



Application

10350 - 2018 Multiuse Trails and Bicycle Facilities

10970 - Circle the Brick Trail Connection

Regional Solicitation - Bicycle and Pedestrian Facilities

Status:

Submitted

Submitted Date:

07/13/2018 3:37 PM

Primary Contact

Name:*

Kevin

Ringwald

Salutation

First Name

Middle Name

Last Name

Title:

Community Development Director

Department:

Community Development

Email:

kringwald@chaskamn.com

Address:

One City Hall Plaza

*

Chaska

Minnesota

55318

City

State/Province

Postal Code/Zip

Phone:*

952-448-9200

Phone

Ext.

Fax:

What Grant Programs are you most interested in?

Planning Assistance Grants

Organization Information

Name:

CHASKA, CITY OF

Jurisdictional Agency (if different):

Organization Type:	City		
Organization Website:			
Address:	1 CITY HALL PLAZA		
	PO BOX 81		
	CHASKA	Minnesota	55318-1962
	City	State/Province	Postal Code/Zip
County:	Hennepin		
Phone:*	612-448-2851		Ext.
Fax:			
PeopleSoft Vendor Number	0000020931A2		

Project Information

Project Name	Circle the Brick Trail Connection
Primary County where the Project is Located	Carver
Cities or Townships where the Project is Located:	City of Chaska
Jurisdictional Agency (If Different than the Applicant):	

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

This project will provide a new trail connection along County Highway 61 in the City of Chaska utilizing the former C & NW Railroad right-of-way. Chaska was once a leading Minnesota manufacturer of brick. The old brick yards have since been developed into community destinations and core commercial areas that this project will provide a connection to.

The 2 miles of new 10' wide trail will connect into the Southwest Regional Trail Connection at each end, thus filling the last gap in the former railroad corridor. Completion of this project will result in a roughly 5-mile continuous loop making connections to the downtown, neighborhoods, core business areas, transit, parks, and regional and state trails.

This trail has been desired for decades. Almost 10 years ago railroad operations ceased, the tracks removed, and the property sold to Carver County. This segment of trail has not been constructed due to the at-grade crossing of Highway 41, just south of the signalized intersection with County Highway 61. A grade separation is part of a larger downtown roadway project that will reconstruct portions of Highway 41 and 61 and is mostly funded (a 2018 Regional Solicitation application). With that crossing addressed, the community is ready to complete the entire segment.

The demand for this trail is obvious as foot paths are found along much of the proposed alignment. Pedestrians and bicyclists creating these paths are accessing destinations along the highway and in the downtown. Much of the new trail alignment will utilize an abandoned railroad corridor providing opportunity to construct the trail set back from the highway with minimal impacts to trees or natural features. The old railroad corridor draws the new

trail into the downtown with opportune connections to historic buildings, once served by the railroad, and now repurposed for commercial and dining destinations.

The southwest extent of this project starts in Athletic Park at a trail 'confluence' where the two regional and one state trails merge. At the northeast, the trail splits in two connections. One providing connection for a 78-unit townhouse development and surrounding single family homes. The other connects to transit along Stoughton Ave and a sidewalk leading to a nearby mobile home park.

This project will capitalize on other City, Carver County, and MnDOT investments to improve safety and increase capacity along Highways 61 and 41 within the downtown. These agencies have been extensively planning major expansions and filling of gaps in the ped and bike system through downtown. This project will utilize the 2021 pedestrian underpass of Highway 41 and connect into streetscape expansion planned along Highway 41 from County Highway 61 to south of the Minnesota River Bridge.

(Limit 2,800 characters; approximately 400 words)

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

Project Length (Miles)

to the nearest one-tenth of a mile

Construct new Circle the Brick Multiuse Trail Connection

2.07

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

\$1,197,792.00

Match Amount

\$299,448.00

Minimum of 20% of project total

Project Total \$1,497,240.00

Match Percentage 20.0%

Minimum of 20%

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

Source of Match Funds City 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: 2022

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

Additional Program Years: 2021

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

Project Information

County, City, or Lead Agency City of Chaska

Zip Code where Majority of Work is Being Performed 55318

(Approximate) Begin Construction Date 06/01/2022

(Approximate) End Construction Date 10/31/2022

Name of Trail/Ped Facility: Circle the Brick Trail

(i.e., CEDAR LAKE TRAIL)

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

From:
(Intersection or Address) 725 W 1st Street

To:
(Intersection or Address) Chaska Boulevard/County Highway 61

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 EARTHWORK, GRADING, BRIDGE STRUCTURE, AGG
BASE, BIT SURF, CONCRETE SURF, PED RAMP,
STRIPING, 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.

This project is consistent with the 2040 Transportation Policy Plan's goals, objectives and strategies, most specifically the Chapter 7, Regional Bicycle and Pedestrian Investment Direction on pages 7.6, 7.7 and 7.15.

'Overcome physical barriers and eliminate critical system gaps. Specifically addressing gaps and barriers in the regional system will improve convenience and continuity for bicyclists.' The proposed alignment provides a connection to the Southwest Regional Connection Trail.

'Integrate and/or supplement existing and planned infrastructure. When developing the Regional Bicycle Transportation Network, existing and planned infrastructure should be used when possible to reduce the need to purchase new right-of-way and to minimize the growing financial burden of preserving and maintaining existing facilities.' The proposed trail uses an abandoned railroad corridor and other existing public rights-of-way.

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

'Connect to local, state, and national bikeway networks. Connecting to other established bicycle networks will expand the reach and effectiveness of the regional network.' The trail connects to the Regional Connection Trail will also connect to downtown Chaska, utilizing a pedestrian underpass scheduled for construction in 2021.

The 2040 Regional Parks Policy Plan states the following on page 43, applicable to this trail project:

'Trails also are selected for their ability to intersect with local trail networks, with the regional trails

functioning much like regional highways that interconnect with more local arterials and local streets. The regional trail network, especially in the urban areas, serves as commuting routes for bicyclists in addition to serving recreational purposes.'

'People tend to prefer trails that are relatively close to where they live. Surveys conducted by the Metropolitan Council show that more than 75% of trail visitors live within 3 miles of the trails they used. However, trail users travel from one city or county to another. It is this inter-jurisdictional trail length that makes these trails regionally significant.'

(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.

The 2040 Chaska Comprehensive Plan, Chapter 7: Trails, Section 5- Regional Trail Policy states:

The primary objective of all trail types is to provide safe and convenient travel routes for recreation or destination purposes while taking advantage of existing community natural resources and roadway systems. The City's trails system is intended to encompass all residential areas, activity centers, and significant natural resource areas throughout the community.

The City's 2030 vision for trails consists of a safe, convenient, connected, and enjoyable pedestrian movement/trails system throughout the entire community that contributes to the community's unique sense of place.

List the applicable documents and pages:

Description on page 14 supports and identifies making a local connection to the Southwest LRT and continuing to provide linkages between the local trail system and the regional system, acknowledging the need to collaborate with Carver County, MnDot and others. Specifically -

'Support the interim use of the former C & NW Railroad right-of-way as a regional trail (Southwest LRT Regional Trail), except in the downtown area.'

'Partner with the City of Victoria, Carver County, and Metro Council to develop a Chaska-Victoria Regional Trail connecting the two branches of the Southwest LRT Regional Trail, thereby connecting Carver Regional Park Reserve to the Minnesota Valley State Trail and completing a loop regional trail system connecting Hopkins, Victoria and Chaska.'

The Downtown Chaska Master Plan, Guiding Principles, states:

Page 42, Streets, Sidewalk and Trail Connections, identifies the need-

In line with the impressive network of trails in the rest of Chaska, a network of downtown trails will be completed that facilitates good connections between downtown and the rest of the community, as well as connections to the regional recreational trail network.

Page 45, Implementation, provides:

Downtown's streets and sidewalks should be designed and reconstructed to create a desirable and balanced environment for pedestrians, bicyclists, and drivers, creating a Complete Streets network in downtown. Convenient street and trail connections should be created between downtown and surrounding areas.

Carver County 2030 Comprehensive Plan, Amended Parks, Open Space and Trail Chapter, Pages 4.5, 6.5, 6.6 and Figure 6.8 each discuss or illustrate the need for a connected network of trails, providing opportunities for active living, and providing accessibility to all members of the community

(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.

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 (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.

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. Yes

05/01/2018

05/01/2019

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)	\$59,500.00
Removals (approx. 5% of total cost)	\$10,000.00
Roadway (grading, borrow, etc.)	\$108,000.00
Roadway (aggregates and paving)	\$0.00
Subgrade Correction (muck)	\$0.00
Storm Sewer	\$15,000.00
Ponds	\$0.00
Concrete Items (curb & gutter, sidewalks, median barriers)	\$0.00
Traffic Control	\$34,700.00
Striping	\$0.00

Signing	\$5,000.00
Lighting	\$0.00
Turf - Erosion & Landscaping	\$33,500.00
Bridge	\$440,000.00
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	\$249,540.00
Other Roadway Elements	\$0.00
Totals	\$955,240.00

Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Path/Trail Construction	\$415,000.00
Sidewalk Construction	\$0.00
On-Street Bicycle Facility Construction	\$0.00
Right-of-Way	\$0.00
Pedestrian Curb Ramps (ADA)	\$28,000.00
Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	\$0.00
Pedestrian-scale Lighting	\$24,000.00
Streetscaping	\$0.00
Wayfinding	\$75,000.00
Bicycle and Pedestrian Contingencies	\$0.00
Other Bicycle and Pedestrian Elements	\$0.00
Totals	\$542,000.00

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	\$1,497,240.00
Construction Cost Total	\$1,497,240.00
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 Yes

Tier 2, RBTN Alignment

Direct connection to an RBTN Tier 1 corridor or alignment Yes

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 1531504622140_Circle the Brick RBTN.pdf

Please upload attachment in PDF form.

Measure A: Population Summary

Existing Population Within One Mile (Integer Only)	15088
Existing Employment Within One Mile (Integer Only)	3710
Upload the "Population Summary" map	1531504674156_Circle the Brick Population.pdf

Please upload attachment in PDF form.

Measure 2B: Snow and ice control

Maintenance plan or policy for snow-removal for year-round use: Yes

(50 Points)

Response: If yes, please include a link to and/or description of maintenance plan. See attached Trail System Maintenance Plan that includes language on the policy

Upload Maintenance Plan (if no link is available) 1531504777687_Trail Maintenance Map.pdf

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: Yes

(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:

(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 2040 Chaska Comprehensive Plan included opportunity for public engagement to gather input from the broad community. An open house was held to discuss the draft of the 2040 Comprehensive Plan at the Chaska City Hall. The Planning Commission and City Council each held public hearings leading to the adoption of the Plan.

The Chaska Downtown Master Plan- The planning process included an open house with more an estimated 100 community members in attendance. As part of the open house event, formal comment cards were also solicited. The comment cards requested input on a variety of topics including downtown streets, networks and concepts. In addition to the open house three City Council/Commission work sessions were held open to the public. Stakeholder interviews were conducted with a variety of education and community groups concentrated in the downtown area.

Response:

Carver County 2040 Comprehensive Plan- Carver County led a widespread effort to identify key issues and opportunities by actively engaging stakeholders and partners from across the county and region. The planning process was a collaborative and sought to balance technical expertise with community input. Stakeholders played a key role in the decision-making process by participating in developing the community vision, identifying and prioritizing county issues, and recommending and evaluating implementation actions.

(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.

The Circle the Brick Trail project makes connections to populations that greatly benefit from or rely on the ability to bike and walk to their destinations. It is near these populations that the footpaths demanding this facility are most prominent. The southeast extent of the trail alignment connects into higher density residential areas and the Riverview Terrace Mobile Home Park. Residents from these areas are commonly seen biking or walking along side streets or the railroad corridor in attempt to access destinations along County Highway 61, transit stops along Stoughton Avenue, and the downtown.

According to city data, the area of the community encompassed by Highway 41 (west), County Highway 61 (north), Highway 15 (east), and the Minnesota River (south) has a population that is 31% Hispanic, median household income of \$42K, 3.75% unemployment rate, and 11.5% live below the poverty level. This is the area of the community more than half the new trail alignment connects with, therefor providing the most and immediate benefit to.

