



Application

13860 - 2020 Roadway Expansion

14348 - CSAH 15 (Manning Ave) South Segment

Regional Solicitation - Roadways Including Multimodal Elements

Status:

Submitted

Submitted Date:

05/14/2020 10:48 AM

Primary Contact

Name:*

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Department:

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Address:

11660 Myeron Rd

11660 Myeron Rd

*

Stillwater

Minnesota

55082

City

State/Province

Postal Code/Zip

Phone:*

651-430-4338

Phone

Ext.

Fax:

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 15 (Manning Ave) South Segment Roadway

Primary County where the Project is Located

Washington

Cities or Townships where the Project is Located:

Oak Park Heights, City of Stillwater, Stillwater Township

Jurisdictional Agency (If Different than the Applicant):

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

The Manning Avenue (CSAH 15) South Segment is a new roadway project that will construct a new A-Minor Expander roadway from the future interchange at TH 36 and Manning Avenue to Stillwater Boulevard at 58th Streets in the cities of Stillwater, Oak Park Heights, and Stillwater Township for a length of 0.7 miles, as illustrated in the attached layout. This project will include a multiuse trail on the north side of the CSAH 15 South Segment and a sidewalk on the south side. The intent of this project is to enhance local mobility and remove local trips from TH 36 by allowing users to travel safely and efficiently along Manning Avenue over TH 36 and provide multimodal connections from north of TH 36 to the south. Photos depicting the project area's current condition are in the existing conditions attachment. The proposed cross section will maintain a three-lane roadway section with continuous center left-turn lane, bicycle facilities, boulevards, and sidewalks. The project will include, but is not limited to, the following elements (wherever feasible):

- Roadway elements such as turn lanes, traffic signals, access control, traffic signals, signing, and striping.
- Pedestrian elements such as ADA compliant ramps, multiuse trail, sidewalks, marked pedestrian crossings, traffic signals, and raised concrete medians
- Bicycle elements such as constructing a separated multiuse trail to be used as bicycle facility

(Limit 2,800 characters; approximately 400 words)

TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
DESCRIPTION - will be used in TIP if the project is selected for funding. [See MnDOT's TIP description guidance.](#)

CSAH 15 from S Ramp Terminals TH36/CSAH 15 to Jct CSAH 15 (Stillwater Blvd) in Stillwater, Stillwater Township and Oak Park Heights. New Divided Highway, Signal, Sidewalk, Multi-Use Trail, ADA. 0.7 Miles.

Project Length (Miles) 0.7

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 \$6,261,243.00

Match Amount \$1,565,310.00

Minimum of 20% of project total

Project Total \$7,826,553.00

For transit projects, the total cost for the application is total cost minus fare revenues.

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 Funds

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: 2024

Select 2022 or 2023 for TDM projects only. For all other applications, select 2024 or 2025.

Additional Program Years: 2022, 2023

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

Project Information-Roadways

County, City, or Lead Agency Washington County

Functional Class of Road A-Minor Expander

Road System CSAH

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

Road/Route No. 15

i.e., 53 for CSAH 53

Name of Road Manning Avenue

Example; 1st ST., MAIN AVE

Zip Code where Majority of Work is Being Performed 55082

(Approximate) Begin Construction Date 05/01/2024

(Approximate) End Construction Date 07/31/2025

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

From:
(Intersection or Address) CSAH 15 at TH 36

To:
(Intersection or Address) 58th St at CSAH 15

DO NOT INCLUDE LEGAL DESCRIPTION

Or At

Miles of Sidewalk (nearest 0.1 miles) 0.7

Miles of Trail (nearest 0.1 miles) 0.7

**Miles of Trail on the Regional Bicycle Transportation Network
(nearest 0.1 miles)** 0

Primary Types of Work

GRADING, BITUMINOUS SURFACING, ROUNDABOUT, ADA
IMPROVEMENTS, RETAINING WALLS, SIGNALS,
LIGHTING, SIDEWALK, TRAIL, AND TMS

*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):

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 (2018), the 2040 Regional Parks Policy Plan (2018), 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.

This project aligns with many aspects of the 2040 Transportation Policy Plan including the following goals & strategies:

Goal: Safety and Security (pg 60)

Objective: Reduce crashes & improve safety & security for all modes of passenger travel & freight transport (pg 60)

Strategy: B1) Regional transportation partners will incorporate safety and security considerations for all modes & users throughout the processes of planning, funding, construction, and operation (pg 2.7)

(B4) Regional transportation partners will support the state's vision of moving toward zero traffic fatalities & serious injuries, which includes supporting educational and enforcement programs to increase awareness of regional safety issues, shared responsibility and safe behavior (pg 2.7)

Goal: Access to Destinations (pg 62)

Objectives: A) Increase the availability of multimodal travel options, especially in congested highway corridors; B) Increase travel time reliability & predictability for travel on highway and transit systems; E) Improve multimodal travel options for people of all ages & abilities to connect to jobs and other opportunities, particularly for historically underrepresented populations(pg 62)

Strategy: (C9) The Council will support investments in A-minor arterials that build, manage, or improve the system's ability to supplement the capacity of the principal arterial system & support access to the region's job, activity, and industrial & manufacturing concentrations(pg 2.9)

(C16) Regional transportation partners should fund projects that provide for bicycle & pedestrian travel across/around physical barriers and/or improve continuity between jurisdictions(pg 2.10)

Goal: Competitive Economy(pg 64)

Briefly list the goals, objectives, strategies, and associated pages:

Objectives: C)Support the region's economic competitiveness through the efficient movement of freight(pg 64)

Strategy: D2)The Council will coordinate with other agencies planning & pursuing transportation investments that strengthen connections to other regions in Minnesota, the Upper Midwest, nation, and world including intercity bus and passenger rail, highway corridors, air service, and freight infrastructure (pg 2.11)

(D5)The Council and MnDOT will work with transportation partners to identify the impacts of highway congestion on freight & identify costeffective mitigation(pg 2.11)

Limit 2,800 characters, approximately 400 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.

Washington County 2040 Comprehensive Plan
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

List the applicable documents and pages:

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 nonmotorized crossings.

This project also meets related goals in the 2040 Comprehensive Plans for Stillwater, Stillwater Township, Lake Elmo, and Oak Park Heights.

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 State Aid 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.

Strategic Capacity (Roadway Expansion): \$1,000,000 to \$10,000,000

Roadway Reconstruction/Modernization: \$1,000,000 to \$7,000,000

Traffic Management Technologies (Roadway System Management): \$250,000 to \$3,500,000

Spot Mobility and Safety: \$1,000,000 to \$3,500,000

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 (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 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 plan must be completed by the local agency before the Regional Solicitation application deadline. For the 2022 Regional Solicitation funding cycle, this requirement may include that the plan is updated within the past five years.

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

Date plan completed: 09/30/2015

Link to plan: See attached.

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

Date self-evaluation completed:

Link to plan:

Upload plan or self-evaluation if there is no link 1588862895443_Washington County ADA TRANSITION PLAN 9-30-2015.pdf

Upload as PDF

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

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 and Spot Mobility 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 and Strategic Capacity 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.

Bridge Rehabilitation/Replacement projects only:

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 National Bridge Inventory Rating of 6 or less for rehabilitation projects and 4 or less for replacement projects.

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

Roadway Expansion, Reconstruction/Modernization, and Bridge Rehabilitation/Replacement projects only:

7. All roadway projects that involve the construction of a new/expanded interchange or new interchange ramps must have approval by the Metropolitan Council/MnDOT Interchange Planning Review Committee prior to application submittal. Please contact Michael Corbett at MnDOT (Michael.J.Corbett@state.mn.us or 651-234-7793) to determine whether your project needs to go through this process as described in Appendix F of the 2040 Transportation Policy Plan.

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

Requirements - Roadways Including Multimodal Elements

Specific Roadway Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Mobilization (approx. 5% of total cost)	\$277,000.00
Removals (approx. 5% of total cost)	\$166,000.00
Roadway (grading, borrow, etc.)	\$1,304,600.00
Roadway (aggregates and paving)	\$1,026,045.00
Subgrade Correction (muck)	\$56,720.00
Storm Sewer	\$635,000.00
Ponds	\$225,000.00
Concrete Items (curb & gutter, sidewalks, median barriers)	\$590,488.00
Traffic Control	\$277,000.00
Striping	\$6,700.00
Signing	\$46,900.00
Lighting	\$250,000.00
Turf - Erosion & Landscaping	\$382,000.00
Bridge	\$0.00
Retaining Walls	\$438,700.00
Noise Wall (not calculated in cost effectiveness measure)	\$0.00
Traffic Signals	\$375,000.00
Wetland Mitigation	\$0.00
Other Natural and Cultural Resource Protection	\$0.00
RR Crossing	\$0.00
Roadway Contingencies	\$1,021,000.00
Other Roadway Elements	\$554,000.00
Totals	\$7,632,153.00

Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
--	------

Path/Trail Construction	\$152,400.00
Sidewalk Construction	\$0.00
On-Street Bicycle Facility Construction	\$0.00
Right-of-Way	\$0.00
Pedestrian Curb Ramps (ADA)	\$42,000.00
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	\$0.00
Other Bicycle and Pedestrian Elements	\$0.00
Totals	\$194,400.00

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	\$7,826,553.00
Construction Cost Total	\$7,826,553.00
Transit Operating Cost Total	\$0.00

Congestion within Project Area:

The measure will analyze the level of congestion within the project area. Council staff will provide travel speed data on the "Level of Congestion" map. The analysis will compare the peak hour travel speed within the project area to free-flow conditions.

Free-Flow Travel Speed:	0
Peak Hour Travel Speed:	0
Percentage Decrease in Travel Speed in Peak Hour compared to Free-Flow:	0%
Upload Level of Congestion map:	1589468561038_10 Level of Congestion Manning S Segment.pdf

Congestion on adjacent Parallel Routes:

Adjacent Parallel Corridor	TH 36
Adjacent Parallel Corridor Start and End Points:	
Start Point:	CSAH 15 north
End Point:	CSAH 15 south (Stillwater Blvd)
Free-Flow Travel Speed:	56
<i>The Free-Flow Travel Speed is black number.</i>	
Peak Hour Travel Speed:	41
<i>The Peak Hour Travel Speed is red number.</i>	
Percentage Decrease in Travel Speed in Peak Hour Compared to Free-Flow:	26.79%
Upload Level of Congestion Map:	1589468561038_10 Level of Congestion Manning S Segment.pdf

Principal Arterial Intersection Conversion Study:

Proposed interchange or at-grade project that reduces delay at a High Priority Intersection:

(80 Points)

Proposed at-grade project that reduces delay at a Medium Priority Intersection:

(60 Points)

Proposed at-grade project that reduces delay at a Low Priority Intersection:

(50 Points)

Proposed interchange project that reduces delay at a Medium Priority Intersection:

(40 Points)

Proposed interchange project that reduces delay at a Low Priority Intersection:

(0 Points)

Not listed as a priority in the study: Yes

(0 Points)

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

Existing Employment within 1 Mile: 6461

Existing Manufacturing/Distribution-Related Employment within 1 Mile: 720

Existing Post-Secondary Students within 1 Mile: 0

Upload Map 1589468614393_11 Regional Economy Manning S Segment.pdf

Please upload attachment in PDF form.

Measure C: Current Heavy Commercial Traffic

RESPONSE: Select one for your project, based on the Regional Truck Corridor Study:

Along Tier 1:

Miles: 0

(to the nearest 0.1 miles)

Along Tier 2:

Miles: 0

(to the nearest 0.1 miles)

Along Tier 3:

Miles: 0

(to the nearest 0.1 miles)

The project provides a direct and immediate connection (i.e., intersects) with either a Tier 1, Tier 2, or Tier 3 corridor: Yes

None of the tiers:

Measure A: Current Daily Person Throughput

Location New CSAH 15 between TH 36 and Stillwater Blvd

Current AADT Volume 2500

Existing Transit Routes on the Project

294

For New Roadways only, list transit routes that will likely be diverted to the new proposed roadway (if applicable).

Upload Transit Connections Map

1589468704123_12 Transit Connections Manning S
Segment.pdf

Please upload attachment in PDF form.

Response: Current Daily Person Throughput

Average Annual Daily Transit Ridership

0

Current Daily Person Throughput

3250.0

Measure B: 2040 Forecast ADT

Use Metropolitan Council model to determine forecast (2040) ADT
volume

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

Washington County 2040 Model

Forecast (2040) ADT volume

21700

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

*1. **Sub-measure:** Equity Population Engagement: A successful project is one that is the result of active engagement of low-income populations, people of color, persons with disabilities, youth and the elderly. Engagement should occur prior to and during a projects development, with the intent to provide direct benefits to, or solve, an expressed transportation issue, while also limiting and mitigating any negative impacts. Describe and map the location of any low-income populations, people of color, disabled populations, youth or the elderly within a ½ mile of the proposed project. Describe how these specific populations were engaged and provided outreach to, whether through community planning efforts, project needs identification, or during the project development process. Describe what engagement methods and tools were used and how the input is reflected in the projects purpose and need and design. Elements of quality engagement include: outreach and engagement 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 community engagement related to transportation projects; feedback from these populations identifying potential positive and negative elements of the proposed project through engagement, 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.*

Response:

The Manning South Segment roadway project is located in an area with very little housing within a half mile. This is because the area is primarily retail with planned developments. As the design and public engagement for the TH 36 and Manning Avenue Interchange Project was underway it became clear there was a need for a safe and efficient way for all modes to travel along Manning Avenue without having to access TH 36. Two open houses were held to discuss the interchange and related roadway plans in December 2018 and January 2019. A third open house was scheduled for March 19, 2020 but cancelled and moved to an online format due to the COVID-19 pandemic (information attached). Conversations with property owners and community stakeholders like Stillwater Area School Districts are ongoing. The need for a local connection over TH 36 as part of CSAH 15 was also demonstrated during the first phase of public engagement for the Washington County Bicycle and Pedestrian plan. This phase was conducted during the summer of 2019 in pop-up form and online opportunities (comments found in engagement attachment).

(Limit 2,800 characters; approximately 400 words)

2.Sub-measure: *Equity Population Benefits and Impacts: A successful project is one that has been designed to provide direct benefits to low-income populations, people of color, persons with disabilities, youth and the elderly. All projects must mitigate potential negative benefits as required under federal law. Projects that are designed to provide benefits go beyond the mitigation requirement to proactively provide transportation benefits and solve transportation issues experienced by Equity populations.*

a.Describe the projects benefits to low-income populations, people of color, children, people with disabilities, and the elderly. Benefits could relate to pedestrian and bicycle safety improvements; public health benefits; direct access improvements for residents or improved access to destinations such as jobs, school, health care or other; travel time improvements; gap closures; new transportation services or modal options, leveraging of other beneficial projects and investments; and/or community connection and cohesion improvements. Note that this is not an exhaustive list.

Response:

While the Manning South Segment will bring safety and efficiency benefits to the entire community, there are specific underrepresented populations that rely on these improvements like students, zero car households, and transit dependent groups. The Manning South Segment will benefit students and staff of Stillwater Area High School (SAHS) which is directly adjacent to the project area. SAHS is the 6th largest high school in Minnesota with about 2,790 students enrolled. The project will leverage the investment of the planned TH 36 and Manning Avenue interchange to create safe route for motorized and non-motorized trips to travel north and south along Manning Avenue without having to access TH 36. Student drivers who travel north of TH 36 for their commute will be no longer need to merge onto TH 36 to continue their trip along CSAH 15. Those who access SAHS by foot or bike will have separated facility along each side of the new roadway. The addition of this roadway and its trail and sidewalk encourage healthy active living habits for SAHS students and staff. Transit dependent populations will also benefit as this project and trails also directly connects to the existing transit stops for the Route 294 along Stillwater Boulevard. The Route 294 is an express service from Stillwater to St. Paul with multiple on road stops in Washington County. Transit access is extremely limited in this project area as the Route 294 is the only transit that serves the Stillwater, Lake Elmo and Oak Park Heights communities. Those who are unable or unwilling to drive will have additional routes to access the 294 bus stops via the South Segment. These same populations will have greater access to jobs and healthcare through the planned developments around Manning Avenue and TH 36. Lakeview Hospital has purchased the northeast corner of the intersection with plans to build their new hospital campus. South of TH 36 there are plans for development that include apartment housing, retail and office space, and a

grocery store.

(Limit 2,800 characters; approximately 400 words)

b. Describe any negative impacts to low-income populations, people of color, children, people with disabilities, and the elderly created by the project, along with measures that will be taken to mitigate them. Negative impacts that are not adequately mitigated can result in a reduction in points.

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.

Mitigation of temporary construction/implementation impacts such as dust; noise; reduced access for travelers and to businesses; disruption of utilities; and eliminated street crossings.

Other

Response:

There will be temporary impacts to 58th Street west of Stillwater Boulevard during construction. These impacts are not permanent the goal will be to keep impacts and closures on 58th Street as minimal as possible. This impact will be mitigated through the use of construction staging and signed detours.

(Limit 2,800 characters; approximately 400 words)

Select one:

3.Sub-measure: Bonus Points *Those projects that score at least 80% of the maximum total points available through sub-measures 1 and 2 will be awarded bonus points based on the geographic location of the project. These points will be assigned as follows, based on the highest-scoring geography the project contacts:*

a.25 points to projects within an Area of Concentrated Poverty with 50% or more people of color

b.20 points to projects within an Area of Concentrated Poverty

c. 15 points to projects within census tracts with the percent of population in poverty or population of color above the regional average percent

d. 10 points for all other areas

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

Project located in Area of Concentrated Poverty:

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

Project located in a census tract that is below the regional average for population in poverty or populations of color or includes children, people with disabilities, or the elderly:

Yes

(up to 40% of maximum score)

Upload the "Socio-Economic Conditions" map used for this measure. The second map created for sub measure A1 can be uploaded on the Other Attachments Form, or can be combined with the "Socio-Economic Conditions" map into a single PDF and uploaded here.

Upload Map

1589469632619_14 Socio Economic Manning S Segment.pdf

Measure B: Part 1: Housing Performance Score

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
Stillwater	0.22	0.31	72.0	22.629
Stillwater Township	0.18	0.26	8.0	2.057
Oak Park Heights	0.3	0.43	19.0	8.143

Total Project Length

Total Project Length 0.7

Project length entered on the Project Information - General form.

Housing Performance Score

Total Project Length (Miles) or Population 0.7

Total Housing Score 32.829

Affordable Housing Scoring

Part 2: Affordable Housing Access

Reference Access to Affordable Housing Guidance located under Regional Solicitation Resources for information on how to respond to this measure and create the map.

If text box is not showing, click Edit or "Add" in top right of page.

Response:

The Manning South Segment project area within a half mile has very little housing as it is primarily zoned for non-residential uses. There is a small single family neighborhood located west of the project area in Lake Elmo. However there are multiple affordable housing developments outside of the immediate project area that will benefit from this project. All of the developments affordability is at 60% AMI using LIHTC restrictions. The Green Twig Apartment Villas I & II is a senior community with 77 one-bedroom affordable units and 57 two-bedroom affordable units located about 1.5 miles east off of 58th Street in Oak Park Heights. On Cottage Drive about 1.5 miles north of the project there are two developments, the Cottages of Stillwater with 33 two-bedroom affordable units, and Orleans Home with 71 one-bedroom affordable units and 53 two-bedroom affordable units. There are also two developments on Orleans drive about 1.5 miles north of the project area, Curve Crest Villas with 36 one-bedroom, 30 two-bedroom, and 24 three bedroom affordable units and St Croix Village Townhomes with 19 three-bedroom and 1 four-bedroom affordable units. On Curve Crest Blvd is the Charter Oaks Townhomes which uses Section 8 and has 3 one-bedroom, 35 two-bedroom, 19 three-bedroom, and 3 four plus-bedroom units at 30% AMI. Residents of these developments will benefit from the construction of the Manning South Segment as they will have greater multimodal access over TH 36 and to the planned developments like Lakeview Hospital as well as the planned retail and office space.

(Limit 2,100 characters; approximately 300 words)

Upload map:

1589470171595_Manning S Segment Housing.png

Measure A: Infrastructure Age

Year of Original Roadway Construction or Most Recent Reconstruction	Segment Length	Calculation	Calculation 2
	0	0	0

Average Construction Year

Weighted Year	0
---------------	---

Total Segment Length (Miles)

Total Segment Length	0
----------------------	---

Measure A: Congestion Reduction/Air Quality

Total Peak Hour Delay Per Vehicle Without The Project (Seconds/ Vehicle)	Total Peak Hour Delay Per Vehicle With The Project (Seconds/ Vehicle)	Total Peak Hour Delay Per Vehicle Reduced by Project (Seconds/ Vehicle)	Volume without the Project (Vehicles per hour)	Volume with the Project (Vehicles Per Hour):	Total Peak Hour Delay Reduced by the Project:	Total Peak Hour Delay Reduced by the Project:	EXPLANA TION of methodolo gy used to calculate railroad crossing delay, if applicable.	Synchro or HCM Reports
30.0	23.0	7.0	5406	4756	37842.0	33292.0	N/A	158947041 4795_15 Traffic Analysis Manning S Segment.p df
33292								

Vehicle Delay Reduced

Total Peak Hour Delay Reduced	37842.0
-------------------------------	---------

Total Peak Hour Delay Reduced	33292.0
-------------------------------	---------

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

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

Total

Total Emissions Reduced: 0

Upload Synchro Report

Please upload attachment in PDF form. (Save Form, then click 'Edit' in top right to upload file.)

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 without the Project (Kilograms):	Total (CO, NOX, and VOC) Peak Hour Emissions with the Project (Kilograms):	Total (CO, NOX, and VOC) Peak Hour Emissions Reduced by the Project (Kilograms):
7.61	5.86	1.75
8	6	2

Total Parallel Roadway

Emissions Reduced on Parallel Roadways 1.75

Upload Synchro Report 1589470651587_15 Traffic Analysis Manning S Segment.pdf

Please upload attachment in PDF form. (Save Form, then click 'Edit' in top right to upload file.)

New Roadway Portion:

Cruise speed in miles per hour with the project:	28.0
Vehicle miles traveled with the project:	234.0
Total delay in hours with the project:	1.0
Total stops in vehicles per hour with the project:	675.0
Fuel consumption in gallons:	13.951
Total (CO, NOX, and VOC) Peak Hour Emissions Reduced or Produced on New Roadway (Kilograms):	1.391

EXPLANATION of methodology and assumptions used:(Limit 1,400 characters; approximately 200 words)

Using the Washington County Travel Demand Model, volume changes were identified at the study intersections that correspond with the proposed project. Using these daily volume shifts, peak hour volumes were estimated and reduced off of the corresponding existing turning movements. The updated volume sets were then utilized for the future build conditions with the proposed construction.

Total (CO, NOX, and VOC) Peak Hour Emissions Reduced by the Project (Kilograms): 0.359

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

Cruise speed in miles per hour without the project:	0
Vehicle miles traveled without the project:	0
Total delay in hours without the project:	0
Total stops in vehicles per hour without the project:	0
Cruise speed in miles per hour with the project:	0
Vehicle miles traveled with the project:	0
Total delay in hours with the project:	0
Total stops in vehicles per hour with the project:	0
Fuel consumption in gallons (F1)	0
Fuel consumption in gallons (F2)	0
Fuel consumption in gallons (F3)	0
Total (CO, NOX, and VOC) Peak Hour Emissions Reduced by the Project (Kilograms):	0

EXPLANATION of methodology and assumptions used:(Limit 1,400 characters; approximately 200 words)

Measure A: Benefit of Crash Reduction

Crash Modification Factor Used:

Used the amount of crashes modified as vehicular volumes are lowered at the North and South Stillwater Rd interchange terminals with TH 36.

(Limit 700 Characters; approximately 100 words)

Rationale for Crash Modification Selected:

Rationale: Although no improvements will take place at these intersections, the traffic volumes are expected to decrease as part of the frontage road construction. With the reduced volumes, crashes are expected to reduce, proportionally. Therefore, a CMF was developed to match the expected change in crashes identified within the attached Crash Analysis.

(Limit 1400 Characters; approximately 200 words)

Project Benefit (\$) from B/C Ratio:	\$1,119,779.00
Total Fatal (K) Crashes:	0
Total Serious Injury (A) Crashes:	0
Total Non-Motorized Fatal and Serious Injury Crashes:	1
Total Crashes:	21
Total Fatal (K) Crashes Reduced by Project:	0
Total Serious Injury (A) Crashes Reduced by Project:	0
Total Non-Motorized Fatal and Serious Injury Crashes Reduced by Project:	0
Total Crashes Reduced by Project:	3
Worksheet Attachment	1589470710305_16 TH 36 South Frontage Rd BCA and CMF.pdf

Please upload attachment in PDF form.

