

Final 3/2/98

FINAL
**~~Second~~ Workprogram Amendment

Date of Original Workprogram Approval: April 30, 1996

Project Completion Date: December 31, 1997

I. Project Title: Chippewa County Regional Trail

Project Manager: James E. Norman
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Total Biennial Project Budget:

LCMR/FRF	\$ 410,000.00
LCMR/FRF Balance	<u>264,411.09</u>
Req'd Match	(none)
Match Balance	(none)

A. **Legal Citation:** Minnesota Laws 1996, Chap. 407, Sec. 8, subd. 3(d)

Appropriation Language: "This appropriation is to the commissioner of natural resources from the future resources fund for a grant to the City of Montevideo for acquisition and development of the Chippewa County Regional Trail."

B. **Status of Match Requirement:** (none applicable)

II. Project Summary and Results: This project will complete ~~two segments of the core of the Chippewa County Regional Trail system: (1) The northerly trail segment, and (2) The southerly trail segment.~~ add trail linkages to the middle segment of the Chippewa County Regional Trail System.

The project will develop approximately ~~5.3~~ 4.5 miles of trail along these two segments, with an estimated ~~3.0~~ 4.0 miles of these ~~5.5~~ ~~5.3~~ 4.5 miles being developed on public lands or existing public right-of-way. The balance of land, for the remaining ~~2.3~~ 0.5 miles, will be acquired in fee or by permanent easement under the project budget. ~~All but a~~ Approximately 0.8 ~~1.9~~ 1.2 miles of this trail mileage will be off-road; ~~the rest and~~ will be paved and either 10 or 12-foot wide and 2.0 3.5 inches thick.

Plans include the acquisition of fee title to approximately ~~38.5~~ 58.0 acres for trail purposes, as well as the acquisition of a permanent easement along the right-of-way owned by a smaller, regional railroad company. (Please refer to the attached map.) ~~Trail users will be separated from railroad tracks by five foot high safety fencing, specifications of which have been provided by the railroad company.~~

~~Two new trail waysides also will be established. One wayside will be developed on existing county land, making a large, beautiful wetland area accessible to the public for the first time. A parking area with bike racks will be constructed next to this portion of the northerly trail segment, to serve both the general public and trail users. The second wayside will be a small trail "rest area," developed on the site of some rock outcroppings. This rest area will involve minimal development, given the historic and environmental character of the site, and will be accessible only by trail users. These~~ The trail waysides will be developed in consort with the ~~state and county historical societies (relative to the historic character of the ruts found in the rock outcroppings) and the DNR (relative to the wetlands, a lagoon near the rock outcroppings, and preserving native plant species).~~

- III. Six-Month Workprogram Update Summary: **The date of this final workprogram update and summary is January 14, 1998. The work described in this workprogram is complete, excepting only the construction element of Results 2-4.**

All land described in the workprogram was secured, and the project was and is designed and engineered. The City of Montevideo timely performed two (2) bid lettings for the construction element in the Summer of 1997. However, extraordinary factors occurred in the bid results on both occasions -- which factors, if allowed to control the City's award of the contract(s), would have led to excess costs of \$25,000 to \$35,000. A third bid letting and award was not possible under the time restrictions imposed by this legislation. The bid documents and contracts are completely ready for a final letting.

- IV. Outline of Project Results: The following outline combines specific results with the budget and balance for each specific result. No match is required, so none is listed in the following budgets:

Result One: Approximately ~~38.5~~ 58.0 acres of land and ~~2.3-0.4~~ 1.0 miles of permanent easement will be acquired. Appraisals (as required by MnDNR policy), surveyor (for ~~one~~ three legal descriptions), and legal fees (acquisition and title work) will be provided as in-kind donations. ~~The City's preliminary engineering report revealed unanticipated soil and water engineering problems on Result 2 (see below). An alternate route has been chosen. The new route will require slightly higher acquisition costs~~

for more land, but it will result in increased user safety over available alternatives and also will result in significantly lower construction costs for the project.

