

# CSAH 1 (East River Road) Traffic Management Technology Improvement Corridor Project

Applicant: Anoka County  
 City Where Project Is Located: Anoka, Coon Rapids, Fridley  
 County Where Project Is Located: Anoka County  
 Requested Amount: \$3,500,000  
 Total Project Cost: \$6,260,000

## Project Description

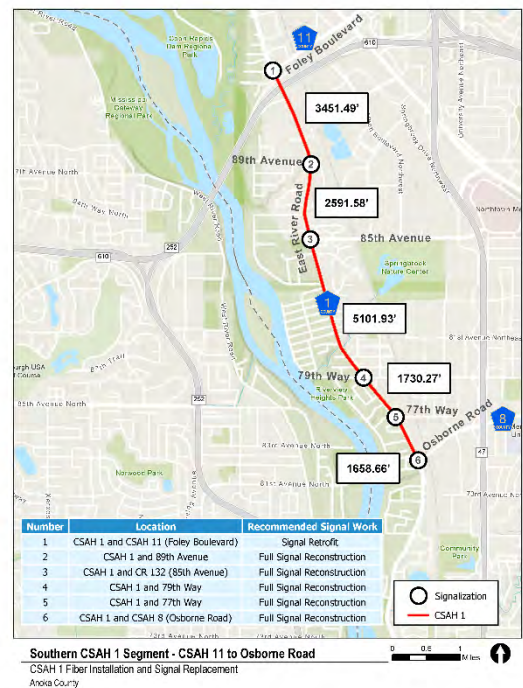
The proposed project will add new and upgrade existing obsolete traffic management and intelligent transportation systems (ITS) throughout Anoka County, with a focus on CSAH 1 (5th Avenue/Coon Rapids Blvd) in Anoka from CSAH 14 (East Main Street) to Blackfoot Street and CSAH 1 (East River Road) in Fridley and Coon Rapids from CSAH 11 (Foley Blvd) to CSAH 8 (Osborne Road). The project will include: a new addition to the existing Advanced Traffic Management System (ATMS); central signal system software with expanded remote access and operations; upgraded traffic signal controllers and cabinets including conflict monitors; updated timing and coordination plans; video detection systems; ITS devices including CCTV cameras; communications upgrades including connections to a new trunk fiber optic cable that will be installed at all traffic signal locations; APS and countdown timers at multiple locations.

The benefits of the project include more efficient signal operations by coordinating signals along the corridors. This will result in mobility benefits for the vehicles traveling along the corridor. Mobility benefits will also be realized by the transit lines that operate along the corridor including bus routes 850, 852, and 888 which provides service between Anoka and downtown Minneapolis. The project will also include numerous safety benefits including a reduction in crashes due to the signal coordination and installation of flashing yellow arrow (FYA) phasing. ADA-compliant curb ramps and Accessible Pedestrian Signals (APS) will also be installed with the project providing direct benefit to pedestrians and bicycles traveling along the corridor.

## Existing Condition Photos



## Project Maps



# Washington County Traffic Signal Battery Backup Systems

## Traffic Management Technologies



### Project Location

26 high-priority signals along CSAH 13 (Hargis Pkwy to 34<sup>th</sup> St) and CSAH 16 (Century Ave to Colby Lake Dr) in the cities of Woodbury, Oakdale, and Lake Elmo



### Funding Request

Federal: \$532,000

Local Match: \$133,000 (20%)

Project Total: \$665,000



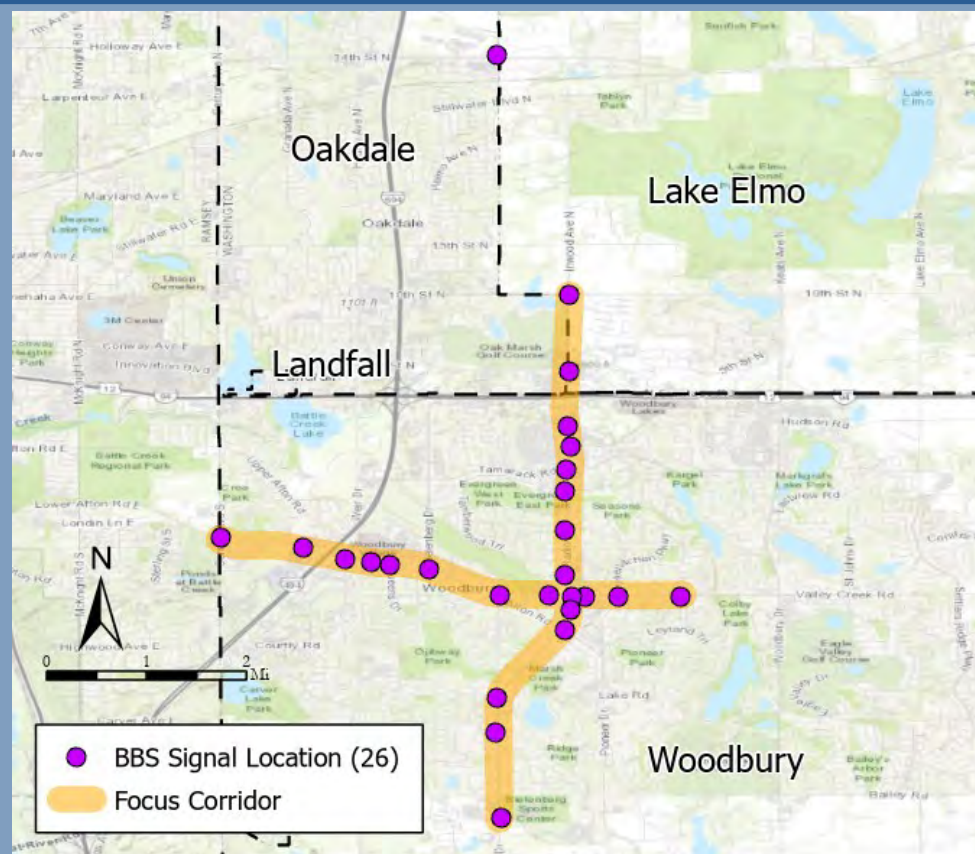
### Summary of Project Benefits

- ⇒ Ensures uninterrupted functionality of traffic signals during power outages
- ⇒ Prevents driver confusion and the increased crash risks that occur when traffic signals lose power
- ⇒ Maintains signalized crossing function to provide safe and accessible travel for vulnerable users, including bicyclists, pedestrians, and wheelchair users
- ⇒ Focuses on CSAH 16 and CSAH 13, key access routes for local destinations, the interstate system, and existing transit
- ⇒ Prevents the congestion and increased vehicle emissions that occur along these busy arterials and adjacent roadways when power is lost
- ⇒ Supports access to the future METRO Gold Line park and ride off of Valley Creek Road and Bielenberg Drive

## Project Summary

When power outages occur signalized intersections become uncontrolled, resulting in driver confusion, congestion, and an increased likelihood of serious crashes and pedestrian injuries. Washington County data shows that the average power outage lasts for two hours and the average signal experiences two to three outages per year.

The proposed project will install battery backup systems (BBS) at 26 high-priority traffic signals along CSAH 16 and CSAH 13 in the cities of Woodbury, Oakdale, and Lake Elmo. The project will replace existing signal cabinets with battery back up compatible cabinets and retrofit signal cabinets that already accommodate the BBS. The project will be key in maintaining safe and accessible travel for the diverse users that rely on CSAH 16 and CSAH 13 for access to local destinations, the interstate system, multi-use trail systems, and public transportation. Signal locations were identified using a risk-based approach.





# TH 13 and Quentin Avenue Innovative Intersection

## Project Description

The proposed project includes the reconstruction of the TH 13 and Quentin Avenue intersection to improve safety, access, and operations at this intersection. Trunk Highway 13 is a principal arterial and Quentin Avenue is a collector roadway. As part of the TH 13 corridor study and Hybrid EA document, a high T intersection was recommended for construction.

## Project Location:

City of Savage, Scott County

## Application Category:

Roadways Including Multi-Modal  
Elements - Spot Mobility

## Applicant:

City of Savage

Seng Thongvanh, City Engineer

952-224-3421

[sthongvanh@cityofsavage.com](mailto:sthongvanh@cityofsavage.com)



## Requested Award Amount:

\$3,500,000

## Project Schedule:

Start March 2027

Completed November 2028



## Project Benefits

Reconstruction of the intersection will provide many benefits to the corridor and surrounding area:

- Increased traffic safety and reduction in traffic crashes
- Traffic flow improvements and reduced drive times
- Better access to downtown Savage, local streets and frontage road access
- Less congestion and fewer traffic delays
- Improved truck traffic and access to the Ports of Savage



# Little Canada Road and Country Drive Intersection Improvement

## City of Little Canada

**Project Name:** Little Canada Road and Country Drive Intersection Improvement Project

**Applicant:** City of Little Canada

**Primary Contact:**

Bill Dircks  
Public Works Director  
515 Little Canada Road East  
651-776-4049  
Bill.dircks@littlecanadamn.org



**Location & Route:**

Little Canada Road (CSAH 21) and Country Drive intersection west of I-35 E



**Application Category:**

Spot Mobility and Safety



**Funding Information:**

**Requested Award Amount:** \$3.5 million  
**Local Match:** \$5,414,000  
**Project Total:** \$8,914,500



**Additional Funding Sources:**

- MSA and CSAH funding



**Corridor Fast Facts:**

- Existing condition is a coordinated signal with the southbound I-35E ramp
- Solve a long-standing safety and congestion problem at this location via single-lane roundabout and realignment of intersection
- Significant improvement to pedestrian safety
- Project located in a regional Environmental Justice area

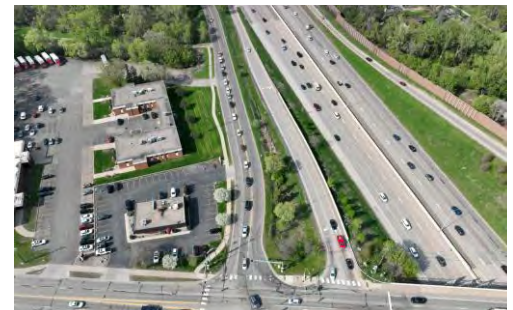


**Project Description**

The proposed project in the City of Little Canada will reconfigure the Little Canada Road and Country Drive intersection from a traffic signal to a single-lane roundabout and realign Country Drive and the intersection with Little Canada Road approximately 600 feet west. Country Drive will be realigned to the west and include a dedicated pedestrian facility. Access to Little Canada Road from the existing Country Drive location will be removed, enhancing operations for the I-35E interchange ramp intersection currently separated by less than 100 feet with coordinated signals. The existing traffic signal serving the intersection, along with the existing access location, will be removed. The Waterworks Trail connection to Little Canada Road will be extended through the existing Country Drive right of way. The new location of the Little Canada Road and Country Drive intersection and conversion to a roundabout will work jointly with the programmed improvement for the Little Canada Road/Lake Shore Avenue/Country Road C intersection, which will also be converted to a single-lane roundabout.

