



Application

01971 - 2014 Multiuse Trails and Bicycle Facilities

02215 - MN River Bluffs LRT Regional Trail Bridge

Regional Solicitation - Bicycle and Pedestrian Facilities

Status: Submitted
Submitted Date: 12/01/2014 9:27 AM

Primary Contact

Name:*	Paul	Robert	Oehme
	<small>Salutation</small>	<small>First Name</small>	<small>Middle Name</small> <small>Last Name</small>
Title:	City Engineer		
Department:	Engineering		
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Address:	7700 Market Blvd P.O.Box 147		
*	Chanhassen	Minnesota	55317
	<small>City</small>	<small>State/Province</small>	<small>Postal Code/Zip</small>
Phone:*	952-227-1169		
	<small>Phone</small>	<small>Ext.</small>	
Fax:			
What Grant Programs are you most interested in?	Regional Solicitation - Roadways Including Multimodal Elements		

Organization Information

Name: CHANHASSEN, CITY OF

Jurisdictional Agency (if different):

Organization Type:

City

Organization Website:

Address:

7700 MARKET BLVD

PO BOX 147

*

CHANHASSEN

Minnesota

55317

City

State/Province

Postal Code/Zip

County:

Carver

Phone:*

952-227-1100

Ext.

Fax:

PeopleSoft Vendor Number

0000020930A2

Project Information

Project Name

MN River Bluffs LRT Regional Trail Bridge

Primary County where the Project is Located

Carver

Jurisdictional Agency (If Different than the Applicant):

The City of Chanhassen is proposing to construct a multi-use trail bridge on the MN River Bluffs LRT Regional Trail (a Tier 1 Priority Trail) over Trunk Highway (TH) 101 as well as paving 0.6 miles of trail from TH 101 to Bluff Creek Drive (See Figure 1).

The construction of the proposed trail bridge will address numerous safety hazards. First, both trail approaches descend steeply as they approach TH 101. This is especially true on the western approach where trail users must come to a complete stop after navigating a 22 percent change in grade (See Figure 2).

Second, according to the MN Highway 101 from Scott County Line to Lyman Blvd (CSAH 18) Study Report, a corridor study recently completed in the project area, run off the road and loss of control type crashes are prevalent throughout the TH 101 corridor contributing to an overall crash and severity rates that are more than three times greater than those experienced on other rural two lane roadways in the metro area. While there have been no recorded bicycle/pedestrian crashes at this location, these types of crashes are notoriously under-reported. Furthermore, bicycle/vehicle crashes at this location will become more likely as more planned trails are constructed and connected to the MN River Bluffs Regional Trail thereby increasing the number of cyclists on the trail system. Constructing a trail bridge at this location will greatly decrease the likelihood of a collision between a cyclist and a runaway vehicle at this location.

Moreover, constructing a trail bridge in this location reflects future local and regional plans to expand Highway 101 to four lanes to address the safety

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

issues described above. As a key link across the Minnesota River to Highway 212, Highway 101 is expected to carry 19,500 vehicles per day by the year 2030 roughly three times the amount of traffic carried on the roadway today making the roadway almost impossible to cross for bicyclists/pedestrians. Clearly, constructing the proposed project addresses both urgent existing safety needs and dovetails well with future plans.

The proposed paved segment will build on Carver Countys planned investment in the trail (i.e. paving and nature overlook) that is fully funded and planned for construction in 2017. Both the newly paved segment and the trail bridge will greatly enhance the MN River Bluffs Regional Trail one of the most popular trails in the City of Chanhassen and the entire region.

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.

Connection to Local Planning

City of Chanhassen 2030 Comprehensive Plan, pages 6-14 and 6-15.

Project Funding

Are you applying for funds from another source(s) to implement this project? No

If yes, please identify the source(s)

Federal Amount \$1,807,200.00

Match Amount \$451,800.00

Minimum of 20% of project total

Project Total \$2,259,000.00

Match Percentage 20.0%

Minimum of 20%

Compute the match percentage by dividing the match amount by the project total

Source of Match Funds Local and regional state aid funds

Preferred Program Year

Select one: 2019

Project Information

County, City, or Lead Agency City of Chanhassen

Zip Code where Majority of Work is Being Performed 55379

(Approximate) Begin Construction Date 04/01/2019

(Approximate) End Construction Date 11/01/2020

LOCATION

From:
(Intersection or Address) TH 101 and MN River Bluffs Regional Trail

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

To:
(Intersection or Address) Bluff Creek Dr. and MN River Bluffs Regional Trail

Type of Work Bicycle and pedestrian bridge

*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? No

New Bridge/Culvert? Yes

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

Specific Roadway Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES

	Cost
Mobilization (approx. 5% of total cost)	\$96,000.00
Removals (approx. 5% of total cost)	\$17,500.00
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	\$38,000.00
Striping	\$0.00
Signing	\$4,800.00
Lighting	\$0.00
Turf - Erosion & Landscaping	\$191,000.00
Bridge	\$1,687,500.00
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	\$2,034,800.00

Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Path/Trail Construction	\$185,300.00
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	\$22,000.00
Other Bicycle and Pedestrian Elements	\$4,900.00
Totals	\$224,200.00

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	\$2,259,000.00
Construction Cost Total	\$2,259,000.00
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
MN River Bluffs Trail Req LetterSupport.pdf	MN River Bluffs Trail Required Letters of Support	437 KB
MNRiverBluffsTrailApplicationFigures.pdf	MN River Bluffs Trail Application maps, Concept drawing and other supporting figures	1.8 MB
MNRiverBluffsTrailSupplementalLetterof Support.pdf	MN River Bluffs Supplemental Letter of Support	591 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

Measure A: Cost Effectiveness

Existing Population Within One Mile (Integer Only)

Existing Employment Within One Mile (Integer Only)	2546
Completed by Metropolitan Council Staff	
Total Project Cost	\$2,259,000.00
Cost Effectiveness for Population	\$244.35
Cost Effectiveness for Employment	\$887.27
Upload Map	MN River Bluffs Trail Bridge PopEmploy.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 project will positively benefit children, persons with disabilities, and low-income residents living near the project in the following ways:

Concentration of children: 33% of residents in the projects census tract are children (ACS 2012). Comparatively, only 24% of residents living within the 7-county regional area are children. Improving dangerous trail crossings is especially important in areas with high concentrations of children, because compared to adults, children are less adept at judging the speed of oncoming vehicles and their smaller size makes them more likely to sustain fatal injuries if hit by a vehicle. The project will greatly decrease the chance of a child being hit by a car at this trail crossing.

