



Application

10351 - 2018 Pedestrian Facilities (Sidewalks, Streetscaping, and ADA)

11047 - CH 16 ADA Pedestrian Improvement Project

Regional Solicitation - Bicycle and Pedestrian Facilities

Status: Submitted
Submitted Date: 07/13/2018 3:17 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

CH 16 ADA Pedestrian Improvement Project

Primary County where the Project is Located

Scott

Cities or Townships where the Project is Located:

Savage

Jurisdictional Agency (If Different than the Applicant):

The Scott County Highway (CH) 16 Americans with Disability Act (ADA) Pedestrian Improvement Project in Savage just East of State Trunk Highway (TH) 13 to the Dakota County Line will improve the ADA pedestrian elements along the corridor to current National standards. The focus of the improvements will be replacing the current curb ramps at all intersections with ADA compliant ramps. This includes, but is not limited to, ensuring the ramps have appropriate grade percent inclines, large enough landing areas and all ramps will have truncated domes. Additionally, the project will take a corridor perspective and ensure the cross slopes and sidewalk pavement conditions meet the needs of all physically and sensory disabled users.

Scott County's 2018 ADA Transition Plan for Highway Public Right-of-Ways identified this CH 16 corridor (McColl Drive) as one of the last remaining corridors in an urban area not complying with National standards. The Plan also identified the need to construct sidewalk and ADA curb ramps as independent projects, without corresponding roadwork, as an implementation measure to address ADA needs on a faster timeline.

The ADA compliant features will aid in moving the auto-oriented corridor to a more multimodal pedestrian, bicycle and transit friendly space that safely accommodates all modes of travel.

The project will improve safety and access to several institutions in the corridor, including Savage City Hall, Savage Library and Post Office, Senior Housing and Savage Fen Scientific and Natural Area. The overall character of CSAH 16 is suburban residential with neighborhood based retail and services located on the far east end in Burnsville. The roadway is a class A Minor Reliever from TH 13 to CSAH 27 (Dakota Avenue) and a

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

class B minor from CSAH 27 east.

The corridor currently has a 4 foot minimum sidewalk on the north side and a 10 foot minimum trail on the south side. The East end connects with trail segments on CH 16 that continues the RBTN Tier 2 Corridor and to a collection of trails that run near TH 13 to the south to access regional retail and other services. On the west, the project will connect to recently improved ADA compliant sidewalks and trails segments.

(Limit 2,800 characters; approximately 400 words)

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

CSAH 16 (McColl Drive) from TH 13 to Dakota County Line in City of Savage. Pedestrian ADA accessible curb ramp reconstruction

Project Length (Miles)

2.6

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 \$428,000.00

Match Amount \$107,000.00

Minimum of 20% of project total

Project Total \$535,000.00

Match Percentage 20.0%

Minimum of 20%

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

Source of Match Funds Local

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

Preferred Program Year

Select one: 2022

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

Additional Program Years:

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	55378
(Approximate) Begin Construction Date	06/01/2022
(Approximate) End Construction Date	11/30/2022
Name of Trail/Ped Facility: <i>(i.e., CEDAR LAKE TRAIL)</i>	CSAH 16 ADA Improvements
TERMINI:(Termini listed must be within 0.3 miles of any work)	
From: (Intersection or Address)	East of State Trunk Highway 13
To: (Intersection or Address)	Dakota County Line
<i>DO NOT INCLUDE LEGAL DESCRIPTION; INCLUDE NAME OF ROADWAY IF MAJORITY OF FACILITY RUNS ADJACENT TO A SINGLE CORRIDOR</i>	
Or At:	
Primary Types of Work	PED RAMPS, SIDEWALK, & BIT SURF
<i>Examples: GRADE, AGG BASE, BIT BASE, BIT SURF, SIDEWALK, SIGNALS, LIGHTING, GUARDRAIL, BIKE PATH, PED RAMPS, BRIDGE, PARK AND RIDE, ETC.</i>	
BRIDGE/CULVERT PROJECTS (IF APPLICABLE)	
Old Bridge/Culvert No.:	
New Bridge/Culvert No.:	
Structure is Over/Under (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, D

-Strategies E3 (Page 2.44), E7 (Page 2.47)

(Limit 2500 characters; approximately 750 words)

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

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,

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

List the applicable documents and pages:

-Policy h.5 Page VI-65

DRAFT Scott County ADA Transition Plan for
Public Rights-of-Ways

-Appendix B: Self-Evaluation Page 14

City of Savage Pedestrian and Bicycle Master Plan

-B. Other facilities (Page 8, 10)

-C. Known Pedestrian / Bicycle Safety Problems
(Page 11)

-Issues Map Figure 8 (Page 20)

(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.

Multiuse Trails and Bicycle Facilities: \$250,000 to \$5,500,000

Pedestrian Facilities (Sidewalks, Streetscaping, and ADA): \$250,000 to \$1,000,000

Safe Routes to School: \$150,000 to \$1,000,000

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

8. The project must comply with the Americans with Disabilities Act (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)	\$25,000.00
Removals (approx. 5% of total cost)	\$25,000.00
Roadway (grading, borrow, etc.)	\$0.00
Roadway (aggregates and paving)	\$0.00
Subgrade Correction (muck)	\$0.00
Storm Sewer	\$14,000.00
Ponds	\$0.00

Concrete Items (curb & gutter, sidewalks, median barriers)	\$0.00
Traffic Control	\$25,000.00
Striping	\$8,000.00
Signing	\$8,000.00
Lighting	\$0.00
Turf - Erosion & Landscaping	\$1,000.00
Bridge	\$0.00
Retaining Walls	\$28,000.00
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	\$10,000.00
Other Roadway Elements	\$10,000.00
Totals	\$154,000.00

Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Path/Trail Construction	\$26,000.00
Sidewalk Construction	\$196,000.00
On-Street Bicycle Facility Construction	\$0.00
Right-of-Way	\$0.00
Pedestrian Curb Ramps (ADA)	\$80,000.00
Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	\$9,000.00
Pedestrian-scale Lighting	\$0.00
Streetscaping	\$0.00
Wayfinding	\$0.00
Bicycle and Pedestrian Contingencies	\$45,000.00
Other Bicycle and Pedestrian Elements	\$25,000.00
Totals	\$381,000.00

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	\$535,000.00
Construction Cost Total	\$535,000.00
Transit Operating Cost Total	\$0.00

Measure A: Project Location Relative to Jobs and Post-Secondary Education

Existing Employment Within One-Half Mile:	5558
Existing Post-Secondary Enrollment Within One-Half Mile:	0
Upload Map	1531443170078_CH 16 Ped Improvements - Regional Economy.pdf

Please upload attachment in PDF form.

Measure A: Population Summary

Existing Population Within One-Half Mile	17783
Upload Map	1531443263078_CH 16 Ped Improvements - PopEmploy.pdf

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 is currently in the final stages of completing the County's first ADA Transition Plan for Highway Public Rights of Way. Final County Board approval is expected by September 2018. As part of the public outreach for the Transition Plan informational materials (e-mails, brochure, and website) were sent to several organizations representing low-income and physically disabled individuals. Information was sent to nine social service agencies, 5 retirement communities and 15 schools including the Prior Lake-Savage School District. The information was sent out as part of a public meeting held on May 24, 2018 in Shakopee. Additionally, the Transition Plan creates a formal process for anyone identifying an ADA related issue or communicating concerns about access in the right-of-way.

Response:

As part of all Scott County projects information is mailed out to surrounding land owners and residents. This includes preparing and distributing all materials in several different languages have interpretation services at public meetings to ensure non-English speaking communities have an opportunity to participate. At the that time, individuals will be able to have greater input about how and when the ADA improvements will be constructed. Additionally, efforts will be taken to post the proposed work in the corridor at least one week prior to the start of construction.