**Project Regional Significance**

Little Canada Road (CSAH 21) is an A Minor Arterial Augmentor at this location just west of I-35E. The intersection and connection to Country Drive is important due to the parallel route serving I-35E and I-694 as it runs immediately adjacent west of where the two interstate corridors merge within the City of Little Canada.

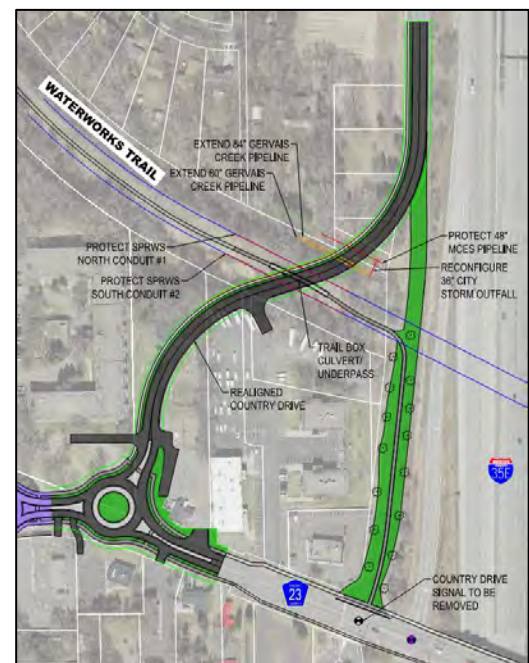


**Project Benefits**

The focus of this project is a safety and mobility improvement by implementation of a realigned intersection and conversion to a single-lane roundabout in place of a 4-lane undivided highway and confusing coordinated dual intersection with I-35E southbound ramps. The project includes realignment a major emphasis on pedestrian safety and multimodal investment throughout the project corridor.

**Project Development**

The City of Little Canada has been working for several years to develop possible improvement projects to address safety and congestion along Little Canada Road between Lakeshore Avenue and I-35E. This work has been done in coordination with Ramsey County, MnDOT and FHWA staff, all of which have jurisdictional authority on adjacent roadways. The proposed project is a result of on-going coordination and partnership with these agencies.





# Highway 61 and County Road 50 Intersection in Forest Lake

## Spot Mobility & Safety

### Project Location

The intersection of US Highway 61 and County Road 50 in the City of Forest Lake

### Funding Request

Federal: \$1,674,880

Local Match: \$418,720 (20%)

Project Total: \$2,093,600

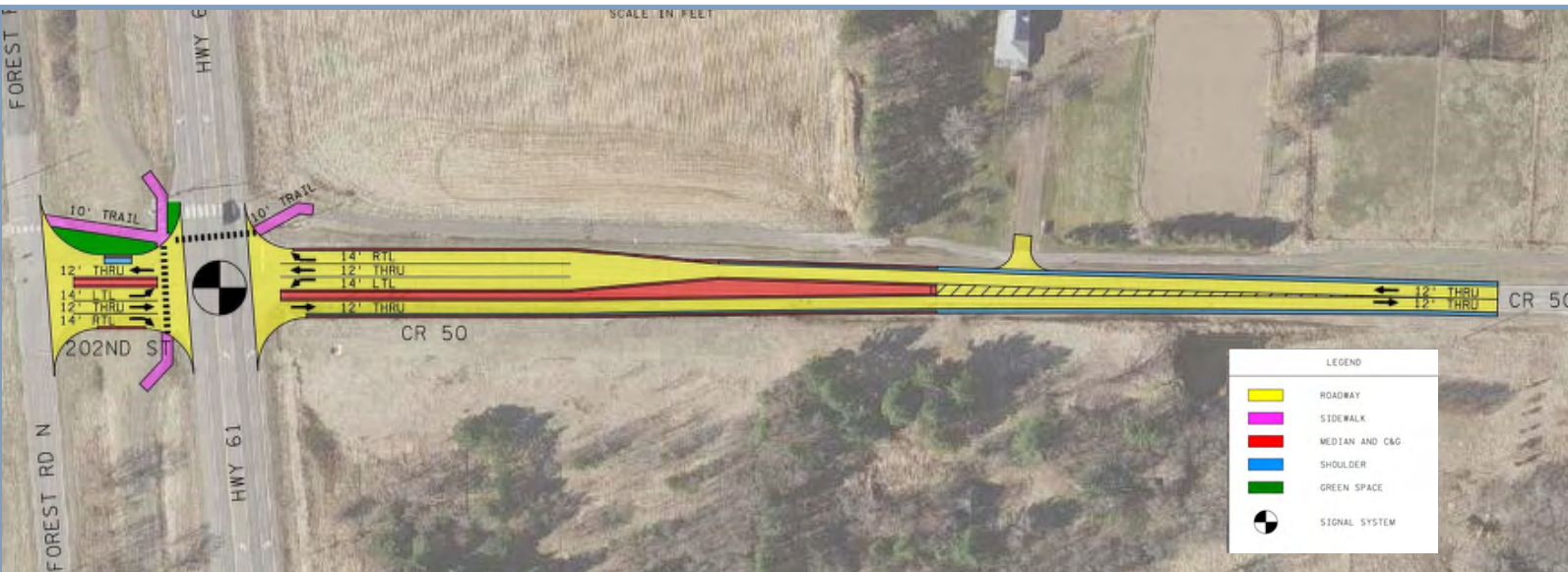
### Project Summary

Located adjacent to the Hardwood Creek Trail, the US 61/CR 50 intersection is a critical crossing location and an area of rapid development in Forest Lake. Under existing conditions, non-motorized users rely on an RRFB to cross the 55-mph US 61 and westbound vehicles share a combined left-turn and through lane. Both vehicle and non-motorized traffic will increase as adjacent and nearby development continues.

The project will reconstruct the intersection for increased safety and efficiency, including a dedicated westbound left turn lane, a raised median on CR 50, and signalized traffic control. The new signalized intersection will provide a range of crossing safety features including pedestrian signal heads with countdown timers, audible signals, high-visibility markings, and leading pedestrian interval—replacing the RRFB that exists today.

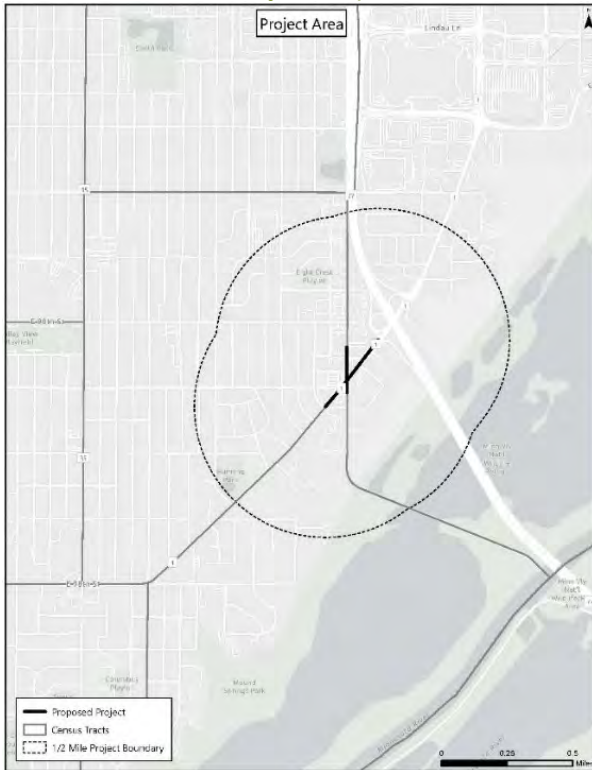
### Summary of Project Benefits

- ⇒ Provides a safe and accessible crossing of US 61 for community members and trail users, including children, the elderly, and people with mobility impairments
- ⇒ Enhances access to Forest Lake High School, Forest Lake Sports Center, Trailside Senior Living Apartments, Forest Lake YMCA, Hardwood Creek Library, and other local destinations
- ⇒ Improves a highly-utilized, direct link to the Hardwood Creek Regional Trail, which will eventually connect the Bruce Vento Regional Trail in Ramsey County with the Sunrise Prairie Regional Trail
- ⇒ Anticipates future development and enhances safety and efficiency at the US 61/CR 50 intersection by adding a dedicated westbound left-turn lane, raised median on CR 50, and signalized traffic control with a crossing safety



# CSAH 1 and Old Cedar Avenue Intersection Safety Improvements

Project Map



Existing Condition Photos



Applicant:	City of Bloomington
City Where Project Is Located:	City of Bloomington
County Where Project Is Located:	Hennepin County
Requested Award Amount:	\$ 2,747,824
Total Project Cost:	\$ 3,434,780

## Project Description

The intersection of CSAH (County State Aid Highway) 1 (East Old Shakopee Road) and Old Cedar Avenue is a four-legged signalized intersection. CSAH 1 is classified as a Minor Arterial with an Average Annual Daily Traffic (AADT) volume of 12,890 vehicles per day (vpd). Old Cedar Avenue is classified as a Major Collector north of CSAH 1 with an AADT of 6,264 vpd. South of CSAH 1, Old Cedar Avenue is classified as a local roadway. CSAH 1 has channelized right-turn lanes for both eastbound and westbound. Pedestrian crossings are marked on all approaches and there is a regional trail (Nokomis-Minnesota River Regional Trail) along Old Cedar Avenue that extends through the west leg of the intersection and goes south to the Long Meadow Lake Bridge. The east leg of CSAH 1 has entrance and exit ramps to northbound and southbound Highway 77. CSAH 1 is a diversion route for I-494 that extends from Highway 169 through I-35W over to Highway 77 and into the South Loop District.

