



Application

04787 - 2016 Pedestrian Facilities (Sidewalks, Streetscaping, and ADA)

05199 - Galpin Lake Road Pedestrian Improvements

Regional Solicitation - Bicycle and Pedestrian Facilities

Status: Submitted  
Submitted Date: 07/14/2016 4:45 PM

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## Primary Contact

**Name:**\* Paul Thomas Hornby  
Salutation First Name Middle Name Last Name

**Title:** City Engineer

**Department:** Engineering Department

**Email:** phornby@ci.shorewood.mn.us

**Address:** City of Shorewood  
5755 Country Club Road

**\*:** Shorewood Minnesota 55331  
City State/Province Postal Code/Zip

**Phone:**\* 952-960-7910  
Phone Ext.

**Fax:** 952-474-0128

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

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## Organization Information

**Name:** SHOREWOOD, CITY OF

**Jurisdictional Agency (if different):**

**Organization Type:** City  
**Organization Website:**  
**Address:** 5755 COUNTRY CLUB RD  
  
\* SHOREWOOD Minnesota 55331  
City State/Province Postal Code/Zip  
**County:** Hennepin  
**Phone:\*** 952-960-7900  
Ext.  
**Fax:**  
**PeopleSoft Vendor Number** 000003845A1

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## Project Information

**Project Name** Galpin Lake Road Pedestrian Improvements  
**Primary County where the Project is Located** Carver, Hennepin  
**Jurisdictional Agency (If Different than the Applicant):** Shorewood, Carver County, MnDOT

The proposed project is to construct a dedicated pedestrian walkway along Galpin Lake Road that completes a connection between the cities of Chanhassen, Shorewood, and Excelsior. The proposed project is approximately 0.6 miles in length and will extend from the existing trail along Galpin Boulevard (near Pheasant Road in Chanhassen), north along Galpin Lake Road to State Highway 7, and east to the existing sidewalk at the intersection of State Highway 7 and Oak Street (CSAH 19) in Excelsior.

Galpin Lake Road/Galpin Boulevard is a north-south collector roadway that serves as the primary access point for a number of neighborhoods in Chanhassen and Shorewood. This proposed project would complete a gap in the current sidewalk/trail facilities along Galpin Boulevard (Carver County Road 117) and Galpin Lake Road, creating an approximately 3.5-mile long road-separated connection from Lyman Boulevard in Chanhassen to Trunk Highway 7 in Shorewood. This will increase pedestrian access between the neighborhoods and offer a safer facility for pedestrian use along this collector roadway. Safe pedestrian access across State Highway 7 will be provided at Oak Street (CSAH 19), improving connectivity to Excelsior Elementary School, the Downtown Excelsior commercial district, and the Lake Minnetonka LRT Regional Trail.

Galpin Lake Road is currently a 24-foot wide road with 12-foot lanes and no shoulder. The road is a rural section with limited stormwater control nestled between some steep slopes and hills. The proposed improvements would be constructed as a 6-foot concrete sidewalk along Galpin Lake Road and State Highway 7 in order to minimize environmental impacts to the adjacent Galpin Lake, steep slopes, and to reduce property impacts. The

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

project would also improve stormwater runoff by installing storm sewer. Along Galpin Boulevard, the walkway would have an 8-foot width bituminous surface consistent with existing connections and the City of Chanhasen's standards.

The Shorewood Trail Implementation Plan identifies existing and proposed pedestrian improvements throughout the developed areas of the City. The plan was created to link existing pedestrian facilities to provide a safe and comprehensive network to serve the community. The Shorewood Trail Implementation Plan identifies the proposed project along Galpin Lake Road as a top priority in order to: improve pedestrian and vehicle safety; provide an off-street access route for pedestrians; improve area drainage and correct existing drainage problems; and improve water quality of adjacent Galpin Lake.

*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)**

Galpin Lake Road Pedestrian Improvements, along Galpin Blvd/Galpin Lake Road from Pheasant Drive to TH 7 and along TH 7 from Galpin Lake Road to Oak Street - Construct Sidewalk/Trail

**Project Length (Miles)** 0.6

## 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** \$1,000,000.00

**Match Amount** \$250,000.00

*Minimum of 20% of project total*

**Project Total** \$1,250,000.00

**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 Shorewood  
Zip Code where Majority of Work is Being Performed 55331  
(Approximate) Begin Construction Date 04/15/2020  
(Approximate) End Construction Date 11/25/2020  
Name of Trail/Ped Facility: Galpin Lake Road Walkway

(i.e., CEDAR LAKE TRAIL)

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

From: Pheasant Drive  
(Intersection or Address)  
To: Oak Street (CSAH 19)  
(Intersection or Address)

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, AGG BASE, BIT BASE, BIT SURF, SIDEWALK,  
BIKE PATH, PED RAMPS, SIDEWALK, GUARD RAIL,  
STORM SEWER, CURB AND GUTTER

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

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## Specific Roadway Elements

### CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES

Mobilization (approx. 5% of total cost)

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	\$26,350.00
Sidewalk Construction	\$1,219,090.00
On-Street Bicycle Facility Construction	\$0.00
Right-of-Way	\$0.00
Pedestrian Curb Ramps (ADA)	\$4,560.00
Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	\$0.00
Pedestrian-scale Lighting	\$0.00
Streetscaping	\$0.00
Wayfinding	\$0.00

Bicycle and Pedestrian Contingencies	\$0.00
Other Bicycle and Pedestrian Elements	\$0.00
<b>Totals</b>	<b>\$1,250,000.00</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	\$1,250,000.00
Construction Cost Total	\$1,250,000.00
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.

Goal: The regional transportation system is safe and secure for all users

Objective A. Strategy B-1. Page 2.20  
Strategy B6. Page 2.23

Goal: People and businesses prosper by using a reliable, affordable, and efficient multimodal transportation system that connects them to destinations throughout the region and beyond.

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

Objective A. Page 2.24  
Strategy C2. Page 2.25  
Strategy C17. Page 2.37

Goal: The regional transportation system advances equity and contributes to communities' livability and sustainability while protecting the natural, cultural, and developed environments.

Objectives A, B, C, D. Page 2.42  
Strategy E3. Page 2.44  
Strategy E5. Page 2.45  
Strategy E7. Page 2.47

(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:

Shorewood 2011 Trail Implementation Plan, pages 4 7, and 10  
Shorewood 2009 Comprehensive Plan, pages TR-25, TR-27

(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 Jobs and Post-Secondary Education

Existing Employment:	6428
Existing Post-Secondary Enrollment:	0
Upload Map	1467056244266_Reg-EconomyMap-Shorewood.pdf

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### Measure A: Usage

Existing Population Within One-Half Mile	9944
Upload Map	1467056285191_PopMap-Shorewood.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:

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: Yes

While the overall population for the census tract is below the regional average for population in poverty or population of color, these populations do exist in the project area and are at a greater disadvantage than the rest of the community. The project will benefit these populations by providing a safe, comfortable, and convenient pedestrian connection between residential neighborhoods in Shorewood and commercial areas in Excelsior.

