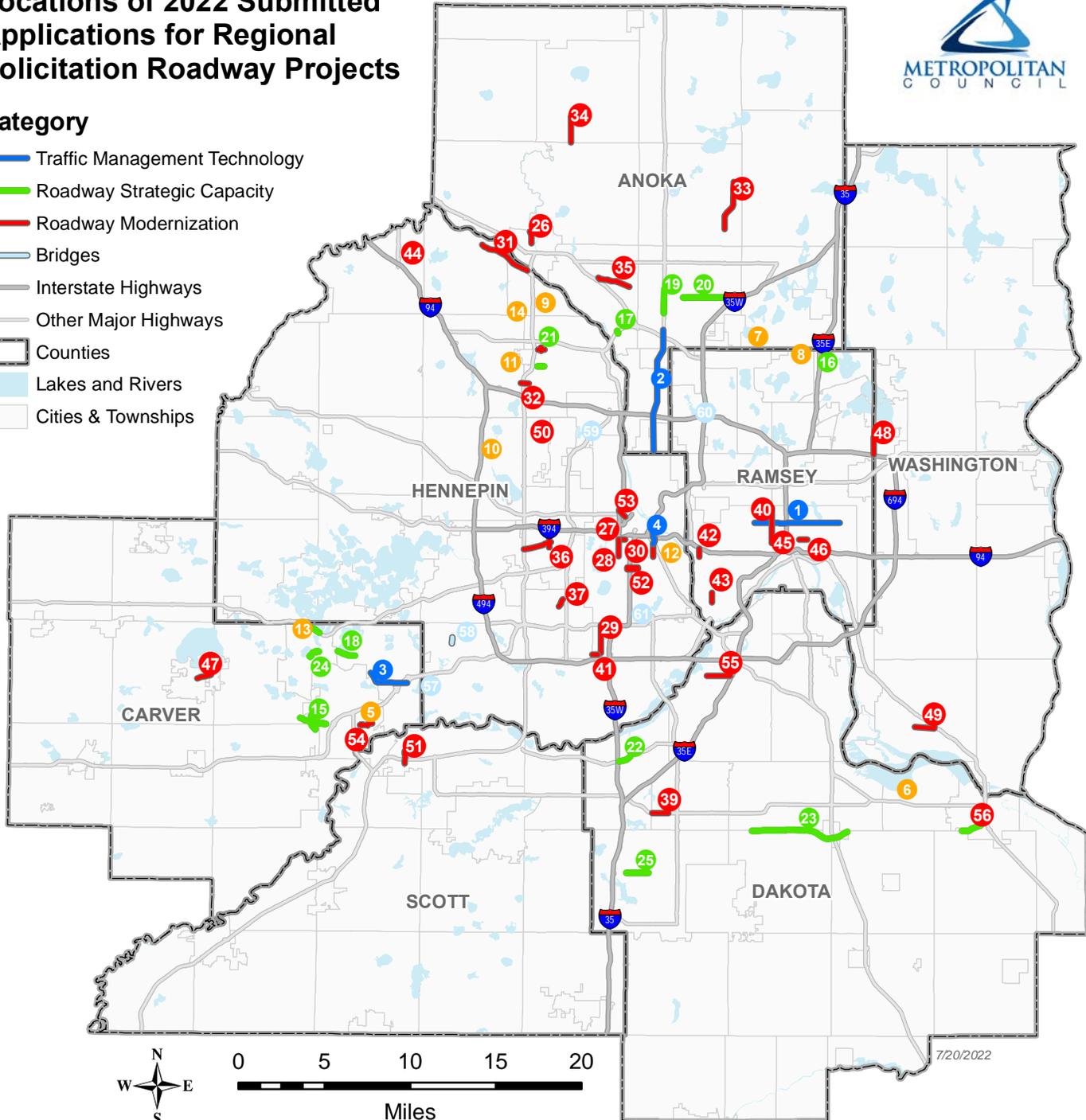


# Locations of 2022 Submitted Applications for Regional Solicitation Roadway Projects



## Category

- Traffic Management Technology
- Roadway Strategic Capacity
- Roadway Modernization
- Bridges
- Interstate Highways
- Other Major Highways
- Counties
- Lakes and Rivers
- Cities & Townships



### ● Traffic Management Technologies

1. Maryland Ave Traffic Signal Modernization
2. Signal Equipment Replacement and Optimization
3. Traffic Signal Tech and ITS Corridor Enhancements
4. Minneapolis ITS Upgrades and Enhancements

### ● Spot Mobility and Safety

5. CSAH 11 Intersection Improvements
6. CSAH 46 and CSAH 85 Improvements
7. CSAH 49 and CSAH 32 Improvements
8. CSAH 32 and CSAH 21 Roundabout
9. Brooklyn Park Hennepin CSAH 103 at 109th Ave
10. CSAH 9 Spot Mobility and Safety Project
11. CSAH 61 Spot Mobility and Safety Project
12. 26th and Hiawatha Safety Improvements
13. Hwy 5/Hwy 11 Intersection Safety Improvements
14. US Hwy 169 at 109th Ave

### ● Roadway Strategic Capacity

15. Hwy 10 Expansion and Access Project
16. County Road J Interchange
17. TH 610 and East River Road Interchange Reconstruction
18. Highway 5 Mobility and Lake Minnewashta Causeway Bridge
19. TH 65 at CSAH 12 (109th Avenue) and 105th Ave Interchange
20. CSAH 12 Expansion

### ● Roadway Modernization

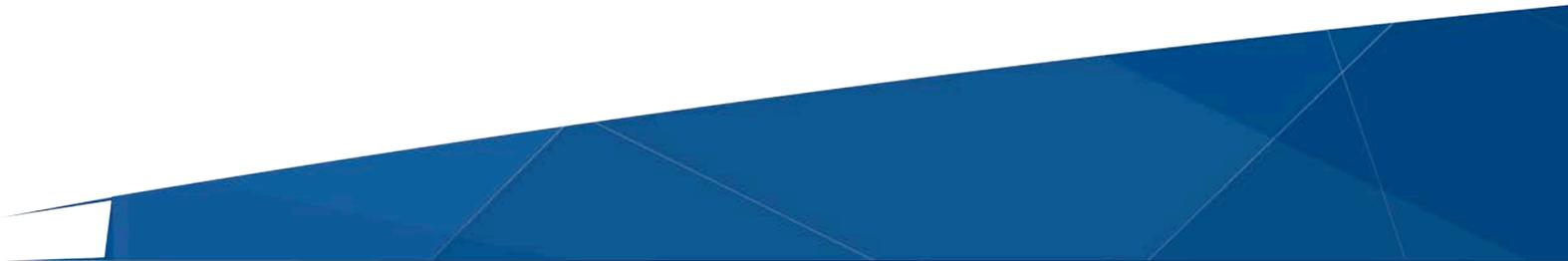
21. CSAH 30 Reconstruction Project
22. Highway 13 and Nicollet Avenue Mobility Project
23. 185th St Expansion Project
24. Hwy 5 Victoria Expansion and Safety Project
25. CSAH 46 Expansion Safety and Mobility Project
26. TH 47 Corridor Improvements
27. CSAH 5 (Franklin Ave) Reconstruction Project
28. CSAH 22 (Lyndale Ave) Reconstruction Project
29. CSAH 32 (Penn Ave) Reconstruction Project
30. CSAH 152 (Cedar Ave) Reconstruction Project
31. CSAH 12 (Dayton River Rd) Rehabilitation Project
32. Hwy 169 and CR 130 Interchange Reconstruction
33. CSAH 17 from CSAH 116 to CR 60
34. CSAH 9 Roadway Modernization Project
35. CSAH 11 (Northdale Boulevard NW) Reconstruction
36. Cedar-Louisiana Modernization
37. Vernon Ave Modernization and Multi-modal Improvements Project
38. Trunk Highway 100/Hennepin CSAH 158 (Vernon Avenue) Interchange Reconstruction Project
39. CSAH 42 Modernization from Redwood Dr to 147th St
40. Rice St Modernization

### ● Bridges

41. West 76th St Modernization
42. Cretin Ave Improvements
43. Fairview Ave Improvements
44. TH 101 and I-94 Diverging Diamond Interchange
45. Wabasha St
46. Minnehaha Ave
47. Waconia TH 5 Phase 2 Reconstruction
48. TH 120 (Century Ave) Reconstruction and Modernization
49. CR 19A Realignment
50. W Broadway and Douglas Roadway Reconstruction
51. Marystown Rd Roadway Reconstruction Project
52. 35th and 36th Streets Reconstruction
53. 7th St North Minneapolis
54. Highway 10 Corridor Reconstruction
55. CSAH 26 Reconstruction Trail and Lane Conversion
56. Dakota County CSAH 46 Modernization Project
57. CSAH 1 (Pioneer Trl) Bridge Replacement
58. CSAH 4 (Eden Prairie Rd) Bridge Replacement
59. CSAH 10 (Bass Lake Rd) Bridge Replacement
60. Old Highway 8 Bridge Replacement
61. Nicollet Ave S Bridge Rehabilitation

# 2022 REGIONAL SOLICITATION

Traffic Management Technologies Project Submittals



# MARYLAND AVENUE TRAFFIC SIGNAL MODERNIZATION

## PROJECT ELEMENTS AND BENEFITS

The Maryland Avenue Traffic Signal Modernization project would reconstruct traffic signals, install fiber-optic interconnect, and install traffic cameras along Maryland Avenue in the City of Saint Paul. Maryland Avenue (CSAH 31) is classified as an A Minor Arterial in the project area. The proposed elements of the project and some of the benefits of each include:

- Reconstruction of four traffic signals along Maryland Avenue at Earl Street, Forest Street, Johnson Parkway and Hazelwood Street.
  - With an average age of 47 years, taken from the last major revision, these signals are consistent maintenance issues, and require significant staff time and materials to maintain operation.
  - Replacement of the signals will allow for the implementation of improved safety treatments and increased efficiency. The new signals will provide overhead indications for all approaches, audible pedestrian push buttons, countdown timers, and twelve-inch indications.
- Replacement of aging fiber-optic interconnect along Maryland Avenue between Dale Street (CSAH 53) and White Bear Avenue (CSAH 65), and upgrade of traffic signal controllers where needed. The fiber-optic cable along this corridor was installed in 1996 and has surpassed its useful life.
  - Replacement of interconnect will allow the City to continue to remotely monitor and modify the operation of these signals, providing more rapid response to outages and improved ability to adjust settings.
  - Replacement of fiber-optic interconnect will allow for the continued coordination of closely spaced signals along this corridor, reducing stops and delay while improving safety.
  - Replacement of the legacy 170 traffic signal controllers will allow for the use of signal performance measures, responsive traffic signal control, and many other benefits.
- Installation of traffic cameras at multiple locations in the area.
  - The ability to remotely observe traffic conditions, combined with the other improvements, will allow for real-time monitoring and adjustment of traffic operations and management of events and incidents.
  - Cameras will be integrated with the City’s existing system, allowing for access by Saint Paul Police and Public Works.

## APPLICATION DETAILS

### APPLICANT

Mike Klobucar	651.266.6208
City of Saint Paul	mike.klobucar@ci.stpaul.mn.us
Department of Public Works	

### PROJECT COST

Total project cost: \$2,903,000	Federal request amount: \$2,322,400
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# Project Summary

## Traffic Signal Technologies and ITS Corridor Enhancements

Applicant: Carver County  
April 14, 2022

### Project Overview

Carver County uses traffic signals to support safe and efficient multimodal transportation for County residents, businesses, employees, and visitors. The County is requesting a federal grant to upgrade obsolete and add to existing traffic management and intelligent transportation systems (ITS) throughout Carver County, with a focus on CSAH 18-Lyman Boulevard (Chanhassen/Chaska), CSAH 14-Pioneer Trail (Chanhassen/Chaska), CSAH 59-Main Street (Waconia), and other intersections. The project scope will include:

- A new Advanced Traffic Management System (ATMS)
- Central signal system software with expanded remote access and operations
- Upgraded traffic signal controllers and cabinets
- Conflict monitors
- Upgraded timing plans, coordination, and video detection systems
- ITS devices including CCTV cameras
- Communications and fiber optic cable upgrades & connections

### Project Benefits

The roadway system management project will provide a more responsive, efficient, future-minded, and smart traffic control system. The project will:

- Link and improve coordination, operation, and interoperability of County-owned signals and with other jurisdictions
- Reduce traffic-related crashes, minimize travel time, and better support incident management and special events
- Support environmental sustainability and air quality by improving traffic flow
- Include innovative treatments such as flashing yellow arrows and vehicle detection at traffic signals consistent with Regional ITS Architecture and best practices
- Improve bicycle and pedestrian access and safety by installing accessible pedestrian signals

### Project Schedule

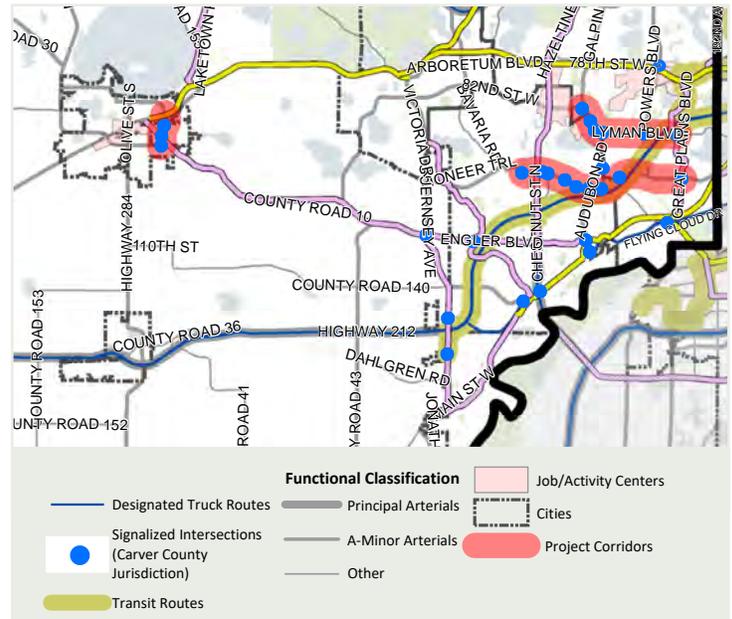
- **Design:** Summer 2022-Summer 2025
- **Right-of-way:** Not anticipated
- **Bidding:** Fall 2025-Winter 2025
- **Construction:** Spring-Fall 2026

**Requested Federal Amount**

\$2,000,000

**Total Project Cost**

\$2,500,000



Project Area



Existing Carver County Traffic Signal

### CONTACT:

**Angie Stenson, Sr. Transportation Planner**

Carver County Public Works

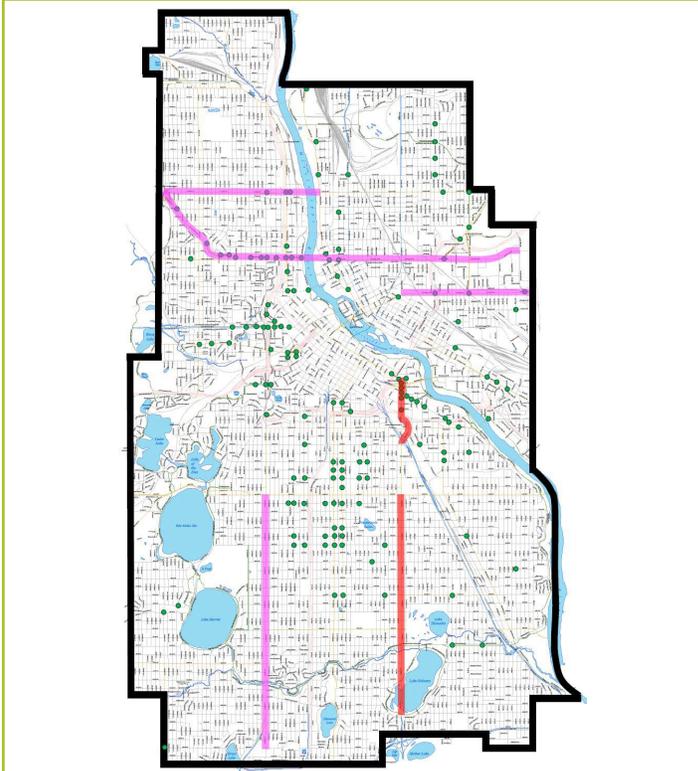
952.466.5273

astenson@co.carver.mn.us

<https://www.co.carver.mn.us/departments/public-works/projects-studies/traffic-signal-technologies-project-plan>

# Minneapolis ITS Upgrades and Enhancements

## PROJECT MAP:



- Project Extent
- Potential Fiber Expansion
- Cedar Ave Focus Corridor
- Obsolete Signal Controllers

## APPLICANT:

City of Minneapolis

## PROJECT AREA:

- Minneapolis Citywide
- Focus Corridor: Cedar Avenue

## CITY WHERE PROJECT IS LOCATED:

Minneapolis

## COUNTY WHERE PROJECT IS LOCATED:

Hennepin

## REQUESTED AWARD AMOUNT:

\$2,400,000

## TOTAL PROJECT COST:

\$3,000,000

## PROJECT DESCRIPTION:

The proposed project will upgrade and enhance existing traffic management and intelligent transportation systems (ITS) in areas throughout the city of Minneapolis. The City of Minneapolis is collaborating with Hennepin County, MnDOT, and Metro Transit to enhance the city's traffic control system, with a focus on Cedar Avenue. The City's ITS currently serves roadway users throughout the metro area, providing services such as arterial dynamic message signs (DMS), realtime surveillance cameras (CCTV), and transit signal priority (TSP) capabilities. Upgrades to ITS, such as expanded remote access and operations, installing new traffic signal controllers and cabinets, conflict monitors, video detection system, Accessible Pedestrian Signals (APS), additional CCTV devices, vehicle-to-infrastructure (V2I) devices, improvements to the Traffic Management Center (video server, video wall), dedicated short range communications (DSRC) radio or 5G cellular communications (high-volume wireless data transmission), and investing in fiber optic cable to increase bandwidth and reliability, will result in a nimble traffic control system that supports Minneapolis' Smart Cities initiatives and has the ability to adapt to daily and non-recurring traffic events. Once implemented, ITS enhancements will improve interfacing among the Police, Public Works, and Public Safety officials, integrating traffic monitoring with safety. In this way, upgrades will help keep the city's street and highway network functioning efficiently and with more flexibility and multipurpose use.

The focus on Cedar Avenue will improve operations on a key multimodal arterial connecting south Minneapolis to downtown, increasing safety and efficiency for transit, freight, bicycle, pedestrian, and general traffic. The focus area is separated into two segments to blend with Hennepin County's proposed reconstruction project along Cedar Avenue from 24th St E to Lake St E. The ITS improvements proposed within this application could be successfully integrated with Hennepin County's project regardless of either project's final delivery timeline.

## EXISTING CONDITION PHOTO:



## PROJECT BENEFITS:

- Improves operational efficiency for all modes of travel
- Improves safety for all users
- Improves functionality of Minneapolis ITS Network
- Prepares the city for connected vehicle technology

# SUMMARY:

**PROJECT NAME:** 2026 Signal Equipment Replacement and Signal Optimization

**APPLICANT:** MnDOT METRO DISTRICT – Mike Fairbanks (Signal Operations Engineer)

**ROUTES:** Cabinet replacements will occur throughout the MnDOT Metro District. The signal optimization project will occur on TH 65 from 40<sup>th</sup> St. in Columbia Heights to TH 10 in Blaine

**LOCATIONS:** This project will take place on many roadways within the MnDOT Metro District. A sample of locations include TH 3 in Eagan/Rosemount, TH 5 in Chanhassen, TH 61 in Hugo, and TH 62 in Mendota Heights. This list includes various ramp intersections with local roads which have recently been turned back to MnDOT (TH 35W @ Lexington, TH 35W @ Lake Drive, TH 610 @ Broadway, TH 610 @ Zane, TH 610 @ Noble and TH 100 @ Duluth Street).

**TOTAL PROJECT COST:** \$3,000,000 which includes \$2,400,000 Federal Funding and \$600,000 in State Funding match. Of the \$3,000,000 – (\$400,000) will be used for Mobilization and Traffic Control, (\$60,000) will be used for signal optimization, and the remaining \$2,540,000 will be used to buy new signal system equipment [approximately 70 intersections].

**PROJECT DESCRIPTION:** This project will sustainably upgrade the current TS1 Cabinets and Non-Ethernet compatible Controllers throughout the MnDOT Metro District. These technological expansion upgrades will allow MnDOT to become CAV (Connected and Automated Vehicle) ready for future deployments of that emerging technology. The technological expansion upgrades will also allow MnDOT to seamlessly connect the remaining infrastructure to their Automated Traffic Management System (Kinetics) program allowing the Metro District to use High Resolution Data to better manage the Arterial Corridors. These signal systems technological expansion upgrades are located throughout the Metro District.

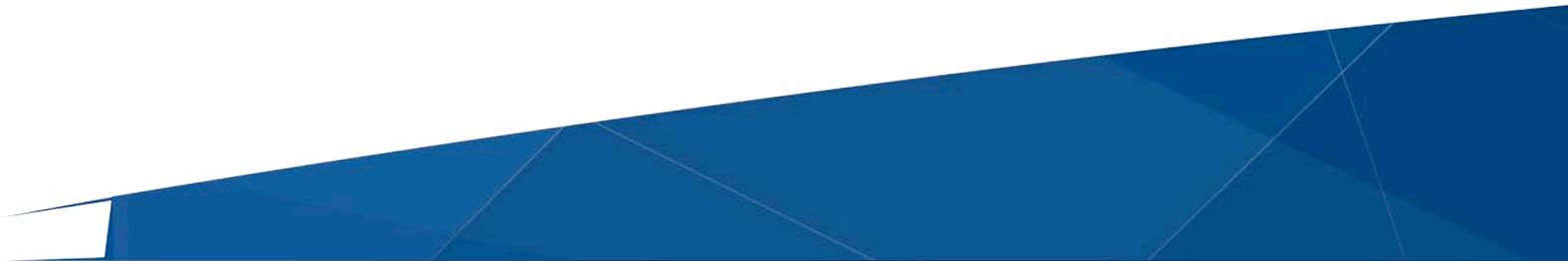
In addition, this project will utilize the current MnDOT ATMS (Kinetics) to do signal optimization along the TH 65 corridor from the city of Columbia Heights to Blaine. This optimization will be done in concert with Met Transit to obtain the best TSP (Transit Signal Priority) available for the corridor.

**PROJECT BENEFITS: Safety and Security** – To provide a more reliable transportation system by preserving and maintaining the roadway system through the replacement of obsolete roadside infrastructure.

**Access to Destinations** – This project ensures that the roadside infrastructure is compatible with other technologies like TSP (Transit Signal Priority) or emerging technologies like CAVx ethernet communications. The project also provides a reliable roadside infrastructure for pedestrians and bikes to provide access across arterial roadways. Lastly, the project provides equipment capable of being remotely controlled by the ATMS (Advanced Traffic Management System) which can be used to provide real-time signal timing changes as needed for all users.

# 2022 REGIONAL SOLICITATION

Spot Mobility and Safety Project Submittals





**Project Name:** Anoka/Ramsey CSAH 49 (Hodgson Road) at Anoka CSAH 32/Ramsey CSAH 1 (CR J/Ash Street) Roundabout Project  
**Project Location:** City of Lino Lakes, Anoka County and City of Shoreview, Ramsey County  
**Geographic Limits:** 1.1 Miles, intersection of CSAH 49 at CSAH 32

**Applicant:** Anoka County Highway Department  
**Funding Category:** Spot Mobility and Safety  
**Estimated Project Total:** \$4 Million  
**Requested Amount:** \$3.2 Million

### Existing Conditions

The intersection at CSAH 49 and CSAH 32 connects two minor arterials (A-Minor Expanders) on the border of Shoreview and Lino Lakes. The residential retail node is currently undergoing redevelopment of the NW quadrant of the intersection, converting the property from a vacant asphalt lot to a senior housing complex with 230 units and future commercial sites. In addition to the new development, the project area has a mix of moderate density residential, businesses, parks and open spaces.

