



Application

04786 - 2016 Multiuse Trails and Bicycle Facilities

05405 - Rum River Regional Trail Expansion

Regional Solicitation - Bicycle and Pedestrian Facilities

Status: Submitted

Submitted Date: 07/15/2016 2:27 PM

Primary Contact

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***:** Andover Minnesota 55304-4005
City State/Province Postal Code/Zip

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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

Rum River Regional Trail Expansion

Primary County where the Project is Located

Anoka

Jurisdictional Agency (If Different than the Applicant):

The Rum River Regional Trail project is located in the City of Oak Grove and is primarily contained within Lake George Regional Park. The intent of the project is to eliminate a gap in the Rum River Regional Trail between the Rum River North County Park and the St. Francis High School in the City of St. Francis and the Lake George Regional Park in Oak Grove. The proposed project includes constructing a multi-use trail across Lake George Regional Park and across 221st Avenue in Oak Grove. From there the trail will link into the existing section of the Rum River Regional Trail which connects to the City of St. Francis.

The project includes both new construction and reconstruction of a multi-use trail. The existing trail is located at the end of a parking lot on the north side of Lake George Drive (park road) and completes a half loop around the southern end of the park. The existing trail is primarily bituminous with a boardwalk segment through a wetland at the beginning of the trail. The trail is in poor condition and does not meet design standards (inadequate width and horizontal curves). The proposed reconstruction will widen the trail to 10 feet, bring the trail in compliance with current design requirements and provide a smooth surface for users.

The new construction will extend the trail to the north towards 221st Avenue(CSAH 74) from the northwestern edge of the existing half loop. The trail extension includes construction of a bituminous trail on upland approximately 300 feet long, construction of a boardwalk trail over a large wetland for approximately 900 feet, and construction of a bituminous trail from the end of the boardwalk to a new crossing at 221st Avenue)approximately 500 feet). From the new crossing at 221st the proposed trail will tie into the existing Rum River Regional Trail. See Figure 1: Project

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

Layout.

Construction of this trail segment will eliminate the last gap between Lake George Regional Park in Oak Grove and the Rum River North County Park in St. Francis. Existing gaps in the Rum River Regional Trail in Oak Grove and St. Francis will be eliminated through the reconstruction of CSAH 24 in St. Francis 2016/17. See Figure 2: Existing and Planned Trails.

The project includes an improved crossing of 221st Avenue for pedestrians and bicyclists, including crosswalk markings and crossing enhancement such as a Rapid Rectangular Flashing Beacon or pedestrian signal.

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)

Rum River Regional Trail Expansion

Project Length (Miles)

0.6

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

\$1,063,040.00

Match Amount

\$265,760.00

Minimum of 20% of project total

Project Total

\$1,328,800.00

Match Percentage

20.0%

Minimum of 20%

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

Source of Match Funds

County and Legacy Dollars

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 55011

(Approximate) Begin Construction Date 03/20/2020

(Approximate) End Construction Date 11/27/2020

Name of Trail/Ped Facility: RUM RIVER REGIONAL TRAIL
(i.e., CEDAR LAKE TRAIL)

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

From: Lake George Drive NW
(Intersection or Address)

To: 221st Avenue (CSAH 74)
(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

multi-use trail, boardwalk, grading aggregate base, bituminous surface, ped ramps, crossing signal

*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.:

Structure is Over/Under
(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	\$1,257,000.00
Sidewalk Construction	\$0.00
On-Street Bicycle Facility Construction	\$0.00
Right-of-Way	\$0.00
Pedestrian Curb Ramps (ADA)	\$0.00
Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	\$16,600.00
Pedestrian-scale Lighting	\$0.00
Streetscaping	\$0.00
Wayfinding	\$0.00
Bicycle and Pedestrian Contingencies	\$55,200.00
Other Bicycle and Pedestrian Elements	\$0.00
Totals	\$1,328,800.00

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	\$1,328,800.00
Construction Cost Total	\$1,328,800.00
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 a 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 f bicycle and pedestrian travel across or around physical barriers and/or improve continu between jurisdictions.

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 walkin to encourage healthy communities and active car-free lifestyles.

