



Application

01971 - 2014 Multiuse Trails and Bicycle Facilities

02102 - TH 5 Connection

Regional Solicitation - Bicycle and Pedestrian Facilities

Status: Submitted
Submitted Date: 11/26/2014 1:06 PM

Primary Contact

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Salutation First Name Middle Name Last Name

Title: Parks Director

Department: Parks

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

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Phone Ext.

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

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

Project Information

Project Name TH 5 Regional Trail from CSAH 17 to CSAH 101
Primary County where the Project is Located Carver
Jurisdictional Agency (If Different than the Applicant):

Carver County is proposing to completely reconstruct a key segment of the TH 5 Regional Trail spanning 0.6 miles from CSAH 17 (Powers Blvd) to CSAH 101 (Market Blvd). The existing trail, built in 1988 has reached the end of its useful life and deteriorated to a point that it inhibits comfortable and easy travel for people of all abilities. The new trail will meet current design standards, offering a 10-foot width and ADA-compliant truncated dome tiles to the pedestrian ramps at two high-traffic intersections. The trail will use an existing bridge to provide a grade-separated crossing of a railroad line. Figures 1-2 show the projects location and design.

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

The trail reconstruction will prevent a gap from forming in Chanhassens trail system, providing a critical link as a Priority Regional Bicycle Transportation Network (RBTN) Tier 1 Corridor linking the Minnesota River Bluff LRT Regional Trail to the Lake Minnetonka LRT Regional Trail as identified in the Metropolitan Councils 2014 Twin Cities Regional Bicycle System Study. The declining state of the existing trail makes non-motorized travel difficult along TH 5, a four-lane minor arterial with an annual average daily traffic (AADT) count of 30,000 and a posted speed limit of 55 mph (see Figures 3-4).

By offering a separated path and improving the intersection treatments at CSAH 17 and CSAH 101, the TH 5 Trail reconstruction will dramatically improve the safety, convenience and comfort of people traveling by non-motorized means.

Moreover, this portion of the TH 5 Trail will expand access to the many employment, recreation and shopping opportunities in the surrounding community. And, the trail will link users to transit. Thus, it will help people maintain their autonomy

through strengthened multimodal options regardless of ability or choice of transportation mode. The trails central location on a primary east-west corridor in the heart of Chanhassen makes it an essential component of the larger trail network.

In addition, the project advances the goals of the TPP (Chapter 9) of greater bicycle and pedestrian connectivity, improved accessibility for disabled people and inter-jurisdictional cooperation. It also aligns with the Trail and Bikeway Plan detailed in the 2030 Carver County Comprehensive Plan (p 6.34).

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

Project Length (Miles) 0.6

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, p 6.34

2014 Twin Cities Regional Bicycle System Study, p 26

Connection to Local Planning

City of Chanhassen Comprehensive plan p 6-3, Figure 6-1.

2030 Regional Parks Policy Plan, p 3-67 Figure 3-1, p 3-74 Figure 3-2

Project Funding

Are you applying for funds from another source(s) to implement this project? Yes

If yes, please identify the source(s) Parks and Trails Funds allocated through the Metro

Federal Amount	\$321,520.00
Match Amount	\$80,380.00
<i>Minimum of 20% of project total</i>	
Project Total	\$401,900.00
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 Countys allocation of Parks and Trails Legacy Funds provided through the Legislature
Preferred Program Year	
Select one:	2018

Project Information

County, City, or Lead Agency	Carver County
Zip Code where Majority of Work is Being Performed	55317
(Approximate) Begin Construction Date	05/01/2018
(Approximate) End Construction Date	06/30/2019

LOCATION

From:
(Intersection or Address) CSAH 17 (Powers Blvd)

*Do not include legal description;
Include name of roadway if majority of facility runs adjacent to a single corridor.*

To:
(Intersection or Address) CSAH 101 (Market Blvd), along TH 5

Type of Work Paved regional multiuse trail, ped ramps.

Examples: grading, aggregate base, bituminous base, bituminous surface, sidewalk, signals, lighting, guardrail, bicycle path, ped ramps, bridge, Park & Ride, etc.)

