



Application

13869 - 2020 Multiuse Trails and Bicycle Facilities

14290 - Mounds View High School Trail Project

Regional Solicitation - Bicycle and Pedestrian Facilities

Status: Submitted
Submitted Date: 05/15/2020 11:18 AM

Primary Contact

Name:* Mr. Dave Perrault
Salutation First Name Middle Name Last Name

Title: City Administrator

Department:

Email: dperrault@cityofardenhills.org

Address: 1245 W Highway 96

***** Arden Hills Minnesota 55112
City State/Province Postal Code/Zip

Phone:* 651-792-7824
Phone Ext.

Fax:

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

Organization Information

Name: ARDEN HILLS, CITY OF

Jurisdictional Agency (if different):

Organization Type: City
Organization Website:
Address: 1245 W HWY 96

***** ARDEN HILLS Minnesota 55112
City State/Province Postal Code/Zip
County: Ramsey
Phone:* 612-792-7800
Ext.
Fax:
PeopleSoft Vendor Number 0000020922A2

Project Information

Project Name Mounds View High School Trail
Primary County where the Project is Located Ramsey
Cities or Townships where the Project is Located: Arden Hills
Jurisdictional Agency (If Different than the Applicant): City of Arden Hills

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

Complete residential High school trail segment and connect to regional trails. The City is proposing a 0.5 mile trail extension from Mounds View High School on Lake Valentine Road (major collector) to Old Snelling Avenue (minor arterial) and extending south to Ramsey County Road E2. The Mounds View High School Trail project is an extension of two existing trail segments and would create an additional segment that separates pedestrians, bicycle traffic and students walking to and from school from vehicle traffic. The first segment would be a 0.3 mile long 10-foot wide, bituminous paved trail adjacent to Lake Valentine Road from the east parking lot of Mounds View High School to Old Snelling Road (Ramsey County, CSAH 76), incorporating the short trail segment adjacent to Valentine Park. The second segment would be a 0.25 mile long, 10-foot wide bituminous paved trail adjacent to Old Snelling Road (Ramsey County, CSAH 76) from Lake Valentine Road to Ramsey County Road E2. These trails would connect to trails serving the elementary school, Bethel University, to the regional Long Lake Regional trails systems, and to Rice Creek and Highway 96 Regional Trails. . The proposed project would include bituminous trail pavement, ADA curb ramps, retaining walls, signage, and drainage improvements to accommodate installation of the new trail segment.

The City of Arden Hills has funded and constructed three previous trail segments along CSAH 76, County Road E, and Lake Valentine Road over the past five years to expand the trail network and improve safe pedestrian connections for Mounds View High School (Enrollment 1,794), Bethel University (Enrollment 4,500) and Valentine Hills Elementary (Enrollment 642).

(Limit 2,800 characters; approximately 400 words)

TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
DESCRIPTION - will be used in TIP if the project is selected for funding. See MnDOT's TIP description guidance.

Mounds View High School, adjacent to Lake Valentine Road to Old Snelling Road, adjacent to Old Snelling Road from Lake Valentine Road to County Road E2, construct Mounds View High School trail for peds and bikes

Project Length (Miles)

0.52

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 \$974,936.00

Match Amount \$243,734.00

Minimum of 20% of project total

Project Total \$1,218,670.00

For transit projects, the total cost for the application is total cost minus fare revenues.

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 Arden Hills and Ramsey 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: 2024

Select 2022 or 2023 for TDM projects only. For all other applications, select 2024 or 2025.

Additional Program Years: 2022, 2023

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

Project Information

County, City, or Lead Agency

City Of Arden Hills

Zip Code where Majority of Work is Being Performed

55112

(Approximate) Begin Construction Date

05/02/2022

(Approximate) End Construction Date

11/01/2022

Name of Trail/Ped Facility:

Mounds View High School Trail

(i.e., CEDAR LAKE TRAIL)

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

From:

(Intersection or Address)

Mounds View High School East Parking Lot

To: Lake Valentine Road and Snelling Avenue North (CSAH 76)
(Intersection or Address) intersection.

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

Or At: Then to County Road E2

Miles of trail (nearest 0.1 miles): 0.53

**Miles of trail on the Regional Bicycle Transportation Network
(nearest 0.1 miles):** 0

Is this a new trail? Yes

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 (2018), the 2040 Regional Parks Policy Plan (2018), 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 trail segments provide a safe corridor for movement for pedestrians and bicyclists within the western portion of the community that encounter barriers from the existing transportation system. The proposed project would provide necessary gap closure, improving pedestrian safety for students and staff walking or biking to and from the High School. High School, Bethel University students, and residents would have safe and easy access to the larger regional trail system. Residents would have access to parks and destinations, including but not limited to, Valentine Park, Tony Schmidt, Long Lake Regional Park, Rice Creek and Highway 96 Regional Trail eastward to the White Bear Lake County Park. Development of the City's Park and Trail Master Plan showed residents want trails and pathways that improve pedestrian and bicyclist safety, but also provide connections to destinations, such as parks, schools, jobs, restaurants, and neighboring communities.

Briefly list the goals, objectives, strategies, and associated pages:

The proposed trail projects share many goals and objectives with the 2040 Transportation Policy Plan. Arden Hill main goal is to improve the safety of pedestrians and bicyclists in our community. This trail extension would provide a much needed pathway for residents as they walk or bike to and from school, areas of employment, businesses, parks, and for general recreational purposes, increasing pedestrian and bicycle safety. The proposed trail is crucial in creating much needed north-south and east-west connections within the community. With more access to destinations, residents would be encouraged to seek out alternate forms of transportation. Not only would these connections meet the residents requests for more utilitarian pathways, it would also encourage the residents to be more active and engage in more physical activity on the trails.

The proposed project will improve safe pedestrian connections for Mounds View High School (Enrollment 1,794), Bethel University (Enrollment 4,500) and Valentine Hills Elementary (Enrollment 642), all in close proximity to the proposed trail segments.

(Limit 2,800 characters; approximately 400 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.

Two comprehensive documents help guide the City's parks and trails development, the 2040 Comprehensive Plan and the Parks Master Plan. The Arden Hills 2040 Comprehensive Plan, approved in 2019, is used to guide the future of the community and help to manage growth within the community. It has established numerous goals and a community vision, including the Mounds View High School trail project. The Park Master Plan was created in 2002, which included significant public engagement (fifteen percent of the City's residents weighed in) and is reviewed and updated annually by the City's Parks, Trails and Recreation Committee. The proposed trail project would not only serve a recreational purpose, but also act as a connection to a larger regional trail network within Arden Hills. The trail is crucial to establish both north-south and east-west connections to local parks, schools, jobs, neighboring communities, and other destinations. By providing the community multiple destinations along a regional trail network, trail usage will increase, promote physical activity, and also reduce motorized travel. Not only will this trail provide a much needed connection, but it will improve pedestrian safety around Mounds View High School and the surrounding neighborhood. Many students travel to school each day via walking or biking so creating a pathway along Lake Valentine Road will give the students a more direct and safer pathway to school each day. Residents will also be more likely to use the trail if the gaps are filled. This will help establish new and old neighborhood connections, helping the community to become healthier and also closer as a whole.

List the applicable documents and pages:

(Limit 2,800 characters; approximately 400 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 State Aid 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: \$250,000 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 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 plan must be completed by the local agency before the Regional Solicitation application deadline. For the 2022 Regional Solicitation funding cycle, this requirement may include that the plan is updated within the past five years.

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

Date plan completed:

Link to plan:

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

Date self-evaluation completed:

Link to plan:

ADA self-evaluation plan will be submitted no later than September 1st.

Upload plan or self-evaluation if there is no link

Upload as PDF

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.

Multiuse Trails and Bicycle Facilities projects only:

3. All applications must include a letter from the operator of the facility confirming that they will remove snow and ice for year-round bicycle and pedestrian use. The Minnesota Pollution Control Agency has a resource for best practices when using salt. Upload PDF of Agreement in Other Attachments.

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

[Upload PDF of Agreement in Other Attachments.](#)

Safe Routes to School projects only:

4. 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.

5. All schools benefitting from the SRTS program must conduct after-implementation surveys. These include the student travel tally form and the parent survey available on the National Center for SRTS website. The school(s) must submit the after-evaluation data to the National Center for SRTS within a year of the project completion date. Additional guidance regarding evaluation can be found at the MnDOT SRTS website.

Check the box to indicate that the applicant understands this requirement and will submit data to the National Center for SRTS within one year of project completion.

