



Application

04786 - 2016 Multiuse Trails and Bicycle Facilities

05071 - TH 252 Pedestrian Overpass at 70th Avenue North

Regional Solicitation - Bicycle and Pedestrian Facilities

Status: Submitted

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Primary Contact

Name:* Mr. Steven L. Lillehaug
Salutation First Name Middle Name Last Name

Title: City Engineer/Director of Public Works

Department: Public Works

Email: slillehaug@ci.brooklyn-center.mn.us

Address: 6301 Shingle Creek Parkway

***** Brooklyn Center Minnesota 55430
City State/Province Postal Code/Zip

Phone:* 763-569-3340
Phone Ext.

Fax:

What Grant Programs are you most interested in? Regional Solicitation - Roadways Including Multimodal Elements

Organization Information

Name: BROOKLYN CENTER, CITY OF

Jurisdictional Agency (if different):

Organization Type:

City

Organization Website:

Address:

6301 SHINGLE CREEK PKWY

*

BROOKLYN
CENTER

Minnesota

55430

City

State/Province

Postal Code/Zip

County:

Hennepin

Phone:*

763-569-3320

Ext.

Fax:

PeopleSoft Vendor Number

0000026811A1

Project Information

Project Name

TH 252 Pedestrian Overpass at 70th Avenue North

Primary County where the Project is Located

Hennepin

Jurisdictional Agency (If Different than the Applicant):

The TH 252 Pedestrian/Bicycle Overpass at 70th Ave North is located within Brooklyn Center and provides a connection across TH 252, a major local and regional barrier to bicycle and pedestrian transportation. TH 252 is a six-lane expressway with 59,000 vehicles per day and a 55 mph speed limit. There are only three opportunities for at-grade crossings of TH 252 in Brooklyn Center: at 66th Ave N, 70th Ave N, and 73rd Ave N (approximately .5 miles apart).

There are safety problems at at-grade crossings of TH 252 due to high speeds and traffic volumes. In Brooklyn Center, there has been one pedestrian fatality in the last five years (at 73rd Avenue N) and two other crashes involving pedestrians or bicyclists. The width of the crossing and high traffic speeds/volumes make this crossing very uncomfortable for pedestrians and bicyclists, especially children/families, seniors, and people with disabilities. Residents are afraid to cross TH 252 on foot/bike and will only cross if absolutely necessary. A grade-separated crossing is necessary to support pedestrian and bicycle safety in the city and the region.

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

The lack of a safe and comfortable crossing creates connectivity problems for walking and bicycling. The lack of a safe connection limits access to residential and commercial areas as well as schools (Evergreen Elementary and Brooklyn Center High), parks and trails. Existing conditions also create problems for transit users accessing express bus stops located on the east and west side of TH 252 at 70th Ave N.

The 69th/70th Avenue N trail is a key connection between two regional trails - the Shingle Creek Regional Trail and the West Mississippi River Regional Trails. These are high-quality facilities that

serve people of all ages and abilities. However, the existing at-grade crossing interrupts the comfortable trail experience and discourages people from using the regional trail system. A grade-separated crossing is needed to make the trail system accessible for all users.

The project consists of a 14-foot wide bridge over TH 252. The project will tie into existing multiuse separated facilities along 70th Avenue N and existing trail along West River Road. The project location and design concept are included in Figures 1 and 2.

The project is necessary for pedestrian and bicycle connectivity as part of implementation of a long-term freeway vision for TH 252. When TH 252 is converted to a freeway, the 70th Ave N intersection will be closed and there will no longer be an at-grade pedestrian and bicycle crossing of TH 252. Without this project, there will be even fewer opportunities for pedestrian/bicycle crossings of TH 252. This project will improve pedestrian/bicycle safety and continuity in the near-term, and preserve this connection in the future.

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)

Construction of pedestrian overpass crossing TH 252 at 70th Avenue N

Project Length (Miles)

0.2

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

\$1,902,640.00

Match Amount

\$475,660.00

Minimum of 20% of project total

Project Total

\$2,378,300.00

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

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: 2021

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 Brooklyn Center

Zip Code where Majority of Work is Being Performed 55430

(Approximate) Begin Construction Date 05/10/2021

(Approximate) End Construction Date 10/15/2021

Name of Trail/Ped Facility: 70th Avenue North

(i.e., CEDAR LAKE TRAIL)

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

From: Camden Avenue N and 70th Avenue N
(Intersection or Address)

To: West River Road and 70th Avenue N
(Intersection or Address)

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

Or At:

Primary Types of Work Bridge, sidewalk, 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.:

New Bridge/Culvert No.: TBD

Structure is Over/Under TH 252
(Bridge or culvert name):

Specific Roadway Elements

**CONSTRUCTION PROJECT ELEMENTS/COST
ESTIMATES**

Cost

Mobilization (approx. 5% of total cost)	\$94,000.00
Removals (approx. 5% of total cost)	\$1,900.00
Roadway (grading, borrow, etc.)	\$10,000.00
Roadway (aggregates and paving)	\$0.00
Subgrade Correction (muck)	\$0.00
Storm Sewer	\$15,500.00
Ponds	\$0.00
Concrete Items (curb & gutter, sidewalks, median barriers)	\$0.00
Traffic Control	\$50,000.00
Striping	\$1,200.00
Signing	\$2,500.00
Lighting	\$0.00
Turf - Erosion & Landscaping	\$76,500.00
Bridge	\$1,717,000.00
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	\$394,000.00
Other Roadway Elements	\$0.00
Totals	\$2,362,600.00

Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Path/Trail Construction	\$6,200.00
Sidewalk Construction	\$6,000.00
On-Street Bicycle Facility Construction	\$0.00
Right-of-Way	\$0.00
Pedestrian Curb Ramps (ADA)	\$900.00
Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	\$0.00
Pedestrian-scale Lighting	\$0.00
Streetscaping	\$0.00

Wayfinding	\$0.00
Bicycle and Pedestrian Contingencies	\$2,600.00
Other Bicycle and Pedestrian Elements	\$0.00
Totals	\$15,700.00

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	\$2,378,300.00
Construction Cost Total	\$2,378,300.00
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.

The TH 252 Pedestrian Overpass at 70th Avenue North is consistent with the 2040 TPP and supports the following goals, objectives, and strategies:

Goal B:p2.7: B6

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

Goal C:p2.8-10: C2, C16

Goal D:p2.11: D1, D3

Goal E:p2.12-2.13: E3

(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.

