



Application

10350 - 2018 Multiuse Trails and Bicycle Facilities

10701 - Brooklyn Park - Rush Creek Regional Trail Grade Separation at Hennepin CSAH 103

Regional Solicitation - Bicycle and Pedestrian Facilities

Status: Submitted
Submitted Date: 07/12/2018 1:26 PM

Primary Contact

Name:* Jeff Holstein
Salutation First Name Middle Name Last Name

Title: City Transportation Engineer

Department:

Email: jeff.holstein@brooklynpark.org

Address: 5200 85th Avenue North

***** Brooklyn Park Minnesota 55443
City State/Province Postal Code/Zip

Phone:* 763-493-8102
Phone Ext.

Fax:

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

Organization Information

Name: BROOKLYN PARK, CITY OF

Jurisdictional Agency (if different):

Organization Type:

City

Organization Website:

Address:

5200 85TH AVE N

*

BROOKLYN PARK Minnesota

55443

City

State/Province

Postal Code/Zip

County:

Hennepin

Phone:*

763-493-8185

Ext.

Fax:

PeopleSoft Vendor Number

0000020926A1

Project Information

Project Name

Rush Creek Regional Trail Grade Separation at Hennepin
CSAH 103

Primary County where the Project is Located

Hennepin

Cities or Townships where the Project is Located:

City of Brooklyn Park

Jurisdictional Agency (If Different than the Applicant):

The proposed project provides a safer trail experience with the construction of an underpass along Three Rivers Park District's Rush Creek Regional Trail at Winnetka Avenue (CSAH 103). This 9.65-mile regional trail connects the Coon Rapids Dam Regional Park in Brooklyn Park to the Elm Creek Park Reserve in Champlin, Dayton and Maple Grove, serving over 150,000 users at this location and making it the second most used recreational trail in the Three Rivers Park system.

Currently, the Rush Creek Regional Trail requires trail users to cross Winnetka Avenue at-grade, a two-lane undivided roadway with a posted speed limit of 50 mph, currently carrying 6,900 vehicles per day. An additional challenge at this crossing is the trail's dense foliage that limits the visibility for motorists traveling at 50 mph to view oncoming trail users, making it difficult to safely navigate the crossing.

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

Three Rivers Park District regional trails are a shared public space for a variety of users, including walkers, runners, dog walkers, bicyclists and in-line skaters. A common safety concern revolves around obeying traffic signs as bicyclists are required to stop at roadway crossings, such as Winnetka Avenue. This safety issue is often due to the confusion between motorists and bicyclists on who has the right of way. The proposed grade-separated crossing will eliminate this pedestrian/bicyclist/in-line skater conflict with vehicular traffic. In addition, it will ensure that 3.7 continuous miles out of the 9.65-mile regional trail will be completely separated from vehicular traffic.

The proposed project supports recent and anticipated investment within and adjacent to the project corridor including the Blue Line LRT Oak Grove Transit Station and park-and-ride facility, Target Northern Campus Expansion, Gateway

Business Park, and NorthPark Business Park. It also connects to two elementary schools, Champlin Park High School, several local and regional parks, and neighboring communities. Additionally, four Metro Transit bus routes (722, 724, 765, and 782) connect to the project area. These connections are important as the underpass is in a census tract that is above the regional average for population in poverty or population of color. Underserved residents will benefit from better access to the area's jobs and improved transit facilities.

(Limit 2,800 characters; approximately 400 words)

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

Rush Creek Regional Trail grade-separation at Winnetka Avenue (CSAH 103)

Project Length (Miles)

0.3

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

\$970,400.00

Match Amount

\$242,600.00

Minimum of 20% of project total

Project Total

\$1,213,000.00

Match Percentage

20.0%

Minimum of 20%

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

Source of Match Funds

Three Rivers Park District, Hennepin County and City of Brooklyn Park

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:

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

Project Information

County, City, or Lead Agency City of Brooklyn Park
Zip Code where Majority of Work is Being Performed 55445
(Approximate) Begin Construction Date 04/01/2022
(Approximate) End Construction Date 11/30/2022
Name of Trail/Ped Facility: Rush Creek Regional Trail

(i.e., CEDAR LAKE TRAIL)

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

From:
(Intersection or Address)

To:
(Intersection or Address)

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

Or At: Winnetka Avenue (CSAH 103)

Primary Types of Work Grading, Box Culvert Underpass, Lighting, Agg Base

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

BRIDGE/CULVERT PROJECTS (IF APPLICABLE)

Old Bridge/Culvert No.:

New Bridge/Culvert No.:

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

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.

Goal B: Safety and Security

Objective: Reduce crashes and improve safety and security for all modes of passenger travel and freight transport.

Strategies: B1, B6 (page 2.7)

Goal C: Access to Destinations

Objective: Increase the availability of multimodal travel options especially in congested highway corridors.

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

Objective: Improve multimodal travel options for people of all ages and abilities to connect to jobs and other opportunities, particularly under-represented populations.

Strategies: C2, C4, C15, C16, C17 (pages 2.8 and 2.10)

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

Goal D: Competitive Economy

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

Strategies: D3 (page 2.11)

Goal E: Healthy Environment

Objective: Reduce transportation-related air emissions.

Objective: Increase the availability and attractiveness of transit, bicycling, and walking to encourage healthy communities and active car-free

lifestyles.

Objective: Provide a transportation system that promotes community cohesion and connectivity for people of all ages and abilities, particularly for historically underrepresented populations.

Strategies: E3, E7 (pages 2-12 and 2-13)

(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.

Brooklyn Park Ten-Year Parks and Recreation System Plan (pages XV and 50)

List the applicable documents and pages:

Brooklyn Park 2040 Comprehensive Plan draft (pages 7-16)

(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

06/01/2016

12/31/2018

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.

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)	\$60,000.00
Removals (approx. 5% of total cost)	\$50,000.00
Roadway (grading, borrow, etc.)	\$200,000.00
Roadway (aggregates and paving)	\$200,000.00
Subgrade Correction (muck)	\$0.00
Storm Sewer	\$60,000.00
Ponds	\$10,000.00
Concrete Items (curb & gutter, sidewalks, median barriers)	\$10,000.00
Traffic Control	\$20,000.00
Striping	\$5,000.00
Signing	\$5,000.00
Lighting	\$15,000.00
Turf - Erosion & Landscaping	\$30,000.00
Bridge	\$120,000.00
Retaining Walls	\$10,000.00
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	\$200,000.00
Other Roadway Elements	\$0.00
Totals	\$995,000.00

Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Path/Trail Construction	\$140,000.00
Sidewalk Construction	\$0.00
On-Street Bicycle Facility Construction	\$0.00
Right-of-Way	\$0.00
Pedestrian Curb Ramps (ADA)	\$2,000.00
Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	\$0.00
Pedestrian-scale Lighting	\$10,000.00
Streetscaping	\$5,000.00
Wayfinding	\$1,000.00
Bicycle and Pedestrian Contingencies	\$10,000.00
Other Bicycle and Pedestrian Elements	\$0.00
Totals	\$168,000.00