### Project Description

The project provides an opportunity to redesign the intersection to improve safety and mobility for all road users and address the existing skew of the CSAH49/CSAH 32 intersection. The project will improve safety for turning movements, improve drainage, and provide safe pedestrian accommodations.

Plans for the roadway project area include a new multi-use trail in the northwest quadrant (from Woodridge Lane to CSAH 49 and north on CSAH 49). The new trail would connect to the existing trail on the south side of CSAH 32 and expand the non-motorized accommodations in the project area.

### Issues to be Addressed

- Traffic congestion and delays
- Poor mobility for all roadway users
- Inadequate pedestrian and bicycling options and facilities
- Poor drainage
- Access management

## CSAH 49 at CSAH 32 Project Location City of Lino Lakes, Anoka County & City of Shoreview, Ramsey County



These facilities will provide better access to local recreational facilities such as Bucher Park (0.25 miles), Baldwin Lake (0.75 miles) and Turtle Lake (1 mile). CSAH 32 and Ware Rd (0.25 miles east of CSAH 49) are part of the North-south RBTN Tier 2 alignment, emphasizing the regional commitment to bicycle access through this area. ADA-compliant pedestrian accommodations at the intersection will also provide better accommodations for people with disabilities.

### Proposed Improvements

- New single-lane roundabout at CSAH 49 and CSAH 32
- Paved shoulders leading into roundabout
- New multi-use trail from Woodridge Ln to CSAH 49 and north on CSAH 49 in Lino Lakes
- Expanded trail connections
- ADA-compliant pedestrian accommodations

### Project Benefits

- Improved safety and mobility
- Improved connectivity
- Improved safety and accessibility for pedestrian and bicyclists



**Project Name:** CSAH 21 (Centerville Road) at CSAH 32 (Ash Street) Roundabout Project  
**Project Location:** City of Lino Lakes, Anoka County

**Geographic Limits:** Intersection of CSAH 21 (Centerville Road) and CSAH 32 (Ash Street)

**Applicant:** Anoka County Highway Department

**Funding Category:** Spot Mobility and Safety

**Estimated Project Total:** \$1.4 Million

**Requested Amount:** \$1.1 Million

### Existing Conditions

CSAH 21 (Centerville Road) is a north-south roadway that intersects with CSAH 32 (Ash Street), an east-west roadway, at a T-intersection. Both roadways are functionally classified as A-Minor Arterial Expanders. CSAH 21 has a 50-mph posted speed limit in the project area, and CSAH 32 has a 45-mph posted speed limit in the project area.

CSAH 21 runs parallel to I-35E on the west side and provides access to commercial and residential properties to the south and several residential properties to the north. Access to I-35E exists approximately 0.5-miles to the southeast, which provides connections to the regional transportation system. There are currently no non-motorized facilities within the project area nor any active transit stops.

## CSAH 21 (Centerville Road) at CSAH 32 (Ash Street) Project Location

City of Lino Lakes, Anoka County



### Project Description

The project will convert the existing minor-stop controlled intersection at CSAH 21 (Centerville Road) at CSAH 32 (Ash Street) to a single lane roundabout. This improvement includes wide 6-foot paved shoulders on CSAH 21 and CSAH 32 leading into the roundabout. The improvement is being coordinated with a larger nearby project being led by Ramsey County that seeks to improve the interchange at I-35E/County Road J.

Based on 2019-2021 historical crash data, the intersection’s crash rate exceeds the MnDOT average crash rate. This data indicates the intersection having a sustained crash problem. As future traffic demands continue to increase, the roundabout controlled intersection will look to reduce the current crash rate and improve overall safety for all users.

The roundabout will also be designed to include ADA-compliant curb ramps and pedestrian refuge medians to connect with future sidewalk or trail facilities as CSAH 21 is part of the RBTN Tier 2 alignment.

### ! Issues to be Addressed

- Traffic congestion
- High crash rates
- Inadequate pedestrian and bicycling options and facilities
- Poor drainage

### ✓ Proposed Improvements

- New single-lane roundabout
- Paved shoulders leading into roundabout

### ✓ Project Benefits

- Improved safety and mobility
- Improved safety and accessibility for pedestrian and bicyclists
- Improved drainage

# CSAH 9 (Rockford Rd) Spot Mobility & Safety Project

Attachment 01 | Project Narrative

## Project Name

CSAH 9 (Rockford Rd) Spot Mobility & Safety Project

## City(ies)

Plymouth

## Commissioner District(s)

2 7

## Capital Project Number

CP 2220400

## Project Category

Safety

## Scoping Manager

Emily Buell

## Scoping Form Revision Dates

4/9/2022

## Project Summary

Safety improvements at the intersection of Rockford Road (CSAH 9) and Northwest Boulevard (CSAH 61) in the City of Plymouth.

## Roadway History

The existing intersection of Rockford Road (CSAH 9) at Northwest Boulevard (CSAH 61) experiences a relatively high number of crashes when compared to similar intersections throughout the county. The predominant crash types at this intersection are left-turn and rear-end related. The existing design includes channelized right-turn islands in all four quadrants that present sight distance challenges for right-turning vehicles. In addition, relatively long crossing distances are required for people walking and biking through the intersection since both Rockford Road (CSAH 9) and Northwest Boulevard (CSAH 61) are 4-lane roadways; creating a sense of discomfort for multimodal users.

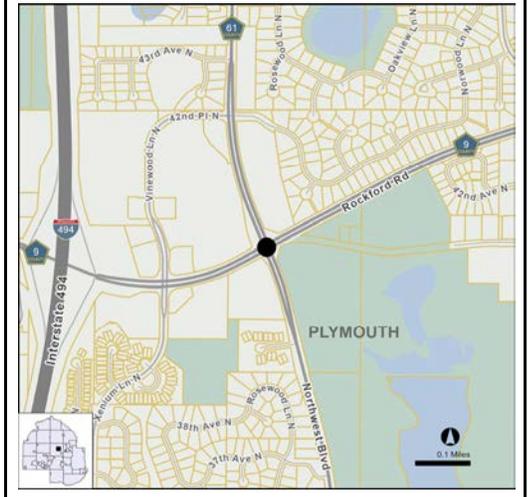
## Project Description and Benefits

The proposed project will improve accessibility, mobility, and safety by implementing the following project elements that aim to address crash themes.

- Elimination of channelized right-turn islands
- Improved alignment of the left-turn lanes along Rockford Road (CSAH 9)
- Replacement and upgrading of the existing traffic signal system
- Upgrading of ADA accommodations to current design standards
- Modification to trail alignments on each approach (as necessary)

## Project Risks & Uncertainties

## Project Map



## Project Timeline

Scoping: Q1 2022 - Q4 2023

Design: Q1 2024 - Q4 2025

R/W Acquisition: Q1 2025 - Q4 2025

Bid Advertisement: Q1 2026

Construction: Q2 2026 - Q4 2026

## Project Delivery Responsibilities

Preliminary Design: Consultant

Final Design: Consultant

Construction Services: Consultant

Project Budget -	Project Level
Construction: \$	1,560,000
Cost Estimate Year:	2022
Construction Year:	2026
Annual Inflation Rate:	2.0%
Inflated Construction: \$	1,690,000
Design Services: \$	250,000
R/W Acquisition: \$	-
Other (Utility Burial): \$	-
Construction Services: \$	170,000
Contingency: \$	470,000
<b>Total Project Budget: \$</b>	<b>2,580,000</b>

## Funding Notes

This project is eligible for federal funding through the Metropolitan Council's Regional Solicitation due to the two roadways' functional classification as A-Minor Arterials.

# CSAH 61 (Hemlock Ln) Spot Mobility & Safety Project

Attachment 01 | Project Narrative

<b>Project Name</b> CSAH 61 (Hemlock Ln) Spot Mobility & Safety Project	
<b>City(ies)</b> Maple Grove	
<b>Commissioner District(s)</b> 7	
<b>Capital Project Number</b> CP 2220500	<b>Project Category</b> Spot Mobility and Safety
<b>Scoping Manager</b> Emily Buell	<b>Scoping Form Revision Dates</b> 4/9/2022

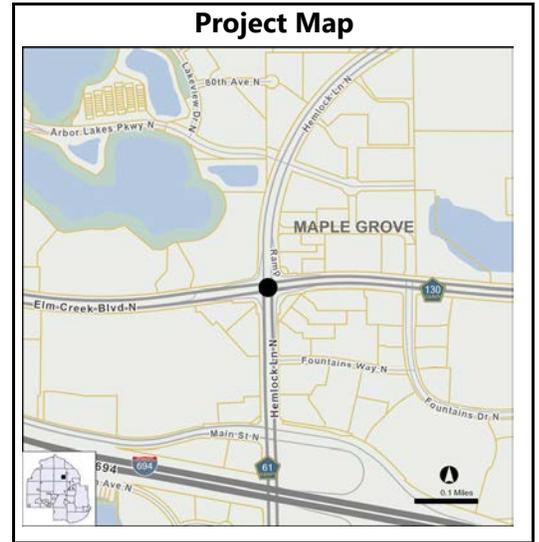
**Project Summary**  
Safety improvements at the intersection of Hemlock Lane (CSAH 61) and Elm Creek Boulevard (CSAH 130) in the City of Maple Grove.

**Roadway History**  
The existing intersection of Hemlock Lane (CSAH 61) and Elm Creek Boulevard (CSAH 130) experiences a relatively high number of crashes when compared to similar intersections throughout the county. The predominant crash type at this intersection is rear-end related. The existing design includes channelized right-turn islands in all four quadrants that present sight distance challenges for right-turning vehicles. In addition, relatively long crossing distances are required for people walking, rolling, and biking through the intersection.

**Project Description and Benefits**  
The proposed project will improve accessibility, mobility, and safety by implementing the following project elements that aim to address crash themes:

- Elimination of two channelized right-turn islands and introduction of smart channel design at the remaining two quadrants to slow vehicles
- Remove unnecessary buffer space surrounding right-turn islands
- Replacement and upgrading of the existing traffic signal system
- Upgrade of ADA accommodations to current design standards
- Modification of trail and sidewalk alignments on approaches (as necessary)

**Project Risks & Uncertainties**  
Coordination to engage the public will be discussed among key stakeholders, including the City of Maple Grove



**Project Timeline**

- Scoping: Q1 2022 - Q4 2023
- Design: Q1 2024 - Q4 2025
- R/W Acquisition: Q1 2025 - Q4 2025
- Bid Advertisement: Q1 2026
- Construction: Q2 2026 - Q4 2026

**Project Delivery Responsibilities**

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

Project Budget -	Project Level
Construction: \$	1,780,000
Cost Estimate Year:	2022
Construction Year:	2026
Annual Inflation Rate:	2.0%
Inflated Construction: \$	1,930,000
Design Services: \$	290,000
R/W Acquisition: \$	-
Other (Utility Burial): \$	-
Construction Services: \$	190,000
Contingency: \$	540,000
<b>Total Project Budget: \$</b>	<b>2,950,000</b>

**Funding Notes**  
This project is eligible for federal funding through the Metropolitan Council's Regional Solicitation due to the two roadways' functional classification as A-Minor Arterials.

# 26th and Hiawatha Safety Improvements

## 26th St E and Hiawatha Ave (TH55)

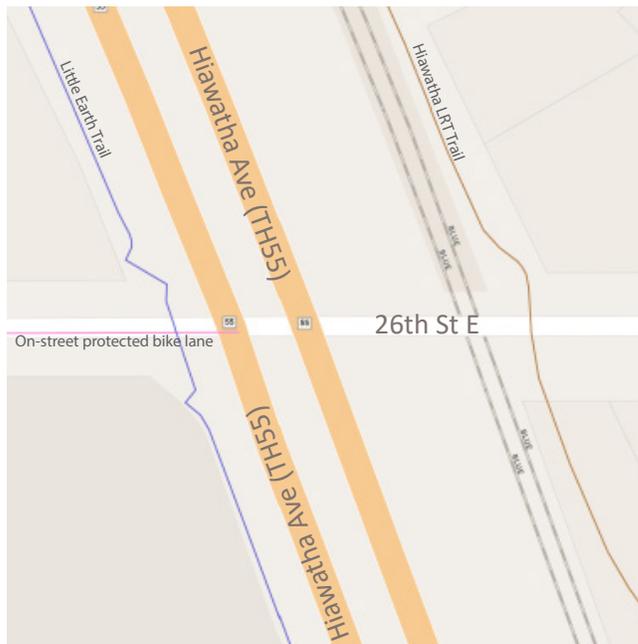
### Project Description

The proposed project includes the intersection reconstruction of 26th Street East and Hiawatha Avenue (Trunk Highway 55) to improve the safety, accessibility, mobility and travel experience for all users. This intersection provides access to residential, recreational, industrial and commercial areas, and plays an important role in the regional transportation needs for all travel modes.

Both corridors are part of the pedestrian, bicycle and freight priority networks in the City's Transportation Action Plan, and Hiawatha Avenue is designated as a 10-ton truck route. There is an existing multi-modal trail and sidewalk on both sides of Hiawatha Ave, and sidewalks along 26th Street. There is a protected bikeway on 26th Street and an existing bikeway gap between the start of this facility and the Hiawatha LRT trail.

This intersection is extremely crash prone and is identified in the City's Vision Zero Crash Study as experiencing the 2nd most vehicle crashes and the most bicycle crashes within city limits. The intersection is the first at-grade intersection for motorists traveling southbound from downtown Minneapolis, I-94 or 35W, and the last at-grade intersection before northbound motorists enter the interstate system.

### Project Area



### Project Benefits

This project will address the existing and future safety issues through but not limited to the following improvements:

- Slow approaching traffic by bumping out curb lines, removing free right turns and porkchops.
- Providing advanced warning of signal changes for approaching motorists through advanced signage and signal heads over each lane.
- Eliminating a bicycle network gap by constructing a westbound trail connection between the Hiawatha LRT trail and the existing 26th Street protected bikeway.
- Improve pedestrian infrastructure, including accessible pedestrian signals, high visibility crosswalks and improved lighting.

### Existing Conditions

#### Average Number of Daily Users

26th and Bloomington (2015) Sabo Bridge over Hiawatha (2018)



390 pedestrians



40 pedestrians



160 bicyclists



2670 bicyclists

Hiawatha Trail east of Hiawatha/28th (2017)



110 pedestrians



1060 bicyclists

Source: Minneapolis Bicycle & Pedestrian Counts and Minneapolis Public Works, Metro Transit.

#### Average Number of Daily Vehicles



36,000 - 43,500 motor vehicles (Hiawatha 2020)

7,200 - 8,400 on (26th St E 2020)

Source: MNDOT



Image of intersection

### Contact:

Kelsey Fogt // Transportation Planner // Minneapolis Public Works // 612-790-7132 // kelsey.fogt@minneapolismn.gov

Est. Project Cost: \$1,662,100

Funding Requested: \$1,329,600



# Highway 10/11 Intersection Improvements Carver County

## Primary Contact:

Angie Stenson  
Sr. Transportation Planner  
11360 Hwy 212, Suite 1, Cologne,  
MN 55322  
612.360.7422  
[astenson@co.carver.mn.us](mailto:astenson@co.carver.mn.us)



## Application Category:

Roadways including Multimodal Elements – Spot Mobility



## Corridor Fast Facts:

- Intersection serves half of the county population
- Highway 11 volumes anticipated to double in the next 20 years
- Project decreases over 50% peak hour congestion

## Project Description

This project at Highway 11 (Jonathan Carver Parkway/Victoria Drive) and Highway 10 (Engler Boulevard) installs a permanent signal system accompanied with geometric expansions on all four legs of the intersection. Geometric improvement includes the expansion of Highway 11 to a four-lane divided urban section with dual left-turn lanes on the north leg and a second eastbound lane through the intersection, adding capacity to Highway 10 turn lanes.

*Regional Significance:* This intersection serves connection between the cities of Chaska, Waconia, Victoria and Carver. Centrally located, the rural area has been experiencing development pressures with near-term and continued development over the next 20 years.

*The Issues:* The Highway 10/11 intersection on the border of the Cities of Victoria and Chaska is has significant crash and congestion issues impacting the movement of goods and people throughout the region. Operational issues create queues a quarter mile long on multiple legs during both peak hours; these queues are particularly problematic eastbound, as maximum queues are encroaching an at-grade railroad crossing. A temporary wood pole signal system that was installed in 2013 to address safety concerns with the two-way stop control at the intersection. Since its installation, reductions in fatal and severe injury crashes have been observed; demonstrating the priority need for a permanent system with ADA compliant facilities.



## Funding Information:

**Requested Award Amount:**  
\$3,040,000  
**Local Match:** \$760,000  
**Construction Total:** \$3,800,000

## Project Benefits

Proposed improvements will increase corridor safety, address congestion and operational issues, and provide safe pedestrian/bicycle crossings of Highways 10/11. The project will address existing safety and mobility issues at the intersection and upgrade Highway 11 to the adopted vision. With development pressures, pedestrian demand is highly anticipated. The Highway 10 corridor is an RBTN Tier 2 corridor linking the region and proposed improvements will provide for a supportive trail crossing.



## Match \$ Sources:

- Carver County

## Part of a Bigger Picture

Studies recently completed on the Highway 10 and 11 corridors have identified this intersection as a high priority for regional mobility. This project is the first step in several infrastructure investments and development opportunities along both highways of which all project partners are committed to. This project as proposed fits the vision for the corridor and will guide future investments and development.





## Primary Contact:

Angie Stenson  
Sr. Transportation Planner  
11360 Hwy 212, Suite 1, Cologne,  
MN 55322  
612.360.7422  
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## Project Location:

TH 5 at CSAH 11  
Victoria, MN



## Application Category:

Roadways including Multimodal  
Elements – **Spot Mobility**



## Intersection Fast Facts:

- Project decreases over 66% peak hour congestion
- Project reduces all crashes by over 70%



## Funding Information:

**Requested Award Amount:**  
\$2,400,000  
**Local Match:** \$600,000  
**Project Total:** \$3,000,000



## Match \$ Sources:

- Carver County
- City of Victoria
- Trunk Highway Funds

## Project Description

This project at Highway 5 (Arboretum Boulevard) and Highway 11 (Victoria Drive) installs a single-leg roundabout accompanied by pedestrian facilities, intersection lighting, and private access closures and relocations within the City of Victoria.

*Regional Significance:* This intersection serves connection between Trunk Highways 5 and 7 in the west metro. This link carries significant commuter traffic during the week and recreational traffic on the weekends due to the many area parks and lakes. The cities of Chaska, Waconia, Victoria and Carver. Development pressures and expansion of Downtown Victoria will further drive the importance of this key intersection within central Carver County.

*The Issues:* The Highway 5/11 intersection within the City of Victoria has been experiencing significant crash and congestion issues for years and an agreed upon and fundable solution proved to be challenging. Due to area growth, operations and safety issues have further degraded and action must be taken. Commuter traffic during the AM peak hour results in heavy southbound left and eastbound through traffic. These heavy conflicting movements, combined with high posted speed limits result in unacceptable delays on Highway 11. These delays often leave drivers frustrated and become willing to accept smaller and riskier gaps in Highway 5 traffic to enter the Trunk Highway, resulting in elevated crash rates. Several fatal and serious injury crashes have occurred at this intersection within the last decade.



## Project Benefits

Proposed improvements will provide increased safety by eliminating the opportunity for dangerous right angle and left turn crash types and by calming traffic on both corridors, serving as a gateway to Downtown Victoria east of the project location. Private accesses are closed, restricted, and relocated throughout the project area, eliminating conflict points within the functional area of the intersection. Operations during the peak hours is also improved with all movements experiencing reduced delay. Pedestrian facilities are introduced allowing for comfortable crossing of Highways 5 and 11. These facilities will accommodate future extension of the pedestrian network on Highway 5 which is designated as a RBTN Tier 1 corridor.

## Part of a Bigger Picture

A study of Highway 5 in the area identified a vision for the corridor which includes a roundabout at this intersection to best improve safety and operations, as well as meet the future needs for development and pedestrian access. This project as proposed fits the adopted vision for the corridor and will fit with future infrastructure investments and support development opportunities.



## Project Name: US Hwy 169 & 109th Ave N Intersection Improvements

**Applicant:** City of Brooklyn Park

**Project Location:** US Hwy 169 & 109th Ave N

**Total Project Cost:** \$3,118,500

**Requested Federal Award Amount:** \$2,494,800

**Local Match:** \$623,700

### Project Description:

The City of Brooklyn Park is proposing improvements at the intersection of US Highway 169 (US 169) and 109th Ave N. The proposed project would enhance mobility and safety for motorists and non-motorists. US 169 is a principal arterial. 109th Ave N is a B Minor Arterial that serves as the border between Brooklyn Park and Champlin. The proposed project will improve local and regional access to businesses and residents in both cities. Additional turn lanes on each of the four intersection legs would reduce congestion, improve safety, and improve mobility for motorists and non-motorists. The traffic signal would also be upgraded. The project would also provide improved bicycle and pedestrian experiences through reconstructed sidewalk, new trail, and improved crossings at US 169. All non-motorized facilities constructed as part of the proposed project will be ADA compliant.

### Project Benefits:

- Reduce risk of crashes and conflicts between bike/peds and vehicles
- Improve mobility and accessibility to local and regional destinations for motorists and non-motorists
- Alleviate congestion through additional dedicated turn lanes
- Upgrade traffic signal, including ADA compliant components

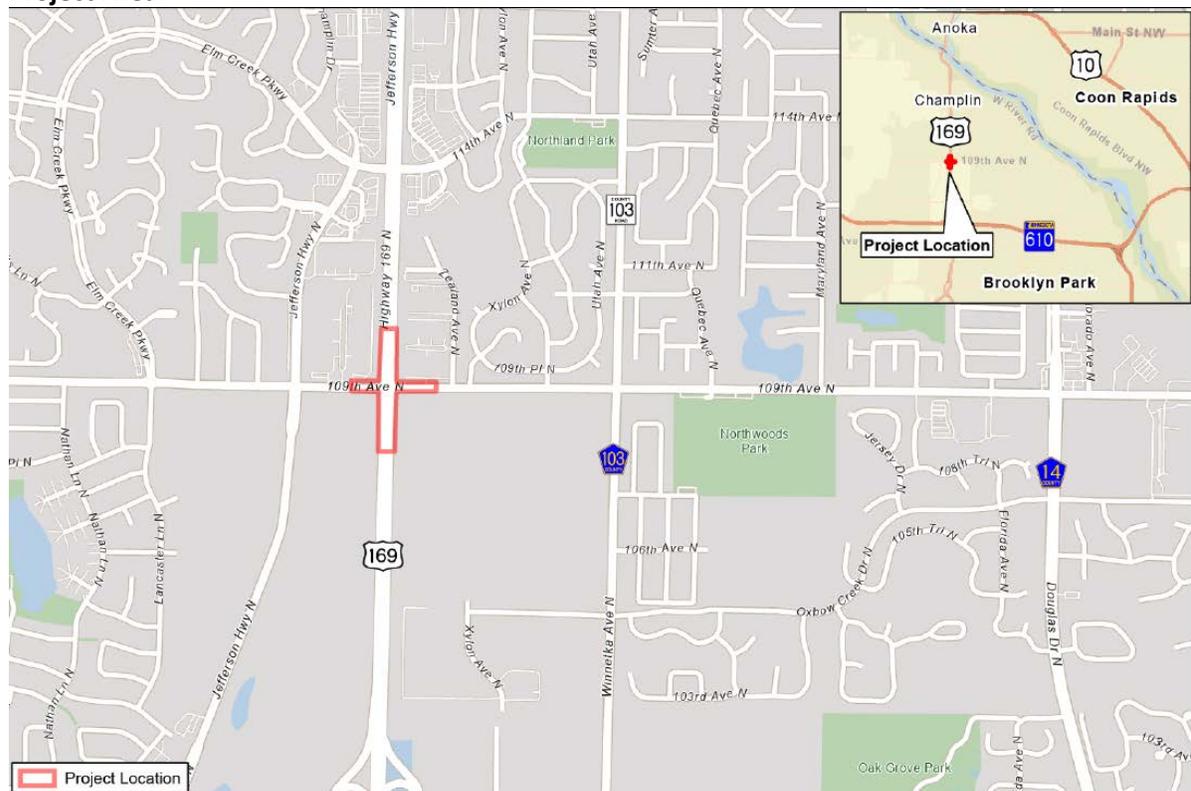
### Project Benefits (cont'd):

- Enhance the transportation network to enable safe and efficient delivery of goods and services

### Key Connections:

- NorthPark Business Park (southeast intersection quadrant)
- Recreational areas (i.e. Northwoods Park)
- Commercial and industrial clusters along US 169

### Project Area:



## Project Name: CSAH 103/Winnetka Ave N & 109th Ave N Improvements

**Applicant:** City of Brooklyn Park

**Project Location:** County State Aid Highway (CSAH) 103/ Winnetka Ave N & 109th Ave N

**Total Project Cost:** \$3,646,900

**Requested Federal Award Amount:** \$2,917,520

**Local Match:** \$729,380

### Project Description:

The City of Brooklyn Park is proposing improvements at the intersection of CSAH 103/Winnetka Ave N and 109th Ave N. Located on the border of the cities of Brooklyn Park and Champlin, the proposed project would enhance mobility and safety for motorists and non-motorists. Winnetka Ave N, a minor arterial that parallels US 169, serves as an alternative north-south route that connects Brooklyn Park and Champlin. Additional turn lanes on the intersection's south and west legs would help reduce congestion, improve safety, and improve mobility for motorists using the intersection. The traffic signal at the intersection would also be replaced. The proposed project would improve bicyclist and pedestrian experiences through reconstructed shared use paths and additional marked crosswalks. All non-motorized facilities constructed as part of the proposed project would be ADA compliant.

