



Application

04786 - 2016 Multiuse Trails and Bicycle Facilities

05186 - US 169 Bicycle and Pedestrian Bridge in Shakopee, MN

Regional Solicitation - Bicycle and Pedestrian Facilities

Status: Submitted  
Submitted Date: 07/13/2016 3:52 PM

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## Primary Contact

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\* Shakopee Minnesota 55379  
City State/Province Postal Code/Zip

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

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## 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

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## Project Information

Project Name

US 169 Bicycle and Pedestrian Bridge/Quarry Lake Trail

Primary County where the Project is Located

Scott

Jurisdictional Agency (If Different than the Applicant):

The US 169 Bike/Ped Bridge-Quarry Lake Trail Project is located within Shakopee and provides a direct connection to the Tier 1 RBTN corridor along CSAH 101. The project eliminates a significant gap in the local and regional trail system between residential, educational and commercial areas south of US 169 to employment and recreational destinations north of US 169. The proposed trail/bridge connects existing trail north of Dean Lake across US 169 to Quarry Lake Park and the CSAH 101 trail (part of the MN Valley State Trail).

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

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

US 169, a freeway, is a major barrier for ped/bike 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 and Stagecoach Rd. The Stagecoach Rd crossing is 4.9 miles from CSAH 83 by bicycle and adjacent to an active railroad switching yard and can be blocked for up to a half-hour multiple times per day. From the proposed project location, cyclists and pedestrians are currently required to travel 3.1 miles to reach the Stagecoach Rd crossing, and often experience significant delays before being able to cross due to trains. As the city continues to develop south of US 169, safe connections across the highway are needed to facilitate ped/bike transportation to and from recreational, residential, commercial, institutional and industrial areas.

Construction of the 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 and the Minnesota River. As shown in Figure 2, the City of Shakopee has a robust system of trails both north and south of US 169. However, the trails are not currently linked across US 169 at the east side of the city. This project enhances local and regional trail connectivity, removes regional barriers, provides a grade separation between high speed traffic and pedestrians/bicyclists, and fills a gap in the Shakopee and regional trail network. When complete, bicyclists and pedestrians will be able to make seamless connections to the Minnesota Valley State Trail, trails along CSAH 16, CSAH 83, CSAH 42, and trails in Bloomington. The project improves access for users to several major employers on both sides of US 169, including Shutterfly, Rosemount-Emerson, Amazon, Bayer, Datacard, MyPillow, and employers / residents of Bloomington.

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

**TIP Description Guidance** (will be used in TIP if the project is selected for funding)

US 169, 1.4 Miles West of CSAH 21, Construct Ped Bridge Over US 169 and Connecting Trail

**Project Length (Miles)**

0.26

## Project Funding

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

No

**If yes, please identify the source(s)**

N/A

**Federal Amount**

\$2,173,628.00

**Match Amount**

\$543,407.00

*Minimum of 20% of project total*

**Project Total**

\$2,717,035.00

**Match Percentage**

20.0%

Minimum of 20%

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

**Source of Match Funds** Local

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:** 2020

For TDM projects, select 2018 or 2019. For Roadway, Transit, or Trail/Pedestrian projects, select 2020 or 2021.

### Additional Program Years:

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

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## Project Information

**County, City, or Lead Agency** City of Shakopee

**Zip Code where Majority of Work is Being Performed** 55379

**(Approximate) Begin Construction Date** 05/01/2020

**(Approximate) End Construction Date** 11/30/2020

**Name of Trail/Ped Facility:** Quarry Lake Trail

(i.e., CEDAR LAKE TRAIL)

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

**From:**  
**(Intersection or Address)** Quarry Lake Park Trail (north of US 169)

**To:**  
**(Intersection or Address)** Existing Trail located north of Dean Lake (south of US 169)

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

**Or At:** US 169

**Primary Types of Work** Grade, Agg Base, Bit Base, Bit Surf, Sidewalk, Signals,  
Lighting, Guardrail, Bridge, Bike Path, Ped ramps.

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

### BRIDGE/CULVERT PROJECTS (IF APPLICABLE)

**Old Bridge/Culvert No.:** N/A

**New Bridge/Culvert No.:** Not yet known

**Structure is Over/Under**  
**(Bridge or culvert name):** US 169

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## 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 (do not include in cost effectiveness measure)	\$0.00
Traffic Signals	\$0.00
Wetland Mitigation	\$0.00
Other Natural and Cultural Resource Protection	\$0.00
RR Crossing	\$0.00
Roadway Contingencies	\$0.00
Other Roadway Elements	\$0.00
<b>Totals</b>	<b>\$0.00</b>

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## Specific Bicycle and Pedestrian Elements

<b>CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES</b>	<b>Cost</b>
Path/Trail Construction	\$2,680,475.00
Sidewalk Construction	\$21,560.00
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	\$6,000.00

Wayfinding	\$9,000.00
Bicycle and Pedestrian Contingencies	\$0.00
Other Bicycle and Pedestrian Elements	\$0.00
<b>Totals</b>	<b>\$2,717,035.00</b>

## Specific Transit and TDM Elements

<b>CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES</b>	<b>Cost</b>
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
<b>Totals</b>	<b>\$0.00</b>

## Transit Operating Costs

Number of Platform hours	0
Cost Per Platform hour (full loaded Cost)	\$0.00
Subtotal	\$0.00
Other Costs - Administration, Overhead, etc.	\$0.00

## Totals

Total Cost	\$2,717,035.00
Construction Cost Total	\$2,717,035.00
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 2040 Transportation Policy Plan, the 2040 Regional Parks Policy Plan (2015), and the 2040 Water Resources Policy Plan (2015).

