

LOCATIONS OF PLANNED IMPROVEMENTS AND FORECAST NEEDS CITY OF BLOOMINGTON, MINNESOTA

Appendix
Reference
Number

- AR-01** **79th Street / 80th Street – Knox Avenue to Fremont Avenue** – This project involves the construction of a bridge over I-35W connecting 80th Street on the west side with 79th Street on the east. The bridge would be four lanes wide, two in each direction, plus a median. In addition, a wide non-motorized way would be constructed to the north and the south of the travel lanes.
- AR-02** **79th Street – Fremont to Blaisdell** – This project involves the widening of 79th Street to Ring Route design standards. In addition, it would reconstruct and align the east and west approaches of 79th Street at Lyndale. Improvements would include widening of lanes to State Aid Standards, inclusion of left turn lanes, separated right turn lanes, and medians, and construction of bikeway/walkways along the route. Transit accommodations, and truck-parking areas may be included in design. Because this project lies within the Integrated Corridor Traffic Management (ICTM) project boundary, adaptive signal timings and motorist information features will be included in the project design.
- AR-03** **80th Street – Penn (CSAH 32) to Knox** – This project involves the widening of 80th Street to Ring Route design standards. Improvements would include widening of lanes to State Aid Standards, inclusion of left turn lanes, separated right turn lanes, and medians, and construction of bikeway/walkways along the route. Transit accommodations, and truck-parking areas may be included in design. Because this project lies within the Integrated Corridor Traffic Management (ICTM) project boundary, adaptive signal timings and motorist information features will be included in the project design.
- AR-04** **79th Street / 80th Street - Thunderbird to 24th Avenue (CSAH 1)** – This project involves the reconstruction and realignment of 79th Street from Thunderbird to the intersection of 80th Street and 24th Avenue (CSAH 1). This project involves the widening of 79th Street to Ring Route design standards. Improvements would include widening of lanes to State Aid Standards, inclusion of left turn lanes, separated right turn lanes, and medians, and construction of bikeway/walkways along the route. Transit accommodations, and truck-parking areas may be included in design. Because this project lies within the Integrated Corridor Traffic Management (ICTM) project boundary, adaptive signal timings and motorist information features will be included in the project design.
- AR-05** **Normandale Blvd.(CSAH 34) – Bridge Road to the 8600 block of Normandale** – This project involves the construction of a single point interchange at Normandale Boulevard (CSAH 34) and 84th Street. The through lanes of Normandale Boulevard would fly over 84th Street, and because of the tight geometrics, all ramps and signalization would be at a single point under the bridge at 84th Street. Improvements would include widening of lanes to State Aid Standards, inclusion of left turn lanes, separated right turn lanes, and medians, and construction of bikeway/walkways along the route. Transit accommodations, and truck-parking areas may be included in design.
- AR-06** **Normandale Blvd. (CSAH 34) – 8600 Block to 9200 Block of Normandale** -- Improvements would include widening of lanes to State Aid Standards, inclusion of left turn lanes, separated right turn lanes, and medians, and construction of bikeway/walkways along the route. Transit accommodations, and truck-parking areas may be included in design.
- AR-07** **Nord Avenue – South of 80th Street to north of 78th Street** – Construction of a grade-separated crossing over I-494 along the alignment of Nord Avenue extended. This project would include a connection from 80th Street via Oxborough Avenue South and West 81st Street to the new Nord Avenue Bridge alignment, and then touching down at West 78th Street on the north side of I-494. The project would then include a new connection of West 78th Street westerly to Computer Avenue. This project would provide a north-south crossing of I-494 for traffic between France Avenue and Normandale Boulevard/Hwy 100. Improvements would include widening of lanes to State Aid Standards, inclusion of left turn lanes, separated right turn

lanes, and medians, and construction of bikeway/walkways along the route. Transit accommodations, and truck-parking areas may be included in design.

