



Application

17074 - 2022 Multiuse Trails and Bicycle Facilities

17595 - CSAH 2 (44th Avenue) Bridge Bike/Ped Trail Project in Fridley

Regional Solicitation - Bicycle and Pedestrian Facilities

Status: Submitted
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Primary Contact

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

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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 2 (44th Avenue) Bridge Bike/Ped Trail Project

Primary County where the Project is Located

Anoka

Cities or Townships where the Project is Located:

Fridley

Jurisdictional Agency (If Different than the Applicant):

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

Installation of a .6 mile off-road multi-use trail along CSAH 2 (44th Avenue) in Fridley from Main Street to East River Road (CSAH 1). The trail is located on a RBTN Tier 1 alignment and includes reconfiguration of barriers and shoulder widths on the bridge to accommodate a separated bike/ped facility. ADA ramps will be added or upgraded where needed at the Main Street and East River Road intersections. The multi-use trail closes a gap between the off-road multi-use trail along Main Street and the Mississippi River Regional Trail (MRRT), on the west side of East River Road. This connection is the only grade separated crossing of the Burlington Northern Santa Fe Northtown rail yard and BNSF rail line between Mississippi Street NE, north of 1-694, and St. Anthony Parkway, a distance of approximately 4.8 miles. The rail yard is a critical barrier for those who live and work in Fridley, Columbia Heights, and Hilltop to gain access to employment centers west of the rail yard, the MRRT, regional recreation opportunities, and the Mississippi River.

(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.](#)

Pedestrian Bike, CSAH 2 (44th Ave NW) Bridge from CSAH 1 (East River Road) to Main Street in Fridley, construct trail for peds and bikes

Include both the CSAH/MSAS/TH references and their corresponding street names in the TIP Description (see Resources link on Regional Solicitation webpage for examples).

Project Length (Miles) 0.6

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 \$2,015,200.00

Match Amount \$503,800.00

Minimum of 20% of project total

Project Total \$2,519,000.00

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 County funds

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: 2026

Select 2024 or 2025 for TDM and Unique projects only. For all other applications, select 2026 or 2027.

Additional Program Years: 2023, 2024, 2025

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 55421

(Approximate) Begin Construction Date 04/15/2026

(Approximate) End Construction Date 09/30/2026

Name of Trail/Ped Facility: CSAH 2 (44th Ave) Bridge Bike/Ped Trail

(i.e., CEDAR LAKE TRAIL)

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

From: Main Street NE and 44th Avenue NE
(Intersection or Address)

To: East River Road and 44th Avenue NE
(Intersection or Address)

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

Or At:

Miles of trail (nearest 0.1 miles): 0.6

**Miles of trail on the Regional Bicycle Transportation Network
(nearest 0.1 miles):** 0.6

Is this a new trail? Yes

Primary Types of Work Grade, agg base, bike path, ped ramps, mill and overlay,
striping, guardrail, signage, landscaping

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.

Page 2.20, Goal B. Safety and Security. Objective: Reduce crashes and improve safety and security for all modes of passenger travel and freight transport. Strategy B6: Regional transportation partners will use best practices to provide and improve facilities for safe walking and bicycling, since pedestrians and bicyclists are the most vulnerable users of the transportation system.

Page 2.24, Goal C: Access to destinations. Objective A: Increase the availability of multimodal travel options, especially in congested highway corridors. Objective E: Improve multimodal travel options for people of all ages and abilities to connect to jobs and other opportunities, particularly for historically under-represented populations. Strategy C2: Local units of government should provide a system of interconnected arterial roads, streets, bicycle facilities, and pedestrian facilities to meet local travel needs using Complete Streets principles. Strategy C15: Regional transportation partners should focus investment on completing Priority Regional Bicycle Transportation Corridors and on improving the larger Regional Bicycle Transportation Network. Strategy C16: Regional transportation partners should fund projects that provide for bicycle and pedestrian travel across or around physical barriers and/or improve continuity between jurisdictions. Strategy C17: Regional transportation partners will provide or encourage reliable, cost-effective, and accessible transportation choices that provide and enhance access to employment, housing, education, and social connections for pedestrians and people with disabilities.

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

Page 2.42, Goal E: Healthy Environment. Objective C: Increase the availability and attractiveness of transit, bicycling, and walking to encourage healthy communities and active car-free lifestyles. D. Provide a transportation system that promotes

community cohesion and connectivity for people of all ages and abilities, particularly for historically under represented populations. Strategy E6. Regional transportation partners will use a variety of communication methods and eliminate barriers to foster public engagement in transportation planning that will include special efforts to engage members of historically underrepresented communities, including communities of color, low-income communities, and those with disabilities to ensure that their concerns and issues are considered in regional and local transportation decision making.

(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.

Anoka County 2040 Transportation Plan

Page 7, Goal 2 Strategy 5: Use best practices to provide and improve facilities for safe walking and bicycling, since pedestrians and bicyclists are the most vulnerable users of the transportation system.

Page 8, Goal 3 Strategy 2: Provide a network of interconnected highways, bicycle facilities, and pedestrian facilities Strategy 9: Focus investments on completing the region's RBTN alignments. Strategy 10: Fund projects that improve key regional bicycle barrier crossing locations, provide for pedestrian travel across physical barriers, and/or improve continuity of bicycle and pedestrian facilities between jurisdictions.

Page 10, Goal 4 Strategy 2: Invest in regional transit and bicycle and pedestrian facilities that improve connections to jobs and opportunity

Page 10, Goal 5 Strategy 2: Plan and implement a transportation system that considers the needs of all potential users, including children, senior citizens, and persons with disabilities, and that promotes active lifestyles and cohesive communities.

City of Fridley

>2040 Comprehensive Plan, Transportation Chapter

Page 124: Trail gap on 44th Ave is identified on map of Priority Trail Connections.

Page 125: The trail system needs identified in the plan further support the City's commitment to connect major land uses, transit stations, and "gathering spaces" with residential areas or employment centers. There is also growing support for wider and more multi-use trails, along with trail system loops, returning the trail user to a starting

List the applicable documents and pages: Unique projects are exempt from this qualifying requirement because of their innovative nature.

point following a continuous circuit.

Page 132: The City should continue to expand the existing trail network to service all neighborhoods and areas of the city.

Page 134: Responses also indicated that many residents are biking and walking to parks and therefore would like safer pedestrian access to parks.

> Active Transportation Plan (February 11, 2020)

Page 5: Survey of Fridley residents - 58% prefer to ride their bikes on an off-road bike trail

Page 6: Prioritize regional trail connections and destinations.

Page 10: 44th Avenue is ranked as a High Priority route for biking and walking facilities

Page 21: Pursue grant funding for active transportation infrastructure.

Page 33 Public Engagement Comments: protected bike path over the bridge would be a great connector between Main Street and the River Road. Increase walk or add a bike lane.

Page 46: 44th Avenue is shown designated for trails/sidewalks

Page 47: shown as a Priority segment

Columbia Heights 2040 Comprehensive Plan

Page 7-153: Implement the City Bike/Trail Loop Plan. Coordinate with neighboring communities.

Page 6-112: Support the creation of opportunities for pedestrian, bicycle and transit routes.

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. Unique project costs are limited to those that are federally eligible.

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

5. Applicant is a public agency (e.g., county, city, tribal government, transit provider, etc.) or non-profit organization (TDM and Unique Projects applicants only). 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 in Table 1. For unique projects, the minimum award is \$500,000 and the maximum award is the total amount available each funding cycle (approximately \$4,000,000 for the 2020 funding cycle).

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

Pedestrian Facilities (Sidewalks, Streetscaping, and ADA): \$250,000 to \$2,000,000

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. Yes

Date plan completed: 03/03/2018

Link to plan: <http://anokacountyada.com/wp-content/uploads/2018/05/ACHD-Transition-Plan2018.pdf>

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.

Date self-evaluation completed:

Link to plan:

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. Unique projects are exempt from this qualifying requirement.

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

12. The project must represent a permanent improvement with independent utility. The term independent utility means the project provides benefits described in the application by itself and does not depend on any construction elements of the project being funded from other sources outside the regional solicitation, excluding the required non-federal match.

Projects that include traffic management or transit operating funds as part of a construction project are exempt from this policy.

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

13. The project must not be a temporary construction project. A temporary construction project is defined as work that must be replaced within five years and is ineligible for funding. The project must also not be staged construction where the project will be replaced as part of future stages. Staged construction is eligible for funding as long as future stages build on, rather than replace, previous work.

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

14. The project applicant must send written notification regarding the proposed project to all affected state and local units of government prior to submitting the application.

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

Requirements - Bicycle and Pedestrian Facilities Projects

1. All projects must relate to surface transportation. As an example, for multiuse trail and bicycle facilities, surface transportation is defined as primarily serving a commuting purpose and/or that connect two destination points. A facility may serve both a transportation purpose and a recreational purpose; a facility that connects people to recreational destinations may be considered to have a transportation purpose.

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

Multiuse Trails on Active Railroad Right-of-Way:

2. All multiuse trail projects that are located within right-of-way occupied by an active railroad must attach an agreement with the railroad that this right-of-way will be used for trail purposes.

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

[Upload Agreement PDF](#)

Check the box to indicate that the project is not in active railroad right-of-way. Yes

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)	\$66,000.00
Removals (approx. 5% of total cost)	\$66,000.00
Roadway (grading, borrow, etc.)	\$33,000.00
Roadway (aggregates and paving)	\$275,000.00
Subgrade Correction (muck)	\$0.00
Storm Sewer	\$44,000.00
Ponds	\$0.00
Concrete Items (curb & gutter, sidewalks, median barriers)	\$55,000.00
Traffic Control	\$33,000.00
Striping	\$2,200.00
Signing	\$2,200.00
Lighting	\$0.00
Turf - Erosion & Landscaping	\$55,000.00
Bridge	\$1,430,000.00
Retaining Walls	\$220,000.00
Noise Wall (not calculated in cost effectiveness measure)	\$0.00
Traffic Signals	\$0.00
Wetland Mitigation	\$0.00
Other Natural and Cultural Resource Protection	\$0.00
RR Crossing	\$0.00
Roadway Contingencies	\$110,000.00
Other Roadway Elements	\$0.00
Totals	\$2,391,400.00

Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES**Cost**

Path/Trail Construction	\$66,000.00
Sidewalk Construction	\$0.00
On-Street Bicycle Facility Construction	\$0.00
Right-of-Way	\$0.00
Pedestrian Curb Ramps (ADA)	\$6,600.00
Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	\$55,000.00
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	\$127,600.00

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	\$2,519,000.00
Construction Cost Total	\$2,519,000.00
Transit Operating Cost Total	\$0.00

Measure A: Project Location Relative to the RBTN

Select one:

Tier 1, Priority RBTN Corridor

Tier 1, RBTN Alignment Yes

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.

Upload Map

1648648151125_CSAH 2_44th Ave Trail_RBTN Alignment Map.pdf

Please upload attachment in PDF form.

Measure A: Population Summary

Existing Population Within One Mile (Integer Only) 25678

Existing Employment Within One Mile (Integer Only) 10321

Upload the "Population Summary" map

1648648798888_CSAH 2_44th Ave Trail_Population_Employment Summary Map.pdf

Please upload attachment in PDF form.