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

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



Obj. A: Reduce crashes and improve safety and security for all modes of passenger travel and freight transport

B1: Regional transportation partners will incorporate safety and security considerations for all modes and users throughout the processes of planning, funding, construction, operation. Pg. 2.20

B6. Regional transportation partners will use best practices to provide and improve facilities for safe walking and bicycling, since pedestrians and bicyclists are the most vulnerable users of the transportation system. Pg. 2.23

Obj. A: Increase the availability of multimodal travel options, especially in congested highway corridors. Pg. 2.24

**List the goals, objectives, strategies, and associated pages:**

C2. Local units of government should provide a system of interconnected arterial roads, streets, bicycle facilities, and pedestrian facilities to meet local travel needs using Complete Streets principles. Pg. 2.25

C15. Regional transportation partners should focus investments on completing Priority Regional Bicycle Transportation Corridors and on improving the larger Regional Bicycle Transportation Network. Pg. 2.36

C16. Regional transportation partners should fund projects that provide for bicycle and pedestrian travel across or around physical barriers and/or improve continuity between jurisdictions. Pg. 2.36

C17. Regional transportation partners will provide or encourage reliable, cost-effective, and accessible transportation choices that provide and enhance access to employment, housing, education, and social connections for pedestrians

and people with disabilities. Pg. 2.37

Obj. C: Increase the availability and attractiveness of transit, bicycling, and walking to encourage healthy communities and active car-free lifestyles.

Pg. 2.42

E3. Regional transportation partners will plan and implement a transportation system that considers the needs of all potential users, including children, senior citizens, and persons with disabilities, and that promotes active lifestyles and cohesive communities. A special emphasis should be placed on promoting the environmental and health benefits of alternatives to single-occupancy vehicle travel.

Pg. 2.44

*(Limit 2500 characters; approximately 750 words)*

*3. The project or the transportation problem/need that the project addresses must be in a local planning or programming document. Reference the name of the appropriate comprehensive plan, regional/statewide plan, capital improvement program, corridor study document [studies on trunk highway must be approved by the Minnesota Department of Transportation and the Metropolitan Council], or other official plan or program of the applicant agency [includes Safe Routes to School Plans] that the project is included in and/or a transportation problem/need that the project addresses.*

City of Shakopee Transportation Plan; page 39  
(See Transportation Plan attachment).

**List the applicable documents and pages:**

Scott County Comprehensive Plan (See Scott County Regional Park and Trail System Map).

*(Limit 2500 characters; approximately 750 words)*

*4. The project must exclude costs for studies, preliminary engineering, design, or construction engineering. Right-of-way costs are only eligible as part of bicycle/pedestrian projects, transit stations/stops, transit terminals, park-and-ride facilities, or pool-and-ride lots. Noise barriers, drainage projects, fences, landscaping, etc., are not eligible for funding as a standalone project, but can be included as part of the larger submitted project, which is otherwise eligible.*

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

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

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

*6. Applicants must not submit an application for the same project in more than one funding sub-category.*

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

7. The requested funding amount must be more than or equal to the minimum award and less than or equal to the maximum award. The cost of preparing a project for funding authorization can be substantial. For that reason, minimum federal amounts apply. Other federal funds may be combined with the requested funds for projects exceeding the maximum award, but the source(s) must be identified in the application. Funding amounts by application category are listed below.

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

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

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

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

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

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

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

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

10. 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**

11. 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**

12. 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**

13. 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**

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## 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.**

### Safe Routes to School projects only:

3. All projects must be located within a two-mile radius of the associated primary, middle, or high school site.

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

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

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

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## Requirements - Bicycle and Pedestrian Facilities Projects

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### 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 Yes

Direct connection to an RBTN Tier 2 corridor or alignment

OR

Project is not located on or directly connected to the RBTN, but is part of a local system and identified within an adopted county, city or regional parks implementing agency plan.

Upload Map 1466538282025\_RBTNMap.pdf

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### Measure A: Population Summary

Existing Population Within One Mile (Integer Only) 5108

Existing Employment Within One Mile (Integer Only) 6845

Upload the "Population Summary" map 1466538897806\_PopMap.pdf

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### Measure A: Project Location and Impact to Disadvantaged Populations

Select one:

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

Project located in Area of Concentrated Poverty:

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

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

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 continuous bicycle/pedestrian connection between residential and commercial areas, employment centers, schools, 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 existing pedestrian/bicycle crossings.

Children, families, the elderly, people with disabilities, and low-income populations who rely on bicycling/walking will benefit from non-motorized transportation facility 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 opportunities for people who cannot drive or people who do not have access to a personal vehicle through access to jobs, schools and recreation. Local destinations easily accessed by the trail include residential neighborhoods, church, dog park, commercial businesses, Goodwill, restaurants, recreational area, Walmart, Sam's Club, child care, etc.

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

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

The response should address the benefits, impacts, and mitigation for the populations affected by the project.

Upload Map

1466541884309\_Socio-EconMap.pdf

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## Measure B: Affordable Housing

City/Township	Segment Length in Miles (Population)
Shakopee	0.26
	0

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## Total Project Length

Total Project Length (Total Population) 0.26

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## 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
		0	0	0	0

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## Affordable Housing Scoring - To Be Completed By Metropolitan Council Staff

Total Project Length (Miles) 0.26  
Total Housing Score 0

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## Measure A: Gaps, Barriers and Continuity/Connections

Check all that apply:

Gap improvements can be on or off the RBTN and may include the following:

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

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

- Providing a safer, more protected on-street facility;

- Improving crossings at busy intersections (signals, signage, pavement markings); OR

- Improving a bike route or providing a trail parallel to a highway or arterial roadway along a lower-volume neighborhood collector or local street.

Barrier crossing improvements (on or off the RBTN) can include crossings (over or under) of rivers or streams, railroad corridors, freeways, or multi-lane highways, or enhanced routes to circumvent the barrier by channeling bicyclists to existing safe crossings or grade separations. (For new barrier crossing projects, data about the nearest parallel crossing (as described above) must be included in the application to be considered for the full allotment of points under this criterion).

**Closes a transportation network gap and/or 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 bicycle transportation north and south of US 169. There is a robust regional and local trail network on both sides of US 169 including: trail connection between Quarry Lake Park and Valley Park Dr; the Tier 1 RBTN corridor along CSAH 101; and trails near Dean Lake and CSAH 21. The project will link these trails, connecting neighborhoods, parks, and employment centers on the east side of Shakopee.

