Application

04751 - 2016 Roadway Expansion

05212 - TH 36/CSAH 15 (Manning Ave) Interchange Project

Regional Solicitation - Roadways Including Multimodal Elements

Status:	Submitted
Submitted Date:	07/14/2016 2:11 PM

Primary Contact

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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 Trunk Highway 36/CSAH 15 (Manning Avenue) Interchange Project

Primary County where the Project is Located Washington

Jurisdictional Agency (If Different than the Applicant): Minnesota Department of Transportation

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

Washington County is taking the lead for this Project, in cooperation with MnDOT, the Cities of Grant, Lake Elmo, and Oak Park Heights, and Stillwater Township. The project location is the existing at-grade signalized intersection of TH 36/Manning Avenue. TH 36 is a principal arterial roadway (and Medium Priority Interregional Corridor) that runs east-west approximately 20 miles in length from I-35W in Roseville to the Wisconsin border at Stillwater. TH 36 then provides a connection with Wisconsin State Highway 35. Within the project area, TH 36 is a four-lane divided expressway section. North of TH 36, Manning Avenue is a four-lane roadway and is functionally classified as an A-Minor Expander. Manning Avenue is the primary regional roadway connecting southern Chisago County and northern Washington County to TH 36. The traffic volumes have increased to the point that the traffic demand is exceeding the capacity of the at-grade intersection, which in turn results in extended periods of heavy congestion and an unacceptable level of service during peak hours.

This project preserves the existing capacity along TH 36 by constructing an interchange at the existing signalized intersection. This project eliminates an at-grade intersection along TH 36 and helps achieve the freeway vision of this important interregional corridor. The selected interchange design would not preclude the expansion of TH 36 from four to six lanes, if desired by the region in the future. This intersection change would be combined with local street improvements to improve traffic safety in the corridor. The existing frontage road north of TH 36 will be connected or rerouted to accommodate the new interchange design. To maximize efficiency for regional traffic flow, reduce traffic conflict points, and to minimize or eliminate local municipal cost share, relocation

or elimination of the southern neighborhood street connection will be considered during the course of project development.

A continuous 10-foot trail will run along the east side of Manning Avenue and will replace the existing, well-worn bituminous segment along this corridor. To maintain trail system connectivity, a local access connection to the existing trail on the west side of Manning Avenue, south of TH 36 will be constructed.

The STP funding being requested is required to complete the funding package and enable the project to proceed.

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)

MN 36, AT CSAH 15 (MANNING AVE) IN GRANT, LAKE ELMO, OAK PARK HEIGHTS, STILLWATER TWP- CONSTRUCT INTERCHANGE

Project Length (Miles)

0.86

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

$7,000,000.00

Match Amount

$4,850,000.00

Minimum of 20% of project total

Project Total

$11,850,000.00

Match Percentage

40.93%

Minimum of 20%
Compute the match percentage by dividing the match amount by the project total

Source of Match Funds

State and Local Resources

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:

2021

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: Roadway Projects

County, City, or Lead Agency	Washington County
Functional Class of Road	Principal Arterial
Road System *TH, CSAH, MSAS, CO. RD., TWP. RD., CITY STREET*	TH
Road/Route No. *i.e., 53 for CSAH 53*	36
Name of Road *Example; 1st ST., MAIN AVE*	Trunk Highway 36
Zip Code where Majority of Work is Being Performed	55082
(Approximate) Begin Construction Date	03/01/2021
(Approximate) End Construction Date	12/31/2021

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

From: **(Intersection or Address)**	Approximately 0.5 miles west of Manning Avenue
To: **(Intersection or Address)** *DO NOT INCLUDE LEGAL DESCRIPTION*	TH 5 West Ramps
Or At	
Primary Types of Work *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.*	Interchange construction; RDWY reconstruction including grading, aggregate base, pavement, C&G, storm sewer, retaining walls, lighting,trail,ped ramps

BRIDGE/CULVERT PROJECTS (IF APPLICABLE)

Old Bridge/Culvert No.:	Not Applicable
New Bridge/Culvert No.:	To Be Assigned
Structure is Over/Under **(Bridge or culvert name):**	Over Trunk Highway 36

Specific Roadway Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Mobilization (approx. 5% of total cost)	$500,000.00

Removals (approx. 5% of total cost)	$500,000.00
Roadway (grading, borrow, etc.)	$1,800,000.00
Roadway (aggregates and paving)	$1,400,000.00
Subgrade Correction (muck)	$150,000.00
Storm Sewer	$300,000.00
Ponds	$300,000.00
Concrete Items (curb & gutter, sidewalks, median barriers)	$250,000.00
Traffic Control	$200,000.00
Striping	$75,000.00
Signing	$75,000.00
Lighting	$400,000.00
Turf - Erosion & Landscaping	$200,000.00
Bridge	$2,500,000.00
Retaining Walls	$400,000.00
Noise Wall (do not include in cost effectiveness measure)	$0.00
Traffic Signals	$250,000.00
Wetland Mitigation	$150,000.00
Other Natural and Cultural Resource Protection	$50,000.00
RR Crossing	$0.00
Roadway Contingencies	$2,000,000.00
Other Roadway Elements	$200,000.00
Totals	**$11,700,000.00**

Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	**Cost**
Path/Trail Construction	$100,000.00
Sidewalk Construction	$0.00
On-Street Bicycle Facility Construction	$0.00
Right-of-Way	$20,000.00
Pedestrian Curb Ramps (ADA)	$10,000.00
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	$20,000.00
Other Bicycle and Pedestrian Elements	$0.00
Totals	**$150,000.00**

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	$11,850,000.00
Construction Cost Total	$11,850,000.00
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 A - Transportation System Stewardship, Objectives A & B, Strategy A1 (page 2.17)

- Goal B - Safety and Security, Objective A, Strategy B1 (page 2.20)

- Goal C - Access to Destinations, Objective B, Strategy C1 (page 2.24)

- Goal D - Competitive Economy, Objective C, Strategy D1 (page 2.38)

- Goal E - Healthy Environment, Objectives A & C, Strategy E2 (page 2.43)

- Goal F - Leveraging Transportation to Guide Land Use, Objectives A & C, Strategy F3 (page 2.50)

Furthermore, the MnDOT Interchange Review Committee, in a letter dated May 26, 2016, determined that the proposed interchange is consistent with the qualifying criteria found in Appendix F of the Metropolitan Council's 2040 TPP.

