



Application

17074 - 2022 Multiuse Trails and Bicycle Facilities

17646 - 40th Street Multiuse Bridge over I694

Regional Solicitation - Bicycle and Pedestrian Facilities

Status: Submitted
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Primary Contact

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City State/Province Postal Code/Zip

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

Organization Information

Name: OAKDALE, CITY OF

Jurisdictional Agency (if different):

Organization Type:

City

Organization Website:

Address:

1584 HADLEY AVE

*

OAKDALE

Minnesota

55128

City

State/Province

Postal Code/Zip

County:

Washington

Phone:*

651-730-2721

Ext.

Fax:

PeopleSoft Vendor Number

0000020981A1

Project Information

Project Name

MN

Primary County where the Project is Located

Washington

Cities or Townships where the Project is Located:

Oakdale

Jurisdictional Agency (If Different than the Applicant):

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

The proposed project is located adjacent to the existing 40th Street bridge over I694. The existing 40th Street bridge has no pedestrian accommodations, which results in pedestrians having to walk within the travel lanes to cross the bridge.

The project is a stand-alone multiuse trail bridge that will be constructed adjacent to the roadway bridge. The new bridge will be a major improvement as it crosses over I694 which is a physical barrier that bisects our community. It will complete a missing link on our trail system, helping tie our community together. It will improve access to community amenities such as the Oakdale Nature Preserve and Discovery Center for people living on the east side of the freeway. The area just east of I694 adjacent to 40th Street is currently under development and will ultimately have over 1,700 dwelling units and a projected population exceeding 3,000 people. This neighborhood will have over 12 miles of sidewalks and trails and 50 acres of open space/parks for all residents in the surrounding area to enjoy, provided access along 40th Street, including this bridge, is improved.

(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.

Multiuse Trail Bridge adjacent to 40th Street bridge over I694.

Include both the CSAH/MSAS/TH references and their corresponding street names in the TIP Description (see Resources link on Regional Solicitation webpage for examples).

Project Length (Miles)

0.1

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

\$924,000.00

Match Amount

\$231,000.00

Minimum of 20% of project total

Project Total \$1,155,000.00

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 Gas tax and general obligation bonding

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: 2026

Select 2024 or 2025 for TDM and Unique projects only. For all other applications, select 2026 or 2027.

Additional Program Years: 2025

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

Project Information

County, City, or Lead Agency Oakdale

Zip Code where Majority of Work is Being Performed 55128

(Approximate) Begin Construction Date 06/01/2026

(Approximate) End Construction Date 12/01/2026

Name of Trail/Ped Facility: 40th Street Multiuse Trail Bridge over I694

(i.e., CEDAR LAKE TRAIL)

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

From: West side of I694 on 40th Street alignment
(Intersection or Address)

To: To the east side of I694 on 40th Street alignment.
(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): 0.1

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

Is this a new trail? Yes

Primary Types of Work Multiuse Trail Bridge to accommodate pedestrians.

*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.:

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

Requirements - All Projects

All Projects

1. The project must be consistent with the goals and policies in these adopted regional plans: Thrive MSP 2040 (2014), the 2040 Transportation Policy Plan (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.

The 40th Street Multiuse Bridge is consistent with the goals, objectives and strategies of the THRIVE MSP 2040 (2014) and the following adopted regional plans:

The 40th Street Multiuse Bridge is consistent with the 2040 Transportation Policy Plan in the following ways:

TMSP Prosperity Page 35

- Encourage redevelopment and infill. This project will assist the redevelopment efforts of the former Imation world headquarter campus, by improving access to jobs that are being created by multiple tenants occupying the existing five buildings.

TMSP Livability Page 50 & 53

- Increase access to nature and outdoor recreation. This project improves access to local and regional parks, as well as regional trail facilities. This project will also promote bicycling for transportation, recreation, and a healthy lifestyle.

TPP Page 7.13

- Overcome physical barriers: The project provides a grade separation over I694 which is recognized as a regional bicycle barrier.

- Facilitate safe and continuous trips to regional destinations: The separation from the existing roadway bridge improves safety for those users and improves efficiency for vehicles making trips on the local collector roadway as it gets pedestrians out of the existing roadway bridge driving lanes. The new bridge will improve access to the Gateway Regional Trail, and the Lake Elmo Park Regional

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

Park for current and future residents.

- Accommodate a broad range of vulnerable users such as the elderly, young or mobility challenges trail users who might be uncomfortable mixing with vehicular traffic on the existing roadway bridge.

- Supplements existing and planned infrastructure. The project is just north and parallels the RBTN Tier 2 Corridor which runs between St. Paul and Stillwater.

TPP Page 7.26

- Consider opportunities to enhance economic development. The project will enhance the development of the vacant land on either side of 40th Street east of I694. It will also improve pedestrian access to jobs at the 4-Front campus which is the former world headquarters for Imation. The campus is being reborn as a 550,000 square foot office park for multiple tenants. The 120 acre campus is currently developing plans for the undeveloped 70 acres that includes: warehouses, office space, retail, and multifamily housing.

TPP Page 7.27

- Protected bikeway. The project creates a protected bikeway over I694 and separated from the 40th Street vehicular bridge.

(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.

The City of Oakdale 2040 Comprehensive Plan Chapter 3 addresses the transportation goals and objectives for the community. Page 23 Goal 4 policy 6 supports the construction of complete streets that enable safe access for all users, including pedestrians, and bicyclists. Page 32 shows the 40th Street corridor over I694 as needing an off roadway bike path.

The City of Oakdale 2040 Comprehensive Plan Chapter 5 addresses the parks and trail objectives for the community. Page 49 Goal 3 policy 1 encourages the connecting our parks to each other via the city's trail and sidewalk system. The map on page 50 shows the importance and proximity to the Gateway Trail and Lake Elmo Regional Park.

The City of Oakdale 2022-2026 Capital Improvement Program. The plan includes street, trail, and sidewalk improvements on 40th Street east of I694 in 2022 and west of I694 in 2026. These street and trail improvements will accommodate and compliment the development occurring east of I694 and will connect this area with the balance of the community west of I694.

Letter of support from MNDOT for crossing over I694.

List the applicable documents and pages: Unique projects are exempt from this qualifying requirement because of their innovative nature.

(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. Unique project costs are limited to those that are federally eligible.

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

5. Applicant is a public agency (e.g., county, city, tribal government, transit provider, etc.) or non-profit organization (TDM and Unique Projects applicants only). 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 in Table 1. For unique projects, the minimum award is \$500,000 and the maximum award is the total amount available each funding cycle (approximately \$4,000,000 for the 2020 funding cycle).

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

Pedestrian Facilities (Sidewalks, Streetscaping, and ADA): \$250,000 to \$2,000,000

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: 07/19/2017

Link to plan:

<https://www.ci.oakdale.mn.us/DocumentCenter/View/260/American-with-Disabilities-Act-ADA-Report-PDF?bidId=>

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. Unique projects are exempt from this qualifying requirement.

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.

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)	\$57,750.00
Removals (approx. 5% of total cost)	\$57,750.00

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	\$1,039,500.00
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	\$1,155,000.00

Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Path/Trail Construction	\$0.00
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	\$0.00

Other Bicycle and Pedestrian Elements	\$0.00
Totals	\$0.00

Specific Transit and TDM Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Fixed Guideway Elements	\$0.00
Stations, Stops, and Terminals	\$0.00
Support Facilities	\$0.00
Transit Systems (e.g. communications, signals, controls, fare collection, etc.)	\$0.00
Vehicles	\$0.00
Contingencies	\$0.00
Right-of-Way	\$0.00
Other Transit and TDM Elements	\$0.00
Totals	\$0.00

Transit Operating Costs

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

Totals

Total Cost	\$1,155,000.00
Construction Cost Total	\$1,155,000.00
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

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. Yes

Upload Map 1649964669708_Map- RBTN.pdf

Please upload attachment in PDF form.

Measure A: Population Summary

Existing Population Within One Mile (Integer Only) 13165

Existing Employment Within One Mile (Integer Only) 3388

Upload the "Population Summary" map 1649964944484_Map -population.pdf

Please upload attachment in PDF form.

