



Application

10350 - 2018 Multiuse Trails and Bicycle Facilities

10591 - US 169 Bicycle and Pedestrian Bridge, Shakopee, MN

Regional Solicitation - Bicycle and Pedestrian Facilities

Status: Submitted  
Submitted Date: 07/13/2018 11:50 AM

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## Primary Contact

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Salutation First Name Middle Name Last Name

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

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Phone Ext.

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

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## Organization Information

**Name:** SHAKOPEE, CITY OF

**Jurisdictional Agency (if different):**

Organization Type:

City

Organization Website:

Address:

485 GORMAN ST

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SHAKOPEE

Minnesota

55379

City

State/Province

Postal Code/Zip

County:

Scott

Phone:\*

952-233-9300

Ext.

Fax:

PeopleSoft Vendor Number

0000020995A5

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## Project Information

Project Name

TH 169 Bicycle and Pedestrian Bridge/Quarry Lake Trail

Primary County where the Project is Located

Scott

Cities or Townships where the Project is Located:

Shakopee

Jurisdictional Agency (If Different than the Applicant):

The US 169 Bicycle and Pedestrian Bridge/Quarry Lake Trail Project is located within Shakopee and provides a direct connection to the Tier 1 RBTN corridor along CSAH 101. This new section of trail and pedestrian bridge is a Tier 2 RBTN Corridor in the 2040 Transportation Plan. The project eliminates a significant gap in the local and regional trail system between residential, educational and commercial areas south of US 169 and employment and recreational destinations north of US 169. The proposed trail/bridge connects an existing trail north of Dean Lake across US 169 to Quarry Lake Park and the CSAH 101 trail (part of the MN Valley State Trail).

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

**Brief Project Description (Include location, road name/functional class, type of improvement, etc.)**

Freeway US 169 is a major barrier for pedestrian and bike users. This project connects the south and north trail systems within Shakopee at a needed location. There are no grade-separated crossings of US 169 between CSAH 83 and Stagecoach Rd. The Stagecoach Rd. crossing is 4.9 miles from CSAH 83 by bicycle and adjacent to an active railroad switching yard; it can be blocked for up to a half-hour - multiple times per day. From the proposed project location, cyclists and pedestrians are currently required to travel 3.1 miles to reach the Stagecoach Rd crossing and often experience significant delays before being able to cross due to trains. Safe connections across the highway are needed to facilitate pedestrian and bicycle transportation to and from recreational, residential,

commercial, institutional and industrial areas.

This project will eliminate the last gap between areas south and north of US 169. As shown in Figure 2, the City of Shakopee has a robust system of trails both north and south of US 169. However, the trails are not currently linked across US 169 at the east side of the city. This project enhances local and regional trail connectivity, removes regional barriers, provides a grade separation between high-speed traffic and pedestrians/bicyclists and fills a gap in the Shakopee and regional trail network. When complete, bicyclists and pedestrians will be able to make seamless connections to the Minnesota Valley State Trail, trails along CSAH 16, CSAH 83, CSAH 42, 12th Ave. and trails in Bloomington. The project improves access for users to reach several major employers on both sides of US 169, including Shutterfly, Rosemount-Emerson, Amazon, Bayer, Datacard, MyPillow, Entrust, as well as employers and residents of Bloomington.

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

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

US 169, 1.4 Miles West of CSAH 21, to construct a pedestrian bridge over US 169 and connecting trail

**Project Length (Miles)**

0.26

*to the nearest one-tenth of a mile*

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## Project Funding

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

No

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

N/A

**Federal Amount**

\$2,752,000.00

**Match Amount**

\$688,000.00

*Minimum of 20% of project total*

**Project Total**

\$3,440,000.00

**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:** 2022

*Select 2020 or 2021 for TDM projects only. For all other applications, select 2022 or 2023.*

**Additional Program Years:** 2021

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

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## Project Information

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

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

**(Approximate) Begin Construction Date** 05/01/2022

**(Approximate) End Construction Date** 11/30/2022

**Name of Trail/Ped Facility:** Quarry Lake Trail / TH 169 Pedestrian Bridge

*(i.e., CEDAR LAKE TRAIL)*

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

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

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

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

**Or At:** US 169

**Primary Types of Work** Grade, Aggregate Base, Bit Base, Bit Surf, Sidewalk,  
Guardrail, Bridge, Bike Path, Pedestrian Ramps.

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

### BRIDGE/CULVERT PROJECTS (IF APPLICABLE)

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

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

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

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## 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 (2015), 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 goals, objectives, and strategies that relate to the project.*

Goal A. Transportation System Stewardship (p. 2.17)

Objective: Operate the regional transportation system to efficiently and cost-effectively connect people and freight to destinations.

Strategy A2.

Goal B. Safety and Security (p. 2.20)

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

Strategies B1 and B6.

Goal C. Access to Destinations (p. 2.24)

Objectives: Increase transit ridership and the share of trips taken using transit, bicycling and walking. Improve multimodal travel options for people of all ages and abilities to connect to jobs and other opportunities, particularly for historically underrepresented populations.

Strategies C1, C2, C3, C4, C9, C15, and C16.

Goal D. Competitive Economy (p. 2.38)

Objectives: Improve multimodal access to regional job concentrations identified in Thrive MSP 2040. Invest in a multimodal transportation system to attract and retain businesses and residents.

Strategies D1, D3, and D4.

Goal E. Healthy Environment (p. 2.42)

Objectives: Reduce (1) transportation-related air

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

emissions, (2) impacts of transportation construction and operations and (3) use on the natural, cultural, and developed environments. Increase the availability and attractiveness of transit, bicycling and walking to encourage healthy communities and active car-free lifestyles.

Strategies E2, E3, E4, E5, E6, and E7.

#### Goal F. Leveraging Transportation Investment to Guide Land Use

(p. 2.48)

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

Strategies F1, F2, F6, F7,

*(Limit 2500 characters; approximately 750 words)*

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

City of Shakopee 2008 Transportation Plan; page 39 (See attachment, Transportation Plan).

Envision Shakopee (See attachment, Draft Comprehensive Plan, see attachment).

**List the applicable documents and pages:**

Scott County Comprehensive Plan (See attachment, Scott County Regional Park and Trail System Maps, 2030 and 2040).

*(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 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.

**Multituse 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 (ADA).

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

9. In order for a selected project to be included in the Transportation Improvement Program (TIP) and approved by USDOT, the public agency sponsor must either have, or be substantially working towards, completing a current Americans with Disabilities Act (ADA) self-evaluation or transition plan that covers the public right of way/transportation, as required under Title II of the ADA.

**The applicant is a public agency that employs 50 or more people and has an adopted ADA transition plan that covers the public right of way/transportation.** Yes

06/19/2018

Date plan adopted by governing body

**The applicant is a public agency that employs 50 or more people and is currently working towards completing an ADA transition plan that covers the public rights of way/transportation.**

Date process started

Date of anticipated plan completion/adoption

**The applicant is a public agency that employs fewer than 50 people and has a completed ADA self-evaluation that covers the public rights of way/transportation.**

Date self-evaluation completed

**The applicant is a public agency that employs fewer than 50 people and is working towards completing an ADA self-evaluation that covers the public rights of way/transportation.**

Date process started

Date of anticipated plan completion/adoption

**(TDM Applicants Only) The applicant is not a public agency subject to the self-evaluation requirements in Title II of the ADA.**

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

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

11. The owner/operator of the facility must operate and maintain the project year-round for the useful life of the improvement, per FHWA direction established 8/27/2008 and updated 6/27/2017.

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

12. 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**

13. 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

14. 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.

[Upload Agreement PDF](#)

Check the box to indicate that the project is not in active railroad right-of-way. Yes

### 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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### Specific Roadway Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Mobilization (approx. 5% of total cost)	\$0.00
Removals (approx. 5% of total cost)	\$0.00
Roadway (grading, borrow, etc.)	\$0.00
Roadway (aggregates and paving)	\$0.00
Subgrade Correction (muck)	\$0.00
Storm Sewer	\$0.00

Ponds	\$0.00
Concrete Items (curb & gutter, sidewalks, median barriers)	\$0.00
Traffic Control	\$0.00
Striping	\$0.00
Signing	\$0.00
Lighting	\$0.00
Turf - Erosion & Landscaping	\$0.00
Bridge	\$0.00
Retaining Walls	\$0.00
Noise Wall (not calculated 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	\$3,404,000.00
Sidewalk Construction	\$27,000.00
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	\$8,000.00
Wayfinding	\$1,000.00
Bicycle and Pedestrian Contingencies	\$0.00
Other Bicycle and Pedestrian Elements	\$0.00
<b>Totals</b>	<b>\$3,440,000.00</b>

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## 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>

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## 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

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## Totals

Total Cost	\$3,440,000.00
Construction Cost Total	\$3,440,000.00
Transit Operating Cost Total	\$0.00

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## Measure A: Project Location Relative to the RBTN

Select one:

Tier 1, Priority RBTN Corridor

Tier 1, RBTN Alignment

Tier 2, RBTN Corridor Yes

Tier 2, RBTN Alignment

Direct connection to an RBTN Tier 1 corridor or alignment

Direct connection to an RBTN Tier 2 corridor or alignment

OR

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

Upload Map

1531168359717\_3-bikecorridors.pdf

Please upload attachment in PDF form.

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## Measure A: Population Summary

Existing Population Within One Mile (Integer Only) 5838

Existing Employment Within One Mile (Integer Only) 6861

Upload the "Population Summary" map 1531168460592\_2-popemploy.pdf

Please upload attachment in PDF form.

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## Measure 2B: Snow and ice control

Maintenance plan or policy for snow-removal for year-round use: Yes

(50 Points)

Response: If yes, please include a link to and/or description of maintenance plan.

This new segment of trail and pedestrian bridge will be added to the City of Shakopee's snow removal plan.

Upload Maintenance Plan (if no link is available)

1531246901748\_Shakopee snow&ice.pdf

Please upload attachment in PDF form.

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## Measure A: Connection to disadvantaged populations and projects benefits, impacts, and mitigation

Select one:

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

(up to 100% of maximum score)

Project located in Area of Concentrated Poverty:

(up to 80% of maximum score )

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

(up to 60% of maximum score )

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:

(up to 40% of maximum score )

1.(0 to 3 points) A successful project is one that has actively engaged low-income populations, people of color, children, persons with disabilities, and the elderly during the project's development with the intent to limit negative impacts on them and, at the same time, provide the most benefits.

Describe how the project has encouraged or will engage the full cross-section of community in decision-making. Identify the communities to be engaged and where in the project development process engagement has occurred or will occur. Elements of quality engagement include: outreach to specific communities and populations that are likely to be directly impacted by the project; techniques to reach out to populations traditionally not involved in the community engagement related to transportation projects; residents or users identifying potential positive and negative elements of the project; and surveys, study recommendations, or plans that provide feedback from populations that may be impacted by the proposed project. If relevant, describe how NEPA or Title VI regulations will guide engagement activities.

**Response:**

Project engagement activities will target all socioeconomic and diverse populations of the community and will take place prior to the start of the project. Because Shakopee has grown into such a diverse community, translators will be provided to accommodate those residents whose first language is not English. Engagement will include outreach efforts in the form of social media, surveys, mailers, flyers and community events to obtain the needed input and feedback. ADA compliancy will be addressed and met. Events, specific to this project, will be held for all stakeholders and residents (vs. having them come to city-sponsored events). This project requires open engagement with all residents, as it is intended for their use, and the gathering of public opinion, positive or negative, will be taken into consideration and made transparent. The outcome of these engagement activities will be useful in creating a pedestrian and bicycle bridge which will benefit everyone in the community.

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

2.(0 to 7 points) Describe the projects benefits to low-income populations, people of color, children, people with disabilities, and the elderly. Benefits could relate to safety; public health; access to destinations; travel time; gap closure; leveraging of other beneficial projects and investments; and/or community cohesion. Note that this is not an exhaustive list.