See Connections to Local Planning attachment:

TH 252 Corridor Study Final Report: crossing recommended p 24-25

List the applicable documents and pages:

Brooklyn Center Bicycle/pedestrian plan: TH 252 search area for potential grade separated crossing p 51

Brooklyn Center Transportation Plan: crossing recommended p 3-17

(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

Direct connection to an RBTN Tier 1 corridor or alignment

Direct connection to an RBTN Tier 2 corridor or alignment 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, city or regional parks implementing agency plan.

Upload Map 1467235330076_RBTN-Map-BC70thAve.pdf

Measure A: Population Summary

Existing Population Within One Mile (Integer Only) 25550

Existing Employment Within One Mile (Integer Only) 14760

Upload the "Population Summary" map 1465847511447_Pop-Map-BC70thAve.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): Yes

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:

The project is in an Area of Concentrated Poverty with 50% or more residents being people of color. The project will benefit these populations by providing a safe, comfortable, and convenient bicycle/pedestrian connection between residential and commercial areas, employment centers, and parks.

Benefits: The proposed project is an important link over TH 252, a significant barrier bisecting the community. TH 252 is an expressway with limited opportunities for crossings -- at grade or grade separated. There are no grade separated crossings of TH 252 within Brooklyn Center. The nearest grade-separated crossing (85th Ave N) is 2 miles north of the project location.

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

Completion of the bridge will link a wide variety of land uses including high density housing, parks, Evergreen Park World Cultures Community Elementary School, Brooklyn Center High School, and commercial areas. Evergreen Elementary is located on the west side of TH 252 includes the east side as part of its enrollment area. A grade-separated pedestrian crossing would provide a safe route to school for students living east of the school and within the half mile walk area.

It will also be a key link in the trail system -- it will provide safe access to regional trails that reach regional employment centers in Minneapolis and Brooklyn Park. It will also provide a safe connection to express bus service on TH 252. Transit users must cross TH 252 for one leg of their trip and will benefit from a safe grade separated crossing.

Children, families, the elderly, people with

disabilities, and low-income populations who rely on bicycling/walking will benefit from improved connections across TH 252. The bridge will meet ADA requirements to be accessible for people with disabilities. The project will provide transportation options for people too young to drive or people who do not have access to a personal vehicle to get to jobs, schools and recreation. The project will also benefit low-income households by providing safe and convenient access to low-cost modes of transportation -- transit, walking, and bicycling.

Negative impacts/mitigation:

The project does not involve any elements that would have permanent negative impacts on disadvantaged populations. Construction noise will be a temporary negative impact to adjacent residents; however, nighttime construction activities are not anticipated.

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

Upload Map

1465850891947_Socio-EconMap-BC70thAve.pdf

Measure B: Affordable Housing

City/Township	Segment Length in Miles (Population)
Brooklyn Center	0.2
	0

Total Project Length

Total Project Length (Total Population)	0.2
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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)	0.2
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

Barriers: TH 252, a 6-lane expressway with turn lanes and shoulders, is a barrier between neighborhoods and trails east and west of the highway. The intersection at 70th Ave N is signalized and has a pedestrian crossing of the north leg. TH 252 carries 59,000 vehicles per day and has a posted speed of 55 mph. As part of recent public involvement (Ped/Bike Plan and TH 252 Corridor Study), community members said they are afraid to cross TH 252 at existing intersections. It is a major community barrier and people opt not to walk, bike, or take transit in the area because they do not feel safe crossing TH 252. The width and traffic speeds/volumes are intimidating to people walking, biking, and accessing transit.

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

The nearest at-grade crossing is at 66th Ave N and 73rd Ave N, approximately .5 miles north and south of 70th Ave N. The nearest grade separated crossing of TH 252 is at 85th Ave N. As TH 252 is converted to a freeway design, there will be fewer opportunities for at-grade crossings, making a grade-separated crossing even more important long term.

Continuity/Connections: The project will link several trails within the local, regional, and state system, including the following:

-69th/70th Avenue trail: local trail that is part of the Hennepin County Bicycle Transportation System and a key link between the Shingle Creek Regional Trail and West Mississippi Regional Trail

-Shingle Creek Regional Trail: Tier 2 RBTN connecting Brooklyn Park, Brooklyn Center, and Minneapolis

-West River Road Trail/West Mississippi River Regional Trail (WMRRT)/Mississippi River Trail

(MRT): local trail that follows a Tier 2 RTBN Corridor and is included in the MRT -- a state bikeway that is part of the US Bicycle Route System. WMRRT planning is currently underway and the local trail will be incorporated into the regional system.

Both the Shingle Creek Regional Trail and West River Road Trail are north-south trails with grade-separated crossings of I-94/I-694. These trails connect to the Minneapolis on- and off-street trail system to provide access to employment and recreation in North and Downtown Minneapolis. The project will make it easier and safer for Brooklyn Center residents to connect to the regional bicycle system.

Gaps: The intersection of 70th Ave N and TH 252 is a gap in the system of comfortable off-street trails in Brooklyn Center and the northwest metro. The project would connect off-street trails that are comfortable for a wide range of users: from children and families to experienced bicycle commuters. Crossing TH 252 is the exception in this comfortable experience. The current intersection is a gap in the system for children, families, seniors, people with disabilities, and people who are less comfortable bicycling around vehicle traffic.

Measure B: Project Improvements

Deficiency:

There are no grade-separated crossings of TH 252 in Brooklyn Center. There are three at-grade crossings located .5 miles apart. At these intersections people must cross six lanes of traffic plus turn lanes. TH 252 is a high speed and high traffic volume roadway, with 59,000 vehicles per day and a 55 mph speed limit.

Over the last five years, there have been three crashes involving pedestrians/bicyclists on TH 252 in Brooklyn Center. Two were located at 73rd Ave N and one was at 66th Ave N. One of these crashes resulted in a pedestrian fatality. While there were not any pedestrian crashes at 70th Ave N in the last five years, the crash history on TH 252 indicates that there are serious safety concerns for people crossing TH 252 at-grade. The lack of pedestrian crashes at 70th Ave N is likely because people do not cross TH 252 on foot/bike unless absolutely necessary. People do not feel safe due to high traffic speeds and volumes.

