Chaska - General

CSAH 44 Corridor Improvements Project

Regional Solicitation - Roadways Including Multimodal Elements

ID: R-2026-05400

Matt Clark

Requested: $1,548,320

Status Initial Review

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What application category are you applying for.*

Roadway Modernization

General Information

Organization Name: Chaska - General

▼ Organization Information

Organization Name	Chaska - General
Legal Name	Chaska - General
Street Address	1 City Hall Plaza
Street Address 2	PO Box 81
City	Chaska
County	Hennepin
State	Minnesota
Country	United States of America
ZIP Code	55318

▼ Contact Information

Contact	Full Name	Email	Phone
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Developer 1	Everett Dupler	everett.dupler@bolton-menk.com	612-515-9120
Developer 2			

▼ Project Information

Project Name* CSAH 44 Corridor Improvements Project

Select Primary county where project is located* Carver

Cities or Townships where the Project is located* Chaska

Jurisdictional Agency (if different than applicant):

Brief project description*

The CSAH 44 Corridor Improvement Project will reconstruct .3 miles of CSAH 44 (Big Woods Blvd), a minor arterial roadway in southwest Chaska, from the US212 interchange to the roundabout at CSAH 11 (Jonathon Carver Parkway). The project is a critical transportation investment needed to support the area's rapid growth and safely accommodate increasing freight, commuter, and multimodal demands.

CSAH 44 serves as an important connection between US212, a Tier 1Regional Freight Corridor, and CSAH 11, a Tier 3 Regional Freight Corridor. . CSAH 44 is expected to become a critical freight connection serving the recently approved, 360-acre, Big Woods Business Park and the highway system. Today, approximately 3,350 vehicles travel the corridor daily. By 2040, average daily traffic is expected to nearly quadruple to 12,300 daily vehicles.

The existing segment of CSAH 44 is a two-lane rural section with narrow shoulders and no bicycle or pedestrian facilities. These conditions are inadequate to safely accommodate projected traffic growth, increased freight activity, and expanding multimodal transportation needs associated with recent and planned development.

In response to these issues, the City of Chaska proposes reconstructing the corridor. The proposed design features two 14' thru-lanes separated by a concrete median with paved shoulders and curbs. A 10' bituminous multi-use trail will be constructed and separated from the roadway on the north side of the corridor.

The Project will improve safety, increase corridor capacity, and expand multimodal connectivity within southwest Chaska. By extending the city's trail network and enhancing access to employment centers, the project will support while providing safe travel options for all users.

Along with a roundabout improvement at CSAH 11 and a planned interchange expansion, the proposed corridor project is part of a series of CSAH 44 Projects to support major development while maintaining safety and access for all roadway users.

Transportation Improvement Program (TIP) Description*

CSAH 44, CHASKA, FROM CSAH 11 TO US212, .3 MI, RECONSTRUCTION, MEDIAN, BIKE PATHS

Provide the project length to the nearest one-tenth of a mile*	0.3
Lead Agency*	City of Chaska
ZIP Code where majority of work is being performed*	55318
Functional Class of Road*	Minor Expander
Road System*	CSAH
Road/Route No. (i.e., 53 for CSAH 53)*	44
Name of Road (Example: 1st st., Main Ave)*	Big Woods Boulevard
Approximate begin construction date (mo/yr)*	5/1/2028
Approximate end construction date (mo/yr)*	10/31/2026

Name or description of trail/ped facility (i.e., Cedar Lake Trail, University Avenue Sidewalk)

City Trail

Termini (Termini listed must be within 0.3 miles of any work) (Do not include legal description; include name of roadway if majority of facility runs adjacent to a single corrdior)

Roadway Name*	CSAH 44 Roadway Modernization
From Cross-Street*	CSAH 11 (Jonathon Carver Pkwy)
To Cross-Street*	US Highway 212
Length of multimodal facilities included in project (nearest 0.1 miles, include all that apply using the best available information)*	0.3
Multiuse trail*	0.3
Separated bicycle facility*	0.3
On-street bicycle facility*	0
Sidewalk*	0
Miles of facility on the Regional Bicycle Transportation Network (nearest 0.1 miles)*	0
Miles of new RBTN facilities*	0
Miles of improved existing RBTN facilities*	0
Miles of facility on the regional trail network (nearest 0.1 miles)*	0
Miles of new Regional Trail facilities*	0
Miles of improved existing Regional Trail facilities*	0
Miles of Facility along Updated Regional Truck Corridors:	0

Miles along Tier 1 facilities:	0
Miles along Tier 2 facilities:	0
Miles along Tier 3 facilities:	0
Number of improved ADA ramps*	0
Number of intersection improvements*	0

Primary types of work (Examples: Grade, AGG Base, BIT Base, BIT Surf, Sidewalk, Signals, Lighting, Guardrail, Bike path, Ped Ramps, Bridge, Parek and ride, etc.)*

Grade, Agg Base, Bit Base, Bit Surf, Bike Paths, Lighting, Driveways and Median.

Bridge/culvert projects (if applicable)

Current Bridge/Culvert No.

New Bridge/Culvert No.

Structure is over/under (Bridge or Culvert Name):

If the project constructs new left-turn lanes:	No
If the project synchronizes traffic signals to reduce delay time:	No

Project Funding

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

No

Grant Request Amount, US$*	$1,548,320.00
Project Total: $*	$1,935,400.00

Match Amount: $ (Minimum of 20% of the project total for federally funded projects)

Match Amount:	$387,080.00

Match Percentage (Minimum of 20% for federally funded projects)

Match percentage:	20%

Source of Match Funds (For federally funded projects, 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)

Source of Match Funds*	City Capital Improvement Funds
Please check the years that are feasible for your program.*	2028 (All projects), 2029 (All projects)

To provide the required budget information, complete the Total Project Cost Worksheet and then upload into the Documents section. Refer to the Total Project Cost Instructions for instructions on what to submit in Fluxx.

Roadway Costs*	$1,892,600.00
Bicycle/Pedestrian Costs*	$42,800.00
Transit/TDM Capital Costs*	$0.00
Transit/TDM Operating Costs*	$0.00

One of the 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.

The CSAH 44 Corridor Improvements Project includes PROTECT-eligible resiliency elements within the Total TAB-Eligible Costs, totaling $371,000 for storm sewer improvements ($231,000) and for turf, erosion control, and landscaping ($140,000). These roadway-associated improvements will manage runoff generated by the reconstructed corridor and will work in conjunction with stormwater ponds being completed as part of the HSIP-funded project at the west end of the corridor, near the CSAH 11 intersection. This area is recognized by the Metropolitan Council as having localized flood-risk vulnerabilities, making the western end of the corridor an appropriate focus for resilient stormwater investment. Together, the storm sewer, erosion control, landscaping, and connected ponding improvements will help the project effectively manage runoff during large rainfall events, including the 100-year storm event. The improvements also support the broader vision established in the Big Woods Business Park Alternative Urban Areawide Review, which evaluated stormwater management and wetland delineation for the 359-acre development area bisected by CSAH 44. By integrating roadway drainage improvements with planned stormwater infrastructure, the project advances infrastructure that is prepared for Minnesota's warmer, wetter climate and increasingly intense rainfall events, consistent with Minnesota State Climatology Office climate trends.

As part of this application process, you must enter your project location(s) information into our Geographic Information System (GIS) via the link below.

The GIS link is not generated until a project name has been added to the question "Project Name" above and the application has been saved. For multiple locations, you will refresh the window to add additional locations. If you make a mistake, please refresh and add the correct location and add a comment describing the error and correction. The project location(s) are used to determine some of the outcomes below. Please note that it may take several minutes for the GIS data to be populated in the application below.