Positive Impacts: Due to previous development patterns, there are few opportunities for safe pedestrian access in the nearby neighborhoods without walking on the street. The proposed project provides a safe pedestrian connection along Galpin Lake Road (Major Collector) and across State Highway 7 (Principal Arterial), a significant barrier bisecting residential neighborhoods with the popular downtown Excelsior commercial district. Children, families, the elderly, people with disabilities, and low-income populations who rely on walking will benefit from improved connections across State Highway 7. The walkway and pedestrian ramps will meet ADA requirements to be accessible for people with disabilities. Completion of this walkway will link a variety of land uses including neighborhoods, parks, schools and employment centers. The project will provide transportation options for people too young to drive or people who do not have access to a personal vehicle to get to jobs, schools and recreation. The connection to Downtown Excelsior also provides access to regional transit service.

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.*

### Measure B: Affordable Housing

City/Township	Segment Length in Miles (Population)
Shorewood	0.5
Chanhasen	0.1
	1

### Total Project Length

Total Project Length (Total Population)	0.6
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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

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

Total Project Length (Miles)	0.6
Total Housing Score	0

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

#### Gaps:

Within the project area, Galpin Lake Rd is a two lane rural roadway with no shoulders surrounded by single-family neighborhoods. The lack of pedestrian facilities currently prevents these neighborhoods from accessing the more pedestrian friendly commercial and residential developments to the north in Downtown Excelsior. The proposed improvements will fill in a 0.6-mile gap in the current sidewalk/trail facilities along Galpin Lake Road/Galpin Blvd. between Excelsior, Shorewood, and Chanhassen. Once completed the walk will be part of a 3.5-mile long separated pedestrian walkway extending along Galpin Lake Road/Galpin Blvd from Lyman Blvd in Chanhassen and across State Highway 7 in Shorewood and Excelsior.

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

Additionally the gap in pedestrian facilities prevents the adjacent neighborhoods from safely accessing transit service. Currently Metro Transit lines 670 and 671 stop immediately north of the proposed project in Downtown Excelsior. The proposed walkway will allow residents of the Shorewood neighborhoods to safely walk to these bus lines and access major regional employment centers.

#### Barrier:

State Highway 7 is a major barrier for pedestrians in the City of Shorewood. The roadway is a divided, four-lane highway with limited shoulders, speed limit of 55 miles per hour, and average daily traffic of 25,500 vehicles. While there is an at-grade pedestrian crossing at the signalized intersection of Oak Street (CSAH 19), pedestrians do not have access to the crossing from Galpin Lake Road, leaving pedestrians vulnerable to high-speed vehicle traffic.

The proposed project will eliminate this barrier by

connecting pedestrian facilities along Galpin Lake Road and State Highway 7, completing the dedicated sidewalk connection to the Oak Street signalized intersection, and greatly improving safety and access to the existing signalized crossing at Oak Street.

The closest parallel crossing of State Highway 7 for pedestrians is at the intersection of State Highway 7 and State Highway 41, approximately 0.66 miles to the west of Galpin Lake Road. This signalized intersection provides the ability to cross the highway at-grade. However sidewalk and trail connections are limited in the vicinity, making it difficult for pedestrians to safely reach the intersection from the Galpin Lake Road area.

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## **Measure B: Project Improvements**

## Deficiency/Site Problems:

Galpin Lake Road is a two lane rural roadway with no shoulders and hilly terrain. There are no pedestrian facilities from the intersection of Galpin Blvd and Pheasant Drive in Chanhassen to the north along Galpin Lake Road and along State Highway 7 to the Oak Street (CSAH 19) intersection (which connects to Excelsior Elementary School and Downtown Excelsior). The current 0.6-mile gap in the sidewalk/trail system prevents safe pedestrian travel for residents along Galpin Lake Road, a collector roadway.

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

While there is an at-grade pedestrian crossing at the signalized intersection of State Highway 7 and Oak Street (CSAH 19), pedestrians cannot access the crossing from Galpin Lake Road without walking on the highway shoulder outlined by guard rail, leaving pedestrians vulnerable to high-speed vehicle traffic. It has been observed that instead of using the shoulder of State Highway 7, pedestrians currently cross eastbound State Highway 7 at Galpin Lake Road and walk in the center median to Oak Street to avoid using the shoulder. Neither of these options support safe pedestrian activity.

Crash data in the project area from 2011-2015 suggests that the intersections of State Highway 7/Galpin Lake Road and State Highway 7/Oak Street have congested related crash (rear end) problems. While the crash data does not show any crashes between cars and pedestrians in this area, walking along the shoulder is dangerous particularly during congested times. Additionally Galpin Lake Rd/Galpin Blvd connects State Highway 5 and State Highway 7. Both of these roads are busy with commuters during rush hour and it is likely that frustrated car commuters use

Galpin Lake Rd as a way to avoid traffic on either highway.

Deficiency Reduction:

The project will provide a separate pedestrian facility that will allow pedestrians to safely travel along Galpin Lake Road and along State Highway 7. The addition of a walkway to avoid walking on the shoulder reduces crashes with pedestrians by up to 89% (FHWA Crash Reduction Factors, 2014).

The proposed sidewalk along State Highway 7 will be constructed behind the guard rail, providing separation for pedestrians from vehicle traffic and greatly improving safety and access to the existing signalized crossing at Oak Street. This will discourage use of the center median for pedestrian activity between Galpin Lake Road and Oak Street. Pedestrians will be clearly visible to drivers at the intersection by using the designated crosswalks at the Oak Street signal.

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## **Measure A: Multimodal Elements and Connections**



The proposed project is primarily intended to improve pedestrian access along Galpin Lake Road and State Highway 7 by completing a 0.6-mile gap. The proposed improvements along Galpin Lake Road and State Highway 7 are 6-foot wide sidewalks designed to minimize environmental impacts while still increasing accessibility for pedestrians. However, the project will tie into existing bicyclist and pedestrian networks at each end. The project segment in Chanhassen along Galpin Blvd will be designed as an 8-foot bituminous trail consistent with city standards, and ties into an existing trail to the south. The 8-foot width allows more non-motorized users such as bikers to access the facilities. On the Galpin Lake Road segment, bicyclists can share the road while pedestrians will be safely separated (via the 6-foot walkway) from bicycle and vehicle traffic. The proposed facilities will also close the gap in the sidewalk/trail system that connects Chanhassen and Shorewood to the Lake Minnetonka LRT Regional Trail north of CSAH 19 (Oak Street).

