



Application

10350 - 2018 Multiuse Trails and Bicycle Facilities

10886 - Lake Waconia Regional Trail from Old Beach Rd to CSAH 92 (Laketown Pkwy)/CR 155 Intersection

Regional Solicitation - Bicycle and Pedestrian Facilities

Status: Submitted
Submitted Date: 07/13/2018 3:20 PM

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What Grant Programs are you most interested in?	Regional Solicitation - Roadways Including Multimodal Elements	

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 from Old Beach Rd to CR
155/CSAH 92 Intersection

Primary County where the Project is Located

Carver

Cities or Townships where the Project is Located:

Laketown Township

Jurisdictional Agency (If Different than the Applicant):

N/A

The proposed Lake Waconia Regional Trail project is construction of approximately 1.9 miles of a shared use, separated, paved trail facility beginning at Old Beach Rd at the City of Waconia city limits, extending through Lake Waconia Regional Park, and running along the west side of CSAH 92 north to the CR 155/CSAH 92 intersection. The project is located in Carver County in Laketown Township and extends northwest of the City of Waconia. The western endpoint connects to pedestrian and bicycle facilities in the City of Waconia and downtown Waconia destinations and the northern endpoint connects to the Lake Waconia boat launch and CR 155, which is a low volume county road (

The Lake Waconia Regional Trail project follows Tier 1 and Tier 2 RBTN alignments. The Tier 1 RBTN alignment is defined for the southern section of the proposed project through Lake Waconia Regional Park, paralleling TH 5. The Tier 2 RBTN alignment is defined for the northern section of the project along CSAH 92 (Laketown Parkway). The Tier 2 RBTN alignment was included in the proposed project because it utilizes existing grading on the west side of CSAH 92, which was planned for this future trail facility.

At the northern endpoint of the project, at the intersection of CR 155 and CSAH 92, a pedestrian and bicycle crossing is proposed to direct non-motorists across CR 155. The pedestrian crossing will be installed to guide pedestrians to the preferred crossing location and mitigate potential conflicts with turning movements at the CSAH 92 intersection. The pedestrian crossing treatment will include pedestrian warning signs and flashers as well as a crossing treatment. Additional safety improvements will be made at the southern end of the regional trail corridor with the addition of pedestrian ramps at CSAH 92 in order to

Brief Project Description (Include location, road name/functional class, type of improvement, etc.)

accommodate on-road users transitioning to the off-road facility or connecting to the 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. 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.

(Limit 2,800 characters; approximately 400 words)

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

Lake Waconia Regional Trail in Carver County from Old Beach Rd west to CSAH 92 and north to CR 155 intersection. Construction of paved trail.

Project Length (Miles)

1.9

to the nearest one-tenth of a mile

Project Funding

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

No

If yes, please identify the source(s)

Federal Amount

\$1,498,320.00

Match Amount

\$374,580.00

Minimum of 20% of project total

Project Total

\$1,872,900.00

Match Percentage

20.0%

Minimum of 20%

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

Source of Match Funds

Parks & Trails Legacy funding

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:

2023

Select 2020 or 2021 for TDM projects only. For all other applications, select 2022 or 2023.

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 07/01/2022
(Approximate) End Construction Date 08/01/2023
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: Old Beach Rd.
(Intersection or Address)
To: CR 155/CSAH 92 Intersection
(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

Grade, Bit Surf, Trail paving, crossing aids, turf/landscaping,
lighting

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):

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 (2015), 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 goals, objectives, and strategies that relate to the project.

These are the primary goals, objective, and strategies from the 2040 TPP supported by the proposed project:

Goal C - Access to Destinations; Objective - Increase the availability of multimodal travel options, especially in congested highway corridors; Strategy C1, C15, C16, C17 (Page 2.8 & 2.10).

Goal D - Competitive Economy; Objective - Invest in a multimodal transportation system to attract and retain businesses and residents; Strategy D1, D3 (Page 2.11).

Goal E - Healthy Environment; Objective - Increase the availability and attractiveness of transit, bicycling and walking to encourage healthy communities and active car-free lifestyles; Strategy E3 (Page 2.12).

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

The project is also supported within the Bicycle and Pedestrian Investment Direction chapter in the following sections:

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)

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

Lake Waconia Regional Park Master Plan Update
(2016) Figures - Preferred Master Plan & Regional
Context

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 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.

Multituse 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 (ADA).

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

9. In order for a selected project to be included in the Transportation Improvement Program (TIP) and approved by USDOT, the public agency sponsor must either have, or be substantially working towards, completing a current Americans with Disabilities Act (ADA) self-evaluation or transition plan that covers the public right of way/transportation, as required under Title II of the ADA.

The applicant is a public agency that employs 50 or more people and has an adopted ADA transition plan that covers the public right of way/transportation.

Yes

02/18/2014

Date plan adopted by governing body

The applicant is a public agency that employs 50 or more people and is currently working towards completing an ADA transition plan that covers the public rights of way/transportation.

Date process started

Date of anticipated plan completion/adoption

The applicant is a public agency that employs fewer than 50 people and has a completed ADA self-evaluation that covers the public rights of way/transportation.

Date self-evaluation completed

The applicant is a public agency that employs fewer than 50 people and is working towards completing an ADA self-evaluation that covers the public rights of way/transportation.

Date process started

Date of anticipated plan completion/adoption

(TDM Applicants Only) The applicant is not a public agency subject to the self-evaluation requirements in Title II of the ADA.

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

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

11. The owner/operator of the facility must operate and maintain the project year-round for the useful life of the improvement, per FHWA direction established 8/27/2008 and updated 6/27/2017.

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

12. 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

13. 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

14. 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.