Please click the following link which opens in a new window: Draw Project Location

I acknowledge that I clicked the GIS link and entered the required information. Yes

▼ Document Requirements

Instructions

Upload a PDF for the applicable project elements listed below. Multiple files can be uploaded with the attachment link below. Each individual attachment must be saved as an 8.5''X11''pdf and cannot be more than 15 pages in length to be considered. Only pdf files that meet the size and length limits will be accepted. Please do not submit entire plans or studies.

Summary

1. Applicants are required to submit a one-page project summary to be used by the scoring committees and TAB members. This one-pager may include the project name, applicant, route, a map, township/city/county where project is located, requested award amount, total project cost, before photo, project description, list of project benefits, or other pertinent information.
2. A photograph from within the past year showing the existing conditions within the project area. If awarded funds, this photograph will be utilized in the Metropolitan Council's online mapping tool to show a before-and-after comparison of the improvement. By submitting the application, the applicant agrees to allow the Council to use this photograph. Applicants should not use copyrighted images from other sources.

Maps

1. All infrastructure projects must include a map or concept drawing of the proposed improvements that clearly labels the beginning and end of the project, all roadways in the project area and any bicycle, pedestrian, and transit components anticipated upon completion of the project.

Coordination

1. The applicant must include a letter of support from the agency that owns/operates the facility, will operate the transit service, or will be expected to maintain the project (if different than the applicant) indicating that it is aware of and understands the project being submitted, and that it commits to operate and maintain the facility for its design life.
2. Transit applicants that propose a project that begins or ends within another agency's service area must include a letter of support from the other transit agency.
3. If the applicant expects any other agency or competitive grant program to provide part of the local match, the applicant must include a staff-level letter from the other agency agreeing to financially participate/documentation of the competitive award.

To add a document, select the green plus sign on the far right of the screen in the row below. A new screen will appear. Upload files by selecting Add files on the bottom left of the screen. After all files have been added, select Start Upload. (Note: if you need to add more files to the same group of attachments, use the green + button in the "Documents" section at the bottom.)

▼ Documents

To add other documents, click the green + sign, then click "Add Files." Then select the document category from the dropdown and click "Start Upload"

APPLICATION DOCUMENTS

Filter by Type: All document types (8)

08_Links to Narrative Resources.pdf
Optional Attachments
Added by Everett Dupler at 4:03 AM on June 25, 2026

12_Supplemental Letters of Support.pdf
Optional Attachments
Added by Everett Dupler at 9:50 AM on June 24, 2026

07_Maintenance Comittement Letter.pdf
Year-Round Maintenance Commitment
Added by Everett Dupler at 4:34 AM on June 24, 2026

06_Total Project Cost Worksheet.xlsx
Total Project Cost Worksheet
Added by Everett Dupler at 4:33 AM on June 24, 2026

05_Resolution of Support.pdf
Resolution of Support
Added by Everett Dupler at 4:33 AM on June 24, 2026

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Jump to Page

▼ Qualifying Requirements

The applicant must show that the project meets all the qualifying requirements to be eligible to be scored and ranked against other projects. All qualifying requirements must be met before completing an application.

By selecting each checkbox, the applicant confirms compliance with the following project requirements:

The project will follow all applicable federal and state design standards, including state statutes such as State

Aid Rule 8820 as required.

Check the box to indicate that the project meets the requirement above.* Yes

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The project is consistent with the goals, objectives, policies, and actions of the 2050 Transportation Policy Plan
Briefly list the applicable 2050 TPP objectives and policies.

Briefly list the applicable 2050 TPP objectives and policies*

- Policy 1 - Planning Support (applicable objective: All)
o Actions 1B: Explore new quantitative and qualitative datasets and sources to further define and understand transportation issues and needs.
o Action 1C: Expand data collection efforts to better understand transportation system use for every mode. Regularly collect regional pedestrian and bicycling activity data.
o Action 1E: Document a transportation need or priority for the project area as part of a local planning document or study completed within the last 10 years. Appropriate plans may include a comprehensive plan, regional or statewide plan, system plan (like bicycle or pedestrian facilities), Safe Routes to School plan, or corridor study.

- Policy 2 – Funding (applicable objective: All)
o Action 2C: Develop and provide technical support programs for state and federal discretionary grant programs. Work with partners to best align projects with funding opportunities.

- Policy 4 – Shared Decision Making (applicable objective: An Equitable and Inclusive Region)
o Action 4A: Eliminate barriers to public participation. Compensate community members for their time and expertise. Engage members of historically underrepresented communities, including communities of color, low-income communities, youth, and people who have a disability. Use a variety of communication and engagement methods that are culturally appropriate for the community. Increase the availability of language services for those who do not speak English as a first language.

- Policy 5 – Needs of People with Disabilities (applicable objective: An Equitable and Inclusive Region)
o Action 5A: Support and fund efforts across the region to be compliant with the federal Americans with Disabilities Act minimum requirements by 2050. Track and report progress.
o Action 5C: Review and update self-evaluations and transition plans for the public rights-of-way regularly. Local agencies should ensure their self-evaluations and transition plans address all requirements included in federal Public Right of Way Accessibility Guidelines once adopted by the U.S. Departments of Transportation and Justice.

- Policy 6 – Gentrification and Displacement (applicable objective: An Equitable and Inclusive Region)
o Action 6A: Minimize right-of-way takings, particularly in environmental justice communities. Consider and engage communities on potential right-of-way needs and uses throughout the transportation planning process.

- Policy 7 – Equitable Benefits and Burdens (applicable objective: An Equitable and Inclusive Region)
o Action 7A: Evaluate local area benefits and impacts for environmental justice communities, in addition to corridor travel, when planning transportation projects.

- Policy 9 – Quality Transportation Facilities (applicable objective: Healthy & Safe Communities)
o Action 9A: Reference the National Association of City Transportation Officials Design Guides, MnDOT Bicycle Facility Design Manual, or Small Town and Rural Multimodal Networks when designing corridor improvements to provide safe and connected walking and biking facilities for all ages and abilities. Prioritize projects that meet or exceed guidance in these or other references

- Policy 10 – Eliminate Traffic Deaths and Serious Injuries (applicable objective: Healthy & Safe Communities)
o Action 10A: Prioritize projects that improve safety for all modes of travel and have the potential to reduce deaths and serious injuries from crashes. When evaluating projects, consider regional and local safety action plans, high-injury streets, and systemic risk factors.
o Action 10C: Continue to maintain, track, and analyze crash data by transportation mode and severity to identify priorities for investments. Coordinate this data with local, regional, and state planning efforts. Include a safety analysis of crash trends, data, and needs by mode and crash severity in comprehensive plans, including at least the five most recent years of data. Identify high priority transportation corridors and locations to reduce fatalities and serious injuries.

- Policy 11 – Bicycle and Pedestrian safety (applicable objective: Healthy & Safe Communities)
o Action 11B: Prioritize projects that improve safety, comfort, and ease of use for pedestrians and bicyclists, with a focus on areas that are overrepresented in negative safety outcomes. This may include intersection designs that reduce pedestrian crossing exposure or adding bicycle safety elements like protected intersections.

- Policy 13 – Reduce Negative Health Impacts (applicable objective: Healthy & Safe Communities)
o Action 13I: Provide multimodal connections to essential destinations, including cultural and social community gathering places and grocery stores.

- Policy 14 - Placemaking and Placekeeping (applicable objective: Healthy & Safe Communities)
o Action 14A: Include elements in transportation projects that support community connections and identity. Prioritize projects that elevate the role in defining transportation within a community's context and the project's ability to enhance or highlight that identity.

