

7550 Sunwood Drive NW • Ramsey, MN 55303  
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[www.cityoframsey.com](http://www.cityoframsey.com)

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June 3, 2020

Mr. Phillip Bergem, P.E.  
Cooperative Agreements Engineer  
MnDOT Metro Office of State Aid  
1500 West County Rd B2  
Roseville, MN 55113-3174

Re: FY 2022 Metro Local Partnership Program Request  
Riverdale Drive Extension – Llama Street to Bowers Drive

Dear Mr. Bergem:

The City of Ramsey requests consideration for funding in the FY 2022 Metro Local Partnership Program solicitation for the Riverdale Drive Extension project. The project proposes to extend Riverdale Drive from Llama Street to Bowers Drive, approximately 0.8 miles, along the south side of Trunk Highway 10. The proposed improvements will complete the frontage road system along the south side of TH 10 from Sunfish Lake Boulevard to Bowers Drive. Benefits of the project include:

**Local and Regional Priority** – The proposed project is depicted in the *Highway 10 Access Planning Study* as “Opportunity/Development/Safety Driven”, indicating this is a regional priority. From the local perspective, there are approximately 250 acres of land adjacent to the proposed roadway that are currently under consideration for development or redevelopment as shown in the attached Concept Sketch. The potential commercial and residential properties would be able to access the Armstrong Boulevard interchange via Riverdale Drive once the new extension is completed.

**Mobility and Access Improvements** – The proposed project will provide access to new development areas within the City, while reducing direct access to TH 10. The new developments will be able to use the Riverdale Drive frontage road system to access the Armstrong Boulevard interchange, rather than directly accessing TH 10. The 10 ft wide, ADA compliant, multi-use trail will provide accommodations for bicyclists and pedestrians along the corridor.

**Safety** – As a portion of the project, two direct accesses onto TH 10 will be removed. The accesses will be reconstructed to connect to the new segment of Riverdale Drive. Additionally, a median cross-over along TH 10 will be removed, reducing the potential for severe right-angle crashes. The eastbound TH 10 right turn lane at Bowers Drive will be extended, reducing the potential for rear-end type collisions.

The project will also extend the functionality, or “reach” of the grade separated crossing of TH 10 and the BNSF railroad at Armstrong Boulevard. This will lead to more reliable emergency response for the area on the south side of TH 10.

**Infrastructure Condition** – The proposed project extends through an undeveloped portion of the City, where no infrastructure currently exists. The Riverdale Drive extension will ensure these new developments can be accessed via a frontage road system, rather than by TH 10.

**Project Readiness** – The City of Ramsey has delivered two segments of Riverdale Drive through the Local Partnership Program or its predecessors: the Municipal Agreement program and the Cooperative Agreement program. We are aware of the project and plan requirements and are committed to delivering the project if awarded funding. We are in continual communication with developers and will be able to set the final alignment, obtain right-of-way, and proceed to final design quickly.

## **CONTACT INFORMATION**

For questions related to this proposal, please contact:

**Bruce Westby, P.E.**

City Engineer

7550 Sunwood Drive NW | Ramsey, MN 55303

763-433-9825 (Direct) | 763-647-4485 (Cell)

[bwestby@cityoframsey.com](mailto:bwestby@cityoframsey.com)

## **REASONS FOR THE PROJECT**

There are many reasons for completion of the Riverdale Drive extension project. When completed, the proposed project will:

- Complete the frontage road system along the south side of TH 10 from Sunfish Lake Boulevard to Bowers Drive,
- Complete a portion of the improvements detailed in the *Highway 10 Access Planning Study*,
- Remove two accesses and a median cross-over from TH 10, making the area safer for the traveling public,
- Extend the eastbound TH 10 right turn lane at Bowers Drive,
- Extend the functionality, or “reach” of the grade separated crossing of TH 10 and the BNSF railroad at Armstrong Boulevard for emergency response vehicles,
- Provide access to developments being planned in the area of the improvements, and
- Allow infrastructure to be extended into a currently undeveloped portion of the City.

