



Application

13869 - 2020 Multiuse Trails and Bicycle Facilities

14161 - 70th Street Hardwood Underpass

Regional Solicitation - Bicycle and Pedestrian Facilities

Status: Submitted

Submitted Date: 05/15/2020 2:42 PM

---

## Primary Contact

**Name:\*** Ryan Burfeind  
Salutation First Name Middle Name Last Name

**Title:** Public Works Director/City Engineer

**Department:**

**Email:** rburfeind@cottagegrovemn.gov

**Address:** 8635 West Point Douglas Road S

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

**Phone:\*** 651-458-2899  
Phone Ext.

**Fax:**

**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  
  
\* **City:** Cottage Grove **State/Province:** Minnesota **Postal Code/Zip:** 55016  
**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  
**Cities or Townships where the Project is Located:** Cottage Grove  
**Jurisdictional Agency (If Different than the Applicant):**

This project will construct a pedestrian underpass at 70th Street (CSAH 22) and Hardwood Avenue in the City of Cottage Grove. 70th Street (CSAH 22) is a two-lane undivided road and carries a current (2016) ADT volume of 7,600. With a posted speed limit of 50 mph, this high-speed road acts as a significant barrier to pedestrians and bicyclists traveling through the City. Located north of the crossing is Cottage Grove Elementary School and a large area of low to medium density housing. The area south of the crossing contains two parks with unique features that draw kids and families: Cottage Grove Bike Park and Hardwood Park dock/fishing pier.

The City's trail system funnels to this crossing location, which is located at the bottom of a hill on 70th Street (CSAH 22). The existing topography creates a dangerous situation in slippery or icy conditions. Residents have expressed concern to the City about the inability to safely cross the 70th Street (CSAH 22) at or near the Hardwood Avenue intersection. Pedestrians at the 70th Street and Hardwood Avenue intersection have been injured by vehicle crashes within the last 5 years. When you combine the need to cross a wide, high speed, high volume roadway with a known crash history, 70th Street (CSAH 22) becomes a significant physical and psychological barrier to residents wishing to travel north/south within the City's central area.

The 70th Street (CSAH 22) road surface is raised above the surrounding terrain in this location, providing a natural elevation differential for an underpass. This crossing of the 70th Street (CSAH 22) corridor was determined to be an ideal location for a grade separated crossing due to the existing trail network connections/usage, available right-of-way, and topography. The proposed pedestrian underpass will be the only grade separated

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

crossing along the 70th Street (CSAH 22) corridor as it passes through the center of the City.

The proposed underpass will remove this existing barrier allowing pedestrians to travel freely between parks, trails, shopping, and home without fear of crossing 70th Street (CSAH 22). The grade separated crossing of 70th Street (CSAH 22) 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.

*(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 22, Cottage Grove, Underpass for Hardwood Avenue South

**Project Length (Miles)**

0.2

*to the nearest one-tenth of a mile*

---

## Project Funding

**Are you applying for competitive funds from another source(s) to implement this project?** No

**If yes, please identify the source(s)**

**Federal Amount** \$1,389,690.00

**Match Amount** \$347,425.00

*Minimum of 20% of project total*

**Project Total** \$1,737,115.00

*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**

City Capital Improvement 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: 2023

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

---

## 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 04/08/2024

(Approximate) End Construction Date 10/31/2024

Name of Trail/Ped Facility: Cottage Grove CSAH 22 Underpass

(i.e., CEDAR LAKE TRAIL)

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

From: SE Quadrant of Hardwood Ave S and 70th Street (CSAH 22)  
(Intersection or Address) Intersection

To: NE Quadrant of Hardwood Ave S and 70th Street (CSAH 22)  
(Intersection or Address) Intersection

DO NOT INCLUDE LEGAL DESCRIPTION; INCLUDE NAME OF ROADWAY  
IF MAJORITY OF FACILITY RUNS ADJACENT TO A SINGLE CORRIDOR

Or At:

Miles of trail (nearest 0.1 miles): 0.2

Miles of trail on the Regional Bicycle Transportation Network  
(nearest 0.1 miles): 0

Is this a new trail? No

### Primary Types of Work

Concrete box culvert, grading, agg base, bicycle path, lighting,  
storm sewer, and signage.

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

### BRIDGE/CULVERT PROJECTS (IF APPLICABLE)

Old Bridge/Culvert No.: N/A

New Bridge/Culvert No.: Not Assigned

Structure is Over/Under  
(Bridge or culvert name): 70th Street (CSAH 22)

---

## 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.*

The proposed project is consistent with the following items in the 2040 Transportation Policy Plan (TPP):

Goal B: Safety and Security (pg 2.20)

Objective A: Reduce fatal and serious injury crashes and improve safety and security for all modes of passenger travel...

Strategy B6 Regional Partners will use best practices to provide and improve facilities for safe walking and bicycling.

Goal C: Access to Destinations (pg 2.24)

Objective A: Increase the availability of multimodal options.

Objective D: Increase...trips taken using...bicycling, and walking.

Objective E: Improve...multimodal travel options for people of all ages and abilities to connect to jobs and other opportunities...

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

Strategy C1 ...plan and implement transportation systems that are multimodal and provide connections between modes.

Strategy C2 ...provide a system of interconnected roadways, bicycle facilities, and pedestrian facilities to meet local travel needs using Complete Streets principles.

Strategy C4...promote multimodal travel options and alternatives to single occupant vehicle travel and highway congestion through a variety of travel demand management initiatives...

Strategy C15 ...completing Priority Regional Bicycle Transportation Corridors and improving on the larger Regional Bicycle Transportation Network.

Strategy C16 ...fund projects that provide for bicycle and pedestrian travel across or around physical barriers...

Strategy C17 ...provide or encourage...accessible transportation choices that provide and enhance access to employment, housing, education, and social connections for pedestrians and people with disabilities.

Goal D: Competitive Economy (pg 2.38)

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

Strategy D3: invest in regional transit and bicycle and pedestrian facilities that improve connections to jobs and opportunity...

Goal E: Healthy Environment (pg 2.42)

Objective A: Reduce transportation-related air emissions.

Objective C: Increase the availability and attractiveness of transit, bicycling, and walking...

Objective D: Provide a transportation system that promotes community cohesion and connectivity for people of all ages and abilities...

Strategy E3: ...plan and implement a transportation system that considers the needs of all potential users...

Goal F: Leveraging Transportation Investments to Guide Land Use (pg 2.48)

Objective A: Focus regional growth in areas that support the full range of multimodal travel.

Objective C: Encourage local land use design that



integrates highways, streets, transit, walking, and bicycling.

Strategy F7: ...include bicycle and pedestrian elements in local comprehensive plans.

*(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.*

## City of Cottage Grove Comprehensive Plan

LAND USE Goal 2: To preserve and enhance the unique character of Cottage Grove. Policy 2.6: Parks, trails and open spaces will be planned to be within walking distance of all residential areas.

HOUSING Goal 3: Encourage the development of sustainable housing options that have access to amenities, use land efficiently, conserve natural resources, utilize resource-efficient design and constructions, and incorporate the use of renewable energy generation. Policy 3.13 Encourage a mix of residential housing to be near pedestrian, bicycle, and transit or high capacity transportation routes, community facilities and services, and employment to ensure that the benefits of public investment in those facilities are available to as many households as possible.

