



Application

10350 - 2018 Multiuse Trails and Bicycle Facilities

10909 - Anoka 4th Ave Trail Connection Rum River Trail

Regional Solicitation - Bicycle and Pedestrian Facilities

Status: Submitted

Submitted Date: 07/12/2018 3:42 PM

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## Primary Contact

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Salutation First Name Middle Name Last Name

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**Department:** Public Services

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**Address:** 2015 First Ave N

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

**Phone:\*** 763-576-2984  
Phone Ext.

**Fax:**

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

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## Organization Information

**Name:** ANOKA, CITY OF

**Jurisdictional Agency (if different):**

**Organization Type:** City  
**Organization Website:** www.ci.anoka.mn.us  
**Address:** 2015 1ST AVE N

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

**County:** Anoka

**Phone:\*** 763-576-2700  
Ext.

**Fax:**

**PeopleSoft Vendor Number** 0000020920A2

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## Project Information

**Project Name** Anoka 4th Ave Trail Connection Rum River Trail

**Primary County where the Project is Located** Anoka

**Cities or Townships where the Project is Located:** Anoka

**Jurisdictional Agency (If Different than the Applicant):**



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

The City of Anoka is seeking funds to construct a 10 foot wide trail (approximately 0.17 miles) on the west side of 4th Avenue (County Road 31) between Johnson Street and Pierce Street (County Road 30). Today, there is no sidewalk or trail along the west side of the road. This has resulted in a number of safety and connectivity issues for pedestrians/bicyclists wishing to access the Anoka Northstar Station. For example, pedestrians/bicyclists traveling along the Rum River Trail to the Anoka Northstar Station (via 4th Avenue) must travel in the road (approximately 700 feet) to Pierce Street to safely access a crossing. Trail users who chose to continue south into Anoka's Central Business District must also travel in the road to reach a pedestrian crossing over Highway 10 (Principal Arterial). The trail gap along 4th Avenue has created circuitous and unsafe routes for pedestrians and bicyclists accessing this crossing. The proposed improvements will help safely channel pedestrians and bicyclists between the regional trail, Anoka Northstar Station and Anoka's Central Business District.

As part of these improvements, the railroad crossing at 4th Avenue will be retrofitted to accommodate the trail by upgrading the railroad crossing bed and installing pedestrian crossing gates. The City of Anoka has been working with Anoka County (see letter of support) and Burlington Northern Santa Fe (BNSF) to ensure these improvements are consistent with their design standards. BNSF has confirmed that the preliminary design meets crossing standards; however, BNSF is unable to provide a letter of support at this time. The Metropolitan Council may contact BNSF to confirm.

Furthermore, it is important to recognize the project's benefits beyond the Rum River Trail

connection to the Anoka Northstar Station. The 4th Avenue corridor is approximately one-mile in length between the project limits and Anoka's Central Business District. Located directly along this corridor includes neighborhoods of concentrated poverty and race, two homeless shelters including one for veterans, religious institutions, affordable housing, a senior housing complex, Anoka County Government Center, Anoka County Courts Administration, Anoka County Corrections campus, Rum River Human Services Center, and the Anoka Northstar Station. Combined, these neighborhoods, land uses and governmental services create a unique corridor that require alternative modes of transportation. Providing a trail on the west side of 4th Avenue will complete a gap in the local and regional transportation system.

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

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

4th Ave Trail Connection Rum River Trail

**Project Length (Miles)**

0.21

*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**

\$460,000.00

**Match Amount**

\$115,000.00

*Minimum of 20% of project total*

**Project Total**

\$575,000.00

**Match Percentage**

20.0%

*Minimum of 20%*

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

**Source of Match Funds**

City of Anoka and Anoka County

*A minimum of 20% of the total project cost must come from non-federal sources; additional match funds over the 20% minimum can come from other federal sources*

**Preferred Program Year**

Select one: 2022

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

Additional Program Years: 2019, 2020, 2021

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

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## Project Information

County, City, or Lead Agency Anoka County  
Zip Code where Majority of Work is Being Performed 55303  
(Approximate) Begin Construction Date 06/01/2022  
(Approximate) End Construction Date 09/30/2022  
Name of Trail/Ped Facility: RUM RIVER TRAIL

(i.e., CEDAR LAKE TRAIL)

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

From: Johnson Street  
(Intersection or Address)  
To: Pleasant Street/Pierce Street (CR 30)  
(Intersection or Address)

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

Or At:

### Primary Types of Work

Grading, aggregate base, bituminous surfacing, restoration,  
railroad crossing signal, railroad crossing surfacing and  
miscellaneous 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.:

New Bridge/Culvert No.:

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

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## 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 proposed project is consistent with the 2040 Transportation Policy Plan's (TPP) goals, objectives and strategies. More specifically, the proposed project aligns with the following TPP pedestrian and bicycle goals, objectives and strategies:

- Goal B: Safety and Security (page 2.20) - Objective A, Strategy B6

- Goal C: Access to Destinations (page 2.24) - Objective D, Objective E, Strategy C1, Strategy C2, Strategy C4, Strategy C16, Strategy C17

- Goal D: Competitive Economy (page 2.38) - Objective A, Objective B, Strategy D3

- Goal E: Healthy Environment (page 2.42) - Objective A, Objective C, Objective D, Strategy E3

- Goal F: Leveraging Transportation Investments to Guide Land Use (page 2.48) - Objective A, Objective C, Strategy F6, Strategy F7

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

*(Limit 2500 characters; approximately 750 words)*

*3. The project or the transportation problem/need that the project addresses must be in a local planning or programming document. Reference the name of the appropriate comprehensive plan, regional/statewide plan, capital improvement program, corridor study document [studies on trunk highway must be approved by the Minnesota Department of Transportation and the Metropolitan Council], or other official plan or program of the applicant agency [includes Safe Routes to School Plans] that the project is included in and/or a transportation problem/need that the project addresses.*

The Rum River Trail is recognized in the City and County's Comprehensive Plan. Engineering and design plans for the proposed improvements were completed in August of 2017. This process was coordinated with the Anoka County Highway Department and Burlington Northern Santa Fe (BNSF). A letter of support from both the County Highway Department and Parks Department are included as an attachment. BNSF has verbally expressed that the proposed trail crossing design meets BNSF design criteria, but cannot provide a letter of support at this time. The Metropolitan Council may reach out to BNSF to verify their support for this project. If the project is funded, the City will update their Capital Improvement Program (CIP) to reflect the City's financial commitment to this project. Anoka County Parks has pledged to provide \$35,000 toward the match funds required.

List the applicable documents and pages:

The proposed improvements also align with the City's 2040 (Draft) Comprehensive Plan goals and policies that support an enhanced pedestrian and bicycle network.

*(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

01/01/2018

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**

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## 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. Yes

[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.

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## Requirements - Bicycle and Pedestrian Facilities Projects

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### Specific Roadway Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Mobilization (approx. 5% of total cost)	\$24,500.00
Removals (approx. 5% of total cost)	\$24,500.00
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	\$50,000.00
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	\$300,000.00
Roadway Contingencies	\$50,000.00
Other Roadway Elements	\$0.00
<b>Totals</b>	<b>\$449,000.00</b>

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## Specific Bicycle and Pedestrian Elements

<b>CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES</b>	<b>Cost</b>
Path/Trail Construction	\$75,000.00
Sidewalk Construction	\$0.00
On-Street Bicycle Facility Construction	\$0.00
Right-of-Way	\$0.00
Pedestrian Curb Ramps (ADA)	\$15,000.00
Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	\$0.00
Pedestrian-scale Lighting	\$0.00
Streetscaping	\$10,000.00
Wayfinding	\$5,000.00
Bicycle and Pedestrian Contingencies	\$21,000.00
Other Bicycle and Pedestrian Elements	\$0.00
<b>Totals</b>	<b>\$126,000.00</b>

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## Specific Transit and TDM Elements

<b>CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES</b>	<b>Cost</b>
Fixed Guideway Elements	\$0.00
Stations, Stops, and Terminals	\$0.00
Support Facilities	\$0.00
Transit Systems (e.g. communications, signals, controls, fare collection, etc.)	\$0.00
Vehicles	\$0.00



Contingencies	\$0.00
Right-of-Way	\$0.00
Other Transit and TDM Elements	\$0.00
<b>Totals</b>	<b>\$0.00</b>

### Transit Operating Costs

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

### Totals

Total Cost	\$575,000.00
Construction Cost Total	\$575,000.00
Transit Operating Cost Total	\$0.00

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

Select one:

Tier 1, Priority RBTN Corridor	Yes
Tier 1, RBTN Alignment	
Tier 2, RBTN Corridor	
Tier 2, RBTN Alignment	Yes
Direct connection to an RBTN Tier 1 corridor or alignment	Yes
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 1530898113967\_Bike.pdf

Please upload attachment in PDF form.

### Measure A: Population Summary

Existing Population Within One Mile (Integer Only)	18590
Existing Employment Within One Mile (Integer Only)	13741

Upload the "Population Summary" map

1530898182342\_Pop.pdf

Please upload attachment in PDF form.

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## Measure 2B: Snow and ice control

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

(50 Points)

[www.ci.anoka.mn.us/?SEC=0B404B5F-7CED-4234-B6C3-4F7276358905](http://www.ci.anoka.mn.us/?SEC=0B404B5F-7CED-4234-B6C3-4F7276358905)

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

As part of the City's best practices, regional trails receive priority for clearing snow at the same time as other plow operations are underway in the area.

Upload Maintenance Plan (if no link is available)

Please upload attachment in PDF form.

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## 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: Yes

(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.

**Response:**

The proposed project is significant in nature given its ability to link neighborhoods of concentrated poverty and race to the Anoka Northstar Station and resource located along the 4th Avenue Corridor (e.g., governmental services). As part of this effort, the City is committed in broadcasting the happenings of this project to promote walking, biking and transit use. To achieve this goal, the City will work with its partners (e.g., Anoka County, Metro Transit, Anoka County SHIP and the Anoka-Hennepin School District) to target groups (e.g., low-income populations, children, students and elderly) through various outreach methods. This may include and not limited to social media, neighborhood meetings, community newsletters, and marketing materials at the Anoka Northstar Station. Other outreach opportunities include the coordination with local businesses along the 4th Avenue corridor. This would include Anoka County Corrections, which is located just north of the project limits. This location is also home to the Rum River Human Services, which provides resources to low-income populations. Materials regarding the proposed project could be distributed at this location to employees and visitors. To a larger extent, materials could also be provided at the Anoka County Government Center.

*(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 4th Avenue corridor is approximately one-mile in length between the project limits and Anoka's Central Business District. Located directly along this corridor includes neighborhoods of concentrated poverty and race (see SocioEconomic Map), two homeless shelters (e.g., Stepping Stone Emergency Housing and Hope 4 Youth), religious institutions, affordable housing, senior housing (e.g., Homestead of Anoka), Anoka County Government Center, Anoka County Courts Administration, Anoka County Corrections campus, Rum River Human Services Center, and the Anoka Northstar Station. Combined, these neighborhoods, land uses and governmental services create a unique corridor that require alternative modes of transportation.

**Response:**

The proposed improvements will eliminate a 0.17 mile gap that limits safe pedestrian and bicycle movement throughout the community. More importantly, the proposed improvements will close a gap in the transit user's "first-and-last" mile experience between the Anoka Northstar Station and their final destination (e.g., Anoka's Central Business District). The "first-and-last" mile connection is critical given the number of transit users traveling between the Northstar Station and the vast range of housing options, jobs, services, and recreational amenities along the 4th Avenue corridor.

The following 2016 American Community Survey findings are provided to help further demonstrate the project area's diversity:

- 14.7 percent of the population is non-white. A 4.8 percent increase since 2010.

- 17 percent of the population is over the age of 65. A 6.4 percent increase since 2010.

- 8.5 percent of the population is Black or African American. A 3.5 percent increase since 2010.

- 50.6 percent of the total household's income and benefits are less than \$49,999 a year.

- 11.8 percent of the population is below the poverty level.

Part of Anoka's diversity is contributed to a housing stock that meets the needs of low-income populations. For example, 32 percent of the total housing units are affordable to households with an income between 31 and 50 percent of the average median income, and 48 percent of the housing stock is rental. In that respect, the proposed project will create social cohesion by linking neighborhoods of concentrated poverty and race to jobs, services and amenities.

*(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*

There are no known negative externalities associated with the project. The project will not displace businesses or residents, but merely provide positive outcomes by enhancing the local and regional trail network with the Anoka Northstar Station and Anoka's Central Business District.

**Response:**

Construction impacts will be minimal, if any, from a dust and noise perspective. Construction will not result in the closure of any access points or removal of existing pathways. The appropriate construction mitigation measures will be put in place to address any potential issues that could disrupt local businesses and residents during construction.

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

**Upload Map**

1530899092998\_Socio.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
Anoka	0.23	1.0	83.0	83.0

**Total Project Length**

Total Project Length (as entered in the "Project Information" form) 0

**Affordable Housing Scoring**

Total Project Length (Miles) or Population 0

Total Housing Score 0

# Affordable Housing Scoring

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## 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

Today, there are no sidewalks or trails along the west side of 4th Avenue. This has resulted in a number of safety and connectivity issues for pedestrians/bicyclists wishing to access the Anoka Northstar Station. For example, pedestrians/bicyclists traveling along the Rum River Trail to the Anoka Northstar Station (via 4th Avenue) must travel in the road (approximately 700 feet) to Pierce Street to safely access a crossing. Trail users who chose to continue south into Anoka's Central Business District must also travel in the road to reach a pedestrian crossing over Highway 10 (Principal Arterial). The trail gap along 4th Avenue has created circuitous and unsafe routes for pedestrians and bicyclists accessing this crossing. The proposed improvements will help safely channel pedestrians and bicyclists between the project area and Anoka's Central Business District.

**Response:**

The proposed improvements will also close a gap in the transit user's "first-and-last" mile experience between the Anoka Northstar Station and their final destination (e.g., Anoka's Central Business District). The "first-and-last" mile connection is critical given the number of transit users traveling between the Northstar Station and the vast range of housing options, jobs, services, and recreational amenities along the 4th Avenue corridor.

Closing this gap is critical in helping achieve the Regional Bicycle Transportation Network (RBTN). As seen in the "RBTN Evaluation and Major Barriers" map, the project is an RBTN Tier 2 Alignment that connects two RBTN Tier 1 search corridors. This project creates a north-south pedestrian and bicycle connection to some of Anoka's most frequented destinations. The proposed project connects the Anoka Northstar



Station with the Anoka Community Corrections campus, Anoka County Government Center, and the Anoka Central Business District. Several multi-family housing developments and two homeless shelters are located directly along the 4th Avenue corridor. The project also provides an important pedestrian connection to the Rum River and Mississippi Regional Trail (MRT). The proposed project will provide an opportunity for an increasing number of residents to travel safely to their places of work, play, and residence.

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

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## **Measure B: Project Improvements**

The primary goal of the proposed project is to provide an off-street trail for pedestrians and bicyclists to safely channel between the Rum River Trail (west of 4th Avenue), Anoka North Star Station and Anoka's Central Business District. Other project goals include the reduction in pedestrian/bicycle exposure, improve pedestrian/bicycle access and mobility, eliminate circuitous routes over Highway 10, and encourage walking/biking.

The proposed project will establish a 10 foot wide, ADA-compliant trail on the west side of 4th Avenue. The proposed trail will provide enough room for pedestrians to move comfortably. The project will include improved curb ramps along the corridor, as well as the installation of a buffer (ranging between two and ten feet) between the trail and the road, creating an added level of safety and comfort for users. These features will increase the safety of pedestrians and bicyclist since they will no longer be forced to travel in the roadway.

The project will also include a pedestrian/bicycle crossing at the railroad tracks, which is owned and operated by Burlington Northern Santa Fe (BNSF). The railroad tracks serve the Northstar Commuter Rail (six trains a day), while moving large volumes of freight (approximately 54 trains a day). The railroad crossing will be retrofitted to accommodate the trail by upgrading the railroad crossing signal and installing crossing arms. The City of Anoka has been working with Anoka County (see letter of support) and BNSF to ensure these improvements are consistent with their design standards. BNSF has expressed their support for this project; however, BNSF is unable to provide a letter of support at this time. The Metropolitan Council may contact BNSF to obtain verbal support for the project.

**Response:**

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

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## **Measure A: Multimodal Elements**

**Response:**

The proposed project is a low-cost/high-benefit solution that will safely integrate all modes of transportation (i.e., vehicles, pedestrians, bicyclists, transit users and trains) along the 4th Avenue corridor. The proposed project will establish a 10 foot wide, ADA-compliant trail on the west side of 4th Avenue. The proposed trail will provide enough room for pedestrians to move comfortably. The project will include improved curb ramps along the corridor, as well as the installation of a buffer (ranging between two and ten feet) between the trail and the road, creating an added level of safety and comfort for users. These features will increase the safety of pedestrians and bicyclist since they will no longer be forced to travel in the roadway. More importantly, the proposed improvements will help channel pedestrians and bicyclists between regional destinations (e.g., Anoka Northstar Station, Anoka's Central Business District, Rum River Trail, Anoka County Government Center, and Anoka County Community Corrections), while overcoming physical barriers (e.g., Highway 10 and railroad lines).

The proposed project will achieve the following multimodal goals:

- Provide an off-street trail for pedestrians and bicyclists to safely channel between the Rum River Trail, Anoka North Star Station and Anoka's Central Business District.
- Reduce pedestrian and bicycle exposure, while improving pedestrian and bicycle access and mobility.
- Support and enhance the RBTN network.
- Promote and encourage walking and biking.
- Address a 0.17 mile gap in the Rum River Trail

and remove trail users off the road between Pierce Street and Johnson Street.

- Enhance transit ridership along the Northstar Commuter Rail

- Eliminate circuitous pedestrian and bicyclists routes over Highway 10.

- Safely channel pedestrians and bicycle over the BNSF railroad lines.

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

---

## Transit Projects Not Requiring Construction

*If the applicant is completing a transit application that is operations only, check the box and do not complete the remainder of the form. These projects will receive full points for the Risk Assessment.*

*Park-and-Ride and other transit construction projects require completion of the Risk Assessment below.*

**Check Here if Your Transit Project Does Not Require Construction**

---

## Measure A: Risk Assessment - Construction Projects

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

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

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

100%

**Attach Layout**

1530899719748\_an717Preliminary Plans (8-8-17).pdf

*Please upload attachment in PDF form.*

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

50%

**Attach Layout**

1530899719748\_an717Preliminary Plans (8-8-17).pdf

*Please upload attachment in PDF form.*

Layout has not been started

0%

**Anticipated date or date of completion**

12/31/2018

**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 06/03/2019

**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)

100%

**Signature Page**

Please upload attachment in PDF form.

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

Yes

50%

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

0%

Anticipated date or date of executed Agreement

06/03/2019

---

## Measure A: Cost Effectiveness

Total Project Cost (entered in Project Cost Form):	\$575,000.00
Enter Amount of the Noise Walls:	\$0.00
Total Project Cost subtract the amount of the noise walls:	\$575,000.00
Points Awarded in Previous Criteria	
Cost Effectiveness	\$0.00

---

## Other Attachments

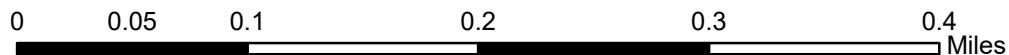
File Name	Description	File Size
4th Avenue Attachments.pdf	The required attachments are included in this PDF.	29.4 MB

# Project to RBTN Orientation

Multiuse Trails and Bicycle Facilities Project: 4th Avenue Trail | Map ID: 1529936965055



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



Created: 6/25/2018  
LandscapeRSA6



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



NCompass Technologies



# Population/Employment Summary

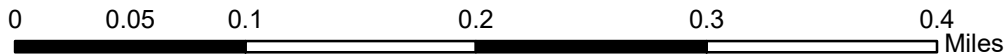
Multiuse Trails and Bicycle Facilities Project: 4th Avenue Trail | Map ID: 1529936965055



## Results

Within ONE Mile of project:  
 Total Population: 18590  
 Total Employment: 13741

 Project  
 2010 TAZ



Created: 6/25/2018  
 LandscapeRSA4



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<http://giswebsite.metc.state.mn.us/gissitenew/notice.aspx>

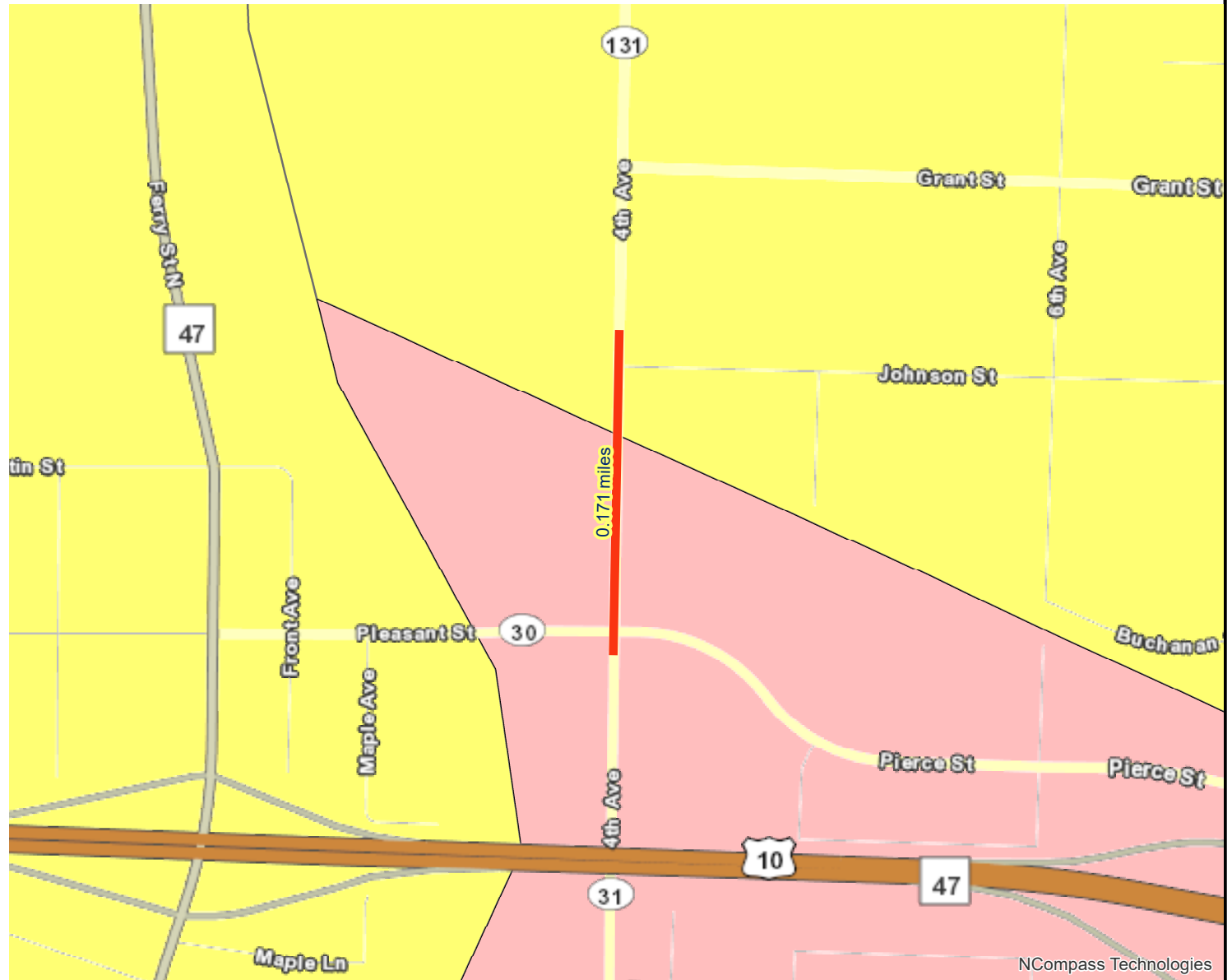


# Socio-Economic Conditions

Multiuse Trails and Bicycle Facilities Project: 4th Avenue Trail | Map ID: 1529936965055

