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| <b>Project #</b> |  |
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## LOCAL TRAIL CONNECTIONS PROGRAM

### 2011 APPLICATION REVISED SOLICITATION



Before completing this application read the program manual that contains instructions on completing this form.

*Type all responses within the boxes associated with each question.  
Handwritten applications will not be accepted.  
DO NOT change the format of this document.*

#### GENERAL CONTACT INFORMATION:

|    |   |                             |
|----|---|-----------------------------|
| 1. | Grant Applicant<br>(Unit of Government required): | <b>City of Ramsey</b>       |
| 2. | Contact Person:                                   | Mark Riverblood             |
| 3. | Contact Title:                                    | Parks Supervisor            |
| 4. | Mailing Address:                                  |                             |
|    | Building Name (if applicable):                    |                             |
|    | Street:   | 7550 Sunwood Drive NW       |
|    | City, State Zip:                                  | Ramsey, MN 55303            |
| 5. | Daytime Phone:                                    | 763-238-1733                |
| 6. | Fax Number:                                       | 763-427-5543                |
| 7. | E-mail Address:                                   | mriverblood@ci.ramsey.mn.us |
| 8. | Website (if available):                           | www.ci.ramsey.mn.us         |

#### TRAIL CLUB OR ORGANIZATION/PROJECT PARTNER (If applicable):

|     |                                |  |
|-----|--------------------------------|--|
| 9.  | Contact Person and Title:      |  |
| 10. | Organization/Club Name:        |  |
| 11. | Mailing Address                |  |
|     | Building Name (if applicable): |  |
|     | Street:                        |  |
|     | City, State Zip:               |  |
| 12. | Daytime Phone:                 |  |
| 13. | Fax Number:                    |  |
| 14. | E-mail Address:                |  |
| 15. | Website (if available):        |  |

**LOCATION OF PROJECT:**

|     |                                     |                  |
|-----|-------------------------------------|------------------|
| 16. | County Project is located in:       | Anoka            |
| 17. | State Legislative (House) District: | 48B              |
| 18. | Legislative House Representative:   | Jim Abeler       |
| 19. | State Senate Representative:        | Mike Jungbauer   |
| 20. | Congressional District:             | 6                |
| 21. | Congressional Representative:       | Michele Bachmann |

**GENERAL PROJECT INFORMATION:**

|     |  |                                    |                          |                 |
|-----|--|------------------------------------|--------------------------|-----------------|
| 22. | Project Title:   | Central Park to Alpine Drive Trail |                          |                 |
| 23. | Total Project Cost:  | \$279,150                          |                          |                 |
| 24. | Amount Requested:  | <b>\$100,000</b>                   |                          |                 |
| 25. | Local Match:   | \$179,150                          |                          |                 |
| 26. | Source of Local Match:   | Trail Fund                         |                          |                 |
| 27. | Has the local match been secured?<br>(mark one)  | X                                  | YES                      | NO              |
| 28. | Will other non-local funds be used<br>for this project? (mark one)   |                                    | YES                      | X NO            |
|     | If yes, give amount:   |                                    |                          |                 |
| 29. | What is the source of the non-<br>local funds?   |                                    |                          |                 |
| 30. | Have the non-local funds been<br>secured? (mark one)   |                                    | YES                      | NO              |
| 31. | If this project has received federal funding through the<br>Enhancements Program, please indicate which year your<br>organization is programmed for construction? ( <i>please include<br/>a copy of the award notification as attachment "G"</i> ) |                                    | FFY:                     |                 |
| 32. | If this project is for a new trail<br>development, please indicate<br>estimated length:  | Feet (if less<br>than ½<br>mile):  | Miles:                   | 1.2             |
| 33. | Below, indicate which primary and secondary recreation uses will directly benefit from the<br>proposed project:  |                                    |                          |                 |
|     | Primary Use  | Secondary Use                      |                          |                 |
|     | X  |                                    | Walking/Hiking           |                 |
|     | X  |                                    | Bicycling                |                 |
|     |  |                                    | Mountain Bicycling       |                 |
|     |  |                                    | Horseback Riding         |                 |
|     |  |                                    | Cross-Country Skiing     |                 |
|     | X  |                                    | In-Line Skating          |                 |
|     |  |                                    | Snowmobiling             |                 |
|     |  |                                    | ATV Riding               |                 |
|     |  |                                    | Off-Highway Motorcycling |                 |
|     |  |                                    | 4 X 4 Trucking           |                 |
|     | X  |                                    | Other (specify):         | Jogging/Running |

## QUALIFYING REQUIREMENTS

All applications must address each of the following five qualifying requirements.

