Application

19842 - 2024 Multiuse Trails and Bicycle Facilities
20259 - CR 116 (Fletcher Ln) Bikeway Project
Regional Solicitation - Bicycle and Pedestrian Facilities

Status: Submitted
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Primary Contact

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Name:* He/him/his (Pronouns) | Jason (First Name) | Richard (Middle Name) | Pieper (Last Name)

Title: Transportation Engineer
Department: Hennepin County - Transportation Department
Email: jason.pieper@hennepin.us
Address: 1600 Prairie Drive

* Medina (City) | Minnesota (State/Province) | 53340 (Postal Code/Zip)

Phone:* 612-596-0241 (Phone) Ext.

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

Organization Information

Name: HENNEPIN COUNTY
Jurisdictional Agency (if different):
Organization Type: County Government
Organization Website:
Address: DPT OF PUBLIC WORKS
1600 PRAIRIE DR

* MEDINA (City) | Minnesota (State/Province) | 55340 (Postal Code/Zip)

County: Hennepin
Phone:* 763-745-7600 Ext.

Fax:
PeopleSoft Vendor Number 0000028004A9

Project Information

Project Name CR 116 (Fletcher Ln) Bikeway Project
Primary County where the Project is Located Hennepin
Cities or Townships where the Project is Located: Corcoran and Rogers
Jurisdictional Agency (If Different than the Applicant):

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

The proposed project will construct an off-street multi-use trail along the west side of CR 116 (Fletcher Ln) in the cities of Corcoran and Rogers. The project limits span from CSAH 10 (County Road 10) to 1200' south of CR 159 (Territorial Rd). Currently, a bikeable shoulder exists along both sides of the corridor; however, there is no physical separation between people biking and people driving. Attachment 02 includes a map of the project location, and Attachment 03 includes photos illustrating existing conditions.

The project objectives are to improve accessibility, mobility, and safety for people walking and biking along CR 116 (Fletcher Ln). In addition, it is anticipated that Complete and Green Streets strategies, such as boulevard space, will be incorporated into the project. It is anticipated that the CR 116 (Fletcher Ln) Bikeway Project will be completed in advance of a pavement rehabilitation project, an investment with a service life estimated to be 20 years. The pavement rehabilitation project will provide an opportunity to make additional safety enhancements through changes to roadway striping along the corridor.

The project will include, but is not limited to, the following elements. The specific locations and types of improvements will be determined as part of the design process based on additional community input, data analysis, and environmental review. Attachment 04 includes the proposed typical section and Attachment 05 illustrates the project concept.

- Multimodal improvements; such as the introduction of a multi-use trail facility and intersection improvements to facilitate safe crossings

- Intersection improvements; such as upgraded signals, and ADA compliant ramps, and APS (where applicable)

- Streetscaping improvements; such as the introduction of greening and boulevard space

(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.

CR 116 (Fletcher Ln) from CSAH 10 (County Road 10) to 1200' south of CR 159 (Territorial Ln)

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)

5.21

to the nearest one-tenth of a mile

Project Funding

Are you applying for competitive funds from another source(s) to implement this project?

No

If yes, please identify the source(s)

Federal Amount

$5,500,000.00

Match Amount

$1,550,000.00

Minimum of 20% of project total

Project Total

$7,050,000.00

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

Match Percentage

21.99%

Minimum of 20%
Compute the match percentage by dividing the match amount by the project total

Source of Match Funds

Hennepin 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:	2029

Select 2026 or 2027 for TDM and Unique projects only. For all other applications, select 2028 or 2029.

Additional Program Years:

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

Project Information

If your project has already been assigned a State Aid Project # (SAP or SP)	
Please indicate here SAP/SP#.	
Location	
County, City, or Lead Agency	Hennepin County
Name of Trail/Ped Facility:	CR 116 (Fletcher Ln) Bikeway
(example; CEDAR LAKE TRAIL)	
IF TRAIL/PED FACILITY IS ADJACENT TO ROADWAY:	
Road System	CR
(TH, CSAH, MSAS, CO. RD., TWP. RD., CITY STREET)	
Road/Route No.	116
(Example: 53 for CSAH 53)	
Name of Road	Fletcher Ln
(Example: 1st ST., Main Ave.)	
TERMINI: Termini listed must be within 0.3 miles of any work	
From: **Road System**	CSAH
(TH, CSAH, MSAS, CO. RD., TWP. RD., CITY STREET)	
Road/Route No.	10
(Example: 53 for CSAH 53)	
Name of Road	County Road 10
(Example: 1st ST., Main Ave.)	
To: **Road System**	1200' south of CR
DO NOT INCLUDE LEGAL DESCRIPTION; INCLUDE NAME OF ROADWAY IF MAJORITY OF FACILITY RUNS ADJACENT TO A SINGLE CORRIDOR	
Road/Route No.	159
(Example: 53 for CSAH 53)	
Name of Road	Fletcher Ln
(Example: 1st ST., Main Ave.)	
In the City/Cities of:	Corcoran and Rogers
(List all cities within project limits)	
IF TRAIL/PED FACILITY IS NOT ADJACENT TO ROADWAY: **Termini: Termini listed must be within 0.3 miles of any work**	
From:	
To:	
Or	
At:	
In the City/Cities of:	
(List all cities within project limits)	
Primary Types of Work (Check all that apply)	
Multi-Use Trail	Yes
Reconstruct Trail	
Resurface Trail	
Bituminous Pavement	
Concrete Walk	
Pedestrian Bridge	
Signal Revision	Yes
Landscaping	Yes
Other (do not include incidental items)	
BRIDGE/CULVERT PROJECTS (IF APPLICABLE)	
Old Bridge/Culvert No.:	
New Bridge/Culvert No.:	

Structure is Over/Under (Bridge or culvert name):	
Zip Code where Majority of Work is Being Performed	55340
Approximate Begin Construction Date (MO/YR)	05/01/2029
Approximate End Construction Date (MO/YR)	10/31/2030
Miles of Pedestrian Facility/Trail (nearest 0.1 miles):	5.21
Miles of trail on the Regional Bicycle Transportation Network (nearest 0.1 miles):	0
Is this a new trail?	Yes

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.

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

A) Transportation System Stewardship (p 2.2-2.4)

Objectives A & B; Strategies A1 & A2

The project will close a gap in the protected bikeway network in Corcoran and Rogers. The off-street facilities for biking will encourage people to use modes other than driving, which can reduce traffic and extend the useful life of CR 116 (Fletcher Ln).

B) Safety and security (p 2.5-2.9)

Objectives A & B; Strategies B1, B3, B4 & B6

A separated facility for people biking will improve the safety and comfort for all users. Currently, people biking need to use the shoulder on the two-lane rural roadway. Sharing the roadway with people driving at high speeds between 50-55 mph result in unsafe conditions for people biking.

C) Access to destinations (p 2.10-2.25)

Objectives A, B, C, D & E; Strategies C1, C2, C3, C4, C8, C9, C15, C16 & C17

CR 116 (Fletcher Ln) provides north-south access to various residential, commercial and recreational destinations in the Cities of Corcoran and Rogers. The continuous off-street bikeway will make it more feasible to bike in a more rural environment. The project area is developing rapidly and adding multimodal elements will serve the anticipated demand.

D) Competitive economy (p 2.26-2.29)

Objectives A, B & C; Strategies D1, D3 & D4

The project area is developing rapidly. The project will abut several incoming mixed-use developments. The project is just south of the future Fletcher Bypass project, which will increase vehicle traffic and demand on CR 116 (Fletcher Ln). Separate facilities for people biking and driving will balance the need for all users.

E) Healthy and equitable communities (p 2.30-2.34)

Objectives A, B, C & D; Strategies E1, E2, E3, E4, E5, E6 & E7

Fletcher Lane is currently designed for people driving. Dedicated facilities for people biking will encourage non-motorized travel, which will reduce transportation emissions. The availability of biking will promote active transportation options which will result in a healthier community.

F) Leveraging transportation investments to guide land use (p 2.35-2.41)

Objectives A & C; Strategies F1, F2, F3, F5, F6, F7

The corridor is rapidly developing from rural residential to medium and high-density housing with commercial and shopping. The addition of the multi-use trail will make the developing area more attractive for residents and businesses as a the area continues to develop.

(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.

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

1) Hennepin County 2040 Transportation Plan (pages 2-11 - 2-18)

URL: hennepin.us/-/media/hennepinus/your-government/projects-initiatives/2040-comprehensive-plan/2040-comprehensive-plan-full.pdf

2)Hennepin County Climate Action Plan (pages 50-54)

URL: hennepin.us/climate-action/-/media/climate-action/hennepin-county-climate-action-plan-final.pdf

3)Hennepin County Complete and Green Streets Policy (pages 10-11)

URL: hennepin.us/-/media/hennepinus/your-government/projects-initiatives/complete-streets/Complete-and-Green-Streets-Policy_Oct2023.pdf

4)Hennepin County Pedestrian Plan (page 8)

URL: hennepin.us/-/media/hennepinus/residents/transportation/documents/pedestrian-plan.pdf

5)Hennepin County Bike Plan (page 36)

URL: hennepin.us/-/media/hennepinus/residents/transportation/biking/bicycle-transportation-plan.pdf

6)Corcoran Comprehensive Plan (page 79)

URL: cdnsm5-hosted.civiclive.com/UserFiles/Servers/Server_15543680/File/Our%20Community/Corcoran%202040%20Comprehensive%20Plan%20Update/2040%20Comprehensive%20Plan%2011-25-2019%20COMPLETE%20WEB%20VERSION%20Reduced%20Size.pdf

(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. 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 2024 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 future Regional Solicitation funding cycles, this requirement may include that the plan has undergone a recent update, e.g., within five years prior to application.

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: 08/31/2015

Link to plan: https://www.hennepin.us/-/media/hennepinus/residents/transportation/documents/ada-sidewalk-transition-plan.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. This includes assurance of year-round use of bicycle, pedestrian, and transit facilities, per FHWA direction established 8/27/2008 and updated 4/15/2019. 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)	$278,000.00
Removals (approx. 5% of total cost)	$232,000.00

Roadway (grading, borrow, etc.)	$277,620.00
Roadway (aggregates and paving)	$50,700.00
Subgrade Correction (muck)	$0.00
Storm Sewer	$385,000.00
Ponds	$0.00
Concrete Items (curb & gutter, sidewalks, median barriers)	$56,100.00
Traffic Control	$278,000.00
Striping	$0.00
Signing	$0.00
Lighting	$0.00
Turf - Erosion & Landscaping	$427,000.00
Bridge	$0.00
Retaining Walls	$0.00
Noise Wall (not calculated in cost effectiveness measure)	$0.00
Traffic Signals	$420,000.00
Wetland Mitigation	$0.00
Other Natural and Cultural Resource Protection	$0.00
RR Crossing	$0.00
Roadway Contingencies	$747,130.00
Other Roadway Elements	$86,000.00
Totals	**$3,237,550.00**

Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Path/Trail Construction	$2,370,000.00
Sidewalk Construction	$0.00
On-Street Bicycle Facility Construction	$0.00
Right-of-Way	$0.00
Pedestrian Curb Ramps (ADA)	$90,000.00
Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	$10,000.00
Pedestrian-scale Lighting	$0.00
Streetscaping	$430,000.00
Wayfinding	$3,600.00
Bicycle and Pedestrian Contingencies	$879,000.00
Other Bicycle and Pedestrian Elements	$29,850.00
Totals	**$3,812,450.00**

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

PROTECT Funds Eligibility

One of the new federal funding sources is Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT). Please describe which specific elements of your project and associated costs out of the Total TAB-Eligible Costs are eligible to receive PROTECT funds. Examples of potential eligible items may include: storm sewer, ponding, erosion control/landscaping, retaining walls, new bridges over floodplains, and road realignments out of floodplains.

INFORMATION: Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Formula Program Implementation Guidance (dot.gov).

Response:	Based on a planning level review of the proposed scope of work that's primarily focused on constructing a new bikeway facility, county staff did not identify any project elements that were obviously eligible for the PROTECT Program.

Totals

Total Cost	$7,050,000.00
Construction Cost Total	$7,050,000.00
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

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	1701636797457_2024 RS Map 03 - CR 116 (Fletcher Ln) - RBTN Orientation.pdf

Please upload attachment in PDF form

Measure A: Population Summary

Existing Population Within One Mile (Integer Only)	7171
Existing Employment Within One Mile (Integer Only)	3272
Upload the "Population Summary" map	1701636837820_2024 RS Map 02 - CR 116 (Fletcher Ln) - Population Employment.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:

1. *What engagement methods and tools were used?*
2. *How did you engage specific communities and populations likely to be directly impacted by the project?*
3. *What techniques did you use to reach populations traditionally not involved in community engagement related to transportation projects?*
4. *How were the project?s purpose and need identified?*
5. *How was the community engaged as the project was developed and designed?*
6. *How did you provide multiple opportunities for of Black, Indigenous, and People of Color populations, low-income populations, persons with disabilities, youth, older adults, and residents in affordable housing to engage at different points of project development?*
7. *How did engagement influence the project plans or recommendations? How did you share back findings with community and re-engage to assess responsiveness of these changes?*
8. *If applicable, how will NEPA or Title VI regulations will guide engagement activities?*

Response:

The census tracts that intersect with this project location are below the regional average for populations in poverty and population of color. Despite this, according to the Hennepin County Transportation Disparities Viewer, there are still Black, Indigenous, and People of Color (BIPOC), low income and other disadvantaged communities within the project area. According to the 2017 5-year ACS estimates, 8% of the population within 0.5 miles of the project area are BIPOC, 6% are low-income and 7% of the population has a disability of any kind.

While formal engagement for this project has not begun, prior engagement has occurred through the Hennepin County 2040 Bicycle Transportation Plan (Bike Plan). Through the Bike Plan Hennepin County identified that people would feel most comfortable utilizing bike facilities that are separated from vehicles. Residents shared that they would like to bike more but require a safe and connected bikeway network.

If the project is funded, public engagement will begin early in the project development process, and the county will seek input from residents, to help define project objectives and design. The county will also develop an engagement plan with the Cities of Corcoran and Rogers to identify appropriate strategies to facilitate community input, particularly from BIPOC residents, youth, older adults, and other disadvantaged communities. Historically, public engagement in county-led projects has utilized strategies including, but not limited to, a project website, open houses, focus groups, paper and virtual surveys, and physical signage to ensure that disadvantaged and underrepresented populations are reached. Staff from communication services will be included in the engagement team to ensure that all materials are following best practices for simple and clear language.

The county acknowledges that disparities exist around transportation and transit options, accessibility and safety, and BIPOC residents, low-income residents, people with disabilities, youth, older adults, and residents of affordable housing are important constituencies that Hennepin County seeks to engage with as part of all of our transportation projects.

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

Measure B: Disadvantaged Communities Benefits and Impacts

Describe the project?s benefits to Black, Indigenous, and People of Color populations, low-income populations, children, people with disabilities, youth, and older adults. 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.

This is not an exhaustive list. A full response will support the benefits claimed, identify benefits specific to Disadvantaged communities residing or engaged in activities near the project area, identify benefits addressing a transportation issue affecting Disadvantaged communities 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.

? Decreased pedestrian access through sidewalk removal / narrowing, placement of barriers along the walking path, increase in auto-oriented curb cuts, 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.

Response:

The CR 116 (Fletcher Ln) Bikeway project will benefit disadvantaged communities including BIPOC residents, low-income households, children, people with disabilities, and older adults through the construction of a new off-street facility that accommodates new modal options. Currently, the facilities for people walking, rolling, and cycling along the corridor include walkable shoulders. Given the posted speed limit of 55 mph, this does not provide a safe or comfortable user experience. The proposed project will construct an off street facilities that will accommodate people biking of all ages and abilities, creating a connection to a Tier 1 Regional Bicycle Transportation Network alignment along CR 159 (Territorial Rd) and the City of Roger's future Fletcher Bypass project which is anticipated to include multiuse trail facilities.

Attachment 06 includes a map of key community resources. This project is anticipated to provide connections to the many churches, school and childcare facilities, and community resources along the corridor and within a half mile of the project location. Current land use along the project corridor is a mix of residential subdivisions interspersed between farmland with employment nodes at the northern and southern termini of the project. Active residential development in the City of Corcoran has led to a significant portion of the corridor population being families, as 28% of the population within 0.5 miles of the project is under the age of 18 (2017 - 2021 5-Year ACS Estimates). For this population of youth, the proposed off-street trail will allow for new modal options, provide access to recreation, and encourage public health benefits through active transportation.

Increased noise and impacts to the roadway are anticipated during construction. The contractor will be required to follow temporary traffic control plans which specify detour routes for all people traveling through the corridor. Access to adjacent buildings will be critical, and staff will seek our opportunities to ensure that nearby businesses and services are not negatively impacted during construction.

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

? specific direct access improvements for residents
? improved access to destinations such as jobs, school, health care or other;
? new transportation services or modal options;
? and/or community connection and cohesion improvements.

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:

While there are not any subsidized housing developments located within a 0.5 mile buffer of the project area, the project fills gaps in the regional multimodal system to ensure a range of modal options for residents of subsidized housing in the Cities of Corcoran, Rogers and nearby Maple Grove. Attachment 07 provides a map and full detail summary of affordable housing in a wider geographic context; including unit sizes and affordability limits based on area median incomes. However, as identified in the Met Council generated Socio-Economic Conditions map, 61 subsidized units exist in census tracts within 0.5 miles of the project. One development of note is Rogers Main Street Senior Housing, a proposed 40 unit subsidized development aimed at seniors along CSAH 150 (Main St) in the City of Rogers. While not within the project area, future multimodal projects such as the Fletcher Bypass will begin to close bikeway gaps between downtown Rogers and CR 116 (Fletcher Ln), connecting those residents to resources south as well as providing opportunities for active transportation and recreation.

In addition, CR 116 (Fletcher Ln) and the surrounding area is experiencing substantial active residential development. While there are not any affordable housing developments currently proposed within the project area, the proposed project will ensure that any future residents will have a greater range of modal choices and have access to infrastructure that supports users of all ages and abilities. This provides a low-cost, low-carbon and beneficial resource to children, families, and others who may not or prefer not to drive.

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

Measure D: BONUS POINTS

Project is located in an Area of Concentrated Poverty:	
Project?s census tracts are above the regional average for population in poverty or population of color (Regional Environmental Justice Area):	
Project located in a census tract that is below the regional average for population in poverty or populations of color (Regional Environmental Justice Area):	Yes
Upload the ?Socio-Economic Conditions? map used for this measure.	1701637448506_2024 RS Map 01 - CR 116 (Fletcher Ln) - Socio Economic.pdf

Measure A: Bikeway Network Gaps, Physical Barriers, and Continuity of Bicycle Facilities

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 jurisdiction?s bicycle facility.

Response:

The project will improve continuity and trail connections between the cities of Rogers and Corcoran. Current bicycling infrastructure along CR 116 (Fletcher Ln) is identified in the Hennepin County 2040 Bicycle Transportation Plan (Bike Plan) as on-street bikeable shoulder. The Bike Plan also identifies a future off road facility along CR 116 (Fletcher Ln) as a planned future bikeway. Building this trail segment advances Hennepin County's Bike Plan goals and connects two growing cities with infrastructure to support active transportation travel options.

Providing an off-street trail separated from motor vehicles will provide residents more choice in transportation modes and offer a facility for walking and biking recreation. At the north end of the project the trail will connect to the new trail facility being built as part of the Fletcher Bypass Project that is constructing a new road connection that will extend CR 116 (Fletcher Ln) from CR 159 (Territorial Rd) to CSAH 81. As part of the Fletcher Bypass project a trail facility will be built along the same alignment. When taken together, the Fletcher Bypass project and this project will connect trail users from CSAH 10 (County Road 10) at the southern point to CSAH 81 at the most northern point.

Additionally, the CR 116 (Fletcher Ln) corridor connects to on-street bicycle facilities along CSAH 30 (County Road 30) as shown in Attachment 08, which notes key multimodal connections near the project corridor.

(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

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 Yes

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: Deficiencies corrected or safety problems addressed

Response:

The only facility that exists today along CR 116 (Fletcher Ln) for people walking and biking is a shoulder approximately five feet wide. Most of the corridor has a speed of 55 miles per hour. With the prevailing motor vehicle speeds on the corridor walking or biking on the shoulder does not feel comfortable or safe for most existing or potential users. Due to high vehicle speeds a vehicle to pedestrian or bicyclist crash would result in a high likelihood of a fatality or serious injury for the person walking or biking. Creating a separated off-street trail removes people walking and biking from close proximity to high speed motor vehicles. This not only improves safety but it improves user comfort. More people will want to walk and bike along the corridor because they will have a safe, separate and dedicated space to do so.

As shown in Attachment 09, between 2013 and 2022, there was one minor injury pedestrian crash along the corridor. This project will help prevent future collisions by providing a dedicated multi-use trail facility for people walking and biking that separates them from high-speed vehicles. Furthermore, this project will introduce Complete and Green Streets elements, such as boulevard space to further separate people walking and biking from people driving.

