section meetings, sharing meeting/event ideas, running for the NCITE (*or district or international*) board, or becoming involved with one of our 10 committees. The Professional Development Committee is starting to plan next year's Symposium, which will offer approximately 7 PDHs and will be held later in the year. Please reach out to [Joe Devore](#) if you are interested in helping with planning the 2023 Symposium. Visit the NCITE webpage www.nc-ite.org, [LinkedIn](#), and [Twitter](#) for current information on upcoming events.

Natalie Sager
2022 NCITE President



Natalie Sager
2022 NCITE President



UPCOMING EVENTS

ite Calendar

ITE Calendar for District, Section, & Chapter Meetings

Stay Connected with NCITE & ITE Events
Online & In Person | Dates Vary



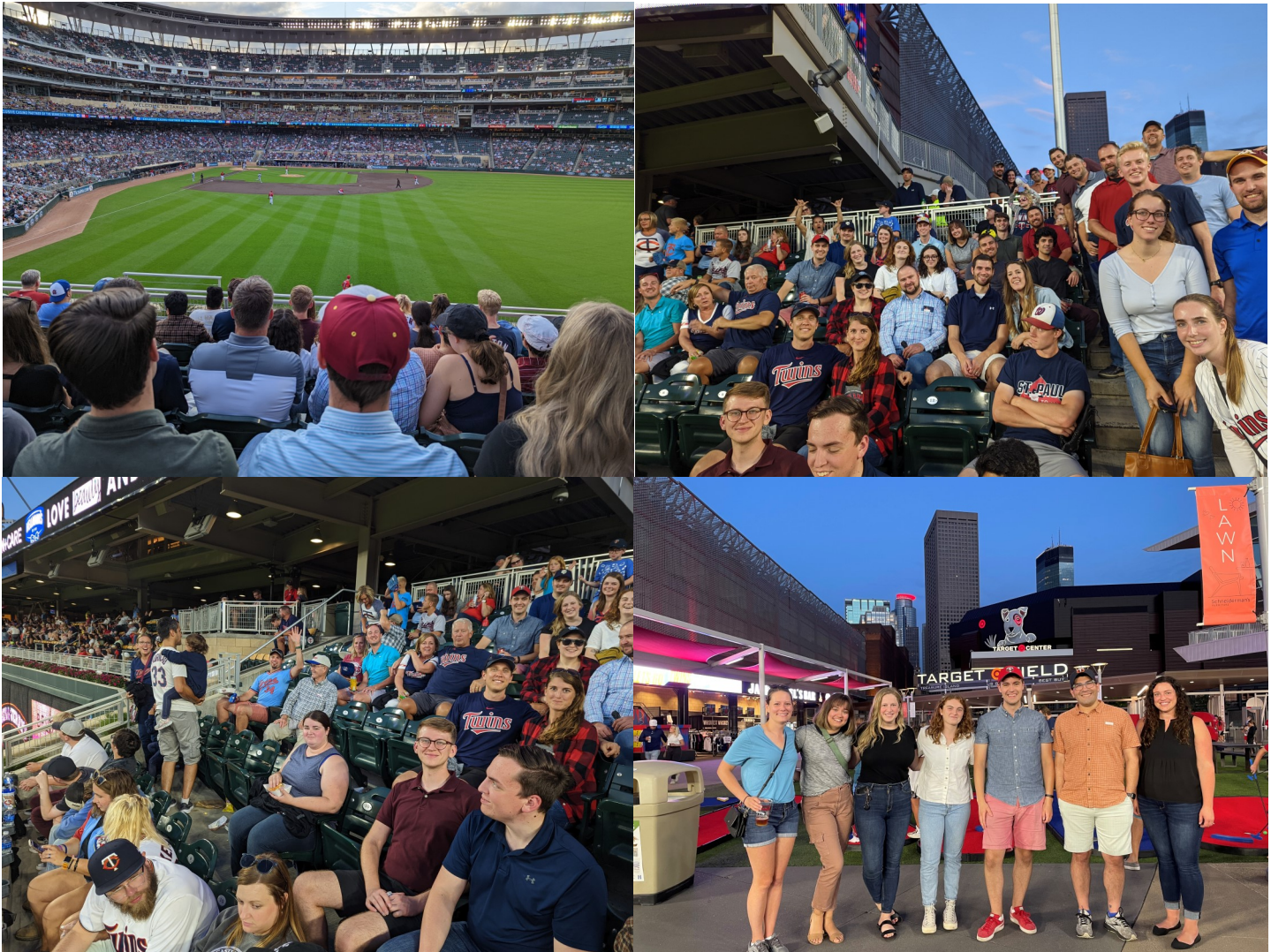
NCITE Annual Meeting - WhirlyBall Twin Cities

Bloomington, MN | November 17, 2022

For professional development opportunities:
http://nc-ite.org/content.php?page=Professional_Development_Meetings

SECTION MEETING UPDATES

The Summer Social was held on August 15, 2022 at Target Field. Over 58 NCITE members, family, and guests attended a MN Twins Game.



