



Application

10350 - 2018 Multiuse Trails and Bicycle Facilities

10653 - Regional Mississippi Skyway Multiuse Trail Bridge

Regional Solicitation - Bicycle and Pedestrian Facilities

Status: Submitted

Submitted Date: 07/12/2018 8:01 PM

---

## Primary Contact

**Name:\*** Mr. Mark D. Riverblood  
Salutation First Name Middle Name Last Name

**Title:** Parks & Asst. Public Works Superintendent

**Department:** City of Ramsey Public Works

**Email:** mriverblood@cityoframsey.com

**Address:** 7550 Sunwood Drive NW

**\*** Ramsey Minnesota 55303  
City State/Province Postal Code/Zip

**Phone:\*** 763-433-9853  
Phone Ext.

**Fax:**

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

---

## Organization Information

**Name:** RAMSEY, CITY OF

**Jurisdictional Agency (if different):**

Organization Type:

City

Organization Website:

Address:

7550 SUNWOOD DR NW

\*

RAMSEY

Minnesota

55303

City

State/Province

Postal Code/Zip

County:

Anoka

Phone:\*

612-427-1410

Ext.

Fax:

PeopleSoft Vendor Number

0000020986A3

---

## Project Information

Project Name

Mississippi Skyway - Multiuse Bridge and Regional  
Transportation Systems Connector

Primary County where the Project is Located

Anoka

Cities or Townships where the Project is Located:

Ramsey

Jurisdictional Agency (If Different than the Applicant):

The Regional Mississippi Skyway Multiuse Trail Bridge will provide a vital, non-motorized, grade separated connection across Highway 10/169 to the Center of Ramsey (COR), a 400-acre Transit Oriented Development area. Specifically connecting the Northstar Transit Station, mixed use amenities, 750 households within a half-mile radius (288 additional households to be constructed within the next year), the Mississippi River Regional Trail (MRT), and adjoining Regional Park.

The proposed bicycle and pedestrian bridge connection is an extension of an existing skyway that connects over Veteran's Drive between an 800 stall public parking ramp and the rail station. The project will establish a new north-south bikeway across Highway 10/169 in the center of Ramsey, consistent with a planned regional bikeway. Anoka County worked jointly with the city to realign the Central Anoka County Regional Trail to utilize the bridge to safely connect CSAH 116 (Bunker Lake Boulevard), the Ramsey Northstar Station, and the MRT - through the center of the COR.

**Brief Project Description (Include location, road name/functional class, type of improvement, etc.)**

The proposed project will provide a safe and direct crossing of Highway 10/169 for pedestrians and bicyclists. There is only one other grade-separated crossing of Highway 10/169 in the city's 5-mile span that is accessible to pedestrians and bicyclists. The Armstrong Boulevard Interchange is located at the western extent of existing city development and adds 1.7 miles or a 35-minute walk for those trying to access the Northstar Station or central area of the COR. As a result, pedestrians and bicyclists often cross the four lane divided principal arterial at the at-grade intersection with Ramsey Boulevard. The attached existing conditions photos depict unsafe instances in which bikers are crossing up to eight lanes of traffic, including turn lanes, with high traffic volumes and

speeds.

The 4-lane divided principal arterial is a significant community barrier, connecting Minneapolis-St. Paul to St. Cloud, and carrying up to 47,500 vehicles per day (4% heavy truck) through the City of Ramsey. The proposed project will create conditions to cross this major barrier that are safe, and much more comfortable for pedestrians and bicyclists of all ages and abilities. The proposed project will fill an important gap in a regional pedestrian and bicycle network to provide seamless connections between regional destinations (see attached project location map).

Regional destinations include:

- The Ramsey COR (a Transit Oriented Development)
- Employment
- Transit
- Parks
- Highway commercial
- K-12 Charter School
- Mississippi Regional Trail (MRT)
- Central Anoka County Regional Trail
- Mississippi West Regional Park
- Medical Clinic
- Veterans Affairs Clinic

-Dentistry Clinic

-High Density Residential

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

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

Construct new br. #02053

**Project Length (Miles)**

0.15

*to the nearest one-tenth of a mile*

---

## Project Funding

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

No

**If yes, please identify the source(s)**

**Federal Amount**

\$3,240,000.00

**Match Amount**

\$810,000.00

*Minimum of 20% of project total*

**Project Total**

\$4,050,000.00

**Match Percentage**

20.0%

*Minimum of 20%*

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

**Source of Match Funds**

City of Ramsey's Park Trust Fund

*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:**

2022

*Select 2020 or 2021 for TDM projects only. For all other applications, select 2022 or 2023.*

**Additional Program Years:**

2019, 2020, 2021

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

---

## Project Information

**County, City, or Lead Agency**

City of Ramsey

**Zip Code where Majority of Work is Being Performed**

55303

**(Approximate) Begin Construction Date**

07/01/2022

**(Approximate) End Construction Date**

09/01/2023

**Name of Trail/Ped Facility:**

Mississippi Skyway

*(i.e., CEDAR LAKE TRAIL)*

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

**From:**  
**(Intersection or Address)** Northstar Rail Station, 7665 Veterans Drive

**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:** Touch-down easement (donated by private party) south of  
Riverdale Drive NW

**Primary Types of Work** EARTHWORK, GRADING, BRIDGE STRUCTURE, AGG  
BASE, BIT SURF, CONCRETE SURF, PED RAMP,  
STRIPING, STATION ENHANCEMENTS

*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.:** #02053

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

---

## 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 (2015), 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 goals, objectives, and strategies that relate to the project.

This project is about overcoming boundaries to safe bicycle and pedestrian circulation while expanding and enhancing multi-modal transportation, ADA accessibility, economic development and recreational options to promote a livable, vibrant region and community.

The Regional Mississippi Skyway provides the connection between regional amenities creating an effective nexus between housing, transportation, employment, and recreation. This project will link existing and future public investments with a single project, enhancing the value of each.

For these reasons and several more, the project is thoroughly consistent with the 2040 Transportation Policy Plan's goals, objectives and strategies, most specifically the Guiding Principles, Chapter Seven, Section 6, pages 6 and 7, (partially listed due to character limitations) within the quotes below:

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

~ "Overcome physical barriers and eliminate critical systems gaps."

The proposed extension of the bicycle and pedestrian bridge both addresses gaps and barriers within the regional systems and while improving convenience and continuity for bicyclists and ADA accessibility.

~ "Facilitate safe and continuous trips to regional destinations."

Developing the proposed multiuse trail and bicycle facility (skyway extension) within the Regional Bicycle Transportation Network will improve the convenience and safety of bicycling and ADA

accessibility along, and connecting to, existing facilities - including the Mississippi River Trail and the Mississippi West Regional Park and Boat Landing.

~ "Integrate and/or supplement existing and planned infrastructure."

The Mississippi Skyway provides the connection between regional amenities creating an effective nexus between housing, transportation, employment and recreation. The Mississippi Skyway will LINK EXISTING AND FUTURE REGIONAL PUBLIC INVESTMENTS WITH A SINGLE PROJECT, ENHANCING THE VALUE OF EACH.

~ "Provide improved opportunities to increase the share of trips made by bicycle."

The dramatically improved, safe connections the skyway extension will accomplish, together with access to transit, will increase the likelihood of choosing bicycling for transportation over other travel modes.

*(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.*

The Mississippi Skyway is identified in both Ramsey's Master Park and Trail Plan (mapping as part of Ramsey's Comprehensive Plan, Chapter 10, page 15), and current Capital Improvement Program, as well as Anoka County Parks' Master Plan (adopted 2011) for Mississippi West Regional Park (page 7).

The City of Ramsey, in collaboration with MnDOT and Anoka County, has recently initiated the Ramsey Highway 10 Corridor Improvement Project to develop a unified and actionable vision to provide a safe, sustainable, and efficient Highway 10 corridor. The Ramsey Highway 10 Corridor Improvement project is refining recommendations that resulted from the 2014 Highway 10 Access Planning Study that identified high-benefit, fiscally responsible improvements to reduce crashes and address mobility issues throughout the cities of Ramsey and Anoka. The pedestrian and bicycle analysis, as part of this study, concluded that:

**List the applicable documents and pages:**

-High traffic and speeds make the highway corridor intimidating and unsafe for pedestrians and bicyclists

-Many pedestrians do not cross properly due to delays or inconvenience

-There is a lack of continuous sidewalk/trail connections within the highway corridor

-There is a lack of ADA infrastructure

-Within the past 10 years, the Highway 10/169 corridor within the City of Ramsey has seen five crashes involving a pedestrian or bicyclist, resulting in two pedestrian fatalities.

One of the initial findings of the overall 2014 Highway 10 Access Planning Study was that the pedestrian exposure on the Highway 10/169 corridor is high. Another initial finding stated that Highway 10/169 traffic volumes limit at-grade options for both motorized and non-motorized connections.

As a result of these findings, the vision for the Ramsey Highway 10/169 corridor is not solely focused on motorized transportation improvements. Development of the Highway 10/169 vision recognizes the importance of providing continuous and safe non-motorized connections in order to reduce the need for local motorized trips, further contributing to reduced highway congestion and an overall healthier community. The Ramsey Highway 10 Corridor Improvement project recognizes the Mississippi Skyway as an integral vision component to address non-motorized deficiencies and safety issues.

*(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 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 (ADA).

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

9. In order for a selected project to be included in the Transportation Improvement Program (TIP) and approved by USDOT, the public agency sponsor must either have, or be substantially working towards, completing a current Americans with Disabilities Act (ADA) self-evaluation or transition plan that covers the public right of way/transportation, as required under Title II of the ADA.

The applicant is a public agency that employs 50 or more people and has an adopted ADA transition plan that covers the public right of way/transportation.

Date plan adopted by governing body

The applicant is a public agency that employs 50 or more people and is currently working towards completing an ADA transition plan that covers the public rights of way/transportation.  Yes

05/01/2018

08/20/2018

Date process started

Date of anticipated plan completion/adoption

The applicant is a public agency that employs fewer than 50 people and has a completed ADA self-evaluation that covers the public rights of way/transportation.

Date self-evaluation completed

The applicant is a public agency that employs fewer than 50 people and is working towards completing an ADA self-evaluation that covers the public rights of way/transportation.

Date process started

Date of anticipated plan completion/adoption

**(TDM Applicants Only)** The applicant is not a public agency subject to the self-evaluation requirements in Title II of the ADA.

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

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

11. The owner/operator of the facility must operate and maintain the project year-round for the useful life of the improvement, per FHWA direction established 8/27/2008 and updated 6/27/2017.

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

12. 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

13. 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

14. 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.

[Upload Agreement PDF](#)

Check the box to indicate that the project is not in active railroad right-of-way.  Yes

### 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

---

### 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 (not calculated 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
<b>Totals</b>	<b>\$0.00</b>

---

## Specific Bicycle and Pedestrian Elements

<b>CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES</b>	<b>Cost</b>
Path/Trail Construction	\$4,050,500.00
Sidewalk Construction	\$0.00
On-Street Bicycle Facility Construction	\$0.00
Right-of-Way	\$0.00
Pedestrian Curb Ramps (ADA)	\$0.00
Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	\$0.00
Pedestrian-scale Lighting	\$0.00
Streetscaping	\$0.00
Wayfinding	\$0.00
Bicycle and Pedestrian Contingencies	\$0.00
Other Bicycle and Pedestrian Elements	\$0.00
<b>Totals</b>	<b>\$4,050,500.00</b>

---

## Specific Transit and TDM Elements

<b>CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES</b>	<b>Cost</b>
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
<b>Totals</b>	<b>\$0.00</b>

### 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	\$4,050,500.00
Construction Cost Total	\$4,050,500.00
Transit Operating Cost Total	\$0.00

### Measure A: Project Location Relative to the RBTN

Select one:

Tier 1, Priority RBTN Corridor Yes

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.

Upload Map 1531439469171\_Project to RBTN Orientation Map.pdf

*Please upload attachment in PDF form.*

### Measure A: Population Summary

Existing Population Within One Mile (Integer Only)	5200
Existing Employment Within One Mile (Integer Only)	2966
Upload the "Population Summary" map	1531439529000_Population_Employment Summary Map.pdf

Please upload attachment in PDF form.

---

## Measure 2B: Snow and ice control

Maintenance plan or policy for snow-removal for year-round use: Yes

(50 Points)

Response: If yes, please include a link to and/or description of maintenance plan.

The city provides snow removal for all trails, sidewalks, pedestrian facilities and bridges for year-round use.

