



Application

13869 - 2020 Multiuse Trails and Bicycle Facilities

14162 - CSAH 19 Underpass at Ravine Regional Park

Regional Solicitation - Bicycle and Pedestrian Facilities

Status: Submitted

Submitted Date: 05/15/2020 2:43 PM

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City State/Province Postal Code/Zip

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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

Keats Avenue (CSAH 19) Underpass at Ravine Regional Park

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 proposes to construct a pedestrian underpass at Keats Avenue (CSAH 19) and Ravine Regional Park in the City of Cottage Grove. The Keats Avenue corridor is home to a variety of resources provided by the South Washington Watershed District (SWWD), Washington County, and the City of Cottage Grove. Just in the half-mile segment along Keats Avenue heading north from TH 61 contains Ravine Regional Park, Washington County's Cottage Grove Service Center, the Cottage Grove City Hall complex, Career Force Employment Center, the Cottage Grove HERO Center, the SWWD Central Draw Overflow (CDO) facilities, and the planned Greenway Regional Trail Corridor.

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

Keats Avenue (CSAH 19) is a Regional Bicycle Transportation Network (RBTN) Tier 2 Alignment from TH 61 through the Cities of Cottage Grove and Woodbury to Lake Elmo providing a connection between Ravine Regional Park and Lake Elmo Park Reserve within Washington County. Washington County is currently developing the Greenway Regional Trail along the west side of Keats Avenue. Feedback from open houses on the Greenway Corridor found that the public is interested in developing a linking regional trail along Keats Avenue (CSAH 19) to Cottage Grove Ravine Regional Park, however, residents expressed the need for a safe crossing on this segment of Keats Avenue. As an undivided road with a current ADT volume of 6,900 and a posted speed limit of 55 mph, Keats Avenue presents a physical and psychological barrier to pedestrians and bicyclists using the regional trail system to access these parks and essential community services.

The park entrance is located at the crest of a hill as a T intersection with Keats Avenue (CSAH 19). The park access is stop controlled with no traffic control

on Keats Avenue. The leg opposite the Ravine Regional Park entrance road is planned as the gateway to the Shoppes at Cottage View development, a retail, low, medium and high-density housing and potentially a large community center.

The steep terrain along Keats Avenue (CSAH 19), reflected in the names of many of the area features, provides exceedingly favorable topography for an underpass just north of the main park entrance. The grade separated crossing of Keats Avenue (CSAH 19) 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. The underpass also opens opportunities for the new bicycler 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 19, Cottage Grove, at Ravine Regional Park - Construct Underpass

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 \$1,793,936.00

Match Amount \$448,485.00

Minimum of 20% of project total

Project Total \$2,242,421.00

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 of Cottage Grove

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 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: Keats Avenue (CSAH 19) Underpass
(i.e., CEDAR LAKE TRAIL)

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

From:
(Intersection or Address)

To:
(Intersection or Address)

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

Or At: Ravine Regional Park Entrance

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):** Keats Avenue (CSAH 19)

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.

Central Greenway Regional Trail Master Plan

Pg. VII - connect County Road 18/Bailey to Cottage Grove Ravine Regional Park.

Pg . 26 - Two new pedestrian underpasses will be developed to provide grade separated crossings under County Road 19/Keats Avenue to access Cottage Grove Ravine Regional Park. One will be south of 85th Street South. The other will be located south of 90th Street South, at the park's entrance.

City of Cottage Grove 2040 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.

List the applicable documents and pages:

HOUSING Goal 3: Encourage the development of sustainable housing options that have access to amenities, use land efficiently, conserve natural resources... 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.

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.

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 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.

Pg. 149 - Work with partner organizations to manage and develop regional parks and trails including Cottage Grove Ravine Regional Park.

Pg 19 - Key principles guiding development in the East Ravine include creating a system of green corridors in the East Ravine for walking and bicycling.

Washington County Comprehensive Plan

Policy 4-22 Provide Safe and appropriate trail crossings and access to the county roadway system Implementation Strategy - When feasible, provide grade separation for pedestrian and bicycle crossings.

Page 5-35 and 5-36

Capital Improvement Program from the master plan identifies multiple phases of

development as shown on Cottage Grove Ravine Regional Park Map including an underpass at park entrance.

(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

Link to plan: https://www.cottagegrovemn.gov/Cottage%20Grove%20ADA%20Transition%20Plan_Final_20190221.pdf

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)	\$142,450.00
Removals (approx. 5% of total cost)	\$124,488.00
Roadway (grading, borrow, etc.)	\$45,800.00
Roadway (aggregates and paving)	\$220,800.00
Subgrade Correction (muck)	\$0.00
Storm Sewer	\$66,200.00
Ponds	\$0.00
Concrete Items (curb & gutter, sidewalks, median barriers)	\$3,500.00
Traffic Control	\$12,900.00
Striping	\$1,450.00
Signing	\$4,200.00
Lighting	\$71,000.00
Turf - Erosion & Landscaping	\$41,693.00
Bridge	\$640,700.00
Retaining Walls	\$449,600.00
Noise Wall (not calculated in cost effectiveness measure)	\$0.00
Traffic Signals	\$0.00
Wetland Mitigation	\$0.00
Other Natural and Cultural Resource Protection	\$0.00
RR Crossing	\$0.00
Roadway Contingencies	\$0.00
Other Roadway Elements	\$120,000.00
Totals	\$1,944,781.00

Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Path/Trail Construction	\$175,940.00

Sidewalk Construction	\$0.00
On-Street Bicycle Facility Construction	\$0.00
Right-of-Way	\$0.00
Pedestrian Curb Ramps (ADA)	\$6,700.00
Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	\$0.00
Pedestrian-scale Lighting	\$67,000.00
Streetscaping	\$0.00
Wayfinding	\$0.00
Bicycle and Pedestrian Contingencies	\$0.00
Other Bicycle and Pedestrian Elements	\$48,000.00
Totals	\$297,640.00

Specific Transit and TDM Elements

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

Transit Operating Costs

Number of Platform hours	0
Cost Per Platform hour (full loaded Cost)	\$0.00
Subtotal	\$0.00
Other Costs - Administration, Overhead, etc.	\$0.00

Totals

Total Cost	\$2,242,421.00
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Construction Cost Total	\$2,242,421.00
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 Yes

Direct connection to an RBTN Tier 1 corridor or alignment

Direct connection to an RBTN Tier 2 corridor or alignment

OR

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

Upload Map 1588424698466_RBTN Map_Keats.pdf

Please upload attachment in PDF form.

Measure A: Population Summary

Existing Population Within One Mile (Integer Only) 7168

Existing Employment Within One Mile (Integer Only) 789

Upload the "Population Summary" map 1588424850543_Employment Map_Keats.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 proposed Keats Avenue (CSAH 19) underpass will connect residents and wider users of Washington County's extensive trail network to Ravine Regional Park in the City of Cottage Grove. Ravine Regional Park provides recreational opportunities and access to natural resources to residents of all income levels. Fees are charged for vehicle admittance to Ravine Regional Park; however, entry is free for users who walk or bicycle. Central Greenway Regional Trail users and area residents can enter the park free of charge through the underpass to access miles of trails, a playground, fishing (at Ravine Lake), and free programming.

Response:

Several planning initiatives are underway in the area surrounding Ravine Regional Park. Across Keats Avenue (CSAH 19) from Ravine Regional Park the City of Cottage Grove is in the process of developing the Shoppes at Cottage View in the East Ravine area, which includes low, medium, and high density residential housing, commercial properties and potentially a Community Center. As part of these initiatives, the City has held a series of Public Outreach events which included a 'My Future Cottage Grove Resident Survey', which gathered 3,729 comments from 726 people. The City worked to ensure that a variety of participants responded to the survey through focus groups, online access, and in person meetings. In addition to the Citywide survey, public outreach was an important part of the Cottage Grove Community Center Feasibility Study done in 2019.

Thrive MSP has forecasted that the population of Cottage Grove is anticipated to increase by 4000 additional households by 2040. As it grows, Cottage Grove is becoming more diverse. According to the City of Cottage Grove Comprehensive Plan, 8.9 percent of the population in Cottage Grove was non-white in 2000, but by

2014, that number had increased to 16.5 percent.

Washington County actively worked to engage underrepresented populations in development of The Central Greenway Regional Trail Master Plan through public open houses and popup meetings. The connection to the Central Greenway Regional Trail will provide a wide range of users from a variety of neighborhoods with varying demographics access to Ravine Regional Park. Washington County is committed to developing this Regional Trail with input from a full cross-section of the community including low income populations, people of color, children, people with disabilities, and the elderly. The crossing will provide safe access to Ravine Regional Park, allowing walkers and bicyclists to take advantage of a significant local community resource.

(Limit 2,800 characters; approximately 400 words)

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

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

Response:

Located next to a future housing development and potential community center, the proposed crossing will provide a safe nonmotorized transportation option for this community that is increasing in both population and diversity. Ravine Regional Park will be a natural attraction for these new residents with access to trails, a playground, fishing pier, and picnic shelter. The park offers 12 miles of trails. A paved trail travels the length of the park from the south side access on East Point Douglas Road to 90th Street/Ravine Parkway on the north end. Adjoining the park on the north end is Washington County's Cottage Grove Service Center, which includes a workforce center (CareerForce), a County public service center, and a Women, Infants, and Children (WIC) clinic for low-income families. North of City Hall is the HERO Center, a new training facility for local and regional emergency responders that also provides community-based safety education and training opportunities such as CPR. The proposed underpass would provide a safe crossing of Keats Avenue (CSAH 19) for residents in the East Ravine area wishing to bike or walk to these vital facilities that serve underserved populations.

Adjacent to Ravine Regional Park, the South Washington Watershed District (SWWD) is planning to build a Learning Center at their Central Draw Storage Facility (CDSF), which will double as a trailhead for the future Central Greenway Trail and a trail through their Central Draw Overflow Facility (CDO). The SWWD is working in cooperation with the County and the cities of Woodbury and Cottage Grove to construct the Glacial Valley Interpretive Area. The Central Greenway Trail will connect between the CDO, CDSF, and the proposed interpretive area. The Keats Avenue (CSAH 19) underpass provides a vital link in this connection.

