Application

04776 - 2016 Bridges

05407 - CSAH 5 Bridge over Brown's Creek and Brown's Creek State Trail

Regional Solicitation - Roadways Including Multimodal Elements

Status:	Submitted
Submitted Date:	07/15/2016 2:09 PM

Primary Contact

Name:*		Sara	Ashley	Allen
	Salutation	First Name	Middle Name	Last Name
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*	Stillwater	Minnesota	55082	
	City	State/Province	Postal Code/Zip	
Phone:*	320-237-1344			
	Phone		Ext.	
Fax:				
What Grant Programs are you most interested in?	Regional Solicitation - Roadways Including Multimodal Elements			

Organization Information

Name:	WASHINGTON CTY

Jurisdictional Agency (if different):

Organization Type:

Organization Website:

Address: PUBLIC WORKS

11660 MYERON RD

*	STILLWATER	Minnesota	55082
	City	State/Province	Postal Code/Zip

County: Washington

Phone:* 651-430-4325 Ext.

Fax:

PeopleSoft Vendor Number 0000028637A10

Project Information

Project Name CSAH 5 Bridge over Brown's Creek and Brown's Creek State Trail

Primary County where the Project is Located Washington

Jurisdictional Agency (If Different than the Applicant):

Brief Project Description (Limit 2,800 characters; approximately 400 words)

Include location, road name/functional class, type of improvement, etc.

The project will rehabilitate and modernize the CSAH 5/Stonebridge Trail bridge (82501) over Brown's Creek and Brown's Creek State Trail in Stillwater. CSAH 5 is an A-Minor Arterial Expander, and the rehabilitation is needed to improve the condition of the bridge. The bridge is classified as functionally obsolete with a sufficiency rating of 78; however portions of spalling concrete have begun falling from the bridge since the last sufficiency rating.

The project will replace the bridge deck, upgrade the bridge railings, repaint the existing steel beams and bearings, and maintain one lane of traffic in each direction. The rehabilitation will also include constructing a 12-foot wide extension on the east side of the bridge to replace the existing five-foot walkway with a shared-use trail separated from motor vehicle traffic by a 32 inch-high by 18-inch-wide railing.

The project includes building connections between the bridge trail, the existing CSAH 5 multi-modal trail south of the bridge, and the existing sidewalk north of the bridge (both of which are on the east side of CSAH 5). This project preserves existing infrastructure and modernizes it by meeting current traffic standards and establishing multi-modal connectivity across an existing critical gap in the area's walking and biking network. CSAH 5 and the Gateway State Trail, including the Brown's Creek section, are some of the most popular bicycle routes in the county and the state. The project adds value to the existing CSAH 5 facilities and to the a planned connection between the CSAH 5 trail and the Brown's Creek State Trail.

TIP Description Guidance (will be used in TIP if the project is selected for funding)	CSAH 5/Stonebridge Trail bridge (82501) at Brown's Creek and Brown's Creek State Trail: rehabilitate and widen to include multi-use trail
Project Length (Miles)	0.1

Project Funding

Are you applying for funds from another source(s) to implement this project?	No
If yes, please identify the source(s)	
Federal Amount	$940,240.00
Match Amount	$235,060.00
Minimum of 20% of project total	
Project Total	$1,175,300.00
Match Percentage	20.0%
Minimum of 20% *Compute the match percentage by dividing the match amount by the project total*	
Source of Match Funds	Local sources

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:	2020

For TDM projects, select 2018 or 2019. For Roadway, Transit, or Trail/Pedestrian projects, select 2020 or 2021.

Additional Program Years:

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

Project Information-Roadways

County, City, or Lead Agency	Washington County
Functional Class of Road	A-Minor Expander
Road System	CSAH
TH, CSAH, MSAS, CO. RD., TWP. RD., CITY STREET	
Road/Route No.	5
i.e., 53 for CSAH 53	
Name of Road	Stonebridge Trail North
Example; 1st ST., MAIN AVE	
Zip Code where Majority of Work is Being Performed	55082
(Approximate) Begin Construction Date	03/01/2020

(Approximate) End Construction Date	10/30/2020

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

From: **(Intersection or Address)**	End of existing shared-use trail on east side and south of existing CSAH 5 bridge
To: **(Intersection or Address)**	End of existing sidewalk on east side and north of existing CSAH 5 bridge

DO NOT INCLUDE LEGAL DESCRIPTION

Or At

Primary Types of Work	Bridge, guardrail, bike path

Examples: GRADE, AGG BASE, BIT BASE, BIT SURF, SIDEWALK, CURB AND GUTTER,STORM SEWER, SIGNALS, LIGHTING, GUARDRAIL, BIKE PATH, PED RAMPS, BRIDGE, PARK AND RIDE, ETC.

BRIDGE/CULVERT PROJECTS (IF APPLICABLE)

Old Bridge/Culvert No.:

New Bridge/Culvert No.:

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

Specific Roadway Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Mobilization (approx. 5% of total cost)	$54,300.00
Removals (approx. 5% of total cost)	$160,000.00
Roadway (grading, borrow, etc.)	$25,000.00
Roadway (aggregates and paving)	$0.00
Subgrade Correction (muck)	$0.00
Storm Sewer	$0.00
Ponds	$0.00
Concrete Items (curb & gutter, sidewalks, median barriers)	$0.00
Traffic Control	$0.00
Striping	$0.00
Signing	$0.00
Lighting	$0.00
Turf - Erosion & Landscaping	$0.00
Bridge	$926,000.00
Retaining Walls	$0.00
Noise Wall (do not include 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	**$1,165,300.00**

Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Path/Trail Construction	$10,000.00
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)	$0.00
Pedestrian-scale Lighting	$0.00
Streetscaping	$0.00
Wayfinding	$0.00
Bicycle and Pedestrian Contingencies	$0.00
Other Bicycle and Pedestrian Elements	$0.00
Totals	**$10,000.00**

Specific Transit and TDM Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Fixed Guideway Elements	$0.00
Stations, Stops, and Terminals	$0.00
Support Facilities	$0.00
Transit Systems (e.g. communications, signals, controls, fare collection, etc.)	$0.00
Vehicles	$0.00
Contingencies	$0.00
Right-of-Way	$0.00

Other Transit and TDM Elements	$0.00
Totals	**$0.00**

Transit Operating Costs

Number of Platform hours	0
Cost Per Platform hour (full loaded Cost)	$0.00
Substotal	$0.00
Other Costs - Administration, Overhead,etc.	$0.00

Totals

Total Cost	$1,175,300.00
Construction Cost Total	$1,175,300.00
Transit Operating Cost Total	$0.00

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, the 2040 Regional Parks Policy Plan (2015), and the 2040 Water Resources Policy Plan (2015).

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

2.The project must be consistent with the 2040 Transportation Policy Plan. Reference the 2040 Transportation Plan objectives and strategies that relate to the project.

