



Application

10350 - 2018 Multiuse Trails and Bicycle Facilities

10836 - Connecting Crow Hassan Park Reserve to the Lake Independence Regional Trail

Regional Solicitation - Bicycle and Pedestrian Facilities

Status: Submitted

Submitted Date: 07/13/2018 1:52 PM

Primary Contact

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

Organization Information

Name: THREE RIVERS PARK DISTRICT

Jurisdictional Agency (if different):

Organization Type:

Organization Website:

Address:

RESERVATIONS

3000 XENIUM LN N

*

PLYMOUTH

Minnesota

55441-2661

City

State/Province

Postal Code/Zip

County:

Hennepin

Phone:*

763-559-6700

Ext.

Fax:

PeopleSoft Vendor Number

0000057347A1

Project Information

Project Name

Crow River Regional Trail | Connecting Crow-Hassan Park Reserve to Lake Independence Regional Trail

Primary County where the Project is Located

Hennepin

Cities or Townships where the Project is Located:

Rogers and Hanover

Jurisdictional Agency (If Different than the Applicant):

Three Rivers Park District

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

This trail construction project will connect the entrance of Crow-Hassan Park Reserve adjacent to Hennepin County Road 203 to the Lake Independence Regional Trail at Hennepin County Road 19. The project will provide a 10-foot wide, multi-use regional trail along a nearby county road with no bicycle or pedestrian facilities.

(Limit 2,800 characters; approximately 400 words)

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

Construction of 10-foot wide, multi-use trail segment between the Crow-Hassan Park Reserve entrance and Lake Independence Regional Trail in Rogers and Hanover.

Project Length (Miles)

2.8

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 \$1,069,404.00

Match Amount \$267,351.00

Minimum of 20% of project total

Project Total \$1,336,755.00

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 CIP

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: 2023

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

Additional Program Years: 2021

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

Project Information

County, City, or Lead Agency Three Rivers Park District

Zip Code where Majority of Work is Being Performed 55374

(Approximate) Begin Construction Date 04/01/2023

(Approximate) End Construction Date 12/01/2023

Name of Trail/Ped Facility: Crow River Regional Trail

(i.e., CEDAR LAKE TRAIL)

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

From:
(Intersection or Address) Hennepin County Road 203 (Park Preserve Road/Park Drive)

To:
(Intersection or Address) Hennepin County Road 19 (109th Avenue North)

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

Or At:

Primary Types of Work 10' bituminous, multi-use trail construction

*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.: n/a

New Bridge/Culvert No.: n/a

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

n/a

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.

The following guiding principles of the RBTN will be met with the development of this trail:

"Overcome physical barriers and eliminate critical system gaps"- The trail will fill a gap for people walking and bicycling between Crow-Hassan Park Reserve and the existing Crow River Regional Trail that crosses the Crow River in Hanover and the Lake Independence Regional Trail.

"Facilitate safe and continuous trips to regional destinations"- The trail will be 10ft wide and separated from motor vehicle traffic, providing a safe and comfortable facility for pedestrians and bicyclists to access Crow-Hassan Park Reserve, a regional destination.

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

"Function as arteries to connect regional destinations"- This trail connects the existing Crow River and Lake Independence Regional Trails directly to the Crow-Hasan Park Reserve, which is a regional destination.

"Accommodate a broad range of cyclist abilities and preferences to attract a wide variety of users"- The 10-foot wide, separated trail will provide a comfortable bicycling environment for all types of cyclists, regardless of age or ability.

"Integrate and/or supplement existing and planned infrastructure"- The trail will connect the existing Crow River and Lake Independence Regional Trails, which are RBTN Tier 2 alignments, the planned Rush Creek Regional Trail at Hennepin County Road 203, and can eventually connect to a planned RBTN Tier 1 Corridor along Territorial Road.

"Provide improved opportunities to increase the share of trips made by bicycle"- The trail will parallel Hennepin County Road 203, which currently does not have a bicycle facility.

"Connect to local, state, and national bikeway networks"- The trail will connect to several planned local, county, and regional bikeways as documented in local, county, and regional plans, including the Met Council's Regional Transportation Policy Plan (RBTN).

"Follow spacing guidelines that reflect established development and transportation patterns"- The Crow River Regional Trail is evenly spaced among other local and regional bicycle and pedestrian facilities and critical north-south active transportation option.

"Consider priorities reflected in adopted plans"- Three Rivers Park District developed the Crow River Regional Trail Master Plan, and this trail is also identified in the Hennepin County 2040 Bicycle Transportation Plan and the City of Rogers 2017 Parks, Open Space, and Trail System Plan.

(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.

- Three Rivers Park District Crow River Regional Trail Master Plan (2017), pp. 29-30 (Subsegment C3-C4)

- City of Rogers Parks, Open Space, and Trail System Plan (2017), pp. 99-102

List the applicable documents and pages:

- City of Hanover Comprehensive Plan Update (2008), p. 29

- Hennepin County 2040 Bicycle Transportation Plan (2015) (which includes Three Rivers Park District's regional trail system plan), pp. 36-38

(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. Yes

12/05/2013

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.

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
Totals	\$0.00

Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Path/Trail Construction	\$1,151,080.00
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	\$52,000.00
Bicycle and Pedestrian Contingencies	\$133,675.00
Other Bicycle and Pedestrian Elements	\$0.00
Totals	\$1,336,755.00

Specific Transit and TDM Elements

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

Transit Operating Costs

Number of Platform hours	0
Cost Per Platform hour (full loaded Cost)	\$0.00
Subtotal	\$0.00

Other Costs - Administration, Overhead,etc. \$0.00

Totals

Total Cost \$1,336,755.00
Construction Cost Total \$1,336,755.00
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

Direct connection to an RBTN Tier 1 corridor or alignment Yes

Direct connection to an RBTN Tier 2 corridor or alignment Yes

OR

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

Upload Map 1530568719842_Map2_RBTN Orientation.pdf

Please upload attachment in PDF form.

