



Application

04788 - 2016 Safe Routes to School Infrastructure

05195 - Norwood Young America US212 Safety Improvement Project

Regional Solicitation - Bicycle and Pedestrian Facilities

Status: Submitted
Submitted Date: 07/14/2016 8:58 AM

Primary Contact

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***** Cologne Minnesota 55322
City State/Province Postal Code/Zip

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

Organization Information

Name: CARVER COUNTY

Jurisdictional Agency (if different):

Organization Type:

County Government

Organization Website:

Address:

PUBLIC WORKS

11360 HWY 212 W #1

*

COLOGNE

Minnesota

55322-9133

City

State/Province

Postal Code/Zip

County:

Carver

Phone:*

Ext.

Fax:

PeopleSoft Vendor Number

0000026790A12

Project Information

Project Name

Norwood Young America US212 Safety Improvement Project

Primary County where the Project is Located

Carver

Jurisdictional Agency (If Different than the Applicant):

City of Norwood Young America

The City of Norwood Young America (NYA) is a growing semi-rural small community located on the fringe of the Twin Cities Metropolitan Area in Carver County. The city is divided by Trunk Highway (TH) 212 (principal arterial) a four-lane divided rural expressway running east-west with a posted speed limit of 50 miles per hour (mph). The city's public schools, Central High School (9-12), Central Middle School (6-8) and Central Elementary School (K-5) are located north of TH 212 between Reform Street and Morse Street. TH 212 divides the residential areas resulting in a large portion of the student population having to cross TH 212 to access the schools. The most direct route across TH 212 is an existing crosswalk at the unsignalized intersection of Morse Street. This crossing has many challenges including:

- A long crossing distance (260 feet) due to the skew of the intersection and the four-lane divided roadway.

- High-speed conflicting traffic volumes, much of which is traveling above the posted speed limit and comprised of a large percentage of heavy commercial vehicles.

- Distracted drivers not yielding to pedestrians in the marked crosswalk.

These conditions make TH 212 an unsafe environment for students, which is demonstrated by the low volume of students walking/biking to school.

The Norwood Young America (NYA) US212 Safety Improvement Project will provide a safer more direct route to the city's schools through the construction of a pedestrian box culvert under TH

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

212 and an off-street trail (See Figure 1). This project will integrate all of the SRTS 5 Es and will fill a gap in the city's existing trail network. The project will also meet State Aid Standards, the Americans with Disabilities Act (ADA), and the MnDOT Bikeway Facility Design Manual and will provide a non-motorized transportation option to the residents of the adjacent neighborhoods.

The project need was identified as part of the TH 212 Access Management, Safety and Phasing Plan (2016) and as a priority project for the Southwest Corridor Transportation Coalition (SWCTC). The project will also coincide with MnDOT's programmed mill and overlay project in 2020. As part of these planning initiatives, public and stakeholder involvement meetings were held to better understand the key issues and concerns in NYA. From those meetings, it was clear that there are safety concerns for students walking and biking to school. As part of this application, the city plans to complete parent surveys and additional public input opportunities in the fall.

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)

The NYA Safe Routes to School Project incidental work types include bituminous trail, ADA curb ramps, drainage, retaining walls, and a pedestrian box culvert.

Project Length (Miles)

0.2

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

\$1,225,360.00

Match Amount

\$306,340.00

Minimum of 20% of project total

Project Total

\$1,531,700.00

Match Percentage

20.0%

Minimum of 20%

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

Source of Match Funds

City of Norwood Young America general fund

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.

Project Information

County, City, or Lead Agency

Carver County

Zip Code where Majority of Work is Being Performed

55368

(Approximate) Begin Construction Date

06/01/2020

(Approximate) End Construction Date

06/01/2021

Name of Trail/Ped Facility:

Norwood Young America US 212 Pedestrian Underpass

(i.e., CEDAR LAKE TRAIL)

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

From:

(Intersection or Address)

Reform Street

To:

(Intersection or Address)

Morse Street

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

Bike path, pedestrian box culvert, retaining wall, ADA
pedestrian curb ramps

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

BRIDGE/CULVERT PROJECTS (IF APPLICABLE)

Old Bridge/Culvert No.:

New Bridge/Culvert No.:

Structure is Over/Under

(Bridge or culvert name):

US 212

Specific Roadway Elements

CONSTRUCTION PROJECT ELEMENTS/COST
ESTIMATES

Cost

Mobilization (approx. 5% of total cost)	\$60,000.00
Removals (approx. 5% of total cost)	\$19,000.00
Roadway (grading, borrow, etc.)	\$321,000.00
Roadway (aggregates and paving)	\$259,000.00
Subgrade Correction (muck)	\$0.00
Storm Sewer	\$160,000.00
Ponds	\$50,000.00
Concrete Items (curb & gutter, sidewalks, median barriers)	\$16,500.00
Traffic Control	\$60,000.00
Striping	\$0.00
Signing	\$0.00
Lighting	\$50,000.00
Turf - Erosion & Landscaping	\$39,000.00
Bridge	\$0.00
Retaining Walls	\$235,000.00
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	\$215,000.00
Other Roadway Elements	\$34,000.00
Totals	\$1,518,500.00

Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Path/Trail Construction	\$13,200.00
Sidewalk Construction	\$0.00
On-Street Bicycle Facility Construction	\$0.00
Right-of-Way	\$0.00
Pedestrian Curb Ramps (ADA)	\$0.00
Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	\$0.00
Pedestrian-scale Lighting	\$0.00
Streetscaping	\$0.00

Wayfinding	\$0.00
Bicycle and Pedestrian Contingencies	\$0.00
Other Bicycle and Pedestrian Elements	\$0.00
Totals	\$13,200.00

Specific Transit and TDM Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Fixed Guideway Elements	\$0.00
Stations, Stops, and Terminals	\$0.00
Support Facilities	\$0.00
Transit Systems (e.g. communications, signals, controls, fare collection, etc.)	\$0.00
Vehicles	\$0.00
Contingencies	\$0.00
Right-of-Way	\$0.00
Other Transit and TDM Elements	\$0.00
Totals	\$0.00

Transit Operating Costs

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

Totals

Total Cost	\$1,531,700.00
Construction Cost Total	\$1,531,700.00
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 B: Safety and Security - The regional transportation system is safe and secure for all users.