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

Goal: Transportation System Stewardship; Objective A. Efficiently preserve and maintain...; Strategy A2 - identify cost-effective opportunities to incorporate improvements for safety, ... bicycle, and pedestrian facilities; pg 2.6

Goal: Safety and Security; Objective A. Reduce crashes and improve safety and security for all modes...; Strategies B1 ... incorporate safety and security... throughout processes, B6 ... provide and improve facilities for safe walking and bicycling?; pg. 2.7

Goal: Access to Destinations; Objectives A. Increase the availability for multimodal travel options..., D. Increase ... the share of trips taken using transit, bicycling, and walking, E. Improve multimodal travel options for people of all ages and abilities...; Strategies C1 ... systems that are multimodal and provide connections between modes, C2 ... provide a system of interconnected arterial roads, streets, bicycle facilities, and pedestrian facilities..., C16 ... provide for [improved] bicycle and pedestrian ... continuity between jurisdictions, pg. 2.8-2.10

Goal: Competitive Economy; B. Invest in a multimodal transportation system...; Strategies D3 ... regional transit and bicycle systems that improve connections to jobs and opportunity, ..., pg. 2.11

Goal: Healthy Environment; Objectives C. Increase the availability and attractiveness of transit, bicycling, and walking..., D. Provide a transportation system that promotes community cohesion and connectivity...; Strategies E3 ... implement a transportation system that considers

the needs of all potential users..., E4 ... protect, enhance and mitigate impacts on natural resources?, E5 ... protect, enhance and mitigate impacts on the cultural and built environments...; pg. 2.12-13

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.

Washington County Capital Improvement Program 2016-2020, p. 49

List the applicable documents and pages:

2012 Minnesota Department of Natural Resources Brown?s Creek State Trail Master Plan, p.15-16

4.The project must exclude costs for studies, preliminary engineering, design, or construction engineering. Right-of-way costs are only eligible as part of bicycle/pedestrian projects, transit stations/stops, transit terminals, park-and-ride facilities, or pool-and-ride lots. Noise barriers, drainage projects, fences, landscaping, etc., are not eligible for funding as a standalone project, but can be included as part of the larger submitted project, which is otherwise eligible.

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

5.Applicants that are not cities or counties in the seven-county metro area with populations over 5,000 must contact the MnDOT Metro State Aid Office prior to submitting their application to determine if a public agency sponsor is required.

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

6.Applicants must not submit an application for the same project elements in more than one funding application 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.
Roadway Expansion: *$1,000,000 to $7,000,000*
Roadway Reconstruction/ Modernization: *$1,000,000 to $7,000,000*
Roadway System Management *$250,000 to $7,000,000*
Bridges Rehabilitation/ Replacement: *$1,000,000 to $7,000,000*

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

8.The project must comply with the Americans with Disabilities Act.

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

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

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

10.The owner/operator of the facility must operate and maintain the project for the useful life of the improvement.

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

11.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

12.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

13.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

Roadways Including Multimodal Elements

1.All roadway and bridge projects must be identified as a Principal Arterial (Non-Freeway facilities only) or A-Minor Arterial as shown on the latest TAB approved roadway functional classification map.

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

Roadway Expansion and Reconstruction/Modernization projects only:

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

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

Bridge Rehabilitation/Replacement projects only:

3.Projects requiring a grade-separated crossing of a Principal Arterial freeway must be limited to the federal share of those project costs identified as local (non-MnDOT) cost responsibility using MnDOTs Cost Participation for Cooperative Construction Projects and Maintenance Responsibilities manual. In the case of a federally funded trunk highway project, the policy guidelines should be read as if the funded trunk highway route is under local jurisdiction.

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

4.The bridge must carry vehicular traffic. Bridges can carry traffic from multiple modes. However, bridges that are exclusively for bicycle or pedestrian traffic must apply under one of the Bicycle and Pedestrian Facilities application categories. Rail-only bridges are ineligible for funding.

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

5.The length of the bridge must equal or exceed 20 feet.

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

6. The bridge must have a sufficiency rating less than 80 for rehabilitation projects and less than 50 for replacement projects. Additionally, the bridge must also be classified as structurally deficient or functionally obsolete.

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

Requirements - Roadways Including Multimodal Elements

Measure A: Functional Classification

Area	0.264
Project Length	0.1
Average Distance	2.64
Upload Map	1468592536515_Roadway Area Definition Map3.pdf

Measure B: Project Location Relative to Jobs, Manufacturing, and Education

Existing Employment within 1 Mile:	1012
Existing Manufacturing/Distribution-Related Employment within 1 Mile:	60
Existing Students:	0
Upload Map	1468592600062_Regional Economy Map3.pdf

Measure C: Current Daily Heavy Commercial Traffic

Location	On CSAH 5, approximately 500 feet south of CSAH 5 Bridge over Brown's Creek State Trail
Current Daily Heavy Commercial Traffic Volume	218.0
Date Heavy Commercial Count Taken:	07/12/2016

Measure D: Freight Elements

Response (Limit 1,400 characters; approximately 200 words)

The project includes widening the existing shoulder by 1 foot and updating all of the bridge crash rail systems to current design standards.

Additionally, the bridge deck depth will be increased from 6.75-inch to 9-inch, increasing its weight capacity and extending its lifespan.

Measure A: Current Daily Person Throughput

Location	CSAH 5, approx 400 feet south of Johnson Ct
Current AADT Volume	5700.0
Existing Transit Routes on the Project:	N/A
Upload Transit Map	1468593001109_Transit Connections Map3.pdf

Response: Current Daily Person Throughput

Average Annual Daily Transit Ridership	0
Current Daily Person Throughput	7410.0

Measure B: 2040 Forecast ADT

Use Metropolitan Council model to determine forecast (2040) ADT volume	Yes
METC Staff - Forecast (2040) ADT volume	0
OR	
Approved county or city travel demand model to determine forecast (2040) ADT volume	
Forecast (2040) ADT volume	0

Measure A: Project Location and Impact to Disadvantaged Populations

Select one:

Project located in Area of Concentrated Poverty with 50% or more of residents are people of color (ACP50):	
Project located in Area of Concentrated Poverty:	
Projects census tracts are above the regional average for population in poverty or population of color:	Yes
Project located in a census tract that is below the regional average for population in poverty or populations of color or includes children, people with disabilities, or the elderly:	

The project will preserve existing bridge infrastructure and modernize it to close gaps in and strengthen multimodal transportation options in the corridor, an area with a population higher than the regional average for people of color or with low incomes. Reliable infrastructure and stronger multimodal travel options benefit people of all ages, incomes, and abilities.

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

The project will strengthen the connection between Stillwater's affordable housing, multimodal travel options, and recreation. Subsidized and Section 8 affordable housing is located about 2.5 miles south of the project. There are also several other large, multi-family apartment buildings, single family homes, and Stonebridge Elementary School located approximately 1 mile south of the project. The project provides a reliable bridge, and barrier-separated bicycle and pedestrian connection between these places and neighborhoods, bike facilities, and recreational opportunities located north of the project area. CSAH 5 is one of the county's most popular bicycle routes, providing access to the shoulder bike facilities north of the bridge on Dellwood Road/Minnesota 96 and Novell Avenue N/County 55 and beyond. Otto Berg Memorial Park, located just north of the project area, includes playground equipment, ball fields, and other amenities benefitting families with children.

No negative impacts from the proposed project are anticipated.

The response should address the benefits, impacts, and mitigation for the populations affected by the project.

