



Application

17074 - 2022 Multiuse Trails and Bicycle Facilities

17732 - Hardwood Creek Regional Trail Extension

Regional Solicitation - Bicycle and Pedestrian Facilities

Status: Submitted

Submitted Date: 04/13/2022 4:07 PM

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

Organization Information

Name: WASHINGTON CTY

Jurisdictional Agency (if different):

Organization Type:

Organization Website:

Address:

PUBLIC WORKS

11660 MYERON RD

*

STILLWATER

Minnesota

55082

City

State/Province

Postal Code/Zip

County:

Washington

Phone:*

651-430-4325

Ext.

Fax:

PeopleSoft Vendor Number

0000028637A10

Project Information

Project Name

Hardwood Creek Regional Trail Extension

Primary County where the Project is Located

Washington

Cities or Townships where the Project is Located:

Hugo

Jurisdictional Agency (If Different than the Applicant):

The Hardwood Creek Regional Trail is a north-south multiuse trail in northwestern Washington County. The trail connects to the Sunrise Prairie Regional Trail in Chisago County to the north and will link with the Bruce Vento Regional Trail in Ramsey County to the south ? meaning trail users will one day be able to travel 40+ miles between Downtown Saint Paul and Downtown North Branch on a dedicated trail.

Within Washington County, the Hardwood Creek Regional Trail traverses through residential areas, natural areas, and commercial areas, along the west side of Highway 61. The existing trail is constructed primarily on 11 miles of former railroad right-of-way, extending from the Washington/Chisago County Line in Forest Lake, to 130th Street in Hugo. A one-mile gap in the trail exists due to the rail line remaining active between 130th Street and Fenway Boulevard and the Washington-Ramsey County line at 120th Street.

Washington County?s proposed project will address the Hardwood Creek Regional Trail gap by extending the trail from 130th Street to 125th Street. In order to accommodate the trail, the project also proposes a minor reduction in width of Falcon Court Falcon Avenue. A future second phase will address the remaining gap segment, 125th Street to 120th Street.

With the implementation of the proposed project, Washington County will provide a safe, accessible, and continuous trail that will serve as a key link in the region?s trail network.

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

(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.

FROM 130TH ST AND FENWAY BLVD TO 125TH ST AND FALCON CT, CONSTRUCT HARDWOOD CREEK REGIONAL TRAIL FOR PEDS AND BIKES

Include both the CSAH/MSAS/TH references and their corresponding street names in the TIP Description (see Resources link on Regional Solicitation webpage for examples).

Project Length (Miles) 0.6

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 \$526,400.00

Match Amount \$131,600.00

Minimum of 20% of project total

Project Total \$658,000.00

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

Match Percentage 20.0%

Minimum of 20%

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

Source of Match Funds County Funds

A minimum of 20% of the total project cost must come from non-federal sources; additional match funds over the 20% minimum can come from other federal sources

Preferred Program Year

Select one: 2026, 2027

Select 2024 or 2025 for TDM and Unique projects only. For all other applications, select 2026 or 2027.

Additional Program Years:

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

Project Information

County, City, or Lead Agency Washington County

Zip Code where Majority of Work is Being Performed 55038

(Approximate) Begin Construction Date 04/01/2026

(Approximate) End Construction Date 11/30/2026

Name of Trail/Ped Facility: Hardwood Creek Regional Trail

(i.e., CEDAR LAKE TRAIL)

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

From:
(Intersection or Address) 130th Street North and Fenway Boulevard North

To:
(Intersection or Address) 125th Street North and Falcon Court North

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):	0.6
Miles of trail on the Regional Bicycle Transportation Network (nearest 0.1 miles):	0.6
Is this a new trail?	Yes
Primary Types of Work	BIKE AND PED TRAIL

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

BRIDGE/CULVERT PROJECTS (IF APPLICABLE)

Old Bridge/Culvert No.:

New Bridge/Culvert No.:

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

Requirements - All Projects

All Projects

1. The project must be consistent with the goals and policies in these adopted regional plans: Thrive MSP 2040 (2014), the 2040 Transportation Policy Plan (2018), the 2040 Regional Parks Policy Plan (2018), and the 2040 Water Resources Policy Plan (2015).

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

2. The project must be consistent with the 2040 Transportation Policy Plan. Reference the 2040 Transportation Plan goals, objectives, and strategies that relate to the project.

This project is compliant for the following goals, objectives, and strategies in the Metropolitan Council's 2040 Transportation Policy Plan.

Goal: Transportation System Stewardship, pg 58 Sustainable investments in the transportation system are protected by strategically preserving, maintaining, and operating system assets.

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

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

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

Goal: Safety and Security, pg 60 The regional transportation system is safe and secure for all users.

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

Strategies: Regional transportation partners will incorporate safety and security considerations for all modes and users throughout the processes of planning, funding, construction, operation.

Goal: Access to Destinations, pg 62 People and businesses prosper by using a reliable, affordable, and efficient multimodal transportation system that connects them to destinations throughout the region and beyond.

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

Strategies: Local units of government should provide a system of interconnected arterial roads, streets, bicycle facilities, and pedestrian facilities to meet local travel needs using Complete Streets

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

principles. Regional transportation partners will promote multimodal travel options and alternatives to single occupant vehicle travel and highway congestion through a variety of travel demand management initiatives, with a focus on major job, activity, and industrial and manufacturing concentrations on congested highway corridors and corridors served by regional transit service.

Goal: Healthy Environment, pg 66 The regional transportation system advances equity and contributes to communities? livability and sustainability while protecting the natural, cultural, and developed environments.

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

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

(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.

This project is compliant with the goals, policies, and strategies of the Washington County 2040 Comprehensive Plan.

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

Policies:

Coordinate transportation mobility and choice to meet a diversity of needs while considering appropriate system levels of service.

Work with partners to identify and coordinate transportation system improvements to accommodate new growth and development.

Pursue federal, state, regional, and local funding opportunities to preserve, maintain, expand, and modernize the transportation network.

Strategies: Support levels and types of transit service that match specific needs of the community based on ridership forecasts, development patterns, and mobility needs.

Integrate non-motorized accommodations into the design of roadway and transit facilities to increase access to destinations.

Strategically apply for funding to offset county investment needed for transportation system.

Identify gaps in trail network and prioritize investments to improve non-motorized access to destinations

Coordinate with Metropolitan Council, MnDOT, and municipalities through project development, engineering, and construction of METRO Gold Line to improve transit access and multimodal networks.

Implement recommendations from county-led transportation and transit studies. Goal: Preserve safety and efficiency for all users Pg 3-10

Policies: Support ongoing safety review process that promotes both proactive and reactive treatments to reduce crashes.

Use traffic management techniques to improve operations, safety, and useful life of the roadways.

Strategies: Coordinate with partners to improve

List the applicable documents and pages: Unique projects are exempt from this qualifying requirement because of their innovative nature.

safety and usability of county roadways when developing safe, effective, and implementable strategies in key locations like near schools and at non-motorized crossings.

Develop roadway crossings and trail facilities within county roadway corridors to promote safety for all users.

Goal: Promote positive environmental and health outcomes Pg 3-11

Policies: Explore opportunities to improve the environment and encourage physical activity.

Strategies: Work with local partners to promote land use patterns that enable alternative modes of travel and reduce reliance on the private automobile.

This project is compliant with the related goals, policies, and strategies in the Hugo 2040 Comprehensive Plan that were not included due to character limits.

(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. Unique project costs are limited to those that are federally eligible.

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

5. Applicant is a public agency (e.g., county, city, tribal government, transit provider, etc.) or non-profit organization (TDM and Unique Projects applicants only). 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 in Table 1. For unique projects, the minimum award is \$500,000 and the maximum award is the total amount available each funding cycle (approximately \$4,000,000 for the 2020 funding cycle).

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

Pedestrian Facilities (Sidewalks, Streetscaping, and ADA): \$250,000 to \$2,000,000

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: 06/16/2016

Link to plan: <https://www.co.washington.mn.us/DocumentCenter/View/8045/Washington-County-Transition-Plan-Draft-20150616?bidId=>

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. Unique projects are exempt from this qualifying requirement.

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)	\$4,080.00
Removals (approx. 5% of total cost)	\$6,080.00
Roadway (grading, borrow, etc.)	\$6,480.00
Roadway (aggregates and paving)	\$38,880.00
Subgrade Correction (muck)	\$0.00
Storm Sewer	\$0.00
Ponds	\$0.00

Concrete Items (curb & gutter, sidewalks, median barriers)	\$23,280.00
Traffic Control	\$4,000.00
Striping	\$0.00
Signing	\$2,000.00
Lighting	\$0.00
Turf - Erosion & Landscaping	\$0.00
Bridge	\$0.00
Retaining Walls	\$0.00
Noise Wall (not calculated in cost effectiveness measure)	\$0.00
Traffic Signals	\$0.00
Wetland Mitigation	\$0.00
Other Natural and Cultural Resource Protection	\$0.00
RR Crossing	\$0.00
Roadway Contingencies	\$25,600.00
Other Roadway Elements	\$0.00
Totals	\$110,400.00

Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Path/Trail Construction	\$320,000.00
Sidewalk Construction	\$0.00
On-Street Bicycle Facility Construction	\$0.00
Right-of-Way	\$0.00
Pedestrian Curb Ramps (ADA)	\$0.00
Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	\$0.00
Pedestrian-scale Lighting	\$0.00
Streetscaping	\$0.00
Wayfinding	\$0.00
Bicycle and Pedestrian Contingencies	\$96,000.00
Other Bicycle and Pedestrian Elements	\$0.00
Totals	\$416,000.00

Specific Transit and TDM Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Fixed Guideway Elements	\$0.00
Stations, Stops, and Terminals	\$0.00
Support Facilities	\$0.00
Transit Systems (e.g. communications, signals, controls, fare collection, etc.)	\$0.00
Vehicles	\$0.00
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	\$526,400.00
Construction Cost Total	\$526,400.00
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

1649882366770_10 RBTNAlign - HWCRT.pdf

Please upload attachment in PDF form.

Measure A: Population Summary

Existing Population Within One Mile (Integer Only) 9487

Existing Employment Within One Mile (Integer Only) 1958

Upload the "Population Summary" map 1649882395594_09 Pop&Employ - HWCRT.pdf

Please upload attachment in PDF form.

