Application

13875 - 2020 Pedestrian Facilities (Sidewalks, Streetscaping, and ADA)

14288 - Highway 41 Pedestrian Improvements in Historic Downtown Chaska

Regional Solicitation - Bicycle and Pedestrian Facilities

Status:	Submitted
Submitted Date:	05/15/2020 9:29 AM

Primary Contact

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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 (City) Minnesota (State/Province) 55318-1962 (Postal Code/Zip)
County:	Hennepin
Phone:*	612-448-2851 Ext.
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PeopleSoft Vendor Number	0000020931A2

Project Information

Project Name	Highway 41 Pedestrian Improvements in Historic Downtown Chaska
Primary County where the Project is Located	Carver
Cities or Townships where the Project is Located:	Chaska
Jurisdictional Agency (If Different than the Applicant):	

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

As part of the Highway 41 Improvements Project, the City of Chaska is requesting regional solicitation funds to enhance the livability and streetscape environment in the Trunk Highway corridor and 'Main Street' historic downtown business district. The Highway 41 Improvements Project will increase safety and mobility for all users in Historic Downtown Chaska.

As one of three Minnesota River crossings in the SW Metro, Highway 41 directly connects the SW Metro to the Twin Cities Metropolitan Region. Similarly, Highway 41 provides critical local and regional connectivity to and through downtown Chaska while operating as a Principal Arterial carrying over 18,000 vehicles per day. More than 12% of this is truck traffic crossing the river to meet regional freight demands, including deliveries from western Minnesota to the Ports of Savage.

Through an extensive partnership between the City of Chaska, MnDOT, and Carver County, a shared vision for Highways 41 and 61 and historic downtown Chaska was developed. The plan identified problems, set goals and objectives, completed extensive traffic modeling, developed and evaluated a full range of scenarios, all while deeply engaging the public and Downtown business community. The roadway portions are fully funded, including the Highway 41 pedestrian underpass, and beginning construction summer of 2022, with the streetscaping elements being the final vision component in need of funding.

While supporting safety and operations improvements of vehicles and freight, and removal of on-street parking, the City of Chaska also identified streetscaping and pedestrian improvements to foster robust multi-modal

connectivity and an environment enabling the historic downtown business district to reach its full potential, including:
-Street trees for beautification, shade, and traffic calming;

-Bike racks to increase bike parking and promote usage;

-Stormwater mitigating planting beds, to assist with water runoff;

-Planters and bollards for beautification and buffers between pedestrians and roadway;

-Seating throughout to encourage gathering;

-Pedestrian-scale lighting for safety and visibility;

-Median enhancements to encourage use of designated crossings;

-Wayfinding to promote economic activity.

These pedestrian improvements will create safe and inviting spaces, enhance downtown accessibility, and encourage economic activity. Today, the existing sidewalks are narrow and provide an unpleasant experience for pedestrians downtown. Post construction, this project will provide pedestrian and bicycle spaces equivalent to spaces for vehicle traffic. The City and its partners are excited to leverage this opportunity to finalize a unique multi-modal roadway design, with supportive streetscaping and pedestrian-oriented facilities.

(Limit 2,800 characters; approximately 400 words)

TRANSPORTATION IMPROVEMENT PROGRAM (TIP) DESCRIPTION - will be used in TIP if the project is selected for funding. See MnDOT's TIP description guidance.

TH 41, from N Walnut St to the TH 41 Minnesota River Bridge, Pedestrian Streetscape and Facilities Improvement

Project Length (Miles) 0.6

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 $1,000,000.00

Match Amount $754,000.00

Minimum of 20% of project total

Project Total $1,754,000.00

For transit projects, the total cost for the application is total cost minus fare revenues.

Match Percentage 42.99%

Minimum of 20%
Compute the match percentage by dividing the match amount by the project total

Source of Match Funds City Funds

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

Preferred Program Year

Select one: 2024

Select 2022 or 2023 for TDM projects only. For all other applications, select 2024 or 2025.

Additional Program Years: 2022, 2023

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

Project Information

County, City, or Lead Agency Chaska

Zip Code where Majority of Work is Being Performed 55318

(Approximate) Begin Construction Date 05/02/2022

(Approximate) End Construction Date 10/31/2023

Name of Trail/Ped Facility: Trunk Highway 41 (Chestnut Street)

(i.e., CEDAR LAKE TRAIL)

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

From:
(Intersection or Address) Walnut St N

To:
(Intersection or Address) E 1st St (at transition to Minnesota River Bridge)

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

Or At:

Miles of trail (nearest 0.1 miles):	0.6
Miles of trail on the Regional Bicycle Transportation Network (nearest 0.1 miles):	0.6
Is this a new trail?	No
Primary Types of Work *Examples: GRADE, AGG BASE, BIT BASE, BIT SURF, SIDEWALK, SIGNALS, LIGHTING, GUARDRAIL, BIKE PATH, PED RAMPS, BRIDGE, PARK AND RIDE, ETC.*	Benches, Bike Racks, Sidewalk, Wayfinding, Lighting, Planters and Perennials, Decorative Concrete/Paving

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 (2018), the 2040 Regional Parks Policy Plan (2018), 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.

Briefly list the goals, objectives, strategies, and associated pages:

The TH 41 Downtown Chaska streetscaping project is consistent with several of the 2040 Transportation Policy Plans goals, objectives, and strategies including:

Goal B: Objective B: Strategy B6 (Chapter 2, pgs 2.5-2.8)

Goal C: Objectives D & E, Strategies C2, C11, & C16 (Chapter 2, pgs 2.10-2.23)

Goal D: Objective B: Strategies D1, D3, & D4 (Chapter 2, pgs 2.26-2.28)

Goal E: Objective C & D: Strategies E2 & E3 (Chapter 2, pgs 2.30-2.32)

(Limit 2,800 characters; approximately 400 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.

This project is consistent with and well supportive of the following local, regional, and state plans as detailed below. Chaska's Downtown Business Alliance has also been involved in all aspects of planning for downtown improvements and investments.

List the applicable documents and pages:

- MnDOT 2017-2020 STIP - PG 207 - 2022 Major construction through Downtown Chaska and PG 208 2022 Mill and overlay through Downtown Chaska

- Highway 41 and 61 Improvements Study (Fall 2017 completion) defined the vision for this project

- Chaska Downtown Master Plan (2012) developed the framework for the Highway 41 and 61 Improvements Study
- Chaska 2040 Comprehensive Plan (2019) - Chapter 1 Community Background pgs. 3, 8; Chapter 4 Land Use pgs. 4, 7, 10, 11, 17, 18, 20, 25, 32, 68; Chapter 6 Transportation pgs. 5, 13, 25, 28, 31, 39, 47, 52, 53, 55, 56; Chapter 7 Parks, Trails, Recreation & Open Space Plan pgs. 19 and 27; Chapter 11 Implementation Plan pgs. 8, 12, 13, 15, 21

- Carver County 2040 Comprehensive Plan (2020) - Chapter 4 Transportation pgs, 4.8, 4.9, 4.11, 4.12, 4.22, 4.26, 4.33, 4.37, 4.50, 4.91, 4.92, 4.93, 4.96, 4.97, 4.99

(Limit 2,800 characters; approximately 400 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 State Aid 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: *$250,000 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 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 plan must be completed by the local agency before the Regional Solicitation application deadline. For the 2022 Regional Solicitation funding cycle, this requirement may include that the plan is updated within the past five years.

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

Date plan completed: 04/20/2020

Link to plan: https://www.chaskamn.com/DocumentCenter/View/3164/City-of-Chaska-ADA-Transition-Plan-PDF?bidId=

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

Date self-evaluation completed:

Link to plan:

Upload plan or self-evaluation if there is no link

Upload as PDF

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

Multiuse Trails and Bicycle Facilities projects only:

3.All applications must include a letter from the operator of the facility confirming that they will remove snow and ice for year-round bicycle and pedestrian use. The Minnesota Pollution Control Agency has a resource for best practices when using salt. Upload PDF of Agreement in Other Attachments.

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

Upload PDF of Agreement in Other Attachments.

Safe Routes to School projects only:

4.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.

5.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)	$0.00
Removals (approx. 5% of total cost)	$0.00
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)	$142,000.00
Traffic Control	$0.00
Striping	$0.00
Signing	$0.00
Lighting	$0.00
Turf - Erosion & Landscaping	$131,000.00
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	$0.00
Other Roadway Elements	$0.00
Totals	**$273,000.00**

Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Path/Trail Construction	$0.00
Sidewalk Construction	$703,000.00
On-Street Bicycle Facility Construction	$0.00
Right-of-Way	$0.00
Pedestrian Curb Ramps (ADA)	$0.00
Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	$0.00

Pedestrian-scale Lighting	$0.00
Streetscaping	$245,000.00
Wayfinding	$0.00
Bicycle and Pedestrian Contingencies	$0.00
Other Bicycle and Pedestrian Elements	$533,000.00
Totals	**$1,481,000.00**

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	$1,754,000.00
Construction Cost Total	$1,754,000.00
Transit Operating Cost Total	$0.00

Measure A: Project Location Relative to Jobs and Post-Secondary Education

Existing Employment Within One-Half Mile:	3416
Existing Post-Secondary Enrollment Within One-Half Mile:	0
Upload Map	1589382364266_Upload_Regional Economy.pdf

Please upload attachment in PDF form.

Measure A: Population Summary

Existing Population Within One-Half Mile	10880
Upload Map	1589382487911_Upload_Population Employement Summary.pdf

Please upload attachment in PDF form.

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

*1.**Sub-measure**: Equity Population Engagement: A successful project is one that is the result of active engagement of low-income populations, people of color, persons with disabilities, youth and the elderly. Engagement should occur prior to and during a projects development, with the intent to provide direct benefits to, or solve, an expressed transportation issue, while also limiting and mitigating any negative impacts. Describe and map the location of any low-income populations, people of color, disabled populations, youth or the elderly within a ½ mile of the proposed project. Describe how these specific populations were engaged and provided outreach to, whether through community planning efforts, project needs identification, or during the project development process. Describe what engagement methods and tools were used and how the input is reflected in the projects purpose and need and design. Elements of quality engagement include: outreach and engagement 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 community engagement related to transportation projects; feedback from these populations identifying potential positive and negative elements of the proposed project through engagement, 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.*

Response:

Engagement goes back to the City's 2008 Comp Plan and the 2012 Downtown Master Plan. The 2017 Highway 41/61 Improvements Study solidified the vision for Downtown Chaska by engaging the Downtown Business Alliance, emergency services, school district, transit providers, water resource stakeholders, and property owners. Over 100 public and stakeholder meetings, across 2.5 years, influenced the vision including 3 public open houses (100+ attendees) and many interviews and focus group meetings. The project team engaged MnDOT Cultural Resources to mitigate Chaska Historic District impacts for this project and the near future City Square West redevelopment. Public meeting notifications included press releases, stakeholder email list, and 500+ mailing list that reached several nearby affordable housing units and low-income populations. On September 27, 2017, project partners received the APA Partnerships in Planning Award highlighting the extensive partnership to achieve this vision.

This project supports the City's 2040 Comp Plan goals and objectives, reached with an online survey, open house, and public Planning Commission and City Council hearings. Of 1,267 survey responses, over 50% wanted improved ped and bike ways to and within the downtown to be high priorities for the City. 21% of respondents were not Chaska residents demonstrating the community as a regional destination.

(Limit 2,800 characters; approximately 400 words)

*2.**Sub-measure**: Equity Population Benefits and Impacts: A successful project is one that has been designed to provide direct benefits to low-income populations, people of color, persons with disabilities, youth and the elderly. All projects must mitigate potential negative benefits as required under federal law. Projects that are designed to provide benefits go beyond the mitigation requirement to proactively provide transportation benefits and solve transportation issues experienced by Equity populations.*

a.Describe the projects benefits to low-income populations, people of color, children, people with disabilities, and the elderly. Benefits could relate to pedestrian and bicycle safety improvements; public health benefits; direct access improvements for residents or improved access to destinations such as jobs, school, health care or other; travel time improvements; gap closures; new transportation services or modal options, leveraging of other beneficial projects and investments; and/or community connection and cohesion improvements. Note that this is not an exhaustive list.

Ten percent of Chaska's population identifies as Hispanic/Latino. Downtown Chaska is an employment destination for much of the Hispanic/Latino population. There are several affordable housing units within a half mile of Downtown Chaska, including neighborhoods east of Highway 41 and south of CSAH 61 that, according to city data, are 31% Hispanic/Latino, a median household income of $42K, a 3.75% unemployment rate, and 11.5% of the population lives below the poverty level.

Response:

Pedestrian facilities, particularly those in job and service-rich locations like downtown Chaska, are critical in providing connectivity and mobility for disadvantaged populations. Abundant evidence supports the role of well-designed, attractive, and connective pedestrian facilities towards promoting health, walkability, and a thriving economic environment. This project creates these connections, while developing a safe and inviting environment for people of all abilities to walk or bike to access jobs and daily needs.

According to City data, Chaska's employment is expected to grow 23% by 2040. Some of this growth will be contributed to planned development projects in downtown Chaska, such as City Square West and the new Licensing/Library Center totaling 23,000 square feet of new mixed-use retail and eateries. The redevelopment concept for downtown was approved by City Council on December 5, 2018. The 2022/23 Highway 41 Improvements project, including this pedestrian improvement project, will be the catalyst for redevelopment in Downtown Chaska. In addition, the new library facility will provide improved resources and opportunity to expand upon current job training programs including test preparation tools and career resources.

This project will provide disadvantaged populations clear, attractive, and direct access to and through Downtown Chaska. The need for a personal vehicle to access jobs, services, and amenities will be reduced as pedestrian facilities are improved. This includes the incorporation of seating, pedestrian-scale lighting, and wayfinding. Further, with enhancing Highway 41, a central community corridor, access will be improved to the community-wide network and nearby transit facilities. This project will provide improved access and wayfinding for Chaska's residents, employees, and visitors to a SW Transit 40-vehicle park and ride at CSAH 61 and Walnut St. SW Transit provides Chaska residents express bus service Monday through Friday to downtown Minneapolis, the University of Minnesota, and job concentration centers. Express bus service is also offered for all Vikings and Gopher football home games and weekday home Twins games.

(Limit 2,800 characters; approximately 400 words)

b. Describe any negative impacts to low-income populations, people of color, children, people with disabilities, and the elderly created by the project, along with measures that will be taken to mitigate them. Negative impacts that are not adequately mitigated can result in a reduction in points.

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.

Mitigation of temporary construction/implementation impacts such as dust; noise; reduced access for travelers and to businesses; disruption of utilities; and eliminated street crossings.

Other

Response:

Disruptions stemming from the construction period may have some temporary negative impacts to these population groups. Those without access to personal vehicles may experience additional inconveniences, such as slightly longer walking distances around detours. Similarly, some businesses along Highway 41 that provide services or employment to these populations, may have some inconveniences to access during construction.

Like all roadway and pedestrian improvements however, the City and its partners are working to create construction plans and staging schedules to mitigate as much disruption as possible. The city is anticipating that major reconstruction activities will occur 2-3 block sections at a time to not impact the entire downtown at one time. Roadway and streetscaping construction is planned to occur simultaneously, resulting in as efficient a build out as possible. Similarly, the staging of construction will ensure that both business and private property access is maintained at all times for the entirety of the construction project.

Public parking lots and side street pedestrian connections will be constructed in advance of the major corridor reconstruct to mitigate loss of business patron parking and provide alternative pedestrian access routes. Following construction completion, the streetscaping improvements will drastically improve the mobility and accessibility of Downtown Chaska for all people.

These improvements include:
-Street trees within amenity zones and medians for beautification, shade, and traffic calming;

-Bike racks to increase bike parking and promote usage;

-Porous and stormwater mitigating planting beds, to assist with water runoff;

-Perennial planters for beautification and buffers between pedestrians and roadway;

-Seating throughout the corridor to encourage gathering;

-Bollards for safety buffers between pedestrians and roadway;

-Pedestrian-scale lighting for safety and visibility;

-Improvements to medians to enhance and encourage use of designated crossings;

-Wayfinding to promote economic activity.

These pedestrian improvements are intended to create safe and inviting spaces, enhance downtown accessibility, and encourage economic activity. The City and its partners are excited to leverage this opportunity to finalize a unique multi-modal roadway design, with supportive streetscaping and pedestrian-oriented facilities.

(Limit 2,800 characters; approximately 400 words)

Select one:

*3.**Sub-measure: Bonus Points** Those projects that score at least 80% of the maximum total points available through sub-measures 1 and 2 will be awarded bonus points based on the geographic location of the project. These points will be assigned as follows, based on the highest-scoring geography the project contacts:*
a.25 points to projects within an Area of Concentrated Poverty with 50% or more people of color
b.20 points to projects within an Area of Concentrated Poverty
c.15 points to projects within census tracts with the percent of population in poverty or population of color above the regional average percent
d.10 points for all other areas

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

Project located in Area of Concentrated Poverty:

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

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)

Upload the "Socio-Economic Conditions" map used for this measure. The second map created for sub measure A1 can be uploaded on the Other Attachments Form, or can be combined with the "Socio-Economic Conditions" map into a single PDF and uploaded here.

Upload Map 1589382692936_Upload_SocioEconomic Conditions.pdf

Measure B: Part 1: Housing Performance Score

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	10800.0	1.0	95.0	95.0

Total Project Length

Total Project Length 0.6

Project length entered on the Project Information - General form.

Housing Performance Score

Total Project Length (Miles) or Population 10800.0

Total Housing Score 95.0

Affordable Housing Scoring

Part 2: Affordable Housing Access

Reference Access to Affordable Housing Guidance located under Regional Solicitation Resources for information on how to respond to this measure and create the map.
If text box is not showing, click Edit or "Add" in top right of page.

There are 99 affordable units at or below 60% AMI within ½ mile of the project:

-Chaska Manor, Inc, preservation; 59 units at 30% AMI; 1-2 BR units; affordability through HUD Section 202 program

-Mhop Brickstone, preservation; 30 units at 30% AMI; affordability through HUD Public Housing program

-Privately-owned apartment building: 8 units at 60% AMI, affordability guaranteed by MHFA HOME and Housing Tax Credits until 2032

-Privately-owned duplex: 2 units at 60% AMI, affordability guaranteed by MHFA HOME and Housing Tax Credits until 2032

Response:

The City is committed to providing affordable housing options that provide access to employment and educational centers. The Chaska 2040 Comp Plan recognizes the need for a broader variety of housing types to fulfil the growing demand for affordable housing. The plan's housing goals include providing affordable housing options for all residents, advocating for fair housing, and providing options for a diverse population with varied housing needs.

To achieve these goals, the City of Chaska intends to develop more intense subsidy programs to provide affordable housing, advocate for denser development that allows for lower costs per units, assist low- and moderate-income households with home loan and grant applications, establish a land trust agreement to maintain long-term affordability, and encourage the revitalization of older neighborhoods as attractive living areas. Planned

redevelopment of City Square West will contribute to denser development that allows for lower cost per unit.

This project will provide safe and direct multi-modal access to Chaska's main street for those living in affordable housing nearby. The enhanced pedestrian realm will provide a high-quality network for people to walk, rest, and recreate within. Crossing locations will be emphasized with streetscaping elements and clearly signal the presence of pedestrians. Planters and plants will improve the attractiveness of walking and provide a buffer between pedestrians and vehicle traffic. Wayfinding elements will provide clear guidance to destinations.

(Limit 2,100 characters; approximately 300 words)

Upload map:

1589382805086_006 - Attachment - Affordable Housing Developments.pdf

Measure A: Gaps, Barriers and Continuity/Connections

Response:

Highway 41 and CSAH 61 have long been publicly expressed as physical barriers in the city that inhibit ped and bike connections to employment, daily needs, transit services, and desired community destinations. This is due to roadway crossings, almost 60ft wide, across 4-lanes of traffic volumes exceeding 18,000 vpd including 2,250 heavy commercial trucks. While a center median exists today, it does not provide the necessary 6-ft of width required by the Americans with Disabilities Act (ADA) for a safe pedestrian refuge within the roadway median.

The existing ped and bike environment in Historic Downtown Chaska is uninviting for users with 6-9 ft sidewalks expected to serve pedestrians and streetscape amenities while the surrounding land use is highly conducive to pedestrian trips. The Firemen's Park/Chaska Curling Center/Chaska Event Center redevelopment has increased pedestrian activity in the downtown and demand to cross Highway 41 and CSAH 61 due to overflow parking areas located across these roadways. Planned redevelopment areas such as City Square West will further increase pedestrian activity and demand in the current uninviting and unsafe environment.

The City of Chaska does not currently allow bicycles on downtown sidewalks due to the lack of space and there are no separated bicycle facilities on Highway 41. As a designated RBTN Tier 2 Alignment, this is a current gap in the regional bicycle network.

To address the highway barrier and safety issues the Highway 41 Improvements project includes:

-4-lane undivided to 3-lane divided;

-Expanded median and access control;

-Removal of on-street parking;

-Travel lane width reductions;

-Expansion of sidewalks and intersection bump-outs;

-New traffic signals;

-Pedestrian Hybrid Beacon at Walnut Street near Fireman's Park;

-Pedestrian underpass south of CSAH 61 intersection;

In conjunction with the larger corridor reconstruction, this Pedestrian Improvements Project will enhance the livability of Highway 41 and foster a robust multi-modal environment that will allow the historic downtown business district to reach its full potential. This project includes:

-Street trees within amenity zones and medians for beautification, shade, and traffic calming;

-Bike racks to increase bike parking and promote usage;

-Porous and stormwater mitigating planting beds, to assist with water runoff;

-Perennial planters for beautification and buffers between pedestrians and roadway;

-Seating throughout the corridor to encourage gathering;

-Bollards for safety buffers between pedestrians

and roadway;

-Pedestrian-scale lighting for safety and visibility;

-Improvements to medians to enhance and encourage use of designated crossings;

-Wayfinding to promote economic activity.

(Limit 2,800 characters; approximately 400 words)

Measure B: Project Improvements

Six crashes involving a pedestrian were reported between 2016-2018. As planned mixed use developments increase, so to will pedestrian demand to access jobs, amenities, and nearby transit. This project will enhance the streetscape environment and increase pedestrian awareness to highway traffic. Utilization of the expanded sidewalks for amenity zones with trees and bollards will provide a buffer between pedestrians and highway traffic, in addition to decreasing the crossing distance of the highway. This project, in coordination with the Highway 41 Improvements Project, will recreate the "Main Street" setting by calming traffic, reducing pedestrian/vehicle conflict points, and providing space necessary for a healthy pedestrian friendly downtown.

Response:

Current pedestrian demand coexists with significant safety concern for all users, correlating pedestrian safety with the high number of vehicle crashes in the project area. All conflicting corridor elements - high vehicle and truck traffic, large fluctuations of speeds, weaving traffic, and underserved traffic movements make the Highway 41 corridor unsafe for pedestrian presence. This segment of Highway 41 has seen the following reported crash statistics:

-240+ crashes in the past 10 years, with one fatality;

-Six ped and bike related crashes (2016-2018);

-Many injuries, some lifelong;

-80% higher crash rate than the state average for similar corridors.

Safe, welcoming pedestrian facilities accommodating the design, aesthetic, and

accessibility of downtown Chaska has been a community goal for many years. The location and thoughtful streetscaping enhancements will drastically elevate the quality of downtown Chaska and build upon corridor safety and mobility investments as part of the Highway 41 Improvements Project.

The existing 6-9 ft sidewalks are uneven and cracked, provide minimal seating, and present no buffer from vehicles. This project will promote safety through a variety of design-driven interventions. A designated and ADA pedestrian zone will enhance the pedestrian experience with a new amenity zone featuring planters, bollards, street trees, and seating to provide travel and gathering separate from truck traffic noise. New and adequate pedestrian-scale lighting will provide a sense of safety for pedestrians along Highway 41. Similarly, more appropriate lighting will better notify drivers of pedestrians at crossings.

Corridor safety and the downtown business environment will reach its maximum potential by fully utilizing the 80ft corridor with balanced access for all travel modes. Converting the 4-lane undivided corridor to a 3-lane divided corridor, as part of the Highway 41 Improvements Project, allows this project to enhance and provide more non-motorized space to achieve the desired balance.

(Limit 2,800 characters; approximately 400 words)

Measure A: Multimodal Elements and Connections

Response:

This project will create a space for pedestrians and bicyclists to safely access Downtown Chaska and connect into community wide facilities on a corridor that also serves heavy vehicle and truck traffic. The Highway 41 Pedestrian Improvements Project builds upon the guiding goals and objectives, outlined in the 2017 Highways 41 and 61 Improvements Study, to provide a comprehensive network for multimodal transportation that is compatible with the major transportation corridors and to safely accommodate all users along the major transportation corridors.

This project will provide improved pedestrian and bicycle access and wayfinding for Chaska's residents, employees, and visitors to a SW Transit 40-vehicle park and ride at CSAH 61 and Walnut St. SW Transit provides Chaska residents express bus service Monday through Friday to downtown Minneapolis, the University of Minnesota, and job concentration centers. Express bus service is also offered for all Vikings and Gopher football home games and weekday home Twins games.

