Application

04786 - 2016 Multiuse Trails and Bicycle Facilities

05231 - Scott County Highway 17 Pedestrian Bridge over US 169

Regional Solicitation - Bicycle and Pedestrian Facilities

Status:	Submitted
Submitted Date:	07/15/2016 3:09 PM

Primary Contact

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

Organization Information

Name:	SCOTT COUNTY

Jurisdictional Agency (if different):

Organization Type: County Government

Organization Website:

Address: 600 COUNTRY TRAIL E

*	JORDAN	Minnesota	55352
	City	State/Province	Postal Code/Zip

County: Scott

Phone:* 612-496-8355 Ext.

Fax:

PeopleSoft Vendor Number 0000024262A3

Project Information

Project Name US 169 Pedestrian/Bicycle Bridge

Primary County where the Project is Located Scott

Jurisdictional Agency (If Different than the Applicant):

Brief Project Description (Limit 2,800 characters; approximately 400 words) *Include location, road name/functional class, type of improvement, etc.*	The project will construct a pedestrian/bike overpass of US 169 on the west side of CSAH 17 from CSAH 16 to the NW ramp of US 169 and a trail segment gap along the west side of CSAH 17. CSAH 17 is an A-Minor Expander in Scott County. CSAH 17/TH 13 runs the entire north-south distance through the County. There is no existing trail crossing on the west side of CSAH 17 to connect residents that live on either side of US 169 and west of CSAH 17. The bike and pedestrian bridge on the west side of CSAH 17 closes the gap and provides a facility that crosses US 169, a major barrier. There is trail on the west side of CSAH 17, south of CSAH 16 for over two miles and a trail north of US 169 on CSAH 17 for over 1.5 miles. The project area is the only small gap in this corridor where the bicycle/pedestrian accommodation is not on the west side of CSAH 17. The project will provide a direct pedestrian link to the Marschall Road Transit Station, which is located on the west side of CSAH 17. Since there is no trail on the west side of CSAH 17 along the transit station's frontage, there is no way for pedestrians/bicyclists to conveniently access the transit station and connect with the non-motorized travel linkage in this corridor. In addition, the project will connect residents on the southwest side of US 169 to a grocery store/shopping area on the northwest side of US 169 without having to cross CSAH 17 twice with a potential of up to 15 vehicle-pedestrian conflict points.
TIP Description Guidance (will be used in TIP if the project is selected for funding)	Ped/Bike Bridge over US169 on west side of CSAH 17 from CSAH 16 to the NW ramp of US169
Project Length (Miles)	0.4

Project Funding

Are you applying for funds from another source(s) to implement this project?	No

If yes, please identify the source(s)

Federal Amount $870,080.00

Match Amount $217,520.00

Minimum of 20% of project total

Project Total $1,087,600.00

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: 2021

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

Additional Program Years: 2018, 2019

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

Project Information

County, City, or Lead Agency Scott County

Zip Code where Majority of Work is Being Performed 55379

(Approximate) Begin Construction Date 03/01/2021

(Approximate) End Construction Date 11/01/2021

Name of Trail/Ped Facility: CSAH 17 Trail

(i.e., CEDAR LAKE TRAIL)

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

From:
(Intersection or Address) CSAH 16

To:
(Intersection or Address) NW RAMP of TH 169 and CSAH 17

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

Or At:

Primary Types of Work GRADE, BIKE PATH, PED RAMPS, PED BRIDGE

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

BRIDGE/CULVERT PROJECTS (IF APPLICABLE)

Old Bridge/Culvert No.:

New Bridge/Culvert No.:

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

Specific Roadway Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Mobilization (approx. 5% of total cost)	$31,000.00
Removals (approx. 5% of total cost)	$20,500.00
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	$20,000.00
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	**$71,500.00**

Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Path/Trail Construction	$761,290.00
Sidewalk Construction	$11,600.00

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	$105,000.00
Streetscaping	$0.00
Wayfinding	$0.00
Bicycle and Pedestrian Contingencies	$138,210.00
Other Bicycle and Pedestrian Elements	$0.00
Totals	**$1,016,100.00**

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
Substotal	$0.00
Other Costs - Administration, Overhead,etc.	$0.00

Totals

Total Cost	$1,087,600.00
Construction Cost Total	$1,087,600.00

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.

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

Goal C: Access to Destinations (Page 2.24), Objectives A, D & E

Strategies C1 (Page 2.24), C15 (Page 2.36), C16 (Page 2.36), C17 (Page 2.37)

Goal D: Competitive Economy (Page 2.38), Objective B

Strategies D3 (Page 2.39)

(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.

List the applicable documents and pages:

Scott County 2030 Comprehensive Plan, Transportation Plan Chapter 6, Page VI-67, Policy i.3.

Scott County 2030 Comprehensive Plan Amendment, October 25, 2011. CH 17/TH 13 Corridor Study, Page 19-20 of amendment.

Scott County CH 17/TH 13 Corridor Study (2009), Page ES-4, Section E1.3 & Page 38, Sections 10.0-10.2.

(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

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.

Requirements - Bicycle and Pedestrian Facilities Projects

Measure A: Project Location Relative to the RBTN

Select one:

Tier 1, Priority RBTN Corridor	
Tier 1, RBTN Alignment	
Tier 2, RBTN Corridor	Yes
Tier 2, RBTN Alignment	
Direct connection to an RBTN Tier 1 corridor or alignment	
Direct connection to an RBTN Tier 2 corridor or alignment	

OR

Project is not located on or directly connected to the RBTN, but is part of a local system and identified within an adopted county, city or regional parks implementing agency plan.	
Upload Map	1468532793437_RBTN_Map.pdf

Measure A: Population Summary

Existing Population Within One Mile (Integer Only)	21856
Existing Employment Within One Mile (Integer Only)	6550
Upload the "Population Summary" map	1468532839906_Population_Summ_Map.pdf

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:	

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

The project is located in Census Tracts that are above the regional average for population in poverty or populations of color. The project is located in Census Tracts 803.01 and 803.02. Census Tract 803.01 has a non-white population of 25 percent and Census Tract 803.02 has a non-white population of 25.9 percent according to the 2014 5-Year American Community Survey (ACS) Estimate for Race. The population below the poverty level is estimated at 16.4 percent for Tract 803.01 and 10.4 percent for Tract 803.02 (U.S. Census Bureau, 2010-2014 ACS 5-Year Estimate). Hispanic or Latino population counts from the 2010 Census indicate 7.8 percent for Census Tract 803.01 and 4.5 percent for Census Tract 803.02.

The disadvantaged population concentrations are located near the project area. Census Block Group 1 from Tract 803.01, which includes the area west of CSAH 17 on the north and south side of US 169, contains a non-white population of 37 percent. In addition, the majority of housing located within one mile of the project area is multi-family housing below the County's median housing value with the area west of CSAH 17 the lowest of the surrounding area. The median home value within a half-mile radius of the project area is $182,314, compared to Shakopee's $207,700 and Scott County's $241,800. A development on the north side of US 169, west of CSAH 17 off Vierling Dr., is designated as affordable housing units and approximately 1,770 ft from the project limits (Scott County CDA Property Information). These residents utilize and need transit to access jobs, education, healthcare, and services. The Marschall Road Transit Station is located on the southwest side of the US 169/CSAH 17 intersection. The bicycle/pedestrian bridge will allow these residents to safely cross US 169 and access the transit station without using the shoulder of the roadway or needing to cross CSAH 17 twice. The Marschall

Road Transit Station connects to the Shakopee circulator route and regional destinations such as downtown Minneapolis, University of Minnesota, and Mankato.