(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 CH 16 ADA Pedestrian project is located in an area above the regional average for a concentration of race or poverty. In these Census Tracts (801 and 802.03), 21.6% of the population is nonwhite with 9.1% reporting as Asian or Other Asian (2010 U.S. Census). Compared to 17.1% of nonwhites and 5.9% Asian for all of Scott County. Approximately 7.8% of the population is below the poverty level according to the Poverty Status for Individuals from the U.S. Census Bureau, 2012-2016 ACS 5-Year Estimate as compared to 5.7% in Scott County. Additionally, 5.4 percent of the population is over the age of 65.

Response:

The project improvements (ADA curb ramps) will facilitate safer and more informed street crossings, especially for children and seniors, two groups who often need more time to cross streets. Considering that many low income communities have lower rates of car ownership and rely on public transportation, such as MVTA routes in this corridor, and walking at higher rates than individuals of higher income, the ability to safely access transit, stores and parks on foot is critically important.

Besides being located in a RBTN Tier 2 Corridor the CH 16 Corridor is home to the City of Savage's new Civic Center. The Center contains the City Hall, Police station, Post Office, Library and fire Station. Access to these facilities are crucial for all residents of Savage. In addition, the Center is also home to the Savage Senior Living at Fen Pointe a 55+ senior living community featuring assisted living and memory care. The corridor is also adjacent to the Savage Fen Scientific and Natural Area a 288-acre area that features a protected wetland.

The CH 16 corridor extends east into Dakota County and Burnsville where updated ADA curb ramps help individuals reach several apartment complexes, including workforce housing, a church and a commercial node at the intersection of Williams Drive (MSA 117) and Dakota CH 5. This node features restaurants, retail shops, a financial institution and child care services.

The pedestrian improvements will also aid in individuals accessing amenities just off of the CH 16 corridor. This includes Savage Community Park, a 53-acre park featuring a sports complex, located .5 miles south of the corridor. The park includes the McColl Pond Environmental Learning and Event Center a 6,200 square foot facility placed in 10 acres of native prairie, rain and butterfly gardens and mature trees. A popular place for community meetings, open houses, and weddings. A little further to the south individuals have access to a new Hy-vee grocery store, a Lifetime fitness, several medical offices and clinics, various other shopping retailers and additional bus routes.

(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

No long term negative externalities are expected with the proposed CH 16 Pedestrian Improvement project in Savage. The corridor already has an 8 foot trail on the south side of the roadway with a 4 foot minimum sidewalk on the north. The proposed project will bring to current corridor to current ADA standards.

Pedestrian access will be limited during the construction of these amenities, but closure will be short term. Efforts will be taken before construction to notify local residents including advance signage in the corridor warning of the upcoming work. Additionally construction phasing will consider users' needs for access and mobility. Additional temporary construction impacts that will be mitigated include increased levels of noise and dust and traffic disruptions. The county will require the contractor to utilize best management practices for dust control, erosion control, traffic control, and follow local ordinances to meet all relevant noise regulations.

Response:

(Limit 2,800 characters; approximately 400 words)

Upload Map

1531443439421_CH 16 Ped Improvements - SocioEcon.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
Savage	2.65	1.0	58.0	58.0

Total Project Length

Total Project Length (as entered in the "Project Information" form) 2.6

Affordable Housing Scoring

Total Project Length (Miles) or Population	2.65
Total Housing Score	58.0

Affordable Housing Scoring

Measure A: Gaps, Barriers and Continuity/Connections

The CH 16 ADA Pedestrian Improvement Project between State Highway 13 to the Dakota County Line will connect the RBTN Tier 2 Corridor on the East end of the project with the City of Burnsville and Dakota County on the West end. The corridor currently has a 4 foot minimum sidewalk on the north side and an 8 foot trail on the south side. The East end connects with trail segments on CH 16 that continues the RBTN Tier 2 Corridor and to a collection of trails that run near TH 13 to the south to access regional retail and other services. On the west, the project will connect to recently improved ADA standard sidewalks and trails segments to faith institutions, apartments and neighborhood retailers.

Response:

The western portion of CH 16 is an A minor Arterial and Scott County policy is to provide a bicycle/pedestrian accommodation on both sides. This segment of CH 16 carries 11,300 vehicles per day and is expect to increase to 17,500 according to the Scott County 2040 projections. The eastern portion of CH 16 is a B Minor Arterial and carries between 10,100 to 12,200 vehicles per day. This segment is expected to increase to 15,500 per day. The posted speed limit is 45 mph and to cross the roadway pedestrians must navigate across four travel lanes. The recent Savage Bicycle and Pedestrian Master Plan also identified 5 vehicle and pedestrian crashes along this corridor from 2006 to 2015. All of the crashes occurred East of Scott County CSAH 27 with no crashes resulting in a fatality. For these reasons, CH 16 was identified in the as being a safety concern in the City?s Master Plan.

One of the main reasons CH 16 is a RBTN Tier 2 Corridor is it is one of a few east-west roadways in Savage. 1.25 miles to the north is TH 13 a Principal

Arterial, with no pedestrian or bicycle elements, presently carrying over 50,000 vehicles per day. Not only does the high traffic volume in the TH 13 make it difficult for non-motorized traffic but the surrounding land uses of light industrial / manufacturing and Ports of Savage operations limit the sites pedestrians may want to visit. One mile to the south of CSAH 16, is County Highway 42 another Principal Arterial carrying up to 33,000 vehicles. The land use in the Highway 42 corridor has more pedestrian destinations, however the traffic volumes make it difficult to cross or comfortable to walk along. Because of this, CH 16 pedestrian amenities are preferred for connecting the City of Savage with the cities of Shakopee to the west and Burnsville to the East.

Improved curb ramps will allow all pedestrians including vulnerable populations such as the disabled, the elderly and children to navigate this barrier with greater ease, speed and confidence.

(Limit 2,800 characters; approximately 400 words)

Upload the RBTN Evaluation Map

Please upload attachment in PDF form.

1531443683843_CH 16 Ped Improvements -
BikeCorridors.pdf

Measure B: Project Improvements

Response:

CH 16 ADA Pedestrian Improvement project addresses a deficiency related to sidewalk curb ramps not meeting current ADA standards. The current non-compliant curb ramps result in challenging and unsafe intersection crossings. MN DOT crash data shows that two bicycle/ vehicle crashes occurred during the 2011 to 2015 period, with both occurring at un-signalized intersections in 2015. Neither crash resulted in a fatality but one resulted in incapacitating injury and the other resulted in possible injury.

The current pedestrian ramps and sidewalks were originally constructed between 1999 to 2001 and met the ADA guidelines of that time. As part of the County's ADA Transition Plan for Public Highway Right-of-ways Self Evaluation more than 24 curb ramps in this project corridor were identified as having several elements not meeting compliance standards including missing truncated domes. ADA specifications require the use of truncated dome warning tiles as a visual and tactile warning system for the visually impaired when navigating public streets, walkways, and other property. The use of truncated domes is required for two reasons: first, because of the feel of a truncated dome tile underfoot is unique and discernible even without visual input, and second, because the standardized use of truncated domes allows for a consistent level of safety and warning for users throughout the country.

(Limit 2,800 characters; approximately 400 words)

Measure A: Multimodal Elements and Connections

CH 16 ADA Pedestrian Improvement Project updates pedestrian ramps to ADA compliance and will connect the corridor to MVTA Routes 421 and 464 while also increasing pedestrian safety in the corridor. Fully ADA compliant curb ramps, allow visually impaired pedestrians and people in wheelchairs to take advantage of the many transit options available and do so in a safe and comfortable way, navigating curb ramps and crossing intersections safely.

