

West Broadway Avenue (CSAH 103) Realignment Project Summary

Applicant: City of Brooklyn Park

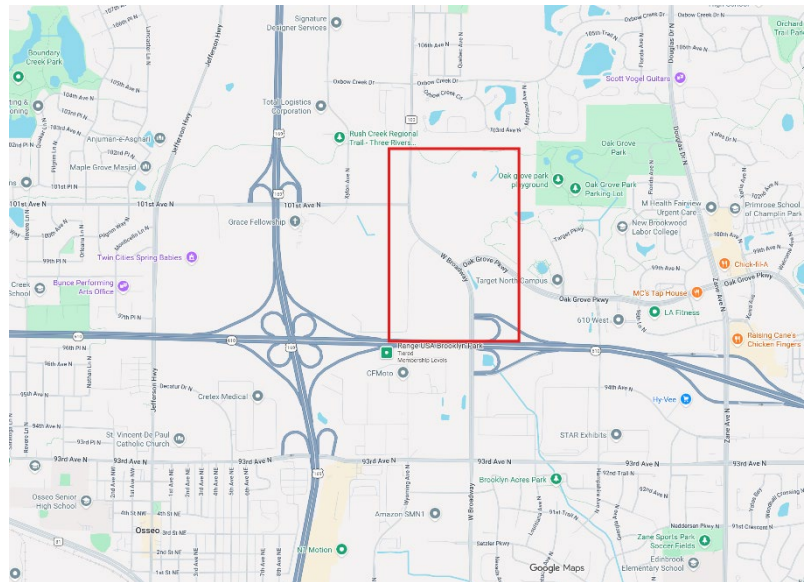
Location: City of Brooklyn Park,
Hennepin County, MN

Project Bounds: West Broadway Ave
(CSAH 103) from approx. 103rd Ave
N. to Hwy 610 westbound ramps

Project Cost: \$20,606,106

Funding Request: \$10,000,000
(51.5% local match)

Funding Program: Roadway Modernization



The City of Brooklyn Park proposes to modernize and realign West Broadway Avenue (CSAH 103) between approximately 103rd Avenue North and the Highway 610 westbound ramps. This project transforms an aging and constrained corridor into a safe, efficient, and multimodal “grand parkway” that supports significant regional growth, including the Northwest Growth Area, the METRO Blue Line Extension, and the state-designated Brooklyn Park Biotech Innovation District.

Project benefits include:

- Coordinates roadway improvements with the METRO Blue Line Extension and future transit infrastructure, while improving first- and last-mile access to the Oak Grove Parkway Station.
- Supports development of approximately 700 acres, including up to 3,000 housing units and 14 million square feet of commercial space, while also enabling the Brooklyn Park Biotech Innovation District, designated by the state legislature and expected to support approximately 10,000 jobs.
- Reduces crash risk through roadway realignment, separation of travel lanes, and modern intersection design.
- Addresses a corridor identified with elevated serious crash risk and part of the Hennepin County High Injury Network (HIN) by creating a “grand parkway” that enhances comfort levels for all modes of travel.
- Provides safer pedestrian crossings with refuge areas, upgraded signals, and fewer conflict points. Adds separated, ADA-accessible multiuse trails on both sides of the corridor for walking and bicycling.
- Connects directly to the Rush Creek Regional Trail, closing a critical gap in the regional network by installing a separated multiuse pathway on both sides of the road.
- Supports regional transportation policies outlined in the Transportation Policy Plan while addressing community priorities identified through extensive engagement for the METRO Blue Line Extension and Northwest Growth Area.

CSAH 38 (McAndrews Road) Modernization Project

2026 Metropolitan Council Regional Solicitation



Project Overview

The CSAH 38 (McAndrews Road) Modernization Project will reconstruct and mill and overlay 0.8 miles of Dakota County State-Aid Highway 38 between CSAH 5 and Aldrich Avenue South. The project addresses documented safety concerns and provides crucial pedestrian connections between residential and commercial areas.

Project Improvements

- 5 new pedestrian crossings
- 9 new pedestrian refuge islands
- 37 ADA-compliant curb ramps
- 2 new rectangular rapid flashing beacons (RRFBs)
- New 10-foot bituminous trail
- New traffic signal at Burnhaven Drive
- Roundabout at Irving Avenue
- Median closures at Fremont Avenue
- Safety modifications at 9 intersections
- Capacity improvements at CSAH 5
- Upgraded stormwater infrastructure

Project Benefits

- Creating safe connections for pedestrians and bicyclists
- Improving safety at bus stops for schoolchildren and other riders
- Increasing capacity and improving traffic operations at CSAH 5, Irving Avenue, and Burnhaven Drive
- Reducing vehicular speeds through areas with high pedestrian traffic
- Improving intersection safety
- Creating more resilient stormwater infrastructure

