



Application

04751 - 2016 Roadway Expansion

05224 - CSAH 19 (Woodbury Drive) Roadway Expansion

Regional Solicitation - Roadways Including Multimodal Elements

Status: Submitted

Submitted Date: 07/13/2016 10:41 AM

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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

CSAH 19 (Woodbury Drive) Roadway Expansion

Primary County where the Project is Located

Washington

Jurisdictional Agency (If Different than the Applicant):

The proposed project includes multimodal safety and capacity improvements to County State Aid Highway (CSAH) 19 (Woodbury Drive) between I-94 and Tamarack Drive in Woodbury. CSAH 19 is an A Minor Expander under Washington County jurisdiction.

CSAH 19 is currently congested due to its importance as an access point to I-94 and the density of commercial and residential land uses in the area. As development continues in Woodbury, congestion on CSAH 19 will increase. The CSAH 19 daily traffic volumes of 31,000 are approaching the maximum design capacity for a four-lane divided roadway. The project area is forecasted to exceed 50,000 ADT by 2030 and operate at a LOS F. Both the city and county identify expansion to six lanes in their long range plans to address capacity needs.

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

Proposed safety and capacity improvements are shown in Figure 1 and include:

1. I-94 to Tamarack Drive: Expand CSAH 19 from four to six lane divided roadway with shoulders
2. Hudson Road, Commerce Drive, Tamarack Drive: Construct right-turn lanes and dual left-turn lanes
3. Hudson Road: Construct eastbound right turn lane
4. New multi-use trail on west side of CSAH 19, from Hudson Road to Tamarack Drive
5. Relocate existing multi-use trail on the east side of CSAH 19

The proposed project will provide the following benefits:

1. Mobility: Expanding CSAH 19 from four to six lanes will address existing congestion and preserve mobility for the future. The CSAH 19-Hudson Road intersection is the second most congested intersection in Washington County. The project will provide additional lanes through this intersection to improve traffic operations at this location.

2. Vehicle safety: turn lanes will reduce conflicts between through and turning vehicles.

3. Pedestrian/bicycle safety: multi-use trail along west side of CSAH 19 will improve pedestrian/bicycle connectivity and reduce the need for pedestrians/bicyclists to cross CSAH 19 to access existing trail on the east side of CSAH 19.

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 19 in Woodbury from I-94 to Tamarack Road, Expand to six lanes

Project Length (Miles)

0.7

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

\$3,997,456.00

Match Amount

\$999,364.00

Minimum of 20% of project total

Project Total

\$4,996,820.00

Match Percentage

20.0%

Minimum of 20%

Compute the match percentage by dividing the match amount by the project total

Source of Match Funds

Local

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	A-Minor Expander
Road System	CSAH
<i>TH, CSAH, MSAS, CO. RD., TWP. RD., CITY STREET</i>	
Road/Route No.	19
<i>i.e., 53 for CSAH 53</i>	
Name of Road	Woodbury Drive
<i>Example; 1st ST., MAIN AVE</i>	
Zip Code where Majority of Work is Being Performed	55129
(Approximate) Begin Construction Date	03/02/2021
(Approximate) End Construction Date	11/30/2021
TERMINI:(Termini listed must be within 0.3 miles of any work)	
From: (Intersection or Address)	I-94
To: (Intersection or Address)	Tamarack Drive
<i>DO NOT INCLUDE LEGAL DESCRIPTION</i>	
Or At	
Primary Types of Work	grading, aggregate base, bituminous base, bituminous surface, concrete, lighting, ped ramps, signal, bike path, curb and gutter, storm sewer
<i>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.</i>	

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

Mobilization (approx. 5% of total cost)

Cost

\$177,900.00

Removals (approx. 5% of total cost)	\$177,900.00
Roadway (grading, borrow, etc.)	\$120,000.00
Roadway (aggregates and paving)	\$1,018,800.00
Subgrade Correction (muck)	\$0.00
Storm Sewer	\$592,200.00
Ponds	\$0.00
Concrete Items (curb & gutter, sidewalks, median barriers)	\$447,300.00
Traffic Control	\$100,000.00
Striping	\$92,520.00
Signing	\$25,000.00
Lighting	\$30,000.00
Turf - Erosion & Landscaping	\$181,200.00
Bridge	\$0.00
Retaining Walls	\$0.00
Noise Wall (do not include in cost effectiveness measure)	\$300,000.00
Traffic Signals	\$750,000.00
Wetland Mitigation	\$0.00
Other Natural and Cultural Resource Protection	\$0.00
RR Crossing	\$0.00
Roadway Contingencies	\$742,500.00
Other Roadway Elements	\$0.00
Totals	\$4,755,320.00

Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Path/Trail Construction	\$188,700.00
Sidewalk Construction	\$0.00
On-Street Bicycle Facility Construction	\$0.00
Right-of-Way	\$0.00
Pedestrian Curb Ramps (ADA)	\$12,600.00
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	\$40,200.00
Other Bicycle and Pedestrian Elements	\$0.00
Totals	\$241,500.00

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	\$4,996,820.00
Construction Cost Total	\$4,996,820.00
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 B: Strategies B1, B3, B6 p2.7

Goal C: Strategies C1, C2, C9, C15 p2.8-10

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

Goal D: Strategies D3, D4 p2.11

Goal E: Strategies E4, E5, E7, p2.13

Goal F: Strategy F3, p2.14

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.

See Connections to Local Planning attachment

List the applicable documents and pages:

Woodbury Transportation Plan p 9.32-35: LOS F in 2030, need for expansion to 6-lanes

Washington County Transportation Plan p4-55, 4-75: Congestion in 2030, planned future expansion

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 MnDOT's 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:	Expander
Area	2.483
Project Length	0.684
Average Distance	3.6301
Upload Map	1466436111000_RoadwayAreaMap.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:	4869
Existing Manufacturing/Distribution-Related Employment within 1 Mile:	241
Existing Students:	0
Upload Map	1466436088156_RegEconomyMap.pdf

Measure C: Current Heavy Commercial Traffic

Location:	CSAH 19 South of Commerce Drive
Current daily heavy commercial traffic volume:	1109
Date heavy commercial count taken:	6/21/16

Measure D: Freight Elements

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

Capacity improvements as part of the project will improve freight efficiency and safety. Expanding CSAH 19 to a six-lane roadway will reduce congestion and support efficient distribution to commercial land uses along CSAH 19. Paved shoulders and turn lanes will also support efficiency and safety for trucks on CSAH 19. CSAH 19 is and will continue to be a 10-ton roadway.

CSAH 19 connects two important freight routes in the east Metro: I-94 and US 10/61. The project will add capacity in the one congested location on CSAH 19, making it a viable route for trucks connecting between I-94, US 10/61, and the intermodal facilities along US 10-61.

Measure A: Current Daily Person Throughput

Location	CSAH 19 from Hudson Road to I-94
Current AADT Volume	31000
Existing Transit Routes on the Project	N/A
<i>For New Roadways only, list transit routes that will be moved to the new roadway</i>	
Upload Transit Map	1466436352468_TransitConnectionsMap.pdf

Response: Current Daily Person Throughput

Average Annual Daily Transit Ridership	0
Current Daily Person Throughput	40300.0

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

Benefits to populations:

-Bike and ped improvements: Multi-use trail on the west side of CSAH 19 will provide safer and more convenient bicycle and pedestrian connections. People accessing commercial destinations on the west side of CSAH 19 will have a safe place to walk and bike and will not have to cross CSAH 19 to access the existing trail on the east side of CSAH 19. Low income people who rely on bicycling/walking will benefit from improved connections. Children, families, people with disabilities, and the elderly will also benefit from the trail.

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

-Traffic operations: While the project is not located in an area of above average or concentrated poverty, CSAH 19 serves a regional transportation purpose. Traffic operations and safety improvements will benefit low income populations who use CSAH 19 and live in surrounding areas with above regional average concentrations of race/poverty, such as the eastern part of Woodbury, Maplewood, Landfall, and Oakdale.

Negative impacts: The project is not expected to negatively impact low income populations, people of color, children, people with disabilities, or the elderly due to limited right of way impacts and project design.

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

Upload Map

1466436415031_Socio-EconMap.pdf

Measure B: Affordable Housing

City/Township	Segment Length in Miles (Population)
Woodbury	0.7

Total Project Length

Total Project Length (Total Population) 0.7

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) 0.7

Total Housing Score 0

Measure A: Infrastructure Age

Year of Original Roadway Construction or Most Recent Reconstruction	Segment Length	Calculation	Calculation 2
1983.0	0.7	1388.1	1983.0
	1	1388	1983

Average Construction Year

Weighted Year 1983.0

Total Segment Length (Miles)

Total Segment Length 0.7

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
20.0	14.0	6.0	3038.0	18228.0	CSAH 19 and Tamarack Drive	14683355112_96_CSAH 19 Synchro Reports.pdf
16.0	13.0	3.0	3046.0	9138.0	CSAH 19 and Commerce Drive	14683355501_72_CSAH 19 Synchro Reports.pdf
22.0	21.0	1.0	4670.0	4670.0	CSAH 19 and Hudson Drive	14683356121_80_CSAH 19 Synchro Reports.pdf

Total Delay

Total Peak Hour Delay Reduced 32036.0

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):
20.06	18.77	1.29	3778.0	4873.62
20	19		3778	4874

Total

Total Emissions Reduced: 4873.62

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:	CMF ID: 7929 Increase from 4 lanes to 6 lanes
<i>(Limit 700 Characters; approximately 100 words)</i>	

Rationale for Crash Modification Selected:	The crash modification factor is for widening a roadway from four to six lanes. The crash modification factor is based on a study of widening urban roadways. This modification factor matches the proposed project, as the project would widen an urban roadway from four to six lanes.
<i>(Limit 1400 Characters; approximately 200 words)</i>	

Project Benefit (\$) from B/C Ratio:	1.3
Worksheet Attachment	1468334974695_CSAH 19 benefit-cost-worksheet-aug2015.xlsx

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

Bicycle and pedestrian elements of project: The project will preserve the existing multi-use trail on the east side of CSAH 19. This trail is part of the Central Greenway Regional Trail. When fully developed, the regional trail will connect Big Marine Park Reserve, Lake Elmo Park Reserve, and Cottage Grove Ravine Regional Park. The project, and the Central Greenway Regional Trail, are part of a Tier 2 RBTN corridor. Additional information about the regional trail is included in the attachments.