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:

The CSAH 15 South Segment will build an entirely new roadway and greatly enhance pedestrian travel along CSAH 15, north and south of TH 36. The Manning South Segment project includes ADA compliant pedestrian facilities on both sides of Manning Avenue for the extent of the project. The project will build a 5-foot separated sidewalk on the south side of the CSAH 15 South Segment and a 10-foot separated multiuse trail on the north side. The trail and sidewalk will connect to the existing signal and cross walk at Manning Avenue and 58th St. Per the FHWA Proven Safety Countermeasures sidewalks provide a 65-89 percent reduction in crashes involving pedestrians walking along roadways therefore the addition of pedestrian infrastructure will offer increased safety and convenience for pedestrians seeking to access destinations within and beyond the project area. Currently, this project area acts as a large barrier in the pedestrian network. Pedestrians who wish to travel along Manning Avenue are forced miles out of their way in order to cross TH 36 and continue traveling along Manning to their destination. These existing conditions are very problematic considering the makeup of destinations within the immediate vicinity of the project. East of the project is Stillwater Area High School located on 58th Street where 2,740 students and over 200 staff access the campus daily. On the north side of 58th Street is a commercial hub which includes a many essential businesses such as a grocery store, childcare center, and multiple banks. This project will create greater non-motorized access to the school and commercial destinations for community members who are unable or unwilling to drive. The pedestrian infrastructure will also provide safety and consistent access to the transformative planned development within the project area on the west side of Manning Avenue. Plans for south of TH 36 include a Hy-Vee grocery store, market rate apartments and other retail sites. Lakeview Hospital has purchased the

land north of TH 36 on the east side of the intersection with plans to build a new hospital campus within the next ten years. This project will allow the community safe and consistent pedestrian access to all of these future uses.

(Limit 2,800 characters; approximately 400 words)

Measure A: Multimodal Elements and Existing Connections

The project includes an ADA compliant, multiuse trail on the north side of the CSAH 15 South Segment and a sidewalk on the south side. Both improvements extend from the future interchange at Manning and TH 36 to Stillwater Boulevard (CSAH 15) in Oak Park Heights, Stillwater, and Stillwater Township.. All users will be able to use the new multiuse trail to connect to Stillwater Area High School, and the adjacent commercial areas using the existing trail network in Oak Park Heights. The planned developments in the project area will be directly connected. Multimodal users will have access to the future Lakeview Hospital campus north of TH 36 at Manning Avenue and the planned residential, office, and retail development south of TH 36.

Response:

This project directly connects to bus stops served by Metro Transit Route 294 along Stillwater Boulevard. Access to the Route 294 is crucial for those unable or unwilling to drive as the Route 294 is the only existing transit service that serves the Stillwater and Oak Park Heights area and provides access to 3M Headquarters, Sunray Transit Center, and downtown St. Paul. This area is also of importance for the current TH 36 Corridor Transit Feasibility Study led by Washington County.

The project will provide an alternative route for travel along Manning north and south of TH 36, and as indicated in the 2040 Met Council Regional Activity Based Model refined for the Washington County, will reduce traffic volumes on TH 36 by 3,200 vpd . Reduction of traffic volumes will improve safety and the experience of pedestrian, bicycle, and transit users through reducing congestion and increasing mobility.

The multiuse trail will tie into the existing CSAH 15 RBTN Tier 1 Corridor on the terminus at 58th Street. This connection removes the barrier of TH 36 at Manning as identified in the RBBS, and adds network connectivity south of TH 36. This project allows users from the south to safely access CSAH

15 north of TH 36 and connect to CSAH 12, an existing RBTN Tier 2 alignment which serves as a strong east-west corridor with connections to the Gateway State Trail. This project will also improve access to the future Central Greenway Regional Trail which will create a consistent trail connection from Cottage Grove to Stillwater.

(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 (25 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.

100%

Attach Layout

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. Yes

50%

Attach Layout

1589471015265_03 Layout Manning S Segment.PDF

Please upload attachment in PDF form.

Layout has not been started

0%

Anticipated date or date of completion

11/30/2020

2)Review of Section 106 Historic Resources (15 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 (25 Percent of Points)

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

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

Yes

25%

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

0%

Anticipated date or date of acquisition

10/31/2023

4)Railroad Involvement (15 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

5) Public Involvement (20 percent of points)

Projects that have been through a public process with residents and other interested public entities are more likely than others to be successful. The project applicant must indicate that events and/or targeted outreach (e.g., surveys and other web-based input) were held to help identify the transportation problem, how the potential solution was selected instead of other options, and the public involvement completed to date on the project. List Dates of most recent meetings and outreach specific to this project:

Meeting with general public:

Meeting with partner agencies:

05/04/2020

Targeted online/mail outreach:

Number of respondents:

Meetings specific to this project with the general public and partner agencies have been used to help identify the project need.

100%

Targeted outreach to this project with the general public and partner agencies have been used to help identify the project need.

75%

At least one meeting specific to this project with the general public has been used to help identify the project need.

50%

At least one meeting specific to this project with key partner agencies has been used to help identify the project need.

Yes

50%

No meeting or outreach specific to this project was conducted, but the project was identified through meetings and/or outreach related to a larger planning effort.

25%

No outreach has led to the selection of this project.

0%

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

Two open houses were held to discuss the future TH 36 and Manning Avenue interchange and related roadway plans in December 2018 and January 2019. A third open house was scheduled for March 19, 2020 but cancelled and moved to an online format due to the COVID-19 pandemic (information attached). Informal conversations with property owners and community stakeholders like Stillwater Area School Districts are ongoing. The need for a local connection over TH 36 as part of CSAH 15 was also demonstrated during the first phase of public engagement for the ongoing Washington County Bicycle and Pedestrian plan. This phase was conducted during the summer of 2019 in pop-up form and online opportunities (engagement comments attached).

Measure A: Cost Effectiveness

Total Project Cost (entered in Project Cost Form):	\$7,826,553.00
Enter Amount of the Noise Walls:	\$0.00
Total Project Cost subtract the amount of the noise walls:	\$7,826,553.00
Enter amount of any outside, competitive funding:	\$0.00
Attach documentation of award:	
Points Awarded in Previous Criteria	
Cost Effectiveness	\$0.00

Other Attachments

File Name	Description	File Size
01 Manning S Segment Summary FINAL.pdf	Summary Sheet Manning South Segment	1.0 MB
02 Existing Conditions Manning S Segment.pdf	Existing Conditions Manning South Segment	615 KB
04 Wash Co Board Resolution.pdf	Washington County Board of Commissioners Resolution	125 KB
06 1 Lambert Manning S Segment LOS.pdf	Mark Lambert, Central Commons Letter of Support Manning South Segment	74 KB
06 City of Stillwater S Segment LOS.pdf	City of Stillwater Letter of Support Manning South Segment	342 KB
07 Stillwater Township S Segment LOS.pdf	Stillwater Township Letter of Support Manning South Segment	342 KB
09 SADS Manning S Segment LOS.pdf	Stillwater Area School District Letter of Support Manning South Segment	323 KB
13 Engagement Summary Manning S Segment.pdf	Engagement Summary Manning South Segment	20.4 MB
17 TH 36 South Frontage Rd Crash Data.pdf	Crash Data Manning South Segment	138 KB

Washington County ADA Transition Plan

September 30, 2015



"A great place to live, work and play...today and tomorrow"

Introduction

Transition Plan Need and Purpose

The Americans with Disabilities Act (ADA), enacted on July 26, 1990, is a civil rights law prohibiting discrimination against individuals on the basis of disability. ADA consists of five titles outlining protections in the following areas:

1. Employment
2. State and local government services
3. Public accommodations
4. Telecommunications
5. Miscellaneous provisions

Title II of ADA pertains to the programs, activities and services public entities provide. As a public entity that employs 50 or more persons, Washington County must comply with this section of the Act as it specifically applies to public service agencies. Title II of ADA provides that, "...no qualified individual with a disability shall, by reason of such disability, be excluded from participation in or be denied the benefits of the services, programs, or activities of a public entity, or be subjected to discrimination by any such entity." (42 USC. Sec. 12132; 28 CFR. Sec. 35.130)

As required by Title II of ADA, 28 CFR. Part 35 Sec. 35.105 and Sec. 35.150, Washington County has conducted a self-evaluation of its facilities throughout the County and has developed this Transition Plan detailing how the organization will ensure that all of those facilities are accessible to all individuals.

ADA and its Relationship to Other Laws

Title II of ADA is companion legislation to two previous federal statutes and regulations: the Architectural Barriers Acts of 1968 and Section 504 of the Rehabilitation Act of 1973.

The Architectural Barriers Act of 1968 is a Federal law that requires facilities designed, built, altered or leased with Federal funds to be accessible. The Architectural Barriers Act marks one of the first efforts to ensure access to the built environment.

Section 504 of the Rehabilitation Act of 1973 is a Federal law that protects qualified individuals from discrimination based on their disability. The nondiscrimination requirements of the law apply to employers and organizations that receive financial assistance from any Federal department or agency. Title II of ADA extended this coverage to all state and local government entities, regardless of whether they receive federal funding or not.

Agency Requirements

Under Title II, Washington County must meet these general requirements:

- Must operate their programs so that, when viewed in their entirety, the programs are accessible to and useable by individuals with disabilities (28 C.F.R. Sec. 35.150).
- May not refuse to allow a person with a disability to participate in a service, program or activity simply because the person has a disability (28 C.F.R. Sec. 35.130 (a)).
- Must make reasonable modifications in policies, practices and procedures that deny equal access to individuals with disabilities unless a fundamental alteration in the program would result (28 C.F.R. Sec. 35.130(b) (7)).
- May not provide services or benefits to individuals with disabilities through programs that are separate or different unless the separate or different measures are necessary to ensure that benefits and services are equally effective (28 C.F.R. Sec. 35.130(b)(iv) & (d)).
- Must take appropriate steps to ensure that communications with applicants, participants and members of the public with disabilities are as effective as communications with others (29 C.F.R. Sec. 35.160(a)).
- Must designate at least one responsible employee to coordinate ADA compliance [28 CFR Sec. 35.107(a)]. This person is often referred to as the "ADA Coordinator." The public entity must provide the ADA coordinator's name, office address, and telephone number to all interested individuals [28 CFR Sec. 35.107(a)].
- Must provide notice of ADA requirements. All public entities, regardless of size, must provide information about the rights and protections of Title II to applicants, participants, beneficiaries, employees, and other interested persons [28 CFR Sec. 35.106]. The notice must include the identification of the employee serving as the ADA coordinator and must provide this information on an ongoing basis [28 CFR Sec. 104.8(a)].
- Must establish a grievance procedure. Public entities must adopt and publish grievance procedures providing for prompt and equitable resolution of complaints [28 CFR Sec. 35.107(b)]. This requirement provides for a timely resolution of all problems or conflicts related to ADA compliance before they escalate to litigation and/or the federal complaint process.

Facilities

Self-Evaluation

Overview

Washington County is required, under Title II of the Americans with Disabilities Act (ADA) and 28CFR35.105, to perform a self-evaluation of its current building infrastructure policies, practices, and programs. This self-evaluation will identify what policies and practices impact accessibility and examine how the County implements these policies. The goal of the self-evaluation is to verify that, in implementing the County's policies and practices, the division is providing accessibility and not adversely affecting the full participation of individuals with disabilities. A summary of the inventoried County policies and practices is found in Appendix A.

The self-evaluation also examines the condition of the County's Pedestrian Access Route (PAR) and identifies potential need for PAR infrastructure improvements. This will include the sidewalks, curb ramps, parking lots and buildings that house Washington County public services. Any barriers to accessibility identified in the self-evaluation and the potential / recommended remedy to the identified barrier are set out in this transition plan.

Summary

In 2014, Washington County conducted an inventory of pedestrian access to facilities within its public system consisting of the evaluation of the following facilities:

- 24 Building Entrances
- 13 Courtrooms
- 97 Curb Ramps 1200
- 28 Building Floors
- 2 Jury Rooms
- 23 Parking Lots
- 62 Sidewalk Control Points
- 5 Sidewalk Ramps

A detailed evaluation on how these facilities relate to ADA standards is found in Appendix A and will be updated periodically.

Policies and Practices

Previous Practices

Since the adoption of the ADA, Washington County has strived to provide accessible pedestrian features as part of the County's capital improvement projects. As additional information was made available, as to the methods of providing accessible pedestrian features, the County updated their procedures to accommodate these methods.

Policy

Washington County's goal is to continue to provide accessible pedestrian design features as part of the County capital improvement projects. The County has established ADA design standards and procedures as listed in Appendix F. These standards and procedures will be kept up to date with nationwide and local best management practices.

The County will consider and respond to all accessibility improvement requests. All accessibility improvements that have been deemed reasonable will be scheduled consistent with facility priorities.

Requests for accessibility improvements can be submitted to the Title II ADA Coordinator. Contact information for Title II ADA Coordinator is located in Appendix E.

Improvement Schedule

Priority Areas

Prioritizing and scheduling of work will be established by the Transition Plan Implementation Committee based on numerous factors, including, but not limited to, severity of non-compliance, a barrier to access a program, feasibility of remedies, a safety concern, or a location that receives high public use. Prioritization will also be given to locations that would most likely not be updated by means of other county programs

Schedule

Washington County has set the following schedule goals for improving the accessibility of its pedestrian facilities within the County jurisdiction:

- After 10 years, 95% of accessibility features within the priority areas identified by County staff would be ADA compliant.
- After 20 years, 95% of accessibility features within the jurisdiction of the County would be ADA compliant.

Implementation Schedule

Methodology

Washington County will utilize two methods for upgrading pedestrian facilities to the current ADA standards. The first and most comprehensive of the two methods are the scheduled facility improvement projects. All pedestrian facilities impacted by these projects will be upgraded to current ADA accessibility standards. The second method is the stand alone ADA accessibility improvement project. These projects will be incorporated into the Capital Improvement Program (CIP) on a case by case basis as determined by Washington County staff. The County CIP, which includes a detailed schedule and budget for specific improvements, is included in Appendix B.

Public Rights of Way

Self-Evaluation

Overview

Washington County is required, under Title II of the Americans with Disabilities Act (ADA) and 28CFR35.105, to perform a self-evaluation of its current transportation infrastructure policies, practices, and programs. This self-evaluation will identify what policies and practices impact accessibility and examine how the County implements these policies. The goal of the self-evaluation is to verify that, in implementing the County's policies and practices, the division is providing accessibility and not adversely affecting the full participation of individuals with disabilities. A summary of the inventoried County policies and practices is found in Appendix A.

The self-evaluation also examines the condition of the County's Pedestrian Circulation Route/Pedestrian Access Route (PCR/PAR) and identifies potential need for PCR/PAR infrastructure improvements. This will include the sidewalks, curb ramps, paved bicycle/pedestrian trails, traffic control signals and transit facilities that are located within the County rights of way. Any barriers to accessibility identified in the self-evaluation and the potential / recommended remedy to the identified barrier are set out in this transition plan.

Summary

In 2014, Washington County conducted an inventory of pedestrian facilities within its public right of way consisting of the evaluation of the following facilities:

- 1287 Curb Ramps
- 897 Sidewalk Control Points
- 149 Traffic Control Signals

A detailed evaluation on how these facilities relate to ADA standards is found in Appendix A and will be updated periodically.

Policies and Practices

Previous Practices

Since the adoption of the ADA, Washington County has strived to provide accessible pedestrian features as part of the County's capital improvement projects. As additional information was made available, as to the methods of providing accessible pedestrian features, the County updated their procedures to accommodate these methods.

Policy

Washington County's goal is to continue to provide accessible pedestrian design features as part of the County capital improvement projects. The County has established ADA design standards and procedures as listed in Appendix F. These standards and procedures will be kept up to date with nationwide and local best management practices.

The County will consider and respond to all accessibility improvement requests. All accessibility improvements that have been deemed reasonable will be scheduled consistent with County priorities. The County will coordinate with external agencies to ensure that all new or altered pedestrian facilities within the County jurisdiction are ADA compliant to the maximum extent feasible.

Maintenance of pedestrian facilities within the public right of way will continue to follow the policies set forth by the County.

Requests for accessibility improvements can be submitted to the Title II ADA Coordinator. Contact information for Title II ADA Coordinator is located in Appendix E.

Improvement Schedule

Priority Areas

Prioritizing and scheduling of work will be established by the Transition Plan Implementation Committee based on numerous factors, including, but not limited to, severity of non-compliance, a barrier to access a program, feasibility of remedies, a safety concern, or a location that receives high public use. Prioritization will also be given to locations that would most likely not be updated by means of other county programs

Additional priority will be given to any location where an improvement project or alteration was constructed after January 26, 1991, and accessibility features were omitted.

External Agency Coordination

Many other agencies are responsible for pedestrian facilities within the jurisdiction of Washington County. The County will coordinate with those agencies to track and assist in the facilitation of the elimination of accessibility barriers along their routes.

Schedule

Washington County has set the following schedule goals for improving the accessibility of its pedestrian facilities within the County jurisdiction:

- After 10 years, 80% of accessibility features within the priority areas identified by County staff would be ADA compliant.

- After 20 years, 80% of accessibility features within the jurisdiction of the County would be ADA compliant.

Implementation Schedule

Methodology

Washington County will utilize two methods for upgrading pedestrian facilities to the current ADA standards. The first and most comprehensive of the two methods are the scheduled street and utility improvement projects. All pedestrian facilities impacted by these projects will be upgraded to current ADA accessibility standards. The second method is the stand alone sidewalk and ADA accessibility improvement project. These projects will be incorporated into the Capital Improvement Program (CIP) on a case by case basis as determined by Washington County staff. The County CIP, which includes a detailed schedule and budget for specific improvements, is included in Appendix B.

Parks

Self-Evaluation

Overview

Washington County is required, under Title II of the Americans with Disabilities Act (ADA) and 28CFR35.105, to perform a self-evaluation of its current park infrastructure policies, practices, and programs. This self-evaluation will identify what policies and practices impact accessibility and examine how the County implements these policies. The goal of the self-evaluation is to verify that, in implementing the County's policies and practices, the division is providing accessibility and not adversely affecting the full participation of individuals with disabilities. A summary of the inventoried County policies and practices is found in Appendix A.

The self-evaluation also examines the condition of the County's outdoor recreation access routes (ORAR), outdoor recreation trails (ORT) and outdoor constructed features and identifies potential need for ORAR, ORT or other constructed feature improvements. This will include the sidewalks, trails, picnic facilities, campsites and other features that are located within the County park system. Any barriers to accessibility identified in the self-evaluation and the potential / recommended remedy to the identified barrier are set out in this transition plan.

Summary

In 2014, Washington County conducted an inventory of pedestrian facilities within its park system consisting of the evaluation of the following facilities:

- 1 Archery Range
- 4 Boat Launching Docks
- 5 Building Entrances
- 1 Conference Cottage
- 95 Curb Ramps
- 6 Designated Camp Sites
- 6 Fishing Piers
- 1 Nordic Center
- 11 ORAR Segments
- 699 ORT Segments
- 3 Park Offices
- 42 Parking Lots
- 30 Picnic Areas
- 7 Play Structure Areas
- 14 Restroom Buildings

- 84 Sidewalk segments
- 5 Swim Beaches
- 3 Viewing Blinds
- 35 Water Fountains

A detailed evaluation on how these facilities relate to ADA standards is found in Appendix A and will be updated periodically.

Policies and Practices

Previous Practices

Since the adoption of the ADA, Washington County has strived to provide accessible pedestrian features as part of the County's capital improvement projects. As additional information was made available, as to the methods of providing accessible pedestrian features, the County updated their procedures to accommodate these methods. Washington County Parks had previously evaluated the Park System in terms of its accessibility. This previous evaluation is found in Appendix H.

Policy

Washington County's goal is to continue to provide accessible pedestrian design features as part of the County capital improvement projects. The County has established ADA design standards and procedures as listed in Appendix F. These standards and procedures will be kept up to date with nationwide and local best management practices.

The County will consider and respond to all accessibility improvement requests. All accessibility improvements that have been deemed reasonable will be scheduled consistent with park priorities. Maintenance of pedestrian facilities within the park system will continue to follow the policies set forth by the County.

Requests for accessibility improvements can be submitted to the Title II ADA Coordinator. Contact information Title II ADA Coordinator is located in Appendix E.

Improvement Schedule

Priority Areas

Prioritizing and scheduling of work will be established by the Transition Plan Implementation Committee based on numerous factors, including, but not limited to, severity of non-compliance, a barrier to access a program, feasibility of remedies, a safety concern, or a location that receives high public use. Prioritization will also be given to locations that would most likely not be updated by means of other county programs

Schedule

Washington County has set the following schedule goals for improving the accessibility of its pedestrian facilities within the County jurisdiction:

- After 10 years, 80% of accessibility features within the priority areas identified by County staff would be ADA compliant.
- After 20 years, 80% of accessibility features within the jurisdiction of the County would be ADA compliant.

Implementation Schedule

Methodology

Washington County will utilize two methods for upgrading pedestrian facilities to the current ADA standards. The first and most comprehensive of the two methods are the scheduled park improvement projects. All pedestrian facilities impacted by these projects will be upgraded to current ADA accessibility standards. The second method is the stand alone ADA accessibility improvement project. These projects will be incorporated into the Capital Improvement Program (CIP) on a case by case basis as determined by Washington County staff. The County CIP, which includes a detailed schedule and budget for specific improvements, is included in Appendix B.

County Website

Self-Evaluation

Overview

Washington County is required, under Title II of the Americans with Disabilities Act (ADA) and 28CFR35.105, to perform a self-evaluation of its current building infrastructure policies, practices, and programs. This self-evaluation will identify what policies and practices impact accessibility and examine how the County implements these policies. The goal of the self-evaluation is to verify that, in implementing the County's policies and practices, the County is providing accessibility and not adversely affecting the full participation of individuals with disabilities. A summary of the inventoried County policies and practices is found in Appendix A.

The self-evaluation also examined the accessibility of the County's website. The County is required to ensure that communications with individuals with disabilities are as effective as communications with others. The evaluation of the website reviews the content of the website to ensure that it is perceivable, operable, understandable and robust.

Summary

In 2015, Washington County conducted an inventory of its website. A detailed evaluation on how these facilities relate to ADA standards is found in Appendix A and will be updated periodically.

Policies and Practices

Previous Practices

Since the adoption of the ADA, Washington County has strived to provide accessible technological features as part of the County's capital improvement projects. As additional information was made available, as to the methods of providing accessible technological features, the County updated their procedures to accommodate these methods.

Policy

Washington County's goal is to continue to provide accessible communications with the public.

The County will consider and respond to all accessibility improvement requests. All accessibility improvements that have been deemed reasonable will be scheduled consistent with County priorities.

Requests for accessibility improvements can be submitted to the Title II ADA Coordinator. Contact information for Title II ADA Coordinator is located in Appendix E.

Improvement Schedule

Priority Areas

Prioritizing and scheduling of website improvements will be established by the Transition Plan Implementation Committee based on numerous factors, including, but not limited to, severity of non-compliance, a barrier to access a program, feasibility of remedies, a safety concern, or an area that receives high public use.

Schedule

Washington County has set the following schedule goals for improving the accessibility of its website:

- After 2 years, 95% of accessibility features within the priority areas identified by County staff would be ADA compliant.
- After 5 years, 95% of accessibility features would be ADA compliant.

Implementation Schedule

Methodology

Washington County will utilize two methods for upgrading the website to the current ADA standards. The first and most comprehensive of the two methods are the scheduled content replacement. As information is placed on the website, County staff will ensure that it meets accessibility criteria. The second method is the stand alone ADA accessibility improvement project. These projects will be incorporated into the Capital Improvement Program (CIP) on a case by case basis as determined by Washington County staff. The County CIP, which includes a detailed schedule and budget for specific improvements, is included in Appendix B.

ADA Coordinator

In accordance with 28 CFR 35.107(a), the Washington County has identified an ADA Title II Coordinator to oversee the County policies and procedures. Contact information for this individual is located in Appendix E.

Public Outreach

Washington County recognizes that public participation is an important component in the development of this document. Input from the community has been gathered and used to help define priority areas for improvements within the jurisdiction of Washington County.

Public outreach for the creation of this document consisted of the following activities:

Four open houses were held to introduce the Transition Plan to the public and begin a conversation about the county's work thus far, and to outline how the county will continue to provide accessibility throughout the county. Information gathered at the open houses will help identify priority areas of improvement within the county, including buildings, parks, roadways, and other county facilities. The open houses were held:

- 1:00 to 3:00 p.m. Tuesday, April 7, at the Oakdale City Hall, 1584 Hadley Ave. N. in Oakdale ;
- 4:30 to 6:30 p.m. Tuesday, April 7, at the Government Center 14949 N. 62nd St. in Stillwater;
- 4:30 to 6:30 p.m. Wednesday, April 8, at the Headwaters Service Center, 19955 Forest Lake Road N. in Forest Lake; and
- 4:30 to 6:30 p.m. Thursday, April 9, at the Cottage Grove Service Center, 13000 Ravine Parkway S. in Cottage Grove.