Project Costs

- Total construction costs: \$12,540,000
- Requested award amount: \$10,000,000
- Match amount: \$2,540,000 (20.3%)

Project Schedule

- Preliminary Design: 2024-2026
- Final Design: 2027-2028
- Construction: 2029

For More Information

Contact:

Logan Vlasaty, City of Burnsville

952-895-4457

Logan.Vlasaty@burnsvillemn.gov



The Irving Avenue intersection will be reconstructed into a roundabout with median islands and RRFBs to provide a safer environment for schoolchildren



Curb ramps and a median island will be constructed at 141st Street to provide for safer pedestrian and cyclist crossings

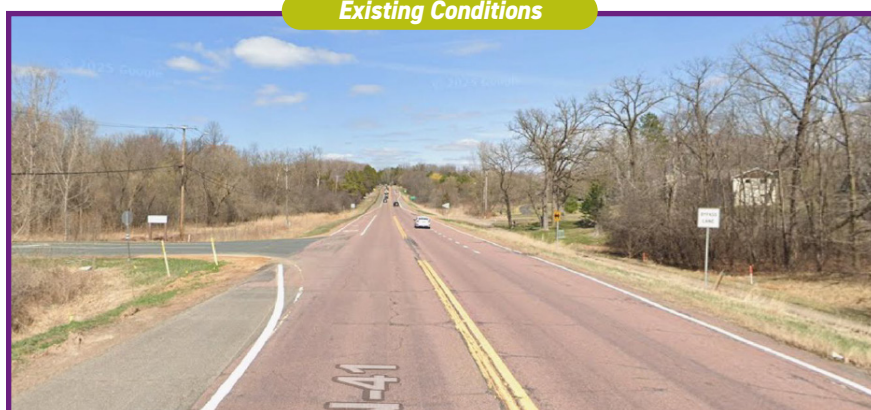
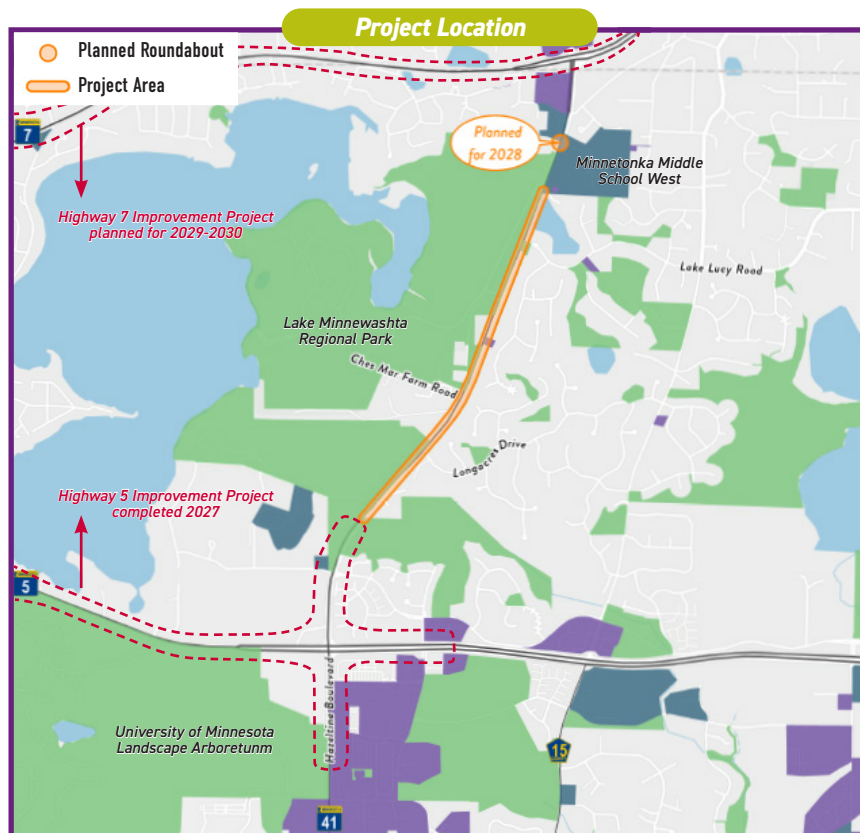


Southbound CSAH 5 experiences lengthy left-turning queues. The project addresses this problem by adding an additional turn lane



Project Description

The TH 41 Corridor Improvement Project will reconstruct a 1.2-mile segment of TH 41 (Hazeltine Boulevard) to improve safety, access, and multimodal connectivity through the City of Chanhassen. The project replaces high-speed, stop-controlled intersections with two single-lane roundabouts at Lake Lucy Road and Longacres Drive, reducing conflicts and lowering vehicle speeds. New and improved sidewalks and shared-use trails will connect neighborhoods to key destinations including Minnetonka Middle School West and Lake Minnewashta Regional Park. The corridor will be transformed from a high-stress barrier into a safer, more accessible facility for all users.



