



Application

01971 - 2014 Multiuse Trails and Bicycle Facilities

02103 - MN Landscape Arboretum Connection

Regional Solicitation - Bicycle and Pedestrian Facilities

Status: Submitted  
Submitted Date: 11/26/2014 1:42 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** TH 5 Regional Trail from Minnewashta Pkwy to Centruy Blvd  
**Primary County where the Project is Located** Carver  
**Jurisdictional Agency (If Different than the Applicant):**

Carver County proposes to construct a 1.9-mile multiuse trail along the south side of TH 5 running from Minnewashta Pkwy to Century Blvd in combination with a trail underpass of TH 41 (Hazeltine Blvd). The portion Century Blvd and Arboretum Dr will run along TH 5 in the MnDOT right-of-way and through an easement donated by Life Time Fitness at the junction of TH 5 and TH 41. At Arboretum Dr, the trail will turn into the Minnesota Landscape Arboretum and proceed west on an alignment identified in the Arboretums 2012 Circulation and Development Master Plan, taking advantage of unique, scenic amenities. The trail will connect to the recently completed Victoria Trail using an existing underpass near Minnewashta Pkwy to provide a grade-separated crossing of TH 5. Figures 1-2 display the location and design of the trail.

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

The trail will connect the local trail systems of Chanhassen and Victoria and provide a critical link between the regional trail systems of Carver County and Three Rivers Park District. It will serve as a Tier 1 Priority Regional Bicycle Transportation Network (RBTN) Corridor linking the Minnesota Rivers Bluffs LRT Regional Trail to the Lake Minnetonka LRT Regional Trail as identified in the Metropolitan Councils 2014 Twin Cities Regional Bicycle System Study (p 26). Currently non-motorized travelers along the TH 5 corridor are relegated to the highways shoulders, which are narrow or nonexistent in places (see Figure 3). The road has a speed limit of 55 mph and an annual average daily traffic (AADT) of 26,000. The new trail, TH 41 underpass and improved crossing of Century Blvd will vastly improve the safety of non-motorized travelers.

Further, by connecting several trail systems, this

portion of the TH 5 Trail will expand commuter and recreational access to essential employment centers, recreation facilities, religious institutions and transit service.

The project brings together multiple public and private partners demonstrating the shared commitment to multimodal transportation of Carver County, MnDOT, the Minnesota Landscape Arboretum, and Life Time Fitness. (Letters of support are attached.) In addition, the project advances the goals of the TPP (Chapter 9) of greater bicycle and pedestrian connectivity, improved accessibility for people of varying abilities and inter-jurisdictional cooperation. It also aligns with the criteria for ideal trail siting detailed in the Met Council 2030 Regional Parks Policy Plan (pp 2-15 to 2-16).

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

**Project Length (Miles)**

1.9

**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.*

2030 Carver County Comprehensive Plan, p 6-34

Metropolitan Council Twin Cities Regional Bicycle System Study, p 26

**Connection to Local Planning**

2030 Metropolitan Council Regional Parks Policy Plan, 3-67, 3-74

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

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**Project Funding**



<b>Are you applying for funds from another source(s) to implement this project?</b>	Yes
<b>If yes, please identify the source(s)</b>	Metropolitan Council, Parks and Trails Legacy Fund
<b>Federal Amount</b>	\$1,103,840.00
<b>Match Amount</b>	\$275,960.00
<i>Minimum of 20% of project total</i>	
<b>Project Total</b>	\$1,379,800.00
<b>Match Percentage</b>	20.0%
<i>Minimum of 20%</i>	
<i>Compute the match percentage by dividing the match amount by the project total</i>	
<b>Source of Match Funds</b>	Carver County
<b>Preferred Program Year</b>	
<b>Select one:</b>	2018

## Project Information

<b>County, City, or Lead Agency</b>	Carver County
<b>Zip Code where Majority of Work is Being Performed</b>	55318
<b>(Approximate) Begin Construction Date</b>	05/01/2018
<b>(Approximate) End Construction Date</b>	07/01/2019
<b>LOCATION</b>	
<b>From:</b> <b>(Intersection or Address)</b>	Minnewashta Pkwy
<i>Do not include legal description; Include name of roadway if majority of facility runs adjacent to a single corridor.</i>	
<b>To:</b> <b>(Intersection or Address)</b>	Century Blvd along TH 5
<b>Type of Work</b>	Paved multiuse trail construction, culvert/underpass construction, ped ramps, crosswalks
<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> <b>(If Applicable)</b>	
<b>Old Bridge/Culvert?</b>	No
<b>New Bridge/Culvert?</b>	Yes
<b>Structure is Over/Under</b> <b>(Bridge or culvert name):</b>	TH 41

## Specific Roadway Elements

<b>CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES</b>	<b>Cost</b>
Mobilization (approx. 5% of total cost)	\$56,000.00
Removals (approx. 5% of total cost)	\$7,500.00
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	\$23,000.00
Striping	\$3,800.00
Signing	\$4,800.00
Lighting	\$0.00
Turf - Erosion & Landscaping	\$113,000.00
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>\$208,100.00</b>

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## Specific Bicycle and Pedestrian Elements