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

There are currently four bus lines that serve the area surrounding the proposed project (see Figure 3-Transit Connections). Currently Metro Transit routes 670 and 671 stop immediately north of the proposed project in Downtown Excelsior and Southwest Transit operates routes 684 and 698 at the end of the existing pedestrian facilities on Lyman Blvd in Chanhassen. The gap in non-motorized facilities prevents the adjacent neighborhoods from safely accessing four transit lines and limits the access of the surrounding communities to other transit lines. The 670 and 671 both travel east-west through Minnetonka to 394 and end in Downtown Minneapolis. The 684 and 698 both travel east west through Eden Prairie. Then the 698 travels up I-494 and across I-394 through Downtown Minneapolis to the U of M East Bank Campus while the 684 travels along TH 62

through Edina and Richfield and up I-35W to Downtown Minneapolis. The proposed walk will allow residents of the Shorewood neighborhood to safely walk or bike to these bus lines and access major employment centers of Eden Prairie, Richfield and Minneapolis.

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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 12/30/2019

#### 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: 12/31/2018

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 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**

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**

Yes

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**

01/27/2020

**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) Yes

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

0%

Anticipated date or date of completion

**10)Letting**

Anticipated Letting Date 04/15/2020

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**Measure A: Cost Effectiveness**

Total Project Cost (entered in Project Cost Form): \$1,250,000.00

Enter Amount of the Noise Walls: \$0.00

Total Project Cost subtract the amount of the noise walls: \$1,250,000.00

Points Awarded in Previous Criteria

Cost Effectiveness \$0.00

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**Other Attachments**

<b>File Name</b>	<b>Description</b>	<b>File Size</b>
Carver County Letter of Support.pdf	Carver County Letter of Support	307 KB
Chanhassen Letter of Support.pdf	Chanhassen Letter of Support	124 KB
Excelsior Letter of Support.pdf	Excelsior Letter of Support	336 KB
Existing Conditions - StreetView Screenshots.pdf	Existing Conditions Screenshots	493 KB
Figure1_ProjectLocation.pdf	Figure 1: Project Location Map	594 KB
Figure2_Concept.pdf	Figure 2: Concept Map	429 KB
Figure3_TransitConnections.pdf	Figure 3: Transit Connections Map	447 KB
Galpin Lake Rd Ped Improvements MnDOT letter of support.pdf	MnDOT Letter of Support	105 KB
Hennepin County Letter of Support.pdf	Hennepin County Letter of Support	250 KB
RBTN-Map-Shorewood.pdf	RBTN Map	152 KB
Shorewood Trail Plan Figure.pdf	Excerpt from Shorewood Trail Plan	354 KB
Signed Title Sheet.pdf	Signed Title Sheet	1.3 MB

# Regional Economy

Pedestrian Facilities Project: Galpin Lake Road Improvements | Map ID: 1464717835182

## Results

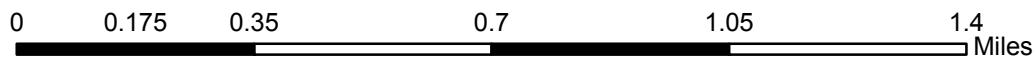
**WITHIN ONE MI** of project:

Total Population: 19126  
Total Employment: 6428  
Mfg and Dist Employment: 684

Postsecondary Students:  
0



-  Project
-  PostSecondary Education Centers
-  Manufacturing/Distribution Centers
-  Job Concentration Centers



Created: 5/31/2016  
LandscapeRSA5



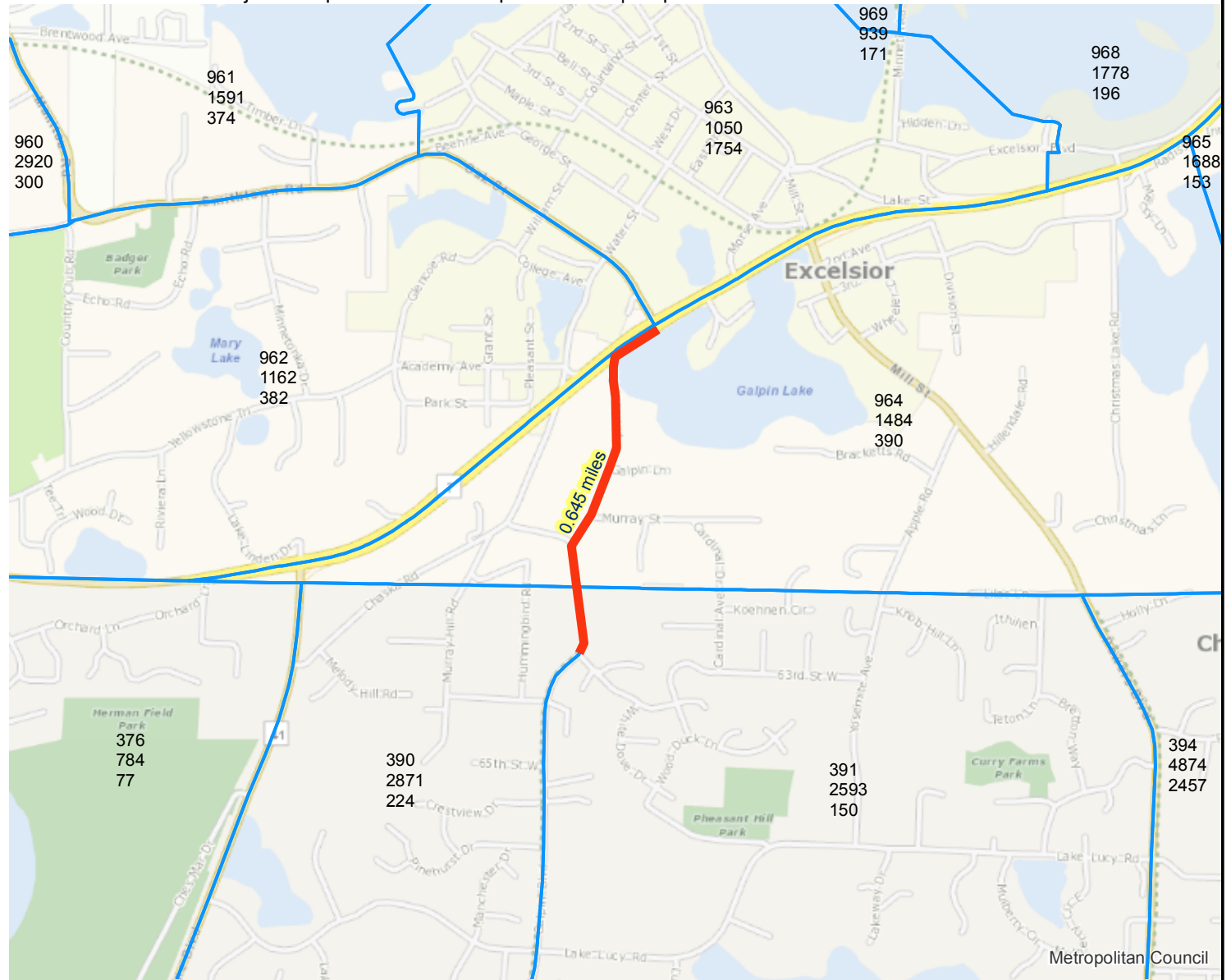
For complete disclaimer of accuracy, please visit <http://giswebsite.metc.state.mn.us/gissitenew/notice.aspx>