MnDOT's Minnesota's Best Practices for Pedestrian and Bicycle Safety handbook cites shared use paths as a proven strategy to provide a safe space for people walking and biking separate from high-speed vehicles (Attachment 10).

The CR 116 (Fletcher Ln) bikeway project is anticipated to be paired with a county-led pavement rehabilitation project, which may include striping modifications to promote safety for people driving.

(Limit 2,800 characters; approximately 400 words)

Measure A: Multimodal Elements

Response:

CR 116 (Fletcher Ln) does not have any existing pedestrian or bicycle facilities. The road is primarily a two-way arterial, with a posted speed limit of 55 MPH, and with five foot shoulders on both sides. The Hennepin County 2040 Bicycle Transportation Plan identified CR 116 (Fletcher Ln) as a future off-street planned bicycle facility. Due to the high vehicle speeds on the roadway the existing shoulder is insufficient for biking and walking for most people who would like to walk and bike on the corridor. High vehicle speeds create a feeling of discomfort and are more likely to result in a fatality or serious injury if there was a crash between a vehicle and someone walking or biking. A trail will fully separate people walking and biking from motor vehicles by providing a dedicated space to walk and bike, consistent with our Hennepin County Complete and Green Streets policy. There is no existing transit service on the corridor.

This project may provide direct connections to local development occurring along the corridor, including;

-Future city plans for a linear park in the vicinity of Larkin Rd

-Future city and Three Rivers Park District interests in grade-separated crossings at CSAH 30 (Hunter's Ridge) and Rush Creek Development

-Future Three Rivers Park District plans for the Diamond Lake Regional Trail

A map of nearby multimodal connections is included in Attachment 08.

(Limit 2,800 characters; approximately 400 words)

Upload Transit map

1701638451748_2024 RS Map 04 - CR 116 (Fletcher Ln) - Transit Connections.pdf

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.

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. Yes

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.

Response:

No outreach specific to this project has been completed to date; however, engagement related to Hennepin County's 2040 Bicycle Transportation Plan led to this roadway being classified as one with a future off-street facility. Once the project is funded Hennepin County will begin engagement activities. Outreach will include in-person events and meetings and online methods. Hennepin County's goal is to reach a wide and diverse cross section of residents and corridor users to gain public input that is representative of the community.

(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 project?s 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.

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. Yes

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 1701734549853_Attachment 05 - Potential Concept.pdf

Please upload attachment in PDF form

Additional Attachments

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	
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	Yes
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	
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

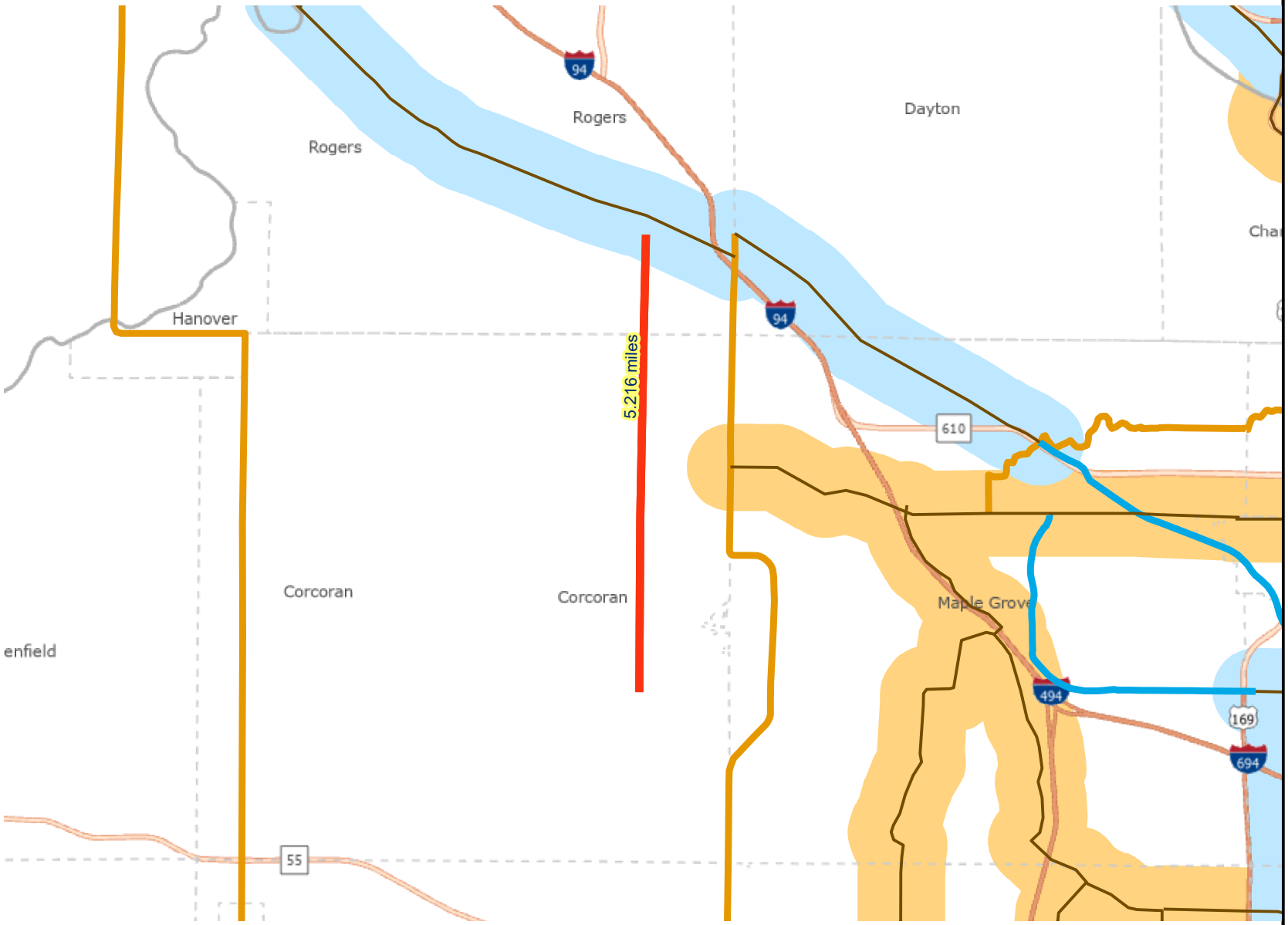
Total Project Cost (entered in Project Cost Form):	$7,050,000.00
Enter Amount of the Noise Walls:	$0.00
Total Project Cost subtract the amount of the noise walls:	$7,050,000.00
Points Awarded in Previous Criteria	
Cost Effectiveness	$0.00

Other Attachments

File Name	Description	File Size
Attachment 00 - List of Attachments.pdf	Attachment 00 - List of Attachments	76 KB
Attachment 01 - Project Narrative.pdf	Attachment 01 - Project Narrative	110 KB
Attachment 02 - Project Location Map.pdf	Attachment 02 - Project Location Map	2.3 MB
Attachment 03 - Existing Conditions Photos.pdf	Attachment 03 - Existing Conditions Photos	221 KB
Attachment 04 - Potential Typical Section.pdf	Attachment 04 - Potential Typical Section	482 KB
Attachment 05 - Potential Concept.pdf	Attachment 05 - Potential Concept	2.0 MB
Attachment 06 - Disadvantaged Communities and Resources Map.pdf	Attachment 06 - Disadvantaged Communities and Resources Map	1.5 MB
Attachment 07 - Affordable Housing Access Map & Detail Summary.pdf	Attachment 07 - Affordable Housing Access Map & Detail Summary	1.1 MB
Attachment 08 - Multimodal Connections Map.pdf	Attachment 08 - Multimodal Connections Map	795 KB
Attachment 09 - Crash Data Summary.pdf	Attachment 09 - Crash Data Summary	257 KB
Attachment 10 - Crash Reduction References.pdf	Attachment 10 - Crash Reduction References	596 KB
Attachment 11 - City of Corcoran Support Letter.pdf	Attachment 11 - City of Corcoran Support Letter	1.5 MB
Attachment 12 - City of Corcoran Resolution 2023-98.pdf	Attachment 12 - City of Corcoran Resolution 2023-98	1.3 MB
Attachment 13 - City of Rogers Support Letter.pdf	Attachment 13 - City of Rogers Support Letter	196 KB

Project to RBTN Orientation

Multiuse Trails and Bicycle Facilities Project: CR 116 (Fletcher Ln) Bikeway Project | Map ID: 1699017215568



Project
RBTN Corridor Centerlines
RBTN Tier 1 Alignment
RBTN Tier 2 Alignment
RBTN Tier 1
RBTN Tier 2

0 1 2 4 6 8 Miles

Created: 11/3/2023
LandscapeRSA6

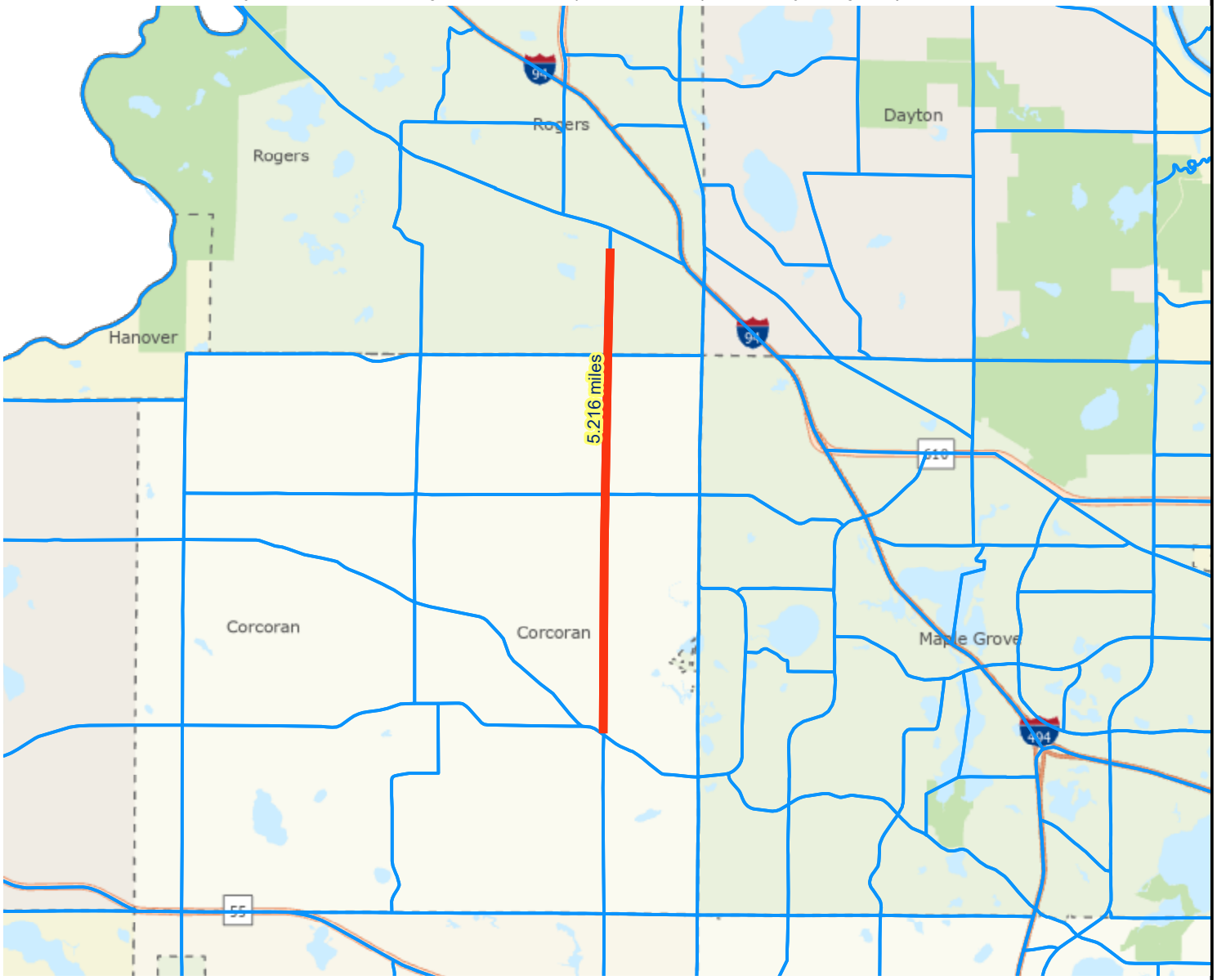
METROPOLITAN COUNCIL

Population/Employment Summary

Multiuse Trails and Bicycle Facilities Project: CR 116 (Fletcher Ln) Bikeway Project | Map ID: 1699017215568

Results

Within ONE Mile of project:
Total Population: 7171
Total Employment: 3272



Project Points
Project
Project Area
2016 TAZ

0 1 2 4 6 8 Miles

Created: 11/3/2023
LandscapeRSA4

METROPOLITAN COUNCIL

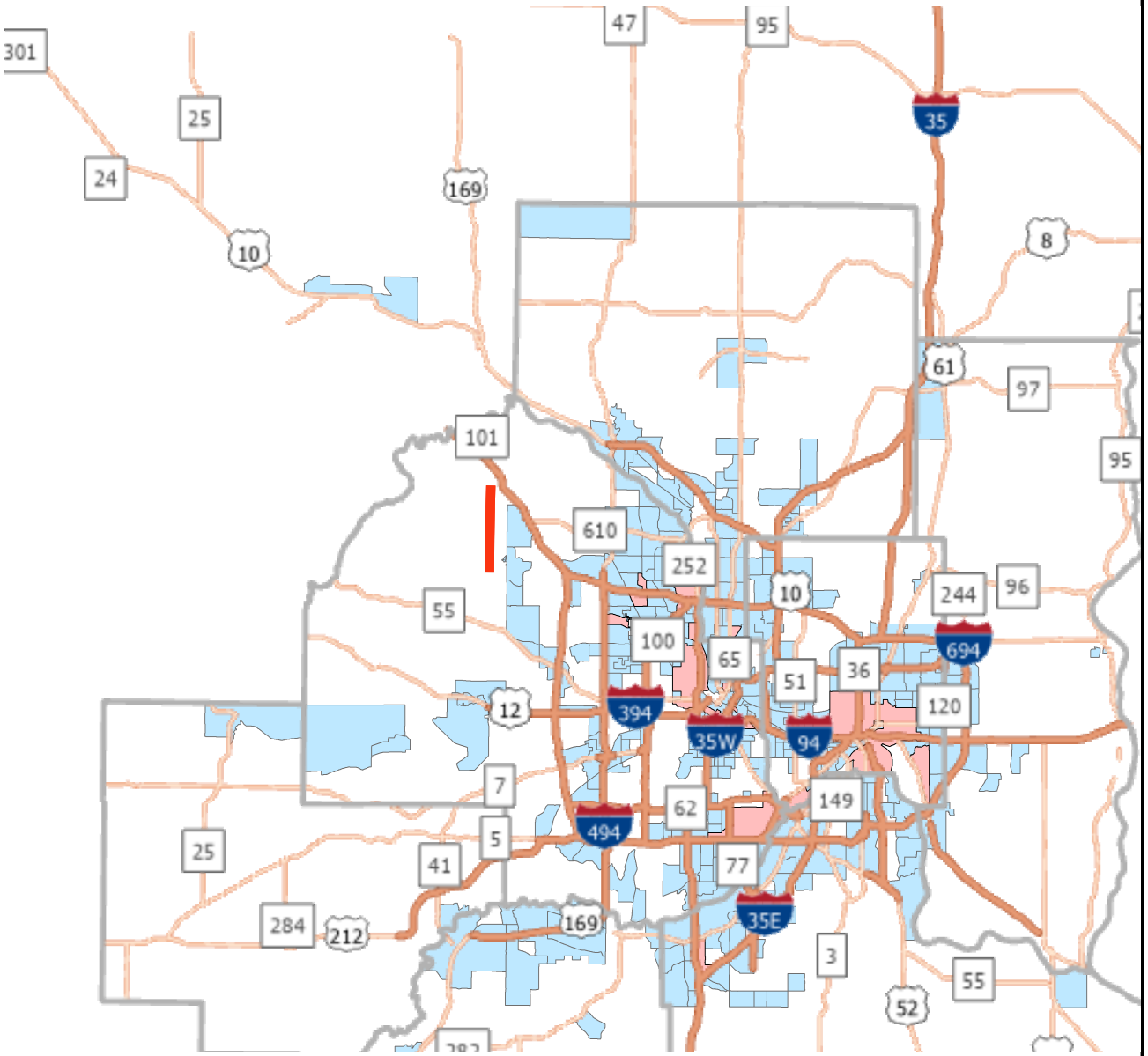
Socio-Economic Conditions

Multiuse Trails and Bicycle Facilities Project: CR 116 (Fletcher Ln) Bikeway Project | Map ID: 1699017215568

Results

Total of publicly subsidized rental housing units in census tracts within 1/2 mile: 61

Project located in census tracts that are BELOW the regional average for population in poverty or population of color.



Lines

Regional Environmental Justice Area

Area of Concentrated Poverty

0 5 10 20 30 40 Miles

Created: 11/3/2023
LandscapeRSA2

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

METROPOLITAN COUNCIL

Transit Connections

Multiuse Trails and Bicycle Facilities Project: CR 116 (Fletcher Ln) Bikeway Project | Map ID: 1699017215568

