

Action Transmittal

Transportation Advisory Board



Meeting Date: September 22, 2022

Date: September 21, 2022

Action Transmittal: 2022-43

2022 Regional Solicitation Scoring Appeal for City of Waconia

To: TAC Funding & Programming Committee

Prepared By: Joe Barbeau, Senior Planner, phone 651-602-1705

Requested Action

The City of Waconia requests a review and potential change to three scoring measures for its Trunk Highway 5 Reconstruction (Phase 2).

Recommended Motion

That TAC F&P not change any measure scores for the City of Waconia's Trunk Highway 5 Reconstruction (Phase 2).

Background and Purpose

Regional Solicitation applicants were given the opportunity to appeal their scores with a due date of Wednesday, August 3. The City of Waconia provided an appeal letter. However, Council staff errantly omitted this from the packet of scoring appeals heard by the committee on August 18. Therefore, the appeal request is being brought forth now. Metropolitan Council staff consulted with scorers and the scoring committee chair to generate recommendations for each scoring measure as shown in the accompanying attachment.

New material cannot be considered in the review of an appeal. Appeals are meant only to challenge scoring errors or misinterpretations of the scoring guidance. In the appeal process, the burden is on the applicant to illustrate that an error occurred in the scoring of their application. Deference should be given to the volunteer scorer and the scoring committee, particularly on qualitative scoring measures.

The Funding & Programming Committee, which makes the final decision on appeals, is not required to follow the scorer's recommendation. Because this appeal is being considered a month behind schedule, members should not consider the draft funding scenarios which have also been provided in the meeting packet; the requested changes should be considered narrowly and on their own merit.

Please note that any changes made to the scores may also affect the Cost Effectiveness formula, and therefore may also impact the project's overall score.

A summary of appeals and scorer recommendations is shown on the following pages.

Roadway Reconstruction and Modernization

Application 17682: Waconia; TH 5 Phase 2 Reconstruction

Request 1 of 3:

Applicant requested re-evaluation of Measure 3B: Equity Population Benefits and Impacts (40 points).

Measure:

Successful projects are designed to provide direct benefits to Black, Indigenous, and People of Color populations, low-income populations, persons with disabilities, youth, older adults. 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. Benefits to residents of affordable housing are addressed in Measure C.

Describe the project's benefits to Black, Indigenous, and People of Color populations, low-income populations, children, people with disabilities, youth, and older adults. 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.

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.

- Decreased pedestrian access through sidewalk removal / narrowing, placement of barriers along the walking path, increase in auto-oriented curb cuts, 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.

The application **scored 24 points** (25 points; -1 for potential negative impacts).

Applicant's Challenge:

The applicant suggests that the scorer may have missed elements from the application, such as pedestrian and bicycle safety improvements, public health benefits, access improvements, travel time improvements, gap closures, new options, leveraging other investments and community cohesion improvements.

Scoring Review:

The scorer took the applicant's full response to this measure into account. The equity

populations described in the application do meet criteria. The equity populations are lower and not as diverse compared to other applications and the applicant was not clear how these populations were specifically benefitting from the project nor how the project was specifically prioritized or selected to benefit the respective equity populations. The scorer recommends **no change**.

Request 2 of 3:

Applicant requested re-evaluation of Measure 6B: Pedestrian Crash Reduction (Proactive) (30 points)

Measure:

This measure is divided into three sub-measures:

- SUB-MEASURE 1: Project-Based Pedestrian Safety Enhancements and Risk Elements
- SUB-MEASURE 2: Existing Location-Based Pedestrian Safety Risk Factors
- SUB-MEASURE 3: Existing Location-Based Pedestrian Safety Exposure Factors

This is a lengthy measure and is included below the Scoring Review.

The application **scored 11 points**.

Applicant's Challenge:

Verbatim: "How the pedestrian safety score (11 out of 30) was reached is unclear. Especially getting less than half the points when 2 out of 3 of the Safety Risk Factors are present and 2 out of 4 of the Safety Exposure Factors are present while the project is providing dedication trail facilities on both sides of the highway, where none exist today, and exposure at the crossing of S Olive Street is reduced to the extent possible with incorporation a center median at three lets of the intersection to match the west leg and pulling marked crosswalks back to the shortest crossing distance locations."

Scoring Review:

The scorer reviewed the request and indicated that no information was missed in the original scoring of the measure. Therefore, the scorer recommends **no change**.

SCORING Measure: 6B. Pedestrian Crash Reduction (Proactive)

MEASURE: Pedestrian Safety Measure in Roadway Applications (30 Points)

Determine if these measures do not apply to your project.

Does the project match either of the following descriptions?