Upload Map

1468593219390_Socioeconomic Conditions Map3.pdf

Measure B: Affordable Housing

City/Township	Segment Length in Miles (Population)
City of Stilwater	0.1
	0

Total Project Length

Total Project Length (Total Population) 0.1

Affordable Housing Scoring - To Be Completed By Metropolitan Council Staff

City/Township	Segment Length (Miles)	Total Length (Miles)	Score	Segment Length/Total Length	Housing Score Multiplied by Segment percent
		0	**0**	**0**	**0**

Affordable Housing Scoring - To Be Completed By Metropolitan Council Staff

Total Project Length (Miles) 0.1

Total Housing Score 0

Measure A: Bridge Condition

Bridge Sufficiency Rating 77.5

Measure B: Project Improvements

Load Posted (Check box if the bridge is load-posted):

Measure A: Multimodal Elements and Existing Connections

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

The project area currently includes gaps in the pedestrian and bicycle network and sub-standard facilities. Existing facilities are located on the east side of CSAH 5/Stonebridge Trail, and include a five-foot, raised sidewalk on the bridge, a multi-use trail south of the bridge, a sidewalk and shoulder bike facilities north of the bridge, and no connections between. There is no transit service in the project area.

The project will establish continuous bicycle and pedestrian facilities on the east side of CSAH 5/Stonebridge Trail through the project area. This will include a barrier-separated 12-foot wide shared-use trail on the bridge, and connections to the existing multi-use trail, sidewalk, and shoulder bike facilities leading to the bridge.

The improvements will provide a more comfortable, safe, and reliable travel experience for all modes. Bicycles, pedestrians, and general traffic will be separated throughout the project area, no longer mixing on and leading up to the bridge. This approach increases comfort and reduces crash risk for motorists, including trucks, bicyclists, and pedestrians, on one of Washington County's most popular bicycle routes. These improvements will also contribute to the value of the planned shared-use trail connection to Brown's Creek State Trail, a section of the Gateway State Trail and one of the most popular bicycle routes in the state, which currently passes under the CSAH 5/Stonebridge Trail bridge.

Transit Projects Not Requiring Construction

If the applicant is completing a transit or TDM 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

1)Project Scope (5 Percent of Points)

Meetings or contacts with stakeholders have occurred Yes

100%

Stakeholders have been identified

40%

Stakeholders have not been identified or contacted

0%

2)Layout or Preliminary Plan (5 Percent of Points)

Layout or Preliminary Plan completed

100%

Layout or Preliminary Plan started Yes

50%

Layout or Preliminary Plan has not been started

0%

Anticipated date or date of completion 03/01/2018

3)Environmental Documentation (5 Percent of Points)

EIS

EA

PM Yes

Document Status:

Document approved (include copy of signed cover sheet)

100%

Document submitted to State Aid for review

75% date submitted

Document in progress; environmental impacts identified; review request letters sent

50%

Document not started Yes

0%

Anticipated date or date of completion/approval 03/31/2019

4)Review of Section 106 Historic Resources (10 Percent of Points)

No known historic properties eligible for or listed in the National Register of Historic Places are located in the project area, and project is not located on an identified historic bridge

100%

Historic/archeological review under way; determination of no historic properties affected or no adverse effect anticipated — Yes

80%

Historic/archaeological review under way; determination of adverse effect anticipated

40%

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

0%

Anticipated date or date of completion of historic/archeological review: — 03/31/2019

Project is located on an identified historic bridge

5)Review of Section 4f/6f Resources (10 Percent of Points)

4(f) Does the project impacts any public parks, public wildlife refuges, public golf courses, wild & scenic rivers or public private historic properties?
6(f) Does the project impact any public parks, public wildlife refuges, public golf courses, wild & scenic rivers or historic property that was purchased or improved with federal funds?

No Section 4f/6f resources located in the project area

100%

No impact to 4f property. The project is an independent bikeway/walkway project covered by the bikeway/walkway Negative Declaration statement; letter of support received

100%

Section 4f resources present within the project area, but no known adverse effects — Yes

80%

Project impacts to Section 4f/6f resources likely coordination/documentation has begun

50%

Project impacts to Section 4f/6f resources likely coordination/documentation has not begun

30%

Unsure if there are any impacts to Section 4f/6f resources in the project area

0%

6)Right-of-Way (15 Percent of Points)

Right-of-way, permanent or temporary easements not required

100%

Right-of-way, permanent or temporary easements has/have been acquired

100%

Right-of-way, permanent or temporary easements required, offers made

75%

Right-of-way, permanent or temporary easements required, appraisals made

50%

Right-of-way, permanent or temporary easements required, parcels identified

25%

Right-of-way, permanent or temporary easements required, parcels not identified

Yes

0%

Right-of-way, permanent or temporary easements identification has not been completed

0%

Anticipated date or date of acquisition

01/31/2020

7)Railroad Involvement (25 Percent of Points)

No railroad involvement on project

Yes

100%

Railroad Right-of-Way Agreement is executed (include signature page)

100%

Railroad Right-of-Way Agreement required; Agreement has been initiated

60%

Railroad Right-of-Way Agreement required; negotiations have begun

40%

Railroad Right-of-Way Agreement required; negotiations not begun

0%

Anticipated date or date of executed Agreement

8)Interchange Approval (15 Percent of Points)*

**Please contact Karen Scheffing at MnDOT (Karen.Scheffing@state.mn.us or 651-234-7784) to determine if your project needs to go through the Metropolitan Council/MnDOT Highway Interchange Request Committee.*

Project does not involve construction of a new/expanded interchange or new interchange ramps

Yes

100%

Interchange project has been approved by the Metropolitan Council/MnDOT Highway Interchange Request Committee

100%

Interchange project has not been approved by the Metropolitan Council/MnDOT Highway Interchange Request Committee

0%

9)Construction Documents/Plan (10 Percent of Points)

Construction plans completed/approved (include signed title sheet)

100%

Construction plans submitted to State Aid for review

75%

Construction plans in progress; at least 30% completion

50%

Construction plans have not been started	Yes

0%

Anticipated date or date of completion	01/31/2020

10)Letting

Anticipated Letting Date	02/29/2020

Measure A: Cost Effectiveness

Total Project Cost (entered in Project Cost Form):	$1,175,300.00
Enter Amount of the Noise Walls:	$0.00
Total Project Cost subtract the amount of the noise walls:	$1,175,300.00

Points Awarded in Previous Criteria

Cost Effectiveness	$0.00

Other Attachments

File Name	Description	File Size
BRIDGE-LAYOUT-REVISED.pdf	CSAH 5 Bridge Concept Plan	4.6 MB
Existing Conditions Photos_Bridge CSAH 5 Stonebridge Trail.pdf	Photos of existing site conditions	1.6 MB
RADCsah5WashBRD.pdf	RADCsah5WashBRD	351 KB
RECCsah5WashBRD.pdf	RECCsah5WashBRD	215 KB
SECCsah5WashBRD.pdf	SECCsah5WashBRD	184 KB
TRNCsah5WashBRD.pdf	TRNCsah5WashBRD	229 KB