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

Site Problem:

The problem is the lack of safe crossings to get from the west to east side of TH 252. People are not comfortable crossing a 6-lane expressway at grade. The trail system on either side of TH 252 (69th/70th Ave N trail, West River Rd Trail, Shingle Creek Regional Trail) provides a safe and comfortable experience for people of all ages and abilities to use the trail. However, people must cross TH 252 to connect between these trails and benefit from the local/regional trail system. The existing crossing is challenging for all pedestrians and bicyclists, especially children/families, seniors, people with disabilities, and new bicyclists. These groups benefit the most from a connected network of trails, as off-street trails are designed for people

of all ages and abilities. The lack of a safe grade-separated crossing limits trail network benefits.

Deficiency Reduction:

The project provides a safe crossing of TH 252 via a ped/bike bridge across TH 252. This will be a critical link in the local and regional trail system. Trail users of all ages and abilities will be comfortable using this crossing to connect to trails to parks, institutional, residential, and commercial areas. The project will also meet all ADA requirements -- an improvement over existing conditions.

The project will improve safety by eliminating a major conflict point between bicyclists/vehicles and pedestrians/vehicles. The project will reduce the potential and severity of crashes by eliminating this conflict point. According to FHWA data, overpasses are associated with a fatal/injury crash reduction factor of 90%. The existing conflict point is at the crossing of a 55 mph expressway. Crashes at this location are likely to result in severe injury or fatality for a pedestrian or bicyclist due to high vehicle speeds on TH 252.

Measure A: Multimodal Elements

Ped/transit elements: The project improves safety and comfort for transit users accessing express bus routes on TH 252 (765 and 766). There are bus stops on east and west side of TH 252 at 70th Ave N, which means that transit users must cross TH 252 on at least one leg of their trip.

Ped/bike elements: The bridge is designed for both user groups: trail will be 10 ft wide with a 14 ft wide bridge. The facility will meet ADA guidelines providing accessibility for those with disabilities. The project provides a grade separated crossing of TH 252 on a facility that is completely separate from motorized vehicles, which is a great benefit due to the high speeds and traffic volumes on the roadway.

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

Existing pedestrian elements: There is both sidewalk and trail along 70th Ave N and trail along West River Road. TH 252 is a barrier that separates these facilities. The project connects these facilities and also expands access to other local sidewalks and trails on the east and west side of TH 252.

Integrates modes: The project design is safe for bicyclists and pedestrians: width, ADA, and bike standards. The bridge across will be completely separate from motor vehicle traffic, which improves safety for peds/bikes crossing TH 252. The city will provide year-round maintenance so the bridge can be used safely all year.

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 12/02/2019

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/archeological review under way; determination of adverse effect anticipated

40%

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

0%

Anticipated date or date of completion of historic/archeological review: 12/03/2018

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 Yes

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

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

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

50%

Construction plans have not been started

Yes

0%

Anticipated date or date of completion

01/01/2021

10)Letting

Anticipated Letting Date

04/01/2021

Measure A: Cost Effectiveness

Total Project Cost (entered in Project Cost Form): \$2,378,300.00

Enter Amount of the Noise Walls: \$0.00

Total Project Cost subtract the amount of the noise walls: \$2,378,300.00

Points Awarded in Previous Criteria

Cost Effectiveness \$0.00

Other Attachments

File Name	Description	File Size
TH 252-70th Ave N - Connections to local planning.pdf	Connections to Local Planning - pages from TH 252 Corridor Study, Brooklyn Center Pedestrian and Bicycle Plan, Brooklyn Center Transportation Plan.	685 KB
TH 252-70th Ave N - Existing Conditions - StreetView Screenshots.pdf	TH 252-70th Ave N Existing Conditions Streetview	2.1 MB
TH 252-70th Ave N Bridge Concept Layout.pdf	TH 252-70th Ave Bike-Ped Bridge Concept Layout	348 KB
TH 252-70th Ave Ped Overpass project MnDOT letter of support.pdf	MnDOT Letter of support	40 KB
TH252-70th BikePed Bridge Map.pdf	TH 252-70th Ave N Bridge project location map	713 KB

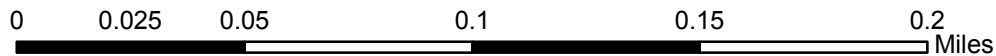
Project to RBTN Orientation

Multiuse Trails and Bicycle Facilities Project: TH 252-70th Avenue Ped/Bike Bridge | Map ID: 1464720193699