Results

Transit with a Direct Connection to project:
-- NONE --

**indicates Planned Alignments*

Transit Market areas: 5

Project Points

Project

Project Area

0 1 2 4 6 8 Miles

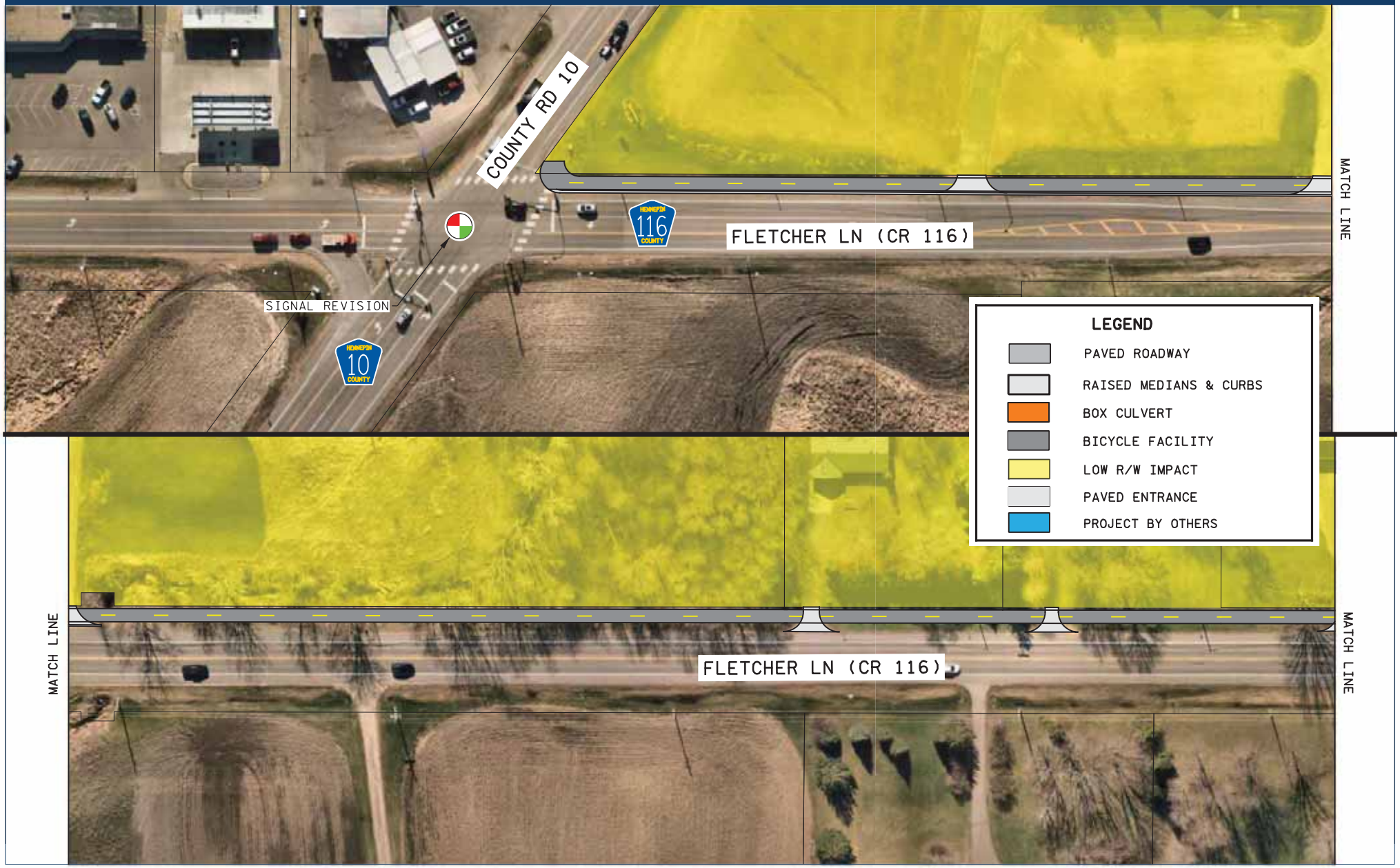
Created: 11/3/2023
LandscapeRSA3

METROPOLITAN COUNCIL

CR 116 (Fletcher Ln) Bikeway Project

Attachment 05 | Potential Concept

HENNEPIN COUNTY
MINNESOTA



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10/31/2023
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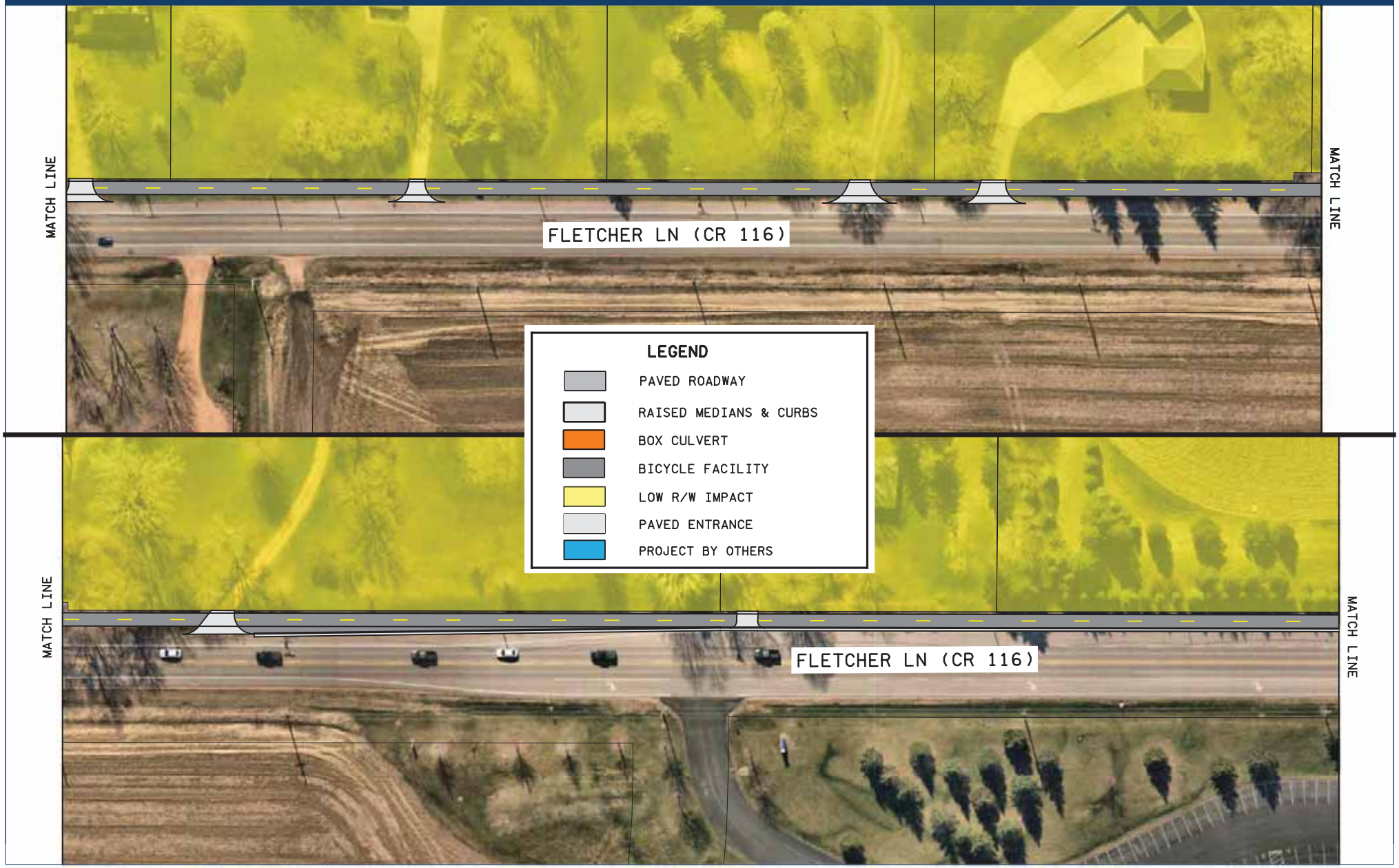
CR 116 (Fletcher Ln) Bikeway Project

Attachment 05 | Potential Concept

HENNEPIN COUNTY
MINNESOTA



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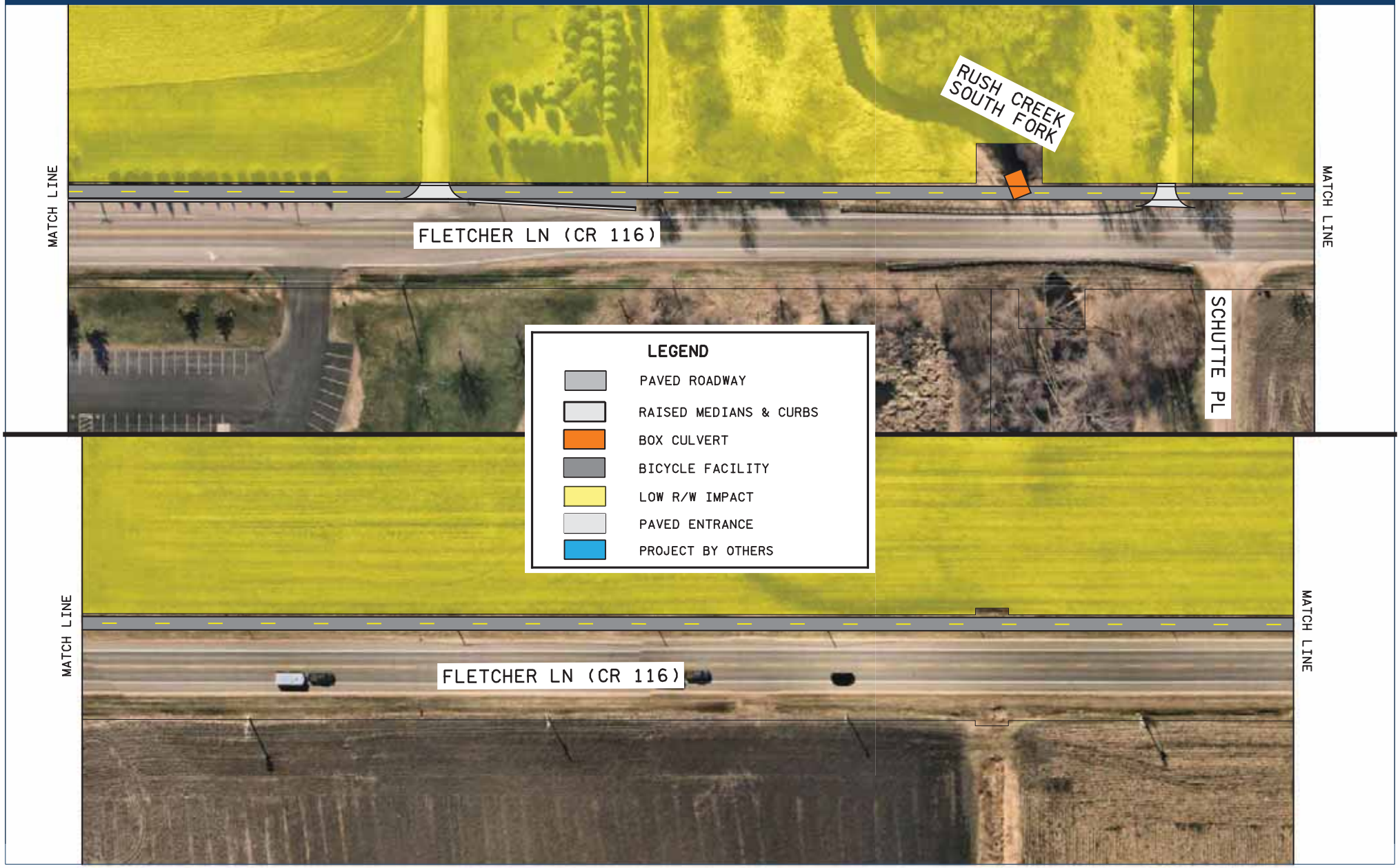
CR 116 (Fletcher Ln) Bikeway Project

Attachment 05 | Potential Concept

HENNEPIN COUNTY
MINNESOTA



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CR 116 (Fletcher Ln) Bikeway Project

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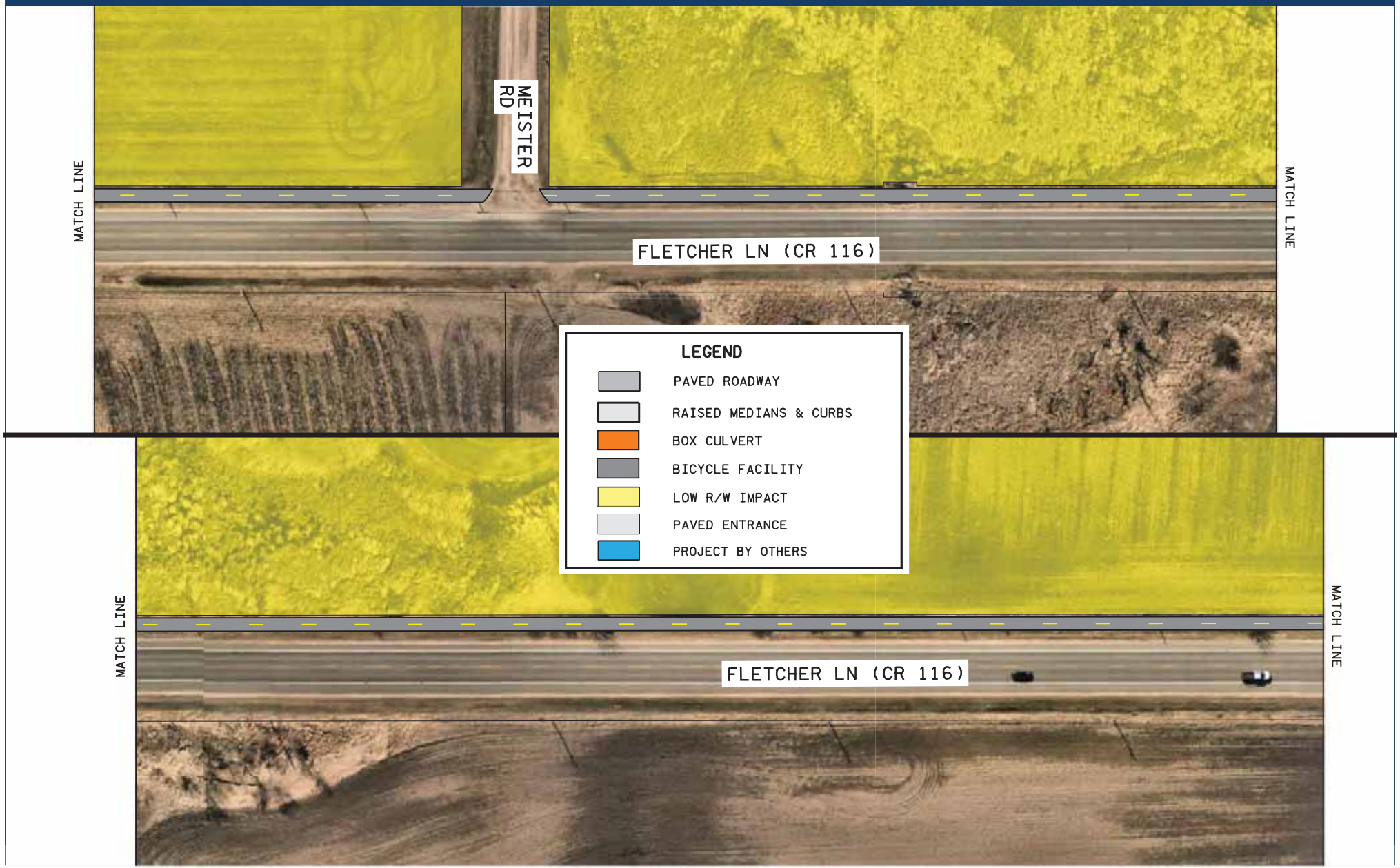
HENNEPIN COUNTY
MINNESOTA



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CR 116 (Fletcher Ln) Bikeway Project

Attachment 05 | Potential Concept

HENNEPIN COUNTY
MINNESOTA

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CR 116 (Fletcher Ln) Bikeway Project

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CR 116 (Fletcher Ln) Bikeway Project

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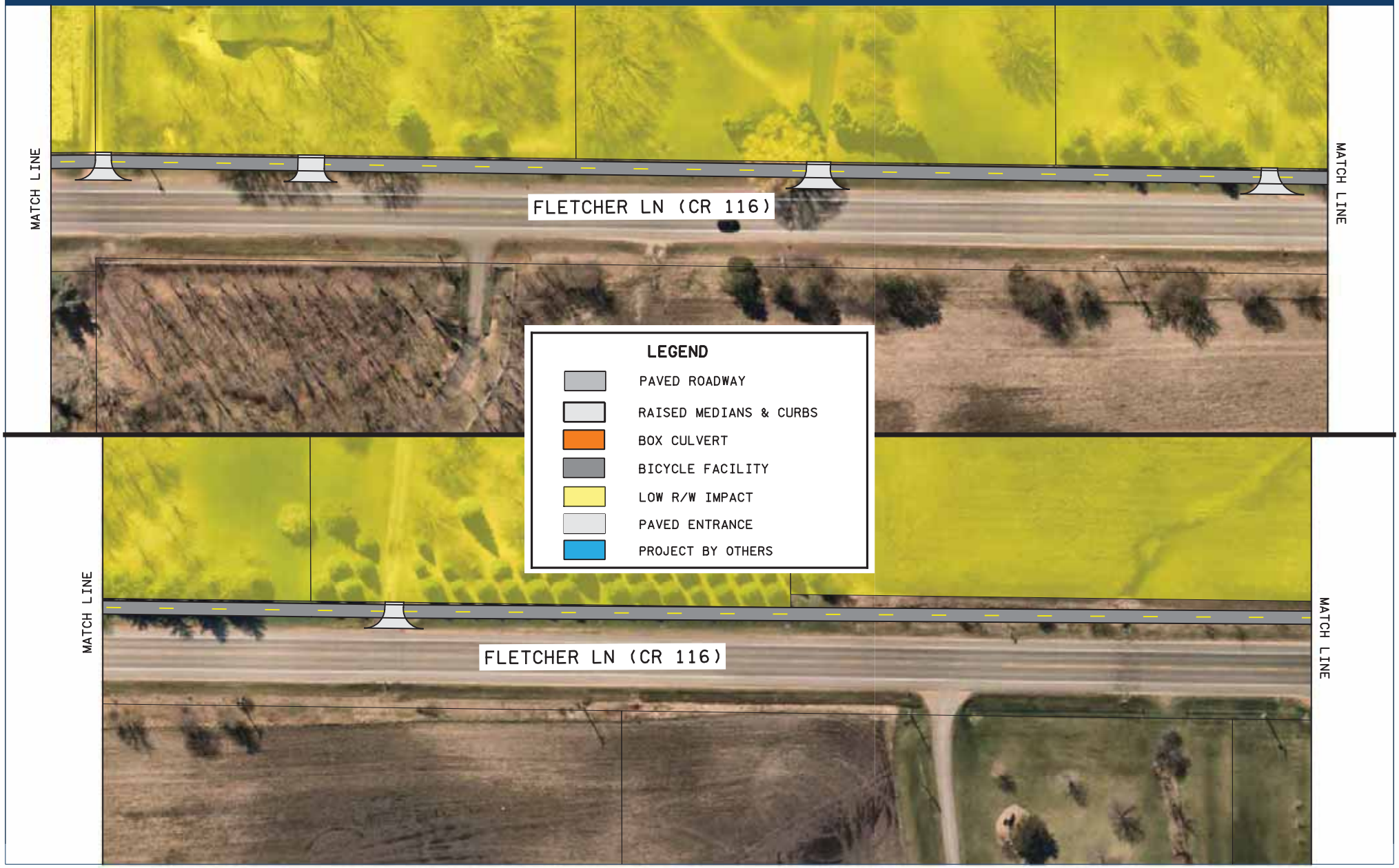
HENNEPIN COUNTY
MINNESOTA



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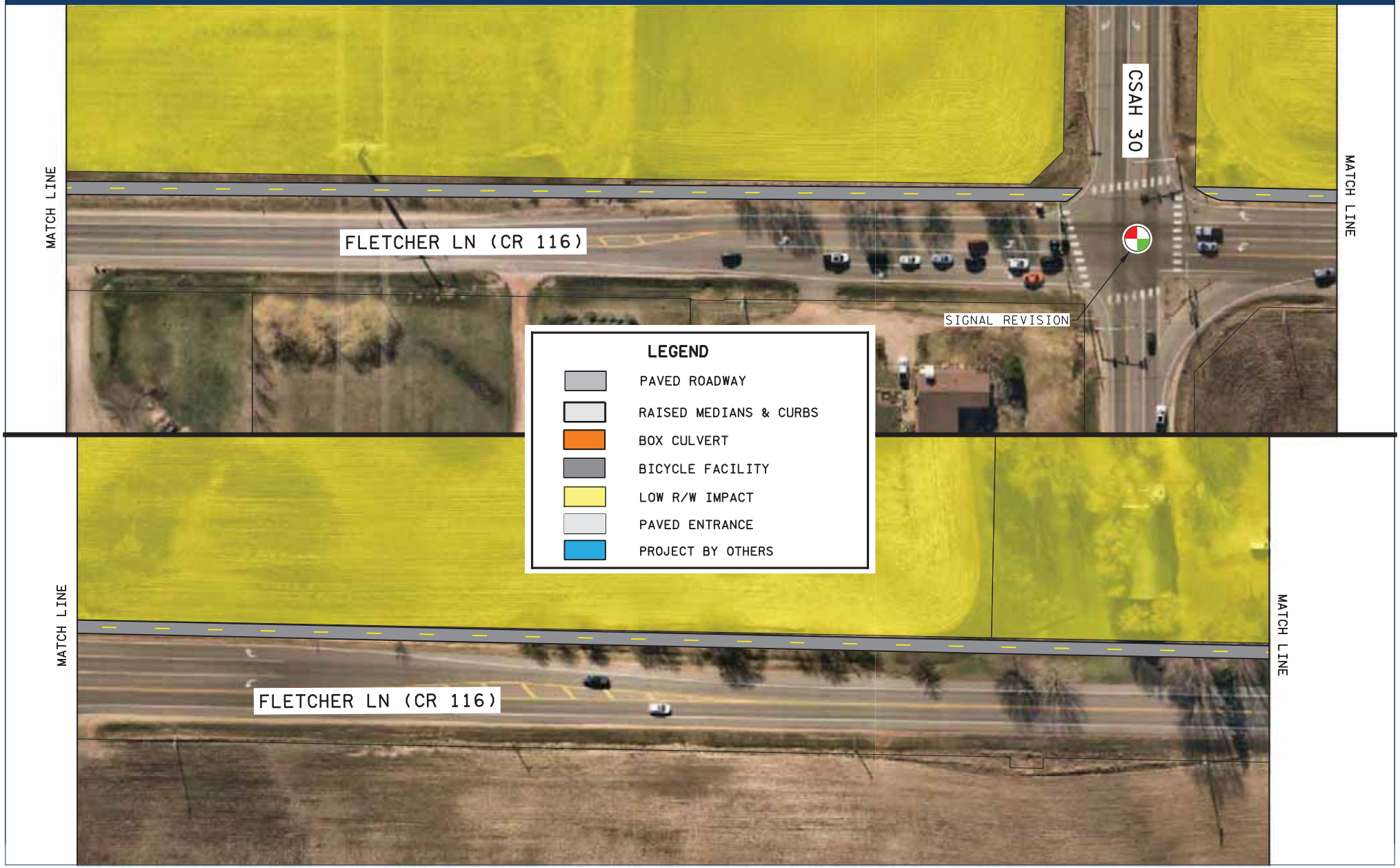
CR 116 (Fletcher Ln) Bikeway Project

Attachment 05 | Potential Concept

HENNEPIN COUNTY
MINNESOTA



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CR 116 (Fletcher Ln) Bikeway Project