Measure A: Engagement

i. Describe any Black, Indigenous, and People of Color populations, low-income populations, disabled populations, youth, or older adults within a ½ mile of the proposed project. Describe how these populations relate to regional context. Location of affordable housing will be addressed in Measure C.

ii. Describe how Black, Indigenous, and People of Color populations, low-income populations, persons with disabilities, youth, older adults, and residents in affordable housing were engaged, whether through community planning efforts, project needs identification, or during the project development process.

iii. Describe the progression of engagement activities in this project. A full response should answer these questions:

The proposed Hardwood Creek Regional Trail (HWCRT) extension corridor consists of populations relevant to Metropolitan Council's equity goals. For example, Good Life Senior Living, is an assisted living and memory care facility that serves seniors and disabled populations in the area. Furthermore, the medium density residential housing that has developed along this corridor reflect an aging-in-place design that is popular with seniors.

Within the regional context, it is vital that the region's active transportation serves older and disabled populations. Between the aging of the baby-boomer generation and longer life expectancies, much more of the region's population will be residents 65 years or older by 2050 at 22% (up from 15% in 2020). This demographic trend will be more pronounced in the project area, as Washington County is projected to double the population of residents 65 years or older from 2015 to 2040.

Response:

In 2013, the proposed project is a result of the HWCRT master plan. As part of this planning process, the general public, community organizations, and nearby residents had opportunities to provide input. As a requirement through the Regional Parks Policy Plan, master plan outreach included engagement to underserved populations.

Additionally, the proposed project was identified as a key gap in the region's trail system in multiple planning documents, all of which consisted of extensive public engagement processes that sought to mitigate barrier to underserved populations. These plans included 2040 Comprehensive Plans for the City of Hugo (2019) and Washington County's 2040 Comprehensive

Plan (2018) and Bicycle and Pedestrian Plan (2020).

In 2021, Washington County partnered with the City of Hugo to complete a feasibility study to detail and address the design challenges that posed with extending the trail south. This included targeted engagement with Bald Eagle Estate Townhomes, an impacted townhome community of seniors.

The engagement outlined above provided opportunities for participation through various engagement strategies that tailored to the different needs of different populations, including, online StoryMaps, open houses, in-person meetups, onsite reviews, and commission meetings. The most common feedback received was regarding the impact of the trail on the existing vegetation that serves as buffer between residences and the railroad and Highway 61. This led to a design that minimizes impacts, especially to high value (large, old growth) trees. The responsiveness to these concerns were received positively at follow-up meetings.

Finally, Washington County is committed to ongoing engagement throughout the future final design and construction phase on this project.

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

Measure B: Equity Population Benefits and Impacts

Describe the projects benefits to Black, Indigenous, and People of Color populations, low-income populations, children, people with disabilities, youth, and older adults. Benefits could relate to:

This is not an exhaustive list. A full response will support the benefits claimed, identify benefits specific to Equity populations residing or engaged in activities near the project area, identify benefits addressing a transportation issue affecting Equity populations specifically identified through engagement, and substantiate benefits with data.

Acknowledge and describe any negative project impacts to Black, Indigenous, and People of Color populations, low-income populations, children, people with disabilities, youth, and older adults. Describe measures to mitigate these impacts. Unidentified or unmitigated negative impacts may result in a reduction in points.

Below is a list of potential negative impacts. This is not an exhaustive list.

The Hardwood Creek Regional Trail (HWCRT) extension will provide benefits to the community by addressing a key gap in the larger regional network of trails. Once fully developed, the entire 43-mile corridor will be one of the longest, most well-connected trails in the metropolitan area, allowing trail users to travel from downtown Saint Paul to downtown North Branch, and the many destinations in between.

Black, Indigenous, and People of Color populations, low-income populations, children, people with disabilities, youth, and senior populations (underserved populations) live along the entire corridor and are most common south of the project area, in Ramsey County. By addressing this trail gap, more people, including underserved populations, will be able to access destinations in Washington County. This is becoming more important as suburban communities, such as Hugo, continue to diversify.

Response:

Within the more immediate area within (0.5 miles) of the HWCRT extension, the proposed project will provide direct access to key destinations. The trail will connect people to living wage jobs at Hugo's significant and growing employment hub that consists of Xcel Energy training facility, Schwieters Companies construction, and Wilson Tool International manufacturing. Additionally, the trail will connect park and recreation destinations, such as Oak Shore Park, Bald Eagle-Otter Lake Regional Park, Clearwater Creek Preserve, and Watertown Park. Finally, the Transition Education Center and the New Creation Child Care & Learning Center will be accessible by trail for more households.

Nearly 400 Washington County residents

participated in a survey as part of the county's Bicycle and Pedestrian Plan (2020), which gathered information about community preferences for active transportation. Approximately 27% of respondents self-identified as "Interested Yet Concerned" when it comes to feeling comfortable using a trail facility. Data also shows that underserved communities are more likely to identify with this designation too. The filling of gaps in the separated off-road trail network significantly improves the chances that the "Interested Yet Concerned" population will use the trail facility and eventually grow in their confidence and ability. Building more comfortable trails for more people, will lead to cascading benefits. Increased activity and time spent on trails leads to better health outcomes, less vehicle miles driven, less pollution, and better overall livability and resilience for the region.

It is anticipated that there would be limited delays and closures within the project area during the construction of the proposed improvements. While these delays are not permanent the Washington County aims to keep delays on as minimal as possible.

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

Measure C: Affordable Housing Access

Describe any affordable housing developments existing, under construction, or planned within ½ mile of the proposed project. The applicant should note the number of existing subsidized units, which will be provided on the Socio-Economic Conditions map. Applicants can also describe other types of affordable housing (e.g., naturally-occurring affordable housing, manufactured housing) and under construction or planned affordable housing that is within a half mile of the project. If applicable, the applicant can provide self-generated PDF maps to support these additions. Applicants are encouraged to provide a self-generated PDF map describing how a project connects affordable housing residents to destinations (e.g., childcare, grocery stores, schools, places of worship).

Describe the projects benefits to current and future affordable housing residents within ½ mile of the project. Benefits must relate to affordable housing residents. Examples may include:

This is not an exhaustive list. Since residents of affordable housing are more likely not to own a private vehicle, higher points will be provided to roadway projects that include other multimodal access improvements. A full response will support the benefits claimed, identify benefits specific to residents of affordable housing, identify benefits addressing a transportation issue affecting residents of affordable housing specifically identified through engagement, and substantiate benefits with data.

The Hardwood Creek Regional Trail (HWCRT) extension project will serve the area's naturally-occurring affordable housing (NOAH). For example, along Europa Court, there is medium density residential housing that demonstrates an accessible and affordable aging-in-place design. Only 1% of homes in the United States are conducive to aging in place, but more than 75% of older Americans want to stay in their own communities for as long as possible (AARP). This style of development is popular for aging community members who have limited income because the simple one-floor and easy-to-maintain designs make living in this area affordable. Furthermore, this neighborhood also features modest townhomes that provide housing for households who may not be able to afford single-family houses.

Response:

A trail connection will allow for residents of these homes to access more destinations by foot or bicycle, therefore allowing households save on transportation related costs. These destinations include living-wage jobs at the Xcel Energy training facility, Schwieters Companies construction, Wilson Tool International manufacturing and more within the Bald Eagle Industrial Park. Additionally, the trail will link to park and recreation destinations, such as Oak Shore Park, Bald Eagle-Otter Lake Regional Park, Clearwater Creek Preserve, and Watertower Park. Finally, addressing the trail gap will increase access to educational facilities including the Transition Education Center and the New Creation Child Care & Learning Center. These destinations are shown in the attached map.

The HWCRT extension will address a key missing link the trail network. By addressing this gap, more local residents living in NOAH will use the trail

system. This has been shown to lead to better health outcomes, less vehicle miles driven, less pollution, and better overall livability and resilience.

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

Measure D: BONUS POINTS

Project is located in an Area of Concentrated Poverty:

Projects census tracts are above the regional average for population in poverty or population of color (Regional Environmental Justice Area):

Project located in a census tract that is below the regional average for population in poverty or populations of color (Regional Environmental Justice Area):

Yes

Upload the Socio-Economic Conditions map used for this measure.

1649882468638_08 SocioEcon - HWCRT.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.

The Hardwood Creek Regional Trail (HWCRT) extension is designated as Tier 2 alignment on the RBTN and as a regional trail in the Regional Parks Policy Plan because of the vital role it plays in the larger active transportation network. To the north, the HWCRT connects to the Sunrise Prairie Regional Trail in Chisago County. To the south, it connects to the future Bruce Vento Regional Trail extension in Ramsey County. Once fully developed, the entire 43-mile corridor will be one of the longest, most well-connected trails in the metropolitan area, allowing trail users to travel from downtown Saint Paul to downtown North Branch, and the many destinations in between.

Response:

In Washington County, the existing 10 miles of the HWCRT was constructed mostly along an abandoned rail corridor in Forest Lake and Hugo. A gap in the trail exists due the rail line remaining active between 140th St and the County line at 120th St, in the City of Hugo. This rail line is expected to remain active for the foreseeable future, preventing its ability to be repurposed as a regional trail. Washington County's proposed project will address the HWCRT gap by extending this existing trail from 130th St N and Fenway Blvd to 125th St and Falcon Ave. A future second phase will address the remaining gap segment, to 120th and Falcon Ave, where it connects to Bald Eagle-Otter Lake Regional Park in Ramsey County. Together, these segments will complete the entire HWCRT through Washington County.

The proposed project was designed specifically to close a transportation network gap on the RBNT and provide a facility that circumvents the active railroad. There is currently no north-south trail in the area, leaving bicyclists and pedestrians to share the road with traffic on Falcon Ct (a private road) and Falcon Ave or Highway 61.

In 2022, Washington County conducted a feasibility study to identify an alternative location for the HWCRT to close the trail gap. The study identified solutions to key barriers in the project area. This process produced a proposed project layout that reflects an accessible, direct, grade separated route.

The proposed project improves the area's bikeability to better serve all ability and experience levels by providing a wide, gentle grade trail facility with no driveway conflicts. This will provide a more comfortable and safe experience for users of all abilities and experience levels.

(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

Yes

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

The Hardwood Creek Regional Trail (HWCRT) extension will be address existing safety and security deficiencies within the project area. The proposed project demonstrates Washington County is proactive in reducing user conflict and crash potential.

Crash data from the most recent 10 year showed one crash event near the project area, at 130th St and Highway 61 in the City of Hugo. It is important to note that the public engagement that was conducted as part of the project highlighted the concerns of residents who experienced "close calls" as bicyclists and pedestrians. These cases are not accounted for in the crash data. Bicycle and pedestrians currently share the road with vehicles within the project area and a grade separated trail facility would improve safety and reduce conflicts and near-crashes.