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

Persons with disabilities: The existing steep grades on both sides of the trail crossing are difficult to safely navigate for people with mobility issues. Specifically, the proposed trail bridge will eliminate the 22 percent change in grade on the western trail approach (See Fig 2). Also, replacing the existing gravel trail surface with a paved surface will make the corridor more inviting and appealing to users of all ages/abilities.

Low income community: The trail improvements will safely connect the low-income community (40 rental housing units see Fig 1) located directly south of the project to other destinations on the local/regional bicycle network.

Upload Map

MN River Bluffs Trail Bridge SocioEcon.pdf

Measure B: Affordable Housing

City/Township

Segment Length (Miles)

Chanhassen

0.6

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
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

The proposed project closes a gap by paving a portion of the MN River Bluffs Trail (a Tier 1 Regional Trail), thereby improving bikeability in the corridor for users of all age/experience levels. The current unpaved trail surface is uneven and prone to developing ruts after large rainstorms. Paved surfaces are easier for less experienced cyclists and persons with mobility issues to navigate.

The project will cross a physical barrier by providing a trail bridge over TH 101, a roadway with a documented history of many vehicle crashes. The dangerous condition of the roadway coupled with the poorly designed crossing is a significant physical barrier to safe travel on the MN River Bluffs Regional Trail. The project will provide a safe, car-free crossing over this barrier.

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

Nearest Parallel Crossing: Flying Cloud Dr. (See Figure 1) - 0.2 miles from project

Bicycle facilities: None. Very narrow shoulders

ADT: 5,900 vehicles per day

Speed limit: 55pmh

Two lanes plus additional turn lanes

The proposed project will enhance continuity by improving the connection between the many existing trail connections in downtown Chaska and the planned bicycle connections that will run north/south along TH 101 (See Figure 1). The project is another step towards creating a complete network of paved trails connecting Chanhassen, Chaska and Shakopee to the rest of the region.

Measure B: Project Improvements

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

The proposed project will address safety problems identified directly at the existing trail crossing and along TH 101. A recent Three Rivers Park District trail crossing assessment flagged the dangerously designed trail crossing (e.g. 22% grade change at the crossing, poor sight lines, uncontrolled roadway approach) as one of the Districts crossings that is most in need of improvements. Additionally, a recent corridor study of TH 101 documented that run off the road and loss of control type crashes are prevalent throughout the project area contributing to overall crash rates that are more than three times greater than those experienced on other rural two lane roadways in the metro area (MN Highway 101 from Scott County Line to Lyman Blvd (CSAH 18) Study Report, 2007). The dangerous condition of the roadway coupled with the poorly designed crossing is a significant physical barrier to safe travel on the MN River Bluffs Regional Trail. Safety concerns will increase in the future as TH 101 is expanded to a four-lane facility with 19,500 AADT in 2030. The proposed project will eliminate these issues by redesigning the crossing as a car-free trail bridge. Studies supported by the Federal Highway Administration show that trail bridges are associated with a 90 percent reduction in fatal and injury pedestrian crashes (Gan, A., Shen, J., and Rodriguez, A., 2005).

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

Existing Pedestrian Connections: As shown in Figure 3, the MN River Bluffs Regional Trail directly connects the project to downtown Chaska a walkable, historic, mixed-use city center, as shown in the City of Chaskas 2030 Comprehensive plan). Downtown Chaskas historic character, restaurants and other amenities all attract many pedestrian trips.

Programmed/Planned Pedestrian Connections: A pair of trail segments (one programmed and one planned) will provide a direct paved connection to downtown Shakopee and the MN Valley State Trail (see Figure 3). Downtown Shakopee is also a walkable, historic, mixed-use city center, as shown in the Citys 2030 Comprehensive Plan). The two segments are described below.

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

Trail from Highway 101 Trail to MN River Bluffs Trail: The City of Chanhassen has plans for a trail connection just south of the MN River Bluffs Regional Trail to the Highway 101 County Bridge (see Segment 1 on Figure 1) The City of Chanhassen is currently working on environmental review and documentation along with preliminary design. The city plans to build the connection by Spring 2019.

Trail over Highway 101 Bridge: This trail segment provides a car-free route over the new TH 101 bridge This segment is fully funded and planned for construction in 2015 as part of the 101/61 Southwest Reconnection Project (see Segment 2 on Figure 1).

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

The project will greatly improve the travel experience, safety, and security for pedestrians using the MN River Bluffs Regional Trail. The existing pedestrian facilities in the project area are not suitable for users of all ages and abilities. The existing unpaved trail surface and the steep grades at the intersection of the trail and TH 101 are difficult to navigate for people with mobility issues. Also, the poor sight lines at the crossing make it difficult for drivers to see pedestrians crossing TH 101. The proposed project will address these deficient pedestrian facilities by paving the trail to Bluff Creek Rd and by providing a trail bridge across TH 101. With the trail in place, users will have a smooth, ADA compliant, car-free crossing over TH 101, thereby safely integrating bicyclists/pedestrians, and vehicles in the project corridor.