We continue to iterate the way we complete these meetings, and this time has been a perfect opportunity to try out some new things. However, if you have anything that may make these meetings work better or enhance the value for the section, we'd love to hear your thoughts! Please let any of your thoughts be known to a member of the board.

SECTION MEETING UPDATES

The September Section Meeting was held on September 9, 2022 at LynLake Brewery. **Josh Potter, John Crawford, and Joe DeVore** presented on the **Lyndale Avenue 4 to 3 Lane Pilot Project**.



We continue to iterate the way we complete these meetings, and this time has been a perfect opportunity to try out some new things. However, if you have anything that may make these meetings work better or enhance the value for the section, we'd love to hear your thoughts! Please let any of your thoughts be known to a member of the board.

SECTION MEETING UPDATES

The October Section Meeting was held on October 17, 2022 at The University of Minnesota—Twin Cities. MnDOT State Traffic Safety Engineer, **Derek Leuer** presented an **Overview of FHWA’s Safe System Approach** and how MnDOT is applying it across their system, while encouraging partner agencies to do so as well. This meeting was held jointly with the University of MN Interdisciplinary Transportation Student Organization (ITSO) chapter in the Civil Engineering Building. Participants also were able to join us virtually.



We continue to iterate the way we complete these meetings, and this time has been a perfect opportunity to try out some new things. However, if you have anything that may make these meetings work better or enhance the value for the section, we’d love to hear your thoughts! Please let any of your thoughts be known to a member of the board.

YMC UPDATE

This October, the YMC went to a University of Minnesota Women’s Soccer game! The Gophers played the Purdue Boilermakers on their final home game of the season with a chance to make the Big Ten Soccer Tournament. With a pair of goals off of corner kicks in the first half, the Gophers ended up winning 2-0! We had a great turn out for the game and enjoyed chatting with everyone while also having a ton of fun with Goldy & all the Gopher fans there!

To wrap up 2022 for the YMC, we will organize an end-of-year happy hour before the NCITE Annual Meeting in November. We will also be looking for our 2023 YMC Co-chair this month, so those interested can email Michael (modell@alliant-inc.com) and/or Cameron (cvaluch@alliant-inc.com) for more information.



If you would like to be added to the YMC email list, or know of any new hires/coworkers that would enjoy our events, please send email addresses to **Cameron Valuch** (cvaluch@alliant-inc.com) or **Michael Odell** (modell@alliant-inc.com)

About the Project

The planned 12.6-mile corridor runs generally east-west from Lake Street at France Avenue to Union Depot in downtown St. Paul, operating along Lake Street in Minneapolis and along Marshall and Selby Avenues in St. Paul. The stations will be spaced every third- to half-mile along the corridor and will be serviced every 10 minutes throughout most of the day and evening. Construction is planned to start in 2023, with a targeted opening date of 2024.

The goal of the METRO B Line Traffic and Transit Priority Treatment Evaluation was to understand the following:

- Traffic/transit impacts of the proposed station locations
- Existing and anticipated areas of traffic congestion
- Appropriate station location alternatives
- Optimal transit priority treatments

The station location analysis and the traffic and transit operations analysis are the first of several components to make the METRO B Line a reality. BRT typically has impacts to the local roadway system in terms of traffic flow and space to operate within the right-of-way, with these tradeoffs needed to implement an effective multi-modal corridor.

Traffic Modeling and Analysis

Vissim, a microscopic traffic simulation software, was used to model the METRO B Line corridor due to its capability of modeling complex multimodal transportation networks. It is particularly useful in modeling and evaluating networks with complex transit operations, pedestrian and bicycle traffic, and transit priority treatments such as transit signal priority (TSP), queue jump signal phasing, and bus-only type lane configurations.

Multimodal Data Collection

Metro Transit provided General Transit Feed Specification (GTFS) maps showing existing and forecast bus routes that run concurrently with the proposed METRO B Line alignment at any point along the corridor. Metro Transit also provided automatic vehicle location (AVL) data to document existing transit travel time information for each route as well as boarding and alighting ridership data for existing and future local bus and BRT routes.

Existing pedestrian and bicycle data was obtained via traffic counts collected prior to the COVID-19 pandemic. Forecast ped/bike volume growth at the transit stations was estimated using Metro Transit’s forecasted ridership data.

