



Application

01971 - 2014 Multiuse Trails and Bicycle Facilities

02099 - Enhancement of the Old Cedar Avenue Bridge Parking Lot, Bluff Trail Head, and Boardwalk Areas

Regional Solicitation - Bicycle and Pedestrian Facilities

Status: Submitted
Submitted Date: 11/26/2014 9:27 AM

Primary Contact

Name:* Tim Wayne Bodeen
Salutation First Name Middle Name Last Name

Title: Refuge Manager

Department: Minnesota Valley National Wildlife Refuge

Email: tim_bodeen@fws.gov

Address: 3815 American Boulevard East

***** Bloomington Minnesota 55425
City State/Province Postal Code/Zip

Phone:* 952-858-0701
Phone Ext.

Fax:

What Grant Programs are you most interested in? Regional Solicitation - Bicycle and Pedestrian Facilities

Organization Information

Name: US Fish and Wildlife Service

Jurisdictional Agency (if different):

Organization Type: US Government Department

Organization Website: http://www.fws.gov/refuge/minnesota_valley/

Address: Minnesota Valley National Wildlife Refuge
3815 American Boulevard East

* **City:** Bloomington **State/Province:** Minnesota **Postal Code/Zip:** 55425

County: Hennepin

Phone:* 952-858-0701 **Ext.:**

Fax:

PeopleSoft Vendor Number

Project Information

Project Name Enhancement of the Old Cedar Avenue Bridge Area

Primary County where the Project is Located Hennepin

Jurisdictional Agency (If Different than the Applicant):

Brief Project Description (Limit 2,800 characters; approximately 400 words) Enhance the area adjacent to Old Cedar Avenue Bridge parking lot by adding a 0.5 mile loop trail, fishing platform, wildlife observation platform, signage kiosks, wetland boardwalk, and improving access for physically challenged visitors.

Include location, road name/functional class, type of improvement, etc.

Project Length (Miles) 0.5

Connection to Local Planning:
Reference the name of the appropriate comprehensive plan, regional/statewide plan, capital improvement program, corridor study document [studies on trunk highway must be approved by MnDOT and the Metropolitan Council], or other official plan or program of the applicant agency [includes Safe Routes to School Plans] that the project is included in and/or a transportation problem/need that the project addresses. List the applicable documents and pages.

Connection to Local Planning

This project directly correlates to City of Bloomington's Alternative Transportation Plan, Minnesota River Valley Master Plan, and Old Cedar Avenue Bridge Restoration Plan. The Old Cedar Bridge area is part of a regional trail network that connects the Intercity Trail with the Minnesota Valley State Trail. This area is also discussed in the U.S Fish and Wildlife Service's Minnesota Valley National Wildlife Refuge Comprehensive Conservation Plan, Long Range Transportation Plan and Five Year plan.

Project Funding

Are you applying for funds from another source(s) to implement this project?	Yes
If yes, please identify the source(s)	USFWS Federal Lands Transportation Funds
Federal Amount	\$450,000.00
Match Amount	\$140,000.00
<i>Minimum of 20% of project total</i>	
Project Total	\$590,000.00
Match Percentage	23.73%
<i>Minimum of 20%</i> <i>Compute the match percentage by dividing the match amount by the project total</i>	
Source of Match Funds	USFWS Federal Lands Transportation Funds
Preferred Program Year	
Select one:	2018

Project Information

County, City, or Lead Agency	U.S. Fish and Wildlife Service
Zip Code where Majority of Work is Being Performed	55425
(Approximate) Begin Construction Date	07/01/2015
(Approximate) End Construction Date	10/03/2016
LOCATION	
From: (Intersection or Address)	Old Cedar Avenue Terminus at Long Meadow Lake, Bloomington

*Do not include legal description;
Include name of roadway if majority of facility
runs adjacent to a single corridor.*

To:
(Intersection or Address)

Old Cedar Avenue Terminus at Long Meadow Lake,
Bloomington

Type of Work

excavating, grading, sidewalk, boardwalk, ped ramps,
ped/bicycle paths,

*Examples: grading, aggregate base, bituminous base, bituminous surface,
sidewalk, signals, lighting, guardrail, bicycle path, ped ramps, bridge,
Park & Ride, etc.)*

**BRIDGE/CULVERT PROJECTS
(If Applicable)**

Old Bridge/Culvert?

Yes

New Bridge/Culvert?

Yes

Structure is Over/Under
(Bridge or culvert name):

Orchard Springs and Kidder Marsh

Specific Roadway Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES

	Cost
Mobilization (approx. 5% of total cost)	\$25,000.00
Removals (approx. 5% of total cost)	\$10,000.00
Roadway (grading, borrow, etc.)	\$0.00
Roadway (aggregates and paving)	\$0.00
Subgrade Correction (muck)	\$0.00
Storm Sewer	\$0.00
Ponds	\$0.00
Concrete Items (curb & gutter, sidewalks, median barriers)	\$0.00
Traffic Control	\$0.00
Striping	\$0.00
Signing	\$0.00
Lighting	\$0.00
Turf - Erosion & Landscaping	\$50,000.00
Bridge	\$0.00
Retaining Walls	\$0.00
Noise Wall	\$0.00
Traffic Signals	\$0.00
Wetland Mitigation	\$0.00
Other Natural and Cultural Resource Protection	\$53,000.00
RR Crossing	\$0.00
Roadway Contingencies	\$0.00

Other Roadway Elements	\$0.00
Totals	\$138,000.00

Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Path/Trail Construction	\$250,000.00
Sidewalk Construction	\$0.00
On-Street Bicycle Facility Construction	\$0.00
Right-of-Way	\$0.00
Pedestrian Curb Ramps (ADA)	\$0.00
Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	\$0.00
Pedestrian-scale Lighting	\$0.00
Streetscaping	\$0.00
Wayfinding	\$2,000.00
Bicycle and Pedestrian Contingencies	\$0.00
Other Bicycle and Pedestrian Elements	\$200,000.00
Totals	\$452,000.00

Specific Transit and TDM Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Fixed Guideway Elements	\$0.00
Stations, Stops, and Terminals	\$0.00
Support Facilities	\$0.00
Transit Systems (e.g. communications, signals, controls, fare collection, etc.)	\$0.00
Vehicles	\$0.00
Transit and TDM Contingencies	\$0.00
Other Transit and TDM Elements	\$0.00
Totals	\$0.00

Transit Operating Costs

OPERATING COSTS	Cost
Transit Operating Costs	\$0.00

Totals

\$0.00

Totals

Total Cost	\$590,000.00
Construction Cost Total	\$590,000.00
Transit Operating Cost Total	\$0.00

Requirements - All Projects

All Projects

1. The project must be consistent with the goals and policies in these adopted regional plans: Thrive MSP 2040 (2014), the 2030 Transportation Policy Plan (amended 2013), the 2030 Regional Parks Policy Plan (amended 2013), and the 2030 Water Resources Management Policy Plan (2005).

Check the box to indicate that the project meets this requirement. Yes

2. Applicants that are not cities or counties in the seven-county metro area with populations over 5,000 must contact the MnDOT Metro State Aid Office prior to submitting their application to determine if a public agency sponsor is required.

Check the box to indicate that the project meets this requirement. Yes

3. Applicants must not submit an application for the same project in more than one funding sub-category.

Check the box to indicate that the project meets this requirement. Yes

4. The requested funding amount must be more than or equal to the minimum award and less than or equal to the maximum award. The cost of preparing a project for funding authorization can be substantial. For that reason, minimum federal amounts apply. Other federal funds may be combined with the requested funds for projects exceeding the maximum award, but the source(s) must be identified in the application. Multiuse trails & bicycle facilities must be between \$125,000 and \$5,500,000. Pedestrian facilities and Safe Routes to School must be between \$125,000 and \$1,000,000.

Check the box to indicate that the project meets this requirement. Yes

5. The project must comply with the Americans with Disabilities Act.

Check the box to indicate that the project meets this requirement. Yes

6. The project must be accessible and open to the general public.

Check the box to indicate that the project meets this requirement. Yes

7. The owner/operator of the facility must operate and maintain the project for the useful life of the improvement.

Check the box to indicate that the project meets this requirement. Yes

8. The project must represent a permanent improvement with independent utility. The term independent utility means the project provides benefits described in the application by itself and does not depend on any construction elements of the project being funded from other sources outside the regional solicitation, excluding the required non-federal match. Projects that include traffic management or transit operating funds as part of a construction project are exempt from this policy.

Check the box to indicate that the project meets this requirement. Yes

9. The project must not be a temporary construction project. A temporary construction project is defined as work that must be replaced within five years and is ineligible for funding. The project must also not be staged construction where the project will be replaced as part of future stages. Staged construction is eligible for funding as long as future stages build on, rather than replace, previous work.

Check the box to indicate that the project meets this requirement. Yes

10. The project applicant must send written notification regarding the proposed project to all affected communities and other levels and units of government prior to submitting the application.

Check the box to indicate that the project meets this requirement. Yes

Requirements - Bicycle and Pedestrian Facilities Projects

1. All projects must relate to surface transportation. As an example, for multiuse trail and bicycle facilities, surface transportation is defined as primarily serving a commuting purpose and/or that connect two destination points. A facility may serve both a transportation purpose and a recreational purpose; a facility that connects people to recreational destinations may be considered to have a transportation purpose.