NCompass Technologies

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



Created: 5/31/2016
LandscapeRSA1



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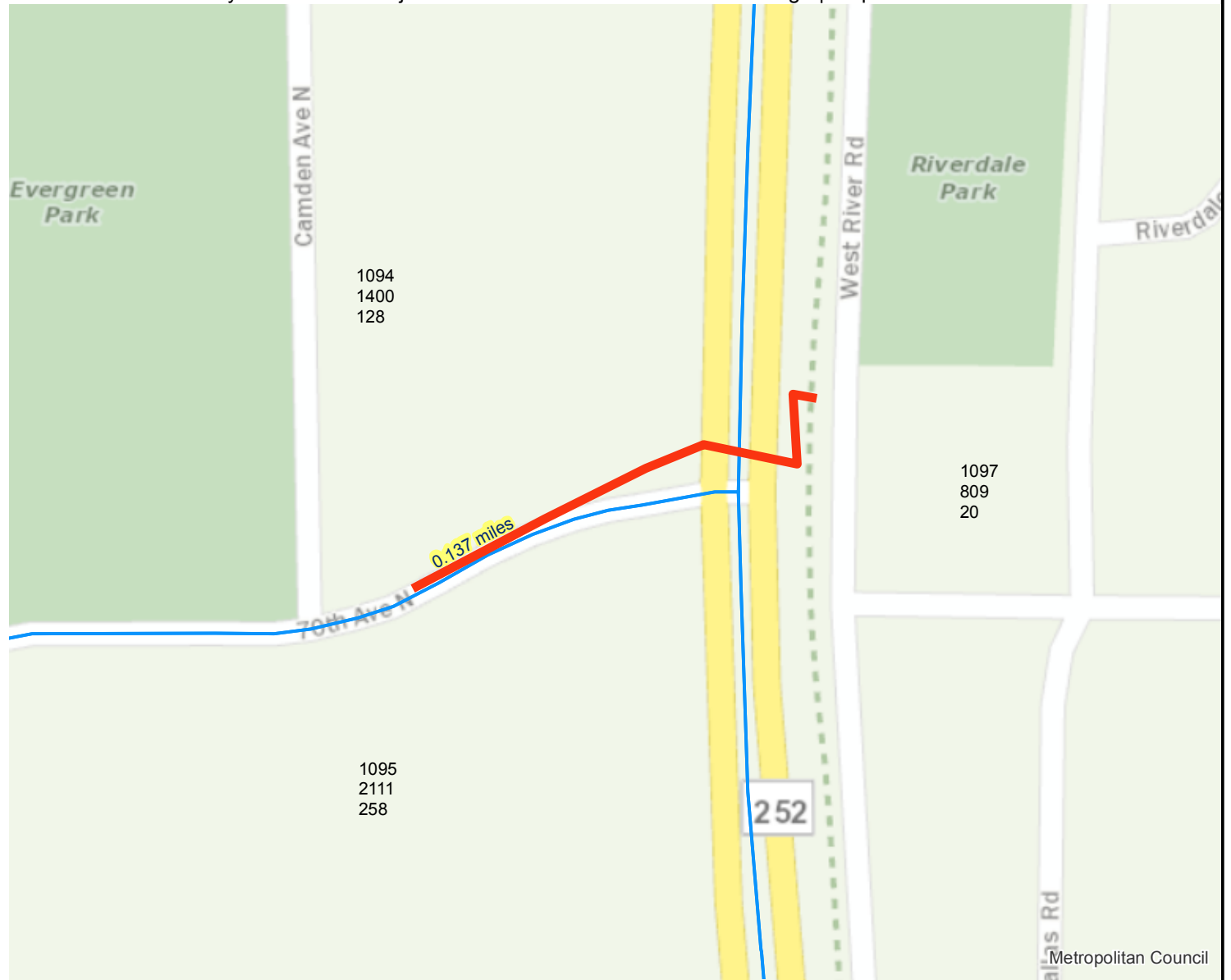


Population Summary

Multiuse Trails and Bicycle Facilities Project: TH 252-70th Avenue Ped/Bike Bridge | Map ID: 1464720193699

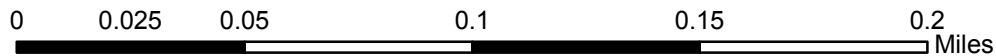
Results

Within ONE Mile of project:
Total Population: 25550
Total Employment: 14760



Project School

2010 TAZ



Created: 5/31/2016
LandscapeRSA4

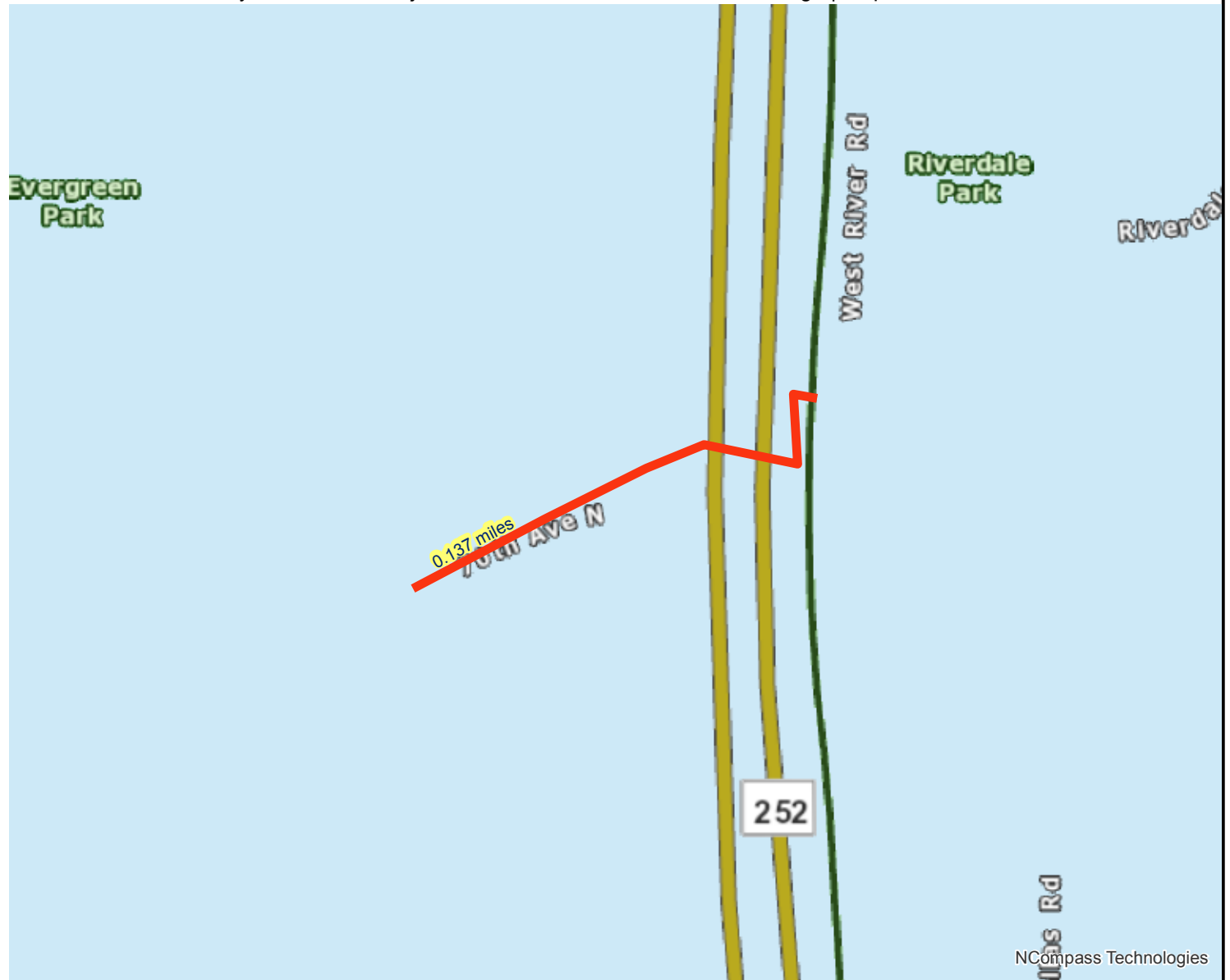


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


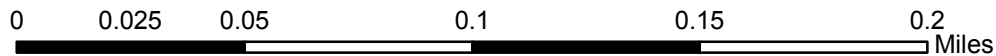
Results

Project located IN
Area of Concentrated Poverty
with 50% or more of residents
are people of color (ACP50):
(0 to 30 Points)