Measure A: Engagement

i. Describe any Black, Indigenous, and People of Color populations, low-income populations, disabled populations, youth, or older adults within a ½ mile of the proposed project. Describe how these populations relate to regional context. Location of affordable housing will be addressed in Measure C.

ii. Describe how Black, Indigenous, and People of Color populations, low-income populations, persons with disabilities, youth, older adults, and residents in affordable housing were engaged, whether through community planning efforts, project needs identification, or during the project development process.

iii. Describe the progression of engagement activities in this project. A full response should answer these questions:

The project is located within the city of Fridley and the 2020 census revealed that the city's population is comprised of 40.8% BIPOC. Anoka County has a commitment to active engagement with stakeholders impacted by the project and more specifically BIPOC populations, areas of income disparities, populations with disabilities, aging populations, and residents of low income housing. The county partnered with Fridley to facilitate a targeted outreach to these populations. Leading into this project, Fridley conducted community outreach as part of their Active Transportation Planning in 2019. Engagement methods included a Polco survey and online mapping tool to gather feedback. Surveys were distributed amongst the Fridley Senior Center. Feedback from this planning effort concluded the need for improved trail along the CSAH 2 (44th Ave) bridge.

Response:

Following the conclusion of the Active Transportation Plan, the county and city partnered in 2022 to provide additional, targeted community engagement in the project area. The following methods were used to solicit feedback: online project website, interactive survey, and an interactive map activity. Outreach methods included direct outreach to all businesses within the corridor, including the use of Northern Stacks business list serve, physical signs placed within the corridor, social media posts through various channels, and direct mailings.

As shown on the Equity and Destinations Map, mailings and direct communication were sent to the following locations: Oak Hill Baptist Church, Immaculate Conception Catholic School, David's Christian Learning Center, Madina Academy, Ayah Child Care Center, The Legends of Columbia Heights, Quality Daycare Center, Good Quality Home Health Care Service, Parkview Villas, Columbia Court Townhomes, Little Voyageurs Montessori, Grand Central Flats, Blossom

Academy Center, and New Horizon Academy.

Feedback received showed that 83.43% of outreach participants stated that they supported the project, with many describing the need for additional amenities for those with disabilities. Feedback also included that travel lane widths should remain the same, but the shoulder width could be reduced for a trail. Many residents mentioned that visibility challenges on the bridge caused concern about sharing the roadway with cars, with 77% of respondents stating that a separation, such as bollards or curbs, between bicyclists and cars was important. This feedback will be incorporated into the final design of the project.

Guided by NEPA and Title VI regulations, the county recently hosted an online engagement for the project from March 24 - April 8th. This opportunity included "live chat" sessions with the project team. As of April 8th, over 300 people had visited the site to offer feedback.

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

Measure B: Equity Population Benefits and Impacts

Describe the projects benefits to Black, Indigenous, and People of Color populations, low-income populations, children, people with disabilities, youth, and older adults. Benefits could relate to:

This is not an exhaustive list. A full response will support the benefits claimed, identify benefits specific to Equity populations residing or engaged in activities near the project area, identify benefits addressing a transportation issue affecting Equity populations specifically identified through engagement, and substantiate benefits with data.

Acknowledge and describe any negative project impacts to Black, Indigenous, and People of Color populations, low-income populations, children, people with disabilities, youth, and older adults. Describe measures to mitigate these impacts. Unidentified or unmitigated negative impacts may result in a reduction in points.

Below is a list of potential negative impacts. This is not an exhaustive list.

Response:

The city of Fridley is comprised of 40.8% BIPOC population and the neighboring Columbia Heights has 39.9% BIPOC population. Fridley has seen an 80% increase (over 5,400 people) in BIPOC population since the 2010 U. S. Census. CSAH 2 provides a crossing of the .25 mile wide BNSF railyard and is also a Tier 2 Truck Corridor. A separated ped/bike facility provides a safer space for BIPOC population and those with disabilities who need to cross the railyard to access employment along East River Road, such as Minneapolis Water Works and the 122 acre Northern Stacks industrial park. Currently there is no accessible pedestrian route on this segment of CSAH 2 and pedestrians walk on the shoulder of the road and then behind the guardrail along the bridge. Those using transit to reach employment or regional recreation destinations on the west side of the railyard must cross the railyard to reach a transit stop along University Avenue. A 2016 Pew Research Center study shows that those that are lower-income, black, Hispanic, or immigrants are more likely to use transit on a regular basis. This ped/bike facility gap has been identified in the Fridley Active Transportation Plan has a high priority project.

The presence of sidewalks or off-road trail facilities have been shown to increase the tendency for people to walk and promote healthy communities and this facility provides a direct connection to regional recreation facilities, including the Mississippi River Regional Trail, Mississippi National River and Recreation Area, and Riverfront Regional Park. There are no negative impacts associated with this project.

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

Measure C: Affordable Housing Access

Describe any affordable housing developments existing, under construction, or planned within ½ mile of the proposed project. The applicant should note the number of existing subsidized units, which will be provided on the Socio-Economic Conditions map. Applicants can also describe other types of affordable housing (e.g., naturally-occurring affordable housing, manufactured housing) and under construction or planned affordable housing that is within a half mile of the project. If applicable, the applicant can provide self-generated PDF maps to support these additions. Applicants are encouraged to provide a self-generated PDF map describing how a project connects affordable housing residents to destinations (e.g., childcare, grocery stores, schools, places of worship).

Describe the projects benefits to current and future affordable housing residents within ½ mile of the project. Benefits must relate to affordable housing residents. Examples may include:

This is not an exhaustive list. Since residents of affordable housing are more likely not to own a private vehicle, higher points will be provided to roadway projects that include other multimodal access improvements. A full response will support the benefits claimed, identify benefits specific to residents of affordable housing, identify benefits addressing a transportation issue affecting residents of affordable housing specifically identified through engagement, and substantiate benefits with data.

Response:

Affordable housing is dispersed throughout the residential development directly to the east of the project. Currently there are 301 subsidized rental units within ½ mile of the project. The neighborhood is comprised of predominantly small, post-WWII houses interspersed with townhomes and multi-family rental units. The neighborhood is conducive to naturally occurring affordable housing due to the age and size of the housing units. Smaller, 8-plex and 12-plex multi-family housing is predominant along the University Avenue corridor 3 blocks to the east of the project. The housing tracts directly to the east of the project range from 47-58% low-income households. The completion of the off-road trail provides those without access to a vehicle living on the eastern side of the BNSF rail yard an opportunity to access the Mississippi River Regional Trail, Riverfront Regional Park, and employment opportunities on the west side of the railyard, such as the Northern Stacks Industrial Park, BAE Systems, and Minneapolis Water Works. The Mississippi River Regional Trail also provides an off-road trail connection to the 42nd Avenue bridge, a barrier crossing over the Mississippi River and I-94.

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

Measure D: BONUS POINTS

Project is located in an Area of Concentrated Poverty:

Projects census tracts are above the regional average for population in poverty or population of color (Regional Environmental Justice Area):

Yes

Project located in a census tract that is below the regional average for population in poverty or populations of color (Regional Environmental Justice Area):

Upload the Socio-Economic Conditions map used for this measure.

1648656833596_CSAH 2_44th Ave Trail_Socio-Econ Conditions Map.pdf

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.

This project improves the barrier crossing along a RBTN Tier 1 alignment between existing Tier 1 RBTN off-road multi-use trails on both sides of the Burlington Northern Santa Fe (BNSF) Northtown Rail Yard and BNSF tracks. The railyard is approximately .25 mile wide at the CSAH 2 crossing. Crossings of the BNSF railyard and track(s) occur at Mississippi Street (at-grade crossing) and CSAH 2 in Fridley and St. Anthony Parkway in Minneapolis. There is also a crossing at the Fridley Transit Station, but this is not open 24 hours. CSAH 2 is the central crossing within a 5 mile distance and provides the most direct connection for those in who live and work in Fridley (south of 694), Columbia Heights, and Hilltop communities to the Mississippi River Regional Trail. It is also a major barrier to recreation facilities, such as Riverfront Regional Park, along the Mississippi River and employment opportunities along East River Road, such as Northern Stacks Industrial Park, BAE Systems, and Minneapolis Water Works. The project improves bike-ability by providing an off-road multi-use trail to close the trail gap. This route is identified as a priority implementation route in the City of Fridley's Active Transportation Plan (Adopted February 11, 2020). This route also provides bike facility continuity between the cities of Fridley and Columbia Heights and is a major bike route between the Mississippi River and Silverwood Regional Park, located 2 miles to the east of the intersection of Main Street and 44th Avenue.

Response:

(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

Yes

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

Tier 2

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

CSAH 2 (44th Ave) is a two-lane roadway located in a light industrial area and is categorized as a Tier 2 Truck Corridor and B Minor Arterial. Currently, bicycles may travel in both directions on the undesignated shoulders of CSAH 2 (44th Ave), as long as cars are not parked on the bridge. Shoulders are removed where turn lanes exist. Pedestrians may travel on a sidewalk along the south side of the bridge, which connects to East River Road. This sidewalk is separated from vehicular traffic by jersey barriers. However, on the eastern end of the bridge, the sidewalk ends and pedestrians are forced to climb over the guardrail onto the shoulder. For westbound pedestrians, the sidewalk along the bridge is difficult to navigate and has no ADA access.

Response:

Over the past 10 years, 34 crashes have been recorded along 44th Ave (CSAH 2) between East River Road (CSAH 1) and Main St, as shown on the most recent edition of the Minnesota Crash Mapping Analysis Tool (MnCMAT2). Of those crashes, 2 were incidents involving pedestrians and bicyclists. 16 crashes have occurred in the last three years. Over the past 3 years, there has been two crashes with serious injury, one with minor injuries, two were possible injury crashes, and eleven were property damage only crashes.

All but one of these crashes are located within a horizontal or vertical curve. The primary vertical curve in this area is the steep rise over the railroad tracks, where there have been 7 crashes over the past 10 years. There are several horizontal curves within the project area. The curve closest to East River Road has had 2 crashes, the curve just west of the railroad tracks has had 3 crashes, and the curve just west of Main St has had 1 crash. It is notable that 26% of the crashes in the past 10 years occurred in 2021.

This pattern of crashes within the geometric features of the road suggests a safety concern. One possibility is that there isn't appropriate sight distance along this corridor. The steep grades may also cause vehicles to travel faster than the design speed of the roadway. While this project does not aim to resolve the geometry of the road, it does serve to protect bicyclists from errant vehicles.

As a B Minor Arterial, the combination of mobility and access provides a roadway with reasonable speed for an extended distance. The combination of freight vehicles and a higher level of mobility may deter bicyclists from feeling comfortable sharing the roadway. A separated, protected trail will substantially improve perceived safety. This may increase the number of bicyclists who choose to use this corridor.

(Limit 2,800 characters; approximately 400 words)

Measure A: Multimodal Elements

Response:

Currently there are no separate pedestrian facilities on CSAH 2 between Main Street and the bridge over the BNSF Northtown Yard. If a pedestrian is walking west toward East River Road from Main Street, they can either walk along the shoulder of the road after the right turn lane from 44th Ave to Main Street or in the grass. At the bridge abutment guardrail, the pedestrian must recognize that they need to be on the south side of the guardrail to gain access to the separated walk on the bridge. There is only 2-3 feet of pavement on the south side of the guardrail at the decision point. If the pedestrian misses the cue to move onto the "sidewalk", they can either climb over the guardrail prior to the bridge, or be forced to walk on the shoulder of the roadway across the bridge because a concrete jersey barrier with chain-link fence separates the walk from the drive lanes. Currently bicyclists must bike on the shoulder of the roadway and bridge. This project will connect the newly constructed multi-use trail that runs north-south along Main Street with a new multi-use trail along CSAH 2 (44th Avenue), across the bridge to connect with the Mississippi River Regional Trail (MRRT) on the west side of East River Road. ADA ramps will be installed where none exist and upgraded where shown to be deficient at the East River Road and CSAH 2 intersection. Metro Transit operates routes 801 and 824 on University Avenue and 44th Avenue, respectively. Both of which are easily accessible by bicycle. As is the Columbia Heights Transit Center on Central Avenue.