- Policy 15 – Bicycle Network (applicable objective: A Dynamic and Resilient Region)
o Actions 15A: Plan, implement, and prioritize projects that connect to, improve, or complete segments of the Regional Bicycle Transportation Network. Update network corridors and alignments in coordination with regional partners and in response to local or corridor planning efforts.
o Action 15C: Include a bicycle system element in local comprehensive plans. Local agencies should identify their local bicycle network in addition to the Regional Bicycle Transportation Network corridors and alignments within their city or county. Coordinate networks across jurisdictional boundaries.
o Action 15E: Invest in and implement All Ages and Abilities bicycle networks to complete the regional and local bicycle systems so all people have improved cycling opportunity, safety, and mobility. Evaluate existing tools that identify potential bicycle demand (for example, MnDOT's Suitability for the Pedestrian and Cycling Environment) for use in funding prioritization or develop a new tool that is tailored to the region.

- Policy 16 – Eliminate Bicycle/Pedestrian Gaps and Barriers (applicable objective: A Dynamic and Resilient Region)
o Action 16A: Plan and implement new or improved regional bicycle barrier crossings identified in this plan's bicycle investment plan. Prioritize Tier 1 and Tier 2 regional bicycle barrier locations for regional funding. Update regional bicycle barriers and crossing locations as new ones are identified through planning efforts.
o Action 16C: Identify and prioritize gaps or barriers in bicycle and pedestrian systems in local, regional, and state plans. Include locally identified barriers in local plans.

- Policy 17 - Pedestrian Network (applicable objective: A Dynamic and Resilient Region)
o Actions 17A: Include a pedestrian element as part of local comprehensive plans. Within the plan, identify local pedestrian priority networks or areas, pedestrian travel barriers, and strategies that will be used to improve pedestrian travel. Prioritize projects that include sidewalks, crossings, or other appropriate pedestrian facilities as part of the larger project.
o Action 17B: Prioritize sidewalk projects that close gaps, remove barriers, and/or improve pedestrian safety. Evaluate existing tools that identify potential pedestrian demand (for example, MnDOT's Priority Areas for Walking) for use in funding prioritization or develop a new tool that is tailored to the region, if needed.

- Policy 23 – Complete Streets (applicable objective: A Dynamic and Resilient Region)
o Action 23A: Use a Complete Streets approach to transportation planning and project development. Prioritize roadway projects that include transit, bicycle, and/or pedestrian improvements for funding.
o Action: 23B: Include All Ages and Abilities multimodal improvements for traveling along and across roadways. Consider the safety and mobility of all users in the project area.

- Policy 24 – Freight Connections (applicable objective: A Dynamic and Resilient Region)
o Action 24C:Plan for and improve first- and last-mile highway connections between major freight terminals and important freight nodes that may generate significant freight traffic, and the Met Council designated Regional Truck Freight Corridors.
o Action 24D: Prioritize freight reliability and safety in transportation investments. Incorporate findings from MnDOT's Metro District Freight Plan when completed.

- Policy 28 – Minimize Disruption (applicable objective: A Dynamic and Resilient Region)
o Action 28C: Coordinate planned transportation infrastructure construction impacts to minimize the overall disruption to people and businesses.

- Policy 32 – Impervious Surfaces (applicable objective: Natural Systems)
o Action 32B: Prioritize projects that minimize roadway surface or impervious surface.

Check the box to indicate that the project meets the requirement above.* Yes

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The project or the specific transportation problem/need that the project addresses must be in a local planning or programming document completed within the last 10 years. Reference the name of the comprehensive plan, regional/statewide plan, capital improvement program, corridor study, Safe Routes to School Plan, Bicycle System Plan, or other approved/adopted plan or program of the applicant agency. The Active Transportation Planning application category (whose projects will be creating the plan itself) is exempt from this requirement.

Check the box to indicate that the project meets the requirement above.* Yes

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List the applicable document(s) and pages*

- Southwest Chaska Growth & Development Plan – (pg. 17)
o https://www.chaskamn.gov/182/Southwest-Chaska-Plan

- Big Woods Business Park Alternative Urban Area-wide Review (AUAR) – (pg. 85, 159)
o https://www.chaskamn.gov/959/Big-Woods-Business-Park-AUAR

- 2040 Bicycle and Pedestrian Master Plan – (pg. 49, 53)
o https://www.chaskamn.gov/877/Walk-Bike-Chaska

The project complies with the Americans with Disabilities Act (ADA).

Check the box to indicate that the project meets the requirement above.* Yes

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

Check the box to indicate that the project meets the requirement above.* Yes

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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 and pedestrian facilities per FHWA direction established 9/27/2008 and updated 4/15/2019. Project sponsors of standalone bicycle and pedestrian projects or bicycle and pedestrian facilities that are part of a roadway project must include information on how the requirement to maintain facilities for year-round use will be met. This information may include:

- A local ordinance or policy that requires abutting property owners to maintain pedestrian or bicycle facilities, or that directs agency staff to maintain pedestrian and bicycle facilities.
- A letter or resolution that confirms the proposed local facility will be maintained by agency staff or abutting private property owners.
- A cross-jurisdictional agreement with another agency to maintain the proposed local pedestrian or bicycle facility.

Check the box to indicate that the project meets the requirement above.* Yes

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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 other construction elements to be delivered for the proposed project to be achieved.

Check the box to indicate that the project meets the requirement above.* Yes

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The infrastructure 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. 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 the requirement above.* Yes

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The project applicant has sent written notification regarding the proposed project to all affected units of government prior to submitting the application. Staff-level letters of support are required if another agency owns the roadway, will deliver the transit service, will contribute financially to the project, will be expected to sponsor the project, or will be expected to maintain the project. Transit projects proposing a project that crosses into another agency’s service area must include a letter of support from all relevant transit agencies.

Check the box to indicate that the project meets the requirement above.* Yes

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The Metropolitan Council and the Transportation Advisory Board (TAB) get the first opportunity to utilize a share of the greenhouse gas and vehicle miles traveled offsets of any awarded federal or active transportation regional sales tax projects proportionate to the share of the total project cost funded by TAB to fulfill state requirements for the Greenhouse Gas Impact Assessment (MN Statute 161.178) enacted in 2023. Each offset can only be used one time. If the projects are not needed by the Metropolitan Council and TAB as offsets to other awarded Regional Solicitation highway projects, ownership of them will revert, in whole or in part, to the original project sponsor. Based on inputs provided in the application, Met Council staff will calculate the magnitude of the offsets.

Check the box to indicate that the project meets the requirement above.* Yes

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The applicant agrees to provide Metropolitan Council staff with post-construction data, as requested, in order to perform before-and-after analyses.

Check the box to indicate that the project meets the requirement above.* Yes

Federally funded projects must exclude costs for studies, preliminary engineering, design, or construction engineering. Right-of-way acquisition 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 that is otherwise eligible.

Check the box to indicate that the project meets the requirement above.*	Yes

Applicant is a public entity (e.g., county, city, tribal government, transit provider, etc.), or non-profit organization in the TDM category only. Applicants for federal funds that are not State Aid cities 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. Applicants for the three application categories funded with Active Transportation Regional Sales Tax funds do not need to be a State Aid city or a county to apply.

Check the box to indicate that the project meets the requirement above.*	Yes

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 transition plan must be completed by the local agency before the Regional Solicitation application deadline.

