



Application

19841 - 2024 Pedestrian Facilities (Sidewalks, Streetscaping, and ADA)
20193 - Rolling Acres Road Pedestrian Grade-Separation Project
Regional Solicitation - Bicycle and Pedestrian Facilities

Status: Submitted
Submitted Date: 12/15/2023 6:43 AM

Primary Contact

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Pronouns First Name Middle Name Last Name

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612-231-9170
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What Grant Programs are you most interested in? Regional Solicitation - Roadways Including Multimodal Elements

Organization Information

Name: CARVER COUNTY

Jurisdictional Agency (if different):

Organization Type: County Government

Organization Website:

Address: PUBLIC WORKS
11360 HWY 212 W #1

County: Carver

Phone: * COLOGNE Minnesota 55322-9133
City State/Province Postal Code/Zip

Ext.

Fax:

PeopleSoft Vendor Number 0000026790A12

Project Information

Project Name Rolling Acres Road Pedestrian Grade Separated Crossing

Primary County where the Project is Located Carver

Cities or Townships where the Project is Located: Victoria

Jurisdictional Agency (If Different than the Applicant):

Brief Project Description (Include location, road name/functional class, type of improvement, etc.) Carver County, in partnership with the City of Victoria, is requesting \$2 million in Regional Solicitation funding to support construction of the \$4,763,000 Rolling Acres Road Pedestrian Grade-Separation Project in the City of Victoria.

The proposed project will improve safety and increase the availability and attractiveness of walking and rolling by constructing a grade-separated crossing of Lake Minnetonka Regional Trail at Rolling Acres Road/CSAH 13. The existing at-grade crossing of the Lake Minnetonka Regional Trail across Rolling Acres Road currently includes a Rectangular Rapid-Flashing Beacon (RRFB). Unfortunately, this alert system has not proven sufficient to avoid safety concerns for pedestrians and other trail users. In 2022, a bicyclist riding the trail with her father was struck and injured by a motorist at the crossing, even though the RRFB had been activated.

This location is identified as a priority in the Arboretum Area Transportation Plan-- a two-year, multiagency study completed in 2021 that developed a vision for transportation needs in the corridors surrounding the Arboretum. In summer 2022, the project team initiated the environmental review process and completed a screening to determine the project's potential for significant environmental harm. In spring 2023 the team conducted a value engineering study to identify any necessary adjustments to the project vision. This study recommended grade separation at this location.

The project team is currently progressing through preliminary design and environmental documentation associated with the proposed project. Construction is anticipated to begin in 2025.

(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. CSAH 13, CARVER COUNTY, AT LAKE MINNETONKA REGIONAL TRAIL, GRADE SEPARATE LAKE MINNETONKA REGIONAL TRAIL AT CSAH 13, TRAIL, SIDEWALK, ADA, RETAINING WALLS

Include both the CSAH/MSAS/TH references and their corresponding street names in the TIP Description (see Resources link on Regional Solicitation webpage for examples).

Project Length (Miles) 0.16

to the nearest one-tenth of a mile

Project Funding

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

If yes, please identify the source(s) RAISE

Federal Amount \$2,000,000.00

Match Amount \$2,763,000.00

Minimum of 20% of project total

Project Total \$4,763,000.00

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

Match Percentage 58.01%

Minimum of 20%

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

Source of Match Funds County Local Options Sales Tax, State Earmark

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: 2028

Select 2026 or 2027 for TDM and Unique projects only. For all other applications, select 2028 or 2029.

Additional Program Years: 2025, 2026, 2027

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

Project Information

If your project has already been assigned a State Aid Project # (SAP or SP)

Please indicate here SAP/SP#.

Location

County, City, or Lead Agency

Carver County

Name of Trail/Ped Facility:

Lake Minnetonka Regional Trail

(example: CEDAR LAKE TRAIL)

IF TRAIL/PED FACILITY IS ADJACENT TO ROADWAY:

Road System

CSAH

(TH, CSAH, MSAS, CO. RD., TWP. RD., CITY STREET)

Road/Route No.

13

(Example: 53 for CSAH 53)

Name of Road

Rolling Acres Road

(Example: 1st ST., Main Ave.)

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

From:

CITY STREET

Road System

(TH, CSAH, MSAS, CO. RD., TWP. RD., CITY STREET)

Road/Route No.

(Example: 53 for CSAH 53)

Name of Road

St. Moritz Street

(Example: 1st ST., Main Ave.)

To:

CITY STREET

Road System

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

Road/Route No.

(Example: 53 for CSAH 53)

Name of Road

Tamarack Trail

(Example: 1st ST., Main Ave.)

In the City/Cities of:

Victoria

(List all cities within project limits)

IF TRAIL/PED FACILITY IS NOT ADJACENT TO ROADWAY:

Termini: Termini listed must be within 0.3 miles of any work

From:

To:

Or

At:

In the City/Cities of:

(List all cities within project limits)

Primary Types of Work (Check all that apply)

Multi-Use Trail

Reconstruct Trail

Resurface Trail

Bituminous Pavement

Concrete Walk

Pedestrian Bridge

Yes

Signal Revision

Landscaping

Other (do not include incidental items)

BRIDGE/CULVERT PROJECTS (IF APPLICABLE)

Old Bridge/Culvert No.:

New Bridge/Culvert No.:

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

Zip Code where Majority of Work is Being Performed

55331

Approximate Begin Construction Date (MOYR)

04/01/2025

Approximate End Construction Date (MOYR)

04/01/2026

Miles of Pedestrian Facility/Trail (nearest 0.1 miles):

0.1

Miles of trail on the Regional Bicycle Transportation Network (nearest 0.1 miles):

0.1

Is this a new trail?

Yes

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 overall goal of this project is to provide a safer pedestrian/bicycle crossing at a critical point of Rolling Acres Road in close proximity to TH 5. In this sense this project can relate to most major goals and objectives described in the 2040 Transportation Policy Plan. However, this project will specifically contribute to the following goals:

GOAL: SAFETY and SECURITY (p.44-45): This project will provide a safe crossing for pedestrians/bicycles, which also will improve safety for motorists on Rolling Acres Road. This new crossing also will contribute to this goal by encouraging increased pedestrian and bicycle commuting and therefore have a positive impact on climate change concerns.

GOAL: ACCESS TO DESTINATIONS (p.46-47): This project will certainly work to improve the availability and quality of multimodal travel options by providing an easy pedestrian/bicycle corridor linking residential neighborhoods along the Lake Minnetonka Regional Trail and throughout the TH 5 corridor to destinations like Carver Park Reserve, downtown Victoria and the Minnesota Landscape Arboretum via the regional trail network.

GOAL: HEALTHY AND EQUITABLE COMMUNITIES (p.50-52): Finally, this project also engages the goal to promote the health of communities. The main objectives and strategies of this goal revolve around lowering human impact on the environment and existing cultural features of a community and increasing all community members access to these same resources. This project, in providing increased access of residential communities to both business and recreational resources, certainly follows these strategies.

(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.

List the applicable documents and pages: Unique projects are exempt from this qualifying requirement because of their innovative nature.

This project is referenced directly in the Arboretum Area Transportation Plan and meets local city, regional, and even state-wide goals as described in the City of Victoria's Comprehensive Plan. The plan was adopted by the City of Victoria and Carver County, in partnership with MnDOT.

