



Application

04786 - 2016 Multiuse Trails and Bicycle Facilities

05018 - Lino Lakes Multituse Trail

Regional Solicitation - Bicycle and Pedestrian Facilities

Status: Submitted

Submitted Date: 07/13/2016 10:46 AM

Primary Contact

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***** Lino Lakes Minnesota 55014
City State/Province Postal Code/Zip

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Phone Ext.

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

Organization Information

Name: LINO LAKES, CITY OF

Jurisdictional Agency (if different):

Organization Type:

City

Organization Website:

Address:

600 TOWN CENTER PKWY

*

LINO LAKES

Minnesota

55014-1182

City

State/Province

Postal Code/Zip

County:

Anoka

Phone:*

651-982-2400

Ext.

Fax:

PeopleSoft Vendor Number

0000020962A2

Project Information

Project Name

Lino Lakes CSAH 14 Trail

Primary County where the Project is Located

Anoka

Jurisdictional Agency (If Different than the Applicant):

Anoka County

The City of Lino Lakes is proposing to construct a key segment of the Central Anoka County Regional Trail spanning 1.7 miles along CSAH 14 from the existing trail and pedestrian bridge over I-35W to the Lino Lakes Elementary School. The Central Anoka County Regional Trail Master Plan was adopted in 1999 and consists of 26 miles of paved regional trail that traverses the middle of the county connecting Mississippi West Regional Park in Ramsey to Rice Creek Chain of Lakes Park Reserve in Lino Lakes and Centerville. A total of 16 miles of trail has been constructed. The proposed trail will serve as a segment of the regional trail, offering pedestrians safe and continuous travel to the local and regional community.

The proposed 10-foot wide bituminous trail will fill a gap within the Central Anoka County Regional Trail system, providing a critical link as a Priority Regional Bicycle Transportation Network (RBTN) Tier 2 corridor linking the Rice Creek Chain of Lakes Park Reserve to the Lino Lakes Elementary School and surrounding community. The absence of this trail segment makes non-motorized travel difficult along CSAH 14, a principal arterial with an adjusted average daily traffic (AADT) count of 7920 and a posted speed limit of 50 mph.

By completing this trail segment along CSAH 14 and offering pedestrians and bicyclists a dedicated facility, this project will dramatically improve safety, continuity, and accessibility throughout the community and region. The trail's location within the Central Anoka County Regional Trail system makes this corridor an essential component to the larger network. It will provide a direct link between the local residential community, the Lino Lakes Elementary School, the Lino Lakes Senior Center, local businesses, and to nearby recreational areas while building on a regional network of continuous bikeway facilities.

Brief Project Description (Limit 2,800 characters; approximately 400 words)

The goals of this project align with the goals of the Transportation Policy Plan's (TPP) RBTN by promoting healthy lifestyles, independence opportunities for the disabled, increased connectivity, access to regional parks, and increased bicycle share trips. This segment eliminates a critical system gap within the bicycle network in Anoka County and the city of Lino Lakes.

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

TIP Description Guidance (will be used in TIP if the project is selected for funding)

CSAH 14 from Nancy Drive to I-35W, Construct trail adjacent to CSAH 14

Project Length (Miles)

1.7

Project Funding

Are you applying for funds from another source(s) to implement this project?

No

If yes, please identify the source(s)

Federal Amount

\$880,000.00

Match Amount

\$220,000.00

Minimum of 20% of project total

Project Total

\$1,100,000.00

Match Percentage

20.0%

Minimum of 20%

Compute the match percentage by dividing the match amount by the project total

Source of Match Funds

Local, Regional Park and Trail Legacy Funds

A minimum of 20% of the total project cost must come from non-federal sources; additional match funds over the 20% minimum can come from other federal sources

Preferred Program Year

Select one:

2020

For TDM projects, select 2018 or 2019. For Roadway, Transit, or Trail/Pedestrian projects, select 2020 or 2021.

Additional Program Years:

Select all years that are feasible if funding in an earlier year becomes available.

Project Information

County, City, or Lead Agency City of Lino Lakes
 Zip Code where Majority of Work is Being Performed 55014
 (Approximate) Begin Construction Date 04/01/2020
 (Approximate) End Construction Date 11/01/2020
 Name of Trail/Ped Facility: Central Anoka County Regional Trail

(i.e., CEDAR LAKE TRAIL)

TERMINI:(Termini listed must be within 0.3 miles of any work)

From: Nancy Drive
 (Intersection or Address)

To: I-35W
 (Intersection or Address)

*DO NOT INCLUDE LEGAL DESCRIPTION; INCLUDE NAME OF ROADWAY
 IF MAJORITY OF FACILITY RUNS ADJACENT TO A SINGLE CORRIDOR*

Or At: CSAH 14

Primary Types of Work

Grade, Agg Base, Bit Base, Bit Surf, Sidewalk, Signals, Bike Path, Ped ramps.

*Examples: GRADE, AGG BASE, BIT BASE, BIT SURF,
 SIDEWALK, SIGNALS, LIGHTING, GUARDRAIL, BIKE PATH,
 PED RAMPS, BRIDGE, PARK AND RIDE, ETC.*

BRIDGE/CULVERT PROJECTS (IF APPLICABLE)

Old Bridge/Culvert No.: n/a

New Bridge/Culvert No.: n/a

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

Specific Roadway Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Mobilization (approx. 5% of total cost)	\$0.00
Removals (approx. 5% of total cost)	\$0.00
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	\$0.00
Bridge	\$0.00
Retaining Walls	\$0.00
Noise Wall (do not include in cost effectiveness measure)	\$0.00
Traffic Signals	\$0.00
Wetland Mitigation	\$0.00
Other Natural and Cultural Resource Protection	\$0.00
RR Crossing	\$0.00
Roadway Contingencies	\$0.00
Other Roadway Elements	\$0.00
Totals	\$0.00

Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Path/Trail Construction	\$850,000.00
Sidewalk Construction	\$0.00
On-Street Bicycle Facility Construction	\$0.00
Right-of-Way	\$0.00
Pedestrian Curb Ramps (ADA)	\$5,000.00
Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	\$45,000.00
Pedestrian-scale Lighting	\$0.00
Streetscaping	\$0.00
Wayfinding	\$0.00
Bicycle and Pedestrian Contingencies	\$200,000.00
Other Bicycle and Pedestrian Elements	\$0.00
Totals	\$1,100,000.00

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
Contingencies	\$0.00
Right-of-Way	\$0.00
Other Transit and TDM Elements	\$0.00
Totals	\$0.00

Transit Operating Costs

Number of Platform hours	0
Cost Per Platform hour (full loaded Cost)	\$0.00
Subtotal	\$0.00
Other Costs - Administration, Overhead,etc.	\$0.00

Totals

Total Cost	\$1,100,000.00
Construction Cost Total	\$1,100,000.00
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 2040 Transportation Policy Plan, the 2040 Regional Parks Policy Plan (2015), and the 2040 Water Resources Policy Plan (2015).