**Response:**

Completion of this project would eliminate a substantial pedestrian and bicycle mobility gap across US 169 and provide a connection to residential/commercial areas south of US 169 and industrial/recreational destinations north of US 169 and the Minnesota River. Removal of the man-made US 169 barrier allows for all socioeconomic, diverse, age and ability populations to have a safe and seamless connection to destinations that might otherwise not be available. Providing this connection will help promote sustainable active lifestyles by making access to and from Quarry Park more available to the community. It also creates a notable opportunity for access to community events that would contribute to better community cohesion.

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

*3.(-3 to 0 points) Describe any negative externalities created by the project along with measures that will be taken to mitigate them. Negative externalities can result in a reduction in points, but mitigation of externalities can offset reductions.*

*Below is a list of negative impacts. Note that this is not an exhaustive list.*

*Increased difficulty in street crossing caused by increased roadway width, increased traffic speed, wider turning radii, or other elements that negatively impact pedestrian access.*

*Increased noise.*

*Decreased pedestrian access through sidewalk removal / narrowing, placement of barriers along the walking path, increase in auto-oriented curb cuts, etc.*

*Project elements that are detrimental to location-based air quality by increasing stop/start activity at intersections, creating vehicle idling areas, directing an increased number of vehicles to a particular point, etc.*

*Increased speed and/or cut-through traffic.*

*Removed or diminished safe bicycle access.*

*Inclusion of some other barrier to access to jobs and other destinations.*

*Displacement of residents and businesses.*

*Construction/implementation impacts such as dust; noise; reduced access for travelers and to businesses; disruption of utilities; and eliminated street crossings. These tend to be temporary.*

*Other*

**Response:**

While the goal of this project is to provide a pedestrian and bicycle bridge which would positively impact the community, a few temporary impacts from construction, such as construction noise and dust, would be experienced. However, measures will be taken to minimize these nuisances, such as using water for dust control and working within the current city construction hours (7 am to 7 pm). There also the potential for increased pedestrian traffic through the residential neighborhood south of US 169 and some of the local residents in that area could view this construction as a negative.

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

**Upload Map**

1531168551013\_1-socioecon.pdf

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### Measure B: Affordable Housing

City	Segment Length (For stand-alone projects, enter population from Regional Economy map) within each City/Township	Segment Length/Total Project Length	Score	Housing Score Multiplied by Segment percent
Shakopee	0.26	0	68.0	0
Shakopee	41519.0	1.0	68.0	68.0

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### Total Project Length

Total Project Length (as entered in the "Project Information" form) 0.26

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### Affordable Housing Scoring

Total Project Length (Miles) or Population	41519.26
Total Housing Score	68.0

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### Affordable Housing Scoring

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

Check all that apply:

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

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

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

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

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

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

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

**Closes a transportation network gap and/or provides a facility that crosses or circumvents a physical barrier**      Yes

*Improves continuity and/or connections between jurisdictions (on or off the RBTN) (e.g., extending a specific bikeway facility treatment across jurisdictions to improve consistency and inherent bikeability)*

**Improves Continuity and/or Connections Between Jurisdictions**      Yes

Gaps: The project fills a gap for bicycle transportation north and south of US 169, designated as a Tier 2 RBTN Corridor. There is a robust regional and local trail network on both sides of US 169 including: trail connection between Quarry Lake Park and Valley Park Dr.; the Tier 1 RBTN corridor along CSAH 101 and trails near Dean Lake and CSAH 21. The project will link these trails, connecting neighborhoods, parks, and employment centers on the east side of Shakopee.

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

Continuity: The project completes a significant gap between the robust local and regional trail system existing both north and south of US 169. The trail network to the north ties into the CSAH 101 Tier 1 RBTN corridor, which provides access to three pedestrian and bicycle MN River Crossings and connections to Chaska, Chanhassen and

Response:

Bloomington, Minnesota. To the south, the trail connects to Cleary Lake Regional Park in Prior Lake (Figure 2).

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

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## **Measure B: Project Improvements**

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

**Response:**

Site Problem: The site has a lack of safe crossings to get from the north to the south side of US 169. The city and others have made substantial investments in developing local and regional trails to connect to neighborhoods, employment centers, local parks, regional parks and state and federal recreational areas, but the lack of a safe crossing renders the network incomplete. Quarry Lake Park directly north of US 169 has recently been completed along with the residential neighborhoods and elementary schools to the south of US 169, which underscores the need for a grade-separated crossing at the proposed location to offer multimodal transportation connections for the local community which may not have other forms of transportation.

Deficiency Reduction: The proposed project provides a safe crossing over US 169 via a pedestrian and bicycle bridge across the highway, eliminating a gap in the bicycle transportation network and completing a Tier 2 RBTN Corridor. Trail users of all ages and abilities will be comfortable using this crossing to connect trails to

parks, institutions, residential areas, commercial businesses, employment opportunities and industrial areas.

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

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## **Measure A: Multimodal Elements**

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

The trail will be a 10-foot wide multi-use trail with a 14-foot wide bridge and will allow for two-way traffic to limit conflicts between bicyclists and walkers. The facility will meet ADA guidelines providing accessibility for those with disabilities. The project provides a grade-separated crossing of US 169 on a facility which is completely separate from motorized vehicles along the US 169 freeway, and the city will provide year-round maintenance so the trail/bridge can be used by anyone safely in all seasons and conditions.

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

**Response:**

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

---

## **Transit Projects Not Requiring Construction**

*If the applicant is completing a transit 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.*

---

## Measure A: Risk Assessment - Construction Projects

### 1)Layout (30 Percent of Points)

*Layout should include proposed geometrics and existing and proposed right-of-way boundaries.*

Layout approved by the applicant and all impacted jurisdictions (i.e., cities/counties that the project goes through or agencies that maintain the roadway(s)). A PDF of the layout must be attached along with letters from each jurisdiction to receive points.

100%

#### Attach Layout

*Please upload attachment in PDF form.*

Layout completed but not approved by all jurisdictions. A PDF of the layout must be attached to receive points. Yes

50%

#### Attach Layout

1531252292576\_Layout - US 169 Ped Bridge.pdf

*Please upload attachment in PDF form.*

#### Layout has not been started

0%

#### Anticipated date or date of completion

### 2)Review of Section 106 Historic Resources (20 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%

There are historical/archeological properties present but determination of no historic properties affected is anticipated.

100%

Historic/archeological property impacted; determination of no adverse effect anticipated

80%

Historic/archeological property impacted; determination of adverse effect anticipated

40%

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

0%

Project is located on an identified historic bridge

### 3)Right-of-Way (30 Percent of Points)

Right-of-way, permanent or temporary easements either not required or all have been acquired

100%

Right-of-way, permanent or temporary easements required, plat, legal descriptions, or official map complete Yes

50%

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

25%

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

0%

Anticipated date or date of acquisition 03/19/2019

#### 4)Railroad Involvement (20 Percent of Points)

No railroad involvement on project or railroad Right-of-Way agreement is executed (include signature page, if applicable) Yes

100%

#### Signature Page

Please upload attachment in PDF form.

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

50%

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

0%

Anticipated date or date of executed Agreement

---

## Measure A: Cost Effectiveness

Total Project Cost (entered in Project Cost Form): \$3,440,000.00

Enter Amount of the Noise Walls: \$0.00

Total Project Cost subtract the amount of the noise walls: \$3,440,000.00

#### Points Awarded in Previous Criteria

Cost Effectiveness \$0.00

---

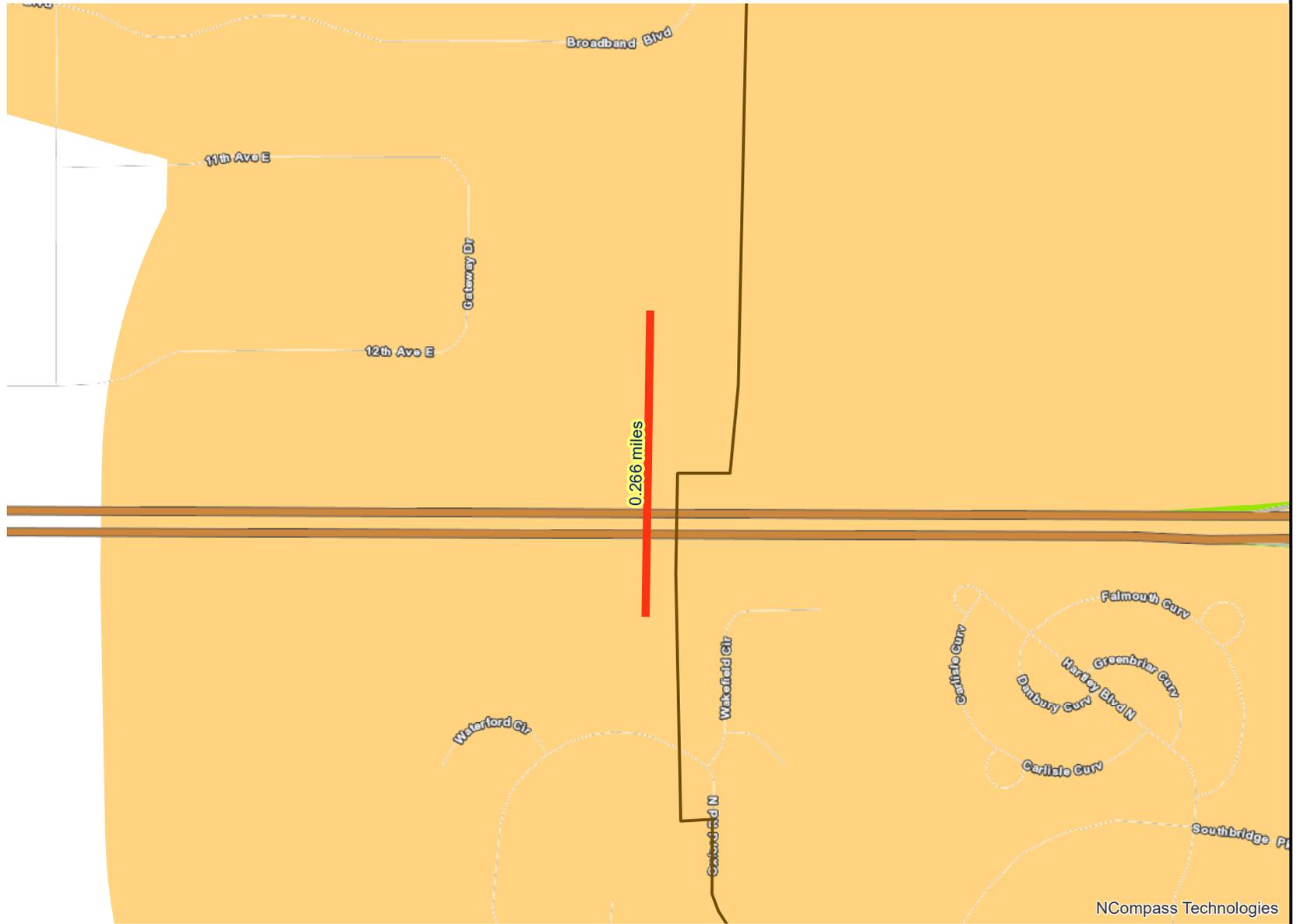
## Other Attachments

File Name	Description	File Size
Figures-US169PedBridge.pdf	Figures - US 169 Ped Bridge	7.4 MB
MetCouncil Maps.pdf	Metropolitan Council Maps	2.5 MB
MnDOT Support ltr Shakopee.pdf	MnDOT Letter of Support	472 KB
US 169 Bicycle and Pedestrian Bridge Project Summary.pdf	TH 169 Bicycle and Ped Bridge/Quarry Lake Trail Project Summary	385 KB



# Project to RBTN Orientation

Multiuse Trails and Bicycle Facilities Project: US 169 Bicycle and Pedestrian Bridge | Map ID: 1531147319543