Measure A: Population Summary

Existing Population Within One Mile (Integer Only) 12663

Existing Employment Within One Mile (Integer Only) 2524

Upload the "Population Summary" map 1530568921514_Map1_Population_Employment.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 trail would be open for public use during the winter but Three Rivers Park District will not plow the trail. Three Rivers Park District does have an extensive pavement management plan which includes on-going pavement preservation work as needed.

Upload Maintenance Plan (if no link is available)

1531495859765_20 Year Operations and Maintenance Plan.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:

(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.

Crow River Regional Trail community stakeholders were identified to extend engagement across boundaries. Project staff were interested in a genuine, inclusive and flexible process that allowed stakeholders a way to explore options and issues, identify partnerships and discuss concurrent projects. Alternative venues for community outreach, other than the traditional open house, were explored to capture trail users who may not attend a traditional open house due to work, family and child care obligations, transportation issues, or other barriers. Key strategies for broad and inclusive public engagement included meeting people where they are and providing various participation media, such as a dedicated project website and an online survey.

Response:

Bringing information to where people were already gathering was an effective way to gain public input. Opportunities for public engagement occurred at community festivals, pop-up events including the Hanover Harvest Festival, Rockford River Days, Otsego Prairie Festival, Rogers Farmers Market, Minnesota Design Team Visit in Dayton and ISD 728 Safe Routes to School Design Charette. During these venues, the public was asked to vote for their preferred CRRT route and to give feedback on trailhead amenities. This method of engagement proved to be effective because participants could give feedback quickly and in a low-pressure environment.

(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.

Response:

The Crow River Regional Trail will provide a benefit for people that do not drive motor vehicles or are not able to drive, including seniors, people with disabilities, and children. The Crow River Regional Trail will be 10-feet wide and provide a safe and comfortable recreation and transportation facility separated from motor vehicles, providing an enjoyable and safe multi-use trail for all types of users. The trail will be designed and built to meet ADA standards, allowing people using assisted mobility devices an opportunity to travel safely and comfortably along the trail. Currently the trails in Crow-Hassen Park Reserve have natural surfaces. This trail section will make the southern portion of the Crow-Hassen Park Reserve accessible for people with disabilities, allowing them to enjoy the serene beauty of the park and travel between the existing Crow River Regional Trail, Lake Independence Regional Trail and the existing trails within the Crow-Hassen Park Reserve, which is the largest prairie based park in the metropolitan area. The trail will help close a gap for walking and bicycling between these trails and downtown Hanover, encourage community members to be more active, and provide a great public health benefit, particularly for seniors, people with disabilities, children, and other people who do not drive motor vehicles.

(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:

No negative impacts are identified. The trail will enhance non-motorized transportation options to and through Crow-Hassen Park Reserve.

(Limit 2,800 characters; approximately 400 words)

Upload Map

1531491401859_Map3_Socio-economic Conditions.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
Rogers	2.8	1.0	29.0	29.0

Total Project Length

Total Project Length (as entered in the "Project Information" form) 2.8

Affordable Housing Scoring

Total Project Length (Miles) or Population	2.8
Total Housing Score	29.0

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

Response:

This Crow River Regional Trail segment will provide a connection between the existing Crow River and Lake Independence Regional Trails located along Hennepin County Road 19 and the planned Rush Creek Regional Trail, closing a critical gap in the regional trail system. Once complete, the Crow River Regional Trail will connect to an existing RBTN Tier 2 alignment on Hennepin County Road 19 and will eventually intersect with a RBTN Tier 1 Search Corridor located along Hennepin County Road 116/Territorial Road in Rogers. The trail will provide a direct bicycle and pedestrian cross-jurisdictional connection between the cities of Hanover and Rogers, and eventually connect with the cities of Maple Grove and Dayton.

The new trail will provide an important north-south bicycle and pedestrian connection that parallels Hennepin County Road 203, which does not have any sidewalks or bicycle accommodations. The existing road does not have any shoulders, so pedestrians and bicyclists are forced to walk or ride in the drive lane without any separations from motor vehicles. The Crow River Regional Trail connection will parallel this roadway, providing a dedicated bicycle and pedestrian trail that is comfortable, scenic, direct, and safe for people walking, using an assisted mobility device, skateboarding, roller-skating, or bicycling.

(Limit 2,800 characters; approximately 400 words)

Measure B: Project Improvements

Response:

There are no accommodations for pedestrians or cyclists to access the Crow-Hassan Park Reserve from the existing regional trails to the south and west of the park. The existing conditions for bicyclists and pedestrians travelling north from the Lake Independence Regional Trail to the eastern entrance of the Crow-Hassan Park Reserve requires them to travel on Hennepin County Road 203 (Crow-Hassan Park Road/Park Drive). The roadway is lacking sidewalks, bike lanes, and even shoulders, and are dangerous corridors for walking or bicycling. Hennepin County Road 203 has drainage swales parallel to the roadway, forcing pedestrians and bicyclists to walk on the roadway without any protection from motor vehicles. When this segment of the Crow River Regional Trail is complete, the shared use path will be separated from motor vehicle traffic and will remove potential conflicts along Hennepin County Road 203 while drastically improving user safety and comfort.

(Limit 2,800 characters; approximately 400 words)

Measure A: Multimodal Elements

The project will have a very positive impact on pedestrian mobility by providing a north/south walking connection between the existing Lake Independence Regional Trail and Crow-Hassan Park Reserve. The existing infrastructure in the area does not provide any facility for people walking or bicycling to travel north-south, and there are no shoulders provided on nearby roadways. The existing trails in Crow-Hassan Park Reserve are gravel trails that do not meet ADA standards, so the construction of this multi-use path will greatly enhance ADA access through the park.

