



Application

01971 - 2014 Multiuse Trails and Bicycle Facilities

02133 - T.H. Pedestrian and Bicycle Bridge in Shakopee, MN

Regional Solicitation - Bicycle and Pedestrian Facilities

Status: Submitted

Submitted Date: 11/28/2014 2:04 PM

Primary Contact

Name:*	Bruce	Allan	Loney
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*	Shakopee	Minnesota	55379
	<small>City</small>	<small>State/Province</small>	<small>Postal Code/Zip</small>
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What Grant Programs are you most interested in?	Regional Solicitation - Bicycle and Pedestrian Facilities		

Organization Information

Name: SHAKOPEE, CITY OF

Jurisdictional Agency (if different):

Organization Type:

City

Organization Website:

Address:

129 HOLMES ST S

*

SHAKOPEE

Minnesota

55379

City

State/Province

Postal Code/Zip

County:

Scott

Phone:*

952-233-9326

Ext.

Fax:

PeopleSoft Vendor Number

0000020995A1

Project Information

Project Name

Quarry Lake Trail and US 169 Ped/Bike Bridge in Shakopee, MN

Primary County where the Project is Located

Scott

Jurisdictional Agency (If Different than the Applicant):

NA

The Quarry Lake Trail-US 169 Ped/Bike Bridge is located within Shakopee and connects to a number of regional facilities including: Quarry Lake Park, US Fish and Wildlife and DNR areas to existing regional trails north and south of US 169 (along CSAH 101 & CSAH 21). The project eliminates a significant gap in the local and regional trail system between residential and commercial uses south of US 169 and employment (recently redeveloped Emerson site) and recreational destinations north of US 169. The proposed trail will connect the existing trail north of Dean Lake across US 169 to the north to Quarry Lake Park and US Fish and Wildlife land.

US 169, a freeway, is a major barrier for bike/ped users. This project connects the south and north trail systems within Shakopee at a needed location. There are no grade-separated crossings of US 169 between CSAH 83 to the west and CSAH 21 to the east (3 miles). As the city continues to develop south, safe connections across US 169 are needed to facilitate ped/bike transportation to and from recreational, residential, commercial, institutional and industrial areas.

The project consists of a 7-span (750 feet) pedestrian and bicycle bridge over US 169. In addition to the bridge, the proposed project includes approximately 1,350 feet of trail: approximately 150 feet to the south of US 169 to replace and tie into an existing trail and the remaining 1,200 feet to the north of US 169 to connect to the Quarry Lake Park trail and entrance. Quarry Lake Park is scheduled for construction in 2015. Figures 1 and 2.

Construction of this trail segment and bridge will eliminate the last gap between residential/commercial areas south of US 169 and industrial/recreational destinations north of US 169.

Brief Project Description (Limit 2,800 characters; approximately 400 words)

As shown in Figure 2, the City of Shakopee has a robust system of trails both north and south of US 169. However, these trails are not currently linked across US 169. This project removes regional barriers, provides a grade separation between high speed traffic and pedestrians/bicyclists, and fills an existing gap in the Shakopee and regional trail network. The project enhances local and regional trail connectivity. When complete, bicyclists and pedestrians will be able to make seamless connections to the Minnesota Valley State Trail, trails along CSAH 101, CSAH 16, CSAH 83, CSAH 42, and several other local trails on local streets serving residential, institutional, industrial and commercial areas.

Include location, road name/functional class, type of improvement, etc.

Project Length (Miles)

0.26

Connection to Local Planning:

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 MnDOT 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.

The Quarry Lake Trail and bridge is included in the City of Shakopee Transportation Plan as a proposed recreational trail. See Shakopee Transportation Plan attachment.

The proposed trail is also included in the Scott County Comprehensive Plan as a part of the Quarry Lake Regional Trail Proposed Trail Search Area and has recently been designated as a regional trail. See attached Scott County Regional Park and Trail System Map.

The project is also consistent with policies and strategies in the Metropolitan Council Regional 2030 Transportation Policy Plan (TPP) and the draft 2040 TPP.

Connection to Local Planning

Project Funding

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

No

If yes, please identify the source(s)	NA
Federal Amount	\$2,039,496.00
Match Amount	\$509,874.00
<i>Minimum of 20% of project total</i>	
Project Total	\$2,549,370.00
Match Percentage	20.0%
<i>Minimum of 20%</i>	
<i>Compute the match percentage by dividing the match amount by the project total</i>	
Source of Match Funds	City dollars
Preferred Program Year	
Select one:	2018

Project Information

County, City, or Lead Agency	City of Shakopee
Zip Code where Majority of Work is Being Performed	55379
(Approximate) Begin Construction Date	05/04/2018
(Approximate) End Construction Date	11/30/2018

LOCATION

From: (Intersection or Address)	150 ft. South of US 169 (near Wakefield Circle)
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*Do not include legal description;
Include name of roadway if majority of facility
runs adjacent to a single corridor.*

To: (Intersection or Address)	1,200 ft. North of US 169
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Type of Work	Bridge, bicycle path, grading, aggregate base, bituminous surface
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Examples: grading, aggregate base, bituminous base, bituminous surface, sidewalk, signals, lighting, guardrail, bicycle path, ped ramps, bridge, Park & Ride, etc.)

BRIDGE/CULVERT PROJECTS (If Applicable)

Old Bridge/Culvert?	No
New Bridge/Culvert?	Yes
Structure is Over/Under (Bridge or culvert name):	US 169

Specific Roadway Elements

**CONSTRUCTION PROJECT ELEMENTS/COST
ESTIMATES**

Cost

Mobilization (approx. 5% of total cost)	\$0.00
Removals (approx. 5% of total cost)	\$0.00
Roadway (grading, borrow, etc.)	\$0.00
Roadway (aggregates and paving)	\$0.00
Subgrade Correction (muck)	\$0.00
Storm Sewer	\$0.00
Ponds	\$0.00
Concrete Items (curb & gutter, sidewalks, median barriers)	\$0.00
Traffic Control	\$0.00
Striping	\$0.00
Signing	\$0.00
Lighting	\$0.00
Turf - Erosion & Landscaping	\$0.00
Bridge	\$0.00
Retaining Walls	\$0.00
Noise Wall	\$0.00
Traffic Signals	\$0.00
Wetland Mitigation	\$0.00
Other Natural and Cultural Resource Protection	\$0.00
RR Crossing	\$0.00
Roadway Contingencies	\$0.00
Other Roadway Elements	\$0.00
Totals	\$0.00

Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Path/Trail Construction	\$2,534,625.00
Sidewalk Construction	\$0.00
On-Street Bicycle Facility Construction	\$0.00
Right-of-Way	\$0.00
Pedestrian Curb Ramps (ADA)	\$0.00
Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	\$0.00
Pedestrian-scale Lighting	\$0.00
Streetscaping	\$5,845.00

Wayfinding	\$8,900.00
Bicycle and Pedestrian Contingencies	\$0.00
Other Bicycle and Pedestrian Elements	\$0.00
Totals	\$2,549,370.00

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
Transit and TDM Contingencies	\$0.00
Other Transit and TDM Elements	\$0.00
Totals	\$0.00

Transit Operating Costs

OPERATING COSTS	Cost
Transit Operating Costs	\$0.00
Totals	\$0.00

Totals

Total Cost	\$2,549,370.00
Construction Cost Total	\$2,549,370.00
Transit Operating Cost Total	\$0.00

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 2030 Transportation Policy Plan (amended 2013), the 2030 Regional Parks Policy Plan (amended 2013), and the 2030 Water Resources Management Policy Plan (2005).

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

2. Applicants that are not cities or counties in the seven-county metro area with populations over 5,000 must contact the MnDOT Metro State Aid Office prior to submitting their application to determine if a public agency sponsor is required.

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

3. 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

4. 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. Multiuse trails & bicycle facilities must be between \$125,000 and \$5,500,000. Pedestrian facilities and Safe Routes to School must be between \$125,000 and \$1,000,000.

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

5. The project must comply with the Americans with Disabilities Act.

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

6. The project must be accessible and open to the general public.

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

7. The owner/operator of the facility must operate and maintain the project for the useful life of the improvement.

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

8. 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

9. 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

10. The project applicant must send written notification regarding the proposed project to all affected communities and other levels and 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

2. The project must exclude costs for study completion, preliminary engineering, design, construction engineering, or other similar costs (eligible costs include construction and materials, right-of-way, and land acquisition).

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

3. The project must exclude work which is required as a condition of obtaining a permit or concurrence for a different transportation project.

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

4. Seventy percent of the project cost must fall under one of the following eligible activities:

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

For Safe Routes to School Projects Only

5. 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.