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 only support dial-a-ride and peak period express/commuter service). However, the proposed project will connect users to the Southwest Village Park and Ride (located at TH 101/TH 212) via the planned trails along TH 101 (see Fig 3)

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

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

100%

Layout or Preliminary Plan started

Yes

50%

Layout or Preliminary Plan has not been started

0%

Anticipated date or date of completion

08/01/2015

3) Environmental Documentation (10 Percent of Points)

EIS

EA

Yes

PM

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

Yes

50%

Document not started

0%

Anticipated date or date of completion/approval

09/01/2015

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/listing on the National Register of Historic Places located in the project area, and project is not located on an identified historic bridge

Yes

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

0%

Anticipated date or date of completion of historic/archeological review: 08/01/2015

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 Yes

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

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 Yes

50%

Construction plans have not been started Yes

0%

Anticipated date or date of completion 09/01/2015

9)Letting

Anticipated Letting Date 04/01/2019



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

November 7, 2014

Mr. Paul Oehme, P.E.
Director of Public Works/ City Engineer
City of Chanhassen
7700 Market Boulevard
P.O. Box 147
Chanhassen, MN 55317

Re: Support for Minnesota Rivers Bluff LRT Trail Improvements: Highway 101
Improvements from Pioneer Trail to Flying Cloud Drive

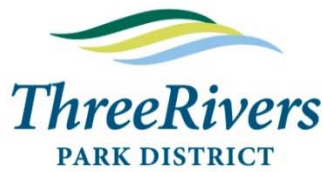
Dear Mr. Oehme:

Thank you for contacting the Hennepin County Regional Railroad Authority (HCRRA) concerning the City of Chanhassen's proposal to make improvements to the Minnesota River Bluffs LRT regional trail. It is our understanding that the proposed improvements include construction of a pedestrian bridge over Highway 101 and paving the Minnesota River Bluff LRT regional trail from Highway 101 to Bluff Creek Drive. These trail improvements would be part of a larger project to make improvements to Highway 101 from Pioneer Trail to Flying Cloud Drive. As you are aware, the LRT trail approach to Highway 101 is at a 22% grade. The pedestrian crossing at Highway 101 is dangerous and does not meet current design standards.

HCRRA supports the proposed project for federal funding, but support of this project does not constitute financial commitment to share in the cost of the project, nor does it represent final approval. Written permission for the proposed improvements shall be issued after HCRRA and Three Rivers Park District, who owns and operates the Minnesota River Bluffs LRT regional trail, have reviewed and approved the construction plans.

Sincerely,

Jessica Galatz
Principal Planning Analyst
Hennepin County Regional Railroad Authority



Three Rivers
Park District
Board of
Commissioners

November 21, 2014

Penny Steele
District 1

Mr. Paul Oehme, P.E.
Director of Public Works/City Engineer
City of Chanhassen
7700 Market Blvd
Chanhassen, MN 55317

Jennifer DeJournett
District 2

SUBJECT: MN River Bluffs Crossing at State Highway 101, Chanhassen, MN
PW067F4

Dear Mr. Oehme:

Daniel Freeman,
Vice Chair
District 3

Three Rivers Park District supports the City of Chanhassen's application for federal funds to construct a grade-separated regional trail crossing of the Minnesota River Bluffs LRT Regional Trail at State Highway 101.

John Gunyou,
Chair
District 4

The Minnesota River Bluffs LRT Regional Trail serves an important non-motorized transportation role. The 13-mile trail connects the Cities of Chaska, Chanhassen, Eden Prairie, Minnetonka and Hopkins, and will ultimately connect directly to the Southwest LRT station at Shady Oak Road. The trail is heavily used, with nearly 300,000 trail visits each year. Creation of a grade-separated crossing at Hwy 101 will remove a significant safety barrier and gap to commuter use of the trail.

John Gibbs
District 5

If you should have any questions, feel free to contact me at 763-694-7632.

Sincerely,

Larry Blackstad
Appointed
At Large

A handwritten signature in blue ink that reads "Jonathan C. Vlaming".

Jonathan Vlaming
Associate Superintendent
Planning, Design and Technology

Steve Antolak
Appointed
At Large

JCV/jjs

Boe Carlson
Superintendent



Carver County Public Works

11360 Highway 212
Suite 1
Cologne, MN 55322-8016
Phone (952) 466-5200 Fax (952) 466-5223

Administration
Operations
Program Delivery
Parks

October 29, 2014

Mr. Paul Oehme, P.E.
Public Works Director/City Engineer
P.O. Box 147
7700 Market Blvd.
Chanhassen, MN 55317

SUBJECT: Regional Solicitation Multiuse Trails and Bicycle Facilities for the Minnesota River Bluffs LRT
Regional Trail Bridge

Dear Mr. Oehme:

Thank you for making contact regarding support of the City's application for multiuse trails and bicycle facilities. We understand that a successful application will provide a paved trail from Bluff Creek Drive to TH 101 on the MN River Bluffs LRT Regional Trail. Additionally, it is proposed that a pedestrian/ bicycle bridge would be constructed at TH 101.

On behalf of Carver County, this letter will serve as the County's support of the City of Chanhassen's application for the project. We appreciate the City's willingness to apply for this grant, and hope that you will be successful in this grant application process.

Sincerely,

Lyndon Robjent
County Engineer



BOARD OF COUNTY COMMISSIONERS CARVER COUNTY, MINNESOTA

Date: November 18, 2014 Resolution No.: 62-14

Motion by Commissioner: Ische Seconded by Commissioner: Workman

A Resolution of Support for Regional Solicitation Multiuse Trails and Bicycle Facilities for the Minnesota River Bluffs LRT Regional Trail Bridge

WHEREAS, Carver County has a Comprehensive Plan which includes the Parks, Open Space and Trails Plan; and

WHEREAS, the County's Parks Open Space and Trails Plan identifies the Minnesota River Bluffs Regional Trail; in the City of Chanhassen; and

WHEREAS, the Metropolitan Council's 2030 Regional Parks Policy Plan also identifies this same trail as the Minnesota River Bluffs LRT Regional Trail; and

WHEREAS, the City of Chanhassen is making application for a Multiuse Trail and Bicycle Facility on the Minnesota River Bluffs LRT Regional Trail; and

NOW, THEREFORE BE IT RESOLVED that the Carver County Board of Commissioners supports an application for a Multiuse Trail on the Minnesota River Bluffs LRT from Bluff Creek Drive to TH101, and including a pedestrian/bicycle bridge at TH101.