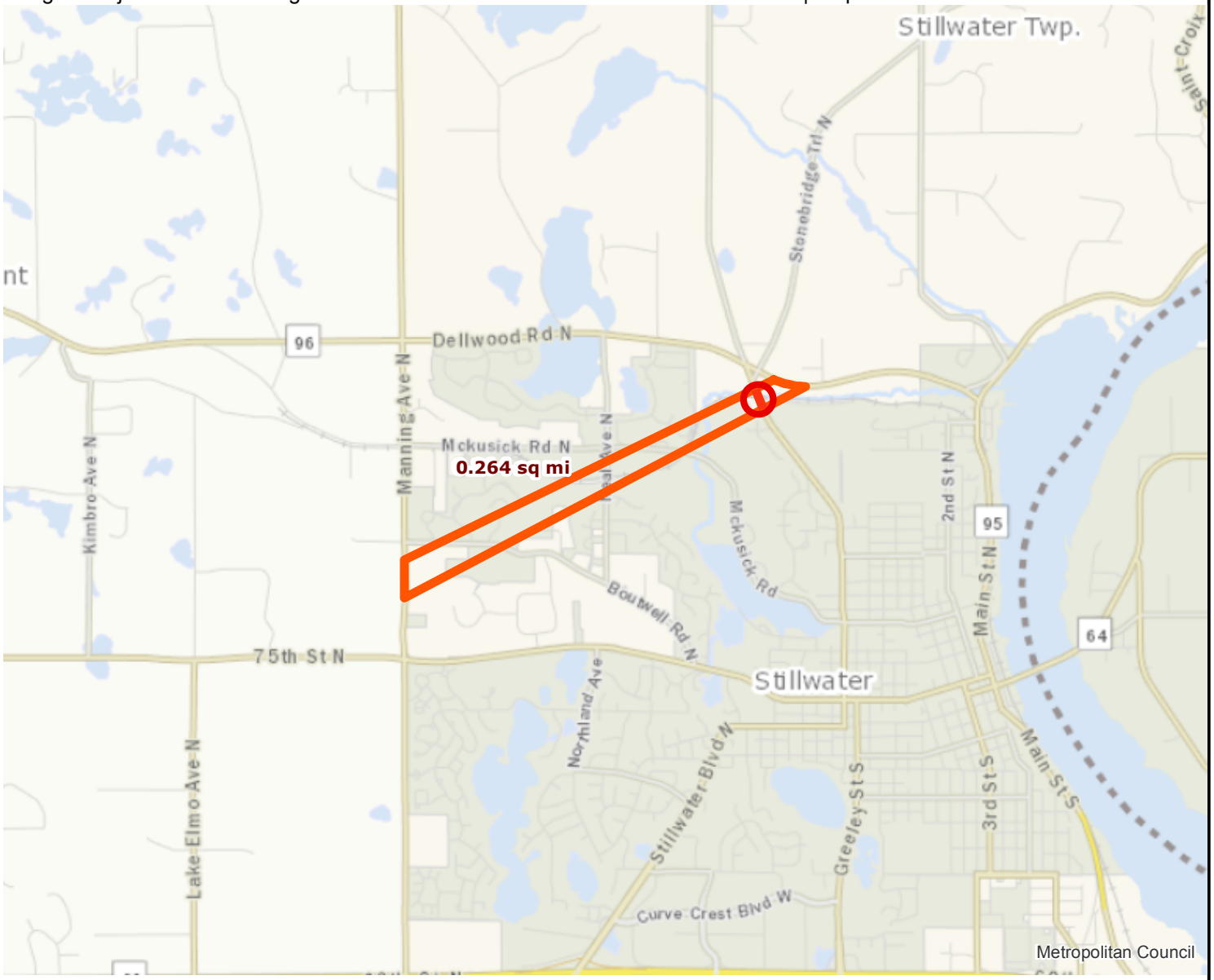
Roadway Area Definition

Bridges Project: CSAH 5 Bridge over Brown's Creek and Brown's Creek State Tra | Map ID: 1468441883969

Results

Project Length: 0.1 miles

Project Area: 0.264 sq mi



Project Points
Project
Project Area
Principal Arterials
A Minor Arterials
Principal Arterials Planned
A Minor Arterials Planned

0 0.45 0.9 1.8 2.7 3.6 Miles

Created: 7/13/2016
LandscapeRSA1

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

METROPOLITAN COUNCIL

Regional Economy

Bridges Project: CSAH 5 Bridge over Brown's Creek and Brown's Creek State Tra | Map ID: 1468441883969

Results

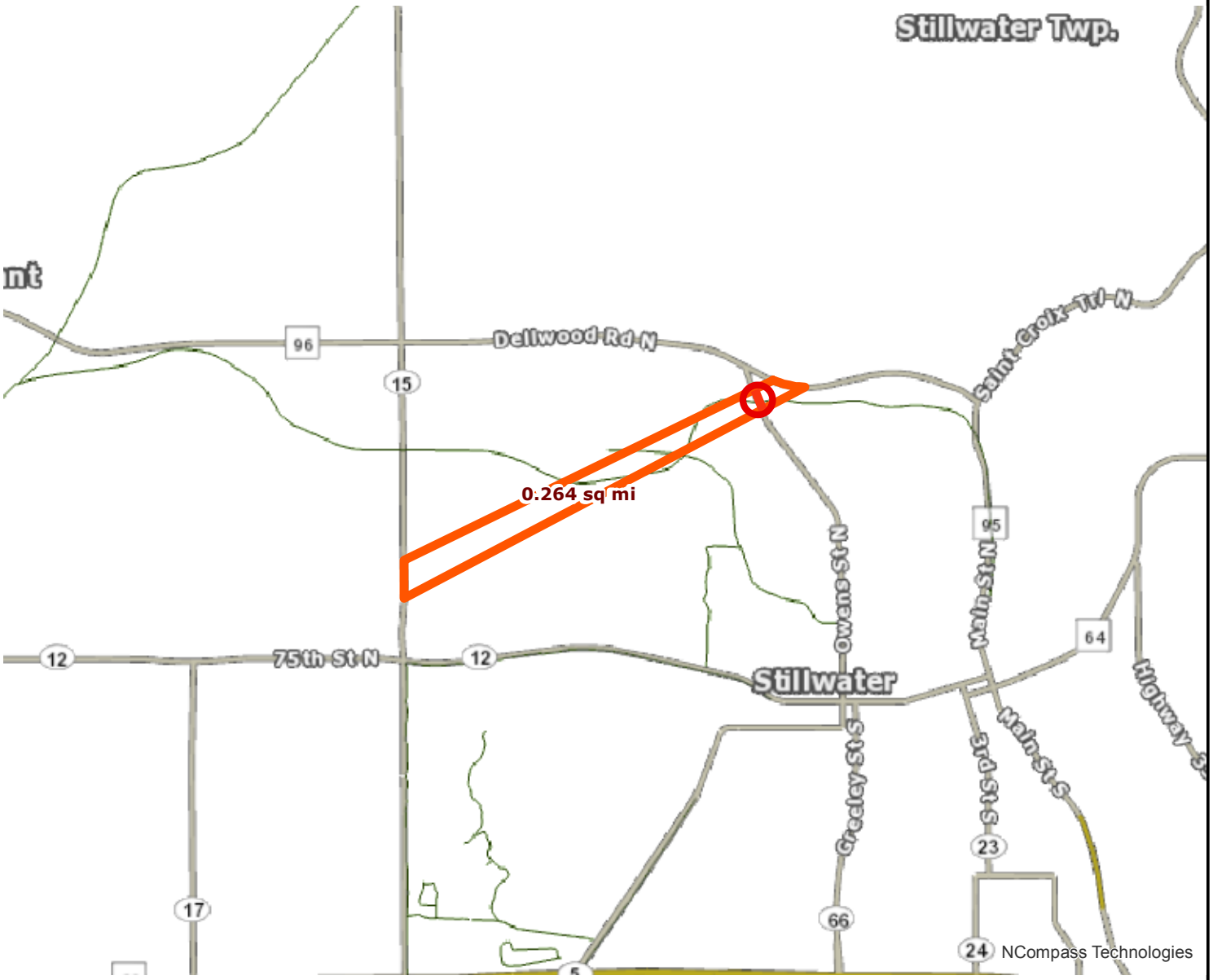
WITHIN ONE MI of project:

Totals by City:

Stillwater
Population: 6405
Employment: 862
Mfg and Dist Employment: 40

Stillwater Twp.
Population: 1413
Employment: 150
Mfg and Dist Employment: 20

Postsecondary Students:
0



Project Points
Project
Project Area
PostSecondary Education Centers
Manfacturing/Distribution Centers
Job Concentration Centers

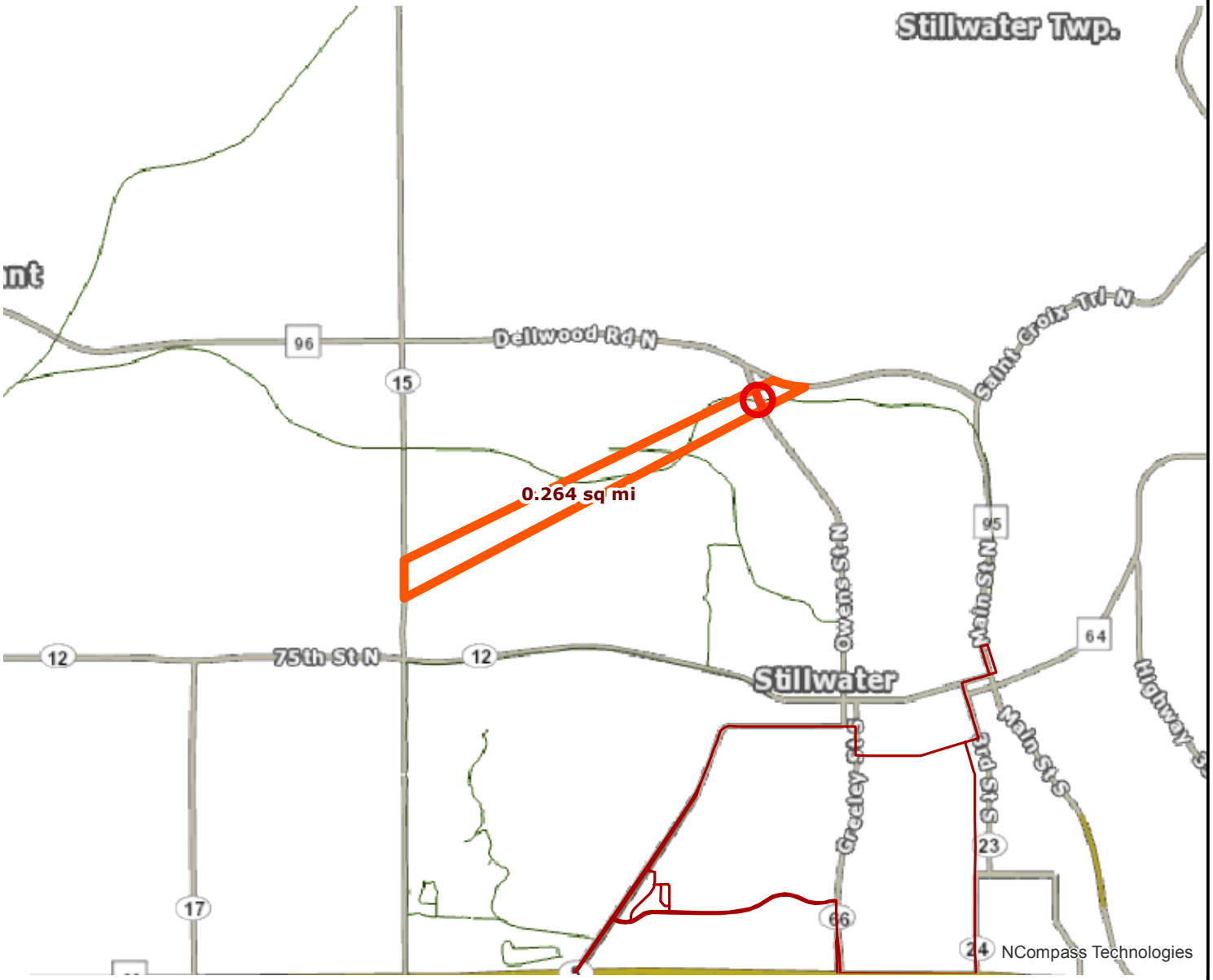
0 0.45 0.9 1.8 2.7 3.6 Miles

Created: 7/13/2016
LandscapeRSA5

METROPOLITAN COUNCIL

Transit Connections

Bridges Project: CSAH 5 Bridge over Brown's Creek and Brown's Creek State Tra | Map ID: 1468441883969