- AR-08** **East Bush Lake Road (CSAH 28) – 7800 Block to S. Ramps of I-494** – This project involves the reconstruction of the interchange of I-494 and East Bush Lake Road, including the ramps and northbound/southbound approaches to the interchange. Improvements would include widening of lanes to State Aid Standards, inclusion of left turn lanes, separated right turn lanes, and medians, and construction of bikeway/walkways along the route. Transit accommodations, and truck-parking areas may be included in design.
- AR-09** **East Bush Lake Road (CSAH 28) – S. Ramps of I-494 to 84th Street** – This project involves the widening of East Bush Lake Road from the relocated south ramps of I-494 southward through the 84th Street intersection and westerly to include the at-grade railroad crossing along 84th Street. Improvements would include widening of lanes to State Aid Standards, inclusion of left turn lanes, separated right turn lanes, and medians, and construction of bikeway/walkways along the route. Transit accommodations, and truck-parking areas may be included in design.
- AR-10** **Lyndale Avenue – 78th Street to 82nd Street** – This project widens Lyndale Avenue south of the anticipated interchange improvements at I-494 and Lyndale. Improvements would include widening of lanes to State Aid Standards, inclusion of left turn lanes, signalization improvements, separated right turn lanes, and medians, and construction of bikeway/walkways along the route. Transit accommodations, and truck-parking areas may be included in design.
- AR-11** **West Old Shakopee Road (CSAH 1) – Kell Avenue to Drew Avenue** -- Improvements would include widening of lanes to State Aid Standards, inclusion of left turn lanes, signalization improvements, separated right turn lanes, and medians, and construction of bikeway/walkways along the route. Transit accommodations, and truck-parking areas may be included in design. This project includes intersection improvements at Old Shakopee Road (CSAH 1) and France Avenue (CSAH 17).
- AR-12** **Norman Center Drive – Normandale Lake Boulevard to Bridge Road** -- Improvements would include widening of lanes to State Aid Standards, inclusion of left turn lanes, signalization improvements, separated right turn lanes, and medians, and construction of bikeway/walkways along the route. Transit accommodations, and truck-parking areas may be included in design.
- AR-13** **Reserved**
- AR-14** **East Bush Lake Road (CSAH 28) – 84th Street to 106th Street** -- Improvements would include widening of lanes to State Aid Standards, inclusion of left turn lanes, signalization improvements, separated right turn lanes, and medians, and construction of bikeway/walkways along the route. Transit accommodations, and truck-parking areas may be included in design.
- AR-15** **Airport South Area** – This project consists of the installation and operation of several Motorist Information Signs in the Airport South Area. This area is generally considered bounding I-494 on the north, the Minnesota River on the east and south, and Cedar Avenue (TH 77) on the west. The Airport South area includes the Mall of America and the Old Met Center site, which is generally considered for Mall of America expansion. The goal of the project is to provide up-to-the-minute parking and access information to drivers in the area, so that they can make parking decisions earlier, thus reducing congestion and fuel consumption.
- AR-16** **West 78th Street / Washington Avenue South Area** – This project sets the stage for ultimate interchange improvements in the US 169 / I-494 area. Project elements include construction of tunnels under I-494 connecting Washington Avenue on the north side of I-494 with Townline Road on the south side of I-494. Another tunnel would connect the West 78th Street / Westbound Off Ramp of I-494 east of US 169 to the ramp area and connection to Washington Avenue on the west side of US 169.
- AR-17** **Townline Road – I-494 to East of US 169** – This project includes a tunnel from Townline Road to Highwood Drive under US 169. Improvements would also include widening of lanes to State Aid Standards,

inclusion of left turn lanes, signalization improvements, separated right turn lanes, and medians, and construction of bikeway/walkways along the route.

