



Application

04786 - 2016 Multiuse Trails and Bicycle Facilities

05088 - Lake Waconia Regional Trail

Regional Solicitation - Bicycle and Pedestrian Facilities

Status: Submitted
Submitted Date: 07/15/2016 12:17 PM

Primary Contact

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Salutation First Name Middle Name Last Name

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Department: Parks

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Address: 11360 Hwy 212

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

Phone:* 952-466-5252
Phone Ext.

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What Grant Programs are you most interested in? Parks Capital Improvement Program Grants

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 Lake Waconia Regional Trail
Primary County where the Project is Located Carver
Jurisdictional Agency (If Different than the Applicant):

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

The proposed project, Lake Waconia Regional Trail, is a Tier 1 regional priority bicycle transportation corridor with a defined alignment in Carver County. The trail will connect downtown Waconia to the Lake Waconia Regional Park, Island View Golf Course, and all destinations to the east of the city. The project will construct 1.32 miles of multi-use, paved trail through Lake Waconia Regional Park from Old Beach Lane to the Island View Golf Course, taking advantage of an existing half-mile of graded land on the west side of County Road 92. This area was prepared specifically for this portion of Lake Waconia Regional Trail. Also, at the intersection of the trail and County Road 92 the project will construct a bicycle/pedestrian refuge, by creating a two-stage crossing and installing a rectangular rapid flash beacon (RRFB) with additional signs to ensure trail users can safely cross this high-speed roadway barrier. Lastly, the project also includes the installation of bicycle parking and rest stop amenities (two benches and a trash receptacle) where the trail connects to Lake Waconia Regional Park.

The construction of this project works toward completing the long-term vision for the trail network in the City of Waconia and Carver County as well as supports the areas active living goals. Current transportation facilities in this area do not encourage diverse transportation since the roads were only designed for vehicles. The Lake Waconia Regional Trail will offer a safe, pleasant way for people of all capabilities to actively travel between multiple popular attractions in the area in a car-free setting. Furthermore, the proposed project enhances safety for these users by pairing median crossing island with an RRFB at the intersection of the trail and County Road 92. Federal Highway Administration research shows that installing RRFBs can increase yielding compliance (i.e. cars yielding to crosswalk users) by as much as 62%.

This crossing design will encourage the 117,000 annual park visitors to access the park on foot or by bicycle.

With all the benefits of this project considered together, the construction of this project will clearly benefit the well-being and health of Carver County and the region as a whole. This is especially important, because, according to Metropolitan Council population forecasts, both the City of Waconia and Carver County are expected to grow substantially in the coming years. Putting this infrastructure in place in the near-term will support active living in the long-term.

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

TIP Description Guidance (will be used in TIP if the project is selected for funding)

Lake Waconia Regional Trail (Carver County)

Project Length (Miles)

1.32

Project Funding

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

Yes

If yes, please identify the source(s)

Metropolitan Council, Parks and Trails Funds

Federal Amount

\$754,960.00

Match Amount

\$188,740.00

Minimum of 20% of project total

Project Total

\$943,700.00

Match Percentage

20.0%

Minimum of 20%

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

Source of Match Funds

Metropolitan Council, Parks and Trails Funds

A minimum of 20% of the total project cost must come from non-federal sources; additional match funds over the 20% minimum can come from other federal sources

Preferred Program Year

Select one:

2020

For TDM projects, select 2018 or 2019. For Roadway, Transit, or Trail/Pedestrian projects, select 2020 or 2021.

Additional Program Years:

Select all years that are feasible if funding in an earlier year becomes available.

Project Information

County, City, or Lead Agency Carver County
Zip Code where Majority of Work is Being Performed 55387
(Approximate) Begin Construction Date 05/15/2020
(Approximate) End Construction Date 06/15/2021
Name of Trail/Ped Facility: Lake Waconia Regional Trail

(i.e., CEDAR LAKE TRAIL)

TERMINI:(Termini listed must be within 0.3 miles of any work)

From:
(Intersection or Address) The West Park Property Boundary Line

To:
(Intersection or Address) County Road 92 (at Island View Golf Course)

*DO NOT INCLUDE LEGAL DESCRIPTION; INCLUDE NAME OF ROADWAY
IF MAJORITY OF FACILITY RUNS ADJACENT TO A SINGLE CORRIDOR*

Or At:

Primary Types of Work

Paved regional multi-use trail with trail crossing enhancements.

