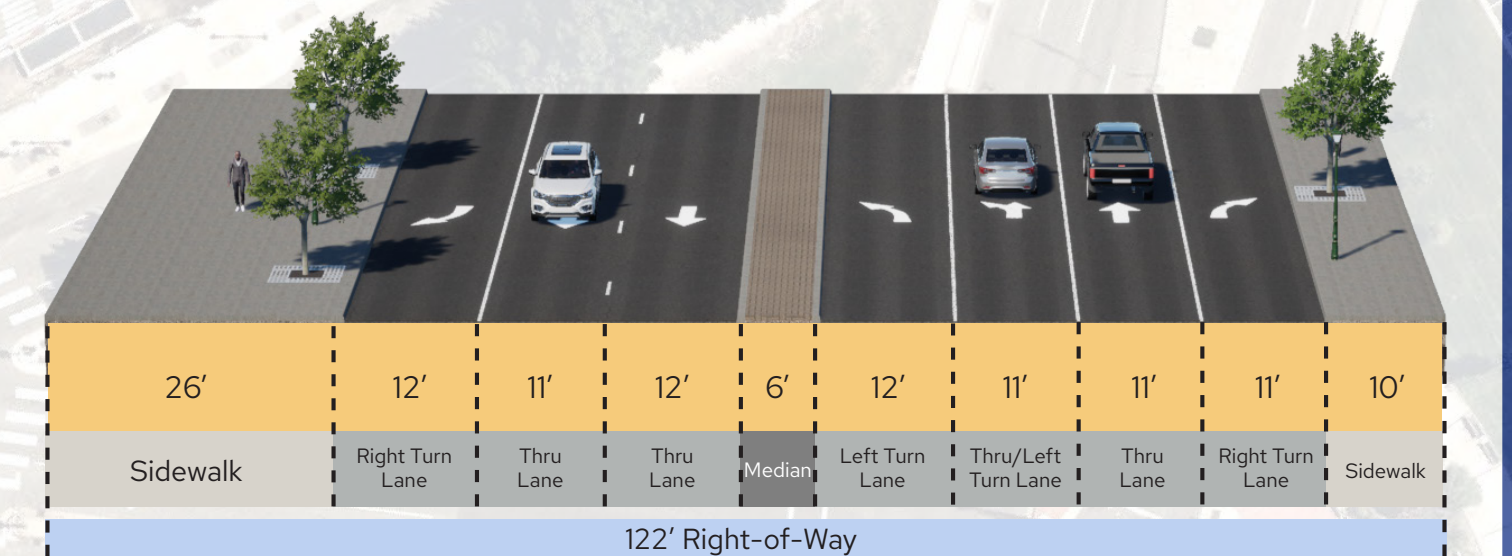


PRELIMINARY
Subject to Change

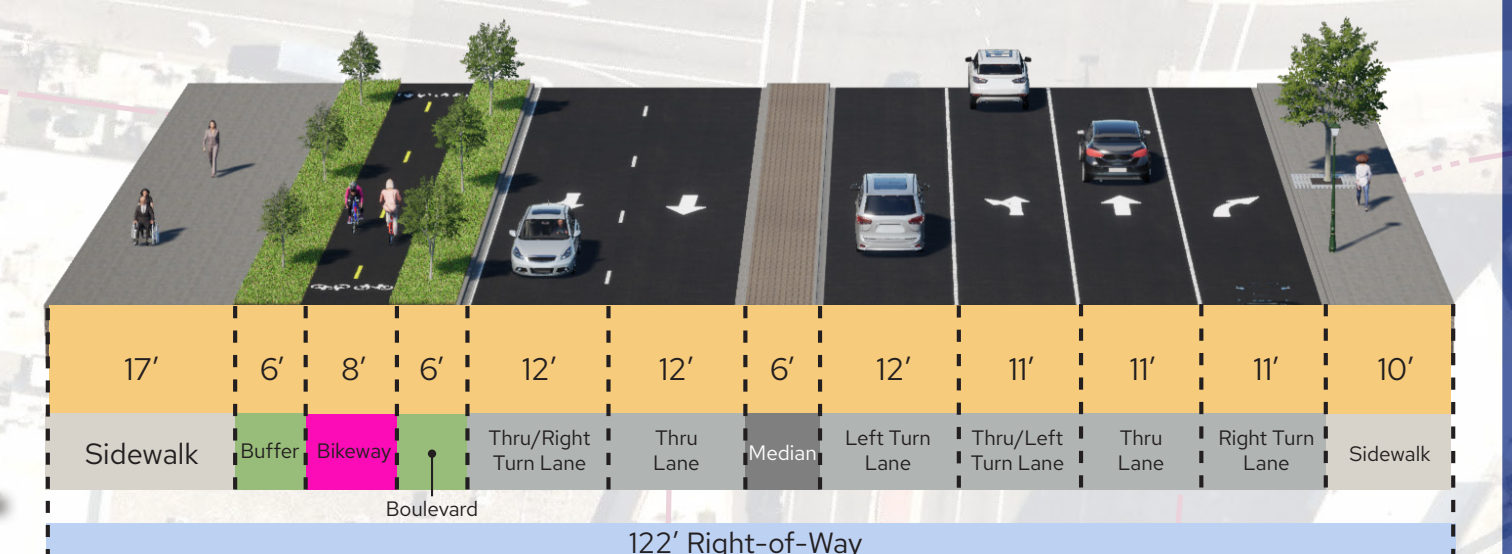
Benefits of Proposed Design

- Narrower travel lanes ➤ Safer vehicle speeds and shorter pedestrian and bicycle crossings
- New Capital City Bikeway connection ➤ People of all ages and abilities can access downtown via bike more easily; additional connections help increase activity downtown
- Improved bridge over I-35E ➤ Combine bikeway improvements with needed bridge maintenance
- Mature trees preserved where feasible ➤ Minimal impacts to the area's tree canopy
- Improved lighting and sight lines ➤ Improved public realm and pedestrian experience, creating a safer environment downtown