- AR-18** **US 169 & Bloomington Ferry Road / Anderson Lakes Parkway** – This project involves the reconstruction of the intersection into a diamond interchange. Improvements would also include left turn lanes, signalization improvements of ramp termini, separated right turn lanes, and medians, and construction of bikeway/walkways along the route.
- AR-19** **US 169 & Pioneer Trail Road (CSAH 1)** – This project involves the reconstruction of the intersection into a diamond interchange. Improvements would also include left turn lanes, signalization improvements of ramp termini, separated right turn lanes, and medians, and construction of bikeway/walkways along the route.
- AR-20** **US 169 – Pioneer Trail Road to Old Shakopee Road (CSAH 1)** – This project involves the construction of a continuous right lane southbound from the right turn lane of Pioneer Trail to the off ramp to Old Shakopee Road. Such a lane will prevent the necessity of some traffic from merging into the through lanes of US 169 in order to exit immediately at Old Shakopee Road. This project improves capacity of this segment of southbound US 169.
- AR-21** **West 78th Street – US 169 to Cecilia** – Improvements would also include left turn lanes, signalization improvements, separated right turn lanes, and medians, and construction of bikeway/walkways along the route. This route is in the Ring Route corridor, it represents the northerly frontage road for I-494 in this area, and it straddles the border between Edina and Bloomington.
- AR-22** **Forest Glen Road – West Bush Lake Road to 84th Street** -- This segment presently exists as a non-motorized path. Construction of this roadway project would allow this route to become the I-494 frontage road between West Bush Lake Road and 84th Street. Improvements would also include left turn lanes, signalization improvements of ramp termini, separated right turn lanes, and medians, and construction of bikeway/walkways along the route.
- AR-23** **Green Valley Drive – Norman Center Drive to East Bush Lake Road (CSAH 28)** – This project would reconstruct and realign Green Valley Drive to the east of East Bush Lake Road (CSAH 28). The intersection of Green Valley Drive and East Bush Lake Road would be relocated to a point midway between 84th Street and the relocated south ramps of I-494. Improvements would also include left turn lanes, signalization improvements, separated right turn lanes, and medians, and construction of bikeway/walkways along the route.
- AR-24** **Old Shakopee Road (CSAH 1) – US 169 to Yukon** -- Improvements to Old Shakopee Road (CSAH 1) would include left turn lanes, signalization improvements, separated right turn lanes, and medians, and construction of bikeway/walkways along the route. These improvements are intended to improve capacity along Old Shakopee, and to reduce the likelihood of traffic diverting into the adjacent neighborhoods.
- AR-25** **Old Shakopee Road (CSAH 1) and Normandale Boulevard (CSAH 34)** – This improvement involves the widening of Old Shakopee Road (CSAH 1) to include left turn lanes, separated right turn lanes, medians, signalization improvements, and bikeway / walkway improvements. This project will provide the critically needed capacity to better handle the high demand left turning traffic from eastbound Old Shakopee Road to northbound Normandale (CSAH 34). The increased level of service resulting from this improvement will reduce the desire of traffic to divert through the adjacent neighborhoods.
- AR-26** **Normandale Boulevard (CSAH 34) – 9300 Block** -- This improvement will lengthen the left turn bay of southbound Normandale Boulevard (CSAH 34) approaching Poplar Bridge Road, thus allowing through traffic increased capacity to flow southbound. In addition, a separated right turn lane will be constructed at southbound Normandale to westbound 94th Street, allowing right turning traffic to also separate from the through traffic flow.
- AR-27** **Nine Mile Creek Parkway – Stanley to 84th Street** -- This improvement will connect the existing segment of Nine Mile Parkway from where it ends at Stanley along a new alignment up to 84th Street. This new

alignment will be constructed to the west of Stanley, and would include left turn lanes, separated right turn lanes, medians, signalization improvements, and bikeway / walkway improvements.

