

Eastern Federal Lands Access Program Project Application

General Information:

The Federal Lands Access Program was created by the "Moving Ahead for Progress in the 21st Century Act" (MAP-21), continued in the "Fixing America's Surface Transportation" (FAST) Act of 2015 and the Bipartisan Infrastructure Law (BIL) of 2022 to improve state and local transportation facilities that provide access to and through federal lands for visitors, recreationists and resource users.

Instructions:

Proposed projects or studies must be located on a public highway, road, bridge, trail or transit system that is located on, is adjacent to, or provides access to Federal lands for which the facility title or maintenance responsibility is vested with a State, county, city, township, tribal, municipal, or local government. The federal share for the Access Program in this call-for-projects has been changed to 100 percent based on amended program requirements established by the Bipartisan Infrastructure Law. If there is a shortage of Access Program funds in the state, the PDC may discuss options with the applicant to leverage the match funds towards the project to advance the applied-for scope.

All projects must be submitted using this Eastern Federal Lands (EFL) Access Program Application form. The applicant must be the facility owner, have maintenance responsibility or must supply a letter from the facility owner/maintainer indicating the application is being submitted on their behalf. It is the responsibility of the applicant to supply the necessary information to complete the application to the best of their ability.

Project applications must be sponsored by the appropriate Federal Land Management Agency (FLMA) with an application signature and/or letter of support. Attachments such as cost estimates, maps, photos etc. may be included but are limited to 10 pages. Letters supporting the project do NOT count towards the 10 additional pages allowed for application support.

E-mail your completed application package to Efl.planning@dot.gov. If you need assistance in completing this application form or have questions about the program, please contact: Lewis Grimm, PE, FHWA-EFL Planning Team Leader at 703-404-6289 or Lewis.Grimm@dot.gov or the FHWA PDC member listed on the EFL FLAP web page for the respective state.

Implementation:

The Programming Decisions Committee (PDC) for each state will review project applications and prioritize them based on weighted selection criteria developed by the PDC. The selection criteria are reflective of needs in that state and Federal regulations and guidelines. Project approval resides with the PDC. The PDC will select a balanced program that maximizes funding and addresses critical needs, in consultation with applicable FLMAs.

Memorandums of Agreement (MOA) may be required depending on FHWA Division providing Stewardship and Oversight (S&O). The project MOA will indicate the project delivery method, funding sources/limitations, scope, schedule, and responsibilities of the project signatories.

Local public agencies that are certified by the State DOT may be permitted to deliver the projects contingent on the joint approval of the FHWA-EFL and the State DOT. Local project delivery will require State DOT S&O.

For partner delivered projects, fund obligations will be requested by phase by the State DOTs following the S&O process . Access program funds will not reimburse work performed prior to execution of the MOA and the PR-2 or FMIS obligation (i.e. Right of Way transfers or Engineering services).

Program goals, eligible activities, application tips and the Call for Projects Standard Operating Procedures (including the selection criteria) for this application are located under the appropriate state on the Federal Lands Highway website. <https://highways.dot.gov/federal-lands/programs-access>

Eastern Federal Lands Access Program Project Application

Project Name: <input type="text" value="Cross Lake Recreation Area Access Improv."/>	Route Number: <input type="text" value="County State Aid Highway 3 & 66"/>
Facility Owner: <input type="text" value="Crow Wing County, Minnesota"/>	Facility Maintainer: <input type="text" value="Crow Wing County Highway Department"/>
Requested Project Delivery Agency:	
<input type="checkbox"/> Eastern Federal Lands (EFLHD) <input type="checkbox"/> State DOT <input checked="" type="checkbox"/> Local Agency <input type="checkbox"/> Other <input type="text" value="Crow Wing County"/>	
Functional Classification:	Project Design Standards:
<input type="checkbox"/> National Highway System <input checked="" type="checkbox"/> Arterial <input type="checkbox"/> Major Collector <input type="checkbox"/> Minor Collector <input type="checkbox"/> Local Road <input type="checkbox"/> Other	<input type="checkbox"/> AASHTO <input checked="" type="checkbox"/> State DOT <input type="checkbox"/> Local Government <input type="checkbox"/> Federal Lands Highway (FLH)
Type of Project Proposed: (Check all that apply)	Estimated Project Budget
<input type="checkbox"/> New Project <input type="checkbox"/> Rehabilitation <input checked="" type="checkbox"/> Expansion/ Enhancement <input type="checkbox"/> Other <input checked="" type="checkbox"/> Design <input checked="" type="checkbox"/> Preliminary Engineering <input checked="" type="checkbox"/> Environmental (NEPA Document) <input checked="" type="checkbox"/> Right of Way <input checked="" type="checkbox"/> Construction <input checked="" type="checkbox"/> Paving, road base or surface course projects <input checked="" type="checkbox"/> Safety enhancements or structures <input checked="" type="checkbox"/> Minor drainage <input checked="" type="checkbox"/> Major concrete structures <input checked="" type="checkbox"/> Bicycle/pedestrian facility <input checked="" type="checkbox"/> Construction Contract <input checked="" type="checkbox"/> Construction Engineering <input type="checkbox"/> Planning/Technical Study or Research <input type="checkbox"/> Other (e.g. Intermodal or transit facilities, ITS, HSIP, environmental mitigation) If Other, specify: <input type="text"/>	Preliminary Engineering: <input type="text" value="\$123,095.85"/> Construction Engineering: <input type="text" value="\$82,063.90"/> Construction Cost: <input type="text" value="\$820,639.00"/> Right-of-Way: <input type="text" value="\$50,000.00"/> Other Costs: <input type="text" value="\$82,063.90"/> Total Project Cost: <input type="text" value="\$1,157,862.65"/>
Project Funding	
	Requested FLAP Funds: <input type="text" value="\$820,639.00"/> Partner Funds <input checked="" type="checkbox"/> Local Other: <input type="text" value="ENG, RW, CONTINGENCY"/> Total Project Cost: <input type="text" value="\$1,157,862.65"/> Calculated Partner Percent <input type="text" value="0%"/>
Project Location:	Benefitting Federal Land Unit(s)
City: <input type="text" value="Crosslake"/> County: <input type="text" value="Crow Wing"/> State: <input type="text" value="Minnesota"/> Longitude/Latitude <input type="text" value="46.669428 N, -94.109566 W"/> Congressional District(s) <input type="text" value="Minnesota 8th District"/>	USACE Cross Lake Recreation Area Federal Land Management Agency (FLMA) managing the above unit(s) <input type="checkbox"/> Bureau of Land Management <input type="checkbox"/> Fish and Wildlife Service <input type="checkbox"/> Forest Service <input type="checkbox"/> National Park Service <input checked="" type="checkbox"/> U.S. Army Corps of Engineers <input type="checkbox"/> Other (e.g. DOD,)
Project Applicant:	Specify <input type="text"/>
Name: <input type="text" value="Timothy Bray, P.E."/> Position: <input type="text" value="Public Works Director/County Engineer"/> Agency: <input type="text" value="Crow Wing County"/> Phone: <input type="text" value="218-822-2684"/> E-mail: <input type="text" value="tim.bray@crowwing.us"/> Address: <input type="text" value="16589 County Road 142
Brainerd, MN 56401"/>	FLMA Signature of Project Acknowledgement & Concurrence <div style="border: 1px solid black; padding: 2px; display: inline-block;">HODAPP.CORRINE.K.1231196583</div> Digitally signed by HODAPP.CORRINE.K.1231196583 Date: 2021.12.15 21:49:45 -06'00'
	Name: <input type="text" value="Corrine Hodapp"/> Title: <input type="text" value="Southern Headwaters Section Supervisor"/> Phone: <input type="text" value="651-290-5790"/> E-mail: <input type="text" value="corrine.k.hodapp@usace.army.mil"/>