Response:

The project safely integrates bicyclists and pedestrians by providing a multi-use facility that is 10-feet wide, allowing adequate space for bicyclists and people walking to share the trail. The width of the trail also allows for enough space for a bicyclist to pass a pedestrian with plenty of room.

There is no transit service in the area, however the nearby cities of Rogers, Dayton, and Hanover are predicted to grow in population by nearly 12,000 persons by 2030.

(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.

50%

Attach Layout

Please upload attachment in PDF form.

Layout has not been started

Yes

0%

Anticipated date or date of completion

12/31/2022

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

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

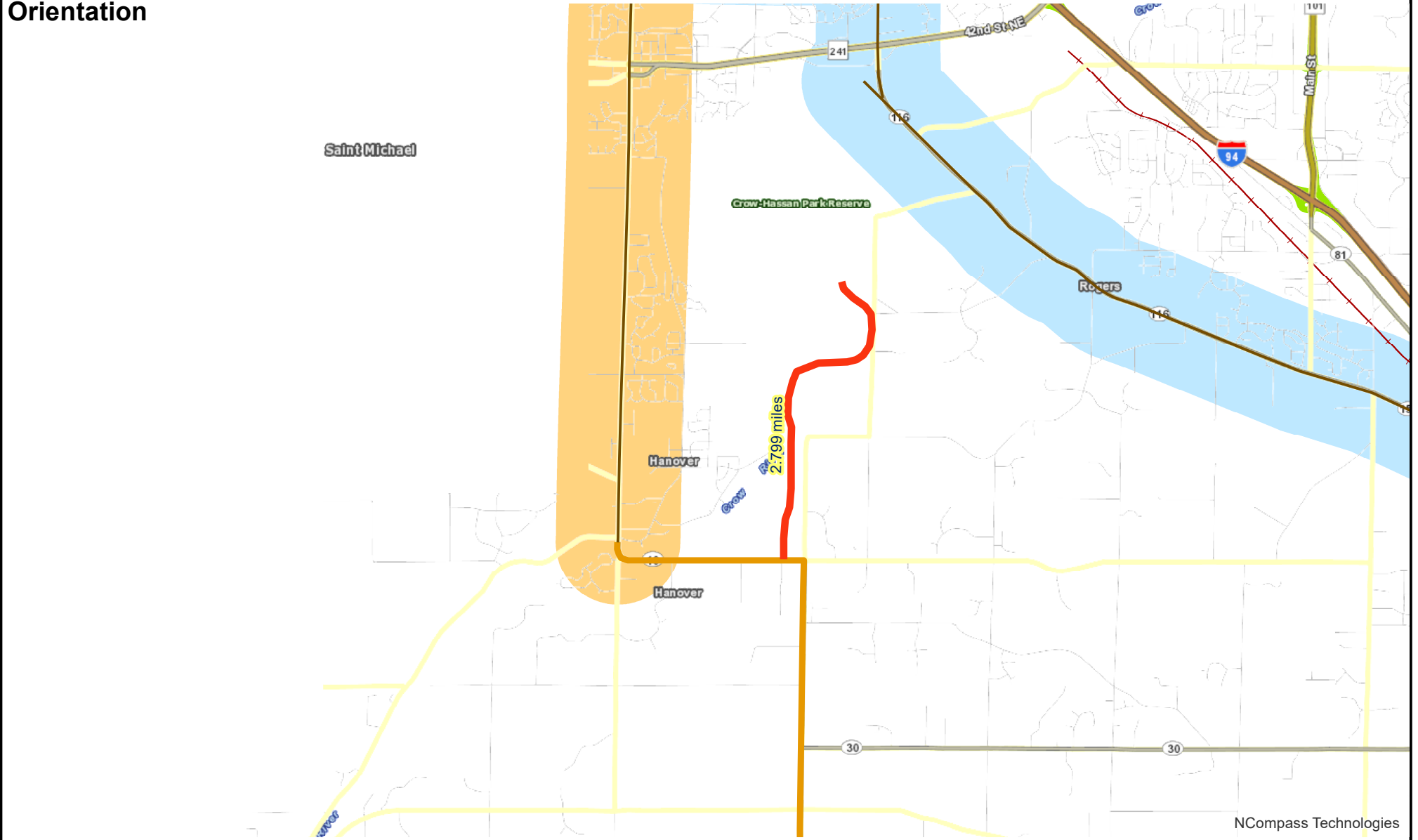
Measure A: Cost Effectiveness

Total Project Cost (entered in Project Cost Form):	\$1,336,755.00
Enter Amount of the Noise Walls:	\$0.00
Total Project Cost subtract the amount of the noise walls:	\$1,336,755.00
Points Awarded in Previous Criteria	
Cost Effectiveness	\$0.00

Other Attachments

File Name	Description	File Size
City of Hanover Letter of Support.pdf	City of Hanover Letter of Support	288 KB
City of Rogers Letter of Support.pdf	City of Rogers Letter of Support	295 KB
Crow River Regional Trail_Before Pictures.pdf	Existing Conditions Photographs	299 KB
Crow River Regional Trail_One Pager_draft.pdf	One Page Project Summary	997 KB
CRRT_Regional Solicitation Grant Map.pdf	Project map/concept	1.9 MB