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

List the applicable documents and pages:

- Principal Arterial Intersection Conversion Study: Background Data, Outreach Summary, and Phase I Screening Technical Memo (March 2016) - Page 21

- TH 36/Manning Avenue Interchange Analysis Report (March 2007) - Multiple Pages

- MnDOT Statewide Interregional Corridor Study (November 1999) - Multiple Pages

- Washington County 2030 Comprehensive Plan (September 2010) - Pages 4-35, 4-37, 4-38, 4-66, 4-67, 4-74, 4-75, and 4-115

- Washington County Capital Improvement Plan 2016-2020 (December 2015) - Page 75

- City of Lake Elmo 2030 Comprehensive Transportation Plan - Pages 17, 22, 26, 27, and 30.

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.

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.

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

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

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.

Requirements - Roadways Including Multimodal Elements

Expander/Augmentor/Non-Freeway Principal Arterial

Select one:	Non-Freeway Principal Arterial
Area	2.284
Project Length	0.861
Average Distance	2.6527
Upload Map	1468336217566_TH 36_Manning_RdwyAreaDef.pdf

Reliever: Relieves a Principle Arterial that is a Freeway Facility

Facility being relieved	
Number of hours per day volume exceeds capacity (based on the Congestion Report)	0

Reliever: Relives a Principle Arterial that is a Non-Freeway Facility

Facility being relieved	
Number of hours per day volume exceeds capacity (based on the table below)	0

Non-Freeway Facility Volume/Capacity Table

Hour	NB/EB Volume	SB/WB Volume	Capacity	Volume exceeds capacity
12:00am - 1:00am			0	
1:00am - 2:00am			0	
2:00am - 3:00am			0	
3:00am - 4:00am			0	
4:00am - 5:00am			0	
5:00am - 6:00am			0	
6:00am - 7:00am			0	
7:00am - 8:00am			0	
8:00am - 9:00am			0	
9:00am - 10:00am			0	
10:00am - 11:00am			0	
11:00am - 12:00pm			0	
12:00pm - 1:00pm			0	
1:00pm - 2:00pm			0	

2:00pm - 3:00pm	0
3:00pm - 4:00pm	0
4:00pm - 5:00pm	0
5:00pm - 6:00pm	0
6:00pm - 7:00pm	0
7:00pm - 8:00pm	0
8:00pm - 9:00pm	0
9:00pm - 10:00pm	0
10:00pm - 11:00pm	0
11:00pm - 12:00am	0

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

Existing Employment within 1 Mile:	6461
Existing Manufacturing/Distribution-Related Employment within 1 Mile:	740
Existing Students:	0
Upload Map	1468336376063_TH 36_Manning_RegnlEconomy.pdf

Measure C: Current Heavy Commercial Traffic

Location:	TH 36 at Manning Avenue
Current daily heavy commercial traffic volume:	1227
Date heavy commercial count taken:	6/14/16

Measure D: Freight Elements

Response (Limit 1,400 characters; approximately 200 words)	This critical project has substantial carry-over benefits to the freight system. The location of the project on Minnesota's Principal Freight Network means that it is inherently valuable and will strongly benefit freight movements, more so than projects on other routes. Specifically, this project improves the safety/efficiency of freight movement by constructing an interchange at Manning Avenue. The existing intersection is an impediment to consistent interregional corridor speeds of 55 mph and safe travel. Removing the traffic signal at the intersection will allow TH 36 through-trucks to maintain speed, which will improve capacity, reduce travel time, and congestion. Supplementary to through-traffic movement, the new auxiliary lanes between the east ramps of the proposed interchange and the west ramps of the TH 5 interchange to the east will balance the traffic load (alleviate truck/vehicle conflicts) and maintain a more uniform level of service on TH 36. Roadway grade-separation projects reduce system vulnerability (promote system security) and eliminate crash risk exposure, which benefit all motorized and non-motorized users. The project also preserves the structural integrity (10-ton rated) and smoothness of the pavement which will benefit freight by reducing the number of goods damaged in transit, improving operating and maintenance costs, and reducing driver fatigue.

Measure A: Current Daily Person Throughput

Location	Trunk Highway 36 West of Manning Avenue
Current AADT Volume	39600
Existing Transit Routes on the Project	N/A
For New Roadways only, list transit routes that will be moved to the new roadway	
Upload Transit Map	1468336973048_TH 36_Manning_TransitConnectns.pdf

Response: Current Daily Person Throughput

Average Annual Daily Transit Ridership	0
Current Daily Person Throughput	51480.0

Measure B: 2040 Forecast ADT

Use Metropolitan Council model to determine forecast (2040) ADT volume	Yes
If checked, METC Staff will provide Forecast (2040) ADT volume	
OR	
Identify the approved county or city travel demand model to determine forecast (2040) ADT volume	
Forecast (2040) ADT volume	

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:	
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:	Yes

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

While the project is not located in an area of concentrated poverty, it does serve diverse populations from the region. The project's positive benefits include the increase in mobility along a principal arterial route that connects regional destinations and job concentrations (e.g., the downtowns of Minneapolis/St. Paul, its surrounding suburbs, eastbound along the corridor to Stillwater, and on to western Wisconsin). Given that most Washington County workers (approx. 70%) commute outside the county for work, the improvements being proposed will no doubt positively contribute to the goal of creating a strong transportation system that helps to keep and attract prosperous businesses and a talented workforce, and supports the mobility of all its residents, including protected or limited mobility populations.

Expected redevelopment along the corridor in Stillwater and Oak Park Heights will also bring jobs to the community as well as access to them. In particular, Stillwater has been coordinating with Stillwater Township over the last 20 years on an annexation/staging plan for urban development along Manning Avenue. The NE corner of the intersection is planned for land uses which would provide quality living wage jobs. Access to this area has been managed in anticipation of an interchange. Therefore, the proposed interchange would improve accessibility to this job center, enhance connections between developments and provide improved access to Stillwater and northern Washington County.

The proposed grade-separated crossing over TH 36 would allow bicyclists and pedestrians of all ages and abilities to safely cross a formidable barrier in the community, with its many lanes and high speed approaches (55 mph), without interrupting regional traffic or waiting for a walk

signal. The existing crossing distance (>150') drastically increases a pedestrian's exposure to traffic, which is particularly problematic to pedestrians who are disabled or elderly (many of whom may have compromised balance or use motorized wheelchairs to navigate the area). Improving the crossing for young residents is also important because of their small size, inability to judge speeds, and lack of experience with traffic rules, puts them at greater risk for injury/death from traffic crashes. The grade-separated crossing will provide non-motorized users with greater separation from vehicular traffic, be ADA-compliant, and would be wide enough to allow for comfortable bi-directional use.

The Project does not impose adverse human health or environmental effects on protected or limited mobility populations. Project construction will incorporate proper noise, dust, and traffic mitigation and will not negatively impact disadvantaged populations present in the project area.