Key Evaluation Metrics

In addition to intersection delay, vehicle queueing, vehicle speed, and vehicle travel time, key performance metrics specifically related to multimodal service improvements included person delay, intersection transit delay, and transit vehicle travel time. Person delay represents the average delay experienced by corridor users of all modes, accounting for vehicle occupancy.

Station and Transit Priority Considerations

A goal of the METRO B Line project is to improve service time for the high ridership Route 21 to operate at least 20 percent faster. The process for this evaluation first evaluated the study corridor as a whole. The results of this evaluation were then used to identify the primary delay hotspots along each segment of the alignment. For each identified hotspot location, multiple alternative transit priority treatments were evaluated to improve transit operations while mitigating traffic congestion were evaluated.

Transit service delay occurs as the result of three primary situations – passenger boarding/alighting, delays at traffic signals, and congestion delay along the corridor. To improve transit service, a range of strategies to address each delay source are identified. Transit priority treatment strategies include the following:

- Station features, such as pre-pay ticketing and stop location (near-side vs. far-side)
- Traffic signal operations, such as transit signal priority (TSP) or queue jump signal phasing
- Curbside use management such as dynamic lanes, off-peak loading, or relocation of curbside uses
- Traffic lane utilization/configurations, such as bump-outs with in-lane stops or key left turn lane additions/prohibitions

The study area included proposed stations at 23 intersections (note that there are 33 total proposed stations, with 10 in Downtown St. Paul being shared with the METRO Gold Line route which began construction in October 2022). At four of these station intersections, a more detailed analysis of several combinations of intersection lane configurations and station locations (near-side vs. far-side, inclusion of bump-outs) was performed.

Results and Next Steps

The evaluation of the METRO B Line corridor, through several baseline and transit priority treatment scenarios, identified opportunities to improve transit service and to achieve the project goal of providing faster transit service along the corridor. Consideration of many coordinating street projects, safety improvement strategies along the corridor, and other multimodal design elements unrelated to the METRO B Line necessitates the desire to balance transit priority treatments in the network.

The analysis completed for the Traffic and Transit Priority Treatment Evaluation initiated this important coordination to ensure all invested stakeholders and corridor improvement strategies are considered. The results of the evaluation illustrated the potential for further design refinement to address key bottlenecks and capacity of critical intersections, and provide additional transit priority where through the corridor.



Proposed METRO B Line Alignment and Station Locations (image source: Metro Transit).
 Click Image for better view.

Hennepin County enlisted Alliant Engineering, Inc. to undertake a subsequent phase of analysis to build on the momentum of the Traffic and Transit Priority Treatment Evaluation. This analysis is further exploring sub-alternatives along the Lake Street portion of the alignment, and is currently ongoing. The project is currently in Final Design, with an anticipated completion by Spring of 2023.

TECHNICAL COMMITTEE UPDATE



Geometric Design Technical Committee

Co-Chairs: **KC Atkins** KC.Atkins@hennepin.us, **Amanda Vetter** amanda.vetter@apexenggroup.com

Recent Agenda Items: None

Future Agenda Items: TBD

Next Meeting: TBD



Intersection Traffic Control Technical Committee

Co-Chairs: **Benjamin Brassler** benjamin.brassler@minneapolismn.gov, **Catlin Wotruba** wotruba@kljeng.com

Recent Agenda Items: Tour of Hennepin County TMC

Future Agenda Items: No Upcoming meetings

Next Meeting: TBD



Emerging Technologies in Transportation Technical Committee

Co-Chairs: **Jake Eisinger** jake.eisinger@co.washington.mn.us, **Zach Parsons** Zach.Parsons@boltonmenk.com

Recent Agenda Items: Autonomous truck mounted attenuators.

Future Agenda Items: Snow Plow Priority Preemption, CAV in a Box, Bear Tracks AV presentation.

Next Meeting: 9:00 AM – 11:00 AM, Location: Virtual, Thursday, November 17th.



Complete Streets and Safety Committee

Co-Chairs: **Hannah Johnson** HJohnson@alliant-inc.com, **Sarah Irmen** Sarah.Irmen@hdrinc.com

Recent Agenda Items: No recent meetings.

Future Agenda Items: Potential topics include BRT, pedestrian toolkits, innovative project solutions, statewide pedestrian crash study, ped facility LOS, and more.

Next Meeting: TBD



Planning Methods and Applications Technical Committee

Co-Chairs: **Rachel Wiken** Rachel.Wiken@metc.state.mn.us, **Erik Kappelman** EKappelman@srfconsulting.com

Recent Agendas Items: member updates, upcoming conferences, Met Council updates.