Additional information about the open houses is located in Appendix C.

This document was also available for public comment. A summary of comments received and detailed information regarding the public outreach activities are located in Appendix C.

Grievance Procedure

Under the Americans with Disabilities Act, each agency is required to publish its responsibilities in regards to the ADA. A draft of this public notice is provided in Appendix D. If users of Washington County facilities and services believe the County has not provided reasonable accommodation, they have the right to file a grievance.

In accordance with 28 CFR 35.107(b), the County has developed a grievance procedure for the purpose of the prompt and equitable resolution of citizens' complaints, concerns, comments, and other grievances. This grievance procedure is outlined in Appendix D.

Monitor the Progress

This document represents the first phase of transition planning within the County and focuses on public infrastructure and the County website. Additional transition planning for specific government programs and services will be incorporated as future phases of work. Washington County will continue to update this transition plan and appendices as conditions within the County evolve. With each main body update, public outreach on this document will be continued.

Appendices

A. Self-Evaluation Results

- a. Facilities
- b. Public Rights of Way
- c. Parks
- d. County Website

B. Schedule / Budget Information

C. Public Outreach

- a. Open House Communication Efforts
- b. Open House Content
- c. Transition Plan Public Comments (Upcoming)

D. Grievance Procedure

- a. Public Notice
- b. ADA Comment Form
- c. Comment Period Notification
- d. Comment Period Website
- e. Public Comments

E. Contact Information

F. Agency ADA Design Standards and Procedures

- a. Facilities
- b. Public Rights of Way
- c. Parks
- d. County Website
- e. Policy #5024 - ADA Title II (Program Accessibility) Compliance Policy
- f. Policy #5026 ADA Title II Service Animal Policy
- g. Policy #P012 - Motorized Vehicles on Trails Policy

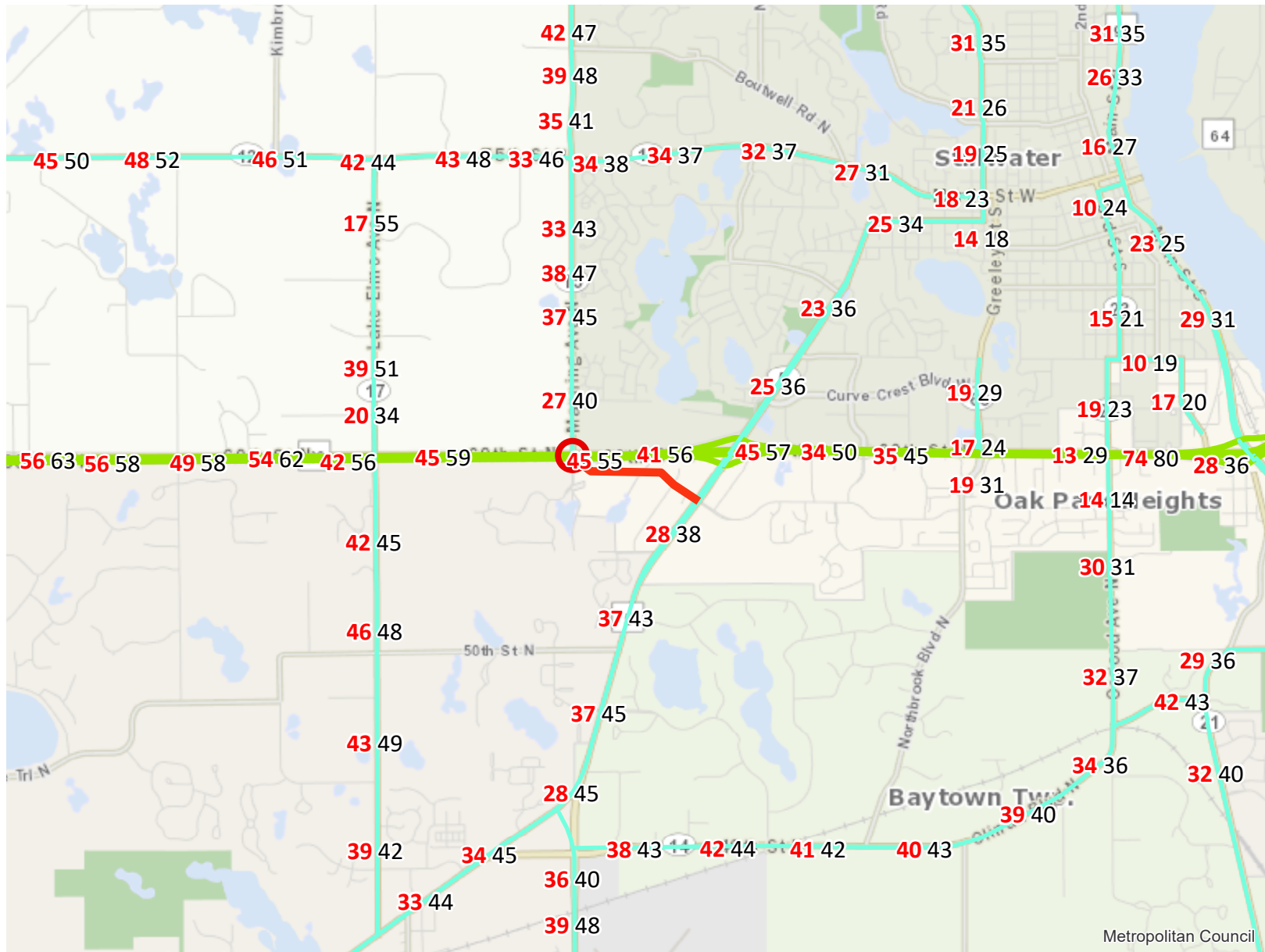
- h. Policy #PO21 – Free Annual Vehicle Permit for any Veteran who has a Total and Permanent Service-connected Disability**
- i. Policy # PO22 – Free Daily Vehicle Permit for any Veteran with any Service-connected Disability**
- j. Proposed Right of Way Accessibility Guidelines (PROWAG) as adopted by the MnDOT**
- k. ADA Transition Plan Inventory Manual**
- l. ADA Checklist for Readily Achievable Barrier Removal**

G. Glossary of Terms

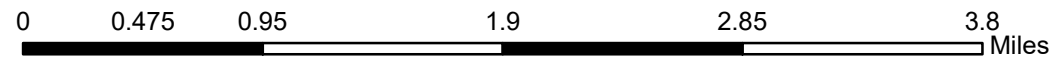
H. Washington County Previous ADA Planning Efforts

Level of Congestion

Roadway Expansion Project: Manning S Segment | Map ID: 1583249745791



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



Created: 3/3/2020
LandscapeRSA1

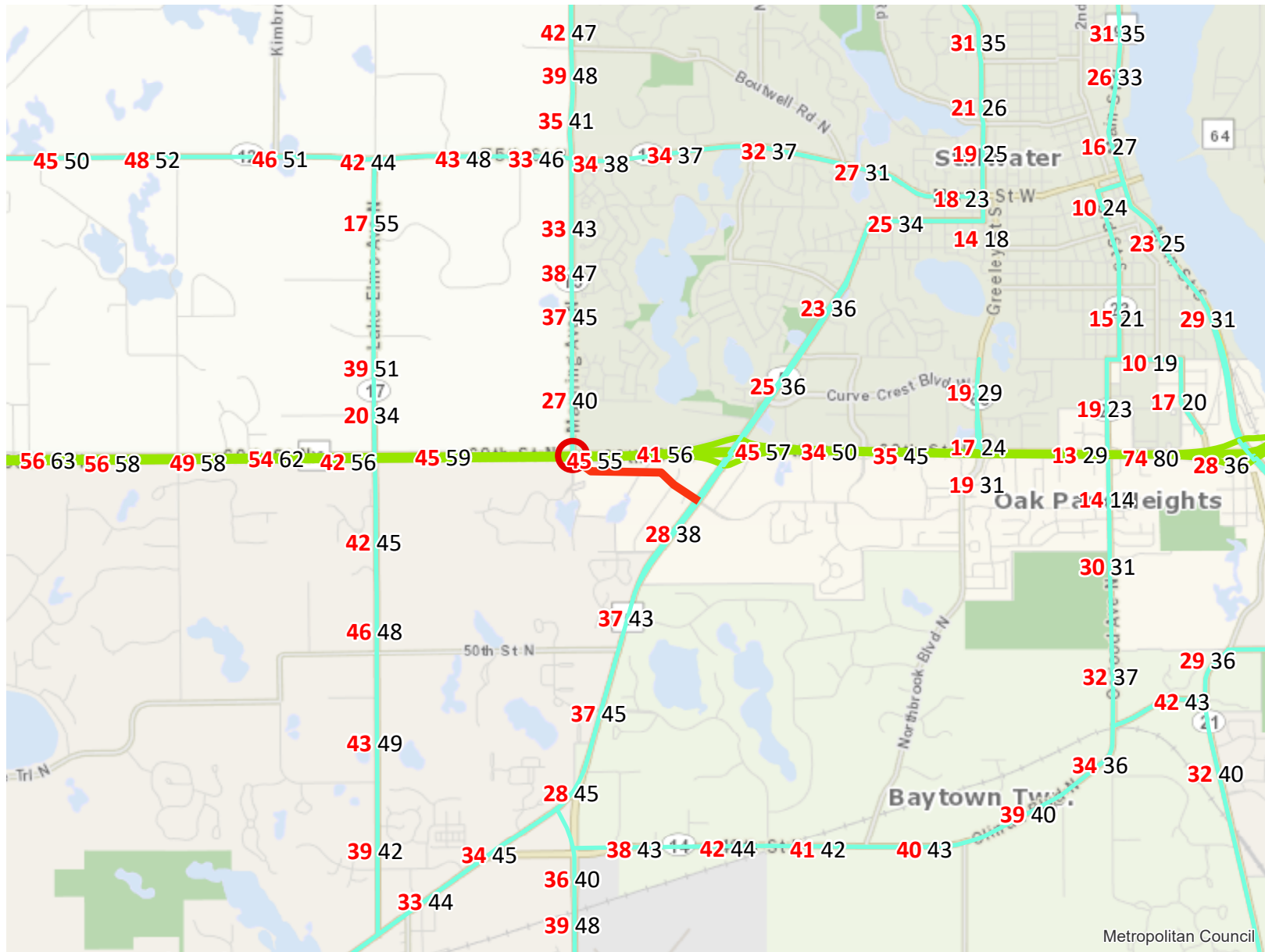


For complete disclaimer of accuracy, please visit
<https://giswebsite.metc.state.mn.us/gissite/notice.aspx>

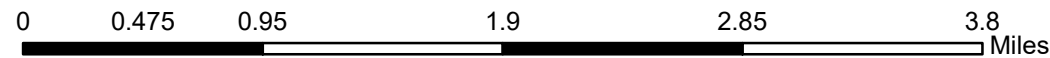


Level of Congestion

Roadway Expansion Project: Manning S Segment | Map ID: 1583249745791



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



Created: 3/3/2020
LandscapeRSA1



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



Regional Economy

Roadway Expansion Project: Manning S Segment | Map ID: 1583249745791

Results

WITHIN ONE MI of project:
Postsecondary Students: 0

Totals by City:

Baytown Twp.

Population: 630

Employment: 10

Mfg and Dist Employment: 5

Grant

Population: 89

Employment: 125

Mfg and Dist Employment: 68

Lake Elmo

Population: 1265

Employment: 1171

Mfg and Dist Employment: 26

Oak Park Heights

Population: 1252

Employment: 1679

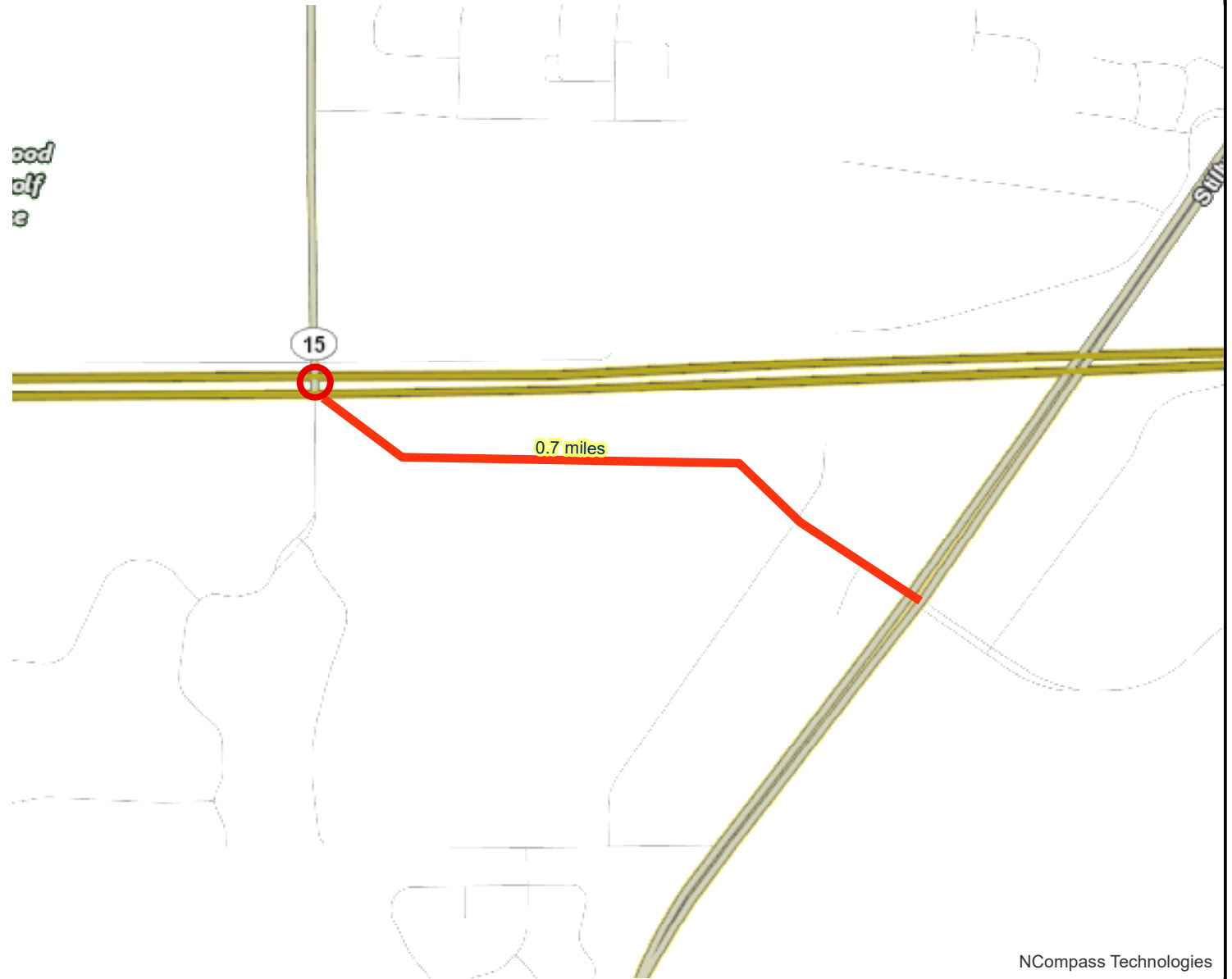
Mfg and Dist Employment: 37

Stillwater

Population: 3634

Employment: 3476

Mfg and Dist Employment: 604



Project Points



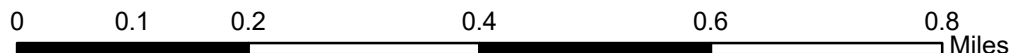
Manufacturing/Distribution Centers



Project



Job Concentration Centers



Created: 3/3/2020
LandscapeRSA5



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



Transit Connections

Roadway Expansion Project: Manning S Segment | Map ID: 1583249745791

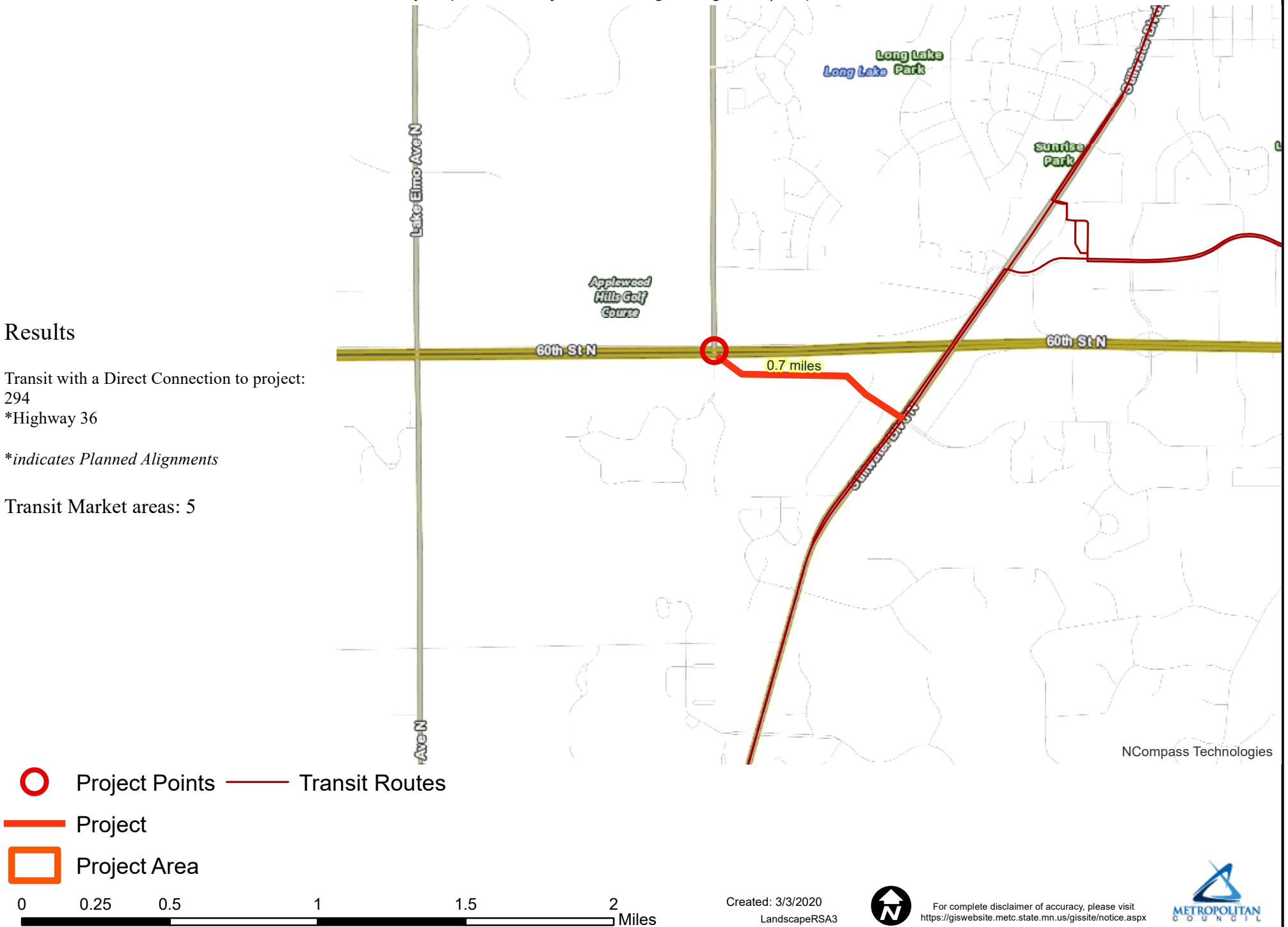
Results

Transit with a Direct Connection to project:
294

*Highway 36

**indicates Planned Alignments*

Transit Market areas: 5



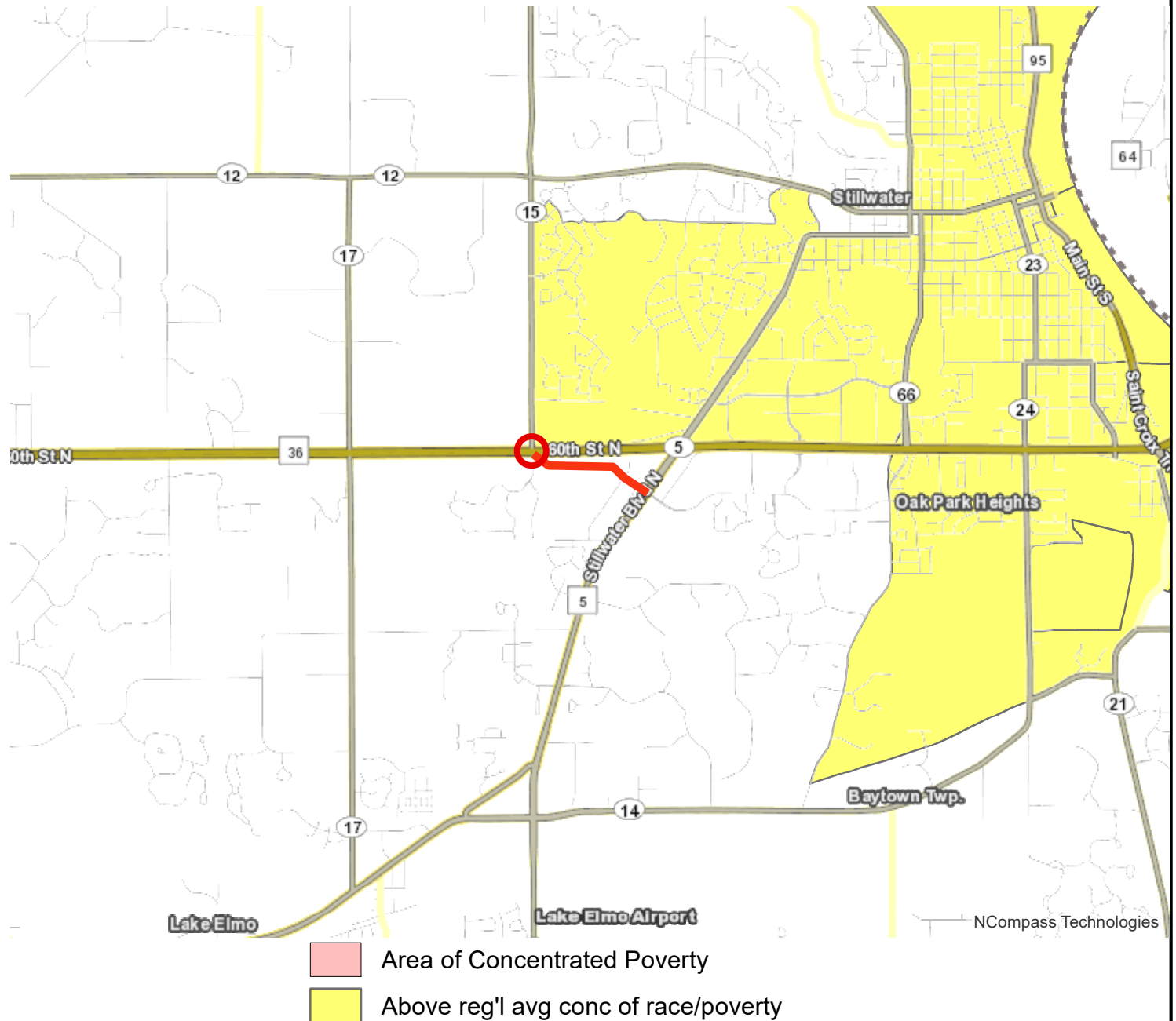
Socio-Economic Conditions

Roadway Expansion Project: Manning S Segment | Map ID: 1583249745791

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)

Tracts within half-mile:
70403 70405 70601
70701



Manning Frontage Rd
Existing PM

03/30/2020
50: Stillwater Boulevard & Hwy 36 EB Ramp

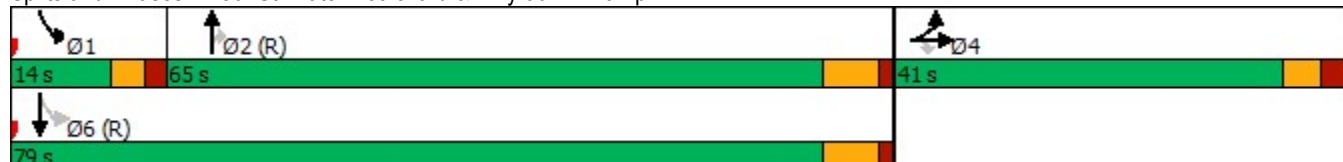
							
Lane Group	EBL	EBT	EBR	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Volume (vph)	340	3	343	1074	320	95	683
Future Volume (vph)	340	3	343	1074	320	95	683
Turn Type	Split	NA	Perm	NA	Perm	pm+pt	NA
Protected Phases	4	4		2		1	6
Permitted Phases			4		2	6	
Detector Phase	4	4	4	2	2	1	6
Switch Phase							
Minimum Initial (s)	8.0	8.0	8.0	20.0	20.0	5.0	20.0
Minimum Split (s)	14.5	14.5	14.5	26.5	26.5	10.0	26.5
Total Split (s)	41.0	41.0	41.0	65.0	65.0	14.0	79.0
Total Split (%)	34.2%	34.2%	34.2%	54.2%	54.2%	11.7%	65.8%
Yellow Time (s)	3.5	3.5	3.5	5.0	5.0	3.0	5.0
All-Red Time (s)	3.0	3.0	3.0	1.5	1.5	2.0	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.5	5.0	6.5
Lead/Lag				Lag	Lag	Lead	
Lead-Lag Optimize?							
Recall Mode	None	None	None	C-Max	C-Max	None	C-Max
Act Effect Green (s)	20.0	20.0	20.0	75.3	75.3	88.5	87.0
Actuated g/C Ratio	0.17	0.17	0.17	0.63	0.63	0.74	0.72
v/c Ratio	0.66	0.67	0.84	0.53	0.31	0.32	0.29
Control Delay	56.8	57.3	35.4	11.5	2.4	13.2	4.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	56.8	57.3	35.4	11.5	2.4	13.2	4.9
LOS	E	E	D	B	A	B	A
Approach Delay		46.2		9.4			5.9
Approach LOS		D		A			A