Primary Contact

Charles J. Howley, PE, LEED AP
Public Works Director/City Engineer
7700 Market Boulevard
Chanhassen, MN 55317
952-227-1169
chowley@chanhassenmn.gov

Funding Information

Requested Award Amount: \$9,900,000
Local Match: \$5,000,000
Total Construction Cost: \$14,900,000

Timeline

Award: 2026
Final Design 2027-2028
Construction: 2028-2030

Project Benefits

-  Addresses a high-speed, high-conflict corridor by reducing crash risk through roundabouts, access management, and lower vehicle speeds.
-  Improves safe access to schools and neighborhoods with protected, at-grade crossings and reduced exposure for students and families.
-  Builds a continuous, low-stress multimodal network by filling sidewalk and trail gaps and connecting to regional destinations.
-  Enhances access to Lake Minnewashta Regional Park and nearby community destinations by creating a safer, more comfortable environment for walking, biking, and recreation.
-  Improves traffic operations and reliability by simplifying intersections and organizing turning movements.
-  Fill the gap in the regional system, as the project will complete the needed safety and mobility improvements that will otherwise remain orphaned.



CSAH 44 Corridor Improvement Project

Project Name: CSAH 44 (Big Woods Blvd) Corridor Improvement Project

Applicant: City of Chaska

Primary Contact:

Matt Clark
City Engineer
1 City Hall Plaza
Chaska, MN 55155
mclark@chaskamn.gov
952-227-7522



Location & Route:

Big Woods Blvd (CSAH 44) from US212 Interchange to the CSAH 11 Intersection.



Application Category:

Roadway Modernization



Funding Information:

- **Requested Grant Amount:** \$1,548,320
- **Local Share:** \$387,080 (20%)
- **Total Project Cost:** \$1,935,400



Corridor Fast Facts:

- Development-driven growth is expected to increase corridor AADT from 3,350 today to 12,300 by 2040.
- The existing intersection at CSAH 11 and CSAH 44 is a top priority in County Safety Planning
- Provides a connection between a Tier I and Tier III Regional Freight Corridor

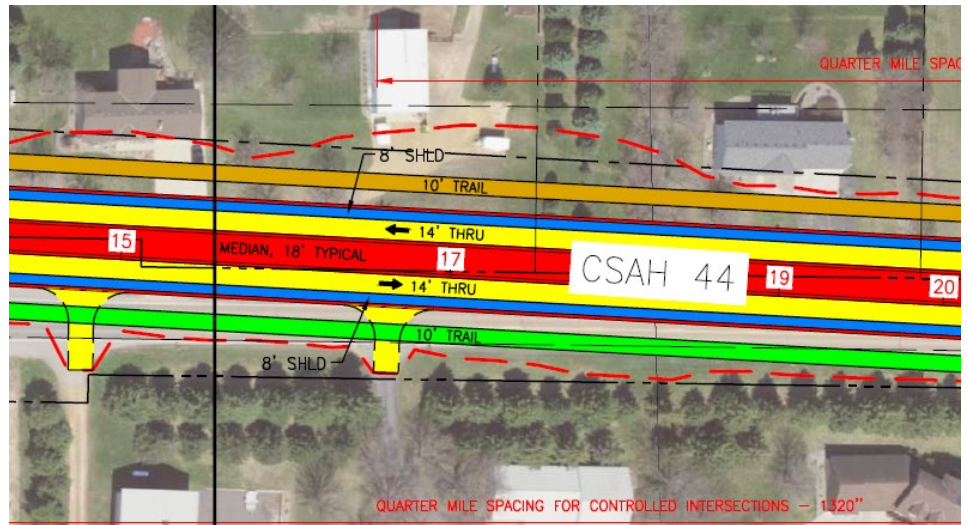


Project Background and Need – [see the full project layout](#)

CSAH 44 (Big Woods Blvd) is a critical east-west corridor in Chaska, providing access between the Historic Downtown area, US Highway 212, local neighborhoods, and the emerging 359-acre Big Woods Business Park development. While intersections at each end of the CSAH 44 Corridor project area have recently been improved, the segment between US 212 and CSAH 11 (Jonathon Carver Pkwy) still reflects an outdated rural design that does not meet current mobility, safety, or development needs. Poor pavement quality, narrow shoulders, and inconsistent corridor features limit the roadway's ability to support increasing traffic, freight movement, and future business park growth. This project will modernize the remaining segment and create a consistent, reliable multimodal corridor between the recently improved intersections.