Attachment 05 | Potential Concept

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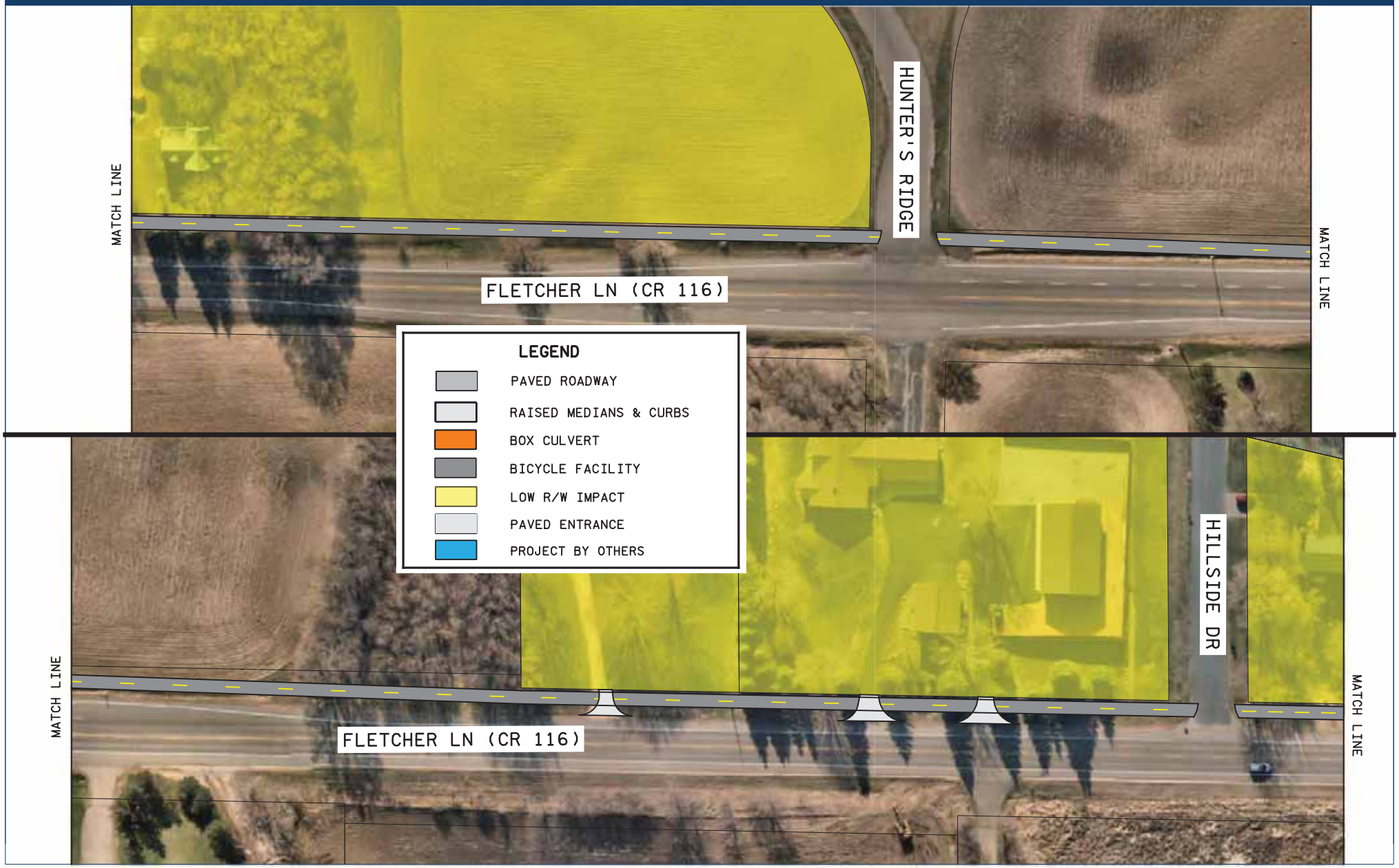
MINNESOTA



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CR 116 (Fletcher Ln) Bikeway Project

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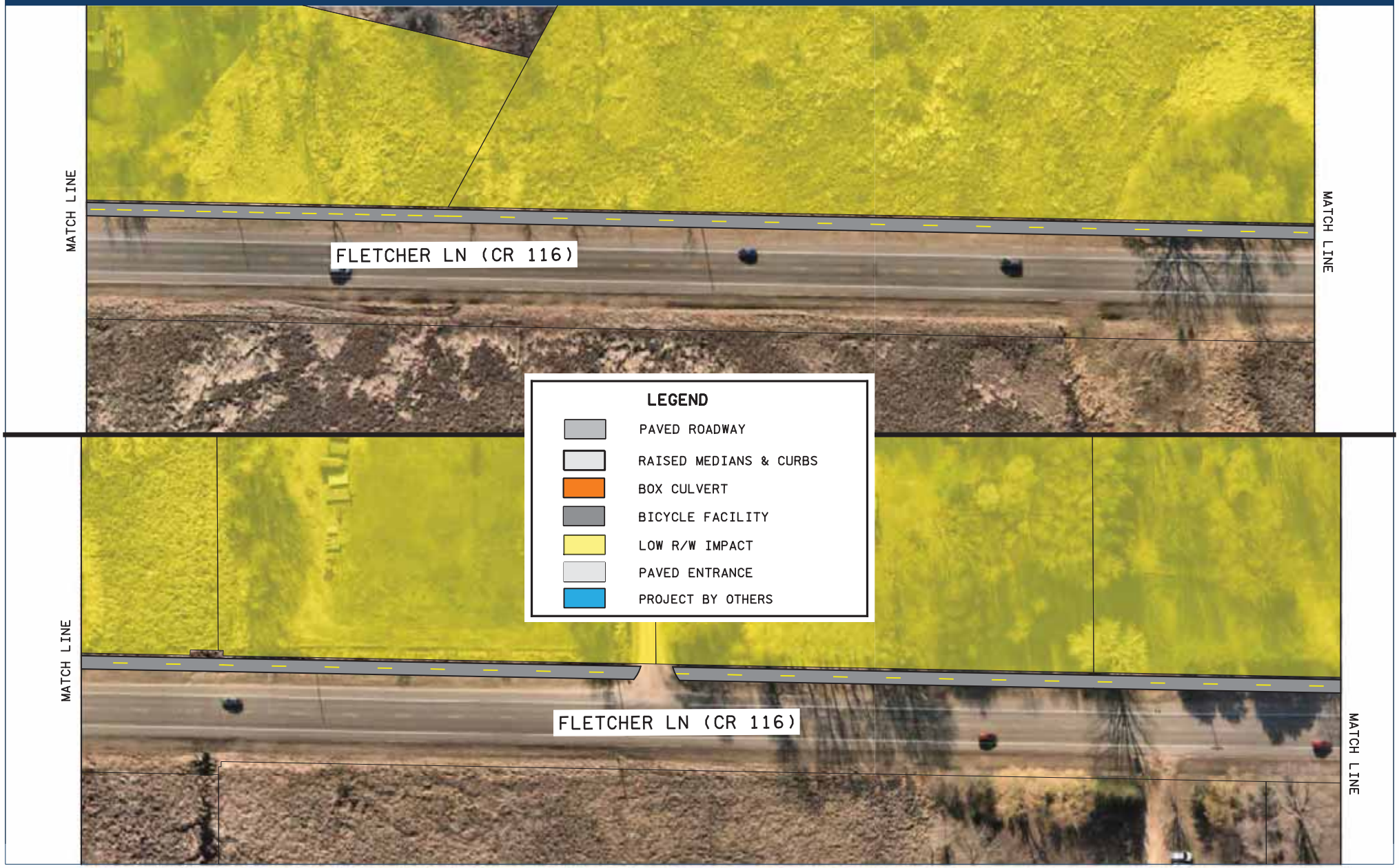
HENNEPIN COUNTY
MINNESOTA



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CR 116 (Fletcher Ln) Bikeway Project

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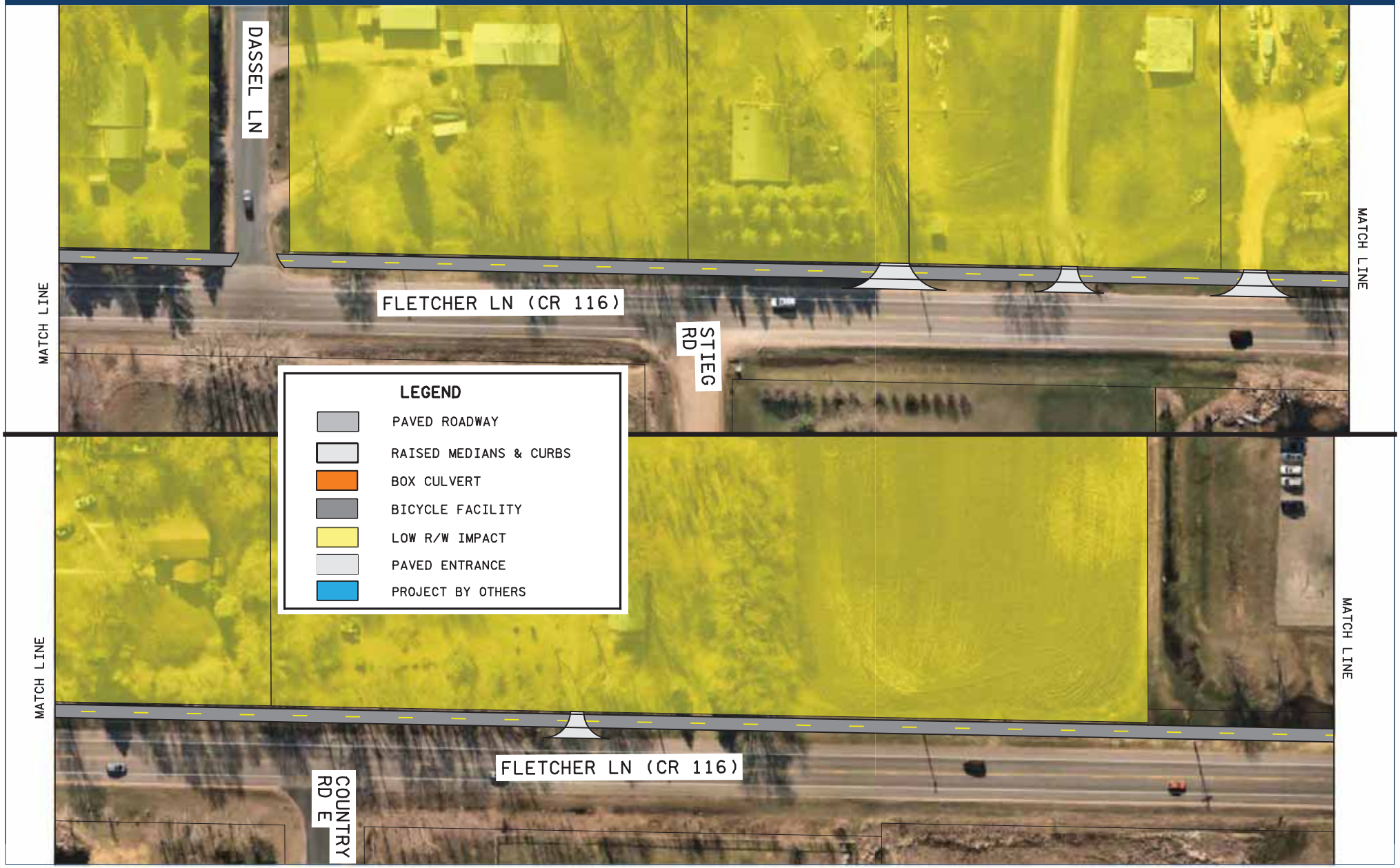
MINNESOTA



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CR 116 (Fletcher Ln) Bikeway Project

Attachment 05 | Potential Concept

HENNEPIN COUNTY
MINNESOTA

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HENNEPIN COUNTY
MINNESOTA

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CR 116 (Fletcher Ln) Bikeway Project

Attachment 05 | Potential Concept

HENNEPIN COUNTY
MINNESOTA

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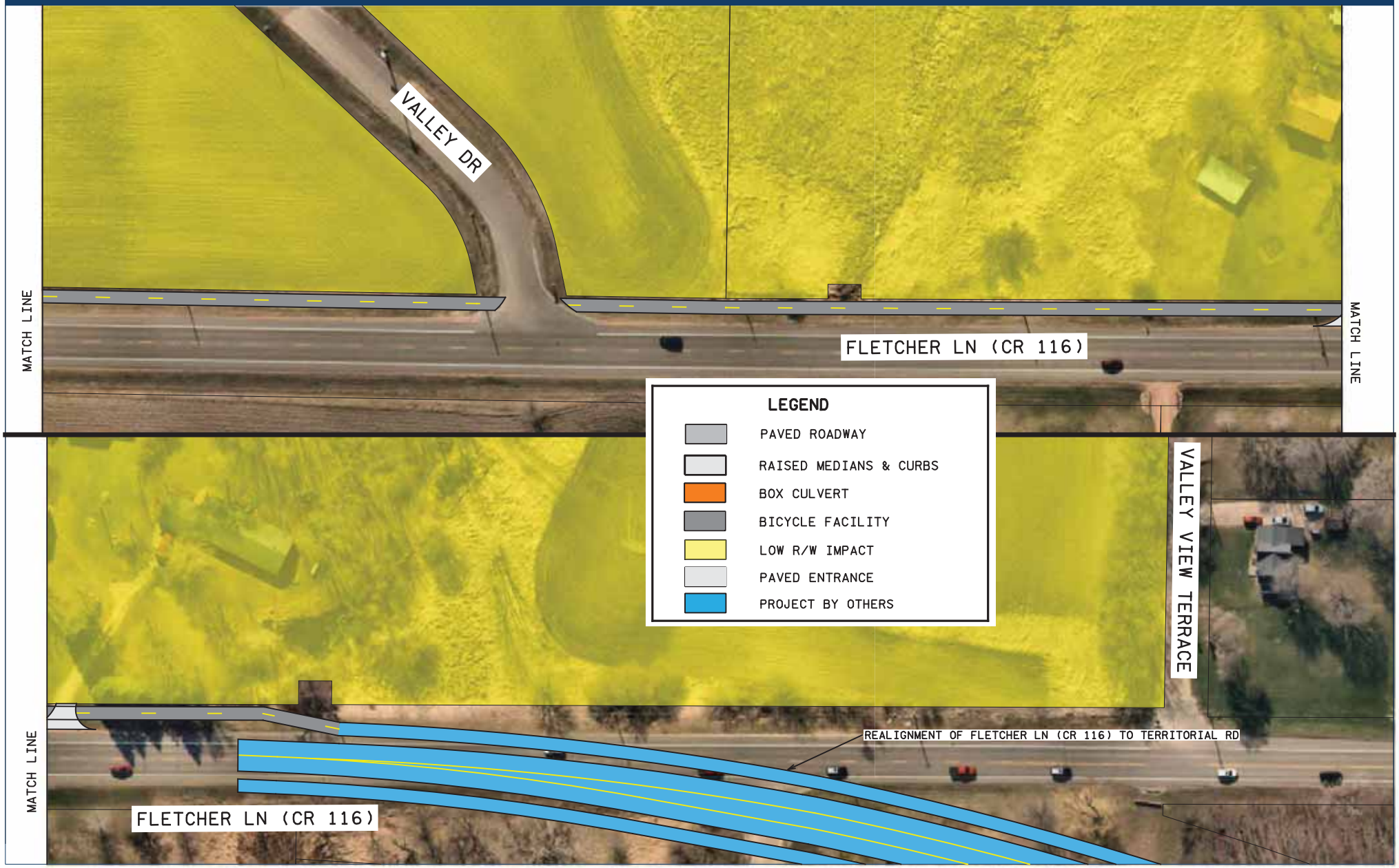
CR 116 (Fletcher Ln) Bikeway Project

Attachment 05 | Potential Concept

HENNEPIN COUNTY
MINNESOTA



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10/31/2023
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CR 116 (Fletcher Ln) Bikeway Project

List of Attachments

1. Project Narrative
2. Project Location Map
3. Existing Roadway Condition Photos
4. Potential Typical Section
5. Potential Project Concept
6. Disadvantaged Communities and Resources Map
7. Affordable Housing Access Map and Detail Summary
8. Multimodal Connections Map
9. Crash Data Summaries
10. Crash Reduction References
11. City of Corcoran Support Letter
12. City of Corcoran Resolution 2023-98
13. City of Rogers Support Letter

CR 116 (Fletcher Ln) Bikeway Project

Attachment 01 | Project Narrative

HENNEPIN COUNTY
MINNESOTA

Project Name
CR 116 (Fletcher Ln) Bikeway Project

City(ies)
Corcoran Rogers

Commisioner District(s)
7

Capital Project Number
Unfunded Candidate ID #2230501

Project Category
Multimodal Safety (Corridor)

Scoping Manager
James Weatherly

Scoping Form Revision Dates
10/23/2023

Project Summary

Construct a multi-use trail facility along Fletcher Ln (CR 116) from County Road 10 (CSAH 10) to 1200' South of Territorial Rd (CR 159) in the Cities of Corcoran and Rogers.

Roadway History

The existing roadway (last reconstructed in 1971) involves a two-lane rural design with a posted speed limit of 55 mph for much of the corridor. There are no dedicated facilities for people walking and biking along and across the roadway and turn lanes throughout the corridor creates conflict points between fast-moving vehicular traffic and nonmotorized users. No crossing enhancements (such as curb extensions, raised medians, and beacons) currently exist along the corridor.

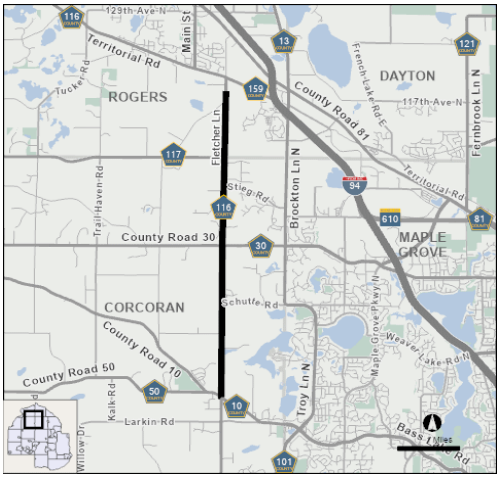
Project Description and Benefits

The proposed project will improve accessibility, mobility, and safety for people walking and biking through the construction of a multi-use trail and corresponding boulevard and green streets improvements along Fletcher Ln (CR 116). Fletcher Ln (CR 116) provides a north/south connection for users in Corcoran and Rogers that is rapidly experiencing development. The proposed project will provide a north/south All Ages and Abilities facility that connects to a future Tier 1 east/west Regional Bicycle Transportation Network corridor.

Project Risks & Uncertainities

Future coordination needed with Three Rivers Park District regarding the potential Diamond Lake Regional Trail, a well as with the City of Corcoran regarding interests in grade separated crossings as well as a linear park in the vicinity of Larkin Rd.

Project Map



Initial Project Timeline

Scoping:	Q2 2023 - Q4 2025
Design:	Q1 2026 - Q4 2028
R/W Acquisition:	Q1 2027 - Q4 2028
Bid Advertisement:	Q1 2029
Construction:	Q2 2029 - Q4 2030

Project Delivery Responsibilities

Preliminary Design:	Consultant
Final Design:	Consultant
Construction Services:	Consultant

Project Budget -	Project Level	
Construction:	$	5,420,000
Cost Estimate Year:		2023
Construction Year:		2029
Annual Inflation Rate:		2.0%
Inflated Construction:	$	6,100,000
Design Services:	$	1,220,000
R/W Acquisition:	$	1,900,000
Other (Utility Burial):	$	-
Construction Services:	$	490,000
Contingency:	$	1,830,000
Total Project Budget:	**$**	**11,540,000**

Funding Notes

This project is a candidate for federal funding through the Metropolitan Council's Regional Solicitation based on the project's connection to an east/west alignment recognized on the RBTN.

CR 116 (Fletcher Ln) Bikeway Project

Attachment 02 | Project Location Map

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N

0 1.5 3 Miles

Publication date: 11/3/2023

Data sources (if applicable):

CR 116 (Fletcher Ln) Bikeway Project

Attachment 03 | Existing Condition Photos

View of the existing roadway, including the shoulder, which narrows and drops at intersections.

