



Application

04786 - 2016 Multiuse Trails and Bicycle Facilities

05089 - Lake Minnetonka Regional Trail

Regional Solicitation - Bicycle and Pedestrian Facilities

Status: Submitted
Submitted Date: 07/15/2016 6:48 AM

Primary Contact

Name:* Mr. 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? 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 Minnetonka LRT Regional Trail - Stieger Lake boat launch to Rolling Acres Road

Primary County where the Project is Located Carver

Jurisdictional Agency (If Different than the Applicant):

Carver County is proposing to pave a 1.02 mile segment of the Lake Minnetonka Light Trail Transit (LRT) Regional Trail (a Tier 1 Regional trail) between the Stieger Lake boat launch and Rolling Acres Road in the City of Victoria. Paving this segment of trail will close the unpaved gap between the Highway 5 underpass and the constructed trail that connects to the MN Landscape Arboretum thereby leveraging the recent investment in this area and improving regional and local trail connectivity. Closing this gap will seamlessly connect the Arboretum to downtown Victoria, a pedestrian-friendly mixed-use center, and to the Carver Park Reserve, a popular park that hosts a variety of programs and attracts thousands of visitors throughout the year. With the proposed project in place, trail users of all capabilities will be able to easily walk, skate, or ride between all three destinations.

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

The Lake Minnetonka LRT Regional Trail is identified as a Tier 1 alignment in the Regional Bicycle Transportation Network (RBTN) from the 2014 Twin Cities Regional Bicycle System Study. This designation means improving accessibility and safety in the proposed project area will not only benefit the local community but will also benefit the region at large.

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

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

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

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

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

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

Project Length (Miles)

1.02

Project Funding

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

Yes

If yes, please identify the source(s)

Metropolitan Council, Parks and Trails Legacy Fund

Federal Amount

\$471,040.00

Match Amount

\$117,760.00

Minimum of 20% of project total

Project Total

\$588,800.00

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 Legacy Fund

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:

2021

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 55386
(Approximate) Begin Construction Date 05/15/2020
(Approximate) End Construction Date 06/15/2021
Name of Trail/Ped Facility: Lake Minnetonka LRT Regional Trail
(i.e., CEDAR LAKE TRAIL)

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

From: Stieger Lake Boat Launch
(Intersection or Address)
To: Rolling Acres Road
(Intersection or Address)

*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.
*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)	\$35,000.00
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	\$165,000.00

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)	\$87,000.00
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	\$781,700.00

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
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	\$946,700.00
Construction Cost Total	\$946,700.00
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

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

(Page 7.17)

Tier 1, Priority Regional Bicycle Transportation
Corridors and Alignments

(Page 7.22)

Critical Bicycle Transportation Links

(Page 7.23)

(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 6.36, 6.37, 6.38, 6.40 and 6.41

City of Victoria 2030 Comprehensive Plan Update
(2009)

Page 64 and 80

List the applicable documents and pages:

Twin Cities Regional Bicycle System Study (2014):

Page 26 (Figure 12)

Metropolitan Council 2040 Regional Parks Policy

Plan (2015), Page 45 (Figure 7)

(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	1467744587501_LakeMinnetonkaLRTRegionalTrail_RBTNOrientation.pdf

Measure A: Population Summary

Existing Population Within One Mile (Integer Only)	11085
Existing Employment Within One Mile (Integer Only)	2809
Upload the "Population Summary" map	1467744676140_LakeMinnetonkaLRTRegionalTrail_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 Minnetonka LRT 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 communities surrounding the proposed project, and the project's census tract, all have higher proportion of children (newborn to 17 years of age) than the seven-county metro area. 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 improvements to trail crossing in Carver County, the project will make area considerably safer and easier for this younger cohort of residents to travel by foot or bicycle.