The County has received complaints over the years on how dangerous it is for bicyclists and pedestrians to utilize the bridge shoulder on CSAH 17 to cross US 169. The bicycle/ped bridge will be constructed to ADA standards and improve existing curb ramps to current standards. The bridge will allow elderly, people with disabilities, and children to comfortably cross US 169 to access commercial property on either side of US 169. There is a trail on the west side of CSAH 17, south of CSAH 16 for over two miles and a trail north of US 169 on CSAH 17 for over 1.5 miles. This is the only small gap in this corridor where the bicycle/ped accommodation is not on the west side of CSAH 17.

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

Upload Map 1468532924453_Socio_Economic_Cond_Map.pdf

Measure B: Affordable Housing

City/Township	Segment Length in Miles (Population)
Shakopee	0.4
	0

Total Project Length

Total Project Length (Total Population) 0.4

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**

Affordable Housing Scoring - To Be Completed By Metropolitan Council Staff

Total Project Length (Miles)	0.4
Total Housing Score	0

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

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

The bicycle and pedestrian bridge on the west side of CSAH 17 closes the gap and provides a facility that crosses US 169. There is a trail on the west side of CSAH 17, south of CSAH 16 for over two miles and a trail north of US 169 on CSAH 17 for over 1.5 miles. The project area is the only small gap in this corridor where the bicycle/ped accommodation is not on the west side of CSAH 17 (0.15 miles of trail on the west side of CSAH 17 south of CSAH 16 is programmed for construction). Filling this gap will provide a continuous trail segment to connect to the RBTN Tier 2 corridor. CSAH 17 is a future Principal Arterial as designated in the TPP, thus a complete bicycle/ped accommodation reflects CSAH 17's importance to all modes.

The project will provide a safer crossing of US 169. CSAH 17 is a 4-lane divided roadway with turn lanes to US 169 ramps and CSAH 16 in the project area. Today pedestrians or bicyclists sometimes choose to use the CSAH 17 bridge shoulder to cross US 169, a 45 mph zone, even though the west side of CSAH 17 is signed for no pedestrian crossings at the US 169 ramps. If pedestrians traveling to or from the west side of CSAH 17 properly utilize the pedestrian bridge on the east side of CSAH 17, there is the challenge of crossing CSAH 17 and the US 169 ramps. The traffic volumes from ramps on the east side of CSAH 17 are higher with more vehicles exiting and entering US 169 on the east side of the bridge. Pedestrians on the west side of CSAH 17 trying to cross US 169 and return to the west side of CSAH 17 at CSAH 16 or to access Marschall Road Transit Station (MRTS) face the task of entering 4 crosswalks (330+ feet of pavement) with approximately 15 potential vehicle-pedestrian conflict points. The volume on CSAH 17 in this area is over 24,000 vehicles per day and estimated at over 40,000 per day by 2040. The CSAH 17/CSAH 16 and the

CSAH 17/Vierling Dr intersections are two of the top ten busiest intersections in Scott County. CSAH 17 will become a Principal Arterial in the future (new TH 13 alignment), thus volumes are projected to increase.

The bridge will provide a protected crossing of US 169. The next closest parallel roadway crossing of US 169 west of CSAH 17 is CR 79, approximately ¾ miles west of CSAH 17. The next closest parallel roadway crossing of US 169 east of CH 17 is CSAH 83 (2 miles). The project provides accessibility to the MRTS, which is a hub for present and future transitway service. Currently, pedestrians at the northwest corner of US 169/CSAH 17 travel over 4,400 ft (0.8 mi) to access the MRTS via pedestrian infrastructure, versus approximately 1,200 ft (less than 0.25 miles) with the proposed project. This connection will provide access to residents to fully use alternative transportation modes.

Measure B: Project Improvements

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

The project will provide a pedestrian & bicycle connection along the west side of CSAH 17. There is no crossing of CSAH 17, a 4-lane divided roadway, located on the west side of CSAH 17. Today pedestrians or bicyclists sometimes choose to use the CSAH 17 bridge shoulder to cross US 169, a 45 mph zone, even though the west side of CSAH 17 is signed for no pedestrian crossings at the US 169 ramps. If pedestrians traveling on the west side of CSAH 17 properly utilize the pedestrian bridge on the east side of CSAH 17, there is the challenge of crossing CSAH 17 and the US 169 ramps. The traffic volumes from ramps on the east side of CSAH 17 are higher, with more vehicles exiting and entering US 169 on the east side of the bridge. Pedestrians on the west side of CSAH 17 trying to cross US 169 and return to the west side of CSAH 17 at CSAH 16 face the task of entering four crosswalks (330+ feet of pavement) with approximately 15 potential vehicle-pedestrian/bicycle conflict points. The proposed project reduces the vehicle-pedestrian/bicycle conflict points to four. The volume on CSAH 17 in this area is over 24,000 vehicles per day and estimated at over 40,000 per day by 2040. The CSAH 17/CSAH 16 and the CSAH 17/Vierling Dr intersections are two of the top ten busiest intersections in Scott County. CSAH 17 will become a Principal Arterial (new TH 13 alignment), thus volumes and vehicle turning movements are projected to steadily increase.

There were 76 crashes reported on this segment of CSAH 17 within 3 years according to MnDOT requested data. Two of these crashes were reported as vehicle/bicycle crashes and both were C-injuries. Within the last ten years, 11 vehicle-bicycle/pedestrian crashes occurred on this corridor resulting in 1 fatality, 2 B-injuries, and 8 C-injuries. Nine out of the 11 vehicle-bicycle/pedestrian crashes were vehicles failing to yield and seven of

them were vehicle right turn on red light incidents. Eight of the 11 were bicycle crashes, which is a major concern for access to the RBTN Tier 2 corridor. The pedestrian fatality occurred north of the CSAH 17/CSAH 16 intersection, where a child tried to cross CSAH 17 east to west. These additional crashes are mentioned to demonstrate the magnitude of the conflicts.

National safety studies have shown that highways with sidewalks/trails on one side had 1.2 times more pedestrian collisions than highways with sidewalks/trails on both sides. The project will address pedestrian hazards by implementing pedestrian safety infrastructure in addition to the trail facility including ADA push buttons, curb ramps, and count down timers. Advance pedestrian signal timings will be considered as part of the project in coordination with MnDOT.

Measure A: Multimodal Elements

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

The pedestrian and bicycle overpass of US 169 at CSAH 17 completes a gap in the trail system, reducing pedestrian crossing movements of CSAH 17. This will complete the integration of bicycle/pedestrian facilities on the corridor and eliminate 11 vehicle-pedestrian/bicycle conflict points. The southern terminus connects into the existing trail facility on CSAH 16, which is a RBTN Tier 2 Corridor.

The project creates a direct connection for the population north of US 169 to cross US 169 and access the Marschall Road Transit Station (MRTS), without having to cross CSAH 17 twice at highest volume traffic lights at US 169 ramps. Currently, pedestrians at the northwest corner of US 169/CSAH 17 travel over 4,400 ft (0.8 mi) to access the MRTS via pedestrian infrastructure, versus approximately 1,200 ft (under 0.25 mi) with the proposed project. The project integrates transit through a direct connection to MRTS, which serves four transit routes (local fixed route & express connections to downtown Mpls and UofMN), a demonstration route to MOA and will be the area's primary transit station for the future US 169 transitway corridor under development.

Pedestrian safety facilities integrated into the project include ADA push buttons, curb ramps, and count down timers. Advance pedestrian signal timings will be considered as part of the project in coordination with MnDOT.

