



Application

04786 - 2016 Multiuse Trails and Bicycle Facilities

05254 - TH 47 Trail Crossing and Associated Improvements

Regional Solicitation - Bicycle and Pedestrian Facilities

Status: Submitted

Submitted Date: 07/15/2016 2:26 PM

Primary Contact

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Salutation First Name Middle Name Last Name

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***** Andover Minnesota 55304-4005
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 - Roadways Including Multimodal Elements

Organization Information

Name: ANOKA COUNTY

Jurisdictional Agency (if different):

Organization Type:

County Government

Organization Website:

Address:

1440 BUNKER LAKE BLVD

*

ANDOVER

Minnesota

55304

City

State/Province

Postal Code/Zip

County:

Anoka

Phone:*

763-862-4200

Ext.

Fax:

PeopleSoft Vendor Number

0000003633A15

Project Information

Project Name

TH 47 Pedestrian Crossing and Associated Improvements

Primary County where the Project is Located

Anoka

Jurisdictional Agency (If Different than the Applicant):

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

This project proposes to install a grade separated pedestrian crossing and extend Sugar Hills Regional Trail in NW Anoka County. See Figures 1 & 2. At Trunk Highway 47 and Pederson Drive NW in the City of St. Francis, the County is proposing to install a grade separated pedestrian crossing (tunnel) to improve safety at this intersection. TH 47 is a Minor Arterial configured as a rural 4-lane divided highway with a centerline spacing of 85 feet. The speed limit of TH 47 at Pederson Dr NW is 55mph and the 2012 ADT is 10,800. Pederson Dr NW intersects TH 47 on the west side of the intersection. It was formally known as County Road 81 which has been turned back to the City and serves a local connection to the residential neighborhoods to the west. The east side approach to TH 47 serves as a driveway to the St. Francis Middle School. This approach has a low volume of vehicle traffic, but does generate significant pedestrian and bicycle traffic to the intersection due to the middle school and nearby elementary school.

The proposed crossing of TH 47 and the existing trail along Pederson Dr NW is part of the Sugar Hills Regional Trail system. In addition to the tunnel, this project proposes to expand the regional trail by approximately .5 miles through the construction a new bituminous multi-use trail from the regional trail's current terminus at 233rd Lane to CSAH 28/Ambassador Blvd. Included with this project are pedestrian crosswalks at 233rd Ln and 235th Ln. This area generates significant pedestrian and bicycle traffic due to the medium density residential near Ambassador Blvd and the schools located to the east.

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)

Project Length (Miles)

TH 47 Pedestrian Crossing

0.5

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 \$1,471,680.00

Match Amount \$367,920.00

Minimum of 20% of project total

Project Total \$1,839,600.00

Match Percentage 20.0%

Minimum of 20%

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

Source of Match Funds Anoka County

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: 2019

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

Project Information

County, City, or Lead Agency Anoka County

Zip Code where Majority of Work is Being Performed 55070

(Approximate) Begin Construction Date 03/02/2020

(Approximate) End Construction Date 11/27/2020

Name of Trail/Ped Facility: Sugar Hills Regional Trail

(i.e., CEDAR LAKE TRAIL)

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

From:
(Intersection or Address)

To:
(Intersection or Address)

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

Or At: Intersection of TH 47 and Pederson Drive

Primary Types of Work Ped ramps, multiuse trail, lighting, concrete box culvert,
grading bituminous surface, retaining walls

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.: Ped ramps, multiuse trail, lighting, tunnel/concrete box culvert,
grading bituminous surface

New Bridge/Culvert No.:

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

Specific Roadway Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Mobilization (approx. 5% of total cost)	\$76,000.00
Removals (approx. 5% of total cost)	\$18,000.00
Roadway (grading, borrow, etc.)	\$0.00
Roadway (aggregates and paving)	\$75,000.00
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	\$23,000.00
Signing	\$0.00
Lighting	\$0.00
Turf - Erosion & Landscaping	\$0.00
Bridge	\$388,000.00
Retaining Walls	\$892,000.00
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	\$1,472,000.00

Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Path/Trail Construction	\$343,600.00
Sidewalk Construction	\$0.00
On-Street Bicycle Facility Construction	\$0.00
Right-of-Way	\$0.00
Pedestrian Curb Ramps (ADA)	\$9,000.00
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	\$15,000.00
Other Bicycle and Pedestrian Elements	\$0.00
Totals	\$367,600.00

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	\$1,839,600.00
Construction Cost Total	\$1,839,600.00
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: B. Safety and Security

OBJECTIVES: Reduce Crashes and Improve Safety and Security for all modes of passenger travel and freight transport

STRATEGIES: B6. Regional transportation partners will use best practices to provide and improve facilities for safe walking and bicycling, since pedestrians and bicyclists are the most vulnerable users of the transportation system.

GOAL: Access to Destinations

OBJECTIVES: Increase transit ridership and the share of trips taken using transit, bicycling and walking.

STRATEGIES C16. Regional transportation partners should fund projects that provide for bicycle and pedestrian travel across or around physical barriers and/or improve continuity between jurisdictions.

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

GOAL: D. Competitive Economy

OBJECTIVES: Invest in a multimodal transportation system to attract and retain businesses and residents.

STRATEGIES: D3. The Council and its partners will invest in regional transit and bicycle systems that improve connections to jobs and opportunity, promote economic development, and attract and retain businesses and workers in the region on the established transit corridors.