Results

Transit with a Direct Connection to project:
-- NONE --

**indicates Planned Alignments*

Project Points | Project Area
Project | Transit Routes

0 0.45 0.9 1.8 2.7 3.6 Miles

Created: 7/13/2016
LandscapeRSA3

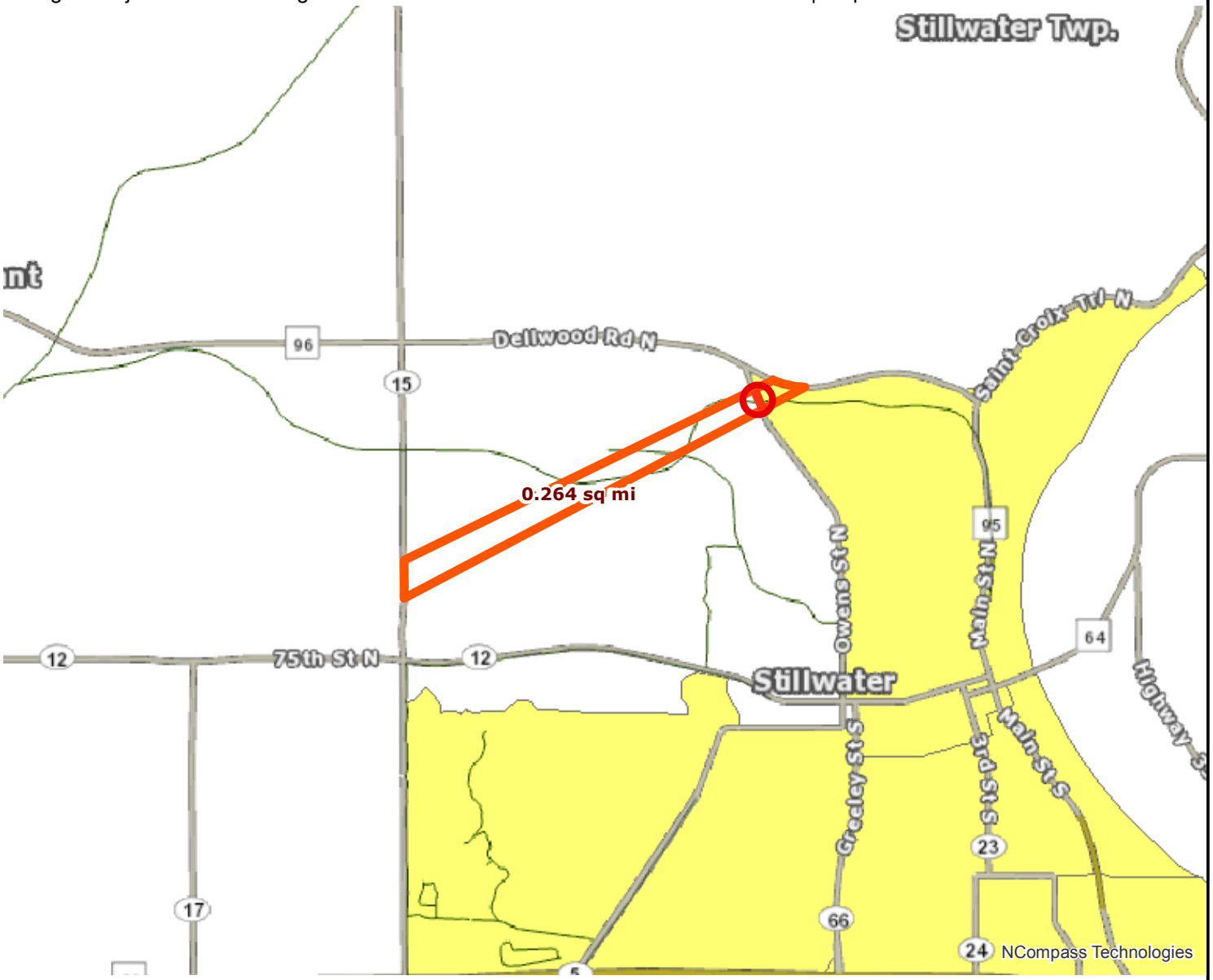
METROPOLITAN COUNCIL

Socio-Economic Conditions

Bridges Project: CSAH 5 Bridge over Brown's Creek and Brown's Creek State Tra | Map ID: 1468441883969

Results

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



Project Points
Project
Project Area

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

0 0.45 0.9 1.8 2.7 3.6 Miles

Created: 7/13/2016
LandscapeRSA2

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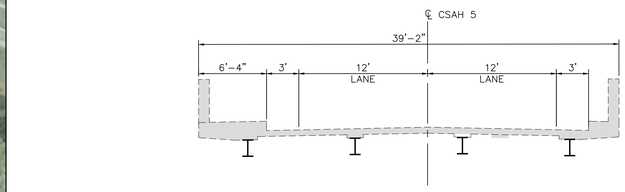
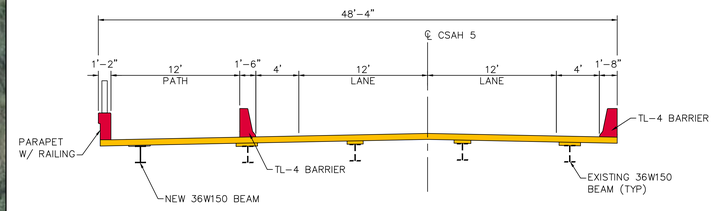


EXISTING BRIDGE SECTION



PROPOSED BRIDGE SECTION

CSAH 5 (STONEBRIDGE TRAIL NORTH)

MATCH EXISTING SIDEWALK

MATCH EXISTING ROADWAY

NEW APPROACH PANNEL

BRIDGE LIMITS

BROWN'S CREEK STATE TRIAL

NEW APPROACH PANNEL

MODIFY GUARDRAIL AS REQUIRED (TYP.)

MATCH EXISTING ROADWAY

MATCH EXISTING TRAIL

NORTH

0 15 30 60

HORIZONTAL SCALE IN FEET

Kimley»Horn

Washington County

CSAH 5 BRIDGE IMPROVEMENTS

7/15/2016

Existing Conditions

Google Earth plan view photo – proposed bridge widening location

CSAH 5 Bridge over Brown's Creek and Brown's Creek State Trail
City of Stillwater
Washington County

Existing Conditions

Standing on the east side of the CSAH 5 Bridge, looking north

Heavy commercial trucks use the bridge. There is currently very limited separation between motor vehicle traffic and the pedestrian and bicycle travelway.

Existing Conditions

Standing on the east side of the CSAH 5 Bridge, looking north

The sidewalk the proposed project will connect to can be seed at the top right of the photo.

Existing Conditions

Standing on the east side of the CSAH 5 Bridge, looking south

Bicyclists travel south, approaching the sidewalk on the east side of the bridge, where the proposed barrier-separated 12' shared-use trail would be constructed.

CSAH 5 Bridge over Brown's Creek and Brown's Creek State Trail
City of Stillwater
Washington County

Existing Conditions

Standing on the east side of the CSAH 5 Bridge, looking south

The proposed barrier-separated 12’ shared-use trail would be constructed in this location from the widening of the bridge. The trail would connect to the existing shared-use trail in the background of the photo and on the same side (the east side) of CSAH 5.

Existing Conditions

Underneath the CSAH 5 Bridge

Bearing deterioration due to corrosion is evident underneath the bridge deck. This project will include cleaning and re-painting of the beams and bearings, and replacement of the deck which will prevent further leakage and corrosion.

Existing Conditions

Underneath the CSAH 5 Bridge

The condition of the bridge deck is deteriorating, as seen in this image. This project will replace the existing bridge deck with a new and thicker bridge deck, as well as upgrade the safety rails to current design standards.