Upload Agreement PDF

Check the box to indicate that the project is not in active railroad right-of-way. Yes

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

Specific Roadway Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Mobilization (approx. 5% of total cost)	\$70,000.00
Removals (approx. 5% of total cost)	\$17,100.00
Roadway (grading, borrow, etc.)	\$0.00
Roadway (aggregates and paving)	\$0.00
Subgrade Correction (muck)	\$0.00
Storm Sewer	\$0.00
Ponds	\$0.00
Concrete Items (curb & gutter, sidewalks, median barriers)	\$12,000.00
Traffic Control	\$28,000.00
Striping	\$5,200.00
Signing	\$20,600.00
Lighting	\$25,000.00
Turf - Erosion & Landscaping	\$139,000.00
Bridge	\$0.00
Retaining Walls	\$0.00
Noise Wall (not calculated 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	\$47,500.00
Other Roadway Elements	\$0.00
Totals	\$364,400.00

Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Path/Trail Construction	\$713,100.00
Sidewalk Construction	\$0.00
On-Street Bicycle Facility Construction	\$0.00
Right-of-Way	\$0.00
Pedestrian Curb Ramps (ADA)	\$55,000.00
Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	\$100,000.00
Pedestrian-scale Lighting	\$0.00
Streetscaping	\$0.00
Wayfinding	\$0.00
Bicycle and Pedestrian Contingencies	\$197,000.00
Other Bicycle and Pedestrian Elements	\$443,400.00
Totals	\$1,508,500.00

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	\$1,872,900.00
Construction Cost Total	\$1,872,900.00
Transit Operating Cost Total	\$0.00

Measure A: Project Location Relative to the RBTN

Select one:

Tier 1, Priority RBTN Corridor

Tier 1, RBTN Alignment

Tier 2, RBTN Corridor

Tier 2, RBTN Alignment Yes

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 1531428479203_Lk Waconia Reg Trail_RBTN Map.pdf

Please upload attachment in PDF form.

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 1531428513500_Lk Waconia Reg Trail_Pop-Employ Map.pdf

Please upload attachment in PDF form.

Measure 2B: Snow and ice control

Maintenance plan or policy for snow-removal for year-round use: No

(50 Points)

Response: If yes, please include a link to and/or description of maintenance plan.

The regional trail is located in the rural, unincorporated area. When regional trails are located outside of city limits, snow removal is not part of the maintenance plan due to low cost/benefit from winter usage and desire for other multimodal uses.

Upload Maintenance Plan (if no link is available)

Please upload attachment in PDF form.

Measure A: Connection to disadvantaged populations and projects benefits, impacts, and mitigation

Select one:

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

(up to 100% of maximum score)

Project located in Area of Concentrated Poverty:

(up to 80% of maximum score)

Projects census tracts are above the regional average for population in poverty or population of color:

(up to 60% of maximum score)

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

(up to 40% of maximum score)

1.(0 to 3 points) A successful project is one that has actively engaged low-income populations, people of color, children, persons with disabilities, and the elderly during the project's development with the intent to limit negative impacts on them and, at the same time, provide the most benefits.

Describe how the project has encouraged or will engage the full cross-section of community in decision-making. Identify the communities to be engaged and where in the project development process engagement has occurred or will occur. Elements of quality engagement include: outreach to specific communities and populations that are likely to be directly impacted by the project; techniques to reach out to populations traditionally not involved in the community engagement related to transportation projects; residents or users identifying potential positive and negative elements of the project; and surveys, study recommendations, or plans that provide feedback from populations that may be impacted by the proposed project. If relevant, describe how NEPA or Title VI regulations will guide engagement activities.

The Lake Waconia Regional Park Master Plan Update was approved in Sept 2016. The master plan specifies the regional trail connection through Lake Waconia Regional Park from Downtown Waconia to the Dakota Rail Regional Trail. The 2040 Comp Plan also engaged residents.

The Master Plan Update process included a public engagement strategy in order to inform, consult, collaborate and partner with the community and stakeholders throughout the visioning and design process and included an effort to target under-represented populations. An estimated 500+ people were directly contacted by various community engagement activities. The groups and individuals engaged represented a wide range of age, ethnicity and geographic location within the southwest metro area. Primary community engagement efforts included print communication, electronic and social media communication, public open house mtgs (3), public pop-up mtgs (3), community events, a technical advisory committee with broad representation, and stakeholder interviews. The Master Plan Update incorporated feedback from the public engagement process including identification of common barriers to park use. A primary theme was "to include multi-purpose trails and regional trail connections to the main park."

Response:

The City of Waconia's City Council passed a resolution in support of the proposed Lake Waconia Regional Park Trail connection.

(Limit 1,400 characters; approximately 200 words)

2.(0 to 7 points) Describe the projects benefits to low-income populations, people of color, children, people with disabilities, and the elderly. Benefits could relate to safety; public health; access to destinations; travel time; gap closure; leveraging of other beneficial projects and investments; and/or community cohesion. Note that this is not an exhaustive list.

Lake Waconia Regional Park currently acts as a barrier between the City of Waconia and CSAH 92. Trail access connecting through the park will provide a safe and efficient connection from the park, along CSAH 92 to CR 155. The proposed project will allow users to avoid using TH 5, which is a roadway with 13,000 AADT and is seen as unsafe for walking and biking due to traffic volume and high free flow speed.

The Lake Waconia Regional Trail project serves the City of Waconia and Laketown Township for purposes of analysis of populations from Census data. The City of Waconia has a higher percentage of population 17 years and younger (children) at 30.4% compared to 27.9% for Carver County and 24.1% for the Twin Cities MSA. Laketown Township, home to Crown College, has a high percentage of population ages 20-24 at 20.4% compared to Carver County's percentage of 5.1% and 6.3% for the Twin Cities MSA. Laketown Township also has a higher percentage of Families and People whose income in the past 12 months is below the poverty level for ages 18-64 at 8.5% compared to 4.1% for the County and 5.9% for the Twin Cities MSA. This means a larger concentration of children, people ages 18-64 living in poverty, and college students live near the project.

Response:

Waconia and Laketown Township have %'s of population with a disability in line with the County's average, 7.6% and 6.6% respectively compared to the County's percentage of 6.8. Currently, people traveling by wheelchair along the corridor are constrained to travel on the roadway. With the proposed improvements in place, people traveling by wheelchair will be provided off-road, separated access to Lake Waconia Regional Park and connection to Downtown Waconia. The project is a step forward towards making the community and

region more inclusionary in regards to access.

The project will offer significant benefits to the concentration of children living near the project, college students, people below the poverty level, as well as people with disabilities. The regional trail project will make the area and pedestrian and bicycle connections considerably safer and easier for these population cohorts to travel to places of need or interest, such as Lake Waconia Regional Park and Downtown Waconia.