Measure A: Engagement

i. Describe any Black, Indigenous, and People of Color populations, low-income populations, disabled populations, youth, or older adults within a ½ mile of the proposed project. Describe how these populations relate to regional context. Location of affordable housing will be addressed in Measure C.

ii. Describe how Black, Indigenous, and People of Color populations, low-income populations, persons with disabilities, youth, older adults, and residents in affordable housing were engaged, whether through community planning efforts, project needs identification, or during the project development process.

iii. Describe the progression of engagement activities in this project. A full response should answer these questions:

The trail corridor along 40th Street has been documented since completion of the 1995 Bike and Pedestrian Plan for the City of Oakdale.

There was extensive community engagement during the preparation of the 2040 Comprehensive Plan. Twenty six different meetings were held over a two year period during the development of the comprehensive plan. Three city wide community meetings, and four city council meeting/workshops focused on the chapters of the comprehensive plan. Four meetings were held to specifically discuss trail and park needs, five on transportation, and seven on housing/land use subjects.

In the fall of 2019, the City initiated an update of the Bike and Pedestrian Plan for the community. Toole Design Group was retained to assist the city in the process and development of the new plan. The committee developed a robust community engagement process and had identified special interest groups to be part of the plan review and development process. The groups included: youth, seniors, minority populations, people with disabilities, low income, employees, and transit riders. Representatives from these groups were identified and invited to participate in an online open house due to the COVID pandemic in May of 2020. An online survey was also published, promoted, and the results evaluated. Over 80 comments were received and documented. The development of the new plan continues and will incorporate the concerns and recommendations provided as part of the public participation process.

Response:

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

Measure B: Equity Population Benefits and Impacts

Describe the projects benefits to Black, Indigenous, and People of Color populations, low-income populations, children, people with disabilities, youth, and older adults. Benefits could relate to:

This is not an exhaustive list. A full response will support the benefits claimed, identify benefits specific to Equity populations residing or engaged in activities near the project area, identify benefits addressing a transportation issue affecting Equity populations specifically identified through engagement, and substantiate benefits with data.

Acknowledge and describe any negative project impacts to Black, Indigenous, and People of Color populations, low-income populations, children, people with disabilities, youth, and older adults. Describe measures to mitigate these impacts. Unidentified or unmitigated negative impacts may result in a reduction in points.

Below is a list of potential negative impacts. This is not an exhaustive list.

The new bicycle and pedestrians trail will be separated from vehicle traffic, ADA-compliant, and wide enough to allow for comfortable bidirectional use. This trail is located in an area that is above the regional average for population in poverty of population of color. There is also subsidized rental housing units within a half mile of the trail.

The 2010 and 2020 census results indicate the community is getting older and more diverse. The population that is less than 20 years old has declined from representing 32% of the population to representing 28%. The 20-40 year old population has declined from representing 19% to representing 14%. The populations above 40 years have more than doubled. the median age in 1990 was 29 years and now its 44 years old.

Response:

The diversity of the community continues to change and is approaching the percentages more typical of the metropolitan area. In 1990 the white population was 95%, in 2013 it was 80%. The black population went from 1.4% to 6.8% over the same time period. the Asian population when from 1% to 8%, and Hispanic population when from 2% to 4.5% of the population.

the median household income in Oakdale has also trended towards the regional medians. In 1990 the median income in Oakdale was 14% above the regional median, by 2013 it is equivalent regional the median income.

The established neighborhoods within one mile of the proposed multiuse bridge have experienced changes to a greater degree than the balance of the community. The median age has increased from 33 to 42 years. The percentage of minorities has increased from 4.2 percent to 17.6%. The

income levels have dropped below the regional median. The percent of the population below the poverty level has increased from 5% to 9%.

According to the city's Neighborhood Preservation and Enhancement Initiative, this neighborhood has some of the lowest levels of amenities for its residents in the community.

Tying the neighborhood on the west side of I694 with the one developing on the east side of I694 will provide access to three new parks, 12 miles of new trails, and 50 acres of open space.

The City of Oakdale does not anticipate any negative project impacts to any populations within the project area. Construction efforts will not impact any access to businesses, homes, or other private property.

The existing vehicular traffic on the existing bridge as well as I694 will not be impacted by the project.

This project will have no negative impacts to the surrounding natural environment. Much of the trail and bridge will be in close proximity to the existing roadway.

Surrounding properties will be notified and updated when construction activities will occur and how long they will last.

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

Measure C: Affordable Housing Access

Describe any affordable housing development existing, under construction, or planned within ½ mile of the proposed project. The applicant should note the number of existing subsidized units, which will be provided on the Socio-Economic Conditions map. Applicants can also describe other types of affordable housing (e.g., naturally-occurring affordable housing, manufactured housing) and under construction or planned affordable housing that is within a half mile of the project. If applicable, the applicant can provide self-generated PDF maps to support these additions. Applicants are encouraged to provide a self-generated PDF map describing how a project connects affordable housing residents to destinations (e.g., childcare, grocery stores, schools, places of worship).

Describe the project's benefits to current and future affordable housing residents within ½ mile of the project. Benefits must relate to affordable housing residents. Examples may include:

This is not an exhaustive list. Since residents of affordable housing are more likely not to own a private vehicle, higher points will be provided to roadway projects that include other multimodal access improvements. A full response will support the benefits claimed, identify benefits specific to residents of affordable housing, identify benefits addressing a transportation issue affecting residents of affordable housing specifically identified through engagement, and substantiate benefits with data.

Response:

Since 1990 Oakdale has experienced significant changes. Oakdale has grown older, become more diverse, experienced an increase in poverty and near poverty increased in number of households without children and become much more like the region in terms of median household income. The total publicly subsidized rental housing units in census tract within 1/2 mile is 555. The units are in some of the oldest townhome developments in Oakdale including: Oakwoode Lustre, Granada Lakes, and Eastwoode Estates. The surrounding neighborhoods contain several multi-family housing developments, and affordable housing developments. There is an Elementary School within one mile. The bridge will make it easier and create a safe connection for residents of any age to reach these and other resources. It will open the adjacent community to greater economic and social mobility. Currently the City of Oakdale is working with a developer on a large residential development (Willowbrooke) that is planning for connections to the 40th Street Multiuse Trail Bridge.

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

Measure D: BONUS POINTS

Project is located in an Area of Concentrated Poverty:

Projects census tracts are above the regional average for population in poverty or population of color (Regional Environmental Justice Area):

Yes

Project located in a census tract that is below the regional average for population in poverty or populations of color (Regional Environmental Justice Area):

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.

Since completion of the city's first Bike and Pedestrian Plan in 1995, the community has recognized the lack of trails within certain portions of the community. Trail improvements were pursued as land developed. The land east of I694 was owned by 3M and was planned to be developed as an office park. Those plans were put on hold when in 1987 3M decided to develop in Austin Texas instead of increasing their presence in Minnesota. The land was held with no real time table for development. In 2017 3M decided to sell the property to a developer who wanted to develop it as a residential neighborhood with 1,400 units including apartments, townhomes, villas, and single family homes. This development is currently under construction and is projected to be completed within this decade. The change of land use increased the need for park and trail development to serve this new neighborhood and connect it with the community.

Response:

This multiuse bridge will provide a safe and dedicated connection, separating pedestrian traffic from vehicular traffic and will be ADA accessible. This grade separation bridge trail eliminates pedestrian and cyclist exposure to vehicle traffic on 40th Street which improves safety for those users.

Interstate 694 is recognized as a barrier by the regional bike plan. From a more local perspective it bisects the city and separates the neighborhoods on the west side from those on the east side. The location of the multiuse bridge is in close proximity to the RBTN Tier 2 Corridor. There are few possible I694 crossing locations. Currently there are only three pedestrian friendly crossings of I694 from I94 to TH 120 which is over six miles from these two termini. Proper urban planning recommends trail systems be developed on a 1/2 mile by 1/2 mile

grid pattern. In other words there should be 12 crossings along this 6 mile stretch, where currently only three exist. There is a crossing at CSAH 6 (Stillwater Boulevard, one at CSAH 13 (50th Street), and the Gateway Trail. The 40th Street multiuse bridge will be separated by one mile from the 50th Street bridge and 1.5 miles from the CSAH 6 (Stillwater Boulevard) bridge. Ultimately the City trail plan would provide pedestrian crossings of I694 at 4th Street, 10th Street, 15th Street, Stillwater Boulevard, CSAH 14, 40th Street, 50th Street, Gateway Trail, and at TH 120. The 4th Street crossing of I694 will be improved with pedestrian accommodations as part of the Gold Line BRT project. Washington County is partnering with the city on a trail improvement project along CSAH 14 under I694. This leaves the 40th Street crossing as the last crossing of I694 as the last missing link in our trail plan to cross I694 north of 10th Street.