GOAL: E. Healthy Environment

OBJECTIVE: Increase the availability and attractiveness of transit, bicycling, and walking to

encourage healthy communities and active car-free lifestyles.

PAGES 2-4 through 2-14.

(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.

List the applicable documents and pages:

**SUGAR HILLS REGIONAL TRAIL MASTER PLAN
(May, 2015)Pages 4 - 6.**

(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

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. Yes

Upload Map 1468244091218_TH 47 Ped crossing RBTN Orientation.pdf

Measure A: Population Summary

Existing Population Within One Mile (Integer Only) 9089

Existing Employment Within One Mile (Integer Only) 1759

Upload the "Population Summary" map 1468244255033_TH 47 Ped Crossing Population Summary.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: Yes

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:

While the proposed grade separated crossing and trails are not located in an area of concentrated poverty, it is located in an area above the regional average for population in poverty or population of color.

TH 47 is a Minor Arterial configured as rural 4-lane divided highway with a centerline spacing of 85 feet. The speed limit of TH 47 at Pederson Dr NW is 55mph and the 2012 ADT is 10,800. Pederson Dr NW intersects TH 47 on the west side of the intersection. The existing pedestrian crossing is located on the north side of the intersection. The total crossing length is 160'. A rectangular rapid flashing beacon system, pushbuttons and ADA compliant ramps were installed in 2012, but the speed of traffic and the length of crossing impedes use. By proposing the construction and installation of a box culvert on the north side of the intersection, the physical barrier to trail use will be removed. In addition, to make the connections back to the existing trails and retail areas along TH 47, parallel trails to the intersection will be constructed. By eliminating the conflict between vehicles and trail users, the improved crossing will assist children, the elderly, those with disabilities, those in poverty and populations of color to safely access schools, retail, restaurants, parks and the Rum River and county parks located to the east of the project. Refer to Figure 3.

Finally, the project is consistent with the goals and desired outcomes in Thrive 2040 to connect local residents in these neighborhoods (inclusive of all races, ethnicity, incomes, and abilities) with a safe and reliable transportation system to improve their overall quality of life.

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

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

Upload Map

1468244494361_TH 47 ped crossing Socio-Economic Conditions.pdf

Measure B: Affordable Housing

City/Township	Segment Length in Miles (Population)
St. Francis	0.5
	1

Total Project Length

Total Project Length (Total Population)	0.5
---	-----

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)	0.5
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
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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 will circumvent the physical barrier that TH 47 is to the transportation network and will extend the transportation network through the expansion of the Sugar Hills Regional Trail.

TH 47 is a Minor Arterial configured as rural 4-lane divided highway with a centerline spacing of 85 feet. The speed limit of TH 47 at Pederson Dr NW is 55mph and the 2012 ADT is 10,800. Pederson Dr NW intersects TH 47 on the west side of the intersection. The existing pedestrian crossing is located on the north side of the intersection. The total crossing length is 160'. A rectangular rapid flashing beacon system, pushbuttons and ADA compliant ramps were installed in 2012, but the speed of traffic and the length of crossing impedes bicycle and pedestrian use. By proposing the construction and installation of a 14'x10'x185' (WxHxL) box culvert on the north side of the intersection, with retaining walls in all four corners of the box culvert to allow the change in grade of the approaches and allowing 8% steep grades to tie into the existing grades prior to the shopping center entrance, the physical barrier to trail use will be removed. In addition, to make the connections back to the existing trails and retail areas along TH 47, parallel trails to the intersection will be constructed.

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

The trail expansion project along Pederson Drive provides continuity and expansion of the regional trail system. This expansion will increase access, multi-modal transportation options and pedestrian connections between St. Francis and Oak Grove in an underserved section of the county. See Figure 3.

Measure B: Project Improvements

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

Currently, at TH 47 and Pederson Drive, users must cross 160 feet of a 55 mph high speed roadway. Constructing a grade separated crossing will reduce and possibly eliminate crash potential and provide a safer environment for multi-modal transportation.

Measure A: Multimodal Elements

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

Since there is no current transit service in the project area and TH 47 is a busy roadway with a speed limit of 55mph, 2012 ADT of 10,800 and has a total crossing length of 160', the proposed grade separated crossing and new trail connections will greatly improve access, safety and user experience of the multi-modal transportation network. Bicyclists and pedestrians will be able to use the trail safely and easily without barriers and vehicle conflicts to access schools, businesses, shops, restaurants, parks and entertainment.

The Cities of St. Francis and Oak Grove with Anoka County are currently working to complete a small gap along the trail adjacent to CSAH 9 and 24 in 2016/17. The expansion of the regional trail will increase access and pedestrian connections between St. Francis, Oak Grove, Lake George Regional Park, several local parks, the Ponds Golf course, residential areas, businesses and retail areas. See Figure 3.