Ensuring ADA compliant curb ramps are on both sides (sidewalk and trail) of CH 16 provides the opportunity for users to avoid the need to cross CH 16 to access the sidewalk or trail. It also provides multimodal opportunities and gives the ability to separate walking activities from bicyclists. The project will complete ADA compliant curb ramps and link Savage to the cities of Shakopee and Burnsville and better connect adjacent neighborhoods to the local sidewalk networks in both cities.

Response:

CSAH 16 or McColl Drive is served by 2 bus routes (1 flex route and 1 express) intersecting or running a portion of the corridor. These buses carry residents to major employment destinations including downtown Minneapolis, retail along County Road 42 in Savage or through the use of the Burnsville Transit Center, MSP airport and the University of Minnesota.

Dial-a-ride service is also available to all residents in Scott County and Savage. 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.

(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

1531443935093_16 Ped improvent - Project 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):	\$535,000.00
Enter Amount of the Noise Walls:	\$0.00
Total Project Cost subtract the amount of the noise walls:	\$535,000.00
Points Awarded in Previous Criteria	
Cost Effectiveness	\$0.00

Other Attachments

File Name	Description	File Size
16 Ped Improvements - General Location Map.pdf	General Location Map	2.0 MB
16_ADA - Corridor Picture.pdf	Corridor Photo	337 KB
16_ADA - One Pager.pdf	One Page Summary	468 KB
CH 16 Ped Improvements -All Web Maps.pdf	All Make-A-Map web-based application Maps	14.6 MB
Letter of Support CR 16 pedestrian facilities071018.pdf	City of Savage Support Letter	59 KB
TAB resolution.pdf	Scott County Resolution	74 KB

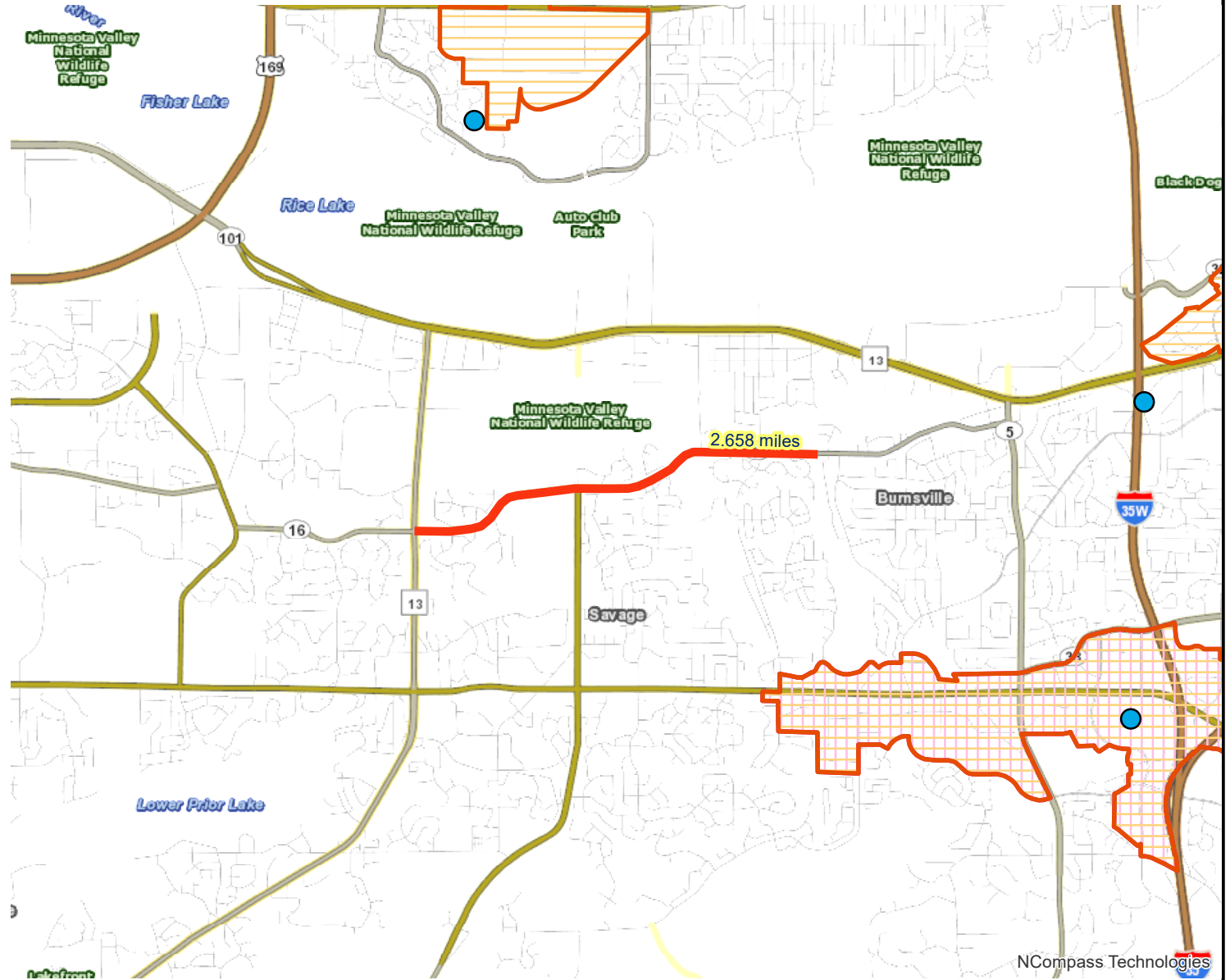
Regional Economy

Pedestrian Facilities Project: CSAH 16 Pedestrian Improvements | Map ID: 1530909741244

