



Application

04786 - 2016 Multiuse Trails and Bicycle Facilities

05269 - CSAH 5/Stonebridge Trail Connection

Regional Solicitation - Bicycle and Pedestrian Facilities

Status: Submitted

Submitted Date: 07/15/2016 2:08 PM

Primary Contact

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Salutation First Name Middle Name Last Name

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Address: 11660 Myeron Rd North

***** 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/Stonebridge Trail Connection to the Brown's Creek
State Trail

Primary County where the Project is Located

Washington

Jurisdictional Agency (If Different than the Applicant):

The project will construct a paved multi-use trail section connecting the existing trail on the east side of County State Aid Highway 5/Stonebridge Trail in Stillwater to the Brown's Creek State Trail. This section would establish connectivity across an existing critical gap, linking some of the most popular bicycle routes in the state (Gateway State Trail, including Brown's Creek section) and County (CSAH 5) with west-central Stillwater.

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

The current multi-use trail on the east side of CSAH 5 terminates approximately 175 feet before the bridge over Brown's Creek. The project will feature a 0.10 mile long, 10 foot wide bituminous trail section with a retaining wall, passing down the slope to Brown's Creek State Trail. The project will also include 600 feet of realigned trail connecting to the existing CSAH 5 bridge over the Brown's Creek State Trail.

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

TIP Description Guidance (will be used in TIP if the project is selected for funding)

CSAH 5/Stonebridge Trail at Brown's Creek State Trail, construct multi-use trail connection to Brown's Creek State 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

\$1,426,800.00

Match Amount

\$365,700.00

Minimum of 20% of project total

Project Total

\$1,792,500.00

Match Percentage

20.4%

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: 2019

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

Project Information

County, City, or Lead Agency Washington County

Zip Code where Majority of Work is Being Performed 55082

(Approximate) Begin Construction Date 05/01/2020

(Approximate) End Construction Date 10/30/2020

Name of Trail/Ped Facility: CSAH 5/Stonebridge Trail

(i.e., CEDAR LAKE TRAIL)

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

From: Southeast of the crossing of the Brown's Creek State Trail and
(Intersection or Address) CSAH 5

To: Crossing of the Brown's Creek State Trail and CSAH 5
(Intersection or Address)

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

Or At:

Primary Types of Work Grade, agg base, bit surf, retaining wall, bike path

*Examples: GRADE, AGG BASE, BIT BASE, BIT SURF,
SIDEWALK, 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)	\$80,000.00
Removals (approx. 5% of total cost)	\$7,500.00
Roadway (grading, borrow, etc.)	\$0.00
Roadway (aggregates and paving)	\$0.00

Subgrade Correction (muck)	\$0.00
Storm Sewer	\$0.00
Ponds	\$0.00
Concrete Items (curb & gutter, sidewalks, median barriers)	\$0.00
Traffic Control	\$0.00
Striping	\$0.00
Signing	\$0.00
Lighting	\$0.00
Turf - Erosion & Landscaping	\$15,000.00
Bridge	\$0.00
Retaining Walls	\$555,000.00
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	\$657,500.00

Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Path/Trail Construction	\$785,000.00
Sidewalk Construction	\$0.00
On-Street Bicycle Facility Construction	\$0.00
Right-of-Way	\$56,000.00
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	\$5,000.00
Bicycle and Pedestrian Contingencies	\$240,000.00
Other Bicycle and Pedestrian Elements	\$85,000.00
Totals	\$1,171,000.00

Specific Transit and TDM Elements

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

Transit Operating Costs

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

Totals

Total Cost	\$1,828,500.00
Construction Cost Total	\$1,828,500.00
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.

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 bicycle and pedestrian travel across or around physical barriers and/or improve continuity between jurisdictions, C17 - ... provide... reliable, cost-effective and accessible transportation choices that provide and enhance access to ... social connections for pedestrians and people with disabilities; (pg. 2.8-2.10)

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

Goal: Competitive Economy; Objective B. Invest in a multimodal transportation system; Strategies D3 - ... regional transit and bicycle systems that improve connections to jobs and opportunity, promote economic development, ...; (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 when planning, constructing, and operating, E5 - ... protect, enhance and mitigate impacts on the cultural and built environments...; (pg. 2.12-13)

(Limit 2500 characters; approximately 750 words)

3. The project or the transportation problem/need that the project addresses must be in a local planning or programming document. Reference the name of the appropriate comprehensive plan, regional/statewide plan, capital improvement program, corridor study document [studies on trunk highway must be approved by the Minnesota Department of Transportation and the Metropolitan Council], or other official plan or program of the applicant agency [includes Safe Routes to School Plans] that the project is included in and/or a transportation problem/need that the project addresses.

The project completes a critical transportation gap between CSAH 5/Stonebridge Trail and the Brown's Creek State Trail.

On page 15-16 of the 2012 Minnesota Department of Natural Resources Brown's Creek State Trail Master Plan, the plan identifies the intersection of the Brown's Creek State Trail and CSAH 5/Stonebridge Trail as a "key intersection." The plan states a desire to connect the state trail with the CSAH 5/Stonebridge Trail and calls for jurisdictional collaboration to establish this connection.

List the applicable documents and pages:

On page 25 of the 2015 Stillwater Trails Master Plan, the plan states the desire by the city to have Washington County work with Stillwater Township to establish a connection between the CSAH 5/Stonebridge Trail and the Browns' Creek State Trail at this location.

(Limit 2500 characters; approximately 750 words)

4. The project must exclude costs for studies, preliminary engineering, design, or construction engineering. Right-of-way costs are only eligible as part of 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 in more than one funding sub-category.

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

7.The requested funding amount must be more than or equal to the minimum award and less than or equal to the maximum award. The cost of preparing a project for funding authorization can be substantial. For that reason, minimum federal amounts apply. Other federal funds may be combined with the requested funds for projects exceeding the maximum award, but the source(s) must be identified in the application. Funding amounts by application category are listed below.

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

Pedestrian Facilities (Sidewalks, Streetscaping, and ADA): \$250,000 to \$1,000,000

Safe Routes to School: \$150,000 to \$1,000,000

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

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

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

Requirements - Bicycle and Pedestrian Facilities Projects

1.All projects must relate to surface transportation. As an example, for multiuse trail and bicycle facilities, surface transportation is defined as primarily serving a commuting purpose and/or that connect two destination points. A facility may serve both a transportation purpose and a recreational purpose; a facility that connects people to recreational destinations may be considered to have a transportation purpose.

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

Multiuse Trails on Active Railroad Right-of-Way:

2.All multiuse trail projects that are located within right-of-way occupied by an active railroad must attach an agreement with the railroad that this right-of-way will be used for trail purposes.

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

Safe Routes to School projects only:

3.All projects must be located within a two-mile radius of the associated primary, middle, or high school site.

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

4.All schools benefitting from the SRTS program must conduct after-implementation surveys. These include the student travel tally form and the parent survey available on the National Center for SRTS website. The school(s) must submit the after-evaluation data to the National Center for SRTS within a year of the project completion date. Additional guidance regarding evaluation can be found at the MnDOT SRTS website.

Check the box to indicate that the applicant understands this requirement and will submit data to the National Center for SRTS within one year of project completion.