BRIDGE/CULVERT PROJECTS

(If Applicable)

Old Bridge/Culvert? Yes

New Bridge/Culvert? No

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

Specific Roadway Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Mobilization (approx. 5% of total cost)	\$16,000.00

Removals (approx. 5% of total cost)	\$98,100.00
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	\$6,000.00
Striping	\$1,000.00
Signing	\$700.00
Lighting	\$0.00
Turf - Erosion & Landscaping	\$32,000.00
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
Totals	\$153,800.00

Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Path/Trail Construction	\$211,100.00
Sidewalk Construction	\$0.00
On-Street Bicycle Facility Construction	\$0.00
Right-of-Way	\$0.00
Pedestrian Curb Ramps (ADA)	\$6,000.00
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	\$63,000.00
Other Bicycle and Pedestrian Elements	\$0.00
Totals	\$280,100.00

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
Transit and TDM Contingencies	\$0.00
Other Transit and TDM Elements	\$0.00
Totals	\$0.00

Transit Operating Costs

OPERATING COSTS	Cost
Transit Operating Costs	\$0.00
Totals	\$0.00

Totals

Total Cost	\$433,900.00
Construction Cost Total	\$433,900.00
Transit Operating Cost Total	\$0.00

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

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.

Other Attachments

File Name	Description	File Size
City of Chanhassen TH 5 Trail (2).pdf	Supplemental Letter of Support - City of Chanhassen	294 KB
TH 5 Regional Trail CSAH 17 to CSAH 101 Attachments.pdf	Figure 1: Project extents and context map Figure 2: Typical cross-section Figures 3-4: Existing deficient conditions imagery	2.4 MB
TH 5 Regional Trail CSAH 17 to CSAH 101 update112614.pdf	Letter of Support: Minnesota Department of Transportation	117 KB

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 RBTN.pdf

Measure A: Cost Effectiveness

Existing Population Within One Mile (Integer Only)	17604
Existing Employment Within One Mile (Integer Only)	9053
Completed by Metropolitan Council Staff	
Total Project Cost	\$433,900.00
Cost Effectiveness for Population	\$24.65
Cost Effectiveness for Employment	\$47.93
Upload Map	Population.pdf

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 TH 5 Trail reconstruction will especially benefit children and elderly people who cannot drive. The project area has a larger share of children living in it than the metro area. Chanhassen is 32 percent children, while the seven-county metro area is 27 percent children (2012 American Community Survey).

Unable to drive, children are often dependent on others to provide their mobility. The TH 5 Trail will allow young people to travel using active transportation on the safety of a smooth trail separated from the heavy traffic of TH 5. They will be able to access the educational opportunities such as the Chanhassen Public Library

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

The project will help the areas elderly population remain independent as they are no longer able to drive by improving pedestrian and bicycle access to civic and commercial destinations necessary to retain an active and engaged lifestyle. Destinations include the Chanhassen Public Library, city and county government offices, Chanhassen Dinner Theater, several grocery stores and the rest of downtown Chanhassen. The trails alignment is near an elderly living facility and its connection to the Chanhassen Station Park & Ride lot expands access benefits to encompass the entire region.

The trail will be constructed quickly to limit disruptions to current users. During construction, trail users will be directed toward alternate routes.

Upload Map

Socio-Economic.pdf

Measure B: Affordable Housing

City/Township	Segment Length (Miles)
Chanhassen	0.6
	1

Total Project Length

Total Project Length 0.6

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	0.6	0	0	0
Chanhassen	0.6	0.6	44.0	1.0	44.0
		1	44	1	44

Affordable Housing Scoring - To Be Completed By Metropolitan Council Staff

Total Project Length (Miles) 0.6
Total Housing Score 44.0

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

Gaps:

The project will close a gap in the Chanhassen trail system caused by a deteriorating trail at the end of its design life along a primary east-west corridor.

With construction of a TH 5 Trail segment from Minnewashta Pkwy to Century Blvd to the west also applied for in this grant cycle, the TH 5 Trail reconstruction will help complete a priority corridor in the RBTN.

Barriers:

The existing trail has become a barrier to non-motorized travel along with the adjacent TH 5, a highway with an AADT of 30,000, a posted speed limit of 55 mph and four lanes of travel in the project area. By fully reconstructing the trail, users will gain access to a wider trail with a more-even surface, improving safety and ensuring accessibility for users of all abilities.

The proposed trail uses an existing bridge to provide a grade-separated crossing of a rail corridor, Tier III railroad with three trains per day and a speed limit of 30 mph.

The trail will improve crossings at the intersections of CSAH 17 (four lanes, 12,200 AADT) and CSAH 101 (four lanes, 12,900 AADT) through the installation of ADA-compliant ramps.