List the applicable documents and pages:

PARKS AND OPEN SPACE Goal 2: Develop an integrated system of parks and open space areas that offers a variety of facilities and programs to all residents of the city throughout the year. Policy 5.7 Design and maintain park facilities and programs to be as accessible as possible to all ages, backgrounds and lifestyles of Cottage Grove residents, with special consideration for the needs of young people and senior citizens. Best management practices will be utilized during all grading and construction activities.

PARKS AND OPEN SPACE Goal 3: Create a coordinated network of trail routes that are designed to accommodate a variety of users while providing for integrated links to neighborhoods, the community, the Mississippi River and associated backwaters, the region, and other special points of interest. Policy 5.9 The trail system will be

separated from roadways whenever feasible. Policy 5.12 The trail system will include a variety of surfaces, slopes, and linear distance that will accommodate the needs of all segments of the general population. The system will be implemented to conform to the Americans with Disabilities Act, except when topography or other environmental constraints prohibit meeting the majority of the standards.

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

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

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

*5. Applicants that are not 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 in more than one funding sub-category.*

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

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

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

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

**Safe Routes to School:** \$250,000 to \$1,000,000

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

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

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

*9. In order for a selected project to be included in the Transportation Improvement Program (TIP) and approved by USDOT, the public agency sponsor must either have 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: 02/28/2019**

[https://www.cottagegrovemn.gov/Cottage%20Grove%20ADA%20Transition%20Plan\\_Final\\_20190221.pdf](https://www.cottagegrovemn.gov/Cottage%20Grove%20ADA%20Transition%20Plan_Final_20190221.pdf)

**Link to plan:**

or

[https://www.cottagegrovemn.gov/departments/engineering/americans\\_with\\_disabilities\\_act.php#](https://www.cottagegrovemn.gov/departments/engineering/americans_with_disabilities_act.php#)

**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**

*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**

---

## **Requirements - Bicycle and Pedestrian Facilities Projects**

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

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

**Multiuse Trails on Active Railroad Right-of-Way:**

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

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

Upload Agreement PDF

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

**Multiuse Trails and Bicycle Facilities projects only:**

3.All applications must include a letter from the operator of the facility confirming that they will remove snow and ice for year-round bicycle and pedestrian use. The Minnesota Pollution Control Agency has a resource for best practices when using salt. Upload PDF of Agreement in Other Attachments.

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

Upload PDF of Agreement in Other Attachments.

**Safe Routes to School projects only:**

4.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.

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

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

---

## Requirements - Bicycle and Pedestrian Facilities Projects

---

### Specific Roadway Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Mobilization (approx. 5% of total cost)	\$90,960.00
Removals (approx. 5% of total cost)	\$86,580.00
Roadway (grading, borrow, etc.)	\$40,800.00
Roadway (aggregates and paving)	\$160,400.00
Subgrade Correction (muck)	\$68,900.00
Storm Sewer	\$60,825.00
Ponds	\$0.00
Concrete Items (curb & gutter, sidewalks, median barriers)	\$2,500.00
Traffic Control	\$9,800.00
Striping	\$1,500.00
Signing	\$3,200.00

Lighting	\$54,000.00
Turf - Erosion & Landscaping	\$28,650.00
Bridge	\$435,000.00
Retaining Walls	\$360,000.00
Noise Wall (not calculated in cost effectiveness measure)	\$0.00
Traffic Signals	\$0.00
Wetland Mitigation	\$36,000.00
Other Natural and Cultural Resource Protection	\$0.00
RR Crossing	\$0.00
Roadway Contingencies	\$0.00
Other Roadway Elements	\$79,000.00
<b>Totals</b>	<b>\$1,518,115.00</b>

## Specific Bicycle and Pedestrian Elements

<b>CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES</b>	<b>Cost</b>
Path/Trail Construction	\$148,000.00
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	\$39,500.00
Streetscaping	\$0.00
Wayfinding	\$0.00
Bicycle and Pedestrian Contingencies	\$0.00
Other Bicycle and Pedestrian Elements	\$31,500.00
<b>Totals</b>	<b>\$219,000.00</b>

## Specific Transit and TDM Elements

<b>CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES</b>	<b>Cost</b>
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
<b>Totals</b>	<b>\$0.00</b>

### 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	\$1,737,115.00
Construction Cost Total	\$1,737,115.00
Transit Operating Cost Total	\$0.00

### Measure A: Project Location Relative to the RBTN

Select one:

Tier 1, Priority RBTN Corridor

Tier 1, RBTN Alignment

Tier 2, RBTN Corridor

Tier 2, RBTN Alignment

Direct connection to an RBTN Tier 1 corridor or alignment

Direct connection to an RBTN Tier 2 corridor or alignment Yes

OR

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

Upload Map 1588424641171\_70th Street Underpass\_RBTN.pdf

Please upload attachment in PDF form.

## Measure A: Population Summary

Existing Population Within One Mile (Integer Only)	19708
Existing Employment Within One Mile (Integer Only)	3389
Upload the "Population Summary" map	1589500111119_70th Street Underpass_Employment.pdf

Please upload attachment in PDF form.

---

## 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.*



The population of Cottage Grove is consistently growing more diverse and the City is committed to ensuring that projects within the City benefit a full cross-section of the community including low income populations, people of color, children, people with disabilities, and the elderly.

In 2016, the City of Cottage Grove held a Citywide 'My Future Cottage Grove Resident Survey', which gathered more than 3,700 comments from 700+ people. The City worked to ensure that a variety of participants responded to the survey. Respondents wrote their wishes for the community on large chalkboards placed around town, answered #FutureFriday questions on the City's social media sites, and provided thoughts and ideas at community visioning sessions. The City also conducted focus groups at the middle school, high school, and senior center.

**Response:**

From the My Future Cottage Grove Study a Pedestrian Safety and Connection to Parks focus group was formed. This group met with the 2040 Comprehensive Plan Update Steering Committee, Planning Commission, and Parks Commission to discuss how to improve pedestrian safety and connections to parks. The focus group reviewed comments obtained through the forum and online interactive map survey to develop recommendations for additional trail segments and sidewalks in developed sections of the City to improve connectivity.

*(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.*

The project is located in a census tract that is below the regional average for poverty or populations of color, however the proposed underpass connection is far reaching and will be a improvement for underserved populations by providing a safe crossing in the heart of Cottage Grove. The crossing will provide pedestrians and bicyclists an alternative means of accessing the Washington County library, shopping and restaurant opportunities, as well as City park facilities.

At the south end of the proposed underpass is Hidden Valley Pond, a Minnesota DNR Fishing in the Neighborhood (FiN) Pond and fishing pier. The goal of FiN is to provide easily accessible fishing opportunities close to where people reside. The City worked with the DNR to construct a fishing pier, habitat structure and to provide fishing, aquatic education, and environmental stewardship programs for the community. Even with the existing trail systems that connect to this area, 70th Street (CSAH 22) serves as a barrier to pedestrians and bicyclists, particularly for those who may need extra time to cross an intersection or would not feel comfortable crossing a high speed roadway at grade. Fishing in Minnesota is free for children under the age of 16.