<https://www.ci.ramsey.mn.us/260/Snowplowing>

Upload Maintenance Plan (if no link is available)

Please upload attachment in PDF form.

---

## Measure A: Connection to disadvantaged populations and projects benefits, impacts, and mitigation

Select one:

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

(up to 100% of maximum score)

Project located in Area of Concentrated Poverty:

(up to 80% of maximum score )

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

(up to 60% of maximum score )

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

(up to 40% of maximum score )

1.(0 to 3 points) A successful project is one that has actively engaged low-income populations, people of color, children, persons with disabilities, and the elderly during the project's development with the intent to limit negative impacts on them and, at the same time, provide the most benefits.

Describe how the project has encouraged or will engage the full cross-section of community in decision-making. Identify the communities to be engaged and where in the project development process engagement has occurred or will occur. Elements of quality engagement include: outreach to specific communities and populations that are likely to be directly impacted by the project; techniques to reach out to populations traditionally not involved in the community engagement related to transportation projects; residents or users identifying potential positive and negative elements of the project; and surveys, study recommendations, or plans that provide feedback from populations that may be impacted by the proposed project. If relevant, describe how NEPA or Title VI regulations will guide engagement activities.

The public have been engaged on several occasions during the process of many planning studies addressing the needs and growth associated with the Highway 10/169 corridor and the Center of Ramsey (COR), a 400-acre TOD Area. These planning processes and studies include:

-2014 Highway 10 Access Planning Study - (18 months) and 3 public meetings, property owner meetings, agency representation on the project management team

-2017 Mississippi West Regional Park Master Plan Amendment - 2 public meetings, social media campaign, information gathering boards in public facilities

-2017 Comprehensive Plan Update (2040) - (24 months) and copious community and neighborhood workshops and online interactive mapping and surveys

Public support for this project is evident in the attached letters of support sent in by residents, local businesses, school representatives, developers, MetroTransit, and many more. Support is also evident in the south bridge touchdown point property, valued over \$100,000, being donated to the city by a private developer. Anoka County has shown support and recognition of project benefits by realigning the Central Anoka County Regional Trail route to utilize the Mississippi Skyway Bridge.

**Response:**

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

*2.(0 to 7 points) Describe the projects benefits to low-income populations, people of color, children, people with disabilities, and the elderly. Benefits could relate to safety; public health; access to destinations; travel time; gap closure; leveraging of other beneficial projects and investments; and/or community cohesion. Note that this is not an exhaustive list.*

While this project is located in a census tract below the regional average for population in poverty or populations of color, or includes children, people with disabilities, or the elderly - this project is in close proximity to areas above the regional average of concentrated poverty (see low income housing exhibit in the Illustrative Context attachment) The local trail network intersects with these disadvantaged populations, providing access to this project, the transit rail, the 800-stall public parking structure, health care facilities, jobs, and COR TOD amenities.

Highway 10/169 is a significant barrier for bicyclists and pedestrians. The existing at-grade crossings of Highway 10/169 are not ADA compliant and unsafe for all users. There is only one other grade-separated crossing of Highway 10/169 in the city's 5-mile span that is accessible to pedestrians and bicyclists. The Armstrong Blvd Interchange is located at the western extent of city development and adds 1.7 miles or a 35-minute walk for those trying to access the Northstar Station or central area of the COR. This project will provide a safe, usable crossing, separated from the highway, that also serves as part of the City's and Anoka County's bikeway network including access to regional east-west bikeway routes and the regional park.

**Response:**

Those that rely on bicycling and walking will benefit from a safe and comfortable crossing of Highway 10/169. The bicycle and pedestrian bridge will meet ADA requirements to be accessible for individuals with disabilities. Completion of this bridge will link many nearby affordable housing options to the transit rail and regional bikeways on each side of Highway 10/169. The city continues to promote affordable housing with their Housing Assistance Policy and COR zoning requirements of 10 units

per acre or greater. The following are recent COR projects:

- Seasons of Ramsey-25 units at 30% AMI, 25 units at 50% AMI
- Sunwood Village-43 units at 60% AMI, 4 units at 30% AMI
- The Gables-78 units at 50% AMI
- Symphony at Town Center-180 units at 50% AMI
- Town Center Gardens-210 units at 50% AMI
- D.R. Horton-77 units at 13 units/acre
- East of the regional park and the south bridge touch-down, Rivenwick Village provides 210 units at 50% AMI

- Affinity at Ramsey-174 units for 55+ (will be complete in fall 2018)

- Parkview East-121 units at 0% AMI

- Greenway Terrace-54 units at 50% AMI

Many of these are likely single-vehicle households, leaving people without consistent access to an automobile and jobs. This project will allow safe access to regional trails as bike to work routes. See attached existing conditions photos, showing bikers on the highway shoulder during winter months proving the demand for non-motorized transportation within the project area.

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

3. (-3 to 0 points) Describe any negative externalities created by the project along with measures that will be taken to mitigate them. Negative externalities can result in a reduction in points, but mitigation of externalities can offset reductions.

Below is a list of negative impacts. Note that this is not an exhaustive list.

Increased difficulty in street crossing caused by increased roadway width, increased traffic speed, wider turning radii, or other elements that negatively impact pedestrian access.

Increased noise.

Decreased pedestrian access through sidewalk removal / narrowing, placement of barriers along the walking path, increase in auto-oriented curb cuts, etc.

Project elements that are detrimental to location-based air quality by increasing stop/start activity at intersections, creating vehicle idling areas, directing an increased number of vehicles to a particular point, etc.

Increased speed and/or cut-through traffic.

Removed or diminished safe bicycle access.

Inclusion of some other barrier to access to jobs and other destinations.

Displacement of residents and businesses.

Construction/implementation impacts such as dust; noise; reduced access for travelers and to businesses; disruption of utilities; and eliminated street crossings. These tend to be temporary.

Other

**Response:**

This project will have no negative impacts on surrounding populations or the built and natural environment. This project will bridge a major non-motorized barrier through the City of Ramsey that increases and provides safe pedestrian and bicyclist access to myriad regional destinations within the project area. Removing pedestrian and bicyclists from the highway corridor not only increases non-motorized transportation in the project area but it also increases motorized through travel by removing the hazardous conflict between the two users.

The bridge structure is open and includes continuous pedestrian scale lighting to promote safety of users accessing or leaving the transit station or surrounding amenities at early morning or evening hours.

(Limit 2,800 characters; approximately 400 words)

**Upload Map**

1531439818171\_Socio-Economic Conditions Map.pdf

---

## Measure B: Affordable Housing

City	Segment Length (For stand-alone projects, enter population from Regional Economy map) within each City/Township	Segment Length/Total Project Length	Score	Housing Score Multiplied by Segment percent
Ramsey, city	0	0	0	0
Ramsey	0.16	1.0	81.0	81.0

---

## Total Project Length

Total Project Length (as entered in the "Project Information" form) 0.15

---

## Affordable Housing Scoring

Total Project Length (Miles) or Population 0.16

Total Housing Score 81.0

---

## Affordable Housing Scoring

---

## 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

This project will resolve a critical gap in the city's pedestrian and bicycle network' and reconcile continuity between several jurisdictions. This project will bridge a connection, within Tier 1 RBTN Corridor, between the Mississippi Regional Trail and the Central Anoka County Regional Trail. There is only one other grade-separated crossing of Highway 10/169 in the city's 5-mile span that is accessible to pedestrians and bicyclists. The Armstrong Boulevard Interchange is located at the western extent of existing city development and adds 1.7 miles or a 35-minute walk for majority of residents trying to access the Northstar Station or central area of the COR. Such an extensive non-direct route limits access to the transit station and regional trails and park on both sides, and will continue to invite illegal pedestrian crossings as has been problematic (and fatal) throughout the highway and railroad corridors.

**Response:**

Highway 10/169 is a 4-lane divided highway, posted at 60 MPH that is a primary east-west route in Anoka County, serving as a commuter corridor to the Minneapolis/St. Paul Metropolitan Area carrying up to 47,500 vehicles per day (4% heavy truck) through the City of Ramsey. In addition, pedestrians and bicyclists are required to cross the two BNSF tracks that run parallel to Highway 10/169 and serves 71 freight trains each day. These tracks also facilitate the Northstar Commuter Rail system.

Without the proposed pedestrian and bicycle bridge, the Highway 10/169 and railroad corridor will continue to physically divide Ramsey's mixed-use development, commuter rail station, and regional investments on both sides of the highway and the public natural resources associated with the Mississippi River.

This project will physically connect the jurisdictions of the National Park Service, Metropolitan Transit, the Metropolitan Regional Park and Trail system, Anoka County's trails and parks, Ramsey's trails (which connect to the county roads and neighborhoods), Anoka County's Motor Vehicle License Center, the Mississippi River Regional Trail (managed by municipalities and the county), over MnDOT's Highway 10/169.

The proposed pedestrian and bicycle bridge will address this major physical barrier and seamlessly integrate access to; the 800-stall covered park and ride facility with electric vehicle charging stations and free to use Trek bikes with bike lockers, local and regional roadways, comprehensive trail and sidewalk systems, convenience and accessibility for the ADA community, Metro Transit (commuter rail with bus service)-and even the MN DNR State Water Trail itself with island campsites, accessible at the boat landing in the Mississippi West Regional Park.

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

---

## **Measure B: Project Improvements**

This project will provide a grade separated crossing of the Highway 10/169 barrier that spans five miles throughout the city. The project will be central in the community where pedestrian and bicycle demand exists today and will be the only grade separated crossing solely dedicated to pedestrians and bicyclists. The Armstrong Boulevard Interchange is located a more than a half mile west of the project, outside the area of bicycle and pedestrian demand. The pedestrian and bicycle environment on the interchange is less comfortable for users as it is shared with four lanes of traffic (36,000 AADT) and requires crossing exit ramp lanes. The existing interchange only includes intersection lighting and not pedestrian scale lighting such as the Mississippi Skyway does for required safety and security of users.

**Response:**

Today, it is common to see pedestrians crossing the four lane divided highway and railroad at unmarked locations within the project area. Five pedestrian and bicycle crashes have been reported in the project area within the last 10 years, including two fatalities. The 2014 Highway 10 Access Planning Study, conducted by MnDOT, Metropolitan Council, and Anoka County cited: "Key Finding: Highway 10 is a challenging corridor for pedestrians and bicyclists" and "High traffic volumes and high speeds make Highway 10 intimidating for pedestrians and bicyclists...- Many pedestrians do not cross Highway 10 properly due to delays or inconvenience. Another key finding stated that; due to high volumes and speeds at-grade solutions for both pedestrians and vehicles are unlikely.

The at-grade crossing alternative within the project area is at Ramsey Boulevard (CSAH 56). This intersection is not ADA compliant and requires crossing six lanes of traffic that serve 40,500

AADT. One pedestrian fatality has occurred at this intersection in recent years. In addition, pedestrians and bicyclists have to cross the two BNSF tracks that parallel Highway 10/169 and serve 71 freight trains and the Northstar Commuter Rail system each day. See attached existing conditions photos depicting the unsafe environment.

Removing pedestrians and bicyclists from the highway will also improve safety for motorists with reduced conflicts and distractions. This grade-separated connection between the two east-west regional bikeways and connected local system will remove the need for pedestrians and bicyclists to utilize the highway corridor. Continued COR and regional park development has the city, county, and MnDOT concerned for the generated increase in pedestrian and bicycle trips across Highway 10/169. Residential development has been occurring rapidly over the past 5+ years. An additional 288 households are planned for construction within the project area over the next 12 months.

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

---

## **Measure A: Multimodal Elements**

Funding the Mississippi Skyway project improves travel experience for all modes of transportation within the project area. Heavy traffic volumes, severe back-ups, and traffic delays impact accessibility and safety for pedestrians and bicyclists in addition to vehicle traffic. Pedestrian and bicycle system and roadway system improvements to diminish local highway trips, are equally important to reduce congestion and improve safety along the Highway 10/169 corridor.

Pedestrian and bicycle trip demand, generated by the Ramsey COR, has just begun. According to the City of Ramsey's 2040 Comprehensive Plan Update, the COR's development status is; 70% residential built, 35% office built, 15% retail built, and 35% public space built. With rapid development anticipated to continue, it is essential that the transit station be easily accessible and a continuous pedestrian and bicycle transportation system be provided to keep all this growth generation from relying on local highway trips. Discussions with MetroTransit have provided input on how grade-separated pedestrian and bicycle connections directly increase ridership numbers. This is referred to in their support letter for this project.