*Examples: GRADE, AGG BASE, BIT BASE, BIT SURF,
SIDEWALK, SIGNALS, LIGHTING, GUARDRAIL, BIKE PATH,
PED RAMPS, BRIDGE, PARK AND RIDE, ETC.*

BRIDGE/CULVERT PROJECTS (IF APPLICABLE)

Old Bridge/Culvert No.:

New Bridge/Culvert No.:

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

Specific Roadway Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES

	Cost
Mobilization (approx. 5% of total cost)	\$34,000.00
Removals (approx. 5% of total cost)	\$4,000.00
Roadway (grading, borrow, etc.)	\$0.00
Roadway (aggregates and paving)	\$0.00
Subgrade Correction (muck)	\$0.00
Storm Sewer	\$0.00
Ponds	\$0.00
Concrete Items (curb & gutter, sidewalks, median barriers)	\$12,000.00

Traffic Control	\$14,000.00
Striping	\$3,500.00
Signing	\$27,500.00
Lighting	\$0.00
Turf - Erosion & Landscaping	\$69,000.00
Bridge	\$0.00
Retaining Walls	\$0.00
Noise Wall (do not include in cost effectiveness measure)	\$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	\$164,000.00

Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Path/Trail Construction	\$476,500.00
Sidewalk Construction	\$0.00
On-Street Bicycle Facility Construction	\$0.00
Right-of-Way	\$0.00
Pedestrian Curb Ramps (ADA)	\$50,000.00
Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	\$85,000.00
Pedestrian-scale Lighting	\$0.00
Streetscaping	\$0.00
Wayfinding	\$0.00
Bicycle and Pedestrian Contingencies	\$138,000.00
Other Bicycle and Pedestrian Elements	\$30,200.00
Totals	\$779,700.00

Specific Transit and TDM Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
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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
Contingencies	\$0.00
Right-of-Way	\$0.00
Other Transit and TDM Elements	\$0.00
Totals	\$0.00

Transit Operating Costs

Number of Platform hours	0
Cost Per Platform hour (full loaded Cost)	\$0.00
Subtotal	\$0.00
Other Costs - Administration, Overhead,etc.	\$0.00

Totals

Total Cost	\$943,700.00
Construction Cost Total	\$943,700.00
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 2040 Transportation Policy Plan, the 2040 Regional Parks Policy Plan (2015), and the 2040 Water Resources Policy Plan (2015).

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

2. The project must be consistent with the 2040 Transportation Policy Plan. Reference the 2040 Transportation Plan objectives and strategies that relate to the project.

Regional Bicycle System Study

(Page 7.6)

Defining Critical Bicycle Transportation Links

(Page 7.15)

Local Planning for the Regional Bicycle
Transportation Network Corridors and Alignments

(Page 7.17)

List the goals, objectives, strategies, and associated pages:

Tier 1, Priority Regional Bicycle Transportation
Corridors and Alignments

(Page 7.22)

Critical Bicycle Transportation Links

(Page 7.23)

Other Key Investment Prioritization Factors for
Pedestrian and Bicycle Projects: Multimodal
Projects (Page 7.24)

(Limit 2500 characters; approximately 750 words)

3. The project or the transportation problem/need that the project addresses must be in a local planning or programming document. 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 the Minnesota Department of Transportation 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.

Carver County 2030 Comprehensive Plan (2010):

Page 6.40 and 6.41

Twin Cities Regional Bicycle System Study (2014):

Page 26 (Figure 12)

Metropolitan Council 2040 Regional Parks Policy

Plan (2015), Page 45 (Figure 7)

List the applicable documents and pages:

(Limit 2500 characters; approximately 750 words)

4. The project must exclude costs for studies, preliminary engineering, design, or construction engineering. Right-of-way costs are only eligible as part of bicycle/pedestrian projects, transit stations/stops, transit terminals, park-and-ride facilities, or pool-and-ride lots. Noise barriers, drainage projects, fences, landscaping, etc., are not eligible for funding as a standalone project, but can be included as part of the larger submitted project, which is otherwise eligible.

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

5. 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

6. 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

7. 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. Funding amounts by application category are listed below.