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

2.The project must be consistent with the 2040 Transportation Policy Plan. Reference the 2040 Transportation Plan objectives and strategies that relate to the project.

Goal: The regional transportation system is safe and secure for all users

Objective A. Strategy B-1. Page 2.20

Strategy B6. Page 2.23

Goal: People and businesses prosper by using a reliable, affordable, and efficient multimodal transportation system that connects them to destinations throughout the region and beyond.

Objective A. Page 2.24

Strategy C2. Page 2.25

Strategy C15. Page 2.36

Strategy C17. Page 2.37

Goal: The regional transportation system advances equity and contributes to communities livability and sustainability while protecting the natural, cultural, and developed environments.

Objective C. Page 2.42

Strategy E3. Page 2.44

List the goals, objectives, strategies, and associated pages:

(Limit 2500 characters; approximately 750 words)

3. The project or the transportation problem/need that the project addresses must be in a local planning or programming document. 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 the Minnesota Department of Transportation 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.

Lino Lakes Comprehensive Plan, Pages 6-48
through 6-51

Anoka County 2030 Transportation Plan, Pages 2-1
through 2-5

List the applicable documents and pages:

Anoka County Comprehensive Park and
Recreation System Plan, Page 12.5

Central Anoka County Regional Trail Master Plan

(Limit 2500 characters; approximately 750 words)

4. The project must exclude costs for studies, preliminary engineering, design, or construction engineering. Right-of-way costs are only eligible as part of bicycle/pedestrian projects, transit stations/stops, transit terminals, park-and-ride facilities, or pool-and-ride lots. Noise barriers, drainage projects, fences, landscaping, etc., are not eligible for funding as a standalone project, but can be included as part of the larger submitted project, which is otherwise eligible.

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

5. 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

6. 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

7. 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. Funding amounts by application category are listed below.

Multiuse Trails and Bicycle Facilities: \$250,000 to \$5,500,000

Pedestrian Facilities (Sidewalks, Streetscaping, and ADA): \$250,000 to \$1,000,000

Safe Routes to School: \$150,000 to \$1,000,000

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

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

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

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

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

10. 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

11. 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

12. 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

13. The project applicant must send written notification regarding the proposed project to all affected state and local 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

Multiuse Trails on Active Railroad Right-of-Way:

2. All multiuse trail projects that are located within right-of-way occupied by an active railroad must attach an agreement with the railroad that this right-of-way will be used for trail purposes.

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

Safe Routes to School projects only:

3. 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.

4. All schools benefitting from the SRTS program must conduct after-implementation surveys. These include the student travel 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 applicant understands this requirement and will submit data to the National Center for SRTS within one year of project completion.

Requirements - Bicycle and Pedestrian Facilities Projects

Measure A: Project Location Relative to the RBTN

Select one:

Tier 1, Priority RBTN Corridor

Tier 1, RBTN Alignment

Tier 2, RBTN Corridor

Tier 2, RBTN Alignment

Yes

Direct connection to an RBTN Tier 1 corridor or alignment

Direct connection to an RBTN Tier 2 corridor or alignment

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, city or regional parks implementing agency plan.

Upload Map

1466517367136_RBTNMap-LinoLakes.pdf

Measure A: Population Summary

Existing Population Within One Mile (Integer Only) 9677

Existing Employment Within One Mile (Integer Only) 3128

Upload the "Population Summary" map 1466517397857_PopMap-LinoLakes.pdf

Measure A: Project Location and Impact to Disadvantaged Populations

Select one:

Project located in Area of Concentrated Poverty with 50% or more of residents are people of color (ACP50):

Project located in Area of Concentrated Poverty:

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: Yes

The CSAH 14 trail will benefit children and elderly people who cannot drive or who may rely on others for mobility. The CSAH 14 trail will allow young people to travel using non-motorized transportation alternatives along a safe trail physically separated from the high speed traffic of CSAH 14. The trail will connect the Lino Lakes Elementary School to residential areas adjacent to CSAH 14. This trail will also provide direct access from the Elementary School to City Hall Park and the Rice Lake Chain of Lakes Park Reserve which includes the Wargo Nature Center and a YMCA sponsored day camp. These resources are key educational outreach program destinations for the elementary school. The Reserve also provides an elaborate network of natural features and recreational amenities such as hiking trails, biking trails, campground, picnic areas, shoreline fishing, and the Centerville Lake swimming beach among others.

Response (Limit 2,800 characters; approximately 400 words)

The project will help the elderly population in the community remain independent by improving the pedestrian and bicycle access to the local community and businesses, as well as to many recreational areas which are necessary for healthy, active, and engaged lifestyles. Lino Lakes Senior Center is located along the proposed trail alignment at W. Rondeau Lake Drive. The trail will increase access to the Senior Center, while also serving as a new feature that promotes seniors to be physically active while at the Center. The trail will have an enhanced pedestrian crossing across CSAH 14 at this location and will provide senior citizens with easy access to either side of CSAH 14. Local destinations easily accessed by the trail include the convenience store, restaurants, the bank, and exercise studio at CSAH 14 and 23. It will also connect the elderly population to the regional recreational areas.

The trail will be constructed with particular emphasis to pedestrian safety in areas with sensitive populations. During construction, precautions will be taken to ensure that citizens have clear signage and alternative routes away from hazards. The proposed project will not disproportionately impact disadvantaged populations but will rather improve access for all pedestrians and bicyclists.