Response:

Within three blocks to a local sidewalk connection of the proposed trail is the Southwest Metro Intermediate District 288. This intermediate school serves students in 11 member districts across the southwestern Twin Cities metropolitan area with programs in Special Education, Career and Technical Education, Adult Basic Education and Alternative Education.

This trail's direct connection to Downtown Chaska will utilize the 2021 construction of a Highway 41 pedestrian underpass that is a part of larger improvements planned for the Highway 41 and County Highway 61 corridors in the downtown area. The City of Chaska, in partnership with Carver

County and MnDOT, are planning significant investments that focus on balancing efficient movement of regional freight while providing a pedestrian scale environment that serves a vibrant downtown economy.

Over \$100M in public investment in downtown has been occurring and is still ongoing. These efforts progressively revitalize the downtown and its connections benefitting all community businesses and populations. Key investments include:

- \$30M in downtown infrastructure improvements over the past 5 years

- \$28M in the development of Fireman's Park, Chaska Curling Center, and Chaska Event Center in 2015

- In 2019 the City will invest \$20M in the redevelopment of an entire city block called City Square West

- The City, County, State will have a combined investment of approximately \$25M in the highways through downtown in 2022 along with some key pedestrian enhancements.

(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:

(Limit 2,800 characters; approximately 400 words)

Upload Map

This project will have no negative impacts on surrounding populations or the built and natural environment. Much of the new trail alignment will utilize an abandoned railroad bed. Utilizing the old railroad corridor provides opportunity to construct the trail set back from the highway with minimal impacts to existing trees or natural features.

1531505227765_Circle the Brick SEC.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
Chaska	2.07	1.0	94.0	94.0

Total Project Length

Total Project Length (as entered in the "Project Information" form) 2.07

Affordable Housing Scoring

Total Project Length (Miles) or Population	2.07
Total Housing Score	94.0

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 Circle the Brick Trail project fills a vital gap in an RBTN Tier 1 Alignment. This filled gap connects neighborhoods that are home to disadvantaged populations to the downtown, core business areas, community destinations, transit stops, parks, and regional and state trails. This project provides a link at a local level while improving community connections between local, regional, and state trails. Today people are seen walking and biking the proposed route and when not present the worn footpaths prove this demand. Therefore, a dedicated and ADA compliant facility will provide a safer more protected connection paralleling a county highway.

Response:

The new trail will provide a 10' wide paved surface that includes slopes and pedestrian ramps to accommodate ADA accessibility throughout the extent of the project. Marked roadway crossings with signage and lighting will increase safety and the comfort of those who desire to use the trail connection for transportation or recreational purposes.

This project will replace, repurpose, and remove the three existing railroad bridges along the proposed alignment. Walkers and bikers utilizing the abandoned railroad corridor are crossing these bridges that are not currently maintained or conditions that would be considered safe or accommodating for all user types. Two of the three bridges cross existing water channels and therefore require replacement or repurposing to maintain trail user connection across these barriers.

Utilizing the near future pedestrian underpass of Highway 41 will greatly improve connection for all user capabilities as Highway 41 is a 4-lane divided

highway and a north-south barrier throughout the community. This project, coupled with planned improvements along Highway 41, will provide a continuous and ADA accessible facility from both extents of the project and through Downtown Chaska's core business center.

(Limit 2,800 characters; approximately 400 words)

Measure B: Project Improvements

The Circle the Brick Trail Project will provide a multiuse trail along a route where one does not exist today yet residents are walking or biking here as evident from the worn footpaths. The proposed dedicated trail facility will provide the following benefits:

- 10' wide paved trail (ADA accessible)
- Direct connection to Highway 61 and downtown destinations
- Make the presence of pedestrians and bicyclist known to highway traffic
- Marked crosswalks with lighting and signage
- Connects disadvantaged populations to community destinations
- Connection to transit

It is reasonable to say that the proposed walkable and bike able trail alignment will be more attractive to users and contribute to a safer highway corridor for all users.

(Limit 2,800 characters; approximately 400 words)

Measure A: Multimodal Elements

This project will improve travel experience and safety for users of the County Highway 61 corridor by dedicating an ADA accessible trail facility separating non-motorized users from the highway. This project will provide strong connections between the downtown, several residents, core business areas, community destinations, transit, parks, and regional and state trails.

The new trail connects directly to Southwest transit stops along Stoughton Avenue serving routes 691, 697, and 699. These routes connect riders to Carver, Chanhassen, and job concentration areas along U.S. Highway 212 in Eden Prairie and I-494 in Edina, Richfield, and Minneapolis. The new trail also connects to a 40 vehicle park and ride lot at Walnut Street and Chaska Boulevard. A shelter provides coverage for riders during inclement weather.

Response:

This project will provide strong connections that serve both regional non-motorized transportation as well as local and regional recreational attractions, including;

- The Southwest Regional Trail Connection - a developing 13-mile trail between Chaska and Victoria. When completed, this trail will connect the Minnesota River Bluffs Regional Trail (Southwest Light Rail Transit Corridor) to the Lake Minnetonka Regional Trail (Northwest Light Rail Transit Corridor) creating a looping trail network.

- The Minnesota Valley State Trail - paved from Shakopee to Chaska and a natural surface trail from Chaska to Belle Plaine, paralleling the Minnesota River. Once fully constructed this state trail will connect numerous regional attractions and trail networks, including: Bloomington's Old Cedar

Avenue Bridge, Hyland Regional Trail and Park, Nine Mile Creek Regional Trail, Nokomis-Minnesota River Regional Trail, downtown Chaska, downtown Shakopee, Valley Fair, Minnesota River Valley Refuge Visitor Center, Mall of America, Metro Transit's Blue Line (LRT), Fort Snelling State Park, Historic Fort Snelling, Minnehaha Falls Regional Park, and both downtown Minneapolis and St. Paul via existing regional trails.

-Athletic Park - a regulation baseball facility for adult, legion, Chaska High School, and Babe Ruth age baseball. Games and state tournaments draw in thousands of visitors each year.

-Minnesota Valley National Wildlife Refuge - a greenbelt of large marsh areas stretching along the Minnesota River from the Fort Snelling area to Jordan. Recreational uses include canoeing, boating, hiking, biking, snowmobiling, hunting, fishing, and snowshoeing.

-Firemens Park - a new regional park providing playgrounds, a splash pad, a public swimming beach and boardwalk, picnic space, a concession area, flower gardens, archery range and horseshoe pits. Also home to the Chaska Curling Center, with over 1200 curlers making it the largest curling membership in the country.

(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

1531510908109_Approved_layout.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

100%

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

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

1531510907187_CCRRA #01-18.docx.pdf

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): \$1,497,240.00

Enter Amount of the Noise Walls: \$0.00

Total Project Cost subtract the amount of the noise walls: \$1,497,240.00

Points Awarded in Previous Criteria

Cost Effectiveness \$0.00

Other Attachments

File Name	Description	File Size
1_CHKA_ProjectLocation_8.5x11L.pdf	Project Location Map	592 KB
1_Circle the Brick Trail One Page Description._docx.pdf	Project One Pager	319 KB
2_16666_layout_8.5x11.pdf	Project Layout	708 KB
3_16666_existing conditions_8.5x11.pdf	Existing Conditions Map	540 KB
ADA Transition Plan Status Letter.pdf	ADA Transition Plan Status	329 KB
Combined Documents of Support.pdf	combined documents of support	771 KB
Existing Conditions Photo.pdf	Existing Conditions	272 KB
Met C Generated Maps Combined.pdf	Met C Generated Maps	16.1 MB

Project to RBTN Orientation

Multiuse Trails and Bicycle Facilities Project: Circle the Brick Regional Trail | Map ID: 1531140164441



- Project
- RBTN Corridor Centerlines
- RBTN Tier 1 Alignment
- RBTN Tier 2 Alignment
- RBTN Tier 1
- RBTN Tier 2
- Minor Arterials
- Principal Arterials
- + + Railroads
- Principal Planned Arterial

0 0.375 0.75 1.5 2.25 3 Miles

Created: 7/9/2018
LandscapeRSA6



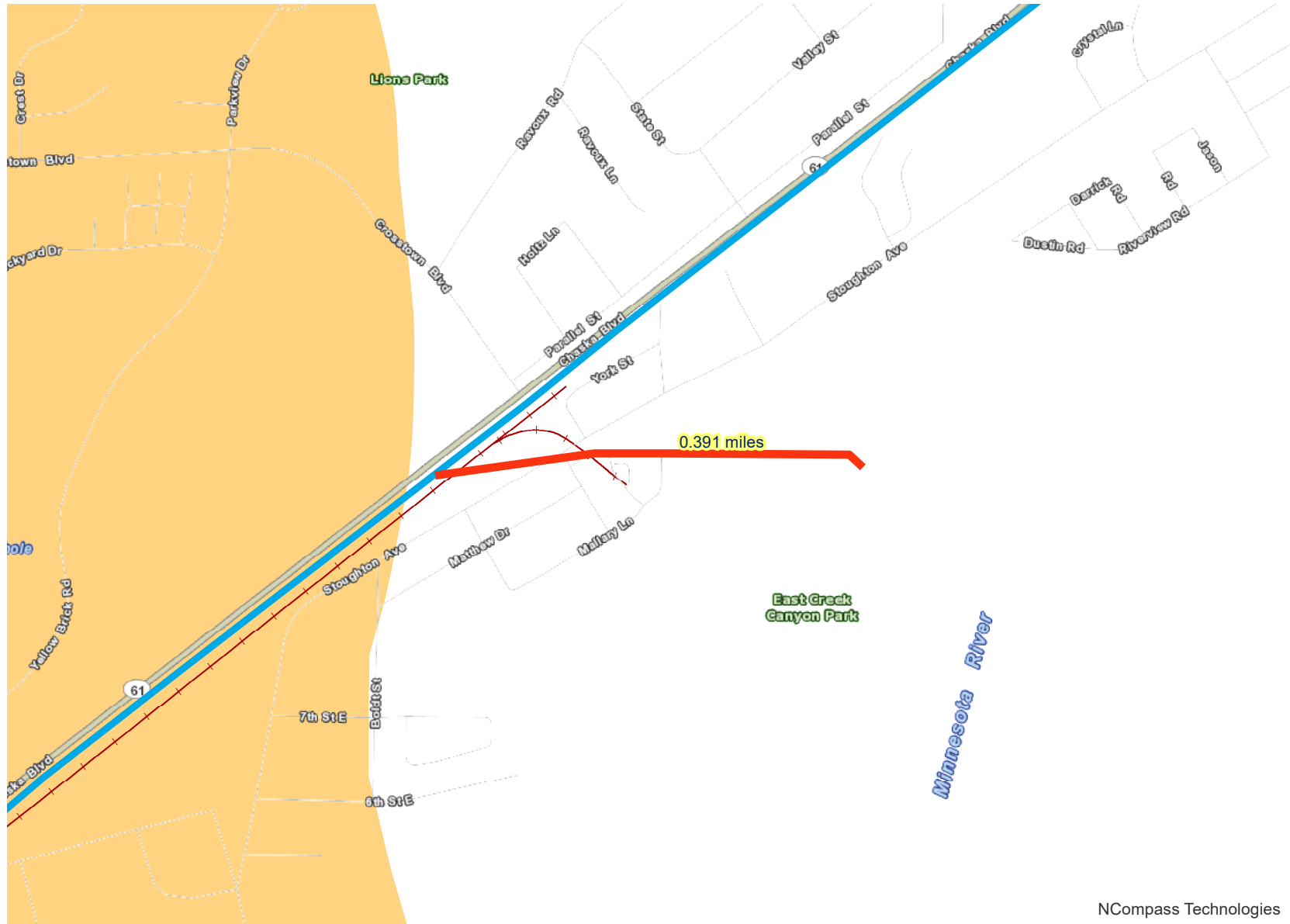
For complete disclaimer of accuracy, please visit
<https://giswebsite.metc.state.mn.us/gissitenew/notice.aspx>

NCompass Technologies



Project to RBTN Orientation

Multiuse Trails and Bicycle Facilities Project: Circle the Brick Regional Trail Branch | Map ID: 1531140853252