YES	ABSENT	NO
<u>Degler</u>	_____	_____
<u>Ische</u>	_____	_____
<u>Lynch</u>	_____	_____
<u>Maluchnik</u>	_____	_____
<u>Workman</u>	_____	_____

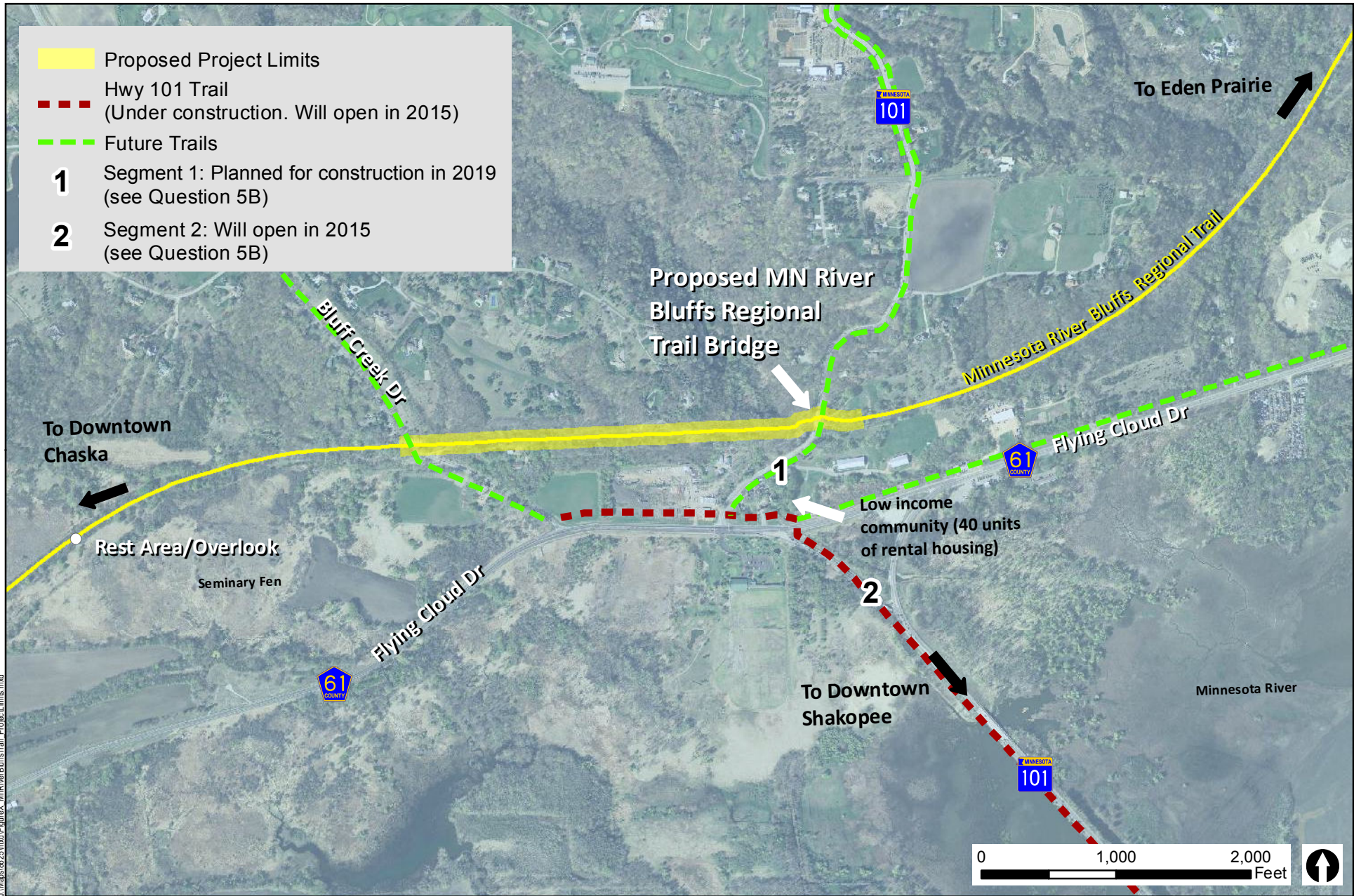
STATE OF MINNESOTA COUNTY OF CARVER

I, Dave Hemze, duly appointed and qualified County Administrator of the County of Carver, State of Minnesota, do hereby certify that I have compared the foregoing copy of this resolution with the original minutes of the proceedings of the Board of County Commissioners, Carver County, Minnesota, at its session held on the 18th day of November, 2014, now on file in the Administration office, and have found the same to be a true and correct copy thereof.

Dated this 18th day of November, 2014.

DocuSigned by:
David Hemze

County Administrator



Project Limits

Minnesota River Bluffs Regional Trail - Trail Paving & Trail Bridge
 Chanhassen Regional Solicitation Multi-Use Trail Application

Figure 1

Western Trail Approach



Looking west up at the western trail approach. The design of this approach forces trail users to navigate a 22 percent change in grade and then come to a complete stop at the roadway.