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

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 01/30/2018

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: 09/30/2009

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 Yes

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

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

100%

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

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

50%

Construction plans have not been started Yes

0%

Anticipated date or date of completion 01/02/2020

10)Letting

Anticipated Letting Date 04/01/2020

Measure A: Cost Effectiveness

Total Project Cost (entered in Project Cost Form): $1,087,600.00

Enter Amount of the Noise Walls: $0.00

Total Project Cost subtract the amount of the noise walls: $1,087,600.00

Points Awarded in Previous Criteria

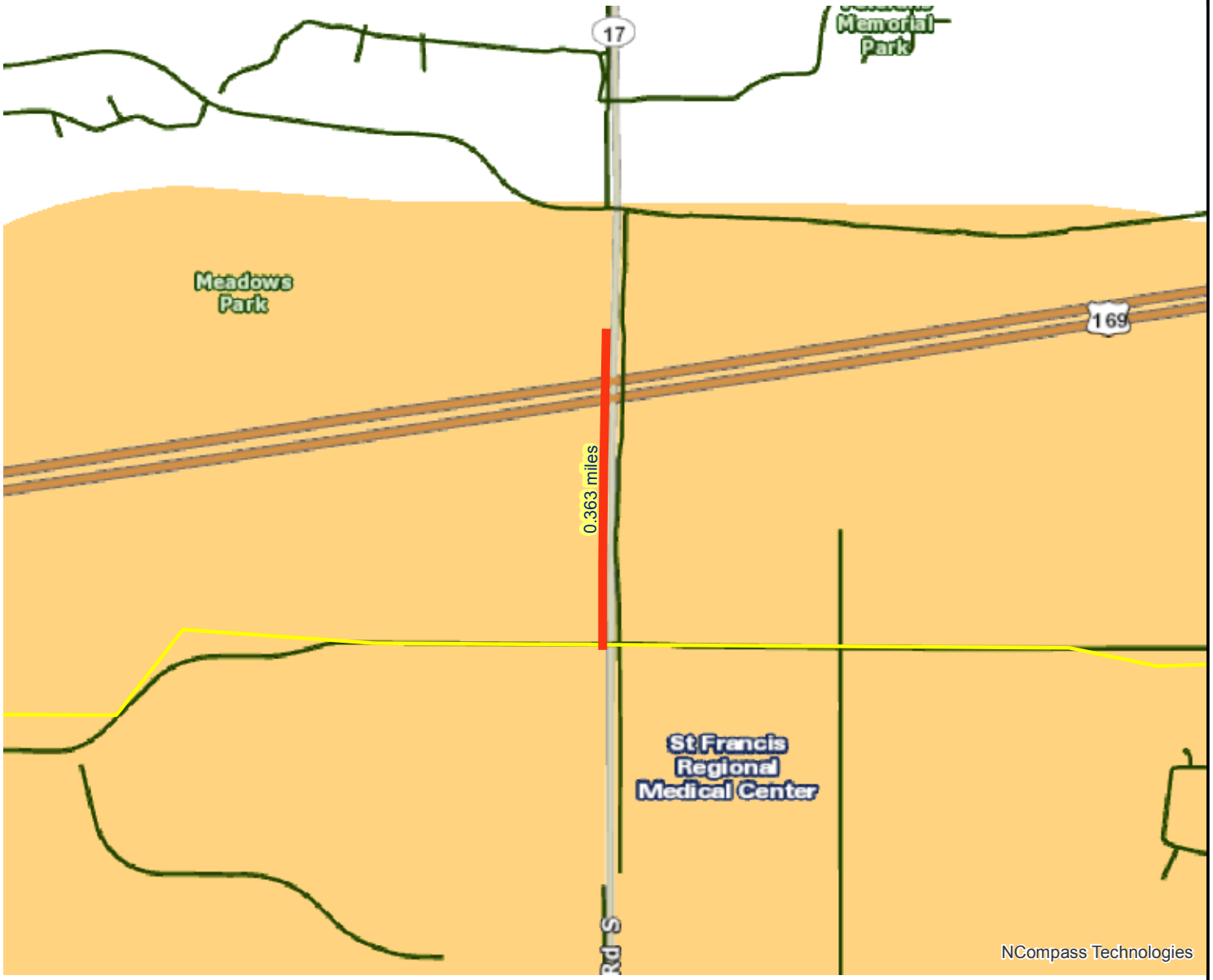
Cost Effectiveness $0.00

Other Attachments

File Name	Description	File Size
CSAH 17 Ped Overpass of US 169 MnDOT letter of support.pdf	MnDOT Letter of Support	105 KB
CSAH 17-US 169 Ped Bridge Layout.pdf	Project Layout	2.7 MB
CSAH 17-US 169 Streetview.pdf	Project Streetview	167 KB
Scott County Resolution 2016-130.pdf	Local Match Resolution	258 KB
US 169-CSAH 17 Letters of Support - County funding.pdf	City of Shakopee Letter of Support	1.3 MB

Project to RBTN Orientation

Multiuse Trails and Bicycle Facilities Project: US169_CH17_Trail | Map ID: 1467044902374



Project
RBTN Corridor Centerlines
Principal Arterials
Minor Arterials
RBTN Tier 1
RBTN Tier 2