<b>CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES</b>	<b>Cost</b>
Path/Trail Construction	\$623,900.00
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)	\$9,800.00
Pedestrian-scale Lighting	\$0.00
Streetscaping	\$0.00
Wayfinding	\$0.00
Bicycle and Pedestrian Contingencies	\$133,000.00
Other Bicycle and Pedestrian Elements	\$465,800.00
<b>Totals</b>	<b>\$1,244,500.00</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>	\$1,452,600.00
<b>Construction Cost Total</b>	\$1,452,600.00
<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
City of Chanhassen Arboretum Trail (2).pdf	Supplemental Letter of Support - City of Chanhassen	289 KB
Highway 5_Arboretum Trail MnDOT letter of support.pdf	Letter of Support: Minnesota Department of Transportation	38 KB
Life Time Fitness Letter of Support.pdf	Letter of Support - Life Time Fitness	247 KB
MN LS Arboretum 11-18-14 (2).pdf	Letter of Support - Minnesota Landscape Arboretum	402 KB
TH 5 Arboretum Trail Attachments.pdf	Figure 1: Project extents and context Figure 2: Typical cross-section Figures 3-4: Current deficient conditions imagery	2.3 MB

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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** RBTN.pdf

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**Measure A: Cost Effectiveness**

**Existing Population Within One Mile (Integer Only)** 14441

**Existing Employment Within One Mile (Integer Only)** 7500

**Completed by Metropolitan Council Staff**

**Total Project Cost** \$1,452,600.00

**Cost Effectiveness for Population** \$100.59

**Cost Effectiveness for Employment** \$193.68

**Upload Map** Population.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 TH 5 Regional Trail will bring about many benefits for the areas residents, especially children and elderly people who are unable to drive. Chanhassen and Victoria are 32 and 35 percent children, respectively, while the seven-county metro area is only 27 percent children (2012 American Community Survey).

The trail will benefit children by providing access to many destinations with youth-focused recreational and educational programming, including the Minnesota Landscape Arboretum, the Chanhassen Recreation Center and Camp Tanadoona, along with Bluff Creek Elementary School. With its grade-separated crossing of TH 41, the trail will offer children a safe and comfortable opportunity to more independently get where they need to go and develop an active lifestyle at an early age.

The proposed project will also greatly benefit elderly people by providing them with dedicated facilities allowing them to access Life Time Fitness, the trails of the Minnesota Landscape Arboretum and religious or commercial destinations without the need to drive. The trail will help create a more walkable community, helping people to age in place and maintain independence as they grow older.

Construction will be quick to minimize impacts on travelers. During underpass construction, a temporary bypass lane will allow TH 41 to remain open to traffic.

Socio-Economic.pdf

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

Upload Map

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## Measure B: Affordable Housing

City/Township	Segment Length (Miles)
Chanhassen	1.8

Victoria

0.1

2

### Total Project Length

Total Project Length 1.9

### 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	1.9	0	0	0
Chanhasen	1.8	1.9	44.0	0.947	41.684
Victoria	0.1	1.9	50.0	0.053	2.632
		<b>6</b>	<b>94</b>	<b>1</b>	<b>44</b>

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

Total Project Length (Miles) 1.9

Total Housing Score 44.316

### 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 TH 5 Trail will help complete a Tier 1 Priority Corridor in the RBTN connecting two existing RBTN priority corridor trails.

The project will close a significant gap between the Chanhassen and Victoria trail systems and directly connect to the Minnesota Landscape Arboretum and Chanhassen Nature Preserve trails.

#### Barriers:

The Minnesota Landscape Arboretum and Lake Minnewashta create a barrier to east-west travel two miles long and three miles wide with only one through road: TH 5, a road with two to four lanes, a speed limit of 55 mph and an AADT of 26,000. Non-motorized traffic is consigned to the shoulders where they are present, and it must share the driving lanes in a significant portion of the highway that lacks shoulders (see Figure 3). The nearest paved parallel routes are trails two miles to the north or south. The TH 5 Trail will offer a vital link across this barrier.

TH 41s four lanes of traffic and speed limit of 55 mph act as a barrier to non-motorized travel. The project will offer an underpass of TH 41 at TH 5, an intersection with a combined AADT of 38,700 (see Figure 4).

The trail will improve the pedestrian crossing of Century Blvd.

#### Jurisdictions:

The trail directly connects the jurisdictions of Chanhassen and Victoria and the park agency jurisdictions of Carver County and the Three Rivers Park District.

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## Measure B: Project Improvements

### Crashes:

While there were no pedestrian or bicycle crashes on TH 5 within the project area from 2009 to 2013, there were 158 vehicle crashes, including one fatality (MnCMAT).

### Safety Improvements:

The trail will offer non-motorized travelers a safer east-west option than the shoulder of TH 5, a minor arterial with a speed limit of 55 mph, AADT of 26,000 and severe congestion (TH 5 Corridor Study, 2008).

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

The new culvert underpass under TH 41 and the existing culvert underpass of TH 5 at Minnewashta Pkwy offer grade-separated crossings for non-motorized travelers, removing conflict points. Grade-separated crossings lead to an 86 percent reduction in crashes involving pedestrians and a 90 percent decrease in crashes causing pedestrian injuries or fatalities (Minnesotas Best Practices for Pedestrian/Bicycle Safety 2013, p 23). TH 41 has a speed limit of 55 mph and an AADT of 13,000.