Choose one*	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 by governing body*	4/20/2020
Link to plan*	https://chaskamn.gov/DocumentCenter/View/3164/City-of-Chaska-ADA-Transition-Plan-PDF?bidId=

All projects that are located within right-of-way occupied by an active railroad must confirm that the railroad has been engaged in project planning.

Check the box to indicate that the project meets the requirement above.*	Yes

The roadway project is identified as a principal arterial (non-freeway facilities only) or minor arterial as shown on the latest functional classification map. Bridge Connections, Proactive Safety and Reactive Safety projects have broader eligibility and can be located on a minor collector and above functionally classified roadway in the urban areas or a major collector and above in the rural areas.

Check the box to indicate that the project meets the requirement above.*	Yes

The project must be designed to meet 10-ton load limit standards.

Check the box to indicate that the project meets the requirement above.*	Yes

This project involves the construction of a new/expanded interchange or new interchange ramps.*	No

▼ Prioritizing Criteria and Measures

2050 TPP Goal: Our Region is Dynamic and Resilient

Category Definition: The Roadway Modernization application category seeks to fund projects that implement a complete streets approach in policy, planning, operations and maintenance of roads; emphasize and prioritize the safety of people outside vehicles in the transportation right-of-way; and plan for and invest in first/last mile freight connections between major freight generators and the regional highway system.

This application contributes to these 2050 TPP Objectives or Policies:
- People do not die or face life-changing injuries when using any form of transportation.
- People have better travel options beyond driving alone to meet their daily needs, with a focus on improving travel times, reliability, directness, and affordability.
- People and businesses can rely on predictable and cost-effective movement of freight and goods.
- The region's transportation system protects, restores, and enhances natural systems (air, water, vegetation, and habitat quality).

Please note that this list is not exhaustive and is intended only to provide examples. For questions regarding project eligibility, see the qualifying requirements for this application category and contact the Metropolitan Council.

- Roadway reconstructions that add new or upgrade existing multimodal elements, such as bicycle facilities, new or improved sidewalks, and transit facilities
- Roadway reconstructions that add raised medians, frontage roads, shoulders, access modifications, or other safety improvements
- Roadway reconstructions that reduce the likelihood of flooding, reduce impervious surface areas, and increase the existing tree canopy
- Roadway reallocation or lane conversions, such as four- to three-lane conversions
- Existing interchange reconstructions/modernizations
- New alignments that maintain the same number of lanes as the previous alignment

▼ Evaluative Criteria

1. Multimodal/Complete Streets Connections

This criterion measures how the project improves travel experience, safety, and security for other modes of transportation and addresses the safe integration of these modes. The Transportation Policy Plan requires that explicit consideration of all users of the transportation system be considered in the planning and scoping phase of projects.

Measure A – New or improved multimodal connections (transit, bicycle, pedestrian, TDM elements)

Describe the new or improved multimodal connections (transit, bicycle, pedestrian, etc.) along, across or underneath the project and/or TDM elements (400 words or less).*

Consider the following when developing your response. Note that not all considerations are applicable to all projects, but please respond to those that are applicable.

- How does the project reduce the level of traffic stress (reference the Oregon Department of Transportation

level of traffic stress analysis procedure or another similar methodology) for all users of multimodal facilities?
- How will the project improve the comfort and quality of the travel experience for bicyclists, pedestrians, and transit users of all ages and abilities?
- How will the project reduce delays for these users?
- How will the project improve access or expand connections for these users?
- How will the project use TDM to encourage the use of other modes?
- Does the project provide a high-quality connection based on the surrounding land use and/or community context?

Today, CSAH 44 (Big Woods Blvd) from US 212 to CSAH 11 (Jonathan Carver Pkwy) provides no accommodation for people walking, biking, or rolling. The existing two-lane rural section has narrow shoulders, 55 MPH traffic, and 3,350 AADT, creating moderate-to-high pedestrian and bicyclist traffic stress and leaving users to share travel lanes or walk along the roadside.

The corridor is within a 10-minute bike ride of Downtown Chaska, planned housing east of US 212, and the planned 360-acre Big Woods Business Park. The project will contribute to a consistent, safe, and accessible multimodal corridor connecting these locations.

The need to expand multimodal facilities has been documented in city planning. The existing bicycle and pedestrian bridge and trail, which carries users over US212 terminates at the eastern end of the CSAH 44 Corridor. The project area currently represents the southwestern extent of Chaska's existing non-motorized transportation network. The City's recently completed 2040 Pedestrian and Bicycle Master Plan identified the need to expand multimodal facilities in the project area.

The project extends a 10' wide multi-use trail along the north side of the corridor, connecting trail facilities along CSAH 11 (Tier 2 RBTN Alignment) and the eastern portion of CSAH 44, closing a noticeable gap in the City's non-motorized transportation network. The proposed trail segment will connect to a pedestrian bridge over US 212. This facility is regionally significant, bridging a major barrier to multimodal travel, and is identified as a Tier 3 Expressway Barrier Crossing Area.

The multiuse design will prioritize accessibility and is wide enough to accommodate all users, including bicyclists, pedestrians, wheelchair users, and inline skaters. A roadway setback responds to engagement efforts, which indicated that multiuse trails, setback from the roadway, are popular with residents and will encourage the greatest number of residents to choose active transportation.

Measure A Scoring Guidance

Consider the information and narrative provided by the applicant and rate projects based on the benchmarks provided below. Projects may be rated at any point along the scale based on their performance against the stated criteria. The project rating will be based on the quality of the improvements, as opposed to being based solely on the number of modes addressed.
- High: The highest rated projects in this measure will significantly improve the travel experience, safety, and security for modes of transportation beyond vehicles and the safe integration of these modes in the project. The response will include quantitative or qualitative metrics showing a high level of improvement using an established methodology. Projects that are on the Regional Bicycle Transportation Network (RBTN) AND provide new or improved bicycle facilities designed to cater to uses of all ages and abilities will receive a high score.
- Medium-High
- Medium: Mid-range projects in this measure may significantly improve the travel experience, safety, and security for modes of transportation beyond vehicles and the safe integration of these modes in the project but without quantitative or qualitative data or using a less established methodology. Similarly, mid-range projects may have quantitative data and a solid methodology but only offer a small improvement to the multimodal experience.
- Medium-Low
- Low: Low rated projects in this measure will not include quantitative or qualitative data and may not provide clear information to create confidence that the project will provide benefits.
- Non-responsive/Not relevant: Projects that do not improve the multimodal travel experience, safety and security should receive zero points in this measure.

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2. Safety

This criterion measures the project's ability to promote safety for all users, including how the project responds to existing risks and makes use of proven safety countermeasures.

Measure A - Connection to Existing Safety Planning Efforts
Project Location (or part of the location) is listed in the Regional Safety Action Plan on any of the following lists (note an online map is being developed and a link will be provided in final application)

	Identified on County Top 10 priority lists (reactive or proactive)
Project location is not listed in a regional or local safety plan but provides a parallel or alternative route that will improve safety for people walking or biking.*	No
Location is listed in another safety plan that prioritizes reducing fatal and serious injury crashes.	Yes

Please describe and provide reference or link to the plan*

The CSAH 44 and 11 intersection, at the west end of the project area, is identified as a top Rural Intersection priority in the Carver County 2023 Roadway Safety Plan (pg. 4-13)

https://www.carvercountymn.gov/home/showpublisheddocument/28309/639017399331570000

Measure A Scoring Guidance

The project will be scored based on the scorer's discretion, using the following guidance:

- High: Project is identified in the regional safety action plan on either the regional top 25 or county top 10 lists or project provides a viable parallel or alternative route to a location listed.
- Medium-High
- Medium: Project location is identified in a regional safety action plan on High Injury Streets or Crash Risk Index, or project provides a viable parallel or alternative route to a location listed.
- Medium-Low
- Low: Project location is identified in a local (e.g. county or city) safety action plan, local or district Safe Routes to School plan, or project has a completed targeted study (e.g., NEPA document, corridor study, intersection study, ICE report, etc.) that identifies the specific safety measures needed to improve safety and those safety measures have been incorporated into the proposed project or project provides a viable parallel or alternative route to a location listed or project provides a viable parallel or alternative route to a location listed.
- Non-responsive/Not relevant: Projects that are not identified in the Regional Safety Action Plan or any local safety plan. This could also include projects that also have not completed a targeted study that defines an existing safety issue (e.g., NEPA document, corridor study, intersection study, ICE report, etc.)

