



Application

10351 - 2018 Pedestrian Facilities (Sidewalks, Streetscaping, and ADA)

10996 - 9. CSAH 9 (Round Lake Blvd.) Pedestrian Accommodations over US 10 in Coon Rapids

Regional Solicitation - Bicycle and Pedestrian Facilities

Status: Submitted
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Primary Contact

Name:* Mr. Jack L Forslund
Salutation First Name Middle Name Last Name

Title: Transportation Planner

Department: Anoka County Transportation Division

Email: jack.forslund@co.anoka.mn.us

Address: 1440 Bunker Lake Boulevard NW

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

Phone:* 763-324-3179
Phone Ext.

Fax: 763-324-3020

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

Organization Information

Name: ANOKA COUNTY

Jurisdictional Agency (if different):

Organization Type:

County Government

Organization Website:

Address:

1440 BUNKER LAKE BLVD

*

ANDOVER

Minnesota

55304

City

State/Province

Postal Code/Zip

County:

Anoka

Phone:*

763-324-3100

Ext.

Fax:

763-324-3020

PeopleSoft Vendor Number

0000003633A15

Project Information

Project Name

CSAH 9 (Round Lake Blvd.) Pedestrian Crossing Over US 10

Primary County where the Project is Located

Anoka

Cities or Townships where the Project is Located:

Coon Rapids

Jurisdictional Agency (If Different than the Applicant):

Anoka County is seeking funds to construct a sidewalk on CSAH 9 (Round Lake Boulevard) at the US 10 interchange. Today, there are currently no existing pedestrian accommodations over the CSAH 9/US 10 Interchange. This has resulted in a number of safety and connectivity issues for pedestrians wishing to cross Highway 10 (Principal Arterial) between neighborhoods and a heavily concentrated commercial/retail and light-industrial hub (~575 acres). As a result, pedestrians crossing Highway 10 along CSAH 9 are forced to travel in the road, while overcoming other barriers (e.g., exit ramps, concrete medians, and water retention ponds) to access their destination. The proposed improvements will help overcome these barriers and safely connect pedestrians between the north and south side of Highway 10.

As part of this project, the sidewalk will be located on the east side of CSAH 9. The lanes and median width over the US 10/CSAH 9 bridge will be reconfigured to accommodate the sidewalk.

Therefore, the proposed improvements can be viewed as a low-cost/high-benefit solution that will safely channel and separate pedestrians from a busy intersection, which experiences between 23,500 and 31,500 ADT. More importantly, pedestrians will no longer have to travel on alternative routes, which are located approximately one half-mile to the east or a mile to the west to access the next safest pedestrian crossing.

Anoka County has been working with MnDOT (see attached letter of support) to ensure these improvements are consistent with their design standards. Furthermore, it is important to recognize the project's benefits in connecting neighborhoods of concentrated poverty/race with job centers. The project area serves as a regional destination for various commercial and retail needs. This includes discount stores (e.g., Walmart and Costco), large big-box stores (e.g., Target, Home Depot and Menards) and the Riverdale Village shopping

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

center. Providing a sidewalk on the east side of CSAH 9 will complete a critical 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)

CSAH 9 (Round Lake Blvd.) Pedestrian Crossing Over US 10

Project Length (Miles)

0.23

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

\$1,000,000.00

Match Amount

\$758,400.00

Minimum of 20% of project total

Project Total

\$1,758,400.00

Match Percentage

43.13%

Minimum of 20%

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

Source of Match Funds

Anoka County Highway Fund

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

Preferred Program Year

Select one:

2022

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

Additional Program Years:

2021

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

Project Information

County, City, or Lead Agency

Anoka County

Zip Code where Majority of Work is Being Performed

55448

(Approximate) Begin Construction Date

05/02/2022

(Approximate) End Construction Date

08/31/2022

Name of Trail/Ped Facility:

Round Lake Boulevard Sidewalk

(i.e., CEDAR LAKE TRAIL)

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

From:
(Intersection or Address)

To:
(Intersection or Address)

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

Or At: Highway 10 and CSAH 9 (Round Lake Blvd)

Primary Types of Work SIDEWALK

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

BRIDGE/CULVERT PROJECTS (IF APPLICABLE)

Old Bridge/Culvert No.:

New Bridge/Culvert No.:

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

Requirements - All Projects

All Projects

1. The project must be consistent with the goals and policies in these adopted regional plans: Thrive MSP 2040 (2014), the 2040 Transportation Policy Plan (2015), the 2040 Regional Parks Policy Plan (2015), and the 2040 Water Resources Policy Plan (2015).

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

2. The project must be consistent with the 2040 Transportation Policy Plan. Reference the 2040 Transportation Plan goals, objectives, and strategies that relate to the project.

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.

List the applicable documents and pages:

Coon Rapids 2040 (draft) Comprehensive Plan - Page 6-10.

(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.

Multituse Trails and Bicycle Facilities: \$250,000 to \$5,500,000

Pedestrian Facilities (Sidewalks, Streetscaping, and ADA): \$250,000 to \$1,000,000

Safe Routes to School: \$150,000 to \$1,000,000

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

8. The project must comply with the Americans with Disabilities Act (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

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.

