Application

13869 - 2020 Multiuse Trails and Bicycle Facilities

13972 - US 169 Pedestrian and Bicycle Bridge/Quarry Lake Trail

Regional Solicitation - Bicycle and Pedestrian Facilities

Status:	Submitted
Submitted Date:	05/15/2020 12:13 PM

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

Organization Information

Name:	SHAKOPEE, CITY OF
Jurisdictional Agency (if different):	

Organization Type:	City
Organization Website:	
Address:	485 GORMAN ST
*	SHAKOPEE (City) Minnesota (State/Province) 55379 (Postal Code/Zip)
County:	Scott
Phone:*	952-233-9300 Ext.
Fax:	
PeopleSoft Vendor Number	0000020995A5

Project Information

Project Name	TH 169 Bicycle and Pedestrian Bridge/Quarry Lake Trail
Primary County where the Project is Located	Scott
Cities or Townships where the Project is Located:	Shakopee
Jurisdictional Agency (If Different than the Applicant):	

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

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

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

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

commercial, institutional and industrial areas.

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

(Limit 2,800 characters; approximately 400 words)

TRANSPORTATION IMPROVEMENT PROGRAM (TIP) DESCRIPTION - will be used in TIP if the project is selected for funding. See MnDOT's TIP description guidance.	US 169, 1.4 Miles West of CSAH 21, to construct a pedestrian bridge over US 169 and connecting trail
Project Length (Miles) *to the nearest one-tenth of a mile*	0.26

Project Funding

Are you applying for competitive funds from another source(s) to implement this project?	No
If yes, please identify the source(s)	N/A
Federal Amount	$3,139,200.00
Match Amount *Minimum of 20% of project total*	$784,800.00

Project Total $3,924,000.00

For transit projects, the total cost for the application is total cost minus fare revenues.

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: 2024

Select 2022 or 2023 for TDM projects only. For all other applications, select 2024 or 2025.

Additional Program Years: 2022, 2023

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

Project Information

County, City, or Lead Agency City of Shakopee

Zip Code where Majority of Work is Being Performed 55379

(Approximate) Begin Construction Date 05/01/2024

(Approximate) End Construction Date 11/29/2024

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

(i.e., CEDAR LAKE TRAIL)

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

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

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

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

Or At: US 169

Miles of trail (nearest 0.1 miles): 0.3

Miles of trail on the Regional Bicycle Transportation Network (nearest 0.1 miles): 0.3

Is this a new trail? Yes

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

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

BRIDGE/CULVERT PROJECTS (IF APPLICABLE)

Old Bridge/Culvert No.: N/A

New Bridge/Culvert No.:	Not yet known
Structure is Over/Under (Bridge or culvert name):	US 169

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 (2018), the 2040 Regional Parks Policy Plan (2018), 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.

Briefly list the goals, objectives, strategies, and associated pages:

Goal A. Transportation System Stewardship (p. 2.2)

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

Strategy A2.

Goal B. Safety and Security (p. 2.5)

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

Strategies B1 and B6.

Goal C. Access to Destinations (p. 2.10)

Objectives: D. Increase the number and share of trips taken using transit, carpools, bicycling and walking. E. Improve the availability of and quality of multimodal travel options for people of all ages and abilities to connect to jobs and other opportunities, particularly for historically under-represented populations.

Strategies C1, C2, C3, C4, C9, C15, C16, and C17.

Goal D. Competitive Economy (p. 2.26)

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

Strategies D1, D3, and D4.

Goal E. Healthy Environment (p. 2.30)

Objectives: A. Reduce transportation-related air emissions. B. Reduce impacts of transportation construction, operations, and use on the natural, cultural, and developed environments. C. Increase the availability and attractiveness of transit, bicycling and walking to encourage healthy communities through the use of active transportation options.

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

Goal F. Leveraging Transportation Investment to Guide Land Use (p. 2.35)

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

Strategies F1, F2, F5, F6, and F7.

(Limit 2,800 characters; approximately 400 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.

Envision Shakopee (See City of Shakopee Comprehensive Plan attachments).

List the applicable documents and pages:

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

(Limit 2,800 characters; approximately 400 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 State Aid 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: *$250,000 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 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 plan must be completed by the local agency before the Regional Solicitation application deadline. For the 2022 Regional Solicitation funding cycle, this requirement may include that the plan is updated within the past five years.

The applicant is a public agency that employs 50 or more people and has a completed ADA transition plan that covers the public right of way/transportation.	Yes
Date plan completed:	06/19/2018
Link to plan:	https://www.shakopeemn.gov/living-here/my-street/ada-transition-plan
The applicant is a public agency that employs fewer than 50 people and has a completed ADA self-evaluation that covers the public right of way/transportation.	
Date self-evaluation completed:	
Link to plan:	

Upload plan or self-evaluation if there is no link

Upload as PDF

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

Multiuse Trails and Bicycle Facilities projects only:

3.All applications must include a letter from the operator of the facility confirming that they will remove snow and ice for year-round bicycle and pedestrian use. The Minnesota Pollution Control Agency has a resource for best practices when using salt. Upload PDF of Agreement in Other Attachments.

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

Upload PDF of Agreement in Other Attachments.

Safe Routes to School projects only:

4.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.

5.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)	$0.00

Removals (approx. 5% of total cost)	$0.00
Roadway (grading, borrow, etc.)	$0.00
Roadway (aggregates and paving)	$0.00
Subgrade Correction (muck)	$0.00
Storm Sewer	$0.00
Ponds	$0.00
Concrete Items (curb & gutter, sidewalks, median barriers)	$0.00
Traffic Control	$0.00
Striping	$0.00
Signing	$0.00
Lighting	$0.00
Turf - Erosion & Landscaping	$0.00
Bridge	$0.00
Retaining Walls	$0.00
Noise Wall (not calculated in cost effectiveness measure)	$0.00
Traffic Signals	$0.00
Wetland Mitigation	$0.00
Other Natural and Cultural Resource Protection	$0.00
RR Crossing	$0.00
Roadway Contingencies	$0.00
Other Roadway Elements	$0.00
Totals	**$0.00**

Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	**Cost**
Path/Trail Construction	$3,875,000.00
Sidewalk Construction	$29,000.00
On-Street Bicycle Facility Construction	$0.00
Right-of-Way	$0.00
Pedestrian Curb Ramps (ADA)	$0.00
Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	$0.00
Pedestrian-scale Lighting	$0.00
Streetscaping	$8,000.00
Wayfinding	$12,000.00

Bicycle and Pedestrian Contingencies	$0.00
Other Bicycle and Pedestrian Elements	$0.00
Totals	**$3,924,000.00**

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	$3,924,000.00
Construction Cost Total	$3,924,000.00
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	1589311799617_3 - BikeCorridors Figure.pdf

Please upload attachment in PDF form.

Measure A: Population Summary

Existing Population Within One Mile (Integer Only)	5108
Existing Employment Within One Mile (Integer Only)	5993
Upload the "Population Summary" map	1589311910743_2 - Popemploy Figure.pdf

Please upload attachment in PDF form.

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

*1.**Sub-measure**: Equity Population Engagement: A successful project is one that is the result of active engagement of low-income populations, people of color, persons with disabilities, youth and the elderly. Engagement should occur prior to and during a projects development, with the intent to provide direct benefits to, or solve, an expressed transportation issue, while also limiting and mitigating any negative impacts. Describe and map the location of any low-income populations, people of color, disabled populations, youth or the elderly within a ½ mile of the proposed project. Describe how these specific populations were engaged and provided outreach to, whether through community planning efforts, project needs identification, or during the project development process. Describe what engagement methods and tools were used and how the input is reflected in the projects purpose and need and design. Elements of quality engagement include: outreach and engagement 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 community engagement related to transportation projects; feedback from these populations identifying potential positive and negative elements of the proposed project through engagement, study recommendations, or plans that provide feedback from populations that may be impacted by the proposed project. If relevant, describe how NEPA or Title VI regulations will guide engagement activities.*

Response:

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

(Limit 2,800 characters; approximately 400 words)

*2.**Sub-measure**: Equity Population Benefits and Impacts: A successful project is one that has been designed to provide direct benefits to low-income populations, people of color, persons with disabilities, youth and the elderly. All projects must mitigate potential negative benefits as required under federal law. Projects that are designed to provide benefits go beyond the mitigation requirement to proactively provide transportation benefits and solve transportation issues experienced by Equity populations.*
a.Describe the projects benefits to low-income populations, people of color, children, people with disabilities, and the elderly. Benefits could relate to pedestrian and bicycle safety improvements; public health benefits; direct access improvements for residents or improved access to destinations such as jobs, school, health care or other; travel time improvements; gap closures; new transportation services or modal options, leveraging of other beneficial projects and investments; and/or community connection and cohesion improvements. Note that this is not an exhaustive list.

Response:

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

(Limit 2,800 characters; approximately 400 words)

b. Describe any negative impacts to low-income populations, people of color, children, people with disabilities, and the elderly created by the project, along with measures that will be taken to mitigate them. Negative impacts that are not adequately mitigated can result in a reduction in points.

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.

Mitigation of temporary construction/implementation impacts such as dust; noise; reduced access for travelers and to businesses; disruption of utilities; and eliminated street crossings.

Other

Response:

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

(Limit 2,800 characters; approximately 400 words)

Select one:

*3.**Sub-measure: Bonus Points** Those projects that score at least 80% of the maximum total points available through sub-measures 1 and 2 will be awarded bonus points based on the geographic location of the project. These points will be assigned as follows, based on the highest-scoring geography the project contacts:*
a.25 points to projects within an Area of Concentrated Poverty with 50% or more people of color
b.20 points to projects within an Area of Concentrated Poverty
c.15 points to projects within census tracts with the percent of population in poverty or population of color above the regional average percent
d.10 points for all other areas

Project is located in an Area of Concentrated Poverty where 50% or more of residents are people of color (ACP50):	
Project located in Area of Concentrated Poverty:	
Projects census tracts are above the regional average for population in poverty or population of color:	Yes
Project located in a census tract that is below the regional average for population in poverty or populations of color or includes children, people with disabilities, or the elderly:	

(up to 40% of maximum score)

Upload the "Socio-Economic Conditions" map used for this measure. The second map created for sub measure A1 can be uploaded on the Other Attachments Form, or can be combined with the "Socio-Economic Conditions" map into a single PDF and uploaded here.

Upload Map 1589312011796_1 - Socioecon Figure.pdf

Measure B: Part 1: Housing Performance Score

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

Total Project Length

Total Project Length 0.26

Project length entered on the Project Information - General form.

Housing Performance Score

Total Project Length (Miles) or Population 0

Total Housing Score 0

Affordable Housing Scoring

Part 2: Affordable Housing Access

Reference Access to Affordable Housing Guidance located under Regional Solicitation Resources for information on how to respond to this measure and create the map.
If text box is not showing, click Edit or "Add" in top right of page.

Response:

The proposed TH 169 pedestrian bridge will literally be the only safe access for the easterly three-mile portion of Shakopee across US Highway 169 that connects the north and south areas (see attached figure). This Supportive Housing Development is currently being planned and constructed in the area located adjacent to Crossing Boulevard between Home Depot and the Marcus Theater.

This project is a LIHTC development designed to serve those with incomes 30% or below the area median income. The development has been awarded credits and a grant from the Scott County Community Development Authority and is planned to consist of 53 units (1.5 bedroom per unit average). The level of affordability is estimated at 30% of the Area Media Income, especially for those who were previously homeless or with some level of disability. This location was chosen because of the large number of employers in the area.

These community residents will use this bridge to gain access to potential work locations, Quarry Park, the north half of the community, and the Minnesota River Valley. Without this connection, viable access to cross the barrier is limited to vehicle transportation.

(Limit 2,100 characters; approximately 300 words)

Upload map: 1589485670497_affordable housing figure.pdf

Measure A: Gaps closed/barriers removed and/or continuity between jurisdictions improved by the project

PART 1: Qualitative assessment of project narrative discussing how the project will close a bicycle network gap, create a new or improved physical bike barrier crossing, and/or improve continuity and connections between jurisdictions.