Specific Transit and TDM Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Fixed Guideway Elements	\$0.00
Stations, Stops, and Terminals	\$0.00
Support Facilities	\$0.00
Transit Systems (e.g. communications, signals, controls, fare collection, etc.)	\$0.00
Vehicles	\$0.00
Contingencies	\$0.00
Right-of-Way	\$50,000.00
Other Transit and TDM Elements	\$0.00
Totals	\$50,000.00

Transit Operating Costs

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

Totals

Total Cost	\$1,213,000.00
Construction Cost Total	\$1,213,000.00
Transit Operating Cost Total	\$0.00

Measure A: Project Location Relative to the RBTN

Select one:

Tier 1, Priority RBTN Corridor

Tier 1, RBTN Alignment

Tier 2, RBTN Corridor

Tier 2, RBTN Alignment Yes

Direct connection to an RBTN Tier 1 corridor or alignment

Direct connection to an RBTN Tier 2 corridor or alignment

OR

Project is not located on or directly connected to the RBTN but is part of a local system and identified within an adopted county, city or regional parks implementing agency plan.

Upload Map 1530876500014_RBTN map.pdf

Please upload attachment in PDF form.

Measure A: Population Summary

Existing Population Within One Mile (Integer Only)	16518
Existing Employment Within One Mile (Integer Only)	3063
Upload the "Population Summary" map	1530876575108_pop-employ 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.

Upload Maintenance Plan (if no link is available)

1530876671858_TRPD Winter Maintenance Agreement.pdf

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:

Yes

(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:

(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.

Past engagement

In 2015, development of the City's Pedestrian & Bicycle Plan included five in-person engagement opportunities and an on-line mapping tool to understand the issues and barriers when walking or biking in Brooklyn Park. In-person events were held at a Tater Daze festival, Farmer's market, and Bottineau LRT Open House, as well as a community workshop and draft plan presentation. The regional trail intersection was identified as an improvement area.

Future engagement

Response:

The City's community engagement staff will create a public participation plan for this project. Likely engagement mechanisms include intercept/electronic surveys, posted notices, Nextdoor and public meetings. With a population of 52% people of color and 20% immigrants, we will intentionally engage culturally specific community groups such as Fit African Women and the cycling club which is a project of ACER (African Career Education and Resources). Fortunately, this project is in a rather depopulated area. There will be a considerable public benefit of increased safety for trail users and drivers who cross the trail along with negligible negative impacts to other stakeholders. Therefore, we do not expect this to be a controversial project but one that offers increased safe access to the trail for the whole community.

(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.

The proposed grade-separated crossing will provide safety, access and public health benefits to the City's low-income populations, people of color, children, people with disabilities, and the elderly. The trail is in an area above the regional average for population in poverty or population of color, and it connects to an area of concentrated poverty.

Safety: The proposed project will enhance safety by separating trail users from vehicular traffic. This protects trail users of all skills, especially children, the elderly, and disabled from high-speed vehicles at the Winnetka Avenue crossing. Foliage along the trail also makes it difficult for motorists and trail users to see oncoming traffic. The nearest controlled intersection is 0.8 miles to the north making it inconvenient to use.

Access: Since the underpass is in a census tract that is above the regional average for population in poverty or population of color, underserved populations will benefit from improved access to increasing employment opportunities in the project area, such as the Target Northern Campus Expansion, Gateway Business Park and NorthPark Business. In all, the project area is forecast to have an additional 10,000 jobs by 2040.

Response:

The grade-separated crossing will serve all populations, including over 50 percent of the City's population being persons of color, 20 percent born outside of the U.S. and 25 percent speaking a language other than English at home. Access to a vehicle can be limited, placing a larger emphasis on other modes of transportation. The proposed project will help facilitate a regional connection for these alternative modes for their daily work commute with the Blue Line LRT Oak Grove Transit Station, park-and-ride facility and four Metro Transit bus routes (722, 724, 765, and 782) connecting to

the project area. These alternative modes of public transit, walking and biking are programmed to receive improvements in the near future as part of the growing transit network.

Public Health: The Brooklyn Park 2025 strategic goals related to the System Plan include "people of all ages have what they need to feel healthy and safe". Trail corridors provide an important alternative transportation mode while promoting exercise, unity and family development. The Rush Creek Regional Trail and grade separation connects to the Coon Rapids Dam Regional Park, Elm Creek Regional Park, and many local parks (e.g. Oak Grove Park, Orchard Trail Park, and North Trail Park). The proposed project provides improved public health for the City's disadvantaged populations.

(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:

The project construction will incorporate proper noise, dust, and traffic mitigation and will not negatively impact the disadvantaged populations present in the project area by maintaining access to businesses and housing, while minimizing construction nuisances.

(Limit 2,800 characters; approximately 400 words)

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
Brooklyn Park	0.3	1.0	100.0	100.0

Total Project Length

Total Project Length (as entered in the "Project Information" form) 0.3

Affordable Housing Scoring

Total Project Length (Miles) or Population	0.3
Total Housing Score	100.0

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

The proposed grade separation is along the Rush Creek Regional Trail, a Tier 2, RBTN Alignment, a priority alignment for regional investment given its ability to attract the most users, connect to growing concentrations of employment and circumvent a physical barrier in the regional bikeway system.

Barriers: The proposed project includes a barrier crossing improvement on the RBTN with a regional trail underpass at Winnetka Avenue, a high-speed roadway carrying 6,900 vehicles per day. There are no other east-west parallel regional trails in the City of Brooklyn Park. The nearest controlled intersection (109th Avenue) is 0.8 miles to the north making it inconvenient to use.

Safety: The proposed project will eliminate the pedestrian/bicyclist/in-line skater conflict with the high-speed traffic on Winnetka Avenue. The safety concern revolves around obeying traffic signs as bicyclists are required to stop at roadway crossings, such as Winnetka Avenue. This issue is often due to the confusion between motorists and bicyclists on who has the right of way. This will ensure that 3.7 continuous miles out of the 9.65-mile regional trail will be completely separated from vehicular traffic.

Response:

Vehicular crossing traffic is expected to increase due to the Target Northern Campus Expansion, Gateway Business Park, and NorthPark Business, TH 169/101st interchange construction, and Oak Grove Transit Station and park-and-ride facility. The risk for a vehicle and pedestrian/bicyclist crash is compounded by the increase in trail usage from today's 150,000 annual users. A grade-separated crossing is the best way to ensure the safety of all trail users.

Trail Connections: This 9.65-mile regional trail connects the Coon Rapids Dam Regional Park in Brooklyn Park to the Elm Creek Park Reserve in Champlin, Dayton and Maple Grove. The proposed project creates a grade-separated greenway between the two regional parks.

