

1995 Project Abstract.

For the Period Ending December 31, 1997

This project was supported by [Oil Overcharge (ML 95 Chp.220, Sec. 19, Subd.4(gl))]

**TITLE: Local Share for ISTEA Federal Projects. ZB 6 Sunrise Prairie Trail Project.**

PROGRAM MANGER: Laird Mork

ORGANIZATION: Chisago County

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LEGAL CITATION: ML 95 Chp. 220, Sec. 19, Subd.4(g1),

APPROPRIATION AMOUNT: \$150,000. Balance: \$0

Statement of Objectives

The physical objective of this project is to construct an off-road multi-use trail called the "*Sunrise Prairie Trail*". The 15 mile trail was constructed from North Branch to Forest Lake on the abandoned Burlington Northern Rail Corridor. To complete this task it was necessary to prepare plans both for construction and to satisfy various governmental units. Following planning the fragmented corridor was reconnected by construction of bridges over the south and west branches of the Sunrise River and installation of necessary culverts to cross county ditches. The sub-grade and placing of sub-base materials were steps to prepare for the project completion. A 10-foot wide bituminous surfacing of the trail was laid down in the fall of 1997. Parking areas were also graded and paved. Rest areas were graded. Seeding and erosion controls were put in place. Signs at all road crossings both for trail users and highway traffic were installed.

Overall Project Results

A dual tread-way multi-purpose trail is available for use today. Area residents and visitors are enjoying the safe alternative for biking, hiking and in-line skating. Data indicates that additional social benefits such as improved mental and physical health will result. In addition, some area businesses will recognize positive economic impacts. We have also saved an invaluable transportation corridor for future generations. (For more specifics, contract line items are enclosed with the final report, i.e. quantities of X, Y, & Z)

Project Results Use and Dissemination

Trail advocates will enjoy a grand opening June 6, 1998 for the Sunrise Prairie Trail. We are experiencing damage to the paved surface and are exploring various methods of dealing with snowmobilers that violate trail use rules, laws and postings.

We will collect additional survey data in the summer of 1998 to assess the increase of non-motorized travel within the corridor. We will also determine the percentage of specific uses such as visiting a friend, personal fitness, stress release or simply to enjoy life. We will document trail user data such as resident versus visitor use and dollars spent during or related to trail use. Impacts on physical health of the trail-users may be difficult to document, however, some self-evaluation by users may be beneficial. Our biggest challenge appears to be maintaining the trail surface and battling the destructive use of the after-market snowmobile studs which are damaging our trail. For this problem we ask for any ideas or help you can offer.

A million thanks to you from the trail users, lives will be saved, extended and enjoyed.

I. **Project Title and Number:** Local Share for ISTEA Federal Projects. ZB 6 Sunrise Prairie Trail Project.

Program Manager: Laird Mork  
Agency Affiliation: Chisago County  
Mailing Address: 38694 Tanger Drive, North Branch MN 55056  
Phone: (612) 674-2345 Fax: (612) 674-2181  
Legal Citation: ML 95 Chp. 220, Sec. 19, Subd.4(g1),  
Total biennial LCMR appropriation: \$150,000. Balance: \$0.

**Appropriation Language:** The appropriation is from oil overcharge money to the commissioner of administration for half of the non-federal match of ISTEA projects (1) Chisago County, \$150,000 for a trail between North Branch and Forest Lake Township; and (2) the St. Louis and Lake counties regional rail authority, \$150,000 for the development of approximately 40 miles of a multi-purpose recreational trail system. Chisago County and the St. Louis and Lake counties must apply for and receive approval of the federal money in order to receive these appropriations. This project must be completed and final products delivered by *December 31, 1997*, and the appropriation is available until that date.

A. **Status of Match Requirement:** The Chisago County Board of Commissioners have signed resolution #950420-4 committing local matching dollars to LCMR Funding.  
**Status: (Balance remaining for project)** from original calculations total project at \$800,000 less \$70,399 expended or encumbered by Chisago County, leaves a balance of \$729,601. Costs for each budget area will be updated following bid letting.  
As of January 1, 1996 the work program timeline is updated.  
**Status of Match Requirement:** Project total cost with Engineering now at \$1,055,361 with \$1,038,636 encumbered to date. Budget areas have been updated as of July 1, 1997.  
As of December of 1997 the project contract has been completed all funds have been expended.