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

0 0.075 0.15 0.3 0.45 0.6 Miles

Created: 7/9/2018
LandscapeRSA6



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

NCompass Technologies

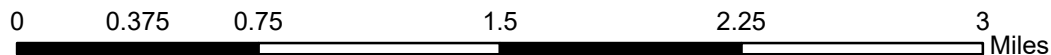


Population/Employment Summary

Results

Within ONE Mile of project:
Total Population: 15088
Total Employment: 3710

Project
2010 TAZ



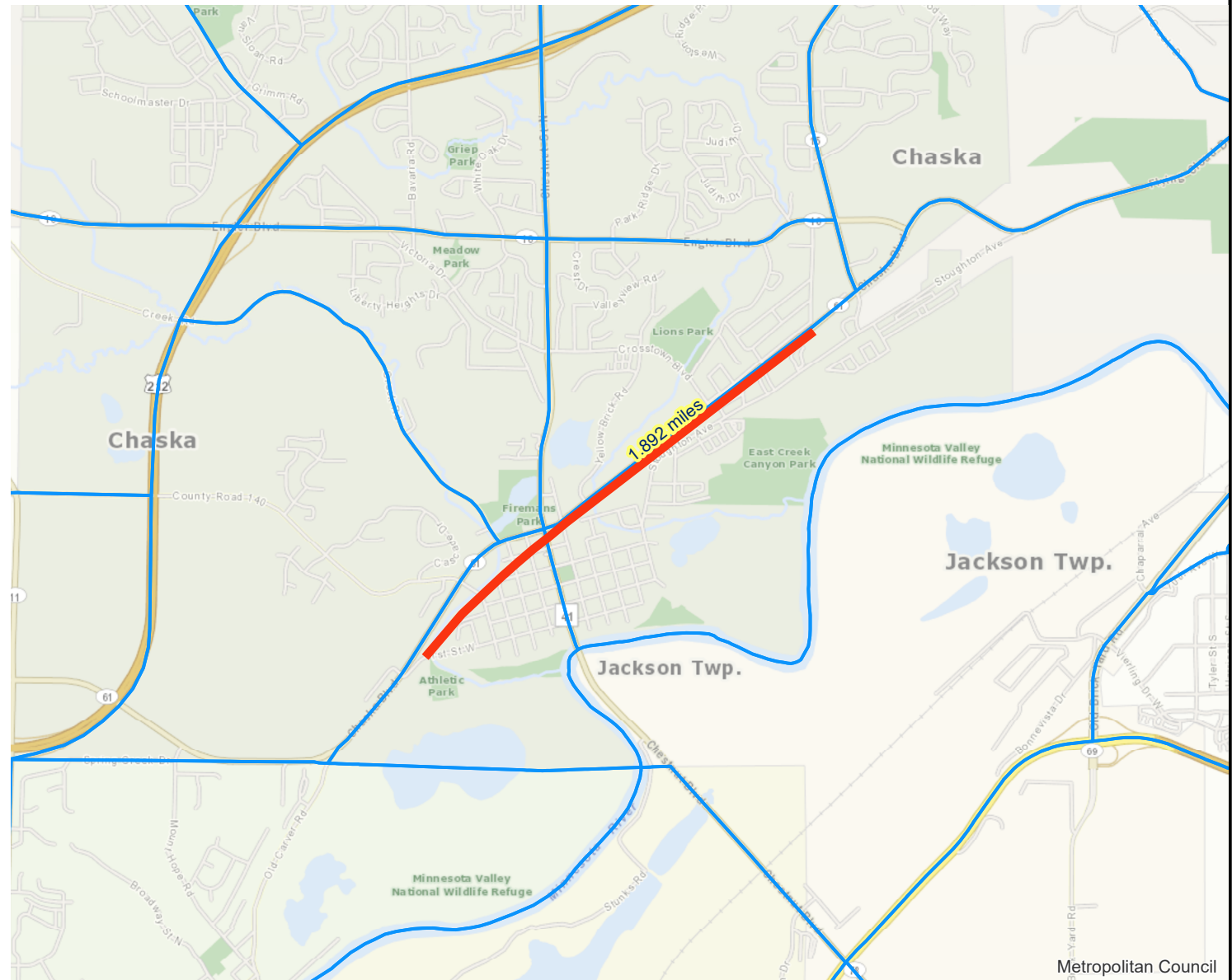
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LandscapeRSA4



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



Multiuse Trails and Bicycle Facilities Project: Circle the Brick Regional Trail | Map ID: 1531140164441



Population/Employment Summary

Multiuse Trails and Bicycle Facilities Project: Circle the Brick Regional Trail Branch | Map ID: 1531140853252



Results

Within ONE Mile of project:
Total Population: 12287
Total Employment: 3420

Project
2010 TAZ

0 0.075 0.15 0.3 0.45 0.6 Miles

Created: 7/9/2018
LandscapeRSA4

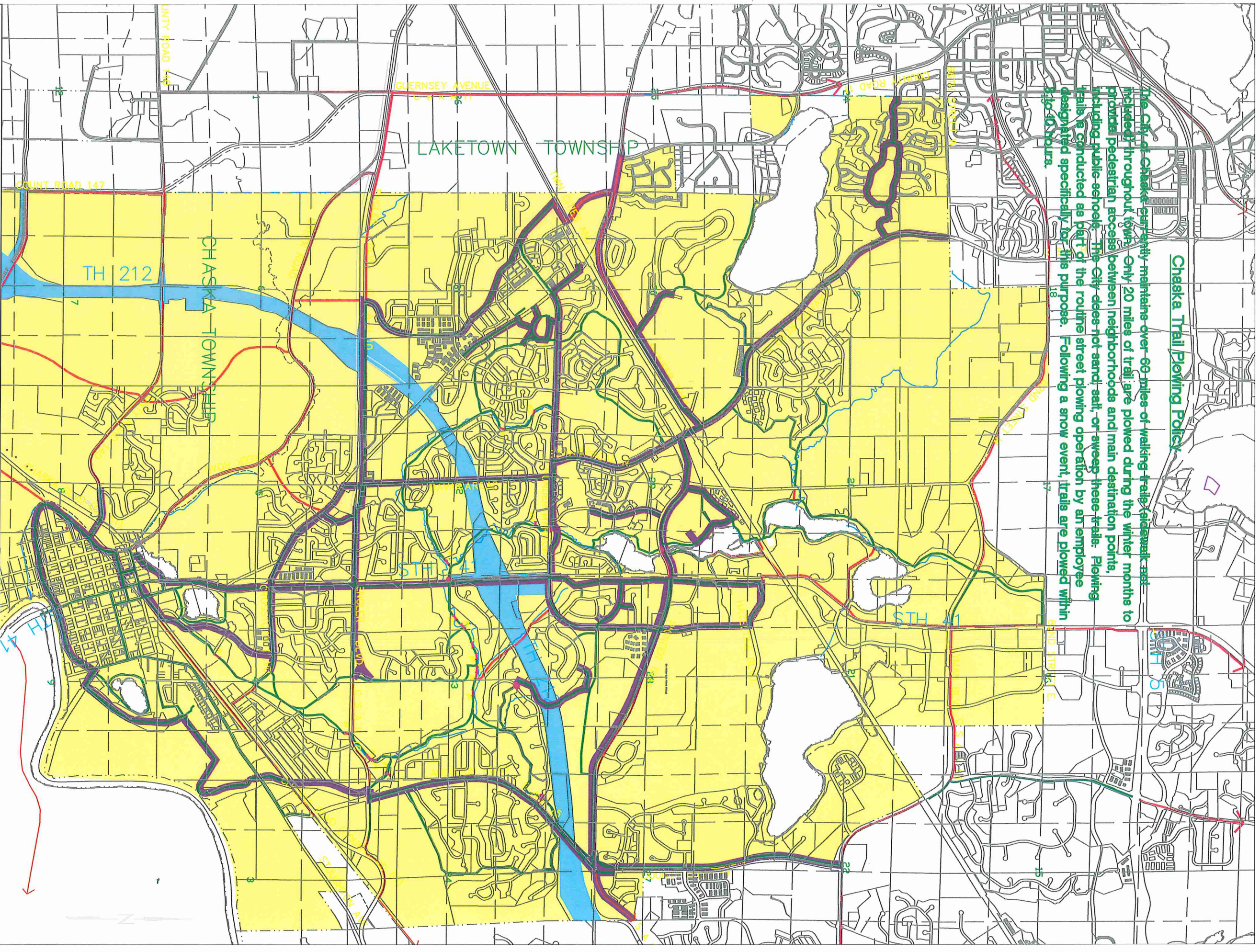


For complete disclaimer of accuracy, please visit
<http://giswebsite.metc.state.mn.us/gissitenew/notice.aspx>



The City of Chaska currently maintains over 60 miles of walking trails/sidewalks not included throughout town. Only 20 miles of trail are plowed during the winter months to provide pedestrian access between neighborhoods and main destination points, including public schools. The City does not sand, salt, or sweep these trails. Plowing trails is conducted as part of the routine street plowing operation by an employee designated specifically for this purpose. Following a snow event, trails are plowed within 8 to 40 hours.

Chaska Trail Plowing Policy



Chaska

COMMUNITY TRAIL SYSTEM CITY OF CHASKA

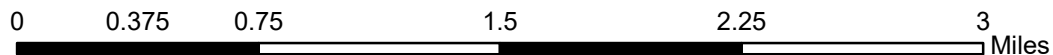
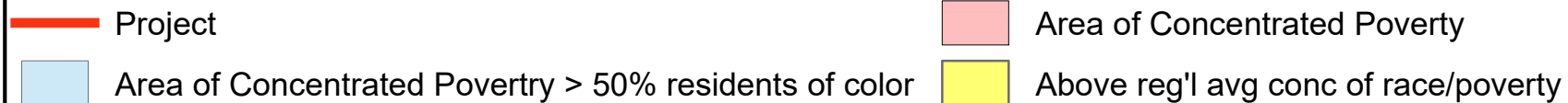
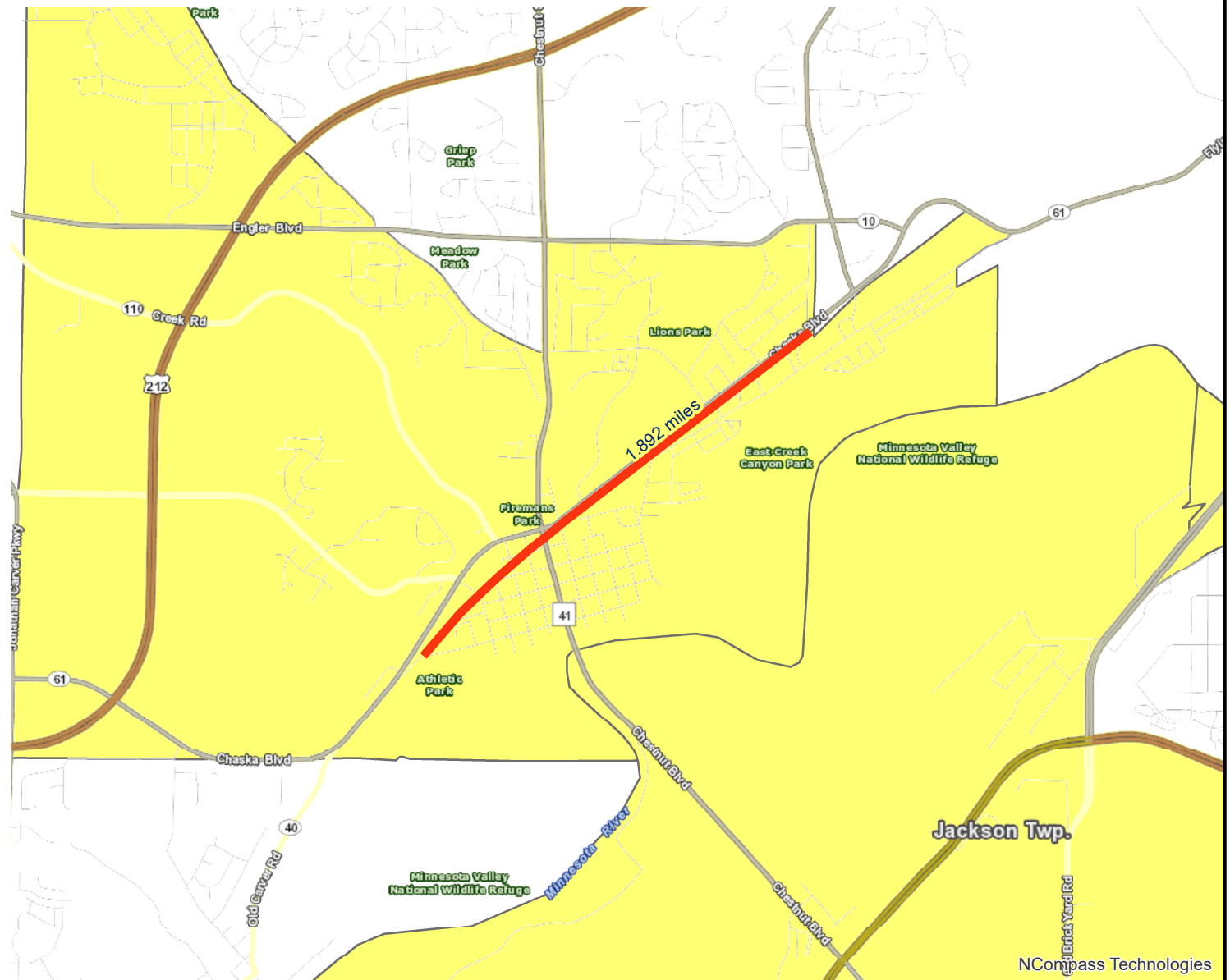
- PLOW ROUTES
- CITY LIMITS
- EXISTING TRAILS
- FUTURE TRAILS
- UNDER CONSTRUCTION
- REGIONAL TRAILS
- ANNEXATION AREA
- CITY BRIDGE
- CITY UNDERPASS