NCcompass Technologies

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



Created: 5/31/2016
LandscapeRSA2



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



Pedestrian and Bicycle Facilities and Connections

Pedestrian and bicycle connections across TH 252 are included in all alternatives considered in detail (shown in **Figure 9**). Alternatives 1 and 2 would provide access across TH 252 via a pedestrian/bicycle underpass. Alternatives 3-7 would include bicycle and pedestrian facilities (sidewalk and/or multi-use trail) as part of the overpass or underpass of TH 252. Alternative 8 includes a pedestrian/bicycle bridge over TH 252. All alternatives would improve safety and comfort for people walking and bicycling across TH 252.

Transit

There are existing far side transit stops on TH 252 at 66th Avenue N. Buses stop on the shoulder of TH 252 immediately past the intersection. A park and ride is located on the southwest corner of the intersection (shared with the Regal Cinemas parking lot). Current transit stop conditions create safety issues for motor vehicles and transit users. Transit users must walk across TH 252 at grade to access at least one stop on their transit trip. There are sometimes conflicts between buses entering/exiting bus stops and through vehicle traffic on TH 252.

The City of Brooklyn Center and Metro Transit would like to keep a transit stop at 66th Avenue N. If an interchange is pursued at this location, the city and MnDOT will have to further investigate options for providing convenient and enhanced transit service at this location. Metro Transit would prefer to keep bus stops on the mainline because exiting and entering TH 252 would create unacceptable delay for transit users.

70th Avenue N Alternatives

Three alternatives were considered for 70th Avenue N, as shown in **Figure 10**. As noted in the discussion of alternatives at 66th Avenue N, access at 70th Avenue N would need to be closed if an interchange is constructed at 66th Avenue N.

1. Close 70th Avenue N and Provide Pedestrian Crossing

This alternative closes access to TH 252 at 70th Avenue N and constructs a cul-de-sac west of TH 252. This alternative includes a bicycle and pedestrian bridge or underpass to provide pedestrian and bicycle access across TH 252. This alternative could be considered if an interchange was constructed at 66th Avenue N.

2. Underpass or Overpass

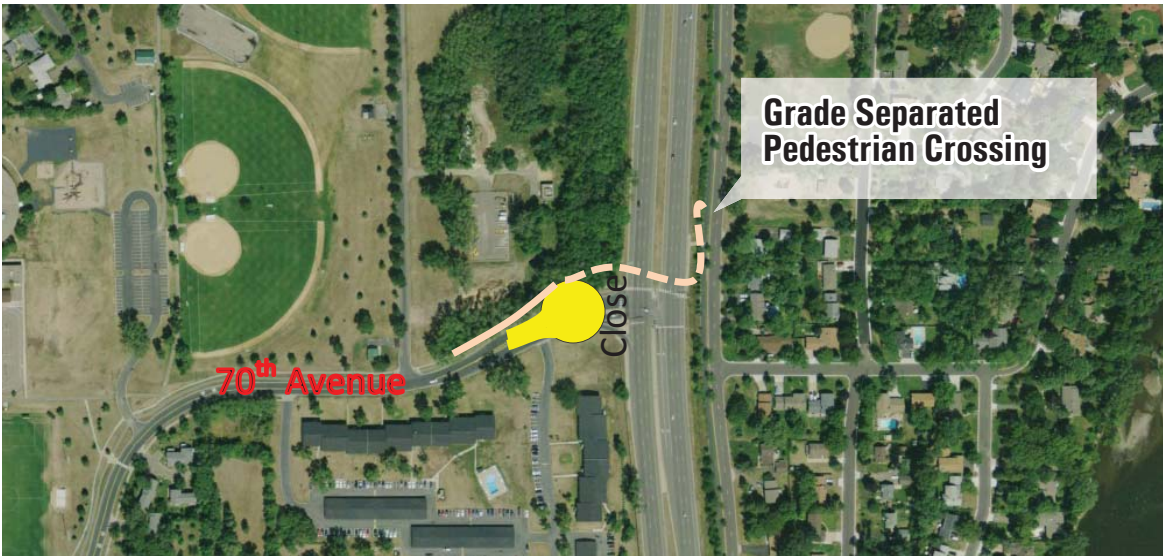
This alternative includes an underpass or overpass at 70th Avenue N with no access to TH 252. The underpass or overpass would include bicycle and pedestrian facilities via a sidewalk and/or multi-use trail. This alternative could be considered if an interchange was constructed at 66th Avenue N.

3. Interchange

An interchange at 70th Avenue N would provide full grade-separated access to and across TH 252. The 70th Avenue N overpass would include bicycle and pedestrian facilities. Due to Metropolitan Council interchange spacing guidelines, an interchange could only be constructed at 70th Avenue N if access to TH 252 was closed at 66th Avenue N.

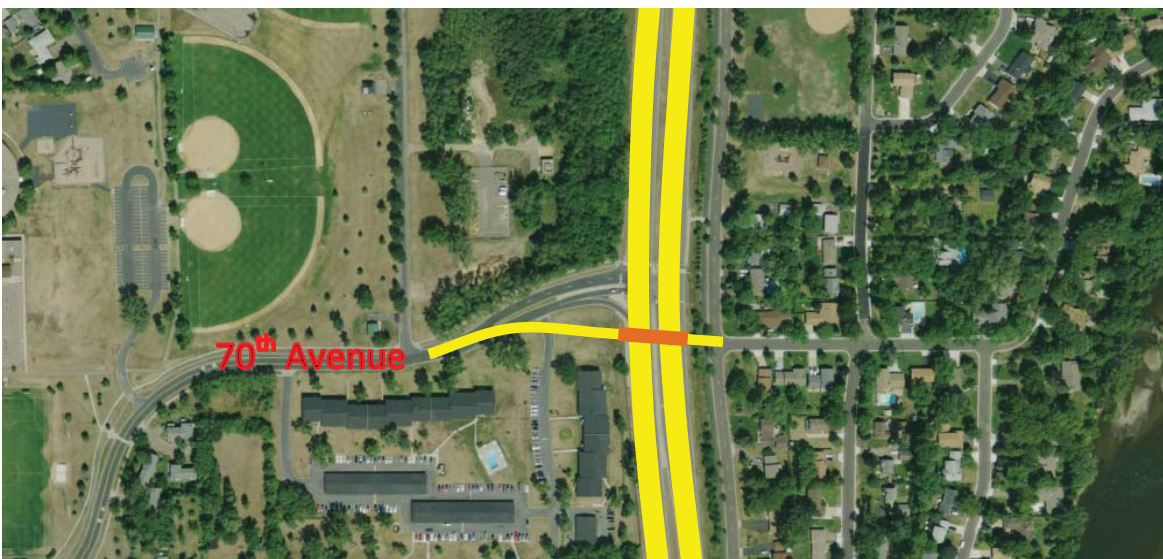
Pedestrian and Bicycle Facilities and Connections

