

CSAH 23 Roundabout Project Project Summary

Applicant:	Anoka County
Project Location:	CSAH 23 (Lake Drive) at Elm Street
Total Project Cost:	\$1,878,746
Requested Grant Dollars:	\$1,502,996.80



Project Description:

The CSAH 23 Roundabout project includes the construction of a single-lane roundabout at the intersection of CSAH 23 (Lake Drive) and Elm Street. The new roundabout will serve as a traffic calming measure at the key intersection connecting the community to Centennial Middle School and Blue Heron Elementary School. The roundabout project will include crossing enhancements such as marked crosswalks and splitter islands with refuges to provide physical separation and shorten crossing distances. Enhanced lighting will also be included to increase visibility during the nighttime.

Proposed project elements include:

- New roundabout at the intersection of CSAH 23 (Lake Drive) at Elm Street to replace existing signal.
- Raised medians and splitter islands along each leg on approach.
- Marked crossings and pedestrian refuges in splitter islands at north and west legs of the roundabout.
- Lighting upgrades to increase nighttime visibility.

Project benefits include:

- Traffic calming at intersection and on approach, reducing risk for severe injuries and increasing driver attentiveness.
- Enhances pedestrian safety and visibility at crossings.
- Provide safe connections for pedestrian and bicyclist access to schools, essential services, employment opportunities, and retail in the area.
- Improve conditions for users with limited mobility, impaired vision, and other disabilities, and families with strollers

Project Location:



Existing conditions:



Project Name: Brookdale Drive Corridor Safety Improvements

Applicant: City of Brooklyn Park

Total Project Cost: \$3,017,000

Requested Amount: \$2,413,600

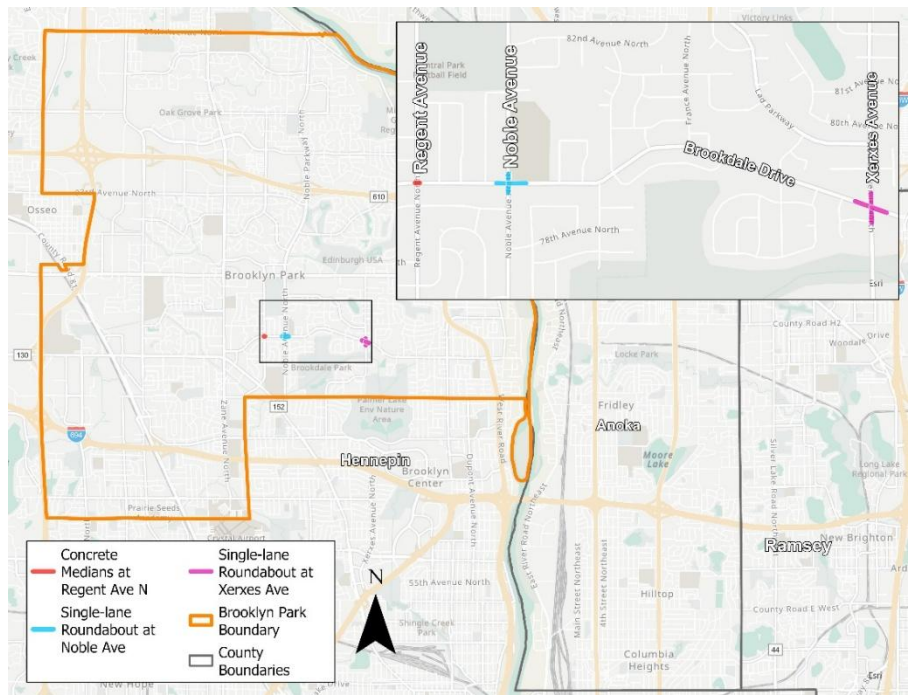
Project Description: The project will construct safety improvements at three intersections along Brookdale Drive N (MSAS 101) in the City of Brooklyn Park: Regent Avenue (MSAS 124), Noble Avenue (MSAS 110), and Xerxes Avenue (MSAS 106). At Regent Avenue, the project will construct concrete medians on the west and east legs to serve as pedestrian median refuges for users crossing Brookdale Dr. Rectangular Rapid Flashing Beacons (RRFBs) will be installed on the east leg. Striping will be modified and marked crosswalks will be added to all four legs. Flashers will be added to existing stop ahead signage. At Noble Avenue, the existing four-way stop-controlled intersection will be converted to a single-lane roundabout with median refuges and marked crosswalks on all four legs. RRFBs will be installed on the east leg. Existing sidewalks and driveways on all four legs will be realigned to match the reconstructed roadway alignment. At Xerxes Avenue, the existing four-way stop-controlled intersection will be converted to a single-lane roundabout with median refuges and marked crosswalks on all four legs. RRFBs will be installed on the east leg (Shingle Creek Regional Trail). Existing sidewalks and driveways on all four legs will be realigned to match the reconstructed roadway alignment.

