



Application

10350 - 2018 Multiuse Trails and Bicycle Facilities

11036 - Merriam Junction Trail

Regional Solicitation - Bicycle and Pedestrian Facilities

Status: Submitted  
Submitted Date: 07/13/2018 3:18 PM

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## Primary Contact

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Salutation First Name Middle Name Last Name

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**Department:** Transportation Services

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**\*** Jordan Minnesota 55352  
City State/Province Postal Code/Zip

**Phone:\*** 952-496-8012  
Phone Ext.

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

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## 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

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## Project Information

Project Name Merriam Junction Trail

Primary County where the Project is Located Scott

Cities or Townships where the Project is Located: Louisville Township

Jurisdictional Agency (If Different than the Applicant):

Brief Project Description (Include location, road name/functional class, type of improvement, etc.)  
The Merriam Junction Trail will construct 2.2 miles of trail on the former Union Pacific Rail line now under Scott County ownership. The connection will go from the US Fish and Wildlife Louisville Swamp Trailhead and cross the Minnesota River into the City of Carver in Carver County.

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

TIP Description Guidance (will be used in TIP if the project is selected for funding) Construct trail from the US Fish and Wildlife Louisville Swamp Trailhead to the City of Carver

Project Length (Miles) 2.2

*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)

**Federal Amount** \$5,500,000.00  
**Match Amount** \$4,900,000.00  
*Minimum of 20% of project total*  
**Project Total** \$10,400,000.00  
**Match Percentage** 47.12%

*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:** 2023

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

### Additional Program Years:

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

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## Project Information

**County, City, or Lead Agency** Scott County  
**Zip Code where Majority of Work is Being Performed** 55379  
**(Approximate) Begin Construction Date** 06/01/2023  
**(Approximate) End Construction Date** 11/30/2024  
**Name of Trail/Ped Facility:** Merriam Junction Trail  
*(i.e., CEDAR LAKE TRAIL)*

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

**From:** US Fish and Wildlife Louisville Swamp Trailhead  
**(Intersection or Address)**

**To:** City of Carver  
**(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** Bikepath, Bridge

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

### BRIDGE/CULVERT PROJECTS (IF APPLICABLE)

**Old Bridge/Culvert No.:**

**New Bridge/Culvert No.:** Unknown

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

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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 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.

Minnesota River Bluff Extension and Scott County Connection Regional Trail Master Plan (February 2011) Page 18

Shakopee Comprehensive Plan, Transportation Plan

-Pedestrian Safety and Access Page 38

-Trails Page 39

**List the applicable documents and pages:**

Scott County 2030 Comprehensive Plan,  
-Transportation Plan Chapter 6, Page VI-67, -Policy i.1, 2, 5, 7 & 8

-Parks and Trails Chapter 7, Pages VII-47 & 51 -  
Louisville Trail Corridor

DRAFT Scott County 2040 Comprehensive Plan,  
-Transportation Plan Chapter 6, Page VI-65 Policy h.1, 2, 9, & 10

-Park and Trails Chapter 7, Pages VII-57 & 58  
Louisville Trail Corridor

*(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**

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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)	\$520,000.00
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	\$350,000.00
Bridge	\$7,010,000.00
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>\$7,880,000.00</b>

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## Specific Bicycle and Pedestrian Elements

<b>CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES</b>	<b>Cost</b>
Path/Trail Construction	\$1,720,000.00
Sidewalk Construction	\$0.00
On-Street Bicycle Facility Construction	\$0.00
Right-of-Way	\$0.00
Pedestrian Curb Ramps (ADA)	\$0.00
Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	\$0.00
Pedestrian-scale Lighting	\$0.00
Streetscaping	\$0.00
Wayfinding	\$0.00
Bicycle and Pedestrian Contingencies	\$800,000.00
Other Bicycle and Pedestrian Elements	\$0.00
<b>Totals</b>	<b>\$2,520,000.00</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>

### 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	\$10,400,000.00
Construction Cost Total	\$10,400,000.00
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 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

1531446097734\_UP Trail - Bike Corridor.pdf

Please upload attachment in PDF form.

## Measure A: Population Summary

Existing Population Within One Mile (Integer Only)	5857
Existing Employment Within One Mile (Integer Only)	1263
Upload the "Population Summary" map	1531446145187_UP Trail - PopEmployment.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.

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)

1531446199968\_Operations Plan - Pedestrian and Bicycle Trails - Page 46.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.

The Merriam Junction Trail has been part of planning efforts since 2007 when the Union Pacific first filed for abandonment of the railroad line. The acquisition of the property went thru extensive public participation as it involved both Scott County, the Scott County Regional Rail Authority, Carver County, Carver Regional Rail Authority, Three Rivers Park District, Metropolitan Council, and the City of Carver. The trail connection is in TPP as an RBTN corridor, where this process went thru outreach.

**Response:**

As construction plans are proposed, public information meetings will be held as a means to inform the public, to collect input and to have dialogue on ideas and potential conflicts. The most prevalent construction project for this trail segment will likely be the Minnesota River bridge crossing. This bridge will require a significant public involvement process as design plans, environmental considerations and cost estimates are determined. Scott and Carver Counties will be committed to working with residents and other agencies once the design process commences for the river bridge.

*(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 Merriam Junction Trail project is located in an area above the regional average for race or poverty. In Louisville Township, 11.1 percent of the population is nonwhite with 8.9 percent Hispanic or Latino (2010 U.S. Census). Approximately 15.2 percent of the population is below the poverty level according to the Poverty Status for Individuals computation from the U.S. Census Bureau, 2010-2014 American Community Survey 5-Year Estimate. Additionally, 9.6 percent of the population is over the age of 65.

The project will include a pedestrian crossing of the Minnesota River from the City of Carver to the US Fish and Wildlife Service Louisville Swamp Recreation Area. This pedestrian crossing of the Minnesota River is a safer for bicyclists and pedestrians compared to the existing crossings located on the shoulder of roadways of CSAH 9 in Jordan to the South or TH 41 in Jackson Township to the North. The Merriam Junction Trail river crossing provides a travel time savings as CSAH 9 and TH 41 crossings are 2 and 4 miles from the proposed trail crossing.

**Response:**

This regional trail segment is envisioned to accommodate a wide-range of user groups with varying abilities and offers access to many populations. With relatively flat grades established from the previous use as a railroad corridor, there is ample opportunity for trail visitors of all abilities to use the trail. The project will provide paved ADA access from the City of Carver to the US Fish and Wildlife Service Louisville Swamp Recreation Area which does not exist today, benefiting people with disabilities and elderly with access to something that they did not have access to before. This also provides a healthy alternative to using a vehicle to crossing the Minnesota River.