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)	\$25,000.00
Removals (approx. 5% of total cost)	\$34,300.00
Roadway (grading, borrow, etc.)	\$0.00
Roadway (aggregates and paving)	\$664,700.00
Subgrade Correction (muck)	\$0.00
Storm Sewer	\$18,400.00
Ponds	\$0.00
Concrete Items (curb & gutter, sidewalks, median barriers)	\$54,100.00
Traffic Control	\$25,000.00

Striping	\$10,000.00
Signing	\$0.00
Lighting	\$0.00
Turf - Erosion & Landscaping	\$20,000.00
Bridge	\$632,500.00
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	\$148,400.00
Other Roadway Elements	\$0.00
Totals	\$1,632,400.00

Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Path/Trail Construction	\$0.00
Sidewalk Construction	\$97,000.00
On-Street Bicycle Facility Construction	\$0.00
Right-of-Way	\$0.00
Pedestrian Curb Ramps (ADA)	\$17,500.00
Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	\$0.00
Pedestrian-scale Lighting	\$0.00
Streetscaping	\$0.00
Wayfinding	\$0.00
Bicycle and Pedestrian Contingencies	\$11,500.00
Other Bicycle and Pedestrian Elements	\$0.00
Totals	\$126,000.00

Specific Transit and TDM Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Fixed Guideway Elements	\$0.00

Stations, Stops, and Terminals	\$0.00
Support Facilities	\$0.00
Transit Systems (e.g. communications, signals, controls, fare collection, etc.)	\$0.00
Vehicles	\$0.00
Contingencies	\$0.00
Right-of-Way	\$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	\$1,758,400.00
Construction Cost Total	\$1,758,400.00
Transit Operating Cost Total	\$0.00

Measure A: Project Location Relative to Jobs and Post-Secondary Education

Existing Employment Within One-Half Mile:	6711
Existing Post-Secondary Enrollment Within One-Half Mile:	0
Upload Map	1530891198811_Jobs.pdf

Please upload attachment in PDF form.

Measure A: Population Summary

Existing Population Within One-Half Mile	12619
Upload Map	1530891242373_Pop.pdf

Please upload attachment in PDF form.

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

Select one:

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

(up to 100% of maximum score)

Project located in Area of Concentrated Poverty:

(up to 80% of maximum score)

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

Yes

(up to 60% of maximum score)

Project located in a census tract that is below the regional average for population in poverty or populations of color or includes children, people with disabilities, or the elderly:

(up to 40% of maximum score)

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

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

The proposed project is significant in nature given its ability to link neighborhoods of concentrated poverty and race to a large employment hub, which includes light-industrial, office, retail and commercial. As part of this effort, Anoka County is committed in broadcasting the happenings of this project to promote walking, biking and transit use. To achieve this goal, the Anoka County Transportation Management Organization (TMO), also known as Commute Solutions will work with its partners (e.g., Anoka County Traveler, Anoka County SHIP and the Anoka-Hennepin School District) to target neighborhoods (e.g., low-income populations, children, students and elderly) through various outreach methods.

Response:

Commute Solutions will also closely coordinate this project with local business in the nearby area. Potential partnerships include discount retailers that serve adjacent low income neighborhoods (i.e., Costco and Walmart), in addition to other large big box retailers (i.e., Menards, Home Depot, Target, and Best Buy). Outreaches strategies will include but not limited to social media posts, printed materials and press releases.

Commute Solutions is a free commuter resource available to help determine sustainable alternatives when commuting to and from work, whether it's walking, biking, carpooling, vanpooling, teleworking, taking the bus or taking the train.

(Limit 1,400 characters; approximately 200 words)

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

The proposed project is adjacent to concentrated neighborhoods of poverty and race. In that respect, the proposed improvements will eliminate a 0.23 mile gap that limits safe pedestrian movement between the neighborhoods and a large employment hub and regional shopping center that encompass over 575 acres. To a larger extent, the proposed improvement will also eliminate a regional gap along CSAH 9 that links neighborhoods to Mercy Hospital, Anoka-Ramsey Community College (Coon Rapids Campus), and the Mississippi River. These land uses are located approximately 1.5 to 2.0 miles south of the project area.

Overall, the CSAH 9 corridor supports a variety of jobs (e.g., light industrial, office and retail) and housing types (e.g., apartments, multi-family, and single family). Combined, these land uses also support a population that is growing in diversity, while seeing a change in age cohorts and income levels. The following 2016 American Community Survey findings are provided to help further demonstrate the project area's diversity. Since the project area is in close proximity to the City of Anoka, figures are presented for both the City of Coon Rapids and Anoka:

Response:

Coon Rapids

- 13.6 percent of the population is non-white. A 11.5 percent increase since 2010.
- 14.1 percent of the population is over the age of 65. A 3.9 percent increase since 2010.
- 7.0 percent of the population is Black or African American. A 2 percent increase since 2010.
- 34.9 percent of the total household's income and

benefits are less than \$49,999 a year.
- 8.6 percent of the population is below the poverty level.

Anoka

- 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.

(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:

There are no known negative externalities associated with the proposed project. The proposed project will not displace businesses or residents, but merely provide positive outcomes by closing a gap in the local and regional pedestrian network.

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. At this point in time, Anoka County does not anticipate any disruptions to local business or neighborhoods. If any distributions are identified, the Anoka County Transportation Management Organization (TMO), also known as Commute Solutions, will work with area businesses to mitigate disruptions.

(Limit 2,800 characters; approximately 400 words)

Upload Map

1530891442545_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
Coon Rapids	0.23	1.0	100.0	100.0

Total Project Length

Total Project Length (as entered in the "Project Information" form) 0.23

Affordable Housing Scoring

Total Project Length (Miles) or Population	0.23
Total Housing Score	100.0

Affordable Housing Scoring

Measure A: Gaps, Barriers and Continuity/Connections

CSAH 9 is a north-south, 10 lane divided roadway (including turn lanes) with narrow shoulders across Highway 10, in addition to a posted speed limit of 45 miles per hour (mph). CSAH 9 is classified as an A Minor Arterial roadway and has an average annual daily traffic (AADT) of 23,500 to 31,500.