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

---Strategy B6: Regional transportation partners will use best practice to provide and improve facilities for safe walking and bicycling, since pedestrians and bicyclists are the most vulnerable users of the transportation system (page 2.7).

-Goal C: Access to Destinations - 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:

--Objectives: Increase the availability of multimodal travel options, especially in congested highway corridors.

---Strategy C16: Regional transportation partners should fund projects that provide for bicycle and pedestrian travel across or around physical barriers and/or improve continuity between jurisdictions (page 2.10).

-Goal F: Leveraging Transportation Investment to Guide Land Use.

--Objectives: Encourage local land use design that integrates highways, streets, transit, walking, and bicycling.

---Strategy F7: Local Governments should include bicycle and pedestrian elements in local comprehensive plans (page 2.15).

(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:

The project need was identified as part of the TH 212 Access Management, Safety and Phasing Plan (2016) and as a priority project for the Southwest Corridor Transportation Coalition (SWCTC). The project will also coincide with MnDOT's programmed mill and overlay project in 2020. This project is also a step towards completing a missing link identified in the city's Sidewalk and Trails Plan (See Figure 1).

(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. Yes

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. Yes

Requirements - Bicycle and Pedestrian Facilities Projects

Measure A: Relationship Between Safe Routes to School Program Elements

Engineering - The proposed project will provide a safe and direct route to the city's local schools by separating pedestrians from TH 212 traffic (see Figure 1). This project will integrate all of the SRTS 5 "Es" and will fill a gap in the city's existing sidewalk/trail network. The project will meet State Aid Standards, ADA standards, and the MnDOT Bikeway Facility Design Manual. Preliminary engineering has taken into special consideration to ensure the pedestrian underpass is designed in a manner that does not impact TH 212 operations and is located within the existing right-of-way.

Enforcement - The Carver County Sheriff's Office, serves as law enforcement in NYA, has committed to continued traffic enforcement around the schools and at school crossings. This will include routine and targeted enforcement of speed limits and crosswalk compliance within the schools walking boundaries. These strategies will help create a safer environment for both pedestrians and vehicles.

Education and Encouragement - NYA works closely with the school district's community education program to support healthy eating and physical activity. The community education program will explore the opportunity to host a summer bike education course. Additionally, the city and the school district will encourage and promote walking and bicycling to school in the following ways:

-Host a communitywide bike-to-school event.

-Develop a SRTS section on their website.

-Conduct a citywide bike/pedestrian safety public

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

education campaign by publicizing MnDOT's "Share the Road" materials.

Evaluation - Student travel tallies and parent surveys are planned to be administered during the next school year and will be administered again after the improvements are made. The city recently collected pre-project bike and pedestrian counts and is planning to gather bike and pedestrian data after the project is completed. Data will be collected and evaluated annually. Findings will help modify pedestrian/bike strategies and initiatives. Finally, there have been numerous interviews and conversations with community members and leaders surrounding SRTS; follow-up interviews and conversations will provide additional insight into the project's success and areas in need of improvement.

Measure A: Student Population Biking or Taking Transit to School

Average Percent of Student Population	3.0%
Documentation Attachment	1468332145179_SRTS_Two_Day_Tally.pdf

Measure B: Student Population Near the School

Student population within one mile of the school	925.0
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Measure A: Project Location and Impact to Disadvantaged Populations

Select one:

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

Project located in Area of Concentrated Poverty

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

Yes

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

The project is located in an above the regional average for population in poverty or population of color. A large portion of the city's population (25 percent) is also comprised of school aged children (ages 5 to 19). Local schools (Central High School, Central Middle School and Central Elementary School) are located on the opposite side of TH 212, where the majority of students live. This has created a significant barrier between students, neighborhoods and the schools. TH 212 has also created a barrier between the schools and the aging population (65 and older), who make up 11.6 percent of the population.

NYA has recently invested in senior developments south of TH 212. In that respect, the proposed project will not only provide a safe route to school for children, but bridge a gap between the schools and an aging population. As part of the project's public engagement activities, residents at the Oak Grove Senior Residence (located south of TH 212) stressed the importance of the project as many of them do not drive and are seeking safer routes to the schools to provide them a greater opportunity to be more engaged with school activities.

It is also important to recognize NYA is a small city located in a rural part of the county with limited transportation options. Regular transit routes are not available, which leaves them the only option of driving, walking or biking. Today, walking and biking are not feasible options between the schools, downtown and neighborhoods given the unsafe conditions. Existing conditions present unsafe crossing at intersections and large volumes of traffic that discourage students and residents from walking across TH 212. A pedestrian underpass will eliminate this barrier and create a much needed connection for the students walking or biking to school, and improve the community's overall quality

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

of life.

This project is a pivotal step towards completing the city's Sidewalk and Trails Plan (see Figure 3). The project will also coincide with MnDOT's scheduled mill and overlay project for TH 212 in 2020. MnDOT's project will include upgrades to the existing pedestrian crossings at the signalized intersections of Reform Street and Faxon Road. Together, these improvements and the pedestrian underpass will eliminate barriers between the schools and a diverse population (e.g., students, seniors, people of color, and those below the poverty line).