Ensuring that recreational opportunities are affordable and accessible (by various modes of transportation) to all citizens is an existing Scott County initiative. As such, there will be no fee charged for use of the trail by either Scott or Carver County.

*(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 opens convenient non motorized access to the City of Carver or to the US Fish and Wildlife property where access did not exist before. As the project is primarily on existing County property surrounded by DNR or US Fish and Wildlife property, there are no negative externalities created.

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

**Upload Map**

1531446455000\_UP 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
Not Available	2.2	1.0	0	0

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## Total Project Length

Total Project Length (as entered in the "Project Information" form) 2.2

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## Affordable Housing Scoring

Total Project Length (Miles) or Population 2.2

Total Housing Score 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

**Response:**

The project will provide a crossing of the Minnesota River and eliminate a gap in the RBTN Tier 2 Corridor. The Minnesota River is identified in the Met Council's Regional Bicycle Barriers Study as a Tier 1 Barrier Crossing one of the most difficult barriers to cross of regional significance. The project will construct a trail on the former UP Rail Line now owned by Scott and Carver County. Currently a portion of the trail is under construction from just east of the US Fish and Wildlife Louisville Swamp recreation area parking lot to the east side of US 169 via a trail and bridge. This project will extend a trail from the US Fish and Wildlife parking lot into the City of Carver/Carver County. This project provides the only non-motorized barrier crossing of the Minnesota River from Scott to Carver County. By connecting to Carver it would provide a connection for Scott County residents to the Minnesota River Bluffs Regional Trail that goes from Carver into Eden Prairie. It improves continuity between jurisdictions of Carver County/City of Carver and Scott County by providing significant safety and travel time savings for those using bikes or walking. Other crossings of the Minnesota River are on the shoulder of TH 41 which using existing roads to cross the river from the project's location is over 2.5 miles to the north. Using the shoulder of roads to get to the CSAH 9 river crossing is 6 miles to the south. These roads are not pedestrian or bike friendly as they do not have trails separating/protecting bike and pedestrian traffic from 55mph vehicle traffic on both TH 41 and CSAH 9.

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

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**Measure B: Project Improvements**

The project provides significant safety benefits as it would be the only non-motorized crossing of the Minnesota River from Scott to Carver County. To cross the Minnesota River as a cyclist or a pedestrian one currently needs to utilize the shoulder of TH 41 which is 2.5 miles to the north, or on the shoulder of CSAH 9 which 6 miles to the south of the proposed project. These roads are not pedestrian or bike friendly as they do not have trails separating the bike and pedestrian traffic from vehicle traffic.

MnDOT crash data requested for the years of 2013-2015 for CSAH 9 and TH 41 from TH 169 to the river crossing are as follows; 9 crashes on CSAH 9 and 64 crashes on TH 41. CSAH 9 is a 2 lane 55 mph roadway with over 6,000 vpd. Most crashes on CSAH 9 were failure to yield or run off the road crashes. Three of these crashes were B injury and one fatality. TH 41 is a two lane 55 mph roadway with over 18,000 vpd. Most of the crashes involved rear end crashes or run off the road due to peak hour congestion.

**Response:**

If one was to cycle or walk on CSAH 9 or TH 41 into Carver County they would eventually move to Carver County Road 11 (from CSAH 9) or to TH 41 located in downtown Chaska. Because the through movement should also be considered additional crash data was reviewed. It was determined that no bicycle or pedestrian crashes occurred in the timeframe on Carver County Road 11 but 4 crashes occurred in downtown Chaska on TH 41. 3 of these crashes on TH 41 involved bicycles with the fourth involving a pedestrian. 3 of the crashes reported no injury with the last crash involving a non-incapacitating injury. Only one crash occurred at night. Removing additional bicycles and pedestrians from downtown Chaska with the development of the Merriam Junction Trail could benefit the safety of those users.

TH 41 also serves as an access to the



Renaissance Festival which results in congestion on weekends and brings in people unfamiliar with the area. The project can provide non-motorized access to the adjacent Renaissance Festival as it currently experiences vehicle traffic on TH 169 & 41.

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

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## **Measure A: Multimodal Elements**

**Response:**

The Merriam Junction Trail project will provide a safe and relatively flat paved trail from the US Fish and Wildlife trailhead parking lot to the City of Carver/Carver County. In Carver County the project would connect to the existing Minnesota River Bluffs Regional Trail. This would be the only non motorized connection between Scott and Carver County. The US Fish and Wildlife will partner with Scott County to provide parking at the Louisville Swamp Trailhead and wildlife and historical interpretation for visitors using the Merriam Junction Trail. Additionally, the County will provide benches for rest and landscape viewing.

There is no fixed route transit in the immediate abandoned rail corridor; however dial a ride service in Scott County can drop off users to the US Fish and Wildlife trailhead. 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.

Once a traveler crosses into Carver County and the City of Carver they can then access transit services provided by SW Transit. SW Transit provides express route service to Downtown Minneapolis and the University of Minnesota through the Carver Station (Park & Ride) located approximately 1.7 miles away from the end of the Merriam Junction Trail in downtown Carver. Additional services are provided at the Chaska (East Creek Transit) Station roughly 4.3 miles away.

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

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## **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](#)**

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## 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