## Results

Project located IN  
Area of Concentrated Poverty:  
(0 to 24 Points)

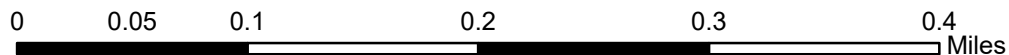


— Project

Area of Concentrated Poverty > 50% residents of color

Area of Concentrated Poverty

Above reg'l avg conc of race/poverty



Created: 6/25/2018  
LandscapeRSA2



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# 4TH AVENUE TRAIL CONSTRUCTION PROJECT

CONSTRUCTION PLANS FOR GRADING, AGGREGATE BASE, BITUMINOUS SURFACING, RESTORATION,  
RAILROAD CROSSING SIGNAL, RAILROAD CROSSING SURFACING AND MISCELLANEOUS CONSTRUCTION  
CITY OF ANOKA, MINNESOTA

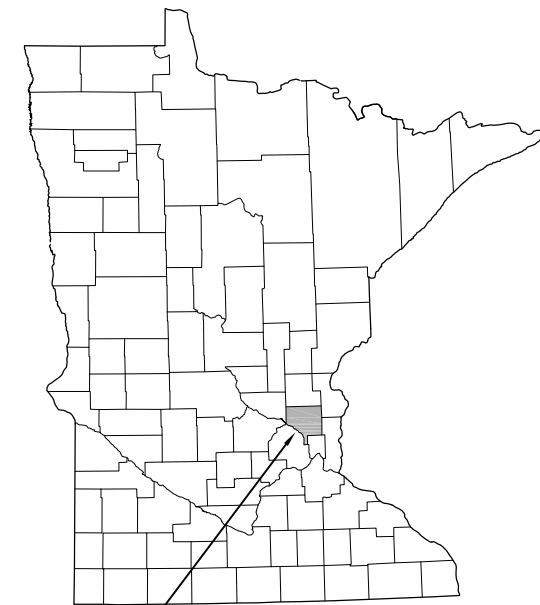
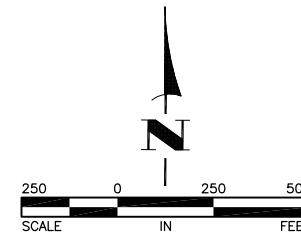
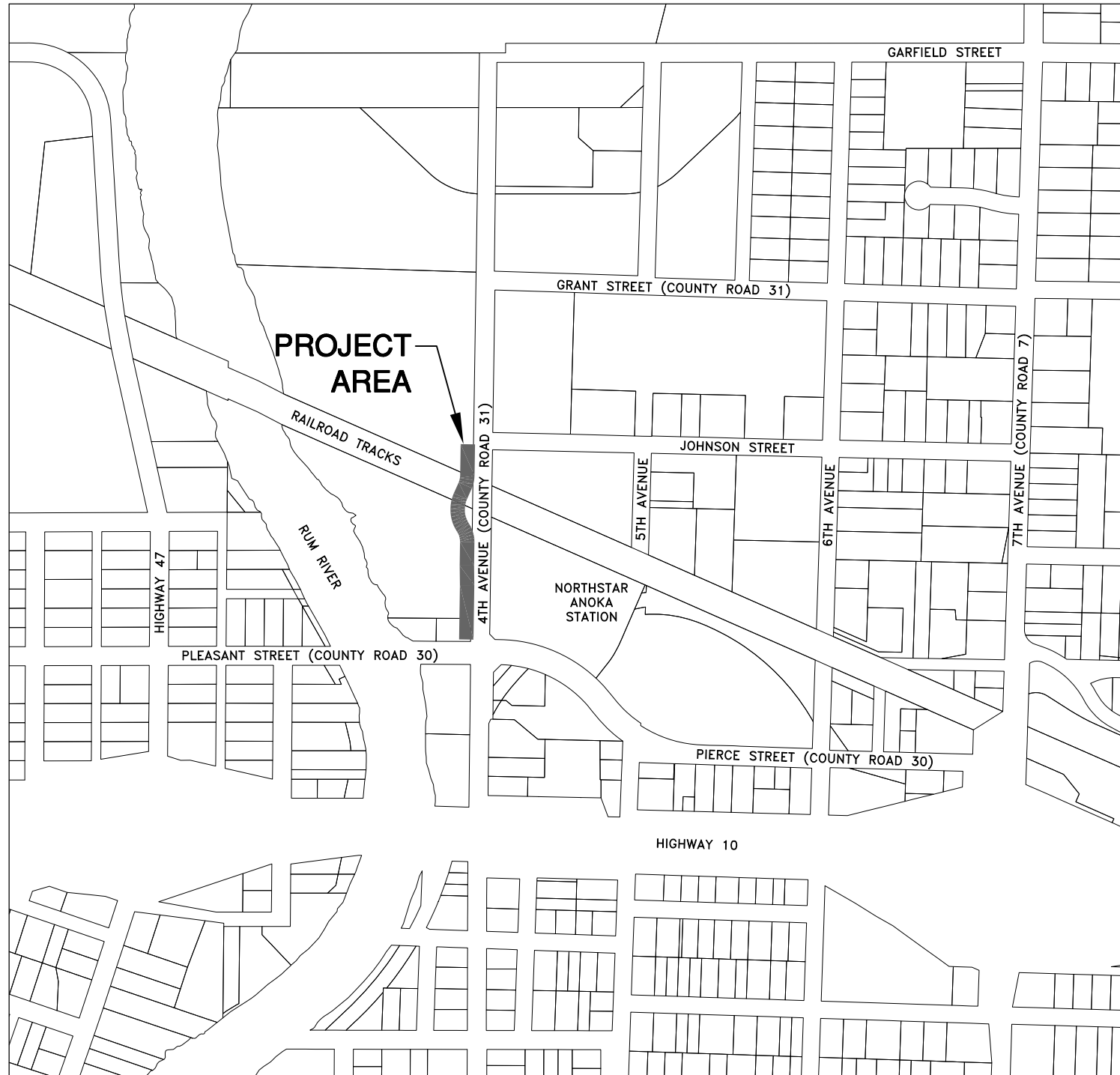
## GOVERNING SPECIFICATIONS

THE SPECIFICATIONS REFERENCED IN SECTION 01 42 00 OF THE PROJECT MANUAL SHALL GOVERN.  
ALL FEDERAL, STATE AND LOCAL LAWS, REGULATIONS, AND ORDINANCES SHALL BE COMPLIED WITH IN THE CONSTRUCTION OF THIS PROJECT.  
ALL TRAFFIC CONTROL DEVICES AND SIGNING SHALL CONFORM TO THE LATEST EDITION OF THE MINNESOTA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, INCLUDING THE LATEST FIELD MANUAL FOR TEMPORARY TRAFFIC CONTROL ZONE LAYOUTS.  
ALL REQUIREMENTS OF THE PROJECT MANUAL FOR THE 4TH AVENUE TRAIL CONSTRUCTION PROJECT DATED XXXXXXXXXXXX.

## SHEET INDEX

THIS PLAN CONTAINS 9 SHEETS

SHEET NO.	DESCRIPTION
1	TITLE SHEET
2	ESTIMATED QUANTITIES, PROJECT LEGEND AND DETAILS
3	DETAILS
4	EXISTING TOPOGRAPHY AND REMOVALS PLAN
5-6	TRAIL CONSTRUCTION PLAN
7	RAILROAD CROSSING CONSTRUCTION PLAN
X1-X4	CROSS SECTIONS



CITY OF ANOKA,  
ANOKA COUNTY,  
MINNESOTA

THE SUBSURFACE UTILITY INFORMATION IN THIS PLAN IS UTILITY QUALITY LEVEL "D". THIS QUALITY LEVEL WAS DETERMINED ACCORDING TO THE GUIDELINES OF CI/ASCE 38-02, ENTITLED "STANDARD GUIDELINES FOR THE COLLECTION AND DEPICTION OF EXISTING SUBSURFACE UTILITY DATA."

APPROVED: ANOKA COUNTY ENGINEER \_\_\_\_\_ DATE \_\_\_\_\_  
RECOMMENDED FOR APPROVAL

GREG LEE \_\_\_\_\_ DATE \_\_\_\_\_  
CITY OF ANOKA CITY MANAGER

I hereby certify that this plan, specification, or report was prepared by me or under my direct supervision and that I am a duly Licensed Professional Engineer under the laws of the State of Minnesota.

CRAIG J. JOCHUM, P.E. \_\_\_\_\_ 23461 \_\_\_\_\_ DATE 8/8/17  
HAKANSON ANDERSON LIC. NO.  
DESIGN ENGINEER

DATE	REVISION

REVIEW COPY

Jun 04, 2018 - 10:01 am  
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**LEGEND**

FO-BUR	BURIED FIBER OPTIC CABLE
T-BUR	BURIED TELEPHONE CABLE
G	GAS MAIN
P-BUR	BURIED ELECTRIC CABLE
P-OH	OVERHEAD ELECTRIC CABLE
	UTILITY PEDESTAL
	POWER POLE
	GUY WIRE
	LIGHT POLE
	SIGN
>>	STORM SEWER
>	SANITARY SEWER
	WATERMAIN
	HYDRANT
	GATE/BUTTERFLY VALVE
	SANITARY SEWER MANHOLE
	CATCH BASIN
	TREES AND SHRUBS
	TRUNCATED DOMES
	CONCRETE CURB & GUTTER
	DETAIL NUMBER
	SHEET NUMBER
	SOIL BORING

DATE	REVISION

I hereby certify that this plan, specification, or report was prepared by me or under my direct supervision and that I am a duly Licensed Professional Engineer under the laws of the State of Minnesota.

**REVIEW COPY**

Date 1/31/18 **J. JOCHUM, P.E.**  
 Lic. No. 23461

DESIGNED BY:  
TAE

DRAWN BY:  
DMS

CHECKED BY:  
CJJ



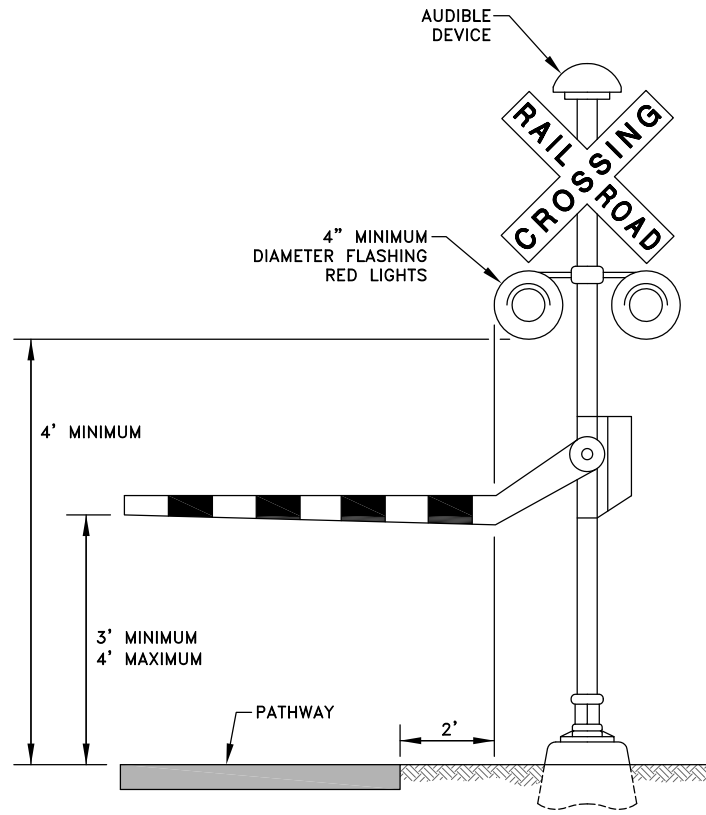
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 Civil Engineers and Land Surveyors  
 3601 Thurston Ave., Anoka, Minnesota 55303  
 763-427-5860 FAX 763-427-0520  
 www.hakanson-anderson.com

**4TH AVENUE TRAIL  
 CONSTRUCTION PROJECT**

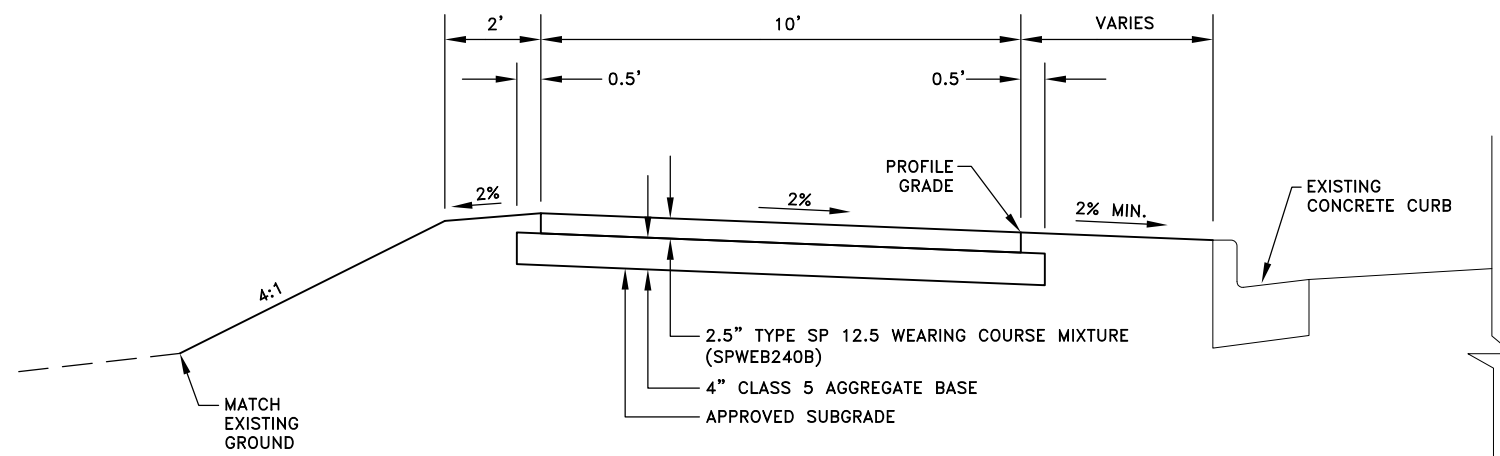
**ESTIMATED QUANTITIES,  
 PROJECT LEGEND AND DETAILS**

**CITY OF ANOKA, MINNESOTA**

SHEET **2** OF **7** SHEETS

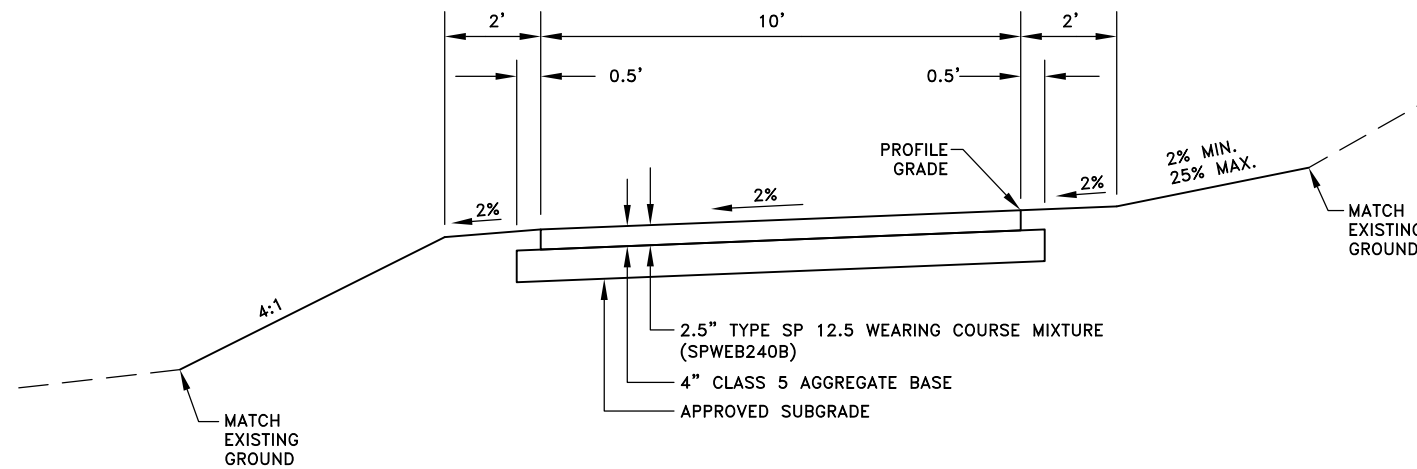


1  
3 PEDESTRIAN GATE PLACEMENT



TYPICAL TRAIL SECTION  
STA X+XX TO X+XX  
STA X+XX TO X+XX

2  
3 N.T.S.



TYPICAL TRAIL SECTION  
STA X+XX TO X+XX  
STA X+XX TO X+XX

3  
3 N.T.S.

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DATE	REVISION

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**REVIEW COPY**

Date 1/31/2018  
 J. JOCHUM, P.E.  
 Lic. No. 23461

DESIGNED BY:  
TAE  
 DRAWN BY:  
DMS  
 CHECKED BY:  
CJJ

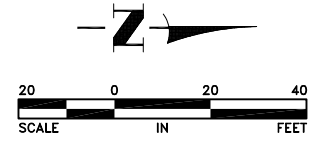
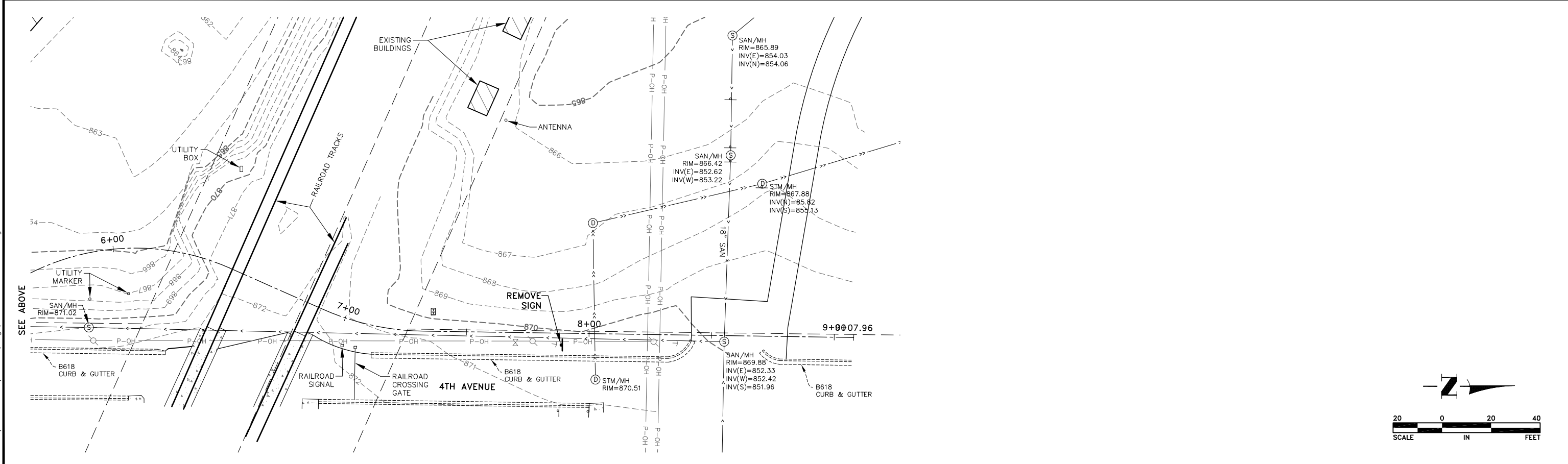
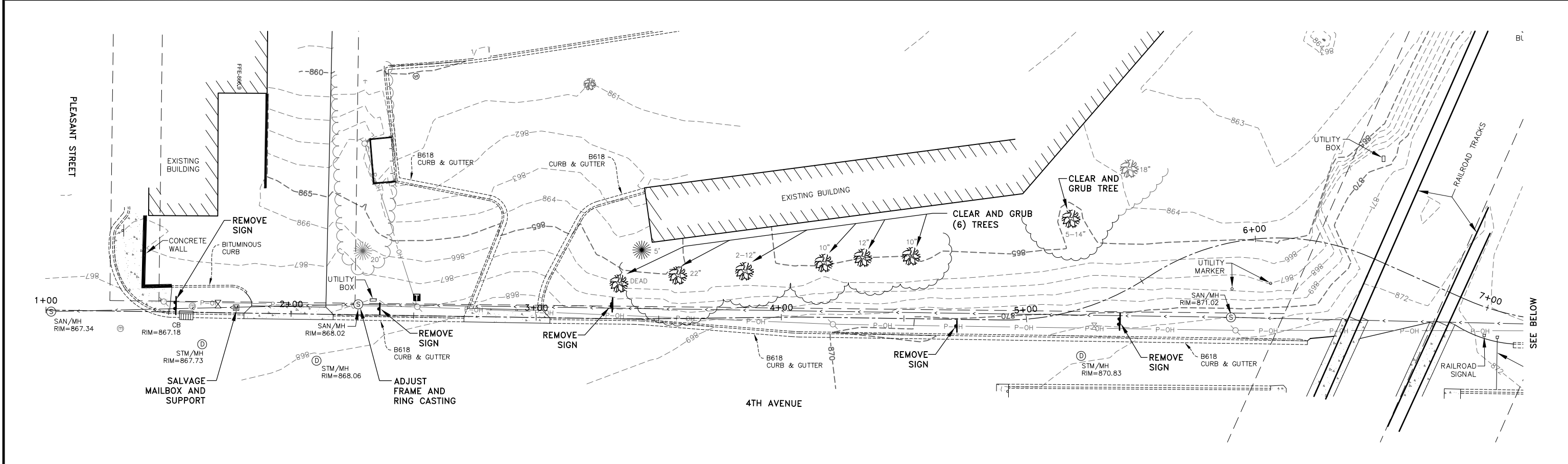


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**4TH AVENUE TRAIL  
 CONSTRUCTION PROJECT**

**DETAILS**  
 CITY OF ANOKA, MINNESOTA

SHEET  
3  
OF  
7  
SHEETS



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**PRELIMINARY**

Date 8/8/18  
 S. JOCHUM, P.E.  
 Lic. No. 23461

DESIGNED BY:  
TAE

DRAWN BY:  
TAE

CHECKED BY:  
CJJ



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**4TH AVENUE TRAIL  
 CONSTRUCTION PROJECT**

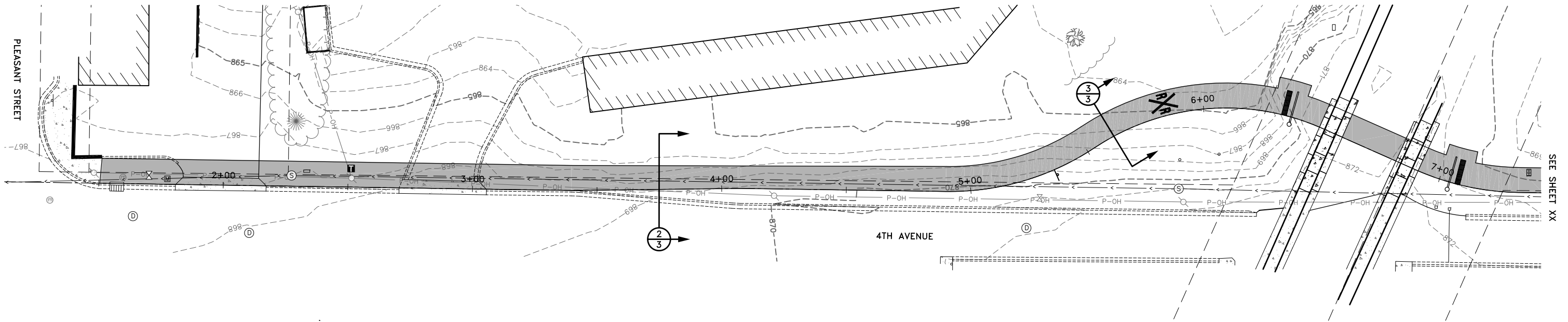
**EXISTING TOPOGRAPHY  
 AND REMOVALS PLAN**

CITY OF ANOKA, MINNESOTA

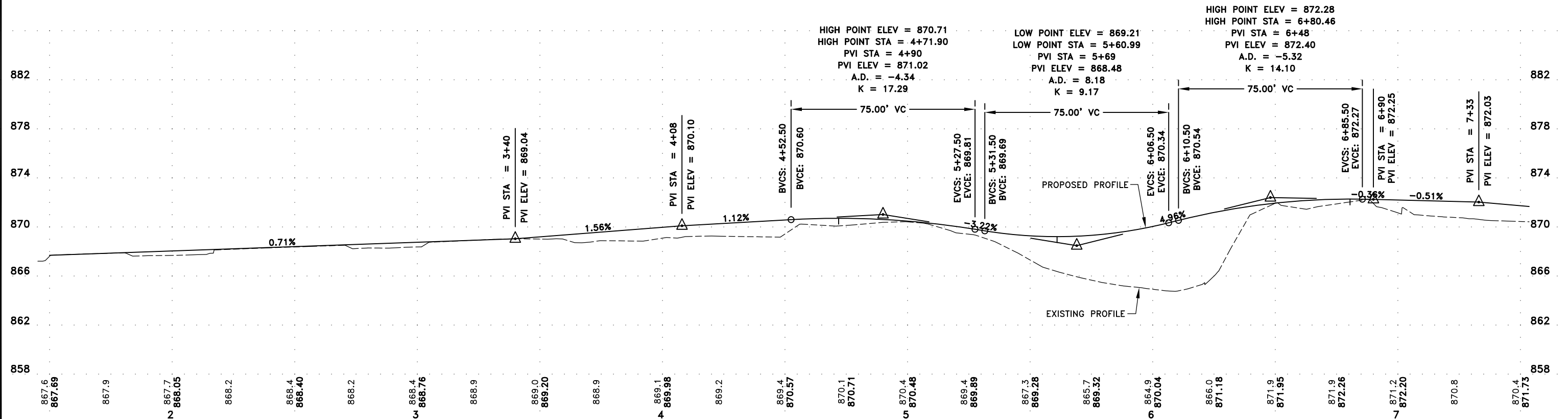
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 OF  
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 SHEETS  
 AN717



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GENERAL NOTES:  
1. SEE SHEET 7 FOR DETAILED RAILROAD CROSSING CONSTRUCTION PLANS.