**Response:**

Approximately 0.5 miles east of the proposed underpass and connected by trail is the Cottage Grove Bike Park. Minnesota Off-Road Cyclists (MORC) is a volunteer driven non-profit organization that has worked to build the Cottage Grove Bike Park, one of the largest in the Midwest region. The Bike Park is free and serves as 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 of Cottage Grove's Parks and Recreation Department. The Bike Park

provides a free, family-friendly, healthy, outdoor activity for anyone via the City's main recreational trail system. Unfortunately, 70th Street (CSAH 22) severely limits pedestrian and bicycle access from the north.

A housing development is planned to bring 543 medium and high-density units directly south of the proposed underpass. Families in these residences will attend Cottage Grove Elementary School and the new Oltman Middle School, both north of 70th Street (CSAH 22). The proposed underpass will provide a safe nonmotorized transportation option for this community that is increasing in both population and diversity.

The grade separated crossing of 70th Street (CSAH 22) will be ADA accessible, providing a comfortable, safer route for individuals who may need additional time to cross the intersection, eliminating the unease felt when crossing the high-speed, high-volume County road. This project will allow residents to participate in healthy activities, regardless of ability and without risking safety.

*(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*

The 70th Street (CSAH 22) underpass project is located fully on City and County property, therefore no right-of-way will be required for construction of the tunnel or the trail connections. The area is currently green space/park, so no impacts to existing infrastructure will be incurred.

**Response:**

Traffic impacts will occur on 70th Street (CSAH 22) during construction. Minor interruptions may be experienced by trail users as the connections are made. Noise and dust is anticipated during construction. No permanent negative impacts are expected. This project serves to connect existing and proposed trails and eliminate a barrier to City and County resources.

*(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**

1588792828894\_70th Street Underpass\_Socio Economic Conditions.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
Cottage Grove	37341.0	1.0	76.0	76.0

---

## Total Project Length

Total Project Length 0.2

*Project length entered on the Project Information - General form.*

---

## Housing Performance Score

Total Project Length (Miles) or Population 37341.0

Total Housing Score 76.0

---

## 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:**

No affordable housing developments are planned, under construction or existing within 1/2 mile of the underpass, however the underpass connects a regional trail to a wider community.

*(Limit 2,100 characters; approximately 300 words)*

**Upload map:**

1588801400535\_Streams.pdf

---

## Measure A: Gaps closed/barriers removed and/or continuity between jurisdictions improved by the project

*PART 1: Qualitative assessment of project narrative discussing how the project will close a bicycle network gap, create a new or improved physical bike barrier crossing, and/or improve continuity and connections between jurisdictions.*

*Specifically, describe how the project would accomplish the following: Close a transportation network gap, provide a facility that crosses or circumvents a physical barrier, and/or improve continuity or connections between jurisdictions.*

*Bike system gap improvements include the following:*

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

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

- Providing a safer, more protected on-street facility or off-road trail;*

- Improving safety of bicycle crossings at busy intersections (e.g., through signal operations, revised signage, pavement markings, etc.); OR*

- Providing a trail adjacent or parallel to a highway or arterial roadway or improving a bike route along a nearby and parallel lower-volume neighborhood collector or local street.*

*Physical bicycle barrier crossing improvements include grade-separated crossings (over or under) of rivers and streams, railroad corridors, freeways and expressways, and multi-lane arterials, or enhanced routes to circumvent the barrier by channeling bicyclists to existing safe crossings or grade separations. Surface crossing improvements (at-grade) of major highway and rail barriers that upgrade the bicycle facility treatment or replace an existing facility at the end of its useful life may also be considered as bicycle barrier improvements. (For new barrier crossing projects, distances to the nearest parallel crossing must be included in the application to be considered for the full allotment of points under Part 1).*

*Examples of continuity/connectivity improvements may include constructing a bikeway across jurisdictional lines where none exists or upgrading an existing bicycle facility treatment so that it connects to and is consistent with an adjacent jurisdictions bicycle facility.*

As a four-lane undivided road 70th Street (CSAH 22) carries a current (2016) ADT volume of 7,600 and has a posted speed limit of 50 mph. As a high-speed road, 70th Street (CSAH 22) acts as a significant barrier to pedestrians and bicyclists traveling through the City. Depending on what side of 70th Street (CSAH 22) people live or are travelling from, the roadway acts to separate people from schools, parks, shopping, and recreational opportunities.

Directly south of the proposed underpass is the Minnesota DNR Fishing in the Neighborhood (FiN) Pond and fishing pier at Hidden Valley. MnDNR's FiN program provides accessible fishing opportunities close to neighborhoods. The City has been committed to promoting this resource and worked diligently with the DNR to construct a fishing pier, habitat structure and to provide fishing, aquatic education, and environmental stewardship programs for the community. Although existing trail systems connect to this area from all directions, 70th Street (CSAH 22) acts as a physical and psychological barrier to people wishing to access the pond from the north via bicycle or walking.

**Response:**

The Cottage Grove Bike Park is located approximately 0.5 miles east of the proposed underpass and is connected by trail. Cottage Grove Bike Park is one of the largest bike parks in the Midwest region. The Bike Park serves as both a local and regional draw for bicyclers of all ages and abilities. The Bike Park provides a free, family-friendly, healthy, outdoor activity for anyone via the City's main recreational trail system. Unfortunately, 70th Street (CSAH 22) severely limits pedestrian and bicycle access from the northern neighborhoods and beyond.

Directly south of the proposed underpass is a large

housing development, which is planned to bring 543 medium and high-density units. Families living in these residences would access Cottage Grove Elementary School and the new Oltman Middle School, both north of 70th Street (CSAH 22). Crossing 70th Street (CSAH 22) would be an insurmountable barrier to most elementary and middle school age children in bicycling or walking to/from school.

An existing trail runs north/south along the boulevard of Hardwood Avenue and connects the residents to a popular commercial and retail area approximately 1 mile south of 70th Street (CSAH 22) along 80th Street. 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.

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

*PART 2: Regional Bicycle Barrier Crossing Improvements and Major River Bicycle Barrier Crossings*

**DEFINITIONS:**

*Regional Bicycle Barrier Crossing Improvements include crossings of barrier segments within the Regional Bicycle Barrier Crossing Improvement Areas as updated in the 2019 Technical Addendum to the Regional Bicycle Barriers Study and shown in the RBBS online map (insert link to forthcoming RBBS Online Map). Projects must create a new regional barrier crossing, replace an existing regional barrier crossing at the end of its useful life, or upgrade an existing barrier crossing to a higher level of bike facility treatment, to receive points for Part 2.*

*Major River Bicycle Barrier Crossings include all existing and planned highway and bicycle/pedestrian bridge crossings of the Mississippi, Minnesota and St. Croix Rivers as identified in the 2018 update of the 2040 Transportation Policy Plan. Projects must create a new major river bicycle barrier crossing, replace an existing major river crossing at the end of its useful life, or upgrade the crossing to a higher level of bike facility treatment, to receive points for Part 2.*

*Projects that construct new or improve existing Regional Bicycle Barrier Crossings or Major River Bicycle Barrier Crossings will be assigned points as follows: (select one)*

**Tier 1**

*Tier 1 Regional Bicycle Barrier Crossing Improvement Area segments & any Major River Bicycle Barrier Crossings*

