



Application

13869 - 2020 Multiuse Trails and Bicycle Facilities

14070 - Merriam Junction Regional Trail

Regional Solicitation - Bicycle and Pedestrian Facilities

Status: Submitted

Submitted Date: 05/15/2020 1:55 PM

Primary Contact

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

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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 Merriam Junction Trail

Primary County where the Project is Located Scott

Cities or Townships where the Project is Located: Louisville Township, Scott County, City of Carver, Carver County

Jurisdictional Agency (If Different than the Applicant):

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

The Merriam Junction Trail will construct 2.4 miles of trail on the former Union Pacific Rail line now under Scott County ownership. The connection will go from the intersection of 145th Street West and Red Rock Drive in Louisville Township and cross the Minnesota River into the City of Carver in Carver County.

(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.](#)

Construct trail from the intersection of 145th Street West and Red Rock Drive in Louisville Township to the City of Carver.

Project Length (Miles) 2.4

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 \$5,500,000.00

Match Amount \$4,900,000.00

Minimum of 20% of project total

Project Total \$10,400,000.00

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

Match Percentage 47.12%

Minimum of 20%

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

Source of Match Funds Local

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

Preferred Program Year

Select one: 2024

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

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 55379

(Approximate) Begin Construction Date 05/01/2024

(Approximate) End Construction Date 06/01/2025

Name of Trail/Ped Facility: Merriam Junction Trail

(i.e., CEDAR LAKE TRAIL)

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

From: Intersection of 145th St West and Red Rock Drive in Louisville
(Intersection or Address) Township

To: City of Carver/ Carver County
(Intersection or Address)

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

Or At:

Miles of trail (nearest 0.1 miles): 2.4

**Miles of trail on the Regional Bicycle Transportation Network
(nearest 0.1 miles):** 0

Is this a new trail? Yes

Primary Types of Work Bike and Pedestrian Path and Bridges

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

BRIDGE/CULVERT PROJECTS (IF APPLICABLE)

Old Bridge/Culvert No.:

New Bridge/Culvert No.:

unknown

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

Minnesota River

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:

- 1.) Goal B: Safety and Security (Page 2.5), Objective: A.
 - a.) Strategies: B1 (Page 2.5), B6 (Page 2.6)
- 2.) Goal C: Access to Destinations (Page 2.10), Objectives A, D & E
 - a.) Strategies C1 (Page 2.10), C2 (Page 2.11), C15 (Page 2.22), C16 (Page 2.23), C17 (Page 2.24)
- 3.) Goal D: Competitive Economy (Page 2.26), Objective B
 - a.) Strategies D3 (Page 2.27)
- 4.) Goal E: Healthy Environment (Page 2.30), Objective C
 - a.) Strategies E3 (Page 2.31)
- 5.) Goal F: Leveraging Transportation Investments to Guide Land Use, Objective C
 - a.) Strategies F6 (Page 2.38)

(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.

List the applicable documents and pages:

- 1.) Minnesota River Bluff Extension and Scott County Connection Regional Trail Master Plan (February 2011) Page 18
- 2.) Shakopee Comprehensive Plan, Transportation Plan
 - a.) Pedestrian Safety and Access Page 38
 - b.) Trails Page 39
- 3.) Scott County 2040 Comprehensive Plan
 - a.) Transportation Plan Chapter 6, Page VI-65 Policy h.1, 2, 9, & 10
 - b.) Park and Trails Chapter 7, Pages VII-57 & 58 Louisville Trail Corridor

(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.*

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

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

Safe Routes to School: \$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: 10/16/2018

Link to plan:

<https://www.scottcountymn.gov/DocumentCenter/View/12076/Scott-County-ADA-Transit-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.

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)	\$520,000.00
Removals (approx. 5% of total cost)	\$0.00
Roadway (grading, borrow, etc.)	\$0.00
Roadway (aggregates and paving)	\$0.00
Subgrade Correction (muck)	\$0.00
Storm Sewer	\$0.00
Ponds	\$0.00
Concrete Items (curb & gutter, sidewalks, median barriers)	\$0.00
Traffic Control	\$0.00
Striping	\$0.00
Signing	\$0.00
Lighting	\$0.00
Turf - Erosion & Landscaping	\$350,000.00
Bridge	\$7,010,000.00
Retaining Walls	\$0.00
Noise Wall (not calculated in cost effectiveness measure)	\$0.00
Traffic Signals	\$0.00

Wetland Mitigation	\$0.00
Other Natural and Cultural Resource Protection	\$0.00
RR Crossing	\$0.00
Roadway Contingencies	\$0.00
Other Roadway Elements	\$0.00
Totals	\$7,880,000.00

Specific Bicycle and Pedestrian Elements

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

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	\$10,400,000.00
Construction Cost Total	\$10,400,000.00
Transit Operating Cost Total	\$0.00

Measure A: Project Location Relative to the RBTN

Select one:

Tier 1, Priority RBTN Corridor

Tier 1, RBTN Alignment

Tier 2, RBTN Corridor Yes

Tier 2, RBTN Alignment

Direct connection to an RBTN Tier 1 corridor or alignment

Direct connection to an RBTN Tier 2 corridor or alignment

OR

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

Upload Map 1589227421828_5.5.20 Project to RBTN Orientation.pdf

Please upload attachment in PDF form.

Measure A: Population Summary

Existing Population Within One Mile (Integer Only) 5857

Existing Employment Within One Mile (Integer Only) 1285

Upload the "Population Summary" map 1589227494871_5.5.20 Population.Employment Summary.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.*

The Merriam Junction Trail has been part of planning efforts since 2007 when the Union Pacific first filed for abandonment of the railroad line. The acquisition of the property went through extensive public participation as it involved Scott County, the Scott County Regional Rail Authority, Carver County, Carver Regional Rail Authority, Three Rivers Park District, Metropolitan Council, and the City of Carver. The trail connection is in the Metropolitan Council's TPP as an RBTN corridor, where this process went through community outreach. Finally, the Merriam Junction Trail is also identified in the 2040 Scott County Comprehensive Plan, which also went through extensive community outreach.

Response:

In March and April, 2020 public outreach events were planned for engagement with residents in the City of Carver. The events were to be held in downtown Carver and at the Bluff Creek Apartments (an affordable housing complex near the project area) to reach alternative populations. These events were canceled due to the COVID-19 pandemic.

As construction plans are proposed, public information pop-up meetings will be held to inform the public, collect input, and to have a dialogue on ideas and potential conflicts. Scott and Carver Counties will be committed to working with residents including those of low-income, disabled, people of color and youth populations once the design process commences.

(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.

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

The project will include a pedestrian crossing of the Minnesota River from the City of Carver to the existing bike/pedestrian infrastructure at the intersection of 145th Street West and Red Rocks Drive in Louisville Township. This pedestrian crossing of the Minnesota River is safer for bicyclists and pedestrians compared to the existing crossings located to the south on the shoulder of roadways of CSAH 9 in Jordan and TH 41 in Jackson Township to the North. The Merriam Junction Trail river crossing provides a travel time savings as CSAH 9 and TH 41 crossings are 2 and 4 miles from the proposed trail crossing.

Response:

This regional trail segment is envisioned to accommodate a wide range of user groups with varying abilities and offers access to many populations. With relatively flat grades established from the previous use as a railroad corridor, there is ample opportunity for trail visitors of all abilities to use the trail. The project will provide paved ADA access from the City of Carver to the Minnesota Valley National Wildlife Refuge which fills an existing gap, benefiting people with disabilities and the elderly with access to something that they did not have access to before. Youth populations will also be encouraged to utilize the trail for recreation driven by outreach efforts by Scott County in partnership with Three Rivers Park District. The trail

project also scenic views of the Minnesota River and local wildlife. This project will provide a healthy and safe river crossing alternative for all residents of Scott County helping achieve the goal of Scott County's 2020-2025 Strategic Plan; to provide Safe, Healthy, Livable Communities. Ensuring that recreational opportunities are affordable and accessible (by various modes of transportation) to all citizens is an existing Scott County initiative resulting in free access to the Merriam Junction Trail for all residents of both Scott and Carver Counties.