Check the box to indicate that the project meets this requirement. Yes

2. The project must exclude costs for study completion, preliminary engineering, design, construction engineering, or other similar costs (eligible costs include construction and materials, right-of-way, and land acquisition).

Check the box to indicate that the project meets this requirement. Yes

3. The project must exclude work which is required as a condition of obtaining a permit or concurrence for a different transportation project.

Check the box to indicate that the project meets this requirement. Yes

4. Seventy percent of the project cost must fall under one of the following eligible activities:

Check the box to indicate that the project meets this requirement. Yes

For Safe Routes to School Projects Only

5. All projects must be located within a two-mile radius of the associated primary, middle, or high school site.

Check the box to indicate that the project meets this requirement.

6. All schools benefiting from the SRTS program must conduct after-implementation surveys. These include the student tally form and the parent survey available on the National Center for SRTS website. The school(s) must submit the after-evaluation data to the National Center for SRTS within a year of the project completion date. Additional guidance regarding evaluation can be found at the MnDOT SRTS website.

Check the box to indicate that the project meets this requirement.

7. The applicant must have a Safe Routes to School plan or planning process established to be eligible for funding. MnDOT staff will notify Metropolitan Council staff of all agencies eligible for funding. If an applicant has a new Safe Routes to School plan and has not previously notified MnDOT Safe Routes to School staff of the plan, the applicant should contact Nicole Campbell (Nicole.M.Campbell@state.mn.us; 651-366-4180) prior to beginning an application to discuss the plan and confirm eligibility. MnDOT staff will send updated applicant eligibility information to Metropolitan Council staff, if necessary.

Check the box to indicate that the applicant understands this requirement and will contact MnDOT Safe Routes to School staff, if necessary, to confirm funding eligibility.

Other Attachments

File Name	Description	File Size
OCAB_Grant_Match_Support.PDF	Letter of Intent to Provide Match	815 KB
Old Cedar Bridge Enhancements-141106 (1).pdf	City of Bloomington Contractor SRF presentation	8.2 MB
OldCedarAve05202014ProjectMap.pdf	Map of project area and proposed trail improvements	9.5 MB

Measure A: Project Location Relative to the RBTN

Select one:

Tier 1, Priority RBTN Corridor Yes

Tier 2, RBTN Corridor

(Tier 1 or Tier 2)

Direct connection to the RBTN Yes

OR

Project is not located on or directly connected to the RBTN, but is part of a local system and identified within an adopted county or city plan

Upload Map RBTNEvalMapGrant.pdf

Measure A: Cost Effectiveness

Existing Population Within One Mile (Integer Only) 12565

Existing Employment Within One Mile (Integer Only) 14761

Completed by Metropolitan Council Staff

Total Project Cost \$590,000.00

Cost Effectiveness for Population \$46.96

Cost Effectiveness for Employment \$39.97

Upload Map PopulationSummaryMapGrant.pdf

Measure A: Project Location and Impact to Disadvantaged Populations

Select one:

Project located in Racially Concentrated Area of Poverty

Project located in Concentrated Area of Poverty Yes

Projects census tracts are above the regional average for population in poverty or population of color

Project located in a census tract that is below the regional average for population in poverty or populations of color or includes children, people with disabilities, or the elderly.

Response (Limit 1,400 characters; approximately 200 words)

This project will serve as the main point of introduction for urban audiences to Minnesota Valley National Wildlife Refuge. It is designed, in coordination with the Old Cedar Avenue Bridge Trail project, to make the refuge a welcoming and inviting place for all people, from every background. This project will also significantly improve access for people with disabilities and the elderly to the trails and facilities in the Minnesota Valley by improving an existing trail so it meets the Americans with Disabilities Act's requirements. Children will have improved access to the trail, river and a fishing facility, all of which will be used for free public programs and environmental education. This project will also improve access for all people to recreational opportunities linked to improved health and wellness and quality of life. Bicycle commuters and recreational trail users will enjoy enhanced connection to the Regional Bicycle Transportation Network via this intersection with the planned Old Cedar Avenue Bridge Trail and the planned Minnesota Valley State Trail.

Upload Map

SocioEconMapGrant.pdf

Measure B: Affordable Housing

City/Township	Segment Length (Miles)
Bloomington	0.5
	1

Total Project Length

Total Project Length	0.5
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Affordable Housing Scoring - To Be Completed By Metropolitan Council Staff

City/Township	Segment Length (Miles)	Total Length (Miles)	Score	Segment Length/Total Length	Housing Score Multiplied by Segment percent
Item Deleted	0	0.5	0	0	0

Bloomington	0.5	0.5	79.0	1.0	79.0
		1	79	1	79

Affordable Housing Scoring - To Be Completed By Metropolitan Council Staff

Total Project Length (Miles)	0.5
Total Housing Score	79.0

Measure A: Gaps, Barriers and Continuity/Connections

Check all that apply:

Closes a Gap on or off the RBTN including improving bikeability for all age/experience levels within urban, high demand corridors that may already have a continuous bikeway facility (in urban high-demand corridors, this could include adding an off-road trail where there is only an on-street bike lane or adding a bike lane where only a trail exists)

Closes a Gap

Provides a Facility That Crosses or Circumvents a Physical Barrier (bridge or tunnel; on or off the RBTN) including a river or stream, railroad corridor, freeway, or multi-lane highway

Provides a Facility That Crosses or Circumvents a Physical Barrier

Improves Continuity and/or Connections Between Jurisdictions (on or off the RBTN) (e.g., extending a specific bikeway facility treatment across jurisdictions to improve consistency and inherent bikeability)

Improves Continuity and/or Connections Between Jurisdictions Yes

This project improves a connection between the Bluff Trail and the Hogback Ridge Trail at Minnesota Valley National Wildlife Refuge, as well as an access point not only to these trails but to the planned Old Cedar Avenue Bridge Trail. These trails are currently not accessible to people with disabilities or to bikes in this area. Improvements will allow a consistent path from the Bass Ponds to the northeast, all the way to Lyndale/Russell A. Sorensen Landing to the southwest. Connecting to the Old Cedar Avenue Bridge Trail will also facilitate a link to the planned Minnesota Valley State Trail on the east side of Long Lake and the Black Dog Bike Trail on the east side of the Minnesota River.

Response (Limit 1,400 characters; approximately 200 words)

Measure B: Project Improvements

Response (Limit 1,400 characters; approximately 200 words)

Currently, the trails, fishing platform and boardwalk in the project area are not accessible to people with disabilities and are in an area that's overgrown with non-native vegetation. The density of the vegetation creates a safety concern for visitors, particularly those from neighboring urban areas who are not comfortable in wilder places. Improving the trails, boardwalk and fishing platform will allow them to meet the standards of the Americans with Disabilities Act and make them accessible to all. Clearing out non-native vegetation will improve visibility, making the site a comfortable and welcoming place for all visitors to be introduced to their National Wildlife Refuge.

Measure A: Transit Connections

Existing Routes Directly Connected to the Project	N/A
Planned Transitways Directly Connected to the Project (alignment and mode determined and identified in the 2030 TPP)	N/A
Existing Routes Indirectly Connected Within One Mile of the Project	440, 444, 472, 475, 476, 477, 478, 479, 491, 492, 538, 539, 552, 553, METRO Red Line
Planned Transitways Indirectly Connected Within One Mile of the Project (alignment and mode determined and identified in the 2030 TPP)	N/A
Upload Map	TransitConnectionsMapGrant.pdf

Response

Met Council Staff Data Entry Only

Route Ridership Directly Connected	0
Transitway Ridership Directly Connected	0
Route Ridership Indirectly Connected	1677583.0
Transitway Ridership Indirectly Connected	0

Measure B: Pedestrian Connections

Response (Limit 1,400 characters; approximately 200 words)

This project connects directly to the existing Hogback Ridge Trail (extending to the Bass Ponds area) and the Bluff Trail (extending to the Lyndale/Russell A. Sorensen Landing). It will also connect to the planned Old Cedar Avenue Bridge multiuse trail and the planned Minnesota Valley State Trail. The Hogback Ridge and Bluff Trails provide access to wildlife watching, photography, hiking, birding and fishing opportunities. The Minnesota Valley State Trail provides a recreational and commuter connection to the entire Minnesota River Valley, extending from Scott County to the Bloomington Ferry Bridge and on to the Bloomington Education and Visitor Center at Minnesota Valley National Wildlife Refuge.

Measure C: Multimodal Facilities

Response (Limit 1,400 characters; approximately 200 words)

This project will enhance pedestrian links to other multi-use and pedestrian trails in the area, including both the Hogback Ridge Trail and the Bluff Trail at Minnesota Valley National Wildlife Refuge. Visitors of all abilities will be better able to access these trails once they meet requirements of the Americans with Disabilities Act. Visitor safety will also be enhanced by improving visibility in the trail area through removing non-native vegetation. This trail will also enhance connections for pedestrians and bicyclists to the planned Old Cedar Avenue Bridge Trail, the Minnesota Valley State Trail, the Black Dog Bike Trail, and the planned amenities associated with the Old Cedar Avenue Bridge Trailhead area, . Planned amenities include restrooms, a drinking fountain, an amphitheater and education shelter, a picnic area and a children's play area. This project will follow the planned circulation and traffic flow at the Old Cedar Avenue Bridge Trailhead. This circulation will protect the safety of motorists, bicyclists and pedestrians as they enter and exit trails and roads in the transition areas. There are no existing or planned transit connections in the project area.

