

11660 MYERON RD

*	STILLWATER City	Minnesota State/Province	55082 Postal Code/Zip
County:*	Washington		
Phone:*	651-430-4325		Ext.
Fax:			
PeopleSoft Vendor Number	0000028637A10		

Project Information

Project Name* CSAH 12 (75th St) Roadway Modernization

Primary County where the Project is Located* Washington

Jurisdictional Agency (If Different than the Applicant):

Brief Project Description (Limit 2,800 characters; approximately 400 words)* The project consists of reconstruction and modernization of CSAH 12 (75th Street) in Washington County from Mahtomedi Avenue/Wildwood Road to approximately 500 feet east of the eastern entrance to Mahtomedi Middle School. The project includes the following elements as shown on Figures 1A and 1B:

1. Reconstruct 0.9 mile of a two-lane A-Minor Arterial roadway.
2. Realign Hilton Trail and reconstruct the signalized CSAH 12/Hilton Trail intersection, and close the existing school access across from Ideal Avenue.
3. Install a new traffic signal at the Mahtomedi Middle School entrance.
4. Upgrade and complete gaps in the bituminous multiuse trail along the north side of CSAH 12 through the length of the project area.
5. Construct/reconstruct concrete sidewalk along the south side of CSAH 12.

The project will address mobility and pavement condition issues along CSAH 12 in the project area. CSAH 12 acts as an east-west reliever for TH 36, providing an important alternative connection between the White Bear Lake area and Stillwater. Traffic patterns associated with Mahtomedi High School and Middle School have led to backups associated with access to and from CSAH 12 in the project area. By consolidating the north leg of the Hilton Trail/CSAH 12 intersection with the main school entrance, and adding a traffic signal at the east school entrance, the project will improve traffic circulation in the area.

The project will also improve the condition and continuity of non-motorized transportation facilities. Mahtomedi School District 832 prepared a Safe Routes to School Plan in 2015 which included the CSAH 12 corridor and acknowledged challenges for pedestrians and bicyclists in the project area. There is currently bituminous walk/trail along the north side of the roadway and concrete sidewalk on the south side of the roadway. However, facility widths are inconsistent and pavement conditions are poor in some areas. There is also a gap in the sidewalk on the south side of CSAH 12 between Penway Road and Glenmar Avenue. The project will complete this gap and reconstruct the other facilities within the project area in order to provide better connectivity and improved conditions for non-

motorized users.

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) *

Reconstruct CSAH 12 (75th St) from Mahtomedi Avenue to 500 feet east of Middle School driveway, signals, intersection realignment

Project Length (Miles)* 0.9

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* \$4,811,200.00

Match Amount* \$1,202,800.00
Minimum of 20% of project total

Project Total* \$6,014,000.00

Match Percentage* 20.0%
Minimum of 20%
Compute the match percentage by dividing the match amount by the project total

Source of Match Funds* County
A minimum of 20% of the total project cost must come from non-federal sources; additional match funds over the 20% minimum can come from other federal sources

Preferred Program Year

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

Additional Program

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

Specific Roadway Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Mobilization (approx. 5% of total cost)	\$222,000.00
Removals (approx. 5% of total cost)	\$222,000.00
Roadway (grading, borrow, etc.)	\$989,400.00
Roadway (aggregates and paving)	\$1,334,200.00
Subgrade Correction (muck)	\$0.00
Storm Sewer	\$474,400.00
Ponds	\$0.00

Concrete Items (curb & gutter, sidewalks, median barriers)	\$306,700.00
Traffic Control	\$140,000.00
Striping	\$34,800.00
Signing	\$20,000.00
Lighting	\$0.00
Turf - Erosion & Landscaping	\$672,000.00
Bridge	\$0.00
Retaining Walls	\$0.00
Noise Wall (do not include in cost effectiveness measure)	\$0.00
Traffic Signals	\$400,000.00
Wetland Mitigation	\$0.00
Other Natural and Cultural Resource Protection	\$0.00
RR Crossing	\$0.00
Roadway Contingencies	\$1,002,000.00
Other Roadway Elements	\$0.00
	Totals
	\$5,817,500.00

Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Path/Trail Construction	\$169,600.00
Sidewalk Construction	\$0.00
On-Street Bicycle Facility Construction	\$0.00
Right-of-Way	\$0.00
Pedestrian Curb Ramps (ADA)	\$26,900.00
Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	\$0.00
Pedestrian-scale Lighting	\$0.00
Streetscaping	\$0.00
Wayfinding	\$0.00
Bicycle and Pedestrian Contingencies	\$0.00
Other Bicycle and Pedestrian Elements	\$0.00
	Totals
	\$196,500.00

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	\$6,014,000.00
Construction Cost Total	\$6,014,000.00
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, Objective A; page 2.20
- Strategy B1; page 2.20
- Strategy B6; page 2.23
- Goal C, Objective A; page 2.24
- Strategy C2; page 2.25
- Strategy C9; page 2.32
- Goal E, Objective A; page 2.42
- Goal E, Objective B; page 2.42

Goal E, Objective C; page 2.42
Goal E, Objective D; page 2.42
Strategy E3; page 2.44
Strategy E5; page 2.45
Strategy E7; page 2.47

Goal F; page 2.48
Strategy F3; page 2.50

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: *
Washington County Capital Improvement Plan 2016-2020, page 86
Washington County 2030 Transportation Plan, page 4-75

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

Project Information-Roadways

County, City, or Lead Agency* Washington County

Functional Class of Road* A-Minor

Road System* CSAH

TH, CSAH, MSAS, CO. RD., TWP. RD., CITY STREET

Road/Route No. 12
i.e., 53 for CSAH 53

Name of Road* 75th Street

Example: 1st ST., MAIN AVE

Zip Code where Majority of Work is Being Performed* 55115

(Approximate) Begin Construction Date* 04/19/2021

(Approximate) End Construction Date* 11/22/2021

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

From:
(Intersection or Address) Mahtomedi Avenue/Wildwood Road

To:
(Intersection or Address) 1500 feet east of Ideal Avenue
DO NOT INCLUDE LEGAL DESCRIPTION