[Upload Map](#)

1467811106558_3A_NYA_SRTS_Socio-Eco_map.pdf

Measure B: Affordable Housing

City/Township	Segment Length in Miles (Population)
Norwood Young America	0.2
	0

Total Project Length

Total Project Length (Total Population) 0.2

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) 0.2
Total Housing Score 0

Measure A: Gaps, Barriers, and Continuity/Connections

NYA is a small city located in a rural part of the county with limited regional trail connections. The city relies solely on their sidewalk and trail network to provide pedestrian and bicycle connections. TH 212 is a significant barrier in completing the city's Sidewalk and Trail Plan. The project will eliminate this barrier and directly support safer routes to schools.

Student's crossing TH 212 pose a number of safety concerns given TH 212's attributes:

-TH 212 is a principal arterial, four-lane divided roadway with an average daily traffic volume that ranges from 11,300 to 11,700 vehicles.

-The posted speed limit is 50 mph; however, it has been noted by local law enforcement that vehicles frequently exceed the posted speed limit within the project area. To demonstrate this finding, law enforcement monitored the corridor between 5 a.m. and 9:30 a.m. on Monday May 16 through Friday May 20. A total of 30 violations were issued, which ranged from speeding, texting while driving and red light violations. The law enforcement officer only issued speeding tickets for vehicles traveling 60 mph or more, and noted that many drivers were traveling between 57 and 58 mph.

-There is a long crossing distance at intersections (approximately 200 to 260 feet).

Students can cross at three locations:

-TH 212 at Reform Street (signalized intersection)

-TH 212 at Morse Street (unsignalized intersection)

-TH 212 at Faxon Road (signalized intersection)

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

The majority of students are crossing at Morse Street, which provides the most direct route between the schools and neighborhoods. The intersection is signed as a school crossing and striped for a pedestrian walkway; however, the unsignalized intersection provides no stop control for traffic on TH 212. As a result, students crossing at this location are waiting long periods of time in the median for a gap in traffic. As traffic volumes increase, these gaps will become smaller and students will need to take more chances to cross TH 212. This is a major concern for NYA, the school district and parents as speeding and traffic violations continue to occur along the corridor. As noted above, law enforcement continually have to issue traffic violations along TH 212.

The TH 212 Access Management, Safety and Phasing Plan has explored a number of pedestrian solutions and strategies for this principal arterial. The most appropriate improvement to ensure student safety is a pedestrian underpass. According to the Federal Highway Administration (FHWA), a grade separation is desirable in cases where pedestrians must cross arterial highways with high speeds and high volumes which is the case on TH 212.

[Upload Map](#)

1467811416123_4A_NYA_SRTS_RBTN_map.pdf

Measure B: Project and/or School Site Improvements

The project includes the construction of a pedestrian underpass (box culvert) under TH 212, which will eliminate the pedestrian/vehicle and bicyclist/vehicle conflicts at the existing intersections. MnDOT's Minnesota Crash Mapping Analysis Tool (MnCMAT) reported a pedestrian crash at the intersection of Reform Street and TH 212 between 2011 and 2015. It is important to recognize that the small number of crashes reported does not indicate there is not a safety problem. Findings from the public engagement activities suggest there is a lack of students and pedestrians crossing TH 212 given the unsafe nature of the corridor.

The existing intersections along TH 212 (Reform Street, Morse Street, and Faxon Road) do not provide the appropriate pedestrian connections or facilities to facilitate safe movements between the north and south part of the community, which is bisected by TH 212. An inventory of these conditions include:

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

-Mix of countdown and non-countdown pedestrian indications that are not working

-Non-ADA compliant pedestrian ramps and push buttons

-Lack of intersection lighting

-No emergency vehicle pre-emption (EVP)

-Cross streets that do not have marked crosswalks

-Lack of high visibility pavement markings at intersections

-Incomplete sidewalk or trail network

The only intersection that is signed for a student crossing happens to be at an unsignalized intersection (Morse Street and TH 212). A signal or all-way stop at this location are not appropriate intersection control given the spacing of the adjacent existing signalized intersections at Faxon Road and Reform Street.

During field visits, students were observed crossing at Morse Street given its direct route to the schools. Footpaths are also visible in the median on TH 212 between Reform Street and Morse Street, indicating this location is the preferred route to school. However, this connection is unsafe because traffic on TH 212 is uncontrolled and students are having to seek refuge in the median at this location due to the long crossing distance. Therefore, the project has been strategically located and designed between Reform Street and Morse Street to facilitate the preferred connection to school. The project will also be designed in a manner that funnels students along the corridor to cross TH 212 at the pedestrian underpass. By implementing this SRTS improvement, the conflict points between students and vehicles will be reduced significantly, while encouraging students to be more active.

Measure A: Public Engagement Process

The project need was identified as part of the TH 212 Access Management, Safety and Phasing Plan (2016) and as a priority project for the SWCTC. As part of these planning initiatives, public and stakeholder involvement meetings were held to better understand the key issues and concerns (see Figure 2) in NYA from a pedestrian/bike perspective along TH 212. This included "Focus Group" meetings to target specific audience (e.g., the school district, community leaders, businesses, emergency services, and residents). The following are some comments received during these meetings:

-A pedestrian under/overpass is needed at Morse Street, based on a high number of students crossing TH 212.

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

-Need safer pedestrian/bicycle crossings on TH 212.

-Make TH 212 more walkable and provide better pedestrian connections.

An open house is scheduled for July 21, 2016 to discuss the project's design.

Parent surveys were not conducted during this solicitation, because school was not in session. As part of this application, the city plans to complete parent surveys and additional public input opportunities in the fall. A monitoring program will also be established to evaluate the project's successes if awarded funds.