Response:

The public engagement demonstrated that many potential bicyclists and pedestrians avoid the project area entirely due to safety concerns. Many are uncomfortable sharing the road with vehicles, especially during peak travel times when cars attempt to bypass traffic on Highway 61. Furthermore, the proposed project will provide a significantly safer option for those who do bike on the shoulders of Highway 61 because of the absence of safer north-south arterial trail options. Highway 61 is A Minor Arterial Roadway, characterized by the high volume and high speed of vehicle and freight traffic.

The security concerns within the project area will also be addressed with the proposed improvements. Bicyclists and pedestrians currently are illegally trespassing on the private property of Wilson Tool International and Bald Eagle Townhomes Estate to navigate the existing road and trail gap between 130th St and Fenway Blvd and Falcon Ct cul-de-sac. A track behind Wilson

Wilson Tool International has been used to the point where there is a desire-path that carves through thick vegetation that is intended to serve as a buffer and deterrent between Wilson Tool and the residential areas along Falcon Ct. Furthermore, the BNSF Railway Company has security concerns with people trespassing within their right-of-way that runs parallel to Falcon Ct and Falcon Ave. A dedicated trail facility will deter people who are traveling on the railroad tracks or adjacent drainage ditch to avoid sharing the existing road with vehicles. In the engagement conducted for this project, Wilson Tool International, Bald Eagle Estates, and BNSF Railway all recognized the community desires and the need to create a safer and more accessible connection for bicyclists and pedestrians who are currently trespassing. All groups support the proposed project as a responsible and sensible solution.

(Limit 2,800 characters; approximately 400 words)

Measure A: Multimodal Elements

The Hardwood Creek Regional Trail extension will provide access to other key pedestrian connections in the area. To the north, the HWCRT connects to the Sunrise Prairie Regional Trail in Chisago County. To the south, it connects to the future Bruce Vento Regional Trail extension in Ramsey County. Both connections serve a primary north-south routes for their respective communities. In Hugo, the HWCRT connects to many local trails, including; County Road 8 that provides access to a commercial area and grocery stores, 148th St that links to Hugo Elementary School, and 159th St that links to Oneka Elementary School and hundreds of housing units.

Response:

The HWCRT extension will safely integrate all modes of transportation. By providing an off-road, grade separated facility, trail users will have a dedicated space. Bicyclists and pedestrians will no longer have to share the road with vehicles on Falcon Ct and Falcon Avenue. Moreover, the trail will be built to regional trail standards, providing an accessible width and grade. The trail will provide enough space bidirectional traffic and for multiple users to safely share the trail.

Although there is on transit service in the immediate project area, the proposed trail will provide connections to transit service along the HWCRT and Bruce Vento Regional Trail. The Headwaters Transit Center in Forest Lake is along the HWCRT route and within biking distance from the project area. From this transit center, users can access Metro Transit Routes 288 and 275. Furthermore, then the Bruce Vento Regional Trail extension links with the HWCRT extension, transit users from Washington County will be able to access the planned Metro Purple Line's Washington & 7th St stop. Finally, the proposed project is also linked to the Interstate 35E & County Road 14 park and ride in Lino Lakes and can be

accessed entirely by trail.

(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. 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. The focus of this section is on the opportunity for public input as opposed to the quality of input. NOTE: A written response is required and failure to respond will result in zero points.

Multiple types of targeted outreach efforts (such as meetings or online/mail outreach) specific to this project with the general public and partner agencies have been used to help identify the project need.

Yes

100%

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

50%

At least online/mail outreach effort specific to this project with the general public 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.

25%

No outreach has led to the selection of this project.

0%

Describe the type(s) of outreach selected for this project (i.e., online or in-person meetings, surveys, demonstration projects), the method(s) used to announce outreach opportunities, and how many people participated. Include any public website links to outreach opportunities.

The engagement for the Hardwood Creek Regional Trail (HWCRT) began with a master planning process in 2013. As part of this planning process, the general public, community organizations, and nearby residents had opportunities to provide input and helped determine the route that is the proposed project Washington County is seeking funding for.

As part of the 2022 feasibility study to determine a route for the HWCRT extension, Washington County undertook additional public engagement to inform local residents and business owners about the study and collect feedback on design options. This included in-person meetups, onsite reviews, commission meetings, listening sessions, and an online engagement opportunity.

Response:

The online engagement was hosted on a dedicated website created using ArcGIS StoryMaps (<https://arcg.is/1WXOi90>). A postcard was sent out to the residents of the project area with information on the project and link to the online engagement. The content of the engagement event included: a summary of the overall HWCRT corridor and previous planning efforts, key project goals, proposed layouts for trail concepts, comment field for public input. The website had 170 views for the 12-day period it was open.

Feedback gathered from these public engagement opportunities informed the design of the proposed project. Washington County will continue communication with the public as this project moves forward into final design and construction.

(Limit 2,800 characters; approximately 400 words)

2.Layout (25 Percent of Points)

Layout includes proposed geometrics and existing and proposed right-of-way boundaries. A basic layout should include a base map (north arrow; scale; legend; city and/or county limits; existing ROW, labeled; existing signals;* and bridge numbers*) and design data (proposed alignments; bike and/or roadway lane widths; shoulder width;* proposed signals;* and proposed ROW). An aerial photograph with a line showing the projects termini does not suffice and will be awarded zero points. *If applicable*

Layout approved by the applicant and all impacted jurisdictions (i.e., cities/counties/MnDOT. If a MnDOT trunk highway is impacted, approval by MnDOT must have occurred to receive full points. A PDF of the layout must be attached along with letters from each jurisdiction to receive points.

Yes

100%

A layout does not apply (signal replacement/signal timing, stand-alone streetscaping, minor intersection improvements). Applicants that are not certain whether a layout is required should contact Colleen Brown at MnDOT Metro State Aid colleen.brown@state.mn.us.

100%

For projects where MnDOT trunk highways are impacted and a MnDOT Staff Approved layout is required. Layout approved by the applicant and all impacted local jurisdictions (i.e., cities/counties), and layout review and approval by MnDOT is pending. A PDF of the layout must be attached along with letters from each jurisdiction to receive points.

75%

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

50%

Layout has been started but is not complete. A PDF of the layout must be attached to receive points.

25%

Layout has not been started

0%

Attach Layout

1649882615135_03 Concept Layout - HWCRT.pdf

Please upload attachment in PDF form.

Additional Attachments

Please upload attachment in PDF form.

3.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

4.Right-of-Way (25 Percent of Points)

Right-of-way, permanent or temporary easements, and MnDOT agreement/limited-use permit either not required or all have been acquired

100%

Right-of-way, permanent or temporary easements, and/or MnDOT agreement/limited-use permit required - plat, legal descriptions, or official map complete

50%

Right-of-way, permanent or temporary easements, and/or MnDOT agreement/limited-use permit required - parcels identified Yes

25%

Right-of-way, permanent or temporary easements, and/or MnDOT agreement/limited-use permit required - parcels not all identified

0%

5.Railroad Involvement (15 Percent of Points)

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

100%

Signature Page

Please upload attachment in PDF form.

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

50%

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

0%

Measure A: Cost Effectiveness

Total Project Cost (entered in Project Cost Form): \$526,400.00

Enter Amount of the Noise Walls: \$0.00

Total Project Cost subtract the amount of the noise walls: \$526,400.00

Points Awarded in Previous Criteria

Cost Effectiveness \$0.00

Other Attachments

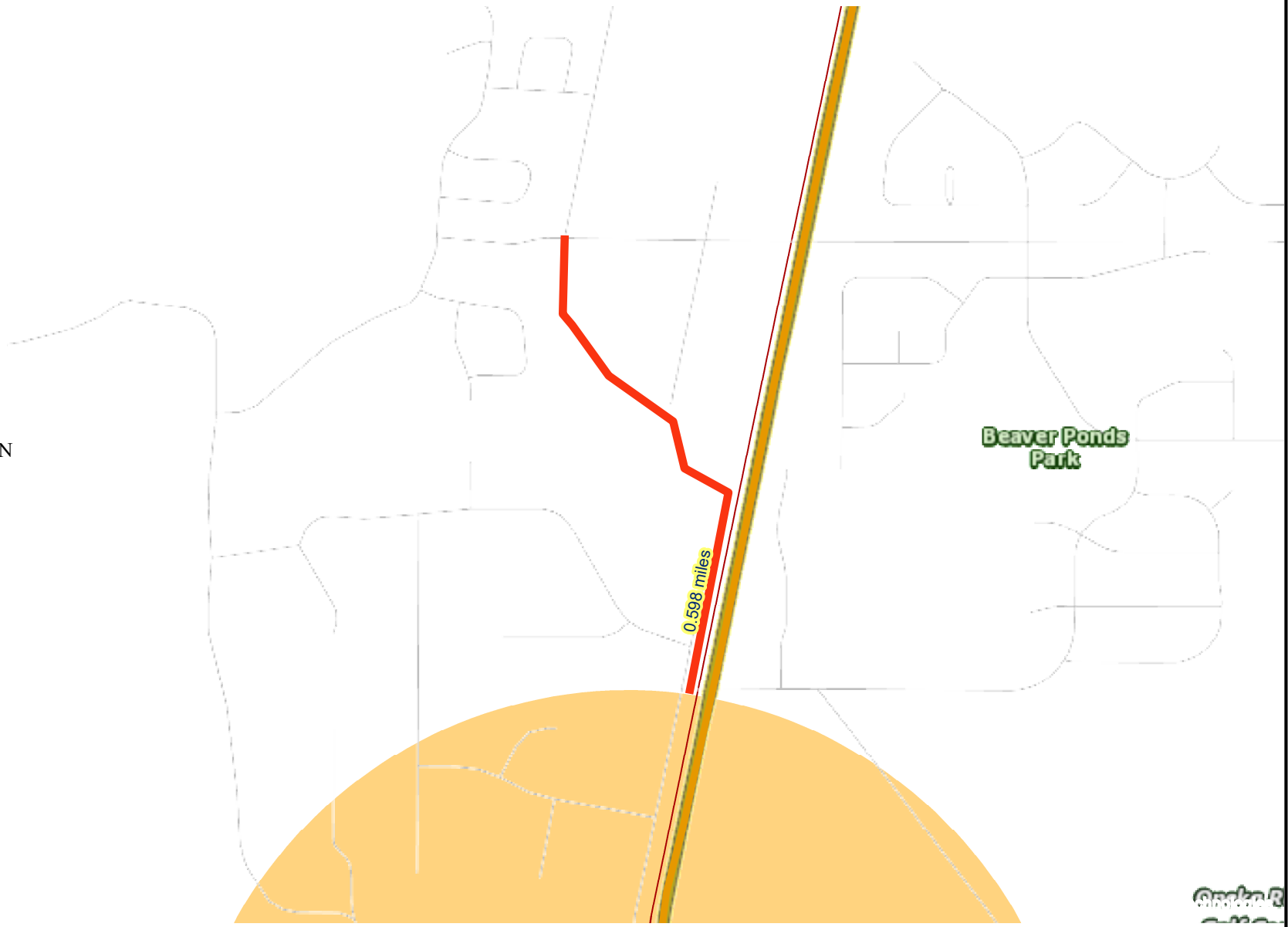
File Name	Description	File Size
01 Summary Sheet - HWCRT.pdf	HWCRT Summary Sheet	841 KB
02 Existing Conditions - HWCRT.pdf	HWCRT Existing Conditions	1.2 MB
04 County Board Resolution - HWCRT.pdf	Washington County Board Resolution	239 KB
05 Hugo LOS - HWCRT.pdf	HWCRT Hugo Letter of Support	56 KB
06 BNSF RR LOS - HWCRT.pdf	HWCRT BNSF Letter of Support	92 KB
07 Wilson Tool LOS - HWCRT.pdf	HWCRT Wilson Tool Letter of Support	120 KB
13 Areas of Interest Map - HWCRT.pdf	HWCRT Areas of Interest	1.6 MB
14 Feasibility Report - HWCRT.pdf	HWCRT Feasibility Report	2.6 MB