Requirements - Bicycle and Pedestrian Facilities Projects

Measure A: Project Location Relative to the RBTN

Select one:

Tier 1, Priority RBTN Corridor

Tier 1, RBTN Alignment

Tier 2, RBTN Corridor

Tier 2, RBTN Alignment

Direct connection to an RBTN Tier 1 corridor or alignment

Direct connection to an RBTN Tier 2 corridor or alignment

OR

Project is not located on or directly connected to the RBTN, but is part of a local system and identified within an adopted county, city or regional parks implementing agency plan. Yes

Upload Map 1468595137031_RBTN Map.pdf

Measure A: Population Summary

Existing Population Within One Mile (Integer Only) 8798

Existing Employment Within One Mile (Integer Only) 2398

Upload the "Population Summary" map 1468595350421_Population Summary Map.pdf

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 proposed trail section will provide a critical, safe, and direct off-road connection between the center of Stillwater to the Brown's Creek State Trail and the wider regional non-motorized transportation network. In addition to the transportation benefit, the connection provides direct access to some of the county and state's most popular bicycling resources including northern Washington County, the St. Croix River, and the Gateway State Trail that connects with St. Paul.

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

Residents and visitors will have improved access between the Brown's Creek State Trail, several multi-family residential housing units and Stonebridge Elementary School located approximately 1 mile south of the proposed trail section, and subsidized and Section 8 affordable housing located about 2.5 miles south of the proposed trail section.

No negative impacts of the proposed trail section are anticipated.

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

Upload Map

1468596665718_Socio-Economic Conditions Map.pdf

Measure B: Affordable Housing

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

Total Project Length

Total Project Length (Total Population)	0.1
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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: Gaps, Barriers and Continuity/Connections

Check all that apply:

Gap improvements can be on or off the RBTN and may include the following:

- *Providing a missing link between existing or improved segments of a regional (i.e., RBTN) or local transportation network;*

- *Improving bikeability to better serve all ability and experience levels by:*

- *Providing a safer, more protected on-street facility;*

- *Improving crossings at busy intersections (signals, signage, pavement markings); OR*

- *Improving a bike route or providing a trail parallel to a highway or arterial roadway along a lower-volume neighborhood collector or local street. Barrier crossing improvements (on or off the RBTN) can include crossings (over or under) of rivers or streams, railroad corridors, freeways, or multi-lane highways, or enhanced routes to circumvent the barrier by channeling bicyclists to existing safe crossings or grade separations. (For new barrier crossing projects, data about the nearest parallel crossing (as described above) must be included in the application to be considered for the full allotment of points under this criterion).*

Closes a transportation network gap and/or provides a facility that crosses or circumvents a physical barrier Yes

Improves continuity and/or connections between jurisdictions (on or off the RBTN) (e.g., extending a specific bikeway facility treatment across jurisdictions to improve consistency and inherent bikeability)

Improves Continuity and/or Connections Between Jurisdictions Yes

The proposed off-road trail section closes a connectivity gap and improves connections between jurisdictions. The proposed project links the existing off-road multi-use trail along CSAH 5/Stonebridge Trail with the existing Brown's Creek State Trail. The off-road paved trail connection is short and direct; the closest alternative access points are located 1 mile east and 0.5 miles west of CSAH 5/Stonebridge Trail, with Oak Glen Golf Course, the Stillwater Country Club, and no direct east-west access roads between.

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

The proposed trail section offers direct off-road bicycle and pedestrian connectivity between the local bicycle and pedestrian systems and the state trail system. These are some of the most popular bicycling routes in the county and state. This includes improving access between neighborhoods along CSAH 5 in west-central Stillwater and downtown Stillwater to the east, as well as the Gateway Trail, Washington County, St. Paul, and the rest of the Twin Cities metropolitan area to the west.

Measure B: Project Improvements

The project establishes a direct connection for pedestrians and bicyclists from CSAH 5/Stonebridge Trail to the Brown's Creek State Trail. Under existing conditions, pedestrians and bicyclists access the Brown's Creek State Trail 1 mile east at TH 95, or 0.5 miles west at McKusick Road and Oak Glen Drive, are exposed to motor vehicle traffic, and are challenged by lack of consistent sidewalk coverage. 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.

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

Measure A: Multimodal Elements

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

The project will establish a short, comfortable, and direct pedestrian connection between the existing multiuse trail along CSAH 5/Stonebridge Trail and the Brown's Creek State Trail. The existing CSAH 5 multi-use trail connects to sidewalks in Central Stillwater. The trail connection will be ADA-accessible, and prevents users from having to travel as much as a mile or more out of the way to access the Brown's Creek State Trail, along routes lacking consistent sidewalk coverage. 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 state.

No transit service is available in the project area.

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

Yes

100%

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

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

Yes

25%

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

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

02/28/2020

Measure A: Cost Effectiveness

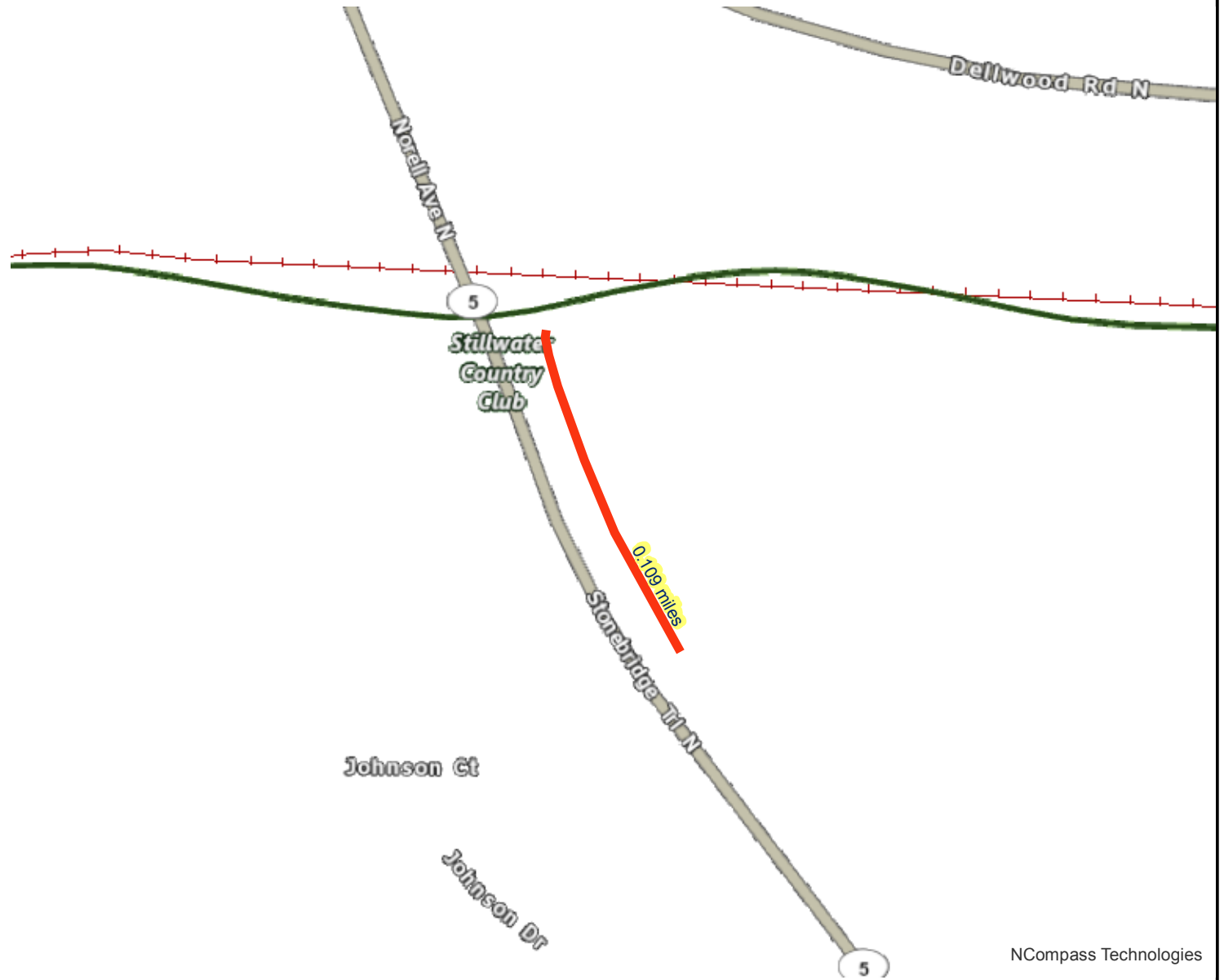
Total Project Cost (entered in Project Cost Form):	\$1,828,500.00
Enter Amount of the Noise Walls:	\$0.00
Total Project Cost subtract the amount of the noise walls:	\$1,828,500.00
Points Awarded in Previous Criteria	
Cost Effectiveness	\$0.00