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



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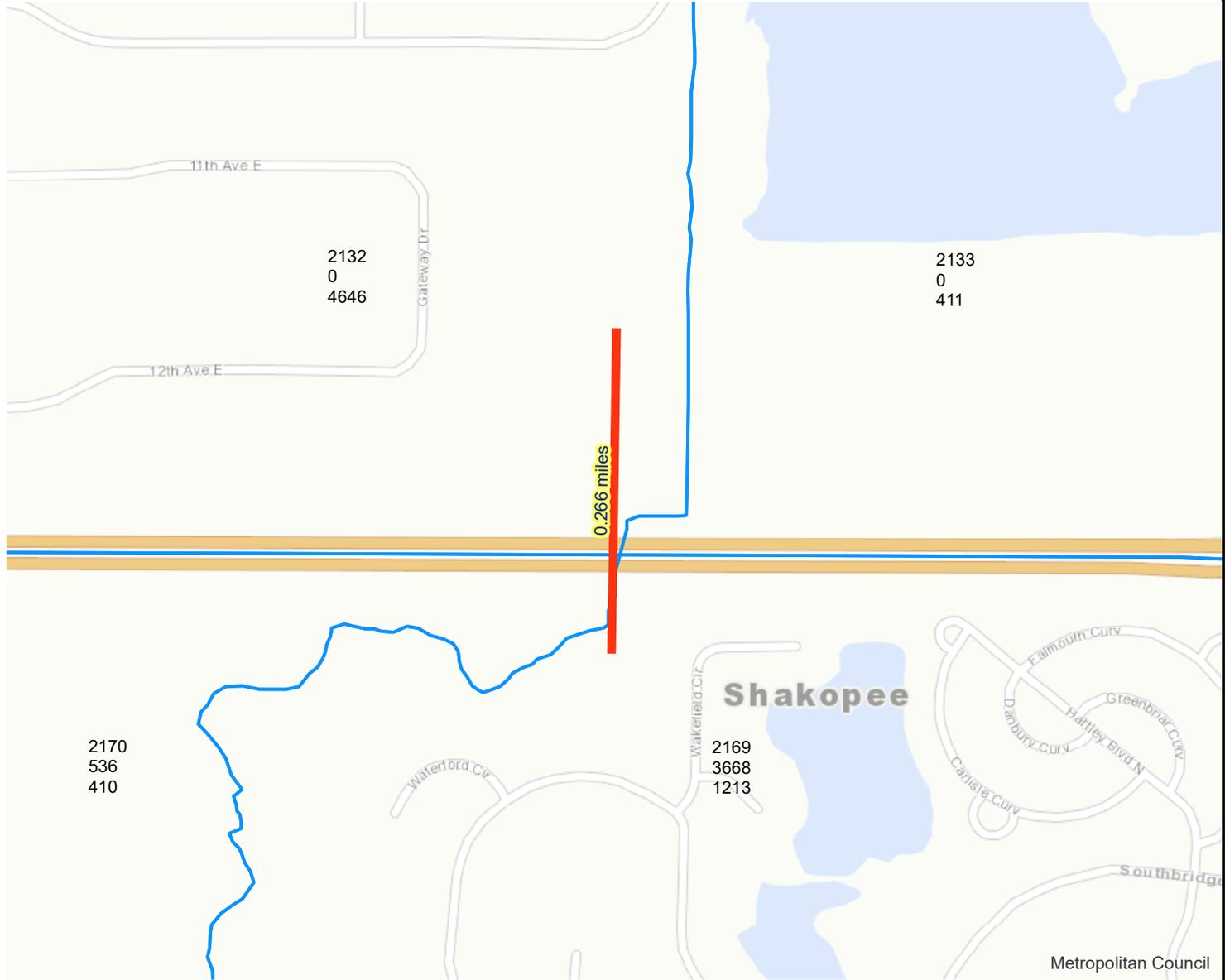
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NCompass Technologies

# Population/Employment Summary

Multiuse Trails and Bicycle Facilities Project: US 169 Bicycle and Pedestrian Bridge | Map ID: 1531147319543



## Results

Within ONE Mile of project:  
 Total Population: 5838  
 Total Employment: 6861

- █ Project
- 2010 TAZ

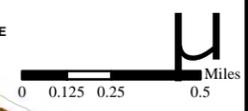
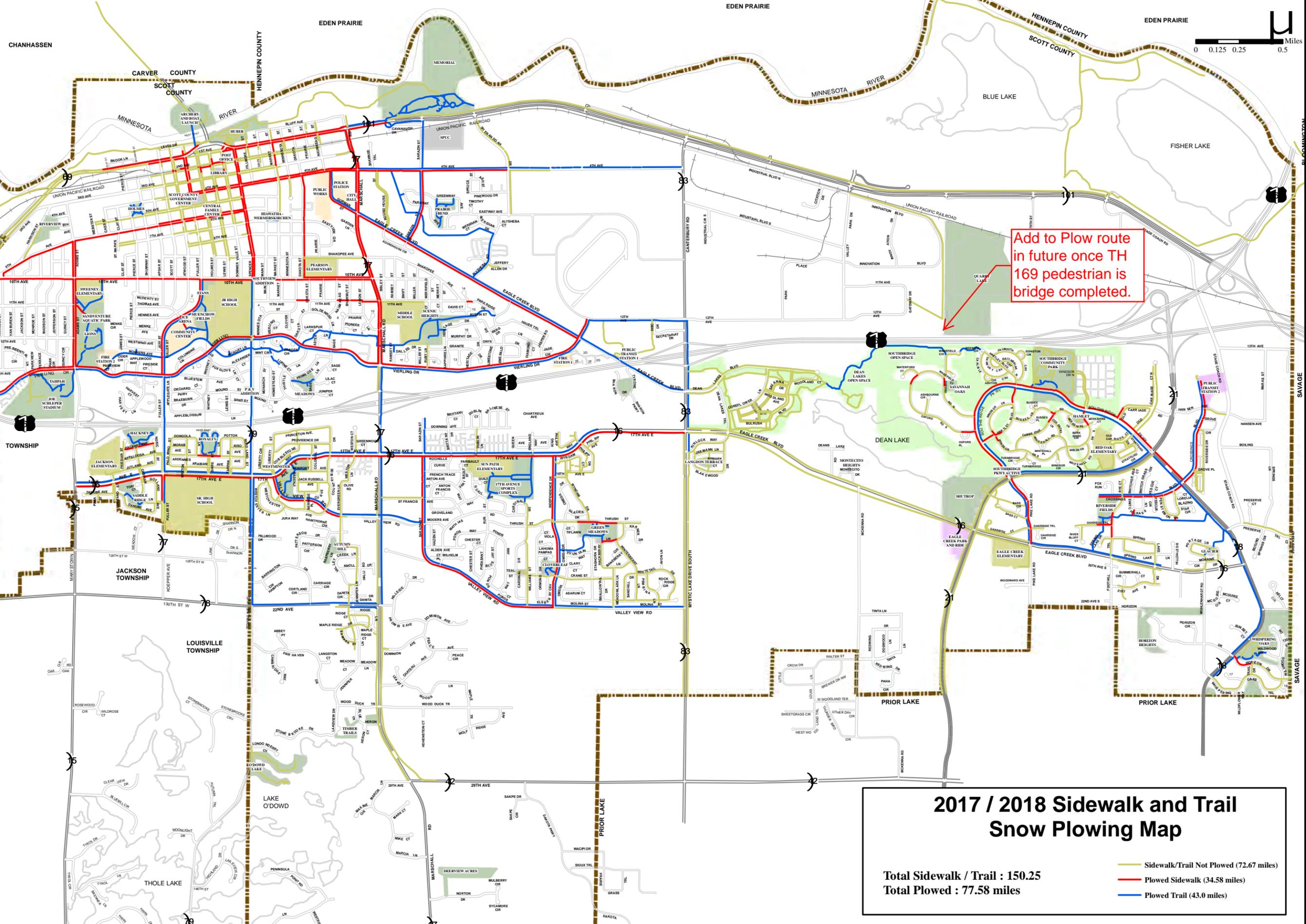


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 LandscapeRSA4



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Add to Plow route  
in future once TH  
169 pedestrian  
bridge completed.

**2017 / 2018 Sidewalk and Trail  
Snow Plowing Map**

<p><b>Total Sidewalk / Trail : 150.25</b></p> <p><b>Total Plowed : 77.58 miles</b></p>	<ul style="list-style-type: none"> <li><span style="color: yellow;">—</span> Sidewalk/Trail Not Plowed (72.67 miles)</li> <li><span style="color: red;">—</span> Plowed Sidewalk (34.58 miles)</li> <li><span style="color: blue;">—</span> Plowed Trail (43.0 miles)</li> </ul>
--	--



**CITY OF SHAKOPEE  
SNOW PLOWING / ICE CONTROL POLICY**

**PURPOSE AND NEED FOR POLICY**

The City of Shakopee, being a growing City, needs to annually review and adopt a policy regarding efficient and timely removal of snow and control of ice in order to best provide for safe travel for the greatest number of persons. This policy outlines the responsibility within the Public Works Department in order to accomplish this goal.

**POLICY**

Each year the Public Works Department prepares a map of the City showing the City maintained street system. The City is divided into routes in which ice control and snow removal will be performed by City employees and private firms under contract to the City. The routes are periodically revised to correspond with budgetary, equipment and personnel resources available. Equipment is assigned to each route based on availability and the effort required for the control of ice and snow. The start of ice and snow control operations for any storm is dependent upon immediate and anticipated conditions. The most critical time periods are weekday morning and evening rush hours. When feasible, the City will attempt to remove ice and snow from City maintained major streets prior to these rush-hour periods. Normally major streets and hazardous areas are done first. Once the priority areas are plowed and opened, the remaining streets in the residential, commercial, and industrial areas will be plowed and ice control materials applied.

**PROCEDURES AND RESPONSIBILITY**

The Maintenance Division, with the assistance of the Police Department, monitors street conditions and is responsible for making the decision to call out personnel and equipment to begin snow and ice control operations. The Public Works Superintendent has the responsibility of determining plow routes and sequencing of operations, in accordance with priorities as established in Exhibit A. The Superintendent shall retain the latitude to adjust sequencing or route assignments based on storm conditions, equipment availability and/or other conditions warranting changes.

**EXCEPTIONS**

In the event of equipment failure, extreme snowfall or other unanticipated events including

the necessity of resting snowplow crews, deviation from these standards may be appropriate.

## **STORM CLASSIFICATIONS AND PLOWING OPERATIONS**

### **Class A Storm:**

A Class “A” snowstorm is one with an accumulation of less than 2” in depth. This storm consists of the application of ice control materials only and does not normally involve plowing. All main arterial, collector streets, and snow emergency routes may be plowed prior to salt application. During a Class “A” storm, some intersections, hills and curves are salted where needed. Critical areas, such as areas that historically freeze or drift, are also salted. If the storm is a freezing rain or an ice storm, additional areas may be salted.

### **Class B Storm:**

A Class “B” snowstorm has an accumulation of between 2” and 8”. This storm involves both a plowing and a salting operation. A Class “B” snow storm alert initiates the full snow plowing operations of the Public Works Department. All Equipment Operators are dispatched to their respective routes. A normal plow operation starts at 2 A.M. All main arterial, collector streets and snow emergency routes will be completed first. Following those, the local streets, cul-de-sacs, alleys, and downtown parking lots are done.

### **Class C Storm:**

This storm is one of extremely heavy snowfalls, consisting of 8” or more in depth occurring over a period of 24 hours or less. During these storms, accompanying high winds also create visibility problems for motorists and our snowplow operators. A Class “C” storm is the most severe and could have life threatening situations arise, if emergency vehicles become bogged down and paralyzed. Operators and equipment are dispatched to the same routes as with a Class “B” storm. The most effective way to contend with a major snowstorm is to plow with the storm as it continues. This means that often we are plowing streets several times during the duration of the storm.