Measure B - Safety Improvements for People Outside of Vehicles

Please provide a written response that explains how the project will mitigate existing risk factors noted above and any other steps taken to ensure the project promotes safety for all users. Please cite any specific proven safety countermeasures that will be part of the project's design or methods the project will use to promote safety for people outside of vehicles (600 words or less).*

Consider the following when developing your response. Note that not all considerations are applicable to all projects, but please respond to those that are applicable.

- Will crossing distances or times between protected crossings for people outside of vehicles be increasing or decreasing? If so, how many locations will be affected? If increasing, what measures will be considered to recognize the increase in distance between crossing opportunities?
- Describe what measures are being used to reduce exposure and delay for people outside of vehicles.
- If grade separated pedestrian crossings are being added and increasing crossing times, describe any features that are included that will reduce the detour required of pedestrians and make the separated crossing a more appealing option.
- If mid-block crossings are restricted or blocked, explain why this is necessary and how pedestrian crossing needs and safety are supported in other ways.
- Describe how motorist speed will be managed in the project design, in both through-traffic and turning movements. Note any strategies or treatments being considered that are intended to help motorists drive slower or protect pedestrians and bicyclists if motorist speeds will increase.
- Consider these resources for safety improvements: Regional Safety Action Plan's Programmatic Recommendations, FHWA's Safe System Roadway Design Hierarchy, and MnDOT's Traffic Engineering Countermeasures

The project will avoid an increase in the distances between controlled pedestrian crossing locations or the crossing distance required to cross CSAH 44. Rather, it will tie into pedestrian facilities at existing roundabouts at the US212 interchange and the programmed roundabout at CSAH 11. These roundabouts feature safety measures such as short crossing distances, pedestrian median refuge islands, and one-directional traffic, which make traffic and pedestrian movements predictable.

The project is also not expected to have a meaningful impact on pedestrian delays, as pedestrian level of service is not an issue. However, the project includes widened shoulders, curbs, and a setback multi-use trail that will dramatically reduce pedestrians' exposure to fast-moving highway traffic. These improvements will improve the perception of safety and comfort for non-motorized users. This encourages a modal shift, in line with regional goals, as perceptions of safety risk are a major barrier to more residents choosing active transportation methods.This separation is critical, given the expected increase in both motorist and freight traffic. CSAH 44 is positioned to become a critical connection in the regional freight system, connecting two truck freight corridors to a planned business park.

Motorist speed and dangerous turning movements will be managed throughout the corridor, reducing the severity of accidents when they happen, and contributing to a safer roadway environment for all users. CSAH 44 through the project is currently 55 MPH. By redesigning the roadway to include two 14' thru-lanes separated by an 18' median, the project will contribute to more predictable traffic patterns. While not included in the project footprint, the roundabouts at either end of the corridor feature narrowed approaches, encouraging motorists to reduce speed where conflicts with bicyclists and pedestrians are greatest. The CSAH 44 Corridor improvements will extend the recent safety improvements at the abutting roundabouts, creating a consistently safe experience for all corridor users.

The project will advance modal priorities identified in the Regional Safety Action Plan's Programmatic Recommendations. The project achieves this by avoiding adverse impacts on the safety or comfort of users outside vehicles, while still preparing for increased corridor throughput. The project improvements can be understood as rebalancing the modal hierarchy in the corridor by enhancing access for non-motorized users, reducing conflict between modes, and preparing for increased vehicle traffic.

Measure B Scoring Guidance

Consider the information and narrative provided by the applicant and rate projects based on the benchmarks provided below. Projects may be rated at any point along the scale based on their performance against the stated criteria.

- High: The highest rated projects in this criterion will serve the needs of pedestrians and bicyclists with the greatest safety and least pedestrian and bicyclist delay, detour, or discomfort. Score projects higher if selected countermeasures are designed to be comfortably used by people of all ages and abilities. The highest scoring projects will provide frequent, safe, at-grade crossing opportunities to prioritize directness and convenience with safety. Score projects higher if design elements are included to help motorists drive slower. The response will include quantitative or qualitative metrics showing a high level of improvement using an established methodology.
- Medium-High
- Medium: Mid-range projects in this measure may make a strong case as to how the project improves the travel experience, safety, and security for people outside of vehicles but without quantitative data or using a less established methodology. These projects may require lengthy detours or elevation changes or have less frequent at-grade crossings that do not align well with destinations. Similarly, mid-range projects may have quantitative or qualitative data and an established methodology but only offer a small improvement to the multimodal experience.
- Medium-Low
- Low: Projects that make minimal improvement to the travel experience, safety and security for people outside of vehicles should receive low points in this measure. These projects may include motor vehicle design elements that raise concerns for pedestrian and bicyclist safety, such as increased vehicle speeds or increased crossing distances that would not be fully mitigated by any safety countermeasures for pedestrians and bicyclists.
- Non-responsive/Not relevant: Projects that do not improve the travel experience and safety for people outside of vehicles should receive zero points for this measure.

Measure C - Safe System Approach

Please describe how the project aligns with the Safe System Approach where the transportation system is designed to minimize the consequences of human errors by implementing multiple layers of protection (400 words or less).*

Consider the following when developing your response. Note that not all considerations need to be addressed, but please respond to those that are applicable.

- Are safety improvements focused on reducing fatal and serious injury crashes?
- Does the project utilize proven safety countermeasures?
- Consider these resources for safety improvements: Regional Safety Action Plan's Programmatic Recommendations or MnDOT's Traffic Engineering Countermeasures

The project is a proactive approach to transportation safety in the project area. With development underway, the project will provide a consistent and safe user experience between upgraded intersections at CSAH 11 and US 212.

Traffic through the CSAH 44 Corridor is expected to dramatically increase from 3,300 AADT today to 12,300 AADT by 2040. The expected traffic increase, combined with inadequate facilities, will increase safety risks for all roadway users. The project prevents the corridor from becoming a high-risk location as demand grows. The prevalence of heavy traffic is also expected to lead to more serious accidents when they occur. The separation of modes is particularly important for managing the risk these freight vehicles pose to other roadway users.

The project will implement a variety of the FHWA's Proven Safety Countermeasures to maintain acceptable safety conditions for all roadway users as nearby development continues, including:

- Curbs (CMF ID 2375) can reduce crashes by 11% by redirecting vehicles when they leave the roadway.
- Upgrading to wide paved shoulders can reduce crashes by 42% (CMF ID 5409)
- Concrete median barriers eliminate dangerous turning movements and reduce the likelihood of cross-median crashes.
- The addition of walkways where they currently do not exist can reduce crashes involving pedestrians on roadways by 65-89%.