In the summer of 2020, Washington County is constructing a new trailhead building in Ravine Regional park with rooms for activities and events, a picnic shelter, and public restrooms. This trailhead will have a large parking lot for users of the Regional Park and the Central Greenway Trail. At the south termini of the Central Greenway Trail, users can park at Ravine Regional Park and connect to the area's premier regional parks via the proposed underpass. The new crossing of Keats Avenue (CSAH 19) will be ADA accessible, providing a 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. The underpass also opens opportunities for the new bicyclist or the family wanting a comfortable route to walk or bike to area parks. The construction of this project will allow underserved populations to participate in healthy activities 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

Minimum amounts of right-of-way will be required for construction of the underpass and trail connections. No displacements will be required. The project is located in a planned/developing area so no impacts to existing infrastructure is anticipated. Traffic impacts will be incurred on Keats Avenue 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 on the east side of Keats Avenue/CSAH 19.

Response:

(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

1588721814940_Keats Ave CSAH 19

Underpass_PovertyMap.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 under construction or existing within 1/2 mile of the underpass. However, the City has been working with high-density housing developers to include workforce housing in the Shoppes at Cottage View development, the residents of which would directly benefit from the proposed underpass.

(Limit 2,100 characters; approximately 300 words)

Upload map:

1588726913658_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.

Keats Avenue (CSAH 19) is an undivided road with a current ADT volume of 6,900 and a posted speed limit of 55 mph. Designated as an RBTN Tier 2 Alignment from TH 61, through the Cities of Cottage Grove and Woodbury to Lake Elmo, Keats Avenue (CSAH 19) provides a connection between several regional parks and trail systems in Washington County, including Ravine Regional Park to the Lake Elmo Park Reserve. The Keats Avenue corridor is home to a variety of resources provided by the South Washington Watershed District (SWWD), Washington County, and the City. Just in the half-mile segment along Keats Avenue heading north from TH 61 contains Ravine Regional Park, the Cottage Grove City Hall, Career Force Employment Center, the Cottage Grove Washington County Service Center, and the SWWD Central Draw Overflow (CDO) facilities, and the planned Greenway Regional Trail Corridor.

Response:

Feedback from open houses on the Greenway Corridor indicated strong public interest in developing a linking regional trail along County Keats Avenue with connections to Cottage Grove Ravine Regional Park and surrounding amenities and services. However, the need for a safe crossing on this segment of Keats Avenue was also expressed by residents. As a high-speed arterial roadway, Keats Avenue presents both a physical and psychological barrier to pedestrians and bicyclists using the regional trail system to access these parks and essential community services.

This project proposes to provide a grade-separated crossing by constructing an underpass of Keats Avenue (CSAH 19). The crossing will be located just north of the main Ravine Regional Park entrance and across from the main access into the proposed Shoppes at Cottage View development. This location is particularly important as a paved

trail from the park entrance joins with the community facilities located adjacent to the north end of Ravine Regional Park. The proposed underpass would provide a safe, grade separated crossing of Keats Avenue (CSAH 19) for residents in the Shoppes at Cottage View development wishing to bike or walk to these vital facilities that serve underrepresented populations.

(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

Yes

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

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:

With the construction of the proposed ADA accessible grade separated crossing of Keats Avenue (CSAH 19), individuals who need more time to cross the intersection will not have to dread negotiating the high speed County road as part of their journey. Providing an underpass crossing of Keats Avenue (CSAH 19) is a safety benefit not only for the pedestrians and cyclists using the tunnel, but also for vehicles. Keats Avenue (CSAH 19) is an undivided road with a current ADT volume of 6,900 and a posted speed limit of 55 mph. Crash data shows that this area did not experienced any pedestrian or bicycle crashes during from 2011 to 2015. However, the park entrance was recently relocated in conjunction with the East Point Douglas Road Intersection improvements and this project is working to be proactive. As the East Ravine development progresses and the Central Greenway Regional Trail is developed, this connection will be vital.

The underpass will remove trail users from the high speed roadway by connecting the Central Greenway Regional Trail directly with the trails within Ravine Regional Park. 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 Red Rock Corridor is a proposed 20-mile transitway, planned to connect the southeastern suburbs to St. Paul and Minneapolis. The transit corridor will originate in Hastings and terminate at the St. Paul Union Depot. Two stops are planned in the City of Cottage Grove, with one stop at 80th Street and Jamaica Avenue. Services is proposed to be provided both weekdays and weekends. The Washington County Regional Rail Authority has been working with the City of Cottage Grove and St. Paul Park to develop small area plans guided for a mix of uses. The proposed Keats Avenue (CSAH 19) underpass will improve access to the Red Rock Corridor transit stops allowing users to easily access employment and commercial opportunities.

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

100%

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

50%

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

Yes

25%

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

0%

Anticipated date or date of acquisition

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:

03/11/2019

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%

The City held a series of Public Outreach events which included a 'My Future Cottage Grove Resident Survey', which gathered 3,729 comments from 726 people. The City worked to ensure that a variety of participants responded to the survey through focus groups, online access, and in person meetings. In addition to the Citywide survey, public outreach was an important part of the Cottage Grove Community Center Feasibility Study done in 2019.