Socio-Economic Conditions

Multiuse Trails and Bicycle Facilities Project: Circle the Brick Regional Trail | Map ID: 1531140164441

Results

Project census tracts are above the regional average for population in poverty or population of color:
(0 to 18 Points)



Created: 7/9/2018
LandscapeRSA2



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

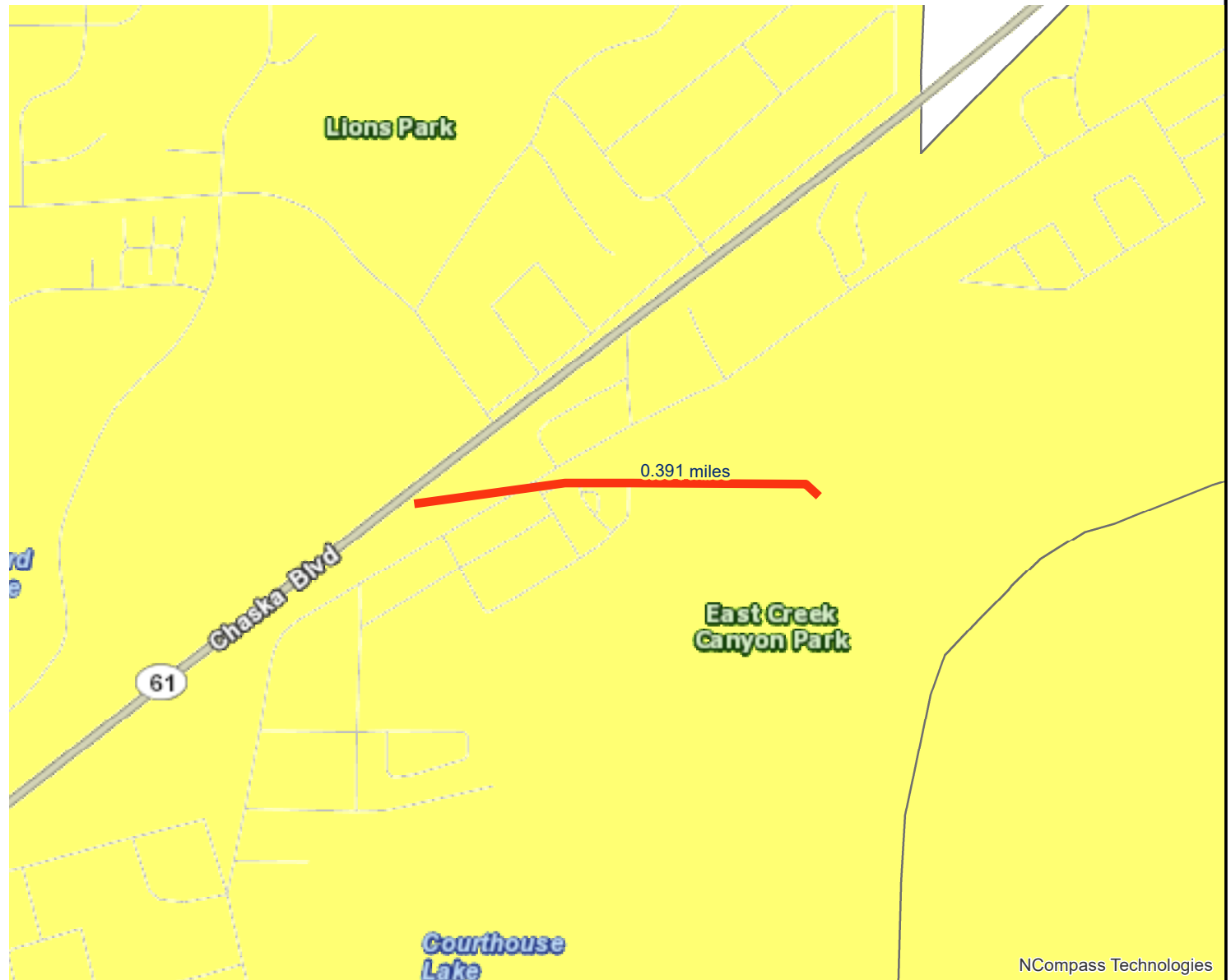


Socio-Economic Conditions

Multiuse Trails and Bicycle Facilities Project: Circle the Brick Regional Trail Branch | Map ID: 1531140853252

Results

Project census tracts are above the regional average for population in poverty or population of color:
(0 to 18 Points)



— Project

Area of Concentrated Poverty > 50% residents of color

Area of Concentrated Poverty

Above reg'l avg conc of race/poverty

0 0.075 0.15 0.3 0.45 0.6 Miles

Created: 7/9/2018
LandscapeRSA2



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



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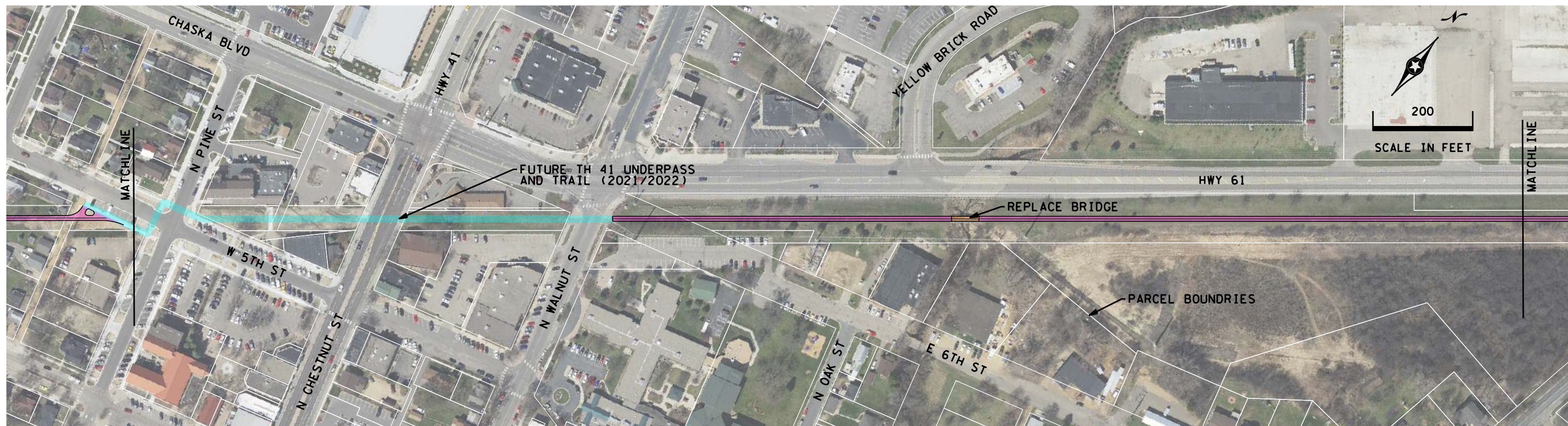
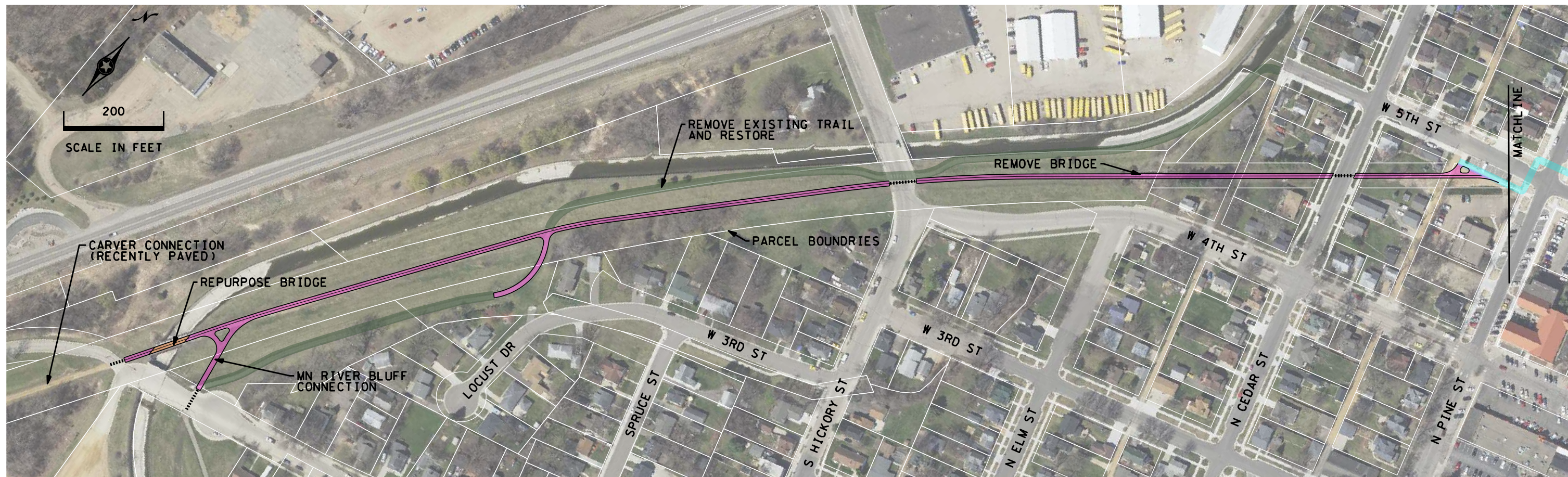
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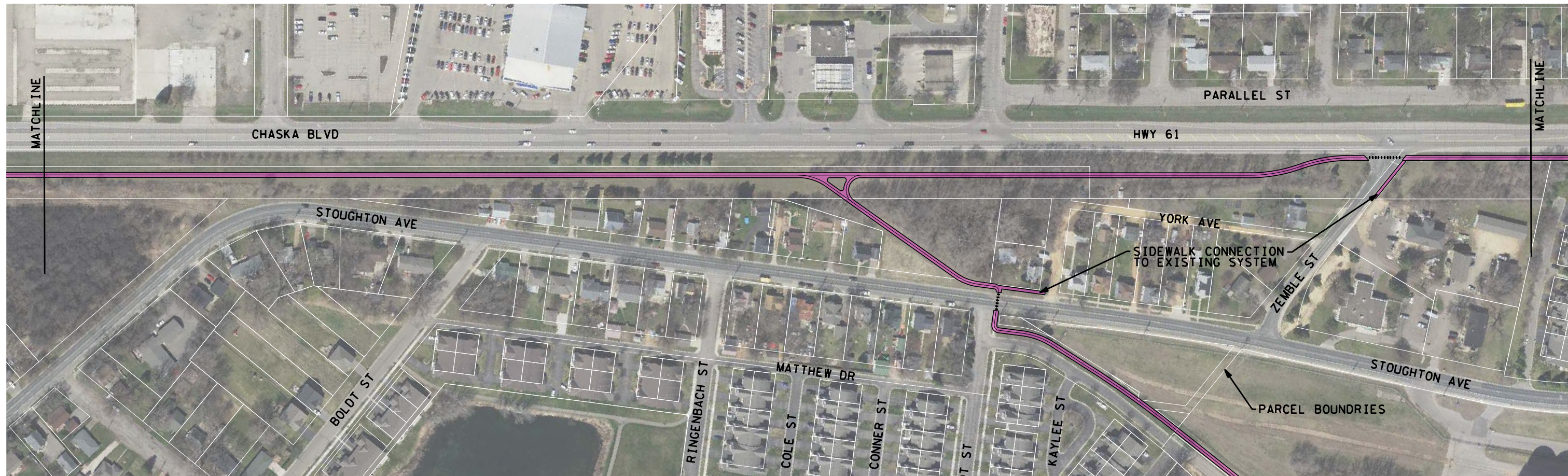
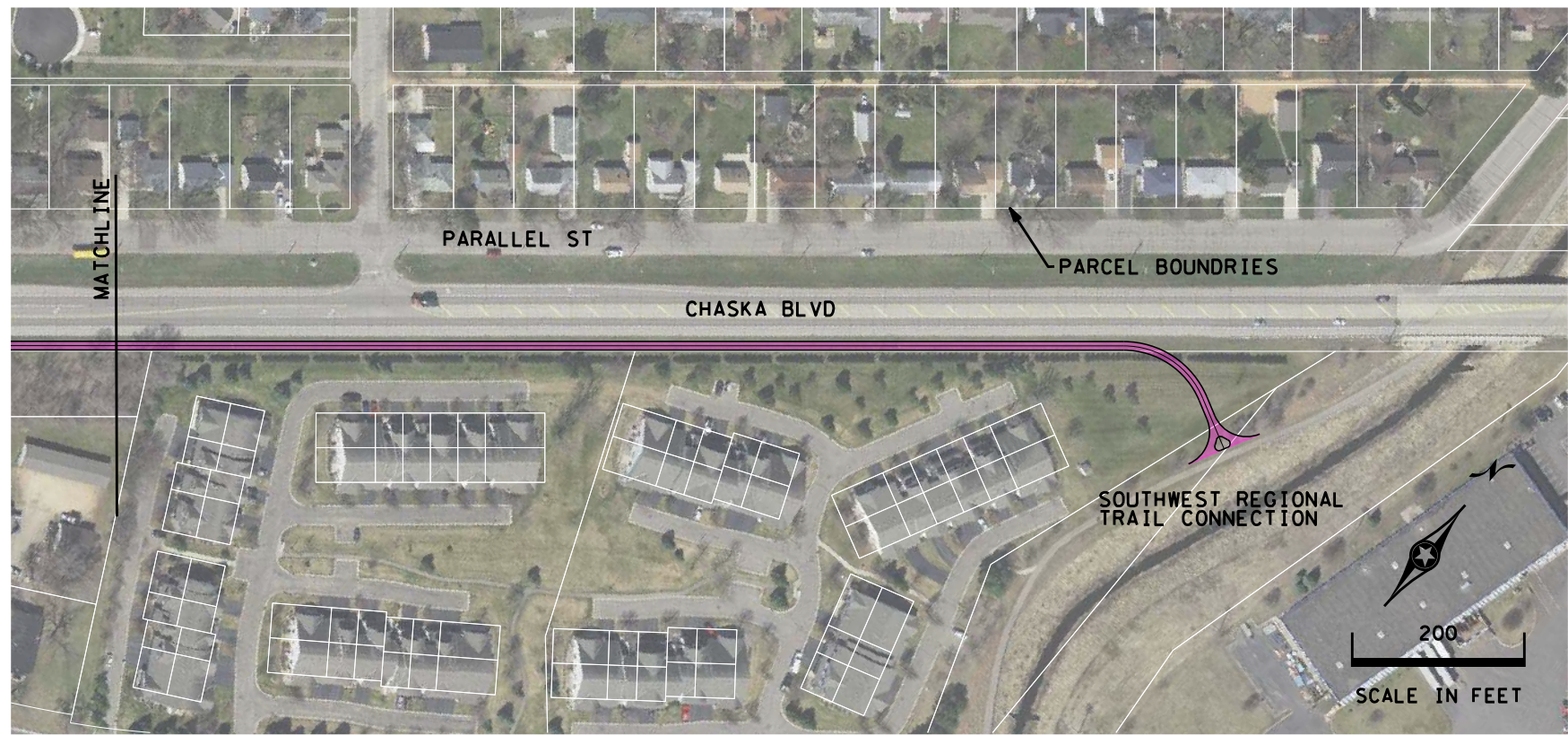
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**BOARD OF COUNTY COMMISSIONERS
CARVER COUNTY, MINNESOTA**