0 0.1 0.2 0.4 0.6 0.8 Miles

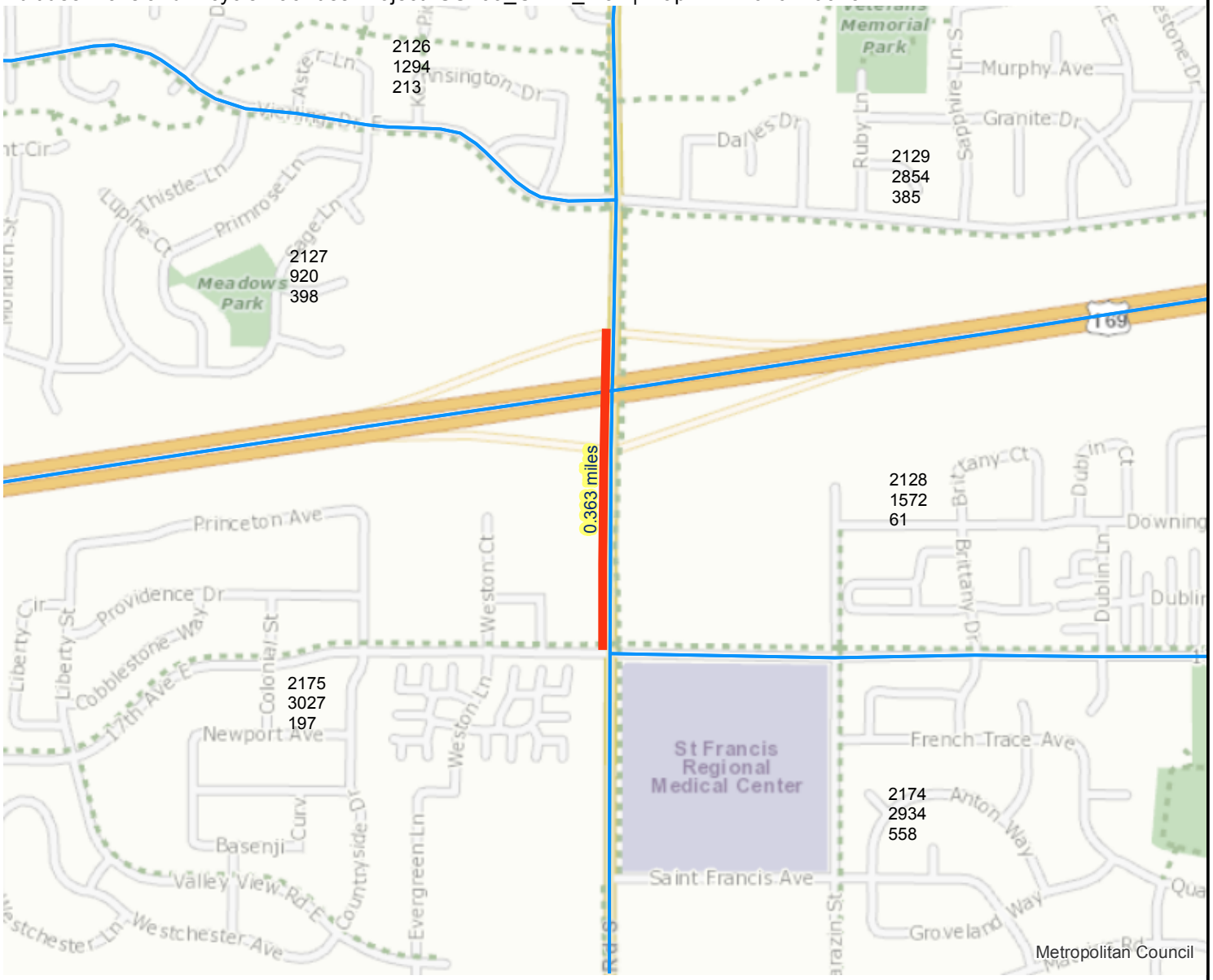
Created: 6/27/2016
LandscapeRSA1

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

METROPOLITAN COUNCIL

Population Summary

Multiuse Trails and Bicycle Facilities Project: US169_CH17_Trail | Map ID: 1467044902374



Results

Within ONE Mile of project:
Total Population: 21856
Total Employment: 6550

Project

2010 TAZ

0 0.1 0.2 0.4 0.6 0.8 Miles

Created: 6/27/2016
LandscapeRSA4

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

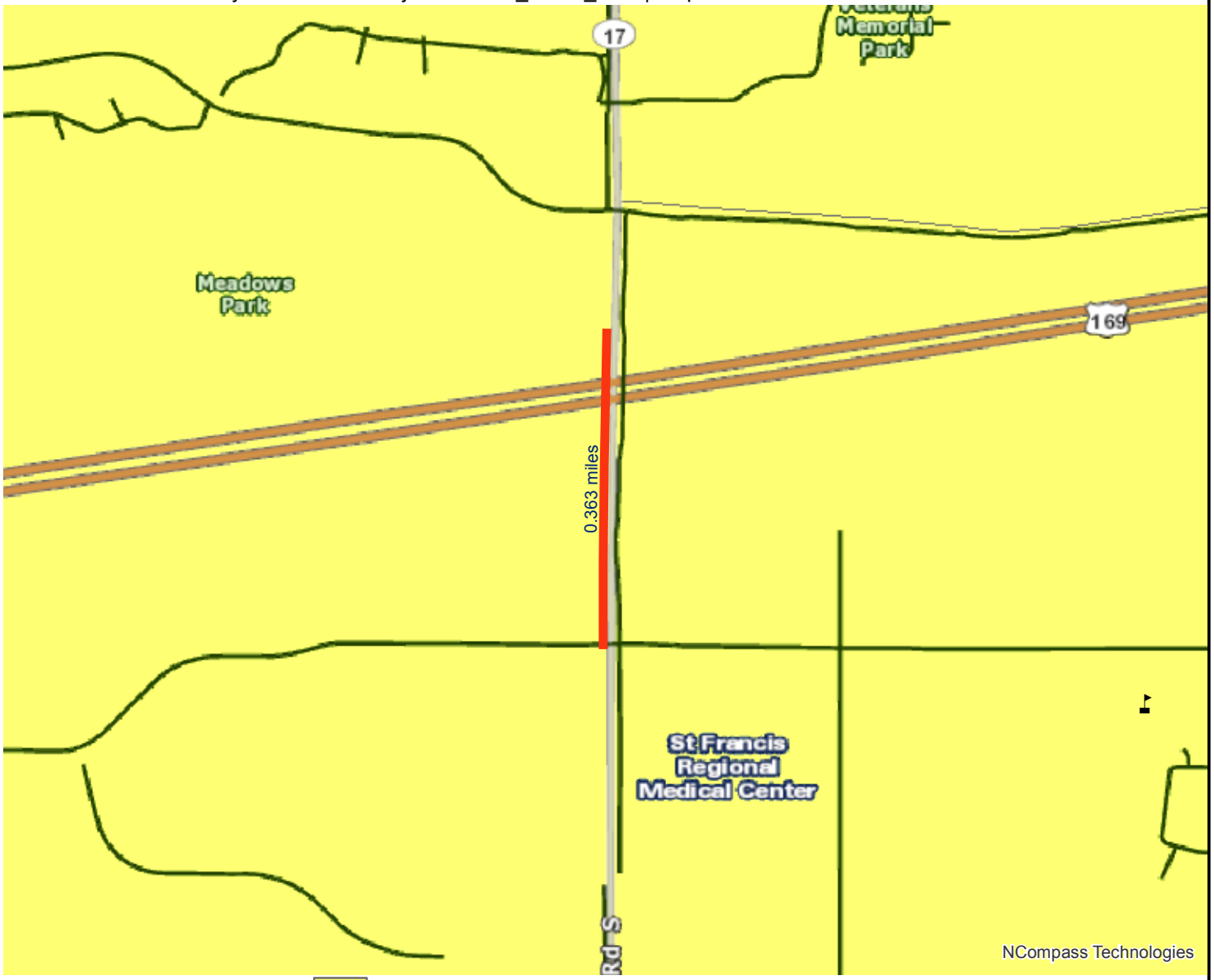
METROPOLITAN COUNCIL

Socio-Economic Conditions

Multiuse Trails and Bicycle Facilities Project: US169_CH17_Trail | Map ID: 1467044902374

Results

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



Project

Area of Concentrated Povertry > 50% residents of color

Area of Concentrated Poverty

Above reg'l avg conc of race/poverty

School

0 0.1 0.2 0.4 0.6 0.8 Miles

Created: 6/27/2016
LandscapeRSA2

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

METROPOLITAN COUNCIL

Minnesota Department of Transportation
Metro District
1500 West County Road B-2
Roseville, MN 5511

July 8, 2016

Lisa Freese,
Transportation Program Director
Scott County Highways
Physical Development
600 Country Trail East
Jordan, MN 55352-9339

RE: Regional Solicitation Application for the CSAH 17 Pedestrian Overpass of US 169

Dear Ms. Freese:

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 CSAH 17 Pedestrian Overpass of US 169 project from, impacts MnDOT right of way on US 169.