Requirements - Bicycle and Pedestrian Facilities Projects

Specific Roadway Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES

Cost

Mobilization (approx. 5% of total cost)

\$0.00

Removals (approx. 5% of total cost)	\$0.00
Roadway (grading, borrow, etc.)	\$0.00
Roadway (aggregates and paving)	\$0.00
Subgrade Correction (muck)	\$0.00
Storm Sewer	\$0.00
Ponds	\$0.00
Concrete Items (curb & gutter, sidewalks, median barriers)	\$0.00
Traffic Control	\$0.00
Striping	\$0.00
Signing	\$0.00
Lighting	\$0.00
Turf - Erosion & Landscaping	\$0.00
Bridge	\$0.00
Retaining Walls	\$0.00
Noise Wall (not calculated in cost effectiveness measure)	\$0.00
Traffic Signals	\$0.00
Wetland Mitigation	\$0.00
Other Natural and Cultural Resource Protection	\$0.00
RR Crossing	\$0.00
Roadway Contingencies	\$0.00
Other Roadway Elements	\$0.00
Totals	\$0.00

Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Path/Trail Construction	\$1,066,170.00
Sidewalk Construction	\$0.00
On-Street Bicycle Facility Construction	\$0.00
Right-of-Way	\$124,000.00
Pedestrian Curb Ramps (ADA)	\$28,500.00
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	\$0.00
Other Bicycle and Pedestrian Elements	\$0.00
Totals	\$1,218,670.00

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	\$1,218,670.00
Construction Cost Total	\$1,218,670.00
Transit Operating Cost Total	\$0.00

Measure A: Project Location Relative to the RBTN

Select one:

Tier 1, Priority RBTN Corridor

Tier 1, RBTN Alignment

Tier 2, RBTN Corridor

Tier 2, RBTN Alignment

Direct connection to an RBTN Tier 1 corridor or alignment

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. Yes

Upload Map

1589501521463_Project to RBTN Orientation - MVHS Trail Project Maps.pdf

Please upload attachment in PDF form.

Measure A: Population Summary

Existing Population Within One Mile (Integer Only) 12735

Existing Employment Within One Mile (Integer Only) 16781

Upload the "Population Summary" map

1588090471820_Population and Employment Summary - MVHS Trail Project Maps.pdf

Please upload attachment in PDF form.

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

1. Sub-measure: Equity Population Engagement: A successful project is one that is the result of active engagement of low-income populations, people of color, persons with disabilities, youth and the elderly. Engagement should occur prior to and during a projects development, with the intent to provide direct benefits to, or solve, an expressed transportation issue, while also limiting and mitigating any negative impacts. Describe and map the location of any low-income populations, people of color, disabled populations, youth or the elderly within a 1/2 mile of the proposed project. Describe how these specific populations were engaged and provided outreach to, whether through community planning efforts, project needs identification, or during the project development process. Describe what engagement methods and tools were used and how the input is reflected in the projects purpose and need and design. Elements of quality engagement include: outreach and engagement 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 community engagement related to transportation projects; feedback from these populations identifying potential positive and negative elements of the proposed project through engagement, 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.

Arden Hills mobile home park is approximately .56 miles from proposed trail. City officials meet regularly with this neighborhood. Approximately 43% of the City's housing population meets affordable housing criteria. The City's population of 10,290 has 19% being over the age of 65 and 19% 18 years old and under. The City has incorporated trails and benches in each of their neighborhood parks to address local walking.

The city of Arden Hills had multiple meetings for the 2040 Comprehensive Plan, during which residents had opportunities to engage with the city prior to and during development regarding the 2040 Comprehensive Plan. The City of Arden Hills hosted four City Council work sessions, three Planning Commission meetings, two Economic Development meetings, one Parks, Trails, and Recreation Committee meeting, used the city website, a MindMixer website, and social media to promote the 2040 Comprehensive Plan and to promote the proposed trails projects. During these public inquiries. The city of Arden Hills walked through the plan for the residents and they were able to bring up specific issues about all projects. The proposed trail project would fill multiple needs brought up throughout the development process. The proposed trail project forms an important connection within the larger regional trail network, especially for students, teachers, and other faculty members of Mounds View High School. Residents with children who walk to school or driving to drop their students off at school are concerned about the students walking in the street, especially during the snow months. While this group represented all residents it was especial worrisome to low income families without the means to have their children drive to school and can't afford to pay for the bus. The proposed trail project would grant students a safe, direct pathway to the high school and provide a safe connection to the elementary school. This is

Response:

an issue brought up repeatedly by residents who have children attending Mounds View High School or who work there or desire their high school children pick up the elementary age child to walk home. The proposed trail project would make necessary gap closures along Lake Valentine Road, allowing for safer pedestrian and bicycle travel. Arden Hills greatly values education and wants to give all of the younger residents easier access to their education facilities along with promoting safety and physical activity.

(Limit 2,800 characters; approximately 400 words)

2. Sub-measure: *Equity Population Benefits and Impacts: A successful project is one that has been designed to provide direct benefits to low-income populations, people of color, persons with disabilities, youth and the elderly. All projects must mitigate potential negative benefits as required under federal law. Projects that are designed to provide benefits go beyond the mitigation requirement to proactively provide transportation benefits and solve transportation issues experienced by Equity populations.*

a. Describe the projects benefits to low-income populations, people of color, children, people with disabilities, and the elderly. Benefits could relate to pedestrian and bicycle safety improvements; public health benefits; direct access improvements for residents or improved access to destinations such as jobs, school, health care or other; travel time improvements; gap closures; new transportation services or modal options, leveraging of other beneficial projects and investments; and/or community connection and cohesion improvements. Note that this is not an exhaustive list.

The Mounds View High School trail project offers many benefits to all of the residents with Arden Hills. One of the most pressing would be to close the gaps within the trails leading up toward Mounds View High School. Arden Hills mobile home park is approximately .56 miles from proposed trail. City officials meet regularly with this neighborhood. 43% of the City's housing population meets affordable housing criteria. Bus costs are prohibited to many residents with children in the mobile home park which lies outside the boundary for free bus service. Residents with children who walk to school or driving to drop their students off at school are concerned about the students walking in the street, especially during the winter months. While this group represents all residents, it was especially worrisome to low income families without the means to have their children drive to school and can't afford to pay for the bus. Other families without the means for their high school age student to drive to school, allow their child to bike. This trail would provide a completed safe trail connection to the high school from the affordable housing area in south Arden Hills, more than a half mile away. Arden Hills wants to continue to build and form a safe and connected community. This trail will aid in both areas. Students, teachers, and other faculty members will now be able to travel directly to the school via off-road trail travel. Studies show that low-income populations are more likely to not own a vehicle, so this trail will allow for them to access new parts of the community via the regional trail network. Students without cars will be able to safely travel to school each morning, residents will have access to more jobs, and all residents will be encouraged to participate in physical activity as a result of the trail closing gaps along the regional trail network. The proposed trail project will allow for parents and grandparents of high school students and/or university students an alternative form of travel to support the students academic

Response:

career, athletic events, musical events, and more. Along with increasing the overall health and safety of the community, Arden Hills wants to encourage residents to venture into newer areas of the community to form new relationships and connections. It is Arden Hills goals to increase the unity and cohesion within the community and encourage residents to seek out those relationships. The Mounds View High School trail would make this goal a reality.

(Limit 2,800 characters; approximately 400 words)

b. Describe any negative impacts to low-income populations, people of color, children, people with disabilities, and the elderly created by the project, along with measures that will be taken to mitigate them. Negative impacts that are not adequately mitigated can result in a reduction in points.

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.

Mitigation of temporary construction/implementation impacts such as dust; noise; reduced access for travelers and to businesses; disruption of utilities; and eliminated street crossings.

Other

Pedestrian access and bicycle safety will not be negatively impacted by the proposed addition of a multi-use trail facilities along the corridor. This trail creates a safer environment for people driving since people will not be walking, biking, jogging in the street. The project does not proposed to widen streets, substantially increase curb radii, remove existing sidewalk segments, remove bike lanes, increase posted speed limits, or create barriers to pedestrian and bicycle movements. The proposed trail segments would not modify vehicle traffic patterns. The minor easement acquisition necessary for construction of the project will not displace residents and businesses. Required easements are temporary construction easements and narrow segments of sidewalk easement. Construction mitigation measures will be implemented to maintain access to properties located along the project corridor and minimize temporary lane closures, noise, dust and utility disruptions. The City and Ramsey County will coordinate development of a traffic control plan to mitigate disruption of traffic flow through the project area. Trail construction limits are anticipated to encroach less than 10 feet along CSAH 76, and construction limits would minimize disruption of the pavement surface along Lake Valentine Road. The construction contract documents will include requirements for dust control watering, limitations on working hours between 7 am to 6 pm and maximum equipment noise levels to minimize noise disruptions, and requirements to closely coordinate with adjacent properties to maintain access.