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

Average Percent of Population Considered as Children (2014 ACS)

Project Census Tract: 35 percent

City of Victoria: 32 percent

City of Chanhassen: 29 percent

City of Chaska: 28 percent

Carver County: 28 percent

Seven-County Metro-Area: 24 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 to downtown Victoria, the Carver Park Reserve, and the

Arboretum for people with disabilities. Currently, the trail's surface renders traveling by wheelchair challenging. With the proposed improvements in place, people traveling by wheelchair will finally be afforded the opportunity to easily traverse the trail and connect to the larger network of paved trails. In addition, the project is a step forward towards making the community and region more inclusionary in regards to access. Since the region'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, pursuing the proposed project works towards completing the long-term vision for the trail network in Carver County and the region, 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

1467745805173_LakeMinnetonkaLRTRegionalTrail_Socio-EconomicConditions.pdf

Measure B: Affordable Housing

City/Township	Segment Length in Miles (Population)
Victoria	1.02
	1

Total Project Length

Total Project Length (Total Population)	1.02
---	------

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)	1.02
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 Minnetonka LRT Regional Trail project will enhance bikeability within a RBTN Tier 1 corridor by closing the unpaved trail gap between downtown Victoria, the Carver Park Reserve, and the Minnesota Landscape Arboretum. Paved trails offer higher levels of bikeability than unpaved trails. They provide commuters a faster ride and people with lower levels of cycling ability a smoother ride compared to unpaved trails. Collectively, paved trails are more desirable for persons traveling by wheelchair due to these attributes. With the proposed project in place, trail users will be able to easily walk, skate, or ride between all of the three destinations alluded earlier. Subsequently, by improving the level of bikeability between these three destinations, the project also improves continuity between jurisdictions and three of the area's most popular attractions.

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

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

Inclusively, studies derived from the Metropolitan Council have recognized these potential contributions for addressing deficiencies throughout the Regional Bicycle Transportation Network (RBTN). The proposed project advances the progress of a Tier 1 Alignment and the continued pursuit of this project illustrates the vested interest towards completion. As a result, the Lake

Minnetonka LRT Regional Trail project will be a critical step towards improving the network due the project's scope of alleviating deficiencies.

Measure B: Project Improvements

In addition to alleviating pavement gaps in the existing network, the Lake Minnetonka LRT Regional Trail project will transition two existing stop-controlled intersections to yield-controlled intersections. Overuse of stop signs is a safety concern, because over signing leads to trail users decreased sensitivity toward stop controls when they are most necessary. This means that trail users start to ignore stop signs at all trail crossings and may be unprepared to stop when approaching intersections with heavy, high-speed traffic, thus, creating a recipe for danger. Transitioning the signage in these two locations will preserve trail users respect for trail signage, thereby increasing safety for all modes of travel in the Lake Minnetonka LRT Regional Trail corridor. Furthermore, the installation of a crossing island with a rectangular rapid flash beacon (RRFB) at Rolling Acres Road will create a defined pedestrian passageway across this (45 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).

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

Lastly, transitioning trail/street intersections that serve few motor vehicles from stop-controlled intersections to yield-controlled intersections is consistent with regional trail crossing guidance and trail safety recommendations (see the 2014 Guidance for Three Rivers Park District Trail Crossings report). As previously noted, cyclists and pedestrians looking for a paved route from Victoria to the Arboretum currently must travel along TH 5 to enter the Arboretum. TH 5's heavy traffic and narrow shoulders do not create a safe environment for non-motorized travel. The proposed project

offers trail users a safe, off-street route between the two destinations.

Measure A: Multimodal Elements

The Lake Minnetonka LRT Regional Trail project will improve the safety and travel experience for all pedestrians including those with mobility challenges. The existing trail's condition offers a poor pedestrian environment particularly for people with disabilities. The uneven trail surface means pedestrians must continually watch their step and makes traveling especially difficult for those traveling by wheelchair. A paved surface offers a safer and smoother experience for trail users of all abilities.