*Failure to provide information on each of the requirements will result in the disqualification of the application.*

**Please complete each section as outlined in the instructions.**

|  |                             |
|--|-----------------------------|
| 34.  | <b>Project Description:</b> |
| <p>The City of Ramsey is seeking funding to construct a new 1.2 mile multi-use trail along the eastern side of County Road 83/Armstrong Boulevard from Central Park/161<sup>st</sup> Avenue to Alpine Drive. This proposed trail project is the second phase of a plan to complete a multi-use trail along County Road 83/Armstrong Boulevard from County Road 116/Bunker Lake Boulevard to the Trott Brook Greenway/167<sup>th</sup> Lane.</p> <p>The City has recently (2011) constructed the ‘phase one’ trail from County Road 116/Bunker Lake Boulevard to Alpine Drive, and westerly along Alpine Drive to the Lake Itasca Trail at the lake in the southwest portion of the city. Securing grant funding for phase two will allow the City to better serve the community by providing access to Central Park, the city’s pedestrian oriented walkable ‘downtown’ (known as the COR, or Center of Ramsey) and expand the number of residents who are served by the trail by connecting the adjoin neighborhoods. The third phase of the project will continue the trail north from Central Park/161<sup>st</sup> Avenue to the Trott Brook Greenway/167<sup>th</sup> Lane, which is the northern terminus and connection to the Lake Itasca Trail.</p> <p>The City’s Parks, Recreation &amp; Open Space Plan is based upon the National Recreation and Park Association Standards, which calls for trails to be located so that they connect important community features. This trail segment is needed to help create a loop trail in the western portion of the community that connects several important community features, including the COR, Trott Brook Greenway, and two community parks: Central Park and Lake Itasca Park. When this trail project is completed and opened to public use in Spring 2013, it will connect to the County Road 83/Armstrong Boulevard trail south of Alpine Drive (mentioned above), which connects to the existing trail along County Road 116/Bunker Lake Boulevard and the COR, with the Northstar Commuter rail station fully funded for 2012 construction.</p> <p>Ramsey has made wise investments in trails over the past 15+ years and public demand for trails continues to grow. The City recently completed community surveys that found an ever-increasing interest in trail usage. This desire was also expressed strongly at the community meetings that occurred in 2007 and 2008 as part of the City’s 2030 Comprehensive Plan update process.</p> |                             |

**35. Costs Associated with the Project:**

The construction of the trail identified as part of this grant will cost \$279,150. The City's match will be provided through the City's Trail Fund, which are monies previously collected from developers. These funds will be budgeted for in 2011 and available in 2012. The projected breakdown of costs include:

|                             |                   |
|-----------------------------|-------------------|
| Mobilization and Surveying  | \$ 36,700         |
| Clearing and Grubbing       | \$ 2,250          |
| Earthwork                   | \$ 45,000         |
| Utilities                   | \$ 4,500          |
| Trail Construction          | \$ 132,400        |
| Signage and Striping        | \$ 18,900         |
| Restoration and Landscaping | \$ 3,000          |
| Contingency                 | \$ 36,400         |
| <b>Total</b>                | <b>\$ 279,150</b> |

It is estimated that the five-year operations and maintenance costs for this project will be \$5,200 a year. Day-to-day operational needs include litter and graffiti removal and trail surface cleaning (snow or debris). Long-term maintenance costs will include seal coating, crack filling and resurfacing. The funds for operations and maintenance costs will be from the City's Park Maintenance Budget 452.

**36. Project Timeline:**

The City will be able to complete construction by Spring 2013 based on the following timeline:

- Detail design and engineering – Winter 2012
- Clearing and site preparation — Summer 2012
- Trail construction — Fall 2012/Spring 2013
- Landscaping and restoration — Spring 2013
- Open for public use — Spring 2013

**37. Project Readiness:**

This trail project can be undertaken as soon as funding is secured. The trail was identified on the City's Master Park & Trail Plan, which was adopted as part of the updated 2030 Comprehensive Plan. Preliminary engineering has been completed to determine the preferred trail alignment along the eastern side of County Road 83/Armstrong Boulevard. No land acquisition is necessary since the trail will be constructed within the public road right-of-way. The City constructed a trail from County Road 116/Bunker Lake Boulevard north to Alpine Drive in 2011, as well as trails west on Alpine, and further west on Puma Street. Securing this grant will allow the City to advance their plans for the trail's second phase and begin construction of the Central park connection.