Response:

(Limit 2,800 characters; approximately 400 words)

Select one:

3.Sub-measure: Bonus Points *Those projects that score at least 80% of the maximum total points available through sub-measures 1 and 2 will be awarded bonus points based on the geographic location of the project. These points will be assigned as follows, based on the highest-scoring geography the project contacts:*

a.25 points to projects within an Area of Concentrated Poverty with 50% or more people of color

b.20 points to projects within an Area of Concentrated Poverty

c.15 points to projects within census tracts with the percent of population in poverty or population of color above the regional average percent

d.10 points for all other areas

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

Project located in Area of Concentrated Poverty:

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

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

(up to 40% of maximum score)

Upload the "Socio-Economic Conditions" map used for this measure. The second map created for sub measure A1 can be uploaded on the Other Attachments Form, or can be combined with the "Socio-Economic Conditions" map into a single PDF and uploaded here.

Upload Map 1588883560674_Socio-Economic Conditions - MVHS Trail Project Maps.pdf

Measure B: Part 1: Housing Performance Score

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
Arden Hills	0.28	0.54	32.0	17.231
Arden Hills	0.24	0.46	32.0	14.769

Total Project Length

Total Project Length 0.52

Project length entered on the Project Information - General form.

Housing Performance Score

Total Project Length (Miles) or Population 0.52

Total Housing Score 32.0

Affordable Housing Scoring

Part 2: Affordable Housing Access

Reference Access to Affordable Housing Guidance located under Regional Solicitation Resources for information on how to respond to this measure and create the map.

If text box is not showing, click Edit or "Add" in top right of page.

Response:

The City of Arden Hills has no affordable housing units within 1/2 mile of the project area.

(Limit 2,100 characters; approximately 300 words)

Upload map:

Measure A: Gaps closed/barriers removed and/or continuity between jurisdictions improved by the project

PART 1: Qualitative assessment of project narrative discussing how the project will close a bicycle network gap, create a new or improved physical bike barrier crossing, and/or improve continuity and connections between jurisdictions.

Specifically, describe how the project would accomplish the following: Close a transportation network gap, provide a facility that crosses or circumvents a physical barrier, and/or improve continuity or connections between jurisdictions.

Bike system gap improvements include the following:

- *Providing a missing link between existing or improved segments of a local transportation network or regional bicycle facility (i.e., regional trail or RBTN alignment);*

- *Improving bikeability to better serve all ability and experience levels by:*

- *Providing a safer, more protected on-street facility or off-road trail;*

- *Improving safety of bicycle crossings at busy intersections (e.g., through signal operations, revised signage, pavement markings, etc.); OR*

- *Providing a trail adjacent or parallel to a highway or arterial roadway or improving a bike route along a nearby and parallel lower-volume neighborhood collector or local street.*

Physical bicycle barrier crossing improvements include grade-separated crossings (over or under) of rivers and streams, railroad corridors, freeways and expressways, and multi-lane arterials, or enhanced routes to circumvent the barrier by channeling bicyclists to existing safe crossings or grade separations. Surface crossing improvements (at-grade) of major highway and rail barriers that upgrade the bicycle facility treatment or replace an existing facility at the end of its useful life may also be considered as bicycle barrier improvements. (For new barrier crossing projects, distances to the nearest parallel crossing must be included in the application to be considered for the full allotment of points under Part 1).

Examples of continuity/connectivity improvements may include constructing a bikeway across jurisdictional lines where none exists or upgrading an existing bicycle facility treatment so that it connects to and is consistent with an adjacent jurisdictions bicycle facility.

Response:

The proposed Mounds View High School trail project has one physical barrier present on either side of the project. Creating a new physical barrier crossing is important not only to create new connections within the community and neighboring communities, but to also ensure residents have safe, easy access to destinations via the regional trail network. The proposed trail project would close two gaps within the larger trail network. Once these gaps are filled, students and teachers of Mounds View High School will have a safe path that leads directly to the high school. The Mounds View High School trail is the missing link in producing a safe off-road trail for pedestrians and bicyclists. The trail will connect all residents to many new areas of the community which previously required vehicle travel. With the connections, pedestrians and bicyclists will have access to parks, schools, jobs, and many more destinations. The proposed trail project will create a new physical barrier crossing along Snelling Ave N adjacent to the large expressway, U.S. Highway 10. This will allow pedestrians and bicyclists to circumvent the large expressway without needing a vehicle and lead to connections with the Regional Bike Trail Network. By adding this new trail and physical barrier crossings, residents will be able to connect with and form new communities.

(Limit 2,800 characters; approximately 400 words)

PART 2: Regional Bicycle Barrier Crossing Improvements and Major River Bicycle Barrier Crossings

DEFINITIONS:

Regional Bicycle Barrier Crossing Improvements include crossings of barrier segments within the Regional Bicycle Barrier Crossing Improvement Areas as updated in the 2019 Technical Addendum to the Regional Bicycle Barriers Study and shown in the RBBS online map (insert link to forthcoming RBBS Online Map). Projects must create a new regional barrier crossing, replace an existing regional barrier crossing at the end of its useful life, or upgrade an existing barrier crossing to a higher level of bike facility treatment, to receive points for Part 2.

Major River Bicycle Barrier Crossings include all existing and planned highway and bicycle/pedestrian bridge crossings of the Mississippi, Minnesota and St. Croix Rivers as identified in the 2018 update of the 2040 Transportation Policy Plan. Projects must create a new major river bicycle barrier crossing, replace an existing major river crossing at the end of its useful life, or upgrade the crossing to a higher level of bike facility treatment, to receive points for Part 2.

Projects that construct new or improve existing Regional Bicycle Barrier Crossings or Major River Bicycle Barrier Crossings will be assigned points as follows: (select one)

Tier 1

Tier 1 Regional Bicycle Barrier Crossing Improvement Area segments & any Major River Bicycle Barrier Crossings

Tier 2

Yes

Tier 2 Regional Bicycle Barrier Crossing Improvement Area segments

Tier 3

Tier 3 Regional Bicycle Barrier Crossing Improvement Area segments

Non-tiered

Crossings of non-tiered Regional Bicycle Barrier segments

No improvements

No Improvements to barrier crossings

If the project improves multiple regional bicycle barriers, check box.

Multiple

Projects that improve crossing of multiple regional bicycle barriers receive bonus points (except Tier 1 & MRBBCs)

Measure B: Project Improvements

Response:

Safety is of utmost importance to the city of Arden Hills. The city is constantly seeking to make improvements to the overall safety of the community. The proposed trail project will only help to boost the safety of the area. The city pulled crash data for the project area to use for this application. From 2011-2015, there were eleven crashes within the project area many of which occurred around the beginning and end of the school day. While there were no accidents involving pedestrians or bicyclists recorded, the city feels strongly that the proposed trail project would increase the overall safety of the project area. The proposed trail project will close gaps along the regional trail network, creating a connection to the Mounds View High School. Once the proposed trail project is completed, pedestrians and bicyclists will have a designated off-road trail leading directly to Mounds View High School and many more destinations. Many students commute every day to school by way of walking or bicycle. This trail will reduce crash data due to the fact that pedestrians and bicyclists will not have to go back and forth between the road and trails whilst walking, jogging, or bicycling. When pedestrians or bicyclists are frequently going back and forth between the road and trails, they are more likely to be involved in a crash. Drivers, especially new drivers, are not always familiar with their surroundings and may not notice if pedestrians and/or bicyclists will be moving onto the road. The proposed trail project will ensure that pedestrians and bicyclists will have an off-road trail, keeping them out of the road and increasing the safety of the area. As a result of decreasing pedestrian and bicycle traffic on the road, accidents and crashed will be less likely to involve either pedestrian or bicyclist thus reducing the crash potential of the area.