% of Pop. 17 yrs. or under (2012-16 ACS 5 yr. est.):

Waconia: 30.4%

Carver Co: 27.9%

Twin Cities MSA: 24.1%

% of Pop. 20-24 yrs. (2012-16 ACS 5 yr. est.):

Laketown Twsp: 20.4%

Carver Co: 5.1%

Twin Cities MSA: 6.3%

% of Families and People whose Income in the Past 12 Months is Below the Poverty Level for Ages 18-64 (2012-16 ACS 5 yr. est.):

Laketown Twsp.: 8.5%

Carver Co: 4.1%

Twin Cities MSA: 5.9%

% of Pop. with a Disability (2012-16 ACS 5 yr. est.):

Laketown Twsp: 6.6%

Waconia: 7.6%

Carver Co: 6.8%

(Limit 2,800 characters; approximately 400 words)

3.(-3 to 0 points) Describe any negative externalities created by the project along with measures that will be taken to mitigate them. Negative externalities can result in a reduction in points, but mitigation of externalities can offset reductions.

Below is a list of negative impacts. Note that this is not an exhaustive list.

Increased difficulty in street crossing caused by increased roadway width, increased traffic speed, wider turning radii, or other elements that negatively impact pedestrian access.

Increased noise.

Decreased pedestrian access through sidewalk removal / narrowing, placement of barriers along the walking path, increase in auto-oriented curb cuts, etc.

Project elements that are detrimental to location-based air quality by increasing stop/start activity at intersections, creating vehicle idling areas, directing an increased number of vehicles to a particular point, etc.

Increased speed and/or cut-through traffic.

Removed or diminished safe bicycle access.

Inclusion of some other barrier to access to jobs and other destinations.

Displacement of residents and businesses.

Construction/implementation impacts such as dust; noise; reduced access for travelers and to businesses; disruption of utilities; and eliminated street crossings. These tend to be temporary.

Other

Response:

Due to the extensive public engagement effort from the Lake Waconia Regional Park Master Plan Update, no negative externalities are expected to be created with this project. In addition, when the CSAH 92 was rebuilt in 2002, it was graded for a separated trail on the west side of the roadway. The proposed project will construct the regional trail within this existing right of way. The County will continue to work with the City of Waconia, Laketown Township, and the Carver County Parks Master Plans for Lake Waconia Regional Park.

(Limit 2,800 characters; approximately 400 words)

Upload Map

1531429225546_Lk Waconia Reg Trail_Socio-Economic Map.pdf

Measure B: Affordable Housing

City	Segment Length (For stand-alone projects, enter population from Regional Economy map) within each City/Township	Segment Length/Total Project Length	Score	Housing Score Multiplied by Segment percent
Not Available	1.9	1.0	0	0

Total Project Length

Total Project Length (as entered in the "Project Information" form) 1.9

Affordable Housing Scoring

Total Project Length (Miles) or Population 1.9
 Total Housing Score 0

Affordable Housing Scoring

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 and the student population at Crown College. Construction of the project will close the existing pedestrian and bicycle infrastructure gap between downtown Waconia and the Lake Waconia Regional Park which serves approximately 116,000 visitors annually in addition to the Park's Event Center. Currently, residents wishing to access the northwest section of the park must travel over sand and grass terrain in order to avoid using TH 5. The separated trail will provide an off-road option for bicyclists and pedestrians needing to travel along TH 5, addressing this existing infrastructure gap. TH 5 has an AADT of 13,000 and free flow speeds of over 50 mph. The project will also address the ped infrastructure gap for those needing to traveling on the CASH 92 corridor, which has an AADT of 8,500 and free flow speed over 50 mph.

Response:

The trail will also close the existing gap between downtown Waconia, Island View Golf Club, and the Lake Waconia Public Boat Ramp. The project will connect to the downtown area of the City of Waconia with its restaurants, businesses, housing, schools, churches, and regional trail system on its southern termini. On its northern termini, this project will connect to the CSAH 92/CR 155 intersection at Lake Waconia Public Boat Ramp. From this endpoint, bicyclists and pedestrians can connect to the Dakota Rail Regional Trail via CR 155, which is a Minor Collector roadway more compatible for on-road bicycle use with an ADT under 500. The trail project creates an alternative for bicyclists and pedestrians to use instead of TH 5.

This project terminates 1.0 mile south of Crown College, and an existing trail connection is located

¼ mile north of the Crown College entrance which will connect trail users to the Dakota Rail Regional Trail and allow trail users to connect to the proposed project via CR 155 for a complete pedestrian/bicycle connection to downtown Waconia. According to the college's website, all full-time students are required to live on campus until they are 22 years old or are living with parents. This student demographic is likely to use the regional trail facility for transportation to downtown Waconia.

The connection to the Dakota Rail Regional Trail improves continuity between Waconia, the Carver Park Reserve, the City of Victoria, the overall regional trail system, and Crown College. The significance of this connection is recognized in the project's RBTN alignment as Tier 1 and Tier 2. This trail project will be a critical link of the regional trail network since the project applies numerous contributions towards alleviating gaps and barriers.

(Limit 2,800 characters; approximately 400 words)

Measure B: Project Improvements

Currently there is not an off-road, separated trail available for bicyclists and pedestrians in this area. Bicyclists and pedestrians currently access the regional park from the City of Waconia through grass, undefined goat-trails, ditches, and fields. The proposed project offers trail users a safe, off-street route between the two destinations. The separated trail will provide an off-road option for bicyclists and pedestrians needing to travel along TH 5, which has an AADT of 13,000 and free flow speeds of over 50 mph and those traveling on CASH 92, which has an AADT of 8,500 and free flow speed over 50 mph.

There is a large desire of bicyclists and pedestrian who would like to access a route around Lake Waconia but do not want to take the risk of riding in on-road motor vehicle traffic. 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 an off-road trail connection between downtown Waconia, the Lake Waconia Regional Park, and the Island View Golf Course and a viable combined on-road/off-road connection to Crown College via Dakota Rail Regional Trail. The Dakota Rail Regional Trail also connects to St. Bonifacius.

Response:

A pedestrian crossing will be installed across CR 155 at the regional trail connection. CR 155 is a Minor Collector roadway with an AADT under 500. The pedestrian crossing will be installed to guide pedestrians to the preferred crossing location and mitigate potential conflicts with turning movements at the CSAH 92 intersection. The pedestrian crossing treatment will include pedestrian warning signs and flashers (RRFB) as well as a crossing treatment. The latest research available, NCHRP Report 841, indicates that installing an RRFB can reduce crashes by between 36% to 48%. Additional safety improvements will be made at the southern

end of the regional trail corridor with the addition of pedestrian ramps at CSAH 92 in order to accommodate on-road users transitioning to the off-road facility or connecting to the regional park.