**Response:**

The Ramsey Northstar Commuter Rail Station and Park & Ride facility provides accessible, affordable, and quick transit access to the larger metro region. The transit facility provides riders with publicly available free electric vehicle charging stations, bike lockers, and 800 parking stalls. The parking ramp, Northstar Station, and the adjoining Ramsey Municipal Center Campus (and police station) each have security cameras, and are regularly patrolled by both Metro Transit and the City of Ramsey Police. This project's bridge structure, is open and includes continuous pedestrian scale lighting to

promote safety of users accessing or leaving the transit station or surrounding amenities during non-daylight hours.

This project will directly connect to the Northstar Station, enhancing ridership, convenience, and accessibility. The heated and cooled Northstar Station facilitates a 35-minute ride to the region's largest job center, downtown Minneapolis. At the Northstar's terminus at Target Field Station in downtown Minneapolis, Blue Line transit connections are available to the airport, Mall of America, and employment sites in Minneapolis neighborhoods. Green Line connections provide access to the University of Minnesota, Downtown Saint Paul, and many Saint Paul neighborhoods and employers.

The Municipal Center in Ramsey contains a library, restrooms, and has publicly available Wi-Fi, as does Northstar. On both sides of the proposed project, there are existing benches and outdoor furniture, and full lighting along the sidewalks and trails.

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

---

## **Transit Projects Not Requiring Construction**

*If the applicant is completing a transit 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 - Construction Projects**

### **1)Layout (30 Percent of Points)**

*Layout should include proposed geometrics and existing and proposed right-of-way boundaries.*

Layout approved by the applicant and all impacted jurisdictions (i.e., cities/counties that the project goes through or agencies that maintain the roadway(s)). A PDF of the layout must be attached along with letters from each jurisdiction to receive points.

Yes

100%

**Attach Layout**

1531441407531\_2017-12-04\_112195 LEVEL 2 LAYOUT  
OPT.pdf

*Please upload attachment in PDF form.*

Layout completed but not approved by all jurisdictions. A PDF of the layout must be attached to receive points.

50%

**Attach Layout**

*Please upload attachment in PDF form.*

Layout has not been started

0%

Anticipated date or date of completion

11/29/2017

## 2)Review of Section 106 Historic Resources (20 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%

There are historical/archeological properties present but determination of no historic properties affected is anticipated.

100%

Historic/archeological property impacted; determination of no adverse effect anticipated

80%

Historic/archeological property impacted; determination of adverse effect anticipated

40%

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

0%

Project is located on an identified historic bridge

## 3)Right-of-Way (30 Percent of Points)

Right-of-way, permanent or temporary easements either not required or all have been acquired

Yes

100%

Right-of-way, permanent or temporary easements required, plat, legal descriptions, or official map complete

50%

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

25%

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

0%

**Anticipated date or date of acquisition** 11/29/2017

#### 4)Railroad Involvement (20 Percent of Points)

**No railroad involvement on project or railroad Right-of-Way agreement is executed (include signature page, if applicable)** Yes

100%

**Signature Page** 1531405033765\_BNSF\_LOS.pdf

*Please upload attachment in PDF form.*

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

50%

**Railroad Right-of-Way Agreement required; negotiations have not begun.**

0%

**Anticipated date or date of executed Agreement** 11/29/2017

---

## Measure A: Cost Effectiveness

**Total Project Cost (entered in Project Cost Form):** \$4,050,500.00

**Enter Amount of the Noise Walls:** \$0.00

**Total Project Cost subtract the amount of the noise walls:** \$4,050,500.00

**Points Awarded in Previous Criteria**

**Cost Effectiveness** \$0.00

---

## Other Attachments

File Name	Description	File Size
1_Regional Mississippi Skyway Multiuse Trail Bridge One Page Description.pdf	Regional Mississippi Skyway Multiuse Trail Bridge One Page Summary	272 KB
2_Illustrative Context_with Project Map_Regional Mississippi Multiuse Trail Bridge_8.5x11.pdf	Illustrative Context with Project Location Map	1.8 MB
3_Existing Conditions Photos.pdf	Existing Conditions Photos	614 KB
4_Before Picture.pdf	Before Photo of Project Area	166 KB
5_MnDOT letter of support.pdf	MnDOT Letter of Support	80 KB
6_Combined_LOS.pdf	Combined Letters of Support	2.5 MB
7_MetC Generated Maps Combined.pdf	Metropolitan Council Generated Maps	4.2 MB



# Project to RBTN Orientation



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



Created: 7/1/2018  
LandscapeRSA6



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

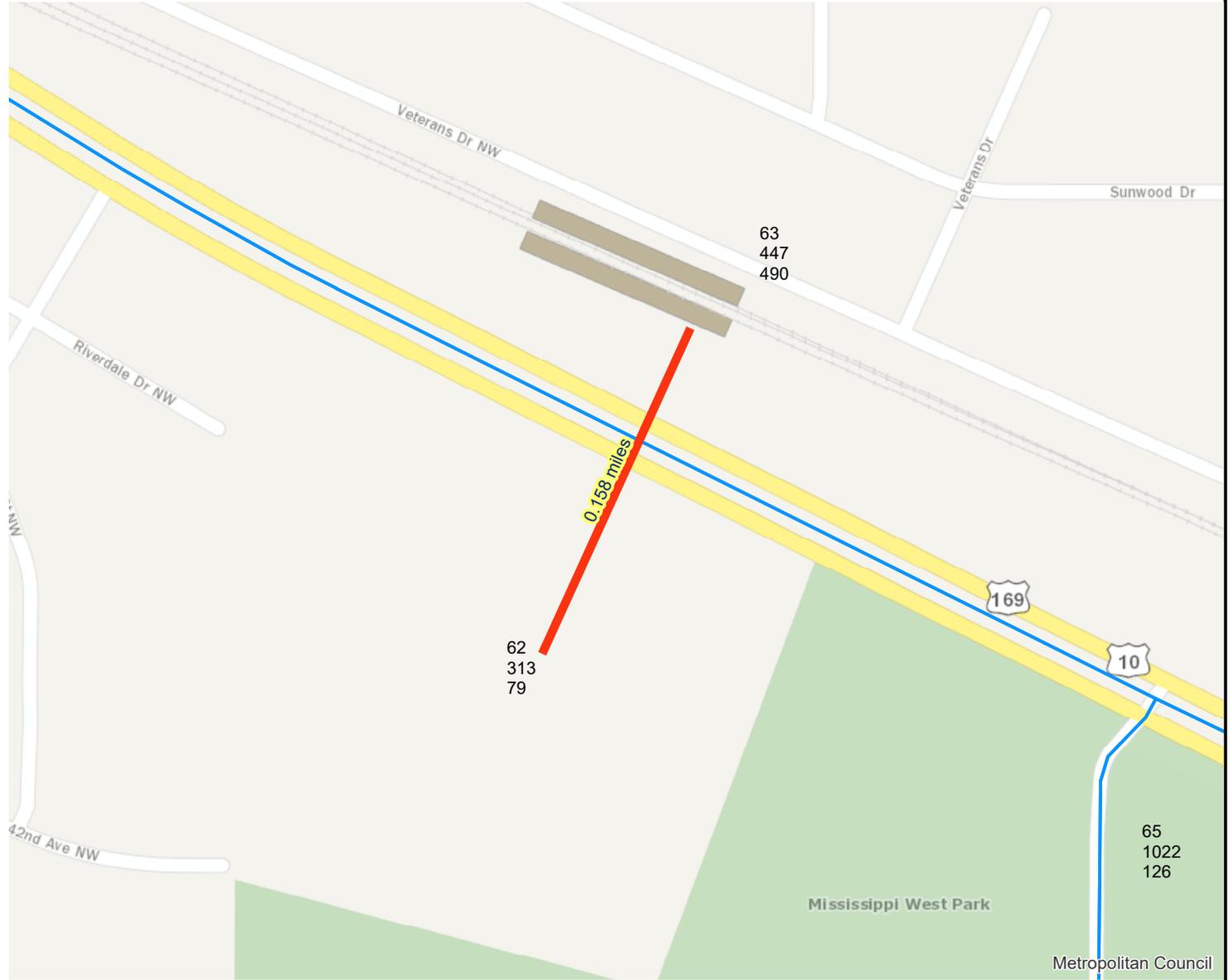


NCompass Technologies

# Population/Employment Summary

## Results

Within ONE Mile of project:  
Total Population: 5200  
Total Employment: 2966



— Project  
□ 2010 TAZ



Created: 7/1/2018  
LandscapeRSA4



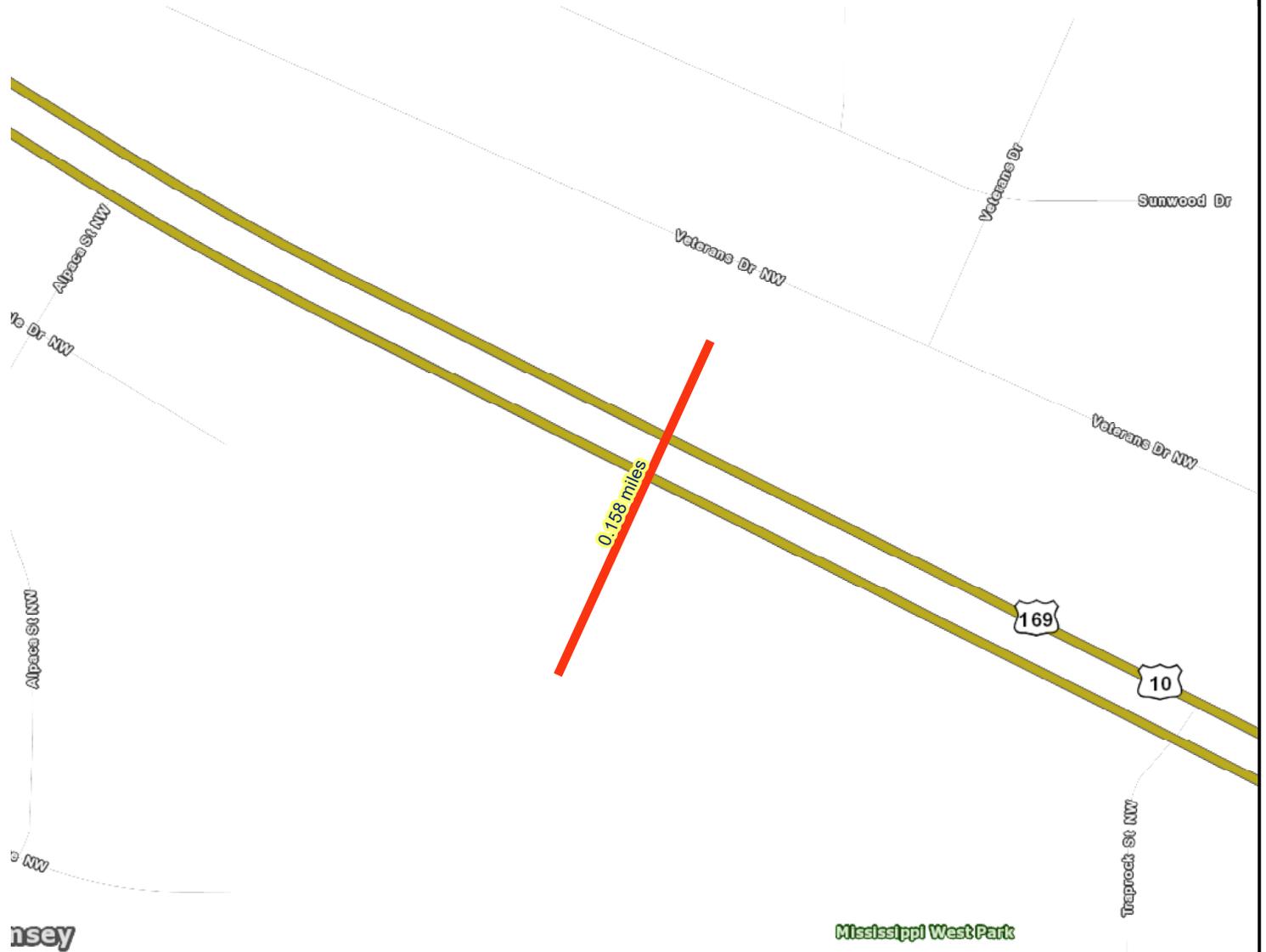
For complete disclaimer of accuracy, please visit  
<http://giswebsite.metc.state.mn.us/gissitenew/notice.aspx>



# Socio-Economic Conditions

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



Created: 7/1/2018  
LandscapeRSA2

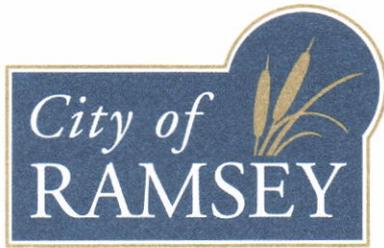


For complete disclaimer of accuracy, please visit <http://giswebsite.metc.state.mn.us/gissitenew/notice.aspx>



NCompass Technologies





7550 Sunwood Drive NW • Ramsey, MN 55303

City Hall: 763.427.1410 • Fax: 763.427.5543

[www.cityoframsey.com](http://www.cityoframsey.com)

July 11, 2018

Metropolitan Council  
Transportation Advisory Board  
390 Robert St North  
St. Paul, MN 55101

RE: Regional Mississippi Skyway Multiuse Trail Bridge in the City of Ramsey

Dear Members of the Transportation Advisory Board:

The City of Ramsey supports the advancement of the Mississippi Skyway Multiuse Trail Bridge and the associated bridge plans as presented in this application. The Regional Mississippi Skyway Multiuse Trail Bridge will provide a *vital, non-motorized, grade separated connection* across Highway 10/169 to the Center of Ramsey (COR), a 400-acre Transit Oriented Development area.