Date: July 10, 2018 Resolution No: 51-18
Motion by Commissioner: Ische Seconded by Commissioner: Lynch

**RESOLUTION OF SUPPORT FOR THE CITY OF CHASKA’S CIRCLE THE BRICK TRAIL
CONNECTION APPLICATION**

WHEREAS, the Regional Solicitation Program provides federal transportation funding for projects as part of the Metropolitan Council’s federally-required continuing, comprehensive, and cooperative transportation planning process for the 7-County Twin Cities Metropolitan Area; and

WHEREAS, the Metropolitan Council is accepting candidate projects for the Fiscal Years (FY) 2022-2023 and providing up to 80 percent of the project construction cost for transportation projects; and

WHEREAS, the proposed budget for Fiscal Years (FY) 2022 and 2023 is \$200 million, with the maximum award available for an individual Multiuse Trail and Bicycle Facilities project of \$5.5 million; and

WHEREAS, the City of Chaska is seeking Regional Solicitation funds to construct the Circle the Brick Trail Connection, which is approximately 2.5 miles of multiuse trail primarily paralleling Highway 61 (Chaska Boulevard) from Athletic Park to a quarter mile west of Highway 15 (Audubon Road) and will require a permit within existing Carver County Regional Rail Authority property and potentially portions of Highway 61; and

WHEREAS, Carver County recognizes that construction of this multiuse trail segment will complete a gap in a trail system that better facilitates non-motorized connections into Downtown Chaska and provide connection to the Highway 41 pedestrian underpass to be constructed in 2021; and

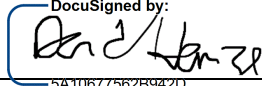
NOW THERE FORE BE IT RESOLVED, that Carver County Board of Commissioners, supports the City of Chaska’s FY 2022-2023 Regional Solicitation application and will partner to grant any necessary permit and construction and operations needs within the County’s right of way along Highway 61 for the multiuse trail connection primarily paralleling Highway 61 (Chaska Boulevard) from Athletic Park to a quarter mile west of Highway 15 (Audubon Road).

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

STATE OF MINNESOTA
COUNTY OF CARVER

I, Dave Hemze, duly appointed and qualified County Administrator of the County of Carver, State of Minnesota, do hereby certify that I have compared the foregoing copy of this resolution with the original minutes of the proceedings of the Board of County Commissioners, Carver County, Minnesota, at its session held on the 10th day of July, 2018, now on file in the Administration office, and have found the same to be a true and correct copy thereof.

Dated this 10th day of July, 2018.

DocuSigned by:

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Dave Hemze

County Administrator

BOARD OF CARVER COUNTY REGIONAL RAIL AUTHORITY

CARVER COUNTY, MINNESOTA

Date: July 10, 2018

Resolution No: CCRRA #01-18

Motion by Commissioner: Maluchnik

Seconded by Commissioner: Degler

RESOLUTION TO AUTHORIZE AND SUPPORT THE CITY OF CHASKA'S CIRCLE THE BRICK TRAIL CONNECTION APPLICATION

WHEREAS, the Regional Solicitation Program provides federal transportation funding for projects as part of the Metropolitan Council's federally-required continuing, comprehensive, and cooperative transportation planning process for the 7-County Twin Cities Metropolitan Area; and

WHEREAS, the Metropolitan Council is accepting candidate projects for the Fiscal Years (FY) 2022-2023 and providing up to 80 percent of the project construction cost for transportation projects; and

WHEREAS, the proposed budget for Fiscal Years (FY) 2022 and 2023 is \$200 million, with the maximum award available for an individual Multiuse Trail and Bicycle Facilities project of \$5.5 million; and

WHEREAS, the City of Chaska is seeking Regional Solicitation funds to construct the Circle the Brick Trail Connection, which is approximately 2.5 miles of multiuse trail primarily paralleling Highway 61 (Chaska Boulevard) from Athletic Park to a quarter mile west of Highway 15 (Audubon Road) and will require a permit within existing Carver County Regional Rail Authority property; and

WHEREAS, Carver County recognizes that construction of this multiuse trail segment will complete a gap in a trail system that better facilitates non-motorized connections into Downtown Chaska and provide connection to the Highway 41 pedestrian underpass to be constructed in 2021; and

NOW THERE FORE BE IT RESOLVED, the Carver County Regional Rail Authority supports the City of Chaska's FY 2022-2023 Regional Solicitation application for the Circle the Brick Trail Connection and, should federal transportation funding be awarded, will partner to grant the necessary permit to right-of-way required to construct the multiuse trail connection primarily paralleling Highway 61 (Chaska Boulevard) from Athletic Park to a quarter mile west of Highway 15 (Audubon Road).

YES

ABSENT


NO

Degler
Ische
Lynch
Maluchnik
Workman

STATE OF MINNESOTA
COUNTY OF CARVER

I, Dave Hemze, duly appointed and qualified County Administrator of the County of Carver, State of Minnesota, do hereby certify that I have compared the foregoing copy of this resolution with the original minutes of the proceedings of the Board of County Commissioners, Carver County, Minnesota, at its session held on the 10th day of July, 2018, now on file in the Administration office, and have found the same to be a true and correct copy thereof.

Dated this 10th day of July, 2018.

DocuSigned by:


Dave Hemze County Administrator



Chaska

July 10, 2018

Metropolitan Council
Transportation Advisory Board
390 Robert St North
St. Paul, MN 55101

RE: Circle the Brick Trail Project in the City of Chaska

Dear Members of the Transportation Advisory Board:

The City of Chaska supports the advancement of the Circle the Brick Trail Project and the associated project layout as presented in this application. This new trail will fill a key missing link in our local and regional trail system.

As such, the City is applying for funding to construct this new trail connection. The City of Chaska will act as the legal sponsor for the Circle the Brick Trail. The City will provide the local match to the federal funds as well as fund the project development and right-of-way costs to ensure delivery in the funded year.

Sincerely,

Matt Podhradsky
City Administrator

BOARD OF CARVER COUNTY REGIONAL RAIL AUTHORITY CARVER COUNTY, MINNESOTA

Date: July 10, 2018

Resolution No: CCRRA #01-18

Motion by Commissioner: Maluchnik

Seconded by Commissioner: Degler

RESOLUTION TO AUTHORIZE AND SUPPORT THE CITY OF CHASKA'S CIRCLE THE BRICK TRAIL CONNECTION APPLICATION

WHEREAS, the Regional Solicitation Program provides federal transportation funding for projects as part of the Metropolitan Council's federally-required continuing, comprehensive, and cooperative transportation planning process for the 7-County Twin Cities Metropolitan Area; and

WHEREAS, the Metropolitan Council is accepting candidate projects for the Fiscal Years (FY) 2022-2023 and providing up to 80 percent of the project construction cost for transportation projects; and

WHEREAS, the proposed budget for Fiscal Years (FY) 2022 and 2023 is \$200 million, with the maximum award available for an individual Multiuse Trail and Bicycle Facilities project of \$5.5 million; and

WHEREAS, the City of Chaska is seeking Regional Solicitation funds to construct the Circle the Brick Trail Connection, which is approximately 2.5 miles of multiuse trail primarily paralleling Highway 61 (Chaska Boulevard) from Athletic Park to a quarter mile west of Highway 15 (Audubon Road) and will require a permit within existing Carver County Regional Rail Authority property; and

WHEREAS, Carver County recognizes that construction of this multiuse trail segment will complete a gap in a trail system that better facilitates non-motorized connections into Downtown Chaska and provide connection to the Highway 41 pedestrian underpass to be constructed in 2021; and

NOW THERE FORE BE IT RESOLVED, the Carver County Regional Rail Authority supports the City of Chaska's FY 2022-2023 Regional Solicitation application for the Circle the Brick Trail Connection and, should federal transportation funding be awarded, will partner to grant the necessary permit to right-of-way required to construct the multiuse trail connection primarily paralleling Highway 61 (Chaska Boulevard) from Athletic Park to a quarter mile west of Highway 15 (Audubon Road).

