



Application

01971 - 2014 Multiuse Trails and Bicycle Facilities

02120 - 70th Street (CSAH 22) Pedestrian Underpass

Regional Solicitation - Bicycle and Pedestrian Facilities

Status: Submitted

Submitted Date: 11/19/2014 10:31 PM

Primary Contact

Name:* Jennifer Levitt
Salutation First Name Middle Name Last Name

Title: Community Development Director/City Engineer

Department:

Email: jlevitt@cottage-grove.org

Address: 12800 Ravine Parkway South

***:** Cottage Grove Minnesota 55016
City State/Province Postal Code/Zip

Phone:* 651-458-2890
Phone Ext.

Fax: 651-458-2897

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

Organization Information

Name: COTTAGE GROVE, CITY OF

Jurisdictional Agency (if different):

Organization Type: City

Organization Website:

Address: 12800 Ravine Parkway S

***** Cottage Grove Minnesota 55016
City State/Province Postal Code/Zip

County: Washington

Phone:* 651-458-2800
Ext.

Fax:

PeopleSoft Vendor Number 0000020935A5

Project Information

Project Name 70th Street (CSAH 22) Pedestrian Underpass

Primary County where the Project is Located Washington

Jurisdictional Agency (If Different than the Applicant): Washington County

This project proposes to construct a pedestrian underpass at 70th Street (CSAH 22) and Hardwood Avenue in the City of Cottage Grove. As an undivided road with a current ADT volume of 9,100 and a posted speed limit of 50 mph, 70th Street is a significant barrier to pedestrians and bicyclists traveling through the City. Residents have expressed concern to the City about the inability to safely cross the 70th Street and Hardwood Avenue intersection. Pedestrians and bicyclists at the 70th Street and Hardwood Avenue intersection have caused, been included in or been injured by vehicle crashes on multiple occasions over the last 7 years.

When you combine the need to cross a wide, high speed, high volume roadway with a known crash history, 70th Street becomes a significant physical and psychological barrier to residents wishing to travel north/south within the central area.

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

The underpass will remove this existing barrier in the regional trail system allowing pedestrians to travel freely from park to park, trail to trail, and home to shopping without fear of crossing 70th Street. The grade separated crossing of 70th Street will be ADA accessible, providing a comfortable, safer route for individuals who may need additional time to cross the intersection, eliminating the intimidation and alarm felt when negotiating the wide, high-speed, high traffic county road. The underpass also opens opportunities for the new bicyclist or the family that wants a safe route to walk or bike to area parks.

In 2017, Washington County is proposing to reconstruct 70th Street as a 4-lane divided highway with turn lanes at the Hardwood Avenue intersection to meet the traffic projections of 20,000 ADT expected by 2030. These proposed roadway improvements will present regional trail users with an even wider and busier roadway to cross.

Although this project is independent of Washington Countys proposed improvements for the intersection, constructing the underpass in conjunction with the intersection improvements will provide the only economical way to grade separate the intersection. At a later date, the underpass would be unfeasible and a pedestrian overpass bridge would be significantly more expensive than taking advantage of this underpass opportunity.

This intersection presents the most viable location for a pedestrian underpass as the citys trail system funnels to this location. No other crossing along the 70th Street corridor was determined to be a reasonable location for a grade separation due to lack of right-of-way available, grade or existing trail network connections. The proposed pedestrian underpass will be the only grade separated crossing along the 70th Street (CSAH 22) corridor as it passes through the City.

Include location, road name/functional class, type of improvement, etc.

Project Length (Miles)

0.2

Connection to Local Planning:

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 MnDOT and the Metropolitan Council], or other official plan or program of the applicant agency [includes Safe Routes to School Plans] that the project is included in and/or a transportation problem/need that the project addresses. List the applicable documents and pages.

Washington County's CIP addresses the intersection improvements in 2015 Planning and Design & 2017 Construction of Proposed Improvements.

Washington County's 2030 Comprehensive Plan identifies safety issues at the intersection and depicts the county and regional trail system,

Cottage Grove's current CIP addresses proposed improvements at the intersection,

Cottage Grove 2030 Comprehensive Plan outlines the proposed improvements at the 70th Street (CSAH 22) and Hardwood Avenue intersection.

The proposed project addresses the following goals and policies in the City of Cottage Grove 2030 Comprehensive Plan:

POLICY 5.7 The railway system will be separated from roadways whenever feasible.

POLICY 5.10 The railway system will include a variety of surfaces, slopes, and linear distance that will accommodate the needs of all segments of the general population.

Connection to Local Planning

Project Funding

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

No

If yes, please identify the source(s)

Federal Amount

\$1,075,000.00

Match Amount

\$271,000.00

Minimum of 20% of project total

Project Total

\$1,346,000.00

Match Percentage

20.13%

Minimum of 20%

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

Source of Match Funds	City Capital Improvement Funds
Preferred Program Year	
Select one:	2018

Project Information

County, City, or Lead Agency	City of Cottage Grove
Zip Code where Majority of Work is Being Performed	55016
(Approximate) Begin Construction Date	04/10/2017
(Approximate) End Construction Date	10/30/2017
LOCATION	
From: (Intersection or Address)	SE Quadrant of Hardwood Ave S and 70th Street (CSAH 22) Intersection
<i>Do not include legal description; Include name of roadway if majority of facility runs adjacent to a single corridor.</i>	
To: (Intersection or Address)	NE Quadrant of Hardwood Ave S and 70th Street (CSAH 22) Intersection
Type of Work	Concrete box culvert, grading, agg base, bicycle path, lighting, storm sewer and signage

