

Dodd Boulevard Modernization



The City of Lakeville and Dakota County are working together to modernize Dodd Boulevard (CSAH 9) between Kenwood Trail (CSAH 50) and 210th Street, with construction planned for 2027. Currently serving approximately 9,400 vehicles per day, this minor expander corridor connects residential neighborhoods, schools, parks, commercial areas, and regional trail systems. This critical infrastructure upgrade addresses aging roadway conditions, increasing multi-modal travel demand, growing safety concerns, and gaps in the Regional Bicycle Transportation Network (Tier 2 Alignment / Corridor).

The existing two-lane rural road will be upgraded to a divided urban roadway with curb and gutter and several design components to improve multimodal safety and mobility. Key elements, shown in the map at right, include: construction of a grade-separated underpass for the Lake Marion Greenway Trail, creating a safe, uninterrupted crossing for pedestrians and bicyclists; addition of a continuous multi-use trail on the east side, complementary to the existing west-side trail; and installation of two roundabouts (Kenwood Trail and 207th Street). Several intersections will be modified to reduce conflict points, including right-in/right-out access and a three-quarter intersection design.

Project benefits focus on significantly improving safety, mobility, and accessibility for all users—especially pedestrians and bicyclists. New separated facilities, more frequent and safer crossing opportunities, and traffic-calming features such as roundabouts and medians will reduce crash risk and lower vehicle speeds, creating a more comfortable corridor for people of all ages and abilities. Because neighborhoods along the corridor have a higher proportion of children than the broader community—and include nearby schools, parks, and other community destinations—these improvements also support more equitable access to safe and reliable transportation options.

Overall, the Dodd Boulevard modernization represents a strategic investment that aligns with Safe System principles, delivering a safer, more connected, and future-ready multimodal corridor for the Lakeville community and the region.

Applicant	City of Lakeville
Total Project Cost:	\$10,663,400
Requested Award Amount:	\$8,530,720
Local Match Amount:	20%



Key Project Benefits

- **Improved multi-modal safety and comfort, especially for vulnerable road users**
- **Enhanced accessibility and mobility for all modes**
- **Upgraded stormwater and flood management**

3rd Street South Roadway Modernization

2026 Regional Solicitation



Project description

The City of Minneapolis has identified 3rd Street South, between 4th Ave South and Norm McGrew Place, as a future reconstruction candidate. This project is driven primarily by the poor pavement condition, the need for multimodal connections, the number of daily users, and access to critical services.

The Transportation Action Plan (2020), Complete Streets Policy (2021) and City's commitment to ending traffic-related fatalities and incapacitating injuries from city streets provide guidance for the 3rd Street South redesign. This reconstruction project provides an opportunity for geometric changes with a design that addresses current and future needs. Improvements may include the following benefits.

- Safety enhancements:** This project will bring safety-focused upgrades intended to reduce severe crashes. Improvements such as updated signals, clearer pavement markings, and curb extensions will enhance safety for all users.
- Multimodal improvements:** The project reconstructs sidewalks, removes obstructions, and installs ADA-compliant curb ramps and improves pedestrian-scale lighting along the corridor. These benefits will improve pedestrian accessibility along a corridor that serves approximately 1,140 pedestrians per day.
- Pavement Performance:** The pavement of 3rd Street South has reached the end of its useful life. This project will enable the full reconstruction of pavement, curb and gutter and sidewalks will restore the function of the roadway and extend the corridor's lifespan.

