



Application

01971 - 2014 Multiuse Trails and Bicycle Facilities

02101 - : Lake Minnetonka LRT Regional Trail Stieger Lake boat launch to Rolling Acres Road

Regional Solicitation - Bicycle and Pedestrian Facilities

Status: Submitted

Submitted Date: 11/26/2014 1:45 PM

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## Primary Contact

**Name:\*** Marty J Walsh  
Salutation First Name Middle Name Last Name

**Title:** Parks Director

**Department:** Parks

**Email:** mwalsh@co.carver.mn.us

**Address:** 11360 Hwy 212

**\*:** Cologne, Minnesota 55322  
City State/Province Postal Code/Zip

**Phone:\*** 952-466-5252  
Phone Ext.

**Fax:** 952-466-5223

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

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## Organization Information

**Name:** CARVER COUNTY

**Jurisdictional Agency (if different):**

Organization Type:

County Government

Organization Website:

Address:

PUBLIC WORKS

11360 HWY 212 W #1

\*

COLOGNE

Minnesota

55322-9133

City

State/Province

Postal Code/Zip

County:

Carver

Phone:\*

Ext.

Fax:

PeopleSoft Vendor Number

0000026790A12

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## Project Information

Project Name

Lake Minnetonka LRT Regional Trail Stieger Lake boat launch  
to Rolling Acres Road

Primary County where the Project is Located

Carver

Jurisdictional Agency (If Different than the Applicant):

Carver County is proposing paving a one-mile segment of the Lake Minnetonka Light Trail Transit (LRT) Regional Trail (a Tier 1 Regional trail) between the Stieger Lake boat launch and Rolling Acres Road in the City of Victoria (See Figure 1). Paving this segment of trail will close the unpaved gap between the recently constructed underpass under Highway 5 and the recently constructed trail that connects to the MN Landscape Arboretum (See Figure 1) - thereby leveraging the recent investment in this area and improving regional and local trail connectivity. Closing this gap will seamlessly connect the Arboretum to downtown Victoria, a pedestrian-friendly mixed-use center, and to the Carver Park Reserve, a popular park that hosts a variety of programs and attracts thousands of visitors throughout the year. With the proposed project in place, trail users of all abilities will be able to easily walk, skate, or ride between all three destinations.

**Brief Project Description (Limit 2,800 characters; approximately 400 words)**

The Lake Minnetonka LRT Regional Trail is identified as a Tier 1 priority trail in the Regional Bicycle Transportation Network in the 2014 Twin Cities Regional Bicycle System Study. This designation means that improving bikeability and safety in the proposed project area will not only benefit the local community but it also benefit the region at large.

The project will also transition two existing stop-controlled trail intersections to yield-controlled trail intersection (see Figure 1 for intersection locations). Transitioning trail/street intersections that serve low numbers of motor vehicles from stop signs to yield signs is consistent with regional trail crossing guidance and trail safety recommendations. Overuse of stop signs is a safety concern, because over signing leads to trail users decreased sensitivity toward stop controls when they are most necessary. Transitioning the

signage in these two locations will preserve trail users respect for trail signage, thereby increasing safety for all modes of travel in the Lake Minnetonka LRT Regional Trail corridor.

It should be noted that this segment of regional trail is located on land owned by the Hennepin County Regional Rail Authority (HCRRA); however, the Three Rivers Park District maintains the existing facility. This shared responsibility model has been successful for many years in this trail corridor. HCRRA, Three Rivers Park District and Carver County have a signed joint memorandum of understanding that ensures current and future investments in Lake Minnetonka LRT Regional Trail corridor have a clear plan for continued trail maintenance.

*Include location, road name/functional class, type of improvement, etc.*

**Project Length (Miles)**

1.0

**Connection to Local Planning:**

*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 MnDOT and the Metropolitan Council], or other official plan or program of the applicant agency [includes Safe Routes to School Plans] that the project is included in and/or a transportation problem/need that the project addresses. List the applicable documents and pages.*

Carver County 2030 Comprehensive Plan (2010):  
Page 6.34 - 6.35

City of Victoria 2030 Comprehensive Plan Update  
(2009): Page 71

**Connection to Local Planning**

Twin Cities Regional Bicycle System Study (2014):  
Page 26 (Figure 12)

Metropolitan Council 2030 Regional Parks Policy  
Plan 2013, Page 3-67, Figure 3-1

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## Project Funding

Are you applying for funds from another source(s) to implement this project?	Yes
If yes, please identify the source(s)	Metropolitan Council, Parks and Trails Legacy Fund
Federal Amount	\$399,040.00
Match Amount	\$99,760.00
<i>Minimum of 20% of project total</i>	
Project Total	\$498,800.00
Match Percentage	20.0%
<i>Minimum of 20%</i> <i>Compute the match percentage by dividing the match amount by the project total</i>	
Source of Match Funds	Carver County
Preferred Program Year	
Select one:	2019

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## Project Information

County, City, or Lead Agency	Carver County
Zip Code where Majority of Work is Being Performed	55386
(Approximate) Begin Construction Date	05/01/2019
(Approximate) End Construction Date	06/30/2020
<b>LOCATION</b>	
From: (Intersection or Address)	Stieger Lake Boat Launch
<i>Do not include legal description;</i> <i>Include name of roadway if majority of facility runs adjacent to a single corridor.</i>	
To: (Intersection or Address)	Rolling Acres Road
Type of Work	Paved regional, multi-use trail
<i>Examples: grading, aggregate base, bituminous base, bituminous surface, sidewalk, signals, lighting, guardrail, bicycle path, ped ramps, bridge, Park &amp; Ride, etc.)</i>	
<b>BRIDGE/CULVERT PROJECTS</b> (If Applicable)	
Old Bridge/Culvert?	No
New Bridge/Culvert?	No
Structure is Over/Under (Bridge or culvert name):	