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

Second, the project safely integrates all modes by creating an attractive off-street trail network connecting to Victoria's 18 mile trail network. Research shows that dedicated facilities separating bicyclists and pedestrians from traffic are not only popular with users but are also safer for people traveling by all modes of transportation. Creating a safe, attractive off-street facility means fewer bicyclists and pedestrians will attempt to ride on TH 5 and other roads in the area. Lastly, transit is not incorporated into this project, because there are no existing transit routes nearby to provide opportunities for connections. The lack of transit service is consistent with the project areas designation as Transit Market Area IV by the Metropolitan Council (i.e. an area that only supports dial-a-ride and peak period express/commuter service).

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): \$946,700.00

Enter Amount of the Noise Walls: \$0.00

Total Project Cost subtract the amount of the noise walls: \$946,700.00

Points Awarded in Previous Criteria

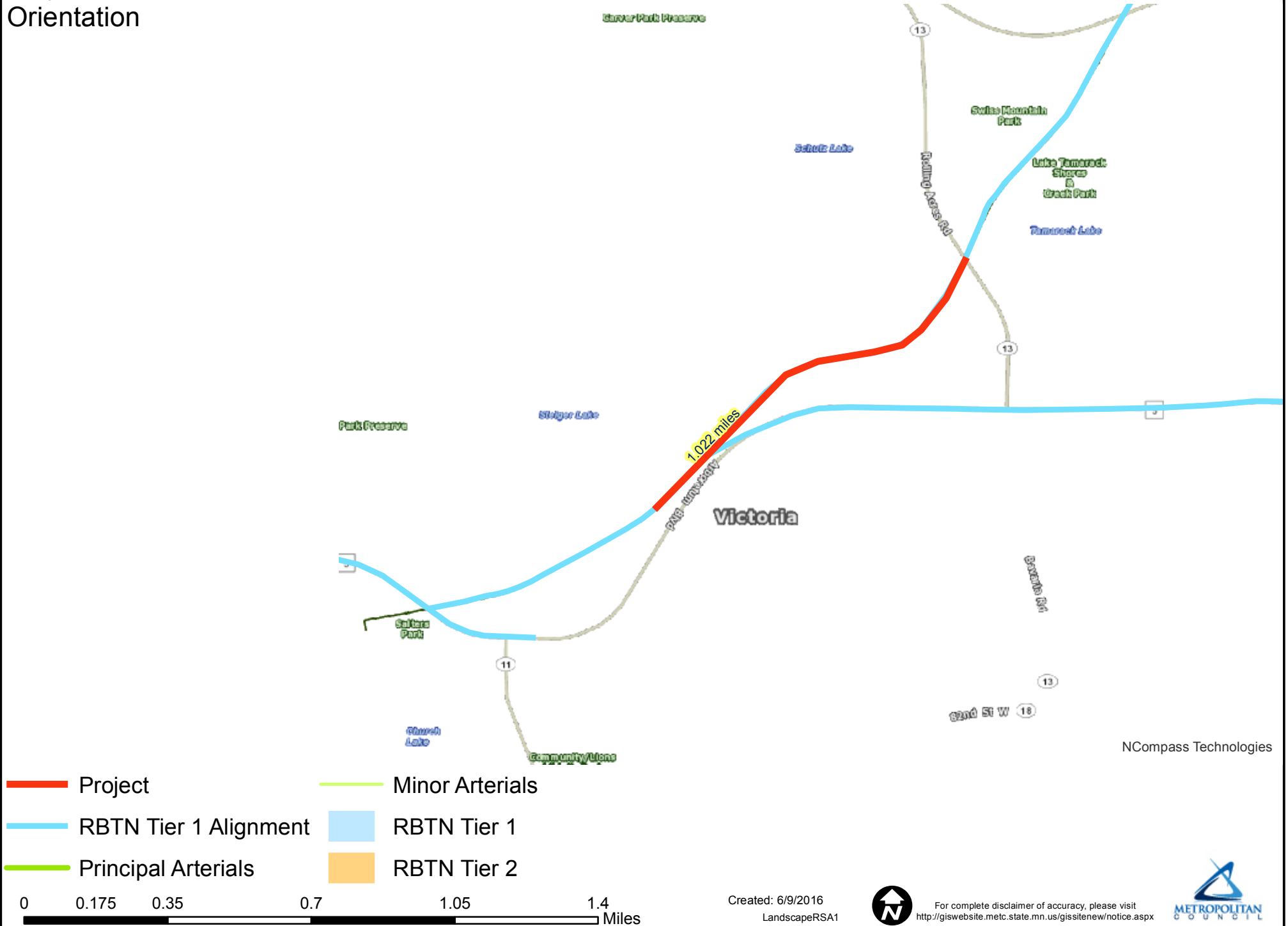
Cost Effectiveness \$0.00

Other Attachments

File Name	Description	File Size
LakeMinnetonkaLRTRegionalTrail_Figures 1&2.pdf	Figure 1: Lake Minnetonka LRT Regional Trail Project Map. Figure 2: Lake Minnetonka LRT Regional Trail Project Concept.	1.1 MB
LakeMinnetonkaLRTRegionalTrail_HCRRALetter of Support - Steiger Lake Boat Access.pdf	Lake Minnetonka LRT Regional Trail HCRRALetter of Support.	259 KB
LakeMinnetonkaLRTRegionalTrail_Letter ofsupportfromVictoria.pdf	Lake Minnetonka LRT Regional Trail Victoria Letter of Support.	236 KB
LakeMinnetonkaLRTRegionalTrail_ThreeRiversParkDistrict_LetterofSupport.pdf	Lake Minnetonka LRT Regional Trail Three Rivers Park District Letter of Support.	98 KB

Project to RBTN Orientation

Multiuse Trails and Bicycle Facilities Project: Lake Minnetonka LRT Regional Trail | Map ID: 1465503971080