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 10/31/2019

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:

Project is located on an identified historic bridge

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

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

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

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

100%

No impact to 4f property. The project is an independent bikeway/walkway project covered by the bikeway/walkway Negative Declaration statement; letter of support received

100%

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

80%

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

50%

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

30%

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

0%

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

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

100%

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

100%

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

75%

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

50%

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

25%

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

0%

Right-of-way, permanent or temporary easements identification has not been completed

0%

Anticipated date or date of acquisition 12/31/2019

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

12/31/2019

10)Letting

Anticipated Letting Date

03/31/2020

Measure A: Cost Effectiveness

Total Project Cost (entered in Project Cost Form): \$1,531,700.00

Enter Amount of the Noise Walls: \$0.00

Total Project Cost subtract the amount of the noise walls: \$1,531,700.00

Points Awarded in Previous Criteria

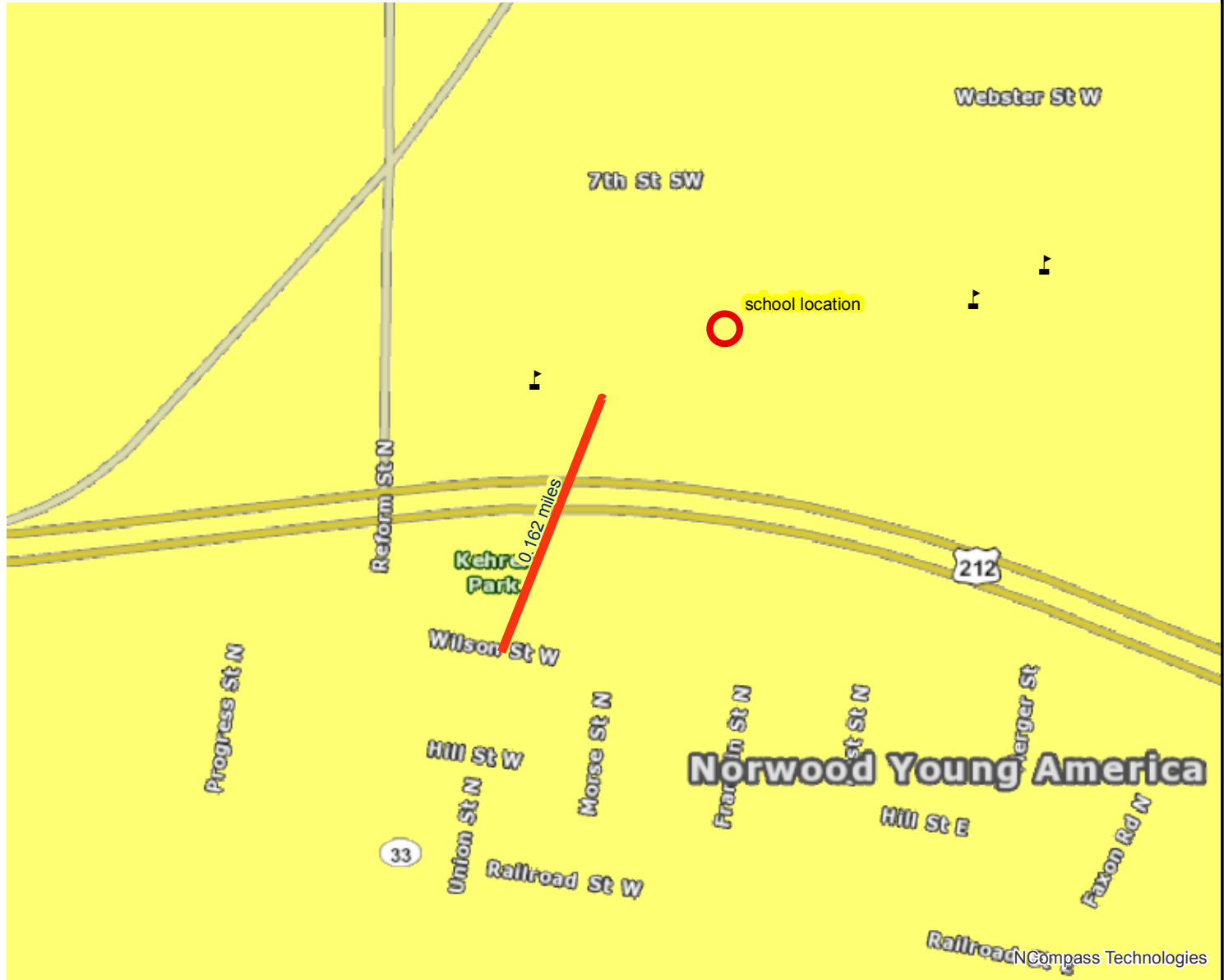
Cost Effectiveness \$0.00

Other Attachments

File Name	Description	File Size
Figure 2_issues map.pdf	Figure 2 - Needs, Issues and Opportunities Map	1.8 MB
Figure 3_TrailsSidewalkPlanMap.pdf	Figure 3 - NYA City Trail & Sidewalk Plan	3.0 MB
Figure1_project layout.pdf	Figure 1 - Project Layout	465 KB
NYA_MnDOT_LOS.pdf	NYA Letter of Support from MnDOT	108 KB
NYA_School District_LOS.pdf	NYA Letter of Support from School District	280 KB
NYA_SRTS_transit_map.pdf	NYA - Transit Connections Map	232 KB