## **ESTIMATED COST SUMMARY**

The proposed project will include costs for extending City infrastructure into the area to serve developments with roadways, sanitary sewer and watermain. The City is requesting funding to assist with roadway, trail and storm sewer components of the project. The total project costs are estimated at \$3,618,000, with the roadway, trail and storm sewer construction costs estimated at \$1,675,000. The City is requesting \$710,000 of the \$1,675,000 in eligible construction costs.

The City is committed to preparing a funding package that will include all project costs, including right-of-way, preliminary design, final design, and other City costs required to complete the project. In terms of percentage, the City is requesting approximately 42% of the eligible construction costs, which also equates to less than 20% of the total project costs.

FY2022 LPP Funding Request  
City of Ramsey – Riverdale Drive Extension

Improvement Type	Requested Eligible Cost	City Cost
Roadway, Trail, Storm Sewer and TH 10	\$ 710,000	\$ 965,000
Watermain	\$ 0	\$ 563,000
Sanitary Sewer	\$ 0	\$ 484,000
Right-of-Way	\$ 0	\$ 150,000
Design and Construction Engineering (18% Est)	\$ 0	\$ 490,000
Other Local Project Delivery Costs	\$ 0	\$ 256,000
<b>TOTALS</b>	<b>\$ 710,000</b>	<b>\$2,908,000</b>

**BENEFITS TO THE TRUNK HIGHWAY AND LOCAL ROADWAY SYSTEM**

The project is intended to improve access, mobility and safety along the TH 10 corridor. This improvement was detailed in the *Highway 10 Access Planning Study*, and will provide benefit to the TH 10 corridor by:

- Removing two accesses to TH 10,
- Removing a median cross-over from TH 10,
- Extend the eastbound TH 10 right turn lane at Bowers Drive,
- Providing access to a new area of development and allowing the new traffic to access TH 10 via the Armstrong Boulevard interchange,
- Allowing better access for emergency vehicles to the area.

**TRAFFIC CONTROL DURING CONSTRUCTION**

The work along TH 10 will include the removal of two private accesses, removal of a median cross-over and associated left turn lanes, and extension of a right turn lane at Bowers Drive. The work is anticipated to be primarily completed using shoulder closures. No lane closures are anticipated.

The frontage road will be constructed along a new alignment, minimizing the need for traffic control on the local roadway system.

**SCHEDULE AND STRATEGY**

The City has received information from developers indicating there will be a need for the extension of Riverdale Drive in the immediate future. The City will be able to leverage local assessments, State Aid funding, and City trunk utility funding for the project. Those sources, along with Local Partnership Program funding, will allow for a complete financing package to be developed. The project could potentially be designed this winter, bid in the early part of 2021, and constructed in the summer of 2021.

**ATTACHMENTS AND OTHER INFORMATION**

**Concept Sketch**

The attached Concept Sketch was originally included in the *Highway 10 Access Planning Study*. The sketch has been shared with developers and the alignment has been refined over the past several years. The sketch also depicts the access closures, the median cross-over closure and the developing area adjacent to the Riverdale Drive Extension.

**Existing Conditions**

The existing conditions can be seen on the attached figure.

**Cost Estimate**

A construction cost estimate is attached which aligns with the construction cost summary presented previously in this letter.

**Supporting Documentation and Additional Materials**

Excerpts from the *Highway 10 Access Planning Study* are attached, including the original concept sketch and the Implementation Plan. The *Highway 10 Access Planning Study* involved strong and effective coordination between the study’s project partners, which included:

- MnDOT,
- Anoka County,
- City of Ramsey, and
- City of Anoka.

**Letter of Support**

A letter of support is attached from Melissa Barnes, P.E., MnDOT’s North Area Manager.

**Right-of-Way**

Right of way will be required for the project. The City will work with developers to acquire the right of way. The right of way will remain dedicated to the City of Ramsey, with none of the property being passed along to MnDOT.