Transit Projects Not Requiring Construction

If the applicant is completing a transit or TDM application, only Park-and-Ride and other construction projects require completion of the Risk Assessment below. Check the box below if the project does not require the Risk Assessment fields, and do not complete the remainder of the form. These projects will receive full points for the Risk Assessment.

Check Here if Your Transit Project Does Not Require Construction

Measure A: Risk Assessment

1)Project Scope (5 Percent of Points)

Meetings or contacts with stakeholders have occurred Yes

100%

Stakeholders have been identified

40%

Stakeholders have not been identified or contacted

0%

2)Layout or Preliminary Plan (5 Percent of Points)

Layout or Preliminary Plan completed Yes

100%

Layout or Preliminary Plan started

50%

Layout or Preliminary Plan has not been started

0%

Anticipated date or date of completion

3)Environmental Documentation (10 Percent of Points)

EIS

EA Yes

PM

Document Status:

Document approved (include copy of signed cover sheet) 100%

Document submitted to State Aid for review 75%

Document in progress; environmental impacts identified Yes

50%

Document not started

0%

Anticipated date or date of completion/approval

4)Review of Section 106 Historic Resources (15 Percent of Points)

No known potential for archaeological resources, no historic resources known to be eligible for/listed on the National Register of Historic Places located in the project area, and project is not located on an identified historic bridge

100%

Historic/archeological review under way; determination of no historic properties affected or no adverse effect anticipated Yes

80%

Historic/archaeological review under way; determination of adverse effect anticipated

40%

Unknown impacts to historic/archaeological resources

0%

Anticipated date or date of completion of historic/archeological review:

Project is located on an identified historic bridge

5)Review of Section 4f/6f Resources (15 Percent of Points)

(4f is publicly owned parks, recreation areas, historic sites, wildlife or waterfowl refuges; 6f is outdoor recreation lands where Land and Water Conservation Funds were used for planning, acquisition, or development of the property)

No Section 4f/6f resources located in the project area

100%

Project is an independent bikeway/walkway project covered by the bikeway/walkway Negative Declaration statement; letter of support received

100%

Section 4f resources present within the project area, but no known adverse effects Yes

80%

Adverse effects (land conversion) to Section 4f/6f resources likely

30%

Unknown impacts to Section 4f/6f resources in the project area

0%

6)Right-of-Way (15 Percent of Points)

Right-of-way or easements not required Yes

100%

Right-of-way or easements has/have been acquired

100%

Right-of-way or easements required, offers made

75%

Right-of-way or easements required, appraisals made

50%

Right-of-way or easements required, parcels identified

25%

Right-of-way or easements required, parcels not identified

0%

Right-of-way or easements identification has not been completed

0%

Anticipated date or date of acquisition

7)Railroad Involvement (25 Percent of Points)

No railroad involvement on project Yes

100%

Railroad Right-of-Way Agreement is executed (include signature page) 100%

Railroad Right-of-Way Agreement required; Agreement has been initiated

60%

Railroad Right-of-Way Agreement required; negotiations have begun

40%

Railroad Right-of-Way Agreement required; negotiations not begun

0%

Anticipated date or date of executed Agreement

8)Construction Documents/Plan (10 Percent of Points)

Construction plans completed/approved (include signed title sheet)

100%

Construction plans submitted to State Aid for review

75%

Construction plans in progress; at least 30% completion

50%

Construction plans have not been started

Yes

0%

Anticipated date or date of completion

06/01/2015

9)Letting

Anticipated Letting Date

06/01/2015



United States Department of the Interior



FISH AND WILDLIFE SERVICE

5600 American Boulevard West, Suite 990
Bloomington, Minnesota 55437-1458

IN REPLY REFER TO:
FWS/NWRS - FM

To whom it may concern,

The application submitted by the Minnesota Valley National Wildlife Refuge to make improvements to the Old Cedar Avenue trailhead site is fully supported by the Regional Transportation Program and the U.S. Fish & Wildlife Service Regional Office. This site is of national importance for our Urban Refuge initiative. Developing a site within the metropolitan area that underserved users can feel safe in while exploring a new environment is a critical goal of our agency.

Redeveloping the area to include accessible trails, fishing structures and other amenities would be a great asset for the residents of Bloomington, visitors to the refuge, and bike commuters that use the area now and more so in the future with the opening of the Old Cedar Avenue Bridge.

The U.S. Fish & Wildlife Service strives to work with partners to maintain high quality, attractive and safe visitor service facilities. For this reason, the Regional Transportation program has committed \$140,000 in matching funds for this project. Funds will be available at the time of award and can be obligated immediately for timely completion of the project. If you have any concerns or questions, please contact Mr. Jutz at 612-713-5407.