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Prioritization Factors:

- FLMA, StateDOT, and facility owner agree that the project is an Economic/Visitation Generator. Yes No
- FLMA, StateDOT, and facility owner agree that the project is a priority. Yes No
- Project is consistent with the metropolitan, statewide and/or regional planning process. Yes No
- Project is consistent with currently adopted agency plans. Yes No
- If local delivery is requested, the applicant is certified by the State DOT to administer local agency projects following Federal Highway Administration requirements. Yes No

Project Development Status

	Not Started	In Progress	Completed	N/A	Completion Date/Comments
Project on TIP/STIP	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
Right of Way	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Anticipated Completion December 2022
Utilities	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Anticipated Completion January 2023
Preliminary Engineering	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Anticipated Completion September 2022
NEPA Document	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Anticipated Completion February 2023
Permits	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Anticipated Completion January 2023
Anticipated Delivery Calendar Year:	2023		Anticipated Bid Letting March 2023		
Latest Possible Delivery Calendar Year	2025		Latest Construction Completion Fall 2025		

Resource Protection:

Please identify any impacts to known natural, cultural or physical resources associated with this project. (Check all that apply)

Negative Impact Positive Impact

- Wetlands/Water Resources
- Threatened & Endangered Species
- Species of concern/state listed
- Other biological resources (fisheries, rookeries)
- Wild & Scenic River (or other state classifications)
- Non-attainment areas (air quality)
- Historic & archeological resources
- Native American areas/concerns
- Wilderness or roadless areas
- Parks & recreation areas/wildlife refuge [Section 4(f) 6(f)]
- Hazardous materials/contamination site
- Air, noise, and/or visual impacts

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1. Project Description

Please provide a summary of the purpose and need for the proposed project. Provide a detailed description of the project activities that would be funded with Access Program funds. Describe the overall design concept, any unusual design elements, design standards, and any work affecting structures (bridges and major culverts). Include widths, surfacing type, earthwork needs or roadside safety features. Include options and funding breakdown for scaling/phasing the project, if applicable.

The Crosslake Recreation area is a federal facility operated by the United State Army Corps of Engineers (USACE). It is among the most popular camping and outdoor recreation destinations in Minnesota. It currently hosts 122 campsites, several day-use opportunities such as beaches, boat ramps, and fishing piers, and welcomes over 170,000 visitors each year. This 60-acre property is uniquely situated with direct access to the very popular Whitefish Chain of Lakes and the City of Crosslake's primary commercial district.

The Cross Lake Recreational Area Access Improvement Project is a collaboration between Crow Wing County and the City of Crosslake. It is intended to address both existing and future concerns at the federal facility's only vehicle access point. The objective is to improve vehicular and pedestrian safety and intersection operation by installing a compact roundabout at the junction of two County State Aid Highways (CSAH) and the sole access point to the Cross Lake Recreation Area. Please refer to the concept layout found in Attachment B.

The combination of the CSAH 3 and CSAH 66 corridors is the County's most important north-south arterial roadway. These throughfares coverage at the entrance of the Recreation Area and commonly experience seasonal peaks of 6,000 to 10,000 vehicles per day. These spikes commonly occur at the same time the Recreation Area's campground is full, and the day use areas are near capacity. These conditions contribute to elevated levels of vehicle and pedestrian conflict.