(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:

The project is primarily located on existing County property surrounded by DNR or US Fish and Wildlife property, therefore there are no direct negative externalities created that impact low-income populations, people of color, children, people with disabilities, or the elderly. There will be minimal noise generated from the Minnesota River bridge construction during daytime hours. This is the closest segment of the trail that could have negative impacts on disadvantaged populations in the City of Carver.

(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 1589471221720_Combine Socio-Economic Maps.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
Carver	0.2	0.08	60.0	5.0
Not Available	2.2	0.92	0	0

Total Project Length

Total Project Length 2.4

Project length entered on the Project Information - General form.

Housing Performance Score

Total Project Length (Miles) or Population 2.4

Total Housing Score 5.0

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.

The trail is in a rural area in Scott County and therefore does not have affordable housing units within a ½ mile from the project. However, both Scott and Carver Counties have CDAs that provide tenant-based assistance. Tennant base assistance (Section 8 Housing) helps low-income households afford a rental on the private market place. There are also several market-rate apartments within ½ of the Trail in the City of Carver. If a housing option is available for a Section 8 participant, near the Trail an alternative river crossing for pedestrians and bicyclists will be available for residents to utilize to access amenities in Scott County such as the Renaissance Festival or transit services. Bluff Creek Apartments an affordable housing opportunity managed by Carver County CDA and is located just under a mile from the project area. There are a total of 20 units at Bluff Creek; 12 one bedroom units and 8 two bedroom units. Although this complex is beyond a ½ mile from the trail, residents would still see time and distance savings to cross the river.

Response:

By 2040 Scott County is expected to see continued growth, adding 22,030 households between 2020 and 2040 according to the Commercial/Industrial Analysis for Scott County which was conducted by an independent research company in 2016. The trail will be an added benefit to new developments in western Scott County.

The trail in the City of Carver is adjacent to the historic district. These homes were constructed in the 1800s and many have been restored to their original architecture. The project is located 1 block from downtown Carver, this area is generally more affordable. 14% of households in the City are cost-burdened, meaning more than 30% of their income is devoted to housing each month. Currently, there is not mandated affordable housing in this area, but downtown Carver has naturally occurring affordable

housing from the ebb and flows of the housing market.

(Limit 2,100 characters; approximately 300 words)

Upload map:

1589472197688_affordable housing map.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.*

The project will provide a crossing of the Minnesota River and eliminate a gap in the RBTN Tier 2 Corridor. The Minnesota River is identified in the Met Council's Regional Bicycle Barriers Study as a Tier 1 Barrier Crossing, one of the most difficult barriers to cross of regional significance. The project will construct a trail on the former UP Rail line now owned by Scott and Carver County.

In 2019, a portion of the trail from east of the intersection of 145th Street West and Red Rock Drive in Louisville Township to the east side of US 169 via a trail and bridge was opened. This project will extend the trail from the existing bike and pedestrian infrastructure at the intersection of 145th St. and Red Rock Drive into the City of Carver, completing the gap in the RBTN. This project provides the only non-motorized barrier crossing of the Minnesota River from Scott to Carver County. It would provide a connection for Scott County residents to the Minnesota River Bluffs Regional Trail from the City of Carver into Eden Prairie. It improves continuity between jurisdictions by providing significant safety and travel time savings for those using bikes or walking.

Response:

Other crossings of the Minnesota River are TH 41 which using existing roads to cross the river from the project's location is over 2.5 miles to the north or CH 9 located 6 miles to the south. In recent years, spring river flooding has resulted in the closure of CH 9, and TH 41 due to high water levels for the Minnesota River. These roads are not pedestrian or bike-friendly as they do not have trails separating/protecting bike and pedestrian traffic from 55mph vehicle traffic on both TH 41 and CH 9. In the spring, these alternative river crossings can be unpredictable with the changing water levels in the Minnesota River resulting from thawing. If both bridges are closed, residents must travel 13.5 miles south to Belle Plaine to cross the river on TH 25 or

travel 8 miles north to Shakopee and utilize the CH 101 river crossing. While the CH 101 crossing is an option, there is a major gap from downtown Chaska along with CH 61 for bike commuters. TH 25 and CH 101 require the pedestrian or bicyclist to utilize shoulders on 55 mph roadways.

(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

This project provides significant safety benefits as it would be the only non-motorizing crossing of the Minnesota River from Scott County to Carver County. For a pedestrian or bicyclist to cross the Minnesota River today, they would need to use TH 41 which is 2.5 miles north of the proposed project or CH 9 which is 6 miles south of the proposed project. Neither of these crossings has adequate facilities for pedestrians or bicyclists to safely utilize. Pedestrians or bicyclists must currently use the shoulder along TH 41 or CH 9 to cross the Minnesota River.

Crash data was requested from MnDOT for the 10 years of 2009 to 2018 along TH 169, TH 41, CSAH 9, and 145th St W in Scott County as well as TH 41, CR 61, CR 40, and CR 11 in Carver County which was identified as the roadways parallel to the project. A review of the crash data revealed that there were 10 crashes involving either a pedestrian or a bicyclist along the parallel roadways identified above from 2009 to 2018. These crashes resulted in one fatality, three minor injuries, and six possible injuries. Seven of the crashes occurred along TH 41 in downtown Chaska (two minor injuries, five possible injuries), one crash occurred along 145th St W (minor injury), one crash occurred along TH 169 (fatal), and one crash occurred along CSAH 9 at the river crossing (possible injury). Six of the crashes involved bicyclists and the remaining four crashes involved pedestrians. One of the crashes along TH 41 in downtown Chaska occurred at night.

Response:

Removing additional bicycles and pedestrians from downtown Chaska with the development of the Merriam Junction Trail could benefit the safety of those users. TH 41 also serves as access to the Minnesota Renaissance Festival which results in congestion on weekends and brings in people unfamiliar with the area. The Minnesota

Renaissance Festival is one of the largest in the nation with an annual attendance of 300,000. The project can provide non-motorized access to the adjacent Renaissance Festival as it currently experiences vehicle traffic on TH 169 & TH 41.

This project will provide a safer non-motorized river crossing for pedestrians or bicyclists to utilize as an alternative to the parallel roadways mentioned above. Additionally, this project could result in fewer pedestrian or bicycle conflicts with motor vehicles along TH 41 in downtown Chaska. Crash data attached.

(Limit 2,800 characters; approximately 400 words)

Measure A: Multimodal Elements

The Merriam Junction Trail project will provide a safe and relatively flat paved trail from the existing infrastructure at 145th Street West and Red Rock Drive in Louisville Township to the City of Carver/Carver County. The trail will be ADA compliant and assessable for all ages and all abilities to utilize. In Carver County, the project would connect to the existing Minnesota River Bluffs Regional Trail. This would be the only non-motorized connection between Scott and Carver County. The US Fish and Wildlife will partner with Scott County to provide parking at the Minnesota Valley National Wildlife Refuge and historical interpretation for visitors using the Merriam Junction Trail. Additionally, the County will provide benches for rest and landscape viewing.