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

100%

Layout or Preliminary Plan started Yes

50%

Layout or Preliminary Plan has not been started

0%

Anticipated date or date of completion 12/01/2017

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 05/01/2018

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:

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

12/03/2018

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 12/02/2019

10)Letting

Anticipated Letting Date 12/02/2019

Measure A: Cost Effectiveness

Total Project Cost (entered in Project Cost Form): \$1,839,600.00

Enter Amount of the Noise Walls: \$0.00

Total Project Cost subtract the amount of the noise walls: \$1,839,600.00

Points Awarded in Previous Criteria

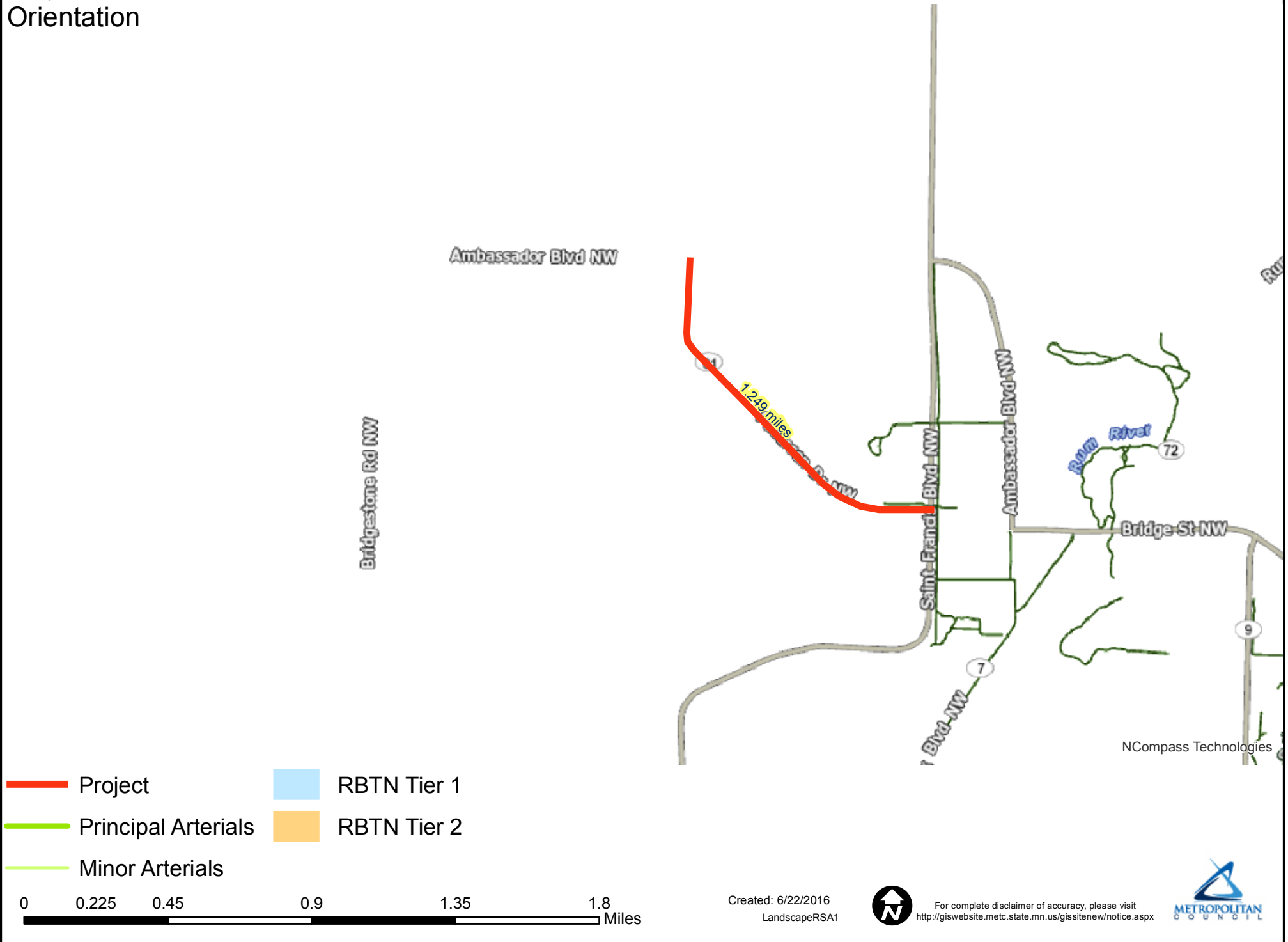
Cost Effectiveness \$0.00

Other Attachments

File Name	Description	File Size
Anoka County Board Resolution in Support of Trail Project.pdf	Anoka County Board Resolution of Support for Project	248 KB
Figure 1 TH 47 Tunnel map.pdf	Layout of proposed tunnel.	2.6 MB
Figure 3 existing and planned trails 47 pederson tunnel.pdf	Existing and planned regional and local trails related to the project.	400 KB
Figure2_Project Layout.pdf	Layout of regional trail expansion.	10.1 MB
St. Francis Resolution of Support.pdf	City of St. Francis Resolution of Support	982 KB
TH 47 & Pederson Dr MnDOT letter of support.pdf	MnDOT Letter of Support	106 KB

Project to RBTN Orientation

Multiuse Trails and Bicycle Facilities Project: TH 47 Pedestrian Crossing | Map ID: 1466623704730