Future Agendas Items: Updated regional network, MnDOT model output check for reasonableness and post processing adjustments. Next Meeting: TBD



Traffic Operation and Maintenance Discussion Group

Committee Chair: **Greg Boche** greg.boche@woodburymn.gov

Recent Agenda Items: Temporary Truncated Domes, Fall Expo, RRFBS, Driver Feedback Signs, Blinker Stop Signs.

Future Agenda Items: Roundtable

Next Meeting: 11:30 AM – 1:30 PM, Location TBD, Wednesday December 7th.



Simulation and Capacity Analysis Technical Committee

Co-Chairs: **Michael Kondziolka** [mkondziolka@alliant-inc.com](mailto:m kondziolka@alliant-inc.com), **Kelsey Retherford** Kelsey.Retherford@bolton-menk.com

Recent Agenda Items: Presentation by John Li on his Vhelper software used to help with Vissim modeling and SSAM safety analysis.

Future Agenda Items: Roundabout modeling workshop comparing different modeling tools and results.

Next Meeting: 2:30 PM – 4:30 PM, Location: TBD, Tuesday December 6th.

White Bear Lake Automated Vehicle (AV) Shuttle Pilot – Bear Tracks

Dan Nelson, AICP | AECOM

In each issue, the INCITER features articles coordinated by NCITE's advertisers.
This article is a contribution from **AECOM**.

AECOM is currently working with the Minnesota Department of Transportation (MnDOT) and numerous other project partners on a Connected and Automated Vehicle (CAV) pilot project in White Bear Lake that is named Bear Tracks. As part of the Minnesota CAV Challenge Program, the White Bear Lake Automated Vehicle (AV) Shuttle pilot program supports the State's mission to advance the use of emerging technology, provide better mobility options and build the public's understanding of CAV. The project targets key elements of State's statewide CAV program including enhanced mobility for persons with disabilities, better travel options for elderly communities, establishment of AV career path programs and how to integrate AV solutions into a typical Minnesota small urban or rural community.



Bear Tracks AV Shuttle

The AV shuttle pilot route will support the White Bear Lake community along a 1.5-mile corridor along Orchard Lane and Willow Avenue. The route will provide important community connections and free rides from Phoenix Alternatives, Inc. (PAI, a day program facility for adults with disabilities), the Boulders senior living facility and Willow Woods Apartment complex for low-income seniors, and the White Bear Lake YMCA. This is an important route as it provides a free transportation option for those individuals who cannot drive and gives them opportunities for community engagement and attendance at on-going educational programs. With the route located near the White Bear Lake Area High School, it also provides a unique partnership opportunity with the school district to establish a program that will offer students education and first-hand knowledge and experience with automated vehicles.

Key elements of the project include:

- 12-month AV shuttle operations including all Minnesota seasons beginning August 2022
- Full electric, ADA compliant low speed AV shuttle with no steering wheel or pedals
- Free rides and operations on local public roadway in mixed traffic
- Connected vehicle Roadside Unit (RSU) and vehicle-to-infrastructure application (Signal Phase and Timing) at one signal location - Orchard Lane and White Bear Avenue
- Public outreach, including web-based surveys to evaluate changes in public attitudes towards CAV technology before and after shuttle rides
- Data dashboard that presents Key Performance Indicators (KPIs) based on vehicle data collected from vehicle manufacturer

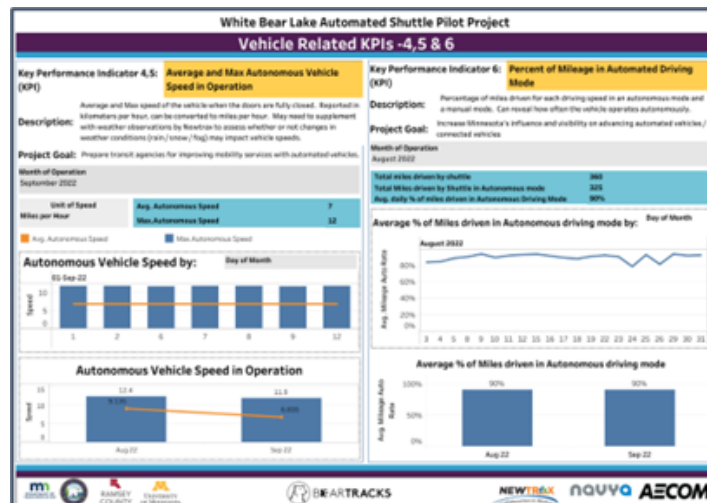
AECOM is supporting MnDOT with project management activities that include meeting with project partners that include the City of White Bear Lake, Navya (shuttle vendor / operator), Newtrax (shuttle storage / maintenance), White Bear Lake Area Schools (student education), University of Minnesota Humphrey School of Public Affairs (public acceptance), University of Minnesota Center for Transportation Studies (research), Ramsey County (traffic signal operations) and Integral Blue (connected vehicle integrator).