Project to RBTN Orientation

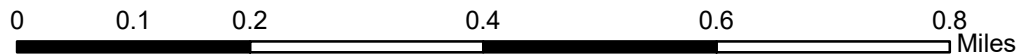
Results

Project **NOT IN** Regional Bicycle Transportation Corridor.

Project is designated as a RBTN Tier 2 Alignment



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



Created: 3/31/2022
LandscapeRSA6



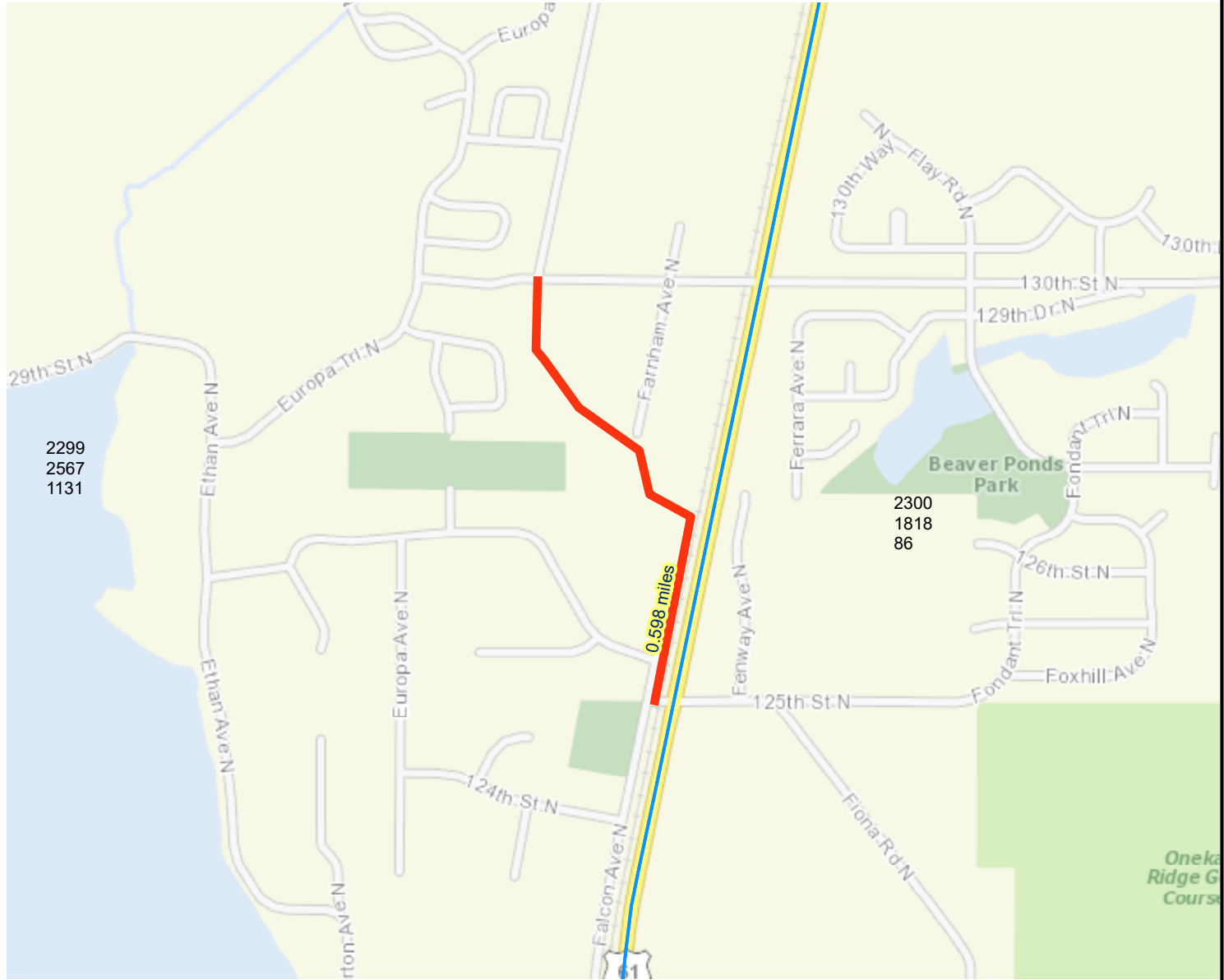
For complete disclaimer of accuracy, please visit <https://giswebsite.metc.state.mn.us/gisite/notice.aspx>



Population/Employment Summary



Results

Within ONE Mile of project:
 Total Population: 9487
 Total Employment: 1958



2299
 2567
 1131

2300
 1818
 86

-  Project Points
-  Project Area
-  Project
-  2016 TAZ



Created: 3/31/2022
 LandscapeRSA4



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

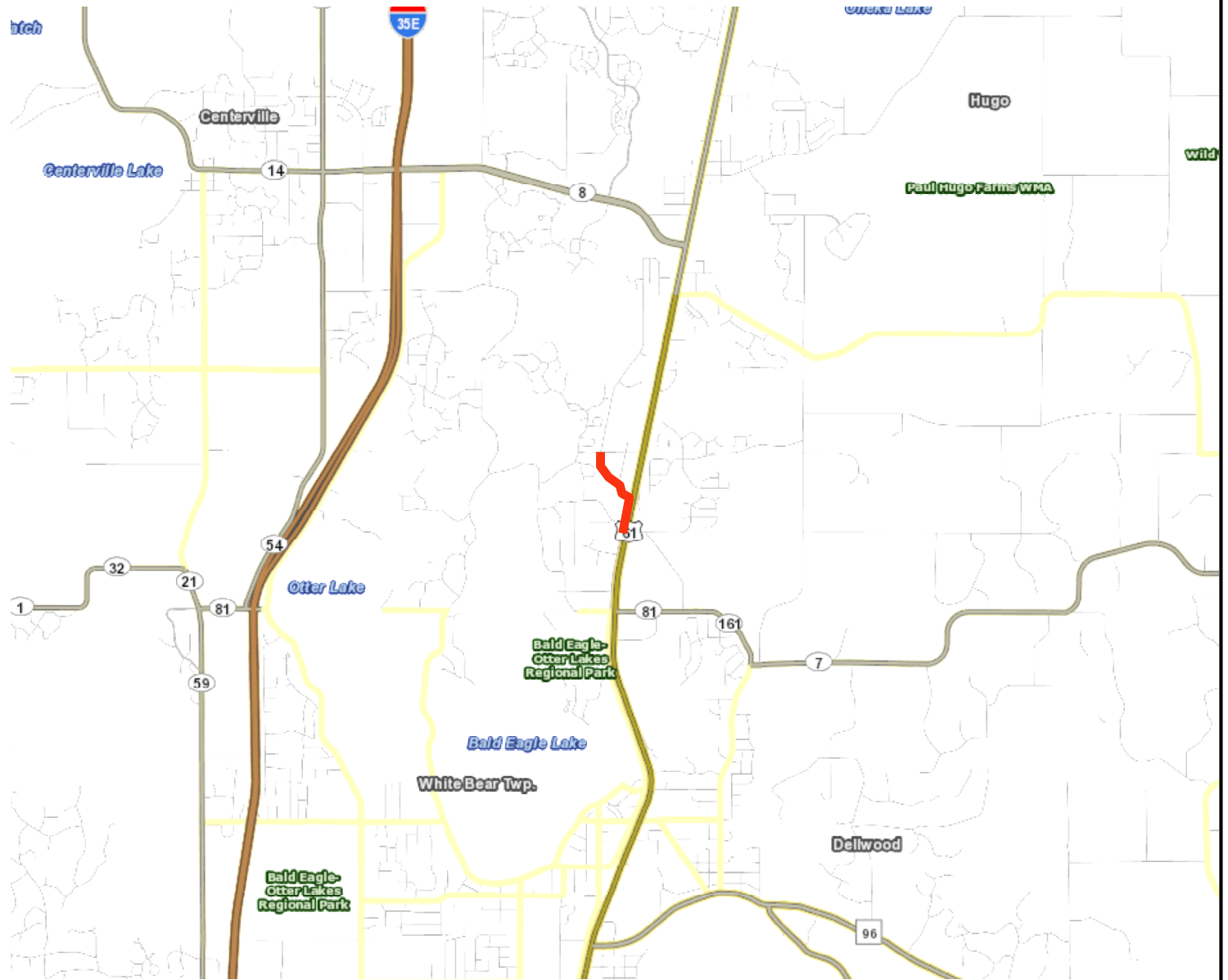


Socio-Economic Conditions

Results

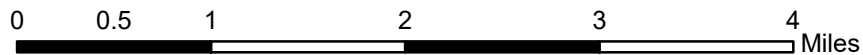
Total of publicly subsidized rental housing units in census tracts within 1/2 mile: 0

Project located in census tracts that are BELOW the regional average for population in poverty or population of color.