DATE	REVISION

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Date 8/8/18  
S. JOCHUM, P.E.  
Lic. No. 23461

DESIGNED BY: TAE  
DRAWN BY: TAE  
CHECKED BY: CJJ



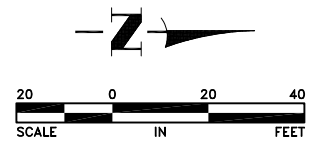
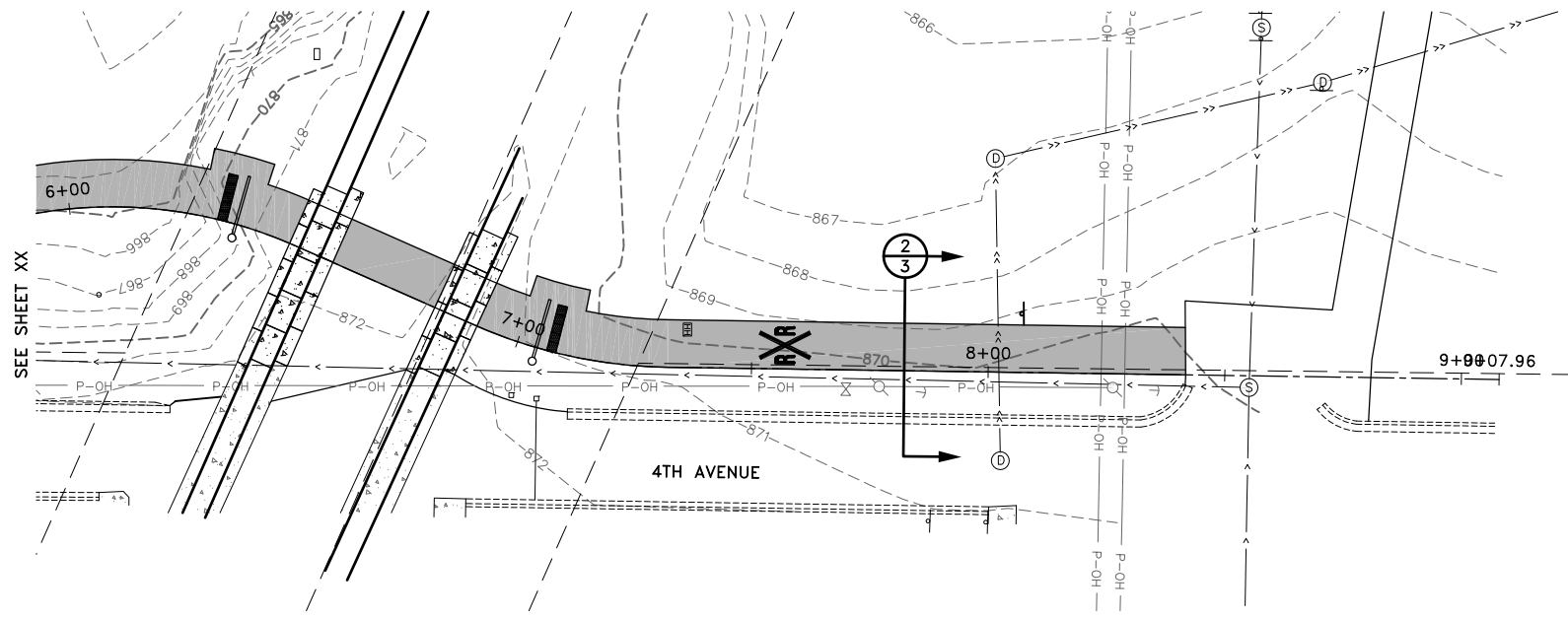
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**4TH AVENUE TRAIL  
CONSTRUCTION PROJECT**

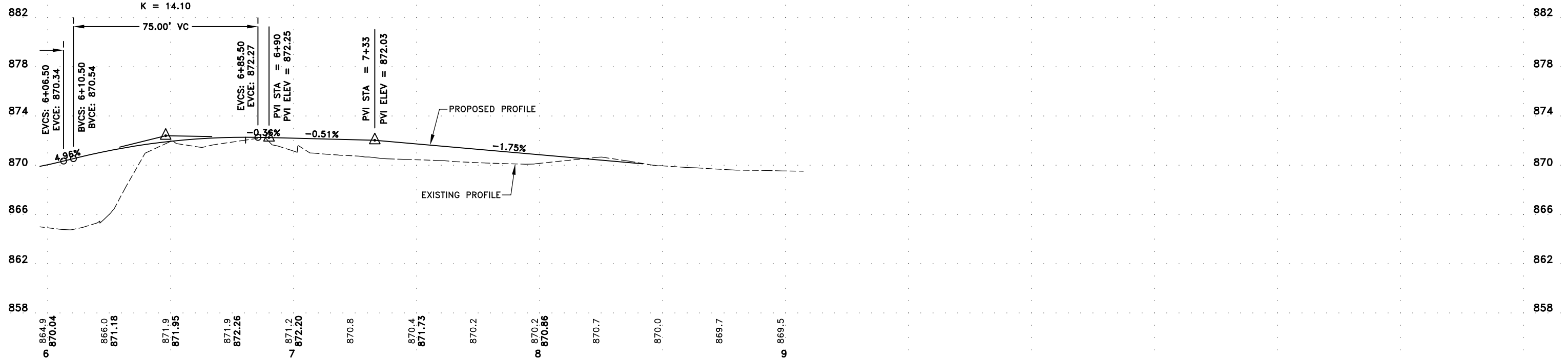
**TRAIL CONSTRUCTION PLAN**  
**CITY OF ANOKA, MINNESOTA**

SHEET 5 OF 7 SHEETS  
AN717

GENERAL NOTES:  
 1. SEE SHEET 7 FOR DETAILED RAILROAD CROSSING CONSTRUCTION PLANS.



HIGH POINT ELEV = 872.28  
 HIGH POINT STA = 6+80.46  
 PVI STA = 6+48  
 PVI ELEV = 872.40  
 A.D. = -5.32  
 K = 14.10



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	871.18
	871.9
	871.95
	871.9
	872.26
7	871.2
	872.20
	870.8
	870.4
	871.73
	870.2
8	870.2
	870.86
	870.7
	870.0
	869.7
9	869.5

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 Date 8/8/18  
 S. JOCHUM, P.E.  
 Lic. No. 23461

DESIGNED BY: TAE  
 DRAWN BY: TAE  
 CHECKED BY: CJJ



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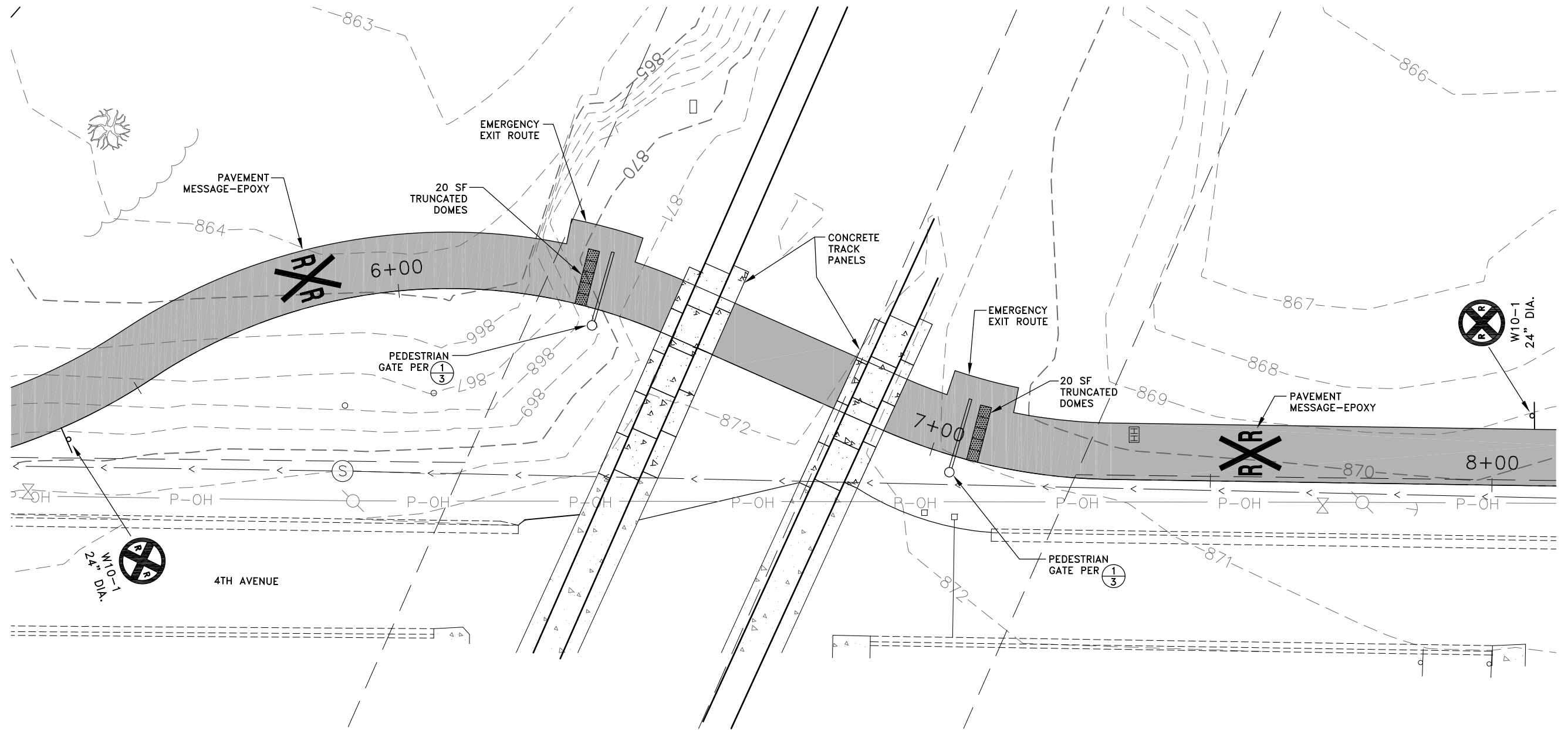
4TH AVENUE TRAIL  
 CONSTRUCTION PROJECT

TRAIL CONSTRUCTION PLAN  
 CITY OF ANOKA, MINNESOTA

SHEET 6 OF 7 SHEETS  
 AN717



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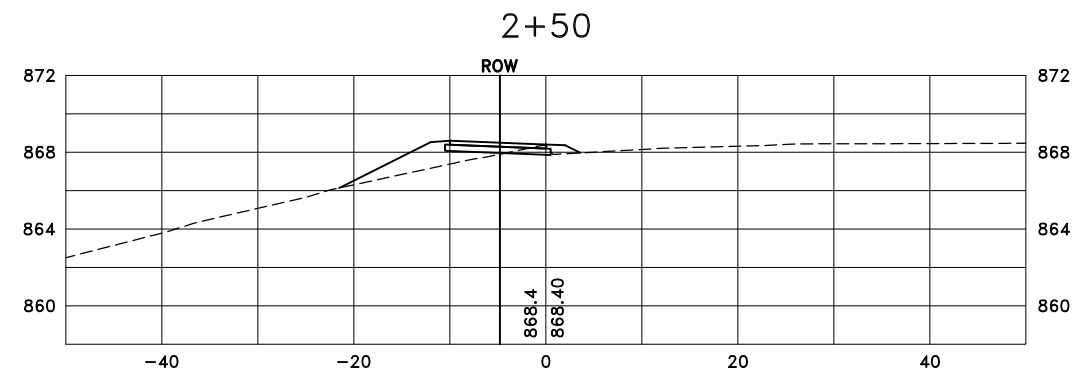
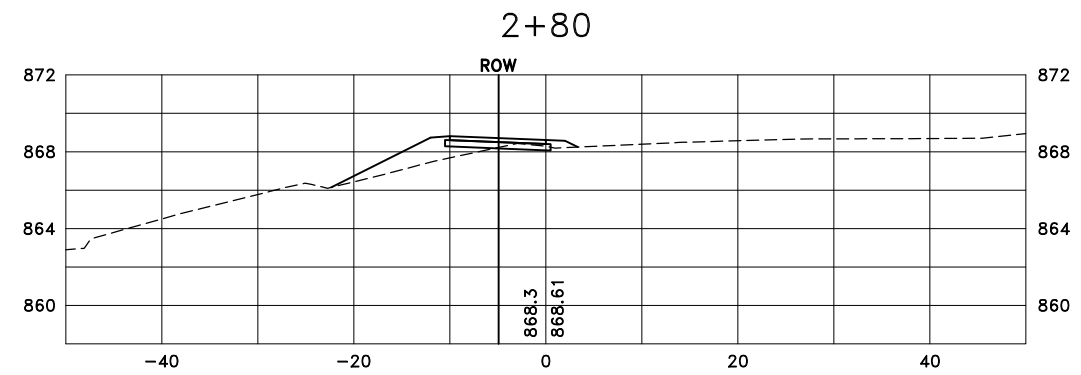
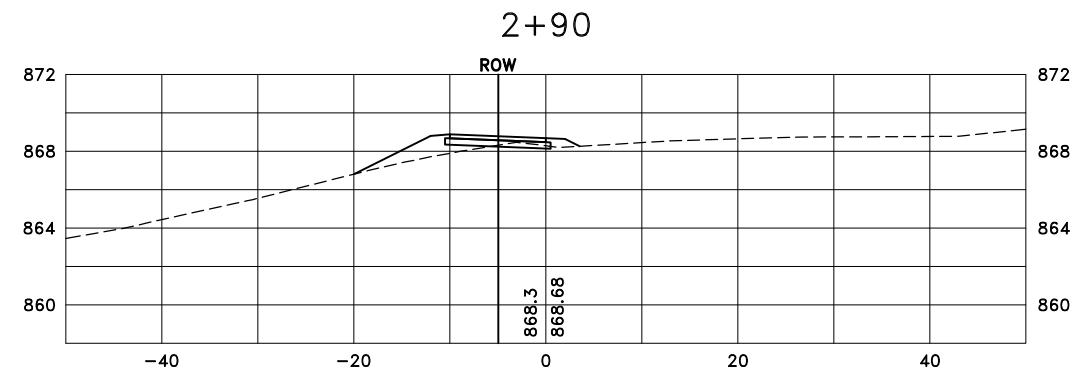
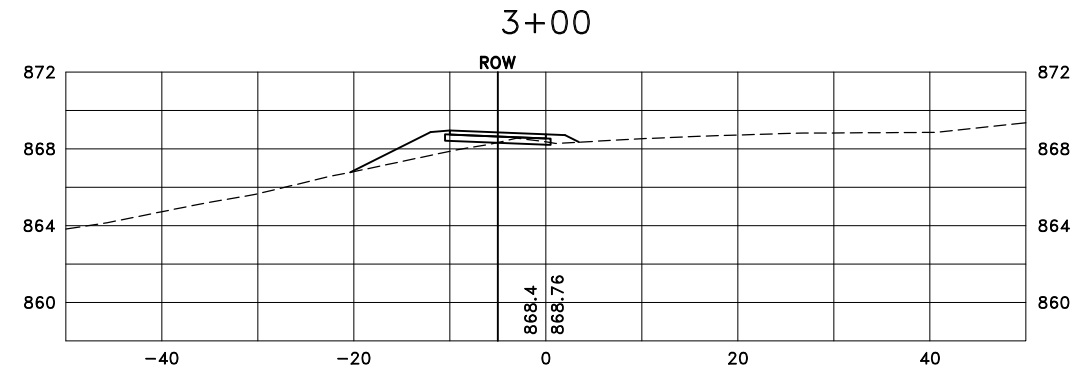
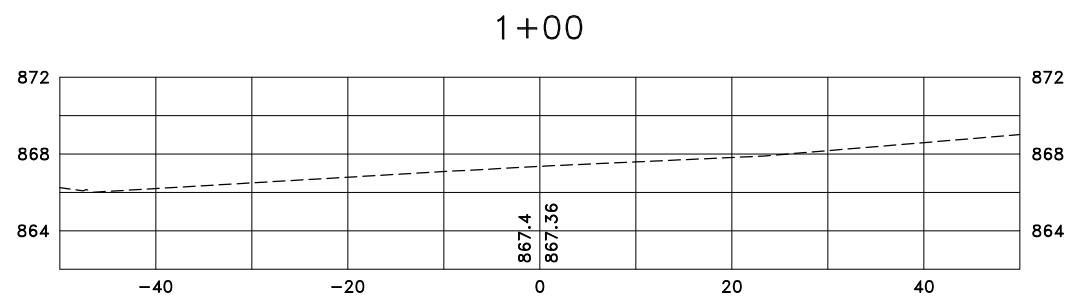
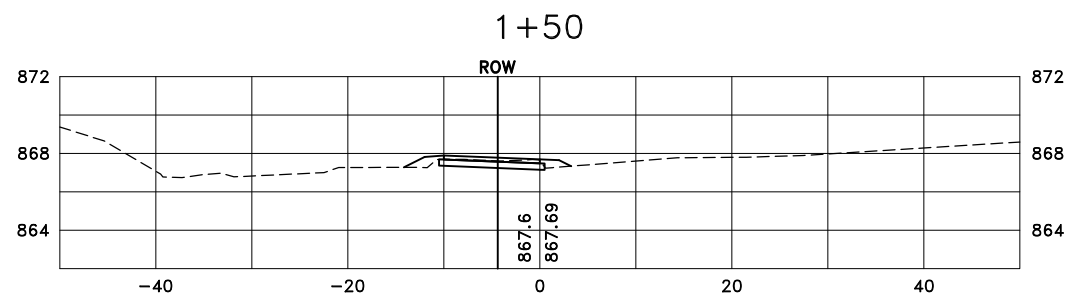
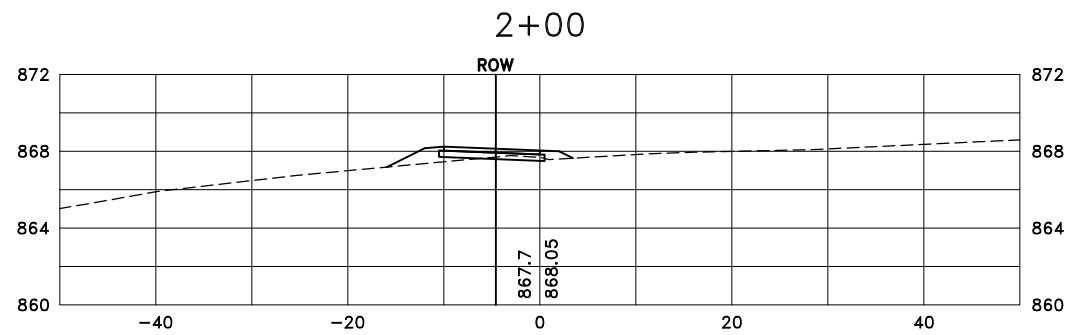
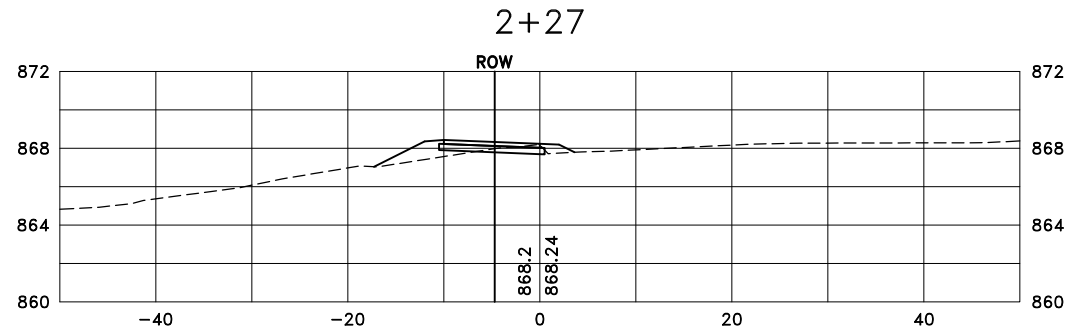
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**4TH AVENUE TRAIL  
 CONSTRUCTION PROJECT**

**RAILROAD CROSSING CONSTRUCTION PLAN**  
 CITY OF ANOKA, MINNESOTA

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 DRAWN BY:  
TAE  
 CHECKED BY:  
CJJ