6. All schools benefiting from the SRTS program must conduct after-implementation surveys. These include the student 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 project meets this requirement.

7. The applicant must have a Safe Routes to School plan or planning process established to be eligible for funding. MnDOT staff will notify Metropolitan Council staff of all agencies eligible for funding. If an applicant has a new Safe Routes to School plan and has not previously notified MnDOT Safe Routes to School staff of the plan, the applicant should contact Nicole Campbell (Nicole.M.Campbell@state.mn.us; 651-366-4180) prior to beginning an application to discuss the plan and confirm eligibility. MnDOT staff will send updated applicant eligibility information to Metropolitan Council staff, if necessary.

Check the box to indicate that the applicant understands this requirement and will contact MnDOT Safe Routes to School staff, if necessary, to confirm funding eligibility.

Other Attachments

File Name	Description	File Size
Connection to Planning - Shakopee Transportation Plan and Scott County Regional Park and Trails.pdf	Connections to Planning Question - Shakopee Trans Plan and Scott County Park and Trail Plan	1.4 MB
Figures1and2.pdf	Figures 1 and 2 - Project Layout and Existing & Proposed Trails	2.1 MB
Shakopee Letter to Met Council - Funding Commitment.pdf	Shakopee Funding Commitment Letter	302 KB
Shakopee Letter to MnDOT Requesting Support.pdf	Shakopee Letter to MnDOT Requesting Support for Project	2.5 MB
US 169 Ped Bridge at Quarry Lk Park Trail MnDOT letter of support.pdf	MnDOT Letter of Support	38 KB

Measure A: Project Location Relative to the RBTN

Select one:

Tier 1, Priority RBTN Corridor

Tier 2, RBTN Corridor

(Tier 1 or Tier 2)

Direct connection to the RBTN

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 or city plan Yes

Upload Map Bike Corridors.pdf

Measure A: Cost Effectiveness

Existing Population Within One Mile (Integer Only) 5108

Existing Employment Within One Mile (Integer Only) 6845

Completed by Metropolitan Council Staff

Total Project Cost \$2,549,370.00

Cost Effectiveness for Population \$499.09

Cost Effectiveness for Employment \$372.44

Upload Map Population-Employment.pdf

Measure A: Project Location and Impact to Disadvantaged Populations

Select one:

Project located in Racially Concentrated Area of Poverty

Project located in Concentrated Area of Poverty

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

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

The project is located in a census tract that is above the regional average for population in poverty or population of color. The project will benefit these populations by providing a safe, comfortable, and convenient bicycle/pedestrian connection between residential and commercial areas, employment centers, and parks.

Positive Impacts: The proposed project is an important link over US 169, a significant barrier bisecting the community. US 169 is a freeway principal arterial and can only be crossed at grade-separated crossings. The proposed project is located within a three-mile segment of US 169 with no pedestrian/bicycle crossings.

Response (Limit 1,400 characters; approximately 200 words)

Children, families, the elderly, people with disabilities, and low-income populations who rely on bicycling/walking will benefit from improved connections across US 169. The trail and bridge will meet ADA requirements to be accessible for people with disabilities. Completion of this bridge will link a wide variety of land uses including neighborhoods, parks, schools and employment centers. The project will provide transportation options for people too young to drive or people who do not have access to a personal vehicle to get to jobs, schools and recreation.

Negative impacts and mitigation: The project does not involve any construction that would disturb neighborhoods or other negative impacts on disadvantaged populations.

Upload Map

Socio-Econ.pdf

Measure B: Affordable Housing

City/Township	Segment Length (Miles)
Shakopee	0.26
	0

Total Project Length

Total Project Length 0.26

Affordable Housing Scoring - To Be Completed By Metropolitan Council Staff

City/Township	Segment Length (Miles)	Total Length (Miles)	Score	Segment Length/Total Length	Housing Score Multiplied by Segment percent
Shakopee	0.26	0.26	60.0	1.0	60.0
		0	60	1	60

Affordable Housing Scoring - To Be Completed By Metropolitan Council Staff

Total Project Length (Miles) 0.26
 Total Housing Score 60.0

Measure A: Gaps, Barriers and Continuity/Connections

Check all that apply:

Closes a Gap on or off the RBTN including improving bikeability for all age/experience levels within urban, high demand corridors that may already have a continuous bikeway facility (in urban high-demand corridors, this could include adding an off-road trail where there is only an on-street bike lane or adding a bike lane where only a trail exists)

Closes a Gap Yes

Provides a Facility That Crosses or Circumvents a Physical Barrier (bridge or tunnel; on or off the RBTN) including a river or stream, railroad corridor, freeway, or multi-lane highway

Provides a Facility That Crosses or Circumvents a Physical Barrier Yes

Improves Continuity and/or Connections Between Jurisdictions (on or off the RBTN) (e.g., extending a specific bikeway facility treatment across jurisdictions to improve consistency and inherent bikeability)

Improves Continuity and/or Connections Between Jurisdictions Yes

Gaps: The project fills a gap for local and regional trails north and south of US 169. There is a robust regional and local trail network on both sides of 169, including: trail connection between Quarry Lake Park and Valley Park Dr; trail along CSAH 101; and trails near Deans Lake and CSAH 21. The project will link these trails, connecting neighborhoods, parks, and employment centers, as well as to the City of Chaska via DNR and US Fish and Wildlife trails.

Barrier: US 169, a freeway, is a barrier between the northern and southern trails. The project will provide a separated crossing of US 169, the only bike/ped crossing in 3 miles. The city has seen increased development south of US 169 and safe connections are needed. The bridge eliminates the barrier, provides a safe crossing, and fills a gap in the local and regional trail network.

Continuity: The project completes a significant gap between the robust local and regional trail system. Several more connections are also scheduled for completion within the next two years, including: the trail along Valley Park Drive (2015) and the east-west trail along CSAH 16 (2016). Development of Quarry Lake Park is also planned for 2015. The trail network to the north ties into US Fish/DNR land which crosses into Chaska. It also goes south to Cleary Lake Regional Park in Prior Lake. See Figure 2.

Response (Limit 1,400 characters; approximately 200 words)

Measure B: Project Improvements

Deficiency: There is no bike/ped crossing of US 169 in a three mile segment between CSAH 83 and CSAH 18. US 169 is a 4-lane, 65 mph freeway with volumes of 68,000. Pedestrians and bicyclists have no safe options to cross US 169 except at CSAH 83 and CSAH 18. 5-year crash data indicate no crashes involving peds this is logical, there are no crossings and someone would be crazy to attempt to do so.

Site Problem: The problem is the lack of safe crossings to get from the north to the south side of US 169. The city and others have made substantial investments in developing local and regional trails to connect to neighborhoods, employment centers, local parks, regional parks, and state and federal recreational areas, but the lack of a safe crossing renders the network incomplete. The fact that Quarry Lake Park directly north of US 169 is planned to be completed in 2015 along with the residential neighborhoods and elementary schools to the south of US 169 underscores the need for a grade separated crossing at the proposed location.

Deficiency Reduction: The proposed project provides a safe crossing of US 169 via a pedestrian/bicycle bridge across US 169, eliminating a gap in the local and regional trail system. Trail users of all ages and abilities will be comfortable using this crossing to connect to trails to parks, institutional, residential, commercial, and industrial areas.

Response (Limit 1,400 characters; approximately 200 words)

Measure A: Transit Connections

Existing Routes Directly Connected to the Project	496, 498
Planned Transitways Directly Connected to the Project (alignment and mode determined and identified in the 2030 TPP)	N/A
Existing Routes Indirectly Connected Within One Mile of the Project	490, 491, 496, 498

Planned Transitways Indirectly Connected Within One Mile of the Project (alignment and mode determined and identified in the 2030 TPP)

N/A

Upload Map

Transit Connections.pdf

Response

Met Council Staff Data Entry Only

Route Ridership Directly Connected	35524.0
Transitway Ridership Directly Connected	0
Route Ridership Indirectly Connected	185574.0
Transitway Ridership Indirectly Connected	0

Measure B: Pedestrian Connections

The bridge over US 169 to Quarry Lake Park fills one of the last remaining gaps in the local and regional trail systems in eastern Shakopee. The proposed bridge project will provide a safe, grade-separated crossing for pedestrians and bicyclists over a formidable barrier in the community. See Figure 2 for network and connectivity for pedestrians.

High-traffic areas: With this connection, residents south of US 169 and students in the two elementary schools (Red Oak and Eagle Creek) will be able to access employment centers (commercial and industrial) between US 169 and CSAH 101, Quarry Lake Park, Minnesota Valley National Wildlife Refuge and Recreation Area, Valleyfair amusement park, and other trails such as the Minnesota Valley State Trail.