In 2018, the City of Crosslake was chosen as the future host of the National Loon Center (NLC), a wildlife research and education facility dedicated to the study and preservation of Minnesota's state bird. This facility, which will function much like the National Eagle Center, the International Wolf Center, and the North American Bear Center, located throughout Minnesota, is expected to attract tens of thousands of new tourists to Crosslake each year. The specific location of the 15,000 square foot NLC campus will be located on the Cross Lake Recreation Area near its access point. Construction of the primary structures is on schedule and will be completed in 2024. Other improvements associated with the NLC attraction, such as the installation of the permanent dock systems and interpretive kiosks, were installed in the fall of 2021.

Although the new NLC attraction will produce a welcome economic benefit to the area, City and County officials are concerned about the ability of the existing infrastructure to safely accommodate a significant increase in pedestrian and vehicular traffic.

This project is expected to have a total cost of \$1,157,863. The specific request for Federal Lands Access Program (FLAP) funding is \$820,639. This figure represents the entire cost of all eligible items and is in alignment with recent guidance derived from the Bipartisan Infrastructure Law (BIL) of 2022. The remaining \$337,224 represents the amount of the local agency obligation. Please refer to the project estimate located in Attachment C.

Crow Wing County will act as the lead agency for this project and is certified by the Minnesota Department of Transportation (MNDOT) to utilize Title 23 federal funds. It has a full staff of engineers and other technical professionals with an extensive history of developing and delivering federal aid projects including the design and construction of roundabout intersections. Consideration may also be given to utilizing the services of an engineering consultant to assist with project delivery. Project design will utilize Minnesota State Aid Highway Standards and the staff will work closely with its partners at MNDOT to ensure compliance with other state and federal requirements.

If FLAP funds are awarded, the engineering work on this important project will begin immediately. This will help ensure that the needed improvements are in place prior to completion of the NLC attraction. Construction could begin as early as the spring of 2024. Please refer to the project schedule located in Attachment D. Because of the specific scope and location of this project, it is unlikely that it will require construction in multiple phases.

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2. Safety Benefits

Please describe how this project addresses issues related to safety. Will the project improve safety for all users (pedestrians, bicycles, motor vehicles, etc.)? Will this project improve identified crash sites or hazardous conditions (road safety audits or engineering assessments)?

Although there is not an extensive history of vehicle crashes at this location, the existing intersection exhibits several risk factors that can be effectively mitigated by the installation of a roundabout. In addition to the factors that are already present, normal traffic growth and increases in vehicle and pedestrian volume associated with the National Loon Center, is expected to exacerbate the area's existing challenges.

Among the leading factors impacting safety are the elevated traffic volumes on each of the county roads that intersect at the Recreation Area's main entrance. This intersection is expected to meet volume warrants for an all-way stop by 2026. In 2019, the Average Annual Daily Traffic (AADT) on CSAH 3 and CSAH 66 was 3,450 per day (vpd) and 5,900 vpd respectfully. During seasonal peaks, it is not uncommon for these volumes to nearly double.

Additionally, this intersection is the focal point for pedestrians commuting to and from the Recreational Area to other destinations within Crosslake. Safety of pedestrians using this area continues to be a large concern of County and City officials. The introduction of a roundabout will be a vast safety improvement for pedestrians over the challenges related to existing conditions. Currently, this intersection requires pedestrians to traverse five lanes of travel to cross CSAH 66. Roundabouts are generally safer for pedestrians. Pedestrians walk on sidewalks around the perimeter and cross only one direction of traffic at a time. Crossing distances are relatively short, and traffic speeds are lower than at traditional intersections.

3. Accessibility and Mobility Benefits

Please describe how the proposed project routes are connected to a FLMA inventory route. Describe how the project addresses the need on FLMA plan, State or County Comprehensive Plan. Describe how the proposed project will fill missing links in the network, remove travel restrictions and bottlenecks. How will the plan improve mode choice, explore and enhance transit system (i.e. operation and maintenance of transit facilities, etc.)? Will the plan reduce traffic congestion; enhance visitor mobility and accessibility?

Although an intersection improvement of this magnitude may not be specifically contained in a State, County, or Local comprehensive plan, there has been a significant amount of interest and public dialog about improving this intersection and the busy county road corridors. This improvement aligns with several aspects of the USACE's Master Plan for this facility. These include physical enhancements such as roadway modifications to improve vehicle safety and pedestrian network improvements to ensure the mobility and accessibility for guests of all abilities. This project also aligns with many of the intangible objectives outline by the Master Plan. These activities include forming close working partnerships with local government agencies, active engagement with community stakeholders, and the utilization of these relationships to leverage fiscal resources to enhance the communities where they are located.

The proposed project will be located immediately adjacent to the Cross Lake Recreation Area and will implement pedestrian facilities that comply with Americans with Disabilities Act (ADA) Standards. The installation of a roundabout will vastly reduce traffic congestion at this location. This is particularly true for the east and west legs of the intersection that are currently controlled with stop signs. The Recreation Area's access often experiences significant backups from truck-camper units and recreational vehicles seeking an appropriate traffic gap on the busy arterial roadway.

Currently there are few transit facilities that serve the Crosslake area. It is anticipated that the National Loon Center will attract a significant amount of new tourism and educational opportunities which will utilize busing to transport students and other visitors to this location. The introduction of a roundabout will enhance the ability for these larger vehicles to enter and exit Crosslake Lake Recreation Area.

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4. Preservation Benefits

Will this project improve the National Bridge Inventory System (NBIS) deficient bridge rating? How will the project improve surface conditions? Will the project reduce operating costs? How will the project contribute to the protection of specific natural, cultural, historic, and/or scenic resources?