The project will also construct new trail along the west side of CSAH 19, between Hudson Road and Tamarack Road. Currently, people must go out of their way to cross CSAH 19 to access the trail on the east side of the road, even if their origin and/or destination is on the west side. This results in additional travel time and potential conflicts between pedestrians/bicyclists and vehicles. There are many businesses on the west side of CSAH 19 that are destinations for people living and working in the area. A trail on the west side of CSAH 19 will make it easier and safer for people to access these commercial destinations on foot/bike.

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

Bicycle and pedestrian connections -- existing:

-Central Greenway Regional Trail: existing segment between Valley Creek Rd and Lake Elmo Park Reserve

-Trails along Hudson and Tamarack Road: access to residential and commercial nodes

-Trail around Margraf Lake: recreational

-Sidewalk along Commerce Dr: access to commercial nodes

-Sidewalk along Markgrafs Lake Dr: access to

multifamily residential

Bicycle and pedestrian connections: planned:

-Central Greenway Regional Trail: extension south of Valley Creek Rd to Cottage Grove Ravine Regional Park, extension north to Lake Elmo Park Reserve.

There is no transit service 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 Yes

100%

Layout or Preliminary Plan started

50%

Layout or Preliminary Plan has not been started

0%

Anticipated date or date of completion 06/30/2016

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

12/02/2019

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

Yes

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

0%

Anticipated date or date of completion of historic/archeological review:

06/07/2016

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

01/01/2020

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 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 06/03/2020

10)Letting

Anticipated Letting Date 04/01/2021

Measure A: Cost Effectiveness

Total Project Cost (entered in Project Cost Form): \$4,996,820.00

Enter Amount of the Noise Walls: \$300,000.00

Total Project Cost subtract the amount of the noise walls: \$4,696,820.00

Points Awarded in Previous Criteria

Other Attachments

File Name	Description	File Size
2016-071_Regional Solicitation Resolution FINAL.pdf	Resolution of support - Washington County	30 KB
Central Greenway Regional Trail Information.pdf	Central Greenway Regional Trail information	680 KB
CSAH 19 - Connections to Local Planning.pdf	Connections to Local Planning	3.9 MB
CSAH 19 Concept Layout.pdf	CSAH 19 Concept Layout	1.1 MB
Four to six lanes_CMF.pdf	Crash modification factors for expanding roadway from four to six lanes	91 KB
Woodbury_LoS_Signed.pdf	Letter of Support - Woodbury	324 KB

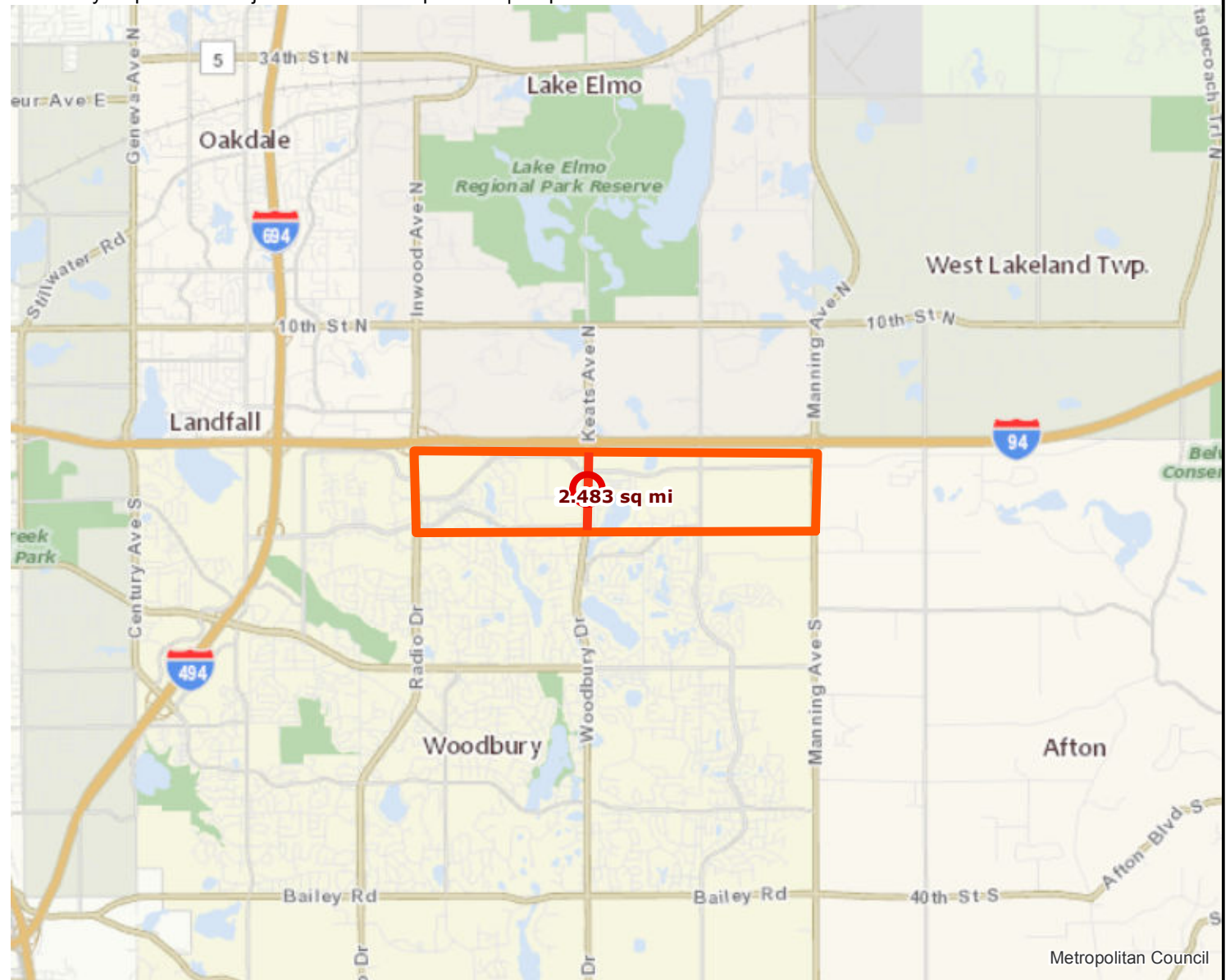
Roadway Area Definition

Roadway Expansion Project: CSAH 19 Expansion | Map ID: 1465851524702

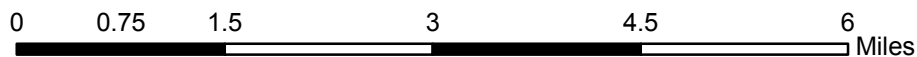
Results

Project Length: 0.684 miles

Project Area: 2.483 sq mi



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



Created: 6/13/2016
LandscapeRSA1



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



Regional Economy

Roadway Expansion Project: CSAH 19 Expansion | Map ID: 1465851524702

Results

WITHIN ONE MI of project:

Totals by City:

Lake Elmo

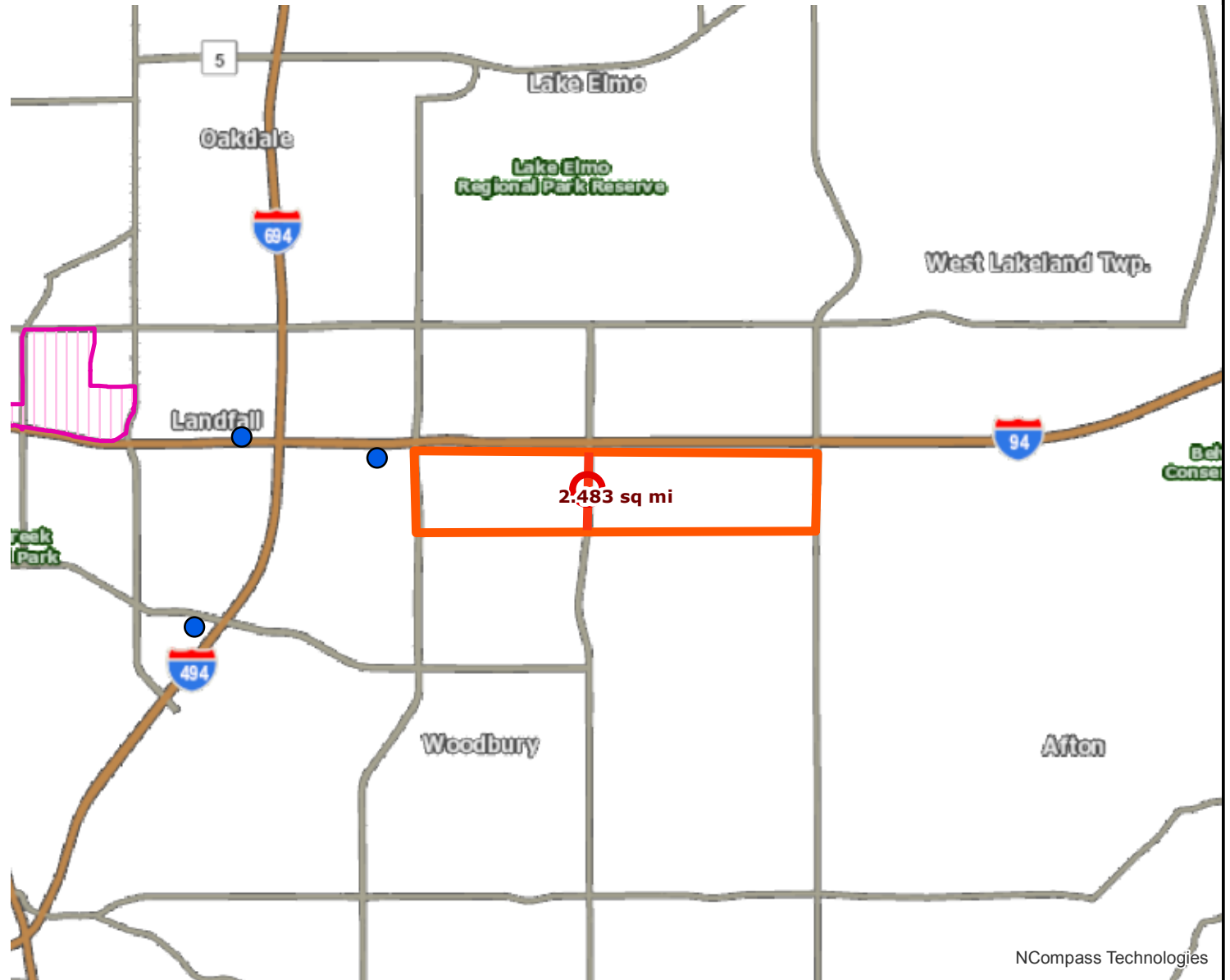
Population: 1558
Employment: 824
Mfg and Dist Employment: 38

Woodbury

Population: 14326
Employment: 4045
Mfg and Dist Employment: 203

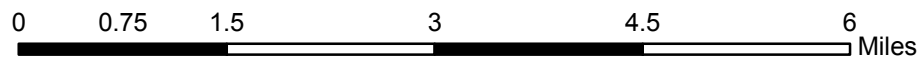
Postsecondary Students:

0



NCompass Technologies

- Project Points
- Project Area
- Manufacturing/Distribution Centers
- Project
- PostSecondary Education Centers
- Job Concentration Centers

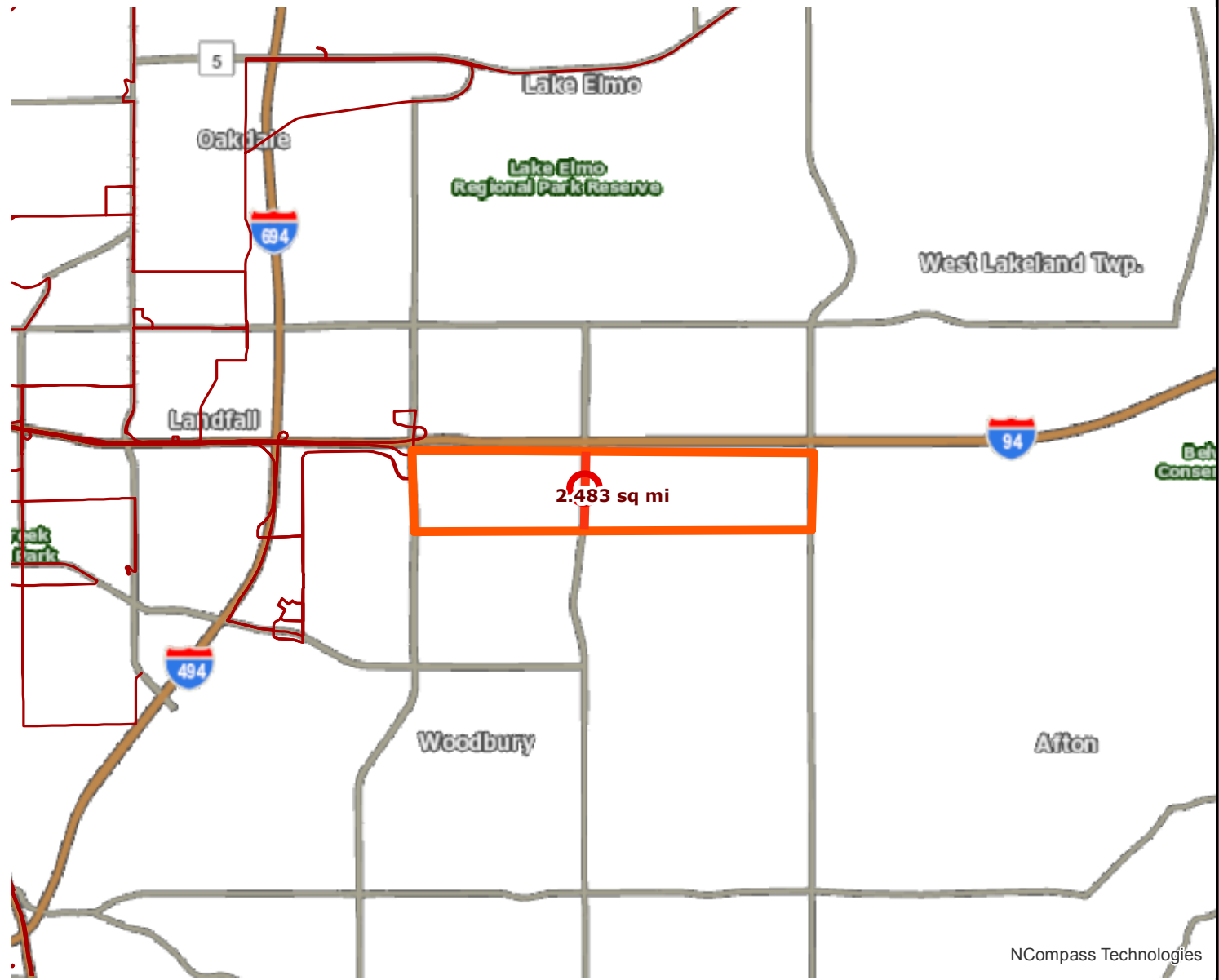


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LandscapeRSA5



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<http://giswebsite.metc.state.mn.us/gissitenew/notice.aspx>





Results

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

**indicates Planned Alignments*

NCompass Technologies

-  Project Points
-  Project Area
-  Project
-  Transit Routes



Created: 6/13/2016
LandscapeRSA3



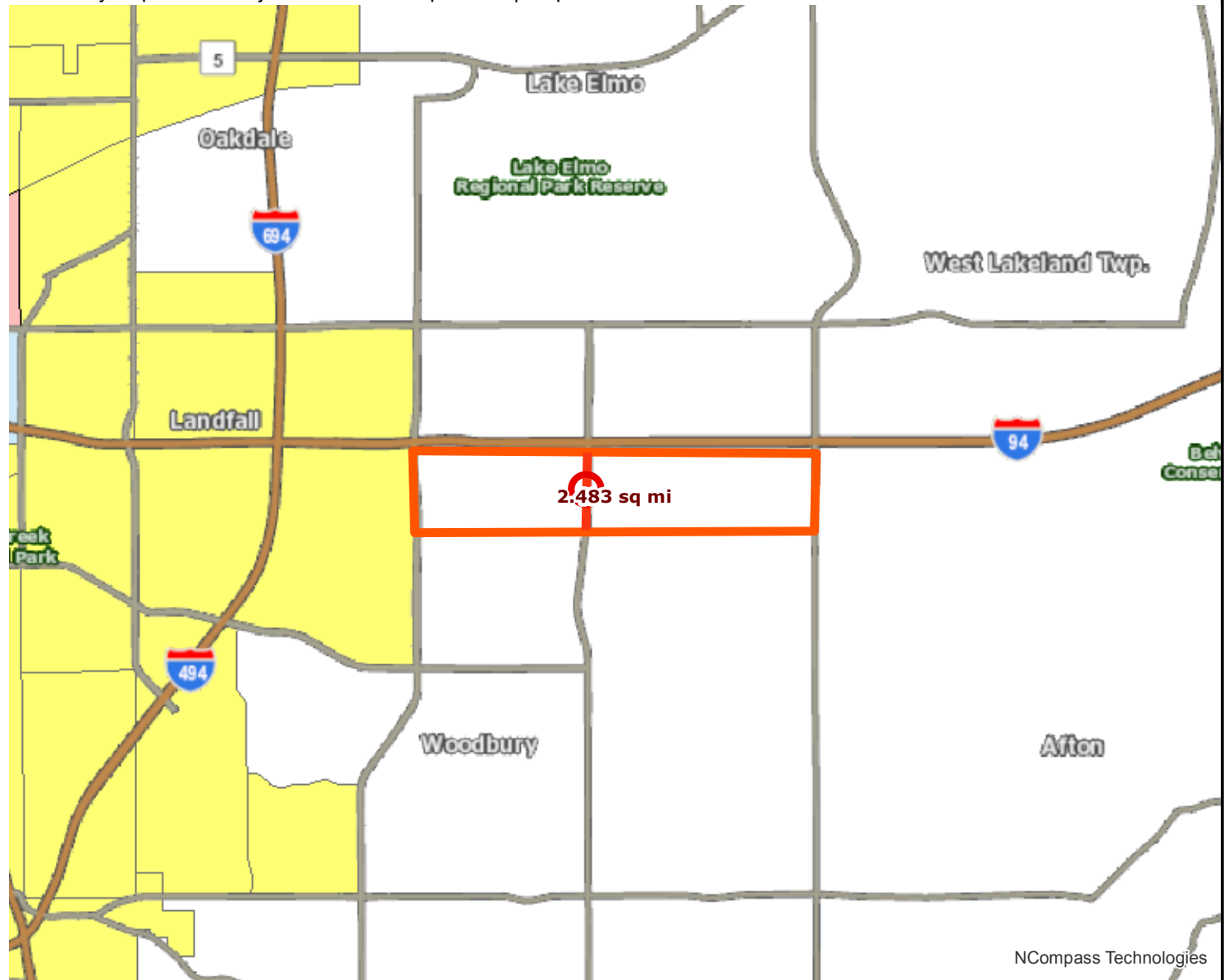
For complete disclaimer of accuracy, please visit
<http://giswebsite.metc.state.mn.us/gissitenew/notice.aspx>