Installing pedestrian signals, marking the crosswalks and adding ADA-compliant ramps at Century Blvd, which lack crosswalks on the south side of TH 5, could reduce pedestrian-vehicle crashes by up to 60 percent (Minnesotas Best Practices for Pedestrian/Bicycle Safety 2013).

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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	684
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	0
Transitway Ridership Directly Connected	0
Route Ridership Indirectly Connected	47001.0
Transitway Ridership Indirectly Connected	0

## Measure B: Pedestrian Connections

The TH 5 Trail will provide connections to pedestrian destinations and enhance the existing network of pedestrian facilities, helping to create walkable districts near the trail as identified in the City of Chanhassen 2030 Comprehensive Plan and the Metropolitan Councils 2030 Parks Policy Plan.

Destinations (see Figure 1):

Minnesota Landscape Arboretum: significant regional destination with gardens and trails that attract over 325,000 visitors per year.

Life Time Fitness Health Club and Corporate Headquarters: 7,500 members and over 350 employees.

Lake Minnewashta Regional Park: 340-acre park with over 160,000 annual visitors.

Camp Tanadoona: 103-acre Camp Fire Minnesota facility.

Bluff Creek Elementary School and Minnetonka Middle School West

Chanhassen Recreation Center: City of Chanhassen facility with gym and other recreational activities.

Chanhassen Nature Preserve: a scenic park with trails.

Victoria and Chanhassen Town Centers: within two miles of the trail.

Carver Park Reserve

Victoria Library

Several religious institutions

Facilities:

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

Using an existing underpass at TH 5, and a newly constructed trail along TH 5 and Co. Rd. 13, the proposed Arboretum Connection trail will link to the Victoria and regional trail systems.

The trail will connect to the 101 miles of the Chanhassen trail system at TH 41 and Century Blvd.

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## **Measure C: Multimodal Facilities**

The proposed multiuse trail will supplement the existing multimodal transportation system by providing a critical link for non-motorized travelers between established local and regional trail networks and improving user travel experience, safety and security.

#### Connecting Existing Facilities:

The trail will connect to the local trail systems of Victoria and Chanhassen and link components of the RBTN along a defined priority corridor. It will also connect two RBTN Tier 1 trail corridors.

The trail will improve transit access to SouthWest Transit route 684, which runs within one-half mile of trail. In addition, there are two Park & Ride facilities within two mile to the east of the project accessible via trail within Chanhassen.

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

#### TH 5 Trail Benefits:

The trail will improve safety and security for non-motorized travelers by providing a trail along TH 5, a new grade-separated crossing of TH 41, connections to existing grade-separated crossings of TH 5 and intersection improvements at Century Blvd.

The trail will improve the experience of non-motorized travelers by offering a scenic path through the Minnesota Landscape Arboretum and alleviating the stress of moving through facilities with mixed automobile traffic.

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

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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/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

100%

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

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](http://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  
MN Landscape Arboretum 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 Minnewashta Parkway to Century Boulevard along 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](mailto:tgerhardt@ci.chanhassen.mn.us).

Sincerely,

CITY OF CHANHASSEN

Todd Gerhardt  
City Manager

TG:ktm

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



## Minnesota Department of Transportation

Metro District

1500 West County Road B-2

Roseville, MN 5511

November 25, 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/Arboretum Trail

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/Arboretum Trail in Chanhassen impacts MnDOT right of way on Highway 5 and Highway 41.

As the agency with jurisdiction over Highway 5 and Highway 41, MnDOT supports the application for the bicycle and pedestrian trail along Highway 5 and ped/bike underpass under Highway 41 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, trails along and underpasses under 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 McBride".

Scott McBride, P.E.

Metro District Engineer

Cc: Elaine Koustoukos, Metropolitan Council  
Jon Solberg, MnDOT Metro District - South Area Manager

An Equal Opportunity Employer





October 1, 2014

VIA UPS

Mr. Martin J. Walsh  
Carver County Parks Director  
Carver County Parks  
11360 Highway 212 West  
Cologne, MN 55322

**RE: 2014 FEDERAL FUNDING SOLICITATION SUPPORT LETTER FOR THE TH 5  
PEDESTRIAN TRAIL AND TH 41 PEDESTRIAN UNDERPASS PROJECT**

Dear Mr. Walsh,

Life Time Fitness, Inc. has been contacted by Carver County regarding support of the County's application for Transportation Enhancement funds for the proposed trail along TH 5, from the Arboretum entrance road to Century Boulevard, and trail underpass at TH 41. We understand that the trail project will fill a critical gap in the existing local and regional trail system by linking local pedestrian trail systems to the University of Minnesota Landscape Arboretum.

On behalf of Life Time Fitness, Inc., this letter services as our company's support of Carver County's application.

Sincerely,

A handwritten signature in blue ink that reads "Jeff Melby".

Jeff Melby  
Vice President of Development

November 18, 2014

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

SUBJECT: Regional Solicitation Multiuse Trails and Bicycle Facilities for the MN Landscape Arboretum Connection

Dear Mr. Robjent:

The University of Minnesota Landscape Arboretum 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 Minnewashta Parkway to Century Boulevard partially along University of Minnesota Landscape Arboretum property adjacent to TH5.