This project will advance the ongoing collaborative effort by Crow Wing County and the City of Crosslake to improve the water quality of the Whitefish Chain of Lakes and the Pine River. The two agencies have been working with the County Soils and Water Conservation District (SWCD) to eliminate or reconfigure existing storm water drainage systems that flow directly into these important water resources. The design of the storm water system to properly drain the intersection improvement will incorporate one of these deficient systems and assist the multi-agency effort to improve area water quality.

The development of this project will involve the creation of environment (NEPA) documentation. The project area has a rich history and will likely involve the consideration of 4(f) and/or 6(f) impacts. This level of investigation was not likely required when these roadways were established. In alignment with USACE's environmental stewardship objectives, this project will present an opportunity to inventory, protect, and interpret cultural resources found as part of these new investigations.

5. Economic Development Benefits

Please describe how this project will attract tourism/visitation. Will the project address more than one Federal Land Management Agency (FLMA) area? How will this project influence economic development? How will this project address visitor mobility, access, and experience?

The Cross Lake Recreation Area is already one of the most visited federal recreational areas in Minnesota. Its current annual visitation exceeds 170,000 and over the last year this facility has seen a 23% increase in visitation in recent years. It is not likely that this project itself will attract more visitation, however it will make it safer to do so for vehicles and pedestrians alike. The National Loon Center (NLC) will be another amenity located on the Recreation Area and will be an additional attraction to help bolster its annual day-use and campground occupancy rates that are already above 90%.

This project will have a profound effect to the safety, mobility, of the whole area. A free-flowing intersection will provide adequate levels of service for vehicles at times of peak demand as well during off-peak periods. A roundabout intersection will improve the experience of patrons pulling large campers and recreation vehicles in and out of the Recreation Area. The introduction of a roundabout will be a vast safety improvement for pedestrians over the challenges that currently exist. The advancement of intersection safety is likely to improve the pedestrian experience and attract additional users who may otherwise avoid the unsafe intersection.

6. Sustainability and Environmental Quality Benefits

Please describe how the proposed project contributes to the environmental goals and objectives of the Federal Land Management Plan or other applicable land management plan. How will the proposed project avoid/minimize/mitigate potential impacts to environmental or cultural resources? Will the project improve fish passage and/or wildlife connectivity? How does the proposed project contribute to the use of sustainable energy sources for transportation?

This project will advance USACE's environmental stewardship goals of watershed management and improving water quality. These goals will be advanced by seizing an opportunity to eliminate an existing storm water outfall that currently flows directly into the Pine River east of the existing dam. The project will also align with these objectives by providing an opportunity to modernize the existing storm water system within the project limits and ensure future runoff is properly treated prior to its discharge into the adjacent Whitefish Chain of Lakes. As mentioned previously, the required historical and cultural investigations will provide an opportunity to properly inventory, protect, and interpret cultural resources that may be discovered.

According to the Federal Highway Administration (FHA), roundabouts can help improve air quality by significantly decreasing the consumption of fossil fuels and cut emissions by as much as 30%. The FHA suggests that roundabouts provide environmental benefits by reducing the number of acceleration and deceleration cycles and the time spent idling at stop signs and traffic signals.



DEPARTMENT OF THE ARMY
U.S. ARMY CORPS OF ENGINEERS, ST. PAUL DISTRICT
180 FIFTH STREET EAST, SUITE 700
ST. PAUL, MN 55101-1678

10 December 2021

Mr. Lewis G. Grimm, P.E.
Planning Team Leader
Eastern Federal Lands Highway Division
22001 Loudoun County Parkway
Building E2, Suite 200
Ashburn, VA 20147

Dear Mr. Grimm,

I am writing to support the Crow Wing County Highway Departments' Federal Lands Access Program application for the County Road 3 & 66 roundabout intersection improvement. The County Road 3 & 66 intersection is the only vehicle access point for the Cross Lake Recreation Area.