*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**

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

#### 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): \$10,400,000.00

Enter Amount of the Noise Walls: \$0.00

Total Project Cost subtract the amount of the noise walls: \$10,400,000.00

Points Awarded in Previous Criteria

Cost Effectiveness \$0.00

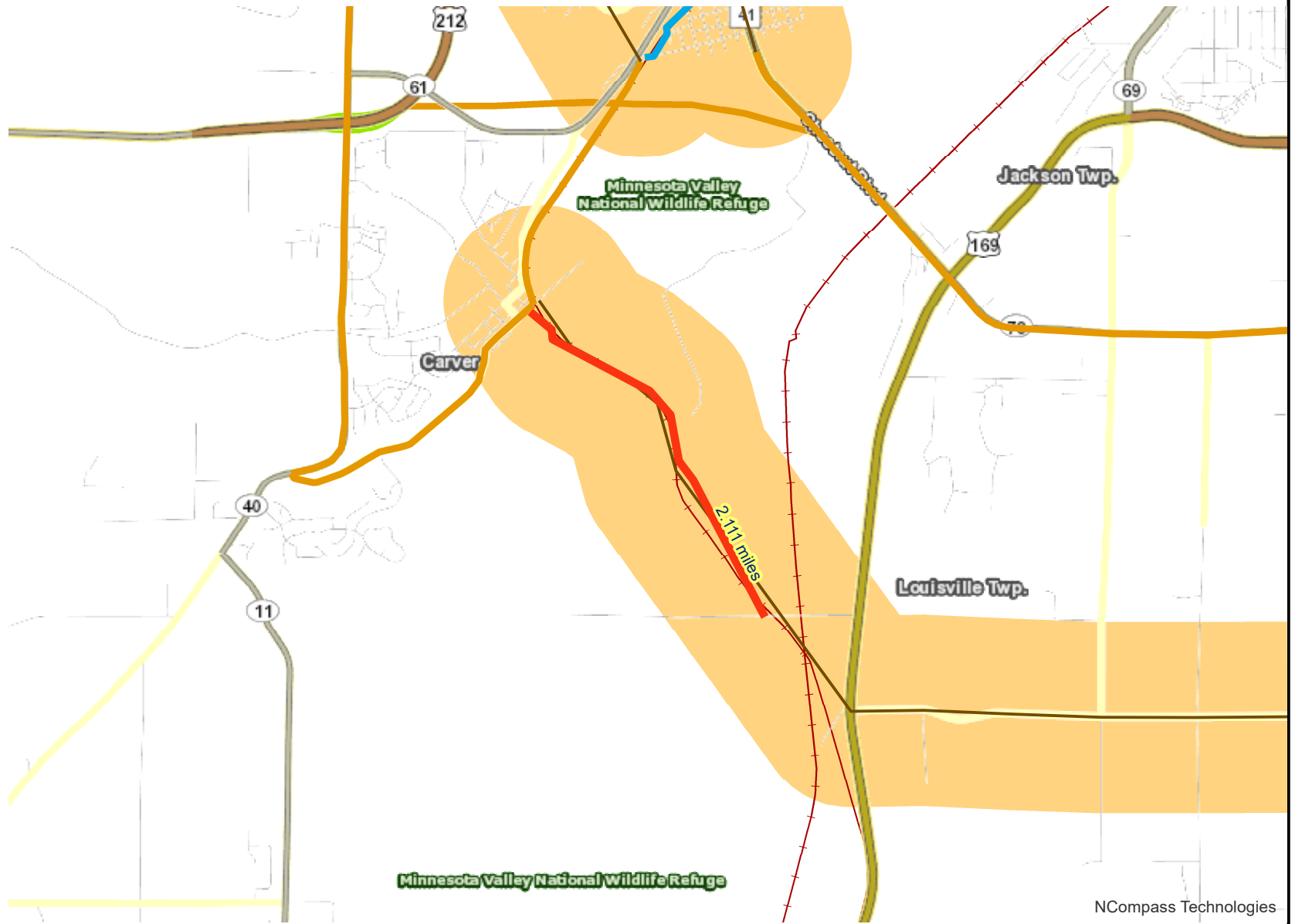
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### Other Attachments

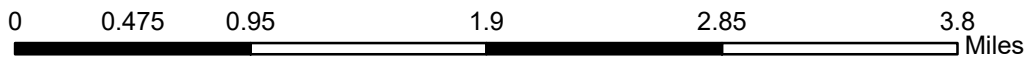
<b>File Name</b>	<b>Description</b>	<b>File Size</b>
Merriam Junction Trail - Support Letters.pdf	Letters of Support	1.6 MB
Merriam Junction Trail Layout - 2 Pages.pdf	Layout	1.8 MB
RBBS Map.pdf	Regional Bicycle Barriers Study Map	188 KB
TAB resolution.pdf	Scott County Resolution	74 KB
UP Rail Trail - Corridor Picture.pdf	Corridor Picture	613 KB
UP Rail Trail - One Page Summary.pdf	One Page Summary	555 KB
UP Trail - All Web Maps.pdf	All Web maps	7.5 MB

# Project to RBTN Orientation

Multiuse Trails and Bicycle Facilities Project: UP Rail Trail\_Scott County | Map ID: 1529437076733



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



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LandscapeRSA6



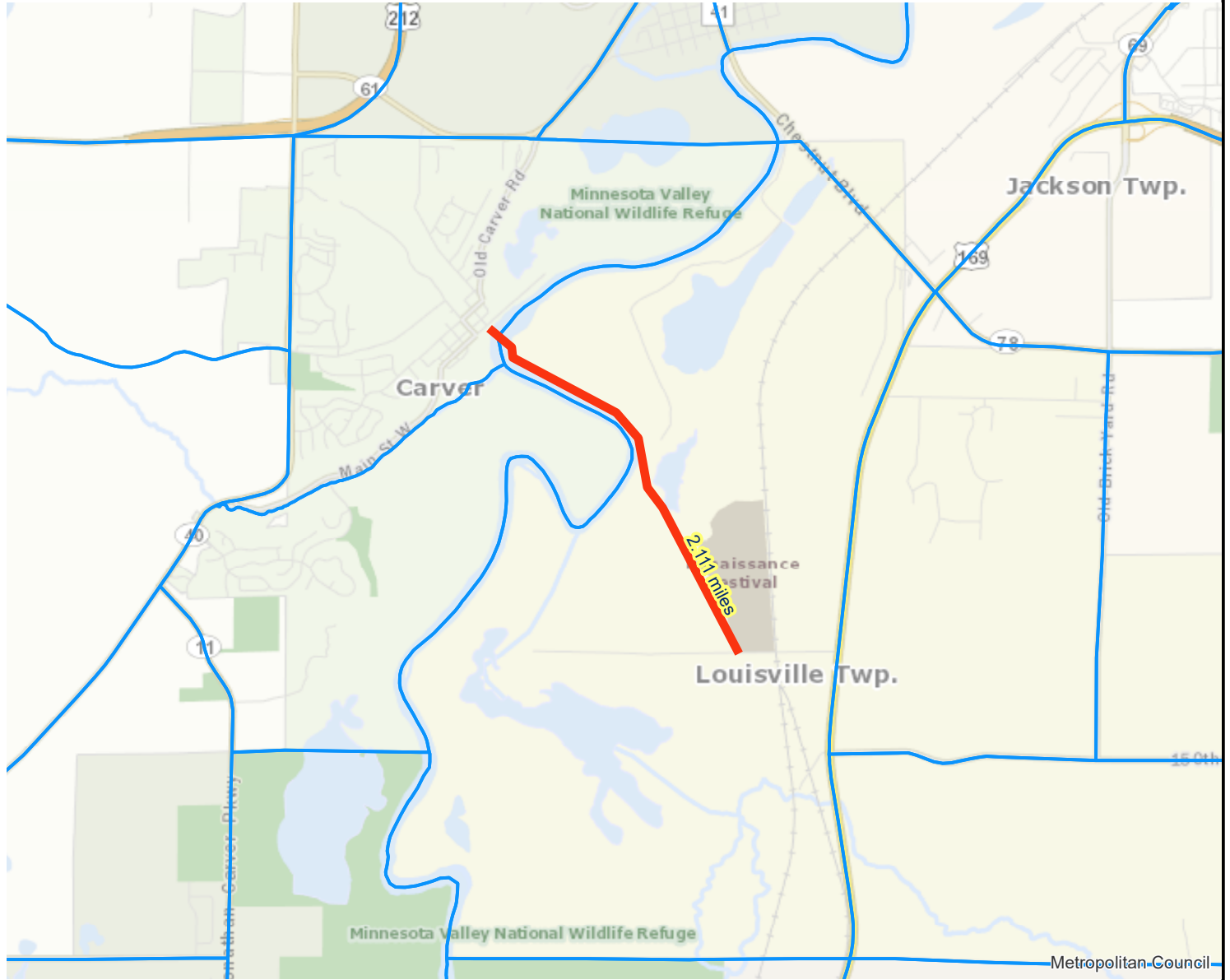
For complete disclaimer of accuracy, please visit  
<https://giswebsite.metc.state.mn.us/gissitenew/notice.aspx>