The response should address the benefits, impacts, and mitigation for the populations affected by the project.

Upload Map

1467385483604_Socio-EconMap-LinoLakes.pdf

Measure B: Affordable Housing

City/Township	Segment Length in Miles (Population)
Lino Lakes	1.7
	2

Total Project Length

Total Project Length (Total Population)	1.7
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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
		0	0	0	0

Affordable Housing Scoring - To Be Completed By Metropolitan Council Staff

Total Project Length (Miles)	1.7
Total Housing Score	0

Measure A: Gaps, Barriers and Continuity/Connections

Check all that apply:

Gap improvements can be on or off the RBTN and may include the following:

- Providing a missing link between existing or improved segments of a regional (i.e., RBTN) or local transportation network;

- Improving bikeability to better serve all ability and experience levels by:

- Providing a safer, more protected on-street facility;

- Improving crossings at busy intersections (signals, signage, pavement markings); OR

- Improving a bike route or providing a trail parallel to a highway or arterial roadway along a lower-volume neighborhood collector or local street. Barrier crossing improvements (on or off the RBTN) can include crossings (over or under) of rivers or streams, railroad corridors, freeways, or multi-lane highways, or enhanced routes to circumvent the barrier by channeling bicyclists to existing safe crossings or grade separations. (For new barrier crossing projects, data about the nearest parallel crossing (as described above) must be included in the application to be considered for the full allotment of points under this criterion).

Closes a transportation network gap and/or provides a facility that crosses or circumvents a physical barrier Yes

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

CSAH 14, a principal arterial with posted 50 mph speed limit and AADT of 7920, is a barrier to non-motorized travel limiting safe access to local and regional destinations along the corridor. Currently pedestrians and bicyclists wishing to travel the CSAH 14 corridor must use the shoulder or walk on the grass boulevard/ditch. The lack of dedicated bike/ped facilities discourages users of all ages and abilities who are not comfortable riding with high-speed automobile traffic. By constructing this segment of trail along CSAH 14 from Lino Lakes Elementary School to the existing trail terminus at I-35W, adjacent residents and students will have access to safe non-motorized transportation facilities. Near the W. Rondeau Lake Drive intersection, the project includes an improved crossing of CSAH 14 for pedestrians and bicyclists, including crosswalk markings and crossing signage enhancements such as a Rapid Rectangular Flashing Beacon.

Response (Limit 2,800 characters; approximately 400 words)

I-35W also currently acts as a barrier on either side of the interstate. A pedestrian bridge over I-35W has already been constructed as a portion of the Central Anoka County Regional Trail but terminates just north of this bridge crossing. The next nearest bike/ped crossing of I-35W is at Lake Drive (CSAH 23) approximately 2 miles southwest of the CSAH 14 crossing. There are no bicycle facilities on Lake Drive between the I-35W crossing and CSAH 14. The CSAH 14 trail will provide a direct connection to the existing CSAH 14 pedestrian bridge over I-35W, greatly improving access to regional bicycle routes and destinations to the south and east, and extending the usefulness of this overpass to a greater population.

The trail will close a gap in the Central Anoka County Regional Trail system along CSAH 14.

Various portions of the regional trail have been constructed for approximately 16 miles, but gaps in the entire 26 mile regional trail plan have yet to be filled in. This project will complete a part of the missing connection that serves as part of the Regional Bicycle Transportation Network (RBTN). To the south and east, the Central Anoka County Regional Trail connects to the extensive regional trail systems in Ramsey and Washington counties, including the Hardwood Creek Regional Trail and the planned Bruce Vento Trail extension and Chain of Lakes/Bald Eagle Regional Trail. To the west, the larger Central Anoka County Regional Trail System will connect the jurisdictions of Anoka, Coon Rapids, Andover, Blaine, and Lino Lakes. Key connections include the Coon Creek Regional Trail, Bunker Hills Regional Park Trail and the Mississippi River Regional Trail. The trail will ultimately connect key recreational areas like Bunker Hills Regional Park, Rice Creek Chain of Lakes Park Reserve and the Mississippi River.

Measure B: Project Improvements

Deficiency:

The lack of continuous dedicated bike/ped facilities is a deficiency along the CSAH 14 corridor, a principal arterial with posted 50 mph speed limit and AADT of 7920. Pedestrians and bicyclists traveling the CSAH 14 corridor must use the shoulder or walk on the grass boulevard/ditch. The current facilities discourage users of all ages and abilities who are not comfortable riding with high-speed automobile traffic. The lack of dedicated facilities limits a safe non-motorized connection between the elementary school and nearby residents.

Crashes:

Rear-end and right-angle car crashes are the most common in the project area. From 2011-2015, 47% of car crashes on CSAH 14 along the proposed trail corridor involved rear-ending. In 2012, a 13-year-old bicyclist was injured after being struck by a car along CSAH 14. In 2014, a car making a right turn into the Lino Lakes Elementary School parking lot slid straight into the school property rather than completing the turn. The lack of designated bike/ped facilities along the CSAH 14 corridor forces users to ride on the shoulder of this arterial, separated only by a painted stripe.

Safety Improvements:

The proposed CSAH 14 trail will offer non-motorized travelers a safer, separated option beyond the shoulder. The proposed trail will extend from the Lino Lakes Elementary School along the north side of CSAH 14 to W. Rondeau Lake Drive near the Lino Lakes Senior Center. At W. Rondeau Lake Drive, the trail will cross CSAH 14 at an ADA-compliant, enhanced crossing with Rapid

Response (Limit 2,800 characters; approximately 400 words)

Rectangular Flashing Beacon technology, and will continue along the south side of CSAH 14 to I-35W where it connects to the existing pedestrian bridge for crossing the interstate. The project will minimize conflict points between pedestrians and traffic by limiting the number of highway crossings to one, aiding in the safe movement for users of all abilities. The addition of a trail to avoid walking on the shoulder reduces crashes with pedestrians by up to 89% (FHWA Crash Reduction Factors, 2014). The trail will be a 10-foot wide multiuse trail which exceeds the state minimum standards and will allow for two way bicycle and walking traffic to limit conflicts between bicycle and walking users of all ages and abilities. Type A cyclists will still be able to utilize the shoulder. The trail will be designed to meet ADA requirements, upgrading existing conditions of CSAH 14 to be accessible for all users.