The Comprehensive Plan for the City of Victoria lays out extensive plans for the future of their community. Many goals and objectives are broad, but some specific goals that this project addresses include developing gateway corridors to connect commerce of downtown to residential areas (p. 34). More generally a number of specifically listed goals (e.g. Goal LU-4.7 (p.50) and Goal T-4.7 (p.101)) touch on and one general goal (Goal T-8 (p.103-104)) focuses on, the priority of increasing pedestrian/bicycle access and connectivity.

However, this specific project is directly referenced in the Carver County Arboretum Area Transportation Plan. The Full Implementation Plan for the project references the plan for Rolling Acres Road and the grade separation directly (p. 18). The project is also described in more detail in the Interactive Story Map of the broader project as part of the broader TH 5 Vision.

(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. Unique project costs are limited to those that are federally eligible.

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

Yes

5. Applicant is a public agency (e.g., county, city, tribal government, transit provider, etc.) or non-profit organization (TDM and Unique Projects applicants only). 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 in Table 1. For unique projects, the minimum award is \$500,000 and the maximum award is the total amount available each funding cycle (approximately \$4,000,000 for the 2024 funding cycle).

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

Pedestrian Facilities (Sidewalks, Streetscaping, and ADA): \$250,000 to \$2,000,000

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 future Regional Solicitation funding cycles, this requirement may include that the plan has undergone a recent update, e.g., within five years prior to application.

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.

Date plan completed: 02/18/2014

Link to plan: <https://www.carvercountymn.gov/home/showdocument?id=1164>

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. This includes assurance of year-round use of bicycle, pedestrian, and transit facilities, per FHWA direction established 8/27/2008 and updated 4/15/2019. Unique projects are exempt from this qualifying requirement.

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.

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)	\$154,000.00
Removals (approx. 5% of total cost)	\$47,000.00
Roadway (grading, borrow, etc.)	\$0.00
Roadway (aggregates and paving)	\$0.00
Subgrade Correction (muck)	\$0.00
Storm Sewer	\$20,000.00
Ponds	\$0.00
Concrete Items (curb & gutter, sidewalks, median barriers)	\$0.00
Traffic Control	\$15,400.00
Striping	\$0.00
Signing	\$0.00
Lighting	\$0.00
Turf - Erosion & Landscaping	\$849,000.00
Bridge	\$0.00
Retaining Walls	\$2,494,000.00
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	\$3,579,400.00

Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Path/Trail Construction	\$96,100.00
Sidewalk Construction	\$0.00
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)	\$396,300.00
Pedestrian-scale Lighting	\$75,000.00
Streetscaping	\$0.00
Wayfinding	\$0.00
Bicycle and Pedestrian Contingencies	\$616,200.00
Other Bicycle and Pedestrian Elements	\$0.00
Totals	\$1,183,600.00

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

PROTECT Funds Eligibility

One of the new federal funding sources is Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT). Please describe which specific elements of your project and associated costs out of the Total TAB-Eligible Costs are eligible to receive PROTECT funds. Examples of potential eligible items may include: storm sewer, ponding, erosion control/landscaping, retaining walls, new bridges over floodplains, and road realignments out of floodplains.

INFORMATION: Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Formula Program Implementation Guidance (dot.gov).

Response: The project includes a few elements that are eligible for PROTECT such as storm sewer, erosion/landscaping, and retaining walls that have a cost estimate of \$3,363,000.

Totals

Total Cost	\$4,763,000.00
Construction Cost Total	\$4,763,000.00
Transit Operating Cost Total	\$0.00

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

Existing Employment Within One-Half Mile:	897
Existing Post-Secondary Enrollment Within One-Half Mile:	0
Upload Map	1702569489413_RegionalEconomyMap.pdf

Please upload attachment in PDF form

Measure A: Population Summary

Existing Population Within One-Half Mile	5099
Upload Map	1702569668114_PopulationEmploymentSummaryMap.pdf

Please upload attachment in PDF form

Measure A: Engagement

i. Describe any Black, Indigenous, and People of Color populations, low-income populations, disabled populations, youth, or older adults within a ½ mile of the proposed project. Describe how these populations relate to regional context. Location of affordable housing will be addressed in Measure C.

ii. Describe how Black, Indigenous, and People of Color populations, low-income populations, persons with disabilities, youth, older adults, and residents in affordable housing were engaged, whether through community planning efforts, project needs identification, or during the project development process.

iii. Describe the progression of engagement activities in this project. A full response should answer these questions:

1. What engagement methods and tools were used?
2. How did you engage specific communities and populations likely to be directly impacted by the project?
3. What techniques did you use to reach populations traditionally not involved in community engagement related to transportation projects?
4. How were the project's purpose and need identified?
5. How was the community engaged as the project was developed and designed?
6. How did you provide multiple opportunities for Black, Indigenous, and People of Color populations, low-income populations, persons with disabilities, youth, older adults, and residents in affordable housing to engage at different points of project development?
7. How did engagement influence the project plans or recommendations? How did you share back findings with community and re-engage to assess responsiveness of these changes?
8. If applicable, how will NEPA or Title VI regulations will guide engagement activities?

Response:

From 2019 to 2021, Carver County and MnDOT led the Arboretum Area Transportation Plan (AATP), a full corridor study of TH 5 and the surrounding areas in the cities of Victoria, Chanhassen and Chaska. The study included a multifaceted engagement effort to identify and build support for multiple projects identified in the larger plan. The study team identified a need for grade separating the Lake Minnetonka Regional Trail crossing at Rolling Acres Road/CSAH 13 through technical analysis and feedback gathered during an extensive stakeholder and public engagement effort that began early in the process to understand project-area issues.

People who are 65 or more years old represent approximately 11% of the population in Victoria, greater than that of neighboring cities and the overall Twin Cities metro area. Victoria also has a higher percentage of residents below age 15 than Chanhassen, Chaska, Carver County and the overall Twin Cities metro area. On September 4, 2019, the study team held a community pop-up event at the Victoria Classic Car Night as part of the AATP. This event was widely attended by seniors and children, who provided many comments about the need for the project. The study team also engaged with students online in spring 2020 to gather feedback from the youth.

Efforts to reach under-represented populations during this study included meetings held at the Minnesota Landscape Arboretum. Participants received free Arboretum access for attending (a \$15 value), which helped generate wide participation in corridor issue identification and concept development/evaluation. About 400 people attended in-person and online (16 events).

Beginning in March 2020, the study team gathered public input through online surveys, web-based mapping interfaces, and online open forums for Q&A. This allowed anyone interested in the project to provide feedback at any time of day. Including engagement efforts online improved accessibility for underrepresented populations by allowing residents with non-traditional schedules, residents from single-vehicle or no-vehicle households, and residents with disabilities to participate in stakeholder engagement. More than 300 online surveys were completed with 100+ comments on the interactive map.

The project is a direct result of public feedback going back to the first neighborhood meeting on June 27, 2019 held at Mt. Olivet Church a ¼ mile north of the project area where several dozen residents attended and specifically pointed to pedestrian and bicycle safety concerns at the project location, requesting a better solution for their community. Unfortunately, at-grade pedestrian crossing solutions have continued to fail the community and disadvantaged multimodal users, with subsequent vehicle-bicycle crashes.