Project to RBTN Orientation



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



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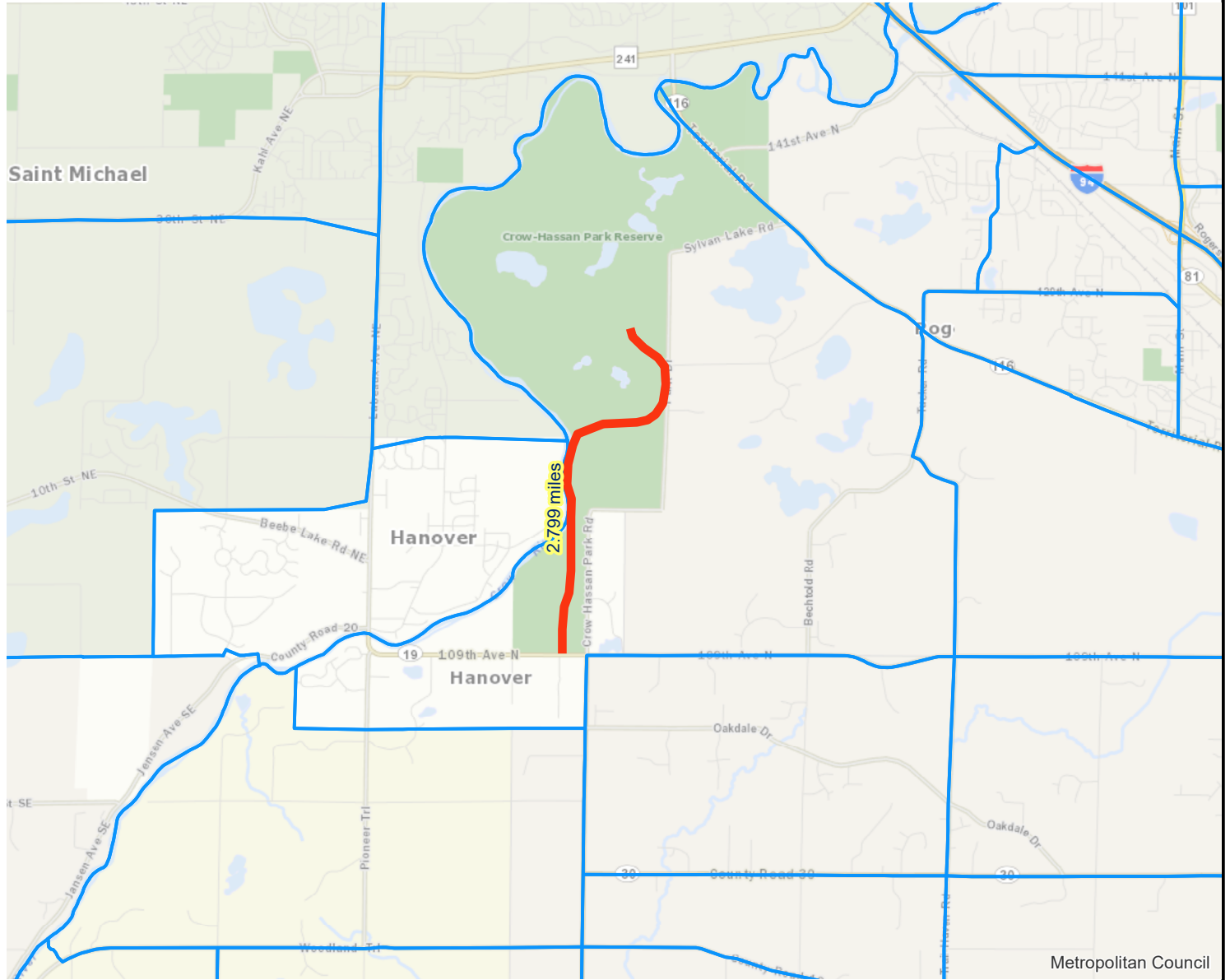


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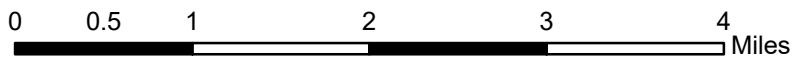
Population/Employment Summary



Results

Within ONE Mile of project:
Total Population: 12663
Total Employment: 2524

— Project
□ 2010 TAZ



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Metropolitan Council

20 YEAR OPERATIONS AND MAINTENANCE PLAN (FOLLOWING DEVELOPMENT)

Three Rivers Park District has full-time professional operations and maintenance staff who oversee the operations and maintenance of regional trails. The Park District may employ seasonal staff to assist in operations and maintenance activities during the peak season.

Operations—Public Safety

The Park District uses a combination of Park Service Officers and certified Park Police Officers for patrolling regional trails on a daily basis. Public safety staff is charge with enforcing Park District ordinance and polices.

Ordinances

The Park District Board of Commissioners has adopted a set of ordinances that define the rules and regulations of the Park District in order to provide for the safe and peaceful use of the parks and corresponding facilities; for the educational and recreational benefits and enjoyment of the public; for the protection and preservation of the property, facilities and natural resources; and for the safety and general welfare of the public.

A copy of the ordinances may be obtained from the Park District Web site (www.ThreeRiversParkDistrict.org). Rules and regulations are also posted throughout Park District properties and facilities. Posted information includes park hours, permitted and prohibited activities, fees, map of the park and/or trails, and who to contact in case of an emergency. Park District Police and Park Service Officers regularly patrol all property and trails on foot and by horse, bicycles and motor vehicles. When necessary, ordinances may be enforced via citations.

The Public Safety Section consists of Park Police Officers, Park Service Officers and support staff. Park Police Officers are licensed peace officers in the State of Minnesota and have the authority to arrest and detain criminal offenders and enforce a variety of traffic laws just like other law-enforcement officers throughout the state. Additionally, Park Service Officers are highly trained in administering first aid. Officers are trained and certified as Emergency Medical Technicians and First Responders. Park Police Officers strive to be proactive and utilize a variety of alternative patrol techniques that include horse-mounted, bicycle, electric scooter, and four-wheel ATV patrols.