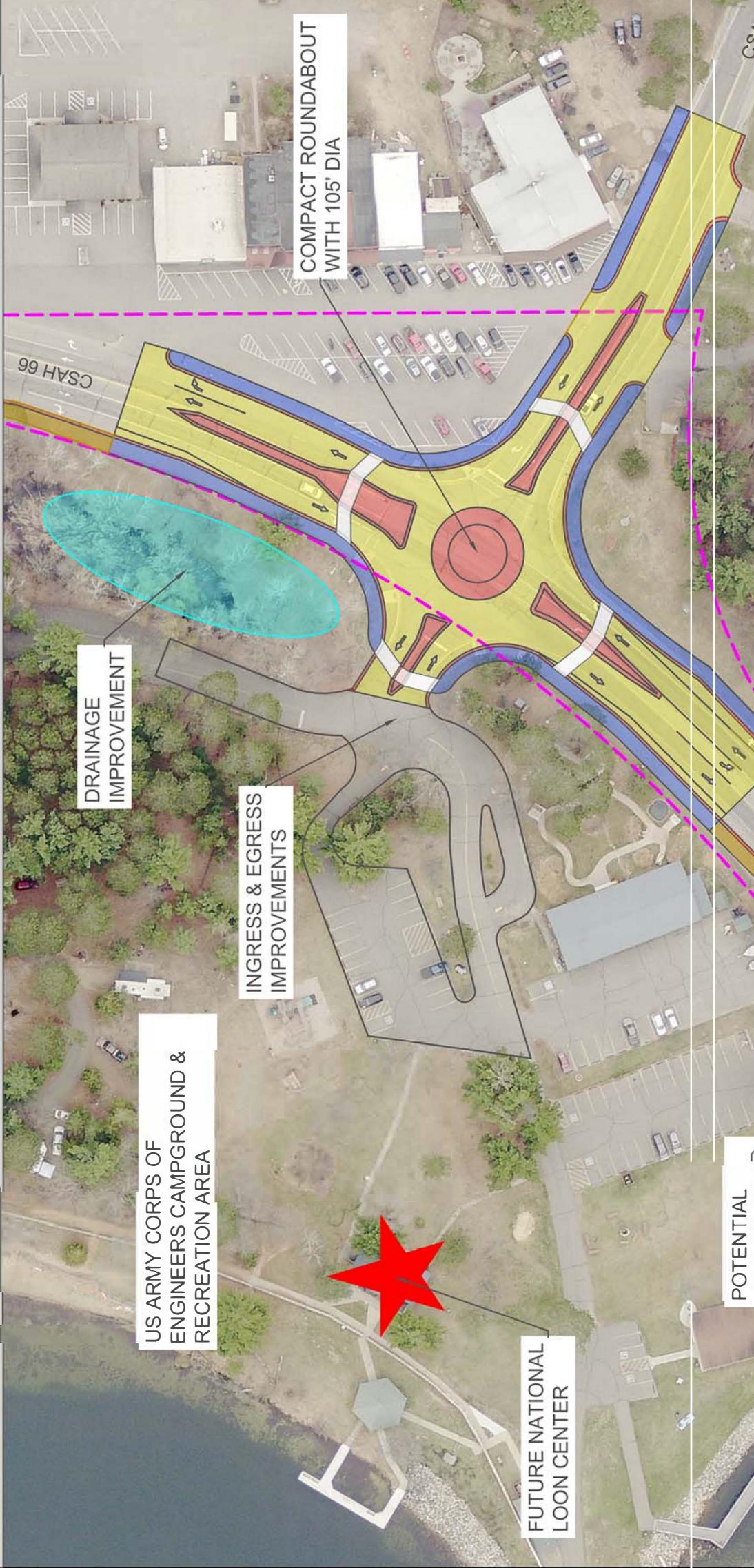
The Cross Lake Recreation Area, operated by the U.S. Army Corps of Engineers, is located within the City of Crosslake. The Area provides multi-purpose missions to include flood risk management, environmental stewardship, and recreation. The recreation area is a highly visited facility with a 122-site campground that boasts a 91% occupancy from Memorial Day through Labor Day. Other facilities provided include playgrounds, picnic shelters, fishing piers, and 2 boat ramps with access to the Whitefish Chain of Lakes. Visitation has increased 23% over the past 5 years with visitors totaling over 170,000 per year to the recreation area.

The proposed project would improve public safety and vehicular access to the Cross Lake Recreation Area as well as to those living and visiting the City of Crosslake. Please give careful and favorable consideration to the merits of this important application to maintain and improve this heavily used highway intersection.

Sincerely,

Corrine Hodapp
Southern Headwaters Section Supervisor
Cross Lake Recreation Area

CROSS LAKE RECREATION AREA ACCESS IMPROVEMENT



Project Estimate

Table A – Eligible Costs

ELIGIBLE WORK/CONSTRUCTION ITEM	UNIT	UNIT PRICE	ESTIMATED QUANTITY	TOTAL COST
MOBILIZATION	LUMP SUM	\$ 75,000.00	1	\$ 75,000.00
CLEARING	ACRE	\$ 5,000.00	0.43	\$ 2,150.00
GRUBBING	ACRE	\$ 5,000.00	0.43	\$ 2,150.00
REMOVE BITUMINOUS PAVEMENT	SQ YD	\$ 3.00	4593	\$ 13,779.00
REMOVE CURB AND GUTTER	LF	\$ 5.00	1615	\$ 8,075.00
REMOVE EXISTING STORM SEWER	LF	\$ 30.00	400	\$ 12,000.00
COMMON EXCAVATION	CU YD	\$ 10.00	902	\$ 9,020.00
AGGREGATE BASE CLASS 5	TON	\$ 25.00	1705	\$ 42,625.00
BITUMINOUS MATERIAL FOR TACK COAT	GALLON	\$ 3.00	645	\$ 1,935.00
TYPE SP 9.5 WEAR COURSE	TON	\$ 75.00	953	\$ 71,475.00
TYPE SP 12.5 WEAR COURSE	TON	\$ 75.00	953	\$ 71,475.00
TYPE SP 12.5 NON WEAR COURSE	TON	\$ 75.00	528	\$ 39,600.00
CONCRETE PAVEMENT (MEDIAN/SIDEWALKS) (4")	SQ FT	\$ 8.00	18006	\$ 144,048.00
CONCRETE (ADA RAMPS) (6")	SQ FT	\$ 11.00	1971	\$ 21,681.00
CONCRETE PAVEMENT (CONCRETE ISLAND) (7")	SQ FT	\$ 13.00	3318	\$ 43,134.00
CONCRETE CURB AND GUTTER	LF	\$ 32.00	2731	\$ 87,392.00
TRUNCATED DOMES	SQ FT	\$ 50.00	440	\$ 22,000.00
12" RC PIPE SEWER	LF	\$ 45.00	400	\$ 18,000.00
CONSTRUCT DRAINAGE STRUCTURE DESIGN H	EACH	\$ 1,700.00	5	\$ 8,500.00
CONSTRUCT DRAINAGE STRUCTURE DESIGN SD-48	LF	\$ 500.00	26	\$ 13,000.00
CASTING ASSEMBLY	EACH	\$ 700.00	16	\$ 11,200.00
ADJUST FRAME AND RING CASTING	EACH	\$ 600.00	3	\$ 1,800.00
CONNECT TO EXISTING STORM SEWER	LUMP SUM	\$ 10,000.00	1	\$ 10,000.00
STREET SWEEPER (WITH PICKUP BROOM)	HOUR	\$ 150.00	10	\$ 1,500.00
STORM DRAIN INLET PROTECTION	EACH	\$ 150.00	16	\$ 2,400.00
TRAFFIC CONTROL	LUMP SUM	\$ 20,000.00	1	\$ 20,000.00
INSTALL LIGHTING SYSTEM	EACH	\$ 1,600.00	12	\$ 19,200.00
EROSION CONTROL	LUMP SUM	\$ 12,000.00	1	\$ 12,000.00
SIGN PANELS TYPE C	SQ FT	\$ 50.00	350	\$ 17,500.00
PAVEMENT MARKINGS	LF	\$ 1.50	12000	\$ 18,000.00
SUBTOTAL ELIGIBLE COSTS				\$ 820,639.00