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

0 0.175 0.35 0.7 1.05 1.4 Miles

Created: 6/9/2016
LandscapeRSA1



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

NCompass Technologies

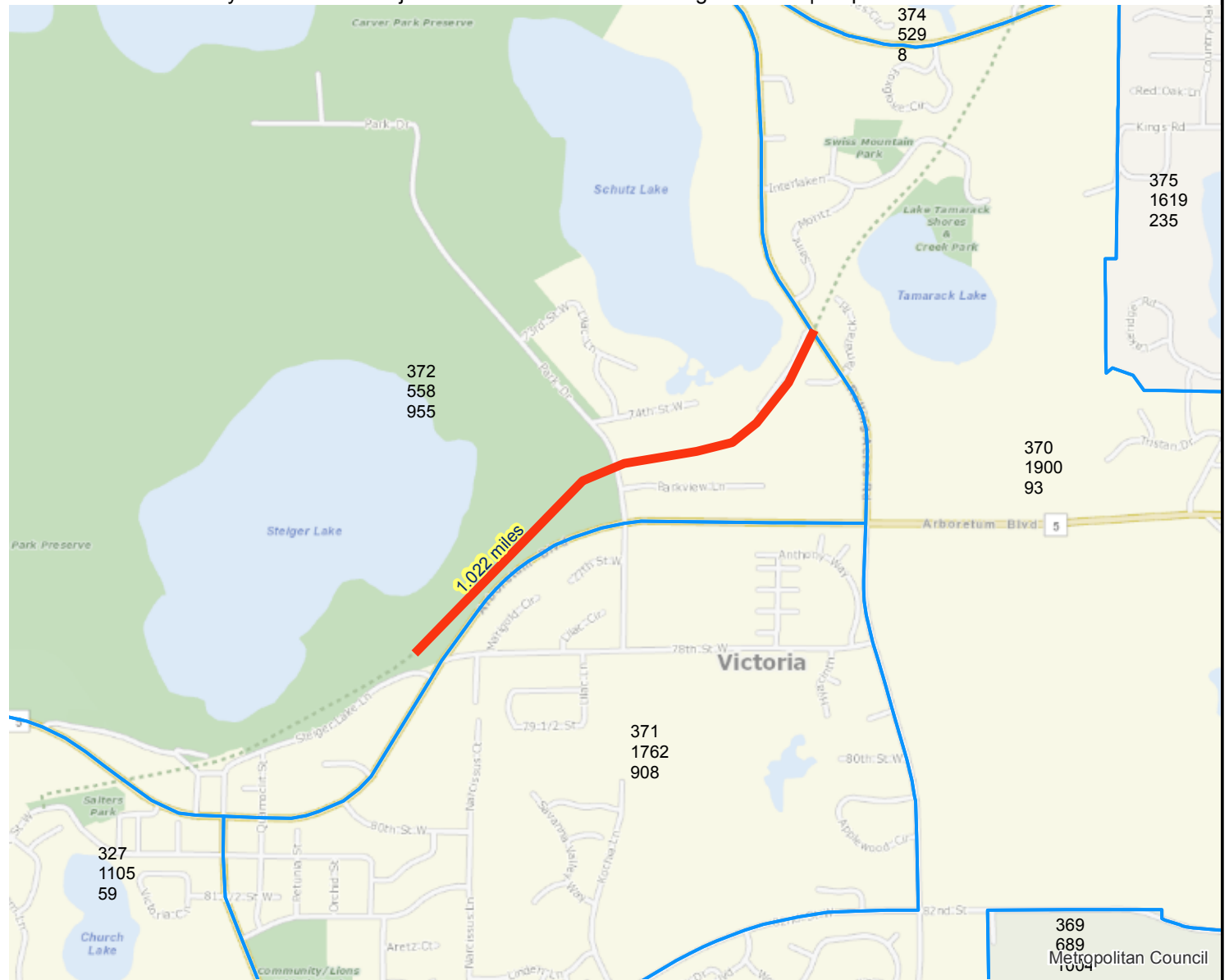


Population Summary

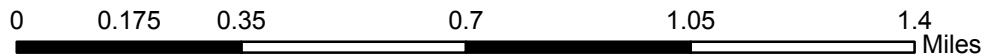
Multiuse Trails and Bicycle Facilities Project: Lake Minnetonka LRT Regional Trail | Map ID: 1465503971080