- Metropolitan Council
- Project is primarily a freeway (or transitioning to a freeway) **and** does not provide safe and comfortable pedestrian facilities and crossings.
 - Existing location lacks any pedestrian facilities (e.g., sidewalks, marked crossings, wide shoulders in rural contexts) **and** project does not add pedestrian elements (e.g., reconstruction of a roadway without sidewalks, that doesn't also add pedestrian crossings and sidewalk or sidepath on one or both sides).

If either of the items above are checked, then **score for entire pedestrian safety measure is zero**. Applicant does not need to respond to the sub-measures and can proceed to the next section.

SUB-MEASURE 1: Project-Based Pedestrian Safety Enhancements and Risk Elements

To receive maximum points in this category, pedestrian safety countermeasures selected for implementation in projects should be, to the greatest extent feasible, consistent with the countermeasure recommendations in the Regional Pedestrian Safety Action Plan and state and national best practices. Links to resources are provided on the Regional Solicitation Resources web

page.

Please answer the following two questions with as much detail as possible based on the known attributes of the proposed design. If any aspect referenced in this section is not yet determined, describe the range of options being considered, to the greatest extent available. If there are project elements that may increase pedestrian risk, describe how these risks are being mitigated.

- **Describe how this project will address the safety needs of people crossing the street at signalized intersections, unsignalized intersections, midblock locations, and roundabouts.**

Treatments and countermeasures should be well-matched to the roadway's context (e.g., appropriate for the speed, volume, crossing distance, and other location attributes). Refer to the Regional Solicitation Resources web page for guidance links. (Limit 2,800 characters; approximately 400 words)

Considerations

Is the distance in between signalized intersections increasing (e.g., removing a signal)?

- No
- Yes. If yes, describe what measures are being used to fill the gap between protected crossing opportunities for pedestrians (e.g., adding High-Intensity Activated Crosswalk beacons to help motorists yield and help pedestrians find a suitable gap for crossing, turning signal into a roundabout to slow motorist speed, etc.). (Limit 1,400 characters; approximately 200 words)

- Will your design increase the crossing distance or crossing time across any leg of an intersection? (e.g., by adding turn or through lanes, widening lanes, using a multi-phase crossing, prohibiting crossing on any leg of an intersection, pedestrian bridge requiring length detour, etc.). This does not include any increases to crossing distances solely due to the addition of bike lanes (i.e., no other through or turn lanes being added or widened).

- No
- Yes. If yes:
 - How many intersections will likely be affected? _____
 - Describe what measures are being used to reduce exposure and delay for pedestrians (e.g., median crossing islands, curb bulb-outs, etc.) (Limit 1,400 characters; approximately 200 words)

- If grade separated pedestrian crossings are being added and increasing crossing time, describe any features that are included that will reduce the detour required of pedestrians and make the separated crossing a more appealing option (e.g., shallow tunnel that doesn't require much elevation change instead of pedestrian bridge with numerous switchbacks). (Limit 1,400 characters; approximately 200 words):
-

- If mid-block crossings are restricted or blocked, explain why this is necessary and how pedestrian crossing needs and safety are supported in other ways (e.g., nearest protected or enhanced crossing opportunity). (Limit 1,400 characters; approximately 200 words)
-

Describe how motorist speed will be managed in the project design, both for through traffic and turning movements. Describe any project-related factors that may affect speed directly or indirectly, even if speed is not the intended outcome (e.g., wider lanes and turning radii to facilitate freight movements, adding turn lanes to alleviate peak hour congestion, etc.). Note any strategies or treatments being considered that are intended to help motorists drive slower (e.g., visual narrowing, narrow lanes, truck aprons to mitigate wide turning radii, etc.) or protect pedestrians if increasing motorist speed (e.g., buffers or other separation from moving vehicles, crossing treatments appropriate for higher speed roadways, etc.). (Limit 2,800 characters; approximately 400 words)



- If known, what are the existing and proposed design, operation, and posted speeds? Is this an increase or decrease from existing conditions? (Limit 1,400 characters; approximately 200 words)

SCORING GUIDANCE (10 Points)

Projects that will provide the most improvement to pedestrian safety across the two questions will receive full points. Other projects will receive a share of the full points, based on scorer's discretion, considering the following scoring guidance. Weight the responses to each of these questions equally and consider them cumulatively when scoring. If mid-block crossings are not applicable for the project, and the applicant's explanation adequately shows that pedestrian needs are still being safely met, do not penalize the applicant.

See the *FHWA STEP Studio* resource, *FHWA STEP Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations*, *NCHRP Report 926: Guidance to Improving Pedestrian and Bicyclist Safety at Intersections*, and related resources referenced in the application prompt for state-of-practice guidance on pedestrian-oriented safety design and treatments.

