Project Scoping - Summary
Transportation Capital Projects

HENNEPIN COUNTY
MINNESOTA

Project Name
CSAH 5 (Minnetonka Boulevard) Regional Bikeway Project

City(ies)
Minnetonka St. Louis Park

Commisioner District(s)
3 6

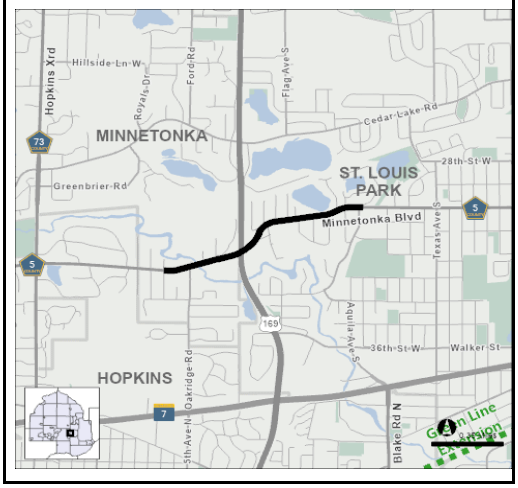
Capital Project Number
2167900

Project Category
Regional Bikeway

Scoping Manager
Michael Mohs

Scoping Form Revision Dates
10/27/2022; 04/01/2025

Project Map



Project Summary
This is a regional bikeway project along Minnetonka Boulevard (CSAH 5) from Chippewa Road to Aquila Ave (east junction) in the cities of Minnetonka and St. Louis Park.

Initial Project Timeline

Scoping:	Q4 2026 - Q1 2028
Design:	Q2 2028 - Q3 2030
R/W Acquisition:	Q1 2029 - Q4 2030
Bid Advertisement:	Q1 2031
Construction:	Q2 2031 - Q3 2032

Roadway History
The existing roadway (last reconstructed in the 1960's) is nearing the end of its useful life and warrants replacement. Routine maintenance activities are no longer cost effective in preserving assets. The current roadway consists of a 3-lane configuration for the segment extending from Chippewa Road to TH 169 that transitions into a 2-lane undivided configuration from TH 169 to the easterly terminus. There is an existing bituminous trail facility on the south side located immediately adjacent at back of curb, with limited sidewalk facilities on the north side of the corridor. Many intersections include ADA accommodations that do not meet current design requirements, causing challenges for people with limited mobility. Minnetonka Boulevard (CSAH 5) serves as a Tier 1 RBTN alignment and provides access to the North Cedar Lake Regional Trail, another Tier 1 RBTN alignment. There are two bridge structures that extend across Minnehaha Creek in the project area. Bridge #5668 was originally constructed in 1936 and provides a connection for people driving; while a separate pedestrian bridge was added circa 2012 on the south side that provides a connection for people walking and biking.

Project Delivery Responsibilities

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

Project Description and Benefits
The proposed project is anticipated to include new assets, including pavement, curb, storm water structures, bikeway facilities, sidewalk facilities, and traffic signals. As part of the project, an All Ages and Abilities facility is anticipated to be constructed for people biking through the corridor, creating safe connections to the Cedar Lake Regional Trail and replacing an existing facility that is located at back of curb and is past its anticipated useful life. The future roadway configuration will be determined as part of the project development process based on community engagement, data analysis, and environmental review. Complete and Green Streets strategies (such as curb extensions, raised medians, and streetscaping), will also be considered to benefit people walking, using transit, and biking along and across Minnetonka Boulevard (CSAH 5). In addition, the project provides an opportunity to replace the two bridges across Minnehaha Creek to introduce a similar typical section to promote a consistent user experience. This project represents Phase 3 (of 3) for improvements along CSAH 5 (Minnetonka Boulevard), and will create a separated bikeway connection from Minnetonka to the Minneapolis border.

Project Budget -		Project Level
Construction:	$	13,240,000
Cost Estimate Year:		2023
Construction Year:		2031
Annual Inflation Rate:		2.0%
Inflated Construction:	$	15,510,000
Design Services:	$	3,100,000
R/W Acquisition:	$	2,090,000
Other (Utility Burial):	$	-
Construction Services:	$	1,240,000
Contingency:	$	4,650,000
Total Project Budget:	**$**	**26,590,000**

Project Risks & Uncertainities
Coordination with MnDOT will be needed to determine the appropriate intersection control devices at the TH 169 interchange.