Sincerely,

Regional Transportation Coordinator

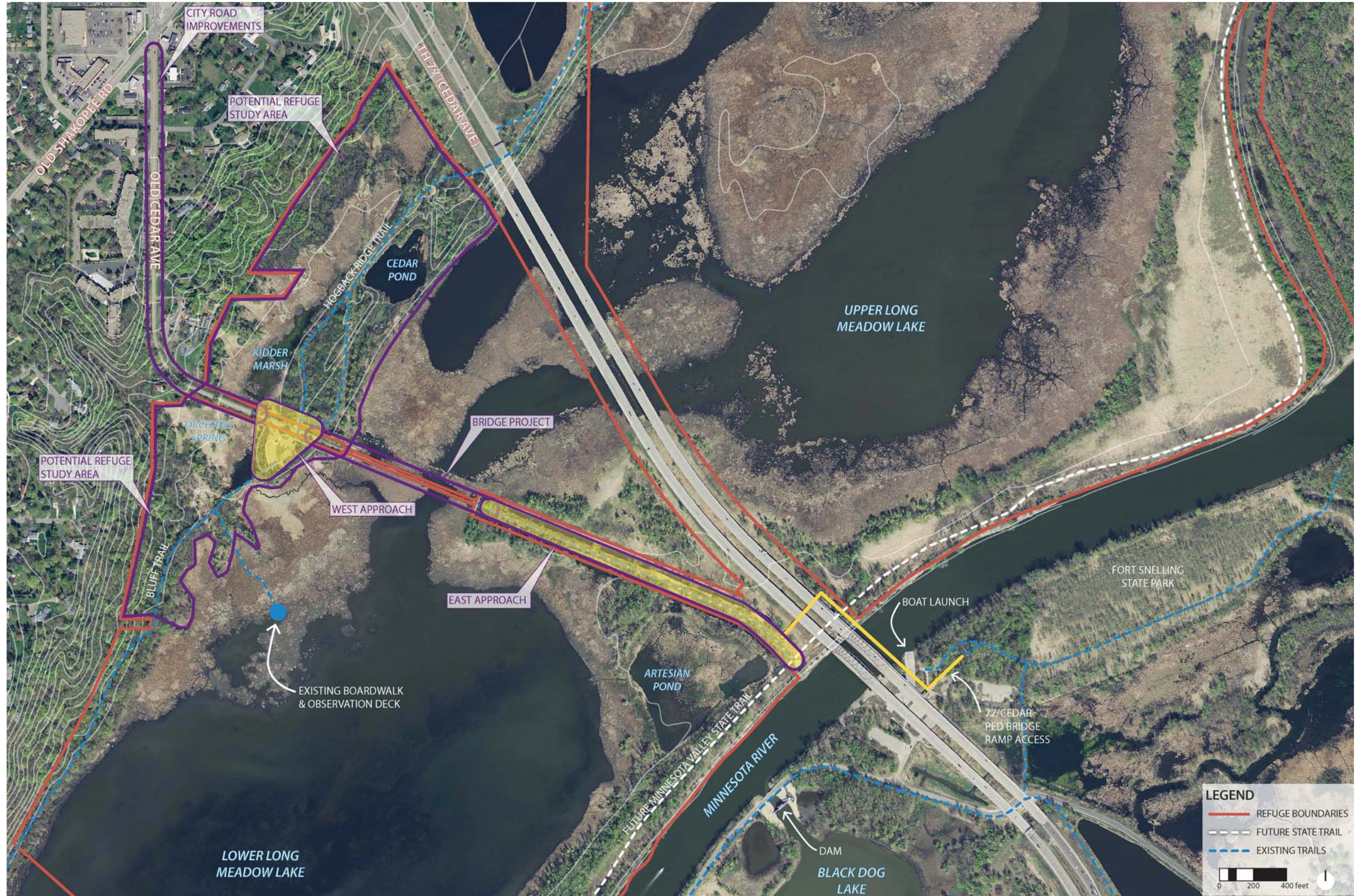
OLD CEDAR AVENUE BRIDGE OVER LONG LAKE REHABILITATION PROJECT



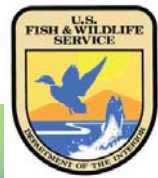
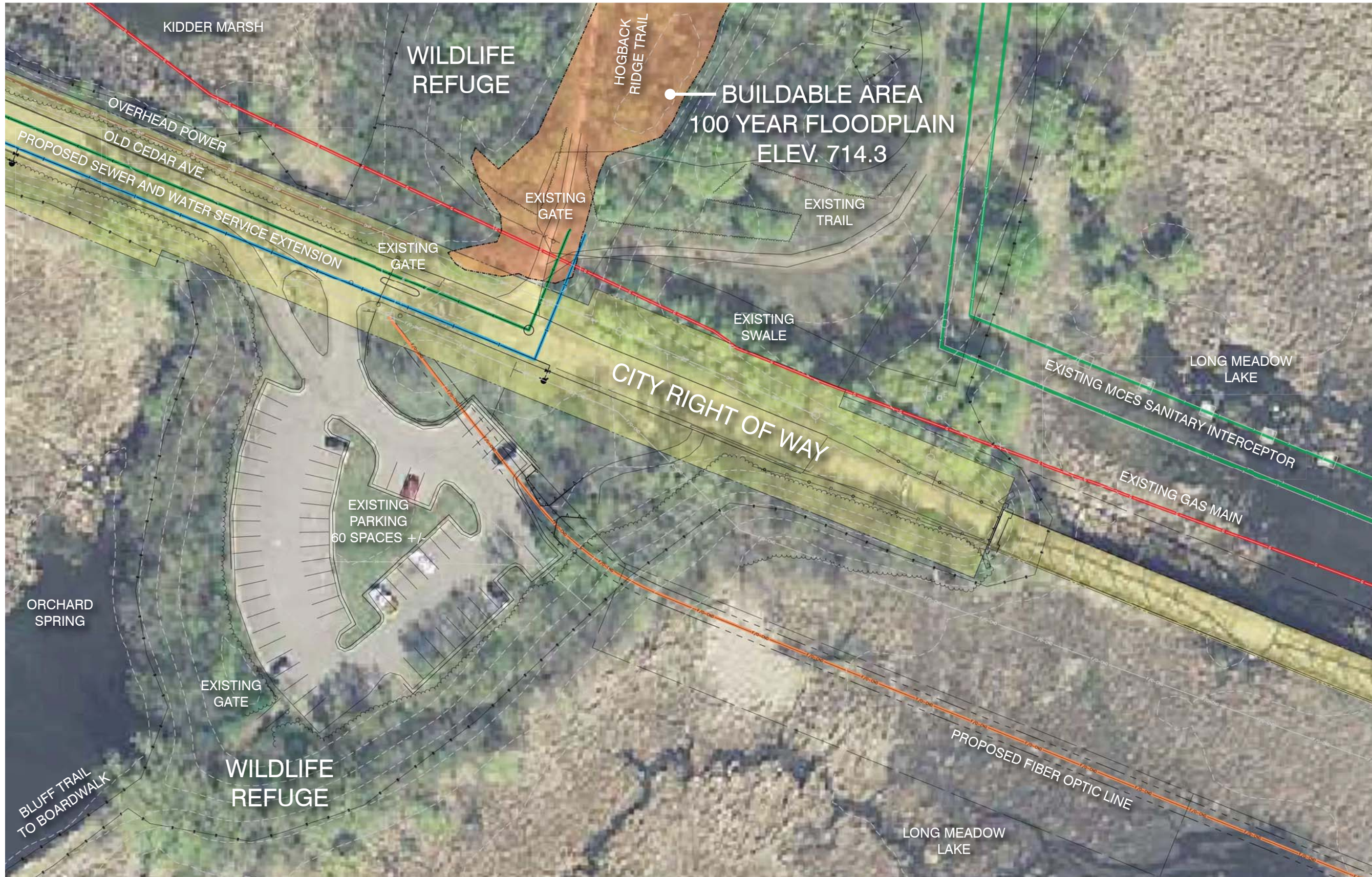
BRIDGE APPROACHES AND ENHANCEMENTS - NOVEMBER 6, 2014



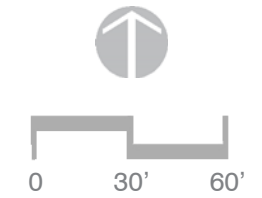
PROJECT CONTEXT



WEST APPROACH - SITE BASE PLAN



WEST APPROACH - SITE CONCEPT PLAN OVERVIEW

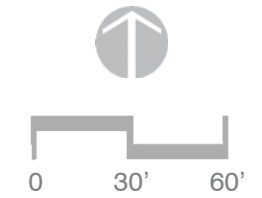
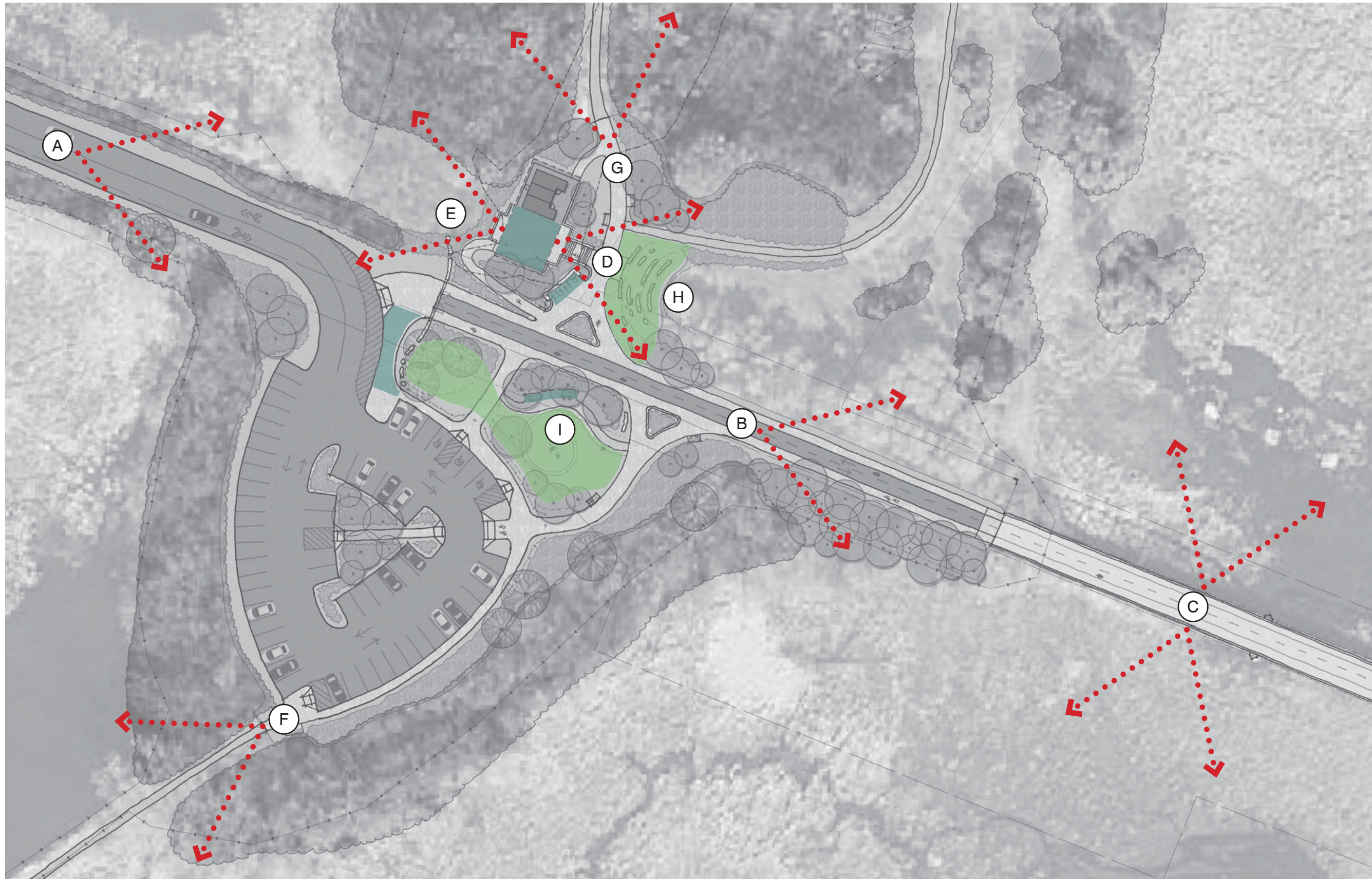


SITE PLAN KEY

- 1 BRIDGE
- 2 ROADWAY APPROACH
- 3 VISITOR PARKING
- 4 SCHOOL BUS DROP-OFF
- 5 ENTRANCE SIGN/GATE
- 6 TRAIL TRANSITION AREA
- 7 SHELTER/
OUTDOOR CLASSROOM
- 8 RESTROOMS
- 9 BICYCLE PARKING/
DRINKING FOUNTAIN
- 10 NATURAL AMPHITHEATER/
LANDFORM PLAY AREA
- 11 PICNIC TABLES/
LANDFORM PLAY AREA
- 12 STORMWATER TREATMENT
DEMONSTRATION AREA
- 13 EMBANKMENT
REFORESTATION AREA
- 14 INVASIVE VEGETATION
MANAGEMENT AREA



WEST APPROACH - PRIMARY VIEWS AND INTERPRETIVE POINTS



LEGEND

- A ROADWAY APPROACH
- B BRIDGE APPROACH
- C FROM BRIDGE
- D FROM SHELTER (EAST)
- E FROM SHELTER (WEST)
- F BLUFF TRAIL
- G HOG BACK RIDGE TRAIL
- H STONE LEDGES
- I STONE SPIRAL