Response:

There is no fixed route transit in the immediately abandoned rail corridor; however, SMARTLINK dial a ride service in Scott County can drop off users at the Minnesota Valley National Wildlife Refuge. SMARTLINK can connect trail users to Minnesota Valley Transit Authority (MVTA) fixed and express transit service to the Downtown Minneapolis, University of Minnesota, Mall of American and Mystic Lake Hotel and Casino via the Marschall Road Transit Station in Shakopee. The Marschall Road Transit Station is located 7.5 miles North of the project. In the City of Carver trail patrons can utilize Southwest (SW) Transit. SW Transit offers SWPrime, an on-demand ride service. Patrons can use SWPrime to connect with fixed and express bus service to Downtown Minneapolis and the University of Minnesota through Carver Station (Park & Ride) located approximately 1.7 miles away from the end of the Merriam Junction Trail in the City of Carver. Additional services are provided at the Chaska (East Creek Transit) Station roughly 4.3 miles away. Both SMARTLINK and SWTransit are ADA compliant and have bike accommodations. Land To Air Express, an intercity bus service offers

daily bus service connecting communities along the Highway 169 corridor. Scheduled daily trips connect Mankato and Minneapolis w/ stops in St. Peter, Le Sueur, Belle Plaine, Jordan & Shakopee. Land to Air also offers service to/from Mankato to/from the Mall of America, Minneapolis-St. Paul International Airport and Hawthorne Station in Downtown Minneapolis.

(Limit 2,800 characters; approximately 400 words)

Transit Projects Not Requiring Construction

If the applicant is completing a transit application that is operations only, check the box and do not complete the remainder of the form. These projects will receive full points for the Risk Assessment.

Park-and-Ride and other transit construction projects require completion of the Risk Assessment below.

[Check Here if Your Transit Project Does Not Require Construction](#)

Measure A: Risk Assessment - Construction Projects

1)Layout (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. Yes

100%

Attach Layout

1589473472927_Layout_2018-02-14.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

07/18/2018

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 10/02/2023

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: 04/09/2019

Meeting with partner agencies: 12/20/2019

Targeted online/mail outreach: 04/01/2019

Number of respondents: 691

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 need for this project arose through both engagements with the general public and partner agencies. When the Union Pacific Railroad Company notified Scott County and Carver County that they were abandoning the RR line, the counties worked in partnership to first hold agency meetings to discuss the abandonment. Public meetings were then held on the acquisition of the abandoned railroad line to acquire the Union Pacific property and have the corridor owned in public ownership. Additional planning meetings were held with both the public and partner agencies to discuss the development of the trail on the corridor. A feasibility study of the RR line was then done to determine if a trail could be constructed before the acquisition of the RR corridor occurred. The inclusion of a trail corridor was added to the County's 2040 Comprehensive Plans with previous engagement efforts. The Met Council Transportation Policy Plan and RBTN also include related engagement efforts. Scott and Carver County also worked with both the MnDNR and the US Fish and Wildlife; discussing abandonment, the trail concept development, and seeking funding opportunities. The Counties also continue to make partner agencies aware of the future project/plans through continued engagement as turnover at those agencies has occurred. In addition, the Met Council also was involved with the planning and acquisition of this project. The Met Council partnered and obtained an easement along the county trail corridor property for long-range future sewer purposes. The trail will provide convenient access to the sewer line for the Met Council.

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

A sample of past meetings that have occurred with the general public was on 3/11/13, 3/12/13, 3/25/13, 4/1/13, 4/2/13, 3/13/18, 3/19/18, 4/9/19

A sample of meetings with partner agencies were one: 11/3/10, 11/29/16, 3/8/17, 10/4/17, 2/8/18,

Measure A: Cost Effectiveness

Total Project Cost (entered in Project Cost Form):	\$10,400,000.00
Enter Amount of the Noise Walls:	\$0.00
Total Project Cost subtract the amount of the noise walls:	\$10,400,000.00
Points Awarded in Previous Criteria	
Cost Effectiveness	\$0.00

Other Attachments

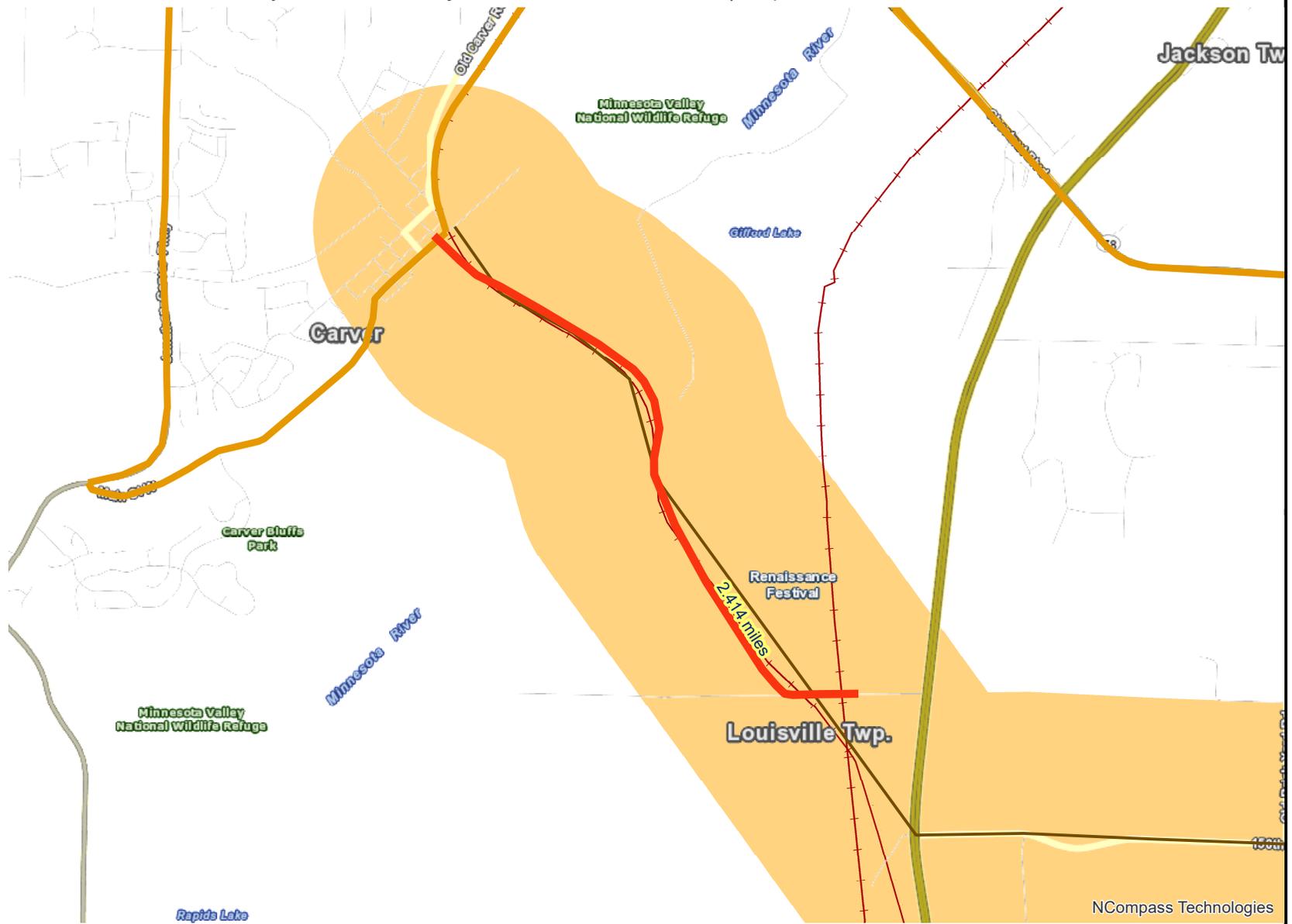
File Name	Description	File Size
before photo.pdf	Existing Conditions Photograph	823 KB
Carver County.pdf	Carver County Letter of Support	83 KB
City of Carver Support Letter.pdf	City of Carver Letter of Support	282 KB
Merriam Junction Raw Crash Data.pdf	Raw Crash Data	151 KB
MerriamJctTrail-Posters-Final2 (006).pdf	Merriam Junction Trail Exhibit	12.3 MB
Merriam Junction Crash Data (Combined).pdf	Crash Data Table	151 KB
merrriam_ summary 1 pager.pdf	Project 1 Page Summary	1.4 MB
Revised.trailmaintletter.pdf	Maintenance agreement to maintain the trail during the winter months	58 KB
Scott County Board Resolution.pdf	Scott County Board of Commissioners Resolution of Support	602 KB
Scott County Regional Trail letter (003).pdf	Department of Natural Resources Letter of Support	130 KB
Three Rivers Letter of Support .pdf	Three Rivers Park District Letter of Support	188 KB