(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. 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. The focus of this section is on the opportunity for public input as opposed to the quality of input. NOTE: A written response is required and failure to respond will result in zero points.

Multiple types of targeted outreach efforts (such as meetings or online/mail outreach) specific to this project with the general public and partner agencies have been used to help identify the project need.

Yes

100%

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

50%

At least online/mail outreach effort specific to this project with the general public 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%

Describe the type(s) of outreach selected for this project (i.e., online or in-person meetings, surveys, demonstration projects), the method(s) used to announce outreach opportunities, and how many people participated. Include any public website links to outreach opportunities.

Leading into this project, the City of Fridley conducted community outreach as part of their Active Transportation Plan in 2020. Engagement methods included a Polco survey and online mapping tool to gather feedback. Surveys were distributed amongst the Fridley Senior Center. Feedback concluded the need for improved trail connections for residents and specifically trail improvements along the CSAH 2 (44th Ave) bridge. This along with other planning efforts resulted in the purpose and need for the project.

Following the City of Fridley's Active Transportation Plan, the County and City partnered again to provide additional, targeted community engagement in the project area. Fridley completed the following activities to direct people to a survey, virtual open house and social pinpoint map:

Response:

<https://tkda.mysocialpinpoint.com/cсах-2-bridge-multi-use-trail#/>

Social media posts on the Fridley's electronic newsletter, Nextdoor, and Facebook page along with social media posts through the City of Columbia Heights' Facebook page. Signs were placed along 44th Ave and in Riverfront Regional Park. Direct mailers to 140 residents and businesses near the intersection of Main Street and 44th Ave. An article was released in the Fridley citywide March newsletter. To date, there has been 183 responses to the online survey and map. Additionally, guided by NEPA and Title VI regulations, Anoka County recently hosted an online engagement opportunity for the project from March 24-April 2, 2022. Notices of the engagement were distributed at area locations, including the Anoka County Job Training Center and the Anoka County Health and Human Services Center in Blaine. The online engagement opportunity

included "live chat" sessions with the project team on 3/30/22, 3/31/22, and 4/1/22. Participants were invited to visit the event website, www.anokastpprojects.com (see attached website project summary), to ask questions and offer feedback to the project team. While on the website, participants were also invited to fill out a project survey. This open-ended survey asked participants to comment on how the project aligns with their vision of Anoka County's community. As of April 8th, over 300 people had visited the site to view the project and offer feedback.

(Limit 2,800 characters; approximately 400 words)

2. Layout (25 Percent of Points)

Layout includes proposed geometrics and existing and proposed right-of-way boundaries. A basic layout should include a base map (north arrow; scale; legend; city and/or county limits; existing ROW, labeled; existing signals;* and bridge numbers*) and design data (proposed alignments; bike and/or roadway lane widths; shoulder width;* proposed signals;* and proposed ROW). An aerial photograph with a line showing the projects termini does not suffice and will be awarded zero points. *If applicable*

Layout approved by the applicant and all impacted jurisdictions (i.e., cities/counties/MnDOT. If a MnDOT trunk highway is impacted, approval by MnDOT must have occurred to receive full points. A PDF of the layout must be attached along with letters from each jurisdiction to receive points. Yes

100%

A layout does not apply (signal replacement/signal timing, stand-alone streetscaping, minor intersection improvements). Applicants that are not certain whether a layout is required should contact Colleen Brown at MnDOT Metro State Aid colleen.brown@state.mn.us.

100%

For projects where MnDOT trunk highways are impacted and a MnDOT Staff Approved layout is required. Layout approved by the applicant and all impacted local jurisdictions (i.e., cities/counties), and layout review and approval by MnDOT is pending. A PDF of the layout must be attached along with letters from each jurisdiction to receive points.

75%

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

50%

Layout has been started but is not complete. A PDF of the layout must be attached to receive points.

25%

Layout has not been started

0%

Attach Layout

1648828457761_CSAH 2_44th Ave Bridge_Layout.pdf

Please upload attachment in PDF form.

Additional Attachments

1648828457753_BR 02523 Option 3.pdf

Please upload attachment in PDF form.

3.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

4.Right-of-Way (25 Percent of Points)

Right-of-way, permanent or temporary easements, and MnDOT agreement/limited-use permit either not required or all have been acquired Yes

100%

Right-of-way, permanent or temporary easements, and/or MnDOT agreement/limited-use permit required - plat, legal descriptions, or official map complete

50%

Right-of-way, permanent or temporary easements, and/or MnDOT agreement/limited-use permit required - parcels identified

25%

Right-of-way, permanent or temporary easements, and/or MnDOT agreement/limited-use permit required - parcels not all identified

0%

5.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

1648656559146_431215.0 BNSF Easement.pdf

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%

Measure A: Cost Effectiveness

Total Project Cost (entered in Project Cost Form):	\$2,519,000.00
Enter Amount of the Noise Walls:	\$0.00
Total Project Cost subtract the amount of the noise walls:	\$2,519,000.00
Points Awarded in Previous Criteria	
Cost Effectiveness	\$0.00

Other Attachments

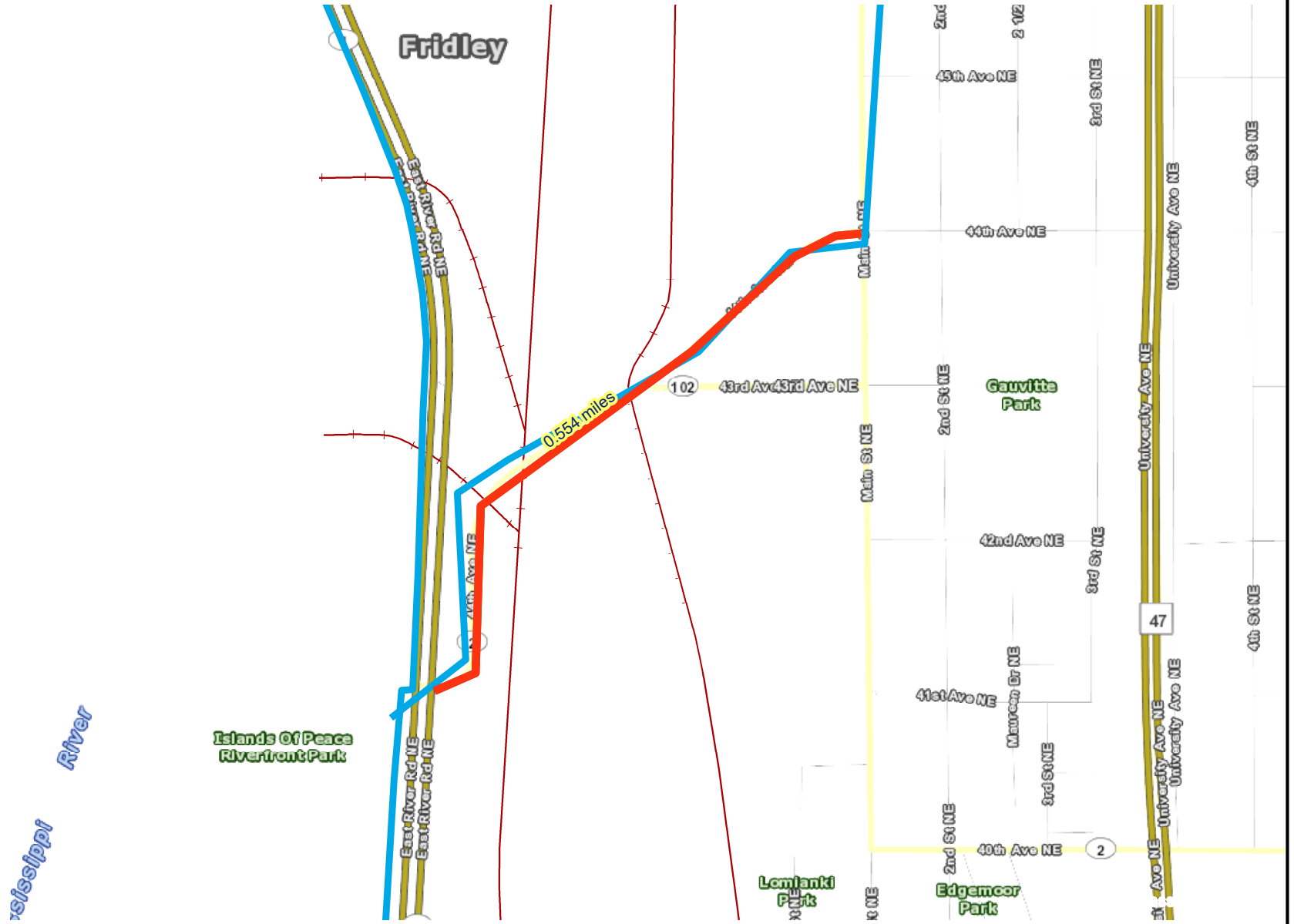
File Name	Description	File Size
2022_CSAH 2_44th Ave Bridge Trail_Anoka Co Resolution #2022-37.pdf	Anoka County Resolution	381 KB
2022_CSAH 2_44th Ave Bridge Trail_Columbia Heights_Letter of Support.pdf	Letter of Support_Columbia Heights	1.1 MB
2022_CSAH 2_44th Ave Bridge Trail_Fridley_Letters of Support_Maint.pdf	City of Fridley, Letters of Support and Maintenance Commitment	221 KB
CSAH 2_44th Ave Bridge Trail_AnokaCounty_STPSummary.pdf	CSAH 2_44th Ave Bridge Trail_Open House Summary	658 KB
CSAH 2_44th Ave Bridge Trail_Equity Dest_Map.pdf	CSAH 2_44th Ave Bridge Trail Equity and Destinations Map	1.8 MB
CSAH 2_44th Ave Bridge Trail_Existing Conditions Photo.pdf	CSAH 2_44th Ave Bridge Trail_Existing Conditions Photo	735 KB
CSAH 2_44th Ave Bridge Trail_Layout.pdf	CSAH 2_44th Avenue Bridge Trail Layout Plan	1.6 MB
CSAH 2_44th Ave Bridge Trail_One Pager.pdf	CSAH 2_44th Ave Bridge Trail One Page Summary	742 KB

Project to RBTN Orientation

Multiuse Trails and Bicycle Facilities Project: CSAH 2/44th Avenue Trail | Map ID: 1648602928927

Results

Project **NOT IN** Regional Bicycle Transportation Corridor.



