



Application

10350 - 2018 Multiuse Trails and Bicycle Facilities

10778 - CSAH 12 Multi-Use Trail

Regional Solicitation - Bicycle and Pedestrian Facilities

Status: Submitted
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Primary Contact

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What Grant Programs are you most interested in? Regional Solicitation - Bicycle and Pedestrian Facilities

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 12 Multi-Use Trail

Primary County where the Project is Located

Washington

Cities or Townships where the Project is Located:

Mahtomedi, Grant

Jurisdictional Agency (If Different than the Applicant):

Brief Project Description (Include location, road name/functional class, type of improvement, etc.)

The proposed project includes rehabilitation of the existing multi-use trail along CSAH 12, an A-Minor Reliever, in the city of Mahtomedi and Grant Township. The trail's surface will be rehabilitated and improvements will be added to ensure the trail is compliant with ADA requirements. This will benefit the wide variety of trail users. The trail provides convenient access to the many commercial areas, community resources and neighborhoods of Willernie, Mahtomedi and Grant. It connects the community to critical services like the Wildwood Library, Mahtomedi City Hall, Mahtomedi Fire Station and St Andrew's Church. St. Andrew's Church, located on CSAH 12, is an active community with many resources targeted towards crisis and low-income populations. Students and staff at Mahtomedi High School, Mahtomedi Middle School, and Wildwood Elementary School are also able to take advantage of trail access as they are all located along CSAH 12.

The trail will be especially beneficial for the underrepresented populations in the area. Within 2 miles of the project location are 5 senior living facilities. Additionally, Lincoln Place, a workforce housing complex, is located at the corner of Hilton Trail and CSAH 12. Providing an improved trail will help these populations to use the trail and give them an opportunity for active living and promote recreation.

On a regional scale, CSAH 12 serves as an important link for Mahtomedi, Willernie, Grant Township, and White Bear Lake to Stillwater and the larger St. Croix River Valley. Nearly 10,000 vehicles drive on the roadway every day. The adjacent trail improvements will help provide a better regional connection between the aforementioned cities. This is especially important

given the trail is a part the Metropolitan Council's Regional Bicycle Transportation Network (RBTN) and is designated as a Tier 1 alignment.

The trail improvements along CSAH 12 will also help provide efficient access to the nearby Brown's Creek trail that terminates in Stillwater and the Gateway State Trail which spans from St. Paul to north of Stillwater. Area residents and visitors will enjoy safer and accessible facilities.

(Limit 2,800 characters; approximately 400 words)

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

CSAH 12 FROM CSAH 29 TO CSAH 15, RECONSTRUCT TRAIL FOR PEDS AND BIKES

Project Length (Miles)

4.2

to the nearest one-tenth of a mile

Project Funding

Are you applying for competitive funds from another source(s) to implement this project?

No

If yes, please identify the source(s)

Federal Amount

\$756,978.99

Match Amount

\$189,244.75

Minimum of 20% of project total

Project Total

\$946,223.74

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 State Aid

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:

2022

Select 2020 or 2021 for TDM projects only. For all other applications, select 2022 or 2023.

Additional Program Years:

2019, 2020, 2021

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

Project Information

| | |
|---|---|
| County, City, or Lead Agency | Washington County |
| Zip Code where Majority of Work is Being Performed | 55115 |
| (Approximate) Begin Construction Date | 06/01/2022 |
| (Approximate) End Construction Date | 08/31/2022 |
| Name of Trail/Ped Facility: | CSAH 12 Trail |
| <i>(i.e., CEDAR LAKE TRAIL)</i> | |
| TERMINI:(Termini listed must be within 0.3 miles of any work) | |
| From: | |
| (Intersection or Address) | CSAH 12 Trail (75th Street N) at CSAH 29 (Hilton Trail) |
| To: | |
| (Intersection or Address) | CSAH 12 Trail (75th Street N) at CSAH 15 (Manning Avenue) |
| <i>DO NOT INCLUDE LEGAL DESCRIPTION; INCLUDE NAME OF ROADWAY IF MAJORITY OF FACILITY RUNS ADJACENT TO A SINGLE CORRIDOR</i> | |
| Or At: | |
| Primary Types of Work | BIT SURF, BIKE PATH, PED RAMPS, ADA IMPROVEMENTS |

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

BRIDGE/CULVERT PROJECTS (IF APPLICABLE)

Old Bridge/Culvert No.:

New Bridge/Culvert No.:

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

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 (2015), 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 goals, objectives, and strategies that relate to the project.

List the goals, objectives, strategies, and associated pages: See "Local Planning Docs" attachment

(Limit 2500 characters; approximately 750 words)

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

List the applicable documents and pages: See "Local Planning Docs" attachment

(Limit 2500 characters; approximately 750 words)

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

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

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

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

6. Applicants must not submit an application for the same project in more than one funding sub-category.

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

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

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

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

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

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

8. The project must comply with the Americans with Disabilities Act (ADA).

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

9. In order for a selected project to be included in the Transportation Improvement Program (TIP) and approved by USDOT, the public agency sponsor must either have, or be substantially working towards, completing a current Americans with Disabilities Act (ADA) self-evaluation or transition plan that covers the public right of way/transportation, as required under Title II of the ADA.

The applicant is a public agency that employs 50 or more people and has an adopted ADA transition plan that covers the public right of way/transportation. Yes

09/30/2015

Date plan adopted by governing body

The applicant is a public agency that employs 50 or more people and is currently working towards completing an ADA transition plan that covers the public rights of way/transportation.

Date process started

Date of anticipated plan completion/adoption

The applicant is a public agency that employs fewer than 50 people and has a completed ADA self-evaluation that covers the public rights of way/transportation.

Date self-evaluation completed

The applicant is a public agency that employs fewer than 50 people and is working towards completing an ADA self-evaluation that covers the public rights of way/transportation.

Date process started

Date of anticipated plan completion/adoption

(TDM Applicants Only) The applicant is not a public agency subject to the self-evaluation requirements in Title II of the ADA.

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

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

11. The owner/operator of the facility must operate and maintain the project year-round for the useful life of the improvement, per FHWA direction established 8/27/2008 and updated 6/27/2017.

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

12. 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

13. 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

14. The project applicant must send written notification regarding the proposed project to all affected state and local units of government prior to submitting the application.

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

Requirements - Bicycle and Pedestrian Facilities Projects

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

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

Multiuse Trails on Active Railroad Right-of-Way:

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

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

[Upload Agreement PDF](#)

Check the box to indicate that the project is not in active railroad right-of-way. Yes

Safe Routes to School projects only:

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

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

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

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

Requirements - Bicycle and Pedestrian Facilities Projects

Specific Roadway Elements

CONSTRUCTION PROJECT ELEMENTS/COST
ESTIMATES

Cost

| | |
|--|---------------------|
| Mobilization (approx. 5% of total cost) | \$200,000.00 |
| Removals (approx. 5% of total cost) | \$50,000.00 |
| Roadway (grading, borrow, etc.) | \$0.00 |
| Roadway (aggregates and paving) | \$0.00 |
| Subgrade Correction (muck) | \$0.00 |
| Storm Sewer | \$0.00 |
| Ponds | \$0.00 |
| Concrete Items (curb & gutter, sidewalks, median barriers) | \$0.00 |
| Traffic Control | \$20,000.00 |
| Striping | \$0.00 |
| Signing | \$0.00 |
| Lighting | \$0.00 |
| Turf - Erosion & Landscaping | \$10,000.00 |
| Bridge | \$0.00 |
| Retaining Walls | \$0.00 |
| Noise Wall (not calculated in cost effectiveness measure) | \$0.00 |
| Traffic Signals | \$0.00 |
| Wetland Mitigation | \$0.00 |
| Other Natural and Cultural Resource Protection | \$0.00 |
| RR Crossing | \$0.00 |
| Roadway Contingencies | \$0.00 |
| Other Roadway Elements | \$0.00 |
| Totals | \$280,000.00 |

Specific Bicycle and Pedestrian Elements

| CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES | Cost |
|--|--------------|
| Path/Trail Construction | \$636,223.00 |
| Sidewalk Construction | \$0.00 |
| On-Street Bicycle Facility Construction | \$0.00 |
| Right-of-Way | \$0.00 |
| Pedestrian Curb Ramps (ADA) | \$20,000.00 |
| Crossing Aids (e.g., Audible Pedestrian Signals, HAWK) | \$0.00 |
| Pedestrian-scale Lighting | \$0.00 |
| Streetscaping | \$0.00 |

| | |
|---------------------------------------|---------------------|
| Wayfinding | \$0.00 |
| Bicycle and Pedestrian Contingencies | \$10,000.00 |
| Other Bicycle and Pedestrian Elements | \$0.00 |
| Totals | \$666,223.00 |

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 | \$946,223.00 |
| Construction Cost Total | \$946,223.00 |
| Transit Operating Cost Total | \$0.00 |

Measure A: Project Location Relative to the RBTN

Select one:

Tier 1, Priority RBTN Corridor Yes

Tier 1, RBTN Alignment

Tier 2, RBTN Corridor

Tier 2, RBTN Alignment

Direct connection to an RBTN Tier 1 corridor or alignment

Direct connection to an RBTN Tier 2 corridor or alignment

OR

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

Upload Map

1530815653170_CSAH 12 RBTN.pdf

Please upload attachment in PDF form.

Measure A: Population Summary

Existing Population Within One Mile (Integer Only) 18003

Existing Employment Within One Mile (Integer Only) 2952

Upload the "Population Summary" map 1530815696327_CSAH 12 Pop Employ.pdf

Please upload attachment in PDF form.

Measure 2B: Snow and ice control

Maintenance plan or policy for snow-removal for year-round use: No

(50 Points)

Response: If yes, please include a link to and/or description of maintenance plan.

Upload Maintenance Plan (if no link is available)

Please upload attachment in PDF form.

Measure A: Connection to disadvantaged populations and projects benefits, impacts, and mitigation

Select one:

Project located in Area of Concentrated Poverty with 50% or more of residents are people of color (ACP50):

(up to 100% of maximum score)

Project located in Area of Concentrated Poverty:

(up to 80% of maximum score)

Projects census tracts are above the regional average for population in poverty or population of color:

(up to 60% of maximum score)

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

(up to 40% of maximum score)

1.(0 to 3 points) A successful project is one that has actively engaged low-income populations, people of color, children, persons with disabilities, and the elderly during the project's development with the intent to limit negative impacts on them and, at the same time, provide the most benefits.

Describe how the project has encouraged or will engage the full cross-section of community in decision-making. Identify the communities to be engaged and where in the project development process engagement has occurred or will occur. Elements of quality engagement include: outreach to specific communities and populations that are likely to be directly impacted by the project; techniques to reach out to populations traditionally not involved in the community engagement related to transportation projects; residents or users identifying potential positive and negative elements of the project; and surveys, study recommendations, or plans that provide feedback from populations that may be impacted by the proposed project. If relevant, describe how NEPA or Title VI regulations will guide engagement activities.

The proposed CSAH 12 trail improvements are located in an area that is below the regional average for population in poverty or populations of color. However, this trail is located in a critical area utilized by a decentralized low-income and minority population as many community services and establishments are located along CSAH 12 such as Mahtomedi Schools, Mahtomedi City Hall, St. Andrew's Church, Wildwood Library, and the Mahtomedi Fire Station. Additionally, there are 5 senior living facilities within 2 miles of the project location.

Response:

Open houses, focus groups and City Council meetings were held throughout 2017 as part of the Stillwater Rd/75th St Safety and Management Corridor Study. Staff plan to continue to engagement efforts.