Or At

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

BRIDGE/CULVERT PROJECTS (IF APPLICABLE)

Old Bridge/Culvert No.:

New Bridge/Culvert No.:

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

Expander/Augmentor/Connector/Non-Freeway Principal Arterial

Select one:

Area 0

Project Length 0

Average Distance 0

Upload Map

Reliever: Relieves a Principal Arterial that is a Freeway Facility

Facility being relieved

Number of hours per day
volume exceeds capacity
(based on the Congestion
Report) 0**Reliever: Relieves a Principal Arterial that is a Non-Freeway Facility**

Facility being relieved TH 36 (Expressway)

Number of hours per day
volume exceeds capacity
(based on the table
below) 8.0**Non-Freeway Facility Volume/Capacity Table**

Hour	NB/EB Volume	SB/WB Volume	Capacity	Volume exceeds capacity
12:00am - 1:00am	305	222	1600.0	No
1:00am - 2:00am	182	99	1600.0	No
2:00am - 3:00am	75	79	1600.0	No
3:00am - 4:00am	76	58	1600.0	No
4:00am - 5:00am	37	79	1600.0	No
5:00am - 6:00am	103	265	1600.0	No
6:00am - 7:00am	533	962	1600.0	No
7:00am - 8:00am	879	2321	1600.0	Yes
8:00am - 9:00am	1341	2346	1600.0	Yes
9:00am - 10:00am	1282	1624	1600.0	Yes
10:00am - 11:00am	1071	1362	1600.0	No
11:00am - 12:00pm	1162	951	1600.0	No
12:00pm - 1:00pm	1267	1119	1600.0	No
1:00pm - 2:00pm	1297	1112	1600.0	No
2:00pm - 3:00pm	1452	1173	1600.0	No
3:00pm - 4:00pm	1708	1412	1600.0	Yes
4:00pm - 5:00pm	2160	1486	1600.0	Yes
5:00pm - 6:00pm	2489	1577	1600.0	Yes
6:00pm - 7:00pm	2406	1378	1600.0	Yes
7:00pm - 8:00pm	1633	998	1600.0	Yes
8:00pm - 9:00pm	1075	773	1600.0	No
9:00pm - 10:00pm	871	790	1600.0	No

10:00pm - 11:00pm	745	681	1600.0	No
11:00pm - 12:00am	497	454	1600.0	No

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

Existing Employment within 1 Mile:	2994
Existing Manufacturing/Distribution-Related Employment within 1 Mile:	1130
Existing Students:	0
Upload Map	CSAH12-RegEconomyMap.pdf

Measure C: Current Heavy Commercial Traffic

Location:*	CSAH 12 East of TH 244
Current daily heavy commercial traffic volume:*	204
Date heavy commercial count taken:	6-22-2016

Measure D: Freight Elements

Response (Limit 1,400 characters; approximately 200 words)*	The project would improve freight efficiency and safety by providing intersection upgrades and a smoother 10-ton roadway and shoulder surface along CSAH 12. The Hilton Trail intersection will be designed to improve traffic operations (and reducing freight delay) while accommodating large vehicles including freight trucks. The project would also allow CSAH 12 to better serve as a reliever for TH 36, which is anticipated to experience an increase in traffic in future years following the completion of the new St. Croix River Crossing south of Stillwater. This would benefit freight traffic on TH 36 by improving mobility on CSAH 12 between the White Bear Lake area and Stillwater, allowing it to serve more of the short- to medium-length trips in the area.
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Measure A: Current Daily Person Throughput

Location*	CSAH 12 at Ideal Ave
Current AADT Volume*	8900

Existing Transit Routes on the Project * 270
For New Roadways only, list transit routes that will be moved to the new roadway

Upload Transit Map CSAH12-TransitMap.pdf

Response: Current Daily Person Throughput

Average Annual Daily Transit Ridership 0

Current Daily Person Throughput 11570.0

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:

Project's 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 overall population for the census tract is below the regional average for population in poverty or population of color, these populations do exist in the project area and are at a greater disadvantage than the rest of the community. The project will benefit these populations by providing a safe, comfortable, and convenient pedestrian and bicycle connection between residential and commercial neighborhoods in Mahtomedi, Willernie and Grant.

Positive Impacts:

Children, families, the elderly, people with disabilities, and low-income populations who rely on bicycling/walking will benefit from non-motorized transportation facility connections along CSAH 12. Trail and sidewalk facilities will meet ADA requirements to be accessible for people with disabilities. Modernization of this roadway will link a wide variety of land uses including neighborhoods, schools and commercial centers. The project will provide transportation opportunities for people who cannot drive or people who do not have access to a personal vehicle through access to jobs, schools and recreation. Local destinations easily accessed by the trail include residential neighborhoods, Mahtomedi Middle and High schools, church, commercial businesses and restaurants, Mahtomedi City Hall, and Willernie Post Office.

Traffic operations:

CSAH 12 serves a regional transportation purpose. Traffic operations and safety improvements will benefit low income and minority populations who use CSAH 12 and live in surrounding areas, such as Willernie, Grant, and rural Stillwater.