Measure A: Multimodal Elements

The proposed trail is an extension of the Central Anoka County Regional Trail, which provides a continuous trail from I-35W to the Park and Ride located at CSAH 14 and I-35E (approx. 4 miles east of project area). Access to the regional transit system via Route 275 is increased as the project provides a dedicated bicycle facility connecting to the park and ride at a comfortable distance for many bicyclists. No transit stop locations exist within the project area.

The construction of the trail will provide connections to local and regional pedestrian destinations (Figure 2). The trail integrates into the existing Central Anoka County Regional Trail (Figure 3) and fills a gap in the Anoka County Highway network which supports multimodal facilities. The trail also connects to the Washington County trail system and the Hardwood Creek Regional Trail.

The project will minimize conflict points between pedestrians and traffic by limiting the number of highway crossings to one, aiding in the safe movement of users of all abilities. The CSAH 14 trail will offer non-motorized travelers a safer option than the shoulder on this principal arterial highway with posted speed limit of 50 mph. The trail will be a 10-foot wide multiuse trail which exceeds the state minimum standards and will allow for two way bicycle and walking traffic to limit conflicts between bicycle and walking users.

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

Transit Projects Not Requiring Construction

If the applicant is completing a transit or TDM application that is operations only, check the box and do not complete the remainder of the form. These projects will receive full points for the Risk Assessment.

Park-and-Ride and other transit construction projects require completion of the Risk Assessment below.

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 (5 Percent of Points)

EIS

EA

PM

Yes

Document Status:

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

Document submitted to State Aid for review 75% date submitted

Document in progress; environmental impacts identified; review request letters sent 50%

Document not started Yes 0%

Anticipated date or date of completion/approval 11/29/2019

4) Review of Section 106 Historic Resources (10 Percent of Points)

No known historic properties eligible for or listed in the National Register of Historic Places are located in the project area, and project is not located on an identified historic bridge Yes

100%

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

80%

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

40%

Unsure if there are any historic/archaeological resources in the project area

0%

Anticipated date or date of completion of historic/archeological review: 11/30/2018

Project is located on an identified historic bridge

5)Review of Section 4f/6f Resources (10 Percent of Points)

4(f) Does the project impacts any public parks, public wildlife refuges, public golf courses, wild & scenic rivers or public private historic properties?

6(f) Does the project impact any public parks, public wildlife refuges, public golf courses, wild & scenic rivers or historic property that was purchased or improved with federal funds?

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

100%

No impact to 4f property. The 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

80%

Project impacts to Section 4f/6f resources likely coordination/documentation has begun

50%

Project impacts to Section 4f/6f resources likely coordination/documentation has not begun

30%

Unsure if there are any impacts to Section 4f/6f resources in the project area

0%

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

Right-of-way, permanent or temporary easements not required

100%

Right-of-way, permanent or temporary easements has/have been acquired

100%

Right-of-way, permanent or temporary easements required, offers made

75%

Right-of-way, permanent or temporary easements required, appraisals made

50%

Right-of-way, permanent or temporary easements required, parcels identified

Yes

25%

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

0%

Right-of-way, permanent or temporary easements identification has not been completed

0%

Anticipated date or date of acquisition

01/27/2020

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)Interchange Approval (15 Percent of Points)*

**Please contact Karen Scheffing at MnDOT (Karen.Scheffing@state.mn.us or 651-234-7784) to determine if your project needs to go through the Metropolitan Council/MnDOT Highway Interchange Request Committee.*

Project does not involve construction of a new/expanded interchange or new interchange ramps

Yes

100%

Interchange project has been approved by the Metropolitan Council/MnDOT Highway Interchange Request Committee

100%

Interchange project has not been approved by the Metropolitan Council/MnDOT Highway Interchange Request Committee