Assume that pedestrians may need to travel along and across the entire extent of the project, and evaluate how well the pedestrian safety countermeasures described serve those needs. Projects that serve those needs with the greatest safety and least pedestrian delay, detour, or discomfort should score highest. For example, projects that provide safe at-grade crossings or comfortable tunnels with minimal detour and elevation change should score higher than projects that include pedestrian bridges requiring lengthy detours and elevation change. Projects that provide frequent crossing opportunities or crossing opportunities well-aligned with transit or other likely places with pedestrian crossing needs should score higher than projects that have infrequent or non-existent protected crossings.

Consider how safely, easily, and comfortably children, older adults, and people with disabilities will be able to navigate crossing the street. Score projects more highly if the safety countermeasures selected are designed to be comfortably used by people of all ages and abilities.

Consider pedestrian-oriented safety treatments in context with motor vehicle design elements. If there are motor vehicle design elements that raise concerns about pedestrian safety (e.g., increased speed, increased crossing distance) that are not fully mitigated by the pedestrian safety countermeasures described, consider a lower score. For roadway expansion projects, where all projects *by definition* will be increasing crossing distance, consider how much additional distance is added as well as the types of countermeasures being considered. If the only element causing an increase in crossing distance is the addition of bike lanes or other bike facilities, especially if the project has reduced other elements to help mitigate this impact (e.g., reducing through lane widths), do not penalize the score for the crossing distance attributable to bike lanes.

Regardless of the speed limit, score projects more highly if they include design elements to help motorists drive slowly. For example, narrow lanes, visual narrowing, and elements to help motorists turn slowly, such as tight turning/corner radius or truck aprons, curb extensions, medians/crossing islands, and hardened centerlines.

SUB-MEASURE 2: Existing Location-Based Pedestrian Safety Risk Factors

These factors are based on based on trends and patterns observed in pedestrian crash analysis done for the Regional Pedestrian Safety Action Plan. Check off how many of the following factors are present. Applicants receive more points if more risk factors are present.

- Existing road configuration is **either**:
 - One-way, 3+ through lanes
 - Two-way, 4+ through lanes
- Existing road has a design speed, posted speed limit, or speed study/data showing 85th percentile travel speeds in excess of:
 - 30 MPH or more
- Existing road has AADT of greater than 15,000 vehicles per day (List the AADT _____)

SCORING GUIDANCE (10 Points)

Multiply the score from Sub-Measure 1 by the proportion of risk factors indicated to calculate the number of points earned for Sub-Measure 2. Applications where all three factors are present score additional points equal to 100% of their Sub-Measure 1 score. Applications where two of the three factors are present score additional points equal to 2/3 (or 67%) of their Sub-Measure 1 score. And so on. To earn the maximum possible score on Sub-Measure 2, a project would need to earn maximum points on Sub-Measure 1 and also have all 3 risk factors present.

SUB-MEASURE 3: Existing Location-Based Pedestrian Safety Exposure Factors

These factors are based on based on trends and patterns observed in pedestrian crash analysis done for the Regional Pedestrian Safety Action Plan. Check off how many of the following existing location exposure factors are present. Applicants receive more points if more risk factors are present.

- Existing road has transit running on or across it with 1+ transit stops in the project area (If flag-stop route with no fixed stops, then 1+ locations in the project area where roadside stops are allowed. Do not count portions of transit routes with no stops, such as non-stop freeway sections of express or limited-stop routes. If service was temporarily reduced for the pandemic but is expected to return to 2019 levels, consider 2019 service for this item.)
- Existing road has high-frequency transit running on or across it and 1+ high-frequency stops in the project area (high-frequency defined as service at least every 15 minutes from 6am to 7pm weekdays and 9am to 6pm Saturdays. If service frequency was temporarily reduced for the pandemic but is expected to return to 2019 levels, consider 2019 frequency for this item.)
- Existing road is within 500' of 1+ shopping, dining, or entertainment destinations (e.g., grocery store, restaurant)

If yes, please describe (Limit 1,400 characters; approximately 200 words):

- Existing road is within 500' of other known pedestrian generators (e.g., school, civic/community center, senior housing, multifamily housing, regulatorily-designated affordable housing)

If yes, please describe (Limit 1,400 characters; approximately 200 words):

SCORING GUIDANCE (10 Points)

Multiply the score from Sub-Measure 1 by the proportion of exposure factors indicated to calculate the number of points earned for Sub-Measure 3. Applications where all four factors are present score additional points equal to 100% of their Sub-Measure 1 score. Applications where two of the four factors are present score additional points equal to 2/4 (or 50%) of their Sub-Measure 1 score. And so on. To earn the maximum possible score on Sub-Measure 3 a project would need to earn maximum points on Sub-Measure 1 and also have all 4 exposure factors present.