Other connections to be completed before the proposed project: The city will be constructing a trail crossing of TH 101 in 2015. The city and county will be constructing a continuous trail along CSAH 16 in 2016. When these connections are complete, residents will have access to seamless connections between neighborhoods, employment centers, and local, regional and state recreation land. See Figure 2.

Response (Limit 1,400 characters; approximately 200 words)

Measure C: Multimodal Facilities

Ped/Transit elements: The project expands pedestrian access to four transit routes that serve areas north and south of US 169. Nearby routes/stops include: 496 (Valley Park Dr & 12th Ave), 498 (Seagate P&R), 490/491 (Eagle Creek Blvd & CSAH 21).

Ped/bike elements: The trail and bridge are designed for both user groups: trail will be 10 ft wide with a 14 ft wide bridge. The facility will meet ADA guidelines providing accessibility for those with disabilities. The project provides a grade separated crossing of US 169 on a facility that is completely separate from motorized vehicles which is important since US 169 is a freeway.

Response (Limit 1,400 characters; approximately 200 words)

Existing pedestrian elements: The project fills a gap in a 3-mile segment with no ped/bike crossing of US 169. Opportunities to cross US 169 are at CSAH 83 (freeway interchange with trail, 24,000 ADT high traffic) or CSAH 18 (grade-separated roadway with shoulders but no sidewalk). Neither has good connectivity into the trail system north of US 169. See Figure 2.

Integrates modes: The project design is safe for bicyclists and pedestrians: width, ADA, and bike standards. The bridge across will be completely separate from motor vehicle traffic, which improves safety for peds/bikes crossing US 169. The city will provide year-round maintenance so the trail/bridge can be used safely all year.

Transit Projects Not Requiring Construction

If the applicant is completing a transit or TDM application, only Park-and-Ride and other construction projects require completion of the Risk Assessment below. Check the box below if the project does not require the Risk Assessment fields, and do not complete the remainder of the form. These projects will receive full points for the Risk Assessment.

Check Here if Your Transit Project Does Not Require Construction

Measure A: Risk Assessment

1) Project Scope (5 Percent of Points)

Meetings or contacts with stakeholders have occurred Yes

100%

Stakeholders have been identified

40%

Stakeholders have not been identified or contacted

0%

2) Layout or Preliminary Plan (5 Percent of Points)

Layout or Preliminary Plan completed Yes

100%

Layout or Preliminary Plan started

50%

Layout or Preliminary Plan has not been started

0%

Anticipated date or date of completion 11/30/2007

3) Environmental Documentation (10 Percent of Points)

EIS

EA

PM Yes

Document Status:

Document approved (include copy of signed cover sheet) 100%

Document submitted to State Aid for review 75%

Document in progress; environmental impacts identified 50%

Document not started Yes 0%

Anticipated date or date of completion/approval 01/26/2018

4) Review of Section 106 Historic Resources (15 Percent of Points)

No known potential for archaeological resources, no historic resources known to be eligible for/listing on the National Register of Historic Places located in the project area, and project is not located on an identified historic bridge Yes

100%

Historic/archeological review under way; determination of no historic properties affected or no adverse effect anticipated

80%

Historic/archaeological review under way; determination of adverse effect anticipated

40%

Unknown impacts to historic/archaeological resources

0%

Anticipated date or date of completion of historic/archeological review:

Project is located on an identified historic bridge

5)Review of Section 4f/6f Resources (15 Percent of Points)

(4f is publicly owned parks, recreation areas, historic sites, wildlife or waterfowl refuges; 6f is outdoor recreation lands where Land and Water Conservation Funds were used for planning, acquisition, or development of the property)

No Section 4f/6f resources located in the project area

100%

Project is an independent bikeway/walkway project covered by the bikeway/walkway Negative Declaration statement; letter of support received Yes

100%

Section 4f resources present within the project area, but no known adverse effects

80%

Adverse effects (land conversion) to Section 4f/6f resources likely

30%

Unknown impacts to Section 4f/6f resources in the project area

0%

6)Right-of-Way (15 Percent of Points)

Right-of-way or easements not required Yes

100%

Right-of-way or easements has/have been acquired

100%

Right-of-way or easements required, offers made

75%

Right-of-way or easements required, appraisals made

50%

Right-of-way or easements required, parcels identified

25%

Right-of-way or easements required, parcels not identified

0%

Right-of-way or easements identification has not been completed

0%

Anticipated date or date of acquisition

7)Railroad Involvement (25 Percent of Points)

No railroad involvement on project Yes

100%

Railroad Right-of-Way Agreement is executed (include signature page) 100%

Railroad Right-of-Way Agreement required; Agreement has been initiated

60%

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

40%

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

0%

Anticipated date or date of executed Agreement

8)Construction Documents/Plan (10 Percent of Points)

Construction plans completed/approved (include signed title sheet)

100%

Construction plans submitted to State Aid for review

75%

Construction plans in progress; at least 30% completion

50%

Construction plans have not been started Yes

0%

Anticipated date or date of completion 01/26/2018

9)Letting

Anticipated Letting Date 03/02/2018

Trails

The City is committed to providing a comprehensive and coordinated series of trails that provides transportation as well as recreational value. The City's desire to encourage trail development is linked to Goal 9 of the City's Parks, Trails, and Open Space Plan. **Figure 6.4** depicts existing and anticipated future trails. This information is taken from the City of Shakopee *Parks, Recreation, Trails and Open Space Plan* (1999), which the City intends to update in the relative near future. The existing and proposed trails plan is consistent with the trail standards as identified in the City's *Parks, Recreation, Trails and Open Space Plan*:

- Trails should be the primary pedestrian circulation system in the rural service area.
- City Trails should be connected with State, Regional, and adjoining community trails where possible.
- City trails should be continuous with other trail systems and/or sidewalks in the City.
- Trails should connect recreation and amenity areas with areas of potentially higher pedestrian and bicycle traffic volumes.
- Trails should provide access in the City where sidewalks are deficient.

The City will continue to coordinate with other government agencies regarding trail planning and development. Scott County adopted *Interim Scott County Parks, Trails, and Open Space System Plan* in June 2004. This plan identifies a Scott County Regional Trail corridor which will ultimately extend from the Murphy-Hanrehan Park Reserve, to the Cleary Lake Regional Park, to Prior Lake, and to the Minnesota Valley State Trail in Shakopee. The corridor enters Shakopee from the south along CSAH 17; it jogs to the west at CSAH 78, and then turns north on CR 79. From CR 79, it continues through Shakopee to connect with the Minnesota Valley State Trail along the Minnesota River. Approximately one mile of this trail has been constructed in Shakopee, adjacent to CR 79, directly north of TH 169. In general, the trail sections are being completed during scheduled roadway upgrades and maintenance activities. The *Interim Scott County Parks, Trails, and Open Space System Plan* also identifies proposed County trail corridors in locations including the following:

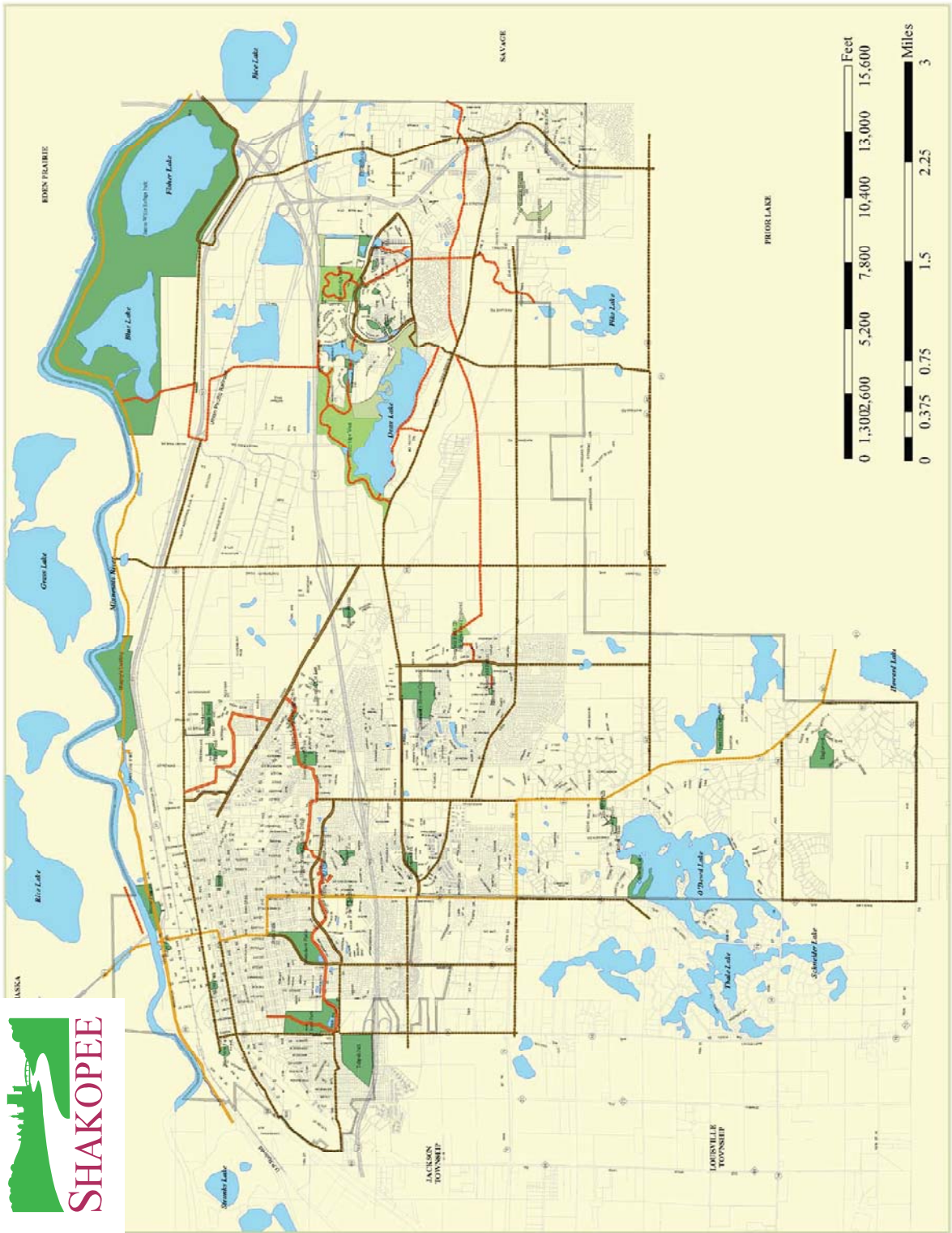
- Along CSAH 78 from the Minnesota River to CSAH 17
- South of TH 169 from CSAH 78 to CSAH 83
- Along CSAH 16 from CSAH 83 east to the City limit and beyond
- Along CSAH 42 from CSAH 17 east to the City limit and beyond
- Along future CSAH 21 extension from CSAH 42 to TH 169
- North of CSAH 101 from approximately Memorial Park to TH 169
- CSAH 15 from CSAH 78 to southern City limit and beyond

Safe Routes to School Program

Mn/DOT administers a program called Safe Routes to School that allocates federal funding to local projects. The primary goals of this program are to promote kids walking to school with associated health benefits and to improve overall safety conditions in the vicinity of schools. A broad range of projects are eligible for funding, including trail/sidewalk construction, signal systems, improved



- Existing Park
- Open Space
- Proposed Park
- Existing Recreational
- Existing Regional
- Existing Transportation
- Proposed Recreational
- Proposed Regional
- Proposed Transportation
- Water
- Shakopee Boundary



Shakopee Parks and Trails

Figure 6.4

Source: City of Shakopee

Scott County 2030 Comprehensive Plan Update



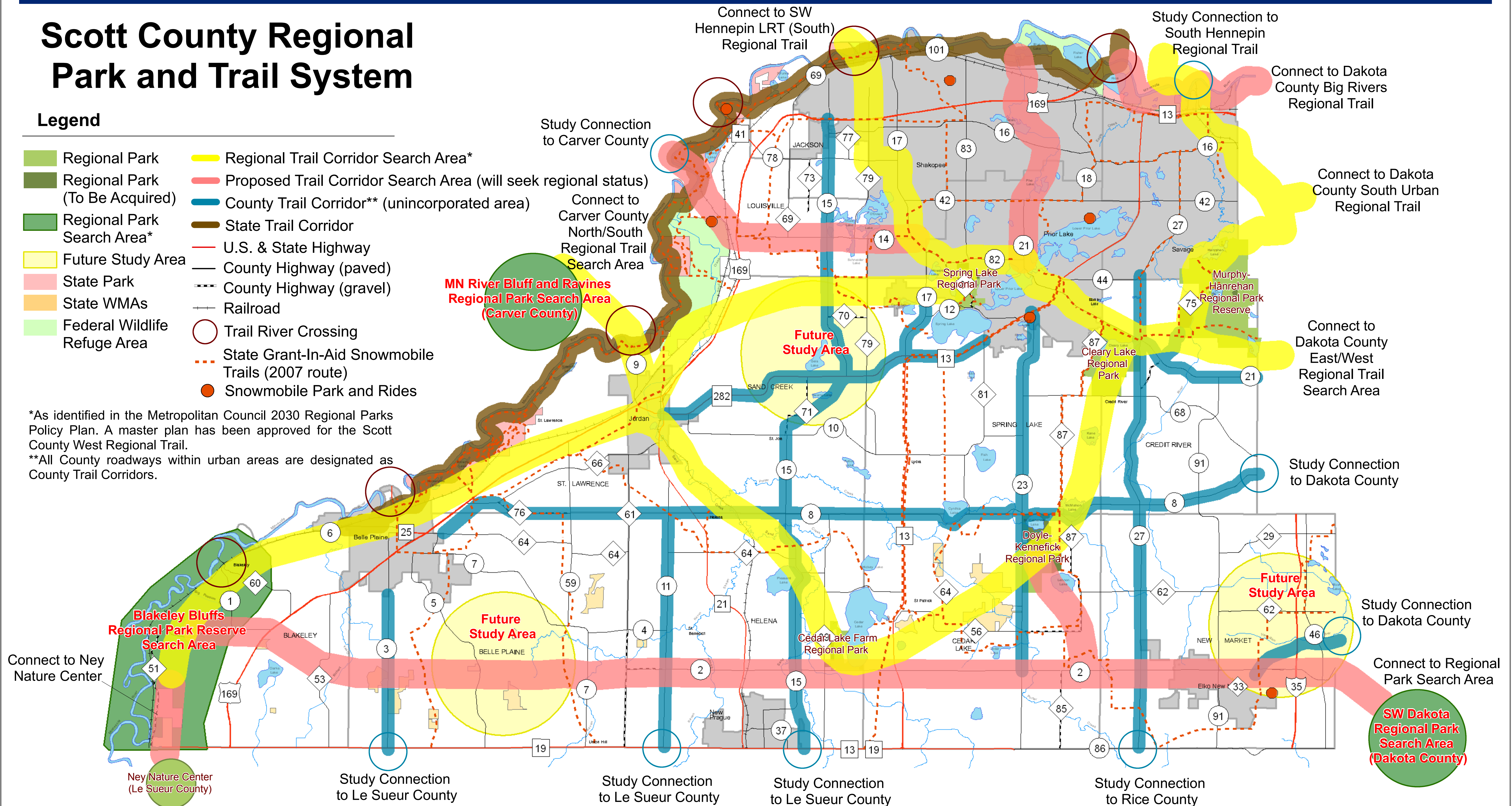
Scott County Regional Park and Trail System

