

Planning Scoping Worksheet Guide	
Site Characteristics	
<input type="checkbox"/> Rural	<input type="checkbox"/> Rural Small Town (<5K)
<input type="checkbox"/> Small Urban (5K – 50K)	<input type="checkbox"/> Exurban
<input type="checkbox"/> Suburban	<input type="checkbox"/> Large Urban (>50K)



KEY PLANNING CONTACTS (Links)
<a href="#">RDC or MPO Planning Staff</a>
<a href="#">City or County Planning Staff and/or Public Works</a>
<a href="#">MnDOT Bicycle and Pedestrian Section</a>
<a href="#">District Transit Contact</a>
<a href="#">MnDOT Aeronautics Office</a>
<a href="#">Office of Freight and Commercial Vehicle Operations</a>
<a href="#">State Health Improvement Program (SHIP) Coordinator</a>
<a href="#">Environmental Planning and Design Staff</a>

Key Context Informing Questions and Destination Assessment (consider existing and planned)			
Programmed projects within or adjacent to the project?	<input type="checkbox"/> Yes	<input type="checkbox"/> No	If yes, see A, B
Is the project along a main street area or urban corridor?	<input type="checkbox"/> Yes	<input type="checkbox"/> No	If yes, see A, B, E, F, G, H, J, K
Is there a school within a 1 mile radius of the project, or in a developing/edge location?	<input type="checkbox"/> Yes	<input type="checkbox"/> No	If yes, see A, D, E, F, H, J
Is there a college or community center within a 1 mile radius of the project?	<input type="checkbox"/> Yes	<input type="checkbox"/> No	If yes, see A, B, E, F, H, J
Are there parks/recreational areas or trails within a 1 mile radius of the project?	<input type="checkbox"/> Yes	<input type="checkbox"/> No	If yes, see A, B, E, F, J, H, I
Are there medical facilities (e.g. hospitals, clinics, etc.) within 1 mile of the project?	<input type="checkbox"/> Yes	<input type="checkbox"/> No	If yes, see A, C, F, O
Is there an elder care facility within 1 mile of the project corridor?	<input type="checkbox"/> Yes	<input type="checkbox"/> No	If yes, see A, F, G, O
Is the project occurring on a portion of a state bikeway?	<input type="checkbox"/> Yes	<input type="checkbox"/> No	If yes, see H, K
Is the project within an airport influence area?	<input type="checkbox"/> Yes	<input type="checkbox"/> No	If yes, see C
Are there rail lines or at-grade rail crossings within 1 mile of the project corridor?	<input type="checkbox"/> Yes	<input type="checkbox"/> No	If yes, see N
Is there fixed transit on the project corridor or transit stop that intersects the project corridor?	<input type="checkbox"/> Yes	<input type="checkbox"/> No	If yes, see F, O
Is this project only a rural highway section, which does not go through any small towns?	<input type="checkbox"/> Yes	<input type="checkbox"/> No	If yes, see H
Is the project occurring near significant freight or truck traffic generators, or near a significant freight route?	<input type="checkbox"/> Yes	<input type="checkbox"/> No	If yes, see M
Is the project occurring on a portion of a Scenic Byway	<input type="checkbox"/> Yes	<input type="checkbox"/> No	If yes, see P
Is the project occurring on a Oversize Overweight (OSOW) Route?	<input type="checkbox"/> Yes	<input type="checkbox"/> No	If yes, see L