Project Scoping - Summary
Transportation Capital Projects

HENNEPIN COUNTY
MINNESOTA

Project Name
CSAH 40 (Glenwood Avenue) Regional Bikeway Project

City(ies)
Golden Valley

Commissioner District(s)
2

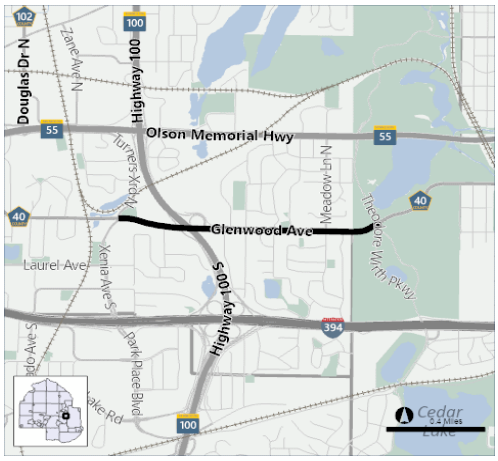
Capital Project Number
2260100

Project Category
Regional Bicycle Facilities

Scoping Manager
Victoria Lincourt

Scoping Form Revision Dates
5/27/2026

Project Map



Project Summary

Regional bikeway project along Glenwood Avenue (CSAH 40) from 400' west of Xenia Avenue to 300' east of Theodore Wirth Parkway in the City of Golden Valley.

Roadway History

The existing roadway (last reconstructed in 1956) is nearing the end of its useful life as routine maintenance activities (such as overlays and crack seals) are no longer cost effective in preserving assets. The current roadway consists of a 2-lane undivided configuration, with turn lanes at key intersections, an unprotected on-street bikeway facility and a sidewalk facility on the northern side of the roadway. The corridor includes paved shoulders adjacent to bituminous curb serving the primarily residential surrounding area, including Meadowbrook Elementary and Breck High School within the project area. The existing rural design offers poor drainage and water collects in the shoulder or in driveways adjacent to the roadway surface. The existing experience for people biking is relatively uncomfortable as the on-road bike lanes offer no vertical separation from people driving. The existing sidewalk facility along the north side is in relatively poor condition - exhibiting settlement in a number of locations. Many intersections do not satisfy current ADA design requirements, presenting challenges for people with limited mobility.

Project Description and Benefits

The proposed project will introduce a continuous bikeway facility - acknowledging that the specific location and type will be determined based on community input, data analysis, and environmental review. These improvements will be designed and constructed as part of a larger reconstruction project that will include new assets, including pavement, curb, stormwater structures, and intersection control devices. It is anticipated that a 2-lane section with boulevards and multimodal facilities on both sides of the roadway throughout the entire segment length will be provided. Specific pedestrian crossing enhancements (curb extensions, raised medians, crossing beacons, etc.) will be considered to promote accessibility, mobility, and safety for multimodal users. In recognition that the existing design lacks visual cues to manage vehicle speeds, the roadway design will be focused on promoting traffic calming to improve the experience for users walking and biking. In addition, the existing drainage patterns will be studied and evaluated as part of the project development process to determine the preferred method, including appropriate Complete and Green Streets elements, for accomodating the surrounding topography.

Initial Project Timeline

Scoping:	Q1 2025 - Q1 2027
Design:	Q2 2027 - Q4 2030
R/W Acquisition:	Q2 2029 - Q4 2030
Bid Advertisement:	Q1 2031
Construction:	Q2 2031 - Q4 2032

Project Delivery Responsibilities

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

Project Budget -		Project Level
Construction:	$	13,320,000
Cost Estimate Year:		2022
Construction Year:		2031
Annual Inflation Rate:		2.0%
Inflated Construction:	$	15,920,000
Design Services:	$	3,180,000
R/W Acquisition:	$	660,000
Other (Utility Burial):	$	-
Construction Services:	$	1,310,000
Contingency:	$	4,780,000
Total Project Budget:	**$**	**25,850,000**

Project Risks & Uncertainties

MnDOT planning potential signal replacement at TH 100/Glenwood ramps in 2029 (SP 2734-62). A number of fences, retaining walls, and other landscaping features are located immediately adjacent to the existing right-of-way.

CSAH 12 (Dayton River Rd) Regional Bikeway Project
Attachment 00 | Project Narrative

HENNEPIN COUNTY
MINNESOTA

Project Name
Dayton River Road (CSAH 12) Regional Bikeway Project

City(ies)
Dayton

Commissioner District(s)
7

Capital Project Number
2250200

Project Category
Regional Bikeway

Scoping Manager
KC Atkins

Scoping Form Revision Dates
5/16/2026

Project Summary
This is a regional bikeway project along Dayton River Road (CSAH 12) from 700' South of Balsam Lane to 500' South of North Diamond Lake Road (CSAH 144) in the City of Dayton

Roadway History
The existing roadway based on its treatment history (last reconstructed in 1991 and subsequently overlaid in 2010 & 2024) and results of a geotechnical study has been identified as a suitable candidate for pavement rehabilitation activities. The current roadway generally consists of a 2-lane undivided configuration with turn lanes provided at key intersections for people driving. No dedicated accommodations for people walking, rolling or biking are currently provided along the project corridor. The speed limit is currently authorized for 50 mph through the corridor, presenting uncomfortable conditions for multimodal users. Dayton River Road (CSAH 12) is identified as a tier 2 corridor as part of the RBTN, in recognition of its designation as part of US Bike Route 41 (North Star Route), a statewide bikeway corridor, as well as the National Park Service Mississippi River Trail (MRT). These characteristics present an opportunity to construct a multi-use facility in conjunction with pavement rehabilitation activities, offering a regional bikeway adjacent to the Mississippi River.