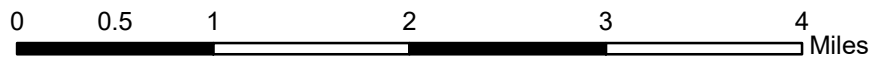
Results

Within HALF Mi of project:
Postsecondary Students: 0

Total Population: 17783
Total Employment: 5558
Mfg and Dist Employment: 2089



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



Created: 7/6/2018
LandscapeRSA5



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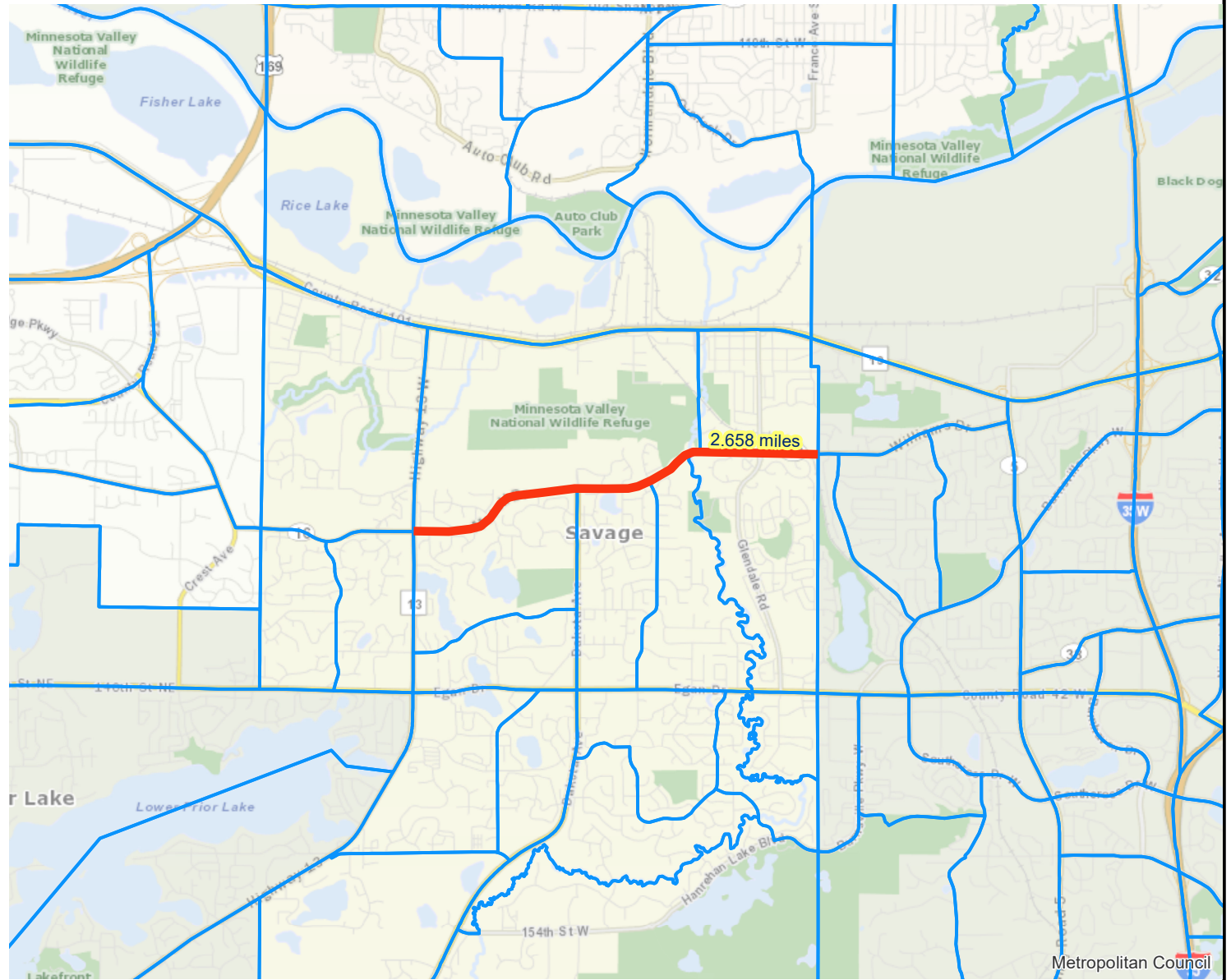


Population/Employment Summary

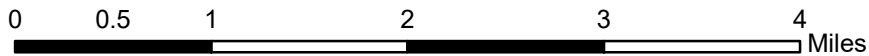
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Results

Within HALF Mile of project:
Total Population: 17783



-  Project
-  2010 TAZ



Created: 7/6/2018
LandscapeRSA4



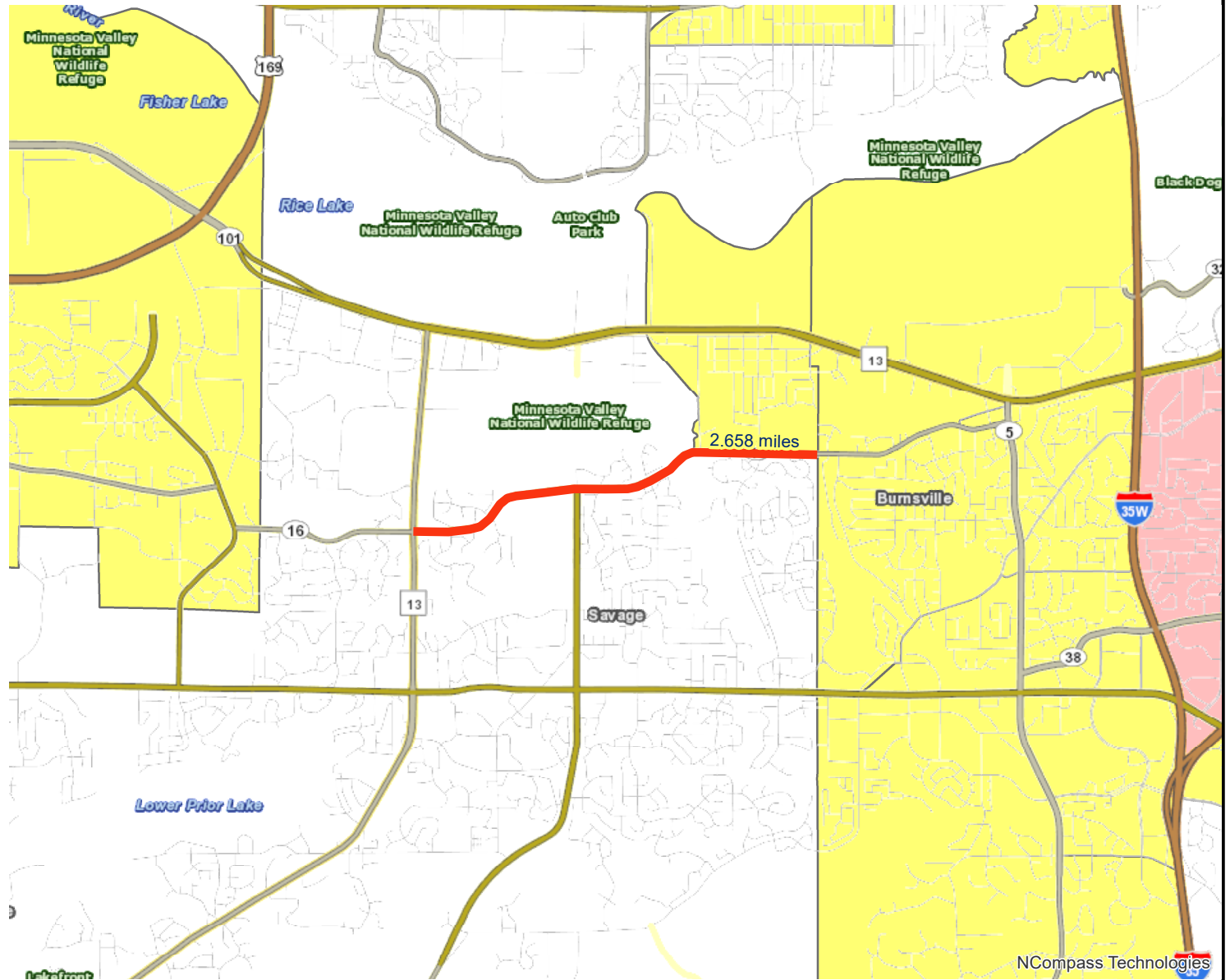
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Socio-Economic Conditions

Results

Project located in a census tract that is below the regional average for population in poverty or populations of color, or includes children, people with disabilities, or the elderly:
(0 to 12 Points)

