



Application

10350 - 2018 Multiuse Trails and Bicycle Facilities

10718 - CSAH 17 Bicycle and Pedestrian Bridge over US 169

Regional Solicitation - Bicycle and Pedestrian Facilities

Status: Submitted

Submitted Date: 07/13/2018 3:34 PM

Primary Contact

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

Organization Information

Name: SCOTT COUNTY

Jurisdictional Agency (if different):

Organization Type:

County Government

Organization Website:

Address:

600 COUNTRY TRAIL E

*

JORDAN

Minnesota

55352

City

State/Province

Postal Code/Zip

County:

Scott

Phone:*

612-496-8355

Ext.

Fax:

PeopleSoft Vendor Number

0000024262A3

Project Information

Project Name

US 169 Pedestrian/Bicycle Bridge

Primary County where the Project is Located

Scott

Cities or Townships where the Project is Located:

Shakopee

Jurisdictional Agency (If Different than the Applicant):

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

The project will construct a pedestrian/bike overpass of TH 169 on the west side of CSAH 17 from CSAH 16 to the NW ramp of TH 169 and a trail segment gap along the west side of CSAH 17 in existing right-of-way. CSAH 17 is an A-Minor Expander in Scott County. CSAH 17/TH 13 runs the entire north-south distance through the County. There is no existing trail crossing on the west side of CSAH 17 to connect residents that live on either side of TH 169 and west of CSAH 17. The bike and pedestrian bridge on the west side of CSAH 17 closes the gap and provides a facility that crosses TH 169, a major barrier for a RBTN Tier 2 Alignment. The project will provide a direct pedestrian link to the Marschall Road Transit Center, which is located on the west side of CSAH 17. Since there is no trail on the west side of CSAH 17 along the transit center's frontage, there is no way for pedestrians/bicyclists to conveniently access the transit center and connect with the non-motorized travel linkage in this corridor. In addition, the project will connect residents on the southwest side of US 169 to a community grocery store/shopping area on the northwest side of US 169.

(Limit 2,800 characters; approximately 400 words)

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

Ped/Bike Bridge over TH 169 on west side of CSAH 17 from CSAH 16 to the NW ramp of TH169

Project Length (Miles)

0.36

to the nearest one-tenth of a mile

Project Funding

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

No

If yes, please identify the source(s)

Federal Amount

\$950,080.00

Match Amount

\$237,520.00

Minimum of 20% of project total

Project Total

\$1,187,600.00

Match Percentage 20.0%

Minimum of 20%

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

Source of Match Funds Local

A minimum of 20% of the total project cost must come from non-federal sources; additional match funds over the 20% minimum can come from other federal sources

Preferred Program Year

Select one: 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.

Project Information

County, City, or Lead Agency Scott County

Zip Code where Majority of Work is Being Performed 55379

(Approximate) Begin Construction Date 09/01/2022

(Approximate) End Construction Date 05/31/2023

Name of Trail/Ped Facility: CSAH 17 Trail

(i.e., CEDAR LAKE TRAIL)

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

From: CSAH 16
(Intersection or Address)

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

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

Or At:

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

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

BRIDGE/CULVERT PROJECTS (IF APPLICABLE)

Old Bridge/Culvert No.: NA

New Bridge/Culvert No.: TBD

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

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 B: Safety and Security (Page 2.20), Objective:
A.

-Strategies: B1 (Page 2.20), B6 (Page 2.23)

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

-Strategies C1 (Page 2.24), C2 (Page 2.25), C15
(Page 2.36), C16 (Page 2.36), C17 (Page 2.37)

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

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

-Strategies D3 (Page 2.39)

Goal E: Healthy Environment (Page 2.42),
Objective C

-Strategies E3 (Page 2.44)

(Limit 2500 characters; approximately 750 words)

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

Shakopee Comprehensive Plan, Transportation Plan

-Pedestrian Safety and Access Page 38

-Trails Page 39

-Non-Motorized Access to Transit Page 40

Scott County 2030 Comprehensive Plan, Transportation Plan Chapter 6, Page VI-67,

-Policy i.3.

Scott County 2030 Comprehensive Plan Amendment, October 25, 2011. CH 17/TH 13

-Corridor Study, Page 19-20 of amendment.

DRAFT Scott County 2040 Comprehensive Plan, Transportation Plan Chapter 6, Page VI-65

-Policy h.5

-Goal 2: Manage, Section H: Traffic Safety Page VI-24

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

-Sections 10.0-10.2.

List the applicable documents and pages:

(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.

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. Yes

05/01/2016

09/30/2018

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

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.

Requirements - Bicycle and Pedestrian Facilities Projects

Specific Roadway Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Mobilization (approx. 5% of total cost)	\$31,000.00
Removals (approx. 5% of total cost)	\$20,500.00
Roadway (grading, borrow, etc.)	\$0.00
Roadway (aggregates and paving)	\$0.00
Subgrade Correction (muck)	\$0.00
Storm Sewer	\$0.00
Ponds	\$0.00
Concrete Items (curb & gutter, sidewalks, median barriers)	\$0.00
Traffic Control	\$0.00

Striping	\$0.00
Signing	\$0.00
Lighting	\$0.00
Turf - Erosion & Landscaping	\$0.00
Bridge	\$0.00
Retaining Walls	\$0.00
Noise Wall (not calculated in cost effectiveness measure)	\$0.00
Traffic Signals	\$20,000.00
Wetland Mitigation	\$0.00
Other Natural and Cultural Resource Protection	\$0.00
RR Crossing	\$0.00
Roadway Contingencies	\$0.00
Other Roadway Elements	\$0.00
Totals	\$71,500.00

Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Path/Trail Construction	\$861,290.00
Sidewalk Construction	\$11,600.00
On-Street Bicycle Facility Construction	\$0.00
Right-of-Way	\$0.00
Pedestrian Curb Ramps (ADA)	\$0.00
Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	\$0.00
Pedestrian-scale Lighting	\$105,000.00
Streetscaping	\$0.00
Wayfinding	\$0.00
Bicycle and Pedestrian Contingencies	\$138,210.00
Other Bicycle and Pedestrian Elements	\$0.00
Totals	\$1,116,100.00

Specific Transit and TDM Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Fixed Guideway Elements	\$0.00

Stations, Stops, and Terminals	\$0.00
Support Facilities	\$0.00
Transit Systems (e.g. communications, signals, controls, fare collection, etc.)	\$0.00
Vehicles	\$0.00
Contingencies	\$0.00
Right-of-Way	\$0.00
Other Transit and TDM Elements	\$0.00
Totals	\$0.00

Transit Operating Costs

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

Totals

Total Cost	\$1,187,600.00
Construction Cost Total	\$1,187,600.00
Transit Operating Cost Total	\$0.00

Measure A: Project Location Relative to the RBTN

Select one:

Tier 1, Priority RBTN Corridor

Tier 1, RBTN Alignment

Tier 2, RBTN Corridor

Tier 2, RBTN Alignment Yes

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

1531431145515_169_CH17 Bridge Trail - BikeCorridors.pdf

Please upload attachment in PDF form.

Measure A: Population Summary

Existing Population Within One Mile (Integer Only)	21856
Existing Employment Within One Mile (Integer Only)	6550
Upload the "Population Summary" map	1531431232406_169_CH17 Bridge Trail - Pop_Employ.pdf

Please upload attachment in PDF form.