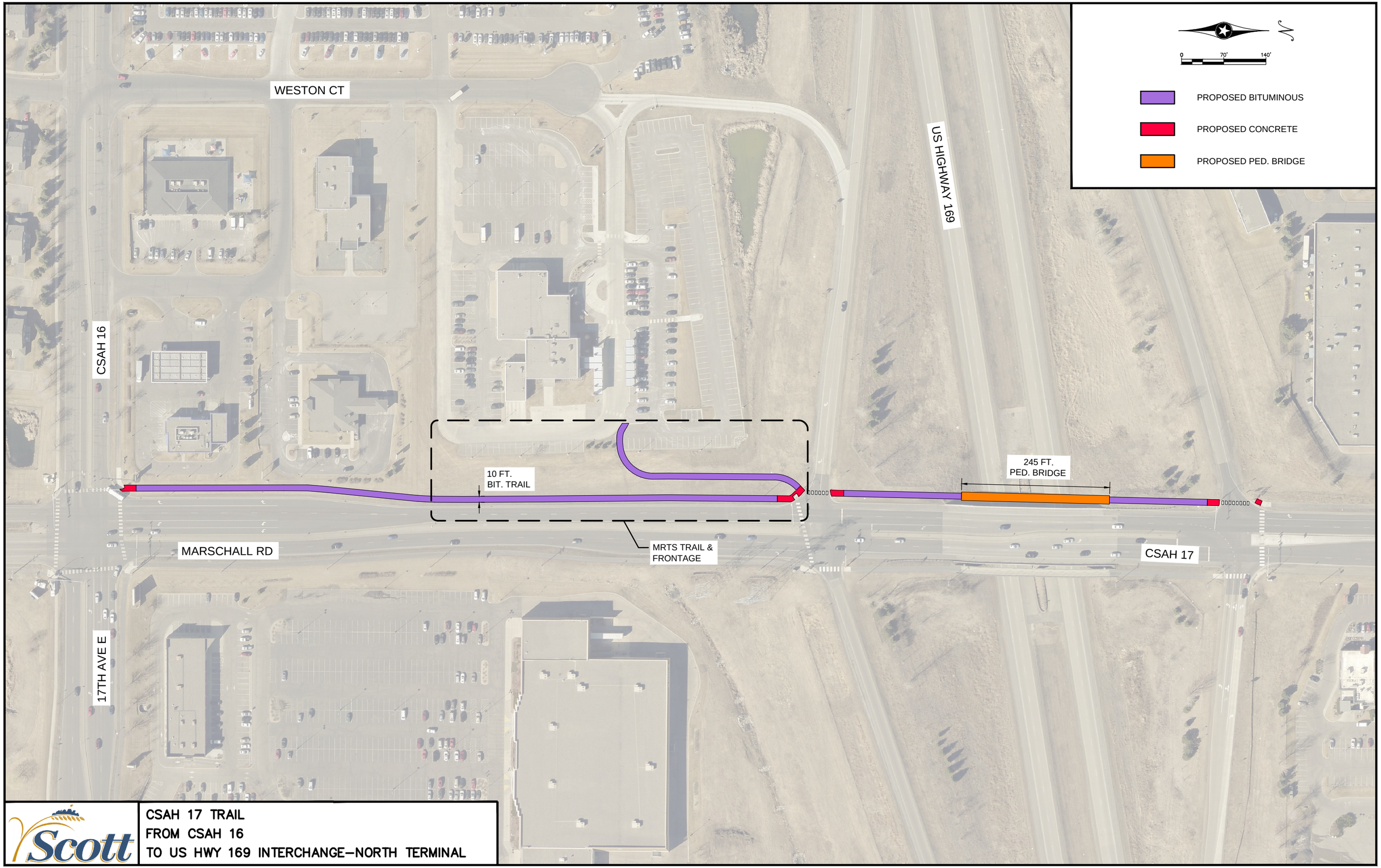
MnDOT, as the agency with jurisdiction over US 169, would allow the improvements included in the application. Details of any future maintenance agreement with the County will be determined during project development to define how the improvements will be maintained; however, ped/bike amenities that impact 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,

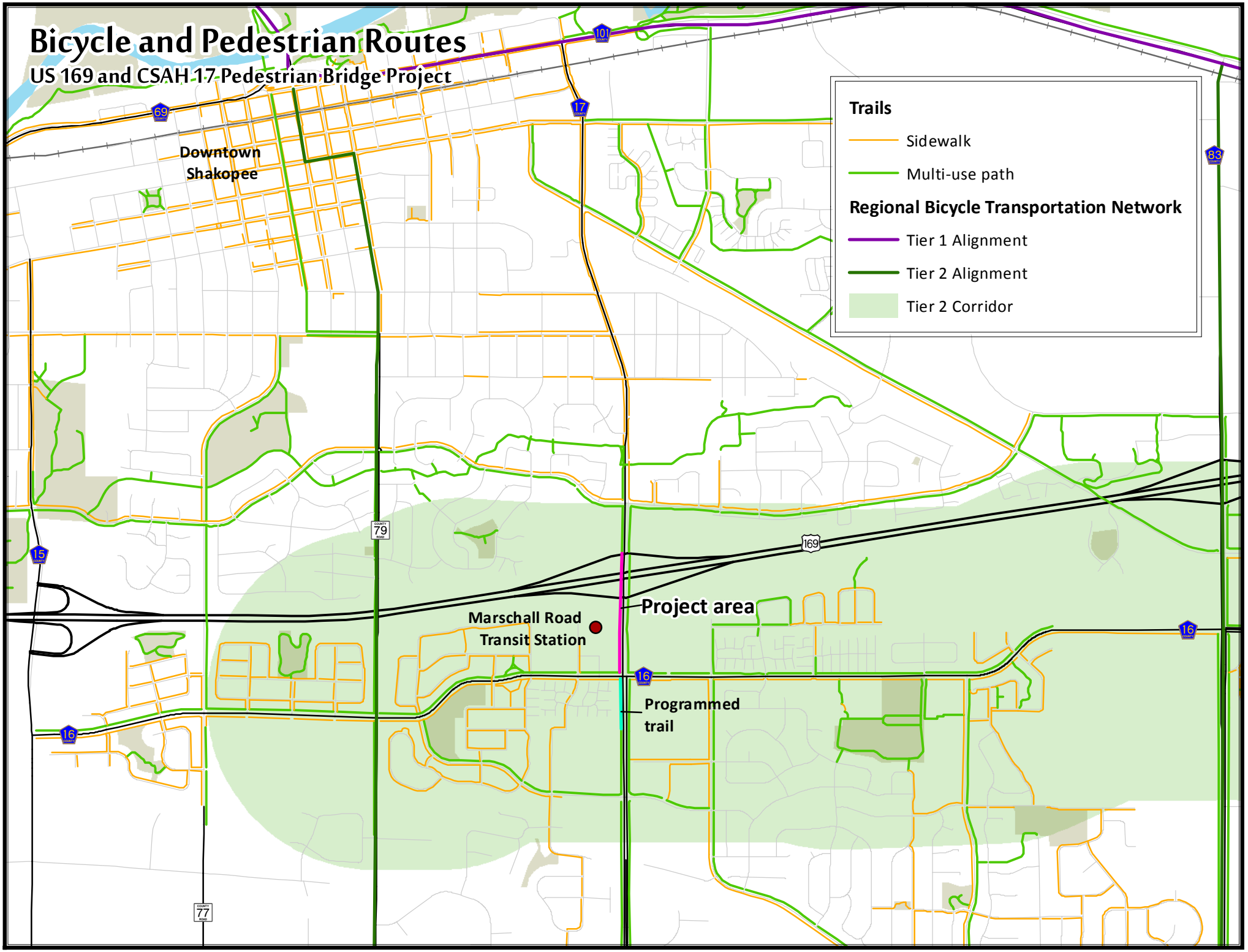
Scott McBride, P.E.
Metro District Engineer