II. **Project Summary:** The Sunrise Prairie Trail Project includes construction of a 15 mile paved trail between North Branch and the Chisago/Washington County line. The project will include planning and design, excavation of the trail, bituminous surfacing, water crossings utilizing a combination of culverts and bridges. The project includes development of parking and rest areas in North Branch, Stacy and Wyoming.

A. **Methodology:** The project will be designed and engineered by a consulting engineer. The consulting engineer will carry the project through bid letting and if cost effective, will continue with construction staking and inspection. The county will compare in-house cost for construction staking and inspection as an option when agreements are signed with the consultant. It is my assumption that bridges would be bid separate from the trail construction. County staff will install signs and seasonal staff will assist with installation of amenities.

B. **Significance:** The trail projects will provide an opportunity to use bicycles as an alternative mode of transportation along a significant commuter route. The trail will provide for multiple recreational uses. The project will increase visitors and will provide positive economic impacts for adjacent communities.

The project will have positive environmental externalities and improve community health. Area residents will have access to natural areas and adjacent neighborhoods along the trail will be linked to city parks via the trail. The trail will connect cities that share the same school district. The trail aligns with Washington County's planned trail development to the south. Also, the trail has regional significance in that it provides for a potential opportunity to connect the Twin Cities and Duluth as part of the Willard Munger Trail.

III. **Six-Month Work Program Update Summary: January 1, 1996** The project is on schedule to date. All activities regarding the project to date are included under Objective A, Planning Design, and Construction Engineering. A consulting engineer has been hired to take the project from design to final approval. The corridor based map preparation/survey data is complete and the firm is currently working on design and construction documents.

**July 1, 1996:** The Sunrise Prairie Trail Construction documents were delivered by the consulting engineer, Barton Aschman, to Mn/DOT and Chisago County on June 21, 1996. The plans have been submitted to Mn/DOT and are currently in a review process. The completed plan was delivered to the county six months behind our initial LCMR timeline.

The engineers indicated that Mn/DOT required increased control documentation. Barton Aschman increased their fees from \$58,000 to \$73,000 (15,000) for additional control / survey work required. In addition to this expense, we have been directed to use a more costly concrete bridges, estimated at \$85,000 per bridge, as opposed to the \$35,000 originally estimated for a pre-manufactured steel truss bridge. The County highway engineer has also indicated due to the use of federal dollars a certified construction engineer will be required to provide a level of construction inspection equivalent to a State or Federal aid highway jobs. The projected cost for construction inspection is estimated at \$83,000.

The total project cost is now estimated at \$990,000 or \$190,000 over original estimates. At this time we do not know how this will be worked out. It is not possible for the county to absorb this additional cost. Is there potential for additional ISTEA dollars? Ken Anderson and Laird Mork will explore this option July 12th with the Capital Budget Committee. We will also explore potential adjustments to the project that would lower the costs or delay them to a second phase. We are not considering termination of the project at this time.

Mn/DOT will be processing the plans and setting a letting date which is estimated to be in September or October of 1996. We are currently pursuing signatures on the plan set from each of the city engineers as requested by Mn/DOT.

In other business, one culvert was replaced on county ditch #5. It does not appear that any grading will be completed in the summer months of 1996. On one mile of the corridor the granite ballast was not removed prior to acquisition. The county highway department is currently removing this in preparation for additional trail improvements.

**January 1, 1997:** The additional project cost projected by our engineers estimate and noted in the July 1996 status report, is to be partially covered by an adjustment in the Federal ISTEA funding level ratio. My understanding is that the cost share ratio allows up to an 80% cost share. Originally the ISTEA funding

mulch and fertilizer has been placed. Top soil placed on the adjacent trail and miscellaneous areas created a significant cost over-run. All erosion control mulch, blankets and rip-rap are in place. A problem with area youth tossing rip-rap into the river has created a need for additional work. A work order to replace and grout the rip-rap will be completed in the spring. G. Parking area paving in Wyoming, Stacy and North Branch is complete. H. Signs for all crossings are complete along with cross-walk striping and traffic highway signs. Amenities such as picnic tables, benches, information kiosks and trail head signs will be set in the spring of 1998. Under objective I. Project management, construction management and clerical support was covered at Chisago County expense. Time following project completion in the fall of 1997 did not allow for evaluation of trail use. Evaluation techniques will be implemented in the upcoming season. Results will be completed during the summer of 1998.