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

Upload Map 1468337240883_TH 36_Manning_SocioEconomic.pdf

Measure B: Affordable Housing

City/Township	Segment Length in Miles (Population)
Cities of Grant, Lake Elmo, and Oak Park Heights and Stillwater Township	0.86
	1

Total Project Length

Total Project Length (Total Population) 0.86

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)	0.86
Total Housing Score	0

Measure A: Infrastructure Age

Year of Original Roadway Construction or Most Recent Reconstruction	Segment Length	Calculation	Calculation 2
1960.0	0.86	1685.6	1960.0
	1	**1686**	**1960**

Average Construction Year

Weighted Year	1960.0

Total Segment Length (Miles)

Total Segment Length	0.86

Measure A: Vehicle Delay Reduction

Total Peak Hour Delay Per Vehicle Without The Project	Total Peak Hour Delay Per Vehicle With The Project	Total Peak Hour Delay Per Vehicle Reduced by Project	Volume (Vehicles Per Hour)	Total Peak Hour Delay Reduced by the Project (Seconds)	EXPLANATION of methodology used to calculate railroad crossing delay, if applicable:	Synchro or HCM Reports
35.0	5.0	30.0	4493.0	134790.0		1468337924894_TH 36 Synchro Report.pdf

Total Delay

Total Peak Hour Delay Reduced	134790.0

Measure B:Roadway projects that do not include new roadway segments or railroad grade-separation elements

Total (CO, NOX, and VOC) Peak Hour Emissions Per Vehicle without the Project (Kilograms):	Total (CO, NOX, and VOC) Peak Hour Emissions Per Vehicle with the Project (Kilograms):	Total (CO, NOX, and VOC) Peak Hour Emissions Reduced Per Vehicle by the Project (Kilograms):	Volume (Vehicles Per Hour):	Total (CO, NOX, and VOC) Peak Hour Emissions Reduced by the Project (Kilograms):
0.004	0.002	0.002	4493.0	8.986
0	**0**		**4493**	**9**

Total

Total Emissions Reduced:	8.986
Upload Synchro Report	1468338280591_TH 36 Synchro Report.pdf

Measure B: Roadway projects that are constructing new roadway segments, but do not include railroad grade-separation elements (for Roadway Expansion applications only):

Total (CO, NOX, and VOC) Peak Hour Emissions Per Vehicle without the Project (Kilograms):	Total (CO, NOX, and VOC) Peak Hour Emissions Per Vehicle with the Project (Kilograms):	Total (CO, NOX, and VOC) Peak Hour Emissions Reduced Per Vehicle by the Project (Kilograms):	Volume (Vehicles Per Hour):	Total (CO, NOX, and VOC) Peak Hour Emissions Reduced by the Project (Kilograms):
0	**0**		**0**	**0**

Total Parallel Roadways

Emissions Reduced on Parallel Roadways	0
Upload Synchro Report	

New Roadway Portion:

Cruise speed in miles per hour with the project:	0
Vehicle miles traveled with the project:	0
Total delay in hours with the project:	0
Total stops in vehicles per hour with the project:	0
Fuel consumption in gallons:	0
Total (CO, NOX, and VOC) Peak Hour Emissions Reduced or Produced on New Roadway (Kilograms):	0
EXPLANATION of methodology and assumptions used:(Limit 1,400 characters; approximately 200 words)	
Total (CO, NOX, and VOC) Peak Hour Emissions Reduced by the Project (Kilograms):	0.0

Measure B:Roadway projects that include railroad grade-separation elements

Cruise speed in miles per hour without the project:	0
Vehicle miles traveled without the project:	0
Total delay in hours without the project:	0
Total stops in vehicles per hour without the project:	0
Cruise speed in miles per hour with the project:	0
Vehicle miles traveled with the project:	0
Total delay in hours with the project:	0
Total stops in vehicles per hour with the project:	0
Fuel consumption in gallons (F1)	0
Fuel consumption in gallons (F2)	0
Fuel consumption in gallons (F3)	0
Total (CO, NOX, and VOC) Peak Hour Emissions Reduced by the Project (Kilograms):	0
EXPLANATION of methodology and assumptions used:(Limit 1,400 characters; approximately 200 words)	

Measure A: Benefit of Crash Reduction

Crash Modification Factor Used:	58, which represents a crash reduction factor of 0.42.

(Limit 700 Characters; approximately 100 words)

Rationale for Crash Modification Selected:	This is the CMF corresponding to the "Interchange Design" category and countermeasure "Convert at-grade intersection into grade-separated interchange." Of those Crash Modification Factors corresponding to this category and countermeasure, this is the only one based on a 4-legged intersection - which TH 36 & CSAH 15 (Manning Avenue) is - and covering all crash severity types.
(Limit 1400 Characters; approximately 200 words)	
Project Benefit ($) from B/C Ratio:	0.87
Worksheet Attachment	1468338446224_TH 36_Manning Ave_benefitcostworksheet.pdf

Roadway projects that include railroad grade-separation elements:

Current AADT volume:	0
Average daily trains:	0
Crash Risk Exposure eliminated:	0

Measure A: Multimodal Elements and Existing Connections

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

Pedestrian crosswalks are in place, across the east leg of the intersection (TH 36), and the north and south legs of the intersection (Manning). A County owned trail is located along the east side of Manning Avenue, north of TH 36. The project will improve the travel experience, safety, and security for all motorized and non-motorized users by constructing a grade separated interchange at Manning Avenue. Roadway grade-separation projects eliminate crash risk exposure, which benefit all motorized and non-motorized users.

The project will promote bicycling and walking due to a continuous 10-foot trail along Manning Avenue through the project limits. The multi-use trail provides an important connection between the residential areas north and south of TH 36. The project will also eliminate the trail gap that currently exists directly south of TH 36, thereby improving non-motorized access to the residential neighborhood in Lake Elmo. In addition, the City of Stillwater has been coordinating with Stillwater Township over the last 20 years on an annexation/staging plan for urban development along Manning Avenue. The NE corner of the intersection is planned for land uses which would provide quality living wage jobs. The proposed project will improve non-motorized access to this planned job center. The project includes ADA compliant curb ramps to allow easy access to bikes and wheelchairs.

MnDOT currently operates a 15-space park-and-pool lot in the NW corner of the existing intersection (via 60th St. N) in the City of Grant. Park-and-pool facilities are designated parking areas that provide private individuals a gathering point from which they can carpool to a common destination. This facility will be perpetuated with the proposed

interchange design.