- AR-28** **Stanley Avenue – 80th Street to 82nd Street** -- This improvement would involve the construction of a new connection between the 80th Street Ring Route system to existing Stanley Avenue. This new alignment will be constructed to the west of Stanley, and would include left turn lanes, separated right turn lanes, medians, signalization improvements, and bikeway / walkway improvements.
- AR-29** **80th Street – Bridge Road to France Avenue South (CSAH 17)** – This improvement would encompass a reconstruction of the Ring Route segment of 80th Street between Bridge Road and France Avenue. Such reconstruction be dependent on the design parameters of two important projects – the reconstruction and widening of I-494, as well as the construction of the Nord Avenue Bridge (see AR-07). It is intended that the improvement would include left turn lanes, separated right turn lanes, medians, signalization improvements, and bikeway / walkway improvements. Truck parking facilities may also be included.
- AR-30** **84th Street & Morris Avenue** – This project would involve conversion of the existing four-way stop traffic control to a signalized intersection.
- AR-31** **Old Shakopee Road (CSAH 1) – Rich Avenue to Kell Avenue** -- This project would include left turn lanes, separated right turn lanes, medians, signalization improvements, and bikeway / walkway improvements.
- AR-32** **102nd & Johnson Avenue** – This project would signalize the intersection, and thus increase pedestrian safety in this school area.
- AR-33** **102nd Street – France Avenue (CSAH 17) to Little Avenue** – This project would increase pedestrian and driver safety through added lanes, channelization, and other capacity improvements, as well as the inclusion of improved bikeway / walkway features in this school area.
- AR-34** **France Avenue (CSAH 17) – 91st Street to 98th Street** – Improvements would include widening of lanes to State Aid Standards, inclusion of left turn lanes, separated right turn lanes, and medians, and construction of bikeway/walkways along the route. Transit accommodations may be included in design.
- AR-35** **84th Street & Xerxes Avenue** – This project will update the traffic control at the intersection from temporary (span wire and wood pole) signalization to permanent signalization (metal signal poles and mast arms). This upgrade includes the installation of emergency vehicle preemption (EVP) detection at the intersection – a feature not available in the existing traffic control.
- AR-36** **98th Street & Xerxes** -- This project will install permanent signalization (metal signal poles and mast arms) at the intersection. This includes the installation of emergency vehicle preemption (EVP) detection at the intersection.
- AR-37** **98th Street & Penn Avenue (CSAH 32)** -- Improvements would include widening of lanes to State Aid Standards, inclusion of left turn lanes, separated right turn lanes, and medians, and construction of bikeway/walkways along the route. Transit accommodations may be included in design.
- AR-38** **Old Shakopee Road (CSAH 1) and Logan Avenue** -- Improvements would include realignment of Logan to intersect Old Shakopee Road (CSAH 1) at a right angle, inclusion of left turn lanes, separated right turn lanes, and medians, and construction of bikeway/walkways along the route. Transit accommodations may be included in design. Signalization may also be included in this improvement.
- AR-39** **Logan Avenue – 98th Street to Old Shakopee Road (CSAH 1)** -- Improvements would include realignment of Logan to intersect Old Shakopee Road (CSAH 1) at a right angle, inclusion of left turn lanes, separated right turn lanes, and medians, and construction of bikeway/walkways along the route. Transit accommodations may be included in design.