As such, the City is applying for funding to construct this new bicycle and pedestrian bridge connection. The City of Ramsey will act as the legal sponsor for the Mississippi Skyway Multiuse Trail Bridge project. Upon approval of this project, the city will secure the local match to the federal funds in order to ensure delivery of the project in the funded year.

Sincerely,

Kurt Ulrich  
City Administrator



## Minnesota Department of Transportation

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

July 8, 2016

Mark Riverblood  
Parks and Asst. Public Works Superintendent  
City of Ramsey  
7550 Sunwood Dr NW  
Ramsey, MN 55303

RE: Regional Solicitation Application for Pedestrian and Bike Crossing at TH 10 and Ramsey's Northstar Station

Dear Mr. Riverblood:

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 Pedestrian and Bike Crossing at TH 10 and Ramsey's Northstar Station impacts MnDOT right of way on TH 10.

MnDOT, as the agency with jurisdiction over TH 10, would allow the grade-separated bike and pedestrian crossing included in the application for Pedestrian and Bike Crossing at TH 10 and Ramsey's Northstar Station 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 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

An Equal Opportunity Employer





Douglas D. Perry, P.E.  
Director Engineering  
Services

BNSF Railway Company

80 - 44<sup>th</sup> Avenue N.E.  
Minneapolis, MN 55421  
Email:  
douglas.perry@bnsf.com  
Telephone: 763-782-3313  
Fax: 763-782-3061

July 12, 2016

Metropolitan Council  
390 Robert St. North  
St. Paul, MN 55101-1805  
Att. TAB Coordinator

Subject: Support for the Mississippi Skyway pedestrian overpass project

Dear Ms. Koutsoukos,

The purpose of this letter is communicate that the BNSF Railway has no objection to the proposed extension of the existing skyway. Record drawings indicate that BNSF's property line is approximately four feet to the north, of the south end of the existing skyway. In other words, the south four feet of the skyway is not on BNSF property.

I am told that within the Preliminary Engineering Report for the Mississippi Skyway that it states that the work could be easily done within the 4 foot limit if required by the contract. "During construction, the contractor would have access inside the existing structure to install a temporary barrier and demolish the existing south façade. They would also attach the new framing to the existing columns...and connect to the existing east/west enclosures/roofing/M&E systems inside the bridge."

In summary, it appears that no railroad Right-of-Way will be required for the proposed project. However, depending upon the method and means of construction, a railroad flagman may need to be present, especially if boomed equipment is used in the construction process.

Feel free to contact me if you have any questions.

Sincerely,

Douglas D. Perry, P.E.  
Director Engineering Services  
BNSF Railway  
80 - 44th Avenue NE  
Minneapolis, MN 55421  
Office - (763) 782-3313



July 14, 2016

Metro Transit  
560 6<sup>th</sup> Avenue North  
Minneapolis, MN

Attn. TAB Coordinator

**SUBJECT: SUPPORT FOR THE MISSISSIPPI SKYWAY PEDESTRIAN OVERPASS PROJECT**

Dear Elaine Koutsoukos:

Foremost, thank you for your service in administrating the federal transportation funds for locally initiated projects to meet regional transportation needs. What you do aligns well with our guiding principles at Metro Transit: *"We believe that public transportation is essential to the economic vitality, environmental stability and quality of life in the Twin Cities region."*

As you know, the Northstar Commuter Rail Line is all about public transportation, connecting the northwest metropolitan area to many tens of thousands of jobs between Big Lake and Minneapolis and St. Paul. But Northstar also enhances quality of life for metro area residents, allowing affordable transportation and multimodal choices, as well as the opportunity to use Northstar to access regional parks and trails.

Did you know that all Northstar trains allow bikes and have bike racks, and that there are 1,331 bike parking spaces along the stations? And that there are more than 200 bike lockers available, including the City of Ramsey's 800-stall covered parking ramp—and, immediately adjacent to the skyway at the Ramsey station there are also electric vehicle charging stations?

For all of the above reasons, I enthusiastically support the extension of the existing skyway by Ramsey's proposal before the Transportation Advisory Board. I also support the pedestrian bridge as a rail station enhancement, as it will add ridership, both immediately and as more people call the area home.

Sincerely,

A handwritten signature in black ink, appearing to read 'John Paul Zanaska'.

John Paul Zanaska  
Director, Northstar Commuter Rail  
Metro Transit



Douglas D. Perry, P.E.  
Director Engineering  
Services

BNSF Railway Company

80 - 44<sup>th</sup> Avenue N.E.  
Minneapolis, MN 55421  
Email:  
douglas.perry@bnsf.com  
Telephone: 763-782-3313  
Fax: 763-782-3061

July 12, 2016

Metropolitan Council  
390 Robert St. North  
St. Paul, MN 55101-1805  
Att. TAB Coordinator

Subject: Support for the Mississippi Skyway pedestrian overpass project

Dear Ms. Koutsoukos,

The purpose of this letter is communicate that the BNSF Railway has no objection to the proposed extension of the existing skyway. Record drawings indicate that BNSF's property line is approximately four feet to the north, of the south end of the existing skyway. In other words, the south four feet of the skyway is not on BNSF property.

I am told that within the Preliminary Engineering Report for the Mississippi Skyway that it states that the work could be easily done within the 4 foot limit if required by the contract. "During construction, the contractor would have access inside the existing structure to install a temporary barrier and demolish the existing south façade. They would also attach the new framing to the existing columns...and connect to the existing east/west enclosures/roofing/M&E systems inside the bridge."

In summary, it appears that no railroad Right-of-Way will be required for the proposed project. However, depending upon the method and means of construction, a railroad flagman may need to be present, especially if boomed equipment is used in the construction process.

Feel free to contact me if you have any questions.

Sincerely,

Douglas D. Perry, P.E.  
Director Engineering Services  
BNSF Railway  
80 - 44th Avenue NE  
Minneapolis, MN 55421  
Office - (763) 782-3313



## Project Location:

Highway 10/169 Corridor,  
City of Ramsey, Anoka County



## Federal Funds Request:

Federal: \$3,240,000  
Local Match: \$810,000  
Project Total: \$4,050,000



## Local Investments:

***This is a shovel ready project that the city will initiate as soon as funding is designated.***

- \$100K TOD Grant for Preliminary Design
- MRT connection with south bridge touchdown point at the Mississippi River Regional Trail land donated by private developer—valued > \$100,000
- \$490k National Park Service investment for Final Plans and Spec for construction of the skyway extension
- Level 2 Layout approval by MnDOT, Bridge #02053
- Removal of overhead power near south touchdown point
- Realignment of the Central Anoka County Regional Trail to connect the Ramsey Northstar Station with CSAH 116 and utilize the future Mississippi Skyway to cross TH 10/169

## Project Purpose

The Regional Mississippi Skyway Multiuse Trail Bridge will provide a *vital, non-motorized, grade-separated connection* across Highway 10/169 to the Center of Ramsey (COR), a 400-acre Transit Oriented Development area within the City of Ramsey. Specifically connecting the Northstar Transit Station, mixed use amenities, 750 households within a half-mile (288 more to be constructed within a year), and the Mississippi River Regional Trail. The 4-lane divided principal arterial is a significant non-motorized barrier, connecting Minneapolis-St. Paul to St. Cloud, and carrying up to 47,500 vehicles per day (4% heavy truck) through the City of Ramsey.

## Immediate Need

Today, a continuous pedestrian system does not exist along Highway 10/169 resulting in pedestrians walking and biking along the roadway shoulders and crossing the 4-lane divided highway at unmarked locations. The past 10 years have seen five crashes involving a pedestrian or bicyclist. **Two of these crashes resulted in a pedestrian fatality.**



Biker on shoulder during winter months

Continued development of the Ramsey COR and the Regional Park on the opposite side of the highway, has the city, county, and MnDOT concerned for the significant increase in non-motorized trips across Highway 10/169 that it will draw. In addition, the city has recently initiated the Ramsey Highway 10 Corridor Improvement Project which will result in a singular vision to reduce a significant number of private and local access points along the highway. While beneficial to motorized safety and mobility, it further degrades the already unsafe non-motorized environment along Highway 10/169 by allowing for increased motorized speeds and capacity. The Highway 10 project recognizes the Mississippi Skyway as an integral project component to address non-motorized deficiencies and safety issues.

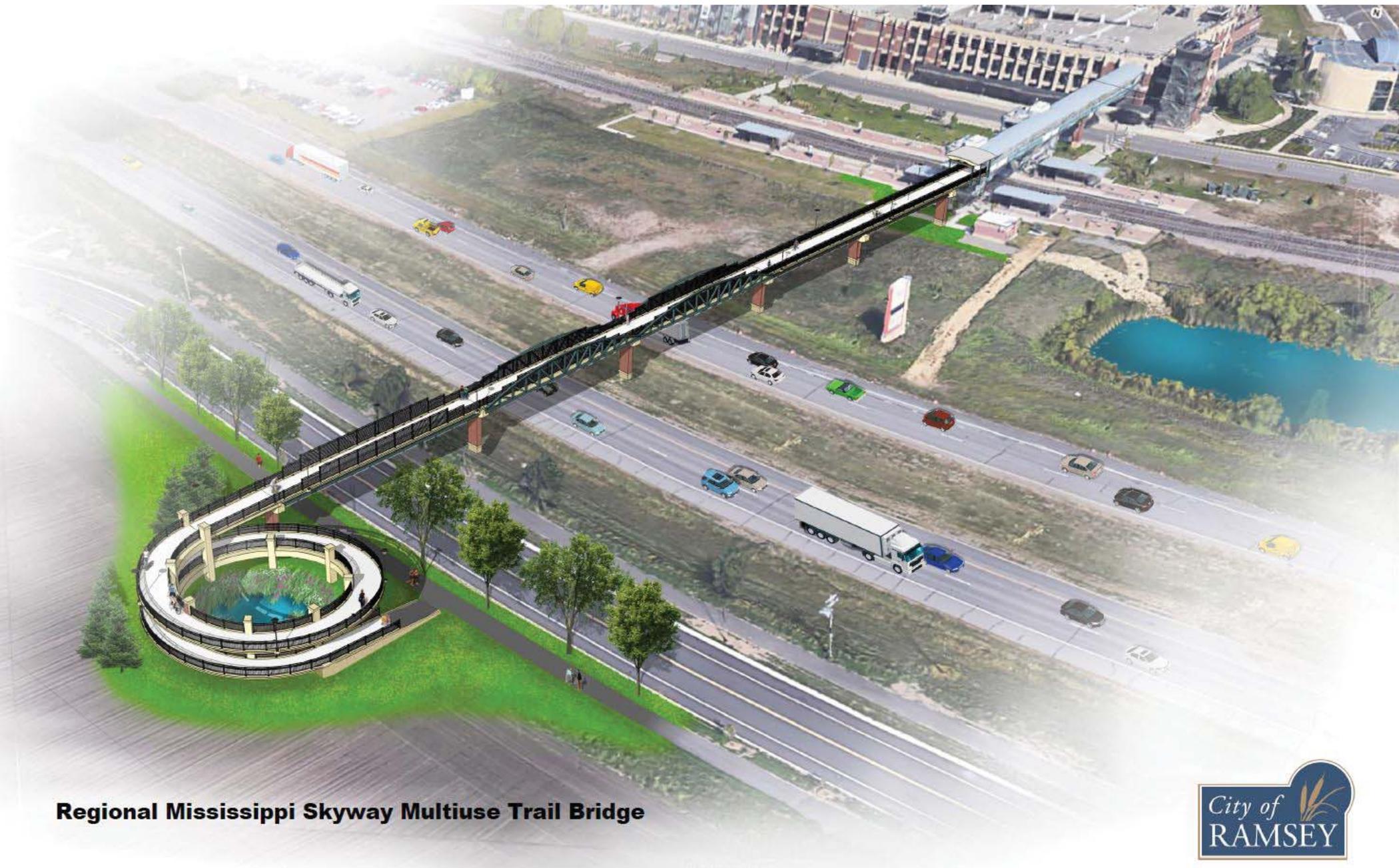
*Funding the Mississippi Skyway project benefits the Highway 10/169 corridor's role in regional transportation and economy in terms of efficient freight movement and connections to jobs and services. Heavy traffic volumes, severe back-ups, and traffic delays impact accessibility and safety for pedestrians and bicyclists in addition to vehicle traffic. Roadway and non-motorized system improvements, to diminish local highway trips, are equally important to reduce congestion and improve safety along the Highway 10/169 corridor.*