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## Specific Roadway Elements

<b>CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES</b>	<b>Cost</b>
Mobilization (approx. 5% of total cost)	\$18,000.00
Removals (approx. 5% of total cost)	\$9,000.00
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	\$7,000.00
Striping	\$2,000.00
Signing	\$5,100.00
Lighting	\$0.00
Turf - Erosion & Landscaping	\$36,000.00
Bridge	\$0.00
Retaining Walls	\$0.00
Noise Wall	\$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
<b>Totals</b>	<b>\$77,100.00</b>

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## Specific Bicycle and Pedestrian Elements

<b>CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES</b>	<b>Cost</b>
Path/Trail Construction	\$335,900.00
Sidewalk Construction	\$0.00
On-Street Bicycle Facility Construction	\$0.00
Right-of-Way	\$0.00
Pedestrian Curb Ramps (ADA)	\$12,000.00

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	\$73,000.00
Other Bicycle and Pedestrian Elements	\$800.00
<b>Totals</b>	<b>\$421,700.00</b>

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## Specific Transit and TDM Elements

<b>CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES</b>	<b>Cost</b>
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
Transit and TDM Contingencies	\$0.00
Other Transit and TDM Elements	\$0.00
<b>Totals</b>	<b>\$0.00</b>

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## Transit Operating Costs

<b>OPERATING COSTS</b>	<b>Cost</b>
Transit Operating Costs	\$0.00
<b>Totals</b>	<b>\$0.00</b>

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## Totals

<b>Total Cost</b>	\$498,800.00
<b>Construction Cost Total</b>	\$498,800.00
<b>Transit Operating Cost Total</b>	\$0.00

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## 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 2030 Transportation Policy Plan (amended 2013), the 2030 Regional Parks Policy Plan (amended 2013), and the 2030 Water Resources Management Policy Plan (2005).

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

2. Applicants that are not 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**

3. 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**

4. 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. Multiuse trails & bicycle facilities must be between \$125,000 and \$5,500,000. Pedestrian facilities and Safe Routes to School must be between \$125,000 and \$1,000,000.

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

5. The project must comply with the Americans with Disabilities Act.

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

6. The project must be accessible and open to the general public.

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

7. The owner/operator of the facility must operate and maintain the project for the useful life of the improvement.

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

8. 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**

9. 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**

10. The project applicant must send written notification regarding the proposed project to all affected communities and other levels and units of government prior to submitting the application.

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

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## 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**

2. The project must exclude costs for study completion, preliminary engineering, design, construction engineering, or other similar costs (eligible costs include construction and materials, right-of-way, and land acquisition).



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

3. The project must exclude work which is required as a condition of obtaining a permit or concurrence for a different transportation project.

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

4. Seventy percent of the project cost must fall under one of the following eligible activities:

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

### For Safe Routes to School Projects Only

5. 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.**

6. All schools benefiting from the SRTS program must conduct after-implementation surveys. These include the student 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 project meets this requirement.**

7. The applicant must have a Safe Routes to School plan or planning process established to be eligible for funding. MnDOT staff will notify Metropolitan Council staff of all agencies eligible for funding. If an applicant has a new Safe Routes to School plan and has not previously notified MnDOT Safe Routes to School staff of the plan, the applicant should contact Nicole Campbell (Nicole.M.Campbell@state.mn.us; 651-366-4180) prior to beginning an application to discuss the plan and confirm eligibility. MnDOT staff will send updated applicant eligibility information to Metropolitan Council staff, if necessary.

**Check the box to indicate that the applicant understands this requirement and will contact MnDOT Safe Routes to School staff, if necessary, to confirm funding eligibility.**

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## Other Attachments

File Name	Description	File Size
Fig 1 Minnetonka Regional Trail Project Map.pdf	Figure 1 Minnetonka Regional Trail Project Map	1.2 MB
Fig 2 Minnetonka Regional Trail Concept Drawing.pdf	Figure 2 Minnetonka Regional Trail Concept Drawing	71 KB
Minnetonka Reg Trail Supplemental Letter of Support.pdf	Minnetonka Regional Trail Supplemental Letters of Support	253 KB
Minnetonka Trail Req Letters of Support.pdf	Minnetonka Regional Trail Required Letters of Support	540 KB

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## Measure A: Project Location Relative to the RBTN

Select one:

Tier 1, Priority RBTN Corridor

Yes

Tier 2, RBTN Corridor

(Tier 1 or Tier 2)

Direct connection to the RBTN

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 or city plan

Upload Map

Minnetonka Reg Trail RBTN Map.pdf

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## Measure A: Cost Effectiveness

Existing Population Within One Mile (Integer Only) 11085

Existing Employment Within One Mile (Integer Only) 2809

Completed by Metropolitan Council Staff

Total Project Cost \$498,800.00

Cost Effectiveness for Population \$45.00

Cost Effectiveness for Employment \$177.57

Upload Map

Minnetonka Reg Trail PopEmploy Map.pdf

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## Measure A: Project Location and Impact to Disadvantaged Populations

Select one:

Project located in Racially Concentrated Area of Poverty

Project located in Concentrated Area of Poverty

Projects census tracts are above the regional average for population in poverty or population of color

Project located in a census tract that is below the regional average for population in poverty or populations of color or includes children, people with disabilities, or the elderly. Yes

The proposed project will offer significant benefits to the large concentration of children living near the project and to persons with disabilities.