Project Benefits:

- Reduced severe crash risk for all modes
- Reduced vehicle speeds along Brookdale Dr
- Improved pedestrian and bicycle crossings, including school and trail crossings



Brookdale Dr & Noble Ave facing northeast



Highway 5/CSAH 92 Roundabout

Project Summary

Applicant:	Carver County
Project Location:	Intersection of CSAH 92 and MN Highway 5, Waconia, MN
Total Project Cost:	\$8,509,900
Requested Federal Dollars:	\$5,000,000



Project description:

This project will shift the intersection of Trunk Highway 5 and Carver County CSAH 92 approximately 170' east and construct a roundabout at the new location. The new roundabout will maintain the current lane configuration of Trunk Highway 5 (4 lanes) and CSAH 92 (2 lanes) while aligning with the ROW for future construction of CSAH 92 south of the intersection. Mixed use trail elements will be extended along CSAH 92 and across/around the future roundabout. Work will also include the addition of an RRFB at the intersection of CSAH 92 and Island View Road.

Proposed project elements include:

- Conversion of existing three-leg intersection to a roundabout
- Mixed use trail facilities, including pedestrian and bicycle refuge islands at crossings
- RRFB system at the intersection of CSAH 92 and Island View Road

Project benefits include:

- Enhanced safety outcomes for all road users
- Continued ease of movement along Highway 5 and CSAH 92

Project location:



Existing conditions:



View of the intersection taken from the north



View of the intersection facing southeast

44th Avenue Multimodal Improvements Project

City of Columbia Heights, MN

Category: Proactive Safety

PROJECT DESCRIPTION

The City of Columbia Heights seeks federal funding to implement multimodal safety improvements along 44th Avenue NE, a high-priority corridor identified in the City's 2025 Transportation Safety Action Plan High Injury Network. The project will reconfigure the roadway through a road diet and introduce the corridor's first dedicated bicycle and pedestrian facilities, including a shared-use path on one side and sidewalks on the other.

Raised crossings will be installed at every intersection to reduce vehicle speeds and improve visibility for people walking and biking, addressing the corridor's current lack of safe, accessible infrastructure. The project will also connect to a new shared-use path that was constructed through Anoka County's railroad crossing project—the only crossing within more than one mile—creating a continuous multimodal route.

In addition, the corridor provides a critical first- and last-mile connection to planned Bus Rapid Transit (BRT) service and future development at Central Avenue/TH 65. Improvements include narrowed travel lanes, a shared-use path and sidewalks, raised intersection crossings, and enhanced lighting and wayfinding. The project is consistent with the City's Complete Streets Policy, its adopted safety goals, and regional pedestrian planning efforts.

PRIMARY CONTACT:

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PROJECT LOCATION

Main St NE to
TH65/Central Ave

START:

June 2030

END:

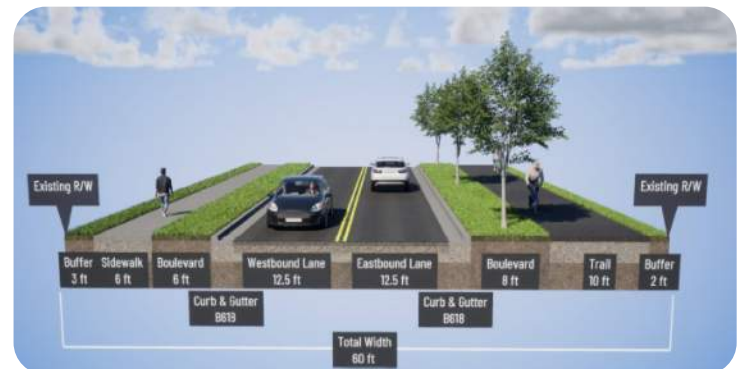
August 2031

PROJECT BENEFITS & REGIONAL SIGNIFICANCE

This project will significantly improve safety by reducing crash severity and frequency along a corridor with a documented history of serious and fatal crashes. The combination of lane reconfiguration, reduced crossing distances, and clearly defined pedestrian and bicycle space will lower vehicle speeds and minimize conflict points.