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.

See attachment for page 46 of the Scott County Operations Plan addressing year round maintenance of Pedestrian and Bicycle Trails

Upload Maintenance Plan (if no link is available)

1531431532562_Operations Plan - Pedestrian and Bicycle Trails - Page 46.pdf

Please upload attachment in PDF form.

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.

Scott County, agency representatives and community members are engaged in a Collective Impact Project entitled Live, Learn, Earn (formerly known as 50 by 30). The vision of the process has been to ensure Scott County residents are stable, connected, educated and contributing to their communities. On the subject of transportation the group has engaged transit users to identify the challenges of the transit system. One identified challenge has been the difficulty in traveling from a transit stop, usually in the highway ROW, and reaching final destinations. Including in this challenge has been access to and from the Marschall Transit station which lacks proper pedestrian connections.

Response:

As the project enters the design phase, Scott County will utilize the connections created through Live, Learn, Earn to host public meetings to provide residents, employers, workers, and roadway users the opportunity to be engaged in the design process and understand potential impacts to property and current roadway operations. Other public engagement opportunities may include a project website, newsletter mailings, and one-on-one meetings with property owners and neighborhoods. The county encourages community participation from disadvantaged populations, and has held special meetings at alternate locations to enhance engagement. Translation and interpretation services will be utilized as needed.

(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.

The disadvantaged population concentrations are located near the project area. Census Block Group 1 from Tract 803.01, which includes the area west of CSAH 17 on the north and south side of US 169, contains a non-white population of 37 percent. In addition, the majority of housing located within one mile of the project area is multi-family housing below the County's median housing value. The median home value within a half-mile radius of the project area is well below the median value for Shakopee and Scott County. A development on the north side of US 169, west of CSAH 17 off Vierling Dr., is designated as affordable housing units and approximately 1,770 ft from the project limits (Scott County CDA Property Information).

Additionally, this area of Shakopee is one of the most densely populated and developed locations in Scott County. Areas to the north of US 169 have 5 to 20 units per acre while areas to the south exceed 20 units per acre. 13% of the units in the area are renter occupied with individuals with limited access to personal vehicles

Response:

Area residents utilize and need transit to access jobs, education, healthcare, and services. The Marschall Road Transit Station is located on the southwest side of the US 169/CSAH 17 intersection. The bicycle/pedestrian bridge will allow these residents to safely cross US 169 and access the transit station without using the shoulder of the roadway or needing to cross CSAH 17 twice. The Marschall Road Transit Station connects to the express and fixed route transit and regional destinations such as downtown Minneapolis, University of Minnesota, and Mankato. To help ensure non-vehicular users will use the new trail and access transit services at the Marschall Road Transit Station benches, lights, and wayfinding signage will be added to the trail near the station and publically accessible bike lockers will be placed at the station. Additionally, trail access to Marschall

Road will be constructed to ADA standards.

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

By 2020 the CSAH 17 RBTN 2 alignment will be connected to the Mystic Lake Casino which is the County's largest employer and an employer of many lower wage workers from Shakopee.

(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:

The project is located within existing County and MnDOT right-of-way and is a new segment of trail and pedestrian bridge project that will improve connecting people to a transit station. There are no anticipated negative externalities created by the project. Project will also not cause any negative externalities during construction because no trail exist today so no existing pedestrian movements will be altered.

(Limit 2,800 characters; approximately 400 words)

Upload Map

1531435159203_169_CH17 Bridge Trail - SocioEconomic.pdf

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	0.36	1.0	68.0	68.0

Total Project Length

Total Project Length (as entered in the "Project Information" form) 0.5

Affordable Housing Scoring

Total Project Length (Miles) or Population	0.36
Total Housing Score	68.0

Affordable Housing Scoring

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

The bicycle and pedestrian bridge on the west side of CSAH 17 closes the gap and provides a facility that crosses US 169. There is a trail on the west side of CSAH 17, south of CSAH 16 for over two miles and a trail north of US 169 on CSAH 17 for over 1.5 miles. The project area is the only small gap in this corridor where the bicycle/pedestrian accommodation is not on the west side of CSAH 17 (0.15 miles of trail on the west side of CSAH 17 south of CSAH 16 programmed for 2023 construction). This gap is a missing link to provide a continuous trail segment to connect to the RBTN Tier 2 alignment. CSAH 17 is a future Principal Arterial and Scott County has a policy of placing bicycle/pedestrian accommodations on both sides of the road. The project will provide a safer crossing of US 169. CSAH 17 is a 4-lane divided roadway with turn lanes to US 169 ramps and CSAH 16 in the project area. Today peds or bicyclists sometimes choose to use the CSAH 17 bridge shoulder to cross US 169 in a 45 mph zone, even though the west side of CSAH 17 is signed for no ped crossings at the US 169 ramps. If pedestrians traveling to or from the west side of CSAH 17 properly utilize the pedestrian bridge on the east side of CSAH 17, there is the challenge of crossing CSAH 17 and the US 169 ramps. Traffic volumes from ramps on the east side of CSAH 17 are significantly higher with more vehicles exiting and entering US 169 on the east side of the bridge. Peds on the west side of CSAH 17 trying to cross US 169 and return to the west side of CSAH 17 at CSAH 16 or to access Marschall Road Transit Station (MRTS) face the task of entering 4 crosswalks (330+ feet of pavement) with approximately 15 potential vehicle-pedestrian conflict points. The volume on CSAH 17 in this area is over 24,000 vehicles per day and projected to grow to over 40,000 per day by 2040. The CSAH 17/CSAH 16 and the CSAH 17/Vierling Dr intersections are the two of the top ten busiest

Response:

intersections in Scott County. CSAH 17 will become a Principal Arterial in the future (new TH 13 alignment), so the volumes are projected to increase. The bridge will provide a protected crossing of US 169. The next closest parallel roadway crossing of US 169 west of CSAH 17 is CR 79 approximately $\frac{3}{4}$ of a mile west of CSAH 17. The next closest parallel roadway crossing of US 169 east of CH 17 is CSAH 83 (2 miles). The project provides accessibility to the MRTS, which is a hub for future transitway service. Currently, pedestrians at the northwest corner of US 169/CSAH 17 travel over 4,400 ft (0.8 miles) to access the MRTS via pedestrian infrastructure, versus approximately 1,200 ft (less than 0.25 miles) with the proposed project. This connection will provide access to residents to fully use alternative transportation modes.

(Limit 2,800 characters; approximately 400 words)

Measure B: Project Improvements

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

Response:

There were 74 crashes reported on this segment of CSAH 17 within 3 years according to MnDOT requested data 2013-15. Two of these crashes were reported as vehicle/bicycle crashes and both were C-injuries. Within the last ten years, 11 vehicle-bicycle/pedestrian crashes occurred on this corridor resulting in 1 fatality, 2 B-injuries, and 8 C-injuries. 9 out of the 11 vehicle-bicycle/pedestrian crashes were vehicles failing to yield and 7 of them were vehicle right turn on red light incidents. 8 of the 11 were bicycle crashes, which is a major

concern for access to the RBTN Tier 2 alignment. The pedestrian fatality occurred at the CSAH 17/CSAH 16 intersection, where a child tried to cross CSAH 17.