Multiuse Trails and Bicycle Facilities: \$250,000 to \$5,500,000

Pedestrian Facilities (Sidewalks, Streetscaping, and ADA): \$250,000 to \$1,000,000

Safe Routes to School: \$150,000 to \$1,000,000

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

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

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

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

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

10. 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

11. 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

12. 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

13. The project applicant must send written notification regarding the proposed project to all affected state and local 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

Multiuse Trails on Active Railroad Right-of-Way:

2. All multiuse trail projects that are located within right-of-way occupied by an active railroad must attach an agreement with the railroad that this right-of-way will be used for trail purposes.

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

Safe Routes to School projects only:

3. 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.

4. All schools benefitting from the SRTS program must conduct after-implementation surveys. These include the student travel 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 applicant understands this requirement and will submit data to the National Center for SRTS within one year of project completion.

Requirements - Bicycle and Pedestrian Facilities Projects

Measure A: Project Location Relative to the RBTN

Select one:

Tier 1, Priority RBTN Corridor

Tier 1, RBTN Alignment Yes

Tier 2, RBTN Corridor

Tier 2, RBTN Alignment

Direct connection to an RBTN Tier 1 corridor or alignment

Direct connection to an RBTN Tier 2 corridor or alignment

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, city or regional parks implementing agency plan.

Upload Map

1467741427386_LakeWaconiaRegionalTrail_RBTNOrientation.pdf

Measure A: Population Summary

Existing Population Within One Mile (Integer Only) 4987

Existing Employment Within One Mile (Integer Only) 3932

Upload the "Population Summary" map

1467741489065_LakeWaconiaRegionalTrail_Population&Employment.pdf

Measure A: Project Location and Impact to Disadvantaged Populations

Select one:

Project located in Area of Concentrated Poverty with 50% or more of residents are people of color (ACP50):

Project located in Area of Concentrated 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 Lake Waconia Regional Trail project will offer significant benefits to the large concentration of children living near the project as well as people with disabilities. As shown by the averages below, the City of Waconia has a higher proportion of children (newborn to 17 years of age) than the seven-county metro area, the state, and the nation. This finding emphasizes that infrastructure investments which enhance the safety and overall quality of life for children in this region will be comparatively advantageous. Due to children's small size, limited ability to judge speeds, and lack of experience with traffic rules, they are at greater risk of injury/death from crashes. By pursuing the new trail and trail crossing at County Road 92, the project will make area considerably safer and easier for this younger cohort of residents to travel by foot or bicycle to places of need or interest, such as Lake Waconia Regional Park and Island View Golf Course.

Response (Limit 2,800 characters; approximately 400 words)

Average Percent of Population Considered as Children (2014 ACS)

Waconia: 30 percent

Carver County: 28 percent

Seven-County Metro-Area: 24 percent

State of Minnesota: 24 percent

Nation: 23 percent

In addition to the project's contributions to safety and enhancement of quality of life for children in the region, the project will improve access from the historic downtown of Waconia to the Lake Waconia Regional Park for people with disabilities. Currently,

people traveling by wheelchair between the two locations are inadvertently constrained to travel via a roadway. With the proposed improvements in place, people traveling by wheelchair will be afforded the opportunity to easily travel between the two locations by other means than solely vehicular. In addition, the project is a step forward towards making the community and region more inclusionary in regards to access. Since the City of Waconia's population is expected to grow substantially in the future (MetroStats), it is reasonable to accept the number of children, people with disabilities, and other disadvantaged residents will increase throughout the area and region. Collectively, the construction of the proposed project works towards completing the long-term vision for the trail network in the City of Waconia and Carver County, as well as supports the area's active living goals.

The response should address the benefits, impacts, and mitigation for the populations affected by the project.

Upload Map

1467741558339_LakeWaconiaRegionalTrail_Socio-EconomicConditions.pdf

Measure B: Affordable Housing

City/Township	Segment Length in Miles (Population)
Waconia	1.32
	1

Total Project Length

Total Project Length (Total Population)	1.32
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Affordable Housing Scoring - To Be Completed By Metropolitan Council Staff

City/Township	Segment Length (Miles)	Total Length (Miles)	Score	Segment Length/Total Length	Housing Score Multiplied by Segment percent
		0	0	0	0

Affordable Housing Scoring - To Be Completed By Metropolitan Council Staff

Total Project Length (Miles)	1.32
Total Housing Score	0

Measure A: Gaps, Barriers and Continuity/Connections

Check all that apply:

Gap improvements can be on or off the RBTN and may include the following:

- *Providing a missing link between existing or improved segments of a regional (i.e., RBTN) or local transportation network;*

- *Improving bikeability to better serve all ability and experience levels by:*

- *Providing a safer, more protected on-street facility;*

- *Improving crossings at busy intersections (signals, signage, pavement markings); OR*

- *Improving a bike route or providing a trail parallel to a highway or arterial roadway along a lower-volume neighborhood collector or local street.*

Barrier crossing improvements (on or off the RBTN) can include crossings (over or under) of rivers or streams, railroad corridors, freeways, or multi-lane highways, or enhanced routes to circumvent the barrier by channeling bicyclists to existing safe crossings or grade separations. (For new barrier crossing projects, data about the nearest parallel crossing (as described above) must be included in the application to be considered for the full allotment of points under this criterion).

Closes a transportation network gap and/or 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 Lake Waconia Regional Trail project will be a critical link in closing numerous existing gaps, circumventing a physical barrier, and improving continuity between jurisdictions. Construction of the project will close the existing gap between downtown Waconia and the Lake Waconia Regional Park which serves approximately 116,000 visitors annually in addition to the parks Event Center. Currently, residents wishing to access the northwest section of the park must travel over sand and grass terrain. The trail will also close the existing gap between downtown Waconia and Island View Golf Club. At this time, club patrons and employees wishing to access the club and restaurant by bicycle must travel along Highway 5 and County Road 92 roads designed only for high speed traffic. Therefore, this project will finally afford the option to club patrons and employees to access the club by foot or bicycle which is otherwise limited due to safety concerns.

Response (Limit 2,800 characters; approximately 400 words)

In addition to alleviating gaps throughout the network, the project also presents a means to circumvent a physical barrier. The project will provide a crossing island paired with an RRFB to allow cyclists and pedestrians to evade traffic on County Road 92. County Road 92 is currently a physical barrier between downtown Waconia and all destinations to the east of the city for pedestrians and cyclist due to the high speed nature of the roadway. Finally, the proposed project will improve trail network continuity between the City of Waconia and destinations in Laketown Township, such as the Lake Waconia Regional Park. In addition, this project is the beginning segment of the planned Lake Waconia Regional Trail, which will extend around the east side of Lake Waconia; therefore, it sets the foundation for improved continuity between Waconia, the Dakota Rail Regional Trail, the Carver Park Reserve, the

City of Victoria, and beyond. Inclusively, studies derived from the Metropolitan Council have recognized these potential contributions for addressing deficiencies throughout the Regional Bicycle Transportation Network (RBTN). Not only does the project advance the progress of a Tier 1 Alignment, but also includes a segment which intersects a future Tier 2 Alignment. As a result, the Lake Waconia Regional Trail project will be a critical link of the network since the project applies numerous contributions towards alleviating deficiencies.

Measure B: Project Improvements

Response (Limit 2,800 characters; approximately 400 words)

The Lake Waconia Regional Trail project will reduce crash potential and provide trail users of all ages and abilities with a safer environment by creating a new car-free connection between downtown Waconia, the Lake Waconia Regional Park, and the Island View Golf Course. Studies consistently conclude that bicycle specific facilities reduce crashes and injuries among cyclists (Reynolds, C., et al., 2009). The Impact of Transportation Infrastructure on Bicycling Injuries and Crashes: a review of the literature, *Environmental Health*, 8, 47). Furthermore, the installation of a crossing island with a rectangular rapid flash beacon (RRFB) at the intersection of County Road 92 will create a defined pedestrian passageway across this high speed (55 mph) roadway barrier. Crossing islands provide a simplified crossing maneuver by allowing bicyclists/pedestrians to concentrate on only one direction of traffic at a time. Also, Federal Highway Administration research shows that installing RRFBs can increase yielding compliance (i.e. cars yielding to crosswalk users) by as much as 62% (FHWA-SA-09-009). Together, the multi-use trail separated from traffic and the enhanced crossing amenities included in the proposed project will create an autonomous and welcoming environment for trail users of all ages and abilities.