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

Feedback from open houses held by Washington County for the proposed Central Greenway Corridor indicated strong public interest in developing a linking regional trail along County Keats Avenue with connections to Cottage Grove Ravine Regional Park and surrounding amenities and services.

Measure A: Cost Effectiveness

Total Project Cost (entered in Project Cost Form):	\$2,242,420.50
Enter Amount of the Noise Walls:	\$0.00
Total Project Cost subtract the amount of the noise walls:	\$2,242,420.50
Points Awarded in Previous Criteria	
Cost Effectiveness	\$0.00

Other Attachments



Existing site photo 1_CSAH 19

3.3 MB



Existing site photo 2_CSAH 19

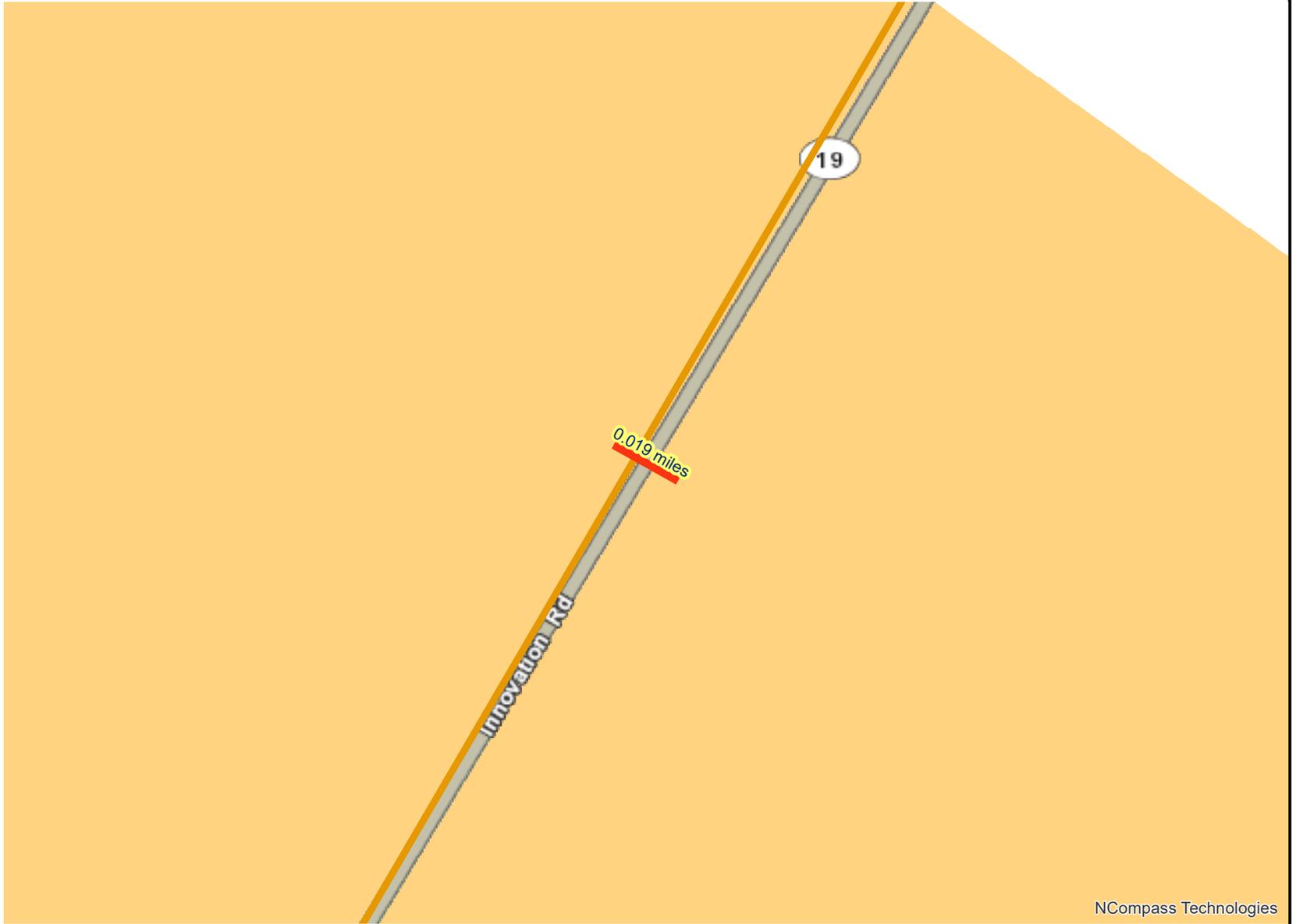
3.7 MB

File Name	Description	File Size
10_SWWD Letter of Support_CSAH 19_Keats_Underpass.pdf	SWWD Letter of Support for Underpass_CSAH 22	122 KB
1_One Pager_CSAH 19.pdf	One page summary for CSAH 19 Underpass	134 KB
2_Figure 1_Washington County Location Map_CSAH 19.pdf	Figure _Project Location within Washington County_CSAH 19	1.6 MB
3_Figure 2 Keats Avenue_5-4-2020.pdf	Figure 2_Project Layout_CSAH 19	259 KB
4_Figure 3 Keats Avenue_5-7-2020.pdf	Figure 3_Project Area Map_CSAH 19	1.7 MB
5_Figure 4_Shoppes at Cottage View8x11.pdf	Figure 4 - Shoppes at Cottage View Development Plan	1.5 MB
8_Washington Cty Letter of Support_2020 Cottage Grove Pedestrian Tunnel Keats Ravine Park.pdf	Washington County Letter of Support as Agency with Jurisdiction	163 KB
9_City Resolution 2020-070.pdf	City Resolution of support for regional solicitation application_CSAH 19	330 KB