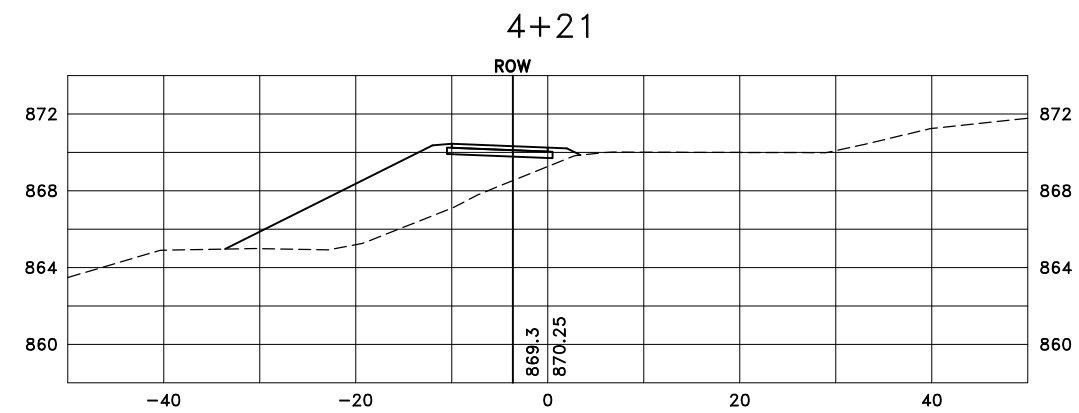
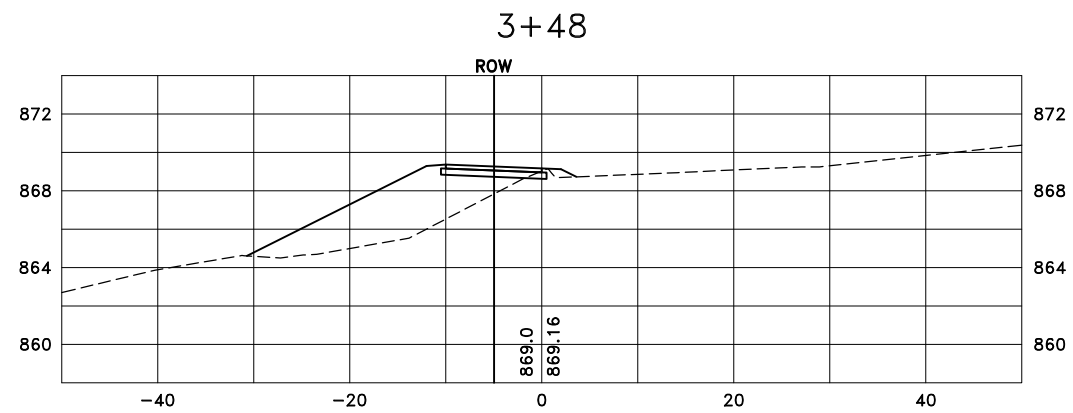
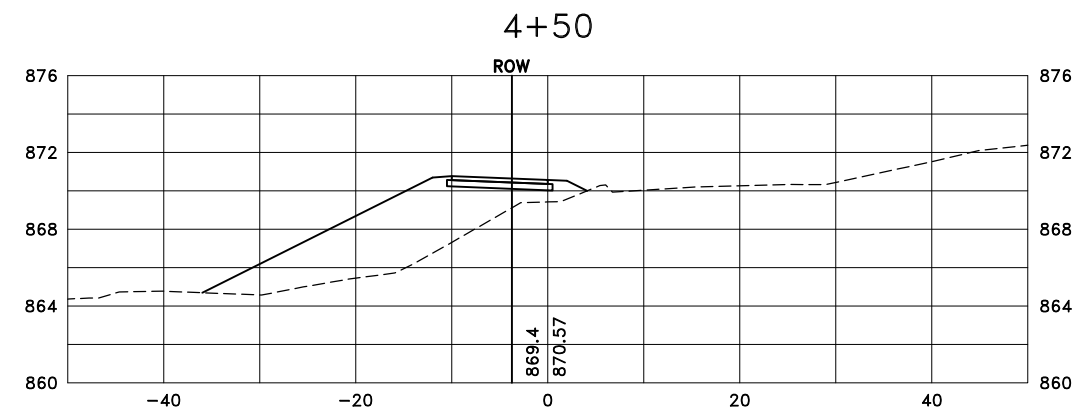
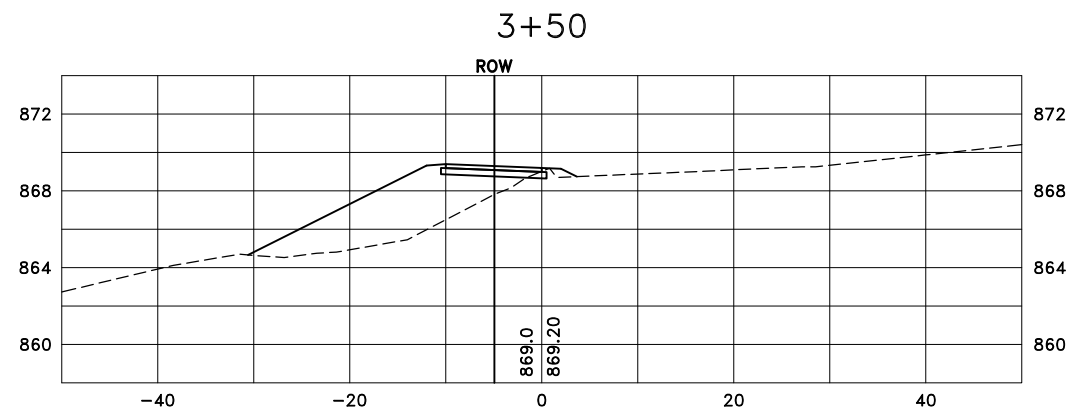
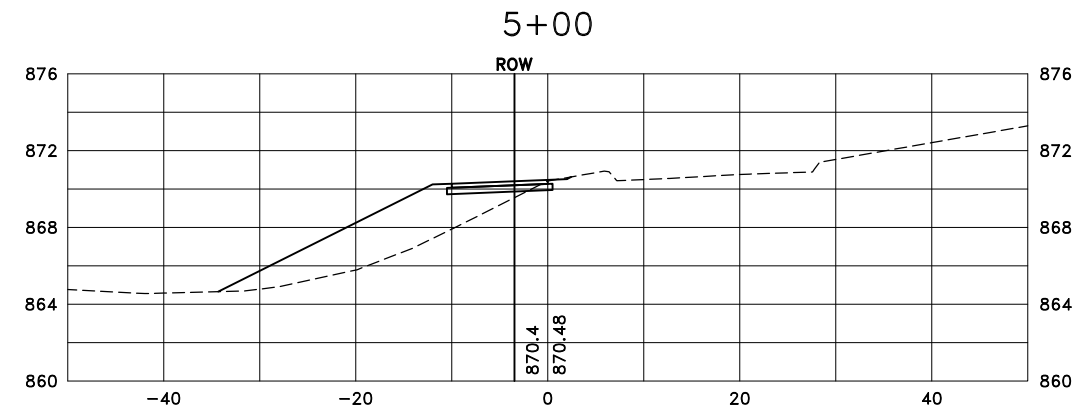
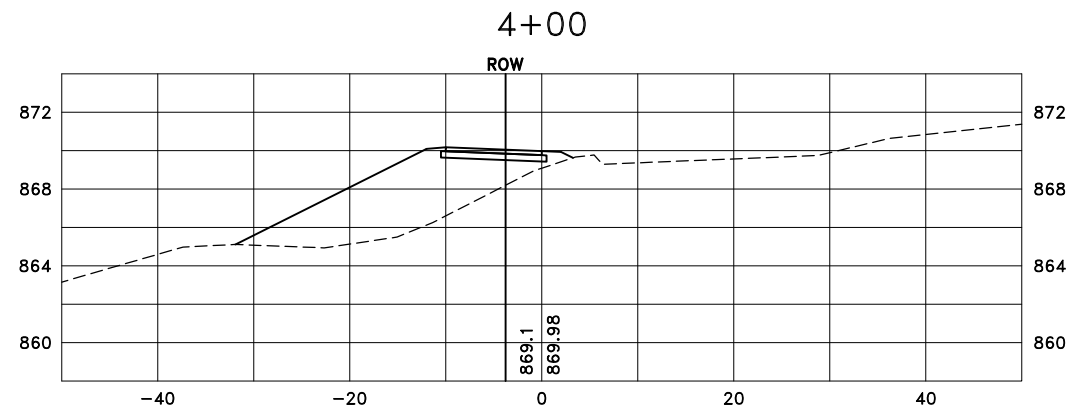
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4TH AVENUE TRAIL  
 CONSTRUCTION PROJECT

CROSS SECTIONS  
 CITY OF ANOKA, MINNESOTA

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AN717

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DATE	REVISION

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TAE  
DRAWN BY:  
TAE  
CHECKED BY:  
CJJ



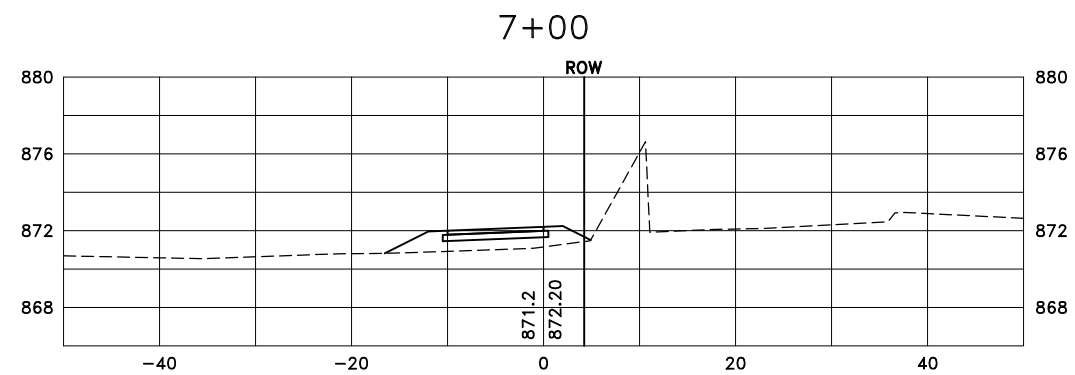
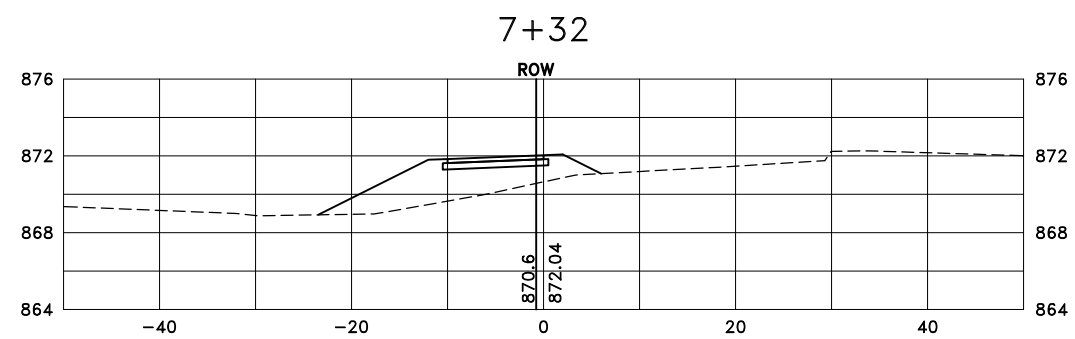
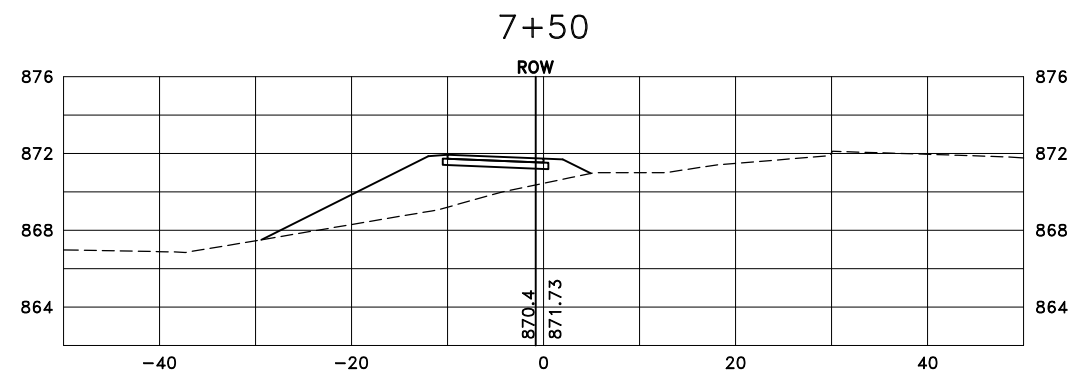
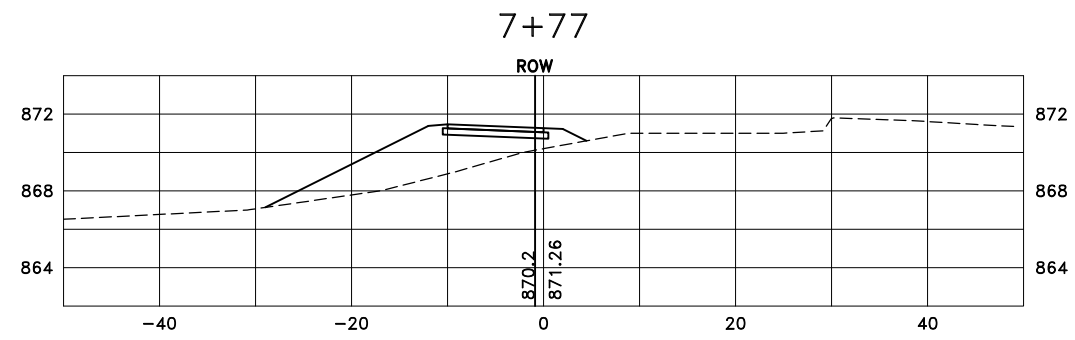
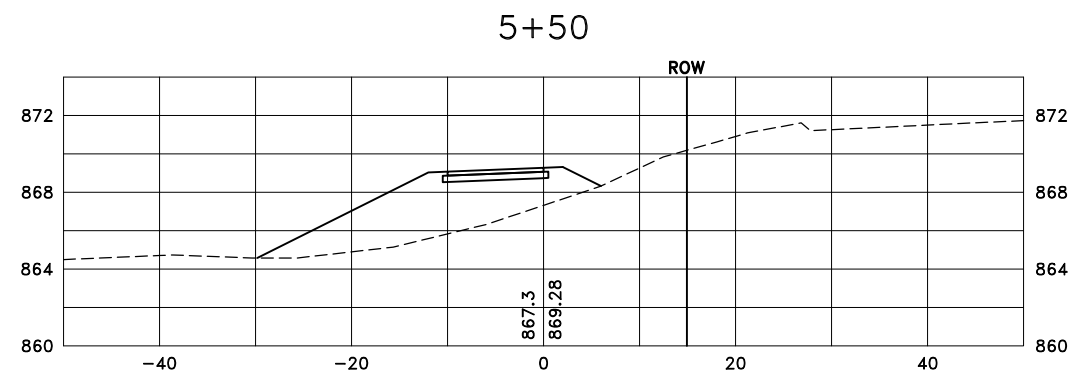
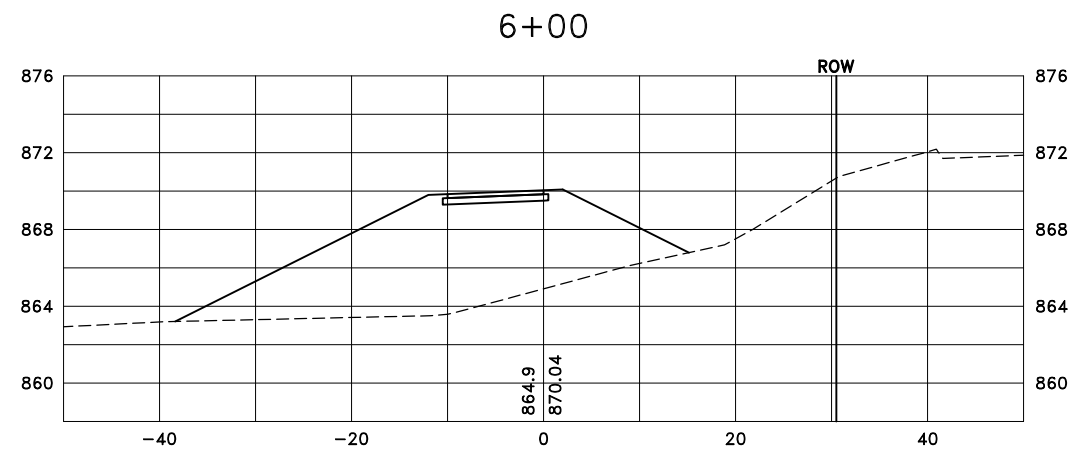
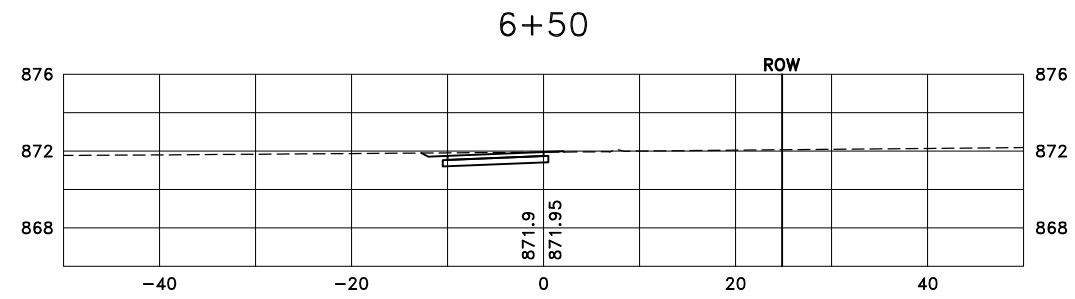
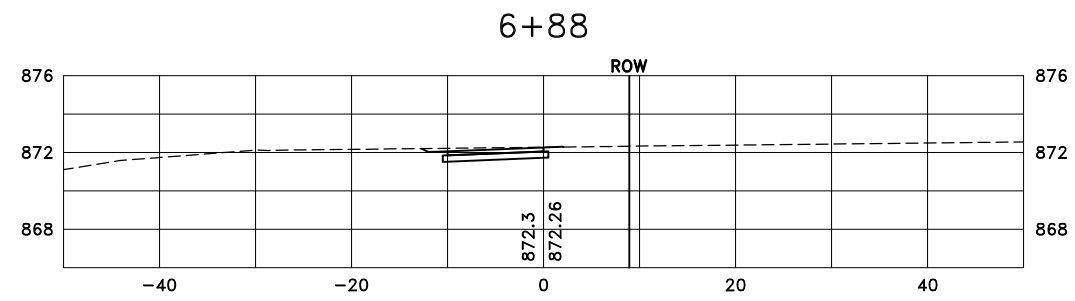
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**4TH AVENUE TRAIL  
CONSTRUCTION PROJECT**

**CROSS SECTIONS**  
  
CITY OF ANOKA, MINNESOTA

SHEET  
X2  
OF  
X4  
SHEETS  
AN717

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DESIGNED BY:  
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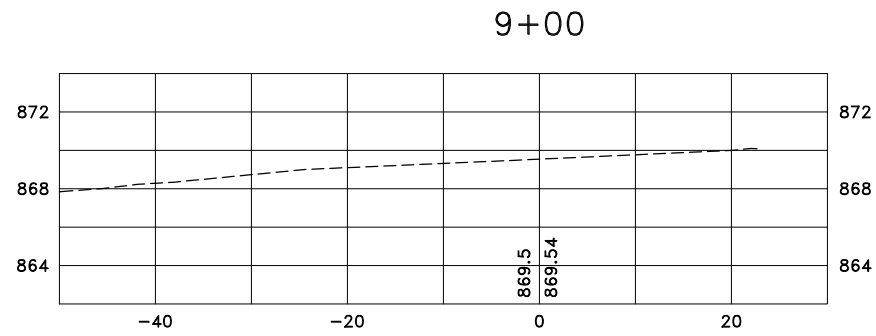
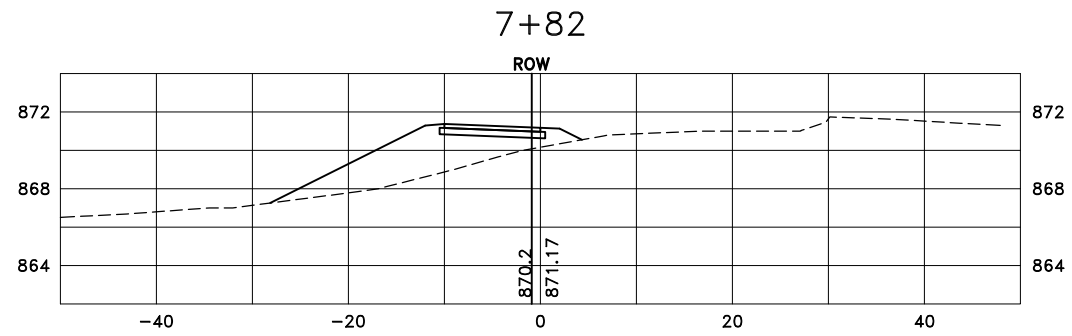
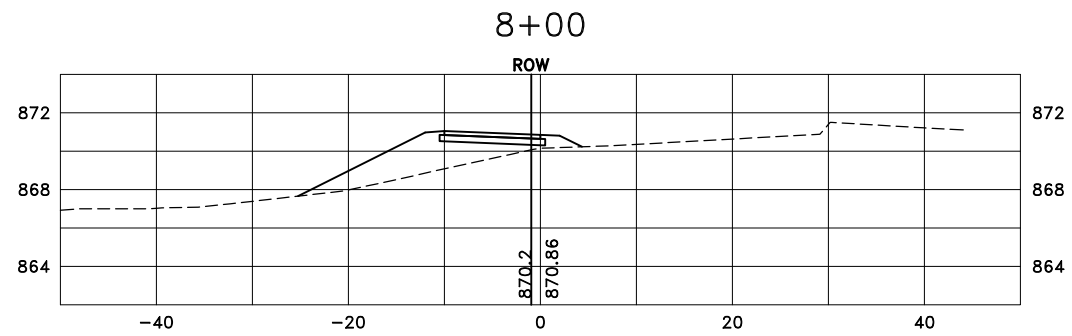
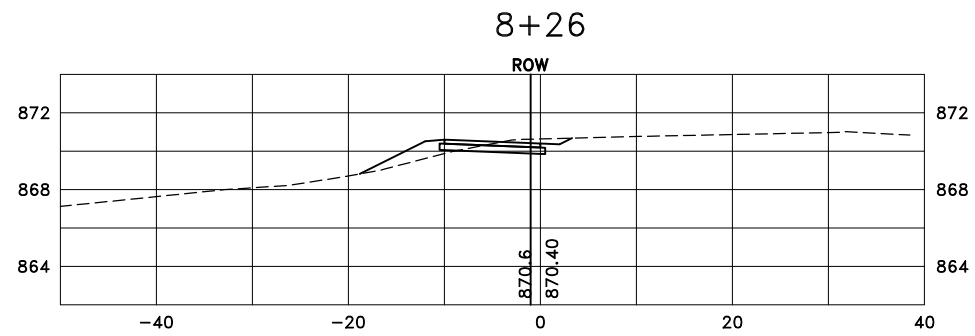
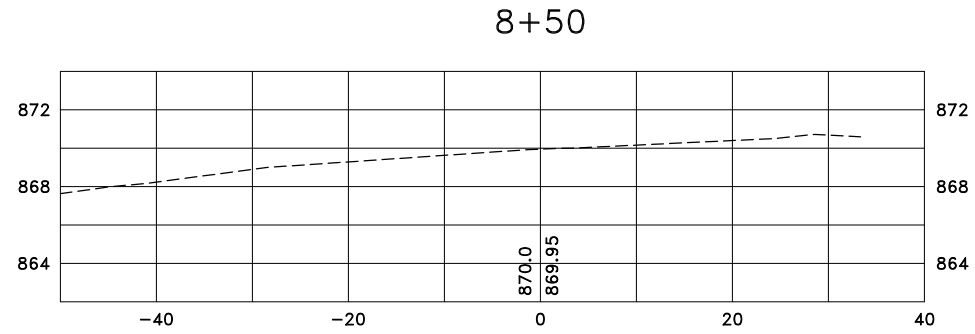
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**4TH AVENUE TRAIL  
CONSTRUCTION PROJECT**

**CROSS SECTIONS**  
  
CITY OF ANOKA, MINNESOTA

SHEET  
X3  
OF  
X4  
SHEETS  
AN717

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4TH AVENUE TRAIL  
 CONSTRUCTION PROJECT