The proposed project will address a significant pedestrian gap in the CSAH 9 corridor's comprehensive pedestrian network between the Mississippi River and the City of Andover (~ 6 miles). The proposed project will also address a major barrier (i.e., Highway 10) that hampers pedestrian movement throughout this corridor. For example, pedestrian pathways are provided along CSAH 9 up to the Highway 10/CSAH 9 interchange; however, the pathways terminate at the interchange forcing pedestrians into the road. Pedestrians are then forced to cross the signalized on/off ramps without pedestrian markings, while maneuvering through MnDOT right-of-way that is used for water retention. This has resulted in a number of safety and connectivity issues for pedestrians in the area and an unpleasant pedestrian experience. In return, the sidewalk gap has created circuitous and unsafe routes for pedestrians wishing to cross over Highway 10. The next safest crossing is approximately a half-mile away.

Response:

The proposed improvements will also close a gap in the transit user's first-and-last mile experience between the Riverdale Transit Station (served by the Anoka Traveler Route 805) and 575 acres of light-industrial, office, commercial and retail. The first-and-last mile connection is critical given the number of transit users and pedestrians traveling in the area.

(Limit 2,800 characters; approximately 400 words)

Upload the RBTN Evaluation Map

1530891658280_Bike.pdf

Please upload attachment in PDF form.

Measure B: Project Improvements

The primary goal of the proposed project is to provide a sidewalk on the east side of CSAH 9 to safely channel pedestrians over Highway 10, while closing a gap in a comprehensive pedestrian network that stretches over six miles.

Other project goals include the reduction in pedestrian exposure, improve pedestrian access and mobility, eliminate circuitous routes over Highway 10, and encourage walking. The proposed project does not include any bicycle facilities or amenities. However, the proposed project will close a gap along CSAH 9 that connects to a Tier 2 Regional Bicycle Transportation Network (RBTN). This alignment includes the Rum River Regional Trail and the Central Anoka County Regional Trail.

Response:

As part of this project, a 6 foot sidewalk will be located on the east side of CSAH 9. The Highway 10/CSAH 9 bridge will be reconfigured to accommodate the sidewalk and will not require structural changes to the bridge. This accommodation will be done through the narrowing of a concrete median. Therefore, the proposed improvements can be viewed as a low-cost/high-benefit solution that will safely channel and separate pedestrians from a busy intersection, which experiences between 23,500 and 31,500 ADT. More importantly, pedestrians will no longer have to travel between a half-mile to and a mile to access the next safest pedestrian crossing.

It is also important to recognize the traffic deficiencies at this location, which creates an unsafe pedestrian environment. The 2040 Anoka County Transportation Plan (draft) has identified the following for this location:

- 2015 and 2040 Level of Service (LOS) F along Highway 10

- High frequency crashes at Highway 10 and CSAH
9

(Limit 2,800 characters; approximately 400 words)

Measure A: Multimodal Elements and Connections

The proposed project is essential in linking pedestrians to active transit stops throughout the project area. For example, the Anoka Traveler (bus route 805) has designated stops at the Riverdale Village Shopping Center (southwest quadrant) and Walmart (northeast quadrant). Route 805 provides a key link for Anoka and Coon Rapids residents to Anoka's Central Business District, University Avenue, Northstar Commuter Rail, and to connecting Metro Transit routes serving downtown Minneapolis and Saint Paul. If transit demand in the area grows, this project would establish the pedestrian infrastructure necessary to support future transit stops along the CSAH 9 corridor.

Response:

The six-foot sidewalk on the east side of CSAH 9 will provide enough room for pedestrians to move comfortably. The project will also install a boulevard between the sidewalk and the road, creating an added level of safety and comfort for pedestrian users. Curb extensions are provided to extend the sidewalk and corners. This reduces the pedestrian crossing distance and improves the ability of pedestrians and motorists to see one another. Furthermore, the sidewalk crossings at the Highway 10 off ramps will be striped and marked accordingly. These features will not only increase the safety of pedestrians, but also the safety of vehicles, since pedestrians will no longer be forced to travel in the roadway. All of these features will increase the accessibility of all users along CSAH 9.

The proposed project will achieve the following multimodal goals:

- Provide a sidewalk to safely channel pedestrians over Highway 10 to access a larger economic/employment hub.

- Reduce pedestrian and bicycle exposure, while improving pedestrian and bicycle access and mobility.
- Promote and encourage walking in Coon Rapids.
- Enhance transit ridership for the Anoka Traveler
- Eliminate circuitous pedestrian and bicyclists routes over Highway 10.

(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

1530893790483_LAYOUT -
TH_10_RLB_PED_FAC_SW_2018.06.29.pdf

Please upload attachment in PDF form.

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

50%

Attach Layout

Please upload attachment in PDF form.