The approach can also be understood through the lens of the FHWA Safe Roadway Design Hierarchy. Improvements to the CSAH 44 Corridor were selected, recognizing that people make mistakes and humans are vulnerable. The project targets the severe conflict between fast-moving highway traffic and limited facilities for non-motorized users. This physical separation of modes is consistent with Tier 1 of the Safe System Roadway Design Hierarchy. The median and curb improvements address the second tier of the hierarchy by deflecting vehicles to reduce speed and dissipate kinetic energy when users inevitably make errors.

Measure C Scoring Guidance

The project will be scored based on the scorer's discretion, using the following guidance: Consider the information and narrative provided by the applicant and rate projects based on the benchmarks provided below. Projects may be rated at any point along the scale based on their performance against the stated criteria. Consider the information and narrative provided by the applicant and score projects based on the benchmarks provided below.

- High: The highest scoring projects in this criterion will align with the Safe System Approach and significantly improve safety for all users and cites specific safety best practices or countermeasures that will be included in the project. Scorer is confident the project sponsor will design the project to prioritize safety for people outside of vehicles. The response will include quantitative metrics showing a high level of improvement using a sound methodology.
- Medium-High
- Medium: Mid-range projects in this criterion may align with the Safe System Approach and improve safety for all users but without quantitative data or using a less solid methodology. Similarly, mid-range projects may have quantitative data and a solid methodology but only offer a small improvement to the multimodal experience.
- Medium-Low
- Low: Low scoring projects may not provide quantitative data to assess the claim of adherence to the Safe Systems approach.
- Non-responsive/Not relevant: Projects that do not align with the Safe System Approach or improve the travel experience, safety and security for people outside of vehicles should receive zero points in this criterion.

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3. Freight

Tying regional policy in the 2050 Transportation Policy Plan to the Regional Solicitation, this criterion measures the project's ability to serve a transportation purpose within the regional transportation system and economy based on how it aligns with the Regional Truck Corridor Study.

Measure A – Regional Truck Corridor Study Tiers

This measure relies on the results on the Truck Highway Corridor Study, which prioritized all principal and minor arterials based on truck volume, truck percentage of total traffic, proximity to freight industry clusters, and proximity to regional freight terminals. The truck corridors were grouped into tiers 1, 2, and 3, in order of priority. Use the 2021 Updated Regional Truck Corridors tiers to respond to this measure: 2021 Updated Regional Truck Corridors.

Select the highest one for your project, based on the 2021 updated Regional Truck Corridors*

The project provides a direct and immediate connection (i.e., intersects) with a Tier 1, Tier 2 or Tier 3 corridor

Measure A Scoring Guidance

Applicants will be awarded points as assigned in the above tiers: (for new alignments, use the tier of the existing alignment or parallel alignment that the new connection is replacing):

- 10 points: Projects along Tier 1
- 8 points: Projects along Tier 2
- 6 points: Projects along Tier 3
- 4 points: Projects that provide a direct and immediate connection to a corridor
- 0 points: None of the tiers

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4. Natural Systems Protection and Restoration

This criterion measures the project's ability to protect and preserve the region's natural systems and build more resilient infrastructure.

Measure A - Flood mitigation, stormwater treatment, other environmental benefits

Describe how the project protects and restores natural systems through flood mitigation, stormwater treatment, etc. (600 words or less)*

Consider the following when developing your response. Note that not all considerations need to be addressed, but please respond to those that are applicable.

- Does the project increase or decrease impervious surface area?
- Does the project use alternative construction methods (e.g., recycling pavement materials or using surfaces more friendly to freeze/thaw cycles)?
- Does the project use landscaping or streetscaping appropriate for the area/climate?
- Does the project preserve existing mature trees or plan new trees with associated establishment period?
- Does the project use soil amendments to improve environmental performance (e.g., biochar food-derived compost)?
- Is the project designed to industry standard flood events (e.g., 100-year flood events)?
- Does the project manage stormwater more efficiently or mitigate an existing stormwater runoff concern?
- Does the project add new infrastructure that is more resilient to wetter and warmer conditions?
- Does the project improve habitat connectivity?

The City of Chaska recently approved the Big Woods Business Park Alternative Urban Area-wide Review (AUAR), which provided a head start on the environmental documentation process. This analysis evaluates and provides a vision for the environmental conditions of the 359-acre Big Woods Business Park Site, which is bisected by the CSAH 44 Corridor.

Part of the Big Woods planning effort included identifying areas within the site for stormwater management. While these ponding locations are not included in the scope of this request, the project includes renovating a storm sewer that works in conjunction with the ponding improvements at the west end of the corridor. These improvements support and mitigate the project-associated increases in impervious surface, however minimal[AH2.1], and provide adequate runoff management for large rainfalls. The project's improvements fit into the vision for the Big Woods Business Park that is resilient in the face of extreme weather events.

According to the Metropolitan Council's Localized Flood Map Screening Tool, most of the CSAH 44 Corridor falls outside of flood risk areas, while the area around the CSAH 44 and CSAH 11 intersection features primary, secondary, and tertiary vulnerabilities. Adjacent development will also contribute to reduced permeability in the project area, necessitating improvements to stormwater retention.

Design of the site and stormwater management facilities will be completed to reduce the risk of flooding in the AUAR study area. Bioretention benches, which are paired with ponding areas, filter stormwater during rainfall events, improving water quality and reducing stormwater runoff in the project vicinity. The alternatives developed for the site include over 20 acres of green stormwater retention infrastructure. The project is programmed for construction at the CSAH 11 and CSAH 44 intersection, which includes multiple stormwater retention ponds in the northwest quadrant. This is the area with the highest risk of flooding. The proposed ponds will adequately manage runoff along the project corridor. These improvements align with the MN Climate Office's prediction of a warmer, wetter future for the state.

The project will be designed to industry standards, to accommodate 100-year flood events. The entire project area falls outside 100-yr floodplains, giving the project team confidence that the proposed stormwater ponding features, in conjunction with green infrastructure, will adequately manage runoff increases expected from development near the project area. During construction, erosion and sediment control best management practices will be implemented to prevent impacts on aquatic ecosystems in accordance with City of Chaska and MPCA standards.

Measure A Scoring Guidance

Consider the information and narrative provided by the applicant and rate projects based on the benchmarks provided below. Projects may be rated at any point along the scale based on their performance against the stated criteria.

- High: Projects in this range will significantly improve, protect, and restore natural systems over the existing condition. The response will include quantitative or qualitative metrics showing a high level of improvement using an established methodology.
- Medium-High
- Medium: Projects in this range will somewhat improve, protect, and restore natural systems over the existing condition. The response will include qualitative or quantitative metrics showing a smaller level of improvement using an established methodology.
- Medium-Low
- Low: These projects make a case as to how the project somewhat improves, protects, and restores natural systems without qualitative or quantitative data or using a less solid methodology. Projects in this range have smaller improvements to natural systems.
- Non-responsive/Not relevant: Projects that do not improve, protect or restore natural systems or do not provide adequate information should receive zero points for this measure.

Community Considerations

The Regional Solicitation Community Considerations criterion draws on multiple Metropolitan Council and Transportation Advisory Board (TAB) policies, including:

Imagine 2050 and Transportation Policy Plan (TPP) Goal: Our region is equitable and inclusive. Racial inequities and injustices experienced by historically marginalized communities have been eliminated and all people feel welcome, included, and empowered.

Imagine 2050 Equity Statement: Equity means that historically excluded communities – especially communities of color – have measurably improved outcomes through an intentional and consistent practice of adapting policies, systems, services, and spending so that they contribute to the repair of both historic and ongoing injustice.