As shown below, the communities located near the proposed project, and the projects census tract, all have higher concentrations of school-aged children than the seven-county metro as a whole. The proposed trail crossing safety improvements at Rolling Acres Road will make it safer and easier for this cohort of residents to use the trail. With such a large concentration of young residents, improving trail crossings in Carver County is especially important because of childrens small size, inability to judge speeds, and lack of experience with traffic rules puts them at greater risk of injury/death from traffic crashes.

Percentage of Children Living in Project Communities/Areas (2012 American Community Survey)

Response (Limit 1,400 characters; approximately 200 words)

Project census tract: 35%

Victoria: 35%

Chaska: 31%

Chanhassen: 32%

Carver County: 32%

Seven-County Metro-area: 27%

Furthermore, the project will improve access to downtown Victoria, the Carver Park Reserve, and the Arboretum for persons with disabilities. The current trail surface makes travel by wheelchair difficult. With the proposed improvements in place, persons traveling by wheelchair will be able to easily connect to the large network of paved trails

in all three locations.

[Upload Map](#)

Minnetonka Reg Trail SocioEcon Map.pdf

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## Measure B: Affordable Housing

City/Township	Segment Length (Miles)
Victoria	1.0
	1

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## Total Project Length

Total Project Length	1.0
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## Affordable Housing Scoring - To Be Completed By Metropolitan Council Staff

City/Township	Segment Length (Miles)	Total Length (Miles)	Score	Segment Length/Total Length	Housing Score Multiplied by Segment percent
Item Deleted	0	1.0	0	0	0
Victoria	1.0	1.0	50.0	1.0	50.0
		2	50	1	50

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## Affordable Housing Scoring - To Be Completed By Metropolitan Council Staff

Total Project Length (Miles)	1.0
Total Housing Score	50.0

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## Measure A: Gaps, Barriers and Continuity/Connections

### Check all that apply:

*Closes a Gap on or off the RBTN including improving bikeability for all age/experience levels within urban, high demand corridors that may already have a continuous bikeway facility (in urban high-demand corridors, this could include adding an off-road trail where there is only an on-street bike lane or adding a bike lane where only a trail exists)*

**Closes a Gap** Yes

*Provides a Facility That Crosses or Circumvents a Physical Barrier (bridge or tunnel; on or off the RBTN) including a river or stream, railroad corridor, freeway, or multi-lane highway*

**Provides a Facility That Crosses or Circumvents a Physical Barrier** Yes

*Improves Continuity and/or Connections Between Jurisdictions (on or off the RBTN) (e.g., extending a specific bikeway facility treatment across jurisdictions to improve consistency and inherent bikeability)*

**Improves Continuity and/or Connections Between Jurisdictions**

Yes

The project improves bikeability within a RBTN Tier 1 corridor by closing the unpaved trail gap between downtown Victoria, the Carver Park Reserve, and the Minnesota Landscape Arboretum. Paved trails offer a higher level of bikeability than unpaved trails. They give commuters a faster ride and people with lower levels of cycling ability a smoother ride. Paved trails are also more desirable for persons traveling by wheelchair. With the proposed project in place, trail users will be able to easily walk, skate, or ride between all three destinations. By improving the level of bikeability between these three destinations, the project also improves continuity between jurisdictions and three of the areas most popular attractions.

Response (Limit 1,400 characters; approximately 200 words)

Furthermore, the project circumvents TH 5, a heavily traveled two-lane facility with narrow shoulders that acts as a barrier to non-motorized access to the Arboretum (see dashed blue line on Figure 1). TH 5 has an AADT of 12,200 to 14,400 vehicles per day (2012) and a typical speed limit of 50 to 55 mph. Cyclists and pedestrians looking for a paved route from Victoria to the MN Landscape Arboretum currently must travel along TH 5 to enter the Arboretum. The proposed project is the final segment of trail needed to fully overcome this barrier.

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**Measure B: Project Improvements**

Response (Limit 1,400 characters; approximately 200 words)

The project will transition two existing stop-controlled intersections to yield-controlled intersections (see Figure 1 for intersection locations). Overuse of stop signs is a safety concern, because over signing leads to trail users decreased sensitivity toward stop controls when they are most necessary. This means that trail users start to ignore stop signs at all trail crossings and therefore may be unprepared to stop when approaching intersections with heavy, high-speed traffic, thus, creating a recipe for danger. Transitioning the signage in these two locations will preserve trail users respect for trail signage, thereby increasing safety for all modes of travel in the Lake Minnetonka LRT Regional Trail corridor. Lastly, transitioning trail/street intersections that serve few motor vehicles from stop-controlled intersections to yield-controlled intersections is consistent with regional trail crossing guidance and trail safety recommendations (see the 2014 Guidance for Three Rivers Park District Trail Crossings report).

Also, cyclists and pedestrians looking for a paved route from Victoria to the Arboretum currently must travel along TH 5 to enter the Arboretum. TH 5s heavy traffic and narrow shoulders do not create a safe environment for non-motorized travel. The proposed project offers trail users a safe, off-street route between the two destinations.

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## Measure A: Transit Connections

Existing Routes Directly Connected to the Project	N/A
Planned Transitways Directly Connected to the Project (alignment and mode determined and identified in the 2030 TPP)	N/A
Existing Routes Indirectly Connected Within One Mile of the Project	N/A
Planned Transitways Indirectly Connected Within One Mile of the Project (alignment and mode determined and identified in the 2030 TPP)	N/A

**Response**

*Met Council Staff Data Entry Only*

Route Ridership Directly Connected	0
Transitway Ridership Directly Connected	0
Route Ridership Indirectly Connected	0
Transitway Ridership Indirectly Connected	0

**Measure B: Pedestrian Connections**

The proposed project provides direct pedestrian connections to three high pedestrian traffic areas: downtown Victoria, the Carver Park Reserve, and the Arboretum.