At a regional scale, the project closes a critical gap in the multimodal network by linking local infrastructure to county and state investments, including the nearby railroad crossing to the west and planned BRT service on the eastern end. By improving first- and last-mile access and supporting safer travel for all users, the project advances broader regional goals related to safety, access, and multimodal connectivity.

PROPOSED TYPICAL SECTION



PROPOSED IMPROVEMENTS (layout represents a sample segment of the entire project corridor)



CORRIDOR FAST FACTS

- » 1 mile in length
- » Only railroad crossing for over 1 mile in either direction
- » 11,000 residents and 3,700 households within 1/2 mile of project area
- » 3,100 jobs within 1/2 mile of project area
- » 57% of the population within 1/2 mile is non-White or of Hispanic/Latino origin
- » 12% of households within 1/2 mile are car-free while 42% have access to just one car



REQUESTED AWARD AMOUNT: \$6,240,000

LOCAL MATCH: \$1,560,000

PROJECT TOTAL: \$7,800,000

Project Scoping - Summary

Transportation Capital Projects

HENNEPIN COUNTY
MINNESOTA

Project Name

CSAH 130 (69th Ave) Proactive Safety Project

City(ies)

Brooklyn Center

Commissioner District(s)

1

Capital Project Number

2201710

Project Category

Multimodal Safety (Corridor)

Scoping Manager

Jordyn Curtis

Scoping Form Revision Dates

4/7/2026

Project Summary

Proactive safety project along CSAH 130 (69th Ave) from Unity Avenue to Lee Avenue in the City of Brooklyn Center.

Roadway History

The existing roadway (last reconstructed in 1959) 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 a bikable shoulder along both sides of the roadway. In addition, the current typical section is generally a rural design with intermittent bituminous curb that is not only showing signs of advanced deterioration, but also does not provide proper stormwater management along the corridor. The corridor has been identified as being on Hennepin County's High Injury Network. Although a sidewalk facility is provided along the southern side of the roadway, the crossing experience for people walking is somewhat uncomfortable due to the lack of traffic calming elements along the corridor. Although pedestrian ramps are provided along the existing sidewalk facility, there are no receiving ramps for people to access the sidewalk from the north. There is no vertical separation along CSAH 130 (69th Ave) between people biking and driving.

Project Description and Benefits

It is anticipated that a Safe System Design will be advanced (such as raised medians, shared use paths, enhanced crossings) to reduce the likelihood of fatal and severe crashes - especially those involving vulnerable users. Additionally, it is anticipated that Complete and Green Street 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. In addition, it's anticipated that an urban design will be introduced to properly manage stormwater along the corridor, especially during intense rainfall events. In addition, access management strategies will be explored in recognition of the close proximity of the local street network that includes a number of TEE intersections. 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 Map



Initial Project Timeline

Scoping: Q4 2022 - Q4 2026

Design: Q1 2027 - Q4 2030

R/W Acquisition: Q4 2029

Bid Advertisement: Q4 2030

Construction: Q1 2031 - Q4 2032

Project Delivery Responsibilities

Preliminary Design: Consultant

Final Design: Consultant

Construction Services: Consultant

Project Budget -

Project Level

Construction: \$ 6,891,000

Cost Estimate Year: 2022

Construction Year: 2031

Annual Inflation Rate: 2.0%

Inflated Construction: \$ 8,240,000

Design Services: \$ 1,650,000

R/W Acquisition: \$ 1,200,000

Other (Utility Burial): \$ -

Construction Services: \$ 680,000

Contingency: \$ 2,470,000

Total Project Budget: \$ 14,240,000

Project Risks & Uncertainties

- The corridor has been identified on Hennepin County's High Injury Network due to the history of fatal or severe crashes along the corridor
- This segment of CSAH 130 (69th Ave) is identified as a potential jurisdictional transfer candidate as part of the county's Mobility 2040 Plan

Project Scoping - Summary
Transportation Capital Projects

HENNEPIN COUNTY
MINNESOTA

Project Name
CSAH 152 (Washington Ave) Proactive Safety Project
City(ies)
Minneapolis
Commissioner District(s)
4
Capital Project Number
2248130
Project Category
Multimodal Safety (Corridor)
Scoping Manager
Jordyn Curtis
Scoping Form Revision Dates
3/24/2026, 04/09/2026



Project Summary
Multimodal safety project along CSAH 152 (Washington Ave) from the I-35W southbound ramps to the CSAH 122 (Washington Ave) eastbound ramps in the City of Minneapolis.