(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

Tier 2 Regional Bicycle Barrier Crossing Improvement Area segments

Tier 3

Yes

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

Response:

There has been one fatality recorded in the vicinity of the existing vehicular bridge over the past 20 years. The fatality was a result of a young man committing suicide by jumping off the bridge into traffic on I694. There are no other recorded accidents on the bridge, as there are no pedestrian trail or sidewalk accommodations on either side of the bridge. That will change over the next few years as the Willowbrooke development progresses and improvements are made to 40th Street east of I694. These improvements will include pedestrian trails/sidewalks from Ideal Avenue and temporarily terminate at the bridge until the improvements are continued to the west to Hadley Avenue in 2026 as included in the city's five year capital improvement program. Trail and sidewalk improvements are continued adding a paved trail adjacent to the existing 40th Street Bridge over I694 will provide a safer, more protected off-street facility for all pedestrians walking and biking across the I694 bridge. There are existing trails along Hadley Avenue from 4th Street all the way to TH 120, which totals 5.5 miles in length. Trails are being completed along Ideal Avenue as part of the Willowbrooke development and Washington County's CSAH 13 Phase II project. These projects will complete the last missing 1 mile north/south gap on the east side of Oakdale.

(Limit 2,800 characters; approximately 400 words)

Measure A: Multimodal Elements

Response:

The proposed 40th Street Bridge project includes a new bicycle and pedestrian trail where currently there is no pedestrian accommodations. The trail bridge will be suitable for bidirectional movement of its diverse users (pedestrians, runners, bicyclists, in-line skaters, and people using motorized wheelchairs). Existing bicycle and pedestrian accommodations include a multi-use trail that runs along 40th Street over the I694 Bridge. As part of the 2022 Willowbrooke Street project, a path will be constructed on 40th Street from I694 to Ideal Avenue and the trail project from the bridge to Hadley Avenue is a locally funded project. The proposed improvements will change 40th Street from an auto-only space to one that pedestrians can navigate safely in multiple directions. Improving pedestrian connectivity and safety means that more trips can be accomplished on foot for employment and local shopping. Most importantly it can minimize future increases in instances of pedestrian injuries and fatalities.

(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. 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. The focus of this section is on the opportunity for public input as opposed to the quality of input. NOTE: A written response is required and failure to respond will result in zero points.

Multiple types of targeted outreach efforts (such as meetings or online/mail outreach) specific to this project with the general public and partner agencies have been used to help identify the project need.

Yes

100%

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

50%

At least online/mail outreach effort specific to this project with the general public 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%

Describe the type(s) of outreach selected for this project (i.e., online or in-person meetings, surveys, demonstration projects), the method(s) used to announce outreach opportunities, and how many people participated. Include any public website links to outreach opportunities.

There was extensive community engagement during the preparation of the 2040 Comprehensive Plan. Twenty six different meetings were held over a two year period during the development of the comprehensive plan. Three city wide community meetings, and four city council meeting/workshops focused on the chapters of the comprehensive plan. Four meetings were held to specifically discuss trail and park needs, five on transportation, and seven on housing/land use subjects.

In the fall of 2019, the City initiated an update of the Bike and Pedestrian Plan for the community. Toole Design Group was retained to assist the city in the process and development of the new plan. The committee developed a robust community engagement process and had identified special interest groups to be part of the plan review and development process. The groups included: youth, seniors, minority populations, people with disabilities, low income, employees, and transit riders. Representatives from these groups were identified and invited to participate in an online open house due to the COVID pandemic in May of 2020. An online survey was also published, promoted, and the results evaluated. Over 80 comments were received and documented. The development of the new plan continues and will incorporate the concerns and recommendations provided as part of the public participation process.

Response:

The effort to update the city's Bike and Pedestrian Plan was the impetus for considering this project as our candidate project for the solicitation process. The comments received and articulated during the open house and on line survey process confirmed the need for the project to the elected officials. As a result the trail and bridge improvements along 40th Street were included in the communities 2022-2026 Capital Improvement Program.

(Limit 2,800 characters; approximately 400 words)

2. Layout (25 Percent of Points)

Layout includes proposed geometrics and existing and proposed right-of-way boundaries. A basic layout should include a base map (north arrow; scale; legend; * city and/or county limits; existing ROW, labeled; existing signals; * and bridge numbers*) and design data (proposed alignments; bike and/or roadway lane widths; shoulder width; * proposed signals; * and proposed ROW). An aerial photograph with a line showing the projects termini does not suffice and will be awarded zero points. *If applicable

Layout approved by the applicant and all impacted jurisdictions (i.e., cities/counties/MnDOT. If a MnDOT trunk highway is impacted, approval by MnDOT must have occurred to receive full points. A PDF of the layout must be attached along with letters from each jurisdiction to receive points.

100%

A layout does not apply (signal replacement/signal timing, stand-alone streetscaping, minor intersection improvements).

Applicants that are not certain whether a layout is required should contact Colleen Brown at MnDOT Metro State Aid colleen.brown@state.mn.us.

100%

For projects where MnDOT trunk highways are impacted and a MnDOT Staff Approved layout is required. Layout approved by the applicant and all impacted local jurisdictions (i.e., cities/counties), and layout review and approval by MnDOT is pending. A PDF of the layout must be attached along with letters from each jurisdiction to receive points.

75%

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

50%

Layout has been started but is not complete. A PDF of the layout must be attached to receive points. Yes

25%

Layout has not been started

0%

Attach Layout

1649966306223_40thStreetMultiuseBridge Layout Plan.pdf

Please upload attachment in PDF form.

Additional Attachments

Please upload attachment in PDF form.

3. 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

4.Right-of-Way (25 Percent of Points)

Right-of-way, permanent or temporary easements, and MnDOT agreement/limited-use permit either not required or all have been acquired

100%

Right-of-way, permanent or temporary easements, and/or MnDOT agreement/limited-use permit required - plat, legal descriptions, or official map complete

50%

Right-of-way, permanent or temporary easements, and/or MnDOT agreement/limited-use permit required - parcels identified

25%

Right-of-way, permanent or temporary easements, and/or MnDOT agreement/limited-use permit required - parcels not all identified Yes