This important project would meet a need identified in the Arboretum's 2012 Circulation and Development Master Plan and also would be greatly appreciated by the many citizens that ask about a safe way to walk or bike to the Arboretum. We want to encourage alternate methods of transportation that don't require more parking spaces or lower air quality. The Arboretum started offering discounted admission to everyone that walks or bikes here in fall 2008. I just downloaded the people counter data for the Highway 5 Underpass at Minnewashta Parkway and the number of people using the Underpass increased from 10,725 in 2013 to 16,185 with one month to go in 2014

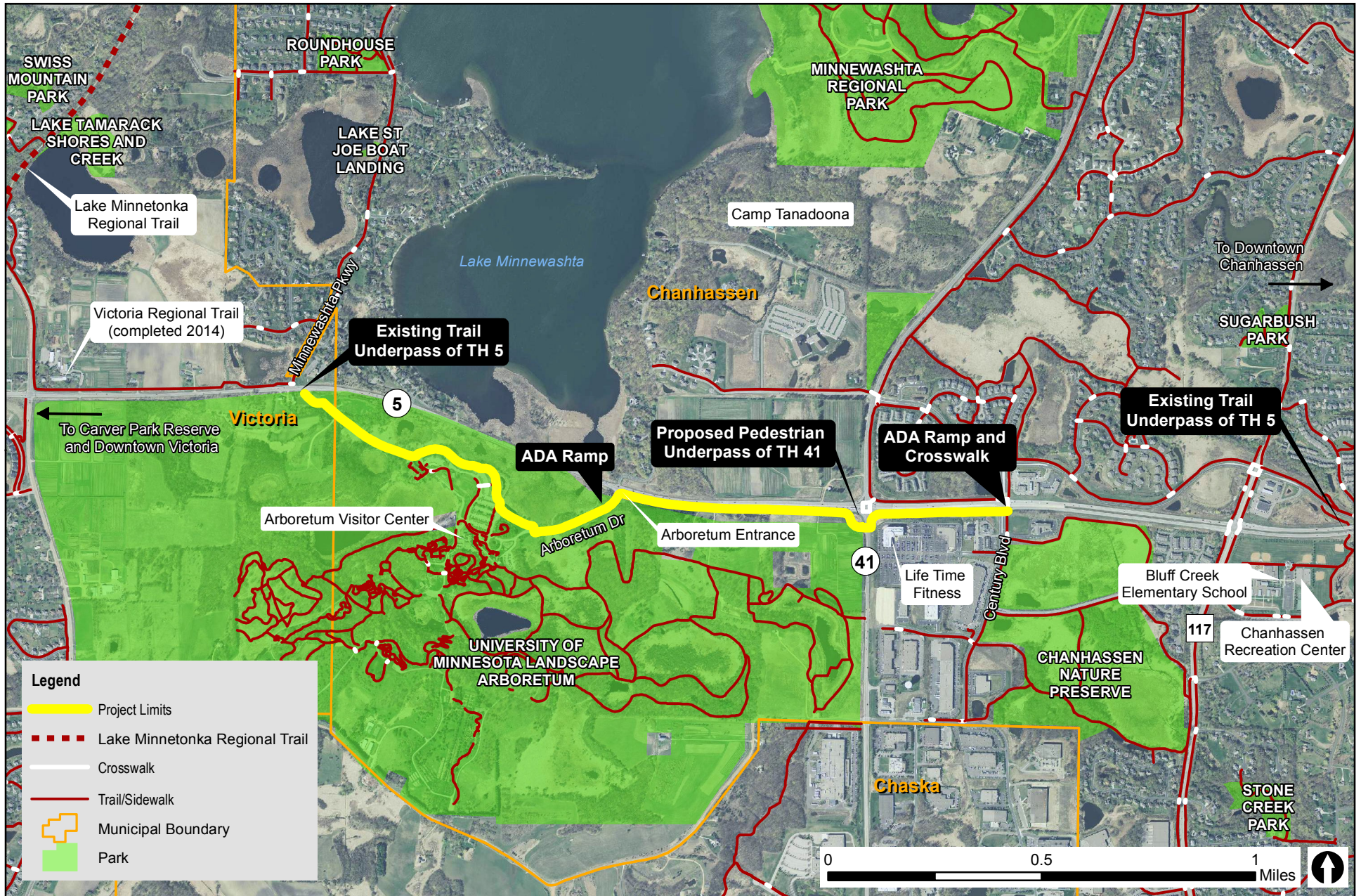
On behalf of the University Minnesota Landscape Arboretum, this letter will serve as our support of Carver County's application. We appreciate the County's willingness to apply for this grant, and hope that you will be successful in this grant application process. If you should have any questions, feel free to contact me at 612 301-1246.

Sincerely,



Peter C. Moe  
Director of Operations and Research  
University of Minnesota Landscape Arboretum