Negative impacts and mitigation: 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

CSAH12-Socio-EconMap.pdf

Measure B: Affordable Housing

City/Township	Segment Length in Miles (Population)
Willernie	0.3
Mahtomedi	0.4
Grant	0.2
	0.90

Total Project Length

Total Project Length (Total Population) 0.9

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
		0.00	0.00	0.00	0.00

Affordable Housing Scoring - To Be Completed By Metropolitan Council Staff

Total Project Length (Miles) 0.9
 Total Housing Score 0

Measure A: Year of Roadway Construction

Year of Original Roadway Construction or Most Recent Reconstruction	Segment Length	Calculation	Calculation 2
1972	0.9	1774.8	1972.0
	0.90	1,774.80	1,972.00

Average Construction Year

Weighted Year* 1972

Total Segment Length (Miles)

Total Segment Length 0.9

Measure B: Geometric, Structural, or Infrastructure Improvements

Improving a non-10-ton roadway to a 10-ton roadway:

Response (Limit 700 characters; approximately 100 words)

Improved clear zones or sight lines: Yes

Response (Limit 700 characters; approximately 100 words) The existing East Ave/Hallam Ave intersection has limited sight distance, which creates issues for left turns during peak traffic periods. The intersection will be reconstructed to improve sight lines and extend turn lanes. Turn lanes will also be improved to enhance sight lines at the new Hilton Trail intersection.

Improved roadway geometrics: Yes

Response (Limit 700 characters; approximately 100 words) At the Hilton Trail intersection, poor intersection geometry results in tight turns and traffic queues. The Hilton Trail intersection will be realigned to improve geometries for the main high school entrance. A left turn lane will be installed on CSAH 12 at Ideal Ave to address current issue of the illegal passing of vehicles in the right turn lane.

Access management enhancements: Yes

Response (Limit 700 characters; approximately 100 words) The project will realign Hilton Trail and shift the intersection of CSAH 12 and Hilton Trail approximately 200 feet to the east. By relocating the CSAH 12/Hilton Trail intersection, the project will allow for the north leg of this intersection to be consolidated with the existing access for Mahtomedi High School. The existing school access would be closed, which would help to improve spacing of access points along CSAH 12 and will improve mobility through the area, particularly during school arrival and dismissal times.

Vertical/horizontal alignments improvements: Yes

Response (Limit 700 characters; approximately 100 words) Vertical and horizontal alignments will be improved as part of the road reconstruction in order to enhance visibility and sight lines. Intersections alignments will also be adjusted to meet current roadway design standards, including the realignment of the Hilton Trail intersection.

Improved stormwater mitigation: Yes

Response (Limit 700 characters; approximately 100 words) The project includes storm sewer and curb and gutter installation to manage stormwater runoff. The project will meet all required stormwater requirements meeting current standards, an improvement over the existing outdated infrastructure.

Signals/lighting upgrades: Yes

Response (Limit 700 characters; approximately 100 words) The project will reconstruct the signalized intersection of CSAH 12 and Hilton Trail and realign Hilton Trail to serve as a main access point for Mahtomedi High School. The project will also add new signals at the entrance to the Middle School further east along CSAH 12. These signals will improve traffic operations along CSAH 12, particularly during school arrival and dismissal times, and will help to create safer conditions for pedestrians wishing to cross CSAH 12.

Other Improvements* Yes

Response (Limit 700 characters; approximately 100 words) Sidewalk and trail conditions will be improved. There is currently bituminous walk/trail along the north side of the roadway and concrete sidewalk on the south side of the roadway. However, facility widths are inconsistent, pavement conditions are poor in some areas, and road clearance/reaction buffers are substandard. There is also a gap in the sidewalk on the south side of CSAH 12 between Penway Road and Glenmar Avenue. The project will complete this gap and reconstruct the other facilities within the project area in order to provide better connectivity and improved conditions for non-motorized users.

Measure A: Congestion Reduction/Air Quality

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:	EXPLANATION of methodology used to calculate railroad crossing delay, if applicable.	Synchro or HCM Reports
35.0	24.0	11.0	3462	38082.0		Synchro Reports.pdf

Total Delay

Total Peak Hour Delay Reduced 38082.0

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):
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4.18	3.24	0.94	3462.0	3254.28
4.18	3.24		3,462.00	3,254.28

Total

Total Emissions Reduced:*	3254.28
Upload Synchro Report	Synchro Reports.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):
0.00	0.00		0.00	0.00

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)

Transit Projects Not Requiring Construction

If the applicant is completing a transit or TDM application that is operations only, check the box and do not complete the remainder of the form. These projects will receive full points for the Risk Assessment.

Park-and-Ride and other transit construction projects require completion of the Risk Assessment below.

Check Here if Your Transit Project Does Not Require Construction

Measure A: Risk Assessment

1) Project Scope (5 Percent of Points)

Meetings or contacts with stakeholders have occurred Yes
100%

Stakeholders have been identified 40%

Stakeholders have not been identified or contacted 0%

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

Layout or Preliminary Plan completed 100%

Layout or Preliminary Plan started Yes
50%

Layout or Preliminary Plan has not been started 0%

Anticipated date or date of completion 07/02/2018

3) Environmental Documentation (5 Percent of Points)

EIS

EA

PM Yes

Document Status:

Document approved (include copy of signed cover sheet) 100%

Document submitted to State Aid for review 75% date submitted

Document in progress; environmental impacts identified; review request letters sent 50%

Document not started Yes
0%

Anticipated date or date of completion/approval 12/21/2020

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:** 12/23/2019

**Project is located on an
identified historic bridge**

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

4(f) – Does the project impacts any public parks, public wildlife refuges, public golf courses, wild & scenic rivers or public private historic properties?

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

**No Section 4f/6f resources
located in the project area** Yes
100%

**No impact to 4f property.
The project is an
independent
bikeway/walkway project
covered by the** 100%
**bikeway/walkway Negative
Declaration statement;
letter of support received**

**Section 4f resources
present within the project
area, but no known adverse
effects** 80%

**Project impacts to Section
4f/6f resources likely –
coordination/documentation** 50%
has begun

**Project impacts to Section
4f/6f resources likely –
coordination/documentation** 30%
has not begun

**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 01/25/2021

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	Yes 50%
Construction plans have not been started	0%
Anticipated date or date of completion	07/20/2020

10) Letting

Anticipated Letting Date	03/22/2021
---------------------------------	------------

Measure A: Roadway Projects that do not Include Railroad Grade-Separation Elements

Crash Modification Factor Used: 5525.0

Rationale for Crash Modification Selected: The crash modification factor (CMF) used was #5525 - Install a traffic signal. This CMF was selected because the project will install a signal at the middle school entrance and improve the signal at Hilton Trail. As a result of these improvements, safety benefits are anticipated to accrue throughout the corridor. The official AADT on the major road (CSAH 12) is 9,500, so the specific factor was used that applies to roadways with AADT < 10,000.