*Examples: grading, aggregate base, bituminous base, bituminous surface,
sidewalk, signals, lighting, guardrail, bicycle path, ped ramps, bridge,
Park & Ride, etc.)*

BRIDGE/CULVERT PROJECTS (If Applicable)

Old Bridge/Culvert?	No
New Bridge/Culvert?	Yes
Structure is Over/Under (Bridge or culvert name):	CSAH 22

Specific Roadway Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Mobilization (approx. 5% of total cost)	\$67,000.00
Removals (approx. 5% of total cost)	\$66,000.00
Roadway (grading, borrow, etc.)	\$38,000.00
Roadway (aggregates and paving)	\$145,000.00
Subgrade Correction (muck)	\$0.00
Storm Sewer	\$34,000.00

Ponds	\$81,000.00
Concrete Items (curb & gutter, sidewalks, median barriers)	\$0.00
Traffic Control	\$16,000.00
Striping	\$0.00
Signing	\$0.00
Lighting	\$0.00
Turf - Erosion & Landscaping	\$30,000.00
Bridge	\$283,000.00
Retaining Walls	\$377,000.00
Noise Wall	\$0.00
Traffic Signals	\$0.00
Wetland Mitigation	\$0.00
Other Natural and Cultural Resource Protection	\$0.00
RR Crossing	\$0.00
Roadway Contingencies	\$65,000.00
Other Roadway Elements	\$69,000.00
Totals	\$1,271,000.00

Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Path/Trail Construction	\$75,000.00
Sidewalk Construction	\$0.00
On-Street Bicycle Facility Construction	\$0.00
Right-of-Way	\$0.00
Pedestrian Curb Ramps (ADA)	\$0.00
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	\$75,000.00

Specific Transit and TDM Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Fixed Guideway Elements	\$0.00
Stations, Stops, and Terminals	\$0.00
Support Facilities	\$0.00
Transit Systems (e.g. communications, signals, controls, fare collection, etc.)	\$0.00
Vehicles	\$0.00
Transit and TDM Contingencies	\$0.00
Other Transit and TDM Elements	\$0.00
Totals	\$0.00

Transit Operating Costs

OPERATING COSTS	Cost
Transit Operating Costs	\$0.00
Totals	\$0.00

Totals

Total Cost	\$1,346,000.00
Construction Cost Total	\$1,346,000.00
Transit Operating Cost Total	\$0.00

Requirements - All Projects

All Projects

1. The project must be consistent with the goals and policies in these adopted regional plans: Thrive MSP 2040 (2014), the 2030 Transportation Policy Plan (amended 2013), the 2030 Regional Parks Policy Plan (amended 2013), and the 2030 Water Resources Management Policy Plan (2005).

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

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

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

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

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

4. 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. Multiuse trails & bicycle facilities must be between \$125,000 and \$5,500,000. Pedestrian facilities and Safe Routes to School must be between \$125,000 and \$1,000,000.

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

5. The project must comply with the Americans with Disabilities Act.

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

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

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

7. The owner/operator of the facility must operate and maintain the project for the useful life of the improvement.

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

8. 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

9. 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

10. The project applicant must send written notification regarding the proposed project to all affected communities and other levels and units of government prior to submitting the application.

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

Requirements - Bicycle and Pedestrian Facilities Projects

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

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

2. The project must exclude costs for study completion, preliminary engineering, design, construction engineering, or other similar costs (eligible costs include construction and materials, right-of-way, and land acquisition).

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

3. The project must exclude work which is required as a condition of obtaining a permit or concurrence for a different transportation project.

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

4. Seventy percent of the project cost must fall under one of the following eligible activities:

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

For Safe Routes to School Projects Only

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

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

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

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

7. The applicant must have a Safe Routes to School plan or planning process established to be eligible for funding. MnDOT staff will notify Metropolitan Council staff of all agencies eligible for funding. If an applicant has a new Safe Routes to School plan and has not previously notified MnDOT Safe Routes to School staff of the plan, the applicant should contact Nicole Campbell (Nicole.M.Campbell@state.mn.us; 651-366-4180) prior to beginning an application to discuss the plan and confirm eligibility. MnDOT staff will send updated applicant eligibility information to Metropolitan Council staff, if necessary.

Check the box to indicate that the applicant understands this requirement and will contact MnDOT Safe Routes to School staff, if necessary, to confirm funding eligibility.

Other Attachments

File Name	Description	File Size
48GENZFD01.pdf	Project Location Map	714 KB
48GENZFD02.pdf	Proposed Improvement Concept Plan	1.7 MB
48GENZFD03.pdf	Proposed Improvements Concept Plan with County Improvements shown	1.0 MB
70th Ave Underpass_CG Parks Letter of Support.pdf	Cottage Grove Parks Department Letter of Support	276 KB
70th Ave Underpass_DNR Letter of Support.pdf	DNR Letter of Support	71 KB
70th Ave Underpass_MORC Letter of Support.pdf	Minnesota Off Road Cyclists Letter of Support	146 KB
SupportCottagegrovetunnel11-18-2014.pdf	Washington County Letter of Support	338 KB

Measure A: Project Location Relative to the RBTN

Select one:

Tier 1, Priority RBTN Corridor

Tier 2, RBTN Corridor

(Tier 1 or Tier 2)

Direct connection to the RBTN

OR

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

Upload Map

RBTN and Barriers_Map.pdf

Measure A: Cost Effectiveness

Existing Population Within One Mile (Integer Only) 25910

Existing Employment Within One Mile (Integer Only) 3458

Completed by Metropolitan Council Staff

Total Project Cost \$1,346,000.00

Cost Effectiveness for Population \$51.95

Cost Effectiveness for Employment \$389.24

Upload Map Population Summary_Map.pdf

Measure A: Project Location and Impact to Disadvantaged Populations

Select one:

Project located in Racially Concentrated Area of Poverty

Project located in Concentrated Area of Poverty

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

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

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

This project provides a safe connection on a regional trail system, which provides connectivity to the City of St. Paul Park, Washington County's Cottage Grove Ravine Park and the County's trail system on CSAH 19 which provides for travel northerly and southerly travel within the County. The regional trail will provide pedestrians and bicyclists an alternative means of accessing the Washington County library, shopping and restaurant opportunities, as well as to the City's Hardwood, Hidden Valley, West Draw and Oakwood park facilities. The trails will also provide indirect access through existing trails and sidewalks to additional parks, neighborhoods, schools and commercial centers.

A large commercial/retail area exists approximately 1 mile south of 70th Street (CSAH 22) along 80th Street. An existing trail runs north/south along the boulevard of Hardwood Avenue and connects to this popular shopping area. The pedestrian underpass will provide opportunity for individuals seeking to utilize alternative modes of transportation, such as walking or biking, to access the many services, shops and restaurants that Cottage Grove has to offer.

Upload Map

Socio_Economic_Map.pdf

Measure B: Affordable Housing

City/Township	Segment Length (Miles)
Cottage Grove	0.2
	0

Total Project Length

Total Project Length	0.2
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Affordable Housing Scoring - To Be Completed By Metropolitan Council Staff

City/Township	Segment Length (Miles)	Total Length (Miles)	Score	Segment Length/Total Length	Housing Score Multiplied by Segment percent
Cottage Grove	0.2	0.2	57.0	1.0	57.0
		0	57	1	57

Affordable Housing Scoring - To Be Completed By Metropolitan Council Staff

Total Project Length (Miles)	0.2
Total Housing Score	57.0

Measure A: Gaps, Barriers and Continuity/Connections

Check all that apply:

Closes a Gap on or off the RBTN including improving bikeability for all age/experience levels within urban, high demand corridors that may already have a continuous bikeway facility (in urban high-demand corridors, this could include adding an off-road trail where there is only an on-street bike lane or adding a bike lane where only a trail exists)

Closes a Gap Yes

Provides a Facility That Crosses or Circumvents a Physical Barrier (bridge or tunnel; on or off the RBTN) including a river or stream, railroad corridor, freeway, or multi-lane highway

Provides a Facility That Crosses or Circumvents a Physical Barrier

Improves Continuity and/or Connections Between Jurisdictions (on or off the RBTN) (e.g., extending a specific bikeway facility treatment across jurisdictions to improve consistency and inherent bikeability)

Improves Continuity and/or Connections Between Jurisdictions Yes

70th Street is a high speed, high volume roadway that cuts east/west through the northern section of the City. The roadway has a Year 2030 ADT of 20,000 and acts as a vital link to the City's East Ravine Development area of mixed use, single family residential, commercial and retail. However, due to the position of 70th Street within the City, the roadway currently creates a barrier preventing pedestrians and cyclists from accessing local and regional parks, regional trail networks, and the commercial and retail area of Cottage Grove. Residents have continually voiced concerns about the inability of pedestrians and cyclists to safely cross 70th Street, particularly at the Hardwood Avenue intersection.

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

This project will remove the 70th Street barrier to the regional trail system by constructing a pedestrian underpass. With the construction of the proposed ADA accessible grade separated crossing of 70th Street (CSAH 22), individuals who need more time to cross the intersection will not have to dread negotiating the wide multi-lane, high-speed, high traffic county road as part of their journey.

By providing an opportunity to increase trips made by bicycle to regional destinations and accommodating a broad range of cyclist abilities to attract a variety of users, this project reflects the priorities defined in the Twin Cities Regional Bicycle System Study (2014).

Measure B: Project Improvements

5 Year crash data at the intersection of 70th Street (CSAH 22) and Hardwood Avenue shows 19 crashes from 2010 to 2014, over 40% of these crashes involved known or potential injuries. Of these 19 crashes, over 1 in 10 included pedestrians or bicyclists. Area residents have expressed alarm to the City and the County about the inability to safely cross the 70th Street (CSAH 22) and Hardwood Avenue intersection.

The intersection is located at the bottom of a vertical curve, which provides site distance issues for both pedestrians trying to negotiate the crossing of a wide, high speed, high volume roadway and vehicles. By constructing a grade separated crossing, the conflict points between vehicles and pedestrians will be eliminated. Additionally, removing pedestrian/cyclist traffic from the intersection will reduce distractions for motor vehicles.

The pedestrian underpass and trail connections will be designed to meet MnDOT State Aid standards, AASHTO guidelines and will be ADA compliant. The proposed underpass would include LED lighting to provide for a safe and comfortable environment of user.