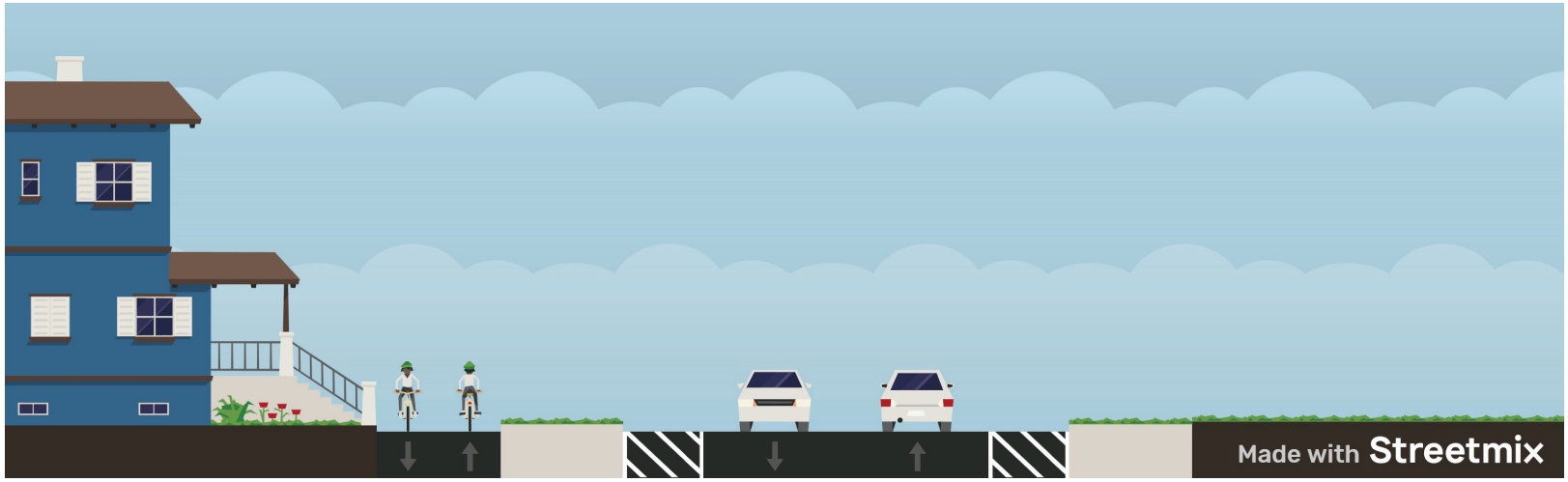
View of intersection at CR 116 (Fletcher Ln) and CSAH 10. The photo above shows that this intersection lacks sufficient ADA compliant pedestrian ramps for people walking and rolling.

The intersection of CR 116 (Fletcher Ln) and Hackamore Rd is picture above. A county rehabilitation project is anticipated to be coordinated with this bikeway project in order to ensure a smooth surface for all modes

Hennepin County Public Works
1600 Prairie Drive, Medina, MN 55340
612-596-0300 | hennepin.us

CR 116 (Fletcher Ln) Bikeway Project

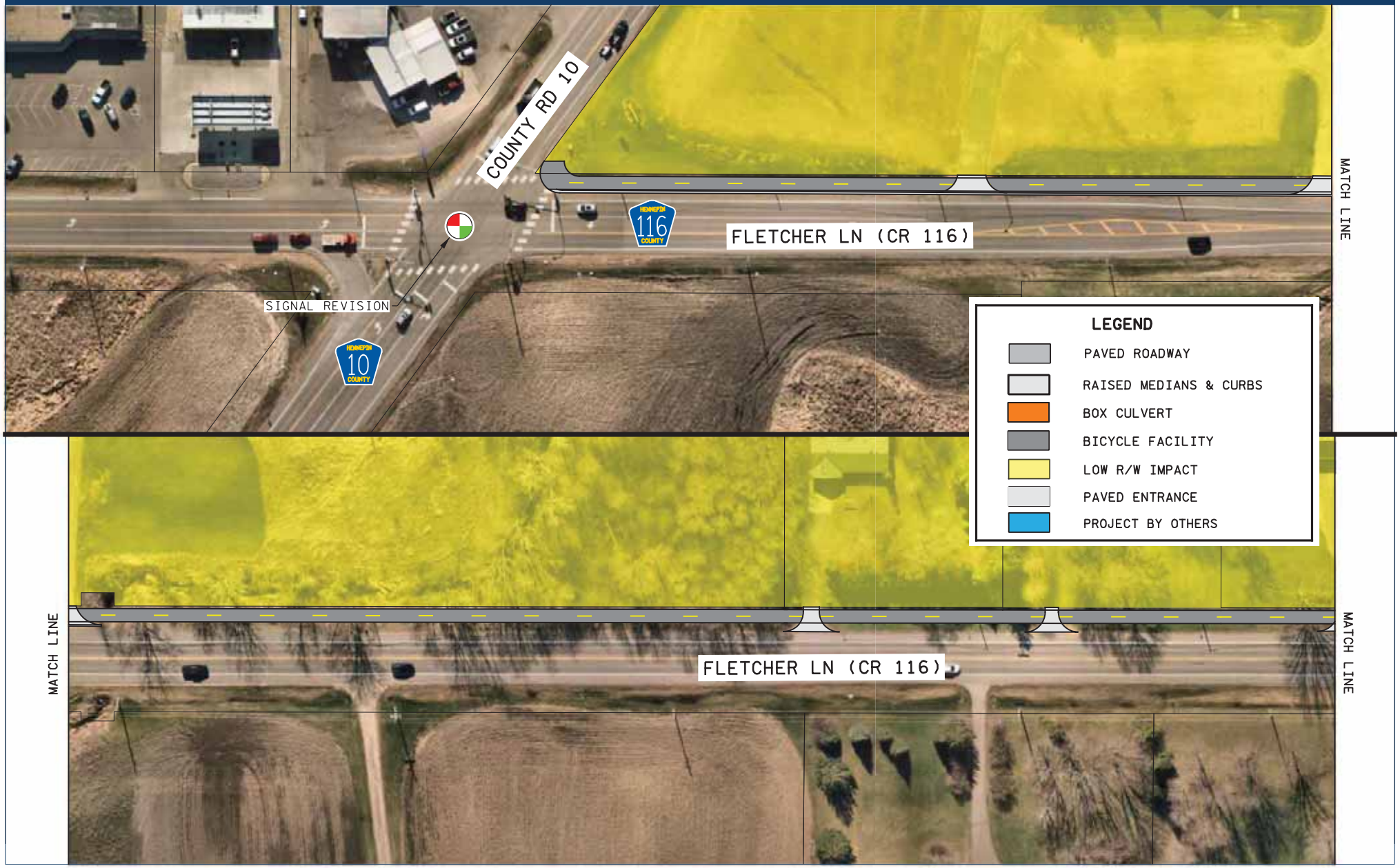
Attachment 04 | Potential Typical Section



CR 116 (Fletcher Ln) Bikeway Project

Attachment 05 | Potential Concept

HENNEPIN COUNTY
MINNESOTA



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Job #14870
10/31/2023
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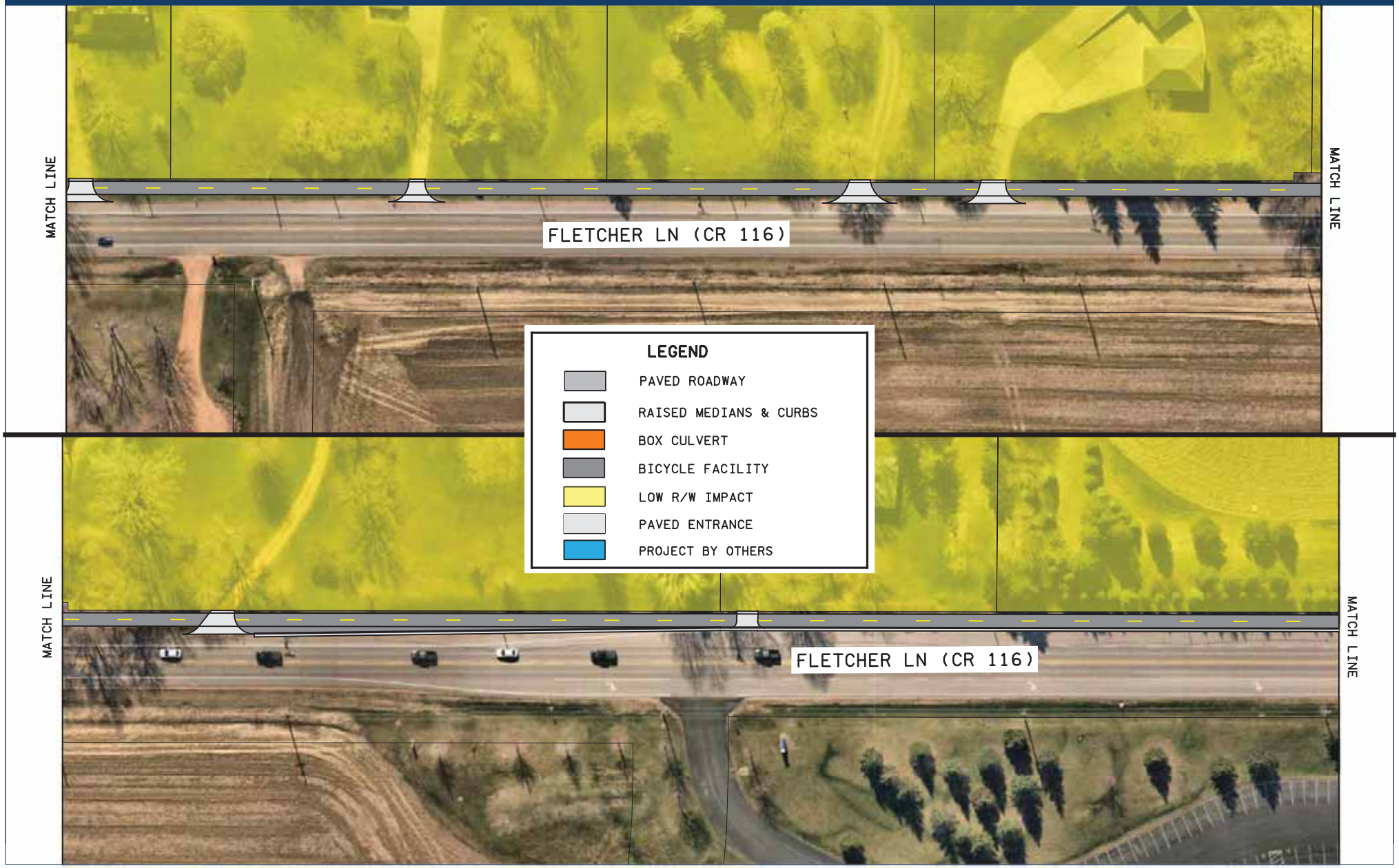
CR 116 (Fletcher Ln) Bikeway Project

Attachment 05 | Potential Concept

HENNEPIN COUNTY
MINNESOTA



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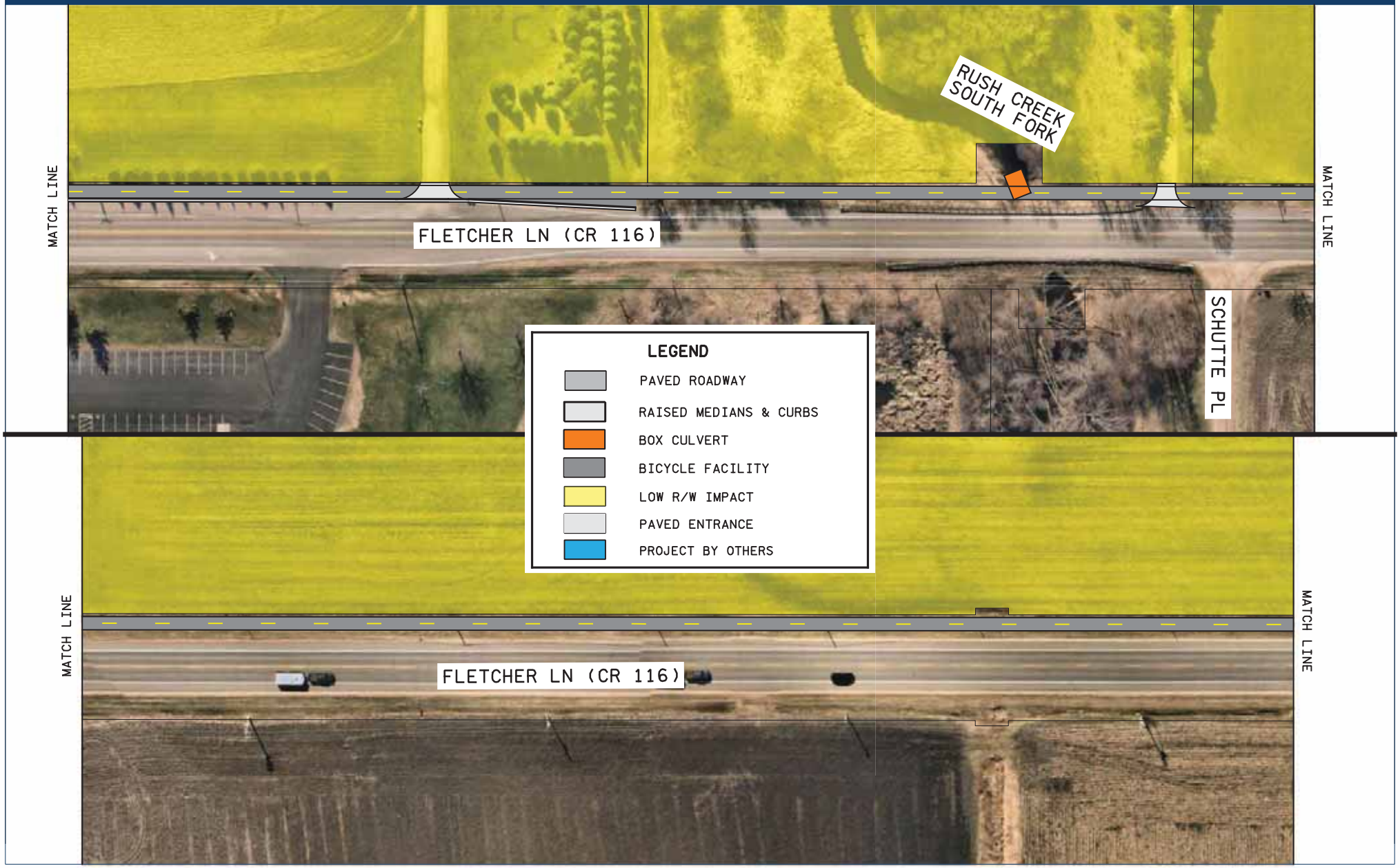
CR 116 (Fletcher Ln) Bikeway Project

Attachment 05 | Potential Concept

HENNEPIN COUNTY
MINNESOTA



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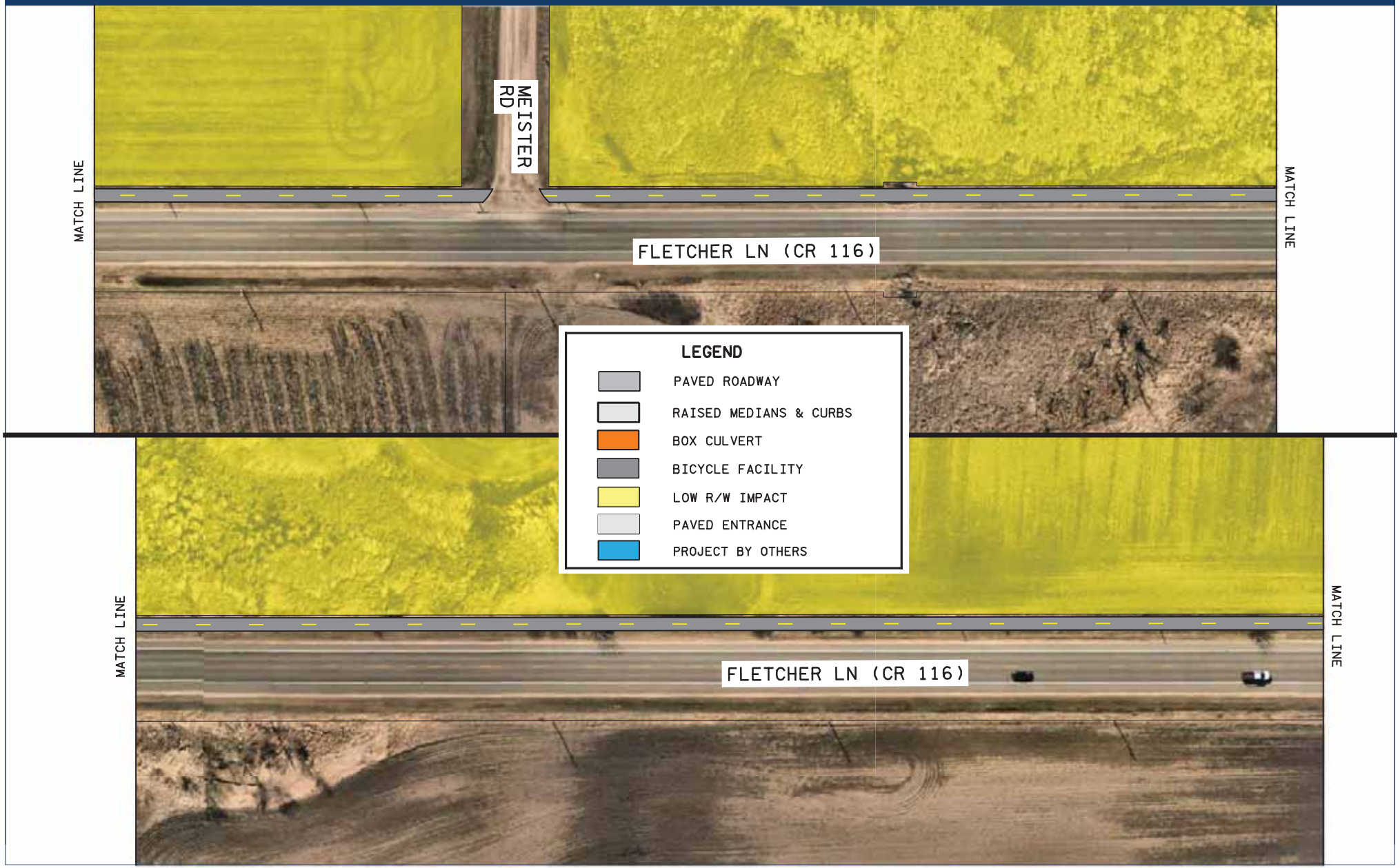
CR 116 (Fletcher Ln) Bikeway Project

Attachment 05 | Potential Concept

HENNEPIN COUNTY
MINNESOTA



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CR 116 (Fletcher Ln) Bikeway Project

Attachment 05 | Potential Concept

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CR 116 (Fletcher Ln) Bikeway Project

Attachment 05 | Potential Concept

HENNEPIN COUNTY
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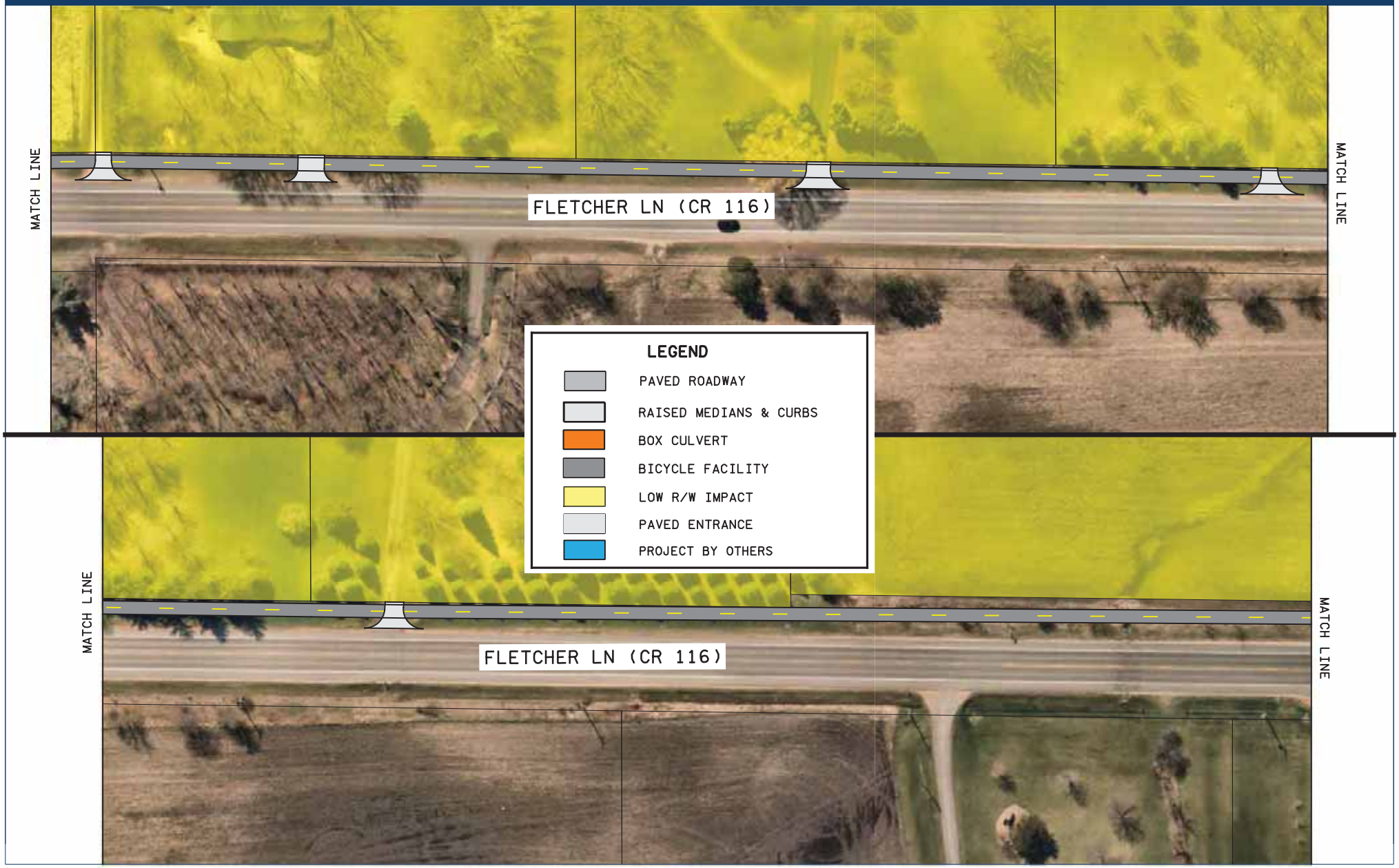
CR 116 (Fletcher Ln) Bikeway Project