CROSS SECTIONS  
 CITY OF ANOKA, MINNESOTA

SHEET  
X4  
 OF  
X4  
 SHEETS  
AN717

# 4TH AVENUE TRAIL CONSTRUCTION PROJECT

CONSTRUCTION PLANS FOR GRADING, AGGREGATE BASE, BITUMINOUS SURFACING, RESTORATION,  
RAILROAD CROSSING SIGNAL, RAILROAD CROSSING SURFACING AND MISCELLANEOUS CONSTRUCTION  
CITY OF ANOKA, MINNESOTA

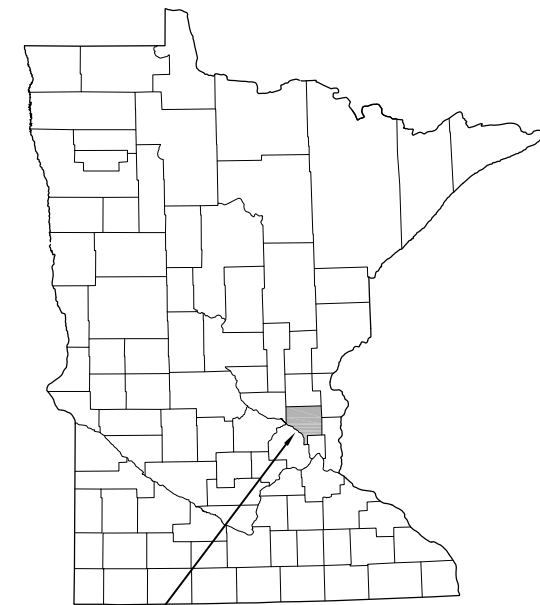
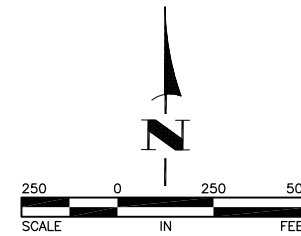
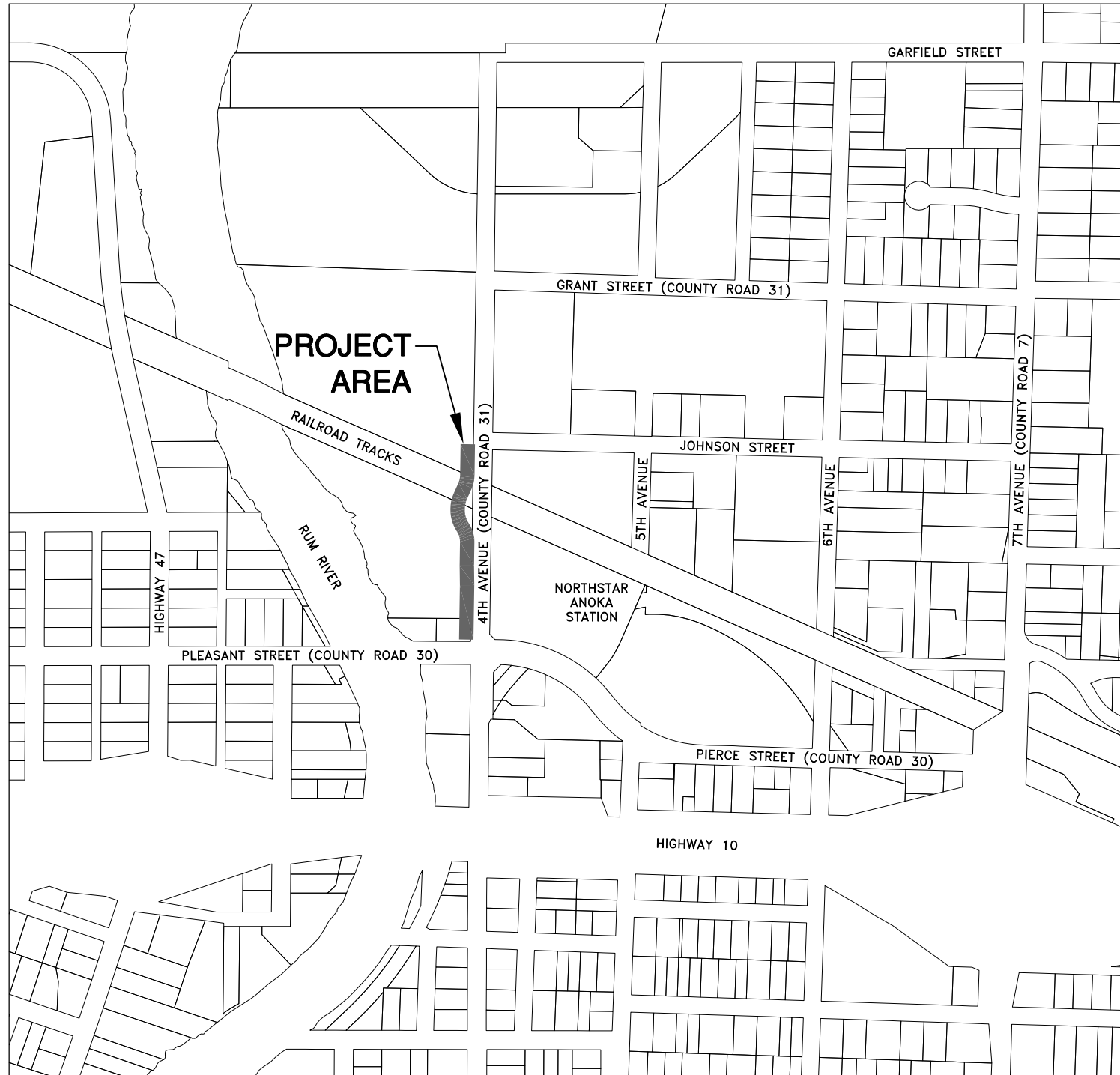
## GOVERNING SPECIFICATIONS

THE SPECIFICATIONS REFERENCED IN SECTION 01 42 00 OF THE PROJECT MANUAL SHALL GOVERN.  
ALL FEDERAL, STATE AND LOCAL LAWS, REGULATIONS, AND ORDINANCES SHALL BE COMPLIED WITH IN THE CONSTRUCTION OF THIS PROJECT.  
ALL TRAFFIC CONTROL DEVICES AND SIGNING SHALL CONFORM TO THE LATEST EDITION OF THE MINNESOTA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, INCLUDING THE LATEST FIELD MANUAL FOR TEMPORARY TRAFFIC CONTROL ZONE LAYOUTS.  
ALL REQUIREMENTS OF THE PROJECT MANUAL FOR THE 4TH AVENUE TRAIL CONSTRUCTION PROJECT DATED XXXXXXXXXXXX.

## SHEET INDEX

THIS PLAN CONTAINS 9 SHEETS

SHEET NO.	DESCRIPTION
1	TITLE SHEET
2	ESTIMATED QUANTITIES, PROJECT LEGEND AND DETAILS
3	DETAILS
4	EXISTING TOPOGRAPHY AND REMOVALS PLAN
5-6	TRAIL CONSTRUCTION PLAN
7	RAILROAD CROSSING CONSTRUCTION PLAN
X1-X4	CROSS SECTIONS



CITY OF ANOKA,  
ANOKA COUNTY,  
MINNESOTA

THE SUBSURFACE UTILITY INFORMATION IN THIS PLAN IS UTILITY QUALITY LEVEL "D". THIS QUALITY LEVEL WAS DETERMINED ACCORDING TO THE GUIDELINES OF CI/ASCE 38-02, ENTITLED "STANDARD GUIDELINES FOR THE COLLECTION AND DEPICTION OF EXISTING SUBSURFACE UTILITY DATA."

APPROVED: ANOKA COUNTY ENGINEER \_\_\_\_\_ DATE \_\_\_\_\_

RECOMMENDED FOR APPROVAL

GREG LEE \_\_\_\_\_ DATE \_\_\_\_\_  
CITY OF ANOKA CITY MANAGER

I hereby certify that this plan, specification, or report was prepared by me or under my direct supervision and that I am a duly Licensed Professional Engineer under the laws of the State of Minnesota.

CRAIG J. JOCHUM, P.E. \_\_\_\_\_ 23461 \_\_\_\_\_ DATE 8/8/17  
HAKANSON ANDERSON LIC. NO.

DATE	REVISION

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**LEGEND**

FO-BUR	BURIED FIBER OPTIC CABLE
T-BUR	BURIED TELEPHONE CABLE
G	GAS MAIN
P-BUR	BURIED ELECTRIC CABLE
P-OH	OVERHEAD ELECTRIC CABLE
	UTILITY PEDESTAL
	POWER POLE
	GUY WIRE
	LIGHT POLE
	SIGN
>>	STORM SEWER
>	SANITARY SEWER
	WATERMAIN
	HYDRANT
	GATE/BUTTERFLY VALVE
	SANITARY SEWER MANHOLE
	CATCH BASIN
	TREES AND SHRUBS
	TRUNCATED DOMES
	CONCRETE CURB & GUTTER
	DETAIL NUMBER
	SHEET NUMBER
	SOIL BORING

DATE	REVISION

I hereby certify that this plan, specification, or report was prepared by me or under my direct supervision and that I am a duly Licensed Professional Engineer under the laws of the State of Minnesota.

**REVIEW COPY**

Date 1/31/18 **J. JOCHUM, P.E.**  
 Lic. No. 23461

DESIGNED BY:  
TAE

DRAWN BY:  
DMS

CHECKED BY:  
CJJ



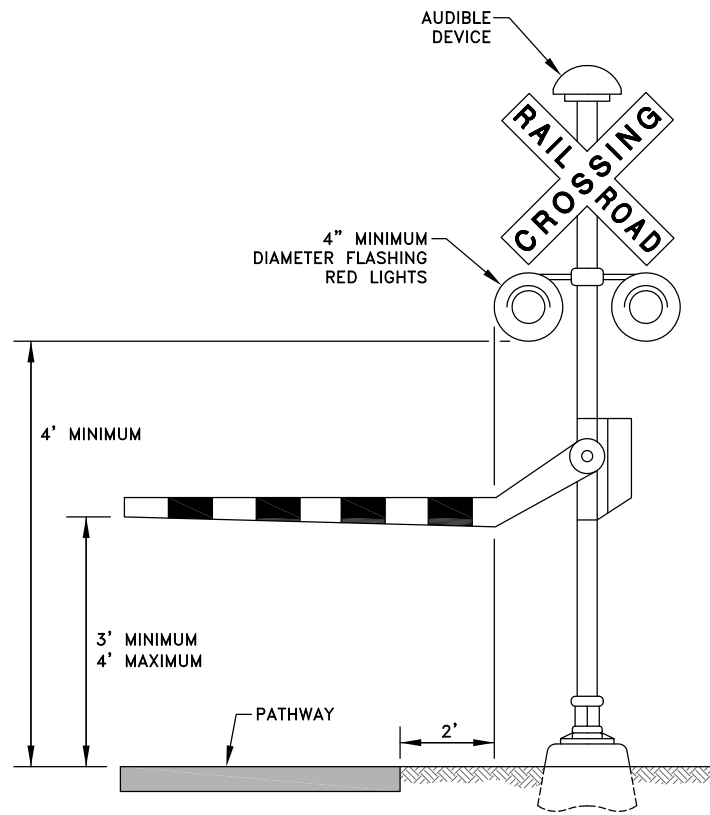
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**4TH AVENUE TRAIL  
 CONSTRUCTION PROJECT**

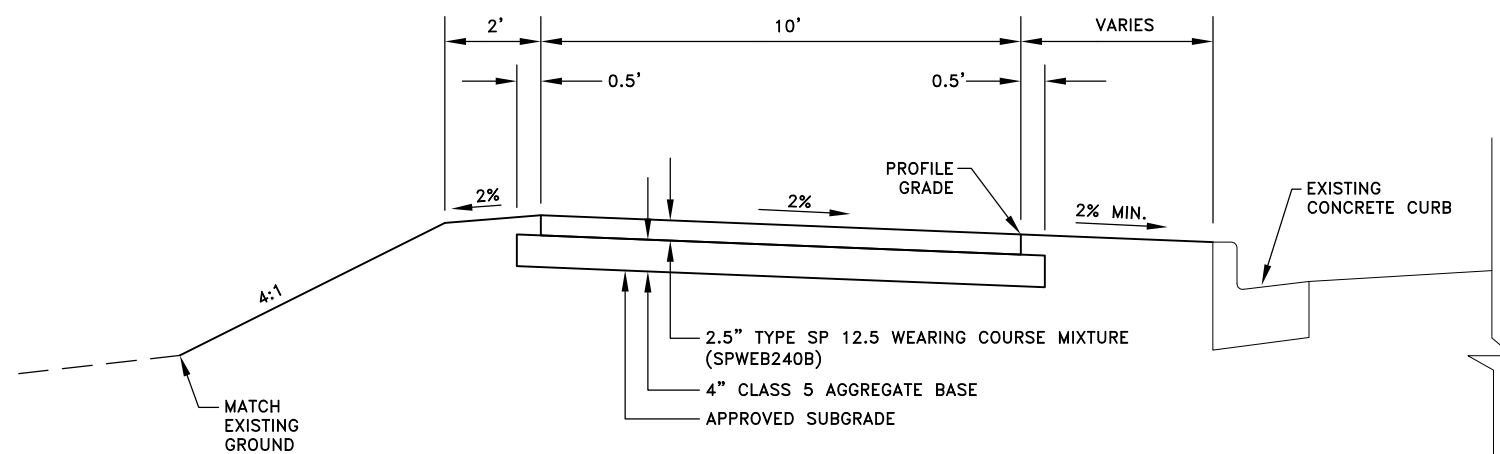
**ESTIMATED QUANTITIES,  
 PROJECT LEGEND AND DETAILS**

**CITY OF ANOKA, MINNESOTA**

SHEET  
**2**  
 OF  
**7**  
 SHEETS

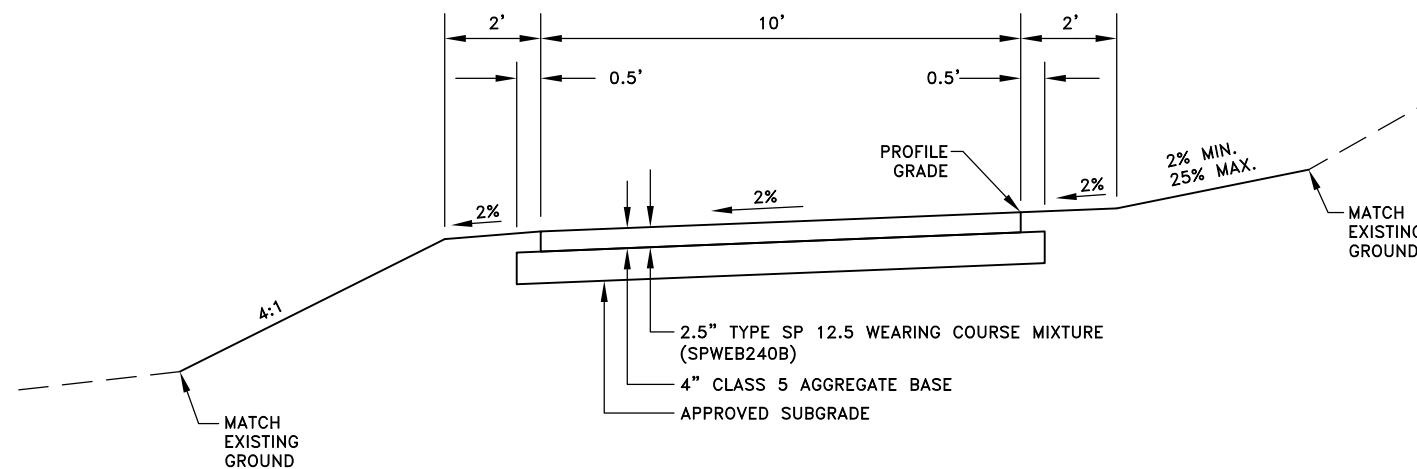


1  
3 PEDESTRIAN GATE PLACEMENT



TYPICAL TRAIL SECTION  
STA X+XX TO X+XX  
STA X+XX TO X+XX

2  
3 N.T.S.



TYPICAL TRAIL SECTION  
STA X+XX TO X+XX  
STA X+XX TO X+XX

3  
3 N.T.S.

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DATE	REVISION

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Date 1/31/2018  
J. JOCHUM, P.E.  
Lic. No. 23461

DESIGNED BY: TAE  
DRAWN BY: DMS  
CHECKED BY: CJJ



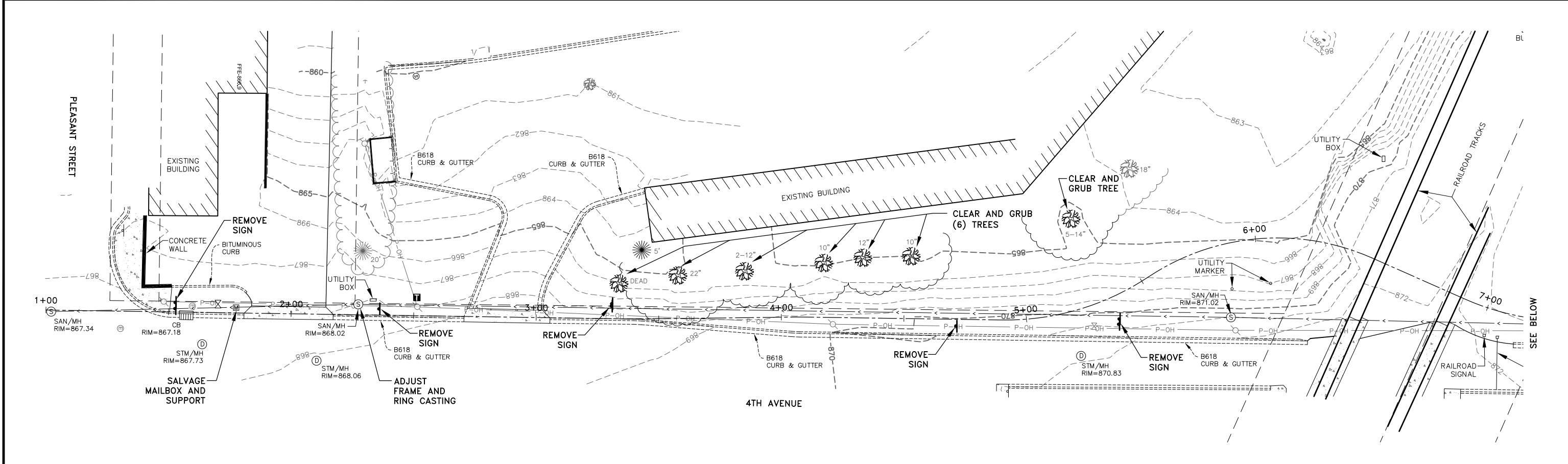
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www.hakanson-anderson.com

**4TH AVENUE TRAIL  
CONSTRUCTION PROJECT**

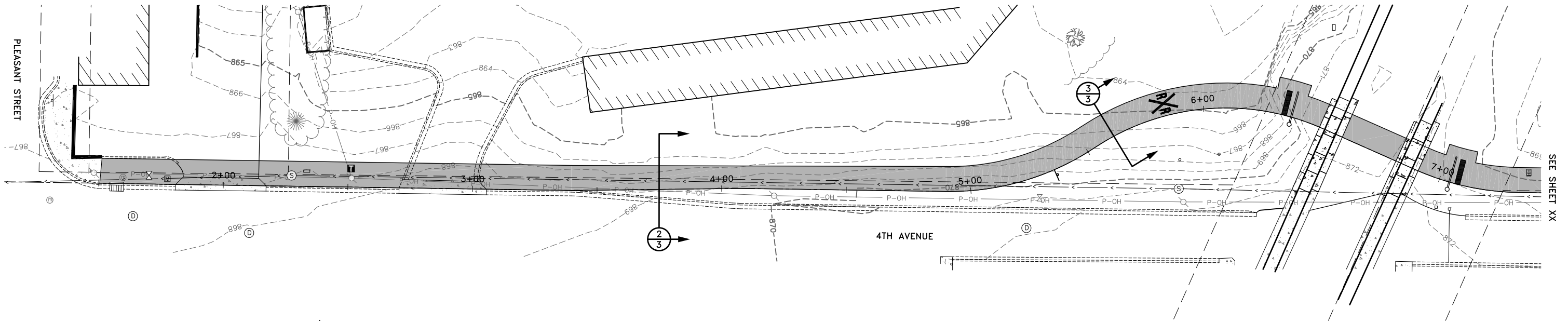
**DETAILS**  
CITY OF ANOKA, MINNESOTA

SHEET 3 OF 7 SHEETS  
AN717

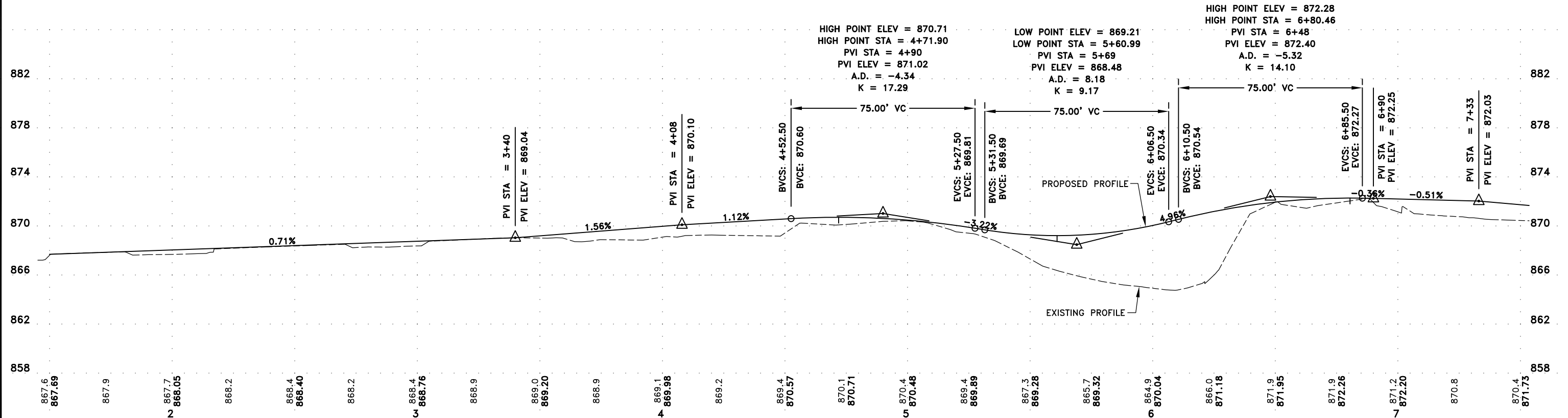




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GENERAL NOTES:  
1. SEE SHEET 7 FOR DETAILED RAILROAD CROSSING CONSTRUCTION PLANS.