Park Service Officers have enforcement authority as well, but it is limited to minor park offenses. Park Service Officers are an important component of the Public Safety function, and communicate directly with the Park Police Officers when they observe suspicious or criminal behavior. Park Service Officers are very knowledgeable about park activities and readily assist with traffic flow, parking issues, and park guest information as well as administer first aid to park users who are ill or injured.

The Park District's Public Safety Plan includes the general patrol of regional parks, park reserves and regional trails by a Park Police Officer or Park Service Officer. Many high-volume parks, such as Elm Creek Park Reserve, have a Park Service Officer stationed at the respective park and readily available to provide assistance to park users.

The Park District also participates in a statewide mutual aid program that facilitates the sharing of public safety resources in times of emergency or other unusual conditions. This program serves to facilitate the assistance received from surrounding police agencies.

Operations—Maintenance

Due to extensive property holdings, geographic distribution of facilities, and the need to create an efficient and cost-effective work force, the Park District organizes and budgets maintenance services in geographic divisions. The Elm Creek Work Cluster, based out of Elm Creek Park Reserve, provides maintenance services the proposed regional trail project.

During the growing season, the Park District mows an optimal three-foot-wide shoulder of turf grass adjacent to the trail surface at regular intervals to ensure a manageable and groomed appearance. The level of mowing reflects community expectations for the landscapes through which the trail traverses. Overhead vegetation is maintained to provide a clear-zone to a recommended height of 10 feet over the trail and shoulders. Occasionally, trimming of woody vegetation may extend to a greater width to avoid situations where limbs may overhang shoulder zone. Also, in areas with tall grasses, additional clear-zone may be maintained to inhibit grasses from falling onto the trail or clear-zone.

The Park District staff conducts trail inspections to identify possible safety issues, vandalism, and non-routine maintenance concerns on the same schedule as trash and litter pickup. These routine maintenance tasks are regularly scheduled during the Memorial Day to Labor Day season and on an as needed basis during the remainder of the year. Leaf debris is blown mechanically or swept from the trail on an as-needed basis. Trail bridge and boardwalk structures are inspected on an annual basis with visual review as part of ongoing maintenance operations. Extraordinary maintenance occurs in response to storm damage, vandalism or other unplanned circumstances.

Typical routine trail maintenance is outlined below.

- Daily patrol of trail corridor by Park District Public Safety staff during non-winter months.
- **April and May:** Sign inventory and replacement, spring cleanup, limited mowing, garbage pickup, fence repair, bridge and boardwalk repair (as needed).

- **June, July, August and September:** Erosion repair, fence repair, sign and post replacement, trail trimming, mowing, weed control, garbage collection, bridge and boardwalk repair (as needed).
- **October and November:** Garbage collection, major vegetative trimming, bituminous patching, erosion repair, disease and hazard tree removal and striping.
- **December to March:** No planned operations or maintenance during winter unless permitted to area cities and/or Three Rivers Park District elects to conduct winter trail activities.
- **Throughout the year and storm-related damage:** Erosion repair, tree removal, trail sweeping, fence and other structure repairs.

Several specific management/maintenance programs are in place to ensure a safe, user-friendly experience to all trail programs.

- **Pavement Management Program:** Pavement management is a systematic method for tracking and addressing pavement conditions at a District-wide level. The pavement management program greatly enhances Three Rivers Park District’s ability to perform preventive maintenance and optimize pavement condition and performance.

Typical pavement management program actions are summarized by the following table.

Preventative Maintenance Activity	Est. Year (or Frequency)
Initial construction	Year 0
Pavement markings	Every 1-2 years depending on type
Crack seal, rubberized sealant product	Year 2
Seal coat, asphalt emulsion	Year 5
Crack seal, rubberized sealant product	Year 10
Seal coat or micro-surface	Year 12
Crack seal, rubberized sealant product	Year 15 or as conditions warrant
Rehabilitation overlay, improvements	Year 20
Crack seal, rubberized sealant product	Year 22
Seal coat, asphalt emulsion	Year 25
Crack seal, rubberized sealant product	Year 28
Seal coat or micro-surface	Year 30
Crack seal, rubberized sealant product	Year 33 or as conditions warrant
Total rehabilitation and replacement	Year 40

The pavement management system provides the Park District with a tool to assist in making consistent, cost-effective decisions about maintaining and preserving the pavement investment.

- **Sign Maintenance:** Directional, safety, regulatory, interpretive, and informational signage is typically installed during trail development. During the operational season, signage is inspected as part of the routine inspection and maintenance tasks.
- **Solid Waste Management:** The Park District contracts solid-waste removal. Receptacles are located in designated areas along the trail and include recycling containers. Recycling material includes cardboard, aluminum, paper and glass. The Park District encourages recycling through provision of commingling (non-separation) of recycling materials. All recycling and waste generated by the Park District is processed; land filling is not allowed.
- **Sweeping/Blowing/Vacuuming:** Natural debris such as leaves, acorns, twigs and grass clippings are swept, blown or vacuumed on a regular maintenance schedule or as needed. Extraordinary maintenance may be required in the event of storm debris.
- **Contractual Services:** The Park District may contract for tree trimming for problem situations where tree heights exceed 40 feet. Trail striping services, and pothole and crack repairing are provided on a contractual, as-needed basis.
- **Trail/Bridge Repair:** Trails and bridges are inspected annually in the spring as part of the preseason maintenance program and are then inspected regularly by Park District maintenance staff as part of ongoing, routine operations. Minor trail repair is handled on a timely basis, and probable major repair needs are evaluated and recommended to Park District management for planning or engineering review. Major projects are submitted to the Park District Board of Commissioners for funding as part of the annual operating budget, preservation and rehabilitation program, or capital improvement program.
- **Noxious Weed Management:** The Park District mechanically or chemically removes noxious weeds at the request of cities. The Park District proposes to spot-spray for broadleaf weeds on an as-needed basis to control potential safety concerns.
- **Edge Management:** Trail shoulders are planted with a roadside, low-maintenance, deep-rooting turf mix. Shoulders are mowed on a regular schedule to a width of three feet. Woody vegetation is also managed within this three-foot shoulder zone. Significant trees may be retained near the trail edge in some locations and safely managed through signage and trail alignment in the area.