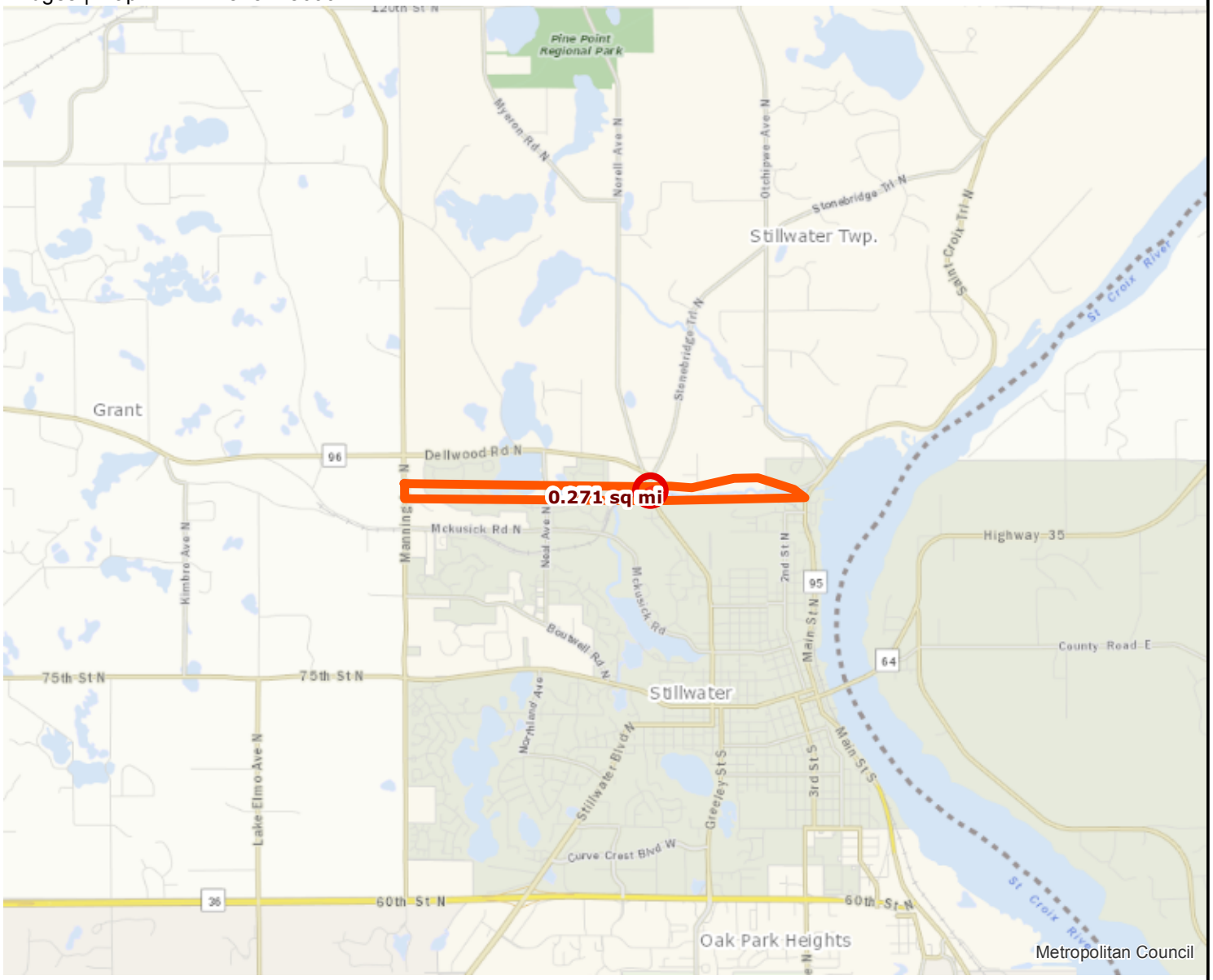
Roadway Area Definition

Bridges | Map ID: 1471878778090

Results

Project Length: 0.103 miles

Project Area: 0.271 sq mi



Project Points
Project
Project Area
Principal Arterials
A Minor Arterials
Principal Arterials Planned
A Minor Arterials Planned

0 0.5 1 2 3 4 Miles

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METROPOLITAN COUNCIL

Regional Economy

Bridges | Map ID: 1471878778090

Results

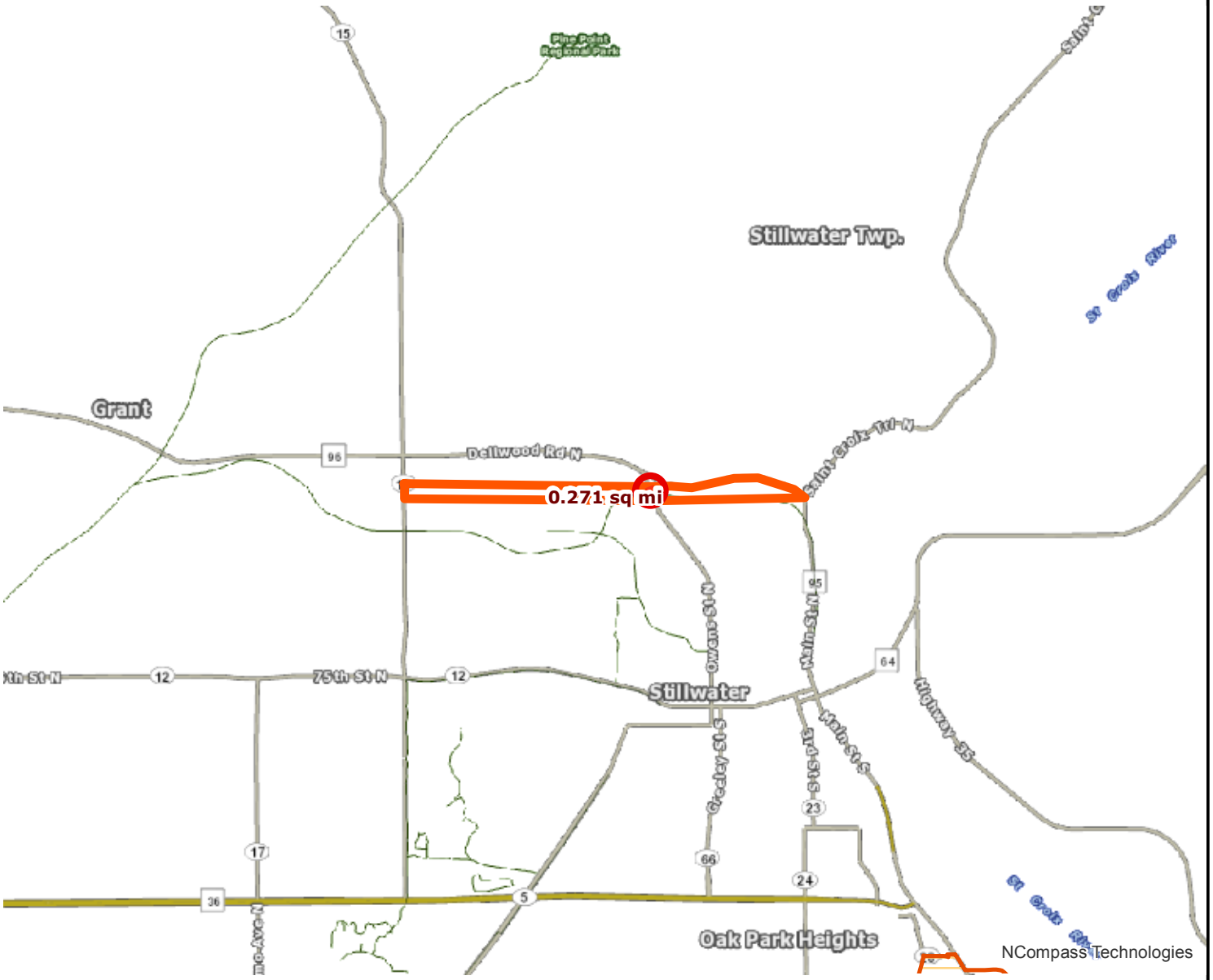
WITHIN ONE MI of project:

Totals by City:

Stillwater
Population: 6405
Employment: 862
Mfg and Dist Employment: 40

Stillwater Twp.
Population: 1413
Employment: 150
Mfg and Dist Employment: 20

Postsecondary Students:
0



Project Points
Project
Project Area
PostSecondary Education Centers
Manfacturing/Distribution Centers
Job Concentration Centers