Other Attachments

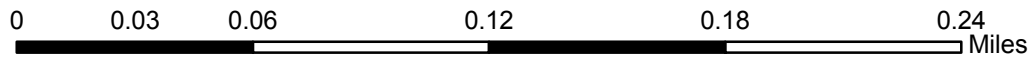
File Name	Description	File Size
2_2016-071_Regional Solicitation Resolution FINAL.pdf	Local resolution	29 KB
7-16 MN DNR - Washington County - Stonebridge Trail.pdf	Minnesota Department of Natural Resources letter of support	511 KB
CSAH-5-Design-Study_Summary-Memo-rev1_text.pdf	County Road 5 Design Study of Pedestrian and Traffic Improvements - Final Summary and Recommendations - See recommendation #15	1.5 MB
Existing Conditions Photos_CSAH 5 Stonebridge Trail.pdf	Photos of existing conditions	1.8 MB
Gateway_Rob McKim.pdf	Gateway-Brown's Creek Trail Association letter of support	60 KB
TRAIL-LAYOUT-Layout_Sections.pdf	CSAH 5/Stonebridge Trail Multiuse Trail Concept Plan	4.8 MB

Project to RBTN Orientation

Multise Trails and Bicycle Facilities Project: CSAH 5/Stonebridge Trail Connection to the Brown's Creek Sta | Map ID: 1468594708932



- Project
- Principal Arterials
- Minor Arterials
- Railroads
- RBTN Tier 1
- RBTN Tier 2



Created: 7/15/2016
LandscapeRSA1



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

NCompass Technologies

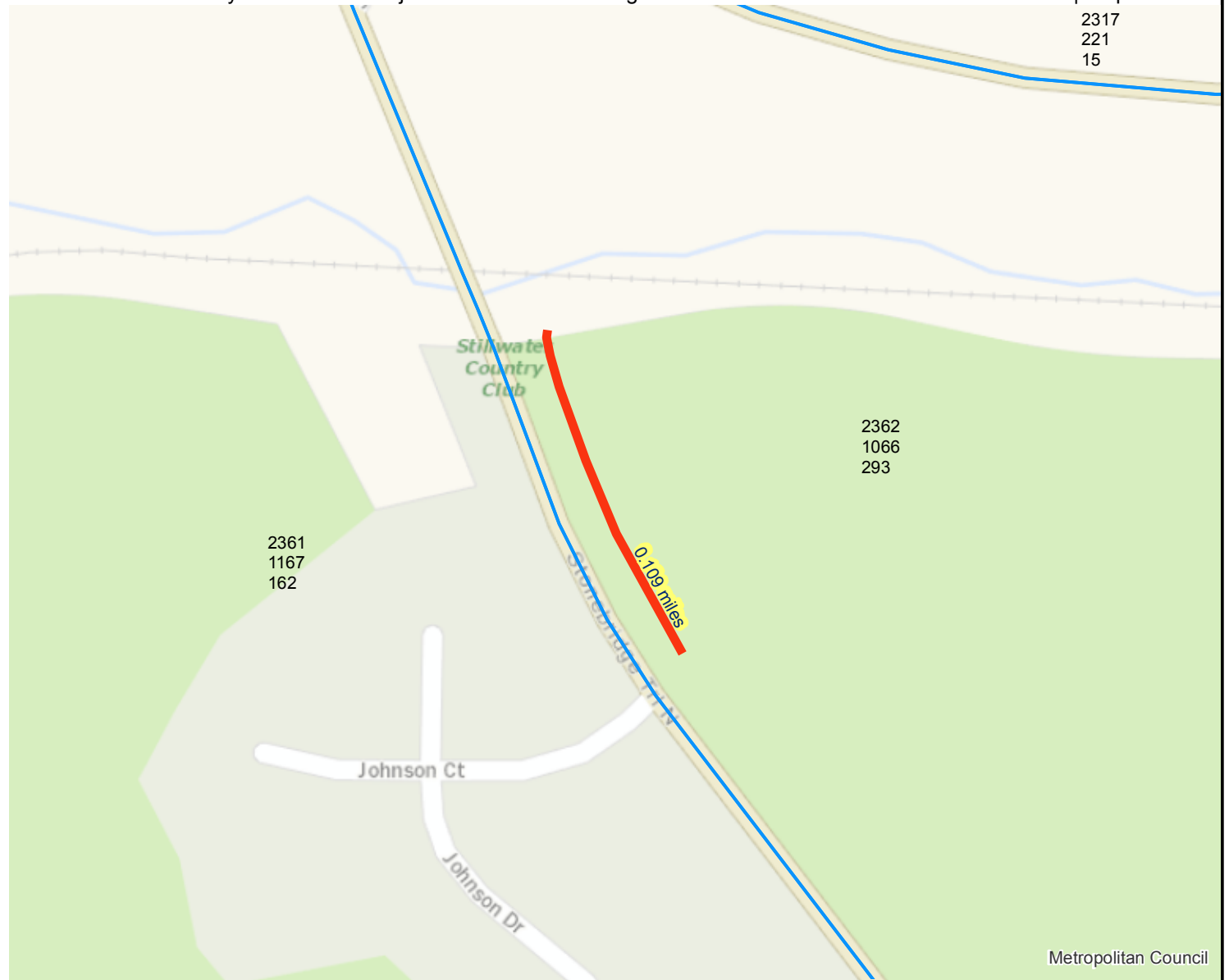


Population Summary

Multiuse Trails and Bicycle Facilities Project: CSAH 5/Stonebridge Trail Connection to the Brown's Creek Sta | Map ID: 14685947