**Excavations**

Excavation will be required below the Class 5 to allow for installation of public utilities along the corridor.

The attachments to this funding request letter include the Concept Sketch, existing conditions graphic, cost estimate, excerpts from the *Highway 10 Access Planning Study*, and letter of support from Melissa Barnes, MnDOT’s North Area Manager.

Thank you for the opportunity to submit this project for consideration of funding in the FY 2022 Metro Local Partnership Program. If you have any questions about the project or the information contained in this application, please contact me at (763) 433-9825, or [bwestby@cityoframsey.com](mailto:bwestby@cityoframsey.com).

Sincerely,

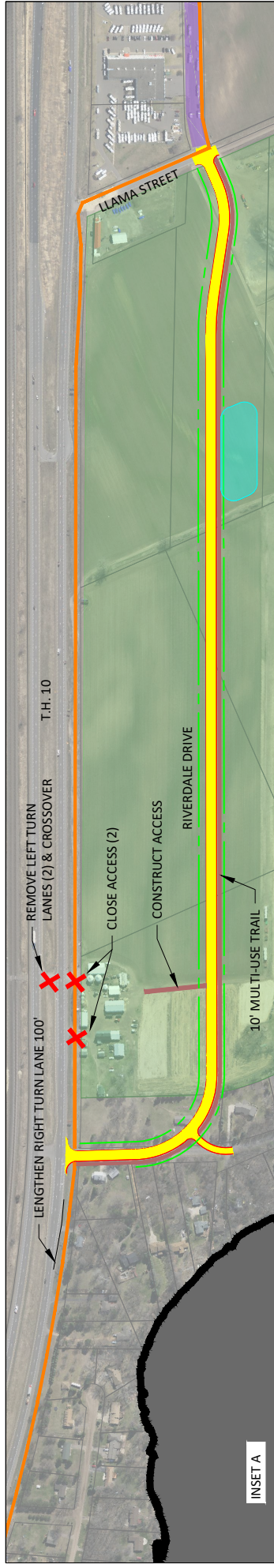