The City of Chaska's Downtown Master Plan proposes a future transit park and ride facility on the City Square West redevelopment site. City Square West and the new Licensing/Library Center will result in approximately 23,000 square feet of new mixed-use, placing higher demand on multimodal connectivity to these housing units, jobs, and services. The redevelopment concept for downtown was approved by City Council on December 5, 2018.

Streetscaping and pedestrian facilities along Highway 41 will improve access to regional bicycle facilities. Highway 41 and CSAH 61 form the nexus of three RBTN corridors where large gaps currently

exist including along a Tier 1 corridor connection from downtown Chaska to the Southwest Regional Trail (northeast); a Tier 2 corridor connecting downtown Chaska to Scott County via the future Minnesota River crossing (southwest); and a Tier 2 corridor connecting downtown Chaska to Waconia (northwest). Carver County's goal is to identify a north-south connection in downtown Chaska to connect the Southwest Regional Trail to the Levee Trail. This project will fill a major void in that regional connection and provide safe pedestrian and bicycle travel across the Minnesota River bridge.

Improved pedestrian features and aesthetics are intended to assist pedestrians and bicyclists in identifying and utilizing designated and safe paths to navigate along and across Highway 41. In result, this will also increase safety for passenger vehicles and heavy commercial trucks. Integrating bike racks and welcoming bicyclist into the downtown will promote bike usage for local and regional trips reducing the demand of passenger vehicles on the corridor.

(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 (25 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 1589488983381_Upload_Approved Layout_02-01-18.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 (15 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 (25 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 (15 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

5) Public Involvement (20 percent of points)

Projects that have been through a public process with residents and other interested public entities are more likely than others to be successful. The project applicant must indicate that events and/or targeted outreach (e.g., surveys and other web-based input) were held to help identify the transportation problem, how the potential solution was selected instead of other options, and the public involvement completed to date on the project. List Dates of most recent meetings and outreach specific to this project:

Meeting with general public:	03/19/2019
Meeting with partner agencies:	09/20/2018
Targeted online/mail outreach:	11/10/2017
Number of respondents:	1267
Meetings specific to this project with the general public and partner agencies have been used to help identify the project need.	Yes

100%

Targeted outreach to this project with the general public and partner agencies have been used to help identify the project need.

75%

At least one meeting specific to this project with the general public has been used to help identify the project need.

50%

At least one meeting specific to this project with key partner agencies has been used to help identify the project need.

50%

No meeting or outreach specific to this project was conducted, but the project was identified through meetings and/or outreach related to a larger planning effort.

25%

No outreach has led to the selection of this project.

0%

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

The 2017 Highways 41 and 61 Improvements study solidified the vision for Downtown Chaska with extensive partnership between the City of Chaska, MnDOT, and Carver County. The study identified the problems, set goals, completed extensive traffic modeling, and developed and evaluated a full range of concepts. The public and stakeholders were highly involved in defining the vision. Input was consistently solicited from stakeholders, business and property owners, residents, elected officials and other corridor users throughout the planning process. Project partners used the following methods to understand the issues, needs, and public support:

-Several Focus Group Meetings with reps from emergency services, the school district, parks/trails, transit providers, and water resources stakeholders

-Business Advisory Committee: The City of Chaska, Carver County, and MnDOT met with members of Chaska's Downtown Business Alliance and other businesses within the corridor study areas several times to solicit input on issues and needs
-Project staff met with several Business & Property Owners in a small group or individual setting to discuss potential impacts
-Three Public Open Houses occurred during the project to solicit input on issues, needs, and improvement concepts for Downtown Chaska
-Agency Meetings focused on understanding each agency's vision for the study corridors where they intersect each jurisdiction in order to provide recommendations tailored to specific needs

-City Council Updates were consistent during the project at key milestones, and as desired

The framework for the 2017 Highways 41 and 61

Improvements Project was set by the 2012 Chaska Downtown Master Plan planning process. The following engagement occurred as part of this plan:

-Community Meetings: 3 joint City Council & Commissions work sessions, which were open to the general public, were held during the process. These work sessions were designed to encourage dialogue regarding downtown's issues, opportunities, and project recommendations.

-Key Stakeholder Interviews: The project team regularly met with and gathered feedback from stakeholders in the downtown community, such as business owners.

-Downtown Development Interviews: The City conducted individual interviews with a representative group of downtown development stakeholders, including existing business owners, property owners, potential developers, realtors, and major Chaska employers.

Chaska put forth strong efforts to ensure residents, stakeholders and project partners were engaged during the Downtown planning processes in order to reach community driven and supported vision. On September 27, 2017, the project partners received the APA Partnerships in Planning Award highlighting the extensive partnership to achieve the vision.

Measure A: Cost Effectiveness

Total Project Cost (entered in Project Cost Form):	$1,754,000.00
Enter Amount of the Noise Walls:	$0.00
Total Project Cost subtract the amount of the noise walls:	$1,754,000.00
Points Awarded in Previous Criteria	
Cost Effectiveness	$0.00

Other Attachments

File Name	Description	File Size
000 - Attachment - Hwy 41 Ped Improvements One Page Description..pdf	Hwy 41 Pedestrian Improvement One Page Description	317 KB
001-Attachment - Downtown Chaska Layout- (8.5x11) (2018-02-26)_.pdf	001-Attachment - Downtown Chaska Layout- (8.5x11)	4.6 MB
002 - Attachment - Project Location Map_8.5x11.pdf	002 - Attachment - Project Location Map_8.5x11.pdf	303 KB
003 - Attachment - Downtown Chaska Layout-Existing Conditions_8.5x11.pdf	003 - Attachment - Downtown Chaska Layout-Existing Conditions Aerial_8.5x11.pdf	3.3 MB
004 -Attachment- TH 41 Pedestrian Underpass_8.5x11.pdf	004 -Attachment- TH 41 Pedestrian Underpass_8.5x11.pdf	294 KB
005 - Attachment - TH 41 Streetscape Vision.pdf	005 - Attachment - TH 41 Streetscape Vision.pdf	6.6 MB
006 - Attachment - Affordable Housing Developments.pdf	006 - Attachment - Affordable Housing Developments.pdf	234 KB
007 - Attachment - Non-Motorized Connections_8.5x11.pdf	007-Attachment-Chaska Non-Motorized Connections	388 KB
008 - Attachment - Existing Conditions Photos.pdf	008-Attachment-Hwy 41 Pedestrian Improvements Existing Conditions Photos	2.6 MB
009 - Early Downtown Master Plan Visioning.pdf	009 - Early Downtown Master Plan Visioning.pdf	6.1 MB
0091 - Attachment - TH 41 Project Letters of Support.pdf	0091 - Attachment - TH 41 Project Letters of Support.pdf	2.5 MB
0092_Attachment - Pages from MnDOT STIP.pdf	0092_Attachment - Pages from MnDOT STIP.pdf	443 KB
0093_Attachment - TED-Matt Podhradsky, City of Chaska 12-20-19.pdf	0093_Attachment - TED-Award 12-20-19.pdf	445 KB
0094_All Public and Agency Meeting Dates.pdf	0094_All Public and Agency Meeting Dates.pdf	72 KB
Upload_Approved Layout_02-01-18.pdf	Hwy 41 Pedestrian Improvements Layout	57.2 MB
Upload_Maintenance Letter.pdf	Hwy 41 Pedestrian Improvements Maintenance Letter	283 KB
Upload_Population Employement Summary.pdf	Upload_Population Employement Summary.pdf	5.7 MB
Upload_Project RBTN Orientation.pdf	Hwy 41 Pedestrian Improvements RBTN Orientation	3.1 MB
Upload_Regional Economy.pdf	Upload_Regional Economy.pdf	2.7 MB
Upload_SocioEconomic Conditions.pdf	Upload_SocioEconomic Conditions.pdf	2.1 MB

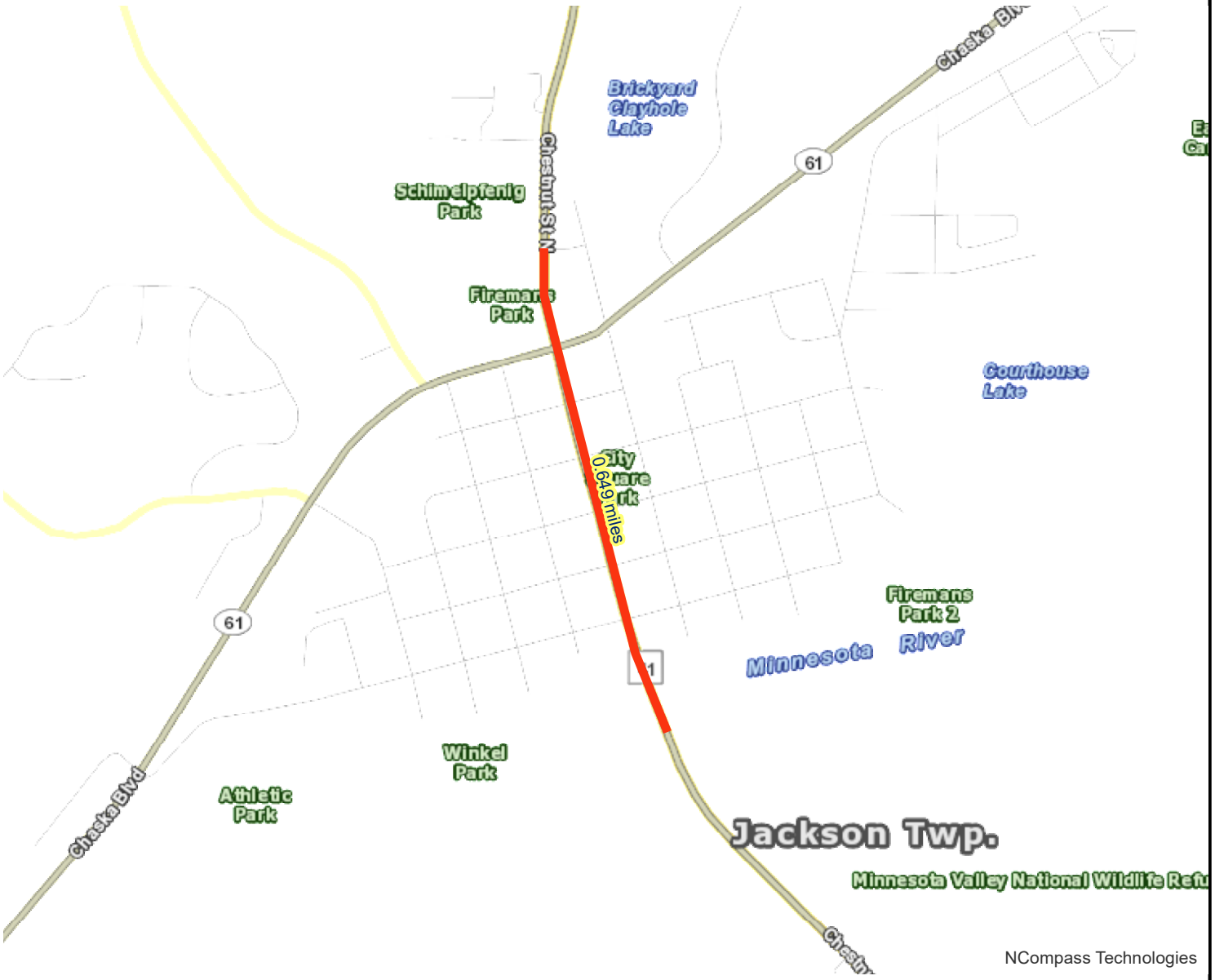
Regional Economy

Pedestrian Facilities Project: Highway 41 Pedestrian Improvements | Map ID: 1587995119098

Results

Within HALF Mi of project:
Postsecondary Students: 0

Total Population: 10880
Total Employment: 3416
Mfg and Dist Employment: 342



Project

Job Concentration Centers

Manfacturing/Distribution Centers

0 0.125 0.25 0.5 0.75 1 Miles

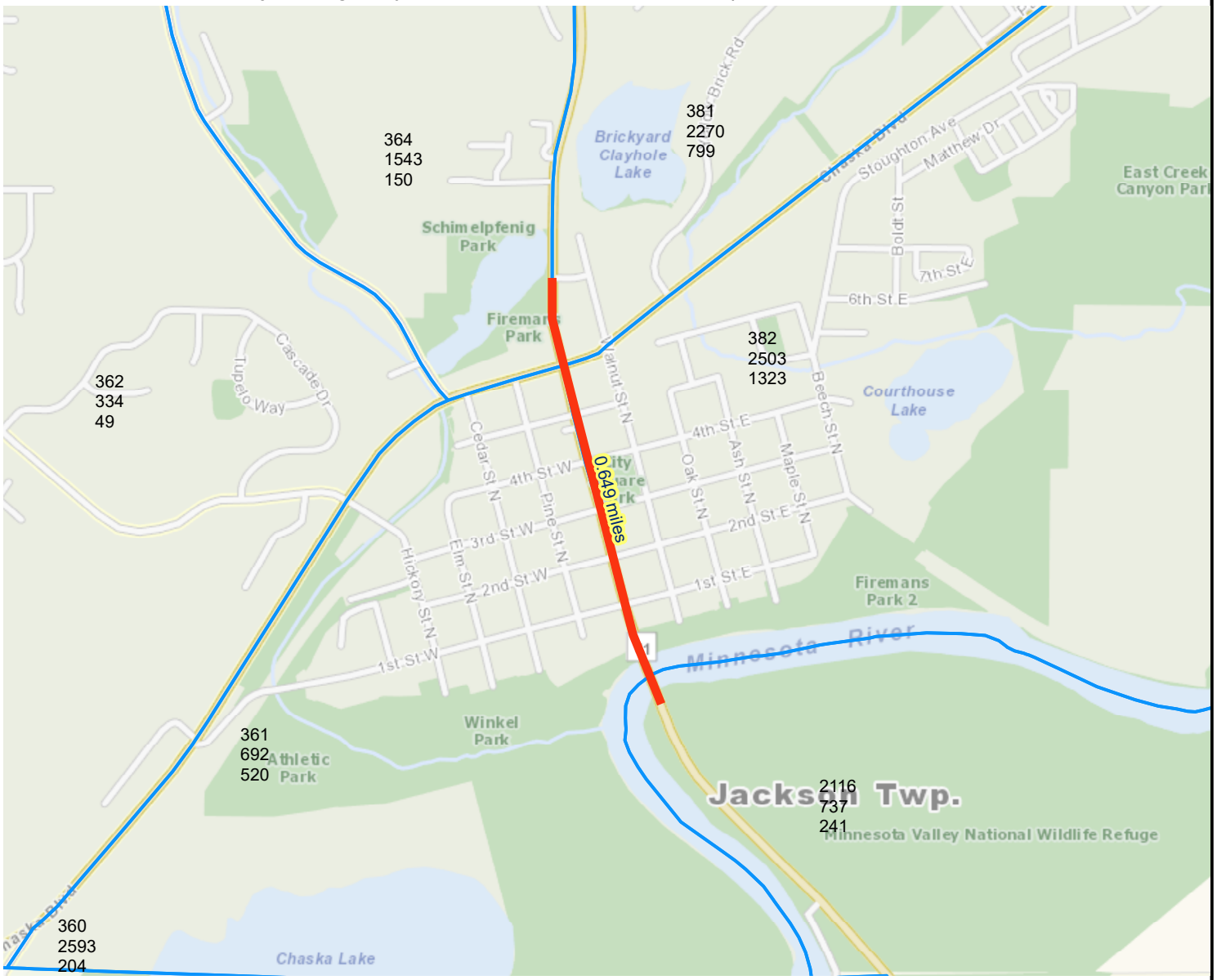
Created: 4/27/2020
LandscapeRSA5

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

METROPOLITAN COUNCIL

Population/Employment Summary

Pedestrian Facilities Project: Highway 41 Pedestrian Improvements | Map ID: 1587995119098



Results

Within HALF Mile of project:
Total Population: 10880

Project Points
Project
Project Area
2016 TAZ

0 0.125 0.25 0.5 0.75 1 Miles

Created: 4/27/2020
LandscapeRSA4

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

METROPOLITAN COUNCIL

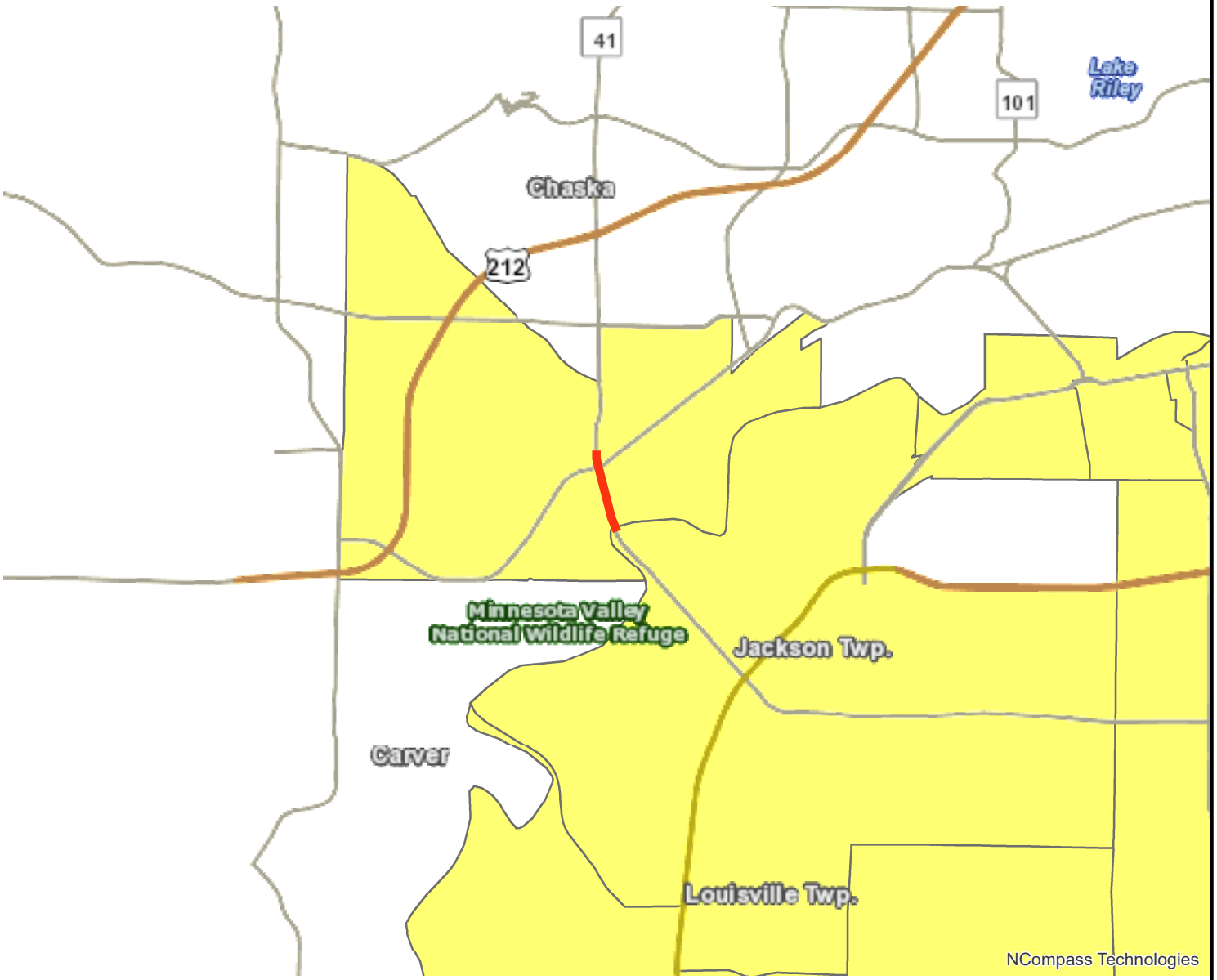
Socio-Economic Conditions

Pedestrian Facilities Project: Highway 41 Pedestrian Improvements | Map ID: 1587995119098

Results

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

Tracts within half-mile:
80700 91000 91100



Lines

Area of Concentrated Poverty

Area of Concentrated Povertry > 50% residents of color

Above reg'l avg conc of race/poverty

0 0.75 1.5 3 4.5 6 Miles

Created: 4/27/2020
LandscapeRSA2

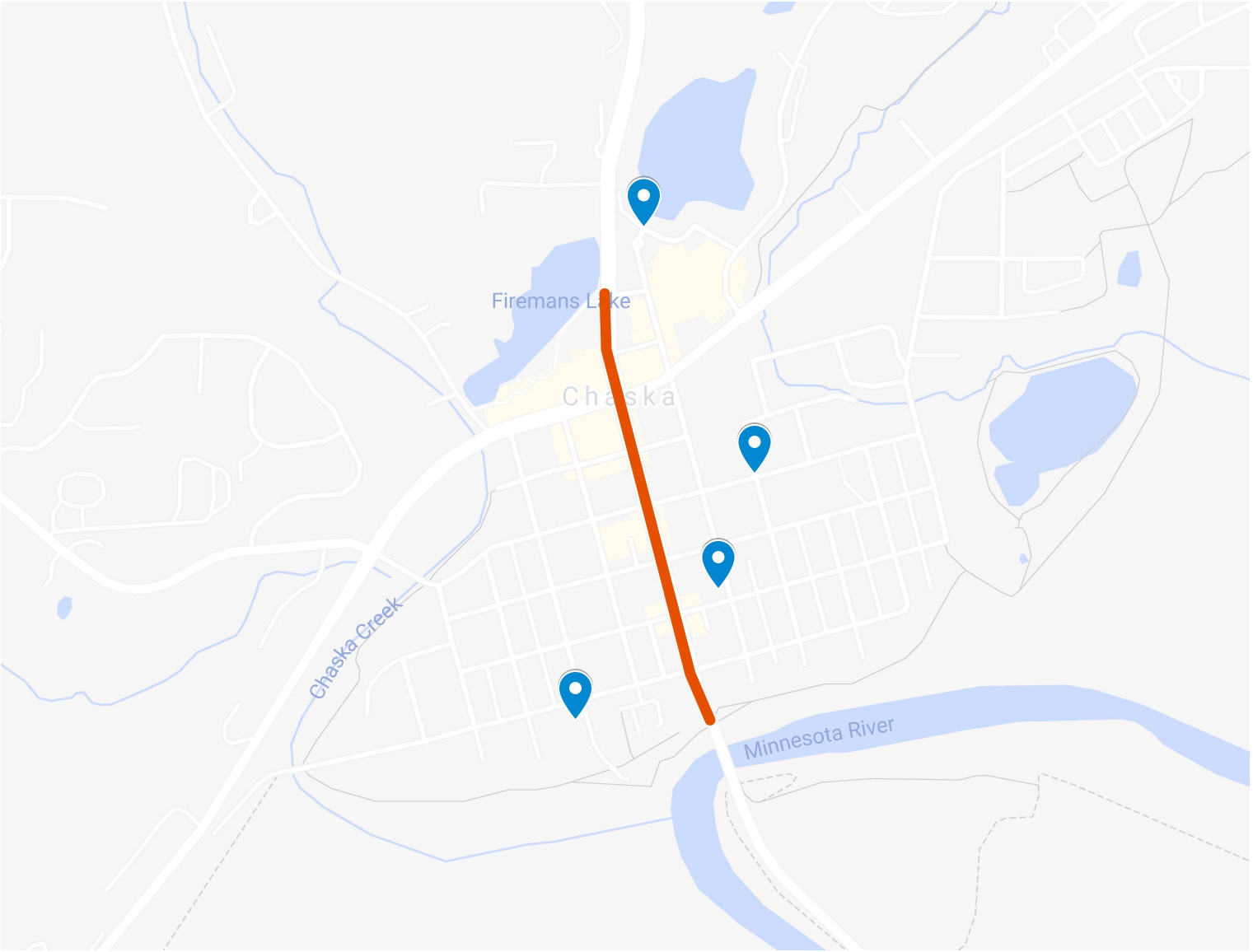
For complete disclaimer of accuracy, please visit
http://giswebsite.metc.state.mn.us/gissite/notice.aspx

METROPOLITAN COUNCIL

TH 41 Downtown Chaska Streetscaping - Affordable Housing Developments

Affordable Housing Developments

- 407 Oak St N
- 854 Walnut Pl
- 123 E 2nd St
- 108 S Cedar St
- TH 41 Redevelopment

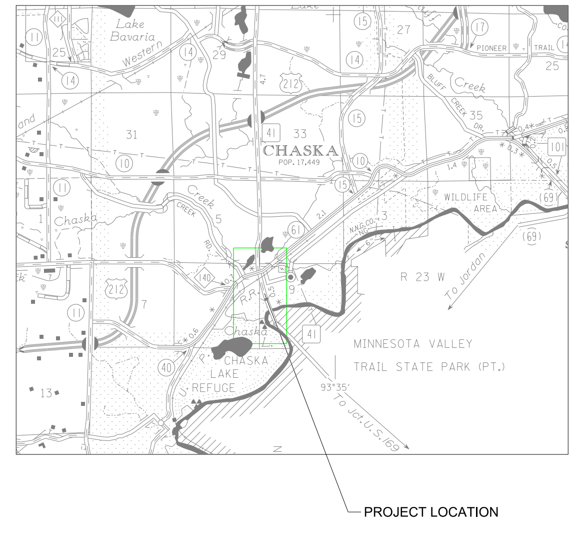


TH 41 / N. CHESTNUT ST.
CHASKA, MN

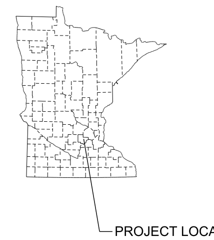
LAYOUT 1A
UPDATES TO THE LAYOUT SINCE LAYOUT 1 INCLUDE:
- TURNING MOVEMENT LAYOUTS REFINED TO ELIMINATE ANY GUTTER PAN ENCROACHMENT
- ADDITIONAL TURNING MOVEMENTS AT THE TH 41 AND CSAH 61 INTERSECTION ADDED TO SHOW OPPOSING LEFTS
- ADDED BRIDGE OUTLINE TO BETTER SHOW GEOMETRICS (EXISTING AND PROPOSED)
- USE OF B612 C&G IN 12' TURN LANES
- ADDED ADDITIONAL MPH LABELING IN PROFILE FOR SAG COMFORT AND STOPPING SIGHT DISTANCES
- ADDED THE PROPOSED TRAIL DESIGN AT THE UNDERPASS (PLAN AND PROFILE)
- UPDATED SIGNATURE BLOCK AND TITLE BLOCK INFORMATION

LAYOUT NOTES

- WORK BEING DESIGNED CONSISTS OF: ROADWAY RECONSTRUCTION AND EXPANSION, INTERSECTION IMPROVEMENTS, SIGNALS, AND ADA
- PEDESTRIAN ACCOMMODATIONS WILL MEET ADA/PROWAG REQUIREMENTS
- TH 41 IS AN APPROVED HOUSE MOVING ROUTE
- TH 41 IS NOT AN OSOW / SUPER LOAD CORRIDOR



PROJECT LOCATION



PROJECT LOCATION
CARVER COUNTY

50
SCALE IN FEET

LAYOUT LEGEND

- PROPOSED ROADWAY
- RAISED CONC. MEDIAN, CURB & GUTTER
- PAVED SHOULDERS
- SIDEWALK / DRIVEWAYS
- TRAIL
- BY OTHERS
- LANDSCAPING/GREEN SPACE
- BOX CULVERT
- AMENITY ZONE
- RETAINING WALL
- TEMPORARY EASEMENT
- PROPOSED RIGHT-OF-WAY
- EXISTING RIGHT-OF-WAY
- EXISTING PROPERTY LINE
- CONSTRUCTION LIMITS
- APPROX. CITY LIMITS
- EXISTING FIBER OPTIC
- EXISTING WATERMAIN
- EXISTING SANITARY SEWER
- EXISTING STORM SEWER
- EXISTING POWER UNDERGROUND
- EXISTING OVERHEAD LINE
- EXISTING GAS LINE
- EXISTING COMMUNICATION LINE
- INPLACE SIGNAL
- INPLACE AND PROPOSED SIGNAL

Prepared MARCH 2017.