Preliminary evaluation by observation of use shows positive public response and use of the facility. Local government official and area residents expressed surprise in the use levels observed. Observations indicate all positive impacts anticipated. We are observing an increase in bicycle travel. We are seeing increased use for personal fitness, stress release and overall enjoyment of life. We have talked with people that have purchased new equipment and joined in activities not previously participated in. Long-term affects on community health will be difficult to assess.

I have enclosed a cost breakdown for the construction contract and photos. I also have some rough unedited construction video. I will try to get an edited tape to you as soon as possible. An item of particular concern can be viewed on the last few minutes of the video. This illustrates measures taken to detour snowmobile traffic on the paved segment of the trail. It also illustrates some serious damage to the trail in some areas due to studded snowmobiles riding on the paved trail. We are very concerned about this damage and the county board plans to ban studded machines from the entire trail. Unfortunately, even with a stud ban and the adjacent trail for snowmobiles, we have been informed that we will still receive damage as many snowmobile riders will not obey the signs, warnings and notices. We will join with others to ask for state legislative action to stop the damage to our community infrastructure.

Please call or e-mail Chisago County Parks Department, attention Laird Mork, if additional details are needed regarding the Sunrise Prairie Trail Construction. E-Mail address is LJmork@chisago.mnext.umn.edu

IV. *Statement of Objectives:* Timeline for completion of objectives:

Objectives	4/95	6/97	7/97	8/97	9/97	11/97
A. Planning, design and bid letting	XXXXXXXXXX					
B. Bridge and culvert installation			XXX	XXX X	XXX X	
C. Excavation of trail & parking areas		XXX	XX			
D. Trail sub-base gravel			XXXXX			
		4/97	7/97	8/97	9/97	10/97
E. Asphalt surfacing				XXXXXX		
F. Seeding					XXXXXX	

V. **Objectives Outcomes:**

A. **Planning, Design, and Construction Engineering:**

- A.1. The activity includes securing an agreement with a consulting engineer. The activity will initiate collection of data, surveying, base map preparation, design and construction documents including identification of trail placement on the corridor. Another outcome of the planning and design phase will be to process necessary environmental documentation and gain agency approvals. Bid letting and award construction contract is scheduled for early 1997.
- A.1.a. Agreement for planning and design. This outlines the understanding and agreement of responsibility for various aspects of project planning and design. This agreement will outline responsibility for each step in carrying the project through bid letting and construction.
- A.1.b. The construction documents produced will determine where and how the project construction should commence. The plan and design phase will also provide written documents needed from relevant authorities. Planning and engineering will provide the necessary detail and closer cost estimates. It has not yet been determined if the consultants will carry the project beyond bid advertisement and letting. Cost efficiencies of in-house labor for construction staking and construction inspection will be compared with costs of contracting these services.

was 63% of the project as per original cost estimates of \$800,000 with \$500,000 in ISTEA funds allocated for the project. The change in project cost will also require additional local funds as part of local match. More specific numbers will be available following the bid letting.

Following our last progress report we have experienced difficulty, in the city of North Branch, with securing the last block of right-of-way, from Maple Street to State Hwy. 95. This site was originally projected for the trail head location. The county did not receive this block as part of the right-of-way acquisition, as intended. The City of North Branch did acquire this block. Although the City of North Branch has provided Chisago County with an easement for the trail, they did require that the county move the trail head and parking area one block to the south. This plan adjustment is complete.

Mn/DOT has received data requested including sign off by all city engineers on our plan set, engineer's estimates, Special Provisions, Hydraulic Risk Assessment for Bridges, Geotechnical Reports for Bridges, Plan Review Sheets, Trunk Highway Review Comments, Watershed Permit, Protected Waters Permit, MPCA Storm Water Runoff Permit, and the Right-of-Way Certificate No. 1, as requested.