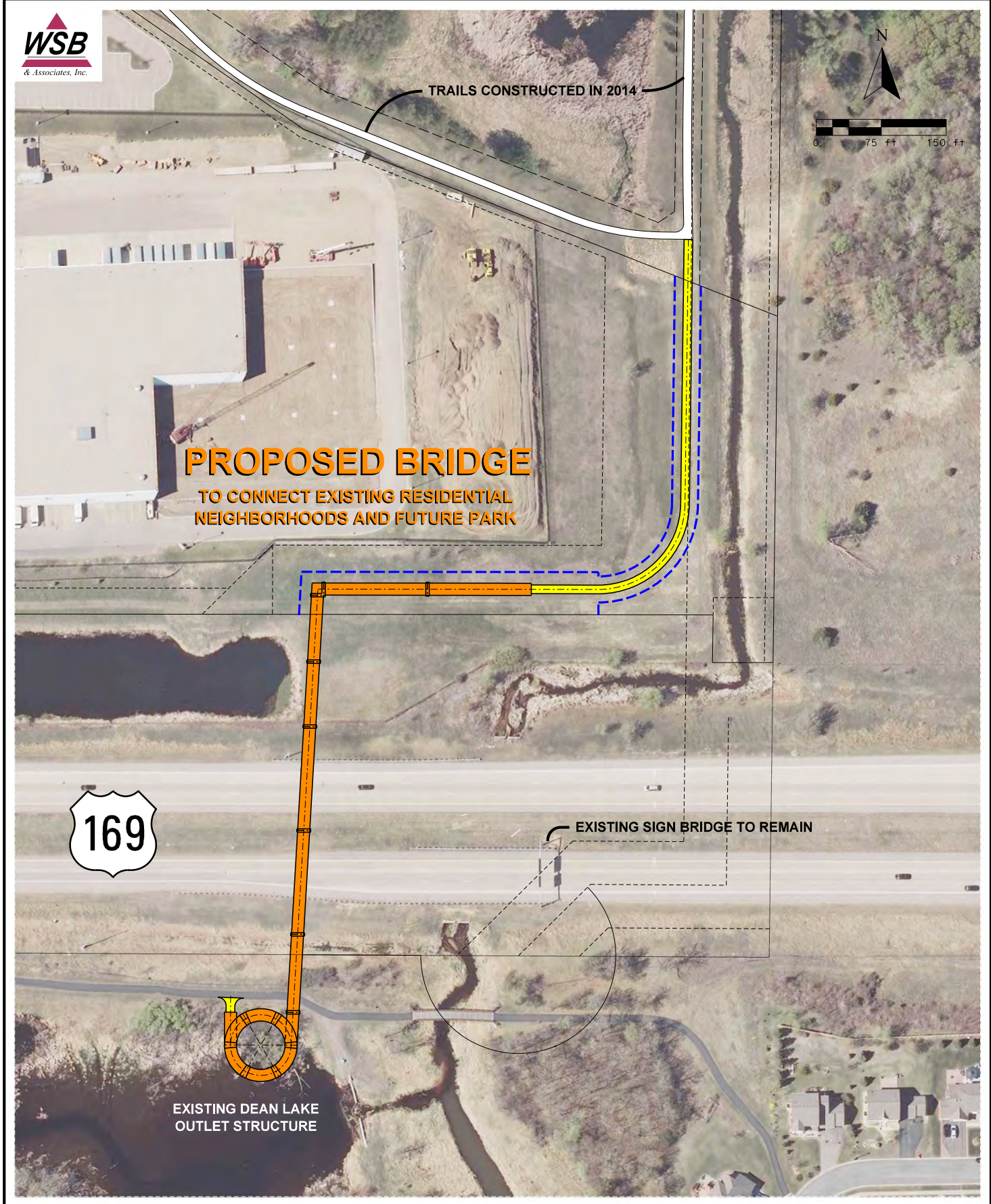
Legend

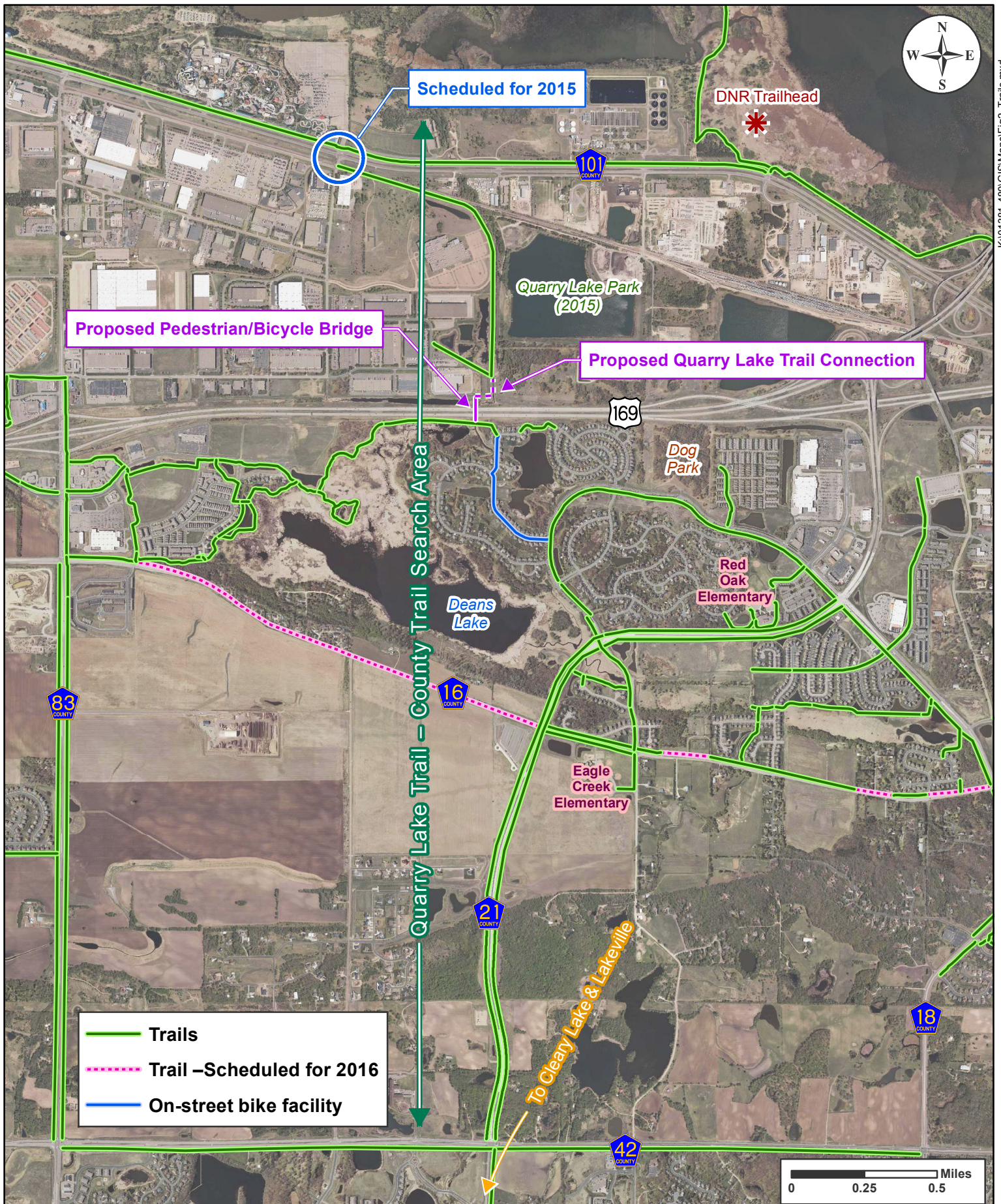
- Regional Park
- Regional Park (To Be Acquired)
- Regional Park Search Area*
- Future Study Area
- State Park
- State WMAs
- Federal Wildlife Refuge Area
- Regional Trail Corridor Search Area*
- Proposed Trail Corridor Search Area (will seek regional status)
- County Trail Corridor** (unincorporated area)
- State Trail Corridor
- U.S. & State Highway
- County Highway (paved)
- County Highway (gravel)
- Railroad
- Trail River Crossing
- State Grant-In-Aid Snowmobile Trails (2007 route)
- Snowmobile Park and Rides

*As identified in the Metropolitan Council 2030 Regional Parks Policy Plan. A master plan has been approved for the Scott County West Regional Trail.

**All County roadways within urban areas are designated as County Trail Corridors.







K:\01381-480\GIS\Maps\Fig2_Trails.mxd



Figure 2: Existing and Planned Trails
 Quarry Lake Trail and US 169 Ped/Bike Bridge - Shakopee, Mn
 2014 Transportation Alternatives Program Grant Application





December 1, 2014

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

Re: TH 169 Pedestrian and Bicycle Bridge in Shakopee – Transportation Alternatives
Program Grant Application – City of Shakopee

Ms. Koutsoukous –

The City of Shakopee is pleased to submit its grant application for the Quarry Lake Trail – TH 169 Pedestrian and Bicycle Bridge project. As the agency applying for the Transportation Alternatives Program grant and as the owner of the trail facility, the City of Shakopee commits to funding the required local match and to own, operate and maintain the trail for its useful life.

The city has been working to complete this and other missing links in the local and regional trail network within Shakopee and Scott County. Over the past five years the city and other agencies (US Fish and Wildlife, the DNR and Scott County) have built most of the infrastructure needed to link recreational areas in northern Scott County (and into Carver County via the US Fish and Wildlife Land) to Clearly Lake Regional Park in the City of Prior Lake. The proposed pedestrian and bicycle crossing over US 169 is the last gap to be filled.

The City of Shakopee looks forward to working with the Metropolitan Council and MnDOT should this project be selected. If you have any questions, please feel free to contact me.