0%

5.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%

Measure A: Cost Effectiveness

Total Project Cost (entered in Project Cost Form): \$1,155,000.00

Enter Amount of the Noise Walls: \$0.00

Total Project Cost subtract the amount of the noise walls: \$1,155,000.00

Points Awarded in Previous Criteria

Cost Effectiveness \$0.00

Other Attachments

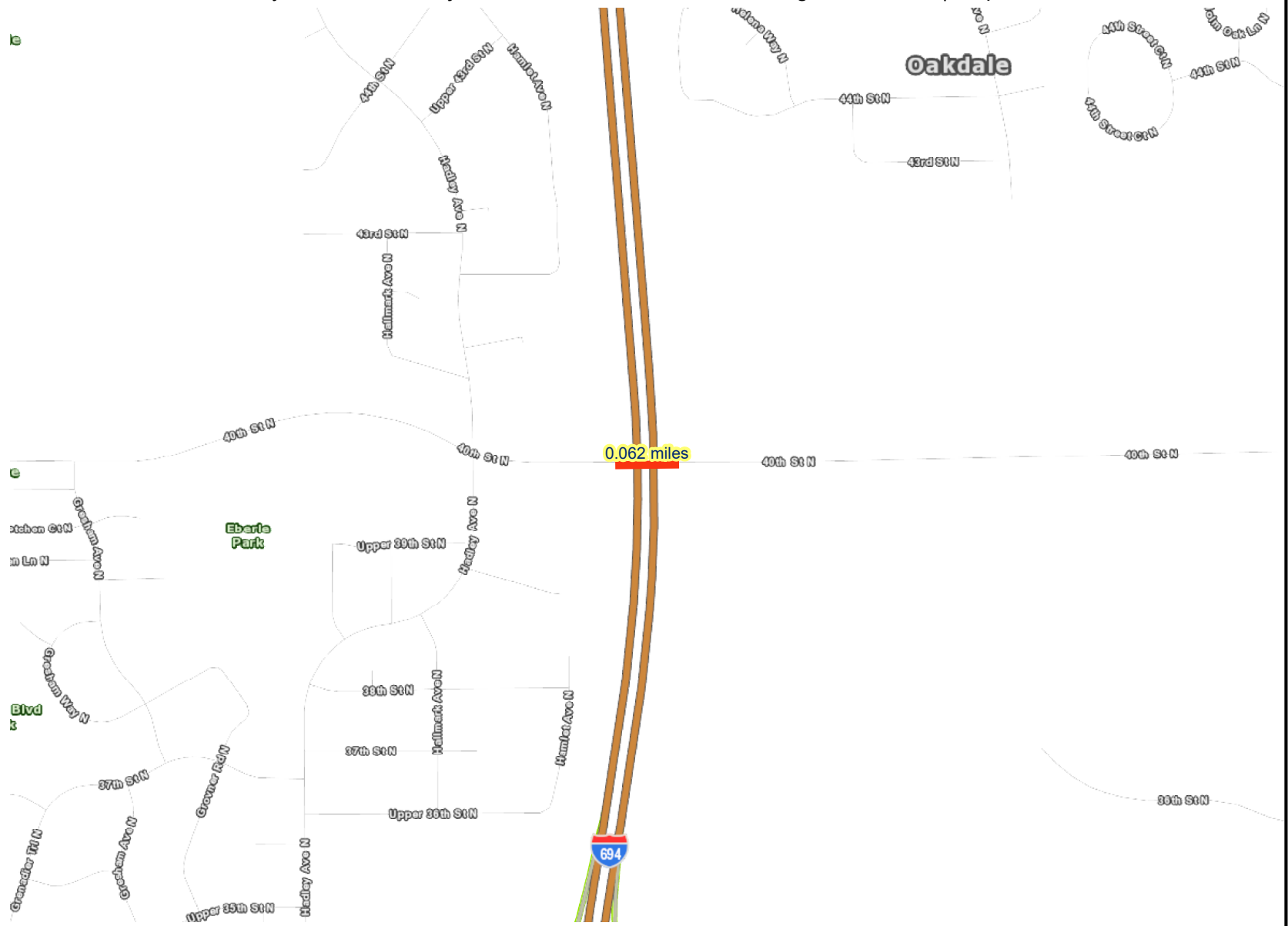
File Name	Description	File Size
Map-Transit.pdf	Transit Connections - None	1.4 MB
Oakdale Neighborhood Boundaries.pdf	Oakdale Neighborhood Boundaries	7.4 MB
RS MnDOT Letter Oakdale Multiuse Trail Bridge over I-694 at 40th Street.pdf	MnDOT Letter of Support	183 KB
Standard Operating Policy - Snowplowing.pdf	Standard Operating Policy for Snowplowing.	1.4 MB
Willowbrooke Project Narrative 14.pdf	Willowbrooke is a new 208 acre mixed residential development located in Oakdale north 34th Street N., between I-694 and Ideal Avenue. The neighborhood will bring more than 1,400 new housing units to Oakdale, including a mix of housing types and styles offered at different price points.	1.8 MB

Project to RBTN Orientation

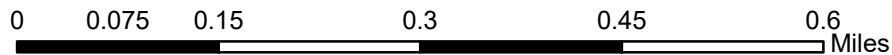
Multiuse Trails and Bicycle Facilities Project: 40th Street Multiuse Trail Bridge Over I-694 | Map ID: 1649964311910

Results

Project **NOT IN** Regional Bicycle Transportation Corridor.



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



Created: 4/14/2022
LandscapeRSA6



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

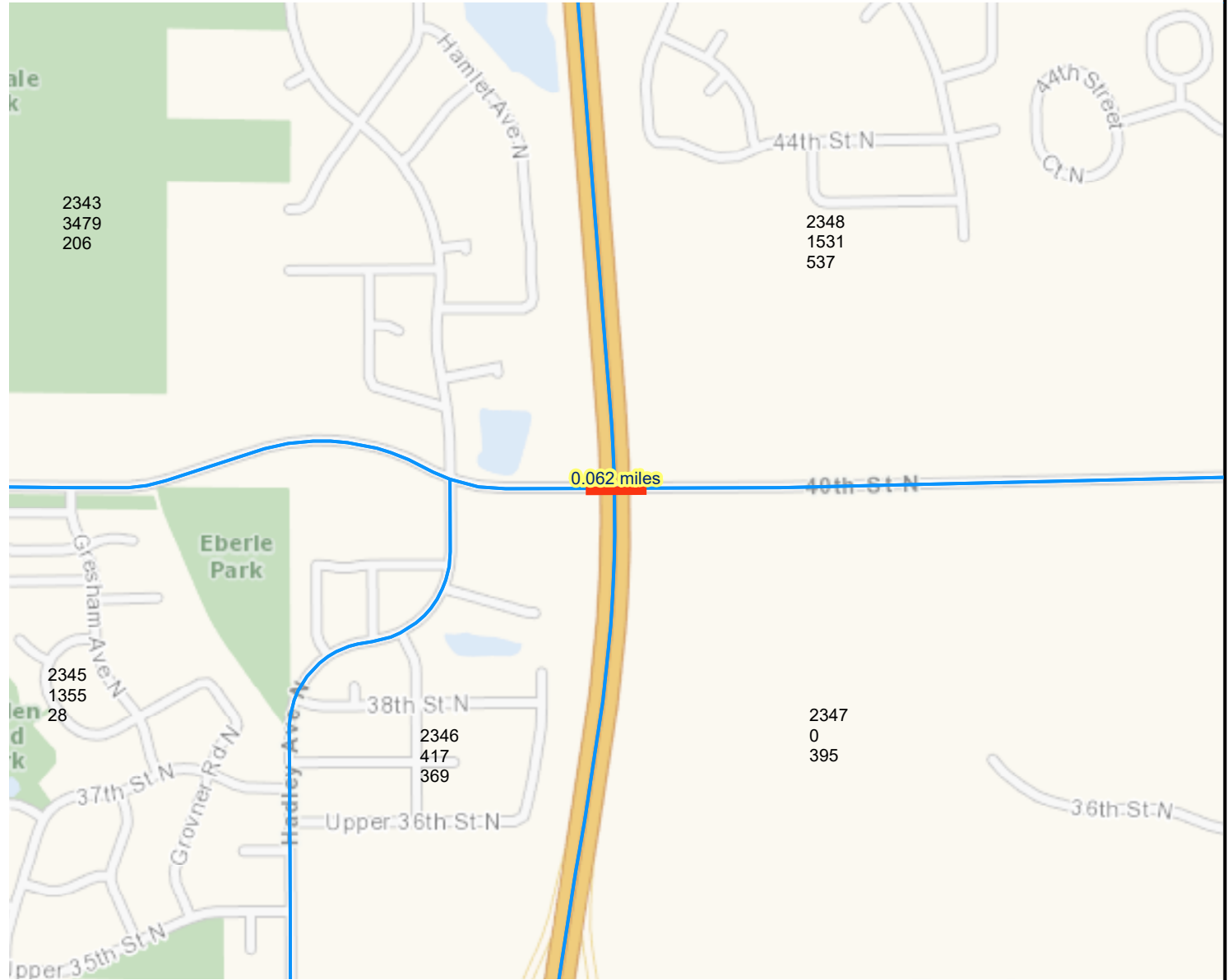




Population/Employment Summary

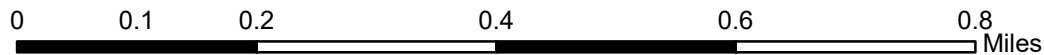
Multiuse Trails and Bicycle Facilities Project: 40th Street Multiuse Trail Bridge Over I-694 | Map ID: 1649964311910