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.

Rum River Regional Trail Master Plan (March 2013)

List the applicable documents and pages:

Met Council's Regional Park Policy Plan (Feb 2015)

(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.

Multituse 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

1468258822815_RRRT thru LG RBTN.pdf

Measure A: Population Summary

Existing Population Within One Mile (Integer Only)	5889
Existing Employment Within One Mile (Integer Only)	667
Upload the "Population Summary" map	1468258865861_RRRT thru LG population.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

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

The improved crossing will assist children, the elderly and those with disabilities to cross the roadway when using the trail. While the proposed trail is not located in an area of concentrated poverty it does serve diverse populations from the region including children and people of color. For example, young people are bussed to Lake George Regional Park from Minneapolis for YMCA day camps. For these day campers, a new trail in Lake George Regional Park provides an environmental education resource for youth that would otherwise not be exposed to these rural natural areas. The proposed trail, with boardwalks over the lowland areas, will enable visitors to traverse the wetlands and view them up close. The Twin Cities YMCA day camp program brings approximately 1,700 students per year to the park. The trail will also serve as an important connection for students from St. Francis High School to destinations in Lake George Regional Park. The project does not result in negative impacts for low income populations, people of color, children, people with disabilities or the elderly. The project is primarily located in a park with the exception of the crossing of 221st Avenue. 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.

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

Upload Map

1468258999745_RRRT thru LG socio economic.pdf

Measure B: Affordable Housing

City/Township	Segment Length in Miles (Population)
Oak Grove	0.6
	1

Total Project Length

Total Project Length (Total Population) 0.6

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) 0.6
 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

There is a gap in the Rum River Regional Trail from the north side of 221st Ave to where the Master Plan has identified a new link through Lake George Regional Park. The project eliminates that gap and links the trail through the regional park where it has access to many park amenities. This is the last gap between Rum River North County Park in St. Francis and Lake George Regional Park in Oak Grove.

The proposed boardwalk goes through a significant wetland complex, almost a half mile long, that users would not be able to cross without a trail. This is a major barrier to circumvent and the proposed boardwalk will minimize potential impacts to the resource. In addition the project includes a pedestrian crossing of 221st Avenue, a two-lane roadway with narrow shoulders and posted speed of 55 miles per hour. The pedestrian crossing (HAWK or RRFB) will provide a safe crossing for users.

The project completes the last trail segment between St. Francis and Oak Grove. These cities and the county are eliminating gaps as the trail enters St. Francis as part of a roadway and trail project in 2016/17. Completing this gap would enable people in St. Francis to get to Lake George Regional Park on an off road facility and vice versa. The link serves the urbanized area of St. Francis, including the high school, as well as residential areas in Oak Grove. See Figure 2.

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

Measure B: Project Improvements

Currently, users on the trail north of 221st Avenue must walk along 221st Ave for approximately a third of a mile to get into the park. 221st is a narrow, 55 mph roadway with limited shoulders and in poor condition. Non-motorized users have little room to navigate along the corridor. 10-year crash data indicate 29 crashes occurred in the area where peds/bicyclists use the corridor.

The problem is the 1/3 of a mile that peds/cyclists have to travel with vehicles, including crossing driveways. Peds and bicyclists also lack a safe crossing to get from the north side of 221st to the south side by the park entrance. There are no traffic control devices or pavement markings.

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

The proposed project eliminates travel along 221st Ave by crossing users at the end of the existing trail on the north side of 221st. It will also provide a RRFB or HAWK system to assist users in crossing the corridor. Both are effective in improving safety (83 percent yield). The project completes an off-road system that will be easy for users of all abilities to get between St. Francis and Lake George Regional Park and points between.

The project also offers an alternative to CSAH 9 (north-south roadway between St. Francis and Lake George Park). CSAH 9 is a narrow roadway with limited shoulders, high speeds, numerous access points and traffic volumes exceeding 7,000.