Layout has not been started

0%

Anticipated date or date of completion

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)

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):	\$1,758,400.00
Enter Amount of the Noise Walls:	\$0.00
Total Project Cost subtract the amount of the noise walls:	\$1,758,400.00
Points Awarded in Previous Criteria	
Cost Effectiveness	\$0.00

Other Attachments

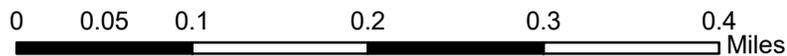
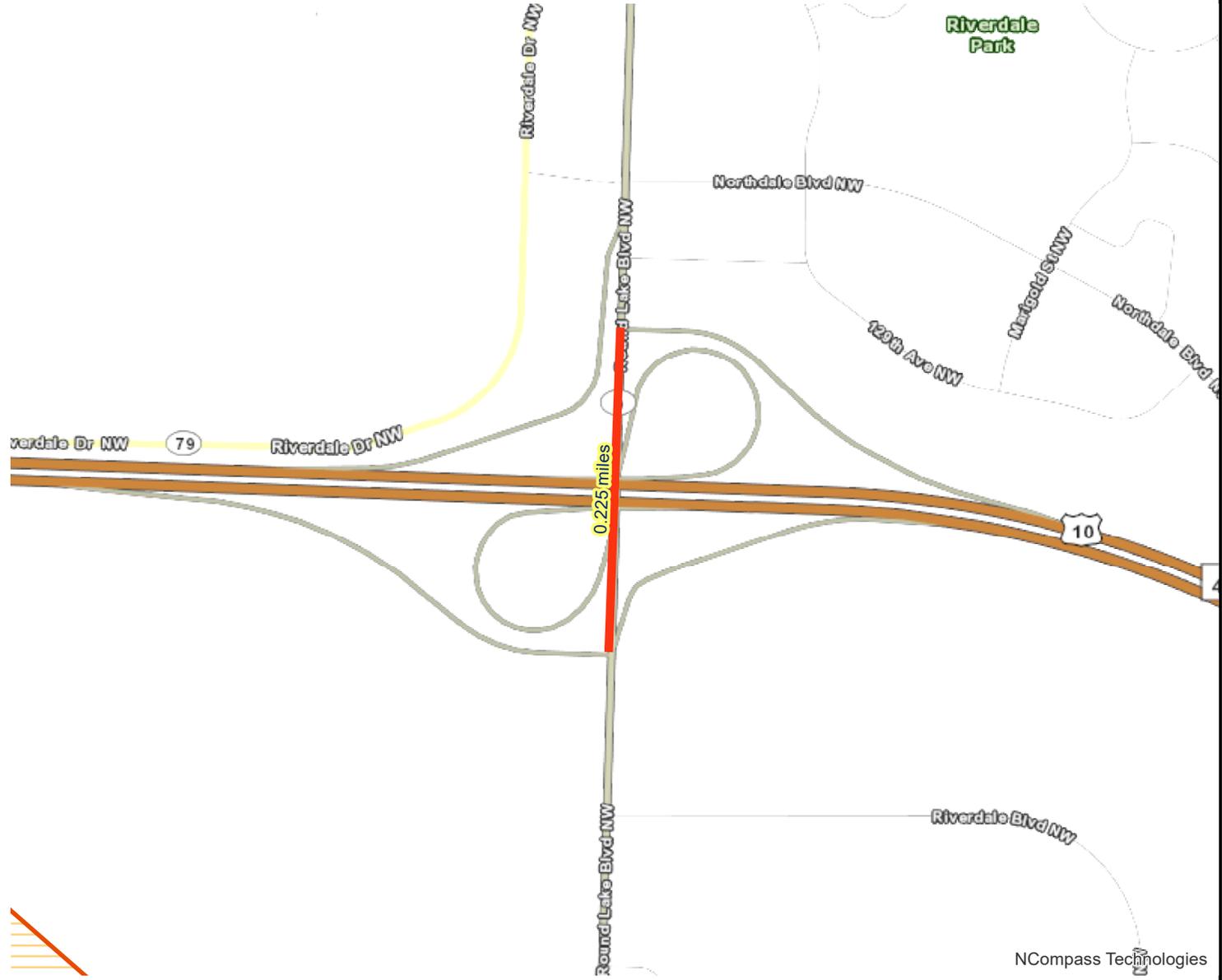
File Name	Description	File Size
Letter of Support from CR for CSAH 9 over 10_2018 07 12.pdf	Letter of Support from Coon Rapids	189 KB
MnDOT Support ltr Anoka Co - CSAH 9 Improvements over US 10.pdf	Letter of Support from MnDOT for CSAH 9 Ped Improvement	473 KB
Round Lake Attachments.pdf	Project Summary, Maps, Layout	8.8 MB