## **HOW SNOW WILL BE PLOWED**

Snow will be plowed in a manner so to minimize any traffic obstructions. The center of the roadway will be plowed first. Snow shall be plowed and pushed from left to right with the

discharge going onto the boulevard area of the right-of-way without regard to sidewalks and/or driveways except in the Central Business District. The City shall not be responsible for plowing snow from streets into any sidewalks and/or driveways. When a plow goes on a bridge, the driver shall slow down so that snow does not go over the bridge if possible. In times of extreme snowfall, streets will not always immediately be able to be completely cleared of snow.

## **PARKING**

The City of Shakopee has adopted various ordinances for parking restrictions, which are modified periodically and in Chapter 10 of the City code.

## **HAULING OF SNOW**

Where there is no room on the boulevard for snow storage and where accumulated piles of snow create a hazardous condition, the City shall remove the snow by hauling. Operations will not commence until other snowplowing operations have been completed. Snow removal operations shall be at the discretion of the Public Works Director and/or Public Works Superintendent.

## **ALLEYS**

Downtown alleys will be salted at each plowing; residential paved alleys shall only be salted when conditions warrant it. Gravel alleys may receive an application of 1/8” rock chips when warranted.

## **ICE CONTROL**

The City is concerned about the effects of salt on the environment and will limit its use for that reason. Therefore, it is the policy of the City to utilize salt, where necessary, to provide for traction, but is not intended to provide bare pavement during winter conditions. Application of the salt is generally limited to priority routes, steep grades and intersections. Application is limited on lower volume streets and cul-de-sacs. The City cannot be responsible for damage to grass caused by the ice control operations and therefore will not make repairs or compensate residents for salt damage to turf areas in the street right-of-way.

## **SIDEWALKS/TRAILS**

The Public Works Department maintains sidewalks on collector streets, as per Council direction on December 6, 1994. Some sidewalks and trails are plowed by the City. Refer to the most current Council approved sidewalk and trail map. Due to limited personnel available, the department will plow these sidewalks only after the majority of the streets are plowed. The designated trails and sidewalks should be cleared as thoroughly as possible but need not be cleared of all ice and snow nor need they be maintained to bare pavement.

## **MAILBOXES**

Residents are responsible for clearing snow away from their mailboxes. Mailboxes may be impacted by City snow removal activities. The City will conduct a review of each mailbox incident to determine whether the City will replace or provide reimbursement for the mailbox. Only mailboxes actually hit by a snowplow will be the responsibility of the City. The City will not be responsible for damage to mailboxes or support posts caused by snow or ice coming into contact with the mailbox. If the City determines a plow hit the mailbox, the City will replace the mailbox with a standard size, non-decorative metal mailbox and replace the support post as necessary with a 4" x 4", decay resistant wood support post, both installed by the City. Alternatively, the City will reimburse the mailbox owner a set fee, periodically set by City Council, for the replacement of the mailbox and post by others. Mailbox shall be installed per the specifications shown on Exhibit B.

## **TRASH RECEPTACLES**

Garbage awaiting pickup should be set back at least two feet behind the curb line, not in the street.

## **UTILITY STRUCTURES**

Except as otherwise provided in any license or franchise agreement, the City will only be responsible for damage to utility pedestals and transformers within the right-of-way resulting from direct contact by City snow and ice removal equipment. City liability shall be limited to actual costs to repair the damages as documented by invoices submitted to the City by the utility. The utility is responsible and is encouraged to mark their structures.

## **LANDSCAPING**

Landscaping, including nursery and inanimate materials that are installed or encroach on City owned right-of-way is permitted, but the owner assumes all risk of damage. The City will assume no responsibility for damages incurred as the result of snow removal and ice control activities, except that the City, at its option, will repair and re-seed grass only on City owned right-of-way that is removed as the result of plowing activities.

## **LAWN SPRINKLING AND LIGHTING SYSTEMS**

The City will assume no responsibility for damage to underground lawn-sprinkling systems; exterior lighting systems and similar landscaping installed in City owned right-of-way.

## **SNOW STORAGE**

Ongoing snow and ice control efforts require the use of City owned right-of-way and easements for storage of plowed snow. Depending upon the volume of snow, storage within right-of-way could create sight obstruction at intersections, because it is impossible financially and practically to remove all snow from intersection corners.

## **COMPLAINTS**

Complaints regarding snow and ice control or damage shall be taken by the Public Works Department during normal working hours and handled in accordance with the City's complaint procedures. Complaints involving access to property or problems requiring immediate attention shall be handled on a priority basis. Response time should not exceed twenty-four (24) hours for any complaint. It should be understood that complaint responses are to ensure that the provisions of this policy have been fulfilled and that all residents of the City have been treated uniformly. It is the City's intention to log all complaints and upgrade this policy, as necessary, in consideration of the constraints of our resources.

## **EXHIBIT A**

### **PLOWING / ICE CONTROL PRIORITIES**

#### **PRIORITY “A”**

Snow Emergency Routes. These are high volume routes which connect major sections of the City and provide access for emergency fire, police and medical services.

#### **PRIORITY “B”**

Streets providing access to schools and commercial property.

#### **PRIORITY “C”**

Lower volume residential streets.

#### **PRIORITY “D”**

Cul-de-sacs, Alleys, Sidewalks/Trails

#### **PRIORITY “E”**

Hauling of snow from Downtown Area and other areas as necessary.

# Socio-Economic Conditions

## Results

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



Project

Area of Concentrated Poverty > 50% residents of color

Area of Concentrated Poverty

Above reg'l avg conc of race/poverty

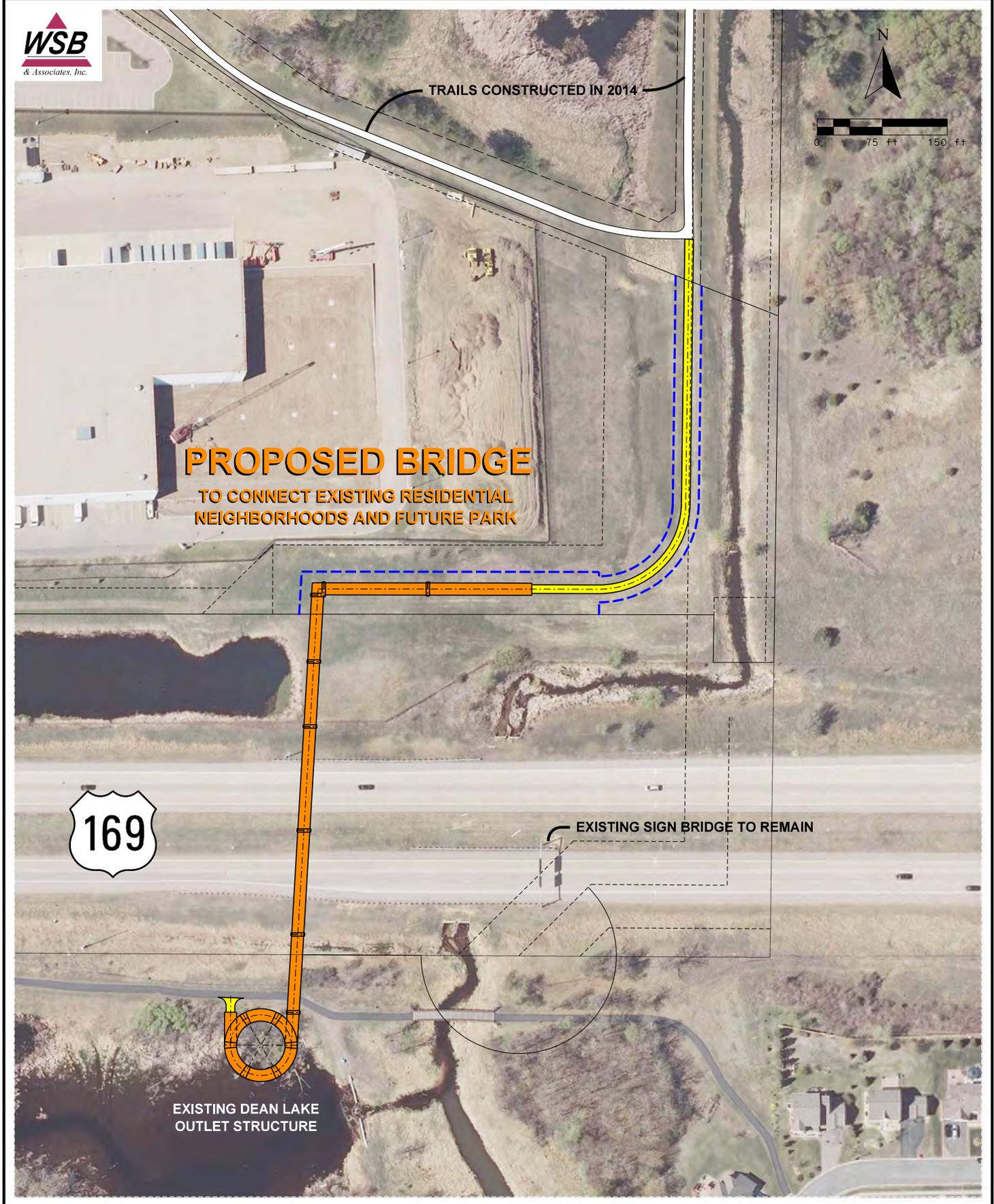


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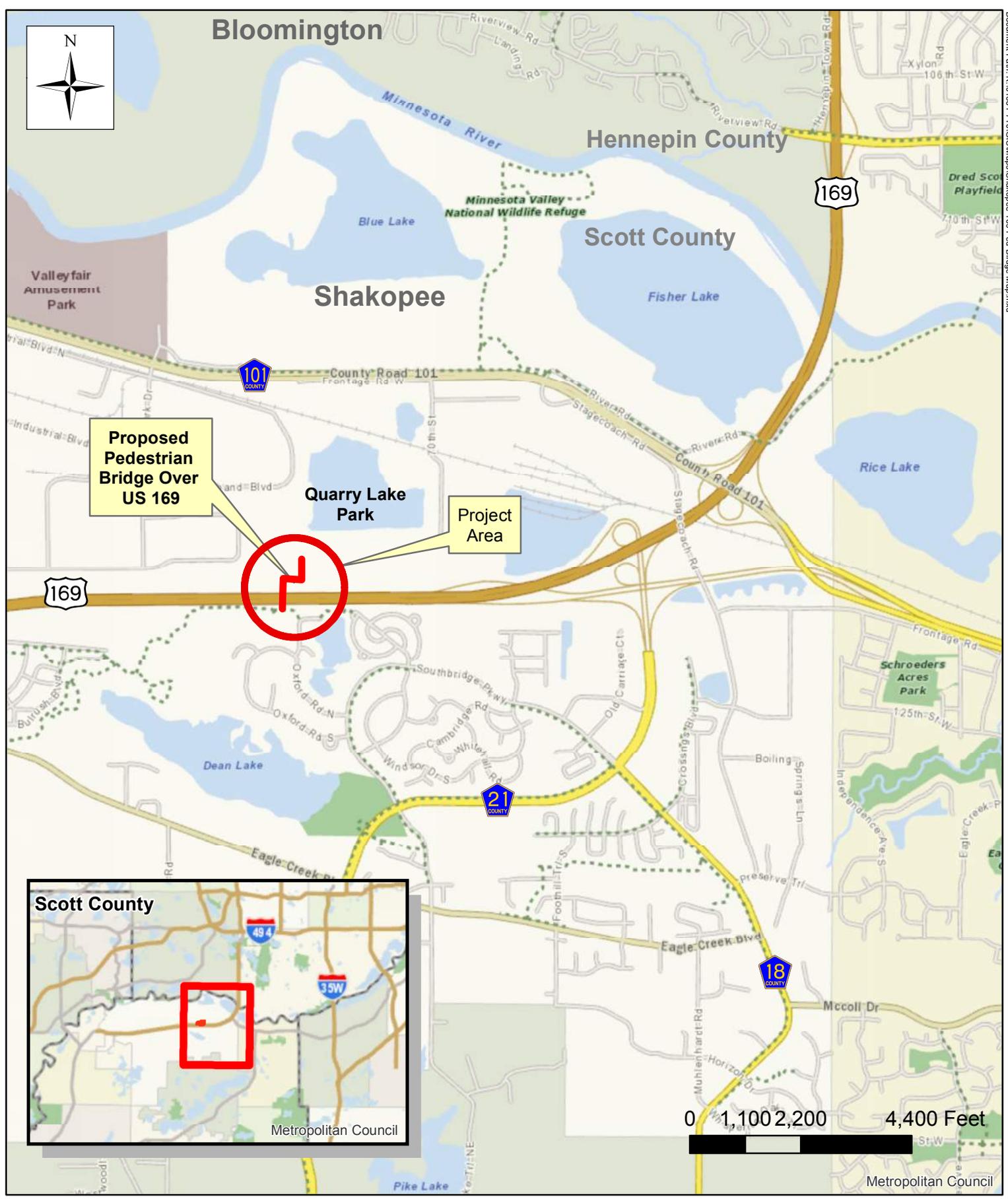