Sixty percent of all crashes at the CSAH 1 and Old Cedar Avenue intersection are left turn type crashes. To address the issue, the project will include left-turn lanes for the eastbound and westbound approaches. Flashing Yellow Arrow (FYA) signal phasing will also be added for all legs which will replace the existing permissive only phasing. These signal heads provide the opportunity to operate these movements as protected/permissive or protected-only, and the ability to adjust the phasing mode throughout the day to match traffic conditions. This is expected to reduce left-turn and head type crashes. A right-turn lane will also be added for the eastbound leg to facilitate more efficient traffic operations for this heavy movement. Rear end, left turn, and angle crashes are expected to decrease with the addition of turn lanes at the intersection as well.

Pedestrian safety is also expected to improve compared to the existing condition. The current pork chop islands will still facilitate right turn movements due to the skew angle of the intersection. However, they will be smaller than the existing ones and designed to be more pedestrian friendly through the implementation of tighter geometry and/or truck aprons. Other pedestrian safety features include:

## Project Benefits

- Improved safety and mobility
- Decreased frequency and severity of left turn, right turn, and angle crashes
- Improved pedestrian safety and mobility along and across the intersection
- Access consolidation
- Six-foot sidewalks with buffer zone
- Additional sidewalk to fill current gaps along the corridor
- Center medians
- High visibility marked crosswalks





# CSAH 14 & CSAH 23 Intersection Project (Anoka County)

**Project Name:** CSAH 14 and CSAH 23 Intersection Project

**Applicant:** Anoka County

**Primary Contact:**

Jack Forslund  
Senior Transportation Planner  
2100 3rd Avenue, Anoka, MN 55303  
763-324-3179  
[Jack.Forslund@anokacountymn.gov](mailto:Jack.Forslund@anokacountymn.gov)



**Location & Route:**

CSAH 14 & CSAH 23 Intersection in Lino Lakes



**Application Category:**

Spot Mobility and Safety



**Funding Information:**

**Requested Award Amount:** \$2,137,360  
**Local Match:** \$534,340  
**Project Total:** \$2,671,700



**Additional Funding Sources:**

- County funding



**CSAH 14/CSAH 23 Facts:**

- Approximately 9,200 AADT (CSAH 14)
- More than 11,100 AADT (CSAH 23)
- 783 HCAADT (CSAH 23 at intersection)
- RBTN Tier 2 Alignment (CSAH 14); RBTN Tier 2 Corridor (CSAH 23)
- Improvements contribute to 50% crash reduction; 80% peak-hour delay reduction
- Lino Lakes Elementary about 1,000 feet west of intersection



**Project Description**

The CSAH 14 (Main Street) and CSAH 23 (Lake Drive) Intersection Project will convert the existing intersection from a traffic signal to a single-lane roundabout with added and enhanced pedestrian and multimodal facilities. The western (CSAH 14) and southern (CSAH 23) legs of the intersection are classified as Principal Arterials. The northern leg (CSAH 23) is an A Minor Reliever and the eastern leg (CSAH 14) is as an A Minor Expander.

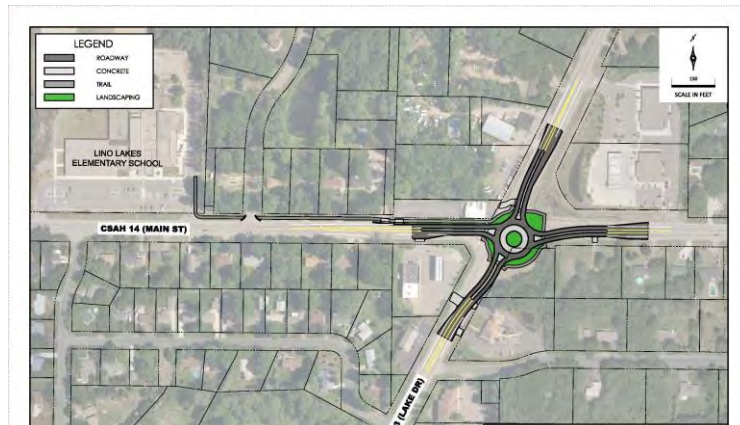
The project also includes a new trail facility along CSAH 14 on the Regional Bicycle Trail Network 700 feet west of the intersection that will connect to Lino Lakes Elementary School.

**Project Benefits/Regional Significance**

The new roundabout is expected to provide safer pedestrian crossing opportunities by slowing motorist speeds at the intersection and providing refuge islands for pedestrians. The project will reduce pedestrian-vehicle conflict points by converting the intersection to a single-lane roundabout with pedestrian refuge areas.

The project also will improve multimodal and pedestrian crossing facilities at the intersection by reducing crossing distance, vehicle speeds through the intersection and vehicle-pedestrian conflict points. These multimodal project components will enhance the multimodal components of the corridor, which is designated as part of the Regional Bicycle Transportation Network (RBTN). CSAH 14 is designated as a RBTN Tier 2 Alignment and CSAH 23 is designated as a RBTN Tier 2 Corridor, meaning the full project is within the RBTN designation.

The project will address an established safety and mobility problem location. Improvements will reduce peak-hour delay per vehicle by almost 80% and crashes by more than 50%.



**Project Development and Status**

Anoka County is studying the CSAH 14 and CSAH 23 intersection as part of the CSAH 23 (Lake Drive) Corridor Study. On Dec. 14, 2023, the study team held a public open house to further develop the project, report on existing conditions and ask the public for input on their wants and needs for the project area. Feedback will be used to help develop a design for the project, which is scheduled for construction in 2028.

Contact: [Jack.Forslund@anokacountymn.gov](mailto:Jack.Forslund@anokacountymn.gov)



## Roundabout at CSAH 32 (Cliff Road) and the I-35W East Frontage Road

Submitted by Dakota County in partnership with the City of Burnsville  
(Regional Solicitation 2024 – Submitted December 15, 2023)



The project will improve safety for all travel modes by replacing a side-stop-controlled T intersection with a roundabout at the I-35W east frontage and CSAH 32 (Cliff Rd).

### Project name

Roundabout at CSAH 32 (Cliff Road) and the I-35W East Frontage Road

### Capital Project No.

County Project 32-113

### Funding Category

Spot Mobility

### Project Manager

Doug Abere, Senior PM  
([doug.abere@co.dakota.mn.us](mailto:doug.abere@co.dakota.mn.us))

### Project Summary

**Description** – This project is located at the County State Aid (CSAH) 32 intersection with the I-35W east frontage road. The I-35W interchange northbound exit and entrance ramps are tied into the frontage road 500 feet north. **The planned roundabout, including frontage road reconstruction, will fit into the I-35W interchange design** by complimenting the existing roundabout on the west side of I-35W (constructed in 2022). This 2028 roundabout project is also coordinated with MnDOT's I-35W reconstruction in 2025-2026, which includes replacement of the I-35W bridge over CSAH 32 west of the project intersection.

**Need for the Project** – The primary need addressed is improved safety. While there are no fatalities or serious-injury crashes in the five most recent years of crash data, **the total crash rate is well above the statewide average for comparable intersections** (0.471 vs. an average of 0.128). The area's roadway infrastructure is also beyond 20 years from last being constructed (in 2000). Therefore, the time has come to make the investment.

**Project Benefits** – Dakota County's experience with similar intersections shows that a roundabout will accumulate more long-term safety benefits for all users than possible with the T-intersection layout – including the **opportunity to cut the crash numbers in half**. The planned roundabout design will also provide for **safer and more efficient roadway cross sections on all three approaches with little or no need for new right-of-way**.

The context around the intersection further supports the future roundabout based on current traffic volumes and other needs, including the CSAH 32 role in providing **access to many jobs within a Tier 1 Regional Truck Corridor**. The project will also include improvements for trail connections enhancing safety for pedestrians and bicyclists. In fact, the project will provide **user benefits within a Tier 1 Regional Bicycle Transportation Network (RBTN) corridor** connected to the Minnesota River Greenway and to the new I-35W trail crossing of the Minnesota River.

### Project Cost and Timeline

Cost Estimate (with frontage road): \$2,377,200  
Federal Funding Request (80% max): \$1,901,760  
Scoping concepts & public outreach: In progress  
Preliminary and Final Engineering: 2025-2027  
Bid Advertisement: Late 2027  
Construction: 2028

The new roundabout and trail improvements will serve as a catalyst for needed investments along CSAH 32, which has recently been studied for project development needs from I-35W to Highway 13. The roundabout and further corridor investments respond to recent stakeholder comments and **will provide transportation equity benefits in a Census tract above the regional averages for residents of color and experiencing poverty**.







**Project Name: Richfield 76th St & Knox Ave Intersection Improvements**

**Applicant:** City of Richfield  
**Project Location:** 76th St at Knox Ave  
**Total Project Cost:** \$3,358,800  
**Requested Federal Amount:** \$2,687,040  
**Local Match:** \$671,760 (20%)