Specifically, describe how the project would accomplish the following: Close a transportation network gap, provide a facility that crosses or circumvents a physical barrier, and/or improve continuity or connections between jurisdictions.

Bike system gap improvements include the following:

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

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

- *Providing a safer, more protected on-street facility or off-road trail;*

- *Improving safety of bicycle crossings at busy intersections (e.g., through signal operations, revised signage, pavement markings, etc.); OR*

- *Providing a trail adjacent or parallel to a highway or arterial roadway or improving a bike route along a nearby and parallel lower-volume neighborhood collector or local street.*

Physical bicycle barrier crossing improvements include grade-separated crossings (over or under) of rivers and streams, railroad corridors, freeways and expressways, and multi-lane arterials, or enhanced routes to circumvent the barrier by channeling bicyclists to existing safe crossings or grade separations. Surface crossing improvements (at-grade) of major highway and rail barriers that upgrade the bicycle facility treatment or replace an existing facility at the end of its useful life may also be considered as bicycle barrier improvements. (For new barrier crossing projects, distances to the nearest parallel crossing must be included in the application to be considered for the full allotment of points under Part 1).

Examples of continuity/connectivity improvements may include constructing a bikeway across jurisdictional lines where none exists or upgrading an existing bicycle facility treatment so that it connects to and is consistent with an adjacent jurisdictions bicycle facility.

Response:

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

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

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

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

(Limit 2,800 characters; approximately 400 words)

PART 2: Regional Bicycle Barrier Crossing Improvements and Major River Bicycle Barrier Crossings
DEFINITIONS:
Regional Bicycle Barrier Crossing Improvements include crossings of barrier segments within the Regional Bicycle Barrier Crossing Improvement Areas as updated in the 2019 Technical Addendum to the Regional Bicycle Barriers Study and shown in the RBBS online map (insert link to forthcoming RBBS Online Map). Projects must create a new regional barrier crossing, replace an existing regional barrier crossing at the end of its useful life, or upgrade an existing barrier crossing to a higher level of bike facility treatment, to receive points for Part 2.
Major River Bicycle Barrier Crossings include all existing and planned highway and bicycle/pedestrian bridge crossings of the Mississippi, Minnesota and St. Croix Rivers as identified in the 2018 update of the 2040 Transportation Policy Plan. Projects must create a new major river bicycle barrier crossing, replace an existing major river crossing at the end of its useful life, or upgrade the crossing to a higher level of bike facility treatment, to receive points for Part 2.
Projects that construct new or improve existing Regional Bicycle Barrier Crossings or Major River Bicycle Barrier Crossings will be assigned points as follows: (select one)

Tier 1

Tier 1 Regional Bicycle Barrier Crossing Improvement Area segments & any Major River Bicycle Barrier Crossings

Tier 2

Yes

Tier 2 Regional Bicycle Barrier Crossing Improvement Area segments

Tier 3

Tier 3 Regional Bicycle Barrier Crossing Improvement Area segments

Non-tiered

Crossings of non-tiered Regional Bicycle Barrier segments

No improvements

No Improvements to barrier crossings

If the project improves multiple regional bicycle barriers, check box.

Multiple

Projects that improve crossing of multiple regional bicycle barriers receive bonus points (except Tier 1 & MRBBCs)

Measure B: Project Improvements

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

Response:

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

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

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

(Limit 2,800 characters; approximately 400 words)

Measure A: Multimodal Elements

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

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

Response:

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

(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 (25 Percent of Points)

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

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

100%

Attach Layout

Please upload attachment in PDF form.

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

50%

Attach Layout 1589313252040_Fig 3 Layout - US 169 Ped Bridge.pdf

Please upload attachment in PDF form.

Layout has not been started

0%

Anticipated date or date of completion

2)Review of Section 106 Historic Resources (15 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 (25 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 05/12/2021

4)Railroad Involvement (15 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

5) Public Involvement (20 percent of points)

Projects that have been through a public process with residents and other interested public entities are more likely than others to be successful. The project applicant must indicate that events and/or targeted outreach (e.g., surveys and other web-based input) were held to help identify the transportation problem, how the potential solution was selected instead of other options, and the public involvement completed to date on the project. List Dates of most recent meetings and outreach specific to this project:

Meeting with general public: 08/05/2019

Meeting with partner agencies:

Targeted online/mail outreach: 09/15/2018

Number of respondents: 1000

Meetings specific to this project with the general public and partner agencies have been used to help identify the project need. Yes

100%

Targeted outreach to this project with the general public and partner agencies have been used to help identify the project need.

75%

At least one meeting specific to this project with the general public has been used to help identify the project need.

50%

At least one meeting specific to this project with key partner agencies has been used to help identify the project need.

50%

No meeting or outreach specific to this project was conducted, but the project was identified through meetings and/or outreach related to a larger planning effort.

25%

No outreach has led to the selection of this project.

0%

The TH 169 community barrier and efforts to eliminate the connectivity gap by constructing a pedestrian bridge has been a primary topic in Shakopee for more than two decades since the state built US Highway 169 through the middle of Shakopee. In response, the City of Shakopee's Bicycle and Pedestrian Advisory Committee has held many meetings over the years on opportunities to gain this desired and needed access across Hwy 169. The proposed location was identified as an ideal link to the residential neighborhoods and the regionally significant industrial area while also providing trail access to the Minnesota River. In recent years, the funding efforts and hopeful project delivery have culminated as part of the city?s comprehensive planning and parks/trails master planning.

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

As part of the Envision Shakopee, the city's 2040 Comprehensive Plan, in 2017-2018 more than 3,000 people participated in visioning what the City of Shakopee would look like in 2040 and identified immediate and long-term projects. They revisited the recommendations from six years ago to construct the pedestrian bridge, and there was community consensus that access across Hwy 169 was essential. The following meetings included substantial transportation planning/visioning with the Th 169 pedestrian bridge identified as a continued need:

Oct. 12, 2017: Community Visioning workshop

Jan. 30, 2018: Envision Shakopee Community workshop

June 27, 2018: Envision Shakopee Open House

In addition to the planned meetings, stakeholder Interviews were held: https://envisionshakopee.com/stakeholders-share-their-insight-with-planning-team/

As part of the Parks, Trail and Recreation Master Plan developed in 2019, more than 1,000 people participated in online surveys, community meetings and public events, to identify projects which were essential to the community. Pedestrian and bike access across Hwy 169 was identified as critical since it would link the regional trail system to the State Trail System along the Minnesota River. The crossing also would link the community to Quarry Lake Park, identified as a new location.

On Aug. 5, 2019, an open house was held for the Parks, Trails and Recreation Master Plan. At the open house, community members, again, solidified a primary need for the community is to mitigate the TH 169 barrier which severs the community, specifically targeting the needed TH 169 pedestrian bridge.

It should also be noted that in late 2019 both the Senate and House capital bonding committees toured Shakopee and held public meetings to vet out the TH 169 Pedestrian Bridge and Trail project. The state's indication of support towards this project has been trumped by including it in the current proposed bonding bill.

Measure A: Cost Effectiveness

Total Project Cost (entered in Project Cost Form):	$3,924,000.00
Enter Amount of the Noise Walls:	$0.00
Total Project Cost subtract the amount of the noise walls:	$3,924,000.00
Points Awarded in Previous Criteria	
Cost Effectiveness	$0.00

Other Attachments

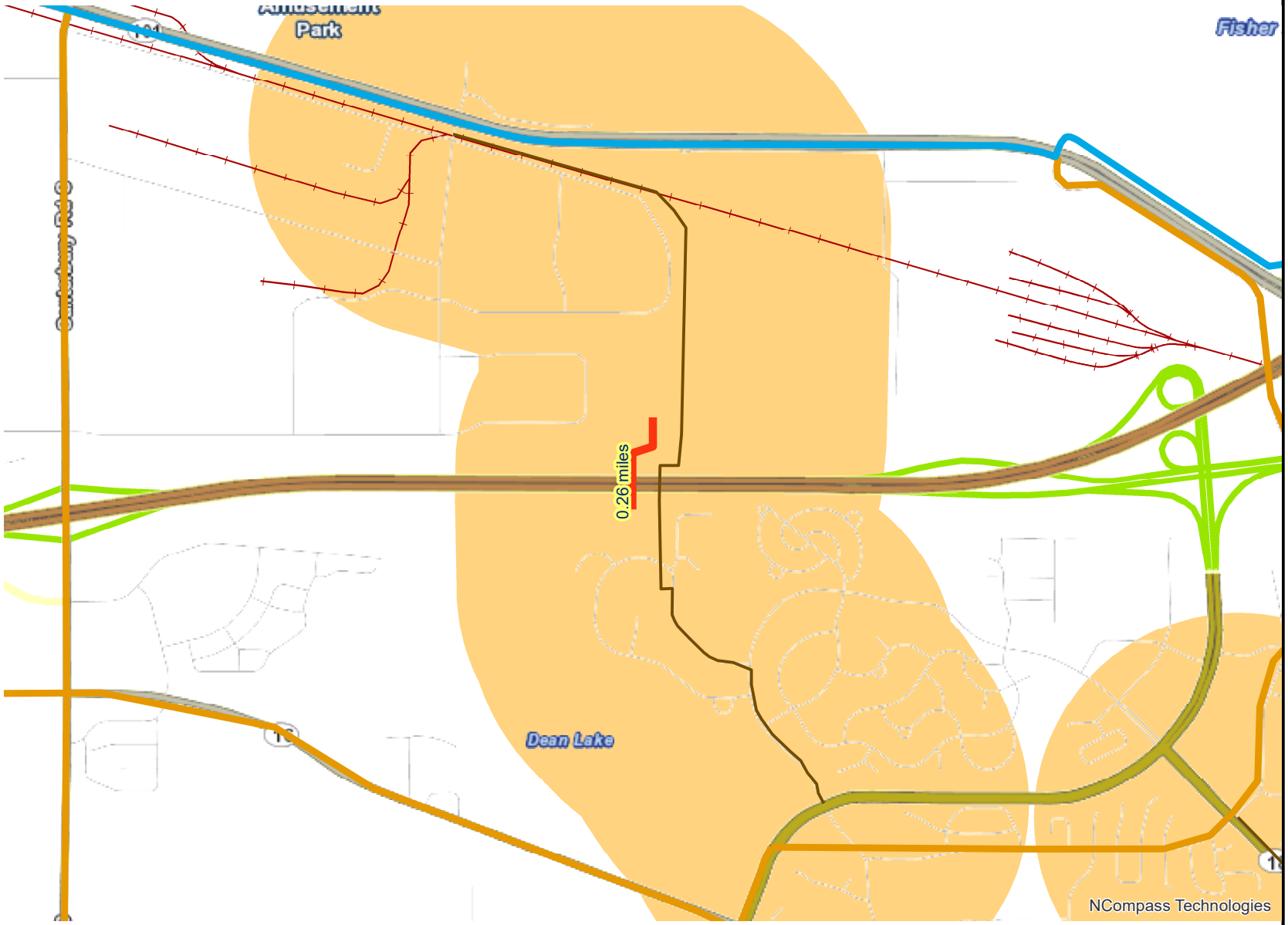
File Name	Description	File Size
MnDOT Support ltr Shakopee.pdf	MnDOT Letters of Support	939 KB
Shakopee snow&ice.pdf	City of Shakopee snow removal letter, map and policy	1.7 MB
_Figures - US 169 Ped Bridge.pdf	Figures and Comprehensive Plan Exhibits - US Highway 169 Ped Bridge	5.2 MB
_Metropolitan Council Maps.pdf	Metropolitan Council Maps	10.3 MB
_US169BicycleandPedestrianBridgeProjectSummary.pdf	US 169 Bicycle and Ped Bridge/Quarry Lake Trail - Project Summary	287 KB

Project to RBTN Orientation

Multiuse Trails and Bicycle Facilities Project: TH 169 Pedestrian Bridge and Trail | Map ID: 1589310758159

Results

Project **IN** TIER 2
Bicycle Transport Corridor.