Together, the off-road regional trail separated from high volume/high speed highways and the pedestrian crossing amenities included in the proposed project will improve the safety and accessibility of the corridor for bicyclists and pedestrians of all ages and abilities.

(Limit 2,800 characters; approximately 400 words)

Measure A: Multimodal Elements

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 project, pedestrians will have a direct connection from downtown to other locations such as Lake Waconia Regional Park and Lake Waconia Boat Launch. There are no existing pedestrian facilities along the proposed alignment. For example, pedestrians trying to walk along the existing corridor must walk on the narrow shoulders along CSAH 92 or cut through grassy fields. Constructing this trail will provide pedestrians a direct route to and from Downtown Waconia and connecting to the Dakota Rail Regional Trail via CR 155.

Response:

This project terminates 1.0 mile south of Crown College, which is a post-secondary institution with an enrollment of approximately 1,300 students. In addition, an existing trail connection is located ¼ mile north of the Crown College entrance which will connect trail users to the Dakota Rail Regional Trail and allow trail users to connect to the proposed project via CR 155 for a complete pedestrian/bicycle connection to downtown Waconia. According to the college's website, all full-time students are required to live on campus until they are 22 years old or are living with parents. This student demographic is likely to use the regional trail facility for transportation to downtown Waconia.

A pedestrian crossing will be installed across CR 155 at the regional trail connection. CR 155 is a Minor Collector roadway with an AADT under 500. The pedestrian crossing will be installed to guide pedestrians to the preferred crossing location and mitigate potential conflicts with turning movements at the CSAH 92 intersection. The pedestrian crossing treatment will include pedestrian warning

signs and flashers as well as a crossing treatment. Additional safety improvements will be made at the southern end of the regional trail corridor with the addition of pedestrian ramps at CSAH 92 in order to accommodate on-road users transitioning to the off-road facility or connecting to the regional park.

SouthWest Transit has a fixed route connector service planned as part of the Green Line Light Rail Transit connection plan to connect downtown Waconia directly to the Green Line Extension. For existing transit service, the project is located in a rural area of the county and region and is served by SmartLink Transit. SmartLink operates dial-a-ride transit service for the general public and provides Medical Assistance trips for individuals that qualify. This transit service serves the rural residents along the project corridor and provides a transit connection for residents to connect anywhere in the 7 county metro area.

(Limit 2,800 characters; approximately 400 words)

Transit Projects Not Requiring Construction

If the applicant is completing a transit 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 - Construction Projects

1)Layout (30 Percent of Points)

Layout should include proposed geometrics and existing and proposed right-of-way boundaries.

Layout approved by the applicant and all impacted jurisdictions (i.e., cities/counties that the project goes through or agencies that maintain the roadway(s)). A PDF of the layout must be attached along with letters from each jurisdiction to receive points. Yes

100%

Attach Layout

1531503158062_Lake Waconia_layout_letter8.5x11.pdf

Please upload attachment in PDF form.

Layout completed but not approved by all jurisdictions. A PDF of the layout must be attached to receive points.

50%

Attach Layout

Please upload attachment in PDF form.

Layout has not been started

0%

Anticipated date or date of completion

2)Review of Section 106 Historic Resources (20 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 Yes

100%

There are historical/archeological properties present but determination of no historic properties affected is anticipated.

100%

Historic/archeological property impacted; determination of no adverse effect anticipated

80%

Historic/archeological property impacted; determination of adverse effect anticipated

40%

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

0%

Project is located on an identified historic bridge

3)Right-of-Way (30 Percent of Points)

Right-of-way, permanent or temporary easements either not required or all have been acquired Yes

100%

Right-of-way, permanent or temporary easements required, plat, legal descriptions, or official map complete

50%

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

25%

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

0%

Anticipated date or date of acquisition

4)Railroad Involvement (20 Percent of Points)

No railroad involvement on project or railroad Right-of-Way agreement is executed (include signature page, if applicable) Yes

100%

Signature Page

Please upload attachment in PDF form.

Railroad Right-of-Way Agreement required; negotiations have begun

50%

Railroad Right-of-Way Agreement required; negotiations have not begun.