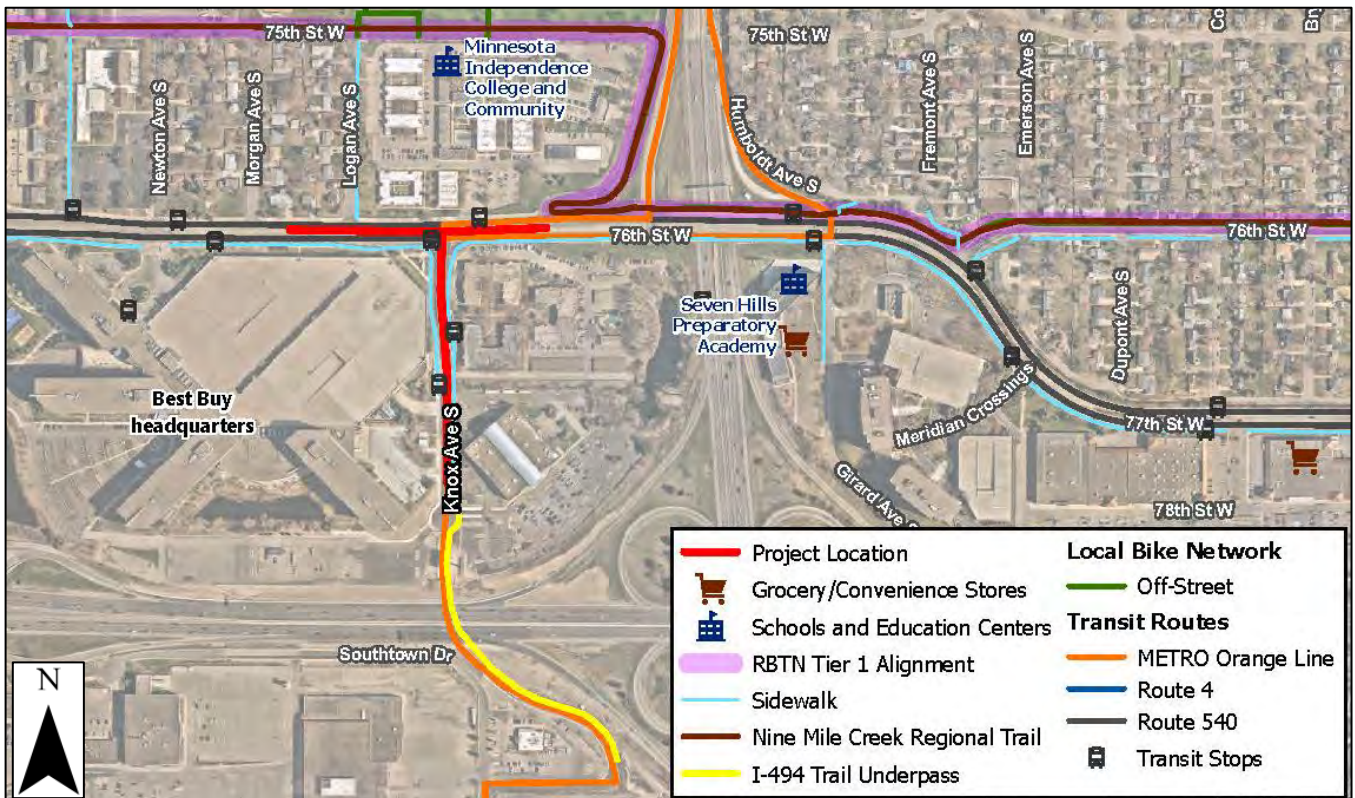


**Project Description:**

The City of Richfield is proposing to convert the existing signalized intersection at W 76th St and Knox Ave S into a multilane roundabout. The proposed roundabout design will include channelized intersection approaches, pedestrian refuge islands, and RRFBs. Existing nonmotorized facilities in the project area will be reconstructed to ADA standards and realigned to match the roundabout design. The existing sidewalk along Knox Ave will be reconstructed as a new trail connection linking the Nine Mile Creek Regional Trail, METRO Orange Line BRT station on Knox Ave, and the I-494 Orange Line underpass. In addition to safety and mobility improvements for people driving, this project will shorten crossing distances for nonmotorized users and improve nonmotorized connectivity.

**Project Benefits:**

- Reduced intersection conflict points and vehicle speeds
- Shorter crossing distances and improved crossing safety for people walking and biking, including METRO Orange Line BRT and Route 540 customers
- New trail connection between regional trail and I-494 Orange Line BRT underpass



# CSAH 16 and Settlers Ridge Parkway Intersection in the City of Woodbury

## Spot Mobility & Safety

### Project Location

The intersection of CSAH 16 (Valley Creek Rd) and Settlers Ridge Pkwy in the City of Woodbury

### Funding Request

Federal: \$2,384,160

Local Match: \$596,040 (20%)

Project Total: \$2,980,200

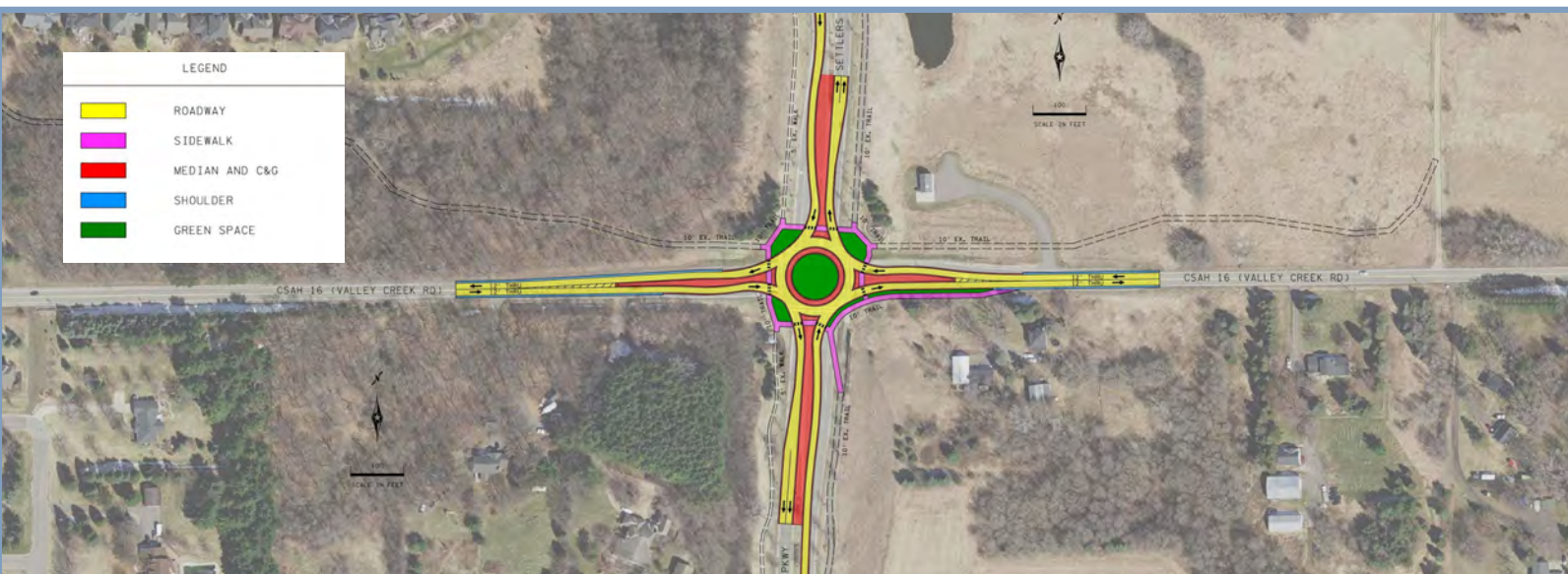
### Project Summary

Existing conditions at the project intersection create risks for vehicle and non-motorized traffic. Currently, crossing distances of up to 100 feet require pedestrians to cover long distances without the aid of countdown signals. The vertical curve directly west of the intersection causes visibility challenges for approaching vehicles, particularly at night. These factors combined with high posted speeds (50 mph on CSAH 16; 40 mph on Settlers Ridge Pkwy) increase the risk of conflicts, with the most vulnerable being those with mobility impairments, the elderly, bicyclists and pedestrians.

The project will reconstruct the intersection as a single-lane roundabout. This includes high-visibility crossings at each leg with splitter islands and pedestrian refuges, high-visibility signage, and full ADA-compliance. The roundabout will enhance vehicle safety and efficiency by eliminating left-turn movements, providing continuous flow, and naturally encouraging drivers to slow and remain aware at the intersection. Non-motorized safety and connectivity to adjacent neighborhoods will be improved.

### Summary of Project Benefits

- ⇒ Provides high-visibility, ADA-compliant crossings of CSAH 16 and Settlers Ridge Pkwy
- ⇒ Reduces crossing distances and adds splitter islands, which will serve as pedestrian refuges for two-phase crossing
- ⇒ Naturally reduces driver speeds on this wide-open corridor through roundabout design elements such as curved geometry, yielding requirements, and continuous, predictable traffic flow
- ⇒ Eliminates left-turn movements against opposing traffic, reducing the likelihood of high-speed right-angle collisions
- ⇒ Provides the well-known safety and efficiency benefits of roundabouts, including reduced conflict points, slower, more controlled vehicle speeds, increased pedestrian visibility, and reduced vehicle idling and emissions







# Highway 13 - Lynn to Washburn Interchanges Improvement Project

**Project Name:** Highway 13 Lynn to Washburn Safety & Mobility Project

**Applicant:** City of Burnsville

**Route:** Trunk Highway 13

**Location:** Cities of Burnsville and Savage - 500 feet West of Lynn Ave and TH13 Intersection to 2,000 feet east of Washburn Ave/ TH13 intersection

**Application Category:** Strategic Capacity

**Funding Information:**

**Requested Award Amount:** \$10M

**Local Match:** \$2M

**Construction Total:** \$81M

**Additional Funding Sources:**

- Corridors of Commerce - \$71M
- Local Partner Funds - \$10M

**Primary Contact:**

Logan Vlasaty - Interim City Engineer  
 100 Civic Center Parkway  
 Burnsville, MN 55337  
 952-895-4000  
[logan.vlasaty@burnsvillemn.gov](mailto:logan.vlasaty@burnsvillemn.gov)

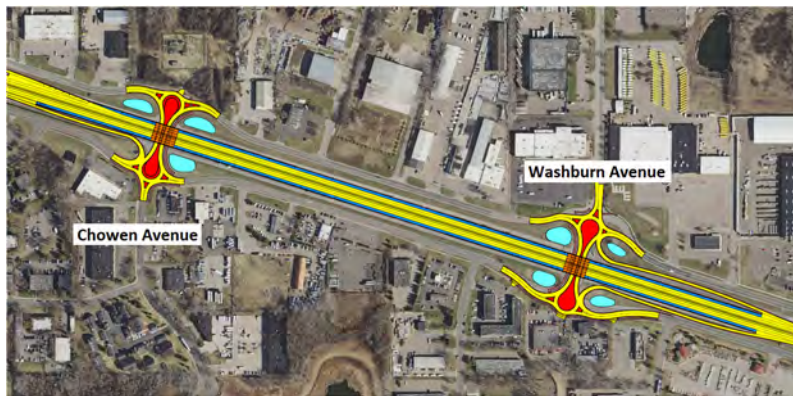
**Project Need**

Today the project area is plagued with high numbers of traffic crashes, high levels of traffic congestion (including for transit and freight vehicles accessing regional hubs), long waits for crossing traffic, and stressful and dangerous (or nonexistent) crossings for non-motorized users. Metropolitan Council’s 2017 Regional Trunk Highway Corridor Study identified TH 13 as the second most congested highway in the metro.

The TH 13 Corridor between Burnsville is regionally significant for the movements of goods and people. It is a critical corridor connecting residential to economic opportunity. Over 7,000 jobs are within 1 mile of the project area. The Ports of Savage, a nationally significant intermodal freight facility, are located just north of the project area. Project improvements will serve these facilities with more efficient freight movement.