Project to RBTN Orientation

Multiuse Trails and Bicycle Facilities Project: Merriam Junction Trail | Map ID: 1588711079357

Results

Project IN TIER 2
Bicycle Transport Corridor.



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



Created: 5/5/2020
LandscapeRSA6



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



NCompass Technologies

Population/Employment Summary

Multiuse Trails and Bicycle Facilities Project: Merriam Junction Trail | Map ID: 1588711079357



Results

Within ONE Mile of project:
 Total Population: 5857
 Total Employment: 1285

-  Project Points
-  Project
-  Project Area
-  2016 TAZ



Created: 5/5/2020
 LandscapeRSA4



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



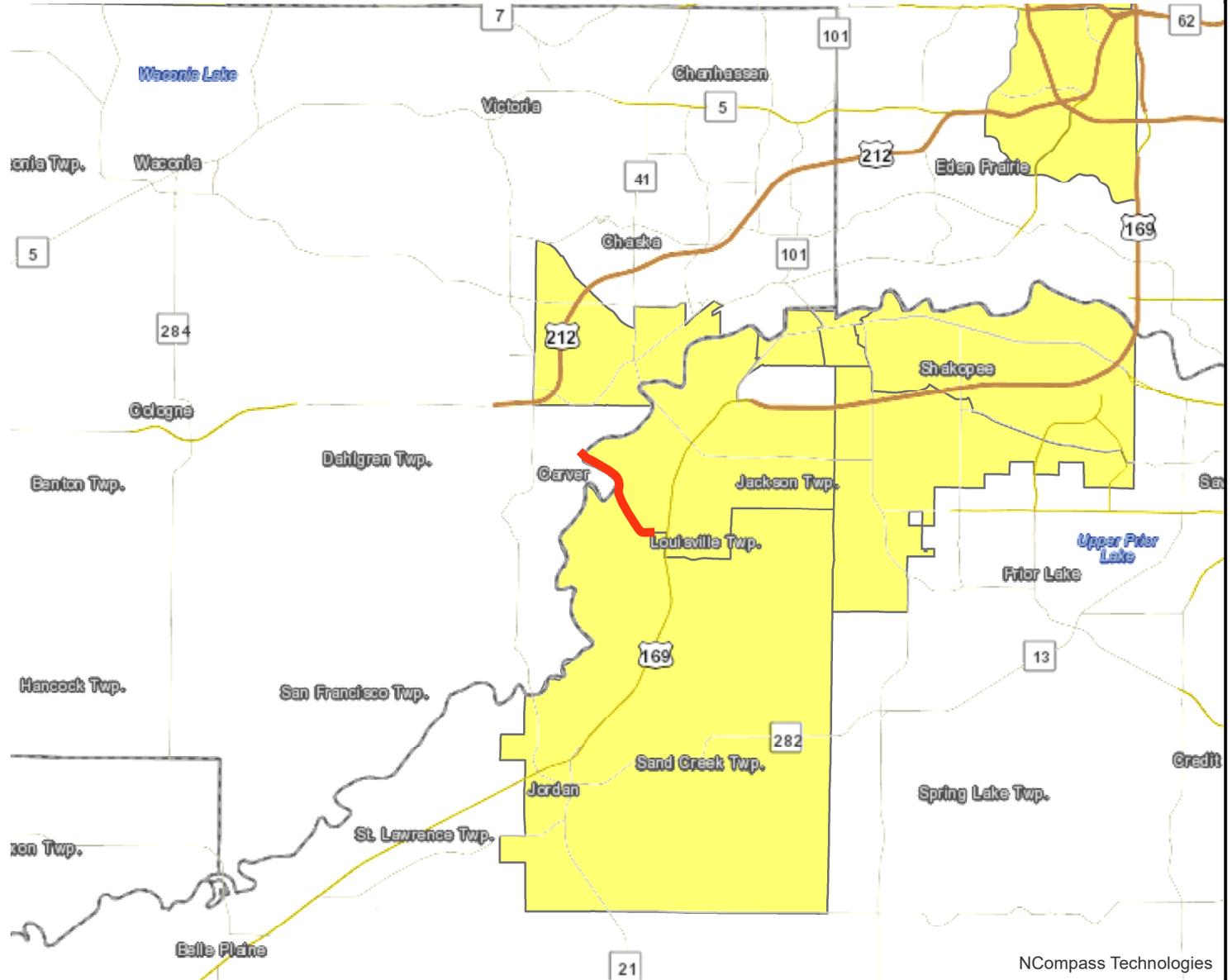
Socio-Economic Conditions

Multiuse Trails and Bicycle Facilities Project: Merriam Junction Trail | Map ID: 1588711079357