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

0 0.225 0.45 0.9 1.35 1.8 Miles

Created: 5/12/2020
LandscapeRSA6

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

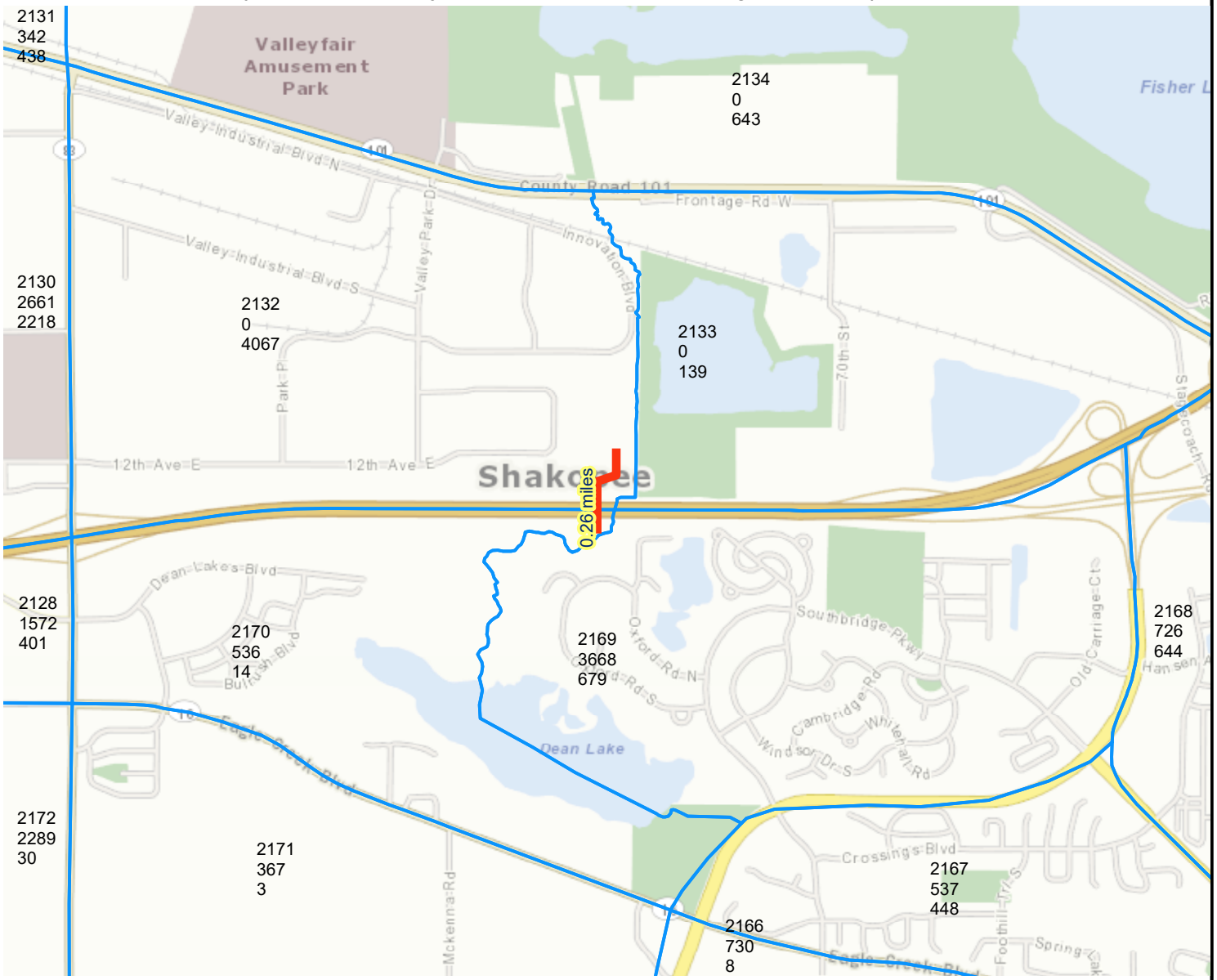
METROPOLITAN COUNCIL

Population/Employment Summary

Multiuse Trails and Bicycle Facilities Project: TH 169 Pedestrian Bridge and Trail | Map ID: 1589310758159

Results

Within ONE Mile of project:
Total Population: 5108
Total Employment: 5993



Project Points
Project
Project Area
2016 TAZ

0 0.25 0.5 1 1.5 2 Miles

Created: 5/12/2020
LandscapeRSA4

METROPOLITAN COUNCIL

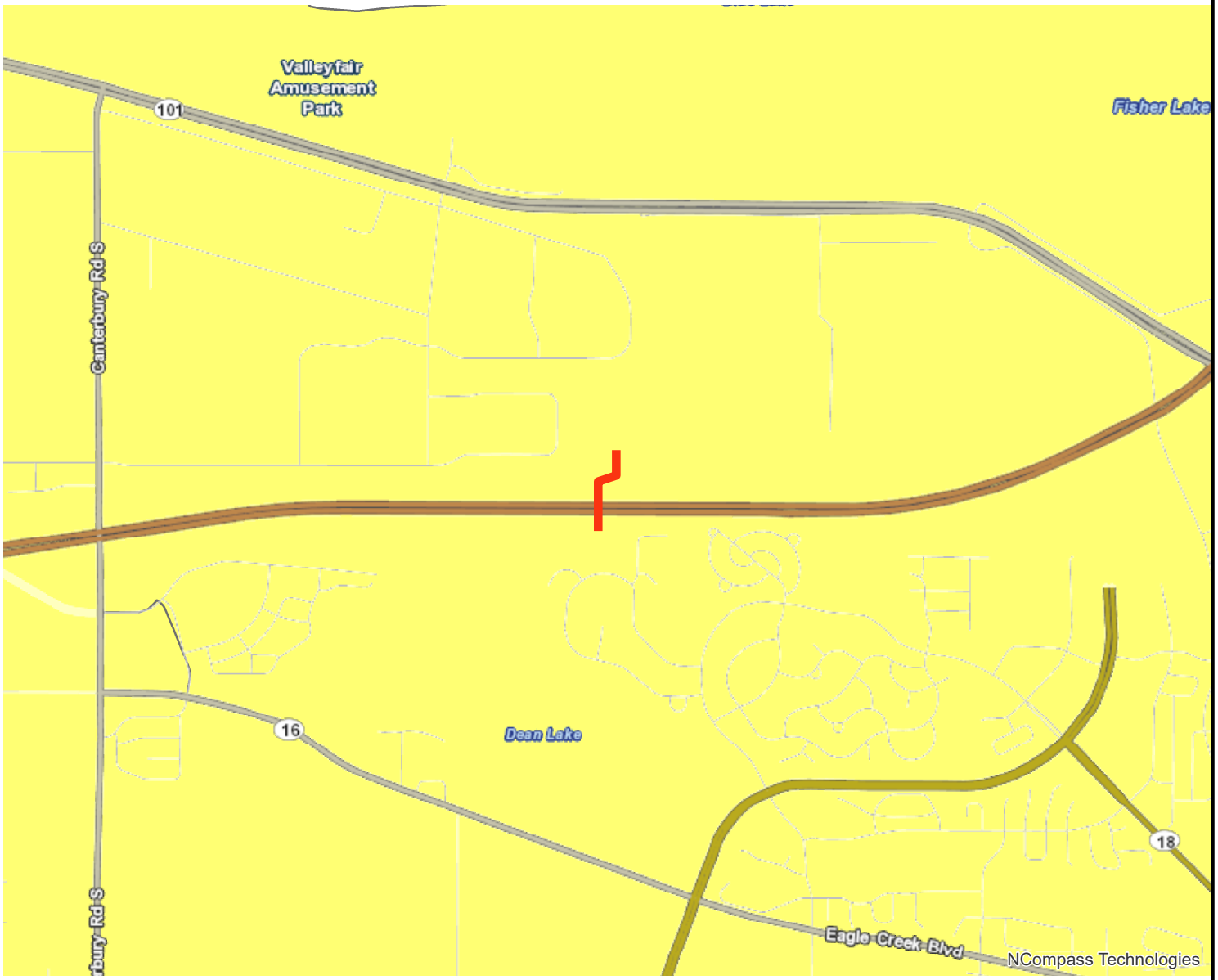
Socio-Economic Conditions

Multiuse Trails and Bicycle Facilities Project: TH 169 Pedestrian Bridge and Trail | Map ID: 1589310758159

Results

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

Tracts within half-mile:
80301



Lines

Area of Concentrated Poverty

Area of Concentrated Povertry > 50% residents of color

Above reg'l avg conc of race/poverty

0 0.275 0.55 1.1 1.65 2.2 Miles

Created: 5/12/2020
LandscapeRSA2

METROPOLITAN COUNCIL

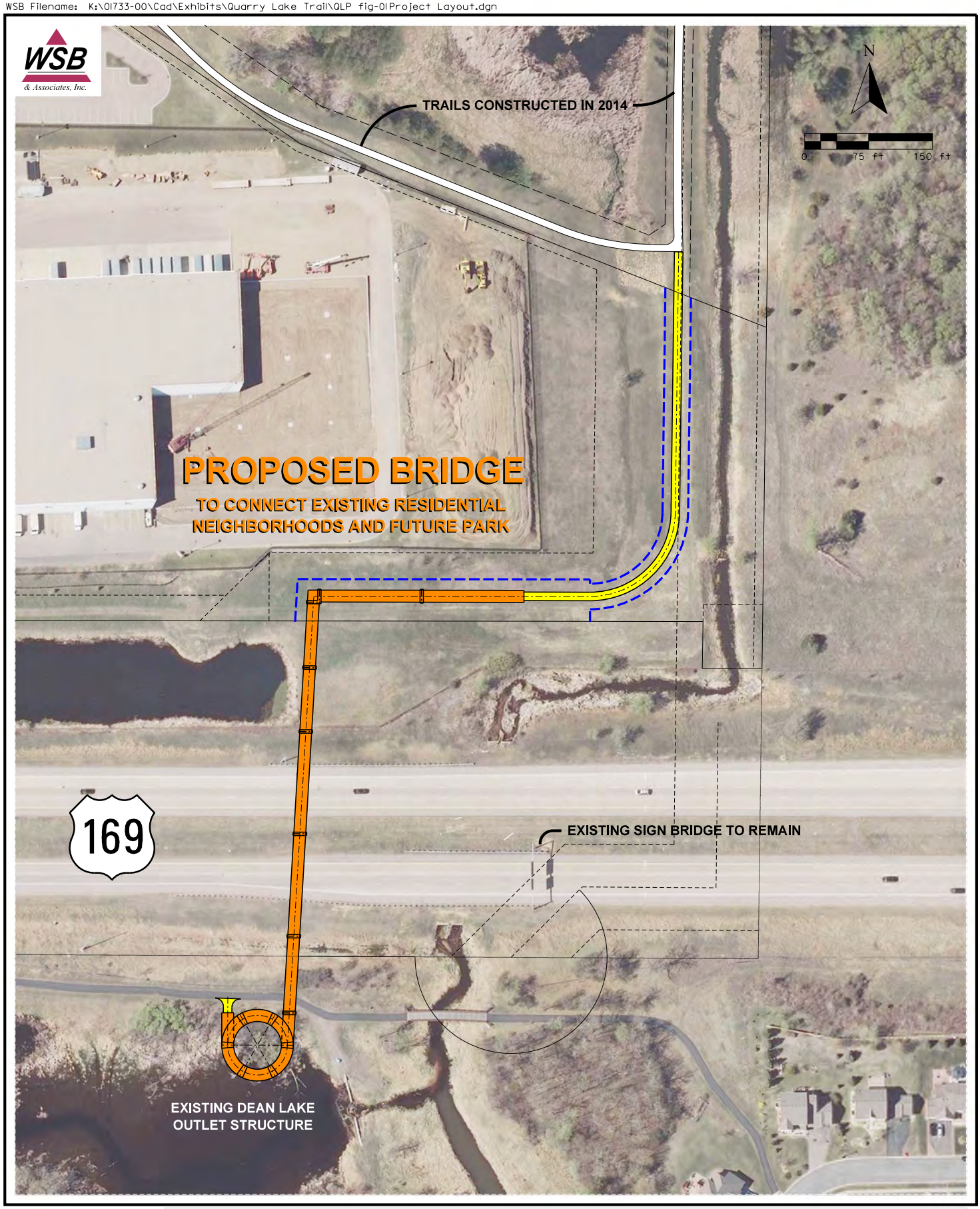
SHAKOPEE

May 14, 2020

TH 169 Affordable Housing Figure

1 inch = 3,009 feet
1:36,112

Date Printed: 11/23/2014
WSB Filename: K:\01733-00\Cad\Exhibits\Quarry Lake Trail\QLP fig-01Project Layout.dgn