Imagine 2050 contains an Equity and Environmental Justice Framework, which is a people-centered approach that should guide regional processes and actions to work toward a more equitable region. A description of the framework is linked here Imagine 2050: Regional Vision, Values, Goals - Revised for Adoption. The three components of the framework include:

- A people-centered, data-driven decision-making approach
- Prioritized engagement with overburdened communities
- Provision of benefits to the communities that go beyond harm mitigation

TPP Policies or Objectives: TPP Policies and Objectives related to achieving the regional equitable and inclusive goal include:

- Conduct engagement activities and implement shared decision making with historically underrepresented communities throughout policy making, planning, and project development to ensure equitable distribution of the benefits and burdens of transportation investments.
- Evaluate processes, policies, programs, and plans to ensure that community benefits and burdens from transportation investments are distributed equitably.
- Implement investments that repair harms and impacts to historically disadvantaged communities from past highway investments.

- Implement strategies against gentrification and displacement caused by transportation investments.

TAB Communities to Consider: Beginning with the Regional Solicitation redesign in 2014, the Transportation Advisory Board has identified “specific communities” that should be prioritized in transportation decision-making processes: people of color, Indigenous people, low-income, disabled, youth and older adult populations. These specific communities should be engaged and empowered in transportation decision-making processes, and projects should be developed to specifically address their transportation needs.

Metropolitan Council staff have provided an interactive map that can be used to understand the composition of the communities of consideration within your project area. This map can serve as a basis for your response to each measure but applicants are encouraged to provide additional detail and understanding of community.

Other Key Concepts

Community Definition: For the Community Considerations scoring criterion, “community” is defined as people and groups of people who are adjacent to and/or impacted by the proposed project. This includes those who live, work, attend school, or access essential destinations (such as healthcare, shopping, or services) within the project area. Prioritized consideration is given to communities of color, Indigenous communities, low-income, disabled, youth, and older adult populations. The term “community” does not include transportation system users who only travel through the area without connecting to destinations within it. Transit users and others outside personal vehicles may be considered part of the community if their trips begin, end, or include stops within the project area.

Scoring: Three qualitative measures are used for the Community Considerations criterion as described below. Applicants will receive a High, Medium/High, Medium, Medium/Low, or Low rating for each of the three measures: (1) Community Data and Context, (2) Community Needs and Future Engagement, and (3) Community Benefits.

Funding Priority: Projects receiving a high score on each of the three measures, if any, will be considered for funding priority. Up to one (1) project from each solicitation round that was not otherwise selected for funding will be recommended for full funding in either the Roadway, Bike/Ped, Transit, or Environment categories.

Applicant Training Opportunities: The Met Council will provide optional yearly trainings for local agency staff to build their understanding of the Community Considerations criterion and measures. This training will also be centered around best practices set forth by the Council’s Equity Evaluation of Regional Transportation Investment Processes study.

Community Considerations Scoring: Scorers for the Community Considerations criterion will be selected based upon their experience and knowledge in community work, will have completed the Community Considerations training, and will meet multiple times as a group of scorers to discuss and agree upon scoring expectations. Projects recognized as a funding priority will be reviewed and agreed upon by all Community Considerations scorers. 2-3 Community Considerations scorers will be assigned to each project application.

This criterion measures the project’s ability to ensure the needs of specific populations are considered and prioritized in transportation decisions.

A. Community Data and Context

Describe the project area’s community data and context* including locations of specific communities and important regional and local destinations those community members access regularly. Relate the community data to the project purpose. Supplement widely available demographic data with community-specific information via additional maps or descriptions. Include any transportation history impacting the communities and intentional or unintentional past and ongoing harms caused by the transportation system (600 words or less).*

*Examples of detailed community data: demographics (race, ethnicity, age, low income, disabled), affordable housing locations, essential services, employers/job centers, schools, cultural resources, places of worship and social destinations.

Chaska’s southwestern growth area along CSAH 44 (Big Woods Blvd) is where remnants of a historic oak savanna meet rapidly expanding neighborhoods and job centers. The corridor’s name reflects the “Big Woods” forest that once covered much of central Minnesota and still survives here in preserved stands of mature trees. As plans advance for a 359 acre business park and 550 new homes, the City is also working to secure 13 acres of Big Woods forest adjacent to a future park and school. This balance of growth and conservation reflects Chaska’s long standing commitment to land stewardship and keeping natural features central to community identity.

The community around the corridor is youthful and family-focused. About 7,500 residents live within the nearby 5-square-mile area. Over one-third are under 18, and half of households have children. Most homes, over 75 percent, have been built since 2000, as families move to Chaska for its natural beauty and economic prospects.

The population is becoming more diverse, with roughly 17 percent of residents of color and about 10 percent living with a disability. Approximately 22 percent of households have moderate or lower incomes, and nearly 30 percent own only one or no vehicle. These factors highlight the need for safe walking and biking options in addition to driving. People living, working, or studying along this corridor depend on CSAH 44 daily to access jobs, education, parks, and services.

Parks and trails play an important cultural role in community life. Residents gather for traditions such as River City Days in City Square Park, and for walking, biking, and family outings along the corridor. The planned Southwest Chaska Community Park, adjacent to the Big Woods Natural Area, is envisioned as a similar gathering place, supporting everyday recreation, nature walks, youth activities, and community events rooted in the Big Woods landscape. These places help define the area's identity and reinforce the connection between transportation, public space, and community life.

Historic transportation decisions have also shaped the corridor. When US Highway 212 was constructed as a freeway in 2008, it bypassed local access, creating barriers that forced residents and businesses to travel out of direction. A partial interchange added in 2019 restored some connectivity and included a trail bridge reconnecting bicycle and pedestrian routes, but key gaps remain. Westbound highway access is still missing, pushing traffic onto other routes and limiting full connectivity. At the same time, the two-lane segment of CSAH 44 east of the interchange lacks continuous turn lanes and trail facilities, creating safety and congestion challenges as development accelerates. This project directly addresses those context-driven needs by completing the interchange and modernizing CSAH 44 to safely serve a growing community while respecting its natural and cultural heritage.

Applicants will receive a High, Medium/High, Medium, Medium/Low, or Low rating for each of the three measures. The expectations should be considered as cumulative, i.e., Medium builds on Low; High builds on Medium. Scoring via this rubric will be based exclusively on the application materials provided.

High: The project application:
- has granular, neighborhood-scale data and context on specific communities
- identifies cultural assets & significant sites validated by the communities (e.g., this community of low-income residents expressed a need to be able to walk to a health care destination)
- Describes any past and present transportation harms to community
- Has data on cultural history of communities

Medium: The project application:
- Has local maps and/or description beyond census data
- Has granular data or maps (e.g., knowledge of a concentration of a large youth population in this neighborhood or location)
- Identifies affordable housing locations and areas of low-income
- Links data to project purpose
- Identifies past system burdens.

Low: The project application:
- Include general census data on "specific communities," (e.g. "community has x% low-income population, versus the regional average of y%")
- Has a basic list of important destinations without demonstrating local knowledge
- Has a project area community description but lacks community insight or context

B. Community Needs and Future Engagement

Describe how the project was identified, and how it addresses a community need. Community needs may be identified through long-range or strategic planning, community surveys, formal or informal meetings and conversations with community members or neighborhood groups, outreach, and other means. Describe any discussion with specific communities, and how it contributed to identifying the project need. Describe how community engagement will occur throughout the project. Reference the engagement spectrum on page 55 of the Imagine 2050 Regional Vision, Values, and Goals chapter of the Regional Development Guide. Describe and link (if possible) documented organizational structures that support future engagement on the project; these structures could include policies, procedures, financial or staff resources, or other documents (600 words or less).*

This project directly responds to transportation needs identified through coordinated, publicly adopted planning efforts. Carver County's 2040 Roadway System Plan and the City of Chaska's 2040 Comprehensive Plan both identify CSAH 44 as a critical corridor requiring safety, capacity, and access improvements to support economic development and local mobility. The Southwest Chaska Growth & Development Plan similarly anticipated that CSAH 44 Corridor upgrades and a full interchange at US 212 would be necessary to accommodate planned residential and employment growth. These plans were developed through public

meetings, open houses, and formal hearings, establishing community awareness and support for future improvements.