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 84 (70%), Referenced to phase 2:NBT and 6:SBTL, Start of 1st Green
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.84
 Intersection Signal Delay: 17.3
 Intersection Capacity Utilization 59.4%
 Analysis Period (min) 15
















Intersection LOS: B
 ICU Level of Service B

Splits and Phases: 50: Stillwater Boulevard & Hwy 36 EB Ramp



Manning Frontage Rd
Existing PM

03/30/2020
60: Stillwater Boulevard & Hwy 36 WB Ramp

								
Lane Group	WBL	WBT	WBR	NBU	NBL	NBT	SBT	SBR
Lane Configurations								
Traffic Volume (vph)	129	1	66	2	306	1106	647	292
Future Volume (vph)	129	1	66	2	306	1106	647	292
Turn Type	Split	NA	Perm	Perm	pm+pt	NA	NA	Perm
Protected Phases	8	8			5	2	6	
Permitted Phases			8	2	2			6
Detector Phase	8	8	8	2	5	2	6	6
Switch Phase								
Minimum Initial (s)	8.0	8.0	8.0	20.0	5.0	20.0	20.0	20.0
Minimum Split (s)	14.0	14.0	14.0	26.5	10.0	26.5	26.5	26.5
Total Split (s)	22.0	22.0	22.0	98.0	40.0	98.0	58.0	58.0
Total Split (%)	18.3%	18.3%	18.3%	81.7%	33.3%	81.7%	48.3%	48.3%
Yellow Time (s)	3.5	3.5	3.5	5.0	3.0	5.0	5.0	5.0
All-Red Time (s)	2.5	2.5	2.5	1.5	2.0	1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0		5.0	6.5	6.5	6.5
Lead/Lag					Lag		Lead	Lead
Lead-Lag Optimize?								
Recall Mode	None	None	None	C-Max	None	C-Max	C-Max	C-Max
Act Effect Green (s)	10.0	10.0	10.0		99.0	97.5	57.5	57.5
Actuated g/C Ratio	0.08	0.08	0.08		0.82	0.81	0.48	0.48
v/c Ratio	0.50	0.51	0.33		0.40	0.42	0.41	0.34
Control Delay	64.4	64.7	10.4		9.6	4.6	21.6	3.2
Queue Delay	0.0	0.0	0.0		0.0	0.0	0.0	0.0
Total Delay	64.4	64.7	10.4		9.6	4.6	21.6	3.2
LOS	E	E	B		A	A	C	A
Approach Delay		46.2				5.7	15.9	
Approach LOS		D				A	B	

Intersection Summary

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 2 (2%), Referenced to phase 2:NBTL and 6:SBT, Start of 1st Green

Natural Cycle: 55

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.51

Intersection Signal Delay: 12.6

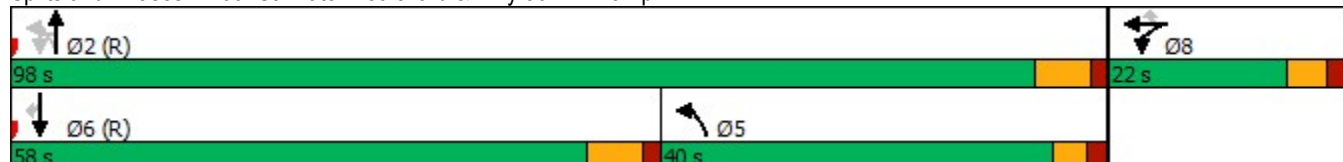
Intersection LOS: B

Intersection Capacity Utilization 59.4%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 60: Stillwater Boulevard & Hwy 36 WB Ramp



50: Stillwater Boulevard & Hwy 36 EB Ramp















Direction	All
Future Volume (vph)	2858
Total Delay / Veh (s/v)	17
CO Emissions (kg)	3.04
NOx Emissions (kg)	0.59
VOC Emissions (kg)	0.70

60: Stillwater Boulevard & Hwy 36 WB Ramp

Direction	All
Future Volume (vph)	2548
Total Delay / Veh (s/v)	13
CO Emissions (kg)	2.30
NOx Emissions (kg)	0.45
VOC Emissions (kg)	0.53

Manning Frontage Rd
Build PM

03/30/2020
50: Stillwater Boulevard & Hwy 36 EB Ramp

							
Lane Group	EBL	EBT	EBR	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Volume (vph)	340	3	143	849	320	95	683
Future Volume (vph)	340	3	143	849	320	95	683
Turn Type	Split	NA	Perm	NA	Perm	pm+pt	NA
Protected Phases	4	4		2		1	6
Permitted Phases			4		2	6	
Detector Phase	4	4	4	2	2	1	6
Switch Phase							
Minimum Initial (s)	8.0	8.0	8.0	20.0	20.0	5.0	20.0
Minimum Split (s)	14.5	14.5	14.5	26.5	26.5	10.0	26.5
Total Split (s)	38.0	38.0	38.0	64.0	64.0	18.0	82.0
Total Split (%)	31.7%	31.7%	31.7%	53.3%	53.3%	15.0%	68.3%
Yellow Time (s)	3.5	3.5	3.5	5.0	5.0	3.0	5.0
All-Red Time (s)	3.0	3.0	3.0	1.5	1.5	2.0	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.5	5.0	6.5
Lead/Lag				Lag	Lag	Lead	
Lead-Lag Optimize?							
Recall Mode	None	None	None	C-Max	C-Max	None	C-Max
Act Effect Green (s)	18.0	18.0	18.0	77.6	77.6	90.5	89.0
Actuated g/C Ratio	0.15	0.15	0.15	0.65	0.65	0.75	0.74
v/c Ratio	0.74	0.75	0.42	0.40	0.30	0.24	0.28
Control Delay	65.3	66.1	9.9	6.1	0.4	5.4	4.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	65.3	66.1	9.9	6.1	0.4	5.4	4.7
LOS	E	E	A	A	A	A	A
Approach Delay		49.3		4.5			4.8
Approach LOS		D		A			A

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 84 (70%), Referenced to phase 2:NBT and 6:SBTL, Start of 1st Green
 Natural Cycle: 55
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.75
 Intersection Signal Delay: 13.6
 Intersection Capacity Utilization 53.2%
 Analysis Period (min) 15








Intersection LOS: B
 ICU Level of Service A

Splits and Phases: 50: Stillwater Boulevard & Hwy 36 EB Ramp



Manning Frontage Rd
Build PM

03/30/2020
60: Stillwater Boulevard & Hwy 36 WB Ramp

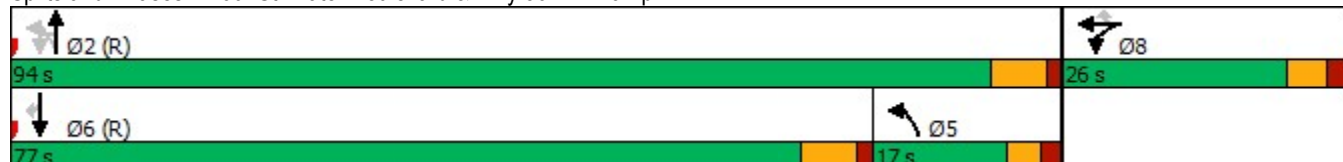
	WBL	WBT	WBR	NBU	NBL	NBT	SBT	SBR
Lane Group								
Lane Configurations								
Traffic Volume (vph)	129	1	66	2	81	1106	647	292
Future Volume (vph)	129	1	66	2	81	1106	647	292
Turn Type	Split	NA	Perm	Perm	pm+pt	NA	NA	Perm
Protected Phases	8	8			5	2	6	
Permitted Phases			8	2	2			6
Detector Phase	8	8	8	2	5	2	6	6
Switch Phase								
Minimum Initial (s)	8.0	8.0	8.0	20.0	5.0	20.0	20.0	20.0
Minimum Split (s)	14.0	14.0	14.0	26.5	10.0	26.5	26.5	26.5
Total Split (s)	26.0	26.0	26.0	94.0	17.0	94.0	77.0	77.0
Total Split (%)	21.7%	21.7%	21.7%	78.3%	14.2%	78.3%	64.2%	64.2%
Yellow Time (s)	3.5	3.5	3.5	5.0	3.0	5.0	5.0	5.0
All-Red Time (s)	2.5	2.5	2.5	1.5	2.0	1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0		5.0	6.5	6.5	6.5
Lead/Lag					Lag		Lead	Lead
Lead-Lag Optimize?								
Recall Mode	None	None	None	C-Max	None	C-Max	C-Max	C-Max
Act Effect Green (s)	10.0	10.0	10.0		99.0	97.5	80.5	80.5
Actuated g/C Ratio	0.08	0.08	0.08		0.82	0.81	0.67	0.67
v/c Ratio	0.50	0.51	0.33		0.13	0.42	0.30	0.27
Control Delay	64.4	64.7	10.4		3.1	4.3	8.7	1.5
Queue Delay	0.0	0.0	0.0		0.0	0.0	0.0	0.0
Total Delay	64.4	64.7	10.4		3.1	4.3	8.7	1.5
LOS	E	E	B		A	A	A	A
Approach Delay		46.2				4.2	6.5	
Approach LOS		D				A	A	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 2 (2%), Referenced to phase 2:NBTL and 6:SBT, Start of 1st Green
 Natural Cycle: 55
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.51
 Intersection Signal Delay: 8.7
 Intersection Capacity Utilization 53.2%
 Analysis Period (min) 15

Intersection LOS: A
 ICU Level of Service A

Splits and Phases: 60: Stillwater Boulevard & Hwy 36 WB Ramp



50: Stillwater Boulevard & Hwy 36 EB Ramp

Direction	All
Future Volume (vph)	2433
Total Delay / Veh (s/v)	14
CO Emissions (kg)	2.31
NOx Emissions (kg)	0.45
VOC Emissions (kg)	0.53

60: Stillwater Boulevard & Hwy 36 WB Ramp

Direction	All
Future Volume (vph)	2323
Total Delay / Veh (s/v)	9
CO Emissions (kg)	1.80
NOx Emissions (kg)	0.35
VOC Emissions (kg)	0.42

36/Manning South Frontage Rd

Delay

South Ramp		
Existing Volume	2858	vehicles
Existing Delay	17	sec/veh
Existing Total Delay	48586	seconds
Future Volume	2433	vehicles
Future Delay	14	sec/veh
Future Total Delay	34062	seconds
Total Delay Reduction	14524	seconds

North Ramp		
Existing Volume	2548	vehicles
Existing Delay	13	sec/veh
Existing Total Delay	33124	seconds
Future Volume	2323	vehicles
Future Delay	9	sec/veh
Future Total Delay	20907	seconds
Total Delay Reduction	12217	seconds

Total Network Delay Reduction	26741	seconds
--------------------------------------	--------------	----------------

Emissions

Existing	S Ramp	N Ramp	Total
CO	3.04	2.3	5.34
NO	0.59	0.45	1.04
VOC	0.7	0.53	1.23
		Network Total	7.61

Build	S Ramp	N Ramp	Total
CO	2.31	1.8	4.11
NO	0.45	0.35	0.8
VOC	0.53	0.42	0.95
		Network Total	5.86















Reduction	1.75	kg
------------------	-------------	-----------

Network Totals

Number of Intersections	2
Total Delay / Veh (s/v)	2
Total Delay (hr)	1
Stops / Veh	0.81
Stops (#)	675
Average Speed (mph)	28
Total Travel Time (hr)	8
Distance Traveled (mi)	234
Fuel Consumed (gal)	14
Fuel Economy (mpg)	17.0
CO Emissions (kg)	0.96
NOx Emissions (kg)	0.19
VOC Emissions (kg)	0.22
Performance Index	2.4

Manning Frontage Rd
Existing PM

03/30/2020
50: Stillwater Boulevard & Hwy 36 EB Ramp

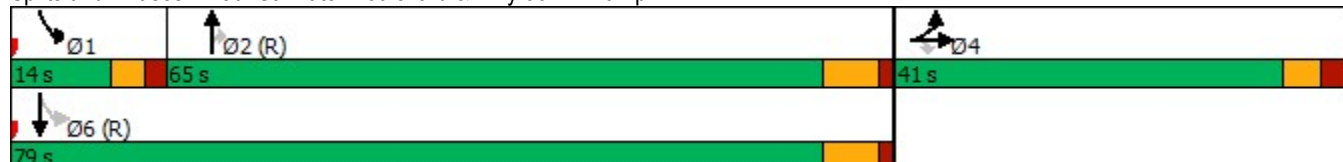
							
Lane Group	EBL	EBT	EBR	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Volume (vph)	340	3	343	1074	320	95	683
Future Volume (vph)	340	3	343	1074	320	95	683
Turn Type	Split	NA	Perm	NA	Perm	pm+pt	NA
Protected Phases	4	4		2		1	6
Permitted Phases			4		2	6	
Detector Phase	4	4	4	2	2	1	6
Switch Phase							
Minimum Initial (s)	8.0	8.0	8.0	20.0	20.0	5.0	20.0
Minimum Split (s)	14.5	14.5	14.5	26.5	26.5	10.0	26.5
Total Split (s)	41.0	41.0	41.0	65.0	65.0	14.0	79.0
Total Split (%)	34.2%	34.2%	34.2%	54.2%	54.2%	11.7%	65.8%
Yellow Time (s)	3.5	3.5	3.5	5.0	5.0	3.0	5.0
All-Red Time (s)	3.0	3.0	3.0	1.5	1.5	2.0	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.5	5.0	6.5
Lead/Lag				Lag	Lag	Lead	
Lead-Lag Optimize?							
Recall Mode	None	None	None	C-Max	C-Max	None	C-Max
Act Effct Green (s)	20.0	20.0	20.0	75.3	75.3	88.5	87.0
Actuated g/C Ratio	0.17	0.17	0.17	0.63	0.63	0.74	0.72
v/c Ratio	0.66	0.67	0.84	0.53	0.31	0.32	0.29
Control Delay	56.8	57.3	35.4	11.5	2.4	13.2	4.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	56.8	57.3	35.4	11.5	2.4	13.2	4.9
LOS	E	E	D	B	A	B	A
Approach Delay		46.2		9.4			5.9
Approach LOS		D		A			A

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 84 (70%), Referenced to phase 2:NBT and 6:SBTL, Start of 1st Green
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.84
 Intersection Signal Delay: 17.3
 Intersection Capacity Utilization 59.4%
 Analysis Period (min) 15
















Intersection LOS: B
 ICU Level of Service B

Splits and Phases: 50: Stillwater Boulevard & Hwy 36 EB Ramp



Manning Frontage Rd
Existing PM

03/30/2020
60: Stillwater Boulevard & Hwy 36 WB Ramp

								
Lane Group	WBL	WBT	WBR	NBU	NBL	NBT	SBT	SBR
Lane Configurations								
Traffic Volume (vph)	129	1	66	2	306	1106	647	292
Future Volume (vph)	129	1	66	2	306	1106	647	292
Turn Type	Split	NA	Perm	Perm	pm+pt	NA	NA	Perm
Protected Phases	8	8			5	2	6	
Permitted Phases			8	2	2			6
Detector Phase	8	8	8	2	5	2	6	6
Switch Phase								
Minimum Initial (s)	8.0	8.0	8.0	20.0	5.0	20.0	20.0	20.0
Minimum Split (s)	14.0	14.0	14.0	26.5	10.0	26.5	26.5	26.5
Total Split (s)	22.0	22.0	22.0	98.0	40.0	98.0	58.0	58.0
Total Split (%)	18.3%	18.3%	18.3%	81.7%	33.3%	81.7%	48.3%	48.3%
Yellow Time (s)	3.5	3.5	3.5	5.0	3.0	5.0	5.0	5.0
All-Red Time (s)	2.5	2.5	2.5	1.5	2.0	1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0		5.0	6.5	6.5	6.5
Lead/Lag					Lag		Lead	Lead
Lead-Lag Optimize?								
Recall Mode	None	None	None	C-Max	None	C-Max	C-Max	C-Max
Act Effect Green (s)	10.0	10.0	10.0		99.0	97.5	57.5	57.5
Actuated g/C Ratio	0.08	0.08	0.08		0.82	0.81	0.48	0.48
v/c Ratio	0.50	0.51	0.33		0.40	0.42	0.41	0.34
Control Delay	64.4	64.7	10.4		9.6	4.6	21.6	3.2
Queue Delay	0.0	0.0	0.0		0.0	0.0	0.0	0.0
Total Delay	64.4	64.7	10.4		9.6	4.6	21.6	3.2
LOS	E	E	B		A	A	C	A
Approach Delay		46.2				5.7	15.9	
Approach LOS		D				A	B	

Intersection Summary

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 2 (2%), Referenced to phase 2:NBTL and 6:SBT, Start of 1st Green

Natural Cycle: 55

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.51

Intersection Signal Delay: 12.6

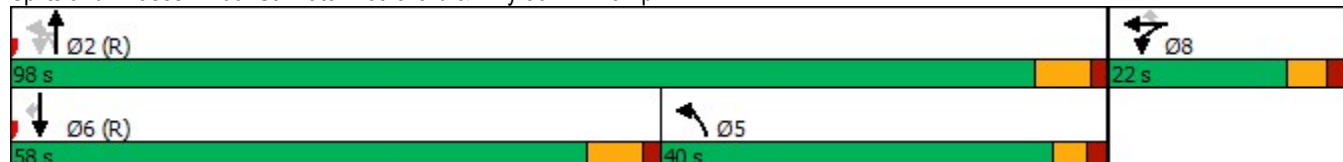
Intersection LOS: B

Intersection Capacity Utilization 59.4%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 60: Stillwater Boulevard & Hwy 36 WB Ramp



50: Stillwater Boulevard & Hwy 36 EB Ramp















Direction	All
Future Volume (vph)	2858
Total Delay / Veh (s/v)	17
CO Emissions (kg)	3.04
NOx Emissions (kg)	0.59
VOC Emissions (kg)	0.70

60: Stillwater Boulevard & Hwy 36 WB Ramp

Direction	All
Future Volume (vph)	2548
Total Delay / Veh (s/v)	13
CO Emissions (kg)	2.30
NOx Emissions (kg)	0.45
VOC Emissions (kg)	0.53

Manning Frontage Rd
Build PM

03/30/2020
50: Stillwater Boulevard & Hwy 36 EB Ramp

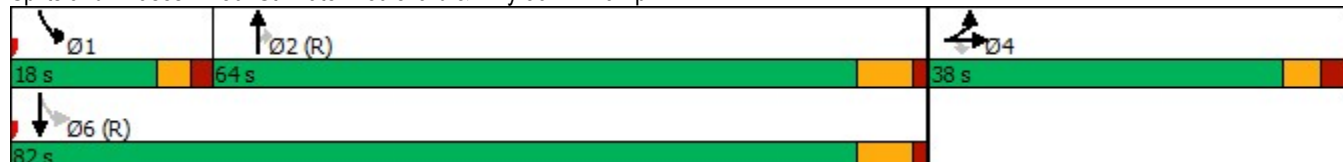
							
Lane Group	EBL	EBT	EBR	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Volume (vph)	340	3	143	849	320	95	683
Future Volume (vph)	340	3	143	849	320	95	683
Turn Type	Split	NA	Perm	NA	Perm	pm+pt	NA
Protected Phases	4	4		2		1	6
Permitted Phases			4		2	6	
Detector Phase	4	4	4	2	2	1	6
Switch Phase							
Minimum Initial (s)	8.0	8.0	8.0	20.0	20.0	5.0	20.0
Minimum Split (s)	14.5	14.5	14.5	26.5	26.5	10.0	26.5
Total Split (s)	38.0	38.0	38.0	64.0	64.0	18.0	82.0
Total Split (%)	31.7%	31.7%	31.7%	53.3%	53.3%	15.0%	68.3%
Yellow Time (s)	3.5	3.5	3.5	5.0	5.0	3.0	5.0
All-Red Time (s)	3.0	3.0	3.0	1.5	1.5	2.0	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.5	5.0	6.5
Lead/Lag				Lag	Lag	Lead	
Lead-Lag Optimize?							
Recall Mode	None	None	None	C-Max	C-Max	None	C-Max
Act Effect Green (s)	18.0	18.0	18.0	77.6	77.6	90.5	89.0
Actuated g/C Ratio	0.15	0.15	0.15	0.65	0.65	0.75	0.74
v/c Ratio	0.74	0.75	0.42	0.40	0.30	0.24	0.28
Control Delay	65.3	66.1	9.9	6.1	0.4	5.4	4.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	65.3	66.1	9.9	6.1	0.4	5.4	4.7
LOS	E	E	A	A	A	A	A
Approach Delay		49.3		4.5			4.8
Approach LOS		D		A			A

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 84 (70%), Referenced to phase 2:NBT and 6:SBTL, Start of 1st Green
 Natural Cycle: 55
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.75
 Intersection Signal Delay: 13.6
 Intersection Capacity Utilization 53.2%
 Analysis Period (min) 15








Intersection LOS: B
 ICU Level of Service A

Splits and Phases: 50: Stillwater Boulevard & Hwy 36 EB Ramp



Manning Frontage Rd
Build PM

03/30/2020
60: Stillwater Boulevard & Hwy 36 WB Ramp

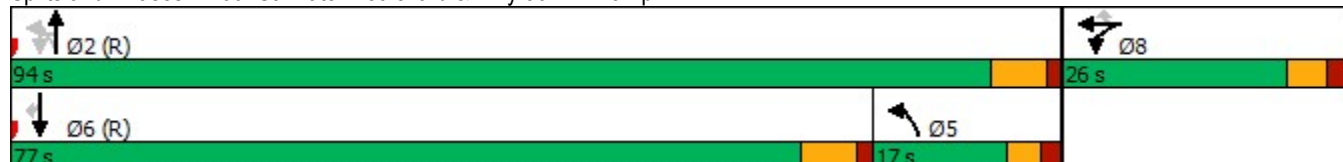
	WBL	WBT	WBR	NBU	NBL	NBT	SBT	SBR
Lane Group								
Lane Configurations								
Traffic Volume (vph)	129	1	66	2	81	1106	647	292
Future Volume (vph)	129	1	66	2	81	1106	647	292
Turn Type	Split	NA	Perm	Perm	pm+pt	NA	NA	Perm
Protected Phases	8	8			5	2	6	
Permitted Phases			8	2	2			6
Detector Phase	8	8	8	2	5	2	6	6
Switch Phase								
Minimum Initial (s)	8.0	8.0	8.0	20.0	5.0	20.0	20.0	20.0
Minimum Split (s)	14.0	14.0	14.0	26.5	10.0	26.5	26.5	26.5
Total Split (s)	26.0	26.0	26.0	94.0	17.0	94.0	77.0	77.0
Total Split (%)	21.7%	21.7%	21.7%	78.3%	14.2%	78.3%	64.2%	64.2%
Yellow Time (s)	3.5	3.5	3.5	5.0	3.0	5.0	5.0	5.0
All-Red Time (s)	2.5	2.5	2.5	1.5	2.0	1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0		5.0	6.5	6.5	6.5
Lead/Lag					Lag		Lead	Lead
Lead-Lag Optimize?								
Recall Mode	None	None	None	C-Max	None	C-Max	C-Max	C-Max
Act Effect Green (s)	10.0	10.0	10.0		99.0	97.5	80.5	80.5
Actuated g/C Ratio	0.08	0.08	0.08		0.82	0.81	0.67	0.67
v/c Ratio	0.50	0.51	0.33		0.13	0.42	0.30	0.27
Control Delay	64.4	64.7	10.4		3.1	4.3	8.7	1.5
Queue Delay	0.0	0.0	0.0		0.0	0.0	0.0	0.0
Total Delay	64.4	64.7	10.4		3.1	4.3	8.7	1.5
LOS	E	E	B		A	A	A	A
Approach Delay		46.2				4.2	6.5	
Approach LOS		D				A	A	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 2 (2%), Referenced to phase 2:NBTL and 6:SBT, Start of 1st Green
 Natural Cycle: 55
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.51
 Intersection Signal Delay: 8.7
 Intersection Capacity Utilization 53.2%
 Analysis Period (min) 15