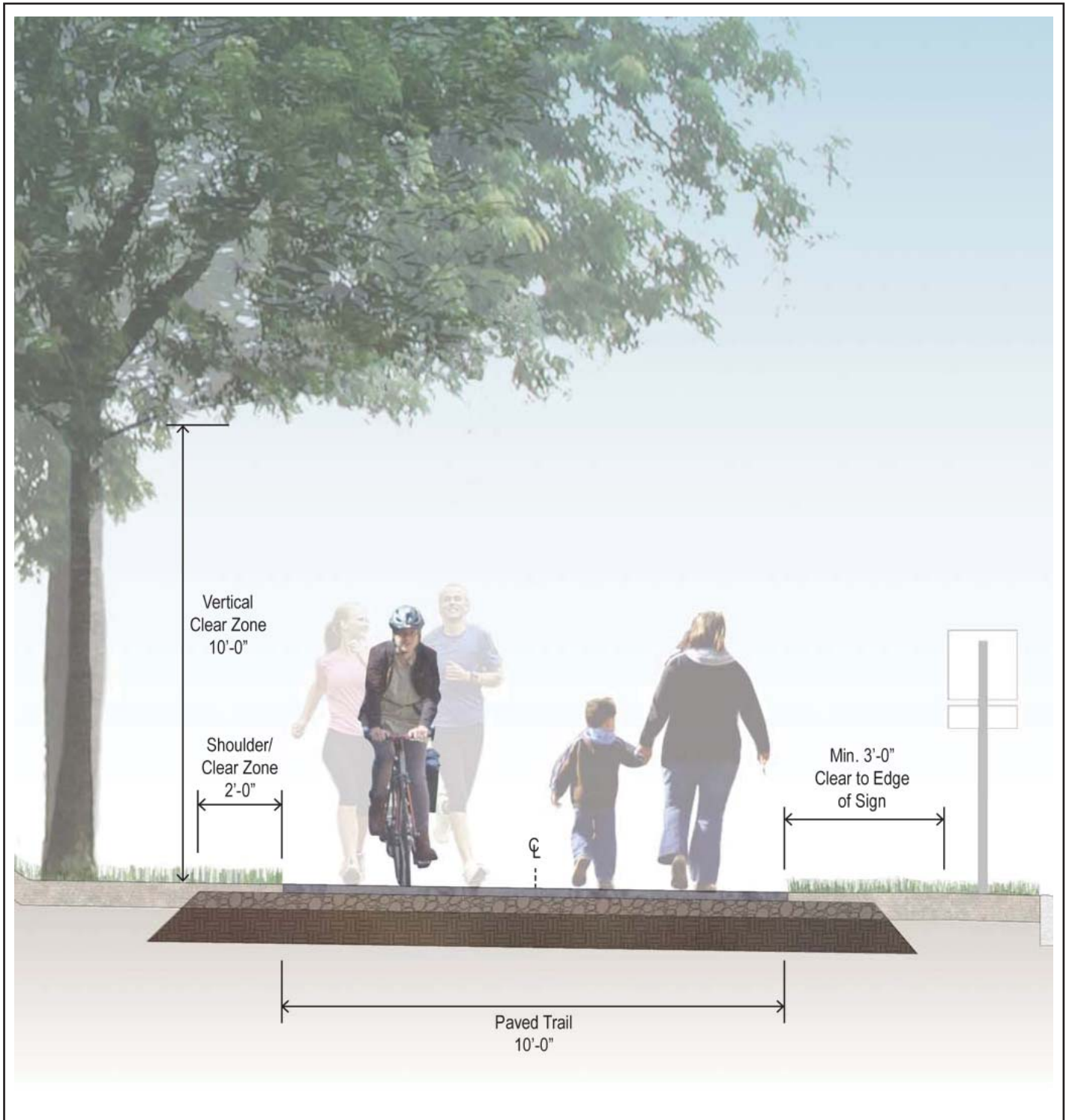


## Project Limits

TH 5 Regional Trail from Minnewashta Pkwy to Century Blvd  
Carver County

Figure 1





TH 5 Regional Trail from Galpin Blvd. to Minnewashta Pkwy.  
Carver County Regional Solicitation Multi-Use Trail Application