SHAKOPEE

Figure 3. Concept

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

2020 Regional Solicitation Application

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

May 12, 2020

Steve Lillehaug, PE, PTOE
Public Works Director/City Engineer
City of Shakopee
129 Holmes St S
Shakopee, MN 55379

Re: MnDOT Letter for Shakopee
Metropolitan Council/Transportation Advisory Board 2020 Regional Solicitation Funding Request for US 169 Bike/Ped Bridge - Quarry Lake Trail Project

Dear Steve Lillehaug,

This letter documents MnDOT Metro District's recognition for Shakopee to pursue funding for the Metropolitan Council/Transportation Advisory Board's (TAB) 2020 Regional Solicitation for the construction of bike and pedestrian facilities in MnDOT ROW along US 169.

As proposed, this project impacts MnDOT right-of-way on US 169. As the agency with jurisdiction over the highway, MnDOT will allow Shakopee to seek improvements proposed in the application for the pedestrian and bike trail and bridge project. If funded, details of any future maintenance agreement with Shakopee will need to be determined during project development to define how the improvements will be maintained for the project's useful life.

There is no funding from MnDOT currently planned or programmed for this project. Due to expected loss of future state and federal transportation revenues as a result of the COVID-19 pandemic, there is likely to be significant disruptions to the current MnDOT construction program that will surface in the next year. MnDOT does not anticipate partnering on local projects beyond current agreements.

In addition, the Metro District currently does not anticipate any significant discretionary funding in state fiscal years 2024 or 2025 that could fund project construction, nor do we have the resources to assist with MnDOT services such as the design or construction engineering of the project. If your project receives funding, continue to work with MnDOT Area staff to coordinate project development and to periodically review needs and opportunities for cooperation.

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

If you have questions or require additional information at this time, please reach out to Mark Lindeberg, South Area Manager, at mark.lindeberg@state.mn.us or 651-234-7729.

Sincerely,

Michael Barnes, PE
Metro District Engineer

CC: Mark Lindeberg, Metro District South Area Manager
Molly McCartney, Metro Program Director
Dan Erickson, Metro State Aid Engineer

DEPARTMENT OF TRANSPORTATION

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

July 5, 2018

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

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

Dear Mr. Lillehaug,

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

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

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

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

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

Sincerely,

Scott McBride
Metro District Engineer

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

SHAKOPEE
PUBLIC WORKS DEPARTMENT

May 5, 2020

RE: City of Shakopee Snow and Ice Control Map and Policy – TH 169 Pedestrian Bridge and Quarry Lake Trail

To whom it may concern:

The City of Shakopee is currently pursuing a regional trail and bridge project to complete the gap of the regional trail across TH 169. Once this project is completed, this trail corridor and the new (connecting) 12th Avenue regional trail will be added to the city's snow and ice control trail/sidewalk map to ensure the trails are serviceable and usable year-round.

Sincerely,

Steven L. Lillehaug

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

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

2019 / 2020 Sidewalk and Trail Snow Plowing Map

Total Sidewalk/Trail : 161.3 miles

Total Plowed : 83.6 miles

- Proposed Sidewalk / Trail Plow Additions (3.5 Miles)
- Plowed Sidewalk (34.5 miles)
- Plowed Trail (45.6 miles)
- Sidewalk Not Plowed
- Trail Not Plowed

N W E S

0 0.125 0.25 0.5 Miles

SHAKOPEE

SHAKOPEE
www.ShakopeeMN.gov

CITY OF SHAKOPEE

SNOW PLOWING / ICE CONTROL POLICY

PURPOSE AND NEED FOR POLICY

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

POLICY

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

PROCEDURES AND RESPONSIBILITY

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

EXCEPTIONS

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

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

STORM CLASSIFICATIONS AND PLOWING OPERATIONS

Class A Storm:

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

Class B Storm:

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

Class C Storm:

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

HOW SNOW WILL BE PLOWED

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

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

PARKING

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

HAULING OF SNOW

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

ALLEYS

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

ICE CONTROL

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

SIDEWALKS/TRAILS

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

MAILBOXES

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

TRASH RECEPTACLES

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

UTILIITY STRUCTURES

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

LANDSCAPING

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

LAWN SPRINKLING AND LIGHTING SYSTEMS

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

SNOW STORAGE

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

COMPLAINTS

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

EXHIBIT A

PLOWING / ICE CONTROL PRIORITIES

PRIORITY "A"

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

PRIORITY "B"

Streets providing access to schools and commercial property.

PRIORITY "C"

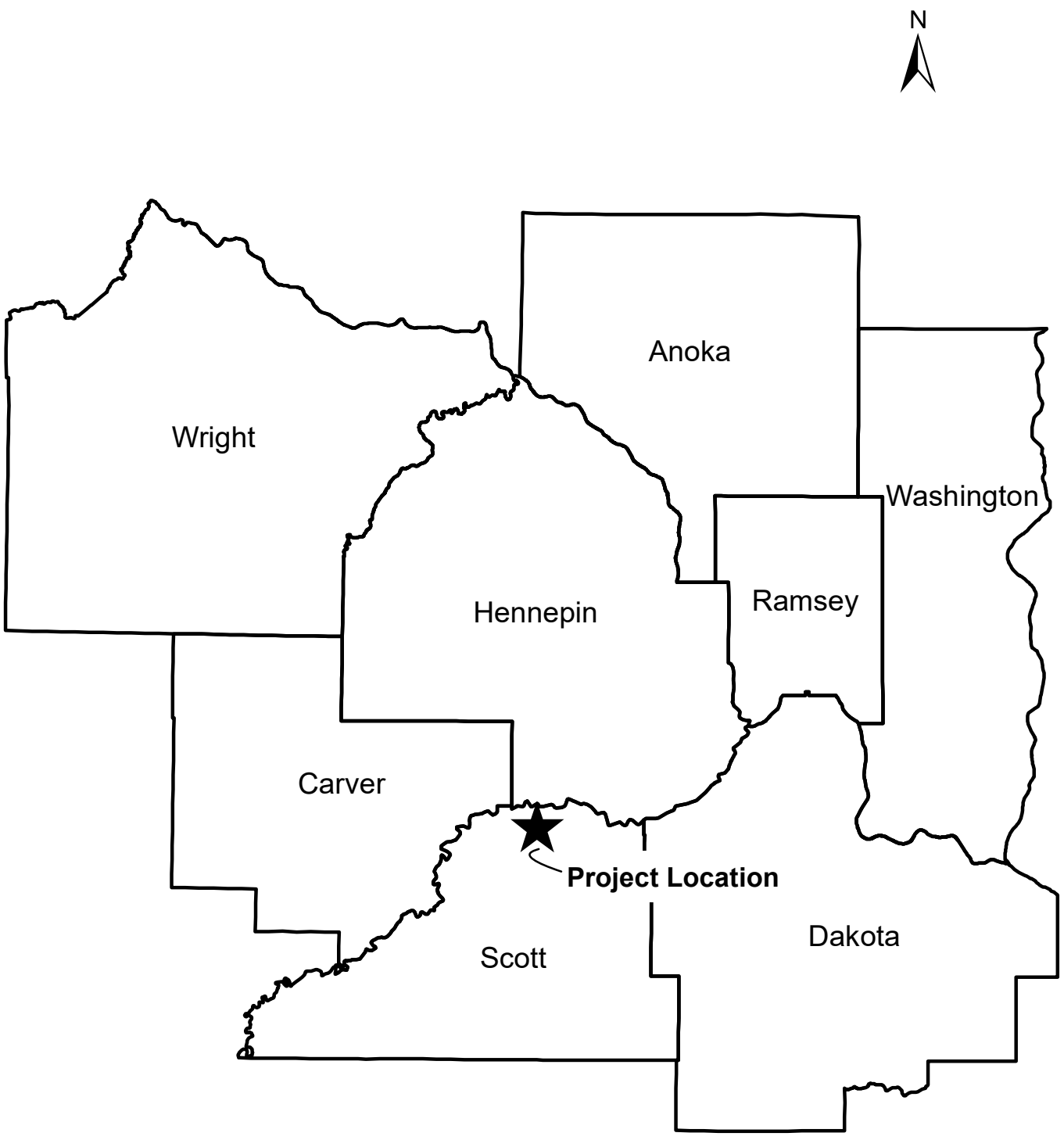
Lower volume residential streets.

PRIORITY "D"

Cul-de-sacs, Alleys, Sidewalks/Trails

PRIORITY "E"