Requested award amount

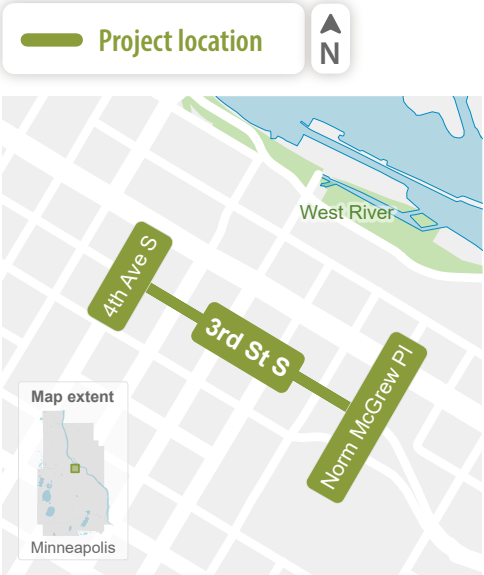
\$10,000,000

Total project cost

\$13,997,800

Travel Mode	Reported Crashes*	Crashes with Injuries
Pedestrian	1	100%
Bicyclist	0	
Motor Vehicle	38	34%
Total	39	35%

*Source: MnCMAT2 2021-2025



Project extent: 3rd Street South from 4th Avenue South to Norm McGrew Place



Existing conditions: The 3rd Street South corridor with high traffic volumes, an unprotected bike lane, limited pedestrian lighting, and deteriorated pavement condition.

Central Avenue Reconstruction

2026 Regional Solicitation



Project description

Central Avenue is a Minnesota Department of Transportation (MnDOT) roadway - Highway 65. This project is a partnership between MnDOT, Metro Transit, Minneapolis Public Works, and Hennepin County to deliver the F Line Arterial Bus Rapid Transit during the reconstruction, and associated improvements to crossing roadways. Central Avenue has been identified as a reconstruction candidate due to aging and deteriorating infrastructure and safety challenges (it is a High Injury Street). The proposed project will reconstruct the pavement surface, curb and gutter, signage, storm drains, driveway approaches, traffic signals, striping, lighting, street trees, sidewalks, and pedestrian curb ramps, while adding protected bikeways, pedestrian realm improvements, and dedicated bus lanes.