Moving forward, staff will target engagement toward those impacted by these specific trail improvements. Staff will also reach out to organizations like St. Andrew's. St. Andrew's is a place of worship with a highly active community and numerous programs that target low-income and crisis populations, such as TreeHouse, a center for at-risk youth, and the Community Resource Center, the only program dedicated to serving homeless families in Washington County. The proposed trail improvements will help those relying on St. Andrew's resources to have a consistent, off-road, ADA compliant, trail facility.

(Limit 1,400 characters; approximately 200 words)

2.(0 to 7 points) Describe the projects benefits to low-income populations, people of color, children, people with disabilities, and the elderly. Benefits could relate to safety; public health; access to destinations; travel time; gap closure; leveraging of other beneficial projects and investments; and/or community cohesion. Note that this is not an exhaustive list.

CSAH 12 (Stillwater Road/75th Street), which serves 9,900 vehicles per day, is an important east-west corridor for local and regional trips. The corridor provides access and connectivity within local communities. The trail along CSAH 12 provides direct access to three schools in the Mahtomedi School District. Together, these schools have an enrollment of over 2,000 students. The trail was constructed 40 years ago with the last improvements occurring over 20 years ago. This trail has never been ADA compliant. The proposed improvements create a safe, consistent and ADA compliant off-road facility for staff and students who come from all walks of life.

Response:

Washington County's ongoing Stillwater Rd/75th St Safety and Management study examines ADA and pedestrian routes, school traffic, safety and access, growth and traffic demands. The areas along CSAH 12 are experiencing a growth in development. Adjacent land uses include the Mahtomedi City Hall, Mahtomedi Fire Station, Wildwood Library, St. Andrew's Church, commercial and residential properties, and institutional land uses. Many of these establishments offer community services or programming that are targeted towards low-income and disabled populations. St. Andrew's Church offers a variety of community resources and programming targeted towards various vulnerable populations. The Wildwood Library offers free programming for all ages and provides computers and a free Wi-Fi connection for all patrons. It's critical that the patrons of these establishments have the ability to safely access these sites without having to use a car. For example, Lincoln Apartments on the corner of CSAH 12 and Hilton is a workforce multi-family housing complex that includes zero and single car households.

As population continues to grow so will the demand for a safe, off-road facility for pedestrians and cyclists. As the area continues to develop, these trail improvements create an opportunity for the community to embrace an active living lifestyle and promote active living choices. The proposed improvements create a facility that is accessible to users of all ages and abilities. Within 2 miles of the project location there are 5 senior living facilities. This project will help to make active living an option for seniors at those facilities or those aging in place. The proposed trail improvements will create a consistent off-road facility for community members and visitors to travel safely along CSAH 12.

(Limit 2,800 characters; approximately 400 words)

3.(-3 to 0 points) Describe any negative externalities created by the project along with measures that will be taken to mitigate them. Negative externalities can result in a reduction in points, but mitigation of externalities can offset reductions.

Below is a list of negative impacts. Note that this is not an exhaustive list.

Increased difficulty in street crossing caused by increased roadway width, increased traffic speed, wider turning radii, or other elements that negatively impact pedestrian access.

Increased noise.

Decreased pedestrian access through sidewalk removal / narrowing, placement of barriers along the walking path, increase in auto-oriented curb cuts, etc.

Project elements that are detrimental to location-based air quality by increasing stop/start activity at intersections, creating vehicle idling areas, directing an increased number of vehicles to a particular point, etc.

Increased speed and/or cut-through traffic.

Removed or diminished safe bicycle access.

Inclusion of some other barrier to access to jobs and other destinations.

Displacement of residents and businesses.

Construction/implementation impacts such as dust; noise; reduced access for travelers and to businesses; disruption of utilities; and eliminated street crossings. These tend to be temporary.

Other

Response:

This project does not have any anticipated negative externalities. Low-income populations, people of color, children, the elderly and disabled populations will not be negatively impacted in the long run. Short-term impacts from construction may impact these populations more than the general population. The proposed improvements will improve the existing facility by improving the trail surface. Currently, this trail facility lacks ADA compliant infrastructure. The proposed project will be removing barriers to pedestrian travel through the addition of ADA compliant improvements. The trail will remain an off-road facility which allows users of all ages and abilities to safely travel along CSAH 12 without having to interfere or navigate vehicular traffic.

(Limit 2,800 characters; approximately 400 words)

Upload Map

1530815733092_CSAH 12 Socio Economic.pdf

Measure B: Affordable Housing

| City | Segment Length (For stand-alone projects, enter population from Regional Economy map) within each City/Township | Segment Length/Total Project Length | Score | Housing Score Multiplied by Segment percent |
|-----------|---|---|-------|---|
| Mahtomedi | 0.1 | 1.0 | 58.0 | 58.0 |

Total Project Length

Total Project Length (as entered in the "Project Information" form) 4.2

Affordable Housing Scoring

| | |
|--|------|
| Total Project Length (Miles) or Population | 0.1 |
| Total Housing Score | 58.0 |

Affordable Housing Scoring

Measure A: Gaps, Barriers and Continuity/Connections

Check all that apply:

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

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

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

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

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

- *Improving a bike route or providing a trail parallel to a highway or arterial roadway along a lower-volume neighborhood collector or local street.*

Barrier crossing improvements (on or off the RBTN) can include crossings (over or under) of rivers or streams, railroad corridors, freeways, or multi-lane highways, or enhanced routes to circumvent the barrier by channeling bicyclists to existing safe crossings or grade separations. (For new barrier crossing projects, data about the nearest parallel crossing (as described above) must be included in the application to be considered for the full allotment of points under this criterion).

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

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

Improves Continuity and/or Connections Between Jurisdictions Yes

The trail along CSAH 12 was originally built in 1978. Since that time a mill and overlay was done over 20 years ago in 1996. The trail has been an important part of the community's transportation for 40 years. However, this trail has never been included ADA compliant facilities and now the pavement is due for an upgrade to keep users safe.

The CSAH 12 trail is a Tier 1 alignment on the Metropolitan Council's Regional Bicycle Transportation Network. The trail received this designation as it acts as a strong east-west corridor for non-motorized transportation that connects users to Stillwater, the Gateway State Trail, White Bear Lake, the future Lake Links trail and the greater Twin Cities. The lack of ADA facilities is a barrier for many populations who depend on non-motorized transportation. Accessibility is an important part of trail planning, development, implementation and maintenance. ADA compliant facilities are key to ensuring that trails are available to all groups including young, elderly, and people with disabilities. This improvements are even more critical as the trail is used by many children and staff commuting to the three Mahtomedi Schools located along CSAH 12.

Response:

(Limit 2,800 characters; approximately 400 words)

Measure B: Project Improvements

The CSAH 12 corridor contains a number of schools and community resources. As a result, safety and accessibility are a top priority for any trail improvements. Although the trail has been a critical part of Mahtomedi's and Grant's non-motorized transportation network for 40 years, the trail still lacks ADA compliant facilities and the pavement is over 20 years old. The lack of ADA compliant facilities along the CSAH 12 trail is a barrier for recreational and commuter use of this corridor. Children, elderly and those with disabilities face challenges when trying to access this trail.

Response:

With 9,900 vehicles daily, safety is a concern as the roadway currently has only two lanes. Traffic is expected to grow to 11,600 vehicle daily by 2040. Although the existing CSAH 12 trail is an off-road facility between 2011 and 2015 this stretch of CSAH 12 experienced 1 pedestrian/bicycle crash located at the intersection of CSAH 12 and Jamaca Avenue. The continued investment to keep cyclists and pedestrians from the road will help to reduce the potential for more accidents. Users of all ages and abilities will not have to travel on the road with vehicular traffic and can feel comfortable on foot or bike. This brings a high level of safety for both vehicular and non-motorized traffic.

(Limit 2,800 characters; approximately 400 words)

Measure A: Multimodal Elements

CSAH 12 acts as a primary east-west corridor to access many community establishments in Grant and Mahtomedi. The trail along CSAH 12 has a direct connection to the Gateway State Trail which provides safe, off-road access from Stillwater to St. Paul. This area experiences a lot of vehicular and non-motorized traffic, particularly around the 3 Mahtomedi Schools located on CSAH 12. During the school year vehicular traffic is combined with school traffic and can create a hostile environment for anyone trying to walk or bike along CSAH 12. The proposed trail improvements will continue to keep trail users away from vehicular traffic and create a strong level of comfort for drivers and trail users.

Response:

Metro Transit Route 270 has stops along CSAH 12 just west of the project area. Community members who ride the Route 270 likely walk or bike to the bus stop. The Route 270 provides regional access to the Maplewood Mall Transit Center and downtown Minneapolis. The proposed trail improvements will create a consistent, ADA compliant, off-road facility for transit users to complete the first or last mile of their commute. This trail encourages an active living lifestyle and allows pedestrians and cyclists of all ages and abilities to safely choose a multimodal trip.

(Limit 2,800 characters; approximately 400 words)

Transit Projects Not Requiring Construction

If the applicant is completing a transit 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 - Construction Projects

1)Layout (30 Percent of Points)

Layout should include proposed geometrics and existing and proposed right-of-way boundaries.

Layout approved by the applicant and all impacted jurisdictions (i.e., cities/counties that the project goes through or agencies that maintain the roadway(s)). A PDF of the layout must be attached along with letters from each jurisdiction to receive points. Yes

100%

Attach Layout

1531417309531_CSAH 12 - Regional Solicitation.pdf

Please upload attachment in PDF form.

Layout completed but not approved by all jurisdictions. A PDF of the layout must be attached to receive points.

50%

Attach Layout

Please upload attachment in PDF form.

Layout has not been started

0%

Anticipated date or date of completion

2)Review of Section 106 Historic Resources (20 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%

There are historical/archeological properties present but determination of no historic properties affected is anticipated.

100%

Historic/archeological property impacted; determination of no adverse effect anticipated

80%

Historic/archeological property impacted; determination of adverse effect anticipated

40%

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

0%

Project is located on an identified historic bridge

3)Right-of-Way (30 Percent of Points)

Right-of-way, permanent or temporary easements either not required or all have been acquired Yes

100%

Right-of-way, permanent or temporary easements required, plat, legal descriptions, or official map complete

50%

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

25%

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

0%

Anticipated date or date of acquisition

4)Railroad Involvement (20 Percent of Points)

No railroad involvement on project or railroad Right-of-Way agreement is executed (include signature page, if applicable)

Yes

100%

Signature Page

Please upload attachment in PDF form.