Also, the owner of one tract to be acquired currently is subject to a municipal order (Minn. Stat. ch. 463) to raze and remove an unsafe building situated on the land. In the event this owner asks for the option to donate its land to the City as opposed to incurring the cost of complying with the City's order prior to the sale then the City requests authority to offer this option to the owner and utilize the purchase price to raze and remove the unsafe building after the land has been donated, up to the amount the City otherwise would have been authorized to pay for this owner's land pursuant to the appraisal. All legal fees and other expenses relating to enforcement of the municipal order and the city's acceptance of the donation will be provided as in kind donation.

LCMR/FRF Budget:	\$ 53,000.00	\$ 60,000.00	<u>\$ 45,000.00</u>
Balance:	\$ 53,000.00	\$ 60,000.00	<u>\$ 9,123.81</u>

Completion Date for this Result: ~~May 31, 1997~~ December 31, 1997

Status: This Result One is considered complete. Approximately 51.7 acres of land and 1.8 miles of permanent easement have been secured for the Chippewa County Regional Trail System, through donations, initiation of eminent domain proceedings, and/or direct negotiation and acquisition of fee title and permanent easements.

Result Two: ~~2.3~~ 1.1 miles of trail along the system's southerly segment will be graded, constructed, and paved (~~10' 10' 12'~~ 10' width, ~~2.0" 3.5"~~ 2.0" thick). Budget includes trail engineering and construction, the installation of ~~2.0~~ 0.3 miles of safety fencing specified by the railroad company that operates on the adjacent tracks, and lane painting on city and township roads where necessary along the 1.2 miles of the on road portion of this segment.

The City's preliminary engineering report in November 1996 revealed unanticipated soil and water engineering problems for construction of this southerly segment. Completion of the project using the original route would have put the project beyond budget. In order to reduce construction costs, various alternate routes were reviewed, and the best and safest alternate route was chosen. The new route will increase the on road portion of the this segment by approximately 1.2 miles. The 1.2 miles within the City limits still will be off road, and the new off road portion is on a paved township road with a low traffic count.

Result Two will add approximately 2.75 miles of trail linkages to the middle segment of the Chippewa County Regional Trail System. That middle segment ("Segment Four," described in Section V.C.3 of this Workprogram) is due to be constructed in Spring 1998 with federal ISTEA and local, non-state funds. Budget includes trail engineering and construction, with appropriate traffic signs for all on-road portions of these linkages.

LCMR/FRF Budget: \$ 128,000.00 ~~\$ 100,000.00~~ \$ 30,000.00

Balance: \$ 128,000.00 ~~\$ 100,000.00~~ \$ 5,000.00

Completion Date for this Result: November 30, 1997

Status: This Result Two is considered complete, excepting only the construction element. All engineering is complete, and the contract documents are ready for a final bid letting.

Result Three: Approximately ~~3.0~~ 1.75 miles of trail along the system's northerly segment will be graded, constructed, and paved (~~12' 10' 12' 10'~~ width, ~~2.0"~~ 3.5" thick). Costs include engineering and constructing this trail around the northerly periphery of the County wetland, ~~installing small bridges at two points on the wetland,~~ engineering and constructing a safe connection to the existing easterly segment at State T.H. 7, lane painting on city and township roads where necessary, and engineering and constructing a short trail linkage into the parking facilities and bike racks at Windom Park.

LCMR/FRF Budget: \$ 214,000.00 ~~\$ 240,000.00~~ \$ 325,000.00

Balance: \$ 214,000.00 ~~\$ 240,000.00~~ \$ 240,287.28

Completion Date for this Result: November 30, 1997

Status: This Result Three is considered complete, excepting only the construction element. All engineering is complete, and the contract documents are ready for a final bid letting.