**Tier 2**

*Tier 2 Regional Bicycle Barrier Crossing Improvement Area segments*

**Tier 3**

*Tier 3 Regional Bicycle Barrier Crossing Improvement Area segments*

**Non-tiered**

*Crossings of non-tiered Regional Bicycle Barrier segments*

**No improvements**

Yes



*No Improvements to barrier crossings*

*If the project improves multiple regional bicycle barriers, check box.*

**Multiple**

*Projects that improve crossing of multiple regional bicycle barriers receive bonus points (except Tier 1 & MRBBCs)*

---

## **Measure B: Project Improvements**

**Response:**

Providing an underpass crossing at 70th Street (CSAH 22) is a safety benefit not only for the pedestrians and cyclists using the tunnel, but also for vehicles. Crash data shows that no pedestrian or bicycle crashes occurred at this intersection between 2011 and 2015. However, the intersection experienced 14 vehicle crashes in the 5-year period. Rear ends frequently occur on 70th Street eastbound. The intersection is at low point with downgrades on the 70th Street approaches. Wintry conditions could cause failure to stop, which could be dangerous for peds crossing the wide roadway. 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 worry about safely negotiating the intimidating high speed County to access the area parks, trails, schools, and shops. The underpass also opens opportunities for the new bicycler or the family that wants a safe route to walk or bike to area parks and amenities.

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.

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

---

**Measure A: Multimodal Elements**

**Response:**

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.

According to the 2040 Comprehensive Plan, bicycle and pedestrian facilities that cross or are parallel to a minor arterial, should place greater emphasis along transit routes and in activity centers. Adequate crossing opportunities should be provided.

*(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.

50%

**Attach Layout**

*Please upload attachment in PDF form.*

Layout has not been started

Yes

0%

Anticipated date or date of completion

**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

Yes

100%

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

50%

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

25%

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

0%

**Anticipated date or date of acquisition**

**4)Railroad Involvement (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:**

**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.**

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.**

Yes

25%

No outreach has led to the selection of this project.

0%

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

---

### Measure A: Cost Effectiveness

Total Project Cost (entered in Project Cost Form):	\$1,737,115.00
Enter Amount of the Noise Walls:	\$0.00
Total Project Cost subtract the amount of the noise walls:	\$1,737,115.00
Points Awarded in Previous Criteria	
Cost Effectiveness	\$0.00

---

### Other Attachments



Photo of existing site\_CSAH 22 Underpass

4.0 MB

<b>File Name</b>	<b>Description</b>	<b>File Size</b>
1_One Pager_CSAH 22.pdf	One page summary of Project	102 KB
2_Figure 1_Washington County Location Map_CSAH 22.pdf	Figure 1_Project Location Map for CSAH 22 Underpass	537 KB
3_Figure 2 70th Street_5-4-2020.pdf	Figure 2_Project Layout for CSAH 22 Underpass	1.1 MB
4_Figure 3_Harkness Ave Concepts Phase 1 and 2 8x11.pdf	Figure 3 _ Harkness Development Plan	1.7 MB
6_Washington Cty Support_2020 Cottage Grove Pedestrian Tunnel 70th street.pdf	Washington County Letter of Support as Agency with Jurisdiction	167 KB
7_City Resolution 2020-070.pdf	City Resolution of Support for Regional Solicitation Funding Application	330 KB

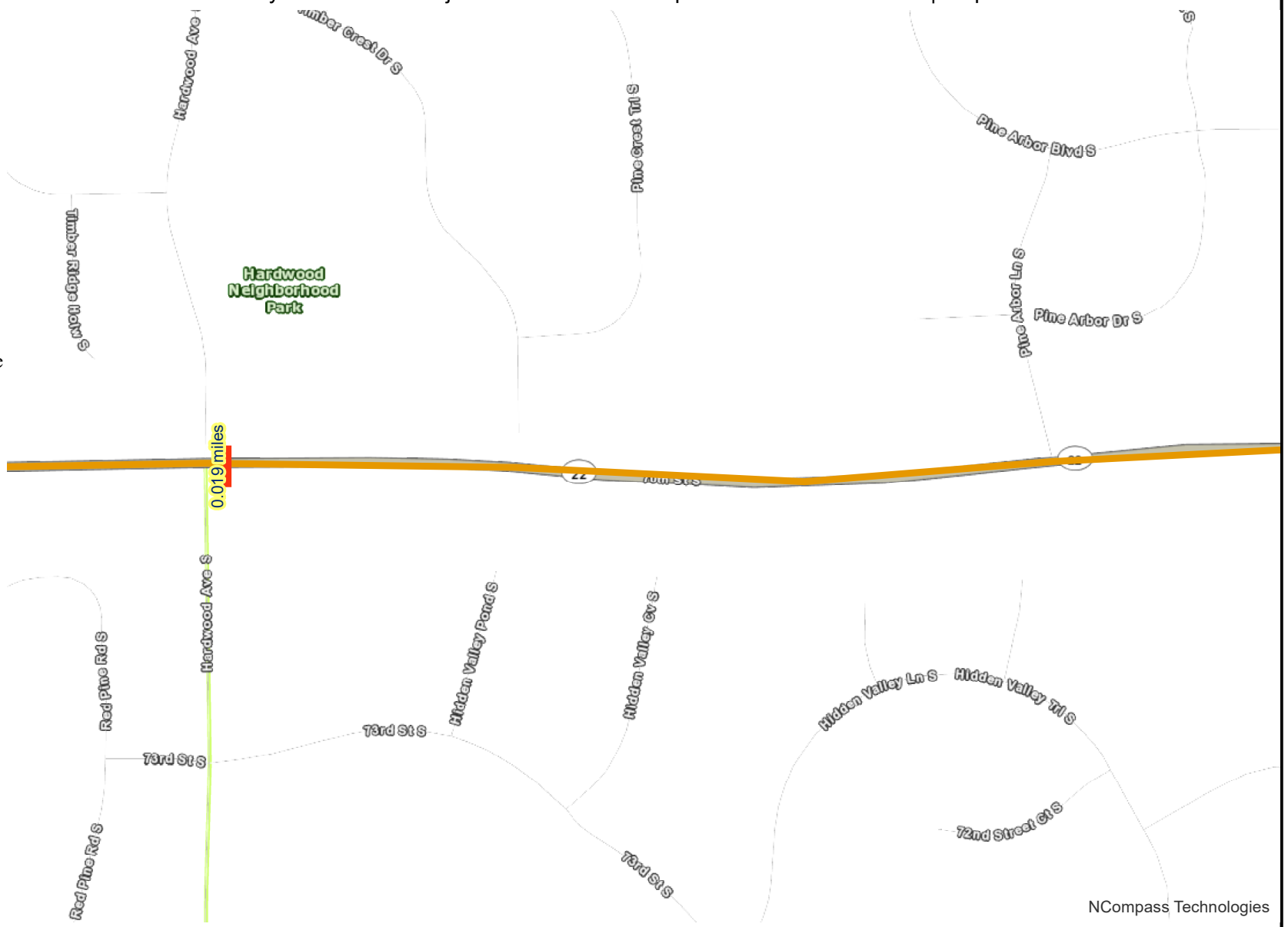


# Project to RBTN Orientation

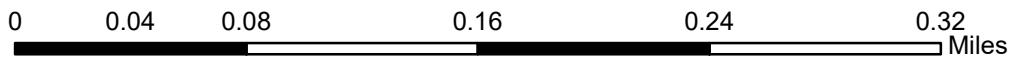
Multiuse Trails and Bicycle Facilities Project: 70th Street Underpass at Hardwood Ave S | Map ID: 1588313391868

## Results

Project NOT IN Regn'l Bicycle Transportation Corridor.