**A**  **B**  **C**  **D**  **E**  **F**  **G**  **H**  **I**  **J**  **K**  **L**  **M**  **N**  **O**  **P**

The following section describes key considerations based on the context identified above		Area(s) directly impacted in the Planning Scoping Worksheet
<b>A</b>	Review the community's comprehensive plan and/or transportation plan. Review current and future land use patterns along the corridor. If no plans exist, the RDC or MPO staff can help identify the critical needs and objectives of the community. If there are conflicting needs on the corridor, review MnDOT's Conflict Scoping Process: <a href="http://www.dot.state.mn.us/pm/pdf/csp.pdf">http://www.dot.state.mn.us/pm/pdf/csp.pdf</a>	
<b>B</b>	Review programmed projects adjacent to the project. Here are the projects currently identified in MnDOT's Work Plan: <a href="http://mndot.maps.arcgis.com/home/webmap/viewer.html?webmap=e094104e19674dbf87d444c4463a0136">http://mndot.maps.arcgis.com/home/webmap/viewer.html?webmap=e094104e19674dbf87d444c4463a0136</a>	Project Coordination
<b>C</b>	Review project with Aeronautics Office (link above) and consult MnDOT's Airport Influence Maps: <a href="http://www.dot.state.mn.us/aero/airportinfluencemaps.html">http://www.dot.state.mn.us/aero/airportinfluencemaps.html</a>	Stakeholders / Plans: Airports
<b>D</b>	Review the Safe Routes to School Plan. A full list of communities with SRTS plans can be found here: <a href="http://www.dot.state.mn.us/saferoutes/map.html">http://www.dot.state.mn.us/saferoutes/map.html</a>	User Groups: Pedestrian, ADA, Bike
<b>E</b>	Identify the intersecting roadways and shared use paths with pedestrian traffic. Are there physical characteristics of the roadway intersection that limit the safety and access for pedestrians crossing the roadway? How can the proposed project address these limitations? (e.g. sidewalks; mid-block crosswalks; striped crosswalks; geometric modifications to reduce crossing distances; lead pedestrian intervals; high visibility crosswalks, and pedestrian refuge islands)	User Groups: Pedestrian, ADA
<b>F</b>	There is a mix of users of the system. Consider traffic calming measures. Ways to address the potential conflicts include: <ul style="list-style-type: none"> <li>Using narrower travel lanes</li> <li>Using physical measures to narrow the roadway (e.g. bump-outs)</li> <li>Using on-street parking to create side friction</li> <li>Using smaller curb radii</li> <li>Eliminating channelized right-turn lanes</li> <li>Lower posted speed</li> </ul>	User Groups: Pedestrian, ADA, Bike, Freight, Transit, Motor Vehicle
<b>G</b>	When serving the elderly community, particular attention should be paid to curb ramps, acceptable slope and cross-slope (including driveway ramps over sidewalks, over crossings and trails), seating, and adequate signal crossing time.	User Groups: Pedestrian, ADA
<b>H</b>	Review the planned shoulder, does it meet the needs of the users of the system (e.g. pedestrians, people on bikes, farm vehicles, etc.)	User Groups: Pedestrian, Bike, Transit
<b>I</b>	Consider planning work completed by the recreation providers (parks and trails). If no planning work has been conducted, contact the responsible unit of government or RDC for information regarding usage patterns and any future plans.	User Groups: Pedestrian, ADA, Bike
<b>J</b>	Identify the intersecting roadways and shared use paths with bicycle traffic. Are the physical characteristics of the roadway intersection that limit the safety and access for people on bicycles crossing the roadway? How can the proposed project address these limitations? (e.g. bicycle lane; improved shoulders; signs, signals and pavement markings specifically related to bicycle operation on roadways or shared-use facilities)	User Groups: Bike
<b>K</b>	These locations are priority for bicycle travel with a focus on physical separation (not necessarily a trail). Consult the MnDOT Bicycle System Plan & Design Manual for additional guidance.	User Groups: Bike
<b>L</b>	Address needed clearances on OSOW network: <a href="http://www.dot.state.mn.us/ofrw/PDF/superloadcorridors.pdf">http://www.dot.state.mn.us/ofrw/PDF/superloadcorridors.pdf</a>	User Groups: Freight
<b>M</b>	Given their unique geometric needs, truck freight should be a priority on designated truck routes to support the basic economy of the community. <ul style="list-style-type: none"> <li>Consider standard truck and semi size and weight, turning radius, clearances, and operational envelope</li> <li>Consider space needed for truck parking/loading/unloading/delivery zones</li> </ul>	User Groups: Freight
<b>N</b>	In general, rail consideration must be given to: <ul style="list-style-type: none"> <li>Projects within or near a grade crossing, must have adequate warning devices installed (FAPG, subchapter G, Part 646.214)</li> <li>Preserving adequate sight lines for vehicles and pedestrians to see approaching trains</li> <li>Preserving required rail clearances (physical proximity of rail line to fixed/constructed objects)</li> <li>Signal synchronization and supplemental signals, such as queue cutters, to prevent intersection blockage/gridlock during train movement through at-grade</li> </ul>	User Groups: Railway
<b>O</b>	Transit considerations: <ul style="list-style-type: none"> <li>Sidewalks and pedestrian crossings should connect the stop with the surrounding area</li> <li>Far-side of signalized intersections are the preferred locations for transit stops on main streets, avenues and boulevards</li> </ul>	User Groups: Transit
<b>P</b>	Review the Scenic Byway Corridor Management Plan <a href="http://www.dot.state.mn.us/scenicbyways/index.html">http://www.dot.state.mn.us/scenicbyways/index.html</a>	Stakeholders / Plans: Regional/MPO