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

50%

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

0%

Anticipated date or date of executed Agreement

Measure A: Cost Effectiveness

| | |
|--|--------------|
| Total Project Cost (entered in Project Cost Form): | \$910,000.00 |
| Enter Amount of the Noise Walls: | \$0.00 |
| Total Project Cost subtract the amount of the noise walls: | \$910,000.00 |
| Points Awarded in Previous Criteria | |
| Cost Effectiveness | \$0.00 |

Other Attachments



CSAH 12 BEFORE PICTURE 1

1.7 MB



CSAH 12 BEFORE PICTURE 2

1.9 MB



CSAH 12 BEFORE PICTURE 3

2.3 MB



CSAH 12 BEFORE PICTURE 4

1.6 MB

| File Name | Description | File Size |
|-------------------------------------|--|------------------|
| 2018-062 Regional Solicitation.pdf | Washington County Board of Commissioners Resolution | 28 KB |
| CSAH 12 - Regional Solicitation.pdf | CSAH 12 Layout. Regional Solicitation request and proposed improvements would not change the existing geometric layout of the trail. | 6.2 MB |
| CSAH 12 Local Planning Docs.pdf | CSAH 12 Trail Local Planning Documents Compliance | 132 KB |
| CSAH 12 Pop Employ.pdf | CSAH 12 Trail Proj: Population/Employment Map | 2.5 MB |
| CSAH 12 Project Summary.pdf | CSAH 12 Project Summary | 246 KB |
| CSAH 12 RBTN.pdf | CSAH 12 Trail Proj: RBTN Map | 3.0 MB |
| CSAH 12 Socio Economic.pdf | CSAH 12 Trail Proj: Socio-Economic Map | 2.6 MB |
| Grant LOS Layout.pdf | City of Grant Layout Letter of Support | 211 KB |
| Grant LOS.pdf | City of Grant Letter of Support | 433 KB |
| Mahtomedi LOS Layout.pdf | City of Mahtomedi Layout Letter of Support | 496 KB |
| Mahtomedi LOS.pdf | City of Mahtomedi Letter of Support | 434 KB |
| MN DNR LOS.pdf | Minnesota DNR Letter of Support | 320 KB |
| MSD LOS.pdf | Mahtomedi School District Letter of Support | 98 KB |
| OV 1996 CP96-1206.pdf | CSAH 12 Trail, 1996 Mill and Overlay | 1.1 MB |
| Public involvement plan table.pdf | Stillwater Road / 75th Street Safety & Management Project Public Involvement Plan | 71 KB |

Project to RBTN Orientation

Multiuse Trails and Bicycle Facilities Project: CSAH 12 Trail Improvements | Map ID: 1528748435801



- Project
- RBTN Tier 2 Alignment
- RBTN Tier 1 Alignment
- RBTN Corridor Centerlines
- RBTN Tier 1
- RBTN Tier 2
- Principal Arterials
- Minor Arterials
- - - Railroads



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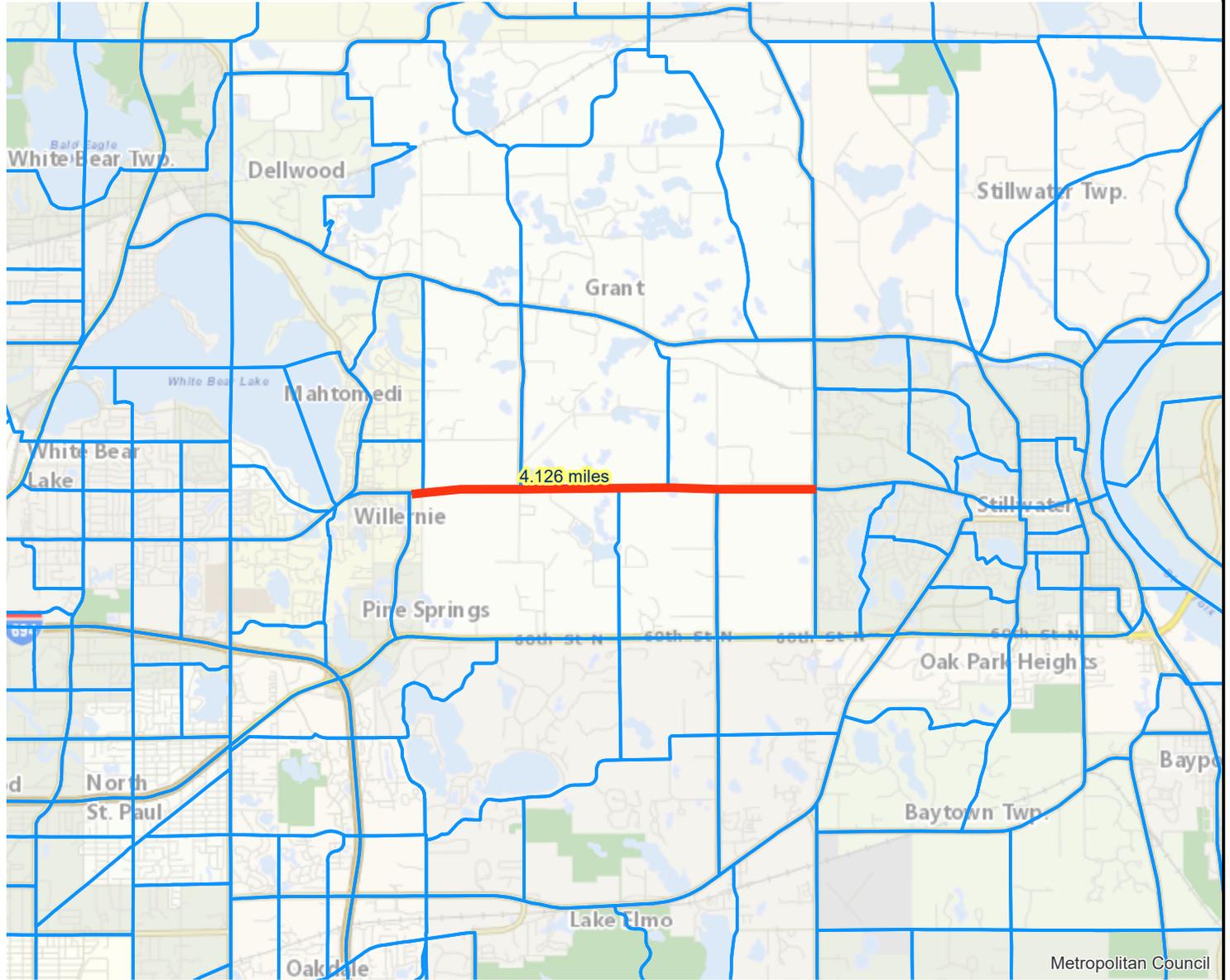
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NCompass Technologies



Population/Employment Summary

Multiuse Trails and Bicycle Facilities Project: CSAH 12 Trail Improvements | Map ID: 1528748435801



Results

Within ONE Mile of project:
Total Population: 18003
Total Employment: 2952

-  Project
-  2010 TAZ



Created: 6/11/2018
LandscapeRSA4



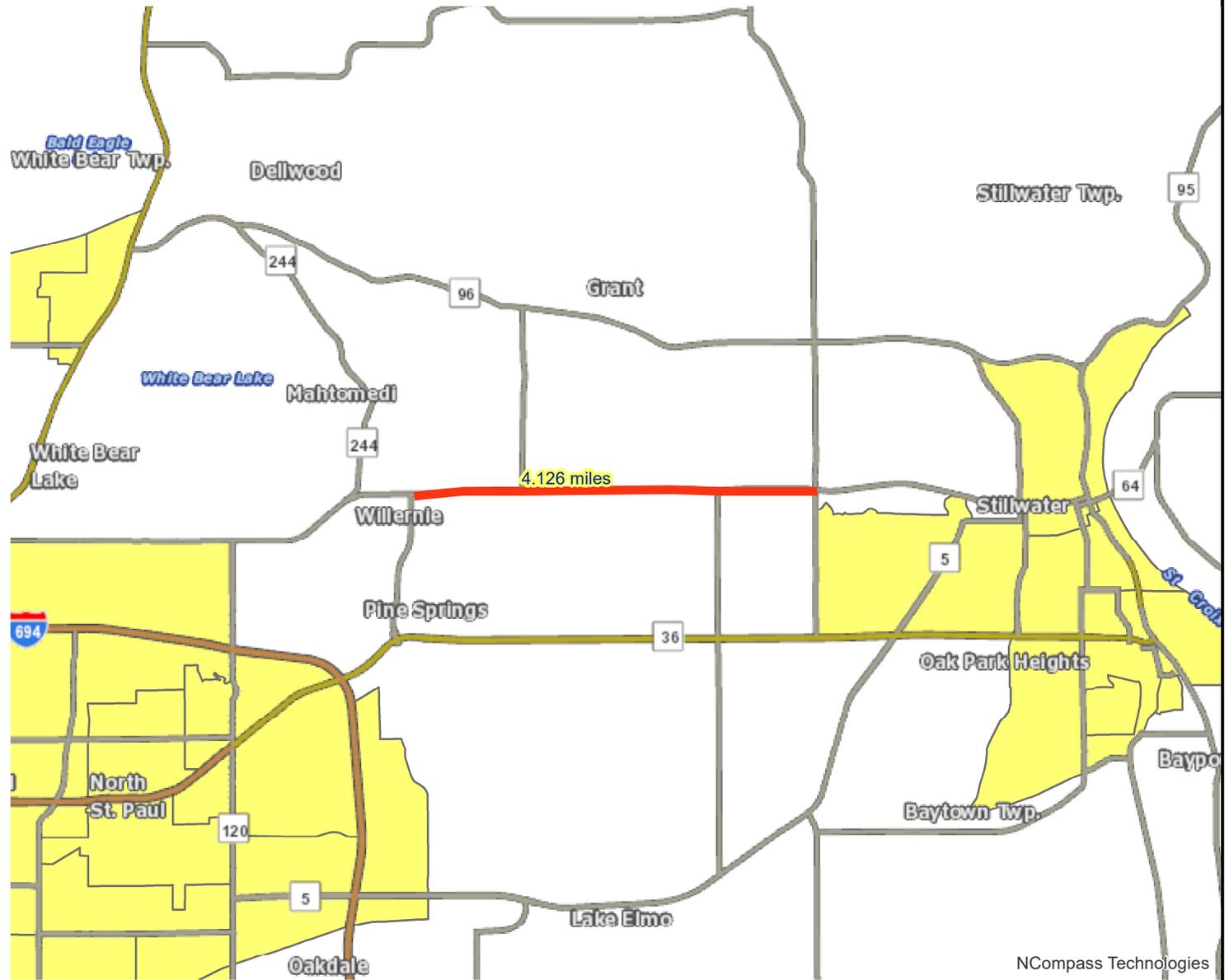
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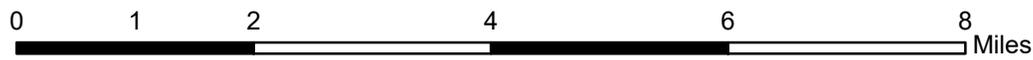
Socio-Economic Conditions

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



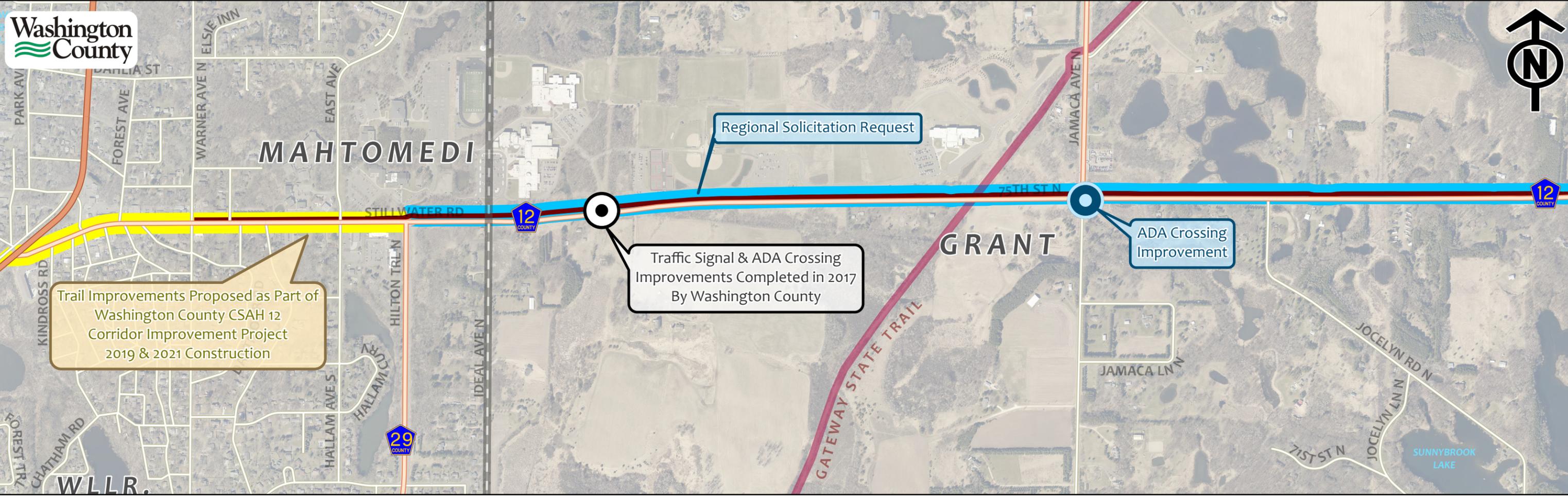
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LandscapeRSA2