-  GATHERING SPACE
-  NATURAL PLAY AREA

BUILDING PLACEMENT - PRIMARY VIEWS



VIEW EAST TOWARDS LONG LAKE



VIEW EAST TOWARDS LONG LAKE DURING FLOODING

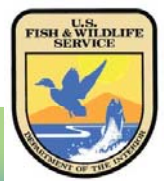
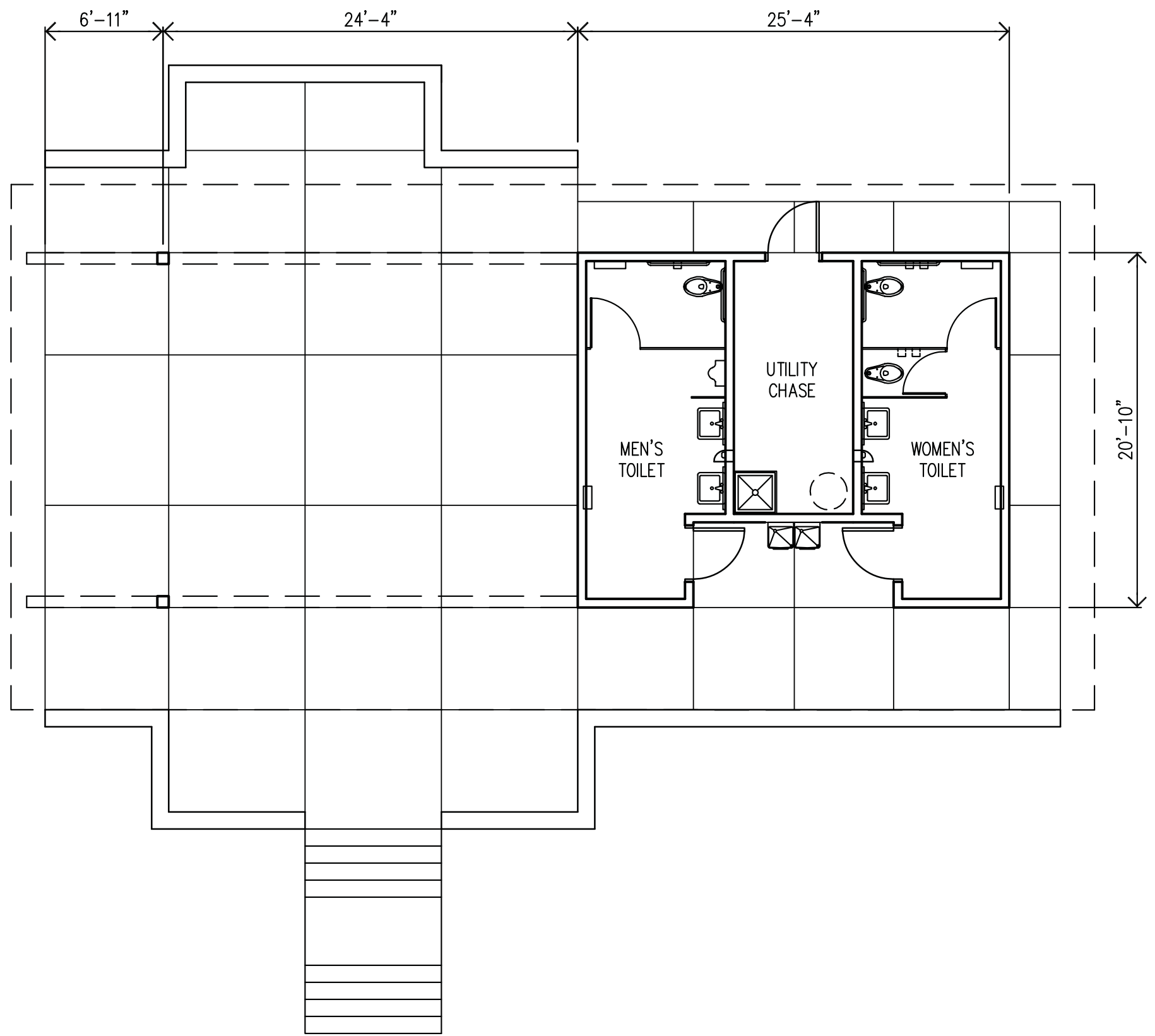


VIEW WEST TOWARDS KIDDER MARSH

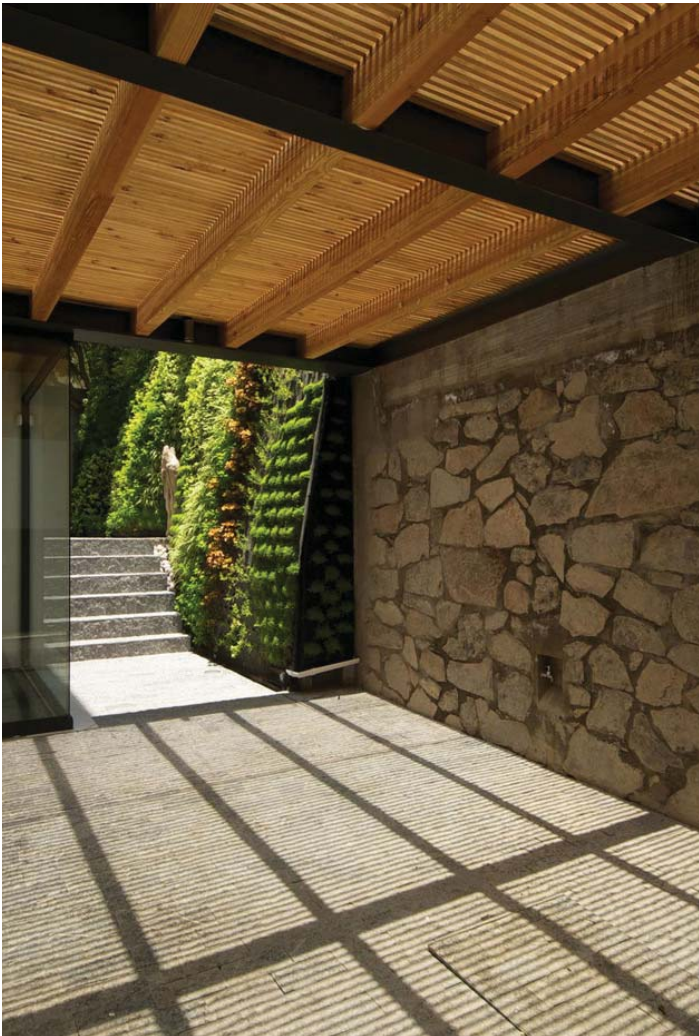


VIEW NORTH ALONG HOGBACK RIDGE TRAIL

SHELTER/TOILET BUILDING - CONCEPT DESIGN



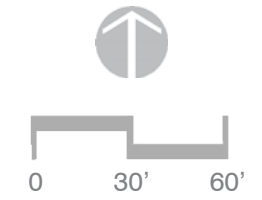
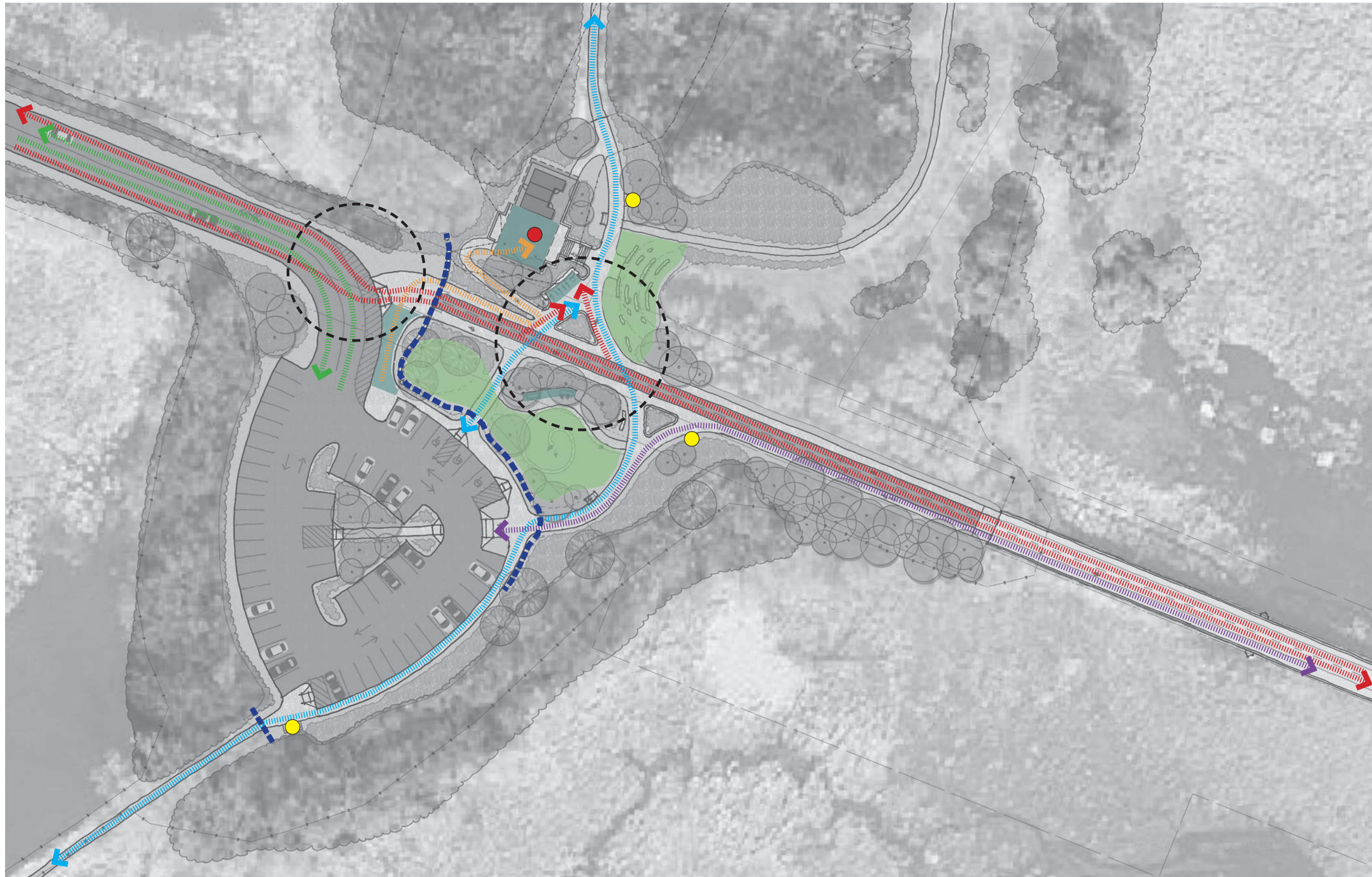
SHELTER/TOILET BUILDING - MATERIAL IMAGERY