### Project Benefits:

- Upgrade traffic signal, including ADA compliant components
- Reduce risk of crashes and conflicts between bike/peds and vehicles
- Alleviate congestion through additional dedicated turn lanes
- Improve mobility and accessibility to local and regional destinations for motorists and non-motorists

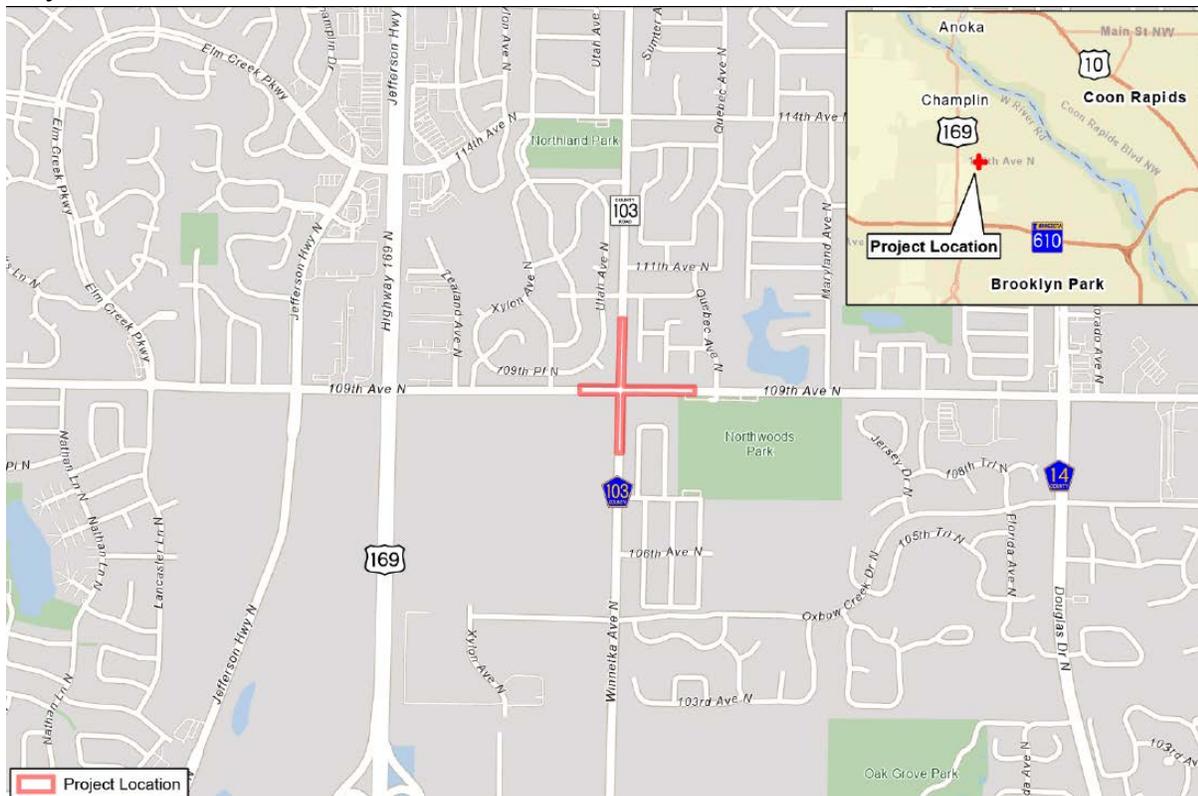
### Project Benefits (cont'd):

- Safe and efficient transportation network to deliver goods and services

### Key Connections:

- NorthPark Business Park (southeast intersection quadrant)
- Recreational areas (i.e. Northwoods Park, Northland Park, etc.)
- Commercial and industrial clusters along US 169

### Project Area:



### Project Overview

Dakota County is proposing to reconstruct the intersection of County State Aid Highway (CSAH) 46 and CSAH 85 in Vermillion and Nininger Townships. The purpose of the project is to improve safety and operations at the intersection.

Work on the project is anticipated to include:

- Construction of a roundabout at the intersection
- Drainage improvements
- Lighting at the roundabout

### Project Benefits

The reconstruction of the intersection at CSAH 46 and CSAH 85 will provide several benefits to the corridor and the area. The proposed project will:

- Improve safety of the intersection by reducing conflict points
- Improve drainage

### Project Funding

- Based on Dakota County 2022-2026 Capital Improvements Program
- Estimated Costs
  - Design = \$200,000
  - Right of Way = \$150,000
  - Construction = \$2,200,000
  - Total Project Cost = \$2,550,000

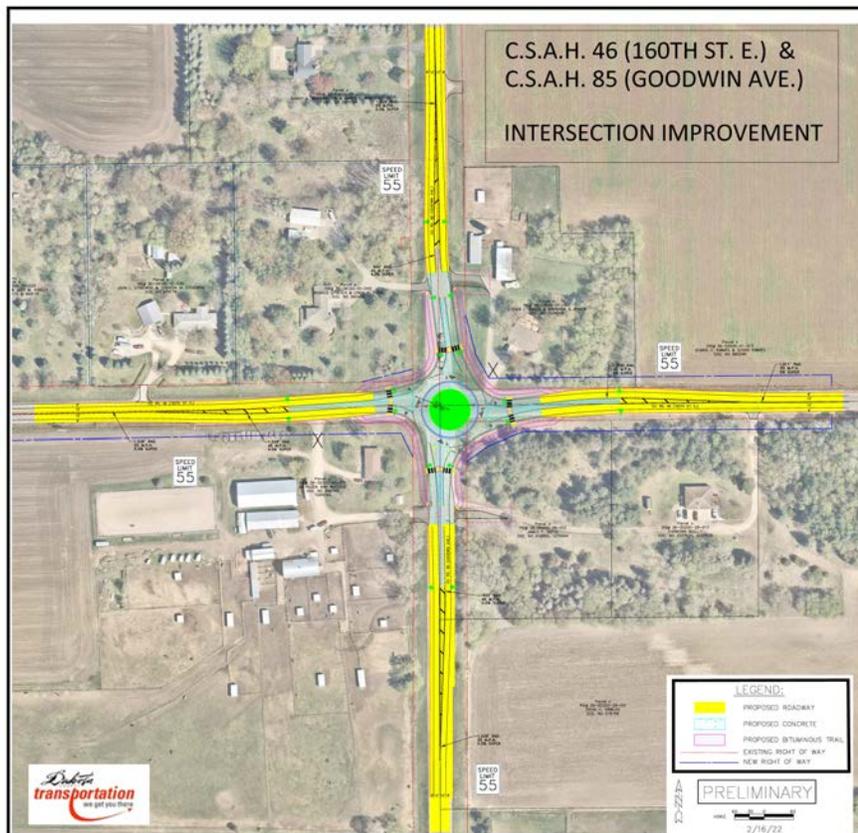
### Project Schedule

- Design – 2022
- Right of Way acquisition – 2023
- Construction – 2024

### For More Information

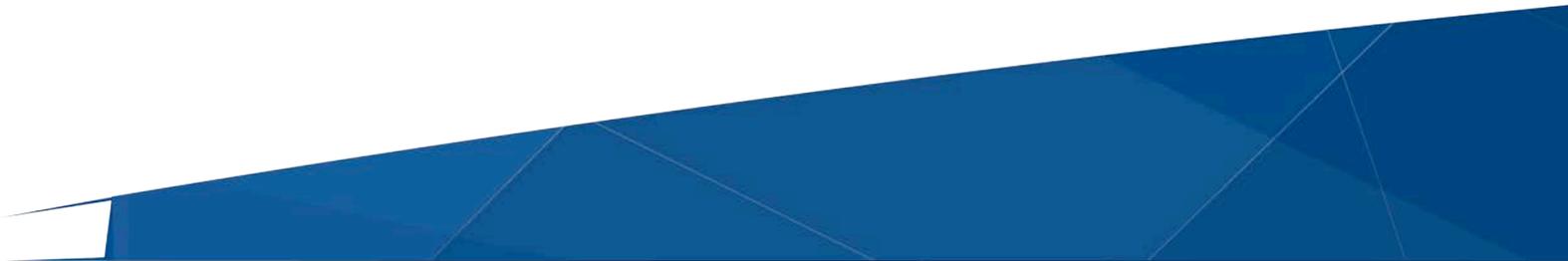
Jacob Rezac, Dakota County Project Manager  
952-891-7981

[jacob.rezac@co.dakota.mn.us](mailto:jacob.rezac@co.dakota.mn.us)



# 2022 REGIONAL SOLICITATION

Strategic Capacity Project Submittals



## I-35E/County Road J Interchange Replacement and CR J Improvements - Strategic Capacity (Roadway Expansion)

<b>Applicant:</b>	Ramsey County
<b>Project Location:</b>	I-35E/CR J Interchange & CR J: Centerville Road to Otter Lake Road
<b>Total Project Cost:</b>	\$14,549,729
<b>Requested Federal Dollars:</b>	\$10,000,000
<b>Local Match Dollars:</b>	\$4,549,729

### Project Description:

Reconstruction of the existing I-35E and County Road J interchange and County Road J from Centerville Road to Otter Lake Road. Ramsey County is leading the project in cooperation with Anoka County, the City of Lino Lakes, the City of North Oaks, White Bear Township and MnDOT. Preliminary design and preparation of the required federal environmental document are underway with a 2024 construction letting planned.

### Project Benefits:

**Traffic Operations:** The project will replace four all-way stop control/signal control intersections with three roundabouts along County Road J at Centerville Road, the 20th Avenue/West Ramps and the Otter Lake Road/East Ramps. This will improve I-35E/County Road J interchange peak hour operations and operations of the I-35E/CSAH 4 interchange three miles to the north.

**Access:** Addition of I-35E entrance and exit ramps to the north of County Road J will provide improved response times for emergency response vehicles to Waverly Gardens retirement community, reduced travel times for truck freight traffic serving the industrial park located just southwest of the interchange and enhanced economic development opportunities for nearby undeveloped land.

**Safety:** Construction of roundabouts along with new I-35E exit and entrance ramps north of County Road J will reduce crashes at both the I-35E/County Road J interchange and the I-35E/CSAH 14 interchange. The project will also address a currently unsafe condition of peak hour traffic queues along the northbound I-35E exit ramp to County Road J backing up into the I-35E through lane.

**Multimodal:** There are no existing bicycle or pedestrian facilities in the project area. Construction of a multiuse trail on the south side of County Road J along with the addition of ADA improvements and center median refuges will negate the need for bikers and walkers to walk along the roadway shoulder, providing a much safer and comfortable multimodal user experience.

**Roadway & Bridge:** The project will replace a 0.47 mile segment of Country Road J; an aging facility that was constructed in 1935. The project will also correct a vertical curve on the bridge that inhibits sight distance.



**I-35E/County Road J Preliminary Conceptual Design Layout**

# TH 65 Interchanges to serve CSAH 12 (109th Avenue) and 105th Avenues in Blaine

Trunk Highway (TH) 65 is a principal arterial located in 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 traffic traveling between the Twin Cities urban core and northern suburban and exurban communities. At the project location, TH 65 is currently a four-lane divided highway with the following characteristics:

- Classified as a principal arterial with a primary function of providing mobility, while also providing access to adjacent land uses
- Posted speed limit is 55 miles per hour (mph)
- Signalized intersection with 109th<sup>th</sup> and 105th<sup>th</sup> Aves NE with no restricted turn movements
- Serves approximately 50,000 vehicles per day and is forecasted to serve approximately 60,000 vehicles per day in 2045

The proposed project includes grade separated crossings at 105<sup>th</sup> Avenue and CSAH 12 and conversion of TH 65 to a limited access facility. The improvements would reduce congestion and improve pedestrian and bicycle access across TH 65, a major barrier for residents. The need for the project was identified as part of the Metropolitan Council’s Principal Arterial Conversion Study.

A Planning and Environmental Linkages (PEL) study resulted in the development of four alternatives for this section of TH 65. The National Environmental Policy Act (NEPA) review phase of the project began in early 2022 and will select a preferred alternative from the four proposed alternatives. Given analysis of alternatives for the NEPA process, it is likely Alternative 1A (Figure 1) will be selected as the preferred alternative due to the similar benefits it provides at a lower cost compared to other alternatives. Alternative 1A was used in the development of Anoka County’s Regional Solicitation application given its likelihood of selection as the preferred alternative. Features of Alternative 1A include:

- Bridges carrying TH 65 traffic above grade at 105<sup>th</sup> and 109<sup>th</sup> Avenues allowing local traffic, cyclists, and pedestrians to cross TH 65 more comfortably and without traffic signal delay.
- Frontage roads on both sides of TH 65 with separated pedestrian and bicycle facilities allowing for more direct north-south travel in the corridor for local traffic.

**Funding Opportunity:**  
Roadway Expansion

**Applicant:** Anoka County

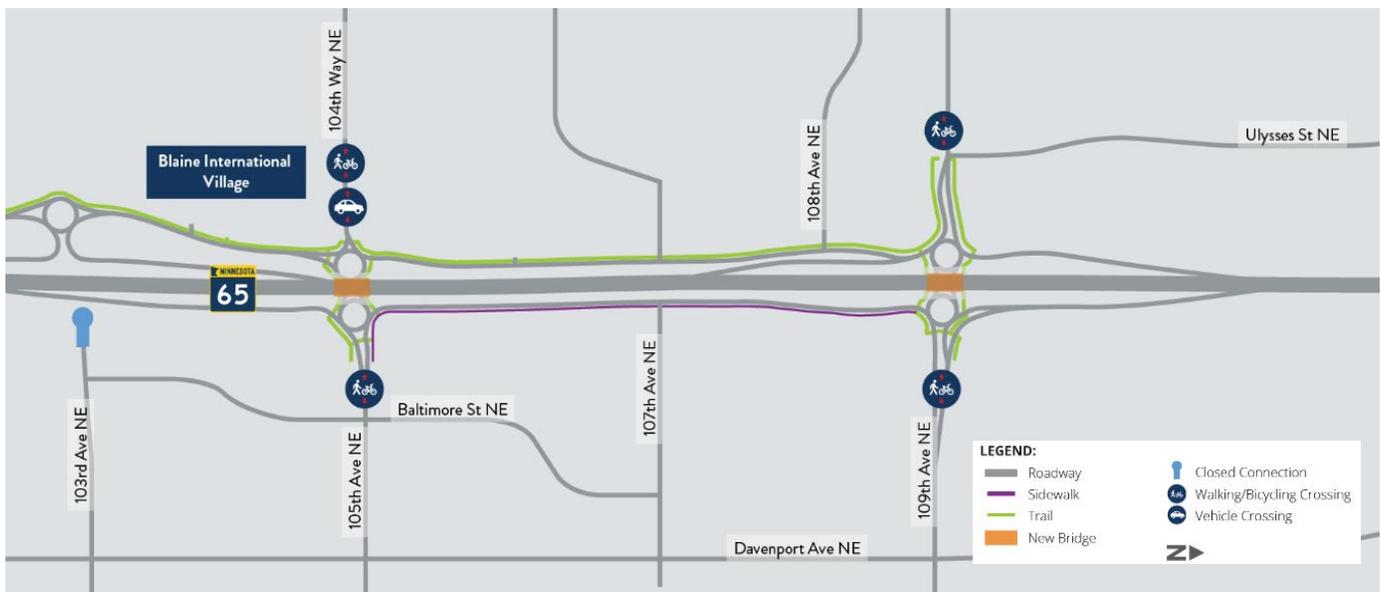
**Location:** Blaine, MN

**Project Limits:** 103<sup>rd</sup> Ave NE to 113<sup>th</sup> Ave NE

**Total Project Cost:**  
\$42,000,000

**Requested Award Amount:** \$10,000,000

**Figure 1. TH 65 Alternative 1A Improvements at CSAH 12 (109<sup>th</sup> Ave) and 105<sup>th</sup> Ave**





**Project Name:** CSAH 12 (109<sup>th</sup> Avenue NE)

Expansion to a 4-Lane Divided Facility

**Project Location:** City of Blaine, Anoka County

**Geographic Limits:** 2.3 miles - CSAH 52 (Radisson Road NE) to CSAH 17 (Lexington Avenue NE)

**Applicant:** Anoka County Highway Department

**Funding Category:** Roadway Strategic Capacity

**Estimated Project Total:** \$15.3 Million

**Requested Amount:** \$10 Million

## Existing Conditions

CSAH 12 (109<sup>th</sup> Avenue NE), an “A” Minor Arterial Expander route that provides an important east-west transportation connection in Anoka County, is a 2-lane undivided roadway today. Non-motorized facilities in the project area are non-existent.

Traffic volumes on CSAH 12 have been increasing and are expected to continue to increase in the future as the area continues to grow (8,000 Current AADT, 10,000 2040 AADT). Existing and future traffic volumes are such that congestion is and will continue to negatively impact the ability of the corridor to move traffic. Safety is also a concern at several intersections and along some segments of the corridor.

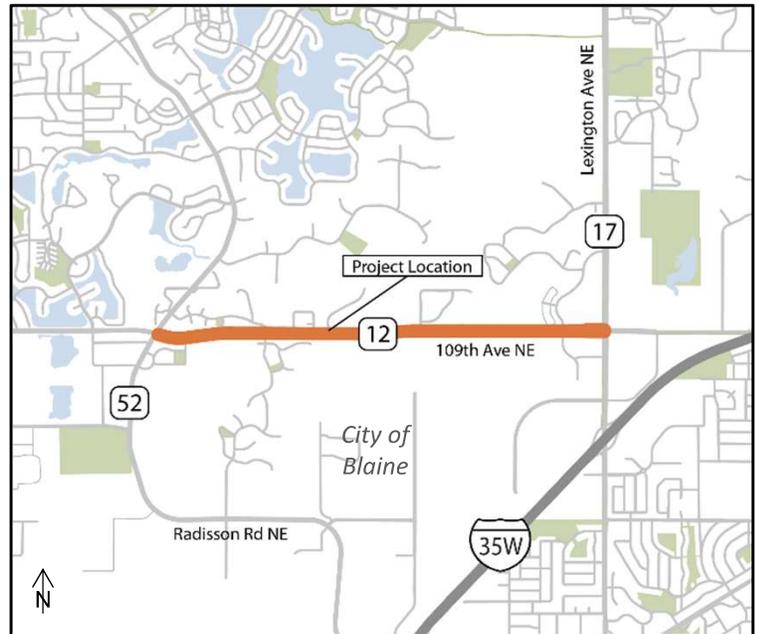
## Project Description

This project includes expanding 2.3 miles of CSAH 12 (109<sup>th</sup> Avenue NE) from 2 to 4 travel lanes between CSAH 52 (Radisson Road NE) and CSAH 17 (Lexington Avenue). The improved roadway section will include a center raised median and match the configuration on the western limits, addressing traffic bottleneck concerns.

The project will close an existing gap in the non-motorized network by constructing a continuous 6-foot ADA-compliant sidewalk on the north side and a 10-foot ADA-compliant multi-use trail on the south side. The corridor is located along a Tier 2 RBTN alignment, which denotes a strong demand for bicycle travel and represents an opportunity to enhance local economic development and business retention. The proposed multi-modal facilities will ensure that CSAH 12’s multimodal function, safety and person-throughput are enhanced. Signals will be upgraded to provide ADA-compliant features and APS push buttons.

## CSAH 12 (109<sup>th</sup> Ave NE) Project Location

City of Blaine, Anoka County



## ! Issues to be Addressed

- Traffic congestion
- High crash rate
- Inadequate bicycle and pedestrian facilities

## ✓ Proposed Improvements

- Expansion to a 4-lane divided roadway with
- 8-ft paved shoulders
- Turn lanes at major intersections
- New sidewalk on north side
- New multi-use trail on south side

## ✓ Project Benefits

- Improved mobility
- Improved travel safety for motorists, pedestrians, and bicyclists
- Improved connectivity between residential, commercial and recreational areas

## 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:** \$30,053,000

**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 the East River Road corridor.

**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.

# Highway 13 and Nicollet Avenue Intersection Grade Separation



**Project Name:** Minnesota Highway 13 & Nicollet Avenue Mobility Improvement Project

**Applicant:** City of Burnsville, Minnesota

**Location:** Dakota County

**Application Category:** Roadway Strategic Capacity

## Funding Information:

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

**Local Match:** \$22.8M

**Project Total:** \$32.8M (2026 dollars)

## Additional Funding Sources:

- Pursuing \$25M RAISE Grant
- \$2.6M commitment from City of Burnsville & Dakota County

## Primary Contact:

Jen Desrude  
City Engineer  
952-895-4544  
jen.desrude@burnsvillemn.gov

## Project Description

The City of Burnsville, Minnesota is pursuing funds to grade separate the intersection of Minnesota Highway 13 and Nicollet Avenue, the northern entrance to the Burnsville Heart of the City District, a mixed-use transit-oriented area with a growing number of jobs, residents, and commercial opportunities.

This grade separation is one part of a greater suite of mobility and safety improvements along Highway 13 between the cities of Savage and Burnsville. As a whole, these improvements will have widespread benefits for traffic safety, mobility, and accessibility for transit, pedestrians, bicyclists, and other traffic along the corridor. The Highway 13 and Nicollet Avenue intersection today is plagued with safety and operational issues, and the project would address these issues via the following design elements:

A grade separated crossing for Nicollet Avenue over Highway 13 and a new offset traffic signal to manage access between Highway 13 and Nicollet Avenue

A grade-separated crossings for cyclists and pedestrians between the MVTA Transit Station and Metro Orange Line Station

Direct access to Northbound I-35W access from Nicollet Avenue

## Project Benefits

This project would provide a grade-separated, multi-modal crossing of Highway 13 that will improve safety and operations for all road users. The improvements would also significantly decrease congestion and delay at the intersection, greatly benefitting MVTA and Orange Line transit operations. The grade separated shared use path would remove a major barrier to accessing jobs, transit stations, and services in the area, and significantly improve bikeability and walkability.



## Regional Significance/Context

The project location is at the northern gateway to Burnsville's Heart of the City District, near an area of concentrated poverty. The intersection stands at odds with the district's priority on investments that support community, transit, and active lifestyles. The intersection is a barrier to accessing transit service, and congestion and delays impact transit reliability. Burnsville has long terms plans for more high-density TOD-style development in the region. Disruptions along Highway 13 impact freight operations downstream at the Ports of Savage.