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NCompass Technologies

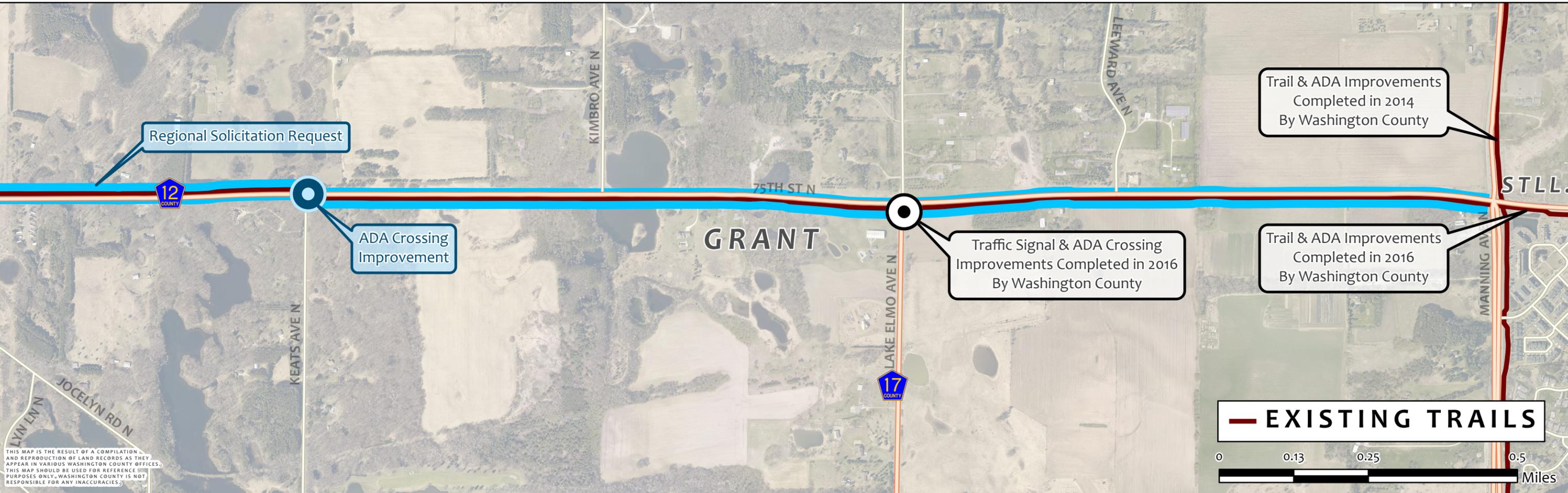


Trail Improvements Proposed as Part of Washington County CSAH 12 Corridor Improvement Project 2019 & 2021 Construction

Regional Solicitation Request

Traffic Signal & ADA Crossing Improvements Completed in 2017 By Washington County

ADA Crossing Improvement



Regional Solicitation Request

ADA Crossing Improvement

Traffic Signal & ADA Crossing Improvements Completed in 2016 By Washington County

Trail & ADA Improvements Completed in 2014 By Washington County

Trail & ADA Improvements Completed in 2016 By Washington County

— EXISTING TRAILS



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DATE June 19, 2018

DEPARTMENT Public Works

MOTION
BY COMMISSIONER Karwoski

SECONDED BY
COMMISSIONER Weik

**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); and

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 for 2022 and 2023; and

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

WHEREAS, Washington County is proposing to submit grant applications for the following projects to the Metropolitan Council as part of the 2018 Regional Solicitation:

1. Trail segment implementation of the Central Greenway Regional Trail along County State Aid Highway (CSAH) 19 (Woodbury Drive) between 80th Street and the entrance of Cottage Grove Ravine Regional Park and the segment along CSAH 19 at Dale Road extending 3000 feet south in the City of Cottage Grove; and
2. Trail improvements and ADA compliant enhancement along CSAH 12 (75th Street North) from CSAH 29 (Hilton Trail) to CSAH 15 (Manning Avenue) existing trails in the Cities of Grant and Mahtomedi; and
3. Trail implementation along CSAH 38 from the pedestrian bridge crossing TH (Trunk Highway) 61 to the Wakota Bridge in the City of Newport; and
4. Construction of a roundabout at CSAH 19 (Keats Avenue) and CSAH 10 (10th Street) in the City of Lake Elmo; and
5. Construction of the roadway lanes of the Helmo-Bielenberg bridge over I-94 in collaboration with the Gold Line Bus Rapid Transit (BRT) guideway in the Cities of Oakdale and Woodbury; and

WHEREAS, the projects will be of mutual benefit to Metropolitan Council, Washington County, and the Cities of Cottage Grove, Grant, Mahtomedi, Oakdale, Lake Elmo and Woodbury; and

WHEREAS, Washington County is committed to providing the county share of the costs if the projects are selected as part of the 2018 Regional Solicitation; and

WHEREAS, Washington County is committed to completing the project, if selected, and funding is provided as part of the 2018 Regional Solicitation;

NOW, THEREFORE, BE IT RESOLVED, that Washington County is requesting funding from the federal government through the Metropolitan Council's 2018 Regional Solicitation and the county is committed to completing the projects identified above and providing the county share of funding.

ATTEST:

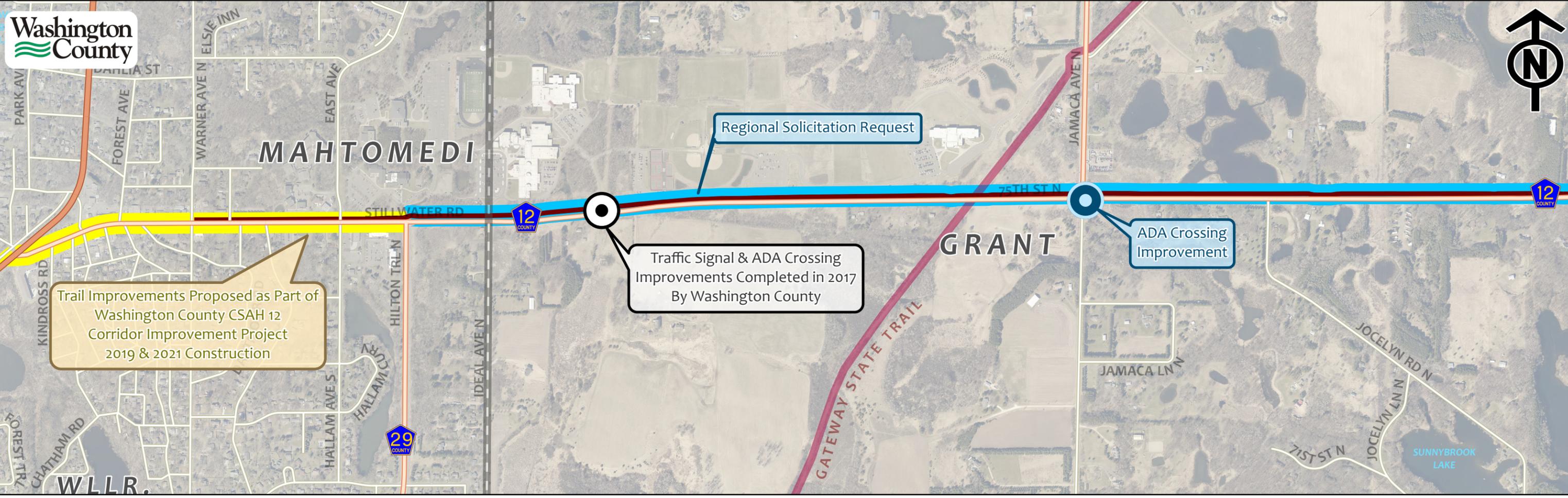


COUNTY ADMINISTRATOR



COUNTY BOARD CHAIR

| | YES | NO |
|----------|----------|-----|
| MIRON | <u>X</u> | ___ |
| KARWOSKI | <u>X</u> | ___ |
| KRIESEL | <u>X</u> | ___ |
| LAVOLD | <u>X</u> | ___ |
| WEIK | <u>X</u> | ___ |

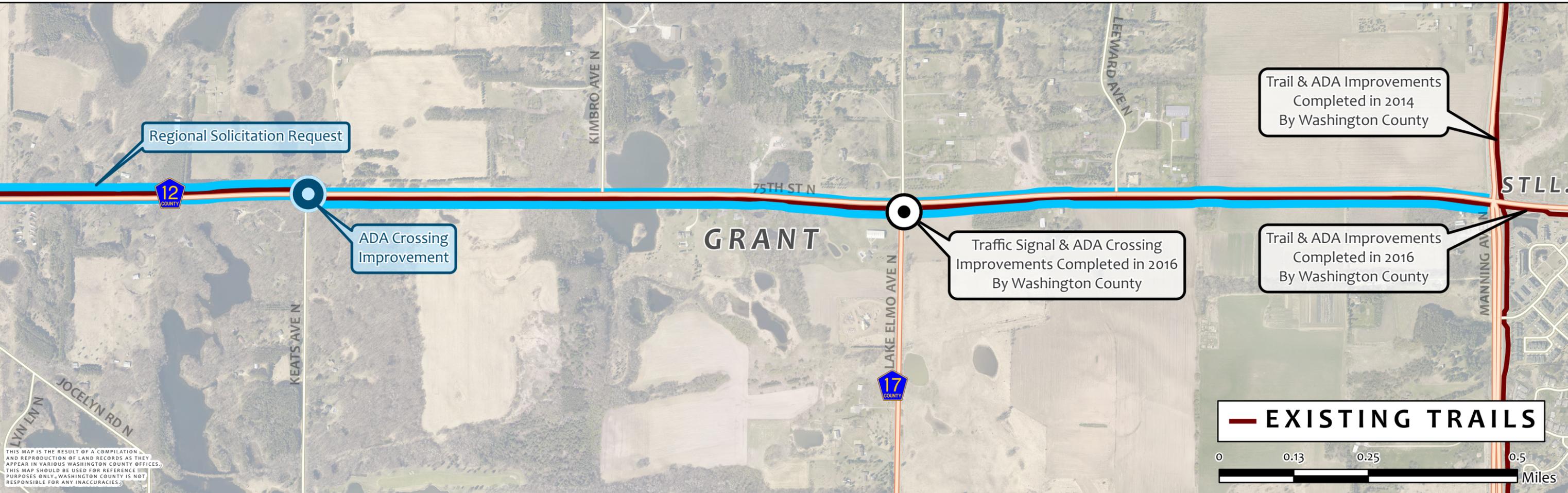


Trail Improvements Proposed as Part of Washington County CSAH 12 Corridor Improvement Project 2019 & 2021 Construction

Regional Solicitation Request

Traffic Signal & ADA Crossing Improvements Completed in 2017 By Washington County

ADA Crossing Improvement



Regional Solicitation Request

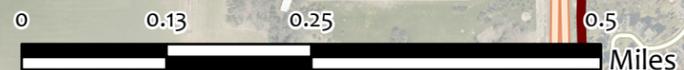
ADA Crossing Improvement

Traffic Signal & ADA Crossing Improvements Completed in 2016 By Washington County

Trail & ADA Improvements Completed in 2014 By Washington County

Trail & ADA Improvements Completed in 2016 By Washington County

— EXISTING TRAILS



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Metropolitan Council's 2040 Transportation Policy Plan

Goal: Transportation System Stewardship, pg 58

Sustainable investments in the transportation system are protected by strategically preserving, maintaining, and operating system assets.