0%

Anticipated date or date of executed Agreement

Measure A: Cost Effectiveness

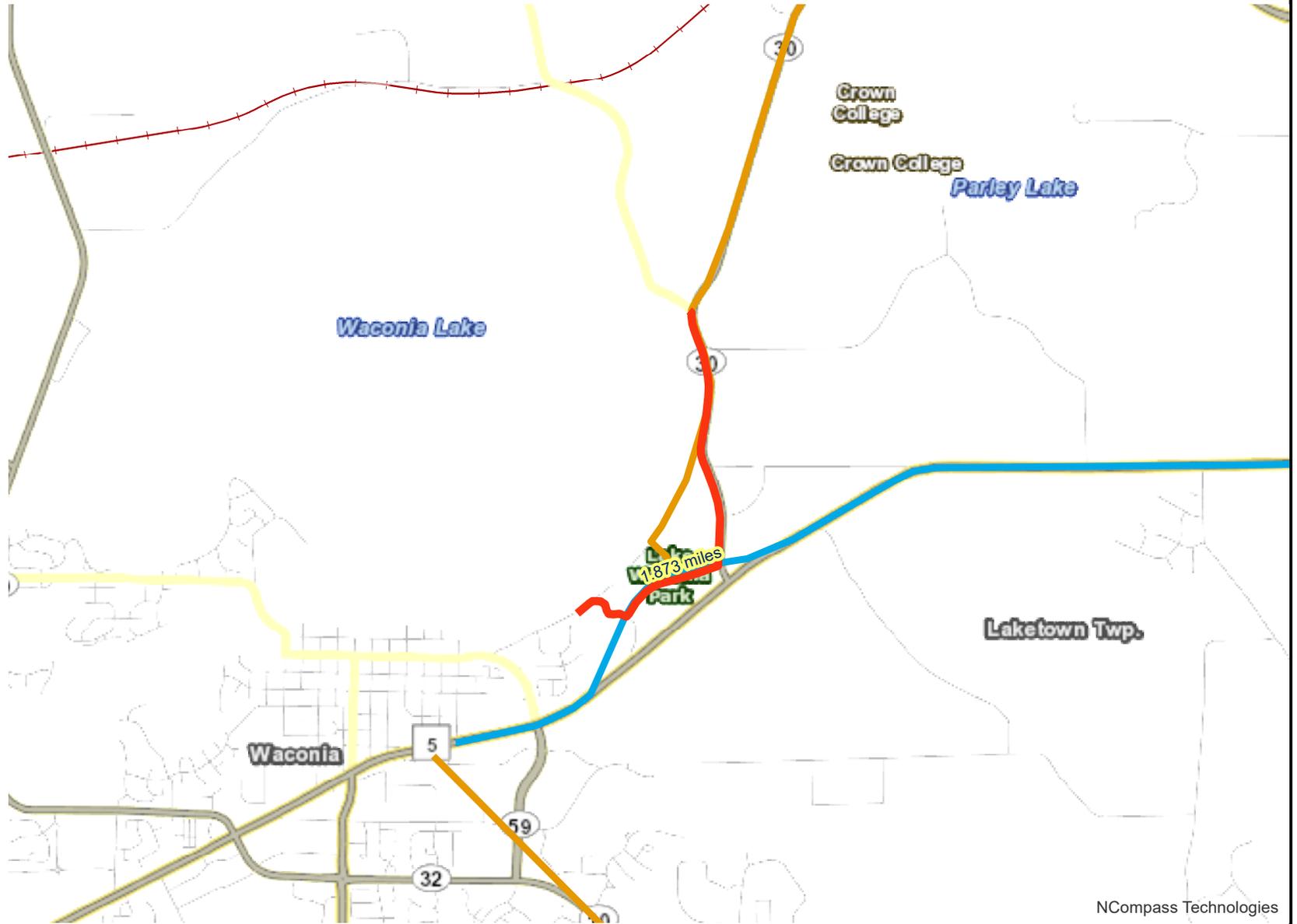
Total Project Cost (entered in Project Cost Form):	\$1,872,900.00
Enter Amount of the Noise Walls:	\$0.00
Total Project Cost subtract the amount of the noise walls:	\$1,872,900.00
Points Awarded in Previous Criteria	
Cost Effectiveness	\$0.00

Other Attachments

File Name	Description	File Size
CarverCo_LakeWaconiaRegionalTrail_Photo.pdf	Existing Conditions Picture	319 KB
CarverCo_LkWaconiaRegTrail_Summary.pdf	1 Page Project Summary	647 KB
Lake Waconia_layout_letter8.5x11.pdf	Project Layout & Agency Approval Letters	250 KB
LakeWaconiaRegionalTrail_ConceptMap.pdf	Concept Map	1.8 MB
Waconia_LOS_Regarding Carver County Trail Project.pdf	City of Waconia Letter of Support	202 KB

Project to RBTN Orientation

Multiuse Trails and Bicycle Facilities Project: Lake Waconia Regional Trail from Old Beach Rd to CSAH 92/CR | Map ID: 152907



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



Created: 6/15/2018
LandscapeRSA6

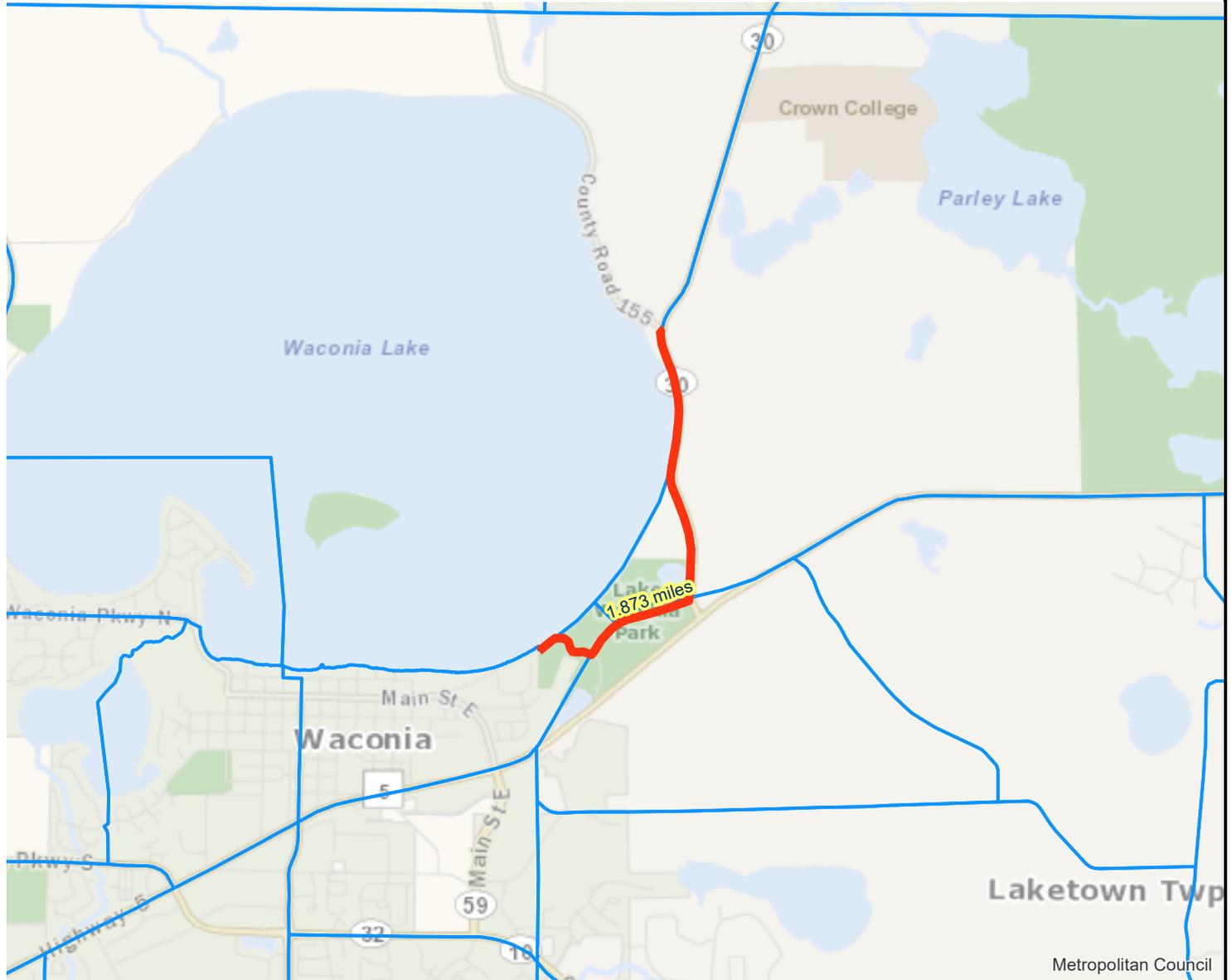


For complete disclaimer of accuracy, please visit <https://giswebsite.metc.state.mn.us/gisitenew/notice.aspx>