Requested award amount

\$10,000,000

Total project cost

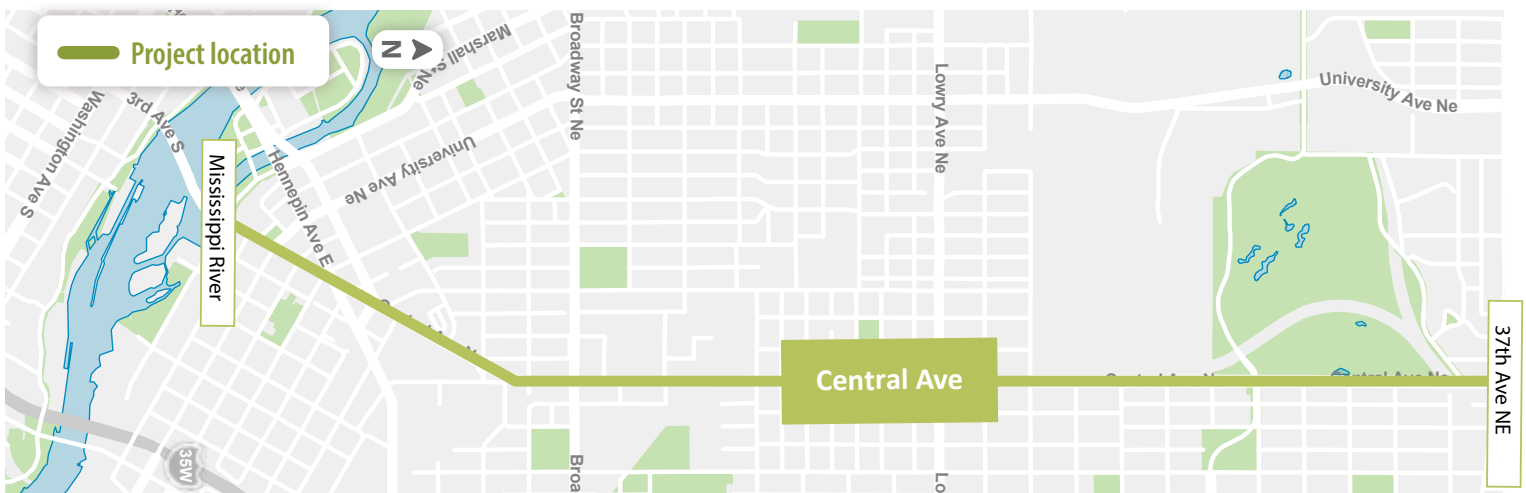
\$79,421,875

Project benefits

- Improve safety for people walking, rolling, biking, riding transit, and driving.
- Improve accessibility for people walking, rolling, biking, riding transit, and driving.
- Advance local, regional, and state goals for complete streets, modal priority, transportation equity, and climate action.
- Upgrade transit facilities to provide faster, more reliable, and more attractive transit service that is easier to use.
- Provide other improvements to the roadway and public space, based on their unique area.



Project extents: Central Avenue between the Mississippi River and 37th Avenue NE





Project Name: West 76th Street Modernization

Applicant: City of Richfield

Project Location: West 76th Street from Xerxes Avenue to Sheridan Avenue

Total Project Cost: \$3,400,000

Requested Federal Amount: \$2,720,000

Local Match: \$680,000 (20%)



Photo: 76th Street at Xerxes Avenue, facing East, June 23, 2026

Project Description:

The City of Richfield is proposing to reconstruct West 76th Street from Xerxes Avenue to Sheridan Ave, including a signal to roundabout conversion at Upton Avenue. 76th St will be converted from a four to three lane section with a continuous left turn lane. The road will be narrowed and will include boulevards, reconstructed sidewalks, and reconstructed pedestrian ramps. Along the corridor, new pedestrian-scale lighting will be installed, and existing overhead electric lines buried. The project will create a safer and more comfortable experience for all roadway users.

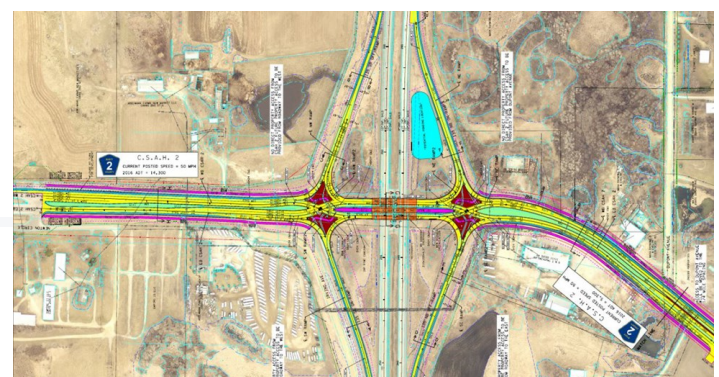
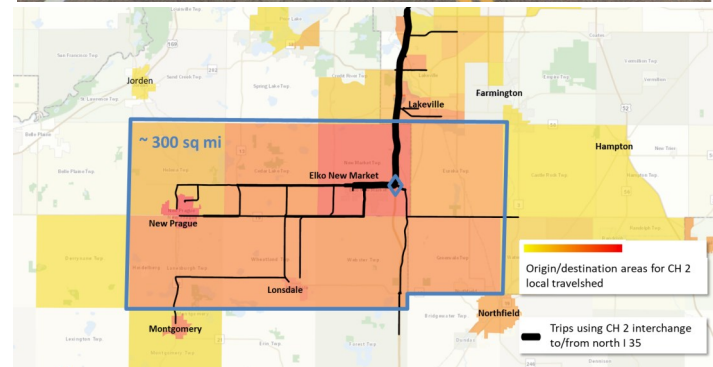
Project Benefits:

- Continuous left turn lane for safer turning movements
- Narrower road for traffic calming and shorter crossing distances
- New boulevards for trees, snow storage, and transit platforms
- Signal to roundabout conversion with pedestrian improvements



Funding is being sought for the design, engineering, planning, right-of-way acquisition and construction of the Interstate Highway 35 and Scott County State-Aid Highway 2 interchange in Scott County.