YES

ABSENT


NO

Degler
Ische
Lynch
Maluchnik
Workman

STATE OF MINNESOTA
COUNTY OF CARVER

I, Dave Hemze, duly appointed and qualified County Administrator of the County of Carver, State of Minnesota, do hereby certify that I have compared the foregoing copy of this resolution with the original minutes of the proceedings of the Board of County Commissioners, Carver County, Minnesota, at its session held on the 10th day of July, 2018, now on file in the Administration office, and have found the same to be a true and correct copy thereof.

Dated this 10th day of July, 2018.

DocuSigned by:


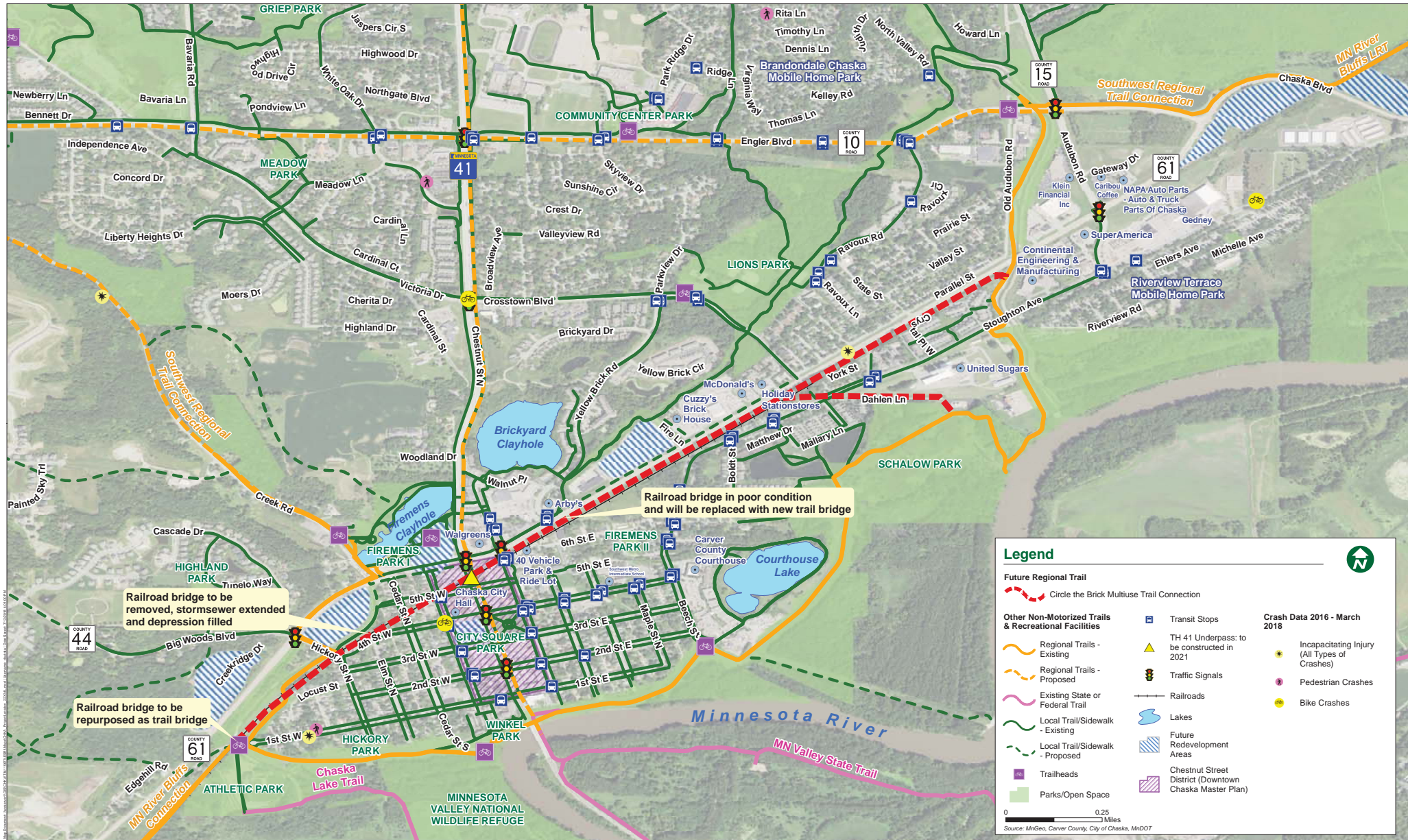
Dave Hemze County Administrator



Circle the Brick Multiuse Trail Connection

City of Chaska, Minnesota

Project Location Map
July 2018





Circle the Brick Trail Project



Project Location:

Along Highway 61 in the City of Chaska on former C & NW Railroad Corridor



Federal Funds Request:

Federal: \$1,197,792
Local Match: \$299,488
Project Total: \$1,497,240



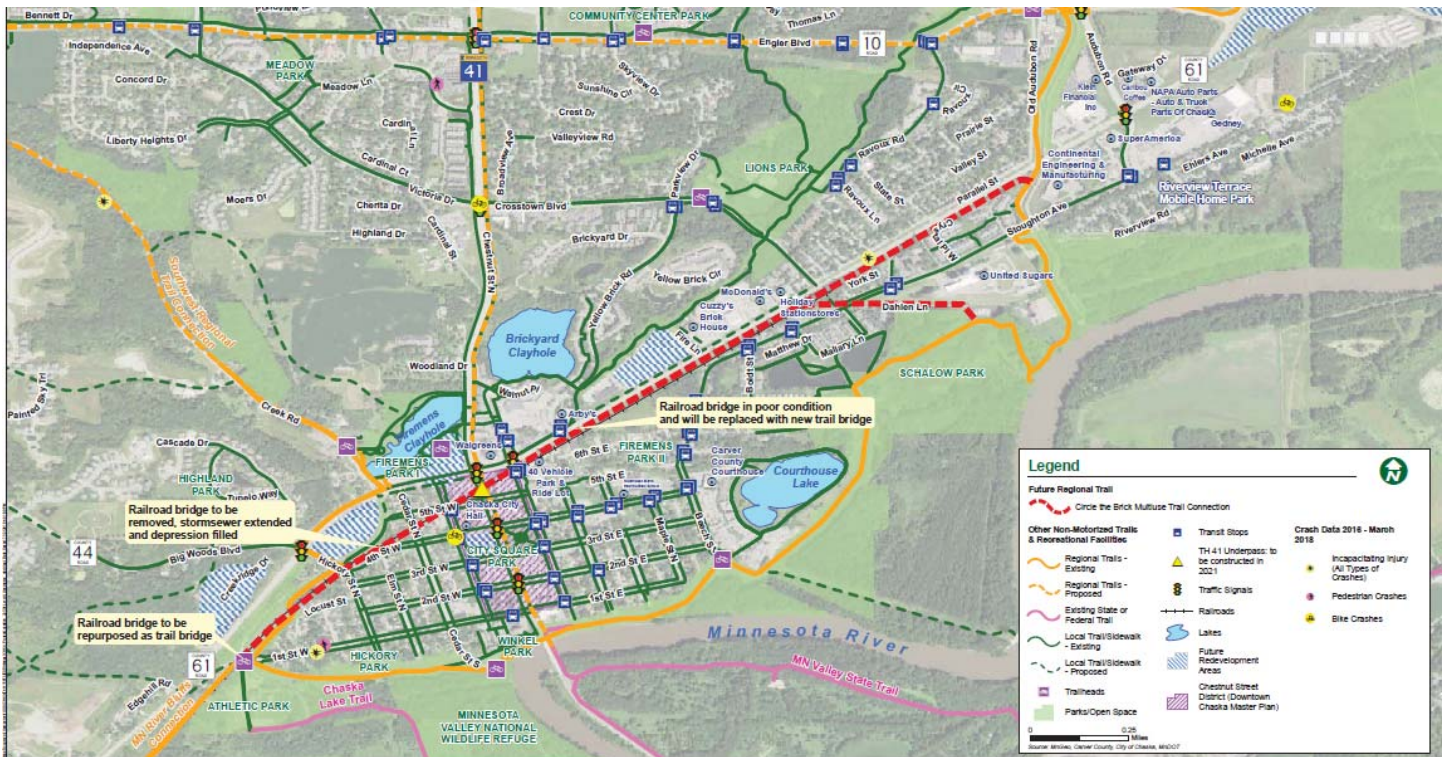
The Circle the Brick Trail Project will connect into the Southwest Regional Trail Connection while also providing a continuous 5-mile bicycle and pedestrian loop of Downtown Chaska, and along an RBTN Tier 1 Alignment. This project will provide a centralized link that improves connections between recreational and commercial destinations, disadvantaged neighborhoods, transit, parks, and regional and state trails.

Chaska was once a leading Minnesota manufacturer of brick. The old brick yards have since been developed into recreational destinations and core commercial areas, within the downtown area, generating bicycle and pedestrian demand along the County Highway 61 and Highway 41 corridors. This is apparent from the foot paths found along much of the proposed alignment, especially in areas adjacent County Highway 61.

The City, in partnership with Carver County and MnDOT, are planning significant investments along Highways 61 and 41 in the downtown to improve mobility for all modes. Over \$100M in public investment in downtown has been occurring and is still ongoing. These efforts progressively revitalize the downtown and its connections benefitting all community businesses and populations.

Summary of Benefits

- 10' wide paved trail (ADA accessible)
- Direct connection to Highway 61 and downtown destinations
- Make the presence of pedestrians and bicyclist known to highway traffic
- Marked crosswalks with lighting and signage
- Connects disadvantaged populations to community destinations
- Connection to transit