Results

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



- Project
- 2010 TAZ



Created: 6/9/2016
 LandscapeRSA4



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

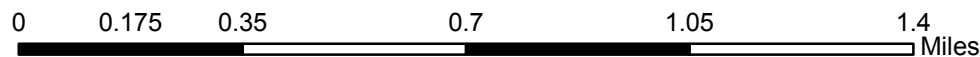


Results

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



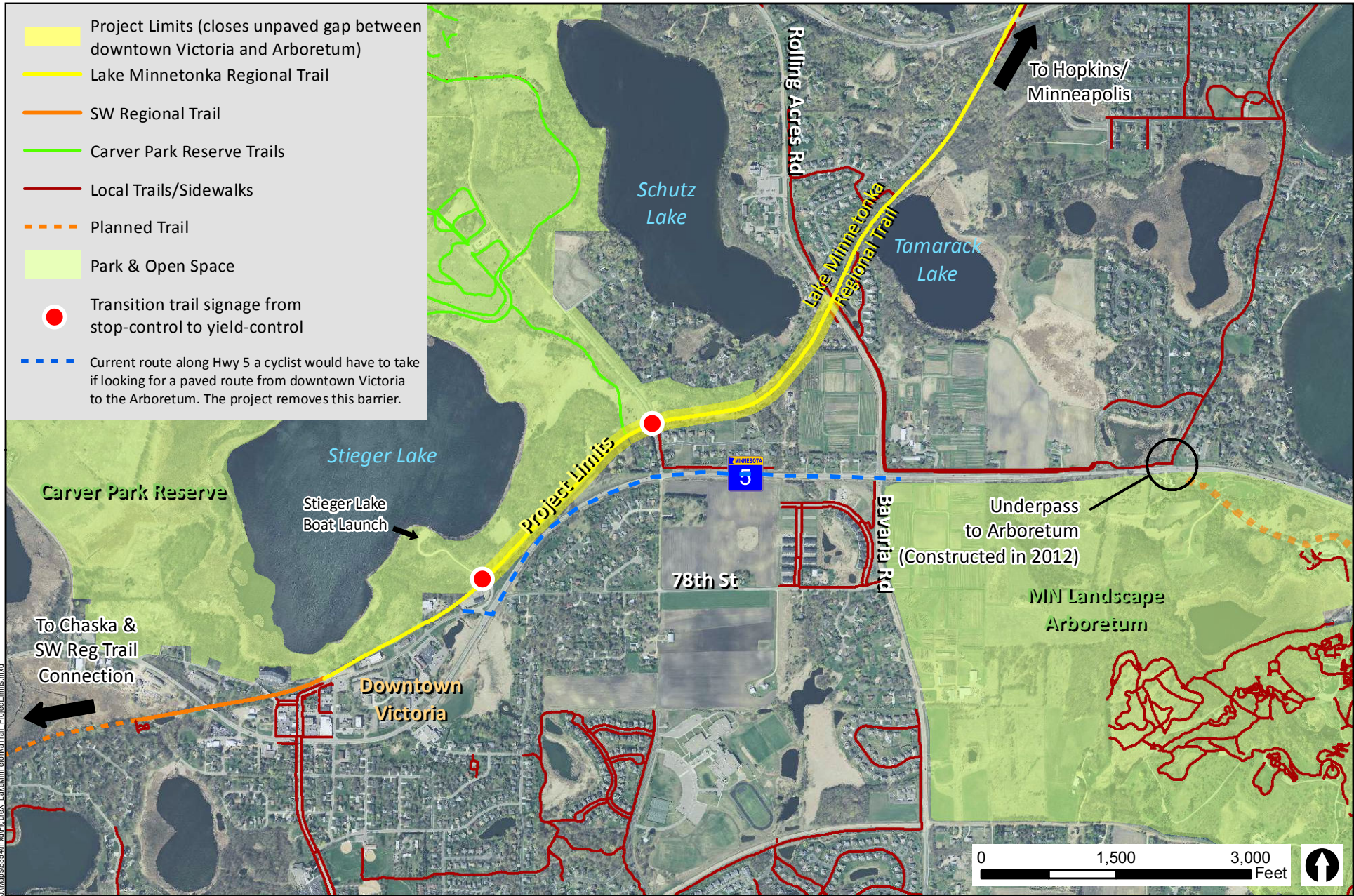
Created: 6/9/2016
LandscapeRSA2



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

NCompass Technologies



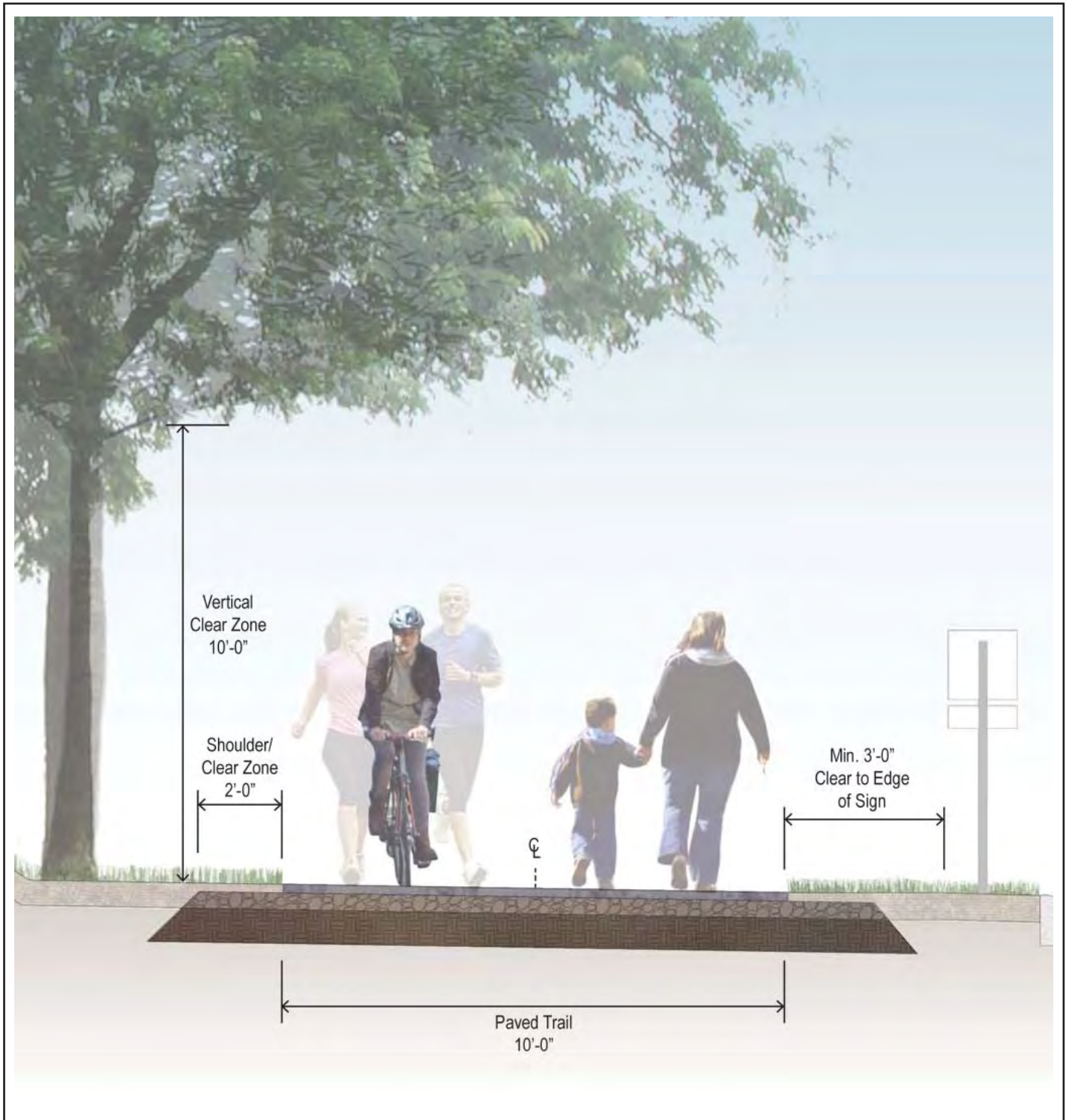


Project Limits

Lake Minnetonka LRT Regional Trail

Carver County Regional Solicitation Multi-Use Trail Application

Figure1



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

Typical Trail Cross-Section
Figure 2



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

July 1, 2016

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

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

Dear Mr. Robjent:

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

On behalf of HCRRA, this letter will serve as our support of Carver County's application. We appreciate the County's willingness to apply for this grant, and hope that you will be successful in this grant application process. If you should have any questions, feel free to contact me at 612-348-2270.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Kevin Dockry'.

Kevin Dockry
Director, Community Works

July 5, 2016

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 Lake Minnetonka LRT
Regional Trail - Stieger Lake Boat Access.