Barrier: US 169, a freeway, is a barrier between the northern and southern trail networks. The project will provide a grade-separated crossing over US 169 and be the only bike/ped crossing in three miles. The city has seen increased development south of US 169 and safe connections are needed in the multimodal transportation network to link the community to local businesses and resources. The bridge eliminates the barrier, provides a safe crossing, and fills a gap in the local and regional trail network. In addition, the project provides an alternative to the Stagecoach Road crossing under US 169. An active railroad switching yard is adjacent to Stagecoach Road and can block the roadway crossing for up to a half-hour multiple times a day. Thus bikers are currently required to travel over 2.5 additional miles to reach the Stagecoach Road crossing, and often experience significant delays before being able to cross.

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

Continuity: The project completes a significant gap between the robust local and regional trail system existing both north and south of US 169. The trail network to the north ties into the CSAH 101 Tier 1 RBTN corridor, which provides access to three bike/ped MN River Crossings and connections to Chaska, Chanhassen, and Bloomington. To the south, the trail connects to Cleary Lake Regional Park in Prior Lake (Figure 2).



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## Measure B: Project Improvements

Deficiency: There is no bike/ped crossing of US 169 in a three mile segment between CSAH 83 and CSAH 21. US 169 is a four-lane, 65 mph freeway with AADT volumes of 68,000. Pedestrians and bicyclists have no safe options to cross US 169 except at CSAH 83 or Stagecoach Road which is adjacent to an active railroad switching yard and is often blocked for extended periods of time. The delay at Stagecoach has led to some bicyclists making unsafe decisions to cross the tracks and avoid the delay. Five-year crash data indicate no crashes involving pedestrians or bikes at this location because crossing a 65 mph high-speed freeway is not feasible.

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

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. Quarry Lake Park directly north of US 169 has recently been completed along with the residential neighborhoods and elementary schools to the south of US 169, which underscores the need for a grade separated crossing at the proposed location to offer multimodal transportation connections for the local community which may not have other forms of transportation.

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 bicycle transportation network. Trail users of all ages and abilities will be comfortable using this crossing to connect trails to parks, institutions, residential areas, commercial businesses, employment opportunities, and

industrial areas.

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## Measure A: Multimodal Elements

The project expands pedestrian access to four transit routes that serve areas north and south of US 169. Bus routes include 490, 491, 492, and 499. Access to routes is provided at the nearby Southbridge Crossings Transit Station. The 499 circulatory bus route transports people to common destinations within the City of Shakopee and provides free transfer at the Marschall Road Transit Station.

The trail will be a 10 foot wide multiuse trail with a 14 foot wide bridge and will allow for two-way traffic to limit conflicts between bicyclists and walkers. 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 along the US 169 freeway and the City will provide year-round maintenance so the trail/bridge can be used safely in all seasons and conditions.

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

The project fills a gap in a 3-mile segment which currently lacks ped/bike crossing of US 169. Opportunities to cross US 169 are at CSAH 83 (24,000 AADT) or Stagecoach Road which is adjacent to an active railroad switching yard and is often blocked for extended periods of time. Neither is well connected to the trail system north of US 169 (Figure 2). There is no connection across US 169 at CSAH 21.

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# Transit Projects Not Requiring Construction

If the applicant is completing a transit or TDM 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](#)

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## 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

### 3) Environmental Documentation (5 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% date submitted

Document in progress; environmental impacts identified; review request letters sent  
50%

Document not started Yes  
0%

Anticipated date or date of completion/approval 11/01/2019

**4)Review of Section 106 Historic Resources (10 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%

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%

Unsure if there are any historic/archaeological resources in the project area

0%

Anticipated date or date of completion of historic/archeological review: 11/01/2018

Project is located on an identified historic bridge

**5)Review of Section 4f/6f Resources (10 Percent of Points)**

*4(f) Does the project impacts any public parks, public wildlife refuges, public golf courses, wild & scenic rivers or public private historic properties?*

*6(f) Does the project impact any public parks, public wildlife refuges, public golf courses, wild & scenic rivers or historic property that was purchased or improved with federal funds?*

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

100%

No impact to 4f property. The 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%

Project impacts to Section 4f/6f resources likely coordination/documentation has begun

50%

Project impacts to Section 4f/6f resources likely coordination/documentation has not begun

30%

Unsure if there are any impacts to Section 4f/6f resources in the project area

0%

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

**Right-of-way, permanent or temporary easements not required** Yes

100%

**Right-of-way, permanent or temporary easements has/have been acquired**

100%

**Right-of-way, permanent or temporary easements required, offers made**

75%

**Right-of-way, permanent or temporary easements required, appraisals made**

50%

**Right-of-way, permanent or temporary easements required, parcels identified**

25%

**Right-of-way, permanent or temporary easements required, parcels not identified**

0%

**Right-of-way, permanent or temporary 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)Interchange Approval (15 Percent of Points)\***

*\*Please contact Karen Scheffing at MnDOT (Karen.Scheffing@state.mn.us or 651-234-7784) to determine if your project needs to go through the Metropolitan Council/MnDOT Highway Interchange Request Committee.*

**Project does not involve construction of a new/expanded interchange or new interchange ramps** Yes

100%

Interchange project has been approved by the Metropolitan Council/MnDOT Highway Interchange Request Committee

100%

Interchange project has not been approved by the Metropolitan Council/MnDOT Highway Interchange Request Committee

0%

### 9)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 Yes

50%

Construction plans have not been started

0%

Anticipated date or date of completion 01/26/2020

### 10)Letting

Anticipated Letting Date 03/01/2020

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## Measure A: Cost Effectiveness

Total Project Cost (entered in Project Cost Form): \$2,717,035.00

Enter Amount of the Noise Walls: \$0.00

Total Project Cost subtract the amount of the noise walls: \$2,717,035.00

Points Awarded in Previous Criteria

Cost Effectiveness \$0.00

---

## Other Attachments

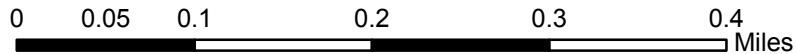
File Name	Description	File Size
Attachments.pdf	Figures and Supporting Documents	2.1 MB
US169 Overpass MnDOT letter of support.pdf	MnDOT Letter of Support	105 KB

# Project to RBTN Orientation

Multiuse Trails and Bicycle Facilities Project: Quarry Lake Trail Bridge Over US 169 | Map ID: 1465326536281