Request 3 of 3:

Applicant requested re-evaluation of Measure 8: Risk Assessment. **(75 points)**

Measure:

The risk assessment measures risk that a proposed project may be withdrawn. Five sub-measures each comprise 15 to 25 percent of the score.

The application **scored 61 points**.

Applicant’s Challenge:

The applicant suggests point totals that should have been awarded in each of the five sub-measures. It appears that the applicant thought that the maximum point total for this measure was 100 points, when it was 75 points. This impacted the value of each sub-measure, as well.

Sub-Measure	Score	Requested Score*	Staff Comments
Outreach (20%)	18.75 (100%)	20 Points (100%)	Awarded maximum (18.75)
Layout (25%)	14.06 (75%)	18.75 (75%)	Awarded 75% that was requested (14.06)
Sec 106 (15%)	11.25 (100%)	15 (100%)	Awarded maximum (11.25)
Right-of-Way (25%)	9.38 (50%)	6.25 (25%)	Awarded higher portion of points than requested
Railroad (15%)	11.25 (100%)	15 (100%)	Awarded maximum

*Based on assumption of 100-point total

The applicant appears to be requesting 75% of the points. The 61 points already awarded is 81% of the total and each of their proportionate requests has already been met or exceeded.

Scoring Review:

Staff believes that the request is based on a misunderstanding of the total points available for the measure. The scorer reiterated that the application is not able to receive additional points for the layout because it has not been approved by MnDOT. Therefore, the scorer recommends **no change**.

Routing

To	Action Requested	Date Completed
TAC Funding & Programming Committee	Approve	September 22, 2022





City of Waconia

August 5, 2022

TO: Joseph Barbeau and council staff

FROM: Craig Eldred
Public Services Director
City of Waconia

SUBJECT: City of Waconia TH 5 Phase 2 Reconstruction Application 17682 – Scoring Appeal

The City of Waconia respectfully appeals a score received for the TH 5 Phase 2 Reconstruction Application submitted to the 2022 Roadway Reconstruction-Modernization category. Specific appeal details are as follow:

- a. Criteria 3B:
 - i. It seems that the scorer may missed from the response to 3B that the project is providing all benefits to the City's adjacent equity populations listed in the applications example benefits list and shown below.
 - 1. pedestrian and bicycle safety improvements;
 - 2. public health benefits;
 - 3. direct access improvements for residents or improved access to destinations such as jobs, school, health care, or other;

City Hall
201 South Vine Street
Waconia, MN 55387
952-442-2184

Public Services
310 10th Street East
Waconia, MN 55387
952-442-2615

Fire Station
26 Maple Street South
Waconia, MN 55387
952-442-2316

Safari Island Community Center
1600 Community Drive
Waconia, MN 55387
952-442-0695

Ice Arena
1250 Oak Avenue
Waconia, MN 55387
952-442-RINK (7465)

4. travel time improvements;
5. gap closures;
6. new transportation services or modal options;
7. leveraging of other beneficial projects and investments;
8. and/or community connection and cohesion improvements.

The project is extending a multiuse trail connection where an alignment does not exist today along both sides of the roadway throughout majority of the project area. This addresses example benefits 1,2,3,5,6, and 8 directly while contributing to the other benefits. Safer and improved traffic operations with reduced speeds and reduced access (via access removal and new center median) addresses example benefits 3,4,7 and 8 directly while contributing to the other benefits.

In addition to providing all example benefits to the City's adjacent equity populations, described in response 3A and 3B, no negative impacts or new barriers are imposed on the same populations. A score of 24 out of 40 seems off for a project addressing all example benefits and collectively providing increased safety and mobility for all modes to the extent feasible.

b. Criteria 6B:

i. How the pedestrian safety score (11 out of 30) for 6B was reached is unclear. Especially getting less than half the points when 2 out of 3 of the Safety Risk Factors are present and 2 out of 4 of the Safety Exposure Factors are present while the project is providing dedicated trail facilities on both sides of the highway, where none exist today, and exposure at the crossing of S Olive Street is reduced to the extent possible with incorporating a center median at three legs of the intersection to match the west leg and pulling marked crosswalks back to shortest crossing distance locations.

c. Criteria 8

i. We would respectfully request reconsideration to the stage of the layout approval for the scoring of the application. We feel that the project meets criteria to result in a total score of 75 for this category with additional support for stage of layout attached and noted below.

8.1: The corridor has a long history of study and public involvement via public study, multiple projects, countless public engagement efforts over 15 years all building toward the public acceptance of the submitted layout.

20 points

8.2: Layout approvals via prior study meeting 75% scoring criteria of layout approved, w/ MnDOT approval pending.