**Project Description**

Reconstruction of 1.4 miles of TH13, a vital principal arterial. A combination of grade separated interchanges and overpasses at the Lynn, Chowen, and Washburn to eliminate highway and local cross street traffic interactions. The project includes reconstruction of frontage roads for grade separation tie ins, accompanying access ramps, and a multimodal trail and sidewalk expansion. These improvements will replace at-grade signalized intersections at Lynn Ave and Washburn Ave and a full access side street stop intersection at Chowen Ave.



**Project Website:**

[www.dot.state.mn.us/metro/projects/hwy13savageburnsville/index.html](http://www.dot.state.mn.us/metro/projects/hwy13savageburnsville/index.html)



## TH 65 Interchanges to serve CSAH 116 (Bunker Lake Blvd) in Ham Lake

Trunk Highway (TH) 65 is a principal arterial located within the Twin Cities metropolitan area in Anoka County. As the only continuous north/south corridor of its size and capacity in Anoka County, TH 65 is a vital link for passenger and commercial traffic traveling between the Twin Cities urban core and northern suburban/exurban communities. TH 65 is a key arterial roadway connecting statewide destinations from I-694 to US 71 near International Falls, making it the third longest state highway in Minnesota.

The TH 65 corridor in its current configuration has a significant negative effect on the mobility and cohesiveness of the surrounding community. A Planning and Environmental Linkages (PEL) Study was completed for TH 65 in 2021 from 81<sup>st</sup> Ave to Bunker Lake Blvd. The study recommended implementing a freeway on TH 65, including at the Bunker Lake Blvd intersection, to improve mobility, safety, and access. The width of the intersection, volume and speed of traffic, and signal timing challenges result in significant delays and safety concerns for drivers, bicyclists, and pedestrians crossing TH 65.

The project would implement a grade separated crossing of TH 65 and Bunker Lake Blvd and associated roadway improvements. The project would add a bowtie configuration at the on and off ramps of TH 65 at Bunker Lake Blvd, and multi-use trails would be added on both sides of Bunker Lake Blvd.

<b>Funding Opportunity:</b> Roadway Expansion
<b>Applicant:</b> Anoka County
<b>Location:</b> Ham Lake, MN
<b>Project Limits:</b> 131 <sup>st</sup> Ave NE to 139 <sup>th</sup> Ave NE
<b>Total Project Cost:</b> \$37,125,600
<b>Requested Award Amount:</b> \$10,000,000





## Project Summary

**Project Name:** TH 610 and East River Road Interchange Reconstruction

**Applicant:** City of Coon Rapids

**Project Location:** TH 610 and East River Road (CSAH 1) Interchange between the Mississippi River and Coon Rapids Boulevard in Coon Rapids, Anoka County

**Total Project Cost:** \$35,687,000

**Requested Federal Dollars:** \$10,000,000

### Project Map:



### Before Photo:



**Project Description:** The project will complete the transportation system by providing a full-access interchange at TH 610 and East River Road with a westbound off-ramp loop and a folded eastbound on-ramp with TH 610 auxiliary lanes between East River Road and Coon Rapids Boulevard. In addition, multimodal improvements include the construction of a new 10-foot trail along and under East River Road (via a grade-separated underpass) provide safer connections between neighborhoods, businesses regional trails and transit facilities.

**Project Benefits:** The TH 610 and East River Road interchange reconstruction will provide the following benefits:

- Improved travel times and safer access for transit users, residents, and businesses within the project area.
- A more direct route for regional trips and emergency response teams originating and destined for this area.
- Improved traffic congestion and safety issues at the TH10 and Foley Boulevard interchange.
- Safer transit operations with a connection to East River Road and the closure of the westbound on-ramp to TH 610.
- An interconnected trail and sidewalk system with access to the Foley Park & Ride facility and other local and regional trails.

# County State Aid Highway 46 Expansion



**Applicant:** Dakota County

**Project Location:** CSAH 46 from TH 3 to the CSAH 46/TH 52 interchange in the cities of Coates, Rosemount, and Empire, MN

## Project Costs:

- Total construction cost: \$41,600,000
- Requested Award Amount/Match Amount: \$10,000,000 / \$31,600,000 (CSAH, Sales & Use Tax, Local)

## Project Description

In an effort to plan for continued safety and mobility along the CSAH 46 corridor within the cities of Coates, Rosemount, and Empire. Dakota County, the cities of Coates, Rosemount, and Empire partnered on preliminary design of the CSAH 46 expansion to a divided 4-lane from TH 3 to the CSAH 46/TH 52 interchange. The purpose of the project is to address deficiencies in capacity noted in 2019 as shown in the County's 2040 Transportation Plan and anticipated to worsen over the next 20 years. The CSAH 46 corridor is a regional east-west corridor that connects Lakeville to Hastings. The CSAH 46/TH 52 ramps have experienced right angle crashes and those crashed are anticipated to occur in the no build situation.

The proposed project will expand CSAH 46 to a divided 4-lane roadway with a raised center median, construct a trail along the north side of CSAH 46, construct a grade separated crossing of CSAH 46 for the future Vermillion Highlands Greenway, construct roundabouts at both of the CSAH 46/TH 52 interchange ramps, and implement access management strategies from TH 3 to the CSAH 46/TH 52 interchange.

## Project Benefits

The expansion of CSAH 46 will provide several benefits to this east-west regional corridor and the surrounding community. The proposed project will:

- Improve safety and mobility for all users
- Reconstruct the CSAH 46/TH 52 interchange ramps into roundabouts to improve safety and reduce potential right-angle crashes
- Accommodate future increases in traffic including freight vehicles
- Provide safe, equitable non-motorized facilities that connect users to local and regional destinations
- Implement access management strategies
- Provide 4-lane CSAH 46 between CR 5 (west of I-35 in Lakeville) to TH 52 in Coates



At CSAH 46/TH 52 Interchange, looking west



November 2023

## MN 3 (Robert St) from Mississippi River to Annapolis St E in St. Paul

The Minnesota Department of Transportation will reconstruct Robert Street from the Mississippi River to Annapolis Street East in 2027 and 2028. This project will aim to replace the 90-year old roadway pavement, replace sidewalks and curb ramps, and add bicycle lanes between Fillmore Ave. and Cesar Chavez Street.

This work will be coordinated with the planned enhanced transit route, and planned lead water service replacement, which will be constructed at the same time.

MnDOT is pursuing grant funding for this project. With additional funding, MnDOT would: construct sidewalk-level bicycle lanes, improve streetscaping/landscaping, add lighting, reconstruct the roadway to allow for the replacement of underground utilities, and replace the Robert St. Viaduct between Cesar Chavez Street and King Street.

### Summary of work

- Replace/repair sidewalks
- Rehabilitate pavement
- ADA upgrades
- Bicycling improvements

### Benefits

- Extend the life of the road
- Improve pedestrian and bicyclist experience and safety
- Increase accessibility

### Construction schedule

2027 through 2028

### Traffic impacts

To be determined.

### Cost

\$13.45 million currently funded

MnDOT seeking up to \$46.83 million for full project scope

**Contacts: Chris Bower, PE, North Area Engineer**

[Christopher.Bower@state.mn.us](mailto:Christopher.Bower@state.mn.us) 612-322-4660



# West 98<sup>th</sup> Steet at I-35W Project

## City of Bloomington

**Project Name:** West 98<sup>th</sup> St at I-35W Project

**Applicant:** City of Bloomington

**Route:** W 98<sup>th</sup> Street (CSAH 1)

**Location:** Bloomington, MN

**Application Category:** Roadway Reconstruction/Modernization

**Funding Information:**

**Requested Award Amount:** \$3,455,040

**Local Match:** \$863,760

**Project Total:** \$4,318,800

**Additional Funding Sources:**

- City of Bloomington local and State Aid funding

**Primary Contact:**

Amy Marohn

Assistant Traffic Engineer

amarohn@BloomingtonMN.gov

952-563-8700

**Project Description**

The Bloomington W 98th St at I-35W modernization project will reconstruct and modernize W 98th St. from west of the southbound I-35W ramp/Dupont Ave. intersection to east of the northbound I-35W ramp/E Bloomington Fwy intersection to significantly address safety issues through geometric improvements and to include important pedestrian and transit amenities and enhancements. W 98th St. is classified as an A Minor Arterial Expander and the I-35W ramps are part of the Principal Arterial network. The proposed project will construct a package of improvements that are more consistent with the surrounding community's needs. Key corridor improvements will include:

- Elimination of dangerous free right turning movements that threaten pedestrian and bicyclist safety.
- Addition of 10 ft. trails on both sides of W 98<sup>th</sup> St
- Decrease pedestrian crossing distance on all intersection legs
- Readjusted signal patterns that better serve the needs of multimodal users
- Adjust intersection geometry to calm vehicle traffic
- Eliminate ADA accessibility barriers
- Safe last-mile connections to daily services
- Consideration of bus bypass shoulder on I-35 W off ramps to increase transit efficiency

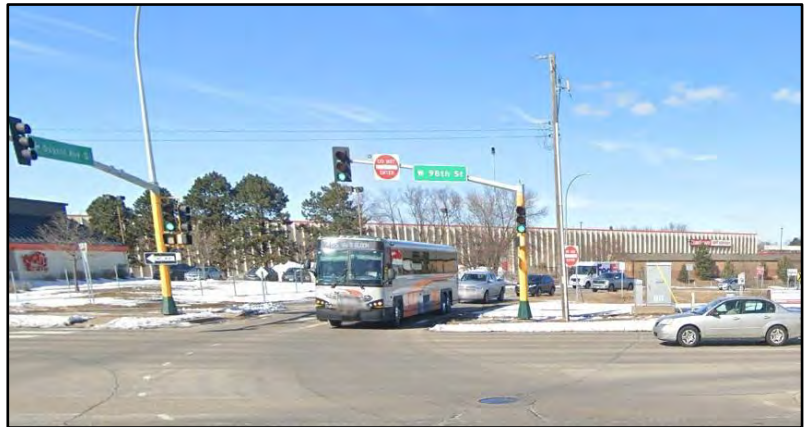
**Project Benefits**

The W 98<sup>th</sup> St at I-35W project will deliver benefits that support nearby community multimodal needs, while also servicing regional traffic effectively. The project will uniquely meet the needs of nearby vulnerable population. There are 1,251 units of affordable housing within a ½ mile of the project, many with a focus on lowering barriers to housing for disabled individuals. These residents will experience greater multimodal access and safety throughout the corridor.