NCompass Technologies



Population/Employment Summary



Results

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

-  Project
-  2010 TAZ



Created: 6/15/2018
LandscapeRSA4



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

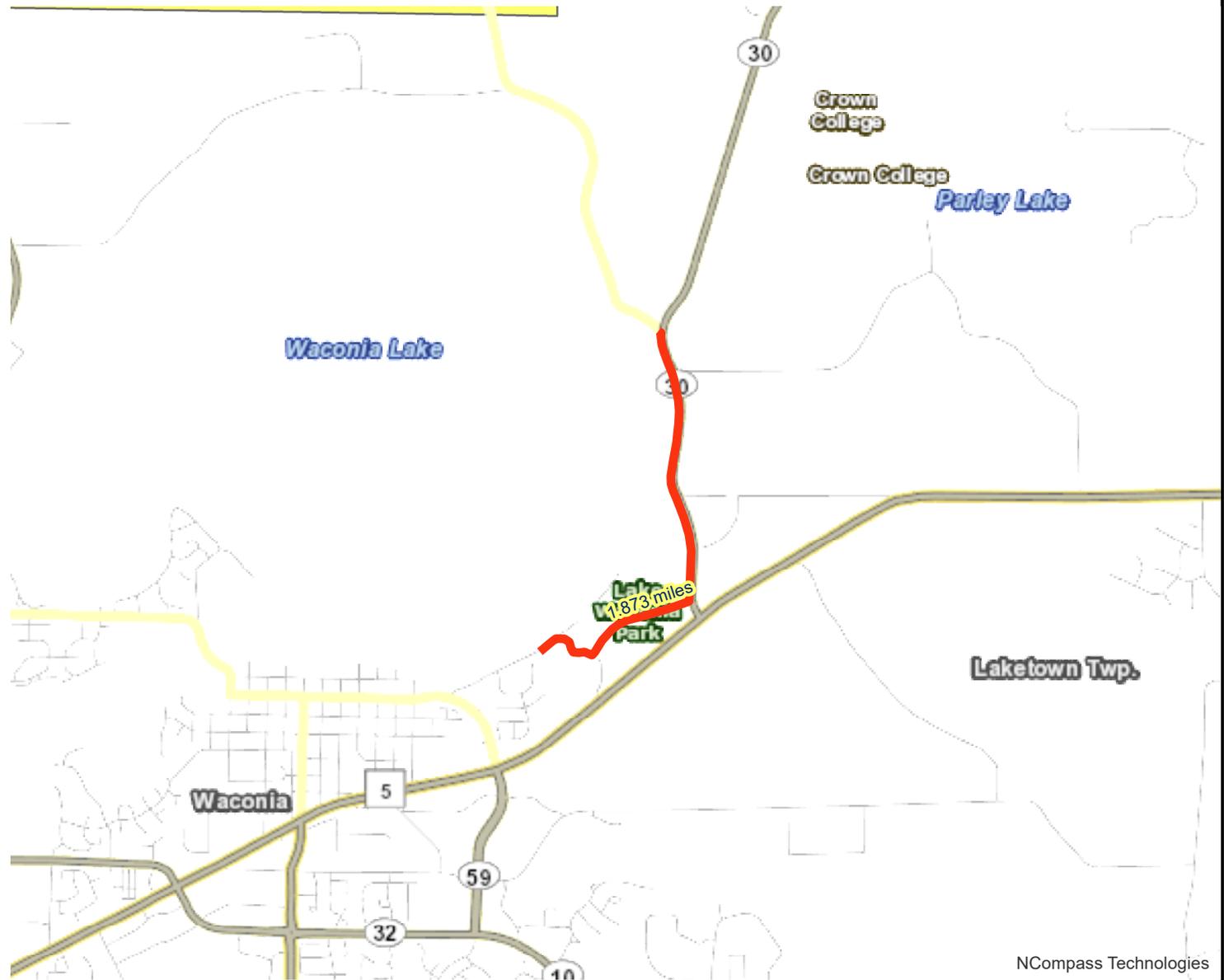


Metropolitan Council

Socio-Economic Conditions

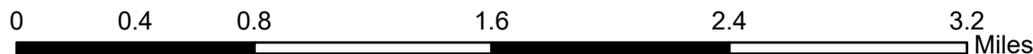
Results

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)