Results


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




 Project Points

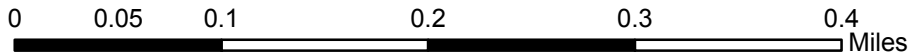
 Project

 Area of Concentrated Poverty > 50% residents of color

 Area of Concentrated Poverty

 Above reg'l avg conc of race/poverty

 School



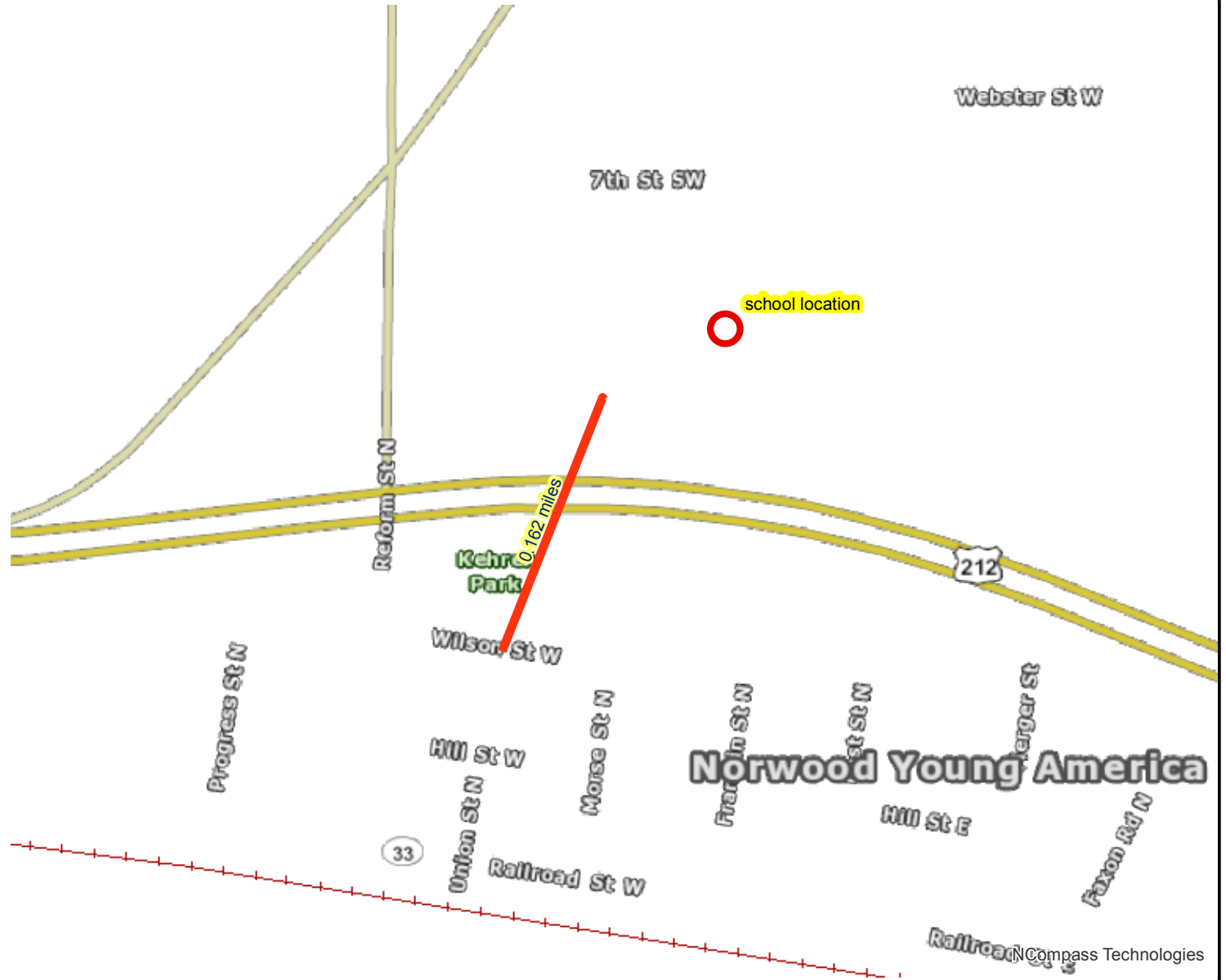
Created: 7/6/2016
LandscapeRSA2










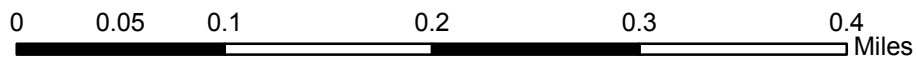
For complete disclaimer of accuracy, please visit
<http://giswebsite.metc.state.mn.us/gissitenew/notice.aspx>