— Lines

■ Area of Concentrated Poverty



Created: 3/31/2022
LandscapeRSA2



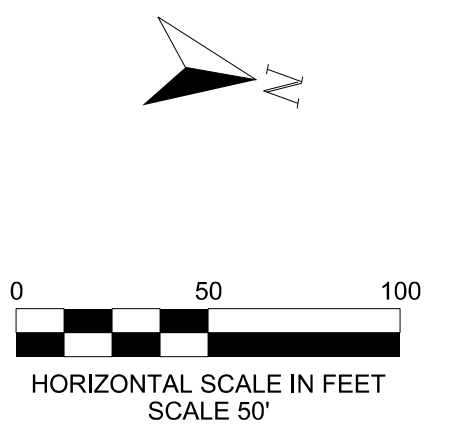
For complete disclaimer of accuracy, please visit
<http://giswebsite.metc.state.mn.us/gisite/notice.aspx>



Hardwood Creek Regional Trail Feasibility Study

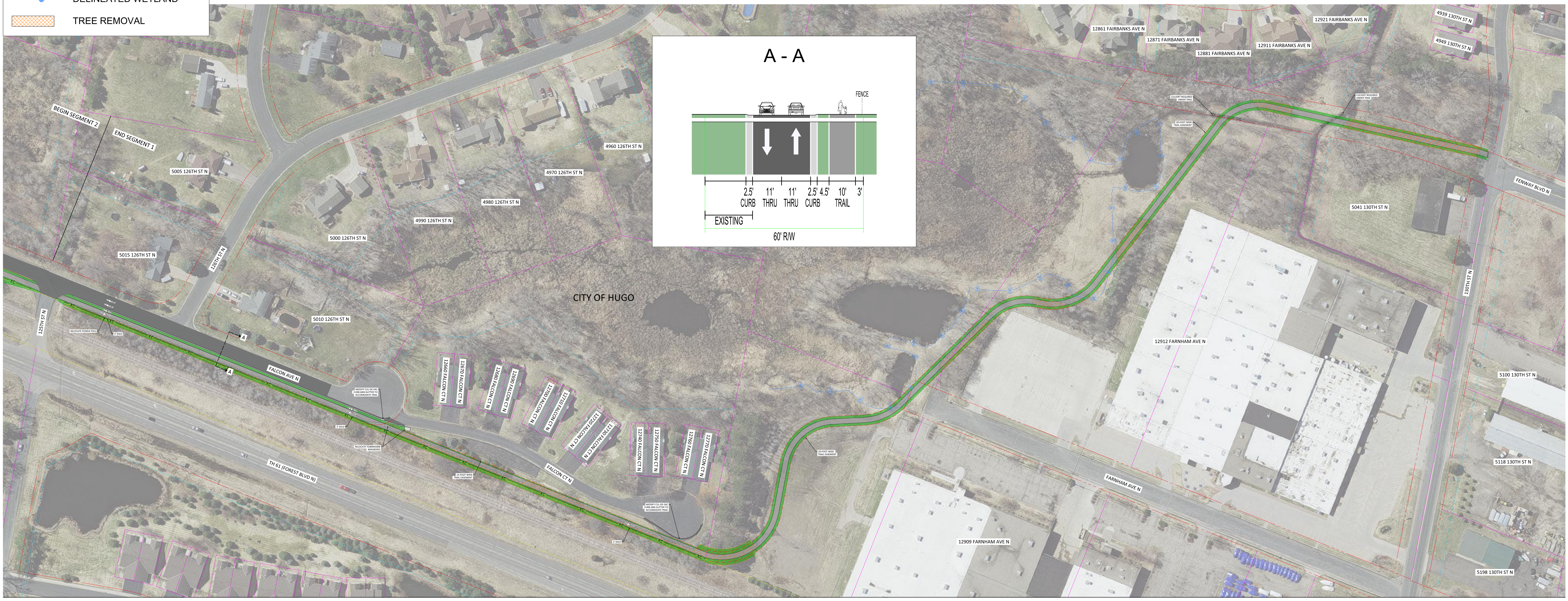
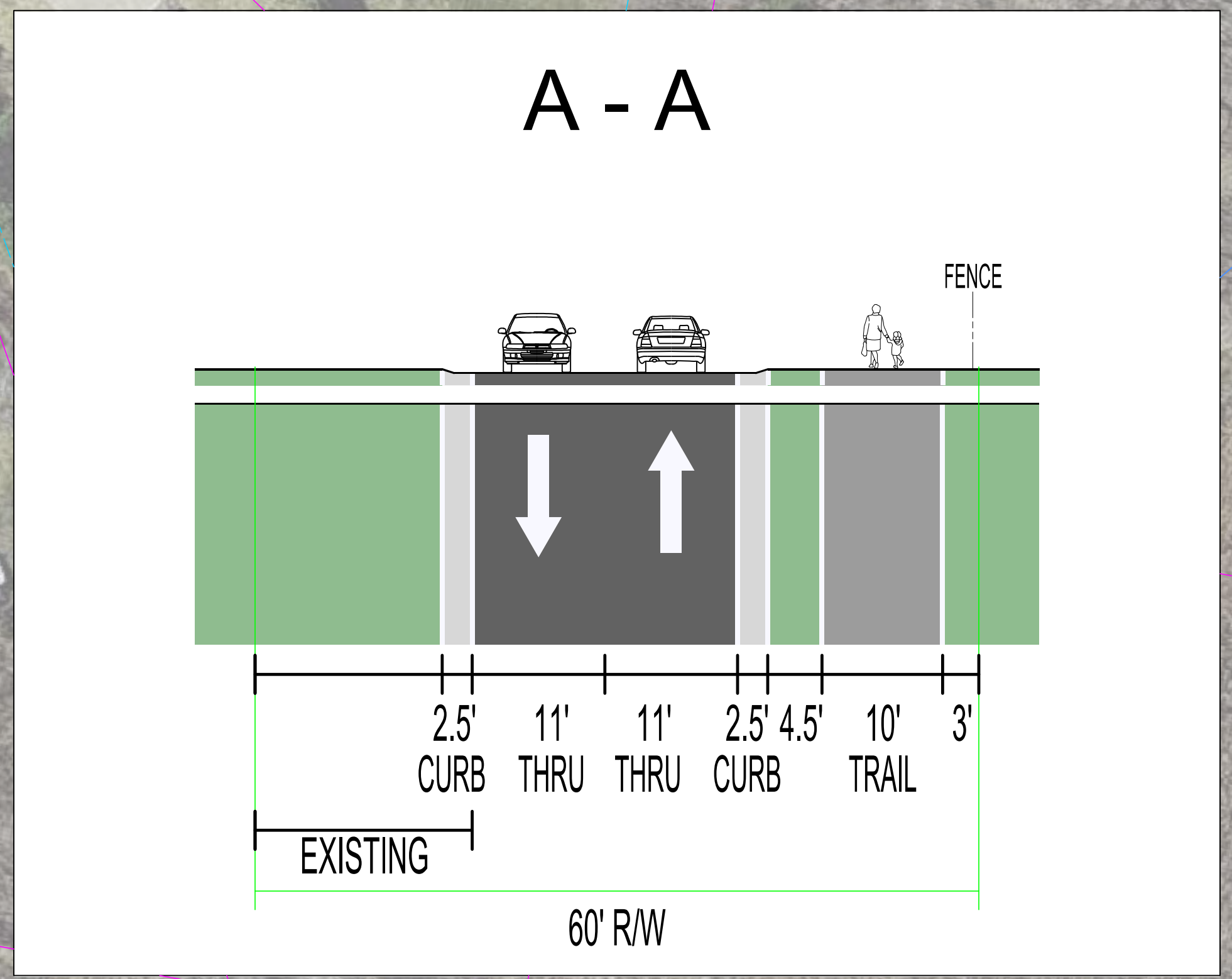
Segment 1 - 130th Street to 125th Street

Concept B - Trail on east side with reduced Falcon Avenue width



LEGEND

- EXISTING R/W
- RAILROAD R/W
- PROPERTY BOUNDARY
- D&U EASEMENT
- DELINEATED WETLAND
- TREE REMOVAL



Hardwood Creek Regional Trail Extension



Project Location

A gap in the Hardwood Creek Regional Trail exists from Fenway Blvd and 130th St to the Washington-Ramsey County line at Falcon Avenue and 120th St, within the City of Hugo. Washington County's proposed project will close the gap from 130th St to 125th St.



Funding Request

Federal: \$ 415,263
Local Match: \$ 567,943
Project Total: \$ 983,206



Project Goals

- ◆ Address a key gap in the trail network
- ◆ Improve health outcomes by connecting more people to the trail system
- ◆ Enhance safety for roadway and trail users, by providing a grade separated trail
- ◆ Construct an accessible trail for users of different abilities and interests

Project Summary

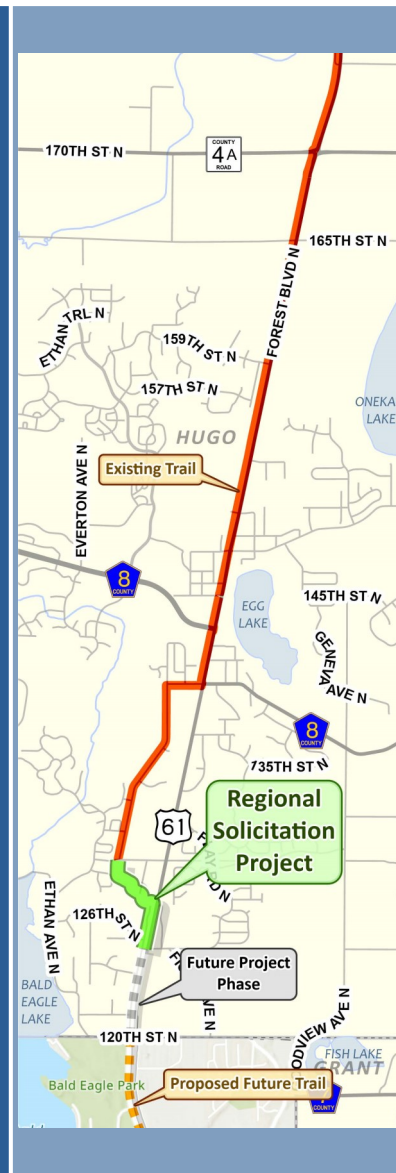
The Hardwood Creek Regional Trail is a north-south multiuse trail in northwestern Washington County. The trail connects to the Sunrise Prairie Regional Trail in Chisago County to the north and will link with the Bruce Vento Regional Trail in Ramsey County to the south – meaning trail users will one day be able to travel 40+ miles between Downtown Saint Paul and Downtown North Branch on a dedicated trail.

Within Washington County, the existing trail runs on 11 miles of former railroad right-of-way, extending from the Washington/Chisago County Line in Forest Lake to 130th St in Hugo. A one-mile gap in the trail exists due to the rail line remaining active between 130th St and the Washington-Ramsey County line at 120th St.