## Project Benefits

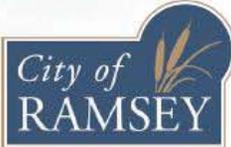
- Eliminates physical non-motorized barrier
- Grade-separate connection between regional destinations
- Connects a RBTN Tier 1 and Tier 2 corridor
- Integrates and extends existing and planned regional infrastructure
- Promotes non-motorized transportation in an area that provides jobs and services
- Supports Northstar Transit connections
- *Effective nexus between housing, transportation, employment, and recreation*



The bridge connection between two east-west continuous regional trails will remove the need for pedestrians and bicyclists to utilize the highway shoulders or cross the 4-lane divided highway to reach the several regional destinations in the project area.



**Regional Mississippi Skyway Multiuse Trail Bridge**





**Legend**

	Mississippi Skyway		Mississippi Regional Trail
	Northstar Rail Station		Central Anoka County Regional Trail, Existing
	Parks		Central Anoka County Regional Trail, Proposed*
	Parcels		City Trails & Sidewalks
	Municipal Boundary		Transit Oriented Development

\*Anoka County recently realigned the Central Anoka County Regional Trail to connect the Ramsey Northstar Station with CSAH 116 and utilize the future Mississippi Skyway to cross TH 10/169

0 2,000 Feet

Source: City of Ramsey, Anoka County, MnDOT, MnDNR, Google Imagery ©2016

BRIDGE PIER #1 - SEE AESTHETIC TREATMENT BOARD FOR MATERIAL DETAILS

STORMWATER TREATMENT BIORETENTION AREA

ORNAMENTAL METAL RAILING  
 • 4'-6" HEIGHT ABOVE WALKING SURFACE  
 • 10'-0" MAXIMUM PANEL LENGTH

HELIX DECKING (SEE SECTION FOR DETAIL)

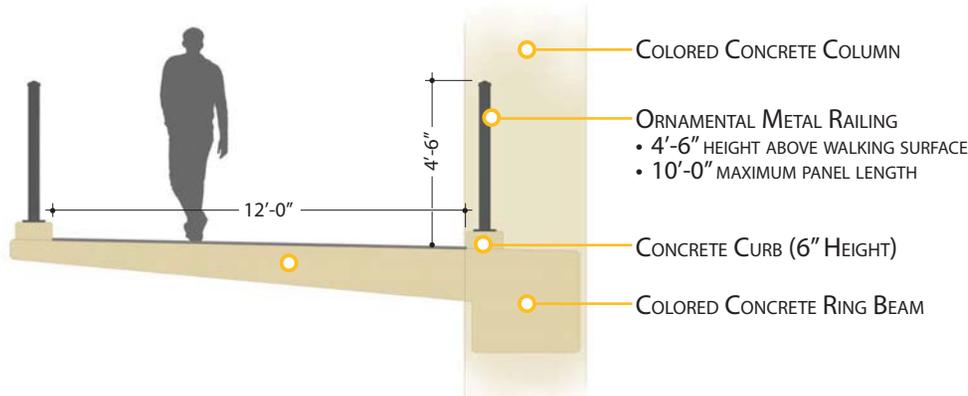
COLORED CONCRETE COLUMN

RETAINING WALL  
 • UTILIZES BRICK & FORM LINER PATTERN THAT MATCH RAMSEY COR AND ARMSTRONG BLVD. BRIDGE

WAYFINDING SIGNAGE OR MONUMENT  
 SIGNAGE LOCATION



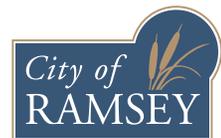
DAYTIME CONCEPT RENDER OF HELIX RAMP



NIGHTTIME CONCEPT RENDER OF HELIX RAMP

# MISSISSIPPI SKYWAY - CITY OF RAMSEY

PROPOSED HELIX RAMP @ SOUTH SIDE OF HIGHWAY 10



DOWN LIGHTING ON BRIDGE TRUSS AND PED LIGHT POLES

LED POLE LIGHTING (STYLE TO MATCH  
RAMSEY METRO STATION PLATFORM LIGHTING)

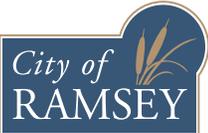
LED DOWN LIGHTS ON EXTERIOR OF TRUSS  
HIGHLIGHTING VERTICAL ELEMENTS



IMAGERY CREDIT: GOOGLE EARTH-AUGUST 2016

# MISSISSIPPI SKYWAY - CITY OF RAMSEY

BRIDGE VIEW FROM HIGHWAY 10 LOOKING WEST

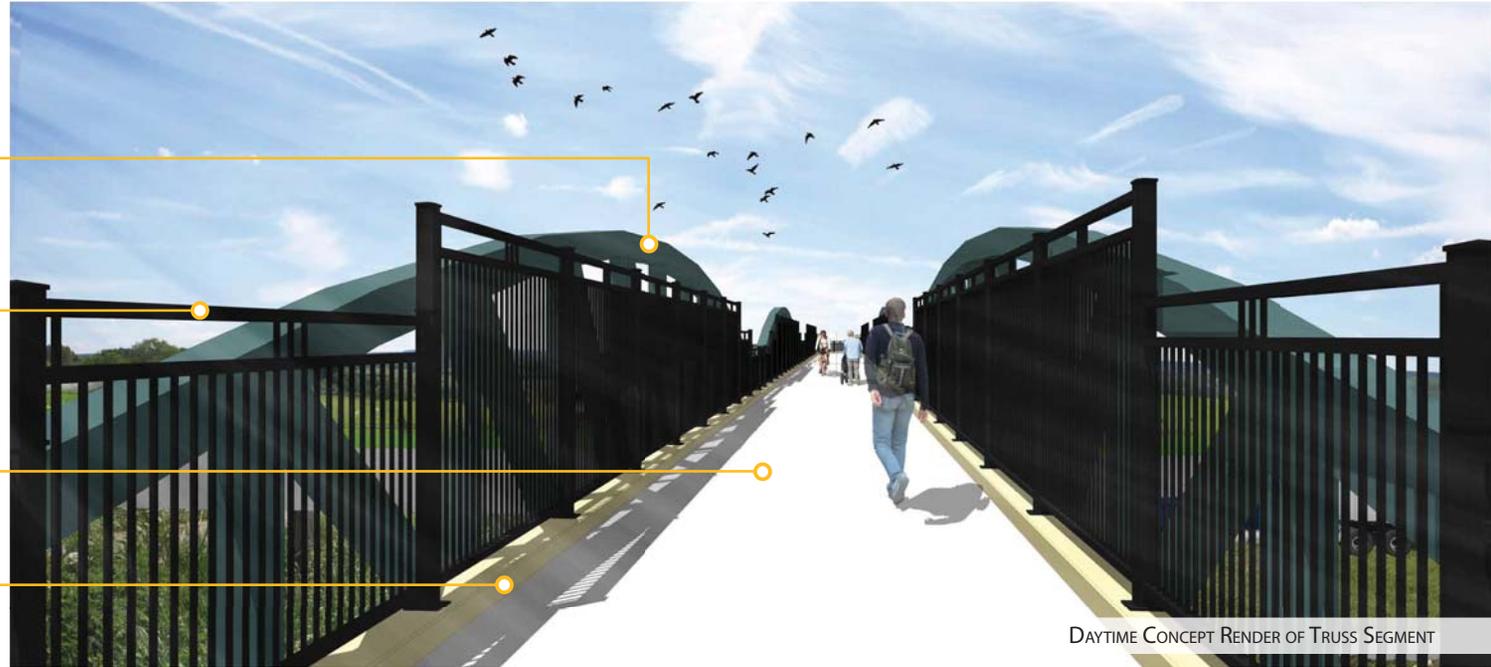


ORNAMENTAL METAL TRUSS ACROSS HIGHWAY 10  
• COLOR TO MATCH RAMSEY COR FACILITY

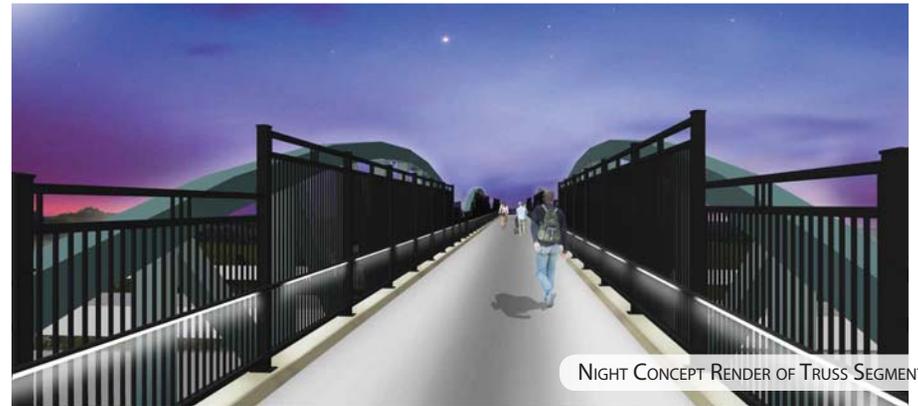
ORNAMENTAL METAL RAILING (HEIGHT VARIES)  
• TRANSITIONS FROM 4'-6" TO 8'-0" OVER ROADWAY