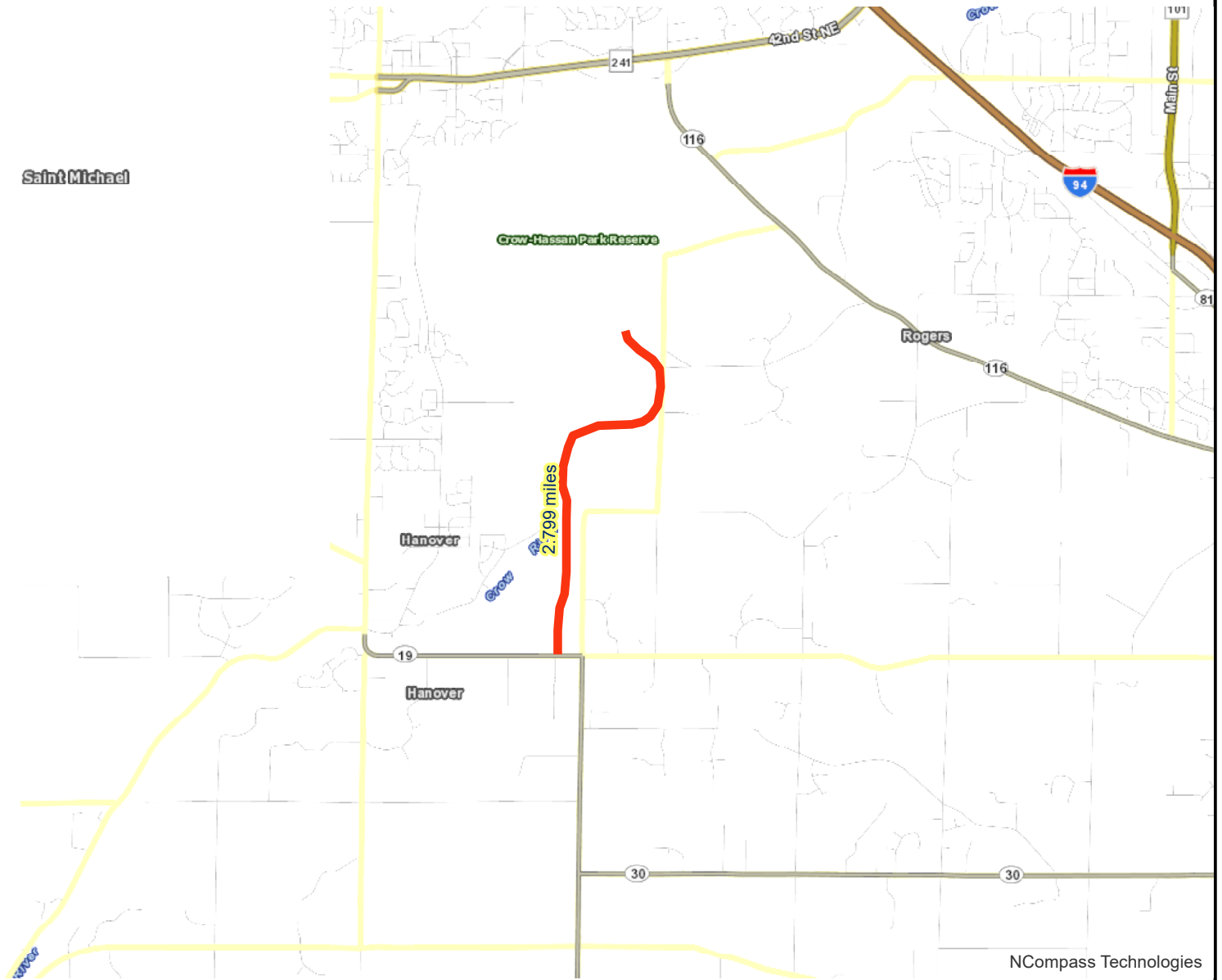
Operations and Maintenance Funding Sources

Annual operations and maintenance costs are funded through the Park District's General Fund Budget. The primary funding source for the General Fund Budget is property tax, with some revenue received from the State of Minnesota as part of the Operations and Maintenance Fund allocations from the Metropolitan Council. The Park District's Park Maintenance and Rehabilitation Fund, which includes revenues allocated to the Park District from the State of Minnesota Lottery-in-Lieu of funds source, as well as the Park District's General Obligation Bonds may fund a portion of annual rehabilitation costs.





Socio-Economic Conditions

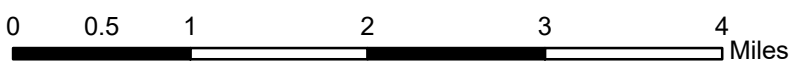
Results

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)



NCompass Technologies

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

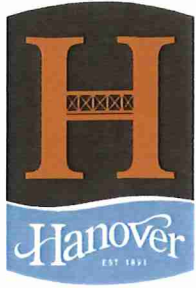


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Kelly Grissman, Director of Planning
Three Rivers Park District
3000 Xenium Lane North
Plymouth, MN 55441-1299

RE: Letter of Support
2018 Regional Solicitation Application | Bicycle and Pedestrian Facilities
Crow River Regional Trail

Dear Ms. Grissman:

The City of Hanover supports Three Rivers Park District's 2018 Regional Solicitation application as described below:

Crow River Regional Trail

The proposed project is the construction of a 2.7 mile Crow River Regional Trail segment within the Cities of Hanover and Rogers from Hennepin County Road 19/Lake Independence Regional Trail to the Crow-Hassan Park Reserve trailhead. Completing this trail gap will complement adjacent existing and recently constructed trail segments including trail connection to downtown Hanover and Baker Park Reserve via the regional trail network.