Results

Within ONE Mile of project:
Total Population: 8798
Total Employment: 2398



Project School

2010 TAZ



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


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

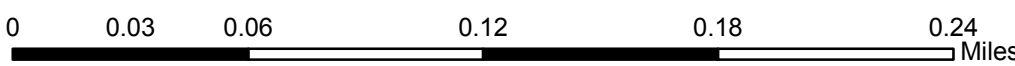


Results

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



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



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LandscapeRSA2



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



NCompass Technologies

DATE March 24, 2016

DEPARTMENT Public Works

MOTION
BY COMMISSIONER Miron

SECONDED BY
COMMISSIONER Bigham

RESOLUTION AUTHORIZING SUBMITTAL OF APPLICATIONS TO THE METROPOLITAN COUNCIL FOR FUNDING UNDER THE METROPLITAN COUNCIL REGIONAL SOLICITATION

WHEREAS, the Regional Solicitation process started with the passage of the Intermodal Surface Transportation Efficiency Act (ISTEA) in 1991; and

WHEREAS, as authorized by the most recent federal surface transportation funding act, FAST ACT, projects will be selected for funding as part of three federal programs: Surface Transportation Program (STP), Congestion Mitigation and Air Quality Improvement (CMAQ) Program, and Transportation Alternatives Program (TAP).

WHEREAS, pursuant to the Regional Solicitation and the regulations promulgated there under, eligible project sponsors wishing to receive federal grants for a project shall submit an application first with the appropriate metropolitan planning organization (MPO) for review and inclusion in the MPO's Transportation Improvement Program (TIP); and

WHEREAS, the Metropolitan Council and the Transportation Advisory Board (TAB) act as the MPO for the seven county Twin Cities region and have released the Regional Solicitation for federal transportation funds; and

WHEREAS, the Metropolitan Council provides staffing to the TAB and facilitates the Regional Solicitation process; and

WHEREAS, Washington County is an eligible project sponsor for Regional Solicitation funds; and

WHEREAS, Washington County is proposing to submit grant applications to Metropolitan Council as part of the 2016 Regional Solicitation for the following projects:

1. Roadway Expansion: Interchange at CSAH 15 (Manning Avenue) and Trunk Highway (TH) 36.
2. Roadway Expansion: CSAH 19 (Woodbury Drive), Six Lanes from I-94 to Tamarack Road.
3. Roadway Reconstruction and Modernization: CSAH 12 (Stillwater Road) from Wildwood Road to CSAH 9 (Jamaca Avenue).
4. Multi-Use Trails and Bikeways: CSAH 5 (Stonebridge Trail) Connection to the Browns Creek Section of the Gateway State Trail.
5. Traffic Management System Signal Technology Upgrades (County wide)

WHEREAS, Washington County is committed to funding the 20% local match;

NOW, THEREFORE BE IT RESOLVED that the Washington County Board of Commissioners authorizes submittal of the applications listed above for funding under the 2016 Regional Solicitation.

ATTEST:

Mdy 08/1

YES

NO

COUNTY ADMINISTRATOR

[Signature]

COUNTY BOARD CHAIR

MIRON
KRIESEL
WEIK
BIGHAM

X
X
X
X



Minnesota Department of Natural Resources

500 Lafayette Road • St. Paul, MN • 55155-4039

July 11, 2016

Mr. Donald Theisen
Director, Public Works
Washington County
14949 - 62nd Street North
Stillwater, MN 55082

Dear Mr. Theisen:

I am writing this letter to express the support of the Minnesota Department of Natural Resources (MN DNR), Division of Parks and Trails, for Washington County's proposed application to the Metropolitan Council/Transportation Alternatives Program (TAP) for the development of a recreational trail connection from Stonebridge Trail in Stillwater to the existing Brown's Creek State Trail. This project, as proposed, represents a need that has been requested by the citizens of Stillwater and Stillwater Township to provide a direct recreational connection to the Brown's Creek State Trail, which was completed in 2014/2015. Should your application be successful, we will assure you that with the development of a plan that is approved by the MN DNR, Washington County will be granted the necessary access permits for the construction, operations, and maintenance of the proposed trail connection on MN DNR property.

The development of a local trail connection to the Brown's Creek State Trail at Stonebridge Trail, a Washington County roadway, was identified by residents of Stillwater during the Master Planning process for the Brown's Creek State Trail, which was completed prior to the construction of the State Trail. The substantial public use and support that the Brown's Creek State Trail has received since completion in 2014 has reinforced the need for a pedestrian/bicycle trail connection between the Stonebridge Trail roadway, which crosses over the State Trail corridor on a bridge situated 25-30 feet above the State Trail.

Thank you for your continued interest and support of the Brown's Creek State Trail and a recreational trail connection between it and Stonebridge Trail. We look forward to the opportunity to work with you and your staff on this significant undertaking.

Sincerely,

Erika Rivers, Director
Division of Parks and Trails

c: Kent Skaar, MN DNR
Jan Shaw Wolff, MN DNR
Martha Reger, MN DNR
Rachel Hintzman, MN DNR



Memorandum

TO: Joe Gustafson, P.E., PTOE
Traffic Engineer, Washington County

FROM: JoNette Kuhnau, P.E., PTOE
Project Manager, Kimley-Horn and Associates

DATE: January 22, 2016

SUBJECT: County Road 5 Design Study of Pedestrian and Traffic Improvements –
Final Summary and Recommendations

1. Introduction

The purpose of the County Road 5 Design Study was to evaluate the multimodal uses of the existing roadway corridor through a fully developed area, with a goal of improving facilities and connections for pedestrians and bicyclists, as well as improving both safety and mobility for motorists. The study area was broken into 4 segments, with specific project goals in each segment:

Segment 1: Croixwood Boulevard to Pine Tree Trail

- Improve pedestrian crossing operations and safety across and along County Road 5 in the vicinity of Pine Street and Lily Lake Elementary School.
- Provide a separated pedestrian facility (sidewalk or multi-use trail) on one or both sides of the County Road 5 corridor.

Segment 2: Pine Tree Trail to Owens Street

- Provide sidewalk facilities where pedestrians currently walk in the roadway.

Segment 3: Linden Street to St. Croix Avenue

- Improve the trail crossing of County Road 5 at McKusick Road (County Road 64) and the pedestrian crossing of County Road 5 at Elm Street, which is near Stonebridge Elementary School.

Segment 4: St. Croix Avenue to TH 96

- Develop concept designs for pedestrian and bicycle connections across County Road 5 and to the Browns Creek Trail.

The following sections present the study process, alternatives considered, and recommendations of the study.

2. Alternatives Studied

A project team with representatives from Washington County Public Works, Washington County Public Health, and the City of Stillwater met five times over the course of the project to provide input on the concept development and recommendations. An initial public open house was held on March 11, 2014 to gather input from the community on the existing conditions of the corridor. More than 20 concepts



were developed for consideration. Public input on the improvement concepts was gathered at a public open house held on May 28, 2014 and the concepts were also posted on the project website for review and comment. Additionally, members of the project team met with Lily Lake Elementary School and Stonebridge Elementary School to discuss the schools' operations and concerns.