AECOM will perform an evaluation of the project based on vehicle data gathered from the vehicle manufacturer. Key Performance Indicators (KPIs) will be presented using a Tableau dashboard that presents information on emergency stops along the route, average and maximum autonomous vehicle speeds, and the percentage of time the vehicle can operate in an automated mode, among other measures.



Orchard Lane & White Bear Avenue Intersection with RCU

AECOM will also document lessons learned during the project for future reference that can support future AV shuttle pilot projects. The Bear Tracks AV shuttle will operate between 9:30am and 1:30pm on Monday through Friday (excluding holidays), and the general public is encouraged to park at the White Bear Lake YMCA and hop on the shuttle from there if interested for a free ride. Please visit the project website -- www.beartrackswbl.org – to view the current status of shuttle operations and to learn additional project information.



KPI Dashboard by AECOM for Project Evaluation

Reconnecting the City of Anoka while Serving Regional Highway Demands

Eric Johnson, PE | Bolton & Menk

In each issue, the INCITER features articles coordinated by NCITE's advertisers.
 This article is a contribution from **Bolton & Menk Inc.**

In the 1960's, significant investment in highway infrastructure occurred across the nation. During that era, U.S. Highway 10/169 through the City of Anoka, Minnesota was relocated and expanded, bisecting the community. Since that time, the Twin Cities Metropolitan Area has undergone significant growth, while the highway system remained virtually unchanged.

For decades, the highway has been severely congested, now serving over 60,000 vehicles each day, resulting in high crash rates. The corridor is unreliable for movement of goods and services and is a significant barrier for pedestrians and bicyclists. In addition, the highway's barrier effect impacted movement along and across the community, as all local trips were forced to use the highway just to get across town. The status quo of a divided community carries a significant price.



History of the City of Anoka Highway 10/169 Corridor

The Highway 10/169 corridor through the [City of Anoka](#) had been studied numerous times in the past, resulting in no actual change due to the high price tag and lack of a shared vision. In 2013, the Minnesota Department of Transportation (MnDOT) hired Bolton & Menk to complete a study of this corridor through the northwest region of the Twin Cities. A vision that could be achieved in increments was identified to not only meet regional needs, but to also provide significant community improvements that were supported by all partners.

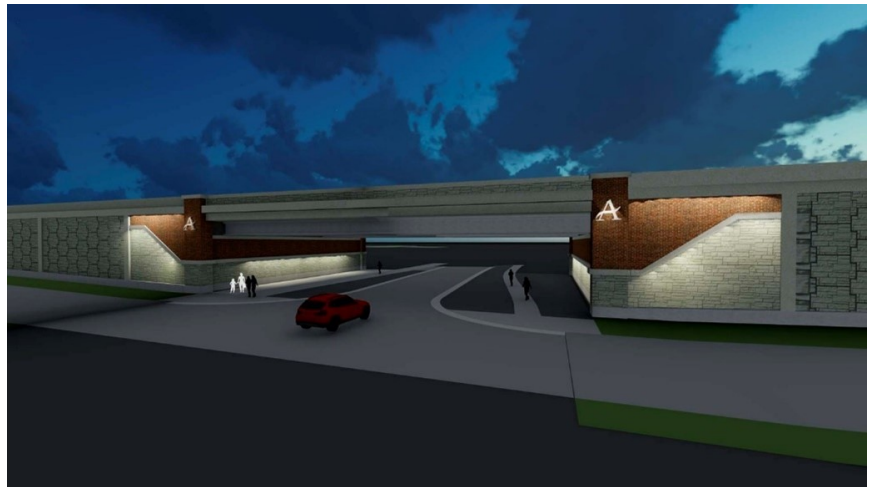
Reconnecting the City of Anoka (continued from page 14)

The Process of Creating the Connected Corridor

After the [study](#) was complete in 2014, this City of 17,000 residents took the helm. The City of Anoka realized they needed to lead the project but were not staffed for such an immense undertaking. Reflecting on their ability to see the vision but needing the capacity to do so, the City of Anoka hired Bolton & Menk to lead this initiative. At the project’s inception, the focus was to develop a singular vision all parties could support, as well as develop a bold funding plan to realize these improvements.

In just two years, 100 percent of funding was secured for this \$85 million project through continuous advocacy, numerous competitive awards, and commitments from project partners.