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



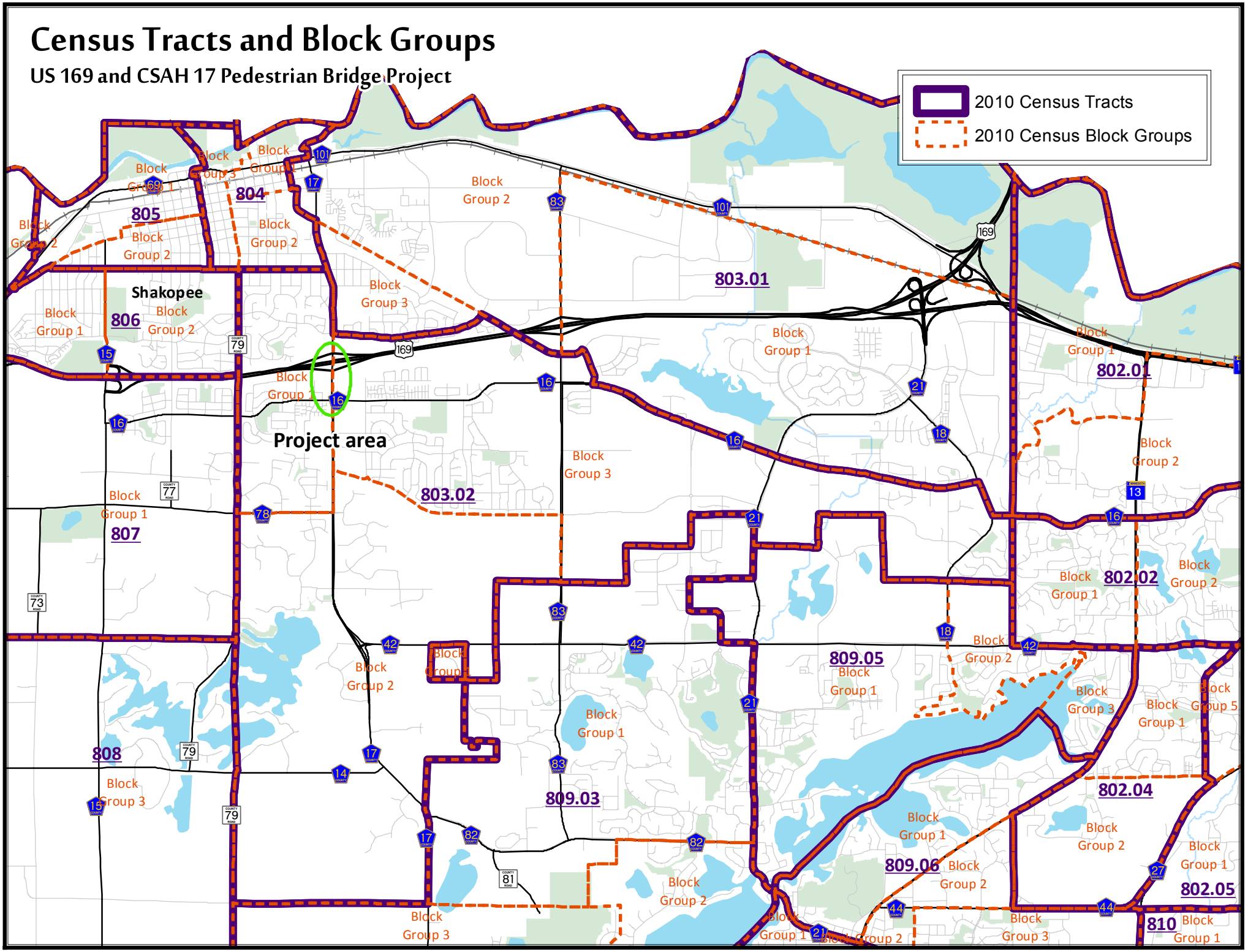
CSAH 17 TRAIL
FROM CSAH 16
TO US HWY 169 INTERCHANGE–NORTH TERMINAL

C:\Users\nthomas\Desktop\CSAH_17_Trail-1.dwg (6/17/2016 12:50 PM)


Bicycle and Pedestrian Routes
US 169 and CSAH 17 Pedestrian Bridge Project
Trails
Sidewalk
Multi-use path
Regional Bicycle Transportation Network
Tier 1 Alignment
Tier 2 Alignment
Tier 2 Corridor
Downtown Shakopee
Project area
Marschall Road Transit Station
Programmed trail
169
79
77
101
17
69
15
16
83

Census Tracts and Block Groups

US 169 and CSAH 17 Pedestrian Bridge Project



Google Street View screen shot: CSAH 17 at US 169 ramps southbound facing south. Marschall Rd. Transit Station on southwest corner.

AGENDA # 5.3
SCOTT COUNTY, MINNESOTA
REQUEST FOR BOARD ACTION
MEETING DATE: JULY 5, 2016

ORIGINATING DIVISION: **ORIGINATING DEPARTMENT:**	Community Services Physical Development	**CONSENT AGENDA:**	☑ Yes ☐ No
PRESENTER:	Lisa Freese - 8363 Program Director	**ATTACHMENTS:**	☑ Yes ☐ No
PROJECT:	Regional Solicitation Grant Applications	**TIME REQUESTED:**	N/A
ACTION REQUESTED:	Adopt Resolution No. 2016-130; Authorizing Submittal of Transportation Projects to the Transportation Advisory Board (TAB) for Consideration in the 2016 Regional Solicitation Process		
CONTRACT/POLICY/GRANT:	☐ County Attorney Review ☐ Risk Management Review	**FISCAL:**	☑ Finance Review ☐ Budget Change
ORGANIZATIONAL VALUES:	☐ Provide a Supportive Organizational Culture ☑ Develop Strong Public Partnerships ☑ Manage Challenges and Create Opportunities ☑ Assure Long Term Fiscal Stability ☐ Emphasize Excellence in Customer Service		

DEPARTMENT/DIVISION HEAD SIGNATURE:	**COUNTY ADMINISTRATOR SIGNATURE:**
Anthony J Winiecki	

Approved:	MB/JU 5 ayes	**DISTRIBUTION/FILING INSTRUCTIONS:**
Denied:		Community Services, Tony Winiecki Community Services, Lisa Freese
Tabled:		
Other:		
Deputy Clerk :		
Date:	7-5-16	

Background/Justification:

The purpose of this agenda item is to adopt Resolution No. 2016-130, authorizing submittal of transportation projects to the Transportation Advisory Board (TAB) for consideration in the 2016 Regional Solicitation process.

The Metropolitan Council, in partnership with TAB, is requesting project submittals for federal funding under the Surface Transportation Block Grant Program (STBGP), Congestion Mitigation and Air Quality (CMAQ) and Transportation Alternatives Program (TA). This funding provides up to 80 percent of the project construction cost. The local agency submitting the applications must commit to providing at least 20 percent local match and maintaining the constructed facilities for their useful life. A total of approximately $180 million in federal funds is anticipated to be available in this solicitation for program years 2020 and 2021 for projects in the 7-County Twin Cities Metropolitan Area. Also, due to increased funding levels under the new federal FAST Act legislation, limited federal funding is also available in 2017, 2018, and 2019 for projects that can be implemented sooner. Project submittals are due on July 15, 2016 for all applications. The Highway Safety

Improvement Program Solicitation (HSIP) applications are administered by the Minnesota Department of Transportation (MnDOT) and are due September 1, 2016. The HSIP applications will be brought to the County Board for consideration in August as a separate action.

Funding applications are categorized by transportation mode (auto/roadway, bike/ped, transit) instead of by funding program. The applications also include considerations based on measures emphasized in Thrive MSP 2040, including project relationship to regional economy, equity and affordable housing, and system preservation and modernization.