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

Measure A: Transit Connections

Existing Routes Directly Connected to the Project	N/A
Planned Transitways Directly Connected to the Project (alignment and mode determined and identified in the 2030 TPP)	N/A
Existing Routes Indirectly Connected Within One Mile of the Project	361, 365
Planned Transitways Indirectly Connected Within One Mile of the Project (alignment and mode determined and identified in the 2030 TPP)	N/A

Response

Met Council Staff Data Entry Only

Route Ridership Directly Connected	0
Transitway Ridership Directly Connected	0
Route Ridership Indirectly Connected	233416.0
Transitway Ridership Indirectly Connected	0

Measure B: Pedestrian Connections

A large commercial/retail area exists approximately 1 mile south of 70th Street along 80th Street.

Bicyclists and pedestrians use the boulevard of Hardwood Avenue to access this popular shopping area from 70th Street. The pedestrian underpass will allow individuals to utilize alternative modes of transportation, such as walking or biking, to access the many services, shops and restaurants that Cottage Grove has to offer.

Locally, pedestrians and bicyclists will be provided with a safer and less intimidating way to travel to the Washington County library, shopping and restaurant opportunities, as well as to the Citys Hardwood, Hidden Valley, West Draw and Oakwood park facilities.

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

Regionally, the 70th Street underpass will provide connectivity to the City of St. Paul Park, Washington Countys Cottage Grove Ravine Park and the Countys trail system on CSAH 19 which provides for travel northerly and southerly travel within the County. The project would provide access to the 80th Street regional trail by way of the Hardwood Avenue trail.

The trail connection made by the underpass will achieve connectivity to the region and the citys trail network as outlined in the Citys Comprehensive Plan.

Measure C: Multimodal Facilities

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

The Metropolitan Council's Regional Trail regional trail network includes a corridor along 80th Street, which would be connected to this project by way of the Hardwood Avenue trail. Connection to this trail system provides users access to the transit station located along 80th Street. This connection could cause individuals to reconsider Metro Transit, because a challenge that was standing in their way has been removed. In particular, removing the 70th Street barrier could increase use of the Cottage Grove Park & Ride is located on the south side of Highway 61 between 80th Street South and Jamaica Avenue, which is only a 15 minute bike ride from this project. The Cottage Grove Park and Ride provides an express bus into downtown St. Paul.

Transit Projects Not Requiring Construction

If the applicant is completing a transit or TDM application, only Park-and-Ride and other construction projects require completion of the Risk Assessment below. Check the box below if the project does not require the Risk Assessment fields, and do not complete the remainder of the form. These projects will receive full points for the Risk Assessment.

[Check Here if Your Transit Project Does Not Require Construction](#)

Measure A: Risk Assessment

1)Project Scope (5 Percent of Points)

Meetings or contacts with stakeholders have occurred Yes

100%

Stakeholders have been identified

40%

Stakeholders have not been identified or contacted

0%

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

Layout or Preliminary Plan completed

100%

Layout or Preliminary Plan started Yes

50%

Layout or Preliminary Plan has not been started

0%

Anticipated date or date of completion 06/01/2015

3)Environmental Documentation (10 Percent of Points)

EIS

EA

PM Yes

Document Status:

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

Document submitted to State Aid for review 75%

Document in progress; environmental impacts identified

50%

Document not started Yes

0%

Anticipated date or date of completion/approval 10/01/2015

4)Review of Section 106 Historic Resources (15 Percent of Points)

No known potential for archaeological resources, no historic resources known to be eligible for/listed on the National Register of Historic Places located in the project area, and project is not located on an identified historic bridge

100%

Historic/archeological review under way; determination of no historic properties affected or no adverse effect anticipated

80%

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

40%

Unknown impacts to historic/archaeological resources Yes

0%

Anticipated date or date of completion of historic/archeological review: 08/10/2015

Project is located on an identified historic bridge

5)Review of Section 4f/6f Resources (15 Percent of Points)

(4f is publicly owned parks, recreation areas, historic sites, wildlife or waterfowl refuges; 6f is outdoor recreation lands where Land and Water Conservation Funds were used for planning, acquisition, or development of the property)

No Section 4f/6f resources located in the project area

100%

Project is an independent bikeway/walkway project covered by the bikeway/walkway Negative Declaration statement; letter of support received Yes

100%

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

80%

Adverse effects (land conversion) to Section 4f/6f resources likely

30%

Unknown impacts to Section 4f/6f resources in the project area

0%

6)Right-of-Way (15 Percent of Points)

Right-of-way or easements not required

Yes

100%

Right-of-way or easements has/have been acquired

100%

Right-of-way or easements required, offers made

75%

Right-of-way or easements required, appraisals made

50%

Right-of-way or easements required, parcels identified

25%

Right-of-way or easements required, parcels not identified

0%

Right-of-way or easements identification has not been completed

0%

Anticipated date or date of acquisition

7)Railroad Involvement (25 Percent of Points)

No railroad involvement on project

Yes

100%

Railroad Right-of-Way Agreement is executed (include signature page)

100%

Railroad Right-of-Way Agreement required; Agreement has been initiated

60%

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

40%

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

0%

Anticipated date or date of executed Agreement

8)Construction Documents/Plan (10 Percent of Points)

Construction plans completed/approved (include signed title sheet)