Jurisdictions:

The trail is a segment of a larger TH 5 Regional Trail that will connect the jurisdictions of Chanhassen, Victoria, Eden Prairie, the Minnesota Landscape Arboretum and the Three Rivers Park District.

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

Measure B: Project Improvements

Crashes:

There was one pedestrian-vehicle crash on TH 5 within the project area from 2009 to 2013 and 139 other vehicle crashes (MnCMAT).

Safety Improvements:

The TH 5 Trail reconstruction will offer non-motorized travelers a safer east-west option than the shoulder of TH 5, a highway with a speed limit of 55 mph, AADT of 30,000 and severe congestion (TH 5 Corridor Study, 2008).

The projects 10-foot wide trail will more safely serve users than the current eight-foot wide trail. AASHTO's Guide for the Development of Bicycle Facilities (2012) recommends at least ten feet in width for two-way multiuse trails to minimize congestion and conflicts between users.

The proposed project will use an existing bridge to provide a grade-separated crossing of a railroad line.

The TH 5 Trail reconstruction will provide a safer, more-consistent surface for non-motorized travel. The broken, uneven surface of the current trail could present a hazard if deterioration continues. See Figure 3.

Installing ADA-compliant ramps and countdown pedestrian signals where the trail meets the intersections of CSAH 17 and CSAH 101 with TH 5 will aid in the safe movement of users of all abilities.

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

Measure A: Transit Connections

Existing Routes Directly Connected to the Project	684, 690, 698
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	684, 687, 690, 691, 692, 694, 695, 697, 698, 699
Planned Transitways Indirectly Connected Within One Mile of the Project (alignment and mode determined and identified in the 2030 TPP)	N/A
Upload Map	Transit.pdf

Response

Met Council Staff Data Entry Only

Route Ridership Directly Connected	631165.0
Transitway Ridership Directly Connected	0
Route Ridership Indirectly Connected	308206.0
Transitway Ridership Indirectly Connected	0

Measure B: Pedestrian Connections

The TH 5 Trail will provide critical connections to pedestrian destinations and enhance the existing network of pedestrian facilities, helping to realize the vision of walkable districts near the trail as identified in the City of Chanhassen 2030 Comprehensive Plan, the Carver County 2030 Comprehensive Plan and Metropolitan Council 2030 Regional Parks Plan.

Destinations (see Figure 1 for proximities to the proposed TH 5 reconstruction):

Downtown Chanhassen

Grocery stores: Cub Foods, Target and Lakewinds Food Coop.

Lake Ann, Lake Susan, Rice Marsh Lake, and Chanhassen City Center Parks.

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

Emerson Process Management: approx. 1,200 employees.

General Mills: approx. 600 employees.

IWCO Direct: approx. 550 employees.

Chanhassen Dinner Theaters: approx. 300 employees.

Market Square Shopping Center: 26 merchants.

Several Religious institutions

Senior living complex

Hotel

Movie Theater

(Source: Minnesota Department of Employment

and Economic Development,
Minnesota Properties and Community Profiles)

Facilities:

The TH 5 Trail reconstruction will connect to the Victoria and regional trail systems through the planned TH 5 Trail from Minnewashta Pkwy to TH 41.

The trail will fully integrate into the 101 miles of the Chanhassen trail network, offering pedestrian connections on dedicated facilities in all directions.

Measure C: Multimodal Facilities

The proposed TH 5 Trail connection will enhance the areas multimodal transportation system by providing an essential link for non-motorized travel between established local and regional trail networks, and improving user travel experience, safety and security. It will take advantage of an existing trail alignment and connected infrastructure, increasing user satisfaction with the system.

Connecting Existing Facilities:

The trail will provide access to SouthWest Transit Routes 690, 692 and 698 at Chanhassen Station Park and Ride as well as Route 684, all within a quarter mile of the segment.

The trail will connect to the local trail system of Chanhassen and link components of the RBTN along a defined priority corridor.

TH 5 Trail Reconstruction Benefits:

The trail will improve safety for non-motorized travelers by providing a separated path along TH 5 and intersection improvements at CSAH 17 and CSAH 101.

The trail will improve the travel experience of non-motorized travelers by offering a direct east-west route through the county that is free from the stresses of moving in mixed traffic.

The trail segment will help connect Carver County to the terminus of the proposed Green Line LRT extension to Eden Prairie.