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: 80700 80800 91100



— Lines

Area of Concentrated Poverty > 50% residents of color

Area of Concentrated Poverty

Above reg'l avg conc of race/poverty



Created: 5/5/2020
LandscapeRSA2



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





AFFORDABLE HOUSING MAP

- PROPOSED PROJECT
- Affordable Housing Location





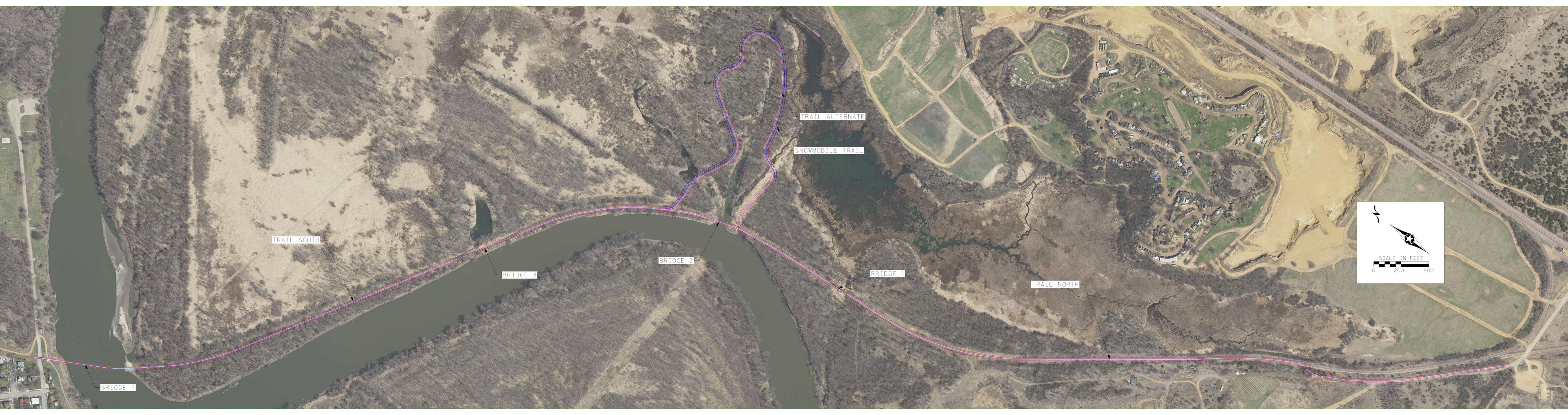
AFFORDABLE HOUSING MAP

 PROPOSED PROJECT

 Affordable Housing Location



0 0.25 0.5 1 Miles



TRAIL SOUTH

BRIDGE 3

BRIDGE 2

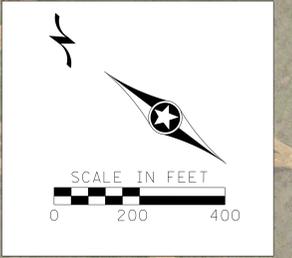
TRAIL ALTERNATE

SNOWMOBILE TRAIL

BRIDGE 1

TRAIL NORTH

BRIDGE 4



Merriam Junction Trail



Former UP Rail Corridor
Looking Northwest toward the Minnesota River



**Carver County
Public Works**

11360 Highway 212, Suite 1
Cologne, MN 55322

April 8, 2020

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

RE: Proposed UP Trail

Dear Mr. Jenson:

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

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

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

Sincerely,

Lyndon Robjent
Public Works Director
County Engineer

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



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

RE: Proposed Merriam Junction Trail (formerly the MN River Bluffs Scott County Connection Regional Trail)

Dear Mr. Jensen:

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

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

The City of Carver was one of the members of a Joint Powers Agreement in 2008 recognizing the preservation of this segment of rail line connecting Scott and Carver counties for use as a regional trail. We see this project as a great recreational resource for our community as well as a regional asset, for folks to walk and bike to our historic community on the river.

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

Sincerely,

Courtney Johnson, Mayor – City of Carver
316 Broadway | Carver, MN 55315

objectid	Incident ID	Date and Time	Year	Hour	Crash Severity
1820667	10853539	8/18/2013, 4:38 PM	2013	16	Possible Injury Crash
2030485	11019575	5/27/2015, 9:45 PM	2015	21	Minor Injury Crash
2031398	10938105	10/20/2014, 5:50 PM	2014	17	Possible Injury Crash
2083478	10703858	10/10/2011, 4:43 PM	2011	16	Possible Injury Crash
2251841	11021319	8/20/2015, 12:30 PM	2015	12	Possible Injury Crash
2271467	11022392	9/26/2015, 11:33 AM	2015	11	Possible Injury Crash
2334938	10539887	2/20/2009, 4:24 PM	2009	16	Minor Injury Crash
2597060	11010237	9/27/2014, 7:28 PM	2014	19	Minor Injury Crash
2150245	10687767	10/23/2010, 1:00 PM	2010	13	Fatal Crash
1915765	10545195	9/5/2009, 10:50 AM	2009	10	Possible Injury Crash

Number Killed	Number of Vehicles
0	1
0	1
0	1
0	1
0	1
0	1
0	1
0	1
0	1
1	1
0	1

Officer Narrative

UNIT 1 STOPPED AT THE RED SEMAPHORE AND PROCEEDED INTO THE INTERSECTION WHILE MAKING A RIGHT TU
Pedestrian on a bicycle was traveling north through/across the intersection along Hwy 41 crossing over 4th St W.
Bicyclist riding on sidewalk and against traffic hit the passenger side of veh #2 as she was turning right onto MNT
Unit 1 was traveling southbound Hwy 41 just south of 5th Street. The juvenile male was riding his bicycle across t
Driver #1 was southbound MN 41 and stopped at a red light. Driver#1 was making a right turn at the intersection
V1 in RL stopped at red light then proceeded to turn right. Ped walked up and pushed walk button. Walk light tur

DRIVER ONE STATED THAT HE WAS NB AND STOPPED WHEN OTHER CARS IN THE AREA BEGAN HONKING AND PE
-DV1 S/B 169

Constructi	County	City	Township	Route Type	Route ID	Route Me	Roadway	Divided	Ro	Intersectio
M	Carver	Chaska		State Trun	030000000	2.036	MNTH 41			CSAH 61
M	Carver	Chaska		State Trun	030000000	1.893	MNTH 41	North		4th St W
M	Carver	Chaska		State Trun	030000000	1.893	MNTH 41	North		4th St E
M	Carver	Chaska		State Trun	030000000	1.964	Hwy 41	South		5th Street
M	Carver	Chaska		State Trun	030000000	1.893	41	South		4th St.
M	Carver	Chaska		State Trun	030000000	2.036	41 HWY	North		61
M	Carver	Chaska		Local (or Ci	030000000	1.893	4th Street			Hwy 41
M	Scott		Louisville	County Ro	080000659	0.394	3525 W 145th St			0.5 M W Jc
M	Scott		San Francis	U.S. Trunk	020000000	100.006	169	South		0.9 M S 17
M	Carver		Salo	County Sta	040000659	0	CoRd 45			1.5 M S Ge

Manner of First Harmful Event Type

Angle Pedalcycle (Bike)

Angle Pedalcycle (Bike)

Angle Pedalcycle (Bike)

Angle Pedalcycle (Bike)

RGHT TRN Pedalcycle (Bike)

RGHT TRN Pedestrian

RAN OFF R Pedestrian

Other Pedestrian

Angle Pedestrian

Other Pedalcycle (Bike)

Relative Tr Lighting Cc Road Circu road_circu Road Circu

On Roadw: Daylight

On Roadw: Dark (Street Lights On)

On Roadw: Daylight

On Roadw: Dark (Street Lights On)

On Roadw: Daylight

On Shouldr: Daylight

road_circu	Relative In	Traffic Con	Weather P	Weather S	Surface Co	Work Zone	Work Zone	Work Zone	Workers Pi
Four-Way	Traffic Con	Clear			Dry	2	NOT APPLI	NOT APPLI	Not Applic
T Intersect	Other	Clear		Cloudy	Dry	2	Other	NOT APPLI	Not Applic
Four-Way	Traffic Con	Clear			Dry	2	NOT APPLI	NOT APPLI	Not Applic
Not at Inte	Other	Cloudy		Rain	Wet	2	NOT APPLI	NOT APPLI	Not Applic
Four-Way	Traffic Con	Clear		Clear	Dry	2	NOT APPLI	NOT APPLI	No
Four-Way	Traffic Con	Clear			Dry	2	NOT APPLI	NOT APPLI	Not Applic
T Intersect	Traffic Con	Cloudy		Snow	Wet	2	NOT APPLI	NOT APPLI	No
Not at Inte	Not Applic	Clear		Unknown	Dry	2	NOT APPLI	NOT APPLI	Not Applic
Four-Way	STPSN-NO	Cloudy			Dry	2	NOT APPLI	NOT APPLI	Not Applic
Not at Inte	Not Applic	Clear			Dry	2	NOT APPLI	NOT APPLI	Not Applic