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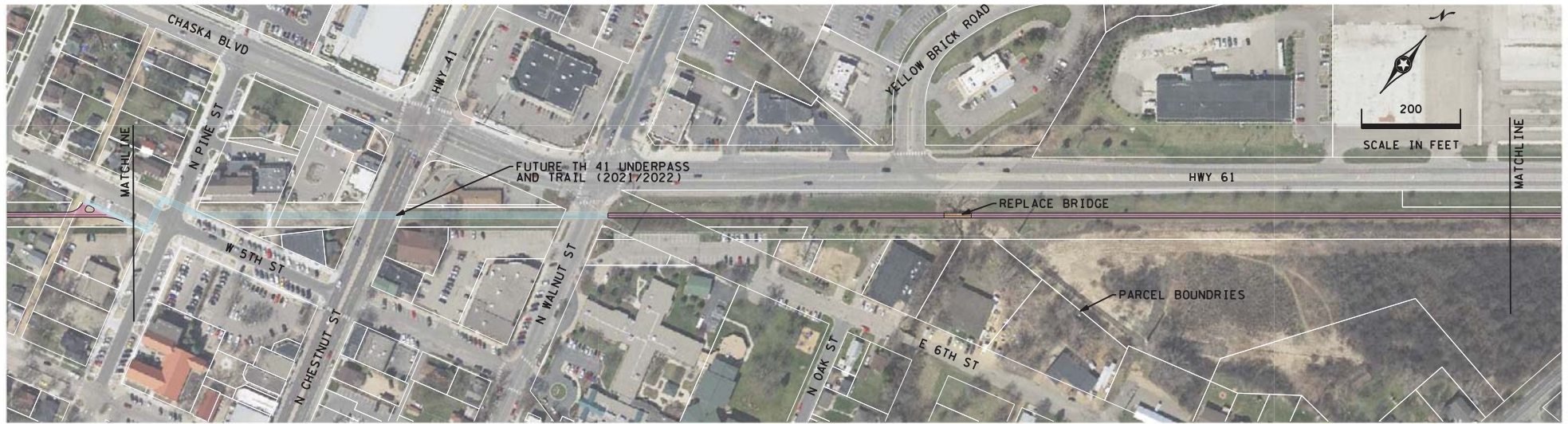
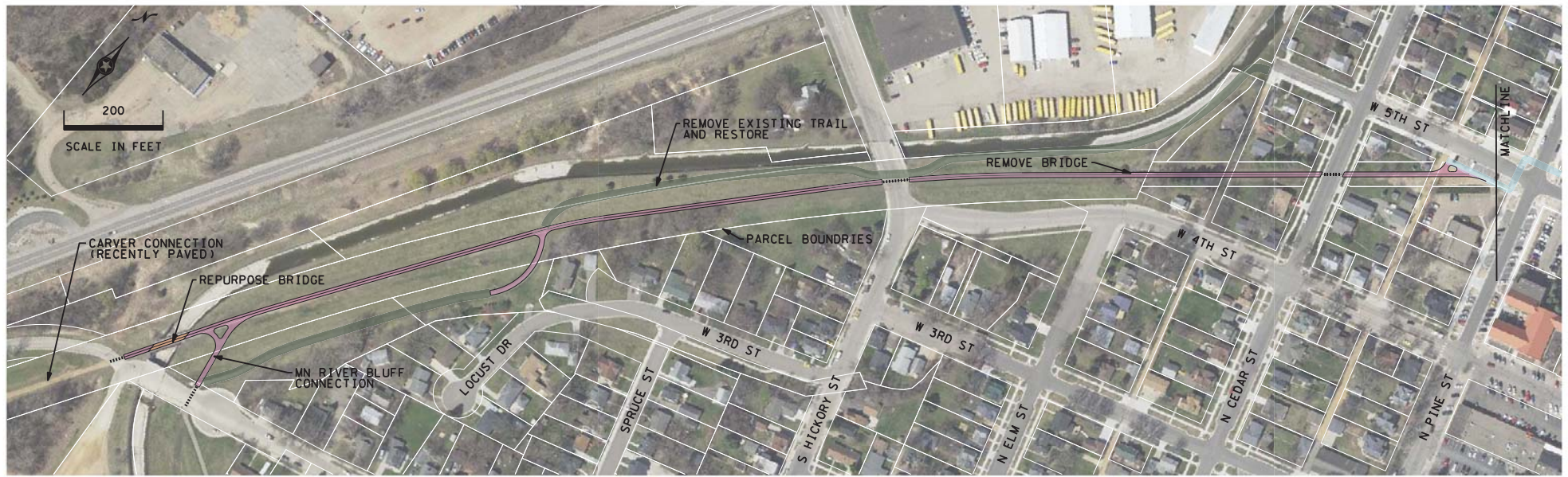
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CIRCLE THE BRICK TRAIL CONNECTION
CITY OF CHASKA, MINNESOTA



PROJECT LAYOUT
SHEET 1 OF 2

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CIRCLE THE BRICK TRAIL CONNECTION
CITY OF CHASKA, MINNESOTA



PROJECT LAYOUT
SHEET 2 OF 2

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CIRCLE THE BRICK TRAIL CONNECTION
CITY OF CHASKA, MINNESOTA



EXISTING CONDITIONS
SHEET 1 OF 2

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CIRCLE THE BRICK TRAIL CONNECTION
CITY OF CHASKA, MINNESOTA



EXISTING CONDITION
SHEET 2 OF 2



Metro District - Office of State Aid
1500 West County Road B2
Roseville, MN 55113-3174

April 5, 2018

Matt Clark
One City Hall Plaza
Chaska, MN 55318-1962

RE: FHWA required ADA Transition Plan for
SP 196-010-017 MN 41 from Minnesota River Bridge to Walnut St (2022)

Dear Matt,

New for projects in the 2019 – 2022 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. This requirement applies to a public agency that employs 50 or more people.

Please select the one most appropriate statement and return.

- ☐ We are a public agency with less than 50 employees (no transition plan required.)
- ☐ We have an ADA transition plan completed.
- ☒ We are currently in the process of developing an ADA transition plan.
- ☐ We have no ADA transition plan and are not in the process of developing one.


Signature

4/19/18
Date


Title

Please call if you have any questions.

Sincerely,



Cathy Huebsch
Federal Aid Engineer
Metro State Aid

Equal Opportunity Employer

Cathy.huebsch@state.mn.us

**BOARD OF COUNTY COMMISSIONERS
CARVER COUNTY, MINNESOTA**

Date: July 10, 2018 Resolution No: 51-18
Motion by Commissioner: Ische Seconded by Commissioner: Lynch

**RESOLUTION OF SUPPORT FOR THE CITY OF CHASKA’S CIRCLE THE BRICK TRAIL
CONNECTION APPLICATION**

WHEREAS, the Regional Solicitation Program provides federal transportation funding for projects as part of the Metropolitan Council’s federally-required continuing, comprehensive, and cooperative transportation planning process for the 7-County Twin Cities Metropolitan Area; and

WHEREAS, the Metropolitan Council is accepting candidate projects for the Fiscal Years (FY) 2022-2023 and providing up to 80 percent of the project construction cost for transportation projects; and

WHEREAS, the proposed budget for Fiscal Years (FY) 2022 and 2023 is \$200 million, with the maximum award available for an individual Multiuse Trail and Bicycle Facilities project of \$5.5 million; and

WHEREAS, the City of Chaska is seeking Regional Solicitation funds to construct the Circle the Brick Trail Connection, which is approximately 2.5 miles of multiuse trail primarily paralleling Highway 61 (Chaska Boulevard) from Athletic Park to a quarter mile west of Highway 15 (Audubon Road) and will require a permit within existing Carver County Regional Rail Authority property and potentially portions of Highway 61; and

WHEREAS, Carver County recognizes that construction of this multiuse trail segment will complete a gap in a trail system that better facilitates non-motorized connections into Downtown Chaska and provide connection to the Highway 41 pedestrian underpass to be constructed in 2021; and

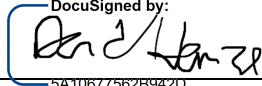
NOW THERE FORE BE IT RESOLVED, that Carver County Board of Commissioners, supports the City of Chaska’s FY 2022-2023 Regional Solicitation application and will partner to grant any necessary permit and construction and operations needs within the County’s right of way along Highway 61 for the multiuse trail connection primarily paralleling Highway 61 (Chaska Boulevard) from Athletic Park to a quarter mile west of Highway 15 (Audubon Road).

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

STATE OF MINNESOTA
COUNTY OF CARVER

I, Dave Hemze, duly appointed and qualified County Administrator of the County of Carver, State of Minnesota, do hereby certify that I have compared the foregoing copy of this resolution with the original minutes of the proceedings of the Board of County Commissioners, Carver County, Minnesota, at its session held on the 10th day of July, 2018, now on file in the Administration office, and have found the same to be a true and correct copy thereof.

Dated this 10th day of July, 2018.

DocuSigned by:

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Dave Hemze

County Administrator

BOARD OF CARVER COUNTY REGIONAL RAIL AUTHORITY CARVER COUNTY, MINNESOTA

Date: July 10, 2018

Resolution No: CCRRA #01-18

Motion by Commissioner: Maluchnik

Seconded by Commissioner: Degler

RESOLUTION TO AUTHORIZE AND SUPPORT THE CITY OF CHASKA'S CIRCLE THE BRICK TRAIL CONNECTION APPLICATION

WHEREAS, the Regional Solicitation Program provides federal transportation funding for projects as part of the Metropolitan Council's federally-required continuing, comprehensive, and cooperative transportation planning process for the 7-County Twin Cities Metropolitan Area; and

WHEREAS, the Metropolitan Council is accepting candidate projects for the Fiscal Years (FY) 2022-2023 and providing up to 80 percent of the project construction cost for transportation projects; and

WHEREAS, the proposed budget for Fiscal Years (FY) 2022 and 2023 is \$200 million, with the maximum award available for an individual Multiuse Trail and Bicycle Facilities project of \$5.5 million; and

WHEREAS, the City of Chaska is seeking Regional Solicitation funds to construct the Circle the Brick Trail Connection, which is approximately 2.5 miles of multiuse trail primarily paralleling Highway 61 (Chaska Boulevard) from Athletic Park to a quarter mile west of Highway 15 (Audubon Road) and will require a permit within existing Carver County Regional Rail Authority property; and

WHEREAS, Carver County recognizes that construction of this multiuse trail segment will complete a gap in a trail system that better facilitates non-motorized connections into Downtown Chaska and provide connection to the Highway 41 pedestrian underpass to be constructed in 2021; and

NOW THERE FORE BE IT RESOLVED, the Carver County Regional Rail Authority supports the City of Chaska's FY 2022-2023 Regional Solicitation application for the Circle the Brick Trail Connection and, should federal transportation funding be awarded, will partner to grant the necessary permit to right-of-way required to construct the multiuse trail connection primarily paralleling Highway 61 (Chaska Boulevard) from Athletic Park to a quarter mile west of Highway 15 (Audubon Road).

YES

ABSENT


NO

Degler
Ische
Lynch
Maluchnik
Workman

STATE OF MINNESOTA
COUNTY OF CARVER

I, Dave Hemze, duly appointed and qualified County Administrator of the County of Carver, State of Minnesota, do hereby certify that I have compared the foregoing copy of this resolution with the original minutes of the proceedings of the Board of County Commissioners, Carver County, Minnesota, at its session held on the 10th day of July, 2018, now on file in the Administration office, and have found the same to be a true and correct copy thereof.

Dated this 10th day of July, 2018.

DocuSigned by:


Dave Hemze County Administrator



Chaska

July 10, 2018

Metropolitan Council
Transportation Advisory Board
390 Robert St North
St. Paul, MN 55101

RE: Circle the Brick Trail Project in the City of Chaska

Dear Members of the Transportation Advisory Board:

The City of Chaska supports the advancement of the Circle the Brick Trail Project and the associated project layout as presented in this application. This new trail will fill a key missing link in our local and regional trail system.

As such, the City is applying for funding to construct this new trail connection. The City of Chaska will act as the legal sponsor for the Circle the Brick Trail. The City will provide the local match to the federal funds as well as fund the project development and right-of-way costs to ensure delivery in the funded year.