Measure A: Multimodal Elements

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

The Lake Waconia Regional Trail project is anchored by the robust pedestrian network in downtown Waconia. The downtown's mix of attractions and residential properties yield high levels of pedestrian traffic. With the projected constructed, pedestrians will have a direct connection from downtown to other locations such as Lake Waconia Regional Park and Island View Golf Course. The project is also a significant investment in pedestrian infrastructure and safety. There are no existing pedestrian facilities along the proposed alignment. For example, pedestrians trying to walk from downtown to the Island View Golf Course must risk their safety by walking on the narrow shoulders along County Road 92 or cut through grassy fields. Constructing this trail will provide pedestrians a smooth, paved, and direct route to both locations. Installing a crossing median paired with a RRFB at County Road 92 will also improve safety. The crossing island will simplify the crossing movement by allowing pedestrians to concentrate on only one direction of traffic and the RRFB will increase the percentage of cars that yield to users at the crossing. Lastly, transit is not incorporated into this project, because there are no existing transit routes nearby to provide opportunities for connections.

Transit Projects Not Requiring Construction

If the applicant is completing a transit or TDM application that is operations only, check the box and do not complete the remainder of the form.

These projects will receive full points for the Risk Assessment.

Park-and-Ride and other transit construction projects require completion of the Risk Assessment below.

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

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 (5 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%

date submitted

Document in progress; environmental impacts identified; review request letters sent

50%

Document not started

Yes

0%

Anticipated date or date of completion/approval

4)Review of Section 106 Historic Resources (10 Percent of Points)

No known historic properties eligible for or listed in the National Register of Historic Places are located in the project area, and project is not located on an identified historic bridge

100%

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

80%

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

40%

Unsure if there are any historic/archaeological resources in the project area

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 (10 Percent of Points)

4(f) Does the project impacts any public parks, public wildlife refuges, public golf courses, wild & scenic rivers or public private historic properties?

6(f) Does the project impact any public parks, public wildlife refuges, public golf courses, wild & scenic rivers or historic property that was purchased or improved with federal funds?

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

100%

No impact to 4f property. The 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%

Project impacts to Section 4f/6f resources likely coordination/documentation has begun

50%

Project impacts to Section 4f/6f resources likely coordination/documentation has not begun

30%

Unsure if there are any impacts to Section 4f/6f resources in the project area

0%

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

Right-of-way, permanent or temporary easements not required

Yes

100%

Right-of-way, permanent or temporary easements has/have been acquired

100%

Right-of-way, permanent or temporary easements required, offers made

75%

Right-of-way, permanent or temporary easements required, appraisals made

50%

Right-of-way, permanent or temporary easements required, parcels identified

25%

Right-of-way, permanent or temporary easements required, parcels not identified

0%

Right-of-way, permanent or temporary 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)Interchange Approval (15 Percent of Points)*

**Please contact Karen Scheffing at MnDOT (Karen.Scheffing@state.mn.us or 651-234-7784) to determine if your project needs to go through the Metropolitan Council/MnDOT Highway Interchange Request Committee.*

Project does not involve construction of a new/expanded interchange or new interchange ramps Yes

100%

Interchange project has been approved by the Metropolitan Council/MnDOT Highway Interchange Request Committee

100%

Interchange project has not been approved by the Metropolitan Council/MnDOT Highway Interchange Request Committee

0%

9)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 06/15/2021

10) Letting

Anticipated Letting Date 03/16/2020

Measure A: Cost Effectiveness

Total Project Cost (entered in Project Cost Form): \$943,700.00

Enter Amount of the Noise Walls: \$0.00

Total Project Cost subtract the amount of the noise walls: \$943,700.00

Points Awarded in Previous Criteria

Cost Effectiveness \$0.00

Other Attachments

File Name	Description	File Size
LakeWaconiaRegionalTrail_Figures 1&2.pdf	Lake Waconia Regional Trail Figure 1: Project Limits. Lake Waconia Regional Trail Figure 2: Trail Cross-Section.	1.7 MB
LakeWaconiaRegionalTrail_Letterofsupp ortfromWaconia.pdf	Lake Waconia Regional Trail Letter of Support.	210 KB

Project to RBTN Orientation

Multiuse Trails and Bicycle Facilities Project: Lake Waconia Regional Trail | Map ID: 1466107060304



NCompass Technologies

- Project
- RBTN Tier 2 Alignment
- RBTN Tier 1 Alignment
- RBTN Corridor Centerlines
- Principal Arterials
- Minor Arterials
- RBTN Tier 2