As of December 15th, it is my understanding that Mn/DOT has all necessary data and has completed their review of the Sunrise Prairie Trail plans. To date they have not provided me with a specific letting date. Although Chisago County is behind the original timeline, it is my understanding that the project will be complete in 1997 as planned.

**July 1, 1997 Work Program Update:** We are very excited here in Chisago County to see the construction of the Sunrise Prairie Trail under way. Following bid letting April 16, 1997 and a ground breaking June 7th 1997 the contractor is making good progress. Bids were opened by the Chisago County Board of Commissioners and turned over to Robb Urquhart with MN/DOT for processing and final award. Following necessary review the bid was awarded to Valley Paving, Inc. at 8800 13th Ave. E. Shakopee, MN 55379 The successful bid was \$906,702.51. The following is an updated project funding and expense outline following the bid letting. Additional cost has been covered by increasing both local share and the ISTEA funding which is now 80% of the construction cost.

Project Funding Sources:		
ISTEA 906,702 * 80%	725,361.00	
State of Minnesota/LCMR	150,000.00	
Local Foundation Fund Raiser	75,000.00	
County Parks Capital/Imp. Account	37,500.00	
1996 County Budgeted for S.P.T.	37,500.00	
1997 County Budgeted for S.P.T.	<u>30,000.00</u>	
Total		<u>1,055,361.00</u>

Projected Expense Update as of April 16, 1997		
Project Bid Costs (Valley Paving)	906,702.00	
Design Fees (Barton Aschman)	73,000.00	
Engineering & Admin. Fees (County)	7,000.00	
Construction Engineering (MN DOT)	58,936.00	
10% Contingency	<u>9,723.00</u>	
Total Cost		<u>1,055,361.00</u>

**December 31, 1997 Final Report:** Sunrise Prairie Trail Grand Opening Celebration is planned for June 6, 1998. The Sunrise Prairie Trail construction contract with Valley Paving is essentially complete. Mn/DOT has made payment to Valley Paving in the amount of \$958,000 to date which is 106% of the original contract. In the spring of 1998 we will require correction of erosion, some pavement re-striping and grouting of rip-rap which was not part of the original plan. In addition trail head amenities will be completed by the County prior to the Grand Opening.. The County has made payment for engineering, construction and related costs of \$161,000 to date.

In a project update, Dave Reinsch, Mn/DOT project supervisor, outlined additional costs. These cost totaled \$95,262 over the original contract for \$906,702. Eighty percent of this additional cost was to cover additional topsoil borrow used for the dual treadway and bituminous used to overlay an area of the trail as was required.

All major work program items are complete and the trail is in use as of the fall of 1997. Items completed include: **A.** Planning, design and construction engineering. **B.** Bridge construction over the south and west branches of the Sunrise River. All necessary culverts for county ditch crossings. **C.** Excavation and trail grading is complete. **D.** Sub-base material is in place. **E.** Bituminous surfacing for a 10' wide paved trail is complete. **F.** Top soil, seeding,

A.1.c. Budget .....\$138,936,  
Total Biennial-LCMR Budget(*cut off date N/A*) ..... \$0  
LCMR Balance.....\$0

Match

• Chisago County (=100%\*\$138.936).....\$138.938  
• ISTE A ..... \$ 0  
Match Balance N/A.....\$0

A.1.d. Timeline:

Planning and Design Products	1/95	2/95	11/96	11/96	1/97	6/97	1/97
A. Contract Signed	XXXXXX	/					
B. Begin study		XXX					
C. Design and construction documents		XXXXXXXX					
D. Environmental documents completed			XXX				
E. MN DOT and Federal Plan Approval			XXXXXXXX				
F. Bid Letting				XX			
G. Project Construction Staking						XXX	

A.1.e. **Work Program Update:** As noted in the summary, a consulting engineer has been hired. Base map summary preparation is complete. We are working on design and construction documents.

The project has gained necessary approvals from the Pollution Control Agency. Our consulting engineers are working on approvals from the Department of Natural Resources Division of Waters, the U.S. Corps of Engineers, the State Historic Preservation Office and other required agencies. The required project memorandum is complete and has been submitted to Mn/DOT in accordance with the approved highway project development process.