- ◇ Interchange located in southern Scott County, five miles south of Lakeville and seven miles north of Northfield exits.
- ◇ Interchange is a rural design, 2-lane interchange, constructed in 1963 as part of original interstate system and is among the oldest interstate bridges in the metropolitan area.
- ◇ Interchange has regional impact on both transportation and economic development.
- ◇ Interchange serves multiple cities in four counties (Scott, Dakota, Le Sueur, Rice).
- ◇ Interchange has a large travelshed containing over 300 square miles.
- ◇ 345 net acres immediately adjacent to interchange are currently planned for 2.5 million square feet of commercial & industrial development, with expected job creation of 1,723 jobs.
- ◇ Several Traffic Studies conducted between 2015 and 2022 have documented declining levels of service at the interchange.
- ◇ Function of the is anticipated to degrade to unacceptable levels of service on several movements by the year 2026 with only background growth and no development. This will be exacerbated with development.
- ◇ The narrow section of the I-35 overpass is the bottleneck which limits adequate geometric improvements, necessitating reconstruction of the overpass to a wider section and reconstruction of the interchange.
- ◇ City, Scott County and MnDOT have been working on identifying solution for reconstruction of the interchange since 2010. In 2016, a Diverging Diamond interchange was identified as the preferred design alternative.



OXFORD AND LOUISIANA AREA INFRASTRUCTURE INVESTMENT

Encouraging community connection, replacing aging infrastructure, preventing pollution and promoting climate resiliency



Video: Experience driving this route



APPLICANT:

City of St. Louis Park



AREA:

Southwest St. Louis Park



CITY WHERE PROJECT IS LOCATED:

St. Louis Park



COUNTY WHERE PROJECT IS LOCATED:

Hennepin



REQUESTED AWARD AMOUNT:

\$7,900,000.00



TOTAL ELIGIBLE PROJECT COST:

\$9,950,000.00



This project modernizes aging roadway infrastructure, improves system performance, removes barriers to multi-modal travel, and enhances environmental sustainability and climate resilience. This project will:

1. Improve access and mobility along a key MSAS corridor

- The project area includes over 1,000 affordable housing units
- Approximately 27 percent of residents in the area identified as people of color in the 2020 Census, compared to 22.8 percent citywide
- Sidewalk construction and modifications will fill critical gaps and improve connectivity along the corridor, creating safer and more continuous pedestrian access
- Corridor improvements will connect over 12,000 employees to transit, including Route 612 and the future METRO Green Line Extension station, improving access to jobs and regional destinations

2. Improve safety, operations, and corridor functionality

- Reconstructs 1.67 miles of deteriorated roadway to improve pavement condition and long-term system performance
- A new roundabout at Oxford Street and Louisiana Avenue will reduce conflict points, improve traffic flow, and enhance safety for all users
- Improved pedestrian crossings, ADA-compliant facilities, and lighting upgrades will enhance visibility and reduce crash risk for pedestrians and vehicles

3. Enhance environmental performance and climate resilience

- Minnehaha Creek flows to the Mississippi River, a critical drinking water source and ecological resource
- Existing drainage systems provide limited treatment before discharging to the creek
- New stormwater infrastructure will treat runoff prior to discharge, improving water quality and reducing downstream impacts
- Flood mitigation and storage improvements will reduce risk to critical infrastructure, including Methodist Hospital and key transportation routes

These roadways were last constructed in 1973 and have exceeded their design life. Full reconstruction is necessary, as routine maintenance such as overlays and crack sealing is no longer cost-effective and does not address underlying system deficiencies.

The total eligible project construction cost, is \$9.95 million. The City is requesting \$7.9 million through the Regional Solicitation program and will provide the required 20 percent local match through MSA funds, city issued GO bonds, and stormwater utility funds. The project is included in the City's Capital Improvement Program.