Downtown Victoria is a walkable, mixed-use center that attracts visitors to its restaurants, shops, brewery and new library. These uses coupled with its many sidewalks and small blocks make it a high pedestrian-traffic area.

The Carver Park Reserve is 3,700 acres of wooded terrain and interconnected lakes. The park features 10.7 miles of paved trails, the Lowery Nature Center, the historic Grimm Farm, four lakes, an off-leash dog area, and a campground. The Reserve hosts a variety of programs and attracts 267,000 thousand visitors annually many are pedestrians.

Response (Limit 1,400 characters; approximately 200 words)

The arboretum is a top visitor attraction (over 300,000 visitors per year) in the metro area and contains more than 1,100 acres of gardens, prairie, woods and miles of trails. A new trail connection is now open to the public (construction fall 2014) allows users to access the Arboretum via the TH 5 bicycle and pedestrian underpass (see Figure 1).

The three areas are shown as the following high pedestrian-traffic areas in future planning documents for the City of Victoria and the City of Chanhassen:

Downtown Victoria: Downtown Commercial/City Hall and Library

Carver Park Reserve: Parks and Open Space



## Measure C: Multimodal Facilities

First, the proposed project will improve the safety and travel experience for pedestrians with mobility challenges. The existing trail quality makes for a poor pedestrian environment for persons with mobility challenges. The uneven trail surface means pedestrians have to continually watch their step and it especially makes it difficult to travel by wheelchair. A paved surface offers a safer and smoother experience trail users of all abilities.

Second, the project safely integrates all modes by creating an attractive off-street trail network connecting to Victorias 18 mile trail network. Research shows that dedicated facilities separating bicyclists and pedestrians from traffic are not only very popular with users but are also safer for people traveling by all modes of transportation. Creating a safe, attractive off-street facility means fewer bicyclists and pedestrians will attempt to ride on TH 5 and other roads in the area. This decreases the opportunity for crashes between motorists, bicycles and pedestrians.

Lastly, transit is not incorporated into this project, because there are no existing transit routes nearby to provide opportunities for connections. The transit lack of service is consistent with the project areas designation as Transit Market Area IV by the Metropolitan Council (i.e. an area that only supports dial-a-ride and peak period express/commuter service).

Response (Limit 1,400 characters; approximately 200 words)

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## Transit Projects Not Requiring Construction

If the applicant is completing a transit or TDM application, only Park-and-Ride and other construction projects require completion of the Risk Assessment below. Check the box below if the project does not require the Risk Assessment fields, and do not complete the remainder of the form. These projects will receive full points for the Risk Assessment.

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

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### Measure A: Risk Assessment

#### 1) Project Scope (5 Percent of Points)

Meetings or contacts with stakeholders have occurred Yes

100%

Stakeholders have been identified

40%

Stakeholders have not been identified or contacted

0%

#### 2) Layout or Preliminary Plan (5 Percent of Points)

Layout or Preliminary Plan completed Yes

100%

Layout or Preliminary Plan started

50%

Layout or Preliminary Plan has not been started

0%

Anticipated date or date of completion

#### 3) Environmental Documentation (10 Percent of Points)

EIS

EA

PM

Yes

Document Status:

Document approved (include copy of signed cover sheet)

100%

Document submitted to State Aid for review

75%

Document in progress; environmental impacts identified

50%

Document not started

Yes

0%

Anticipated date or date of completion/approval

**4)Review of Section 106 Historic Resources (15 Percent of Points)**

No known potential for archaeological resources, no historic resources known to be eligible for/listed on the National Register of Historic Places located in the project area, and project is not located on an identified historic bridge

100%

Historic/archeological review under way; determination of no historic properties affected or no adverse effect anticipated

80%

Historic/archaeological review under way; determination of adverse effect anticipated

40%

Unknown impacts to historic/archaeological resources Yes

0%

Anticipated date or date of completion of historic/archeological review:

Project is located on an identified historic bridge

**5)Review of Section 4f/6f Resources (15 Percent of Points)**

*(4f is publicly owned parks, recreation areas, historic sites, wildlife or waterfowl refuges; 6f is outdoor recreation lands where Land and Water Conservation Funds were used for planning, acquisition, or development of the property)*

No Section 4f/6f resources located in the project area

100%

Project is an independent bikeway/walkway project covered by the bikeway/walkway Negative Declaration statement; letter of support received

100%

Section 4f resources present within the project area, but no known adverse effects Yes