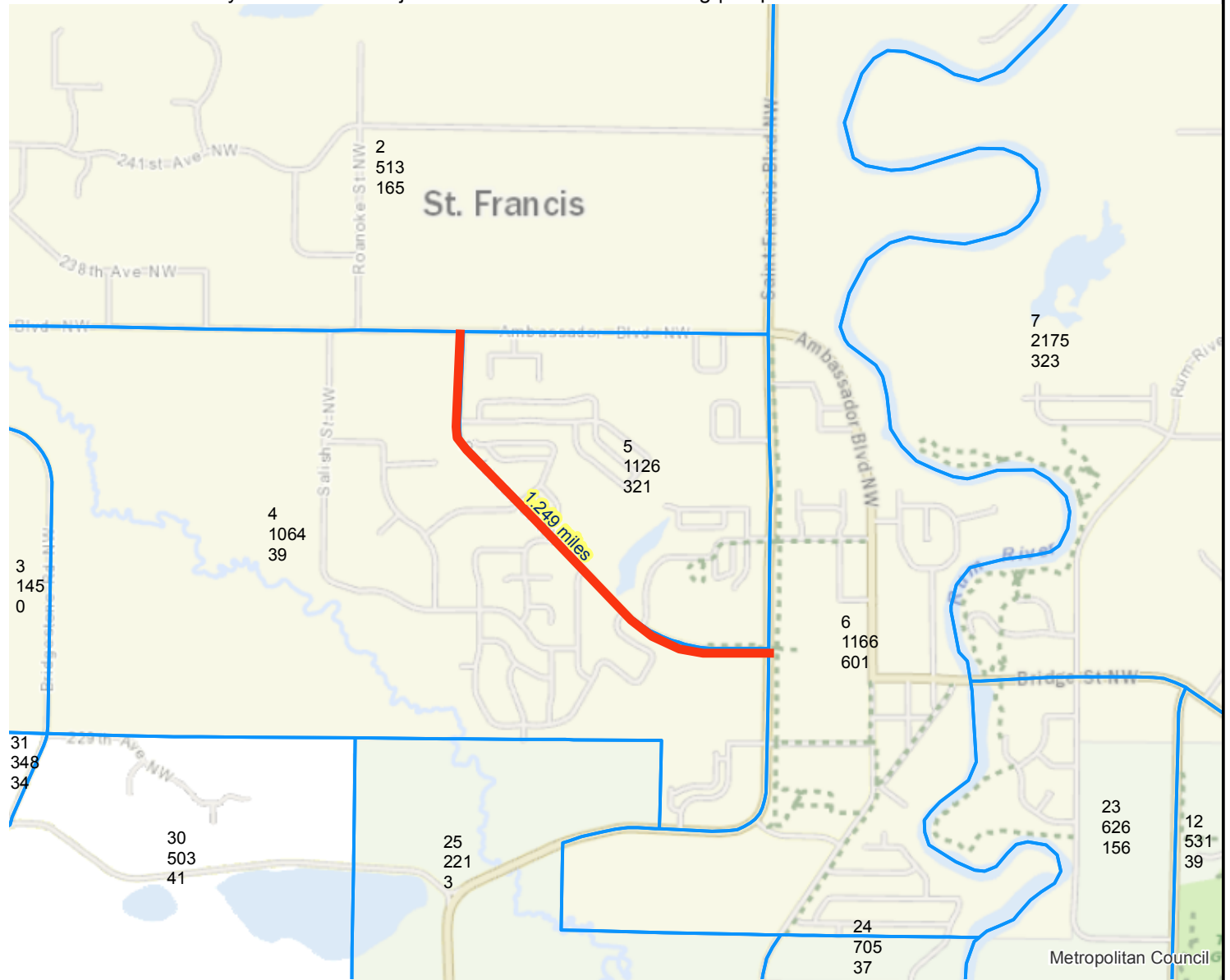


Population Summary

Multiuse Trails and Bicycle Facilities Project: TH 47 Pedestrian Crossing | Map ID: 1466623523618