Crash Modification Factor #9250 Install Shared Path displays that the construction of a trail in an urban area can have a 25% reduction in vehicle / bicycle crashes on Principal Arterials. National safety studies have shown that highways with sidewalks/trails on one side had 1.2 times more pedestrian collisions than highways with sidewalks/trails on both sides. The project will address pedestrian hazards by implementing pedestrian safety infrastructure in addition to the trail facility including ADA push buttons, curb ramps, and count down timers. Advance pedestrian signal timings will be considered as part of the project in coordination with MnDOT.

(Limit 2,800 characters; approximately 400 words)

Measure A: Multimodal Elements

The project will provide a pedestrian & bike connection along the west side of CSAH 17. The project will close a gap of crossing of US169 located on the west side of CSAH 17. Today pedestrians or bicyclists sometimes choose to use the CSAH 17 bridge shoulder to cross US 169 in a 45 mph zone, even though the west side of CSAH 17 is signed for no pedestrian crossings at the US 169 ramps. This gap closure will improve safety in the corridor for pedestrians and bikes. It can improve mode choice for users not comfortable crossing US 169 or CH 17 today on bike or foot to access nearby commercial, high density residential and health services at St. Francis Hospital. The project plans to integrate elements with the adjacent transit station to provide pedestrian appropriate lighting, bench, wayfinding and bike lockers. There are no bike lockers at the transit station today.

Response:

The project creates a direct connection for the population north of US 169 to cross US 169 and access the Marschall Road Transit Station (MRTS), without having to cross CH 17 twice at highest volume traffic lights at US 169 ramps. Currently, pedestrians at the northwest corner of US 169/CSAH 17 travel over 4,400 ft (0.8 miles) to access the MRTS via existing pedestrian infrastructure, versus approximately 1,200 ft (less than 0.25 miles) with the proposed project. This project will create improve bike and ped travel time to the transit station.

The project integrates transit through a direct connection to MRTS, which serves as Scott County?s largest transit station and most utilized park and ride. Through the MRTS a transit user has access to 6 transit routes (411, 490, 493, 495, 497, 499) provided by the MVTA. Two of these routes

are Scott County's only local fixed route transit circulating between Shakopee and Savage. Three of these routes are express connections to downtown Minneapolis, the Mall of America, and UofM. Through the MRTS one can also access intercity travel through Land to Air Express. Land To Air Express offers daily bus service connecting communities in the Highway 169 corridor. Twice daily trips connect Mankato and Minneapolis w/ stops in: St. Peter, Le Sueur, Belle Plaine, Jordan & Shakopee.

Dial-a-ride service is also available to all residents in Scott County and Shakopee. The service will pick-up and drop-off users at their homes and to their destination. Reservations are required and accepted based on availability during the requested pick-up time period and the destination.

Reservations can be made up to 7 days in advance. Through this service and a stop at the MRTS an individual could have access from their home to downtown Minneapolis.

(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.

Check Here if Your Transit Project Does Not Require Construction

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. Yes

100%

Attach Layout

1531438447609_CH 17 Trail - Layout.pdf

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.

50%

Attach Layout

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 Yes

100%

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

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

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): \$1,187,600.00

Enter Amount of the Noise Walls: \$0.00

Total Project Cost subtract the amount of the noise walls: \$1,187,600.00

Points Awarded in Previous Criteria

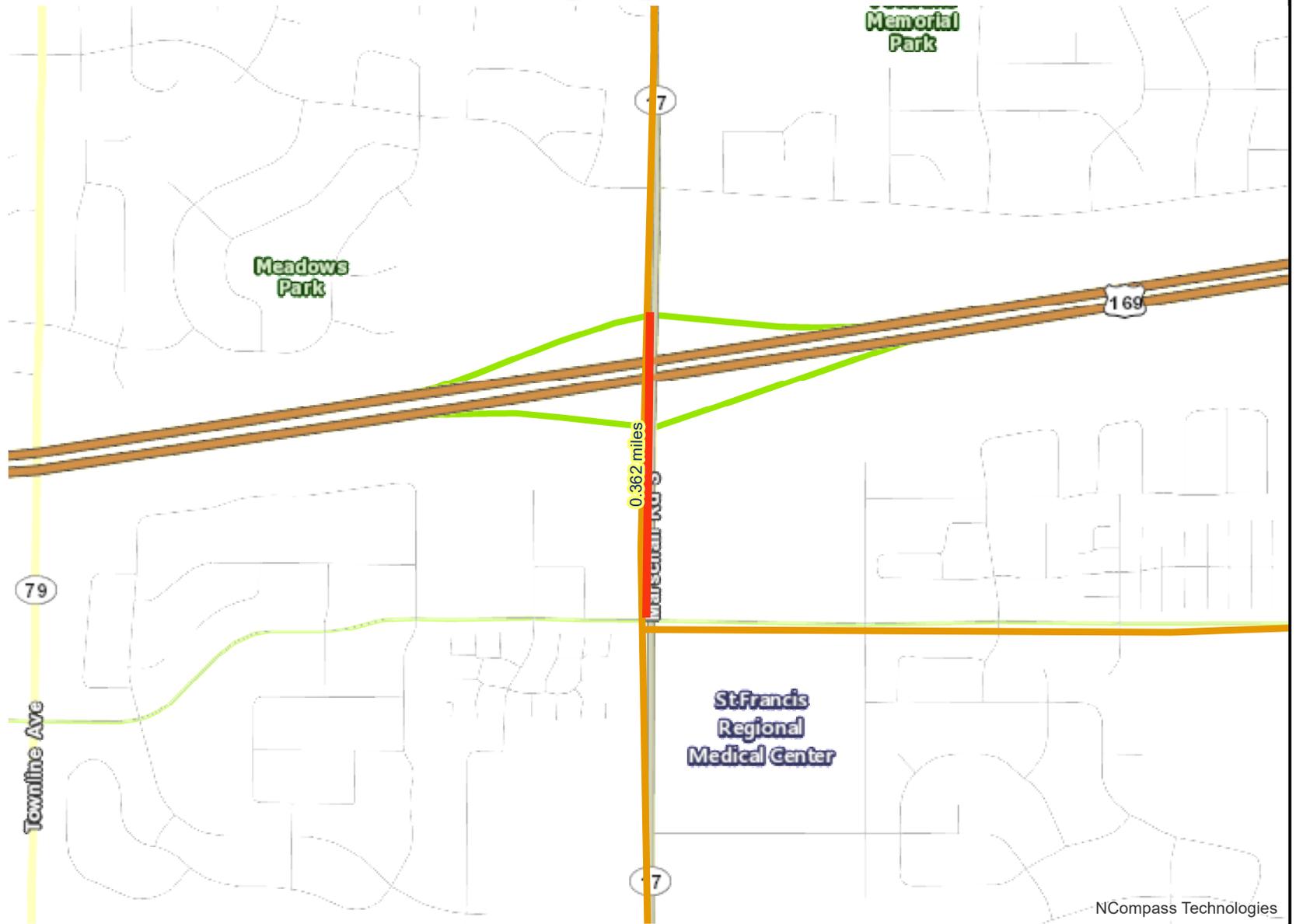
Cost Effectiveness \$0.00

Other Attachments

File Name	Description	File Size
169_CH17 Bridge Trail - All Web Maps.pdf	All Make-A-Map web-based application Maps	7.1 MB
17 bridge One Page Summary.pdf	One Page Summary	477 KB
17 bridge photo.pdf	Corridor Photo	418 KB
180618_SHakopee Ltr of Support.doc.pdf	Shakopee Support Letter	90 KB
CH 17 Trail - Layout.pdf	Layout	2.1 MB
cmf 9250 - Install shared use path.pdf	CMF 9250	124 KB
Support ltr Scott Co- County 17 Trail.pdf	MnDOT Support Letter	468 KB
TAB resolution.pdf	Scott County Resolution	74 KB