Project Description

The CSAH 44 Corridor Project will reconstruct the roadway between US Highway 212 and CSAH 11, replacing the existing rural section with an urbanized, multimodal design. Improvements will include updated pavement, curb and gutter, storm sewer, turn lanes, medians, lighting, and pedestrian and bicycle facilities. The reconstructed segment will match the multimodal design character of the recently completed roundabout intersections at each end of the corridor, creating a consistent roadway section through the full project area.



Project Benefits & Regional Significance

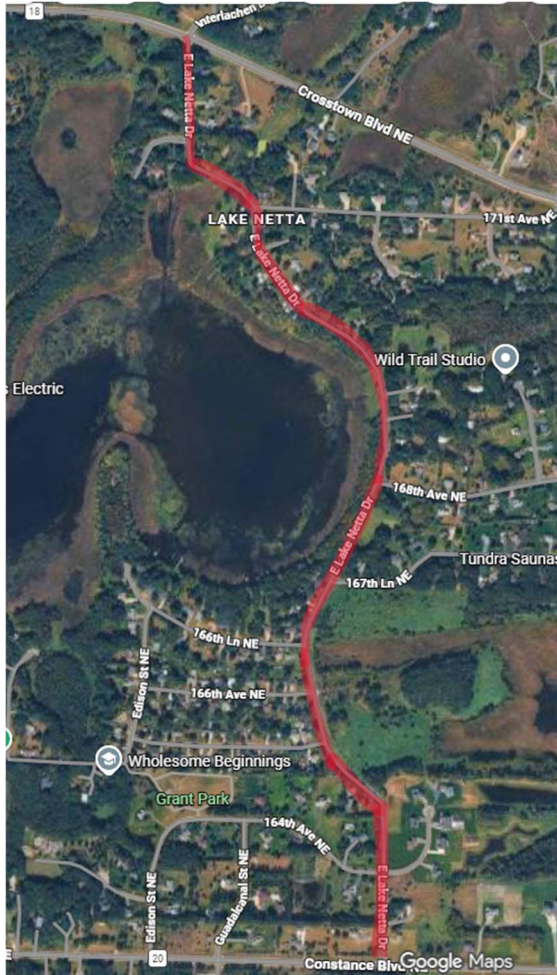
The CSAH 44 Corridor Project provides regionally significant safety and mobility improvements by transforming a high-speed rural highway into a complete, multimodal corridor that safely accommodates all users. The corridor acts as a connector between a Tier I (US212) and Tier III (CSAH 11) Regional Truck Freight Corridors. Similarly, it expands multimodal access at a critical location by providing a connecting trail between an RBTN Tier II alignment and a pedestrian bridge spanning a Tier II Expressway Bicycle Barrier.

Project Development and Status

Project planning and preliminary design have been completed. The final design will advance once funding is secured. The project scope is based on public, developer, and agency feedback gathered through decades of planning for Chaska's SW growth area.

E Lake Netta Dr Safety Improvements

The existing roadway is 1.4 miles long and was originally an Anoka County Road that was turned over to the City of Ham Lake in 1986. The existing roadway is 22 feet wide from the edge of bituminous to the edge of bituminous with no curbing of any kind along the entire length. The core of the road consists of no discernable class 5 and the bituminous pavement thickness varies from 5-inches to 10.5-inches.



The existing drainage flows to multiple areas, including adjacent road ditches, Metropolitan Airport Commission wetland bank, to adjacent wetlands and some directly into Lake Netta.

Proposed Improvements:

The proposed improvements include a 10-ton street section design. The roadway is approximately 7,400 feet in length from Constance Boulevard to Crosstown Boulevard. The proposed urban section is 29-foot wide pavement with D312 concrete curb and gutter to accommodate Blanding Turtle requirements.

There is a proposed bike path/lane to be added along the entire length of roadway.

Bike and Pedestrian Improvements:

Due to high traffic volumes for East Lake Netta Drive and per the recommendations of the Road Committee, a bike path is proposed to be installed instead of a bike lane to separate pedestrian traffic from vehicle traffic. This will provide a safer alternative for pedestrians compared to using the roadway itself.

storm Runoff management:

Ponding is proposed to be incorporated into the site to address current environmental deficiencies of storm runoff discharging directly into sensitive water bodies like Lake Netta. Ponding will also address Watershed District requirements from the added impervious surfaces.

Additional benefits:

The proposed project significantly improves safety for pedestrians and bicyclists by replacing the current rural roadway with an urban section including curb and gutter, narrowed lanes, and a fully separated off street trail.