NCompass Technologies



# Population/Employment Summary

Multiuse Trails and Bicycle Facilities Project: UP Rail Trail\_Scott County | Map ID: 1529437076733



## Results

Within ONE Mile of project:  
Total Population: 5857  
Total Employment: 1263

-  Project
-  2010 TAZ



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LandscapeRSA4



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



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## 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

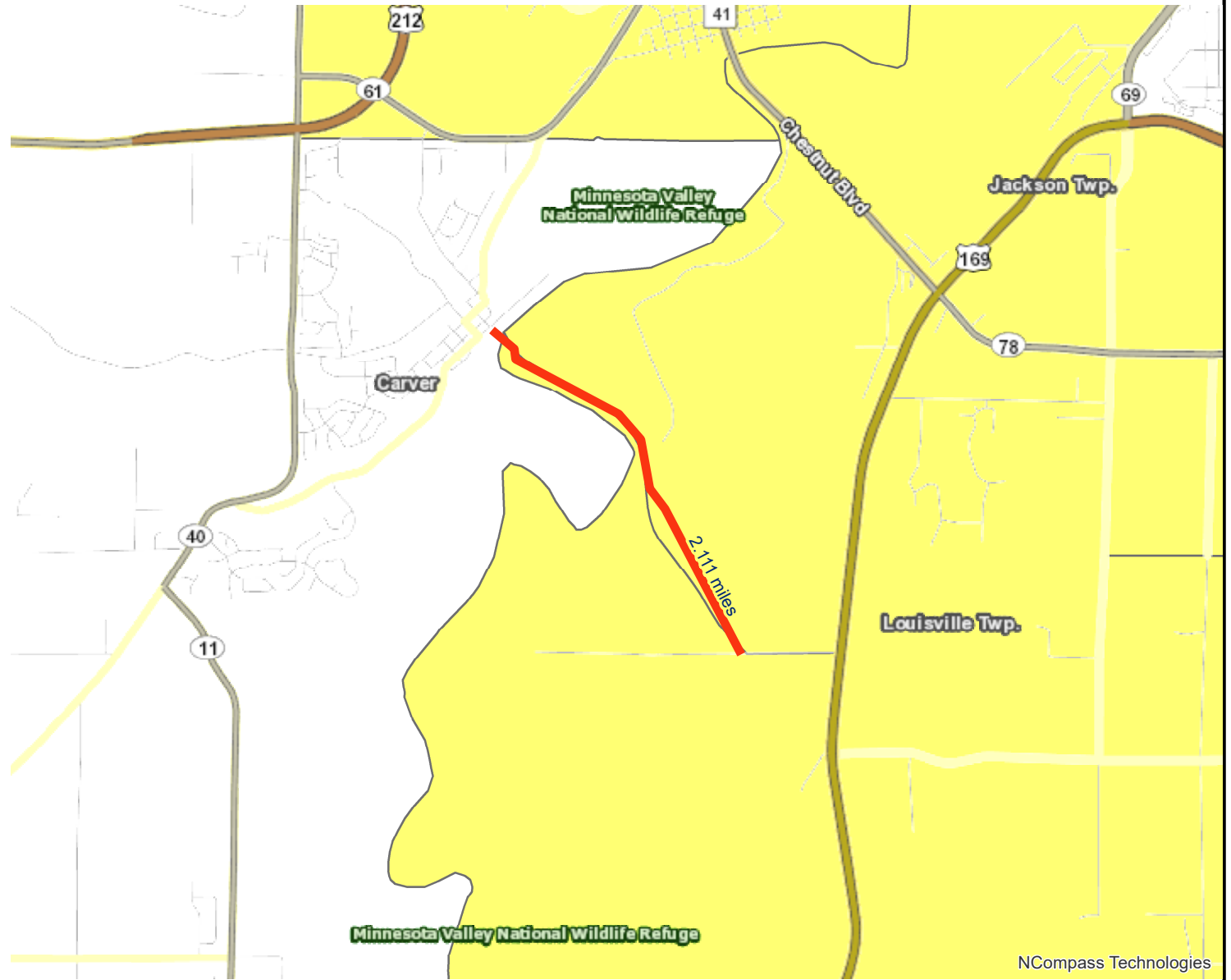


# Socio-Economic Conditions





Multiuse Trails and Bicycle Facilities Project: UP Rail Trail\_Scott County | Map ID: 1529437076733

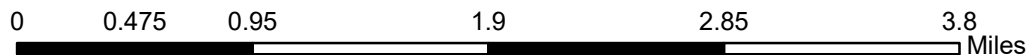
## Results

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



NCompass Technologies

-  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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LandscapeRSA2



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IN REPLY REFER TO:  
FWS/R3/NWRS/MNV

# United States Department of the Interior

## FISH AND WILDLIFE SERVICE

Minnesota Valley National Wildlife Refuge  
and Wetland management District  
Bloomington, Minnesota 55425



June 28, 2018

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

RE: Proposed UP Trail

Dear Mr. Jenson:

Minnesota Valley National Wildlife Refuge (Refuge) is aware Scott County is applying for federal funding through the Metropolitan Council's Regional Solicitation for a pedestrian/bicycle project, under the Multiuse Trails and Bicycle Facilities category.

The project will construct a regional pedestrian/bicycle path and bridges along the County owned section of the former UP rail line, including a crossing of the Minnesota River.