80%

Adverse effects (land conversion) to Section 4f/6f resources likely

30%

Unknown impacts to Section 4f/6f resources in the project area

0%

**6)Right-of-Way (15 Percent of Points)**

Right-of-way or easements not required Yes

100%

Right-of-way or easements has/have been acquired

100%

Right-of-way or easements required, offers made

75%

Right-of-way or easements required, appraisals made

50%

**Right-of-way or easements required, parcels identified**

25%

**Right-of-way or easements required, parcels not identified**

0%

**Right-of-way or easements identification has not been completed**

0%

**Anticipated date or date of acquisition**

### **7)Railroad Involvement (25 Percent of Points)**

**No railroad involvement on project**

Yes

100%

**Railroad Right-of-Way Agreement is executed (include signature page)**

100%

**Railroad Right-of-Way Agreement required; Agreement has been initiated**

60%

**Railroad Right-of-Way Agreement required; negotiations have begun**

40%

**Railroad Right-of-Way Agreement required; negotiations not begun**

0%

**Anticipated date or date of executed Agreement**

### **8)Construction Documents/Plan (10 Percent of Points)**

**Construction plans completed/approved (include signed title sheet)**

100%

**Construction plans submitted to State Aid for review**

75%

**Construction plans in progress; at least 30% completion**

50%

**Construction plans have not been started**

Yes

0%

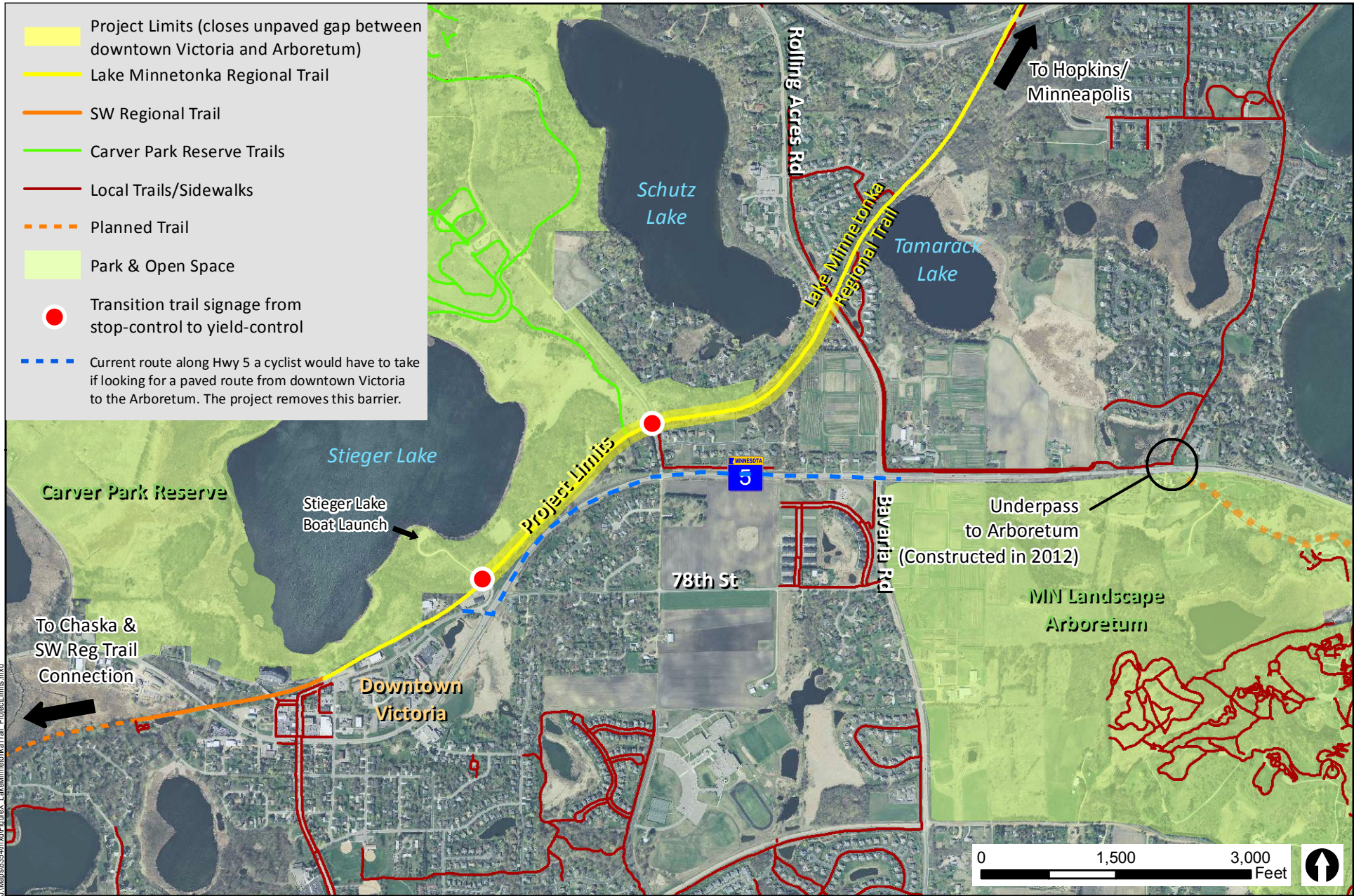
**Anticipated date or date of completion**