The regional trail connects to numerous north and south trails:

Jefferson Highway, 3.0 miles

Noble Parkway, 2.8 miles

Douglas Drive North, 4.0 miles

Shingle Creek Trail, 8.4 miles connecting to Brooklyn Center

West River Road, 4.0 miles connecting to Brooklyn Center

Medicine Lake Trail, 15.6 miles connecting to Maple Grove and Plymouth

Local Destinations: The regional trail provides direct access to:

Employment Centers (Target Northern Campus and NorthPark Business Park)

Schools (Elm Creek Elementary, Champlin Park High School, and Oxbow Elementary)

Recreational Opportunities (Oak Grove Park, Orchard Trail Park, Coon Rapids Dam Regional Park)

Commercial (Park Place Promenade)

Transit (Four Metro Transit bus routes, future Blue Line LRT Oak Grove Transit Station)

Measure B: Project Improvements

Although there are no reported bicycle and pedestrian crashes between 2011 and 2015, there is a safety problem at the Rush Creek Regional Trail crossing at Winnetka Avenue. Currently, regional trail users cross Winnetka Avenue at-grade, a two-lane undivided roadway with a 50-mph speed limit. The safety concern begins with limited sight distance for the trail user and motorist due to the trail's dense foliage surrounding the crossing. The issue is compounded by high speeds on Winnetka Avenue where trail users have difficulty determining if there is a large enough gap to cross safely. Lastly, these types of crossings are challenging due to bicyclists not obeying the traffic signs requiring them to stop at roadway crossings, such as Winnetka Avenue. There is often the confusion between the motorists and bicyclists on who has the right of way.

Response:

According to community feedback, there are numerous complaints regarding this regional trail crossing. A police officer's notes from a crash on October 21, 2015 described what took place. A motorist was not aware of the trail crossing, turned her head away for a second and when she looked back at the road the vehicle in front of her had stopped. She did not have time to stop and a read-end crash occurred at the crossing. This scenario is common to the many complaints received by City staff. In addition, a System Plan recommendation for the proposed regional trail grade separation was based on an extensive community engagement process that resulted 3,701 completed surveys.

Safety concerns are also impacted by the increase in usage of the Rush Creek Regional Trail from its 150,000 users annual. Trail usage will continue to increase as residential areas develop adjacent to the trail, expansion of the NorthPark Business Park

and Target Northern Campus, and future Blue Line LRT Oak Grove Transit Station and park-and-ride facility.

The evaluation of an underpass and overpass were evaluated at the regional trail crossing. The most cost-effective solution was determined to be an underpass at Winnetka Avenue. Underpasses have proven to be effective in facilitating pedestrian/bicycle/in-line skater movements along the Rush Creek Regional Trail, such as the existing underpasses at Douglas Drive (CSAH 14) and Noble Parkway (CSAH 12). Plus, underpasses are less stressful for bikers.

The proposed grade-separated crossing will eliminate this pedestrian/bicyclist/in-line skater conflict with vehicular traffic at Winnetka Avenue, in addition to the vehicle/vehicle conflict on the roadway corridor.

(Limit 2,800 characters; approximately 400 words)

Measure A: Multimodal Elements

The Rush Creek Regional Trail grade-separated crossing at Winnetka Avenue will improve safety not only for bicyclists, but also for pedestrians, transit and vehicles. The proposed project will safely integrate all trail users, including walkers, runners, dog walkers, bicyclists and in-line skaters with an underpass that eliminates the pedestrian/bicyclist/in-line skater conflict with vehicular traffic. Trail users will feel safer along the corridor by removing the need to stop at Winnetka Avenue and determine when a large enough gap in high-speed traffic is available to cross. The proposed project will ensure that 3.7 continuous miles out of the 9.65-mile regional trail will be completely separated from vehicular traffic, improving the overall trail experience.

Response:

The regional trail grade separation will also improve the travel and safety of vehicular traffic on Winnetka Avenue. With high-speed traffic on this roadway corridor and dense foliage at the trail crossing, motorists do not have advanced notice of the at-grade crossing. In addition to the conflict with pedestrians, bicyclists and in-line skaters, vehicle/vehicle conflicts (typically rear-end crashes) will be eliminated at the trail crossing with the construction of the proposed grade-separated crossing.

The proposed project includes improving Winnetka Avenue to a 52-foot roadway with 10-foot trails on both sides to match into existing at touchdowns north and south of the trail. The future BLRT project will complete Winnetka Avenue connections to 109th Avenue and BLRT to the south.

The project area connects to a variety of existing and planned transit services. There are currently

four Metro Transit bus routes (722, 724, 765, 782) that connect to the trail near the grade-separated crossing. Transit users benefit from the regional access provided by these transit options. These transit routes connect to downtown Minneapolis, Brooklyn Center, Eden Prairie, Maple Grove, Chaska, and Chanhassen. Planned transit service include the Blue Line LRT Oak Grove Transit Station and park-and-ride facility. Additionally, METRO Blue Line extension will construct a transit station and park-and-ride facility at Oak Grove Parkway. These facilities will connect to the Rush Creek Regional Trail through an existing spur east of the trail crossings through the Target Northern Campus. Bus, LRT, and vehicular commuters benefit from the additional access to the area through a comprehensive trail facility.

(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.

100%

Attach Layout

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.

Yes

50%

Attach Layout

1530879320623_8757_GRAPHIC_Rush Creek Trail_Layout_3_July2018.pdf

Please upload attachment in PDF form.