The Refuge supports the layout and we are supportive of the Regional Solicitation application. If granted, we will work closely with Scott County on shared priorities for the project (i.e. wildlife interpretation, parking access, etc). Please let me know if there is any additional information you need from us regarding this funding application.

I recommend you give this application your strongest consideration.

Sincerely,

Sarena M. Selbo  
Refuge Manager



Parks and Trails  
1200 Warner Road  
St Paul, MN 55106

June 22, 2018

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

Dear Mr. Jenson,

The Minnesota Department of Natural Resources – Parks and Trails Division is aware Scott County is applying for federal funding through the Metropolitan Council’s Regional Solicitation for a pedestrian/bicycle project, under the Multiuse Trails and Bicycle Facilities category.

The project will construct a regional pedestrian/bicycle trail and bridges along the County owned section of the former UP rail line, including a crossing of the Minnesota River.

The Minnesota Department of Natural Resources – Parks and Trails Division supports the general layout and are supportive of the Regional Solicitation application.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Rachel Hintzman'.

Rachel Hintzman  
Parks and Trails Area Supervisor

*Equal Opportunity Employer*



**Carver County  
Public Works**

11360 Highway 212, Suite 1  
Cologne, MN 55322

July 10, 2018

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

RE: Proposed UP Trail

Dear Mr. Jenson:

Carver County Regional Rail Authority is aware Scott County is applying for federal funding through the Metropolitan Council's Regional Solicitation for a pedestrian/bicycle project, under the Multiuse Trails and Bicycle Facilities category.

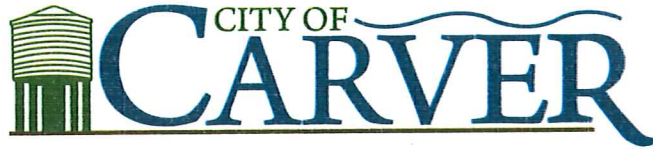
The project will construct a regional pedestrian/bicycle path and bridges along the County owned section of the former UP rail line, including a crossing of the Minnesota River.

Carver County Regional Rail Authority 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,

Lyndon Robjert  
Public Works Director  
County Engineer

*File Path: D:\Users\ckeller\AppData\Local\Microsoft\Windows\Temporary Internet Files\Content.IE5\K63OFYAE\Letter of Support.docx*



RECEIVED  
JUN 27 - 2018

June 27, 2018

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

RE: Proposed UP Trail

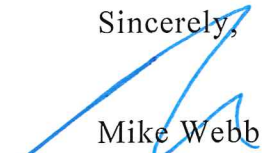
Dear Mr. Jenson:

The City of Carver is aware Scott County is applying for federal funding through the Metropolitan Council's Regional Solicitation for a pedestrian/bicycle project, under the Multiuse Trails and Bicycle Facilities category.

The project will construct a regional pedestrian/bicycle path and bridges along the County owned section of the former UP rail line, including a crossing of the Minnesota River.

The City of Carver 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,



Mike Webb  
Mayor



**ThreeRivers**  
PARK DISTRICT

Penny Steele  
District 1

July 11, 2018

Jennifer DeJournett  
District 2

Mr. Craig Jenson  
Scott County Transportation Services  
600 Country Trail East  
Jordan, MN 55352

Daniel Freeman  
Vice Chair  
District 3

Re: Merriam Junction Trail/Former UP Rail Line

John Gunyou  
Chair  
District 4

Dear Mr. Jenson,

Three Rivers Park District is aware that Scott County is applying for federal funding through the Metropolitan Council's Regional Solicitation for a pedestrian/bicycle project, under the Multiuse Trails and Bicycle Facilities category.

John Gibbs  
District 5

The project will construct a regional pedestrian/bicycle path and bridges along the County owned section of the former UP rail line, including a crossing of the Minnesota River.

Steven Antolak  
Appointed  
At Large

The Park District 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.