(Limit 2,800 characters; approximately 400 words)

Measure A: Multimodal Elements

Response:

The Mounds View High School proposed trail project will close gaps along Snelling Ave N and Lake Valentine Road in front of Mounds View High School creating completed pedestrian elements. As a result of the gaps closing, students using the trails to walk or bike to and from school will have easier access and also be much safer. Students will have a direct path to the school, keeping them out of the roads. The proposed trail project will also give residents easier access to other destinations, for example, Valentine Park, Tony Schmidt Regional Park, schools, jobs, and more. This trail would not only provide access to these destinations, but it would keep the residents safe in doing so. Metro Transit offers a rush hour route that travels through the project area, leading eventually to Lexington Avenue. The City of Arden Hills is frequently engaged with Metro Transit in hopes to expand ridership of public transit as seen in the study, A Line Corridor Extension Evaluation: Rosedale Center to Rice Creek Commons. Unfortunately, Metro Transit is limited in their ability to expand their services in Arden Hills due to financial limitations and the demand from several communities regarding public transit expansion. The City of Arden Hills has shown that it is committed to promoting transit ridership within the community and will continue to work with Metro Transit to expand routes within the community.

(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 (25 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

1589482864452_RSG Project 1 Geotech map.pdf

Please upload attachment in PDF form.

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

50%

Attach Layout

Please upload attachment in PDF form.

Layout has not been started

0%

Anticipated date or date of completion

11/04/2024

2)Review of Section 106 Historic Resources (15 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 (25 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

12/31/2022

4)Railroad Involvement (15 Percent of Points)

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

Yes

100%

Signature Page

Please upload attachment in PDF form.

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

50%

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

0%

Anticipated date or date of executed Agreement

5) Public Involvement (20 percent of points)

Projects that have been through a public process with residents and other interested public entities are more likely than others to be successful.

The project applicant must indicate that events and/or targeted outreach (e.g., surveys and other web-based input) were held to help identify the transportation problem, how the potential solution was selected instead of other options, and the public involvement completed to date on the project. List Dates of most recent meetings and outreach specific to this project:

Meeting with general public:

04/04/2018

Meeting with partner agencies:

04/04/2018

Targeted online/mail outreach:

04/04/2018

Number of respondents:

50

Meetings specific to this project with the general public and partner agencies have been used to help identify the project need.

Yes

100%

Targeted outreach to this project with the general public and partner agencies have been used to help identify the project need.

75%

At least one meeting specific to this project with the general public has been used to help identify the project need.

50%

At least one meeting specific to this project with key partner agencies has been used to help identify the project need.

50%

No meeting or outreach specific to this project was conducted, but the project was identified through meetings and/or outreach related to a larger planning effort.

25%

No outreach has led to the selection of this project.

0%

Two comprehensive documents help guide the City's parks and trails development, the Parks Master Plan and the 2040 Comprehensive Plan. The Park Master Plan was created in 2002, which included significant public engagement (fifteen percent of the City's residents weighed in) and is reviewed and updated annually by the City's Parks, Trails and Recreation Committee. The city of Arden Hills had multiple meetings for the 2040 Comprehensive Plan, during which residents had opportunities to engage with the city prior to and during development regarding the 2040 Comprehensive Plan. The City of Arden Hills hosted four City Council work sessions, three Planning Commission meetings, two Economic Development meetings, one Parks, Trails, and Recreation Committee meeting, used the city website, a MindMixer website, and social media to promote the 2040 Comprehensive Plan and to promote the proposed trails projects. During these public inquiries, residents were able to address all of the proposed trail projects, including the Mounds View High School Trail project. The city of Arden Hills walked through the plan for the residents and they were able to bring up specific issues about all projects. The proposed trail project would fill multiple needs brought up throughout the development process. The trail would serve as the first step in creating a larger regional trail network within Arden Hills. One issue, brought up by residents, that is especially important is constructing trail connections to other communities in order to create new communities and/or rekindle old community relationships within Arden Hills. Arden Hills is proud of the stable community it has created and that residents choose to live in Arden Hills for a long time. With the Mounds View High School Trail project, the community of Arden Hills will have a chance to grow into new areas and form exciting connections and possibilities of the future for our residents.

Response (Limit 2,800 characters; approximately 400 words):

Measure A: Cost Effectiveness

Total Project Cost (entered in Project Cost Form):	\$1,218,670.00
Enter Amount of the Noise Walls:	\$0.00
Total Project Cost subtract the amount of the noise walls:	\$1,218,670.00
Points Awarded in Previous Criteria	
Cost Effectiveness	\$0.00

Other Attachments



Photograph showing the existing conditions within the project area

32 KB

File Name	Description	File Size
MnDOT Letter of Support - MVHS Project.pdf	Letter of Support from MnDOT	545 KB
MVHS Letter of Support.pdf	Letter of Support from Mounds View School District	60 KB
MVHS Project Summary.docx	Project Summary	137 KB
Ramsey County Letter of Support - MVHS Project.pdf	Ramsey County Letter of Support	273 KB
Regional Solicitation_OM Certification_MVHS Trail.pdf	Letter from Facility owner	49 KB
RSG Project 1 Geotech map.pdf	Mounds View High School Trail Project Map	8.6 MB
RSG Proposed Trails.pdf	Combined project map	3.1 MB

Project to RBTN Orientation

Multiuse Trails and Bicycle Facilities Project: Mounds View High School Trail Project | Map ID: 1587139272790

Results

Project NOT IN Regn'l Bicycle Transportation Corridor.



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



Created: 4/17/2020
LandscapeRSA6



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



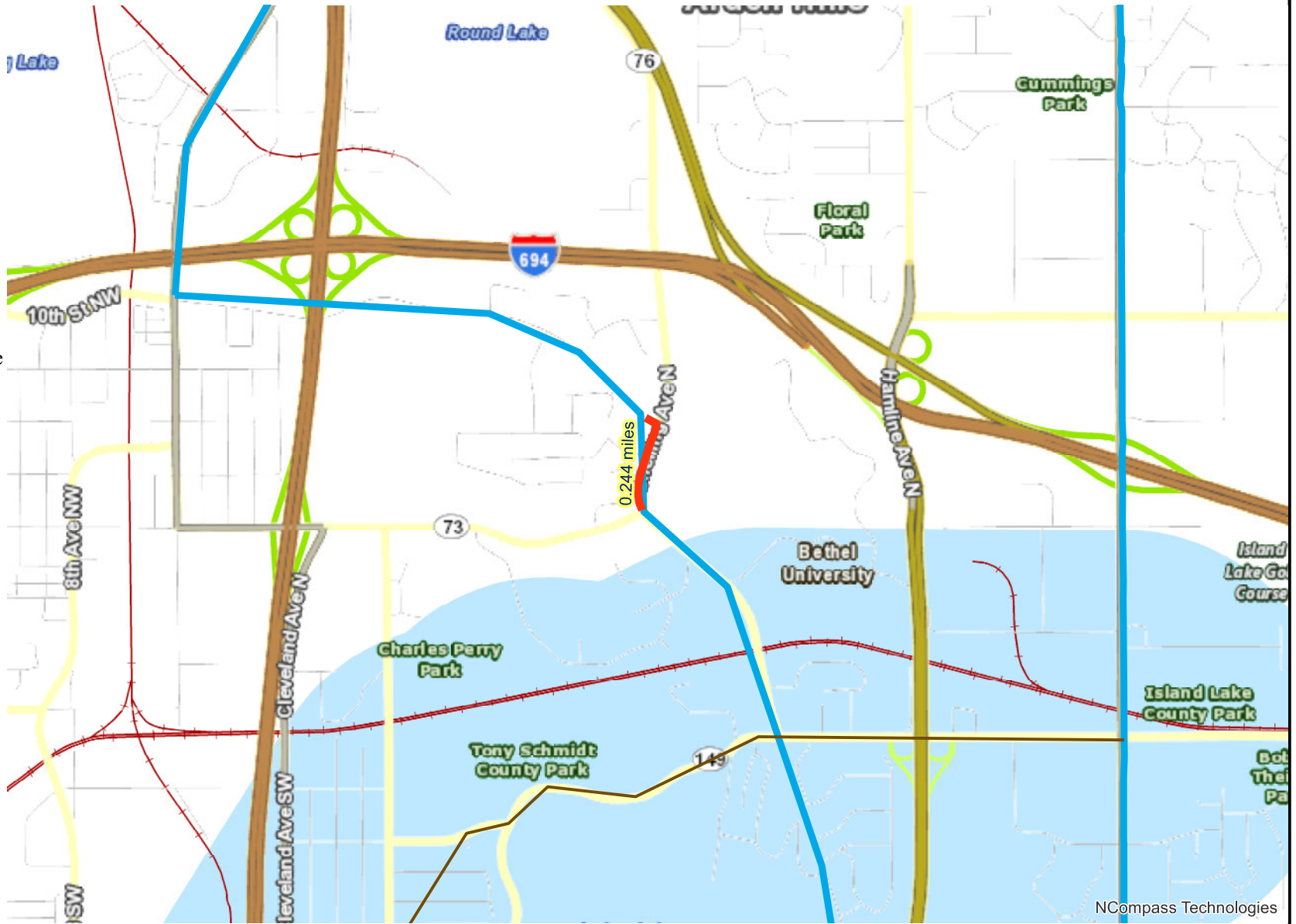
NCompass Technologies

Project to RBTN Orientation

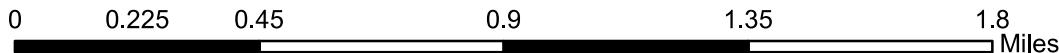
Multituse Trails and Bicycle Facilities Project: Mounds View High School Trail Project | Map ID: 1587139879821

Results

Project **NOT IN** Regn'l Bicycle Transportation Corridor.