18.75 points

8.3: Review of 106 was completed via prior environmental documentation with no known historical properties in the project area.

15 points

8.4: Right of Way is identified but not yet legally described. 25%.

6.25 points

8.5: Railroad Involvement is fully satisfied with no involvement needed.

15 points

75 points for risk is applicable to this project as outlined in scoring criteria.

The applicable category for layout status of this project is 75% of 25 points:

“For projects where MnDOT trunk highways are impacted and aMnDOT 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.”

The status of this project layout has over of decade of approvals going back to 2008 and in recent projects to the east and to the west approved with this geometric corridor configuration. The pending MnDOT approval is a Level 1 process step and is appropriately considered “pending” status only and fully expected as submitted given the below.

The City and County do not maintain a full layout approval process such that a signed layout or document is applicable for an approved layout. Support letters previously submitted by County and City, and prior acceptance of the corridor study information attached from 2008 reflect the approval of the layout for this project from Carver County, the City of Waconia, and with consideration of MnDOT's joint vision for this segment of highway.

The only approval step remaining is the Level 1 geometric step is which we are not seeking the 100% scoring criteria as that remains pending.

Please consider that as this scoring is considerate of development and support of the geometric layout, we feel that the approved geometric layout from 2008 that has been implemented to the east and west of this project, and prior approved by City, County, & MnDOT in 2008 for this segment as well, reflects a geometric layout development that is the highest level of commitment and acceptance by all agencies. This design has been implemented in phases at both termini with this layout being a final phase of the overall approved layout and plan. The layout approval is of the highest level of acceptance and is programmed in the Carver County CIP as presented as well as the City CIP.

The City of Waconia is grateful for your time and consideration and the opportunity to apply for Regional Solicitation funds.

Craig Eldred, Public Services Director



**TH 5 CORRIDOR STUDY REPORT
(FROM TH 41 TO TH 212)**

Study Completed for

Carver County

In Partnership with the Cities of:

**Victoria, Waconia, Chanhassen and
Norwood Young America**

With Support from the

Minnesota Department of Transportation

October 2008

ACKNOWLEDGEMENTS

Advisory Committee

Kate Aaneson, Community Development Director, City of Chanhassen
Chelsea Alger, Community Development Director, City of Norwood-Young America
Susan Arntz, City Administrator, City of Waconia
Lynn Clarkowski, P.E., South Area Manager, Mn/DOT
Margaret Donahoe, Legislative Director, Transportation Alliance
Tom Furlong, Mayor, City of Chanhassen
Todd Gerhardt, City Manager, City of Chanhassen
Mary Hershberger Thun, Mayor, City of Victoria
John Hilgers, Planning Director, City of Waconia
Holly Kreft, Community Development Director, City of Victoria
LaVonne Kroells, Mayor, City of Norwood-Young America
Bob Lindall, Member, SWCT Coalition
Tim Lynch, County Commissioner, Carver County
Randy Maluchnik, County Commissioner, Carver County
Craig Peterson, Council Member, Metropolitan Council
Mary Meyer, Interim Director, Minnesota Landscape Arboretum
Mark Schiffman, Mayor, City of Waconia
Tom Simmons, City Administrator, City of Norwood-Young America
Don Uram, City Administrator, City of Victoria
Jim Uttley, Planning Sector Representative, Metropolitan Council
Tom Workman, County Commissioner, Carver County

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Roger Gustafson, P.E., County Engineer, Carver County
Paul Oehme, P.E., Public Works Director/City Engineer, City of Chanhassen
Nicole Peterson, P.E., South Area Engineer, Mn/DOT
Kreg Schmidt, P.E., City Engineer, City of Waconia/City of NYA

Carver County Public Works Department

Roger Gustafson, P.E., County Engineer

SRF Consulting Group, Inc.

Brain Shorten, Principal, Project Manager
John Doan, P.E., Associate
Jennifer Reed-Moses, Planner
Dan Edgerton, Planner