WEST APPROACH - SITE SECTION 1



WEST APPROACH - ACCESS, CIRCULATION, AND WAYFINDING



LEGEND

- MOTORIST
- BICYCLISTS
- PEDESTRIANS TO BRIDGE
- REFUGE TRAIL HIKERS
- SCHOOL GROUPS
- CONTROLLED ACCESS
- GATHERING SPACE
- NATURAL PLAY AREA
- PRIMARY WAYFINDING POINT
- SECONDARY WAYFINDING POINT

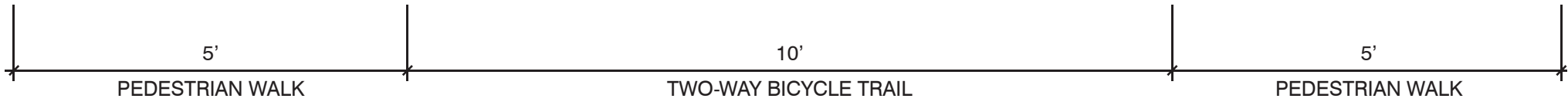
WEST APPROACH - SITE CONCEPT PLAN ENLARGEMENT



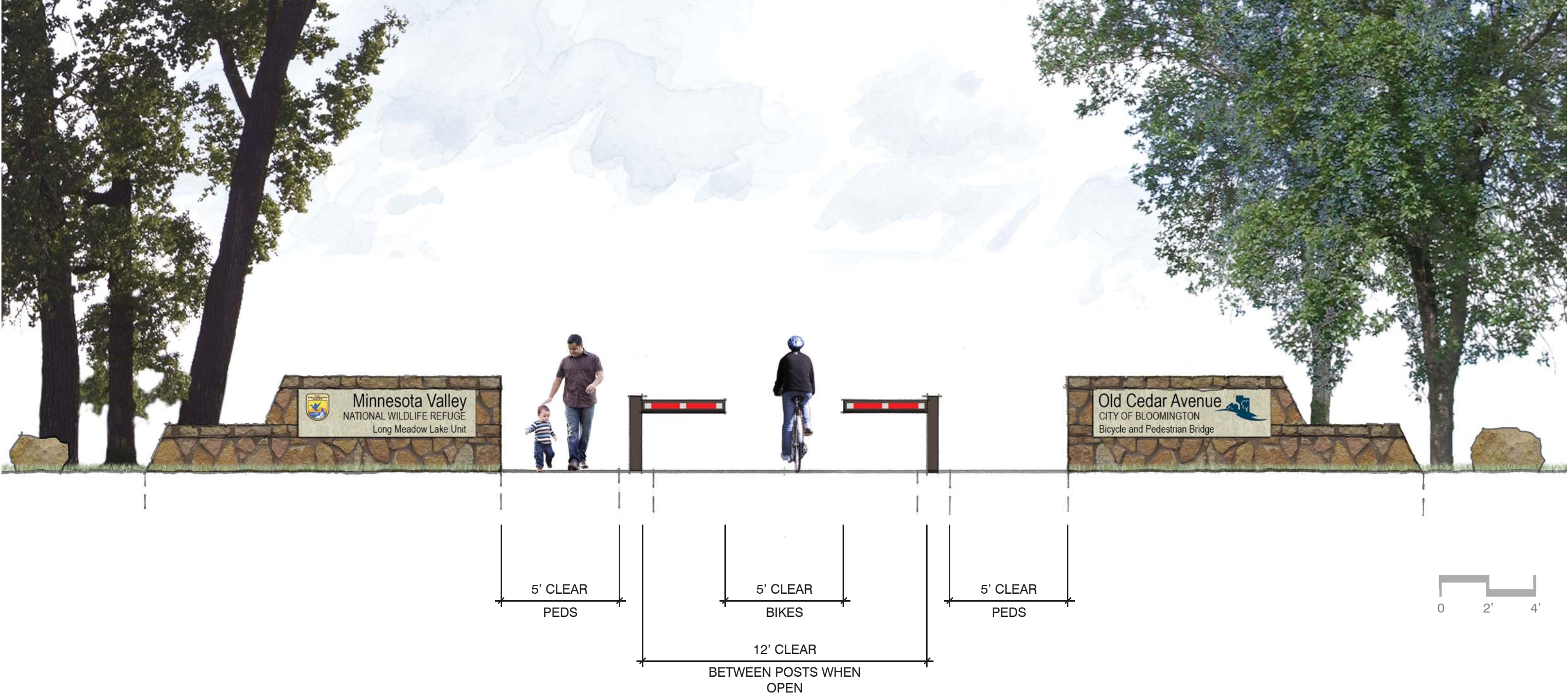
WEST APPROACH - MAIN TRAIL EXISTING VIEW



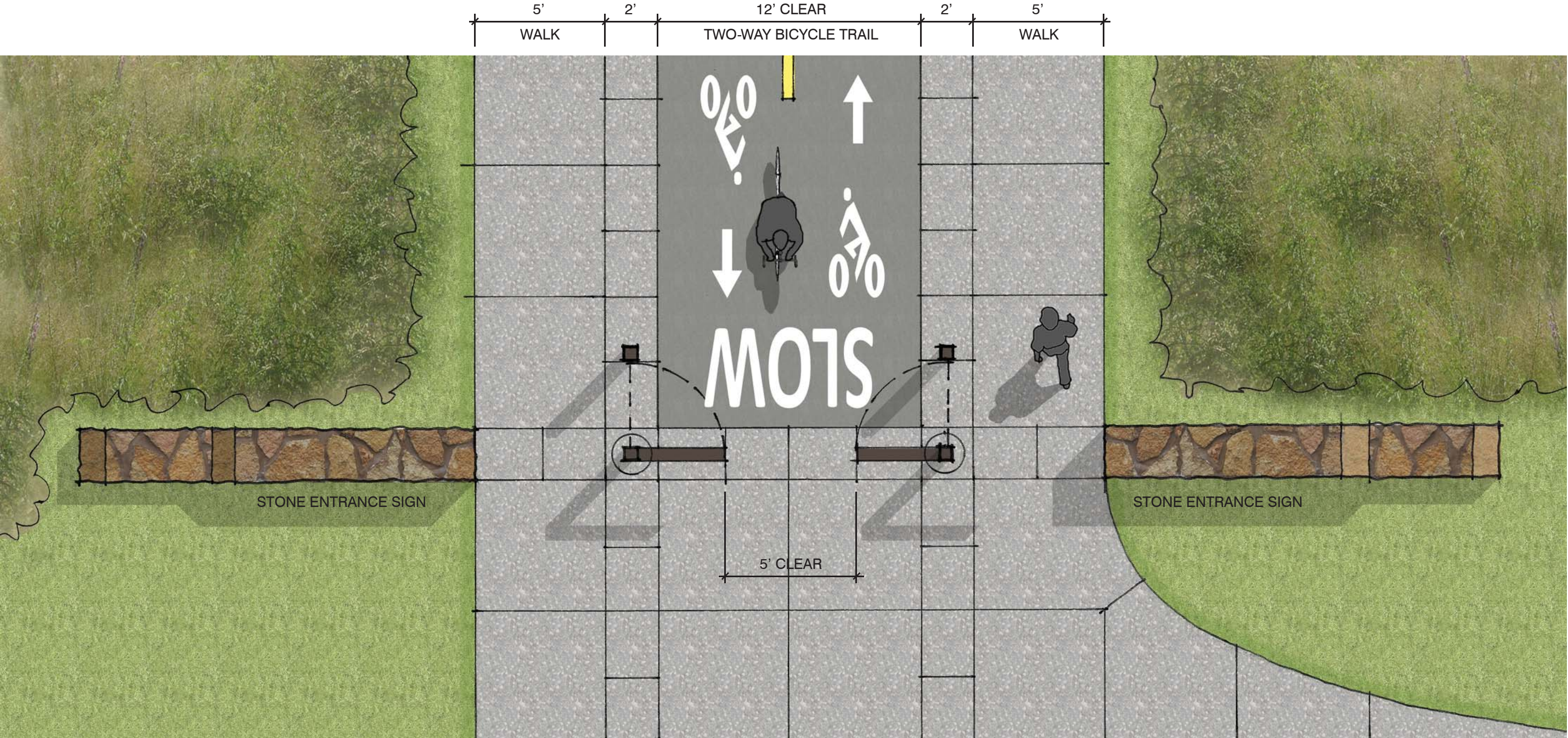
WEST APPROACH - MAIN TRAIL PERSPECTIVE VIEW