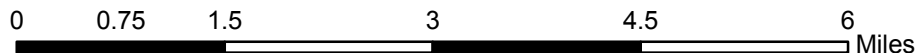
Socio-Economic Conditions Roadway Expansion Project: CSAH 19 Expansion | Map ID: 1465851524702

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



Created: 6/13/2016
LandscapeRSA2



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



NCompass Technologies

3: CSAH 19 & Tamarack Rd

Direction	All
Future Volume (vph)	3038
Total Delay / Veh (s/v)	20
CO Emissions (kg)	4.01
NOx Emissions (kg)	0.78
VOC Emissions (kg)	0.93

6: CSAH 19 & Commerce Dr

Direction	All
Future Volume (vph)	3046
Total Delay / Veh (s/v)	16
CO Emissions (kg)	3.88
NOx Emissions (kg)	0.75
VOC Emissions (kg)	0.90

9: CSAH 19 & Hudson Rd

Direction	All
Future Volume (vph)	4670
Total Delay / Veh (s/v)	22
CO Emissions (kg)	6.18
NOx Emissions (kg)	1.20
VOC Emissions (kg)	1.43

3: CSAH 19 & Tamarack Rd

Direction	All
Future Volume (vph)	3038
Total Delay / Veh (s/v)	14
CO Emissions (kg)	3.59
NOx Emissions (kg)	0.70
VOC Emissions (kg)	0.83

6: CSAH 19 & Commerce Dr

Direction	All
Future Volume (vph)	3046
Total Delay / Veh (s/v)	13
CO Emissions (kg)	3.62
NOx Emissions (kg)	0.70
VOC Emissions (kg)	0.84

9: CSAH 19 & Hudson Rd

Direction	All
Future Volume (vph)	4670
Total Delay / Veh (s/v)	21
CO Emissions (kg)	5.95
NOx Emissions (kg)	1.16
VOC Emissions (kg)	1.38

3: CSAH 19 & Tamarack Rd

Direction	All
Future Volume (vph)	3038
Total Delay / Veh (s/v)	20
CO Emissions (kg)	4.01
NOx Emissions (kg)	0.78
VOC Emissions (kg)	0.93

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Direction	All
Future Volume (vph)	4670
Total Delay / Veh (s/v)	21
CO Emissions (kg)	5.95
NOx Emissions (kg)	1.16
VOC Emissions (kg)	1.38

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

MIRON
KRIESEL
WEIK
BIGHAM

X
X
X
X

[Signature]

COUNTY BOARD CHAIR

Central Greenway Regional Trail

The Central Greenway Regional Trail Master Plan was adopted by the Washington County Board on June 28, 2016

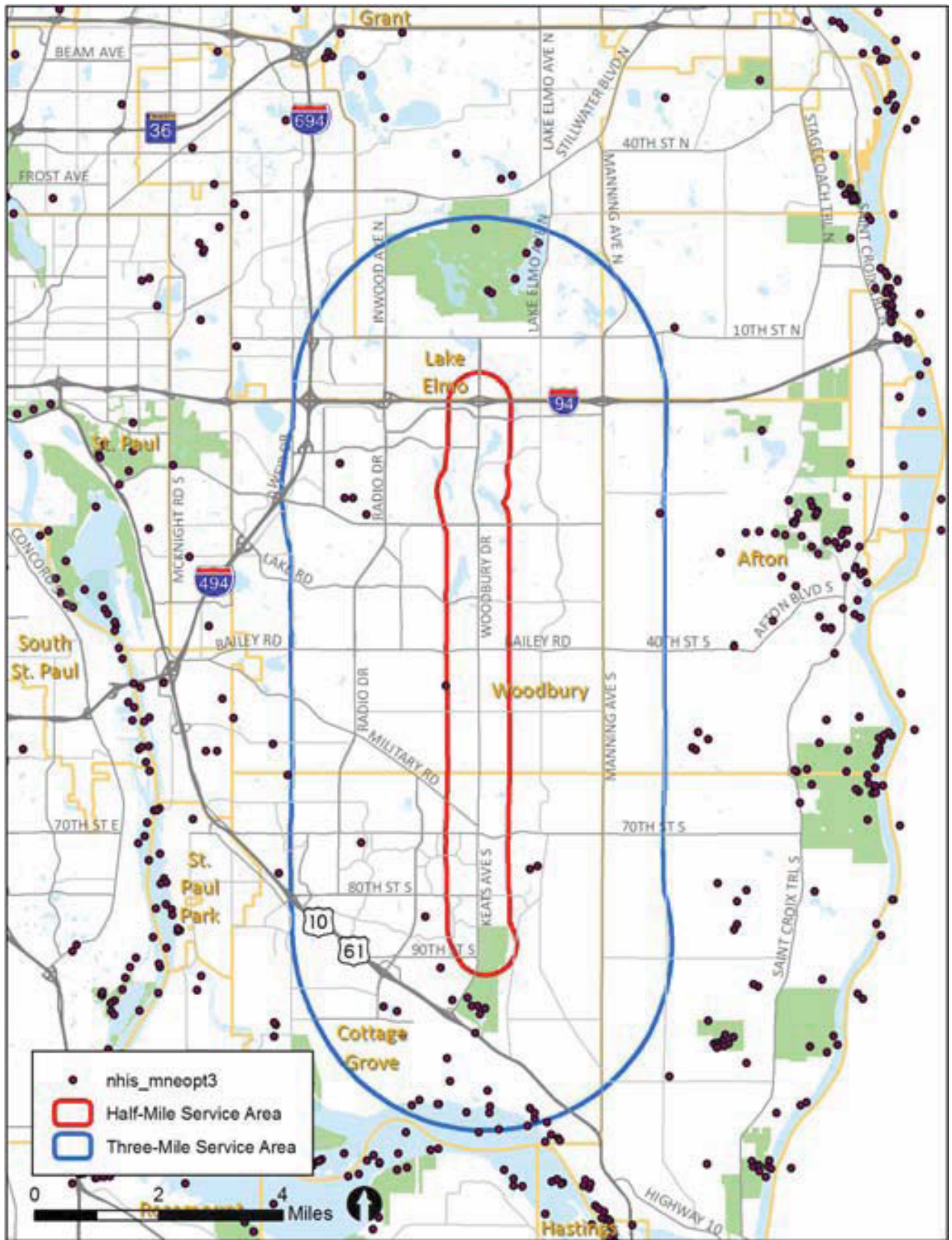
Development Concept

When fully developed, the Central Greenway Regional Trail will provide residents of Washington County with direct access to a regional trail that connects three premier regional park facilities: Big Marine Park Reserve, Lake Elmo Park Reserve and Cottage Grove Ravine Regional Park. In addition, the regional trail will provide a separated, off-road facility for recreation and transportation purposes that will connect with adjacent local trails and other recreation amenities, such as Eagle Valley Golf Course and a future city park along the west side of Keats Avenue in Cottage Grove.

It is anticipated that the regional trail will be implemented in stages, with the construction of various stages driven by available funding and local factors, such as timing of adjacent roadway improvements, and public desire to expand the regional trail system. Until the corridor is fully developed, gaps in the regional trail will exist. However, the ultimate trail geometry will consist of a 10-foot-wide (minimum) paved surface, separate from any adjacent roadway, so that trail users will not share the roadway with motorized vehicles.