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



Created: 6/7/2016  
LandscapeRSA1



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

NCompass Technologies



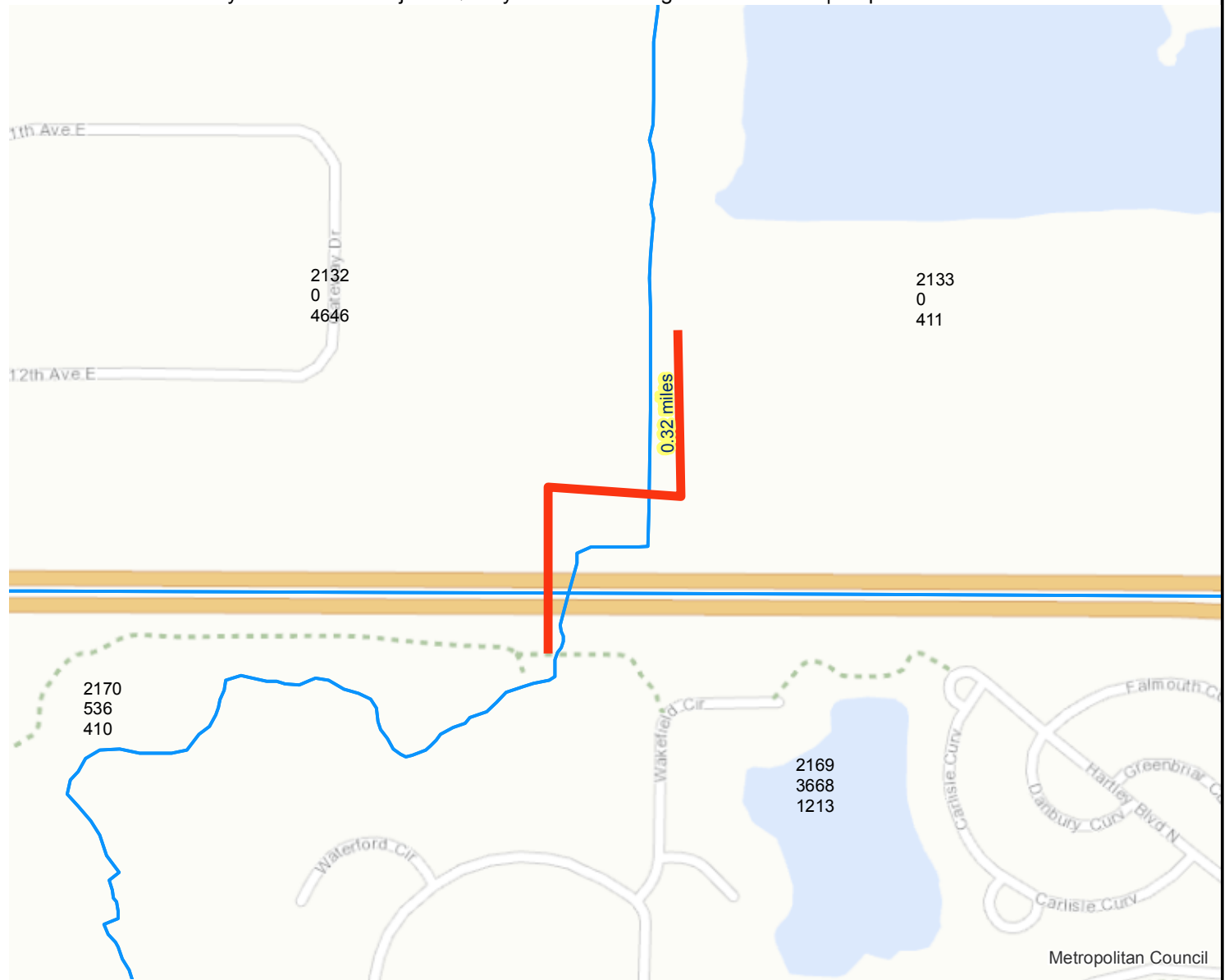


# Population Summary

Multiuse Trails and Bicycle Facilities Project: Quarry Lake Trail Bridge Over US 169 | Map ID: 1465326536281