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

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.

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/archeological 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%

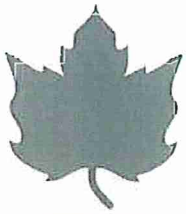
Construction plans have not been started Yes

0%

Anticipated date or date of completion

9)Letting

Anticipated Letting Date 03/13/2018



**CITY OF
CHANHASSEN**

7700 Market Boulevard
PO Box 147
Chanhassen, MN 55317

Administration

Phone: 952.227.1100
Fax: 952.227.1110

Building Inspections

Phone: 952.227.1180
Fax: 952.227.1190

Engineering

Phone: 952.227.1160
Fax: 952.227.1170

Finance

Phone: 952.227.1140
Fax: 952.227.1110

Park & Recreation

Phone: 952.227.1120
Fax: 952.227.1110

Recreation Center

2310 Coulter Boulevard
Phone: 952.227.1400
Fax: 952.227.1404

**Planning &
Natural Resources**

Phone: 952.227.1130
Fax: 952.227.1110

Public Works

7901 Park Place
Phone: 952.227.1300
Fax: 952.227.1310

Senior Center

Phone: 952.227.1125
Fax: 952.227.1110

Website

www.ci.chanhassen.mn.us

November 18, 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
Trunk Highway 5 Connection

Dear Mr. Robjent:

The City of Chanhassen 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 Powers Boulevard to County Road 101 on TH5.

On behalf of the City of Chanhassen, 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 952-227-1119 or by email at tgerhardt@ci.chanhassen.mn.us.