Currently, no transit service is provided on TH 36 within the project limits. However, TH 36 is identified as an Increased Revenue Scenario Transitway in the 2040 TPP, given the relatively high levels of existing peak-hour, commuter transit demand. Transit routes may be added in the future given the expansion of the Maplewood Mall Transit Center (St. Paul) and the construction of the St. Croix River Crossing (Stillwater). The Highway Transitway Corridor Study Report (2014) ranked TH 36 as a high priority for all-day, station-to-station BRT service (corridor closely aligns with all five goals). This type of transit service would have advantages over congested traffic by utilizing bus shoulders or future MnPASS lanes. The Project would not preclude the possible implementation of BRT on TH 36. It would reduce the travel time and make the transit option more attractive to drivers and non-drivers alike.

As described above, the proposed interchange and trail design safely integrates all modes of transportation.

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 Yes

100%

Layout or Preliminary Plan started

50%

Layout or Preliminary Plan has not been started

0%

Anticipated date or date of completion 07/07/2016

3)Environmental Documentation (5 Percent of Points)

EIS

EA Yes

PM

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 12/31/2019

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

80%

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

40%

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

0%

Anticipated date or date of completion of historic/archeological review: 10/01/2018

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 Yes

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

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 10/01/2020

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

100%

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

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 10/01/2020

10)Letting

Anticipated Letting Date 02/01/2021

Measure A: Cost Effectiveness

Total Project Cost (entered in Project Cost Form): $11,850,000.00

Enter Amount of the Noise Walls: $0.00

Total Project Cost subtract the amount of the noise walls: $11,850,000.00

Points Awarded in Previous Criteria

Cost Effectiveness $0.00

Other Attachments

File Name	Description	File Size
County Board Resolution.pdf	Local Match County Board Resolution	29 KB
MnDOT Interchange Review Committee Letter.pdf	MnDOT Interchange Review Committee Letter	50 KB
MnDOT Support Letter.pdf	MnDOT Support Letter	107 KB
Project Area Existing Conditions.pdf	Project Area Existing Conditions	148 KB
TH 36_Manning Project Layout.pdf	Project Layout	739 KB

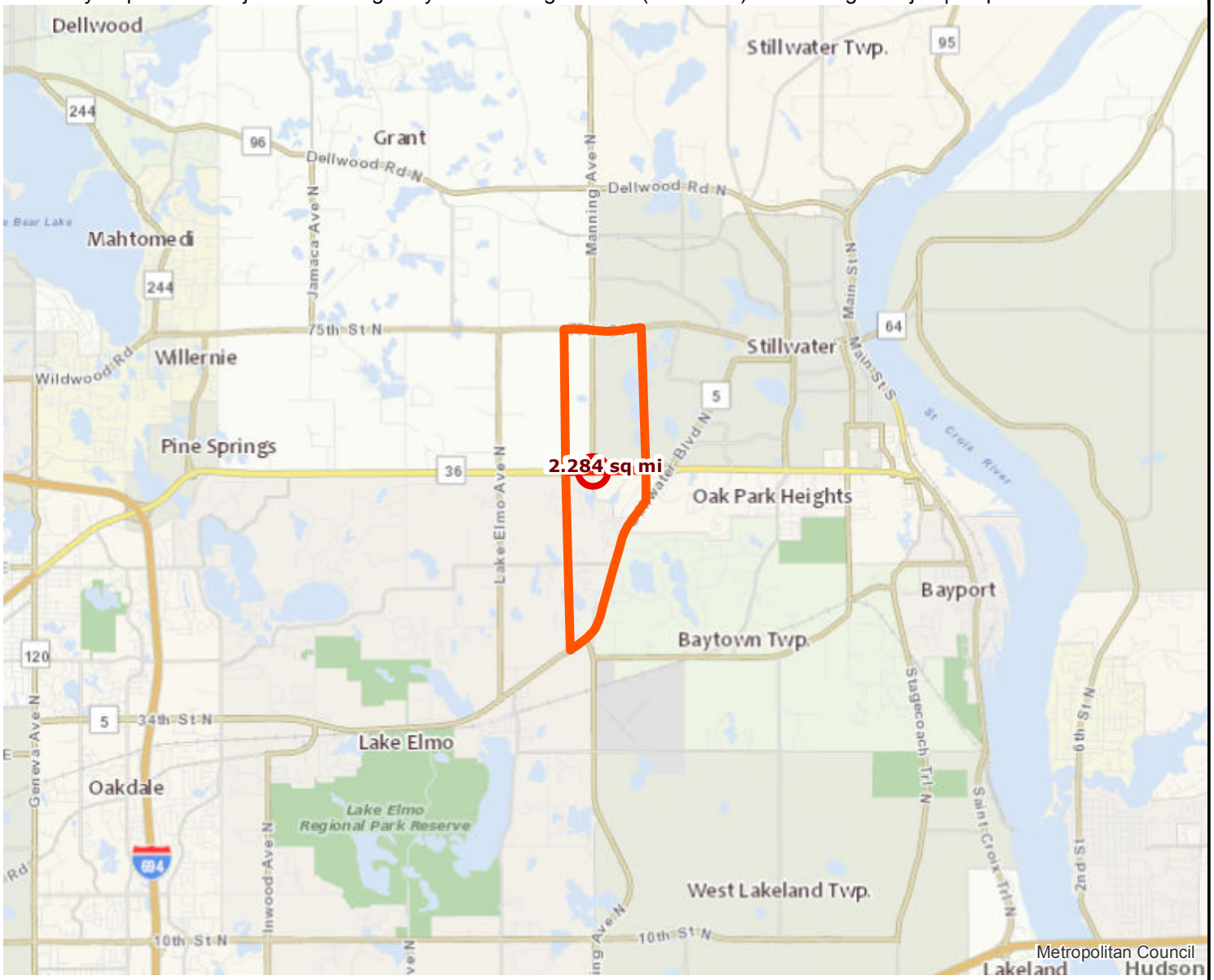
Roadway Area Definition

Roadway Expansion Project: Trunk Highway 36/Manning Avenue (CSAH 15) Interchange Projec | Map ID: 1467048511903

Results

Project Length: 0.861 miles

Project Area: 2.284 sq mi



Project Points Project Area

Project

0 1 2 4 6 8 Miles

Created: 6/27/2016
LandscapeRSA1

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

METROPOLITAN COUNCIL

Regional Economy
Results

Roadway Expansion Project: Trunk Highway 36/Manning Avenue (CSAH 15) Interchange Projec | Map ID: 1467048511903

WITHIN ONE MI of project:

Totals by City:

Baytown Twp.
Population: 630
Employment: 10
Mfg and Dist Employment: 5

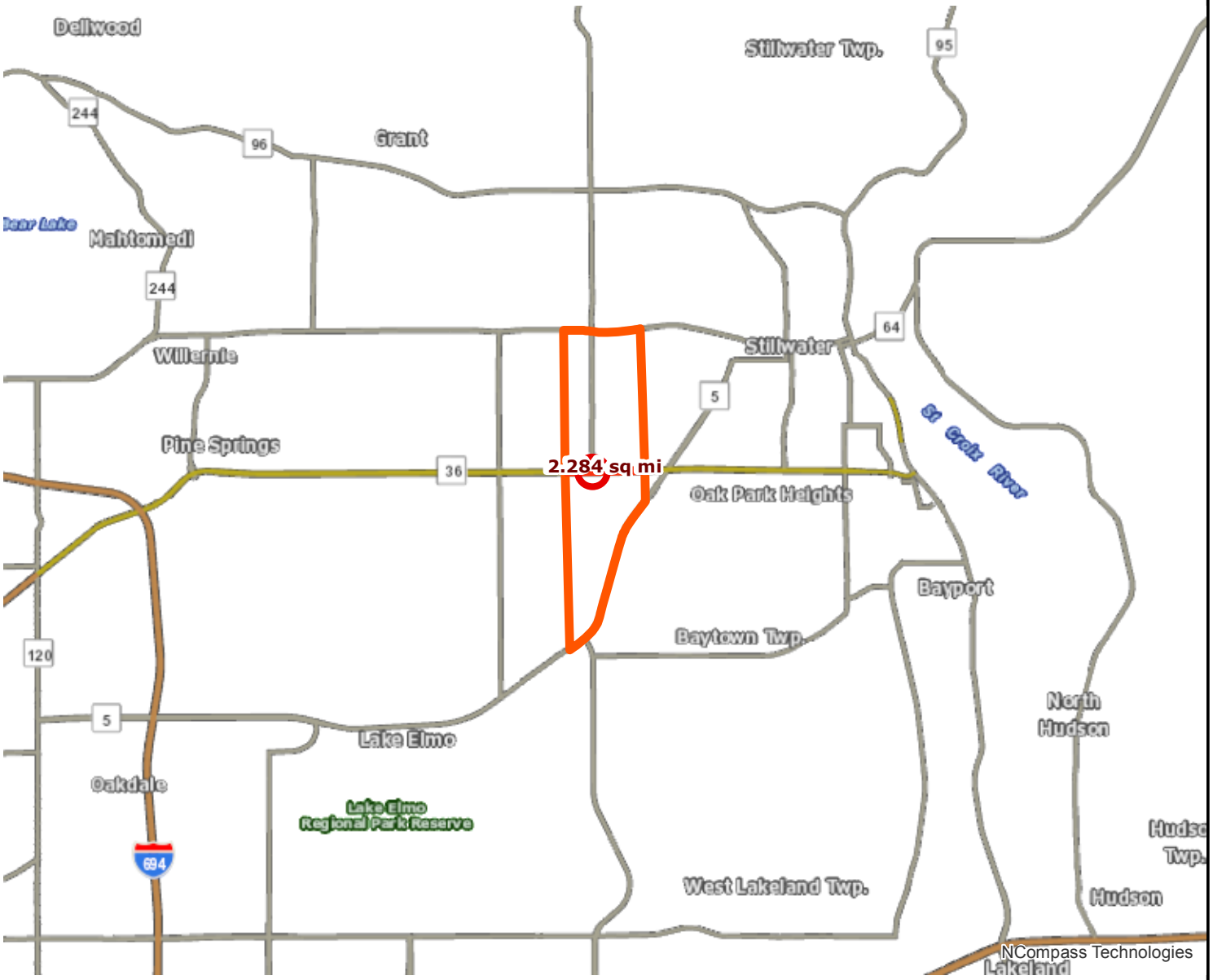
Grant
Population: 89
Employment: 125
Mfg and Dist Employment: 68