Measure A: Multimodal Elements

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

This project links a number of neighborhoods in St. Francis and Oak Grove, several parks, schools, restaurants, bars, a small grocery store, library and other service businesses, as well as a golf course. Future connections include the Rum River Regional Trail to the south, which will eventually tie into the City of Anoka, approximately 20 miles. Some segments to the south are in place - including a four-mile trail through Anoka with access to Northstar Transit and downtown Anoka. The county and cities are completing gaps in St. Francis in 2016/17. See Figure 2. There is no transit in this area other than Metro Transit Link. The trail includes a boardwalk through a major wetland complex and regional park. The trail will meet ADA guidelines, making access and use easier for all user groups. Currently, pedestrians are required to walk 221st with traffic (limited shoulders, high speed). The project provides a separate facility safe for bicyclists and pedestrians (width, ADA & bike standards). It limits interactions with motorized vehicles (thereby improving safety) to a single roadway crossing that will be enhanced with a traffic control device (HAWK or RRFB). The county will provide year-round maintenance so it 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

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

12/01/2018

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/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:

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

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

Yes

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

12/01/2018

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): \$1,328,800.00

Enter Amount of the Noise Walls: \$0.00

Total Project Cost subtract the amount of the noise walls: \$1,328,800.00

Points Awarded in Previous Criteria

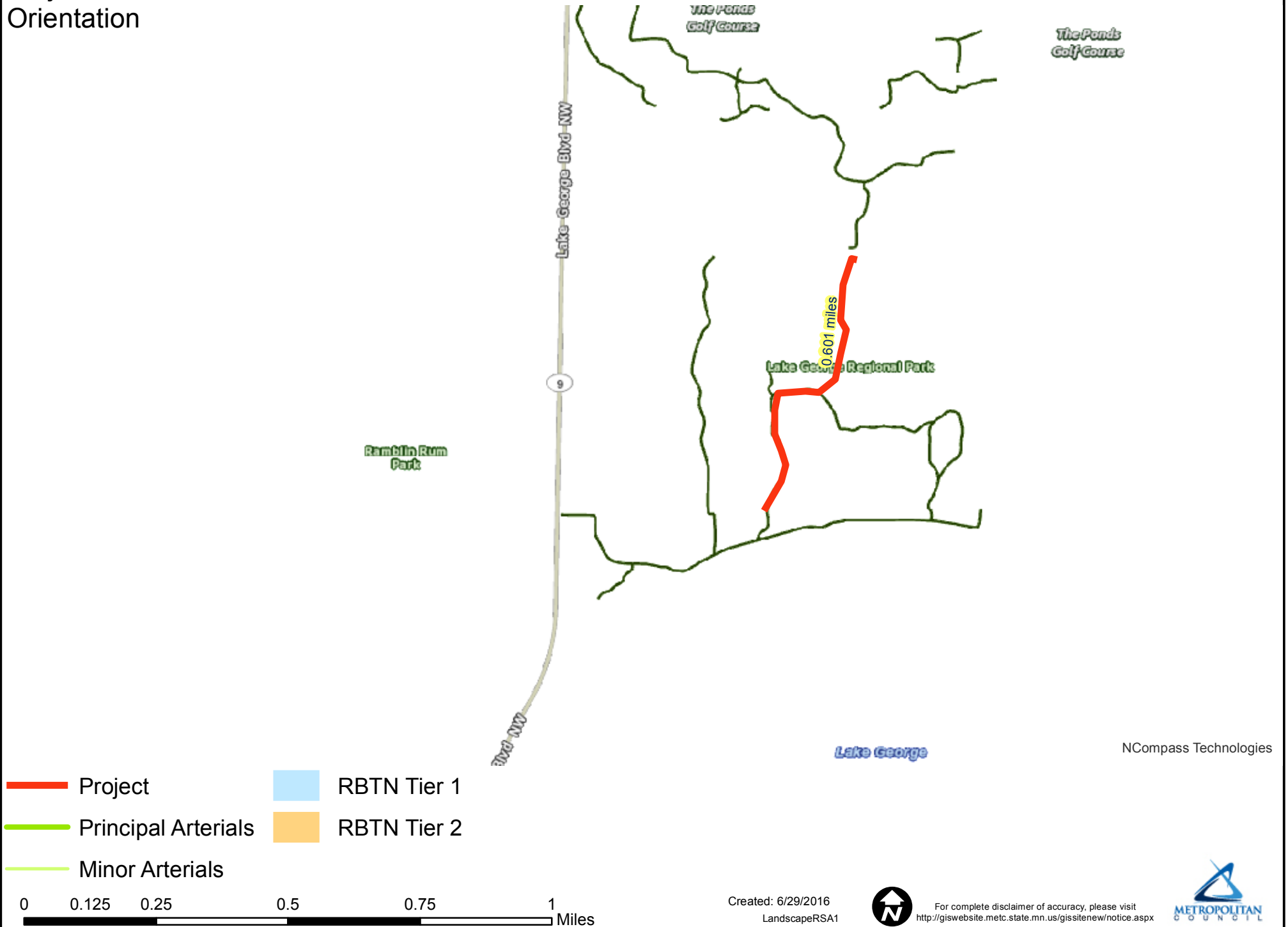
Cost Effectiveness \$0.00

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 Layout RRRT Expansion thru LGRP.pdf	Project Layout	559 KB
Figure 2 existing and planned trails RRRT.pdf	Existing and planned local and regional trails.	303 KB
Oak Grove REsolution.pdf	City of Oak Grove Resolution of Support for Regional Trail Master Plan.	73 KB