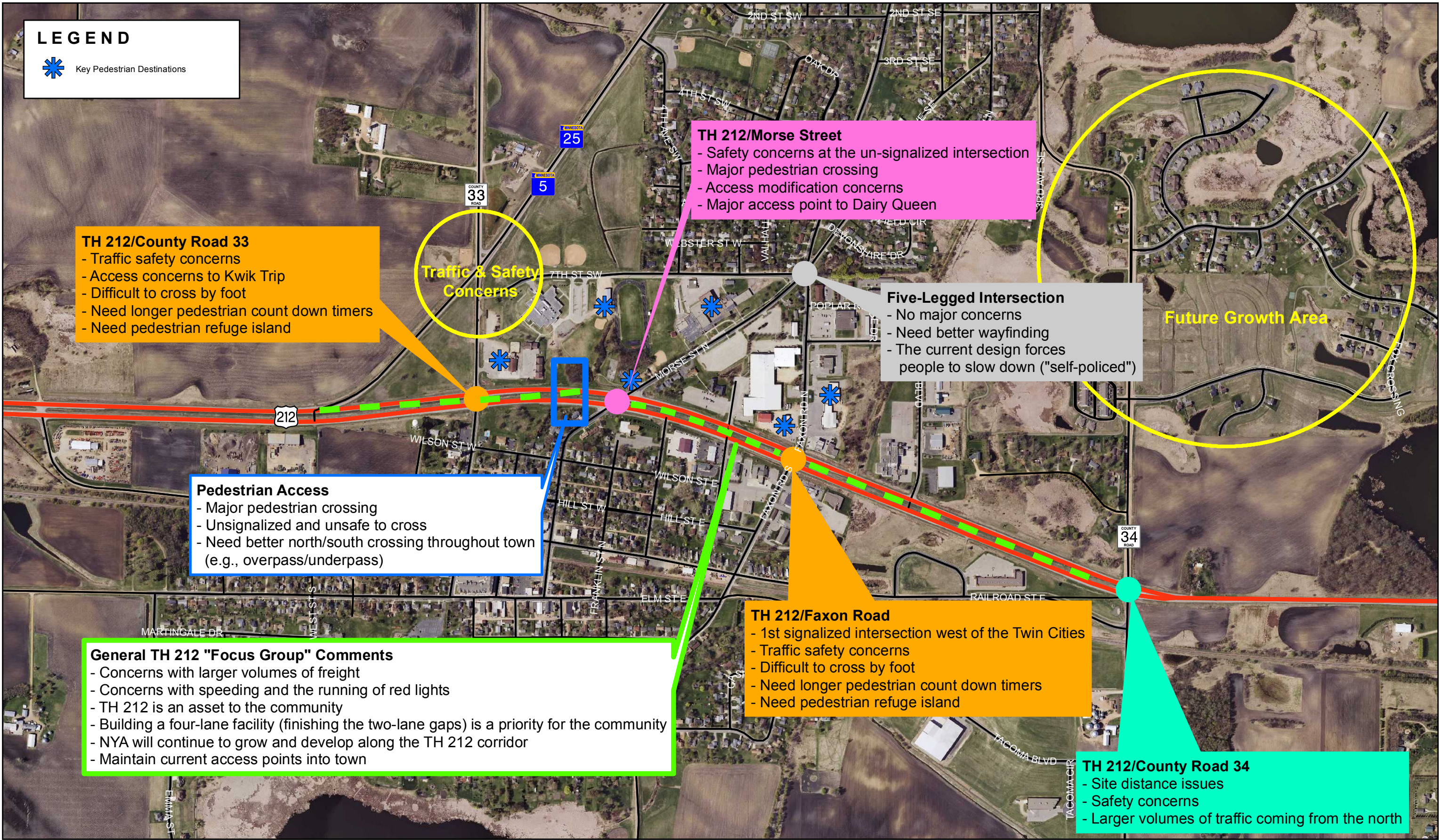


Project to RBTN Orientation



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





J:\Maps\81551mxd\NYA_Issues_v2.mxd

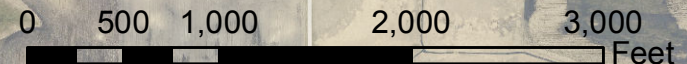
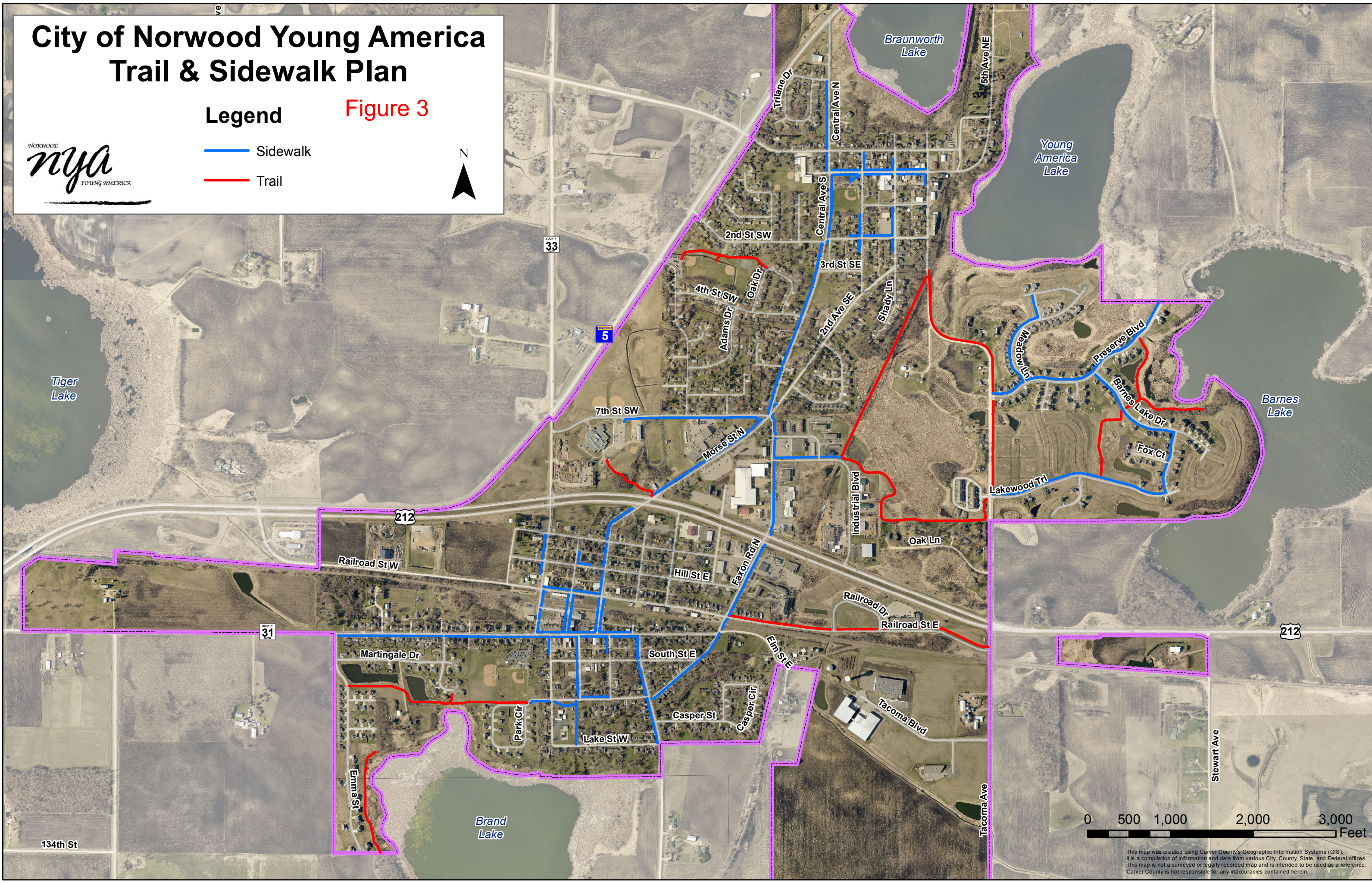
City of Norwood Young America Trail & Sidewalk Plan