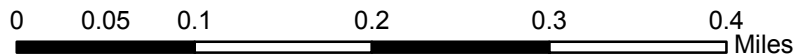
## Results

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



Project School

2010 TAZ



Created: 6/7/2016  
LandscapeRSA4

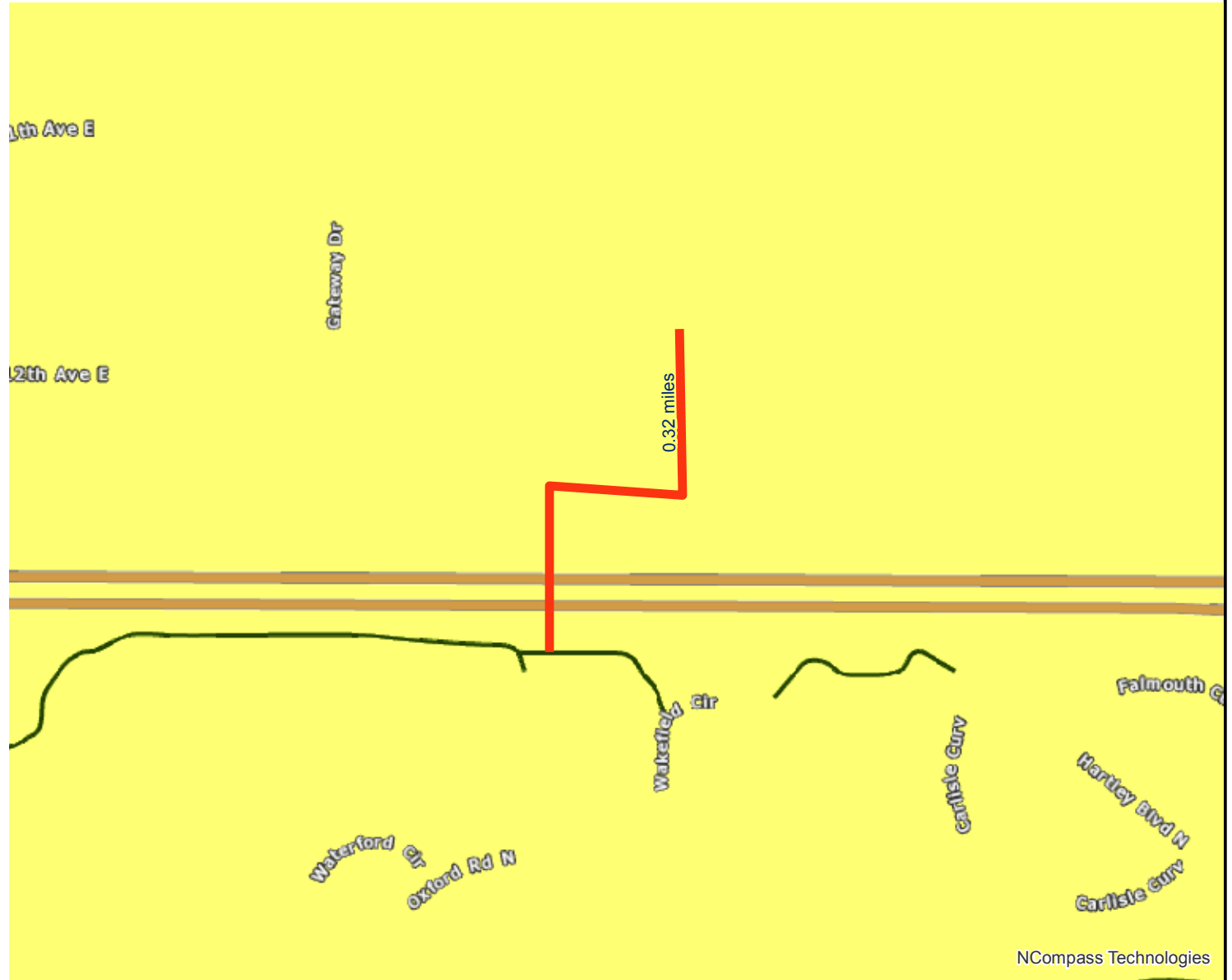


For complete disclaimer of accuracy, please visit  
<http://giswebsite.metc.state.mn.us/gissitenew/notice.aspx>







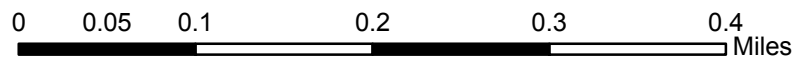
Results

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



NCompass Technologies

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

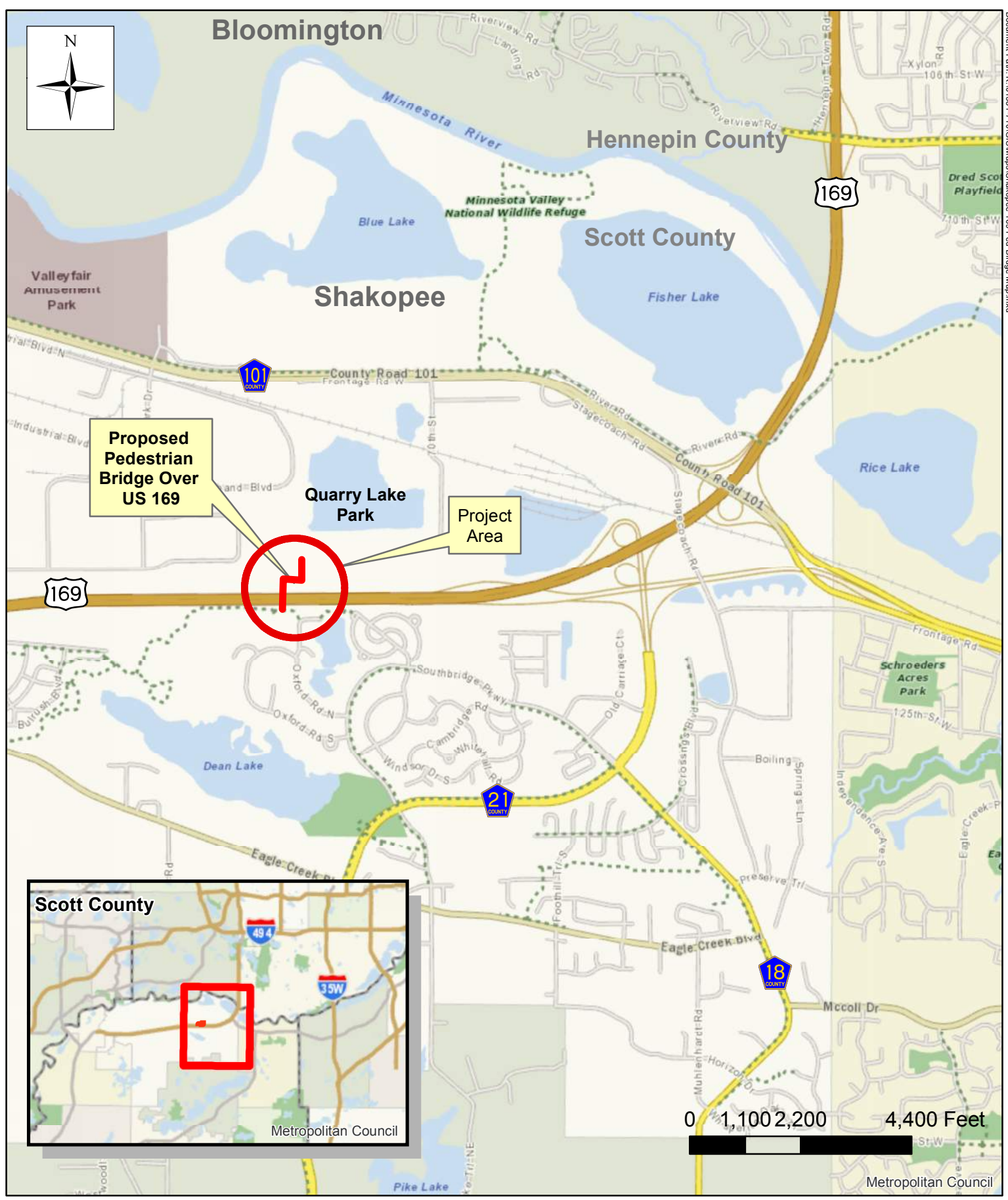


Created: 6/7/2016  
LandscapeRSA2



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Proposed Pedestrian Bridge Over US 169