Result Four: ~~Two (2)~~ One new trail waysides will be developed: ~~one on the northerly segment at the County wetland, and the other at a historically and environmentally significant site on the southerly segment.~~ Costs include design assistance, pavement of parking area and installation of bike racks at County wetland site, and landscaping and related construction costs.

LCMR/FRF Budget: \$ 15,000.00 \$ 10,000.00

Balance: \$ 15,000.00 \$10,000.00

Completion Date for this Result: November 30, 1997

Status: This Result Four is considered complete, excepting only the construction element. All engineering is complete, and the contract documents are ready for a final bid letting.

Dissemination of Project Results: As described in the LCMR PROPOSAL 1997 for the Chippewa County Regional Trail, this system is being developed partly as a stimulus and model for other communities along the Minnesota River Valley, from Mankato to Ortonville. Already, the Upper Minnesota River Valley Regional Development Commission (UMVRDC) is contacting other communities and encouraging the use of the Chippewa County Regional Trail system as a model for planning, given the outstanding coordination of numerous regional and local cooperators. Locally, the files are well organized and the planning activities have been documented from the outset (over two-and-a-half years ago). These files and the personal experiences of the people involved in the planning effort already have been publicized in and utilized by other communities.

V. Context:

- A. Significance: The Chippewa County Regional Trail system is best understood as an urban trail system, rather than a "Point A to Point B" trail system. Overall, the Chippewa County Regional Trail will enhance approximately 230 acres of park and riparian lands for educational and recreational use. Water enhancement projects, carried out in conjunction with trail construction on the westerly segment (the subject of a pending LCMR PROPOSAL 1997), also will improve the treatment of storm water flowing through an abandoned channel of the Chippewa River to the Minnesota River. The completed system will link Chippewa County's Historic Pioneer Village, 1901 Milwaukee Road Depot and Railyards, City Hall, the Central Business District, the city's park system, Independent School District #129 facilities, and residential neighborhoods.

The entire trail system consists of approximately 16.2 miles of paved, 12-foot-wide path. The majority of these miles (13.2 miles) are entirely off-road, with the balance (3.0 miles) provided by lane painting and trail signage on existing City streets with low traffic counts. As such, the trail system will serve a broad cross-section of community residents and visitors, including students, commuters, seniors, hikers, joggers, bicyclists, etc. Based on regional use of the community's parks and historic sites, the City estimates that more than 30,000 residents and non-residents will use the trail annually.

This system already is serving as a model and stimulus for sustainable development for other communities in the Minnesota River Valley, from Mankato to Ortonville. (The river roads linking these communities currently

are a strong candidate for "scenic byway" designation by the Department of Transportation, and the Upper Minnesota Valley Regional Development Commission has begun discussions of a longer trail, linking these communities from Mankato to Ortonville.) The innovative combination of urban trail development with a storm water treatment project will focus attention on the impact small cities have on Minnesota River quality. Students, businesses, city government, residents and tourists will use the trail to increase their knowledge of and appreciation for the Upper Minnesota River.

- B. Time: This project will be completed by December 31, 1997.
- C. Budget Context: Construction of the Chippewa County Regional Trail system is planned in discreet planning segments. This planning method allows each segment to have its own engineering and funding integrity. Due to efficiencies of planning and the configuration of certain funding requests, the development of certain segments are proposed for completion concurrently.

(Please refer to the attached map for visual representation of the segments related to this section of the workprogram.)

- (1) Segment One is a 4.8 mile segment that leads from a boat access on the Minnesota River near Wegdahl to the outskirts of Montevideo, the county seat. This segment was constructed in 1995 and will be completed in 1996.

Funding for this segment is complete. It came from federal ISTEA dollars and local (Chippewa County) cash match, totalling \$184,227.

- (2) Segment Two and Segment Three are the southerly and northerly segments of the system, respectively, and these segments are the subject of the appropriation that led to this workprogram.

The total cost of acquisition and development for these two segments is \$470,000. The legislature's appropriation from the future resources fund (FRF) comprises \$410,000 of this total, and an estimated \$60,000 will come from local in-kind donations of planning, engineering, project management and materials.