Washington County's proposed project will address the Hardwood Creek Regional Trail gap by extending the trail from 130th St to 125th St. In order to accommodate the trail, the project also proposes a minor reduction in width of Falcon Court Falcon Ave. A future second phase will address the remaining gap segment, 125th St to 120th St.

Summary of Benefits

- ⇒ Leverage local investment
- ⇒ Address a key gap in the trail network and provide improved bike and pedestrian access to employment centers, education centers, public services, commercial downtowns, recreation destinations, and a multimodal transportation hub



Regional Solicitation Application 2022: Hardwood Creek Regional Trail Extension

Existing Conditions – Photograph

Looking south, behind Wilson Tool International:



Looking west from the end of Farnham Ave (behind Wilson Tool International):



Looking north, from where Falcon Ave turns into Falcon Ct:



Looking south from Falcon Ct cul-de-sac:



Looking north from 125th St and Falcon Ave:



**BOARD OF COUNTY COMMISSIONERS
WASHINGTON COUNTY, MINNESOTA**

RESOLUTION NO. 2022-023

DATE March 15, 2022

DEPARTMENT

Public Works

MOTION

SECONDED BY

BY COMMISSIONER Karwoski

COMMISSIONER

Miron

**RESOLUTION AUTHORIZING SUBMITTAL OF APPLICATIONS TO THE METROPOLITAN
COUNCIL FOR FUNDING UNDER THE 2022 REGIONAL SOLICITATION PROGRAM**

WHEREAS, the Regional Solicitation process started with the passage of the Intermodal Surface Transportation Efficiency Act (ISTEA) in 1991; and

WHEREAS, as authorized by the most recent federal surface transportation funding act, FAST ACT, projects will be selected for funding as part of three federal programs: Surface Transportation Program (STP), Congestion Mitigation and Air Quality Improvement (CMAQ) Program, and Transportation Alternatives Program (TAP); and

WHEREAS, pursuant to the Regional Solicitation and the regulations promulgated thereunder, eligible project sponsors wishing to receive federal grants for a project shall submit an application first with the appropriate metropolitan planning organization (MPO) for review and inclusion in the MPO's Transportation Improvement Program (TIP); and

WHEREAS, the Metropolitan Council and the Transportation Advisory Board (TAB) act as the MPO for the seven county Twin Cities region and have released the Regional Solicitation for federal transportation funds for 2026 and 2027; and

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

WHEREAS, Washington County is proposing to submit grant applications to Metropolitan Council as part of the 2022 Regional Solicitation for the following projects:

1. Reconstruction of Trunk Highway (TH) 120 with multimodal improvements between Interstate 694 and TH 244 in the City of Mahtomedi.
2. County Road 19A/100th Street realignment between Innovation Road and Jamaica Avenue in the City of Cottage Grove.
3. Hardwood Creek Regional Trail Extension from Falcon Court to 130th Street in the City of Hugo.
4. County State Aid Highway (CSAH) 5 Pedestrian Facility: Addition of a pedestrian facility along CSAH 5 between Owens Avenue and Pine Tree Trail in the City of Stillwater.
5. I-494 Park and Ride Parking Structure: Construction of shared parking structure west of the Woodbury Theatre in the City of Woodbury.

WHEREAS, the projects will be of mutual benefit to the Metropolitan Council, Washington County, Ramsey County, and the cities of Cottage Grove, Hugo, Mahtomedi, Stillwater, and Woodbury; and

WHEREAS, Washington County is committed to providing the county share of the costs if the projects are selected as part of the 2022 Regional Solicitation; and

WHEREAS, Washington County is committed to completing the project, if selected, and funding is provided as part of the 2022 Regional Solicitation.

NOW, THEREFORE, BE IT RESOLVED, that Washington County is requesting funding from the federal government through the Metropolitan Council’s 2022 Regional Solicitation and the county is committed to completing the projects identified above and providing the county share of funding.

ATTEST:

Kevin Corbid

COUNTY ADMINISTRATOR

Wayne A. Johnson

COUNTY BOARD CHAIR

YES NO

MIRON	<u>X</u> _____	_____
KARWOSKI	<u>X</u> _____	_____
KRIESEL	<u>X</u> _____	_____
JOHNSON	<u>X</u> _____	_____
WEIK	<u>X</u> _____	_____



14669 Fitzgerald Avenue North, Hugo, MN 55038 • (651) 762-6300 • www.ci.hugo.mn.us

March 22, 2022

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

RE: Support for Washington County's Regional Solicitation application for the extension of the Hardwood Creek Regional Trail in the City of Hugo

Dear Mr. Sandberg,

The purpose of this letter is to express the City of Hugo's support for Washington County's pursuit of Federal funds through the Metropolitan Council's Regional Solicitation program for the extension of the Hardwood Creek Regional Trail along the east side Falcon Court and Falcon Boulevard in the City of Hugo. The City of Hugo is supportive of construction to complete the Hardwood Creek Regional Trail in Hugo. Furthermore, if Washington County receives Regional Solicitation funding, the City of Hugo is committed to snow removal for the proposed segments of trail.

The Hardwood Creek Regional Trail was master planned with extensive public engagement in 2012 and serves as the major artery in Hugo's trail network. The proposed extension will address an existing gap in the trail network and provide safer pedestrian access to important destinations such as the Bald Eagle-Otter Lake Regional Park and Lions Park. The proposed extension is the missing link in Hugo between Chisago County's Sunrise Prairie Regional Trail to the north and Ramsey County's Bruce Vento Regional Trail to the south. These improvements are also consistent with both the City's and the County's 2040 comprehensive plans. The City of Hugo and Washington County will continue work collaboratively to support and improve the region's trail system.

Thank you for your consideration. If you have any questions, please contact me at 651-762-6300 or at bbear@ci.hugo.mn.us.

Sincerely,

Bryan Bear
City Administrator

Cc: Hugo City Council
Hugo Parks, Recreation, and Open Space Commission



Alex Fiorini, P.E. (ND)
Manager Public Projects

BNSF Railway Company
80 44th Ave. NE
Minneapolis MN 55421
763-782-3476
alexander.fiorini@bnsf.com

March 7, 2022

Mr. Wayne Sandberg
Public Works Director
Washington County Public Works Department
11660 Myeron Road North
Stillwater, MN 55082

Dear Mr. Sandberg:

This letter is intended to acknowledge the planning discussions between BNSF, Minnesota Commercial Railway and Washington County related to the County's proposed extension of the Hardwood Creek Regional Trail along the east side Falcon Court and Falcon Boulevard in the City of Hugo, a total of approximately 1.1 miles. Based on the preliminary design, it is anticipated that the implementation of the proposed trail extension will require temporary right-of-way easements from BNSF during construction.

The County has been working productively with BNSF to produce an acceptable design and we will continue to participate in that effort. It appears that remaining design problems are likely to have feasible solutions that will satisfy both parties.

BNSF will not make any commitment to allowing this use of its right-of-way until final designs have been approved and BNSF and the County have executed agreements covering the terms and conditions of use. However, at the moment BNSF believes that the project can move forward with a reasonable likelihood of a successful agreement.

Please contact me with any questions.

Sincerely,

Alex Fiorini
BNSF Manager Public Projects

October 8th, 2021
To whom it may concern

My name is Brian Robinson, CEO of Wilson Tool. Since 1978, Wilson Tool has been, and continues to be, an active community supporter within the cities of Hugo, White Bear Lake and Washington County.

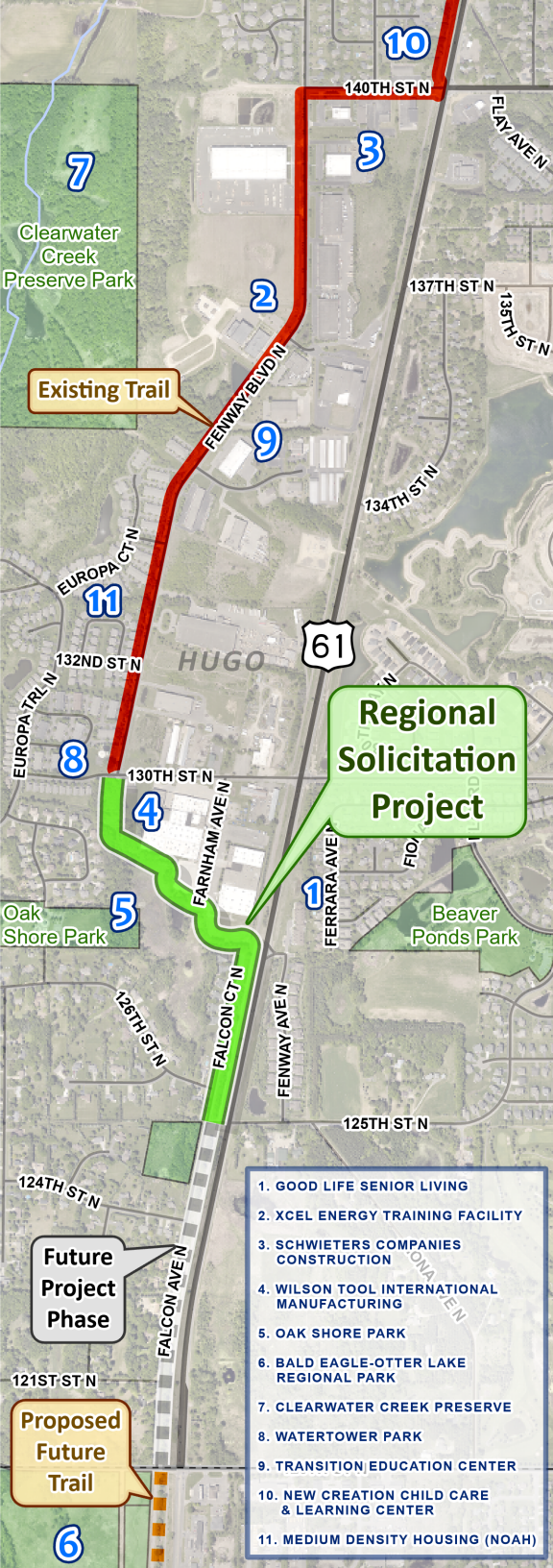
I am writing this letter to show our support for the most recent proposal of the Hardwood Creek Regional Trail system, that will proceed through our current property. We believe the planning committee, and all involved, have worked hard with Wilson Tool to find a solution that best fits for both the community and for our business. It's important to us that any solution provides the best and safest welfare of any trail users, along with ensuring that our business is protected.

We are excited and look forward to working with the necessary staff to see this project through. This trail will be a welcomed addition to both the community and our own employees.

Thank you for your consideration in including us during the design phase of this project, and please feel free to reach out if further help is needed.