Attachment 05 | Potential Concept

HENNEPIN COUNTY
MINNESOTA



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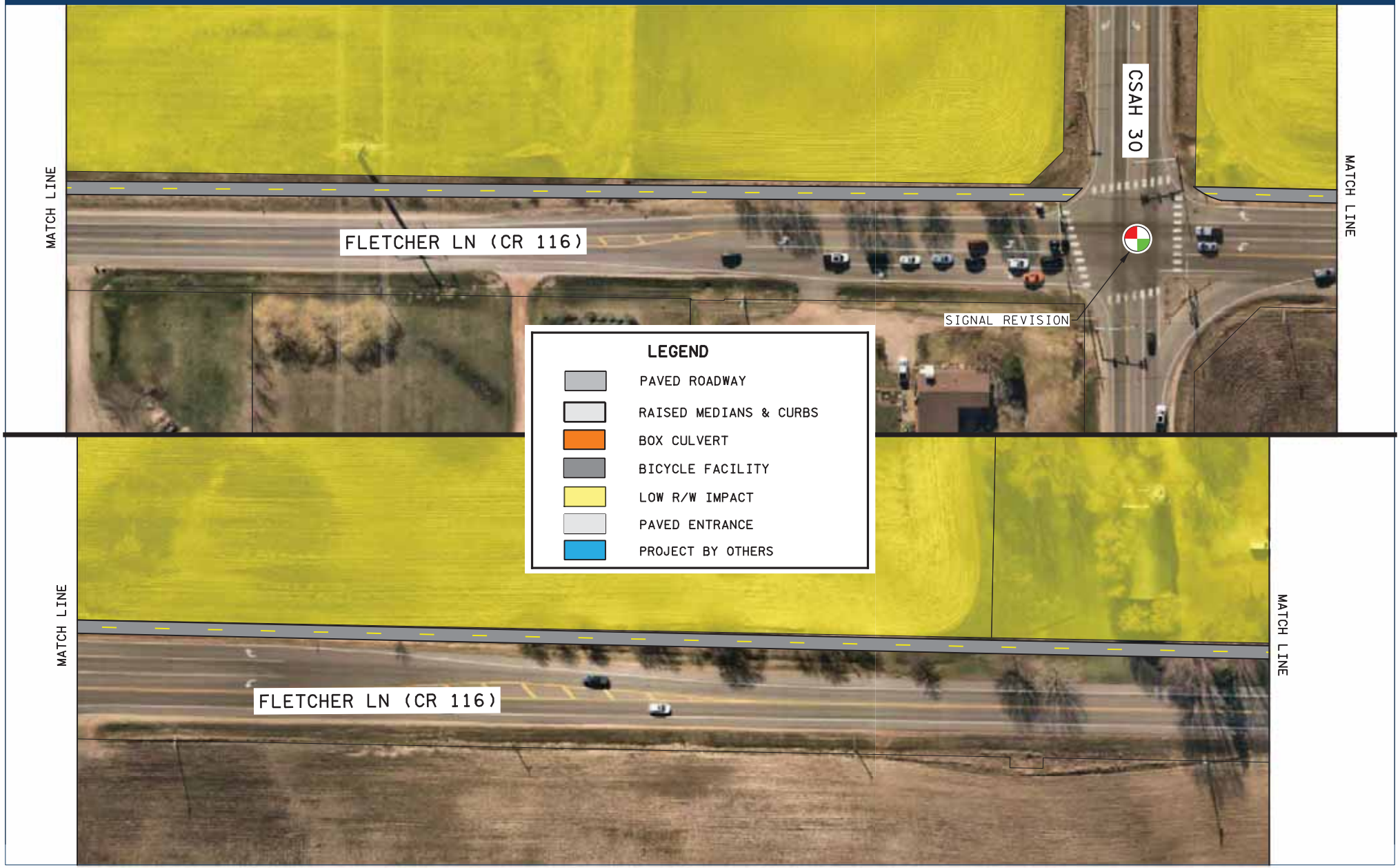
CR 116 (Fletcher Ln) Bikeway Project

Attachment 05 | Potential Concept

HENNEPIN COUNTY
MINNESOTA



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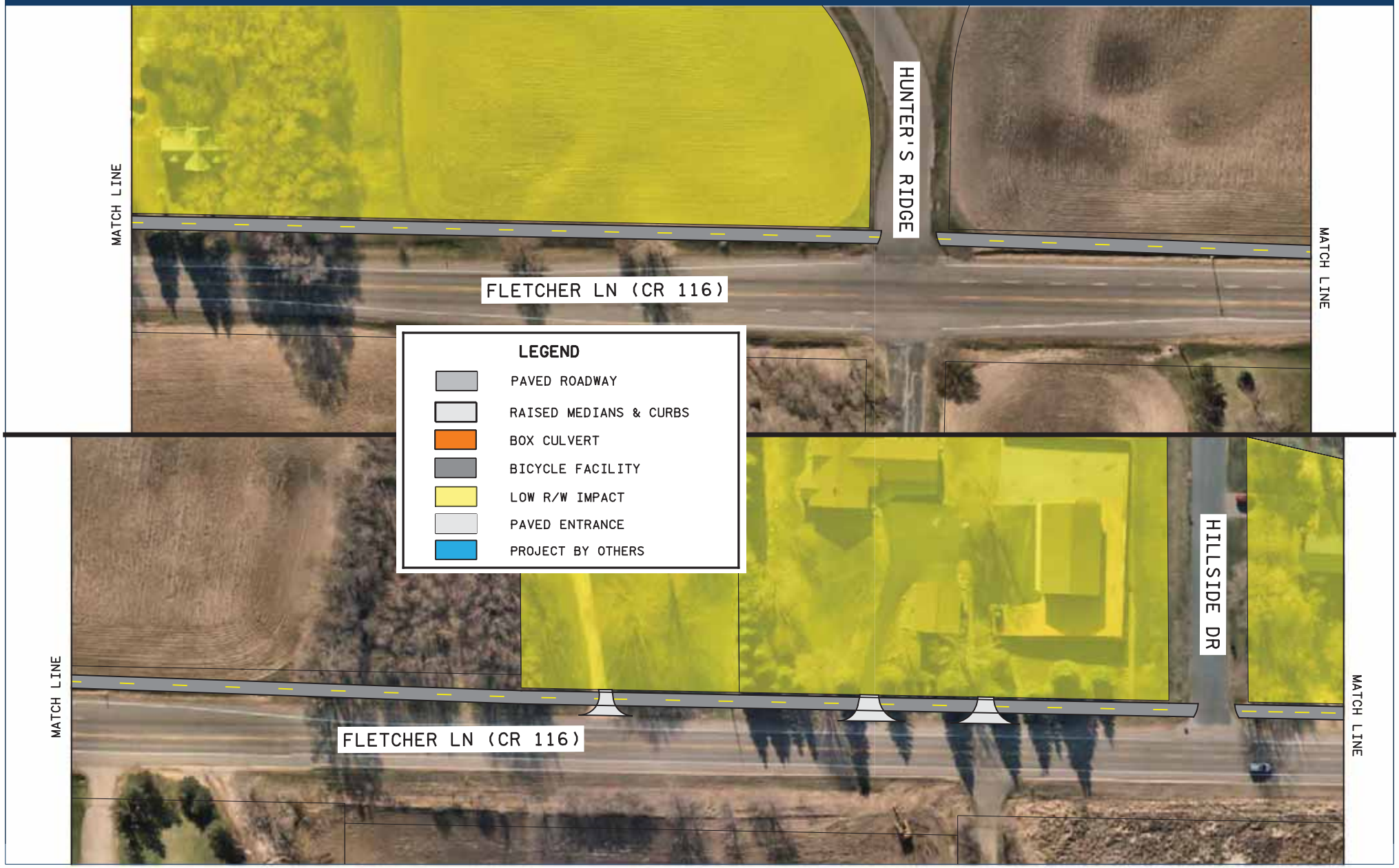
CR 116 (Fletcher Ln) Bikeway Project

Attachment 05 | Potential Concept

HENNEPIN COUNTY
MINNESOTA



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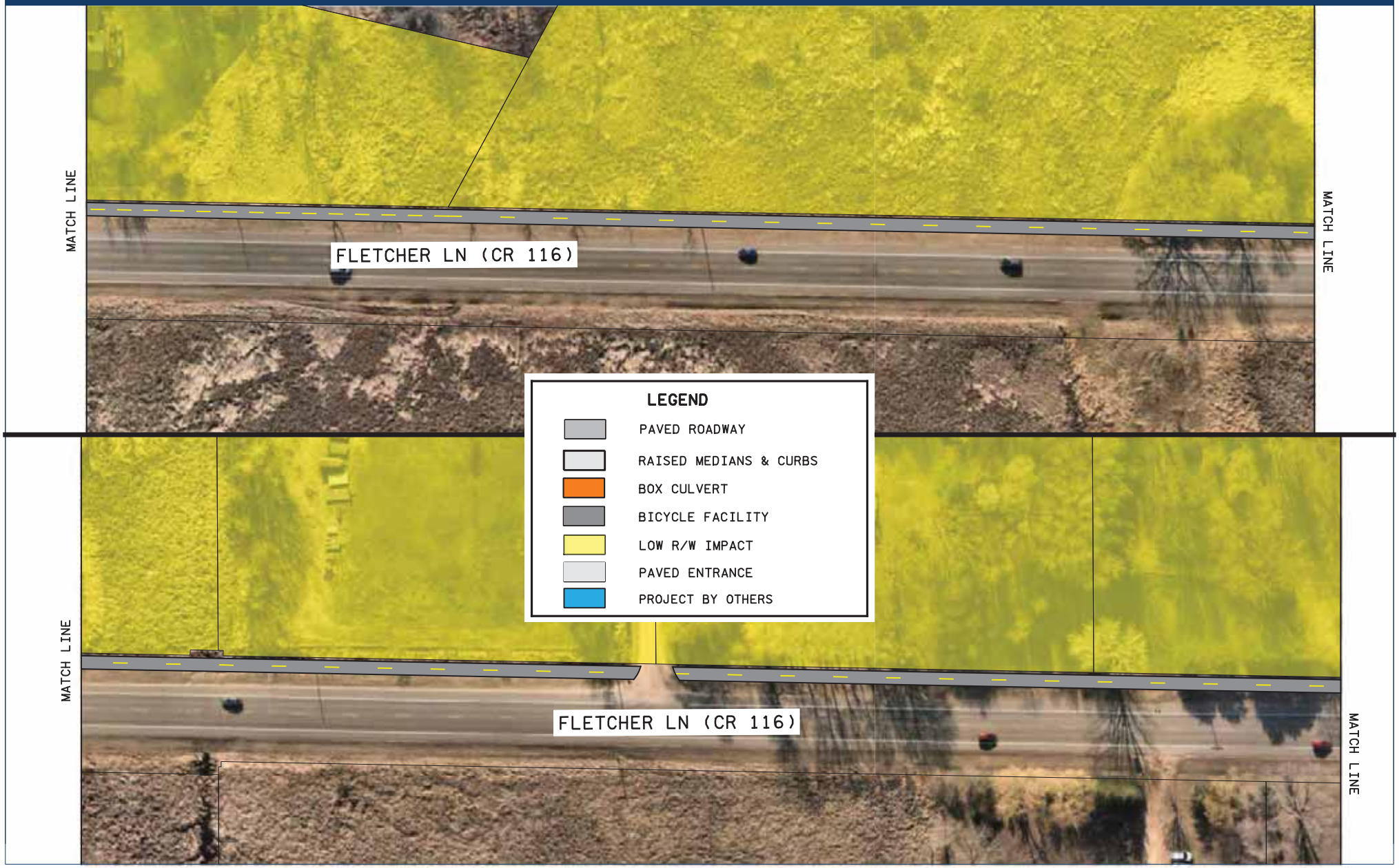
CR 116 (Fletcher Ln) Bikeway Project

Attachment 05 | Potential Concept

HENNEPIN COUNTY
MINNESOTA



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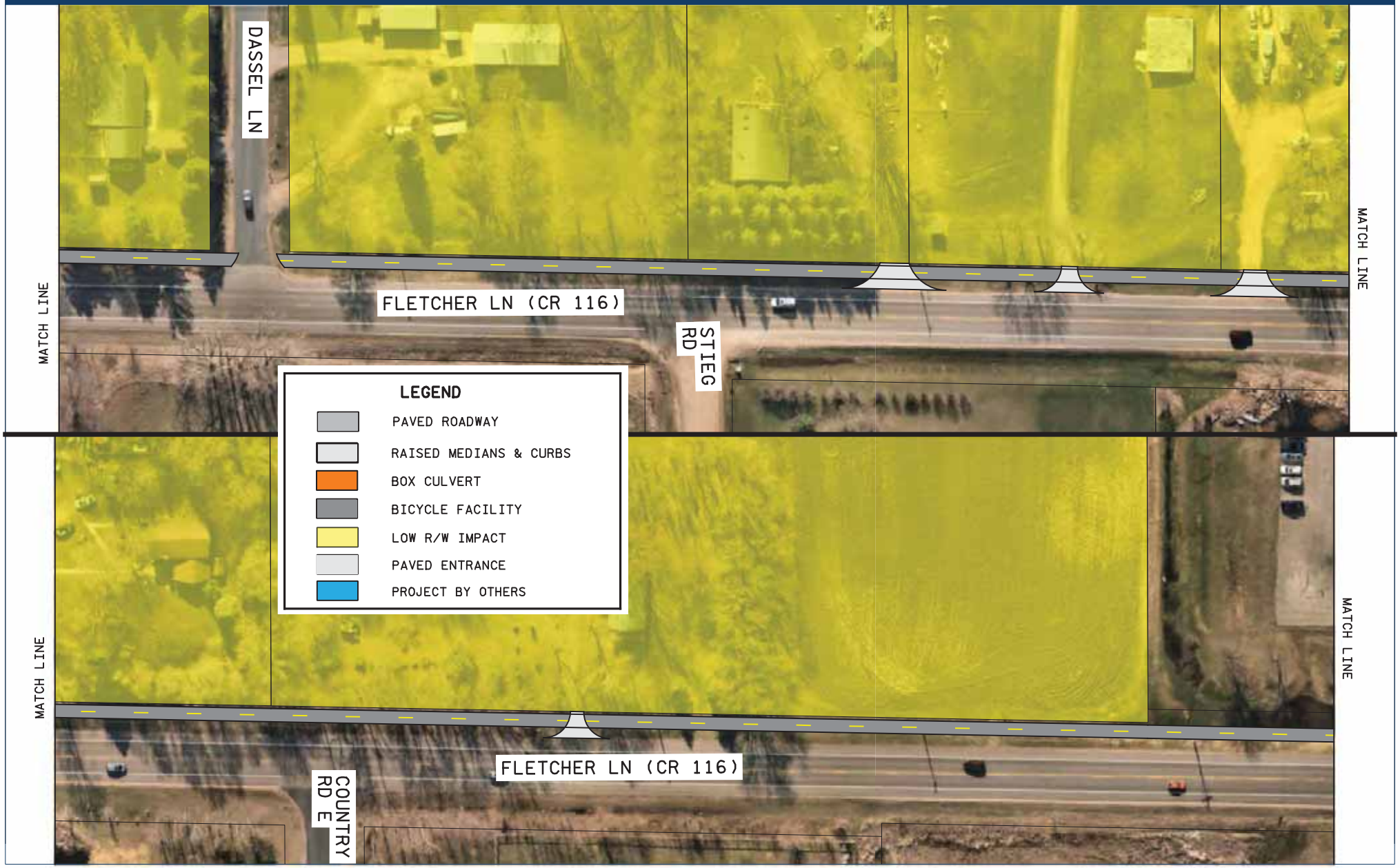
CR 116 (Fletcher Ln) Bikeway Project

Attachment 05 | Potential Concept

HENNEPIN COUNTY
MINNESOTA



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CR 116 (Fletcher Ln) Bikeway Project

Attachment 05 | Potential Concept

HENNEPIN COUNTY
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10/31/2023
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CR 116 (Fletcher Ln) Bikeway Project

Attachment 05 | Potential Concept

HENNEPIN COUNTY
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SCALE IN FEET

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10/31/2023
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CR 116 (Fletcher Ln) Bikeway Project

Attachment 05 | Potential Concept

HENNEPIN COUNTY
MINNESOTA

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CR 116 (Fletcher Ln) Bikeway Project

Attachment 05 | Potential Concept

HENNEPIN COUNTY
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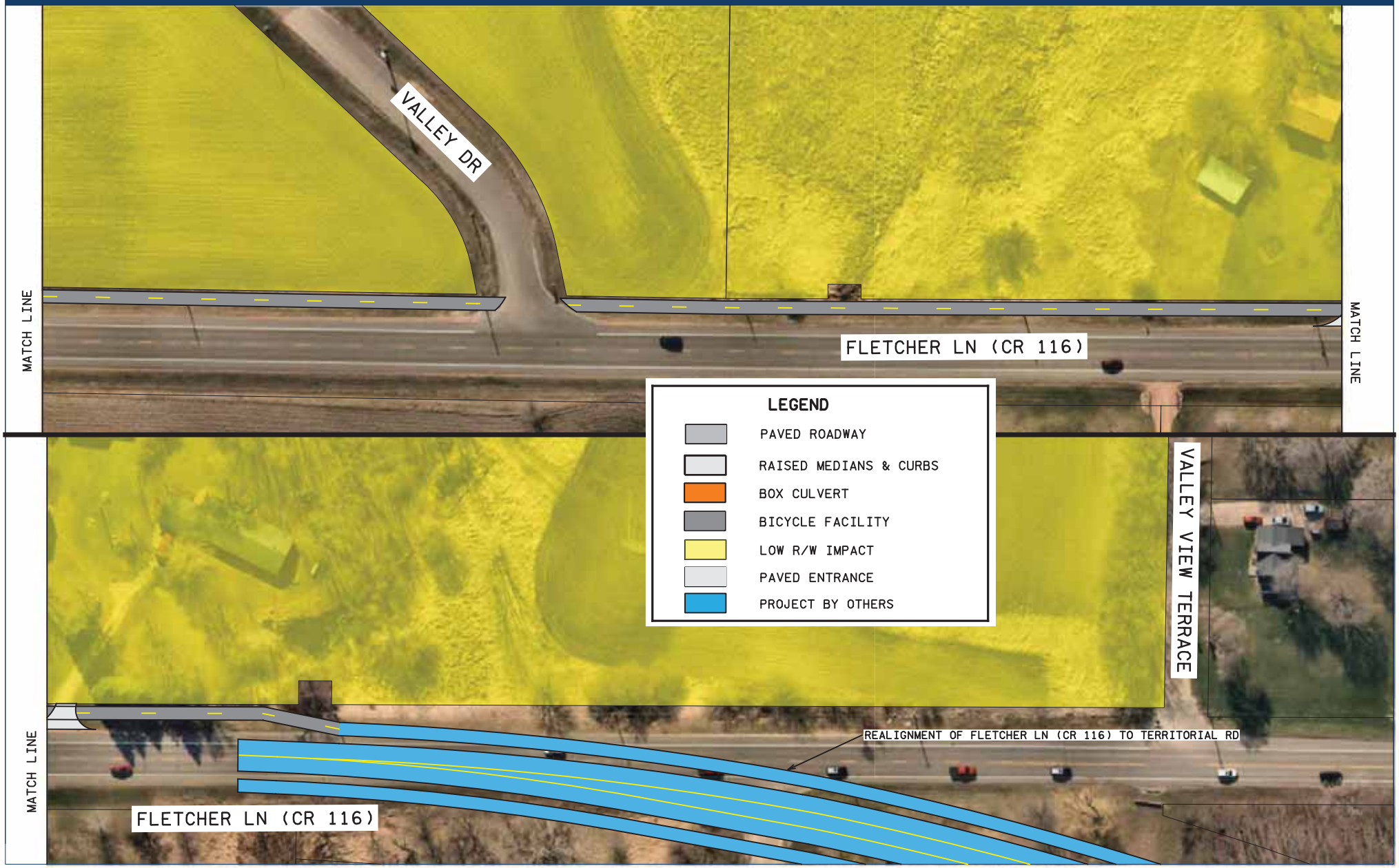