Layout has not been started

0%

Anticipated date or date of completion

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

100%

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

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

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

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

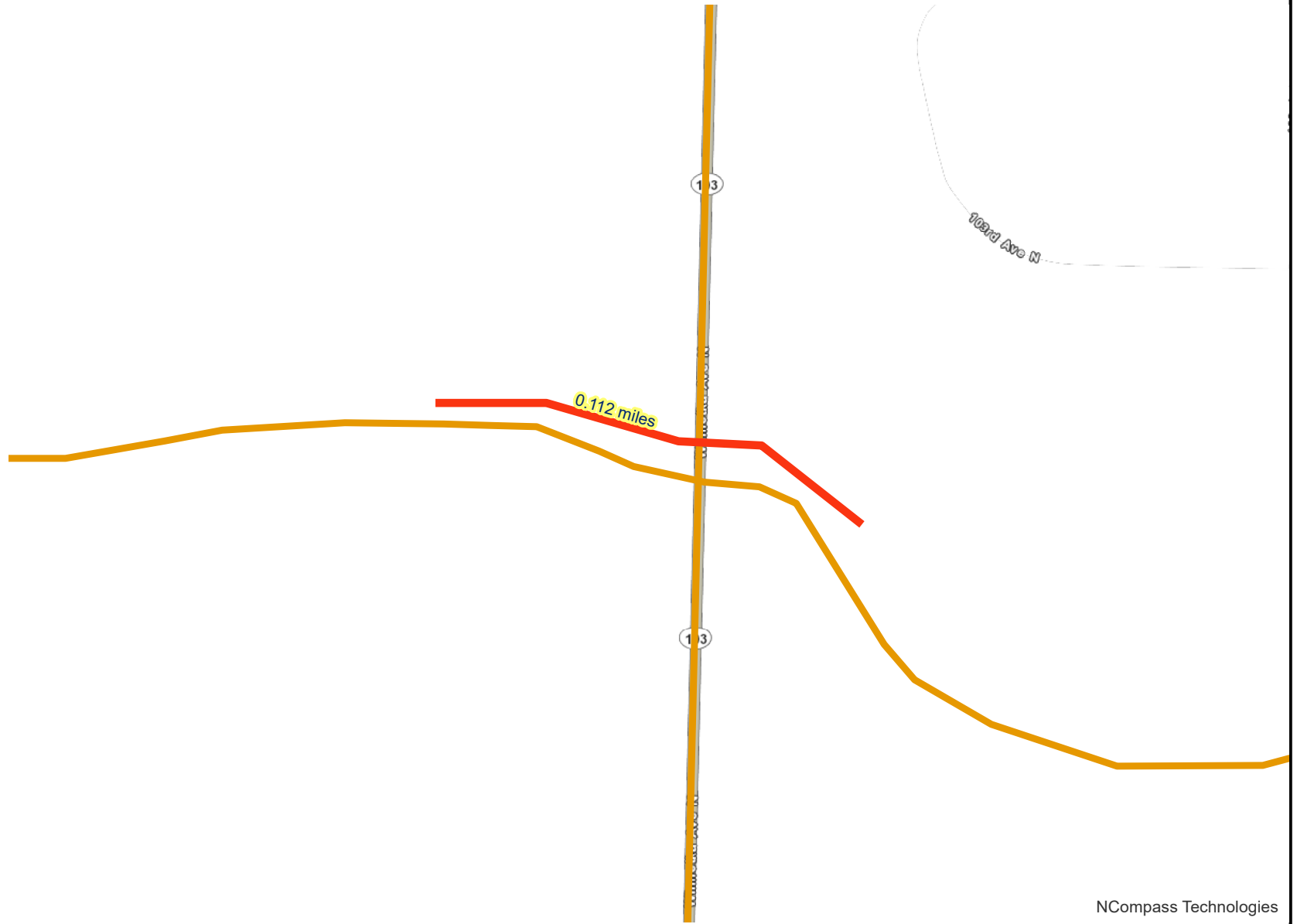
Measure A: Cost Effectiveness

Total Project Cost (entered in Project Cost Form):	\$1,213,000.00
Enter Amount of the Noise Walls:	\$0.00
Total Project Cost subtract the amount of the noise walls:	\$1,213,000.00
Points Awarded in Previous Criteria	
Cost Effectiveness	\$0.00

Other Attachments

File Name	Description	File Size
8757_GRAPHIC_Rush Creek Trail_Layout_3_July2018.pdf	Layout	454 KB
Brooklyn Park - RCRT Winnetka Safe Crossing 2018.pdf	Letter of Support	92 KB
Photos - Brooklyn Park - Rush Creek Regional Trail Grade Separations.pdf	Before Photos	1.3 MB
Project Summary.pdf	Project Summary	186 KB
_SIGNED - Letter of Support - Rush Creek Regional Trail Crossing - Brooklyn Park - 2018.06.07.pdf	Letter of Support	106 KB