### Figure 3. Concept

Quarry Lake Trail and US 169 Ped/Bike Bridge - Shakopee, Mn

2018 Regional Solicitation Application



Proposed Pedestrian Bridge Over US 169

Project Area



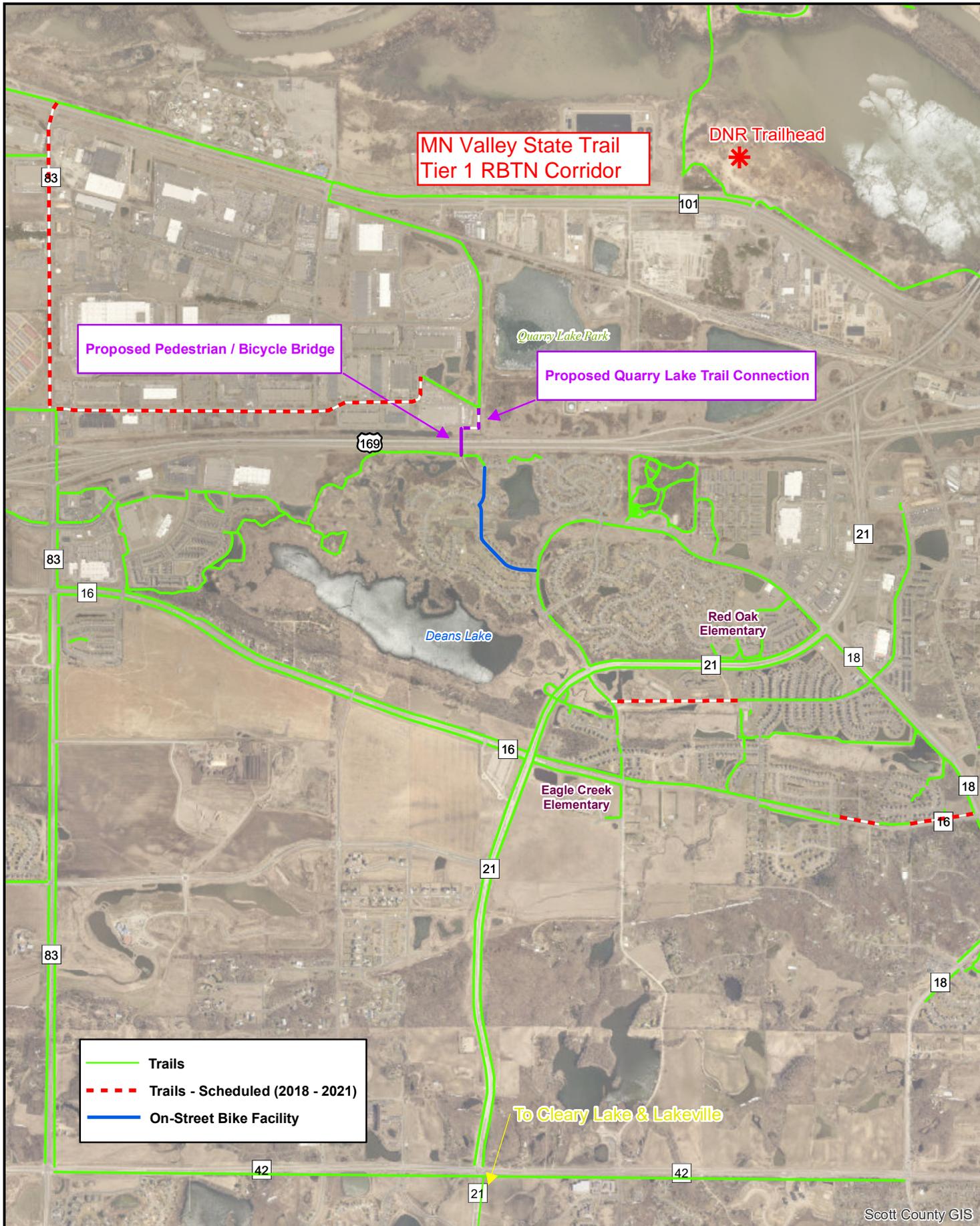
0 1,100 2,200 4,400 Feet

**Legend**

 Project Location

**Figure 1. Project Location**  
 Quarry Lake Trail and US 169 Ped/Bike Bridge - Shakopee, Mn  
 2018 Regional Solicitation Application