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



Created: 3/29/2022
LandscapeRSA6



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

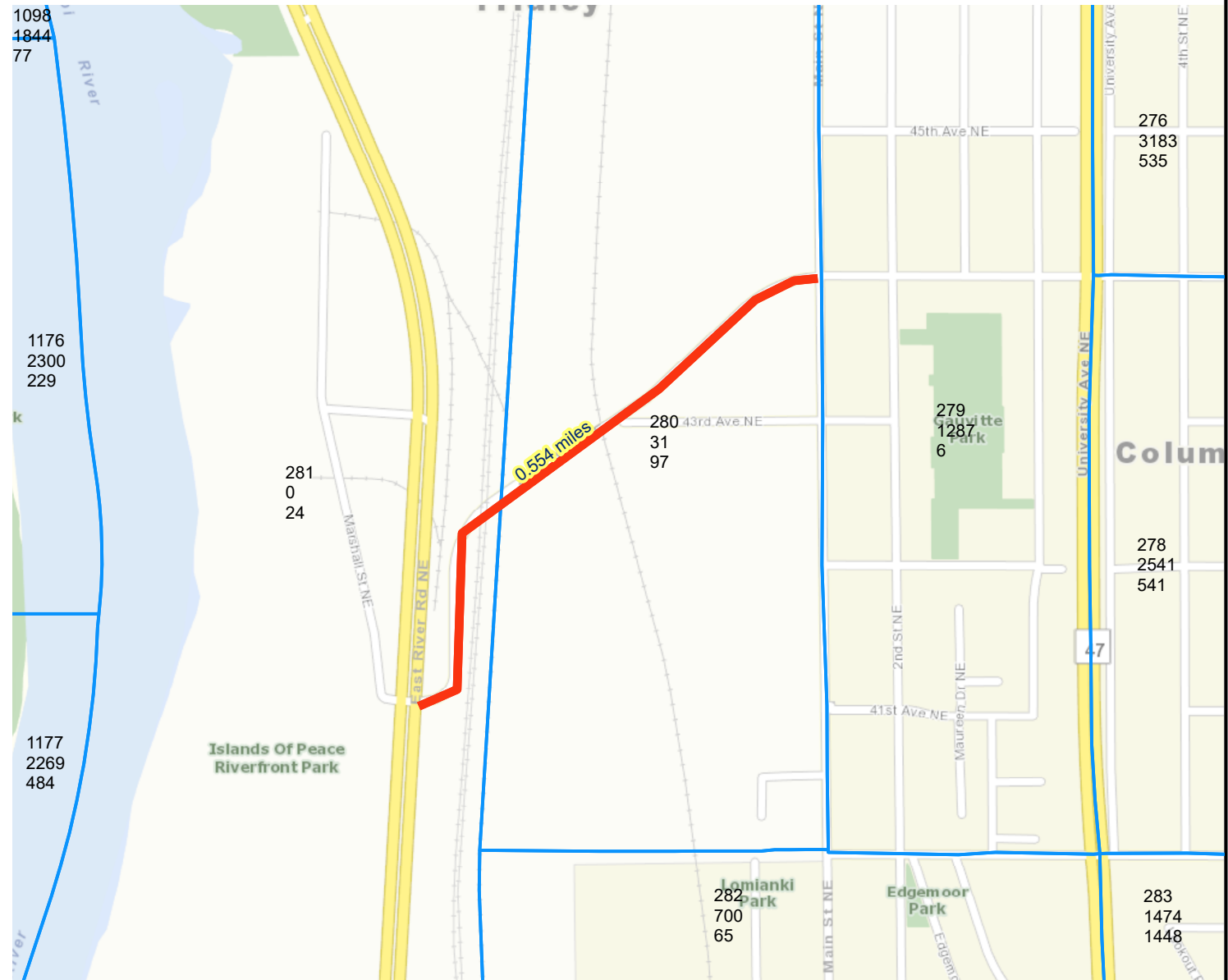


Population/Employment Summary

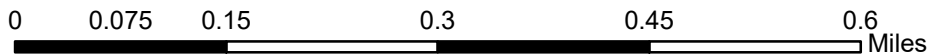
Multiuse Trails and Bicycle Facilities Project: CSAH 2/44th Avenue Trail | Map ID: 1648602928927

Results

Within ONE Mile of project:
 Total Population: 25678
 Total Employment: 10321



-  Project Points
-  Project Area
-  Project
-  2016 TAZ



Created: 3/29/2022
 LandscapeRSA4



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



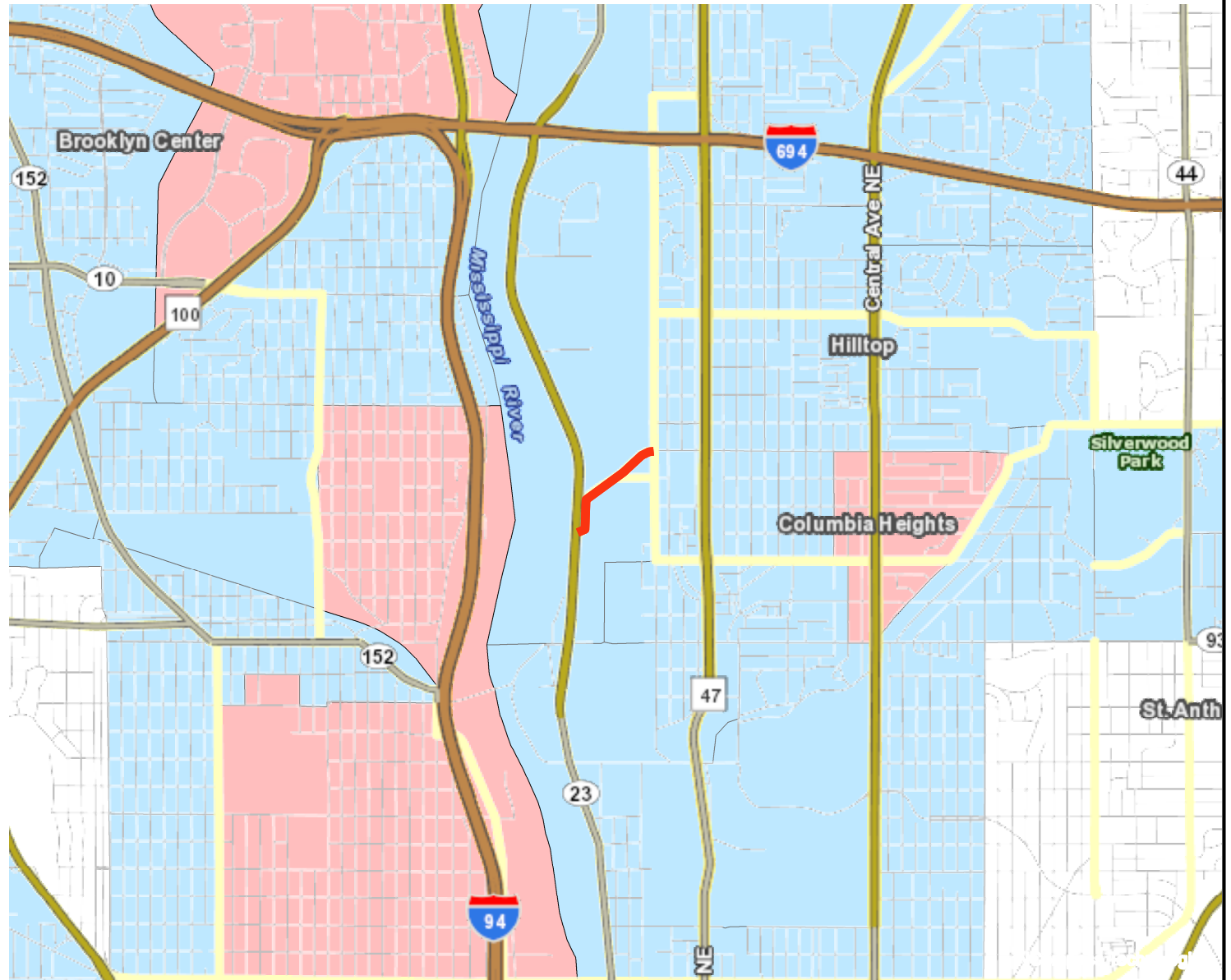
Socio-Economic Conditions

Multiuse Trails and Bicycle Facilities Project: CSAH 2/44th Avenue Trail | Map ID: 1648602928927

Results

Total of publicly subsidized rental housing units in census tracts within 1/2 mile: 301

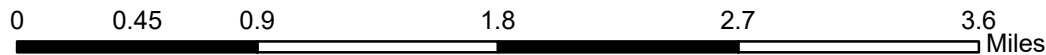
Project located in census tract(s) that are ABOVE the regional average for population in poverty or population of color.



— Lines

Regional Environmental Justice Area

Area of Concentrated Poverty



Created: 3/29/2022
LandscapeRSA2



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


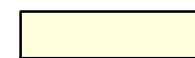

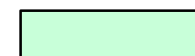


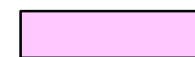



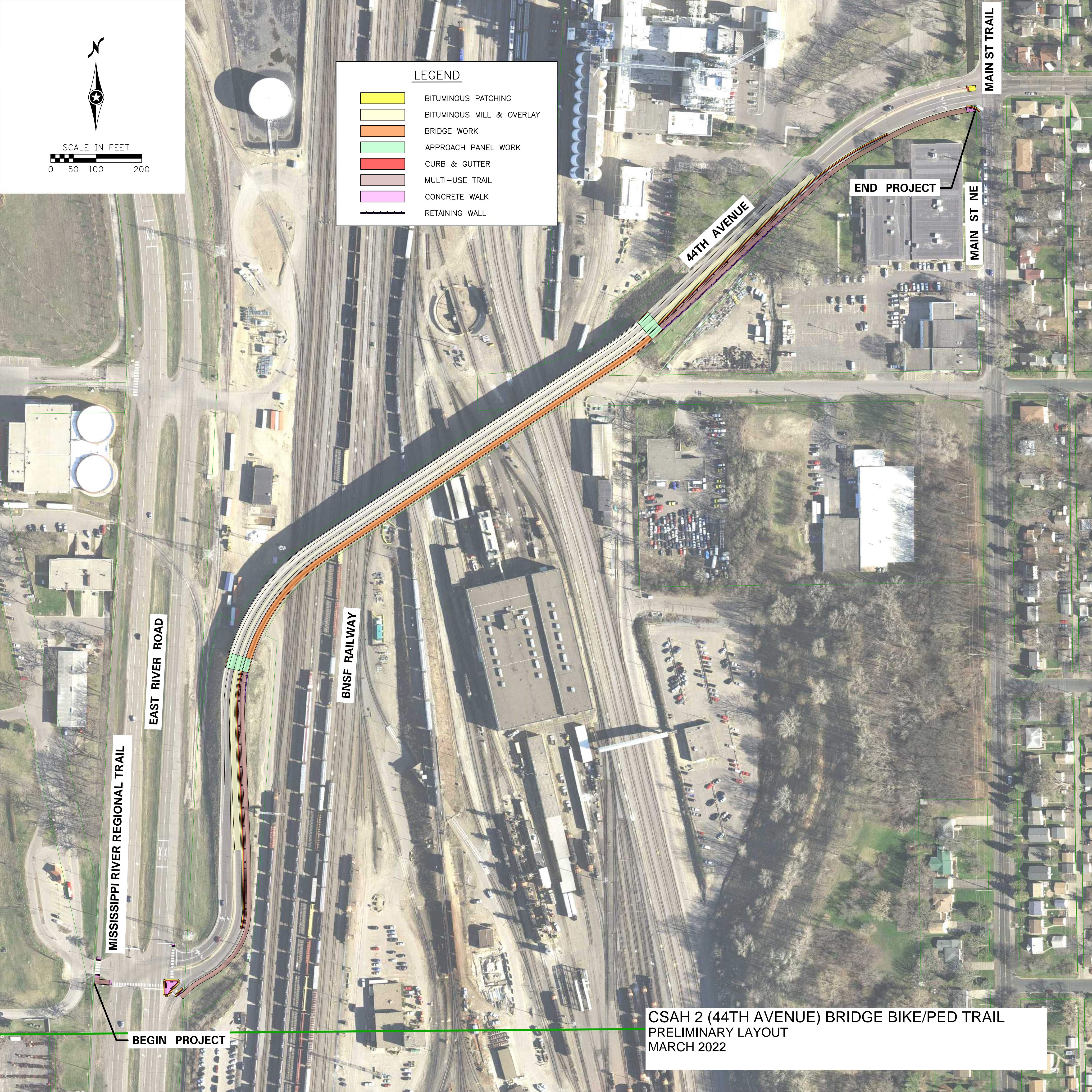


SCALE IN FEET



LEGEND

-  BITUMINOUS PATCHING
-  BITUMINOUS MILL & OVERLAY
-  BRIDGE WORK
-  APPROACH PANEL WORK
-  CURB & GUTTER
-  MULTI-USE TRAIL
-  CONCRETE WALK
-  RETAINING WALL