Motorist speed will be managed through urban design cues, narrower lanes, access point organization, and improved sight lines. Storm sewer improvements address standing-water and winter icing issues that currently create hazards for both vehicles and pedestrian

The project area serves residential neighborhoods with notable populations of older adults and individuals with limited mobility options. Residents rely on East Lake Netta Drive for access to parks, lakes, community destinations, and regional routes such as Crosstown Blvd and Constance Blvd. The corridor currently lacks safe walking and biking space, creating barriers especially for youth, seniors, and residents without vehicle access

Jackson Street Extension – 152nd Ave to 154th Ave, Including New Culvert over County Ditch #58

Purpose

This memo provides an overview of the proposed Jackson Street extension project and highlights the transportation, safety, and community benefits anticipated from connecting 152nd Avenue to 154th Avenue and constructing a new culvert crossing of County Ditch #58.

Project Overview

The proposed project extends Jackson Street to create a continuous north–south corridor supporting local travel, multimodal mobility, and planned neighborhood development. The project includes a new bridge culvert over County Ditch #58 and incorporates with a new street connection with dedicated on street bicycle lanes.



Key Project Benefits

1. **Enhanced Bicycle Safety:** dedicated, striped bike lanes provide clear separation between bicyclists and motor vehicles, improving safety, comfort, and user confidence.
2. **Multimodal Accessibility:** The project delivers predictable, high-quality facilities that support safe travel for users of all ages and experience levels.
3. **Local Grid Connectivity:** Extending Jackson Street removes a key gap in the local street network, eliminating long detours, and improving walking and biking connectivity.
4. **New Culvert Crossing Over County Ditch #58:** The project converts dead end roadways into a

continuous roadway segment, improving access to nearby neighborhoods and community destinations.

5. **Travel Demand Management (TDM):** The visible and practical bike lane facilities support zero emission travel options and encourage residents to replace short vehicle trips with active transportation.

6. **Alignment with Community Development:** The design supports Ham Lake’s long-term growth by integrating multimodal infrastructure and drainage improvements into the evolving neighborhood framework.

Conclusion

The Jackson Street extension is a strategic investment that improves safety, connectivity, and overall mobility. By establishing a continuous corridor and incorporating modern multimodal features, the

CSAH 9 (42nd Ave) Reconstruction Project

Attachment 05 | Project Narrative

HENNEPIN COUNTY
MINNESOTA

Project Name

CSAH 9 (42nd Avenue) Reconstruction Project

City(ies)

Crystal Robbinsdale

Commissioner District(s)

1

Capital Project Number

2194300

Project Category

Roadway Reconstruction

Scoping Manager

Victoria Lincourt

Scoping Form Revision Dates

4/22/2026

Project Map



Project Summary

Reconstruct 42nd Avenue (CSAH 9) from Louisiana Avenue to Welcome Avenue in the cities of Crystal and Robbinsdale.

Roadway History

The existing roadway (last reconstructed in 1966) is nearing the end of its useful life and warrants replacement. The roadway was originally constructed as concrete pavement that has since undergone bituminous overlays over its concrete surface. Routine maintenance activities (such as overlays and chip seals) are no longer cost effective in preserving assets. The current roadway consists of a 4-lane undivided configuration which represents a design that is often susceptible to relatively high crash frequencies. Although sidewalk facilities are provided along both sides of the roadway, they are undesirably located immediately adjacent to the curb. Many intersections do not satisfy current ADA design requirements, presenting challenges for people with limited mobility, especially at transit stops. In addition, on-street parking is generally prohibited with the exception of the one-block segment between Brunswick Avenue and Adair Avenue.

Project Description and Benefits

The proposed project is anticipated to include new assets, including pavement, curb, storm water structures, and multimodal facilities. The future roadway configuration, including intersection control devices, will be determined as part of the project development process based on community engagement, data analysis, and environmental review. Complete and Green Streets (including multi-use trail and sidewalk facilities, stormwater BMPs, and two-way left turn lanes) strategies will also be considered to benefit people walking, using transit, and biking along and across 42nd Avenue (CSAH 9). Additionally, during initial project scoping activities, the cities of Crystal and Robbinsdale have demonstrated an interest in replacing watermain utilities in conjunction with the roadway reconstruction project to reduce impacts to the traveling public.

Initial Project Timeline

Scoping:	Q3 2024 - Q 42025
Design:	Q1 2026 - Q4 2029
R/W Acquisition:	Q1 2028 - Q4 2029
Bid Advertisement:	Q1 2030
Construction:	Q2 2030-Q4 2030

Project Delivery Responsibilities

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

Project Budget -

Project Level

Construction:	\$	9,548,000
Cost Estimate Year:		2022
Construction Year:		2030
Annual Inflation Rate:		2.0%
Inflated Construction:	\$	11,190,000
Design Services:	\$	2,240,000
R/W Acquisition:	\$	1,790,000
Other (Utility Burial):	\$	-
Construction Services:	\$	-
Contingency:	\$	3,360,000
Total Project Budget:	\$	18,580,000

Project Risks & Uncertainties

This project may require coordination with the county's Douglas Drive (CSAH 102) pavement rehabilitation project that's tentatively scheduled for 2028 that also includes utility work in the vicinity of 42nd Avenue (CSAH 9).