Typical Trail Section

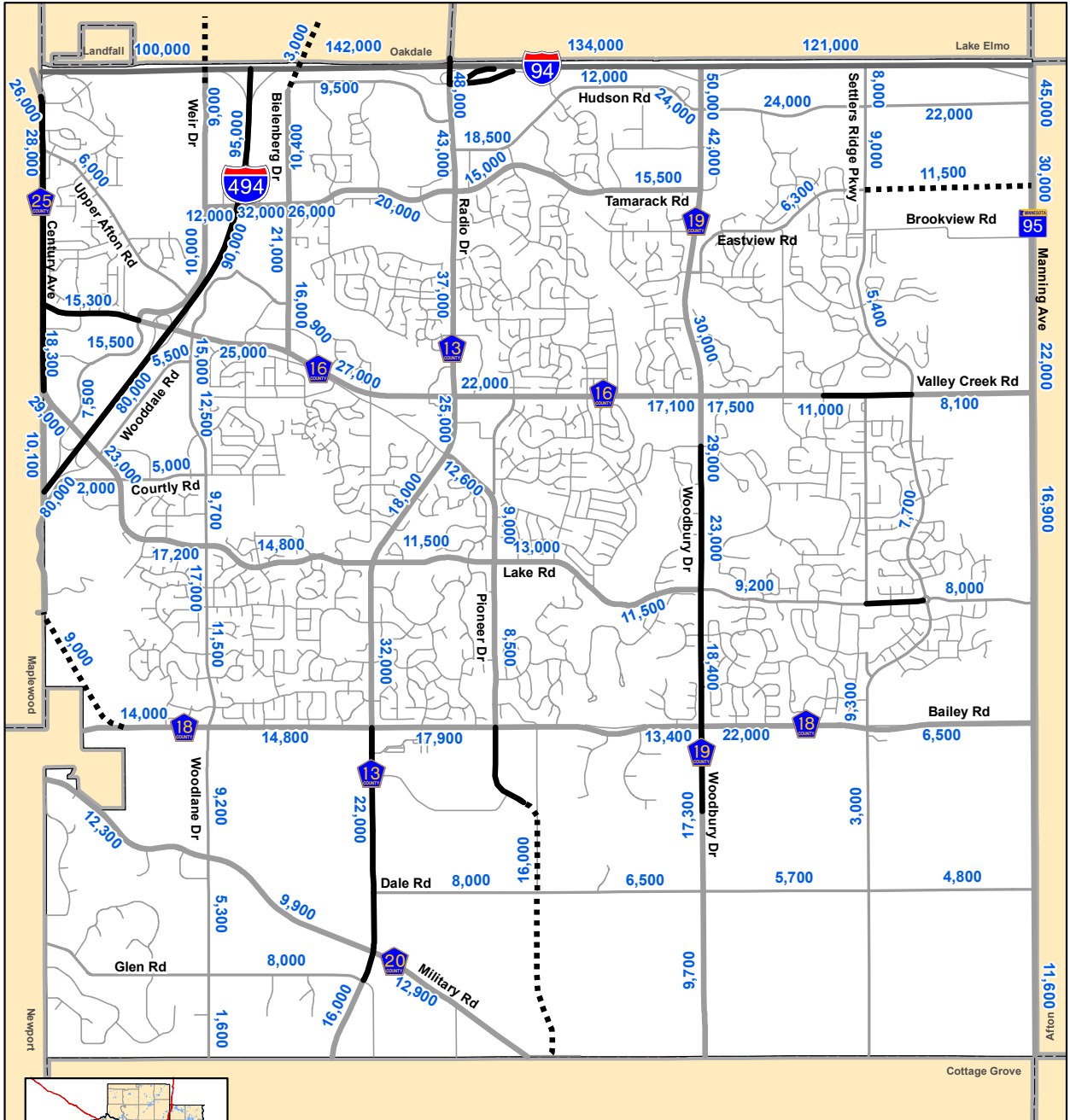


Central Greenway Regional Trail Service Area

Legend

2030 Projected Daily Traffic Volume

-  Committed Improvements
-  Planned Improvements



Transportation Plan
City of Woodbury
 Figure 9-12: Projected Daily Traffic
 Volumes - 2030 Land Use Plan

Source: Washington County Transportation Model and WSB & Associates, Inc.



that will be most affected by increased traffic levels are the interstate freeways and Manning Avenue (TH 95), both under State jurisdiction. The majority of County and City roadways are projected to operate at acceptable levels in 2030 although traffic levels will continue to increase.

Figure 9-13 summarizes the volume-to-capacity LOS evaluation of roadways in Woodbury assuming projected 2030 traffic levels. All roadway segments identified as LOS E or F will require improvements except as noted.

2030 Future Roadway Capacity Improvement Needs

Based on the roadway segment capacity deficiency analysis the roadway improvements identified in Table 9-7 will be required to meet projected 2030 traffic volumes and maintain LOS D conditions at a minimum. These improvements are depicted graphically on Figure 9-14.

Also depicted in Table 9-7 are areas to monitor volumes and operations:

- ◆ Radio Drive between Tamarack Road and Valley Creek Road
- ◆ Woodbury Drive between ½ mile south of Bailey Road and Dale Road

Since projected volumes for these areas are only slightly over the LOS E threshold capacity, improvements are not recommended. However these segments will be monitored for potential future action.

With the exception of Hudson Road, all roadways projected to require capacity improvements are under the jurisdiction of government agencies other than the City. The City will coordinate with Mn/DOT and Washington County to advance and facilitate necessary improvements.

The LOS deficiency and needs analysis performed for this 2030 transportation planning process is for roadway segments, and it is based purely on volume-to-capacity ratios. A related but different type of LOS analysis is done for intersections, but this analysis is beyond the scope of a long-range transportation plan. Thus, the roadway improvements addressed in the full Transportation Plan and summarized in this chapter identify a general need to add lanes on various roadway segments.

More localized improvement needs, such as safety-related improvements, intersection expansion projects and/or the construction/modification of high volume commercial access locations will need to be further studied as conditions dictate. The City will continue to require site- and area-specific traffic studies to better deter-

Table 9-7: Future Roadway Segment Capacity Improvement Needs

Project	Primary Agency	Coordinating Agency	Location		Length (miles)	Activity	Estimated Cost ²
			From	To			
1. I-94	Mn/DOT	Washington County	I-494	Manning	4.7	Widen to 8-Lanes	\$ 18,700,000
2. I-494	Mn/DOT	Washington County	West of City	I-94	5.3	Widen to 6-Lanes	\$ 21,000,000
3. Manning Avenue	Mn/DOT	Washington County	I-94	Hudson Road	0.2	Widen to 6-Lanes	\$ 1,320,000
4. Manning Avenue	Mn/DOT	Washington County	Hudson Road	Valley Creek Road	1.8	Widen to 4-Lanes	\$ 8,840,000
5. Woodbury Drive	Washington County	City of Woodbury	I-94	Tamarack Road	0.7	Widen to 6-Lanes	\$ 3,300,000
6. Bailey Road ¹	Washington County	City of Woodbury	Radio Drive	Settlers Ridge Pkwy	3.0	Widen to 4-Lanes	\$ 15,000,000
7. Hudson Road	City of Woodbury	Washington County	Lakeview Drive	Manning	1.6	Widen to 4-Lanes	\$ 8,300,000

¹ Based strictly on Figure 9-18 information (2030 Congestion Levels), the segment between Pioneer Drive and Woodbury Drive would not need to be upgraded from 2-lane. However it may not be desirable to have this segment be 2-lane between two other segments (Radio/Pioneer and Woodbury/Settlers Ridge) requiring expansion to 4-lane.