With the City leading the project, it allowed the community’s values to be prominently featured in the solutions. One of the values encompassed the idea of developing a vision that greatly limited private property impacts with creative and flexible design. This innovative strategy affected all elements of the final design including interchange type, retaining walls, frontage road design, access spacing, typical section, etc. In addition, the project will greatly enhance community connectivity by providing a new, continuous supporting roadway network on both sides of the highway. This connectivity required creative design when shifting the highway to avoid the three cemeteries surrounding the project, while simultaneously minimizing impacts to the commercial business district.



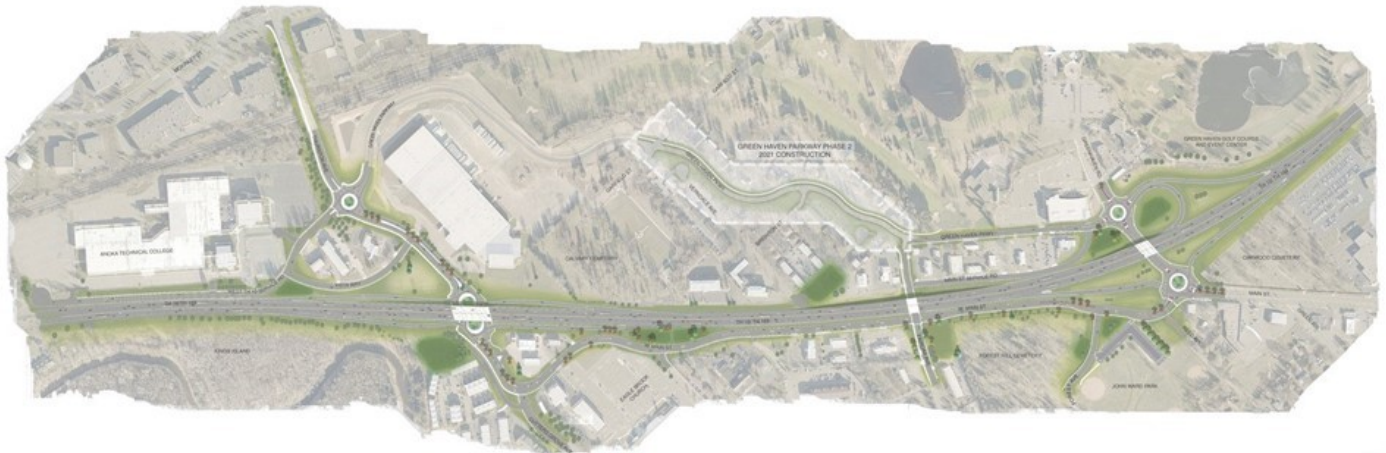
Design Rendering

Design aesthetics were also implemented into the final infrastructure design to reflect and represent the community of Anoka. The project will incorporate Anoka’s red brick and limestone theme into all design elements, creating a beautiful and recognizable aesthetic.

With the City at the forefront of the leadership and engagement efforts, the community remained engaged and informed throughout the process. This began a tremendous momentum in the community that has not wavered. The community knows this two-year construction project is going to be difficult, but in the end it will be worth it.

Detailed Improvements and Future Impacts

Ultimately, Bolton & Menk designed an interchange at Thurston Avenue, grade separation at Fair oak Avenue, interchange reconstruction at Main Street, and a series of new frontage roads on both sides of Highway 10/169. In addition, Minnesota’s first grade-separated roundabout is being built at Thurston Avenue and a five-legged roundabout at Main Street, to allow the continuation of Main Street to the west through the community. This unique project - converting expressway to freeway while maintaining traffic - will reduce traffic crashes, improve local circulation and connectivity, provide pedestrian accommodations, and allow the corridor to carry the projected 90,000 vehicles a day safely and efficiently.



Design Rendering

Major construction began in Spring 2022. Congratulations to the project partners, especially the City of Anoka, who is leading the largest city-led highway project ever in the State of Minnesota.

Learn more about the City of Anoka Highway 10/169 Improvement Project by viewing the fly-through video, here! [Anoka Hwy 10 Improvements - YouTube](#)



Design Rendering

Eastbound Kellogg Blvd RiverCentre Bridge Replacement

Jeff Hilden, PE, PTOE | TKDA

In each issue, the INCITER features articles coordinated by NCITE's advertisers.
This article is a contribution from **TKDA**.

The City of St. Paul requested funding to replace the Eastbound Kellogg Blvd RiverCentre Bridge. The Bridge is located between the Xcel Energy Center/St. Paul RiverCentre and the RiverCentre Parking Ramp/ Science Museum of Minnesota. The bridge supports eastbound Kellogg Boulevard, allows passage of the Exchange Street Viaduct and accommodates egress from the underground RiverCentre loading dock.