Project to RBTN Orientation

Multiuse Trails and Bicycle Facilities Project: US169_CH17_Trail | Map ID: 1529426601319



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



Created: 6/19/2018
LandscapeRSA6



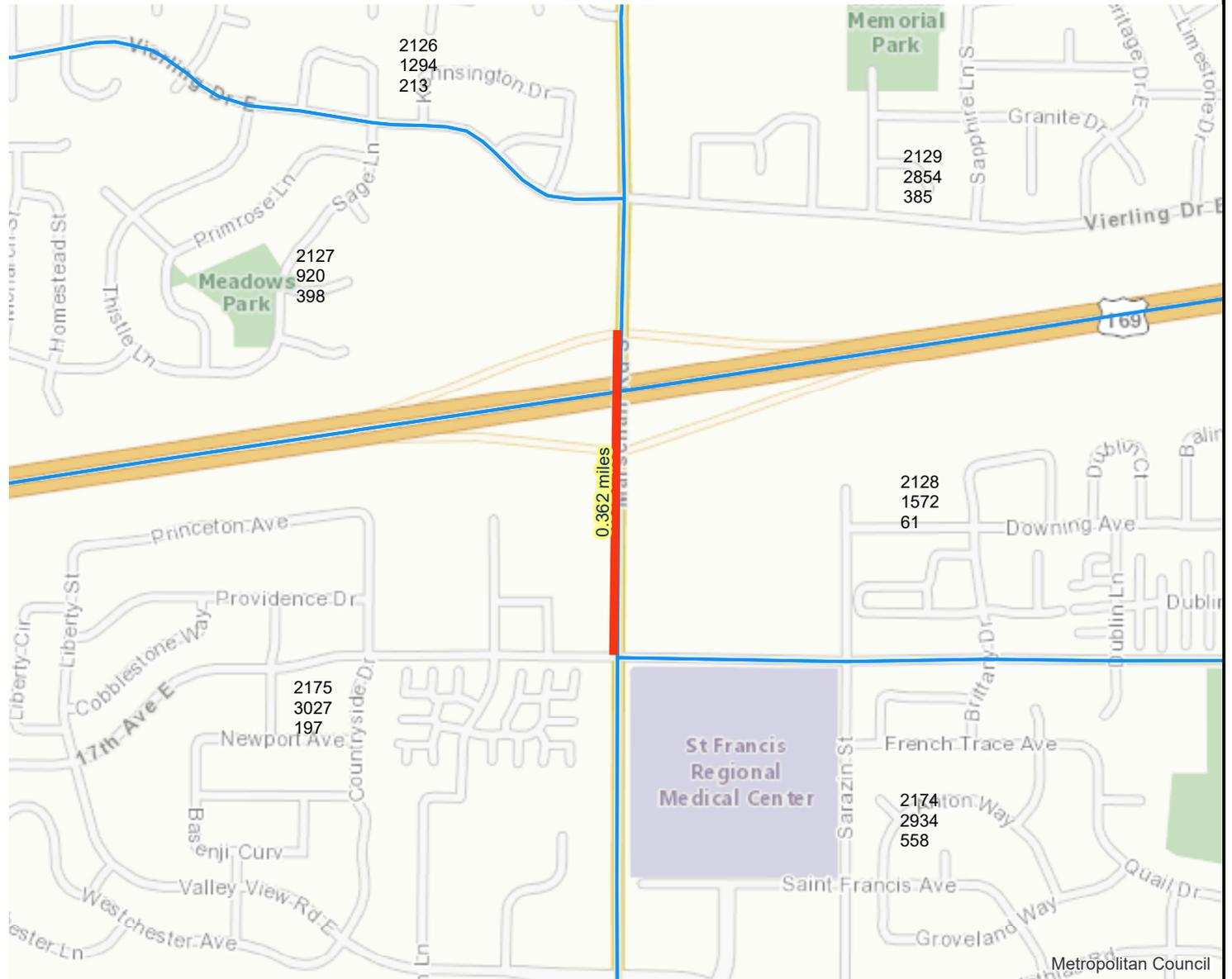
For complete disclaimer of accuracy, please visit <https://giswebsite.metc.state.mn.us/gissitenew/notice.aspx>



NCompass Technologies

Population/Employment Summary

Multiuse Trails and Bicycle Facilities Project: US169_CH17_Trail | Map ID: 1529426601319



Results

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

 Project
 2010 TAZ



Created: 6/19/2018
 LandscapeRSA4



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



PEDESTRIAN AND BICYCLE TRAILS

INTRODUCTION

Scott County recognizes the important role of bicycle and pedestrian facilities for transportation, recreation, and fitness. There is a high demand within the County and local communities for connected and accessible bicycle and pedestrian facilities.

The County has over 70 miles of trails along county roadways. Most of these trails are located in the cities of Savage, Shakopee and Prior Lake. The County also has over 34 miles of sidewalks spread throughout all of the cities in Scott County. As the size of the trail and sidewalk system has grown, residents have asked for more regular and long term maintenance of trails and sidewalks. The County works with municipalities, Townships, SMSC and other agencies such as Three Rivers Park District and the DNR to maintain trails and sidewalks. These partnerships include but are not limited to pavement preservation activities, pavement repair, debris removal, snow plowing, and mowing. These maintenance activities are designed around preservation of public investment and user demand in the trail and sidewalk system to provide an adequate level of service to the users of these trails/sidewalks, and inclusion with ADA improvements to existing trails/sidewalks for year round enjoyment and transportation use of the corridor.

STRATEGY

In general, the County's highways are high volume, high-speed facilities. Separated bicycle and pedestrian facilities are an important element of a safe, multi-modal, and efficient transportation system within the County. Scott County also recognizes the importance of providing continuous facilities across physical and jurisdictional boundaries for year round enjoyment.

As new trails and sidewalks are constructed, the improvements will be added to existing maintenance agreements. If the County initiates a project, and no partner is available to maintain the improvement under existing agreements, the County will maintain the bike/pedestrian improvement.

Scott County will continue current partnerships but also pursue new opportunities to partner with the state agencies, other counties, cities and townships to maximize efficiency of maintenance operations through agreements. These activities can include such items as pavement preservation, snow removal, mowing and stormwater.

The Global Maintenance Agreement governs bikeway/trails between the County and three local municipalities: Shakopee, Prior Lake, and Savage. The Global Maintenance Agreement incorporates a level of service for trail and sidewalk maintenance.

1) Routine maintenance, such as patching, snow plowing, signing, trash removal, mowing, shall be the responsibility of the City.