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10/31/2023
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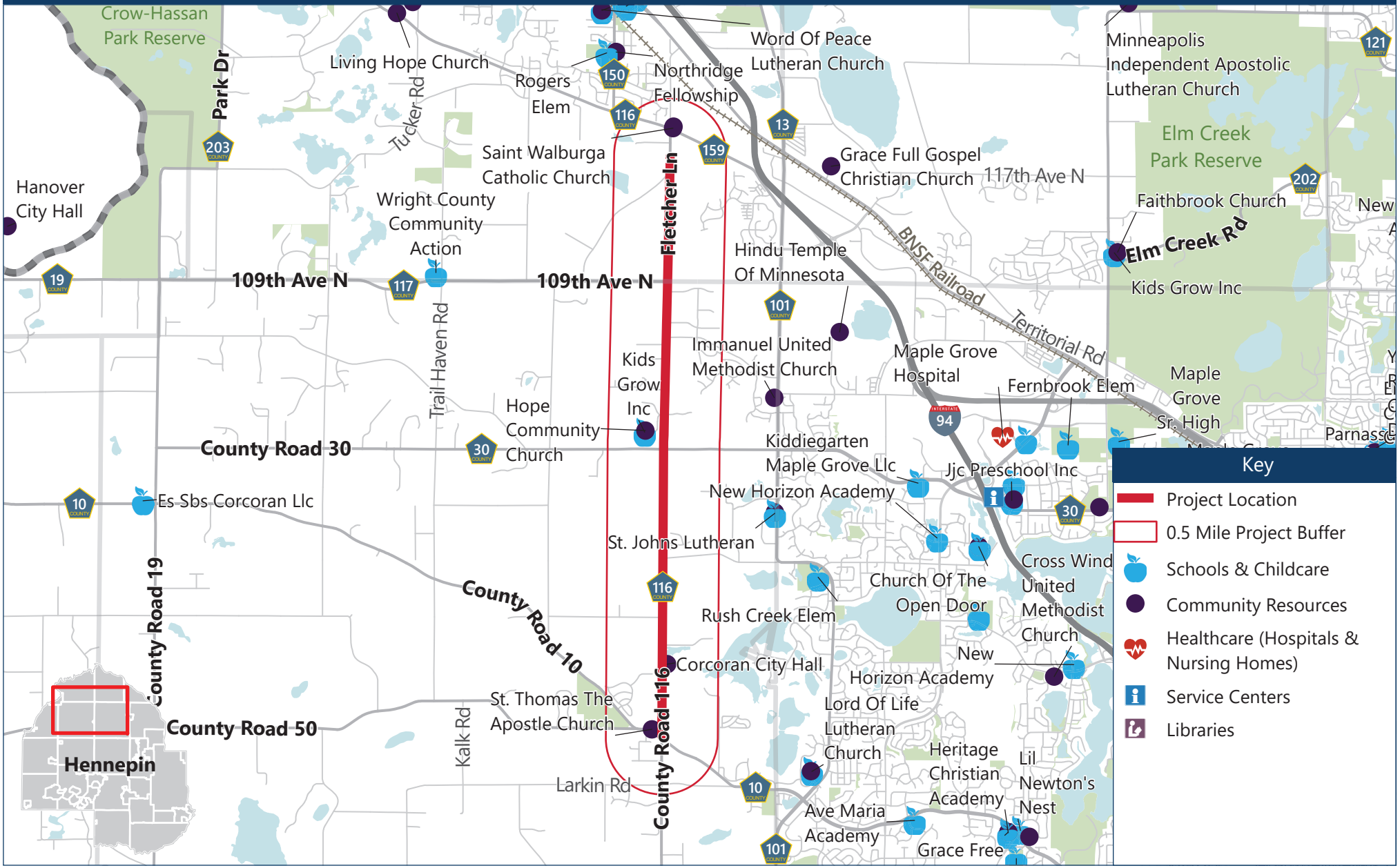
CR 116 (Fletcher Ln) Bikeway Project

Attachment 06 | Disadvantaged Communities and Resources Map



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N

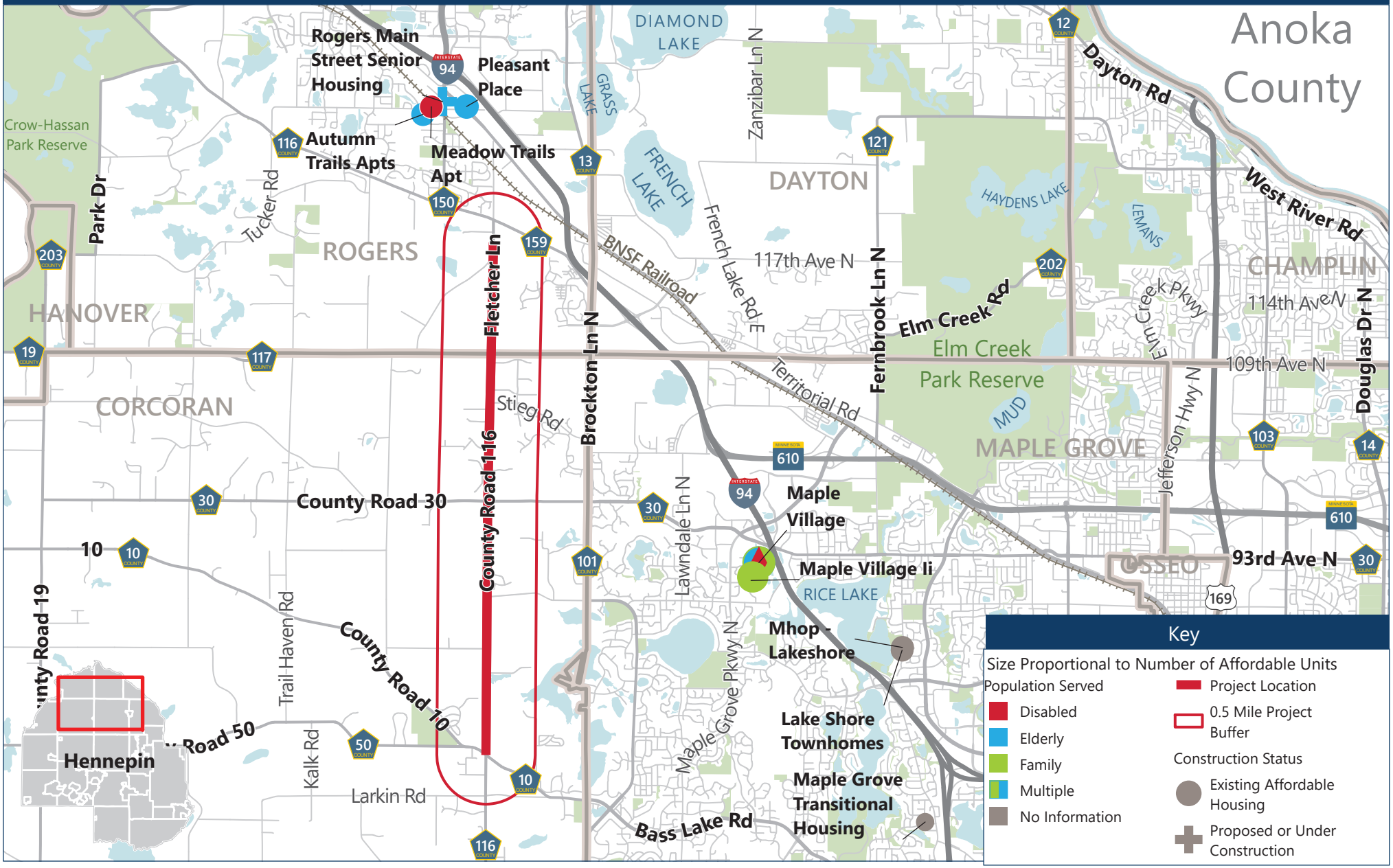
0 2 4 Miles

Publication date: 11/9/2023

Data sources (if applicable):

CR 116 (Fletcher Ln) Bikeway Project

Attachment 07 | Affordable Housing Access Map and Detail Summary



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N 0 2.25 4.5 Miles

Publication date: 11/6/2023

Data sources (if applicable):

CR 116 (Fletcher Ln) Bikeway Project

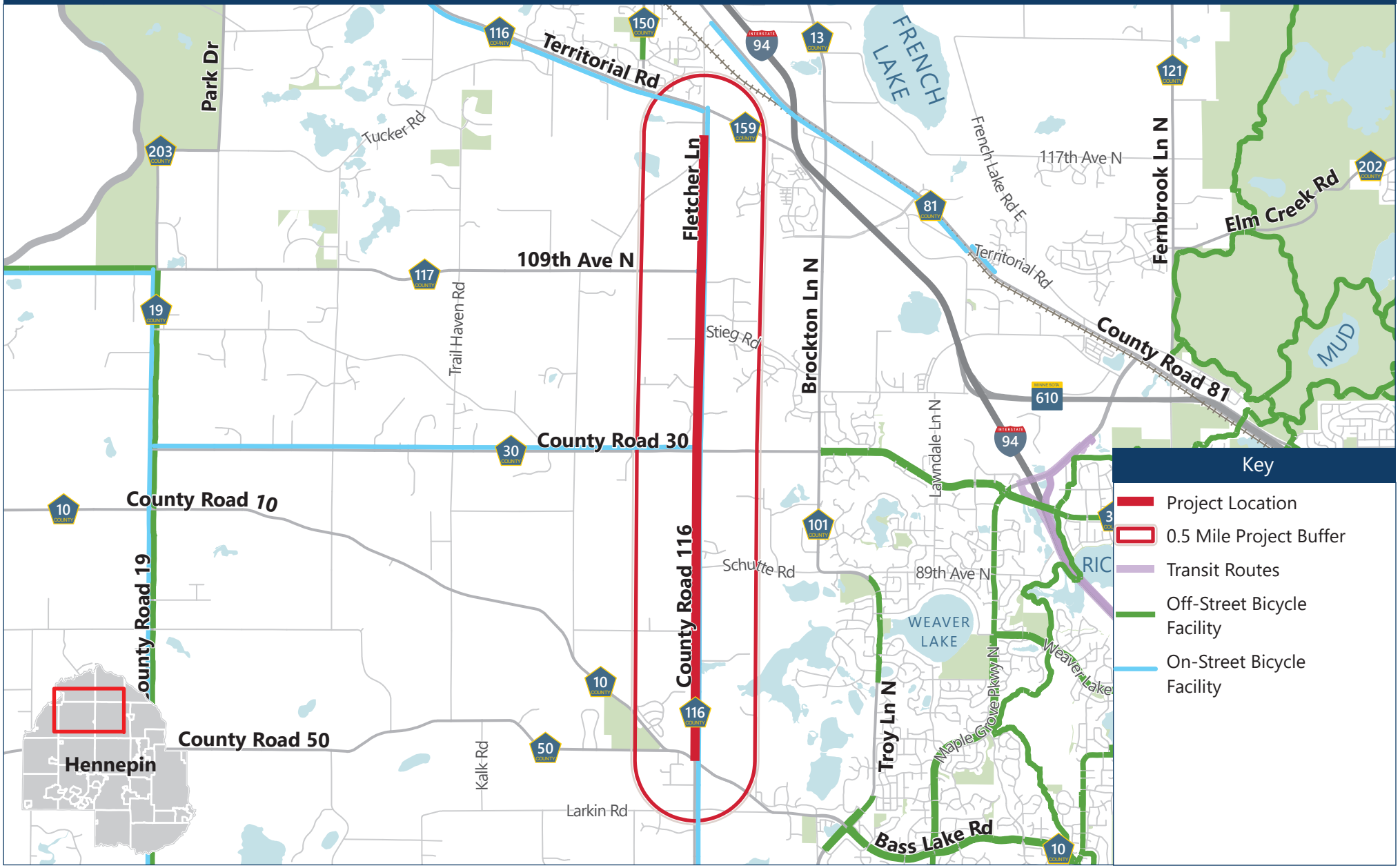
Attachment 07 | Affordable Housing Access Map and Detail Summary

Property ID	Property Name	Total Units	Affordable Units	30% AMI	50% AMI	60% AMI	80% AMI	0 BR	1 BR	2 BR	3 BR	4 BR
4017	Maple Village	54	54	0	54	0	0	0	3	33	18	0
4740	Maple Grove Transitional Housing	2	2	0	0	2	0	0	0	0	0	0
4901	Lake Shore Townhomes (fka Rice Lake Townhomes)	19	18	1	0	17	0	0	0	9	9	0
10289	Maple Village Ii	48	48	4	44	0	0	0	12	24	12	0
11221	Mhop - Lakeshore	19	19	19	0	0	0	0	0	0	0	0
9201	Autumn Trails Apts	21	20	20	0	0	0	0	20	0	0	0
9571	Pleasant Place	24	24	0	0	24	0	0	23	1	0	0
AFF1	Rogers Main Street Senior Housing	40	40									
3243	Meadow Trails Apts Aka Rogers Supportive Hsing	17	17	0	17	0	0	0	14	3	0	0

AMI: Area Median Income

CR 116 (Fletcher Ln) Bikeway Project

Attachment 08 | Multimodal Connections Map



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N

0 1.75 3.5 Miles

Publication date: 10/23/2023

Data sources (if applicable):

CR 116 (Fletcher Ln) Bikeway Project

Attachment 09 | Crash Data Summary

Table 01 | Pedestrian reported crashes

Year	Total	K	A	B	C	N
2013	0	0	0	0	0	0
2014	0	0	0	0	0	0
2015	0	0	0	0	0	0
2016	0	0	0	0	0	0
2017	0	0	0	0	0	0
2018	0	0	0	0	0	0
2019	0	0	0	0	0	0
2020	0	0	0	0	0	0
2021	0	0	0	0	0	0
2022	0	0	0	1	0	0
Ten Year Totals	**0**	**0**	**0**	**1**	**0**	**0**

Table 02 | Bicycle reported crashes

Year	Total	K	A	B	C	N
2013	0	0	0	0	0	0
2014	0	0	0	0	0	0
2015	0	0	0	0	0	0
2016	0	0	0	0	0	0
2017	0	0	0	0	0	0
2018	0	0	0	0	0	0
2019	0	0	0	0	0	0
2020	0	0	0	0	0	0
2021	0	0	0	0	0	0
2022	0	0	0	0	0	0
Ten Year Totals	**0**	**0**	**0**	**0**	**0**	**0**

CR 116 (Fletcher Ln) Bikeway Project

Attachment 09 | Crash Data Summary (Pedestrian)

Crash Severity/Crash Year

Crash Severity	Total	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
K - Fatal	0	0	0	0	0	0	0	0	0	0	0	0
A - Serious Injury	0	0	0	0	0	0	0	0	0	0	0	0
B - Minor Injury	0	0	0	0	0	0	0	0	0	0	0	0
C - Possible Injury	0	0	0	0	0	0	0	0	0	0	0	0
N - Prop Dmg Only	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0

Crash Severity/Number of Vehicles

Crash Severity	Total	0	1	2	3+
K - Fatal	0	0	0	0	0
A - Serious Injury	0	0	0	0	0
B - Minor Injury	0	0	0	0	0
C - Possible Injury	0	0	0	0	0
N - Prop Dmg Only	0	0	0	0	0
Total	0	0	0	0	0

Basic Type Summary

Basic Type Summary	Total	%
Pedestrian	0	0.0
Bike	0	0.0
Single Vehicle Run Off Road	0	0.0
Single Vehicle Other	0	0.0
Sideswipe Same Direction	0	0.0
Sideswipe Opposing	0	0.0
Rear End	0	0.0
Head On	0	0.0
Left Turn	0	0.0
Angle	0	0.0
Other	0	0.0
Total	0	100.0

First Harmful Event Summary

First Harmful Event Summary	Total	%
Pedestrian	0	0.0
Bicyclist	0	0.0
Motor Vehicle In Transport	0	0.0
Parked Motor Vehicle	0	0.0
Train	0	0.0
Deer/Animal	0	0.0
Other - Non Fixed Object	0	0.0
Collision Fixed Object	0	0.0
Non-Collision Harmful Events	0	0.0
Other/Unknown	0	0.0
Total	0	100.0

Relationship to Intersection Summary

Relationship to Intersection Summary	Total	%
Not at Intersection/Interchange	0	0.0
Four-Way Intersection	0	0.0
T or Y Intersection	0	0.0
Five-Way Intersection or More	0	0.0
Roundabout	0	0.0
Intersection Related	0	0.0
Driveway Access Related	0	0.0
At School Crossing	0	0.0
Railway Grade Crossing	0	0.0
Shared Use Path or Trail	0	0.0
Interchange or Ramp	0	0.0
Crossover Related	0	0.0
Acceleration/Deceleration Lane	0	0.0
Other/Unknown	0	0.0
Total	0	100.0

Weather 1 Summary

Weather 1 Summary	Total	%
Clear	0	0.0
Cloudy	0	0.0
Rain	0	0.0
Snow	0	0.0
Sleet, Hail (Freezing Rain/Drizzle)	0	0.0
Fog/Smog/Smoke	0	0.0
Blowing Sand/Soil/Dirt/Snow	0	0.0
Severe Crosswinds	0	0.0
Other/Unknown	0	0.0
Total	0	100.0

Light Condition Summary

Light Condition Summary	Total	%
Daylight	0	0.0
Sunrise	0	0.0
Sunset	0	0.0
Dark (Str Lights On)	0	0.0
Dark (Str Lights Off)	0	0.0
Dark (No Str Lights)	0	0.0
Dark (Unknown Light)	0	0.0
Other/Unknown	0	0.0
Total	0	100.0

CR 116 (Fletcher Ln) Bikeway Project

Attachment 09 | Crash Data Summary (Pedestrian)

Time of Day/Day of Week

From To	00:00 01:59	02:00 03:59	04:00 05:59	06:00 07:59	08:00 09:59	10:00 11:59	12:00 13:59	14:00 15:59	16:00 17:59	18:00 19:59	20:00 21:59	22:00 23:59	Total	%
SUN	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0
MON	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0
TUE	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0
WED	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0
THU	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0
FRI	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0
SAT	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	100.0
%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	100.0

Driver & Non-Motorist Age/Gender Summary

Age	M	F	NR	No Value	Total	%
<14	0	0	0	0	0	0.0
14	0	0	0	0	0	0.0
15	0	0	0	0	0	0.0
16	0	0	0	0	0	0.0
17	0	0	0	0	0	0.0
18	0	0	0	0	0	0.0
19	0	0	0	0	0	0.0
20	0	0	0	0	0	0.0
21-24	0	0	0	0	0	0.0
25-29	0	0	0	0	0	0.0
30-34	0	0	0	0	0	0.0
35-39	0	0	0	0	0	0.0
40-44	0	0	0	0	0	0.0
45-49	0	0	0	0	0	0.0
50-54	0	0	0	0	0	0.0
55-59	0	0	0	0	0	0.0
60-64	0	0	0	0	0	0.0
65-69	0	0	0	0	0	0.0
70-74	0	0	0	0	0	0.0
75-79	0	0	0	0	0	0.0
80-84	0	0	0	0	0	0.0
85-89	0	0	0	0	0	0.0
90-94	0	0	0	0	0	0.0
95+	0	0	0	0	0	0.0
No Value	0	0	0	0	0	0.0
Total	0	0	0	0	0	100.0
%	0.0	0.0	0.0	0.0	100.0	100.0

Month Summary

Month Summary	Total	%
January	0	0.0
February	0	0.0
March	0	0.0
April	0	0.0
May	0	0.0
June	0	0.0
July	0	0.0
August	0	0.0
September	0	0.0
October	0	0.0
November	0	0.0
December	0	0.0
Total	0	100.0

Physical Condition Summary

Physical Condition Summary	Total	%
Apparently Normal (Including No Drugs/Alcohol)	0	0.0
Physical Disability (Short Term or Long Term)	0	0.0
Medical Issue (Ill, Sick or Fainted)	0	0.0
Emotional (Depression, Angry, Disturbed, etc.)	0	0.0
Asleep or Fatigued	0	0.0
Has Been Drinking Alcohol	0	0.0
Has Been Taking Illicit Drugs	0	0.0
Has Been Taking Medications	0	0.0
Other/Unknown	0	0.0
Not Applicable	0	0.0
Total	0	100.0

Selection Filter:

WORK AREA: County('659472') - FILTER: Date('01/01/2013','12/31/2022'), Basic Type('2') - SPATIAL FILTER APPLIED

Analyst: James Weatherly

Notes: CR 116 Bike Crashes 2013 - 2022

CR 116 (Fletcher Ln) Bikeway Project

Attachment 09 | Crash Data Summary (Bicycle)

Crash Severity/Crash Year

Crash Severity	Total	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
K - Fatal	0	0	0	0	0	0	0	0	0	0	0	0
A - Serious Injury	0	0	0	0	0	0	0	0	0	0	0	0
B - Minor Injury	1	0	0	0	0	0	0	0	0	0	1	0
C - Possible Injury	0	0	0	0	0	0	0	0	0	0	0	0
N - Prop Dmg Only	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	0	0	0	0	0	0	0	1	0