Legend

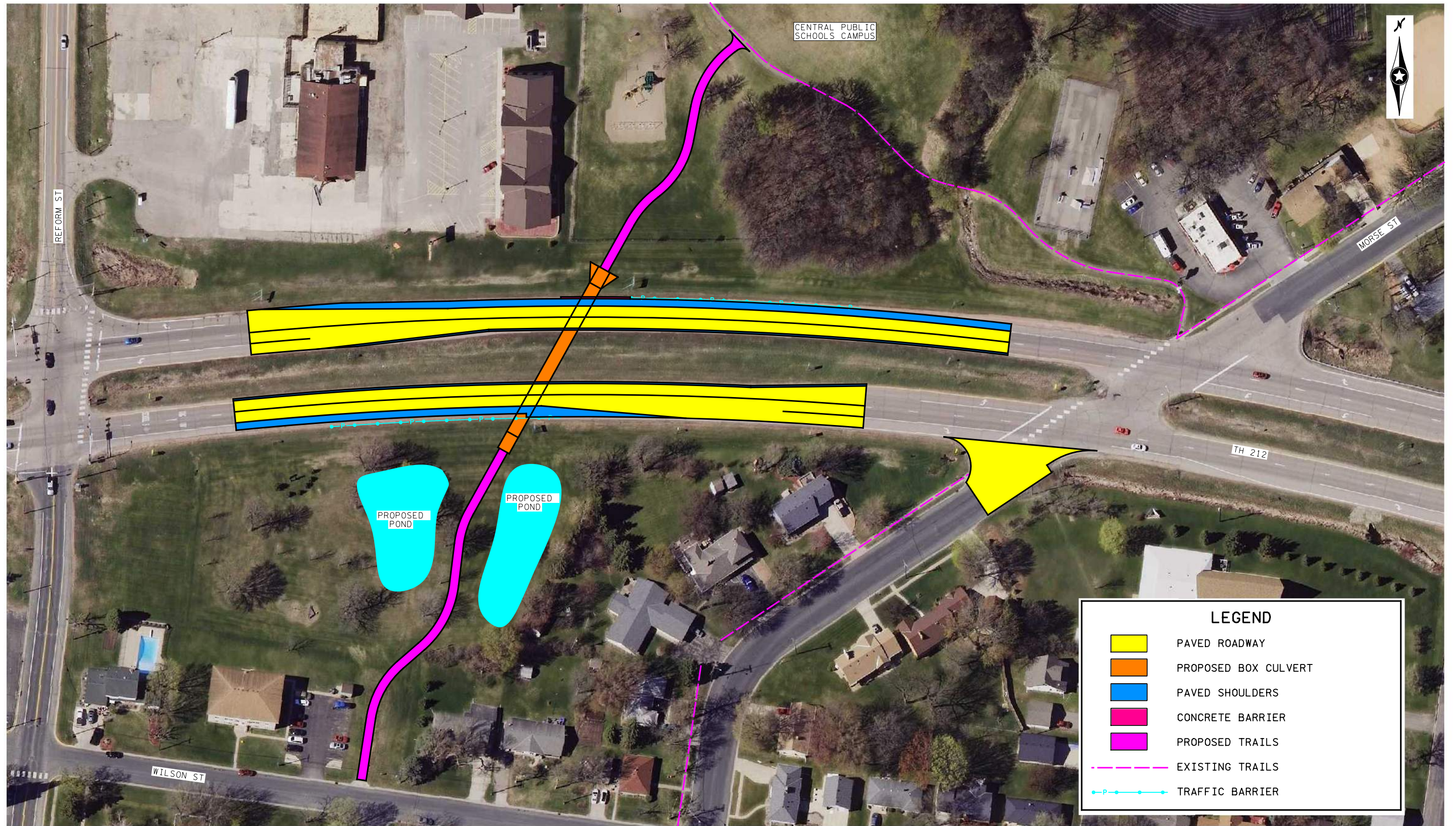
- Sidewalk
- Trail

Figure 3



This map was created using Carver County's Geographic Information Systems (GIS). It is a compilation of information and data from various City, County, State, and Federal offices. This map is not a surveyed or legally recorded map and is intended to be used as a reference. Carver County is not responsible for any inaccuracies contained herein.

H:\Projects\09000\9282\CAD_BIM\Working\elaidley\8155_gr01.dgn





Minnesota Department of Transportation

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

July 8, 2016

Steve Helget
City Administrator
City of Norwood Young America
P.O. Box 59
310 Elm Street W.
Norwood Young America, MN 55368

RE: Regional Solicitation Application for the US 212 underpass project

Dear Mr. Helget:

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 US 212 underpass project impacts MnDOT right of way on US 212.

MnDOT, as the agency with jurisdiction over US 212, would allow the improvements included in the application for the US 212 underpass project. Details of a future maintenance agreement with the City would be determined during project development to define how the improvements will be maintained for the project's useful life.

This project has no funding from MnDOT. MnDOT does have a pavement project on US 212 in year 2020 of the Draft 2017-2020 State Transportation Improvement Program (STIP). The underpass project could be constructed in conjunction with the MnDOT US 212 pavement project. While it is programmed project, given the fluctuations in MnDOT funding, a project could move out of the programmed year or be modified in some other way. Please continue to work with MnDOT Area staff to coordinate project funding.

Sincerely,

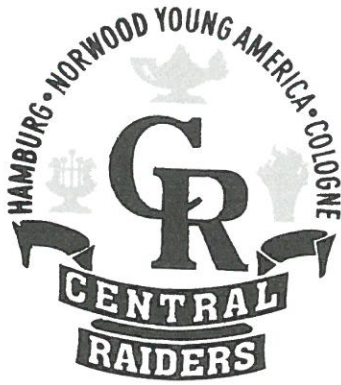
A handwritten signature in blue ink that reads "Scott McBride".