0%

9)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 Yes

50%

Construction plans have not been started

0%

Anticipated date or date of completion 12/16/2019

10)Letting

Anticipated Letting Date 04/01/2020

Measure A: Cost Effectiveness

Total Project Cost (entered in Project Cost Form): \$1,100,000.00

Enter Amount of the Noise Walls: \$0.00

Total Project Cost subtract the amount of the noise walls: \$1,100,000.00

Points Awarded in Previous Criteria

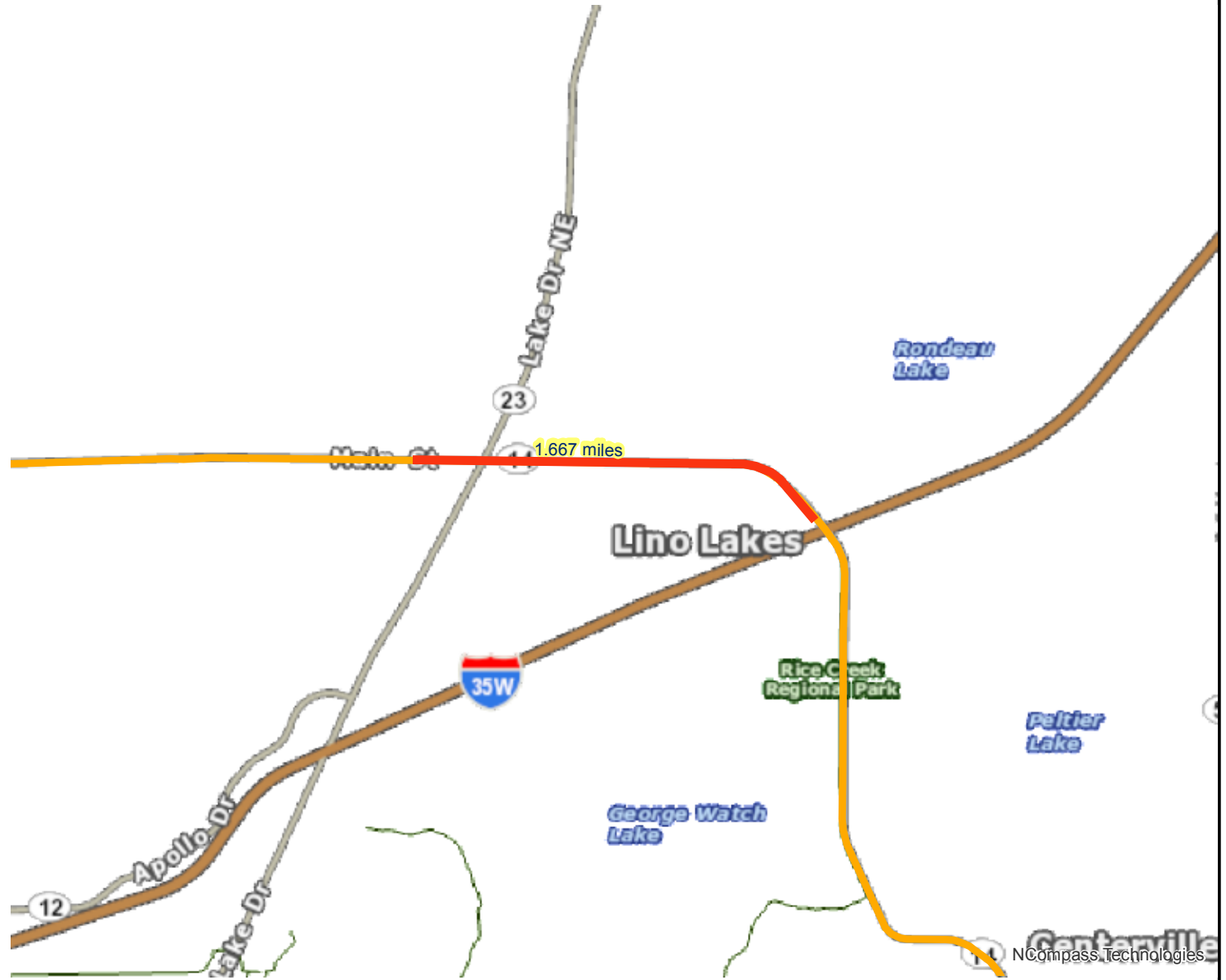
Cost Effectiveness \$0.00

Other Attachments

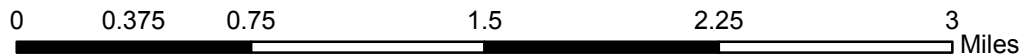
File Name	Description	File Size
Anoka County Highway Letter of Support.pdf	Anoka County Highway Dept Letter of Support	1.2 MB
Anoka Parks Letter of Support.pdf	Anoka County Parks Letter of Support	473 KB
Figures.pdf	Figures	2.5 MB

Project to RBTN Orientation

Multiuse Trails and Bicycle Facilities Project: Main St. (CSAH 14)/Central Anoka Regional Trail | Map ID: 1464718559355



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



Created: 5/31/2016
LandscapeRSA1



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



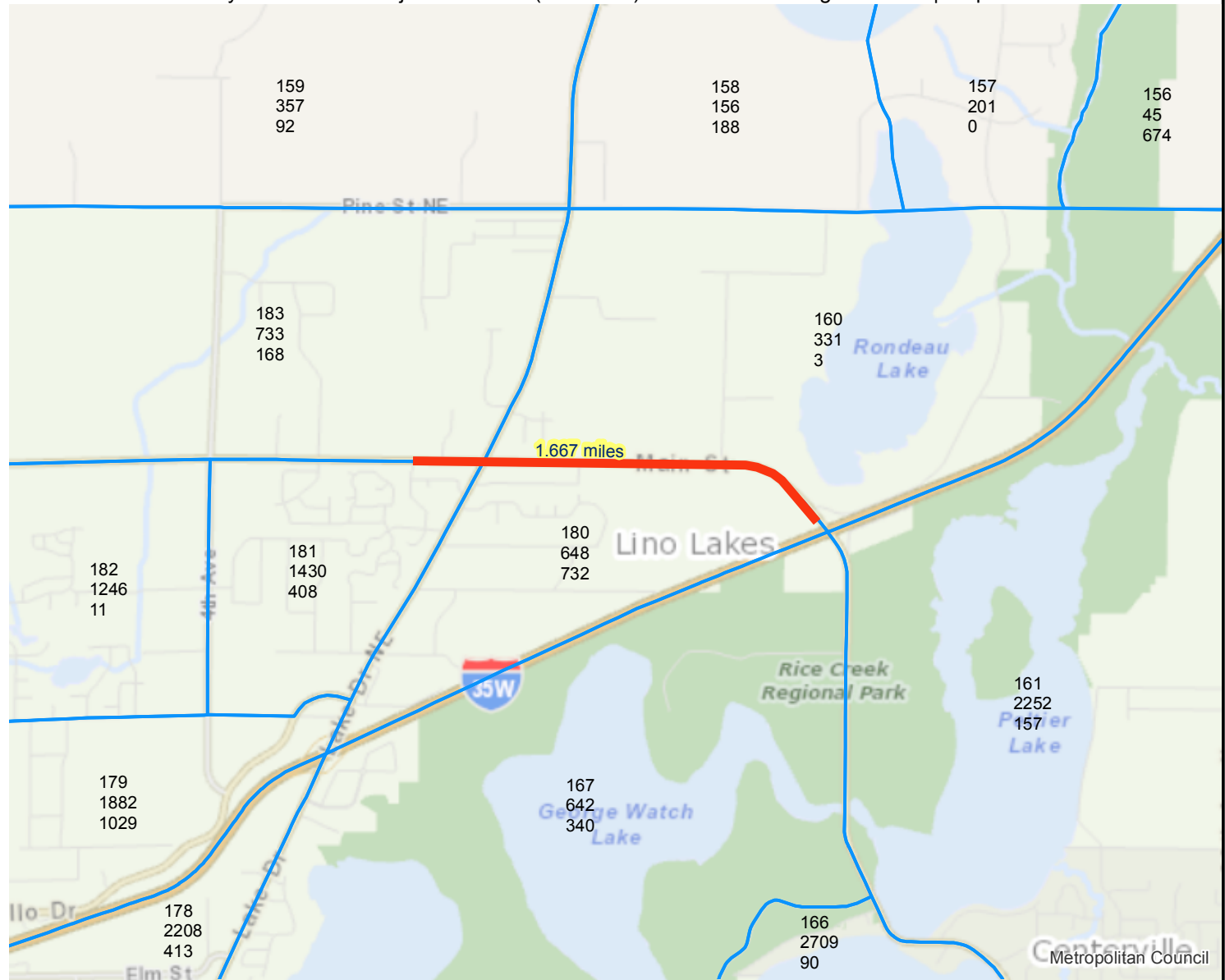
NCcompass Technologies

Population Summary

Multiuse Trails and Bicycle Facilities Project: Main St. (CSAH 14)/Central Anoka Regional Trail | Map ID: 1464718559355