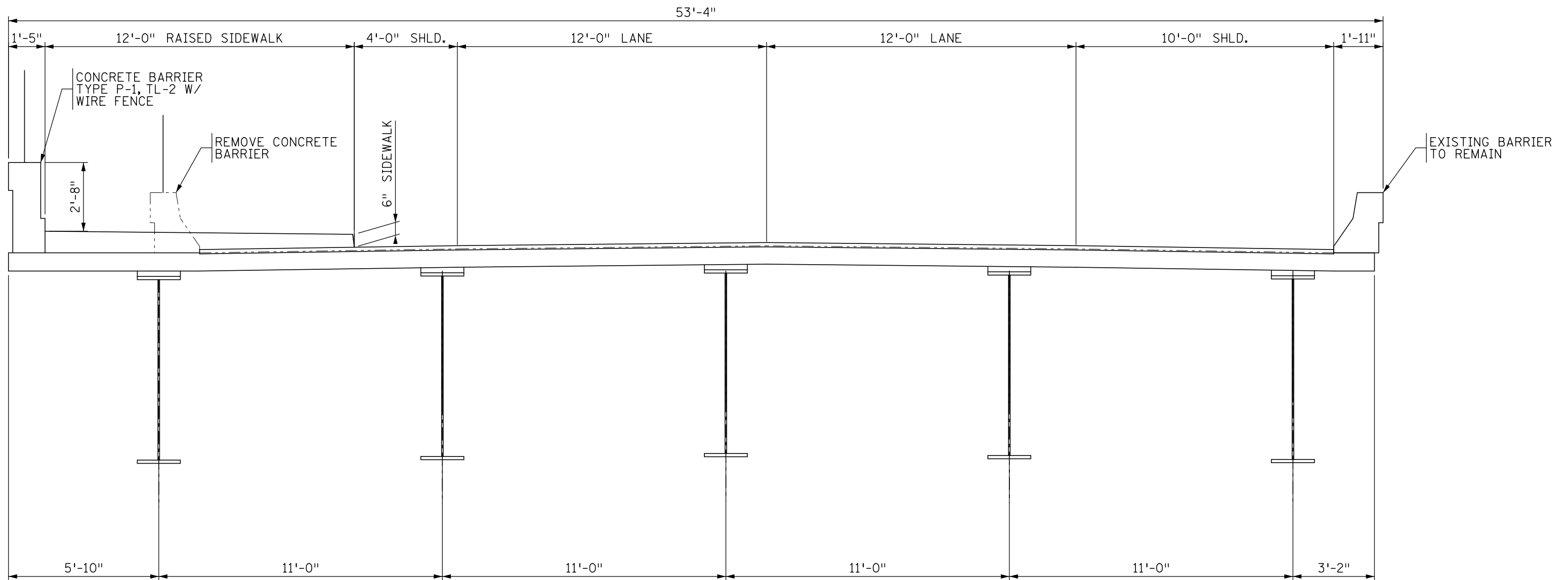


BEGIN PROJECT

END PROJECT

**CSAH 2 (44TH AVENUE) BRIDGE BIKE/PED TRAIL
PRELIMINARY LAYOUT
MARCH 2022**

PROPOSED P-1, TL-2 BARRIER WEIGHT = 0.63 KIP/FT
 PROPOSED SIDEWALK WEIGHT = 1.24 KIP/FT
 EXISTING BARRIER WEIGHT REMOVED = 0.46 KIP/FT



BR. 02523 - OPTION 3

EASEMENT

431215

KNOW ALL MEN BY THESE PRESENTS, that BURLINGTON NORTHERN INC., a Delaware corporation, of 176 East Fifth Street, St. Paul, Minnesota 55101, successor in interest to Northern Pacific Railway Company and Great Northern Railway Company, and MINNAPOLIS, ANOKA AND CUYUNA RANGE RAILROAD COMPANY, a Delaware corporation, of Fridley, Minnesota, Grantors, for and in consideration of the sum of One and no/100 Dollar (\$1.00) and other good and valuable consideration, to them paid by the COUNTY OF ANOKA, a body politic and municipal corporation, Grantee, and the promises of the Grantee hereinafter specified, do hereby remise, release and quitclaim unto the Grantee, subject to the terms and conditions hereinafter set forth, an EASEMENT for construction, maintenance and use of a county highway, including the relocation, construction, maintenance and use of an overhead highway bridge #13.8 over, upon and across the following described premises, situated in Anoka County, State of Minnesota, to-wit:

Those portions of the Grantors' property in the East Half of the Northeast Quarter (E1/2 NE1/4) and in Government Lot 2 of Section 34, Township 30 North, Range 24 West, Fourth Principal Meridian, in the City of Fridley, Anoka County, Minnesota, for highway purposes, hereinafter described in Parcels 1, 2 and 3, to-wit:

PARCEL 1

Commencing at a point in the center line of 43rd Avenue Northeast as laid out and constructed on March 1, 1965, (said center line is hereby designated as having a bearing of North $88^{\circ} 38' 45''$ East for the purpose of establishing the various bearings in this description), distant 1139.65 feet west from its intersection with the east line of said Section 34, the point above described as being 1139.65 feet west from the intersection of 43rd Avenue Northeast with the east line of said Section 34 is 259.70 feet east from the center line of main track of former Northern Pacific Railway as measured along the center line of 43rd Avenue Northeast; thence south at right angles to the center line of said 43rd Avenue Northeast, (said right angle line bears South $01^{\circ} 21' 15''$ East) a distance of 40 feet; thence Northeasterly on a tangential curve, said curve being tangent to a line parallel with the center line of 43rd Avenue Northeast, convex to the south, the radius of which is 613.27 feet, (said tangential curve also being a circular curve to the left) having a long chord of 441.72 feet in length which bears North $67^{\circ} 32' 15''$ East and has a central angle of $42^{\circ} 13' 00''$, for 451.87 feet to the true point of beginning; thence Northeasterly tangent to said curve along a bearing of North $46^{\circ} 25' 45''$ East a distance of 539.8 feet; thence on a tangential curve to the right, the radius of which is 520.85 feet, (said tangential curve also being a circular curve to the right) having a long chord of 49.98 feet in length which bears North $49^{\circ} 10' 45.5''$ East and has a central angle of $05^{\circ} 30' 01''$ for 50 feet; thence South $38^{\circ} 04' 14''$ East, for 15.00 feet; thence southwesterly in the arc of

a circular curve to the left having a radius of 505.85 feet, a long chord of 48.54 feet in length which bears South 49° 10' 45.5" West and a central angle of 05° 30' 01", for 48.56 feet; thence South 46° 25' 45" West, tangent to the curve in the preceding course, for 200.00 feet; thence South 41° 02' 58" West, for 410.73 feet to a point in the north line of said 43rd Avenue Northeast, thence South 88° 38' 45" West in said north line of 43rd Avenue Northeast for 106.66 feet to an intersection with said tangential curve which has a radius of 613.27 feet; thence Northeasterly on said tangential curve which has a radius of 613.27 feet, a long chord 149.21 feet in length that bears North 53° 25' 00.5" East and a central angle of 15° 38' 31", for 149.59 feet to the true point of beginning aforesaid, the parcel as described is shown colored green on the map hereto attached marked Exhibit "A" and made a part hereof, comprising .47 acre, more or less.

PARCEL 2

Commencing at a point in the center line of 43rd Avenue Northeast which is South 83 degrees 33 minutes 45 seconds West, 1139.65 feet from its intersection with the East line of said Fractional Section 34, thence northeasterly in said center line of 43rd Avenue Northeast being the arc of a circular curve to the left having a radius of 573.27 feet, a long chord 412.91 feet in length that bears North 67 degrees 32 minutes 15 seconds East, and a central angle of 42 degrees 15 minutes 00 seconds, 422.40 feet, thence North 43 degrees 34 minutes 15 seconds West, 40.00 feet to a true point of beginning; thence from said true point of beginning Southwesterly in the arc of a circular curve to the right having a radius of 533.27 feet, a long chord 103.27 feet in length that bears South 51 degrees 59 minutes 09.5 seconds West, and a central angle of 11 degrees 06 minutes 49 seconds, 103.44 feet; thence North 15 degrees 15 minutes 41 seconds East, 73.63 feet; thence North 52 degrees 18 minutes 54 seconds East, 371.55 feet, thence North 46 degrees 25 minutes 45 seconds East, 210.00 feet; thence Northeasterly in the arc of a circular curve to the right having a radius of 610.85 feet, a long chord 50.82 feet in length that bears North 43 degrees 43 minutes 47.5 seconds East, and a central angle of 04 degrees 46 minutes 05 seconds, 50.35 feet, thence South 38 degrees 48 minutes 10 seconds East, 10.00 feet; thence Southwesterly in the arc of curve to the left having a radius of 600.85 feet, a long chord 49.09 feet in length that bears South 45 degrees 43 minutes 47.5 seconds West, and a central angle of 04 degrees 46 minutes 05 seconds, 50.00 feet; thence South 46 degrees 25 minutes 45 seconds West, tangent to the curve in the preceding course described, 539.80 feet to the true point of beginning aforesaid the parcel as described is shown colored orange on the map hereto attached marked Exhibit "A" and made a part hereof, comprising 0.33 acres, more or less.

PARCEL 3

Commencing at the point of intersection of the center line of vacated 43rd Avenue Northeast and the center line of realigned County State Aid Highway #2 (also being center line of Bridge #13.8) as now constructed and hereinafter described as follows; thence Southwesterly along said center line of said Highway to the East line of East River Road and the true point of beginning; thence North 2° 32' 45" East 587.50 feet; thence Northerly in a straight line a distance of 263.02 feet to a point distant 78.64 feet Northwesterly measured at right angles from said highway center line; thence Southeasterly at right angles to said highway center line a distance of 142.39 feet; thence South 3° 32' 08" West 639.42 feet; thence Southwesterly parallel with said highway center line to said East line; thence Northerly along said East line to the point of beginning. The parcel as described is shown colored red on the map hereto attached marked Exhibit "A" and made a part hereof.

The Grantors do hereby also grant to the Grantee the right of continued use and maintenance of a highway overhead bridge #13.3 and appurtenance thereto as the same is now located and constructed upon, over and across the Grantors' property in said Government Lots 1 and 2 of Section 34, Township 30 North, Range 24 West, Fourth Principal Meridian, the center line of said bridge being described as follows:

BRIDGE CENTER LINE

Beginning at a point in the East line of said Northeast Quarter of the Northeast Quarter (NE 1/4 NE 1/4) of Section 34 which is North 01 Degree 25 minutes 45 seconds West, 656.42 feet from its intersection with the center line of 43rd Avenue Northeast; thence Southwesterly in the arc of a circular curve to the left having a radius of 560.85 feet, a long chord 382.37 feet in length that bears South 66° 21' 36.5" West, and a central angle of 39 Degrees 51 minutes 43 seconds 390.20 feet; thence South 46 degrees 25 minutes 45 seconds West, tangent to the curve in the preceding course described, 511.45 feet; thence Southwesterly in the arc of a circular curve to the right having a radius of 954.93 feet, a long chord 154.00 feet in length that bears South 51 degrees 03 minutes 15 seconds West, and a central angle of 09 degrees 15 minutes 00 seconds, 154.17 feet; thence South 55 degrees 40 minutes 45 seconds West, tangent to the curve in the preceding course described, 764.71 feet, thence southerly in the arc of a circular curve to the left having a radius of 424.415 feet, a long chord 401.77 feet in length that bears South 27° 25' 45" West, and a central angle of 36 degrees 30 minutes 00 seconds, 418.52 feet; thence South 00 degrees 49 minutes 15 seconds East, tangent to the curve in the preceding course described, 463.90 feet; thence southerly in the arc of a circular curve to the right having a radius of 172.655 feet, along chord 241.15 feet in length that bears South 43 degrees 28 minutes 30 seconds West, and a central angle of 88 degrees 55 minutes 30 seconds, 266.96 feet to a point in the center of the Northbound lane of East River Road, and there to end, as shown colored yellow on the map hereto attached, marked Exhibit "A" and made a part hereof.