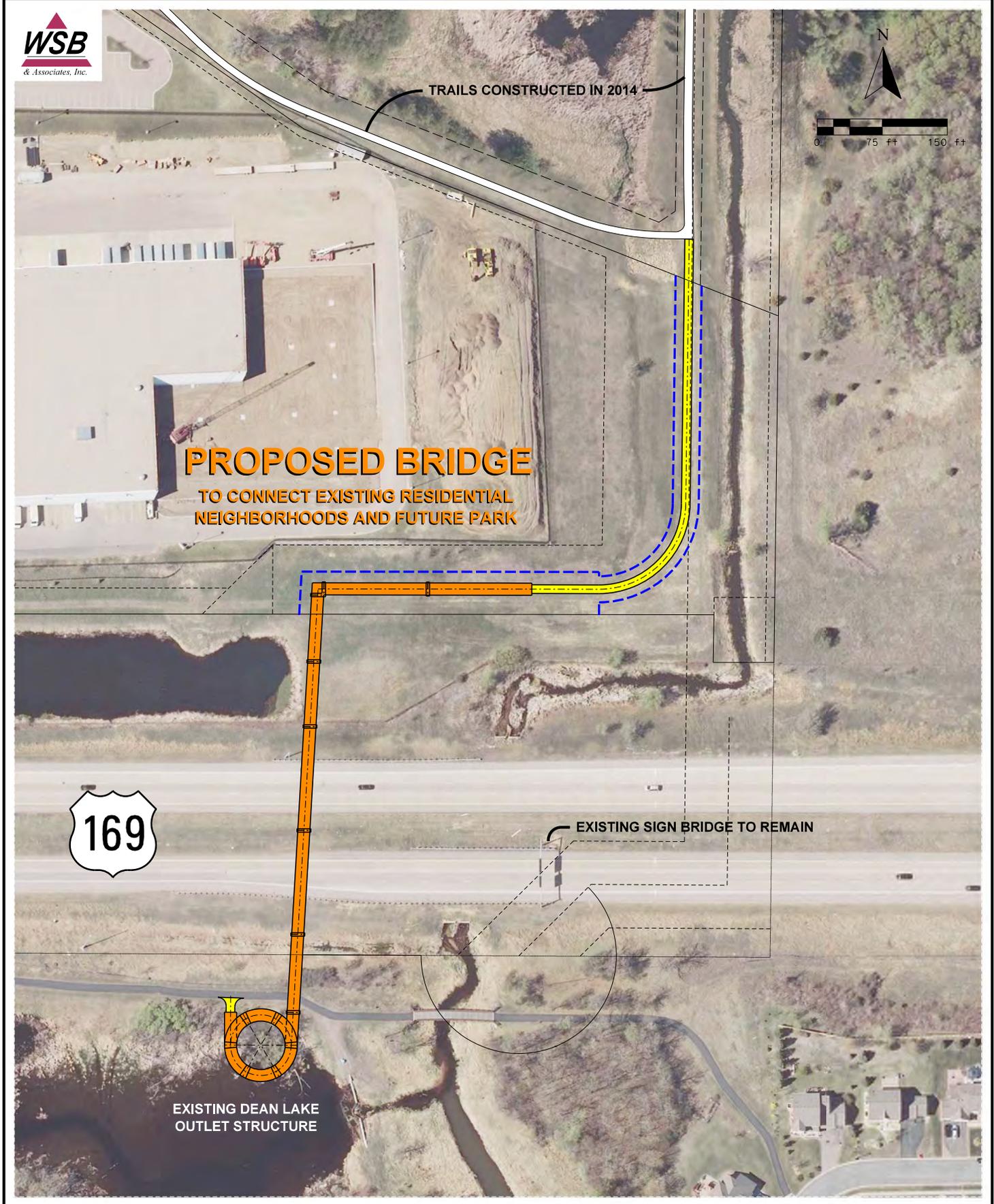


**Figure 2: Existing and Planned Trails**

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



U:\Project\Figure 2\_Existing and Planned Trails.mxd



### Figure 3. Concept

Quarry Lake Trail and US 169 Ped/Bike Bridge - Shakopee, Mn

2018 Regional Solicitation Application



**Figure 4. Existing Conditions**

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

2018 Regional Solicitation Application

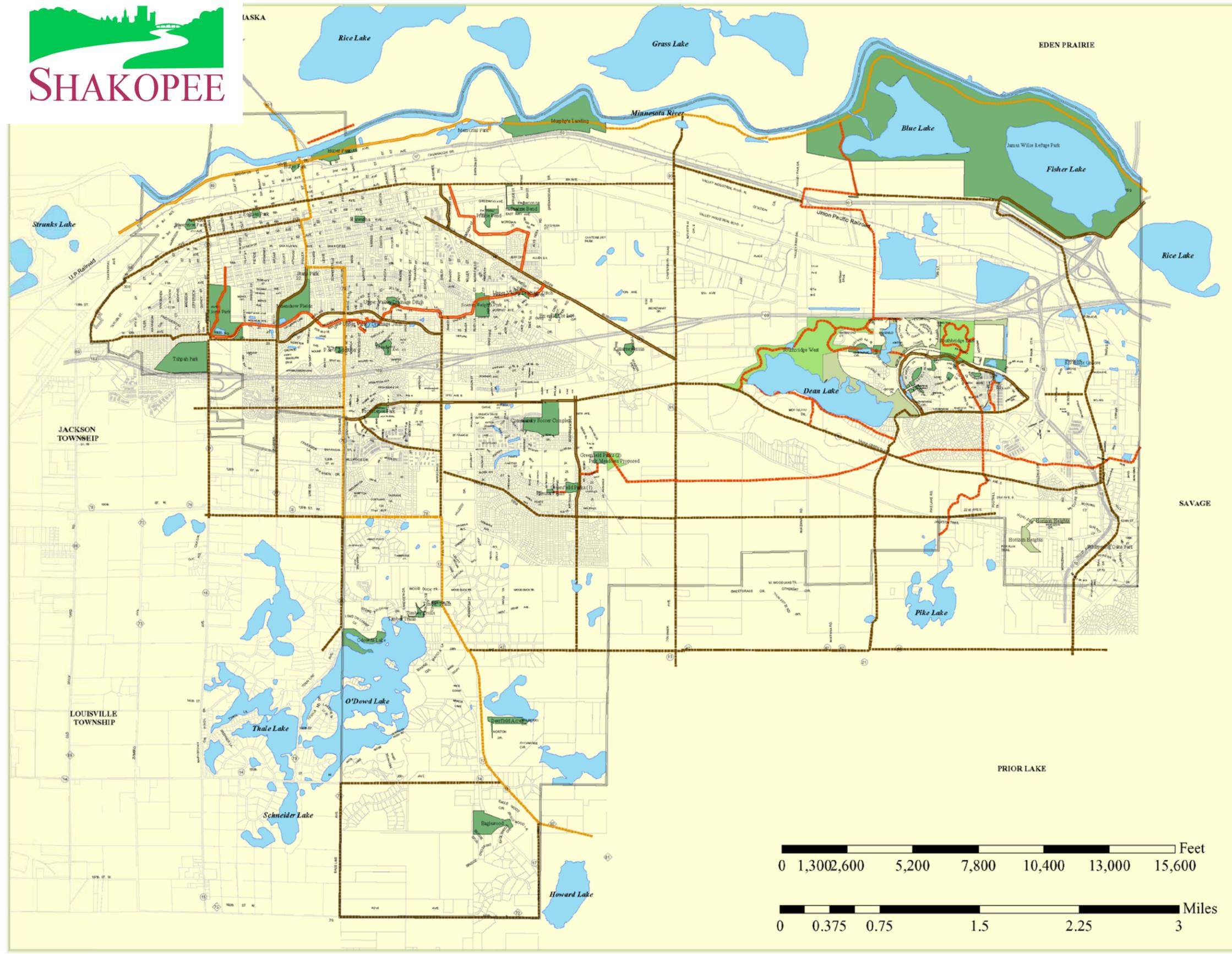
### Trails

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

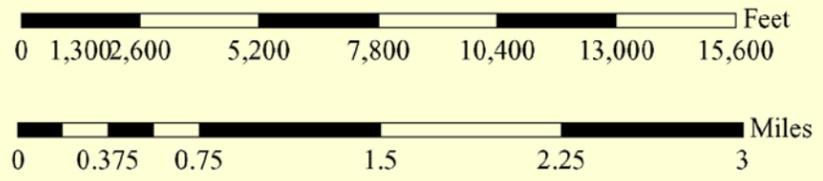
- Trails should be the primary pedestrian circulation system in the rural service area.
- City Trails should be connected with State, Regional, and adjoining community trails where possible.
- City trails should be continuous with other trail systems and/or sidewalks in the City.
- Trails should connect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

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

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



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



## Shakopee Parks and Trails

Figure 6.4

Source: City of Shakopee

Date Printed: 12/8/2008  
MSB Filename: T:\0605-00\Cad\Fig-06-4.dgn

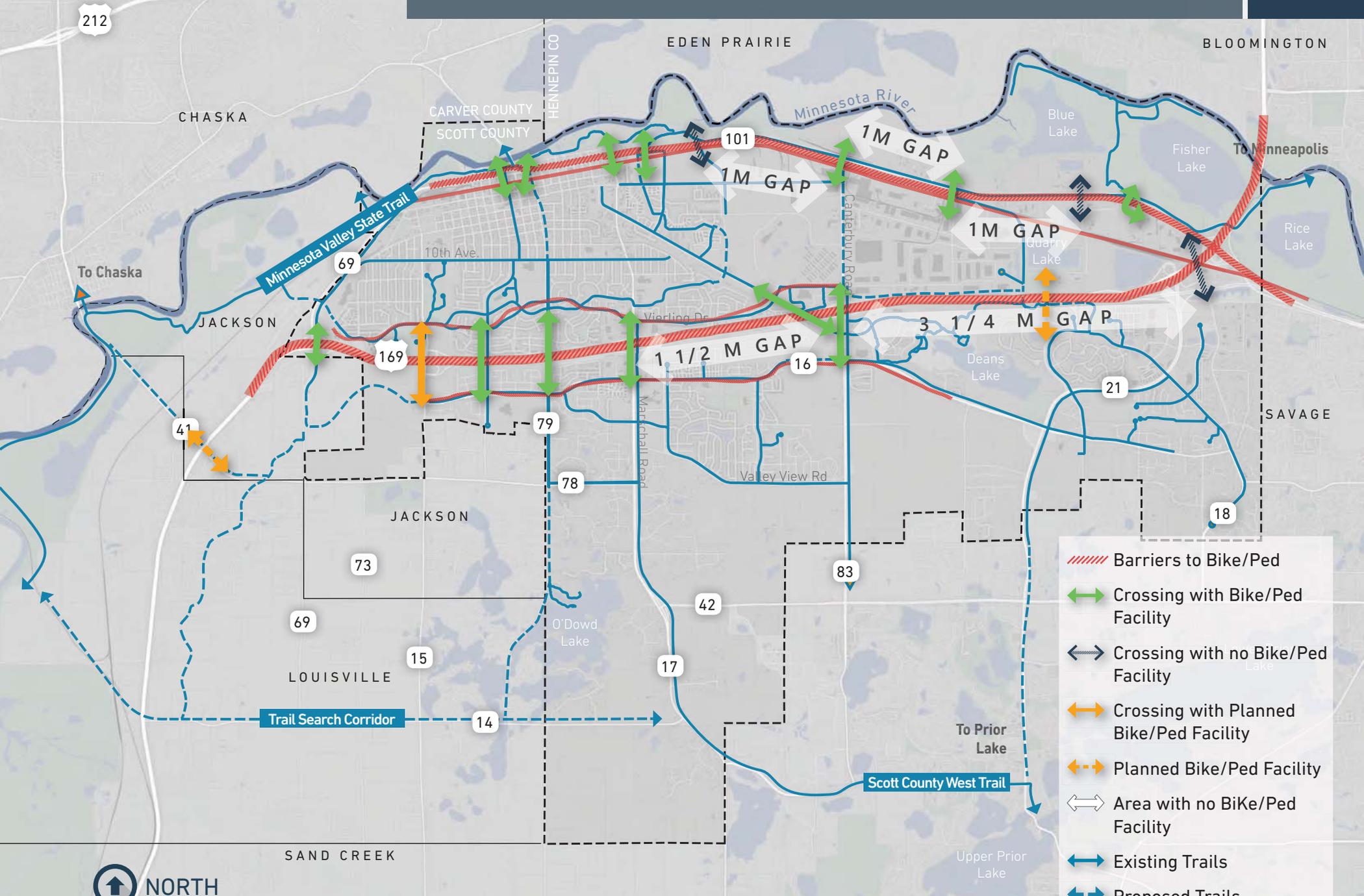
## FILL IN TRAIL GAPS

While trail coverage in Shakopee is extensive, a handful of prominent gaps remain.

- » The bridge connecting Memorial Park and the Minnesota Valley State Trail has been out for several years. Without this bridge, there is a gap between this trail and the CH 101 Trail, reducing east/west connectivity for bicyclists.
- » Stagecoach Road is the sole walking and bicycling connection across Highway 169 on the eastern end of Shakopee. It provides a crucial nonmotorized link between Savage and the trail crossing of the Minnesota River near Highway 169; yet it is one of only a handful of major streets in Shakopee without a parallel trail within its right-of-way.
- » A combination of trail segments through neighborhoods provide an east/west route between Marystown Road and Eagle Creek Boulevard. However, the trail ends at Hauer Trail about 300 feet before Eagle Creek Boulevard. The intersection at Hauer Trail/Eagle Creek Boulevard does not provide a comfortable crossing to the trail along Eagle Creek Boulevard.
- » Within Shakopee’s historic core, where trail design and construction is made more complicated by frequent intersections and driveway crossings, on-street facilities such as bike lanes or bicycle boulevards could provide an option for people bicycling, with sidewalks accommodating pedestrians.
- » Eagle Creek Blvd on east side of town, Marystown Road interchange, West side of Marschall Road crossing 16, Canterbury Road between 101 and 12th Avenue. Currently in design for the 12th Ave trail and CR83 to Quarry Lake.  
Bridge over 169 to connect trail gap



# CONNECTIONS AND GAPS



- Barriers to Bike/Ped
- Crossing with Bike/Ped Facility
- Crossing with no Bike/Ped Facility
- Crossing with Planned Bike/Ped Facility
- Planned Bike/Ped Facility
- Area with no Bike/Ped Facility
- Existing Trails
- Proposed Trails

212

CHASKA

CARVER COUNTY  
SCOTT COUNTY

HENNEPIN CO

EDEN PRAIRIE

BLOOMINGTON

To Chaska

Minnesota Valley State Trail

JACKSON

JACKSON

LOUISVILLE

SAND CREEK

1 1/2 M GAP

1M GAP

3 1/4 M GAP

Scott County West Trail

To Prior Lake

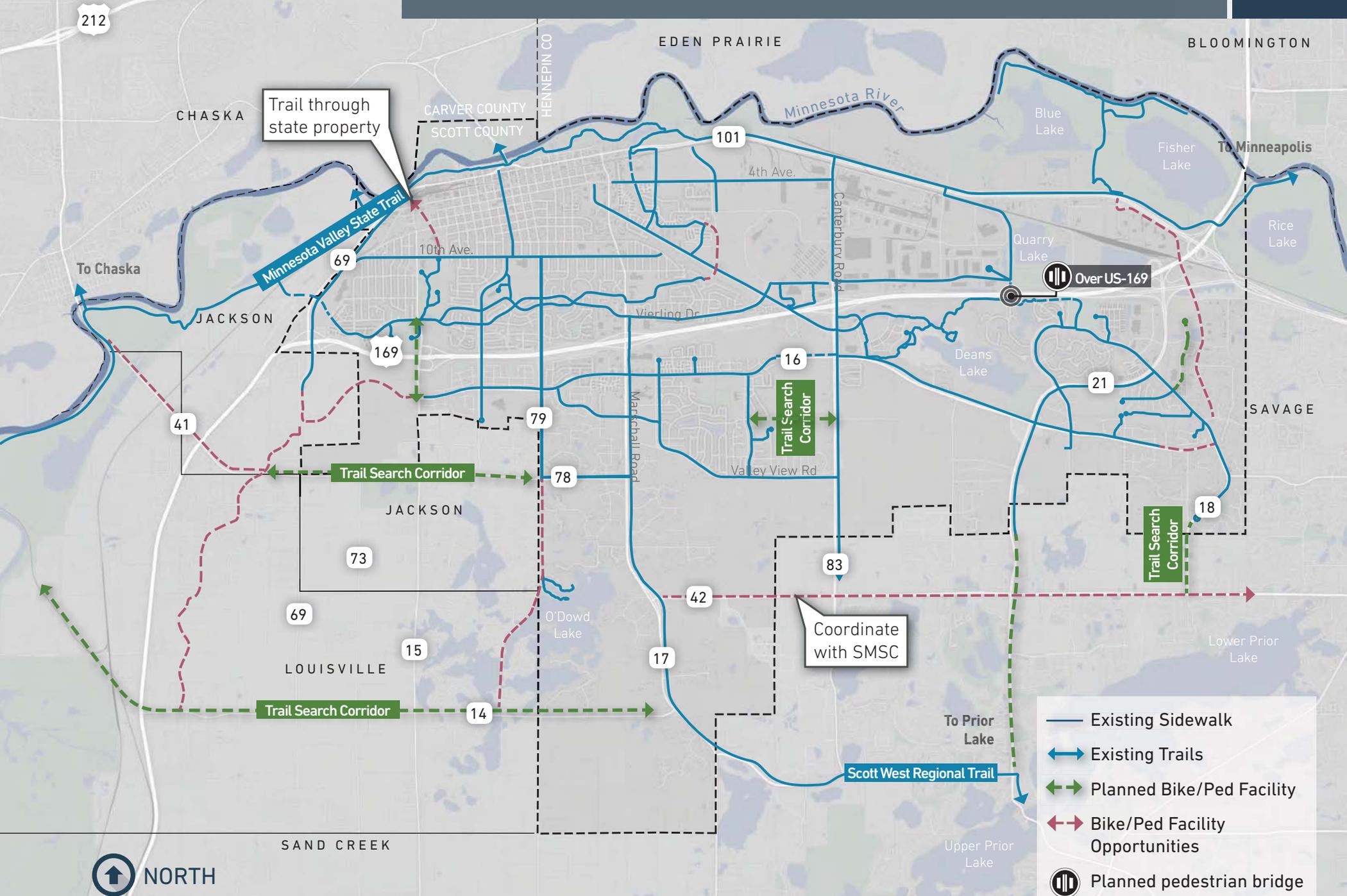
To Minneapolis

SAVAGE



DRAFT

# FUTURE NON-MOTORIZED CONDITIONS



Trail through state property

Coordinate with SMSC

- Existing Sidewalk
- ↔ Existing Trails
- ↔ Planned Bike/Ped Facility
- ↔ Bike/Ped Facility Opportunities
- Planned pedestrian bridge