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



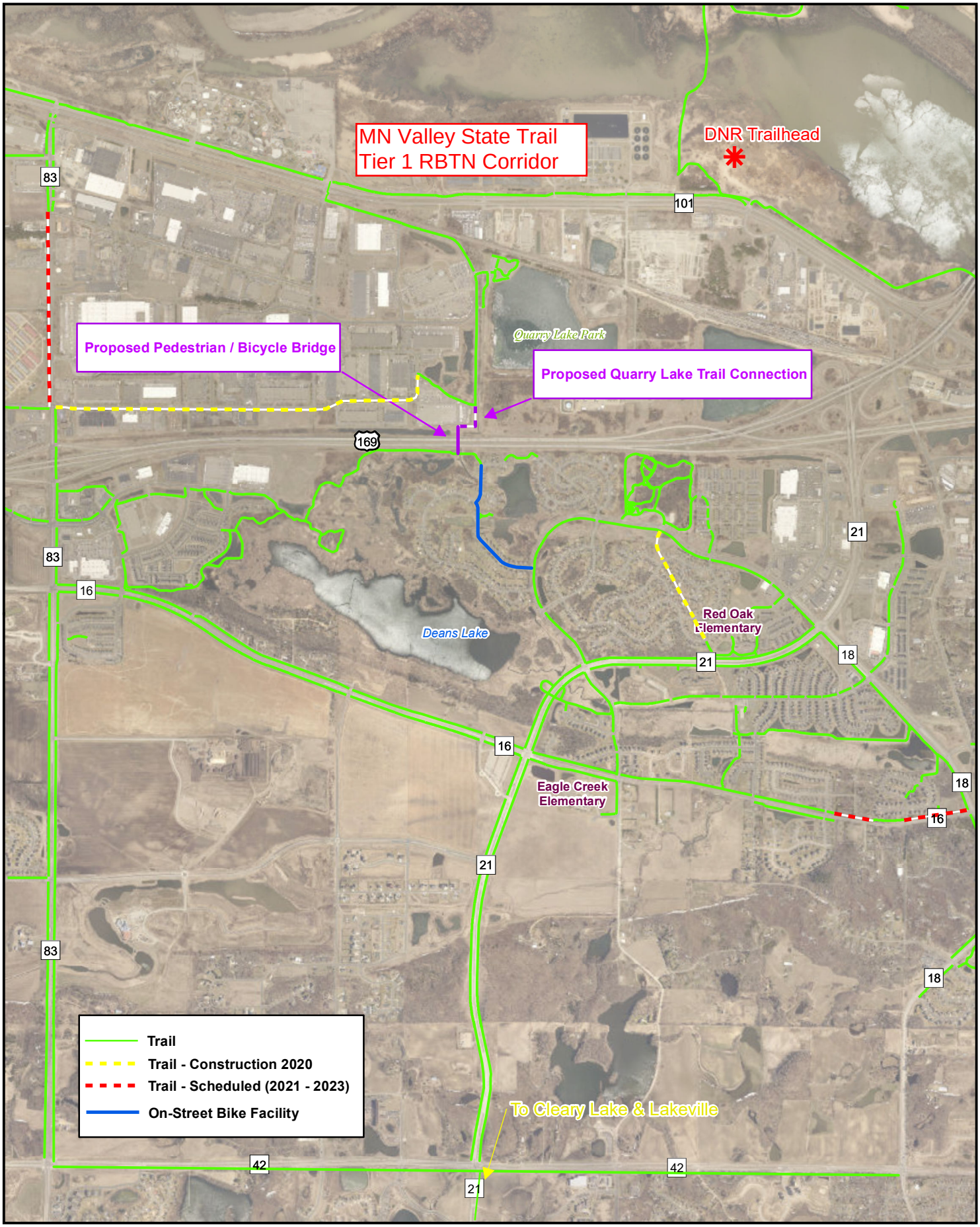
SHAKOPEE

2020 Federal Transportation Funding

Pedestrian Bridge over T.H. 169 at Quarry Lake Park

Figure 1
Regional
Project Location

U:\Projects\OldProjects\Figure1_RegionalProjectLocation.mxd



SHAKOPEE

Figure 2: Existing and Planned Trails

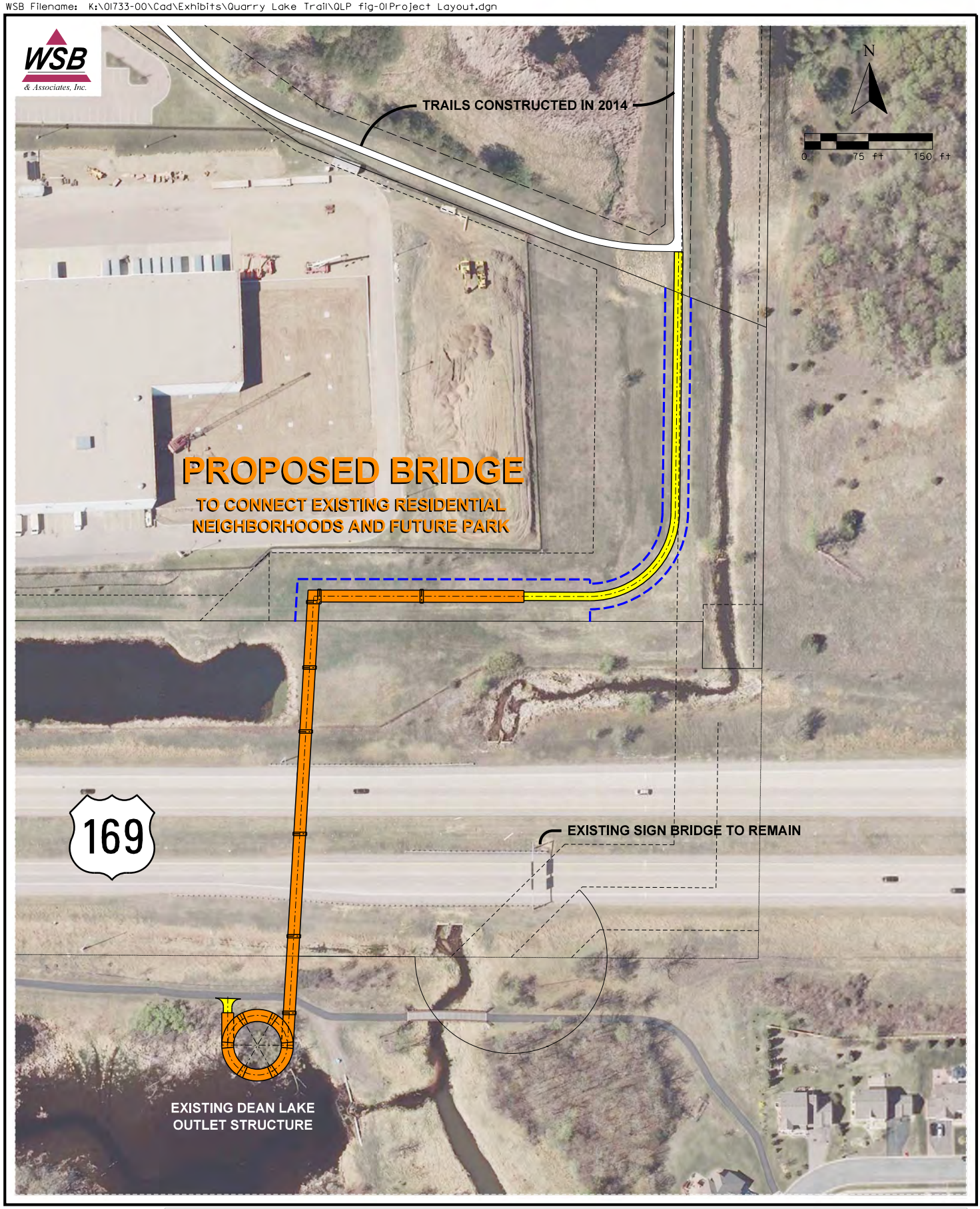
Quarry Lake Trail and US 169 Ped/Bike Bridge - Shakopee, MN

N W E S

0 0.25 0.5 Miles

U:\PROJECTS\OldProjects\Figure 2_Existing and Planned Trails.mxd

Date Printed: 11/23/2014
WSB Filename: K:\01733-00\Cad\Exhibits\Quarry Lake Trail\QLP fig-01Project Layout.dgn



SHAKOPEE

Figure 3. Concept

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

2020 Regional Solicitation Application

Figure 4. Existing Conditions

US 169 – Looking north
Quarry Lake Trail and US 169 Ped/Bike Bridge – Shakopee, Mn
2020 Regional Solicitation Application