Intersection LOS: A
 ICU Level of Service A

Splits and Phases: 60: Stillwater Boulevard & Hwy 36 WB Ramp



50: Stillwater Boulevard & Hwy 36 EB Ramp

Direction	All
Future Volume (vph)	2433
Total Delay / Veh (s/v)	14
CO Emissions (kg)	2.31
NOx Emissions (kg)	0.45
VOC Emissions (kg)	0.53

60: Stillwater Boulevard & Hwy 36 WB Ramp

Direction	All
Future Volume (vph)	2323
Total Delay / Veh (s/v)	9
CO Emissions (kg)	1.80
NOx Emissions (kg)	0.35
VOC Emissions (kg)	0.42

36/Manning South Frontage Rd

Delay

South Ramp		
Existing Volume	2858	vehicles
Existing Delay	17	sec/veh
Existing Total Delay	48586	seconds
Future Volume	2433	vehicles
Future Delay	14	sec/veh
Future Total Delay	34062	seconds
Total Delay Reduction	14524	seconds

North Ramp		
Existing Volume	2548	vehicles
Existing Delay	13	sec/veh
Existing Total Delay	33124	seconds
Future Volume	2323	vehicles
Future Delay	9	sec/veh
Future Total Delay	20907	seconds
Total Delay Reduction	12217	seconds

Total Network Delay Reduction	26741	seconds
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Emissions

Existing	S Ramp	N Ramp	Total
CO	3.04	2.3	5.34
NO	0.59	0.45	1.04
VOC	0.7	0.53	1.23
		Network Total	7.61

Build	S Ramp	N Ramp	Total
CO	2.31	1.8	4.11
NO	0.45	0.35	0.8
VOC	0.53	0.42	0.95
		Network Total	5.86

Reduction	1.75	kg
------------------	-------------	-----------

Network Totals

Number of Intersections	2
Total Delay / Veh (s/v)	2
Total Delay (hr)	1
Stops / Veh	0.81
Stops (#)	675
Average Speed (mph)	28
Total Travel Time (hr)	8
Distance Traveled (mi)	234
Fuel Consumed (gal)	14
Fuel Economy (mpg)	17.0
CO Emissions (kg)	0.96
NOx Emissions (kg)	0.19
VOC Emissions (kg)	0.22
Performance Index	2.4

Traffic Safety Benefit-Cost Calculation

Highway Safety Improvement Program (HSIP) Reactive Project

**A. Roadway Description**

Route	TH 36	District		County	Washington
Begin RP		End RP		Miles	
Location	TH 36 and Stillwater Blvd Interchange - North Ramp				

B. Project Description

Proposed Work	Addition of South Frontage Road at Manning Ave to Stillwater Blvd				
Project Cost*	\$7,826,553	Installation Year	2022		
Project Service Life	20 years	Traffic Growth Factor	2.0%		

* exclude Right of Way from Project Cost

C. Crash Modification Factor

0.88	Fatal (K) Crashes	Reference	Crash Analysis
0.88	Serious Injury (A) Crashes		
0.88	Moderate Injury (B) Crashes	Crash Type	All
0.88	Possible Injury (C) Crashes		
0.88	Property Damage Only Crashes		www.CMFclearinghouse.org

D. Crash Modification Factor (optional second CMF)

	Fatal (K) Crashes	Reference	
	Serious Injury (A) Crashes		
	Moderate Injury (B) Crashes	Crash Type	
	Possible Injury (C) Crashes		
	Property Damage Only Crashes		www.CMFclearinghouse.org

E. Crash Data

Begin Date	1/1/2016	End Date	12/31/2018	3 years
Data Source	MnDOT			
Crash Severity	All	< optional 2nd CMF >		
K crashes	0			
A crashes	0			
B crashes	1			
C crashes	2			
PDO crashes	5			

F. Benefit-Cost Calculation

\$422,884	Benefit (present value)	B/C Ratio = 0.06
\$7,826,553	Cost	
Proposed project expected to reduce 1 crashes annually, 0 of which involving fatality or serious injury.		

F. Analysis Assumptions

Crash Severity	Crash Cost
K crashes	\$1,360,000
A crashes	\$680,000
B crashes	\$210,000
C crashes	\$110,000
PDO crashes	\$12,000

Link: mndot.gov/planning/program/appendix_a.html

Real Discount Rate 1.2%
 Traffic Growth Rate 2.0%
 Project Service Life 20 years

G. Annual Benefit

Crash Severity	Crash Reduction	Annual Reduction	Annual Benefit
K crashes	0.00	0.00	\$0
A crashes	0.00	0.00	\$0
B crashes	0.12	0.04	\$8,400
C crashes	0.24	0.08	\$8,800
PDO crashes	0.60	0.20	\$2,400

\$19,600

H. Amortized Benefit

Year	Crash Benefits	Present Value
2022	\$19,600	\$19,600
2023	\$19,992	\$19,755
2024	\$20,392	\$19,911
2025	\$20,800	\$20,069
2026	\$21,216	\$20,227
2027	\$21,640	\$20,387
2028	\$22,073	\$20,548
2029	\$22,514	\$20,711
2030	\$22,965	\$20,874
2031	\$23,424	\$21,039
2032	\$23,892	\$21,206
2033	\$24,370	\$21,373
2034	\$24,858	\$21,542
2035	\$25,355	\$21,713
2036	\$25,862	\$21,884
2037	\$26,379	\$22,057
2038	\$26,907	\$22,232
2039	\$27,445	\$22,407
2040	\$27,994	\$22,584
2041	\$28,553	\$22,763
0	\$0	\$0
0	\$0	\$0
0	\$0	\$0
0	\$0	\$0
0	\$0	\$0
0	\$0	\$0
0	\$0	\$0
0	\$0	\$0
0	\$0	\$0
0	\$0	\$0
0	\$0	\$0
0	\$0	\$0

Total = \$422,884

Traffic Safety Benefit-Cost Calculation

Highway Safety Improvement Program (HSIP) Reactive Project

**A. Roadway Description**

Route	TH 36	District		County	Washington
Begin RP		End RP		Miles	
Location	TH 36 and Stillwater Blvd Interchange - South Ramps				

B. Project Description

Proposed Work	Addition of South Frontage Road at Manning Ave to Stillwater Blvd			
Project Cost*	\$7,826,553	Installation Year	2022	
Project Service Life	20 years	Traffic Growth Factor	2.0%	

* exclude Right of Way from Project Cost

C. Crash Modification Factor

0.85	Fatal (K) Crashes	Reference	Crash Analysis	
0.85	Serious Injury (A) Crashes			
0.85	Moderate Injury (B) Crashes	Crash Type	All	
0.85	Possible Injury (C) Crashes			
0.85	Property Damage Only Crashes		www.CMFclearinghouse.org	

D. Crash Modification Factor (optional second CMF)

	Fatal (K) Crashes	Reference		
	Serious Injury (A) Crashes			
	Moderate Injury (B) Crashes	Crash Type		
	Possible Injury (C) Crashes			
	Property Damage Only Crashes		www.CMFclearinghouse.org	

E. Crash Data

Begin Date	1/1/2016	End Date	12/31/2018	3 years
Data Source	MnDOT			
Crash Severity	All	< optional 2nd CMF >		
K crashes	0			
A crashes	0			
B crashes	0			
C crashes	5			
PDO crashes	8			

F. Benefit-Cost Calculation

\$696,895	Benefit (present value)	B/C Ratio = 0.09
\$7,826,553	Cost	
Proposed project expected to reduce 1 crashes annually, 0 of which involving fatality or serious injury.		

F. Analysis Assumptions

Crash Severity	Crash Cost
K crashes	\$1,360,000
A crashes	\$680,000
B crashes	\$210,000
C crashes	\$110,000
PDO crashes	\$12,000

Link: mndot.gov/planning/program/appendix_a.html

Real Discount Rate 1.2%
 Traffic Growth Rate 2.0%
 Project Service Life 20 years

G. Annual Benefit

Crash Severity	Crash Reduction	Annual Reduction	Annual Benefit
K crashes	0.00	0.00	\$0
A crashes	0.00	0.00	\$0
B crashes	0.00	0.00	\$0
C crashes	0.75	0.25	\$27,500
PDO crashes	1.20	0.40	\$4,800

\$32,300

H. Amortized Benefit

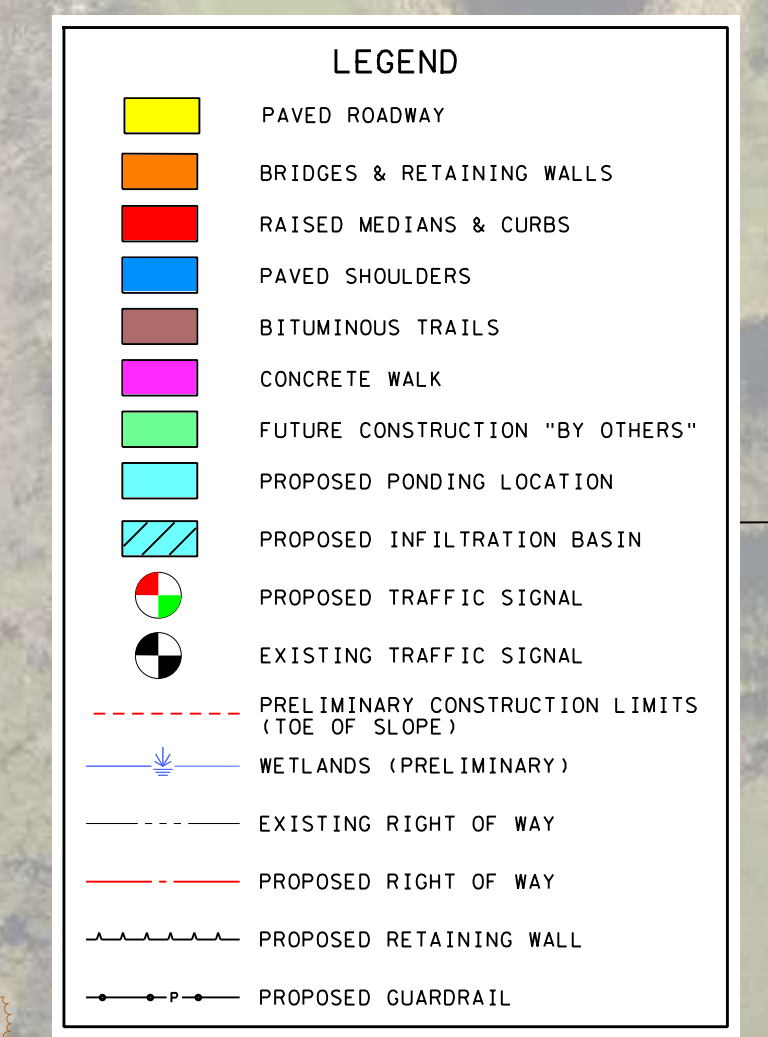
Year	Crash Benefits	Present Value
2022	\$32,300	\$32,300
2023	\$32,946	\$32,555
2024	\$33,605	\$32,813
2025	\$34,277	\$33,072
2026	\$34,963	\$33,334
2027	\$35,662	\$33,597
2028	\$36,375	\$33,863
2029	\$37,103	\$34,130
2030	\$37,845	\$34,400
2031	\$38,601	\$34,672
2032	\$39,374	\$34,946
2033	\$40,161	\$35,222
2034	\$40,964	\$35,501
2035	\$41,783	\$35,781
2036	\$42,619	\$36,064
2037	\$43,472	\$36,349
2038	\$44,341	\$36,637
2039	\$45,228	\$36,926
2040	\$46,132	\$37,218
2041	\$47,055	\$37,513
0	\$0	\$0
0	\$0	\$0
0	\$0	\$0
0	\$0	\$0
0	\$0	\$0
0	\$0	\$0
0	\$0	\$0
0	\$0	\$0
0	\$0	\$0
0	\$0	\$0
0	\$0	\$0
0	\$0	\$0

Total = \$696,895

36 and Manning South Frontage Rd Crash Analysis April 2020

	Intersections	Total Number of Accidents	Years of Data	ADT*	Calculated Crash Rate (Million Entering Vehicles)
Existing	Stillwater Blvd and TH 36 N Ramps	8	3	25050	0.30
Future	Stillwater Blvd and TH 36 N Ramps	7	3	22550	0.29
Existing	Stillwater Blvd and TH 36 S Ramps	13	3	31500	0.38
Future	Stillwater Blvd and TH 36 S Ramps	11	3	27000	0.38

Represents the Minnesota Average Crash Rates for the Metro Area similar roadway segments or intersections.



CSAH 15 New Roadway Construction *Manning Ave South Segment*



Project Location

The Manning Avenue South Segment will connect the new CSAH 15 and TH 36 interchange to Stillwater Boulevard at 58th Street in Stillwater Township, and the cities of Oak Park Heights and Stillwater.



Funding Request

Federal: \$ 6,261,243

Local Match: \$ 1,565,310

Project Total: \$ 7,826,553



Project Goals

- » Enhance safety and local connectivity
- » Remove local trips from TH 36
- » Aid development south of TH 36

Project Summary

The Manning South Segment will construct a new A-Minor Expander roadway to connect the future TH 36 at Manning Avenue interchange with Stillwater Boulevard at 58th street. The project scope includes but is not limited to, drainage and surface water management improvements, access locations for proposed developments, multiuse trail on the north side, and sidewalk on the south side. This project will remove local trips from TH 36 and allow all users to travel safely and efficiently along Manning Avenue.

Summary of Benefits

- » Improves regional accessibility and efficiency by reducing the number of local trips on TH 36
- » Promotes growth and increases business demand, freight operations, and employment opportunities in the surrounding communities
- » Bridges multimodal network gap through the construction of multiuse trails and connections to a RBTN Tier 1 Alignment and Route 294
- » Connects to Stillwater Area High School, commercial areas, the future Lakeview Hospital Campus, and other planned developments in the project area
- » Leverages infrastructure investments that are currently being made by the county in the area



Manning Ave (CSAH 15) South Segment

Strategic Capacity: New Roadway

Existing Conditions



Aerial of project area



Manning Avenue south of TH 36 facing east



58th Street at Memorial Ave, facing west

DATE March 24, 2020

DEPARTMENT

Public Works

MOTION

SECONDED BY

BY COMMISSIONER Weik

COMMISSIONER

Kriesel

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 thereunder, 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 2024 and 2025; 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 2020 Regional Solicitation for the following projects:

WHEREAS, Washington County is proposing to submit applications for the following projects.

1. County State Aid Highway (CSAH) 15 South Segment: Addition of new road segment spanning from the intersection of CSAH 15 and Trunk Highway (TH) 36 to 58th Street North in the cities of Oak Park Heights, Lake Elmo, Stillwater, and Stillwater Township.
2. TH 120: Conversion of roadway from one lane divided to two lane divided and addition of sidewalk and trail on TH 120 between Interstate 694 and TH 244 in the City of Mahtomedi.
3. CSAH 17 at TH 36: Conversion of at-grade intersection to grade-separated interchange in the cities of Lake Elmo and Grant.
4. CSAH 15 Phase 4: Reconstruction of CSAH 15, drainage improvements, and addition of sidewalk and multiuse trail between Interstate 94 and Oakland Middle School in the City of Lake Elmo and West Lakeland Township.
5. CSAH 32 Reconstruction: Intersection control improvements, drainage improvements, addition of pedestrian facility, and potential realignment of CSAH 32 between CSAH 33 and TH 61 in the City of Forest Lake.

6. CSAH 12 Pedestrian Facility: Addition of 10-foot pedestrian facility and boulevard on the south side of CSAH 12 between Ideal Avenue and the Mahtomedi School entrance in the cities of Mahtomedi and Grant.
7. CSAH 16 Multiuse Trail: Segment of multiuse trail on the south side of CSAH 16 between Queens Drive and Tower Drive in the City of Woodbury.
8. METRO Gold Line Multiuse Trail: Addition of multiuse trail on Hudson Boulevard between Greenway Avenue and Hadley Avenue in the cities of Landfall and Oakdale.
9. I-494 Park and Ride Parking Structure: Construction of shared parking structure in Woodbury west of the Woodbury Theatre in the City of Woodbury.

WHEREAS, the projects will be of mutual benefit to the Metropolitan Council, Washington County, Ramsey County and the Cities of Oak Park Heights, Lake Elmo, Stillwater, Stillwater Township, Mahtomedi, White Bear Lake, Grant, West Lakeland Township, Forest Lake, Landfall, Oakdale, 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 2020 Regional Solicitation; and

WHEREAS, Washington County is committed to completing the project, if selected, and funding is provided as part of the 2020 Regional Solicitation;

NOW, THEREFORE, BE IT RESOLVED, that Washington County is requesting funding from the federal government through the Metropolitan Council's 2020 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>	___
JOHNSON	<u>X</u>	___
WEIK	<u>X</u>	___



6770 Stillwater Blvd N, Suite 110
Stillwater, MN 55082

651-705-3302

April 20, 2020

To Whom It May Concern,

I am writing to you as the Developer for the Central Commons Development Project to express my strong support for Washington County's application to the Regional Solicitation program for funding of the CSAH 15 (Manning Avenue) South Segment. The South Segment Project is critical for the success and completion of our proposed development.

I currently own the 35 acres in the southeast quadrant of the intersection of TH 36 and CSAH 15, and I have entered into a purchase agreement with Hy-Vee to develop that land into a mix of market rate apartments, possible medical offices, retail, and a Hy-Vee grocery and convenience store.

We have been working diligently to create a development that will provide a significant, positive economic impact on the community. We envision the development to provide not only jobs, but also provide badly needed multifamily housing for the area.

The project itself would create many temporary construction jobs to develop the land and construct the buildings. Hy-Vee, the convenience store, and the retail buildings will provide ongoing jobs ranging from clerks and salespeople to managers. The proposed medical use will create many jobs in the medical field. In addition, the apartments will create both property management positions and an increased access to housing for the community.

In total, this is estimated to result in approximately 76 million dollars of private investment and add approximately 540 jobs in this location.

Our development plans will create a significant amount of traffic movement into and out of this location. Therefore, we strongly encourage you to support this application to safely and efficiently move traffic easily to and from CSAH 15 and our future development location.

Sincerely,

Central Commons, LLC.


Mark W. Lambert

Its President



FEB 28 2020

PUBLIC WORKS



February 26, 2020

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

RE: Support for Washington County's Regional Solicitation Application for the Manning South Segment at the intersection of County State Aid Highway 15 (CSAH 15) and Trunk Highway 36 in the City of Stillwater.

Dear Mr. Sandberg,

The purpose of this letter is to express the City of Stillwater's support for Washington County's 2020 solicitation of Federal funds through the Metropolitan Council's Regional Solicitation program for the Manning South Segment.

The proposed project includes the addition of new road segment spanning from intersection of Manning Avenue and Trunk Highway 36 (TH 36) to 58th Street North. These improvements will provide an important connection across TH 36 that does not require drivers to get on the highway in order to get across it. These improvements are consistent with both the City's and the County's 2040 comprehensive plans.

The City of Stillwater will continue to support Washington County's efforts to improve the County transportation system as identified in the 2040 Washington County 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.

Sincerely,

A handwritten signature in black ink, appearing to read "Ted Kozlowski".

Ted Kozlowski,
Mayor, City of Stillwater

MAR 04 2020

PUBLIC WORKS



STILLWATER TOWNSHIP

13636 90TH STREET NORTH | STILLWATER, MN 55082-9660

www.stillwatertownship.com

February 27, 2020

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

RE: Support for Washington County's Regional Solicitation Application for the Manning South Segment at the intersection of County State Aid Highway 15 (CSAH 15) and Trunk Highway 36 in Stillwater Township

Dear Mr. Sandberg,

The purpose of this letter is to express Stillwater Township's support for Washington County's 2020 solicitation of Federal funds through the Metropolitan Council's Regional Solicitation program for the Manning South Segment.

The proposed project includes the addition of new road segment spanning from intersection of Manning and Trunk Highway 36 (TH36) to 58th Street North. These improvements will provide an important connection across TH 36 that does not require drivers to get on the highway in order to get across it. These improvements are consistent with both the City's and the County's 2040 comprehensive plans.

Stillwater Township will continue to support Washington County's efforts to improve the County transportation system as identified in the 2040 Washington County Comprehensive Plan.

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

Sincerely,

Sheila-Marie Untiedt
Stillwater Town Board Chair



Stillwater

AREA PUBLIC SCHOOLS

Independent School District 834

1875 South Greeley Street | Stillwater, Minnesota 55082

Tel: 651.351.8340 | fax: 651.351.8380

www.stillwaterschools.org

WASHINGTON COUNTY

March 17, 2020

MAR 19 2020

PUBLIC WORKS

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

RE: Support for Washington County's Regional Solicitation Application for the Manning South Segment at the intersection of County State Aid Highway 15 (CSAH 15) and Trunk Highway 36.

Dear Mr. Sandberg,

The purpose of this letter is to express Stillwater Area Public School District's support for Washington County's 2020 solicitation of Federal funds through the Metropolitan Council's Regional Solicitation program for the Manning South Segment.

The proposed project includes the addition of new road segment spanning from intersection of Manning Avenue and Trunk Highway 36 (TH 36) to 58th Street North. Stillwater Area High School (SAHS) is located along 58th Street on the east side of CSAH 15. These improvements will directly improve the safety and efficiency for approximately 200 staff members and 2,790 students who access the SAHS campus every day.

The Stillwater Area Public School District covers approximately 150 square miles and over 60,000 residents living in 18 communities in the St. Croix River Valley. It is important that all visitors have as much multi-modal access to the SAHS campus as possible. This project will provide immense safety benefits by pulling local trips off of TH 36 and providing consistent multimodal access to the SAHS campus. The Stillwater Area Public School District will continue to support Washington County's efforts to improve the County transportation system as identified in the 2040 Washington County Comprehensive Plan.

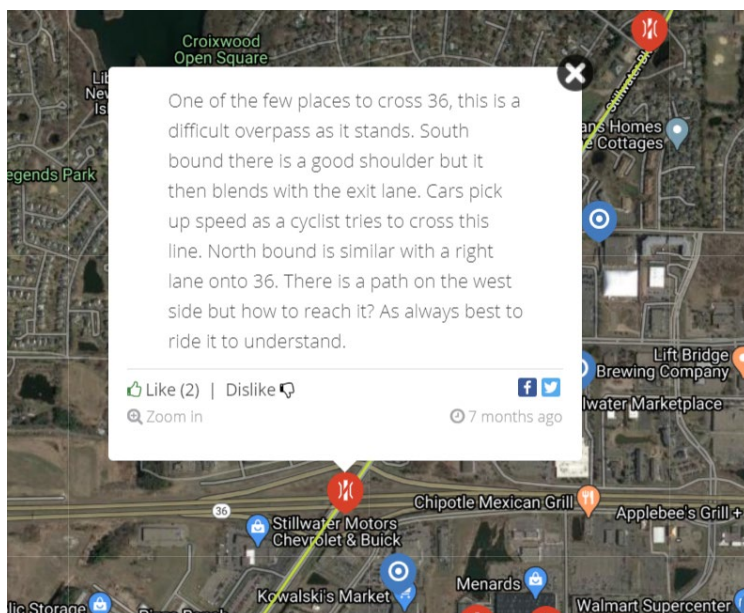
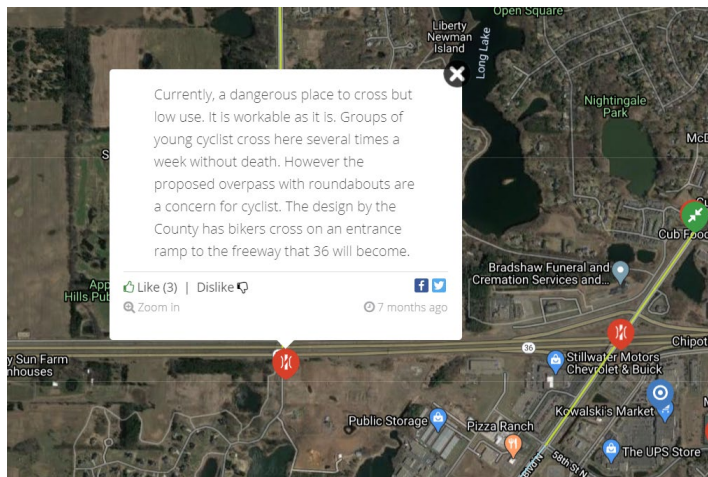
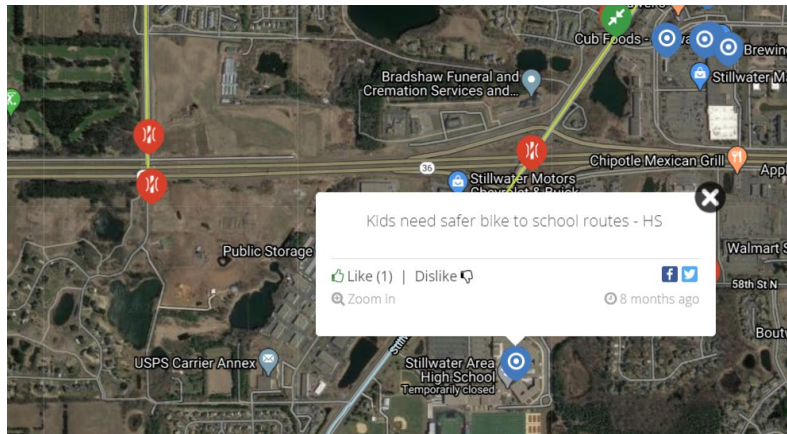
Thank you for the opportunity to send our support and your commitment to get this project completed. If you have any questions, comments, or concerns, please do not hesitate to contact me.