## Project Development and Status

This project was identified through the MnDOT Highway 13 Corridor Study, \$2.1M study to identify solutions to operational and safety issues along the corridor. Through this study, a hybrid environmental assessment for the proposed redesign of the intersection has already been completed, and community engagement has begun. Interest in a redesign is high, and community members are interested in improvements that prioritize safety, accessibility, and reduce congestions and delays. The project is pursuing funding through a RAISE Grant and Regional Solicitation



Learn more at: <https://burnsvillemn.gov/13Nicollet>



# Hennepin CSAH 30 from Xylon Ave to CSAH 103

## City of Brooklyn Park



**Project Name:** Hennepin CSAH 30 from Xylon Ave to CSAH 103

**Applicant:** City of Brooklyn Park

**Route:** CSAH 30 (93<sup>rd</sup> Ave N) – Xylon Ave to W Broadway Ave (CSAH 103)

**Location:** Brooklyn Park, Hennepin County, MN

**Application Category:** Roadway – Strategic Capacity

### Funding Information:

**Requested Award Amount:** \$2,521,600

**Local Match:** \$630,400

**Project Total:** \$3,152,000

### Additional Funding Sources:

- Hennepin County
- City of Brooklyn Park

### Primary Contact:

Jeff Holstein, PE, PTOE

City Transportation Engineer

8300 Noble Ave N, Brooklyn Park MN 55443

763-493-8102

[Jeff.holstein@brooklynpark.org](mailto:Jeff.holstein@brooklynpark.org)

### Project Description

The CSAH 30 (93<sup>rd</sup> Avenue N) from Xylon Ave to CSAH 103 (W Broadway Ave) project reconstructs, expands, and modernizes nearly 0.3 miles of existing two-lane rural roadway to feature a four-lane urban divided section with multi-use trail on both sides of the A-Minor Reliever which carries over 10,000 vehicles per day. The project is one of many identified improvements in preparation for and in conjunction with the Metro Blue Line Extension project within the City of Brooklyn Park. The proposed light rail line, serving 5 communities in the northwest metro area, will feature five stations within Brooklyn Park, one of which will be located just east of the 93<sup>rd</sup> Ave N project limits at the intersection with (CSAH 103) W Broadway Ave.

Turn lane, center median, drainage, traffic signal, and pedestrian/bicyclist improvements will modernize the roadway, making it safer and more efficient for all users, resulting in a more maintainable, resilient, and sustainable piece of infrastructure for the region.

### Project Benefits

In addition to supporting the goals of the future Metro Blue Line Extension, the project will fix poor pavement, improve the substandard truck turning radii at the Winnetka Ave N intersection, and add capacity to serve heavy truck traffic generated by the growing commercial and industrial development that is a major employment center for the region. Additionally, the project will add pedestrian facilities, filling in an existing trail gap between Winnetka Ave and CSAH 103 (W Broadway Ave) which is identified as an RBTN Tier 2 corridor. The existing signal at Winnetka Ave N is a wood-pole system which has exceeded its service life, is routinely struck by turning trucks and is not ADA compliant. A new signal system will be installed with APS components and the latest traffic signal technologies.



### Regional Significance/Context

The project will complement the recent construction of the CSAH 30 (93<sup>rd</sup> Ave N)/TH 169 interchange by extending a four-lane urban typical section further to the east. Furthermore, the project is tied to the Metro Blue Line Extension and the 93<sup>rd</sup> Avenue Station. Adequate pedestrian facilities are required to carry non-motorized trips to and from the proposed station which serves key last/first mile connections to many surrounding business, residential, and commercial areas. This segment of CSAH 30 also serves as an important reliever route to current and future congestion along TH 610.



### Project Development and Status

The Metro Blue Line Extension has reached a 90% plan production level, but further plan progress has been paused to identify and vet alternative route alignments within the communities of Minneapolis, Robbinsdale, Crystal, and Golden Valley. Project leadership has made it clear that no changes will be made to the Brooklyn Park CSAH 103 & CSAH 30 section of the route. The CSAH 30 (93<sup>rd</sup> Ave N) project can be built in advance of the full Blue Line project if funding becomes readily available.



# County State Aid Highway 46 Expansion

**Applicant:** Dakota County

**Project Location:** CSAH 46 from TH 3 through the CSAH 46/TH 52 interchange to CR 48, cities of Coates and Rosemount and Empire Township, MN

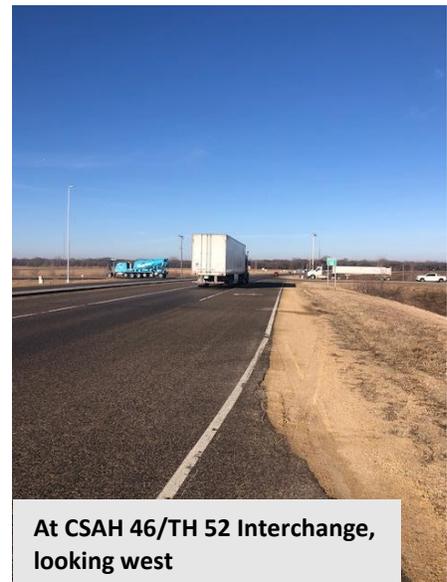
**Project Costs:**

- Total construction cost: \$40,000,000
- Requested Award Amount/Match Amount: \$10,000,000 / \$30,000,000 (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 and Rosemount and Empire Township. Dakota County, the cities of Coates and Rosemount, and Empire Township partnered on preliminary design of the CSAH 46 expansion to a divided 4-lane from TH 3 through the CSAH 46/TH 52 interchange and pavement preservation work from the eastern ramp to County Road 48 (160<sup>th</sup> Street). 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. The project also includes pavement preservation work from the east ramp of the CSAH 46/TH 52 interchange to County Road 48 (160<sup>th</sup> Street).



At CSAH 46/TH 52 Interchange, looking west

## 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

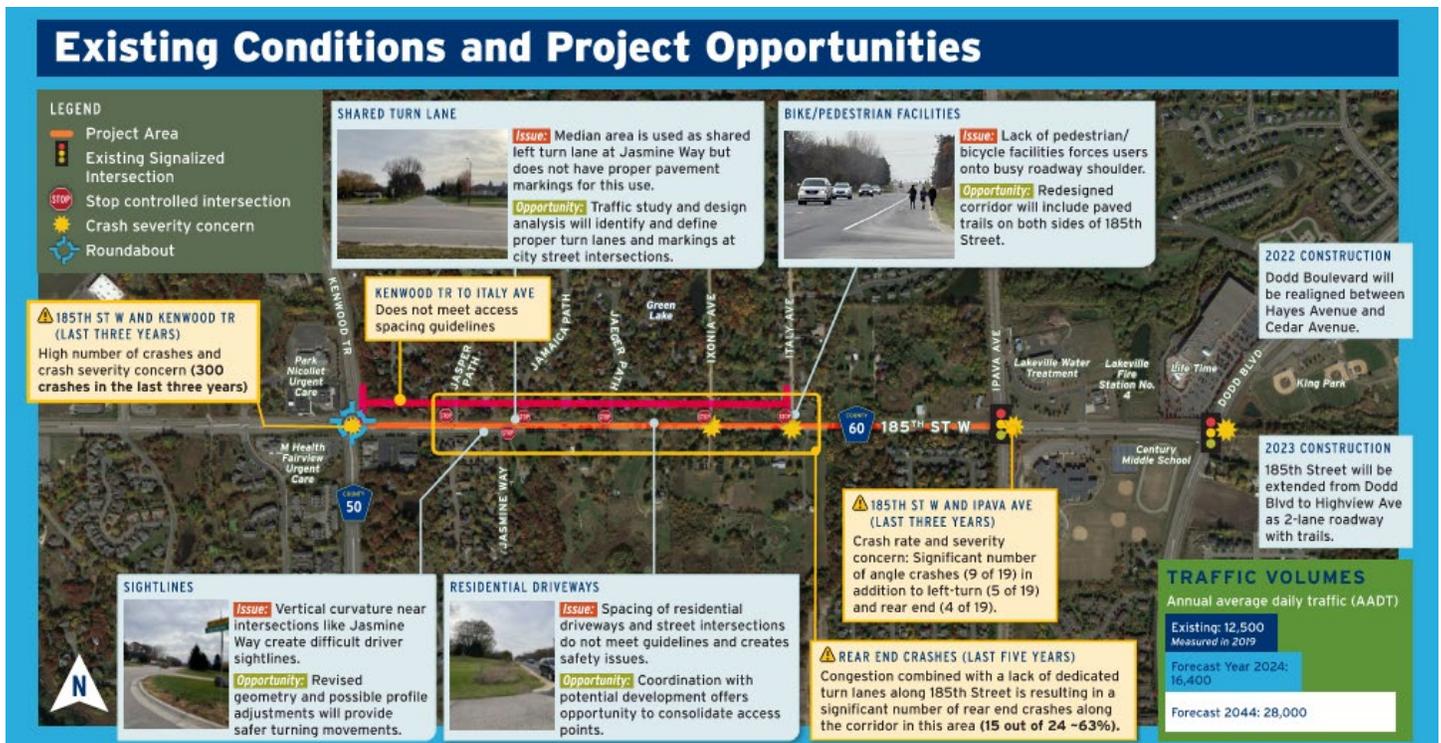
## Dakota County 185<sup>th</sup> Street Expansion Project

Dakota County and the City of Lakeville are working together to redesign CSAH 60 (185th Street) to improve mobility and safety for all roadway users. CSAH 60 is an A Minor Arterial that plays a key role in the transportation network for the City, County, and the region. The improvement is a full corridor reconstruction and completion of the trail network between CSAH 50 (Kenwood Trail) and Ipava Avenue, with minor roadway work between Ipava Avenue and Dodd Blvd.

This segment of CSAH 60 is different than the redeveloped and modern segment to the west and near-future developments planned to the east. The existing two-lane highway has a rural section with a trail on only portions of the corridor. Numerous access points, poor sightlines, and a lack of dedicated turn lanes in the face of increased traffic volumes all contribute to safety issues observed along the corridor. The two-lane cross-section on this segment presents a constraint to local and regional mobility and is the last segment to be improved or constructed to complete the regional arterial connection between I-35W on the west and Cedar Avenue/CSAH 23 on the west.

The primary objectives of this project are to design a roadway that provides for increasing traffic levels, provide multimodal and pedestrian connectivity to fix gaps in the existing trail network, provide a safe facility for everyone, and engage all parts of the community to ensure the solutions meet their needs. Of particular emphasis is providing safe access for school children to Century Middle School, located at the southeast corner of 185th Street and Ipava Avenue. This user demographic is one of the clearest examples of an at-risk population (school children) whose needs are important to consider in the project.

By removing the constricted two-lane cross-section in this segment of 185<sup>th</sup> Street and modernizing the roadway, the project will improve cross-town traffic flow and will provide improved access to I-35W and Cedar Avenue, both of which are major commuter corridors to metro area jobs. People who walk and bike for transportation, recreation, and health are the other demographic who will benefit substantially from the project, which will fill in the gaps in the trail network on this road segment and in so doing, complete the multimodal facility along CSAH 60 identified in Dakota County's 2040 Comprehensive Plan.



# Highway 5 Mobility & Lake Minnewashta Causeway Bridge Project



## Applicant, Location, & Route:

Carver County, Highway 5 in the City of Chanhassen -east of Minnewashta Pkwy to west of TH 41



## Application Category:

Strategic Capacity



## Funding Information:

Requested: \$10M

Local Match: \$18.7M

Project Total: \$28.7M



## Other Funding Sources:

Carver County Transportation Sales Tax, Congressionally Directed Spending \$2M Award

## Project Description

Highway 5 is a busy (27,000 vehicles/day) 2-lane undivided A-Minor Expander roadway with a critical index above the statewide average. During peak periods and Minnesota Landscape Arboretum events, traffic backs up several miles and turning onto TH 5 is very difficult due to speeds and traffic volume, resulting in risky decision making and dangerous conditions. This project includes expansion (2- to 4-lane conversion) to mitigate current system failures. To the west of this project, Phase 1 of Highway 5 is fully funded for a 4-lane expansion from Park Rd/Kochia Dr to just east of Minnewashta Pkwy. Fully funding this segment allows both projects to be constructed as one large project to:

- Maximize safety and reliability – eliminates the scenario of a 2-lane gap that would underperform
- Minimize disruption and number of years of construction that will occur on Highway 5



## Investment Results

- 70% delay reduction
- Accommodates up to 50,000 vehicles per day
- Efficient, safe, and reliable mobility for all users
- A solution that respects the environment and reconnects Lake Minnewashta

## Other Information

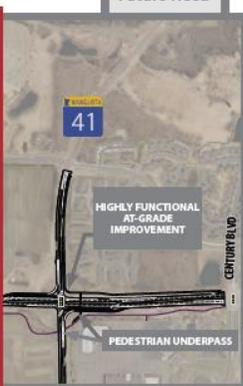
Carver County is the fastest growing county in Minnesota. The completion of the Highway 5 four-lane expansion project is critical to support planned growth in jobs and housing in the region. This project is an element of the Arboretum Area Transportation Plan study (AATP). The AATP has addressed additional mobility and safety issues in this area and will identify future projects that build on current and past improvements to TH 5.



Fully funded \$29M project to expand Highway 5 to a 4-lane roadway in 2025

Current request to address remaining 2-lane system gap

Future Need





# Highway 5 Victoria Mobility & Safety Improvement Project

## Carver County

### Primary Contact:

Angie Stenson  
Sr. Transportation Planner  
612.360.7422  
[astenson@co.carver.mn.us](mailto:astenson@co.carver.mn.us)



### Application Category:

Roadways including Multimodal Elements  
– **Strategic Capacity**



### Corridor Fast Facts:

- One of 20 developed improvements along Highway 5 between Victoria and Chanhassen
- Project provides two improved connections to the Lake Minnetonka Regional Trail
- Improvements may reduce crashes within the project area by over 60%



### Funding Information:

**Requested Award Amount:**  
\$10,000,000  
**Local Match:** \$2,587,000  
**Project Total:** \$12,587,000



### Match \$ Sources:

- Carver County
- City of Victoria
- Trunk Highway Funds

### Project Description

The Highway 5 Victoria Mobility and Safety Improvement project expands Trunk Highway 5 to a four-lane urban section within the City of Victoria. Proposed improvements include the expansion of Highway 5 between Kochia Lane/Park Drive and Stieger Lake Lane, a new traffic signal and turn lane improvements at the Kochia Lane/Park Drive intersection, the conversion of 78<sup>th</sup> Street and Stieger Lake Lane intersections to right-in/right-out, and substantial pedestrian and multimodal improvements and connections

Highway 5 provides a primary artery connecting the cities of Waconia, Victoria, and Chanhassen within Carver County and serves as a major commuter route to job centers along the route and to the core Twin Cities metropolitan area. Highway 5 is the premier east-west route within Carver County, the fastest growing County by population in the state in recent years. Growing traffic volumes has increased congestion within the area causing a bottleneck effect through the Victoria area. Increased Highway 5 traffic has also degraded the safety of the corridor, with fatal and serious injury crashes occurring in recent years. Lack of pedestrian facilities along and across Highway 5 forms a barrier between residential areas south of the highway and downtown Victoria north of the highway.

### Project Benefits

This segment of Highway 5 is approaching its throughput capacity and experiencing delays in the peak hours. Forecasted development and traffic growth, not only in the immediate project area but also in the surrounding cities, will only exacerbate the operations and safety issues experienced today.

Proposed improvements will offer immediate relief for existing and long-term capacity concerns for regional growth. Proposed multimodal trail facilities will fill existing gaps and dead ends in the network providing a more cohesive system and provide meaningful connections. Controlled crossing of highway 5 via a new traffic signal at Kochia Lane/Park Drive and an enhanced pedestrian crossing system with median refuge island will remove the barrier the highway currently poses on nearby pedestrians. These multimodal enhancements will promote ease of mobility to downtown Victoria and the Lake Minnetonka Regional Trail.



### Part of a Bigger Picture

A study of Highway 5 in the area identified a vision for the corridor which includes an expansion of Highway 5 throughout the area as well as intersection, access, and multimodal improvements to best improve safety and operations, as well as meet the future needs for development and pedestrian access. This project as proposed fits the adopted vision for the corridor and will fit with future infrastructure investments and support development opportunities.



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### Application Category:

Roadways including Multimodal Elements  
 – Strategic Capacity



### Corridor Fast Facts:

- 2040 growth scenarios show 40,000 veh/day on Highway 10
- Project adds over 1.5 miles of regional trail
- Improvements increase average arterial travel speeds by 5 mph significantly reducing congestion during peak periods

### Project Description

The Highway 10 Mobility and Access project will reconstruct Highway 10 between Chaska Creek and stopping just east of the Twin Cities Western Rail at-grade crossing. Proposed improvements include the expansion of Highway 10, and legs of Highway 11, from a two-lane undivided rural section to a four-lane divided urban section, and multi-use trail facilities throughout where none exist today. The intersection of Highway 10 and Creek Road will be reconstructed as a Reduced Conflict Intersection (RCI). The intersection of Highways 10 and 11 will be reconstructed with added turn lanes and include a new traffic signal and improved pedestrian facilities.

Highways 10 and 11 are classified as an A-Minor Arterial connecting the cities of Chaska, Victoria, Waconia and Carver, as well as providing access to US 212. Highway 10 is also one of only three major thoroughfares running east-west through Carver County. Highway 11 is a vital north-south regional link between the cities of Victoria and Carver to Highway 10, Trunk Highway 5 and to US 212. Due to significant residential growth in these communities in recent years, this project need is identified in multiple planning documents and studies as a priority improvement to support local and regional mobility as development continues and the population of Carver County continues to grow. Creek Road, intersecting with the project near the east extents, serves as an alternate route to downtown Chaska and has seen notable industrial development in the last year, causing a significant increase in freight traffic.



### Funding Information:

**Requested Award Amount:**  
 \$7,416,000  
**Local Match:** \$1,854,000  
**Project Total:** \$9,270,000



### Match \$ Sources:

- Carver County
- City of Chaska
- City of Victoria

### Project Benefits

This segment of Highway 10, and its intersection with Highway 11, are currently overcapacity and experiencing delays in the peak hours. Forecasted development and traffic growth, not only in the immediate project area but also in the surrounding cities, will only exacerbate the operations and safety issues experienced today.

Proposed improvements will offer immediate relief for existing and long-term capacity concerns for regional growth. Proposed multimodal trail facilities will fill an existing gap in a Tier 2 RBTN alignment along Highway 10 and connect into an existing regional Tier 2 RBTN alignment along Highway 11. This will providing active transportation options for a quickly developing regional area and the adjacent future commercial growth parcels surrounding the Highway 10 and 11 intersection.

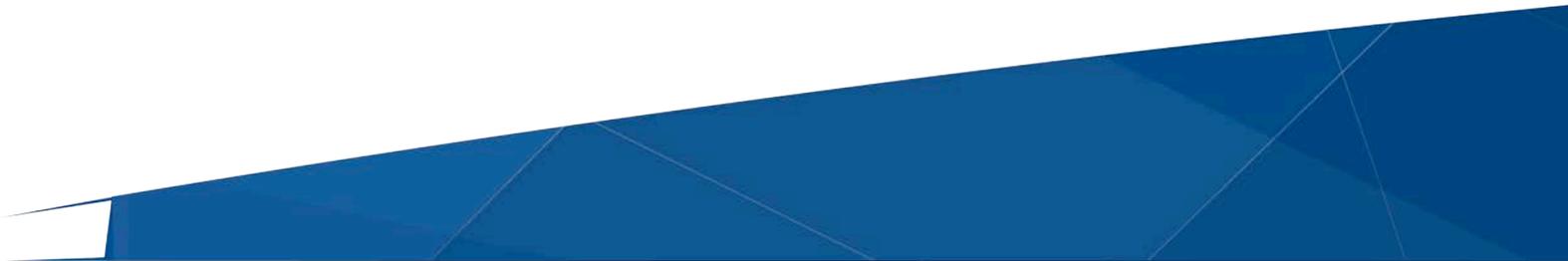


### Part of a Bigger Picture

The Highway 10 Corridor Study identified this segment as the crucial area for near-term improvements to move the increasing traffic volumes through the region. The expansion is identified as a key improvement in multiple planning documents and is the first step in the ultimate vision of Highway 10 become the premier east-west multi-modal artery in Carver County responding to increased development pressure throughout the area.

# 2022 REGIONAL SOLICITATION

Roadway Reconstruction and Modernization Project Submittals



# CSAH 5 (Franklin Ave) Reconstruction Project

Attachment 01 | Project Narrative

## Project Name

CSAH 5 (Franklin Ave) Reconstruction Project

## City(ies)

Minneapolis

## Commissioner District(s)

3

## Capital Project Number

2210900

## Project Category

Reconstruction

## Scoping Manager

Emily Buell

## Scoping Form Revision Dates

3/30/2022

## Project Summary

Reconstruct Franklin Avenue (CSAH 5) from Lyndale Ave (CSAH 22) to 250' west of Blaisdell Ave in 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 is a 4-lane undivided configuration with no turn lanes provided. This design has resulted in a relatively high number of crashes, specifically left-turn and rear-end related. No dedicated accommodations for people biking exist along this segment of Franklin Avenue (CSAH 5). Although sidewalks are provided along both sides, they do not provide a positive user experience. Not only are sidewalks located immediately adjacent to the roadway, but they also include a number of obstructions (such as utility poles, fire hydrants, and signal poles) within the walking path. Many pedestrian ramps do not meet current ADA standards and pose challenges for those with limited mobility.

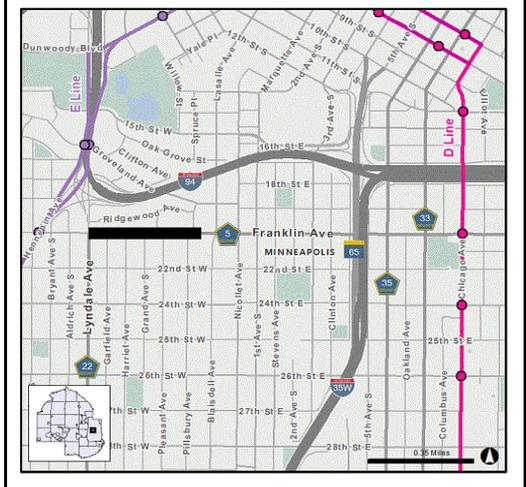
## Project Description and Benefits

The proposed project will include new pavement, curb, storm water utilities, sidewalk, ADA accommodations, and traffic signals. 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. Additionally, it is anticipated that proven traffic calming strategies (such as raised medians, curb extensions, and streetscaping) will be introduced to improve the crossing experience and manage vehicle speeds.

## Project Risks & Uncertainties

- This project is phase 2 of 2 along Franklin Ave led by Hennepin County.
- Additional coordination will be needed with the City of Minneapolis' Franklin Ave reconstruction project to the west, and Hennepin County's Lyndale Ave (CSAH 22) reconstruction project

## Project Map



## Project Timeline

Scoping: Q1 2019 - Q2 2021

Design: Q3 2021 - Q4 2024

R/W Acquisition: Q3 2023 - Q4 2024

Bid Advertisement: Q2 2025

Construction: Q3 2025 - Q4 2026

## Project Delivery Responsibilities

Preliminary Design: Consultant

Final Design: Consultant

Construction Services: Consultant

Project Budget -	Project Level
Construction: \$	2,970,000
Cost Estimate Year:	2022
Construction Year:	2026
Annual Inflation Rate:	2.0%
Inflated Construction: \$	3,210,000
Design Services: \$	480,000
R/W Acquisition: \$	1,080,000
Other (Utility Burial): \$	-
Construction Services: \$	320,000
Contingency: \$	960,000
<b>Total Project Budget: \$</b>	<b>6,050,000</b>

## Funding Notes

- Eligible for federal funding through the Metropolitan Council's Regional Solicitation given the functional classification of CSAH 5 (A-Minor Arterial)

# CSAH 22 (Lyndale Ave) Reconstruction Project

## Attachment 1 | Project Narrative

### Project Name

CSAH 22 (Lyndale Ave) Reconstruction Project

### City(ies)

Minneapolis

### Commissioner District(s)

3

### Capital Project Number

CP 2052300

### Project Category

Reconstruction

### Scoping Manager

Emily Buell

### Scoping Form Revision Dates

4/5/2022

### Project Summary

Reconstruct Lyndale Avenue (CSAH 22) from 300 ft north of Lake Street (CSAH 3) to Franklin Avenue (CSAH 5) in the City of Minneapolis.