**CITY OF RAMSEY**



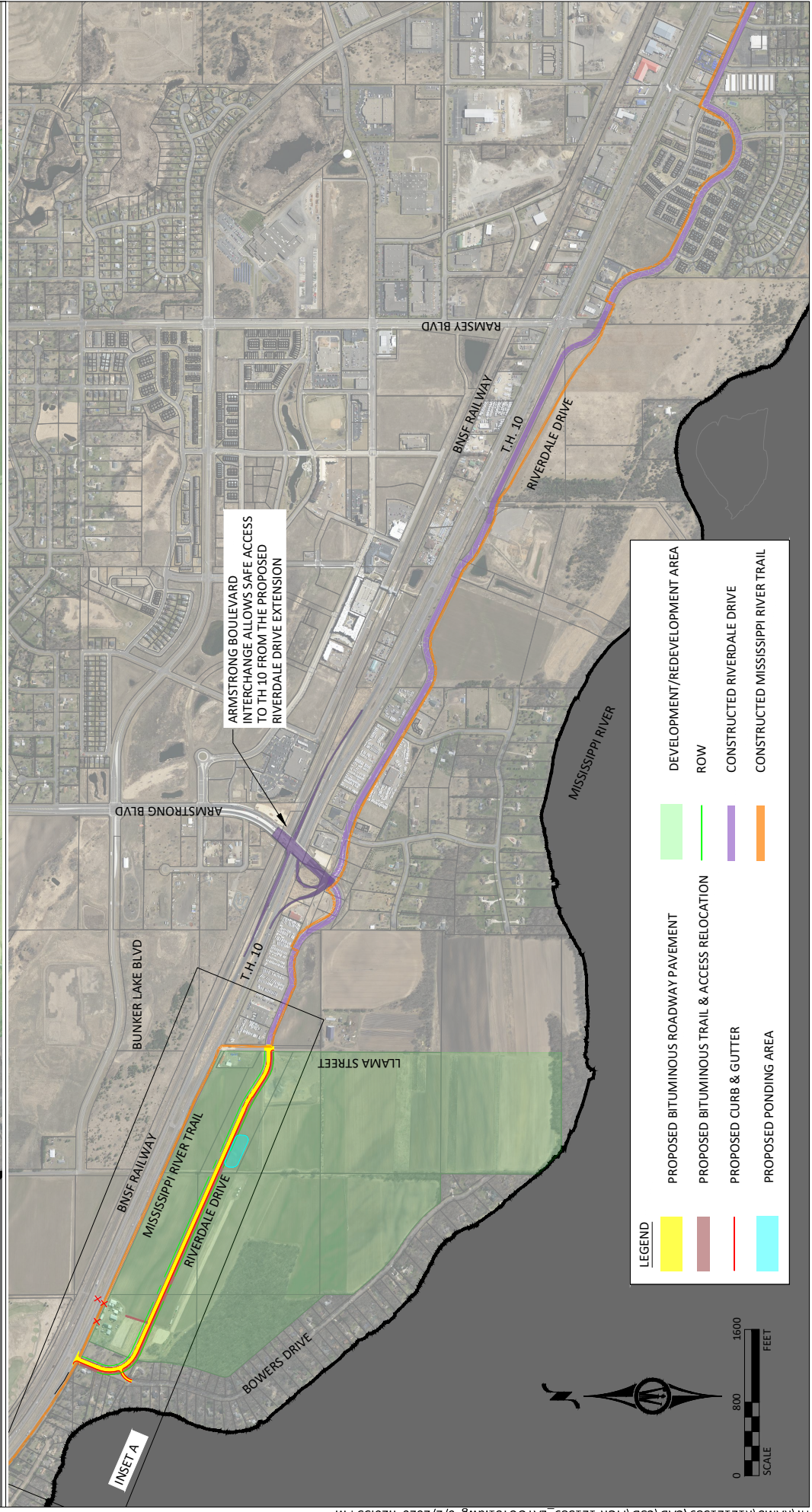
Bruce Westby, P.E.

City Engineer

Attachments: Concept Sketch  
Existing Conditions Graphic  
Cost Estimate  
Excerpts from the *Highway 10 Access Planning Study* (5 Pages)  
Letter of Support, MnDOT



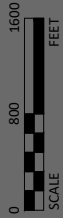
INSET A



INSET A

LEGEND	
	PROPOSED BITUMINOUS ROADWAY PAVEMENT
	DEVELOPMENT/REDEVELOPMENT AREA
	PROPOSED BITUMINOUS TRAIL & ACCESS RELOCATION
	ROW
	PROPOSED CURB & GUTTER
	PROPOSED PONDING AREA
	CONSTRUCTED RIVERDALE DRIVE
	CONSTRUCTED MISSISSIPPI RIVER TRAIL





**PRELIMINARY ENGINEER'S ESTIMATE**  
 LOCAL PARTNERSHIP PROGRAM APPLICATION  
 RIVERDALE DRIVE EXTENSION  
 CITY OF RAMSEY, MN



Real People. Real Solutions.