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



Created: 4/17/2020
LandscapeRSA6



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

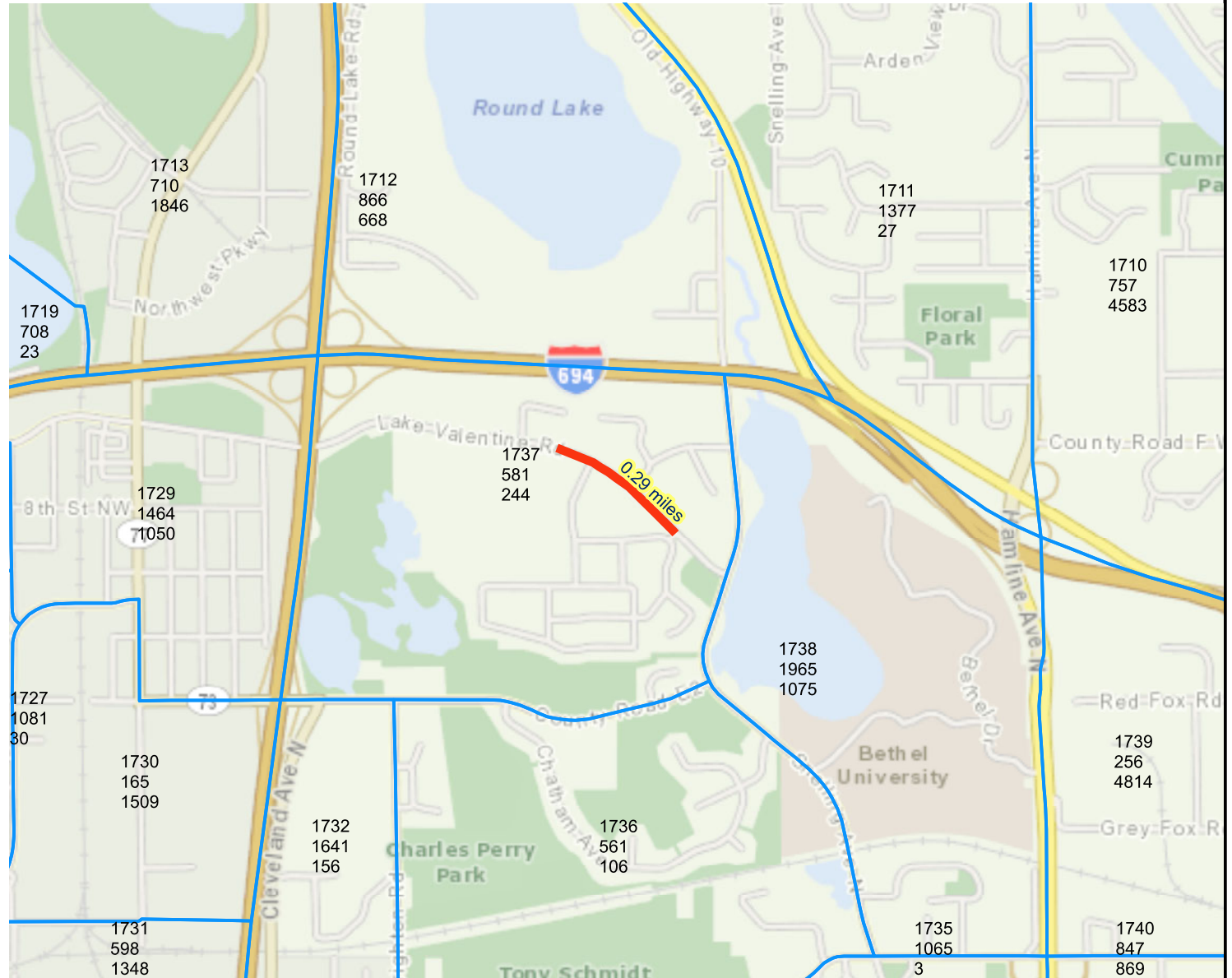


NCompass Technologies

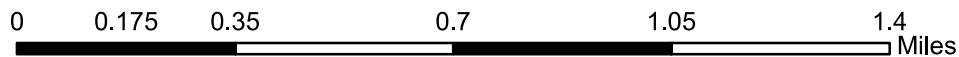
Population/Employment Summary

Results

Within ONE Mile of project:
 Total Population: 12735
 Total Employment: 16781



-  Project Points
-  Project Area
-  Project
-  2016 TAZ



Created: 4/17/2020
 LandscapeRSA4

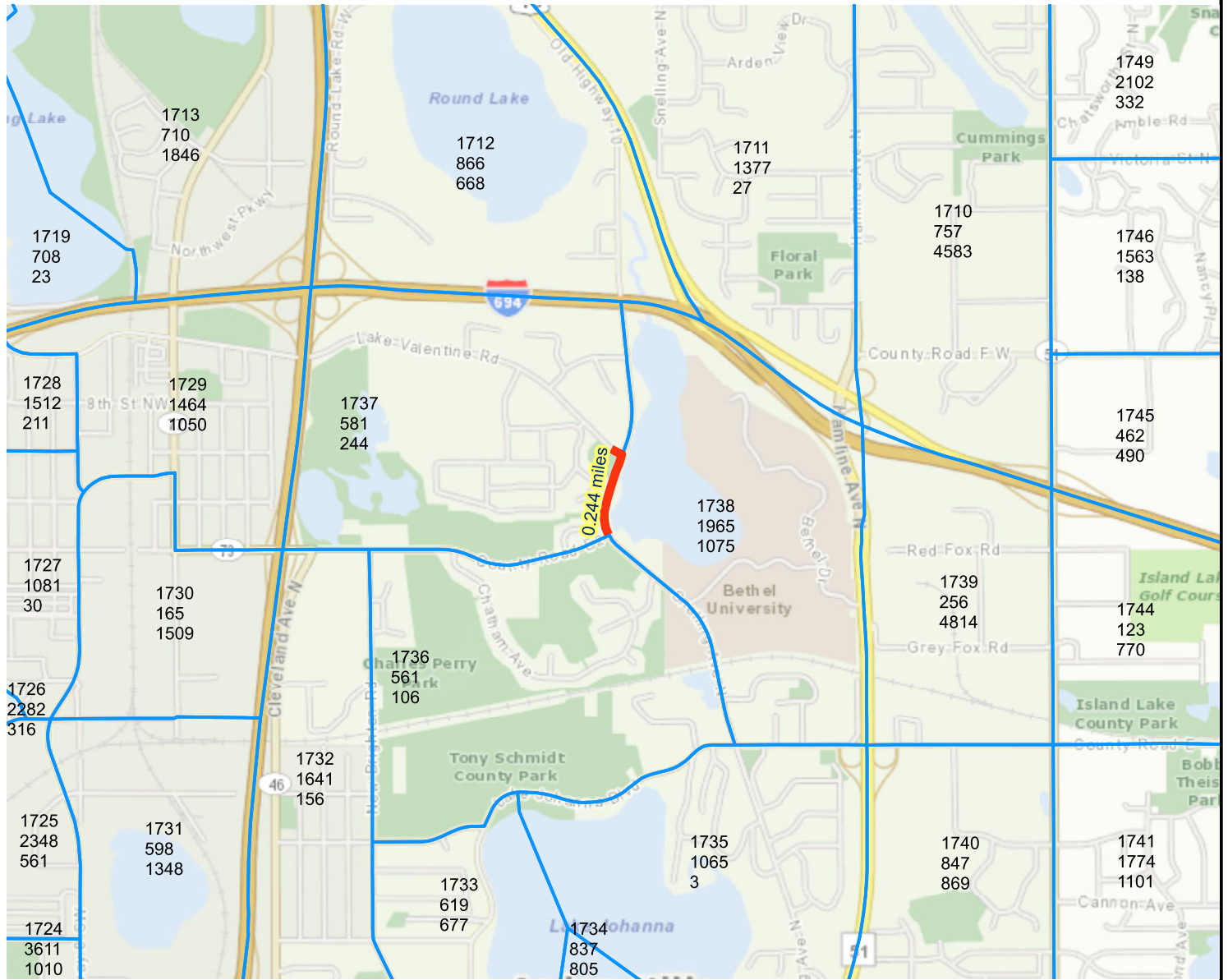


For complete disclaimer of accuracy, please visit
<https://giswebsite.metc.state.mn.us/gis/site/notice.aspx>