Typical Trail Cross-Section  
Figure 2



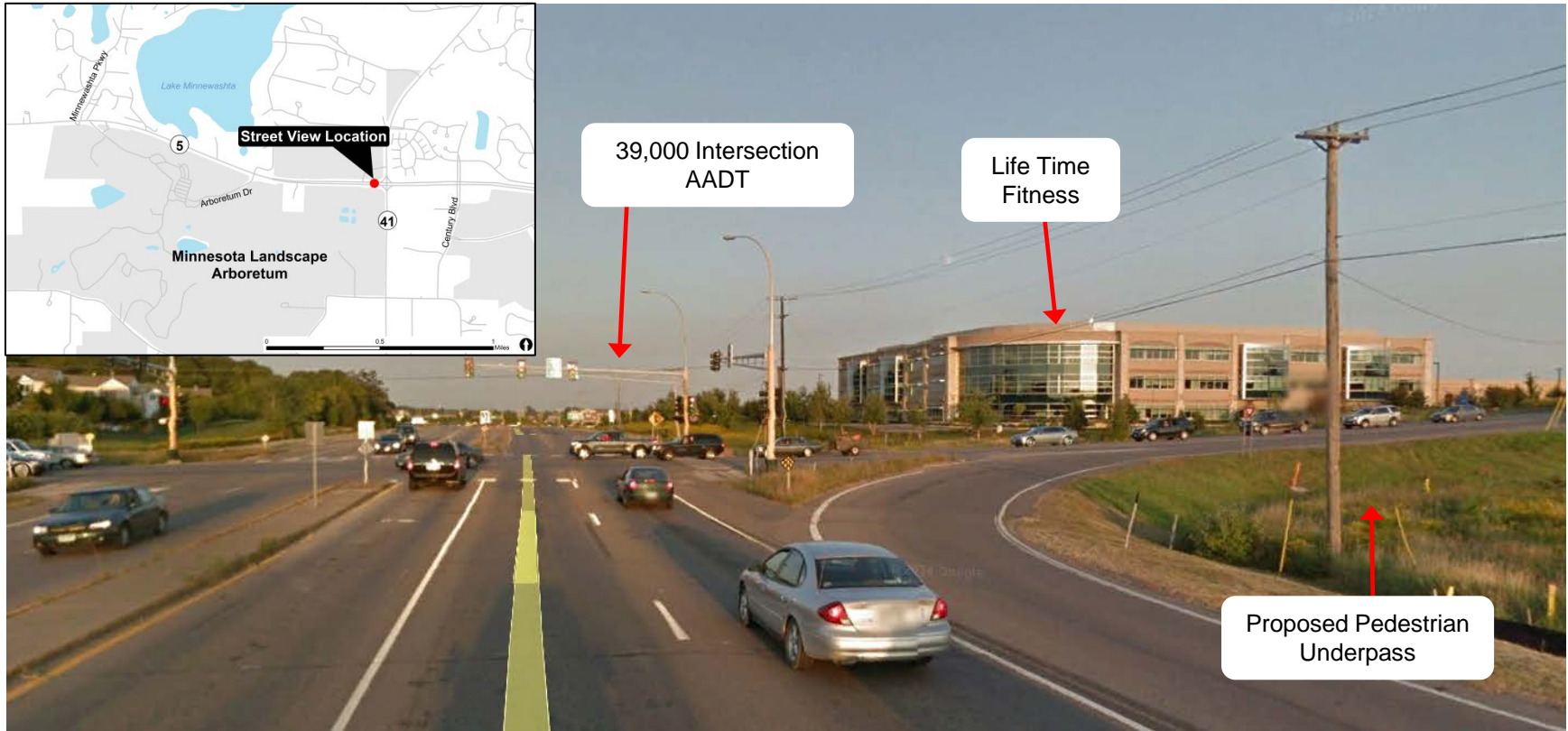
Source: Google Earth, 2011 Image

### Narrowing Road on TH 5: Looking West

TH 5 Trail from Minnewashta Pkwy to CR 117 (Galpin Blvd)  
Carver County

Figure 3





Source: Google Earth, 2011 Image

### Intersection of TH 5 and TH 41: Looking East

TH 5 Trail from Minnewashta Pkwy to CR 117 (Galpin Blvd)  
Carver County

Figure 4

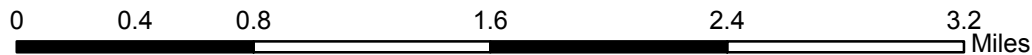
# RBTN Evaluation and Major Barriers

## Results

Project IN TIER 1 Bicycle Transport Corridor.



