

## WEST SEGMENT



Existing sidewalk on south side of TH 210 – Sidewalks to be widened with standard ADA-compliant driveways

- Resurfacing
- Sidewalk widening
- Median and turn-lane improvements
- Reconstruction from NW 4th St to bridge
- Resurfacing of Mississippi River bridge with wider sidewalks and barriers

## CENTRAL SEGMENT



Mississippi River bridge to be resurfaced with improved space for pedestrians – the River forms a barrier to local detours, which is exaggerated with the nearby BNSF rail

- Full Reconstruction
- Sidewalk widening and extension
- Raised median and left turn removals
- Resurfacing of Mississippi River bridge with wider sidewalks
- Signal replacement (N 4th St. and N 8th St.) and signal upgrade (N 6th St.)
- Design Challenge: coordinate drainage, utilities, and ADA improvements with existing property lines and buildings.
- Design Challenge: Mississippi River and BNSF railroad crossings constrict local traffic movement and limit construction detour options.

## EAST MALL RAIL YARD SEGMENT



Proposed roundabout to replace existing signal at TH 210 & 8th Ave NE (2nd roundabout proposed at TH 25) – Design challenge to coordinate local access and pedestrian connections

- Full Reconstruction
- Twin roundabouts at TH 210 & TH 25 and TH 210 & 8th Ave NE intersections
- Sidewalk widening and new trail connections
- Raised median and left turn removals
- Resurfacing of Mississippi River bridge with wider sidewalks
- Signal replacement (Gillis Ave/SE 13th St.) and signal removal (4th Ave NE & 8th Ave NE)
- Design Challenge: detail coordination of roundabouts and associated traffic flow, business access, and pedestrian connections.

## EAST SEGMENT



Roadway resurfacing and median reconstruction to improve traffic flow, while reconstruction and expansion of the existing multiuse trail facilitates long-term goals for local pedestrian and bicycle connectivity

- Resurfacing
- Trail replacement and access improvements
- Median reconstruction and turn lane improvements