Public purpose:

These roadways serve a critical role in supporting regional movement of goods and access to commercial areas. The corridor currently carries approximately 4,500 vehicles per day, with 83% of traffic originating from outside of St. Louis Park, highlighting its regional significance and connection to Highway 7 and Excelsior Boulevard. Reconstruction of this corridor will restore it to a state of good repair, improve system performance, and reduce travel delays. The project will also enhance connectivity for all users while incorporating infrastructure that protects environmental resources.

Project benefits:

- Repairs and modernizes roadways with regional and local significance.
- Enhances transit and pedestrian accessibility to Methodist Hospital, a major hospital serving the Minneapolis-St. Paul area located two blocks south of this project.
- New stormwater infrastructure will remove pollutants from stormwater.
- Provides flood storage, removing critical infrastructure out of the flood zone
- Removes barriers for sustainable, non-motorized transportation
- Supports equitable and affordable transportation alternatives
- Advances the city's goal of carbon neutrality by 2040
- Improves air quality for surrounding neighborhoods
- Replacing at risk watermain and sanitary sewer

Prepared by:

 **St. Louis Park**
MINNESOTA

OXFORD AND LOUISIANA AREA INFRASTRUCTURE INVESTMENT

This area of the city is primarily industrial and has been the focus of coordinated redevelopment planning over the past decade in preparation for light rail investment. Continued redevelopment of private properties is expected to generate economic benefits for taxpayers while expanding housing options for residents seeking to live in St. Louis Park.

New development will incorporate more efficient buildings, supporting the City's climate action goals. Reconstruction of the roadway network and installation of new sidewalks will improve safety, accessibility, and connectivity for residents, employees, and visitors traveling throughout the area.



Project improvements:

- Replacement of 1.67 miles of roadway pavement
- Construction of 0.75 miles of new sidewalk
- Building a roundabout at the intersection of Oxford St and Louisiana Avenue
- Regional stormwater treatment and flood storage
- Crosswalk enhancements for people walking and rolling, with shorter crossing distances, and user-actuated flashing beacons
- Replacement of 0.5 miles of watermain, ensuring continuity of service for Methodist Hospital
- Modification of existing sidewalks and intersections to meet ADA requirements, improve safety and operation needs
- Replacement of existing street lighting with new LED systems
- Public utility repair and replacement

Roadway segments included:

- Meadowbrook Road from Excelsior Boulevard to the Meadowbrook bridge
- Redecking of the Meadowbrook bridge over Minnehaha Creek
- Oxford Street from Minnehaha Creek Bridge to Edgewood Avenue
- Edgewood Avenue from Oxford Street to Cambridge Street
- Cambridge Street from Edgewood Avenue to Alabama Avenue
- Louisiana Avenue from 100 ft north of the intersection with Oxford Street to 300 ft south of the intersection

Prepared by:

Cesar Chavez Bikeway and Roadway Modernization Project

Project Summary

Applicant: City of Saint Paul
Project Location: Cesar Chavez Street between Wabasha Street and Bancroft Avenue



**SAINT PAUL
MINNESOTA**

Total Project Cost: \$22,533,730
Requested Regional Solicitation Dollars: \$10,000,000

Project Description:

The project will improve approximately 0.7 miles of Cesar Chavez Street in Saint Paul, from Wabasha Street to Bancroft Avenue. The project will modernize this minor arterial corridor with a focus on multimodal access, roadway safety, and improved comfort for people biking, walking, and rolling.

The project includes roadway narrowing and the upgrading of an existing on-street RBTN bikeway to a two-way separated bikeway, ranging from 10- to 12-feet dependent on space, along the corridor. Additional roadway modernization elements include pedestrian safety improvements, such as raised crosswalks, and traffic calming features.