This project directly responds to the needs of our community and, when completed will provide a safe, multi-use connection to the Park District's regional trail system providing both transportation and recreation opportunities to our community members and the greater region alike.

This project is consistent with the City's Comprehensive Plan by providing trail systems that utilize little or no existing roads in order to reduce the risk of injury due to motorized vehicles.

Thank you for seeking funding on this important project.

Sincerely,

Brian Hagen
Hanover City Administrator



2 July 2018

Kelly Grissman, Director of Planning
Three Rivers Park District
3000 Xenium Lane North
Plymouth, MN 55441-1299

RE: Letter of Support
2018 Regional Solicitation Application | Bicycle and Pedestrian Facilities
Crow River Regional Trail

Dear Ms. Grissman:

The City of Rogers supports Three Rivers Park District's 2018 Regional Solicitation application as described below:

Crow River Regional Trail

The proposed project is the construction of a 2.7 mile Crow River Regional Trail segment within the Cities of Hanover and Rogers from Hennepin County Road 19/Lake Independence Regional Trail to the Crow-Hassan Park Reserve trailhead. Completing this trail gap will complement adjacent existing and recently constructed trail segments including trail connection to downtown Hanover and Baker Park Reserve via the regional trail network.

This project directly responds to the needs of our community and, when completed will provide a safe, multi-use connection to the Park District's regional trail system providing both transportation and recreation opportunities to our community members and the greater region alike.

This project is consistent with the City's previous plans and studies.

Thank you for seeking funding on this important project.

Sincerely,



John Seifert
Public Works Superintendent

Crow River Regional Trail | Regional Solicitation

BEFORE PICTURES



Crow-Hassan Park Reserve Entrance – Hennepin County Road 203 (Google Maps)



Hennepin County Road 203 (Google Maps)



Termini Point with existing Lake Independence Regional Trail (adjacent to Hennepin County Road 19)



Crow River Regional Trail

Project Summary



Project Name: Connecting Crow Hassan Park Reserve to the Lake Independence Regional Trail

Applicant: Three Rivers Park District

Project Location: Hennepin County Road 19 and 117 (109th Avenue North) to the Crow-Hassan Park Reserve trailhead parking lot, west of the Park Preserve Road and Hennepin County Road 203 (Park Drive) intersection

Total Project Cost: \$1,336,755

Requested Federal Amount: \$1,069,404

Local Match Amount: \$267,351

Project Description

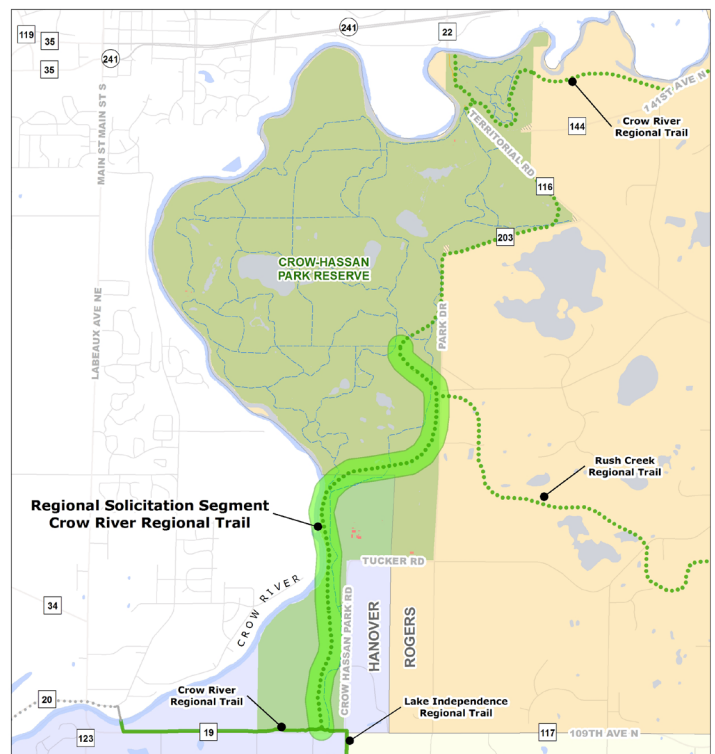
This project will construct a 2.8-mile portion of the Crow River Regional Trail in the Crow-Hassan Park Reserve in the northwest corner of Hennepin County. The trail extents of this segment are from Hennepin County Road 19 and 117 (109th Avenue North) to the Crow-Hassan Park Reserve trailhead parking lot, west of the Park Preserve Road and Hennepin County Road 203 (Park Drive) intersection.