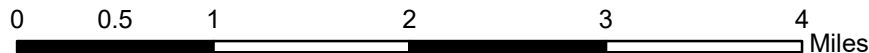


— Project

Area of Concentrated Poverty > 50% residents of color

Area of Concentrated Poverty

Above reg'l avg conc of race/poverty



Created: 7/6/2018
LandscapeRSA2

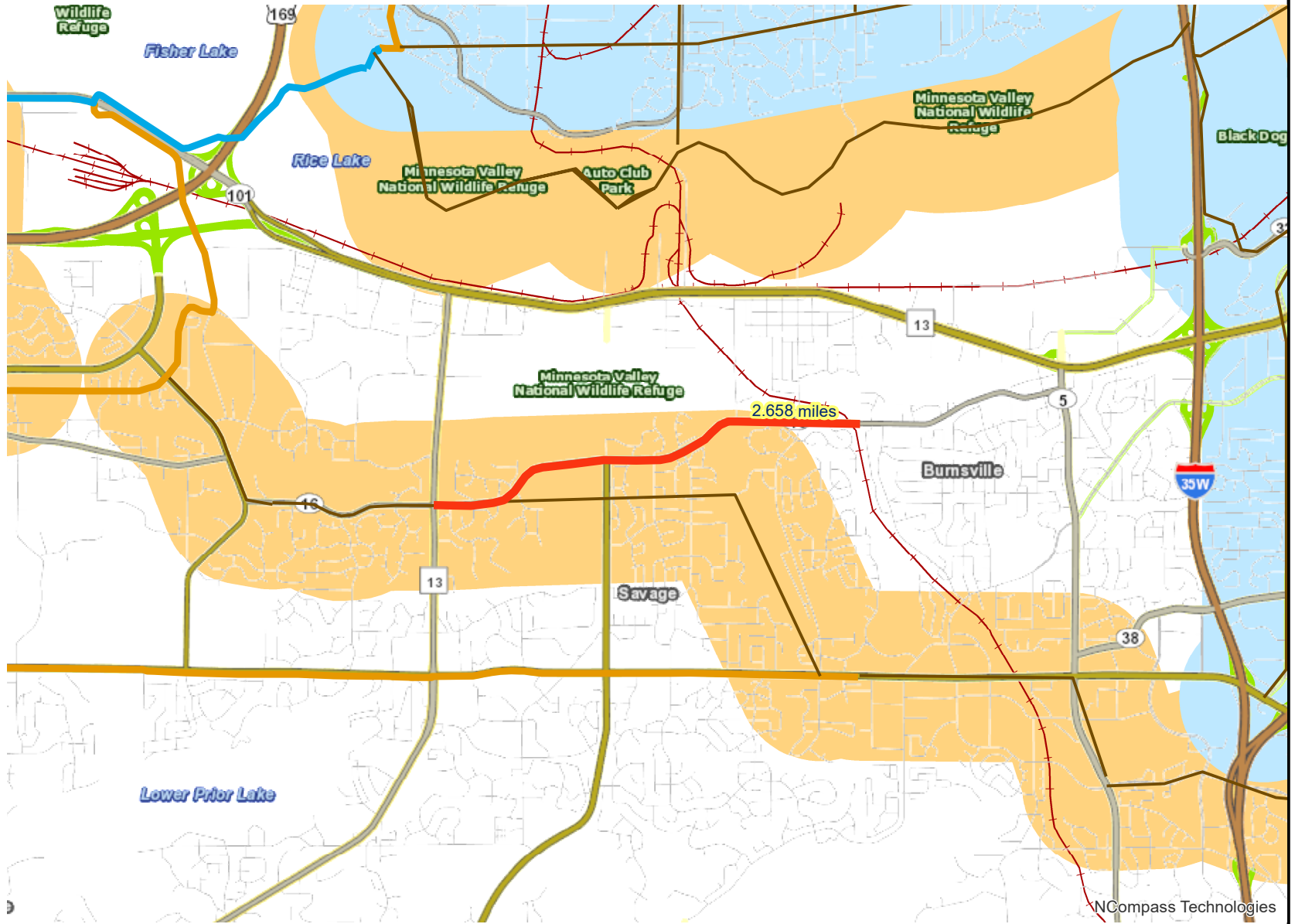


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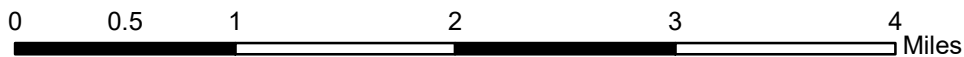


Project to RBTN Orientation

Pedestrian Facilities Project: CSAH 16 Pedestrian Improvements | Map ID: 1530909741244



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



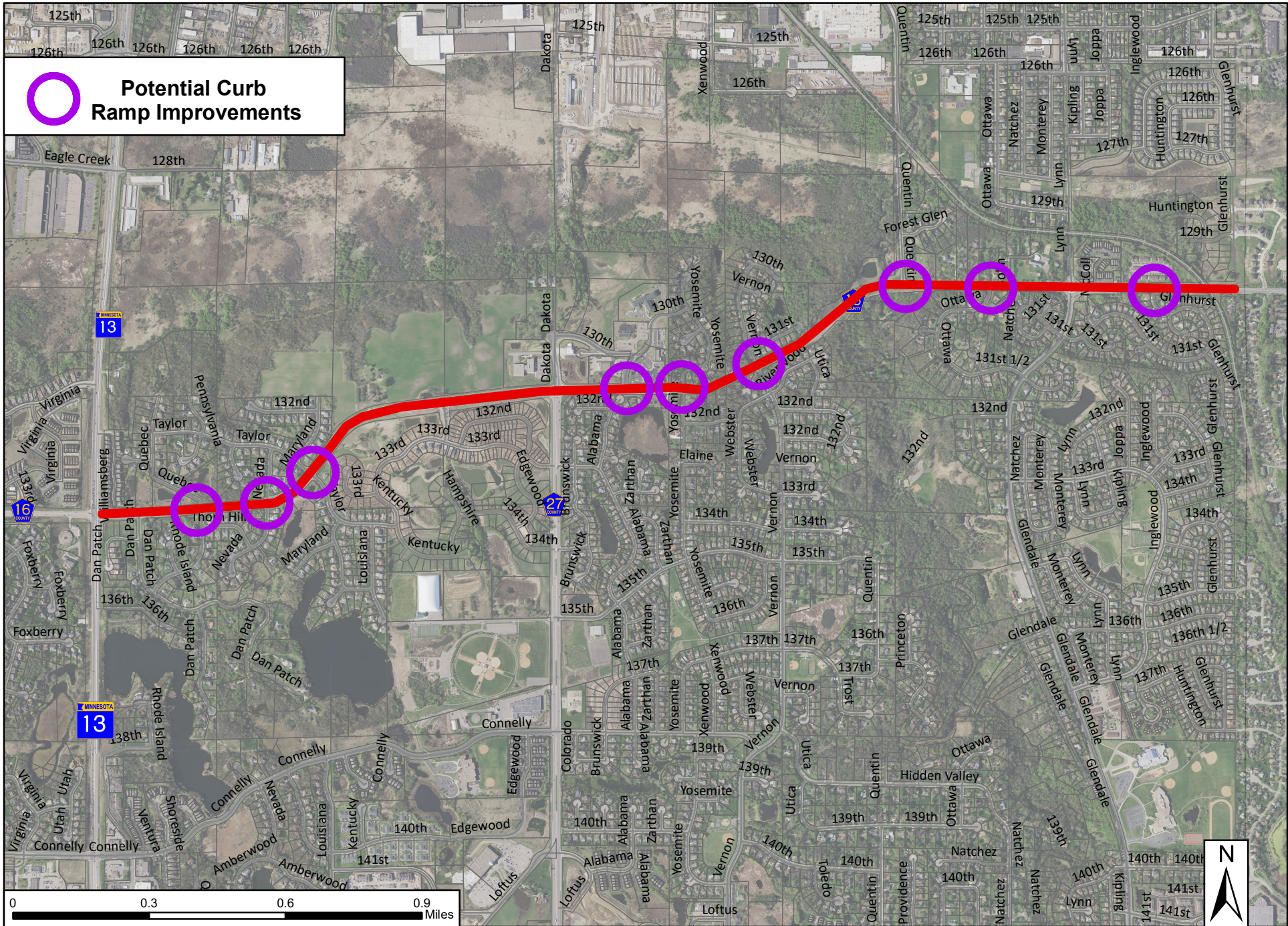
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LandscapeRSA6