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

Measure B: Disadvantaged Communities Benefits and Impacts

Describe the project's benefits to Black, Indigenous, and People of Color populations, low-income populations, children, people with disabilities, youth, and older adults. 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.

This is not an exhaustive list. A full response will support the benefits claimed, identify benefits specific to Disadvantaged communities residing or engaged in activities near the project area, identify benefits addressing a transportation issue affecting Disadvantaged communities specifically identified through engagement, and substantiate benefits with data.

Acknowledge and describe any negative project impacts to Black, Indigenous, and People of Color populations, low-income populations, children, people with disabilities, youth, and older adults. Describe measures to mitigate these impacts. Unidentified or unmitigated negative impacts may result in a reduction in points.

Below is a list of potential negative impacts. This is not an exhaustive list.

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

Response:

The proposed pedestrian grade separation will provide direct benefits to people of color, low-income, disabled, youth and elderly populations by closing gaps in pedestrian and bicycle facilities, positively impacting public health, and providing access to community and regional assets such as Carver Park Reserve, the University of Minnesota Landscape Arboretum, and employment centers like downtown Victoria. The project will provide a safe and direct ADA accessible crossing of Rolling Acres Road, a high-speed (45 mph) freight route and high-volume pedestrian barrier.

The project area is adjacent to and serves several communities that will directly benefit from these improvements. Nearly 6% of Victoria's population lives with a disability, according to Census Data. The Mount Olivet Rolling Acres (MORA) Pearson Center is located less than 1,000 feet north of the trail crossing along Rolling Acres Road. MORA provides person-centered services for children, adults and seniors living with physical and intellectual disabilities. Without the proposed grade separation, disabled residents must navigate this dangerous at-grade crossing with fast-moving traffic. This project represents a significant investment in mobility for these vulnerable groups, improving accessible, safe transportation.

The project area also is located less than one mile from the Arboretum, a significant cultural resource to the Twin Cities and MN. The Arboretum serves low-income, disabled, youth and elderly populations through targeted programs. It offers a complementary membership program for Carver County residents who are economically disadvantaged. Project area users will be able to access the existing trail along the east side of Rolling Acres Road and north side of TH 5 that leads east to the Arboretum. The proposed grade separation also is part of the greater Arboretum Area Transportation Plan that will serve approximately 5,100 residents within a half-mile of the project area, and better connect two Tier 1 RBTN alignments.

The travel distance for the majority of users will stay the same; but the distance to travel from an east-west direction to a north-south direction is increasing. This crossing is a safety barrier, so the increased distance is weighed with the safety impacts and risk factors as well as if there are suitable at-grade solutions available. Unfortunately, the existing pedestrian crossing already employs a high-level, at-grade solution with a pedestrian activated RRFB, yet the location continues to see serious multimodal crashes. The decision to move to a grade separation incorporates safety as the highest priority as well as public engagement and feedback, which after the many severe vehicle-pedestrian crashes, the public is seeking a higher-level solution.

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

Measure C: Affordable Housing Access

Describe any affordable housing developments?existing, under construction, or planned?within 1/2 mile of the proposed project. The applicant should note the number of existing subsidized units, which will be provided on the Socio-Economic Conditions map. Applicants can also describe other types of affordable housing (e.g., naturally-occurring affordable housing, manufactured housing) and under construction or planned affordable housing that is within a half mile of the project. If applicable, the applicant can provide self-generated PDF maps to support these additions. Applicants are encouraged to provide a self-generated PDF map describing how a project connects affordable housing residents to destinations (e.g., childcare, grocery stores, schools, places of worship).

Describe the project?s benefits to current and future affordable housing residents within 1/2 mile of the project. Benefits must relate to affordable housing residents. Examples may include:

- ? specific direct access improvements for residents
- ? improved access to destinations such as jobs, school, health care or other;
- ? new transportation services or modal options;
- ? and/or community connection and cohesion improvements.

This is not an exhaustive list. Since residents of affordable housing are more likely not to own a private vehicle, higher points will be provided to roadway projects that include other multimodal access improvements. A full response will support the benefits claimed, identify benefits specific to residents of affordable housing, identify benefits addressing a transportation issue affecting residents of affordable housing specifically identified through engagement, and substantiate benefits with data.

Response:

There are 3,908 total housing units in the City of Victoria, of which 3,701 are occupied, according to Met Council's January 2023 Housing Assessment. Approximately 23% of the housing units in Victoria are affordable at some level. Of the total units, 202 (5%) are affordable to households at or below 50% of the Area Median Income (AMI) and 687 (18%) are affordable to households between 51% to 80% of the AMI. In total, the City of Victoria has 457 "naturally-occurring" affordable housing (NOAF) units.

The Mount Olivet Rolling Acres (MORA) Pearson Center is located less than 1,000 feet north of the trail crossing along Rolling Acres Road. MORA provides person-centered services for children, adults and seniors living with physical and intellectual disabilities. The Pearson Center/Victoria facility offers services and supportive housing, including intermediate care facilities in the form of single-family homes for adults on the property.

There are five publicly subsidized rental units in census tracts within a half-mile of the proposed grade separation. The Carver County Community Development Agency (CDA) owns three houses in the 700-800 block of Arboretum Blvd, approximately 1/4 mile from the project area, which are rented at 60% of AMI. There also are three scattered site public housing units where residents pay less than 30% of their income (one each on Marigold Circle, Fieldcreek Circle and Victoria Drive). Some private landlords throughout the city also accept Housing Choice Vouchers.

This project connects directly west to downtown Victoria where two new apartment buildings are under construction approximately one mile from the project location. The Gannon Property/Monarch Development includes 73 units of apartments, and the Downtown West Phase 1 Apartment Building through Marco McLane includes 145 units of apartments.

The proposed project will improve quality of life for nearby residents, including those living in affordable units, by improving safety and non-motorized access to vast recreational, educational and cultural resources, as well as places of worship, jobs, daily needs. This includes access to the following destinations that are all accessible via the regional trail system and located in close proximity to the proposed grade separation: the Minnesota Landscape Arboretum, one-half mile from the proposed grade separation; Carver Park Reserve, one-half mile from the proposed grade separation; Holy Family Catholic High School, approximately one mile from the proposed grade separation; Downtown Victoria, approximately one mile from the proposed grade separation.

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

Measure D: BONUS POINTS

Project is located in an Area of Concentrated Poverty:

Project?s census tracts are above the regional average for population in poverty or population of color (Regional Environmental Justice Area):

Project located in a census tract that is below the regional average for population in poverty or populations of color (Regional Environmental Justice Area): Yes

Measure A: Gaps, Barriers and Continuity/Connections**Response:**

Due to the higher-traffic volumes and speeds, Rolling Acres Road is a significant physical barrier for pedestrians and other non-motorized users. Currently, Rolling Acres Road is a two-lane, undivided roadway that carries approx. 12,000 vehicles each day with 400-500 trucks per day through the project area at posted speeds of 45 mph, with 85% of travelers going 50+ mph. The road is a minor arterial and vital north-south route connecting TH 7 on the north and TH 5 to the south and used as a high-speed cut-through for regional traffic between these two major highways. It is a barrier for the communities on the east and west sides of the road, particularly residents who walk, roll and bike.