More recently, the Big Woods Business Park Alternative Urban Area-wide Review (AUAR), completed in 2025 with public and agency input, evaluated transportation impacts associated with large scale industrial and commercial development and identified completion of the CSAH 44 Corridor Improvements as required mitigation. Carver County's Roadway Safety Plan further reinforces the need for improvements by identifying high speed, two-lane county highways, such as CSAH 44, as locations with systemic safety risks.

The City of Chaska will continue inclusive engagement as the project advances through final design and construction. In coordination with Carver County, the City will inform and consult affected stakeholders in a manner consistent with the "Inform" and "Consult" levels of the Metropolitan Council's Imagine 2050 engagement spectrum. Engagement activities will include public information meetings, timely project updates via the City website and newsletters, and direct communication with adjacent property owners, employers, and frequent corridor users. Attention will be given to businesses in the developing Big Woods Business Park and residents of nearby neighborhoods who rely on CSAH 44 for daily access.

Community input will be sought on construction phasing, access management, and corridor features, including trail alignment and wayfinding. The City's established communication practices, like advance notifications, clear detour information, and responsiveness to public feedback, will ensure transparency and help minimize disruptions while incorporating community perspectives into project delivery.

Applicants will receive a High, Medium/High, Medium, Medium/Low, or Low rating for each of the three measures. The expectations should be considered as cumulative, i.e., Medium builds on Low; High builds on Medium. Scoring via this rubric will be based exclusively on the application materials provided.

High: The project application:

- References documented organizational structures that support future engagement on the project, e.g. Policy, procedure, and/or budget to compensate engagement participants; Formal, approved engagement plan; Anti-displacement policy, strategy, or funding; Reparative project goals shaped by community; Commitment to financial opportunity for local businesses and contractors; Advisory committee charter; Dedicated project engagement staff; Other governing board or council action demonstrating a commitment to community considerations.

Medium: The project application:

- Describes how the project need was identified through planning and information-gathering work with communities
- Describes how input from engagement with "specific communities" helped identify the project need and purpose
- References Imagine 2050 Engagement Spectrum (engagement and power sharing levels) and identifies future community engagement activities
- Describes how specific communities will be included and prioritized in future engagement efforts

Low: The project application:

- Does not link past planning and information-gathering work with communities to identify project need
- References planning work that is too broad to practically influence project need
- Does not include description of input and interactions with "specific communities" that helped identify the project need
- Does not include description or commitment to future engagement efforts with communities

C. Community Benefits

Provide a description of the anticipated project benefits and how these benefits address the needs of the identified communities. Describe any past or ongoing burdens the project will mitigate and how any potential new impacts or burdens will be addressed (600 words or less).*

Modernizing the CSAH 44 Corridor will directly address documented safety, access, and mobility needs in southwest Chaska and surrounding communities. The project will reduce crash risk by improving roadway geometry, adding curbs and medians, expanding multimodal facilities, thereby minimizing conflict points and improving predictability for all users. Safer conditions will benefit commuters accessing new employment areas, freight operators serving regional businesses, and pedestrians and bicyclists traveling to schools, parks, and nearby destinations.

Upgrading CSAH 44 will enable the corridor to accommodate projected growth while preserving efficient operations. An improved CSAH 44 Corridor will provide a more efficient connection to US 212, more evenly distributing traffic across the CSAH 10, CSAH 11, and CSAH 44 interchanges, reducing congestion and out-of-

direction travel on neighboring routes, and maintaining performance on US 212. Improved access will support reliable movement for employees, residents, emergency responders, and freight.

The project will close the remaining gap in the Big Woods Boulevard pedestrian and bicycle network by connecting the existing multi-use trail over US 212 to a funded trail expansion on CSAH 11, a Tier II RBTN Alignment at the west end of the corridor. This continuous route will connect a future employment center to parks, schools, and downtown Chaska, expanding affordable transportation options for households with limited access to vehicles. The project will not displace residents or businesses and will not require new right-of-way.

Short-term construction impacts, including temporary access changes, noise, and construction traffic, will be mitigated by a comprehensive traffic management and communications plan. The City and County will maintain safe temporary accommodations or signed alternatives for pedestrians and bicyclists, provide advance notice and clear signage for motorists and freight, and coordinate with emergency services to preserve access. These measures will deliver long-term safety and mobility benefits while avoiding new or disproportionate burdens on corridor communities.

Applicants will receive a High, Medium/High, Medium, Medium/Low, or Low rating for each of the three measures. The expectations should be considered as cumulative, i.e., Medium builds on Low; High builds on Medium. Scoring via this rubric will be based exclusively on the application materials provided.

High: The project application:
- Describes how project repairs past burdens and barriers
- Describes how project improves safe access to priority destinations
- Describes how project adds context-sensitive features beyond transportation needs (e.g. art, greenspace, other community-influenced elements).

Medium: The project application:
- Describes benefits for specific communities
- Ties benefits directly to community-identified needs
- Describe how benefits were identified through engagement
- Includes early mitigation plans for project burdens.

Low: The project application:
- Does not describe project benefits for specific communities
- Describe benefits in general terms for all users
- Does not acknowledge potential project burdens, despite high potential for them to arise.

▼ **Funds & Payments** - Internal

Current Amount Recommended:

▼ Funding Sources

Funding Sources

No Funding Sources available

▼ Payments and Refunds

Payments and Refunds

Add Payment

No transactions available

▼ **Grant Requirements** - Internal

Progress Reports

Progress Reports

No Progress Reports available

▼ **ArcGIS** - Internal

gis_taz_population:

gis_taz_jobs:

gis_regional_destinations:

gis_project_location_description:

▼ **Review & Feedback** - Internal

Program: Regional Solicitation

Sub Program: Regional Solicitation - Roadways Including Multimodal Elements

Assigned Council Program Contact:

Finance Unit Reviewer:

External Reviewers

Reviewers

▼ Internal Reviewers

Comments Returned to Applicant:

Program Feedback:

▼ Evaluative Criteria

Measure A – Multimodal/Complete Streets Connections:

Measure A – Connection to existing safety planning efforts:

Measure B – Safety improvements for people outside of vehicles:

Measure C – Safe system approach:

Measure A – Regional Truck Corridor Study Tiers:

Measure A – Flood mitigation, stormwater treatment, other environmental benefits:

Evaluative Criteria Total: 0
Save to update the total.

Dates & Financials - Internal Only

Start Date:

End Date:

Amount Requested:	$1,548,320.00
Total Project Budget:	

▼ **Communications & Relationships** - Internal

Relationships

Interactions

► Signals (0 Signals)

► Internal Notifications (0 internal notifications)

OUTLOOK EMAIL COMPONENT

SYSTEM GENERATED EMAIL ALERTS

▼ **Notes & History** - Internal

Status	Initial Review

NOTES

Draft → Initial Review
Created by Ashley Cauley at 6:01 AM on June 25, 2026

HISTORY

Show History

Updated By:	Ashley Cauley
Created By:	Everett Dupler
Updated At:	6/25/2026
Created At:	6/18/2026