Gene Kay  
Appointed  
At Large

Sincerely,



Boe Carlson  
Superintendent

Boe R. Carlson  
Superintendent

# Merriam Junction Trail



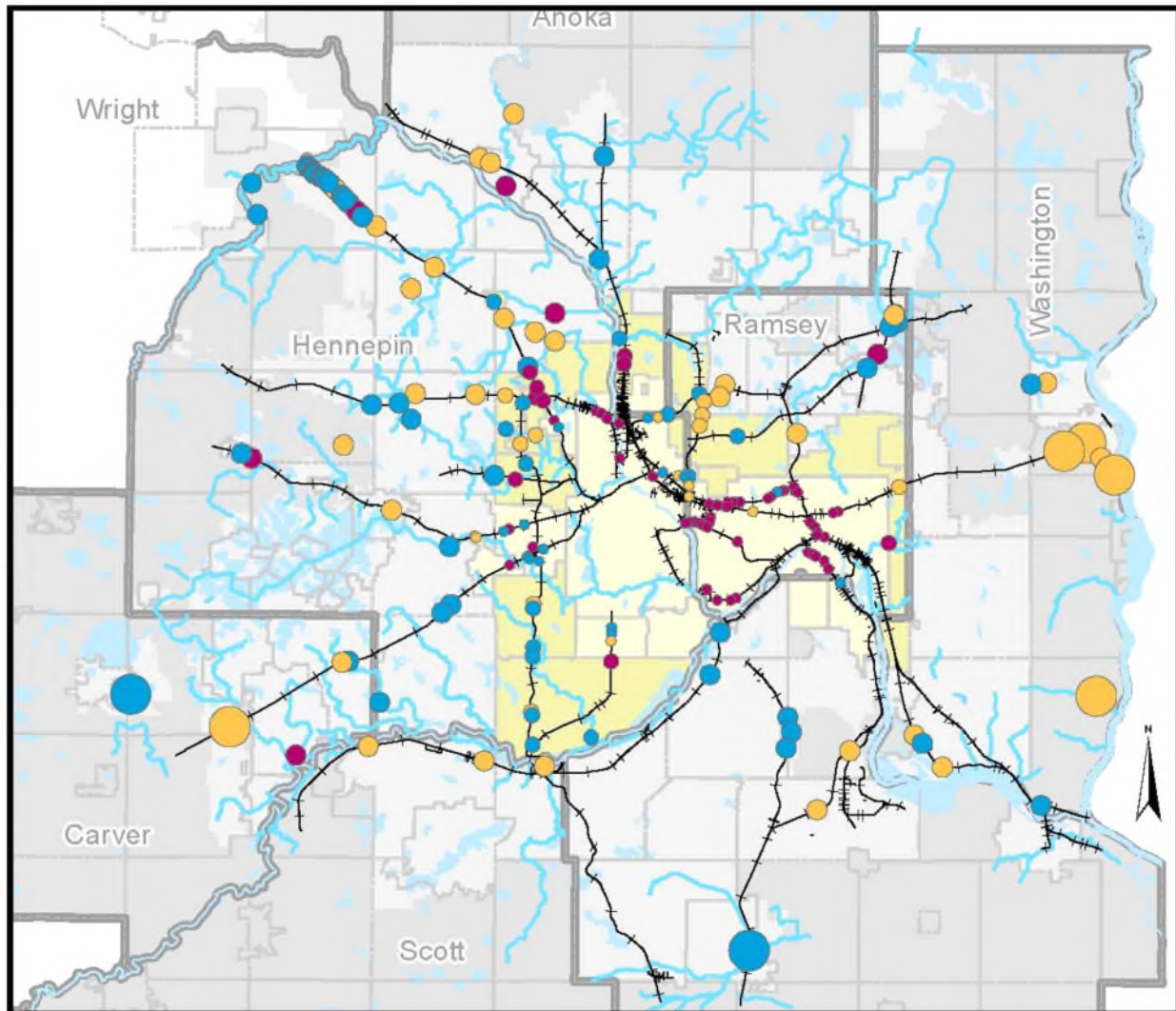
# Merriam Junction Trail





Figure 32: Regional Barrier Crossing Improvement Areas: Railroads and Streams

### Regional Bicycle Barrier Crossing Improvement Areas: Railroads and Streams



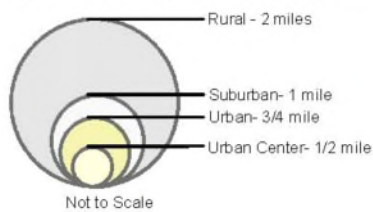
**Stream & Railway Barriers Crossing Area Tiers**

- Tier 1
- Tier 2
- Tier 3

**Regional Barriers**

- Freeways/Expressways
- Railroads
- Streams

**Barrier Crossing Area Diameters by Thrive Community designation**

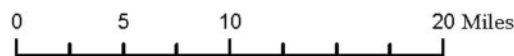


**Thrive Community Designation**

- Rural (Diversified Rural, Rural Residential, & Agricultural)
- Suburban (Suburban, Suburban Edge, & Emerging Sub Edge)
- Urban
- Urban Center

**Reference Items**

- Principal Arterial Highways
- Lakes and Rivers
- City Boundary
- County Boundary
- 2040 Urban Service Area MPO Area



Mar 2018

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

<b>Date:</b>	July 10, 2018
<b>Resolution No.:</b>	2018-111
<b>Motion by Commissioner:</b>	Beard
<b>Seconded by Commissioner:</b>	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 10<sup>th</sup> 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

# Merriam Junction Trail



Former UP Rail Corridor  
Looking Northwest toward the Minnesota River

# One Page Summary

**Project Name:** Merriam Junction Trail

**Applicant:** Scott County

**Project Location:**

Louisville Township

**Route:** From Louisville Swamp Trailhead to City of Carver/Carver County

**Requested Award**

**Amount:** \$5,500,000

**Total Project Cost:**

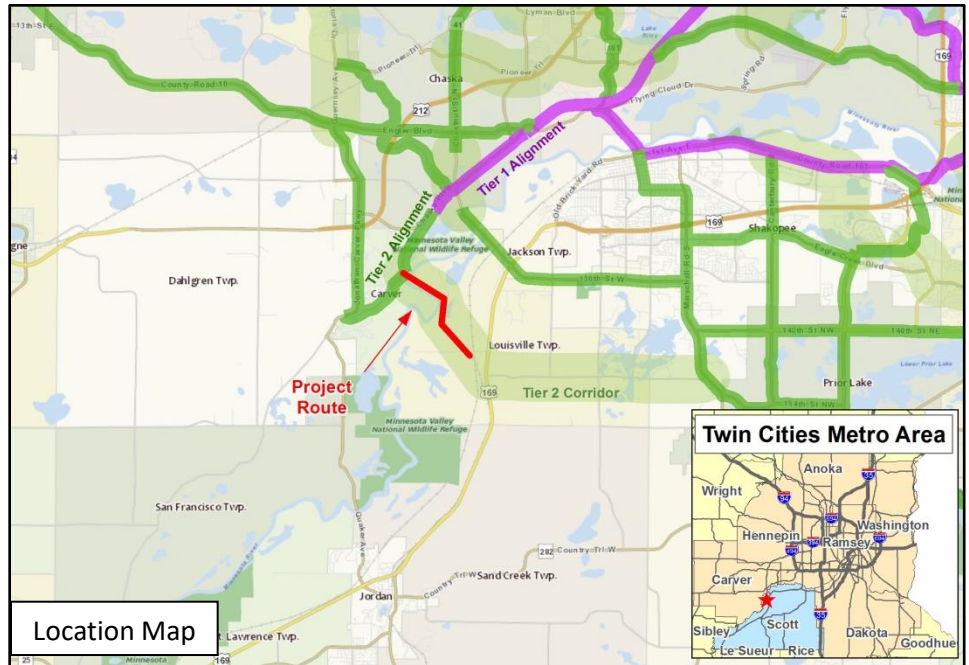
\$10,400,000.

**Project Description:**

The Merriam Junction Trail (former Union Pacific rail line under ownership by Scott County) in Louisville Township is a 2-mile planned regional trail segment within Scott County from the City of Carver in Carver County to the Louisville Swamp Trailhead (Merriam Junction) near the future interchange of US 169 and Scott County CSAH 14. The trail will help non-motorized users cross

Scott County's largest regional barrier, the Minnesota River, into Carver County and to the Minnesota River Bluffs Regional Trail. The next closest crossing is over 2 miles away and does not have bike and pedestrian friendly accommodation. The Trail is located within a RBTN Tier 2 Corridor.

**Project Benefits:** The Merriam Junction Trail will provide the only non-vehicle oriented bridge crossing into Carver County from Scott County. The project will provide access to the US Fish and Wildlife Property, and provide a Regional Bicycle transportation Network (RBTN) connection and alignment.