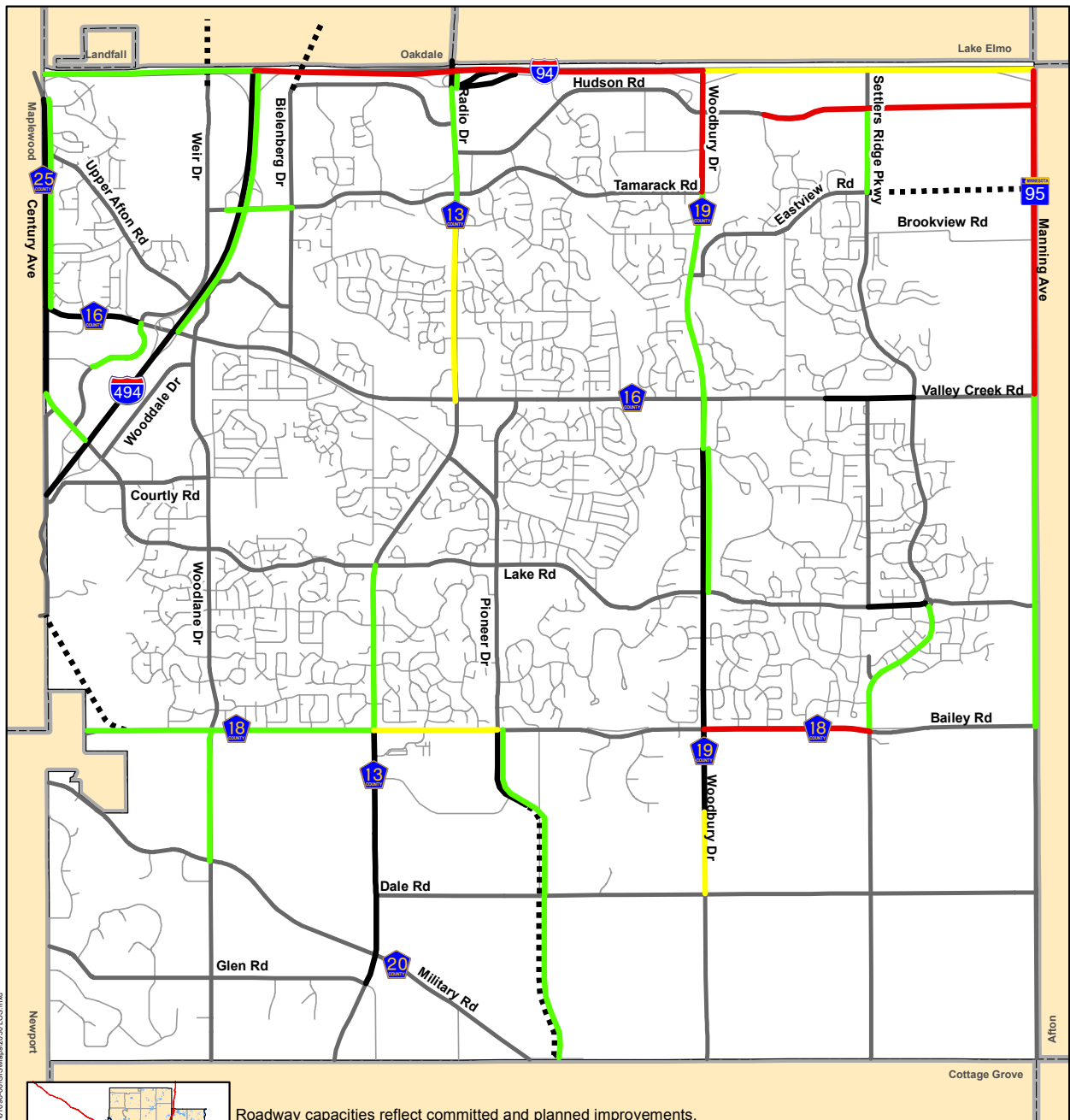
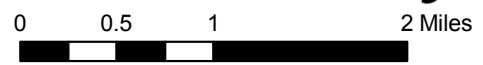
² **Cost Estimate assumptions (2008):**
 Right-of-Way is not included in the estimated cost of the improvement.
 Expansion of freeway from 6 to 8 lanes, or from 4 to 6 lanes is \$750 per lineal foot.
 Expansion of arterial from 4 to 6 lanes is \$1,100 per lineal foot, which includes traffic signals at 1/4 mile spacing.
 Expansion of arterial from 2 to 4 lanes is \$950 per lineal foot, which includes traffic signals at 1/4 mile spacing.

SOURCE: WSB & Associates, Inc.

K:\01696-06\Admin\Docs\Reports\Tables\MAY Woodbury Tables.xls\Future Improvements

Legend

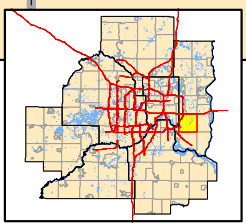
- Not In Traffic Model
- Under Capacity (LOS A-C)
- Approaching Capacity (LOS D)
- Committed Improvements
- At Capacity (LOS E)
- Over Capacity (LOS F)
- Planned Improvements



K:\GIS\MapServer\2030_LOS.mxd

Roadway capacities reflect committed and planned improvements.

Source: Washington County Transportation Model and WSB & Associates, Inc.

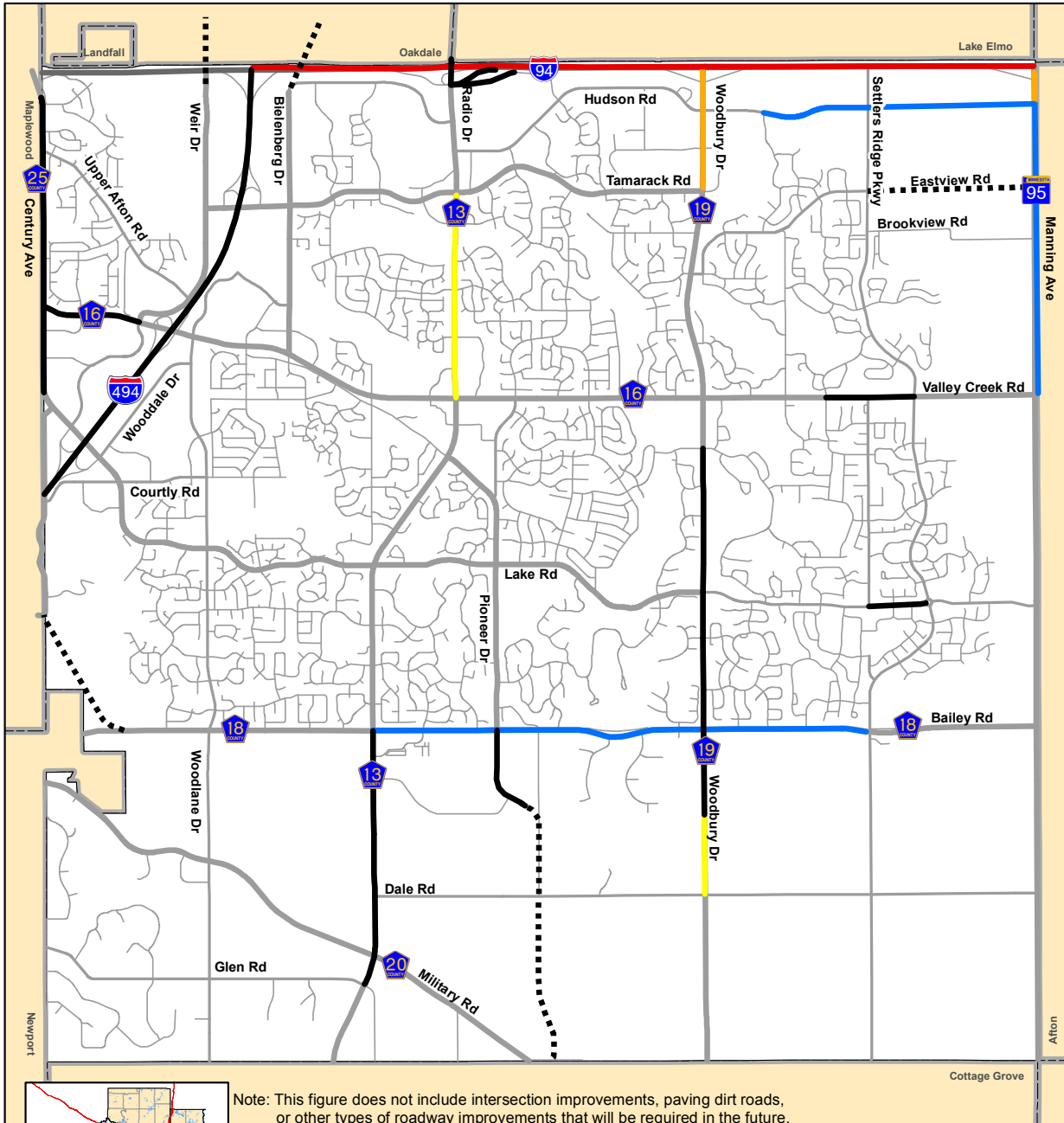
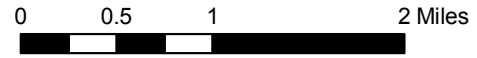


Transportation Plan
City of Woodbury
 Figure 9-13: Projected Roadway
 Congestion Levels - 2030 Land Use Plan

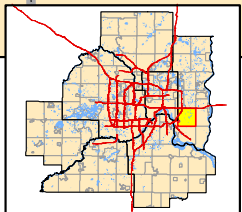


Legend

- Upgrade to 8 - lane freeway section (pending transit improvements)
- Upgrade to 6 - lane section
- Upgrade to 4 - lane section
- Monitor volumes and operations
- Committed Improvements
- - - - - Planned Improvements



Note: This figure does not include intersection improvements, paving dirt roads, or other types of roadway improvements that will be required in the future.



Transportation Plan City of Woodbury

Figure 9-14: Proposed Roadway Capacity Improvement Needs - 2030 Land Use Plan

Source: City of Woodbury, Washington County, Mn/DOT, WSB & Associates, Inc.