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



Created: 5/1/2020  
LandscapeRSA6



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

NCompass Technologies

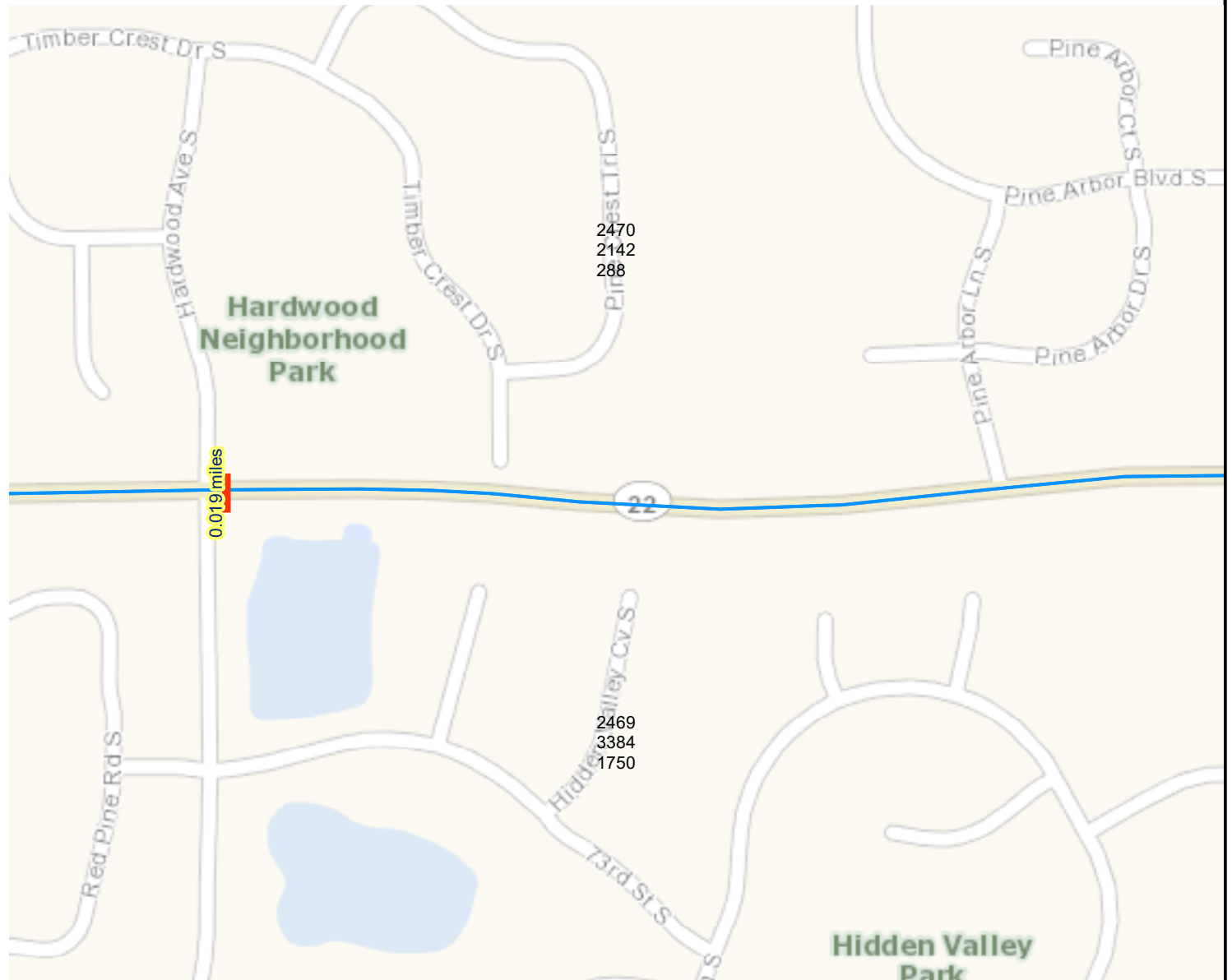


# Population/Employment Summary

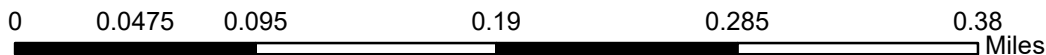
Multiuse Trails and Bicycle Facilities Project: 70th Street Underpass at Hardwood Ave S | Map ID: 1588313391868