Results

Within ONE Mile of project:
 Total Population: 12960
 Total Employment: 2986



-  Project Points
-  Project Area
-  Project
-  2016 TAZ



Created: 4/14/2022
 LandscapeRSA4



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

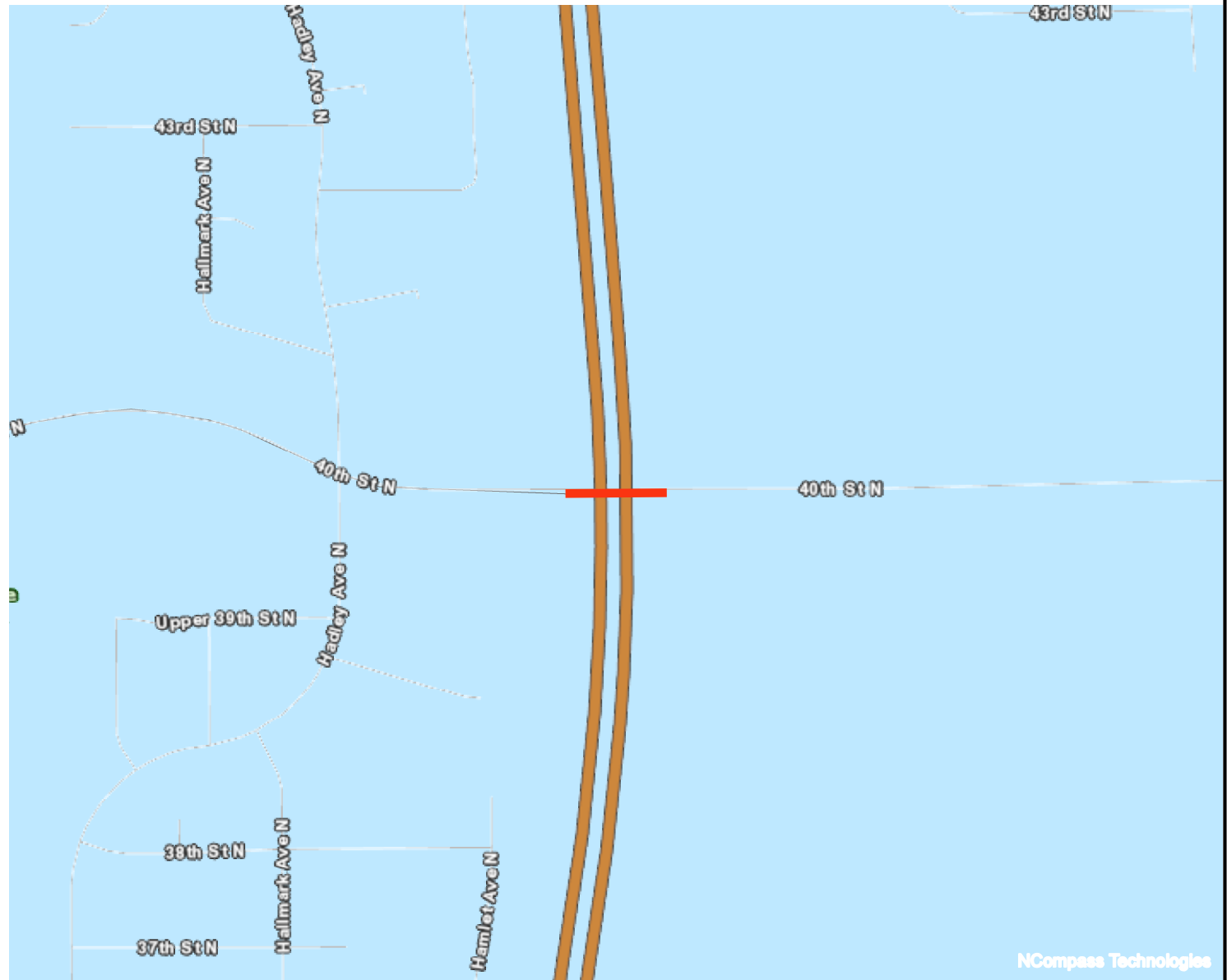


Socio-Economic Conditions

Results

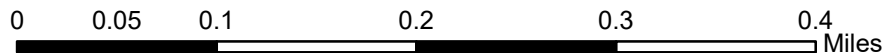
Total of publicly subsidized rental housing units in census tracts within 1/2 mile: 555

Project located in census tract(s) that are ABOVE the regional average for population in poverty or population of color.



- Lines
- Area of Concentrated Poverty

Regional Environmental Justice Area



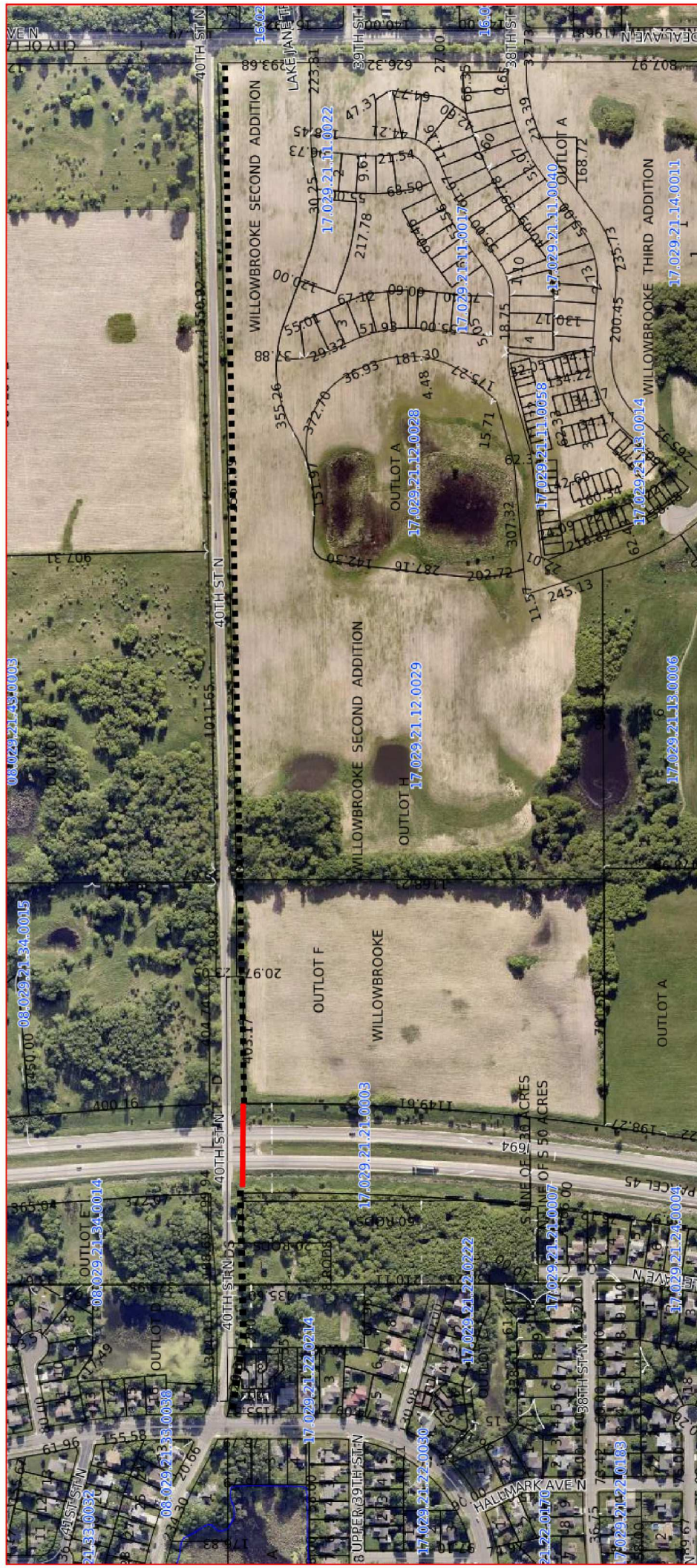
Created: 4/14/2022
LandscapeRSA2





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



40th Street Multiuse Bridge Layout Plan



City of Oakdale	
	Future Paved Trail
	Multiuse Bridge

Transit Connections

Multiuse Trails and Bicycle Facilities Project: 40th Street Multiuse Trail Bridge Over I-694 | Map ID: 1649964311910