Looking east across Trunk Highway 101 from the western trail approach

Eastern Trail Approach

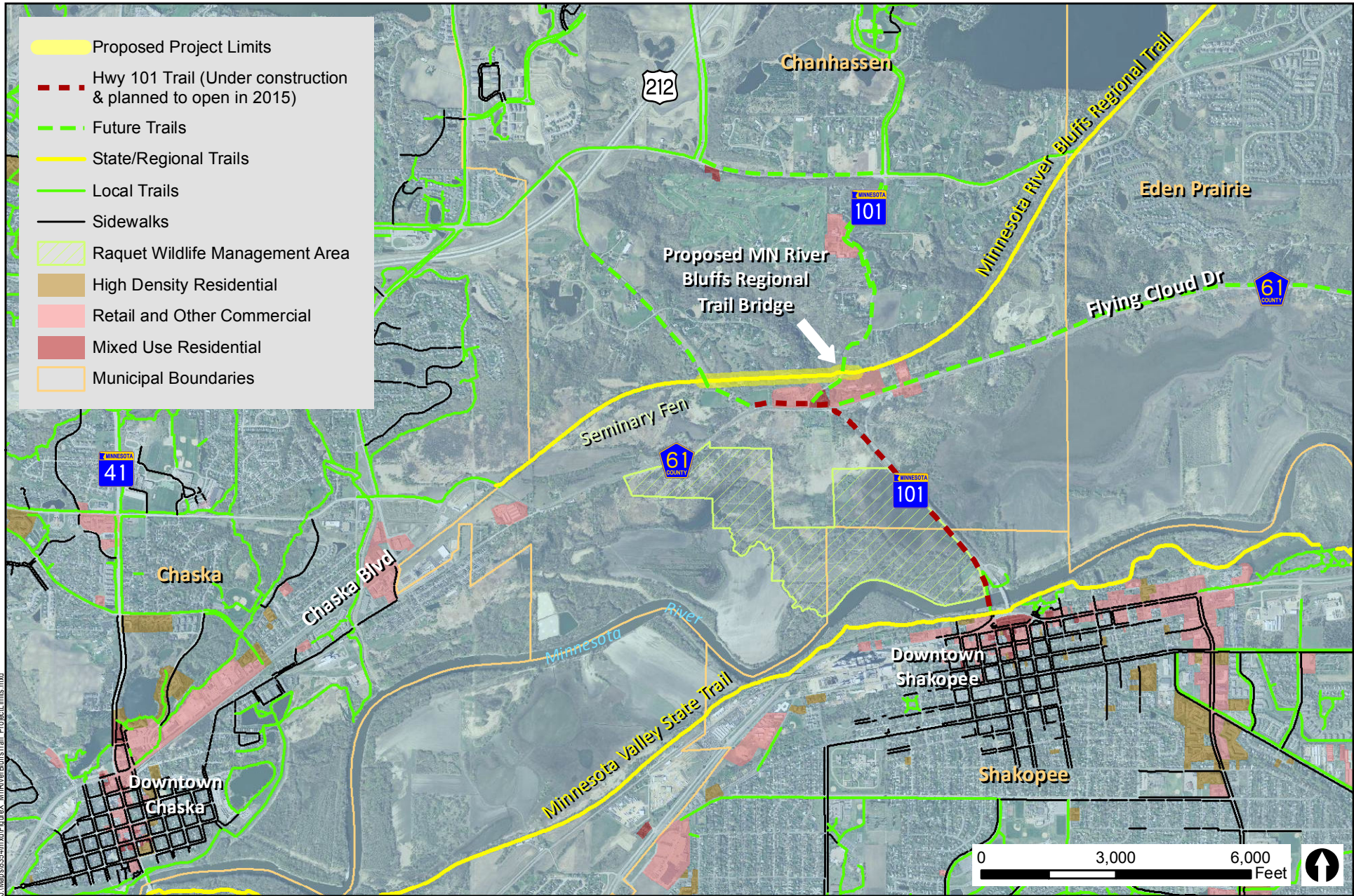


Looking up at the eastern trail approach. While not as steep as the western trail approach, trail users still have to navigate a steep descent and then come to a complete stop at the roadway.

MN River Bluffs LRT Regional Trail

Chanhassen Regional Solicitation Multi-Use Trail Application

Existing Trail Crossing at
Trunk Highway 101
Figure 2



Existing and Planned Bicycle and Pedestrian Connections in the Project Area

Minnesota River Bluffs Regional Trail - Trail Paving & Trail Bridge
 Chanhassen Regional Solicitation Multi-Use Trail Application

Figure 3



MN River Bluffs LRT Regional Trail
 Chanhassen Regional Solicitation Multi-Use Trail Application

Typical Trail Cross-Section
 Figure 4

**CITY OF CHANHASSEN
CARVER AND HENNEPIN COUNTIES, MINNESOTA**

DATE: October 27, 2014 RESOLUTION NO: 2014-66

MOTION BY: Laufenburger SECONDED BY: Ernst

**RESOLUTION IN SUPPORT OF FEDERAL FUNDING FOR
PEDESTRIAN TRAIL IMPROVEMENTS AT TH 101 FROM
FLYING CLOUD DRIVE TO PIONEER TRAIL
PROJECT NO. 14-08**

WHEREAS, a corridor scoping study was completed in 2007 and identified safety and mobility needs for TH 101 from Flying Cloud Drive to Pioneer Trail; and

WHEREAS, the City of Chanhassen, Carver County and MnDOT are currently working on environmental documentation and preliminary design for TH 101 from Flying Cloud Drive to Pioneer Trail; and

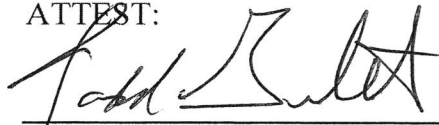
WHEREAS, it is determined a grade separated crossing of the Three Rivers Park District, Minnesota River Bluffs LRT Regional Trail at TH 101 is needed; and

WHEREAS, paving the Minnesota River Bluffs LRT Regional Trail from Bluff Creek Drive to TH 101 is recommended.

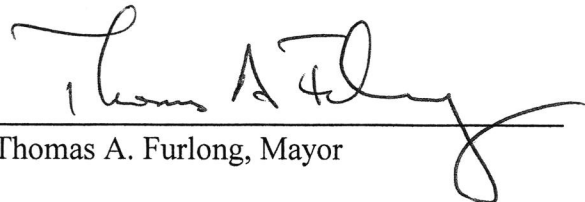
NOW, THEREFORE, BE IT RESOLVED, that the City Council is in support of federal funding application for the pedestrian trail improvements to the Three Rivers Park District, Minnesota River Bluffs LRT Regional Trail in conjunction with TH 101 improvements (Flying Cloud Drive to Pioneer Trail).

Passed and adopted by the Chanhassen City Council this 27th day of October, 2014.