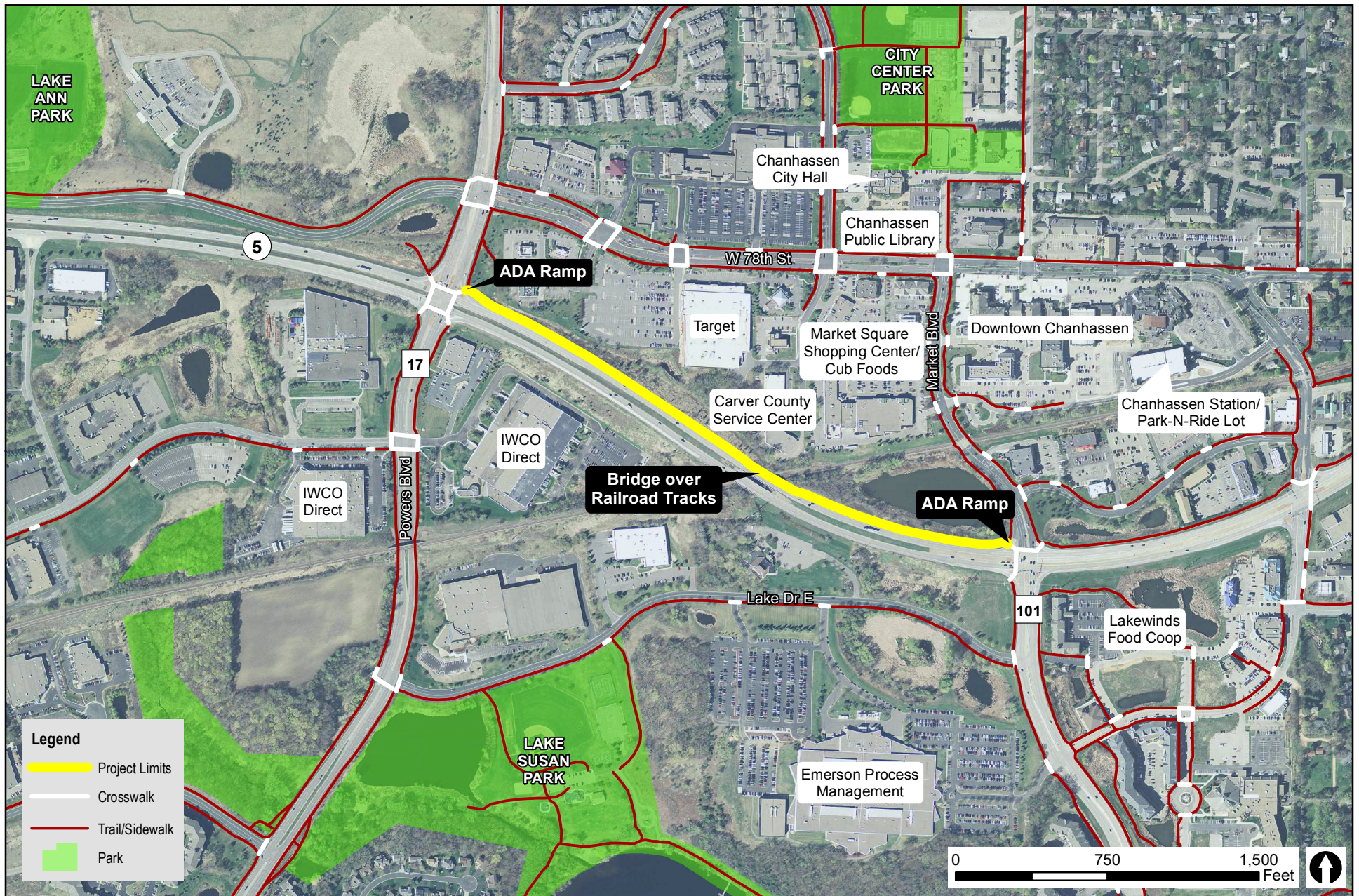
Sincerely,

CITY OF CHANHASSEN

Todd Gerhardt
City Manager

TG:ktm

g:\park\th\arboretum trail connector\city of chanhassen th5 - for regional solicitation multiuse trails and bicycle facilities.docx



Project Limits

TH 5 Regional Trail from CSAH 17 to CSAH 101
 Carver County

Figure 1



TH 5 Regional Trail from CSAH 17 to CSAH 101
Carver County Regional Solicitation Multi-Use Trail Application

Typical Trail Cross-Section
Figure 2



Source: Google Earth, 2011 Image

Deteriorating Condition of Current Trail

TH 5 Trail from CSAH 17 to CSAH 101
Carver County

Figure 3



Source: Google Earth, 2011 Image

Intersection of TH 5 and CSAH 101 (Market Blvd)

TH 5 Trail CSAH 17 to CSAH 101
Carver County

Figure 4



Minnesota Department of Transportation

Metro District

1500 West County Road B-2

Roseville, MN 5511

November 26, 2014

Martin J. Walsh

Carver County Parks Director

Carver County Parks

11360 Hwy 212 West

Cologne, MN 55322

RE: Regional Solicitation Application for the Highway 5 Regional Trail, from CSAH 17 to CSAH 101

Dear Mr. Walsh:

Thank you for requesting a letter of support from MnDOT for the Metropolitan Council's 2014 Regional Solicitation. Your application for the Highway 5 Regional Trail, from CSAH 17 to CSAH 101 in Chanhassen impacts MnDOT right of way on Highway 5.

As the agency with jurisdiction over Highway 5, MnDOT supports the application for the bicycle and pedestrian trail along Highway 5 in Chanhassen. Details of a future maintenance agreement with the county will be determined during project development to define how the project will be maintained; however, ped/bike trails, bridges, and underpasses that impact MnDOT right of way are normally owned and maintained by the local agency.

This project currently has no funding from MnDOT.

Sincerely,

A handwritten signature in blue ink that reads "Scott R. McBride".

Scott McBride, P.E.

Metro District Engineer

Cc: Elaine Koustoukos, Metropolitan Council
Jon Solbeg, MnDOT Metro District – South Area Manager

An Equal Opportunity Employer



RBTN Evaluation and Major Barriers

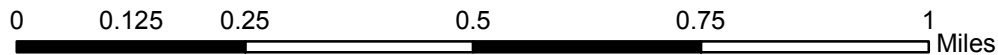
Multiuse Trails and Bicycle Facilities Project: TH 5 Regional Trail from CSAH 17 to CSAH 101 | Map ID: 1414616269118

Results

Project IN TIER 1 Bicycle Transport Corridor.