100%

Construction plans submitted to State Aid for review

75%

Construction plans in progress; at least 30% completion

50%

Construction plans have not been started

Yes

0%

Anticipated date or date of completion

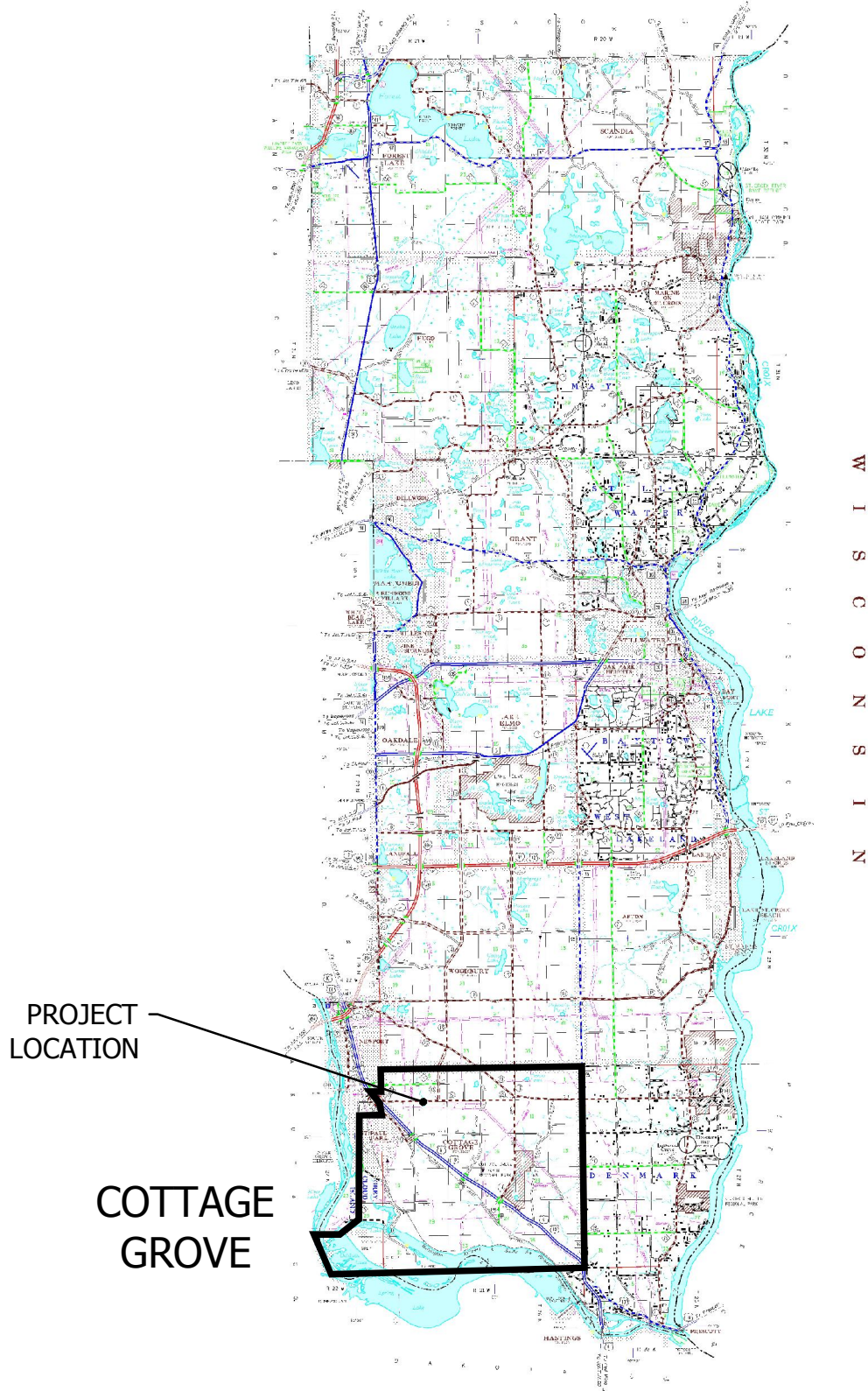
10/10/2016

9)Letting

Anticipated Letting Date

01/30/2017

WASHINGTON COUNTY



LOCATION MAP

CITY OF COTTAGE GROVE, MN
70TH STREET PEDESTRIAN UNDERPASS

FIGURE: 1



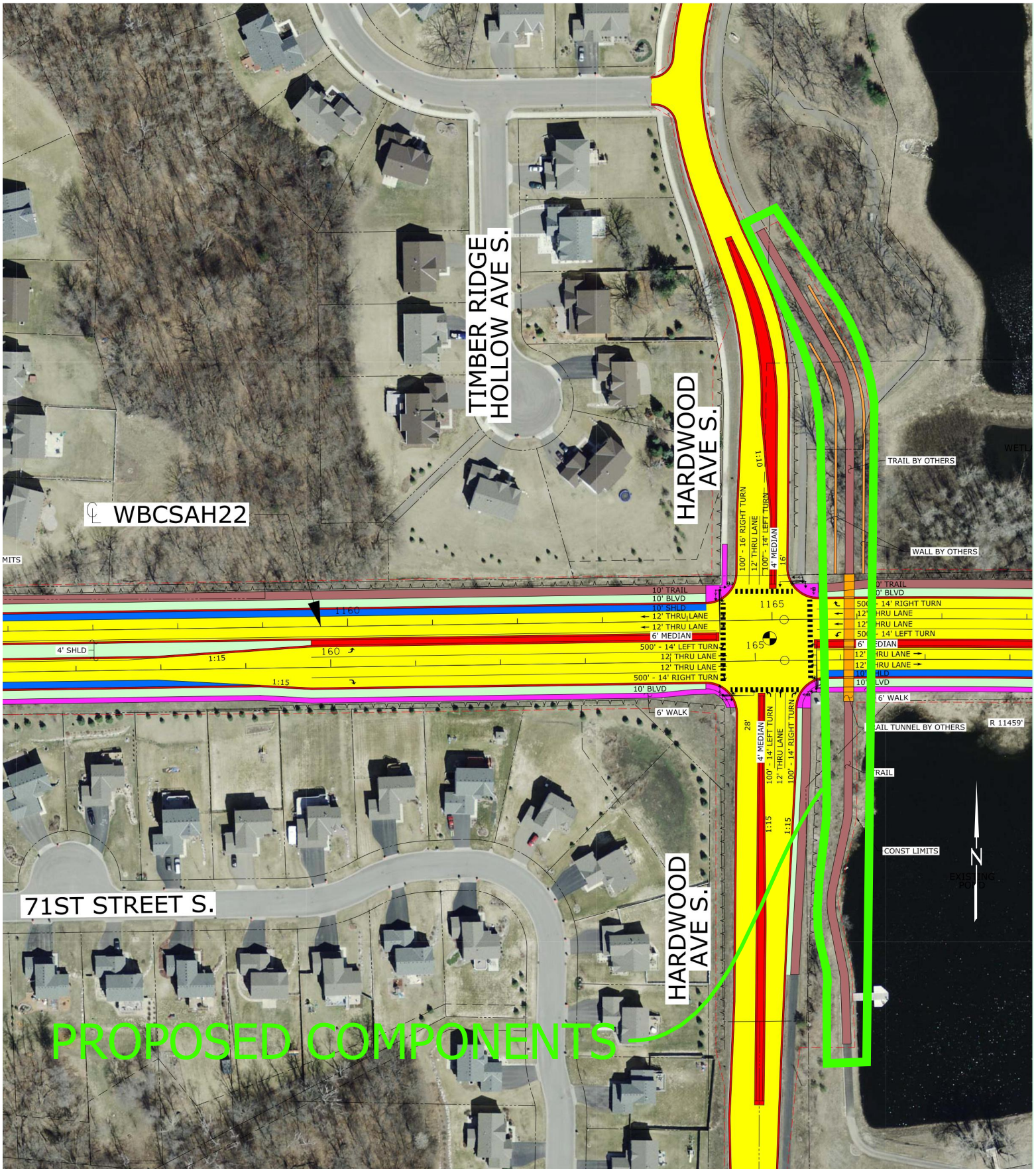


AERIAL PHOTO

COTTAGE GROVE, MINNESOTA
70TH STREET PEDESTRIAN UNDERPASS

FIGURE: 2





PROPOSED IMPROVEMENTS

COTTAGE GROVE, MINNESOTA
70TH STREET PEDISTRIAN UNDERPASS

FIGURE: 3



November 4, 2014

Jennifer Levitt, P.E.
City of Cottage Grove
12800 Ravine Parkway South
Cottage Grove, MN 55016

Pedestrian Underpass at CSAH 22 and Hardwood Avenue South

Dear Ms. Levitt:

The Parks, Recreation and Natural Resources Commission would like to express support for the City of Cottage Grove in their submittal of a Regional Solicitation grant application to construct a pedestrian underpass at CSAH 22 and Hardwood Avenue South. It is our understanding that this Bicycle and Pedestrian Facilities project will provide uninterrupted continuity of the Regional Trail system by safely crossing under a wide, high-speed roadway. An underpass at CSAH 22 will allow bikers and hikers of all