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



Created: 10/30/2014  
LandscapeRSA1



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

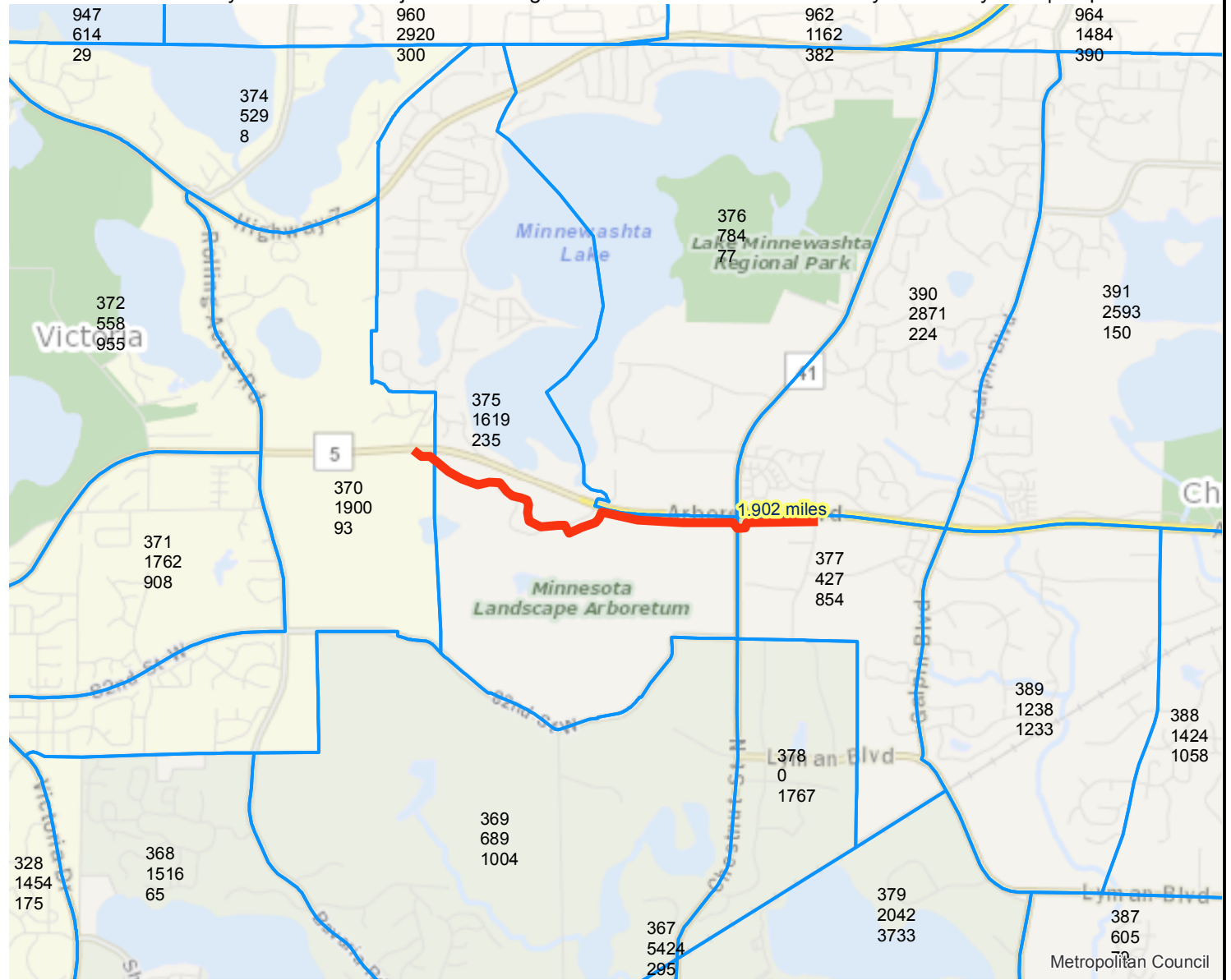


# Population Summary

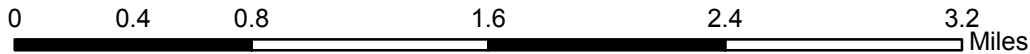
Multiuse Trails and Bicycle Facilities Project: TH 5 Regional Trail from Minnewashta Pkwy to Century Blvd | Map ID: 1414675566

## Results

Within ONE Mile of project:  
 Total Population: 14441  
 Total Employment: 7500



- Project
- 2010 TAZ



Created: 10/30/2014  
 LandscapeRSA4

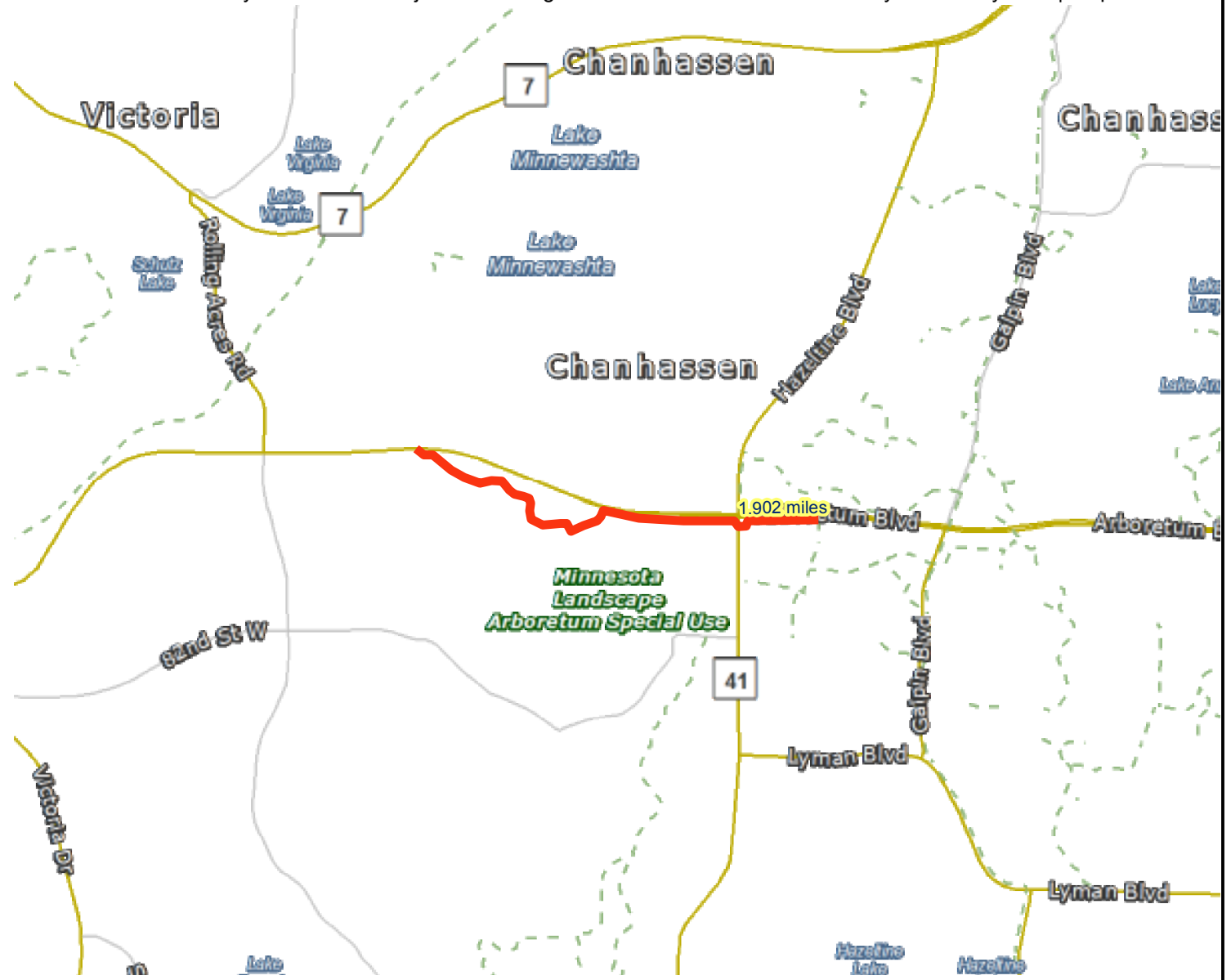


For complete disclaimer of accuracy, please visit  
<http://giswebsite.metc.state.mn.us/gissitenew/notice.aspx>