The following is a brief description of options that were considered and ultimately eliminated:

Segment 1: Croixwood Boulevard to Pine Tree Trail

- Median refuge on County Road 5 at Pine Street – This option would allow pedestrians to cross one direction of traffic at a time. Not recommended due to increased maintenance costs. Comparable or better operations provided by recommended option.
- Curb bump-out on County Road 5, north side of Pine Street – This option would increase visibility for pedestrians and reduce crossing distance. Not recommended because the primary crossing is on the south side of Pine Street and the bump-out would not allow for a left-turn lane on County Road 5 if a signal is installed.
- Sidewalk on both sides of County Road 5 from Pine Street to Deer Path – This option avoids right-of-way impacts on the west side of the roadway. Not recommended because a multi-use trail is preferred on one side to connect to existing trails.
- Sidewalk on east side only of County Road 5 from Pine Street to Deer Path – This option avoids right-of-way impacts on the west side of the roadway. Not recommended because no connection is made between the existing trails at Croixwood Boulevard and Deer Path, which results in additional crossings of County Road 5. This option does not include any sidewalk or trail on the west side of County Road 5.
- Sidewalk or trail on west side only of County Road 5 from Pine Street to Deer Path – Not recommended because up to two crossings of County Road 5 are needed to travel from the neighborhood on the east side of County Road 5 to Lily Lake Elementary School. This option does not include any sidewalk or trail on the east side of County Road 5.
- Sidewalk on east side only of County Road 5 from Pine Street to Deer Path, plus median from Fairmeadows Road to Deer Path – This option includes median to narrow lanes and serve as traffic calming, as well as avoiding right-of-way impacts on the west side of the roadway. Not recommended because no connection is made between the existing trails at Croixwood Boulevard and Deer Path, which results in additional crossings of County Road 5. Maintenance costs would also increase in the median section. This option does not include any sidewalk or trail on the west side of County Road 5.

Segment 2: Pine Tree Trail to Owens Street

- Two-way left-turn lanes from Seeley Street to Hemlock Street – Not recommended because this option results in elimination of all on-street parking.
- Sidewalk on north and south sides from Deer Path to Owens Street maintaining same roadway width – This option retains all on-street parking. Not recommended due to right-of-way impacts.

Segment 3: Linden Street to St. Croix Avenue

- Curb bump-outs on County Road 5 at Elm Street – This option would increase visibility and reduce crossing distance for pedestrians. Not recommended due to impacts to school bus operations.
- Median refuge on County Road 5 at McKusick Road (County Road 64) - This option would allow pedestrians and bicyclists to cross one direction of traffic at a time. Not recommended due to parking impacts.



Segment 4: St. Croix Avenue to TH 96

- Trail crossings on County Road 5 at Johnson Court and W Sycamore Street – Not recommended due to safety issues with at-grade crossings of high speed roadway.
- Browns Creek Trail connection on west side of County Road 5 – Not recommended due to lack of connection to existing trail on east side of County Road 5, and due to right-of-way impacts.

3. Recommendations

The public and project team input were used to select 16 measures as recommendations for implementation. These recommendations are consistent with the City of Stillwater Trail Plan that was recently adopted.¹

Segment 1: Croixwood Boulevard to Pine Tree Trail

Recommendation 1: Construct trail on west side from Willard Street to Deer Path

The trail will connect the existing trail on County Road 5 to the existing trail that ends at Deer Path. This recommendation will require right-of-way acquisition, relocation of the existing overhead power line, and new retaining walls for portions of both sides of County Road 5.

Recommendation 2: Construct sidewalk on east side from Pine Street to Pine Tree Trail

The sidewalk provides a walking route to Lily Lake Elementary School without any crossings of County Road 5.

Recommendation 3: Construct sidewalk on east side from Autumn Way to Pine Street

The sidewalk segment will connect the existing sidewalk south of Autumn Way to the new sidewalk segment in Recommendation 2.

Recommendation 4: Install traffic signal at Pine Street and convert Dundee Place to right-in/right-out

The traffic signal will provide signal-controlled gaps for pedestrians crossing at Lily Lake Elementary and will also improve traffic operations at the intersections during peak traffic periods. With the construction of the signal and associated southbound left-turn lane, the intersection of County Road 5 at Dundee Place would need to be converted to a right-in/right-out.

Recommendation 5: Implement access management at Willard Street

Willard Street is a very steep roadway and the intersection causes safety and operational issues during peak traffic periods. Access management could include right-in/right-out or a full closure. The Lily Lake School administration and impacted property owners have indicated support for this recommendation.

Segment 2: Pine Tree Trail to Owens Street

Recommendation 6: Stripe left-turn lanes at Brick Street

Left-turn lanes at the intersection would reduce vehicle conflicts by providing a dedicated queuing area for left turns. On-street parking would be eliminated only near the intersection.

¹ In Segment 1, the Stillwater Trail Plan recommends a sidewalk on the north side of County Road 5 and a trail on the south side of County Road 5. However, this study recommends a trail on the north side and a sidewalk on the south side in order to connect to the existing trails on Dundee Path and on the west side of County Road 5. This is the only difference between the Stillwater Trail Plan and the recommendations of this study.



Recommendation 7: Construct sidewalk on south side from Pine Tree Trail to Owens Street
Pedestrians currently walk in the roadway in this segment. A sidewalk would provide a safer facility and connect to the other pedestrian infrastructure. Roadway narrowing is recommended to reduce right-of-way impacts.

Recommendation 8: Construct sidewalk on north side from Deer Path to Owens Street
Pedestrians currently walk in the roadway in this segment. A sidewalk would provide a safer facility and connect to the other pedestrian infrastructure. Roadway narrowing is recommended to reduce right-of-way impacts.

Segment 3: Linden Street to St. Croix Avenue

Recommendation 9: Construct curb bump-outs at McKusick Road (County Road 64)
The curb bump-outs will improve the heavily used trail crossing of County Road 5 by shortening the crossing distance and making pedestrians and bicycles more visible to approaching vehicle traffic. Potential impacts to on-street parking have been minimized in the bump-out concept, with the loss of only one parking space on the west side of County Road 5. The bump-outs are not expected to result in any impacts to the drainage structures on County Road 5.

Recommendation 10: Narrow shoulders to construct wider sidewalk and boulevard on east side from McKusick Road (County Road 64) to W St. Croix Avenue
Reallocating space from the roadway to the boulevard will widen the pedestrian facility and provide for snow storage while minimizing impacts to adjacent properties. Maintaining the on-street parking from Wilkins Street to W St. Croix Avenue will result in right-of-way impacts.

Recommendation 11: Construct sidewalk on west side from Wilkins Street to W St. Croix Avenue
This sidewalk segment will connect to the existing sidewalk south of Wilkins Street.

Segment 4: St. Croix Avenue to TH 96

Recommendation 12: Construct sidewalk on west side from Sycamore Street (south junction) to W St. Croix Avenue
This sidewalk segment will complete the sidewalk network along the urban (curb and gutter) section of County Road 5 and connect to the sidewalk segment in Recommendation 11.

Recommendation 13: Construct trail on west side from Sycamore Street (south junction) to Johnson Court
The trail will provide a facility along the west side of County Road 5, which will reduce the need for pedestrians to cross County Road 5.