Crash Severity/Number of Vehicles

Crash Severity	Total	0	1	2	3+
K - Fatal	0	0	0	0	0
A - Serious Injury	0	0	0	0	0
B - Minor Injury	1	0	1	0	0
C - Possible Injury	0	0	0	0	0
N - Prop Dmg Only	0	0	0	0	0
Total	1	0	1	0	0

Basic Type Summary

Basic Type Summary	Total	%
Pedestrian	1	100.0
Bike	0	0.0
Single Vehicle Run Off Road	0	0.0
Single Vehicle Other	0	0.0
Sideswipe Same Direction	0	0.0
Sideswipe Opposing	0	0.0
Rear End	0	0.0
Head On	0	0.0
Left Turn	0	0.0
Angle	0	0.0
Other	0	0.0
Total	1	100.0

First Harmful Event Summary

First Harmful Event Summary	Total	%
Pedestrian	0	0.0
Bicyclist	0	0.0
Motor Vehicle In Transport	1	100.0
Parked Motor Vehicle	0	0.0
Train	0	0.0
Deer/Animal	0	0.0
Other - Non Fixed Object	0	0.0
Collision Fixed Object	0	0.0
Non-Collision Harmful Events	0	0.0
Other/Unknown	0	0.0
Total	1	100.0

Relationship to Intersection Summary

Relationship to Intersection Summary	Total	%
Not at Intersection/Interchange	1	100.0
Four-Way Intersection	0	0.0
T or Y Intersection	0	0.0
Five-Way Intersection or More	0	0.0
Roundabout	0	0.0
Intersection Related	0	0.0
Driveway Access Related	0	0.0
At School Crossing	0	0.0
Railway Grade Crossing	0	0.0
Shared Use Path or Trail	0	0.0
Interchange or Ramp	0	0.0
Crossover Related	0	0.0
Acceleration/Deceleration Lane	0	0.0
Other/Unknown	0	0.0
Total	1	100.0

Weather 1 Summary

Weather 1 Summary	Total	%
Clear	1	100.0
Cloudy	0	0.0
Rain	0	0.0
Snow	0	0.0
Sleet, Hail (Freezing Rain/Drizzle)	0	0.0
Fog/Smog/Smoke	0	0.0
Blowing Sand/Soil/Dirt/Snow	0	0.0
Severe Crosswinds	0	0.0
Other/Unknown	0	0.0
Total	1	100.0

Light Condition Summary

Light Condition Summary	Total	%
Daylight	1	100.0
Sunrise	0	0.0
Sunset	0	0.0
Dark (Str Lights On)	0	0.0
Dark (Str Lights Off)	0	0.0
Dark (No Str Lights)	0	0.0
Dark (Unknown Light)	0	0.0
Other/Unknown	0	0.0
Total	1	100.0

CR 116 (Fletcher Ln) Bikeway Project

Attachment 09 | Crash Data Summary (Bicycle)

Time of Day/Day of Week

From To	00:00 01:59	02:00 03:59	04:00 05:59	06:00 07:59	08:00 09:59	10:00 11:59	12:00 13:59	14:00 15:59	16:00 17:59	18:00 19:59	20:00 21:59	22:00 23:59	Total	%
SUN	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0
MON	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0
TUE	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0
WED	0	0	0	0	0	0	1	0	0	0	0	0	1	100.0
THU	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0
FRI	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0
SAT	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0
Total	0	0	0	0	0	0	1	0	0	0	0	0	1	100.0
%	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	100.0	100.0

Driver & Non-Motorist Age/Gender Summary

Age	M	F	NR	No Value	Total	%
<14	0	0	0	1	1	50.0
14	0	0	0	0	0	0.0
15	0	0	0	0	0	0.0
16	0	0	0	0	0	0.0
17	0	0	0	0	0	0.0
18	0	0	0	0	0	0.0
19	0	0	0	0	0	0.0
20	0	0	0	0	0	0.0
21-24	0	0	0	0	0	0.0
25-29	0	0	0	0	0	0.0
30-34	0	0	0	0	0	0.0
35-39	0	0	0	0	0	0.0
40-44	0	0	0	0	0	0.0
45-49	0	0	0	0	0	0.0
50-54	0	0	0	0	0	0.0
55-59	0	0	0	0	0	0.0
60-64	0	0	0	0	0	0.0
65-69	0	0	0	0	0	0.0
70-74	0	1	0	0	1	50.0
75-79	0	0	0	0	0	0.0
80-84	0	0	0	0	0	0.0
85-89	0	0	0	0	0	0.0
90-94	0	0	0	0	0	0.0
95+	0	0	0	0	0	0.0
No Value	0	0	0	0	0	0.0
Total	0	1	0	1	2	100.0
%	0.0	50.0	0.0	50.0	100.0	100.0

Month Summary

Month Summary	Total	%
January	0	0.0
February	0	0.0
March	0	0.0
April	0	0.0
May	0	0.0
June	0	0.0
July	0	0.0
August	1	100.0
September	0	0.0
October	0	0.0
November	0	0.0
December	0	0.0
Total	1	100.0

Physical Condition Summary

Physical Condition Summary	Total	%
Apparently Normal (Including No Drugs/Alcohol)	1	50.0
Physical Disability (Short Term or Long Term)	0	0.0
Medical Issue (Ill, Sick or Fainted)	1	50.0
Emotional (Depression, Angry, Disturbed, etc.)	0	0.0
Asleep or Fatigued	0	0.0
Has Been Drinking Alcohol	0	0.0
Has Been Taking Illicit Drugs	0	0.0
Has Been Taking Medications	0	0.0
Other/Unknown	0	0.0
Not Applicable	0	0.0
Total	2	100.0

Selection Filter:

WORK AREA: County('659472') - FILTER: Date('01/01/2013','12/31/2022'), Basic Type('1') - SPATIAL FILTER APPLIED

Analyst: James Weatherly

Notes: CR 116 Pedestrian Crashes 2013 - 2022

Shared Use Paths

What are the advantages?

- Separating bicyclists from motor vehicles is safer and more comfortable than shared lane facilities. Separating pedestrians from motor vehicles is also safer. Shared use paths are also more comfortable as motorist volumes and speeds increase.
- Shared use paths that separate users with a range of speeds (i.e., bicyclists and pedestrians) reduce crashes between shared use path users.
- When designed along corridors with minimal road interactions, such as routes following waterways, linear parks, and railroad or transit facility rights-of-way, shared use paths can increase safety and reduce travel times.

What are the challenges?

- Widening existing shared use paths may require modifications to existing drainage infrastructure.
- May require additional lighting for safety including for personal safety.
- Activities that create distractions or obstructions may require wider shared use paths to accommodate people standing. Standing areas for scenic overlooks or fishing, or benches and wayfinding kiosks, should be located beyond the functional area of the shared use path.
- The speed differential of users on wheels and walking can present safety challenges, thus the demand and user mix must be carefully considered when selecting a width and the ability to provide separate lanes, or spaces along the path (see FHWA's Shared Use Path Level of Service Calculator).
- Shared use path intersections should be carefully designed, particularly at intersections with other shared use paths and roadways. Grade separation may be appropriate to eliminate conflicts with railroads or motor vehicle traffic entirely. See Grade-separated Crossings section.
- A limiting factor to consider when widening a shared use path (or constructing a wider shared use path) is the available right-of-way. If necessary, the shared use path may still be widened but with narrower portions provided where right-of-way is constricted.

A shared use path

How much do they cost?

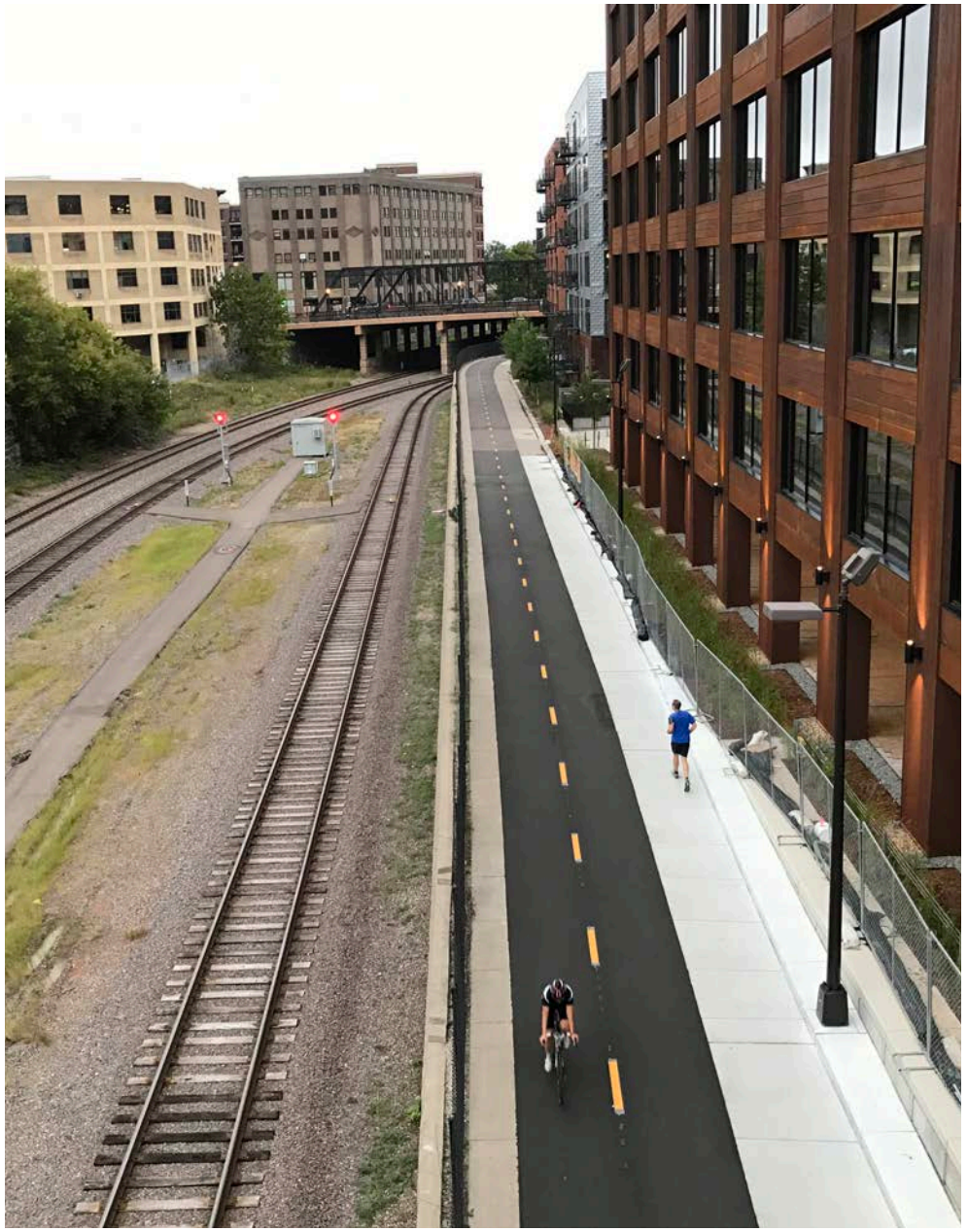
Typical costs for a shared use path range from $300,000 to $600,000 per mile.

Shared Use Paths

Shared Use Path Level of Service Look-Up Table, Typical Mode Split*											
Shared Use Path Peak Hour Volume	Shared Use Path Width (ft)										
	8	10	11	12	14	15	16	18	20	22	24
50	B	B	B	B	B	A	A	A	A	A	A
100	D	C	B	B	B	A	A	A	A	A	A
150	D	C	B	B	B	A	B	A	A	A	A
200	D	D	C	B	B	A	B	A	A	A	A
300	E	D	C	C	C	B	B	B	B	A	A
400	F	E	D	D	C	C	C	B	B	A	B
500	F	F	D	D	D	C	C	C	C	B	B
600	F	F	E	E	E	D	D	C	C	C	B
800	F	F	F	F	F	E	E	E	E	D	D
1,000	F	F	F	F	F	E	F	F	F	E	E
1,200	F	F	F	F	F	F	F	F	F	F	F
1,600	F	F	F	F	F	F	F	F	F	F	F
2,000	F	F	F	F	F	F	F	F	F	F	F

*Assumptions:

1. Mode split is 55% adult bicyclists, 20% pedestrians, 10% runners, 10% in-line skaters, and 5% child bicyclists.
2. An equal number of trail users travel in each direction (the model uses a 50% - 50% directional split).
3. Trail volume represents the actual number of users counted in the field (the model adjusts this volume based on a peak hour factor of 0.85).
4. Trail has a centerline.



Cedar Lake Trail, Minneapolis, MN

Shared Use Paths

Design Features

FHWA's Shared Use Path Level of Service Calculator can be used to determine whether a shared use path may require additional width to obtain an acceptable level of service. The calculation is based on four inputs: peak hour volumes, mode splits, shared use path width, and the presence of a centerline.

Additional information on how to use the Level of Service Calculator can be found in the FHWA Bikeway Selection Guide. MnDOT-specific design guidelines can be found in Chapter 5 of the MnDOT Bicycle Facility Design Manual. Noteworthy design features include the following:

- Typical shared use path widths range from 8' to 15', though they may be wider. A 15' shared use path is effectively a 10' bicycle path and 5' walkway, allowing for the separation of bicyclists and pedestrians.
- Shared use path users include adult bicyclists, child bicyclists, pedestrians, in-line skaters, roller skiers, runners, dog walkers, children in general, and people with disabilities.
- MnDOT requires all shared use paths that are funded by MnDOT, or within MnDOT right-of-way, to be ADA-accessible year-round. Required accessibility features include:
  - Ramps and detectable warnings at every shared use path intersection with a roadway
  - Accessibility to and from a roadway shoulder at the end of the shared use path
  - If the shared use path has a separate designated facility for walking, then it should be separated by a detectable edge.
- Walking and bicycling are inherently social activities. Designers should expect that people bicycling on shared use paths desire to ride side-by-side. Choosing an appropriate shared use path width depends on the mix of users, expected volumes, and land use context. Consider the following when determining a shared use path width:
  - User types (e.g. adult bicyclists, child bicyclists, runners, dog walkers)
  - User volumes and speeds, by type
  - Nearby land use context
  - Scenery
  - Distractions
  - Sight distance obstructions
  - Roadside hazards or conditions (fences, retaining walls, waterways)
  - Right-of-way availability
  - Maintenance, utility, or emergency services vehicle access

Resources

- FHWA Shared Use Path Level of Service Calculator: https://www.fhwa.dot.gov/publications/research/safety/pedbike/05138/
- FHWA Bikeway Selection Guide: https://safety.fhwa.dot.gov/ped_bike/tools_solve/docs/fhwasa18077.pdf
- MnDOT Bicycle Facility Design Manual
- MnDOT Land Use Context Memo: MnDOT Technical Memorandum 18-07-TS-05

CITY OF CORCORAN

A Hidden Gem Waiting To Be Discovered

www.corcoranmn.gov

11/20/2023

CR 116 (Fletcher Ln) Bikeway Project

Attachment 11 | City of Corcoran Support Letter

Carla Stueve, P.E.
Director and County Highway Engineer
Hennepin County Transportation Project Delivery
1600 Prairie Drive
Medina, MN 55340

Dear Ms. Stueve:

The City of Corcoran hereby expresses its support for sections of Hennepin County's Regional Solicitation federal funding application for the proposed multi-use trail project on County Rd 116 (Fletcher Ln) from CSAH 10 to 1200' South of County Rd 159 (Territorial Rd) in the Cities of Corcoran and Rogers.

Included in our support are the areas of overlap with the proposed Diamond Lake Regional Trail crossings near County Rd 116/County Rd 30 and south of Corcoran City Hall along County Rd 116. The opportunity to coordinate safe crossings for the multiple uses of the trail is an area of the project that we would be interested in exploring with Hennepin County. Another area of interest the City of Corcoran's proposed linear park along County Rd 116 and the coordinated effort the two entities could incorporate to develop a continuous trail along the road.

As part of the support of the project, the City of Corcoran requests the City explore the option further of extending the project north to Hackamore Rd to better include the Ravinia, Tavera, and Walcott Glen developments. This extension would further connect the trails to Maple Grove and the Diamond Lake Regional Trail.

It is anticipated that the project will be coordinated with a county-led pavement rehabilitation project along the corridor to promote complete and green streets opportunities. This project will improve accessibility, safety, and mobility improvements for people walking, rolling, and biking thereby enhancing the livability and quality of life for Corcoran, Rogers, and Hennepin County residents.

The City of Corcoran acknowledges that the city will likely be required to cost participate in this project as outlined in the county's cost participation policy. However, at this time we cannot support the estimated city contribution of $655,000 as provided. Specific details regarding cost participation and maintenance responsibilities are anticipated to be determined during the design process as project development is advanced.

Thank you for making us aware of this application and project, and the opportunity to provide support. The city looks forward to working with you on this project.

Sincerely,

Kevin Mattson, PE
Public Works Director
City of Corcoran

Administrative Offices
8200 County Road 116
Corcoran, MN 55340
Phone: 763-420-2288

Police Department Offices
8200 County Road 116
Corcoran, MN 55340
Phone: 763-420-8966

Public Works Offices
9100 County Road 19
Corcoran, MN 55357
Phone: 763-420-2652

City of Corcoran
County of Hennepin
State of Minnesota

November 20, 2023

RESOLUTION NO. 2023-98

Motion By: Bottema
Seconded By: Schultz

A RESOLUTION SUPPORTING THE HENNEPIN COUNTY 2024 REGIONAL SOLICITATION

WHEREAS, The City of Corcoran recognizes the trails as an important component, providing a desirable recreational and transportation amenity to the residents of the City and the County; and

WHEREAS, The multi-use trail facility along County Road 116 from CSAH 10 to 1200' South of County Road 159 (Territorial Road) will provide safe, off-street access to existing regional and City recreation amenities including the City trails and the Diamond Lake Regional Trail; and

WHEREAS, The City of Corcoran supports the potential coordination with Three Rivers Park District at intersections where crossings are noted in the adopted Diamond Lake Regional Trail master plan; and

WHEREAS, The City of Corcoran supports coordinated efforts between Hennepin County and the City to create a trail through the linear park, as developed; and

WHEREAS, due to the limited time to review the design and cost participation, further discussion and definition is required prior to support of City cost participation at $655,000; and

WHEREAS, further discussion regarding maintenance and scope continue between the City of Corcoran and Hennepin County to further refine the vision; and

WHEREAS, further discussion regarding exploring extension opportunity to the intersection of Hackamore Road and County Road 116 and/or other trail extension opportunities; and

NOW THEREFORE BE IT RESOLVED, that the City of Corcoran supports the Hennepin County 2024 Regional Solicitation.

☒ **McKee, Tom**	☐ **McKee, Tom**
☒ **Bottema, Jon**	☐ **Bottema, Jon**
☒ **Nichols, Jeremy**	☐ **Nichols, Jeremy**
☒ **Schultz, Alan**	☐ **Schultz, Alan**
☒ **Vehrenkamp, Dean**	☐ **Vehrenkamp, Dean**

Whereupon, said Resolution is hereby declared adopted on this 20th of November, 2023.

Tom McKee – Mayor

ATTEST:

Michelle Friedrich – City Clerk

City Seal

CR 116 (Fletcher Ln) Bikeway Project
Attachment 13 | City of Rogers Support Letter

November 6, 2023

Carla Stueve, P.E.
Director and County Highway Engineer
Hennepin County Transportation Project Delivery
1600 Prairie Drive
Medina, MN 55340

Dear Ms. Stueve:

The City of Rogers hereby expresses its support for Hennepin County's Regional Solicitation federal funding application for the proposed multi-use trail project on County Rd 116 (Fletcher Ln) from CSAH 10 to 1200' South of County Rd 159 (Territorial Rd) in the Cities of Corcoran and Rogers.

The project for this funding application will involve the construction of a dedicated facility for people biking along County Rd 116 (Fletcher Ln) from CSAH 10 to 1200' South of County Rd 159 (Territorial Rd). It is anticipated that project will be coordinated with a county-led pavement rehabilitation project along the corridor in order to promote complete and green streets opportunities. This project will improve accessibility, safety and mobility improvements for people walking, rolling, and biking thereby enhancing the livability and quality of life for Corcoran, Rogers, and Hennepin County residents.

The City of Rogers acknowledges that the city will likely be required to cost participate in this project as outlined in the county's cost participation policy. Specific details regarding cost participation and maintenance responsibilities are anticipated to be determined during the design process as project development is advanced. Additionally, the City of Rogers agrees to maintain the multi-use trail facility year-round in accordance with the city/county maintenance agreement.

Thank-you for making us aware of this application and project, and the opportunity to provide support. The city looks forward to working with you on this project.

Sincerely,

Doran M. Cote, PE
Public Works Director/City Engineer