DATE	REVISION

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Date 8/8/18  
S. JOCHUM, P.E.  
Lic. No. 23461

DESIGNED BY: TAE  
DRAWN BY: TAE  
CHECKED BY: CJJ



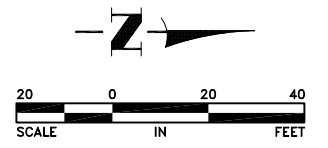
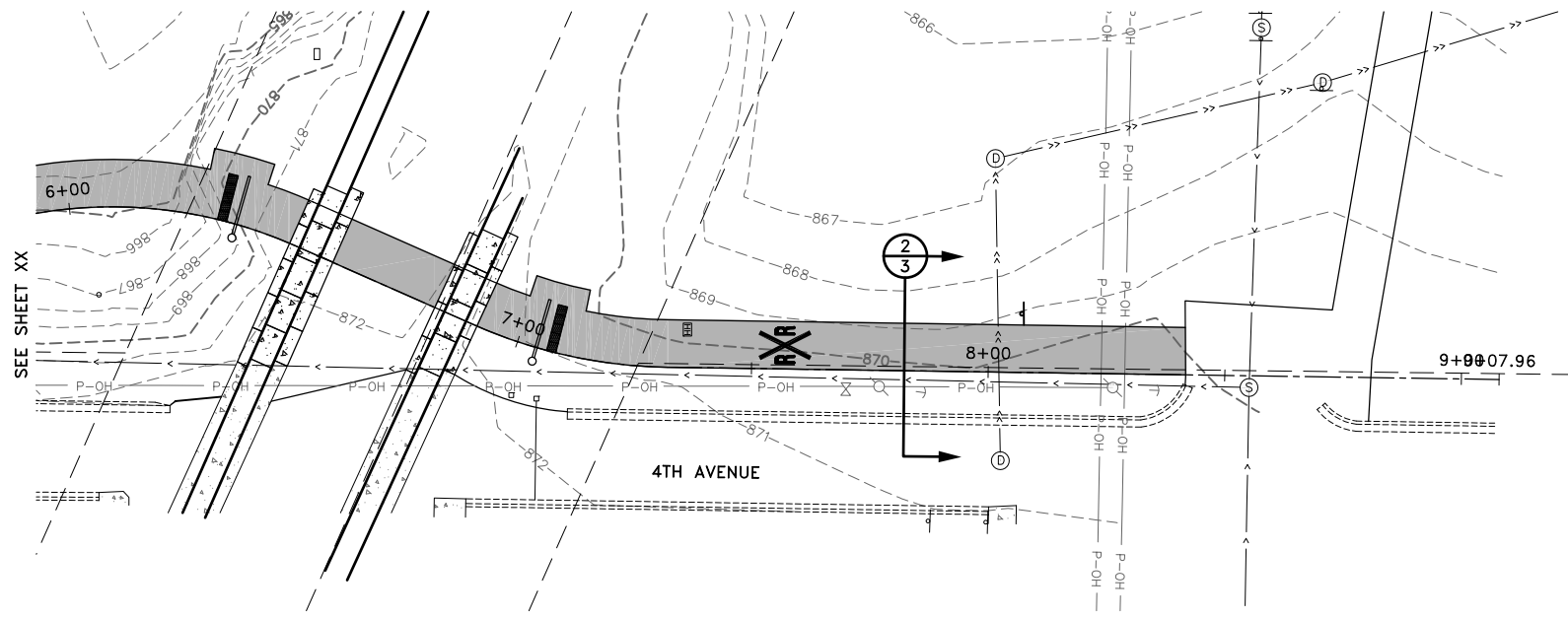
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**4TH AVENUE TRAIL  
CONSTRUCTION PROJECT**

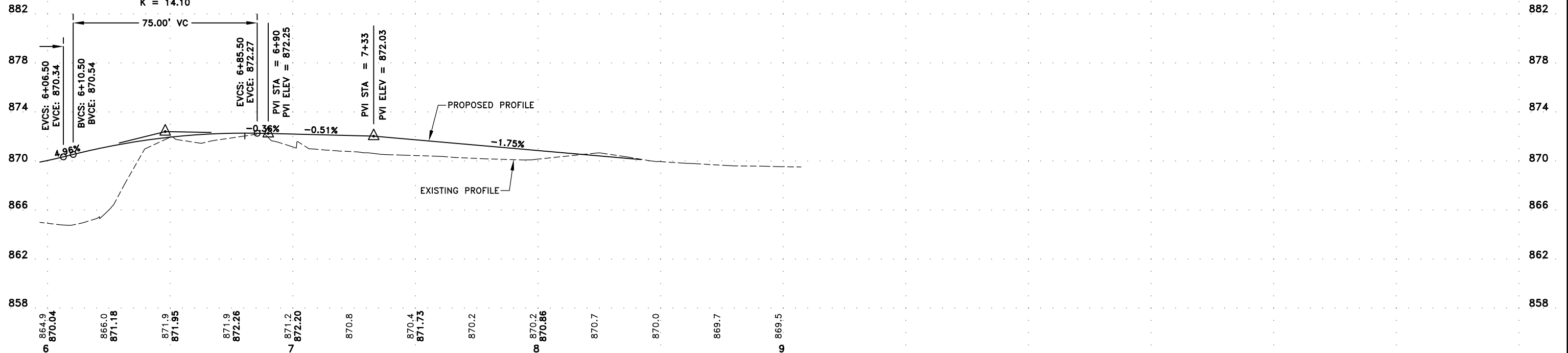
**TRAIL CONSTRUCTION PLAN**  
**CITY OF ANOKA, MINNESOTA**

SHEET 5 OF 7 SHEETS  
AN717

GENERAL NOTES:  
 1. SEE SHEET 7 FOR DETAILED RAILROAD CROSSING CONSTRUCTION PLANS.



HIGH POINT ELEV = 872.28  
 HIGH POINT STA = 6+80.46  
 PVI STA = 6+48  
 PVI ELEV = 872.40  
 A.D. = -5.32  
 K = 14.10



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DATE	REVISION
6	870.04
7	871.20
8	870.86
9	870.2

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**PRELIMINARY**

Date 8/8/18  
 S. JOCHUM, P.E.  
 Lic. No. 23461

DESIGNED BY: TAE  
 DRAWN BY: TAE  
 CHECKED BY: CJJ



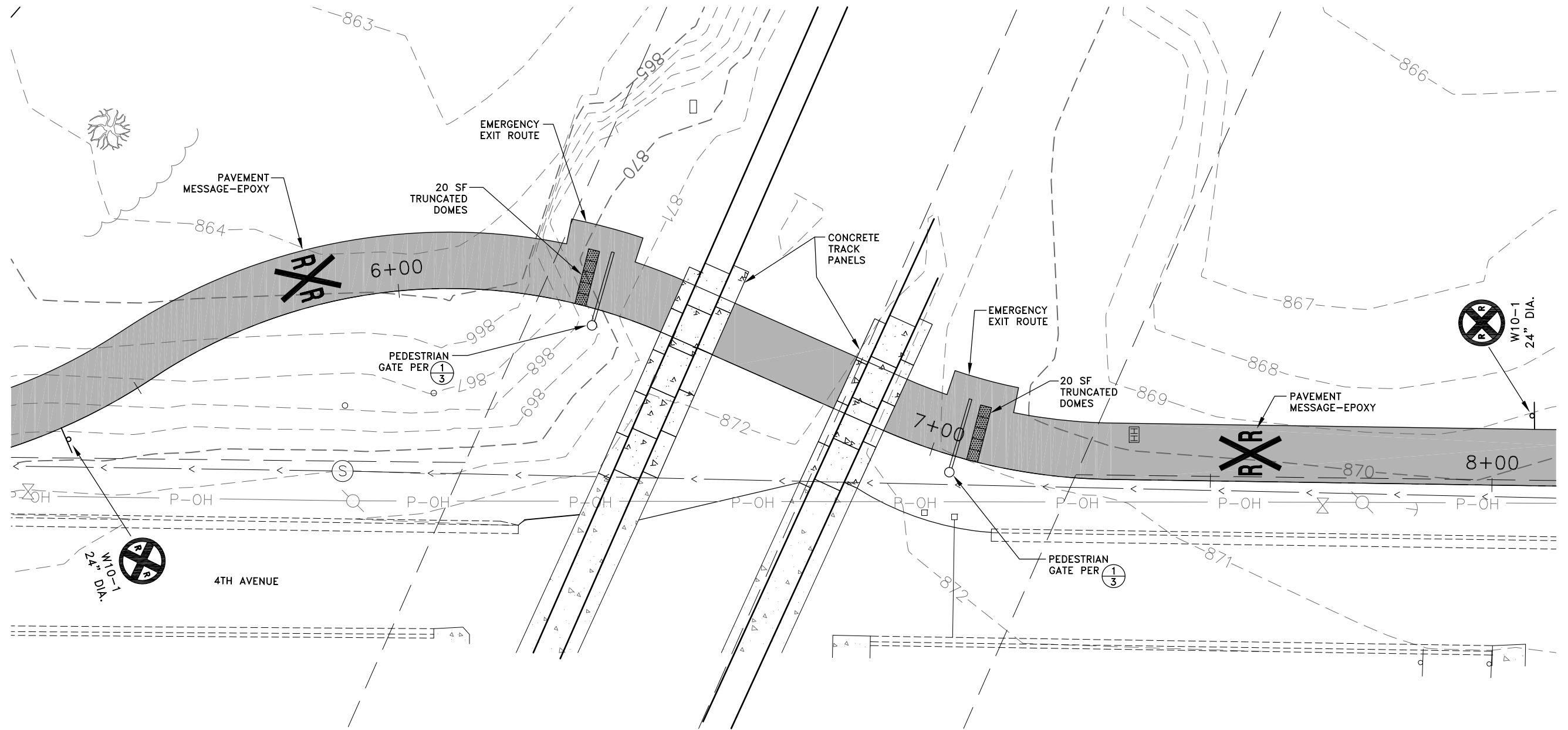
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4TH AVENUE TRAIL  
 CONSTRUCTION PROJECT

TRAIL CONSTRUCTION PLAN  
 CITY OF ANOKA, MINNESOTA

SHEET 6 OF 7 SHEETS  
 AN717

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DATE	REVISION

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**PRELIMINARY**  
 Date 1/31/18  
 J. JOCHUM, P.E.  
 Lic. No. 23461

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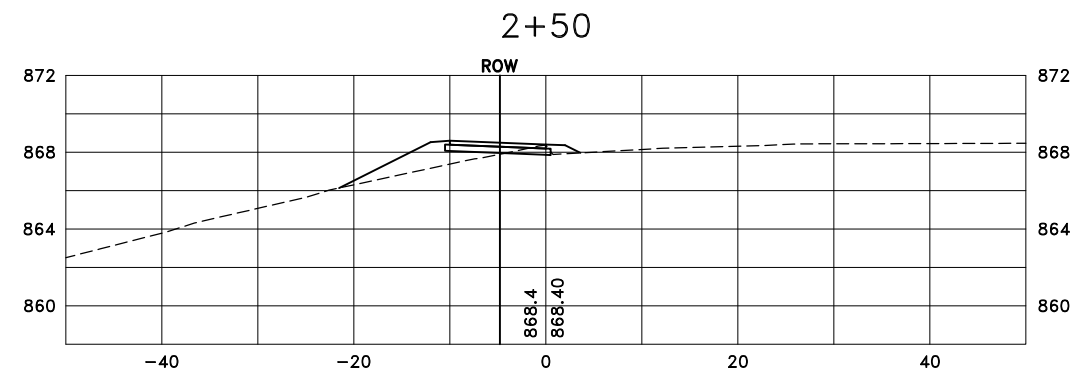
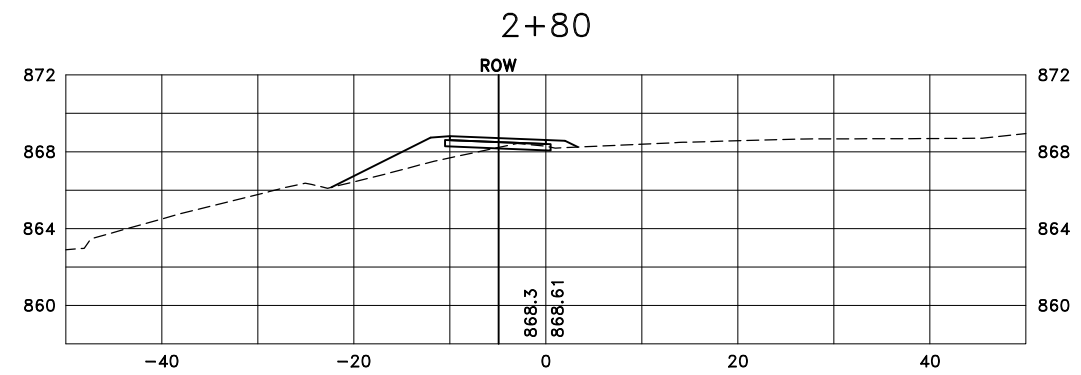
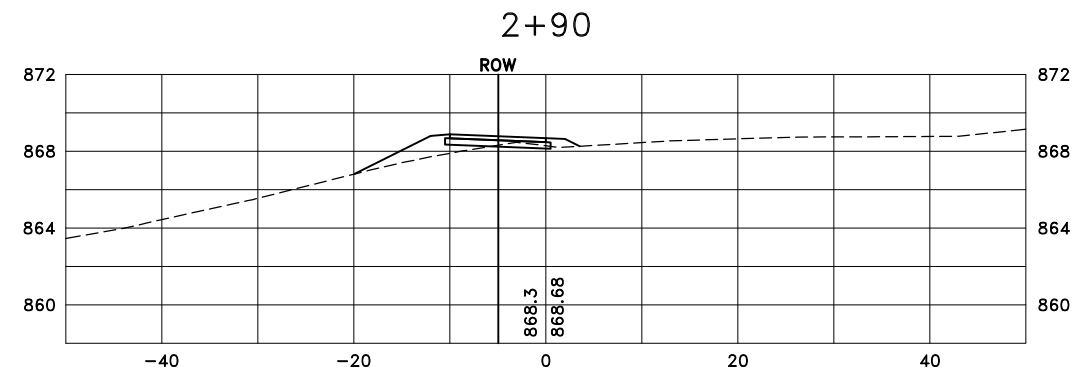
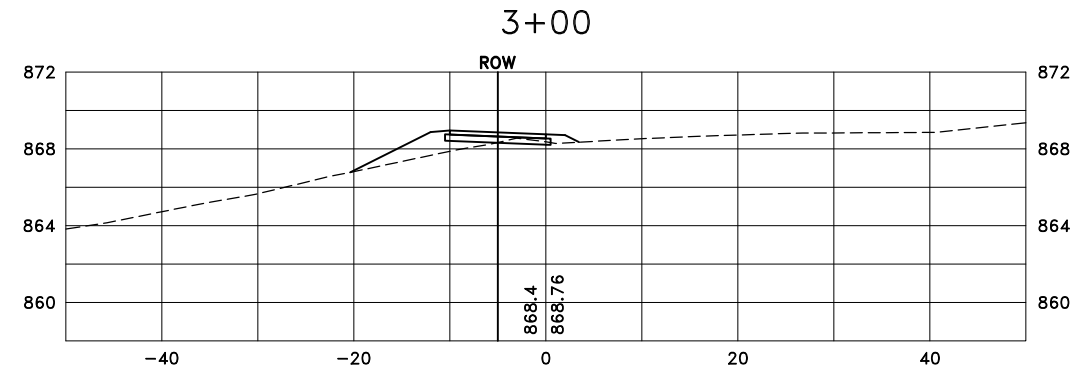
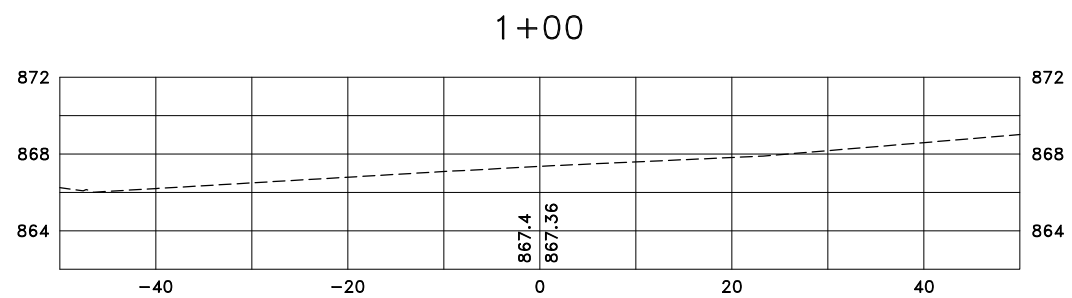
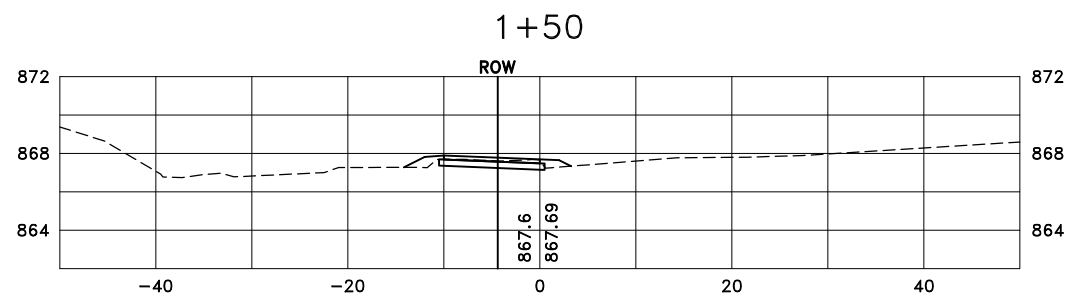
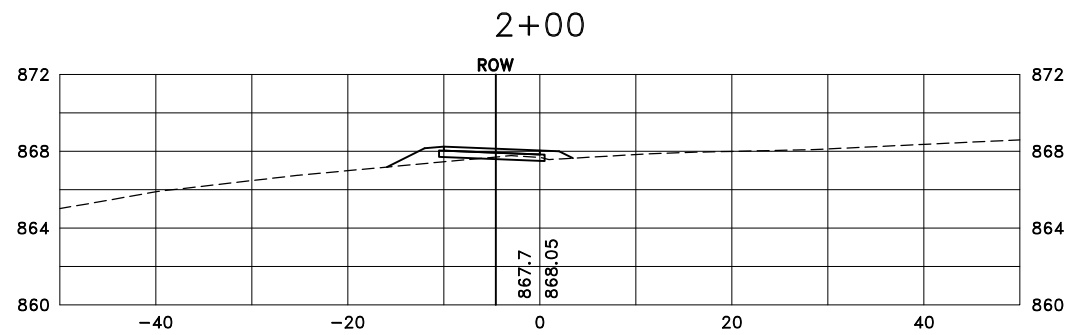
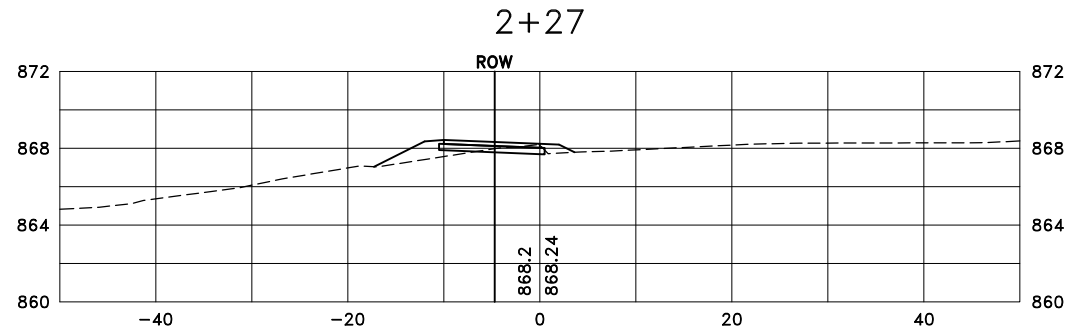
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**4TH AVENUE TRAIL  
 CONSTRUCTION PROJECT**

**RAILROAD CROSSING CONSTRUCTION PLAN**  
 CITY OF ANOKA, MINNESOTA

SHEET  
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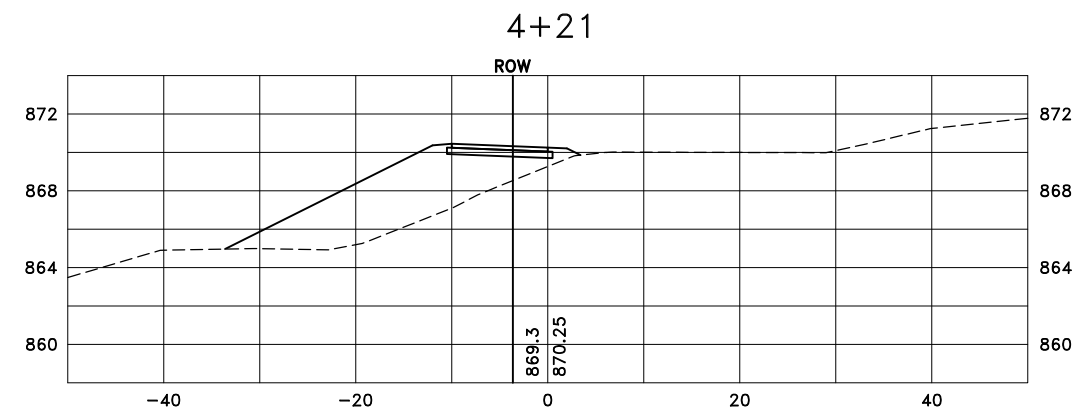
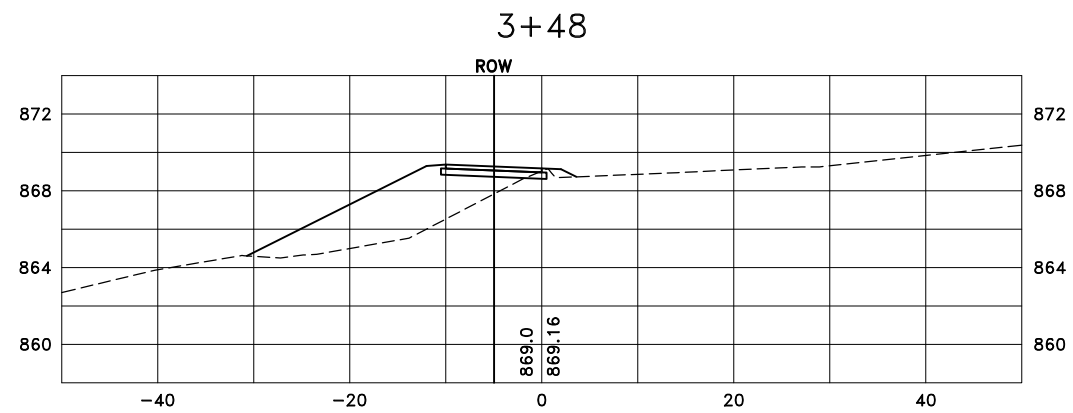
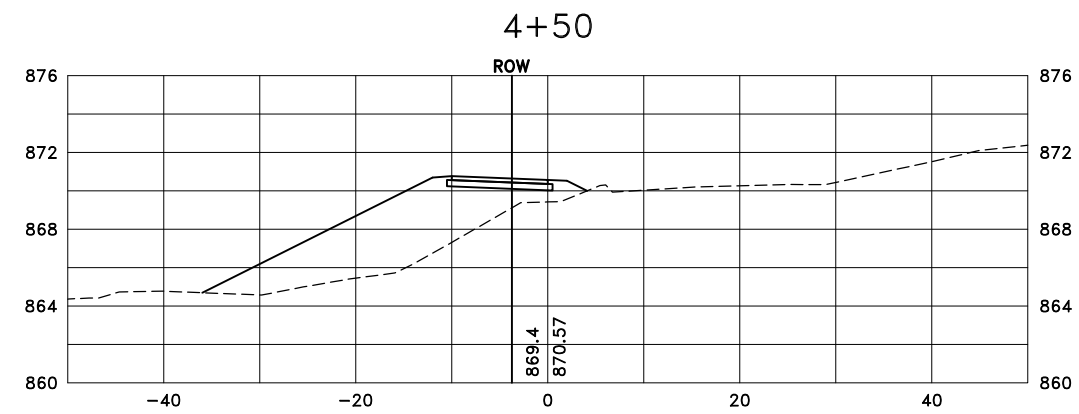
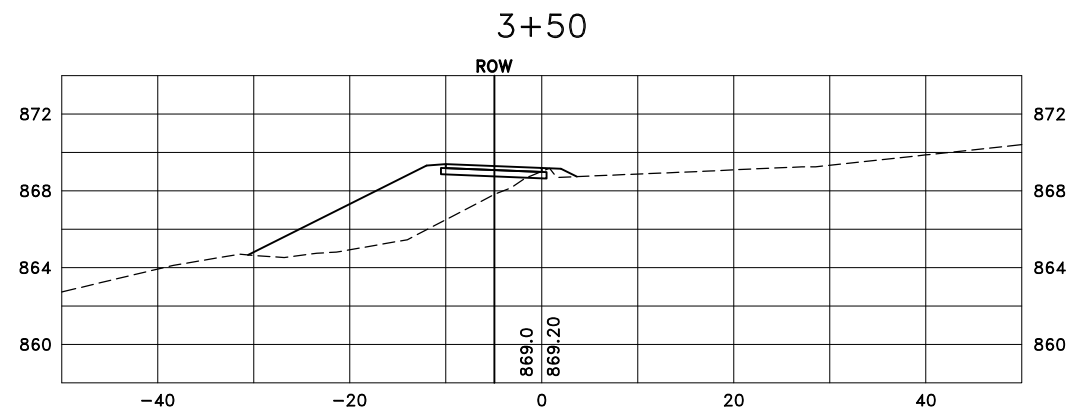
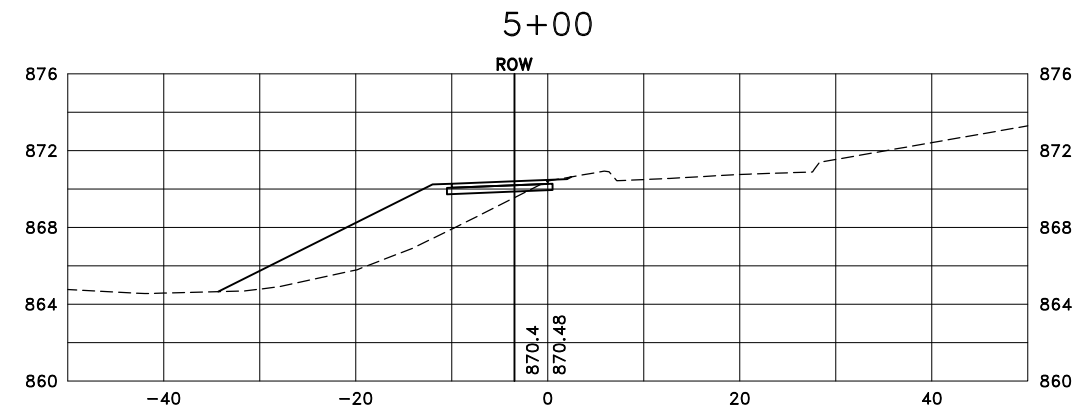
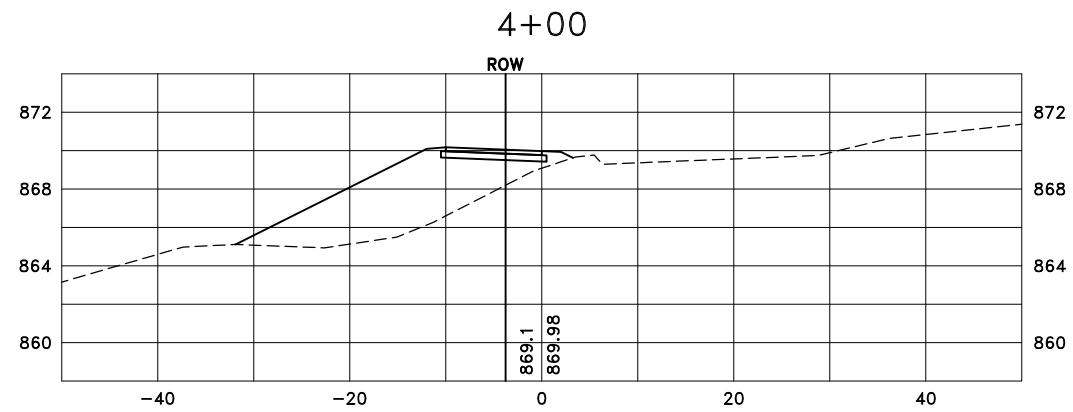
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**4TH AVENUE TRAIL  
CONSTRUCTION PROJECT**