ATTEST:



Todd Gerhardt, City Manager



Thomas A. Furlong, Mayor

YES
Furlong
Ernst
Laufenburger
McDonald
Tjornhom

NO
None

ABSENT
None



Minnesota Department of Transportation

Metro District
1500 West County Road B-2
Roseville, MN 5511

November 25, 2014

Paul Oehme
Public Works Director/City Engineer
7700 Market Blvd.
Chanhassen, MN 55317

RE: Regional Solicitation Application for improvements on TH 101 from Pioneer Trail to Flying Cloud Drive

Dear Mr. Oehme:

Thank you for requesting a letter of support from MnDOT for the Metropolitan Council's 2014 Regional Solicitation. Your application for improvements on TH 101 from Pioneer Trail to Flying Cloud Drive impacts MnDOT right of way on Highway 101.

MnDOT, as the agency with jurisdiction over Highway 101, supports the application for improvements on TH 101 from Pioneer Trail to Flying Cloud Drive. Details of a future maintenance agreement with the county will be determined during project development to define how the project will be maintained for the project's useful life.

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 Solberg, MnDOT Metro District - South Area Manager

An Equal Opportunity Employer

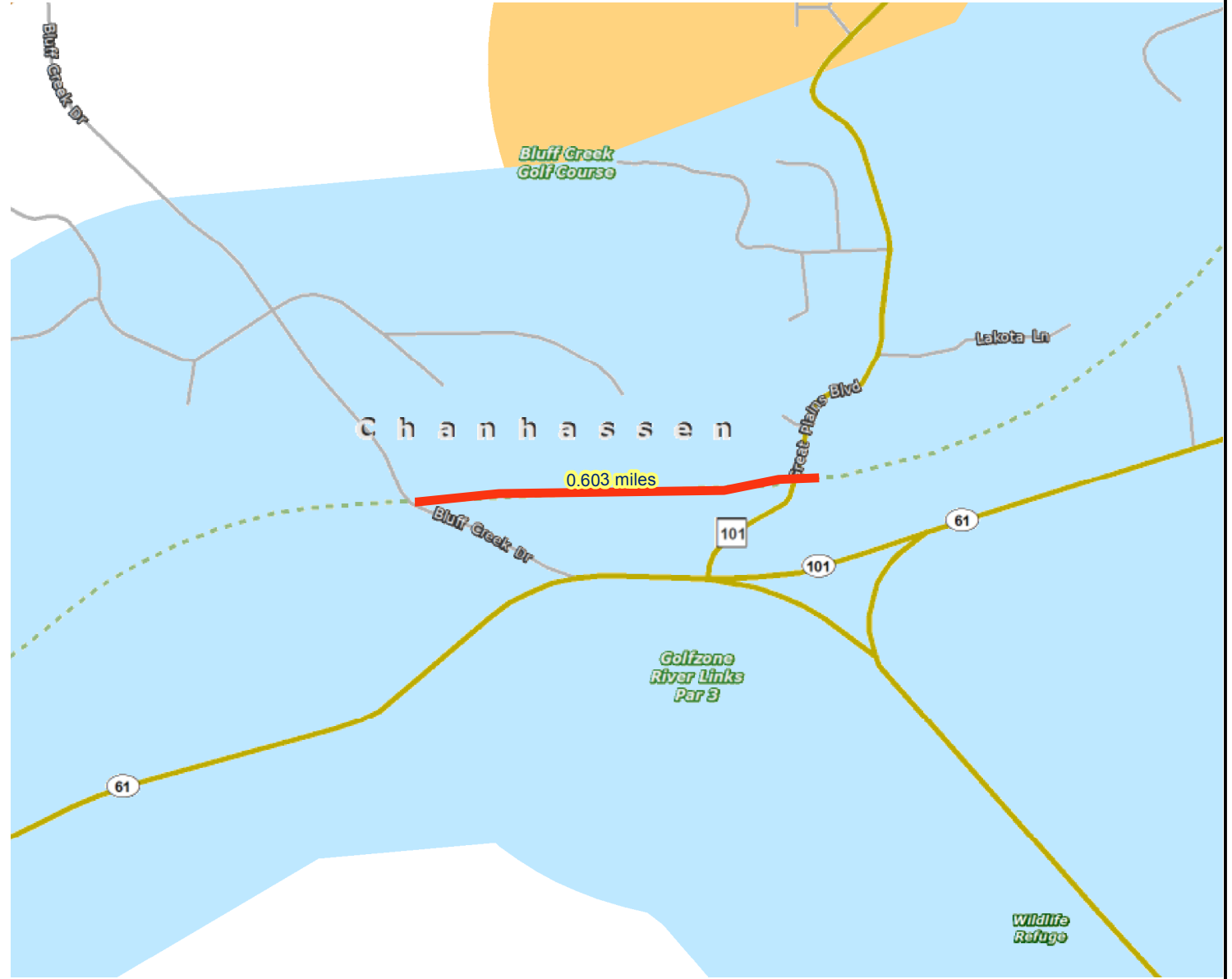




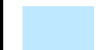


RBTN Evaluation and Major Barriers

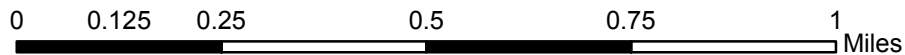
Multiuse Trails and Bicycle Facilities Project: MN River Bluffs Trail and Trail Bridge | Map ID: 1414694984863

Results

Project IN TIER 1 Bicycle Transport Corridor.