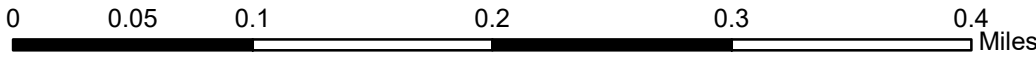


Results

Transit with a Direct Connection to project:
-- NONE --

**indicates Planned Alignments*

Transit Market areas: 3



Created: 4/14/2022
LandscapeRSA3

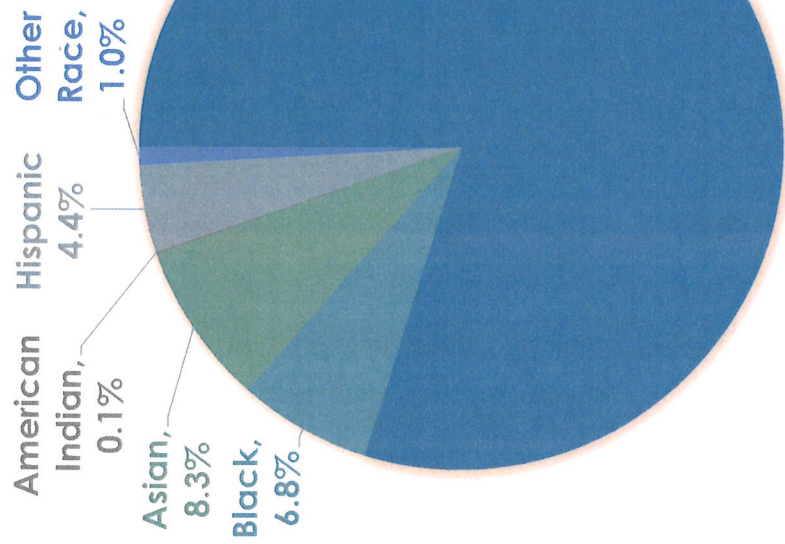


For complete disclaimer of accuracy, please visit
<https://giswebsite.metc.state.mn.us/gisite/notice.aspx>

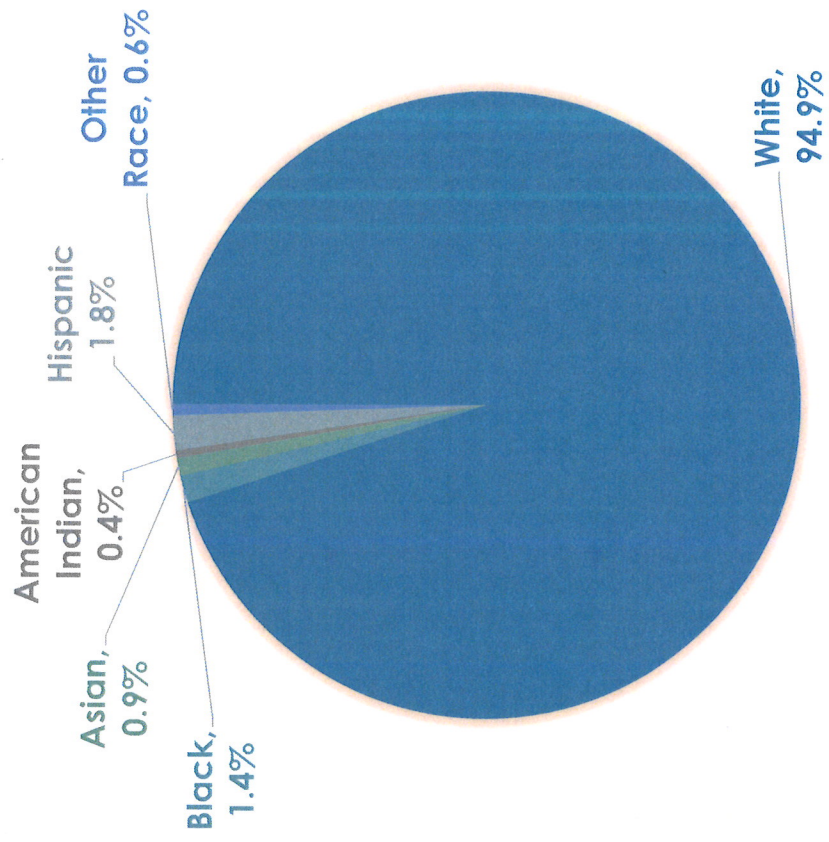


RACE & ETHNICITY

2013



1990



POPULATION BY RACE & ETHNICITY

Significant increase in diversity.

In 2013, minorities comprise 20.5% of population, up from 5.1% in 1990.

Minorities comprised fifty-five percent (55%) of total population growth.

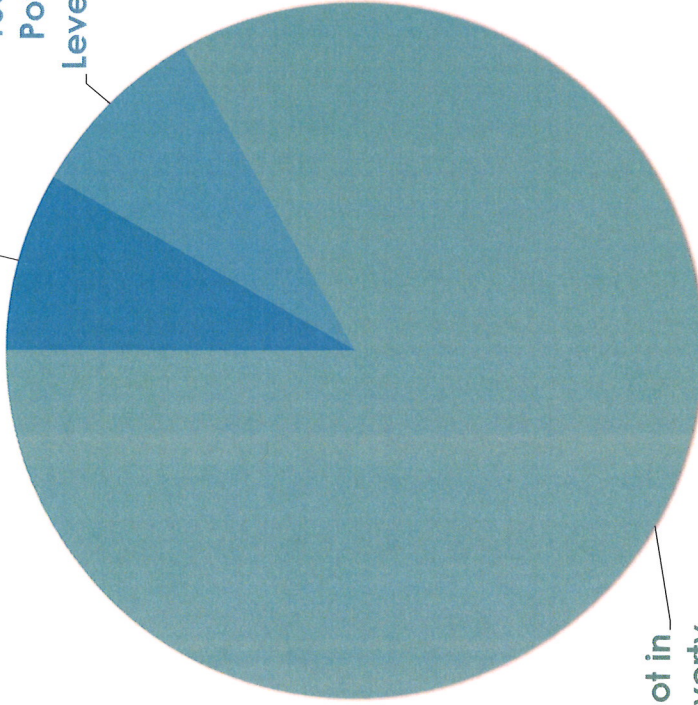
Asian, Black and Hispanic accounted for 25%, 19% and 10% of total population growth respectively.

	2013		1990		1990 - 2013	
	%	#	%	#	%	#
White	80.6%	22,929	94.9%	18,940	21.1%	3,989
Black	6.8%	1,926	1.4%	279	589.3%	1,647
Asian	8.3%	2,358	0.9%	180	1212.8%	2,178
American Indian	0.1%	27	0.4%	80	-66.2%	(53)
Hispanic	4.4%	1,252	1.8%	359	248.5%	893
Other Race	1.0%	274	0.6%	120	128.8%	154
		28,766		19,958	44.1%	8,808
Total Minority	20.5%	5,837	5.1%	1,018	2113.2%	4,819