Regional Economy

Results

Within HALF Mi of project:
Postsecondary Students: 0

Total Population: 12619
Total Employment: 6711
Mfg and Dist Employment: 2864



Created: 7/3/2018
LandscapeRSA5



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

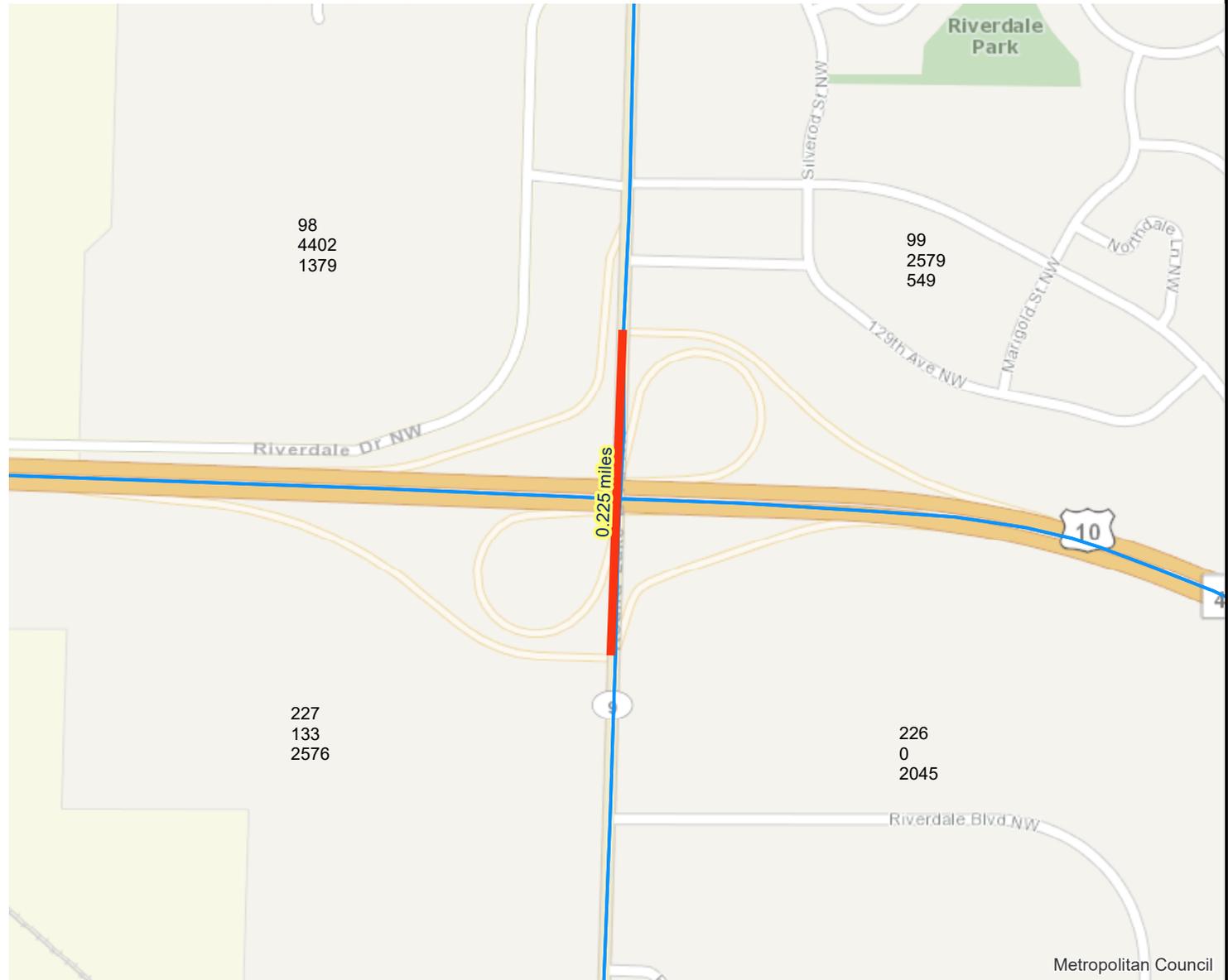


NCompass Technologies

Population/Employment Summary

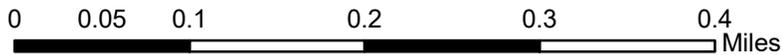
Results

Within HALF Mile of project:
Total Population: 12619



Metropolitan Council

-  Project
-  2010 TAZ



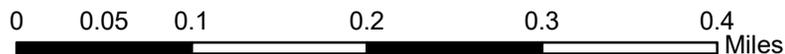
Socio-Economic Conditions

Results

Project located in a census tract that is below the regional average for population in poverty or populations of color, or includes children, people with disabilities, or the elderly:
(0 to 12 Points)



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



Project to RBTN Orientation

Pedestrian Facilities Project: Highway 10 / Round Lake Blvd. Sidewalk Improvements | Map ID: 1530624810561