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# Population Summary

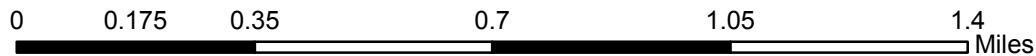
Pedestrian Facilities Project: Galpin Lake Road Improvements | Map ID: 1464717835182



## Results

Within HALF Mile of project:  
 Total Population: 9944  
 Total Employment: 2977

- Project
- 2010 TAZ



Created: 5/31/2016  
 LandscapeRSA4



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



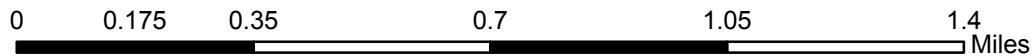


Results

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:  
(0 to 12 Points)



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



Created: 5/31/2016  
LandscapeRSA2



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

NCompass Technologies





# Carver County Public Works

11360 Highway 212  
Suite 1  
Cologne, MN 55322-8016  
Phone (952) 466-5200 Fax (952) 466-5223

Administration  
Operations  
Program Delivery  
Parks

June 14, 2016

Bill Joynes  
City Administrator  
City of Shorewood  
5755 Country Club Road  
Shorewood, MN 55331

**RE: Letter of Support for the Galpin Lake Road Pedestrian Improvements  
2016 Regional Solicitation Application**

Dear Mr. Joynes,

Carver County extends its support for the Regional Solicitation federal funding application for the proposed pedestrian improvements along Galpin Boulevard (County Road 117), Galpin Lake Road, and Trunk Highway 7 in the City of Shorewood and City of Chanhassen. This proposed project would complete a gap in the current sidewalk/trail facilities along Galpin Boulevard (County Road 117) and Galpin Lake Road, creating an approximately 3.5-mile long road separated connection from Lyman Boulevard in Chanhassen to Trunk Highway 7 in Shorewood.

Carver County is aware of and understands the proposed project being submitted. Carver County has jurisdiction over County Road 117 and commits to working with the City of Shorewood and City of Chanhassen to operate and maintain the proposed facilities for its useful design life.

Carver County appreciates your efforts to secure funding for pedestrian improvements along County Road 117. The County is supportive of the City of Shorewood moving forward with plans for cross-county improvements along this north-south roadway.

Sincerely,

Lyndon Robjent  
Public Works Director/County Engineer



**CITY OF  
CHANHASSEN**

7700 Market Boulevard  
PO Box 147  
Chanhassen, MN 55317

**Administration**

Phone: 952.227.1100  
Fax: 952.227.1110

**Building Inspections**

Phone: 952.227.1180  
Fax: 952.227.1190

**Engineering**

Phone: 952.227.1160  
Fax: 952.227.1170

**Finance**

Phone: 952.227.1140  
Fax: 952.227.1110

**Park & Recreation**

Phone: 952.227.1120  
Fax: 952.227.1110

**Recreation Center**

2310 Coulter Boulevard  
Phone: 952.227.1400  
Fax: 952.227.1404

**Planning &  
Natural Resources**

Phone: 952.227.1130  
Fax: 952.227.1110

**Public Works**

7901 Park Place  
Phone: 952.227.1300  
Fax: 952.227.1310

**Senior Center**

Phone: 952.227.1125  
Fax: 952.227.1110

**Website**

[www.ci.chanhassen.mn.us](http://www.ci.chanhassen.mn.us)

June 16, 2016

Mr. Bill Joynes  
City Administrator  
City of Shorewood  
5755 Country Club Road  
Shorewood, MN 55331

**RE: Letter of Support for the Galpin Lake Road Pedestrian  
Improvements - 2016 Regional Solicitation Application**

Dear Mr. Joynes:

The City of Chanhassen extends its support for the Regional Solicitation Federal Funding Application for the proposed pedestrian improvements along Galpin Boulevard (County Road 117), Galpin Lake Road, and Trunk Highway 7 in the City of Shorewood and City of Chanhassen. This proposed project would complete a gap in the current sidewalk/trail facilities along Galpin Boulevard (County Road 117) and Galpin Lake Road, creating an approximately 3.5-mile long road separated connection from Lyman Boulevard in Chanhassen to Trunk Highway 7 in Shorewood.

The City of Chanhassen currently has the proposed improvement within Chanhassen's city limits programmed for construction in 2017. If funding is secured for this application, the City of Chanhassen will work with the City of Shorewood to adjust the programmed improvements accordingly.

The City of Chanhassen appreciates your efforts to secure funding for pedestrian improvements along Galpin Boulevard, and is supportive of the City of Shorewood moving forward with plans for cross-county improvements along this north-south roadway.

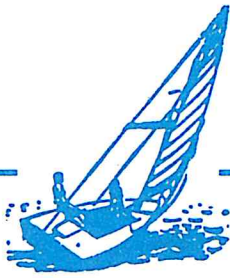
Sincerely,

CITY OF CHANHASSEN

Todd Gerhardt  
City Manager







# CITY OF EXCELSIOR

339 THIRD STREET  
EXCELSIOR, MINNESOTA 55331  
TEL: 952-474-5233  
FAX: 952-474-6300

June 21, 2016

Bill Joynes  
City Administrator  
City of Shorewood  
5755 Country Club Road  
Shorewood, MN 55331

**RE: Letter of Support for the Galpin Lake Road Pedestrian Improvements  
2016 Regional Solicitation Application**

Dear Mr. Joynes:

The City of Excelsior extends its support for the Regional Solicitation federal funding application for the proposed pedestrian improvements along Galpin Lake Road and Trunk Highway 7 in the City of Shorewood and City of Chanhassen. This proposed project would complete a gap in the current sidewalk/trail facilities along Galpin Lake Road, creating an approximately 3.5-mile long road separated connection from Lyman Boulevard in Chanhassen to Trunk Highway 7. The project will connect into the City of Excelsior's pedestrian and trail system at Trunk Highway 7 and Oak Street.

The City of Excelsior appreciates your efforts to secure funding for pedestrian improvements along Galpin Boulevard, and is supportive of the City of Shorewood moving forward with plans for inter-city connections along this north-south roadway.