Created: 6/16/2016
LandscapeRSA1



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

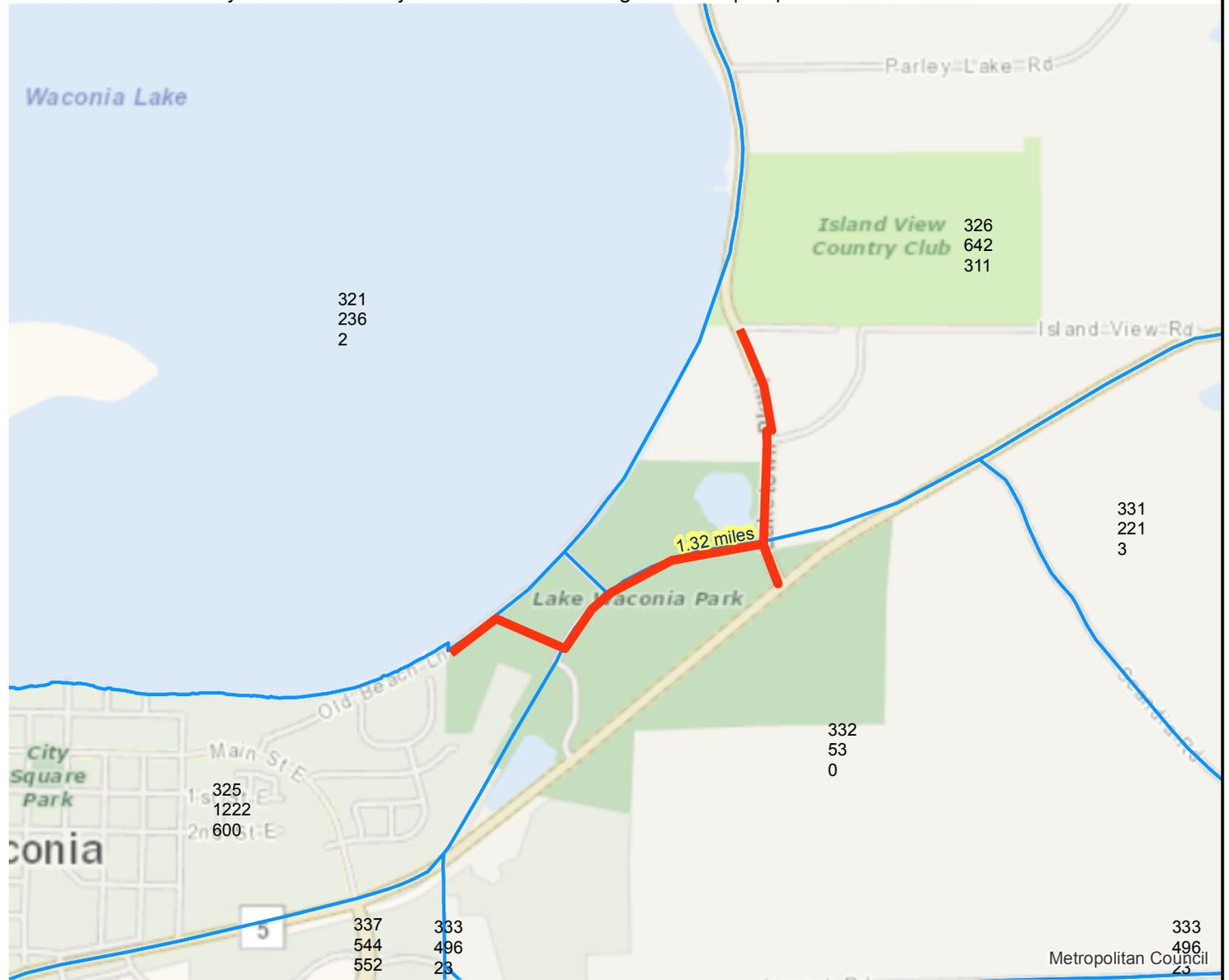


Population Summary

Multiuse Trails and Bicycle Facilities Project: Lake Waconia Regional Trail | Map ID: 1466107060304