T.H. 41 A.J. T9T155 PPMS Activity 6233
T.H. A.J. PPMS Activity
T.H. A.J. PPMS Activity
For:

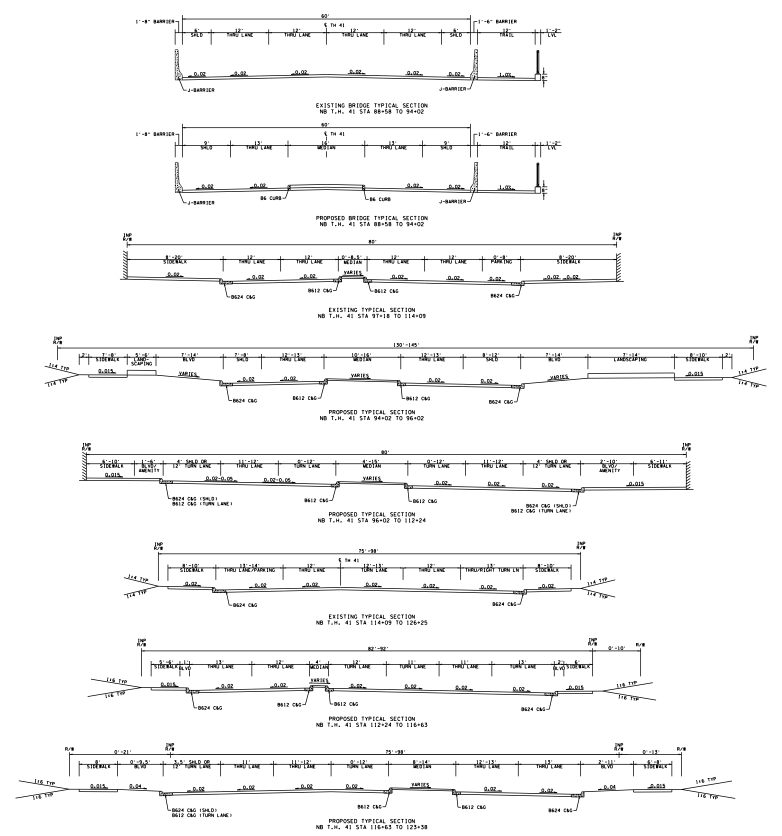
Level 2 LAYOUT APPROVAL

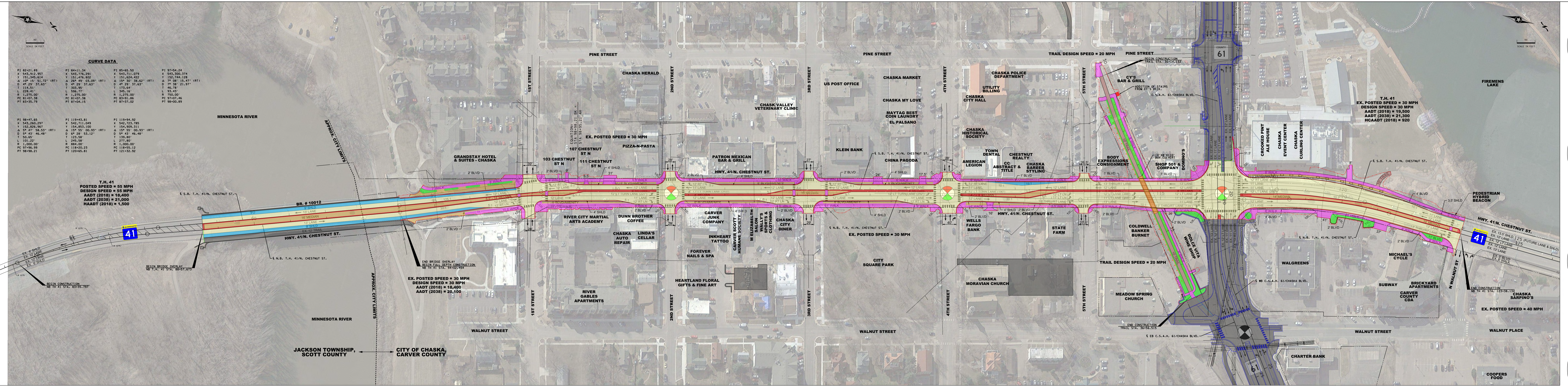
DESIGN EXCEPTIONS

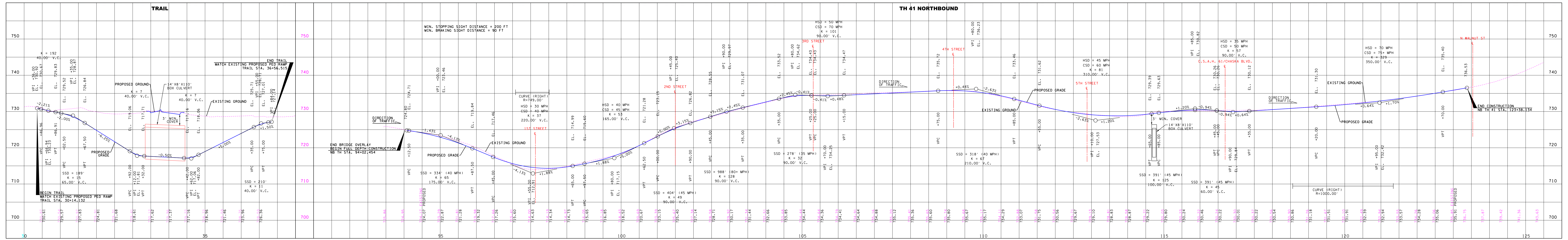
- NO DESIGN EXCEPTIONS NEEDED

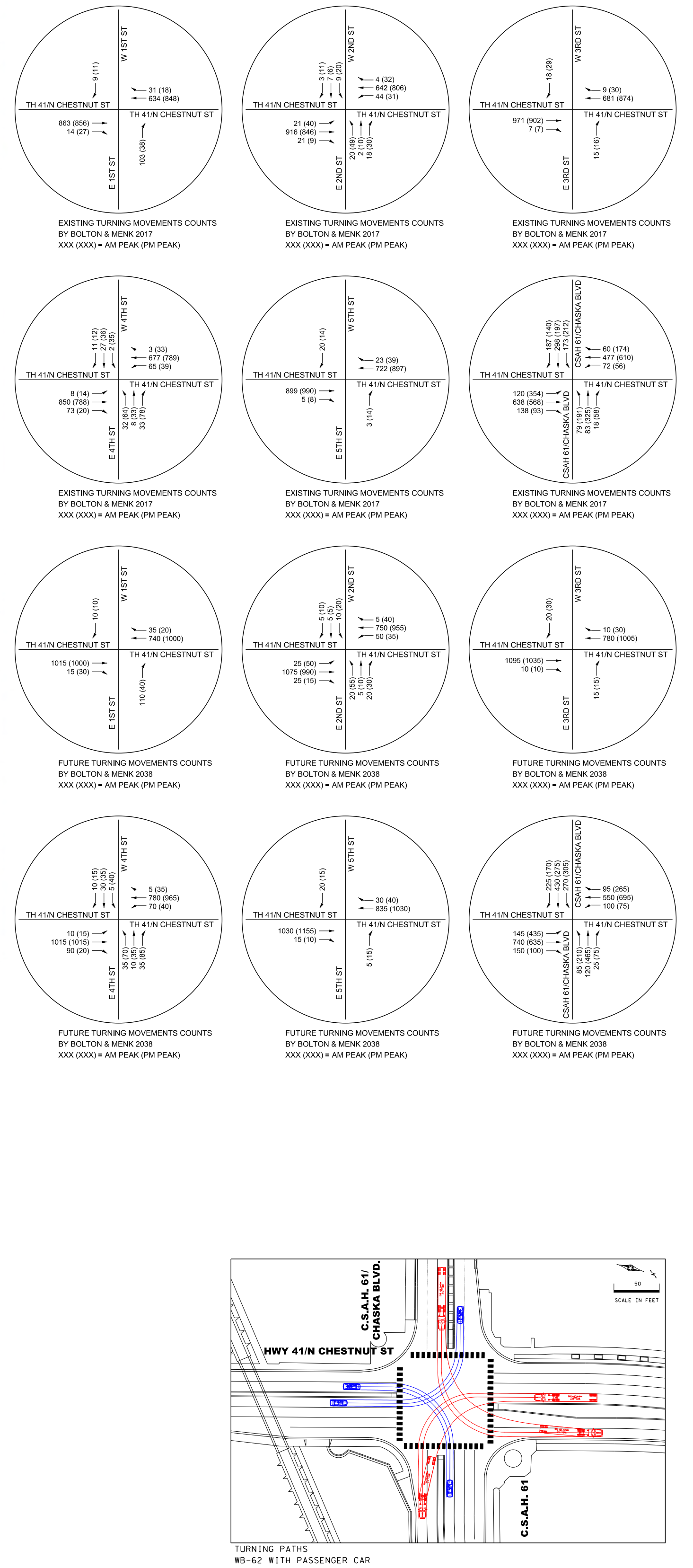
TYPICAL SECTIONS

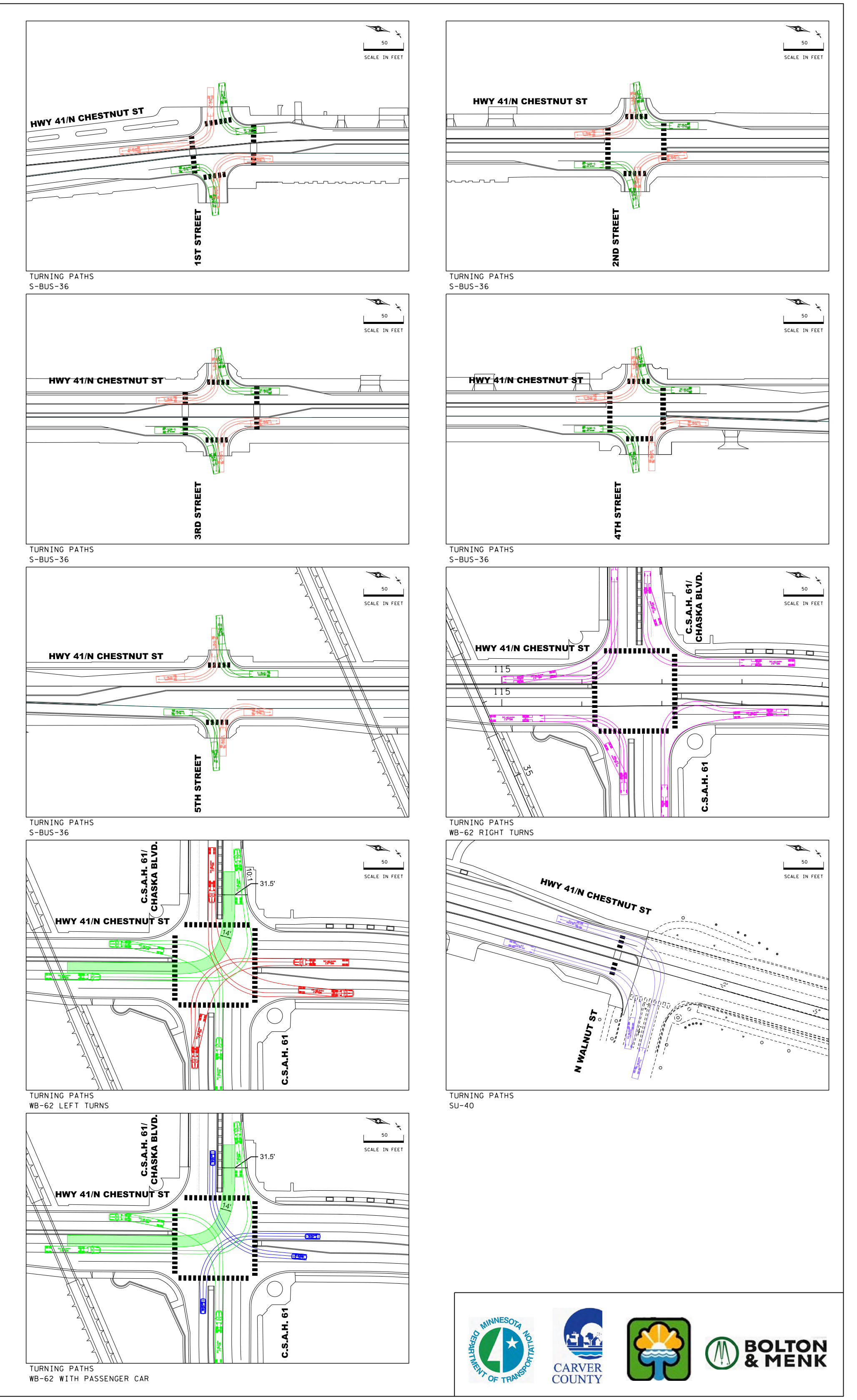
NOT TO SCALE
ALL SLOPES IN FT/FT











MnDOT Metro District
1500 West County Road B-2
Roseville, MN 55113

May 12, 2020

Matt Clark
City Engineer
City of Chaska
One City Hall Plaza
Chaska, MN 55318

Re: MnDOT Letter for City of Chaska
Metropolitan Council/Transportation Advisory Board 2020 Regional Solicitation Funding Request for TH 41 – Pedestrian Facilities

Dear Matt Clark,

This letter documents MnDOT Metro District's recognition for the city of Chaska to pursue funding for the Metropolitan Council/Transportation Advisory Board's (TAB) 2020 Regional Solicitation for TH 41 Pedestrian Facilities in downtown Chaska.

As proposed, this project impacts MnDOT right-of-way on TH 41. As the agency with jurisdiction over TH 41, MnDOT will allow the city of Chaska to seek improvements proposed in the application for the pedestrian underpass project. If funded, details of any future maintenance agreement with Chaska will need to be determined during project development to define how the improvements will be maintained for the project's useful life.

Metro District does have other roadway investments planned to occur nearby and on this roadway over the next 5-6 years. Please coordinate project development with MnDOT Area staff so that our agencies can work together to best leverage our respective efforts. Due to expected loss of future state and federal transportation revenues as a result of the COVID-19 pandemic, there is likely to be significant disruptions to the current MnDOT construction program that will surface in the next year.

MnDOT Metro District looks forward to continued cooperation with Chaska as this project moves forward and as we work together to improve safety and travel options within the Metro Area.

If you have questions or require additional information at this time, please reach out to Mark Lindeberg, South Area Manager, at mark.lindeberg@state.mn.us or 651-234-7729.

Sincerely,

Michael Barnes
Digitally signed by Michael Barnes
Date: 2020.05.12 16:50:26 -05'00'

Michael Barnes, PE

Metro District Engineer

CC: Mark Lindeberg, Metro District South Area Manager
Molly McCartney, Metro Program Director
Dan Erickson, Metro State Aid Engineer

Carver County
Public Works
11360 Highway 212, Suite 1
Cologne, MN 55322

May 13, 2020

Matt Podhradsky
City Administrator, City of Chaska
Chaska City Hall
1 City Hall Plaza
Chaska, MN 55318

RE: Letter of Support for the Highway 41 Pedestrian Improvements 2020 Regional Solicitation Application

Dear Mr. Podhradsky,

Carver County extends support for the City of Chaska's federal funding application to the Metropolitan Council's Regional Solicitation for the proposed Highway 41 Pedestrian Improvements in Historic Downtown Chaska. This project will enhance the livability and streetscape environment in the Trunk Highway 41 corridor and historic downtown business district and provide safety and access improvements for pedestrians.

Carver County is supportive of the proposed project and acknowledges understanding of the proposed project being submitted. Carver County appreciates the City's efforts to secure funding for this pedestrian facility improvement and is supportive of the City of Chaska's application for the Highway 41 Pedestrian Improvements.

Sincerely,

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

Chaska

July 10, 2018

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

RE: Downtown Chaska Highway 41 Improvements

Dear Members of the Transportation Advisory Board:

The City of Chaska supports the advancement of the Downtown Chaska Highway 41 Improvements project and the associated project layout as presented in this application. The Downtown improvements provide significant safety and mobility benefits for pedestrians, vehicles, and freight through this constrained downtown environment.

The City of Chaska has been working with MnDOT and Carver County for the past three years on the planning for downtown improvements. Through an extensive partnership, the three agencies have developed this vision,completed the study, and completed preliminary design for Downtown Chaska. As such, the City is applying for funding to construct this vision. The City of Chaska will act as the legal sponsor for the Downtown Chaska Highway 41 Improvements project. The project partners have committed to 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. With this award, the project will be 100% funded.

Sincerely,

Matt Podhradsky
City Administrator

Highway 41 Pedestrian Improvements in Historic Downtown Chaska

Project Location:

Highway 41 and 61 in
Historic Downtown Chaska

Federal Funds Request:

Federal Amount: **$1,000,000**
Match Amount: $754,000
Project Total: $1,754,000
Match Percentage: 43%

Regional & Local Investments:

The importance of the Trunk Highway 41 corridor through Downtown Chaska is regionally recognized with the following secured funding awards to reconstruct the Trunk Highway:

- $4M in Minnesota Highway Freight (2017)
- $3.5M in MnDOT Transportation Economic Development (TED) (2019)

Locally, over $100M in public investments in Downtown Chaska have been occurring and are still on going, including:

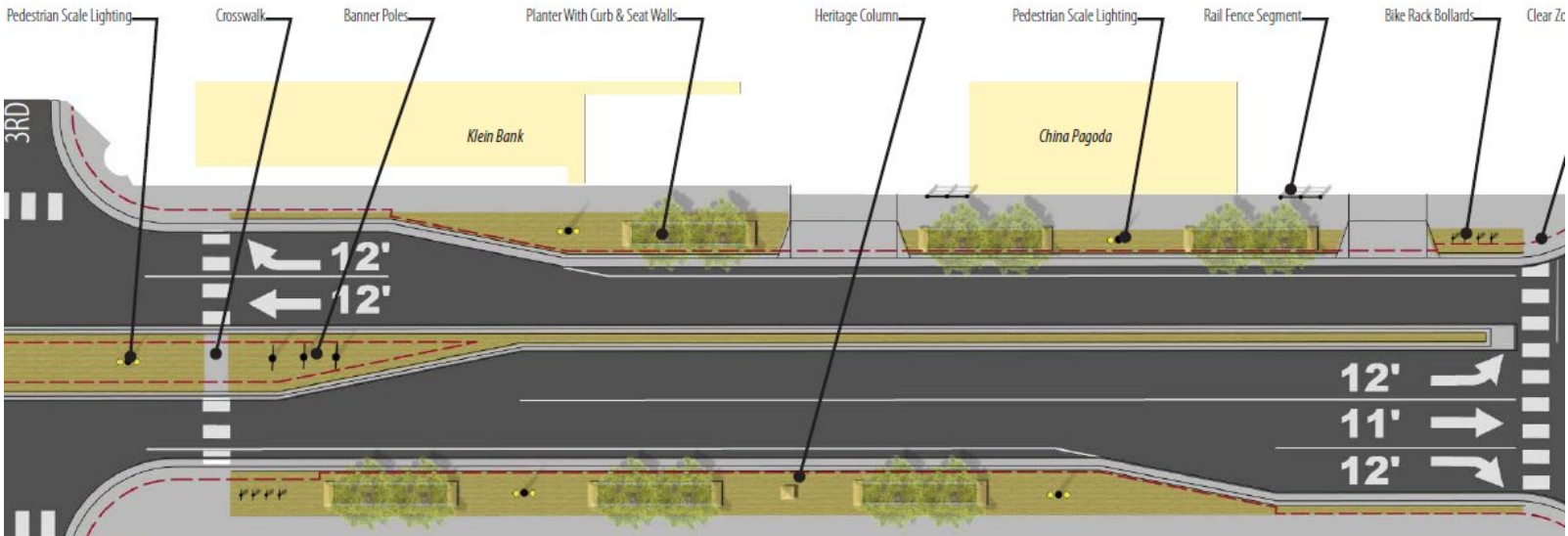
- $30M in infrastructure improvements
- $28M in the development Fireman's Park, Chaska Curling Center, and Chaska Event Center
- Next 2-3 year redevelopment of the City Square West Block and new Licensing Center and Library

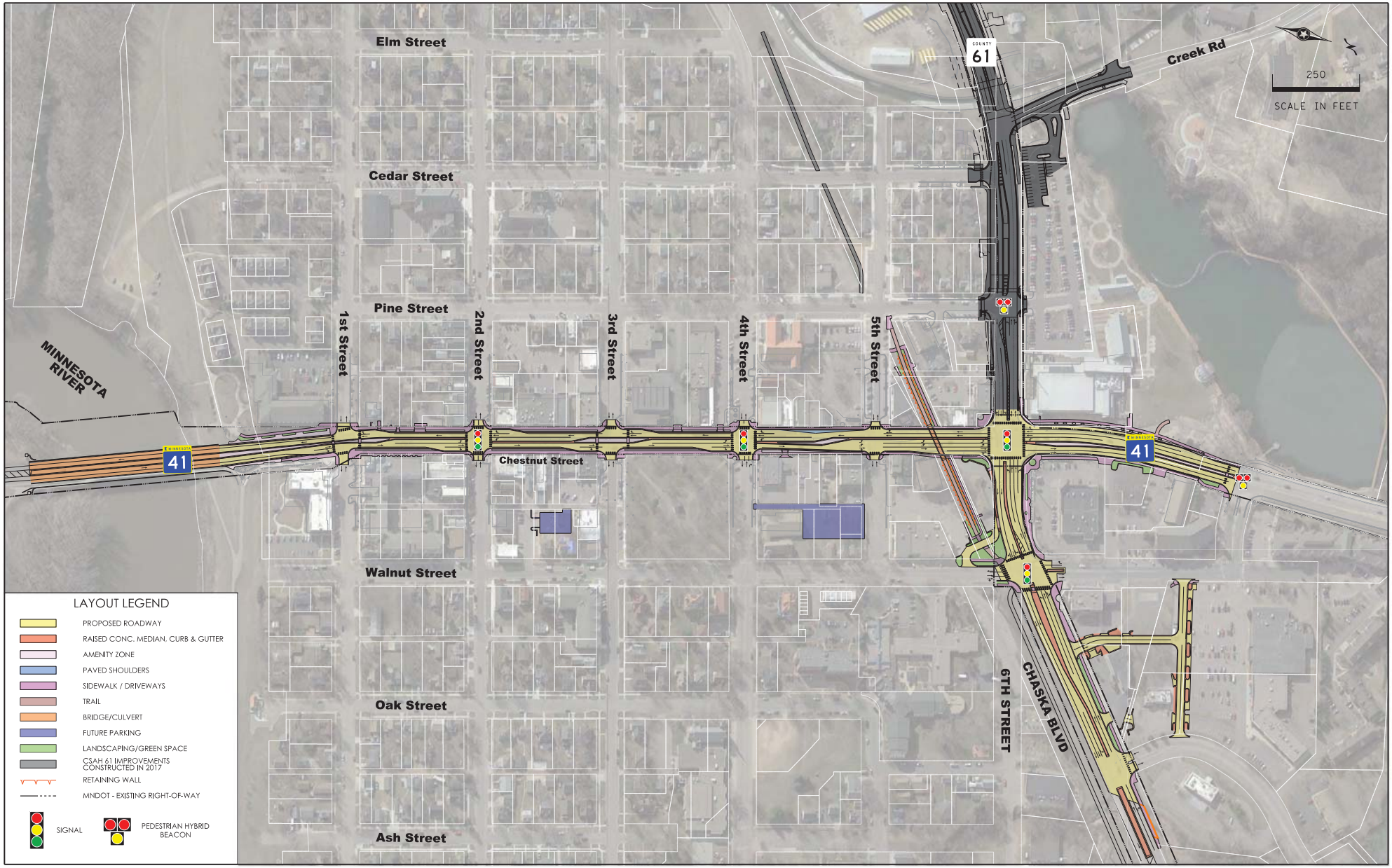
The Highway 41 Pedestrian Improvements Project will enhance the livability and streetscape environment along Historic Downtown Chaska's "Main Street" also functioning as Trunk Highway 41.This project is part of a larger Highway 41 Improvements Project that will address safety and mobility for all users on a Principal Arterial roadway carrying over 18,000 vehicles per day and one of just three Minnesota River crossings in the SW Metro.