Project to RBTN Orientation



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

0 0.0225 0.045 0.09 0.135 0.18 Miles

Created: 6/8/2018
LandscapeRSA6



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

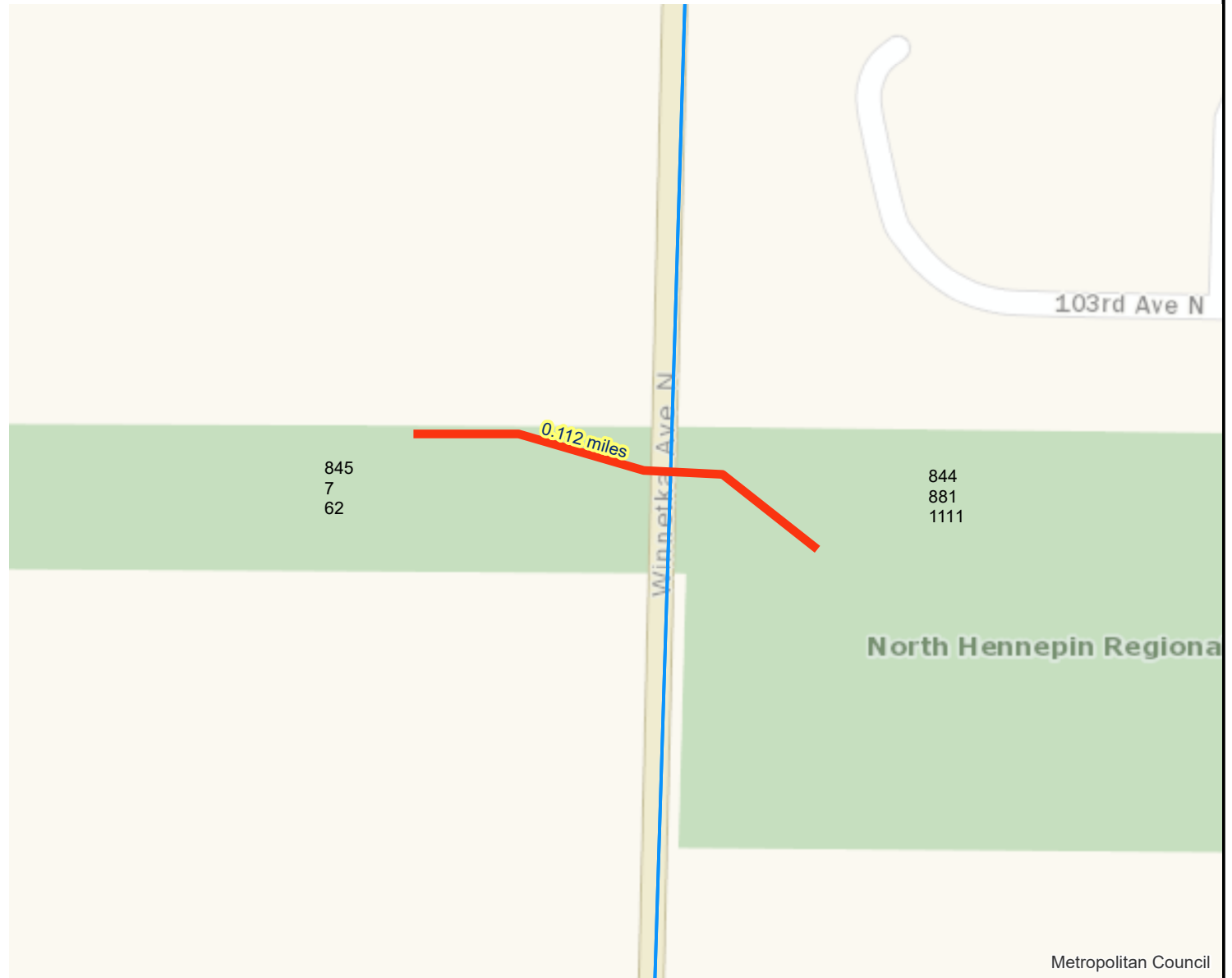
NCompass Technologies



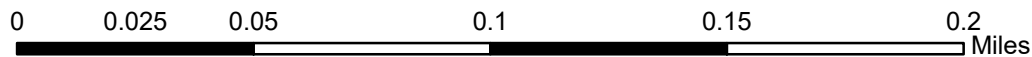
Population/Employment Summary

Results

Within ONE Mile of project:
Total Population: 16518
Total Employment: 3063



— Project
□ 2010 TAZ



Created: 6/8/2018
LandscapeRSA4



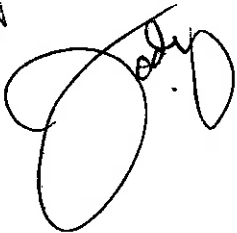
For complete disclaimer of accuracy, please visit
<http://giswebsite.metc.state.mn.us/gisitenew/notice.aspx>





Three Rivers
PARK DISTRICT

*Sorry for the delay
Danny, I thought we had
a three year agreement.*



September 10, 2016

**Three Rivers
Park District
Board of
Commissioners**

Ms. Jody Yungers
Director of Parks & Recreation
City of Brooklyn Park
5200 85th Ave N
Brooklyn Park, MN 55443

Penny Steele
District 1

Dear Ms. Jody Yungers:

Jennifer DeJournett
District 2

Enclosed is a copy of the 2016-2017 Winter Use Permit request form for regional trail segments located within your community. Please determine the level of winter use you are requesting, fill out the application form, and follow the procedures outlined below. If your community does not plan to authorize any winter use activities, please indicate "none" in the box at the top of the permit and return it. Below are a few reminders about this process:

Daniel Freeman,
Vice Chair
District 3

- We no longer require City Council action for issuance of a Winter Use Permit.
- Cities have the option to commit to a one, two, or three year winter season.
- Please indicate if you are plowing or grooming for skiing/snowshoeing.

John Gunyou,
Chair
District 4

John Gibbs
District 5

The Winter Use Permit ultimately authorizes your City to utilize the section of trail for the use you request. Permitted activities are determined by individual communities contingent upon Park District approval. A Certificate of Insurance, naming Three Rivers Park District as an additional named insured, should be submitted with the permit application, or it can be emailed directly to me. Coverage will need to show inclusive dates from November 15, 2016 through March 31, 2017. Those cities that choose to permit use beyond the 2016-17 winter season will be asked for updated insurance forms during the next permit cycle. Please include your proposed rules and regulations for winter use as well.

Gene Kay
Appointed
At Large

As part of the attached permit, the city agrees to maintain the trail, including, but not limited to, any plowing, sweeping, sanding, packing, trash pick-up, and sign replacement, between November 15, 2016 and March 31, 2017 (or 2018/2019).

Steve Antolak
Appointed
At Large

Boe Carlson
Superintendent

Please submit all information to:

Heather Kuikka
heather.kuikka@threeriversparks.org
Three Rivers Park District
3000 Xenium Lane North
Plymouth, MN 55441

If you have any questions regarding this process please contact me at 763-559-6746 or
danny.mccullough@threeriversparks.org

Thank you,

A handwritten signature in blue ink that reads "Danny McCullough". The signature is written in a cursive style with a large initial "D" and a stylized "M".

Danny McCullough
Regional Trail System Manager

Enclosures

**THREE RIVERS PARK DISTRICT
REGIONAL TRAIL SYSTEM
2016-2017 WINTER USE PERMIT**

Name of City <u>City of Brooklyn Park</u>	City Hall Phone <u>763-493-8337</u>
Contact Person <u>Jody Yungers</u>	Phone <u>763-493-8337</u>
Contact Person Email Address <u>jody.yungers@brooklynparki.org</u>	
Additional Contact if needed _____	
*Indicate whether plowing, grooming, or no maintenance _____	
Regional Trail From <u>Winnetka</u> to <u>West River Road</u>	
Authorized 2016-2017 Winter Activities <u>snow plowing and grooming</u>	
Regional Trail From _____ to _____	
Authorized 2016-2017 Winter Activities _____	
Regional Trail From _____ to _____	
Authorized 2016-2017 Winter Activities _____	
Regional Trail From _____ to _____	
Authorized 2016-2017 Winter Activities _____	
Please indicated if you would like the permit for 1, 2, or 3 years.	
<input type="checkbox"/> 2016-2017 Winter Season	
<input type="checkbox"/> 2016-2018 Winter Seasons	
<input checked="" type="checkbox"/> 2016-2019 Winter Seasons	

Authorization is hereby requested from the Park District Board of Commissioners to use portions of the Regional Trail Corridor for winter use activities from November 15, 2016 through March 31, 2017 (or 2018/2019), as determined by each municipality within guidelines set forth herein on District Regional Trails located within individual City boundaries.

It is understood and agreed that approval from the Park District Board of Commissioners is contingent upon the following conditions:

1. The City agrees to defend, indemnify, and hold harmless the Park District, its officials, officers, agents, volunteers, and employees from any liability, claims, causes of action, judgments, damages, losses, costs or expenses, including reasonable attorney's fees, resulting directly or indirectly from any act or omission of the City, its respective contractors, anyone directly or indirectly employed by the City, and/or anyone for whose acts and/or omissions they may be liable for related to the winter use of the Regional Trail Corridor. Nothing in this Agreement constitutes a waiver by the City of any statutory or common law defenses, immunities, or limits on liability. The City

cannot be required to pay on behalf of itself and Three Rivers Park District, any amounts in excess of the limits on liability established in Minnesota Statutes Chapter 466. If City maintains general liability insurance at the time this permit is issued, City shall provide the Park District with a Certificate of Insurance, naming Three Rivers Park District as an additional named insured.

2. The City agrees to schedule regular trash pick-up that is appropriate to the level of use expected on the permitted section(s) of trail so as not to create conditions where trash containers are overflowing or offensively odorous.
3. The City also agrees to maintain the trail, including, but not limited to, any plowing, sweeping, sanding, packing, and sign replacement, from November 15, 2016 through March 31, 2017 (or 2018/2019). For ice control on aggregate trails, Cities agree to use **gray colored**, 3/8" clear limestone chips from Kraemer North America, Burnsville, MN. Kraemer North America, formally Edward Kraemer & Sons, Inc., is the only aggregate pit that supplies the buff colored limestone that has been specified for use on these trails. Paved trails can be treated with a Corrosion Inhibited/Treated Rock Salt;

(Specifications: A mixture of Regular Road Salt, Type I, Grade I, ASTM-D-632 - Modified per MnDOT Specification, blended with a MnDOT approved magnesium chloride-based product for anti-icing or deicing use or an approved blend of Regular Road Salt and a magnesium chloride-based product. The magnesium chloride-based product will also contain an agricultural processing residue or an alternative MnDOT approved agent that will depress the effective working temperature and decrease corrosiveness of the overall compound as well as prevent leaching of the treating solution)

or other chemical treatments approved by the Park District. The City further agrees to immediately address all safety issues on or adjacent to trails.