ages and abilities to enjoy the City's parklands and will be a valuable asset to the regional trail system. The proposed trail will also link to the City's northern trail network that connects to the Mississippi River Trail (MRT) Bikeway.

This project will provide an important connection enhancing both recreational and non-motorized transportation opportunities through the City. This decision demonstrates the City of Cottage Grove's commitment to healthy transportation by providing a safer and more efficient bicycling network. The underpass is an important component of making the Regional Trail system safer for everyone.

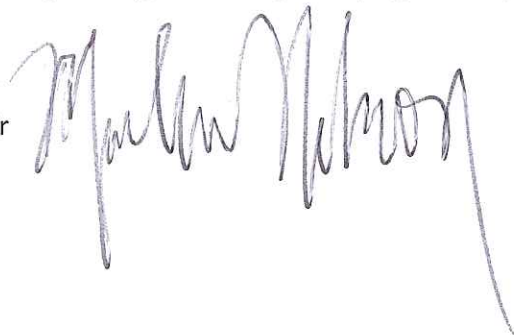
The CSAH 22 Pedestrian Underpass project is consistent with Cottage Grove's Comprehensive Plan, which identifies intersection improvements at CSAH 22 and Hardwood Avenue South. The project also meets the City's stated purpose of the trail network, "to offer the residents of Cottage Grove the safest possible access route for pedestrian and non-motorized use".

This underpass is an opportunity for the City to improve our infrastructure for the safety and enjoyment of drivers, runners, cyclists, and families. The Parks, Recreation and Natural Resources Commission looks forward to working with the City of Cottage Grove to continue development of this important system improvement.