03/01/2019

### **9)Letting**

**Anticipated Letting Date**

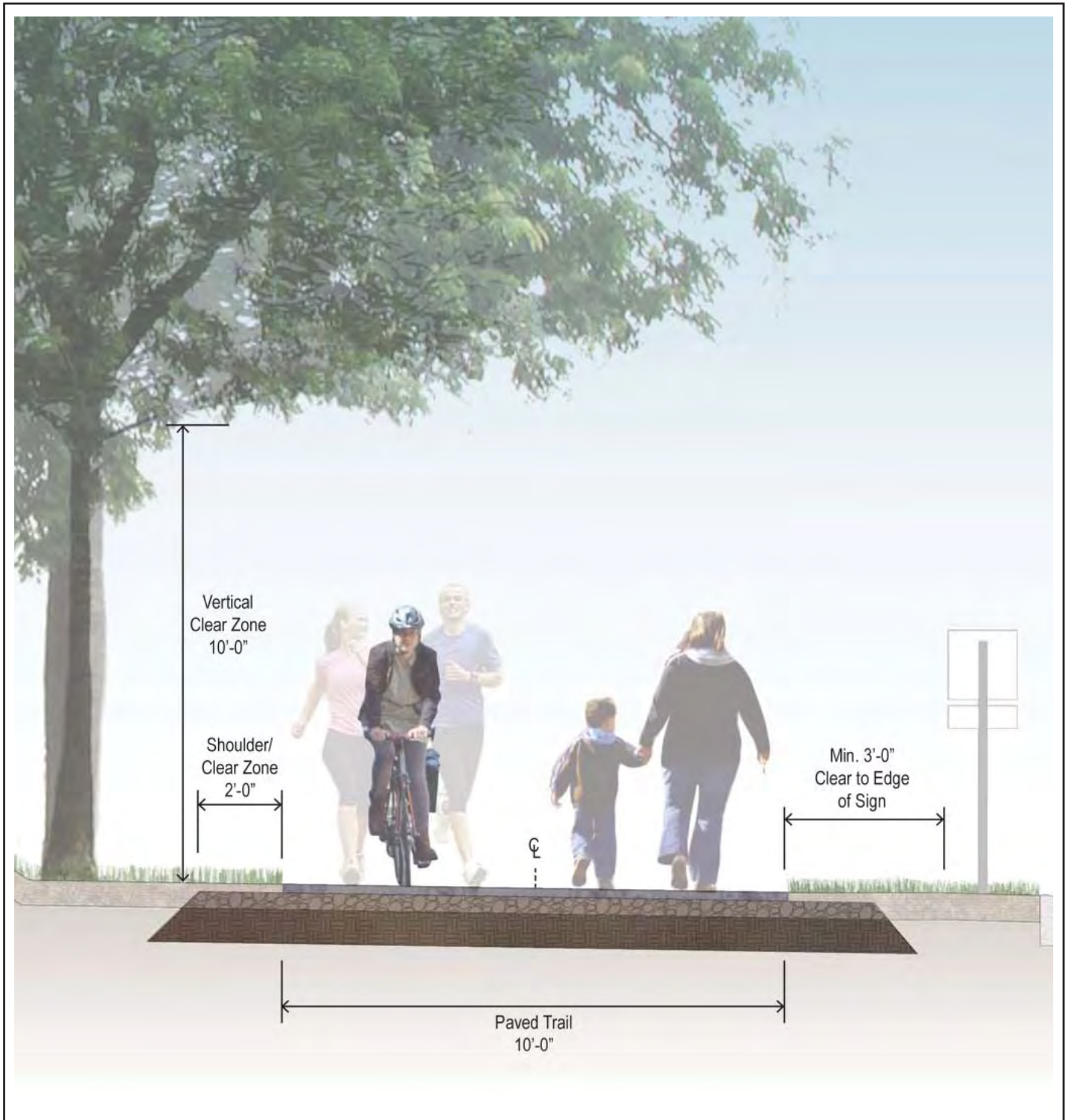
03/13/2019



### Project Limits

Lake Minnetonka Regional Trail  
 Carver County Regional Solicitation Multi-Use Trail Application

Figure1



Lake Waconia Park Regional Trail  
Carver County Regional Solicitation Multi-Use Trail Application

Typical Trail Cross-Section  
Figure 2



## CITY OF VICTORIA

7951 Rose Street • Box 36  
Victoria, MN 55386

952/443-4210 • Fax: 952/443-2110

[www.ci.victoria.mn.us](http://www.ci.victoria.mn.us)

Mr. Lyndon Robjent, P.E.  
County Engineer  
Carver County Public Works Division  
11360 Highway 212  
Cologne, MN 55322

November 12, 2014

SUBJECT: Regional Solicitation Multiuse Trails and Bicycle Facilities for the Lake Minnetonka LRT Regional Trail – Stieger Lake Boat Access

Dear Mr. Robjent:

The City of Victoria has been contacted by Carver County regarding support of the County's application for multiuse trails and bicycle facilities. We understand that a successful application will provide a paved trail from Stieger Lake Boat Access to Rolling Acres Road.

On behalf of the City of Victoria, this letter will serve as the community's support of Carver County's application. We appreciate the County's willingness to apply for this grant, and hope that you will be successful in this grant application process. If you should have any questions, feel free to contact me at 952-443-4211.

Sincerely,

*Laurie Hokkanen*

Laurie Hokkanen  
City Manager

**Three Rivers  
Park District  
Board of  
Commissioners**

November 18, 2014

Penny Steele  
District 1

Mr. Lyndon Robjent, P.E.  
County Engineer  
Carver County Public Works Division  
11360 Highway 212  
Cologne, MN 55322

Jennifer DeJournett  
District 2

**SUBJECT: Regional Solicitation Multiuse Trails and Bicycle Facilities for the  
Lake Minnetonka LRT Regional Trail – Stieger Lake Boat Access.**

Dear Mr. Robjent:

Daniel Freeman,  
Vice Chair  
District 3

The Three Rivers Park District has been contacted by Carver County regarding support of the County's application for multiuse trails and bicycle facilities. We understand that a successful application will provide a paved trail from the current paved trail terminus at Stieger Lake Boat Access road east to Rolling Acres Road.

John Gunyou,  
Chair  
District 4

On behalf of Three Rivers Park District, this letter will serve as our support of Carver County's application. We appreciate the County's willingness to apply for this grant, and hope that you will be successful in this grant application process. If you should have any questions, feel free to contact me at 763-694-7632.