## Results

Within ONE Mile of project:  
 Total Population: 19708  
 Total Employment: 3389



-  Project Points
-  Project Area
-  Project
-  2016 TAZ



Created: 5/1/2020  
 LandscapeRSA4



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

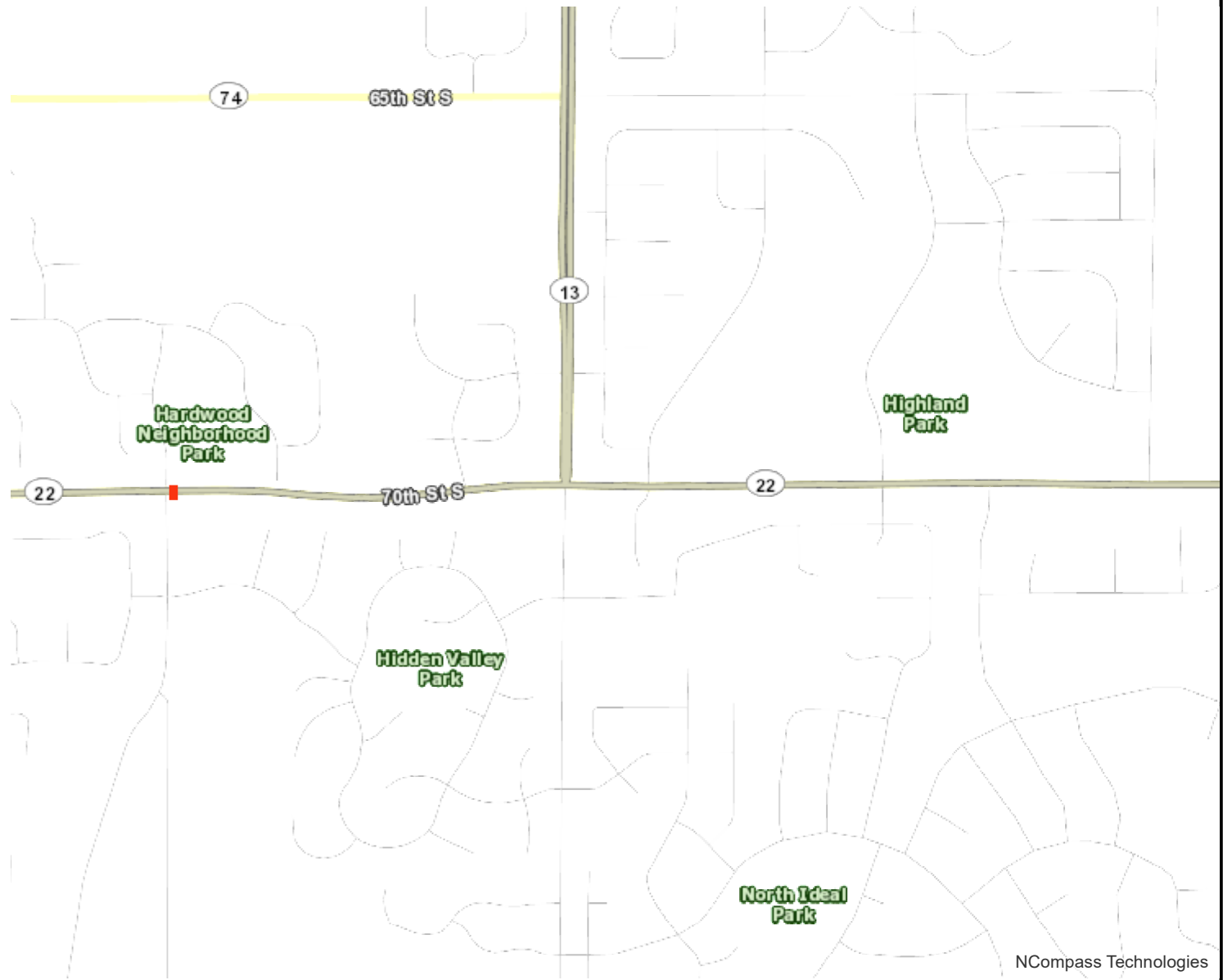


# Socio-Economic Conditions





## Results

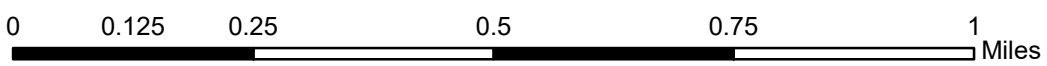
Project located in a census tract that is below the regional average for population in poverty or populations of color, or includes children, people with disabilities, or the elderly:  
(0 to 12 Points)

Tracts within half-mile:  
71206



NCompass Technologies

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



Created: 5/1/2020  
LandscapeRSA2



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





[Return to main site](#)

## Streams (Data through 12/31/2018)

### About Streams

**Search by Property Name or Address**

**Or Search by HUD, MN Housing, Public Housing, USDA/RD, or Tax Credit ID**

**Or filter by:**

**Funding Source**

- Federal
- State
- Local
- Philanthropic

**Funding Categories**

- Project-Based Subsidy
- Public Housing
- Tax Credit
- Tax Credit (LIHTC 4%)
- Tax Credit (LIHTC 9%)
- Subsidized-Other

**Groups Served**

- Family
- Elderly
- Disabled

**Obligation End Year**

Start Year

End Year

**Last Finance Year**

Start Year

End Year

**First Finance Year**

Start Year

End Year

- New Construction
- Other

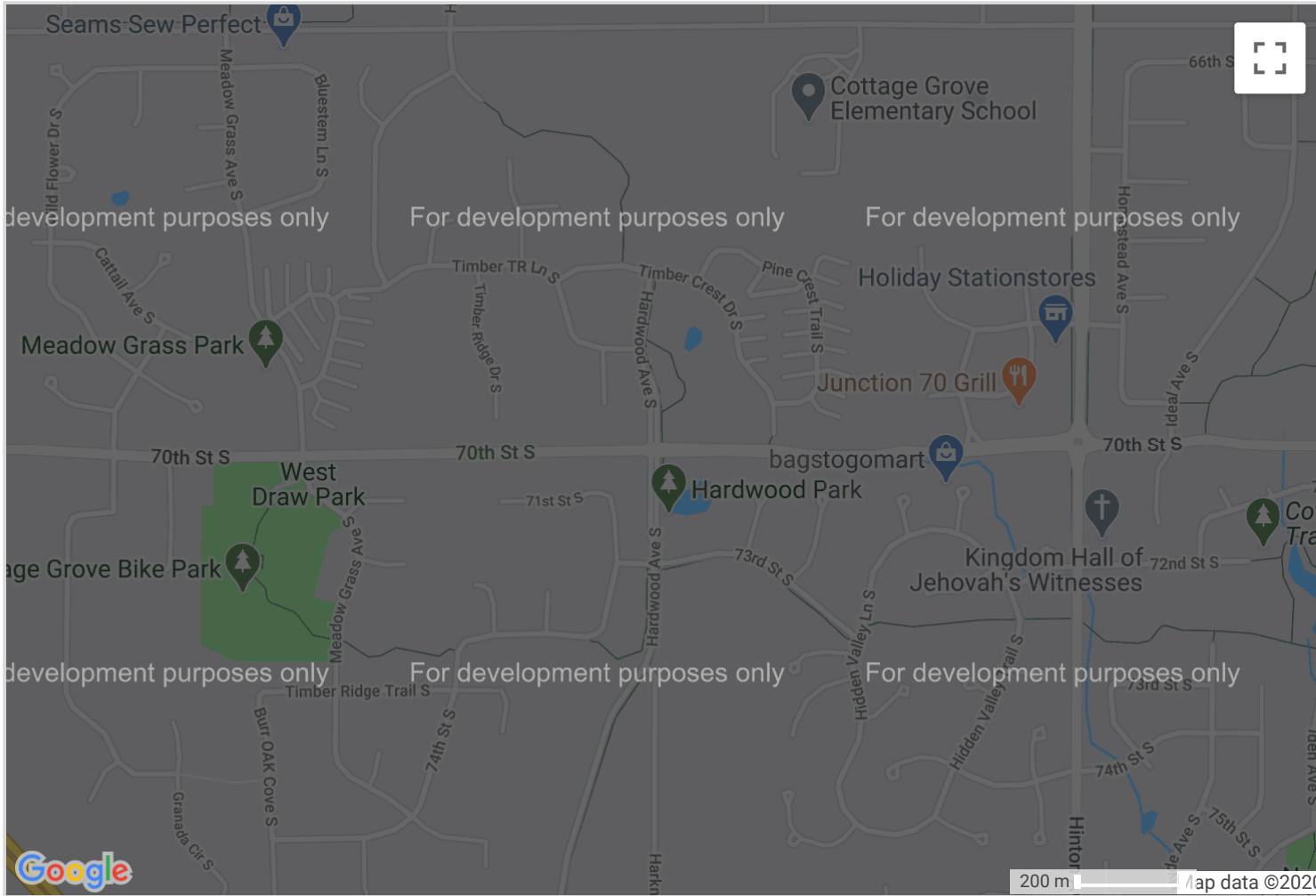
[Clear All](#)

### Show Results

Map Search

City Search

Greater MN



[Send us feedback](#)

Properties found.

#### Property Search Summary

Properties	Total Units	30% AMI*	50% AMI*	60% AMI*	80% AMI*	Total Aff Units*
1	56	56	0	0	0	56

\* AMI level and units are estimated if not provided, set to least restrictive AMI for largest number of units.

\*\* Obligation expiration dates are estimated based on program definition if not provided.

\*\*\* There may be other funders. This funder provided for reference.