0 0.5 1 2 3 4 Miles

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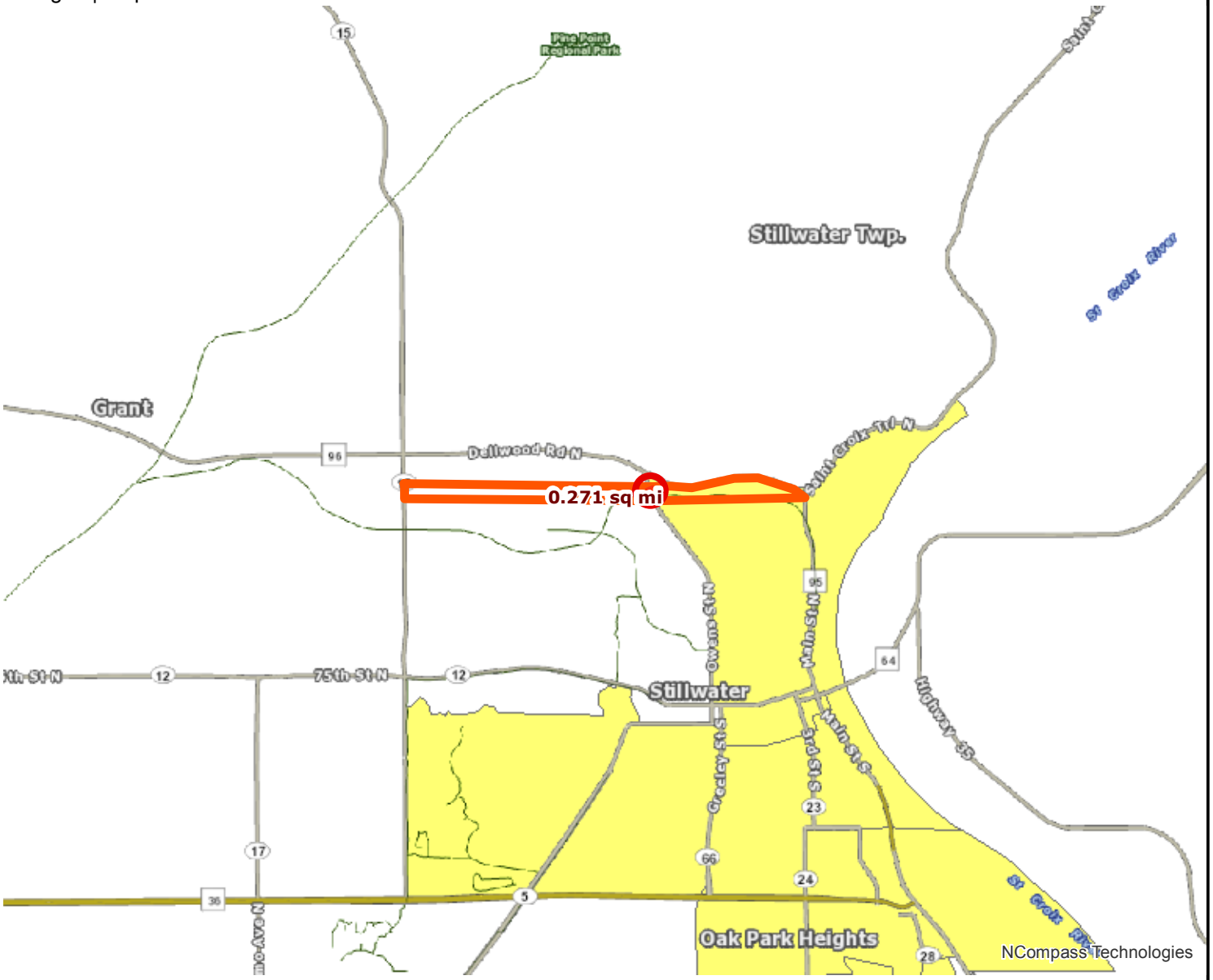
Socio-Economic Conditions Bridges | Map ID: 1471878778090

Results

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



Project Points
Project
Project Area

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

0 0.5 1 2 3 4 Miles

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METROPOLITAN COUNCIL

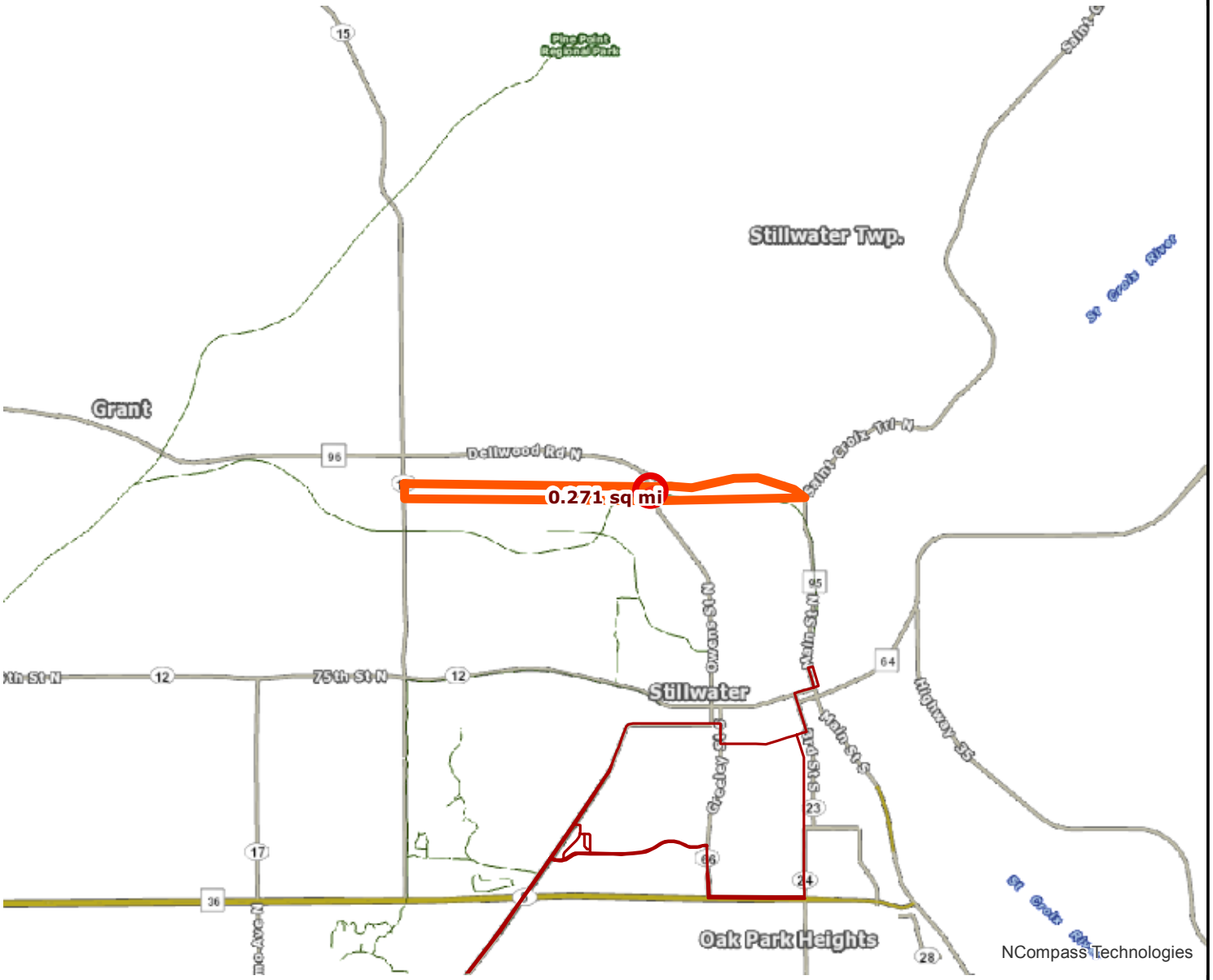
Transit Connections

Bridges | Map ID: 1471878778090

Results

Transit with a Direct Connection to project:
-- NONE --

**indicates Planned Alignments*



Project Points | Project Area

Project | Transit Routes

0 0.5 1 2 3 4 Miles

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