Table B – Ineligible Costs

INELIGIBLE WORK/CONSTRUCTION ITEM	UNIT	UNIT PRICE	ESTIMATED QUANTITY	TOTAL COST
CONTINGENCIES (10% OF CONSTRUCTION)	LUMP SUM	10%	1	\$ 82,063.90
ENGINEERING (25% OF CONSTRUCTION)	LUMP SUM	25%	1	\$ 205,159.75
RIGHT OF WAY	LUMP SUM	\$50,000.00	1	\$ 50,000.00
SUBTOTAL ELIGIBLE COSTS				\$ 337,223.65

Total Project Budget

TOTAL PROJECT BUDGET	TOTAL COST
TOTAL REQUEST FOR FEDERAL LAND ACCESS PROGRAM FUNDS (100% TABLE A)	\$ 820,639.00
TOTAL LOCAL AGENCY OBLIGATION (TABLE B)	\$ 337,223.65
TOTAL PROJECT COST (TABLE A + TABLE B)	\$ 1,157,862.65

Budget Narrative

The Cross Lake Recreation Area Access Improvement Project is expected to have a total cost of \$1,157,863. If selected and fully funded, the Federal Lands Access Program (FLAP) will contribute \$820,639 to the total project cost. This figure represents the entire cost of all eligible items and aligns with recent guidance derived from the Bipartisan Infrastructure Law (BIL) of 2022. The remaining \$337,224 represents the amount of the local agency obligation and constitutes 29% of the total project cost.

Eligible expenditures are expected to the total \$820,639. These are defined as those directly associated with the project's construction activities. This includes the installation of the roundabout, necessary approach work, as well as associated pedestrian accommodations and intersection lighting systems. Please refer to Table A. The funds being requested represent 100% of eligible project costs.

Ineligible project expenditures are expected to total \$337,224 and include activities such as, NEPA documentation, design engineering, property acquisition, and allowances for contingencies during construction. Please refer to Table B. On November 23, 2021, the Crow Wing County Board of Commissioners adopted Resolution 2021-54 committing to this financial obligation. Please refer to Appendix G.

Cross Lake Recreation Area Access Improvement Project Timeline

BOARD OF COUNTY COMMISSIONERS
Crow Wing County, Minnesota

DATE: November 23, 2021

Resolution 2021-54

OFFERED BY COMMISSIONERS: Brekken and Franzen

AYES: Koering, Brekken, Barrows, Franzen, Houge

**RESOLUTION SUPPORTING APPLICATION FOR THE FEDERAL LAND ACCESS PROGRAM (FLAP)
GRANT IN CROSSLAKE**

WHEREAS, the Federal Lands Access Program (FLAP) has made \$5.4 million available statewide for the distribution of competitive grants to improve transportation facilities that provide access to, are adjacent to, or are on federal facilities, and

WHEREAS, the Cross Lake Campground and Recreation Area (CLCRA) is a federal facility owned and operated by United States Army Corps of Engineers (USACE), and

WHEREAS, the CLCRA is located in the City of Crosslake and utilizes the intersection of County State Aid Highway 3 (CSAH 3) and CSAH 66 as its sole access point for over 160,000 visitors each year, and

WHEREAS, the existing intersection configuration experiences heavy congestion due to high seasonal peaks of vehicles utilizing CSAH 3 and CSAH 66 at the same time the CLCRA is at full capacity, and

WHEREAS, the National Loon Center (NLC), scheduled for completion in 2024, will be constructed on the CLCRA in close proximity to its only access point and the junction of CSAH 3 and CSAH 6, and

WHEREAS, the NLC is expected to attract tens of thousands of additional visitors to the City of Crosslake each year and exacerbate the existing challenges with safety and congestion at this intersection, and

WHEREAS, Crow Wing County, the City of Crosslake, and representatives from USACE have been discussing the challenges and potential solutions to address pedestrian and vehicle safety at this location for several years, and

WHEREAS, without the assistance of a special funding source such as the FLAP grant, this intersection is unlikely to rise in priority over other challenging county highway intersections, and

WHEREAS, Crow Wing County authorizes the County Engineer to submit a 2021 application for FLAP grant funds for the Cross Lake Campground and Recreation Area Access Improvement Project, and

WHEREAS, Crow Wing County is committed to providing the matching funds required by the grant program and ensuring that the improvements funded by the program are properly maintained.

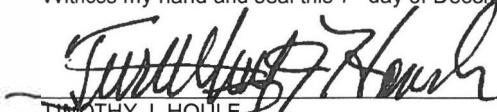
NOW, THEREFORE, BE IT RESOLVED that the Crow Wing County Board of Commissioners authorizes and directs the County Engineer to submit the Cross Lake Campground and Recreation Area Access Improvement Project for 2021 Federal Lands Access Program grant.

BE IT FURTHER RESOLVED that if Federal Lands Access Program funds are awarded, Crow Wing County shall ensure that the new facility is properly maintained and shall participate in matching grant funds and other ineligible project costs.