Roadway History
The existing roadway (last reconstructed in 1966) 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 extending the roadway's useful life. The current four-lane undivided configuration is susceptible to relatively high frequencies of crashes. Although sidewalk facilities are provided along both sides, the west side includes obstructions within the walking path, presenting challenges for people with limited mobility. There is no vertical separation along CSAH 152 (Washington Ave) between people biking and driving. CSAH 152 (Washington Ave) serves as a Tier 1 Regional Bike Transportation Network corridor. In addition, there are mature trees present along the corridor that will be preserved (as feasible).

Initial Project Timeline

Scoping:	Q1 2023 - Q4 2026
Design:	Q2 2027 - 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:	Consultant

Project Description and Benefits
The proposed will replace the existing pavement, traffic signals, curb, sidewalk facilities, and storm water structures. It is anticipated that a Safe System Design will be advanced (such as raised medians, separated bikeway facilities, and pedestrian crossing enhancements) to reduce the likelihood of fatal and severe crashes - especially those involving vulnerable users. Given the surrounding land uses, opportunities for enhanced greening, lighting, and streetscaping will be explored in alignment with the county's Complete & Green Streets policy. In recognition of ownership and maintenance responsibilities associated with the I-35W Bridge (Bridge #27881), the project scope is currently limited to minor revisions across the bridge structure. Revisions anticipated include traffic signal replacement, crossing enhancements for people walking and biking, and pavement resurfacing with adjustments to pavement markings.
This project will complement Metro Transit's planned Arterial Bus Rapid Transit (ABRT) H Line service that's proposed to operate along Washington Avenue/Cedar Avenue (CSAH 152). This project will improve first/last mile connections for people walking and biking to nearby ABRT stations.

Project Budget -	Project Level
Construction:	\$ 8,090,000
Cost Estimate Year:	2022
Construction Year:	2030
Annual Inflation Rate:	2.0%
Inflated Construction:	\$ 9,480,000
Design Services:	\$ 1,900,000
R/W Acquisition:	\$ 520,000
Other (Utility Burial):	\$ -
Construction Services:	\$ 760,000
Contingency:	\$ 2,840,000
Total Project Budget:	\$ 15,500,000

Project Risks & Uncertainties
- Bridge #27030 over Washington Avenue SE (CSAH 122) was identified as a bridge candidate as part of the county's 2024 Project Prioritization Process and will be considered for replacement as part of future Capital Improvement Programs (CIP's).
- Project development is anticipated to be coordinated with Metro Transit's planned H Line service.

Johnson St NE Safety Improvements

2026 Regional Solicitation

Project description

The proposed project would implement multimodal safety improvements along Johnson St NE, a corridor identified on the city's All Ages and Abilities and Pedestrian Priority networks. Improvements will include ADA-compliant pedestrian ramps and may include bumpouts, pedestrian refuge medians, rectangular rapid flashing beacons (RRFB's), protected bikeways, signage, and pavement markings.

Project benefits

- Bumpouts and medians improve safety and comfort by shortening crossings and increasing visibility.
- Traffic signal upgrades reduce conflict, organize phasing, and provide visibility for all users.
- Protected bikeways provide a safe, comfortable, and connected experience for people bicycling and rolling.
- ADA-compliant improvements create a corridor that is accessible, safe, and convenient for users.



Requested award amount

\$7,000,000

Total project cost

\$8,756,570

Project extent: Johnson Street NE, from Lowry Avenue NE to 37th Avenue NE.