## 70<sup>th</sup> Street (CSAH 22) Pedestrian Underpass at Hardwood Avenue

---

Location: Cottage Grove, Washington County, MN

Applicant: City of Cottage Grove

Program Area: Regional Solicitation – Bicycle and Pedestrian Facilities

Project Cost: \$1,737,115

Requested Award Amount: \$1,389,690

**Proposed Project:** The proposed project is to install an underpass under CSAH 22 at the intersection of Hardwood Avenue. Scope includes the construction of concrete box culvert, grading, base preparation, bituminous surfacing, lighting, and landscaping.

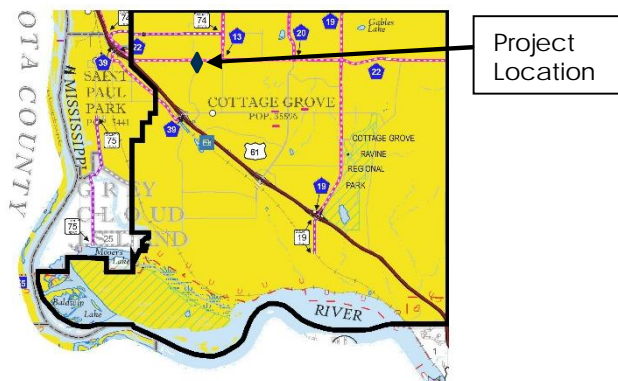
**Project Background:** The City and its residents recognize CSAH 22 as a barrier in the community; it separates the northern part of the community from the southern. Residents were alarmed by the inability of pedestrians to safely cross the intersection to simply travel to parks, connect with regional trail networks, or enjoy the commercial and retail area of the community. The residents used a grass roots approach to advocate with Washington County and the City and were instrumental in getting a traffic signal installed in at the intersection in November of 2008. Even with the signal, CSAH 22 continues to be an intimidating intersection to cross for pedestrians and remains a physical barrier.

---

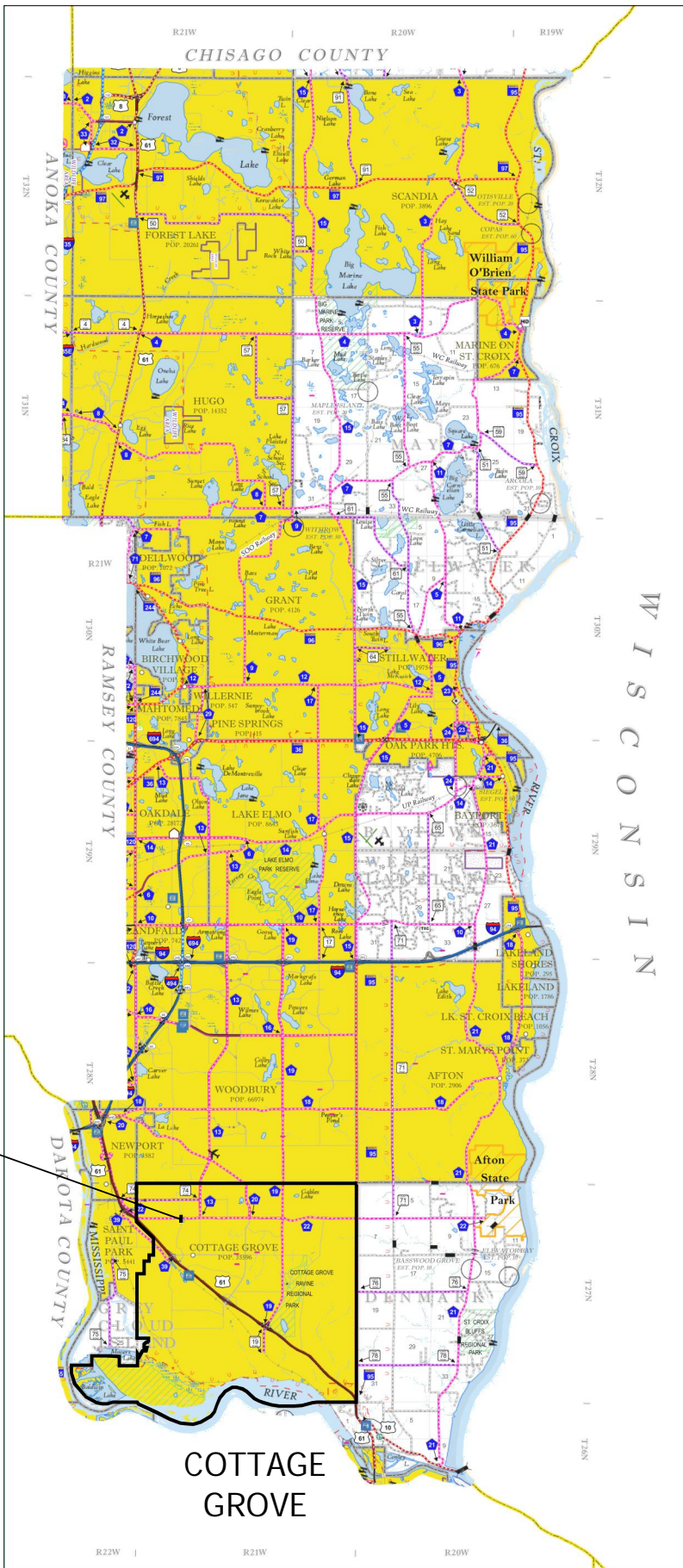
### Project Benefits:

- No right-of-way will be required to construct the proposed project. All land needed for the project is either County or City owned.
  - The proposed pedestrian underpass will be the only grade separated crossing along the CSAH 22 corridor. CSAH 22 will see a projected 20,000 ADT in 2030 and is a vital link to the City's East Ravine Development area of mixed use, single family residential, commercial and retail.
  - The underpass and connecting trails will be designed to State Aid and AASHTO Standards.
  - The underpass will achieve connectivity to the region and the city's trail network as outlined in the City's Comprehensive Plan.
  - The underpass will connect neighborhoods and regional trail users to Hidden Valley Pond, which provides the most accessible fishing opportunity in the city.
  - The underpass will connect neighborhoods to the north and regional trail users to the Cottage Grove Bike Park, one of the largest Bike Parks in the Midwest region.
- 

Project Supporters: Washington County, Minnesota Department of Natural Resources, Minnesota Off-Road Cyclists



PROJECT  
LOCATION



LOCATION MAP

CITY OF COTTAGE GROVE, MN  
70TH STREET (CSAH 22) PEDESTRIAN UNDERPASS

FIGURE: 1



03 Date: 05/04/2020, 11:28am  
P:\05\_193802274\193802274\Special\client\municipal\collage\_grove\_clem\MS&EN\Special\Issues & Projects\2020\CSAH 19 & Keats Ave Underpass\CAD\Draw\Figures\Central Greenway Regional Trail\Figure 1 70th Street\_5-4-2020.dwg