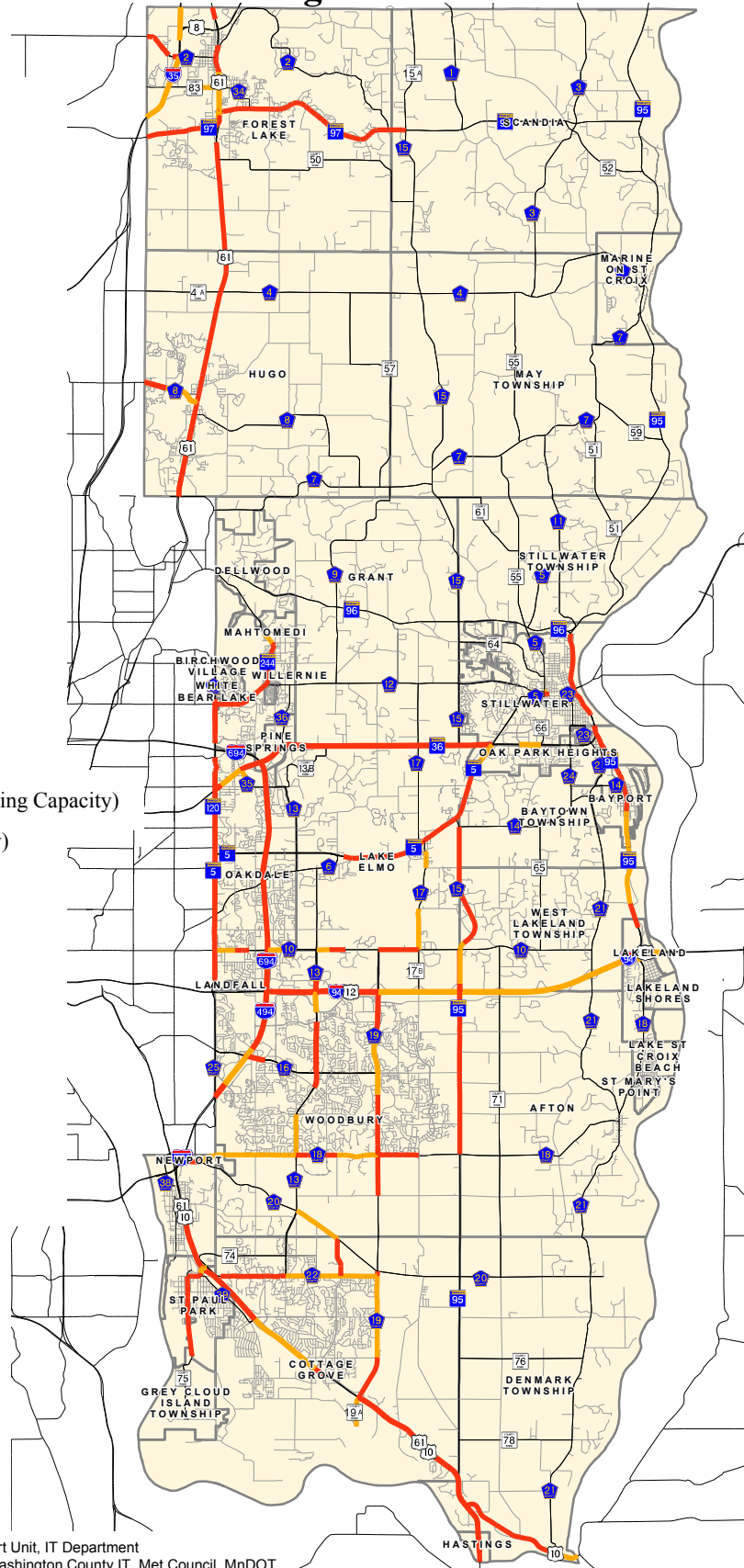
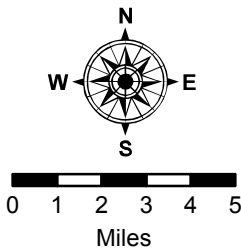


Figure 4-17

Future 2030 Congestion

Volume/Capacity Ratio











- 0.85 - 1.00 (Approaching Capacity)
- 1.01 + (Over Capacity)

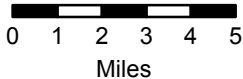
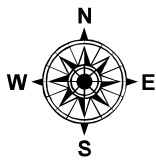


Prepared By: Washington County GIS Support Unit, IT Department
Data Source: The Lawrence Group - 2007, Washington County IT, Met Council, MnDOT

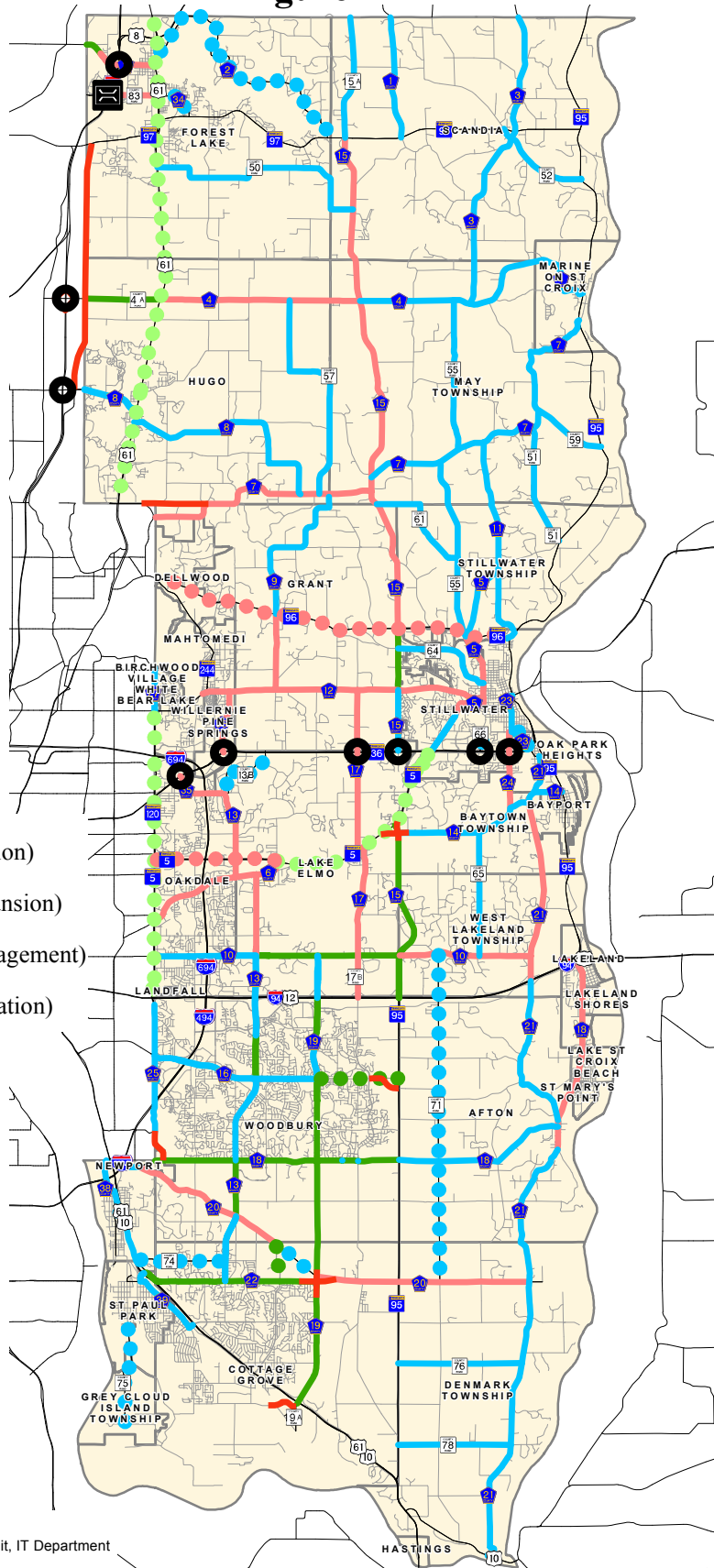
Figure 4-22

2030 Future Highway System Summary

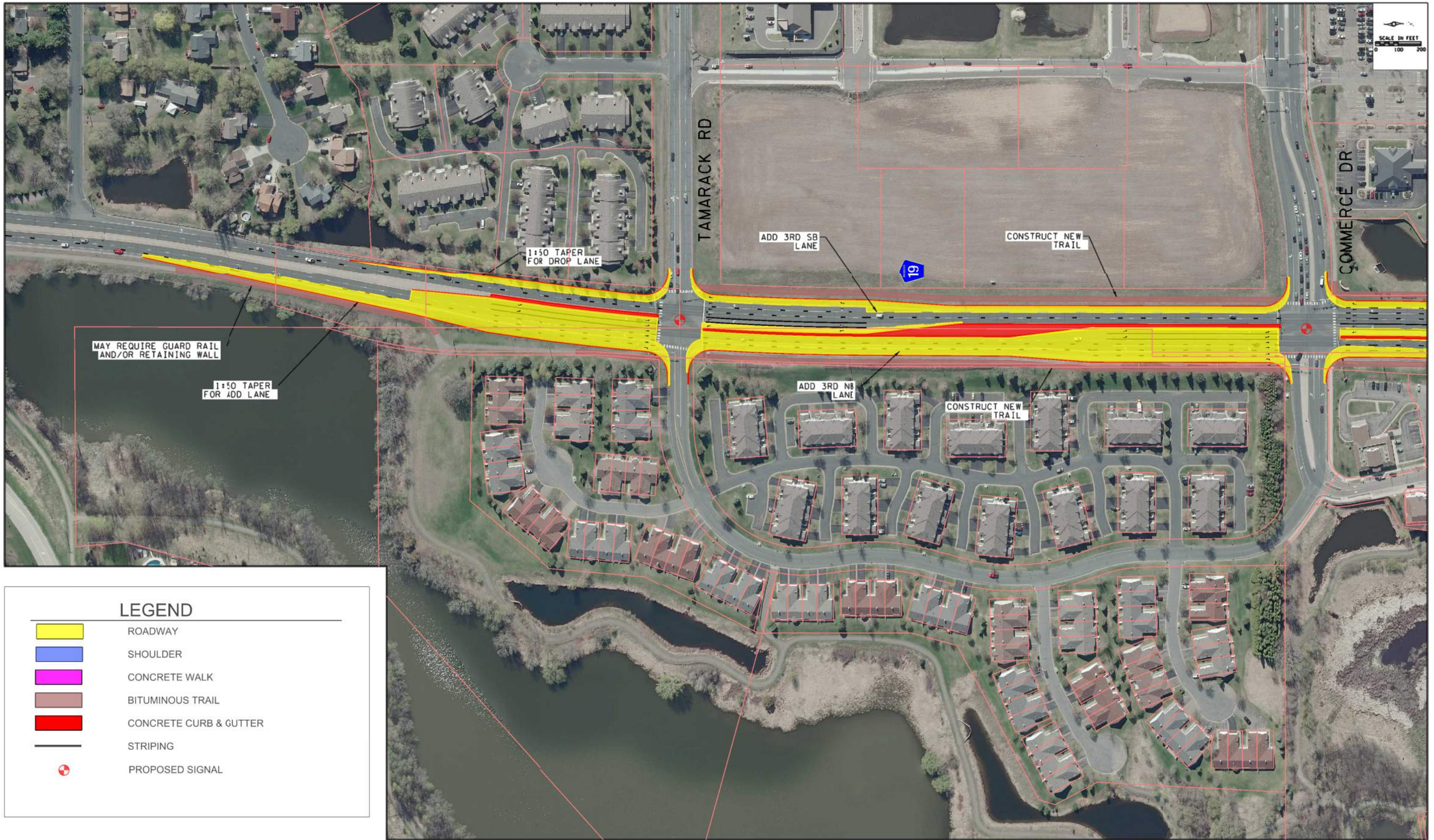
-  Interchange
 -  Overpass
 -  System Continuity
 -  Expansion
 -  Management
 -  Preservation
- Jurisdictional Change**
-  Local to County (Expansion)
 -  MnDOT to County (Expansion)
 -  MnDOT to County (Management)
 -  County to Local (Preservation)