ITEM	TOTAL ESTIMATED QUANTITY	UNIT	UNIT PRICE	TOTAL AMOUNT	PARTICIPATING				NON-PARTICIPATING			
					ROADWAY		STORM SEWER		SANITARY SEWER		WATERMAIN	
					QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT
MOBILIZATION	1	LUMP SUM	\$140,000.00	\$140,000.00	0.48	\$67,200.00	0.13	\$18,200.00	0.18	\$25,200.00	0.21	\$29,400.00
TRAFFIC CONTROL	1	LUMP SUM	\$40,000.00	\$40,000.00	0.48	\$19,200.00	0.13	\$5,200.00	0.18	\$7,200.00	0.21	\$8,400.00
REMOVE BITUMINOUS PAVEMENT	4,100	SQ. YD.	\$4.00	\$16,400.00	4,100	\$16,400.00						
COMMON EXCAVATION (P) (EV)	11,810	CU YD	\$12.00	\$141,720.00	11,810	\$141,720.00						
DEWATERING	1	LUMP SUM	\$50,000.00	\$50,000.00					1	\$50,000.00		
AGGREGATE BASE CLASS 5	11,900	TON	\$16.00	\$190,400.00	11,900	\$190,400.00						
BITUMINOUS PAVEMENT (ROADWAY AND TRAIL)	6,600	TON	\$75.00	\$495,000.00	6,600	\$495,000.00						
CONCRETE CURB & GUTTER DES B618	9,300	LIN FT	\$14.00	\$130,200.00	9,300	\$130,200.00						
PEDESTRIAN CURB RAMPS	5	EACH	\$6,000.00	\$30,000.00	5	\$30,000.00						
SIGN PANELS TYPE C	150	SQ. FT	\$75.00	\$11,250.00	150	\$11,250.00						
RC PIPE APRON	2	EACH	\$2,000.00	\$4,000.00			2	\$4,000.00				
CHANNEL & POND EXCAVATION	5,000	CU YD	\$10.00	\$50,000.00			5,000	\$50,000.00				
STORM SEWER RC PIPE	3,900	LIN FT	\$50.00	\$195,000.00			3,900	\$195,000.00				
DRAINAGE STRUCTURE W/ CASTING	28	EACH	\$3,080.00	\$86,240.00			28	\$86,240.00				
RANDOM RIPRAP CL III	50	CU YD	\$110.00	\$5,500.00			50	\$5,500.00				
SANITARY SEWER MANHOLE W/ CASTING	16	EACH	\$7,850.00	\$125,600.00					16	\$125,600.00		
PVC PIPE SEWER	4,500	LIN FT	\$60.00	\$270,000.00					4,500	\$270,000.00		
CONNECT TO EXISTING SANITARY MANHOLE	1	EACH	\$5,500.00	\$5,500.00					1	\$5,500.00		
CONNECT TO EXISTING WATER MAIN	2	EACH	\$2,000.00	\$4,000.00							2	\$4,000.00
6" GATE VALVE & BOX	9	EACH	\$3,200.00	\$28,800.00							9	\$28,800.00
HYDRANT	3	EACH	\$4,400.00	\$13,200.00							3	\$13,200.00
WATERMAIN DUCTILE IRON	6,200	LIN FT	\$72.00	\$446,400.00							6,200	\$446,400.00
WATERMAIN FITTINGS	2,500	POUND	\$13.00	\$32,500.00							2,500	\$32,500.00
EROSION CONTROL AND SITE STABILIZATION	1	LUMP SUM	\$64,000.00	\$64,000.00	1	\$64,000.00						
SEEDING	8	ACRE	\$12,500.00	\$100,000.00	8.00	\$100,000.00						
PAVEMENT STRIPING	4,800	LIN FT	\$7.00	\$33,600.00	4,800	\$33,600.00						
PAVEMENT MARKINGS	500	SQ. FT	\$25.00	\$12,500.00	500	\$12,500.00						
<b>ROUNDED TOTAL AMOUNTS</b>				<b>\$2,722,000</b>	<b>\$1,311,000</b>	<b>\$364,000</b>	<b>\$484,000</b>	<b>\$565,000</b>				