PLAIN CONCRETE DECKING SURFACE

6" CONCRETE CURB



DAYTIME CONCEPT RENDER OF TRUSS SEGMENT

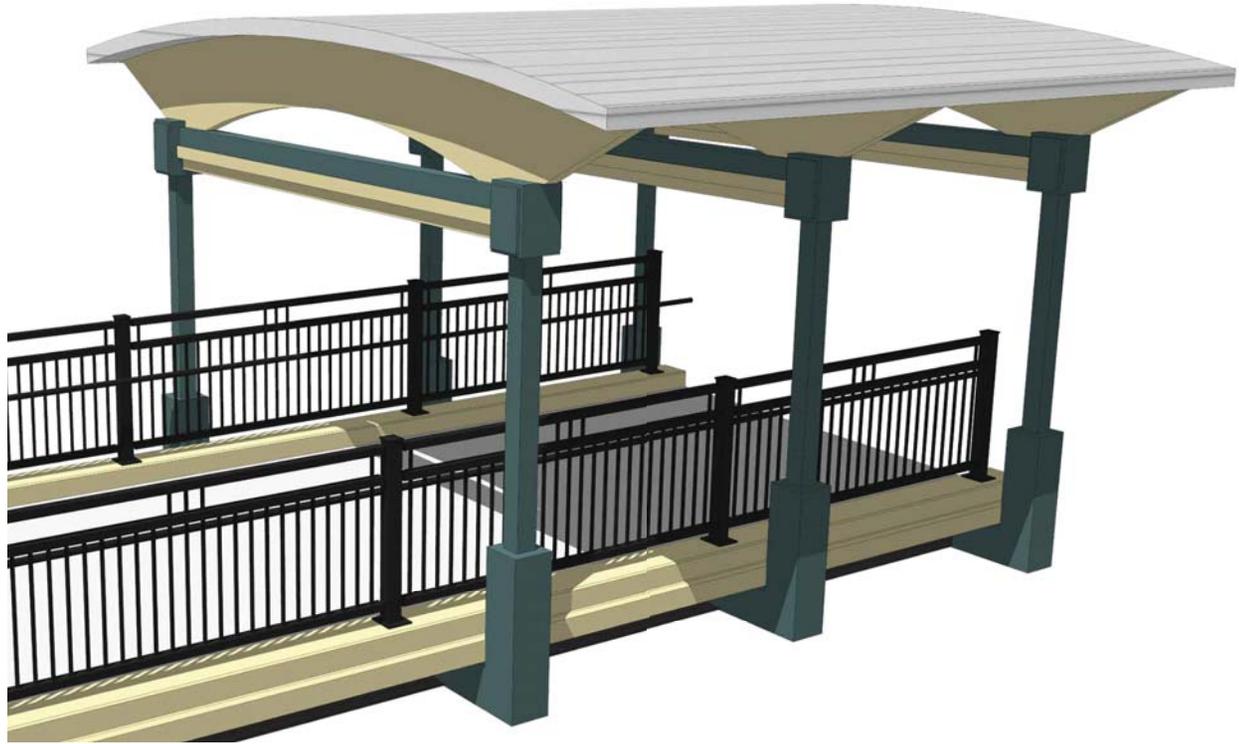


NIGHT CONCEPT RENDER OF TRUSS SEGMENT

# MISSISSIPPI SKYWAY - CITY OF RAMSEY

BRIDGE TRUSS SEGMENT OVER HIGHWAY 10

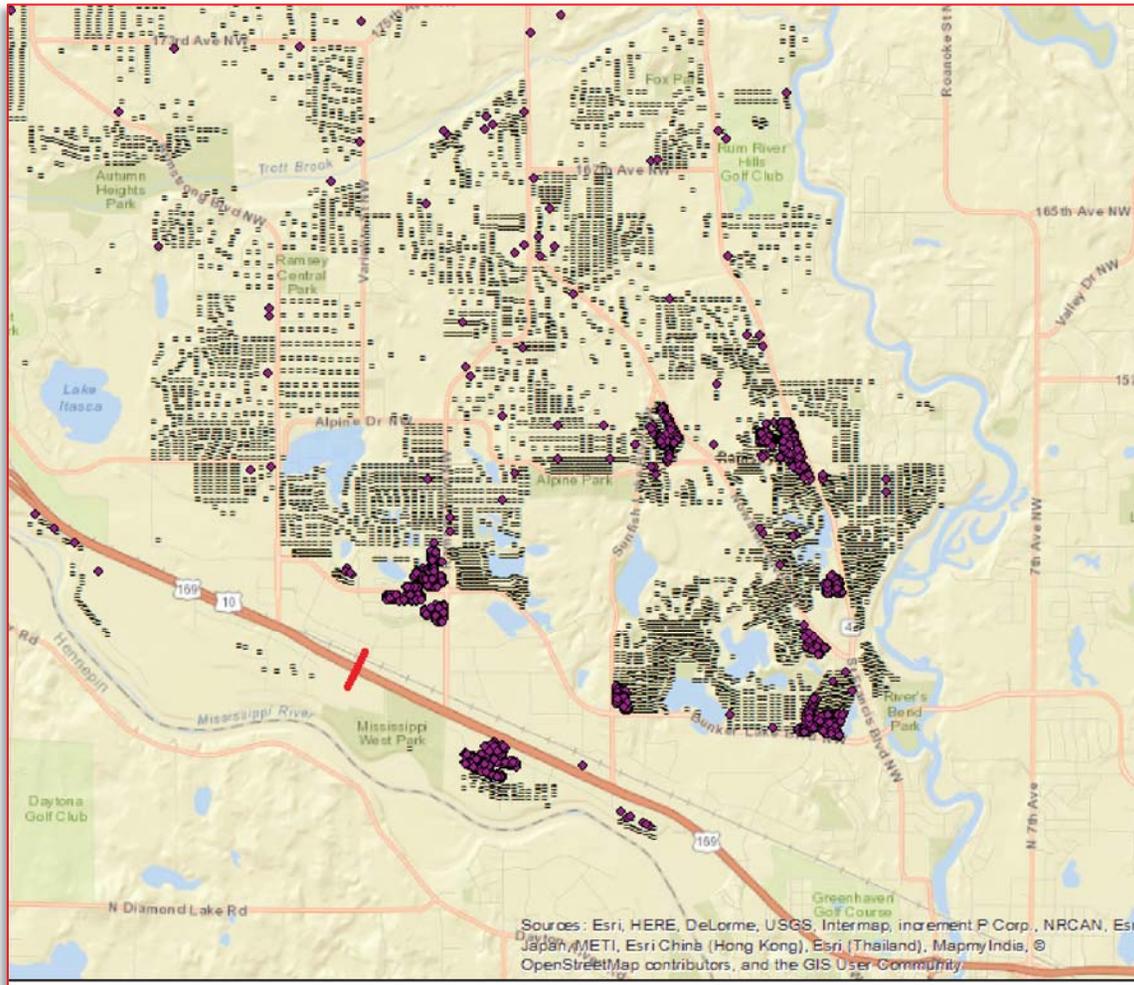




# MISSISSIPPI SKYWAY - CITY OF RAMSEY

RAMSEY COR BRIDGE CONNECTION AWNING

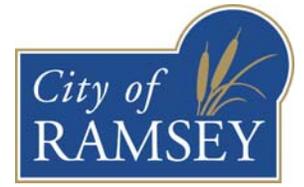




Low income housing developments, indicated by clusters of populations below the 50% Average Median Income (AMI), have access to the Center of Ramsey (COR) TOD amenities as well as the Ramsey Station and the link to the Mississippi West Regional Park via the Mississippi Skyway.

- ◆ 50% AMI
- 80% AMI





### Future Land Use Working

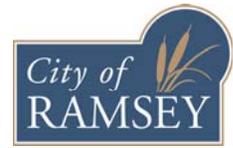
- Business Park
- Closed Landfill
- Commercial
- HDR
- LDR
- MDR
- MU
- Office Park
- Park
- Public
- Rural Developing
- Rural Preserve



0 0.5 1 Miles

From Draft 2040 update

This map has been created using information gathered from various governmental officials and other concerned to be used for reference purposes only. It is neither a legally binding nor a contract and is not intended for use as such. The Engineer shall neither be responsible for nor liable for any errors or omissions that may have occurred in the preparation of this map. The City of Ramsey shall not be held responsible for any errors or omissions that may have occurred in the preparation of this map. The City of Ramsey shall not be held responsible for any errors or omissions that may have occurred in the preparation of this map. The City of Ramsey shall not be held responsible for any errors or omissions that may have occurred in the preparation of this map.



- 1 Helix Ramp – **\$1,350,000**
- 2 Utility Relocation (MnDOT Fiber Optics) - **\$100,000**
- 3 Grading and Restoration - **\$100,000**
- 4 Prestressed Beams - **\$1,100,000**
- 5 Bowstring Trusses - **\$1,000,000**
- 6 Traffic Control - **\$200,000**
- 7 Connection to Existing Skyway - **\$200,000**

<u>CONSTRUCTION COSTS</u>	
\$1,350,000	
\$100,000	
\$100,000	
\$1,100,000	
\$1,000,000	
\$200,000	
\$200,000	
<hr/>	
<b>Total = \$4,050,000</b>	

## Existing Conditions: Regional Mississippi Skyway Multiuse Trail Bridge



*Project area looking northwest. The proposed pedestrian bridge will provide grade-separated crossing of six lanes of traffic, including the four lane divided highway (Hwy 10/169).*



*Project area looking north at The COR from the Mississippi Regional Trail and Mississippi West Regional Park. The COR is a 400-acre Transit Oriented Development in the growing center of Ramsey, including apartments and townhomes (750 households within .5 miles), parks, charter school, several businesses, the Anoka County License Center, and the Ramsey Municipal Center.*



*Project area looking north from Riverdale Drive NW at the Ramsey Northstar Transit Station with existing skyway segment. This project will extend and complete the skyway. The Transit Station also includes a park-and-ride facility, free electric vehicle charging stations and TREK bikes with bike lockers.*



*Bicyclist crossing Hwy 10 at Ramsey Blvd to access the regional trail amidst heavy traffic. The proposed skyway project will provide a grade separated crossing of Hwy 10 and will connect directly with the regional trail.*



*Bicyclist traveling along the road shoulder in the project area. Bicyclists use the project corridor year-round, and the lack of dedicated bicycle connections pushes cyclists onto busy streets.*



*Excerpt from Highway 10 Access Planning Study - Injury and fatal crash locations along Highway 10 in Ramsey involving vehicles (2003-2012)*

**Before Photo: Regional Mississippi Skyway Multiuse Trail Bridge**





## Minnesota Department of Transportation

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

July 8, 2016

Mark Riverblood  
Parks and Asst. Public Works Superintendent  
City of Ramsey  
7550 Sunwood Dr NW  
Ramsey, MN 55303

RE: Regional Solicitation Application for Pedestrian and Bike Crossing at TH 10 and Ramsey's Northstar Station

Dear Mr. Riverblood:

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 Pedestrian and Bike Crossing at TH 10 and Ramsey's Northstar Station impacts MnDOT right of way on TH 10.

MnDOT, as the agency with jurisdiction over TH 10, would allow the grade-separated bike and pedestrian crossing included in the application for Pedestrian and Bike Crossing at TH 10 and Ramsey's Northstar Station 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 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

An Equal Opportunity Employer





July 14, 2016

Metro Transit  
560 6<sup>th</sup> Avenue North  
Minneapolis, MN

Attn. TAB Coordinator

**SUBJECT: SUPPORT FOR THE MISSISSIPPI SKYWAY PEDESTRIAN OVERPASS PROJECT**

Dear Elaine Koutsoukos:

Foremost, thank you for your service in administrating the federal transportation funds for locally initiated projects to meet regional transportation needs. What you do aligns well with our guiding principles at Metro Transit: *"We believe that public transportation is essential to the economic vitality, environmental stability and quality of life in the Twin Cities region."*

As you know, the Northstar Commuter Rail Line is all about public transportation, connecting the northwest metropolitan area to many tens of thousands of jobs between Big Lake and Minneapolis and St. Paul. But Northstar also enhances quality of life for metro area residents, allowing affordable transportation and multimodal choices, as well as the opportunity to use Northstar to access regional parks and trails.

Did you know that all Northstar trains allow bikes and have bike racks, and that there are 1,331 bike parking spaces along the stations? And that there are more than 200 bike lockers available, including the City of Ramsey's 800-stall covered parking ramp—and, immediately adjacent to the skyway at the Ramsey station there are also electric vehicle charging stations?

For all of the above reasons, I enthusiastically support the extension of the existing skyway by Ramsey's proposal before the Transportation Advisory Board. I also support the pedestrian bridge as a rail station enhancement, as it will add ridership, both immediately and as more people call the area home.

Sincerely,

A handwritten signature in black ink, appearing to read 'John Paul Zanaska'.

John Paul Zanaska  
Director, Northstar Commuter Rail  
Metro Transit



Douglas D. Perry, P.E.  
Director Engineering  
Services

BNSF Railway Company

80 - 44<sup>th</sup> Avenue N.E.  
Minneapolis, MN 55421  
Email:  
douglas.perry@bnsf.com  
Telephone: 763-782-3313  
Fax: 763-782-3061

July 12, 2016

Metropolitan Council  
390 Robert St. North  
St. Paul, MN 55101-1805  
Att. TAB Coordinator

Subject: Support for the Mississippi Skyway pedestrian overpass project

Dear Ms. Koutsoukos,

The purpose of this letter is communicate that the BNSF Railway has no objection to the proposed extension of the existing skyway. Record drawings indicate that BNSF's property line is approximately four feet to the north, of the south end of the existing skyway. In other words, the south four feet of the skyway is not on BNSF property.

I am told that within the Preliminary Engineering Report for the Mississippi Skyway that it states that the work could be easily done within the 4 foot limit if required by the contract. "During construction, the contractor would have access inside the existing structure to install a temporary barrier and demolish the existing south façade. They would also attach the new framing to the existing columns...and connect to the existing east/west enclosures/roofing/M&E systems inside the bridge."

In summary, it appears that no railroad Right-of-Way will be required for the proposed project. However, depending upon the method and means of construction, a railroad flagman may need to be present, especially if boomed equipment is used in the construction process.

Feel free to contact me if you have any questions.