Sincerely,

Bruce Loney, PE
Public Works Director



Mr. Scott McBride
MnDOT Metro District
1500 West County Road B2
Roseville, MN 55113

Re: Application for Federal Transportation Funds
TH 169 Pedestrian Bridge at Quarry Lake Park Trail
City of Shakopee, MN

Dear Mr. McBride,

The City of Shakopee intends to apply for federal transportation funds for construction of the Quarry Lake Park Trail pedestrian bridge over TH 169 midway between CSAH 83 and CSAH 21. Given that this project will be constructed within MnDOT highway right-of-way, the purpose of this correspondence is to request a letter of support from MnDOT for the proposed improvement project. Relevant information is provided below:

- A. Project location maps (attached as *Figures 1 and 2*).
- B. Expected years of construction would be from 2018 through 2019, depending on when funding is available.
- C. The project's impact to MnDOT right-of-way involves the placement of four (4) piers within MnDOT's right-of-way. One pier would be located within the Hwy. 169 median with one pier on the south side and two piers on the north side. The three (3) bridge piers will be within the Hwy. 169 clear zone and will be protected with guard rail. One sign bridge along Hwy. 169 most likely will be impacted and will either need to be relocated or signs attached to the new pedestrian bridge. Since the bridge will span the entire MnDOT right-of-way width, no significant amount of embankment material will be required to be placed within MnDOT right-of-way.
- D. The problem the project addresses is the lack of north/south conductivity or pedestrian and non-motorized (bicycle) access across Hwy. 169. The construction of Hwy. 169 provides a freeway through the center of the City of Shakopee; however, it has bisected the community. Hwy. 169 serves as a valuable regional function for vehicular traffic, but has created a significant barrier for non-motorized transportation modes. This problem is becoming more pronounced as the community is developing its park on the north and trail systems on the south side with development continuing

on the south side of Hwy. 169. Currently, there are no pedestrian crossings of Hwy. 169 east of CSAH 83. The proposed pedestrian bridge and trail extension would solve this problem by providing a non-motorized bridge over Hwy. 169 at this key location.

- E. The City of Shakopee has recently constructed a new pedestrian trail along the south side of Hwy. 169 to complete a gap in their trail system which will connect the rapidly developing east side with the central part of the City. The City also has a regional park, Quarry Lake Park, which is slowly being developed on the site of an abandoned quarry which is located on the north side of Hwy. 169. The DNR has also identified a future regional trail system along the Minnesota River which the Quarry Lake Park Trail would eventually connect into.
- F. The City is anticipating receiving federal financial contributions to construct the Quarry Lake Park Trail pedestrian bridge over TH 169. The construction of TH 169 was in the middle of the City of Shakopee, and this major facility has placed a significant burden on the City in terms of safe pedestrian/bicycle crossings of the facility. The City of Shakopee does not have funds available to fully construct pedestrian bridges without securing additional funding contributions at this time.
- G. The contact person for this projects is Bruce Loney, Public Works Director, 952-233-9361, bloney@ci.shakopee.mn.us.

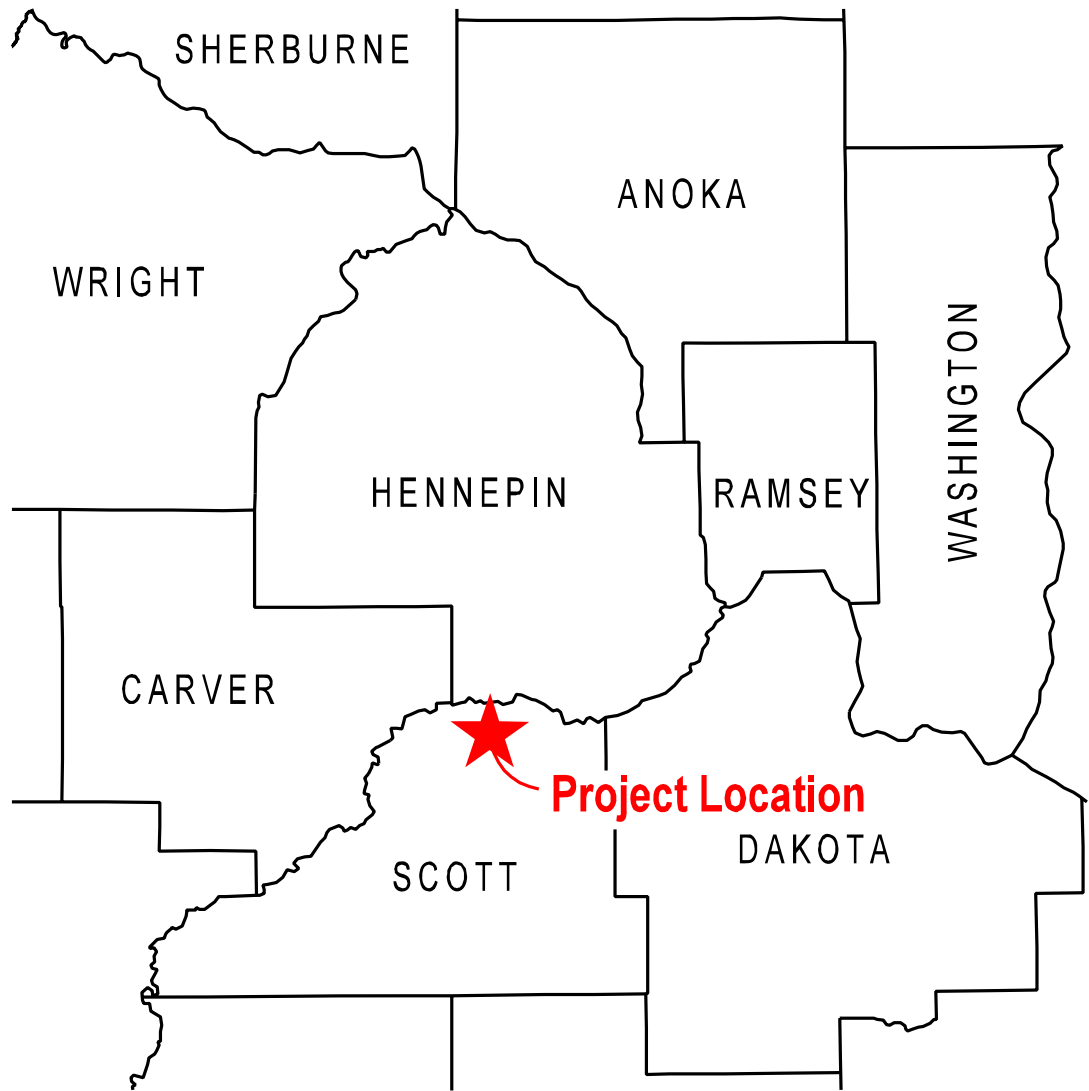
The City would appreciate a letter of support from MnDOT recognizing that this project is needed and necessary to provide safe pedestrian and bicycle corridor over TH 169 in the City of Shakopee. The City understands that MnDOT is unlikely to participate in funding of the project.

If you have any questions in regard to this letter or the attachments, please feel free to contact me at 952-233-9361.

Sincerely,



Bruce Loney, PE
Public Works Director



Project Location



**2007 Federal Transportation Funding
TE Application**
Pedestrian Bridge over T.H. 169 at Quarry Lake Park

**Figure 1
Regional
Project Location**



LEGEND

- Existing Off-Road Trail
- Existing Regional Trail
- - - Proposed Off-Road Trail
- - - Proposed Regional Trail



**2007 Federal Transportation Funding
TE Application**

Pedestrian Bridge over T.H. 169 at Quarry Lake Park

Figure 2

Project Location Map



Minnesota Department of Transportation

Metro District
1500 West County Road B-2
Roseville, MN 5511

November 25, 2014

Bruce Loney
Public Works Director
City of Shakopee
129 Holmes Street South
Shakopee, Minnesota 55379

RE: Regional Solicitation Application for Highway 169 Pedestrian & Bicycle Bridge at
Quarry Lake Park Trail

Dear Mr. Loney:

Thank you for requesting a letter of support from MnDOT for the Metropolitan Council's 2014 Regional Solicitation. Your application for the US 169 Pedestrian Bridge at Quarry Lake Park Trail project impacts MnDOT right of way on Highway 169.

MnDOT, as the agency with jurisdiction over Highway 169, supports this supports the application. Details of a future maintenance agreement with the City will be determined during project development to define how the project will be maintained; however, ped/bike bridges over MnDOT right of way are normally owned and maintained by the local agency.

This project currently has no funding from MnDOT.