4. The City will provide signage at locations approved by the Park District, notifying the public of authorized winter activities within its city limits; activities may include, but are not limited to, hiking, biking, cross-country skiing, snowshoeing, or walking. Winter use signs must be installed by the City at designated locations prior to November 15, 2016 and removed by the City no later than April 15, 2017. These signs are completely the responsibility of each municipality.
5. Snowmobiling is not allowed on Park District regional trails. Permitted use for snowmobiles will be limited to direct crossings only. The Hennepin County Regional Railroad Authority (HCRRA) does not allow snowmobiling or other motorized use within its corridors. The Lake Minnetonka LRT Regional Trail, Minnesota River Bluffs LRT Regional Trail, Cedar Lake LRT Regional Trail, and the Dakota Rail Regional Trail are located on HCRRA corridor property and permission for a snowmobile crossing of an HCRRA corridor must be obtained from the HCRRA prior to requesting permission from the Park District for a snowmobile crossing of the regional trail within the corridor. If a snowmobile crossing is permitted, cities must take steps to keep snowmobiles from damaging paved trails, bridges and other property.
6. The City agrees to enforce rules and regulations established by the municipality as part of its request for a Winter Use Permit.

7. The City agrees to repair all trail surface damage that occurs as a result of winter trail activities and/or maintenance, including, but not limited to, bituminous/concrete repair, bridge deck repair, grading or adding aggregate pursuant to guidelines established by the Park District. The City shall contact the Park District prior to the start of any surface repairs, for review of proposed repair plans and authorization to proceed.
8. The City agrees that winter trail use will be available to all persons, regardless of residence.

Each City is required to submit its annual permit requests, including proposed rules and regulations, by October 14, 2016, after which the Park District may take up to 30 business days to process.

The Park District reserves the right to terminate a permit at any time, if the conditions set forth herein are not followed.

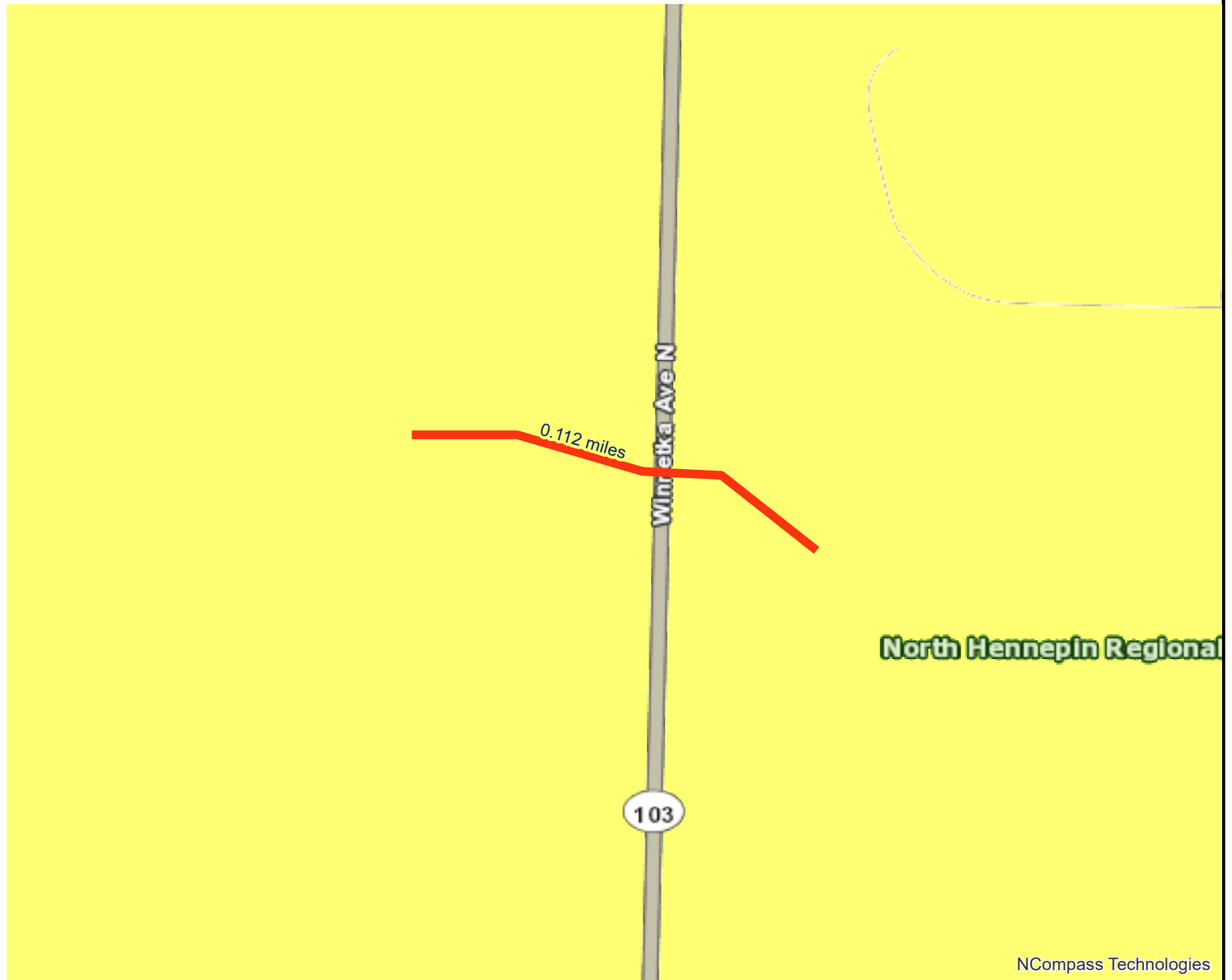
Signed: Maury A. J. Jones Date: 10-31-2016