All three alternatives would provide grade-separated access across TH 252 for pedestrians and bicyclists. Alternative 1 would provide a crossing of TH 252 separate from motor vehicle traffic. Alternatives 2 and 3 would include sidewalk and/or trail as part of an overpass of TH 252.



Option 1:

Close 70th Avenue N, provide pedestrian crossing



Option 2:

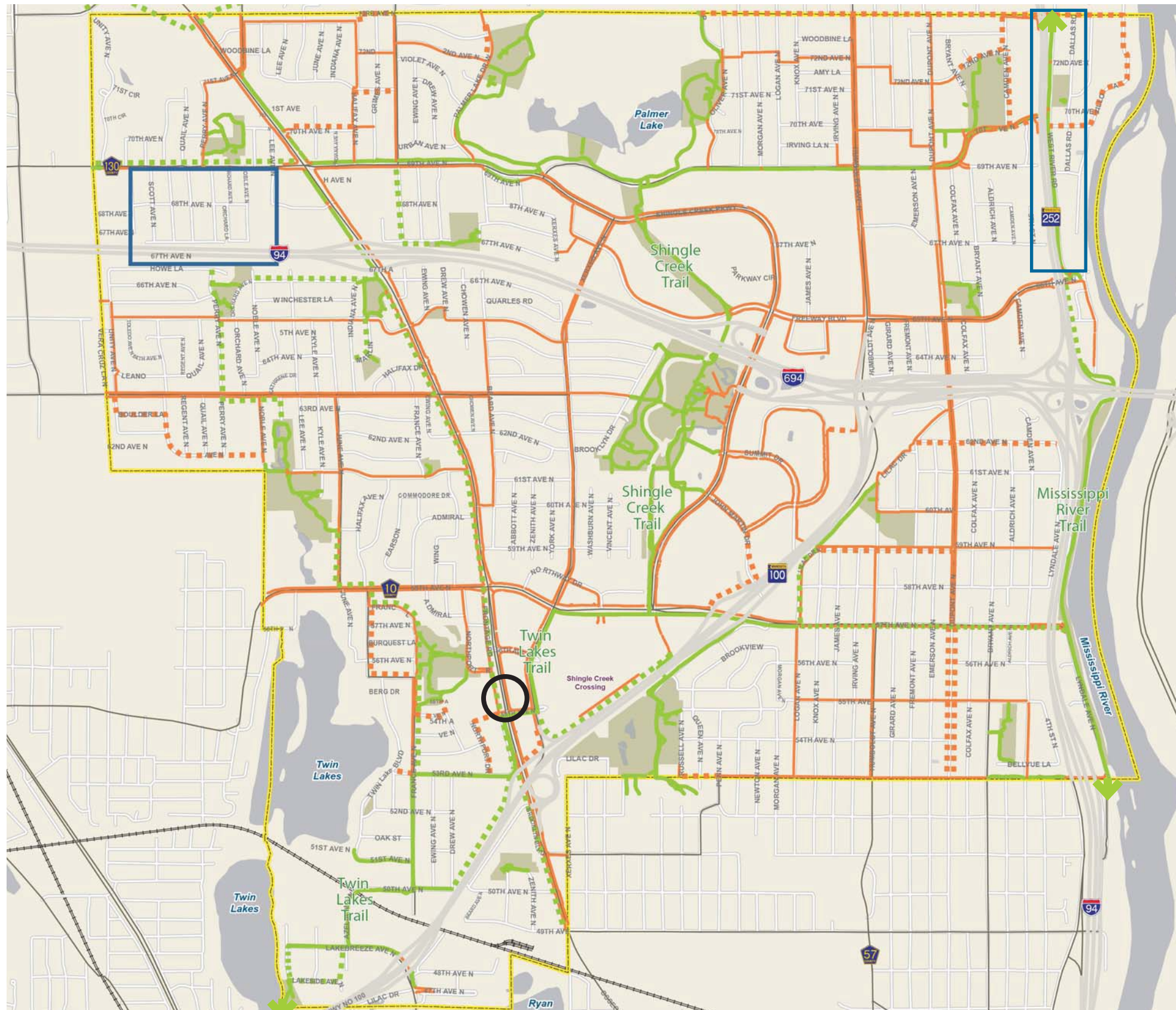
Overpass or Underpass



Option 3:

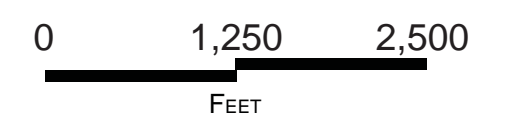
Interchange

Figure 10
Alternatives at 70th Avenue N



Legend

- Sidewalks
- - - Recommended Sidewalk
- Existing Trails
- - - Recommended Trails
- Potential Grade-Separated Crossing
- Search Area for Potential Grade-Separated Crossing
- Parks
- Railroad Tracks
- City Boundary



GRAPHIC SCALE

Figure 16 - Long-Term Pedestrian & Bicycle Infrastructure Vision

Brooklyn Center Transportation Plan

Trails are connected with sidewalks and cross most City parks. The extensive Shingle Creek trail system rings Palmers Lake and connects with the Three Rivers Park regional trail system that follows the course of Shingle Creek north to south through the City but is disconnected at the Brookdale site between 57th Avenue and T.H. 100. At the City's southern boundary, the trail continues along the creek through north Minneapolis, eventually linking to Webber Parkway, the Grand Rounds Scenic Byway of the Minneapolis Parkway system and Three Rivers regional trail system.