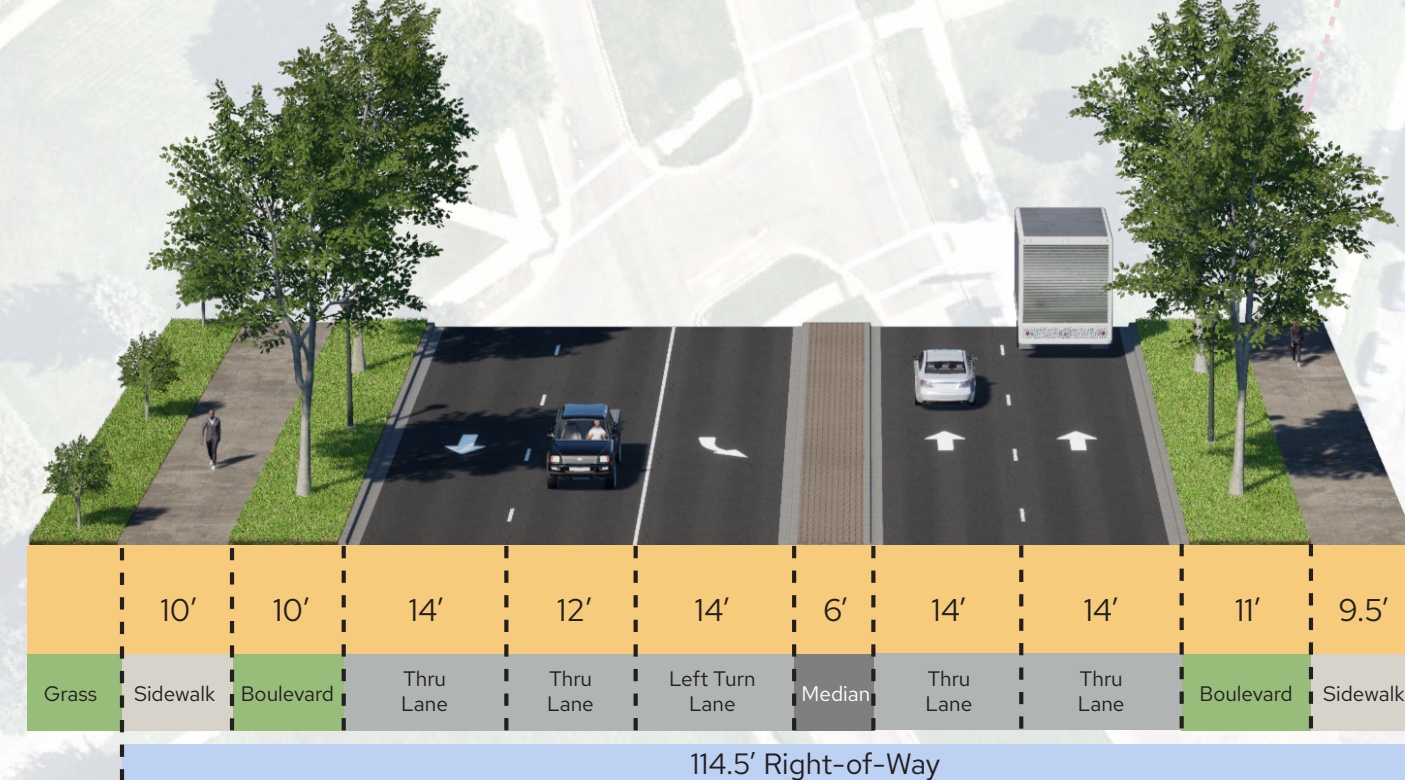
Existing Typical Section



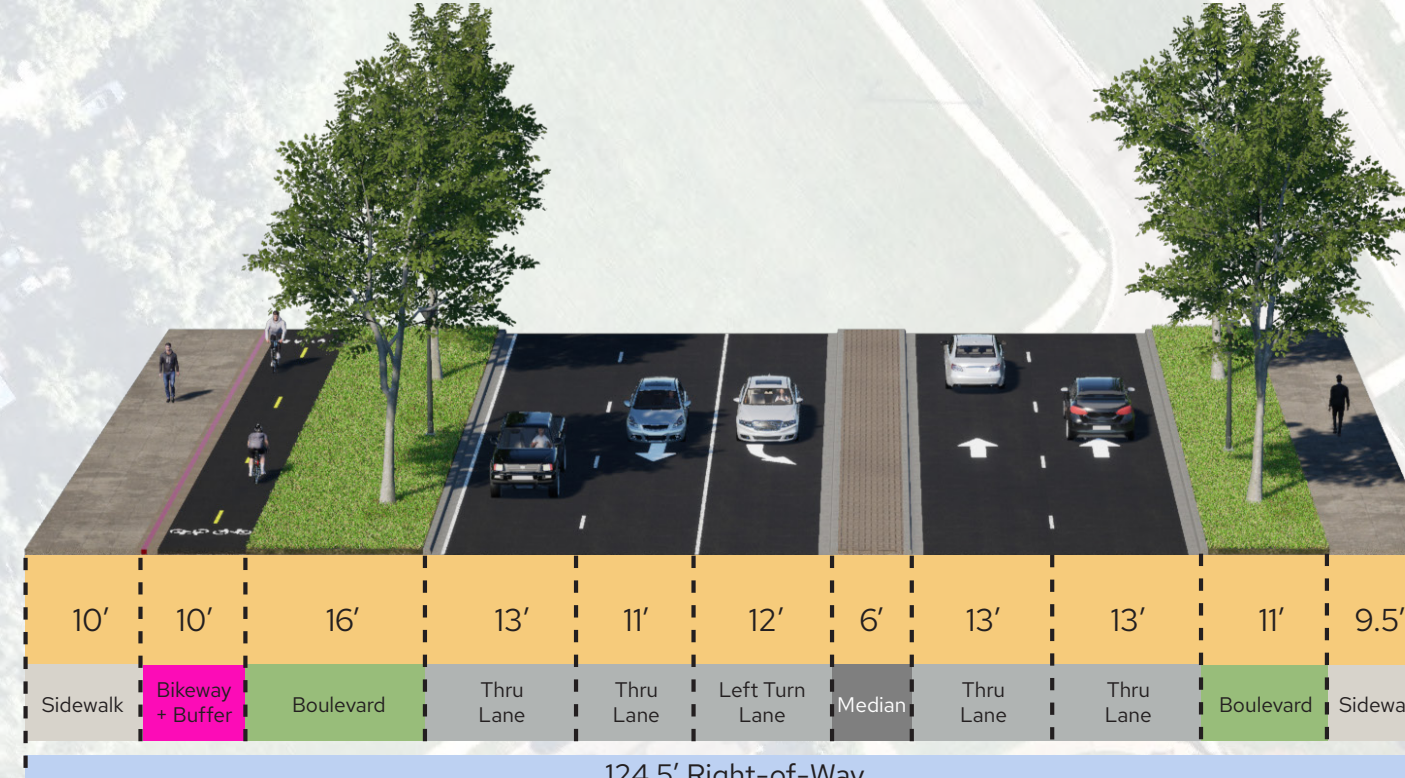
Proposed Typical Section



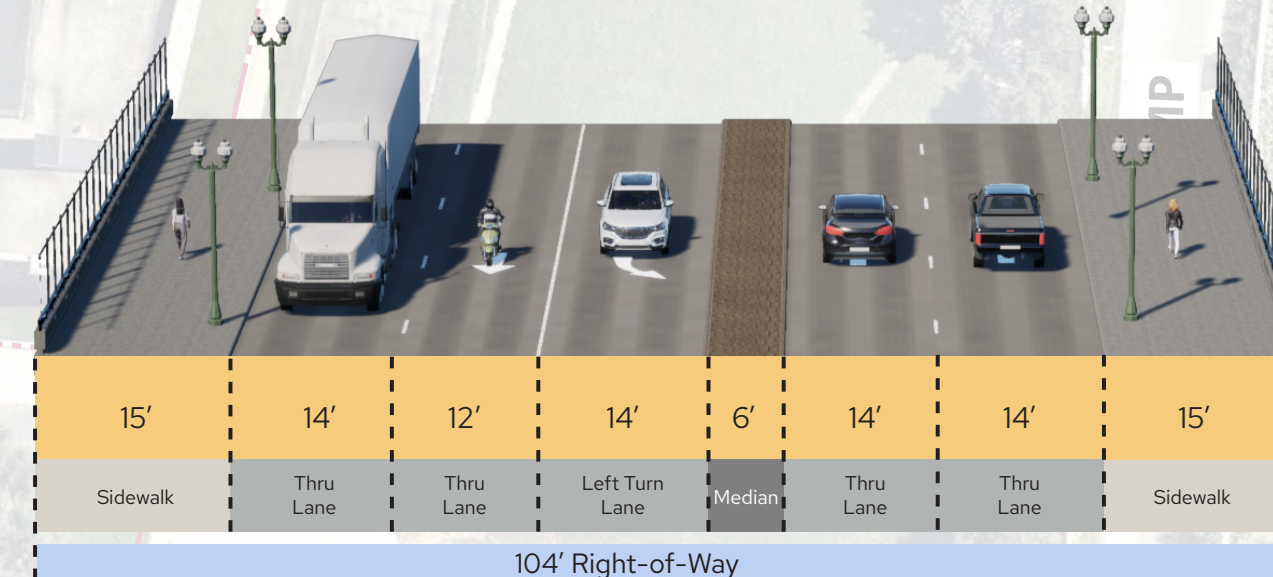
Existing Typical Section



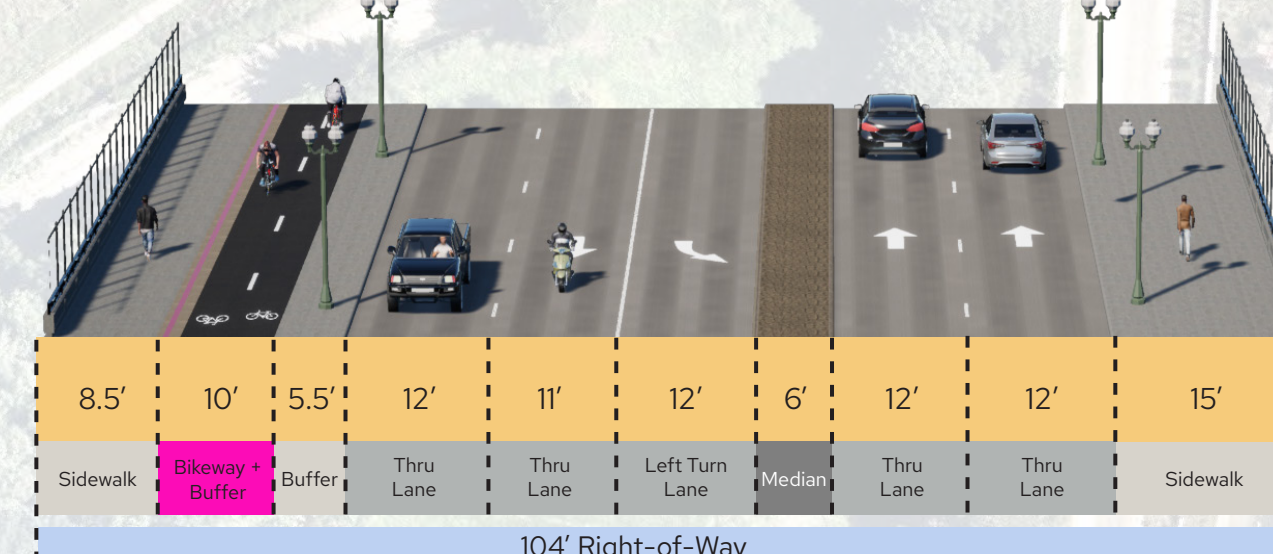
Proposed Typical Section



Existing Typical Section



Proposed Typical Section



*Note: This graphic represents the preferred bridge design pending a feasibility analysis of bridge modifications. Design is subject to change.

Capital City Bikeway
Phase 2
(Completed as Separate Project)

Intersection under development,
MnDOT mill and overlay
scheduled in future
(Subject to Change)

- Legend**
- Property Line
 - Capital City Bikeway
 - Bridge
 - Boulevard
 - Sidewalk
 - Concrete/Curb
 - Pavement

Capital City Bikeway Kellogg Boulevard Phase 3 West 7th Street to John Ireland Boulevard

Scale in Feet
0 25 50 100