Sincerely,

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

Scott McBride, P.E.
Metro District Engineer

Cc: Elaine Koustoukos, Metropolitan Council
Jon Solberg, MnDOT Metro District – South Area Manager

An Equal Opportunity Employer

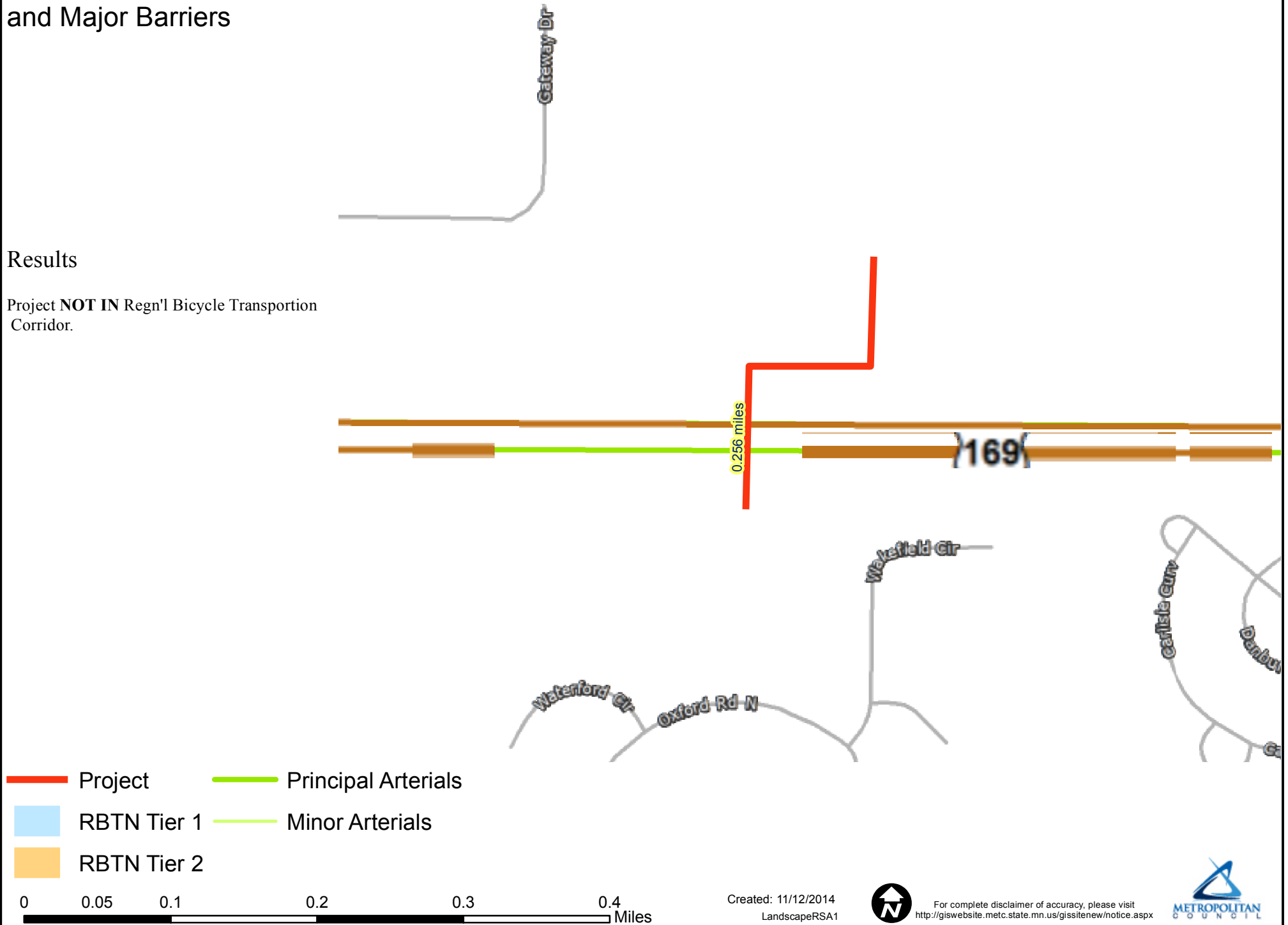


RBTN Evaluation and Major Barriers

Multiuse Trails and Bicycle Facilities Project: Quarry Lake Park Pedestrian Bridge | Map ID: 1415799658543

Results

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

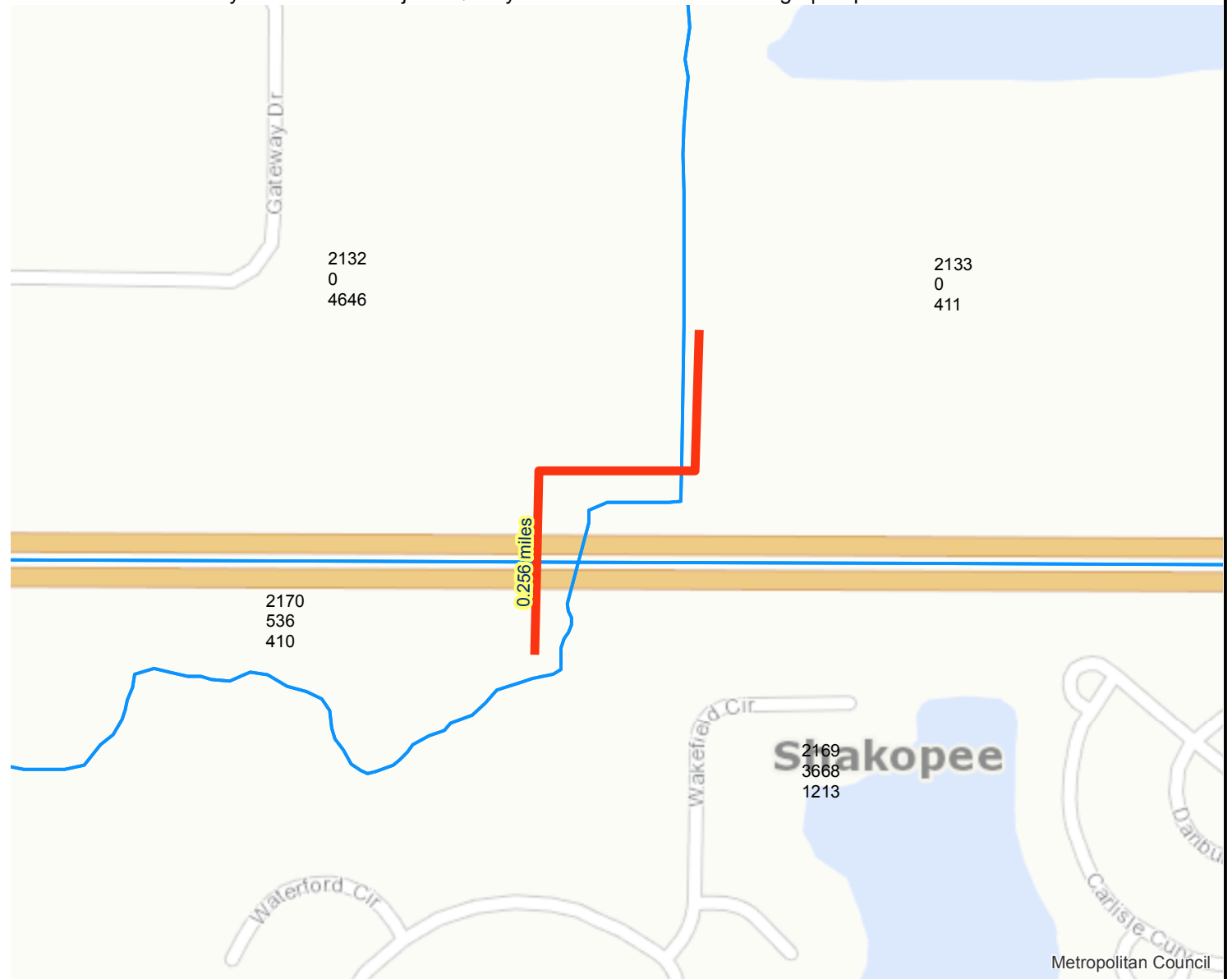


Population Summary

Multiuse Trails and Bicycle Facilities Project: Quarry Lake Park Pedestrian Bridge | Map ID: 1415799658543

