

A. Applicant Information

1. Name (First & Last): [Charles Howley](#)
2. Phone Number: [\(952\) 227-1169](#)
3. E-mail: chowley@ci.chanhassen.mn.us
4. Agency Type: [State Aid City](#)
5. Agency Name: [City of Chanhassen](#)
6. Street Address: [7700 Market Boulevard, P.O. Box 147](#)
7. City: [Chanhassen](#)
8. State: [MN](#)
9. Zip Code: [55317](#)
10. Sponsoring County and County Engineer name (**required if applicant is small city or township**) [N/A](#)

B. Project Location

1. MnDOT District: [Metro](#)
2. County: [Carver](#)
3. City: [Chanhassen](#)
4. Township:
5. Name of Road: [Galpin Boulevard \(CR 117\)](#)
6. Type of Road: [County Road](#)
7. Road Authority Type (*which agency owns and has jurisdiction of the road*): [County](#)
8. Project Termini: From [Trunk Highway \(TH\) 5](#)
9. To: [Chanhassen City Limits](#)

C. Project Description

1. Type of Project. [Reconstruction](#)
2. Select the LRIP Account requested for funding. [Routes of Regional Significance](#)
3. Provide a summary of the proposed project and the transportation deficiencies that will be eliminated, including a description of operational and general safety benefits of the project. Projects seeking funding from the Rural Road Safety Account will need to provide a more detailed description of safety issues and benefits under Section D3.

The project includes the reconstruction of 2 miles of Galpin Boulevard (CR 117) between TH 5 and the north Chanhassen city limits to address operational and safety concerns, support residential development along the corridor, and provide for the multimodal needs of the area. A majority of the existing roadway has a rural section with very minimal shoulders and it is proposed to be reconstructed to an urban section with concrete curb and gutter, storm sewer, sidewalks and trails. Four stormwater treatment facilities are proposed along the corridor to retain and treat runoff.

Proposed operational and safety improvements include the construction of a roundabout at West 78th Street and mini-roundabouts at Brinker Street and Lake Lucy Road to replace existing stop controlled intersections. Left and/or right turn lanes are also proposed at six other intersections along the corridor to provide dedicated lanes for turning vehicles.

10-foot wide trails are proposed along both sides of Galpin Boulevard for a majority of the corridor to provide for bicycle and pedestrian needs as there are currently no dedicated on-road or off-road facilities for these modes. Public engagement activities to date have identified a significant need for bicycle and pedestrian facilities along Galpin Boulevard. The proposed trails will provide a connection to the future Lake Ann Park trail loop east of Galpin Boulevard and to a future City of Shorewood trail north of the project limits.

Residential development including approximately 170 new home sites is currently occurring in the central portion of the project area east of Galpin Boulevard. Galpin Boulevard provides the only access for this development and the proposed roadway improvements will serve the multimodal needs of the development and provide for the increased traffic volumes.

D. LRIP Account Considerations and Eligibility

D2. Routes of Regional Significance Account Considerations and Eligibility

1. For Routes of Regional Significance projects, which of the following criteria does your project meet (select all that apply)?

- | | |
|--|---|
| Farm to Market route | <input checked="" type="checkbox"/> Part of a 10-ton route network |
| Part of an economic development plan | <input type="checkbox"/> Connect to regional tourist destination |
| <input checked="" type="checkbox"/> Provides capacity or congestion relief to a parallel trunk highway system or county road | <input checked="" type="checkbox"/> Is a connection to the regional system, trunk highway, or a county road |

2. Describe the number of persons and potential multiple local agencies that will be positively impacted by the project and how they will benefit.

The City of Chanhassen and Carver County are currently discussing the potential of a jurisdictional turnback of Galpin Boulevard from the County to the City as it functions more as a local collector than a County roadway. Improvements to Galpin Boulevard are needed to bring it to City standards as a part of the turnback process. The benefitting property owners along the corridor include a convenience store, a drug store, daycare center and preschool, and nearly 1,000 residential homes, most of which rely on Galpin Boulevard as their only or primary access. Users of the corridor that will benefit include motor vehicles (8,700 AADT on the south end near TH 5) and many bikers, joggers and walkers. TH 41 parallels Galpin Boulevard approximately 0.5 miles to the west, and improvements to Galpin Boulevard will also benefit the users of TH 41 (14,000 AADT) as an improved Galpin Boulevard will provide additional north/south capacity in the area.

3. Describe the project contribution to the local, regional or state economy, and economic development or redevelopment efforts.

E. Project Readiness and Ability to Maintain

1. Estimated Construction Year: 2023
2. Are there railroad impacts (RR xing or RR tracks within 600' of the project)? No
3. What is the status of the engineering and design work on the project? Preliminary design work has been completed and public engagement has been initiated to help determine the scope of the proposed improvements. Final design work is scheduled to begin in 2021.
4. Has this project been selected for federal funding, and if so what year in the STIP? No
5. Is right of way acquisition required? If so, describe the status of these efforts. Some right of way acquisition is required for the improvements. The most significant portion of additional right of way is along recent new residential development, and that area has already been dedicated by the developer via the platting process. It is anticipated that right of way strip takings will be required

from an additional four properties and drainage and utility easements will be required from two properties for the stormwater treatment facilities. The project schedule provides adequate time for the right of way and easement acquisition process to allow construction to proceed in 2023.

6. Describe the local agency's ability to adequately provide for the safe operation and maintenance of the facility upon completion. The City of Chanhassen is prepared for and has adequate staff and equipment available to provide for the long term operation and maintenance of Galpin Boulevard.

F. Multimodal/Complete Streets

Identify infrastructure improvements for non-motorized and/or transit users on this project.

The project area is currently lacking dedicated bicycle and pedestrian facilities resulting in the use of narrow to non-existent roadway shoulders for these modes. In addition, there are few crosswalks along the corridor and sight distances are limited at many of the crosswalk locations due to the topography of the project area. The proposed improvements include the installation of over 3 miles of 10-foot wide trail along Galpin Boulevard to serve bicycles and pedestrians. The new trails will connect to a future regional trail loop in Lake Ann Park to the east and to a future City of Shorewood Trail along Galpin Boulevard north of this project.

G. Estimated Project Cost

Source of Funding

1. LRIP Request: \$1,250,000
2. Federal Funds: \$0
3. State Aid Funds: City of Chanhassen - \$3,000,000 (before offset of LRIP funds received)
4. Local/Other Funds: Carver County Local Option Sales Tax \$6,800,000, City Utility Enterprise \$950,000
5. MnDOT Trunk Highway Funds: \$0
6. Total Project Cost: \$10,750,000

H. Attachments

- X At least one project location map with routes and project termini labeled
- X Engineer's Estimate with an itemized breakdown
- X Project schedule
- X Local agency resolution
- X Other letters of concurrence or support