Project to RBTN Orientation

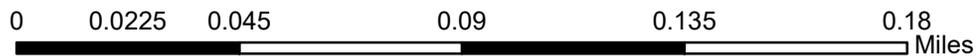
Results

Project **IN** TIER 2
Bicycle Transport Corridor.



NCompass Technologies

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



Created: 5/1/2020
LandscapeRSA6



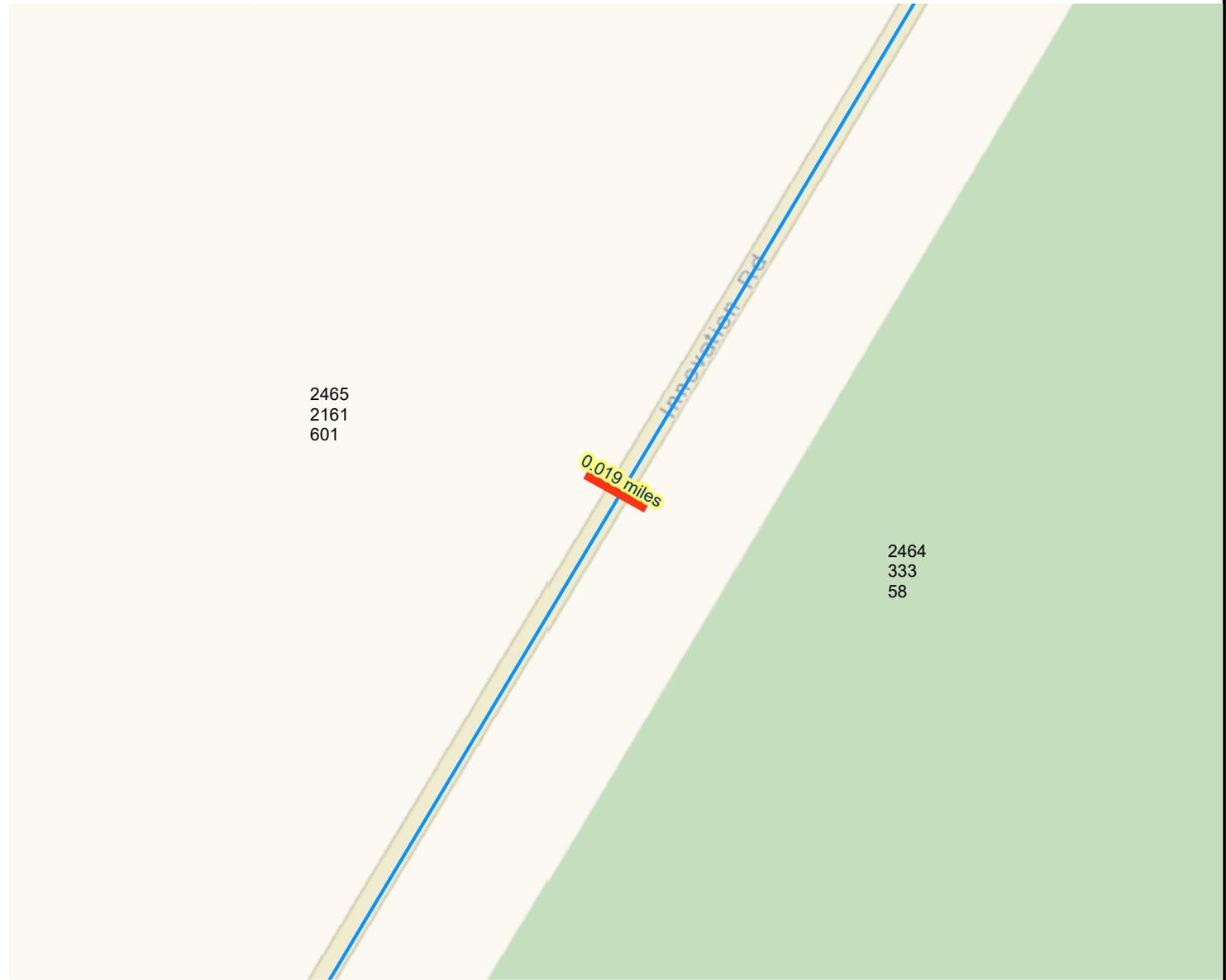
For complete disclaimer of accuracy, please visit
<https://giswebsite.metc.state.mn.us/gis/notice.aspx>