Population/Employment Summary

Multiuse Trails and Bicycle Facilities Project: Mounds View High School Trail Project | Map ID: 1587139879821



Results

Within ONE Mile of project:
 Total Population: 12874
 Total Employment: 17627

-  Project Points
-  Project Area
-  Project
-  2016 TAZ



Created: 4/17/2020
 LandscapeRSA4



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

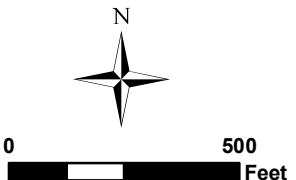




- Project 1
- Project 2



Regional Solicitation Proposed Trails

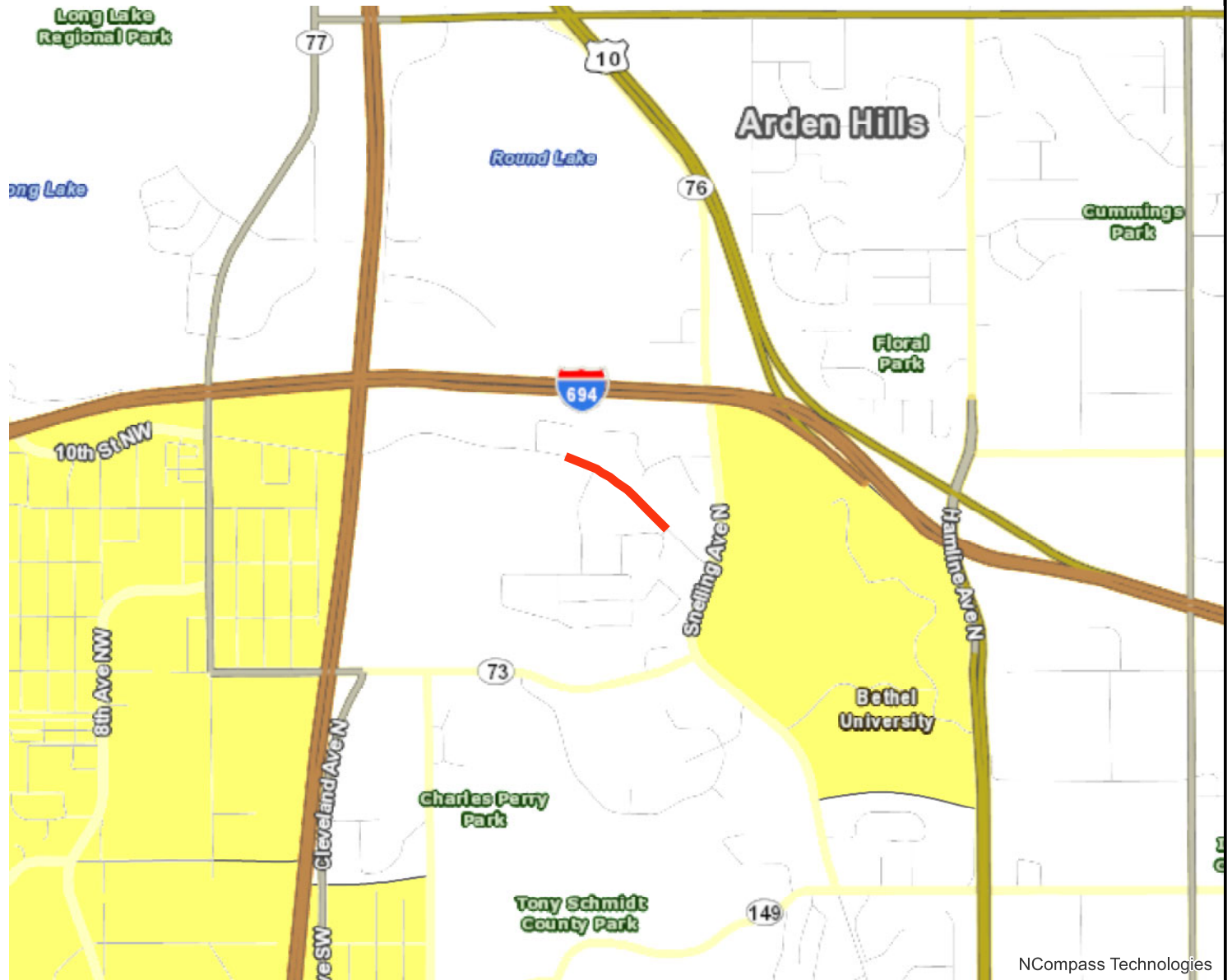


Socio-Economic Conditions

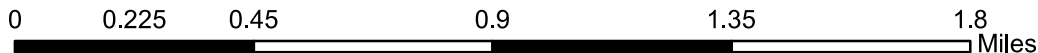
Results

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)

Tracts within half-mile:
40801 40802 40803
41200



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



Created: 4/17/2020
LandscapeRSA2



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



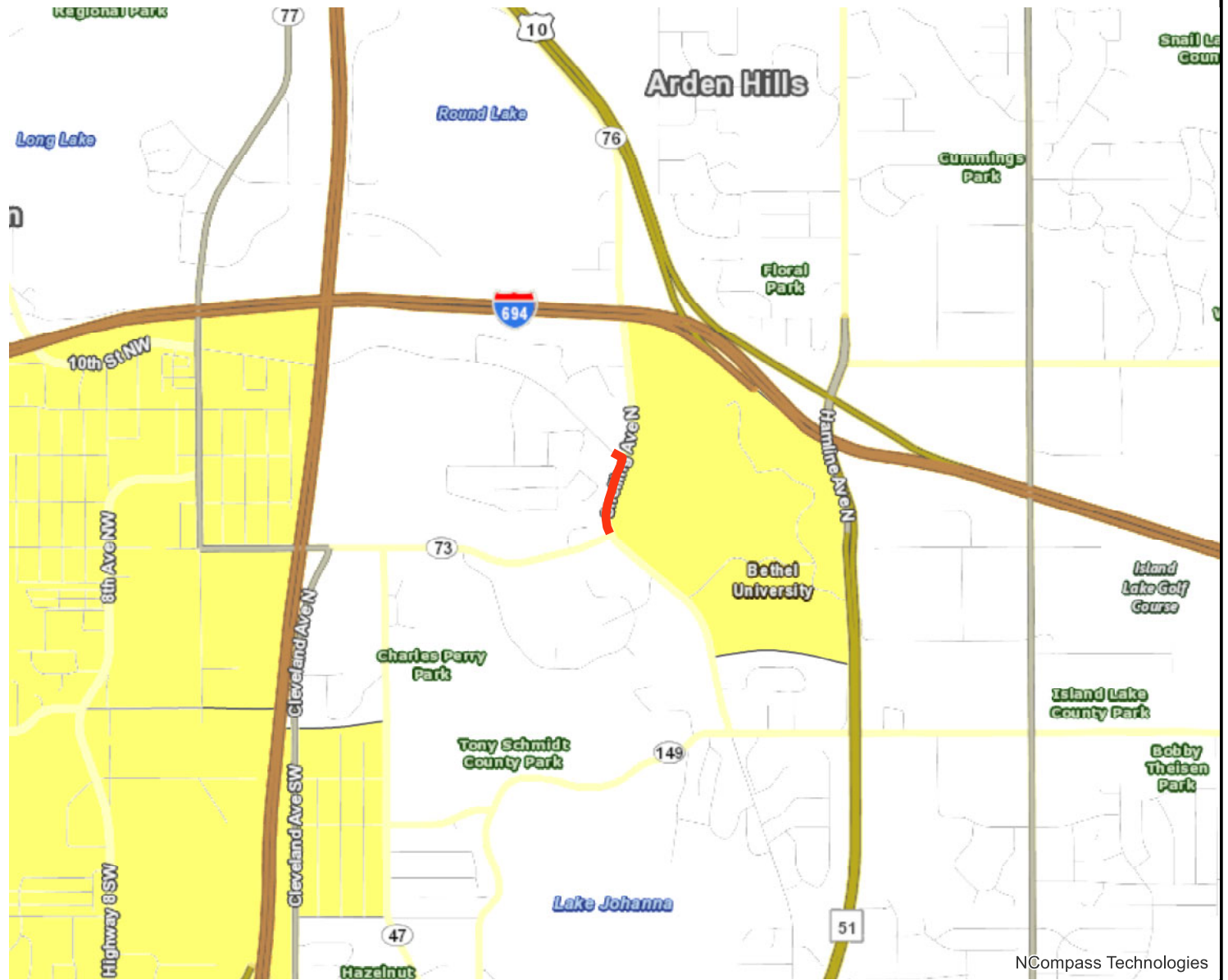
Socio-Economic Conditions

Multiuse Trails and Bicycle Facilities Project: Mounds View High School Trail Project | Map ID: 1587139879821