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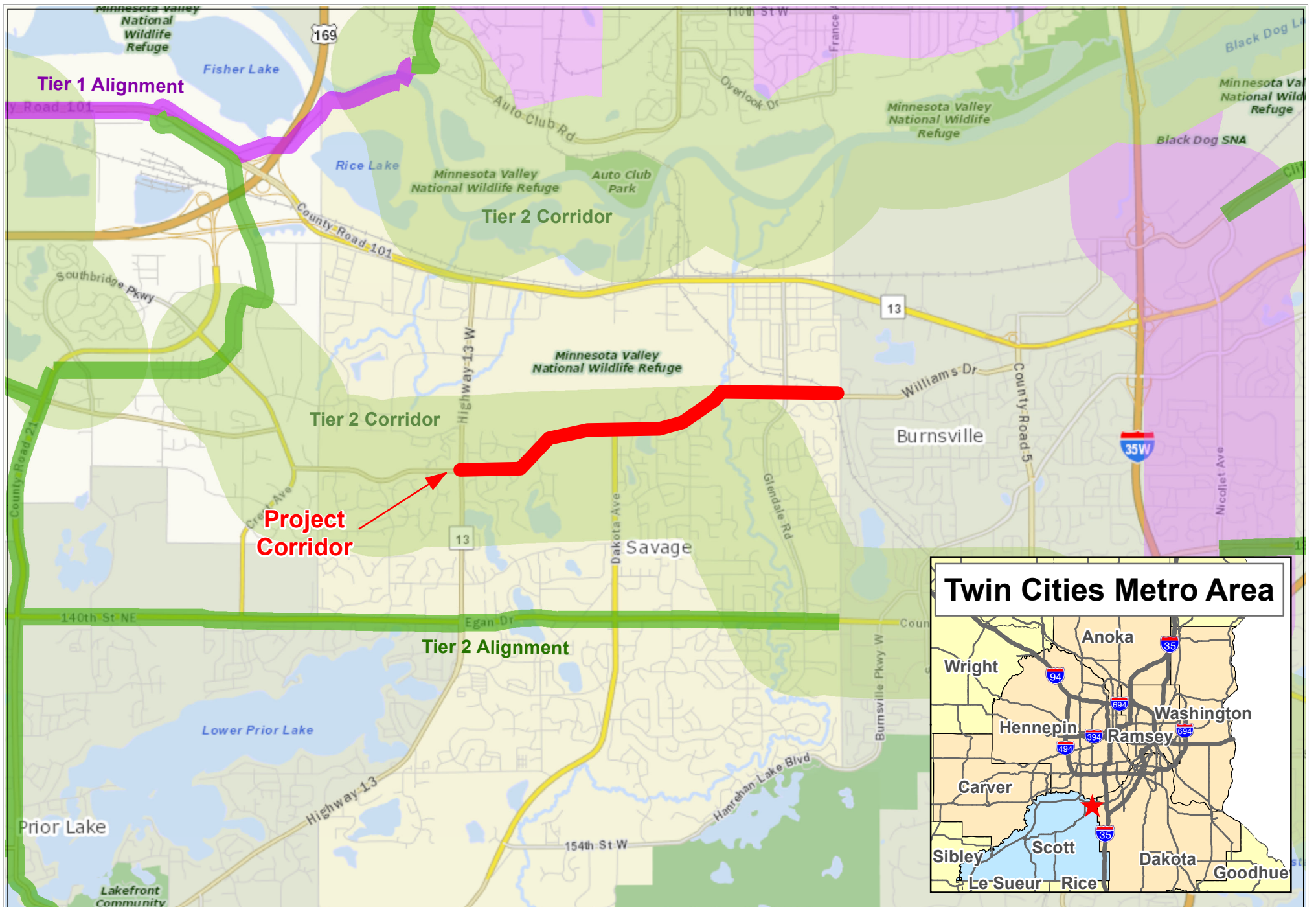


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CSAH 16 (McColl Drive) Pedestrian Improvements

Project Layout



Scott County
 Transportation Services
 600 Country Trail East
 Jordan, MN 55352



**CSAH 16 (McColl Drive)
 Pedestrian Improvements
 Project Location Reference Map**

Project Location

CSAH 16 Pedestrian Improvements



McColl Drive & Rose Bluff Blvd. in Savage
Looking West

One Page Summary

Project Name: CSAH 16 (McColl Drive) Pedestrian Improvements

Applicant: Scott County

Project Location: City of Savage

Route: From TH 13 to Dakota County Line

Requested Award Amount:

\$256,000

Total Project Cost: \$320,000

Construction Year: 2022

Project Description: The Scott County Highway (CH) 16 Americans with Disability Act (ADA) Pedestrian Improvement Project in Savage just East of State Trunk Highway (TH) 13 to the Dakota County Line will improve the ADA pedestrian elements along the corridor to current National standards. The focus of the improvements will be replacing the current curb ramps at all intersections with ADA compliant ramps. This includes, but is not limited to, ensuring the ramps have appropriate grade percent inclines, large enough landing areas and all ramps will have truncated domes. Additionally, the project will take a corridor perspective and ensure the cross slopes and sidewalk pavement conditions meet the needs of all physically and sensory disabled users.



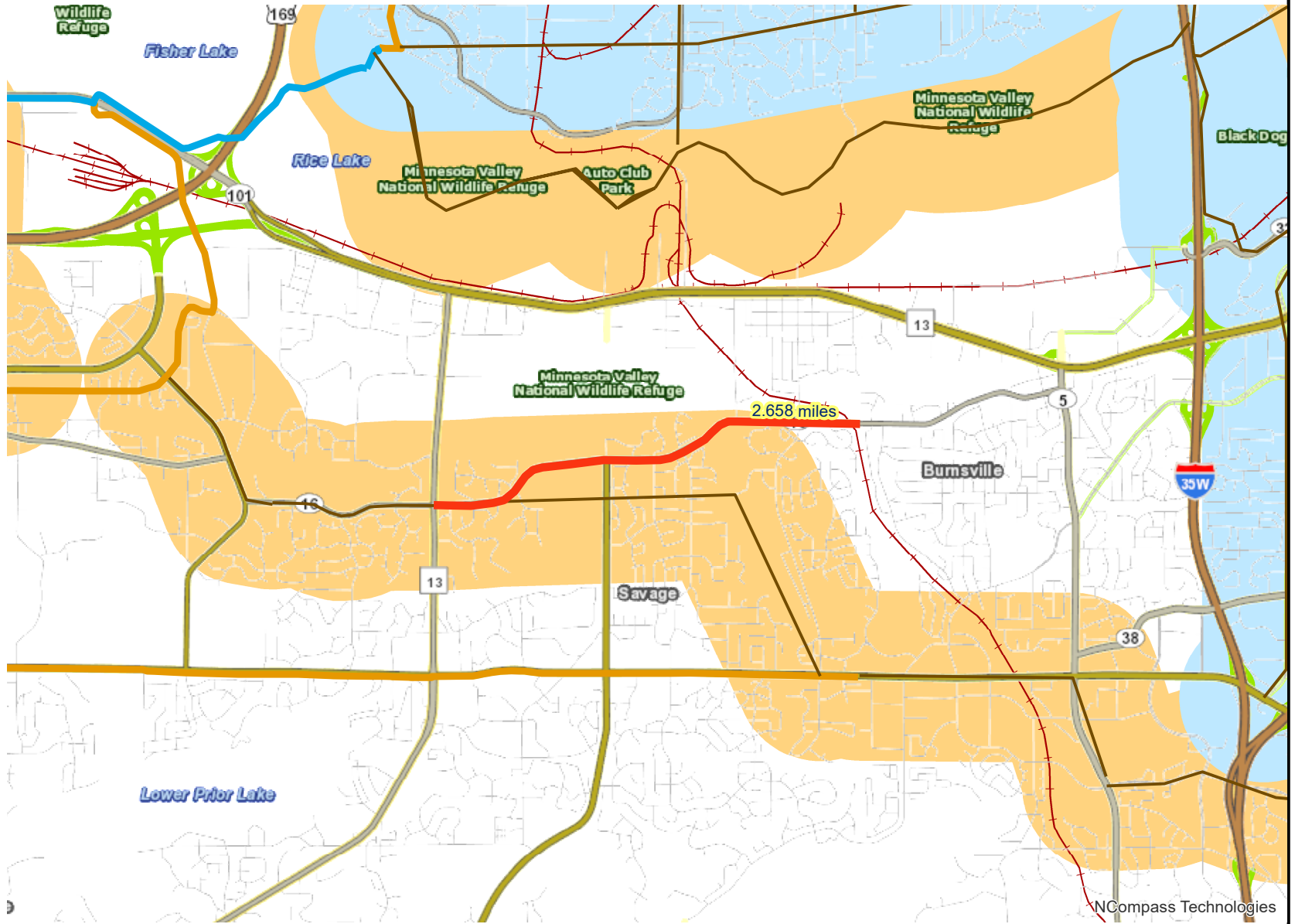
Scott County's 2018 ADA Transition Plan for Highway Public Right-of-Ways identified this CH 16 corridor (McColl Drive) as one of the last remaining corridors in an urban area not complying with National standards. The Plan also identified the need to construct sidewalk and ADA curb ramps as independent projects, without corresponding roadwork, as an implementation measure to address ADA needs on a faster timeline.