**CROSS SECTIONS**  
  
CITY OF ANOKA, MINNESOTA

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SHEETS  
AN717

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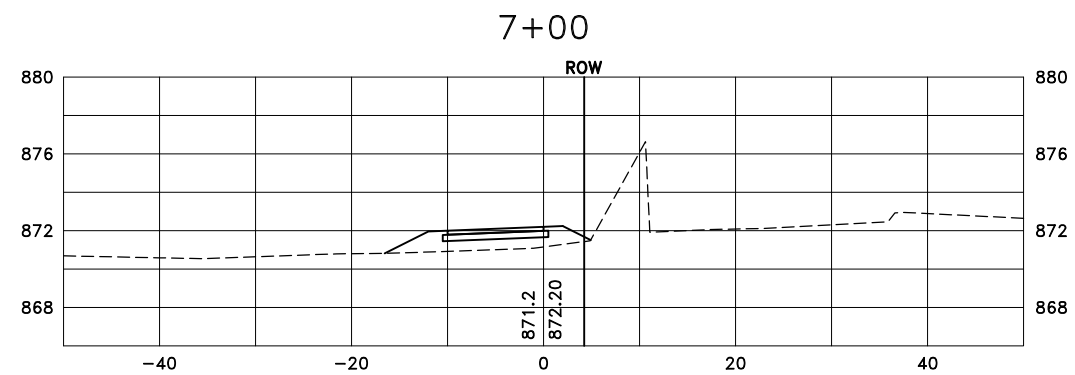
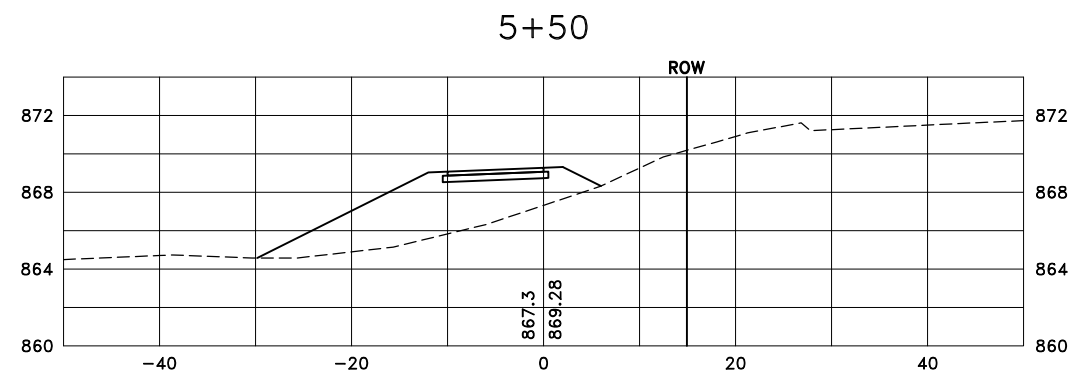
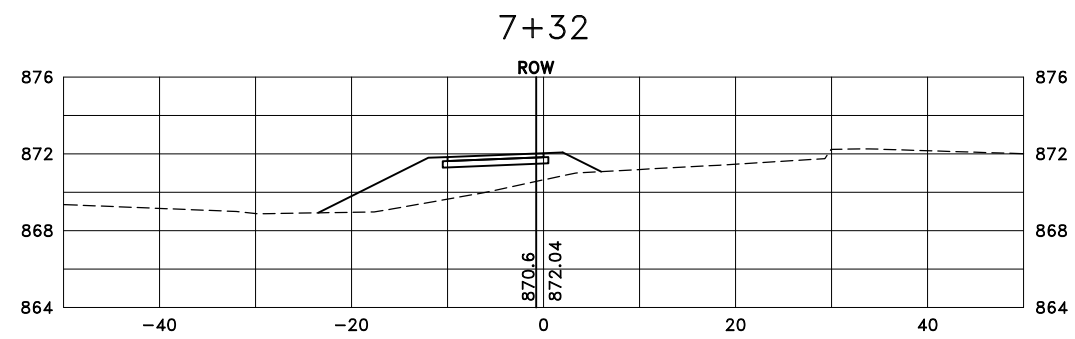
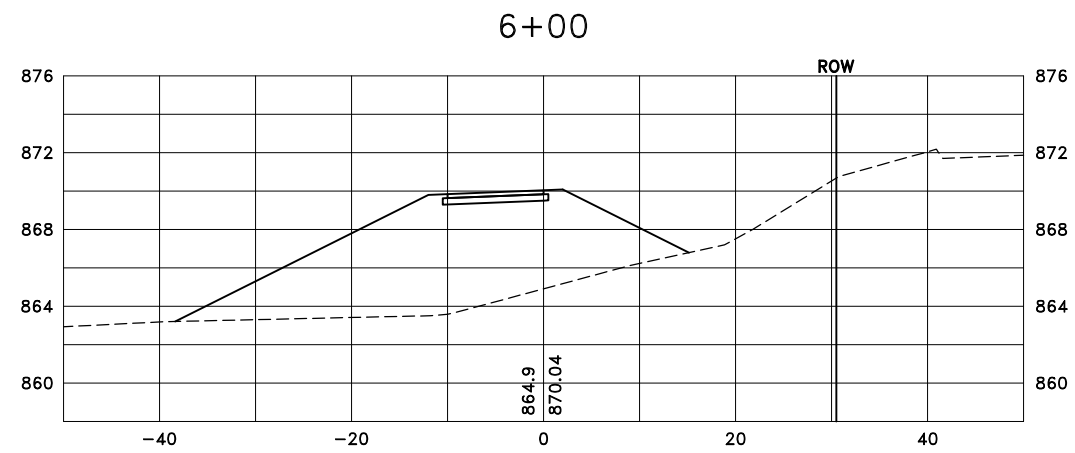
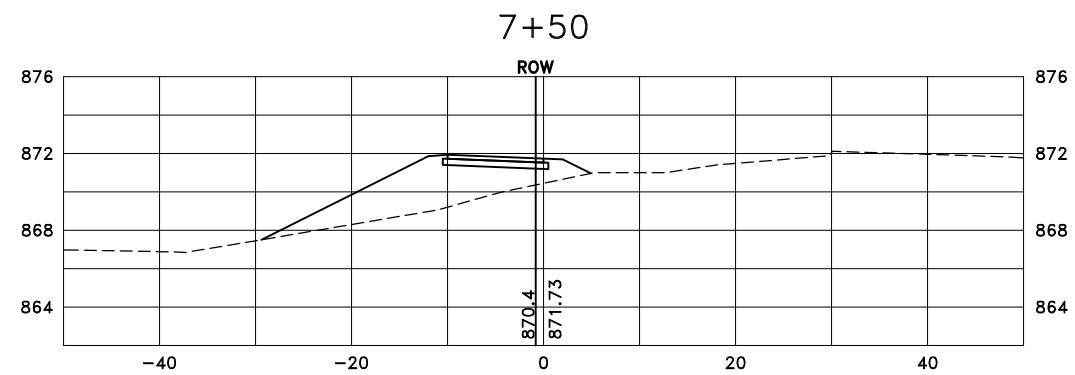
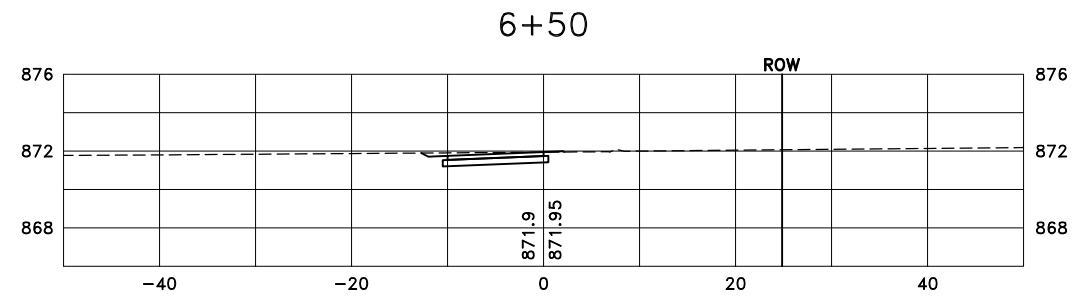
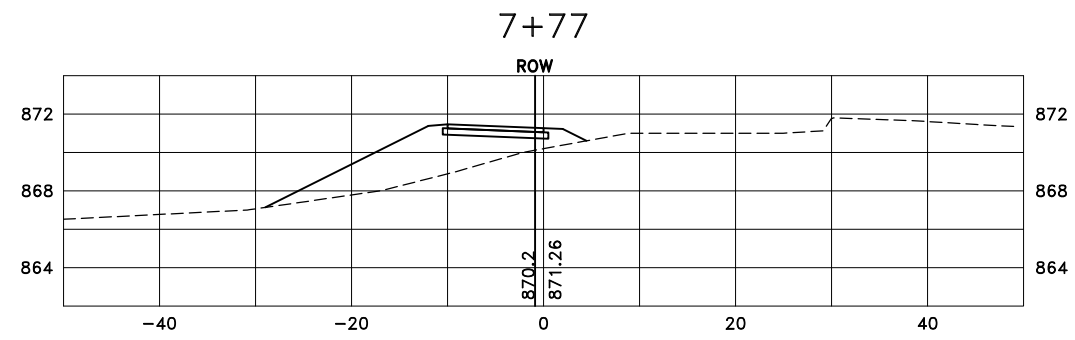
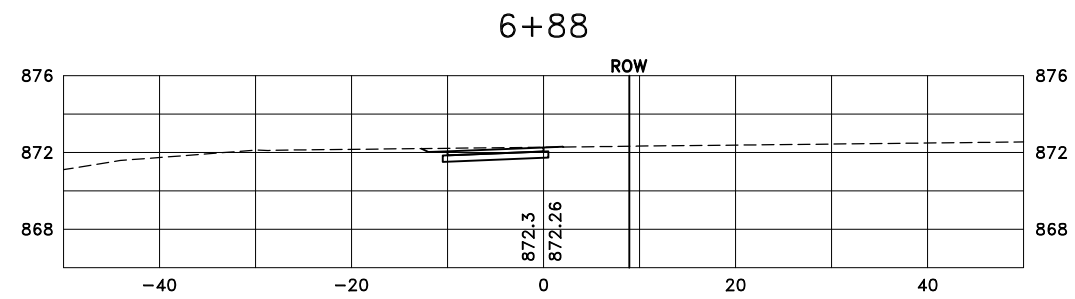
**4TH AVENUE TRAIL  
CONSTRUCTION PROJECT**

**CROSS SECTIONS**  
  
CITY OF ANOKA, MINNESOTA

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OF  
X4  
SHEETS  
AN717



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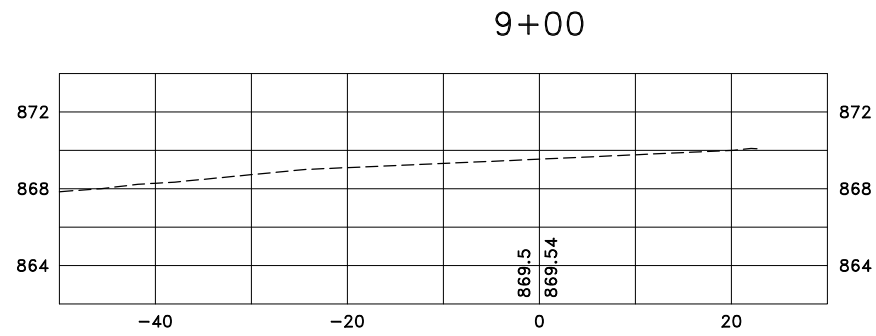
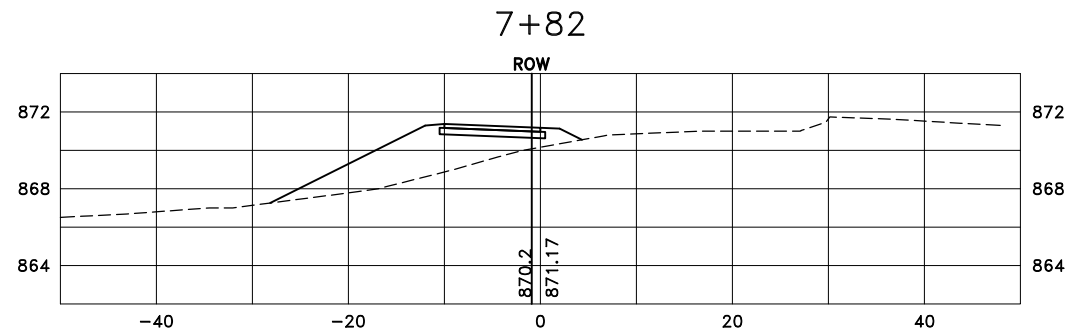
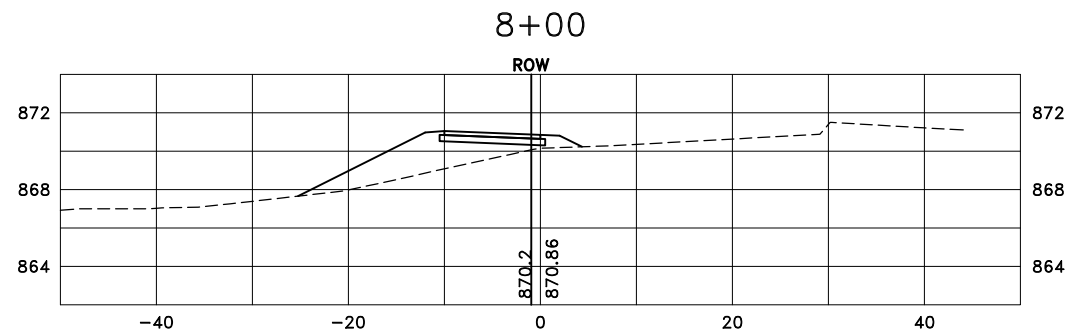
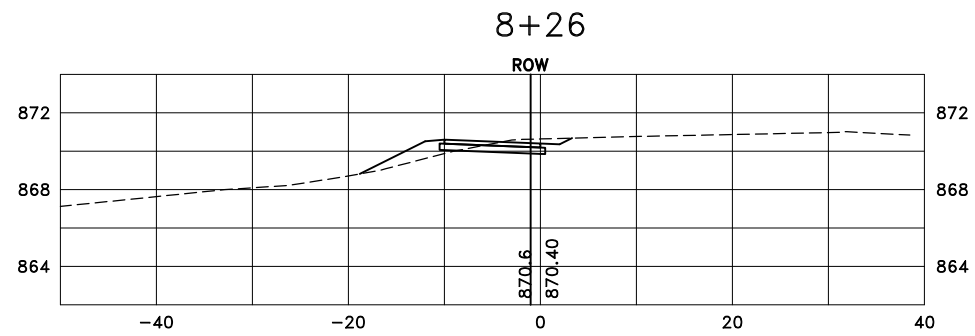
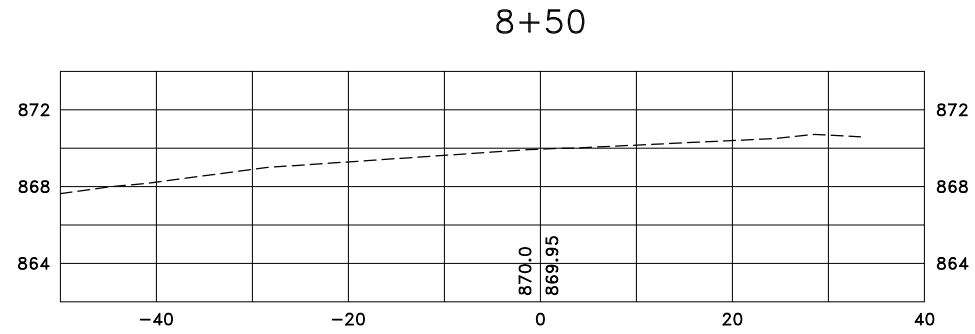
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**4TH AVENUE TRAIL  
 CONSTRUCTION PROJECT**

**CROSS SECTIONS**  
  
**CITY OF ANOKA, MINNESOTA**

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 OF  
 X4  
 SHEETS  
 AN717

Jun 04, 2018 - 10:05am  
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DATE	REVISION

DESIGNED BY:  
TAE  
 DRAWN BY:  
TAE  
 CHECKED BY:  
CJJ



**Hakanson Anderson**  
 Civil Engineers and Land Surveyors  
 3601 Thurston Ave., Anoka, Minnesota 55303  
 763-427-5860 FAX 763-427-0520  
 www.hakanson-anderson.com

**4TH AVENUE TRAIL  
 CONSTRUCTION PROJECT**

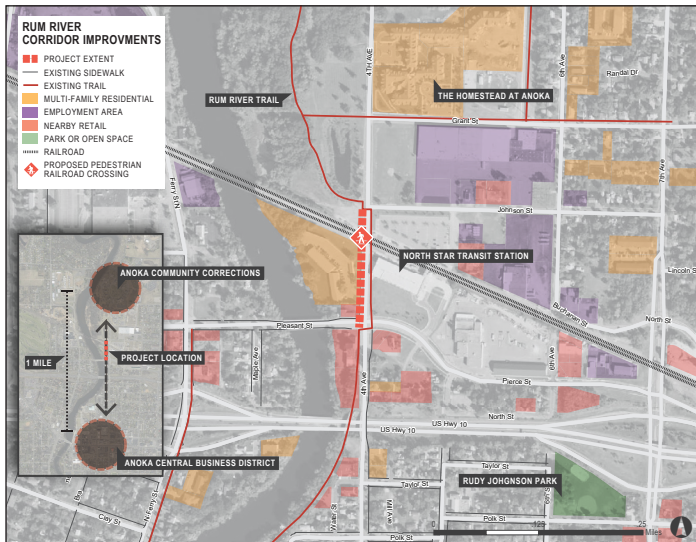
**CROSS SECTIONS**  
 CITY OF ANOKA, MINNESOTA

SHEET  
X4  
 OF  
X4  
 SHEETS  
AN717



# 4th Ave Trail Connection - Rum River Trail

## CITY OF ANOKA



Project Location



Existing Conditions

(4th Avenue at Johnson Street- facing southbound)



Existing Conditions

(4th Avenue north of Pierce Street- facing northbound)

Project Location:	Anoka
Requested Award Amount:	\$450,000
Total Project Cost:	\$585,000

### PROJECT DESCRIPTION

The City of Anoka is seeking funds to construct a 10 foot wide trail (approximately 0.17 miles) on the west side of 4th Avenue (County Road 31) between Johnson Street and Pierce Street (County Road 30). Today, there is no sidewalk or trail along the west side of the road. This has resulted in a number of safety and connectivity issues for pedestrians/bicyclists wishing to access the Anoka Northstar Station. For example, pedestrians/bicyclists traveling along the Rum River Trail to the Anoka Northstar Station (via 4th Avenue) must travel in the road (approximately 700 feet) to Pierce Street to safely access a crossing. Trail users who chose to continue south into Anoka's Central Business District must also travel in the road to reach a pedestrian crossing over Highway 10 (Principal Arterial). The trail gap along 4th Avenue has created circuitous and unsafe routes for pedestrians and bicyclists accessing this crossing.

### PROJECT BENEFITS

- » Reduce pedestrian and bicycle exposure, while improving access and mobility.
- » Support and enhance the RBTN network.
- » Address a 0.17 mile gap in the Rum River Trail and remove trail users off the road between Pierce Street and Johnson Street.
- » Enhance transit ridership along the Northstar Commuter Rail
- » Eliminate circuitous pedestrian and bicyclists routes over Highway 10.
- » Safely channel pedestrians and bicycle over the BNSF railroad lines.