NCompass Technologies

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

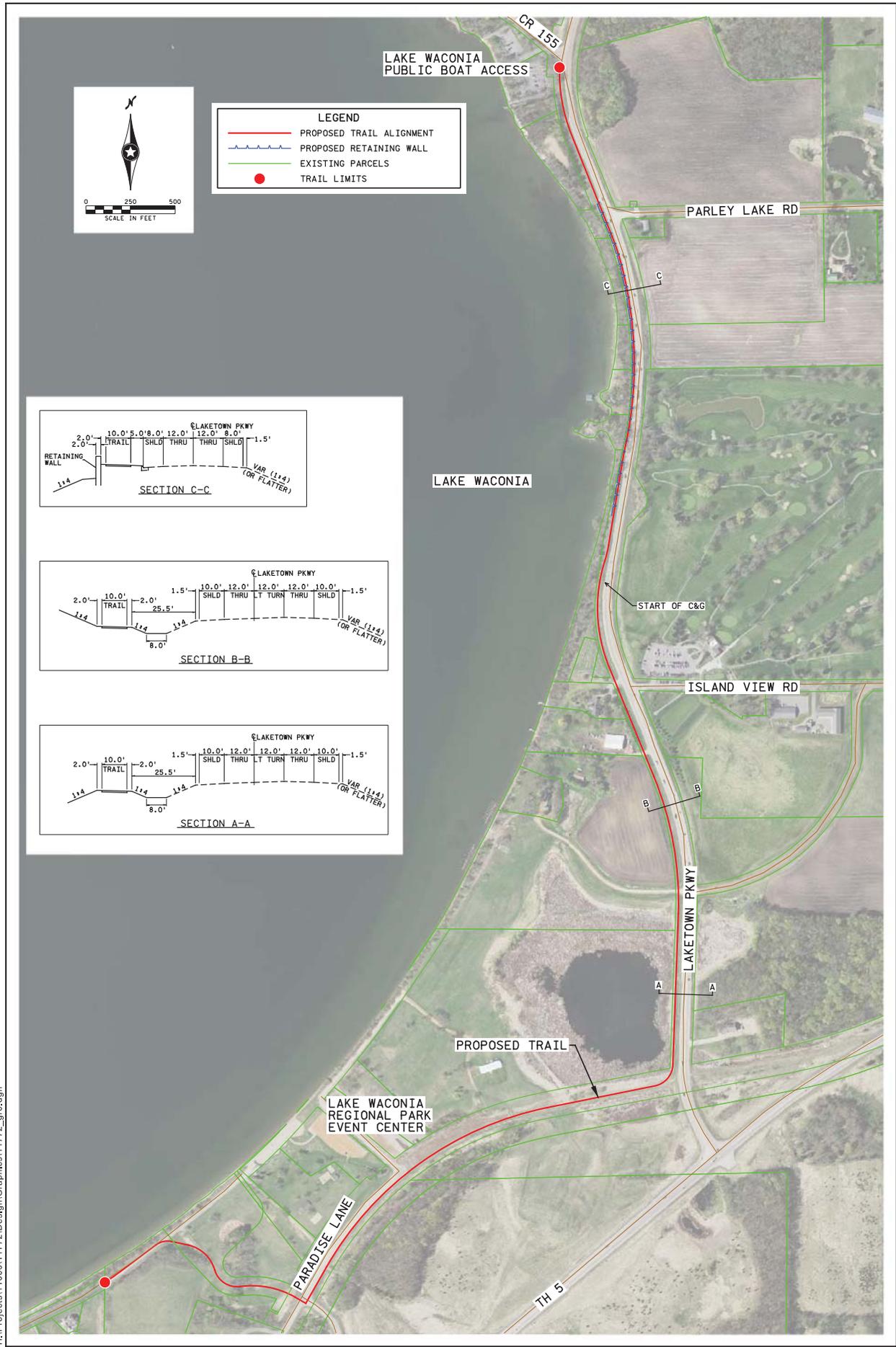


Created: 6/15/2018
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For complete disclaimer of accuracy, please visit <http://giswebsite.metc.state.mn.us/gissitenew/notice.aspx>





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Figure 1



**Carver County
Public Works**

11360 Highway 212, Suite 1
Cologne, MN 55322

July 12, 2018

Elaine Koutsoukos
TAB Coordinator
METROPOLITAN COUNCIL
390 Robert St. N
St. Paul, MN 55101

SUBJECT: Lake Waconia Regional Trail Layout Approval Letter

Dear Ms. Koutsoukos:

This letter is to confirm the County's agreement with and approval to date of the attached layout for the Lake Waconia Regional Trail project layout from Old Beach Rd. to the CR 155/CSAH 92 intersection. The County led the development of the layout and is aware of the details specified in the application attachment. The proposed project creates a new trail alignment consistent with the Lake Waconia Regional Park Master Plan, the County Comprehensive Plan and Metropolitan Council's Regional Policy pertaining to Parks Open Space System Plan and Regional Bikeway Transit network.

Although outside of city limits, the City of Waconia provided a letter of support and passed a resolution in support of the proposed project to represent coordination, approval, and agreement of the layout development to date. The County is the implementing agency of the regional park system as well as the road authority for areas of the planned alignment for the proposed project and is committed to working with the City of Waconia and Laketown Township during the project delivery process.

Sincerely,

Lyndon Robjent, P.E.
Public Works Director/County Engineer

CARVER COUNTY





Carver County

Lake Waconia Regional Trail from Old Beach Rd. to CR 155/CSAH 92



Project Information

Project Location:
Laketown Township, Carver County;
northeast of the City of Waconia

Federal Funding Request:
\$1,498,320

Total Project Cost:
\$1,872,900

Project Benefits

Multimodal

- Construct 1.9 mile Regional Trail
- Connect to regional destinations

Safety

- Install pedestrian crossing aid at CR 155
- Install pedestrian ramps

Existing Conditions Pictures

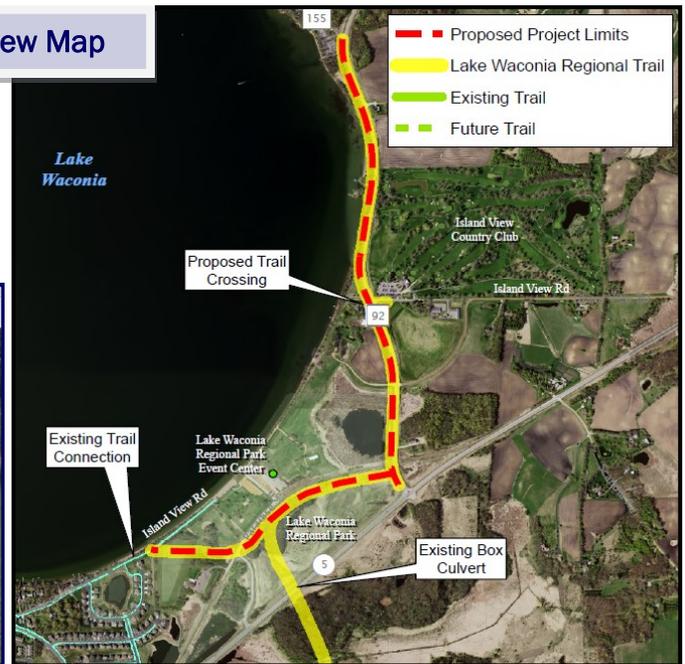


Project Description

The proposed Lake Waconia Regional Trail project is construction of approximately 1.9 miles of a shared use, separated, paved trail facility beginning at Old Beach Rd at the City of Waconia city limits, extending through Lake Waconia Regional Park, and running along the west side of CSAH 92 north to the CR 155/CSAH 92 intersection. The western endpoint connects to pedestrian and bicycle facilities in the City of Waconia and downtown Waconia destinations and the northern endpoint connects to the Lake Waconia boat launch and CR 155. CR 155 connects north to the Dakota Rail Regional Trail and Crown College.