Objectives: A. Efficiently preserve and maintain the regional transportation system in a state of good repair.

B. Operate the regional transportation system to efficiently and cost-effectively connect people and freight to destinations.

Strategies:

- Regional transportation partners will place the highest priority for transportation investments on strategically preserving, maintaining, and operating the transportation system.

Goal: Safety and Security, pg 60

The regional transportation system is safe and secure for all users.

Objectives: A. Reduce crashes and improve safety and security for all modes of passenger travel and freight transport.

Strategies:

- Regional transportation partners will incorporate safety and security considerations for all modes and users throughout the processes of planning, funding, construction, operation.
- Regional transportation partners will use best practices to provide and improve facilities for safe walking and bicycling, since pedestrians and bicyclists are the most vulnerable users of the transportation system.

Goal: Access to Destinations, pg 62

People and businesses prosper by using a reliable, affordable, and efficient multimodal transportation system that connects them to destinations throughout the region and beyond.

Objectives: A. Increase the availability of multimodal travel options, especially in congested highway corridors.

E. Improve multimodal travel options for people of all ages and abilities to connect to jobs and other opportunities, particularly for historically underrepresented populations.

Strategies:

- Regional transportation partners will continue to work together to plan and implement transportation systems that are multimodal and provide connections between modes. The

Council will prioritize regional projects that are multimodal and cost-effective and encourage investments to include appropriate provisions for bicycle and pedestrian travel.

- Local units of government should provide a system of interconnected arterial roads, streets, bicycle facilities, and pedestrian facilities to meet local travel needs using Complete Streets principles.
- Regional transportation partners will promote multimodal travel options and alternatives to single-occupant vehicle travel and highway congestion through a variety of travel demand management initiatives, with a focus on major job, activity, and industrial and manufacturing concentrations on congested highway corridors and corridors served by regional transit service.
- Regional transportation partners should focus investments on completing Priority Regional Bicycle Transportation Corridors and on improving the larger Regional Bicycle Transportation Network.
- Regional transportation partners will provide or encourage reliable, cost-effective, and accessible transportation choices that provide and enhance access to employment, housing, education, and social connections for pedestrians and people with disabilities.

Goal: Competitive Economy, pg 64

The regional transportation system supports the economic competitiveness, vitality, and prosperity of the region and state.

Objectives: B. Invest in a multimodal transportation system to attract and retain businesses and residents.

Strategies:

- The Council and its partners will invest in regional transit and bicycle systems that improve connections to jobs and opportunity, promote economic development, and attract and retain businesses and workers in the region on the established transit corridors.

Goal: Healthy Environment, pg 66

The regional transportation system advances equity and contributes to communities' livability and sustainability while protecting the natural, cultural, and developed environments.

Objectives: A. Reduce transportation-related air emissions.

B. Reduce impacts of transportation construction, operations, and use on the natural, cultural, and developed environments.

C. Increase the availability and attractiveness of transit, bicycling, and walking to encourage healthy communities and active car-free lifestyles.

D. Provide a transportation system that promotes community cohesion and connectivity for people of all ages and abilities, particularly for historically under represented populations.

Strategies:

- Regional transportation partners will plan and implement a transportation system that considers the needs of all potential users, including children, senior citizens, and persons with disabilities, and that promotes active lifestyles and cohesive communities. A special emphasis should be placed on promoting the environmental and health benefits of alternatives to single-occupancy vehicle travel.
- Transportation partners will protect, enhance and mitigate impacts on the cultural and built environments when planning, constructing, and operating transportation systems.
- Regional transportation partners will use a variety of communication methods and eliminate barriers to foster public engagement in transportation planning that will include special efforts to engage members of historically underrepresented communities, including communities of color, low-income communities, and those with disabilities to ensure that their concerns and issues are considered in regional and local transportation decision making.
- Regional transportation partners will avoid, minimize and mitigate disproportionately high and adverse impacts of transportation projects to the region's historically underrepresented communities, including communities of color, low-income communities, and those with disabilities.

Goal: Leveraging Transportation Investment to Guide Land Use, pg 70

The region leverages transportation investments to guide land use and development patterns that advance the regional vision of stewardship, prosperity, livability, equity, and sustainability.

Objectives: C. Encourage local land use design that integrates highways, streets, transit, walking, and bicycling.

Strategies:

- Local governments within the seven county metropolitan area must prepare comprehensive plans that conform to the Transportation Policy Plan and should recognize the land use and transportation opportunities and challenges that correspond to Thrive MSP 2040 planning areas.
- Local governments should plan for increased density and a diversification of uses in job concentrations, nodes along corridors, and local centers to maximize the effectiveness of the transportation system

Washington County 2040 Comprehensive Plan (draft)

Goal: Support the growth of attractive urban communities while preserving rural functions and appearances. Pg 3-5

Policies:

- Promote land uses throughout the county that encourage active and sustainable living.
- Encourage transit-oriented development (TOD), pedestrian-oriented, neotraditional, suburban-style growth that uses land in an efficient manner in locations that connect to transportation and transit systems.

Strategies:

- Encourage communities to approve developments that have a pedestrian orientation, civic focus, and preserve historic structures and districts.
- Encourage cities and developers to create development patterns, including mixed land uses that provide good pedestrian and non-motorized circulation to provide the opportunities for residents to be more physically active.

Goal: Design the land use plan to support economic development. Pg 3-6

Policies:

- Support land use patterns that efficiently connect housing, jobs, transportation, transit, and retail and commercial centers.

Strategies:

- Support development that accommodates non-motorized travel and provides connections to housing, services, jobs, and open space.

Goal: Plan, build, and maintain an interconnected and accessible transportation system that considers all users and modes of travel. Pg 3-8

Policies:

- Pursue federal, state, regional, and local funding opportunities to preserve, maintain, expand, and modernize the transportation network.
- Plan, build, and maintain roadways to accommodate existing and future traffic growth.

Strategies:

- Integrate non-motorized accommodations into the design of roadway and transit facilities to increase access to destinations.
- Balance existing and planned land uses with county goals through transportation planning.
- Identify gaps in trail network and prioritize investments to improve non-motorized access to destinations

Goal: Improve safety and efficient for all users. Pg 3-10

Policies:

- Support ongoing safety review process that promotes both proactive and reactive treatments to reduce crashes.
- Use traffic management techniques to improve operations, safety, and useful life of the roadways.

Strategies:

- Develop roadway crossings and trail facilities within county roadway corridors to promote safety for all users.
- Promote access from local roadways to develop and implement corridor-specific access management plans for county roadways to minimize access points on county roadways.
- Coordinate with partners to improve safety and usability of county roadways when developing safe, effective, and implementable strategies in key locations like near schools and at non-motorized crossings.

Goal: Promote positive environmental and health outcome. Pg 3-11

Policies:

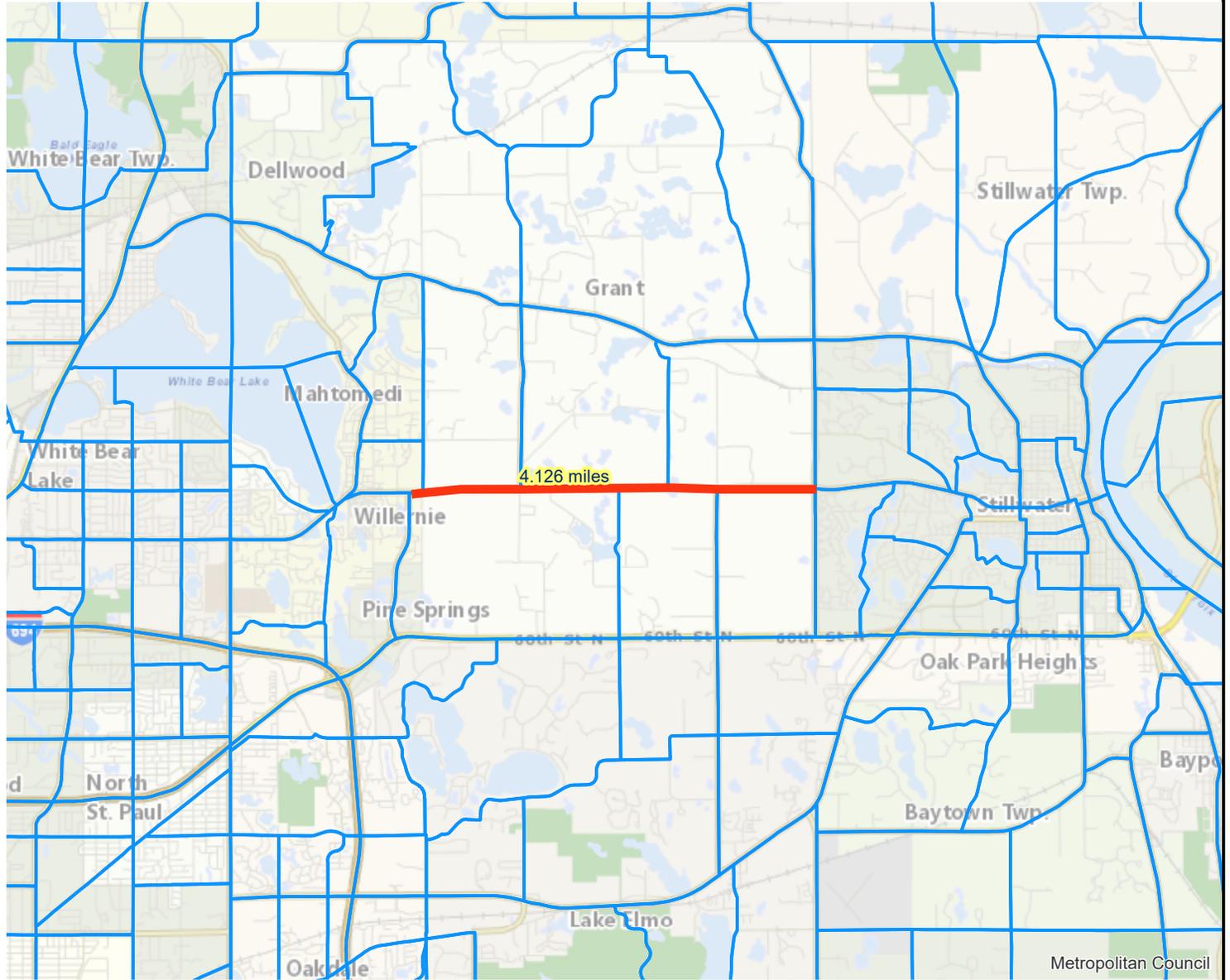
- Explore opportunities to improve the environment and encourage physical activity.
- Include strategies and best management practices related to the environment when planning, building, and maintaining transportation facilities.
- Prevent, minimize, or mitigate impacts to natural, cultural, and historic features.

Strategies:

- Identify trail connections to provide links to key destinations.
- Use community-based design to ensure board participation in transportation planning.