Staff is recommending six projects be submitted for scoring under the regional solicitation process. If successful, projects dates of delivery may need to be accelerated by the County to align with federal funding or if federal funding availability is after the County program year, Advanced Construction (AC) will be requested. The selection process timeline will allow the County to make adjustments for successful applications in the annual update of the Transportation Improvement Program (TIP) 2018-2027,

Roadway Reconstruction/Modernization		
1.	CH 21 / TH 13 Intersection Improvements	The intersection of County Highway (CH) 21 and Trunk Highway (TH) 13 in Prior Lake has been studied by the City, County, and MnDOT. This project would add right and left turn lanes to improve operations of the intersection. TIP Year 2019
2.	CH 83 from 12th to 4th Improvements	CH 83 Corridor Readiness Study completed in 2016 with the City of Shakopee and MnDOT recommended several features to upgrade and modernize this segment. The reconstruction of CH 83 would include such improvements as a median down the center of the roadway, turn lanes extension at 12th and a grade separated trail on both sides.
3.	CH21 from CH87 to Adelman Ave	This segment of CH 21 was studied in the CH 21 Study by the City and County. This project would realign CH 87 and 170th street/Credit River Road, add medians, and turn lanes, and replace deteriorated pavement on this segment of the corridor. TIP Program year 2018.
Roadway Expansion		
4.	CH 27 from CH 21 to CH 44	The CH 27 Corridor Study is completed. This segment of CH 27 is planned to be reconstructed to a four lane divided roadway with bike/pedestrian connections to Cleary Lake Regional Park. TIP Program Year 2021
5.	CH 14 Overpass of US 169	The soon to be completed US 169 South Frontage Study identified the need to create additional grade separated crossings of US 169. An overpass of US 169 would be the next stage of extending freeway status south of CH 78.
Multiuse Trails and Bicycle Facilities		
6.	CH 17 Bike/Ped Overpass of US 169	A pedestrian and bicycle overpass at County State Aid Highway (CSAH) 17 is required to complete a gap in the current trail system near the intersection with US 169. The overpass would connect the core of Shakopee and the commercial area north of US 169 with the Marschall Road Transit Station, Saint Francis Regional Medical Center and other commercial businesses.
Transit Expansion		
7.	Scott County Transportation Management Association (TMA)	The proposed Scott County TMA would consist of representatives from Scott County working with area Chambers of Commerce, employers, Mystic Lake Transportation, health and human service provides and other stakeholders yet to be determined. The mission would be to increase the overall accessibility of Scott County employers by leveraging and promoting existing transportation services – SmartLink, MVTA reverse commute routes, Mystic Lake Transportation, Metro Vanpools, Land to Air, etc. –as well as aiding creation and setting up of new options (fixed route, 169 transit way and Orange Line, ride sharing, van pools, volunteer drivers and programs aimed at increasing transit, and alternative forms of transportation)

Fiscal Impact:
The federal grant programs require a 20 percent local match for the project. Funding match obligations for several of the projects are included in the 2016-2025 Transportation Improvement Program (TIP). If the grant is secured for a currently non-funded project, the funding match obligations will be identified in the 2017 update of the County's TIP.

BOARD OF COUNTY COMMISSIONERS
SCOTT COUNTY, MINNESOTA

Date:	July 5, 2016
Resolution No.:	2016-130
Motion by Commissioner:	Beard
Seconded by Commissioner:	Ulrich

RESOLUTION NO. 2016-130; AUTHORIZING SUBMITTAL OF TRANSPORTATION PROJECTS TO THE TRANSPORTATION ADVISORY BOARD FOR CONSIDERATION IN THE 2016 REGIONAL SOLICITATION PROCESS

WHEREAS, the Transportation Advisory Board (TAB) is requesting project submittals for federal funding under Surface Transportation Block Grant Program (STBGP), Transportation Alternatives Program (TA), and Congestions Mitigation and Air Quality (CMAQ); and

WHEREAS, funding is available in the 2017-2021 federal fiscal years; and

WHEREAS, funding provides up to 80 percent of project construction costs; and

WHEREAS, this federal funding of projects reduces the burden on local taxpayers for regional improvements; and

WHEREAS, Scott County has identified projects that improve the safety and transportation system of the region; and

WHEREAS, the Scott County Board of Commissioners desires to support these projects.

NOW, THEREFORE BE IT RESOLVED, that the Scott County Board of Commissioners hereby supports the submittal of the following projects to the Transportation Advisory Board for Consideration in 2016 Regional Solicitation Process:

1. CH21/TH13 Intersection Improvements
2. CH83 Improvements from 12th to 4th Ave
3. CH21 Improvements from Adelmann St to CH87
4. CH27 Expansion from CH44 to CH 21
5. CH14 Overpass of US 169
6. CH17 Bike/Ped Overpass of US 169
7. Scott County Transportation Management Association

COMMISSIONERS	VOTE			
Wagner	☑ Yes	☐ No	☐ Absent	☐ Abstain
Wolf	☑ Yes	☐ No	☐ Absent	☐ Abstain
Beard	☑ Yes	☐ No	☐ Absent	☐ Abstain
Marschall	☑ Yes	☐ No	☐ Absent	☐ Abstain
Ulrich	☑ Yes	☐ No	☐ Absent	☐ Abstain

State of Minnesota)
County of Scott)
I, Gary L. Shelton, duly appointed qualified County Administrator for the County of Scott, State of Minnesota, do hereby certify that I have compared the foregoing copy of a resolution with the original minutes of the proceedings of the Board of County Commissioners, Scott County, Minnesota, at their session held on the 5th day of July, 2016 now on file in my office, and have found the same to be a true and correct copy thereof.
Witness my hand and official seal at Shakopee, Minnesota, this 5th day of July, 2016.

County Administrator

Administrator's Designee

SHAKOPEE

July 14, 2016

Ms. Lisa Freese
Transportation Program Director
Scott County Highway Department
600 Country Trail East
Jordan, MN 55352

RE: US 169 Pedestrian/Bicycle Bridge

Dear Ms. Freese:

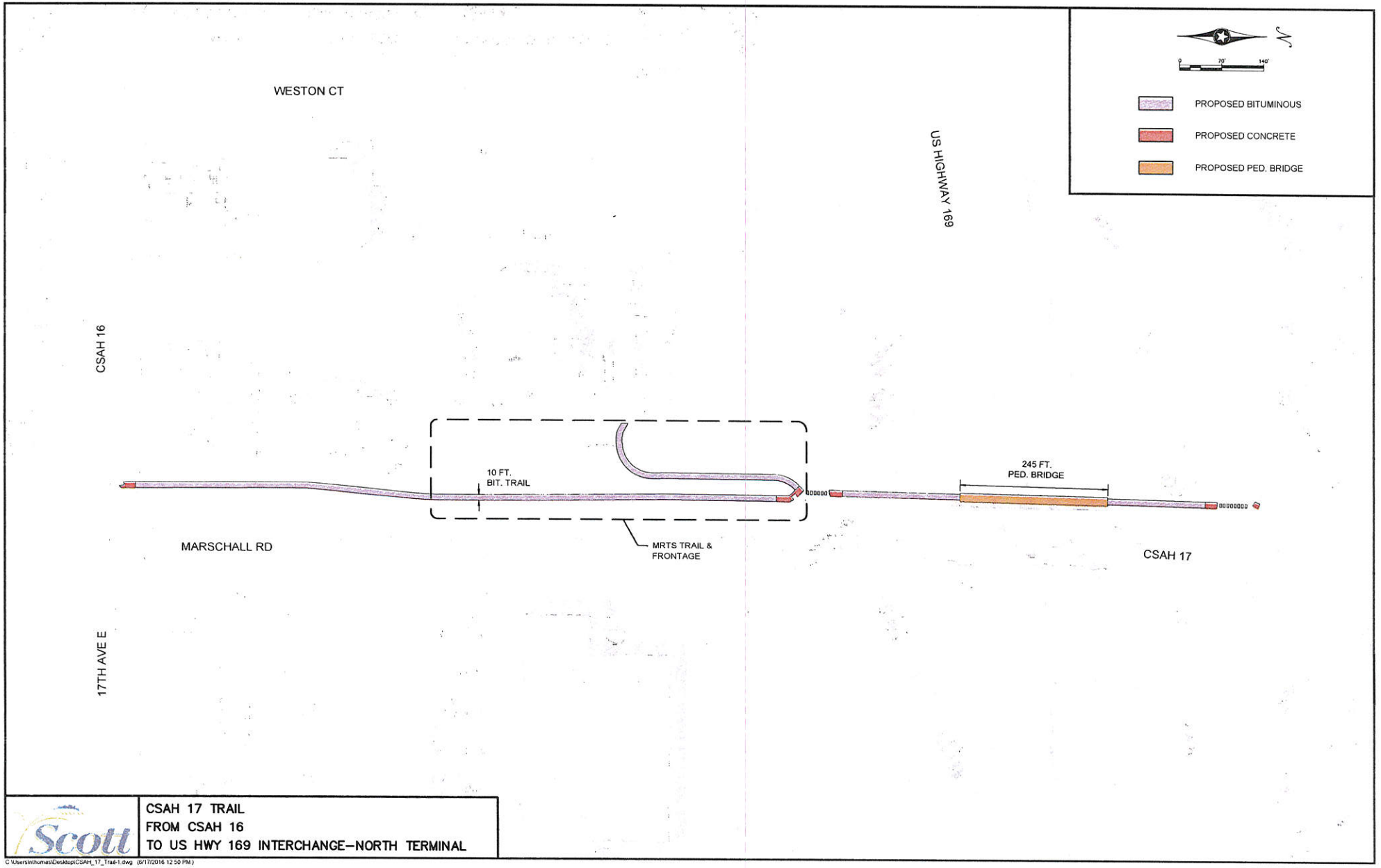
The City of Shakopee is aware Scott County is applying for federal funding through the Metropolitan Council's Regional Solicitation for a pedestrian/bicycle bridge over US 169 on the west side of CSAH 17, under the Multiuse Trails and Bicycle Facilities category.