John Gibbs  
District 5

Sincerely,

Larry Blackstad  
Appointed  
At Large



Jonathan Vlaming  
Associate Superintendent  
Planning, Design and Technology

Steve Antolak  
Appointed  
At Large

JCV/jjs

Boe Carlson  
Superintendent





**Hennepin County**  
Regional Railroad Authority

701 Fourth Avenue South, Suite 400  
Minneapolis, MN 55415-1843

612-348-9260  
Fax: 612-348-1842  
[www.hennepin.us/hcrra](http://www.hennepin.us/hcrra)

November 7, 2014

Mr. Lyndon Robjent, P.E.  
County Engineer  
Carver County Public Works Division  
11360 Highway 212  
Cologne, MN 55322

Re: Regional Solicitation Multiuse Trails and Bicycle Facilities for the Lake Minnetonka  
LRT Regional Trail – Steiger Lake Boat Access

Dear Mr. Robjent:

The Hennepin County Regional Railroad Authority (HCRRA) has been contacted by Carver County regarding support of the County's application for multiuse trails and bicycle facilities. We understand that a successful application will provide a paved trail from Steiger Lake Boat Access to Rolling Acres Road.

On behalf of HCRRA, this letter will serve as our support of Carver County's application. We appreciate the County's willingness to apply for this grant, and hope that you will be successful in this grant application process. If you should have any questions, feel free to contact me at 612-348-2691.

Sincerely,

A handwritten signature in blue ink that reads 'Jessica Galatz'.



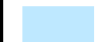


Jessica Galatz  
Principal Planning Analyst  
Hennepin County Regional Railroad Authority

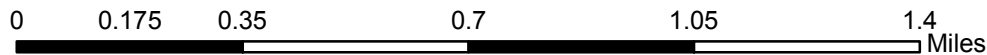
# RBTN Evaluation and Major Barriers

## Results

Project IN TIER 1 Bicycle Transport Corridor.



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



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LandscapeRSA1



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<http://giswebsite.metc.state.mn.us/gissitenew/notice.aspx>

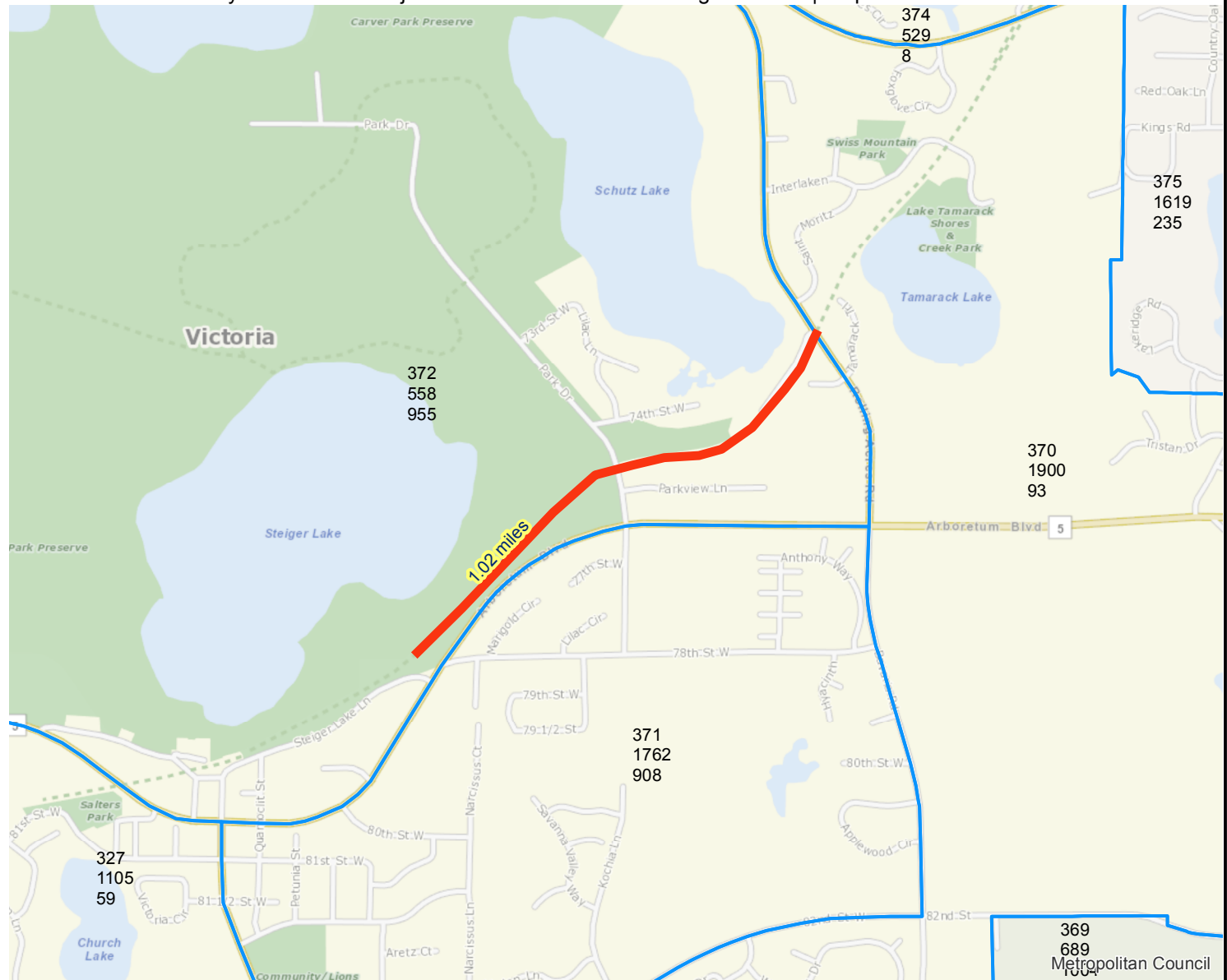


# Population Summary

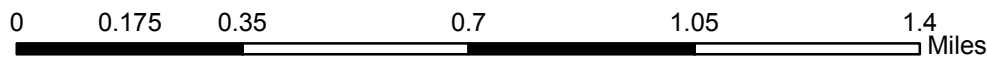
Multiuse Trails and Bicycle Facilities Project: Lake Minnetonka LRT Regional Trail | Map ID: 1415054624400