Unit1 Type	Unit1 Vehi	Unit1 Direc	Unit1 Fact	Unit1 Fact	Unit1 Mos	Unit1 Vehi	Unit1 Traff	Unit1 Post	Unit1 Hori	
Motor Veh Pickup		Eastbound	Failure to \	Inattentive Pedal	cyclis	VEH RT TN	4-6 LNS 2-	30	Straight	
Motor Veh Passenger		Eastbound	Failure to \	Inattentive Pedal	cyclis	Moving Fo	2-LANES 1-	30	Straight	
Bicycle	BICYCLIST		IMPRP/UN	NON-MOTRST	ERROR		OTHER DIV	30	Straight	
Motor Veh Passenger		Southboun	No Clear C	No Clear C	Pedal	cyclis	Moving Fo	4-6 LNS 2-	30	Straight
Motor Veh Pickup		SOUTHWE	No Clear	Contributing	Pedal	cyclis	Turning Ri	4-6 LNS 2-	30	Straight
Motor Veh Sport Utilit		Northboun	Failure to	Yield Right-	c	Pedestrian	Turning Ri	OTHER DIV	30	Straight
Motor Veh Pickup		Eastbound	No Clear C	No Clear C	Pedestrian	Moving Fo	2-LANES 1-	30	Straight	
Motor Veh BUS(8+ INC		Northboun	OTH HMN	CNTR FCT	Pedestrian	Moving Fo	PRIVATE PI	20	Straight	
Motor Veh Passenger		Southboun	No Clear	Contributing	Pedestrian	Moving Fo	OTHER DIV	65	Straight	
Motor Veh Pickup		Northbound			Pedal	cyclis	Moving Fo	2-LANES 1-	55	Straight

Unit1 Roac	Unit1 Noni	Unit1 Injur	Unit1 Phys	Unit1 Age	Unit1 Sex	Unit2 Type	Unit2 Vehi	Unit2 Direc	Unit2 Factr
Level		No Appare	Has Been C	67	Male	Bicycle	BICYCLIST		No Clear Cc
Level		No Appare	Unknown	24	Male	Bicycle	BICYCLIST	Northboun	No Clear Cc
Level	BIK RDNG	Possible In	Apparently	52	Male	Motor Veh	VAN OR M	Westboun	No Clear Cc
GRADE		No Appare	Apparently	19	Female	Bicycle	BICYCLIST	Westboun	DRIVR INXI
GRADE		No Appare	Apparently	26	Male	Bicycle	BICYCLIST	Eastbound	ILLEGAL/UI
Level		No Appare	Apparently	26	Female	Pedestrian	PEDESTRIA	Westboun	No Clear Cc
Level		No Appare	Apparently	60	Male	Pedestrian	PEDESTRIAN		
GRADE		No Appare	Apparently	68	Male	Pedestrian	PEDESTRIAN		Inattentive
Level		Possible In	Apparently	42	Male	Pedestrian	PEDESTRIA	Westboun	NON-MOTI
Level		No Appare	Unknown	31	Male	Bicycle	BICYCLIST	Southboun	No Clear Cc

Unit2 Fact	Unit2 Mos	Unit2 Vehi	Unit2 Nonr	Unit2 Injur	Unit2 Phys	Unit2 Age	Unit2 Sex	Unit3 Type	Unit3 Vehi
Contributing Action			PED XNG V	Possible In	Has Been C	52	Male		
Contributing Motor Veh	Moving Forward			Suspected	Apparently	20	Female		
Contributing Pedalcyclis	Turning Right			No Appare	Apparently	44	Female		
No Clear Cr	Motor Vehicle In Tran	PED XNG N	Possible In	Apparently		8	Male		
NSAF SP	Moving Forward		Possible In	Apparently		43	Male		
Contributing Motor Vehicle In Tran	PED XNG N	Possible In	Apparently			55	Female		
				Suspected	Minor Injur	15	Female		
Failure to Y	OTHER COLISN TYP	PED XNG-N	Suspected	NOT APPLI		5	Female		
RST ERROR	Motor Vehicle In Tran	PED XNG-N	Killed	Apparently		77	Female		
Contributing Pedalcyclis	Moving Forward		Possible In	Apparently		31	Female		

Unit3 Direc Unit3 Factr Unit3 Factr Unit3 Mos Unit3 Vehi Unit3 Nonr Unit3 Injur Unit3 Phys Unit3 Age Unit3 Sex

Unit4 Type Unit4 Vehi Unit4 Direc Unit4 Fact Unit4 Fact Unit4 Mosi Unit4 Vehi Unit4 Noni Unit4 Injur Unit4 Phys

Unit4 Age	Unit4 Sex	interchang	otst_inters	city_sectio	utm	x	y
				CHESTNUT MN41 Fror	452391	4959719	452391 4959719
				CHESTNUT MN41 Fror	452453	4959498	452453 4959498
				CHESTNUT MN41 Fror	452453	4959498	452453 4959498
				CHESTNUT MN41 Fror	452424	4959609	452424 4959609
				CHESTNUT MN41 Fror	452453	4959498	452453 4959498
				CHESTNUT MN41 Fror	452391	4959719	452391 4959719
				CHESTNUT MN41 Fror	452453	4959498	452453 4959498
					453365	4954263	453365 4954263
				US169 Froi	451832	4948621	451832 4948621
					449110	4949019	449110 4949019

Merriam Junction Trail – an accessible pedestrian and bicycle link across the Minnesota River Valley.



About the Merriam Junction Trail Project

- This rails-to-trails project eliminates significant physical barriers on a critical planned trail connection in the regional trail network
- Provides an accessible pedestrian and bicycle link across the Minnesota River Valley, connecting Scott and Carver Counties
- Includes:
 - » 2.12 miles of paved trail
 - » Four bridges
 - » Trailhead parking at the Louisville Swamp

Project Readiness

- ✓ Preliminary design
- ✓ Wetland delineation
- Environmental review – 40% complete

Project Significance

- **Connectivity to a hub of cultural and recreational destinations**
 - » Links Scott and Carver Counties on both sides of the river to existing trails, linking users to the regional network and ultimately downtown Minneapolis
 - » Connects cultural and outdoor recreation destinations by trail from both sides of the river
 - Minnesota River
 - Historic Downtown Carver and Chaska
 - Minnesota Valley State Recreation Area
 - Louisville Swamp of the National Wildlife Refuge
 - MN Renaissance Festival
 - Rapids Lake Environmental Education Center
- **Increases accessibility to the Minnesota River and public amenities**
 - » Provides access for a broader group of users – bicyclists, persons using wheelchairs, persons with limited mobility, and seniors
 - » Provides greater exposure to the Wildlife Refuge and State Lands that are now largely inaccessible

2004

Community Identifies Need
Recreational access to & over Minnesota River

2007

Opportunity Identified
Minnesota River Bridge (UP Rail Line) collapses

2008

Partnership Formed
JPA - Scott and Carver Counties, Chaska, Carver, Metropolitan Council

2010

Collaborative Planning
Regional trail master plan prepared by Carver and Scott Counties

2010

Land Acquired
Partners work to acquire the former UP Rail Line

2013

Connections Made
Regional trail connections built on Carver County side

2018

Trail built over 169 with new 169/14 interchange project
\$1 million Scott County Investment

Next Step

Merriam Junction Trail Project
2.12 miles of trail • 3-4 bridges constructed • Parking lot improvements

objectid	Incident ID	Date and Time	Year	Hour	Crash Severity
1820667	10853539	8/18/2013, 4:38 PM	2013	16	Possible Injury Crash
2030485	11019575	5/27/2015, 9:45 PM	2015	21	Minor Injury Crash
2031398	10938105	10/20/2014, 5:50 PM	2014	17	Possible Injury Crash
2083478	10703858	10/10/2011, 4:43 PM	2011	16	Possible Injury Crash
2251841	11021319	8/20/2015, 12:30 PM	2015	12	Possible Injury Crash
2271467	11022392	9/26/2015, 11:33 AM	2015	11	Possible Injury Crash
2334938	10539887	2/20/2009, 4:24 PM	2009	16	Minor Injury Crash
2597060	11010237	9/27/2014, 7:28 PM	2014	19	Minor Injury Crash
2150245	10687767	10/23/2010, 1:00 PM	2010	13	Fatal Crash
1915765	10545195	9/5/2009, 10:50 AM	2009	10	Possible Injury Crash

Number Killed	Number of Vehicles
0	1
0	1
0	1
0	1
0	1
0	1
0	1
0	1
0	1
1	1
0	1

Officer Narrative

UNIT 1 STOPPED AT THE RED SEMAPHORE AND PROCEEDED INTO THE INTERSECTION WHILE MAKING A RIGHT TURN. A Pedestrian on a bicycle was traveling north through/across the intersection along Hwy 41 crossing over 4th St W. Bicyclist riding on sidewalk and against traffic hit the passenger side of veh #2 as she was turning right onto MNT. Unit 1 was traveling southbound Hwy 41 just south of 5th Street. The juvenile male was riding his bicycle across the intersection. Driver #1 was southbound MN 41 and stopped at a red light. Driver#1 was making a right turn at the intersection. V1 in RL stopped at red light then proceeded to turn right. Ped walked up and pushed walk button. Walk light turned green.