Results

Within ONE Mile of project:
 Total Population: 4987
 Total Employment: 3932



- Project
- 2010 TAZ



Created: 6/16/2016
 LandscapeRSA4

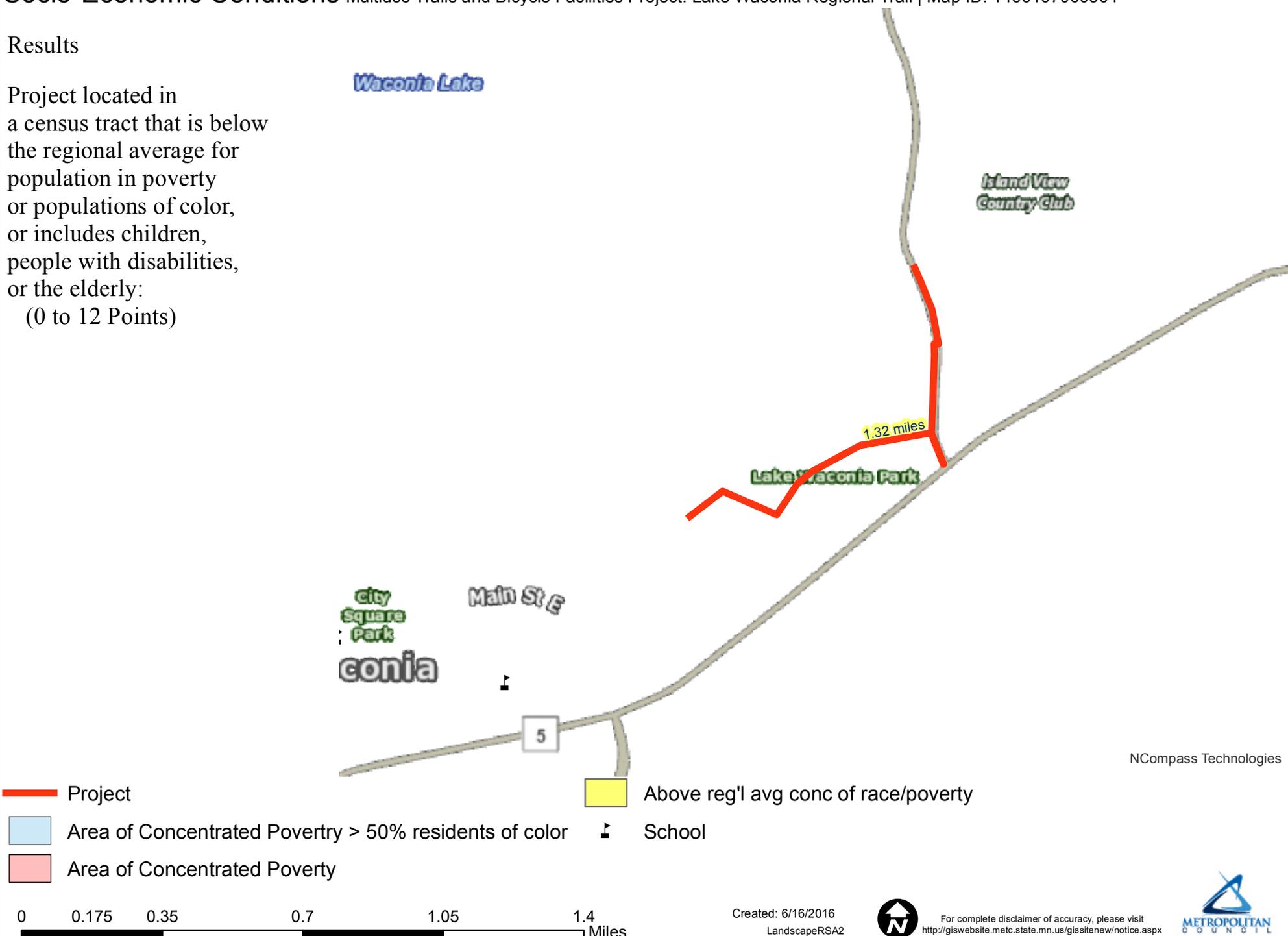


For complete disclaimer of accuracy, please visit
<http://giswebsite.metc.state.mn.us/gisitenew/notice.aspx>



Results

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:
(0 to 12 Points)



- Project
- Above reg'l avg conc of race/poverty
- Area of Concentrated Poverty > 50% residents of color
- Area of Concentrated Poverty
- School