Sincerely,

Douglas D. Perry, P.E.  
Director Engineering Services  
BNSF Railway  
80 - 44th Avenue NE  
Minneapolis, MN 55421  
Office - (763) 782-3313



**Anoka County**  
PARKS DEPARTMENT

Parks and  
Recreation Office  
763-324-3300

Park  
Maintenance  
763-324-3326

Park Services  
763-324-3425

Natural Resources  
763-324-3413

Bunker Beach  
Water Park  
763-324-3310

Chomonix  
Golf Course  
763-324-3434

Wargo  
Nature Center  
763-324-3350

July 6, 2018

Mark Riverblood, Parks and Assistant Public Works Superintendent  
City of Ramsey  
7550 Sunwood Drive NW  
Ramsey, MN 55303

Re: Letter of Support, Mississippi Skyway

Dear Mark:

The purpose of this letter is to inform the City of Ramsey that the Anoka County Parks Department is in support of the City's 2018 regional funding solicitation application FY 2022/23, for bicycle and pedestrian facilities improvements to provide a safe crossing over Highway 10 in the City of Ramsey.

As you are aware, this segment of trail is part of the Central Anoka County Regional Trail and the proposed improvements will not only positively impact the local and regional community, but also provide a safer pedestrian and bicycle connection between the Mississippi River, Mississippi West Regional Park, the City of Ramsey's COR development, which includes schools, businesses, restaurants and the Ramsey Northstar Rail Station.

We at Anoka County Parks welcome the opportunity to support the City of Ramsey in their efforts to improve the regional trail system and encourage more non-motorized transportation. We support trail projects designed for the betterment of the community and the region.

Sincerely,

Jeff Perry  
Parks Director

## Additional Letters of Support

Note from applicant:

The proposed extension of the existing skyway on the north side of TH 10 to the south side has extensive backing by the community and regional stakeholders for all the connections and benefits it will achieve. The following is a sampling of letters of support for the Mississippi Skyway—some of which were offered in 2015, and were issued referencing a different funding source (that did not have enough aid to address the project). In the interest of their time, these supporters were not asked to reissue their support for this solicitation.

Thank you for reviewing these individual's and organization's justification and request for Federal funding.

OFFICIAL ELECTRONIC CORRESPONDENCE  
NATIONAL PARK SERVICE  
Mississippi National River and Recreation Area  
111 Kellogg Boulevard East, Suite 105  
Saint Paul, MN 55101

**NO HARD COPY TO FOLLOW**

February 10, 2015

Mr. Mark Riverblood, Parks Superintendent  
City of Ramsey  
7550 Sunwood Drive NW  
Ramsey, MN 55303

Dear Mr. Riverblood,

This letter is to express our enthusiastic support for the City of Ramsey's Mississippi Skyway project. The proposed pedestrian and bicycle facility is within the Mississippi National River and Recreation Area (MISS), a unit of the National Park System. The facility will accomplish a major connection to the MISS while providing important multi-modal opportunities to access parks and trails by linking the Northstar Rail Station and the 3,000-mile Mississippi River National Millennium Trail.

Since 1996, the National Park Service, through its Trails and Open Space Partnership (TOSP), has been working with the City of Ramsey and over 50 agencies and organizations to complete a continuous system of trails and open space, and now transportation system along the Mississippi River in the Twin Cities metro area. The proposed project is identified as a High Priority of the TOSP, and within the MISS's Alternative Transportation System Implementation Plan. Accordingly, and as you know, the NPS has awarded the City of Ramsey \$490,000 for this project (FLHP funds), and remains committed to continue work with the city and the TOSP to align the remaining funding for this critical project at an Alternative Transportation Node. We strongly support the city's funding request and encourage the Eastern Federal Lands Access Program to fund this project as proposed in the application.

The National Park Service looks forward to working with the Metropolitan Council, Anoka County Parks, City of Ramsey, MNDOT, and multiple partners to complete the Mississippi Skyway in achieving mutual goals for recreation, alternative transportation, economic development, and especially increased visitation of the MISS.

Sincerely,

/s/

Paul Anfinson  
Superintendent

**From:** John & Shaaron Freeburg [<mailto:jsfreeburg@comcast.net>]

**Sent:** Friday, January 23, 2015 3:28 PM

**To:** Mark Riverblood

**Subject:** Re: access to the VA

Hi Mark –

Shaaron and I understand that the City is applying for Federal funding for the pedestrian bridge that is proposed to connect the rail station to our side of the highway. As you know we walk almost every day, sometimes with all of our three dogs, and really look forward to being able to walk or bike to The COR for coffee, use the Northstar, or attend the Thursday concerts. As you know we live right next to the intersection of HWY 10 and Sunfish Lake Blvd. Within the last several years at least four people have been killed at or near this intersection. Both of us are actually scared to cross HWY 10 (and the rail road tracks) because so many people run the red lights or are distracted etc. We are very grateful for the new bike path going into Anoka and allowing us to avoid going on the side of the highway. Making this path to go over the highway will help all of us on this side.

Additionally, the bridge will provide Veteran's like myself better access to the VA Clinic too. We are very happy with the new connections and opportunities the new Mississippi River Trail provides. I also see more opportunities for residents in the cities to take the comuter rail up here and bike back down without having to worry about where to put a car. I hope that you are able to get funding for this project in the very near future. I will speak to my council person regarding this as well.

Sincerely,

John A. & Shaaron L Freeburg  
Residents of Ramsey for 25 years  
and US Navy Veteran



Lynnette Roshell,  
State Aid Engineer, and State Representative for the  
Federal Lands Access Program

Subject: Ramsey's funding application

Dear Ms. Roshell,

I am writing this letter to strongly request that you support the City of Ramsey's proposal for Federal Lands Access Program funding for their pedestrian bridge project. I am the owner of Ramsey Bicycle, and my business and livelihood is dependent on people having trails, bridges and safe roadways to pedal.

Ramsey Bicycle is on Hwy 10, and I can tell you firsthand by observation and feedback from the Ramsey Cycling Club members, that highway's like this can be intimidating to cross, much less ride on – especially so for less experienced riders. When planning rides, we look for the safest routes with minimum conflicts. The bridge proposed is exactly the kind of well thought-out, connected systems we seek. Our long distance rides include those with services (restrooms, coffee shops and cafes) like those in The COR. Funding the project will benefit small business owners like me, who in turn employ local people who reinvest their income in the area.

*As a business owner who makes payroll, pays property taxes, as well as significant State and Federal income tax – Ramsey's proposed bicycle and pedestrian bridge is **exactly** the kind of project I want my Federal contributions to be directed towards.*

In conclusion, I would add, that the Northstar Commuter Rail Line is increasingly used for biking trips. Linking it to the regional park and Mississippi River Trail stretches our transportation investments further, provides more opportunities and adds to what our state and federal taxes have been used for – I encourage you to fund the "Mississippi skyway". Thanks for your consideration.

Sincerely,

Al Adams,  
Ramsey Bicycle

[www.ramseybicycles.com](http://www.ramseybicycles.com)

February 5, 2015



Mark Riverblood  
7550 Sunwood Drive NW  
Ramsey, MN 55303

RE: Pedestrian Bridge over Hwy #10 – Mississippi Skyway

Dear Mark,

Please forward this letter to the reviewers of the Federal grant you told me about relative to the bike facility the City of Ramsey is working on. I learned of the Mississippi Skyway project while doing research for a bicycle trip from the headwaters of the Mississippi at Lake Itasca State Park, Minnesota to the Iowa border. This research included identifying places to eat, rest and overnight along the Mississippi River Trail.

Wahoo! Adventures offers a variety of events consisting of day and weekend excursions for active adventures throughout the state. We bring families, friends, couples, and coworkers together with a common interest in recreational activities, healthy lifestyles, and camaraderie. Wahoo! Adventures success as a small business is due to an attention to detail and combining quality vacation planning and outfitter services. We are always working on the diversity and value of our offerings. All-inclusive, boutique style bicycle tours as an example, range from approximately \$1,200 to \$1,800 per person for a 5-7 day excursion.

Our six year old tourism related business relies on quality natural resources and public infrastructure like connected parks and trails, and especially safe facilities along these routes. For this reason, as a business owner, I wholeheartedly support the proposed bicycle and pedestrian skyway bridging the highway, and connecting the Mississippi River Trail to the support services we discussed. Please visit our web site to learn more about our park and trail based tourism at [www.mywahooadventures.com](http://www.mywahooadventures.com) or contact me at 651.280.7299.

Sincerely,

Kerri Kolstad,  
Founder  
Wahoo! Adventures

January 29, 2015

Lynnette Roshell  
State Aid Engineer, and State Representative  
for the Federal Lands Access Program

Subject: Pedestrian Bridge Over Hwy #10

Dear Ms. Roshell,



Among the services Trott Brook Financial offers is comprehensive wealth planning and investment management. As President, a key to my firm's success is facilitating what we call 'Life and Wealth' or the intersect between quality of life and a prosperous, sustainable economic future.

Our office here at Suite 310 overlooks the rapidly expanding pedestrian oriented 'COR' development, the prominent rail station together with trails and sidewalks. These walkways are used by my employees on almost a daily basis. This is more than work site wellness, but an opportunity for people to clear their mind and return from lunch energetic, refreshed and creative in serving our clients.

I think I can speak for many business owners in The COR when I say we enthusiastically welcome the proposed pedestrian crossing over Hwy #10 as a facility that will connect us to all the park and trail investments so close, yet so far from this 400 acre commercial and residential development. Without a pedestrian bridge in the center of The COR, one simply does not have the time within a lunch hour to even walk to and back from Mississippi West Regional Park, a part of the National Park Service's 'pearls on a string' along the Great River. We welcome improved access to this park.

Trott Brook Financial's business plan includes investments in the community – which we proudly do. We also invest in our employees, so as to deliver the highest level of personal service to our family of clients. The pedestrian bridge will connect all the millions of dollars of investments in this region in one project at one location, for all of the people on both sides of the highway, and promotes tourism at the same time. From Suite 310, these economic and social benefits look like Life and Wealth, and a sustainable economic future from here. We urge you to invest in this region too.

Sincerely,

A handwritten signature in black ink, appearing to read "Jim Steffen", is written over the typed name and title.

Jim Steffen, CFP  
President

Ramsey Office Plaza  
7533 Sunwood Drive, Suite 208  
Ramsey, Minnesota 55303  
PH: 763.213.1000  
FX: 763.213.1001  
www.trotbrook.com



January 23, 2015

Federal Lands Access Program,  
Programming Decisions Committee  
Nicollet County Engineer, &  
Public Works Director Seth Greenwood  
1700 Sunrise Drive  
St. Peter, MN 56082

Re: Letter of Support for City of Ramsey bicycle and pedestrian overpass project

Dear Mr. Greenwood and Programming Decisions Committee:

On behalf of the Board of Directors of the Mississippi River Trail, Inc. (MRT), this letter is to express our support for the City of Ramsey's bicycle and pedestrian overpass project.

The MRT is a 3,000-mile trail system traversing 10 states, 123 counties and over 400 communities along the Mississippi River. We are a partnership nonprofit organization with a Memorandum of Understanding with the National Park Service, US Fish and Wildlife Service and the Mississippi River Parkway Commission focused on cross promotion of national, state and community parks, wildlife refuges, and communities, (large and small) in order to elevate the importance of the Mississippi River as a national treasure. Our focus is on environmental education, *active transportation*, and in particular, facilitating trail connections, as we approach the 2016 Centennial of the National Park Service.

Complimentary and essential to the above goals, is supporting communities in sustainable economic development - specifically, trails and bicycle facilities that foster economic development, tourism, recreational opportunities, environmental awareness and community development.

The City of Ramsey's proposed bicycle and pedestrian bridge aligns perfectly with the mission of MRT Inc. with its economic development, tourism potential, and multi-modal connection to the Mississippi National River and Recreation Area (MNRRA). For this reason, we enthusiastically issue this letter of support.

The proposed Mississippi Skyway is also included in MNRRA's Alternative Transportation Plan as a High Priority project. Further, it would seem to be ideally matched with the Federal Lands Access Program goals for Minnesota. For all of these reasons, MRT Inc. strongly supports the Programming Decisions Committee to fund the City of Ramsey's proposal.

Sincerely,

Todd Antoine  
MRT Board Chairman



Parents Allied with Children and Teachers

---

♦7250 East Ramsey Parkway, Ramsey, MN 55303 ♦Office: (763) 712-4200 ♦Fax: (763) 712-4201

January 21, 2015

City of Ramsey  
7550 Sunwood Drive NW  
Ramsey, MN 55303

City of Ramsey:

PACT Charter School would like to express our support for the Mississippi Skyway.