As demonstrated by the attached letter of support, the Anoka County Highway Department has preliminarily approved the proposed alignment and use of the public right-of-way with a request that the trail be located as far from the constructed road surface as possible. No additional approvals are needed for the construction of this trail project. Detailed design and engineering will begin this winter in order that clearing and site preparation can occur in Summer 2012. Trail construction would occur over two construction seasons – Fall 2012 and Spring 2013 – with landscaping and restoration work completed in Spring 2013. It is anticipated that the trail will be open for public use in Spring 2013.

**38. Year Round Trail Usage:**

The City of Ramsey maintains its loop trail system, as well as other popular trails, for year-round usage by walkers, runners/joggers, bicyclists, and inline skaters. During the spring, summer and fall, routine maintenance and cleaning is performed to ensure safety. In the winter, trails are plowed to allow users a safe surface for their chosen mode of transportation. Depending on weather conditions, plowing of trails usually begins as soon as practicable after plowing of streets is completed. Since this trail would be part of the City’s loop trail system, the City would maintain it for year-round usage.

**EVALUATION CRITERIA**

All applicants must address each of the following seven evaluation criteria that are listed, and in the order that they are presented below. *Failure to provide information on each of the criterion will result in the disqualification of the application.*

**39. Site and Project Quality:**

The proposed Central Park to Alpine Drive Trail along County Road 83/Armstrong Boulevard will provide a separated multi-use trail on the eastern side of this busy County roadway. The average annual daily traffic (AADT) on County Road 83/Armstrong Boulevard, north of Alpine Drive, is 4,800 vehicles and forecasted to increase to approximately 18,000 AADT by 2030.

The City has placed a priority on constructing trails on this corridor as it will ensure a safe and convenient trail that is a critical connection between several important community destinations, including the community’s COR (formerly known as Ramsey Town Center), the Northstar Commuter Rail line (2012 construction), Mississippi West Regional Park, the Mississippi River Regional Trail, the Central Anoka County Regional Trail (County Road 116/Bunker Lake Boulevard), Central Park, the Trott Brook Greenway, and Lake Itasca Park. This proposed trail segment will also provide a critical connection needed to create a loop trail system in the western portion of the community that connects these important community features.

This proposed trail will travel through an entirely residential area, although the actual trail will be constructed entirely within the public road right-of-way. Since most of the adjoining residential properties do not front onto County Road 83/Armstrong Boulevard, the proposed trail will not cross many private driveways, which will also make it a safer trail and result in less impact on adjoining landowners.

**40. Accessibility:**

The City is committed to providing for accessibility for users of all ages and abilities consistent with the Americans with Disabilities Act (ADA). This trail will be designed in accordance with ADA guidelines and the MN/DOT Bicycle Facility Design Manual.

**41. Public Need for and Benefit of Project:**

The City of Ramsey has a goal of developing a system of safe trails throughout the community as part of its Parks, Recreation & Open Space Plan. This plan is a chapter of the City's 2030 Comprehensive Plan, which was recently updated and adopted by the City Council. The City has placed a priority on providing a loop trail system that knits all of its parks and natural resource areas together, while providing a desirable recreational resource unto itself for walkers, joggers/runners, bicyclists, and inline skaters. As traffic levels increase within urbanizing areas, trail development is a significant element of park planning as a means of providing safe and convenient connections between residential areas and places to work, shop, and recreate.

Since County Road 83/Armstrong Boulevard is the only north-south arterial roadway in the western portion of the community and, likewise, the primary planned north-south trail route, this trail segment is a critical need for enabling walkers, joggers/runners, bicyclists, and inline skaters safe access to the community's loop trail system and nearby community destinations. The City was able to construct the trail segment from Bunker Lake Boulevard/County Road 116 to Alpine Drive in 2011. 'Phase one' was a priority due to recent land development in the vicinity, which also provided the funding as a part of that development (south of Alpine Drive). The City desires to parlay that investment to extend the trail up to Central Park, a 45 acre community park with athletic fields, restrooms and a drinking fountain. This also maintains the momentum of trail development and avoids users' frustration with an incomplete system.