DRIVER ONE STATED THAT HE WAS NB AND STOPPED WHEN OTHER CARS IN THE AREA BEGAN HONKING AND PEDESTRIAN
-DV1 S/B 169

Constructi	County	City	Township	Route Type	Route ID	Route Me	Roadway	Divided	Ro	Intersectio
M	Carver	Chaska		State Trun	030000000	2.036	MNTH 41			CSAH 61
M	Carver	Chaska		State Trun	030000000	1.893	MNTH 41	North		4th St W
M	Carver	Chaska		State Trun	030000000	1.893	MNTH 41	North		4th St E
M	Carver	Chaska		State Trun	030000000	1.964	Hwy 41	South		5th Street
M	Carver	Chaska		State Trun	030000000	1.893	41	South		4th St.
M	Carver	Chaska		State Trun	030000000	2.036	41 HWY	North		61
M	Carver	Chaska		Local (or Ci	030000000	1.893	4th Street			Hwy 41
M	Scott		Louisville	County Ro	080000659	0.394	3525 W 145th St			0.5 M W Jc
M	Scott		San Francis	U.S. Trunk	020000000	100.006	169	South		0.9 M S 17
M	Carver		Salo	County Sta	040000659	0	CoRd 45			1.5 M S Ge

Manner of First Harmful Event Type

Angle Pedalcycle (Bike)

Angle Pedalcycle (Bike)

Angle Pedalcycle (Bike)

Angle Pedalcycle (Bike)

RGHT TRN Pedalcycle (Bike)

RGHT TRN Pedestrian

RAN OFF R Pedestrian

Other Pedestrian

Angle Pedestrian

Other Pedalcycle (Bike)

Relative Tr Lighting Cc Road Circu road_circu Road Circu

On Roadw: Daylight

On Roadw: Dark (Street Lights On)

On Roadw: Daylight

On Roadw: Dark (Street Lights On)

On Roadw: Daylight

On Shouldr: Daylight

road_circu	Relative In	Traffic Con	Weather P	Weather S	Surface Co	Work Zone	Work Zone	Work Zone	Workers Pi
Four-Way	Traffic Con	Clear			Dry	2	NOT APPLI	NOT APPLI	Not Applic
T Intersect	Other	Clear		Cloudy	Dry	2	Other	NOT APPLI	Not Applic
Four-Way	Traffic Con	Clear			Dry	2	NOT APPLI	NOT APPLI	Not Applic
Not at Inte	Other	Cloudy		Rain	Wet	2	NOT APPLI	NOT APPLI	Not Applic
Four-Way	Traffic Con	Clear		Clear	Dry	2	NOT APPLI	NOT APPLI	No
Four-Way	Traffic Con	Clear			Dry	2	NOT APPLI	NOT APPLI	Not Applic
T Intersect	Traffic Con	Cloudy		Snow	Wet	2	NOT APPLI	NOT APPLI	No
Not at Inte	Not Applic	Clear		Unknown	Dry	2	NOT APPLI	NOT APPLI	Not Applic
Four-Way	STPSN-NO	Cloudy			Dry	2	NOT APPLI	NOT APPLI	Not Applic
Not at Inte	Not Applic	Clear			Dry	2	NOT APPLI	NOT APPLI	Not Applic

Unit1 Type	Unit1 Vehi	Unit1 Direc	Unit1 Fact	Unit1 Fact	Unit1 Mos	Unit1 Vehi	Unit1 Traff	Unit1 Post	Unit1 Hori	
Motor Veh Pickup		Eastbound	Failure to \	Inattentive Pedal	cyclis	VEH RT TN	4-6 LNS 2-	30	Straight	
Motor Veh Passenger		Eastbound	Failure to \	Inattentive Pedal	cyclis	Moving Fo	2-LANES 1-	30	Straight	
Bicycle	BICYCLIST		IMPRP/UN	NON-MOTRST	ERROR		OTHER DIV	30	Straight	
Motor Veh Passenger		Southboun	No Clear C	No Clear C	Pedal	cyclis	Moving Fo	4-6 LNS 2-	30	Straight
Motor Veh Pickup		SOUTHWE	No Clear	Contributing	Pedal	cyclis	Turning Ri	4-6 LNS 2-	30	Straight
Motor Veh Sport Utilit		Northboun	Failure to	Yield Right-	c	Pedestrian	Turning Ri	OTHER DIV	30	Straight
Motor Veh Pickup		Eastbound	No Clear C	No Clear C	Pedestrian	Moving Fo	2-LANES 1-	30	Straight	
Motor Veh BUS(8+ INC		Northboun	OTH HMN	CNTR FCT	Pedestrian	Moving Fo	PRIVATE PI	20	Straight	
Motor Veh Passenger		Southboun	No Clear	Contributing	Pedestrian	Moving Fo	OTHER DIV	65	Straight	
Motor Veh Pickup		Northbound			Pedal	cyclis	Moving Fo	2-LANES 1-	55	Straight

Unit1 Roac	Unit1 Noni	Unit1 Injur	Unit1 Phys	Unit1 Age	Unit1 Sex	Unit2 Type	Unit2 Vehi	Unit2 Direc	Unit2 Factr
Level		No Appare	Has Been C	67	Male	Bicycle	BICYCLIST		No Clear Cc
Level		No Appare	Unknown	24	Male	Bicycle	BICYCLIST	Northboun	No Clear Cc
Level	BIK RDNG	Possible In	Apparently	52	Male	Motor Veh	VAN OR M	Westboun	No Clear Cc
GRADE		No Appare	Apparently	19	Female	Bicycle	BICYCLIST	Westboun	DRIVR INXI
GRADE		No Appare	Apparently	26	Male	Bicycle	BICYCLIST	Eastbound	ILLEGAL/UI
Level		No Appare	Apparently	26	Female	Pedestrian	PEDESTRIA	Westboun	No Clear Cc
Level		No Appare	Apparently	60	Male	Pedestrian	PEDESTRIAN		
GRADE		No Appare	Apparently	68	Male	Pedestrian	PEDESTRIAN		Inattentive
Level		Possible In	Apparently	42	Male	Pedestrian	PEDESTRIA	Westboun	NON-MOTI
Level		No Appare	Unknown	31	Male	Bicycle	BICYCLIST	Southboun	No Clear Cc