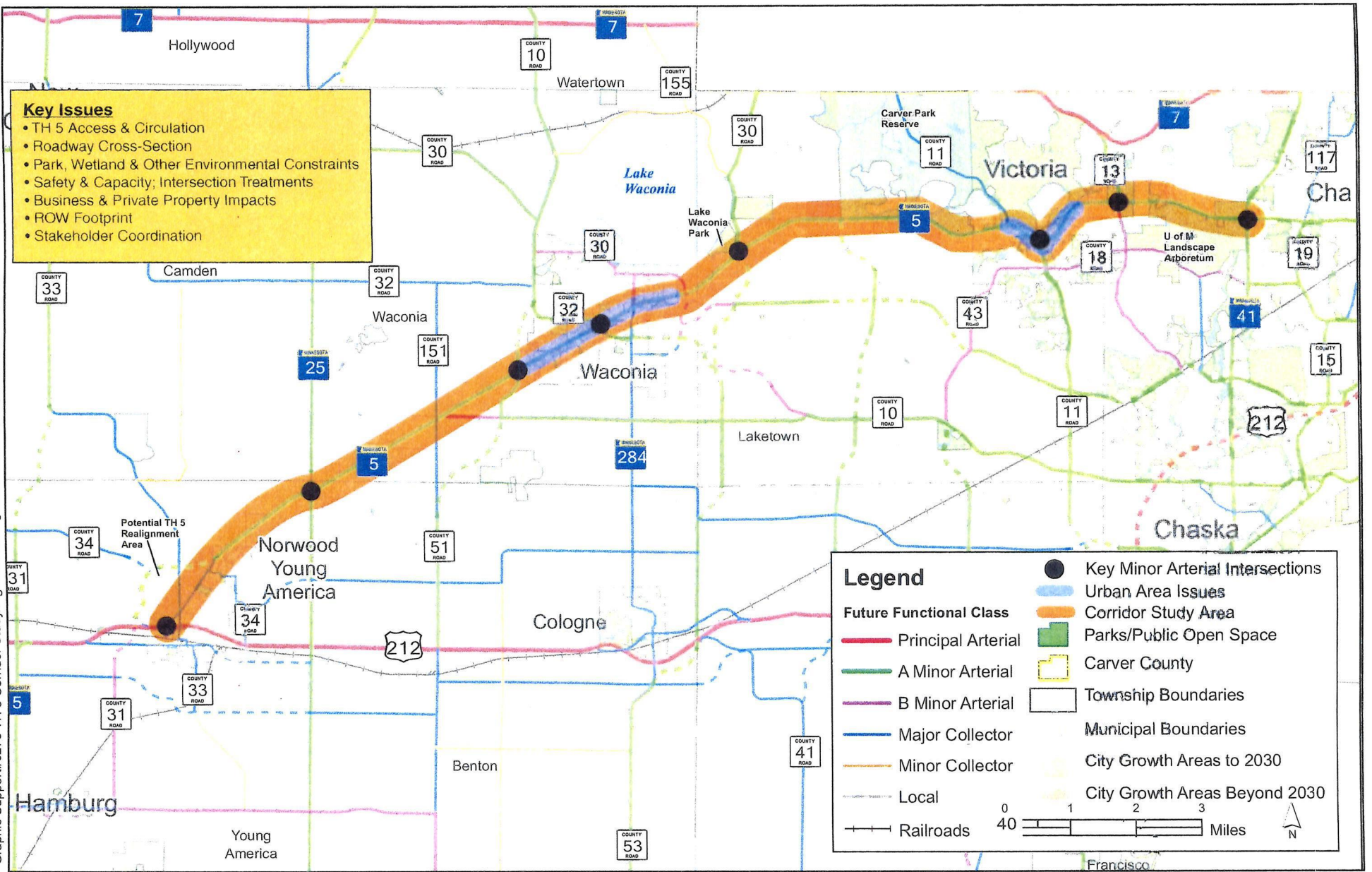
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Graphic Support/6276 TH 5 Corridor Study/Figures/HorizontalFigures.indd