NORTH

DRAFT

# Scott County 2030 Comprehensive Plan Update

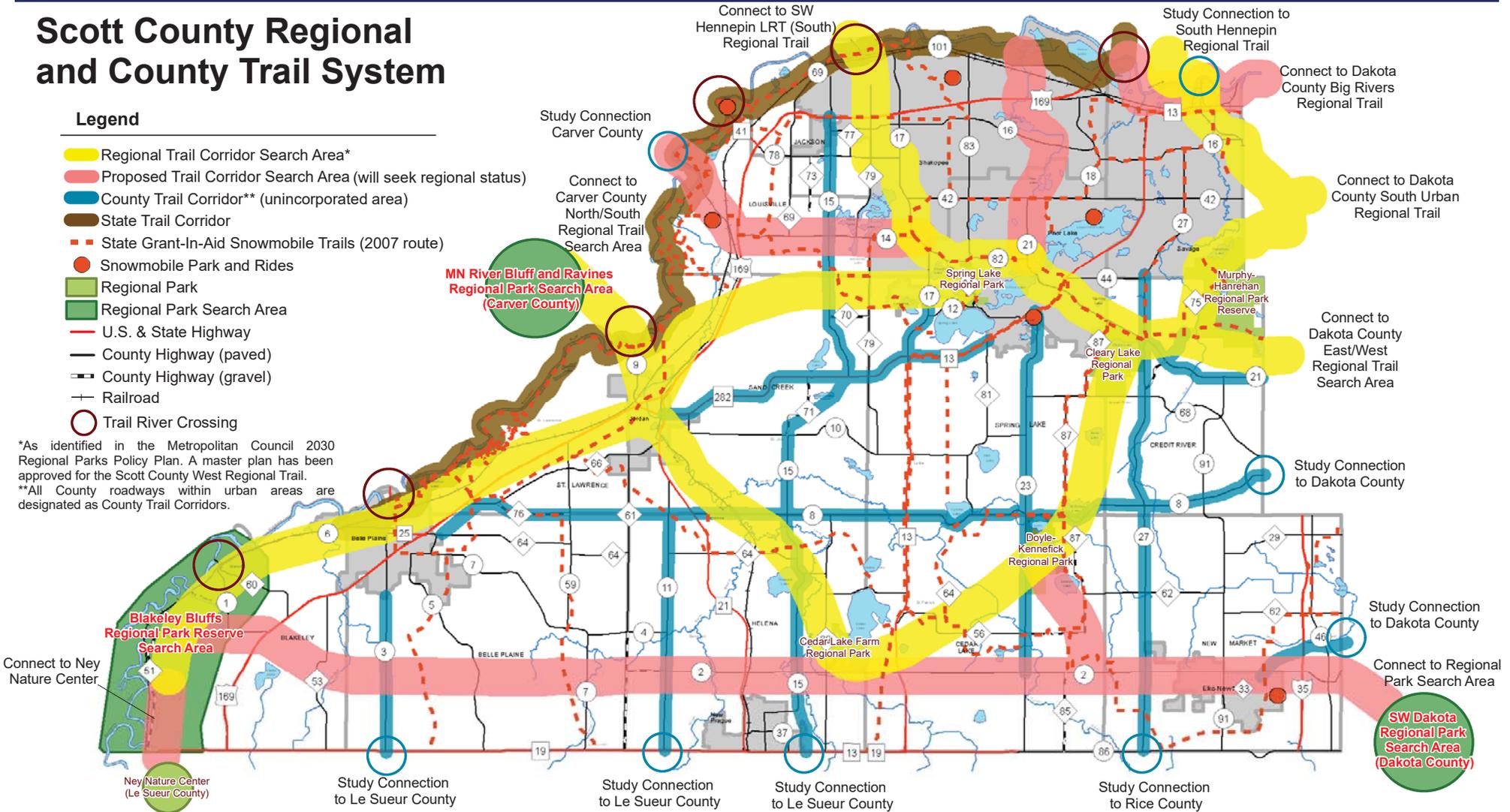


## Scott County Regional and County Trail System

### Legend

- Regional Trail Corridor Search Area\*
- Proposed Trail Corridor Search Area (will seek regional status)
- County Trail Corridor\*\* (unincorporated area)
- State Trail Corridor
- State Grant-In-Aid Snowmobile Trails (2007 route)
- Snowmobile Park and Rides
- Regional Park
- Regional Park Search Area
- U.S. & State Highway
- County Highway (paved)
- County Highway (gravel)
- + Railroad
- Trail River Crossing

\*As identified in the Metropolitan Council 2030 Regional Parks Policy Plan. A master plan has been approved for the Scott County West Regional Trail.  
 \*\*All County roadways within urban areas are designated as County Trail Corridors.



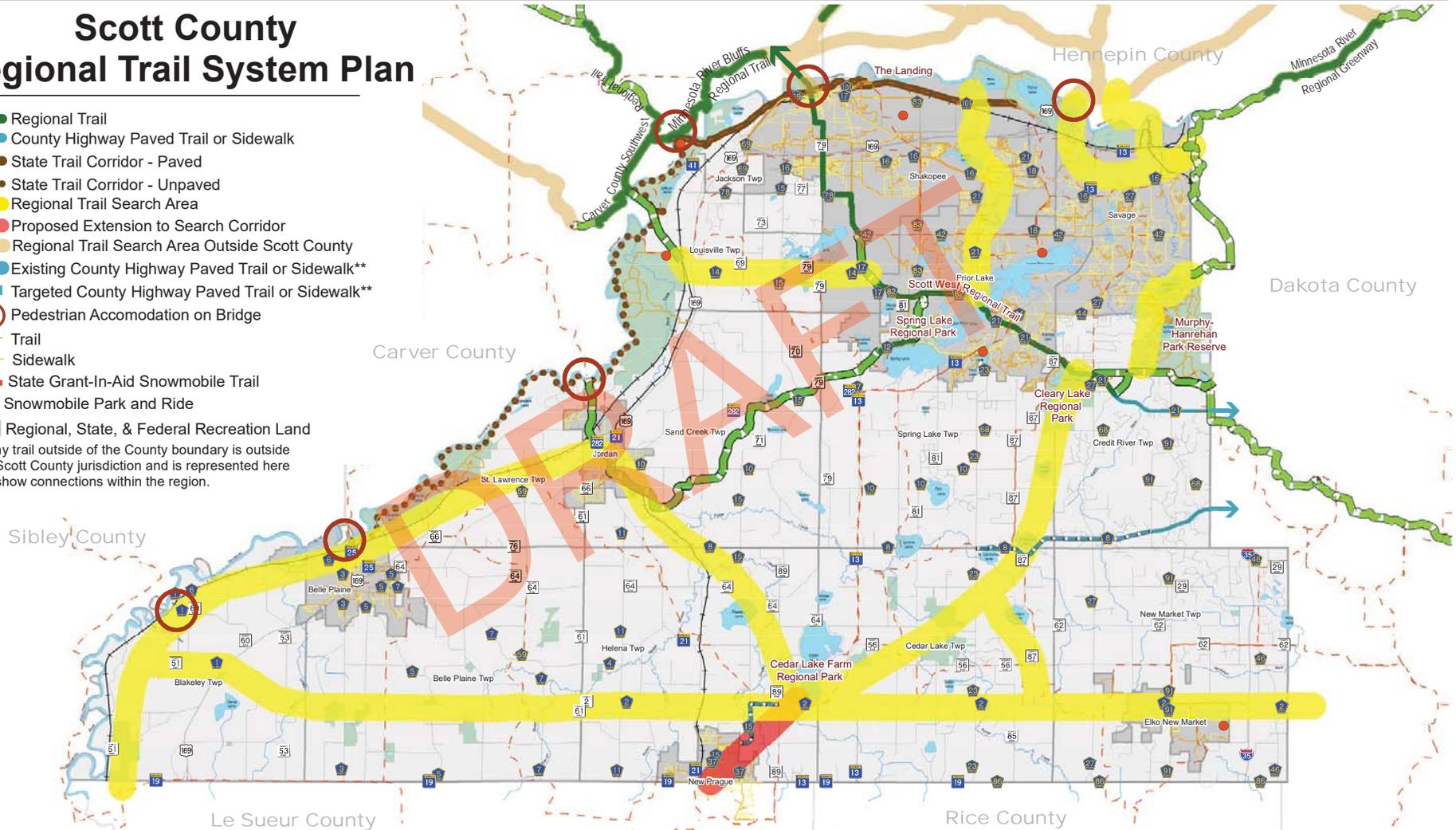
# Scott County 2040 Comprehensive Plan Update



## Scott County Regional Trail System Plan

- Regional Trail
- County Highway Paved Trail or Sidewalk
- State Trail Corridor - Paved
- State Trail Corridor - Unpaved
- Regional Trail Search Area
- Proposed Extension to Search Corridor
- Regional Trail Search Area Outside Scott County
- Existing County Highway Paved Trail or Sidewalk\*\*
- Targeted County Highway Paved Trail or Sidewalk\*\*
- Pedestrian Accomodation on Bridge
- Trail
- Sidewalk
- State Grant-In-Aid Snowmobile Trail
- Snowmobile Park and Ride
- Regional, State, & Federal Recreation Land

\*\*Any trail outside of the County boundary is outside of Scott County jurisdiction and is represented here to show connections within the region.