### Roadway History

The existing roadway (last reconstructed in 1934) is nearing the end of its useful life and warrants replacement. Routine maintenance activities (such as overlays and crackseals) are no longer cost effective in preserving assets. The current roadway environment consists of a 4-lane undivided configuration with no turn lanes provided for people driving. This design has resulted in a high number of crashes, specifically left-turn and rear-end related. On-street parking is currently permitted on both sides of the roadway throughout all times of day. Sidewalks exist on both sides of the roadway, separated by a boulevard, that provide relatively good accommodations for people walking along Lyndale Avenue (CSAH 22). However, crossing Lyndale Avenue (CSAH 22) is somewhat difficult for people walking, specifically at non-signalized intersections, as the current design typically results in relatively poor yielding rates by people driving. In addition, many of the intersections include pedestrian ramps that do not meet current ADA design standards, with traffic signals lacking Accessible Pedestrian Signals (APS), posing as challenges for people with limited mobility.

### Project Description and Benefits

The proposed project will include new assets, including: pavement, curb, storm water structures, sidewalk, and traffic signals. The new roadway environment will be determined as part of the design process after extensive public engagement and environmental analysis. However, it is anticipated that specific crossing enhancements for people walking (such as curb extensions, raised medians, and crossing beacons) will be considered as this area experiences high pedestrian activity. In addition, the feasibility of dedicated turn lanes at intersections for people driving will be evaluated in an effort to address known crash patterns. This project is Phase 3 (of 3) of capital improvements along the Lyndale Avenue (CSAH 22) corridor in South Minneapolis (initial phases include Capital Projects 2933800 and 2984200).

### Project Risks & Uncertainties

Additional coordination needed between the Lyndale Ave (CSAH 22) reconstruction project, the Franklin Ave (CSAH 5) reconstruction project, and the City of Minneapolis' Franklin Ave reconstruction project.

### Project Map



### Project Timeline

Scoping: Q3 2021 - Q2 2022

Design: Q3 2022 - Q4 2024

R/W Acquisition: Q1 2025 - Q4 2025

Bid Advertisement: Q1 2026

Construction: Q2 2026 - Q4 2027

### Project Delivery Responsibilities

Preliminary Design: Consultant

Final Design: Consultant

Construction Services: Consultant

Project Budget -	Project Level
Construction: \$	10,420,000
Cost Estimate Year:	2022
Construction Year:	2026
Annual Inflation Rate:	2.0%
Inflated Construction: \$	11,280,000
Design Services: \$	1,690,000
R/W Acquisition: \$	1,030,000
Other (Utility Burial): \$	-
Construction Services: \$	1,130,000
Contingency: \$	3,130,000
<b>Total Project Budget: \$</b>	<b>18,260,000</b>

### Funding Notes

This project is eligible for funding through the Metropolitan Council's Regional Solicitation per the roadway's designation as an A-Minor Arterial.

# CSAH 152 (Cedar Ave) Reconstruction Project

Attachment 01 | Project Narrative

## Project Name

CSAH 152 (Cedar Ave) Reconstruction Project

## City(ies)

Minneapolis

## Commissioner District(s)

4

## Capital Project Number

CP 2220200

## Project Category

Reconstruction

## Scoping Manager

Emily Buell

## Scoping Form Revision Dates

3/31/2022

## Project Summary

Reconstruct Cedar Avenue (CSAH 152) from 150 ft north of Lake Street (CSAH 3) to 24th Street 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 with no turn lanes, and parking. Although sidewalks are provided along both sides of the roadway, they do not provide a positive user experiences and crossing CSAH 152 (Cedar Avenue) also serves as a barrier for people walking and rolling. This roadway provides key first mile/last mile transit connections, key east/west enhanced city bikeways, and important community services.

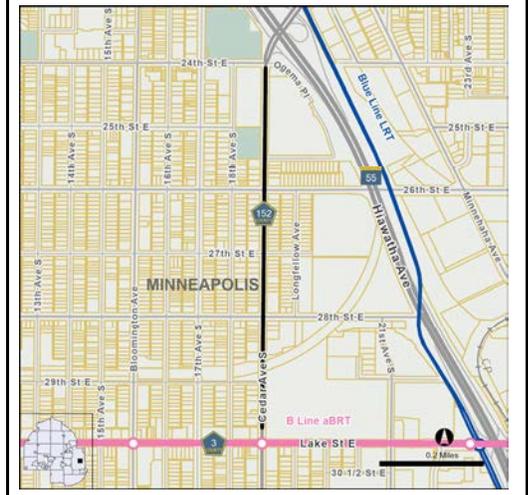
## Project Description and Benefits

The proposed project will include new pavement, curb, storm water utilities, sidewalk, ADA accommodations, and traffic signals. It is anticipate 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. This project provides an opportunity to coordinate with the Minneapolis Park and Recreation Board for nearby park improvements; Metro Transit for a future arterial bus rapid transit (ABRT) line along the corridor; and, the City of Minneapolis as part of their Little Earth Transportation Study and Phillips Traffic Safety Improvements.

## Project Risks & Uncertainties

Additional coordination will be needed with Metro Transit, the Minneapolis Park and Recreation Board, and City of Minneapolis for nearby transit, placemaking, and safety improvements.

## Project Map



## Project Timeline

Scoping: Q1 2022 - Q1 2023

Design: Q2 2023 - Q4 2025

R/W Acquisition: Q1 2024 - Q4 2025

Bid Advertisement: Q1 2026

Construction: Q2 2026-Q4 2027

## Project Delivery Responsibilities

Preliminary Design: Consultant

Final Design: Consultant

Construction Services: Consultant

Project Budget -	Project Level
Construction: \$	5,320,000
Cost Estimate Year:	2022
Construction Year:	2026
Annual Inflation Rate:	2.0%
Inflated Construction: \$	5,760,000
Design Services: \$	860,000
R/W Acquisition: \$	1,010,000
Other (Utility Burial): \$	-
Construction Services: \$	580,000
Contingency: \$	1,730,000
<b>Total Project Budget: \$</b>	<b>9,940,000</b>

## Funding Notes

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

# TH 100 and CSAH 158 (Vernon Ave) Interchange

## Roadway Modernization



City of Edina

Estimated Project Total: \$5.3 Million

Requested Amount: \$4.2 Million

**Project Name:** Trunk Highway 100/Hennepin CSAH 158 (Vernon Avenue) Interchange

**Project Location:** City of Edina, Hennepin County, MN

**Applicant:** City of Edina

**Funding Category:** Roadway Modernization

### Project Description:

The project will reconstruct a 0.2-mile section of CSAH 158 from Grange Road to Arcadia Avenue. The existing bridge over TH 100 will be reconfigured and the on- and off-ramps will be reconstructed to create a Diverging Diamond Interchange (DDI). DDIs are similar to standard diamond interchanges with the exception that traffic crosses over at either end of the bridge. This design works extremely well for interchanges with high turning volumes as the left turn movements operate similar to free rights.

Pedestrian access over the bridge will be provided by a wide, barrier-protected median that connects to new sidewalks on either side of the bridge. This project will improve safety and mobility for all users, eliminate redundant access ramps and will not require replacing the existing bridge.

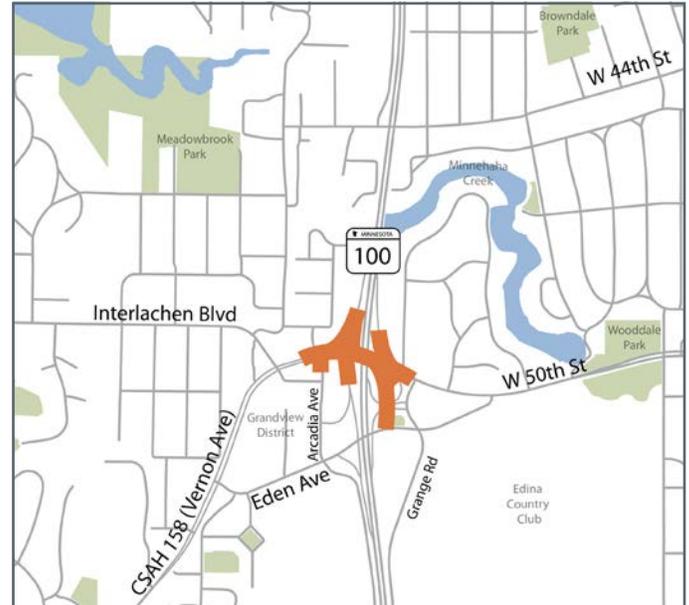


Existing CSAH 158 (Vernon Ave) bridge over TH 100 is a 4-lane divided roadway with sidewalk on the north side.

### Existing Conditions:

CSAH 158 (Vernon Avenue) is functionally classified as an A-Minor Arterial Reliever. The CSAH 158 Bridge over TH 100 carries a divided four-lane roadway with a sidewalk on the north side meant to serve pedestrians and cyclists.

Over 22,000 vehicles travel over this bridge daily, which is projected to increase to 24,000 vehicles per day by 2040. The size of the sidewalk and the lack of separation from heavy traffic make this bridge uncomfortable for many pedestrians, creating a significant barrier within the Grandview commercial district. Additionally, the interchange with TH 100 is a complicated and redundant system of six unique access ramps that connect to four different streets within the district.



### TH 100 / CSAH 158 (Vernon Ave) Interchange Project Area

Edina, MN

### Issues to be Addressed:

- Inadequate bicycle/pedestrian options
- Unsafe crossing locations
- Accessibility concerns
- Roadway safety and capacity
- Safety for heavy left-turn volumes onto TH 100
- Redundant access ramps

### Project Benefits:

- Rehabilitate deficient roadway pavement and drainage infrastructure
- New separated shared-use paths
- Consolidate access ramps from 6 to 2
- Controlled crossing locations at signalized ramps
- Improved connectivity between residential and commercial areas in district
- Traffic calming due to proposed geometric changes
- Lighting enhancements

# CSAH 26 (Lone Oak) Reconstruction, Trail and Lane Conversion Project



Attachment 1 | Project Narrative

## Project Name

CSAH 26 (Lone Oak Rd) Reconstruction, Trail and Lane Conversion Project

## City

Eagan

## Commissioner District

3 - Halverson

## County Project Number

26-66 & 26-67

## City Project Number

22-220052

## Construction Year

2025/2026

## Project Location



West Section



East Section



## Project Summary

Reconstruction of the CSAH 26 (Lone Oak Road) corridor from TH 13 to CSAH 31 (Pilot Knob) and a four to three lane conversion from CSAH 31 to the TH 35E interchange area in the City of Eagan.

## Roadway History

The existing roadway from TH13 to CSAH 31 was last **reconstructed in 1955** and nearing the end of its service life and **does not include continuous bike or pedestrian facilities**. The existing roadway east of CSAH 31 was reconstructed in 1992, but is **overbuilt** for the current and future traffic volumes and includes a signal at Eagan Dale approaching the end of its service life.

## Project Benefits

- ◆ Preservation and modernization of existing transportation, stormwater and pedestrian and bicycle infrastructure
- ◆ Lane reduction to reduce crash risks, crossing distances, speed differential and improved access
- ◆ School travel safety including new trails and an enhanced mid-block crossing
- ◆ Resolving a Tier 1 RBTN gap with new trail connections to the MN River Greenway Trailhead and school

## Funding Request

Requested Federal Dollar:	\$4,740,000
Local Match:	\$1,200,000
<b>Total Project Cost</b>	<b>\$5,940,000</b>

# CSAH 158 (Vernon Avenue) - Villa Way to Interlachen Blvd

## Roadway Modernization



City of Edina  
Est. Project Total: \$3.5 Million  
Requested Amount: \$2.8 Million

**Project Name:** CSAH 158 (Vernon Avenue) Roadway Modernization and Multi-Modal Improvement Project  
**Project Location:** City of Edina, Hennepin County, MN  
**Applicant:** City of Edina  
**Funding Category:** Roadway Modernization

### Project Description:

The project will reconstruct a 0.5-mile section of CSAH 158 (Vernon Avenue) from Villa Way to Interlachen Boulevard (MSAS 177).

The project will convert the 4-lane roadway to 2-lanes with turn lanes. The available right-of-way space will be reallocated to provide off-street, buffered shared-use paths adjacent to CSAH 158 between Villa Way and Interlachen Blvd and on-street bicycle lanes between Villa Way and south of 53rd Street.



Uncomfortable sidewalk facilities and transit stops on CSAH 158



Deficient curb ramps

### Existing Conditions:

CSAH 158 is an A-Minor Arterial Reliever roadway with a 30 MPH posted speed limit. The roadway carries over 12,000 vehicles per day and is expected to carry up to 15,000 vehicles per day by 2040. The 4-lane divided roadway is adequately designed for vehicles, but lacks in pedestrian, bicycle and transit infrastructure. Existing sidewalks are narrow, provide no buffer between the vehicle travel lanes, and the many obstructions and deficiencies limit accessibility for all users. Additionally, the on-street bicycle lanes end at W 53rd Street and the existing transit stops are not very accessible or comfortable.

### Issues to be Addressed:

- Inadequate bicycle/pedestrian options
- Accessibility concerns
- Crossing safety
- Vehicle speeds and safety
- Deficient roadway pavement



CSAH 158 (Vernon Ave) Project Area   
Edina, MN

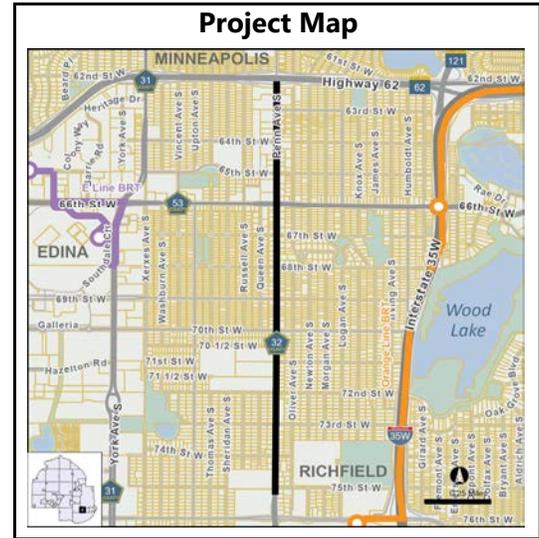
### Project Benefits:

- Reconstruct deficient roadway pavement and drainage infrastructure
- New separated shared-use paths on both sides of CSAH 158
- Buffered on-street bike lanes between Villa Way and south of 53rd Street
- Dedicated transit bus bays
- Shortened crossing distances
- 2-stage crossing at Edin Ave
- Improved connectivity between residential and commercial areas in district
- Traffic calming due to proposed geometric changes
- Lighting enhancements

# CSAH 32 (Penn Ave) Reconstruction Project

## Attachment 01 | Project Narrative

<b>Project Name</b>	
CSAH 32 (Penn Ave) Reconstruction Project	
<b>City(ies)</b>	
Richfield	
<b>Commissioner District(s)</b>	
5	
<b>Capital Project Number</b>	<b>Project Category</b>
CP 2120700	Reconstruction
<b>Scoping Manager</b>	<b>Scoping Form Revision Dates</b>
Emily Buell	4/8/2022



**Project Summary**  
Reconstruct CSAH 32 (Penn Avenue) from approximately 125' south of 75th Street to the Crossotown (TH 62) eastbound ramps in the City of Richfield.

**Roadway History**  
The existing roadway (last reconstructed in 1964) is nearing the end of its useful life and warrants replacement. Routine maintenance activities are no longer cost effective in preserving assets. Segments of the curb have experienced settling, diminishing their ability to collect water and define the roadway edge. In addition, much of the corridor lacks a consistent boulevard space, making it uncomfortable for people who walk and roll.

**Project Timeline**

- Scoping: Q1 2022 - Q4 2023
- Design: Q1 2024 - Q4 2026
- R/W Acquisition: Q1 2025 - Q4 2026
- Bid Advertisement: Q1 2027
- Construction: Q2 2027 - Q4 2028

**Project Delivery Responsibilities**

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

**Project Description and Benefits**  
The proposed project will improve the accessibility, mobility, and safety for people walking, using transit, biking, and driving through the implementation of complete streets best practices. The project will include the replacement of deteriorated pavement, traffic signals, curb, and storm sewer structures. Specific safety improvements include the installation of curb extensions and raised medians to calm traffic and improve the experience for people crossing. Multimodal elements such as dedicated bicycle facilities, sidewalk, ADA upgrades, and streetscaping will improve the user experience for people walking, using transit, and biking.

Project Budget -	Project Level
Construction: \$	12,630,000
Cost Estimate Year:	2022
Construction Year:	2027
Annual Inflation Rate:	2.0%
Inflated Construction: \$	13,940,000
Design Services: \$	2,090,000
R/W Acquisition: \$	2,210,000
Other (Utility Burial): \$	-
Construction Services: \$	1,390,000
Contingency: \$	4,180,000
<b>Total Project Budget: \$</b>	<b>23,810,000</b>

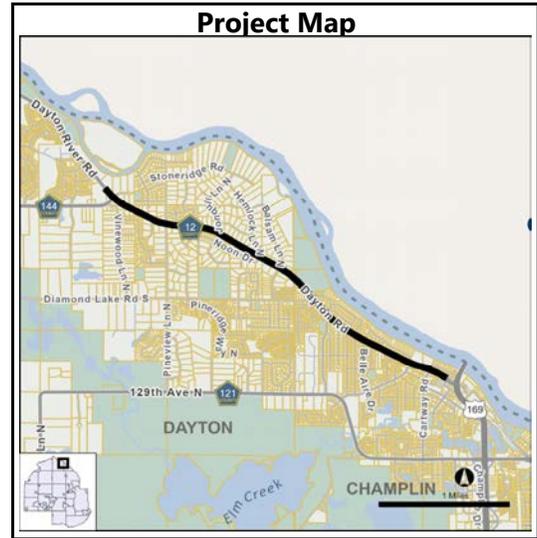
**Project Risks & Uncertainties**

**Funding Notes**  
This project is eligible for federal funding through the Metropolitan Council's Regional Solicitation because of the roadway's functional classification as an A-Minor Arterial (Reliever).

# CSAH 12 (Dayton River Rd) Rehabilitation Project

## Attachment 1 | Project Narrative

<b>Project Name</b>	
CSAH 12 (Dayton River Rd) Rehabilitation Project	
<b>City(ies)</b>	
Champlin	Dayton
<b>Commissioner District(s)</b>	
7	
<b>Capital Project Number</b>	<b>Project Category</b>
CP 2210404	Rehabilitation Project
<b>Scoping Manager</b>	<b>Scoping Form Revision Dates</b>
James Weatherly	4/6/2022



<b>Project Summary</b>
Rehabilitation of Dayton River Road (CSAH 12) to extend the roadway's useful life by approximately 20 years including associated ADA, multimodal and safety improvements.

<b>Roadway History</b>
The existing roadway (last reconstructed in 1953 and 1991) is in need of a significant preservation effort. Routine maintenance activities are no longer cost effective in preserving assets. The current roadway includes a rural environment that primarily consists of a two-lane roadway with bypass lanes. The absence of dedicated turn lanes results in user discomfort and safety concerns for all users along the roadway, specifically those walking and biking. A multi-use trail partially exists along one side of the roadway. This corridor runs parallel to the Mississippi River Regional Trail.

<b>Project Timeline</b>
Scoping: Q1 2022 - Q4 2023
Design: Q1 2024 - Q4 2025
R/W Acquisition: Q1 2025 - Q4 2025
Bid Advertisement: Q1 2026
Construction: Q2 2026 - Q4 2026

<b>Project Description and Benefits</b>
It is anticipated that the proposed project will upgrade the corridor to a suburban design along the trail side to better suit the surrounding residential land uses. Project elements will likely include new pavement, curb, storm water structures, and trails. Specific intersection designs will be reviewed during the design process to determine the need and feasibility of dedicated turn lanes. The elimination of bypass lanes will improve the safety and mobility for all corridor users.

<b>Project Delivery Responsibilities</b>
Preliminary Design: Consultant
Final Design: Consultant
Construction Services: Consultant

Project Budget -	Project Level
Construction: \$	9,470,000
Cost Estimate Year:	2022
Construction Year:	2026
Annual Inflation Rate:	2.0%
Inflated Construction: \$	10,250,000
Design Services: \$	1,540,000
R/W Acquisition: \$	220,000
Other (Utility Burial): \$	-
Construction Services: \$	1,030,000
Contingency: \$	3,070,000
<b>Total Project Budget: \$</b>	<b>16,110,000</b>

<b>Project Risks &amp; Uncertainties</b>

<b>Funding Notes</b>
Eligible for federal funding through the Metropolitan Council's Regional Solicitation because of the roadway's functional classification.



# CSAH 11 (Northdale Boulevard NW) Reconstruction/Modernization

**GEOGRAPHIC LIMITS: 1.9 miles. From CSAH 78 (Hanson Boulevard) to CSAH 11 (Foley Boulevard)**

**PROJECT LOCATION: City of Coon Rapids, Anoka County**

**APPLICANT: Anoka County Highway Department**

**FUNDING REQUEST: \$6,193,600**

**TOTAL PROJECT COST: \$7,742,000**

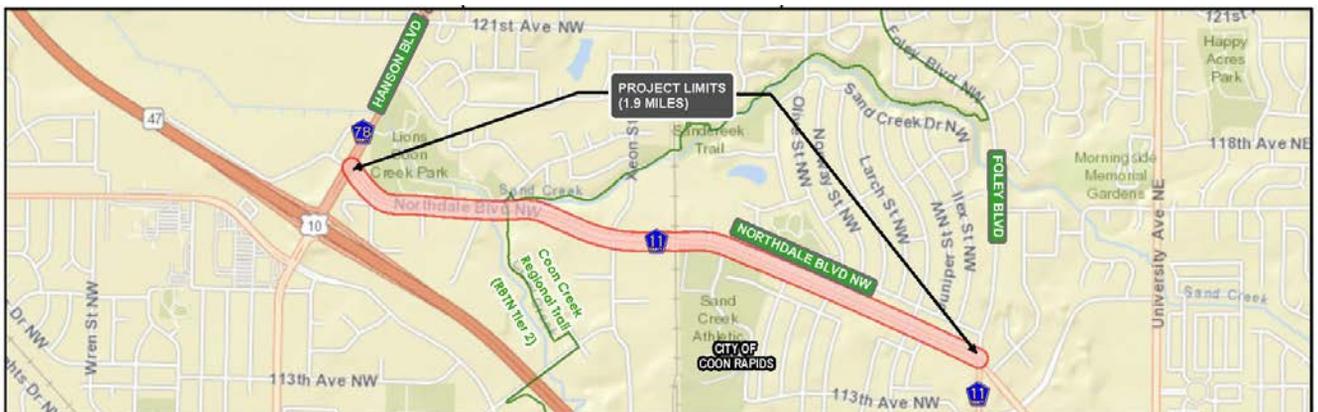
## PROJECT DESCRIPTION

CSAH 11, an A Minor Arterial Expander that provides an important east-west transportation connection in Anoka County, is mostly a two-lane undivided roadway today. Traffic volumes on CSAH 11 have been increasing and are expected to continue to increase in the future as the area continues to grow (11,100 Current AADT, 12,400 2040 AADT). Existing and future traffic volumes are such that congestion is and will continue to negatively impact the ability of the corridor to move traffic. Safety is also a concern at several intersections and along some segments of the corridor.

This project will reconstruct a 1.9-mile section of CSAH 11 as a two-lane divided roadway with turn lane improvements. This project will increase corridor capacity by providing additional turn lanes and access modifications. Additional turn lanes will reduce queuing in through lanes due to turning vehicles. Lengthening turn lanes will also reduce queues lengths and increase safety by removing vehicles waiting to turn from through lanes. Access modifications will primarily be in the form of converting a select number of full access intersections to right-in/right-out access only with the construction of raised center medians. These improvements will also improve freight traffic flows along this important Tier 3 freight corridor.