Project Description and Benefits
The proposed project is anticipated to introduce a safe systems approach through the construction of new multimodal facilities along an RBTN corridor. Proven safety countermeasures (such as curb extensions, raised medians, and crossing beacons) will also be considered to reduce the likelihood of fatal and severe crashes - especially those involving vulnerable road users. Additional Complete and Green Streets opportunities such as boulevards and storm sewer facilities, will be considered as part of the project development process based on community engagement, data analysis, and environmental review. These proven safety countermeasures are anticipated to reduce vehicle speeds along the corridor, especially those travelling above the posted speed limit. It's recommended to design and construct this new multi-use trail facility in conjunction with pavement rehabilitation activities in recognition of applicable stormwater requirements and to minimize disruptions to the travelling public, given that the treatment type includes a service life extension of approximately 25 years.

Project Map


Initial Project Timeline

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

Project Delivery Responsibilities

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

Project Budget -		Project Level
Construction:	$	9,810,000
Cost Estimate Year:		2022
Construction Year:		2029
Annual Inflation Rate:		2.0%
Inflated Construction:	$	11,270,000
Design Services:	$	500,000
R/W Acquisition:	$	1,230,000
Other (Utility Burial):	$	-
Construction Services:	$	900,000
Contingency:	$	3,380,000
Total Project Budget:	**$**	**17,280,000**

Project Risks & Uncertainties
This regional bikeway project will be coordinated with other programmed activities to the north and south along CSAH 12 (Dayton River Road).

17th Avenue Improvement Project

City of Hopkins

Category: Regional Bike Facilities

Primary Contact

Eric Klingbeil
City Engineer
1010 1st Street South
Hopkins, MN 55343
952-548-6357
eklingbeil@hopkinsmn.com

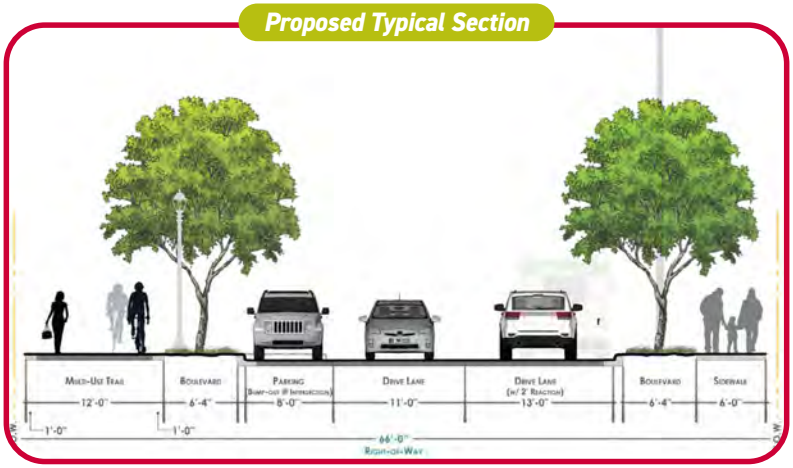
Funding Information

Requested Award Amount: $3,370,000
Local Match: $7,070,000
Total Construction Cost: $10,440,000