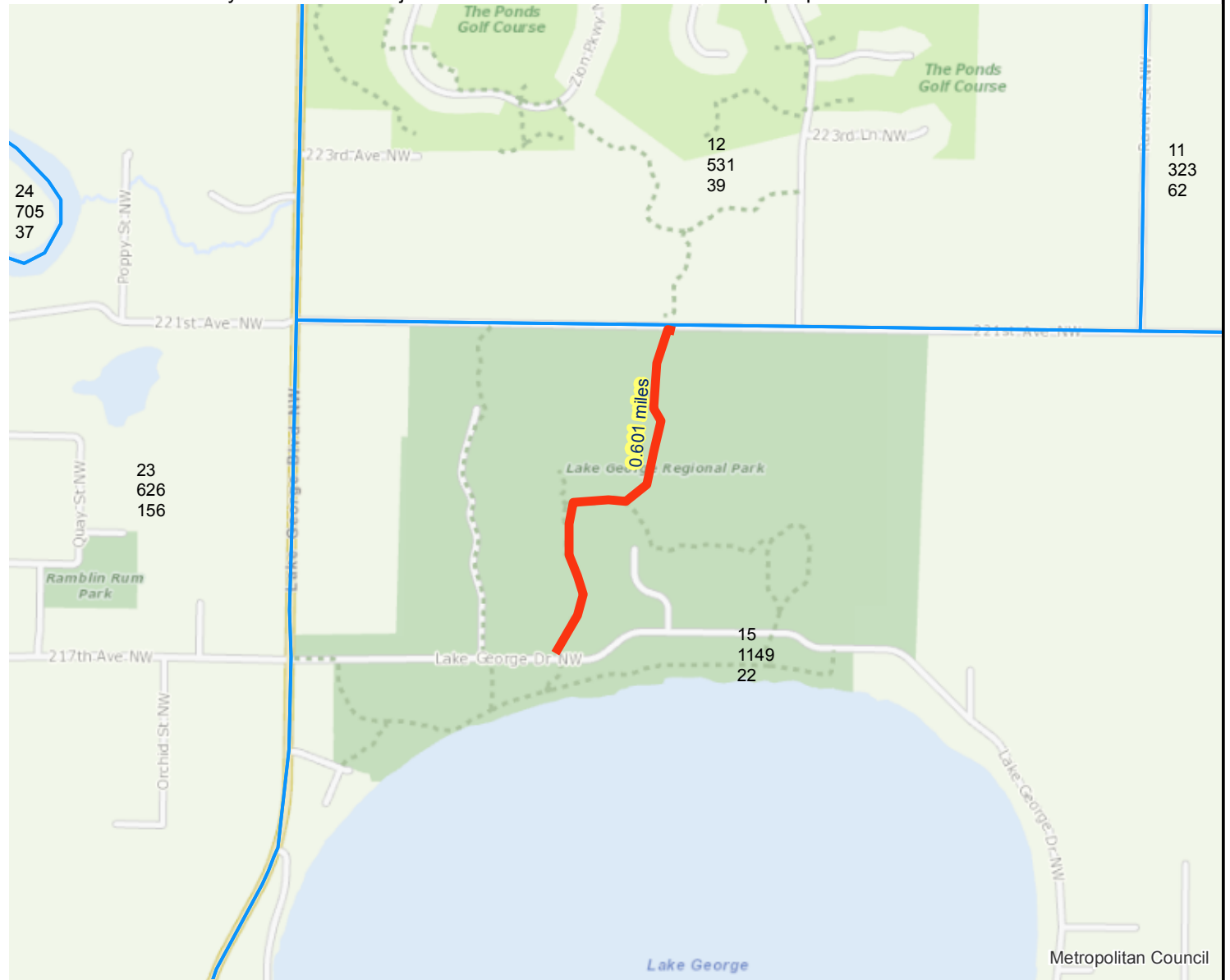
Project to RBTN Orientation

Multiuse Trails and Bicycle Facilities Project: RUM RIVER REGIONAL TRAIL | Map ID: 1467207850304



Population Summary

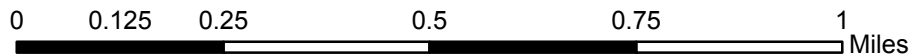
Multiuse Trails and Bicycle Facilities Project: RUM RIVER REGIONAL TRAIL | Map ID: 1467207850304



Results

Within ONE Mile of project:
 Total Population: 5889
 Total Employment: 667

- Project
- 2010 TAZ



Created: 6/29/2016
 LandscapeRSA4







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

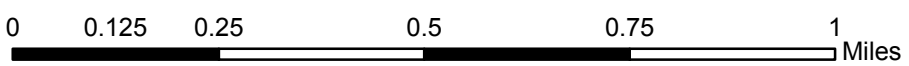


Results

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



Created: 6/29/2016
LandscapeRSA2



For complete disclaimer of accuracy, please visit <http://giswebsite.metc.state.mn.us/gisitenew/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,

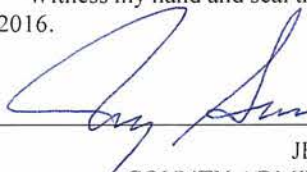
WHEREAS, the Anoka County Board of Commissioners is aware of and understands the project being submitted, and commits to operate and maintain the facility for its design life and not change the use of any right-of-way acquired without prior approval from MnDOT and the Federal Highway Administration;

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.