Project Area



**Legend**

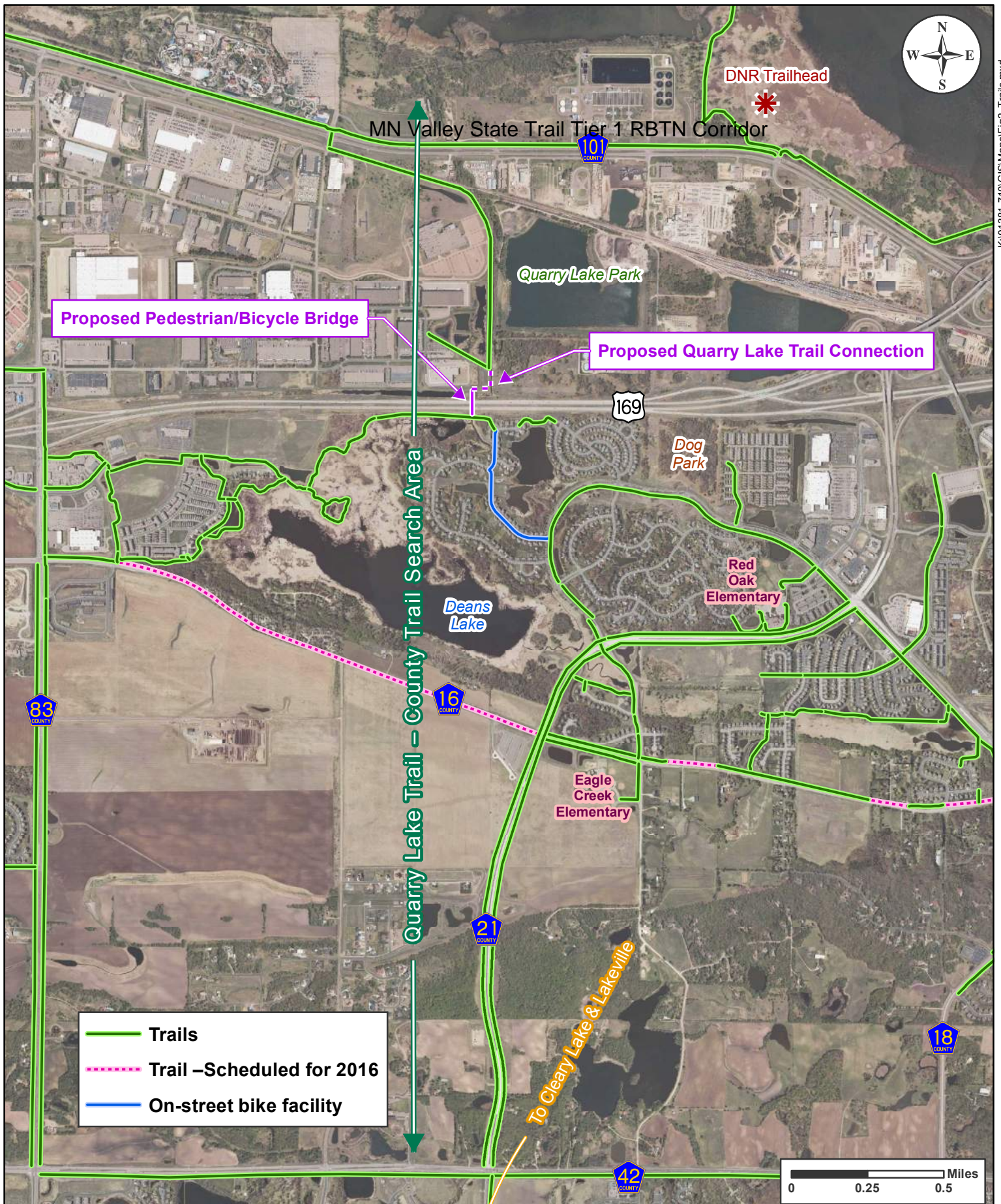
— Project Location

**Figure 1. Project Location**

Quarry Lake Trail and US 169 Ped/Bike Bridge - Shakopee, Mn  
2016 Regional Solicitation Application







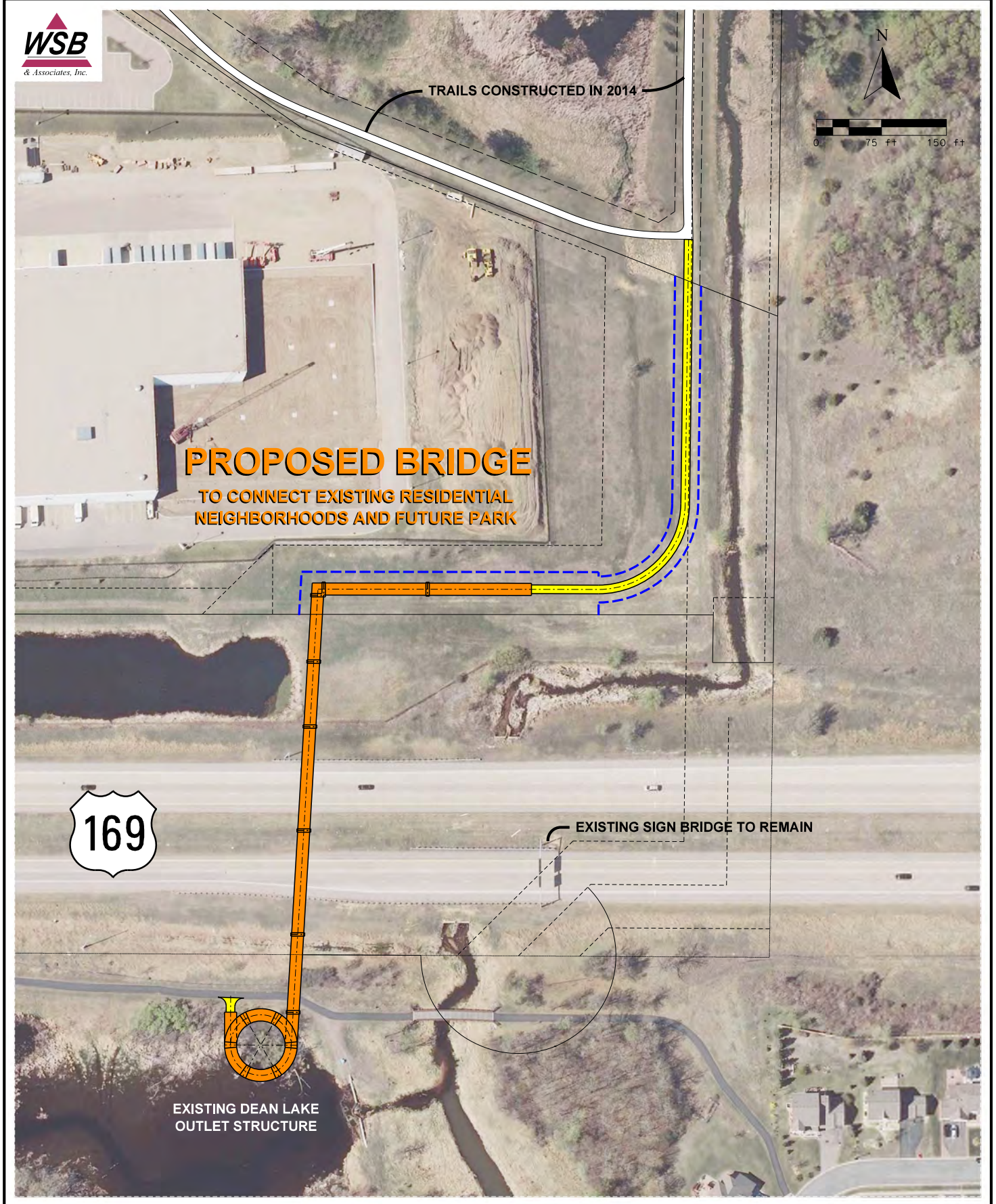
K:\101381-7\10\GIS\Maps\Fig2\_Trails.mxd