Brian Robinson
CEO Wilson Tool
Email: brian.robinson@wilsontool.com
Direct: (651) 286-6003

Cc:
Duane Berg
Facilities Manager
Email: duane.berg@wilsontool.com
Direct: (651) 286-6020



Existing Trail

Regional Solicitation Project

Future Project Phase

Proposed Future Trail

1. GOOD LIFE SENIOR LIVING
2. XCEL ENERGY TRAINING FACILITY
3. SCHWIETERS COMPANIES CONSTRUCTION
4. WILSON TOOL INTERNATIONAL MANUFACTURING
5. OAK SHORE PARK
6. BALD EAGLE-OTTER LAKE REGIONAL PARK
7. CLEARWATER CREEK PRESERVE
8. WATERTOWER PARK
9. TRANSITION EDUCATION CENTER
10. NEW CREATION CHILD CARE & LEARNING CENTER
11. MEDIUM DENSITY HOUSING (NOAH)



Supported by the Statewide Health Improvement Partnership, Minnesota Department of Health

Feasibility Report

FOR HARDWOOD CREEK REGIONAL TRAIL

130th Street to 120th Street in the City of Hugo



PREPARED BY:



APRIL 1, 2022

CERTIFICATION

Feasibility Report

for

Hardwood Creek Regional Trail
130th Street to 120th Street

Prepared for:

Washington County Public Works

I hereby certify that this plan, specification, or report was prepared by me or under my direction supervision, and that I am a duly Licensed Professional Engineer under the laws of the State of Minnesota.

By:



Eric Nelson, PE
License No. 43560

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Appendix A: Trail Segment Layouts

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Executive Summary

BACKGROUND INFORMATION

The Hardwood Creek Regional Trail (HWCRT) is owned and operated by Washington County. The 12-mile trail extends from the northern boundary of Washington County southward, constructed mostly along abandoned rail corridor. A gap in the trail exists due the rail line remaining active between 140th Street and the County line at 120th Street within the City of Hugo. This rail line is expected to remain active for the foreseeable future, preventing its use as a regional trail.

This feasibility study and report have been completed to identify an alternative location for the HWCRT to close this gap and provide a continuous trail that connects to the overall regional trail network. The study identifies the infrastructure improvements needed to construct the missing trail segment, defines costs associated with the improvements, and documents key design considerations for future final design and construction. This report will serve as the basis for the County and its partners to identify funding for future construction of the improvements.

PROPOSED IMPROVEMENTS

The preferred alternative selected by the County, in partnership with the City of Hugo, will construct a 10-foot-wide paved trail extending southward from 130th Street through a proposed permanent easement through private property. As the trail alignment reaches Falcon Court, it will be located in another permanent easement on the east side of Falcon Court (a privately owned road) and west of the railroad right-of-way line. The trail will continue on the east side of Falcon Avenue in City of Hugo right-of-way until reaching 120th Street, where it will ultimately connect to planned improvements by Ramsey County in Bald Eagle-Otter Lakes Regional Park. The trail plan view, representative cross sections, and other design considerations are shown on the proposed trail segment layouts included in Appendix A.

ESTIMATED COSTS AND PROPOSED FUNDING

A summary of the estimated project costs is shown on the following page. The County intends to pursue federal funding through the Metropolitan Council Regional Solicitation Process and any other identified external funding sources to construct the proposed improvements. Cost sharing of project expenses not funded covered through grants or other outside sources will be negotiated in a future agreement between the County and City. A detailed cost estimate for the preferred alternative is included in Appendix B.

Summary of Estimated Project Costs

	Estimated Project Expense	Proposed Funding
Segment 1 - 130th Street to 125th Street		
Trail Construction Costs	\$ 399,079	
Trail Contingencies	\$ 120,000	
Roadway Construction Costs	\$ 105,900	
Roadway Contingencies	\$ 32,000	
Easements	\$ 320,377	
Engineering, Administration, and Indirect Costs	\$ 143,750	
Potential External Funding (A)		\$ 415,263
Washington County and City of Hugo funds		\$ 567,943
City of Hugo funds - Roadway Construction		\$ 137,900
TOTAL SEGMENT 1 BUDGET	\$ 1,121,106	\$ 1,121,106
Segment 2 - 125th Street to 120th Street		
Trail Construction Costs	\$ 270,618	
Trail Contingencies	\$ 81,000	
Roadway Construction Costs	\$ 143,700	
Roadway Contingencies	\$ 43,000	
Easements	\$ -	
Engineering, Administration, and Indirect Costs	\$ 108,000	
Potential External Funding (A)		\$ 281,295
Washington County and City of Hugo funds		\$ 178,324
City of Hugo funds - Roadway Construction		\$ 186,700
TOTAL SEGMENT 2 BUDGET	\$ 646,318	\$ 646,318
TOTAL PROJECT COST	\$ 1,767,425	\$ 1,767,425
Notes:		
(A) Funding amount assumes 80% of trail construction and contingency.		

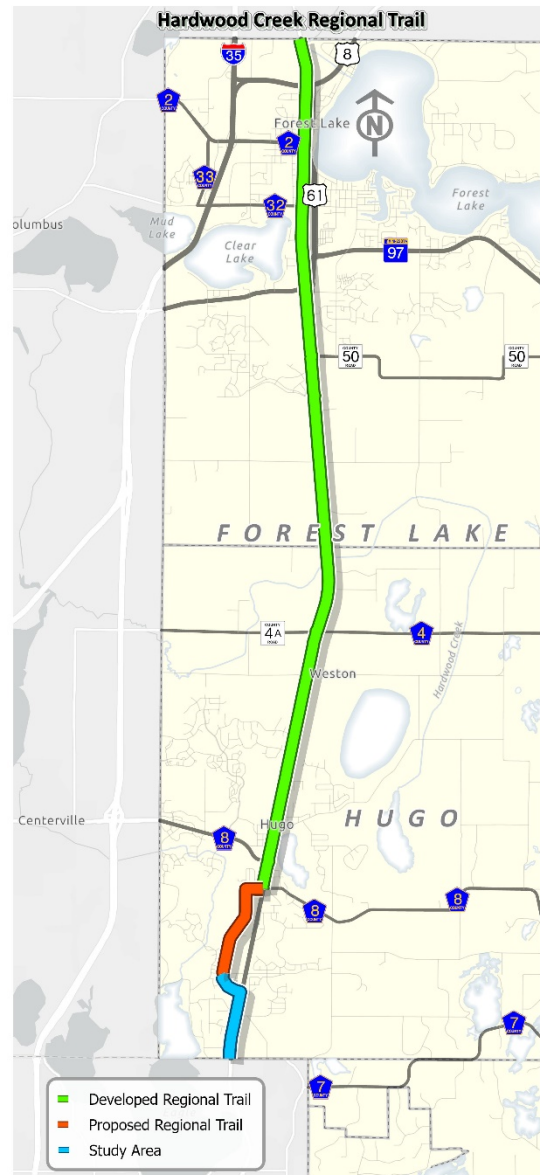
Project Introduction and Background

Washington County developed a Master Plan for the Hardwood Creek Regional Trail (HWCRT) in 2013. This plan defined an overall vision for the regional trail, developed design and performance standards, and identified a preferred route for the trail throughout the County from its shared border with Chisago County at the north to the Washington/Ramsey County border to the south.

The HWCRT through the City of Forest Lake and the northern portion of the City of Hugo was constructed on an abandoned rail line. While the plan identified continuing along the rail line as the preferred long-term alternative, it also acknowledged that the rail line will remain active indefinitely south of 140th Street and highlighted the need for an interim route to provide trail connectivity. An interim route along Fenway Boulevard between 140th and 130th Streets was identified in the HWCRT Master Plan (2013), but the gap between 130th and 120th Streets required additional study.

Washington County retained Alliant in April 2021 to complete this feasibility study and report to identify a trail alignment between 130th and 120th Streets to close this gap and connect the trail to the planned Ramsey County improvements in Bald Eagle Regional Park and the larger regional trail network. Alliant collected background information and developed concept alternatives for a paved trail that meets Washington County and MnDOT regional trail design standards.

Multiple design meetings were held with City of Hugo and BNSF railroad staff to discuss project needs, goals, and design considerations. The County led a public engagement campaign and conducted individual meetings with residents and affected property owners along the trail corridor. Input from these meetings was incorporated into the design and recommendations.



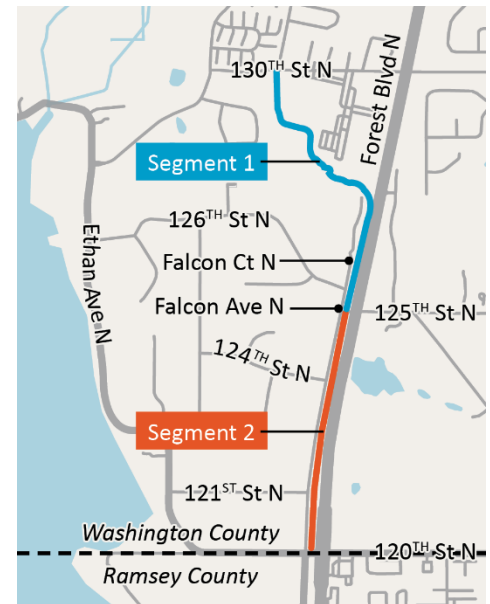
Alternatives Analysis

The trail study area was divided into two segments: Segment 1 extends from 130th Street at the northern end to 125th Street at the southern end. Segment 2 continues from 125th Street southward to the County line at 120th Street. The following sections describe the alternatives that were considered within each segment.

SEGMENT 1 – 130TH STREET TO 125TH STREET

The City of Hugo completed a feasibility study in 2019 for the trail segment between 130th Street and Falcon Court that identified two alternatives for this segment. An exhibit from this study is included in Appendix C.

As the City’s 2019 study was developed, representatives from Wilson Tool International (WTI), the property owner for much of this segment, expressed concerns with the proximity of the trail to their buildings with the “purple” concept and preferred the “yellow” concept that followed the southern and western edges of their property. However, this concept required long boardwalk structures to span wetland areas and the County had concerns over the cost of these boardwalks.



Early in the process for this current report, our project team considered a third alternative that would route the trail to Farnham Avenue. Designing an off-street trail within the Farnham Avenue right-of-way required narrowing of the current paved width and elimination of on-street parking on one side of the street. Concepts developed for this alternative are included in Appendix C. This concept was presented to WTI representatives, who had significant concerns over the safety of trucks interacting with trail users and the loss of the paved shoulder/parking lane for truck queuing during heavy loading/unloading operation periods. This alternative was eliminated from consideration.