Population/Employment Summary

Multiuse Trails and Bicycle Facilities Project: CSAH 12 Trail Improvements | Map ID: 1528748435801



Results

Within ONE Mile of project:
Total Population: 18003
Total Employment: 2952

-  Project
-  2010 TAZ



Created: 6/11/2018
LandscapeRSA4



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



Project Summary: CSAH 12 (75th/Stillwater Road) Trail Rehabilitation and ADA Compliant Improvements from CSAH 29 (Hilton Trail) to CSAH 15 (Manning Avenue) in the City of Mahtomedi and Grant Township

This application is a request for \$756,978.99 in funding for trail rehabilitation and ADA compliant improvements on the trail along CSAH 12 between CSAH 29 and CSAH 15 in the City of Mahtomedi and Grant Township.

The existing trail along CSAH 12 was originally constructed over 40 years ago. Since that time, there has been one mill and overlay project to improve the trail's condition, taking place over 22 years ago. This trail has been a critical part of the community's non-motorized transportation network for decades. Throughout this time, the trail has never been ADA compliant and creates a barrier for those with accessibility needs to safely and confidently use the trail facility.

The proposed project includes rehabilitation of the existing multi-use trail along CSAH 12, an A-Minor Reliever, in the city of Mahtomedi and Grant Township. The trail's surface will be rehabilitated and improvements will be added to ensure the trail is compliant with ADA requirements. This will benefit the wide variety of trail users. The trail provides convenient access to the many commercial areas, community resources and neighborhoods of Willernie, Mahtomedi and Grant. It connects the community to critical services like the Wildwood Library, Mahtomedi City Hall, Mahtomedi Fire Station and St Andrew's Church. St. Andrew's Church, located on CSAH 12, is an active community with many resources targeted towards crisis and low-income populations. Students and staff at Mahtomedi High School, Mahtomedi Middle School, and Wildwood Elementary School are also able to take advantage of trail access as they are all located along CSAH 12.

The trail will be especially beneficial for the underrepresented populations in the area. Within 2 miles of the project location are 5 senior living facilities. Additionally, Lincoln Place, a workforce housing complex, is located at the corner of Hilton Trail and CSAH 12. Providing an improved trail will help these populations to use the trail and give them an opportunity for active living and promote recreation.

On a regional scale, CSAH 12 serves as an important link for Mahtomedi, Willernie, Grant Township, and White Bear Lake to Stillwater and the larger St. Croix River Valley. Nearly 10,000 vehicles drive on the roadway every day. The adjacent trail improvements will help provide a better regional connection between the aforementioned cities. This is especially important given the trail is a part the Metropolitan Council's Regional Bicycle Transportation Network (RBTN) and is designated as a Tier 1 alignment.

The trail improvements along CSAH 12 will also help provide efficient access to the nearby Brown's Creek trail that terminates in Stillwater and the Gateway State Trail which spans from St. Paul to north of Stillwater. Area residents and visitors will enjoy safer and accessible facilities.

Project to RBTN Orientation

Multiuse Trails and Bicycle Facilities Project: CSAH 12 Trail Improvements | Map ID: 1528748435801



- Project
- RBTN Tier 2 Alignment
- RBTN Tier 1 Alignment
- RBTN Corridor Centerlines
- RBTN Tier 1
- RBTN Tier 2
- Principal Arterials
- Minor Arterials
- - - Railroads



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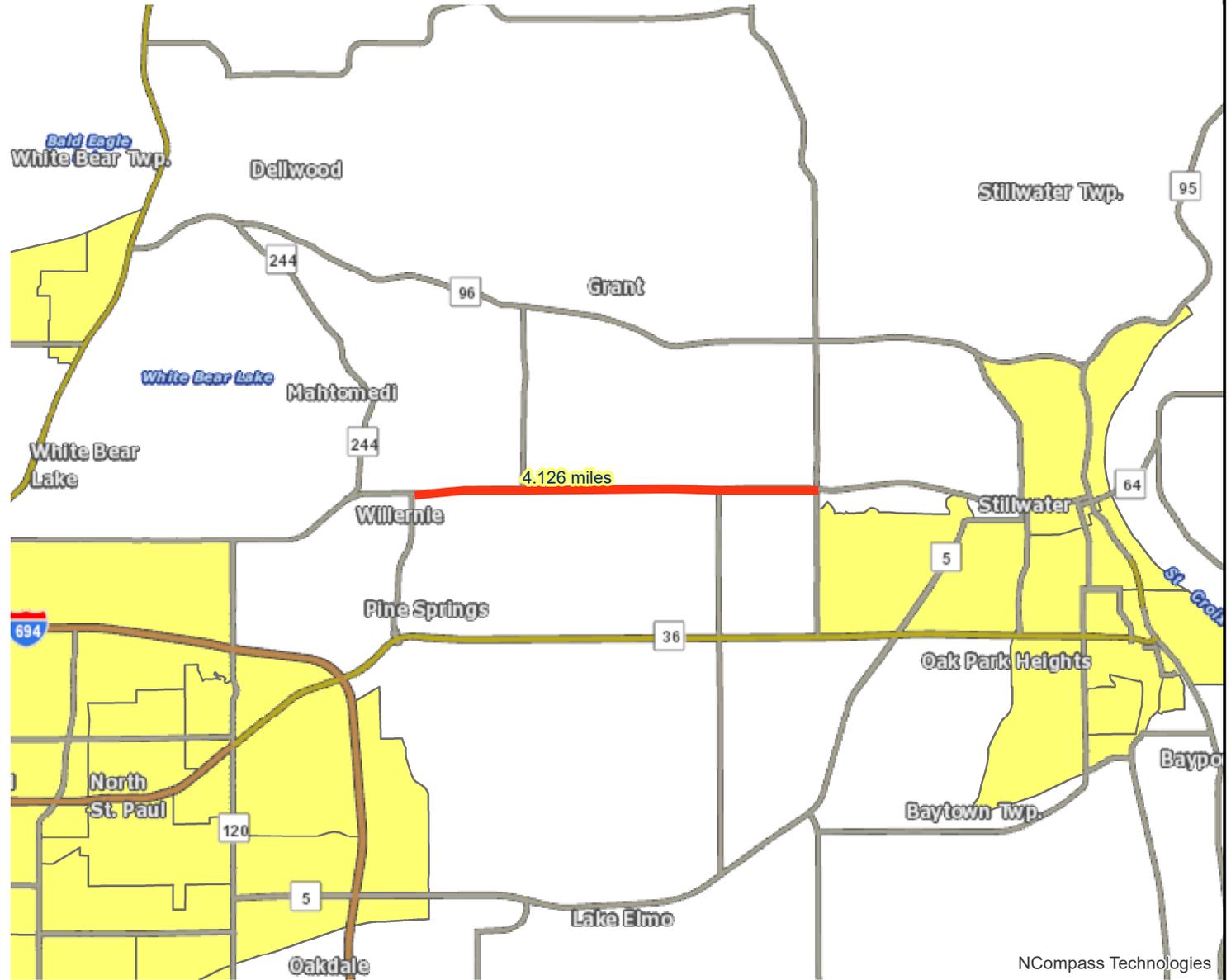
NCompass Technologies



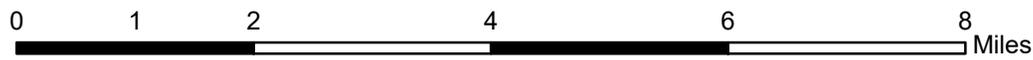
Socio-Economic Conditions

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



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LandscapeRSA2



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NCompass Technologies

June 20, 2018

Wayne Sandberg
County Engineer
Washington County Public Works
11660 Myeron Road
Stillwater, MN 55082

Support for the Proposed CSAH 12 Multiuse Trail Improvements Layout in the 2018 Regional Solicitation Program

Dear Mr. Sandberg,

The City of Grant supports Washington County's application to the Metropolitan Council's 2018 Regional Solicitation for federal funds for the proposed trail improvements on County State Aid Highway 12 (CSAH 12) between Hilton Trail (CSAH 29) and the Manning Avenue (CSAH 15).

The City of Grant understands that the proposed trail improvements will not change the geometric layout of the existing trail. These improvements will improve the trail surface and incorporate ADA compliant improvements as shown on Figure A.

Thank you for the opportunity to send our support and your commitment to get this project completed. If you have any questions, comments, or concerns, please do not hesitate to contact me.

Regards,



Kim Points, Administrator/Clerk

June 20, 2018

Wayne Sandberg
County Engineer
Washington County Public Works
11660 Myeron Road
Stillwater, MN 55082

Support for Washington County's Application for the Proposed CSAH 12 Multiuse Trail Improvements in the 2018 Regional Solicitation Program

Dear Mr. Sandberg,

The City of Grant supports Washington County's application to the Metropolitan Council's 2018 Regional Solicitation for federal funds for the proposed trail improvements on County State Aid Highway 12 (CSAH 12) between Hilton Trail (CSAH 29) and the Manning Avenue (CSAH 15).

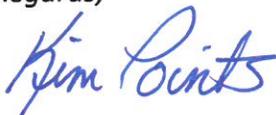
The proposed project will fill an existing gap in the pedestrian and bicycle network through Grant. The current facilities are outdated and not ADA compliant. Locally, the proposed trail improvements will strengthen multimodal transportation for Mahtomedi and Grant community members and allow users to safely access Mahtomedi High School, Mahtomedi Middle School, Wildwood School, as well as other local destinations. The proposed improvements connect directly with trail improvements east of Hilton Trail that will be constructed in 2021. This will provide a safe, consistent, ADA compliant off-road facility for users to access Wildwood Library, St. Andrew's Lutheran Church and the Mahtomedi Fire Department. Investment in trail facilities is becoming more and more critical as Grant continues to grow and attract more residents.

Additionally, the proposed trail improvements create regional transportation connections as the proposed trail improvements are a Tier 1 alignment of the Regional Bicycle Transportation Network (RBTN). This segment of CSAH 12 provides a direct connection to the Gateway State Trail. This connectivity will promote active living and creates opportunities to utilize consistent and safe multimodal transportation options.

The City of Grant will continue to support Washington County's efforts to improve the County pedestrian and bicycle network. These improvements are consistent with Washington County's 2040 draft Comprehensive Plan.

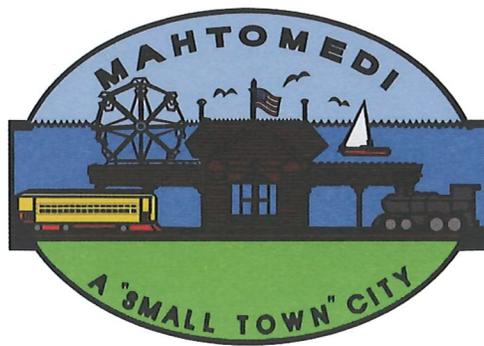
Thank you for the opportunity to send our support and your commitment to get this project completed. If you have any questions, comments, or concerns, please do not hesitate to contact me.

Regards,

A handwritten signature in blue ink that reads "Kim Pinta".

Administrator/Clerk

Cc: Jan Lucke, Public Works Planning Director



June 20, 2018

Wayne Sandberg
County Engineer
Washington County Public Works
11660 Myeron Road
Stillwater, MN 55082

Support for the Proposed CSAH 12 Multiuse Trail Improvements Layout in the 2018 Regional Solicitation Program

Dear Mr. Sandberg,

The City of Mahtomedi supports Washington County's application to the Metropolitan Council's 2018 Regional Solicitation for federal funds for the proposed trail improvements on County State Aid Highway 12 (CSAH 12) between Hilton Trail (CSAH 29) and the Manning Avenue (CSAH 15).