Recommendation 14: Construct trail underpass of County Road 5 between Sycamore Street (north junction) and Johnson Court
A trail underpass will provide the safest connection between the neighborhoods and the trail on the east side of County Road 5.

Recommendation 15: Construct trail connection to Browns Creek Trail on the east side of County Road 5
The trail connection will allow pedestrians and bicyclists to travel from the County Road 5 trail to the Browns Creek Trail. This connection is difficult to construct due to the significant grade difference between the two facilities. The right-of-way or easement needs and the cost will depend on the final route chosen for the connection.

Recommendation 16: Widen pedestrian/bicycle facility on County Road 5 bridge over Browns Creek by widening bridge or constructing a separate trail bridge



The current sidewalk on the County Road 5 bridge is only 5 feet wide with no separation from vehicle traffic. The widened facility would be safer and more comfortable for pedestrians and bicyclists on County Road 5 crossing over Browns Creek.

A map summarizing the recommendations is included on the following page and the estimated costs and priority for each recommendation are provided in the table on page 7. Recommendations identified as short-term indicate improvements that could be completed within 1-3 years; medium term indicates improvements that may require right-of-way or other agency involvement and could be completed in 3-5 years; long term indicates projects that would be completed beyond the 5 year horizon. Improvements may be completed as independent projects or programmed as part of larger roadway improvements as funds and opportunities are available. More detailed cost calculations for each of the recommendations, and the cost participation by each agency, are included in the Appendix.



Insert figure



Recommendation	Priority	Timeline	Cost (2015 \$)
<i>Segment 1: Croixwood Boulevard to Pine Tree Trail</i>			
1: Construct trail on west side from Willard Street to Deer Path	High	Medium Term	\$412,000
2: Construct sidewalk on east side from Pine Street to Pine Tree Trail	High	Medium Term	\$135,000
3: Construct sidewalk on east side from Autumn Way to Pine Street	Low	Long Term	\$148,000
4: Install traffic signal at Pine Street and convert Dundee Place to right-in/right-out only	Medium	Short Term	\$387,000
5: Implement access management at Willard Street	Medium	Short Term	\$79,000
<i>Segment 2: Pine Tree Trail to Owens Street</i>			
6: Stripe left-turn lanes at Brick Street	High	Short Term	\$9,000
7: Construct sidewalk on south side from Pine Tree Trail to Owens Street	High	Medium Term	\$264,000
8: Construct sidewalk on north side from Deer Path to Owens Street	Low	Long Term	\$383,000
<i>Segment 3: Linden Street to St. Croix Avenue</i>			
9: Construct curb bumpouts at McKusick Road	High	Short Term	\$23,000
10: Narrow shoulders to construct wider sidewalk and boulevard on east side from McKusick Road to W St. Croix Avenue	High	Medium Term	\$398,000
11: Construct sidewalk on west side from Wilkins Street to W St. Croix Avenue	High	Medium Term	\$58,000
<i>Segment 4: St. Croix Avenue to TH 96</i>			
12: Construct sidewalk on west side from Sycamore Street (south junction) to W St. Croix Avenue	High	Medium Term	\$24,000
13: Construct trail on west side from Sycamore Street (south junction) to Johnson Court	High	Medium Term	\$153,000
14: Construct trail underpass of County Road 5 between Sycamore Street (north junction) and Johnson Court	Medium	Medium Term	\$681,000
15: Construct trail connection to Browns Creek Trail on the east side of County Road 5	High	Medium Term	\$753,000
16: Widen pedestrian/bicycle facility on County Road 5 bridge over Browns Creek by widening bridge or constructing a separate trail bridge	Low	Long Term	\$1,100,000



Appendix



Existing Conditions

Google Earth Plan View Photo – Proposed Trail Connection Location



CSAH 5 Stonebridge Trail Connection to Brown's Creek State Trail
City of Stillwater
Washington County

Existing Conditions

Proposed Trail Location, Looking North



A desire line path can be seen in the grass where the proposed trail would be constructed.

CSAH 5 Stonebridge Trail Connection to Brown's Creek State Trail
City of Stillwater
Washington County

Existing Conditions

Proposed Trail Location, Looking North



CSAH 5 Stonebridge Trail Connection to Brown's Creek State Trail
City of Stillwater
Washington County

Existing Conditions

Proposed Trail Location, Looking South



This photo was taken while standing on the bridge over the Brown's Creek State Trail. The proposed trail would run from just left of the diamond sign down to the Brown's Creek State Trail below the bridge.

Existing Conditions

Brown's Creek State Trail below the CSAH 5 Bridge, Looking West



CSAH 5 Stonebridge Trail Connection to Brown's Creek State Trail
City of Stillwater
Washington County



Gateway-Brown's Creek
Trail Association

P.O. Box 9295
North St. Paul, MN 55109

June 22, 2016

Wayne H Sandberg, P.E.
Deputy Director/County Engineer
Washington County Minnesota

This letter is with regards to Washington County's request for funds to make a connection between County Road 5 and the Browns Creek State Trail.