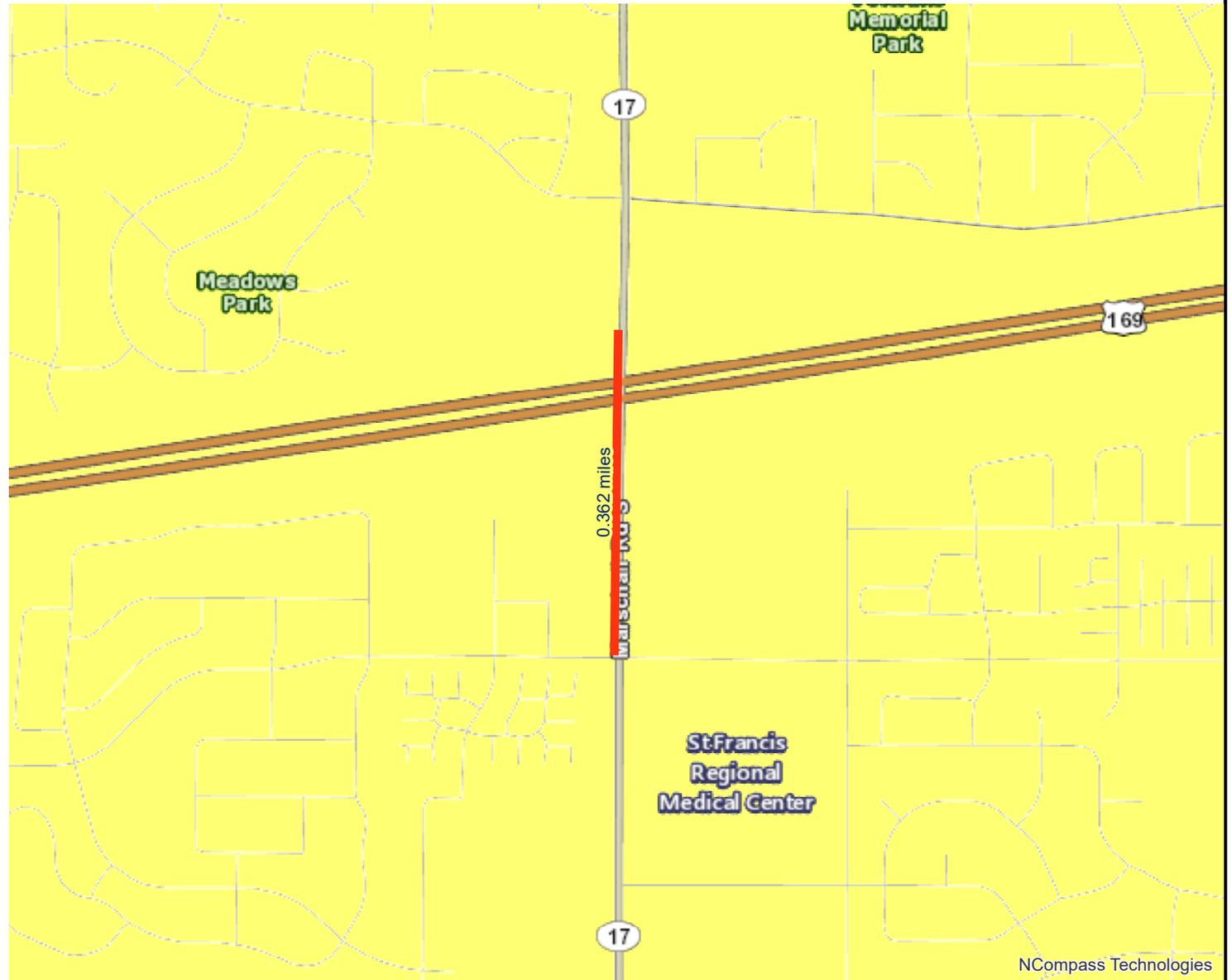
2) The City, with the assistance of the County, shall prepare a pavement preservation plan for the trails and sidewalks along County highways within the City. The County and city should reach an agreement on major surface maintenance activities at

Socio-Economic Conditions

Multiuse Trails and Bicycle Facilities Project: US169_CH17_Trail | Map ID: 1529426601319

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

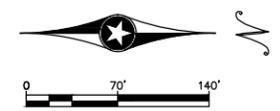
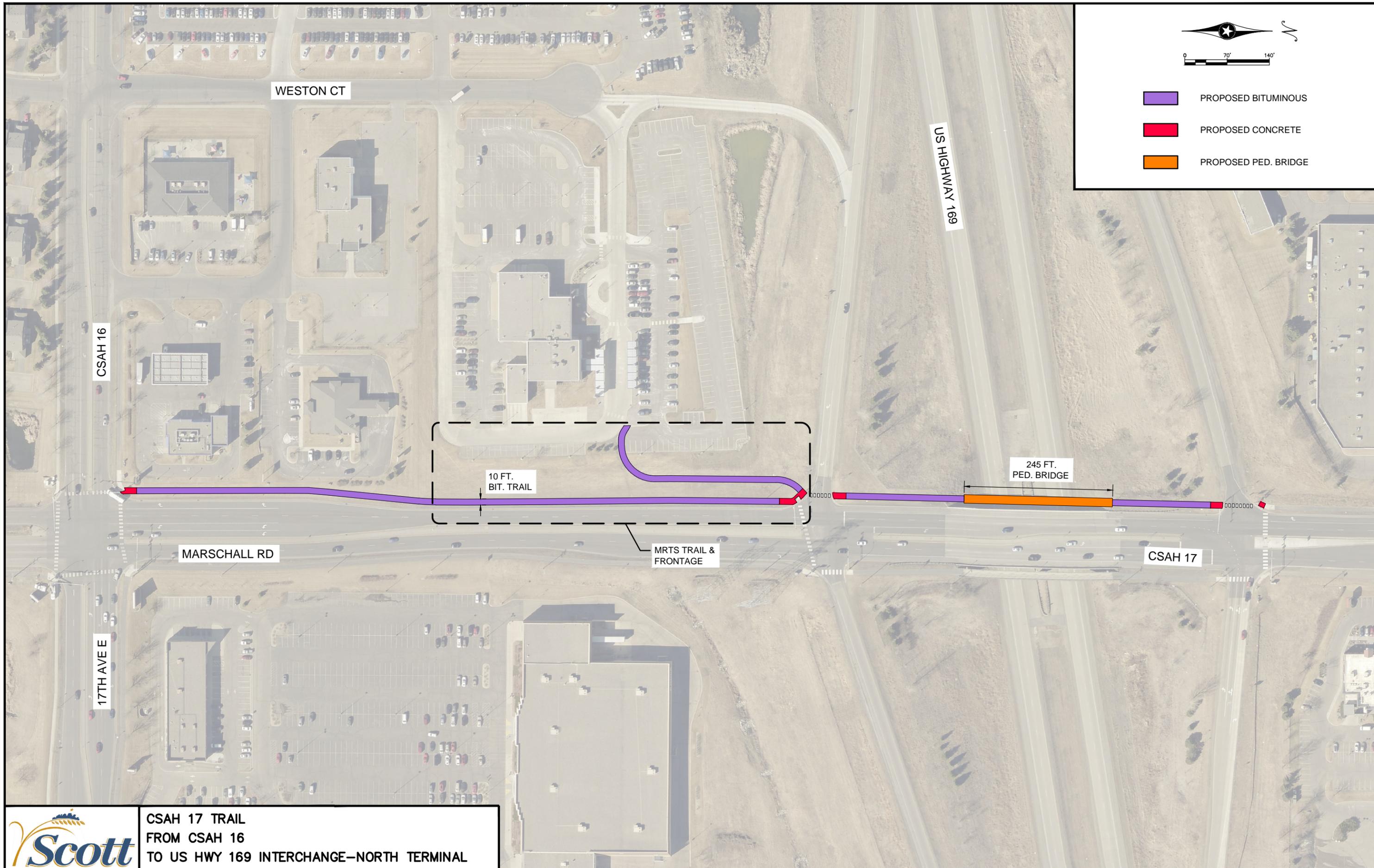