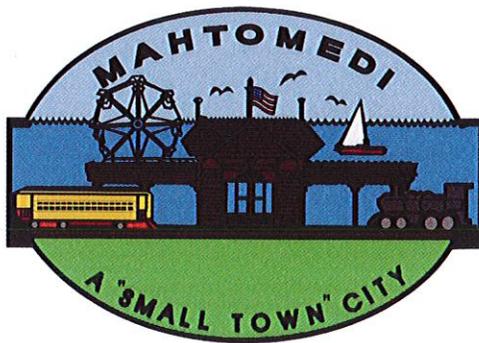
The City of Mahtomedi understands that the proposed trail improvements will not change the geometric layout of the existing trail. These improvements will improve the trail surface and incorporate ADA compliant improvements as shown on Figure A.

Thank you for the opportunity to send our support and your commitment to get this project completed. If you have any questions, comments, or concerns, please do not hesitate to contact me.

Regards,


Judson Marshall

City of Mahtomedi



June 20, 2018

Wayne Sandberg
County Engineer
Washington County Public Works
11660 Myeron Road
Stillwater, MN 55082

Support for Washington County's Application for the Proposed CSAH 12 Multiuse Trail Improvements in the 2018 Regional Solicitation Program

Dear Mr. Sandberg,

The City of Mahtomedi supports Washington County's application to the Metropolitan Council's 2018 Regional Solicitation for federal funds for the proposed trail improvements on County State Aid Highway 12 (CSAH 12) between Hilton Trail (CSAH 29) and the Manning Avenue (CSAH 15).

The proposed project will fill an existing gap in the pedestrian and bicycle network through Mahtomedi. Locally, these trail improvements will strengthen multimodal transportation for Mahtomedi and Grant community members and allow users to safely access Mahtomedi High School, Mahtomedi Middle School, Wildwood School, as well as other local destinations. The proposed improvements connect directly with trail improvements east of Hilton Trail that will be constructed in 2021. This will provide a safe, consistent, ADA compliant off-road facility for users to access Wildwood Library, St. Andrew's Lutheran Church and the Mahtomedi Fire Department. Investment in trail facilities is becoming more and more critical as Mahtomedi continues to grow and attract more residents.

Additionally, the proposed trail improvements create regional transportation connections as the proposed trail improvements are a Tier 1 alignment of the Regional Bicycle Transportation Network (RBTN). This segment of CSAH 12 provides a direct connection to the Gateway State Trail. This connectivity will promote active living and creates opportunities to utilize consistent and safe multimodal transportation options.

The City of Mahtomedi will continue to support Washington County's efforts to improve the County pedestrian and bicycle network. These improvements are consistent with the Mahtomedi draft 2040 Comprehensive Plan and the Washington County 2040 draft Comprehensive Plan.

600 Stillwater Road • Mahtomedi, MN 55115
Phone: 651-426-3344 • Fax: 651-426-1786
<http://www.ci.mahtomedi.mn.us>

Thank you for the opportunity to send our support and your commitment to get this project completed. If you have any questions, comments, or concerns, please do not hesitate to contact me.

Regards,


Judson Marshall

Mayor

Cc: Jan Lucke, Public Works Planning Director



June 27, 2018

Wayne Sandberg
County Engineer
Washington County Public Works
11660 Myeron Road
Stillwater, MN 55082

Support for Washington County's Application for the Proposed CSAH 12 Multiuse Trail Improvements in the 2018 Regional Solicitation Program

Dear Mr. Sandberg,

On behalf of the Minnesota Department of Natural Resources, Parks and Trails Division I am writing this letter to express our support for Washington County's application to the Metropolitan Council's 2018 Regional Solicitation for federal funds for the proposed trail improvements on County State Aid Highway 12 (CSAH 12) between Hilton Trail (CSAH 29) and the Manning Avenue (CSAH 15).

For many years, thousands of Minnesotans and visitors have enjoyed the Gateway State Trail which offers 18 miles of paved trails for non-motorized use. The proposed improvements on CSAH 12 will improve local connections to the Gateway State Trail as it connects to CSAH 12 west of Jamaca Avenue. The Gateway State Trail allows users to access Maplewood, North St. Paul and Oakdale while using a continuous, off-road facility. Safe and consistent trail connections to the Gateway are important for commuting and recreational purposes.

We applaud Washington County for their foresight. If you have any questions, comments, or concerns, please do not hesitate to contact me.

Regards,

A handwritten signature in blue ink, appearing to read 'Kent Skaar', with a long horizontal flourish extending to the right.

Kent Skaar
Senior Project Manager
Minnesota Department of Natural Resources
Parks and Trails Division
500 Lafayette Road
St. Paul, MN 55155

Cc: Jan Lucke, Public Works Planning Director



District Office
1520 Mahtomedi Avenue
Mahtomedi, MN 55115-1907
651-407-2000
Fax: 651-407-2025
www.mahtomedi.k12.mn.us

June 20, 2018

Wayne Sandberg
County Engineer
Washington County Public Works
11660 Myeron Road
Stillwater, MN 55082

Support for Washington County's Application for the Proposed CSAH 12 Multiuse Trail Improvements in the 2018 Regional Solicitation Program

Dear Mr. Sandberg,

Mahtomedi Public Schools supports Washington County's application to the Metropolitan Council's 2018 Regional Solicitation for federal funds for the proposed trail improvements on County State Aid Highway 12 (CSAH 12) between Hilton Trail (CSAH 29) and the Manning Avenue (CSAH 15).

We represent a large school district with three of our schools located along CSAH 12 in the cities of Grant and Mahtomedi. Many of our students walk or bike to school every day. The safety of our students and their families is a top priority for our school and community, and the area would greatly benefit from the proposed trail improvements.

In addition to safety efforts for our families, we believe that strong partnerships between area businesses, schools, churches, services, and neighborhoods are key to the success of our community. Safe and comfortable access between these institutions will ensure our community prospers now and into the future. The proposed project is part of an overall larger community effort to make healthy, active living choices and reduce oil consumption and pollution.

Many of our Mahtomedi Public Schools staff not only work here but also live in this community. Staff bike or walk to school as they feel this community is worth investing in. We would like all users of the trail to be safe as they commute to work and everyday life activities.

Thank you for the opportunity to send our support and your commitment to get this project completed. If you have any questions, comments, or concerns, please do not hesitate to contact me.

Regards,

Mark Larson, Superintendent, ISD 832 Mahtomedi Public Schools

Cc: Jan Lucke, Public Works Planning Director



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1520 Mahtomedi Avenue
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June 20, 2018

Wayne Sandberg
County Engineer
Washington County Public Works
11660 Myeron Road
Stillwater, MN 55082

Support for the Proposed CSAH 12 Multiuse Trail Improvements Layout in the 2018 Regional Solicitation Program

Dear Mr. Sandberg,

The City of Mahtomedi Public Schools supports Washington County's application to the Metropolitan Council's 2018 Regional Solicitation for federal funds for the proposed trail improvements on County State Aid Highway 12 (CSAH 12) between Hilton Trail (CSAH 29) and the Manning Avenue (CSAH 15).

Mahtomedi Public Schools understands that the proposed trail improvements will not change the geometric layout of the existing trail. These improvements will improve the trail surface and incorporate ADA compliant improvements as shown on Figure A.

Thank you for the opportunity to send our support and your commitment to get this project completed. If you have any questions, comments, or concerns, please do not hesitate to contact me.

Regards,

Mark Larson, Superintendent, ISD 832 Mahtomedi Public Schools

MINNESOTA DEPARTMENT OF TRANSPORTATION WASHINGTON COUNTY PUBLIC WORKS DEPARTMENT

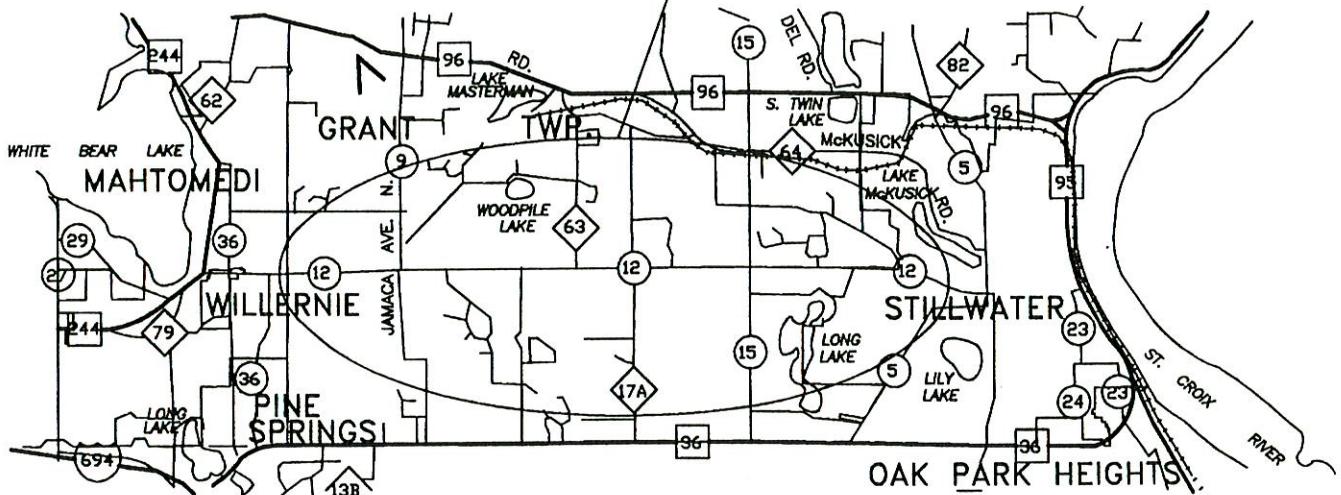
CONSTRUCTION PLAN FOR BICYCLE TRAIL OVERLAY

C.P. 96-1206

LOCATED ALONG CSAH 12 FROM IDEAL AVE. IN MAHTOMEDI TO BRICK ST. IN STILLWATER

LIMITS OF C.P. 96-1206

LIMITS OF CONSTRUCTION



GOVERNING SPECIFICATIONS

THE 1988 EDITION OF THE MINNESOTA DEPARTMENT OF TRANSPORTATION "STANDARD SPECIFICATIONS FOR CONSTRUCTION" AS AMENDED BY THE MAY 2, 1994 SUPPLEMENTAL SPECIFICATIONS SHALL GOVERN. SEE SPECIAL PROVISIONS.

| INDEX | |
|-----------|-----------------------------------|
| SHEET NO. | SHEET DESCRIPTION |
| 1 | TITLE SHEET |
| 2 | STATEMENT OF ESTIMATED QUANTITIES |
| 3 | TYPICAL SECTIONS |

THIS PLAN CONTAINS 3 SHEETS.

| | | |
|------------------|-------------|-------------|
| GROSS LENGTH | 30,370 FEET | 5.752 MILES |
| BRIDGE LENGTH | 0 FEET | 0 MILES |
| EXCEPTION LENGTH | 0 FEET | 0 MILES |
| NET LENGTH | 30,370 FEET | 5.752 MILES |

I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY REGISTERED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.

ENGR. *John P. New* Reg. No. 1214 Date 4-24-96

Approved: *Donald W. Winiwiski* Apr. 24, 1996
WASHINGTON COUNTY HIGHWAY ENGINEER

| PLAN REVISIONS | | |
|----------------|-----------|-------------|
| DATE | SHEET NO. | APPROVED BY |
| | | |
| | | |
| | | |
| | | |

I HEREBY CERTIFY THAT THE FINAL REVISIONS, IF ANY, OF THIS PLAN WERE MADE BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY REGISTERED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.