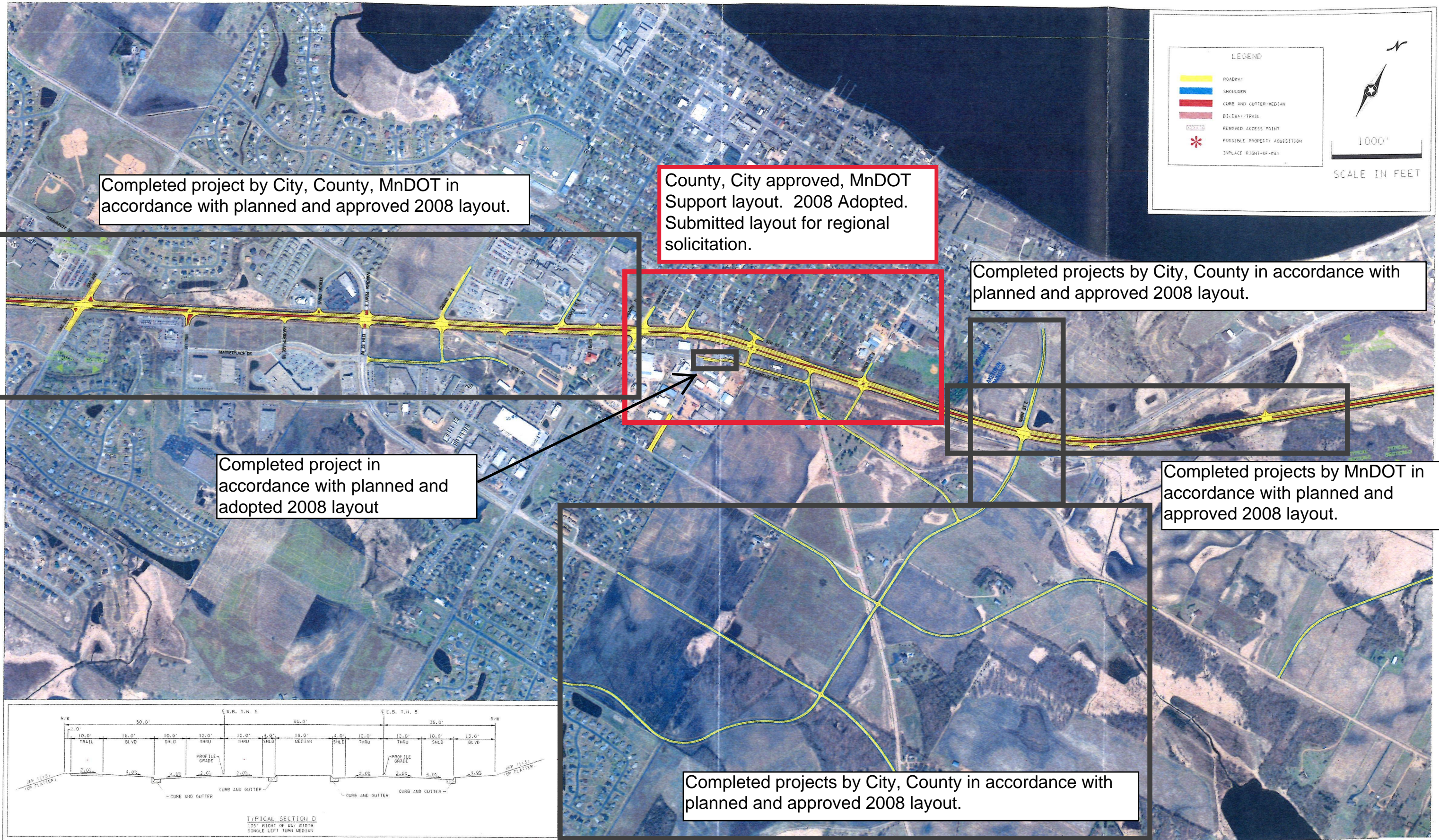


Study Area

TH 5 Corridor Study - From TH 41 to TH 212
Carver County

6276
07/23/08

Figure 1



Locally Supported Conceptual Layout - Waconia
T.H. 5 Corridor Study - From T.H. 41 to T.H. 212

Figure 27



**TH 5 Corridor Study – From TH 41 to TH 212
Stakeholder Involvement – Meetings Overview**

MEETING	DATE	LOCATION
Technical Committee	12/18/08	Victoria City Hall
Minnesota Landscape Arboretum	1/16/08	SRF, Plymouth
Technical Committee	2/7/08	Victoria City Hall
Advisory Committee	2/7/08	Victoria City Hall
Waconia Open House	2/25/08	Waconia City Hall
Victoria Open House	2/26/08	Victoria City Hall
Federal Highway Administration (FHWA)	3/12/08	SRF, Plymouth
Victoria City Council	3/13/08	Victoria City Hall
Waconia City Council	3/24/08	Waconia City Hall
Technical Committee	3/31/08	Victoria City Hall
Technical Committee	4/10/08	SRF, Plymouth
Environmental Agencies	4/17/08	SRF, Plymouth
Victoria Stakeholders	4/21/08	Victoria City Hall
Technical Committee	5/13/08	Victoria City Hall
Waconia Stakeholders	5/14/08	Waconia City Hall
Advisory Committee	5/15/08	Victoria City Hall
Waconia Open House	5/20/08	Waconia City Hall
Victoria Open House	5/21/08	Victoria City Hall
Chanhassen City Council	7/14/08	Chanhassen City Hall
Norwood Young America City Council	7/28/08	NYA City Hall
Technical Committee	8/7/08	Victoria City Hall
Advisory Committee	8/20/08	Victoria Fire Hall