Proposed Project Elements Include:

- Full roadway reconstruction
- Roadway narrowing, including the removal of an on-street bicycle lane and some turn lanes
- Two-way, separated bikeway
- Raised crosswalks where feasible
- Traffic calming
- Pedestrian crossing upgrades
- ADA pedestrian ramp upgrades
- Roadway and pedestrian-scale lighting
- Expanded boulevard and landscaping
- Signal replacement

Project Benefits Include:

- Improve multimodal safety and comfort
- Increase pedestrian accessibility with ADA-compliant infrastructure and crossing improvements
- Improve access to public transit
- Reduce pedestrian crossing distances by narrowing the roadway
- Improve area livability for residents without access to a vehicle
- Increase the safety of bicycle and pedestrian facilities that connect residents to key destinations including educational institutions, places of worship, commercial areas, and employment opportunities.

Project Location:



Existing Conditions:



Saint Peter St: Future Green Street Project

City of Saint Paul



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Category: Roadway Modernization

OVERVIEW

The project will reconstruct Saint Peter St from Kellogg Boulevard to 10th St as a future green street, transforming it into a vibrant, more pedestrian-focused roadway while maintaining essential access and operations. The project implements the Downtown Streets and Sidewalks Plan vision by rebalancing the right-of-way to calm traffic, enhance safety, and modernize curb use. Planned improvements include wider sidewalks, tree plantings, a raised crossing at 7th Place, and outdoor dining spaces. These elements will create a vibrant destination street that enhances accessibility, supports downtown businesses, and strengthens connections to major destinations, transit, and the riverfront.

Primary Contact

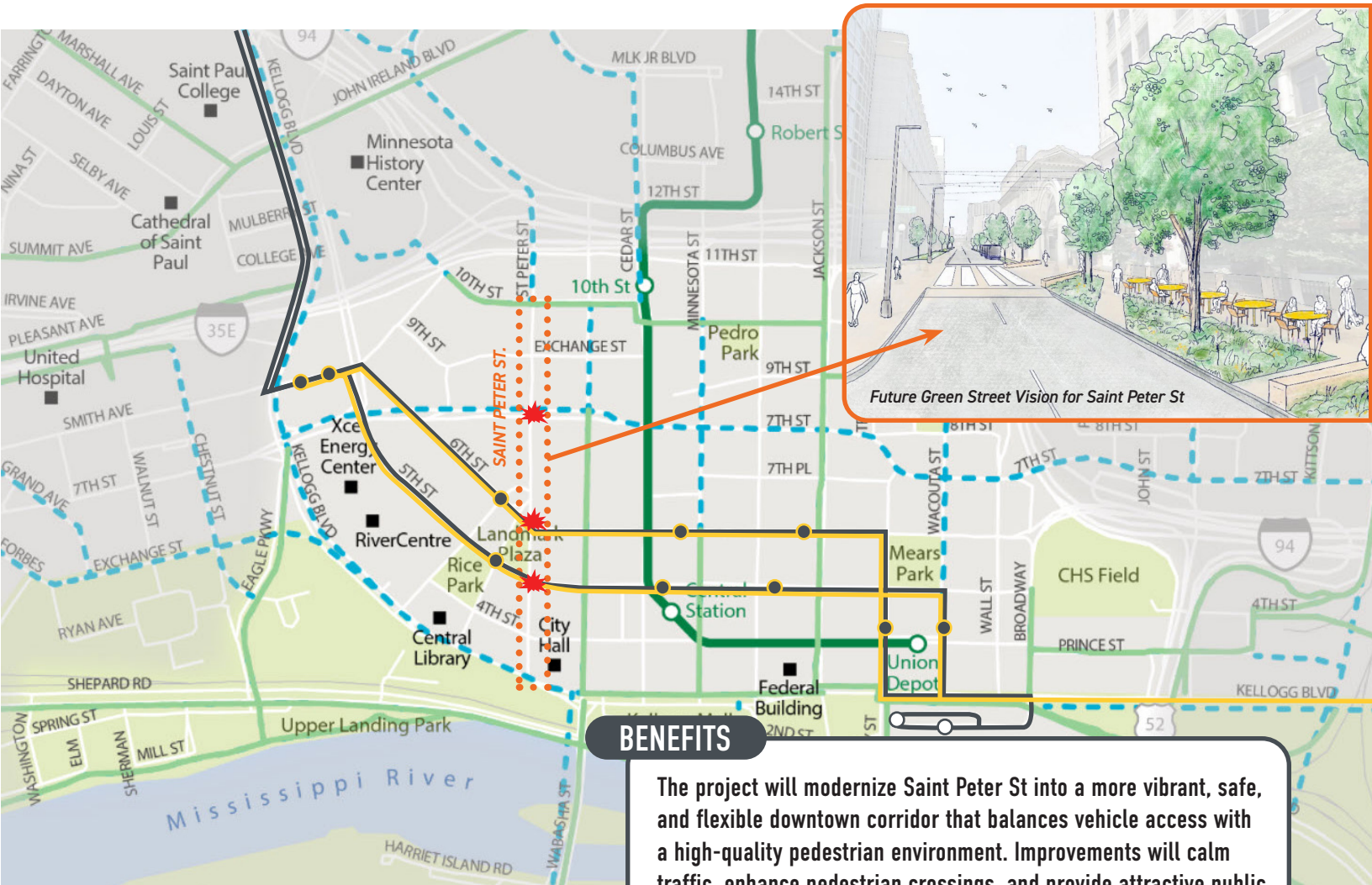
Anna Potter, P.E.
Principal Planner
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651.266.6058