SHAKOPEE

May 14, 2020

TH 169 Affordable Housing Figure

1 inch = 3,009 feet
1:36,112

FIGURE 4.46 - ISSUES & OPPORTUNITIES

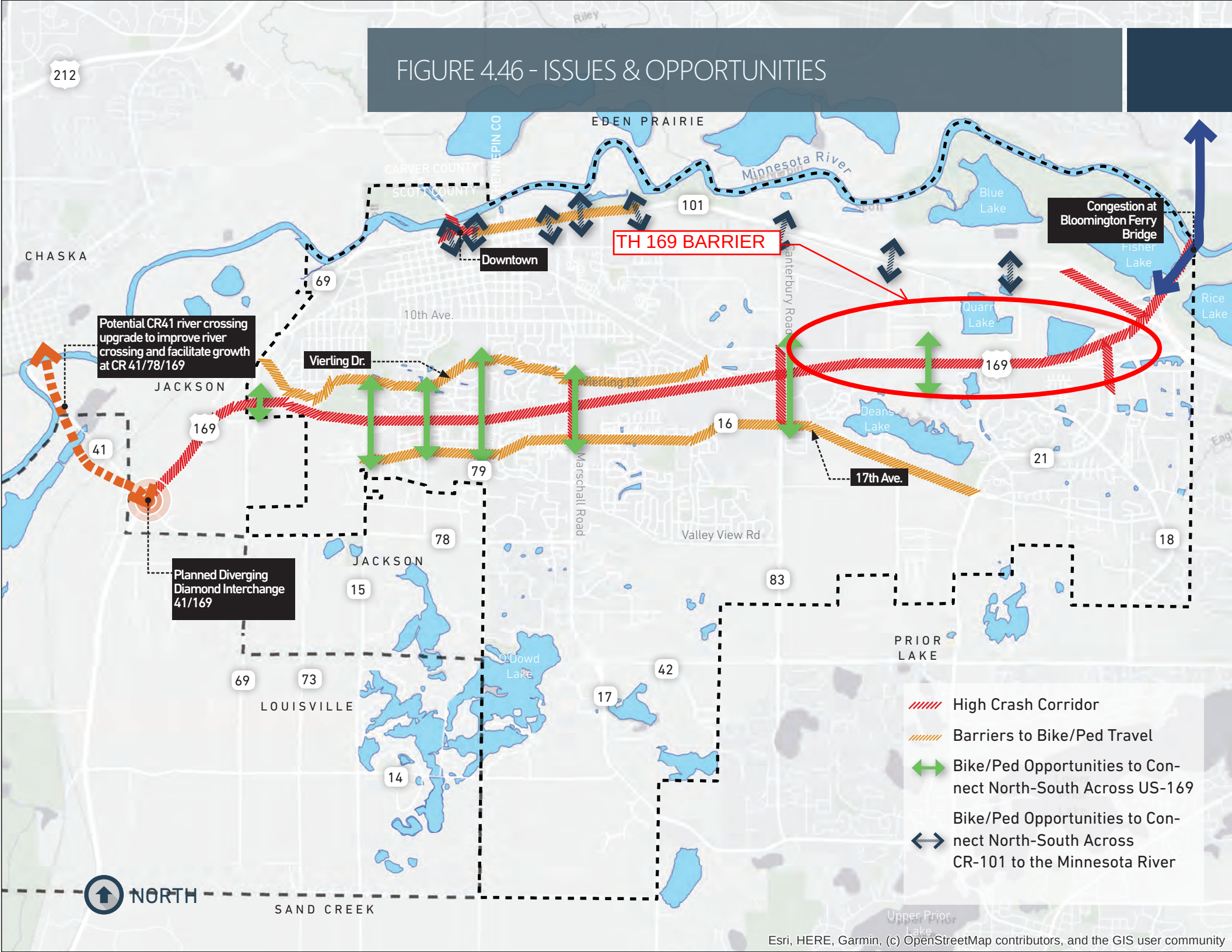


FIGURE 4.45 - FUTURE NON-MOTORIZED CONDITIONS

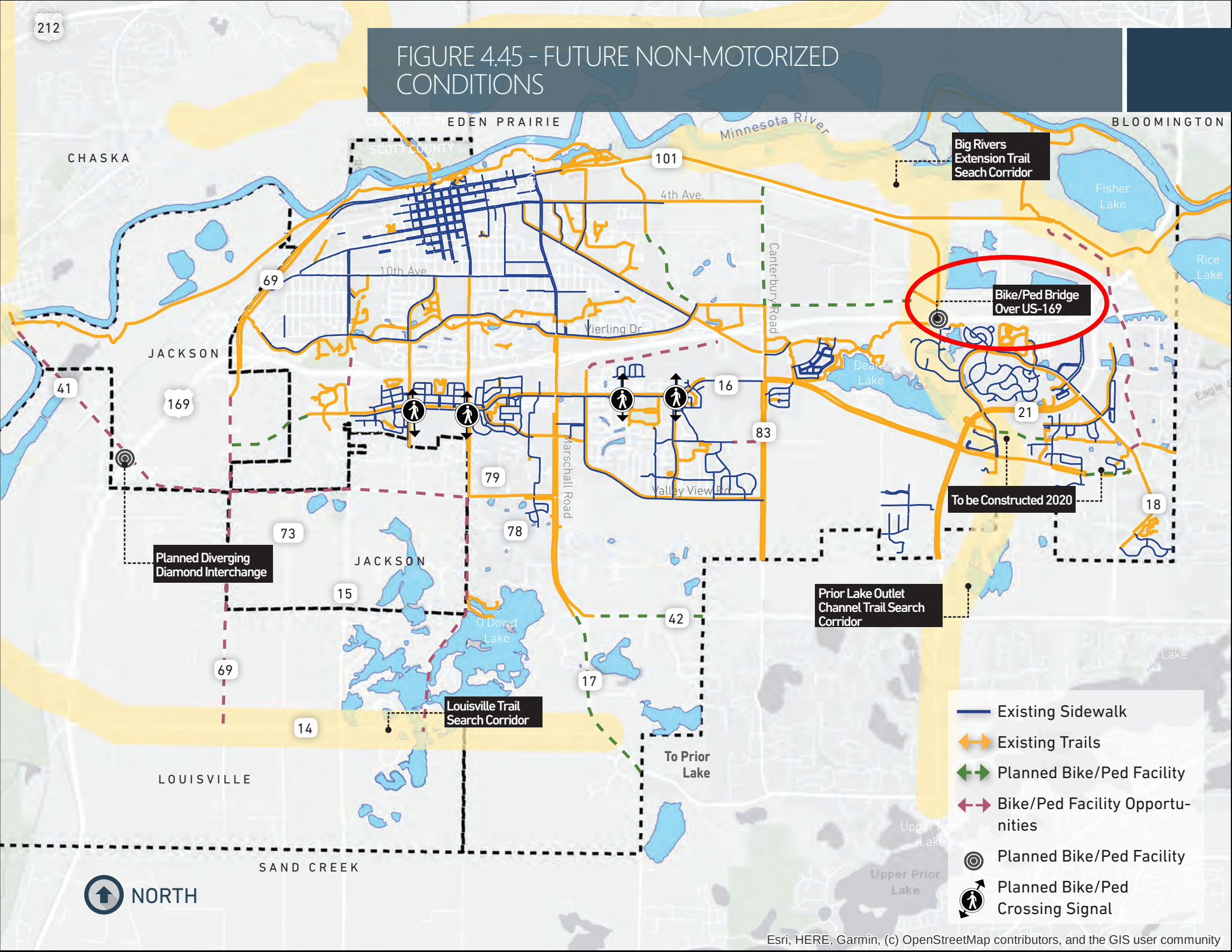
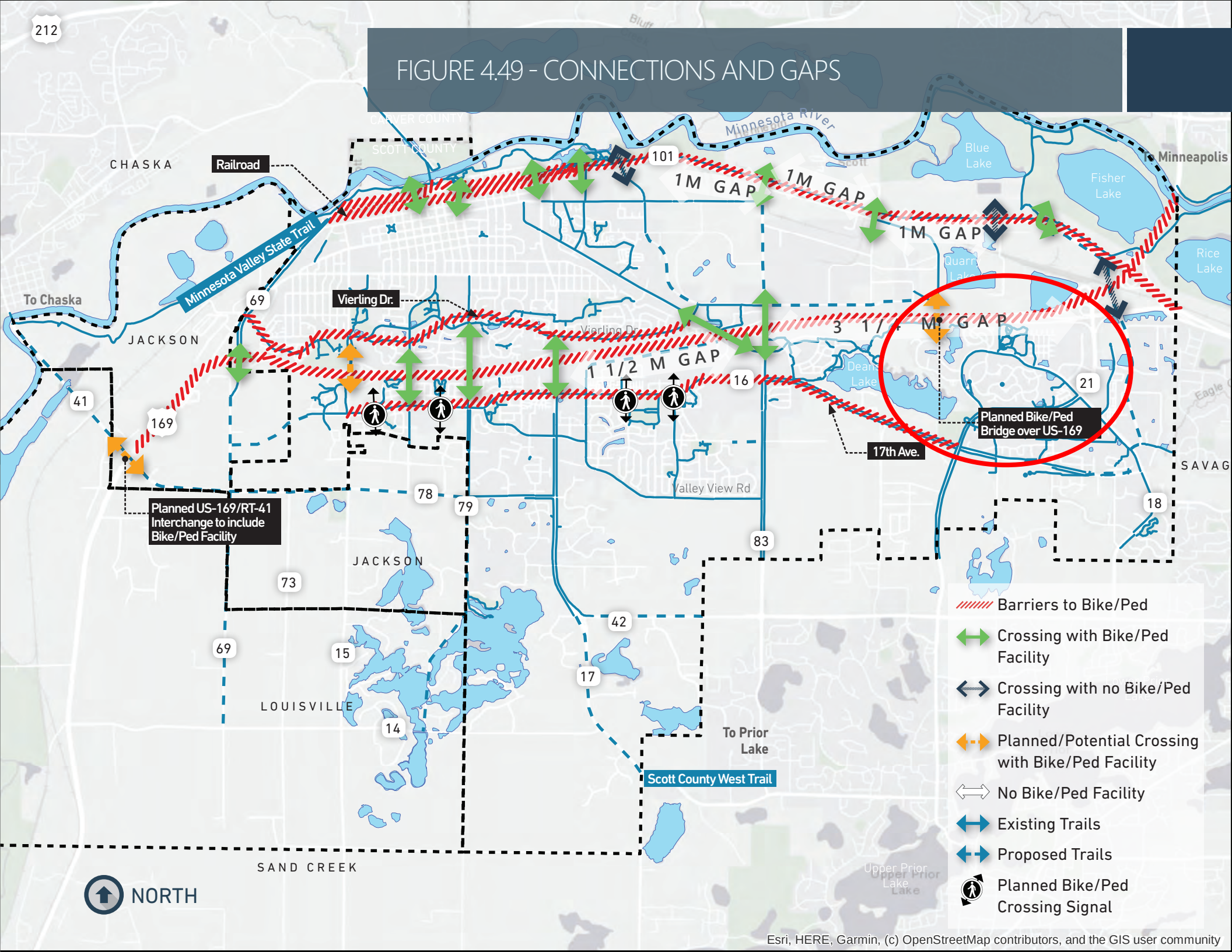


FIGURE 4.49 - CONNECTIONS AND GAPS



FILL IN TRAIL GAPS

While trail coverage in Shakopee is extensive, a handful of prominent gaps remain. Following is a list of those gaps and potential future improvements:

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

Currently in design for the 12th Ave trail and CR 83 to Quarry Lake. Bridge over HWY 169 to connect trail gap.

CONNECT TRAIL NETWORK TO KEY DESTINATIONS

In addition to their recreational purpose, Shakopee's trail system can play a vital transportation role throughout the community. One way to do this is to construct trail extensions into commercial areas, as well as connections to future developments.

FILL IN SIDEWALK GAPS

Of the streets without sidewalks in Shakopee, many are minor residential streets where traffic speeds and volumes are very low, allowing motorized traffic to safely intermingle with people walking and bicycling. Where speeds are 20 mph or less and daily traffic volumes are 500 cars or less, sidewalks may not be necessary. It will serve the public interest to focus on adding sidewalks on higher speed and higher volume streets. This can be achieved either by devoting public resources to adding sidewalks or by requiring property owners to add sidewalks during any significant site renovation, redevelopment, or new construction project.

The safety and connectivity of the pedestrian environment could also be improved by adding sidewalks to centrally located major streets with only a trail on one side and no pedestrian accommodations on the other, such as Marschall Road near the transit station. A pedestrian master plan could provide a framework for documenting and systematically addressing these gaps.

EVALUATE SIDEWALK MAINTENANCE POLICY

One of the barriers to filling in sidewalk gaps is property owner concerns about the need for maintenance. Several communities in the

Twin Cities have taken on the role of sidewalk maintenance, including snow clearance and repairs on residential streets. The appropriate shape of sidewalk-related policies in Shakopee depends on the consensus vision for the role and relative importance of supporting walking in the community. The city's current policy is to clear snow on some collector street sidewalks and trails, designated according to Council approval. Property owners are responsible for winter maintenance on all remaining sidewalks adjacent to their properties. Further examination of the barriers to walking in the community and a broader community deliberation of the trade-offs involved would be necessary to determine if any changes to Shakopee's sidewalk policies are appropriate.

DEVELOP A PLAN TO IMPROVE BIKE/PED TRAVEL ON ROADWAY FACILITIES WITHOUT A SIDEWALK OR TRAIL

The city should develop a plan which identifies roadways without sidewalk or trails and assess the need for separate bike/ped

FIGURE 5.2 - SHAKOPEE'S TRAIL SYSTEM, & REGIONAL TRAIL ALIGNMENTS & SEARCH CORRIDORS

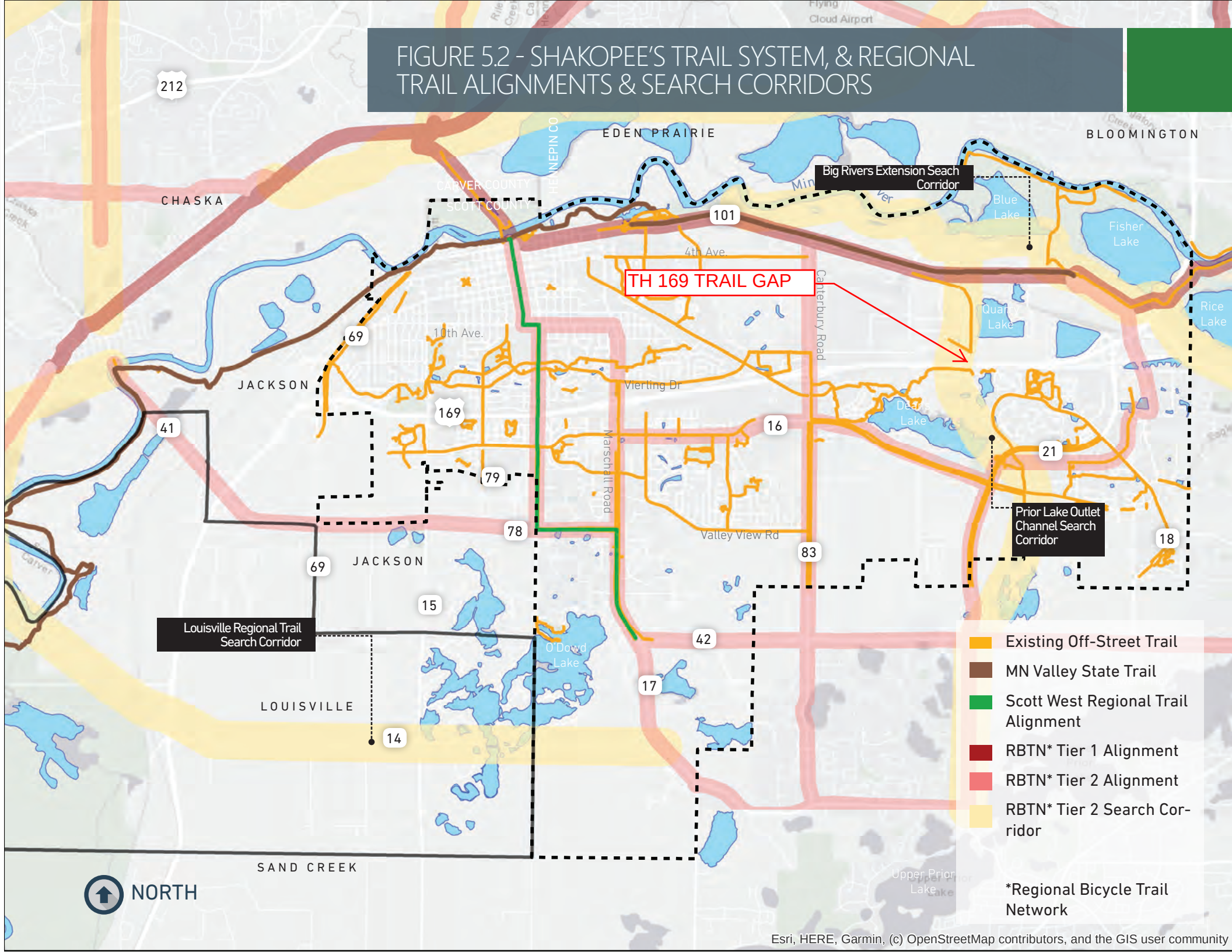
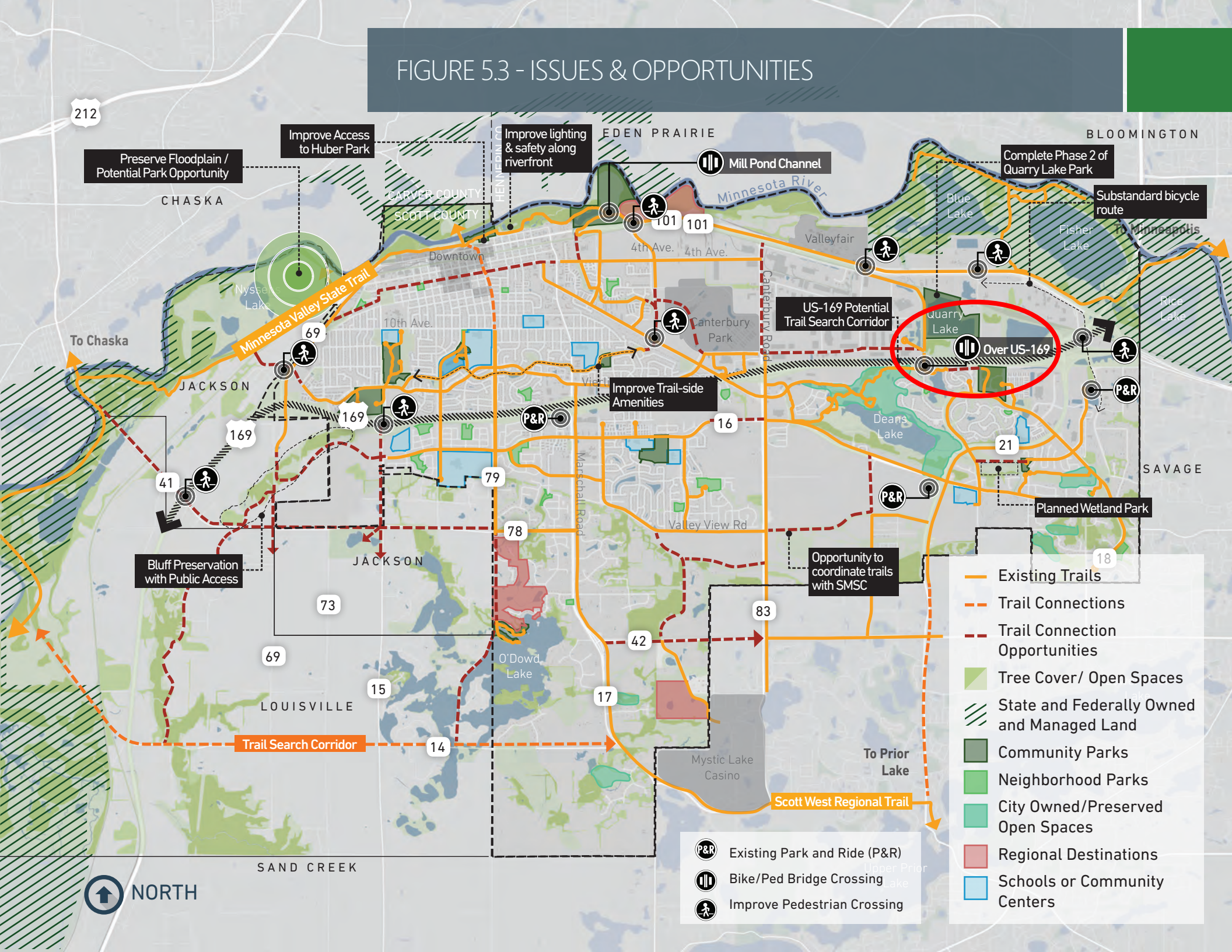