Results

Within ONE Mile of project:
Total Population: 9677
Total Employment: 3128



— Project
□ 2010 TAZ



Created: 5/31/2016
LandscapeRSA4







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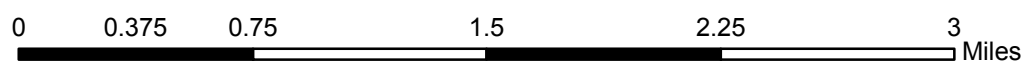


Results

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:
(0 to 12 Points)



 Project	 Area of Concentrated Poverty
 Area of Concentrated Poverty > 50% residents of color	 Above reg'l avg conc of race/poverty



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LandscapeRSA2



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Anoka County
TRANSPORTATION DIVISION

Highway

Douglas W. Fischer, PE
County Engineer

June 15, 2016

Michael Grochala
Community Development Director
City of Lino Lakes
600 Town Center Pkwy
Lino Lakes, MN 55014-1182

**RE: Letter of Support for the Main Street (CSAH 14)/Central Anoka County
Regional Trail Segment Regional Solicitation Application**

Dear Mr. Grochala,

Anoka County Highway Department extends its support for the Regional Solicitation federal funding application for the proposed trail along CSAH 14 in the City of Lino Lakes. This proposed trail would serve as part of the Central Anoka County Regional Trail and continue the extension of a multi-use trail along the CSAH 14 Principal Arterial roadway.

Anoka County, as the agency with jurisdiction over CSAH 14, is aware of and understands the proposed project being submitted. Details of a future maintenance agreement with the City of Lino Lakes will be determined during project development to define how the project will be maintained for the project's useful life.

Anoka County appreciates your efforts to secure funding for multi-modal improvements along CSAH 14. The county is supportive of the city moving forward with plans for trail development along this busy highway, and will work with the city as plans are developed to ensure that a safe facility is developed for its users.

Sincerely,

Douglas W. Fischer, PE
Anoka County Engineer

Our passion is your safe way home!

1440 Bunker Lake Blvd. NW ▲ Andover, MN 55304-4005
Office: 763-862-4200 ▲ Fax: 763-862-4201 ▲ www.anokacounty.us/highway

Affirmative Action / Equal Opportunity Employer



Anoka County

PARKS & COMMUNITY SERVICES DIVISION

Respectful, Innovative, Fiscally Responsible

Parks and
Recreation

Recycling &
Resource Solutions

License Bureau

June 29, 2016

Michael Grochala
Community Development Director
City of Lino Lakes
600 Town Center Pkwy
Lino Lakes, MN 55014-1182

**RE: Letter of Support for the Main Street (CSAH 14)/Central Anoka County
Regional Trail Segment Regional Solicitation Application**

Dear Mr. Grochala,

Anoka County Parks, a regional parks and trails implementing agency, extends its support for the Regional Solicitation federal funding application for the proposed trail along CSAH 14 in the City of Lino Lakes. This proposed trail would serve as an extension of the Central Anoka County Regional Trail.

The Central Anoka County Regional Trail is a 26-mile planned regional trail that traverses the middle of the county connecting Mississippi West Regional Park in Ramsey, MN to Rice Creek Chain of Lakes Park Reserve in Lino Lakes and Centerville, MN. A total of approximately 16 miles of the trail have been constructed to date. The proposed trail project will extend the regional trail and connectivity for residents west of I-35W.

The proposed trail will also improve non-motorized access to the Rice Creek Chain of Lakes Park Reserve. The 5,500-acre Rice Creek Chain of Lakes Regional Park Reserve is one of the largest in the seven-county metropolitan area and contains some of the most significant native wildlife habitat and water resources in the regional area. The park offers a wide variety of amenities, including the Wargo Nature Center, Rice Creek Campground, Centerville Lake Beach, and hiking and biking trails.

The trail will provide both a key connection for the regional park and trail system, as well as serve as an east-west transportation corridor for bicyclists and pedestrians in central Anoka County. Anoka County Parks appreciates your efforts to secure funding for the regional trail extension along CSAH 14.