PACT Charter School is a public school of choice committed to sound governance and financial stability allowing the organization to meet its vision and mission. We have a five acre, Kindergarten to twelfth grade campus located just north of U.S. Highway 10 in Ramsey.

This proposed skyway will allow our students to access the Mississippi West Regional Park and the Mississippi River without using a bus or walking on Highway 10 or crossing the very busy train traffic. I do see in the near future, students and staff using the Mississippi Trail system with their bikes. Currently we have several staff and students riding bikes to school on a regular basis.

We are in support of building the Mississippi Skyway across U.S. Highway 10 in Ramsey, MN.

Best regards,

A handwritten signature in blue ink that reads "Cory H. Klabunde".

Cory H. Klabunde  
Executive Director  
PACT Charter School  
7250 East Ramsey Parkway  
Ramsey, MN 55303

Mr. Lewis Grimm  
Eastern Federal Lands Access Program,  
Federal Highway Administration  
21400 Ridgetop Circle  
Sterling, VA 20166

Subject: Federal Lands Access Program funding application

Dear Mr. Grimm,

The purpose of this letter is to respectfully request your funding support for the City of Ramsey's proposal for Federal Lands Access Program funding for the Mississippi Skyway. This proposed pedestrian bridge will connect the parks and trails on the south side of Hwy #10 to the rail station and covered public parking facility to the north that is wrapped by the 230 unit apartment building owned and managed by Flaherty & Collins Properties.

Our Purchase Agreement and subsequent construction of the 33 million dollar, 4 story market rate apartment building was predicated on the funding and 2012 completion of the Northstar Rail Station. The rail station was but one element of the pedestrian-oriented development that our company uses as a foundation for success throughout the Midwest. Depicted below is our building with the station and proposed skyway in the foreground.

As alluded to, our business model is one that is centered on effective connections between multi-modal transportation opportunities and our mid-rise residential product. We have invested in this region due to the planning and delivery of facilities like the proposed Mississippi Skyway.

Our apartment complex and the people who live at The Residence at The COR, are an important economic engine for the area – and we see the pedestrian bridge as an integral, integrated economic component in connecting all the private and public investments made to date.

We are optimistic that you too will see the value of providing a safe, sustainable route between residential and retail areas and all the recreational opportunities associated with America's River and the National Recreation Area.



Sincerely,

Ryan Cronk  
Vice President, Development



Working to protect the Mississippi River  
and its watershed in the Twin Cities area.

360 North Robert Street  
Suite 400  
Saint Paul, MN 55101  
651-222-2193  
[www.fmr.org](http://www.fmr.org)  
[info@fmr.org](mailto:info@fmr.org)

January 28, 2015

Federal Lands Access Program  
Programming Decisions Committee  
Federal Highway Administration  
21400 Ridgetop Circle  
Sterling, VA 20166

Dear FHA Programming Decisions Committee,

Friends of the Mississippi River (FMR) is a local non-profit community-based organization that works to protect and enhance the Mississippi River in the Twin Cities Metropolitan Area. We have 1,700 active members and 3,000 active volunteers who care deeply about the river's unique public values.

We are writing to express our support for the Ramsey, Minnesota pedestrian overpass project and to urge the Federal Lands Access Program to fund this important initiative.

Friends of the Mississippi River supports the Ramsey, Minnesota overpass project because it will improve access to the Mississippi River and Mississippi West Regional Park. Improving public access to the riverfront and surrounding public lands increases the amount of park users, enjoyment of the park, and improves stewardship of the great natural treasure that runs through our communities, the Mississippi River.

In addition to improving access to the river and area parkland, this project will connect trails, provide safer access to the regional park on the Mississippi River, encourage multi-modal transportation, and allow users from throughout the Twin Cities Metro Area to access the regional park using the NorthStar train.

Friends of the Mississippi River supports this project and the many benefits it would bring to the residents of Ramsey, Regional Park users, transit users throughout Minnesota, and visitors from around the nation and the world. I have included my contact information below. Please do not hesitate to contact me if you would like to discuss this project further.

Thank you for your consideration of this important project.

Sincerely,

Whitney L. Clark  
Executive Director  
[wclark@fmr.org](mailto:wclark@fmr.org)  
651-222-2193 x13



30 January 2015

Lynnette Roshell, State Aid Engineer,  
and State Representative for the  
Eastern Federal Lands Access Program

Subject: Pedestrian and bicycle bridge over Highways 10 & 169

Ms. Roshell:

PSD, LLC owns, manages, and sells commercial properties throughout Twin City Metropolitan, and Central Minnesota. The one essential contributor to a viable property and an enduring business, is an adequate area transportation system, which for most retail enterprises includes vehicle, pedestrian and bicycle access.

PSD, LLC owns land on both sides of US Highways 10 & 169 which is in immediate proximity to the proposed Mississippi Skyway. We also own the land that is adjacent to a portion of the existing park and trail system. Having the ability to link the trail system to large commercial developments on both sides of the highways, riders will be able to *safely* access numerous businesses and establishments which will add to the success of many businesses that are currently established, as well as, the businesses that choose to locate within Ramsey in the future.

As you may know, PSD, LLC has dedicated over one half mile of ROW to the City of Ramsey at no cost for the Riverdale Drive Extension as part of the \$2.7 million dollar Cooperative Construction Agreement project. We understand that a safe and connected transportation system is essential in maintaining commercial real estate values, viable businesses, and generating economic activity. This *same* ROW is the location of the Mississippi River Trail (MRT) that will be completed and paved this spring.

Business owners and future prospective buyers understand that safe, direct bicycle and pedestrian connections are a critical part of the aforementioned system. For this reason, PSD, LLC is dedicating over a half acre for the helix touchdown area for the pedestrian bridge – which facilitates direct connection to the MRT and trail to the river. The combined amount of the ROW and helix touchdown is valued at a minimum of \$600,000 (at \$12/sq ft) of private contributions. We are excited about all the connections the Mississippi Skyway will make, and especially improving non-vehicular access to our National Park Service unit. The project will generate tourism, and increase sales for businesses we own like The Lunchbox Coffee & Deli, adjacent to the Northstar Rail Station.

In closing, PSD, LLC respectfully requests that you support the City of Ramsey and the business community in seeing the Mississippi Skyway forward to serve this region. Thank you for your consideration.

Sincerely,

A handwritten signature in blue ink, appearing to read "Matt Kuker".

Matt Kuker, COO  
PSD, LLC

7533 Sunwood Drive, Suite 315  
Ramsey, MN 55303

Phone: (763) 427-5955

Fax: (763) 427-4151

[www.psdlanddevelopment.com](http://www.psdlanddevelopment.com)

## United States Senate

WASHINGTON, DC 20510-2309

February 2, 2015

Mr. Lewis Grimm  
Eastern Federal Lands Access Program  
Federal Highway Administration  
21400 Ridgetop Circle  
Sterling, VA 20166

Re: Federal Lands Access Program – connecting the Northstar Rail Station to the NPS

Mr. Grimm:

As you may know, I am a proponent of transit due to the beneficial effects in job creation, revitalizing domestic manufacturing, and alleviating congestion, all while improving air quality and reducing greenhouse gas emissions. We, through the Federal Lands Access Program (FLAP), have an opportunity to add considerable value to the existing Northstar Commuter Rail Line, with operations between the Twin Cities and Big Lake, Minnesota with connections to the Minneapolis/St. Paul Airport.

The City of Ramsey is applying for FLAP funding to provide a direct, elevated pedestrian connection between the Northstar Rail Station and the Mississippi National River and Recreation Area (MNRRA). This will add ridership through improved access from the opposite side of U.S. Hwy's #10 & #169, and in doing so, address the benefits above. Perhaps more importantly, this will enhance access to MNRRA by linking all the Twin Cities' metro transit systems to this park.

The 21st century economy requires investment in transportation and infrastructure systems that are integrated and that increase mobility for people. A stellar example of this, is the proposed Mississippi Skyway which is explicitly included in MNRRA's Alternative Transportation Plan as a High Priority project. For all of the reasons above, I encourage your strong consideration of this proposal. If you have any questions or need additional information, please contact Lisa Fobbe at 320-251-2721 or by email at [lisa\\_fobbe@franken.senate.gov](mailto:lisa_fobbe@franken.senate.gov).

Sincerely,

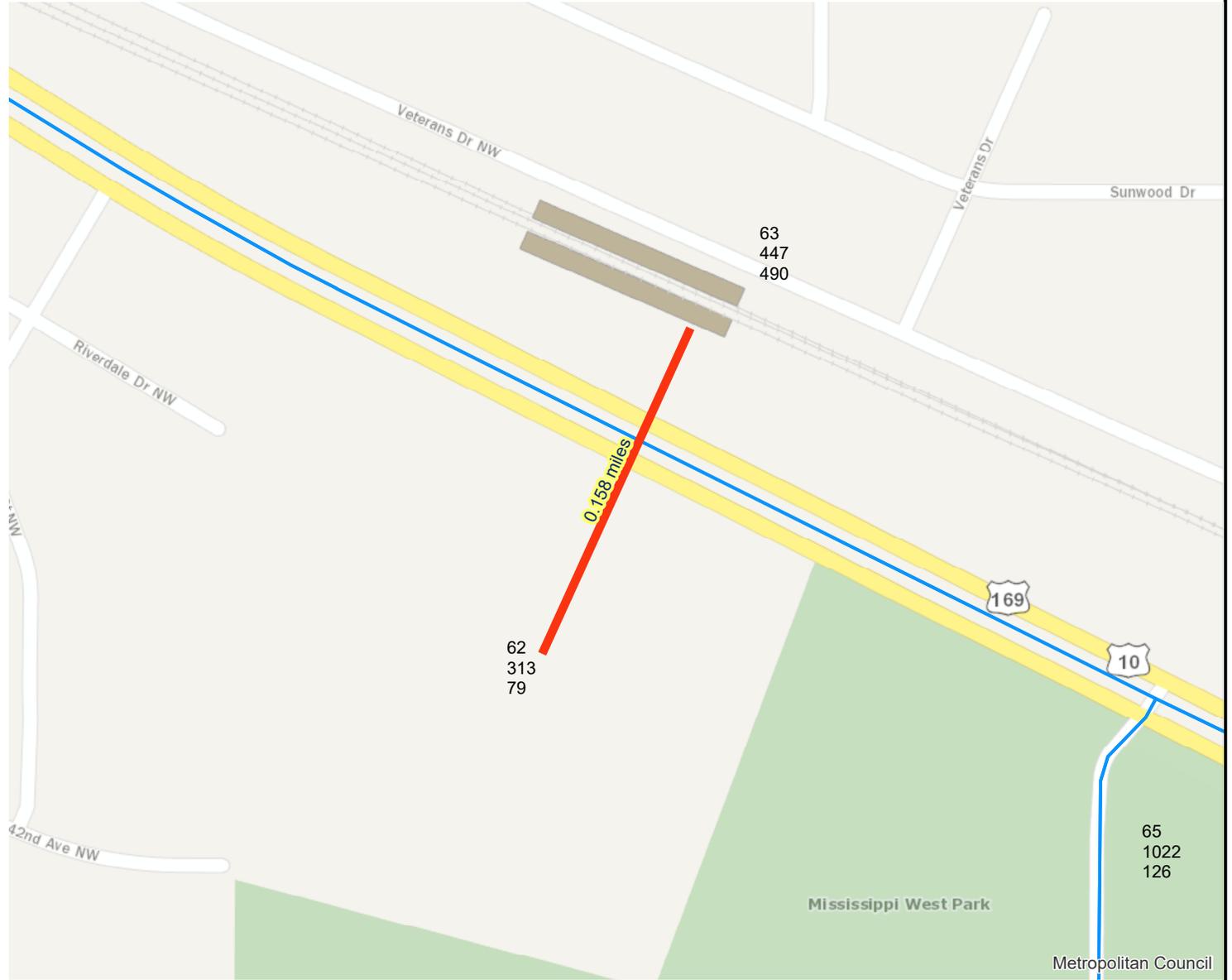


Al Franken  
United States Senator

# Population/Employment Summary

## Results

Within ONE Mile of project:  
Total Population: 5200  
Total Employment: 2966



Project  
2010 TAZ



Created: 7/1/2018  
LandscapeRSA4



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



# Project to RBTN Orientation



NCompass Technologies

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



Created: 7/1/2018  
LandscapeRSA6



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



# Socio-Economic Conditions

## 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: 7/1/2018  
LandscapeRSA2



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



NCompass Technologies