POVERTY

2013

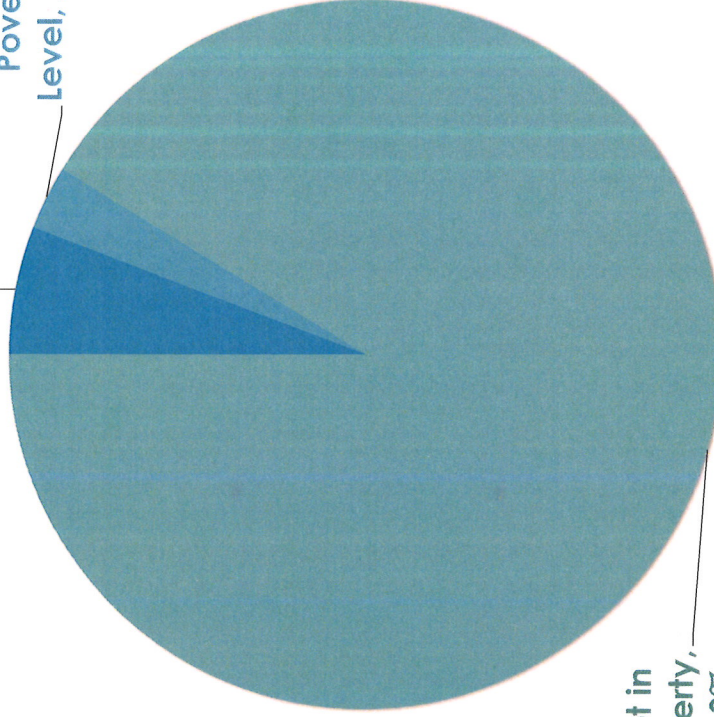
In Poverty, 8.3%
100% to 150% of Poverty Level, 8.5%



Not in Poverty, 83.2%

1990

In Poverty, 5.8%
100% to 150% of Poverty Level, 2.9%

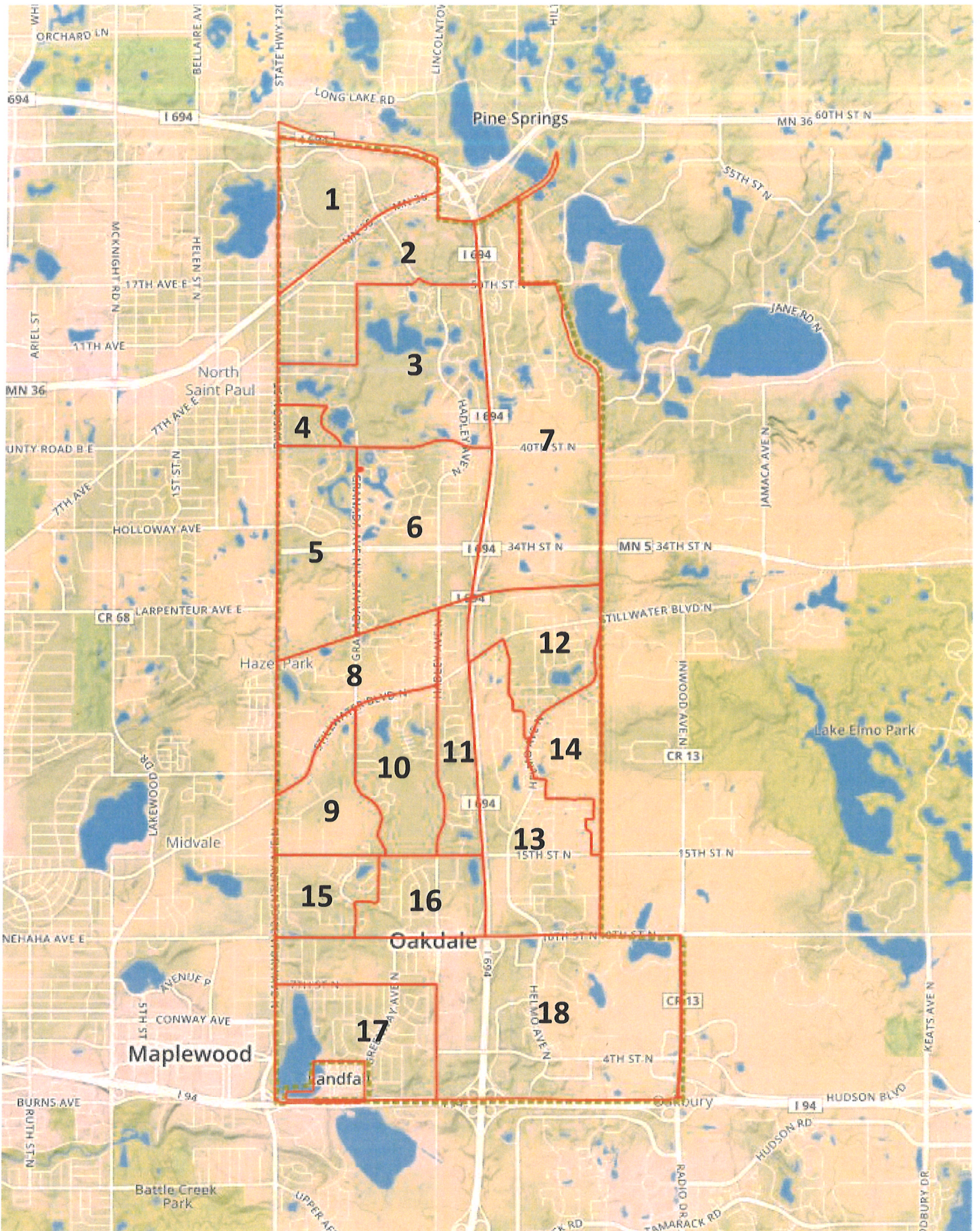


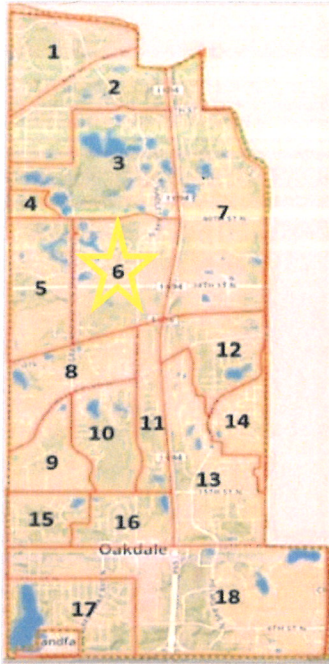
Not in Poverty, 91.3%

POPULATION BY AGE



Median Age		2013	1990
#			
5		57.1	33.3
2		48.5	29.2
13		48.4	29.6
10		47.9	27.6
17		47.8	29.3
12		43.5	27.5
9		43.2	27.7
11		43.2	27.4
3		43.1	29
8		43.1	27.5
18		43	29
1		42.6	26.6
6		42.5	33.2
16		42.4	28.4
7		38.4	33.5
4		37.6	25.1
15		37.3	28.6
14		36.9	27.5
City		43.9	28.6





Neighborhood 6

- LOCATION: North central Oakdale, north of the railroad tracks and west of Highway 694.
- PARKS: Eberle Park, Tilson Park, Garden Boulevard Park, Oakwoode Lustre Park
- ASSIGNED SCHOOLS: Castle & Eagle Point Elementary, Maplewood & Skyview Middle School, North & Tartan High
- NOTABLE FEATURES: Old Highway 5 bisects the neighborhood. South of Highway 5 there are few residential properties, with much of the land owned by 3M or Menards.

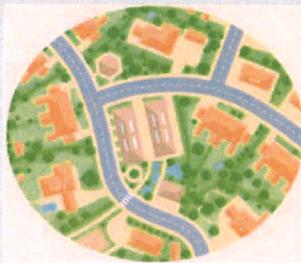


FOCUS

STATUS



HOUSING STOCK



NEIGHBORHOOD ATTRIBUTES



SOCIAL CAPITAL

Neighborhood 6

NEIGHBORHOOD DEMOGRAPHIC SNAPSHOT:

Neighborhoods were compared to each other using median and rank. Neighborhoods were ranked on a scale of 1 to 18, with 1 being the neighborhood with the highest value and 18 being the neighborhood with the lowest value.

	<u>Neighborhood 6</u>	<u>Median</u>	<u>Rank</u>
Total Population:	1,924	1,480	3
Median Home Value:	\$197,600	\$183,250	7
Median Household Income:	\$53,971	\$65,496	13
Poverty & Near Poverty (persons):	497	250	2
Median Age (yrs):	43	43	13
Median Age of Housing (yrs):	36	27	5
Diversity (persons of color):	339	317	9
Households with Kids:	293	176	2
Kids (persons):	579	447	4
Seniors (persons):	287	174	6



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

April 13, 2022

Brian Bachmeier
City of Oakdale
1584 Hadley Ave N
Oakdale, MN 55128

**Re: MnDOT Letter for Cit of Oakdale's Metropolitan Council/Transportation Advisory Board 2020
Regional Solicitation Funding Request for Multiuse Trail Bridge over I-694 at 40th Street**

Mr. Bachmeier,

This letter documents MnDOT Metro District's recognition for City of Oakdale to pursue funding for the Metropolitan Council/Transportation Advisory Board's (TAB) 2022 Regional Solicitation for a multiuse trail bridge over I-694 at 40th Street.