Results

Within ONE Mile of project:
Total Population: 9089
Total Employment: 1759



 Project
 2010 TAZ



Created: 6/22/2016
LandscapeRSA4

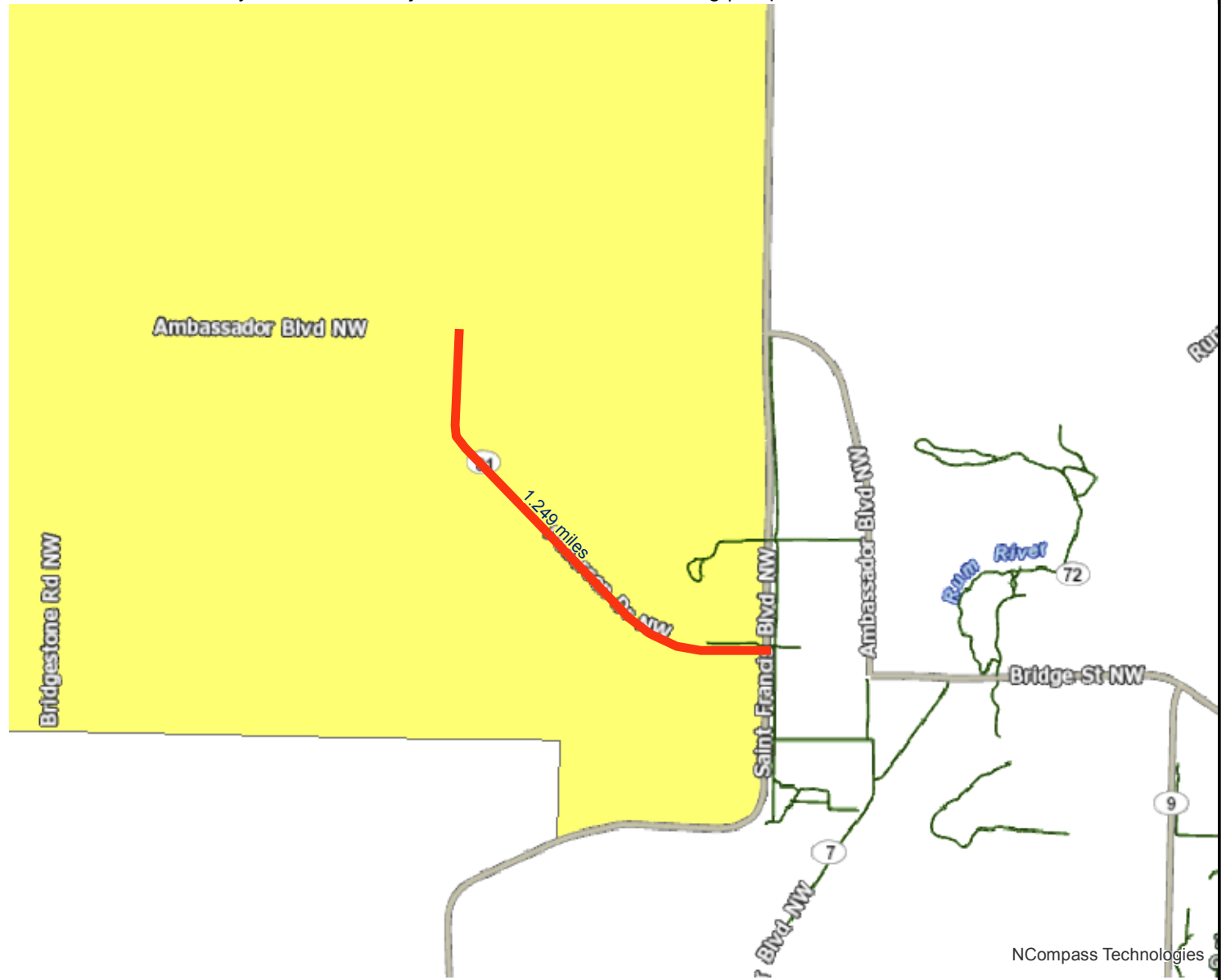


For complete disclaimer of accuracy, please visit
<http://giswebsite.metc.state.mn.us/gissitenew/notice.aspx>

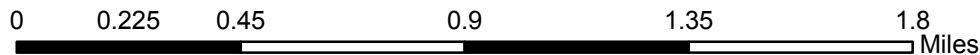


Results

Project census tracts are above the regional average for population in poverty or population of color: (0 to 18 Points)



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



Created: 6/22/2016
LandscapeRSA2



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

NCompass Technologies



BOARD OF COUNTY COMMISSIONERS

Anoka County, Minnesota

DATE: July 12, 2016

RESOLUTION #2016-103

OFFERED BY COMMISSIONER: Schulte

**RESOLUTION AUTHORIZING SUBMITTAL OF
FEDERAL FUNDING APPLICATION FOR
PEDESTRIAN AND TRAIL IMPROVEMENTS IN ST. FRANCIS**

WHEREAS, TH 47 is a trunk highway route that provides an important north-south transportation connection in Anoka County; and,

WHEREAS, traffic volumes on TH 47 have been increasing over the past decade and are expected to continue to increase in the future as the cities in and around the roadway continue to grow; and,

WHEREAS, existing and future traffic volumes are such that safety is a concern at intersections and along some segments of the corridor; and,

WHEREAS, existing and future traffic volumes are such that congestion is and will continue to negatively impact the ability of pedestrians and bicyclists to safely move through the corridor; and,

WHEREAS, Anoka County has identified this corridor as needing bicycle and pedestrian facility improvements; and,

WHEREAS, Anoka County and the City of St. Francis have worked together in the past to improve the area's transportation system; and,

WHEREAS, Anoka County would like to submit an application to the Transportation Advisory Board of the Metropolitan Council for 2019-2021 to receive federal transportation funds to make bicycle and pedestrian facility improvements at TH 47 (Rum River Blvd.) and Pederson Drive; and,

WHEREAS, the Anoka County Board of Commissioners is aware of and understands the project being submitted, and commits to operate and maintain the facility for its design life and not change the use of any right-of-way acquired without prior approval from MnDOT and the Federal Highway Administration;

NOW, THEREFORE, BE IT RESOLVED that the Anoka County Highway Department is hereby authorized to submit an application to the Transportation Advisory Board of the Metropolitan Council for 2019-2021 to receive federal transportation funds to make bicycle and pedestrian facility improvements at TH 47 (Rum River Blvd.) and Pederson Drive.