FIGURE 5.3 - ISSUES & OPPORTUNITIES



high potential for wildlife production, public hunting, trapping, fishing, and other compatible recreational uses. Raguet WMA, and much of the other publically owned land along the Minnesota River in Shakopee, is entirely within the floodplain of the Minnesota River and contains floodplain forest, wetland area and grassland. The management emphasis for the Raguet WMA and the other publically held lands is maintaining and improving habitat for wetland and river adjacent wildlife and flora.

Opportunities to open up views, vistas and physical access to the river, both in Downtown and beyond should be explored. The multiple different agencies and organizations which own and manage the riverfront will require an increased collaboration in the future to truly unlock the potential of the Minnesota River greenway. The City should look to partner with U.S Fish and Wildlife, Minnesota DNR, Scott County, Three Rivers Park District, the SMSC and private land owners for any future projects to maximize shared assets to respond to resident interest in the Minnesota River Valley.

FILL GAPS IN THE TRAIL SYSTEM

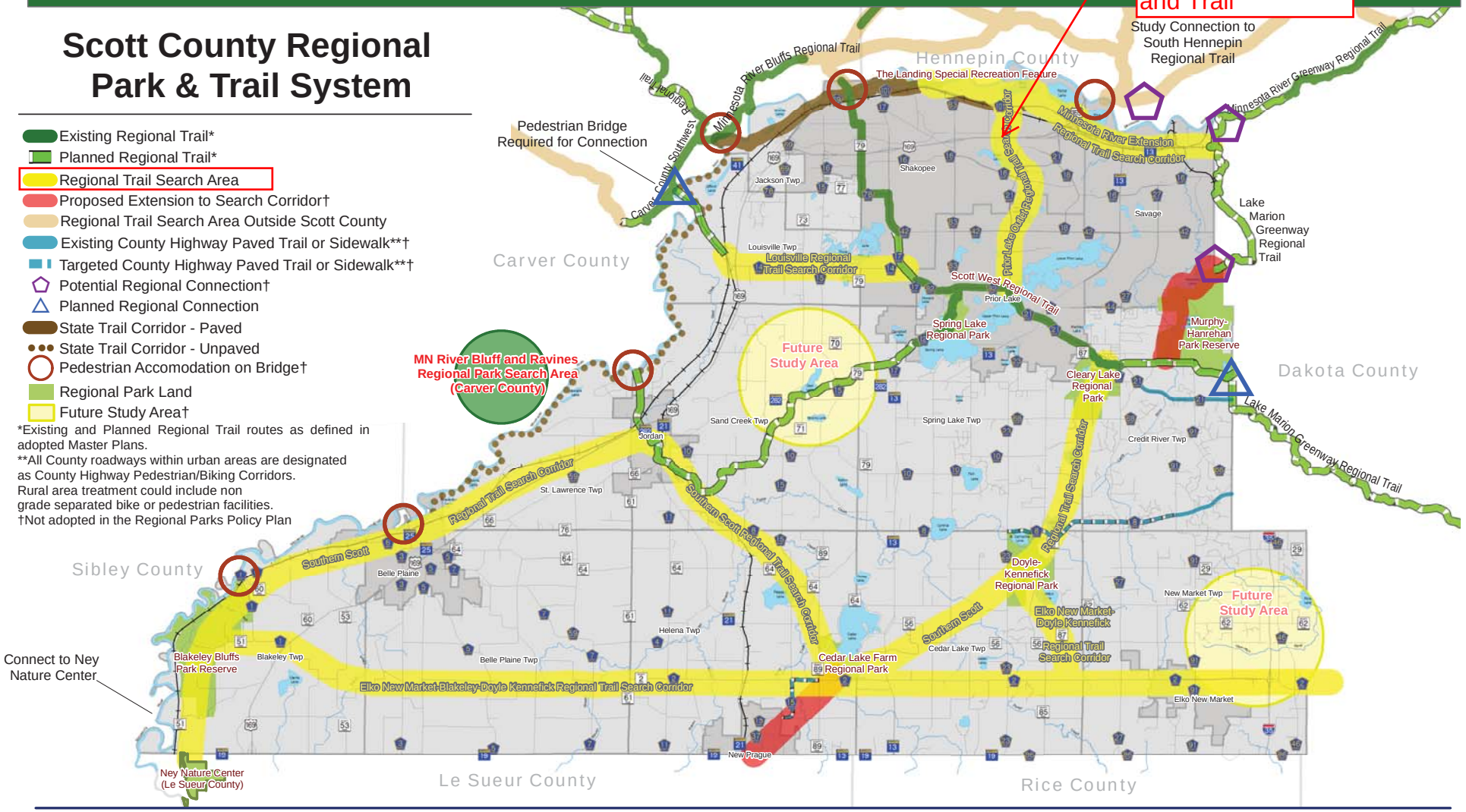
Shakopee is considered a regional recreation destination, and the trail system is on its way to being part of this recreational draw. However, disconnections in the trail system can lead to confusion. Many bicycle riders are not comfortable shifting to riding on the street amidst vehicle traffic when they reach a gap in the trail system. Similarly, people on foot are less likely to choose to use a trail if they know gaps in the system will take them far out of their way. Community priorities identified during the planning process emphasized the need to improve trail connections, and multiple comments specifically noted the need for a trail connection across Highway 169 near Southbridge.

In order to know which improvements will have the greatest impact, the first opportunity is to identify the major gaps/barriers to safe access to parks from pedestrian and bicycle networks. The Parks and Recreation, Public Works and Planning departments should collaborate to ensure safe and convenient connections to parks within and across the roadway system. Also, planning policy can ensure private development connects to trails and pedestrian pathways. Private and

TRAIL GAP AT HAUER TRAIL

Scott County 2040 Comprehensive Plan Update

Scott County Regional Park & Trail System



- Existing Regional Trail*
- Planned Regional Trail*
- Regional Trail Search Area
- Proposed Extension to Search Corridor†
- Regional Trail Search Area Outside Scott County
- Existing County Highway Paved Trail or Sidewalk**†
- Targeted County Highway Paved Trail or Sidewalk**†
- Potential Regional Connection†
- Planned Regional Connection
- State Trail Corridor - Paved
- State Trail Corridor - Unpaved
- Pedestrian Accomodation on Bridge†
- Regional Park Land
- Future Study Area†

*Existing and Planned Regional Trail routes as defined in adopted Master Plans.
**All County roadways within urban areas are designated as County Highway Pedestrian/Biking Corridors. Rural area treatment could include non grade separated bike or pedestrian facilities.
†Not adopted in the Regional Parks Policy Plan

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

Miles

This map is neither a legally recorded document nor a survey and is intended for planning purposes only. Delineations may not be exact.
Prepared by: Scott County Parks and Trails, 3/13/2019

\\co.scott.mn.us\PVT.PRD.FSx\CommonData\Department\Parks\Projects\2040\2040 Plan\Regional System Map - Update 20180627.mxd