# RUM RIVER CORRIDOR IMPROVEMENTS

- PROJECT EXTENT
- EXISTING SIDEWALK
- EXISTING TRAIL
- MULTI-FAMILY RESIDENTIAL
- EMPLOYMENT AREA
- NEARBY RETAIL
- PARK OR OPEN SPACE
- RAILROAD
- ◆ PROPOSED PEDESTRIAN RAILROAD CROSSING

**RUM RIVER TRAIL**

**THE HOMESTEAD AT ANOKA**

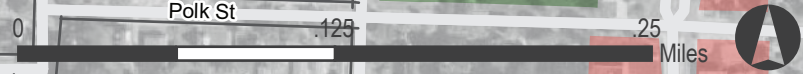
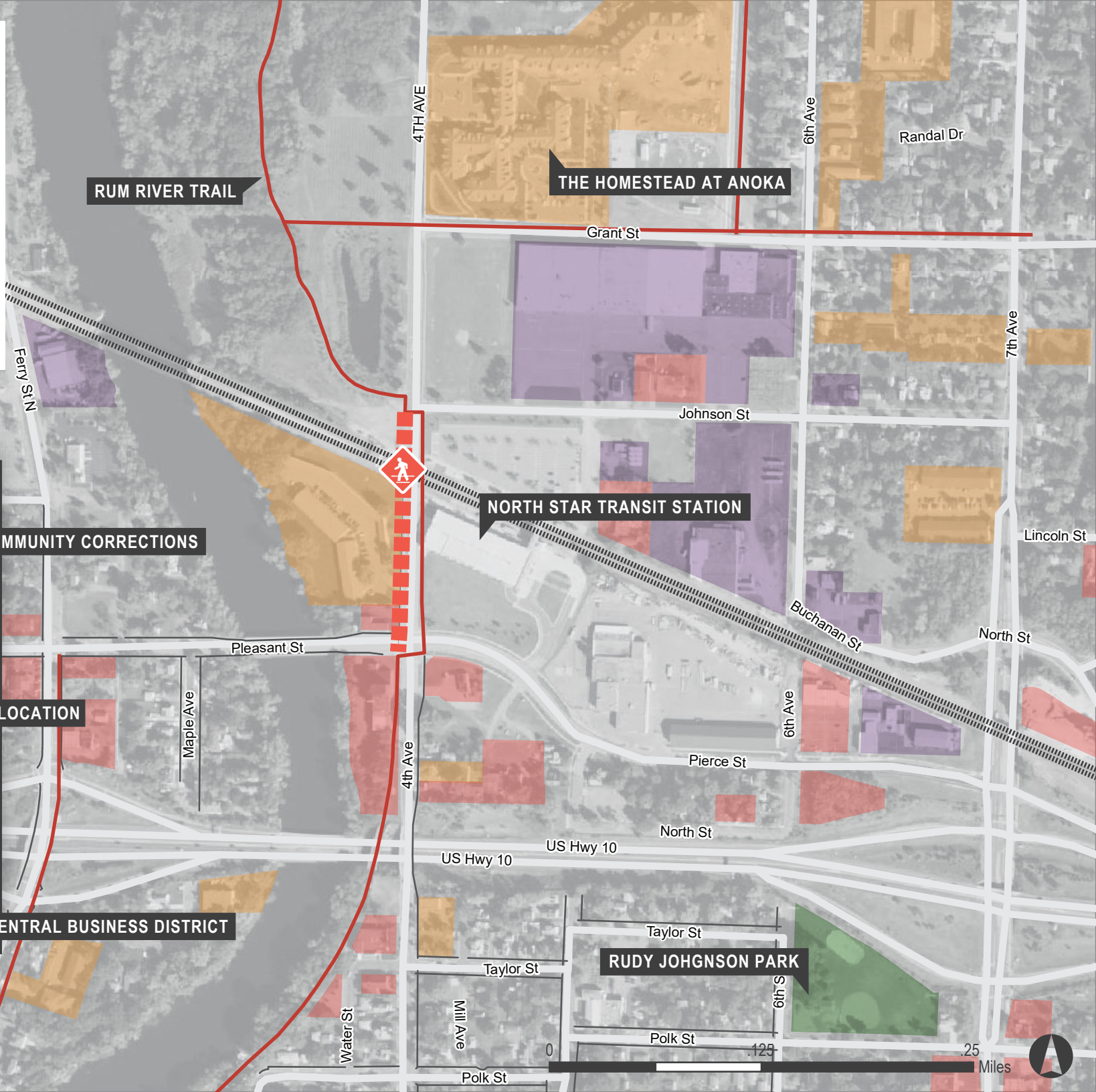
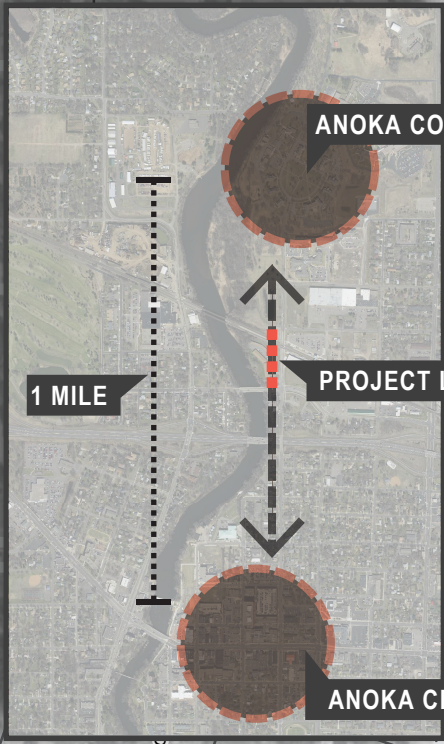
**ANOKA COMMUNITY CORRECTIONS**

**NORTH STAR TRANSIT STATION**

**PROJECT LOCATION**

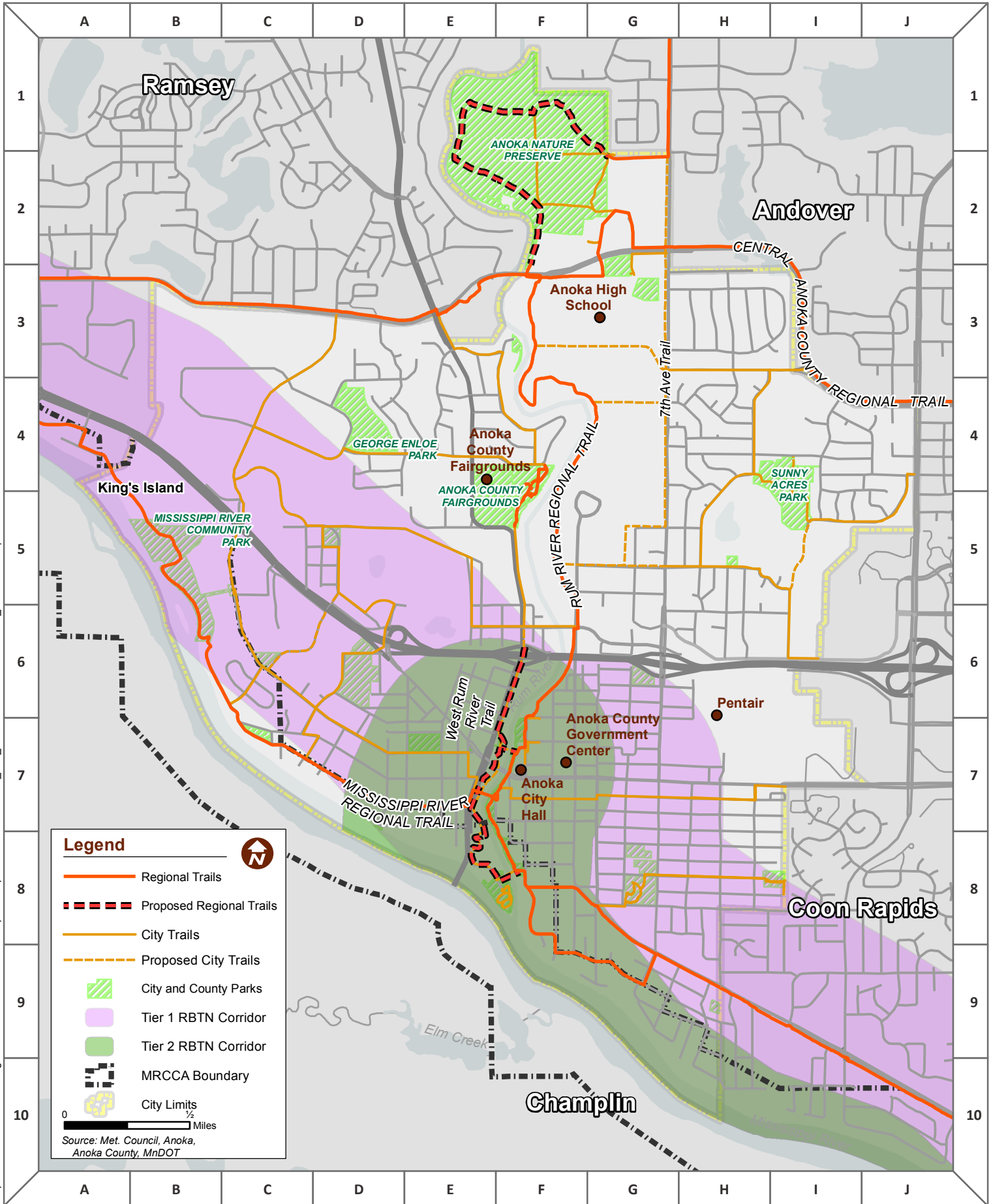
**ANOKA CENTRAL BUSINESS DISTRICT**

**RUDY JOHNSON PARK**





Map Document: \\narscserver1\gis\ANOKA\16114059\ESRI\Maps\Transportation\85x11\ANOKA\_T10\_NonMotorizedFacilitiesRBTN\_85x11P.mxd | Date Saved: 4/10/2018 2:06:53 PM



**Legend**

- Regional Trails
- Proposed Regional Trails
- City Trails
- Proposed City Trails
- City and County Parks
- Tier 1 RBTN Corridor
- Tier 2 RBTN Corridor
- MRCCA Boundary
- City Limits

0 1/2 Miles

Source: Met. Council, Anoka, Anoka County, MnDOT

## 4<sup>th</sup> Avenue Rum River Trail Improvements

Site Photos – Existing Conditions



4<sup>th</sup> Avenue (southbound) at Johnson Street



4<sup>th</sup> Avenue (southbound) at railroad crossing



4<sup>th</sup> Avenue (northbound) at Pierce Street



4<sup>th</sup> Avenue (southbound) south of the Railroad crossing





2015 First Avenue, Anoka MN 55303  
Phone: (763) 576-2700 Website: [www.ci.anoka.mn.us](http://www.ci.anoka.mn.us)

**CITY OF ANOKA, MINNESOTA  
RESOLUTION**

**RES-2018-054**

**RESOLUTION AUTHORIZING THE CITY OF ANOKA TO SUBMIT AN APPLICATION TO  
THE METROPOLITAN COUNCIL REGIONAL SOLITATION FOR TRANSPORTATION  
PROJECTS - BICYCLE AND PEDESTRIAN FACILITIES FOR THE ANOKA 4<sup>TH</sup> AVENUE  
TRAIL CONNECTION RUM RIVER TRAIL**

WHEREAS, the City of Anoka is pursuing application to the Metropolitan Council Transportation Advisory Board for allocation of \$450,000 of federal funds for program year 2022-2023 for the construction of the Anoka 4<sup>th</sup> Avenue Trail Connection Rum River Trail; and,

WHEREAS, funding would allow for construction of a 10' bituminous multimodal trail on the west side of Fourth Avenue from Pleasant Street to Johnson Street, upgrades to the railroad crossing bed, and installation of pedestrian crossing arms; and,

WHEREAS, the City of Anoka acknowledges the requirement of a minimum of 20% funding match from non-federal sources is required and acknowledges that federal funding may not be used for engineering/design services or right of way acquisition, but these items are eligible as part of the matching funds; and,

WHEREAS, the City of Anoka has received a Letter of Support from Anoka County Parks and pledge of financial support for the project; and,

WHEREAS, the City of Anoka agrees to acquire the necessary easements, permits, and agreements for the trail construction.

NOW, THEREFORE, BE IT RESOLVED, that the Anoka City Council does hereby, authorize the City of Anoka to apply for funding through the Metropolitan Council for FY 2022/2023 for the Anoka 4<sup>th</sup> Avenue Trail Connection Rum River Trail project.

Adopted by the Anoka City Council this the 2<sup>nd</sup> day of July 2018.

ATTEST:

A handwritten signature in black ink, appearing to read "Amy T. Oehlers".

Amy T. Oehlers, City Clerk

A handwritten signature in black ink, appearing to read "Phil Rice".

Phil Rice, Mayor



# Anoka County

## TRANSPORTATION DIVISION

Highway

Douglas W. Fischer, PE  
County Engineer

July 10, 2018

Ms. Lisa LaCasse  
Recreation Supervisor  
City of Anoka  
2015 First Avenue North  
Anoka, MN 55303

RE: Letter of Support for Rum River Corridor Improvements  
(CSAH 31) in the City of Anoka

Dear Ms. LaCasse,

Anoka County supports the City of Anoka's funding request through the Metropolitan Council's 2018 Regional Solicitation for the Rum River Trail Corridor Improvements along County State Aid Highway (CSAH 31).

As proposed, the project would fill a gap in the City's existing multiuse trail network along the west side of CSAH 31 as well as incorporate safe features at the existing at-grade BNSF railroad crossing. As the agency with jurisdiction over CSAH 31, Anoka County will continue to work with the city of Anoka on the development of final plans to improve the corridor for all modes of transportation.

Anoka County believes the proposed improvements will greatly improve the safety and reliability of the existing trail corridor and promote multimodal transportation opportunities via the Northstar Commuter Rail Station, located adjacent to the proposed project along the east side of CSAH 31.

Sincerely,

*For*

Douglas W. Fischer, P.E.  
Transportation Division Manager / County Engineer

Our Passion Is Your Safe Way Home

1440 Bunker Lake Boulevard N.W. ▲ Andover, MN 55304-4005  
Office: 763-324-3100 ▲ Fax: 763-324-3020 ▲ [www.anokacounty.us/highway](http://www.anokacounty.us/highway)

Affirmative Action / Equal Opportunity Employer



**Anoka County**  
PARKS DEPARTMENT

Parks and  
Recreation Office  
763-324-3300

Park  
Maintenance  
763-324-3326

Park Services  
763-324-3425

Natural Resources  
763-324-3413

Bunker Beach  
Water Park  
763-324-3310

Chomonix  
Golf Course  
763-324-3434

Wargo  
Nature Center  
763-324-3350

June 18, 2018

Lisa LaCasse, Public Services Administrator  
City of Anoka  
2105 First Avenue N  
Anoka, MN 55303

Re: Letter of Support, 4<sup>th</sup> Avenue Trail Construction Project

Dear Lisa:

The purpose of this letter is to inform the City of Anoka that the Anoka County Parks Department is in support of the City's 2018 regional funding solicitation application FY 2022/23, for bicycle and pedestrian facilities improvements to the trail and railroad crossing near 4<sup>th</sup> Avenue in the City of Anoka.

As you are aware, this segment of trail is part of the Rum River Regional Trail and the proposed improvements will not only positively impact the local and regional community, but also provide a safer pedestrian and bicycle trail between the Mississippi River and Central Anoka County Regional Trails. The County also believes that the residents and commuters will enjoy utilizing the trail as it connects to the Anoka Northstar Rail Station, downtown Anoka, Anoka High School, and multiple other communities and businesses.

It is a pleasure to support trail projects designed for the betterment of the community and the region.

Sincerely,



Jeff Perry  
Parks Director

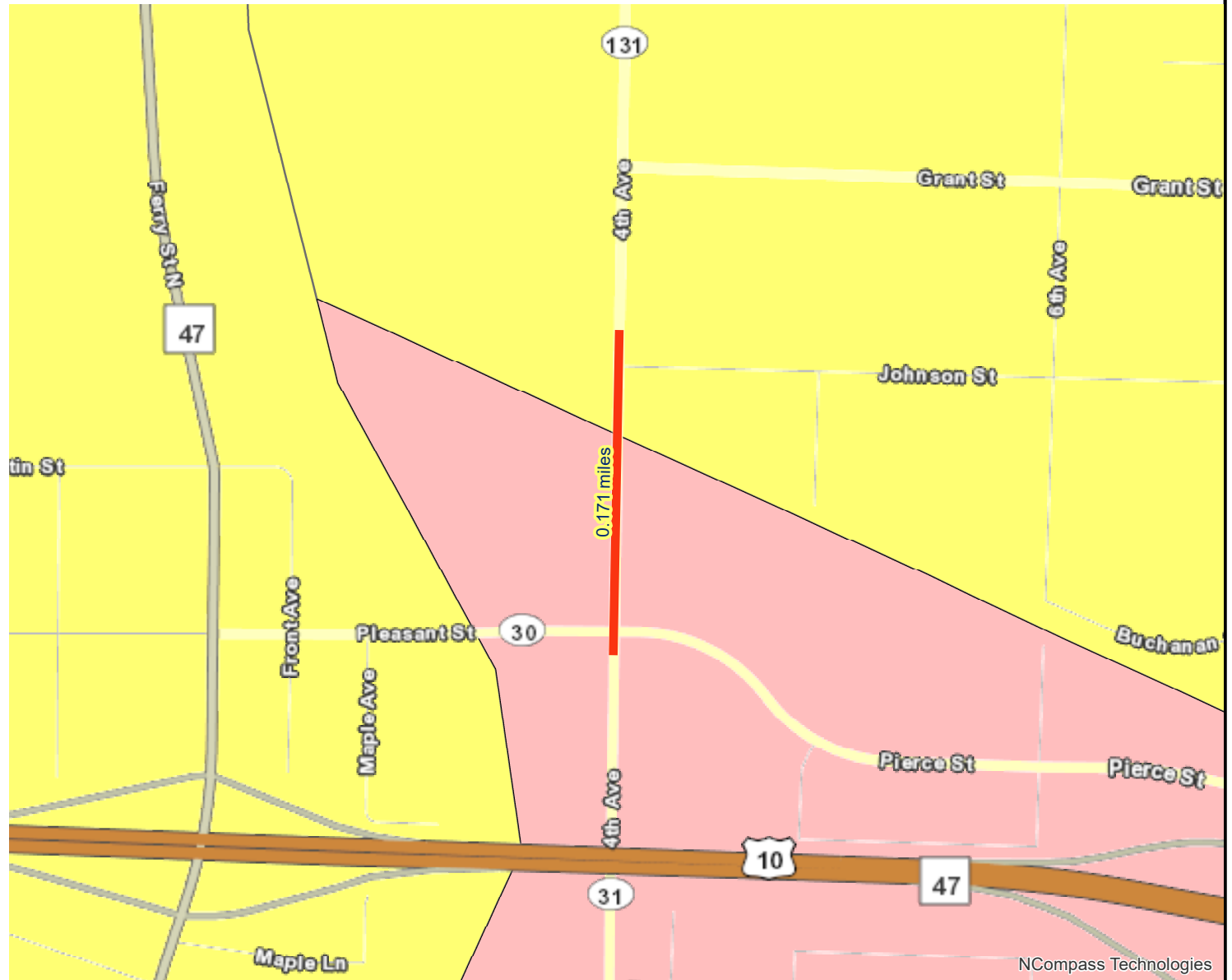


# Socio-Economic Conditions

Multiuse Trails and Bicycle Facilities Project: 4th Avenue Trail | Map ID: 1529936965055


## Results


Project located IN  
Area of Concentrated Poverty:  
(0 to 24 Points)

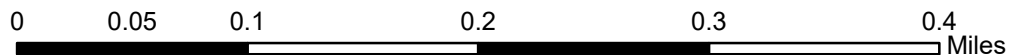


 Project

 Area of Concentrated Poverty > 50% residents of color

 Area of Concentrated Poverty

 Above reg'l avg conc of race/poverty



Created: 6/25/2018  
LandscapeRSA2

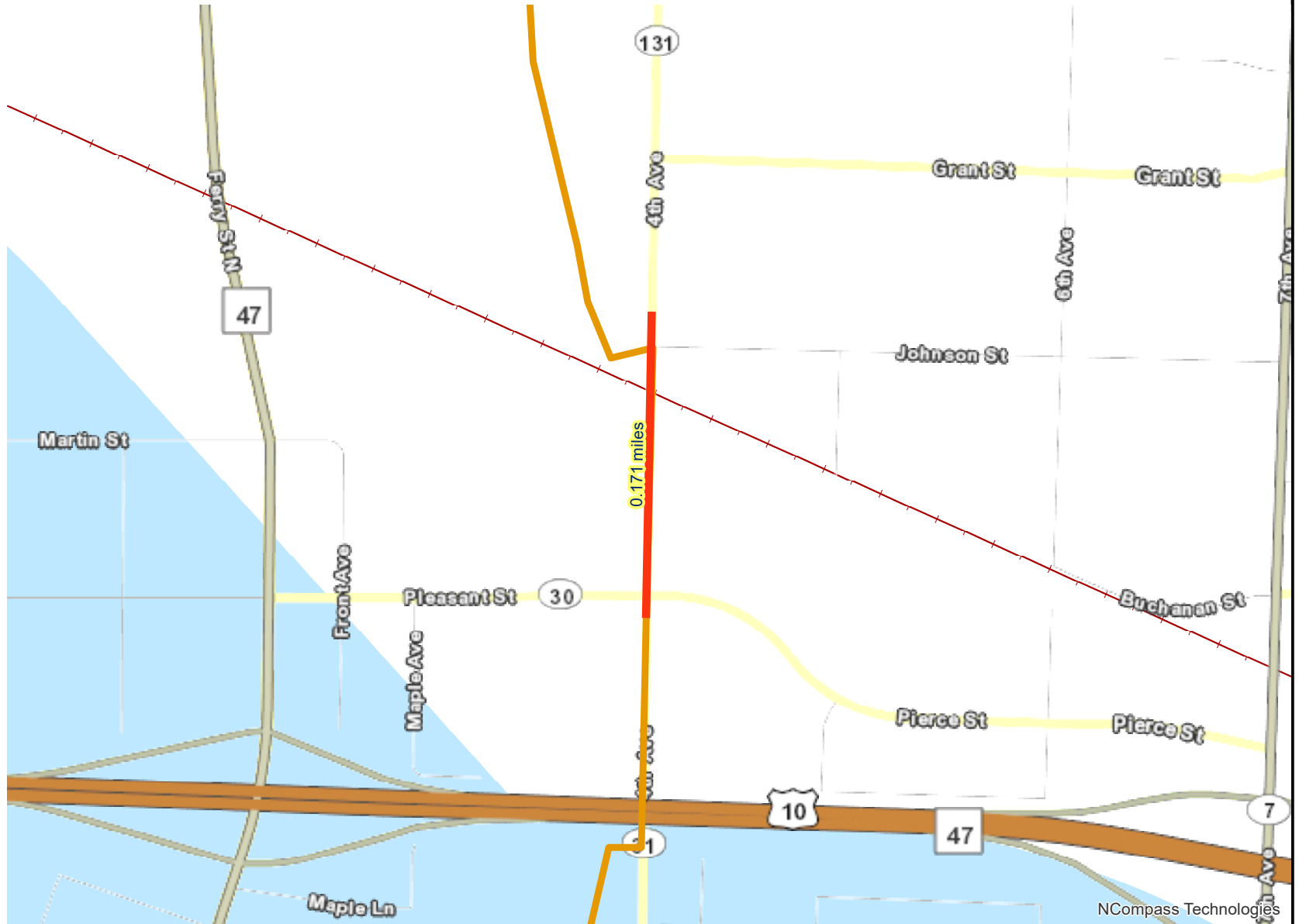


For complete disclaimer of accuracy, please visit  
<http://giswebsite.metc.state.mn.us/gisitenew/notice.aspx>

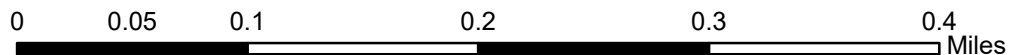


# Project to RBTN Orientation

Multiuse Trails and Bicycle Facilities Project: 4th Avenue Trail | Map ID: 1529936965055



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



Created: 6/25/2018  
LandscapeRSA6



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NCompass Technologies

# Population/Employment Summary

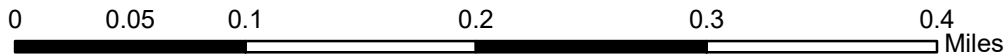
Multiuse Trails and Bicycle Facilities Project: 4th Avenue Trail | Map ID: 1529936965055



## Results

Within ONE Mile of project:  
 Total Population: 18590  
 Total Employment: 13741

 Project  
 2010 TAZ



Created: 6/25/2018  
 LandscapeRSA4



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