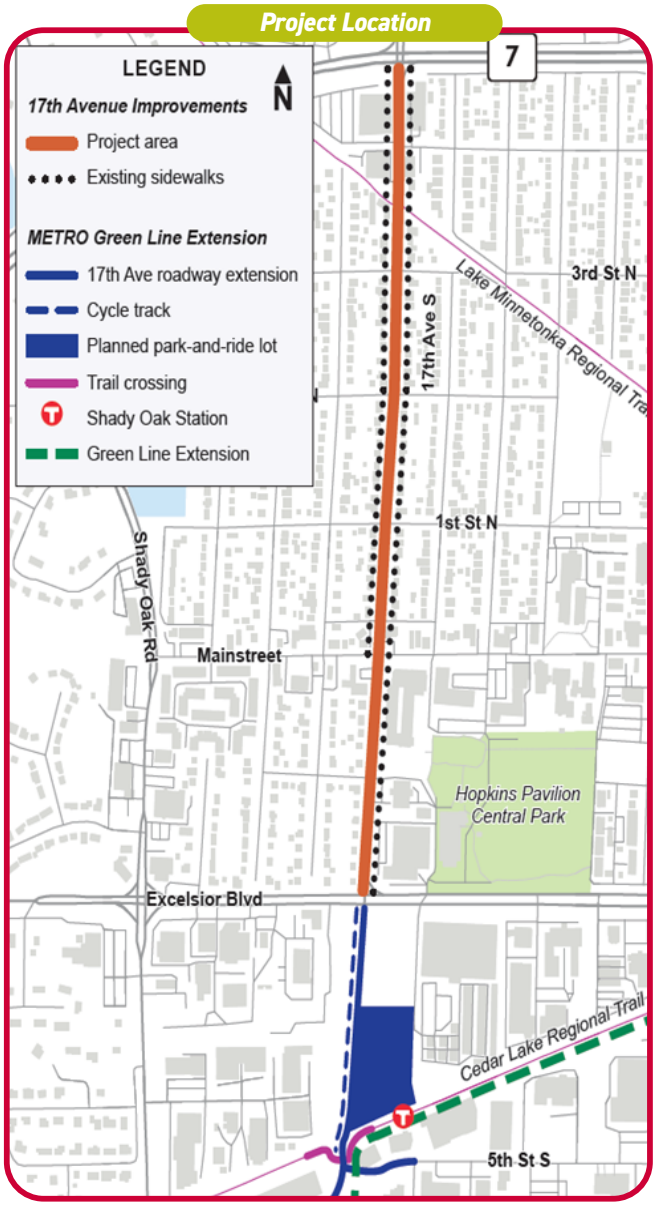
Project Description

The City of Hopkins is requesting Regional Solicitation funds to build an off-street, multiuse trail as part of a corridor reconstruction of 17th Ave from Excelsior Blvd to Trunk Highway 7. As part of the METRO Green Line Extension project, 17th Ave was recently extended south of Excelsior Blvd to the planned Shady Oak Station. This new segment of 17th Ave includes a multiuse trail along the west side of the roadway with a sidewalk on the east. The project will establish a critical active transportation connection between a regional employment center in Hopkins and the planned Shady Oak Station on the METRO Green Line Extension,

Proposed Typical Section



Project Location



Benefits

- Addresses a high-risk corridor by reducing speeds, improving intersection safety, and lowering crash exposure.
- Builds a continuous, protected multimodal facility replacing the existing sidewalk and bikeway gaps with an ADA-compliant, off-road multiuse trail.
- Closes a critical regional connection linking the Lake Minnetonka and Minnesota River Bluffs LRT Regional Trails and the future Shady Oak LRT Station.
- Improves crossings and visibility with shorter crossings, curb extensions, and RRFB for users of all ages and abilities.