**Figure 2: Existing and Planned Trails**  
 Quarry Lake Trail and US 169 Ped/Bike Bridge - Shakopee, Mn  
 2016 Regional Solicitation Application







### Figure 3. Concept

Quarry Lake Trail and US 169 Ped/Bike Bridge - Shakopee, Mn  
2016 Regional Solicitation Application





**Figure 4. Existing Conditions**

US 169 – Looking north  
Quarry Lake Trail and US 169 Ped/Bike Bridge – Shakopee, Mn  
2016 Regional Solicitation Application

### 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



# Scott County 2030 Comprehensive Plan Update



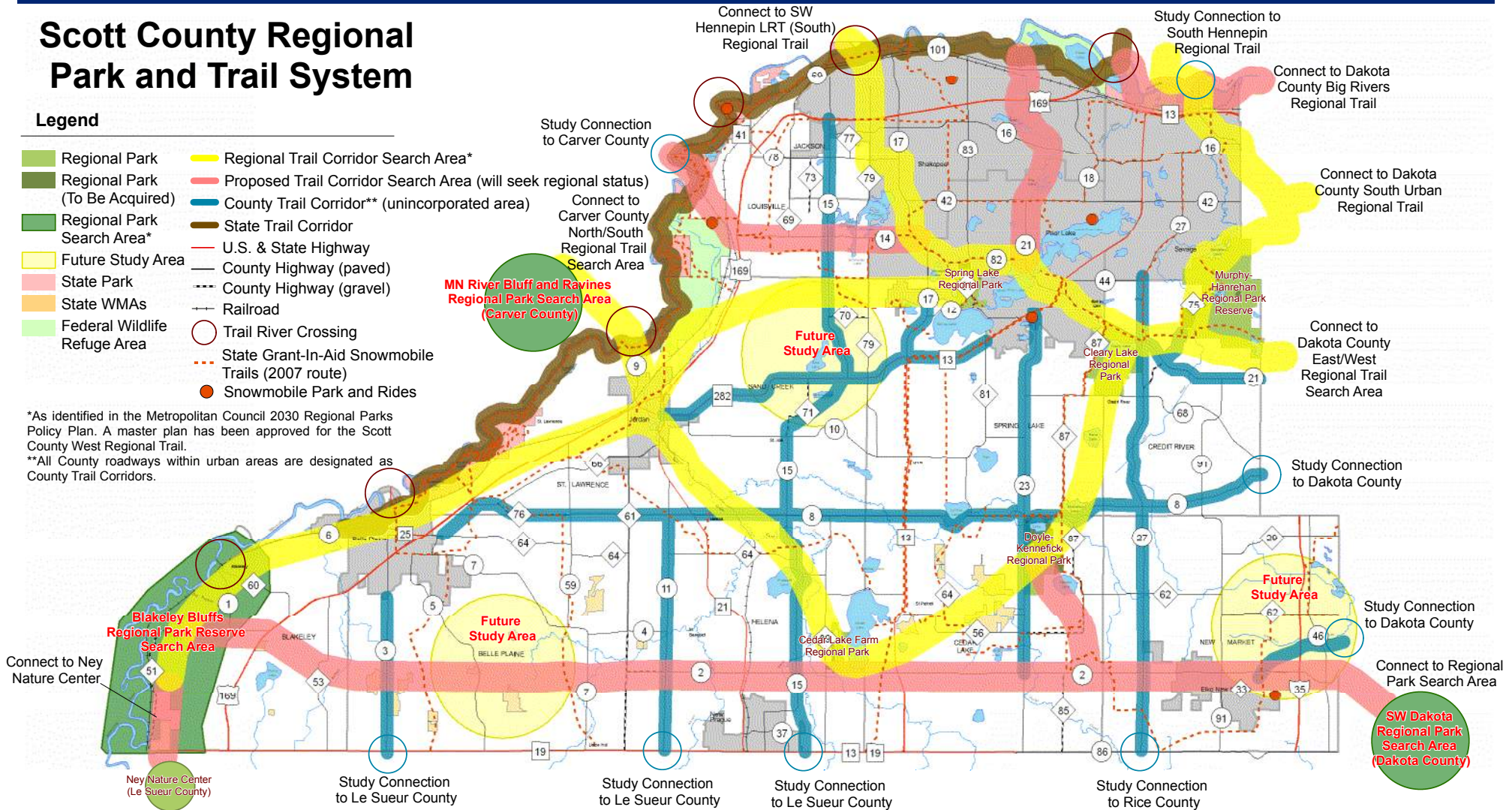
## Scott County Regional Park and Trail System