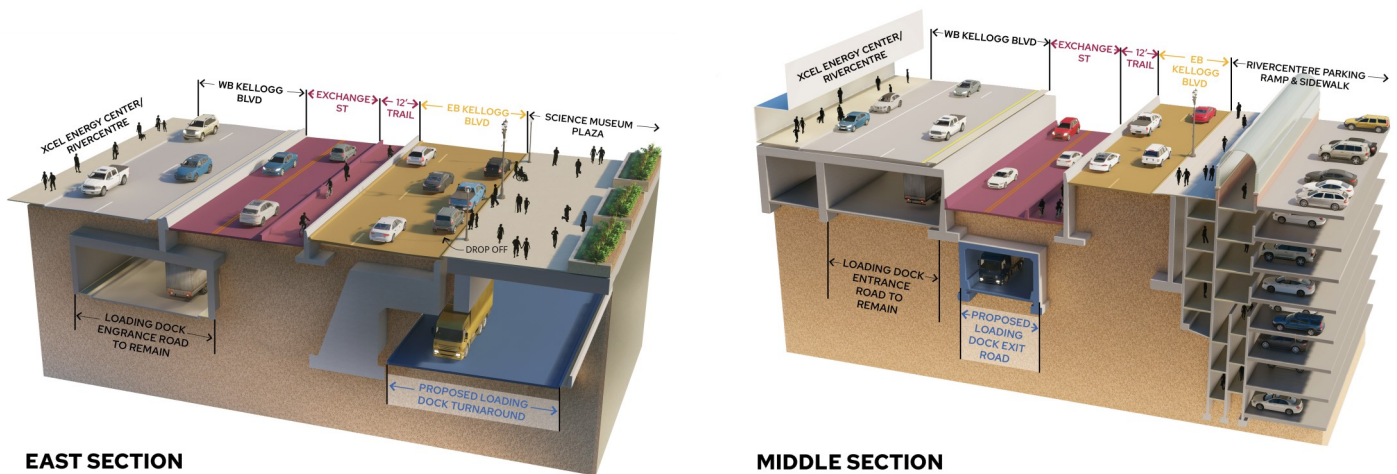
The bridge was constructed in 1936 as a 1030 foot long cast-in-place reinforced concrete rigid frame structure and is currently in poor condition and structurally deficient. The loads are restricted to 9 tons per axle and 45 tons Gross Vehicle Weight. Given Kellogg Boulevard's role as a minor arterial thoroughfare serving significant public facilities and river bridge connections, permanent closure due to unsafe conditions would be profound. The \$51M project is shovel ready.



The Exchange Street viaduct skews its way under and along the bridge from Eagle Parkway to Washington Avenue with one traffic lane in each direction. The proposed Exchange Street tunnel will add a 12'-wide barrier-separated shared use trail. It will connect the Sam Morgan Regional Trail, and the future Capital City Bikeway and Summit Avenue Regional Trail. Improved lighting will be placed along and beyond the tunnel and the existing minimum vertical clearance will be increased from 12.7 feet to 14.5 feet, the statutorily required minimum urban vertical clearance. Planned aesthetic treatments in and around the tunnel are based on community feedback inspired by wildlife found near the Mississippi River.

Travel lanes along Kellogg Boulevard will be reduced to 11'-wide, promoting slower driving speeds and reduced crosswalk lengths. The existing at-grade pedestrian crossing at the RiverCentre Parking Ramp is a very wide colored concrete area that straddles the raised center median. It can be difficult to navigate and is not ADA compliant. The proposed crossing will be located completely within a new standardized raised center median. It will be ADA compliant with consistent lighting and standard crossing pavement markings and signage. Similar conditions and issues will also be addressed at the Washington Street Intersection.

Traffic signals will be replaced with ADA compliant signals at the Exchange Street/Eagle Street, Kellogg Boulevard/RiverCentre Ramp, and Kellogg Boulevard/Washington Street intersections. Flashing yellow arrow left turns will replace existing phasing for westbound Kellogg Boulevard to the RiverCentre Ramp, and for southbound Exchange Street to Eagle Parkway.