This trail is an important link in connecting residents to the 400-acre, mixed use COR (formerly known as Ramsey Town Center). The COR is a pedestrian orientated development that will have a mix of residential, commercial, park and public uses. Currently the site contains the Ramsey Municipal Center (with Anoka County's motor vehicle licensing center) and a commercial/retail center, as well as significant numbers of townhomes – all of which have sidewalks connecting to the existing trails within the COR. The site is also the location of a VA Medical Clinic and 2012 Northstar Commuter Rail station mentioned above. Once the trail is in place residents will be able to patronize businesses and services in the COR on foot or bicycle. Further, connecting residents to retail destinations generates economic activity, which in turn builds supports for additional trails, which provides increased connectivity – which thereby provides more utility and users.

The proposed Central Park to Alpine Drive Trail along County Road 83/Armstrong Boulevard fills in a critical gap in the community's loop trail system and provides a much safer option for non-motorized travel along this increasingly busy County roadway. Currently trail users must

travel along the shoulder of County Road 83/Armstrong Boulevard. With annual average daily traffic (AADT) volumes forecasted to increase significantly from 4,800 to approximately 18,000 vehicles, non-motorized travel along this roadway will continue to be intimidating and dangerous. The proposed trail will eliminate these safety concerns, as well as provide the north-south connectivity the community is currently lacking in its loop trail system. This proposed trail will connect directly to Central Park, which is a 45-acre community park with athletic fields, restrooms, and a drinking fountain. This proposed trail segment is the second phase of a plan to complete a trail along County Road 83/Armstrong Boulevard from County Road 116/Bunker Lake Boulevard to the Trott Brook Greenway/167<sup>th</sup> Lane. Phase three of the project will continue north from Central Park/161<sup>st</sup> Avenue to the Trott Brook Greenway/167<sup>th</sup> Lane.

In addition, this proposed trail segment will contribute to creating better trail connections to the site of the annual Game Fair at Armstrong Kennels Ranch, which is located just west of County Road 83/Armstrong Boulevard on 161<sup>st</sup> Avenue. Game Fair is the nation's largest outdoor, pre-hunting, family participation event. It is held annually over two weekends each August and attracts approximately 50,000 attendees. As much of the parking for this event is accommodated off-site nearby, and at Central Park, this trail segment will significantly improve safety and mobility in the area during the event as motorized and non-motorized transportation would now be separated. Additionally, Anoka County has authorized a crosswalk at the intersection of 161<sup>st</sup> and Co. Rd. #83 where this proposed trail would connect to; and will be completed in the fall of 2011.

**42. Community Commitment to Trail Use:**

The City's Master Park & Trail Plan identifies the importance of providing facilities and amenities to support trail users. Users of the proposed County Road 83/Armstrong Boulevard will be able to access restrooms, parking and a drinking fountain at Central Park, located at the northern end of the proposed trail.

Every June, the City of Ramsey sponsors a two-day, daytime Kids Safety Camp for 180 second and third graders (2010-11 school year). The goal of safety camp is to teach children how to prevent themselves from becoming victims of unintentional injuries such as when they are on bicycles. The Ramsey Police Department and Safe Kids Anoka County also facilitate bike helmet sales and fittings (for both kids and adults, including helmets that residents already own, at no charge).

Every September, the City of Ramsey facilitates the 15K Family Bike Tour for residents to explore the many parks and trails that Ramsey has to offer in a safe and fun environment. Participants are led by tour leaders and Ramsey Police Officers as they make their way from stop to stop on a clearly marked path through Ramsey.