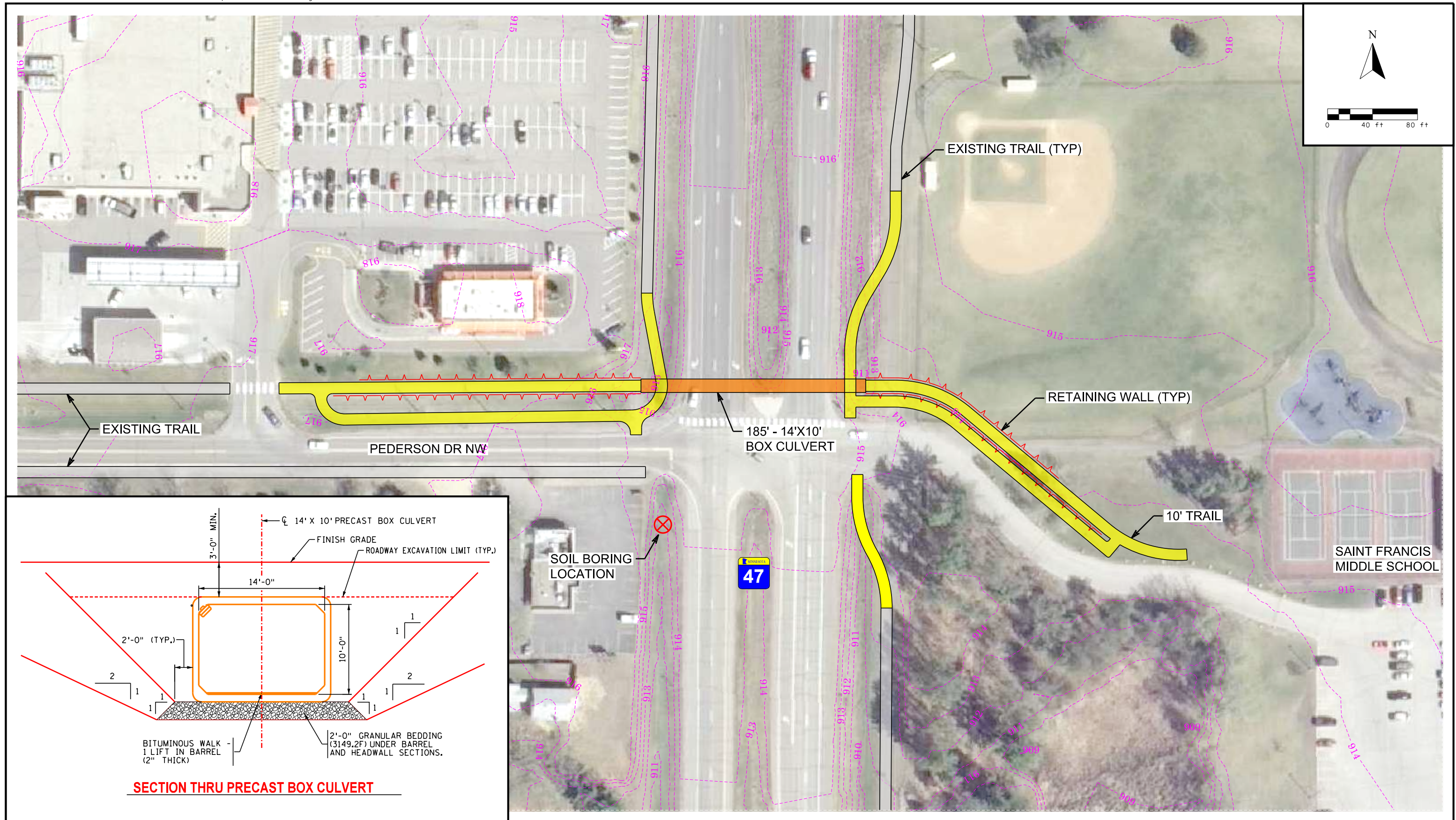
STATE OF MINNESOTA)
COUNTY OF ANOKA) ss

I, Jerry Soma, County Administrator, Anoka County, Minnesota, hereby certify that I have compared the foregoing copy of the resolution of the county board of said county with the original record thereof on file in the Administration Office, Anoka County, Minnesota, as stated in the minutes of the proceedings of said board at a meeting duly held on July 12, 2016, and that the same is a true and correct copy of said original record and of the whole thereof, and that said resolution was duly passed by said board at said meeting.

Witness my hand and seal this 12th day of July 2016.