Project Elements

- A 10-foot wide, off-street, multi-use trail through the Crow-Hassan Park Reserve
- Direct connections to the existing Lake Independence Regional Trail, a segment of the existing Crow River Regional Trail, and the future Rush Creek Regional Trail
- Visual touchpoint with the Crow River
- ADA compliant trail design

Project Benefits

- Fill a gap for people walking and bicycling between Crow-Hassan Park Reserve and the existing Crow River Regional Trail that crosses the Crow River in Hanover and the Lake Independence Regional Trail.
- Provides a safe, continuous and contiguous trail corridor for all ages, physical abilities and travel modes
- Provide a direct bicycle and pedestrian cross-jurisdictional connection between the cities of Hanover and Rogers, and eventually connect with the cities of Maple Grove and Dayton
- Provides an important north-south bicycle and pedestrian connection that parallels Hennepin County Road 203, which does not have any existing sidewalks or bicycle accommodations
- Connects to an existing RBTN Tier 2 alignment on Hennepin County Road 19 and will eventually intersect with a RBTN Tier 1 Search Corridor located along Hennepin County Road 116/Territorial Road in Rogers



FOR PLANNING PURPOSES ONLY

Map prepared by Three Rivers Park District Planning Department - All June 20, 2018

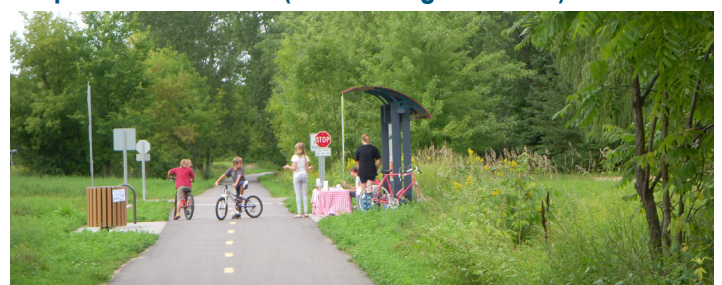
Three Rivers Park District | Parkland Property
 Existing Regional Trails
 Planned Regional Trails
 Internal Park Trail, Unpaved



Before Conditions

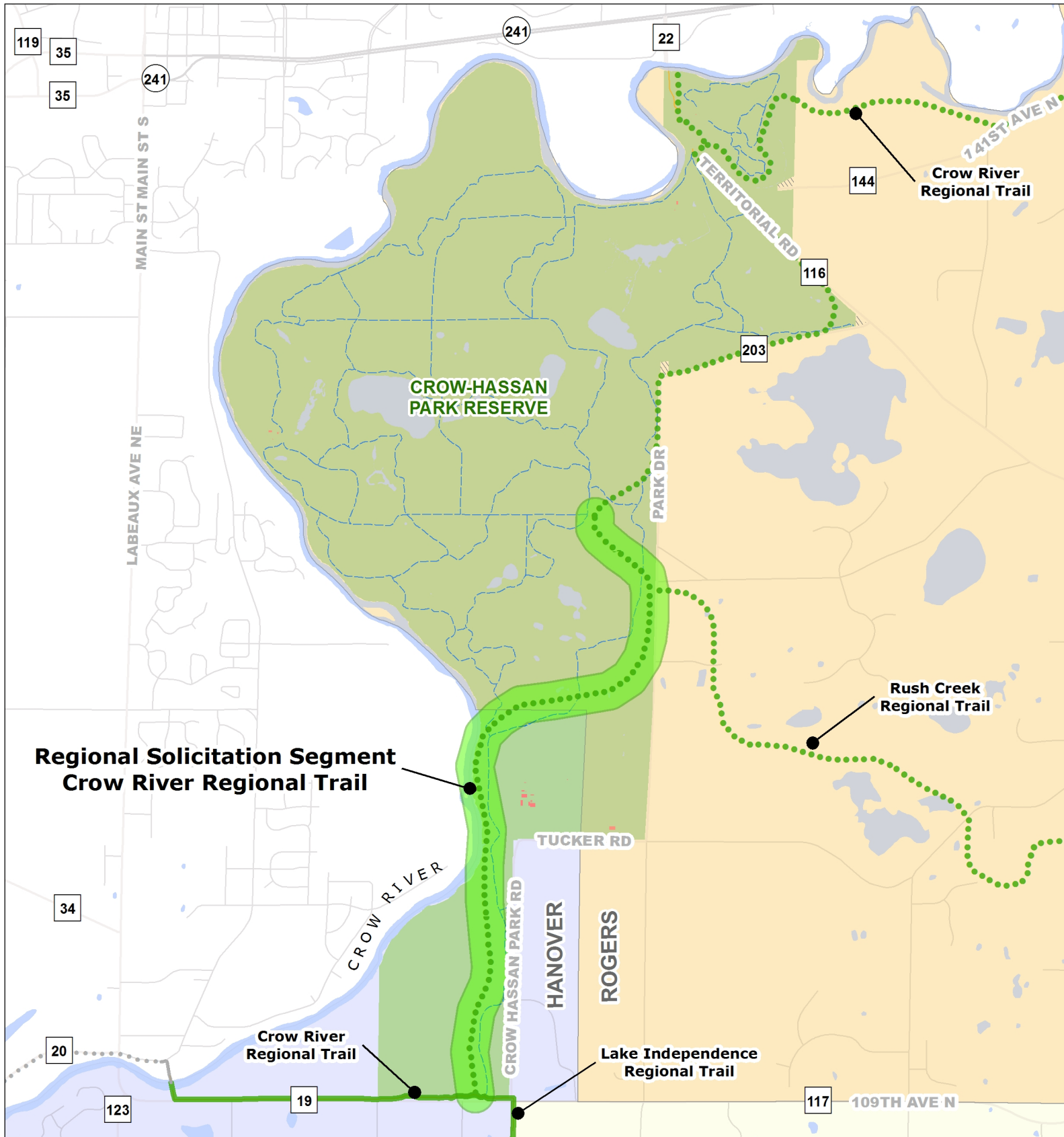


Proposed Conditions (Similar Regional Trail)



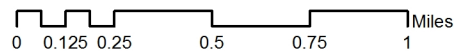
Crow River Regional Trail

Regional Solicitation 2018



FOR PLANNING PURPOSES ONLY

Map prepared by Three Rivers Park District
Planning Department - AR June 28, 2018



- Three Rivers Park District | Parkland Property
- Existing Regional Trails
- Planned Regional Trails
- Internal Park Trail, Unpaved