Thank you for seeking funding for this regionally significant project.

Sincerely,

Mark Nelson
Commission Chair





Minnesota Department of Natural Resources

500 Lafayette Road • St. Paul, MN • 55155-40

November 6, 2014

Jennifer Levitt, P.E.
City of Cottage Grove
12800 Ravine Parkway South
Cottage Grove, MN 55016

Pedestrian Underpass at CSAH 22 and Hardwood Avenue South

Dear Ms. Levitt:

The Minnesota Department of Natural Resources – Fisheries Division would like to express support for the City of Cottage Grove in their submittal of a Regional Solicitation grant application to construct a pedestrian underpass at CSAH 22 and Hardwood Avenue South. This proposed project is immediately adjacent to the Minnesota DNR, Fishing in the Neighborhood (FiN) Pond, known as Hidden Valley Pond. This pond has been part of the program since 2003.

The FiN program is aimed at increasing angling opportunities, public awareness and environmental stewardship within the seven-county metro region. As areas become more urbanized, there is a growing need for easily accessible fishing opportunities close to where people live. The Hidden Valley Pond provides that opportunity in an urban setting. The City of Cottage Grove has been a great partner in advancing our mission with construction of a fishing pier, shore fishing opportunities, habitat structure creation, and hosting many community events to promote fishing, aquatic education, and environmental stewardship.

It is our understanding that this Bicycle and Pedestrian Facilities project will provide for a safer crossing under a wide, high-speed county roadway. An underpass at CSAH 22 will allow pedestrians and bikers of all ages and abilities to enjoy the access to the Hidden Valley Pond where shore fishing and a fishing pier exist.

This decision demonstrates the City of Cottage Grove's commitment to enhancing fishing and aquatic education in a family-oriented manner, making it accessible to all, by eliminating barriers and making access to the pond safer.

Sincerely,

TJ DeBates
MnDNR Fisheries Area Supervisor





Minnesota Off-Road Cyclists
PO Box 19520, Minneapolis, MN 55419-0520
Telephone (612) 272-8271 Fax (952) 656-5301
www.morcmtb.org

November 6, 2014

Jennifer Levitt
City of Cottage Grove
12800 Ravine Parkway South
Cottage Grove, MN 55016

Pedestrian Underpass at CSAH 22 and Hardwood Avenue South

Dear Ms. Levitt,

The Minnesota Off-Road Cyclists (MORC) would like to express its support for the City of Cottage Grove's Regional Solicitation grant application to construct a pedestrian at CSAH 22 and Hardwood Avenue South. This project is slightly east of the Cottage Grove Bike Park which was built and is maintained by MORC.

MORC has worked diligently the past two years to build one of the largest Bike Park's in the Midwest region. The Cottage Grove Bike Park is both a local and regional draw for bicyclers of all ages and abilities. Access to the Bike Park is a top priority for both MORC and the City's Parks and Recreation Department. Although the Bike Park is adjacent the Cottage Grove's main recreational trailway, CSAH 22 severely limits all pedestrian and bicycle access from the north.

It is our understanding this Bicycle and Pedestrian Facilities project will provide for a safer crossing under this wide, high-speed road. An underpass will allow pedestrians and bikers of all ages and abilities to safely access and enjoy the Cottage Grove Bike Park.

We are excited at the City of Cottage Grove's dedication to enhancing bicycling opportunities in the community. We believe, along with the City, that bicycling is a wholesome, family-friendly, healthy outdoor activity. We wish to give full support to the City of Cottage Grove for efforts such as this grant that improve the safety for this type of recreation.

Sincerely,
-Matt Andrews
Executive Director
MN Off-Road Cyclists



Public Works Department

Donald J. Theisen, P.E.
Director

Wayne H. Sandberg, P.E.
Deputy Director/County Engineer

November 16, 2014

Jennifer Levitt
City Engineer
City of Cottage Grove
7516 80th Street South
Cottage Grove, MN 55016

RE: Support for pedestrian underpass at 70th Street/Hardwood Avenue in the City of Cottage Grove

Dear Ms Levitt,

Washington County supports the City of Cottage Grove application to the Metropolitan Council's Regional Solicitation in the Bicycle and Pedestrian Facilities Category. The project is a pedestrian underpass on County State Aid Highway (CSAH 22)/ 70th Street at Hardwood Avenue South.

Washington County will continue to support Cottage Grove's efforts to improve the city's trail system that connects the county and regional trail systems as identified in the Washington County Comprehensive Plan 2030. Population growth in Cottage Grove has increased traffic levels on CSAH 22 resulted in substandard levels of performance and increased safety risks at this intersection. The improvements at CSAH 22 and Hardwood Avenue South will address some of these concerns by providing for intersection improvements and address safety issues for pedestrians.

If you have any questions, please contact me at 651-430-4339 or at Wayne.sandberg@co.washington.mn.us.

Sincerely,


Wayne Sandberg, Deputy Director / County Engineer

C: Ann Pung-Terwedo, Senior Planner

R:/Funding/ Regional Solicitations /Letter of Support/CG

RBTN Evaluation and Major Barriers

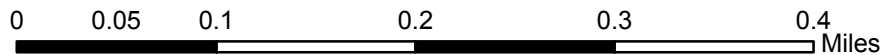
Multiuse Trails and Bicycle Facilities Project: 70th Street (CSAH 22) Pedestrian Underpass | Map ID: 1415896498633

Results

Project NOT IN Regn'l Bicycle Transportation Corridor.