Sincerely,

Kristi Luger  
City Manager

## Existing Conditions






Galpin Lake Road north of Pheasant Avenue – looking north



TH 7 – looking east towards Oak Street (CSAH 19)





Legend	
	Proposed Improvements
	Walk/Trail
	Regional Trail




**Figure 1: Project Location**  
**Galpin Lake Road Pedestrian Improvements**

City of Shorewood, Hennepin County  
 City of Chanhassen, Carver County







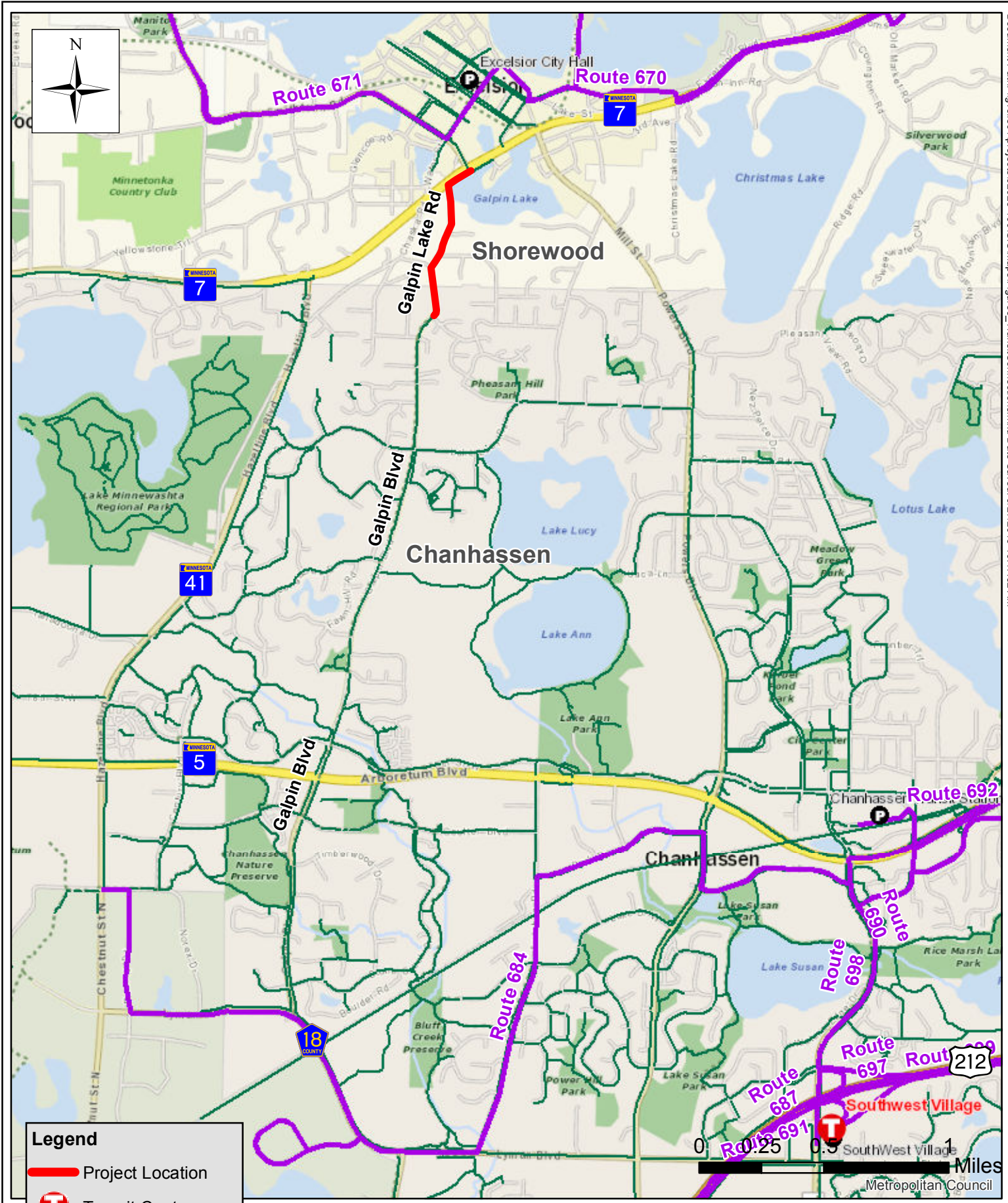
Legend	
	Proposed Improvements
	Walk/Trail
	Regional Trail

**Figure 2: Project Concept**  
**Galpin Lake Road Pedestrian Improvements**

City of Shorewood, Hennepin County  
 City of Chanhassen, Carver County







**Figure 3: Transit Connections  
Galpin Lake Road Pedestrian Improvements**

City of Shorewood, Hennepin County  
City of Chanhassen, Carver County





## Minnesota Department of Transportation

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

July 14, 2016

Paul Hornby  
City Engineer  
City of Shorewood  
5755 Country Club Road  
Shorewood, MN 55331

RE: Regional Solicitation Application for Galpin Lake Road Pedestrian Improvements

Dear Mr. Hornby:

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 Galpin Lake Road Pedestrian Improvements impacts MnDOT right of way on trunk highway (TH) 7.

MnDOT, as the agency with jurisdiction over TH 7, would allow the improvements included in the application for the project. Details of any future maintenance agreement with the City 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 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 if needed.

Sincerely,

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

Scott McBride, P.E.  
Metro District Engineer

Cc: Elaine Koustoukos, Metropolitan Council  
John Griffith, MnDOT Metro District – West Area Manager

An Equal Opportunity Employer







**Hennepin County**

Public Works

**Planning Department**

701 Fourth Avenue South, Suite 700  
Minneapolis, Minnesota 55415-1842

612-348-8532, Fax  
[www.hennepin.us/spr](http://www.hennepin.us/spr)

June 16, 2016

Bill Joynes  
City Administrator  
City of Shorewood  
5755 Country Club Road  
Shorewood, MN 55331

**RE: Letter of Support for the Galpin Lake Road Pedestrian Improvements  
2016 Regional Solicitation Application**

Dear Mr. Joynes,

Hennepin County extends its support for the Regional Solicitation federal funding application for the proposed pedestrian improvements along Galpin Lake Road and Trunk Highway 7 in the City of Shorewood and City of Chanhassen. The project will connect to CSAH 19 (Oak Street) at the Trunk Highway 7 intersection in the City of Excelsior.

Hennepin County appreciates your efforts to secure funding for pedestrian improvements connecting to CSAH 19, and is supportive of the City of Shorewood moving forward with plans for inter-city connections along the Galpin Lake Road corridor.