# HIGHWAY 10 ACCESS PLANNING STUDY



## Study Report

SEPTEMBER 12, 2014



# PROJECT MANAGEMENT TEAM

## PROJECT MANAGEMENT TEAM

Representative	Agency	Title
Paul Jung	MnDOT	Project Manager/North Area Engineer
Wayne Norris	MnDOT	North Area Manager (through June 3, 2014)
Sheila Kauppi	MnDOT	North Area Manager (after June 3, 2014)
Jim Henricksen	MnDOT	Metro District Program Management
Kevin Schwartz	MnDOT	Traffic Signal Optimization
Paul Czech	MnDOT	Metro District Planning
Tony Fischer	MnDOT	Metro Freeway Operations
Gayle Gedstad	MnDOT	North Area Traffic Engineer
Gina Mitteco	MnDOT	Metro District Planning
Steve Voss	MnDOT	District 3 Planning Director
Mark Filipi	Metropolitan Council	Travel Forecasting
Doug Fischer	Anoka County	County Engineer
Chris Chromy	Bolton & Menk	Project Manager
Eric Johnson	Bolton & Menk	Deputy Project Manager

# STUDY ADVISORY COMMITTEE

## STUDY ADVISORY COMMITTEE

Representative	Agency	Title
Tim Gladhill	City of Ramsey	Development Services Manager
Bruce Westby	City of Ramsey	Engineer
Carolyn Braun	City of Anoka	Planning Director
Justin Femrite	City of Elk River	Engineer
Arlene McCarthy	Metropolitan Council	Transportation Director
Doug Fischer	Anoka County	County Engineer
Jack Forslund	Anoka County	Multimodal Transportation Director
Andrew Witter	Anoka County	Assistant County Engineer
Jane Rose	Anoka County	Traffic Engineering Manager
Jason Orcutt	Anoka County	Design Engineer
Matthew Parent	Anoka County	Transportation Planner
Steve Voss	MnDOT	District 3 Planning Director
Paul Jung	MnDOT	Project Manager
Wayne Norris	MnDOT	North Area Manager (through June 3, 2014)
Sheila Kauppi	MnDOT	North Area Manager (after June 3, 2014)
Scott McBride	MnDOT	Metro District Engineer
Jim Henricksen	MnDOT	Metro District Program Management
Chris Chromy	Bolton & Menk	Project Manager
Eric Johnson	Bolton & Menk	Deputy Project Manager