## Results

Within ONE Mile of project:  
 Total Population: 11085  
 Total Employment: 2809



- Project
- 2010 TAZ



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 LandscapeRSA4

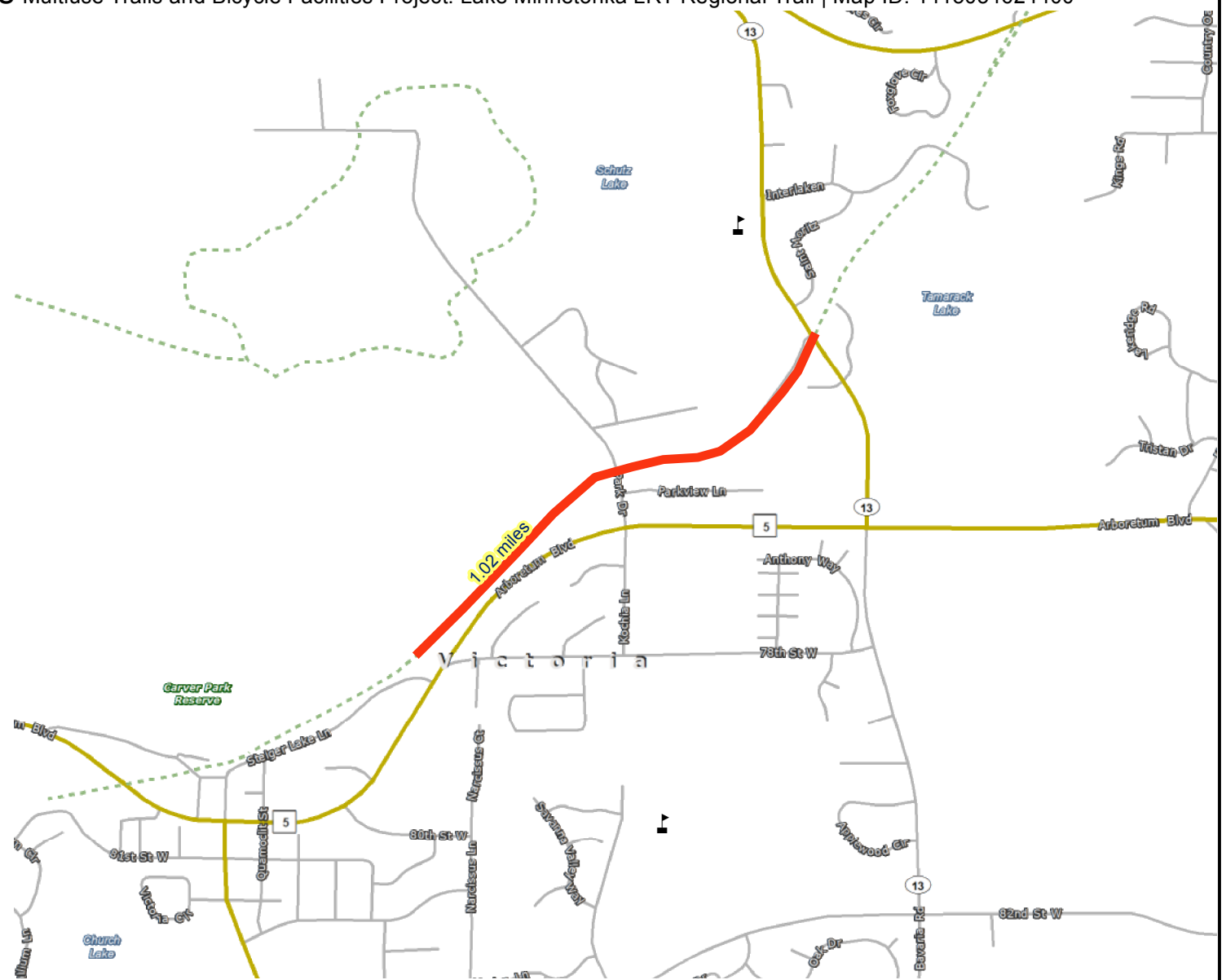







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<http://giswebsite.metc.state.mn.us/gissitenew/notice.aspx>

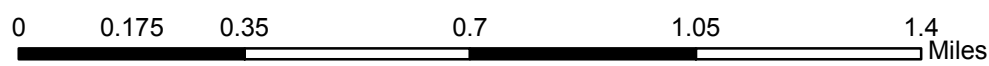


Results

Project **NOT IN** any area of concentrated poverty.



 Project	 Concentrated area of poverty	 School
 Racially concentrated area of poverty	 Above reg'l avg conc of race/poverty	



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LandscapeRSA2



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Results

Transit with a Direct Connection to project:

-- NONE --

Transit within QTR mile of project:

-- NONE --

Transit within HALF mile of project:

-- NONE --

Transit within ONE mile of project:

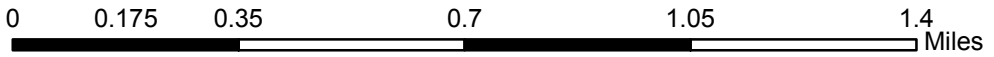
-- NONE --

\*indicates Planned Alignments



 Project       School

 Active Stop



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LandscapeRSA3



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<http://giswebsite.metc.state.mn.us/gissitenew/notice.aspx>