SCOTT COUNTY COMMUNITY DEVELOPMENT DIVISION  
Parks and Trails  
200 Fourth Avenue West, Shakopee, Minnesota 55379-1220  
(952) 496-8475 - Web: www.scottcountymn.gov



0 0.5 1 2 3 4 5  
Miles  
This map is neither a legally recorded document nor a survey and is intended for planning purposes only. Delineations may not be exact.  
Prepared by: Scott County Parks and Trails, 3/21/2018

# Socio-Economic Conditions

## Results

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

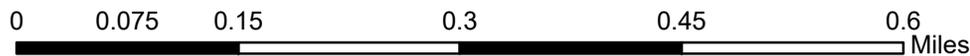


Project

Area of Concentrated Poverty > 50% residents of color

Area of Concentrated Poverty

Above reg'l avg conc of race/poverty



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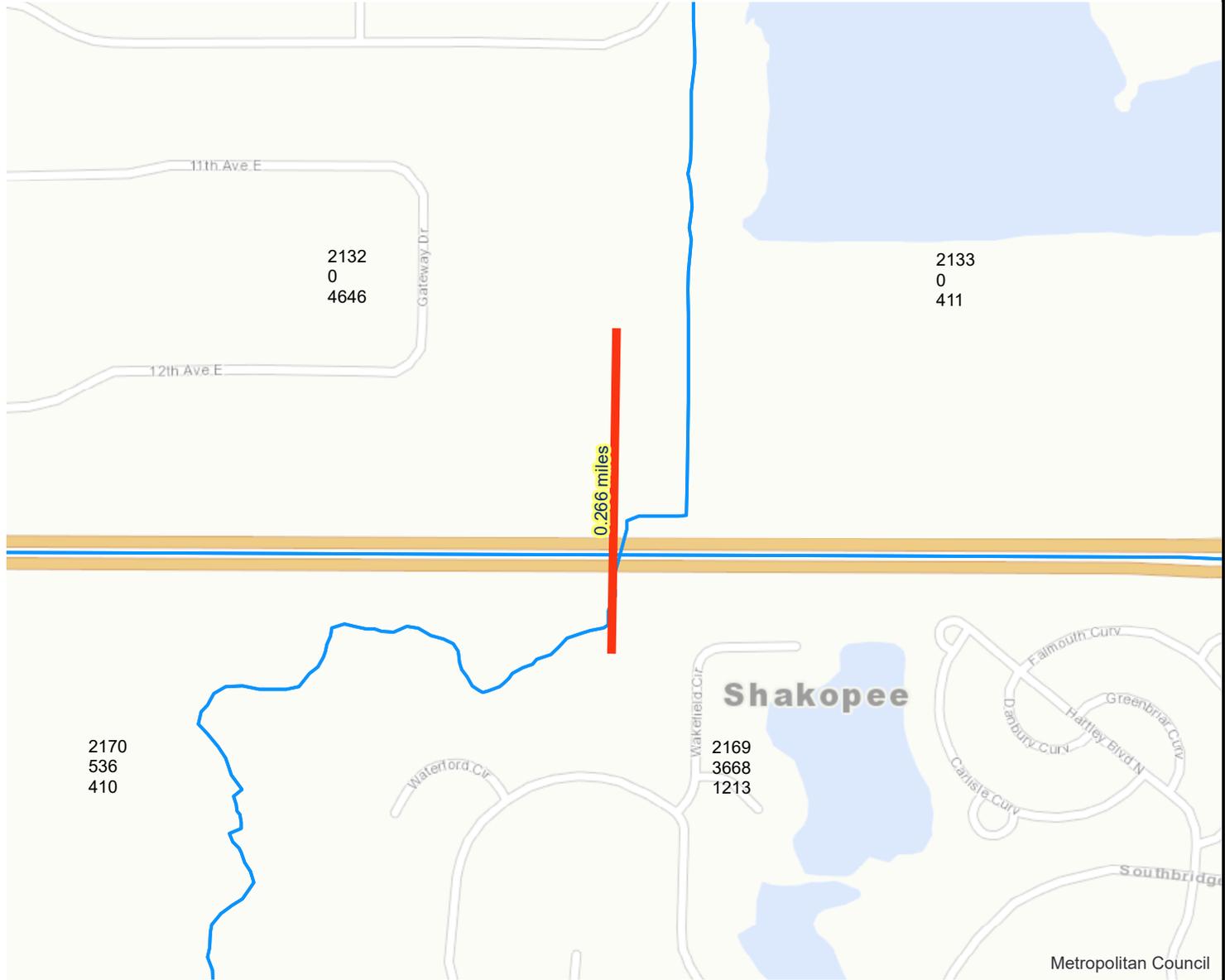


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Multiuse Trails and Bicycle Facilities Project: US 169 Bicycle and Pedestrian Bridge | Map ID: 1531147319543



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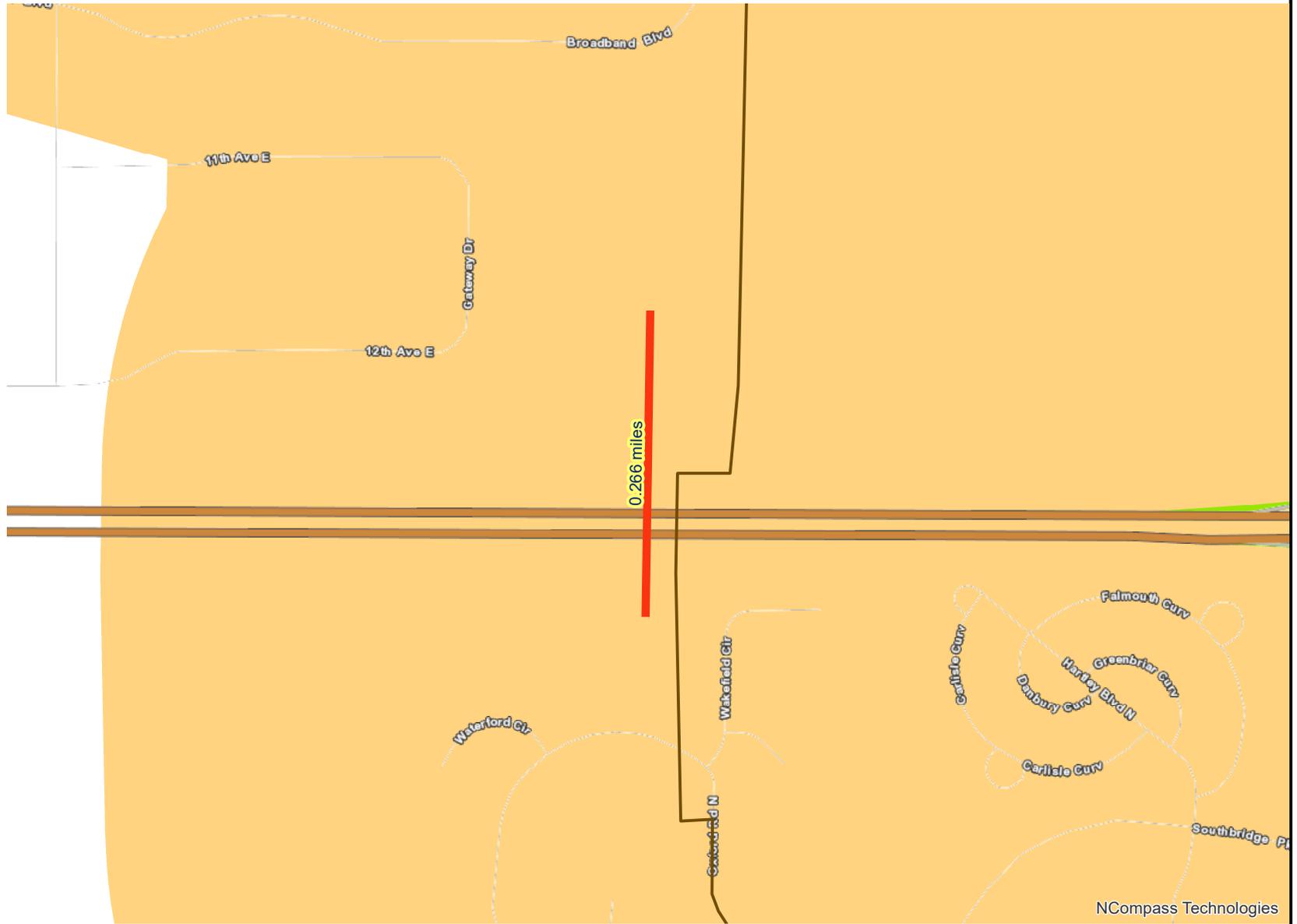


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# Project to RBTN Orientation

Multiuse Trails and Bicycle Facilities Project: US 169 Bicycle and Pedestrian Bridge | Map ID: 1531147319543



- Project
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NCompass Technologies



**MnDOT Metro District**  
**1500 West County Road B-2**  
**Roseville, MN 55113**

July 5, 2018

Steve Lillehaug, PE, PTOE  
Public Works Director/City Engineer  
City of Shakopee  
485 Gorman St.  
Shakopee, MN 55379

**Re: Letter of Support for City of Shakopee  
Metro Council/Transportation Advisory Board 2018 Regional Solicitation Funding Request for a grade-separated Pedestrian/Bicycle Crossing at US 169 in Shakopee**

Dear Mr. Lillehaug,

This letter documents MnDOT Metro District's support for Shakopee's funding request to the Metro Council for the 2018 regional solicitation for 2022-23 funding for the City's proposed grade-separated pedestrian/bicycle crossing of US 169 in Shakopee.

As proposed, this project would impact MnDOT right-of-way on US 169. As the agency with jurisdiction over US 169, MnDOT will support Shakopee and will allow the improvements proposed in the application for its grade-separated pedestrian/bicycle crossing project. Details of a future maintenance agreement with the City of Shakopee will need to be determined during project development to define how the improvements will be maintained for the project's useful life.

No funding from MnDOT is currently programmed for this project. In addition, the Metro District currently does not anticipate any available discretionary funding in years 2022-23 that could fund project construction, nor do we have the resources to assist with construction or with MnDOT services such as the design or construction engineering of the project. However, I would request that you please continue to work with MnDOT Area staff to coordinate project development and to periodically review needs and opportunities for cooperation.

MnDOT Metro District looks forward to continued cooperation with Shakopee as this project moves forward and as we work together to improve safety and travel options within the Metro Area.

If you have questions or require additional information at this time, please reach out to your Area Manager at [Jon.Solberg@state.mn.us](mailto:Jon.Solberg@state.mn.us) or 651-234-7729.

Sincerely,

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

Scott McBride  
Metro District Engineer

CC: Jon Solberg, Metro District South Area Manager  
Lynne Bly, Metro Program Management Director  
Dan Erickson, Metro State Aid Engineer

## CITY OF SHAKOPEE

### TH 169 BICYCLE AND PEDESTRIAN BRIDGE/QUARRY LAKE TRAIL PROJECT SUMMARY

The US 169 Bicycle and Pedestrian Bridge/Quarry Lake Trail Project is located within Shakopee, the county seat of Scott County, and provides a direct connection to the Tier 1 RBTN corridor along CSAH 101. This new section of trail and pedestrian bridge is a Tier 2 RBTN Corridor in the 2040 Transportation Plan. The project eliminates a significant gap in the local and regional trail system between residential, educational and commercial areas south of US 169 and employment and recreational destinations north of US 169. The proposed trail/bridge connects an existing trail north of Dean Lake across US 169 to Quarry Lake Park and the CSAH 101 trail (part of the MN Valley State Trail).

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

Freeway US 169 is a major barrier for pedestrian and bike users. This project connects the south and north trail systems within Shakopee at a needed location. There are no grade-separated crossings of US 169 between CSAH 83 and Stagecoach Rd. The Stagecoach Rd. crossing is 4.9 miles from CSAH 83 by bicycle and adjacent to an active railroad switching yard; it can be blocked for up to a half-hour - multiple times per day. From the proposed project location, cyclists and pedestrians are currently required to travel 3.1 miles to reach the Stagecoach Rd crossing and often experience significant delays before being able to cross due to trains. Safe connections across the highway are needed to facilitate pedestrian and bicycle transportation to and from recreational, residential, commercial, institutional and industrial areas.

This project will eliminate the last gap between areas south and north of US 169. As shown in Figure 2, the City of Shakopee has a robust system of trails both north and south of US 169. However, the trails are not currently linked across US 169 at the east side of the city. This project enhances local and regional trail connectivity, removes regional barriers, provides a grade separation between high-speed traffic and pedestrians/bicyclists and fills a gap in the Shakopee and regional trail network. When complete, bicyclists and pedestrians will be able to make seamless connections to the Minnesota Valley State Trail, trails along CSAH 16, CSAH 83, CSAH 42, 12th Ave. and trails in Bloomington. The project improves access for users to reach several major employers on both sides of US 169, including Shutterfly, Rosemount-Emerson, Amazon, Bayer, Datacard, MyPillow, Entrust, as well as employers and residents of Bloomington, Minnesota.

The City of Shakopee is requesting \$2,752,000 federal funding for this project. The city will match 20% of the estimated project costs which equates to \$688,000. The estimated total project cost is \$3,440,000. This project is feasible to start in 2021, if funding is available earlier. Otherwise, the project start date would be in 2022.



**Figure 4. Existing Conditions**

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

2018 Regional Solicitation Application