**Regional Significance/Context**

W 98<sup>th</sup> St (CSAH 1) is regionally significant route, serving both commuter and transit regional trips. Nine different transit routes utilize the project corridor and will benefit from transit priority improvements that will facilitate more efficient and reliable transit service. The area is expected to grow into a multimodal transit hub in the future. The corridor is also part of the regional truck tier freight network as well as the Regional Bicycle Transportation Network.



**Project Development and Status**

Extensive community engagement was conducted in the development of this project with a focus on hard-to-reach populations. The project is currently in the preliminary design phase. With a Regional Solicitation award, the project will be on track to be constructed in 2026.



**Project Website:** <https://letstalk.bloomingtonmn.gov/west98th>



# HASTINGS HIGHWAY 61 MODERNIZATION SUMMARY



## Project Name: Hastings Highway 61 Modernization

### Applicant: City of Hastings

**Project Background:** This proposed project is the outcome of a Highway 61 Corridor Study completed by the Minnesota Department of Transportation (MnDOT) and the City of Hastings, with the intention of establishing a vision for long-term implementation of projects on the Highway 61 corridor in Hastings. The resulting vision covers approximately 2.3 miles of Highway 61 entirely within the city of Hastings.

**Roadway Issues:** The existing roadway (portions of which were last reconstructed in 1931) is nearing the end of its useful life and warrants replacement. A majority of the Highway 61 project corridor is characterized by four 12-foot lanes (two running in each direction) plus an alternating 12-foot center left turn median lane. From the Vermillion River to 36<sup>th</sup> Street significant gaps in sidewalk continuity exist, leaving bicyclists and pedestrians with limited options for movement along the corridor. Over 30,000 vehicles use the corridor daily, with significant portions of heavy truck (freight) movement. More than 120 businesses front Highway 61 as well, making this an extremely active corridor of commerce for the region.

Left unaddressed, roadway congestion will dramatically increase. Based on traffic forecasts, the average travel time through the corridor for

southbound vehicles in the afternoon peak period will more than quadruple.

Additionally, Highway 61 acts as a barrier to bike and pedestrian traffic – unsafe crossing locations pose a risk to user safety and will worsen as traffic volumes continue to grow toward 40,000 vehicles per day in 2040. During the five-year period covered in the Corridor Study, there were over 370 crashes reported, resulting in more than \$2.7 million in damages per year.

**Project Description and Benefits:** The proposed project, with 2023 estimated construction costs of over \$21 million, will include reconstruction of the corridor for a revitalization of all assets and will be done in conjunction with the City of Hastings to coordinate replacement of critical utilities so that construction disruption is limited. Notable features of the reconstruction include access closures (right-in/right-out restrictions) that enable a new median refuge for crossing pedestrians and bicyclists while calming traffic, new traffic signals, two new roundabouts, and new trail segments to close gaps in the multimodal system. New pavement, stormwater structures, and technology (e.g. lighting) will create a more resilient roadway corridor to serve Hastings and the larger region for decades to come

### Travel Time on the Hwy 61 Corridor

#### Southbound from 4<sup>th</sup> Street to 36<sup>th</sup> Street

2022	4.8 Minutes
2040 (without improvements)	21.9 Minutes





# Hwy 47 at BNSF Railroad Grade Separation (City of Anoka)

**Project Name:** Hwy 47 at BNSF  
Railroad Grade Separation

**Applicant:** City of Anoka

**Primary Contact:**

**Ben Nelson**

Assistant City Engineer

2015 1<sup>st</sup> Avenue, Anoka, MN 55303

763-576-2785

[bnelson@ci.anoka.mn.us](mailto:bnelson@ci.anoka.mn.us)



## Location & Route:

Pleasant Street to approximately 750 feet south of McKinley Street in Anoka



## Application Category:

Roadway Reconstruction/Modernization



## Funding Information:

**Requested Award Amount:** \$7,000,000

**Local Match:** \$12,848,000

**Project Total:** \$19,848,000



## Hwy 47/BNSF Railway

### Crossing Fast Facts:

- Approximately 5,400 freight loads per day on BNSF rail
- 18,300 AADT
- Approximately 4,000 combined HCAADT
- Current crash rate of 4.47 per one million VMT
- Projected crash rate of 1.07 per one million VMT
- Texas Priority Index score at this railroad crossing of 10,330
- TH 47 is a Tier 3 Regional Truck Corridor
- **Project area crash rate is five times the expected crash rate of similar intersections**



Contact: [bnelson@ci.anoka.mn.us](mailto:bnelson@ci.anoka.mn.us)

## Project Description

The City of Anoka is requesting \$32.5 million in Regional Solicitation funding to support construction of a grade separation on Highway 47 at the BNSF railroad crossing. According to the U.S. Department of Transportation Railroad Administration and MnDOT, the TH 47 and BNSF railroad crossing has one of the highest needs for improvements due to long-standing safety and accessibility issues.

The proposed project will address these issues by:

- Eliminating conflicts with trains and motorists, bicyclists and pedestrians, as well as reducing delays for TH 47 users
- Realigning the existing S-curved section of TH 47 just north of the rail crossing adjacent to the Anoka County Fair Grounds
- Improving intersection capacity and safety at TH 47/Pleasant Street
- Providing a new railway connection for the county trail system and supporting ADA improvements along the corridor

## Project Benefits/Regional Significance

The TH 47 at BNSF Railroad Crossing Project aims to identify an agreed-upon solution that will lead to the redesign and construction of a grade-separated crossing at the Trunk Highway (TH) 47 and BNSF railroad crossing, and the potential realignment of TH 47 in the City of Anoka to address serious, long-standing safety and mobility issues associated with the at-grade crossing that affect TH 47 and the surrounding system. This intersection has been rated as the most dangerous at-grade rail crossing in the state.

The project area sees high volumes of vehicles (18,300) and is on the busiest railway in the State of Minnesota (40-80 trains per day). In addition, trains travel through the crossing at high speeds (75 mph) often carrying crude oil from North Dakota and Montana.

The primary benefit of adding grade separation is that the railway can continue to function at capacity while eliminating risk to motorists, pedestrians, and bicyclists. Additionally, this intersection provides additional capacity for increased traffic because motorist delays will be eliminated. This project would also reduce impacts of the road along the Wild/Scenic/Recreational Rum River, minimize filling in the floodplain, reduce environmental impacts from contaminated sites, and minimize land takings in the Anoka County Fairgrounds and Anoka County Park.

## Existing Conditions





# CSAH 5 (Minnetonka Blvd) Phase 2 Reconstruction Project

## Attachment 01 | Project Narrative

### Project Name

CSAH 5 (Minnetonka Boulevard) Reconstruction Project

### City(ies)

St. Louis Park

### Commissioner District(s)

3

### Capital Project Number

2168000

### Scoping Manager

James Weatherly

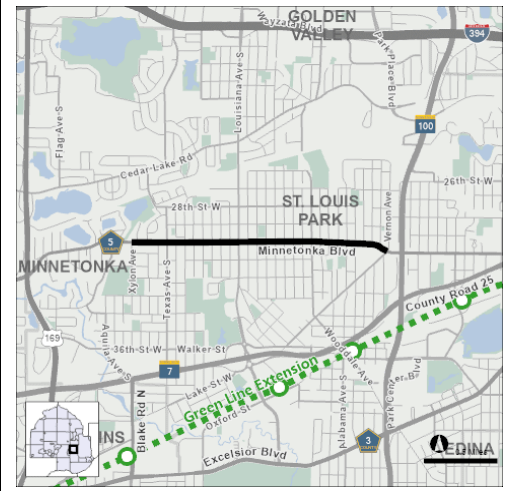
### Project Category

Roadway Reconstruction

### Scoping Form Revision Dates

11/29/2023

### Project Map



### Project Summary

Reconstruct Minnetonka Boulevard (CSAH 5) from Xylon Avenue to Vernon Avenue in the City of St. Louis Park.

### Roadway History

The existing roadway (last reconstructed in the 1950's) is nearing the end of its useful life and warrants replacement. Routine maintenance activities are no longer cost effective in preserving assets. The current roadway consists of a 2-lane undivided configuration, with turn lanes at key intersections, and an on-street bicycle facility. Although sidewalks are provided along both sides of the roadway, they do not provide a positive user experience. Many intersections include ADA accommodations that do not meet current design requirements, causing challenges for people with limited mobility. Minnetonka Boulevard (CSAH 5) serves as a Tier 1 Regional Bike Transportation Network (RBTN) corridor and provides access to the North Cedar Lake Regional Trail, another Tier 1 RBTN alignment, as well as several other north/west bicycle facilities which connect to future Green Line Extension light rail stations.

### Initial Project Timeline

Scoping:	Q3 2022 - Q4 2024
Design:	Q1 2025 - Q4 2027
R/W Acquisition:	Q1 2026 - Q4 2027
Bid Advertisement:	Q1 2028
Construction:	Q2 2028 - Q4 2029

### Project Delivery Responsibilities

Preliminary Design:	Consultant
Final Design:	Consultant
Construction Services:	Hennepin County

### Project Description and Benefits

The proposed project will include new pavement, curb, storm water utilities, sidewalk, ADA accommodations, and traffic signals. It is anticipated that proven traffic calming strategies (such as raised medians, curb extensions, and streetscaping) will be introduced to improve the crossing experiences for people walking and to manage vehicle speeds. Of specific note, is consideration for a continuous raised median to improve safety through access management. Also, each of the signalized intersections within the project area will be evaluated to determine the recommended intersection control device, including consideration for roundabout control. In addition, further investigation will take place as part of the design process to determine the feasibility of dedicated accommodations for people biking as part of this project.

### Project Budget -

### Project Level

Construction:	\$	16,000,000
Cost Estimate Year:		2023
Construction Year:		2028
Annual Inflation Rate:		2.0%
Inflated Construction:	\$	17,670,000
Design Services:	\$	3,530,000
R/W Acquisition:	\$	3,190,000
Other (Utility Burial):	\$	-
Construction Services:	\$	-
Contingency:	\$	5,300,000
<b>Total Project Budget:</b>	<b>\$</b>	<b>29,690,000</b>

### Project Risks & Uncertainties

Introduction of roundabouts at locations currently operating under signalized control will likely have right of way impacts. In addition, the desired adjustments to the vertical curve present at Texas Avenue will require significant changes to the surrounding topography.