Project Name: West 76th Street & Newton Avenue Intersection

Applicant: City of Richfield

Project Location: West 76th Street from Oliver Avenue to Morgan Avenue

Total Project Cost: \$2,150,000

Requested Federal Amount: \$1,720,000

Local Match: \$430,000 (20%)



Photo: Newton Avenue at 76th Street, facing South, June 23, 2026

Project Description:

The City of Richfield is proposing to replace the existing traffic signal at West 76th Street and Newton Avenue with a multi-lane roundabout. The proposed roundabout design will include channelized intersection approaches, pedestrian refuge islands, and RRFBs. Existing nonmotorized facilities in the project area will be reconstructed to ADA standards and realigned to match the roundabout design.

Project Benefits:

- Reduced intersection conflict points and lower vehicle speeds
- Shorter crossing distances and improved crossing safety for people walking and biking
- Reduced queuing times for school buses leaving Richfield Middle School during dismissal



County Highway 15 and County Road 64 Intersection and Trail Connections

Proactive Safety, HSIP Proactive Safety | Construction Year: 2031

Project Summary

County Highway 15 (Manning Avenue) at CR 64/McKusick Road is a high-volume north-south corridor in Washington County serving growing residential areas and regional destinations. The intersection currently operates under side-street stop control. Increasing traffic volumes are creating capacity constraints and leading to an elevated crash risk with a continued documented angle crash pattern for turning and crossing movements.

Planned improvements include intersection reconstruction including installation of a traffic signal, dedicated left- and right-turn lanes on the side-streets, ADA at-grade crossing improvements (compliant ramps, APS push-buttons, high visibility crosswalks), updated signage, and improvements to the CR 64/McKusick leg of the intersection (removal of a bypass lane and construction of a dedicated left-turn lane). Additionally, a 10-foot-wide multi-use separated trail is proposed on the east side of Manning Ave, connecting to adjacent neighborhoods along Hwy 96, providing improved connection to the parallel Brown's Creek Regional Trail and Central Greenway

East approach leg of McKusick Rd N. Stop controlled side street, with no dedicated turn lanes, and no shoulder.



No protected crossing of Manning Ave on CR/64/McKusick Rd N. No ADA compliant curb.



Project Location

County: Washington
City: Grant, Stillwater



Planned Improvements

Intersection reconstruction (traffic signal), trail construction, ADA improvements



Funding

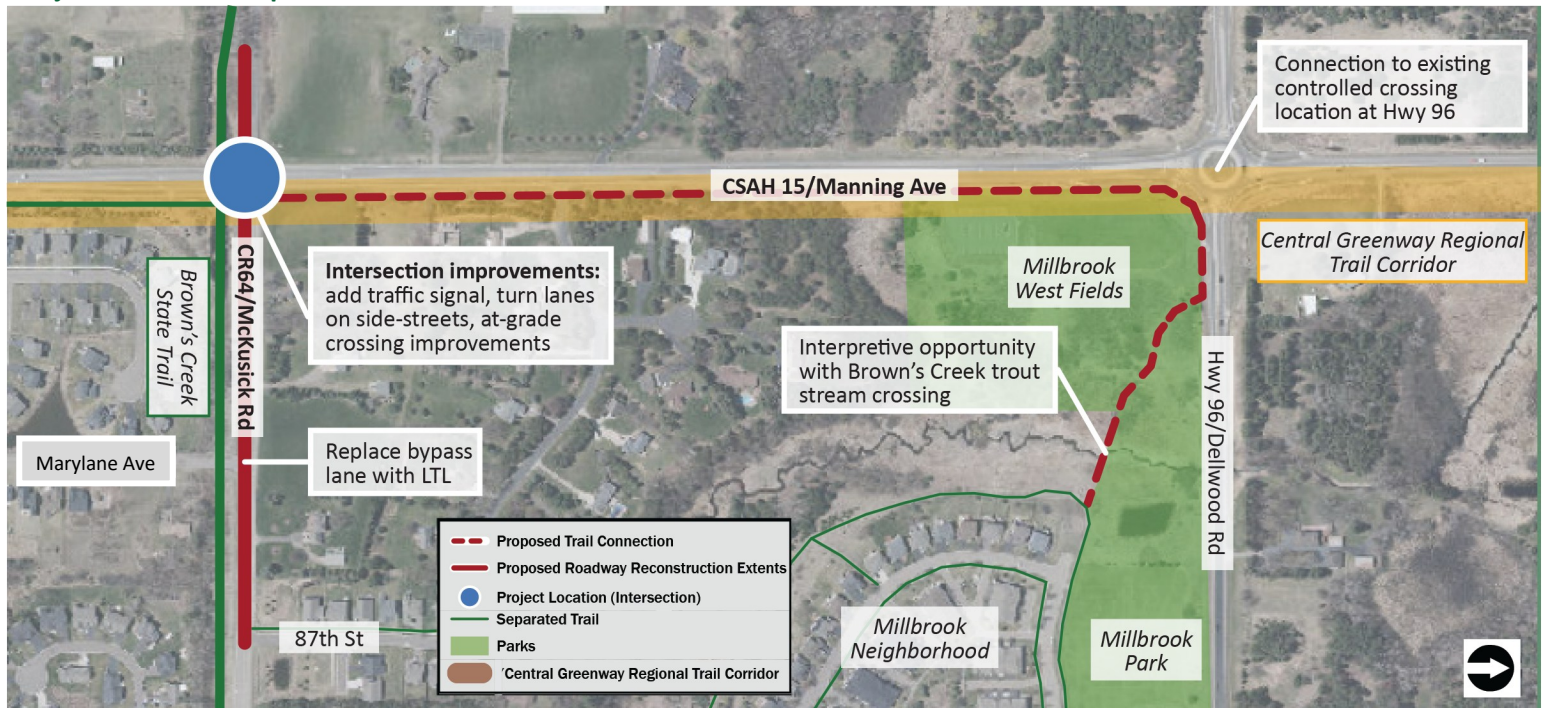
Request	\$7,000,000
Local Contribution	\$1,905,000
Project Total	\$8,905,000