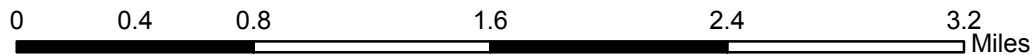


Results

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



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



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LandscapeRSA2



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Results

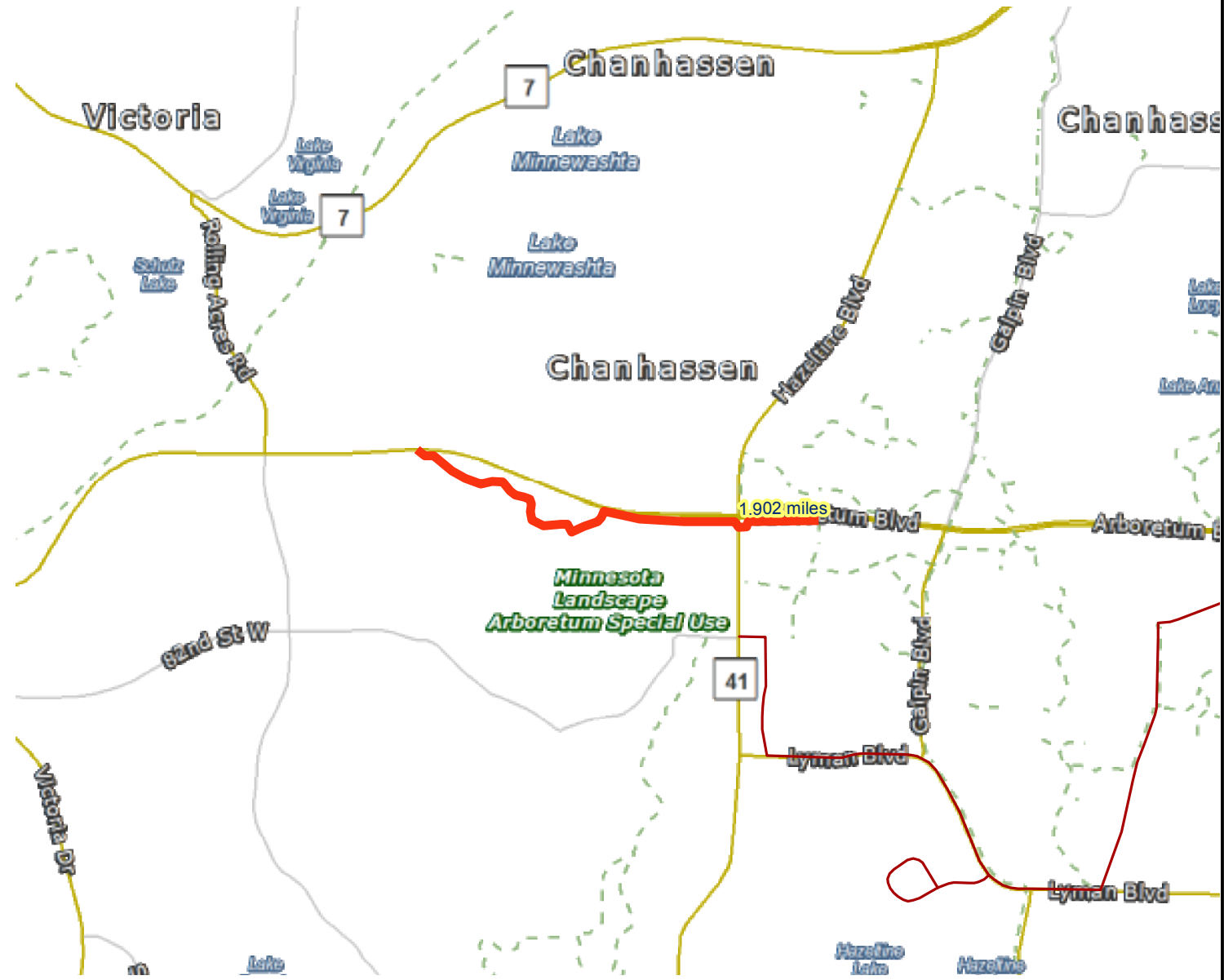
Transit with a Direct Connection to project:  
-- NONE --

Transit within QTR mile of project:  
-- NONE --

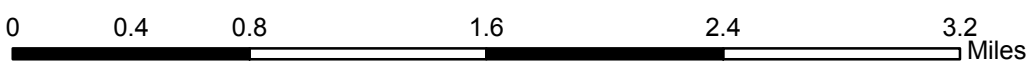
Transit within HALF mile of project:  
684

Transit within ONE mile of project:  
684

*\*indicates Planned Alignments*



**Project**  
**Transit Routes**



Created: 10/30/2014  
LandscapeRSA3



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