The project will improve safety for pedestrians and other vulnerable non-motorized users by grade separating the crossing at Rolling Acres Road, eliminating all vehicle-pedestrian conflict points and the potential for life-altering crashes. The skewed, at-grade crossing will be eliminated as well as the exposure to traffic for the 60+ ft.

This heavily used crossing is a Tier 1 RBTN alignment that provides more than 15 miles of continuous regional, non-motorized connectivity between neighboring communities. Non-compliant ADA pedestrian curb ramps will be removed and replaced with a new, ADA-compliant facility.

The existing at-grade crossing of the Lake Minnetonka Regional Trail at Rolling Acres Road currently features a pedestrian activated Rectangular Rapid-Flashing Beach (RRFB). Unfortunately, this measure has not proven sufficient to avoid crashes at this location. In 2022, a bicyclist walking across the crossing location with her father was struck and injured when a motorist did not stop at the crossing, even though the RRFB had been activated and was working properly. The project will provide complete separation between motorists and trail users, avoiding future crashes. The current at-grade crossing is the only marked pedestrian crossing on the more than one-mile stretch of Rolling Acres Road between TH 5 and TH 7. The nearest parallel crossing is nearly one-half mile to the south at Rolling Acres Road and TH 5, which was identified in the Arboretum Area Transportation Plan and incorporated into the County's Safety Action Plan as a "critical intersection" due to a high vehicular crash rate--85 percent the statewide average.

This segment of Rolling Acres Road was identified in the AATP as a Critical Segment for safety, due to its higher-than-average crash rate. The AATP looks to increase safety while being responsive to changing conditions presented by a growing region and an increase in trail users. Issues associated with this barrier will only worsen if left unaddressed, as the city and surrounding communities continue to grow exponentially.

(Limit 2,800 characters; approximately 400 words)

Measure B: Deficiencies corrected or safety problems addressed

Response:

Currently, Rolling Acres Road is a two-lane, undivided roadway. It carries approx. 12,000 vehicles each day with 400-500 trucks per day through the project area at posted speeds of 45 mph, with the 85% of travelers going 50+ mph. The road is a minor arterial and vital north-south route connecting TH 7 and TH 5 and used as a high-speed cut-through for regional traffic between these two major highways. It is a barrier for the communities on the east and west sides of the roadway, particularly residents who walk, roll and bike. The proposed project will improve safety for pedestrians and other vulnerable users by grade separating the crossing at Rolling Acres Road, eliminating all vehicle-pedestrian conflict points and the potential for life-altering crashes.

Rolling Acres Road intersects with a local road just 25 ft north of the trail crossing, Rolling Acres Lane. The proximity of this local road to the trail presents additional challenges for pedestrians to navigate, specifically from motorists turning right from Rolling Acres Lane onto southbound Rolling Acres Road. The proposed pedestrian grade separation would eliminate pedestrian conflict points from this local road as well as Rolling Acres Road. Project location challenges also include a skewed trail crossing with Rolling Acres Road and the horizontal curvature of the roadway for southbound traffic on Rolling Acres Road as it approaches the crossing. Vehicles travelling towards the project area from both the north and south experience slight curves in the highway approximately 900 ft north and south of the proposed grade separation. Horizontal curvatures limit sight distance and reduce the amount of reaction time a driver has to see a pedestrian. The curvatures also create challenges for pedestrians attempting to cross by limiting non-motorized visibility.

Currently, the crossing at Rolling Acres Road features a Rectangular Rapid-Flashing Beacon. This measure has not proven sufficient to avoid vehicle-pedestrian crashes at this location. In 2022, a bicyclist walking across the crossing location with her father was struck and injured when a motorist did not stop at the crossing, even though the RRFB had been activated and was working properly. From 2013 to 2022, 6 crashes occurred near the project area that were directly related to the pedestrian crossing. These crashes were predominately rear-end and property damage crashes related to motorists attempts to avoid pedestrians and bicyclists crossing the roadway and represent crashes that would be eliminated with the proposed project, in addition to the one bicycle/pedestrian crash in 2022. The risk of bike/ped crashes is high at this location due to the high usage of the regional trail system, and the high-volume and speeds on the road.

(Limit 2,800 characters; approximately 400 words)

Measure A: Multimodal Elements and Connections

Response:

The pedestrian grade separation of Rolling Acres Road will eliminate conflict points between motorists and non-motorized trail users, improving safety and connectivity on the Regional Bicycle Transportation Network (RBTN). The Lake Minnetonka Regional Trail is a Tier 1 RBTN alignment that directly connects to another Tier 1 alignment--TH 5 and the MN Landscape Arboretum, and a regional park, the Carver Park Reserve, just west of the proposed grade separation.

Safety will be improved through the elimination of conflict points for pedestrians and bicycles with high speed, high volume vehicle and truck traffic in addition to a skewed intersection with horizontal curvature issues being remedied. In addition to safety, improved bicycle connections are a priority of this project given the intersection's proximity to these two regional destinations. Rolling Acres Road is also classified as a RBTN Tier 2 corridor and is widely used by recreational cyclists as a connection between TH 5 and TH 7 due to other limited options from surrounding water bodies and topography.

The proposed project will provide a 10-foot wide paved and ADA-accessible connection across the highway in a location that is already widely used by pedestrians and bicyclists attempting to cross Rolling Acres Road. Currently, this is the only marked crossing for pedestrians or bicyclists between TH 7 and TH 5, a more than one-mile stretch of roadway. The existing at-grade solution of an Rectangular Rapid-Flashing Beach is not a high-level-enough solution for this high-risk location.

The grade-separation with Rolling Acres Road will improve community connectivity along the regional trail, which provides more than 15 miles of continuous regional, non-motorized connectivity linking the rapidly growing communities in the southwest Twin Cities metro area to multiple regional destinations such as Carver Park Reserve and downtown Victoria on the west end of the trail, and Lake Minnetonka and downtown Excelsior to the east. The proposed grade separation will improve Victoria's local network of trails and crossings, enabling access to local and regional destinations, providing better continuity and creating more connectivity to the regional trail network. It will also improve dial-a-ride and SW Prime transit service, especially to and from The Mount Olivet Rolling Acres (MORA) Pearson Center located less than 1,000 feet north of the trail crossing along Rolling Acres Road, by removing pedestrians and bicyclists from the roadway.

(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. 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. The focus of this section is on the opportunity for public input as opposed to the quality of input. NOTE: A written response is required and failure to respond will result in zero points.

Multiple types of targeted outreach efforts (such as meetings or online/mail outreach) specific to this project with the general public and partner agencies have been used to help identify the project need.

Yes

100%

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

50%

At least online/mail outreach effort specific to this project with the general public 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%

Describe the type(s) of outreach selected for this project (i.e., online or in-person meetings, surveys, demonstration projects), the method(s) used to announce outreach opportunities, and how many people participated. Include any public website links to outreach opportunities.