Through an extensive partnership between the City of Chaska, MnDOT, and Carver County, a shared vision for Highways 41 and 61 and historic downtown Chaska was developed. The roadway portions are fully funded, including a pedestrain underpass of Highway 41, and slated for construction beginning summer of 2022, with the streetscaping being the final vision component in need of funding. These improvements include:

- Street trees for beautification, shade, and traffic calming;
- Bike racks to increase bike parking and promote usage;
- Stormwater mitigating planting beds, to assist with water runoff;
- Seating throughout the corridor to encourage gathering;
- Planters for beautification and buffers between pedestrians and roadway;
- Bollards for safety buffers between pedestrians and roadway;
- Pedestrian-scale lighting for safety and visibility;
- Median enhancements to encourage use of designated crossings;
- Wayfinding to promote economic activity.

This project will create safe and inviting spaces, enhance downtown accessibility, and encourage economic activity. The City and its partners are excited to leverage this opportunity to finalize a unique multi-modal roadway design, with supportive streetscaping and pedestrian-oriented facilities.




Elm Street
Cedar Street
Pine Street
Chestnut Street
Walnut Street
Oak Street
Ash Street
1st Street
2nd Street
3rd Street
4th Street
5th Street
6TH STREET
CHASKA BLVD
Creek Rd
MINNESOTA RIVER
COUNTY 61
41
250
SCALE IN FEET
LAYOUT LEGEND
PROPOSED ROADWAY
RAISED CONC. MEDIAN, CURB & GUTTER
AMENITY ZONE
PAVED SHOULDERS
SIDEWALK / DRIVEWAYS
TRAIL
BRIDGE/CULVERT
FUTURE PARKING
LANDSCAPING/GREEN SPACE
CSAH 61 IMPROVEMENTS CONSTRUCTED IN 2017
RETAINING WALL
MNDOT - EXISTING RIGHT-OF-WAY
SIGNAL
PEDESTRIAN HYBRID BEACON

Downtown Chaska Highway 41 Improvements

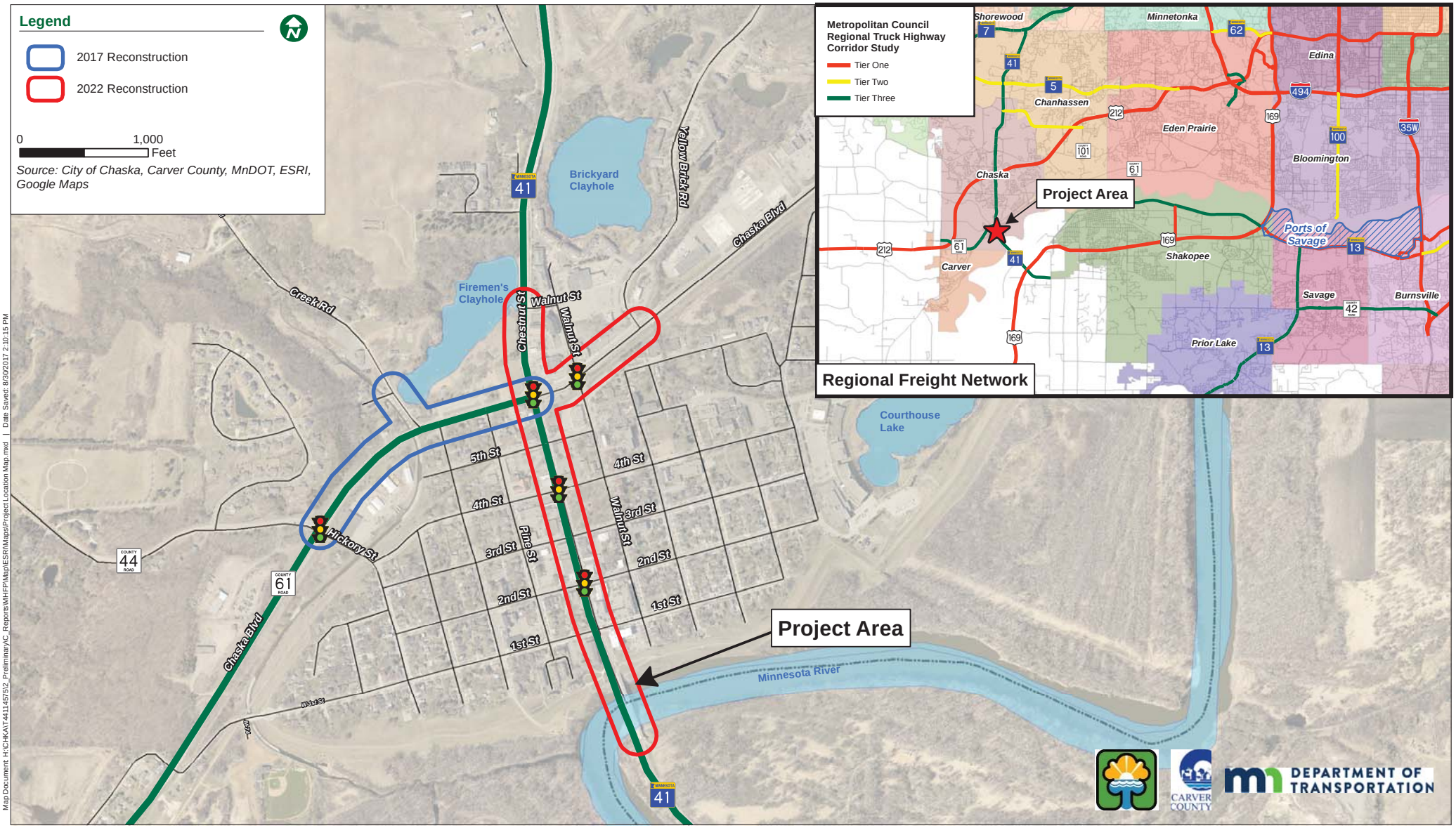
City of Chaska, MN

Project Location Map

August 2017

BOLTON & MENK

Real People. Real Solutions.



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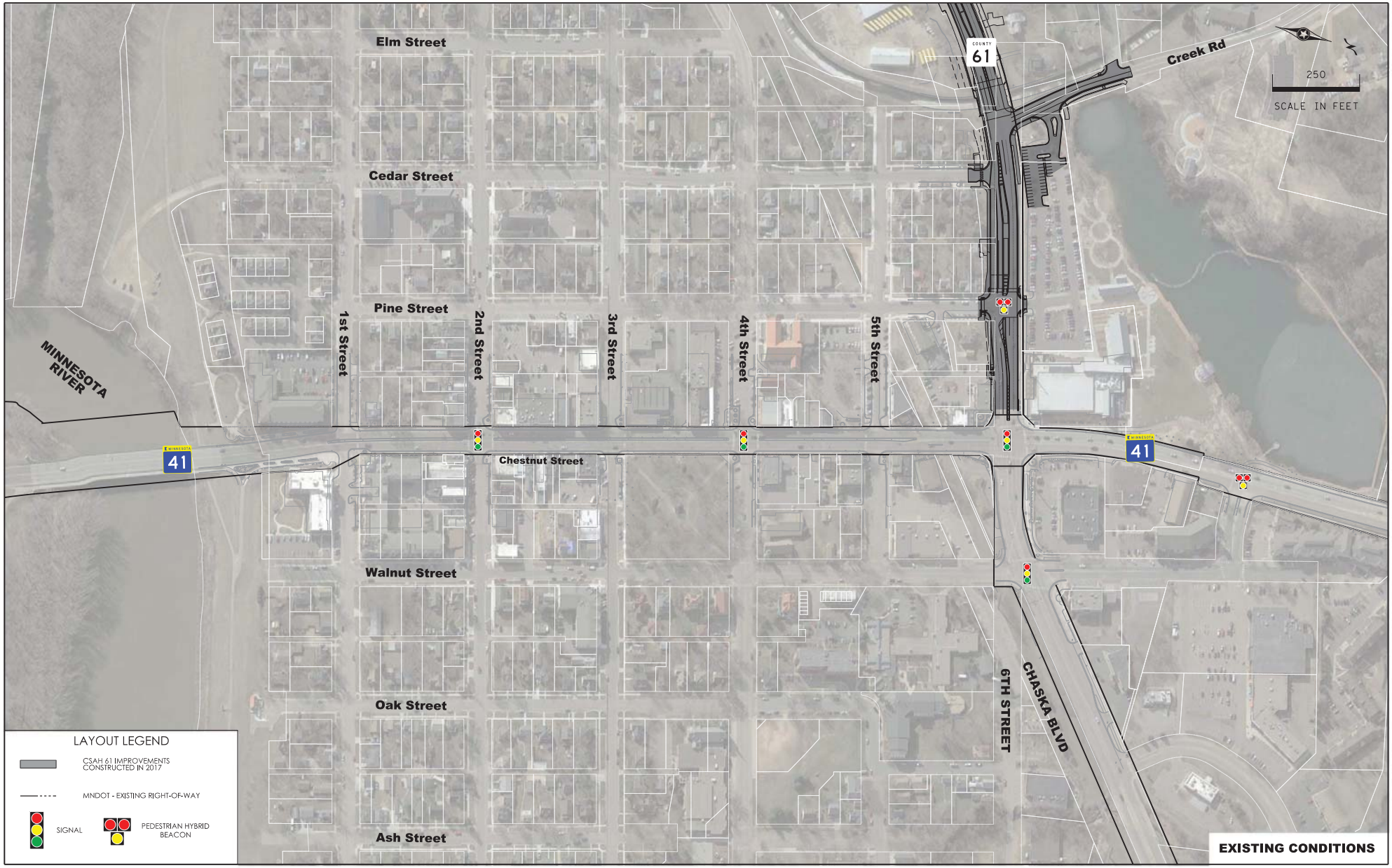
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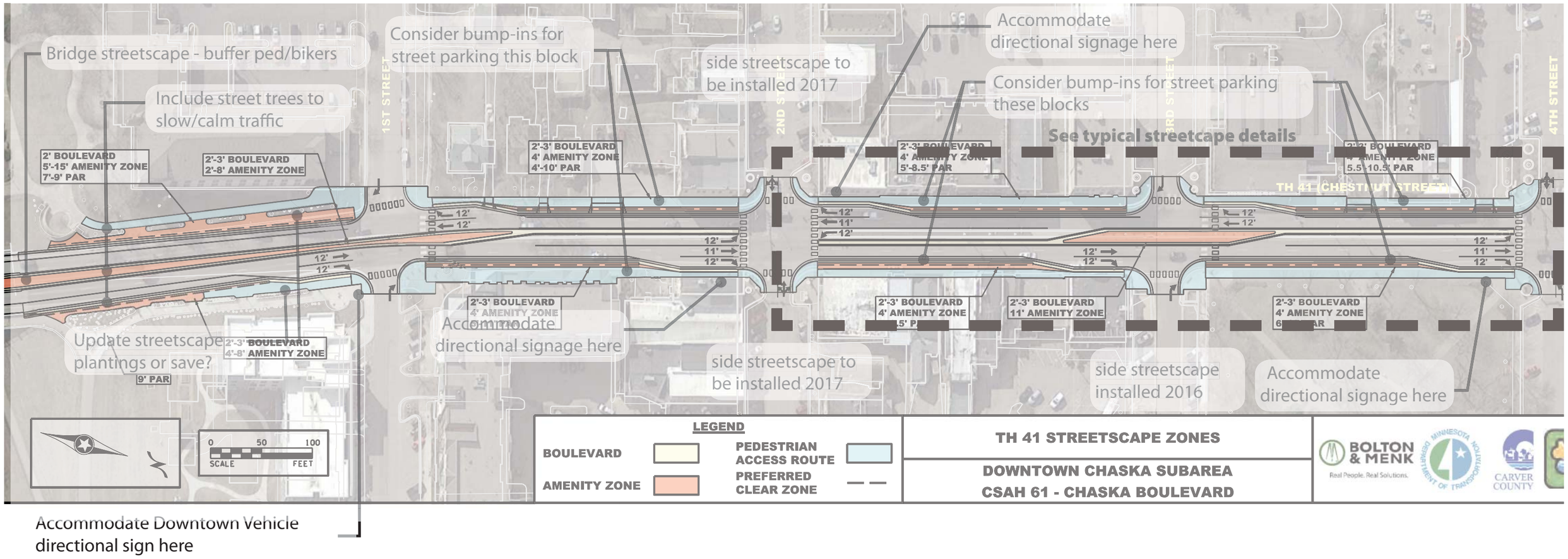
MNDOT - EXISTING RIGHT-OF-WAY
SIGNAL
PEDESTRIAN HYBRID BEACON
EXISTING CONDITIONS

Concept Render Historic Chaska Rail Depot Property

N. Chestnut Street | Chaska, Minnesota
Underpass Concept

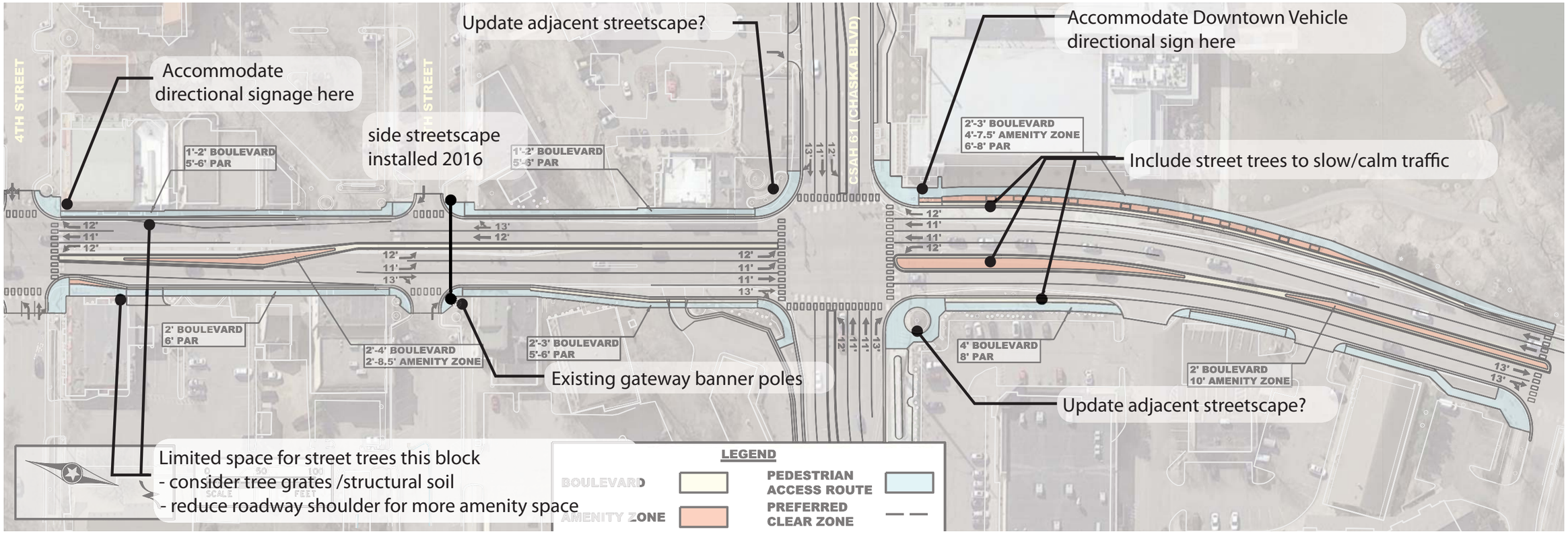
BOLTON & MENK

CARVER COUNTY

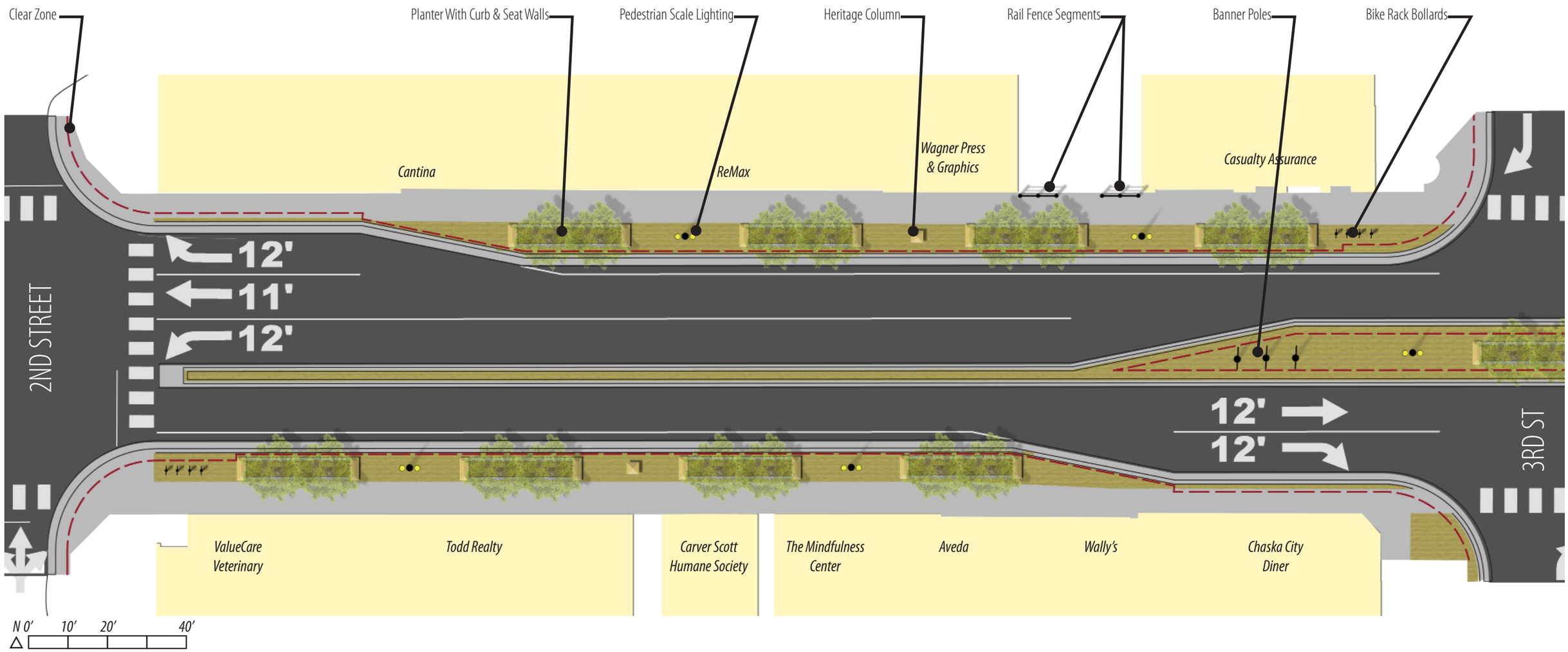


Accommodate Downtown Vehicle directional sign here

Highway 41 Streetscape Opportunities - bridge to 4th St

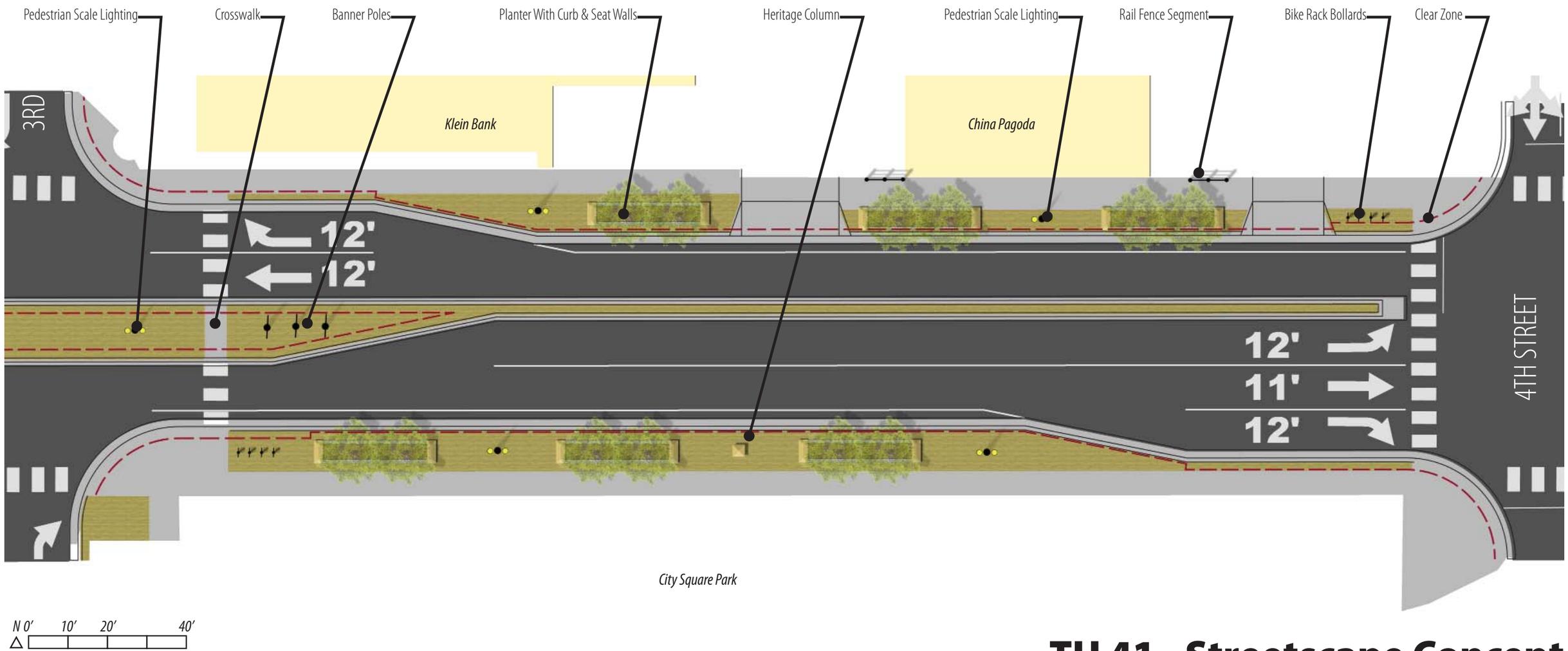


Highway 41 Streetscape Opportunities - 4th St to TH 61



TH 41 - Streetscape Concept
Blocks are shown to illustrate level of streetscape improvements in Chaska's Downtown

2nd Street to 3rd Street



TH 41 - Streetscape Concept
Blocks are shown to illustrate level of streetscape improvements in Chaska's Downtown