**July 1, 1996:** Construction plans are complete and await Mn/DOT approval, also bid letting date to be set by Mn/DOT. Their processing time is indicated to be 16 weeks. It is assumed no project staking will take place until 1997.

**January 1, 1997:** As noted in the summary, all plan and design products are complete and have been delivered to Minnesota Department of Transportation. Mn/DOT has

approved the plan set and is moving forward in the bid letting process. Project construction will commence in 1997.

**July 1, 1997:** Planning, Design phase is complete with minor plan revisions occurring in the North Branch area as construction Mn\DOT is under contract to perform construction engineering required for the project.

**December 31, 1997 Final Report:** This work is nearly complete. The contract has not been finalized as final inspections will be made in the spring of 1998. The main item of concern will be areas of erosion from the spring thaw.

## B. Title of Objective/Outcome: Bridge and Culvert Installation:

B.1. Activity: This activity moves from plan/specification to installation of bridge abutments, acquisition and installation of culverts and bridges.

B.1.a. Context within the project: This will reconnect the fragmented corridor. It is a necessary progression to the excavation of sub-grade, installation of sub-base and preparation for surfacing.

B.1.b. Methods: Will be identified through plan and design process.

B.1.c. Materials: The actual cost is unknown at this time, engineers' estimates for bridges and culverts will be available upon completion of Objective A. All of the materials under Objective B will be a permanent part of the trail.

B.1.d. Budget ..... \$203,849  
Total biennial LCMR Budget (=16%\*\$203.849) ..... \$33,227  
LCMR Balance(*funds encumbered via construction contract*) .....\$0  
Match

• Chisago County(=4%\*203.849) ..... \$8,153  
• ISTE A (=80%\*203.849) ..... \$162,469  
Match Balance(*construction complete*) .....\$0

B.1.e. Timeline

Products	1/95	4/96	6/97	8/97
A. Install culvert/galvanized			XX	
B. Install abutments and two bridges			XXXX	

B.1.f. **Work Program Update: July 1 1996** The bid letting is now estimated to take place in September, no bridge work will be completed prior to that time. The county is installing culverts as necessary in county ditches that intersect the corridor.

January 1, 1997: Necessary culvert replacement is complete. Installation of abutments and bridges will be completed as part of the construction project contract in 1997.

July 1, 1997: Bridge construction is included in the construction contract with Valley Paving. Steve Peterson with Valley Paving indicated bridge construction will begin the week of July 7th 1997.

December 31, 1997: All bridge and culvert installation is complete. Rip-rap under the bridges is being tossed in the river by children. Our intent is to replace the rock and grout it with concrete to try to keep it where it belongs.

C. Excavation of Trail/Grading

- C.1 This activity includes grading of trail treadway and parking areas.
- C.1.a. The activity will prepare the trail for placement of sub-base material.
- C.1.b. Prior to excavation the engineer will stake the grade and route establishing trail alignment as outlined by plan and design documents.
- C.1.c. Materials:
- C.1.d. Budget Estimate ..... \$140,530  
Total Biennial LCMR Budget..... \$22,906  
LCMR Balance..... \$0
- Match
  - Chisago County ..... \$5621.00
  - ISTE A ..... \$112,003
  - Match Balance(Construction complete) ..... \$0
- C.1.e. Timeline:

Products, Parking Area Excavation	4/97	5/97	6/97	8/97	10/97
A. North Branch			XXX		
B. Stacy	complete				
C. Wyoming			XXX		
Trail Sub-Grade Excavation	4/97	5/97	6/97	8/97	10/97
D. North Segment 8 Miles			XXX		
E. South Segment 7.5 Miles			XX		

- C.1.f. Work Program Update.  
January 1, 1997: Excavation will be completed in 1997.

July 1, 1997: Trail sub-grade work started the week of May 27th, 1997. Sub-grade work started on the south end of the trail. As of June 24, 1997 sub-grade work is approximately 50% complete.

December 31, 1997 Final Report: All trail grading is complete.