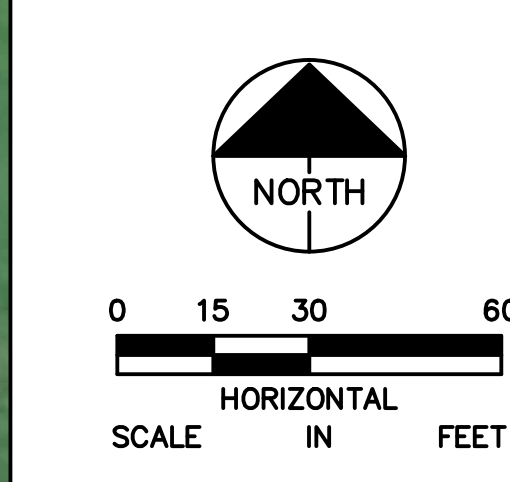
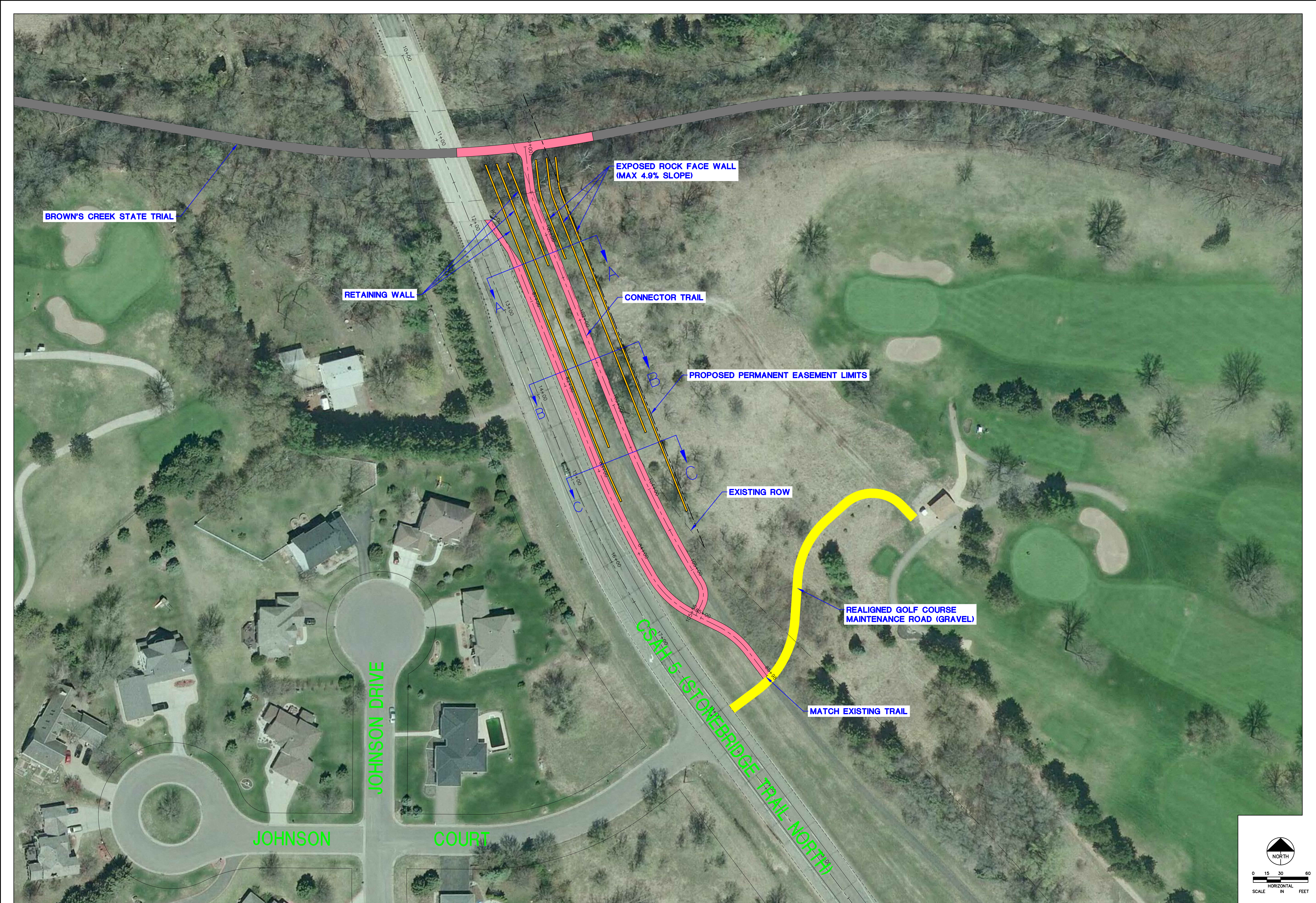
The Gateway Browns Creek Trail Association is a Friends Group that has supported the trail system since its inception more than 25 years ago. We have over 250 volunteer members who give their time and financial support to make these two trails the best in the state. Currently, the two trails are the most used multipurpose non-motorized trails in the DNR's state system. Recently, our members did a user survey on the trails on a Saturday morning and found that the trail users came from 40 different communities and four different states. It is truly a recreational gem for the metro area; the state; and ranks as a top destination in a several state area.

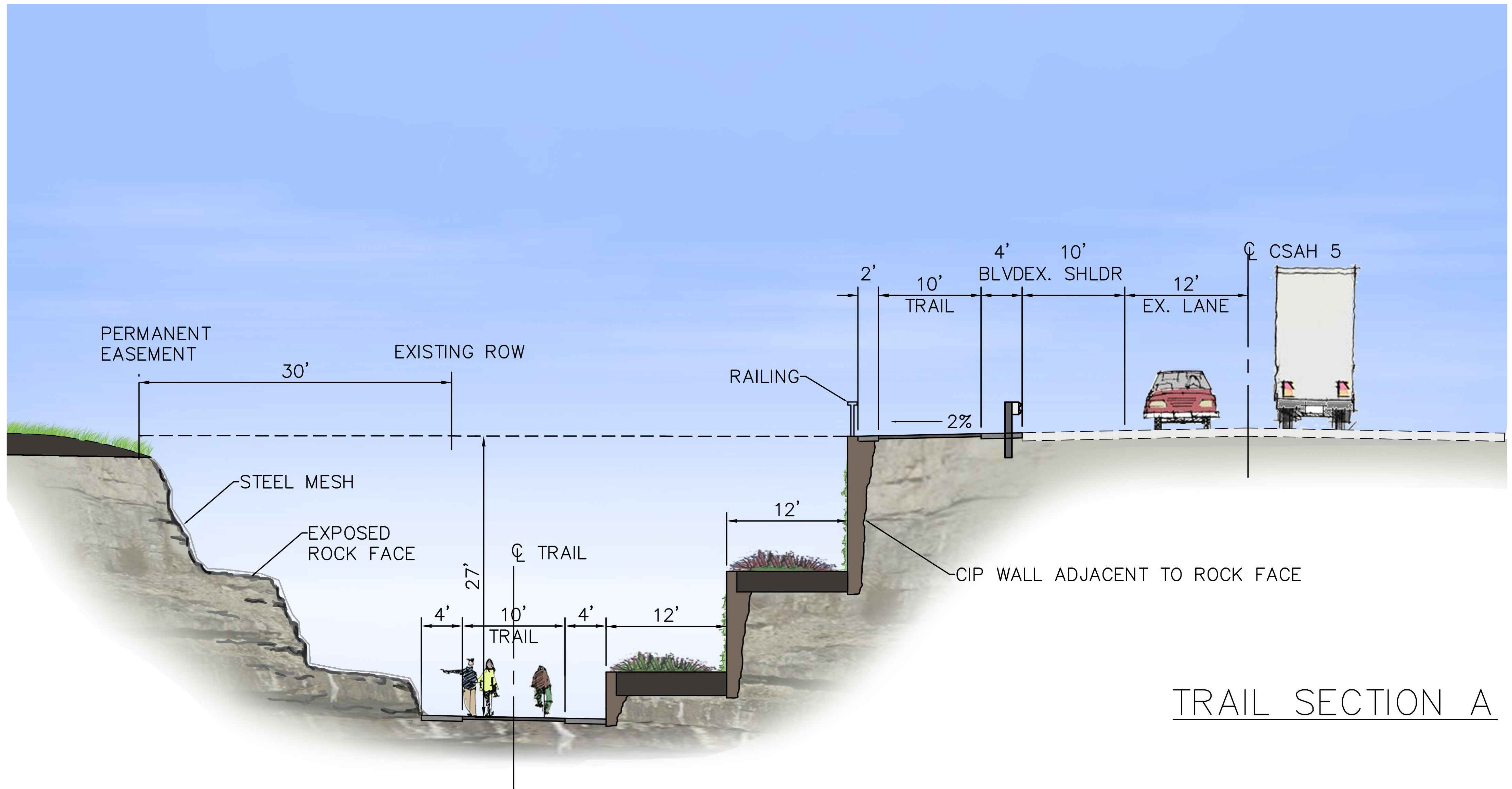
The proposed link of County Hwy 5 (Stonebridge Trail) and the Browns Creek Trail is a particularly important project for trail users. Many walkers and bikers use the current trail along Hwy 5 into downtown Stillwater, but cannot link on to the Browns Creek Trail. Where this linkage would occur is at a unique area on the trail since the "Old Stonebridge" is the Military Road bridge dating back into the mid 1800's. People taking this new link would be able to view this historical site and the beautiful rapids of Browns Creek at this juncture.