Project Scoping - Summary

Transportation Capital Projects

HENNEPIN COUNTY
MINNESOTA

Project Name

CSAH 30 (93rd Ave) Reconstruction Project

City(ies)

Brooklyn Park

Commissioner District(s)

1

Capital Project Number

2250100

Project Category

Roadway Reconstruction

Scoping Manager

Mike Mohs

Scoping Form Revision Dates

1/14/2026

Project Summary

Reconstruct 93rd Avenue (CSAH 30) from Louisiana Ave to 50' west of Zane Avenue (CSAH 14) in the City of Brooklyn Park.

Roadway History

The existing roadway (last reconstructed in 1962) is nearing the end of its useful life and warrants replacement. Routine maintenance activities (such as overlays and crack seals) are no longer cost effective in preserving assets. The current roadway generally consists of a 2-lane undivided rural configuration with relatively wide shoulders, dedicated turn lanes available at intersections (with the exception of Hampshire Avenue), and access control for the 600' segment located immediately west of Zane Avenue (CSAH 14). No dedicated accommodations for people walking, rolling or biking are currently provided along this segment of 93rd Avenue (CSAH 30). The speed limit is currently authorized for 50 mph through the corridor, suggesting roadway operations prioritizes people driving as opposed to multimodal users. In addition, recent development has been occurring near the eastern terminus of the project, resulting in significant changes in traffic circulation through the area.

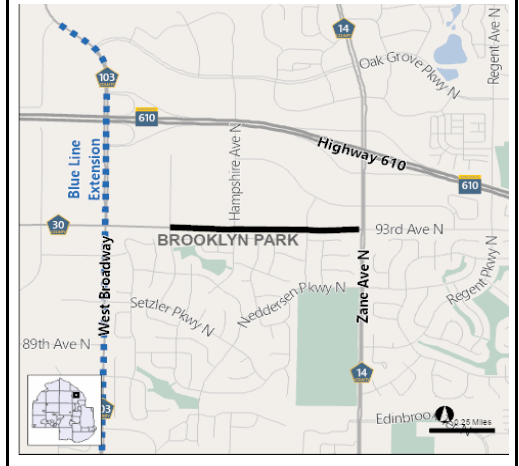
Project Description and Benefits

The proposed project is anticipated to introduce a Safe Systems Approach through a full reconstruction of the roadway, providing new assets including pavement, curb, storm water structures, and multimodal facilities. The future roadway configuration will be determined as part of the project development process based on community engagement, data analysis, and environmental review. In addition to dedicated multimodal facilities, the design will incorporate proven safety strategies such as curb extensions, raised medians, and streetscaping. These design elements will increase safety, especially for vulnerable users, by slowing operating vehicle speeds along the corridor. The introduction of new multimodal facilities is anticipated to promote first/last mile connections to the 93rd Avenue LRT Station as part of the planned Blue Line Extension LRT Project (CP 1005877). In recognition of recent development occurring along the corridor, access management will be evaluated during project development to balance safety and circulation.

Project Risks & Uncertainties

Discussion is needed with the City of Brooklyn Park related to intersection operations at Colorado Avenue in recognition of changes in travel behavior prompted by development that has occurred in recent years. Project development and construction will be coordinated with the planned Blue Line Extension LRT Project, located immediately to the west of the corridor.

Project Map



Initial Project Timeline

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

Project Delivery Responsibilities

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

Project Budget -	Project Level
Construction:	\$ 7,838,000
Cost Estimate Year:	2022
Construction Year:	2030
Annual Inflation Rate:	2.0%
Inflated Construction:	\$ 9,180,000
Design Services:	\$ 1,840,000
R/W Acquisition:	\$ 370,000
Other (Utility Burial):	\$ -
Construction Services:	\$ 760,000
Contingency:	\$ 2,750,000
Total Project Budget:	\$ 14,900,000

CSAH 32 (Penn Ave) Reconstruction Project

Attachment 01 | Project Narrative

HENNEPIN COUNTY
MINNESOTA

Project Name

Penn Avenue (CSAH 32) Reconstruction Project

City(ies)

Richfield

Commissioner District(s)

5

Capital Project Number

2120700

Project Category

Roadway Reconstruction

Scoping Manager

Jordyn Curtis

Scoping Form Revision Dates

1/13/2026

Project Summary

Reconstruct Penn Avenue (CSAH 32) from 75th Street to Trunk Highway 62 eastbound ramps in the City of Richfield.