Non-motorized accommodations in the project area are mostly non-existent. The project will close an existing gap in the non-motorized network by constructing a continuous six-foot ADA-compliant sidewalk on the north side of CSAH 11 and a continuous 10-foot ADA-compliant multi-use trail on the south side. Separated facilities will ensure that CSAH 11's multimodal function, safety and person-throughput are enhanced. The project will also upgrade intersections with ADA-compliant pedestrian ramps, countdown timers, APS push buttons and high visibility durable pavement markings.

The Coon Creek Regional Trail (an important RBTN Tier 2 corridor) currently intersects CSAH 11 at-grade near Xeon Boulevard. This project will address the regional trail's unsafe mid-block crossing. Motorists currently do not have any advanced notice of this unmarked trail crossing and the dense foliage in the area, combined with the posted traffic speeds, make an already unsafe condition worse. This project will relocate the regional trail crossing to the signalized intersection of Xeon Street and close the 0.3-mile gap between the planned north and south regional trail alignment. This will provide a much safer crossing for all users.





# CSAH 9 (George Lake Boulevard NW) Reconstruction/Modernization

**GEOGRAPHIC LIMITS:** 1.5 miles. From CSAH 58 (181ST Avenue NW) to CSAH 22 (Viking Boulevard NW)

**PROJECT LOCATION:** City of Oak Grove, Anoka County

**APPLICANT:** Anoka County Highway Department

**FUNDING REQUEST:** \$4,790,400

**TOTAL PROJECT COST:** \$5,988,000

## **PROJECT DESCRIPTION**

The project will reconstruct a 1.5-mile section of CSAH 9, an A Minor Arterial Connector, as a two-lane undivided roadway with turn lane improvements and a roundabout at the intersection of CSAH 58. CSAH 9 operates at 55 mph and serves 10,600 vehicles per day. Traffic volumes on CSAH 9 have been increasing and are expected to continue to increase in the future as the area continues to grow. The 2040 Lane Use Map identifies this location as a main commercial growth corridor because of the visibility, accessibility, and traffic volumes offered by adjoining streets.

This project will increase corridor capacity by providing additional turn lanes and access modifications. Additional turn lanes will reduce queuing in through lanes and eliminate weaving movements around turning vehicles. A single-lane roundabout at CSAH 58 will eliminate traffic queues and better accommodate truck turning movements. A new intersection at 188th Ave will provide a controlled access point into the existing baseball fields and restaurant. Driveway aprons that are poorly designed or exhibit deterioration will be replaced or realigned to better accommodate local delivery trucks and improve sightlines.

Non-motorized accommodations in the project area are currently non-existent. The project will close a gap in the non-motorized network by constructing an 8-foot shoulder on the east and west sides of CSAH 9. The roundabout at CSAH 58 will include trail facilities, ADA-compliant pedestrian ramps, high visibility durable pavement markings, median island pedestrian refuge areas, and advanced notice signage to alert vehicles of the upcoming pedestrian crossing.

Anoka County and Oak Grove plan to extend the Rum River Regional Trail north along CSAH 9. There is documented need for dedicated pedestrian and bicycle facilities along the project corridor. Bicyclists accessing Cedar Creek Conservation Area or Rum River Central Regional Park often use the narrow highway shoulders to travel to and from the parks. The construction of the expanded shoulder will increase access to both parks, meeting a major county goal of equitable access to parks and trails.





**Project Name:** CSAH 17 (Lexington Avenue) Reconstruction Project

**Project Location:** City of Ham Lake, Anoka County

**Geographic Limits:** 2.9 miles – CSAH 116 (Bunker Lake Blvd) to CR 60 (Constance Blvd E)

**Applicant:** Anoka County Highway Department

**Funding Category:** Roadway Modernization

**Estimated Project Total:** \$13.3 Million

**Requested Amount:** \$7 Million

## Existing Conditions

Traffic volumes on CSAH 17 have been increasing and are expected to continue to increase in the future as the area continues to grow (8,600 Current AADT, 10,000 2040 AADT). Existing and future traffic volumes are such that congestion is and will continue to negatively impact the ability of the corridor to move traffic. Safety is also a concern at several intersections and along some segments of the corridor. Non-motorized facilities in the project area are non-existent.

## Project Description

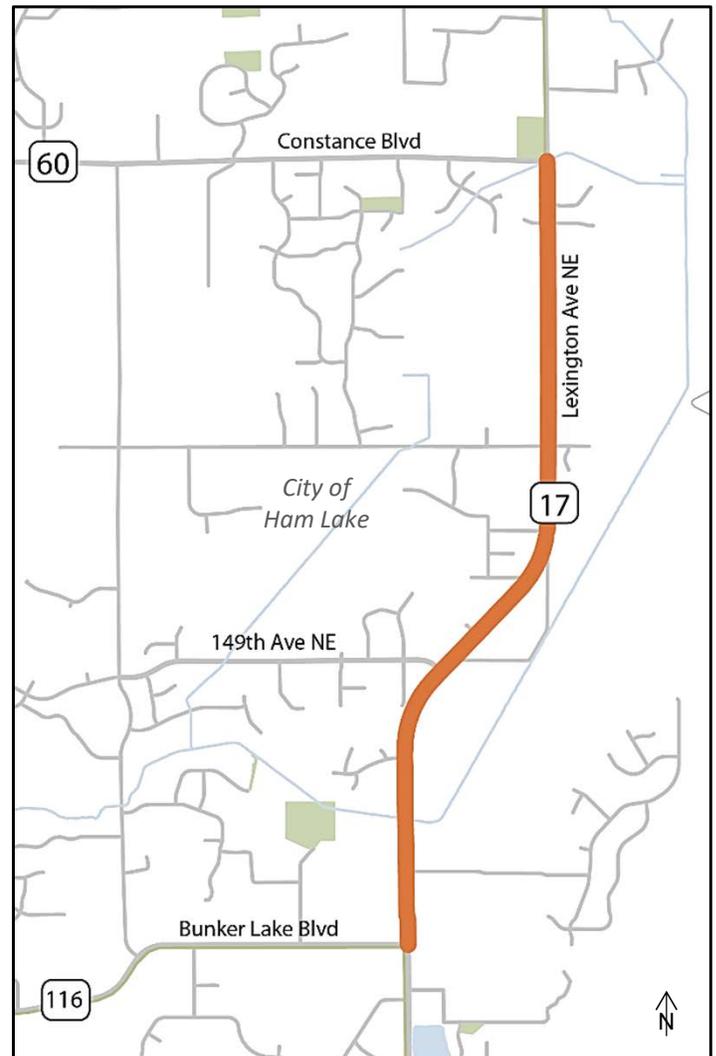
The project will reconstruct a 2.9-mile section of CSAH 17 (Lexington Avenue) from CSAH 116 (Bunker Lake Boulevard) to CR 60 (Constance Boulevard E) as a 2-lane divided roadway in the City of Ham Lake. The project will convert the rural section of CSAH 17 to an urban section with curb/gutter and improved stormwater elements.

The proposed improvements would address the crash patterns and safety concerns by separating the directions of traffic with a raised center median, provide dedicated turn lanes at several key intersections, and construct 8-ft shoulders. The 8-ft paved shoulders will be available for multimodal trips, including bicycling and walking.

## ! Issues to be Addressed

- Narrow shoulders
- High crash rates and crash severity
- Vehicle, pedestrian, and bicycle safety
- Inadequate bicycle and pedestrian facilities

## CSAH 17 (Lexington Ave) Project Location City of Ham Lake, Anoka County



## ✓ Proposed Improvements

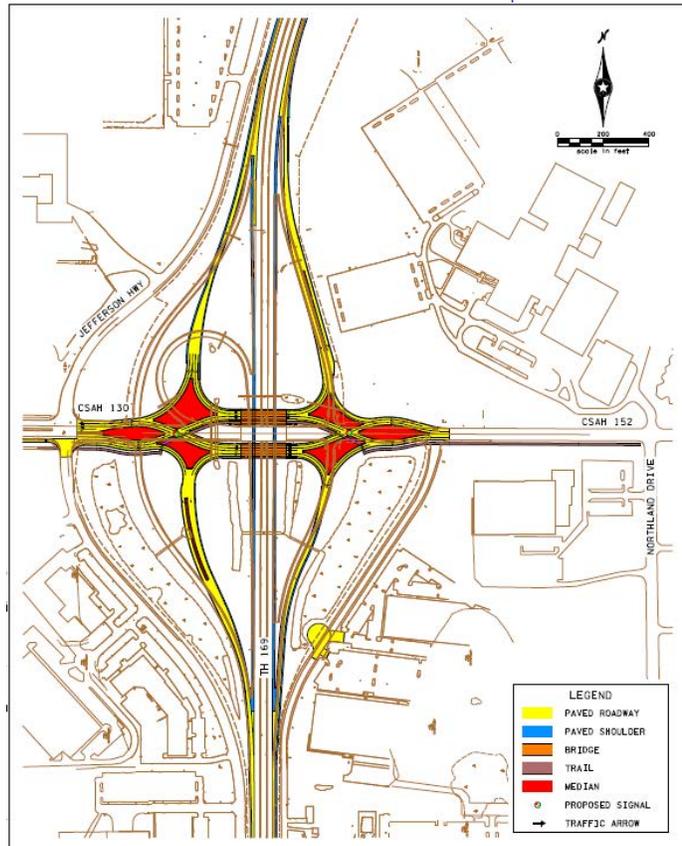
- Reconstruct into a 2-lane divided highway
- Improved turn lanes
- 8-ft paved shoulders – improved pedestrian/bicycle facilities

## ✓ Project Benefits

- Improved mobility and connectivity
- Improved travel safety for motorists, pedestrians, and bicyclists

# 2022 Metropolitan Council Regional Solicitation Highway 169 and County Road 130 Interchange Reconstruction - Project Summary

Location Map:



**Project Name:** Highway 169 and County Road 130 Interchange Reconstruction

**Applicant:** City of Maple Grove

**Contact:** John Hagen, PE, PTOE,  
Transportation Operations Engineer

**Email/Phone:** [jhagen@maplegrovern.gov](mailto:jhagen@maplegrovern.gov)  
(763) 494-6364

## Project Details:

- Total Project Cost = \$13,795,000
- Requested Award Amount = \$7,000,000
- Construction Dates: Begin by June 2025
- Consistent with local & regional plans
- Preliminary plans completed
- No Right of way acquisition required

## Project Description:

The proposed interchange improvements include the reconstruction and widening of the bridge over TH 169 to provide a diverging diamond interchange (DDI) with geometrically realigned ramps. There will be four westbound lanes and three eastbound lanes with the multi-use trail on the CSAH 130 bridge. Existing traffic signals will also be replaced at the TH 169 east and west ramp intersections. The DDI configuration will improve the overall capacity and safety of the interchange.

The interchange project will also include accommodations for bicyclists and pedestrians to provide a safe connection over TH 169 between Maple Grove and Brooklyn Park. A 10-foot multiuse trail will be added on the south side between Northland Drive and Jefferson Highway/Kilmer Lane. The proposed trail will connect the existing trails along CSAH 130 in Maple Grove to Brooklyn Park while closing a RBTN gap. Painted crosswalks and pedestrian signing will provide better visibility to motorists, creating a safe crossing for trail users. Pedestrian signals will be upgraded to countdown timers, and pushbuttons and ramps will meet ADA standards.

## Project Benefits:

- Provide a more efficient interchange to accommodate existing and future traffic volumes
- Provide a reliable alternate route to the I-94 freeway facility during congested periods
- Provide a safer multimodal transportation system for all modes
- Enhance pedestrian and bicycle travel by linking the Maple Grove and Brooklyn Park trail systems
- Improve access to employment opportunities in Maple Grove and Brooklyn Park
- Improve access to accommodate freight traffic to and from the Gravel Mining Area



## Project Summary

### TH 101/I-94 Diverging Diamond Interchange Upgrade

**Applicant** – City of Rogers

**Project Location** – TH 101 at I-94 in Rogers, Hennepin County

**Total Project Cost** – \$8,475,000

**Requested Federal Dollars** - \$6,780,000

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#### Project Description:

The project includes the reconstruction of the TH 101 and I-94 diamond interchange to a diverging diamond interchange. This will provide safer operations along TH 101, a critical non-freeway Principal Arterial with its connection to a major regional facility, I-94, a freeway Principal Arterial.

The interchange reconstruction also includes replacing a 0.4-mile segment of 10-foot trail on the east side of TH 101 with shorter crossing distances at the ramp intersections. As part of this project, the new signals will include countdown timers at the TH 101 ramp intersections for safer crossings. The two-phase traffic signal will operate more efficiently and reduce the overall vehicular delay by accommodating high turning volumes. In addition, all sidewalk replacement, crosswalks, lighting, traffic signal, and curb ramps will be constructed to meet ADA standards.

#### Summary of Benefits:

- Addresses the unsafe weaving issues, congestion, and long queues by providing better lane designation and two lanes of traffic onto the eastbound on-ramp in place of the single on-ramp loop.
- Provides improved roadway geometrics to accommodate the dominant turn moves and reduces the need for lane changes within a short distance.
- Reduces the potential for rear-end and side-swipe crashes due to weaving along TH 101.
- Provides improved north-south travel flow for TH 101 motorists crossing over and connecting to I-94.
- Improves the travel experience for bicyclists and pedestrians that share the TH 101 corridor.

**Existing Conditions:** TH 101 Southbound motorists experiencing existing roadway grades to reach the eastbound on-ramp to I-94.



# CEDAR LAKE ROAD and LOUISIANA AVENUE IMPROVEMENTS

- 📍 APPLICANT: **City of St. Louis Park**
- 📍 ROUTE: **Cedar Lake Road and Louisiana Avenue**
- 📍 CITY WHERE PROJECT IS LOCATED: **St. Louis Park**

- 📍 COUNTY WHERE PROJECT IS LOCATED: **Hennepin**
- 💰 REQUESTED AWARD AMOUNT: **\$7,000,000**
- 💰 TOTAL PROJECT COST: **\$11,985,000**



## Project History and Description:

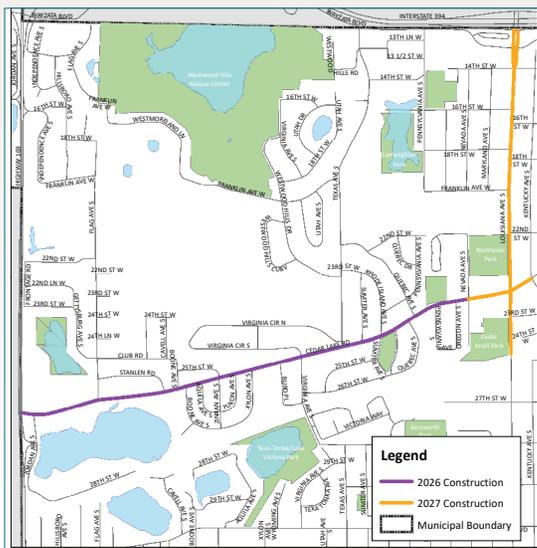
Since 2015, the City of St. Louis Park has been implementing the Connect the Park initiative, a comprehensive Active Transportation Plan aimed at making more livable neighborhoods by providing convenient, safe, equitable, and environment-focused ways for residents to move around the City on a network system of sidewalks, bikeways, and trails. Cedar Lake Road and Louisiana Avenue are the most critical and complicated links remaining in the City's long-term vision.

Both roadways are A-minor arterials, serving the entire northwest quadrant of the City, including at least 600 affordable housing units, as well as combined regional traffic for over 25,000 vehicles daily since they intersect with three major freeways within the metropolitan area. Thus, both roadway corridors are unique in that they provide regional movement of goods and connections to commerce, but also provide local livable communities connecting schools, places of worship, and parks. Both Cedar Lake Road and Louisiana Avenue are in need of modernization to provide equitable opportunities for transportation to underserved populations and replace existing facilities at the end of their useful design life.

The proposed project will include the replacement of aging pavements, new sidewalks, new bikeways, ADA accommodations at intersections and transit stops, new bus pullouts, new LED street lighting, replacement of storm sewer systems and water quality BMPs for reconstructed impervious surfaces, replacement of existing traffic signals, and four signalized Rapid Rectangular Flashing Beacon pedestrian crossings. A roundabout is being evaluated at the intersection of Cedar Lake Road and Louisiana Avenue, and is anticipated to be incorporated into the project scope based on public input during the initial phases of public engagement. Additionally, proven traffic calming strategies, such as raised medians, curb extensions, and streetscaping, will be introduced to improve the crossing experience for pedestrians/bicyclists while managing vehicle speeds.



## 2026 AND 2027 PROJECT AREAS



## Project Benefits:

- Anticipated roundabout at Cedar Lake Road/Louisiana Avenue reduces vehicle emissions and delay
- Provides pedestrian facilities along both sides of roadway, minimizing unnecessary roadway crossing, improving pedestrian safety
- Provides protected delineated bikeway along both roadways, improving bicycle safety and reducing serious injury accidents
- Provide curb bump-outs and median refuges to improve pedestrian safety and reduce vehicle speeds
- Addresses substandard lane merges and lane configurations resulting in vehicle crashes
- Provides ADA-compliant bus loading areas at all transit stops so riders don't wait in the roadway, improving safety
- Provides bus pull-outs to improve corridor efficiency for vehicles and buses
- Provides ADA-compliant signals and necessary upgrades that improve pedestrian and vehicle safety
- Provides new LED roadway lighting to improve driving conditions and visibility for all modes of transportation at night

#RedoCedarLou



**Project name: W 76th St Modernization**

**Applicant:** City of Richfield

**Project location:** W 76th St (MSAS 361) from Xerxes Ave to Sheridan Ave

**Total project cost:** \$2,292,000

**Requested federal amount:** \$2,230,000

**Local match:** \$690,000 (23.6% local match)

**Project description:**

The City of Richfield is proposing to reconstruct 76th St from Xerxes Ave to Sheridan Ave and replace the existing traffic signal at Upton Ave. 76th St will be converted from a 4 to 3 lane section with a continuous left turn lane. The road will be narrowed from 45 feet to 37 feet and will include two new 6.5 foot boulevards and updated 6-foot sidewalks. Along the corridor, new pedestrian-level lights will be installed and existing overhead electric lines buried. The new traffic signal will include leading pedestrian intervals and video bike detection. The project will create a more comfortable and safer experience for all road users, especially pedestrians, bicyclists and transit users.

**Project benefits:**

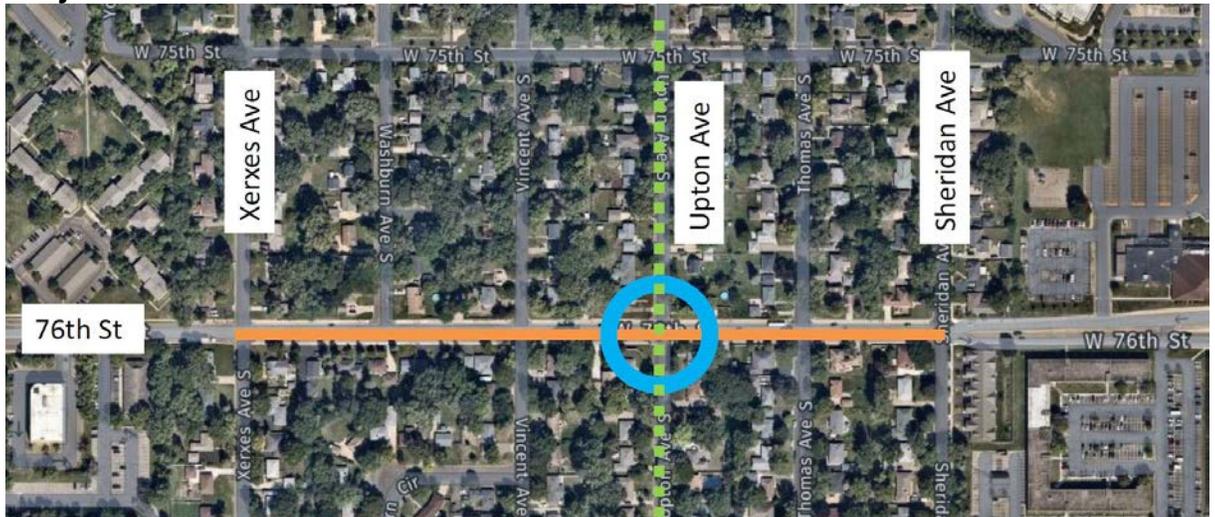
- Continuous left turn lane for safer vehicle turning
- Narrower road for traffic calming and shorter crossing distances
- Buried overhead electric lines
- New boulevards for trees, snow storage, and transit platforms
- New traffic signal with pedestrian and bike features

• 4 to 3 lane conversion ———

• New traffic signal ○

• Future bike route - - - - -

**Project area:**





April 2022

## **Summary – Regional Solicitation Funding Application for CSAH 42 Roadway Modernization from Redwood Drive to 147<sup>th</sup> Street**

The main elements of the proposed project include: (1) removal of the signal at Elm Dr concurrent with construction of a trail underpass nearby in Redwood Park to resolve ped/bike crossing barrier issues; (2) intersection improvements at Garden View Dr and Hayes Rd, including signal replacements; (3) partial reconstruction of CSAH 42, including new pavement and reconstruction along frontage road segments to fill trail gaps and improve the buffer for residents; and (4) median and roadway reconstruction with various design elements to address aging infrastructure, manage access, and best serve pedestrians, bicyclists, transit riders, and motorists. The intersections at both Elm Dr and 147th St will be reconstructed as non-signalized 3/4-access intersections, allowing left turns only exiting from CSAH 42 (signal to be removed at Elm Dr and full-access stop-controlled intersection at 147th St to be reconstructed to reduce conflicts and ensure no future signalization).

**Background and Primary Need for the Proposed Project.** The project segment is a principal arterial which exhibits poor average speed performance at 31,000 vehicles per day currently. With a 2040 forecast of 38,000 vehicles per day, design changes must be considered to provide for reasonable traffic operations and safety for all users. The segment also includes three traffic signals installed 33-34 years ago and thus at the end of their useful service lives. CSAH 42 in the area serves residential, park, community, and local business uses; but it has poor pavement quality and outdated accommodations for pedestrians, bicyclists, and transit riders. The time has come to implement long-needed improvements to serve all modes, while managing CSAH 42 to remain at four through lanes.

**Project Setting and Context.** The elements of the project will address a historic lack of investment in this mostly residential segment of CSAH 42, which includes Regional Environmental Justice Areas. The benefits will be integral with the many improved functions along this roadway segment. The combination of the access-management elements and other updated traffic controls will improve safety and mobility along CSAH 42 for all users. The enhanced management of access and turns will also ensure that CSAH 42 will continue to operate acceptably with four through lanes and thus eliminate any foreseeable need for roadway expansion. The concurrent trail underpass at the Redwood Park/Pool and Community Center site will address long-established concerns about safe crossings for pedestrians and bicyclists, particularly for the area's youth. It will also link parkland both north and south of CSAH 42. Other design elements will improve safety and livability for nearby residents by better managing functions along the frontage roads and by improving the use of limited space.



CSAH 42 LOOKING WEST AT HAYES ROAD

## Project Name: Cretin Avenue Reconstruction

**Applicant:** City of Saint Paul

**Project Location:** Cretin Avenue – Marshall Avenue to Saint Anthony Avenue

**Total Project Cost:** \$9,027,605

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

**Local Match:** \$2,027,605



### Project Description:

The City of Saint Paul is requesting funding for street reconstruction and pedestrian safety improvements to Cretin Avenue between Marshall Avenue and Saint Anthony Ave near I-94. The corridor is classified as an A-Minor Arterial Augmentor roadway. Planned improvements include full-depth reconstruction of pavement structure, adding a sidewalk on the west side of the street, reconstructing the existing sidewalk on the east side, pedestrian crossing improvements, full replacement of streetlights, replacement of signals, and ADA improvements. Pedestrian crossing improvements are planned at two locations where there are bus stops along the corridor – at Temple Court and Roblyn Avenue. Crossing improvements include marked crosswalks, median crossing islands, ADA compliant curb ramps, and new sidewalk bus stop pads. ADA improvements will include new curb ramps, APS buttons, and detectable warning surface/truncated domes. This project corridor also connects to the planned B Line BRT, which will have a station located at the northwest corner of Cretin Avenue and Marshall Avenue with service anticipated to begin in 2024.