Ramsey has made wise investments in trails over the past 15+ years and public demand for trails continues to grow. The City recently completed community surveys that found an ever-increasing interest in trail usage. This desire was also expressed strongly at the community meetings that occurred in 2007 and 2008 as part of the City's 2030 Comprehensive Plan update process.

|   |   |
|---|---|
| <b>43.</b>  | <b>Impact on Adjoining Landowners in the Vicinity of the Project:</b> |
| <p>The planned trail will be constructed entirely within the public road right-of-way owned by the County. All of the existing and planned land uses in this area of County Road 83/Armstrong Boulevard are residential. Landowners who seek to use the City’s loop trail system, including non-motorized access to the nearby COR (with retail destinations) to the south and Central Park to the north, will now have a means of safely and easily accessing it. Landowners will also see a reduction in the number of conflicts between motorized and non-motorized transportation with the construction of a separated trail which moves users off of the road shoulder and prevents the need for crossing the busy County roadway.</p> <p>For adjoining landowners who do not value improved trail access, the planned trail will not likely have much impact. The trail will be constructed entirely within the public road right-of-way owned by the County. Since most of the adjoining residential properties do not actually front onto County Road 83/Armstrong Boulevard, the planned trail will not cross many private driveways and will be located primarily along the side property lines of existing residences.</p> |   |

|   |   |
|---|---|
| <b>44.</b>  | <b>Attention to the Potential Environmental Impact of the Project and Efforts to Avoid or Mitigate Adverse Effects:</b> |
| <p>The City of Ramsey’s 2030 Comprehensive Plan, which was recently updated, includes an Environmental Protection/Resource Management Chapter. In 2007, the City completed a Natural Resources Inventory (NRI) that collected and evaluated information on the community’s natural resources, as well as identifying potential strategies for protecting these natural resources. This planned trail is not located in an identified natural resource protection area. Trail design will be carefully considered in conjunction with the Anoka County Transportation Department and the Lower Rum River Watershed Management Organization.</p> <p>The City’s Environmental Protection/Resource Management Chapter specifically identifies as one of its policies that the use and protection of native species for private and public development should be promoted by the City. Trail construction will include landscaping that incorporates plants native to Minnesota. Erosion control best practices will be used to minimize any impacts on nearby wetlands.</p> |   |

|  |                      |
|--|----------------------|
| <b>45.</b>   | <b>Connectivity:</b> |
| <p>The construction of this proposed Central Park to Alpine Drive Trail along County Road 83/Armstrong Boulevard will complete a trail connection between trails to the south and Central Park to the north. It will build off the Bunker Lake Boulevard/County Road 116 trail that was extended north to Alpine Drive in 2011. This trail will provide a critical non-motorized connection to important community destinations to the south, including the community’s pedestrian oriented development, the 2012 rail station for the Northstar Commuter Rail line, Mississippi West Regional Park, the Mississippi River Regional Trail, and the Central Anoka</p> |                      |

County Regional Trail (County Road 116/Bunker Lake Boulevard). To the north, this trail will provide a critical non-motorized connection to Central Park, a 45 acre community park.

When the final phase is constructed, the trail will extend to the Trott Brook Greenway, a natural greenway corridor that spans east-west across the entire community. Segments of this greenway have already been completed. In addition to its natural significance, Trott Brook Greenway also has historic significance with a historic cemetery above the brook's floodplain near Trunk Highway 47.

To the west, this trail will connect to the trail along Alpine Drive and the Puma Street trail, to the south, County Road 116/Bunker Lake Boulevard. Consistent with the community's goal to create a loop trail system throughout the community, this proposed trail is a critical connection for creating a loop trail in the western portion of the community (with 'sub-loop's at the neighborhood level) that connects several important community features, including the COR, the Trott Brook Greenway, and two community parks: Central Park and Lake Itasca Park.

## ATTACHMENT CHECKLIST

| <b>Required Attachments (All attachments MUST be 8 ½ by 11 ONLY)</b> |  |
|--|--|
| X  | Attachment A – Required Certifications                 |
| X  | Attachment B – Resolution Supporting Application       |
| X  | Attachment C – Letters of Support                      |
| X  | Attachment D – Project Location Map (8 ½ X 11 ONLY)    |
| X  | Attachment E – Site Level Map (8 ½ X 11 ONLY)          |
| <b>Additional Attachments (if applicable)</b>                        |  |
| NA   | Attachment F – Transportation Enhancement Award Letter |
| X  | Attachment G – Neighborhood Context                    |

**APPLICATION DUE DATE: Received or postmarked by Monday, October, 2011.**

**Send 6 copies of the application with attachments to the following address:**

Traci Vibo, Grant Coordinator  
Department of Natural Resources  
Division of Parks and Trails  
500 Lafayette Road, Box 52  
St. Paul, MN 55155-4052  
Phone: (651) 259-5619