(Limit 1400 Characters; approximately 200 words)

Project Benefit (\$) from B/C Ratio \$1,353,730.00

Worksheet Attachment HSIP benefit-cost worksheet.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)*

Bicycle/Pedestrian Elements

The project would upgrade and complete gaps in the bituminous multiuse trail along the north side of CSAH 12 through the length of the project area. The improved bituminous trail would create a more consistent and safer facility by improving pavement conditions, providing a wider facility in some locations, and, where feasible, providing improved horizontal and/or vertical separation from the roadway. In addition to improving connections to Mahtomedi High School and Middle School, as well as businesses in Willernie, this trail will also provide a connection to existing facilities adjacent to the project area, including the Lake Links Trail to the west and the Gateway State Trail to the east. CSAH 12 within the project area has also been identified in the TPP as an RBTN Tier 1 corridor.

Existing Bicycle/Pedestrian Connections

Mahtomedi School District 832 prepared a Safe Routes to School Plan in 2015 which identified challenges for walking and bicycling in the CSAH 12 corridor.

Within the project area, there is a substandard multiuse trail currently located along the north side of CSAH 12. Most of the existing trail is in poor condition and in many instances, the trail abuts the curb or shoulder of the road lacking adequate clearance and reaction zones. In the commercial area west of Warner Road, parking lots run up to the trail, and in some instances, the trail area is also marked for use as parking stalls. There are also locations where utility poles create obstacles for trail users.

The eastern project area is a rural road section. There is a portion of the trail that is an on-road facility west of Ideal Avenue. Because this segment is currently a rural section, there is no curb to provide vertical separation between the trail and the roadway, and the trail does not meet clear zone requirements, which means that non-motorized users are not adequately separated from vehicles traveling at a posted speed limit of 55 miles per hour.

On the south side of CSAH 12, sidewalk connections are incomplete. The City of Mahtomedi is currently upgrading pedestrian facilities west of the project limits to TH 244. The project will complete gaps in the sidewalk system up to Hilton Trail. These improvements will build upon the City's efforts to improve pedestrian activity along CSAH 12 and enhance access to the commercial area and school facilities.

Measure A: Cost Effectiveness

Total Project Cost (entered in Project Cost Form):* \$6,014,000.00

Enter Amount of the Noise Walls: \$0.00

Total Project Cost subtract the amount of the noise walls: \$6,014,000.00

Points Awarded in Previous Criteria

Cost Effectiveness \$0.00

Other Attachments

File Name	Description	File Size
CSAH 12_Concept A.pdf (574 KB)	CSAH 12 - Concept Layout (west)	574 KB
CSAH 12_Concept B.pdf (528 KB)	CSAH 12 - Concept Layout (east)	528 KB
CSAH12-RoadwayAreaMap.pdf (217 KB)	Roadway Area Map	217 KB
Issues Map.pdf (759 KB)	Issues Map	759 KB
Wash County Resolution for Funding Apps.pdf (30 KB)	Washington County Resolution	30 KB

Regional Economy

Roadway Reconstruction/Modernization Project: CSAH 12 (75th Street) Modernization | Map ID: 1466107808125

Results

WITHIN ONE MI of project:

Totals by City:

Grant

Population: 1250
Employment: 131
Mfg and Dist Employment: 7

Mahtomedi

Population: 9464
Employment: 2863
Mfg and Dist Employment: 1123

Postsecondary Students:

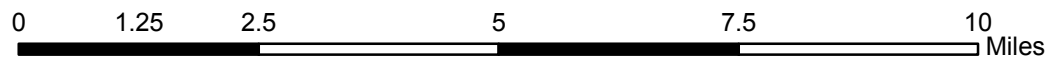
0



NCompass Technologies
West Lakeland, MN

 Project Points  Project Area

 Project



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LandscapeRSAs



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Results

Transit with a Direct Connection to project:
270

**indicates Planned Alignments*

○ Project Points
 Project Area
 Planned Alignments
 Project
 Arterial BRT



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LandscapeRSA3



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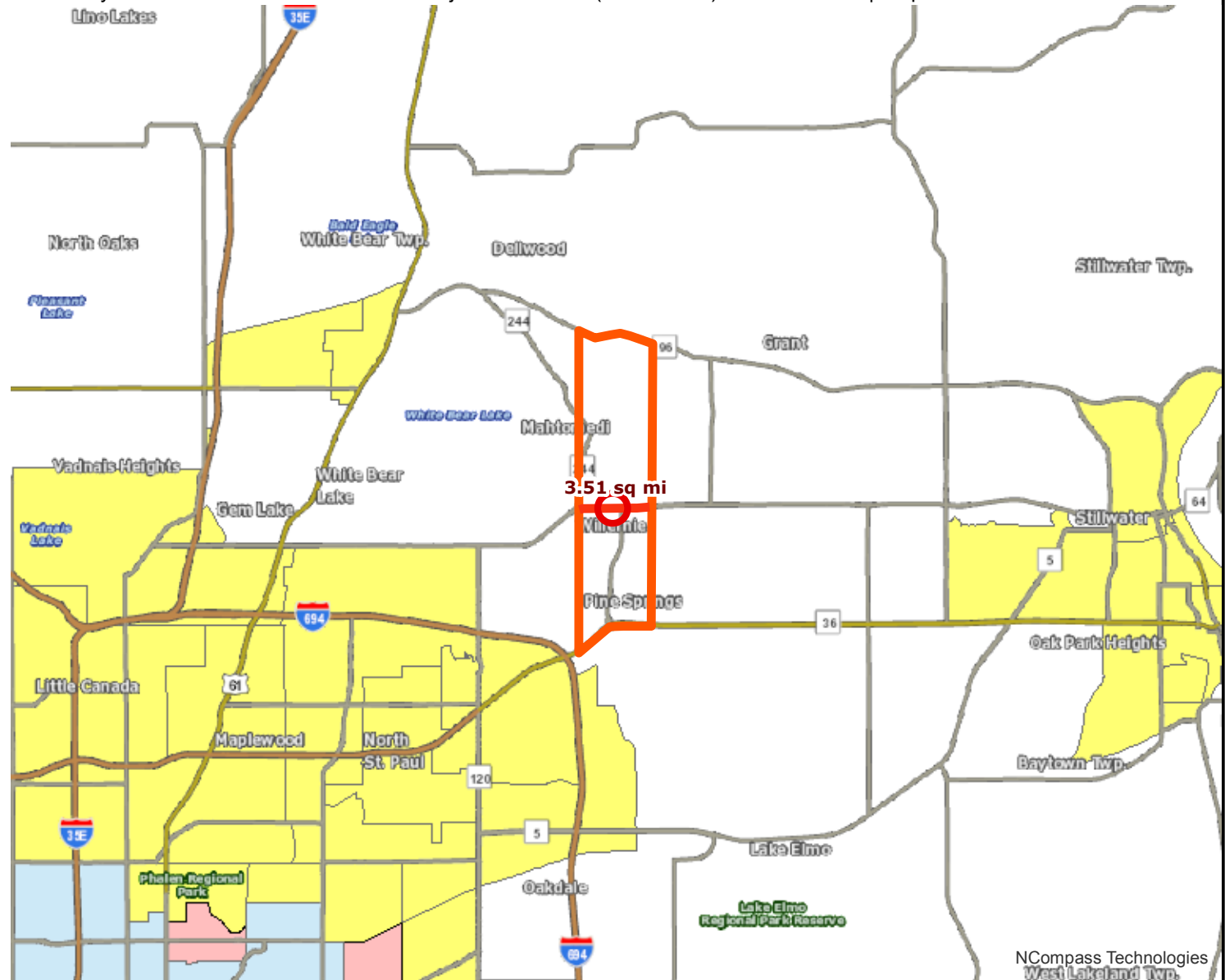
NCompass Technologies
Wood Lake, MN







Socio-Economic Conditions

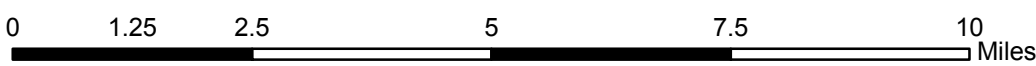
Roadway Reconstruction/Modernization Project: CSAH 12 (75th Street) Modernization | Map ID: 1466107808125

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



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NCompass Technologies
West Lakeland Twp.

Existing Conditions

7/11/2016

1: Hilton & CSAH 12

Direction	All
Future Volume (vph)	1394
Total Delay / Veh (s/v)	30
CO Emissions (kg)	1.86
NOx Emissions (kg)	0.36
VOC Emissions (kg)	0.43

2: Ideal & CSAH 12

Direction	All
Future Volume (vph)	1113
Total Delay / Veh (s/v)	3
CO Emissions (kg)	0.57
NOx Emissions (kg)	0.11
VOC Emissions (kg)	0.13

3: CSAH 12 & Middle School Access

Direction	All
Future Volume (vph)	955
Total Delay / Veh (s/v)	2
CO Emissions (kg)	0.50
NOx Emissions (kg)	0.10
VOC Emissions (kg)	0.12

1: Hilton & CSAH 12

Direction	All
Future Volume (vph)	1398
Total Delay / Veh (s/v)	16
CO Emissions (kg)	1.30
NOx Emissions (kg)	0.25
VOC Emissions (kg)	0.30




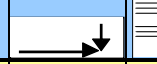

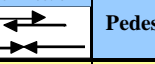
2: Ideal & CSAH 12

Direction	All
Future Volume (vph)	873
Total Delay / Veh (s/v)	0
CO Emissions (kg)	0.32
NOx Emissions (kg)	0.06
VOC Emissions (kg)	0.07