anna.potter@ci.stpaul.mn.us

Total Project Cost
\$20.3M*
*2030 dollars

\$10M 2026 Regional Solicitation
Funding Request

\$16.9M Construction
Cost



BENEFITS

The project will modernize Saint Peter St into a more vibrant, safe, and flexible downtown corridor that balances vehicle access with a high-quality pedestrian environment. Improvements will calm traffic, enhance pedestrian crossings, and provide attractive public spaces for people to linger, dine, and enjoy downtown. The project also introduces flexible curb operations through a flex/dynamic travel lane that better manages daily and event-related demands without expanding the roadway.

LEGEND

- Project Location
- Existing Bikeways
- Future Bikeways
- Bike/Ped Crash Location
- Green Line (Light Rail)
- METRO B Line (BRT Line)
- METRO Gold Line (BRT Line)



West 7th Street Reconstruction Project - Davern St to Montreal Ave

City of Saint Paul

Category: Roadway Modernization

Primary Grant Contact

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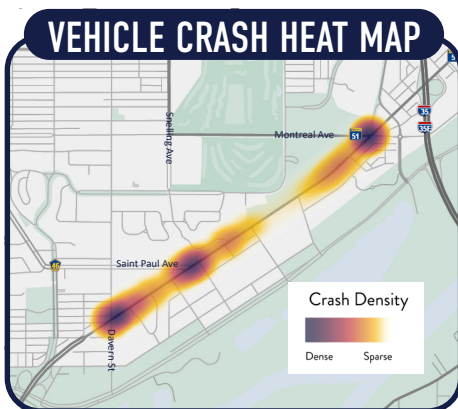
Funding Information

Requested Amount: \$10,000,000
Local Match: \$50,530,000
Project Total: \$60,530,000

OVERVIEW

The project will reconstruct West 7th Street (TH 5) between Davern Street and Montreal Avenue to transform the corridor into a modern, multimodal gateway to downtown Saint Paul. This project will set the foundation for corridor-wide reinvestment, shifting the roadway from an aging, auto-oriented facility to a vibrant, accessible corridor that serves all users for generations to come. **Improvements** will include full roadway reconstruction, modern traffic signal replacements, ADA-compliant pedestrian facilities, and intersection redesigns to enhance safety and reduce conflicts. Enhanced pedestrian crossings and multimodal design elements like medians and curb extensions will further improve accessibility and visibility throughout the corridor.