Lake Elmo
Population: 1265
Employment: 1171
Mfg and Dist Employment: 26

Oak Park Heights
Population: 1252
Employment: 1679
Mfg and Dist Employment: 37

Stillwater
Population: 3634
Employment: 3476
Mfg and Dist Employment: 604

Postsecondary Students:
0



Project Points
Project Area
Project

0 1 2 4 6 8 Miles

Created: 6/27/2016
LandscapeRSA5

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

METROPOLITAN COUNCIL

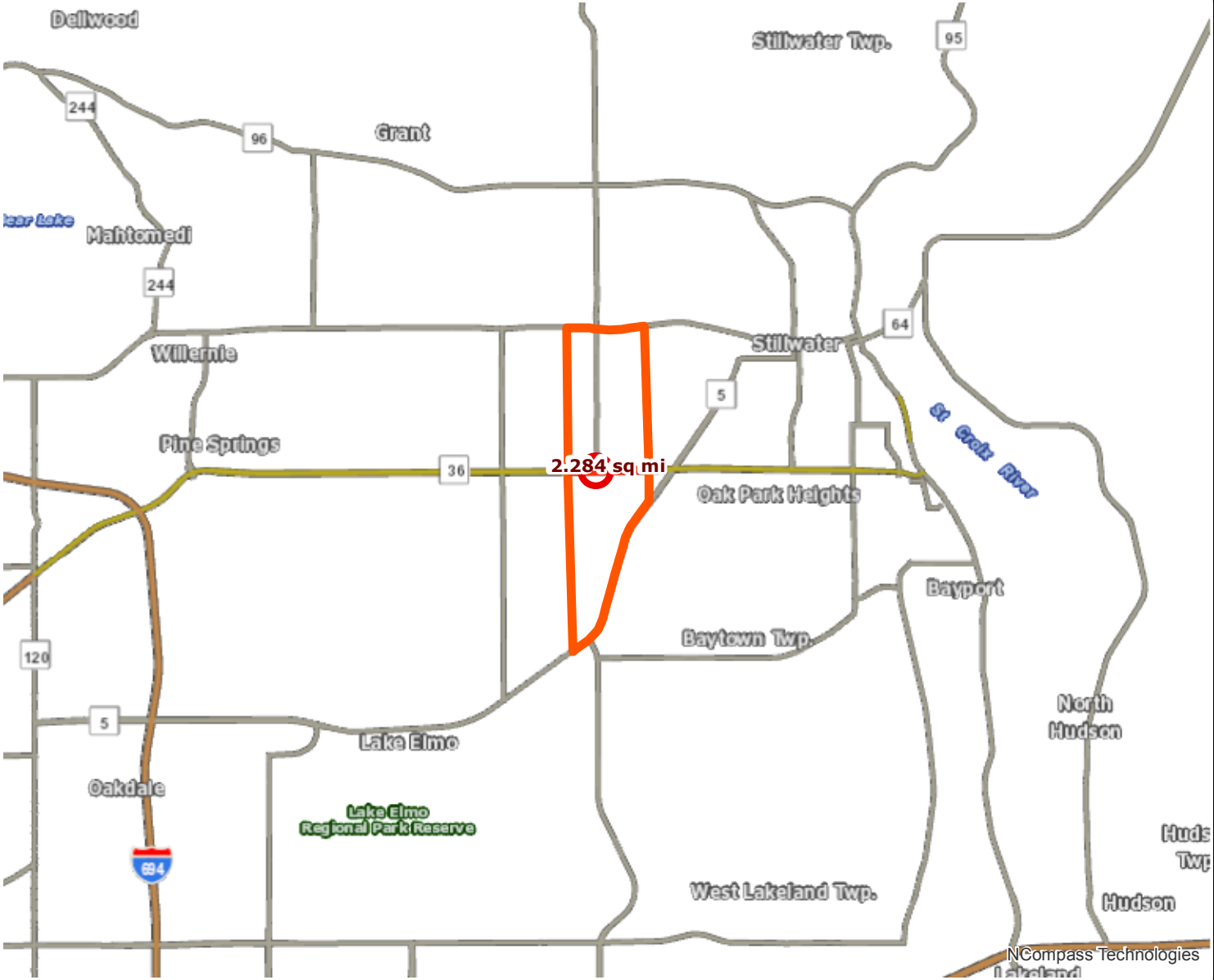
Transit Connections

Roadway Expansion Project: Trunk Highway 36/Manning Avenue (CSAH 15) Interchange Projec | Map ID: 1467048511903

Results

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

**indicates Planned Alignments*



Project Points
Project Area
Project

0 1 2 4 6 8 Miles

Created: 6/27/2016
LandscapeRSA3

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

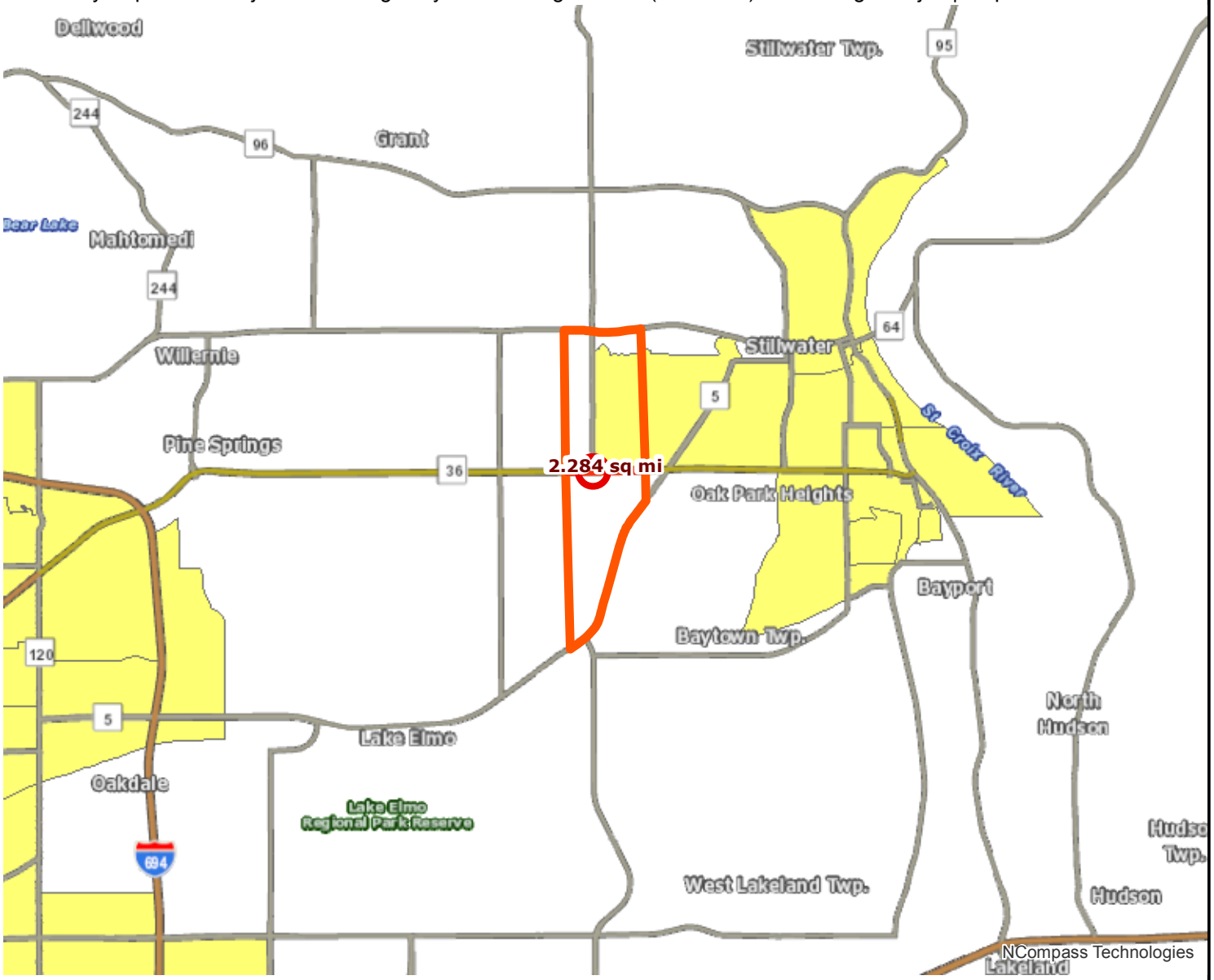
METROPOLITAN COUNCIL

Socio-Economic Conditions

Roadway Expansion Project: Trunk Highway 36/Manning Avenue (CSAH 15) Interchange Projec | Map ID: 1467048511903

Results

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:
(0 to 12 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 1 2 4 6 8 Miles

Created: 6/27/2016
LandscapeRSA2

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

METROPOLITAN COUNCIL

867: CSAH 15/Manning Ave & TH 36

Direction	All
Future Volume (vph)	4493
Total Delay / Veh (s/v)	35
CO Emissions (kg)	12.71
NOx Emissions (kg)	2.47
VOC Emissions (kg)	2.95

3: TH 36 EB Exit Ramp & TH 36 EB Ent Loop

Direction	All
Future Volume (vph)	750
Total Delay / Veh (s/v)	0
CO Emissions (kg)	0.35
NOx Emissions (kg)	0.07
VOC Emissions (kg)	0.08