Design Rendering

The RiverCentre loading dock entrance is located on Eagle Street and the dock extends east under Kellogg Boulevard and makes a hairpin right turn adjacent to the Science Museum, then returns along the north side of the RiverCentre Parking Ramp to exit onto Exchange Street within the enclosed portion of the viaduct. The loading dock exit onto the Exchange Street is controlled by a non-standard signal system located along a horizontal curve with negligible sight distance between opposing and exiting vehicles. Maintenance of operations during construction is imperative, due to the docks constant use. As such, the exit route beyond the hairpin turn was relocated in a tunnel positioned north of the Exchange Street tunnel and exiting onto Eagle Parkway. A byproduct of the realigned loading dock exit is the non-traditional signalized intersection within the existing viaduct is not required. During pedestrian bridge foundation reconstruction, a temporary pedestrian access route will occur via a temporary bridge between the top floor of the RiverCentre Parking Ramp and the Science Museum promenade to allow pedestrian movement east to Washington Avenue to cross Kellogg Boulevard. During construction, westbound Kellogg Boulevard will remain open to traffic and eastbound traffic will be detoured.

Innovative techniques incorporated during design include drones for LIDAR survey and ground penetrating radar to determine rock strata and tunnels beneath the ground surface, proposed buried structures to allow Kellogg Boulevard to be constructed on grade, lightweight fill to allow less costly structure design, cast in place micropile to reduce construction vibration, cut and cover design to allow use of smaller cranes and equipment, underground water treatment detention, and staging techniques to allow the RiverCentre loading dock to remain open throughout the project.



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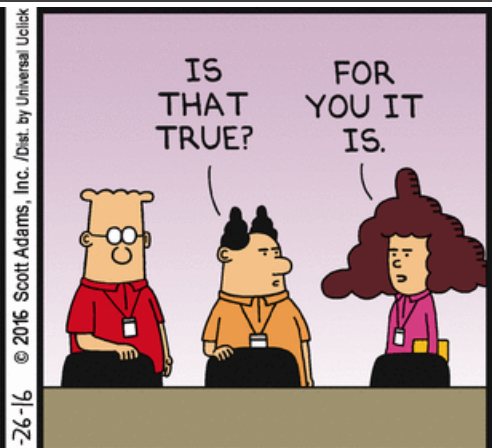
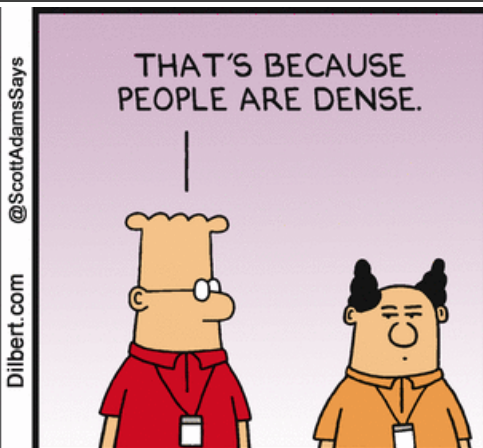
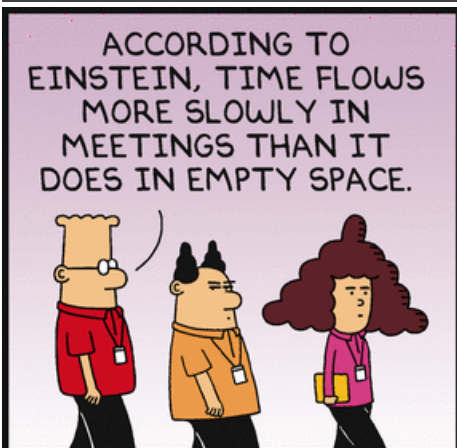
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MEMBERSHIP UPDATE

New Members

Amrish Arvind Patel - MnDOT

Sean Thiel - Anoka County Highway Department

Sharijad Hasan - Upper Great Plains Transportation Institute

Steve Kamarainen - SDDOT

Bryan Larson - KLJ

Hunter Fier - SRF Consulting

Mara Hayes - SRF Consulting

Jorge R. Bernal - Anoka County Highway Dept

Loren Hill - MnDOT

Scott A. Smith - MnDOT

Amanda Vetter - Apex Engineering Group

Michael S. Pachnik - MnDOT

Sebastian Coll - University of Minnesota

Shian Wang - University of Minnesota

Payton Gehloff - MNSU, Mankato

Moves

Daniel J. McCormick - WSP USA, formerly Carver County Public Works



If you or a friend has changed jobs or moved, we would like to stay in touch. Members, please update your information by visiting https://nc-ite.org/Updating_your_Information. To access this area, you will need to know your membership number. Your "username" is your membership number, and your "password" is the first 6 letters of your last name (e.g. Johnson=Johnso). Non-members please contact Jack Olsson via phone (651.393.6158) or email (Jack.Olsson@kimley-horn.com) for assistance. Please provide you name, title, employer, complete street address (including mailstop, if applicable), telephone number, fax number, and email address.



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