Table 3 – Implementation Plan

Priority	Project	Project Description	Potential Funding	Cost			Comments	
				ROW Acquisition	RALF Payback	Construction Total		
Immediate	Subarea 5	Short term pedestrian improvements   Median barrier with fence   Select trail connections (Wendale to Fairoak - north side and Fairoak to Main - south side)	TH / MA	\$0	\$0	\$390,000	Immediate pedestrian safety improvements targeting key deficiencies   Temporary (throw away)	
	5-1-1	Construct Greenhaven Pkwy from Thurston Ave to Main St   New intersection on Thurston Ave (signal or roundabout)   Remove all-way stop on Thurston Ave	MA / TIF / LOCAL / MSAS	\$2,200,000	\$100,000	\$2,700,000	Continuous local connection from Thurston to Main on N side of TH 10   Dependent upon ROW acquisition	
	5-1-2a	Reduced conflict intersection at Fairoak Ave   Frontage Road from Cutters Grove to Fairoak Ave   Pedestrian overpass near Wendale Avenue	TAP / TH / HSIP / COC / CIMS / CMAQ / LOCAL / MA / MSAS	\$800,000	\$0	\$8,800,000	Significant safety and mobility improvements on WB Hwy 10   Provide pedestrian accommodations prior to Fair Oaks signal removal	
	4-1-2E	North Frontage Rd from Sunfish Lake Blvd to Anoka Tech	MA / LOCAL / MSAS / RALF	\$800,000	\$900,000	\$1,300,000	Continuous local connection from Sunfish to Thurston on N side of TH 10   Closes 11 access points on TH 10	
	3-1-4	Realign TH 10 between Ramsey Blvd and Sunfish Lake Blvd   Construct North Frontage Rd	MA / LOCAL / RALF / MSAS / TH / CIMS	\$1,900,000	\$3,000,000	\$6,700,000	Continuous local connection from Ramsey to Sunfish on N side of TH 10   Closes 26 access points on TH 10	
	4-1-2W	South Frontage Rd extension from Traprock St to Ramsey Blvd	MA / LOCAL / MSAS / PRIV	\$300,000	\$0	\$800,000	Continuous local connection from Armstrong to Ramsey Blvd on S side of TH 10   Closes 1 access point on TH 10	
	3-1-1							
<b>Subtotal</b>						<b>\$29.6 M</b>		
Short-Term	5-1-3	Extension of south frontage road from Fairoak Ave to Main St   Roundabout at Main St interchange   Removal of TH 10 WBL access at south Fairoak Ave	LOCAL / HSIP / MA / MSAS / TH / CSAH	\$100,000	\$0	\$2,500,000	Continuous local connection from Cutters Grove to Main   Needs to be complete prior to improvements at Thurston and TH 10	
	4-1-3	Extend Riverdale Dr east of Tungsten   New right-in/right out access on TH 10   Remove driveways on eastbound TH 10 between Sunfish Lake Blvd and Tungsten St	MA / LOCAL / MSAS / PRIV / TH	\$800,000	\$0	\$1,500,000	Dependent upon ROW acquisition, property owner meeting   Closes 11 access points on TH 10	
	4-1-4	Grade separation treatment at Thurston Avenue (westbound flyover, High T, eastbound and westbound flyover, or overpass with RI/RO)   Complete N Frontage rd to west	CIMS / COC / HSIP / LOCAL / MA / TED / MSAS / RALF		\$16M - \$26.2M		\$16M for WB Flyover   \$26.2 M for Thurston Overpass	
	Subarea 5							
	<b>Subtotal</b>						<b>\$20.9 - \$31.7 M</b>	
Mid-Term	Subarea 4	Grade separation treatment at Sunfish Lake Blvd (westbound flyover, High T, eastbound and westbound flyover, or Sunfish Lake Blvd overpass with RI/RO)	STP / CIMS / COC / HSIP / LOCAL / MA / TED / MSAS / RALF / CSAH		\$11M - \$19.2M		\$11 for WB Flyover up to \$19.2 for EB and WB Flyover	
	Subarea 3	Grade separation treatment at Ramsey Blvd (westbound flyover, High T, eastbound and westbound flyover, Ramsey Blvd overpass with RI/RO)	STP / CIMS / COC / HSIP / LOCAL / MA / TED / MSAS / RALF / CSAH		\$11.4M - \$23.9M		\$11.4 for WB Flyover up to \$23.9 for High T with Local Overpass with RI/RO	
	Subarea 5	Full grade separation conversion at Thurston Ave (if not completed previously)	CIMS / COC / HSIP / LOCAL / MA / TED / MSAS / RALF		\$0 or \$23M - \$26M		EB Flyover or High-T with Local Overpass	
	<b>Subtotal</b>						<b>\$22.4 - \$69.7 M</b>	
	Opportunity / Development / Safety Driven	3-1-3	Purchase right-of-way along north side of TH 10 between Armstrong Blvd and Ramsey Blvd	RALF / TH	\$9,500,000	\$2,000,000	\$0	Long term access to properties not viable   Continue to purchase properties as opportunities present themselves
3-1-2		Veterans Dr extension to Ramsey Blvd	LOCAL / PRIV	\$100,000	\$0	\$500,000	Development driven	
Subarea 4		RR Underpass - Sunfish Lake Boulevard	CIMS / CSAH / CTIB / HSIP / LOCAL / MSAS / RR / STP / TIGER	\$0	\$0	\$14,500,000	County working on plan to grade separate all major at-grade BNSF crossings	
Subarea 3		RR Underpass - Ramsey Boulevard	CIMS / CSAH / CTIB / HSIP / LOCAL / MSAS / RR / STP / TIGER	\$0	\$0	\$11,500,000	County working on plan to grade separate all major at-grade BNSF crossings	
1-1-1		156th St extension Jarvis St to Alpine St	MA / LOCAL / PRIV	\$0	\$0	\$800,000	Continue to monitor the safety of access on TH 10	
1-1-2		South Frontage Rd extension Edison St to Adams St	MA / LOCAL / PRIV	\$100,000	\$0	\$900,000	Continue to monitor the safety of access on TH 10	
1-1-3		RCUT at Alpine Dr with turn lane improvements and South Frontage Rd to Alpine Dr	HSIP / MA / LOCAL / TH / MSAS	\$200,000	\$0	\$1,400,000	Continue to monitor the safety of access on TH 10	
1-1-4		RCUT at Bowers Dr with turn lane improvements	HSIP / MA / LOCAL / TH / MSAS	\$0	\$0	\$800,000	Continue to monitor the safety of access on TH 10	
1-1-5		Riverdale Blvd extension to Bowers Dr	MA / LOCAL / PRIV / TED	\$500,000	\$200,000	\$1,300,000	Continue to monitor the safety of access on TH 10	
<b>Subtotal</b>						<b>\$44.7 M</b>		