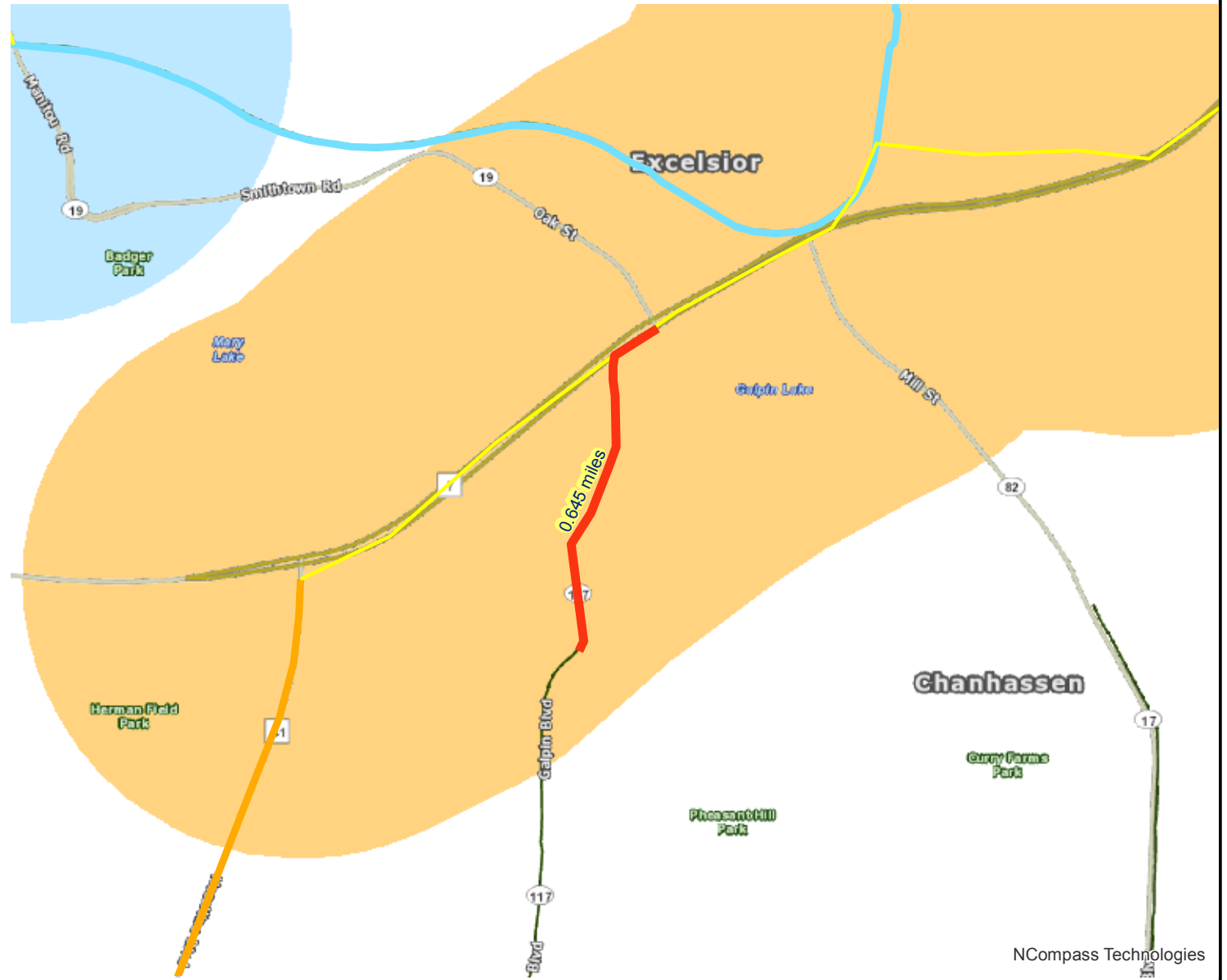
Sincerely,

A handwritten signature in blue ink that reads "Kelley Yemen". The signature is fluid and cursive, with a long horizontal flourish extending to the right.

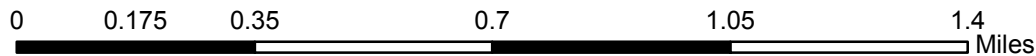
Kelley Yemen  
Bicycle and Pedestrian Coordinator

# Project to RBTN Orientation

Pedestrian Facilities Project: Galpin Lake Road Improvements | Map ID: 1464717835182



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



Created: 5/31/2016  
LandscapeRSA1



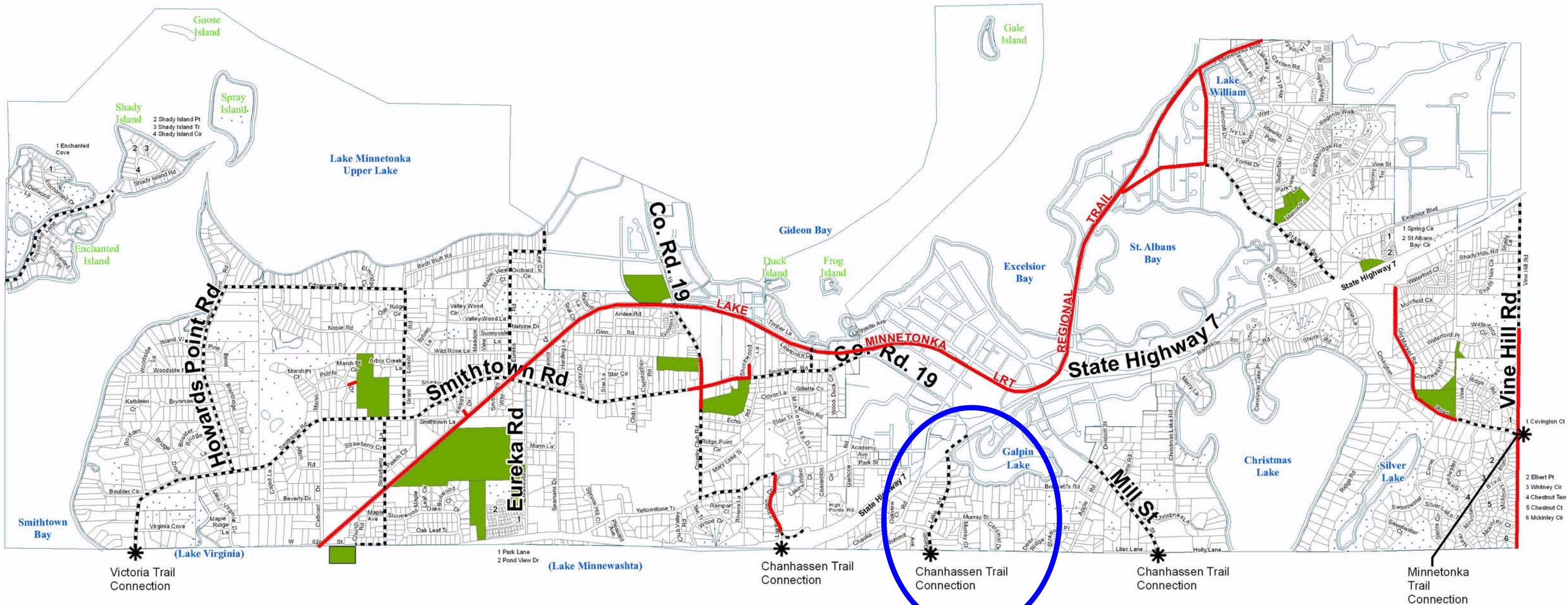
For complete disclaimer of accuracy, please visit  
<http://giswebsite.metc.state.mn.us/gissitenew/notice.aspx>

NCompass Technologies


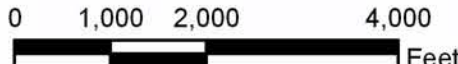





# CITY OF SHOREWOOD



## Trail Plan


  

  

 Shorewood Planning Department  
 10/11

- Existing Trail
- - - Future Trail
- Parks/Open Space
- \* Connecting Points



# MINNESOTA DEPARTMENT OF TRANSPORTATION CITY OF SHOREWOOD

CONSTRUCTION PLAN FOR CURB & GUTTER, STORM SEWER, SIDEWALK, BITUMINOUS PAVING, AND APPURTENANT WORK

## GOVERNING SPECIFICATIONS

THE 2005 EDITION OF THE MINNESOTA DEPARTMENT OF TRANSPORTATION "STANDARD SPECIFICATIONS FOR CONSTRUCTION" SHALL GOVERN.