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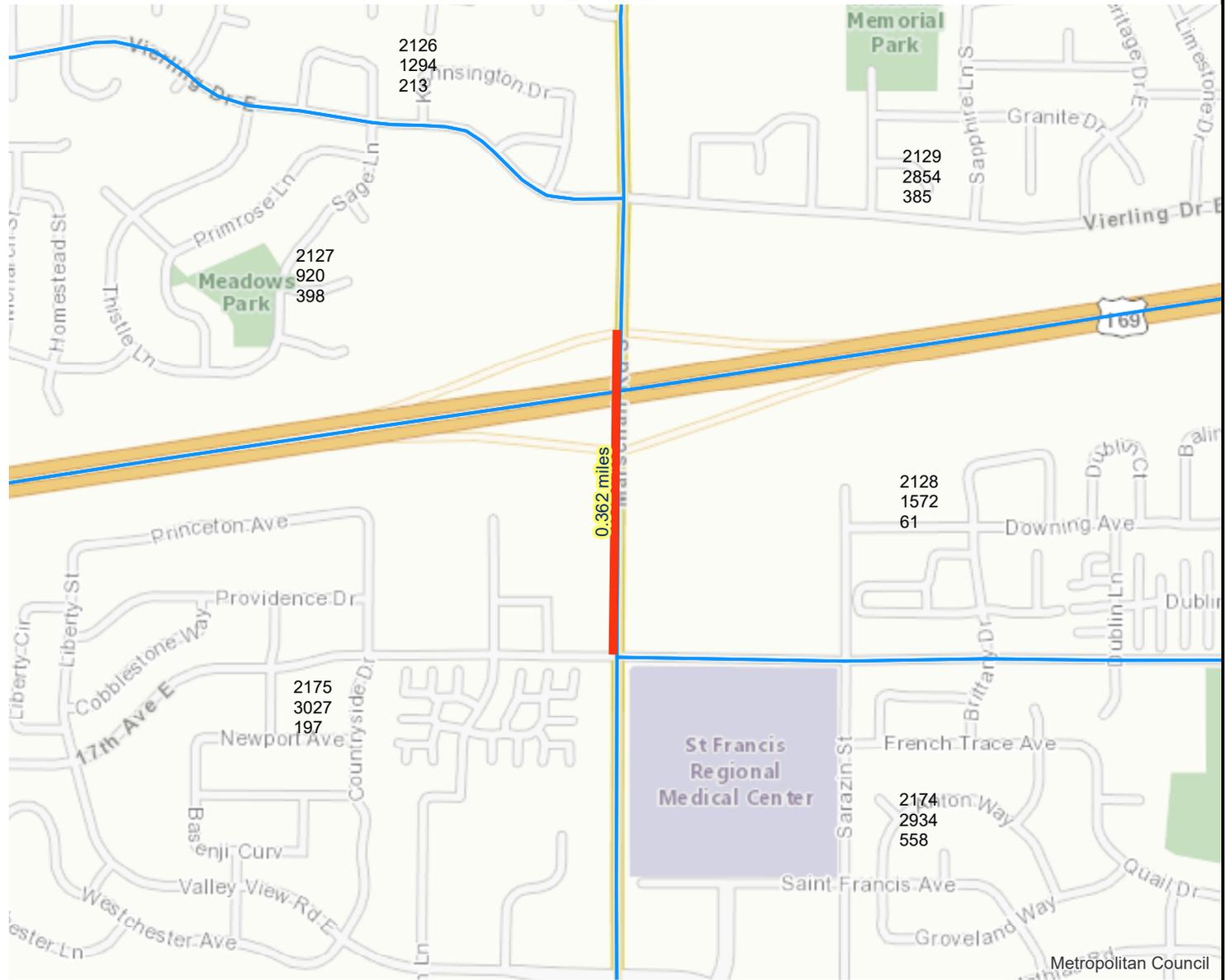


- PROPOSED BITUMINOUS
- PROPOSED CONCRETE
- PROPOSED PED. BRIDGE


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

Population/Employment Summary

Multiuse Trails and Bicycle Facilities Project: US169_CH17_Trail | Map ID: 1529426601319



Results

Within ONE Mile of project:
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 Total Employment: 6550

 Project
 2010 TAZ



Created: 6/19/2018
 LandscapeRSA4



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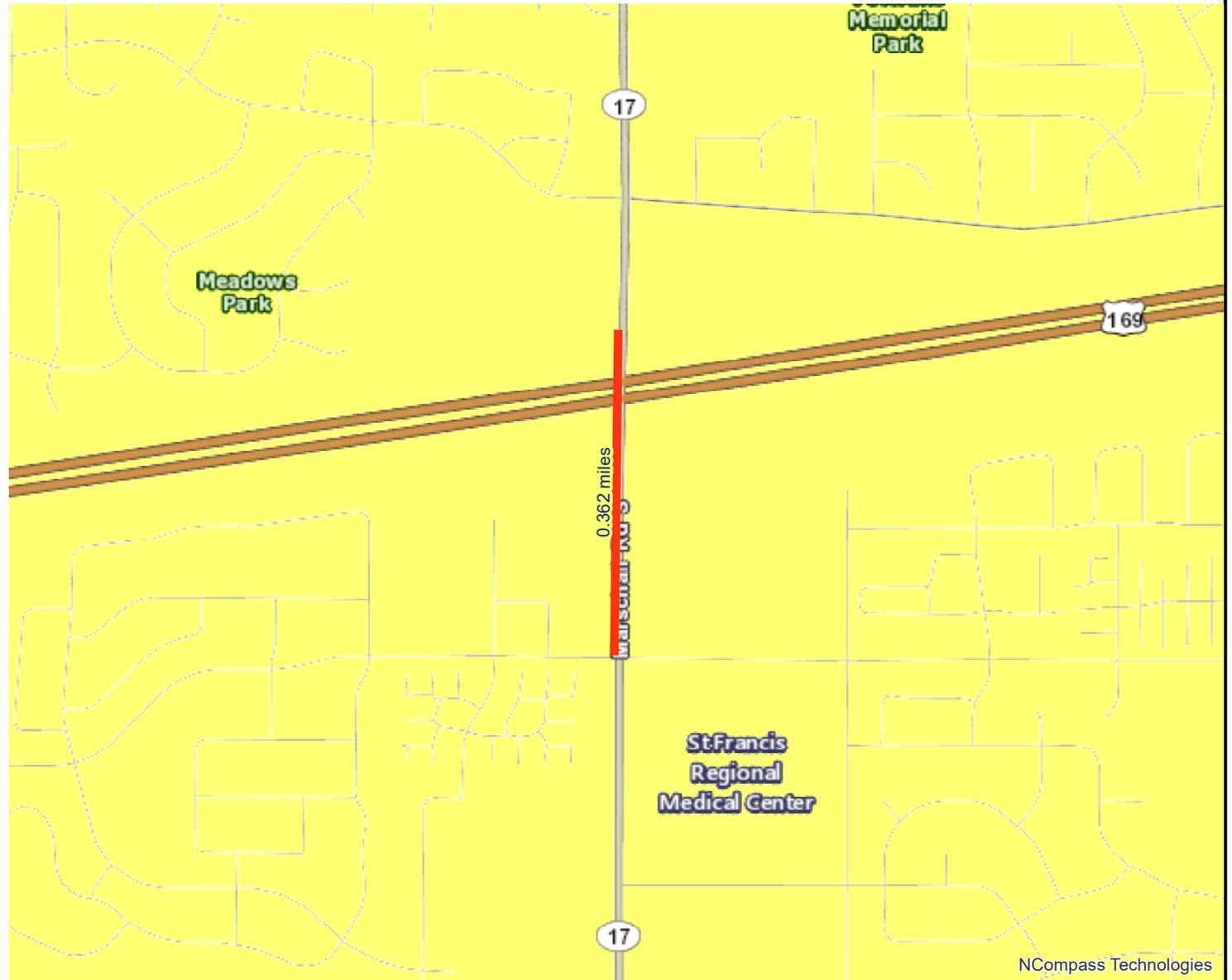