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



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LandscapeRSA1



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

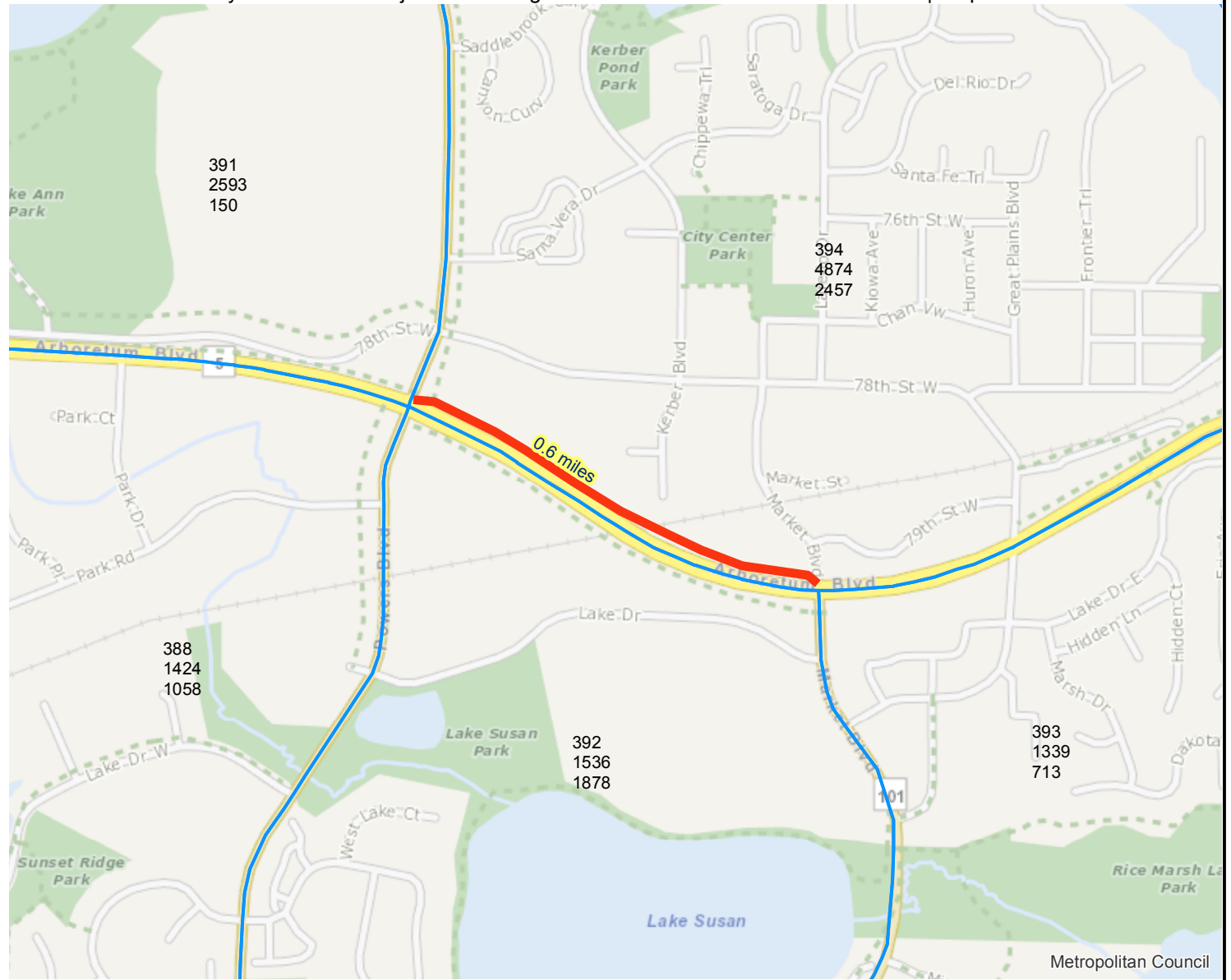


Population Summary

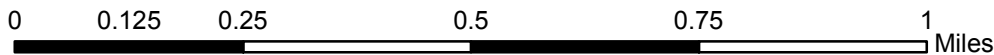
Multiuse Trails and Bicycle Facilities Project: TH 5 Regional Trail from CSAH 17 to CSAH 101 | Map ID: 1414616269118