Response:

Completed in early 2021, the Arboretum Area Transportation Plan processes identified the need for this grade separation of the Lake Minnetonka Regional Trail at Rolling Acres Road and was informed with a thorough engagement plan. Tools included in-person neighborhood meetings, and an online story map with surveys and comment map. More than 500 people attended three open houses, 10 neighborhood-focused meetings, and three stakeholder business/property owner meetings. Meetings were held on:

6/19/19,6/25/19,6/27/19,7/16/19,11/6/19,11/20/19,12/4/19,12/17/19, 3/11/20, 4/13/20, 5/29/20, 7/20/20,8/7/20,12/15//20. Public meeting dates were strategic to engage at decision-making milestones. The study team held a community pop-up event at the Victoria Classic Car Night on 9/4/19 that engaged seniors and children. Online tools enabled feedback at personal convenience, making the process accessible to families with children, seniors, and shift workers. Participants completed over 300 online surveys and provided over 100 comments on the web-based comment map.

The study team held two of the three open houses at the Arboretum. Participants received free access to attend to reach those traditionally not engaged in transportation projects. This incentive generated wide public participation.

The team completed an environmental screening that will inform future public engagement activities. The project is currently in preliminary design, where NEPA and Title VI regulations are guiding engagement. The project team hosted a public open house 9/27/23 at the Arboretum. More than 239 people attended the event and more than 19 organizations were represented. The purpose of the event was for attendees to review recommended visions from the AATP, proposed design options for TH 5 and 82nd St, and the latest project schedules and funding. All feedback received will help influence the project team as they move toward refining details and introducing construction staging options in spring 2024.

TH 5 Improvements Project website:

www.carvercountymn.gov/departments/public-works/projects-studies/highway-5-improvements

TH 5 Improvement Project Open House Summary (Fall 2023):

www.carvercountymn.gov/home/showpublisheddocument/25507/638340115287500000

AATP Study website: <https://www.carvercountymn.gov/departments/public-works/transportation-plans/arboretum-area-transportation-plan#!/>

Interactive Comment Map summary:

www.co.carver.mn.us/home/showpublisheddocument/18350/636991260708330000

Survey summary:

www.co.carver.mn.us/home/showpublisheddocument/18469/637007653202300000

AATP public meeting documents/summaries:

www.co.carver.mn.us/departments/public-works/projects-studies/arboretum-area-transportation-plan/arboretum-area-transportation-plan-additional-information/-fsiteid-1

(Limit 2,800 characters; approximately 400 words)

2. Layout (25 Percent of Points)

Layout includes proposed geometrics and existing and proposed right-of-way boundaries. A basic layout should include a base map (north arrow, scale, legend,* city and/or county limits; existing ROW, labeled; existing signals;* and bridge numbers*) and design data (proposed alignments; bike and/or roadway lane widths; shoulder width;* proposed signals;* and proposed ROW). An aerial photograph with a line showing the project?s termini does not suffice and will be awarded zero points. *If applicable

Layout approved by the applicant and all impacted jurisdictions (i.e., cities/counties/MnDOT. If a MnDOT trunk highway is impacted, approval by MnDOT must have occurred to receive full points. A PDF of the layout must be attached along with letters from each jurisdiction to receive points. Yes

100%

A layout does not apply (signal replacement/signal timing, stand-alone streetscaping, minor intersection improvements). Applicants that are not certain whether a layout is required should contact Colleen Brown at MnDOT Metro State Aid ? colleen.brown@state.mn.us.

100%

For projects where MnDOT trunk highways are impacted and a MnDOT Staff Approved layout is required. Layout approved by the applicant and all impacted local jurisdictions (i.e., cities/counties), and layout review and approval by MnDOT is pending. A PDF of the layout must be attached along with letters from each jurisdiction to receive points.

75%

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

50%

Layout has been started but is not complete. A PDF of the layout must be attached to receive points.

25%

Layout has not been started

0%

Attach Layout

1702575076671_Project Layout-CSAH13 Trail Grade Separation.pdf

Please upload attachment in PDF form

Additional Attachments

1702575076654_LoS_City of Victoria.pdf

Please upload attachment in PDF form

3. 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 Yes

100%

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

100%

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

80%

Historic/archeological property impacted; determination of ?adverse effect? anticipated

40%

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

0%

Project is located on an identified historic bridge

4. Right-of-Way (25 Percent of Points)

Right-of-way, permanent or temporary easements, and MnDOT agreement/limited-use permit either not required or all have been acquired

100%

Right-of-way, permanent or temporary easements, and/or MnDOT agreement/limited-use permit required - plat, legal descriptions, or official map complete

50%

Right-of-way, permanent or temporary easements, and/or MnDOT agreement/limited-use permit required - parcels identified Yes

25%

Right-of-way, permanent or temporary easements, and/or MnDOT agreement/limited-use permit required - parcels not all identified

0%

5. 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%

Measure A: Cost Effectiveness

Total Project Cost (entered in Project Cost Form):	\$4,763,000.00
Enter Amount of the Noise Walls:	\$0.00
Total Project Cost subtract the amount of the noise walls:	\$4,763,000.00
Points Awarded in Previous Criteria	
Cost Effectiveness	\$0.00

Other Attachments

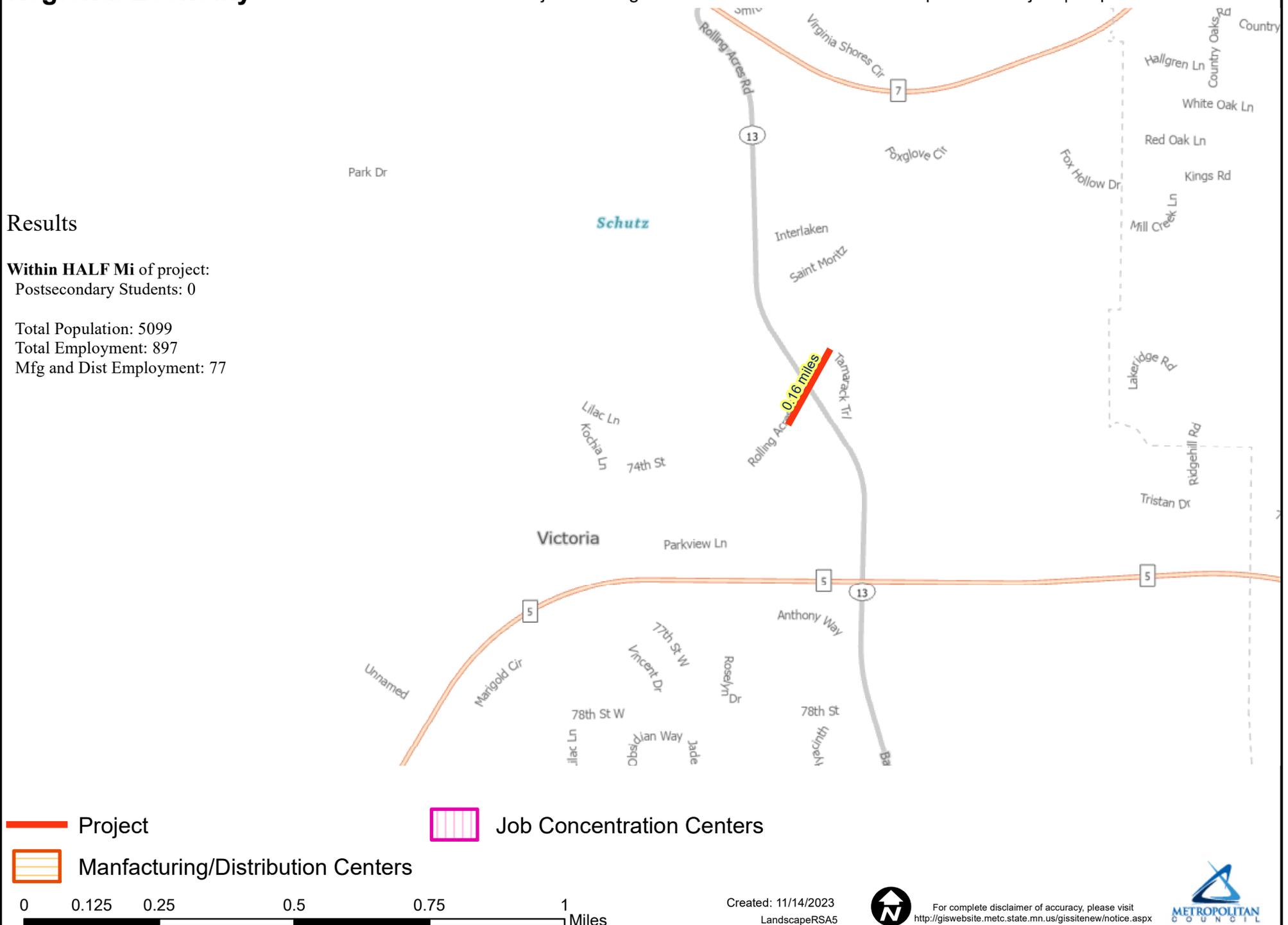
File Name	Description	File Size
RARattachments.pdf	Project one-page summary, existing conditions, layout, affordable housing, Met Council-Generated maps, letters of support	11.7 MB