- (3) Segment Four is a 1.8 mile segment that leads from Segment 1, on the east, through the heart of Montevideo school and residential areas to the Central Business District. The eastern portion of this segment will be developed early (1996-1997), as a result of the

City's DNR Outdoor Recreation Grant Application that will be funded under the legislature's 1996 Supplemental Environmental Appropriations. The balance of this segment will be constructed in 1997-1999.

The total cost of developing this segment is \$389,600. Federal ISTEAFunds comprise \$180,000 of this total, and the DNR Outdoor Recreation Grant comprises another \$40,000. The City of Montevideo and Independent School District #129 have committed \$46,000 in cash match. The balance of \$123,600 will be provided through local in-kind donations of planning, engineering, project management and materials.

- (4) Segment Five is the subject of the City of Montevideo's LCMR PROPOSAL 1997. This segment is proposed for construction contemporaneously with Segment Four, if the LCMR funds become available, and the LCMR proposal reflects this planning fact.

This segment is the 4.3 mile westerly segment of the system. It completes the core of the Chippewa County Regional Trail system and provides some of the greatest benefits to the system in terms of park and water enhancements on the Chippewa and Minnesota Rivers. This segment will finish the westerly side of the system, linking all prior segments and establishing three new trail terminals at existing public facilities.

The total cost of developing this segment is \$720,000. \$555,500 of this total has been requested in the LCMR PROPOSAL 1997, and local sources would contribute \$129,500 of in-kind planning services, engineering services, project management services and materials for this difficult segment of the system. An additional \$35,000 in private cash match will be raised before the completion of this final segment. [Again, it is proposed to coordinate this budget with the budget relating to Segment Four (above).]

"Spurs" from this core system to other community sites and landings on the Chippewa and Minnesota Rivers are proposed, but these will be developed separately from the core system. At this time, no funding requests are pending for these spurs. Construction of these spurs is scheduled for after the year 2000.

	Segment 1 (1994 to 1996)	Segments 2 & 3 (This Workprogram)	Segments 4 & 5 (1997 to 1999)
1. LCMR/FRF	\$ 0.00	\$ 410,000.00	\$ 0.00
2. DNR Outdoor Rec	0.00	0.00	40,000.00
3. LCMR (requested)	0.00	0.00	555,500.00
4. Other State	0.00	0.00	0.00
5. ISTE A	122,474.00	0.00	180,000.00
6. Local Cash Match	61,753.00	0.00	81,000.00
7. Local In-Kind	0.00	60,000.00	253,100.00
TOTALS	184,227.00	470,000.00	1,109,600.00

The total budget (\$410,000.00) can be broken down as follows:

Personnel	\$ 0.00		
Equipment	0.00		
Acquisition	53,000.00	\$ 60,000.00	<u>\$ 45,000.00</u>
Development	357,000.00	350,000.00	<u>365,000.00</u>
Other	0.00		
TOTAL	\$ 410,000.00		

VI. Cooperation:

Chippewa County Board of Commissioners
Chippewa County Historical Society
Independent School District #129
Clean Up Our River Environment (CURE)
Montevideo Area Chamber of Commerce
Montevideo Park and Rec Board
Montevideo Kiwanis Club
Montevideo Clinic Physicians
Montevideo Noon Lions Club
Convention & Visitors Bureau
Upper Minnesota Valley Regional Development Commission (UMVRDC)

VII. Location: Q -- Minnesota River Prairies

VIII. Reporting Requirements: Semi-annual, six-month workprogram update reports will be submitted on (1) January 1, 1997, (2) July 1, 1997, and (3) ~~January 1~~ January 31, 1998, or on such other dates specified by LCMR in its approval of this workprogram.

CHIPPEWA COUNTY REGIONAL TRAIL SYSTEM

(Shown: Main segments of the core of the system in the County Seat of Montevideo, Minnesota)