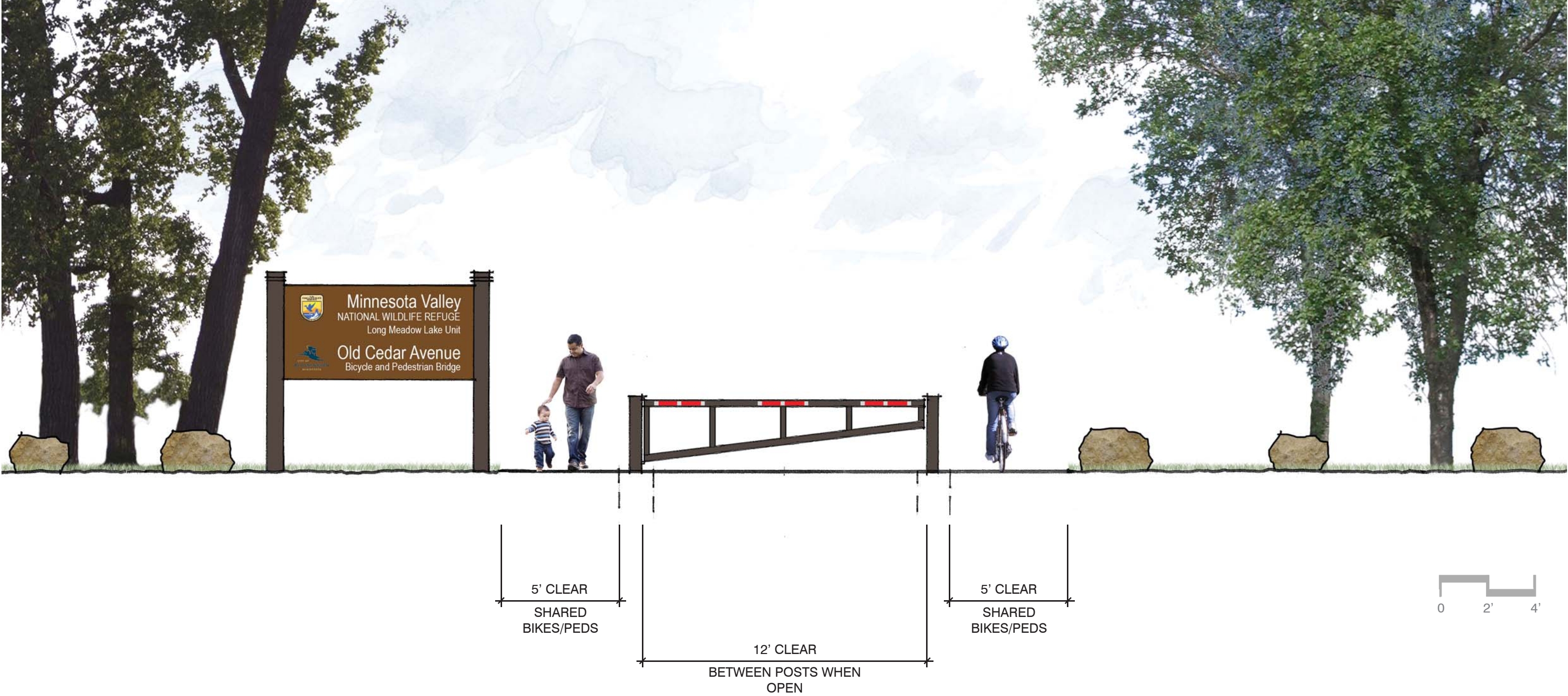
WEST APPROACH - ENTRANCE GATE OPTION A



WEST APPROACH - ENTRANCE GATE OPTION A



WEST APPROACH - ENTRANCE GATE OPTION B





LIMESTONE SITE WALLS



EXPOSED AGGREGATE SIDEWALK PAVEMENT



AMPHITHEATER LIMESTONE BLOCK SEATING



SPIRAL PATH LIMESTONE PAVING



NATURAL SURFACE TRAILS



ROUGH LIMESTONE BLOCKS FOR ACCESS CONTROL



TRAIL ENTRY GATE OPTION A



TRAIL ENTRY GATE OPTION B



TIMBER ACCESS CONTROL AT PARKING LOT EDGE



EXISTING WAYFINDING / INTERPRETIVE KIOSK
FUNCTION TO BE RELOCATED TO SHELTER/RESTROOM BUILDING



REFUGE TRAIL SIGN POST

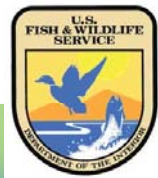


SMALLER INTREPRETIVE PANELS ALONG TRAILS

EAST APPROACH - SITE CONCEPT PLAN

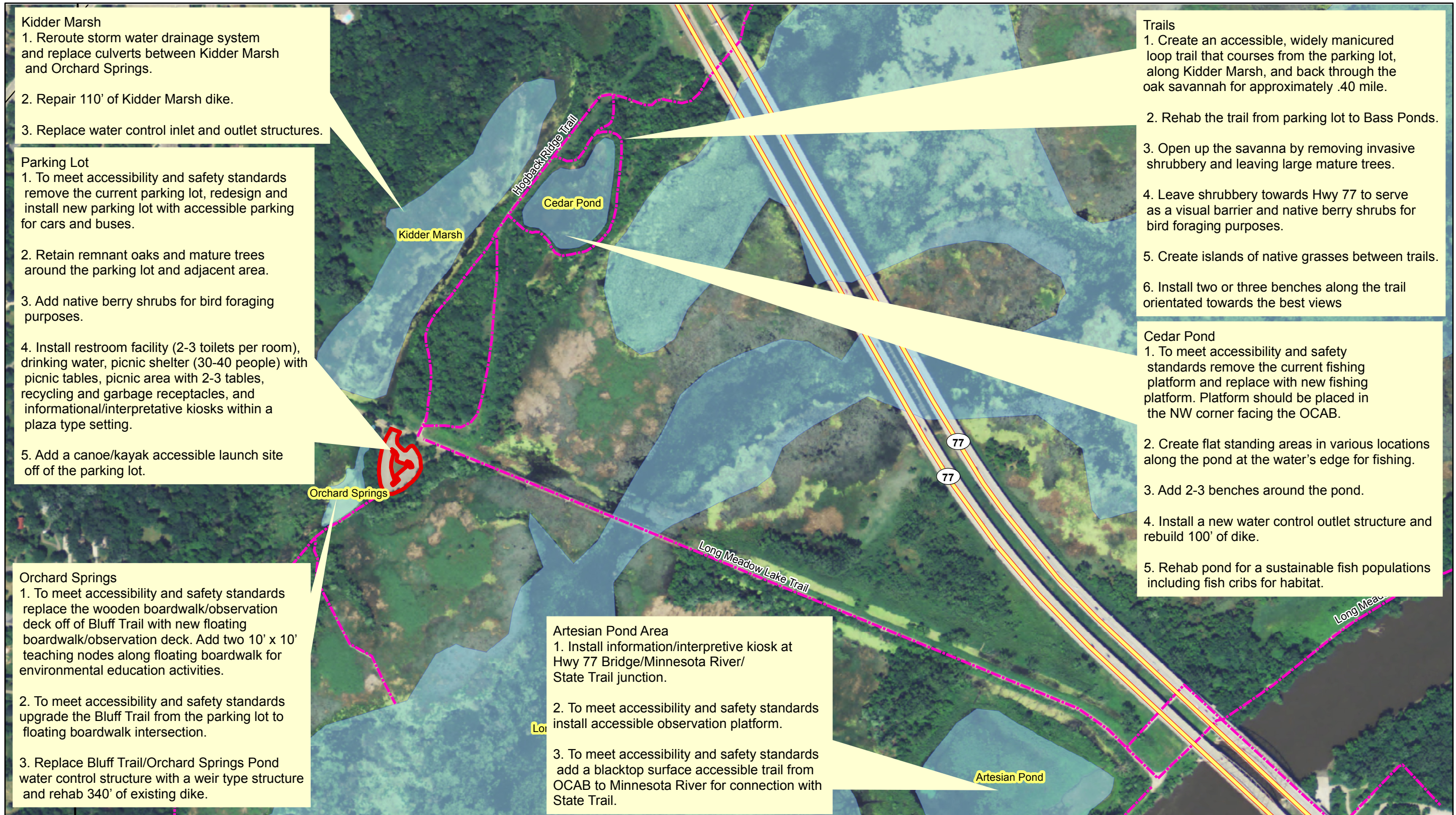


EAST APPROACH - SITE SECTION 2

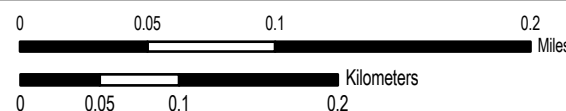




93°15'0"W



93°15'0"W



RBTN Evaluation and Major Barriers

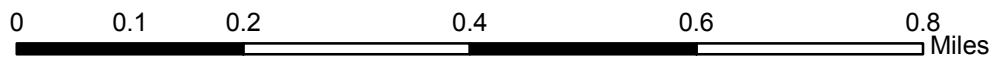
Multituse Trails and Bicycle Facilities Project: Enhancement of the Old Cedar Avenue Bridge Parking Lot, Bluf | Map ID: 1415387806490

Results

Project IN TIER 1 Bicycle Transport Corridor.