### Funding Notes

Eligible for federal funding through the Metropolitan Council's Regional Solicitation given the function classification of A-Minor Reliever.



## Project Name: TH 47 / St. Francis Blvd Modernization

**Applicant:** City of St. Francis

**Project Location:** St. Francis Blvd NW (TH 47) from Cree Street NW to Ambassador Blvd NW in the City of St. Francis

**Total Project Cost:** \$17,988,868

**Requested Federal Amount:** \$7,000,000

**Local Match:** \$10,988,868 (61%)



### Project Description:

The City of St. Francis, in partnership with MnDOT and Anoka County, is proposing to reconstruct a 1.4-mile segment of St. Francis Blvd (TH 47) from Cree Street NW to Ambassador Blvd NW in the City of St. Francis. The proposed project would reduce the highway from four lanes to two lanes, construct two new roundabouts, add a new signalized intersection, and implement access management improvements. Existing trails along the corridor would be reconstructed and extended along with improvements to bicycle and pedestrian crossings.

### Project Benefits:

- **Safety:** Reduce vehicle speeds and conflict points by narrowing the corridor and constructing roundabouts. Improve safety at pedestrian and bicycle crossings.
- **Walkability/Bikeability:** Increase safety by reducing vehicle speeds and the number of through lanes to cross, improving crossing locations, and narrowing the overall roadway width. Increase mobility by constructing complete trails on both sides of the road.
- **Infrastructure Improvement:** Improve pavement condition while adding new infrastructure such as medians, trail facilities, and dedicated pedestrian and bicycle crossings.
- **Intersection Control & Corridor Crossings:** Improve opportunities for motorists to cross the corridor and to enter/exit TH 47 to/from intersecting streets by enhancing intersection controls at key locations along the corridor.
- **Economic Competitiveness:** Foster a more business-friendly environment with improved access, traffic operations, and safer bicycle and pedestrian accessibility while increasing efficiency for commercial vehicle operations.





## Project Background

The project will reconstruct a 0.9-mile section of University Ave NE (TH 47), between Central Ave (TH 65) and 9th Ave NE. This area connects pedestrians, bicyclists, transit users, and drivers to important local and regional destinations. The proposed TH 47 Complete Streets Project will apply a four- to three-lane conversion (also known as a road diet) to improve safety and access for all travelers.

The road diet will eliminate weaving traffic, calm traffic speeds, and shorten the distance that pedestrians and bicyclists must cross at TH 47. The lane reduction will also provide additional space to accommodate enhanced pedestrian and bicycle facilities, as well as furnishings to improve the public realm.

Older traffic signals are being updated to include enhanced pedestrian features (e.g., countdown timers, leading intervals, audible push buttons, etc.).

## Project Area



## Project Benefits

- Reduced road width
- Reduced crossing distance for pedestrians at TH 47
- Calmed traffic speeds and eliminated lane weaving
- Updated traffic signals to include enhanced features (APS modifications, countdown timers, etc.)
- Increased visibility for pedestrians and bicyclists
- Additional space to accommodate enhanced pedestrian and bicycle facilities
- Improved transit stops
- ADA accessibility improvements
- Enhanced pedestrian-level lighting
- Separated bike facilities between Central Ave and 1st Ave NE

## Issues to Be Addressed

- Lane weaving, vehicle speed, dual lane threats
- Wide crossing distances
- Outdated crossing signals
- Poor safety and comfort for bicyclists



TH 47 and 1st Ave NE, signalized intersection looking northwest.



Unsignalized intersection of TH 47 and 7th Ave, looking east.



TH 47 west of 1st Ave NE, looking northwest from railroad bridge.

# 7TH ST S ROADWAY MODERNIZATION

2024 TAB Regional Solicitation for Federal Funding in FFYs 2028-2029



## Project Overview

The City of Minneapolis has identified 7th Street South, between the I-94 off ramp and Park Avenue, as a future reconstruction candidate, driven primarily by pavement condition, multimodal connections, number of daily users, and access to critical services.

The Transportation Action Plan (2020), Complete Streets Policy (2021), and the City’s commitment to Vision Zero (2017) provide guidance for the redesign of 7th Street South. The reconstruction project provides an opportunity for geometric changes with a design that addresses current and future needs. Improvements may include the following elements:

- Reduce the number of travel lanes from 4 lanes to 3 lanes, with off-peak parking
- Implement a dynamic lane that can extend the existing 7th St S bus only lane and also function for large event uses (e.g. US Bank Stadium events).
- Make sidewalk and intersections accessible for all users, install durable pavement markings and crosswalks, support pedestrian activities with space for planting and furnishing zones where feasible
- Replace aging traffic signal and stormwater infrastructure
- Maintain mobility and circulation for motor vehicles, including Hennepin Healthcare (f/k/a Hennepin County Medical Center)

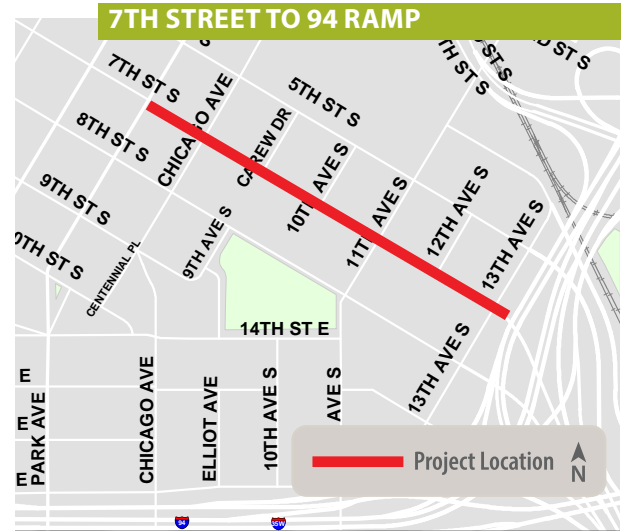
**Requested Federal Amount: \$7,000,000**

**Total Project Cost: \$11,764,550**

7th Street South will be programmed in the City’s 2025-2030 Capital Improvement Program for reconstruction in 2029.

## PROJECT SCHEDULE

2024	2025-2028	2029
Award	> Design	> Implementation



## Existing Conditions:

It is a direct connection to Hennepin Healthcare, North Central College, religious institutions, and an important route for visitors to US Bank Stadium.



## Daily users

	Pedestrians: 100-1300 depending on the block
	Bicyclists: 100
	Vehicles: 8,000-11,000
	Buses: 151

## Our Goals



**BETTER PATHWAYS FOR WALKING**



**IMPROVED ROUTES FOR BIKING**



**EASIER ACCESS TO MODERN PUBLIC TRANSIT**



**SAFER, FASTER, CLEANER COMMUTES FOR DRIVERS AND RIDERS**

## Transportation Action Plan

This project is aligned with the Transportation Action Plan, the city’s vision for safer, greener and more modern streets that serve all people and all the ways they want to get around.

## Contact us

**Katie White, Senior Transportation Planner, Transportation Planning and Programming – Public Works**

612-283-2097

[katie.white@minneapolismn.gov](mailto:katie.white@minneapolismn.gov)

## For reasonable accommodations or alternative formats:

People who are deaf or hard of hearing can use a relay service to call 311 at 612-673-3000. TTY users call 612-673-2157.

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# CSAH 152 (Cedar Ave) Phase 2 Reconstruction Project HENNEPIN COUNTY MINNESOTA

## Attachment 01 | Project Narrative

### Project Name

CSAH 152 (Cedar Ave) Phase 2 Reconstruction Project

### City(ies)

Minneapolis

### Commissioner District(s)

4

### Capital Project Number

Work Plan ID #2229873

### Project Category

Roadway Reconstruction

### Scoping Manager

James Weatherly

### Scoping Form Revision Dates

11/6/2023

### Project Summary

Reconstruct Cedar Avenue (CSAH 152) from 50' North of 42nd Street (CSAH 42) to 50' South of Lake Street (CSAH 3) in the City of Minneapolis.

### Roadway History

The existing roadway (last reconstructed in the 1960s) is nearing the end of its useful life and warrants replacement. Routine maintenance activities are no longer cost effective in preserving assets. The current roadway consists of a 2-lane undivided configuration, on-street parking along both sides, and dedicated left-turn lanes provided at key intersections. A total of seven signalized intersections within the project area, many of which were installed during a time period when proven traffic calming strategies (such as raised medians, curb extensions, and crossing beacons) were not widely accepted as industry standard. In addition, people walking experience challenges when crossing Cedar Avenue (CSAH 152), especially at non-signalized intersections due to limited gaps available in traffic and limited sight distance caused by parked vehicles.

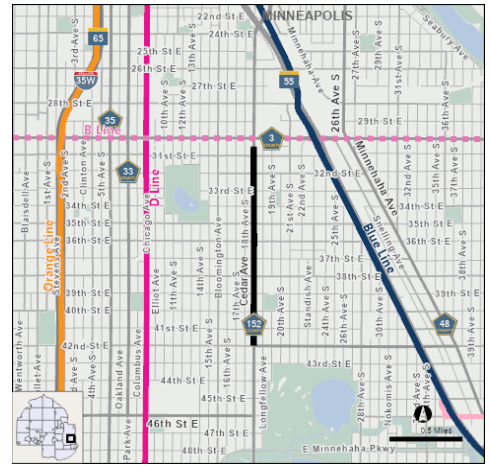
### Project Description and Benefits

The proposed project will include new pavement, curb, storm water utilities, sidewalk, ADA accommodations, and traffic signals. It is anticipated that each of the seven signalized intersections will be evaluated as part of the project development process to determine the recommended intersection control device. Proven traffic calming strategies (such as raised medians, curb extensions, and streetscaping) will be introduced to not only improve the crossing experiences for people walking, but also to manage the speeds of people driving. In addition, on-street parking will be evaluated as part of the project development process to determine utilization and whether parking can be removed in order to provide additional space for streetscaping. Furthermore, this project will complement Metro Transit's potential Arterial Bus Rapid Transit (ABRT) service that's anticipated to upgrade Route 14 along Cedar Avenue (CSAH 152) as part of Network Next.

### Project Risks & Uncertainties

Additional coordination will be needed with Metro Transit as Route 14 is included as a planned Arterial Bus Rapid Transit (ABRT) service as part of Network Next.