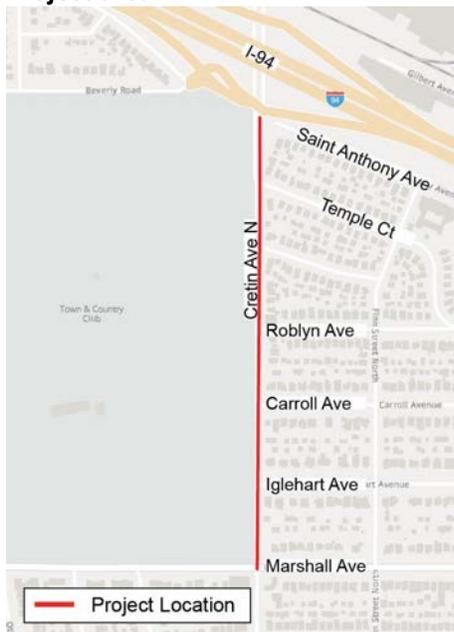
### Project Benefits:

- New sidewalk on west side of street fills gap in walking network
- Improved bus stops and ADA accessibility on west side of street
- Reduced risk of crashes and conflicts between pedestrians and vehicles

### Key Connections:

- Metro Transit Route 63
- I-94 located on northern end of corridor
- Connects to planned Metro Transit B Line BRT project on Marshall Avenue (Service anticipated to begin in 2024)
- New sidewalk on west side of street connects to existing sidewalks on Saint Anthony Avenue (N. extent) and Marshall Avenue (S. extent)

### Project area:



### Existing conditions, looking south:





# PROJECT SUMMARY

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**Project Name:** Wabasha Street Reconstruction (7th Street to 11th Street)

**Applicant:** City of Saint Paul

**Project Location:** Wabasha Street between 7th Street and 11th Street

**Total Project Cost:** \$ 6,672,000

**Requested Federal Dollars:** \$5,337,600

**Before Photo:** Northbound Wabasha Street south of 11th Street



## Project Description:

The Wabasha Street Reconstruction project will replace aging street infrastructure and reallocate space in the corridor to accommodate an off-road two-way bikeway facility between 7th Street and 11th Street, while improving safety for all modes of travel.

The project will include the reconstruction of deteriorating sidewalk with a landscaped boulevard between the sidewalk and bikeway to provide a more comfortable pedestrian space along both sides of the corridor. New traffic signals will be installed at the 11th Street, 10th Street, Exchange Street, and 7th Street (TH 5) intersections. Pedestrian improvements including ADA compliant ramps and sidewalks (free of obstructions), Accessible Pedestrian Signals (APS), high visibility crosswalk markings, curb extensions, and countdown timers.

## Project Benefits:

- Implements the Capital City Bikeway and complete a gap in the St. Paul bicycle network
- Improves safety along the corridor for all users and abilities
- Provides improved access to the many downtown St. Paul destinations
- Enhances pedestrian travel with ADA compliant sidewalks, pedestrian-scaled lighting, and streetscaping
- Encourages biking as an alternative mode of transportation for commuting or recreational activity



**SAINT PAUL**  
MINNESOTA

# PROJECT SUMMARY

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**Project Name:** Minnehaha Avenue Street (Payne Avenue to E 7th Street)

**Applicant:** City of Saint Paul

**Project Location:** Minnehaha Avenue between Payne Avenue and E 7th Street (TH 5)

**Total Project Cost:** \$ 6,530,800

**Requested Federal Dollars:** \$5,224,640

## Before Photo:



## Project Description:

The Minnehaha Avenue Reconstruction project will modify the existing four-lane undivided roadway to three lanes with on-road dedicated bike lanes and reconstructed sidewalk between Payne Avenue and E 7th Street (TH 5). Other improvements include:

- On-street dedicated bicycle lanes on each side of the roadway.
- Reconstructed sidewalks with a landscaped boulevard to separate pedestrian and vehicular traffic
- New Accessible Pedestrian Signals (APS), ADA compliant ramps, high visibility crosswalk markings and countdown timers at the Payne Avenue and Arcade Street (US 61) intersections.
- Curb bump outs and pedestrian ramps at the unsignalized intersections at Stroh Drive, Hope Street and Weide Street.

## Project Benefits:

- Provides a safer route for students who walk or bike to/from school.
- Enhances pedestrian travel with ADA compliant sidewalks, pedestrian-scaled lighting, and streetscaping.
- Improves connections to transit routes along Minnehaha Avenue, Payne Avenue, and 7th Street (TH 5).
- Provides better mobility and access while calming traffic for all road users with lane reductions and intersection bump outs.

# Project Overview: Fairview Avenue Reconstruction

**Applicant:** City of Saint Paul

**Project Location:** Fairview Ave (Ford Parkway to Edgumbe Rd)

**Total Project Cost:** \$8,125,052

**Requested Federal Award Amount:** \$6,500,042

**Local Match:** \$1,625,010



The City of Saint Paul is planning multimodal roadway improvements on Fairview Avenue between Ford Parkway and Edgumbe Road. The Fairview Avenue corridor is classified as an A-Minor Arterial Augmentor and is currently a mix of two-lane and three-lane roadway sections. The proposed project will maintain the two-lane and three-lane configurations but will make improvements including full-depth reconstruction of pavement structure, adding on-street bike lanes along the entire corridor; traffic signal revisions; reconstruct new, wider sidewalks on both sides of the street; add a grass boulevard between the roadway and the sidewalk; and make ADA improvements at intersections. ADA improvements will include new curb ramps, APS buttons, and detectable warning surfaces/truncated domes. The project connects directly to the A Line BRT corridor, which has stations located at the north end of the project corridor at Ford Parkway/Fairview Avenue. A separate City project is planned at the south extent of the project - at the intersection of Fairview Avenue/Edgumbe Road. This project, scheduled for 2022, includes expanding the Zeilingold Triangle Park, realigning and narrowing the roadways, adding a sidewalk on the west side of Edgumbe Road, reducing curb radii to reduce traffic speeds, and adding curb extensions on the eastern portion of the intersection.

### Project Benefits:

- On-street bike lanes added to fill local and regional bikeway gap
- Increased pedestrian safety and comfort through wider sidewalks and added boulevard space on both sides
- Reduces risk of crashes and conflicts between bicyclists, pedestrians, and vehicles
- Traffic signal revisions

### Key Connections:

- Connections to Metro A Line BRT on Ford Parkway
- Located near the Ford redevelopment site and Highland Village, with connections via A Line BRT
- Located on a RBTN Tier 1 Alignment
- Connects to an RBTN Tier 2 Corridor on Montreal Avenue
- Nearby access to St. Catherine University

### Project Area:



### Existing Conditions:



# Highway 10 Chaska Corridor Reconstruction Project

## Carver County

### Primary Contact:

Angie Stenson  
 Sr. Transportation Planner  
 11360 Hwy 212, Suite 1, Cologne, MN  
 55322  
 612.360.7422  
[astenson@co.carver.mn.us](mailto:astenson@co.carver.mn.us)



### Location & Route:

Highway 10 – Ridge Lane to Highway 15  
 Chaska, MN



### Application Category:

Roadways including Multimodal Elements  
 – Roadway  
 Reconstruction/Modernization



### Funding Information:

**Requested Award Amount:**  
 \$5,448,000  
**Local Match:** \$1,362,000  
**Project Total:** \$6,810,000



### Match \$ Sources:

- Carver County
- City of Chaska



### Corridor Fast Facts:

- 0.7 miles of RBTN Tier 2 Regional Trail gap filled by project
- 2 pedestrian underpasses proposed
- Connection to 3 schools and 1 community center provided



### Project Description

The Highway 10 Chaska Corridor Reconstruction Project revitalizes and upgrades an existing two-lane rural highway into an urban multi-modal corridor within the heart of Chaska. The existing section has served its purpose for decades as a primary east-west route between the then rural and suburbanizing area of Carver County. Today, this area is well populated and still growing at significant rates. The outdated facility will not only be under capacity due to this forecasted growth in the coming years but lacks any real pedestrian accommodations and is identified as the primary pedestrian network gap within the City.

The project will fill this gap by constructing multi-use trail throughout the project area as well as two pedestrian underpasses crossing Highway 10 and providing connection to area parks, neighborhoods, and Downtown Chaska. The roadway will be updated to a two-lane divided urban section to improve clear zone safety, calm traffic speeds, and add urban drainage and water treatment opportunities. Intersection and pedestrian scale lighting are included at key locations as well as a rebuilt traffic signal at Highway 15.

### Project Benefits/Regional Significance

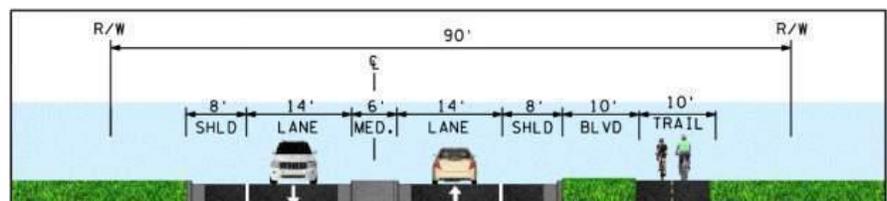
The project completes the first link of regional trail connecting the Minnesota River Bluffs Regional Trail to the planned regional trail following the Highway 10 alignment between Chaska and Waconia, with linking branches connecting Victoria and Carver to the planned network. This segment of Highway 10 carries high volumes of commuter traffic which utilizes the Highway 101 River crossing between Shakopee and Carver County and will become the first of many bottlenecks along the corridor if no improvements are made. Highway 10 is the premier east-west non-trunk highway roadway in Carver County making investment in this key section of the roadway a forward-thinking commitment.



Existing typical section – between Ravoux Rd. and Ridge Ln.

### Part of a Bigger Picture

A corridor study of Highway 10 identified this segment of Highway 10 as a priority pedestrian network gap. Completing this gap has proven elusive due to topography and potential impacts as well as no identified vision. The study performed extensive outreach to all stakeholders before determining the vision for this segment of Highway 10. This vision was approved by both Carver County and the City of Chaska who have partnered in pursuit of funding to complete this important project.



Proposed typical section



# TH 47 (St. Francis Blvd) Corridor Improvements Project



## Applicant, Location, &

**Route:** City of Anoka in Anoka County, Highway 47 from 0.1 mi south of Xkimo St north to TH 47/Coolidge St NW



## Application Category:

Roadways including Multimodal Elements – **Roadway Reconstruction/Modernization**



## Funding Information:

**Requested Award Amount:**  
\$4,951,600  
**Local Match:** \$1,305,400  
**Project Total:** \$6,527,000



## Project Benefits:

- Crash reduction / safety improvements
- New traffic signal and improved side street access
- New bicycle and pedestrian shared use path, with linkage to regional parks, trails, high school and public library
- Marked/designated pedestrian crossings of TH 47 with pedestrian refuge areas
- Easier and safer left turns



## Project Description

This project will focus on improving intersection operations and safety, providing a new shared use path for bicyclists and pedestrians, safe left turning movements and driveway access, and a means to accommodate future growth. Project elements consist of a new signalized intersection, side street access restrictions, a new center left turn lane, a new shared use path and marked/designated pedestrian crossings of TH 47.



## Project Benefits

TH 47 is a busy (19,000+ ADT) two-lane road, and the project segment has a crash rate three times higher than the statewide average. Long queues are present along the corridor, turning from side streets is difficult, and there is no bicycle and pedestrian access. This project will improve all these factors – reducing crashes, alleviating delays, providing better access from adjacent neighborhoods, and providing new bicycle and pedestrian infrastructure to cross and travel along the highway.

## Other Information

This project links directly to a recently completed Anoka County intersection improvement project at Bunker Lake Blvd/TH 47, and the MnDOT-led BNSF rail grade separation project immediately south of the project area which is scheduled for 2025 construction.

# RICE STREET RECONSTRUCTION

## Ramsey County



**Project Name:** Rice Street Reconstruction

**Applicant:** Ramsey County

**Route:** CSHA 49

**Location:** City of St. Paul

**Application Category:** Roadway Reconstruction/Modernization

**Funding Information:**

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

**Local Match:** \$29,700,000

**Project Total:** \$36,700,000

**Additional Funding Sources:**

- City of St. Paul
- Metro Transit
- St. Paul Regional Water Services

**Primary Contact:**

Nick Fischer, P.E.

Project Manager

651.235.6588

Nicklaus.Fischer@CO.RAMSEY.MN.US

**Project Description**

CSAH 49 (Rice Street) is a major transportation corridor and activity hub in Saint Paul. Rice Street connects residents, travelers, and visitors to a diverse intermingling of businesses, services and institutions. The current aged roadway has numerous safety, access, and traffic concerns. Over the last three years, Ramsey County and the City of Saint Paul have facilitated a community-driven planning for Rice Street - the Rice Street Vision Plan - to overhaul its design, use, and impacts.

The proposed project will be a full reconstruction of a two-mile segment, from Pennsylvania Ave to Wheelock Pkwy. Key improvements will include:

- A 4-3 lane conversion with a center turn lane
- A shared-use pedestrian & bicycle path
- Enhanced sidewalk conditions
- Consistent boulevard space and opportunities for new streetscape amenities
- Improved transit access, including dedicated space in anticipation for a future G Line BRT route.
- Planned utility upgrades along the entire 2-mile segment

**Project Benefits**

The reconstruction and redesigned Rice Street will improve safe multimodal access, including the introduction of new bike facilities, to area amenities such as locally owned commercial and employment destinations, social services, and civic institutions. It is also intended to promote economic growth and local investment, create an inviting environment, and support growing multimodal usage.



Rice Street today (top) and concept visual of future roadway typical (bottom)

**Regional Significance**

Rice Street provides regional connectivity from north metro communities to/from downtown St. Paul. It also hosts a suite of regional destinations, including restaurants and recreation attractions.



Concept visual of future roadway design with surrounding context

**Award**  
2022



**Design**  
2022-2023



**Construction**  
2024-2026



# 35th Street and 36th Street Reconstruction

Nicollet Ave to Park Ave

## Project Background

The proposed project will reconstruct E 35th and 36th Streets from Nicollet to Park Avenues. This segment of E 35th and 36th Streets provides important network connections for people walking, biking, and driving and has a land use primarily residential with some commercial at the nodes of Nicollet Avenue. The proposed project will replace deteriorating and aging infrastructure, provide safety improvements, and enhance access and mobility for all users. These corridors are also identified in the Minneapolis Vision Zero Program as High-Injury Streets.

Public Works is conducting preliminary planning work in 2022 in order to submit an application for federal transportation funding through the Metropolitan Council's Regional Solicitation.

## Project Area



E 35th St

## Project Scope

The Transportation Action Plan (2020), Complete Streets Policy (2021), and the City's commitment to Vision Zero (2017) provide guidance for the designs of E 35th St and E 36th St. The reconstruction project provides an opportunity for geometric changes with a design that addresses current and future needs.

- 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.
- Incorporate an improved bicycle facility, E 35th St from 3rd Ave S to 1st Ave S, consistent with AAA standards
- Replace aging traffic signal and stormwater infrastructure.
- Maintain mobility and circulation for motor vehicles.

## Existing Conditions

Average Number of Daily Users

- 220 - 240 pedestrians
- 360 - 400 bicyclists
- 14,800 - 15,600 motor vehicles

Existing conditions along the corridor include sidewalk on both sides of the street, two travel lanes, and parking lanes on either side of the street. Land use adjacent to the corridor is primarily residential with commercial nodes at Nicollet Avenue. The project is a full reconstruction, involving the entire right-of-way and will include new sidewalks, ADA pedestrian ramps, upgraded bicycle accommodations, pavement, curb and gutter, and utility improvements. The project will also include signal improvements, new signage, and new pavement markings, as needed.

	Reported Crashes	% Crashes with Injuries
	15	100
	8	100
	257	23

Reported crashes by travel mode on E 35th St between Nicollet Ave and Park Ave.

	Reported Crashes	% Crashes with Injuries
	15	93
	3	100
	415	29

Reported crashes by travel mode on E 36th St between Nicollet Ave and Park Ave.

Source: MnDOT MnCMAT (2012 - 2021)

**Project Costs: \$27,218,820**

### Contact:

Kristian Zimmerman // Associate Transportation Planner // Minneapolis Public Works, 612-673-5011 //

kristian.zimmerman@minneapolismn.gov



# TH 5 Reconstruction

## CITY OF WACONIA

**Project Name:** TH 5 Reconstruction

**Applicant:** City of Waconia

**Primary Contact:**

Craig Eldred  
Public Services Director  
310 10<sup>th</sup> Street East,  
Waconia, MN 55381  
[celdred@waconia.org](mailto:celdred@waconia.org)  
952-442-4265



### Location & Route:

TH 5 from Olive St. to Main St.



### Application Category:

Roadway Reconstruction/Modernization



### Funding Information:

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

**Local Match:** \$4,275,900

**Total Project Cost:** \$11,275,900



### Additional Funding Sources:

- City of Waconia Local Funds



### Project Area Fast Facts:

- 6113 jobs
- 5 schools serving 1450 students
- 10.2% of residents already walk, roll, or bike to work
- 397 units of publicly subsidized or naturally occurring affordable housing for over 1,000 residents

### Project Description

The City of Waconia is seeking funds to fully reconstruct highway 5, a project that represents several decades of community effort to improve and modernize the roadway for all users. TH 5 is an A Minor Arterial, which the City will reconstruct from Olive to Main Streets. Phase 2 will finish a reconstruction effort that was first started in 2015 with the completion of Phase 1, which modernized a segment of TH 5 directly west of project limits.

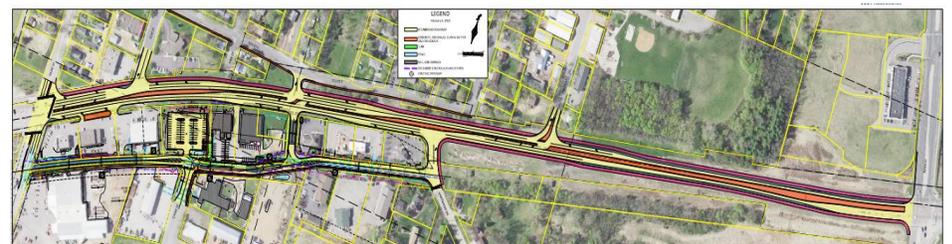
This final phase of the trunk highway project will address decades of studies recognizing Highway 5 as one of the highest crash rate corridors in Carver County (Carver County 2040 Comprehensive Plan). The project will address both safety and mobility issues by adding dedicated turn lanes, eliminating conflict points along the corridor, and reducing the severity of crashes through significant access management planning and the completion of a multiuse trail for pedestrians and cyclists. The project will bring TH 5 closer into compliance with numerous MnDOT standards as the corridor is converted from a rural to an urban section.



### Benefits to the Community

Enhancements to the roadway are designed to provide safer conditions and reduce travel times through access management, eliminating left-hand turning movements onto the roadway, incorporating a median, reducing lane widths. As demonstrated in Phase 1, these improvements are expected to reduce speeds while maintaining roadway capacity. This will add to the reliability of the TH 5 corridor for those who travel it daily for work and school.

The project will significantly advance transportation goals by incorporating a multiuse trail the entire length of the Highway 5 project from Olive to Main Streets. This is a critical connection that will link Waconia Public Schools, Ridgeview's regional Health Center, and historic Downtown Waconia to Lake Waconia Regional Park and quickly developing neighborhoods in the southeast area of the city.



<https://www.waconia.org/151/Public-Services>

## Project Summary

**Project Name:** W. Broadway Avenue and Douglas Drive Roundabout Modernization Project

**Applicant:** City of Crystal

**Total Project Cost:** \$4,063,170

**Requested Federal Dollars:** \$3,250,536

**Project Location:** W. Broadway Ave (CSAH 8) and Douglas Dr (CSAH 102) intersection

### Project Description:

This project is located at the convergence of four roads, W. Broadway Avenue, Douglas Drive, Hanson Court N, and 53<sup>rd</sup> Avenue N. Both W. Broadway Avenue and Douglas Drive serve as minor arterials through the City of Crystal. The existing intersection between W. Broadway Avenue and Douglas Drive is signalized with a severe skew and has a crash rate that is 1.6 times the statewide average for similar roadways. Existing traffic volumes are 12,800 ADT (2016) and forecasted to reach 15,600 ADT by 2040. The location of the project is of critical



*Existing intersection layout. Source: Google Earth*

importance to the City of Crystal as the intersection serves as the southern gateway to the city's Town Center, which is home to over 500,000 square feet of commercial space.

Current crossing facilities restrict mobility and require multistage crossings, including five stages across nine lanes of traffic for southbound pedestrians on the west side of W Broadway Avenue (see photo). The proposed project will replace the existing intersection with a five-leg roundabout that eliminates the skew and feeds all four roadways. The roundabout provides two stage crossings, with a pedestrian refuge island for each leg.

**Project Benefits:** The W. Broadway Avenue and Douglas Drive Roundabout Project will provide the following benefits:

- Improve traffic operations from level of service F (LOS F) to (LOS A)
- Improve vehicular and pedestrian safety through lighting, geometric, and ADA upgrades
- Provide full access at Hanson Court and 53<sup>rd</sup> Avenue while discouraging cut-through traffic in the Becker neighborhood
- Facilitate a planned Three Rivers north-south trail connection (CP Regional Trail) through the intersection
- Create an opportunity for an enhanced gateway and southern focal point for Crystal Town Center contributing to community image and redevelopment
- Spur economic investment in the city and accommodate all modes of transportation.

# Project Summary

**Project Name** – Marystown Road Corridor

**Applicant** – City of Shakopee

**Total Project Cost** – \$ 4,653,965

**Requested Federal Dollars** - \$3,723,172

**Project Location** – Municipal State-Aid Street System Road Marystown Road/Adams Street from Vierling Drive to Lusitano Street in the City of Shakopee, Scott County

**Project Description** –Marystown Road/Adams Street is a four-lane A-minor expander. The project reconstructs approximately 0.7 miles of roadway, replaces three existing stop-controlled intersections with roundabouts, and installs pedestrian and bicycle shared use paths and sidewalks that fill a regional system gap.

Traffic volumes will continue to rise as planned commercial and residential developments are constructed in the area. Current development includes over 1,600

housing units, and 1.1 million square feet of retail business, which is expected to bring in over 2,750 jobs into the area. Previous studies have indicated that increasing traffic volumes will cause worsening operations and level of service at intersections will fail by year 2025.

Safety concerns along the corridor are on the rise. Marystown Road is a high-speed corridor (45/55 mph) and crashes have doubled and become more severe in the latest three-year analysis period. There were 13 crashes along the corridor from 2016-2018, and 26 crashes between 2019-2021, including a serious injury crash.

**Project Benefits** – The Marystown Road Reconstruction project will provide the following benefits:

- The installation of roundabouts immediately improves intersection operations to level of service A, and accommodates max build out traffic volumes as the areas continues to grow
- Repurposing the TH 169 bridge to provide multiuse trail on both sides, thus connecting a gap in the trail system and enhancing safety and mobility for all users. The path connects to a Regional Bike Transportation Network (RBTN) Tier 2 alignment at 130th Street.
- Adds significantly more lighting on pedestrian network and at intersections
- Roundabouts will address severe and high-speed crashes
- Reduces posted speed limits and creates curb and gutter to delineate lanes and roadway for better vehicle guidance in inclement weather
- Provides for ADA compliant infrastructure throughout corridor
- Numerous access improvements to address current illegal maneuvers



# County State Aid Highway 46 Reconstruction



**Applicant:** Dakota County

**Project Location:** CSAH 46 between General Sieben Drive and Highway 61, Hastings, MN

**Project Costs:**

- Total construction cost: \$10,450,000
- Requested Award Amount/Match Amount: \$7,000,000 / \$3,450,000 (CSAH, Local)

## Project Description

Dakota County, in cooperation with the City of Hastings have completed a corridor study along County Road 46 between the Vermillion River crossing west of General Sieben Drive and Highway 61. The operations review and community engagement identified issues and needs along the corridor which the project partners used to developed potential solutions for the corridor. The alternatives and community input formed the study recommendations.