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

0 0.05 0.1 0.2 0.3 0.4 Miles

Created: 7/3/2018
LandscapeRSA6



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NCompass Technologies



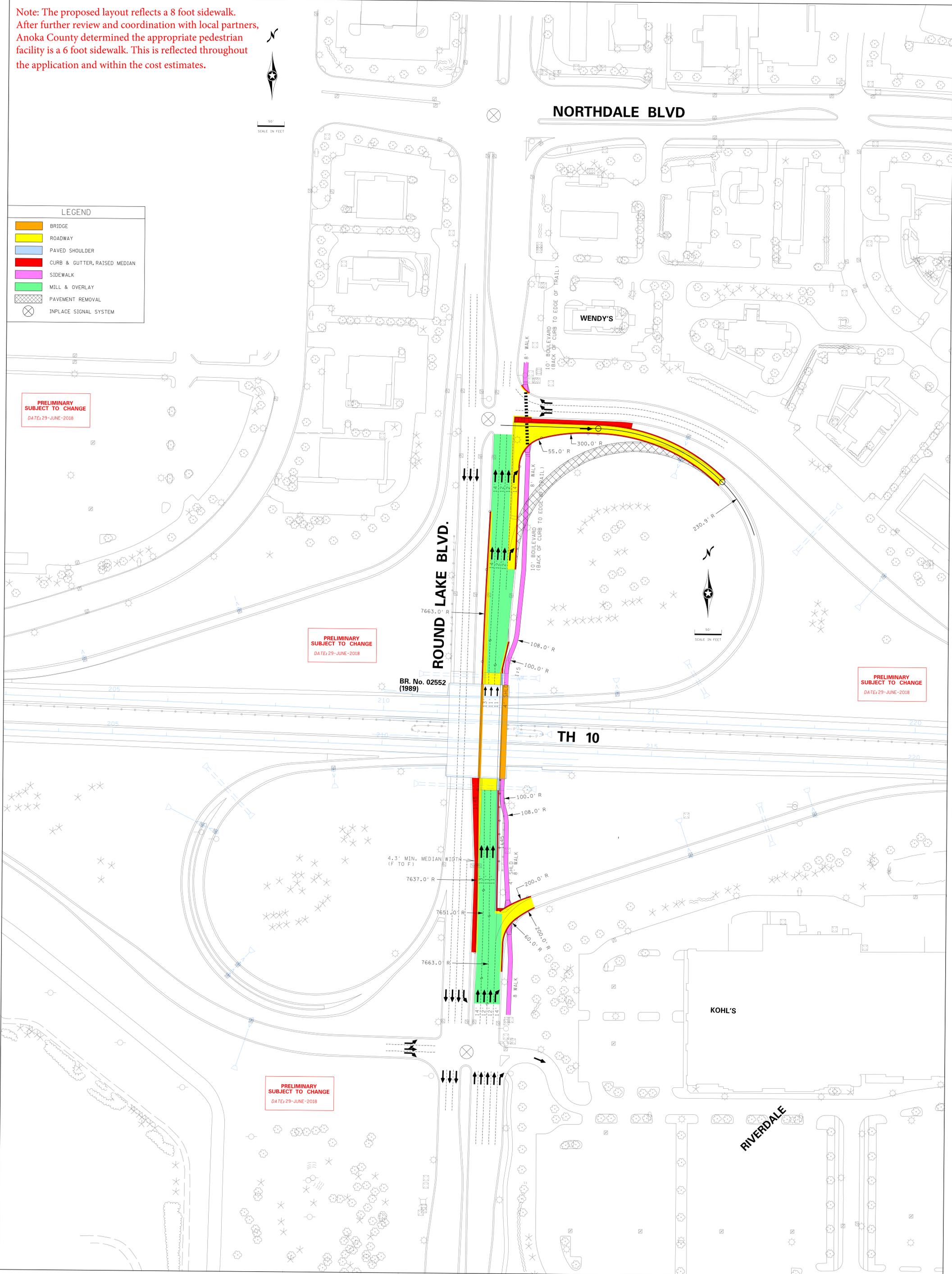
Note: The proposed layout reflects a 8 foot sidewalk.
After further review and coordination with local partners,
Anoka County determined the appropriate pedestrian
facility is a 6 foot sidewalk. This is reflected throughout
the application and within the cost estimates.



50'
SCALE IN FEET

LEGEND	
	BRIDGE
	ROADWAY
	PAVED SHOULDER
	CURB & GUTTER, RAISED MEDIAN
	SIDEWALK
	MILL & OVERLAY
	PAVEMENT REMOVAL
	INPLACE SIGNAL SYSTEM

PRELIMINARY
SUBJECT TO CHANGE
DATE: 29-JUNE-2018



ROUND LAKE BLVD.

NORTHDALE BLVD

TH 10

RIVERDALE

BR. No. 02552
(1989)

WENDY'S

KOHL'S

4.3' MIN. MEDIAN WIDTH
(F TO F)

8' WALK

10' BOULEVARD
(BACK OF CURB TO EDGE OF TRAIL)

8' WALK

10' BOULEVARD
(BACK OF CURB TO EDGE OF TRAIL)

8' WALK

10' BOULEVARD
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10' BOULEVARD
(BACK OF CURB TO EDGE OF TRAIL)

8' WALK

10' BOULEVARD
(BACK OF CURB TO EDGE OF TRAIL)

7663.0' R

205

210

7637.0' R

7651.0' R

7663.0' R

7663.0' R

300.0' R

55.0' R

230.9' R

108.0' R

100.0' R

100.0' R

108.0' R

200.0' R

200.0' R

50.0' R

50'
SCALE IN FEET

July 12, 2018

Doug Fischer
Division Manager/Anoka County Engineer
Anoka County Highway Department
1440 Bunker Lake Boulevard
Andover, MN 55304

Re: Anoka County's Regional Solicitation Application
CSAH 9 Improvements Project over US 10

Dear Mr. Fischer,

The City of Coon Rapids is aware of Anoka County's efforts to submit a funding request to the Metropolitan Council for the 2018 regional solicitation for 2022-23 funding for the County's proposed improvement project at CSAH 9 (Round Lake Blvd.) over US 10. As the proposed project falls within our City and as a community in Anoka County, we are in favor of this effort.

Round Lake Boulevard is a high-volume, high-speed County road connecting residential, commercial, and industrial areas within the City of Coon Rapids. Area residents living north of the City utilize the arterial to access US 10, and the success of the Riverdale shopping area, a regional draw, has contributed to increased traffic on Round Lake Boulevard.

Currently, no sidewalk or trail exists on this segment of road, creating a barrier to access for pedestrians and cyclists. The City is working to connect existing sidewalk and trail gaps to improve safety and efficiency of the non-motorized transportation network, and strongly supports Anoka County's efforts as well.

The City of Coon Rapids looks forward to a continued partnership with Anoka County as this project advances, and feel the project will help address safety and mobility issues occurring in the City.