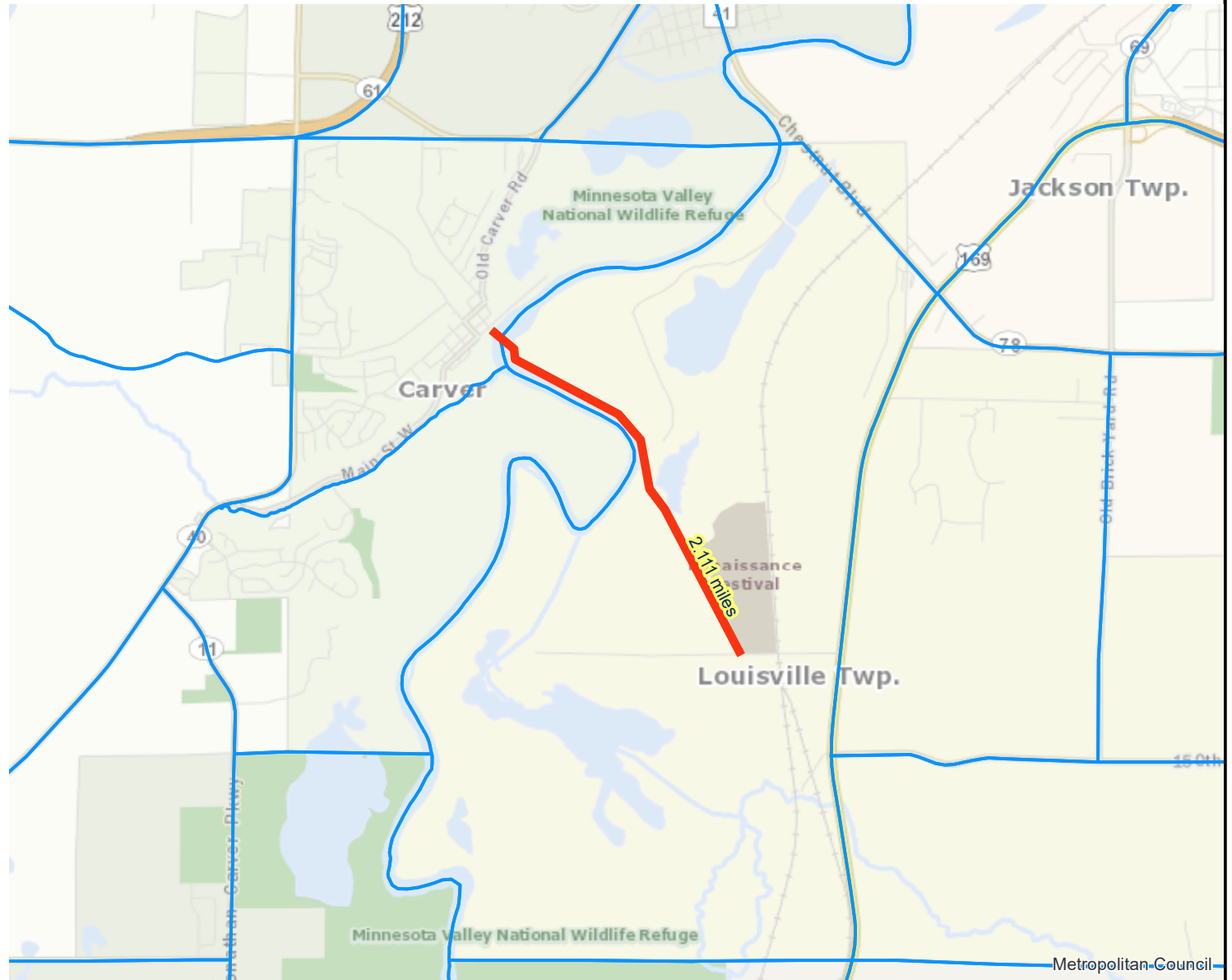


# Population/Employment Summary

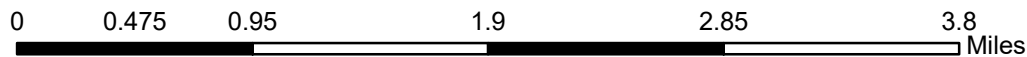
Multiuse Trails and Bicycle Facilities Project: UP Rail Trail\_Scott County | Map ID: 1529437076733

## Results

Within ONE Mile of project:  
Total Population: 5857  
Total Employment: 1263



-  Project
-  2010 TAZ



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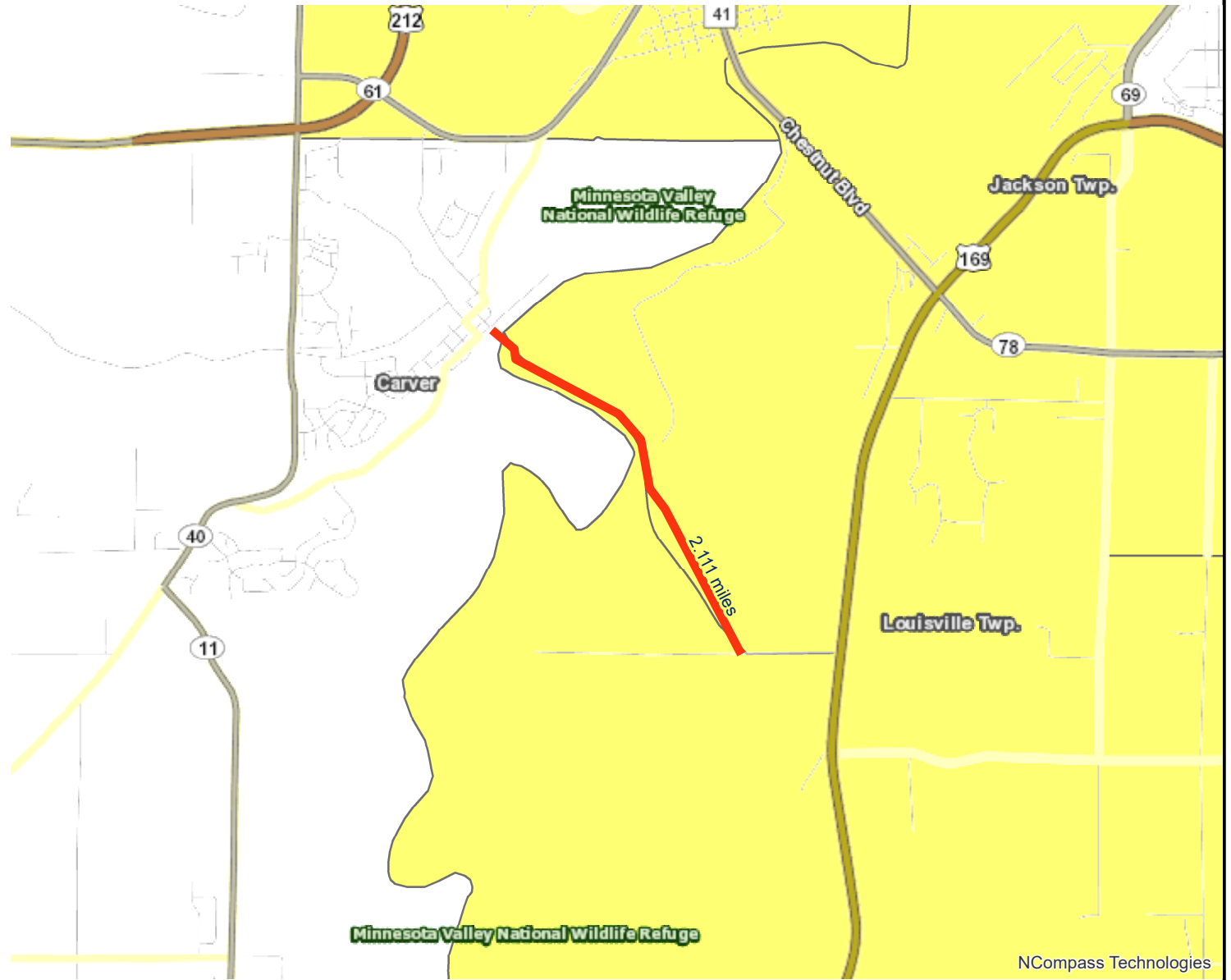