However, this discussion led to revisitation and modification of the “purple” concept to develop a trail alignment that minimizes wetland impacts, provides adequate separation from WTI buildings and parking lots, and minimizes tree loss through the WTI property. The refined alignment has the support and endorsement of WTI, as noted in the letter included in Appendix D.

Starting at the southern boundary of the WTI property, the trail is planned to run along the east side of Falcon Court. Falcon Court is a private road owned by the Bald Eagle Estates Homeowners Association. Two concepts were developed for the segment of trail between the WTI property line and 125th Street. Concept A maintains the existing paved width of Falcon Avenue south of Falcon Court, with minor revisions to the north cul-de-sac of Falcon Court to create space for the trail. Once the trail reaches the north end of Falcon Avenue, it would be paved immediately at the existing back of curb with a 2-foot striped shoulder and an 8-foot trail width.

Concept B relocates the eastern curb line of Falcon Avenue to provide room for a 10-foot paved trail and a grass boulevard between the roadway and trail. This alternative requires reclaiming the existing pavement on Falcon Avenue to re-establish the roadway crown at the shifted proposed centerline.

SEGMENT 2 – 125TH STREET TO 120TH STREET

Concepts A and B were continued through Segment 2 between 125th Street and 120th Street. Falcon Avenue is not centered within its right-of-way for the northern half of this segment. Approximately midway between 124th and 125th Streets, there is insufficient space to provide a 10-foot trail between the eastern edge of Falcon Avenue and the railroad right-of-way line.

Concept A decreases the paved trail width to 8 feet at this point and continues at this width to 125th Street. Concept B narrows the paved lane width on Falcon Avenue to 11 feet in each direction to create an additional 2 feet of width to maintain a 10-foot paved trail throughout this segment. Similar to Segment 1, Concept B requires reclaiming the pavement on Falcon Avenue in order to re-establish the roadway crown at the shifted centerline.

Both concepts meet Washington County and MnDOT standards for regional trail design by maintaining a minimum paved width of 8 feet and providing 2 feet minimum shoulders (clear zone) on both sides of the paved trail. Grass boulevards between the roadway and proposed trail are a minimum of 4 feet wide, which meets the suggested guidelines in the MnDOT Bikeway Design Manual and provides sufficient width to maintain vegetation.

PREFERRED ALTERNATIVE

A Project Management Team (PMT) consisting of County and City of Hugo staff met routinely through the course of the study to review and discuss design alternatives. The PMT considered the cost, level of service provided, and public feedback received for both concepts. Ultimately, the PMT selected Concept B as the preferred alternative based on the following factors:

- A 10-foot paved trail provides a higher level of service and is consistent with the rest of the HWCRT and the County's regional trail standards.
- The City of Hugo is considering a project in their Capital Improvement Program for pavement rehabilitation on Falcon Avenue. Concept B allows the opportunity to collaborate on the trail construction and pavement rehabilitation to minimize public disturbance, make efficient use of funding, and create a superior regional trail design.

The design layout and cost estimate for Concept B (the preferred alternative) are included in Appendices A and B, respectively. The layouts developed for Concept A are included in Appendix C.

Public Engagement

Washington County undertook an extensive effort to engage the public on this feasibility study. This effort included:

- Development of a project website
- Distribution of a postcard promoting the website and providing County contact information
- Meetings with affected property owners, most notably WTI and the Bald Eagle Estates Homeowners Association
- Individual phone conversations and email exchanges with interested residents

A summary of the public engagement by the County is included in Appendix D.

Design Considerations

The following sections describe key design considerations identified during the feasibility study process. Items requiring further analysis or follow-up during final design are shown in **bold text**.

TRAIL DESIGN

The design concepts were developed using GIS-based property linework from Washington County and publicly available LiDAR elevation data. County survey crews provided limited supplemental survey data, including edges of pavement and parking lots and tree lines. Prior to final design, a **full topographic survey and property boundary/right-of-way verification** is highly recommended. This survey should include the full ditch between Falcon Avenue and the railroad line, which will require permission from BNSF and compliance with their safety procedures.

No geotechnical evaluations were done as part of this study. For the segment of trail within the WTI property, a sand subsection and geotextile fabric were included in the cost estimate given the proximity to wetland areas. In conjunction with final design, a **geotechnical evaluation and report** should be completed to guide the trail pavement section design, especially through the WTI property.

The typical section for Concept B requires reclaiming and reshaping of the existing Falcon Avenue pavement to create the 11-foot paved lanes and roadway crown at the shifted centerline. The existing pavement on Falcon Avenue is deteriorated and the City of Hugo is considering a project for pavement rehabilitation in their Capital Improvement Program. The County and City will have continued coordination on these projects to maximize cost efficiency and reduce construction disturbance for adjacent residences.

STORMWATER MANAGEMENT AND HYDRAULICS

The proposed project falls within the jurisdictional boundary of Rice Creek Watershed District (RCWD). Because the proposed trail maintains a downgradient vegetated buffer, this project is exempt from providing permanent stormwater best management practices (BMPs) per RCWD Rule C for Stormwater Management.

Depending on the phasing of the project, permanent stormwater BMPs could be required as part of the NPDES permit. The overall project adds over an acre of impervious area, triggering the NPDES permit requirement for permanent stormwater management. However, if Segment 1 is constructed first with a significant time gap before Segment 2 construction, the project could be permitted as two projects and avoid the 1-acre of added impervious area threshold. If permanent BMPs are needed, it is assumed that a linear infiltration trench or some type of trailside BMP could be implemented to minimize the need for additional easement acquisition. **Confirming stormwater management BMP requirements** is an important step early in the final design process and before final easements are solidified with WTI.

Two proposed culverts are shown on the layout for Segment 1 within the WTI property where the trail crosses a ditch system that conveys runoff to the northwest. Hydraulic sizing of these culverts was not performed as part of this study. Correspondence with the City of Hugo consultant and RCWD is included in Appendix E. The culverts were assumed to be 60" RCP for cost estimating purposes, but a **hydraulic analysis** is required in final design to confirm the sizing of these culverts.

Along Falcon Avenue, an existing 24" culvert carrying runoff from west to east and towards the railroad will require an extension to pass below the proposed trail. A cross section was developed for this extension and is included in Appendix E. This culvert extension will put the downstream culvert apron on BNSF right-of-way. This was discussed with BNSF staff during a meeting and there was not opposition expressed. However, the long-term land rights and maintenance responsibilities will need to be incorporated into the agreement developed with the railroad when the County applies for temporary access (see Right-of-Way/Easements/Permits section below).

WETLANDS

In order to accurately map wetland boundaries along the trail corridor and quantify wetland impacts, Alliant completed a wetland delineation and report in 2021 that was reviewed in the field and approved by the City of Hugo as the Local Government Unit (LGU) administering the Wetland Conservation Act (WCA). A copy of the Notice of Decision and selected documentation from the approved report is included in Appendix F and the mapped boundaries are shown on the layouts included in Appendix A.

Segment 1 has minor impacts to wetlands in order to meet minimum radii for regional trail standards and provide adequate separation from WTI facilities. **The impact areas will need to be solidified during final design and permitted through the WCA permitting process.** The cost estimate assumed wetland credits will be purchased from a wetland bank at a 2.5:1 ratio using best available wetland bank purchase price information.

UTILITIES

Utility information was requested through the Gopher State One Call process and received responses were mapped on the layouts. The proposed trail will require relocation of several overhead power poles noted on the layouts. The final design process should request field location of utilities in conjunction with the topographic survey to ensure accurate utility mapping. **Utility coordination is needed once final design and construction timing is solidified.**

Right-of-Way/Easements/Permits

The following sections describe easement acquisition and permitting discussions that occurred during this feasibility study and next steps as the project progresses.

TRAIL EASEMENTS FROM PRIVATE PROPERTY

As shown on the layouts in Appendix A, the proposed trail will require two areas of right-of-way/permanent easement on private property. A 20-foot-wide permanent easement is proposed for the trail as it passes through the WTI property to provide 10 feet for the trail and 5 feet for clear zone and maintenance on each side. In the meeting with WTI representatives documented in Appendix D, WTI expressed support for the trail and willingness to grant the County a trail easement. It should be noted that the layouts do not include any temporary easement that may be needed once the grading limits are confirmed during final design.

A second area of permanent easement is needed from the Bald Eagle Estates Homeowners Association for the segment of trail between the southern WTI property line and the northern end of the Falcon Avenue right-of-way. This easement is shown as 15 feet wide on the layout recognizing that there are only 3 feet available between the trail edge and the railroad right-of-way line, but this can be adjusted during negotiations with the property owner. Similar to above, the shown easement area does not include any temporary easements for minor grading impacts outside of the permanent easement area.

RAILROAD COORDINATION

From the northern end of Falcon Court to 120th Street, the trail is proposed to run parallel to the railroad right-of-way line. The railroad corridor is owned by BNSF Railway, who leases the corridor to Minnesota Commercial Railway for its current operation. The eastern trail edge is set 3 feet from the right-of-way line to ensure that the trail and its 3-foot shoulder/clear zone are within City right-of-way. But trail construction will require temporary access and impacts to railroad property to construct the slope from the trail shoulder to existing ground.

Members of the PMT met with railroad representatives on two occasions during the feasibility study process. BNSF has indicated it will require a fence along the trail edge consistent with the BNSF Railway Public Projects Manual and that this fence must present a real barrier to trespassing, specifically stating that a split rail wooden fence would not be sufficient. Fence design and other coordination items should continue throughout final design, including documentation of an agreement of the culvert end noted in the Design Considerations segment of this study.

Appendix G contains summaries of the two meetings with BNSF staff and a letter from BNSF acknowledging their involvement in the study and general concurrence with the proposed design.

PERMITS

The following permits will be required prior to initiating construction of the proposed trail:

- NPDES Construction Stormwater Permit – required for any projects that disturb 1 acre of land or more. Permit is administered by the Minnesota Pollution Control Agency and requires preparation of a Stormwater Pollution Prevention Plan.
- RCWD – Construction Permit based on meeting Rule D – Erosion and Sediment Control Plans and Rule G -Regional Conveyance Systems for the culverts on the WTI property.
- WCA permit – Administered by the City of Hugo as the wetland LGU. The permit application will require quantification of wetland impacts and the proposed mitigation plan (likely purchase of credits from a wetland bank).

Feasibility and Recommendation

From an engineering perspective, constructing the Hardwood Creek Regional Trail between 130th Street and 120th Street is feasible, cost effective, and will provide a benefit to the local community and larger region. Washington County and the City of Hugo will need to continue discussions to confirm the feasibility of the proposed improvements.