JERRY SOMA
COUNTY ADMINISTRATOR

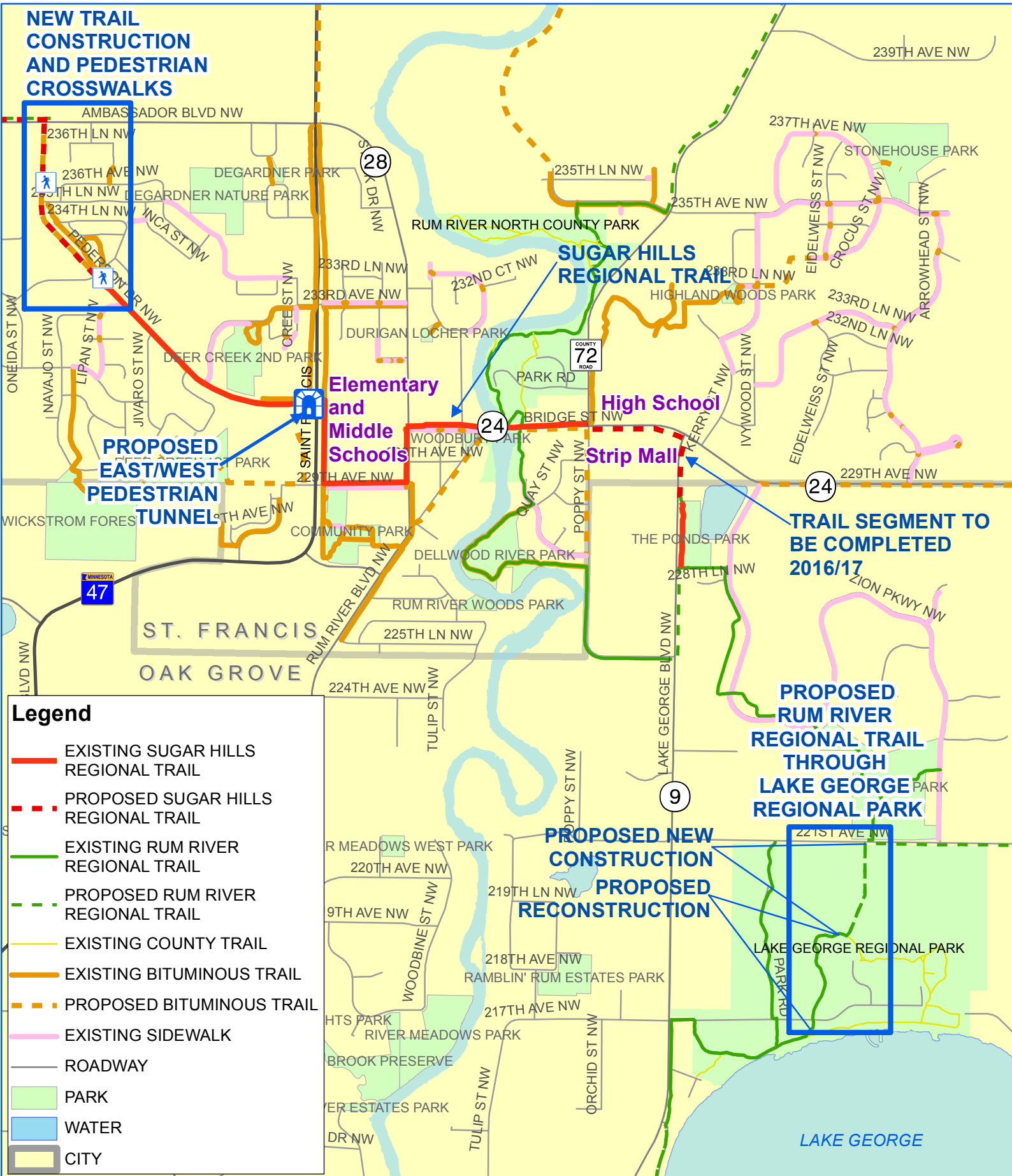
	<u>YES</u>	<u>NO</u>
DISTRICT #1 – LOOK	X	
DISTRICT #2 – BRAASTAD	X	
DISTRICT #3 – WEST	X	
DISTRICT #4 – KORDIAK	X	
DISTRICT #5 – GAMACHE	X	
DISTRICT #6 – SIVARAJAH	X	
DISTRICT #7 – SCHULTE	X	



TH 47 Pedestrian Grade Separation Study
Figure 1

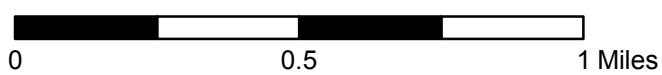
Option 2 - Box Culvert on North Side
January 25, 2016

**NEW TRAIL
CONSTRUCTION
AND PEDESTRIAN
CROSSWALKS**



**EXISTING AND PLANNED TRAILS
ANOKA COUNTY**

Figure 3



CITY OF ST. FRANCIS
ST. FRANCIS, MINNESOTA
ANOKA COUNTY

RESOLUTION 2016-32

SUPPORTING ANOKA COUNTY FEDERAL FUNDING APPLICATION
FOR TH 47 PEDESTRIAN TRAIL/TUNNEL CROSSING

WHEREAS, TH 47 is a trunk highway route that provides an important north-south transportation connection in Anoka County, and,

WHEREAS, traffic volumes on TH 47 have been increasing over the past decade and are expected to continue to increase in the future as the cities in and around the roadway continue to grow, and,

WHEREAS, existing and future traffic volumes are such that safety is a concern at intersections and along some segments of the corridor, and,

WHEREAS, existing and future traffic volumes are such that congestion is and will continue to negatively impact the ability of pedestrians and bicyclists to safely move through the corridor, and

WHEREAS, Anoka County has identified this corridor as needing bicycle and pedestrian facility improvements, and,

WHEREAS, the proposed improvements are part of the Sugar Hills Regional Trail, and,

WHEREAS, Anoka County and the City of St. Francis have worked together in the past to improve the area's transportation system, and,


WHEREAS, Anoka County would like to submit an application to the Transportation Advisory Board to the Metropolitan Council for 2019 - 2021 to receive federal transportation funds to make bicycle and pedestrian facility improvements at TH 47 (Rum River Blvd.) and Pederson Drive.

NOW THEREFORE BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF ST. FRANCIS, MINNESOTA:

That the City of St. Francis supports Anoka County in preparing and submitting an application for the TH 47 Pedestrian Crossing project in the Bicycle and Pedestrian Facilities category.