Roadway History

The existing roadway was last reconstructed in the 1960s (from 75th Street to 68th Street) and 1980s (from 68th Street to Trunk Highway 62) 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 3-lane undivided configuration, with turn lanes at key intersections, shoulder space for people biking, and transit stops (Route 4) along the corridor. Although sidewalk facilities are provided along both sides of the roadway, they do not provide a positive user experience due to the presence of defects along the facilities and the crossing experience for people walking is somewhat uncomfortable due to the lack of traffic calming elements along the corridor. Many intersections include ADA accommodations that do not meet current design requirements, causing challenges for people with limited mobility.

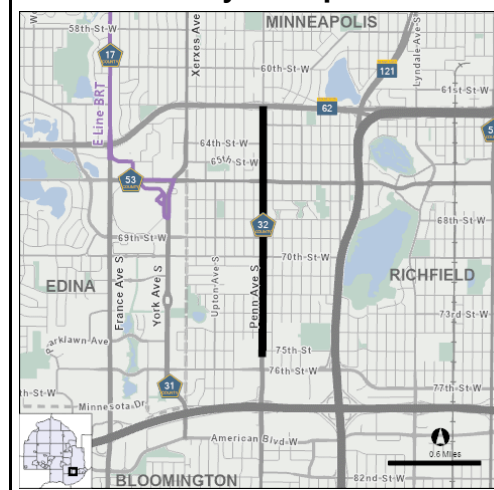
Project Description and Benefits

The proposed project will improve the accessibility, mobility, and safety for people walking, using transit, biking, and driving through the implementation of proven Complete and Green Streets design strategies. The new roadway environment will be determined as part of the design process after extensive public engagement, data analysis, and environmental review. The project's scope is anticipated to include the replacement of deteriorated pavement, traffic signals, curb, and storm sewer structures. Specific safety improvements may include the installation of curb extensions and raised medians to calm traffic and improve the experience for people crossing. It is anticipated that multimodal elements such as dedicated bicycle facilities, sidewalk, ADA upgrades, and streetscaping will be explored as part of the project development process in order to improve the user experience for people walking, using transit, and biking along and across the corridor.

Project Risks & Uncertainties

A portion of this corridor has been identified on Hennepin County's High Injury Network due to fatal and severe crashes occurring along the corridor.

Project Map



Project Scoping - Summary

Transportation Capital Projects

HENNEPIN COUNTY
MINNESOTA

Project Name

Wayzata Boulevard (CSAH 101) Reconstruction Project

City(ies)

Wayzata

Commissioner District(s)

6

Capital Project Number

2173700

Project Category

Roadway Reconstruction

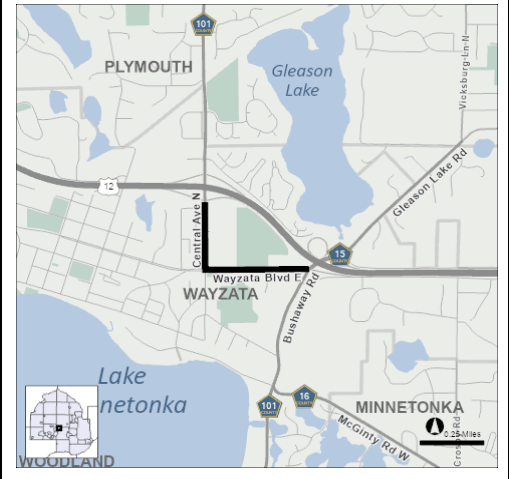
Scoping Manager

Jordyn Curtis

Scoping Form Revision Dates

1/23/2026

Project Map



Project Summary

Reconstruct Wayzata Boulevard (CSAH 101) from Gleason Lake Road (CSAH 015) to 350' north of Byrondale Avenue in the City of Wayzata.

Roadway History

The existing roadway was reconstructed in 1973 and warrants replacement as it is nearing the end of its useful life. Routine maintenance activities, such as chip seals and overlays, are no longer cost effective in preserving assets. Wayzata Boulevard (CSAH 101) represents the east/west segment that generally operates as a 5-lane undivided configuration with turn lanes at key intersections. Central Avenue (CSAH 101) represents the north/south segment that generally operates as a 4-lane undivided configuration with turn lanes at key intersections. Although a sidewalk facility is provided along the corridor, they do not provide a positive user experience due to the presence of defects and obstructions and the crossing experience for people walking is somewhat uncomfortable due to the lack of traffic calming elements along the corridor. There is a sidewalk gap along the southern side of the roadway of the east/west corridor without a crossing to connect users to the sidewalk across the street. Many intersections include ADA accommodations that do not meet current standards that are needing improvements to reduce challenges for people with limited mobility.