Highway 41 from 3rd Street to 4th Street

Bike Racks & Seatwalls

Planters & Seatwalls

Bollards & Seatwall Planters

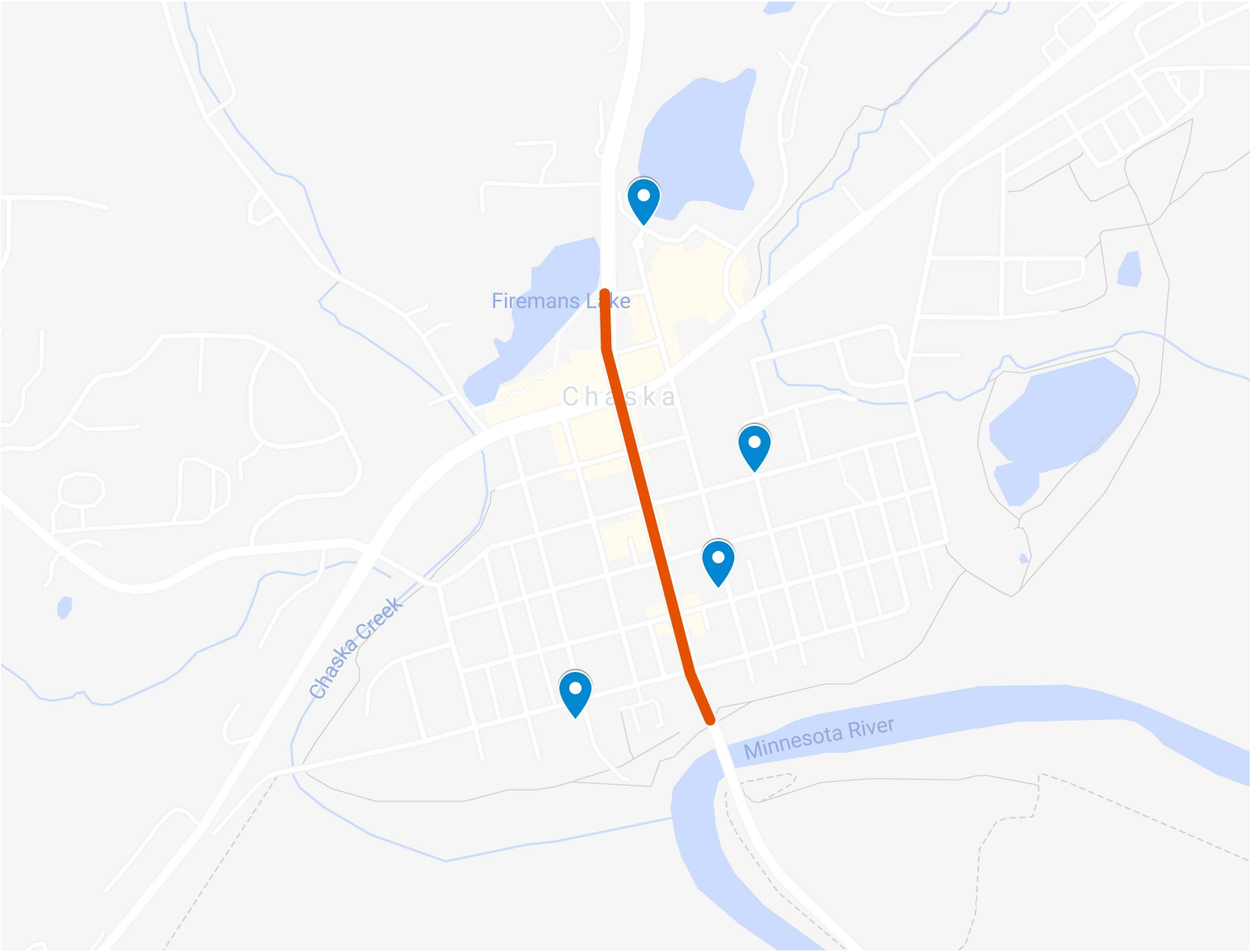
Banner Poles & Bike Racks

Elements

TH 41 Downtown Chaska Streetscaping - Affordable Housing Developments

Affordable Housing Developments

- 407 Oak St N
- 854 Walnut Pl
- 123 E 2nd St
- 108 S Cedar St
- TH 41 Redevelopment



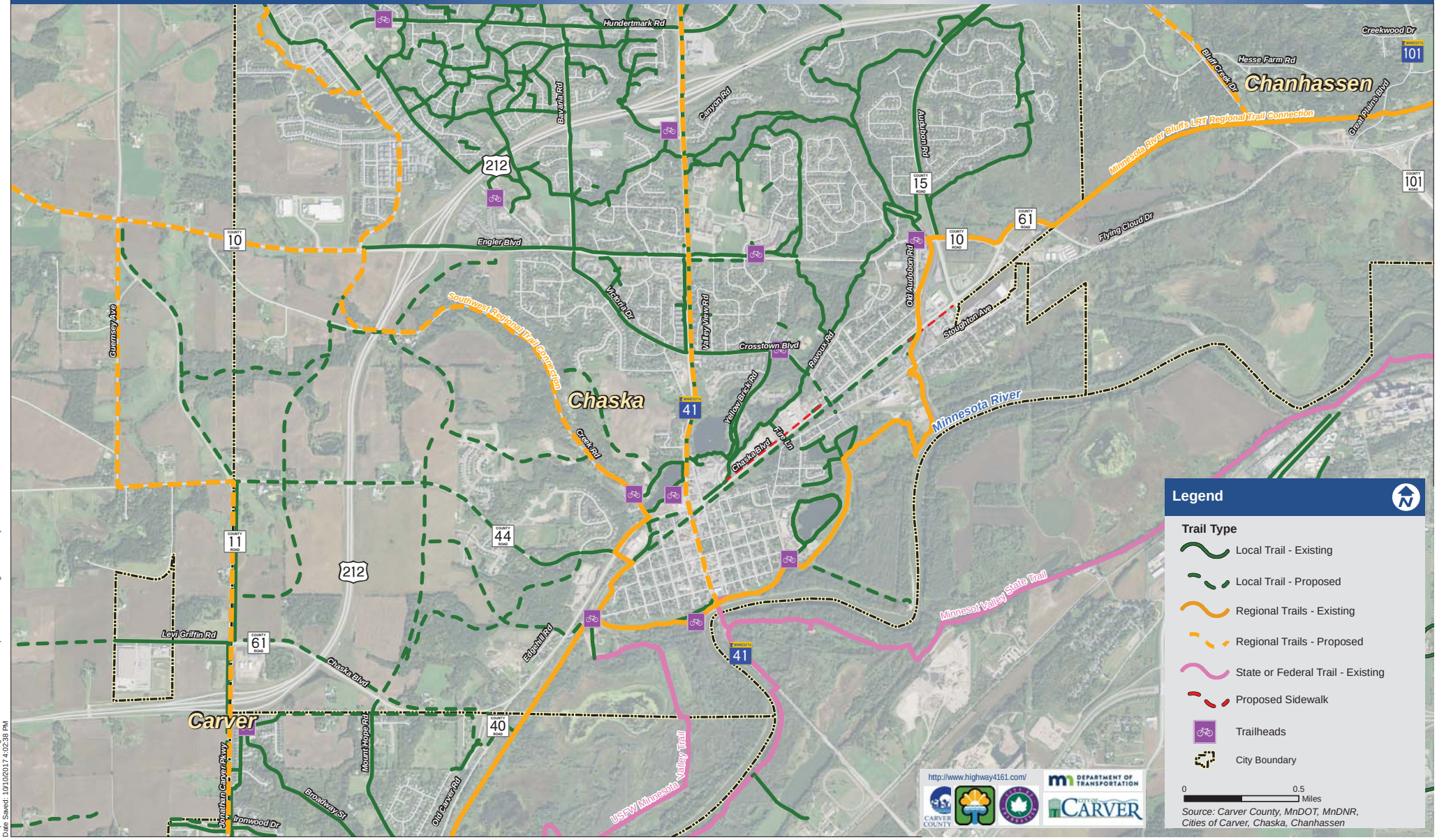
CSAH 61/TH 41 Improvements

Carver County

Pedestrian/Bicycle Connections

October 2017

BOLTON & MENK
Real People. Real Solutions.



Map Document: \\Arcserver1\gis\CACO\T42110396\ESRI\Maps\Corridor - Findings of Facts\Project Area - Non-Motorized Connections.mxd
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Downtown Chaska Highway 41/61 Existing Conditions

Over 18,000 vehicles a day, including 2,250 heavy commercial trucks, traverse Downtown Chaska daily

The existing corridor requires pedestrians to cross 4-wide lanes of traffic that are commonly congested.

Downtown Chaska Highway 41/61 Existing Conditions

The corridor has poor viability and awareness of pedestrian presence combined with significant traffic delays and elevated crash rates

Improvements must accommodate all users and create an inviting environment within the downtown

Downtown Chaska Highway 41/61 Existing Conditions

Deteriorating sidewalks are not ADA friendly and place pedestrians directly adjacent high volumes of turning truck traffic at Highway 41 / County Highway 61. A fully funded pedestrian underpass will circumvent this physical highway barrier.

Still under unsafe conditions their is currently high pedestrian activity on the corridor

Hoisington Koegler Group Inc.

Chaska Downtown Streetscape Design
Staff Workshop
March 13, 2014

AGENDA

- Evaluation of Street Types – DT Master Plan vs. Proposed Street Reconstruction
- Evaluation of Proposed Street Dimensions & Surface Materials
- Schematic Streetscape Design Approach
- Historic Downtown Streetscape Design Element Options
- Paving System Precedents & Analysis

Legend:

- Traffic Signal
- Principal Arterial
- Key Connecting Street to Downtown
- Town Center Street (60'-62' wide)
- Commercial Edge Street (49' wide)
- Signature Street (46' wide)
- Trail Street A (36'-38' wide)
- Trail Street B (49' wide)
- Residential Lane A (36'-38' wide)
- Residential Lane B (49' wide)
- Levee Lane (32' wide)
- Existing Streams

Reconstructed Streets:

- Residential Street
- Town Center Street
- Town Center Street
- Commercial Street

Downtown Streets System Concept

0 200' 400'

Hoisington Koegler Group Inc.

ZHA Inc.

CHASKA DOWNTOWN MASTER PLAN

OCTOBER, 2010

Street Types

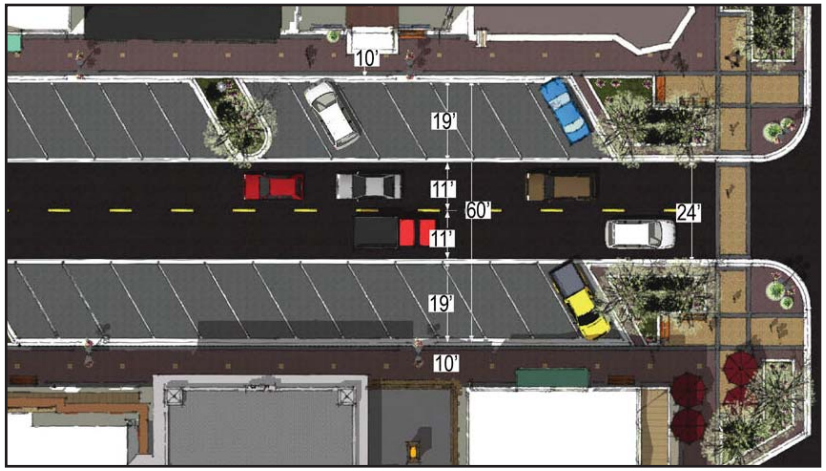
A hierarchy of eight (8) different street types are envisioned in Downtown Chaska, including Town Center Street, Commercial Edge Street, Trail Street, Signature Street, Residential Street, Levee Lane, Paseo, and Future Chestnuts Street/Hwy 41.

Each street type functions in different ways. Some streets function to carry high volumes of traffic, such as Chestnut Street/MN Highway 41. Some streets carry local traffic to homes, schools and businesses. Other streets define the retail character of Downtown Chaska and cater to the needs of the pedestrian, such as 2nd Street. Each street type is described in terms of its function, character, scale, and design elements on the following pages.

Town Center Streets

Town center streets include those streets located within the historic commercial core of Downtown Chaska that provide access and convenient parking to shops, businesses and civic facilities located on Chestnut Street, 2nd, 3rd, 4th, and 5th Streets. These streets should be designed to balance the needs of automobiles and other modes of travel, with primary emphasis on the pedestrian environment. They should convey a sense of vitality and identity to the downtown retail environment and include a richly designed amenity zone. The following design considerations should be included in the design of the Town Center Streets:

- *Historic character, scale and materials*
- *Narrow travel lanes – 11 foot width is recommended*
- *Diagonal on-street parking with permeable paving if feasible*
- *Adequate width of the pedestrian zone – 10 ft. minimum width is recommended*
- *Special paving in the pedestrian zone – brick or concrete pavers*
- *Enhanced landscaping, raised planters, seating and signage at intersections*
- *Bumpouts at intersections to decrease distance of pedestrian crossings and delineate limits of on-street parking*
- *Pedestrian-scaled light pole fixtures*
- *Street trees for shade where feasible*
- *Trash receptacles and convenient bicycle parking*
- *Building signage, awnings and shop windows*
- *Minimal building setbacks*
- *Small, informal plazas where feasible*



Plan view of Town Center Street concept.

Bird's eye view of Town Center Street concept.

Ground level view of Town Center Street concept.

Street Concepts: Town Center Street

1 62' wide street no street trees

2 60' wide street with permeable paving parking and green islands

CHASKA

June 2010

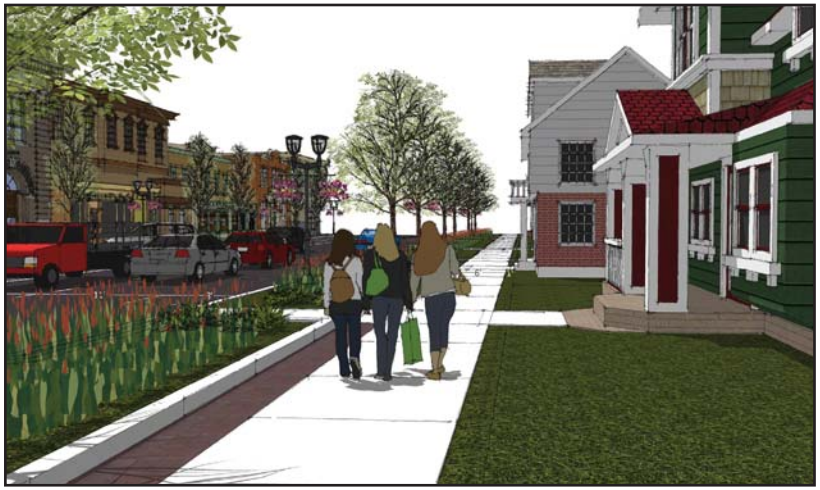
Hoisington Koegler Group Inc.

ZHA Inc.

Commercial Edge Streets

Commercial edge streets are those streets that lie between the commercial core and the adjacent residential areas. This street type includes Pine and Walnut Streets in Downtown Chaska. They are unique in that they provide access to shops, businesses, civic facilities and residential properties. These streets should be designed to balance the needs of automobiles with the safety of pedestrians and other modes of travel. The commercial edge street should bump out at intersections to decrease the distance of pedestrian crossings and delineate the limits of on-street parking. The scale and design considerations on each side of the street should correspond to the adjacent land use. The commercial street edge should have a more urban character while the residential street edge should have a more residential character. The following design considerations should be included in the design of the Commercial Edge Streets:

- *Historic character, scale and materials*
- *Narrow travel lanes – 11 ft. width is recommended*
- *Diagonal on-street parking (with permeable paving if feasible) on the commercial side of the street*
- *Parallel on-street parking on the residential side of the street*
- *Adequate width of the pedestrian zone – 10 ft. minimum width is recommended on the commercial side of the street with a 6 foot minimum width recommended on the residential side of the street*
- *Special paving in the pedestrian zone (brick or concrete pavers) on the commercial side of the street*
- *Enhanced landscaping, raised planters, seating and signage at intersections*
- *Bumpouts at intersections to decrease distance of pedestrian crossings and delineate limits of on-street parking*
- *Pedestrian-scaled light pole fixtures*
- *Street trees for shade*
- *Tree lawns on the residential side of the street*
- *Trash receptacles and convenient bicycle parking on the commercial side of the street*
- *Building signage, awnings and shop windows on commercial buildings*
- *Minimal building setbacks on the commercial side of the street*



Ground level view of Commercial Edge Street concept.

Bird's eye view of Commercial Edge Street concept.

Ground level view of Commercial Edge Street concept.

49' wide street with parallel and diagonal parking

Street Concepts: Commercial Edge Street

Signature Streets

Signature Streets in the downtown provide a sense of unique character, orientation and east/west movement between the east and west residential neighborhoods on either side of the Chestnut Street commercial corridor. This street type includes 2nd Street, west of Pine Street and east of Walnut Street. It also includes 4th Street, west of Pine Street and east of Walnut Street. These streets are unique in that they include a small planted and/or paved median. They connect the neighborhood churches/schools of Guardian Angels and St. Johns with other downtown destinations. At these institutions, the street should be adapted to allow safe and efficient bus loading/unloading and pedestrian traffic. The signature street should bump out at intersections to decrease the distance of pedestrian crossings and delineate the limits of on-street parking. The City has already begun a section of this concept on 4th Street, west of Pine Street. This should set the design tone for the rest of the signature street sections. The following design considerations should be included in the design of the Signature Streets:

- *Historic character, scale and materials*
- *Narrow travel lanes – 11 ft. width is recommended*
- *Parallel on-street parking*
- *Adequate width of the pedestrian zone – 6 ft. minimum width is recommended*
- *Sidewalks should be detached from the curb with a tree lawn in between*
- *Special paving in the high volume pedestrian zones – brick or concrete pavers, particularly at school and church crossings*
- *Enhanced landscaping at intersections*
- *Pedestrian-scaled light pole fixtures*
- *Street trees for shade*
- *Planted medians with ornamental trees and enhanced groundcover planting*
- *Bumpouts at intersections to decrease distance of pedestrian crossings and delineate limits of on-street parking*

Bird's eye view of the Signature Street concept.

Bird's eye view of the Signature Street concept.

Ground level view of the Signature Street concept.

46' wide street with planted median and street plaza

Street Concepts: Signature Street

Chaska Downtown Streetscape

13.March.2014

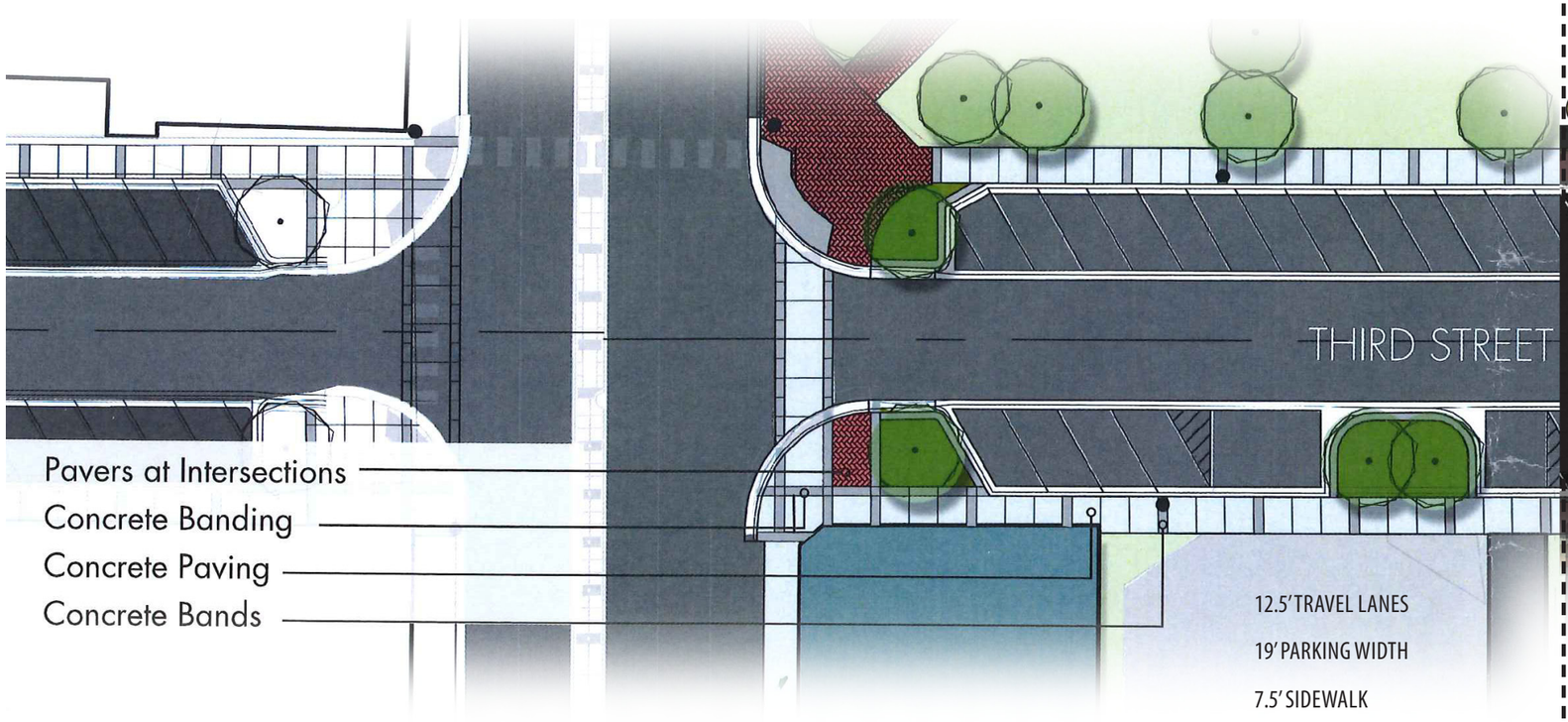
STREET LAYOUT COMPARISON

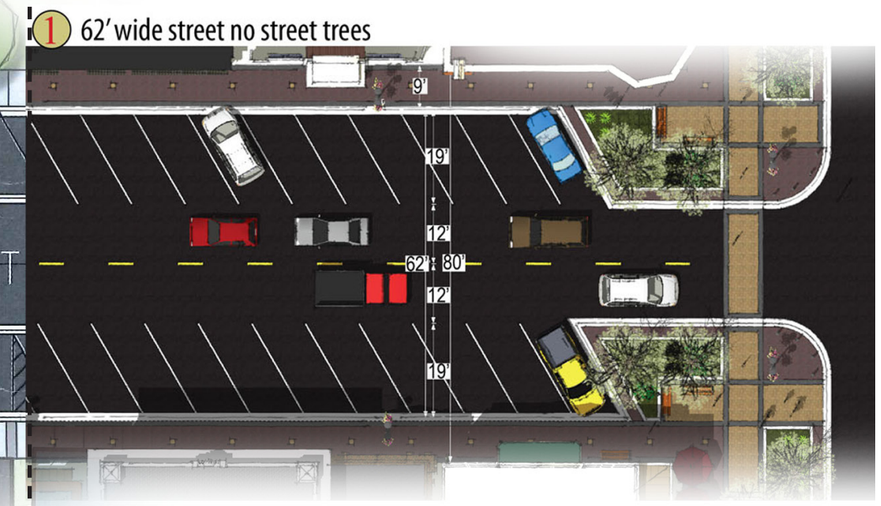
THIRD STREET

CURRENT PLANNED STREET LAYOUT

TOWN CENTER STREET

CHASKA DOWNTOWN MASTER PLAN - **OPT. 1**





12.5' TRAVEL LANES

19' PARKING WIDTH

7.5' SIDEWALK

78' TOTAL

12' TRAVEL LANES

19' PARKING WIDTH

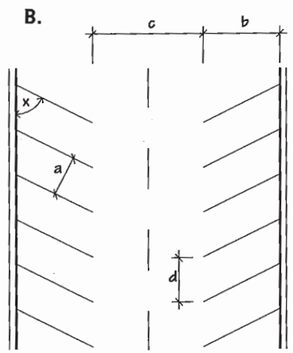
9' SIDEWALK

80' TOTAL

CURRENTLY PLANNED LAYOUT:

60° 9'-0" 19'-0" 25'-0" (12'-6" LANES) 11'-6"

B.



x°	Stall Width a	Stall Depth b	Aisle Width c	Skew Width d
90°	2 440 (8'-0") 2 590 (8'-6") 2 740 (9'-0")	5 485 (18'-0") 5 485 (18'-0") 5 485 (18'-0")	8 530 - 9 750 (28' to 32') 7 620 - 8 840 (25' to 29') 7 010 - 8 230 (23'to 27')	
60°	2 440 (8'-0") 2 590 (8'-6") 2 740 (9'-0")	5 970 (19'-7") 5 485 (18'-0") 5 180 (17'-0")	5 790 (19'-0") 5 485 (18'-0") 5 180 (17'-0")	2 820 (9'-3") 2 995 (9'-10") 3 175 (10'-5")
45°	2 440 (8'-0") 2 590 (8'-6") 2 740 (9'-0")	5 610 (18'-5") 5 690 (18'-8") 5 815 (19'-1")	3 660 (12'-0") 3 350 (11'-0") 3 350 (11'-0")	3 450 (11'-4") 3 660 (12'-0") 3 885 (12'-9")
30°	2 440 (8'-0") 2 590 (8'-6") 2 740 (9'-0")	4 850 (15'-11") 5 000 (16'-5") 5 130 (16'-10")	3 350 (11'-0") 3 040 (10'-0") 2 740 (9'-0")	4 875 (16'-0") 5 180 (17'-0") 5 485 (18'-0")
0°	2 440 (8'-0") 2 590 (8'-6") 2 740 (9'-0")	6 700 (22'-0") 6 700 (22'-0") 7 010 (23'-0")	3 350 (11'-0") 3 505 (11'-6") 3 660 (12'-0")	

Figure 210-24. Parking lot dimensions for various stall widths and angles. *(Adaptation courtesy of Vollmer Associates).*