Adopted by the St. Francis City Council this 5th day of July, 2016

Attest:

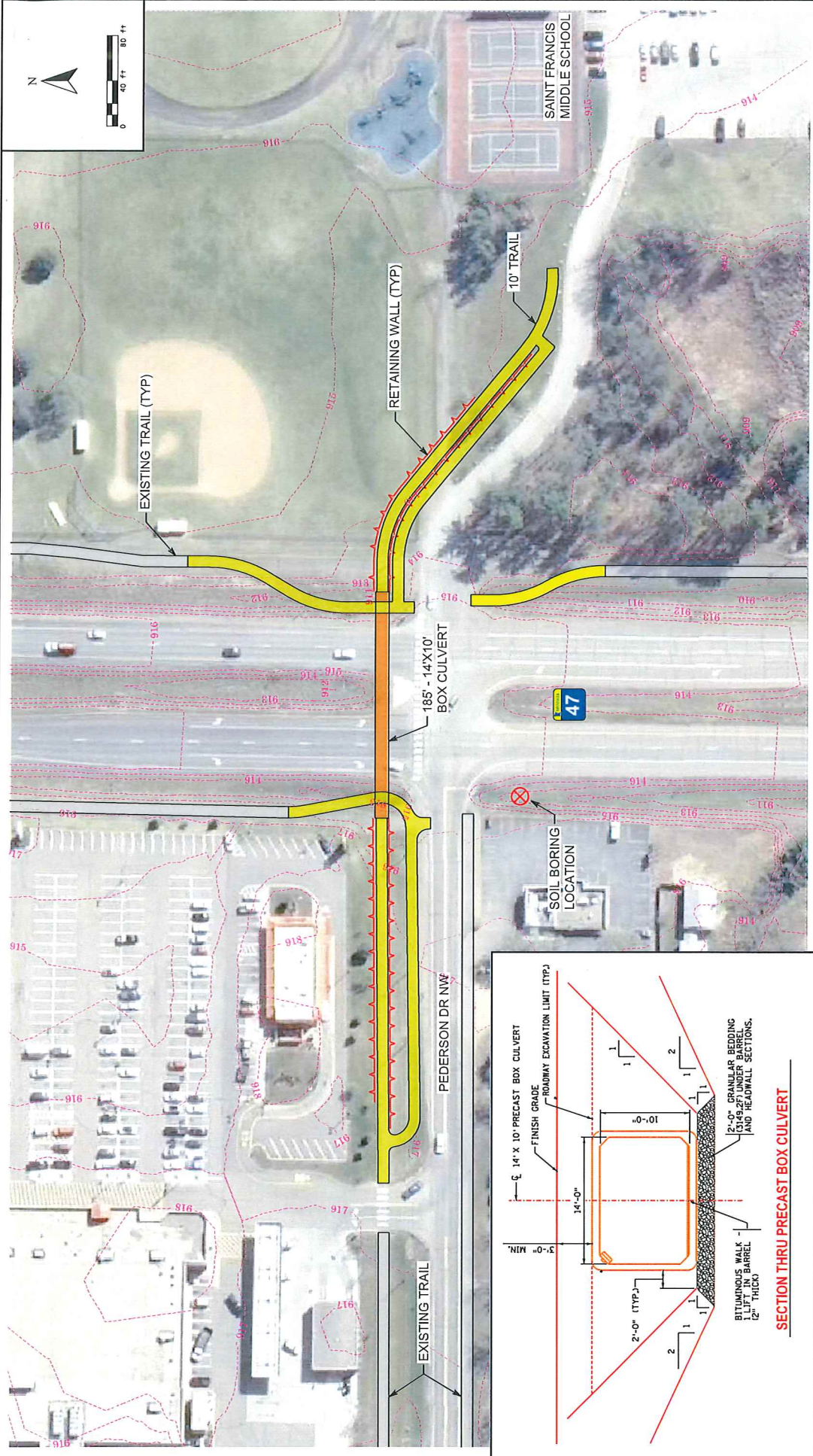

Barbara I Held, City Clerk

Attachment: Feasibility Study Map




Steve Kane, Mayor

Date Printed: 1/21/2016
File Name: K:\030716-000\Exhibits\Master Plan Option 2 TunnelNorth.dwg



TH 47 Pedestrian Grade Separation Study

Option 2 - Box Culvert on North Side

January 25, 2016



Minnesota Department of Transportation

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

July 8, 2016

Jack Forslund, PTP
Multimodal Planning Manager
Anoka County Transportation Division
Highway-Transit-Surveyor-GIS
1440 Bunker Lake Boulevard, NW
Andover, MN 55304

RE: Regional Solicitation Application for TH 47 & Pederson Dr. Improvement

Dear Mr. Forslund:

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 47 & Pederson Dr. Improvement project impacts MnDOT right of way on TH 47.

MnDOT, as the agency with jurisdiction over TH 47, would allow the grade-separated bike and pedestrian crossing included in the application for TH 47 & Pederson Dr. Improvement project. Details of any future maintenance agreement with the County will be determined during project development to define how the improvements will be maintained; however, pedestrian and bike amenities that impact MnDOT right of way are normally owned and maintained by the local agency.

This project currently 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 the design or construction engineering of the project. Please continue to work with MnDOT Area staff to assist in identifying additional project funding.

Sincerely,

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

Scott McBride, P.E.
Metro District Engineer

Cc: Elaine Koustoukos, Metropolitan Council
Sheila Kauppi, MnDOT Metro District – North Area Manager

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