Respectfully,

Kristen Hoheisel
Executive Director of Finance and Operations

Washington County Bicycle and Pedestrian Plan

Online Mapping Comments: <https://hkgi.mysocialpinpoint.com/washington-county-bike-and-ped-plan#/marker/115899>



The open house scheduled for March 19, 2020 was cancelled due to the COVID-19 pandemic. Materials for the open house can be found online at <https://www.co.washington.mn.us/2819/Public-Involvement>

Washington County is committed to commencing in-person public engagement when it is determined to be safe for our community.



<div>About</div> <div>Public Involvement</div> <div>Schedule</div>	<div>Home > Government > Departments > Public Works > Transportation > Transportation Projects > TH 36 and Manning Avenue Interchange > Public Involvement</div> <div>Public Involvement</div> <div>Open House #3 (March 19, 2020) CANCELLED</div> <div>The Open House for the Highway 36 and Manning Avenue Interchange Project on March 19th, 2020 was cancelled due to COVID-19. The information from the planned open house is available below.</div> <div>Open House #3 Invitation</div> <div>Information from the Open House:</div> <div><ul style="list-style-type: none">Online Open HouseApproved LayoutDisplay Boards</div>	<div>CONTACT US</div> <div>NATHAN ARNOLD Project Manager Email Phone: 651-430-4384</div> <div>NOTIFY ME</div> <div>Click here to subscribe to Project Updates</div>
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HIGHWAY 36 & MANNING AVENUE (CSAH 15) INTERCHANGE STUDY

COMMENT SHEET

PUBLIC OPEN HOUSE – THURSDAY, APRIL 19, 2018

Please provide your input on the information and boards presented at the open house.



1. On the Preliminary Issues and Concerns board, we identified a number of items that we anticipate that members of the community would like to see addressed in this project. What items did we miss?

2. During today's presentation, we presented four interchange options for consideration. Are these options enough? If not, what should have been included?

Apple Orchard on Manning - what options are available - Traffic Disaster
Lakeview Hospital - ??

3. What else would you like the project team to know as they continue to look at options for this intersection?

62nd St / Manning
I oppose around bent - Drivers from Settlers using 62nd St to go on Manning would back up traffic since Stillwater Crossing also needs driving access to Manning.

THANK YOU FOR YOUR RESPONSE!

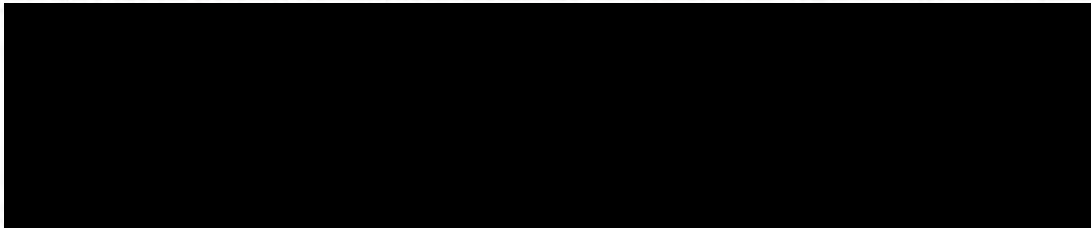
NOTE: Deadline for mailed comments is **Friday, May 4, 2018.**

HIGHWAY 36 & MANNING AVENUE (CSAH 15) INTERCHANGE STUDY

COMMENT SHEET

PUBLIC OPEN HOUSE – THURSDAY, APRIL 19, 2018

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1. On the Preliminary Issues and Concerns board, we identified a number of items that we anticipate that members of the community would like to see addressed in this project. What items did we miss?:

We need you to be sure to have a safe bike crossing from the south side of 36 to the North, on Manning. The Stillwater High School Mountain Bike team (100 riders + coaches) rides through this intersection to access the Browns Creek Trail. They should not have to encounter highway traffic.

2. During today's presentation, we presented four interchange options for consideration. Are these options enough? If not, what should have been included?

These seem like good options. The simpler, the better. It is so unsafe.

3. What else would you like the project team to know as they continue to look at options for this intersection?

also, a safe bike crossing & ^{continuing} bike trail access to the High School would be great to encourage high school kids from legends, liberty & north to bike to school. Please connect the bike path all the way through to the intersection by the high school.

THANK YOU FOR YOUR RESPONSE!

Thanks!

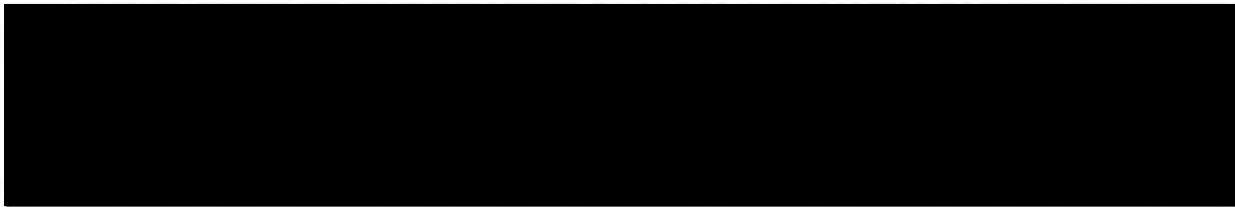
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HIGHWAY 36 & MANNING AVENUE (CSAH 15) INTERCHANGE STUDY

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2. During today's presentation, we presented four interchange options for consideration. Are these options enough? If not, what should have been included?

3. What else would you like the project team to know as they continue to look at options for this intersection?

The mountain bike team at the high school needs a safe and easy way to cross 36. Right now, our lives are put in danger, because we are face to face with 60+ mph cars. Some people also run red lights, and the walk signal can be on at the 4-way stop^{light} and a car could possibly hit a student rider or coach, which would be devastating.

THANK YOU FOR YOUR RESPONSE!

NOTE: Deadline for mailed comments is **Friday, May 4, 2018.**

(We ride north on Manning to access the Browns Creek trail.)

HIGHWAY 36 & MANNING AVENUE (CSAH 15) INTERCHANGE STUDY

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1. On the Preliminary Issues and Concerns board, we identified a number of items that we anticipate that members of the community would like to see addressed in this project. What items did we miss?:

where will bike and pedestrian access be?

Bike is important since Brown's Creek Trail is just 2½-3 miles north.

2. During today's presentation, we presented four interchange options for consideration. Are these options enough? If not, what should have been included?

3. What else would you like the project team to know as they continue to look at options for this intersection?

① *Any option should construct manning ave. as an underpass going under Hwy 36 w/ Hwy 36 staying at or only slightly above current ~~grade~~ grade.*

② *The standard diamond concept appears best. Use roundabouts!*

③ *The southeast frontage ~~and~~ road extension should hug the south or north side of the transmission lines. Limit impacts to all residential development already in place!*

THANK YOU FOR YOUR RESPONSE!

NOTE: Deadline for mailed comments is **Friday, May 4, 2018.**

HIGHWAY 36 & MANNING AVENUE (CSAH 15) INTERCHANGE STUDY

COMMENT SHEET

PUBLIC OPEN HOUSE – THURSDAY, APRIL 19, 2018

Please provide your input on the information and boards presented at the open house.

1. On the Preliminary Issues and Concerns board, we identified a number of items that we anticipate that members of the community would like to see addressed in this project. What items did we miss?:

Sound Barrier Walls on South Side of
36 to protect Sanctuary Neighborhood

2. During today's presentation, we presented four interchange options for consideration. Are these options enough? If not, what should have been included?

Enough with fine tuning of final
selection to allow North, South, East, West from
all incoming traffic

3. What else would you like the project team to know as they continue to look at options for this intersection?

routing during year long construction
important for high volume traffic

THANK YOU FOR YOUR RESPONSE!

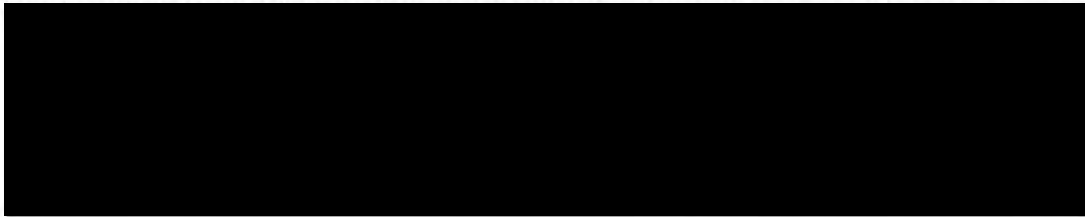
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HIGHWAY 36 & MANNING AVENUE (CSAH 15) INTERCHANGE STUDY

COMMENT SHEET

PUBLIC OPEN HOUSE – THURSDAY, APRIL 19, 2018

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1. On the Preliminary Issues and Concerns board, we identified a number of items that we anticipate that members of the community would like to see addressed in this project. What items did we miss?:

Sound barriers for Sanctuary + other local neighborhoods.

Potential traffic from SAHS students on access roads.

2. During today's presentation, we presented four interchange options for consideration. Are these options enough? If not, what should have been included?

Options are adequate - access from Sanctuary to Hwy 36 west not clear on SW Quad Loop Option but should be included.

3. What else would you like the project team to know as they continue to look at options for this intersection?

Continued access from Sanctuary Neighborhood to Hwy 36/ Manning Ave is important.

THANK YOU FOR YOUR RESPONSE!

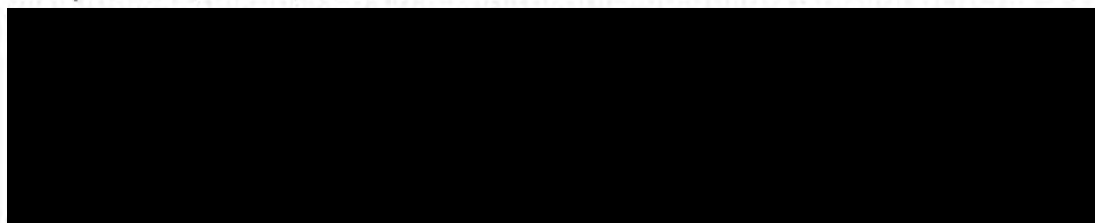
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HIGHWAY 36 & MANNING AVENUE (CSAH 15) INTERCHANGE STUDY

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PUBLIC OPEN HOUSE – THURSDAY, APRIL 19, 2018

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2. During today's presentation, we presented four interchange options for consideration. Are these options enough? If not, what should have been included?

3. What else would you like the project team to know as they continue to look at options for this intersection?

THE COMPLICATIONS OF AMBULANCE ENTRANCE
TO NEW HOSPITAL – CONCERNED ABOUT MAJOR
TRAFFIC ON 62ND STREET WITH A POSSIBLE LIGHT
@ 62ND AND TIMBERWAY ON MANNING
ALSO CONCERNED ABOUT THE GRADE IN USING
AN OVER PASS ABOVE 36 —

THANK YOU FOR YOUR RESPONSE!

NOTE: Deadline for mailed comments is **Friday, May 4, 2018.**

HIGHWAY 36 & MANNING AVENUE (CSAH 15) INTERCHANGE STUDY

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PUBLIC OPEN HOUSE – THURSDAY, APRIL 19, 2018

Please provide your input on the information and boards presented at the open house.



1. On the Preliminary Issues and Concerns board, we identified a number of items that we anticipate that members of the community would like to see addressed in this project. What items did we miss?:

Very concerned about 62nd + being able to safely get on Manning + also not having it increase traffic in our neighborhood.

2. During today's presentation, we presented four interchange options for consideration. Are these options enough? If not, what should have been included?

Yes.

3. What else would you like the project team to know as they continue to look at options for this intersection?

Safety for crossing Manning + 36 - both - allowing kids to be able to get kids to high school

THANK YOU FOR YOUR RESPONSE!

NOTE: Deadline for mailed comments is **Friday, May 4, 2018.**

HIGHWAY 36 & MANNING AVENUE (CSAH 15) INTERCHANGE STUDY

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1. On the Preliminary Issues and Concerns board, we identified a number of items that we anticipate that members of the community would like to see addressed in this project. What items did we miss?

2. During today's presentation, we presented four interchange options for consideration. Are these options enough? If not, what should have been included?

yes - the standard diamond is the best

3. What else would you like the project team to know as they continue to look at options for this intersection?

*My concern is what the plan for Manning 62nd St -
It needs a light or round about I prefer a light. Opening
Crown Creek up to 62nd & where they connect.*

THANK YOU FOR YOUR RESPONSE!

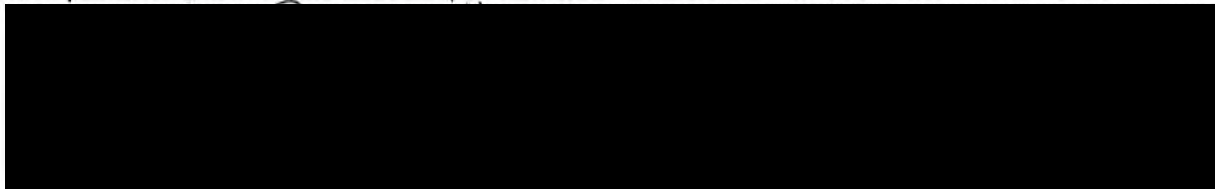
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1. On the Preliminary Issues and Concerns board, we identified a number of items that we anticipate that members of the community would like to see addressed in this project. What items did we miss?:

Very concerned about additional traffic on 62nd, ~~East~~
~~of the~~ There are several homes whose backyards
back up to ~~the~~ 62nd. There are many children, ~~and~~ the
road is already too busy, in bad shape & has drainage issues.

2. During today's presentation, we presented four interchange options for consideration. Are these options enough? If not, what should have been included?

No. Close 62nd Street to the east of townhomes.

3. What else would you like the project team to know as they continue to look at options for this intersection?

Please talk to the home owners in these homes that back up
to 62nd. ~~There~~ There is a way to address everyone's
concerns and address all of the issues. We are an important
subgroup of residents.

THANK YOU FOR YOUR RESPONSE!

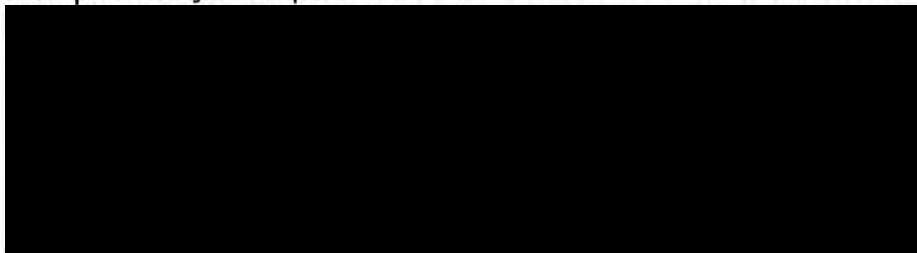
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HIGHWAY 36 & MANNING AVENUE (CSAH 15) INTERCHANGE STUDY

COMMENT SHEET

PUBLIC OPEN HOUSE – THURSDAY, APRIL 19, 2018

Please provide your input on the information and boards presented at the open house.



1. On the Preliminary Issues and Concerns board, we identified a number of items that we anticipate that members of the community would like to see addressed in this project. What items did we miss?:

- ① Noise issues from 36 to surrounding neighborhoods
- ② Landscaping needed for a buffer to surrounding neighborhoods
- ③ Safe access leaving Sanctuary for kids on bikes, young drivers.

2. During today's presentation, we presented four interchange options for consideration. Are these options enough? If not, what should have been included?

*semi-related current need - flashing lights or warning system for when lights are about to change at 36+Manning so trucks stop running the light.

3. What else would you like the project team to know as they continue to look at options for this intersection?

- ① Limit through streets into Sanctuary neighborhood
- ② Provide alternative ~~access~~ ingress/egress for Sanctuary in addition to current one.

THANK YOU FOR YOUR RESPONSE!

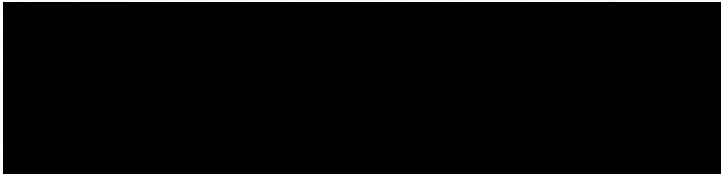
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HIGHWAY 36 & MANNING AVENUE (CSAH 15) INTERCHANGE STUDY

COMMENT SHEET

PUBLIC OPEN HOUSE – THURSDAY, APRIL 19, 2018

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1. On the Preliminary Issues and Concerns board, we identified a number of items that we anticipate that members of the community would like to see addressed in this project. What items did we miss?:

NEED TO ADDRESS TRAIL SAFETY WHEN CROSSING
Hwy 36. INCLUDING THE SNOWMOBILE TRAIL
CROSSING AT MANNING + 36. POSSIBLY A BOX
CULVERT UNDER THE HWY.

2. During today's presentation, we presented four interchange options for consideration. Are these options enough? If not, what should have been included?

LOOP SW/NW OPTION SEEMS LIKE A GOOD OPTION

3. What else would you like the project team to know as they continue to look at options for this intersection?

THANK YOU FOR YOUR RESPONSE!

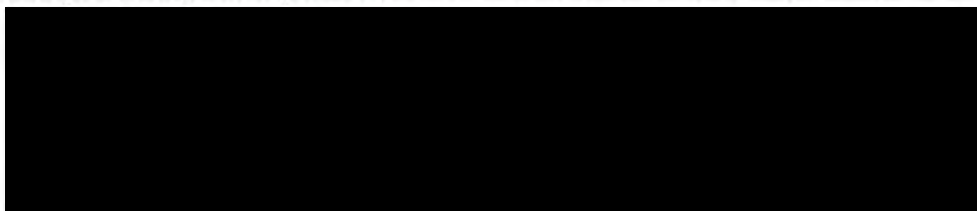
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HIGHWAY 36 & MANNING AVENUE (CSAH 15) INTERCHANGE STUDY

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1. On the Preliminary Issues and Concerns board, we identified a number of items that we anticipate that members of the community would like to see addressed in this project. What items did we miss?:

- Safety - the speed on 36 approaching Manning.
- The need for a light on 62nd to allow safer entrance to Manning.
- Possible option to above idea would be security or flag person during Fall events for Hamodts.

2. During today's presentation, we presented four interchange options for consideration. Are these options enough? If not, what should have been included?

3. What else would you like the project team to know as they continue to look at options for this intersection?

The city needs to consider safety w/ traffic concerns as they develop 36 & Manning Ave. intersection - Noise level also a concern

THANK YOU FOR YOUR RESPONSE!

NOTE: Deadline for mailed comments is **Friday, May 4, 2018.**

HIGHWAY 36 & MANNING AVENUE (CSAH 15) INTERCHANGE STUDY

COMMENT SHEET

PUBLIC OPEN HOUSE – THURSDAY, APRIL 19, 2018

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1. On the Preliminary Issues and Concerns board, we identified a number of items that we anticipate that members of the community would like to see addressed in this project. What items did we miss?:

Short term
Safety (flashing lights to slow down traffic)

Reduce speed – 36, does not need to be 65 MPH!

2. During today's presentation, we presented four interchange options for consideration. Are these options enough? If not, what should have been included?

Get started, years away is no help!

3. What else would you like the project team to know as they continue to look at options for this intersection?

* Wood Pole Temporary at Manning & 62nd.
Intersection of Manning & 62nd –
We need a traffic light, Traffic dangerous to make (L) turn – Esp. in fall when Amos's Apple Orchard (6 weeks) dangerous to turn, & the 'U' Turn option to go back slows traffic even more.

THANK YOU FOR YOUR RESPONSE!

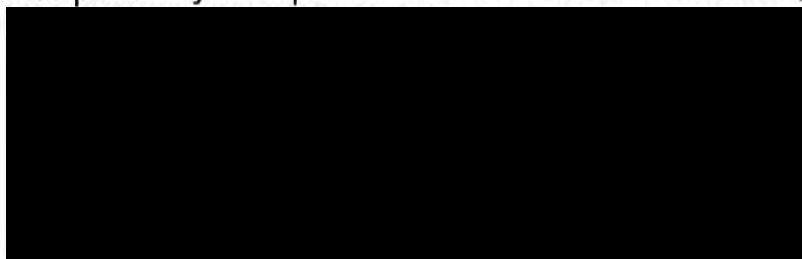
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2. During today's presentation, we presented four interchange options for consideration. Are these options enough? If not, what should have been included?

yes. Enough options

3. What else would you like the project team to know as they continue to look at options for this intersection?

*FOR SAFETY OF DRIVERS ON 36 PLEASE
INSTALL larger stop lights on 36 &
Co Rd 17 - Lake Elmo Road. Please do not
wait for lake Elmo's plan. The current lights
are small.*

THANK YOU FOR YOUR RESPONSE!

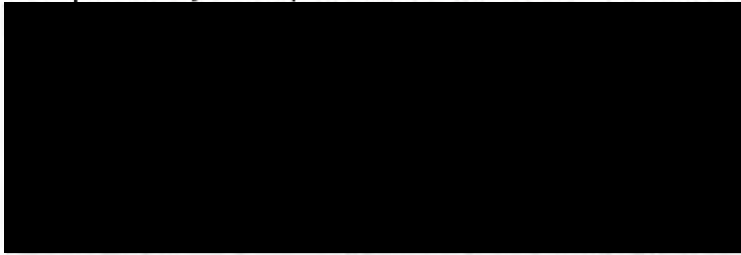
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Please provide your input on the information and boards presented at the open house.



1. On the Preliminary Issues and Concerns board, we identified a number of items that we anticipate that members of the community would like to see addressed in this project. What items did we miss?:

increased traffic on 62nd - need to update Hwy 36 - it's awful right now. intersection of Manning & 62nd is a mess during apple season - but since I live there - I don't want another stop light if I have to stop on Manning/36 already.

2. During today's presentation, we presented four interchange options for consideration. Are these options enough? If not, what should have been included?

3. What else would you like the project team to know as they continue to look at options for this intersection?

Update Hwy 36 to remove traffic / congestion stop light - address 62nd increase traffic as it's nice & quiet now. Frontage Rd should be used instead of 62nd St.
No more stop lights.

THANK YOU FOR YOUR RESPONSE!

NOTE: Deadline for mailed comments is **Friday, May 4, 2018.**

HIGHWAY 36 & MANNING AVENUE (CSAH 15) INTERCHANGE STUDY

COMMENT SHEET

PUBLIC OPEN HOUSE – THURSDAY, APRIL 19, 2018

Please provide your input on the information and boards presented at the open house.



1. On the Preliminary Issues and Concerns board, we identified a number of items that we anticipate that members of the community would like to see addressed in this project. What items did we miss?:

Road noise / Potential noise barriers

2. During today's presentation, we presented four interchange options for consideration. Are these options enough? If not, what should have been included?

Standards Diamond would be my #1

3. What else would you like the project team to know as they continue to look at options for this intersection?

THANK YOU FOR YOUR RESPONSE!

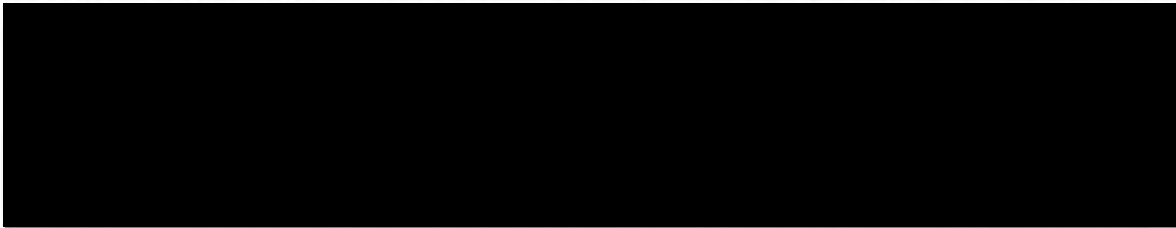
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HIGHWAY 36 & MANNING AVENUE (CSAH 15) INTERCHANGE STUDY

COMMENT SHEET

PUBLIC OPEN HOUSE – THURSDAY, APRIL 19, 2018

Please provide your input on the information and boards presented at the open house.