Existing Conditions

Timeline

Award 2026 → Final Design 2027-2028 → Construction 2028-2029

Learn more at the project website: www.hopkins17thave.com

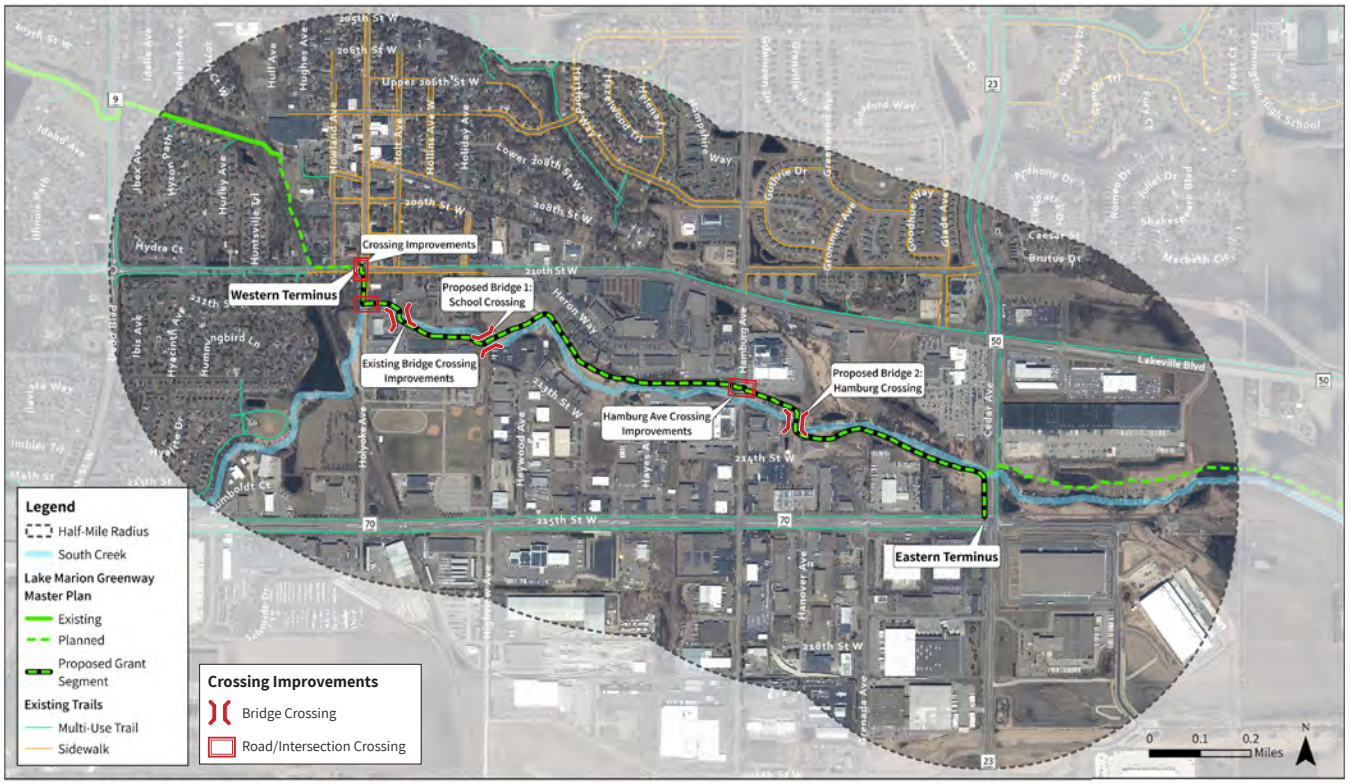
Lake Marion Greenway | Lakeville

Regional Solicitation - Regional Bicycle and Pedestrian Facilities

Project Information

The Lakeville portion of the Lake Marion Greenway Regional Trail will provide a 1.5-mile off-road multiuse trail, beginning from Holyoke Avenue and 210th St W, and traveling southeast to the intersection of CSAH 23/Cedar Avenue and CSAH 70/215th St W. The trail segment will fill a gap in the RBTN and complete a significant portion of Dakota County's Lake Marion Greenway, connecting trail users to downtown Lakeville and destinations such as the Lakeville Area Arts Center, Lakeville Farmers Market, and Lakeville Area Learning Center, along with vital employment, housing, and educational centers along the west branch of South Creek.

Establishing this trail segment creates and expands local access to a safe, scenic, off-road greenway experience and access to destinations across the county that will be especially valuable to the children, youth, low-income residents, and those with disabilities for getting around this area. Developing the Lake Marion Greenway provides connectivity for bicyclists and pedestrians to enjoy regional parks and natural spaces including Lake Marion, Ritter Farm Park, Orchard Lake Park, and Murphy-Hanrehan Park Reserve as well as connecting to the Minnesota River and Minnesota River Greenway.



Project Benefits

- Serves a diverse and growing population
- Provides a safe route to schools, recreational destinations and Downtown Lakeville by separating pedestrians and cyclists from traffic
- Closes a critical gap in the Regional Bicycle Transportation Network (RBTN)
- Expands access to jobs and workforce services including Airlake Industrial Park, a major regional employment center
- Enhances mobility for residents of nearby multifamily housing
- Increases access to parks, trails, schools, and community amenities
- Supports safe, convenient, and equitable transportation choices for all users

Project Budget	
Requested Amount	$3,782,000
Match Amount	$968,000
Total	$4,480,000

Hamburg Ave facing west towards future trail corridor

Southside Greenway

2026 Regional Bicycle Facilities Solicitation

Minneapolis
Public Works

Project description

The Southside Greenway is a planned multi-modal corridor in South Minneapolis. First conceived by residents, the City of Minneapolis is working to fully realize this vision. The project's goal is to complete a safe, comfortable, and green route that links parks, schools, and other assets.

The improvements planned by this project may include: protected bikeway treatments (such as curb-level bike path, in-street bikeway curb, and curb-level bikeway intersections with bump outs), protected bikeway upgrades (such as conversion from one-way to two-way operations), traffic calming treatments (such as partial or full road closures, diverters, roundabouts, chicanes, speed bumps, and curb extensions), greening treatments (such as new boulevards, tree wells, and stormwater landscaping), and ADA pedestrian curb ramps.

Project benefits

- Bicycle facilities upgrade along an All Ages and Abilities and RBTN corridor
- Improved active transportation connectivity to key destinations
- Improved safety for people outside of vehicles
- Reduction of crossing distances for people walking and rolling
- Traffic calming
- Improved ADA accessibility at all crossing