VEHICLE CRASH HEAT MAP



LEGEND

Project Location

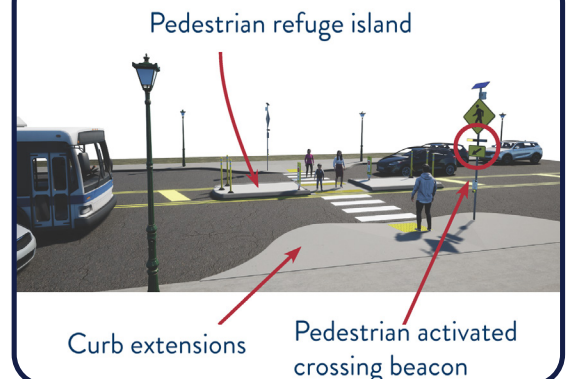
BENEFITS

The project will revitalize the surrounding community by improving safety, access, and comfort for all users. Enhanced roadway design, streetscape improvements, and safer pedestrian environments will improve quality of life, support travel mode choices, strengthen connectivity, support local businesses, and encourage future redevelopment. The project will also advance regional mobility by incorporating significant bikeway improvements that close critical gaps in Saint Paul's network. These enhancements will likely be coupled and integrated with future enhanced bus options throughout, promoting reliable, high-quality transit service.

Project Timeline

Award: 2027
Design: 2027-2029
Construction Start: 2030/2031

CONSIDERED PED IMPROVEMENTS



Corridor Facts

- Tier 1 Freight Corridor (35k AADT)
- High on Motor Vehicle Crash Risk Index (25<)
- High on Bicycle Crash Risk Index (25<)
- 35 pedestrian crashes (10 years), with 19 resulting in injury or fatal severity
- Future Enhanced Bus Corridor
- Critical gap for bicycle connection on Saint Paul bicycle network
- Lacks ADA compliant facilities
- Committed project partners including MnDOT and Metro Transit

Visit the MnDOT [project website](#) to learn more!

Project Summary

Applicant:	City of Saint Paul
Project Location:	Hamline Avenue between Grand Avenue to University Avenue West
Total Project Cost:	\$22,556,000
Regional Solicitation Request:	\$10,000,000



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Project Description:

The project will reconstruct Hamline Avenue between Grand Avenue and University Avenue to implement a complete street design that improves safety for all road users. The roadway will be reconstructed from a four-lane roadway to a three-lane roadway with a shared-use path on one side (a Regional Bicycle Transportation Network Tier 1 alignment). Additionally, the project will reconstruct ADA-compliant sidewalk, replace traffic signals, and enhance greenspace. The project will improve safety for all road users and make it easier for people of all ages and abilities to choose multimodal transportation options.

Proposed Project Elements Include:

- 4- Lane to 3-Lane conversion
- Separated Shared-Use Path
- Reconstruct ADA-Compliant Sidewalk
- Pedestrian Enhancements at Intersections
- Traffic Signal Replacements and Modifications
- Enhanced greenspace

Project Benefits Include:

- Calm vehicle traffic using a 4-Lane to 3-Lane conversion, a FHWA Proven Safety Countermeasure
- Implement a safe and comfortable shared-use path on a Tier 1 RBTN alignment
- Adds a bicycle connection over a Regional Expressway Bicycle Barrier (I-94)
- Reconstruct ADA-compliant sidewalk to increase pedestrian accessibility
- Enhance pedestrian safety through intersection improvements
- Improve area livability for residents without access to a vehicle, including low-income residents, by expanding and improving multimodal facilities
- Increase the safety of a key neighborhood corridor that connects residents to daily destinations including educational institutions, places of worship, grocery stores, pharmacies, employment opportunities, and transit stops.

Project Location:



Existing Conditions:



Above: Four lane undivided roadway at Selby Ave (looking south)

Left: Poor sidewalk conditions on Hamline Ave