SPECIAL PROVISIONS, AND ANY AMENDMENTS THERETO AND THE "STANDARD UTILITIES SPECIFICATION FOR WATERMAIN SERVICE LINE INSTALLATION AND STORM SEWER INSTALLATION" REFERENCED "CEAM" DATED 2013, OR AS MODIFIED IN THE PROJECT MANUAL.

ALL TRAFFIC CONTROL DEVICES AND SIGNING SHALL CONFORM TO THE MINNESOTA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES DATED JULY 2012, INCLUDING THE FIELD MANUAL FOR TEMPORARY TRAFFIC CONTROL ZONE LAYOUTS, 2012 EDITION.

S.A.P. 216-116-001 LOCATED ON Galpin Lake Road FROM Carver & Hennepin County Line TO Excelsior Boulevard (TH 7)  
S.A.P. 216-010-008 LOCATED ON Excelsior Boulevard (TH7) FROM Galpin Lake Road TO Oak Street (CSAH 19)  
LOCATED ON Galpin Boulevard FROM Pheasant Drive TO Carver & Hennepin County Line

### PLAN SYMBOLS

PROPOSED SANITARY	
EXISTING SANITARY	
PROPOSED STORM	
EXISTING STORM	
PROPOSED CATCH BASIN	
EXISTING CATCH BASIN	
PROPOSED WATERMAIN	
EXISTING WATERMAIN	
PROPOSED HYDRANT	
EXISTING HYDRANT	
PROPOSED FACE OF CURB	
PROPOSED EDGE OF BITUMINOUS	

**Excelsior Blvd (TH 7)**  
S.A.P. 216-010-008

GROSS LENGTH	710.00 ft	0.134 miles
BRIDGES-LENGTH	0.00 ft	0.000 miles
EXCEPTIONS-LENGTH	0.00 ft	0.000 miles
NET LENGTH	710.00 ft	0.134 miles

**DESIGN DESIGNATION**  
Excelsior Blvd (TH 7)

R VALUE	= 20
ADT (Current Year) 2014	= 25,622
ADT (Future Year) 2034	= 28,185
D (DIRECTIONAL DISTR.)	= 50%
HADT (Future Year) 2034	= 7.10%
ESALS	4,864,000
DESIGN SPEED	N/A MPH
BASED ON STOPPING SIGHT DISTANCE	
HEIGHT OF EYE	3.5 HEIGHT OF OBJECT 0.5
DESIGN SPEED NOT ACHIEVED AT: N/A	
FUNCTIONAL CLASSIFICATION TRUNK HIGHWAY	
NO. OF TRAFFIC LANES	2
NO. OF PARKING LANES	0
SHOULDER WIDTH	2
TON DESIGN	10

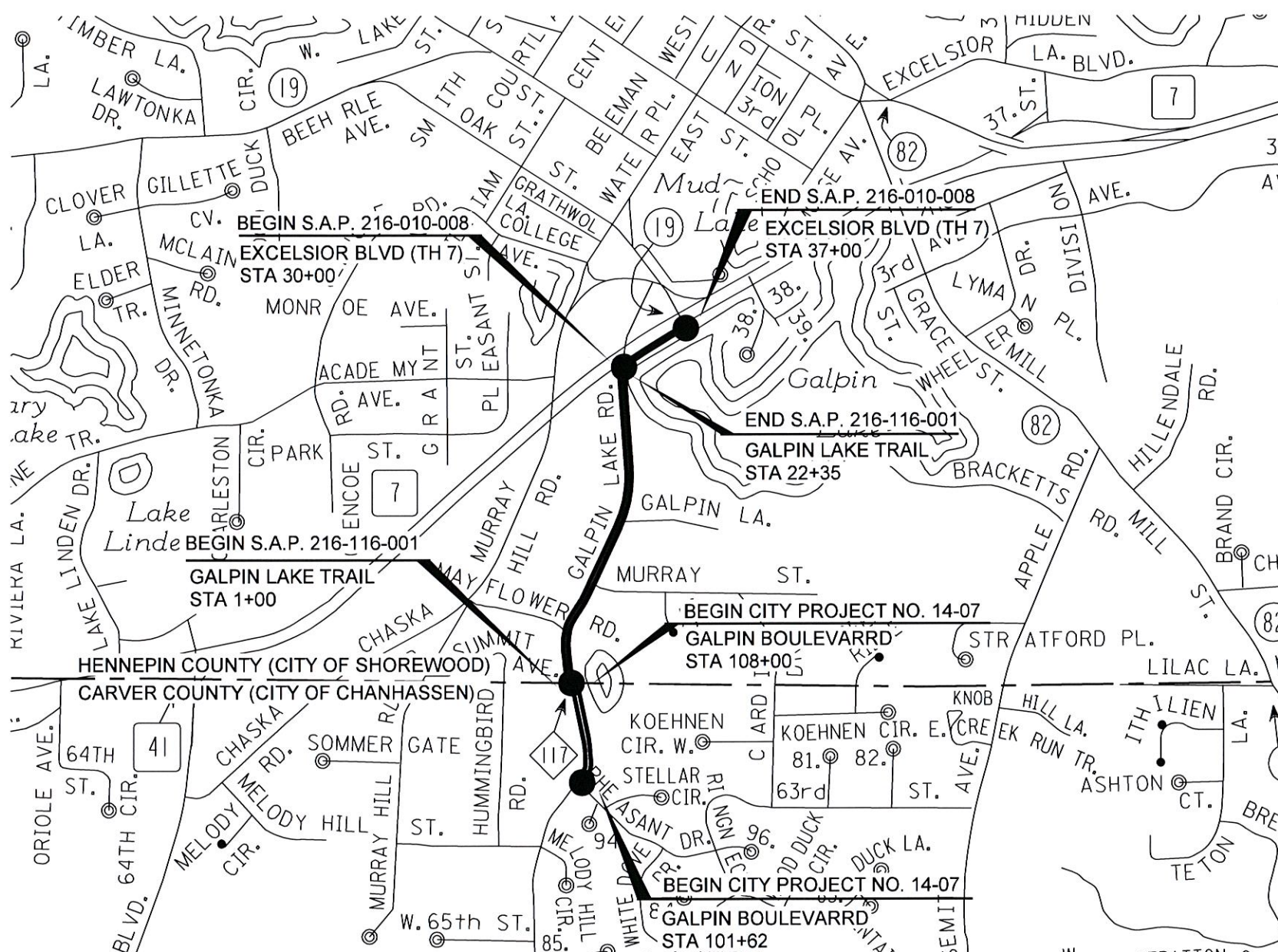
**Galpin Lake Road**  
S.A.P. 216-116-001

GROSS LENGTH	2,135.00 ft	0.404 miles
BRIDGES-LENGTH	0.00 ft	0.000 miles
EXCEPTIONS-LENGTH	0.00 ft	0.000 miles
NET LENGTH	2,135.00 ft	0.404 miles