# Socio-Economic Conditions

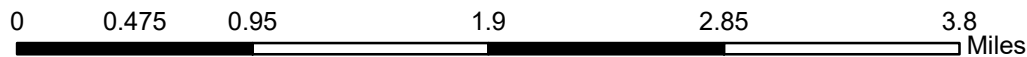
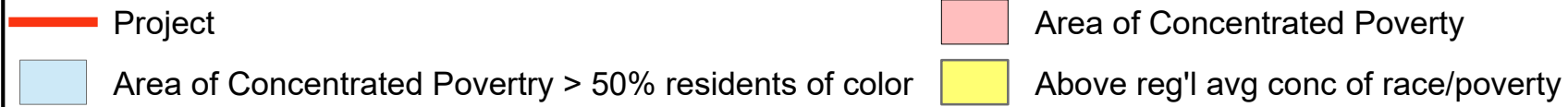
Multiuse Trails and Bicycle Facilities Project: UP Rail Trail\_Scott County | Map ID: 1529437076733

## Results

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



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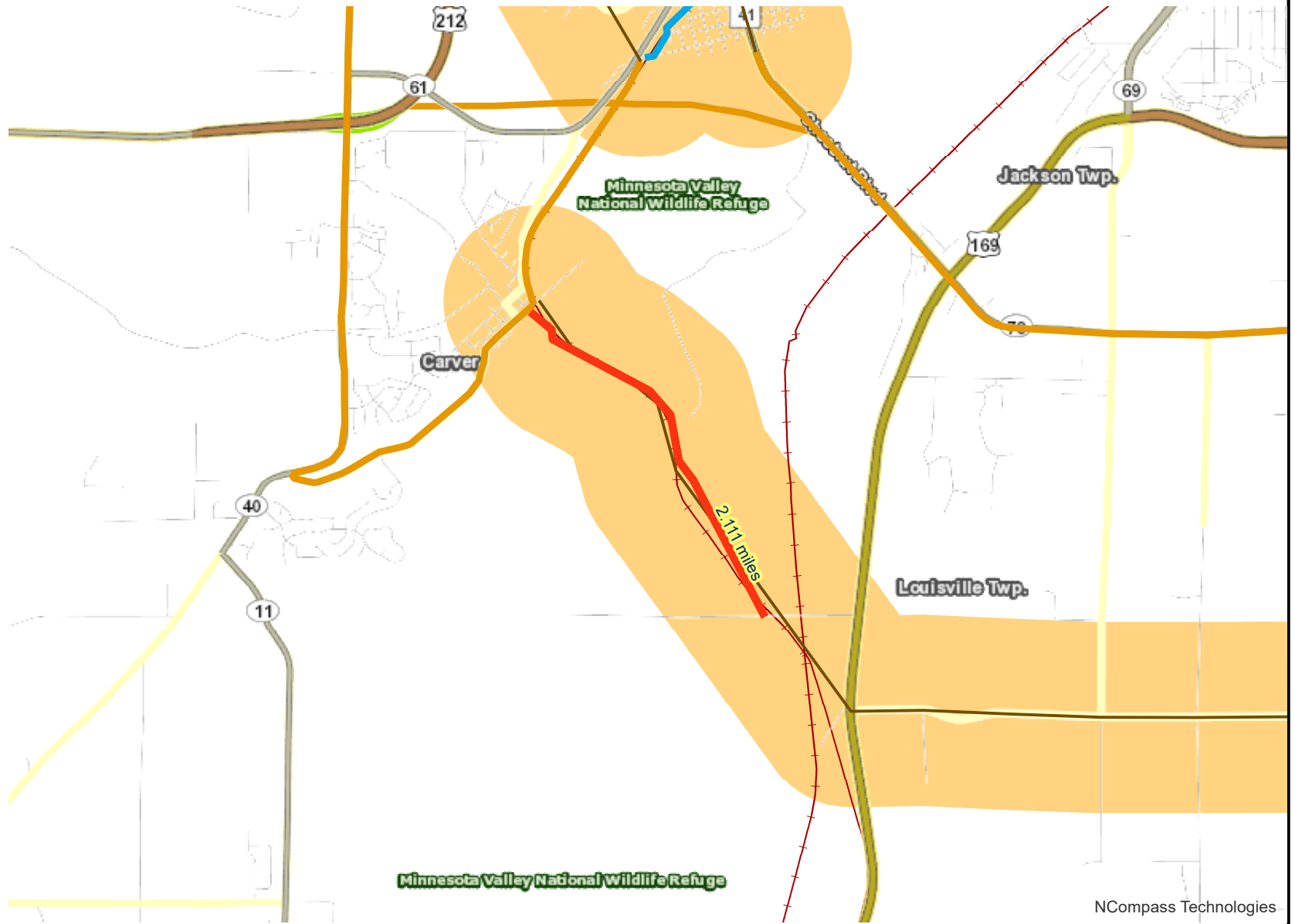


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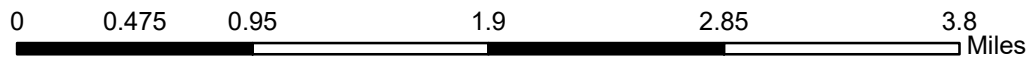


# Project to RBTN Orientation

Multiuse Trails and Bicycle Facilities Project: UP Rail Trail\_Scott County | Map ID: 1529437076733



- Project
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- Minor Arterials
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