4: WB TH 36 Ent Ramp & CSAH 15/Manning Ave

Direction	All
Future Volume (vph)	971
Total Delay / Veh (s/v)	0
CO Emissions (kg)	0.25
NOx Emissions (kg)	0.05
VOC Emissions (kg)	0.06

5: CSAH 15/Manning Ave & TH 36 Frontage Rd/TH 36 WB Exit Ramp

Direction	All
Future Volume (vph)	1508
Total Delay / Veh (s/v)	15
CO Emissions (kg)	1.89
NOx Emissions (kg)	0.37
VOC Emissions (kg)	0.44

2003: TH 36 EB Ent Loop & TH 36

Direction	All
Future Volume (vph)	3243
Total Delay / Veh (s/v)	0
CO Emissions (kg)	1.73
NOx Emissions (kg)	0.34
VOC Emissions (kg)	0.40

2005: TH 36 & TH 36 WB Exit Ramp

Direction	All
Future Volume (vph)	3771
Total Delay / Veh (s/v)	0
CO Emissions (kg)	2.34
NOx Emissions (kg)	0.46
VOC Emissions (kg)	0.54

4004: TH 36 EB Exit Ramp & TH 36 & WB TH 36 Ent Ramp

Direction	All
Future Volume (vph)	3666
Total Delay / Veh (s/v)	0
CO Emissions (kg)	2.36
NOx Emissions (kg)	0.46
VOC Emissions (kg)	0.55

867: CSAH 15/Manning Ave & TH 36

Direction	All
Future Volume (vph)	4493
Total Delay / Veh (s/v)	35
CO Emissions (kg)	12.71
NOx Emissions (kg)	2.47
VOC Emissions (kg)	2.95

3: TH 36 EB Exit Ramp & TH 36 EB Ent Loop

Direction	All
Future Volume (vph)	750
Total Delay / Veh (s/v)	0
CO Emissions (kg)	0.35
NOx Emissions (kg)	0.07
VOC Emissions (kg)	0.08

4: WB TH 36 Ent Ramp & CSAH 15/Manning Ave

Direction	All
Future Volume (vph)	971
Total Delay / Veh (s/v)	0
CO Emissions (kg)	0.25
NOx Emissions (kg)	0.05
VOC Emissions (kg)	0.06

5: CSAH 15/Manning Ave & TH 36 Frontage Rd/TH 36 WB Exit Ramp

Direction	All
Future Volume (vph)	1508
Total Delay / Veh (s/v)	15
CO Emissions (kg)	1.89
NOx Emissions (kg)	0.37
VOC Emissions (kg)	0.44

2003: TH 36 EB Ent Loop & TH 36

Direction	All
Future Volume (vph)	3243
Total Delay / Veh (s/v)	0
CO Emissions (kg)	1.73
NOx Emissions (kg)	0.34
VOC Emissions (kg)	0.40

2005: TH 36 & TH 36 WB Exit Ramp

Direction	All
Future Volume (vph)	3771
Total Delay / Veh (s/v)	0
CO Emissions (kg)	2.34
NOx Emissions (kg)	0.46
VOC Emissions (kg)	0.54

4004: TH 36 EB Exit Ramp & TH 36 & WB TH 36 Ent Ramp

Direction	All
Future Volume (vph)	3666
Total Delay / Veh (s/v)	0
CO Emissions (kg)	2.36
NOx Emissions (kg)	0.46
VOC Emissions (kg)	0.55

HSIP worksheet

Control Section	T.H. / Roadway	Location	Beginning Ref. Pt.	Ending Ref. Pt.	State, County, City or Township	Study Period Begins	Study Period Ends
	36	TH 36 at CSAH 15/Manning Avenue in Stillwater, MN	006+00.278	016+00.832	Washington Co.	1/1/2013	12/31/2015

Description of Proposed Work: Convert the current signalized intersection of TH 36 & CSAH 15/Manning Avenue into a grade separated interchange.

Accident Diagram Codes			1 Rear End	2 Sideswipe Same Direction	3 Left Turn Main Line	5 Right Angle	4,7 Ran off Road	8, 9 Head On/ Sideswipe - Opposite Direction	Pedestrian	6, 90, 99 Other	Total
Study Period: Number of Crashes	Fatal	**F**			1						**1**
	Personal Injury (PI)	**A**									
		B	2								**2**
		C	9	1		1	1			1	**13**
	Property Damage	**PD**	11	4	1	2		1		2	**21**
% Change in Crashes *Use Desktop Reference for Crash Reduction Factors	Fatal	**F**	-42%	-42%	-42%	-42%	-42%	-42%	-42%	-42%	
	PI	**A**	-42%	-42%	-42%	-42%	-42%	-42%	-42%	-42%	
		B	-42%	-42%	-42%	-42%	-42%	-42%	-42%	-42%	
		C	-42%	-42%	-42%	-42%	-42%	-42%	-42%	-42%	
	Property Damage	**PD**	-42%	-42%	-42%	-42%	-42%	-42%	-42%	-42%	
Change in Crashes = No. of crashes **X** % change in crashes	Fatal	**F**			**-0.42**						**-0.42**
	PI	**A**									
		B	**-0.84**								**-0.84**
		C	**-3.78**	**-0.42**		**-0.42**	**-0.42**			**-0.42**	**-5.46**
	Property Damage	**PD**	**-4.62**	**-1.68**	**-0.42**	**-0.84**		**-0.42**		**-0.84**	**-8.82**

Year (Safety Improvement Construction): **2021**

Project Cost (exclude Right of Way): **$ 11,850,000**

Right of Way Costs (optional):

Traffic Growth Factor: **1.3%**

Capital Recovery

1. **Discount Rate:** **2%**
2. **Project Service Life (n):** **30**

Type of Crash	Study Period: Change in Crashes	Annual Change in Crashes	Cost per Crash	Annual Benefit
F	-0.42	-0.14	$ 1,140,000	$ 159,746
A			$ 570,000	
B	-0.84	-0.28	$ 170,000	$ 47,644
C	-5.46	-1.82	$ 83,000	$ 151,198
PD	-8.82	-2.94	$ 7,600	$ 22,364
Total				$ 380,952

B/C= 0.87

Using present worth values,

B= $ 10,360,890

C= $ 11,850,000

See "Calculations" sheet for amortization.