**DESIGN DESIGNATION**  
Galpin Lake Road

R VALUE	= 20
ADT (Current Year) 2014	= 1,508
ADT (Future Year) 2034	= 1,659
D (DIRECTIONAL DISTR.)	= 50%
HADT (Future Year) 2034	= 7.10%
ESALS	286,000
DESIGN SPEED	N/A MPH
BASED ON STOPPING SIGHT DISTANCE	
HEIGHT OF EYE	3.5 HEIGHT OF OBJECT 0.5
DESIGN SPEED NOT ACHIEVED AT: N/A	
FUNCTIONAL CLASSIFICATION CITY COLLECTOR	
NO. OF TRAFFIC LANES	2
NO. OF PARKING LANES	0
SHOULDER WIDTH	2
TON DESIGN	10

**TRAIL/WALK DESIGNATION**  
BASED ON STOPPING SIGHT DISTANCE  
HEIGHT OF EYE 4.5 HEIGHT OF OBJECT 0.0



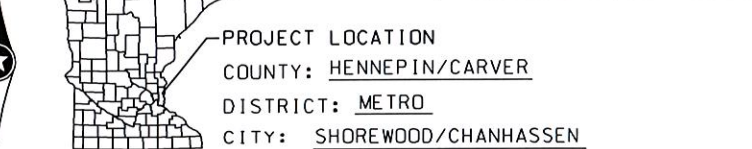
### INDEX

SHEET NO.	DESCRIPTION
1	Title Sheet
2 - 5	Typical Sections
6	Construction Notes and Standard Plates
7	Statement of Estimated Quantities
8	Storm Sewer Tabulation
9	Earthwork Tabulation
10	General Layout
11 - 12	Miscellaneous Details
13 - 17	Guardrail and End Treatment Details
18 - 21	Existing Conditions / Removal Plan
22 - 25	Erosion Control / Turf Establishment Plan
26 - 29	Storm Sewer Construction Plan
30	Sidewalk Construction Plan Galpin Boulevard
31 - 34	Sidewalk Construction Plan Galpin Lake Road
35	Trail Construction Plan Excelsior Blvd
36	Intersection Reconstruction Mayflower Road
37	Intersection Reconstruction Excelsior Blvd
38	Modular Block Retaining Wall Details
39	Retaining Wall Profiles
40 - 43	Cross Sections Galpin Boulevard
44 - 59	Cross Sections Galpin Lake Road Sidewalk
60 - 61	Cross Sections Excelsior Blvd Trail
62 - 63	Cross Sections Mayflower Road
64	Cross Sections Galpin Lake Road/TH 7
65 - 69	Pedestrian Curb Ramp Details
70 - 71	Pedestrian Curb Ramp Plan
72 - 77	Signing and Striping Plan
78 - 81	Traffic Control Plans and Details
82 - 85	Storm Water Pollution Prevention Plan

**THIS PLAN CONTAINS 85 SHEETS.**  
ALL APPLICABLE FEDERAL, STATE, AND LOCAL LAWS AND ORDINANCES WILL BE COMPLIED WITH IN THE CONSTRUCTION OF THIS PROJECT.

### PLAN REVISIONS

DATE	SHEET NO.	APPROVED BY



**N/A - No Carver Co. Roadway or Participation**

APPROVED: CARVER COUNTY ENGINEER \_\_\_\_\_ DATE \_\_\_\_\_  
 APPROVED: CITY OF CHANHASSEN ENGINEER *Paul Hornby* DATE 8/18/14  
 APPROVED: CITY OF SHOREWOOD ENGINEER \_\_\_\_\_ DATE 8/18/14  
 DISTRICT STATE AID ENGINEER: REVIEWED FOR COMPLIANCE WITH STATE AID RULES/POLICY \_\_\_\_\_ DATE 8/18/14  
 APPROVED FOR STATE AID FUNDING: STATE AID ENGINEER \_\_\_\_\_ DATE 8/18/14

THE SUBSURFACE UTILITY INFORMATION REPRESENTED ON THESE DRAWINGS CONCERNING TYPE AND LOCATION OF PRIVATE UTILITIES, AS OF THE PRINTED DATE, HAS BEEN DEPICTED TO THE BEST OF OUR KNOWLEDGE, FROM DRAWINGS SUPPLIED BY OTHERS. THIS INFORMATION IS FOR GENERAL USE ONLY AND NOT INTENDED TO BE USED FOR EXCAVATION PURPOSES.

THE SUBSURFACE UTILITY INFORMATION SHOWN ON THESE DRAWINGS CONCERNING TYPE AND LOCATION OF PRIVATE UTILITIES HAS BEEN DESIGNATED UTILITY QUALITY LEVEL D. THIS QUALITY LEVEL WAS DETERMINED ACCORDING TO THE GUIDELINES OF CLASSIFICATION ENTITLED "STANDARD GUIDELINES FOR THE COLLECTION AND DEPICTION OF EXISTING SUBSURFACE DATA". THE INFORMATION SHOWN ON THESE DRAWINGS CONCERNING THE TYPE AND LOCATION OF PRIVATE UTILITIES IS NOT GUARANTEED TO BE ACCURATE OR ALL INCLUSIVE. THE CONTRACTOR IS TO DETERMINE THE TYPE AND LOCATION OF PRIVATE UTILITIES AS MAY BE NECESSARY TO AVOID DAMAGE THERETO.

STATE LAW REQUIRES ANYONE DIGGING, GRADING OR EXCAVATING TO OBTAIN A FIELD LOCATE OF ALL UTILITIES.

TICKET NUMBER:  
132112600-132112536-132112524

**EXCAVATION NOTICE SYSTEM**

A CALL TO GOPHER STATE ONE (454-0002) IS REQUIRED A MINIMUM OF 48 HOURS PRIOR TO PERFORMING ANY EXCAVATION.

K:\0459-810\Cad\Plan\Title.dgn 8/13/2014 12:30:36 PM

NO.	DATE	BY	CHK	REVISIONS
1	08/13/14	THC	KAK	ADDENDUM NO. 2

Design By: THC  
 Plan By: THC  
 Checked By: KAK  
 Approved By: PTH

I HEREBY CERTIFY THAT THIS PLAN, SPECIFICATION, OR REPORT WAS PREPARED BY OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.

*Paul Hornby*  
 DATE: 06/23/14 LIC. NO: 23359

**WSB**  
 & Associates Inc.

477 Temperance Street  
 St. Paul, MN 55101  
 Tel: (651)286-8450 Fax: (651)286-8488  
 wsbeng.com

engineering · planning · environmental · construction

**Galpin Lake Road  
 Trail Improvement Project  
 and Appurtenant Work for the City of  
 Shorewood, Minnesota**

S.A.P. 216-116-001 / 216-010-008 WSB Project 01459-810  
 Shorewood City Project No. 13-06 Chanhassen City Project No. 14-07

Title Sheet

SHEET  
1R  
OF  
85