Scott McBride, P.E.
Metro District Engineer

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

An Equal Opportunity Employer





Central Public Schools

The Raiders
Independent School District #108
531 Morse Street - P.O. Box 247
Norwood Young America, MN 55368

Brian Corlett
Superintendent
Phone: (952) 467-7000
Fax: (952) 467-7003

Tom Erickson
Secondary Principal
Phone: (952) 467-7100
Fax: (952) 467-7103

Ron Erpenbach
Middle School Principal
Activities Director
Phone: (952) 467-7200
Fax: (952) 467-7203

Michael Daugs
Elementary Principal
Phone: (952) 467-7300
Fax: (952) 467-7303

Julie Kuenzel
Community Ed. Director
Phone: (952) 467-7390
Fax: (952) 467-7303

Irene Yaeck
Guidance Counselor
Phone: (952) 467-7108
Fax: (952) 467-7165

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Director

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Director

June 22, 2016

Steve Helget
City Administrator
City of Norwood Young America
NYA MN 55368

To Whomever in Concern:

Please accept this letter as a supporting document for the City of Norwood Young America's grant application regarding the underpass on Highway 212 and Morse Street in Norwood Young America.

With a number of students from Central Public Schools utilizing this crossing to and from school and activities, this project would be very helpful in making this crossing safe for young people.

Central Public Schools is in full support of the city as they pursue these grant applications.

Respectfully submitted,

Brian Corlett
On behalf of the Board of Education

Results

Transit within QTR mile of project:

-- NONE --

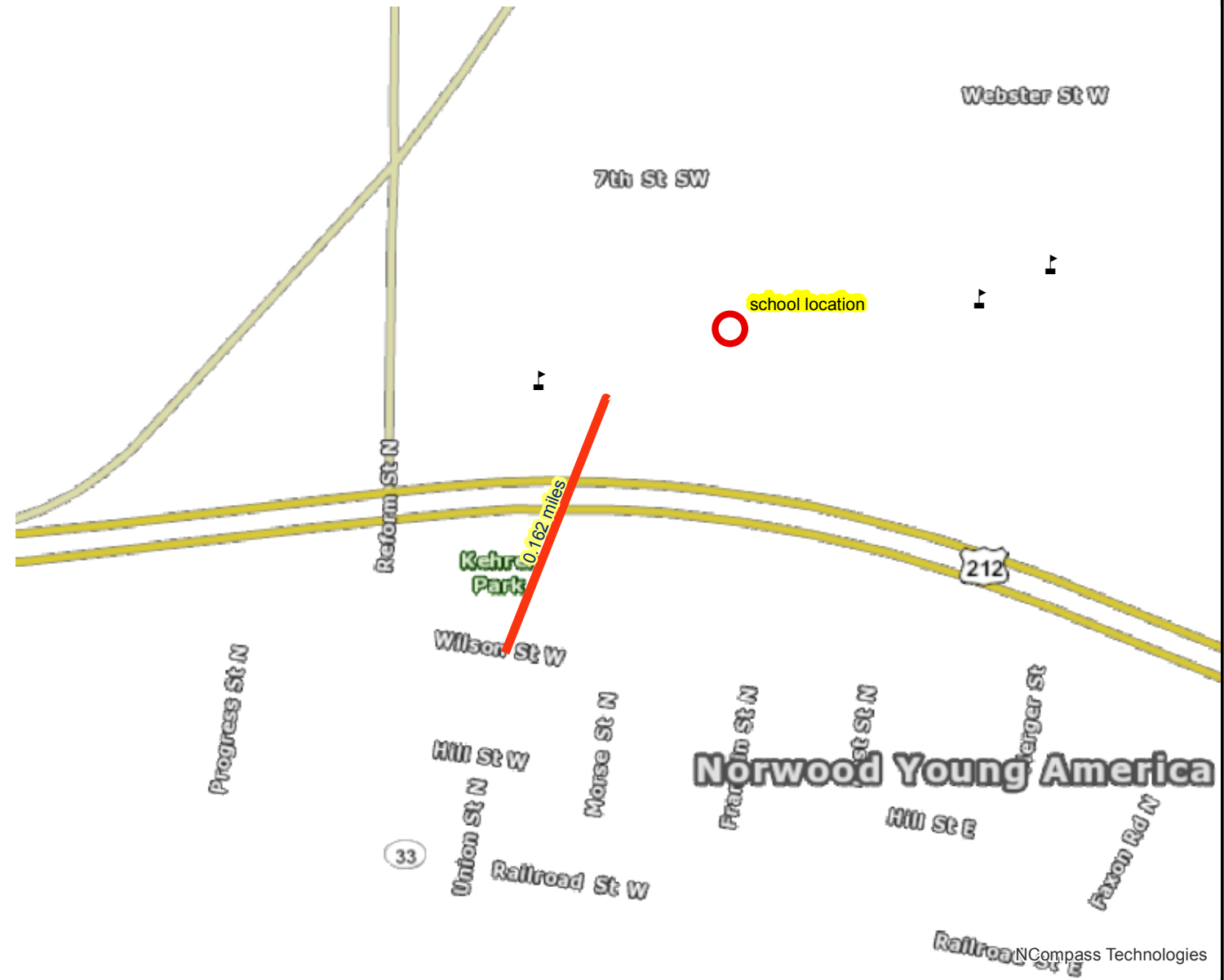
Transit within HALF mile of project:





-- NONE --

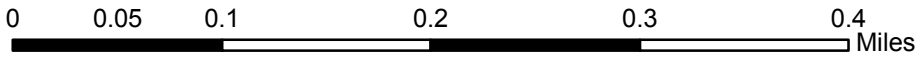
Transit within ONE mile of project:

-- NONE --

**indicates Planned Alignments*



-  Project Points
-  Active Stop
-  Project
-  School



Created: 7/6/2016
LandscapeRSA3



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



NCompass Technologies