DATE _____ REG. NO. _____

COUNTY PROJECT 96-1206

SHEET NO. 1 OF 3 SHEETS

STATEMENT OF ESTIMATED QUANTITIES

| NOTE | ITEM NUMBER | ITEM | UNIT | TOTAL | |
|------|-------------|-----------------------------------|------|------------|-------|
| | | | | QUANTITIES | |
| | | | | EST | FINAL |
| | 2232.501 | MILL BITUMINOUS SURFACE | SY | 850 | |
| 1 | 2340.508 | TYPE 31 WEARING COURSE MIXTURE | TON | 3,275 | |
| 2 | 2357.502 | BITUMINOUS MATERIAL FOR TACK COAT | GAL | 1,350 | |
| 3 | 0563.601 | TRAFFIC CONTROL | LS | 1 | |

NOTES:

1. COMPUTED AT 110 POUNDS PER SQUARE YARD PER INCH OF THICKNESS.
2. COMPUTED AT 0.085 GALLONS PER SQUARE YARD FOR MILLED SURFACES AND 0.05 GALLONS PER SQUARE YARD FOR UNMILLED SURFACES.
3. ALL TRAFFIC CONTROL SIGNING AND DEVICES SHALL CONFORM TO THE MUTCD, INCLUDING "TEMPORARY TRAFFIC CONTROL LAYOUTS FIELD MANUAL", DATED APRIL, 1995.

STANDARD PLATES

THE FOLLOWING STANDARD PLATES, APPROVED BY THE FEDERAL HIGHWAY ADMINISTRATION, SHALL APPLY ON THIS PROJECT

| PLATE NO. | DESCRIPTION |
|-----------|---------------------|
| 8000 I | STANDARD BARRICADES |

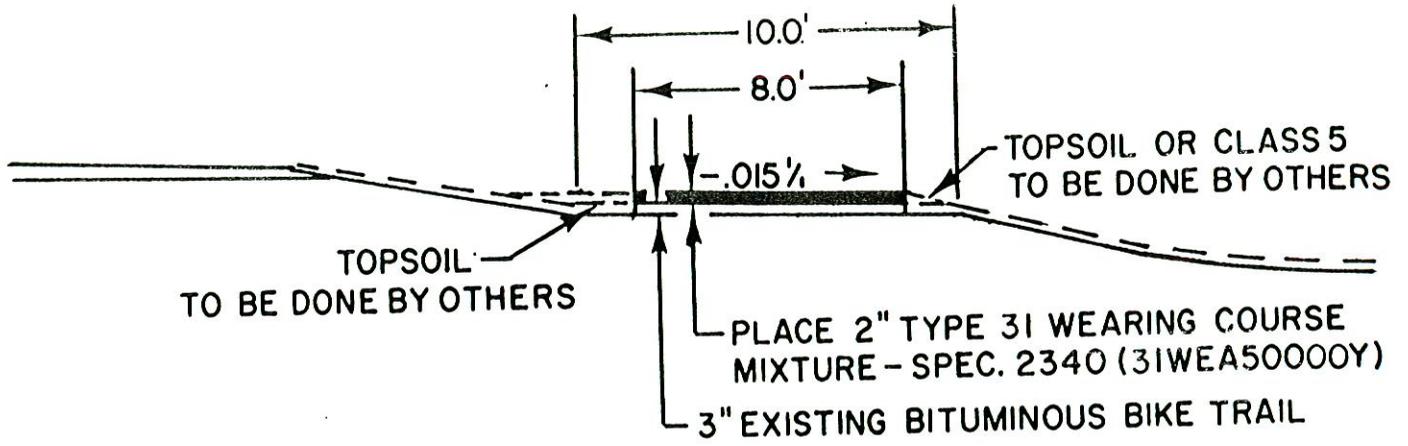
CERTIFIED BY

Gordon J. Davis
PROFESSIONAL ENGINEER

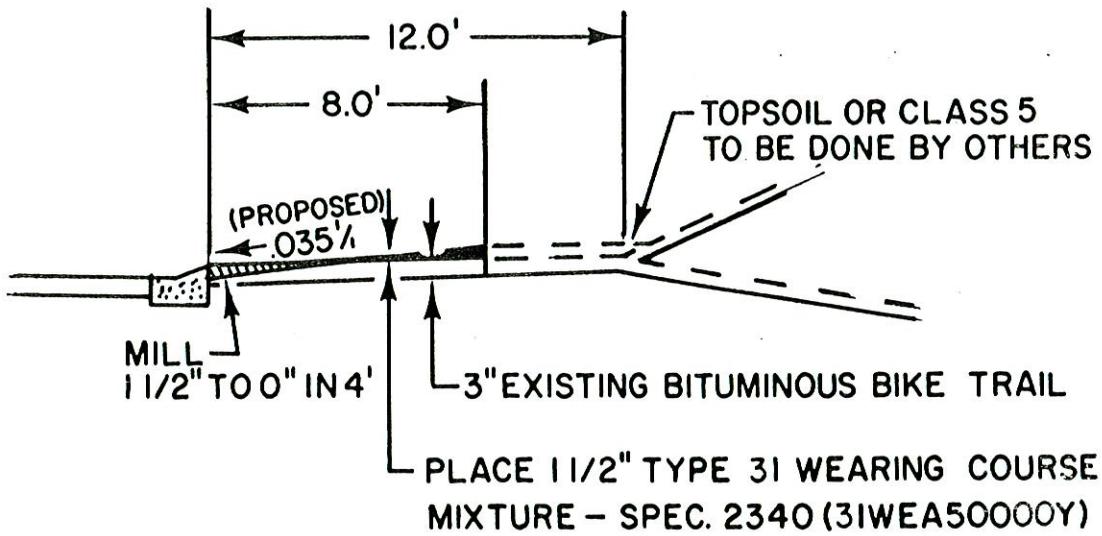
REG. NO.

19214

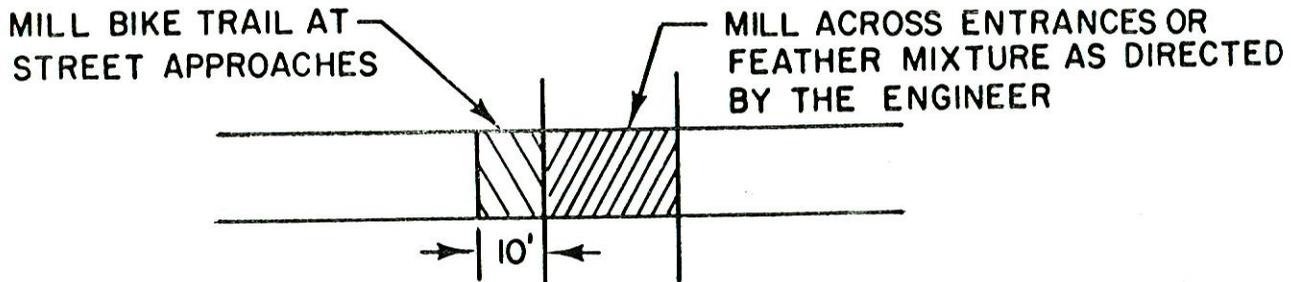
4-24-1996



TYPICAL SECTION



BICYCLE TRAIL WITH CURB & GUTTER



ENTRANCE OR STREET APPROACH

| | | |
|--|----------------|-----------|
| CERTIFIED BY <i>[Signature]</i> | REG. NO. 19214 | 4-24-1996 |
| PROFESSIONAL ENGINEER | | |
| PROJECT NO. C.P. 96-1206 SHEET 3 OF 3 SHEETS | | |

Stillwater Road / 75th Street Safety & Management Project

Washington County Public and Agency Involvement Plan

| | Meeting Groups/ Activities | Attended By | Roles & Goals | Frequency (see schedule) |
|------------------------------|---------------------------------------|---|--|---|
| Project Direction Leadership | Project Management Team (PMT) | <ul style="list-style-type: none"> Washington County Bolton & Menk | <ul style="list-style-type: none"> Project strategy, coordination, and direction Discuss status and deliverables Manage scope, budget, and schedule | Weekly Phone Conference |
| | Technical Advisory Committee (TAC) | <ul style="list-style-type: none"> Washington County Cities of Grant, Mahtomedi, and Willernie Mahtomedi ISD #832 Bolton & Menk | <ul style="list-style-type: none"> Core working group that will develop the study Review key issues or perceived impacts Discuss potential mitigation strategies to minimize negative impacts Identify considerations that could influence the project's conclusion | Monthly (up to 18 mgts) |
| | Project Partner Coordination Meetings | <ul style="list-style-type: none"> Washington County Cities of Grant, Mahtomedi, and Willernie Mahtomedi ISD #832 St. Andrew's Lutheran Church Bolton & Menk | <ul style="list-style-type: none"> Ability to drill down to understand the agency's perspective and needs at critical times Meetings to have more detailed conversations not appropriate for TAC Provide feedback to PMT | As Needed Throughout Study (up to 10 mgts) |
| Coordination Meetings | Agency Coordination Meetings | <ul style="list-style-type: none"> Agencies (Local, State, and Federal) Rice Creek Watershed District Valley Branch Watershed District US Fish and Wildlife Services Minnesota DNR TAC Representation | <ul style="list-style-type: none"> Hear agency perspective, concerns Review key issues and opportunities Provide feedback to TAC | Periodically/ As Needed (up to 6 mgts) |
| | Stakeholder Meetings | <ul style="list-style-type: none"> Neighbors Businesses Property Owners Community Groups Wildwood Library St. Andrew's Lutheran Church TAC Representation | <ul style="list-style-type: none"> Listen and Understand Educate with information and insight Build respect and understanding Provide input Identify issues and concerns Understand upcoming projects / visions / opportunities Work with the project team to resolve issues Provide feedback to TAC | Ongoing/As Needed (up to 8 mgts) |
| | Focus Groups | <ul style="list-style-type: none"> Public Safety/Emergency Services Parks and Trails School District/Transportation TAC Representation | <ul style="list-style-type: none"> Hear individual perspectives on issues and opportunities Provide feedback to PMT/TAC | One Time/Early |
| | Utility Coordination Meetings | <ul style="list-style-type: none"> Washington County Cities of Grant, Mahtomedi, and Willernie Bolton & Menk TAC Representation | <ul style="list-style-type: none"> Understand utilities in study area Develop solutions to conflicts Provide feedback to TAC | Periodically (up to 2 mgts) |
| Outreach / Elected Officials | Public Open House Meetings | <ul style="list-style-type: none"> Public TAC Representation Stakeholders Bolton & Menk | <ul style="list-style-type: none"> Share purpose of the project with the public and stakeholders Gather input on issues, needs and opportunities Solicit input on alternatives and address trade-offs Review final alternatives | At key Milestones (up to 3 mgts) |
| | City Council / County Board | <ul style="list-style-type: none"> Councils City Staff TAC Representation | <ul style="list-style-type: none"> Review deliverables and recommendations Make decisions to implement improvements Provide feedback to TAC | At key Milestones (up to 6 city council and 2 school board mgts) |
| | Other Project Communications | <ul style="list-style-type: none"> Cities of Grant, Mahtomedi, and Willernie Mahtomedi ISD #832 Washington County Bolton & Menk | <ul style="list-style-type: none"> Website that informs and provides access to plan products Targeted mailings and newsletters to stakeholders Advertisements in local newspaper | Ongoing/Prior to Open House Events |