Sincerely,



Tim Himmer
Public Works Director
763-767-6494
thimmer@coonrapidsmn.gov



MnDOT Metro District
1500 West County Road B-2
Roseville, MN 55113

June 29, 2018

Doug Fischer
Division Manager/Anoka County Engineer
Anoka County Highway Department
1440 Bunker Lake Boulevard
Andover, MN 55304

**Re: Letter of Support for Anoka County
Metro Council/Transportation Advisory Board 2018 Regional Solicitation Funding Request for the
CSAH 9 Improvements Project over US 10**

Dear Mr. Fischer,

This letter documents MnDOT Metro District's support for Anoka County's funding request to the Metro Council for the 2018 regional solicitation for 2022-23 funding for the County's proposed improvement project at CSAH 9 (Round Lake Blvd.) over US 10.

As proposed, this project could impact MnDOT right-of-way on US 10. As the agency with jurisdiction over US 10, MnDOT will support Anoka County and will allow the improvements proposed in the application for the CSAH 9 Improvements Project over US 10. Details of a future maintenance agreement with Anoka County will need to be determined during project development to define how the improvements will be maintained for the project's useful life.

No funding from MnDOT is currently programmed for this project. However Metro District does have other roadway investments planned to occur nearby. I would request that you coordinate project development with MnDOT Area staff so that our agencies can work together to best leverage our respective efforts.

MnDOT Metro District looks forward to continued cooperation with Anoka County as this project moves forward and as we work together to improve safety and travel options within the Metro Area.

If you have questions or require additional information at this time, please reach out to your Area Manager at Sheila.Kauppi@state.mn.us or 651-234-7718.

Sincerely,

A handwritten signature in blue ink that reads 'Scott R McBride'.

Scott McBride
Metro District Engineer

CC: Sheila Kauppi, Metro District North Area Manager
Lynne Bly, Metro Program Director
Dan Erickson, Metro State Aid Engineer

Equal Opportunity Employer

Highway 10/Round Lake Blvd. Sidewalk Improvements

Walmart

Existing Pedestrian Pathway

10

Project Location
(Sidewalk Gap)

Northdale Blvd

Light Industrial

Existing Pedestrian Pathway

Riverdale Village Shopping Center

10

CSAH 9 (Round Lake Blvd.)

Main Street

Main Street

Generalized Land Use (Existing)

- Commercial
- Industrial
- Park

Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

Note: The proposed layout reflects a 8 foot sidewalk.
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Anoka County determined the appropriate pedestrian
facility is a 6 foot sidewalk. This is reflected throughout
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(BACK OF CURB TO EDGE OF TRAIL)

8' WALK
10' BOULEVARD
(BACK OF CURB TO EDGE OF TRAIL)

8' WALK
4' SHOULDER
8' WALK

Highway 10 /Round Lake Boulevard Sidewalk Improvements

Site Photos – Existing Conditions



Round Lake Boulevard (northbound) at Highway 10 Interchange



Round Lake Boulevard (southbound) at Highway 10 Interchange



Round Lake Boulevard (northbound) at Highway 10 eastbound off ramps



Round Lake Boulevard (southbound) at Highway 10 westbound off ramps

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NCompass Technologies

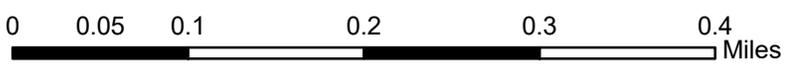
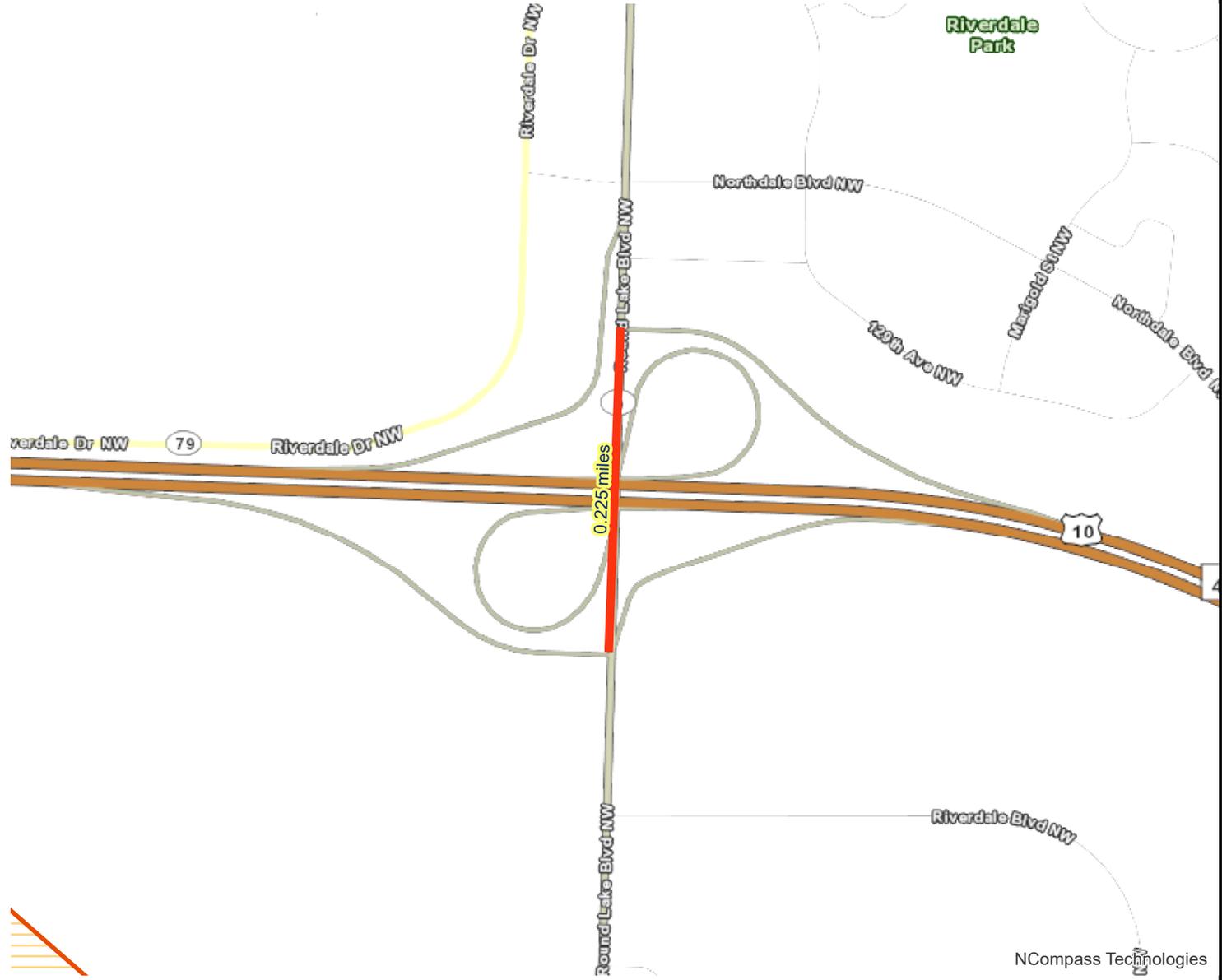