Socio-Economic Conditions

Multiuse Trails and Bicycle Facilities Project: US169_CH17_Trail | Map ID: 1529426601319

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 Area of Concentrated Poverty

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Created: 6/19/2018
LandscapeRSA2



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Project to RBTN Orientation

Multiuse Trails and Bicycle Facilities Project: US169_CH17_Trail | Map ID: 1529426601319



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



Created: 6/19/2018
LandscapeRSA6



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



NCompass Technologies

One Page Summary

Project Name: CH 17 Pedestrian/Bicycle Bridge

Applicant: Scott County

Project Location: City of Shakopee

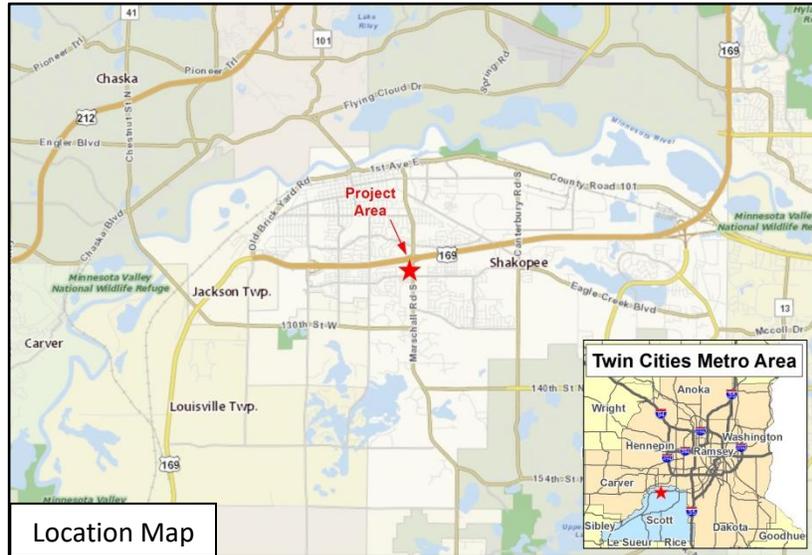
Route: From CSAH 16 to US 169 and CSAH 17 NW Ramp

Requested Award Amount:
\$950,080

Total Project Cost:
\$1,187,600

Project Description: The project will construct a pedestrian/bike overpass of TH 169 on the west side of CSAH 17 from CSAH 16 to the NW ramp of TH 169 and a trail segment gap along the west side of CSAH 17 in existing right-of-way. CSAH 17 is an A-Minor Expander in Scott County. CSAH 17/TH 13 runs the entire north-south distance through the County. There is no existing trail crossing on the west side of CSAH 17 to connect residents that live on either side of TH 169 and west of CSAH 17.

The bike and pedestrian bridge on the west side of CSAH 17 closes the gap and provides a facility that crosses TH 169, a major barrier for a RBTN Tier 2 Alignment. The project will provide a direct pedestrian link to the Marschall Road Transit Center, which is located on the west side of CSAH 17. Since there is no trail on the west side of CSAH 17 along the transit center's frontage, there is no way for pedestrians/bicyclists to conveniently access the transit center and connect with the non-motorized travel linkage in this corridor. In addition, the project will connect residents on the southwest side of US 169 to a community grocery store/shopping area on the northwest side of US 169.



Project Benefits: Close System Gap, Provides bike/ped access to Marschall Road Transit Station

Google Maps 1744 Marschall Rd



Shakopee, Minnesota

Google, Inc.

Street View - Nov 2017

Image capture: Nov 2017 © 2018 Google



June 18, 2018

Craig Jenson
Transportation Planning Manager
Scott County Transportation Services
600 Country Trail East
Jordan, MN 55352

RE: TH 169 Pedestrian/Bicycle Bridge

Dear Mr. Jenson:

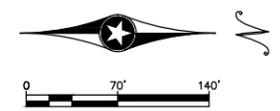
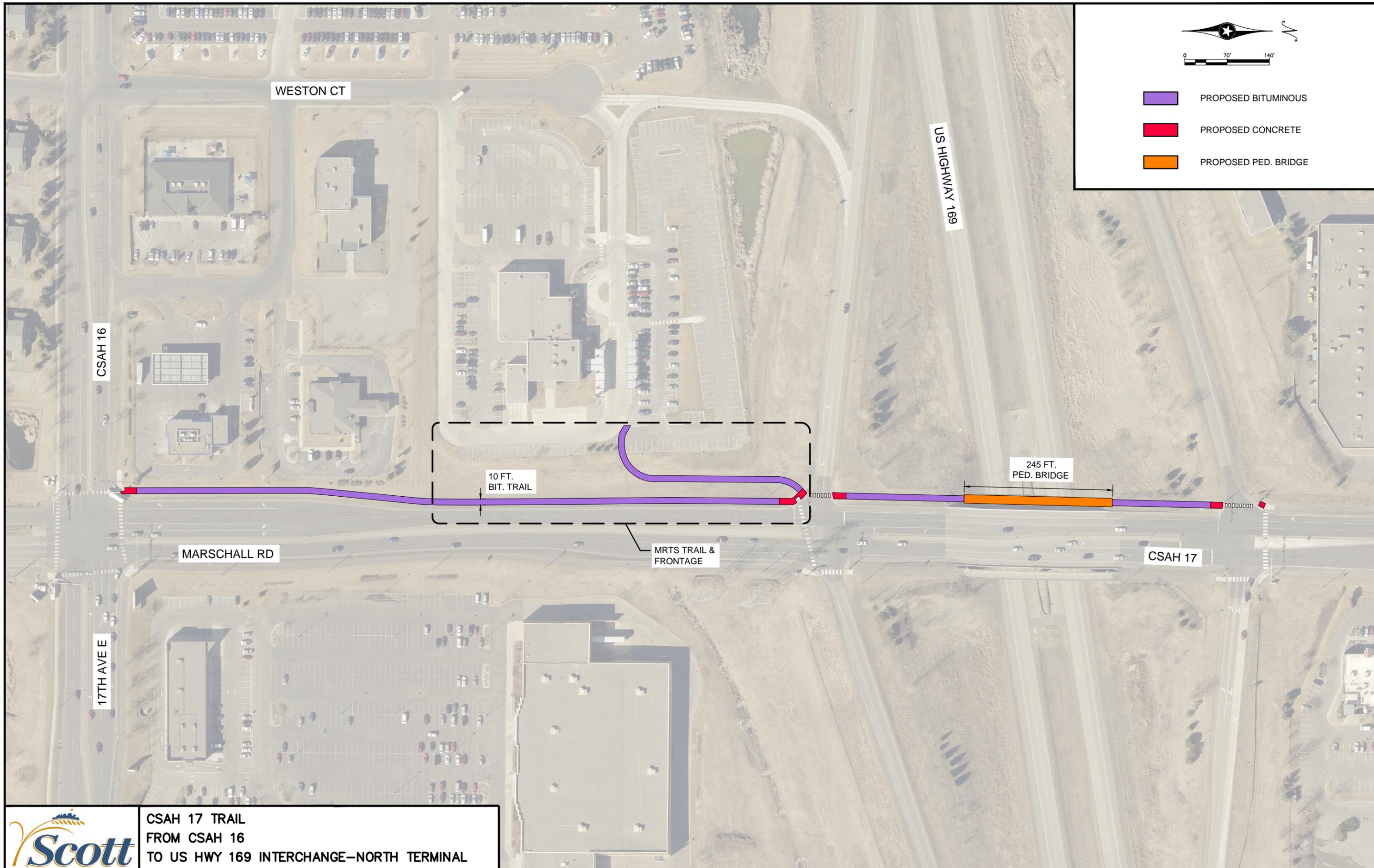
The City of Shakopee is aware Scott County is applying for federal funding through the Metropolitan Council's Regional Solicitation for a pedestrian/bicycle bridge over US 169 on the west side of CSAH 17, under the Multiuse Trails and Bicycle Facilities category.