The ADA compliant features will aid in moving the auto-oriented corridor to a more multimodal pedestrian, bicycle and transit friendly space that safely accommodates all modes of travel.

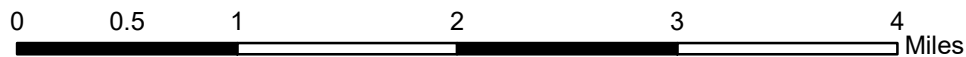
Project Benefits: Improve ADA conditions, Close System Gap, Provides bike/ped access to the Savage Civic Center

Project to RBTN Orientation

Pedestrian Facilities Project: CSAH 16 Pedestrian Improvements | Map ID: 1530909741244



- Project
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Created: 7/6/2018
LandscapeRSA6



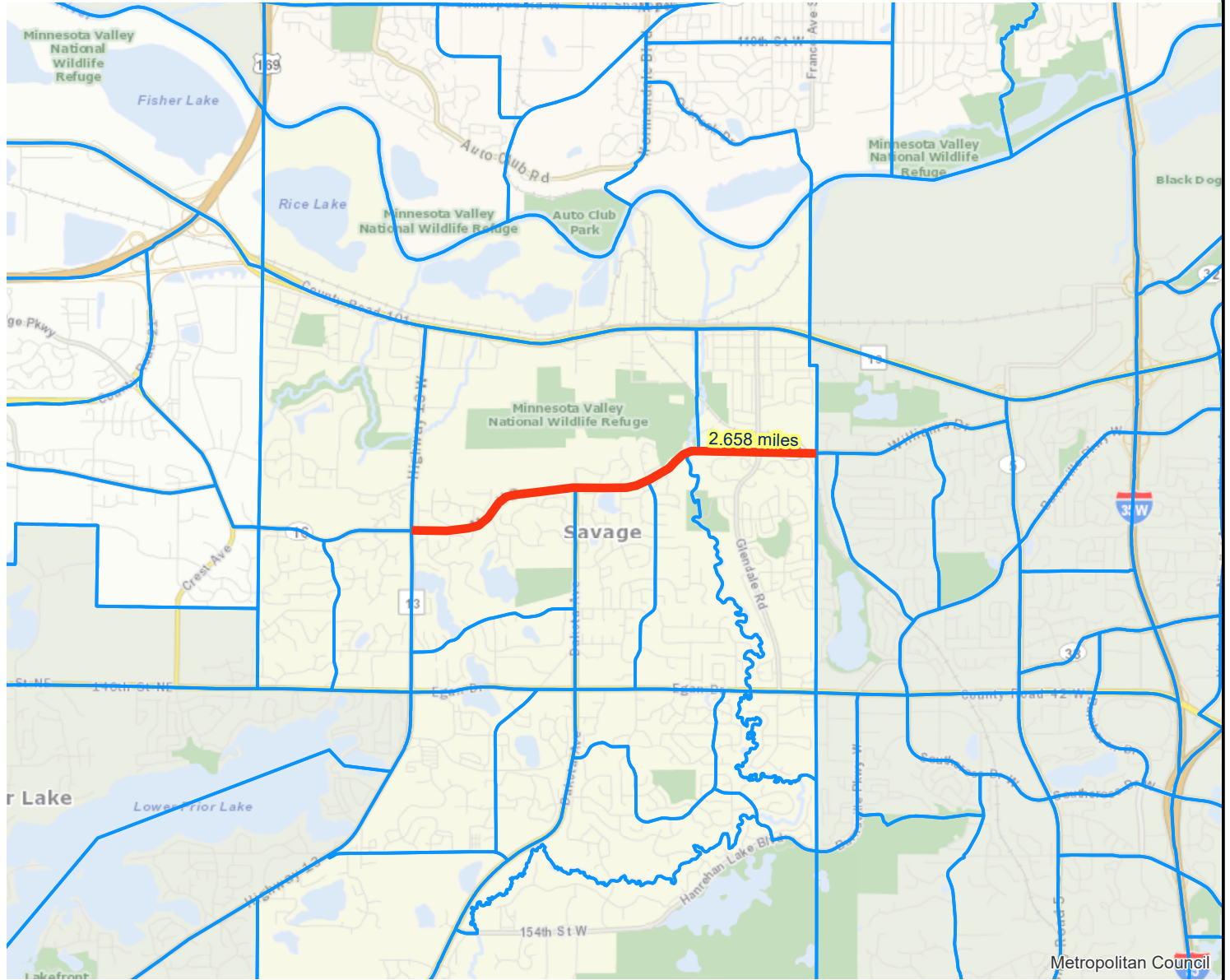
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Population/Employment Summary