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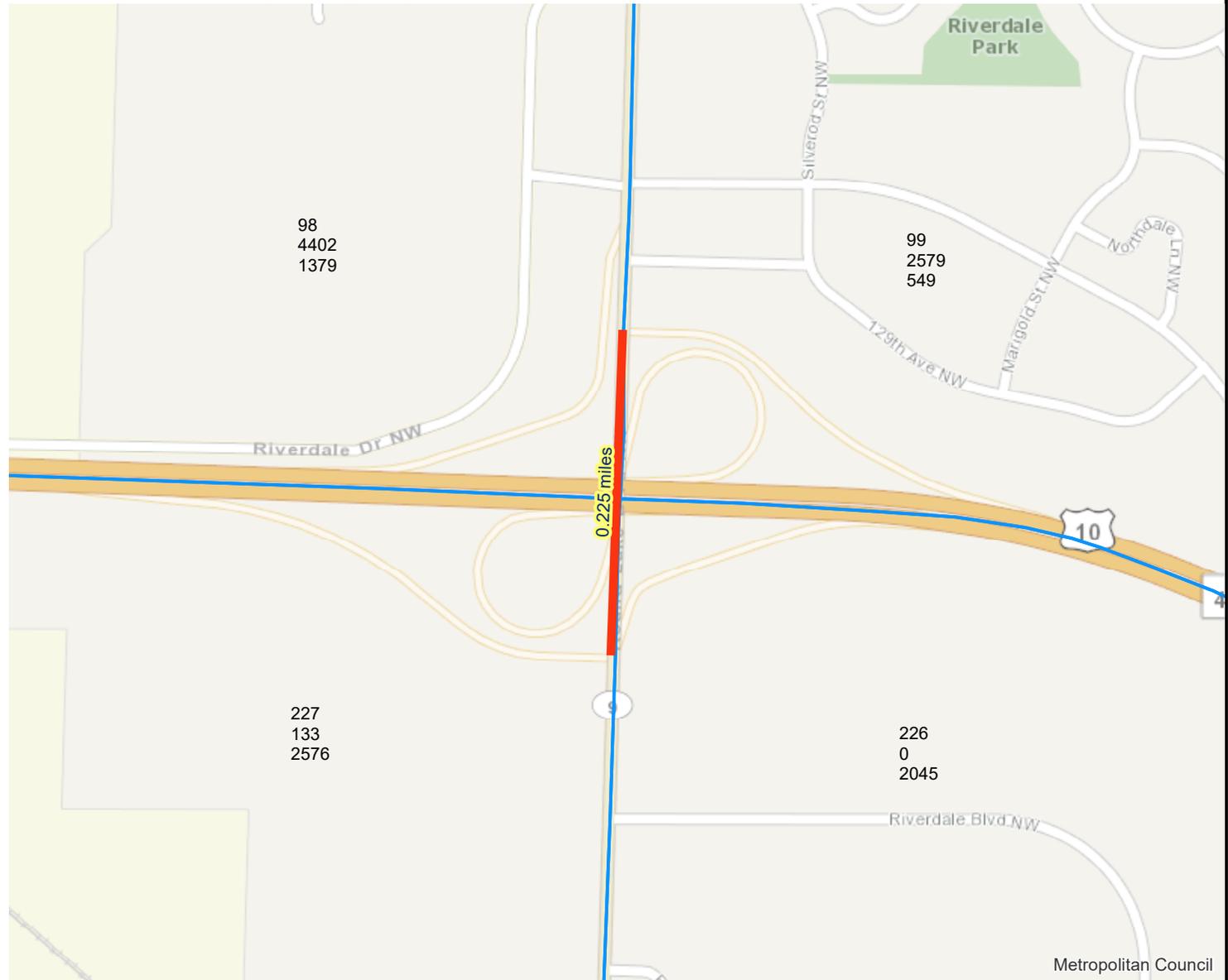


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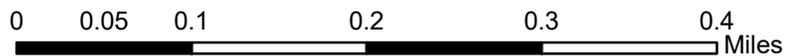
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