D. Title of Objective/Outcome: Prepare Trail Sub-Base/Aggregate

- D.1. This activity includes hauling and placing sub-base material as specified in project plans.
- D.1.a. Context within the project. The sub-base is necessary to prepare the trail for surfacing, and parking areas for use. The actual requirements will be outlined in the plan and design phase. Recycled material will be explored and used where suitable and if available.
- D.1.b. Methods: Will be identified through plan and design process.
- D.1.c. Materials: Although planning and design has not yet been completed, the following assumptions are made. Class 5 aggregate placed 4" thickness by 12' wide, or an equivalent recycled material as identified by project engineers, will be placed for sub-base.
- D.1.d. Budget ..... \$253,204  
Total Biennial LCMR Budget ..... \$41,272  
LCMR Balance ..... \$0  
Match
  - Chisago County ..... \$5,240
  - ISTE A ..... \$206,692
  - Match Balance(Construction complete ) ..... \$0
- D.1.e. Timeline

Parking Area Surfacing	4/97	5/97	6/97	8/97	10/97
A. North Branch				XXX	
B. Stacy				XXXX	
C. Wyoming				XXXX	
Trail Sub-Base	4/97	5/97	6/97	8/97	9/97
D. North Segment 8 Miles				XXXX	
E. South Segment 7.5 Miles				XXXX	

- D.1.f. Work Program Update: July 1, 1996 No additional work will take place prior to bid letting.

**January 1, 1997:** Excavation will be completed in 1997.

**July 1, 1997:** Sub-base material / Class 5 will be placed following completion of sub-grade. It appears this will take place in July. Recognizing the damage to multi-use trails by snowmobile traction products (steel studs), Chisago County has added an adjacent ten foot wide turf trail. This area will be used by the snowmobiles. The bulk of the additional cost is for topsoil dressing as the adjacent trail will be seeded and maintained for other uses during spring summer and fall. Engineering has called for four inches of top soil running the entire length of the trail. The cost of this as per bid by Valley Paving adds an additional \$105,579 to the project. The hope is that it will allow an alternative to snowmobiles on the paving and extend the life of the hard surface trail.

**December 31, 1997 Final Report:** All work in this area is complete. Mn/DOT has indicated that material over-run on topsoil borrow in the amount of 5,155 q.y. will add project cost in this area.

E. **Title of Objective/Outcome:** Asphalt surface on trail and parking area entry roads.

- E.1. Activity: This includes placement of a three-meter wide asphalt surface on the trail treadway.
- E.1.a. Context within the project: This is the recommended surfacing material to provide accessibility for the greatest variety of uses and users.
- E.1.b. Methods: Will be determined through plan and design process.
- E.1.c. Materials:
- E.1.d. Budget .....\$226,083  
Budget Item .....226,083  
Budget Contingency..... \$0  
Total Biennial LCMR Budget..... \$39,054  
LCMR Balance..... \$0  
Match  
• Chisago County ..... \$9,043  
• ISTE A .....\$180,189  
Match Balance(*construction complete*) ..... \$0
- E.1.e. Timeline:

Products, Parking Area Entry Road Asphalt	7/96	7/97	8/97	10/96
A. North Branch	XXXX			
B. Stacy	XXXX			
C. Wyoming	XXXX			
Trail Paving	8/97	8/97	9/97	
D. North Segment 7.5 Miles	XXXXXXXXXX			
E. South Segment 7.5 Miles	XXXXXXX			

E.1.f. Work Program Update: **July 1, 1996** It appears no paving will be completed in 1996.

**January 1, 1997:** Asphalt to be completed in 1997 exact date not yet identified.

**July 1,1997:** Paving will follow placement of sub-base material. Time line looks like late July or August.

December 31, 1997 Final Report: The entire trail is paved including all parking area intry roads and parking lots. Some deficientcy in sub-soil load bearing capacity created a need to overlay one mile at our expense. Use of poor sub-base material created a need to overlay one mile at contractors expense. All overlays are complete.