Initial Project Timeline

Scoping:	Q2 2024 - Q4 2025
Design:	Q1 2026 - Q4 2029
R/W Acquisition:	Q1 2028 - Q4 2029
Bid Advertisement:	Q1 2030
Construction:	Q2 2030 - Q4 2031

Project Delivery Responsibilities

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

Project Description and Benefits

The proposed project will include new pavement, intersection control devices, curb, storm water utilities, and multimodal facilities. It is anticipated that complete and green streets strategies (such as curb extensions, raised medians, and streetscaping) will be introduced to improve the crossing experiences for people walking and to manage vehicle speeds. Also, each of the signalized intersections within the project area will be evaluated to determine the recommended intersection control device, including consideration for roundabouts. In addition, access management strategies will be explored in recognition of the many business access points along the corridor. Furthermore, investigation will take place as part of the design process to determine the feasibility of dedicated accommodations for people biking as part of this project.

Project Budget -

Project Level

Construction:	\$	10,572,000
Cost Estimate Year:		2023
Construction Year:		2030
Annual Inflation Rate:		2.0%
Inflated Construction:	\$	12,140,000
Design Services:	\$	2,430,000
R/W Acquisition:	\$	1,030,000
Other (Utility Burial):	\$	-
Construction Services:	\$	1,000,000
Contingency:	\$	3,640,000
Total Project Budget:	\$	20,240,000

Project Risks & Uncertainties

Known traffic circulation challenges given the close proximity to the Superior Boulevard intersection.

CSAH 153 (Kenzie Ter) Phase 3 Reconstruction Project

HENNEPIN COUNTY
MINNESOTA

Attachment 05 | Project Narrative

Project Name

CSAH 153 (Kenzie Terrace) Reconstruction Project

City(ies)

St. Anthony Minneapolis

Commissioner District(s)

2

Capital Project Number

2141000

Project Category

Roadway Reconstruction

Scoping Manager

Victoria Lincourt

Scoping Form Revision Dates

4/10/2026

Project Map



Project Summary

Reconstruct CSAH 153 (Kenzie Terrace) from 100' west of Stinson Parkway to 600' north of St. Anthony Boulevard in the cities of Minneapolis and St. Anthony.

Roadway History

The existing roadway (last reconstructed in 1968) is nearing the end of its useful life and warrants replacement as routine maintenance activities are no longer cost effective in preserving assets. The roadway consists of a 4-lane divided roadway with turn lanes. Throughout the corridor, sidewalk facilities are located immediately adjacent to the roadway, presenting a feeling of discomfort for people walking and rolling along the corridor. In addition, the two intersections involving St. Anthony Boulevard, located near the east terminus, were originally designed to promote a high level of service for people driving. As a result, crossing experiences for people walking and biking are unenjoyable given the relatively high vehicle speeds. Many pedestrian ramps do not satisfy current design standards. The existing right of way includes minimal Green Streets features (such as boulevard, trees, and other plantings) and relies solely on the stormwater network to properly manage runoff, especially during intense weather events.

Project Description and Benefits

The proposed project is anticipated to include new pavement, curb, storm water utilities, multimodal facilities, ADA accommodations, and intersection control devices. It is anticipated that a boulevard will be constructed to provide space for streetscaping elements, separate people walking from people driving, and provide space for signage and snow storage. In addition, alternative intersection control devices (including roundabouts) will be evaluated at the St. Anthony Boulevard intersections to improve multimodal connectivity through the area. In recognition of the adjacent destinations along the corridor, existing on-street parking conditions will be reviewed as part of the project. Green Streets strategies will be explored to promote adequate stormwater management. The proposed project also provides an opportunity to coordinate with the Minneapolis Park and Recreation Board to provide a key connection to the Grand Rounds Regional Trail network located at St. Anthony Boulevard.

Initial Project Timeline

Scoping:	2022 - 2026
Design:	2027 - 2029
R/W Acquisition:	Q1 2028 - Q4 2029
Bid Advertisement:	Q1 2030
Construction:	Q2 2030 - Q3 2031

Project Delivery Responsibilities

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

Project Budget -	Project Level
Construction:	\$ 11,691,000
Cost Estimate Year:	2022
Construction Year:	2030
Annual Inflation Rate:	2.0%
Inflated Construction:	\$ 13,700,000
Design Services:	\$ 2,790,000
R/W Acquisition:	\$ 668,000
Other (Utility Burial):	\$ -
Construction Services:	\$ 1,096,000
Contingency:	\$ 4,110,000
Materials Testing:	\$ 30,000
Total Project Budget:	\$ 22,364,000

Project Risks & Uncertainties

At the time of application submittal, the timeline for the St. Anthony segment of the Minneapolis Park and Recreation Board's overall Grand Rounds Missing Link is uncertain.