We hope your proposal is successful since this link will help complete what is already one of the most scenic trails anywhere in the state.

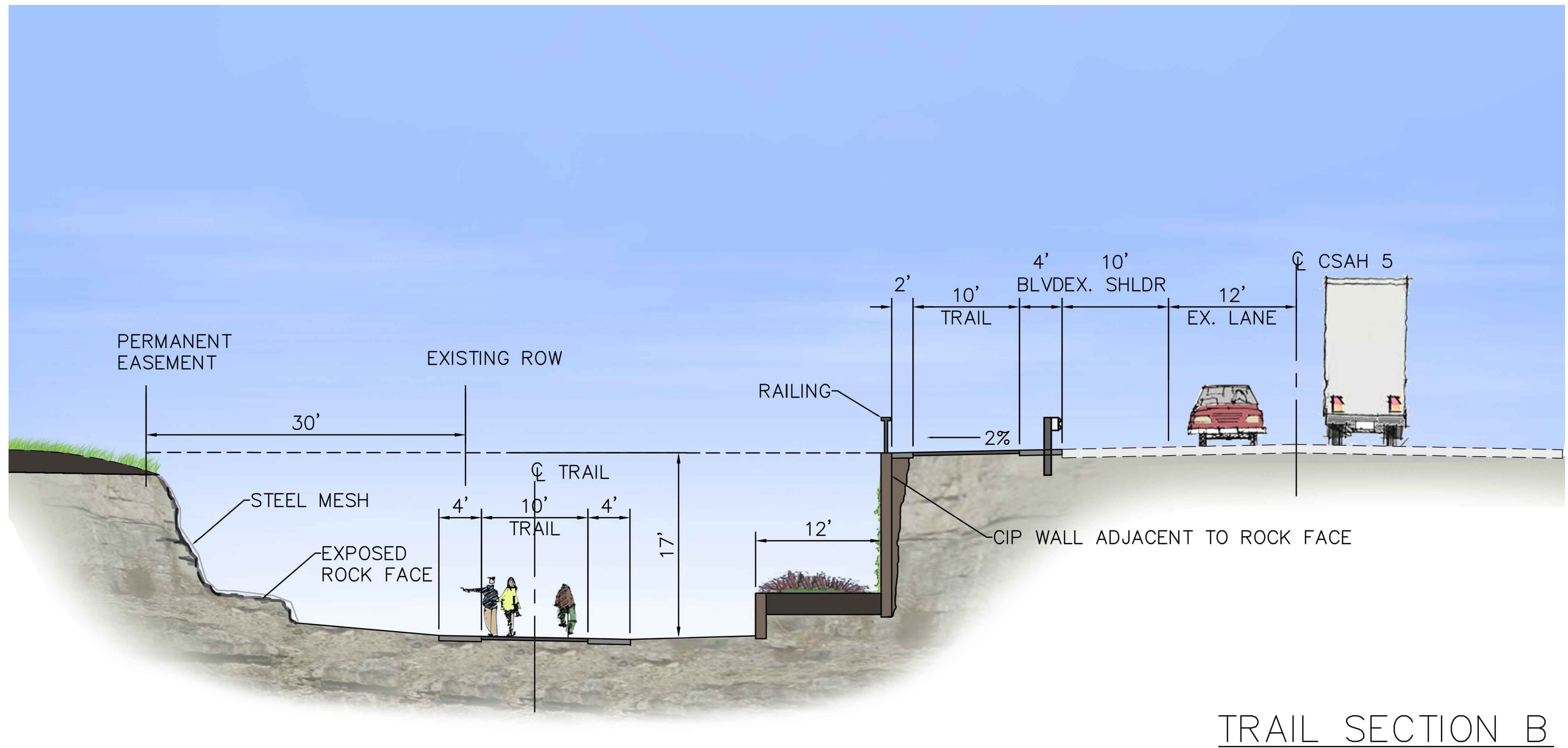
Regards,

Rob McKim
President GBCTA

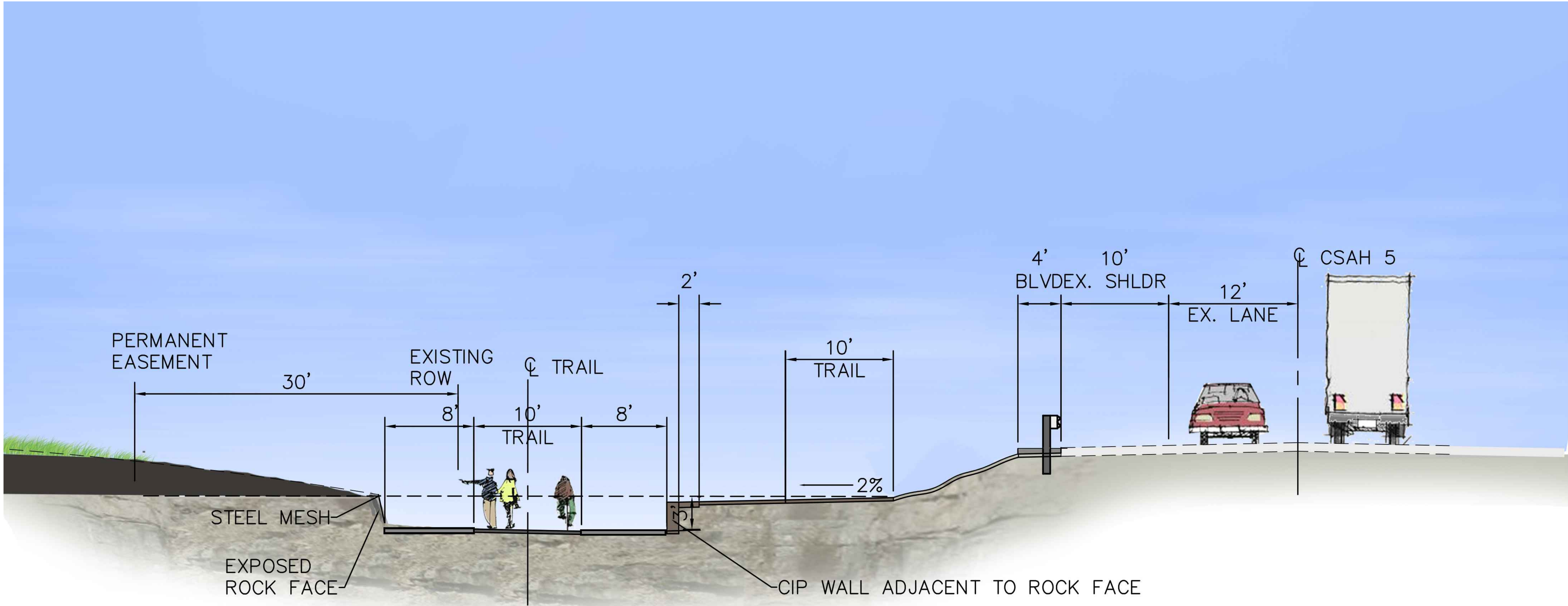




TRAIL SECTION A



TRAIL SECTION B



TRAIL SECTION C