- Project
- RBTN Tier 1
- RBTN Tier 2
- Principal Arterials
- Minor Arterials



Created: 11/13/2014
LandscapeRSA1



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

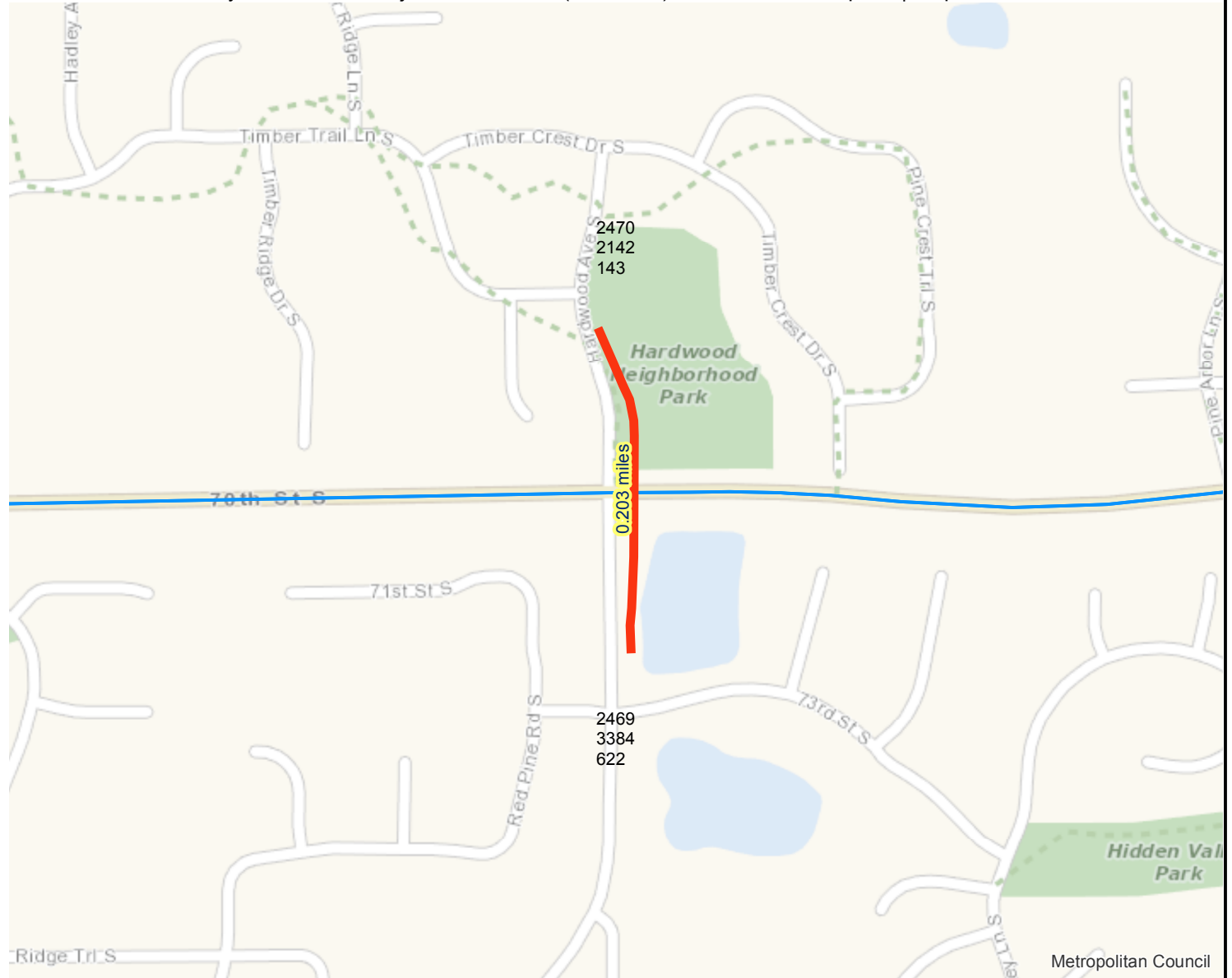


Population Summary

Multiuse Trails and Bicycle Facilities Project: 70th Street (CSAH 22) Pedestrian Underpass | Map ID: 1415896498633

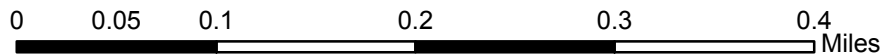
Results

Within ONE Mile of project:
Total Population: 25910
Total Employment: 3458



Project School

2010 TAZ



Created: 11/13/2014
LandscapeRSA4



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

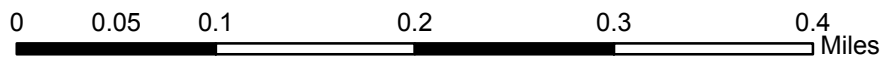


Results

Project **NOT IN** any area of concentrated poverty.



- Project
- Racially concentrated area of poverty
- Concentrated area of poverty
- Above reg'l avg conc of race/poverty



Created: 11/13/2014
LandscapeRSA2



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



Results

Transit with a Direct Connection to project:

-- NONE --

Transit within QTR mile of project:

-- NONE --

Transit within HALF mile of project:

-- NONE --

Transit within ONE mile of project:

361 365

**indicates Planned Alignments*



- Project
- Active Stop