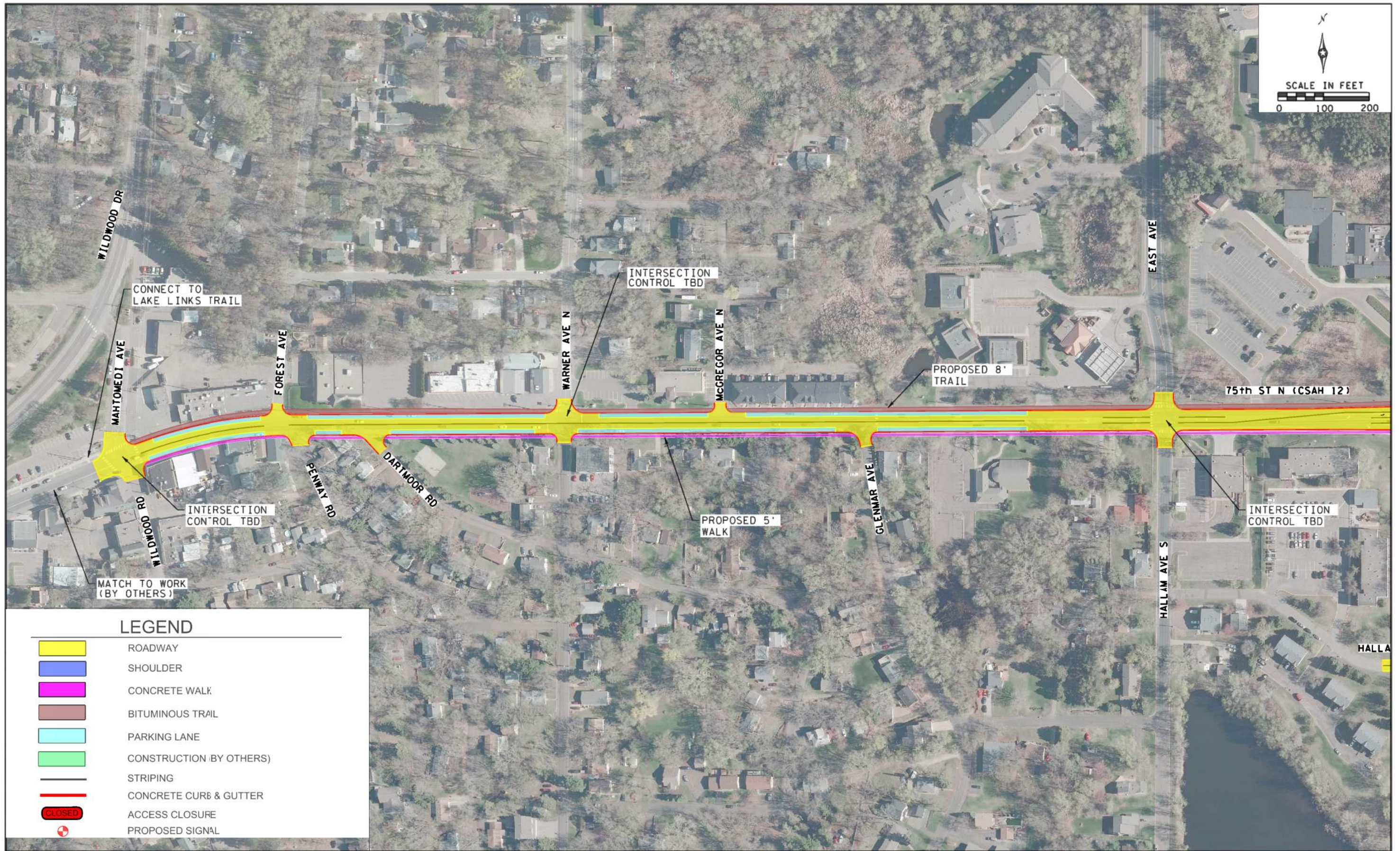
3: CSAH 12 & Middle School Access

Direction	All
Future Volume (vph)	957
Total Delay / Veh (s/v)	8
CO Emissions (kg)	0.66
NOx Emissions (kg)	0.13
VOC Emissions (kg)	0.15

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
		CSAH 12	Mahtomedi Ave to Middle School Access						Washington Co	1/1/2013	12/31/2015
Description of Proposed Work		Install signal at Middle School Access and improve Hilton Ave intersection									
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									
	Personal Injury (PI)	A									
		B						1			1
		C	1		3					1	5
Property Damage	PD	1		6	1		2		1	11	
% Change in Crashes	Fatal	F									
	PI	A									
		B	-34%	-34%	-34%	-34%	-34%			-34%	
		C	-34%	-34%	-34%	-34%	-34%			-34%	
Property Damage	PD	-34%	-34%	-34%	-34%	-34%			-34%		
Change in Crashes = No. of crashes X % change in crashes	Fatal	F									
	PI	A									
		B						0.00			
		C	-0.34		-1.03					-0.34	-1.72
Property Damage	PD	-0.34		-2.06	-0.34		0.00		-0.34	-3.10	
Year (Safety Improvement Construction)		2020									
Project Cost (exclude Right of Way)		\$ 6,014,000	Type of Crash	Study Period: Change in Crashes	Annual Change in Crashes	Cost per Crash	Annual Benefit	<div style="border: 1px solid black; padding: 5px; display: inline-block;">B/C= 0.23</div> Using present worth values, B= \$ 1,353,730 C= \$ 6,014,000 See "Calculations" sheet for amortization.			
Right of Way Costs (optional)			F			\$ 1,140,000					
Traffic Growth Factor		0.5%	A			\$ 570,000					
Capital Recovery			B			\$ 170,000					
1. Discount Rate		2%	C	-1.72	-0.57	\$ 83,000	\$ 47,630				
2. Project Service Life (n)		30	PD	-3.10	-1.03	\$ 7,600	\$ 7,850				
			Total				\$ 55,481	Office of Traffic, Safety and Technology August 2015			