Project Goals and Benefits

1. Improve safety for all users
2. Provide more predictable intersection operations and reduce delay
3. Improve ADA compliance and network gaps removing barriers to walking, biking, or rolling
4. Improve connectivity to Browns Creek State Trail and Central Greenway Regional Trail Corridors (with connections into Stillwater and Mahtomedi)
5. Protect and enhance natural systems, specifically the nearby trout stream, Brown's Creek.

Project Overview Map



Proactive Safety, HSIP-Proactive | Construction Year: 2031

The Minnesota Department of Transportation, in partnership with Washington County and the City of Forest Lake, is planning corridor improvements along Trunk Highway (TH) 61 between CSAH 32 and 4th Street NW. TH 61 currently functions as a major barrier for both vehicular and non-vehicular travel. The corridor lacks pedestrian accommodations, experiences congested access, and performs poorly for all modes of transportation. The CSAH 32/TH 61 and TH 61/4th Ave SW/South Shore Drive intersection presents significant safety concerns for people walking and biking. Documented crash history reinforces the need for improved nonmotorized infrastructure and safer multimodal connectivity. Recent public engagement confirmed significant community frustration with these conditions. Increasing traffic volumes make addressing these deficiencies increasingly urgent. The project would explore potential intersection improvements, like roundabouts, to reduce vehicle conflict points and improve safety for all users. Additional improvements would focus on removing barriers along TH 61 and enhancing pedestrian and bicycle connectivity, including new structured crossing opportunities and separated facilities that support safer access to the Hardwood Creek Regional Trail. The project is consistent with the Washington County Strategic Plan, the Washington County Bicycle and Pedestrian Plan, and the Forest Lake Downtown Plan.

4th Ave SW

5th Ave SW

6th Ave SW

7th Ave SW

8th Ave SW

11th Ave SW

Forest Lake

Highway 61

Intersection safety improvements for vehicles and pedestrians

Added trail facilities on both sides of Highway 61

Add concrete center median to provide pedestrian refuge space and safety benefits

0 500 Feet

North Arrow

County: Washington
City: Forest Lake



- Structured crossings, separated facilities, potential roundabout conversions



Request	\$7,000,000.00
Local Contribution	\$13,000,000.00
Project Total	\$20,000,000.00



1. Reduce fatal and serious injury crashes at the intersection of CSAH 32 (11th Ave SW) and TH 61 and at the TH 61/4th Ave SW/South Shore Drive
2. Improve safety and comfort for bicyclists and pedestrians crossing TH 61
3. Improve traffic operations and reduce vehicle conflict points
4. Maintain access to surrounding businesses and minimize operational disruption
5. Advance safety investments consistent with regional priorities