Sincerely,

John VonDeLinde
Division Manager
Parks and Community Services

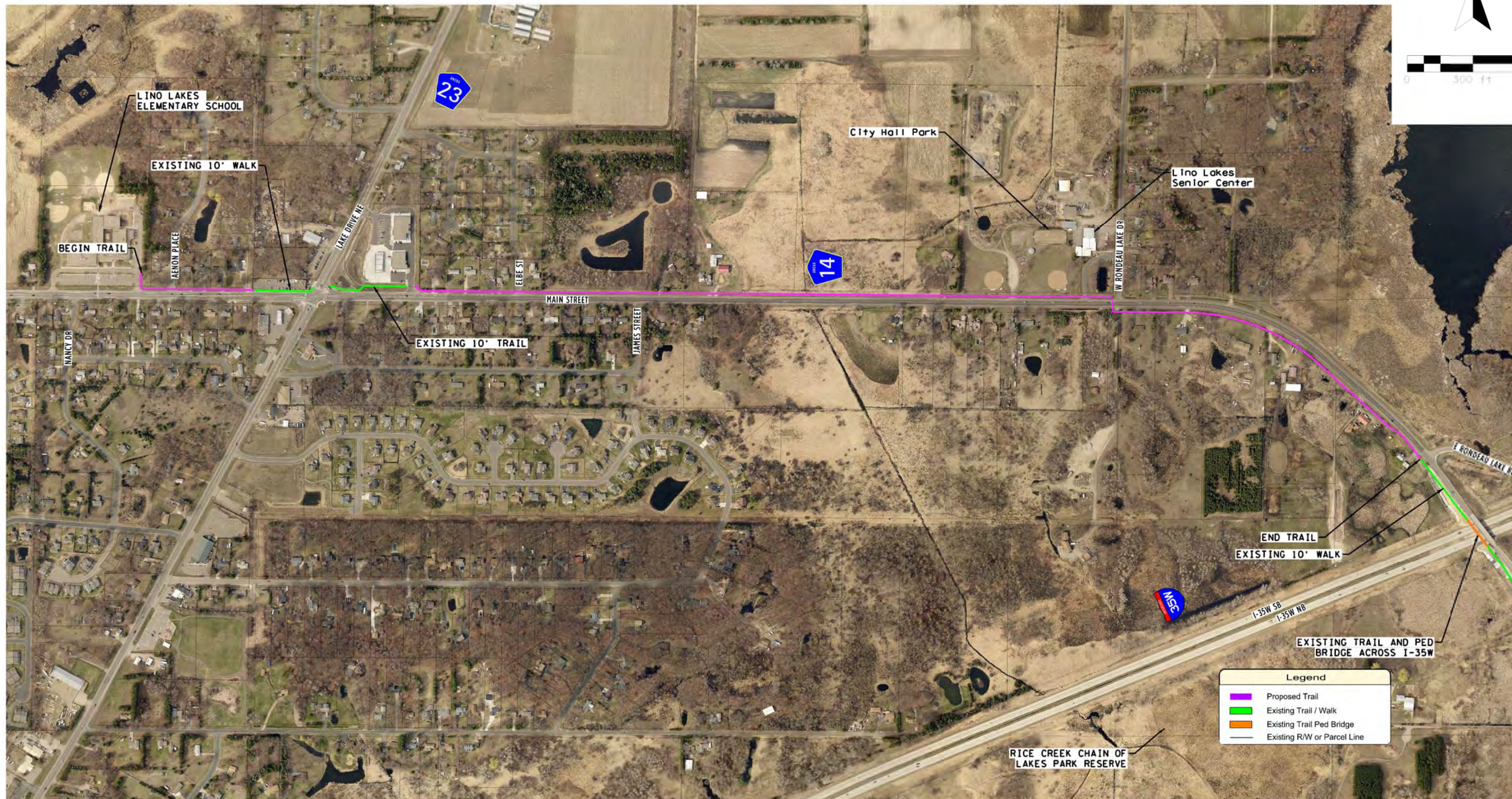


Figure 1. Proposed Trail Concept
 Main Street (CSAH 14) Central Anoka Regional Trail
 City of Lino Lakes
 Anoka County

Date: 6/16/2016
 File: 45101918-230-Cent-Anoka-Regional-Trail-Concept-Letter-Trail-Connect-1.dgn