Table 342-2. SUMMARY OF MINIMUM DESIGN STANDARDS FOR URBAN STREETS

Design Elements	Principal Arterial: Freeways and Expressways	Principal Arterial: Other	Minor Arterials	Collector Streets: Single-Family Residential Areas	Collector Streets: Other	Local Streets: Single-Family Residential Areas	Local Streets: Other
Design Speed, km/h (mph)	95 (60)	65 (40)	50 (30)	50 (30)	50 (30)	30 (20)	50 (30)
Number of Traffic Lanes	4 up	4 up	4-6	2	4	2	2-4
Width of Traffic Lanes, mm (ft)	3 660 (12')	3 660 (12')	3 660 (12')	3 660 (12')	3 660 (12')	3 050 (10')	3 355 (11')
Width of Curb Parking Lane or Shoulder, mm (ft)	3 660 (12')	3 050 (10')	3 050 (10')	3 050 (10')	3 050 (10')	2 440 (8')	3 050 (10')
Width of Right-of-way, mm (ft)	36 575 up (120' up)	36 575 up (120' up)	30 480 - 36 575 (100-120')	18 290 (60')	18 290 (80')	15 240 - 18 290 (50-60')	18 290 - 24 385 (60-80')

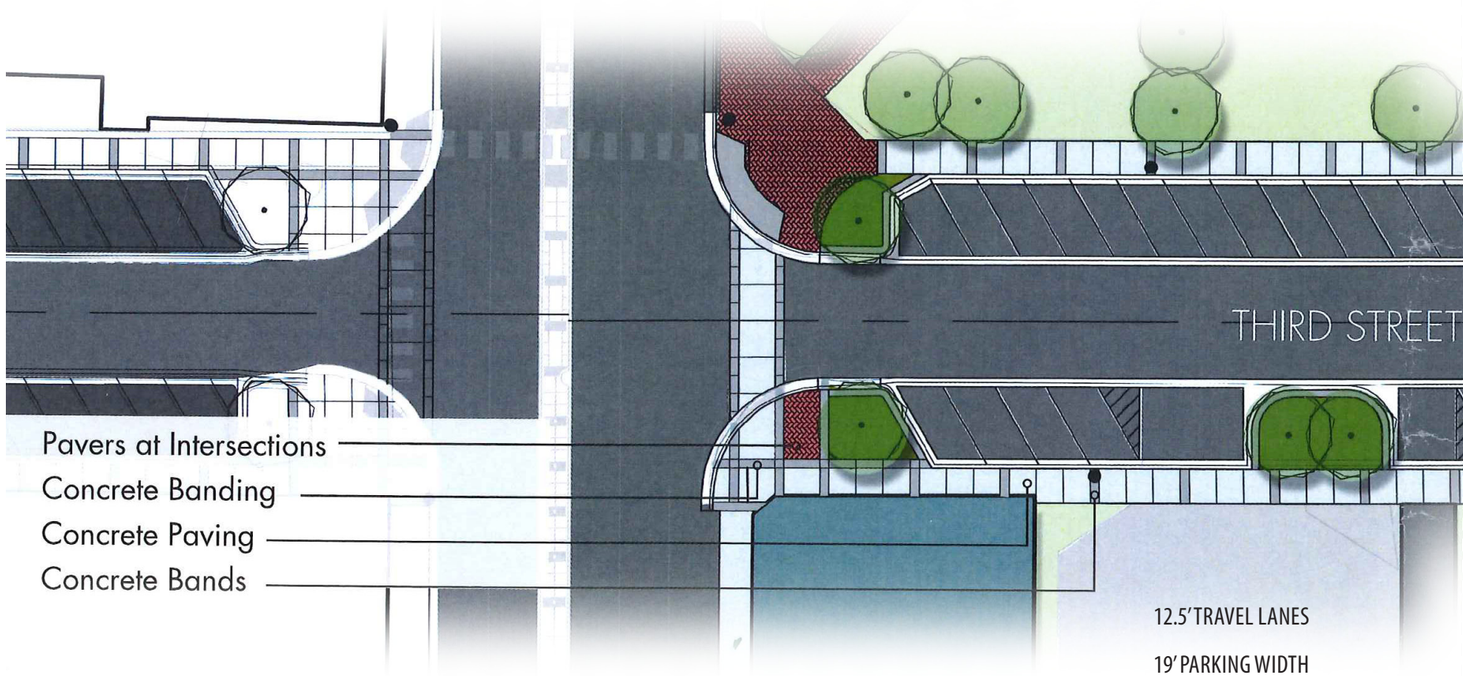
Chaska Downtown Streetscape

13.March.2014

STREET LAYOUT COMPARISON

THIRD STREET

CURRENT PLANNED STREET LAYOUT



12.5' TRAVEL LANES

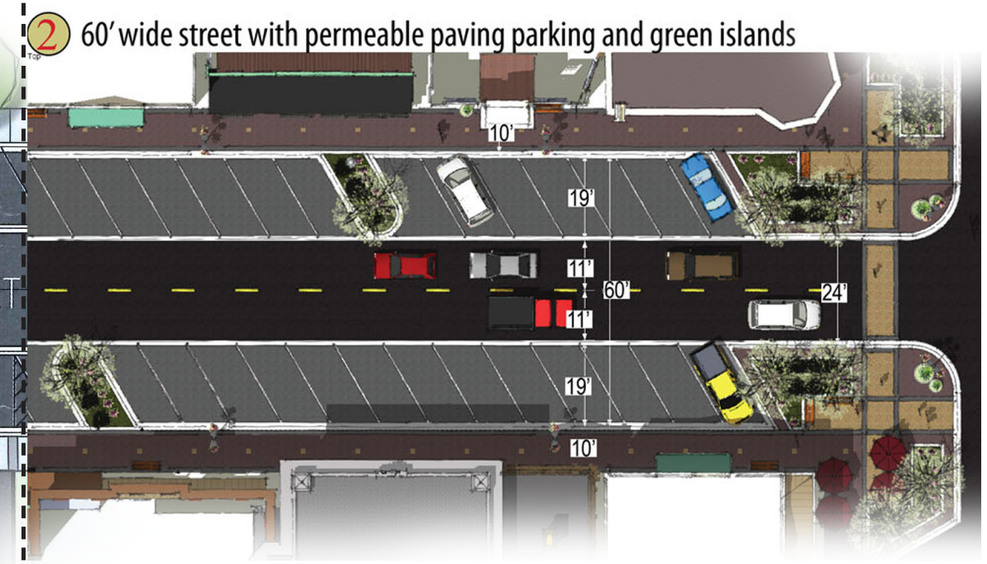
19' PARKING WIDTH

7.5' SIDEWALK

78' TOTAL

TOWN CENTER STREET

CHASKA DOWNTOWN MASTER PLAN - **OPT. 2**



11' TRAVEL LANES

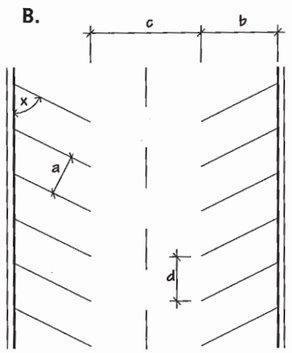
19' PARKING WIDTH

10' SIDEWALK

80' TOTAL

CURRENTLY PLANNED LAYOUT:

60° 9'-0" 19'-0" 25'-0" (12'-6" LANES) 11'-6"



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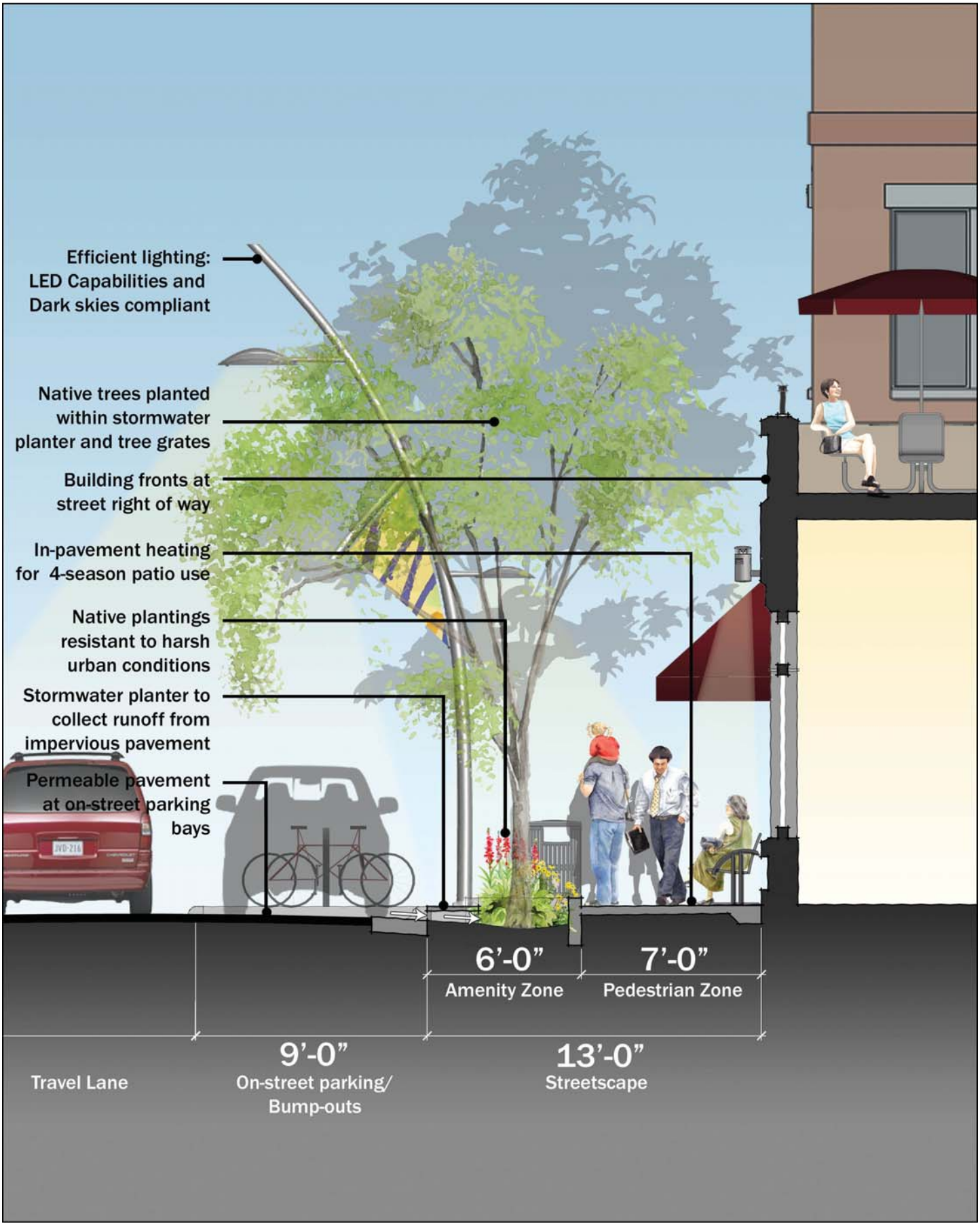
Width of Right-of-way, mm (ft)	36 575 up (120' up)	36 575 up (120' up)	30 480 - 36 575 (100-120')	18 290 (60')	18 290 (80')	15 240 - 18 290 (50-60')	18 290 - 24 385 (60-80')

STREETSCAPE ZONES



Chaska Downtown Streetscape

13.March.2014

MATERIALS AND AMENITIES MATRIX

TRAVEL ZONE / PARKING ZONE

<u>Element</u> *Catalog* >> *Custom* **Existing in Chaska**

Drive and Parking Surface

BITUMINOUS

CONCRETE

INTEGRALLY COLORED CONCRETE

PRECAST CONCRETE PAVERS

CLAY BRICK PAVERS

REUSED HISTORIC PAVERS

Crosswalks

PAINTED WHITE

STAMPED BITUMINOUS

STAMPED CONCRETE

INTEGRALLY COLORED CONCRETE

PRECAST CONCRETE PAVERS

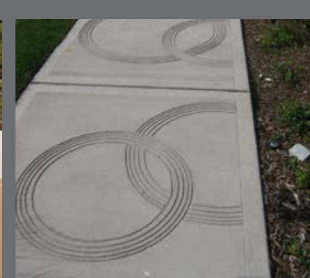
CLAY BRICK PAVERS

PEDESTRIAN ZONE

Sidewalk Surface

CONCRETE

INTEGRALLY COLORED CONC.

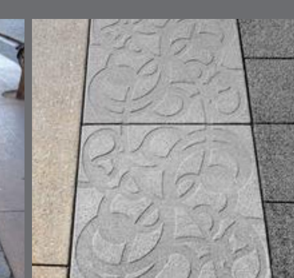

SCORED CONCRETE

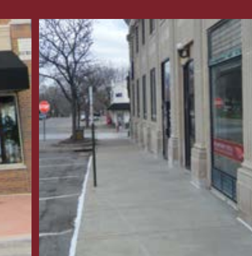
COLORED CONCRETE – STAMPED

PRECAST CONCRETE PAVERS

CLAY BRICK PAVERS

GRANITE PAVERS





AMENITY ZONE

Element *Catalog >> Custom* **Existing in Chaska**

Benches

CATALOG WOOD SIMPLE

CATALOG RECYCLED

CATALOG WOOD/METAL SIMPLE

CATALOG METAL ORNATE

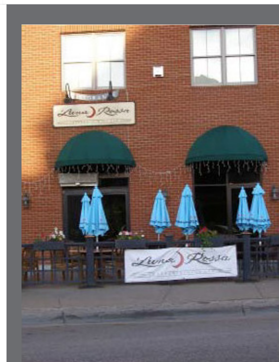
CUSTOM METAL SIMPLE

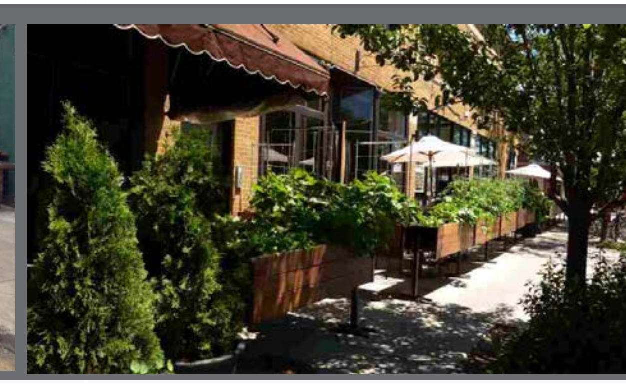
CUSTOM STONE CARVED

CUSTOM ART INSPIRED

Outdoor cafe seating

- fences
- railings
- umbrellas
- planters



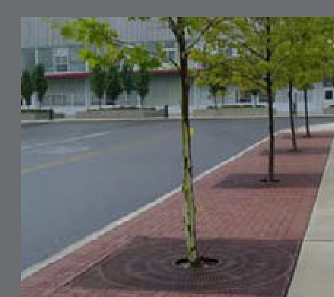


Tree Grates / Trees in walk areas

IN GRADE PLANTING BED

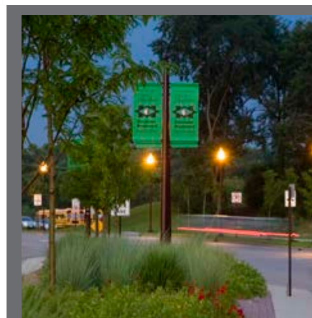
CURB PROTECTED PLANTING BED

PAVERS OVER ROOT BALL


CATALOG METAL GRATE WITH STRUCTURAL SOIL

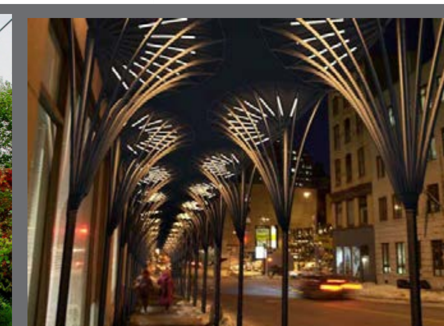
CUSTOM METAL GRATE WITH STRUCTURAL SOIL

Banner Poles


IN MEDIAN

IN BOULEVARD

STANDARD BANNERS


CUSTOM SHAPED BANNERS/ARTISTIC VERTICAL ELEMENTS

AMENITY ZONE

Element *Catalog* >>> *Custom* **Existing in Chaska**

Bollards

CATALOG METAL SIMPLE

CATALOG METAL ORNATE

PRECAST SIMPLE - PLANTER BOLLARDS

PRECAST CUSTOM

PLUS LIGHTING

Street Lights

- spacing
- pedestrian scale v.

UTILITARIAN SHOEBOX

UTILITARIAN COBRA

ORNAMENTAL MID SINGLE

ORNAMENTAL LOW SINGLE

ORNAMENTAL LOW DOUBLE

PLUS BANNERS

PLUS PLANTED BASKETS

CUSTOM DESIGN

Trash Receptacles

METAL CAN

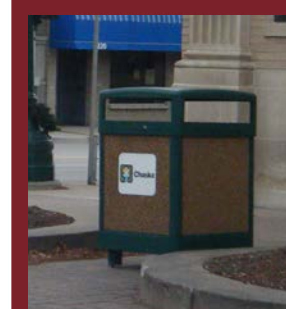
CATALOG WOOD SIMPLE

CATALOG WOOD ORNATE

CATALOG METAL ORNATE

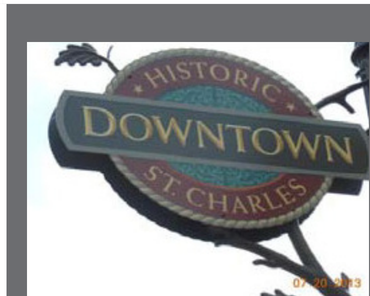
CATALOG METAL REFINED

CUSTOM BRANDED



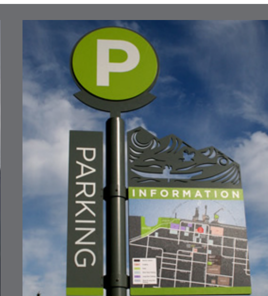
Wayfinding & Street Signage

- community identity signage

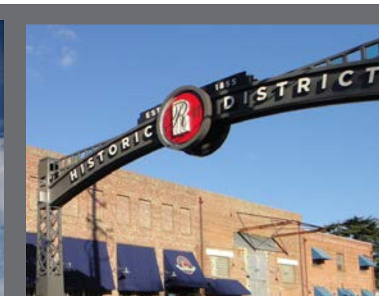


SIMPLISTIC

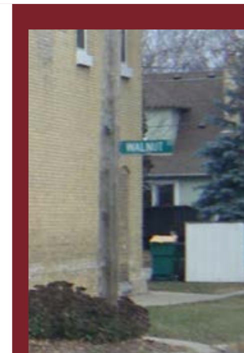
ENHANCED



CUSTOM BRANDED



HISTORIC DISTRICT

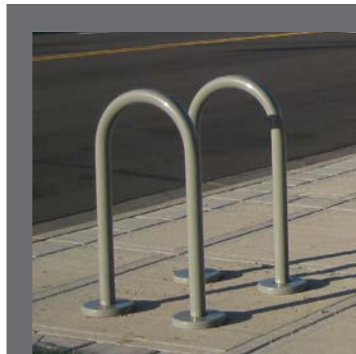


AMENITY ZONE

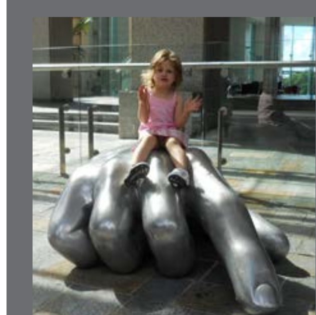
Element | *Catalog* >>> *Custom* | **Existing in Chaska**

Railings/ Fencing

Bike racks



Public art

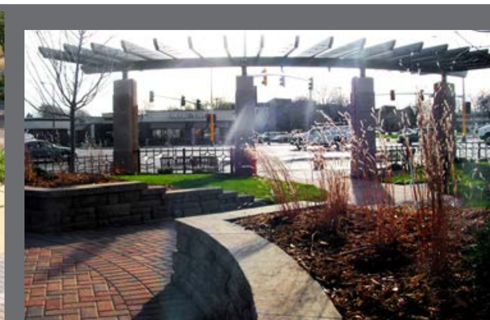


Planting Beds / Planters

- irrigation
- trees
- shrubs
- perennials
- natives/ cultivars

PRECAST FLOATING PLANTERS

CAST IN PLACE SEAT WALL



BRICK FACED SEAT WALL

STORMWATER TREATMENT LANDSCPAE

MnDOT Metro District
1500 West County Road B-2
Roseville, MN 55113

May 12, 2020

Matt Clark
City Engineer
City of Chaska
One City Hall Plaza
Chaska, MN 55318

Re: MnDOT Letter for City of Chaska
Metropolitan Council/Transportation Advisory Board 2020 Regional Solicitation Funding Request for TH 41 – Pedestrian Facilities

Dear Matt Clark,

This letter documents MnDOT Metro District's recognition for the city of Chaska to pursue funding for the Metropolitan Council/Transportation Advisory Board's (TAB) 2020 Regional Solicitation for TH 41 Pedestrian Facilities in downtown Chaska.

As proposed, this project impacts MnDOT right-of-way on TH 41. As the agency with jurisdiction over TH 41, MnDOT will allow the city of Chaska to seek improvements proposed in the application for the pedestrian underpass project. If funded, details of any future maintenance agreement with Chaska will need to be determined during project development to define how the improvements will be maintained for the project's useful life.

Metro District does have other roadway investments planned to occur nearby and on this roadway over the next 5-6 years. Please coordinate project development with MnDOT Area staff so that our agencies can work together to best leverage our respective efforts. Due to expected loss of future state and federal transportation revenues as a result of the COVID-19 pandemic, there is likely to be significant disruptions to the current MnDOT construction program that will surface in the next year.

MnDOT Metro District looks forward to continued cooperation with Chaska as this project moves forward and as we work together to improve safety and travel options within the Metro Area.

If you have questions or require additional information at this time, please reach out to Mark Lindeberg, South Area Manager, at mark.lindeberg@state.mn.us or 651-234-7729.

Sincerely,

Michael Barnes
Digitally signed by Michael Barnes
Date: 2020.05.12 16:50:26 -05'00'

Michael Barnes, PE

Metro District Engineer

CC: Mark Lindeberg, Metro District South Area Manager
Molly McCartney, Metro Program Director
Dan Erickson, Metro State Aid Engineer

August 26, 2019

Mr. Matt Podhradsky
City Administrator
1 City Hall Plaza
Chaska, MN 55318

RE: Support for Downtown Chaska Highway 41 Improvements

Dear Mr. Podhradsky:

As president of the Chaska Downtown Business Alliance, I want Downtown Chaska to realize its full potential. Our Mission Statement is, "Create a Downtown Chaska with a vital and prosperous center of commerce that is welcoming, aesthetically pleasing, and has a character unique to Chaska."

The movement of people, goods, and services is drastically impacted by congestion on Highway 41 numerous hours each day. This negatively impacts businesses in downtown Chaska, as well as in surrounding areas, which ultimately effects the overall regional and state economy.

The Chaska Downtown Business Alliance has been deeply involved with planning for Downtown improvements over the past five years through the development of the Downtown Chaska Master Plan as well as the ongoing Highway 41 and 61 Corridor Study. We feel the recommendations for the downtown take us a big step closer to fully realizing our Mission Statement as the downtown will be more walkable, aesthetically pleasing, and will more safely accommodate the traffic demands. For these reasons we have $10,000 designated for wayfinding signage, and we anticipate additional contributions as construction gets underway.

We understand the City of Chaska is leading the effort to obtain funding to realize this vision. The Downtown Business Alliance fully supports the City's efforts in this pursuit.

Sincerely,

Dan Keyport

Dan Keyport, President
Chaska Downtown Business Alliance

Date: June 12, 2019

Mr. Matt Podhradsky
City Administrator
1 City Hall Plaza
Chaska, MN 55318

RE: Support for Highway 41 Improvements in Historic Downtown Chaska

Dear Mr. Podhradsky,

I am pleased to write this letter of support on behalf of the Metropolitan Council for the City of Chaska's submission of the Highway 41 Improvements project. Highway 41 is a Tier Three corridor in the Council's Truck Freight Corridor Study, and the project connects to CSAH 61 which is also a Tier Three Corridor. Highway 41 is a critical link for over 2,250 heavy commercial vehicles a day through downtown Chaska.

The Metropolitan Council appreciates the collaborative partnership between the City of Chaska, Carver County, and MnDOT that resulted in a sustainable vision for the Highway 41 corridor, recognizing the needs of Historic Downtown Chaska, the Council's Truck freight network, and the Minnesota River Crossing. In addition, this project aligns with the Region's transportation vision as documented in the Council's Transportation Policy Plan.

As the region's MPO, the Metropolitan Council is committed to amending the TIP and long-range transportation plan to include this project if the project is fully funded.

I appreciate your consideration.

Sincerely,

Nora Slawik, Chair
Metropolitan Council

390 Robert Street North | Saint Paul, MN 55101-1805
P. 651.602.1000 | TTY. 651.291.0904 | metrocouncil.org
An Equal Opportunity Employer

METROPOLITAN COUNCIL

Carver County
Public Works
11360 Highway 212, Suite 1
Cologne, MN 55322

May 13, 2020

Matt Podhradsky
City Administrator, City of Chaska
Chaska City Hall
1 City Hall Plaza
Chaska, MN 55318

RE: Letter of Support for the Highway 41 Pedestrian Improvements 2020 Regional Solicitation Application

Dear Mr. Podhradsky,

Carver County extends support for the City of Chaska's federal funding application to the Metropolitan Council's Regional Solicitation for the proposed Highway 41 Pedestrian Improvements in Historic Downtown Chaska. This project will enhance the livability and streetscape environment in the Trunk Highway 41 corridor and historic downtown business district and provide safety and access improvements for pedestrians.