### Legend

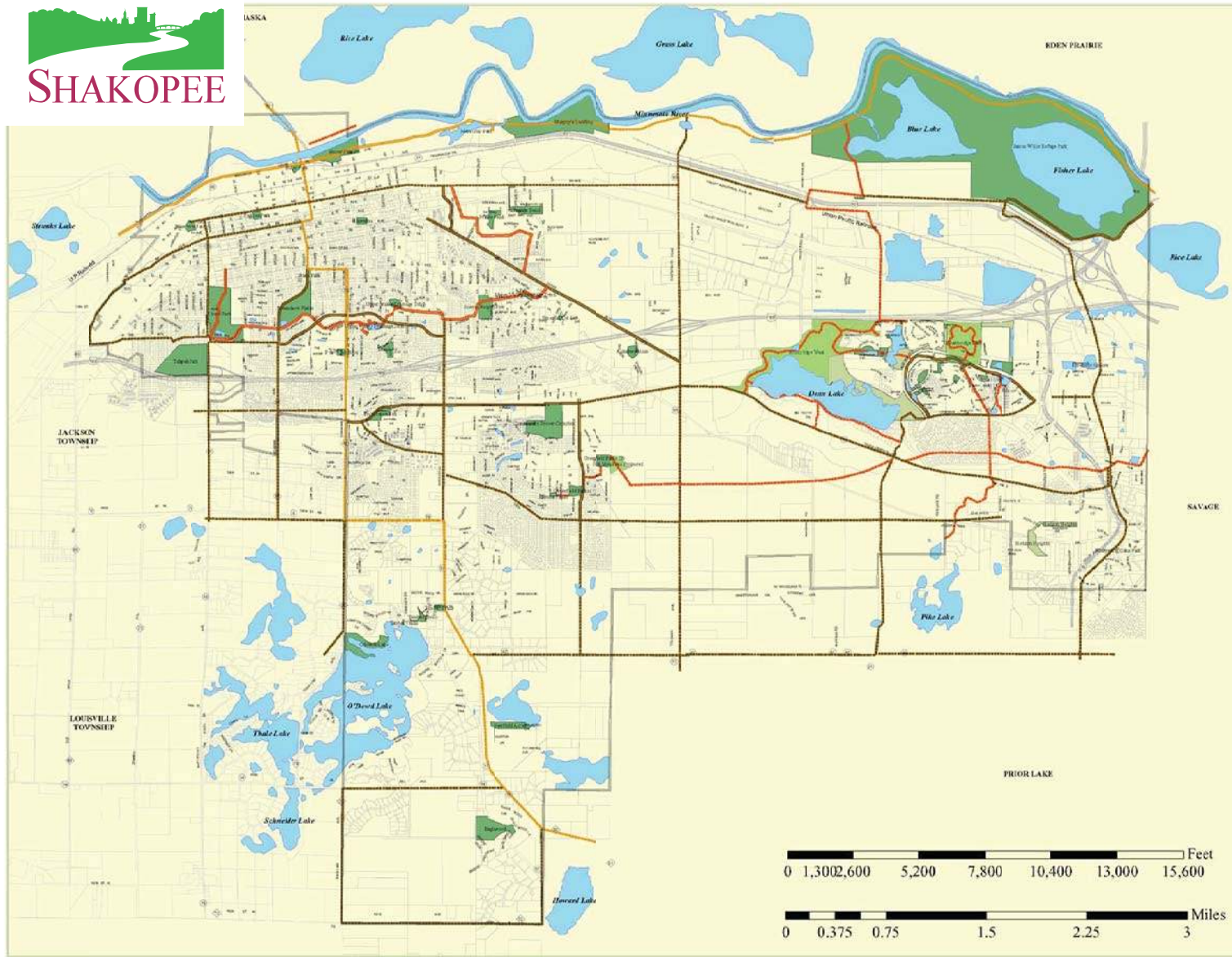
- Regional Park
- Regional Park (To Be Acquired)
- Regional Park Search Area\*
- Future Study Area
- State Park
- State WMAs
- Federal Wildlife Refuge Area
- Regional Trail Corridor Search Area\*
- Proposed Trail Corridor Search Area (will seek regional status)
- County Trail Corridor\*\* (unincorporated 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.

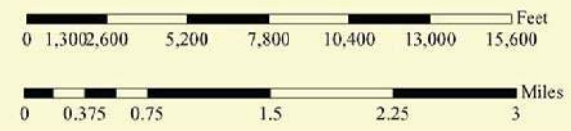
\*\*All County roadways within urban areas are designated as County Trail Corridors.







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



## Shakopee Parks and Trails

Figure 6.4

Source: City of Shakopee



## Minnesota Department of Transportation

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

July 8, 2016

Kyle Sobota  
Senior Planner  
City of Shakopee  
129 Holmes St. S.  
Shakopee MN 55379

RE: Regional Solicitation Application for the Pedestrian Bridge over US 169 in Shakopee

Dear Mr. Sobota:

Thank you for requesting a letter of support from MnDOT for the Metropolitan Council/Transportation Advisory Board (TAB) 2016 Regional Solicitation. Your application for the Pedestrian Bridge over US 169 between CSAH 83 and CSAH 21 in Shakopee impacts MnDOT right of way on US 169.

MnDOT, as the agency with jurisdiction over US 169, would allow the improvements included in the application for the Pedestrian Bridge over US 169. Details of any future maintenance agreement with the County will be determined during project development to define how the improvements will be maintained; however, ped/bike amenities that impact MnDOT right of way are normally owned and maintained by the local agency.

This project currently has no funding from MnDOT. In addition, the Metro District currently has no discretionary funding in year 2020 of the State Transportation Improvement Program (STIP) or year 2021 of the Capital Highway Investment Plan (CHIP) to assist with construction or assist with MnDOT services such as the design or construction engineering of the project. Please continue to work with MnDOT Area staff to assist in identifying additional project funding.

Sincerely,

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

Scott McBride, P.E.  
Metro District Engineer

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

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