For the purpose of the calls hereingiven the East line of said Section 34 is taken as bearing North 1 degree 25 minutes 45 seconds West.

RESERVING, however, unto said Grantors, the right to construct, maintain, use, operate, relocate, reconstruct and renew such tracks and facilities as it may at any time, and from time to time, desire within the limits of the land hereinbefore described, including the right and privilege to use said land for any and all purposes, not inconsistent with the use thereof for highway and overhead bridge purposes.

The foregoing easement is made subject to and upon the following express conditions:

1. To existing interests in the above described premises whosoever belonging and of whatsoever nature and any and all extensions and renewals thereof, including but not limited to underground pipe line or lines, or any type of wire line or lines, if any.

2. Any and all cuts and fills, excavations or embankments necessary in the construction, maintenance, or future alteration of said highway and overhead bridge shall be made and maintained in such manner, form and extent as will provide adequate drainage of and from the adjoining lands and premises of the Grantors; and wherever any such fill or embankment shall or may obstruct the natural and pre-existing drainage from such lands and premises of the Grantors, the Grantee shall construct and maintain such culverts or drains as may be requisite to preserve such natural and pre-existing drainage, and shall also wherever necessary, construct extensions of existing drains, culverts or ditches through or along the premises of the Grantors, such extensions to be of adequate sectional dimensions to preserve the present flowage of drainage or other waters, and of materials and workmanship equally as good as those now existing.

3. This instrument is granted according to the terms and conditions of that certain Agreement between the Grantors and the Grantee dated March 17, 1972, providing for the construction of County State Aid Highway #2 (CSAH #2) between East River Road and Main Street in the City of Fridley, Minnesota, and made subject to the terms and conditions contained therein.

4. The Grantee agrees that in removing snow from said highway and overhead bridge it will perform said work of removal in such a manner so as not to deposit the snow on the roadbed and tracks of the Grantors.

5. In the event said highway or overhead bridge, or any portion thereof, shall cease to be used by the public for highway purposes, the Grantee shall forthwith notify the Grantors of such abandonment, and upon such abandonment shall promptly, at its own expense, remove said bridge and approaches thereto located upon the property of the Grantors, except such portions thereof as the Grantors may request be left in place, upon notice being given to that effect to the Grantee within thirty (30) days following receipt of notification of abandonment. Said removal and cleaning up of the Grantors' property shall be done to the satisfaction of the Grantors' Regional Manager-Engineering located at Minneapolis, Minnesota. The Grantee agrees in the event it fails to remove said highway, bridge or appurtenance thereto, as afore-said, the Grantors may remove same to the extent they deem desirable and clean up said property, and the Grantee agrees to reimburse the Grantors for all expense incurred upon presentation of bills therefor.

The Grantors do not warrant their title to said premises nor undertake to defend the Grantee in the peaceable possession, use or enjoyment thereof; and the grant herein made is subject to all outstanding rights or interest of others, including the tenants and licensees of the Grantors.

TO HAVE AND TO HOLD THE SAME, together with all the hereditaments and appurtenances thereunto belonging, to Grantee for public use and enjoyment for the purposes aforesaid and for no other purpose whatsoever subject to the terms and conditions hereinbefore stated.

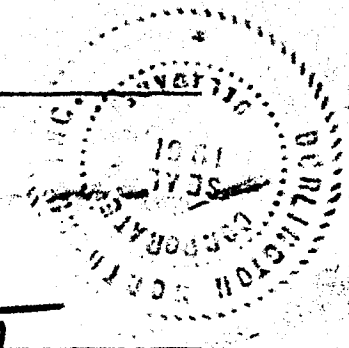
IN WITNESS WHEREOF, the Grantors have caused their corporate seals to be hereunto affixed, and these presents to be executed by their duly authorized officers this 7th day of March, 1975.

BURLINGTON NORTHERN INC.

BY J. Kennedy
Vice President

ATTEST:

BY John Q. Ashton
Secretary

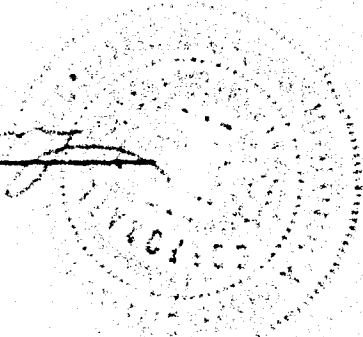


MINNEAPOLIS, ANOKA AND CUYUNA RANGE RAILROAD COMPANY

BY John Q. Ashton
Vice President

ATTEST:

BY [Signature]
Secretary

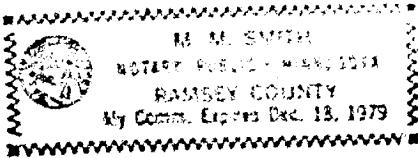


ACCEPTED:
ANOKA COUNTY, MINNESOTA

BY Paul L. Huff
Title: County Engineer

STATE OF MINNESOTA)
) ss.
COUNTY OF RAMSEY)

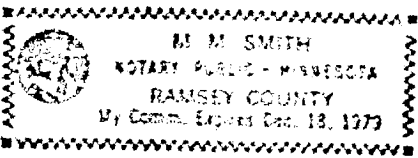
The foregoing instrument was acknowledged before me this 7th
day of March, 1975, by J. C. KENADY, Vice President and
JOHN D. JONSON, Secretary of Burlington Northern Inc., a
Delaware corporation, on behalf of the corporation.



M. M. Smith

STATE OF MINNESOTA)
) ss.
COUNTY OF Ramsey)

The foregoing instrument was acknowledged before me this 7th
day of March, 1975, by JOHN D. JONSON, VICE PRESIDENT
and F. A. DENING, SECRETARY of Minneapolis, Anoka and
Cuyuna Range Railroad Company, a Delaware corporation, on behalf of the corporation.



M. M. Smith

This instrument was drafted by Industrial Development and Property Management Department,
Burlington Northern Inc., 176 East Fifth Street, St. Paul, Minnesota 55101.

ENTERED
July 21 1975
[Signature]
Notary Public
[Signature]

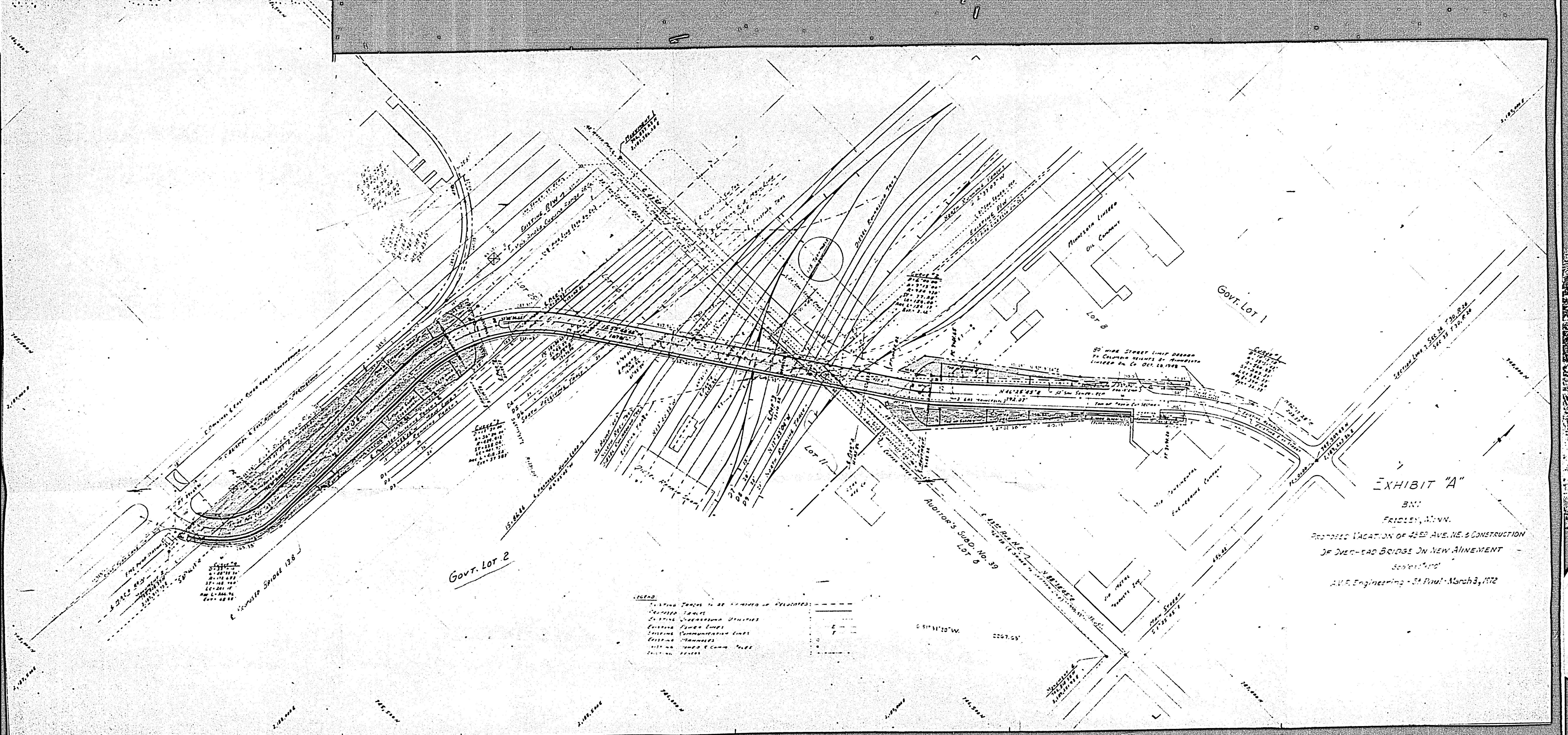


EXHIBIT "A"

B.N.

FRIDLEY, MINN.