STAKEHOLDER INVOLVEMENT PROGRAM

	Who	Purpose	Roles	Number of Meetings
City Councils and Carver County Board	All Council Members and Commissioners from the following: <ul style="list-style-type: none"> • Carver County • Chanhassen • Victoria • Waconia • Norwood Young America 	<ul style="list-style-type: none"> ▪ Provide policy direction ▪ Adopt study provisions ▪ Complete implementation activities 	At critical project milestones: <ul style="list-style-type: none"> ▪ Consider TC/AC input and recommendations ▪ Provide comments ▪ Offer policy input ▪ Approve study products ▪ Implement recommendations with other governing bodies 	Total of 7 meetings: <ul style="list-style-type: none"> ▪ Carver County - 1 meeting ▪ Chanhassen - 1 meeting ▪ Victoria - 2 meetings ▪ Waconia - 2 meetings ▪ Norwood Young America - 1 meeting
Advisory Committee (AC)	Elected Officials and Senior Staff of Decision-Making Bodies: <ul style="list-style-type: none"> • Carver County - County Commissioners and County Engineer • City of Chanhassen - Mayor, City Manager, Public Works Director, Planning Director • City of Norwood Young America - Mayor, City Administrator, City Engineer, Planning Director • City of Victoria - Mayor, City Administrator, Community Development Director, City Engineer • City of Waconia - Mayor, City Administrator, City Engineer, Planning Director • Metropolitan Council - Planning Sector Representative • Mn/DOT – South Area Manager, Area Engineer/Project Manager • Southwest Transportation Coalition - member • Transportation Alliance - Legislative Director 	<ul style="list-style-type: none"> ▪ Advise on technical and policy issues ▪ Report on input from community ▪ Confirm study recommendations to be made to City Councils and County Board 	<ul style="list-style-type: none"> ▪ Review technical analyses ▪ Solicit and consider public input ▪ Review alignment development and evaluation ▪ Confirm recommendation of preferred alignment and network back to local partner groups 	3 meetings
Technical Committee (TC)	Senior Technical Staff of Decision-Making Bodies: <ul style="list-style-type: none"> • Mn/DOT (Nicole Rosen) • Carver County Engineer (Roger Gustafson) • Chanhassen (Paul Oehme) • Victoria (Cara Geheren - TKDA) • Waconia (Kreg Schmidt - Bolton-Menk) • Norwood Young America (Kreg Schmidt - Bolton-Menk) 	<ul style="list-style-type: none"> ▪ Guide overall study process ▪ Digest input, participate in technical analysis ▪ Make study recommendations to City Councils and County Board 	<ul style="list-style-type: none"> ▪ Provide and review data ▪ Participate in technical analysis ▪ Solicit and consider public input ▪ Participate in alignment development and evaluation ▪ Recommend preferred alignment and network back to local partner groups 	5 meetings
Special Community Meetings	Important Public/Private Stakeholders from Study Area with Direct Interest in Corridor Planning Results: <ol style="list-style-type: none"> 1. Southwest Transportation Coalition 2. Public Officials 3. Schools 4. First Responders 5. Development Interests 6. Key Property Owners 7. Interest Groups 	<ul style="list-style-type: none"> ▪ Provide direct stakeholder input on study issues and opportunities ▪ Provide feedback on alignment evaluation process 	<ul style="list-style-type: none"> ▪ Provide input on needs, issues, constraints, opportunities early in study process, and again on alignment alternatives during the evaluation process ▪ Group meetings will offer a communication opportunity where specific concepts can be thoroughly discussed among stakeholders with diverse interests ▪ Feedback will be recorded and provided to Technical Committee for their consideration during study process 	Up to 7 meetings: <ul style="list-style-type: none"> ▪ Victoria - up to 3 meetings ▪ Waconia - up to 3 meetings ▪ SW Transportation Coalition - 1 meeting
Open House Meetings	<ul style="list-style-type: none"> • General Public 	<ul style="list-style-type: none"> ▪ Encourage public participation 	<ul style="list-style-type: none"> ▪ Provide an opportunity for the general public to participate in the corridor planning process ▪ Open house input at critical study milestones will be recorded and provided to the TC 	Total of 4 meetings: <ul style="list-style-type: none"> ▪ Victoria - 2 meetings ▪ Waconia - 2 meetings
Agency and Major Stakeholder Contacts	Coordinating Partners: <ol style="list-style-type: none"> 8. Mn/DOT 9. Mn/DOT-Office of Environmental Services 10. Mn/DOT-Cultural Resources Unit 11. DNR 12. US Fish and Wildlife Service (USFWS) 13. Carver County - Soil and Water Board 14. MPCA 15. Minnehaha Creek Watershed District 16. Minnesota Landscape Arboretum 17. Three Rivers Park District 	<ul style="list-style-type: none"> ▪ Establish project understanding and support among review agencies and major stakeholders 	<ul style="list-style-type: none"> ▪ Solicit review agency and major local stakeholder comments for social, economic, and environmental (SEE) and transportation performance impacts during the corridor analysis and evaluation process (and if necessary, follow-up meetings will be held on specific issues) ▪ This input will be presented to the Technical Committee for use in their deliberations 	None