**STATE OF MINNESOTA)
COUNTY OF CROW WING) ss**

I, Timothy J. Houle, County Administrator, Crow Wing County, Minnesota, hereby certify that I have compared the foregoing copy of the resolution of the county board of said county with the original record thereof on file in the Administration Office, Crow Wing County, Minnesota, as stated in the minutes of the proceedings of said board at a meeting duly held on November 23, 2021, and that the same is a true and correct copy of said original record and of the whole thereof, and that said resolution was duly passed by said board at said meeting.

Witness my hand and seal this 7th day of December, 2021.



TIMOTHY J. HOULE
COUNTY ADMINISTRATOR

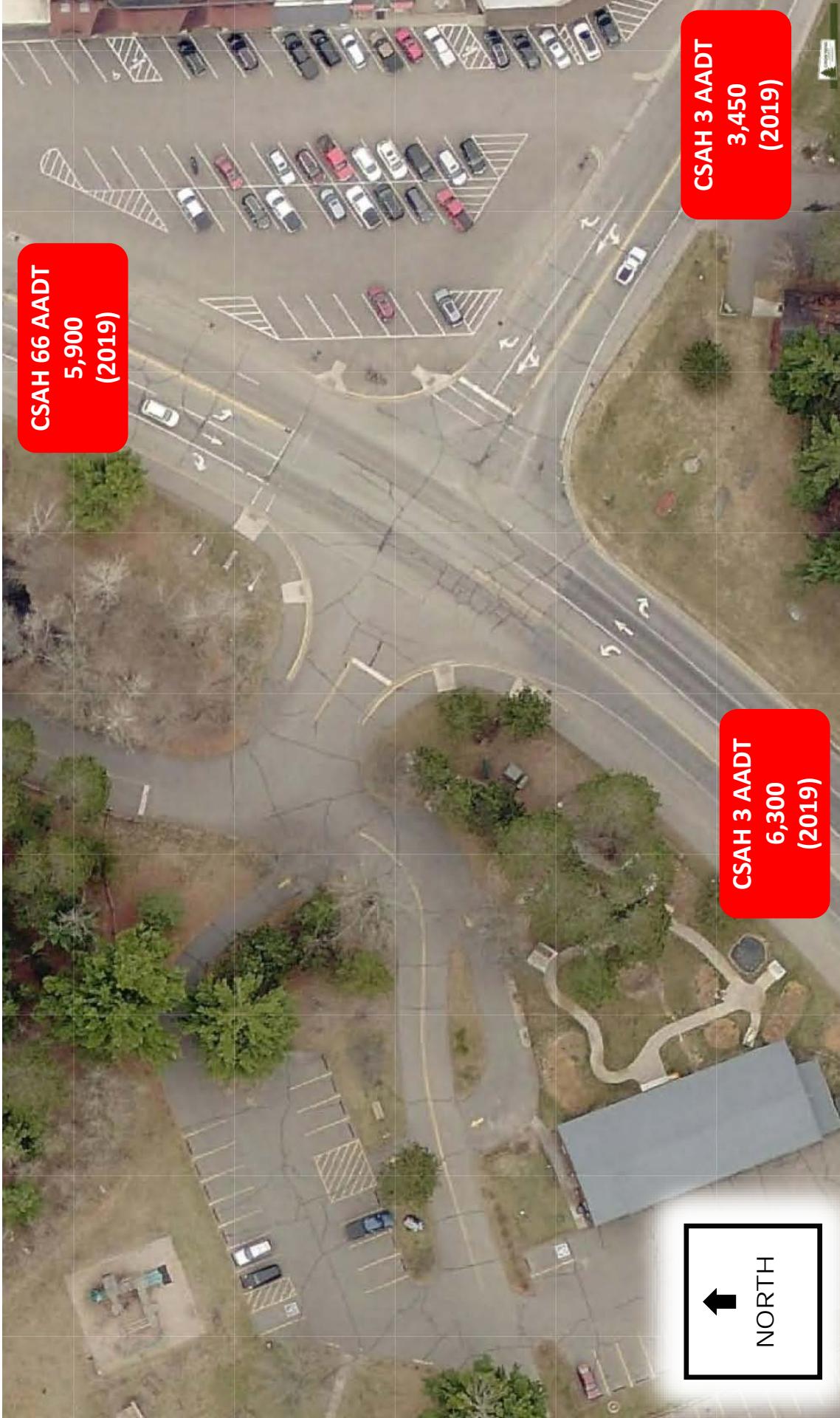
UNITED STATES CORPS OF ENGINEERS (USACE) CROSS LAKE RECREATION AREA



PROJECT ORIENTATION

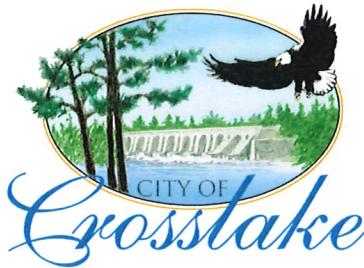


EXISTING CSAH 3 & CSAH 66 INTERSECTION



EXISTING
CSAH 3 & CSAH 66
INTERSECTION





December 13, 2021

Timothy Bray
County Engineer
Crow Wing County
16589 CR 142
Brainerd, MN 56401

RE: USACE Campground and Recreation Area Access Improvement Project

Dear Mr. Bray,

The City of Crosslake would like to thank Crow Wing County for its thoughtful approach to vehicle and pedestrian safety along the busy county roads in our community. We particularly appreciate the proactive efforts taken over the last few years to develop strategies intended to address existing safety challenges as well as new ones that may emerge due to the addition of the National Loon Center.