F. **Title of Objective/Outcome:** Erosion Control

- F.1. Activity: Seed, mulch, fertilizer, top soil application.
- F.1.a. Context within project. There will be some excavation to reshape the trial surface. Also excavation to create the required recovery zone. There are several water crossings where bridge or culvert installation will occur. The erosion control will include measures to protect or mitigate impact of the construction and stabilize soils following construction.
- F.1.b. Methods: Will be outlined in plan documents. A combination of silt fence, seeding, and mulch application.
- F.1.c. Materials: Seeding, mulch, fertilizer, top soil.  
114,800 S.Y. @ .20 S.Y. = \$22,960.
- F.1.d. Budget ..... \$44,192  
Total Biennial LCMR Budget ..... \$7,203  
LCMR Balance .....\$0  
Match  
• Chisago County ..... \$1,767  
• ISTE A ..... \$35,222  
Match Balance(*construction complete*) .....\$0

F.1.e. **Work Program Update: July 1, 1997:** Some of the erosion control has been installed. The seeding will follow construction. We would expect the seeding will be complete in September. This objective includes the cost for grass seed, mulch, disk anchoring, wood fiber, blankets, and fertilizer.

**December 31, 1997 Final Report:** All top soil application, seeding, fertilizer, mulching, is complete, however, it may require some follow-up in the spring.

G. **Title of Objective/Outcome:** Parking Areas.

- G.1. Activity: Common excavation of areas:
- a. Surface with Aggregate Class 5
  - b. Install drop curb
  - c. Surface approach with asphalt
  - d. Install curb stops
- G.1.a. Context within the project. Provide trail users with a parking area.
- G.1.b. Methods: Contract.
- G.1.c. Materials: Class 5 lots, asphalt entry.
- G.1.d. Budget: .....\$10,505  
 Total Biennial LCMR Budget.....\$1712  
 LCMR Balance.....\$0  
 Match  
 • Chisago County .....\$420  
 • ISTE A .....\$8,373  
 Match Balance( *construction complete*) .....0
- G.1.e. **Work Program Update: July 1, 1997** The engineers did not include curb stops/auto barriers in the plan set and therefore, they are not part of the contract. Paving of the parking lots was included and is part of the contract.

**December 31,1997 Final Report:** Drop curbs and surfacing of entry roads is complete. The original plan was to leave parking area surfaced with class 5 aggregate, however, all parking lots were paved as part of the contract. Curb stops were omitted from the contract.

H. **Title of Objective/Outcome:** Site work/amenities.

- H.1. Activity: Install amenities including picnic tables, benches and information Kiosks in North Branch, Stacy and Wyoming.
- H.1.a. Context within the project. Rest areas will provide for bicycle parking, benches and tables for picnicking. Information Kiosks will provide users with information regarding their location and will identify relationship to other support facilities and points of interest along the trail. Landscaping and amenities provided in each of the cities will be limited by available funding slated for Phase One development. The primary goal of Phase One development is to bridge and pave the trail. Elaborate enhancements

identified by landscape architects in the planning and design may require a Two-Phase approach depending on actual costs incurred in trail construction.

- H.1.b. Methods: Parks department staff will install benches, tables, and Information Kiosks.
- H.1.c. Materials: Nine tables, nine benches and three Information Kiosks will be provided.
- H.1.d. Budget .....\$28,377  
 Total Biennial LCMR Budget .....\$4,625  
 LCMR Balance .....\$0  
 Match  
 • Chisago County .....\$1,135  
 • ISTE A .....\$22,617  
 Match Balance(*construction not part of contract*) .....\$0

H.1.e. Timeline:

Products, Rest Area Landscaping & Amenities	7/97	8/97	9/97	10/96
A. North Branch			XXXX	
B. Stacy				
C. Wyoming			XXXX	
Prairie Restoration		6/97	7/97	8/97
D. North Segment 8 Miles		XXXXX	XXXXX	
E. South Segment 7.5 Miles			XXXXX	

- H.1.f. **Work Program Update: January 1,1997** The Sunrise Prairie Trail Head sign to be posted in each city has been designed and will be constructed in January and February to be set on site following excavation.

**July 1, 1997:** These items will follow general trail construction later in September or early October. Items included under this area now include pedestrian curb ramp, traffic barriers, traffic control, sign panels, sign posts, and pavement marking. Tables, benches and information kiosks were not covered in the construction contract. These items will be completed by Chisago County with assistance from the Parks and Trails Foundation.