Carver County is supportive of the proposed project and acknowledges understanding of the proposed project being submitted. Carver County appreciates the City's efforts to secure funding for this pedestrian facility improvement and is supportive of the City of Chaska's application for the Highway 41 Pedestrian Improvements.

Sincerely,

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

Representative Greg Boe
District 47B
Chanhassen, Chaska, Victoria

Minnesota House of Representatives

June 10, 2019

Mr. Matt Podhradsky
City Administrator
1 City Hall Plaza
Chaska, MN
55318

RE: Support for Trunk Highway 41 Improvements in Historic Downtown Chaska

Dear Mr. Podhradsky,

I am writing this letter to express my support for the City of Chaska's pursuit of funding for the Trunk Highway 41 Improvements in Historic Downtown Chaska. I know that Trunk Highway 41 is a critical corridor for my district and the southwest metro region. Trunk Highway 41 is one of four Minnesota River crossings serving the Twin Cities metro, and it is a Tier III Freight Corridor that connects directly with US 169 and further links into I-35W, thereby providing major statewide connections for both freight and commerce. Trunk Highway 41 serves statewide freight demands as a critical route for gravel and sand mining, landfill traffic, and seasonal grain deliveries from western Minnesota through Scott County and on to the Ports of Savage.

In addition to facilitating expanded statewide commerce, the Trunk Highway 41 improvements will also strengthen Historic Downtown Chaska which is the host of this state highway. Improvements to the pedestrian environment, including a regional trail underpass and widened sidewalks, will increase safety and advance the small business community that calls Historic Downtown Chaska home, while also attracting regional visitors into our community.

I strongly support the advancement of improvements on Highway 41 (and County Road 61) in Chaska as identified in the Highway 41 and 61 Improvement Study. These improvements will resolve safety, mobility, and accessibility deficiencies that impact not only the City of Chaska but the southwest metropolitan region and the movement of goods through the State of Minnesota.

Please consider solicitation and utilization of state funds for the Trunk Highway 41 Improvements through downtown Chaska. I believe Highway 41 truly is an important project that will serve the southwest metro region and the State of Minnesota well, for years to come.

Sincerely,

Greg Boe
MN State Representative
District 47B

State Office Building, 100 Rev. Dr. Martin Luther King Jr. Blvd., St. Paul, MN 55155
651-296-5066 Email: rep.greg.boe@house.mn

Dr. Scott Jensen
Senate District 47
3229 Minnesota Senate Building
St. Paul, Minnesota 55155
Office Phone: 651-296-4837

Senate

State of Minnesota

June 11, 2019

Mr. Matt Podhradsky
Chaska City Administrator
1 City Hall Plaza
Chaska, MN 55318

RE: Support for Trunk Highway 41 Improvements in Historic Downtown Chaska

Dear Mr. Podhradsky,

I am writing this letter to express my support for the City of Chaska's pursuit of funding for the Trunk Highway 41 Improvements in Historic Downtown Chaska. Trunk Highway 41 is a critical corridor for my district and the southwest metro region. Trunk Highway 41 is one of four Minnesota River crossings serving the Twin Cities metro and is a Tier III Freight Corridor that connects directly with US 169 and further links into I-35W providing major statewide connections for freight demands and commerce. This highway serves statewide freight demands as a critical route for gravel and sand mining, landfill traffic, and seasonal grain deliveries from western Minnesota through Scott County and to the Ports of Savage.

In addition to improving statewide commerce, the Trunk Highway 41 improvements will also strengthen Historic Downtown Chaska which is the host of this state highway. Improvements to the pedestrian environment, including a regional trail underpass and widened sidewalks will advance the small business community that calls Historic Downtown Chaska home and attracts regional visitors to our community.

I strongly support the advancement of improvements on Highway 41 and 61 in Chaska as identified in the Highway 41 and 61 Improvement Study. These improvements will resolve safety, mobility, and accessibility deficiencies that impact not only the City of Chaska but the southwest metropolitan region and the movement of goods through the State of Minnesota.

Please consider contribution of state funds for the Trunk Highway 41 Improvements as it is a project that will better serve the southwest metro region and state for years to come.

Best regards,

Senator Scott Jensen - District 47

Committees: (Vice Chair) Health and Human Services Finance and Policy • Higher Education Finance and Policy • Human Services Reform Finance and Policy • Transportation Finance and Policy •
E-Mail: sen.scott.jensen@senate.mn

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DEAN PHILLIPS
3RD DISTRICT, MINNESOTA

1305 LONGWORTH HOUSE OFFICE BUILDING
WASHINGTON, DC 20515
(202) 225-2871

Congress of the United States
House of Representatives
Washington, DC 20515–2303

June 12, 2019

Mr. Matt Podhradsky
City Administrator
1 City Hall Plaza
Chaska, MN 55318

RE: Support for Trunk Highway 41 Improvements in Historic Downtown Chaska

Dear Mr. Podhradsky:

I write this letter to express my support for the City of Chaska's pursuit of funding for the Trunk Highway 41 Improvements in Historic Downtown Chaska. Trunk Highway 41 is a critical corridor for my district and the southwest metro region. Trunk Highway 41 is one of four Minnesota River crossings serving the Twin Cities metro and is a Tier III Freight Corridor that connects directly with US 169 and further links into I-35W providing major statewide connections for freight demands and commerce. Trunk Highway 41 serves statewide freight demands as a critical route for gravel and sand mining, landfill traffic, and seasonal grain deliveries from western Minnesota through Scott County and to the Ports of Savage.

In addition to improving statewide commerce, the Trunk Highway 41 improvements will also strengthen Historic Downtown Chaska, which is the host of this state highway. Improvements to the pedestrian environment, including a regional trail underpass and widened sidewalks will advance the small business community that calls Historic Downtown Chaska home, and which attracts regional visitors to the area.

The improvements to Highway 41 and 61 in Chaska as identified in the Highway 41 and 61 Improvement Study will resolve safety, mobility, and accessibility deficiencies that impact not only the City of Chaska but the southwest metropolitan region and the movement of goods through the State of Minnesota.

For the reasons above, I strongly support the City's pursuit of state funds for the Trunk Highway 41 Improvements project. It will better serve the southwest metro region and our state for years to come, and I urge our legislators to carefully consider it.

Sincerely,

Dean Phillips
U.S. Representative

PRINTED ON RECYCLED PAPER

ATP METRO	MINNESOTA STATE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) 2020-2023 (SORT BY YEAR, TRANSIT, RAIL, LOCAL SP, MNDOT SP, SETASIDE)																	
SEQ #	ROUTE SYSTEM	PROJECT NUMBER	YEAR	AGENCY	TECHNICAL PROJECT DESCRIPTION	MILES	PRGM CODE	WORK TYPE	FUND TYPE	TOTAL	FHWA	AC	FTA	TH	BOND	OTHER	PROJ. SELECT. CATEGORY	PROJ. SELCT. SCORE
1744	LOCAL STREET	164-597-001	2022	SAINT PAUL	RANDOLPH AVE EXTENSION IN ST PAUL-0.5 MI E OF JCT TH 5: BRIDGE #7272 OVER UNION PACIFIC RR; RECONSTRUCT/REPLACE NORTH END OF BRIDGE, REHAB SOUTH END OF BRIDGE, ABUTMENTS, PIERS, BEAMS, DECK	0.0	BI	BRIDGE REPLM'T	BROS	2,529,561	1,915,609	-	-	-	-	613,952	N/A (I.E. NON-MNDOT SELECTION OR NON-TH PROJECT)	-
1745	HWY CSAH 32	179-020-045	2022	BURNSVILLE	**AC**: DUPONT AVENUE, CLIFF ROAD AND I-35W S RAMP IN BURNSVILLE-RAMP RECONSTRUCTION AND RELOCATION (AC PROJECT WITH PAYBACK IN FY23)	0.1	RC	MAJOR CONST.	STBGP	987,220	-	2,632,000	-	-	-	987,220	N/A (I.E. NON-MNDOT SELECTION OR NON-TH PROJECT)	-
1746	LOCAL STREET	179-090-005AC	2022	BURNSVILLE	**AC**: LAKE MARION GREENWAY FROM SUNSET POND PARK TO W BURNSVILLE PARKWAY IN BURNSVILLE-CONSTRUCT OFF-ROAD MULTIUSE TRAIL (AC PAYBACK 1 OF 1)	2.6	EN	NEW TRAIL	STBG TAP	1,598,400	1,598,400	-	-	-	-	-	N/A (I.E. NON-MNDOT SELECTION OR NON-TH PROJECT)	-
1747	HWY MN 41	196-010-017	2022	CHASKA	**PRS**SPPF**: MN 41 FROM S OF THE MINNESOTA RIVER BRIDGE TO WALNUT ST IN CHASKA - RECONSTRUCT, TURN LANES, ADA IMPROVEMENTS, SIGNAL IMPROVEMENTS, IMPROVE INTERSECTION AT CSAH 61 (ASSOCIATED TO SP 1008-87)	0.7	MC	MAJOR CONST.	NHFP	6,823,000	4,000,000	-	-	-	-	2,823,000	N/A (I.E. NON-MNDOT SELECTION OR NON-TH PROJECT)	-
1748	LOCAL STREET 999	880M-STP-22C	2022	MNDOT	METRO ATP SETASIDE FOR SURFACE TRANSPORTATION BLOCK GRANT PROGRAM PROJECTS YET TO BE SELECTED FOR FY 2022 FOR CHISAGO COUNTY	0.0	EN	OTHER	STBGP	955,750	764,600	-	-	-	-	191,150	CATEGORICALLY EXEMPT	-
1749	LOCAL STREET 999	880M-TAP-22C	2022	MNDOT	METRO ATP SETASIDE FOR TRANSPORTATION ALTERNATIVE PROGRAM PROJECTS YET TO BE SELECTED FOR FY 2022 FOR CHISAGO COUNTY	0.0	EN	OTHER	STBG TAP	171,000	136,800	-	-	-	-	34,200	CATEGORICALLY EXEMPT	-
1750	NA	TRS-TCMT-22C	2022	MET COUNCIL-MT	CMAQ TDM: ACTIVITIES TO REDUCE SOV USE BY VAN POOLS, CAR POOL AND RIDE MATCHING PROGRAMS, MARKETING, TRANSIT RIDERSHIP INCENTIVES BY SUPPORTING SEVERAL TRANSPORTATION MANAGEMENT ORGANIZATIONS AND OTHER TRAVEL DEMAND MANAGEMENT STRATEGIES THAT RESULT IN REDUCED VEHICLE MILES TRAVELED AND LIGHT DUTY VEHICLE EMISSIONS	0.0	TM	TRANSIT OPERATIONS	CMAQ	4,375,000	3,500,000	-	-	-	-	875,000	N/A (I.E. NON-MNDOT SELECTION OR NON-TH PROJECT)	-

ATP METRO	MINNESOTA STATE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) 2020-2023 (SORT BY YEAR, TRANSIT, RAIL, LOCAL SP, MNDOT SP, SETASIDE)																	
SEQ #	ROUTE SYSTEM	PROJECT NUMBER	YEAR	AGENCY	TECHNICAL PROJECT DESCRIPTION	MILES	PRGM CODE	WORK TYPE	FUND TYPE	TOTAL	FHWA	AC	FTA	TH	BOND	OTHER	PROJ. SELECT. CATEGORY	PROJ. SELCT. SCORE
1751	HWY US 10	0215-76	2022	MNDOT	**AC**CHAP 3**SPP**: US 10, FROM 0.25 MI EAST OF FERRY ST TO BRIDGE 9717 OVER BNSF IN ANOKA - REPLACE BRIDGE 9700 AND 9713, REHAB OR REPLACE BRIDGES 9714 AND 9715, REHAB BRIDGES 9716 AND 9717, RECONSTRUCT MN47/US169 FERRY ST INTERCHANGE, NOISEWALLS AND ADA IMPROVEMENTS (AC PROJECT, PAYBACK IN FY23)	1.5	MC	BRIDGE REPLM'T	STBGP BF	49,210,000	15,768,000	5,000,000	-	742,000	32,700,000	-	EXEMPT (IN 2019-2022 STIP)	-
1752	HWY MN 41	1008-87	2022	MNDOT	**ADA**CHAP 3**SPP**: MN 41, 0.1 MI S OF MN RIVER IN LOUISVILLE TWP TO JCT WALNUT ST IN CHASKA - RECONSTRUCT, MEDIAN INSTALLATION, TURN LANES, SIGNAL MODIFICATIONS, ADA, REHAB BRIDGE #10012 (ASSOCIATED TO 196-010-017)	0.7	RC	MILL AND OVERLAY	NHPP BF	6,357,000	5,085,600	-	-	-	1,271,400	-	EXEMPT (IN 2019-2022 STIP)	-
1753	HWY MN 55	1909-100	2022	MNDOT	**SPP**: MN 55, MN 55 TO MN 5 IN MENDOTA HEIGHTS - BRIDGE REHAB #4190	1.3	BI	BRIDGE DECK REPLM'T	NHPP	7,796,000	6,236,800	-	-	1,559,200	-	-	EXEMPT (IN 2019-2022 STIP)	-
1754	HWY MN 55	1909-99	2022	MNDOT	**ADA**SPP**: MN 55, FROM E END BRIDGE OVER BLOOMINGTON RD IN MPLS TO 0.1 MI E OF ARGENTA TRAIL IN INVER GROVE HEIGHTS - REHAB BRIDGES 19819 AND 19827, CONCRETE PAVEMENT REHAB, BITUMINOUS MILL AND OVERLAY, CURB AND GUTTER, GUARDRAIL, ADA, DRAINAGE	6.2	RC	CONCRETE PAVEMENT REPAIR	NHPP	26,056,000	20,844,800	-	-	5,211,200	-	-	NHS PAVEMENT	87
1755	HWY MN 77	1925-61	2022	MNDOT	MN 77, FROM 138TH ST W IN APPLE VALLEY TO DAKOTA CR1 (OLD SHAKOPEE RD) IN BLOOMINGTON - SIGNS AND SIGN PANELS REPLACEMENT	6.4	SC	SIGNING	SF	400,000	-	-	-	400,000	-	-	EXEMPT (IN 2019-2022 STIP)	-
1756	HWY MN 77	1929-49	2022	MNDOT	MN 77 AT MC ANDREWS RD AND 127TH ST IN APPLE VALLEY- REPLACE LIGHTING	1.0	SC	LIGHTING	SF	252,000	-	-	-	252,000	-	-	EXEMPT (IN 2019-2022 STIP)	-
1757	HWY I 35E	1982-202	2022	MNDOT	I35E, FROM DEERWOOD DR IN EAGAN TO MARIE AVE IN MENDOTA HEIGHTS - SIGN REPLACEMENT	6.4	SC	SIGNING	NHPP	303,000	272,700	-	-	30,300	-	-	EXEMPT (IN 2019-2022 STIP)	-
1758	HWY I 35E	1982-203	2022	MNDOT	**LGA**: I35E, FROM LONE OAK RD (CSAH 26) TO PILOT KNOB (CSAH 31) IN EAGAN - SIGNAL REPLACEMENTS AT LONE OAK, PILOT KNOB AND YANKEE DOODLE, FREE RIGHT MODIFICATIONS AT PILOT KNOB	2.0	AM	TRAFFIC SIGNAL REVISION	SF	975,500	-	-	-	975,500	-	-	EXEMPT (IN 2019-2022 STIP)	-

DEPARTMENT OF TRANSPORTATION

395 John Ireland Blvd.
St. Paul, MN 55155

December 20, 2019

Matt Podhradsky, City Administrator
City of Chaska, One City Hall Plaza
Chaska, Minnesota 55318

RE: **2019 Transportation Economic Development (TED) Program Funding Award**

Congratulations, the TH 41 (Chestnut Street) project has been selected to receive funding through Minnesota Department of Transportation's Transportation Economic Development program.

The project has been approved to receive up to a maximum of $3,500,000 for Trunk Highway fund eligible expenses, subject to the MnDOT cost participation policy. This award is conditional as follows:

1. The project must be let by the end of calendar year 2022 unless otherwise approved by the MnDOT District Project Manager.
2. The TED contribution towards the cost of the project is capped. The applicant accepts responsibility for the balance of funding necessary to deliver the project.
3. As stated in the 2019 TED Solicitation Notice, this award will provide funding up to 70% of the total transportation infrastructure cost or the maximum allowable share as determined by MnDOT's cost participation.
4. The TED funding is a MnDOT contribution towards the project.
5. MnDOT will not consider requests for additional funding for this project under future competitive grant programs.
6. The offer of funding under this program does not waive any of the required project approvals. Should all necessary approvals not be obtained, MnDOT will withdraw this grant.
7. This offer of financial assistance is contingent upon the completion of a cooperative construction agreement for the project.
8. The applicant agrees to work with MnDOT district officials to create and regularly update a schedule of project development activities in MnDOT's Project Management System including plan approvals and cooperative construction agreement.
9. The project must be developed under the direction of licensed engineer in the State of Minnesota.
10. In order to help determine the effectiveness of the TED program, the applicant agrees to provide an annual report on the economic benefits that have materialized and the increase in tax base and property development for a period of 5 years post completion.

All program grantees will need to continue to work with MnDOT to ensure a successful project delivery. Please work with Mark Lindeberg, South Area Manager for the Metro District Office. Please also keep TED Program Manager Ken Buckeye informed of the project's progress.

We look forward to assisting you throughout the project development process. If you have any questions, please contact Ken Buckeye at (651) 366-3737 or at kenneth.buckeye@state.mn.us.

Finally, let me extend my congratulations to you and your staff for developing an approach to address your community transportation needs and economic development opportunities.

Sincerely,

Margaret Anderson Kelliher
Commissioner

CC: Mike Barnes, MnDOT Metro District
Mark Lindeberg, MnDOT Metro District
Robin Sylvester, MnDOT Office of Financial Management
Ed Idzorek, MnDOT Office of Transportation System Management
Brian Gage, MnDOT Office of Transportation System Management
Philip Schaffner, MnDOT Office of Transportation System Management
Malaki Ruranika, MnDOT Office of Project Management and Technical Support
Jeremy LaCroix, Minnesota Department of Employment and Economic Development
Nick Thompson, Metropolitan Council

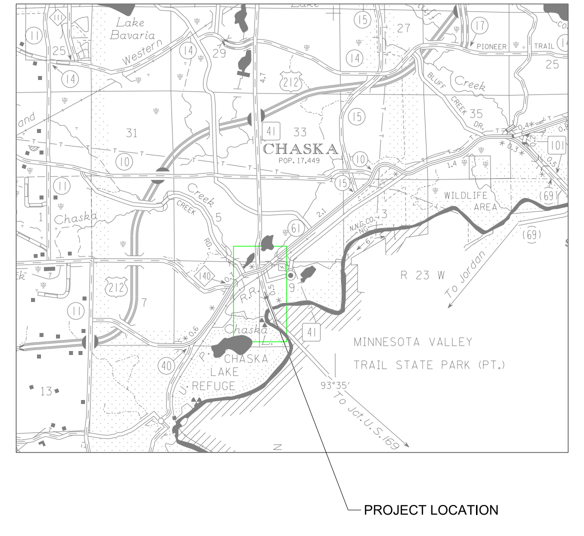
The Honorable Scott Jensen, State Senator
The Honorable Greg Boe, State Representative

List Dates of most recent meetings and outreach specific to this project:

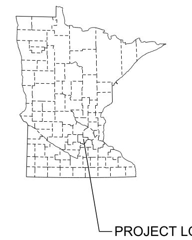
- Meeting with general public:
    - January 13, 2016 Public Safety Focus Group
    - January 13, 2016 School District Focus Group
    - January 13, 2016 Parks and Trails Focus Group
    - January 13, 2016 Transit Focus Group
    - January 15, 2016 Business Advisory Committee Focus Group
    - April 7, 2016 Business Advisory Committee Focus Group
    - April 19, 2016 Public Open House
    - August 2016 River City Days Event
    - September 9, 2016 Dolce Vita Business/Property Owner Meeting
    - September 13, 2016 Business Advisory Committee Focus Group
    - September 15, 2016 Public Open House
    - November 3, 2016 Dolce Vita Business/Property Owner Meeting
    - September 11, 2016 Meadow Spring Church Business/Property Owner Meeting
    - December 22, 2016 Dolce Vita Business/Property Owner Meeting
    - February 3, 2017 Chaska Community Center Coordination
    - March 16, 2017 Chaska Community Center Coordination
    - April 13, 2017 Business Advisory Committee Focus Group
    - May 4, 2017 Business Advisory Committee Focus Group
    - May 24, 2017 Brick Yard Area Business(es)/Property Owner(s) Meeting
    - August 20, 2017 Keyport Church Business/Property Owner Meeting
    - August 20, 2017 Brick Yard Area Business(es)/Property Owner(s) Meeting
    - October 11, 2017 Public Open House
    - March 19, 2018 Keyport Church Business/Property Owner Meeting
    - March 19, 2019 2040 Comp Plan Open House
    - Online Public Survey open from August 6, 2018 to September 4, 2018
- Meeting with partner agencies:
    - Water Resources Coordination including Met Council, City of Chaska, Carver County, DNR, MnDOT Staff occurred on 01/12/2016, 10/13/2016, 11/23/2016, 2/23/2017
    - Technical Advisory Committee including City of Chaska, Carver County, MnDOT Staff occurred on 11/18/201/, 12/16/2015, 02/17/2016, 03/16/2016, 04/20/2016, 07/27/2016, 09/22/2016, 11/16/2016, 12/21/2016, 1/24/2017, 03/15/2017, 06/21/2017, 09/20/2017
    - Carver County Board Updates on 07/05/16, 05/23/2017, 05/01/2018
    - January 15, 2016 Metropolitan Council Coordination
    - January 19, 2017 Utility Pre-Design Meeting
    - February 23, 2017 County Parks and Trails Coordination
    - August 16, 2017 Carver County Coordination Meeting

- Targeted online/mail outreach: 4 mailings (500+ pieces) and 1 survey
    - Number of respondents: 1,267 (79% Chaska residents)

TH 41 / N. CHESTNUT ST.
CHASKA, MN



PROJECT LOCATION



PROJECT LOCATION
CARVER COUNTY

SCALE IN FEET

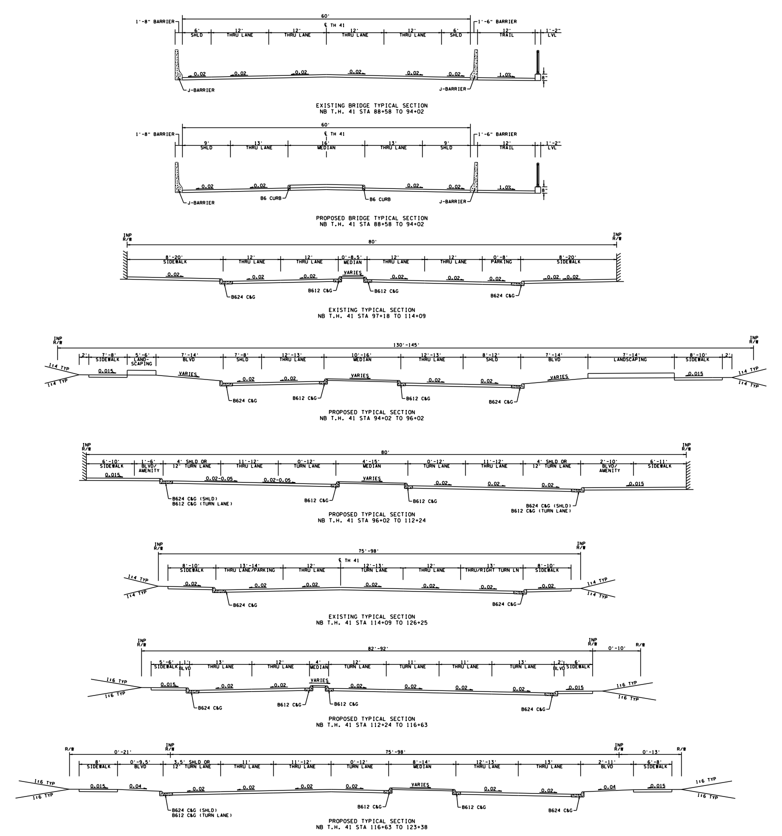
LAYOUT LEGEND

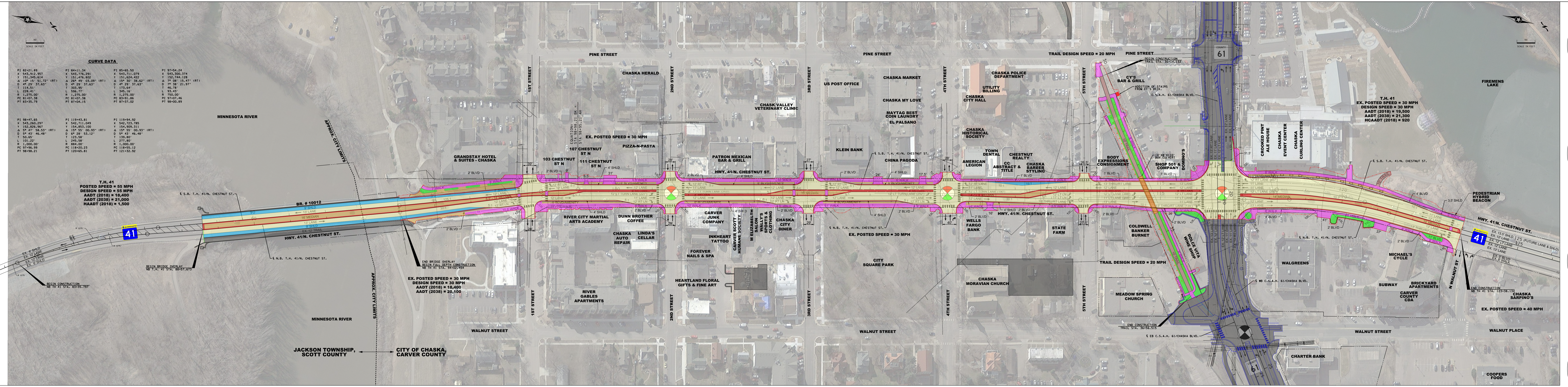
- PROPOSED ROADWAY
- RAISED CONC. MEDIAN, CURB & GUTTER
- PAVED SHOULDERS
- SIDEWALK / DRIVEWAYS
- TRAIL
- BY OTHERS
- LANDSCAPING/GREEN SPACE
- BOX CULVERT
- AMENITY ZONE
- RETAINING WALL
- TEMPORARY EASEMENT
- PROPOSED RIGHT-OF-WAY
- EXISTING RIGHT-OF-WAY
- EXISTING PROPERTY LINE
- CONSTRUCTION LIMITS
- APPROX. CITY LIMITS
- EXISTING FIBER OPTIC
- EXISTING WATERMAIN
- EXISTING SANITARY SEWER
- EXISTING STORM SEWER
- EXISTING POWER UNDERGROUND
- EXISTING OVERHEAD LINE
- EXISTING GAS LINE
- EXISTING COMMUNICATION LINE
- INPLACE SIGNAL
- INPLACE AND PROPOSED SIGNAL