Title: Director, Recreation & Parks

Socio-Economic Conditions

Results

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



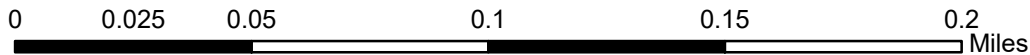
NCompass Technologies

Project

Area of Concentrated Poverty > 50% residents of color

Area of Concentrated Poverty

Above reg'l avg conc of race/poverty



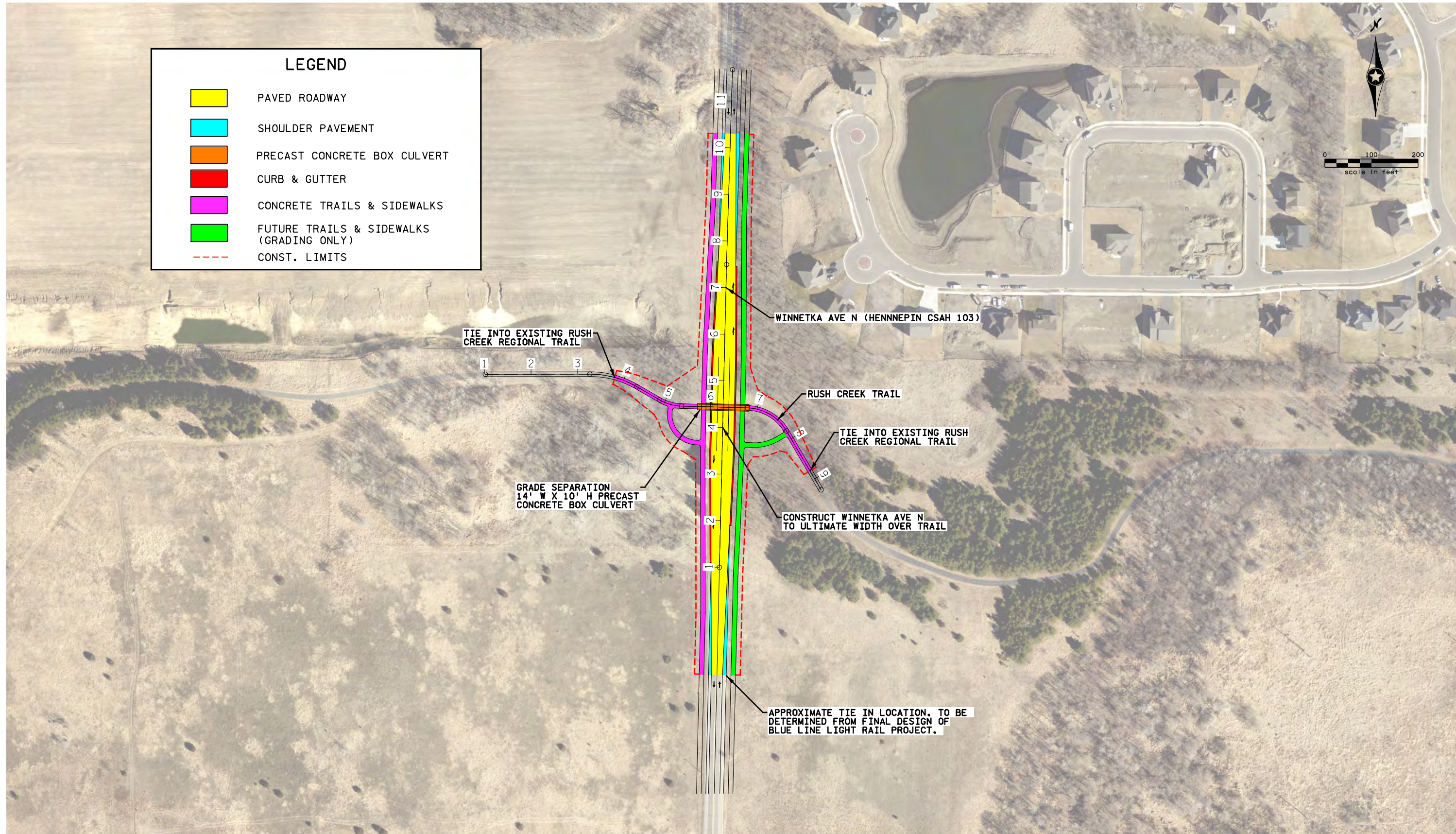
Created: 6/8/2018
LandscapeRSA2



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



I:\Projects\8757\CAD_BIM\Graphics\8757_GRAPHIC_Rush Creek Trail_Layout_3_June2018.dgn

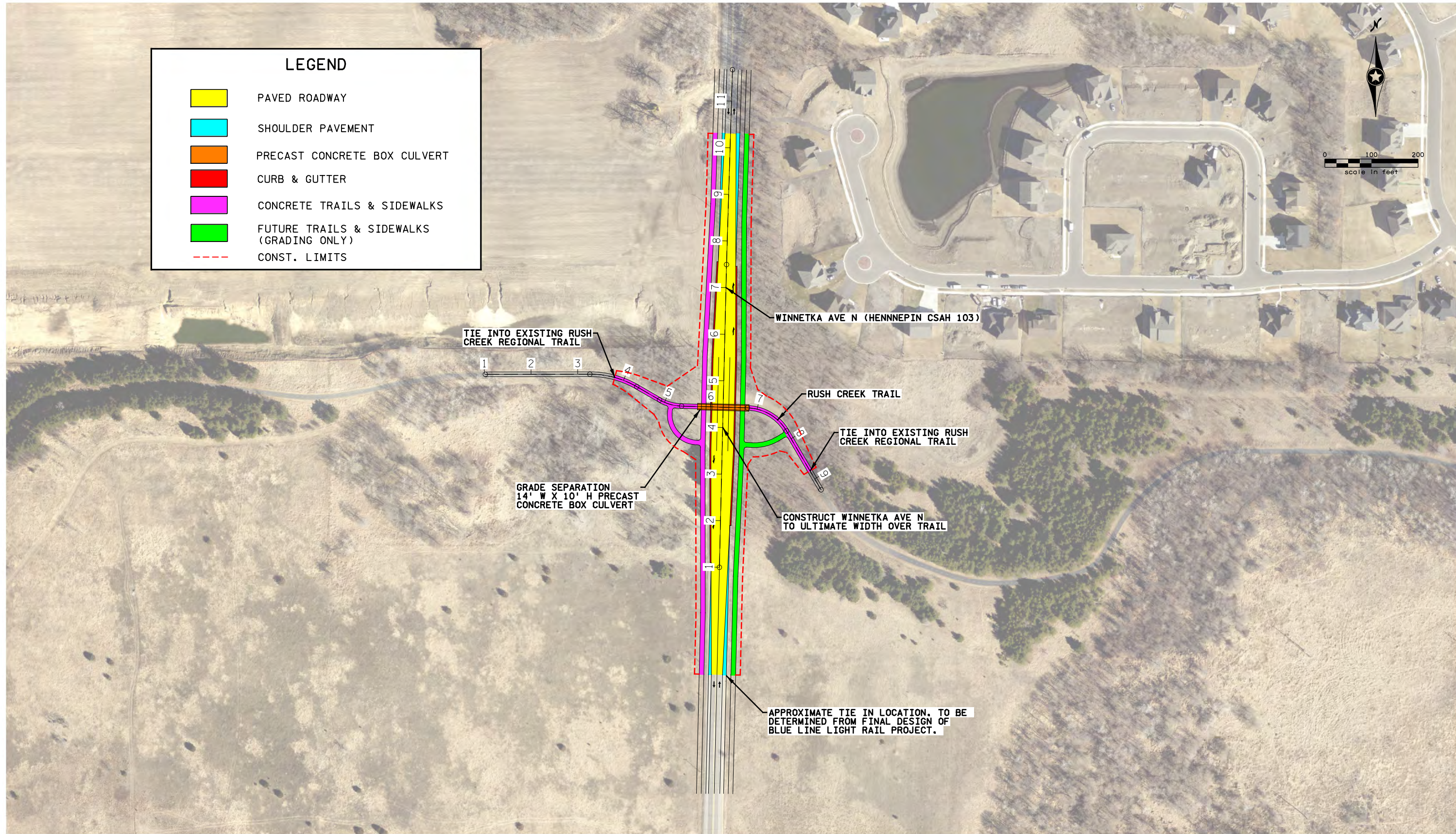


RUSH CREEK TRAIL

RUSH CREEK GRADE SEPARATION PRELIMINARY DESIGN
CITY OF BROOKLYN PARK

8757
7/3/2018

I:\Projects\8757\CAD_BIM\Graphics\8757_GRAPHIC_Rush Creek Trail_Layout_3_June2018.dgn