Results

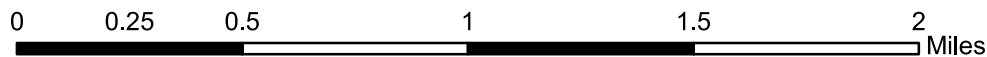
Project census tracts are above the regional average for population in poverty or population of color: (0 to 18 Points)

Tracts within half-mile: 40801 40802 40803



NCompass Technologies

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

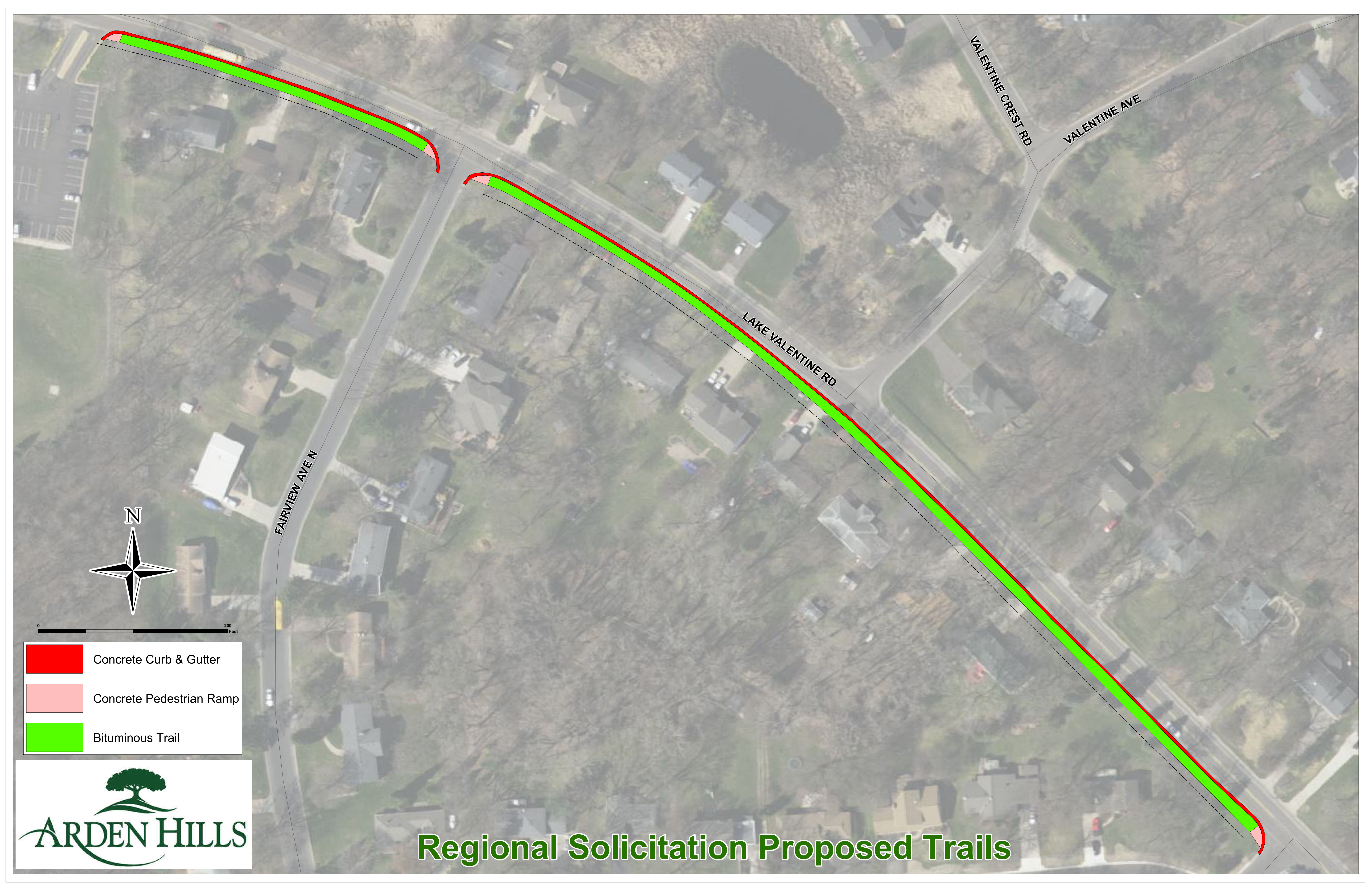


Created: 4/17/2020
LandscapeRSA2



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





FAIRVIEW AVE N

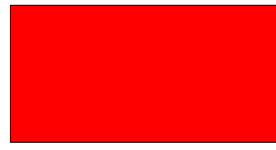


LAKE VALENTINE RD

VALENTINE CREST RD

VALENTINE AVE



0 200 Feet

-  Concrete Curb & Gutter
-  Concrete Pedestrian Ramp
-  Bituminous Trail



Regional Solicitation Proposed Trails



GLENVIEW AVE

LAKE VALENTINE RD



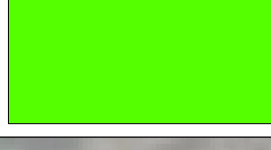
GLENVIEW CT

SPELLING AVEN N

COUNTY ROAD E



0 200 Feet

-  Concrete Curb & Gutter
-  Concrete Pedestrian Ramp
-  Bituminous Trail



Regional Solicitation Proposed Trails



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

May 12, 2020

Joe Vaughan
City of Arden Hills
Recreation Programmer

**Re: MnDOT Letter for City of Arden Hills
Metropolitan Council/Transportation Advisory Board 2020 Regional Solicitation Funding
Request for Mounds View High School Project**

Dear Joe Powers,

This letter documents MnDOT Metro District's recognition for the City of Arden Hills to pursue funding for the Metropolitan Council/Transportation Advisory Board's (TAB) 2020 Regional Solicitation for Mounds View High School Project.

As proposed, this project impacts MnDOT right-of-way on I-694. As the agency with jurisdiction over I-694, MnDOT will allow City of Arden Hills to seek improvements proposed in the application for the Mounds View High School Project. If funded, details of any future maintenance agreement with City of Arden Hills will need to be determined during the project development to define how the improvements will be maintained for the trails useful life.

There is no funding from MnDOT currently planned or programmed for this location. Due to expected loss of future state and federal transportation revenues as a result of the COVID-19 pandemic, there is likely to be significant disruptions to the current MnDOT construction program that will surface in the next year. MnDOT does not anticipate partnering on local projects related to the trail project beyond current agreements.

In addition, the Metro District currently does not anticipate any significant discretionary funding in years 2024-25 that could fund the trail, nor do we have the resources to assist with MnDOT services such as the design or construction engineering of the trail. If your project receives funding, continue to work with MnDOT Area staff to coordinate 73rd St. Pedestrian Bridge development and to periodically review needs and opportunities for cooperation.

MnDOT Metro District looks forward to continued cooperation with City of Arden Hills 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 Melissa.Barnes@state.mn.us or 651-234-7718.