1. On the Preliminary Issues and Concerns board, we identified a number of items that we anticipate that members of the community would like to see addressed in this project. What items did we miss?:

How does this impact the new hotel in Oak Park Heights
and the future hospital?

2. During today's presentation, we presented four interchange options for consideration. Are these options enough? If not, what should have been included?

3. What else would you like the project team to know as they continue to look at options for this intersection?

How it impacts Lake Elmo Ave?
What impacts the existing occupants the least?

THANK YOU FOR YOUR RESPONSE!

NOTE: Deadline for mailed comments is **Friday, May 4, 2018.**

HIGHWAY 36 & MANNING AVENUE (CSAH 15) INTERCHANGE STUDY

COMMENT SHEET

PUBLIC OPEN HOUSE – THURSDAY, APRIL 19, 2018

Please provide your input on the information and boards presented at the open house.



1. On the Preliminary Issues and Concerns board, we identified a number of items that we anticipate that members of the community would like to see addressed in this project. What items did we miss?:

2. During today's presentation, we presented four interchange options for consideration. Are these options enough? If not, what should have been included?

3. What else would you like the project team to know as they continue to look at options for this intersection?

TRAFFIC CONTROL AT 36th & Manning

THANK YOU FOR YOUR RESPONSE!

NOTE: Deadline for mailed comments is **Friday, May 4, 2018.**

HIGHWAY 36 & MANNING AVENUE (CSAH 15) INTERCHANGE STUDY

COMMENT SHEET

PUBLIC OPEN HOUSE – THURSDAY, APRIL 19, 2018

Please provide your input on the information and boards presented at the open house.

1. On the Preliminary Issues and Concerns board, we identified a number of items that we anticipate that members of the community would like to see addressed in this project. What items did we miss?:

Noise walls to help decrease noise in neighborhoods - esp. Sanctuary south of Hwy 36 / Manning. Also, close entrance to Sanctuary neighborhood from Hwy 36 to keep extra / non-neighborhood traffic out.

2. During today's presentation, we presented four interchange options for consideration. Are these options enough? If not, what should have been included?

3. What else would you like the project team to know as they continue to look at options for this intersection?

Since 36 Bridge has opened, noise in our neighborhood has increased dramatically.

THANK YOU FOR YOUR RESPONSE!

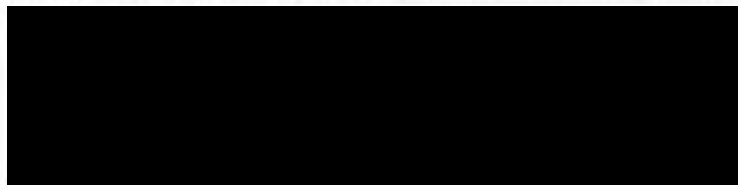
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HIGHWAY 36 & MANNING AVENUE (CSAH 15) INTERCHANGE STUDY

COMMENT SHEET

PUBLIC OPEN HOUSE – THURSDAY, APRIL 19, 2018

Please provide your input on the information and boards presented at the open house.



1. On the Preliminary Issues and Concerns board, we identified a number of items that we anticipate that members of the community would like to see addressed in this project. What items did we miss?:

I would really like a stop light at Manning and 62nd street. You can hardly get on Manning with all the traffic. There is a lot more traffic there than the light on Liberty!!!

2. During today's presentation, we presented four interchange options for consideration. Are these options enough? If not, what should have been included?

3. What else would you like the project team to know as they continue to look at options for this intersection?

THANK YOU FOR YOUR RESPONSE!

NOTE: Deadline for mailed comments is **Friday, May 4, 2018**.

HIGHWAY 36 & MANNING AVENUE (CSAH 15) INTERCHANGE STUDY

COMMENT SHEET

PUBLIC OPEN HOUSE – THURSDAY, APRIL 19, 2018

Please provide your input on the information and boards presented at the open house.

1. On the Preliminary Issues and Concerns board, we identified a number of items that we anticipate that members of the community would like to see addressed in this project. What items did we miss?:

- Options available cover project goals
- Safety - bridge manning
- mobility - most options leave access potential for neighborhoods
- trail is good plan (SE loop)

2. During today's presentation, we presented four interchange options for consideration. Are these options enough? If not, what should have been included?

Yes!

SE Loop by far the best. Minimize cost to land impacts, 1 of 3 land owners impacted, instead of all 3. Simple design, allows ~~main~~ EB 36 to north manning ave. Good option to add roundabouts.

3. What else would you like the project team to know as they continue to look at options for this intersection?

Right turn bypasses where applicable, South manning to WB 36
EB 36 loop to north manning
WB 36 to north manning

THANK YOU FOR YOUR RESPONSE!

NOTE: Deadline for mailed comments is **Friday, May 4, 2018.**

HIGHWAY 36 & MANNING AVENUE (CSAH 15) INTERCHANGE STUDY

COMMENT SHEET

PUBLIC OPEN HOUSE – THURSDAY, APRIL 19, 2018

Please provide your input on the information and boards presented at the open house.



1. On the Preliminary Issues and Concerns board, we identified a number of items that we anticipate that members of the community would like to see addressed in this project. What items did we miss?:

2. During today's presentation, we presented four interchange options for consideration. Are these options enough? If not, what should have been included?

there are some good options available to address safety concerns.

Add flashing warning lights prior to Lake Elm Ave intersection (lights about to Δ to yellow)

3. What else would you like the project team to know as they continue to look at options for this intersection?

*At the intersection Hwy 36 / Manning
taking left turn on green from NB - the SB cars do
not yield to drivers (take right turn on red w/o
looking to Manning for drivers taking left) ^{also} Very
dangerous for right turns on red into Hwy 36
@ 65 mph traffic.*

THANK YOU FOR YOUR RESPONSE!

NOTE: Deadline for mailed comments is **Friday, May 4, 2018.**

HIGHWAY 36 & MANNING AVENUE (CSAH 15) INTERCHANGE STUDY

COMMENT SHEET

PUBLIC OPEN HOUSE – THURSDAY, APRIL 19, 2018

Please provide your input on the information and boards presented at the open house.

1. On the Preliminary Issues and Concerns board, we identified a number of items that we anticipate that members of the community would like to see addressed in this project. What items did we miss?

Sound! Sanctuary neighborhood has had an increase in traffic noise from the increased traffic on 36.

2. During today's presentation, we presented four interchange options for consideration. Are these options enough? If not, what should have been included?

Add Flashing lights @ Lake Elm Av + Manning that says stoplight is about to change. like Argood + Hadley!

3. What else would you like the project team to know as they continue to look at options for this intersection?

Add a No Turn on Red sign @ Manning & 36 for the Manning southbound traffic taking a right turn on Hwy 36. Dangerous for Sanctuary neighbors taking a left to 36.

THANK YOU FOR YOUR RESPONSE!

NOTE: Deadline for mailed comments is **Friday, May 4, 2018.**

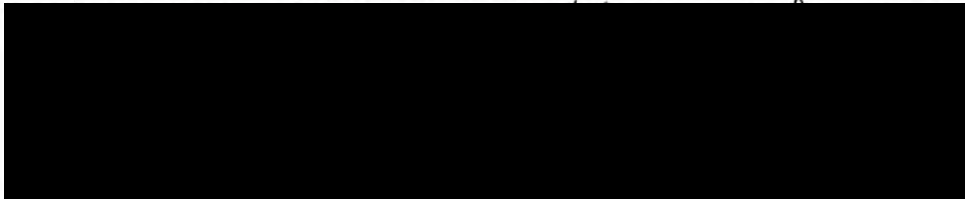
Add sheriffs to Hwy 36!!

HIGHWAY 36 & MANNING AVENUE (CSAH 15) INTERCHANGE STUDY

COMMENT SHEET

PUBLIC OPEN HOUSE – THURSDAY, APRIL 19, 2018

Please provide your input on the information and boards presented at the open house.



1. On the Preliminary Issues and Concerns board, we identified a number of items that we anticipate that members of the community would like to see addressed in this project. What items did we miss?:

2. During today's presentation, we presented four interchange options for consideration. Are these options enough? If not, what should have been included?

We prefer the standard diamond concept.

3. What else would you like the project team to know as they continue to look at options for this intersection?

THANK YOU FOR YOUR RESPONSE!

*NOTE: Deadline for mailed comments is **Friday, May 4, 2018.***

HIGHWAY 36 & MANNING AVENUE (CSAH 15) INTERCHANGE STUDY

COMMENT SHEET

PUBLIC OPEN HOUSE – THURSDAY, APRIL 19, 2018

Please provide your input on the information and boards presented at the open house.

WASHINGTON COUNTY

MAY 04 2018

PUBLIC WORKS

1. On the Preliminary Issues and Concerns board, we identified a number of items that we anticipate that members of the community would like to see addressed in this project. What items did we miss?:

Tree preservation. Since developer clear-cut land on SE^{side of} intersection it would be good to either put interchange in that quadrant or make sure least amount of trees damaged as possible. Thanks!

2. During today's presentation, we presented four interchange options for consideration. Are these options enough? If not, what should have been included?

3. What else would you like the project team to know as they continue to look at options for this intersection?

As part of the Sanctuary neighborhood, we have concerns about increased noise/traffic as the interchange will likely be closer to our homes. Is there a plan for any type of sound barrier?

Also, at our HOA meeting, it was great to hear Nathan talk about trying to make sure south-bound Manning doesn't dump into our neighborhood, I also appreciated the focus on trying to eliminate cross traffic so there wouldn't be a long stop light to get out of our neighborhood.

THANK YOU FOR YOUR RESPONSE!

NOTE: Deadline for mailed comments is **Friday, May 4, 2018.**

HIGHWAY 36 & MANNING AVENUE (CSAH 15) INTERCHANGE STUDY

COMMENT SHEET

PUBLIC OPEN HOUSE – THURSDAY, APRIL 19, 2018

WASHINGTON COUNTY

Please provide your input on the information and boards presented at the open house.

APR 30 2018

PUBLIC WORKS

1. On the Preliminary Issues and Concerns board, we identified a number of items that we anticipate that members of the community would like to see addressed in this project. What items did we miss?:

Looks good -

Is there any way to alleviate traffic to other streets - possibly widen other N-S streets so this isn't such a big through thoroughfare? Difficult, I'm sure.

2. During today's presentation, we presented four interchange options for consideration. Are these options enough? If not, what should have been included?

- Standard Diamond w/ Auxiliary Lanes - though I am no expert and will trust the judgement of the professionals educated in traffic management used for this job

3. What else would you like the project team to know as they continue to look at options for this intersection?

★ Keep zoning in mind and hold businesses to high standards so that Hwy 36 isn't an eyesore - Also - ability for pedestrians + bike riders to cross intersection
Also - somehow manage the noise esp from semi trucks and those obnoxious motorcycles - already a problem esp in summer!

THANK YOU FOR YOUR RESPONSE!

NOTE: Deadline for mailed comments is **Friday, May 4, 2018.**

Thanks for asking!
Sue

HIGHWAY 36 & MANNING AVENUE (CSAH 15) INTERCHANGE STUDY

COMMENT SHEET

PUBLIC OPEN HOUSE – THURSDAY, APRIL 19, 2018 WASHINGTON COUNTY

Please provide your input on the information and boards presented at the open house.

APR 25 2018
WORKS

1. On the Preliminary Issues and Concerns board, we identified a number of items that we anticipate that members of the community would like to see addressed in this project. What items did we miss?:

The fall traffic to the apple orchard (62nd & Manning) backs up as much as 3 miles onto 36. None of these models would prevent that. I'm concerned the ramps would back up onto a highway with fast traffic.

2. During today's presentation, we presented four interchange options for consideration. Are these options enough? If not, what should have been included?

please address apple orchard traffic, as well as possible ambulance traffic from the hospital property.

The "loop in SW Quad" option concerns us, as it adds extra traffic North of 36 for those on the south accessing 36.

3. What else would you like the project team to know as they continue to look at options for this intersection?

we are very concerned about increased traffic on 62nd. Under no condition should it be opened up to the east. Also, keeping the frontage road for the hospital property as close to Manning as possible is important to the preservation of the Legends neighborhood.

THANK YOU FOR YOUR RESPONSE!

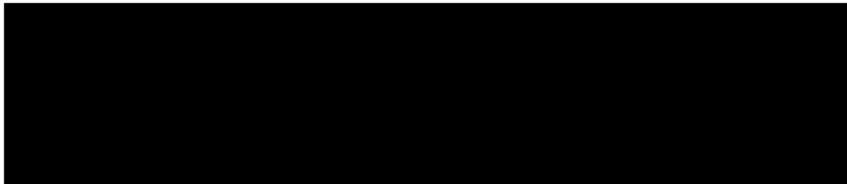
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HIGHWAY 36 & MANNING AVENUE (CSAH 15) INTERCHANGE STUDY

COMMENT SHEET

PUBLIC OPEN HOUSE – WEDNESDAY, JANUARY 16, 2018

Please provide your input on the information and boards presented at the open house.



1. Tonight, we presented an evaluation of 5 interchange concepts that resulted in a recommendation for the Loop in the SW Quadrant. Do you agree with this evaluation? Why or why not?

2. In your opinion, what benefits/challenges does the Loop in the SW Quadrant option provide?

3. What else would you like the project team to know as they continue their work?

- Any consideration given to snowmobile traffic?
Is there a location for a box culvert? or
will we be able to use bike trail?

THANK YOU FOR YOUR RESPONSE!

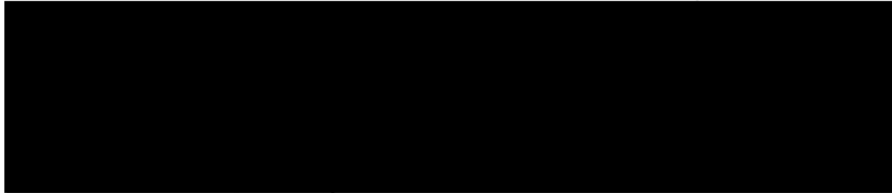
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HIGHWAY 36 & MANNING AVENUE (CSAH 15) INTERCHANGE STUDY

COMMENT SHEET

PUBLIC OPEN HOUSE – WEDNESDAY, JANUARY 16, 2018

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2. In your opinion, what benefits/challenges does the Loop in the SW Quadrant option provide?

3. What else would you like the project team to know as they continue their work?

Please do everything possible to ensure safe crossing for pedestrian & bikers, through the entire project. Stillwaters high school mountain bike team rides north on Manning every day during the season (fall) and they're a team of 100+ riders. Please keep them safe!

THANK YOU FOR YOUR RESPONSE!

NOTE: Deadline for mailed comments is **Friday, February 1, 2019.**

HIGHWAY 36 & MANNING AVENUE (CSAH 15) INTERCHANGE STUDY

COMMENT SHEET

PUBLIC OPEN HOUSE – WEDNESDAY, JANUARY 16, 2018

Please provide your input on the information and boards presented at the open house.

1. Tonight, we presented an evaluation of 5 interchange concepts that resulted in a recommendation for the Loop in the SW Quadrant. Do you agree with this evaluation? Why or why not?

GOOD OVERALL AND TO ME, TRAVELING FROM
JASPLING AV IN GRANT AND GOING TO STILLWATER,
THE FRONTAGE ROAD ACCESS ONTO MANNING
LOOKS LIKE AN IMPROVEMENT.

2. In your opinion, what benefits/challenges does the Loop in the SW Quadrant option provide?

3. What else would you like the project team to know as they continue their work?

THANK YOU FOR YOUR RESPONSE!

NOTE: Deadline for mailed comments is **Friday, February 1, 2019.**

HIGHWAY 36 & MANNING AVENUE (CSAH 15) INTERCHANGE STUDY

COMMENT SHEET

PUBLIC OPEN HOUSE – WEDNESDAY, JANUARY 16, 2018

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1. Tonight, we presented an evaluation of 5 interchange concepts that resulted in a recommendation for the Loop in the SW Quadrant. Do you agree with this evaluation? Why or why not?

yes. This is a dangerous intersection and a bridge is needed.

2. In your opinion, what benefits/challenges does the Loop in the SW Quadrant option provide?

I am concerned with increased noise and traffic on 62nd Street. This is very close to my home and borders a large residential neighborhood.

3. What else would you like the project team to know as they continue their work?

Please to Not connect 62nd Street at Long Lake and please do not add access to the future hospital off of 62nd Street. Please preserve the residential nature of 62nd Street.

Thank you

THANK YOU FOR YOUR RESPONSE!

NOTE: Deadline for mailed comments is **Friday, February 1, 2019.**

HIGHWAY 36 & MANNING AVENUE (CSAH 15) INTERCHANGE STUDY

COMMENT SHEET

PUBLIC OPEN HOUSE – WEDNESDAY, JANUARY 16, 2018

Please provide your input on the information and boards presented at the open house.

Name:

Address:

Email/Phone:

1. Tonight, we presented an evaluation of 5 interchange concepts that resulted in a recommendation for the Loop in the SW Quadrant. Do you agree with this evaluation? Why or why not?

2. In your opinion, what benefits/challenges does the Loop in the SW Quadrant option provide?

looks great

3. What else would you like the project team to know as they continue their work?

One issue to re-evaluate: southbound Manning to west bound 36 ... extend the turn lane north through the light vs. beginning it south of the light.

THANK YOU FOR YOUR RESPONSE!

NOTE: Deadline for mailed comments is **Friday, February 1, 2019**.

HIGHWAY 36 & MANNING AVENUE (CSAH 15) INTERCHANGE STUDY

COMMENT SHEET

PUBLIC OPEN HOUSE – WEDNESDAY, JANUARY 16, 2018

Please provide your input on the information and boards presented at the open house.

Name:

Address:

Email/Phone:

1. Tonight, we presented an evaluation of 5 interchange concepts that resulted in a recommendation for the Loop in the SW Quadrant. Do you agree with this evaluation? Why or why not?

Yes, Agree w/ opt. #1 RA opt. Ranked #1 to allow full access/flow to all roads (incl. frontage). Opt. with Roundabouts interesting, but possibly not best due to volume of traffic, otherwise roundabouts preferred.

2. In your opinion, what benefits/challenges does the Loop in the SW Quadrant option provide?

Limits impact on so. side & to SE Quadrant.

3. What else would you like the project team to know as they continue their work?

THANK YOU FOR YOUR RESPONSE!

NOTE: Deadline for mailed comments is **Friday, February 1, 2019.**

HIGHWAY 36 & MANNING AVENUE (CSAH 15) INTERCHANGE STUDY

COMMENT SHEET

PUBLIC OPEN HOUSE – WEDNESDAY, JANUARY 16, 2018

Please [redacted] the open house.

1. Tonight, we presented an evaluation of 5 interchange concepts that resulted in a recommendation for the Loop in the SW Quadrant. Do you agree with this evaluation? Why or why not?

yes!
Improvement!

2. In your opinion, what benefits/challenges does the Loop in the SW Quadrant option provide?

And improve the appearance of S. Manning
approaching the
beginning of the Sanctuary.

3. What else would you like the project team to know as they continue their work?

Please ensure that the "Gateway"
into the Sanctuary is a least as attractive
as it is now.

THANK YOU FOR YOUR RESPONSE!

NOTE: Deadline for mailed comments is **Friday, February 1, 2019**.

HIGHWAY 36 & MANNING AVENUE (CSAH 15) INTERCHANGE STUDY

COMMENT SHEET

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2. In your opinion, what benefits/challenges does the Loop in the SW Quadrant option provide?

Like it! The improvement of this
(over others) plan is that we (Sanctuary)
can go East and West on 36!

3. What else would you like the project team to know as they continue their work?

Consider a sound barrier along 36 buffering
the Sanctuary from the increased
traffic noise

THANK YOU FOR YOUR RESPONSE!

NOTE: Deadline for mailed comments is **Friday, February 1, 2019.**

HIGHWAY 36 & MANNING AVENUE (CSAH 15) INTERCHANGE STUDY

COMMENT SHEET

PUBLIC OPEN HOUSE – WEDNESDAY, JANUARY 16, 2018

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1. Tonight, we presented an evaluation of 5 interchange concepts that resulted in a recommendation for the Loop in the SW Quadrant. Do you agree with this evaluation? Why or why not?

2. In your opinion, what benefits/challenges does the Loop in the SW Quadrant option provide?

3. What else would you like the project team to know as they continue their work?

PLEASE ERNESTLY CONSIDER DROPPING HWY 36 BELOW MANNING WHICH WOULD
REMAIN AT GRADE. THIS RETAINS THE ASTHETICS OF THE AREA BY NOT
HAVING A LARGE UGLY BRIDGE!

THANK YOU FOR YOUR RESPONSE!

NOTE: Deadline for mailed comments is **Friday, February 1, 2019.**

HIGHWAY 36 & MANNING AVENUE (CSAH 15) INTERCHANGE STUDY

COMMENT SHEET

PUBLIC OPEN HOUSE – WEDNESDAY, JANUARY 16, 2018

Please provide your input on the information and boards presented at the open house.

Name:

Address:

Email/Phone:

1. Tonight, we presented an evaluation of 5 interchange concepts that resulted in a recommendation for the Loop in the SW Quadrant. Do you agree with this evaluation? Why or why not?

yes

2. In your opinion, what benefits/challenges does the Loop in the SW Quadrant option provide?

Benefit - provides easy access to Hwy 36 eastbound from Manning S-Sanctuary residents

3. What else would you like the project team to know as they continue their work?

Safety concerns of Hwy 36 traffic speeds / resulting accidents @ stoplight

Turning left - WB on to 36 - from Sanctuary - is a safety concern w/ opposing traffic pulling out / right turns on an left signal - not looking - "no turn on red" used to apply #

THANK YOU FOR YOUR RESPONSE!

NOTE: Deadline for mailed comments is **Friday, February 1, 2019**.

HIGHWAY 36 & MANNING AVENUE (CSAH 15) INTERCHANGE STUDY

COMMENT SHEET

PUBLIC OPEN HOUSE – WEDNESDAY, JANUARY 16, 2018

Please provide your input on the information and boards presented at the open house.

1. Tonight, we presented an evaluation of 5 interchange concepts that resulted in a recommendation for the Loop in the SW Quadrant. Do you agree with this evaluation? Why or why not?

Under the circumstances of private developers on the SE + NE corridor, seems to be a good solution.

2. In your opinion, what benefits/challenges does the Loop in the SW Quadrant option provide?

Benefits - traffic flow in response to ↑ volume, especially when hospital/clinic development starts

Challenges - access during construction duration, environmental impact.

3. What else would you like the project team to know as they continue their work?

Absolutely installing a traffic signal @ Manning + 62nd St. ~~It~~ It's already a very dangerous intersection and will only worsen.

THANK YOU FOR YOUR RESPONSE!

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HIGHWAY 36 & MANNING AVENUE (CSAH 15) INTERCHANGE STUDY

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1. Tonight, we presented an evaluation of 5 interchange concepts that resulted in a recommendation for the Loop in the SW Quadrant. Do you agree with this evaluation? Why or why not?

Yes

2. In your opinion, what benefits/challenges does the Loop in the SW Quadrant option provide?

3. What else would you like the project team to know as they continue their work?

No road about on 62nd

THANK YOU FOR YOUR RESPONSE!

NOTE: Deadline for mailed comments is **Friday, February 1, 2019**.

HIGHWAY 36 & MANNING AVENUE (CSAH 15) INTERCHANGE STUDY

COMMENT SHEET

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Please provide your input on the information and boards presented at the open house.

1. Tonight, we presented an evaluation of 5 interchange concepts that resulted in a recommendation for the Loop in the SW Quadrant. Do you agree with this evaluation? Why or why not?

Yes

2. In your opinion, what benefits/challenges does the Loop in the SW Quadrant option provide?

★ Add additional SB maintenance turn lane to west 36 &
separate the short RT to the west service rd,

3. What else would you like the project team to know as they continue their work?

THANK YOU FOR YOUR RESPONSE!

NOTE: Deadline for mailed comments is **Friday, February 1, 2019.**

HIGHWAY 36 & MANNING AVENUE (CSAH 15) INTERCHANGE STUDY

COMMENT SHEET

PUBLIC OPEN HOUSE – WEDNESDAY, JANUARY 16, 2018

Please provide your input on the information and boards presented at the open house.

Name:

Address:

Email/Phone:

1. Tonight, we presented an evaluation of 5 interchange concepts that resulted in a recommendation for the Loop in the SW Quadrant. Do you agree with this evaluation? Why or why not?

I AGREE WITH THE COUNTY'S EVALUATION. IT LOOKS SIMPLE,
EASY TO NAVIGATE & UNDERSTAND. IT LOOKS LONG RANGE.