Results

Within ONE Mile of project:
 Total Population: 17604
 Total Employment: 9053



 Project
 2010 TAZ



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 LandscapeRSA4

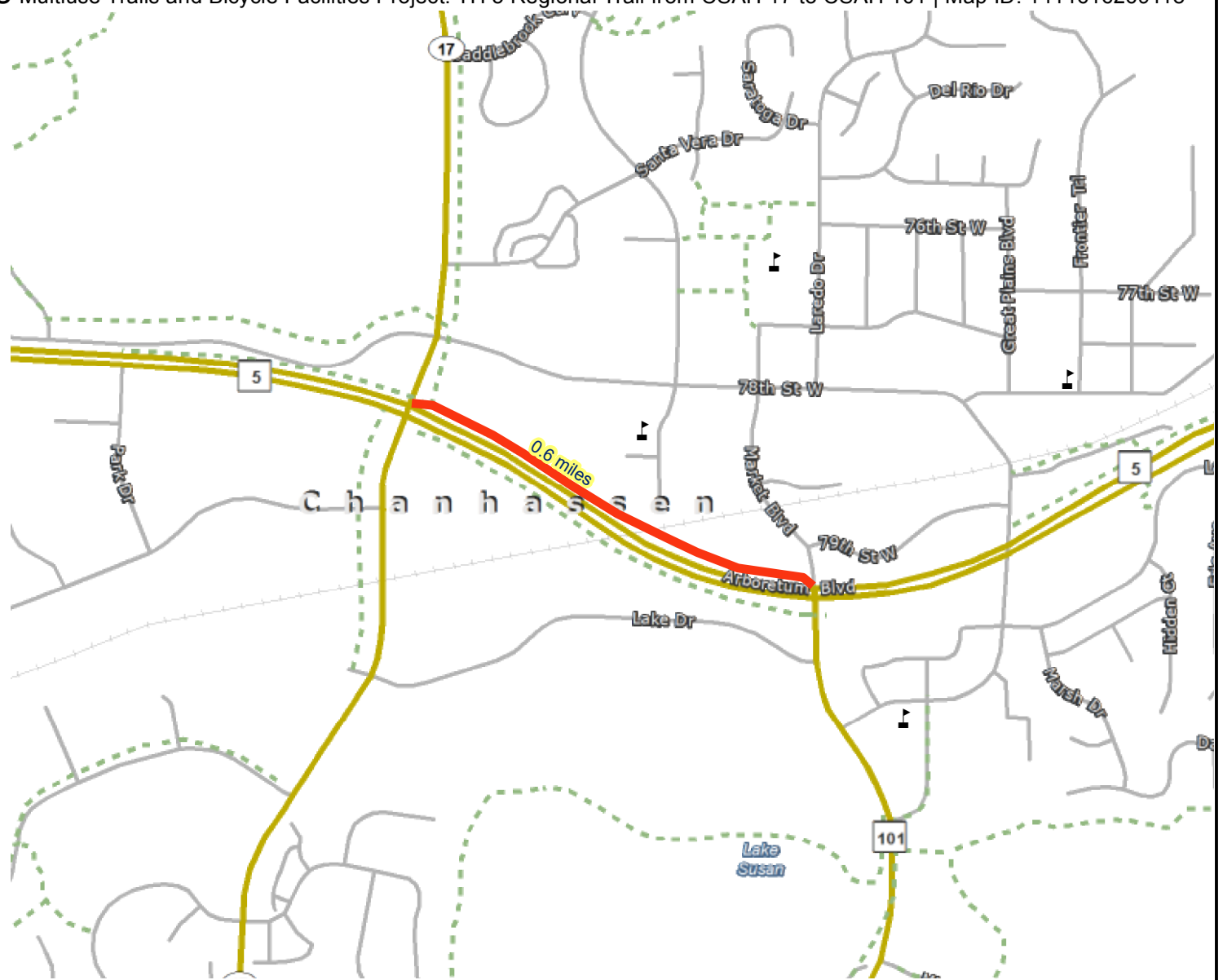







For complete disclaimer of accuracy, please visit
<http://giswebsite.metc.state.mn.us/gissitenew/notice.aspx>

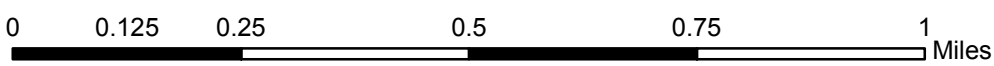


Results

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:
684 690 698

Transit within QTR mile of project:
684 690 698

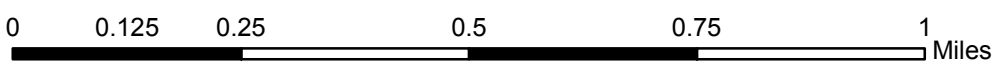
Transit within HALF mile of project:
684 690 692 698

Transit within ONE mile of project:
684 687 690 691 692 694 695 697 698 699

**indicates Planned Alignments*



— Project School
• Active Stop — Transit Routes



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LandscapeRSA3



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