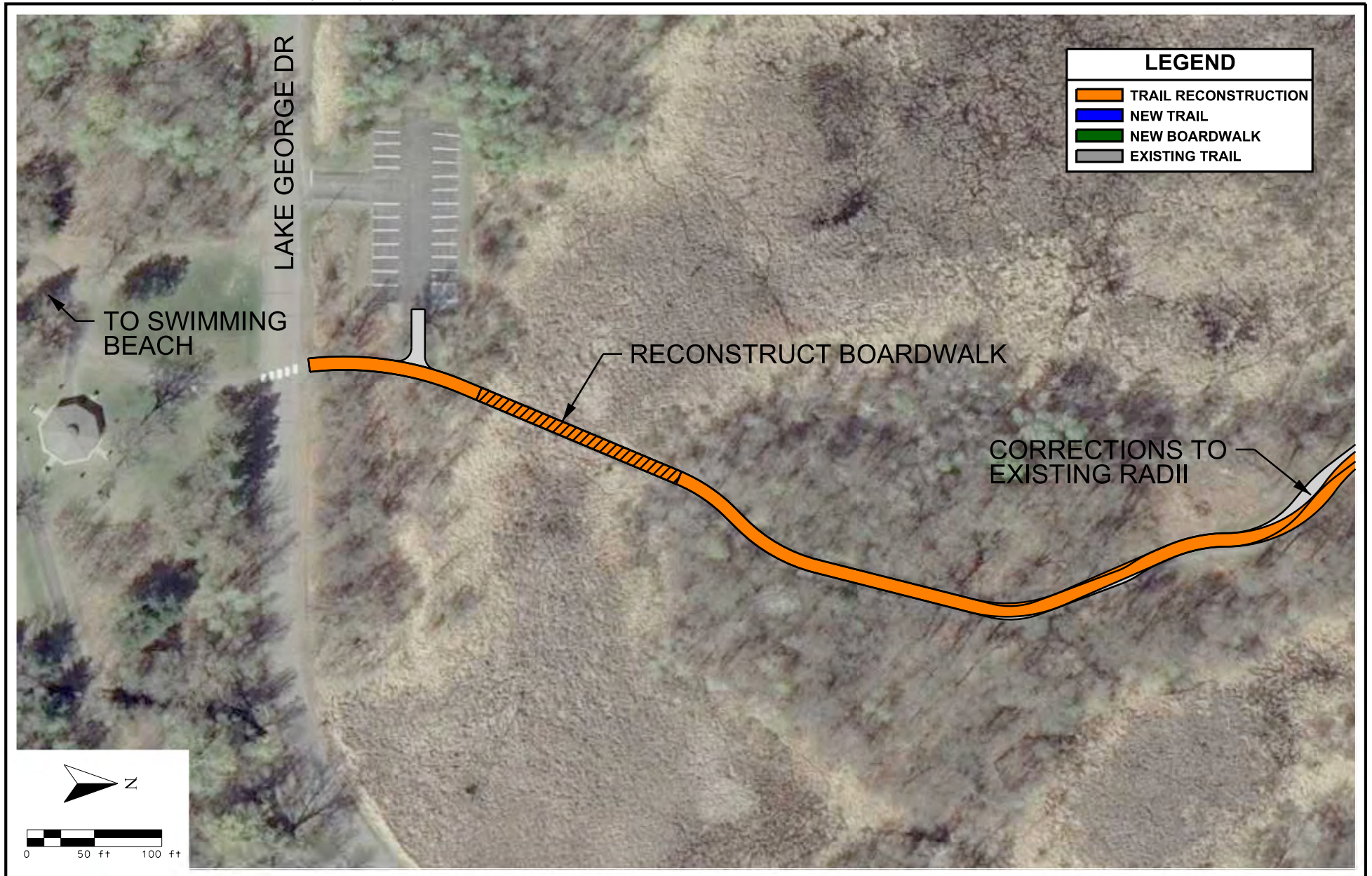
STATE OF MINNESOTA)
COUNTY OF ANOKA) ss

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.