As proposed, this project impacts MnDOT right-of-way on I-694. As the agency with jurisdiction over I-694, MnDOT will allow the City of Oakdale to seek improvements proposed in the application for a new multiuse trail bridge over I-694. If funded the city would own and maintain the ped bridge, further details will need to be covered in a maintenance agreement with city and determined during project development.

There is no funding from MnDOT currently planned or programmed for this 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 the city of Oakdale 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 Adam Josephson, East Area Manager, at adam.josephson@state.mn.us or 651-234-7719.

Sincerely,

Molly McCartney, Metro Capital Program Manager

CC: Michael Barnes, Metro District Engineer; Adam Josephson, Metro District East Area Manager;
Director Dan Erickson, Metro State Aid Engineerz

Standard Operating Policy City of Oakdale

Policy Number: PW-06

Pages: 3

Subject: Snowplowing

Date Approved: 2002

I. Introduction

The Twin Cities metropolitan area averages 56" of snow per season, with a trace or more of snow an average of 74 times each season and 1" or more an average of 9 times. Snowfalls of 3" and up occur about 4 times, and 6" or more of snowfall once per season.

The City of Oakdale believes that it is in the best interest of its residents to assume basic responsibility for control of snow and ice on city streets. Reasonable snow and ice control is necessary for routine travel and emergency services. The city will provide such control in a safe and cost effective manner, keeping in mind safety, budget, personnel and environmental concerns. The city shall use city employees, equipment and/or private contractors to provide this service.

The City of Oakdale has 97 centerline miles of roadway under its jurisdiction. The city also maintains 176 Cul-de-sacs, 40 miles of trails and sidewalks and 8 parking lots at various city facilities. Providing snow and ice control is a monumental task. Operators use 33,000-pound trucks with 12' snowplows and 10' wings to move tons of snow. The obstacles and hazards as seen by snowplow operators are parked cars, garbage cans, recycle bins, vehicles traveling too fast and close to the plow, and especially important, children sliding and building snow forts too close to streets. At any given time during the winter months, there can be equipment plowing or applying ice control material on streets or parking lots. Following are the procedures explaining our purpose and operations for winter snow removal and ice control.

II. Policy

Each year, the Public Works Department prepares a map showing the city-maintained street system. The city is divided into routes in which ice control and snow removals are performed. The routes are periodically revised to correspond to: budgetary, equipment and personnel resources. Within each route, the major streets are designated as well as areas of steep grades (hazardous areas) that require extra care. Equipment is assigned for the control of snow and ice.

The start of snow and ice control operations for any storm is dependent upon immediate and forecasted weather conditions. The most critical time periods are weekday mornings and evening rush hours. When feasible, the city will attempt to remove snow and ice from the city's major streets prior to the rush hour periods. Major streets and hazardous areas are the first priority. Once the priority areas are plowed and opened, the remaining streets and cul-de-sacs in the residential, commercial and industrial areas will be plowed and sanded.

III. Procedures

- **When The City Will Start Snow or Ice Control Operations:**

The Superintendent of Public Works and Street Supervisor, with the assistance of the Oakdale Police Department, will decide when to begin snow or ice control operations. The criteria for that decision are:

- Snow accumulation of 2 inches or more;
- Drifting of snow that causes problems for travel;
- Icy conditions which seriously affect travel; and
- Time of snowfall in relationship to heavy use of streets.

Snow and ice control operations are expensive and involve using the majority of the city's limited personnel and equipment. Consequently, snowplowing operations will not generally be conducted for a snowfall of less than 2"; however, an accumulation of nuisance snowfalls (less than 2") may constitute initiation of snowplowing operations.

Snow and ice control operations will be conducted only when weather conditions do not endanger the safety of city employees and equipment.

- **How The Snow Will Be Plowed:**

Snow will be plowed in a manner so as to minimize any traffic obstructions. The center of the roadway will be plowed first. The snow will then be pushed from left to right. The discharge will go onto the boulevard area of the street and driveway entrances. When a plow goes on a bridge, the driver will slow down so that snow does not go over the bridge, if practical. In times of extreme snowfall, streets will not be able to be completely cleared of snow immediately.

- **Snow Plowing in Cul-de-sacs and Eyebrows:**

The truck route snow plow operators may enter a cul-de-sac prior to a cul-de-sac front end loader snow removal operator and attempt to plow the snow clockwise around perimeter of cul-de-sac. Heavy and wet snow accumulations restrict the truck route operators' ability to turn while plowing snow. In such cases, the truck route operator will not be able to plow the cul-de-sac prior to the front-end loader snow removal operator.

The cul-de-sac snow plowing will begin after city parking areas are plowed. The cul-de-sac snow plowing operators will normally begin plow operations one hour prior to the start of the truck routes. The snow will be removed by front-end loaders utilizing 12' snowplows. The cul-de-sac snow removal operators will plow the cul-de-sac in a manner that piles the snow in the center of the cul-de-sac, not on the boulevards located within the cul-de-sac.

When plowing snow in an Eyebrow, the operator will plow the snow and pile in an area or areas deemed most practical. Location of snow pile or piles will be predetermined prior to snow plow removal by the Public Works Superintendent and Street Supervisor. The cul-de-sac snow plowing operators will plow centerline of streets where cul-de-sacs are located at the end of street, if the truck route operator has not plowed the street first.

- **Alleys and One Ton Plow Route:**

Alleys and streets too small to accommodate full size snowplow truck will be plowed with a one-ton dump truck and/or pickup truck. The snow removal from alleys and smaller streets will start at the same time as the truck route operators.

- **Sidewalks and Trails and Skating rinks:**

The city will maintain city-owned sidewalks, trails and skating rinks as designated on the maintenance map. During skating season, the rinks will be plowed and swept utilizing the personnel assigned to sidewalks and trail snow removal. Snow removal from skating rinks begins at the same time as the truck route drivers. Once the skating rinks are completed, sidewalk and trail snow removal starts. Sidewalk and trail snow

removal starts approximately 2 hours after truck routes start time. The 2-hour delay is to allow the truck route operators to plow streets prior to clearing sidewalks and trails, in order to reduce double snow removal from truck route drivers filling cleared sidewalks and trails.

- **Work Schedule for Snowplow Operators:**

In severe snow emergencies, operators may have to work in excess of twelve-hour shifts. Operators are allowed a fifteen-minute break every two hours, with a half-hour meal break after four hours. Except for special emergency situations, the operators will be replaced after a twelve-hour shift if additional qualified personnel are available. Ideally snow removal operations should be conducted during early morning hours to avoid interfering with traffic, and allow property owners the time to clear their driveway approaches before heading to work. The city recognizes snow removal operations may disrupt a restful night's sleep. Hence, city's plowing activities should alert the residents of the need to clear their driveway and apron.

- **Completion Goals:**

It is the city's goal to have all streets and cul-de-sacs plowed within 12 hours of the end of the snow event. Trails and sidewalks should be cleared within 48 hours of the end of the snow event. Parking lots should be cleared prior to regular business hours.

- **Suspension of Snow Removal Operations/Weather Conditions:**

The Public Works Director or City Administrator may suspend plowing operations. Generally suspension of plowing operations will be considered only when weather conditions endanger the safety of city employees and equipment. Factors that may suspend snow and ice control operations include; severe cold, significant winds and limited visibility, or the weather forecast calls for temperatures of 40 degrees within 12 hours.

- **Use of Sand, Salt and Other Chemicals:**

The Public Works Department will use sand, salt, and other chemicals when there are hazardous ice or slippery conditions.



PARKS/OPEN SPACE:

PARKS/OPEN = 47.20 AC
(PARKS, OPEN SPACE)

OTHER OPEN SPACE = 45.21 AC
(PONDS, WETLANDS,
PIPELINE, BOULEVARD)

TOTAL = 92.41 AC