The project will construct a pedestrian/bicycle overpass of TH 169 on the west side of CSAH 17 from CSAH 16 to the NW ramp of TH 169. The project will also construct a trail gap segment along the west side of CSAH 17 connecting to the Marschall Road Transit Station.

The City of Shakopee supports the layout and we are supportive of the Regional Solicitation application. Please let me know if there is any additional information you need from us regarding this funding application.

Sincerely,

Steven L. Lillehaug, PE, PTOE
City Engineer/Public Works Director



- PROPOSED BITUMINOUS
- PROPOSED CONCRETE
- PROPOSED PED. BRIDGE


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



CMF / CRF Details

CMF ID: 9250

Install shared path

Description:

Prior Condition: No shared path present

Category: Bicyclists

Study: [Statewide Analysis of Bicycle Crashes, Alluri et al., 2017](#)

Star Quality Rating:

 [\[View score details\]](#)

Crash Modification Factor (CMF)

Value: 0.75

Adjusted Standard Error:

Unadjusted Standard Error:

Crash Reduction Factor (CRF)

Value: 25 (This value indicates a **decrease** in crashes)

Adjusted Standard Error:

Unadjusted Standard Error:

Applicability

Crash Type:	Vehicle/bicycle
Crash Severity:	All
Roadway Types:	Principal Arterial Other
Number of Lanes:	6
Road Division Type:	Divided by Median
Speed Limit:	
Area Type:	Urban
Traffic Volume:	5700 to 98500 <i>Annual Average Daily Traffic (AADT)</i>
Time of Day:	Not specified

If countermeasure is intersection-based

Intersection Type:	
Intersection Geometry:	
Traffic Control:	
Major Road Traffic Volume:	
Minor Road Traffic Volume:	

Development Details

Date Range of Data Used:	2011 to 2014
Municipality:	
State:	FL
Country:	

Type of Methodology Used:	Regression cross-section
Sample Size Used:	

Other Details	
Included in Highway Safety Manual?	No
Date Added to Clearinghouse:	Jun-17-2018
Comments:	Minor arterial, major collector, and minor collector facility types were also included.

This site is funded by the U.S. Department of Transportation Federal Highway Administration and maintained by the University of North Carolina Highway Safety Research Center

The information contained in the Crash Modification Factors (CMF) Clearinghouse is disseminated under the sponsorship of the U.S. Department of Transportation in the interest of information exchange. The U.S. Government assumes no liability for the use of the information contained in the CMF Clearinghouse. The information contained in the CMF Clearinghouse does not constitute a standard, specification, or regulation, nor is it a substitute for sound engineering judgment.



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

June 20, 2018

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

**Re: Letter of Support for Scott County
Metro Council/Transportation Advisory Board 2018 Regional Solicitation Funding Request for
County 17 Trail Project**

Dear Ms. Freese,

This letter documents MnDOT Metro District's support for Scott County's funding request to the Metro Council for the 2018 regional solicitation for 2022-23 funding for the County 17 trail project.

As proposed, this project would impact MnDOT right-of-way on US 169. As the agency with jurisdiction over US 169, MnDOT will support Scott County and will allow the improvements proposed in the application for the County 17 Trail project. Details of a future maintenance agreement with Scott County 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 Scott County 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 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 Director
Dan Erickson, Metro State Aid Engineer

**BOARD OF COUNTY COMMISSIONERS
SCOTT COUNTY, MINNESOTA**

Date:	July 10, 2018
Resolution No.:	2018-111
Motion by Commissioner:	Beard
Seconded by Commissioner:	Ulrich

**RESOLUTION NO. 2018-111; AUTHORIZING SUBMITTAL OF
TRANSPORTATION PROJECTS TO THE TRANSPORTATION ADVISORY BOARD
FOR CONSIDERATION IN THE 2018 REGIONAL SOLICITATION PROCESS**

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

WHEREAS, funding is available in the 2020-2023 federal fiscal years; and

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

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

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

WHEREAS, the projects are also consistent with the Scott County Transportation Plan and Scott County Parks Plan; and

WHEREAS, the Scott County Board of Commissioners desires to submit and support these projects:

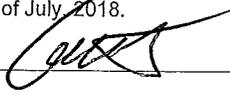
1. CH 16 from CH 18 to TH 13
2. TH 13 and Dakota Interchange
3. CH 17 Bike/Ped Overpass of US 169 & MRTS connection
4. Merriam Junction Trail
5. CH 16 ADA Project – Savage
6. Scott County Transportation Demand Management (TDM)
7. TH169 Interim Bus Service (from Shakopee to Golden Valley)

NOW, THEREFORE BE IT RESOLVED, that the Scott County Board of Commissioners hereby supports the submittal of the above named projects to the Transportation Advisory Board for consideration in the 2018 Regional Solicitation Process.

COMMISSIONERS	VOTE			
Weckman Brekke	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Absent	<input type="checkbox"/> Abstain
Wolf	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Absent	<input type="checkbox"/> Abstain
Beard	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Absent	<input type="checkbox"/> Abstain
Beer	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Absent	<input type="checkbox"/> Abstain
Ulrich	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Absent	<input type="checkbox"/> Abstain

State of Minnesota)
County of Scott)

I, Gary L. Shelton, duly appointed qualified County Administrator for the County of Scott, State of Minnesota, do hereby certify that I have compared the foregoing copy of a resolution with the original minutes of the proceedings of the Board of County Commissioners, Scott County, Minnesota, at their session held on the 10th day of July, 2018 now on file in my office, and have found the same to be a true and correct copy thereof.
Witness my hand and official seal at Shakopee, Minnesota, this 10th day of July, 2018.



County Administrator

Administrator's Designee