Population/Employment Summary

Results

Within ONE Mile of project:
Total Population: 7168
Total Employment: 789



-  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/gissite/notice.aspx>



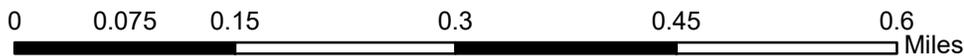
Results

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:
71207 71209 71400



 Lines	 Area of Concentrated Poverty
 Area of Concentrated Poverty > 50% residents of color	 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/gisite/notice.aspx>

NCompass Technologies





Streams

[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

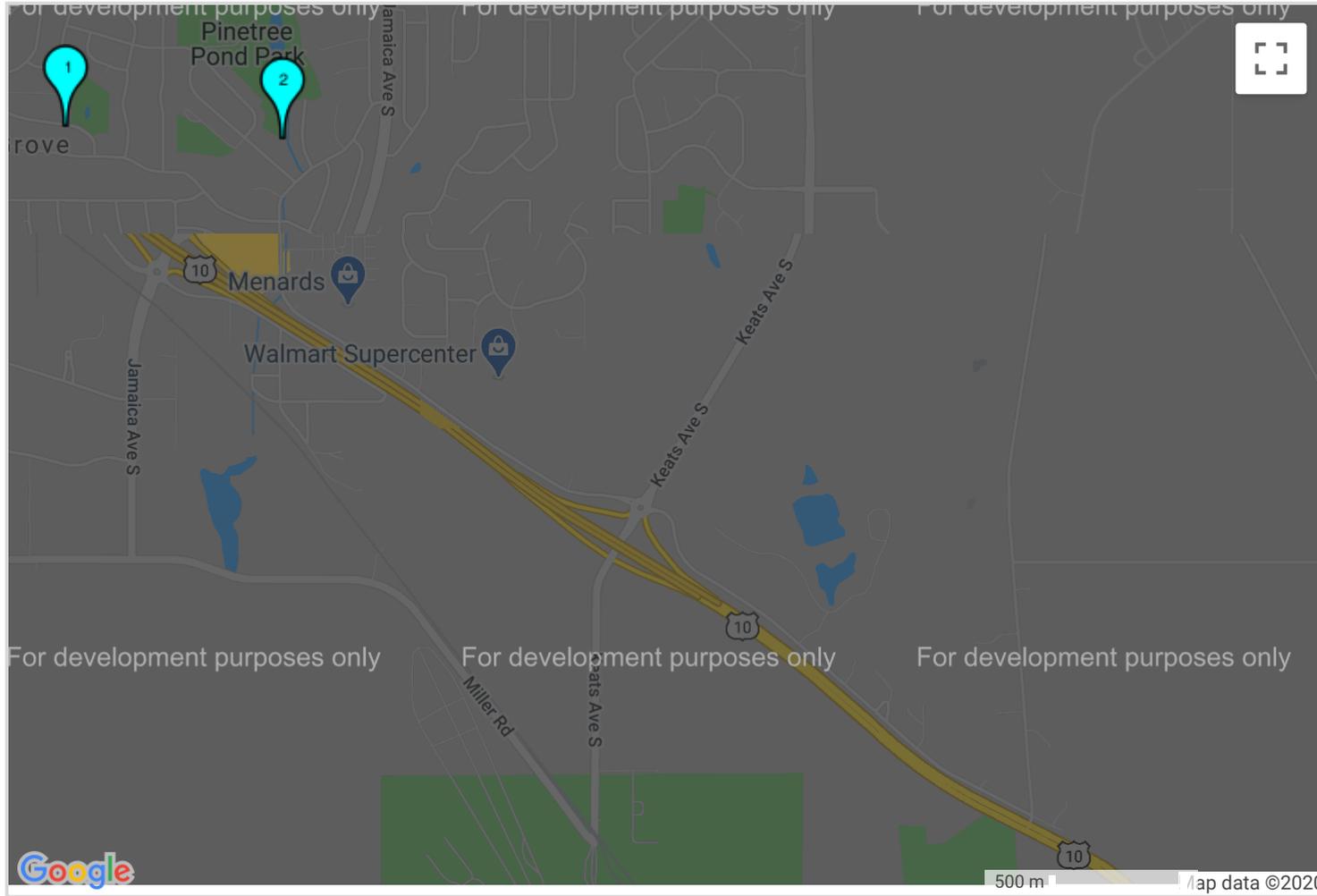
[Clear All](#)

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*
3	165	106	0	54	0	160

* 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.



SOUTH WASHINGTON WATERSHED DISTRICT

May 13, 2020

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

Dear Mr. Burfeind,

Reference: South Washington Watershed District Support for pedestrian underpass at
CSAH 19/Keats Avenue and Ravine Regional Park in the City of Cottage
Grove

As outlined in the 2019 Watershed Management Plan (WMP), the South Washington Watershed District (SWWD) has an Information and Educational goal to “heighten the awareness of key constituencies within the District, sufficient to modify behavior to improve the recognition and implementation of District policies, programs, and activities.” The WMP defined an indicator of progress toward this goal as working to “Develop District facilities for use as interpretive and educational sites as user demand grows with development (i.e. Signage trails, programming at CDSF)”.