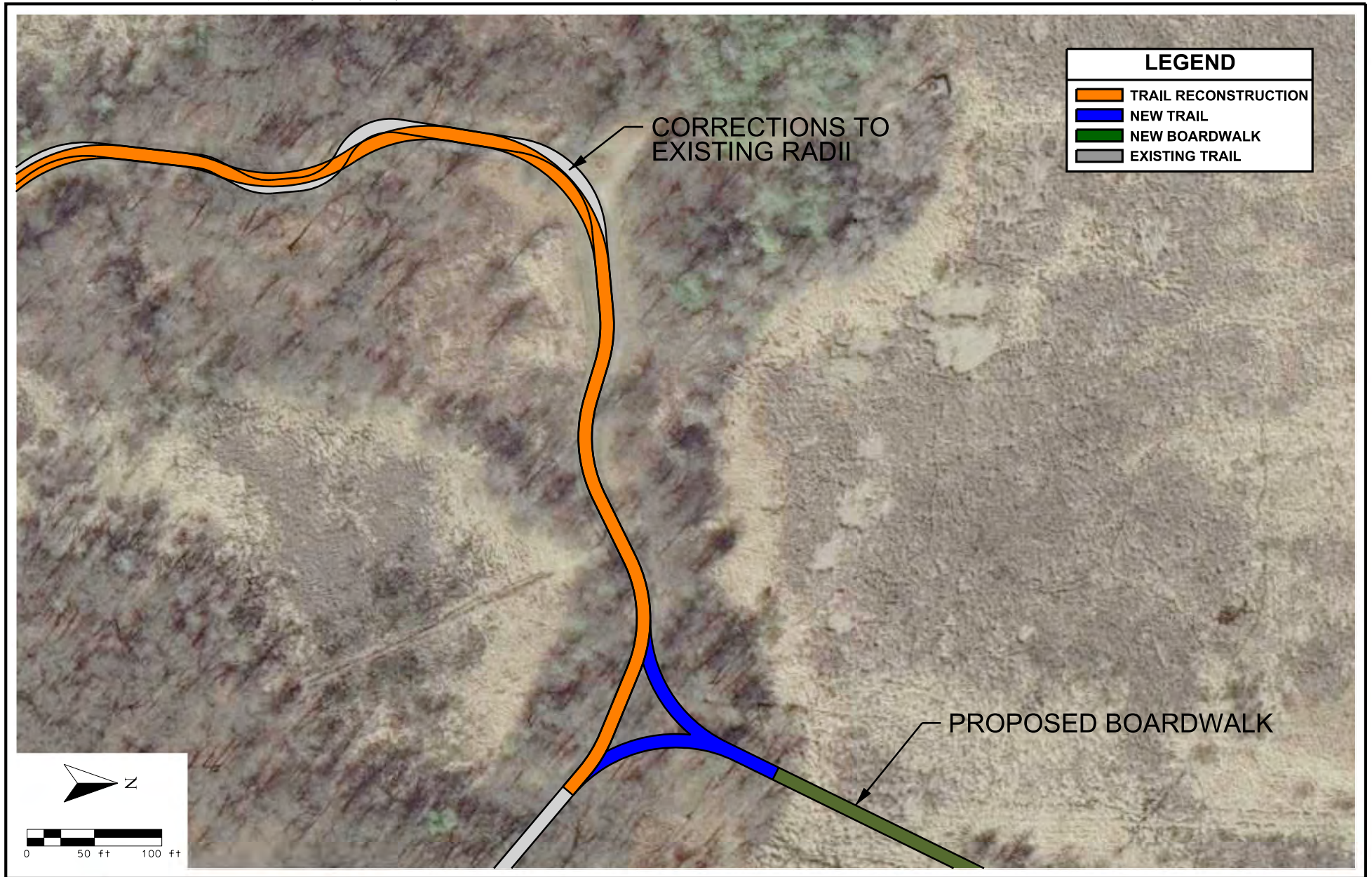
Witness my hand and seal this 12th day of July 2016.