Requested award amount

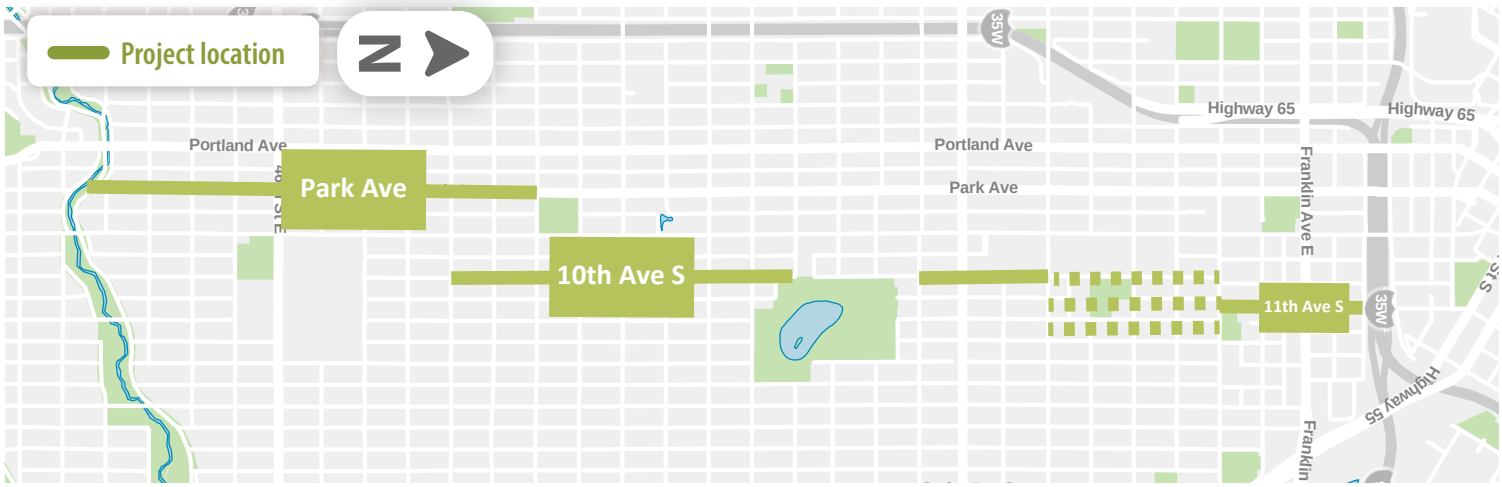
$3,994,650

Total project cost

$4,993,334

Existing conditions

Project extents: Multiple Locations



Mississippi Skyway Regional Multiuse Trail Bridge

Project Location:

Highway 10/169 Corridor,
City of Ramsey, Anoka County

Federal Funds Request:

Federal: $5,500,000
Local Match: $3,750,000
Project Total: $9,250,000

Local Investments:

This is a shovel ready project that the city will initiate as soon as funding is designated.

- $100K TOD Grant for Preliminary Design
- South bridge touchdown location at the Mississippi River Regional Trail (MRT)—land donated by private developer, valued > $100,000
- $490k National Park Service investment for Final Plans and Spec for construction of the skyway extension
- Level 2 Layout approval by MnDOT, Bridge #02053
- Removal of overhead power to facilitate the skyway completed, >$400,000
- Central Anoka County Regional Trail aligned to connect the bus transit site with the extension of the skyway to cross TH 10/169, uniting with the MRT

Project Purpose

The Mississippi Skyway Regional Multiuse Trail Bridge will provide a *vital, non-motorized, grade-separated connection* across Highway 10/169 to the Center of Ramsey (COR), a 400-acre Transit Oriented Development area within the City of Ramsey. The extension of the existing skyway will connect the Metro Transit Bus 888 station to mixed use amenities, thousands of residents within the downtown—to the two regional trails that will be joined by this project. Presently, the 4-lane divided principal arterial is a significant barrier, connecting Mpls.-St. Paul to St. Cloud, and carrying 47,500 vehicles per day (4% heavy truck) through the city.

Immediate Need

Today, a continuous pedestrian system does not exist along Highway 10/169 resulting in pedestrians walking and biking along the roadway shoulders, and crossing the 4-lane divided highway at unmarked locations. The past 15 years have seen five crashes involving a pedestrian or bicyclist. Two of these crashes resulted in a pedestrian fatality.

Biker on shoulder of Hwy 10/169 during winter conditions

Continued development within Ramsey's COR, and Mississippi West Regional Park on the opposite side of the highway, has the city, county, and MnDOT anticipating an increase in non-motorized trips across Highway 10/169. While these same partners have recently completed the Ramsey Hwy 10 Corridor Improvement Project which resulted in an overpass at Ramsey Boulevard, this, and the overpass at Armstrong boulevard are at the edges of the COR, either would add 1.7 miles or a 35-minute walk for those trying to access the transit stop from the south—or regional park from the north—versus crossing the Hwy in the center of this one-mile distance.

This project will provide and ensure a safe, usable crossing, separated from the highway to the myriad destinations on both sides—and connect the two regional trails. ***Funding the Mississippi Skyway will LINK EXISTING AND FUTURE REGIONAL PUBLIC INVESTMENTS WITH A SINGLE PROJECT, ENHANCING THE VALUE OF EACH.*** Further, the dramatically improved, safe connections the skyway extension will accomplish, together with access to transit, will increase the likelihood of choosing bicycling for transportation over other travel modes.