PROPOSED LOCATION OF 45th AVE. NE. & CONSTRUCTION

OF OVER-HEAD BRIDGE IN NEW ALIGNMENT

Scale: 1" = 100'

A.V.E. Engineering - St. Paul - March 3, 1972

LEGEND

Existing Traces to be Relocated or Deleted	---
Proposed Traces	---
Existing Communication Utilities	---
Existing Power Lines	---
Existing Communication Lines	---
Existing Structures	---
Lot Lines	---
Street Lines	---

19

431215

Numerical	
Grantor	
Grantee	
Recorded	
Checked	
Margin	
To Index	

OFFICE OF REGISTER OF DEEDS
STATE OF MINNESOTA, COUNTY OF ANOKA

I hereby certify that the within instru-
ment was filed in this office for record

on the AUG 13 1975 AD. 1975

11:45 o'clock A.M., and was duly recorded

in book _____ page _____

D. J. Andahl
Register of Deeds

By *Virginia L. Walden*
Deputy

3:20 P.M. 11/14/75
Ralph Kibel

BOARD OF COUNTY COMMISSIONERS

Anoka County, Minnesota

DATE: March 22, 2022

RESOLUTION #2022-37

OFFERED BY COMMISSIONER: Look

AUTHORIZING SUBMITTAL OF A FEDERAL FUNDING APPLICATION FOR THE CSAH 2 BRIDGE MULTI-USE TRAIL PROJECT

WHEREAS, CSAH 2 (44th Avenue NW) is an "Other" Arterial route that provides an important east-west transportation connection in Anoka County; and,

WHEREAS, the CSAH 2 bridge (Bridge No. 02523) is an important crossing over the BNSF rail yard for motorized traffic as well as for pedestrians and bicyclists; and,

WHEREAS, the existing CSAH 2 bridge pedestrian area lacks sufficient width to safely accommodate pedestrian and bicyclist travel across the BNSF rail yard; and,

WHEREAS, the Anoka County Highway Department is proposing to submit an application to the Transportation Advisory Board through the Metropolitan Council's 2022 Regional Solicitation program to receive federal transportation funds to improve the multi-use trail on the CSAH 2 bridge over the BNSF railroad tracks linking CSAH 1 (East River Road) with CSAH 2 (Main Street); and,

WHEREAS, Anoka County has the necessary capabilities to adequately fund its local cost share for this public improvement project:

NOW, THEREFORE, BE IT RESOLVED that Anoka County, by and through its Board of Commissioners, hereby authorizes the Anoka County Highway Department to submit an application to the Transportation Advisory Board through the Metropolitan Council's 2022 Regional Solicitation program in the Multi-Use Trail category, to receive federal transportation funds to make improvements to the CSAH 2 (44th Avenue NW) bridge over the BNSF rail yard, in the city of Fridley.

STATE OF MINNESOTA)
COUNTY OF ANOKA) ^{ss}

I, Dee Guthman, Deputy County Administrator, Anoka County, Minnesota, hereby certify that I have compared the foregoing copy of the resolution of the county board of said county with the original record thereof on file in the Administration Office, Anoka County, Minnesota, as stated in the minutes of the proceedings of said board at a meeting duly held on March 22, 2022, and that the same is a true and correct copy of said original record and of the whole thereof, and that said resolution was duly passed by said board at said meeting.

Witness my hand and seal this 22nd day of March 2022.



DEE GUTHMAN
DEPUTY COUNTY ADMINISTRATOR

	<u>YES</u>	<u>NO</u>
DISTRICT #1 – LOOK	X	_____
DISTRICT #2 – BRAASTAD	X	_____
DISTRICT #3 – WEST	_____	Absent
DISTRICT #4 – MEISNER	X	_____
DISTRICT #5 – GAMACHE	X	_____
DISTRICT #6 – REINERT	X	_____
DISTRICT #7 – SCHULTE	X	_____



March 24, 2022

Elaine Koutsoukos
TAB Coordinator
Transportation Advisory Board 390
North Robert Street
St. Paul, MN 55101

RE: Anoka County 2022 Regional Solicitation Grant Application
CSAH 2/44th Avenue Bicycle and Pedestrian Improvements

Dear Ms. Koutsoukos and the Transportation Advisory Board:

The City of Columbia Heights is in full support of Anoka County's Regional Solicitation application for bicycle and pedestrian improvements to CSAH 2/44th Avenue in Fridley. This is an important connection between the Mississippi River Regional Trail (MRRT) and the multi-use trail along Main Street. The MRRT, 44th Avenue and Main Street are all Tier 1 alignments of the Regional Bicycle Transportation Network; however, 44th Avenue does not contain connecting bicycle and pedestrian infrastructure. The proposed project will provide a safe alignment that connects these transportation corridors.

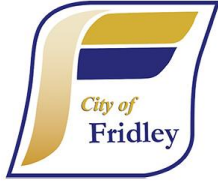
The City of Columbia Heights' Pedestrian and Trail Plan provides network connections both internally within the City and to external connections and destinations. Bike and walk facilities along 44th Avenue are identified as an important east-west link in this plan. This trail will provide an important connection between existing regional facilities and serve as an important link to jobs, regional parks, and more.

In addition, the City of Columbia Heights commits to removing snow and ice from our connections to the proposed CSAH 2/44th Avenue trail in order to provide year-round Bicycle and Pedestrian use in compliance with the requirements for maintenance of bicycle and pedestrian facilities projects.

Sincerely,

Kevin Hansen, PE
Public Works Director/City Engineer

cc: Jack Forslund, Anoka County Highway Department



Fridley Civic Campus

7071 University Ave N.E. Fridley, MN 55432
763-571-3450 | FAX: 763-571-1287 | FridleyMN.gov

March 9, 2022

PW22-20

Elaine Koutsoukos
TAB Coordinator
Transportation Advisory Board
390 North Robert Street
St. Paul, MN 55101

**RE: Anoka County 2022 Regional Solicitation Grant Application
CSAH 2/44th Avenue Bicycle and Pedestrian Improvements**

Dear Ms. Koutsoukos and the Transportation Advisory Board:

The City of Fridley is in full support of Anoka County's Regional Solicitation application for bicycle and pedestrian improvements to CSAH 2/44th Avenue in Fridley. This is an important connection between the Mississippi River Regional Trail (MRRT) and the multi-use trail along Main Street. The MRRT, 44th Avenue and Main Street are all Tier 1 alignments of the Regional Bicycle Transportation Network; however, 44th Avenue does not contain connecting bicycle and pedestrian infrastructure. The proposed project will provide a safe alignment that connects these transportation corridors.

The City of Fridley approved a 2nd Edition of its Active Transportation Plan on February 10, 2020, with the vision "that Fridley residents and visitors of all ages and abilities will feel safe and comfortable using the city's active transportation infrastructure to walk, bike and roll for transportation and outdoor recreation." Bike and walk facilities along 44th Avenue were listed as a high priority for the City's Active Transportation Network in this plan. This trail will provide an important connection between existing regional facilities and serve as an important link to jobs, regional parks, and more.

In addition, the City of Fridley commits to removing snow and ice from the proposed CSAH 2/44th Avenue trail in order to provide year-round Bicycle and Pedestrian use in compliance with the requirements for maintenance of bicycle and pedestrian facilities projects.

Best regards,

A handwritten signature in black ink, appearing to read 'James Kosluchar'.

James Kosluchar, PE
Public Works Director/City Engineer

cc: Jack Forslund, Anoka County Highway Department

Anoka County Highway Department
Attn: Jack Forslund, Transportation Planner
1440 Bunker Lake Blvd
Andover MN 55304

March 9, 2022

Dear Mr. Forslund,

On behalf of the City of Fridley's Environmental Quality and Energy Commission (EQEC), I am writing to express our support for the improvement of biking and walking facilities on the 44th Avenue Bridge. The Fridley EQEC is tasked with advising the City on environmental policy and was an instrumental voice in the development of the City's Active Transportation Plan. This plan lists the 44th Avenue bridge as a high priority segment for improvement. The current bridge conditions are unsafe and a barrier for active transportation. Improving the trail conditions on the bridge would provide an important connection between the Mississippi River Regional Trail and the Main Street Trail and serve as an important link to jobs, regional parks, and other destinations.

Sincerely,

A handwritten signature in black ink that reads "Amy Dritz". The signature is written in a cursive, flowing style.

Amy Dritz, Chair

Fridley Environmental Quality and Energy Commission



Solicitation for Transportation Funding

Website Summary

Mississippi River Regional Trail Connection along 44th Ave (CSAH 2) from Main St to East River Rd (CSAH 1)

A Unique Approach

Anoka County created an interactive website to share nine future projects that will be submitted for federal funding through the Metropolitan Council.

This mobile-friendly website provides transparency into the funding process and allows the community to explore and comment on future transportation and mobility improvements through an interactive map.

The website was launched on March 28, 2022 and will remain live past the application deadline. When the Met Council announces its awards this fall, the website will be updated and promoted to all those who participated.



The Anoka STP website tells a story about transportation funding and showcases each of the nine projects in a color-coded, interactive map. Explore the map by clicking on the image!

Promotions & Outreach

The projects will benefit residents, businesses, commuters, and visitors across the county. The interactive website was promoted via the following communication channels beginning March 28, 2022:

- **Website mentions** on Anoka County and Coon Rapids, Lino Lakes, Blaine, and Fridley websites.
- **Social Media posts** including NextDoor & Anoka County Twitter.
- **Email announcement** in Anoka County's Weekly Construction email.
- **Electronic announcements** at the Anoka County Health & Human Services and Job Training centers.

Public Feedback

The website included various opportunities for visitors to share their thoughts and provide comments:



A virtual live chat was available during select times from March 30-April 1. Visitors were able to chat with county staff in real-time. Live chat timeframes were included in site promotions.



Open-ended and demographic survey questions were embedded into each of the nine project pages. See page 2.



A general comment form could be accessed at any time on the site.

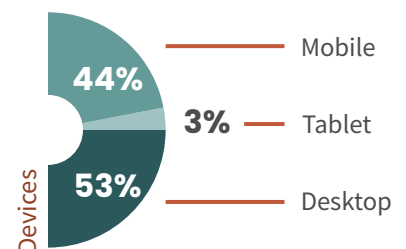


A contact email and phone number was also provide.

Website Performance: March 28 - April 8, 2022



* includes multiple visits by the same user



ACQUISITION

Referral sources: ▲ Facebook ▲ Twitter ▲ AnokaCounty.us

ACTIONS

File Downloads: ▲ 34



Solicitation for Transportation Funding

Survey Example

What are your thoughts?

How do you feel about this future project?

- Strongly opposed
- Opposed
- Neutral
- In favor
- Strongly in favor

We want to know what you think about this project. Does it align with your vision for our community?

Share your thoughts.

Our goal is to get input from a wide range of individuals and understand the needs and preferences of our community. In order to understand who is participating in this survey, we are collecting demographic information to identify who we're hearing from.

The next four questions are optional.

What is your zip code?

What is your age?

- Under 18
- 18-24
- 25-34
- 35-44
- 45-54
- 55-64
- 65-74
- 75+
- Prefer not to answer

Which of these describes your personal income?

- Under \$10,000
- \$10,000 - \$24,999
- \$25,000 - \$49,999
- \$50,000 - \$74,999
- \$75,000 - \$99,999
- \$100,000 - \$149,999
- \$150,000+
- Prefer not to answer

Please describe your race/ethnicity.