- AR-40** 94th Street & James Avenue-- This project will install permanent signalization (metal signal poles and mast arms) at the intersection. This includes the installation of emergency vehicle preemption (EVP) detection at the intersection. In addition, the project may include construction of left turn lanes, separated right turn lanes, and medians, and construction of bikeway/walkways along the route. Transit accommodations and truck-parking provisions may be included in design.
- AR-41** Old Shakopee Road (CSAH 1) -- 98th Street to Grand Avenue South – Improvements would include additional east-west through lanes, especially through the Lyndale intersection, inclusion of left turn lanes, separated right turn lanes, and medians, and construction of bikeway/walkways along the route. Signal improvements would be required. Transit accommodations may be included in design.
- AR-42** I-35W and Old Shakopee Road (CSAH 1) -- Improvements would include upgrade of the existing interchange with I-35W to include a loop ramp in the southeast quadrant, as well as relocation of the northbound I-35W off-ramp intersection with Old Shakopee Road. Signalization improvements would also be included.
- AR-43** Bloomington Freeway – 90th Street to 94th Street (both sides of I-35W) – This improvement would include the preservation of the one-way pair frontage road system on each side of I-35W. The continuity of these one-way pairs must be preserved for accessibility along this segment of I-35W.
- AR-44** Southbound I-35W – North and South of 106th Street – This improvement includes the realignment of the southbound I-35W off-ramp onto the existing alignment of West Bloomington Freeway frontage road. This segment of West Bloomington Freeway would be converted to a one-way facility southbound only at a point to the north of the new alignment change. This new alignment would then intersect with 106th Street at a point westerly of the existing off-ramp intersection, and would provide increased visibility. Signalization of this intersection would be included in the construction. Likewise, the southbound on-ramp would be relocated onto the existing portion of River Terrace to the south of 106th Street.
- AR-45** 102nd Street & Lyndale Avenue – This project would include new signalization of the intersection, as well as the possible inclusion of left turn lanes, separated right turn lanes, and medians, and construction of bikeway/walkways at the intersection.
- AR-46** 92nd Street & Lyndale Avenue -- This project would include new signalization of the intersection, as well as the possible inclusion of left turn lanes, separated right turn lanes, and medians, and construction of bikeway/walkways at the intersection.
- AR-47** 82nd Street – I-35W to Lyndale Avenue – This project would include widening of lanes to State Aid Standards, inclusion of left turn lanes, separated right turn lanes, and medians, and construction of bikeway/walkways along the route. Signalization improvements would be included. Transit accommodations may be included in design.
- AR-48** Dupont/Fremont Avenue – 79th Street to 82nd Street – This project would create a new roadway alignment south of 79th Street to the existing 80th Street, and then reconstruct existing Fremont Avenue to 82nd Street. This roadway will then allow an access between the planned I-35W overpass at 79th/80th Streets and the I-35W interchange at 82nd Street. This roadway alignment may be changed to an intersection with Dupont or Emerson to the east, as the design constrictions would dictate. This project would include widening of lanes to State Aid Standards, inclusion of left turn lanes, separated right turn lanes, and medians, and construction of bikeway/walkways along the route. Signalization improvements would be included. Transit accommodations may be included in design.
- AR-49** I-494 & Lyndale Avenue – The City of Richfield has secured federal funding for the improvement of this intersection. The City of Bloomington anticipates a project to match the geometrics of the Richfield design. Ultimately, the interchange should be considered for a single-point diamond interchange. This project would include widening of lanes to State Aid Standards, inclusion of left turn lanes, separated right turn lanes, and medians, and construction of bikeway/walkways along the route. Signalization improvements would be included. Transit accommodations may be included in design.

- AR-50** 79th Street & CP Rail Crossing – This improvement would include the construction of automatic railroad crossing signals and gates at this location.
- AR-51** 82nd Street & CP Rail Crossing -- This improvement would include the construction of automatic railroad crossing signals and gates at this location.
- AR-52** Reserved
- AR-53** 86th Street and Nicollet Avenue (CSAH 52) -- This project would include new signalization of the intersection, as well as the possible inclusion of left turn lanes, separated right turn lanes, and medians, and construction of bikeway/walkways at the intersection.
- AR-54** 90th Street and Nicollet Avenue (CSAH 52) -- This project would include new signalization of the intersection, as well as the possible inclusion of left turn lanes, separated right turn lanes, and medians, and construction of bikeway/walkways at the intersection.
- AR-55** 95th Street and Nicollet Avenue (CSAH 52) -- This project would include new signalization of the intersection, as well as the possible inclusion of left turn lanes, separated right turn lanes, and medians, and construction of bikeway/walkways at the intersection.
- AR-56** I-494 & Portland Avenue (CSAH 35) -- This project involves the reconstruction of the existing interchange into a single-point diamond interchange, and includes the removal of the existing interchange at Nicollet. The new interchange would be designed and built to incorporate the ultimate widening associated with the I-494 reconstruction project. In addition, this project would include widening of lanes to State Aid Standards, inclusion of left turn lanes, separated right turn lanes, and medians, and construction of bikeway/walkways along the route. Signalization improvements would be included. Transit accommodations may be included in design. Because this project lies within the Integrated Corridor Traffic Management (ICTM) project boundary, adaptive signal timings and motorist information features will be included in the project design. Roadway improvements would extend to 81st Street along Portland Avenue.
- AR-57** 82nd Street & 12th Avenue -- This project would include new signalization of the intersection, as well as the possible inclusion of left turn lanes, separated right turn lanes, and medians, and construction of bikeway/walkways at the intersection.
- AR-58** Old Shakopee Road (CSAH 1) & 12th Avenue -- This project would include new signalization of the intersection, as well as the possible inclusion of left turn lanes, separated right turn lanes, and medians, and construction of bikeway/walkways at the intersection.
- AR-59** Old Shakopee Road (CSAH 1) – 17th Avenue to just south of Killebrew Drive -- This project would include widening of lanes to State Aid Standards, inclusion of left turn lanes, separated right turn lanes, and medians, and construction of bikeway/walkways along the route. Signalization improvements would be included. Transit accommodations may be included in design. Because this project lies within the Integrated Corridor Traffic Management (ICTM) project boundary, adaptive signal timings and motorist information features will be included in the project design. Interchange improvements at Old Shakopee Road and Cedar Avenue (MN 77) would be included.
- AR-60** 24th Avenue (CSAH 1) – I-494 to 80th Street -- This project would include additional widening of lanes to State Aid Standards, inclusion of left turn lanes, separated right turn lanes, and medians, and construction of bikeway/walkways along the route. Signalization improvements would be included. Transit accommodations may be included in design. Because this project lies within the Integrated Corridor Traffic Management (ICTM) project boundary, adaptive signal timings and motorist information features will be included in the project design. Interchange improvements at Old Shakopee Road and Cedar Avenue (MN 77) would be included.