The project will construct a pedestrian/bicycle overpass of TH 169 on the west side of CSAH 17 from CSAH 16 to the NW ramp of TH 169. The project will also construct an absent segment of trail along the west side of CSAH 17 connecting to the Marschall Road Transit Station. These improvements are endorsed by the City of Shakopee, and we are supportive of the Regional Solicitation application.

Please let me know if there is any additional information you need from us regarding this funding application.

Sincerely,

Bruce Loney
Public Works Director
City of Shakopee



Scott

CSAH 17 TRAIL
FROM CSAH 16
TO US HWY 169 INTERCHANGE–NORTH TERMINAL

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SHAKOPEE

July 14, 2016

Ms. Lisa Freese
Transportation Program Director
Scott County Highway Department
600 Country Trail East
Jordan, MN 55352

RE: CSAH 83 Reconstruction and Modernization Project

Dear Ms. Freese:

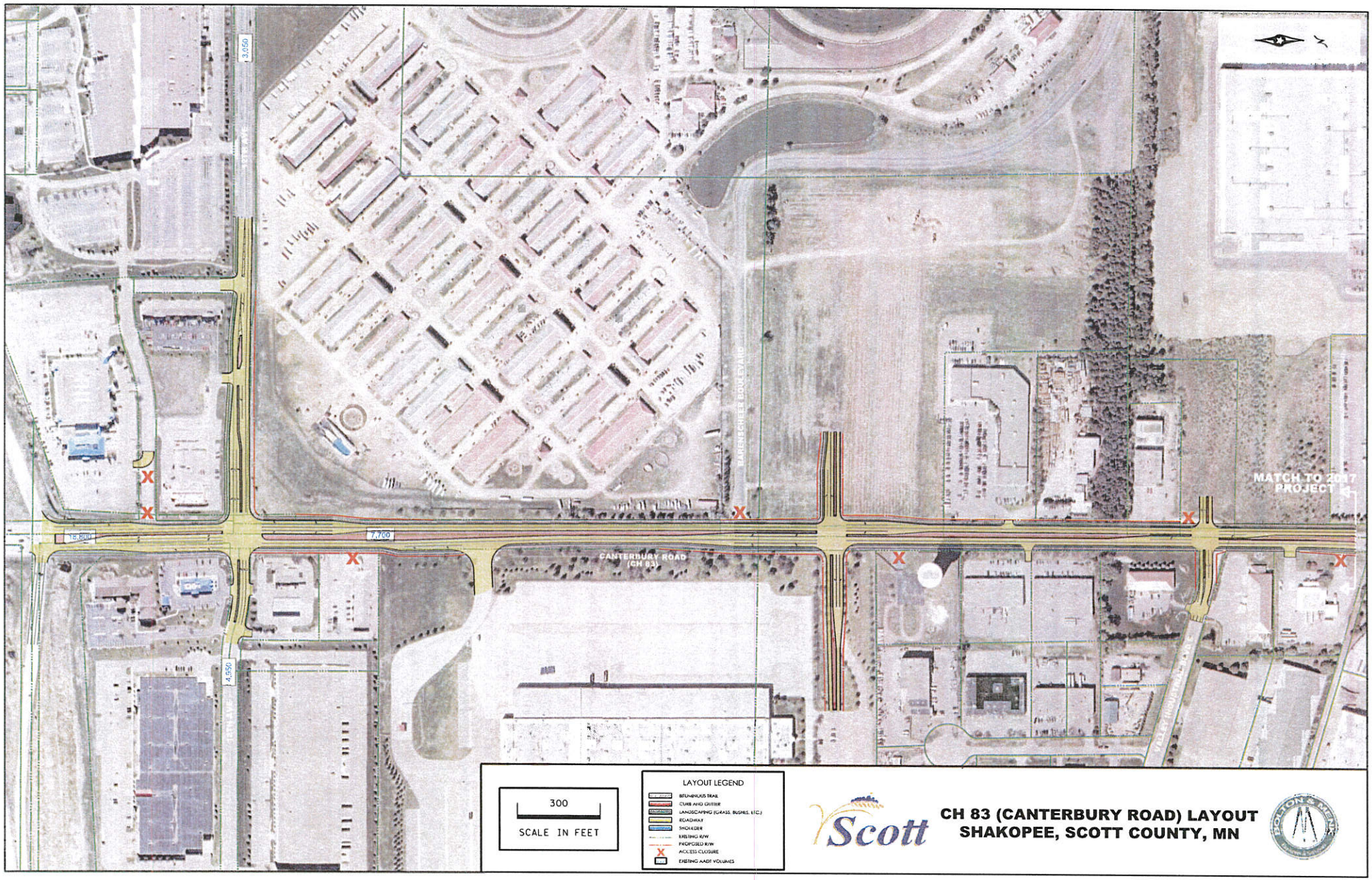
The City of Shakopee is aware Scott County is applying for federal funding through the Metropolitan Council's Regional Solicitation for the reconstruction of CSAH 83, under the Roadway Reconstruction and Modernization category.

The project is reconstruction and modernization of CSAH 83 from the north ramp of US 169 north to south of 4th Ave. E in Shakopee. The project reconstructs a 4-lane undivided roadway to a 4-lane divided roadway adding turnlane, intersection, and bicycle/pedestrian improvements. These improvements are endorsed by the City of Shakopee, and we are supportive of the Regional Solicitation application.

Please let me know if there is any additional information you need from us regarding this funding application.

Sincerely,

Bruce Loney
Public Works Director
City of Shakopee



Scott

CH 83 (CANTERBURY ROAD) LAYOUT
SHAKOPEE, SCOTT COUNTY, MN