2. In your opinion, what benefits/challenges does the Loop in the SW Quadrant option provide?

BENEFIT - OVERPASS WILL KEEP TRAFFIC FLOWING.

3. What else would you like the project team to know as they continue their work?

WILL SNOWMOBILES BE ALLOWED/HAVE ROOM (SHOULDER) TO CROSS
EITHER ON MANNING OVERPASS OR BE ALLOWED/HAVE ROOM ON THE
GRADE SEPARATED TRAIL?? PLEASE CONSIDER THIS AS A SERIOUS
REQUEST AS THE RED STAR TRAIL GROUP IS STILL ACTIVE, AND SNOWMOBILERS
DO BRING \$\$\$ TO SOME LOCAL BUSINESSES WHICH IS GOOD TO OUR
ECONOMY & IS A RETURN OF \$ TO OUR BUSINESSES (MOST OF WHICH ARE
FAMILY OWNED)

THANK YOU FOR YOUR RESPONSE!

NOTE: Deadline for mailed comments is **Friday, February 1, 2019.**

HIGHWAY 36 & MANNING AVENUE (CSAH 15) INTERCHANGE STUDY

COMMENT SHEET

PUBLIC OPEN HOUSE – WEDNESDAY, JANUARY 16, 2018

Please provide your input on the information and boards presented at the open house.

1. Tonight, we presented an evaluation of 5 interchange concepts that resulted in a recommendation for the Loop in the SW Quadrant. Do you agree with this evaluation? Why or why not?

Agree ~ The increase traffic on 36 makes this intersection more dangerous.

2. In your opinion, what benefits/challenges does the Loop in the SW Quadrant option provide?

Tree removal / Noise reduction & mitigation

3. What else would you like the project team to know as they continue their work?

Will there be any noise reduction plans put into place?

THANK YOU FOR YOUR RESPONSE!

NOTE: Deadline for mailed comments is **Friday, February 1, 2019.**

HIGHWAY 36 & MANNING AVENUE (CSAH 15) INTERCHANGE STUDY

COMMENT SHEET

PUBLIC OPEN HOUSE – WEDNESDAY, JANUARY 16, 2018

Please provide your input on the information and boards presented at the open house.

1. Tonight, we presented an evaluation of 5 interchange concepts that resulted in a recommendation for the Loop in the SW Quadrant. Do you agree with this evaluation? Why or why not?

I FEEL THAT THIS IS THE BEST OPTION
OF THE 5.

2. In your opinion, what benefits/challenges does the Loop in the SW Quadrant option provide?

GOOD ACCESS WITHOUT ROUNDABOUTS

3. What else would you like the project team to know as they continue their work?

THE TEAM + PROJECT NEED TO TAKE INTO ACCOUNT
THE NEEDS OF A SAFE CROSSING OF ROADS + HWY
FOR SNOWMOBILES. THE EXISTING TRAIL CROSSING
NEEDS TO BE MAINTAINED. A LARGE BOX CULVERT UNDER
HWY 36 WOULD BE A GOOD "LEAST COST" OPTION.
PLEASE CONSIDER THIS.

THANK YOU FOR YOUR RESPONSE!

NOTE: Deadline for mailed comments is **Friday, February 1, 2019.**

HIGHWAY 36 & MANNING AVENUE (CSAH 15) INTERCHANGE STUDY

COMMENT SHEET

PUBLIC OPEN HOUSE – WEDNESDAY, JANUARY 16, 2018

Please provide your input on the information and boards presented at the open house.

1. [REDACTED]
1. Tonight, we presented an evaluation of 5 interchange concepts that resulted in a recommendation for the Loop in the SW Quadrant. Do you agree with this evaluation? Why or why not?

2. In your opinion, what benefits/challenges does the Loop in the SW Quadrant option provide?

3. What else would you like the project team to know as they continue their work?

Please - Please - Please: Consider putting a Park & Ride Structure at this interchange. #1 Benefit the entire community #2 Help Alleviate increased traffic Volume on 36 since opening of New bridge. #3 Finally provide equal mass-Transit Services to E/N. East Metro + Beyond.

THANK YOU FOR YOUR RESPONSE!

NOTE: Deadline for mailed comments is **Friday, February 1, 2019.**

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1. Tonight, we presented an evaluation of 5 interchange concepts that resulted in a recommendation for the Loop in the SW Quadrant. Do you agree with this evaluation? Why or why not?

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3. What else would you like the project team to know as they continue their work?

The only thing I want to mention (and this applies to all projects) is that, the more roundabouts used the better. I'd love to see every four-way stop replaced with a roundabout. ☺

THANK YOU FOR YOUR RESPONSE!

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TH 5 and TH 36 North Ramps

objectid	Incident ID	Date and Time	Year	Hour	Crash Seve	Number Kil	Number of Officer Nar	Constructic	County	City	Township
1777058	366473	7/25/2016,	2016	18	Minor Injur	0	1	DRVR OF U M	WASHINGT	Stillwater	
1928320	633636	9/7/2018,	2018	15	Possible Inj	0	3	Driver of ve M	WASHINGT	Stillwater	
2240481	381436	9/23/2016,	2016	21	Property D	0	2	Responded M	WASHINGT	Stillwater	
2262619	472453	6/24/2017,	2017	11	Minor Injur	0	2	WCSO squa M	WASHINGT	Stillwater	
2268797	656233	10/31/2018	2018	16	Property D	0	2	Veh 1 was M	Washingto	Stillwater	
2481484	606494	6/14/2018,	2018	23	Property D	0	2	Driver of U M	WASHINGT	Stillwater	
2576849	403257	12/13/2016	2016	12	Property D	0	2	The crash c M	Washingto	Stillwater	
2607690	413081	1/10/2017,	2017	6	Property D	0	2	See ICR 17 M	WASHINGT	Stillwater	

Route Type	Route ID	Route Mea	Roadway N	Divided Ro	Intersectio	Manner of	First Harmf	Relative Tr	Lighting Co	Road Circu	road_circu	Road Circu
Ramp or Cr	220000659	0.23	RAMP813	Not Applicable			Pedalcycle	On Roadw	Daylight	None		
County Sta	040000659	0.09	STILLWATER BLVD N			Sideswipe -	Motor Veh	On Roadw	Daylight	None		
County Sta	040000659	0	STILLWATE South		RAMP102	Front to Re	Motor Veh	On Roadw	Dark (Stree	Road Surface Condition (wet, icy, s		
Ramp or Cr	220000659	0.23	RAMP813	Not Applic	STILLWATE	Front to Re	Motor Veh	On Roadw	Daylight	None		
County Sta	040000659	0.08	STILLWATE	Not Applicable		Angle	Motor Veh	On Roadw	Daylight	None		
Ramp or Cr	220000659	0.23	RAMP813	North		Angle	Motor Veh	On Roadw	Dark (Stree	None		
County Sta	040000659	0.04	STILLWATE South			Front to Re	Motor Veh	On Roadw	Daylight	None		
State Trunk	030000000	85.99	STILLWATER BLVD N			Angle	Motor Veh	On Roadw	Dark (Stree	Road Surface Condition (wet, icy, s		

road_circu	Relative Int	Traffic Con	Weather P	Weather S	Surface Co	Work Zone	Work Zone	Work Zone	Workers Pr	Unit1 Type	Unit1 Vehi	Unit1 Direc
	Four-Way I	Traffic Con	Clear		Dry	2		NOT APPLICABLE		Motor Veh Passenger	Westbound	
	Interchang	Traffic Con	Clear		Dry	2		NOT APPLICABLE		Motor Veh Passenger	Southbound	
snow, slush,	Interchang	Traffic Con	Cloudy		Wet	2		NOT APPLICABLE		Motor Veh Pickup	Southbound	
	Entrance/E	Traffic Con	Clear		Dry	2		NOT APPLICABLE		Motor Veh Other	Westbound	
	Four-Way I	Traffic Con	Clear		Dry	2		NOT APPLICABLE		Motor Veh Passenger	Southbound	
	Intersection	Traffic Con	Clear		Dry	2		NOT APPLICABLE		Motor Veh Pickup	Westbound	
	Interchang	Traffic Con	Clear		Dry	2		NOT APPLICABLE		Motor Veh Passenger	Southbound	
snow, slush,	Four-Way I	Traffic Con	Snow		Snow	2		NOT APPLICABLE		Motor Veh Sport Utilit	Southbound	

Unit1 Factc	Unit1 Factc	Unit1 Most	Unit1 Vehic	Unit1 Traffi	Unit1 Poste	Unit1 Horiz	Unit1 Road	Unit1 Nonr	Unit1 Injur	Unit1 Physi	Unit1 Age	Unit1 Sex
No Clear Contributing , Pedalcyclis	Moving For	Other		45	Straight	Level		No Appare	Apparently		32	Male
No Clear Contributing , Motor Veh	Moving For	Two-Way, I		45	Straight	Level		Possible Inj	Apparently		60	Female
No Clear Contributing , Motor Veh	Moving For	Other		45	Straight	Level		No Appare	Apparently		19	Male
No Clear Contributing , Motor Veh	Vehicle Sto	One Way T		30	Straight	Level		Suspected	Apparently		35	Male
Ran Red Lig Driver Dist	Motor Veh	Moving For	Two-Way, I	40	Straight	Level		No Appare	Apparently		17	Female
Failure to Yield Right-o	Motor Veh	Moving For	One Way T	30	Straight	Uphill		No Appare	Apparently		59	Female
No Clear Contributing , Motor Veh	Slowing	Two-Way, I		45	Straight	Uphill		No Appare	Apparently		68	Female
No Clear Contributing , Motor Veh	Moving For	Two-Way, I		45	Straight	Uphill		No Appare	Apparently		48	Male

Unit2 Type	Unit2 Vehic	Unit2 Direc	Unit2 Factc	Unit2 Factc	Unit2 Most	Unit2 Vehic	Unit2 Nonr	Unit2 Injur	Unit2 Physi	Unit2 Age	Unit2 Sex	Unit3 Type
Bicycle			Other Contributing	Action			Walk/Cycle	Suspected Minor Injur		0		
Motor Veh Passenger		Southboun	No Clear Contributing		Motor Veh Moving Forward			No Appare	Apparently	30	Male	Motor Veh
Motor Veh Sport Utilit		Northboun	Disregard C	Improper T	Motor Veh Turning Left			No Appare	Apparently	16	Male	
Motor Veh Sport Utilit		Westboun	Other Contributing	Act	Motor Veh Moving Forward			No Appare	Apparently	66	Male	
Motor Veh Pickup		Westboun	No Clear Contributing		Motor Veh Turning Left			No Appare	Apparently	50	Female	
Motor Veh Pickup		Northboun	No Clear Contributing		Motor Veh Moving Forward			No Appare	Apparently	27	Male	
Motor Veh Sport Utilit		Southboun	Following Too Closely		Motor Veh Moving Forward			No Appare	Apparently	20	Male	
Motor Veh Sport Utilit		Westboun	Other Contributing	Act	Motor Veh Turning Left			No Appare	Apparently	23	Female	

Unit3 Vehic	Unit3 Direc	Unit3 Factc	Unit3 Factc	Unit3 Most	Unit3 Vehic	Unit3 Nonr	Unit3 Injur	Unit3 Physi	Unit3 Age	Unit3 Sex	Unit4 Type	Unit4 Vehic
Passenger	Southboun	Failure to Yield Right-o	Motor Veh	Turning Left		No Appare	Apparently		16	Male		

[illegible]

utm_x	utm_y	interchange	intersection	city_section	latitude	longitude	shape	roadway_type	x	y	wkid
512179.4	4987074	{C0D5ADB2-E900-4E8A-AFAE-1019}	{4359E069-0930-42A5}		45.04	-92.85		22	-1E+07	5627352	102100
512155.2	4987082	{C0D5ADB2-E900-4E8A-AFAE-1019}	{4359E069-0930-42A5}		45.04	-92.85		4	-1E+07	5627364	102100
512155.5	4987087	{C0D5ADB2-E900-4E8A-AFAE-1019}			45.04	-92.85		4	-1E+07	5627371	102100
512179.9	4987072	{C0D5ADB2-E900-4E8A-AFAE-1019}	{4359E069-0930-42A5}		45.04	-92.85		22	-1E+07	5627349	102100
512166.6	4987068	{C0D5ADB2-E900-4E8A-AFAE-1019}	{4359E069-0930-42A5}		45.04	-92.85		4	-1E+07	5627343	102100
512180.7	4987075	{C0D5ADB2-E900-4E8A-AFAE-1019}	{4359E069-0930-42A5}		45.04	-92.85		22	-1E+07	5627353	102100
512192	4987140	{C0D5ADB2-E900-4E8A-AFAE-1019}			45.04	-92.85		4	-1E+07	5627445	102100
512156.6	4987075				45.04	-92.85		3	-1E+07	5627354	102100

TH 5 and TH 36 South Ramps

objectid	Incident ID	Date and Time	Year	Hour	Crash Seve	Number Kil	Number of Officer Nar	Constructic	County	City	Township
1778031	528644	12/27/2017	2017	11	Possible Inj	0	2	UNIT 1 WA	M	WASHINGTON	Oak Park Heights
1778707	667190	12/5/2018,	2018	20	Property D	0	2	Responde	M	WASHINGTON	Oak Park Heights
1798481	663372	11/28/2018	2018	8	Property D	0	2	Vehicle #1	M	WASHINGTON	Oak Park Heights
1809850	377257	9/6/2016, 7	2016	7	Property D	0	2	Driver of U	M	WASHINGTON	Oak Park Heights
1940059	383275	10/1/2016,	2016	8	Property D	0	2	The crash c	M	Washington	Oak Park Heights
2093709	432087	3/29/2017,	2017	7	Possible Inj	0	2	VEHS AT TC	M	Washington	Oak Park Heights
2184370	429583	3/14/2017,	2017	18	Possible Inj	0	2	Driver of U	M	WASHINGTON	Oak Park Heights
2267550	634186	9/12/2018,	2018	7	Property D	0	2	Driver of V	M	WASHINGTON	Oak Park Heights
2365752	570242	3/1/2018, 7	2018	7	Property D	0	2	Driver of V	M	WASHINGTON	Oak Park Heights
2417212	662616	11/19/2018	2018	13	Possible Inj	0	2	The crash f	M	Washington	Oak Park Heights
2555499	581764	3/5/2018, 7	2018	19	Possible Inj	0	1	DRIVER W/	M	Washington	Oak Park Heights
2579570	349639	5/17/2016,	2016	9	Property D	0	2	Driver of v	M	WASHINGTON	Oak Park Heights
2606595	539872	1/10/2018,	2018	21	Property D	0	2	UNIT 1 WA	M	WASHINGTON	Oak Park Heights

Route Type	Route ID	Route Mea	Roadway N	Divided Ro	Intersection	Manner of	First Harmf	Relative Tr	Lighting Co	Road Circu	road_circu	Road Circu
State Trunk	030000000	85.88	STILLWATE	North		Front to Fr	Motor Veh On Roadw	Daylight	None			
Ramp or Cc	220000659	0.19	RAMP607	Not Applicable		Front to Re	Motor Veh On Roadw	Dark (Stree	None			
Ramp or Cc	220000659	0.19	RAMP607	East		Front to Re	Motor Veh On Roadw	Daylight	None			
State Trunk	030000000	85.84	STILLWATE	South		Front to Re	Motor Veh On Roadw	Sunrise	None			
Ramp or Cc	220000659	0.15	RAMP607	East		Sideswipe -	Motor Veh On Roadw	Daylight	None			
Ramp or Cc	220000659	0.17	RAMP607	East		Front to Re	Motor Veh On Roadw	Daylight	None			
State Trunk	030000000	85.88	STILLWATE	North		Angle	Motor Veh On Roadw	Daylight	None			
Ramp or Cc	220000659	0.16	RAMP607	East		Front to Re	Motor Veh On Roadw	Daylight	None			
County Sta	040000659	6.42	STILLWATE	North		Front to Re	Motor Veh On Roadw	Daylight	None			
Ramp or Cc	220000659	0.17	RAMP607	East		Front to Re	Motor Veh On Roadw	Daylight	None			
Ramp or Cc	220000659	0.14	RAMP607	East			Light Pole/	On Roadw	Dark (Stree	Road Surface Condition (wet, icy, s		
State Trunk	030000000	85.88	STILLWATE	North		Angle	Motor Veh On Roadw	Daylight	None			
State Trunk	030000000	85.85	STILLWATE	North		Sideswipe -	Motor Veh On Roadw	Dark (Stree	None			

road_circul	Relative Int	Traffic Con	Weather P	Weather S	Surface Co	Work Zone	Work Zone	Work Zone	Workers Pr	Unit1 Type	Unit1 Vehic	Unit1 Direc
	Four-Way I	Traffic Con	Clear		Dry	2		NOT APPLICABLE		Motor Veh Passenger	Eastbound	
	Entrance/E	Traffic Con	Clear		Dry	2		NOT APPLICABLE		Motor Veh Passenger	Eastbound	
	Four-Way I	Traffic Con	Cloudy		Dry	2		NOT APPLICABLE		Motor Veh Sport Utilit	Eastbound	
	Four-Way I	Traffic Con	Cloudy	Rain	Wet	2		NOT APPLICABLE		Motor Veh Passenger	Southbound	
	Interchang	Traffic Con	Clear		Dry	2		NOT APPLICABLE		Motor Veh Passenger	Eastbound	
	Interchang	Not Applic	Cloudy		Dry	2		NOT APPLICABLE		Motor Veh Pickup	Eastbound	
	Entrance/E	Traffic Con	Clear		Dry	2		NOT APPLICABLE		Motor Veh Passenger	Southbound	
	Interchang	Traffic Con	Clear		Dry	2		NOT APPLICABLE		Motor Veh Passenger	Eastbound	
	Four-Way I	Traffic Con	Clear		Dry	2		NOT APPLICABLE		Motor Veh Pickup	Northbound	
	Four-Way I	Traffic Con	Cloudy		Dry	2		NOT APPLICABLE		Motor Veh Passenger	Eastbound	
snow, slush,	Interchang	No Control	Snow		Snow	2		NOT APPLICABLE		Motor Veh Sport Utilit	Eastbound	
	Four-Way I	Traffic Con	Clear		Dry	2		NOT APPLICABLE		Motor Veh Sport Utilit	Southbound	
	Four-Way I	Traffic Con	Clear		Wet	2		NOT APPLICABLE		Motor Veh Passenger	Northbound	

Unit1 Factc	Unit1 Factc	Unit1 Most	Unit1 Vehic	Unit1 Traffi	Unit1 Poste	Unit1 Horiz	Unit1 Road	Unit1 Nonr	Unit1 Injur	Unit1 Physi	Unit1 Age	Unit1 Sex
Unknown	Motor Veh	Turning Le	Two-Way, l	45	Straight	Level		No Appare	Apparently		19	Female
No Clear Contributing	Parked Mo	Moving For	One Way Traffic	way	Straight	Uphill		No Appare	Apparently		16	Female
No Clear Contributing	Motor Veh	Moving For	Two-Way, l	55	Straight	Level		No Appare	Apparently		45	Female
Following Too Closely	Motor Veh	Moving For	Two-Way, l	45	Straight	Level		No Appare	Apparently		16	Male
No Clear Contributing	Motor Veh	Vehicle Sto	One Way T	60	Straight	Uphill		No Appare	Apparently		15	Female
No Clear Contributing	Action	Vehicle Sto	Two-Way, l	60	Straight	Uphill		Possible Inj	Apparently		31	Male
Failure to Yield Right-o	Motor Veh	Turning Le	Two-Way, l	45	Straight	Downhill		No Appare	Apparently		30	Female
No Clear Contributing	Motor Veh	Vehicle Sto	One Way T	50	Straight	Hillcrest		No Appare	Apparently		35	Female
No Clear Contributing	Motor Veh	Vehicle Sto	Two-Way, l	55	Straight	Level		No Appare	Apparently		62	Male
No Clear Contributing	Motor Veh	Vehicle Sto	One Way T	60	Straight	Uphill		Possible Inj	Apparently		62	Male
Ran Off Road	Ran Off Ro	Moving For	One Way T	50	Straight	Level		Possible Inj	Apparently		39	Female
No Clear Contributing	Motor Veh	Turning Le	Two-Way, l	45	Straight	Level		No Appare	Apparently		40	Male
No Clear Contributing	Motor Veh	Turning Le	Other	45	Straight	Level		No Appare	Apparently		43	Female

Unit2 Type	Unit2 Vehic	Unit2 Direc	Unit2 Factc	Unit2 Factc	Unit2 Most	Unit2 Vehic	Unit2 Nonr	Unit2 Injur	Unit2 Physi	Unit2 Age	Unit2 Sex	Unit3 Type
Motor Veh Sport Utilit	Eastbound	Unknown		Motor Veh	Moving Forward			Possible Inj	Apparently	52	Female	
Motor Veh Passenger	Eastbound	No Clear Contributing		Motor Veh	Vehicle Stopped or Sta			No Appare	Apparently	29	Female	
Motor Veh Sport Utilit	Eastbound	No Clear Contributing		Motor Veh	Slowing			No Appare	Apparently	17	Male	
Motor Veh Sport Utilit	Southboun	No Clear Contributing		Motor Veh	Vehicle Stopped or Sta			No Appare	Apparently	16	Male	
Motor Veh Passenger	Eastbound	Operated	Failed to K	Motor Veh	Moving Forward			No Appare	Asleep or F	51	Female	
Motor Veh Pickup	Eastbound	Following Too Closely			Moving Forward			No Appare	Apparently	51	Male	
Motor Veh Passenger	Northboun	No Clear Contributing		Motor Veh	Moving Forward			Possible Inj	Apparently	17	Male	
Motor Veh Passenger	Eastbound	Following	Operated	Motor Veh	Moving Forward			No Appare	Apparently	18	Female	
Motor Veh Sport Utilit	Northboun	No Clear Contributing		Motor Veh	Slowing			No Appare	Apparently	22	Female	
Motor Veh Other Light	Eastbound	Driver Dist	Other Cont	Motor Veh	Moving Forward			No Appare	Apparently	19	Male	
Motor Veh Passenger	Northboun	Driver Distracted		Motor Veh	Moving Forward			No Appare	Apparently	64	Female	
Motor Veh Pickup	Northboun	Failed to K	Other Cont	Motor Veh	Turning Left			No Appare	Has Been C	51	Male	

Unit3 Vehic Unit3 Direc Unit3 Factc Unit3 Factc Unit3 Most Unit3 Vehic Unit3 Nonr Unit3 Injur Unit3 Physi Unit3 Age Unit3 Sex Unit4 Type Unit4 Vehic

Unit4 Direc Unit4 Factc Unit4 Factc Unit4 Most Unit4 Vehic Unit4 Nonr Unit4 Injur Unit4 Physi Unit4 Age Unit4 Sex interchang otst_inters city_section

MNTH 36 / STILLWATER BLVD
MNTH 36 / STILLWATER BLVD

MNTH 36 / STILLWATER BLVD
MNTH 36 / STILLWATER BLVD

MNTH 36 / STILLWATER BLVD
MNTH 36 / STILLWATER BLVD
MNTH 36 / STILLWATER BLVD
MNTH 36 / STILLWATER BLVD

utm_x	utm_y	interchange	intersection	city_section	latitude	longitude	shape	roadway_type	x	y	wkid
512034.5	4986864				45.04	-92.85		3	-1E+07	5627055	102100
511992.2	4986878	{COD5ADB2-E900-4E8A-AFAE-1019}			45.04	-92.85		22	-1E+07	5627075	102100
511985.9	4986878	{COD5ADB2-E900-4E8A-AFAE-1019}			45.04	-92.85		22	-1E+07	5627074	102100
512019.7	4986873				45.04	-92.85		3	-1E+07	5627068	102100
511933.8	4986916	{COD5ADB2-E900-4E8A-AFAE-1019}			45.04	-92.85		22	-1E+07	5627128	102100
511963.4	4986890	{COD5ADB2-E900-4E8A-AFAE-1019}			45.04	-92.85		22	-1E+07	5627092	102100
512038.2	4986869				45.04	-92.85		3	-1E+07	5627062	102100
511953.3	4986896	{COD5ADB2-E900-4E8A-AFAE-1019}			45.04	-92.85		22	-1E+07	5627100	102100
512015.5	4986840	{COD5ADB2-E900-4E8A-AFAE-1019}			45.03	-92.85		4	-1E+07	5627020	102100
511967.7	4986890	{COD5ADB2-E900-4E8A-AFAE-1019}			45.04	-92.85		22	-1E+07	5627092	102100
511916.9	4986890	{COD5ADB2-E900-4E8A-AFAE-1019}			45.04	-92.85		22	-1E+07	5627092	102100
512036.7	4986868				45.04	-92.85		3	-1E+07	5627060	102100
512008.1	4986881				45.04	-92.85		3	-1E+07	5627079	102100