Pedestrian bridges provide key links in the trail and sidewalk system, crossing I-94/694 at Central Park, and crossing TH 100 from Summit Drive to Knox Avenue, and from Brookdale Center to Lions Park. **Providing a new pedestrian access bridge across Highway 252 would link the Mississippi trail to Evergreen Park and provide a unique opportunity for community branding.**

SIDEWALK AND TRAIL IMPROVEMENTS

The on-sidewalk segment of the Shingle Creek trail system across the Brookdale Shopping Center is unimproved, not adequately separated from traffic, and is somewhat confusing because of a lack of directional signs. Improved signage and landscaping along the trail would improve this segment.

A trail and sidewalk crossing has been constructed under I-694 on both sides of Brooklyn Boulevard to improve access and safety. However, pedestrian movement is particularly unsafe along the sidewalk of the west side of Brooklyn Boulevard between 63rd Avenue and 58th Avenue. A trail has also been constructed by Three Rivers Park District from 53rd under I-694 to connect with Brooklyn Center's trail system north of I-694 and the Minneapolis trail system to the south.

Gaps in the sidewalk system still hinder pedestrian and bicycle movement in some locations, and should be filled when other street improvements are made. These routes are intended to link neighborhoods, parks, schools and the City Center. In particular sidewalks are currently missing on the south side of the section of 57th Avenue/Bass Lake Road from Shingle Creek Parkway to Xerxes.

Bicycling is accommodated on the City's off-street trail system. However, bicycling on City streets can be difficult, especially on arterial and collector streets with high traffic volumes and insufficient width for bike lanes or paths. The recently-constructed multi-use path along 66th Avenue is one example of a facility that accommodates both bicycles and pedestrians. However, rights-of-way in many locations are too narrow to allow on-street bike lanes or off-street paths to be developed.

The most feasible solution would be a system of signed bicycle routes on the three main "loop" routes identified on Figure 2-4. Most of these streets -- Dupont and Humboldt, for example -- have two undivided travel lanes and two parking lanes. A separate bicycle lane cannot be accommodated without removing parking. However, where traffic volumes are moderate, experienced bicyclists can share the road with occasional parked cars. Bicycle routes, or bicycle lanes where space is available, should be located on the following streets:

- Humboldt Avenue
- Dupont Avenue
- Xerxes Avenue north of County Road 10
- 69th Avenue west of Brooklyn Boulevard
- 57th Avenue/County Road 10 east of Brooklyn Boulevard
Shingle Creek Parkway