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



Created: 10/30/2014
LandscapeRSA1



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

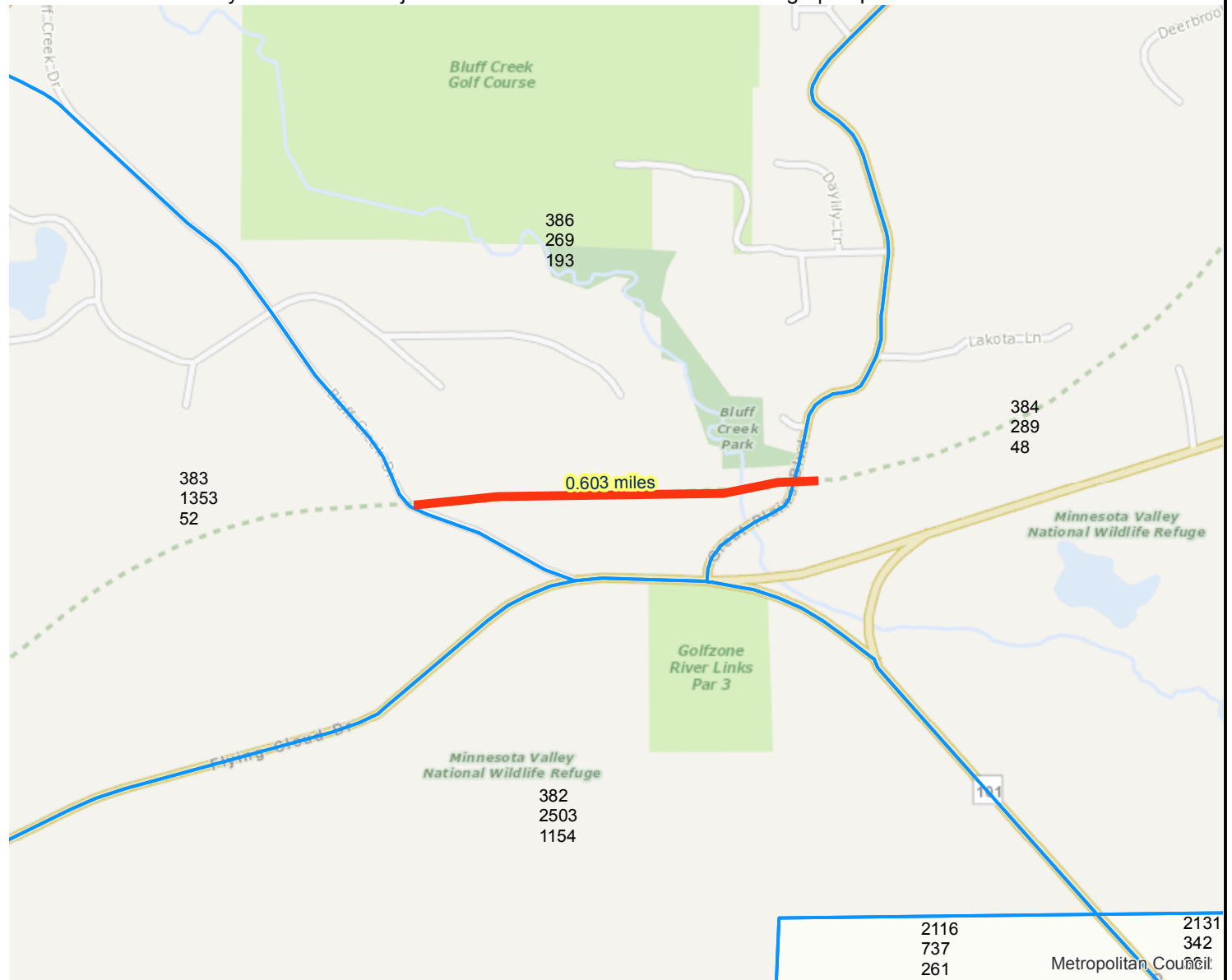


Population Summary

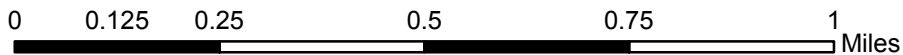
Multiuse Trails and Bicycle Facilities Project: MN River Bluffs Trail and Trail Bridge | Map ID: 1414694984863