The City of Hastings Council and Dakota County Board of Commissioners adopted the results of the CSAH 46 corridor study and from the recommendations determined to advance a reconstruction project of CSAH 46 from Pleasant Drive to Highway 61 to modernize the corridor and address safety and mobility issues. The project includes reconstructing CSAH 46 as a divided 2-lane roadway with a raised center median; constructing single lane roundabouts at Pleasant Drive and Pine Street; replacing the existing Vermillion River bridge east of 31<sup>st</sup> Street with a wider bridge that accommodates pedestrians and bicyclists; and constructing trail along the north side of CSAH 46 from General Sieben Drive to Highway 61 and along the south side from Pleasant Drive to Pine Street.



**Existing Conditions**

## Project Benefits

Goals for the corridor included improving corridor safety and mobility, evaluating and improving non-motorized facilities, and enhancing natural resources. The project will provide the following benefits:

- Provide safe, equitable non-motorized facilities for travelers of all abilities connecting the community with the Vermillion River greenway, natural resources, adjacent neighborhoods, and commercial nodes along Highway 61
- Reduce potential for vehicle crashes through geometric improvements including replacing bypass lanes with dedicated turn lanes
- Improved safety and mobility through access management and intersection control improvements
- Geometric improvements to encourage consistent vehicular speeds
- Replacing the load restricted, aging Bridge #19503 over the Vermillion River with a wider facility including non-motorized accommodations
- Addressing potential future capacity issues by adding turn lanes and constructing a divided roadway section

## Project Location

The realignment of County Road 19A and 100th Street between Innovation Rd and Jamaica Ave in the City of Cottage Grove

## Funding Request

**Federal: \$ 7,000,000**  
**Local Match: \$ 12,125,000**  
**Project Total: \$ 19,125,000**

## Project Goals

- ◆ Reduce delays and deficiencies
- ◆ Grade-separation of roadway & railroad crossing
- ◆ Supports short term and long term development and redevelopment
- ◆ Serves pedestrians/bicyclists and considers future transit service

## Project Summary

The proposed CR-19A/100th St Realignment will directly connect CR-19A to 100th St in the City of Cottage Grove. This proposed realignment was identified as a priority recommendation in the Southwest Arterial Study led by Washington County in 2020. The project area is currently lacking in regional transportation facilities and experiencing significant growth in industrial uses and development pressure.

The proposed project will facilitate arterial traffic flow in the region, remove at-grade railroad crossing, and construct multiuse ADA compliant trails and crossings where there is currently no bicycle or pedestrian infrastructure. This route will provide access to the future Grey Cloud Island Regional Park

## Summary of Benefits

- ⇒ Improves regional accessibility and efficiency
- ⇒ Creates safer environment for all modes of transportation
- ⇒ Promotes growth and increases business demand, freight operations, and employments opportunities in the surrounding area
- ⇒ Bridges multimodal gap through construction of multiuse trails and crossings



# 7th Street North Improvements

2022 TAB Regional Solicitation for Federal Funding in FFYs 2026 and 2027

## Project Overview

The City of Minneapolis has identified 7th Street North, between 10th Street North and East Lyndale Avenue North, as a future reconstruction candidate, driven primarily by pavement condition, multimodal connections, number of daily users, as well as an opportunity to better plan for Metro Transit's future METRO Blue Line Extension and the METRO D Line, and accommodate the METRO C Line, local and express routes.

The Transportation Action Plan (2020), Complete Street Policy (2021), and the City's commitment to Vision Zero (2017) provide guidance for the redesign of 7th Street North. 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 2 lanes
- 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
- Incorporate an improved bicycle facility consistent with All Ages and Abilities (AAA) standards
- Provide space for enhanced transit stops compatible with future METRO D Line BRT service
- Replace aging traffic signal and stormwater infrastructure
- Maintain mobility and circulation for motor vehicles

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

**Total Project Cost:** \$8,821,250

## Project Schedule

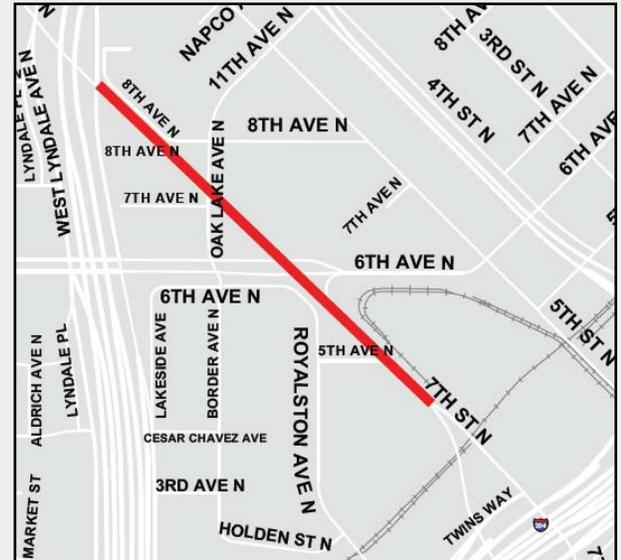


7th Street North is programmed in the City's Capital Improvement Program for reconstruction in 2027.

## Contact

**Becca Hughes**, Senior Transportation Planner  
Transportation Planning and Programming - Public Works  
City of Minneapolis  
612-673-3594  
Rebecca.Hughes@minneapolismn.gov

## Project Area



— Project Location

## Existing Conditions

7th Street North currently includes sidewalks on both sides of the street, four travel lanes, bike lanes, and a raised median or center turn lanes for select segments.



## Daily Users

-  60 - 140 Pedestrians
-  110 - 160 Bicyclists
-  8,225 - 10,650 Vehicles

Source: Minneapolis Bicycle & pedestrian Counts and Minneapolis Public Works, Metro Transit and MNDOT

# TH 120 (Century Avenue) |

# Roadway Reconstruction & Modernization



## Project Location

TH 120 (Century Ave) between I-694 and CSAH 12 (Old TH 244/Co Rd E) in the cities of White Bear Lake and Mahtomedi.



## Funding Request

Federal: \$ 7,000,000

Local Match: \$ 1,972,428 (22%)

Project Total: \$ 8,972,428



## Project Goals

- ◆ Traffic calming and crash reduction
- ◆ Reduce traffic delay through corridor
- ◆ Fill gaps in bike/ped network
- ◆ Improve safety for non-motorized users
- ◆ Make multimodal connections to transit and regional destinations

## Project Summary

TH 120 (Century Avenue) currently experiences extended periods of delay and above average crash rates compared to similar roads. Bike/ped facilities in the project area are limited to non-existent, leading to unsafe conditions and discouraging healthy and affordable travel modes like walking, biking, and transit.

The proposed project features a more pedestrian friendly and traffic calming design, with new ADA accessible multiuse trails extending along both sides of Century Ave; the replacement of one limited-control and one signalized intersection with two roundabouts featuring four-way crossings and pedestrian refuge islands; and raised medians and narrowed lane-width between the roundabouts.

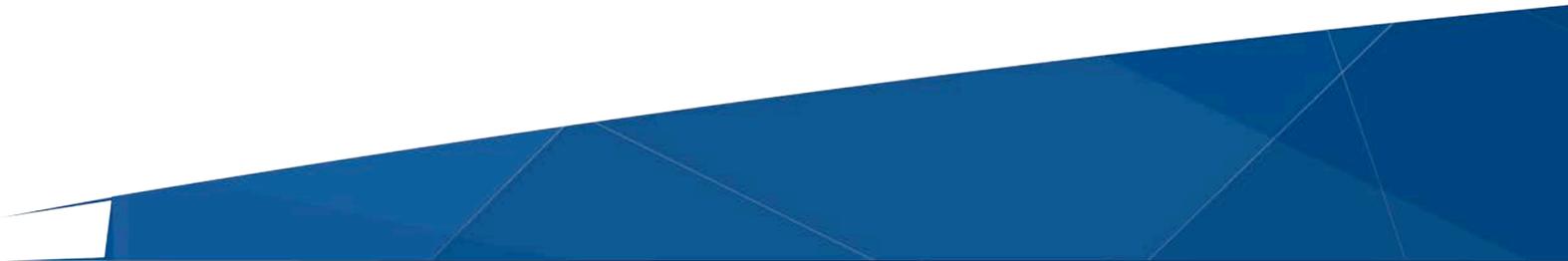
## Summary of Project Benefits

- ⇒ Calms traffic and reduces delay and conflict points throughout the corridor
- ⇒ Creates safer environment for non-motorized users to travel along or across Century Avenue
- ⇒ Completes gaps within the existing bike/ped network
- ⇒ Improve bike/ped connections to Century College, transit stops, and other community destinations
- ⇒ Responds to a community-identified need



# 2022 REGIONAL SOLICITATION

Bridge Rehabilitation and Replacement Project Submittals



# CSAH 1 (Pioneer Trl) Bridge Replacement Project

Attachment 01 | Project Narrative

## Project Name

CSAH 1 (Pioneer Trl) Bridge Replacement Project

## City(ies)

Eden Prairie

## Commissioner District(s)

5

## Capital Project Number

CP 2181200

## Project Category

Bridge Replacement

## Scoping Manager

James Weatherly

## Scoping Form Revision Dates

4/13/2022

## Project Summary

Replace Bridge #27542 along Pioneer Trail (CSAH 1) over the Minnesota River Bluffs LRT Regional Trail in the City of Eden Prairie.

## Roadway History

The existing bridge (built in 1975) is classified as structurally deficient based on the condition of its primary structural elements. The bridge superstructure consists of continuous steel beams that are aging, but are in relatively fair condition. The bearings supporting the superstructure are in very poor condition and restrict thermal movement. Because the bridge cannot expand and contract, the deck and beams have experienced accelerated wear and deterioration. This condition has reduced the service life of the structure. The local planning index (LPI) for this bridge is 58.

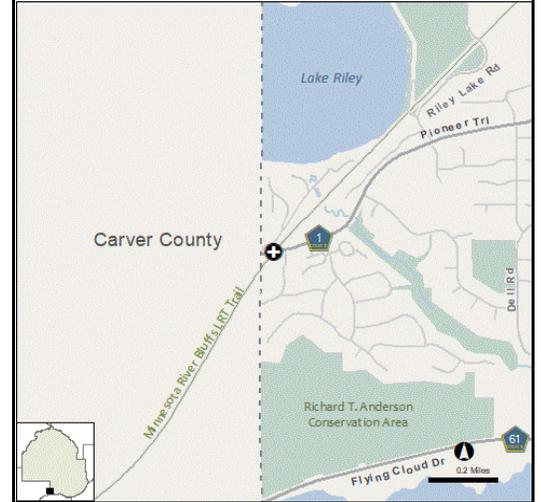
## Project Description and Benefits

This project will provide a full replacement of the existing bridge. The current width is approximately 48' wide and provides one vehicle travel lane in each direction, along with a painted median and an approximately 8' wide shoulder on each side. The configuration of the new bridge will provide a dedicated space for multimodal users along the corridor as people walking and biking along the Minnesota River Bluffs LRT Regional Trail are expected to utilize this bridge as it is located near a trail entrance. It is anticipated that the new bridge will be designed to provide a 75-year (or greater) service life.

## Project Risks & Uncertainties

Coordination of bridge design and construction detours will take place among the City of Eden Prairie, Carver County, and Three Rivers Park District.

## Project Map



## Project Timeline

Scoping: Q1 2022 - Q4 2023

Design: Q1 2024 - Q4 2025

R/W Acquisition: Q1 2025 - Q4 2025

Bid Advertisement: Q1 2026

Construction: Q2 2026 - Q4 2026

## Project Delivery Responsibilities

Preliminary Design: Consultant

Final Design: Consultant

Construction Services: Consultant

Project Budget -	Project Level
Construction: \$	4,580,000
Cost Estimate Year:	2022
Construction Year:	2026
Annual Inflation Rate:	2.0%
Inflated Construction: \$	4,960,000
Design Services: \$	740,000
R/W Acquisition: \$	110,000
Other (Utility Burial): \$	-
Construction Services: \$	500,000
Contingency: \$	1,490,000
<b>Total Project Budget: \$</b>	<b>7,800,000</b>

## Funding Notes

This project is eligible for federal funding through the Metropolitan Council's Regional Solicitation given the bridge's current condition and the roadway's functional classification (A-Minor Arterial - Reliever).

# CSAH 10 (Bass Lake Rd) Bridge Replacement Project

Attachment 01 | Project Narrative

<b>Project Name</b>	
CSAH 10 (Bass Lake Rd) Bridge Replacement Project	
<b>City(ies)</b>	
Brooklyn Center Crystal	
<b>Commissioner District(s)</b>	
1	
<b>Capital Project Number</b>	<b>Project Category</b>
2200800	Bridge
<b>Scoping Manager</b>	<b>Scoping Form Revision Dates</b>
Emily Buell	4/5/2022



**Project Summary**  
Replace Bridge #91131 over Twin Lakes in the cities of Brooklyn Center and Crystal.

**Roadway History**  
The existing bridge (built in 1967) is classified as structurally deficient based on its condition. The current design consists of a cast-in-place concrete box culvert that spans the Twin Lakes Inlet. The culvert is in relatively poor condition as the box sections have exposed rebar that are showing signs of rusting; greatly reducing their structural capacity. Routine maintenance activities are no longer cost effective in extending the useful life of this bridge, and therefore, a full replacement is recommended.

**Project Timeline**

- Scoping: Q1 2022 - Q4 2023
- Design: Q1 2024 - Q4 2025
- R/W Acquisition: Q1 2025 - Q4 2025
- Bid Advertisement: Q1 2026
- Construction: Q2 2026 - Q4 2026

**Project Delivery Responsibilities**

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

**Project Description and Benefits**  
This project will replace the deteriorating structure with a modern pre-cast box culvert that will be designed to provide a 75-year service life. It is anticipated that any pavement, sidewalk, and drainage structures impacted by the project will be replaced in kind. Additionally, this project will include improvements, such as a bus pad for the Route 721 bus stop, as well as approximately 25 ft of sidewalk realignment and ADA improvements.

Project Budget -	Project Level
Construction: \$	1,000,000
Cost Estimate Year:	2022
Construction Year:	2026
Annual Inflation Rate:	2.0%
Inflated Construction: \$	1,080,000
Design Services: \$	90,000
R/W Acquisition: \$	140,000
Other (Utility Burial): \$	-
Construction Services: \$	-
Contingency: \$	300,000
<b>Total Project Budget: \$</b>	<b>1,610,000</b>

**Project Risks & Uncertainties**  
Coordination of bridge design and construction detours will take place among Hennepin County and the cities of Brooklyn Center and Crystal.

**Funding Notes**  
This project is eligible for federal funding through the Metropolitan Council's Regional Solicitation based on the structure's condition ratings and the roadway's functional classification.

# CSAH 4 (Eden Prairie Rd) Bridge Replacement Project

Attachment 1 | Project Narrative

## Project Name

CSAH 4 (Eden Prairie Rd) Bridge Replacement Project

## City(ies)

Eden Prairie

## Commissioner District(s)

6

## Capital Project Number

CP 2181300

## Project Category

Bridge Replacement

## Scoping Manager

Emily Buell

## Scoping Form Revision Dates

4/6/2022

## Project Map



## Project Summary

Replace Bridge #27502 over the Twin Cities and Western (TC&W) Railroad in the City of Eden Prairie.

## Roadway History

The existing bridge (built in 1960) is classified as functionally obsolete based on its geometric constraints. The bridge superstructure consists of steel and timber beams that are in relatively fair condition. However, the bridge recently required the installation of additional beams to avoid introducing weight restrictions. The timber piers are experiencing deterioration, which is typical for a structure of this age, and will continue to degrade without continued maintenance or replacement.

## Project Description and Benefits

This project is anticipated to remove the existing bike/ped bridge parallel to Bridge #27502 and include multimodal facilities as part of the new bridge structure. Additional improvements along CSAH 4 (Eden Prairie Rd) between Hillcrest Ln and Baywood Ln may include the addition of a multiuse trail along the east side of the corridor and resurfacing of the existing trail along the west side of the corridor to provide logical connections for the existing trails. Furthermore, the proposed project is anticipated to include striping changes to incorporate dedicated left-turn lanes at the Hillcrest Ln and Baywood Ln intersections that improve user mobility and safety when compared to the existing bypass lanes.

## Project Risks & Uncertainties

Coordination between Hennepin County, the City of Eden Prairie and TC&W Rail will need to take place as part of this project. Additionally, coordination efforts will include minimizing impacts to the traveling public, especially detours for multimodal users.

## Project Timeline

Scoping: Q1 2022 - Q4 2024

Design: Q1 2025 - Q4 2026

R/W Acquisition: Q1 2026 - Q4 2026

Bid Advertisement: Q1 2027

Construction: Q2 2027 - Q4 2027

## Project Delivery Responsibilities

Preliminary Design: Consultant

Final Design: Consultant

Construction Services: Consultant

Project Budget -	Project Level
Construction: \$	5,340,000
Cost Estimate Year:	2022
Construction Year:	2027
Annual Inflation Rate:	2.0%
Inflated Construction: \$	5,900,000
Design Services: \$	890,000
R/W Acquisition: \$	110,000
Other (Utility Burial): \$	-
Construction Services: \$	590,000
Contingency: \$	1,770,000
<b>Total Project Budget: \$</b>	<b>9,260,000</b>

## Funding Notes

This project is eligible for federal funding through the Metropolitan Council's Regional Solicitation based on the structure's condition ratings and the roadway's functional classification.

## Old Highway 8 Bridge No. 4553 (CSAH 77) Bridge Replacement

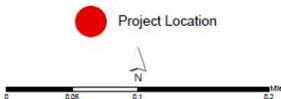
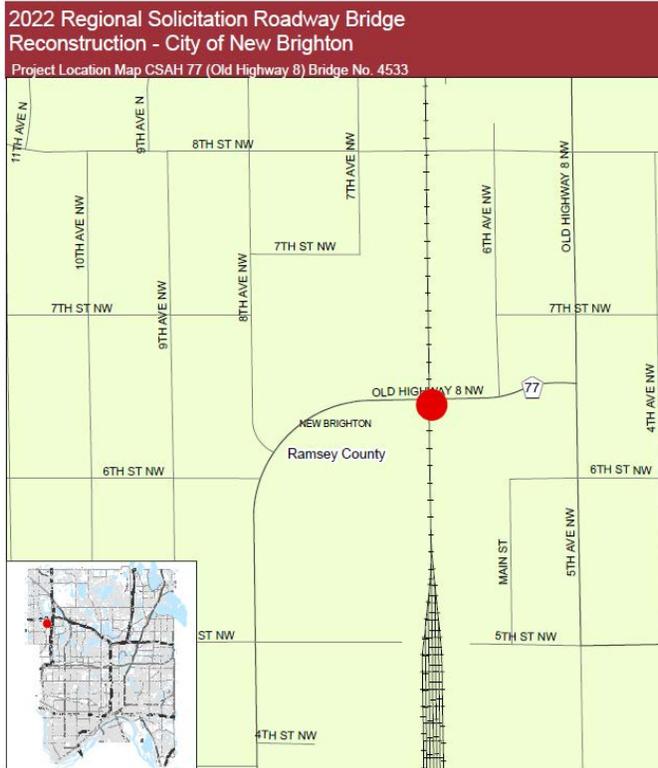
**Applicant:** Ramsey County  
**Project Location:** Old Highway 8 Bridge over MN Commercial Railroad  
**Total Project Cost:** \$2,421,706  
**Requested Federal Dollars:** \$1,937,365  
**Local Match Dollars:** \$484,341

### Project Description:

Replacement of Old Highway 8 Bridge (No. 4553) over the Minnesota Commercial Railroad in the City of New Brighton. The project design will include two 11 foot thru lanes, an 11 foot center two-way left turn lane, two 10 foot ADA compliant sidewalks and two 7 foot bike lanes.

### Project Benefits:

The project will replace the currently Structurally Deficient Old Highway 8 Bridge that currently has two 4 ½ foot ADA non-compliant sidewalks and no shoulder or bike facilities. . The existing National Bridge Inventory (NBI) rating is 4 and the Bridge Sufficiency Rating is 47.0. 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. This load restriction also applies to Metro Transit buses.



### Detail of Beam Deterioration

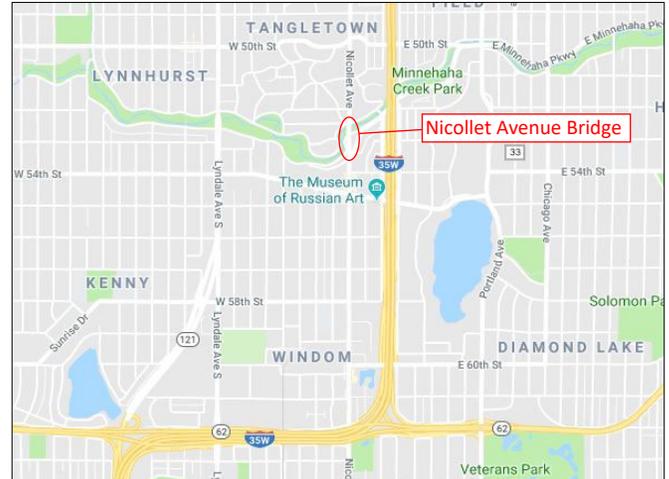


# Nicollet Avenue South over Minnehaha Creek - Bridge Rehabilitation

## Applicant: City of Minneapolis



Minnehaha Parkway under Nicollet Ave. Bridge



Project Location

Requested Award Amount = \$7,000,000  
Project Cost = \$21,500,000

Route: MSAS 430  
Location: Minneapolis, MN

### Project Description

This project is for the rehabilitation of Bridge No. 90591. The 16-span bridge carries Nicollet Avenue South over Minnehaha Creek and Minnehaha Parkway in the City of Minneapolis. The roadway is classified as an A minor reliever roadway. The bridge was built in 1923, repaired in 1973, has a planning index of 47 and is structurally deficient. It is 63 ft. wide, has a total roadway width of 36 ft., and carries two 11 ft. lanes of traffic, two 7 ft. bike lanes, and two 12 ft. sidewalks.

MnDOT traffic data indicates that the AADT in 2015 was 8,900. This segment of Nicollet Avenue currently includes Metro Transit local bus Route 18 which runs from Downtown Minneapolis to South Bloomington. Metro Transit is in the planning stages of providing a future Bus Rapid Transit (BRT) line along Nicollet Avenue South including the bridge. An on-street bikeway was added to Nicollet Avenue South and Bridge 90591 in 2016.

The bridge was last inspected by the City of Minneapolis on July 7, 2021. Cracks, concrete spalls, deteriorated concrete, and exposed/rusted reinforcement were found on the underside of the deck, spandrel columns, cap beams, and pier walls. The concrete deck is in poor condition which is reflected in its NBI rating of 4. The 2021 report states, "SB lane has a spall that is 2'x5'x2" deep". The deck joint system has failed allowing salt water to penetrate through the joints and into the cap beams and spandrel columns. The 2019 report states, "Most of the underside of the deck has advanced spalls, rebar is exposed and there is section loss through the 2<sup>nd</sup> reinforcement mat". The funds from the Met Council regional solicitation will go toward repairs and rehabilitation of Bridge 90591. The bridge is eligible for listing on the National Register of Historic Places and rehabilitation is the City's preferred solution. Rehabilitation will allow this bridge to continue as an important transportation artery for over 30 more years. In general, the funds will support deck removal and replacement, spandrel column and beam removal and replacement, concrete surface repairs at the arch ribs and piers, sidewalk replacement, a new concrete railing, protected bike lanes, a new drainage system, and a new lighting system.

### Project Benefit

The bridge supports Nicollet Avenue South over Minnehaha Creek and Parkway in a beautiful park setting. This portion of the parkway is heavily used, providing a scenic route for over 1000 cyclists and over 600 pedestrians per day as well as many kayakers, rafters and canoers who utilize the creek. This cost effective rehabilitation will save taxpayers millions of dollars and improve the safety conditions for drivers, bicyclists, pedestrians and kayakers. Repairing the bridge will improve the planning index and functional capacity of the bridge for increased roadway, bicycle, and pedestrian usage. Repairs will maintain the structure as an important historic resource and will improve the aesthetics of the bridge, enhancing the livability and quality of life for Minneapolis residents and all parkway/trail/creek users.