Regional Economy

Results

Within HALF Mi of project:
Postsecondary Students: 0

Total Population: 5099
Total Employment: 897
Mfg and Dist Employment: 77



- Project
- Manufacturing/Distribution Centers
- Job Concentration Centers



Created: 11/14/2023
LandscapeRSA5



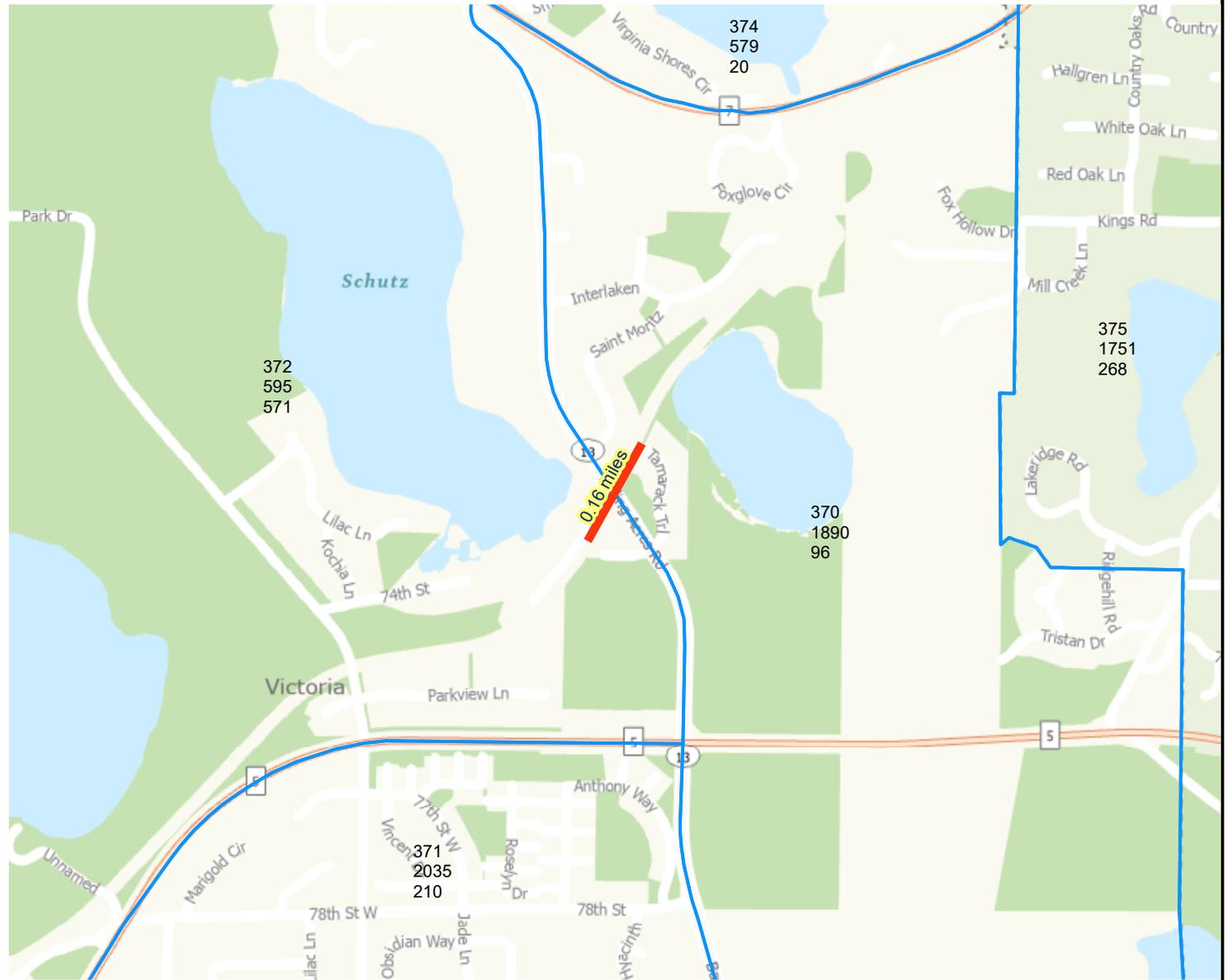
For complete disclaimer of accuracy, please visit <http://giswebsite.metc.state.mn.us/gissitenew/notice.aspx>



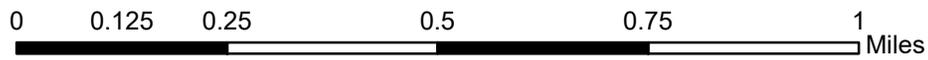
Population/Employment Summary

Results

Within HALF Mile of project:
Total Population: 5099



-  Project Points
-  Project Area
-  Project
-  2016 TAZ



Created: 11/14/2023
LandscapeRSA4



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

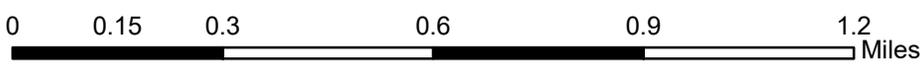


Socio-Economic Conditions

Results

Total of publicly subsidized rental housing units in census tracts within 1/2 mile: 5

Project located in census tracts that are BELOW the regional average for population in poverty or population of color.