Existing Conditions



TH 252 at 70th Avenue N – looking north

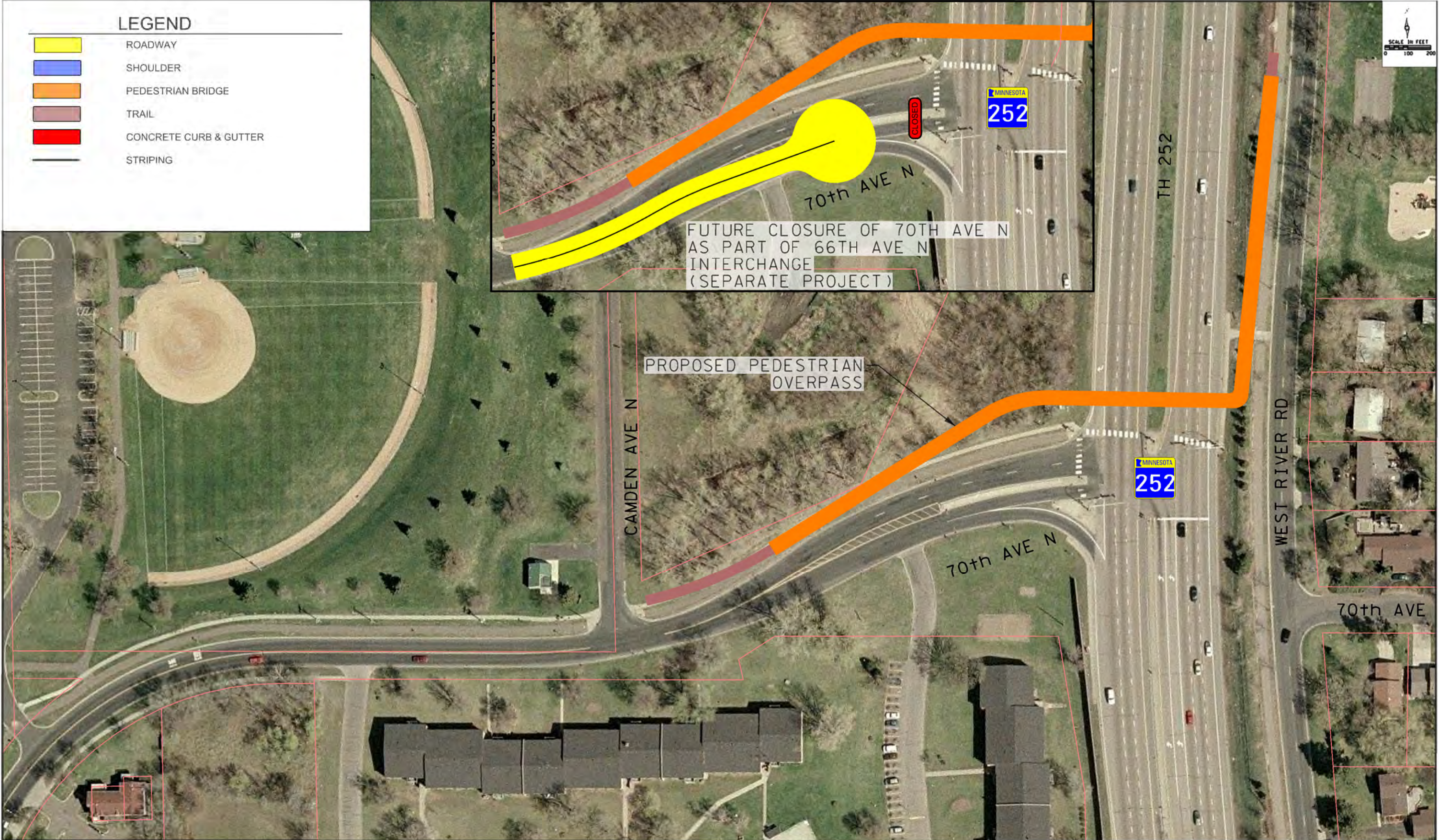


TH 252 at 70th Avenue N – looking west

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LEGEND

-  ROADWAY
-  SHOULDER
-  PEDESTRIAN BRIDGE
-  TRAIL
-  CONCRETE CURB & GUTTER
-  STRIPING



TH 252 @ 70TH AVE (PEDESTRIAN OVERPASS)
BROOKLYN CENTER, MINNESOTA

CONCEPT 1





Minnesota Department of Transportation

Metro District
1500 West County Road B-2
Roseville, MN 5511

July 8, 2016

Steven L. Lillehaug, PE, PTOE
Director of Public Works/City Engineer
City of Brooklyn Center
6301 Shingle Creek Pkwy
Brooklyn Center, MN 55430-2113

RE: Regional Solicitation Application for TH 252/70th Avenue Pedestrian Overpass project

Dear Mr. Lillehaug:

Thank you for requesting a letter of support from MnDOT for the Metropolitan Council/Transportation Advisory Board (TAB) 2016 Regional Solicitation. Your application for the TH 252/70th Avenue Pedestrian Overpass project impacts MnDOT right of way on trunk highway (TH) 252.

MnDOT, as the agency with jurisdiction over TH 252, would allow the improvements included in the application for TH 252/70th Avenue Pedestrian Overpass project. Details of a future maintenance agreement with the City would be determined during project development to define how the improvements will be maintained for the project's useful life.

This project has no funding from MnDOT. In addition, the Metro District currently has no discretionary funding in year 2020 of the State Transportation Improvement Program (STIP) or year 2021 of the Capital Highway Investment Plan (CHIP) to assist with construction or assist with MnDOT services such as final design or construction engineering of the project. Please continue to work with MnDOT Area staff to assist in identifying additional project funding if needed.

Sincerely,

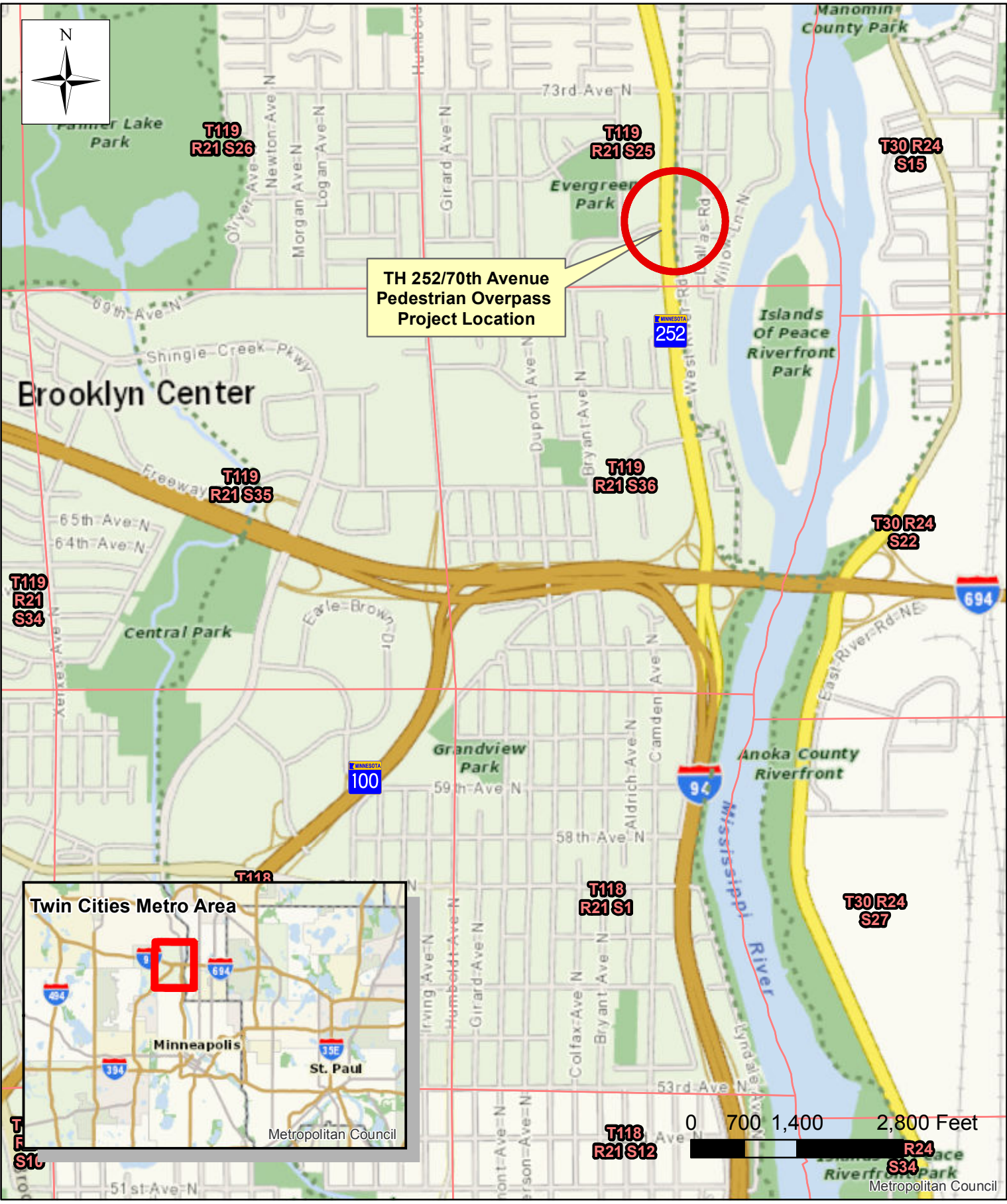
A handwritten signature in blue ink that reads "Scott McBride".

Scott McBride, P.E.
Metro District Engineer

Cc: Elaine Koustoukos, Metropolitan Council
John Griffith, MnDOT Metro District – West Area Manager

An Equal Opportunity Employer





Legend
 Section Line

TH 252 / 70th Avenue Pedestrian Overpass Grant Application

City of Brooklyn Center
 Hennepin County



Project Number: 01910-090