Unit2 Fact	Unit2 Mos	Unit2 Vehi	Unit2 Nonr	Unit2 Injur	Unit2 Phys	Unit2 Age	Unit2 Sex	Unit3 Type	Unit3 Vehi
Contributing Action			PED XNG V	Possible In	Has Been C	52	Male		
Contributing Motor Veh	Moving Forward			Suspected	Apparently	20	Female		
Contributing Pedalcyclis	Turning Right			No Appare	Apparently	44	Female		
No Clear Cr	Motor Vehicle In Tran	PED XNG N	Possible In	Apparently		8	Male		
NSAF SP	Moving Forward		Possible In	Apparently		43	Male		
Contributing Motor Vehicle In Tran	PED XNG N	Possible In	Apparently			55	Female		
				Suspected	Minor Injur	15	Female		
Failure to Y	OTHER COLISN TYP	PED XNG-N	Suspected	NOT APPLI		5	Female		
RST ERROR	Motor Vehicle In Tran	PED XNG-N	Killed	Apparently		77	Female		
Contributing Pedalcyclis	Moving Forward		Possible In	Apparently		31	Female		

Unit3 Direc Unit3 Factr Unit3 Factr Unit3 Mos Unit3 Vehi Unit3 Nonr Unit3 Injur Unit3 Phys Unit3 Age Unit3 Sex

Unit4 Type Unit4 Vehi Unit4 Direc Unit4 Factr Unit4 Factr Unit4 Mosi Unit4 Vehi Unit4 Noni Unit4 Injur Unit4 Phys

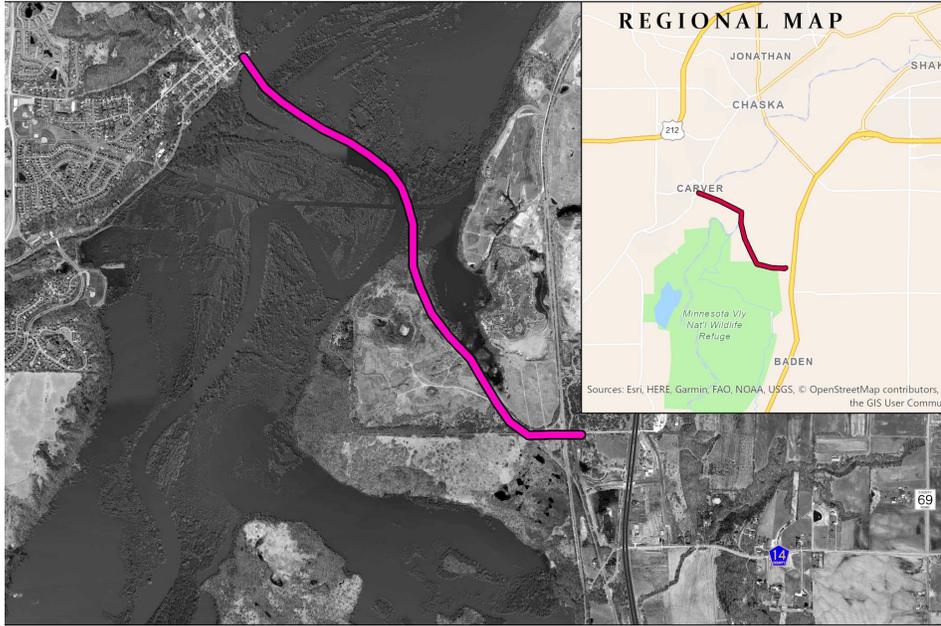
Unit4 Age	Unit4 Sex	interchang	otst_inters	city_sectio	utm	x	y
				CHESTNUT MN41 Fror	452391	4959719	452391 4959719
				CHESTNUT MN41 Fror	452453	4959498	452453 4959498
				CHESTNUT MN41 Fror	452453	4959498	452453 4959498
				CHESTNUT MN41 Fror	452424	4959609	452424 4959609
				CHESTNUT MN41 Fror	452453	4959498	452453 4959498
				CHESTNUT MN41 Fror	452391	4959719	452391 4959719
				CHESTNUT MN41 Fror	452453	4959498	452453 4959498
					453365	4954263	453365 4954263
				US169 Froi	451832	4948621	451832 4948621
					449110	4949019	449110 4949019

Merriam Junction Trail Project

Applicant: Scott County **Counties where project is located:** Scott & Carver

Location: City of Carver and Louisville Township **Requested award amount:** \$5,500,000

Total project cost: \$10,400,000



PROJECT LOCATION MAP



Benefits

- The project will provide a crossing of the Minnesota River and eliminated a gap in the RBTN Tier 2 Corridor.
- By providing this non-motorized pedestrian and bicyclist connection, accessibility for Scott and Carver residents is improved.
- This river crossing provides an alternative recreational area that will increase the quality of life of those whom utilize it.
- The project provides significant safety benefits as it would be the only non-motorized crossing of the Minnesota River from Scott to Carver County.

Project Description

The project includes a pedestrian crossing of the Minnesota River from the City of Carver to the Fish and Wildlife Service Louisville Swamp Recreation Area in Scott County. This regional trail segment is envisioned to accommodate a wide range of user groups with varying abilities and offers recreational access to many populations in the region. The trail has relatively flat grades, as a former railroad corridor. The trail project has scenic views of the Minnesota River and local wildlife. The project will provide a healthy and safe river crossing alternative for all residents of Scott and Carver counties.





SCOTT COUNTY TRANSPORTATION SERVICES

600 COUNTRY TRAIL EAST · JORDAN, MN 55352-9339
(952) 496-8346 · Fax: (952) 496-8365 · www.scottcountymn.gov

May 1, 2020

RE: Winter Trail Maintenance

To Whom It May Concern:

Scott County is submitting an application for the Merriam Junction Trail under the Multiuse Trails and Bicycle Facilities Category. Scott County is aware of the qualifying obligation for trail winter maintenance. The County commits, if awarded regional funding to construct the trail, to ensure winter maintenance activities are conducted on the trail for year round use.

If you have any questions, please feel free to contact me.

Sincerely,

Tony Winiacki, PE
County Engineer

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

Date:	May 5, 2020
Resolution No.:	2020-083
Motion by Commissioner:	Wolf
Seconded by Commissioner:	Weckman Brekke

**RESOLUTION NO. 2020-083; AUTHORIZING SUBMITTAL OF TRANSPORTATION PROJECTS
TO THE TRANSPORTATION ADVISORY BOARD FOR CONSIDERATION
IN THE 2020 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 2023-2024 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. Trunk Highway (TH) 282, County State Aid Highway 9, and TH 169 Interchange
2. 169 Overpass south of 166th Street (on behalf of Sand Creek Township)
3. Merriam Junction Trail.

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 2020 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, Lezlie A. Vermillion, 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 5th day of May, 2020 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 5th day of May, 2020.

Shacy A. Cerwenka

County Administrator
Administrator's Designee



April 21, 2020

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

RE: Proposed Merriam Junction Trail (formerly the MN River Bluffs Scott County Connection Regional Trail)

Dear Mr. Jensen:

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

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

The Minnesota Department of Natural Resources – Parks and Trails Division supports the general layout and we are supportive of the Regional Solicitation application. Please let me know if there is any additional information you need from us regarding this funding application.

Sincerely,

Martha J Reger

Martha J Reger
District Supervisor
Minnesota Department of Natural Resources
Division of Parks and Trails
7050 E. Highway 101
Shakopee, Minnesota 55379
952-496-4141 x 255
Martha.reger@state.mn.us

Cc Rachel Henzen

Equal Opportunity Employer



Penny Steele
District 1

July 11, 2018

Jennifer DeJournett
District 2

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

Daniel Freeman
Vice Chair
District 3

Re: Merriam Junction Trail/Former UP Rail Line

John Gunyoun
Chair
District 4

Dear Mr. Jenson,

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

John Gibbs
District 5

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

Steven Antolak
Appointed
At Large

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

Gene Kay
Appointed
At Large

Sincerely,

Boe Carlson
Superintendent

Boe R. Carlson
Superintendent