Created: 11/14/2023
LandscapeRSA2

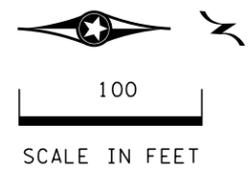


For complete disclaimer of accuracy, please visit <http://giswebsite.metc.state.mn.us/gisite/notice.aspx>

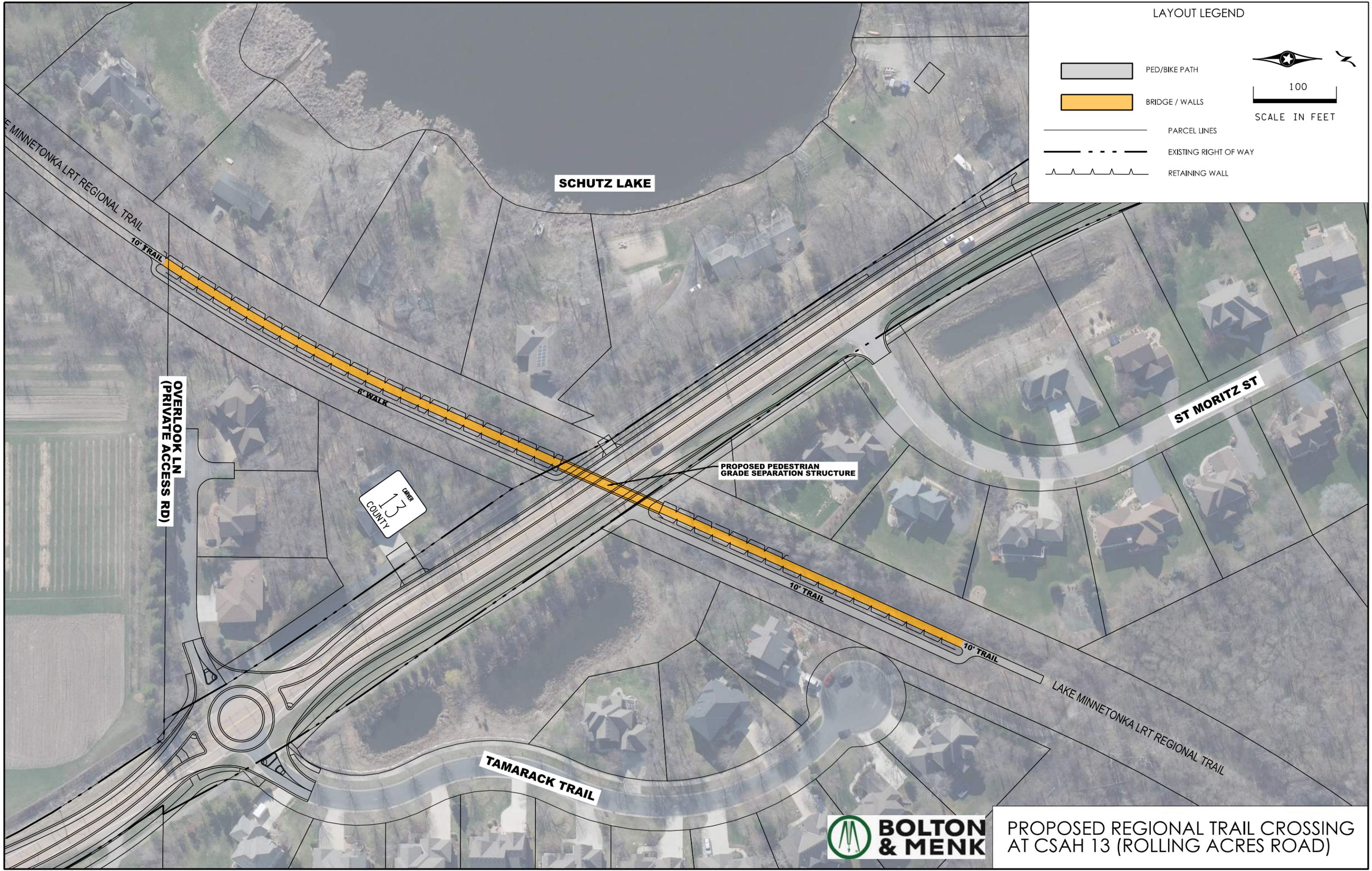


LAYOUT LEGEND

-  PED/BIKE PATH
-  BRIDGE / WALLS



-  PARCEL LINES
-  EXISTING RIGHT OF WAY
-  RETAINING WALL



PROPOSED REGIONAL TRAIL CROSSING
AT CSAH 13 (ROLLING ACRES ROAD)

CITY OF VICTORIA

Victoria, MN  Est. 1915

December 4, 2023

Mr. Lyndon Robjent, PE
Public Works Director, County Engineer
Carver County Public Works
11360 Highway 212, Suite 1
Cologne, MN 55322

RE: Support for Highway 5 80th and Kochia Lane Improvement Project, the Rolling Acres Road Pedestrian Grade Separation Project, and the Highway 5 and Highway 41 Intersection Improvement Project Funding Requests

Dear Mr. Robjent:

I write to you today to express my support for the pursuit of funding for the Highway 5 80th and Kochia Lane Improvement Project, the Rolling Acres Road Pedestrian Grade Separation Project, and the Highway 5 and Highway 41 Intersection Improvement Project. These projects will create a safer and more reliable transportation system for all users.

The proposed Highway 5 improvement projects provide significant benefits to regional commuter and freight traffic as well as the Minnesota Landscape Arboretum and its 500,000 annual visitors. Today, Highway 5 is plagued with high numbers and severity of crashes (387 – 1 fatal crash – in ten years), backups exceeding two miles during peak travel times and stressful and dangerous crossings for vulnerable users. Highway 5 carries 27,000 vehicles through the project area—including 800 heavy commercial vehicles—per day, serving a demand 50 percent above the threshold of a two-lane section. The improvements will result in a 51 percent crash reduction and a 56 percent delay reduction including projected 2040 traffic growth.

The City of Victoria recognizes and understands the value of the proposed improvements on Highway 5. The extreme congestion and high crash rates along Highway 5 currently create challenges for our residents to access jobs and services. Attracting growth and businesses to our community depends on a reliable transportation system. Additionally, our residents value the immense environmental amenities of Lake Minnewashta, the Arboretum, and the regional trail network. This project will expand multimodal access to these regional destinations.

The City of Victoria supports Carver County's Community Project Funding request for Highway 5 improvements. For more than four years, we have worked with Carver County, MnDOT, and other local municipalities to identify transportation improvements involving Highway 5.