Office of Traffic, Safety and Technology **August 2015**

Amortizing…

Year	Crash Benefits	Present Worth Benefits	Present Worth Costs
2021	$ 380,952	$ 380,952	$ 11,850,000
2022	$ 385,904	$ 378,338	
2023	$ 390,921	$ 375,741	
2024	$ 396,003	$ 373,162	
2025	$ 401,151	$ 370,602	
2026	$ 406,366	$ 368,058	
2027	$ 411,649	$ 365,532	
2028	$ 417,000	$ 363,024	
2029	$ 422,421	$ 360,532	
2030	$ 427,913	$ 358,058	
2031	$ 433,476	$ 355,601	
2032	$ 439,111	$ 353,161	
2033	$ 444,819	$ 350,737	
2034	$ 450,602	$ 348,330	
2035	$ 456,460	$ 345,939	
2036	$ 462,394	$ 343,565	
2037	$ 468,405	$ 341,207	
2038	$ 474,494	$ 338,866	
2039	$ 480,662	$ 336,540	
2040	$ 486,911	$ 334,231	
2041	$ 493,241	$ 331,937	
2042	$ 499,653	$ 329,659	
2043	$ 506,148	$ 327,397	
2044	$ 512,728	$ 325,150	
2045	$ 519,394	$ 322,918	
2046	$ 526,146	$ 320,702	
2047	$ 532,986	$ 318,501	
2048	$ 539,915	$ 316,316	
2049	$ 546,934	$ 314,145	
2050	$ 554,044	$ 311,989	
0	$ -	$ -	
	Totals =	**$ 10,360,890 (B)**	**$ 11,850,000 (C)**

year (n)= 1, 2, 3,….
discount rate (i) = 7%

$$\text{Crash Benefits (@ year n)} = (\text{Crash Benefits})_{n-1} \times (1 + \text{Traffic Growth Factor})$$

$$\text{Present Worth Benefits (@ year n)} = (\text{Crash Benefits})_{n} \times 1/(1 + \text{Discount Rate})^{n}$$

Type of Crash	Crash Severity	Cost per Crash
Fatal	K	$ 1,140,000
Personal Injury	A Incapacitating	$ 570,000
	B Non-Incapacitating	$ 170,000
	C Possible	$ 83,000
Property Damage	PDO or N	$ 7,600

Source: MnDOT Office of Transportation System Management
(July 2015)

BOARD OF COUNTY COMMISSIONERS
WASHINGTON COUNTY, MINNESOTA **RESOLUTION NO. 2016-071**

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:

COUNTY ADMINISTRATOR

COUNTY BOARD CHAIR

	YES	NO
MIRON	X	
KRIESEL	X	
WEIK	X	
BIGHAM	X	

Minnesota Department of Transportation
Metropolitan District
Waters Edge Building
1500 County Road B2 West
Roseville, MN 55113

May 26, 2016

Ann Pung-Terwedo
14949 62nd Street North
P.O. Box 3802
Stillwater, MN 55082

Dear Ms. Terwedo,

This letter is to serve as your notification that the Interchange Review Committee has determined that the proposed interchange at MN36 and Manning Avenue is consistent with the qualifying criteria found in Appendix F of the Council's Transportation Policy Plan and no additional documentation is necessary.

Please continue to plan for and implement the network of adjacent frontage roads that was discussed at the May 13, 2016 meeting. The success of this interchange depends on the adjacent local road connections and access closures.

As the project layout and design progresses, please continue to work with MnDOT, FHWA and Met Council to assure the technical and design criteria of Appendix F continue to be met.

We appreciate your efforts to work with the Interchange Review Committee in our effort to understand this project.

If you have any questions concerning this letter, please contact me at (651) 234-7784.
Sincerely,

Karen Scheffing
Principal Planner

CC:
Lynne Bly, MnDOT
Tony Fischer, MnDOT
Ramankutty Kannankutty, MnDOT
Steve Peterson, Met Council
Nnaemeka Ezekwemba, FHWA
Jim McCarthy, FHWA
Jim Grube, Hennepin County

Minnesota Department of Transportation
Metro District
1500 West County Road B-2
Roseville, MN 5511

July 12, 2016

Anne Pung-Terwedo
Washington County
11660 Myeron Road North
Stillwater, MN 55082

RE: Regional Solicitation Application for Hwy 36/CSAH 15 (Manning Avenue) Interchange project

Dear Ms. Pung-Terwedo:

Thank you for requesting a letter of support from MnDOT for the Metropolitan Council/Transportation Advisory Board (TAB) 2016 Regional Solicitation. Your application for the Hwy 36/CSAH 15 Interchange project impacts MnDOT right of way on trunk highway (TH) 36.

MnDOT, as the agency with jurisdiction over TH 36, would allow the improvements included in the application for Hwy 36/CSAH 15 (Manning Ave) Interchange project. Details of a future maintenance agreement with the County would be determined during project development to define how the improvements will be maintained for the project's useful life.

This project has no funding from MnDOT. In addition, the Metro District currently has no discretionary funding in year 2020 of the State Transportation Improvement Program (STIP) or year 2021 of the Capital Highway Investment Plan (CHIP) to assist with construction or assist with MnDOT services such as the design or construction engineering of the project. Please continue to work with MnDOT Area staff to assist in identifying additional project funding if needed.

Sincerely,

Scott McBride, P.E.
Metro District Engineer

Cc: Elaine Koustsoukos, Metropolitan Council
Adam Josephson, MnDOT Metro District – East Area Manager


Manning Ave

TH 36/CSAH 15 (Manning Ave.) Interchange Concept

100 0 250
scale feet

7/7/2016

CITY OF GRANT

Applewood Hills Golf Course

MANNING AVE (CSAH 15)

Existing 15 Space Park & Pool to be perpetuated

Intersection Control TBD

Future Urban Development

STILLWATER TWP.

~ 2000' from TH 5 Entrance Nose

60th St (Frontage Rd)

MINNESOTA 36

High Voltage Transmission Line Towers

Connects to existing trail

CITY OF LAKE ELMO

Linden Ave

Manning Ave

CITY OF OAK PARK HEIGHTS

LEGEND

- PROPOSED BRIDGE
- PROPOSED ROADWAY
- PROPOSED SHOULDER, PAVED
- RAISED MEDIANS, CURBS
- BITUMINOUS TRAILS

TH 36/CSAH 15 (Manning Ave.)

Alternative Design with
Southern Local Connections

100 0 250
scale feet

7/7/2016

CITY OF GRANT

Applewood Hills Golf Course

MANNING AVE
(CSAH 15)

Future Urban
Development

STILLWATER TWP.

Intersection
Control TBD

~ 2000' from TH 5 Entrance Nose

60th St (Frontage Rd)

Auxiliary Lane

MINNESOTA
36

25 mph

Intersection
Control TBD

High Voltage
Transmission
Line Towers

Future Local Connections to be
determined as part of future
local land use developments.

CITY OF
LAKE ELMO

CITY OF
OAK PARK
HEIGHTS

Linden Ave

Manning Ave