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	



Rum River Regional Trail
Anoka County Application
Figure 1



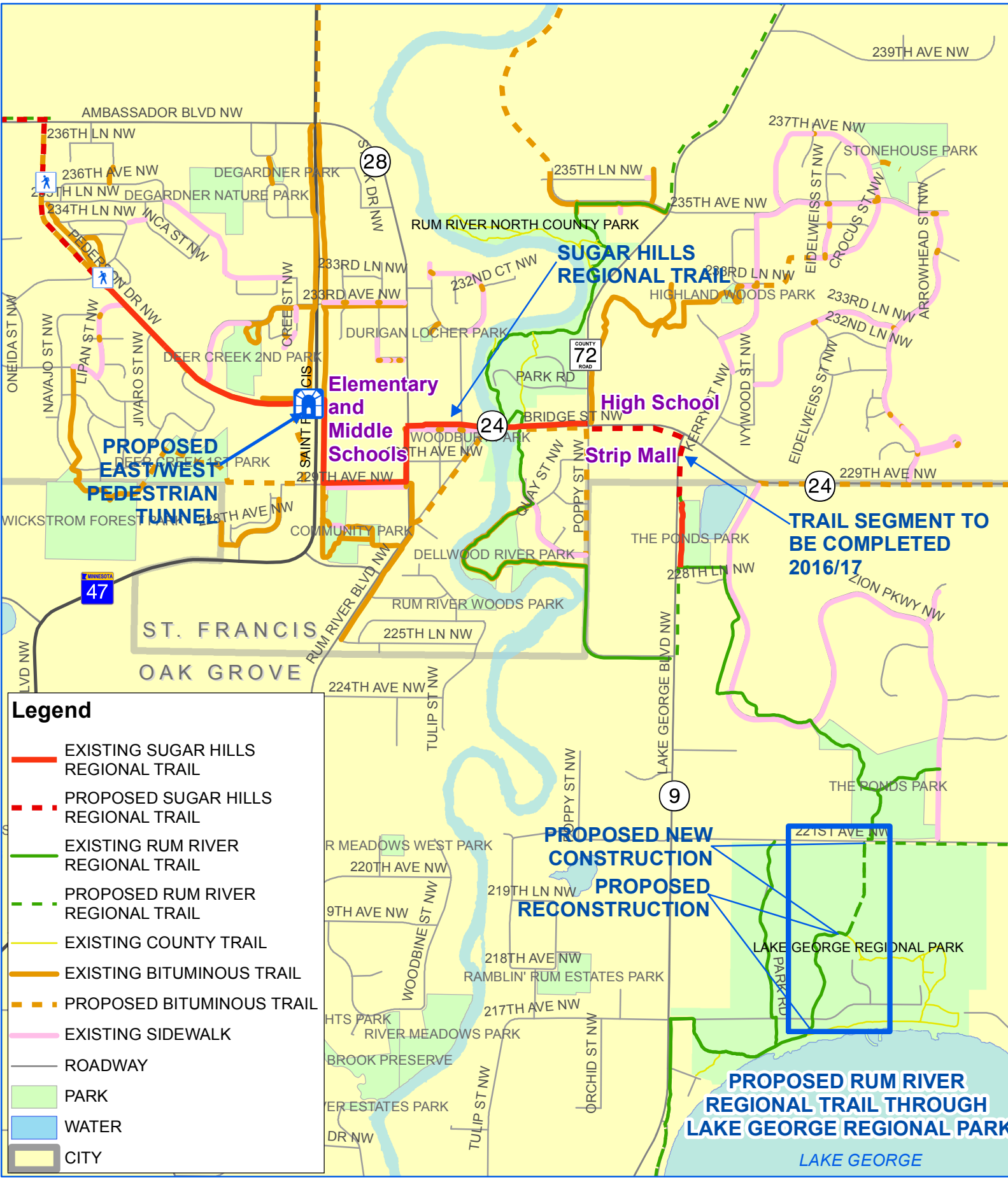
Rum River Regional Trail

Anoka County Application



Rum River Regional Trail

Anoka County Application



EXISTING AND PLANNED TRAILS ANOKA COUNTY

Figure 2

RESOLUTION 13-016

**CITY OF OAK GROVE
COUNTY OF ANOKA
STATE OF MINNESOTA**

**A Resolution Supporting the Anoka County
Rum River Regional Trail**

WHEREAS, Anoka County is pursuing the development of a multi-purpose regional trail system that would link local and state trail systems, regional parks, and provide safe and convenient routes for non-motorized traffic to traverse the County, and

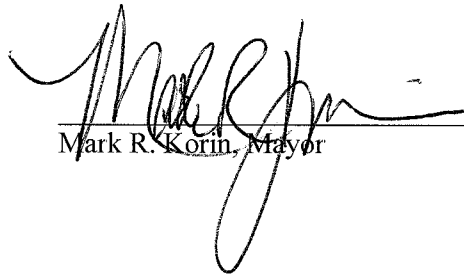
WHEREAS, in 1996, the Metropolitan Council adopted a Regional Trails Policy Amendment to its Regional Recreation Open Space Development Guidelines/Policy Plan for the implementation of corridors which provide access to high quality natural resources, regional parks, park reserves, and local areas of interest, and

WHEREAS, the alignment of the Rum River Regional Trail Corridor would link together the cities of Anoka, Andover, Oak Grove, and St. Francis, and


WHEREAS, the Rum River Regional Trail Corridor is strategically located to provide pedestrian access to the recreational resources along the Rum River.

NOW, THEREFORE, be it resolved that the City of Oak Grove hereby offers its support to Anoka County in the effort to cooperatively develop the Rum River Regional Trail Corridor.

Passed and adopted by the City Council of the City of Oak Grove this 11th day of March, 2013.



Mark R. Korin, Mayor

Attest:


Sheryl F. Fiskewold
City Clerk

(SEAL)