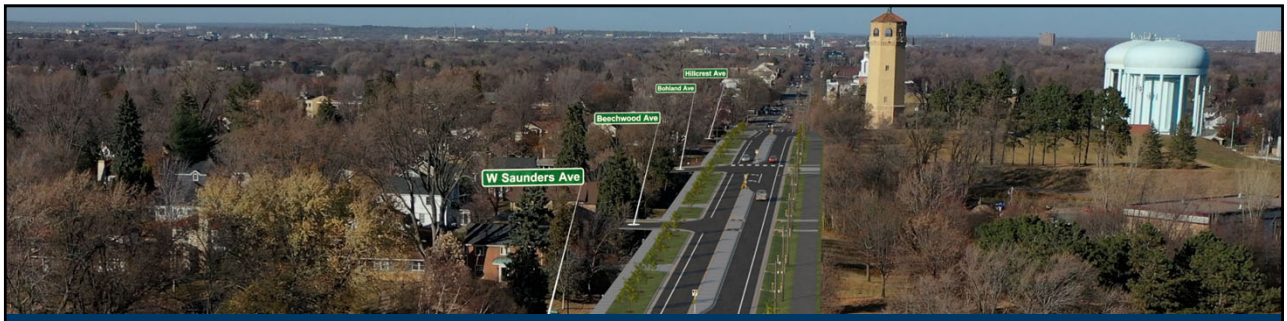

Snelling Ave – Ford Parkway to Montreal Improvements

Beth Burton | MnDOT Project Manager

Jesse Thornsen | MnDOT North Area Coordinator

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Overview

- Project Background
- Project Challenges
- Design Considerations
- Project Design and Goals
- Project Schedule

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Project Background

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Background

- Metro trunk highway segments screened for lane conversion based on the following characteristics:
  - 4 lanes undivided roadway
  - <20k annual average daily traffic (13k for this segment)
  - Critical crash rate index above 1
- Started as a restriping project with some sidewalk work to be delivered in 2026
- Project accelerated and grew in scope because of a Federal Accelerated Innovation Deployment (AID) Demonstration Grant for $1M. The acceleration:
  - Constrains the right-of-way acquisition process
  - Condenses the public engagement timeline

Existing View – Snelling Ave by W Rome Ave looking north.

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Project Challenges

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Project Challenges

- Accelerated Design Schedule
  - Project scoped for 2026, but moved to 2024 due to FHWA AID Grant
- TH 51/ Snelling Ave Truck Route Designation
  - I-35E Parkway Restrictions
  - Minimize Shifting of Traffic Lanes
  - Curb lines need to accommodate truck turning movements

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Project Challenges

- Roadway Crown Location
  - Project funding doesn't accommodate full roadway section reconstruct
  - Existing Cross Section is variable, and substandard for roadway drainage
- Existing Signal System at Ford Parkway/ Snelling Ave to Remain
- Drainage
  - Capitol Region Watershed District Treatment Requirements
  - New-Build Scenario needs to meet drainage design standards and not flood the roadway

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Design Considerations

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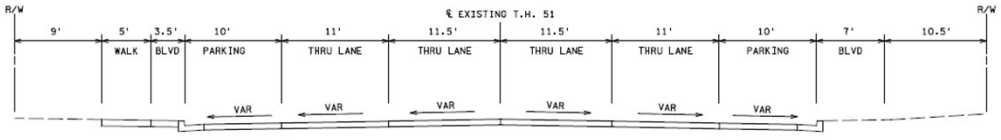
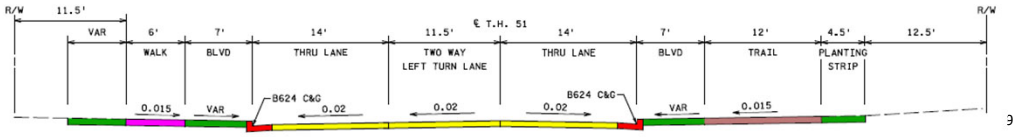
Design Considerations – 4 to 3 Lane Conversion Design

- Efficacy of Shared Left Turn lane adjacent to parkland
- Roadway Cross Section Adjustment require variable mill to achieve proper slope – not enough existing asphalt to construct as shown
- Narrowing of the Cross Section created major drainage concerns
- Lane shifts required for design not suitable to MnDOT Truck Route

Existing Cross Section



4-3 Lane Cross Section



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Design Considerations – Median Design

- Mimic the Median Placement and Access on Snelling Ave to the North
- Median Design eliminates conflict points for both Vehicle and Pedestrian Users
- Designated left turn bays improve roadway capacity
- Left turn access restricted at 3 side-street locations for safety
  - Maintains access to neighborhood – Right In/ Right Out Access is Protected
- 18’ Curb to Curb Design addresses drainage issues
- Maintains Access for Emergency Vehicles

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Other Design Considerations

- Parking on Snelling Ave
  - 1-3% of the Parking Capacity Utilized according to MnDOT Parking Utilization study conducted February 2022
  - City of Saint Paul is supportive of parking removal
- Trail on East Side and ADA upgrades
  - Sidewalk substandard width and trail addition aligns with Saint Paul Bike Plan
  - Boulevard Space on East side needed for water treatment
- Larger Boulevards will make sidewalk clearing of Snow and Ice easier

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Project Design and Goals

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Proposed View - Snelling Ave Roadway improvements.

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Project Goals

- ✓Improve Motor Vehicle, Pedestrian and Bike Safety
- ✓"Right Size" Roadway for the current and future traffic demands
- ✓New Signal System with current technology at Snelling Ave/ Montreal Ave
- ✓Reduces and Improves Stormwater Runoff

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Project Schedule

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Project Schedule

- City of Saint Paul Transportation Committee Meeting – April 3, 2023
- 60% Plan Turn In – Mid-April 2023
- 100% Plan Turn In – August 2023
- Project Letting – January 2024
- Construction: May/ June 2024 – August 2024

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Thank You!

Beth Burton & Jesse Thornsen

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Supporting Information

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Project Delay Impacts

- Project is delayed from 2024 construction then:
  - Lose $1 Million Federal AID Grant
  - Next opportunity for adding to MnDOT Program is 2029/ 2030
  - Likely would be a less transformative project due to funding loss

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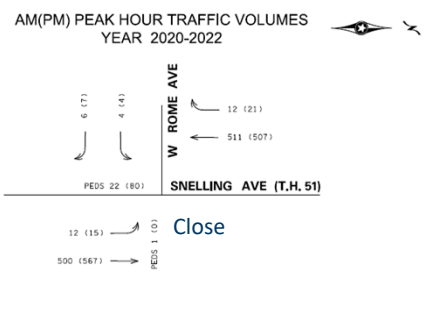
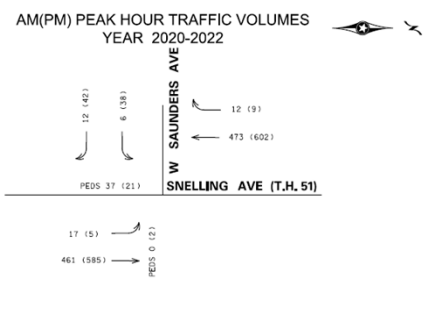
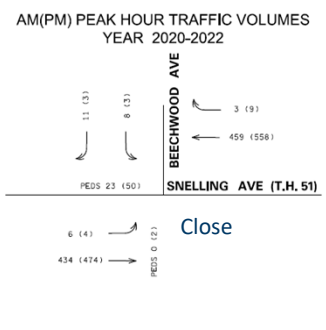
Traffic Counts







Traffic Counts