701 Xenia Avenue South, Suite 300
 Minneapolis, MN 55416
 Tel: (952) 541-4800 Fax: (952) 541-0700
 wsbeng.com

engineering - planning - environmental - construction

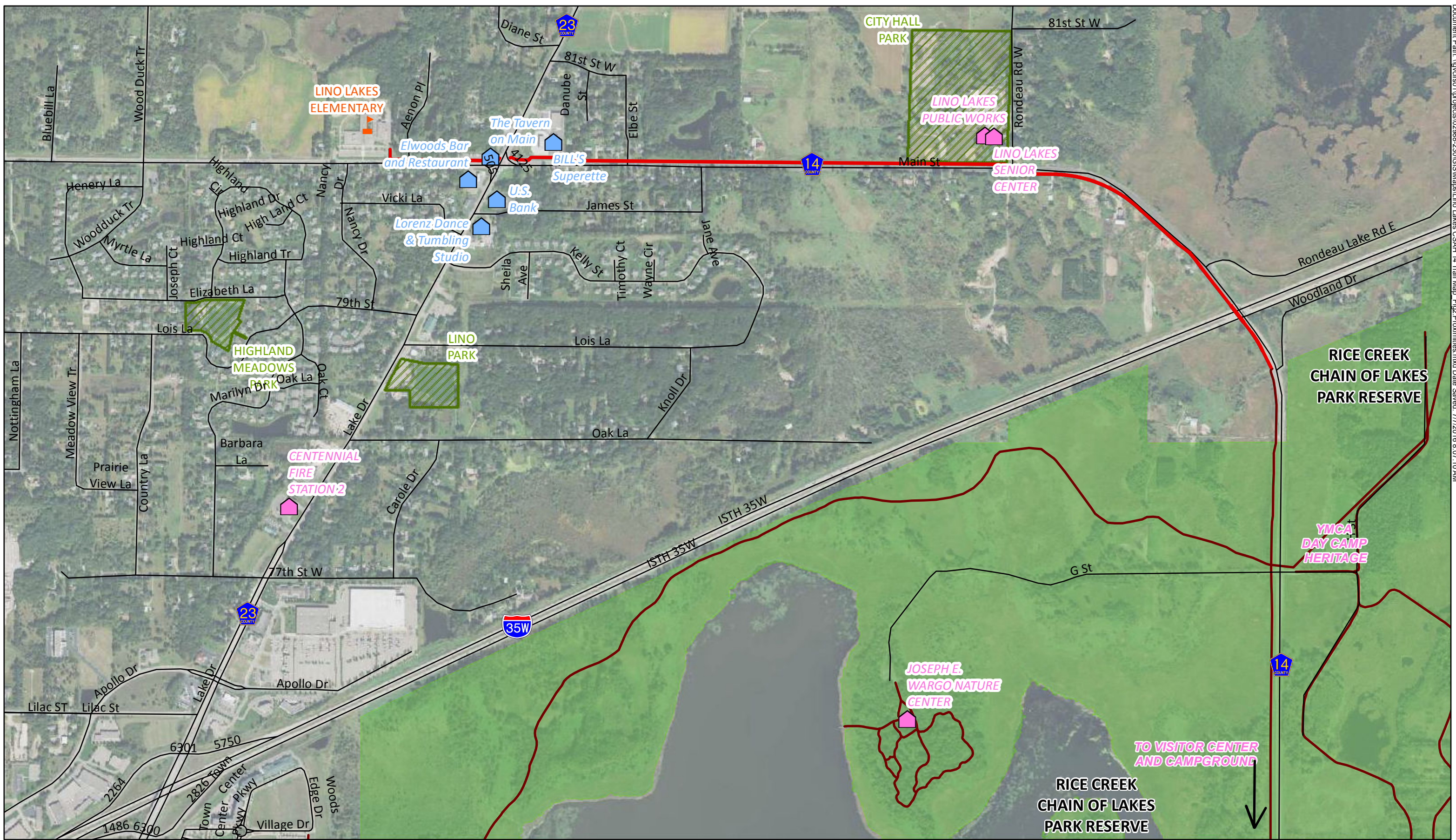
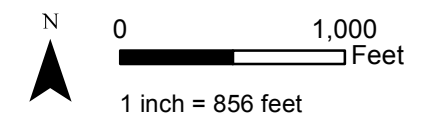
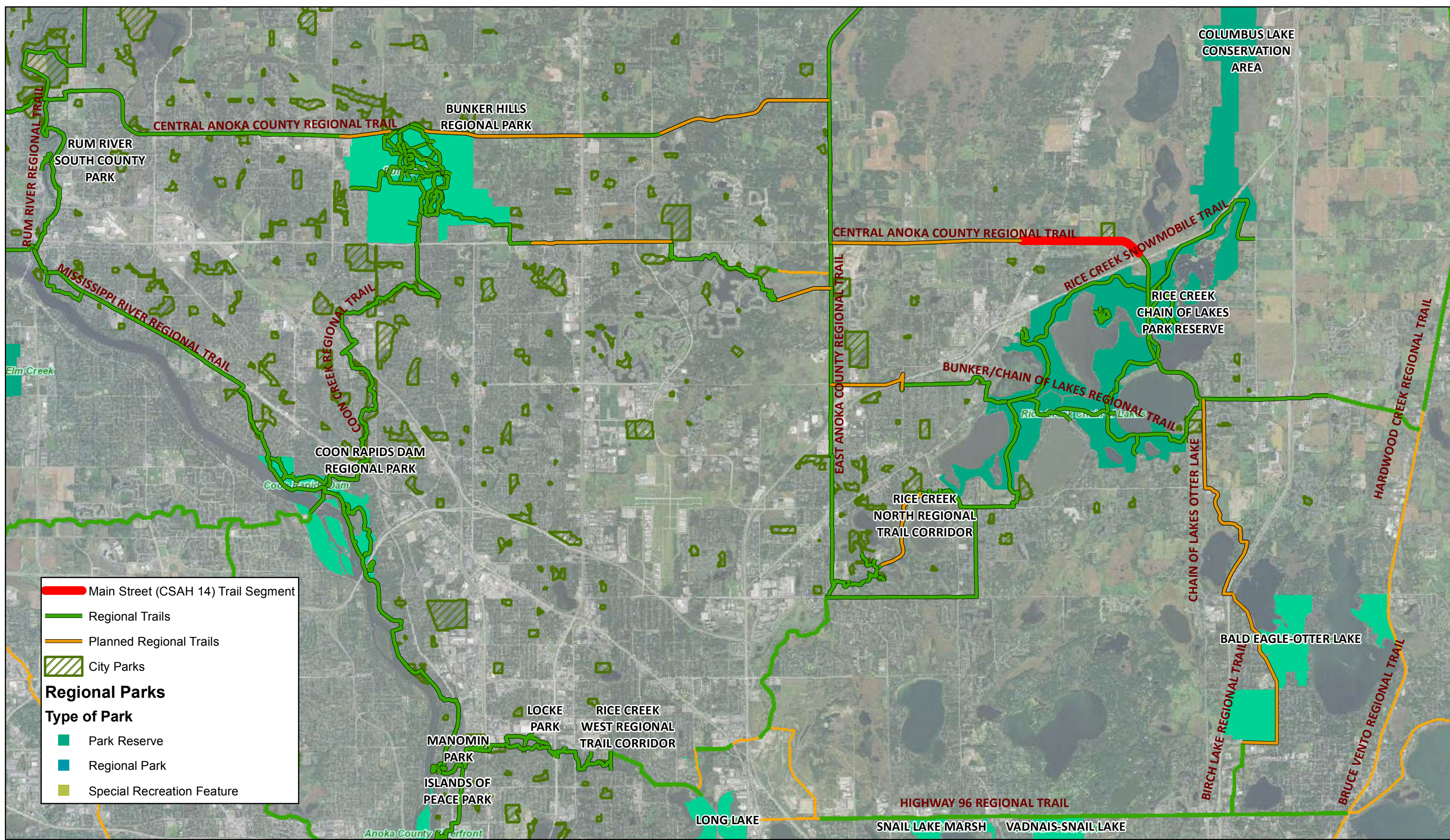


Figure 2 - Project Destination Proximity
 Main Street (CSAH 14)/Central Anoka County Regional Trail
 City of Lino Lakes
 Anoka County





Legend

- Main Street (CSAH 14) Trail Segment
- Regional Trails
- Planned Regional Trails
- / / / / City Parks

Regional Parks

Type of Park

- Park Reserve
- Regional Park
- Special Recreation Feature

Figure 3 - Multimodal Network Connections

Main Street (CSAH 14)/Central Anoka County Regional Trail
City of Lino Lakes
Anoka County



N

0 2 Miles

1 inch = 6,633 feet





Figure 4a - CSAH 14 at Lino Lakes Elementary School (looking west)
Main Street (CSAH 14)/Central Anoka County Regional Trail Segment
City of Lino Lakes
Anoka County

N
01,000
Feet
1 inch = 5,830 feet





Figure 4b - CSAH 14 Urban Section at Elbe Street (looking west)
 Main Street (CSAH 14)/Central Anoka County Regional Trail Segment
 City of Lino Lakes
 Anoka County

N
 01,000
 Feet
 1 inch = 5,830 feet





Figure 4c - CSAH 14 Rural Section Near Eastern Project Limits (looking east)
 Main Street (CSAH 14)/Central Anoka County Regional Trail Segment
 City of Lino Lakes
 Anoka County

N
 01,000
 Feet
 1 inch = 5,830 feet