## AREA FIGURE

CITY OF COTTAGE GROVE  
70TH STREET PEDESTRIAN UNDERPASS

FIGURE: 2



733 Marquette Avenue, Suite 1000  
Minneapolis, MN 55402  
www.stantec.com

DATE 5/4/2020

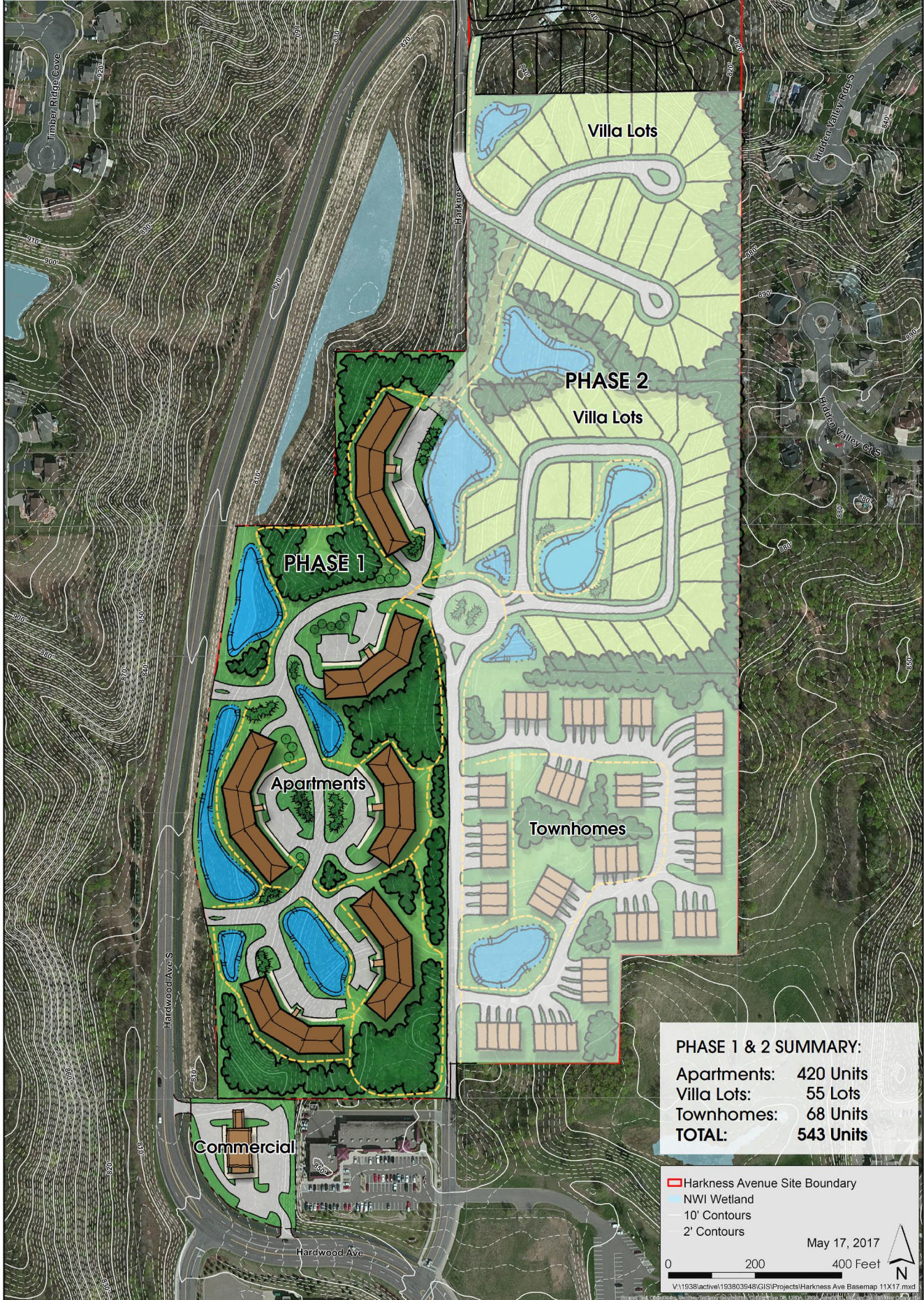
PROJ. NO. 193802274

# Harkness Ave. Small Area Study Phase 1 & 2 Concepts

Cottage Grove, MN

July 7, 2017

FIGURE 3



Donald J. Theisen, P.E., Director  
Wayne H. Sandberg, P.E., Deputy Director  
County Engineer

May 5, 2020

Attention: Ryan Burfeind  
City of Cottage Grove  
8635 West Point Douglas Road S  
Cottage Grove, MN 55016

**RE: Pedestrian underpass at CSAH 22/70th Street and Hardwood Avenue in the City of Cottage Grove**

Dear Mr. Burfeind:

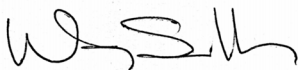
Washington County supports the City of Cottage Grove application to the Metropolitan Council's Regional Solicitation in the Bicycle and Pedestrian Facilities Category. The project is a pedestrian underpass on County State Aid Highway (CSAH 22)/ 70th Street at Hardwood Avenue South. Washington County 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 resulting in a lack of available gaps resulting in increased safety risks at this intersection. Providing a separated crossing for pedestrians at Hardwood Avenue South will address some of these concerns by providing a safe connection between schools, parks, residences, and commercial centers, totally separated from traffic.

Washington County supports Cottage Grove's efforts to improve the City's trail system and connect county and regional trail systems as identified in the Washington County Comprehensive Plan 2040 update. As the agency with jurisdiction who will be the owner/operator of the CSAH 22 underpass, Washington County commits to partner with Cottage Grove to operate and maintain the proposed facility year-round for the useful life of the improvement its design life.

If you have any questions, please contact me.

Sincerely,

A handwritten signature in black ink, appearing to read "W. Sandberg".

Wayne H. Sandberg, P.E.  
Washington County Engineer  
Public Works Deputy Director

C.C. Kevin Corbid – County Administrator  
Jennifer Wagenius – Deputy Administrator  
Don Theisen – Public Works Director  
Emily Jorgensen – Public Works Planner

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

CITY OF COTTAGE GROVE, MINNESOTA  
CITY COUNCIL  
RESOLUTION 2020-070

**APPROVE RESOLUTION OF SUPPORT FOR  
2020 REGIONAL SOLICITATION GRANT APPLICATIONS**

WHEREAS, the Metropolitan Council and the Transportation Advisory Board have announced a solicitation for 2024 and 2025 federal funding for locally initiated projects to meet regional transportation needs; and

WHEREAS, these federal programs fund up to 80 percent of project construction costs; and

WHEREAS, non-federal funds must account for at least 20 percent of the project construction costs; and

WHEREAS, an application must be submitted to the Metropolitan Council by May 15, 2020, for consideration; and

WHEREAS, the City of Cottage Grove has identified projects that improve the safety and transportation system of the region; and

WHEREAS the projects are consistent with the Cottage Grove Comprehensive Plan; and

WHEREAS, one of the requirements for each of the applications is that a resolution of support be included from the governing jurisdiction where the project is located; and

WHEREAS, the City Council of the City of Cottage Grove desires to submit and support these projects:


1. Keats Avenue (CSAH 19) Underpass at Ravine Regional Park
2. 70th Street (CSAH 22) Underpass at Hardwood Avenue

NOW THEREFORE BE IT RESOLVED, the City Council of the City of Cottage Grove, County of Washington, State of Minnesota, supports the submittal of the above-named projects to the Transportation Advisory Board for consideration in the 2020 Regional Solicitation Process.

Passed this 6th day of May 2020.

  
\_\_\_\_\_  
Myron Bailey, Mayor

Attest:

  
\_\_\_\_\_  
Joe Fischbach, City Clerk