NCompass Technologies



Created: 6/16/2016
LandscapeRSA2



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



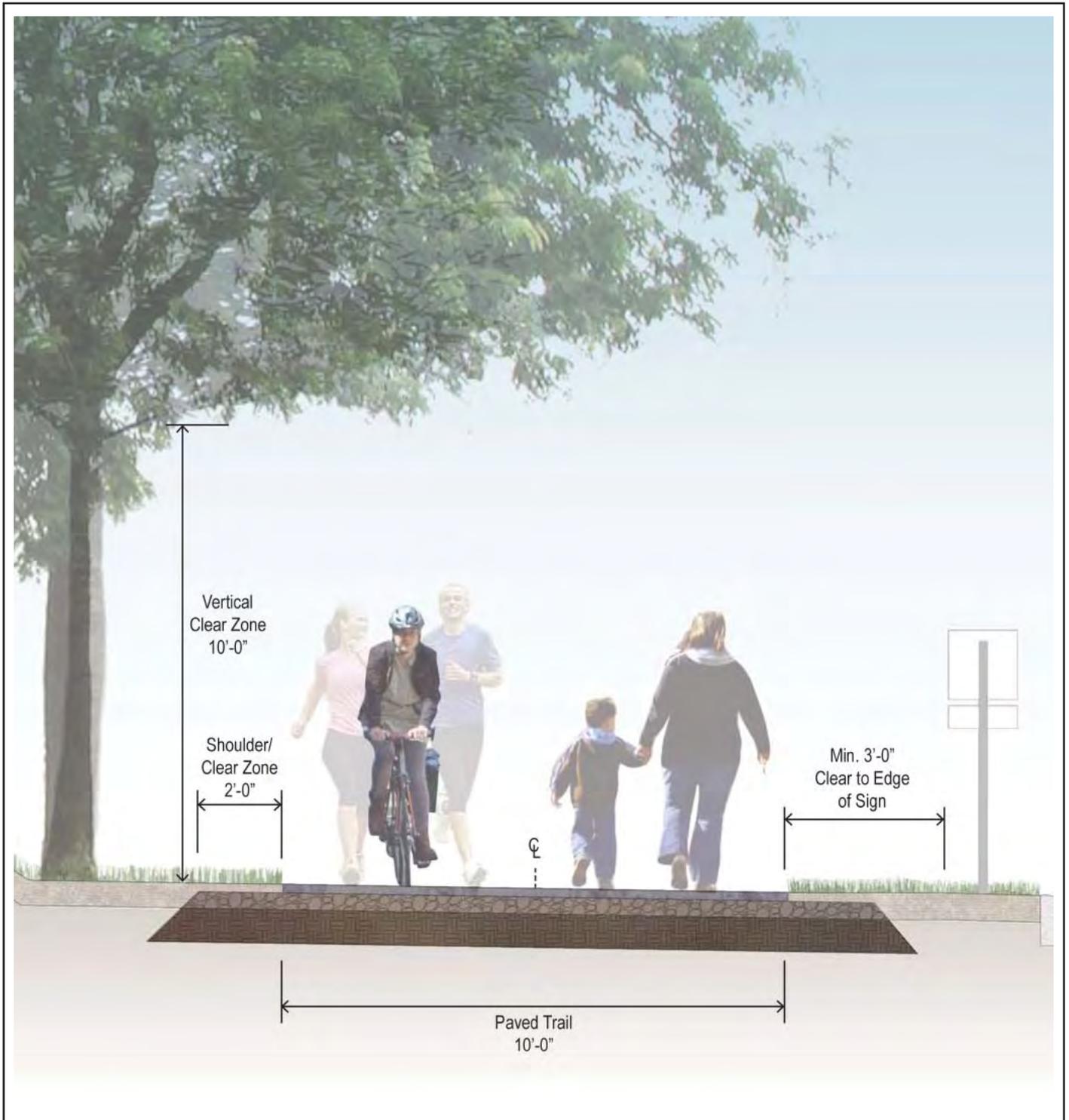


Project Limits

Lake Waconia Regional Trail

Carver County Regional Solicitation Multi-Use Trail Application

Figure 1



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

Typical Trail Cross-Section
Figure 2



City of Waconia

July 1, 2016

Martin Walsh, Parks Director
Carver County
11360 Hwy 212 West
Cologne, MN 55322

Subject: Regional Solicitation Multiuse Trails and Bicycle Facilities for Lake Waconia Regional Park Connection

Dear Mr. Walsh:

The City Council has passed a resolution of support for the proposed Lake Waconia Regional Park trail connection. The addition of this trail segment for pedestrian and bicycle facilities is a missing segment in our overall regional system. We support the project of this trail connection for our area.

Sincerely,

Susan MH Arntz
City Administrator

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

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

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

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

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