- Project
- Principal Arterials
- RBTN Tier 1
- Minor Arterials
- RBTN Tier 2



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LandscapeRSA1



For complete disclaimer of accuracy, please visit <http://giswebsite.metc.state.mn.us/gissitenew/notice.aspx>

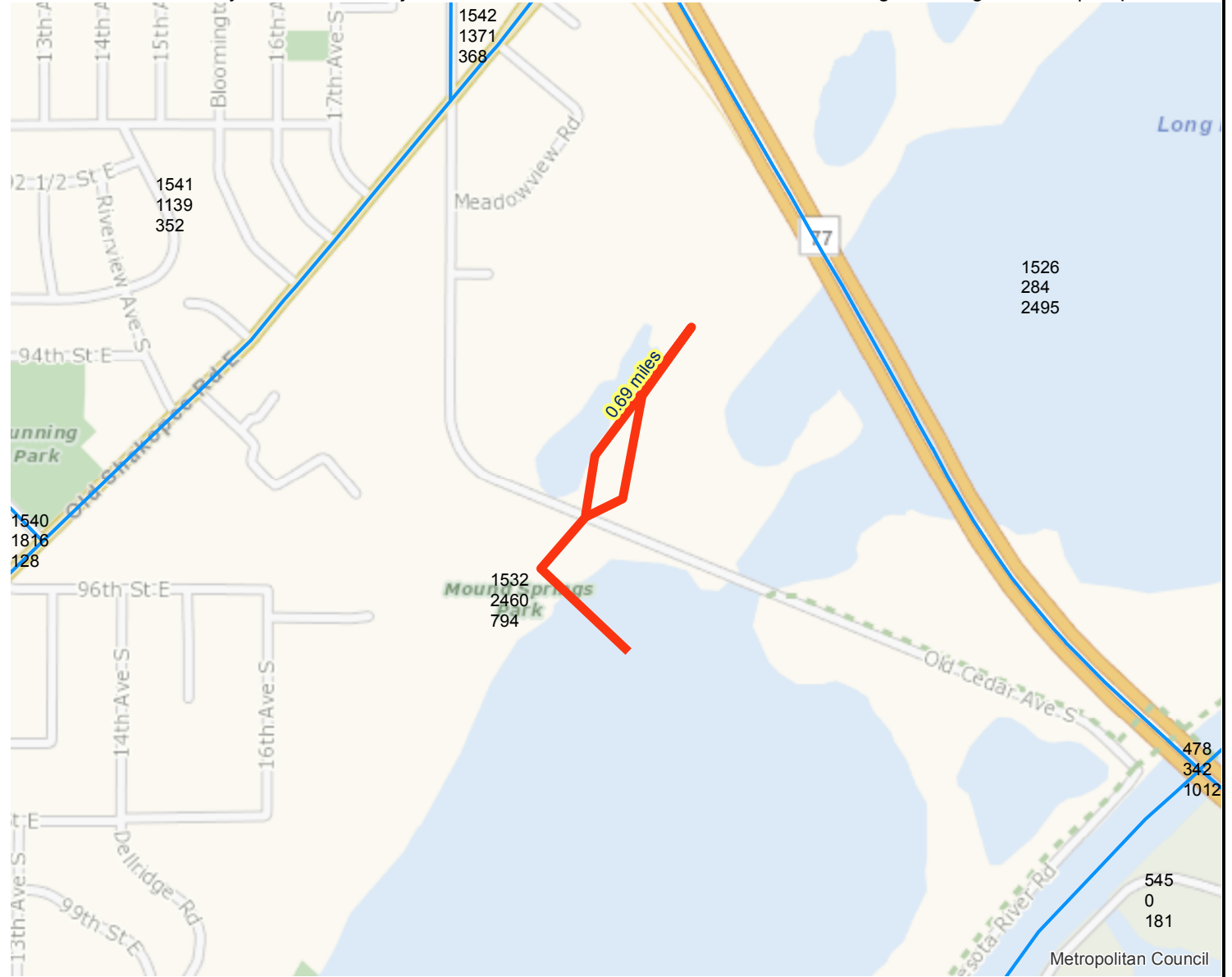


Population Summary

Multiuse Trails and Bicycle Facilities Project: Enhancement of the Old Cedar Avenue Bridge Parking Lot, Bluf | Map ID: 14153878

Results

Within ONE Mile of project:
 Total Population: 12565
 Total Employment: 14761



- Project
- 2010 TAZ



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 LandscapeRSA4



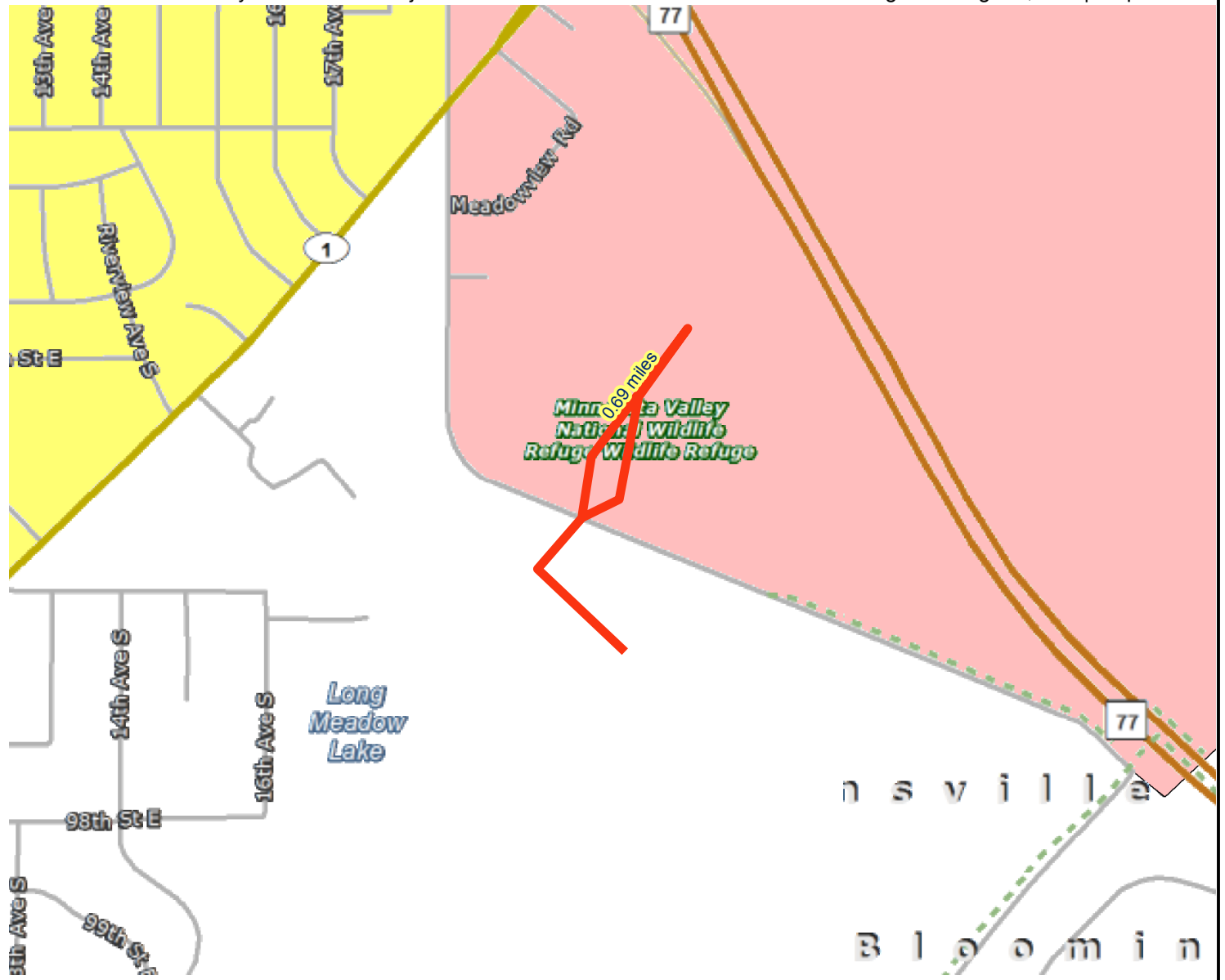
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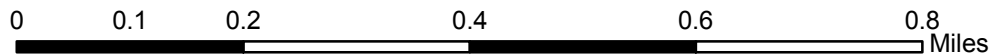
Metropolitan Council

Results

Project **IN** a concentrated area of poverty.



- Project
- Racially concentrated area of poverty
- Concentrated area of poverty
- Above reg'l avg conc of race/poverty



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LandscapeRSA2



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Results

Transit with a Direct Connection to project:
-- NONE --

Transit within QTR mile of project:
-- NONE --

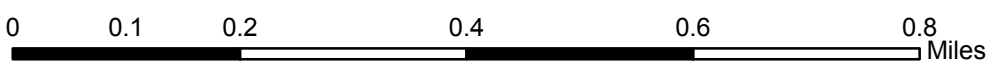
Transit within HALF mile of project:
440 444 472 475 476 477 478 479 491 492 539 903

Transit within ONE mile of project:
440 444 472 475 476 477 478 479 491 492 538 539 552 553 903

*indicates Planned Alignments



— Project
 — Transit Routes
 Transitway
• Active Stop
 — Red Line



Created: 11/7/2014
LandscapeRSA3



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<http://giswebsite.metc.state.mn.us/gissitenew/notice.aspx>