Dear Mr. Robjent,

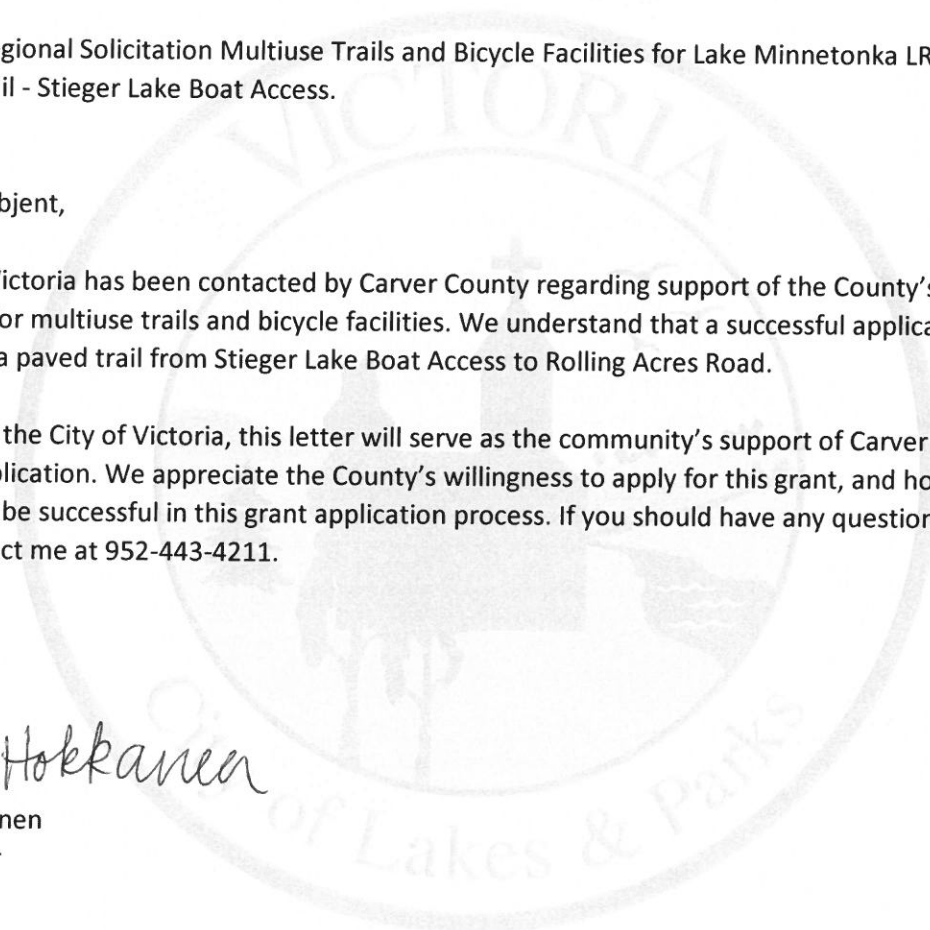
The City of Victoria has been contacted by Carver County regarding support of the County's application for multiuse trails and bicycle facilities. We understand that a successful application will provide a paved trail from Stieger Lake Boat Access to Rolling Acres Road.

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

Sincerely,



Laurie Hokkanen
City Manager



Three Rivers
Park District
Board of
Commissioners

July 7, 2016

Penny Steele
District 1

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

Jennifer DeJournett
District 2

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

Daniel Freeman
Vice Chair
District 3

Dear Mr. Robjent:

The Three Rivers Park District has been contacted by Carver County regarding support of the County's application for multiuse trails and bicycle facilities. We understand that a successful application will provide a paved trail from the current paved trail terminus at Stieger Lake Boat Access road east to Rolling Acres Road as well as improvement to the trail crossing of Rolling Acres Road. We also understand that paving of this portion of the trail will allow for a continuous paved trail connection between Carver Park Reserve, the City of Victoria, and the Minnesota Landscape Arboretum.

John Gunyou
Chair
District 4

John Gibbs
District 5

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

Steve Antolak
Appointed
At Large

Sincerely,



Gene Kay
Appointed
At Large

Jonathan Vlaming
Associate Superintendent
Planning, Design and Technology

JCV/jjs

Boe Carlson
Superintendent