### Project Map



### Initial Project Timeline

Scoping:	2023 - 2024
Design:	Q1 2025 - Q4 2027
R/W Acquisition:	Q1 2026 - Q4 2027
Bid Advertisement:	Q1 2028
Construction:	Q2 2028 - Q3 2029

### Project Delivery Responsibilities

Preliminary Design:	Consultant
Final Design:	Consultant
Construction Services:	Consultant

Project Budget -	Project Level
Construction:	\$ 11,650,000
Cost Estimate Year:	2023
Construction Year:	2028
Annual Inflation Rate:	2.0%
Inflated Construction:	\$ 12,860,000
Design Services:	\$ 2,570,000
R/W Acquisition:	\$ 1,710,000
Other (Utility Burial):	\$ -
Construction Services:	\$ 1,030,000
Contingency:	\$ 3,860,000
<b>Total Project Budget:</b>	<b>\$ 22,030,000</b>

### Funding Notes

Eligible for federal funding through the Metropolitan Council's Regional Solicitation given the function classification of A-Minor Augmentor.

**Project Name:** Hwy 5 and Hwy 41 Intersection Reconstruction Project

**Applicant:** Carver County

**Primary Contact:**

Lyndon Robjent, P.E.  
Public Works Division Director  
11360 Highway 212, Suite 1, Cologne, MN  
952-466-5283  
[lobjent@co.carver.mn.us](mailto:lobjent@co.carver.mn.us)



**Location & Route:**

Hwy 5 & Hwy 41 Intersection in Chanhassen



**Application Category:**

Roadway Reconstruction/Modernization



**Funding Information:**

**Requested Award Amount:** \$7,000,000  
**Local Match:** \$6,526,900  
**Project Total:** \$13,526,900



**Additional Funding Sources:**

- MnDOT STIP - \$220,000
- State Earmark - \$5,000,000
- Carver County – \$996,900
- City of Chanhassen - \$310,000



**Hwy 5/Hwy 41 Fast Facts:**

- Approximately 26,000 AADT (Hwy 5)
- Approximately 11,500 AADT (Hwy 41)
- 1,104 HCAADT (at intersection)
- Gateway to Chaska North Industrial Area (more than 5,000 jobs)
- Improvements contribute to 51% crash reduction; 56% delay reduction



**Project Description**

The proposed project will improve infrastructure, reduce crashes and improve mobility at the Hwy 5 and Hwy 41 intersection by:

- Reconstructing and modernizing the intersection
- Adding an innovative, partial displaced left turn at the intersection
- Upgrading traffic signals and intersection configuration

**Project Benefits/Regional Significance**

This project will provide a safer intersection for all users, including heavy freight haulers, by reconfiguring the intersection to improve traffic flow along two busy routes in the western Twin Cities area. Both Hwy 5 and Hwy 41 serve as primary routes connecting established and rapidly growing neighborhoods, the Minnesota Landscape Arboretum, and several surrounding regional trails and recreational areas such as Lake Minnewashta Regional Park.

The intersection also serves as the gateway to the Chaska North Industrial Area—a well-established collection of manufacturing, technology, bioscience and other businesses that provide more than 5,000 jobs and an estimated \$950 million in freight value each year, according to the Metropolitan Council’s 2017 Regional Truck Highway Corridor Study. Once completed, the project will improve access to the industrial area by contributing to a 51% reduction in crashes and 56% reduction in delay.

The primary benefit of a partial displaced left turn intersection is a reduction in the number of traffic signal phases and conflict points, resulting in improved operations and safety. Additionally, this intersection provides additional capacity for increased traffic without expanding Highway 41 to four lanes in a confined area. Highway 5 will continue to be four lanes through the intersection with left turn lanes modified as shown in the image.



**Project Development and Status**

The Hwy 5/Hwy 41 intersection is identified as a top priority in the Arboretum Area Transportation Plan—a two-year, multiagency study completed in 2021 that developed a vision for transportation needs in the corridors surrounding the Arboretum. This project is currently in preliminary design along with other Hwy 5 improvements planned between Hwy 41 in Chanhassen and downtown Victoria.



# CSAH 23 (Marshall St NE) Phase 2 Reconstruction Project

## Attachment 01 | Project Narrative

<b>Project Name</b> CSAH 23 (Marshall St NE) Phase 2 Reconstruction Project	
<b>City(ies)</b> Minneapolis	
<b>Commissioner District(s)</b> 2	
<b>Capital Project Number</b> Work Plan ID #2201724	<b>Project Category</b> Roadway Reconstruction
<b>Scoping Manager</b> Jordan Kocak	<b>Scoping Form Revision Dates</b> 11/6/2023

**Project Summary**  
Reconstruct Marshall Street NE (CSAH 23) from Lowry Avenue NE (CSAH 153) to St. Anthony Parkway in the City of Minneapolis.

**Roadway History**  
The existing roadway (last reconstructed in 1960) is nearing the end of its useful life and warrants replacement. Routine maintenance activities are no longer cost effective in preserving assets. Existing sidewalk facilities contain numerous deficiencies, and a sidewalk gap exists on the east side of Marshall Street NE (CSAH 23) from 30th Avenue NE to Saint Anthony Parkway. Minimal pedestrian crossing enhancements (such as curb extensions, raised medians, and beacons) exist along the corridor. Furthermore, the lack of a boulevard in many areas creates a constrained environment for people walking, especially during snowfall events.

**Project Description and Benefits**  
The proposed project will include new pavement, curb, storm water utilities, sidewalk, ADA accommodations, and traffic signals. It is anticipated that proven traffic calming strategies (such as raised medians, curb extensions, and streetscaping) will be introduced to improve the crossing experiences for people walking and to manage vehicle speeds. The proposed project is anticipated to provide an All Ages and Abilities facility for people biking that extends north/south adjacent to the Mississippi River and connects to the Grand Rounds system along Saint Anthony Parkway.

**Project Risks & Uncertainties**  
Future intersection design at Marshall Street NE (CSAH 23) and 31st Street NE in recognition of recent changes in the area.



**Initial Project Timeline**

Scoping:	2018 - 2025
Design:	Q1 2026 - Q4 2028
R/W Acquisition:	Q1 2027 - Q4 2028
Bid Advertisement:	Q1 2029
Construction:	Q2 2029 - Q3 2030

**Project Delivery Responsibilities**

Preliminary Design:	Consultant
Final Design:	Consultant
Construction Services:	Consultant

Project Budget -	Project Level
Construction:	\$ 8,680,000
Cost Estimate Year:	2023
Construction Year:	2029
Annual Inflation Rate:	2.0%
Inflated Construction:	\$ 9,780,000
Design Services:	\$ 1,960,000
R/W Acquisition:	\$ 960,000
Other (Utility Burial):	\$ -
Construction Services:	\$ 780,000
Contingency:	\$ 2,930,000
<b>Total Project Budget:</b>	<b>\$ 16,410,000</b>

**Funding Notes**  
Eligible for federal funding through the Metropolitan Council's Regional Solicitation given the function classification of A-Minor Reliever.

## County Road C (CSAH 23) Bridge No. 62519 Bridge Replacement

<b>Applicant:</b>	Ramsey County
<b>Project Location:</b>	County Road C Bridge over BNSF Railroad
<b>Total Project Cost:</b>	\$8,848,926
<b>Requested Federal Dollars:</b>	\$7,000,000
<b>Local Match Dollars:</b>	\$1,848,926

### Project Description:

Replacement of the County Road C Bridge over the BNSF Railroad in the City of Roseville. The project design will include two 11 foot thru lanes, two 10 foot ADA compliant sidewalks and two 7 foot bike lanes with a three foot buffer from the vehicle lanes.

### Project Benefits:

The project will replace the currently Structurally Deficient County Road C Bridge over the BNSF Railroad. The existing bridge has 6 foot sidewalks on the north and south sides with no bicycle accommodations. The existing National Bridge Inventory (NBI) deck rating is 4 and the Sufficiency Rating is 52.8. Due to these conditions, the bridge is currently load restricted to 26 tons for single axel vehicles and 40 tons for double axel vehicles and semi-trucks. If funded, this bridge replacement project will be coordinated with a 2026 4 to 3 lane conversion federal HSIP project along County Road C extending from Lexington Avenue to Little Canada Road. Design for the bridge replacement and the County Road C 4 to 3 lane conversion is currently underway.



**Multimodal Planning**  
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## Cedar Lake Road over BNSF Railway – Bridge Replacement

### Applicant: City of Minneapolis



Cedar Lake Road Bridge 90471 over BNSF RR



Project Location

Requested Award Amount = \$4,854,400

Project Cost = \$6,068,000

Route: MSAS 406

Location: Minneapolis, MN

#### Project Description

The proposed project will reconstruct approximately 579' of Cedar Lake Road and Bridge over the BNSF Railway between Morgan Ave S and Cedar Lake Road Bridge over CP Rail and Bassett Creek. Currently, the corridor includes 142' foot bridge and the approach road includes at grade unprotected bike lanes in both directions, two vehicular lanes and sidewalks on both sides of the roadway. The area along the project corridor includes residential single-family homes, park area owned and operated by the Minneapolis Park & Recreational Board, and BNSF Railway undercrossing. The project is a bridge reconstruction project involving the entire right-of-way and will include bridge replacement, new sidewalks, ADA compliant pedestrian ramps, bicycle accommodations, pavement, curb and gutter, and utility improvements. The project will also include retaining walls, lighting improvements, new signage, and new pavement markings, as needed. This corridor serves an estimated 460 people walking, 160 people biking, and 1,334 people driving per day.

The existing bridge over the BNSF Railway is a seven span timber beam bridge that was built in 1941. The bridge is 142 feet long and 51 feet wide. The bridge has been inspected in accordance with the National Bridge Inventory (NBI) condition rating system. Current ratings are: Deck – 5 (Fair), Superstructure – 5 (Fair), and Substructure – 4 (Poor) with an overall rating of "Poor" which necessitates its replacement. The poor condition of this bridge warranted emergency closure in the summer of 2023 and upon re-opening, a severe load posting (20 tons) had to be implemented.

#### Project Benefit

The new bridge and roadway approaches will remove the existing load postings which are causing heavy truck traffic to detour through other areas and could potentially delay response time of emergency vehicles that are prohibited from using this route. The new bridge will also greatly enhance the non-motorized realm with the inclusion of a barrier separated bikeway and sidewalk on both sides of the bridge and complete the Luce Line multimodal trail through this area.