The entrance of the USACE Campground and Recreation Area is a major focal point of activity for our community. Over the years, this area has also emerged as a safety concern due its immediate proximity with the intersection of two county roads that double in capacity during the summer season. The combination of high traffic volumes and elevated levels of pedestrians generated from the campground operating at full capacity is concern for us. The need to improve this busy intersection has been talked about for serval years and has broad community support.

Please accept this letter as an official endorsement by the City of Crosslake for the County's application to seek Federal Land Access Program (FLAP) grant funding for this intersection improvement. Crosslake really appreciates the strong partnership we have built with the County. As always, we are standing by to provide any assistance necessary to ensure the success of this important project.

Sincerely,

Michael R. Lyonais
City Administrator



December 13, 2021

Mr. Tim Bray
County Engineer, Crow Wing County Engineering
16589 County Road 142
Brainerd, MN 56401

Re: Federal Lands Access Program (FLAP) Grant: Cross Lake Campground and Recreation Area Access Improvement Project

Dear Mr. Bray,

We are grateful to have the opportunity to support efforts to improve safety for drivers and pedestrians at the intersection of CSAH 3 and CSAH 6 in the City of Crosslake in Crow Wing County. As an engaged community participant with current and future plans to provide an amenity to the public on adjacent US Army Corps of Engineers land, the National Loon Center fully supports the pursuit of FLAP grant funds to implement necessary safety improvements. We are confident the specific traffic calming tool implemented will be the result of thoughtful and informed consideration by the involved engineers and stakeholders.

Future plans to enhance connectivity (pedestrian and vehicular) between the Crosslake Town Square and the Cross Lake Recreation Area, and between those areas and important destinations along the CSAH 66 corridor to the north, rely first on creating a safe intersection at CSAH 66 and CSAH 3. With that critical zone addressed, other planned pedestrian routes and traffic plans can connect and cross it more effectively.

The National Loon Center plans to open its facility at the Cross Lake Recreation Area in the spring of 2024. A series of mooring stations, boardwalks and sidewalks have been installed this fall and other site improvements will be completed in the spring of 2022. Those improvements reflect an investment of more than one million dollars made possible by a grant from the Environment and Natural Resources Trust Fund. The Center acquired a 31-foot pontoon boat that will operate daily in Cross Lake as a floating classroom in 2022 and launched a nationally significant loon research study while banding 78 loons this summer. Substantial progress has been made in realizing the vision to become a national leader in loon and freshwater conservation. The Center aims to secure the remaining funds needed to complete construction of its world-class facility early in 2022. In the meantime, our temporary visitor center on the Crosslake Town Square, which welcomed more than 4,000 guests this summer, will remain open until the building is completed.

In anticipation of that opening in 2024, the National Loon Center is very pleased to support efforts to improve safety and build strong, safe pedestrian and vehicular routes between and among connected corridors in Crosslake. We believe a FLAP grant will represent one large step toward that shared goal.

Sincerely,

Jon Mobeck
Executive Director
National Loon Center
jon@nationallooncenter.org



December 12, 2021

Mr. Tim Bray, County Engineer
Crow Wing County Engineering
16589 County Road 142
Brainerd, MN 56401

RE: Federal Land Access Program (FLAP) Grant: Cross Lake Campground and Recreation Area Access Improvement Project

Dear Mr. Bray:

As you are aware, the Crosslakers is a non-political organization composed of full-time and parttime residents of Crosslake, MN. The Vision of the organization is “Crosslake is a welcoming community preserving itself as the beauty spot of Minnesota”.

The Mission of the Crosslakers is “to responsibly grow the community by providing a year-round, vibrant destination, connecting people to nature, while preserving its heritage and offering diverse recreation, employment, and housing options.

The Guiding Principles are:

- Enhance the Unique Ecology of Crosslake
- Create Vibrant Places that Connect People to Nature
- Establish Better Balance of Facilities for Driving, Biking, Boating, and Walking
- Provide a Diverse Balance of Housing, Business and Park Amenities
- Celebrate and Preserve Crosslake's Heritage.

The Crosslakers understand that their community has an important heritage; recognize that their community is continuing to grow through development and will change; and, that if the community wants to grow as the residents intend, that the residents must determine their future goals and work to achieve them rather than futilely hope that by chance those goals will be achieved.

With that as context, the Crosslakers are pleased to endorse and support the need to address options for the safe and efficient function of CSAH 3 and CSAH 66 in the City of Crosslake. We are particularly interested in exploring viable options that will create a safe highway system that serves as two of the primary highways serving Crosslake and the Cross Lake Campgrounds operated by the US Army Corps of Engineers (the main entrance to the Cross Lake Campgrounds is located at the intersection of CSAH 3 and CSAH 66). These two highways not only handle the major vehicle traffic — which has grown substantially over the last three decades — but also must be potentially crossed annually by about 170,000 pedestrians/campers and will be crossed by an estimated 67,000 to 170,000 visitors when the National Loon Center is completed on the grounds of the Cross Lake Campgrounds, targeted for 2024. These campers and Loon Center visitors (up to 340,000) will primarily be traversing CSAH 3 and 66 during the summer season of mid-May to mid-September to access retailers or parking facilities to the east and north of the US Army Corps of Engineers property.

Additionally, as a result of the Covid pandemic and the decisions by many employers to allow employees to “work from home”, many of the seasonal residents have opted to spend considerably more time in the Crosslake area at their seasonal summer homes. This has created a marked increase in both vehicle and pedestrian traffic.

The Crosslakers look forward to working with Crow Wing County Engineering and all the participants impacted by this project.

On behalf of the Crosslakers,

Linda Randall
Chair, Crosslakers