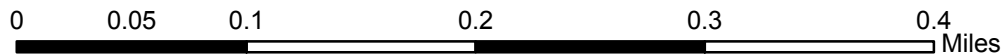
Results

Within ONE Mile of project:
Total Population: 5108
Total Employment: 6845



Project School

2010 TAZ



Created: 11/12/2014
LandscapeRSA4

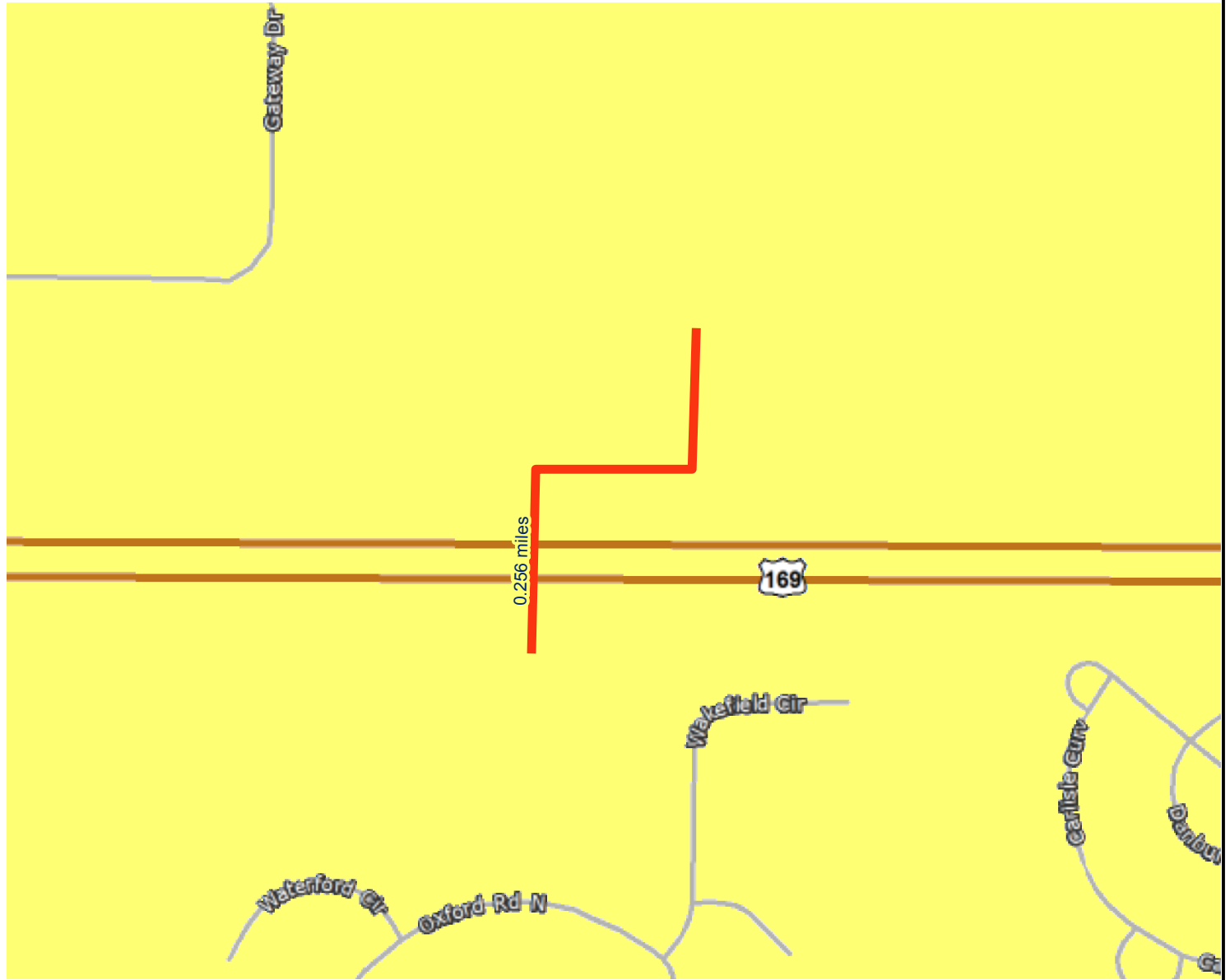


For complete disclaimer of accuracy, please visit
<http://giswebsite.metc.state.mn.us/gissitenew/notice.aspx>

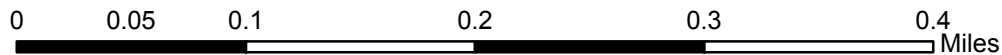


Results

Project **IN** area of above average concentration of race or poverty.



- Project
- Racially concentrated area of poverty
- Concentrated area of poverty
- Above reg'l avg conc of race/poverty



Created: 11/12/2014
LandscapeRSA2



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



Results

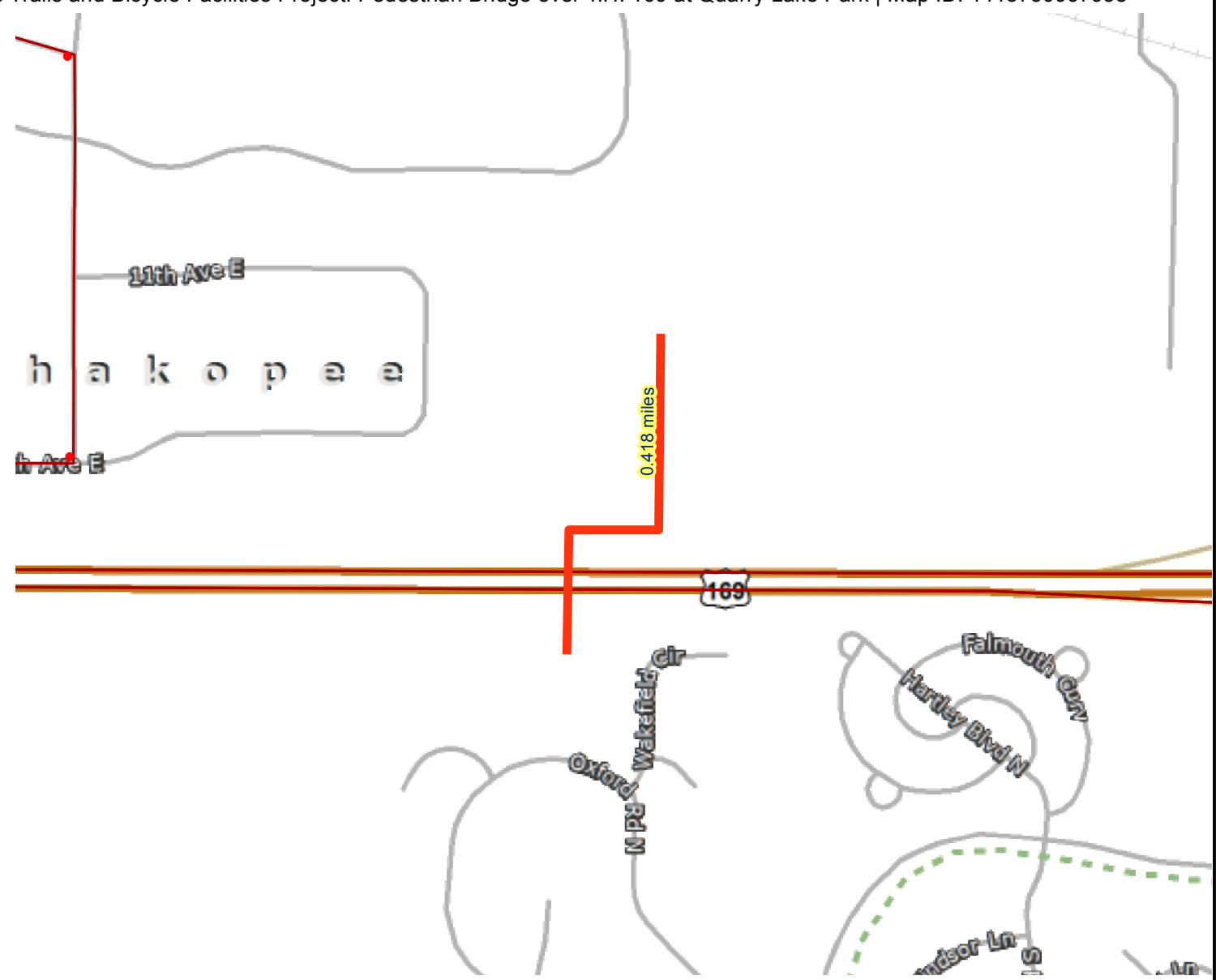
Transit with a Direct Connection to project:
496 498

Transit within QTR mile of project:
496 498

Transit within HALF mile of project:
496 498

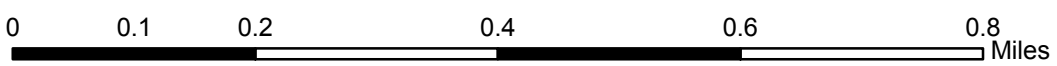
Transit within ONE mile of project:
490 491 496 498

**indicates Planned Alignments*



Project Transit Routes

Active Stop



Created: 11/11/2014
LandscapeRSA3



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