Sincerely,

Matt Podhradsky
City Administrator

Existing Conditions: Circle the Brick Trail Project



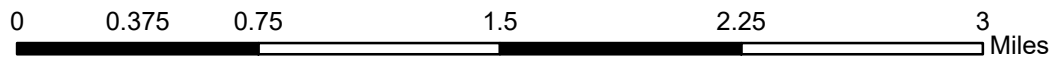
Worn footpaths found along Highway 61

Population/Employment Summary

Results

Within ONE Mile of project:
Total Population: 15088
Total Employment: 3710

Project
2010 TAZ



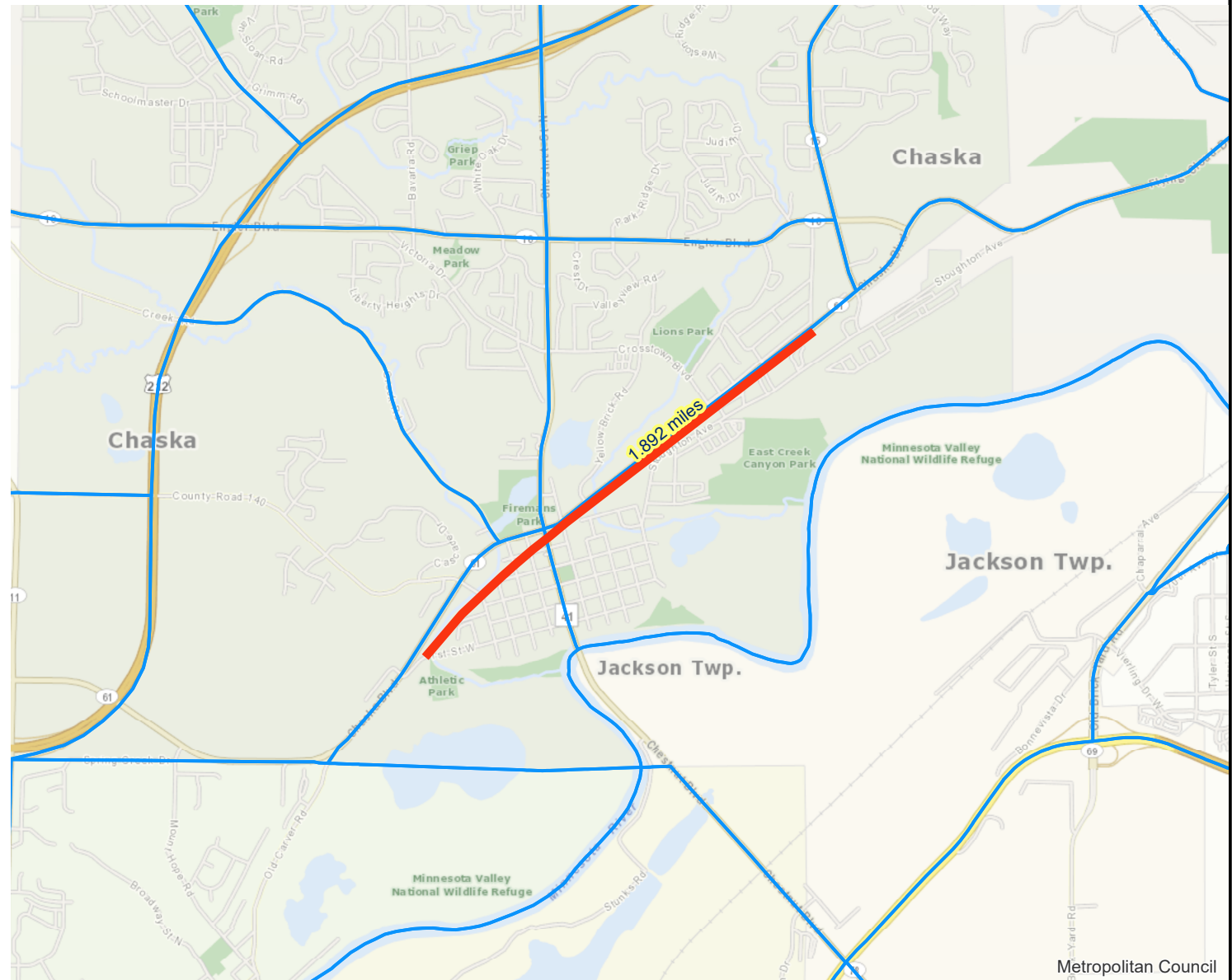
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LandscapeRSA4



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Multiuse Trails and Bicycle Facilities Project: Circle the Brick Regional Trail | Map ID: 1531140164441



Population/Employment Summary

Multiuse Trails and Bicycle Facilities Project: Circle the Brick Regional Trail Branch | Map ID: 1531140853252



Results

Within ONE Mile of project:
Total Population: 12287
Total Employment: 3420

Project
2010 TAZ

0 0.075 0.15 0.3 0.45 0.6 Miles

Created: 7/9/2018
LandscapeRSA4



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Project to RBTN Orientation

Multiuse Trails and Bicycle Facilities Project: Circle the Brick Regional Trail | Map ID: 1531140164441



- Project
- RBTN Corridor Centerlines
- RBTN Tier 1 Alignment
- RBTN Tier 2 Alignment
- RBTN Tier 1
- RBTN Tier 2
- Minor Arterials
- Principal Arterials
- + + Railroads
- Principal Planned Arterial

0 0.375 0.75 1.5 2.25 3 Miles

Created: 7/9/2018
LandscapeRSA6



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NCompass Technologies



Multiuse Trails and Bicycle Facilities Project: Circle the Brick Regional Trail Branch | Map ID: 1531140853252



0 0.075 0.15 0.3 0.45 0.6 Miles

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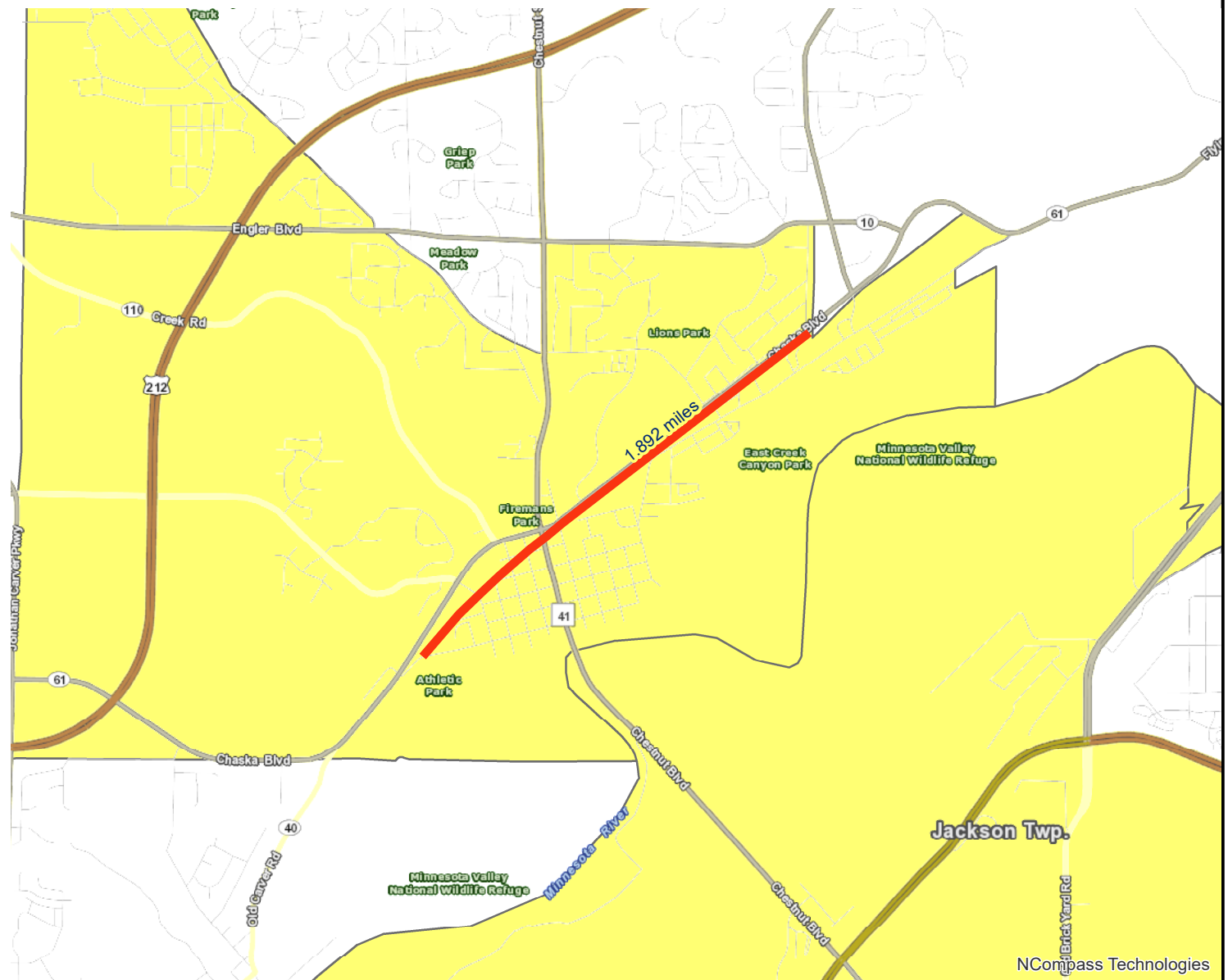


Socio-Economic Conditions

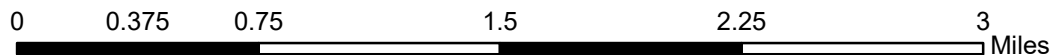
Multiuse Trails and Bicycle Facilities Project: Circle the Brick Regional Trail | Map ID: 1531140164441

Results

Project census tracts are above the regional average for population in poverty or population of color:
(0 to 18 Points)



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



Created: 7/9/2018
LandscapeRSA2



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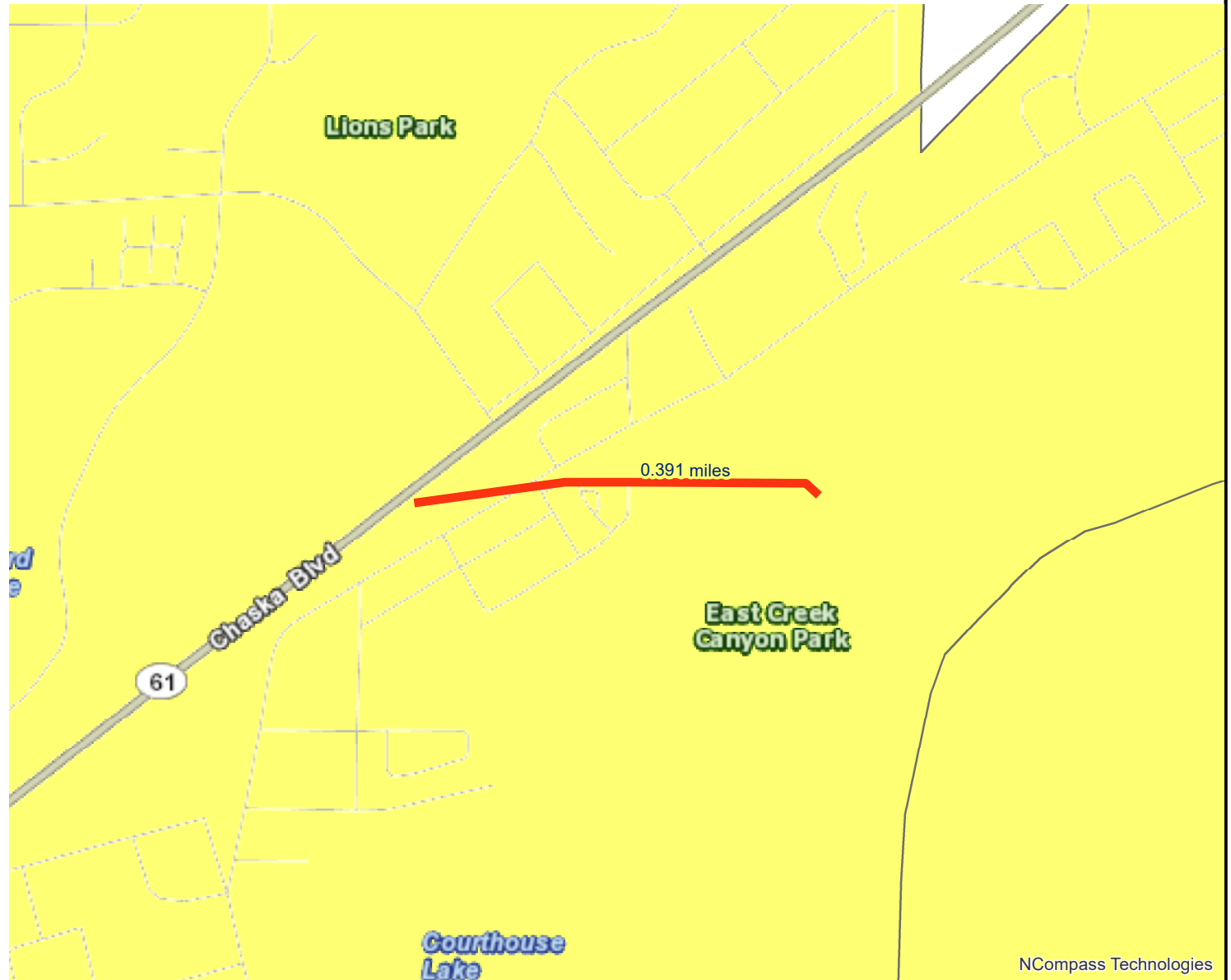
NCompass Technologies

Socio-Economic Conditions

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NCompass Technologies

Project



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Area of Concentrated Poverty



Above reg'l avg conc of race/poverty

0 0.075 0.15 0.3 0.45 0.6 Miles

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