RUSH CREEK TRAIL

RUSH CREEK GRADE SEPARATION PRELIMINARY DESIGN
CITY OF BROOKLYN PARK

8757
7/3/2018

June 12, 2018

Three Rivers
Park District
Board of
Commissioners

Jeff Holstein, PE, PTOE
City Transportation Engineer
City of Brooklyn Park
5200 85th Avenue, North
Brooklyn Park, MN 55443

Penny Steele
District 1

RE: Providing Support for Grade Separating Rush Creek Regional Trail at CSAH
103 (Winnetka Avenue)

Jennifer DeJournett
District 2

Dear Mr. Holstein:

Three Rivers Park District supports the City of Brooklyn Park's federal transportation funding grant request for a grade separated crossing of Rush Creek Regional Trail at CSAH 103 (Winnetka Avenue). This project greatly improves the safety and function of the existing intersection supporting both people walking and biking and people utilizing a motor vehicle.

Daniel Freeman
Vice Chair
District 3

Through an existing agreement, Three Rivers anticipates providing up to one third of the local match necessary to complete the project which is estimated in the amount of \$200,000-\$300,000 at the time this letter of support was provided.

John Gunyou
Chair
District 4

As a partner in the project and agency responsible to operate and maintain the Rush Creek Regional Trail, Three Rivers intends to also operate and maintain the grade separated crossing for the useful life of the improvements.

John Gibbs
District 5

This project is consistent with the Rush Creek Regional Trail Master Plan, Three Rivers Regional Trail Safe Crossing Study and 2040 Hennepin County Bicycle Transportation Plan of which Three Rivers was a partner.

Steven Antolak
Appointed
At Large

Good luck in your application.

Sincerely,



Gene Kay
Appointed
At Large

Kelly Grissman
Director of Planning

Boe Carlson
Superintendent

2018 Regional Solicitation Grant Application

Rush Creek Regional Trail Grade Separations at Winnetka Avenue North (Hennepin CSAH 103)



Rush Creek Trail – Winnetka Avenue North Crossing – View from the east looking west.



Rush Creek Trail – Winnetka Avenue North Crossing – View from the east looking west.

2018 Regional Solicitation Grant Application

Rush Creek Regional Trail Grade Separations at Winnetka Avenue North (Hennepin CSAH 103)



Rush Creek Trail – Winnetka Avenue North Crossing – View from the west looking east. Northbound traffic stopped on the 50 mph roadway creates an unsafe environment for trail users.



Rush Creek Trail – Winnetka Avenue North Crossing – View from southwest of crossing looking northeast.

2016 Regional Solicitation Grant Application

Rush Creek Regional Trail Grade Separations at Winnetka Avenue North (Hennepin CSAH 103) and Future Xylon Avenue



Rush Creek Trail – View from US Hwy 169 bridge west of the project area looking northeast. Construction of the NorthPark Business Park is two years underway.



Rush Creek Trail – View from US Hwy 169 bridge west of the project area looking northeast.

Project Summary

Project Name – Rush Creek Regional Trail Grade Separation at Hennepin CSAH 103

Applicant – City of Brooklyn Park

Project Location – Rush Creek Regional Trail at Winnetka Avenue (CSAH 103) in the City of Brooklyn Park, Hennepin County

Project Map –



8757_GRAPHIC_Rush
Creek_Trail_Layout

Total Project Cost – \$1,213,000

Requested Federal Dollars - \$970,000

Before Photo –



Project Description – The proposed project provides a safer trail experience with the construction of an underpass along Three Rivers Park District’s Rush Creek Regional Trail at Winnetka Avenue (CSAH 103). Currently, the Rush Creek Regional Trail requires trail users to cross Winnetka Avenue at-grade, a two-lane undivided roadway with a posted speed limit of 50 mph, currently carrying 6,900 vehicles per day. An additional challenge at this crossing is the trail’s dense foliage that limits the visibility for motorists traveling at 50 mph to view oncoming trail users, making it difficult to safely navigate the crossing.

Project Benefits – The proposed Rush Creek Regional Trail Grade Separation will provide the following benefits:

- Eliminates the pedestrian/bicyclist/in-line skater conflict with vehicular traffic and ensures that 3.7 continuous miles out of the 9.65-mile regional trail will be completely separated from vehicular traffic.
- Supports recent and anticipated investment within and adjacent to the project corridor including the Blue Line LRT Oak Grove Transit Station and park-and-ride facility, Target Northern Campus Expansion, Gateway Business Park, and NorthPark Business Park.
- Underserved residents will benefit from better access to the area’s jobs and improved transit facilities/routes.

HENNEPIN COUNTY
MINNESOTA

June 7, 2018

Elaine Koutsoukos, TAB Coordinator
Metropolitan Council
390 North Robert Street
St. Paul, MN 55101

Re: Support for Regional Solicitation Application
Rush Creek Regional Trail Grade Separation Project
Along CSAH 103 (Winnetka Avenue) North of 101st Avenue

Dear Ms. Koutsoukos,

Hennepin County has been notified that the City of Brooklyn Park is submitting an application for funding as part of the Regional Solicitation through the Metropolitan Council. The project is the Rush Creek Regional Trail Grade Separation Project as identified in Brooklyn Park's 2030 Comprehensive Plan.

The project will provide critical mobility and safety improvements at an existing at-grade regional trail crossing along the Rush Creek Regional Trail. Hennepin County supports this funding application and acknowledges that the project aligns with the Hennepin County 2040 Bicycle Transportation Plan. At this time, Hennepin County has no funding programmed in its 2018-2022 Transportation Capital Improvement Program (CIP) for this project. Additionally, Hennepin County will operate and maintain the CSAH 103 (Winnetka Avenue) roadway facilities for the useful life of the improvements.

Hennepin County looks forward to working with the City of Brooklyn Park on this project.

Sincerely,



Carla Stueve, P.E., P.T.O.E.
County Engineer
Hennepin County Transportation Project Delivery

cc: Chad Ellos, Transportation Planning Division Manger