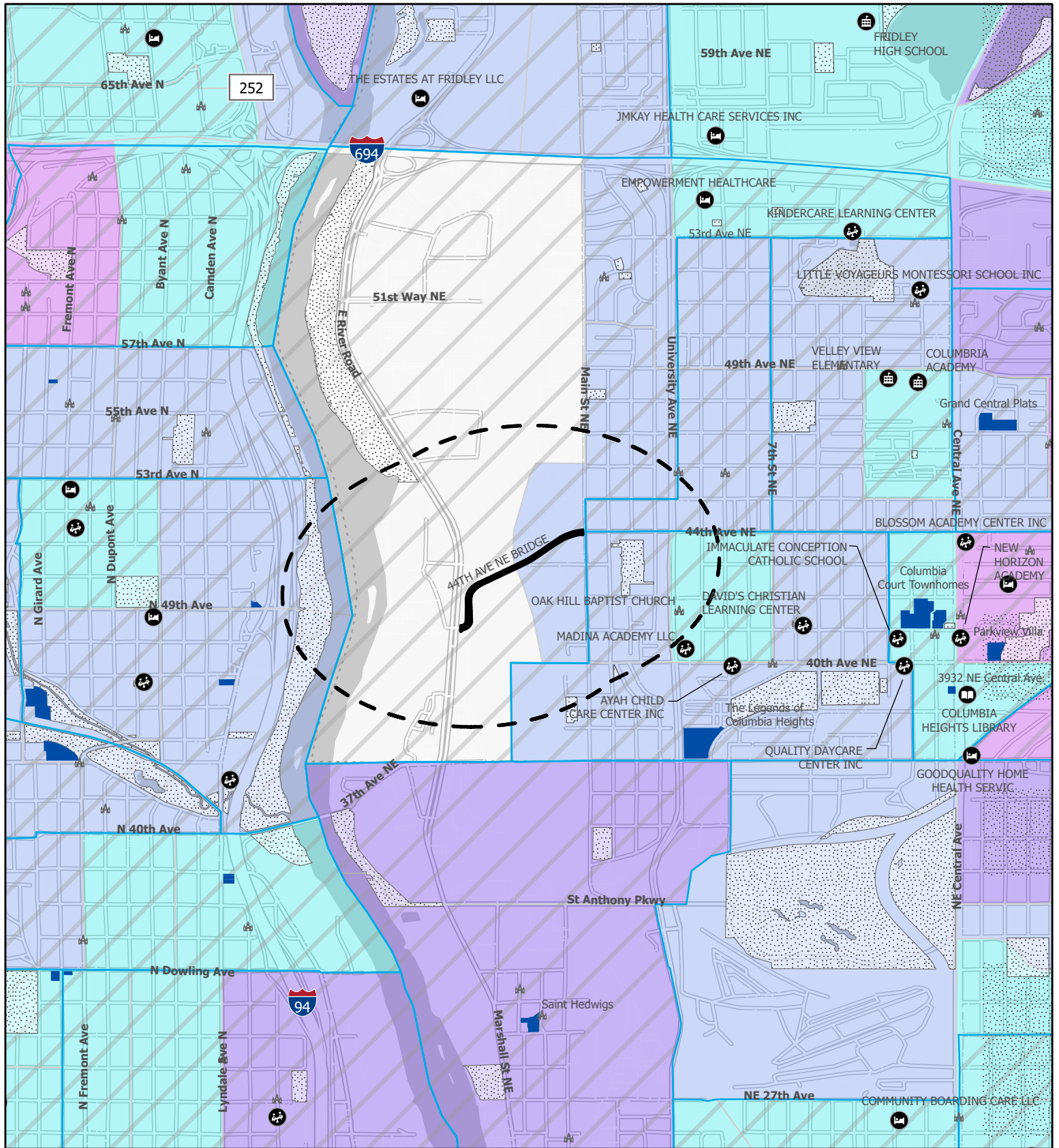
<input type="checkbox"/> American Indian or Alaska Native
<input type="checkbox"/> Asian
<input type="checkbox"/> Black or African American
<input type="checkbox"/> Hispanic or Latino
<input type="checkbox"/> Native Hawaiian or Pacific Islander
<input type="checkbox"/> White
<input type="checkbox"/> Other <input type="text"/>

Submit

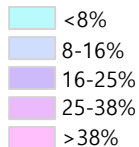
EQUITY AND DESTINATIONS

CSAH 2 (44TH AVENUE NE)

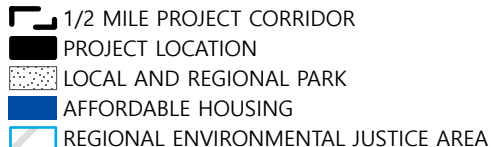
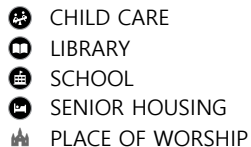
FRIDLEY / COLUMBIA HEIGHTS, MN



PERCENT OF POPULATION 65+



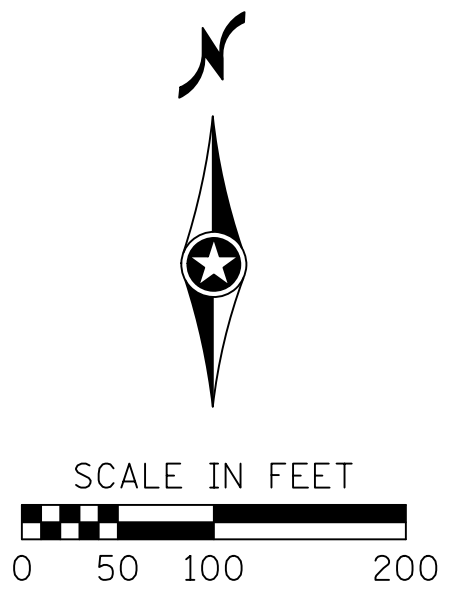
LEGEND



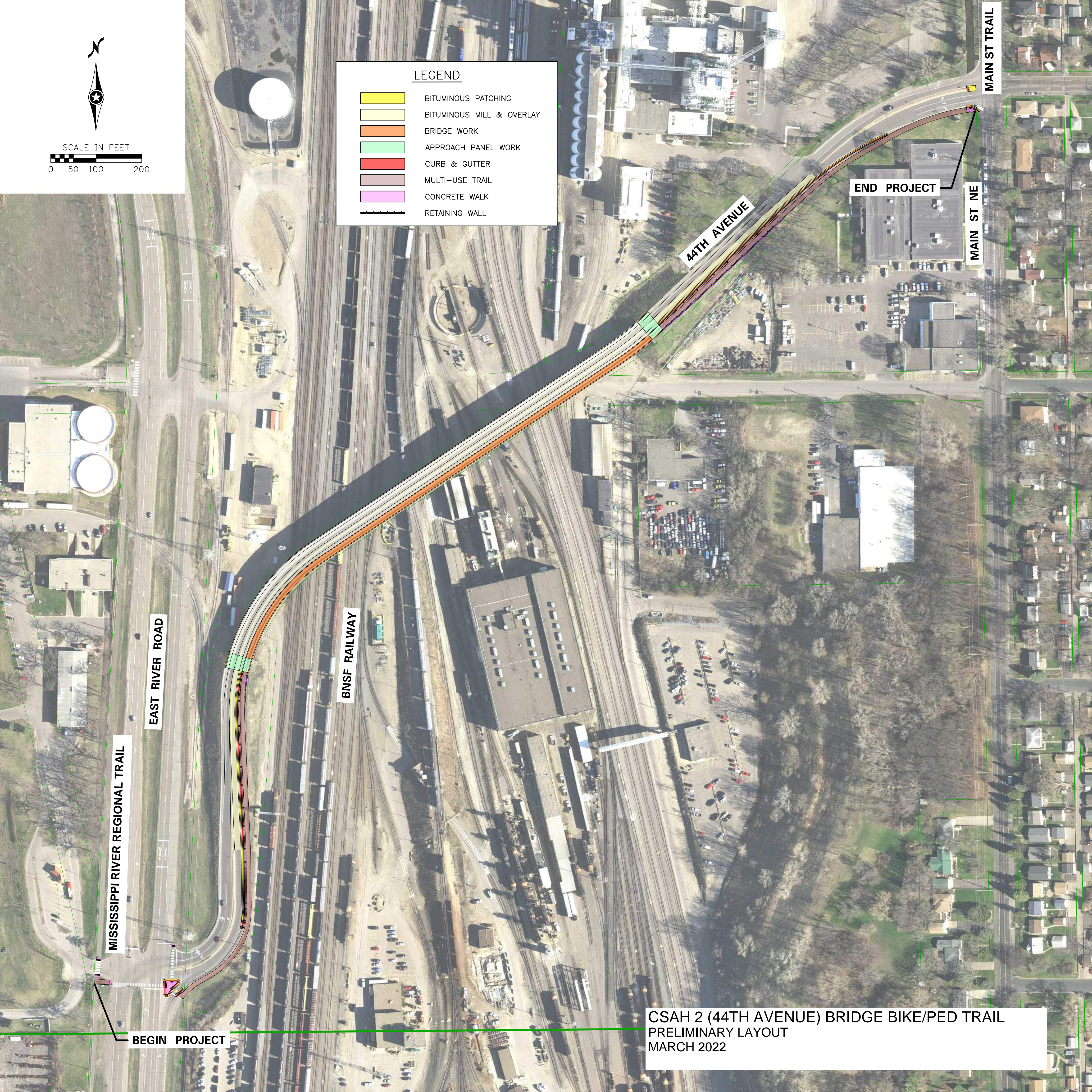
CSAH 2 (44th Avenue) Bridge Bicycle and Pedestrian Trail

Existing Conditions Photo





LEGEND	
	BITUMINOUS PATCHING
	BITUMINOUS MILL & OVERLAY
	BRIDGE WORK
	APPROACH PANEL WORK
	CURB & GUTTER
	MULTI-USE TRAIL
	CONCRETE WALK
	RETAINING WALL



CSAH 2 (44TH AVENUE) BRIDGE BIKE/PED TRAIL
PRELIMINARY LAYOUT
MARCH 2022

CSAH 2 (44th Avenue) Bridge Bicycle and Pedestrian Trail

Applicant: Anoka County

Route: CSAH 2 (44th Avenue) between Main Street and East River Road (CSAH 1)

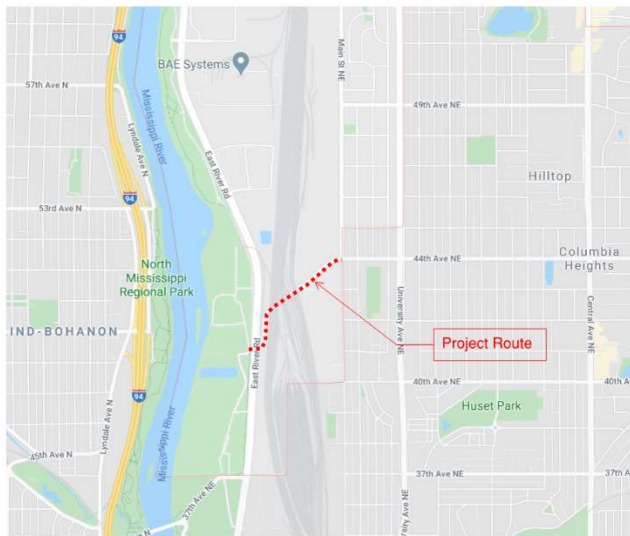
County: Anoka

City: Fridley

Request Award Amount: \$2,015,200.00

Total Project Cost: \$2,519,000.00

Map:



Before Photo:



Project Description:

Installation of a .6 mile off-road multi-use trail along CSAH 2 (44th Avenue) in Fridley from Main Street to East River Road (CSAH 1). This includes reconfiguration of barriers and travel lanes on the 44th Avenue bridge to accommodate a separated multi-use trail. ADA ramps will be added or upgraded where needed at the Main Street and East River Road intersections. The multi-use trail closes a gap within a RBTN Tier 1 alignment between the off-road multi-use trail along Main Street and the Mississippi River Regional Trail, on the west side of East River Road. This connection is only one of 3 grade separated crossings of the Burlington Northern Santa Fe (BNSF) Northtown rail yard between 61st Ave north of 1-694 and St. Anthony Parkway, a distance of approximately 3.5 miles. The rail yard is a critical barrier for those who live and work in Fridley, Columbia Heights, and Hilltop to gain access to the MRRT, regional recreation opportunities, and the Mississippi River.

Project Benefits:

This project will provide an ADA accessible off-road pedestrian and bicycle facility. Currently bicycles travel on-road. There are no pedestrian facilities between Main Street and the bridge abutment. There is a 4' concrete walk on the bridge that is not ADA accessible. This project is listed as a High Priority project in the City of Fridley Active Transportation plan. There are limited crossings of the BNSF Northtown yard and rail line. This is a needed barrier crossing improvement for connectivity within a RBTN Tier 1 alignment and recreational opportunities along the river.