To this end, the SWWD has been working through infrastructure improvements within our Central Draw Overflow (CDO) and Central Draw Storage Facility (CDSF). Along with stormwater utility and flood protection elements, SWWD’s planned improvements include trails and community facilities focused on providing educational programming. These proposed facilities will connect to the Washington County Central Greenway Regional Trail and Ravine Regional Park, both located in the City of Cottage Grove.

In line with the Efficiency and Accountability goal within the WMP to “Limit duplication of planning and implementation efforts by the District and its State and Local partners by improving collaboration and coordination of efforts”, the SWWD is working to develop plans for these improvements in coordination with Washington County and the City of Cottage Grove.

The Regional Trail will connect to the trail system within our Central Draw Overflow facility north of Ravine Lake on the south end of Cottage Grove. On the north side of the City, the SWWD is working in cooperation with Washington County and the cities of Woodbury and Cottage Grove to construct the Glacial Valley Interpretive Area. As part of this Interpretive Area, the SWWD is planning to build a Learning Center, including a three-season shelter, restrooms, and interpretive signage. The facility would double as a

L:\CIP\CDO\Phase III\SWWD Letter of Support_CSAH 19_Keats_Underpass.docx

trailhead for the future Central Greenway Trail. The Central Greenway Trail will provide a connection between the Ravine Regional Park, CDO, CDSF, and the Glacial Valley Interpretive Area.

The SWWD understands that the City of Cottage Grove is working to construct an underpass at Keats Avenue (CSAH 19) to connect the Ravine Park trail system (and the District's CDSF Learning Center) to the proposed Greenway Regional Trail. As a wide, high-speed roadway, Keats Avenue (CSAH 19) creates a barrier for less experienced trail users or bicyclists travelling on the Regional Trail. The proposed underpass at CSAH 19/Keats Avenue will provide an essential connection for all users wishing to travel between these regional facilities.

If you have questions or need additional information please contact me at 651.714.3729 or matt.moore@woodburymn.gov.

Sincerely,
South Washington Watershed District

A handwritten signature in black ink, appearing to read "Matt Moore", with a horizontal line extending to the right.

Matt Moore
SWWD Administrator

c: SWWD Board of Managers

Keats Ave (CSAH 19) Pedestrian Underpass at Ravine Regional Park

Location: Cottage Grove, Washington County, MN

Applicant: City of Cottage Grove

Program Area: Regional Solicitation – Bicycle and Pedestrian Facilities

Project Cost: \$2,242,421

Requested Award Amount: \$1,793,936

Proposed Project: This project proposes to construct a pedestrian underpass at Keats Avenue (CSAH 19) and Ravine Regional Park in the City of Cottage Grove. Scope includes the construction of concrete box culvert, grading, base preparation, bituminous surfacing, lighting, landscaping and trail connections.

Project Background: Washington County, the City of Cottage Grove, and its residents recognize Keats Avenue (CSAH 19) as a barrier to the many community assets located along the corridor, in particular to Ravine Regional Park. Feedback from open houses on the Greenway Corridor found that the public is interested in linking the regional trail along Keats Avenue (CSAH 19) to Cottage Grove Ravine Regional Park, however, residents expressed the need for a safe crossing on this segment of Keats Avenue.

Project Benefits:

- As an undivided road with a current ADT volume of 6,900 and a posted speed limit of 55 mph, Keats Avenue presents a physical and psychological barrier to pedestrians and bicyclists using the regional trail system to access parks and essential community services.
 - The underpass and connecting trails will be designed to State Aid and AASHTO Standards to provide a safe, comfortable crossing for all users.
 - The underpass will achieve connectivity to the region and the city's trail network as outlined in the City's Comprehensive Plan.
 - Within a half-mile of the proposed crossing along Keats Avenue contains several community facilities: Ravine Regional Park, Washington County's Cottage Grove Service Center, the Cottage Grove City Hall complex, Career Force Employment Center, the Cottage Grove HERO Center, the SWWD Central Draw Overflow (CDO) facilities, and the planned Greenway Regional Trail Corridor.
 - The steep terrain along Keats Avenue (CSAH 19) provides favorable topography for an underpass just north of the main park entrance.
 - Minimal right-of-way will be required to construct the proposed project.
-