Project Benefits

- Grade-separate connection between regional trails and destinations
- Connects a RBTN Tier 1 and Tier 2 corridor
- Integrates and extends existing and planned regional infrastructure
- Promotes non-motorized transportation in an area that provides jobs and services
- Supports Rapid Bus Transit connections
- *An effective nexus between housing, transportation, employment, and recreation*

Maryland Avenue Bikeway
Dale Street to Rice Street

Project Overview

The Maryland Avenue Bikeway project will construct a new protected bikeway along Maryland Avenue between Dale Street and Rice Street, creating a safer, more accessible, and connected corridor for people walking, rolling, and biking. The project will provide a continuous off-street bicycle facility, ADA-compliant pedestrian infrastructure, and enhanced intersection crossings while filling a key gap in the local and regional bicycle network. Improvements will support safer access to schools, parks, transit, businesses, and community destinations along this important east-west corridor.

Applicant

Ramsey County

Total Project Cost

$19,009,830

Requested Funding

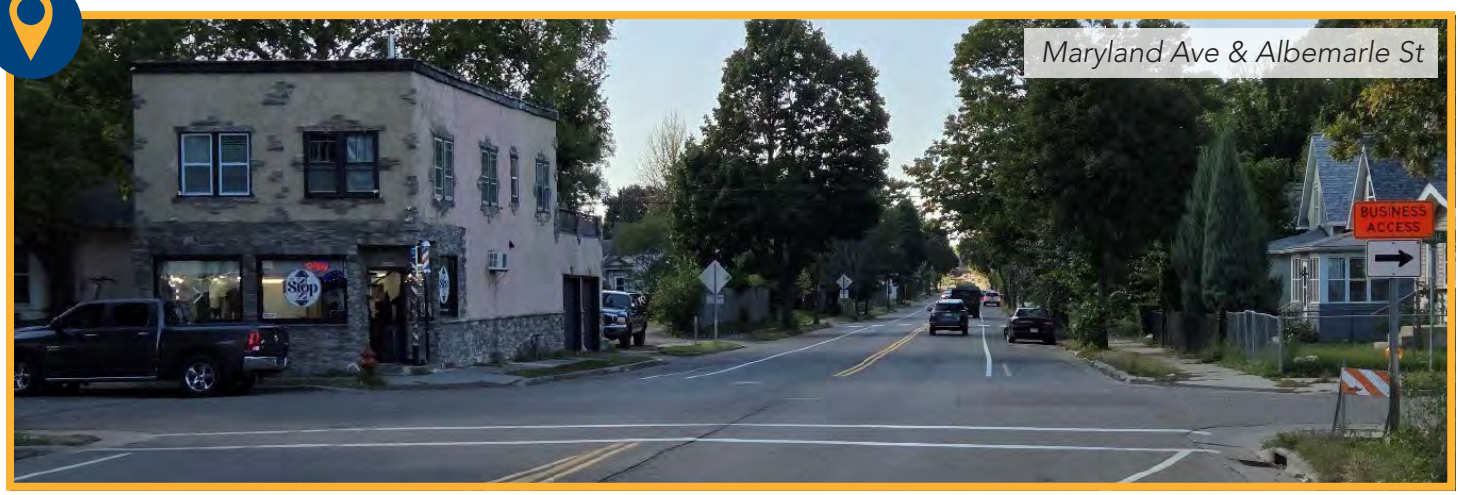
$5,500,000

Proposed project elements include:

- Constructing a new protected off-street bikeway along Maryland Avenue
- Installing and reconstructing sidewalks, ADA-compliant curb ramps, and pedestrian accessibility improvements throughout the corridor.
- Upgrading intersections and crossings with safety enhancements, including curb extensions and improved crosswalk treatments

Project benefits include:

- Improving safety by separating people walking and biking from vehicle traffic and enhancing crossings
- Expanding mobility and accessibility for people of all ages and abilities, including students, older adults, people with disabilities, and households without reliable vehicle access
- Strengthening local and regional active transportation networks while improving connections to schools, parks, transit, jobs, retail and other community destinations.