Results

Within ONE Mile of project:
 Total Population: 9245
 Total Employment: 2546



 Project
 2010 TAZ



Created: 10/30/2014
 LandscapeRSA4

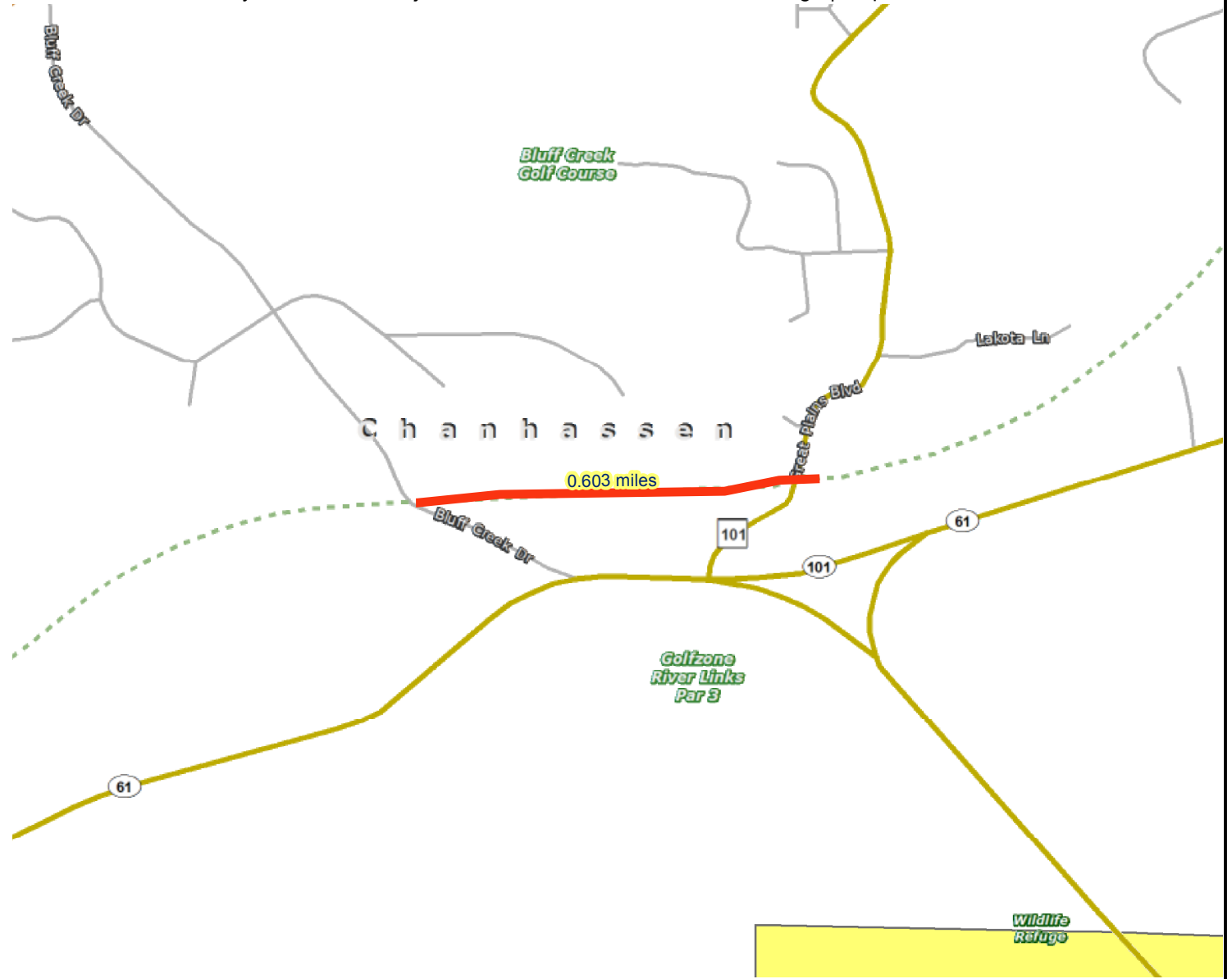


For complete disclaimer of accuracy, please visit
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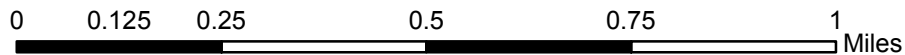


Results

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



Created: 10/30/2014
LandscapeRSA2



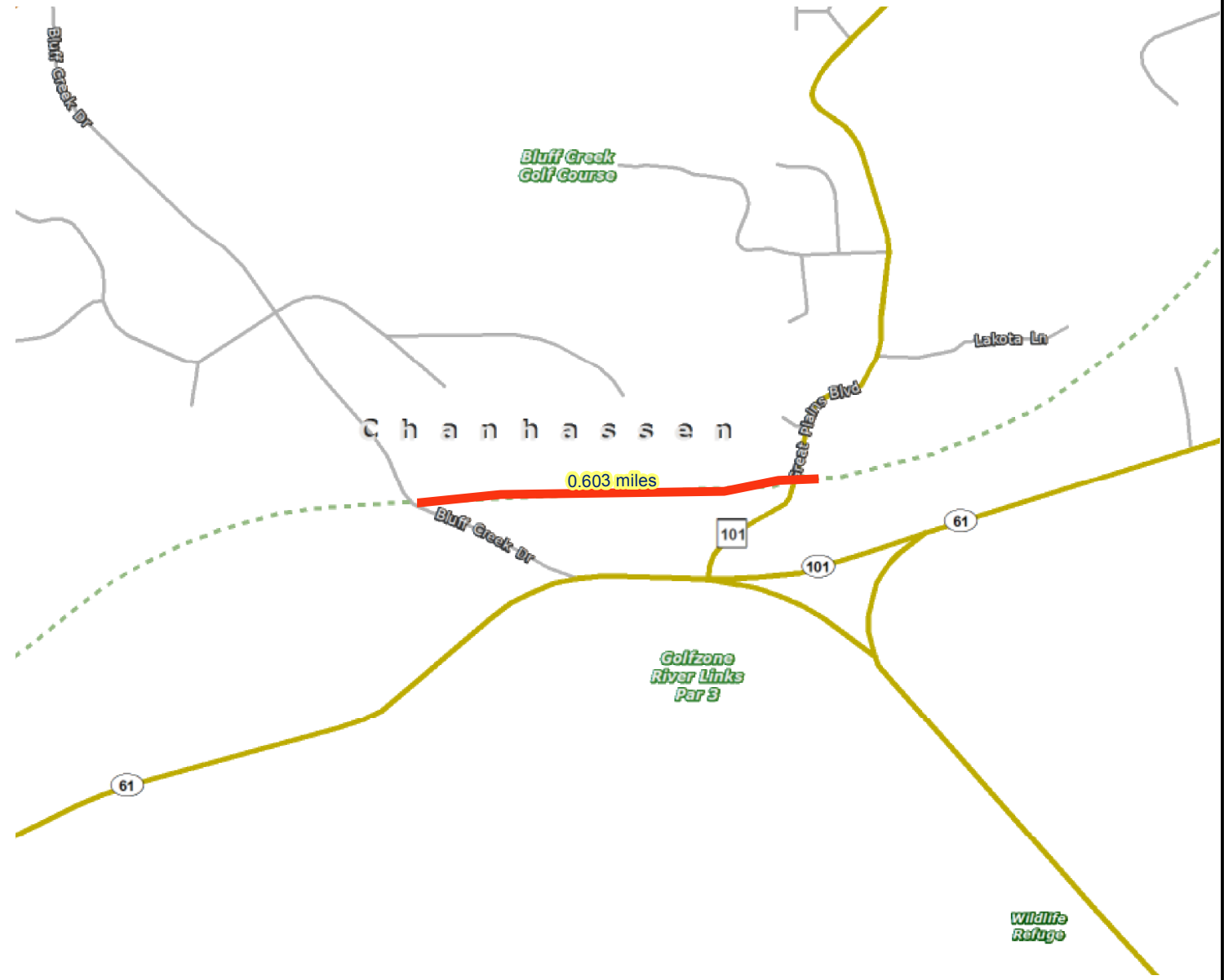
For complete disclaimer of accuracy, please visit
<http://giswebsite.metc.state.mn.us/gissitenew/notice.aspx>



Results

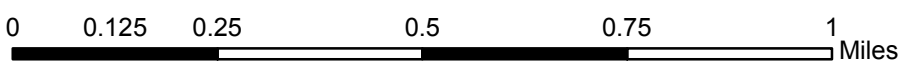
- Transit with a Direct Connection to project:
-- NONE --
- Transit within QTR mile of project:
-- NONE --
- Transit within HALF mile of project:
-- NONE --
- Transit within ONE mile of project:
687 690 691 694 695 697 698 699

*indicates Planned Alignments



 Project

 Active Stop



Created: 10/30/2014
LandscapeRSA3



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