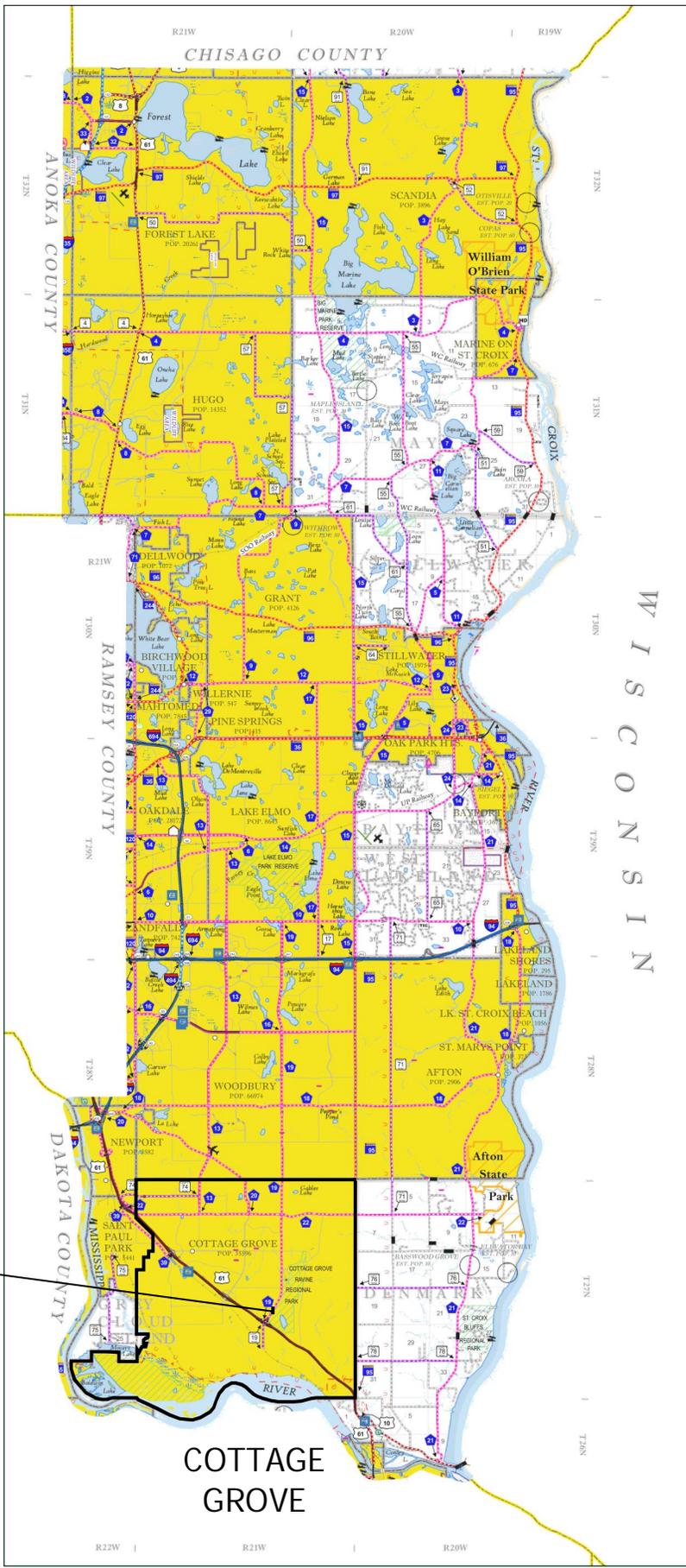
Additional Project Supporters: Washington County and South Washington Watershed District



Project Location



Proposed Crossing Location



PROJECT
LOCATION

COTTAGE
GROVE

LOCATION MAP

CITY OF COTTAGE GROVE, MN
 KEATS AVENUE (CSAH 19) PEDESTRIAN UNDERPASS

FIGURE: 1



08 Date: 05/07/2020 3:42PM
File: \\US271175301\specan\client\municipal\collage_grove.clm\MSGN\Special Issues & Projects\2020\CSAH 19 & Keats Ave Underpass\CAD\Draw\Figures\Central Greenway Regional Trail Figure 3 Keats Avenue_5-7-2020.dwg
res: 489PC



AREA FIGURE

CITY OF COTTAGE GROVE
KEATS AVENUE PEDESTRIAN UNDERPASS

FIGURE: 3



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

DATE 5/7/2020

PROJ. NO. 193802274



Shoppes at Cottage View

Birdseye view from the North • May 17, 2019



DEVELOPMENT DATA

- A COMMUNITY CENTER
14.9 ACRES
- B MIXED USE
7.5 ACRES
- C ENTERTAINMENT / RETAIL
5.6 ACRES
- D HOTEL
4.9 ACRES
- E RETAIL
3.9 ACRES
- F RESTAURANT
6.4 ACRES
- G MIXED USE
2.8 ACRES
- H MIXED USE
3.8 ACRES
- I H.D. HOUSING
5.3 ACRES
- J H.D. HOUSING
3.7 ACRES
- K VILLAS
10.3 ACRES
- R/W PUBLIC RIGHT OF WAY
5.1 ACRES

TOTAL SITE AREA
73.8 ACRES

LEGEND

- COMMUNITY CENTER / LIBRARY
- MIXED USE
- RETAIL
- HIGH DENSITY HOUSING
- MEDIUM DENSITY HOUSING
- PUBLIC RIGHT OF WAY

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 of CSAH 19/Keats Avenue at Ravine Regional Park in the City of Cottage Grove

Dear Mr. Burfeind,

Washington County supports the City of Cottage Grove's application to the Metropolitan Council's Regional Solicitation in the Multiuse Trails and Bicycle Facilities Category for the construction of a pedestrian underpass of County State Aid Highway 19 (CSAH 19)/Keats Avenue. This underpass at Ravine Regional Park will provide a safe connection to the Central Greenway Regional Trail under a wide, busy county highway.

The Central Greenway Regional Trail is an important link in Washington County's trail network. The trail proposes to connect residents of Washington County to three regional parks, as well as providing a non-motorized link to vital employment, retail, and recreational centers.

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 2040 update. As the agency with jurisdiction who will be the owner/operator of the CSAH 19/Keats Avenue 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,



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