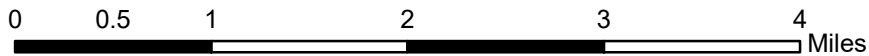
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Created: 7/6/2018
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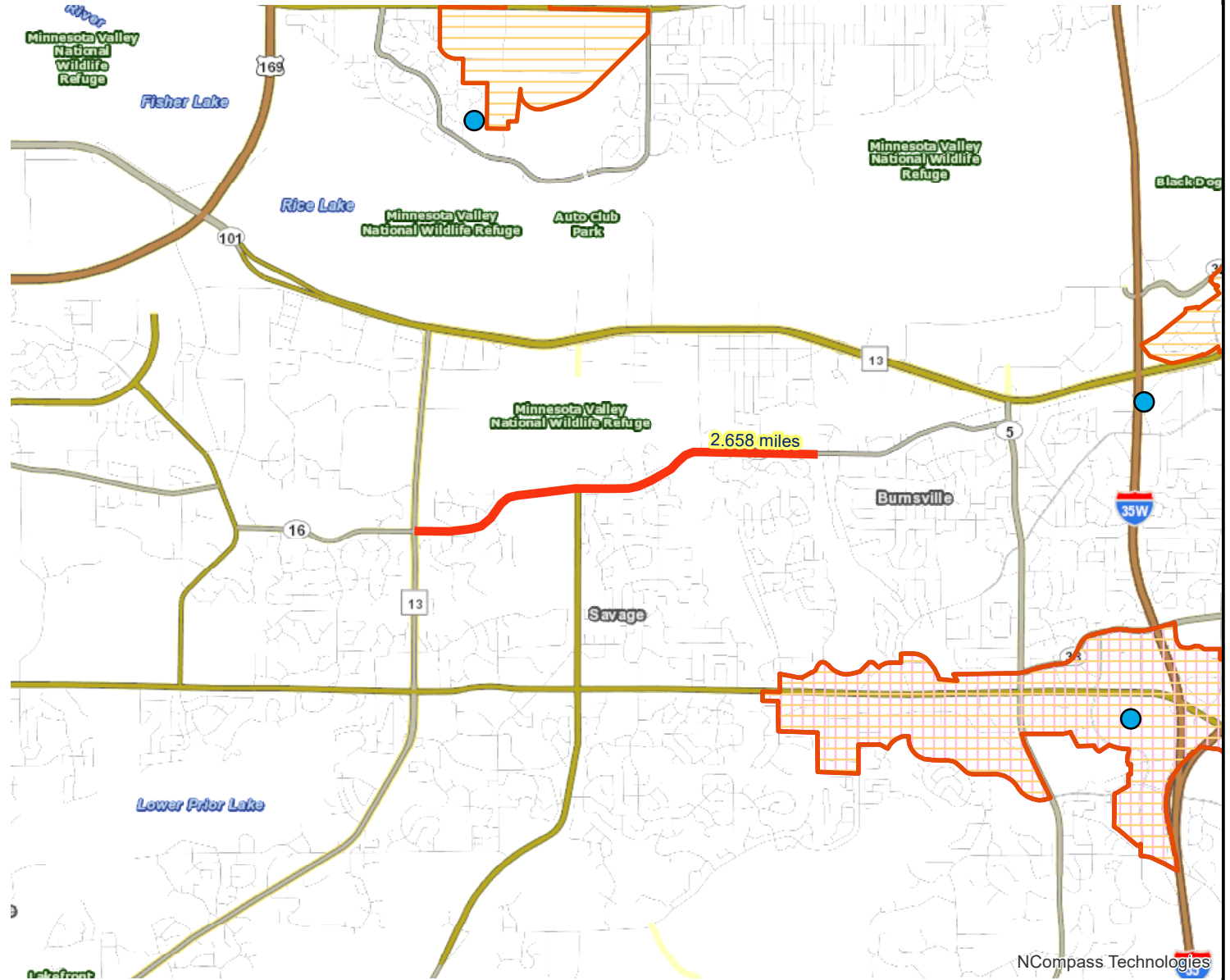
Regional Economy

Pedestrian Facilities Project: CSAH 16 Pedestrian Improvements | Map ID: 1530909741244

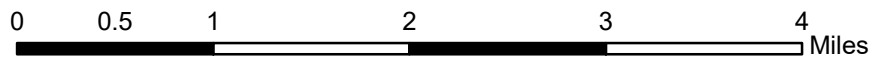
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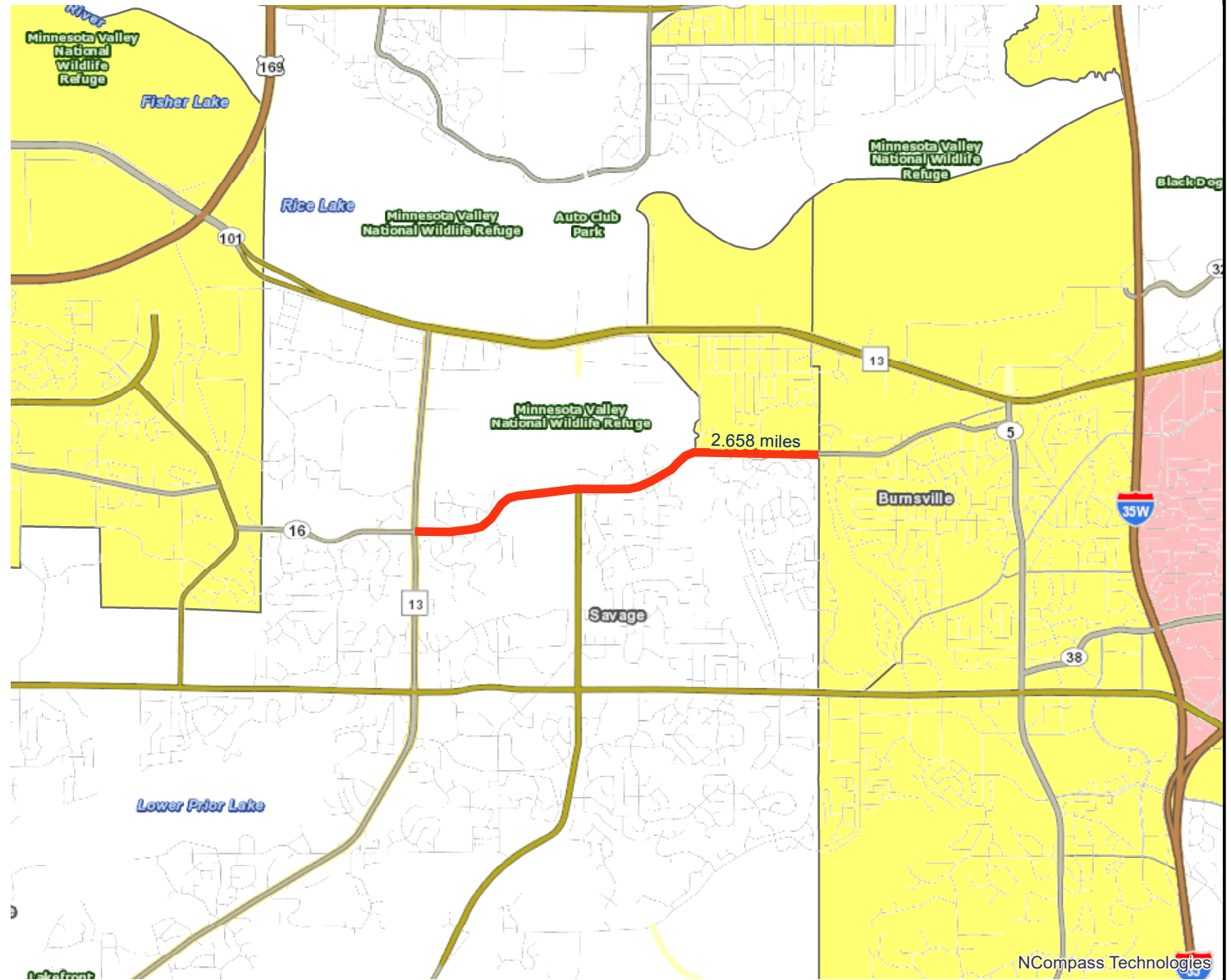
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




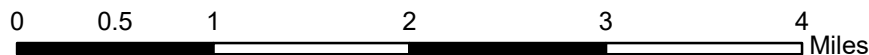
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(0 to 12 Points)



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





July 10, 2018

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

RE: CH 16(McColl Drive) Pedestrian Improvements

Dear Mr. Jenson:

The City of Savage is aware Scott County is applying for federal funding through the Metropolitan Council's Regional Solicitation for Pedestrian Improvements along County Highway 16 or McColl Drive, under the Pedestrian Facilities category.

The project will construct ADA standard curb ramps at intersections with minor improvements to the existing trail and sidewalk along County Road 16 from State Highway 13 to the Scott/Dakota County borders.

The City of Savage 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. You may contact me at 952-224-3419 or sthongvanh@ci.savage.mn.us.

Sincerely,
City of Savage

Seng Thongvanh, P.E.
City 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:

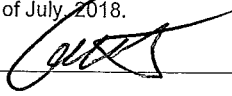
1. CH 16 from CH 18 to TH 13
2. TH 13 and Dakota Interchange
3. CH 17 Bike/Ped Overpass of US 169 & MRTS connection
4. Merriam Junction Trail
5. CH 16 ADA Project – Savage
6. Scott County Transportation Demand Management (TDM)
7. TH169 Interim Bus Service (from Shakopee to Golden Valley)

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