**December 31, 1997 Final Report:** Landscape grading is complete in the rest areas. County park employees will install tables, benches and miscellaneous amenities in the spring. A local master gardeners group will be planting trees utilizing funding from the Minnesota Re-Leaf program. Parks and Trails Foundation members will erect the trail head signs which are complete and ready to go.

- I. **Title of Objective/Outcome:** Project management/construction management and clerical support.
- I.1. Activity: Management of construction process including processing necessary agreements, documentation and work with consultants, contractors, responsible governmental units and funding agencies to see project through completion.
- I.1.a. Context within the project: Complete necessary correspondence to keep project moving forward according to work program.
- I.1.b. Methods:
- I.1.c. Materials:
- I.1.d. Budget ..... \$9,685
- Total Biennial LCMR Budget..... \$0
- LCMR Balance..... \$0
- Match
- Chisago County ..... \$9,685
- ISTE A ..... \$0
- Match Balance..... \$0
- I.1.e. **December 31, 1997 Final Report:** All management costs were provided by Chisago County. No State or Federal funding compensation was recognized for time committed.

- VI. **Evaluation:** Results may be evaluated by observation and surveying trail users. Questions that will be answered through observation and survey include:
- A. Is there an increase in bicycle travel as a mode of travel within the county?
- B. Trail users may be surveyed as to the nature of their use. i.e. going to work, going to school, going to the park, visiting a friend, personal fitness, stress release, or simply to enjoy life or use of the trail.
- C. Are Chisago County residents, as well as visitors, utilizing the trial to increase recreational opportunities?
- D. A survey may be distributed to adjacent businesses of service orientation to determine economic impacts of trail users.
- E. Impacts on physical and/or mental health of the trail users might be done by survey and self-evaluation of individual fitness prior to and after trail use.

- VII. Context within the field: The Sunrise Prairie Trail Project is the backbone of the county's trails plan recently adopted by the Chisago County Commissioners.

This trail is the main north/south trail which will tie into Washington County trails. The Sunrise Prairie Trail will set up a potential future opportunity to continue north making a connection to the Willard Munger Trail and providing an opportunity to connect the Twin Cities, and Duluth. The Sunrise Prairie Trail parallels Interstate 35, where the county has experienced a 50% to 60% population growth during past census period. A secondary route identified in the county trails plan is a east west route. This would provide trail users a safe route between the Sunrise Prairie Trail and the Scenic St. Croix River Valley. The east west route would tie in with Interstate and Wild River State Parks and the State of Wisconsin.

- VIII. Budget Context: Moneys allocated toward this project includes \$25,000 dollars by Chisago County for property acquisition, and an estimated \$8,000 to \$10,000 in administrative, attorneys, and survey costs. A Citizens Organization known as the Bike Path Task Force received a \$9,000 grant from the Central Minnesota Initiative Fund. The Task Force has used these dollars to promote trail development in Chisago County and specifically to increase public awareness and support for the Sunrise Prairie Trail.

- IX. Dissemination: The public will be informed in a number of ways when the trail is finished. First a grand opening ceremony will commemorate the opening. We expect publicity by local news papers and perhaps radio stations as well.

If there is not adequate coverage we use will use news releases. In addition the quarterly Parks and Trails Foundation News Letter will carry the news. Beyond that we will tie in with travel and tourism promotional media for our area.

- X. Time: The job will exceed two years due to the seasonal nature of the construction, but will be completed within the allocated time.

- XI. Cooperation: The project is the product of many cooperating groups. The Chisago County Board of Commissioners has committed local funding to the project. The Federal Government is committing funding through the ISTE A Program, the State through the LCMR. Citizen groups in Chisago County are working with the Parks and Trails Foundation to raise half of the local match. The public works department is managing dollars from Minnesota Department of Transportation through the county's state aid account for the project in addition to providing engineering and other expertise in navigating state and federal transportation project documentation. The County Department of Administration/Parks Division is managing the project. In addition, the Bike Path Task Force has formed a group to work on collection of prairie seed for the project. This group is working with area scouts on education of prairie plant identification and harvest to re-establish prairie along the trail corridor.

- XII. Reporting Requirements: Semi-annual Six-Month work program update reports will be submitted no later than January 1, 1996, July 1, 1996, January 1, 1997, July 1, 1997, and a final Six-Month work program update and final report by December 31, 1997.