At the northern endpoint of the project at the intersection of CR 155 and CSAH 92, pedestrian and bicycle crossing is proposed to direct non-motorists across CR 155. The pedestrian crossing treatment will include pedestrian warning signs and flashers as well as a crossing treatment. Additional safety improvements will be made at the southern end of the regional trail corridor with the addition of pedestrian ramps at CSAH 92 in order to accommodate on-road users transitioning to the off-road facility or connecting to the regional park.

Project Concept Overview Map



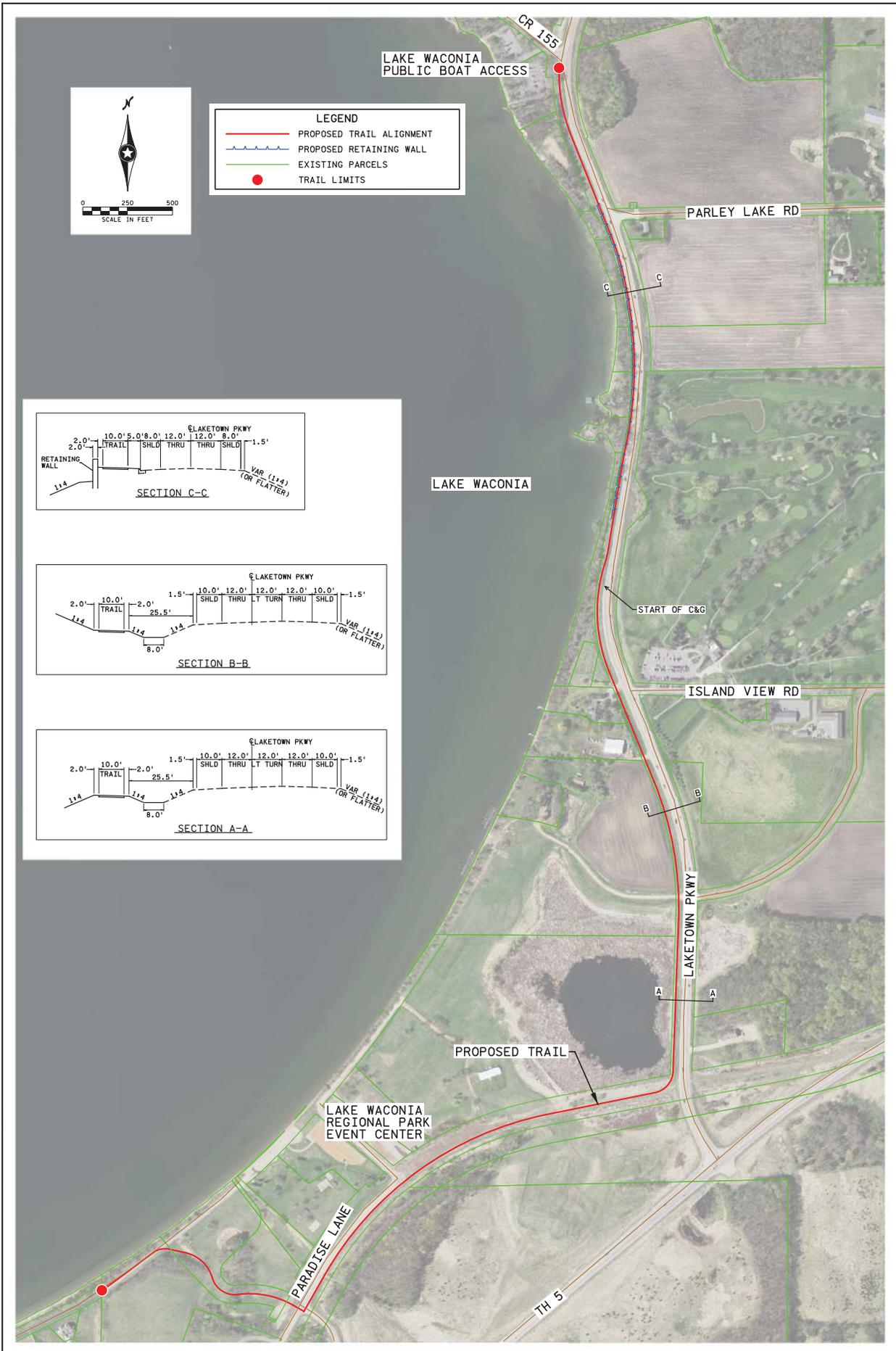
Regional Significance

The Lake Waconia Regional Trail project follows Tier 1 and Tier 2 RBTN alignments. The Tier 1 RBTN alignment is defined for the southern section of the project through Lake Waconia Regional Park, paralleling TH 5. The Tier 2 RBTN alignment is defined for the northern section of the project along CSAH 92 (Laketown Pkwy.). The Tier 2 RBTN alignment was included in the project because it utilizes existing grading on the west side of CSAH 92, which was planned for this future trail facility. 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.

Contact Information

Lyndon Robjent, P.E.
PW Director/County Engineer

Carver County Public Works
11360 Highway 212, Suite 1
Cologne, MN 55322
Phone: 952-466-5200



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Proposed Trail

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

Figure 1



**Carver County
Public Works**

11360 Highway 212, Suite 1
Cologne, MN 55322

July 12, 2018

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Sincerely,

Lyndon Robjent, P.E.
Public Works Director/County Engineer

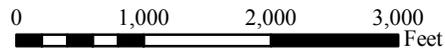
CARVER COUNTY

Project Limits - Lake Waconia Regional Trail

Carver County Regional Solicitation Multi-Use Trail Application



This map was created using a compilation of information and data from various City, County, State, and Federal offices. It is not a surveyed or legally recorded map and is intended to be used as a reference. Carver County is not responsible for any inaccuracies contained herein.



Parks Department
 11360 Hwy 212, Suite 1
 Cologne, MN 55322
 (952) 466-5200
 Created: 7/12/2018



City of Waconia

May 22, 2018

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.

We look forward to working with you on this project. Please do not hesitate to contact me, at 952-442-3100 or sarntz@waconia.org.

Sincerely,

Susan 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
24 Maple Street East
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)