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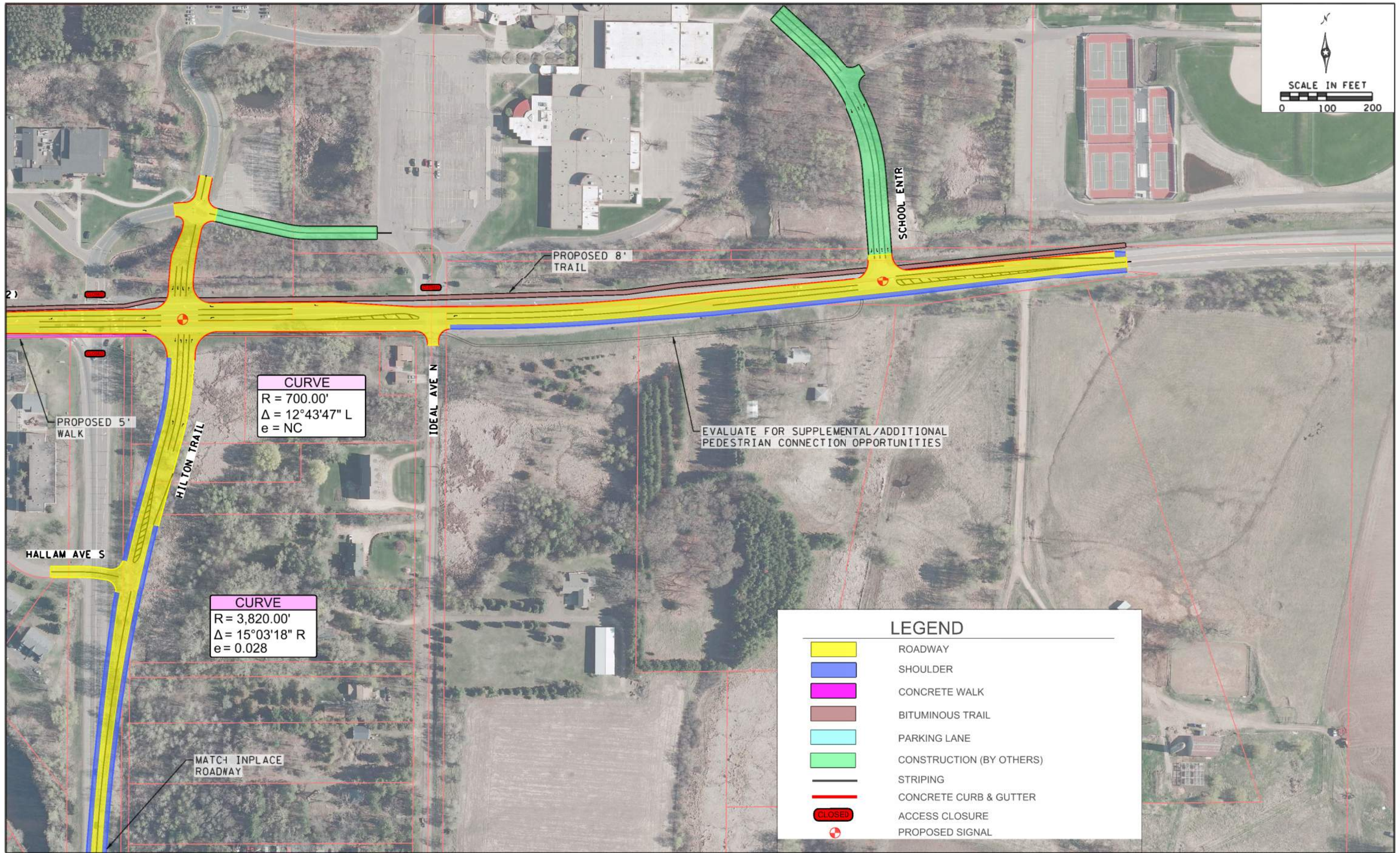
LEGEND

- ROADWAY
- SHOULDER
- CONCRETE WALK
- BITUMINOUS TRAIL
- PARKING LANE
- CONSTRUCTION (BY OTHERS)
- STRIPING
- CONCRETE CURB & GUTTER
- ACCESS CLOSURE
- + PROPOSED SIGNAL

CSAH 12 RECONSTRUCTION
WASHINGTON COUNTY, MINNESOTA

FIGURE 1A

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CSAH 12 RECONSTRUCTION
 WASHINGTON COUNTY, MINNESOTA

FIGURE 1B



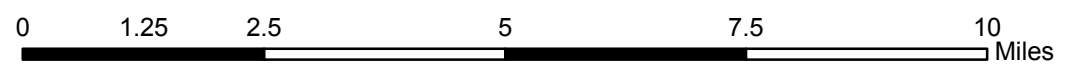
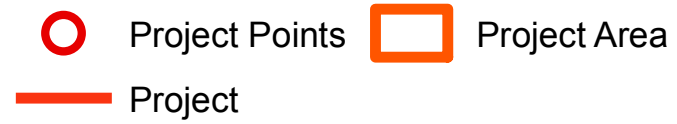
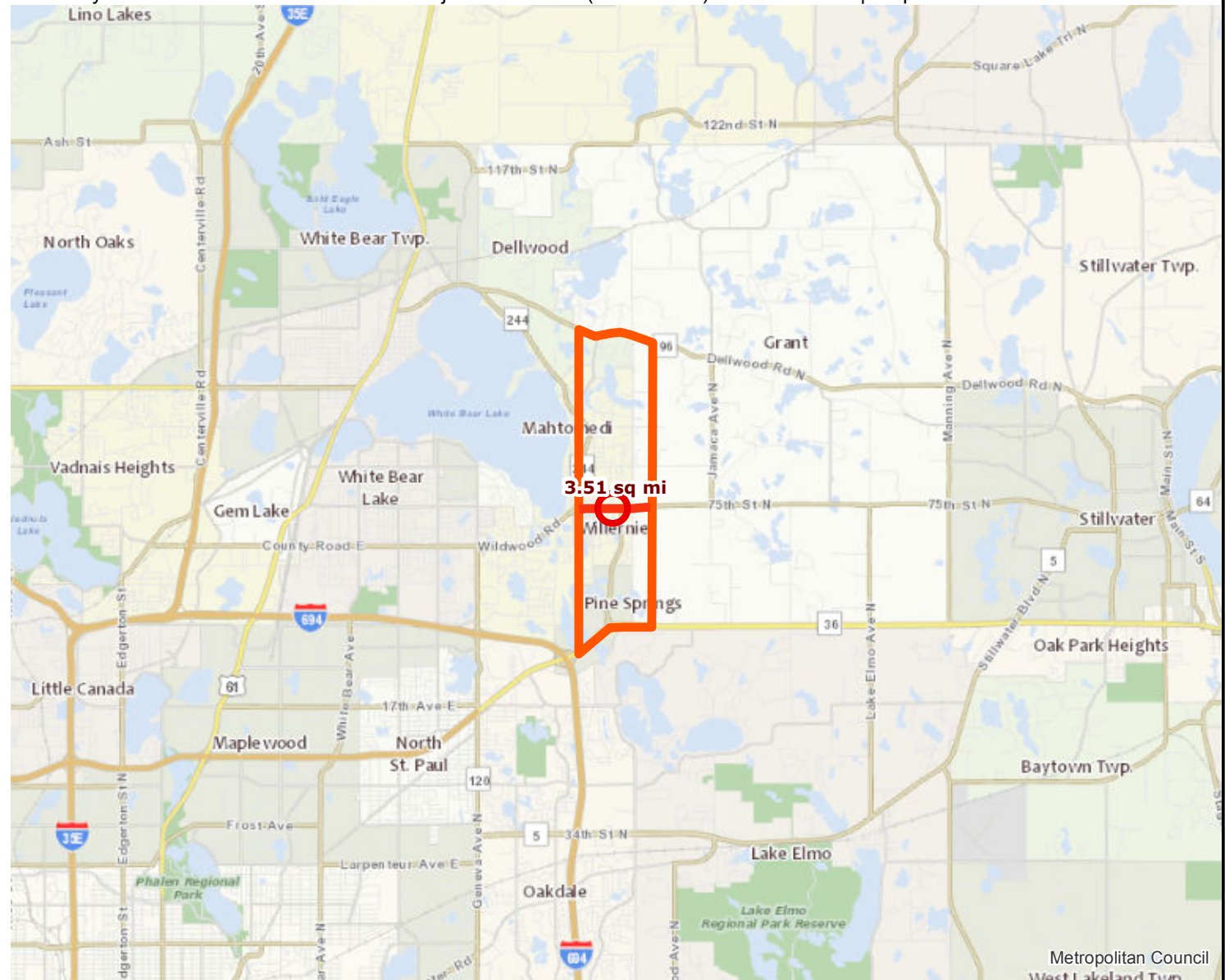
Roadway Area Definition