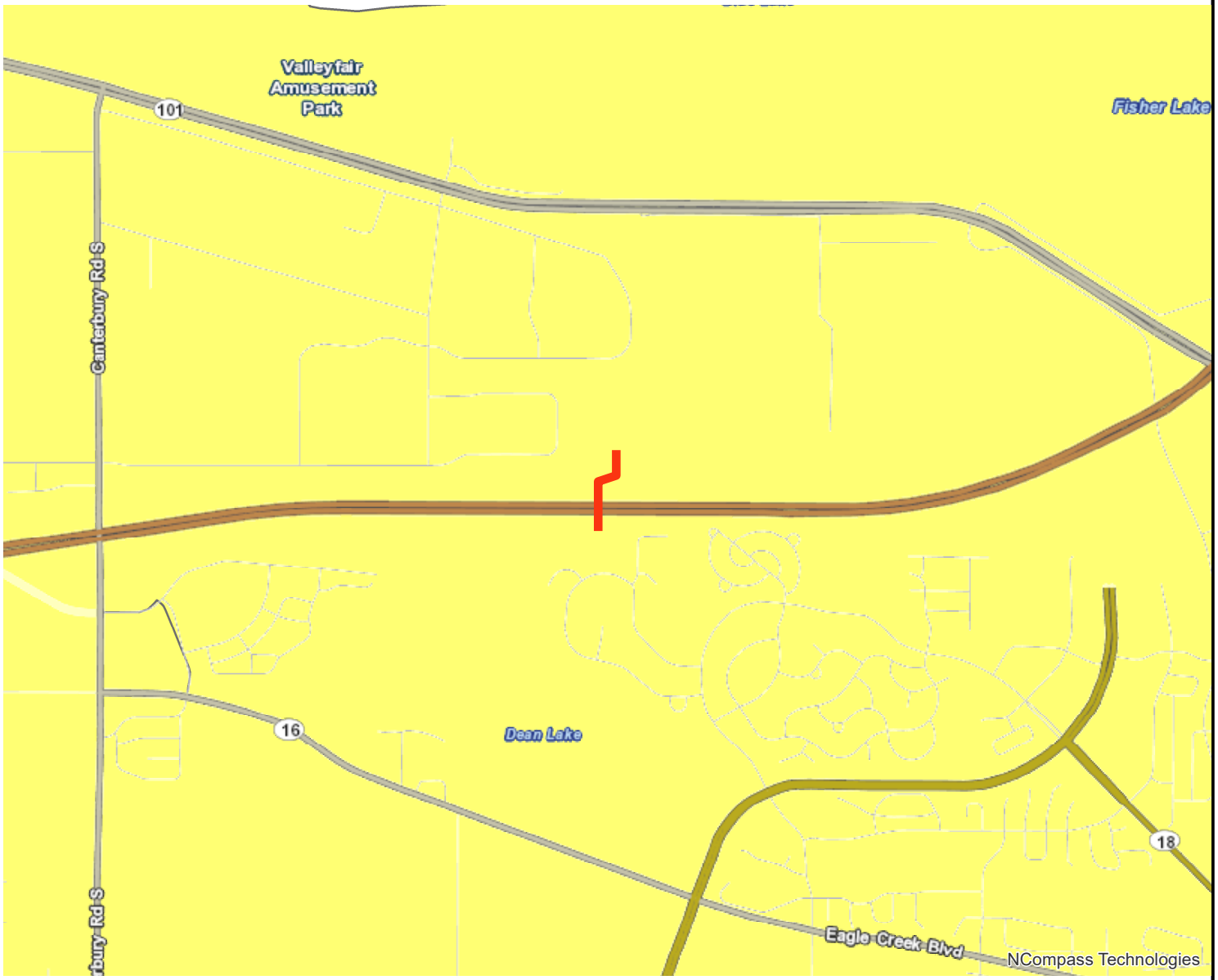
Socio-Economic Conditions

Multiuse Trails and Bicycle Facilities Project: TH 169 Pedestrian Bridge and Trail | Map ID: 1589310758159

Results

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

Tracts within half-mile:
80301



Lines

Area of Concentrated Poverty

Area of Concentrated Povertry > 50% residents of color

Above reg'l avg conc of race/poverty

0 0.275 0.55 1.1 1.65 2.2 Miles

Created: 5/12/2020
LandscapeRSA2

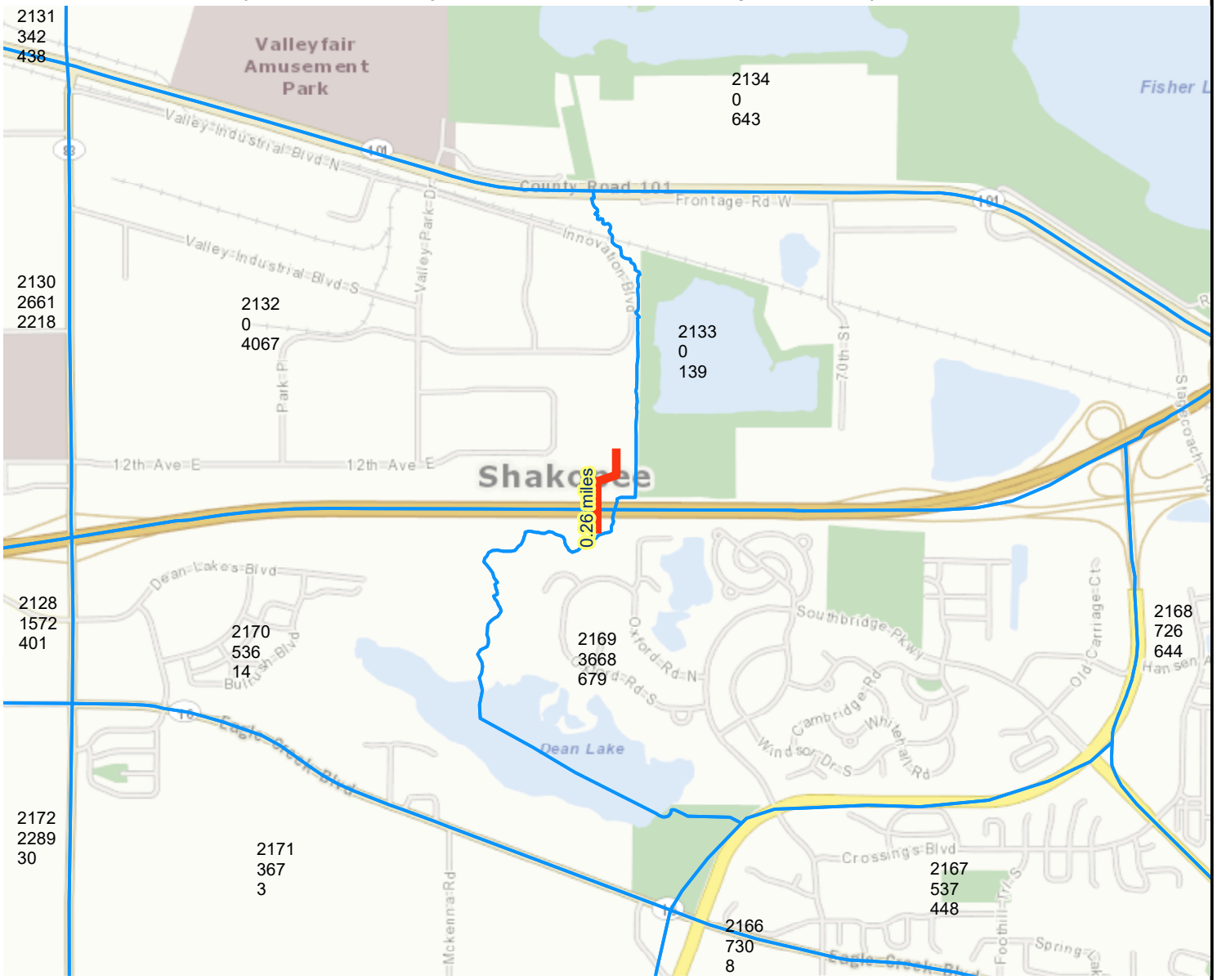
METROPOLITAN COUNCIL

Population/Employment Summary

Multiuse Trails and Bicycle Facilities Project: TH 169 Pedestrian Bridge and Trail | Map ID: 1589310758159

Results

Within ONE Mile of project:
Total Population: 5108
Total Employment: 5993



Project Points
Project
Project Area
2016 TAZ

0 0.25 0.5 1 1.5 2 Miles

Created: 5/12/2020
LandscapeRSA4

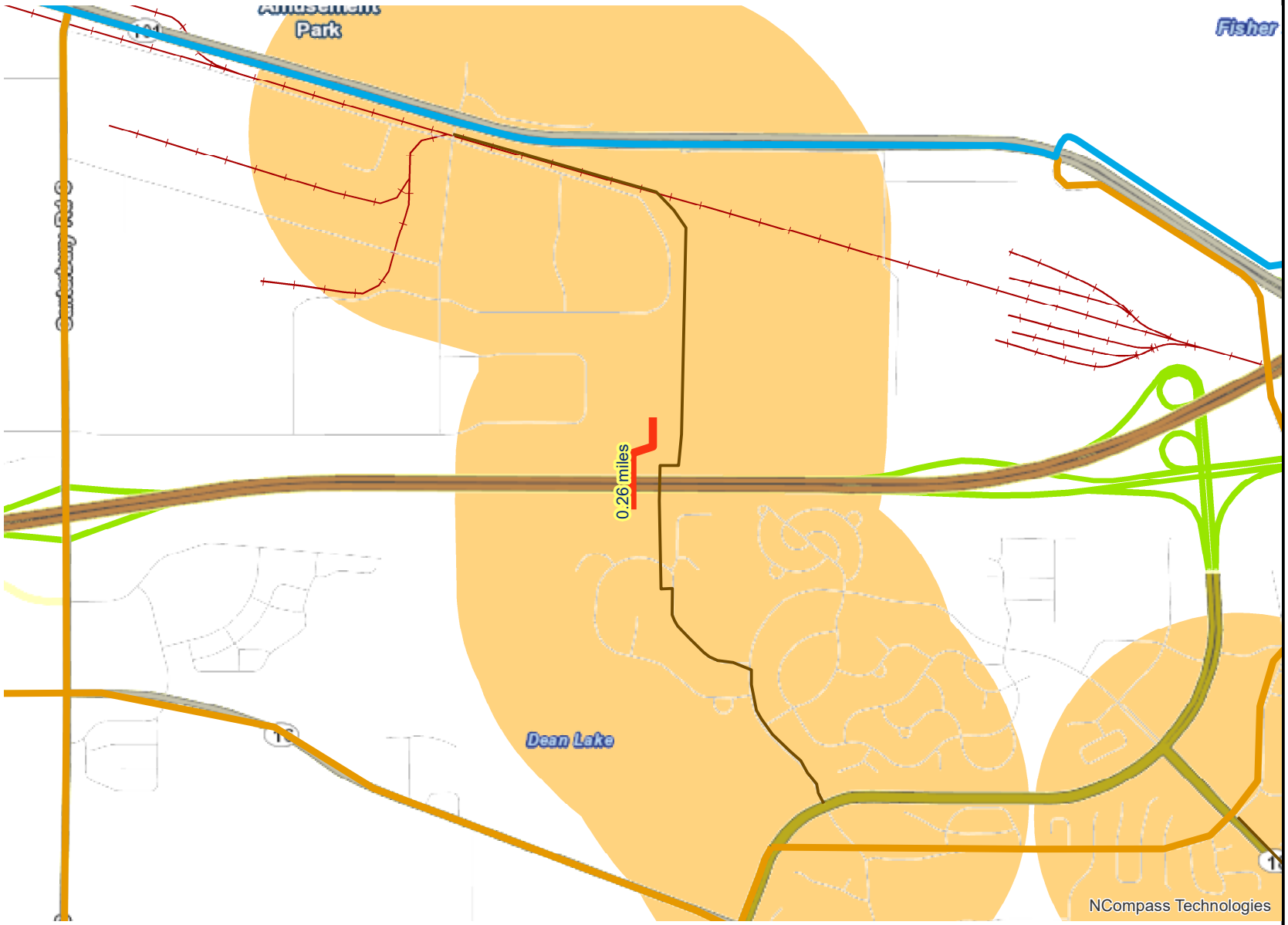
METROPOLITAN COUNCIL

Project to RBTN Orientation

Multiuse Trails and Bicycle Facilities Project: TH 169 Pedestrian Bridge and Trail | Map ID: 1589310758159

Results

Project **IN** TIER 2
Bicycle Transport Corridor.



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

0 0.225 0.45 0.9 1.35 1.8 Miles

Created: 5/12/2020
LandscapeRSA6

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

METROPOLITAN COUNCIL

CITY OF SHAKOPEE

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

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

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

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

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

The City of Shakopee is requesting $3,139,200 federal funding for this project. The city will match 20% of the estimated project costs which equates to $784,800. The estimated total project construction cost is $3,924,000 with and additional $344,000 of easement acquisition. This project is feasible to start in 2022, if funding is available earlier. Otherwise, the project start date would be in 2024.

Figure 4. Existing Conditions

US 169 – Looking north
Quarry Lake Trail and US 169 Ped/Bike Bridge – Shakopee, Mn
2020 Regional Solicitation Application