Sincerely,

David Shoger

Dave Shoger, Public Works Director

December 4, 2023

Mr. Lyndon Robjert
Public Works Director, County Engineer
Carver County Public Works
11360 Highway 212, Suite 1
Cologne, MN 55322

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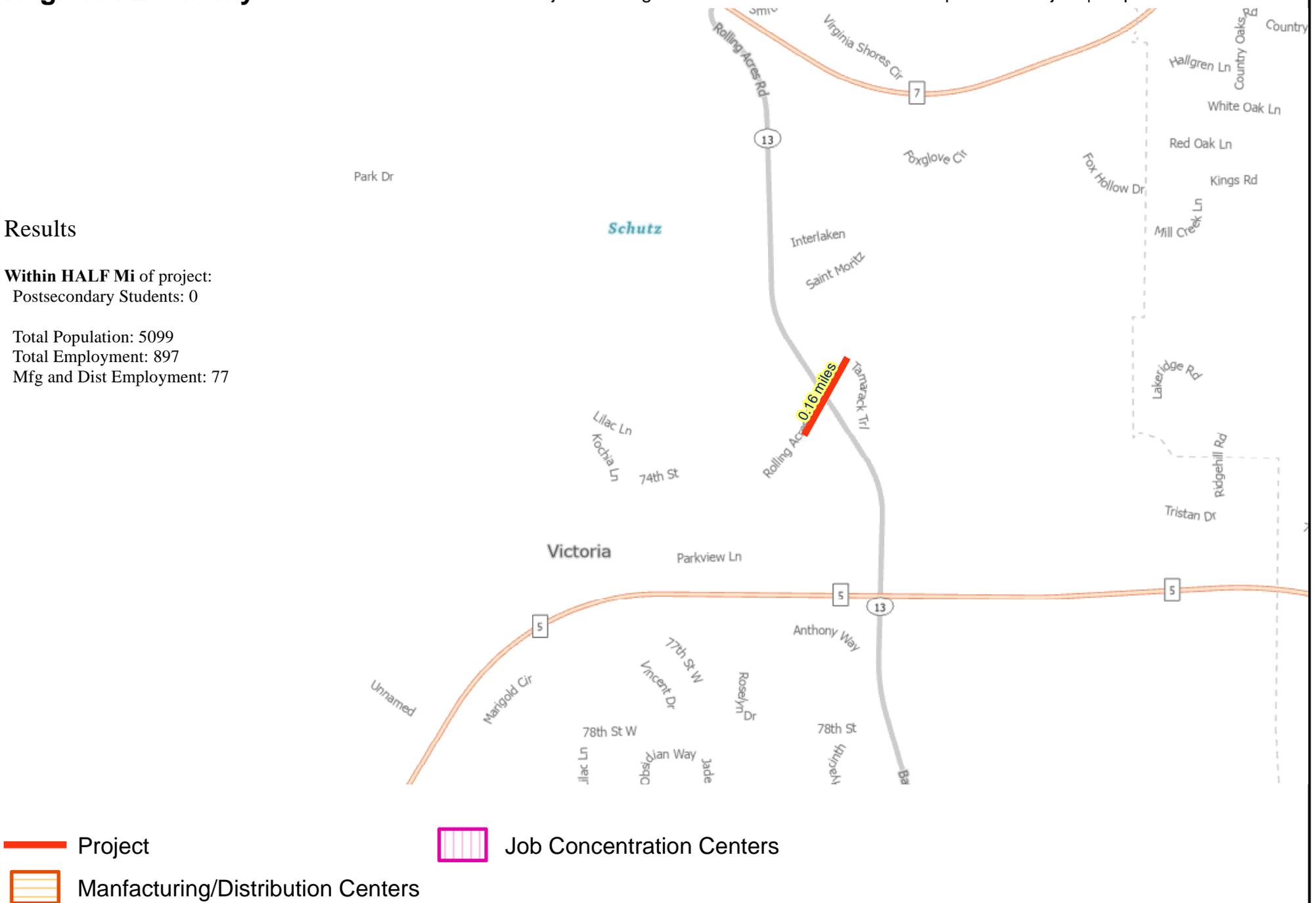
The proposed Highway 5 improvement projects provide significant benefits to regional freight traffic as well as the Minnesota Landscape Arboretum and its 500,000 annual visitors. Highway 5 is plagued with high numbers and severity of crashes (387 – 1 fatal crash – in 2022), backups exceeding two miles during peak travel times and stressful and dangerous conditions for vulnerable users. Highway 5 carries 27,000 vehicles and 50 commercial vehicles—per day, serving a demand 50 percent greater than the projected 2040 traffic growth. The improvements will result in a 51 percent crash reduction.

Regional Economy

Results

Within HALF Mi of project:
Postsecondary Students: 0

Total Population: 5099
Total Employment: 897
Mfg and Dist Employment: 77



- Project
- Manufacturing/Distribution Centers
- Job Concentration Centers



Created: 11/14/2023
LandscapeRSA5

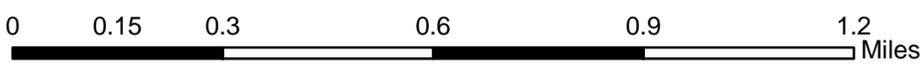
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CITY OF VICTORIA

Victoria, MN  Est. 1915

December 4, 2023

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

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The proposed Highway 5 improvement projects provide significant benefits to regional commuter and freight traffic as well as the Minnesota Landscape Arboretum and its 500,000 annual visitors. Today, Highway 5 is plagued with high numbers and severity of crashes (387 – 1 fatal crash – in ten years), backups exceeding two miles during peak travel times and stressful and dangerous crossings for vulnerable users. Highway 5 carries 27,000 vehicles through the project area—including 800 heavy commercial vehicles—per day, serving a demand 50 percent above the threshold of a two-lane section. The improvements will result in a 51 percent crash reduction and a 56 percent delay reduction including projected 2040 traffic growth.

The City of Victoria recognizes and understands the value of the proposed improvements on Highway 5. The extreme congestion and high crash rates along Highway 5 currently create challenges for our residents to access jobs and services. Attracting growth and businesses to our community depends on a reliable transportation system. Additionally, our residents value the immense environmental amenities of Lake Minnewashta, the Arboretum, and the regional trail network. This project will expand multimodal access to these regional destinations.

The City of Victoria supports Carver County's Community Project Funding request for Highway 5 improvements. For more than four years, we have worked with Carver County, MnDOT, and other local municipalities to identify transportation improvements involving Highway 5.

Sincerely,

David Shoger

Dave Shoger, Public Works Director

CITY OF VICTORIA

Victoria, MN



Est. 1915

December 4, 2023

Mr. Lyndon Robjent, PE
Public Works Director, County Engineer
Carver County Public Works
11360 Highway 212, Suite 1
Cologne, MN 55322

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The City of Victoria supports Carver County's Community Project Funding request for Highway 5 improvements. For more than four years, we have worked with Carver County, MnDOT, and other local municipalities to identify transportation improvements involving Highway 5.

Sincerely,

Deb McMillan, Mayor



**Carver
County
Parks**

11360 Highway 212 West, Suite 2
Cologne, MN 55322

November 16, 2023

Elaine Koutsoukos
TAB Coordinator
Metropolitan Council

RE: Maintenance commitment for Highway 5 80th and Kochia Lane Improvement Project, the Rolling Acres Road Pedestrian Grade Separation Project, and the Highway 5 and Highway 41 Intersection Improvement Project Funding Requests

Dear Ms. Koutsoukos:

I write to you today to express Carver County's commitment for year-round maintenance, including trail and walkway snow removal, for the Highway 5 80th and Kochia Lane Improvement Project, the Rolling Acres Road Pedestrian Grade Separation Project, and the Highway 5 and Highway 41 Intersection Improvement Project. These projects will create a safer and more reliable transportation system for all users.

These project investments are of significant importance for our Carver County and the communities they serve. For more than four years, we have worked with MnDOT, the Cities of Victoria, Chanhassen, and Chaska, and the University of Minnesota Landscape Arboretum to identify transportation improvements involving Highway 5.

Sincerely,

Martin Walsh
Parks and Recreation Director
Carver County Public Works