Roadway Reconstruction/Modernization Project: CSAH 12 (75th Street) Modernization | Map ID: 1466107808125

Results

Project Length: 0.9 miles

Project Area: 3.51 sq mi



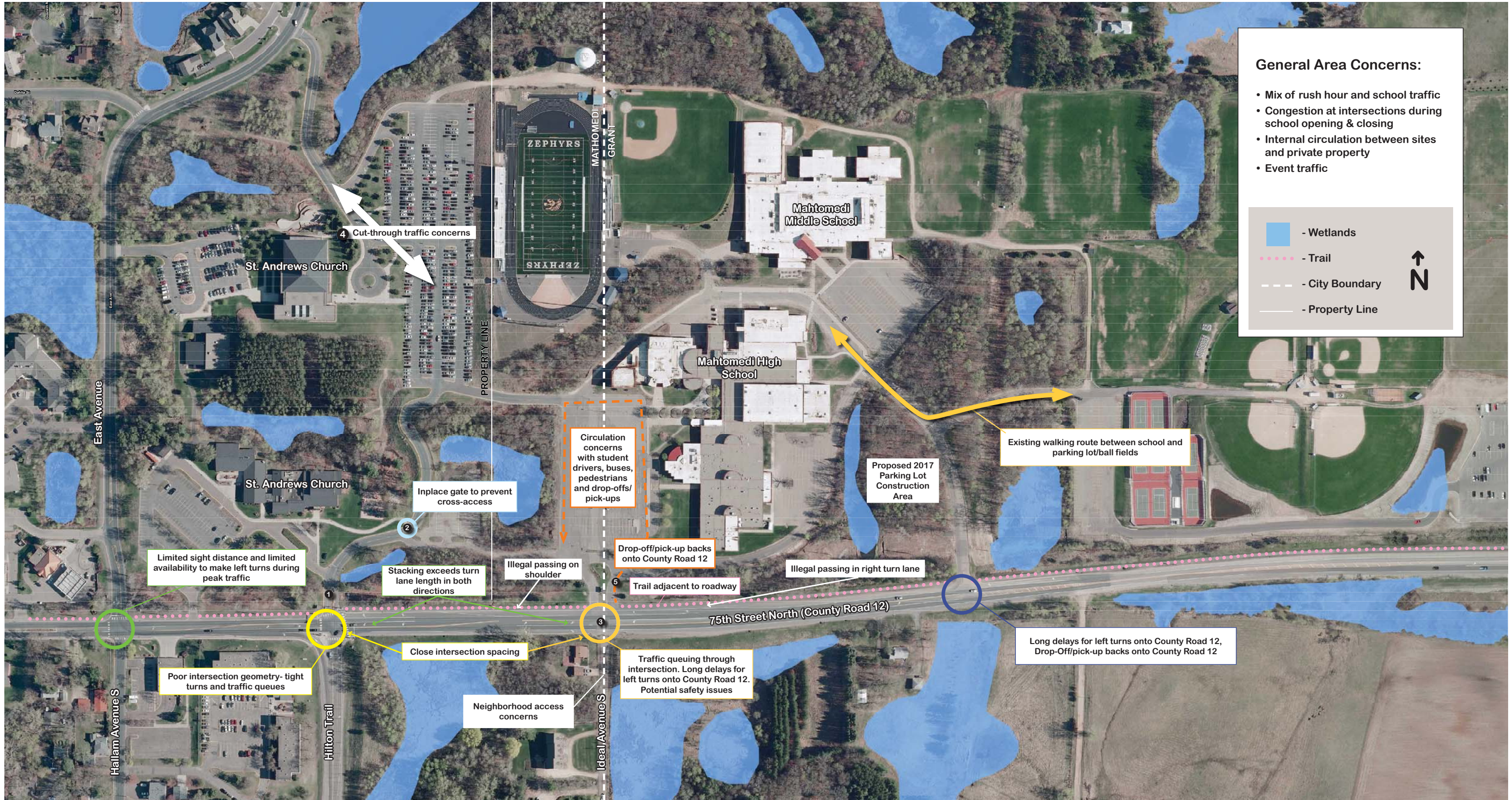
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75th Street North (County Road 12) Issues Map



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