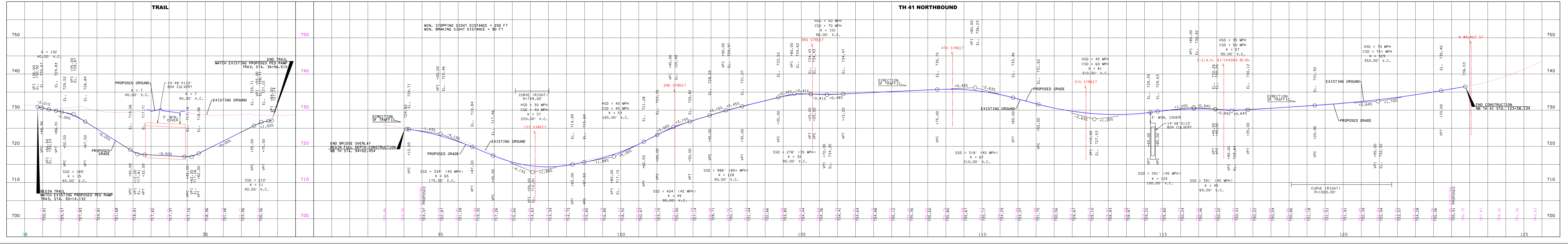
DESIGN EXCEPTIONS

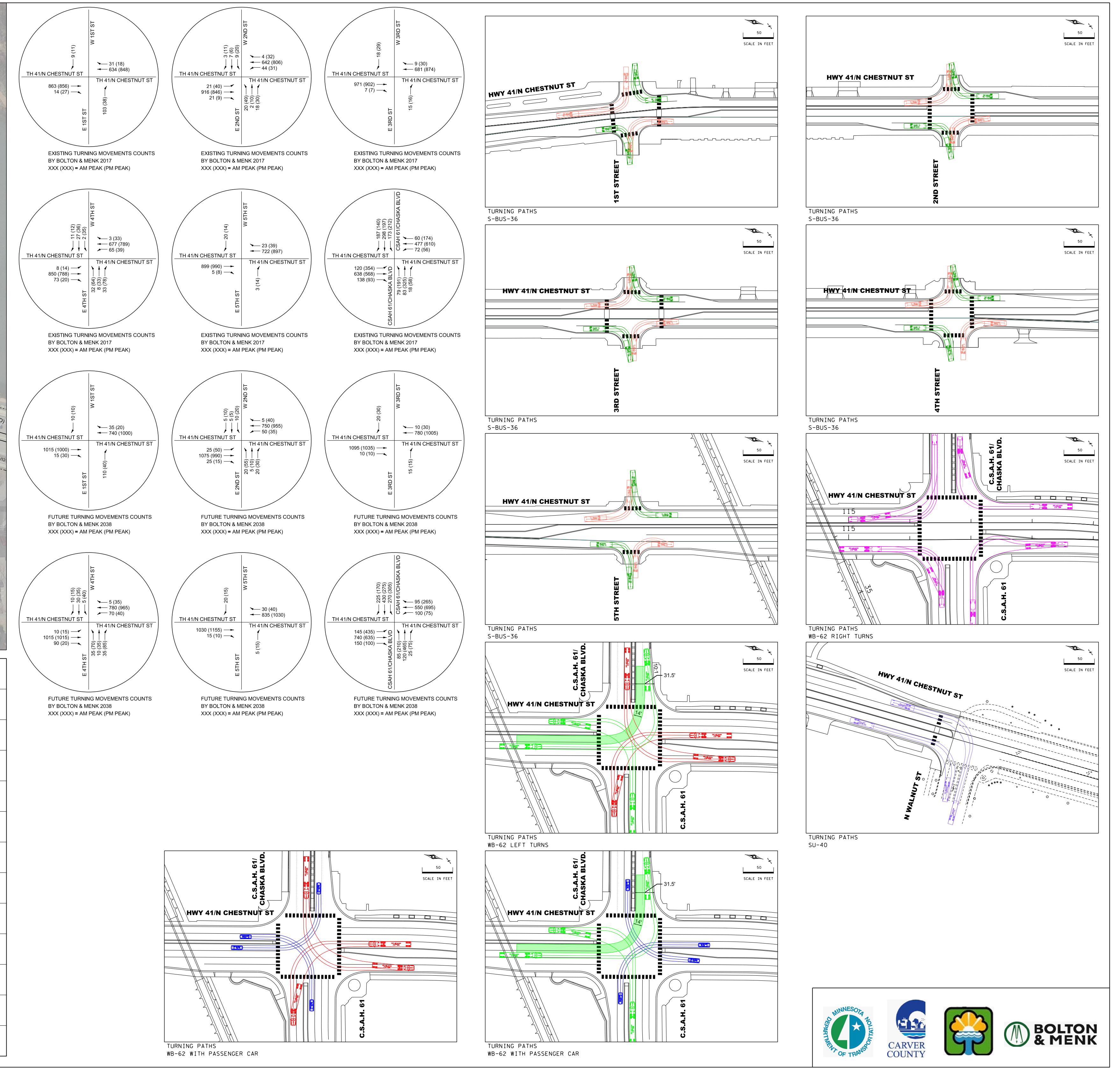
- NO DESIGN EXCEPTIONS NEEDED

TYPICAL SECTIONS
NOT TO SCALE
ALL SLOPES IN FT/FT









BOLTON & MENK
CARVER COUNTY

MnDOT Metro District
1500 West County Road B-2
Roseville, MN 55113

June 28, 2018

Matt Clark
City Engineer
City of Chaska
One City Hall Plaza
Chaska, MN 55318
City of Chaska
One City Hall Plaza
Chaska, MN 55318

Re: Letter of Support for City of Chaska
Metro Council/Transportation Advisory Board 2018 Regional Solicitation Funding Request for Downtown Chaska Improvements

Dear Mr. Clark,

This letter documents MnDOT Metro District's support for the City of Chaska's funding request to the Metro Council for the 2018 regional solicitation for 2022-23 funding for the Downtown Chaska Improvements project.

As proposed, this project would impact MnDOT right-of-way on TH 41. As the agency with jurisdiction over TH 41, MnDOT will support the City of Chaska and will allow the improvements proposed in the application for the Downtown Chaska Improvements project. Details of a future maintenance agreement with the City of Chaska will need to be determined during project development to define how the improvements will be maintained for the project's useful life.

MnDOT has previously awarded federal freight funding and TED program funding to proposed improvements on this corridor, and Metro District does have other roadway investments planned to occur nearby. I would request that you coordinate project development with MnDOT Area staff so that our agencies can work together to best leverage our respective efforts.

If you have questions or require additional information at this time, please reach out to your Area Manager at Jon.Solberg@state.mn.us or 651-234-7729.

Sincerely,

Scott McBride
Metro District Engineer

CC: Jon Solberg, Metro District South Area Manager
Lynne Bly, Metro Program Director
Dan Erickson, Metro State Aid Engineer

Equal Opportunity Employer

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BOARD OF COUNTY COMMISSIONERS
CARVER COUNTY, MINNESOTA

Date: July 10, 2018 Resolution No: 55-18

Motion by Commissioner: Ische Seconded by Commissioner: Lynch

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RESOLUTION TO SUPPORT THE CITY OF CHASKA'S DOWNTOWN CHASKA HIGHWAY 41 AND 61 RECONSTRUCTION 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 roadway projects; and

WHEREAS, the proposed budget for FY 2022 and 2023 is $200 million, and the maximum award available for an individual Roadway Reconstruction/Modernization and Spot Mobility project is $7 million; and

WHEREAS, the City of Chaska is seeking Regional Solicitation funds to reconstruct Highway 41, through Downtown Chaska, from the south side of the Minnesota River Bridge to Walnut Street and on Highway 61 from the Highway 41/61 intersection to Yellow Brick Road; and

WHEREAS, the County supports the proposed improvements on the Highways 41 and 61 and recognizes the local and regional safety and capacity benefits the project will provide for these corridors that serve the vitality of the City of Chaska's Downtown and regional traffic; and

WHEREAS, the Highway 61 segment, from Highway 41 to Yellow Brick Road, is identified in the County's Capital Improvement Plan for construction in 2021, and the County supports the advancement of improvements on Highway 41 and 61 in Chaska as identified in the Highway 41 and 61 Improvement Study; and

WHEREAS, the Board of Commissioners adopted the ½ percent local option sales tax in May 2017, and this project is identified in the implementation plan. The County will assist the City in filling the funding gap for these improvements if the project is successful in this grant and other potential funding sources have been secured; and

NOW THERE FORE BE IT RESOLVED, that Carver County Board of Commissioners, supports the City of Chaska's pursuit of FY 2022-2023 Regional Solicitation funding for TH 41 Reconstruction and Improvement Project in Downtown Chaska.

	YES	ABSENT	NO
Degler			
Ische			
Lynch			
Maluchnik			
Workman			

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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:

5A10677562B942D...

Dave Hemze County Administrator

Chaska

July 10, 2018

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

RE: Downtown Chaska Highway 41 Improvements

Dear Members of the Transportation Advisory Board:

The City of Chaska supports the advancement of the Downtown Chaska Highway 41 Improvements project and the associated project layout as presented in this application. The Downtown improvements provide significant safety and mobility benefits for pedestrians, vehicles, and freight through this constrained downtown environment.
The City of Chaska has been working with MnDOT and Carver County for the past three years on the planning for downtown improvements. Through an extensive partnership, the three agencies have developed this vision,completed the study, and completed preliminary design for Downtown Chaska. As such, the City is applying for funding to construct this vision. The City of Chaska will act as the legal sponsor for the Downtown Chaska Highway 41 Improvements project. The project partners have committed to 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. With this award, the project will be 100% funded.

Sincerely,

Matt Podhradsky
City Administrator

Chaska

April 22, 2020

Matt Clark
City Engineer
City of Chaska
One City Hall Plaza
Chaska, MN 55318

RE: Letter of Maintenance Support for City of Chaska's 2020 Regional Solicitation Application

Dear Mr. Clark,

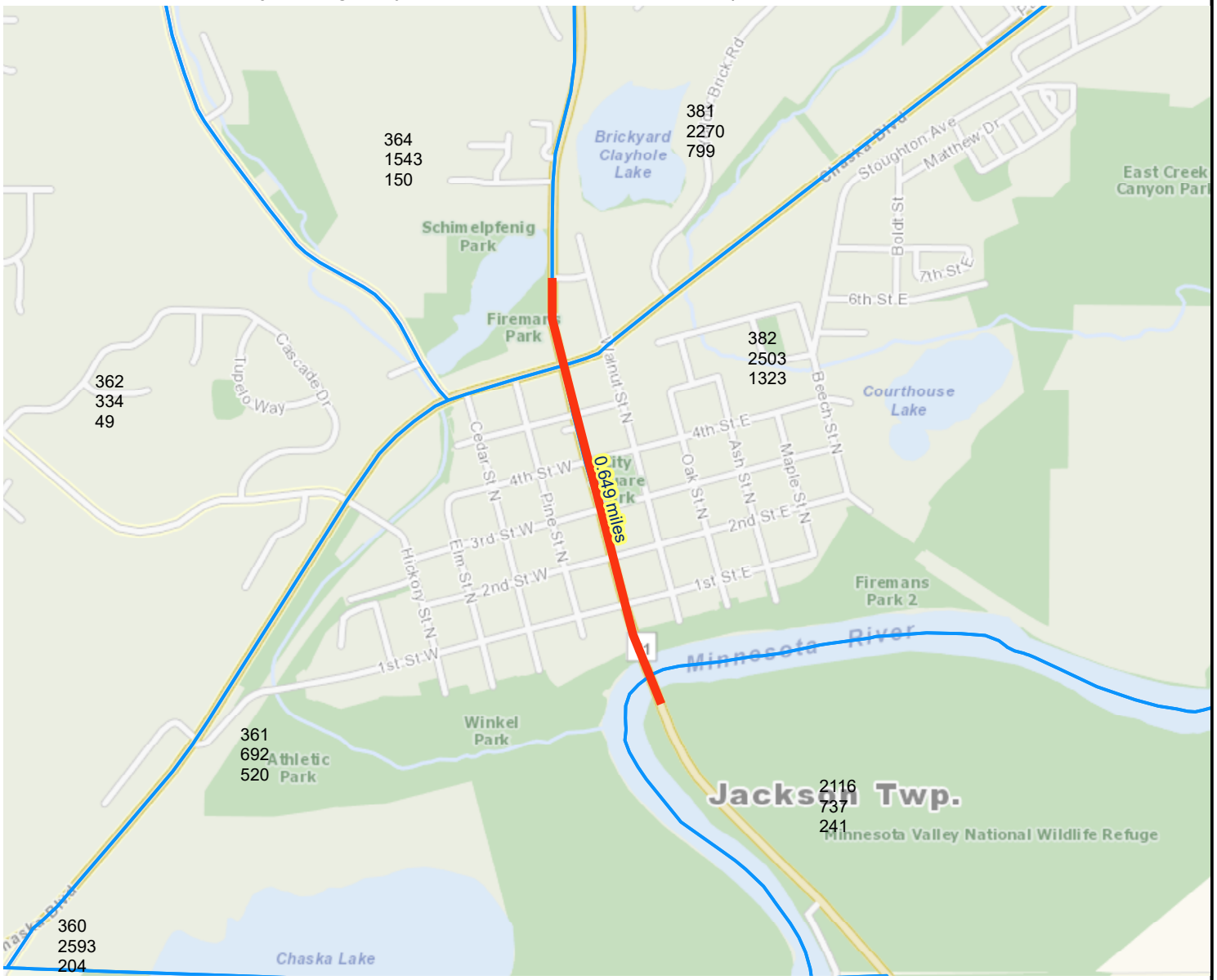
We are supplying this letter as a written commitment that our City Public Works Staff will continuously plan and provide for the year-round maintenance and care for sidewalk, trail, and streetscaping facilities and elements in which Regional Solicitation funding is being requested for. This letter also verifies that Public Works is aware of the City of Chaska's 2020 Regional Solicitation applications as it relates to these proposed facilities along Highway 41 and CSAH 61.

Sincerely,

Brian Jung, Public Works Superintendent
City of Chaska Public Works

Population/Employment Summary

Pedestrian Facilities Project: Highway 41 Pedestrian Improvements | Map ID: 1587995119098



Results

Within HALF Mile of project:
Total Population: 10880

Project Points
Project
Project Area
2016 TAZ

0 0.125 0.25 0.5 0.75 1 Miles

Created: 4/27/2020
LandscapeRSA4

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

METROPOLITAN COUNCIL

Project to RBTN Orientation

Pedestrian Facilities Project: Highway 41 Pedestrian Improvements | Map ID: 1587995119098

Results

Project **IN** TIER 2
Bicycle Transport Corridor.

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

0 0.125 0.25 0.5 0.75 1 Miles

Created: 4/27/2020
LandscapeRSA6

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

METROPOLITAN COUNCIL

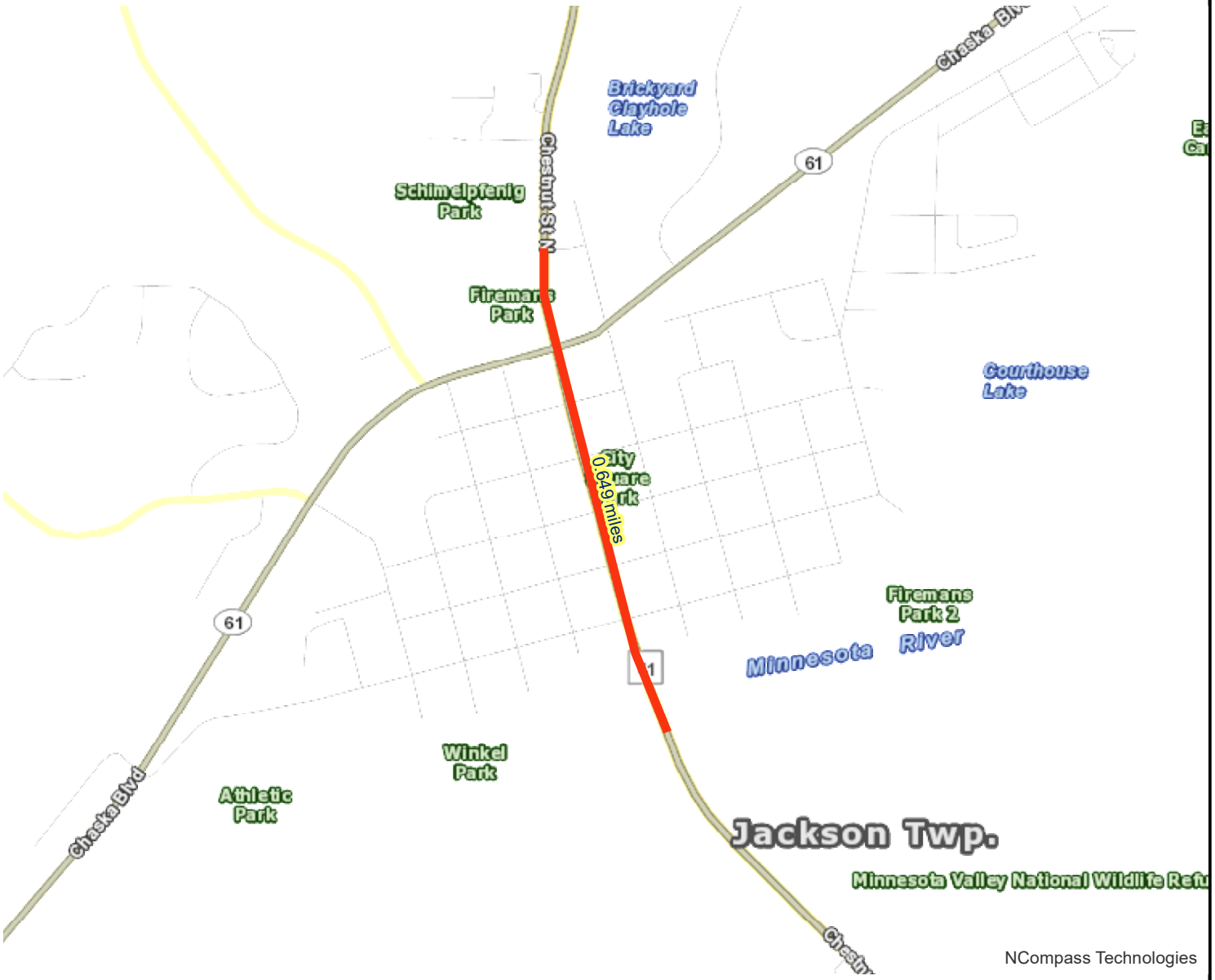
Regional Economy

Pedestrian Facilities Project: Highway 41 Pedestrian Improvements | Map ID: 1587995119098

Results

Within HALF Mi of project:
Postsecondary Students: 0

Total Population: 10880
Total Employment: 3416
Mfg and Dist Employment: 342



Project

Job Concentration Centers

Manfacturing/Distribution Centers

0 0.125 0.25 0.5 0.75 1 Miles

Created: 4/27/2020
LandscapeRSA5

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

METROPOLITAN COUNCIL

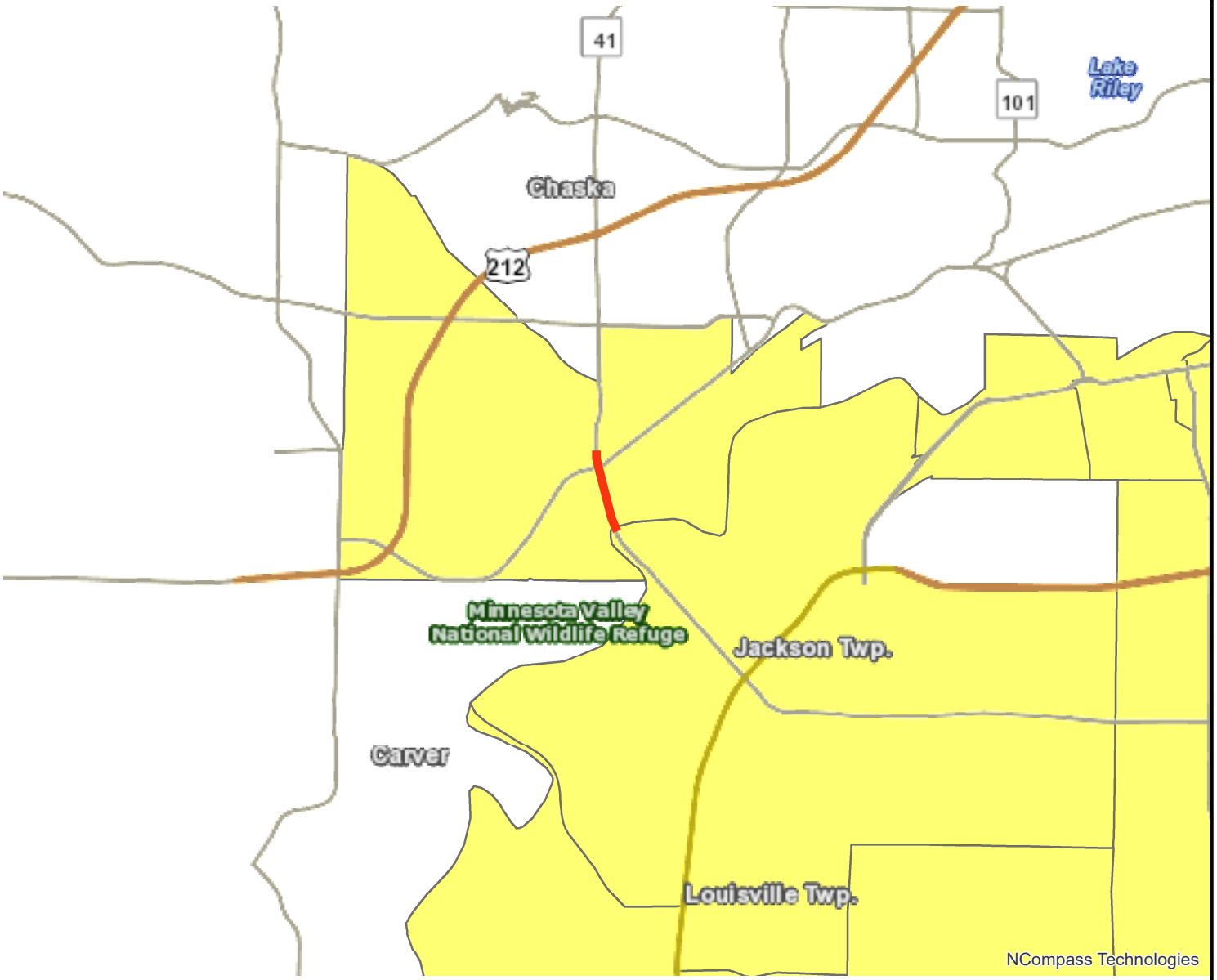
Socio-Economic Conditions

Pedestrian Facilities Project: Highway 41 Pedestrian Improvements | Map ID: 1587995119098

Results

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

Tracts within half-mile:
80700 91000 91100



Lines

Area of Concentrated Poverty

Area of Concentrated Povertry > 50% residents of color

Above reg'l avg conc of race/poverty

0 0.75 1.5 3 4.5 6 Miles

Created: 4/27/2020
LandscapeRSA2

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

METROPOLITAN COUNCIL