Prepared By: Washington County GIS Support Unit, IT Department
Data Source: The Lawrence Group - 2007



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LEGEND

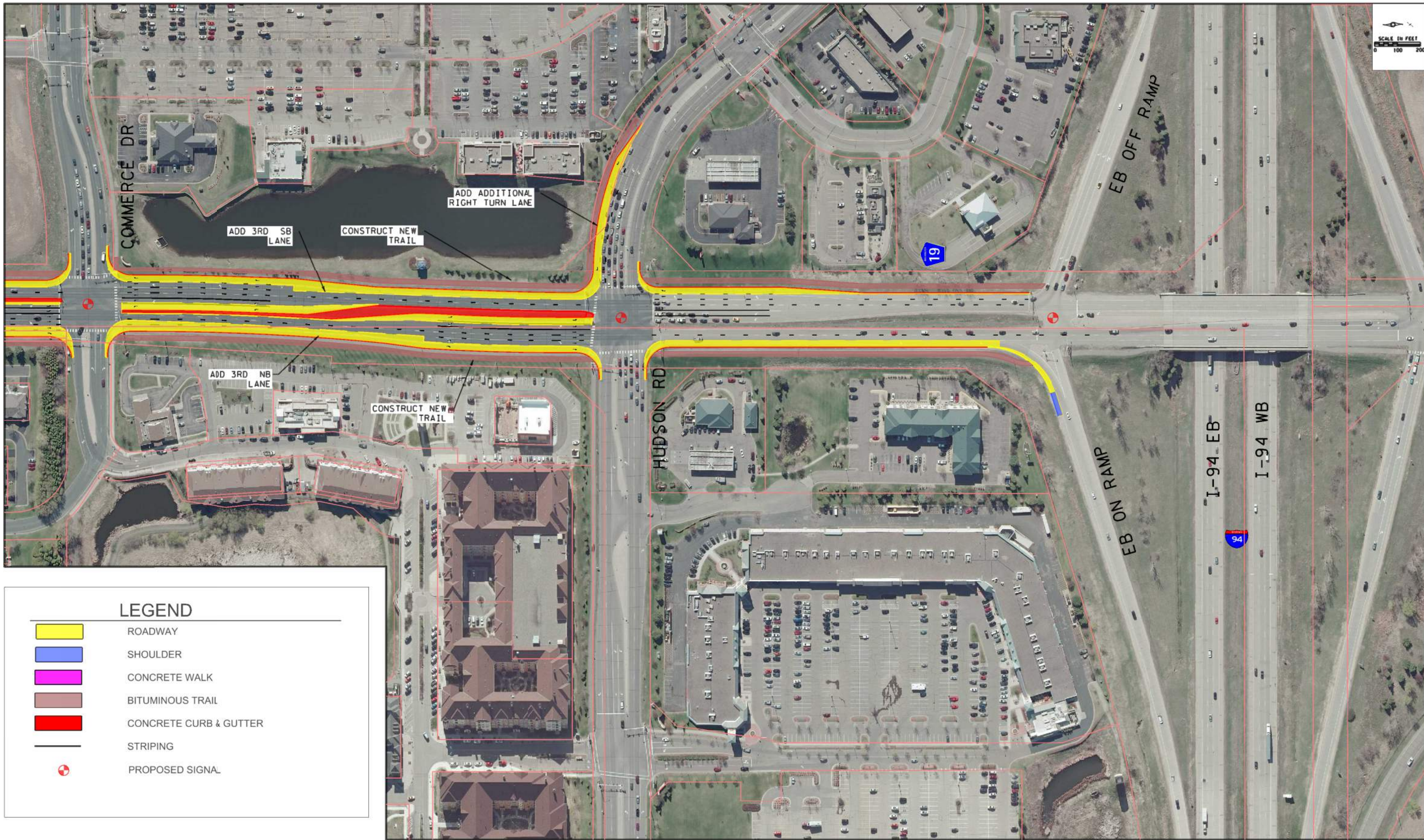
- ROADWAY
- SHOULDER
- CONCRETE WALK
- BITUMINOUS TRAIL
- CONCRETE CURB & GUTTER
- STRIPING
- + PROPOSED SIGNAL

CSAH 19 (WOODBURY DRIVE) - SIX LANE
WASHINGTON COUNTY, MINNESOTA

FIGURE 1A



7/11/2016 10:31:09 AM K:\01849-110\Cad\Exp\1b\1s\01849-110_Concept1B.dgn



LEGEND

- ROADWAY
- SHOULDER
- CONCRETE WALK
- BITUMINOUS TRAIL
- CONCRETE CURB & GUTTER
- STRIPING
- + PROPOSED SIGNAL

CSAH 19 (WOODBURY DRIVE) - SIX LANE
 WASHINGTON COUNTY, MINNESOTA

FIGURE 1B



CMF / CRF Details

CMF ID: 7929

Increase from 4 lanes to 6 lanes

Description:

Prior Condition: 4 lane roadway

Category: Roadway

Study: [*Assessment of safety effects for widening urban roadways in developing crash modification functions using nonlinearizing link functions, Park et al., 2015*](#)

Star Quality Rating: ★★★★★ [\[View score details\]](#)

Crash Modification Factor (CMF)

Value: 0.761

Adjusted Standard Error:

Unadjusted Standard Error: 0.088

Crash Reduction Factor (CRF)

Value: 23.9 *(This value indicates a **decrease** in crashes)*

Adjusted Standard Error:

Unadjusted Standard Error: 8.8

Applicability

Crash Type: All

Crash Severity: Fatal,Serious injury,Minor injury

Roadway Types: Not specified

Number of Lanes:

Road Division Type:

Speed Limit: 40-60

Area Type:	Urban
Traffic Volume:	Minimum of 20500 to Maximum of 60683 Annual Average Daily Traffic (AADT)
Time of Day:	
<i>If countermeasure is intersection-based</i>	
Intersection Type:	
Intersection Geometry:	
Traffic Control:	
Major Road Traffic Volume:	
Minor Road Traffic Volume:	

Development Details

Date Range of Data Used:	2003 to 2012
Municipality:	
State:	FL
Country:	
Type of Methodology Used:	Before/after using empirical Bayes or full Bayes
Sample Size Used:	

Other Details

Included in Highway Safety Manual?	No
Date Added to Clearinghouse:	Mar-08-2016
Comments:	

[\[View the Full Study Details\]](#)

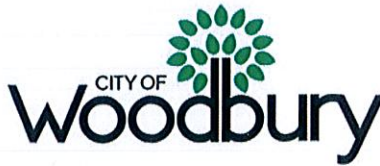
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For more information, contact **Karen Scurry**, FHWA Office of Safety Programs 609-637-4207

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June 17, 2016

Jan Lucke
Transit and Planning Manager
Washington County Public Works
14949 62nd St. N.
Stillwater, MN 55082

**RE: Letter of Support for the CSAH 19 Roadway Expansion
2016 Regional Solicitation Application**

Dear Ms. Lucke,

The City of Woodbury extends its support for the Regional Solicitation federal funding application for the proposed roadway expansion of County State Aid Highway (CSAH) 19 (Woodbury Drive) from I-94 to Tamarack Road. This proposed project would expand the roadway from four to six lanes to gain capacity and improve traffic operations in this congested corridor.

The City is aware Washington County is applying for funding through the Regional Solicitation for the expansion of CSAH 19 (Woodbury Drive). The local match is expected to be funded from a combination of local and county sources. This is among the busiest and most congested corridors in the Washington County system. The details of these improvements will be developed in collaboration with the City of Woodbury and other local stakeholders. Woodbury is in full support these efforts and is prepared to actively participate to help make this a successful project.

Sincerely,

A handwritten signature in blue ink, appearing to read "Klayton Eckles", is written over a horizontal line.

Klayton Eckles
Engineering and Public Works Director, City of Woodbury

WASHINGTON COUNTY

JUN 20 2016

PUBLIC WORKS