CIMS  
CMAQ  
COC  
CSAH  
CTIB  
HSIP  
LOCAL

Corridor Investment Management Strategy Funds (State)  
Congestion Mitigation and Air Quality Funds (Federal)  
Corridors of Commerce Funds (State)  
County State Aid Highway Funds (State)  
RR Grade Separation benefitting Northstar Corridor  
Highway Safety Improvement Program Funds (Federal)  
Local County or City Funding

LRIP  
MA  
MSAS  
PRIV  
RALF  
RR  
STP

Local Road Improvement Program Funds (State)  
Municipal / Cooperative Agreement Funds (State)  
Municipal State Aid System Funds (State)  
Private Funding / Development (Private)  
Right-of-Way Acquisition Loan Fund (State)  
Railroad Grade Crossing Safety Funds (Federal)  
Surface Transportation Program Funds (Federal)

TAP  
TED  
TH  
TIF  
TIGER  
TRLF

Transportation Alternatives Program Funds (Federal)  
Transportation / Economic Development (State)  
Trunk Highway Funds (State)  
Tax Increment Financing Funds (Local)  
Transportation Investment Generating Economic Recovery Funds (Federal)  
Transportation Revolving Loan Fund (Federal)

**TOTAL INVESTMENT**  
(2014 dollars)  
**\$115 - \$160 M**



### Riverdale Dr Extension

(Bowers Dr to Llama St)

Highway 10 Access Planning Study



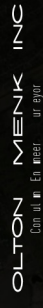
#### Achieves:

- Critical local system connection along south side of Hwy 10
- Continuous local street along south side of Hwy 10
- Supports city's development goals

Priority: Development Driven

Cost: \$2.0M

- Local Street Extension





Bruce Westby, PE  
Ramsey City Engineer  
7750 Sunwood Drive NW  
Ramsey, MN 55303

May 29, 2020

RE: Riverdale Drive Extension; Llama Street to Bowers Drive


Dear Mr. Westby:

The Minnesota Department of Transportation (MnDOT) understands that the City of Ramsey is preparing to submit a grant application to assist with funding the extension of Riverdale Drive from Llama Street to Bowers Drive through the current Local Partnership Program (LPP) solicitation. It is also our understanding that this project will serve to complete the frontage road connection between Armstrong Boulevard and Bowers Drive south of U.S. Highway 10, and that the project will include the removal of a median crossover and two private accesses to eastbound Highway 10 that serve the property at 8846 Highway 10 NW.

Due to the clear benefits that will be provided to the Trunk Highway system and the local community as a result of this project, MnDOT is pleased to provide this Letter of Support for your LPP grant application for the above-referenced project.

Please contact me at 651.234.7718 or [Melissa.barnes@state.mn.us](mailto:Melissa.barnes@state.mn.us) with any questions.

Sincerely,

 Digitally signed by  
Melissa Barnes  
Date: 2020.05.29  
13:14:24 -05'00'

Melissa Barnes, PE  
North Area Manager  
MnDOT Metro District

CC:

*Equal Opportunity Employer*