- AR-61** Lindau Lane – TH 77 to 24th Avenue -- This project would include additional widening of lanes to State Aid Standards, inclusion of left turn lanes, separated right turn lanes, and medians, and construction of bikeway/walkways along the route. Signalization improvements would be included. Transit accommodations would be included in design. This project would be necessitated by the development of the Mall of America's Phase II to the north. Additional design elements to be considered include ramps directly feeding the parking garages from MN 77, thus bypassing Lindau Lane.
- AR-62** Reserved
- AR-63** Reserved
- AR-64** Old Shakopee Road (CSAH 1) – 27th Avenue to 30th Avenue – This project would include additional widening of lanes to State Aid Standards, inclusion of left turn lanes, separated right turn lanes, and medians, and construction of bikeway/walkways along the route. Signalization improvements would be included. Transit accommodations would be included in design.
- AR-65** 34th Avenue – Ceridian Driveway to I-494 -- This project would include additional widening of lanes to State Aid Standards, inclusion of left turn lanes, separated right turn lanes, and medians, and construction of bikeway/walkways along the route. Signalization improvements would be included. Light rail transit accommodations would be included in design.
- AR-66** I-494 & 34th Avenue – This project would involve the realignment of lanes for the accommodation of light-rail transit. This project would include additional widening of lanes to State Aid Standards, inclusion of left turn lanes, separated right turn lanes, and medians, and construction of bikeway/walkways along the route. Signalization improvements would be included.
- AR-67** I-494 & US 169 (westbound to southbound) – This project would involve the reconstruction of the interchange to include directional fly-over ramps.
- AR-68** I-494 & US 169 (northbound to westbound) – This project would involve the reconstruction of the interchange to include directional fly-over ramps.
- AR-69** I-494 & Hwy 100 (northbound to westbound) – This project would involve the reconstruction of the interchange to include directional fly-over ramps.
- AR-70** I-494 & Hwy 100 (southbound to eastbound) – This project would involve the reconstruction of the interchange to include directional fly-over ramps.
- AR-71** MN 77 & I-494 (southbound to eastbound) – This project would involve the reconstruction of the interchange to include directional fly-over ramps.
- AR-72** I-35W & I-494 (northbound to westbound) – This project would involve the reconstruction of the interchange to include directional fly-over ramps.
- AR-73** I-494 & Penn Avenue (CSAH 32) – This project would include additional widening of lanes to State Aid Standards, inclusion of left turn lanes, separated right turn lanes, and medians, and construction of bikeway/walkways along the route. Signalization improvements would be included. Because this project lies within the Integrated Corridor Traffic Management (ICTM) project boundary, adaptive signal timings and motorist information features will be included in the project design. Interchange improvements at Old Shakopee Road and Cedar Avenue (MN 77) would be included.
- AR-74** 86th Street – Old Shakopee Road (CSAH 1) to 28th Avenue (Kelley Farm extension) – This improvement consists of the construction of a new alignment of 86th Street eastward from Old Shakopee Road and then curving northward to an intersection with Old Shakopee Road at 28th Avenue. This improvement includes construction of lanes to State Aid Standards, inclusion of left turn lanes, separated right turn lanes, and

medians, and construction of bikeway/walkways along the route. Signalization improvements would be included.