Sincerely,

Michael Barnes, PE
Metro District Engineer

CC: Melissa Barnes, Metro District Area Manager
Molly McCartney, Metro Program Director
Dan Erickson, Metro State Aid Engineer

April 24, 2020

Joe Vaughan
Recreation Programmer
City of Arden Hills
1245 W. Highway 96
Arden Hills, MN 55112

Dear Mr. Vaughan:

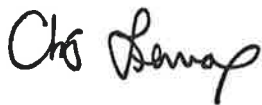
I am writing in regards to your application for a Regional Solicitation Grant for the Mounds View High School trail project. I understand that this proposed trail would run from County Road E2 toward Lake Valentine Road and create a connection with Mounds View High School at the east parking lot. The School District supports your pursuit of the grant with the knowledge that it will increase student safety at the school for pedestrians and bikers for students at Mounds View High. If the city needs any assistance throughout the application and implementation process please contact me. We have always appreciated the city's willingness to work with the District on ventures that benefit our students.

We have enjoyed our working relationship with the city over the years to provide our students the safest available conditions under which to travel from home to school. If you desire any information regarding prospective student use of the path please contact us.

Assistant Superintendent John Ward will be the primary contact for the city throughout this process. John can be reached at (651) 621-6005 or john.ward@moundsvIEWSchools.org.

If you should have any additional questions, please contact me at 651-621-6002.

Sincerely,



Chris Lennox
Superintendent

c: John Ward, Director of Human Resources and Operations
Chris Coderre, Transportation Supervisor
Chris Paquette, Facilities and Maintenance Manager

May 12 2020

Dave Perrault
Administrator, City of Arden Hills
1245 W. Highway 96
Arden Hills, MN 55112

**SURFACE TRANSPORTATION PROGRAM APPLICATION FOR OLD SNELLING AVENUE (CSAH 76)
BETWEEN COUNTY ROAD E2 AND VALENTINE LAKE ROAD, AND ON VALENTINE LAKE ROAD**

Dear Mr.Perrault:

Ramsey County supports the City of Arden Hills' efforts to obtain federal strategic capacity funding for trail construction along Old Snelling Avenue (CSAH 76), through the Metropolitan Council's 2020 regional solicitation.

The proposed project, which will remove a significant gap in the trail system. We recognize the importance of this trail in serving the needs of non-motorized travel in the area, especially the students of Mounds View High School. If this proposal is successful, we will contribute to the local share of the project, in accordance with our cost participation policy. Please let us know if there are any questions of us or if we can help your efforts in any way.

Sincerely,



Ted Schoenecker, P.E.
Director of Public Works/County Engineer

Ramsey County Public Works
1425 Paul Kirkwold Drive
Arden Hills, MN 55112-3933
651-266-7100
www.co.ramsey.mn.us



May 15, 2020

City of Arden Hills
Dave Perrault
City Administrator
1245 West Highway 96
Arden Hills, Minnesota 55112

RE: Regional Solicitation Application
Mounds View High School Trail

Dear Mr. Perrault,

I am writing this letter in support of the Multiuse Trails and Bicycle Facilities application for the trail extension along Old Snelling Avenue (CSAH 76) from County Road E2 to Lake Valentine Road, and along Lake Valentine Road to the Mounds View High School Property. The proposed trail extension will be a valuable addition to the Arden Hills trail system by removing trail system gaps and improving safety for pedestrians and bicyclist in the community.

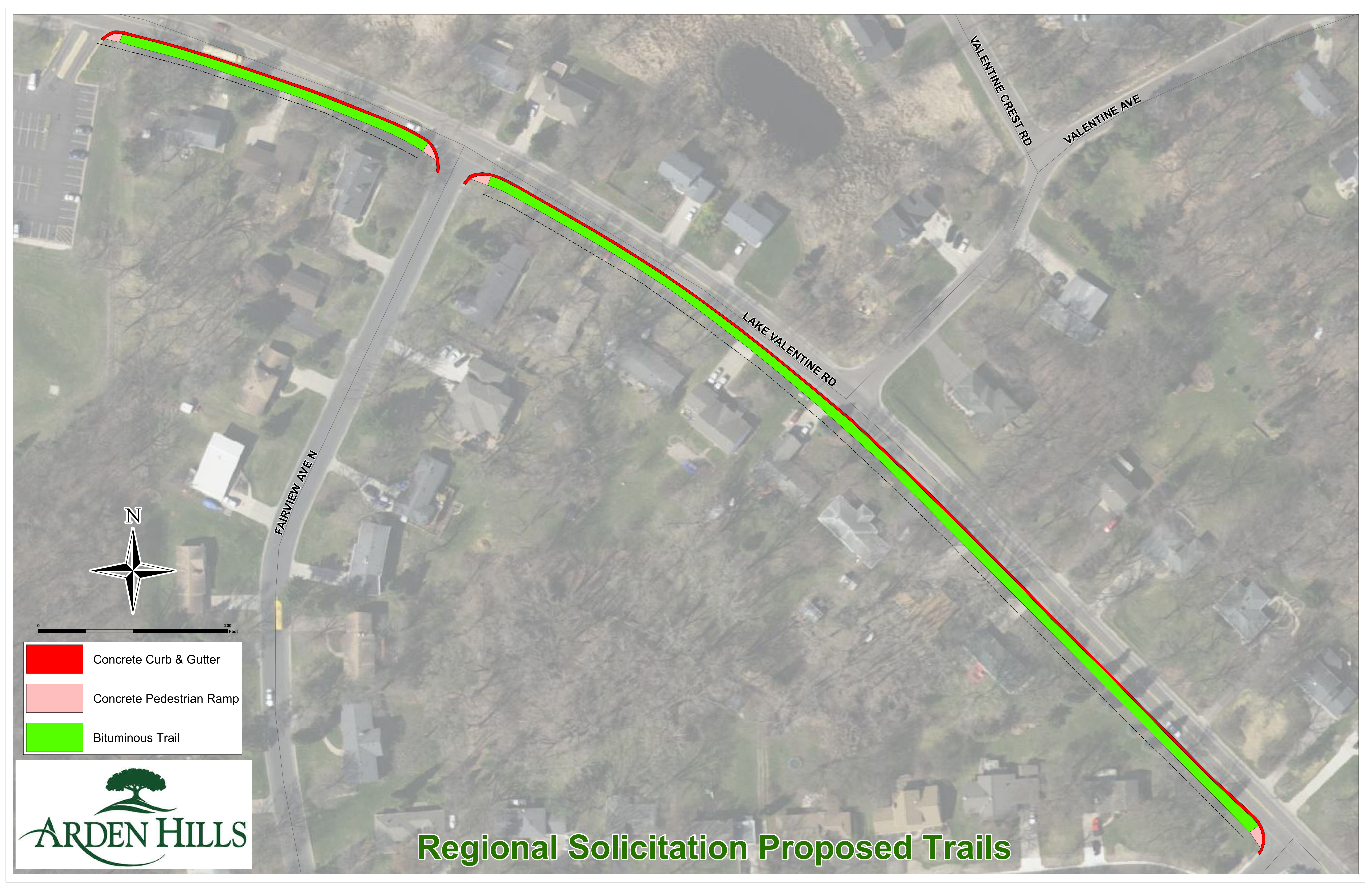
I confirm that the City of Arden Hills has the labor, equipment and financial resources required to operate and maintain the proposed trail facility, including snow and ice control during the winter season, throughout the design life of the trail segments.

If you have any questions or require additional information, please contact me at 651-792-7847.

Sincerely,

CITY OF ARDEN HILLS

Todd Blomstrom
Public Works Director / City Engineer



VALENTINE CREST RD

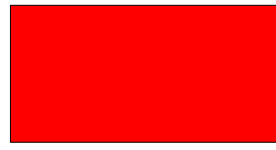


VALENTINE AVE

LAKE VALENTINE RD

FAIRVIEW AVE N



0 200 Feet

-  Concrete Curb & Gutter
-  Concrete Pedestrian Ramp
-  Bituminous Trail



Regional Solicitation Proposed Trails



GLENVIEW AVE

LAKE VALENTINE RD


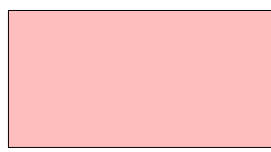
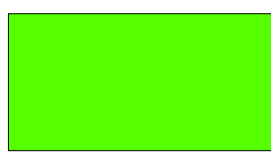
GLENVIEW CT

SNELLING AVENUE N

COUNTY ROAD E



0 200 Feet

-  Concrete Curb & Gutter
-  Concrete Pedestrian Ramp
-  Bituminous Trail



Regional Solicitation Proposed Trails



3810 ft

1520 ft

1290 ft

- Project 1
- Project 2



Regional Solicitation Proposed Trails