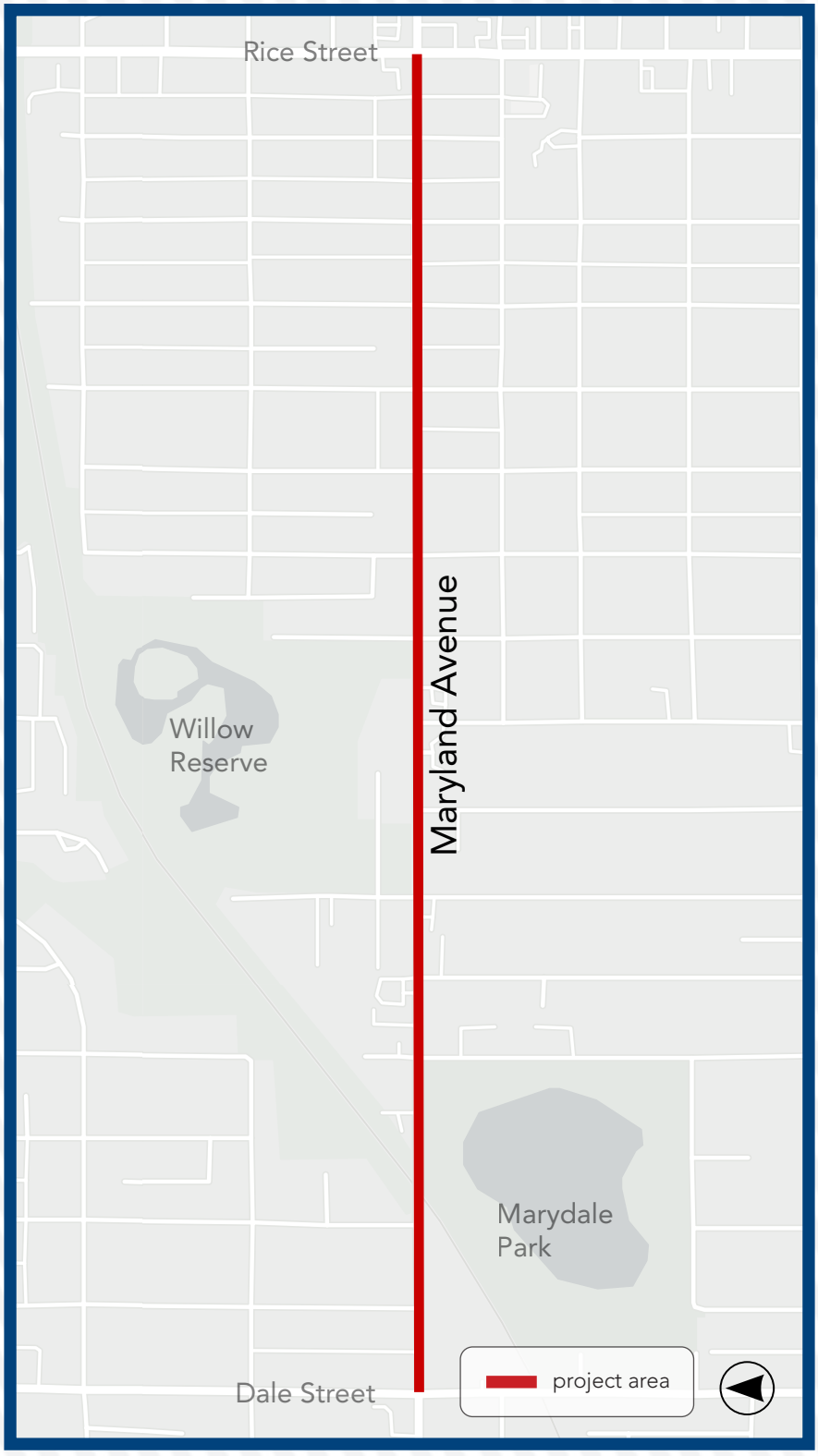


Maryland Ave & Albemarle St

See reverse for project map.

Maryland Avenue Bikeway Project Map

Dale Street to Rice Street



RAMSEY COUNTY
Public Works

CSAH 42 Trail Gap Project

Multiuse Trail & Bicycle Facilities

Project Summary

The project will add multiuse trails to a high-speed principal arterial through one of Rosemount highest concentrations of development, including residential, education, shopping, employment, and services. The area will continue to develop as projects, such as the new Middle School and Meta Data Center, spur additional businesses and housing. A history of bicycle- and pedestrian-involved crashes demonstrates current use and highlights urgent safety issues associated with the lack of adequate multi-modal facilities.

The project will close a critical gap in the trail system along CSAH 42 between TH 3 and Akron Avenue. Improvements will add 2.3 miles of new 10' separated multiuse trails along CSAH 42 and include a grade separated underpass at the 145th St. W. The project will provide safety and accessibility enhancements at intersection crossings along the path.

City of Rosemount

Project Location

- CSAH 42 from TH 3 to Akron Avenue in the City of Rosemount

Funding Request

- Federal: $5,500,000
- Local: $5,063,900
- Project Total: $10,563,900

Summary of Project Benefits

⇒ Closes a key gap in the trail system along CSAH 42 between TH 3 and Akron Avenue

⇒ Addresses urgent safety concerns along the corridor caused by the lack of bicycle facilities, which discourages non-motorized travel, and may push bicyclists onto the roadway

⇒ Provides safe and ADA-compliant non-motorized access to the numerous jobs, commercial destinations, and services located along the corridor

⇒ Enhances multimodal connectivity by filling a RBTN Tier 2 Corridor gap and will link to future phases connecting residential, commercial and recreational developments.