- AR-75** **Overlook Drive – Xerxes Avenue to France Avenues** -- This project consists of the connection of two segments of Overlook Drive between Xerxes and France Avenues. This improvement includes construction of lanes to State Aid Standards, inclusion of left turn lanes, separated right turn lanes, and medians, and construction of bikeway/walkways along the route.
- AR-76** **Non-Motorized Grade-Separated Pathway Under Normandale Boulevard (CSAH 34) South of 84th Street** -- This project would widen and modify the non-motorized underpass that crosses under Normandale Boulevard south of 84th Street. This underpass lies at the point that Nine Mile Creek passes under Normandale. This project would provide improved bicycle and pedestrian access to the Normandale Lake area, as well as to the proposed bandshell area.
- AR-77** **Non-Motorized Grade-Separated Pathway Over 84th Street West of Normandale Lake Boulevard** -- This project would construct a non-motorized overpass that crosses over 84th Street west of Normandale Lake Boulevard. This overpass would connect the parking ramp serving the 8500 Building with the proposed bandshell to be located near Normandale Lake. This project would provide improved bicycle and pedestrian access to the Normandale Lake area, as well as to the proposed bandshell area.
- AR-78** **West Bush Lake Road – Marth Road to West 78th Street** – This project involves the expansion of the bridge over I-494 connecting Marth Road on the south leg of West Bush Lake Road with the intersection with West 78th Street. This improvement includes construction of lanes to State Aid Standards, inclusion of left turn lanes, separated right turn lanes, and medians, and construction of bikeway/walkways along the route. Signalization improvements would be included.
- AR-79** **Old Shakopee Road (CSAH 1) – CP Rail Overpass** – This project involves the construction of a grade separated crossing of Old Shakopee Road over the CP Rail tracks. Much of the right of way for such a structure has been planned for, and preserved as adjacent property has redeveloped. The project would also include bikeway/walkways along the route.
- AR-80** **Old Shakopee Road (CSAH 1) – Easterly 100 feet from Columbus Avenue on North Side of Street** -- This is an area where minor rights-of-way need yet to be acquired along this Hennepin County Route.
- AR-81** **Nicollet Avenue (CSAH 52) – Along second property to the north of 90th Street on west side** -- This is an area where minor rights-of-way need yet to be acquired along this Hennepin County Route.
- AR-82** **90th Street & Penn Avenue (CSAH 32) – Southeast corner** -- This is an area where minor rights-of-way need yet to be acquired along this Hennepin County Route.
- AR-83** **Normandale Boulevard (CSAH 34) and northerly 120’ from Mount Normandale Drive on west side of street** -- This is an area where minor rights-of-way need yet to be acquired along this Hennepin County Route.
- AR-84** **86th Street & Portland Avenue (CSAH 35)** – This project includes signal modification, roadway channelization and capacity improvements.
- AR-85** **90th Street & Portland Avenue (CSAH 35)** -- This project includes signal modification, roadway channelization and capacity improvements.
- AR-86** **TH 77 & Old Shakopee Road (CSAH 1)** – Interchange improvements, including channelization, capacity improvements, and signal reconstruction.
- AR-87** **Old Shakopee Road (CSAH 1) & Old Cedar Avenue** – Intersection improvements including revised channelization in the northeast corner, signal reconstruction, including emergency vehicle phasing (EVP).

- AR-88** **Old Shakopee Road (CSAH 1) & Nicollet Avenue (CSAH 52)** – Intersection improvements including channelization and capacity improvements in northeast and northwest quadrants, and signalization improvements.
- AR-89** **I-494 – West City Limit to TH 100** – Widen to three lanes in each direction, with inside lane possibly becoming an HOV lane.
- AR-90** **I-494 – TH 100 to east of 24th Avenue (CSAH 1)** – Widen to four lanes in each direction, including collector distributor systems east and west of I-35W interchange.
- AR-91** **I-35W – Minnesota River Bridge to North City Limit** -- Four through lanes (counting HOV lane) in each direction throughout Bloomington.