



General

This section provides the basic information about the park or trail and the organizations responsible for it.

Park/Trail ID # 15-027D	Funding Application 18-017F	Park/Trail Name Cannon Valley Trail
Last Update July 09, 2018		
Project Name Service Delivery Improvements – Signs and Vault Toilets	District 6	Existing Acres or Miles 20

Project Description

Project Description - Summary This two-part project is to address significant service delivery deficiencies on the Cannon Valley Trail (CVT) as determined by the 2017 CVT Comprehensive Plan Update (Plan Update). The two elements are: Part I: Comprehensive Sign Improvement This element is to improve the trail visitor experience through the development and implementation of comprehensive signage. Specifically, the project will accomplish final sign design, reduce way finding confusion by providing clarity to connecting trails, basic services, significant community amenities; promote economic and cultural interaction with the host communities; address shortcomings in safety/regulatory messaging; invigorate the CVT ‘brand’; and replace deteriorated signs. Part II: Vault Toilet Installation - 2 This element is to provide vault toilets at two remote locations presently served by portable units. The units will provide a substantial improvement of service highly desired by trail visitors as documented in the Plan Update. To reduce costs, the toilets will be closely modeled after successful pre-fab units that industry provides.

Project Description – Detail Part I: Comprehensive Sign Improvement With significant public input, the Plan Update identified numerous and critical issues, omissions and deficiencies with the existing sign system that cumulatively diminish the potential for a higher quality experience. This project has five components: • Final Sign Design: To effectively accomplish the project • Way Finding Improvements: Finding accesses, trail connections, basic services • Safety: Address known issues • Deteriorated Signs: Replace so sign system remains effective • Hub: Construct a kiosk at one location to best allow for the presentation of detailed information on trail connections and interpretation/education of significant nearby natural resources available for public exploration.

Part II: Vault Toilet Installation - 2 Two vault toilets are proposed – one each at the Anderson Rest Area (four miles from Cannon Falls) and the Cannon Bottom Road Access (rural Red Wing). The project includes final design, site preparation and restoration and construction costs. Both locations are remote, have no access to city water or sanitary sewer services, and are in locations with severe restraints such as topography or flooding. Fully modern restrooms are not feasible and well-designed vault toilets are the preferred option. Vault toilets provide a significant ‘step up’ in service from portable toilets and are only about 15% of the cost of a modern restroom. These buildings will also serve as storm shelters. The final design phase will use commercial prefab units as design models, to provide the most economical approach reasonably possible. The design is to reflect CVT overall development theme (railroad image) and criteria for durability, and function. Analysis done for the Plan Update indicated that single unisex stall units will meet the need. Maintenance of the toilets will be a responsibility of CVT staff. Direction Provided by the 2017 Cannon Valley Trail Comprehensive Plan

Update Part I: Comprehensive Sign Improvement Final Sign Design The CVT Sign Plan was last updated in the 1990's and does not adequately address the complex way finding issues for a multitude of situations; developments in new sign materials and techniques (e.g. composites, vandal resistance), and some safety concerns and other issues. The original trail development and Sign Plan had a physical image, or 'brand', of a historic railroad theme which has been well received. Over the years there has been drift regarding the allegiance to this image. The project includes final sign design to:

- Reinvigorate the brand and create a memorable image
- Provide effective solutions
- Be functional to users of all abilities
- Improve marking for the better provision of emergency services
- Add roofed kiosk at Mile 6.2 (midpoint between Cannon Falls and Welch)

Way Finding Way finding confusion has multiple origins, including new connecting trails, ineffective and deteriorated signs and inconsistent style and installation. Some users report becoming confused or lost. The project will address:

Finding Accesses -Wayfinding confusion begins with the public trying to find the CVT accesses, especially at the Cannon Falls Downtown Access. Many visitors report not understanding that using this access allows them to conveniently get to CVT and now the Mill Towns State Trail. This project will seek to remedy this shortcoming beginning with more effective access identification signs.

Trail Connections – The Plan Update emphasizes the strategic location of CVT regarding trail connectivity. Currently there are five significant trail connections, provided by other agencies, that connect to CVT and about 20 other connections in the planning stages, but the public does not understand these options for additional recreational experience. The complexity of communicating these opportunities is growing annually. Public comment identified opportunity to increase a visitor's interaction with the host communities but there are impediments including not understanding the opportunities, difficulty in finding up to date information and lack of way finding signage. A comprehensive sign solution is required to improve the diversity and quality of the experience. The emphasis for implementation will be:

- Cannon Falls: A comprehensive solution will be implemented to address the complex way finding issues in Cannon Falls involving the now connected Mill Towns State Trail, City Trail and CVT. The City of Cannon Falls will designate a 'through' trail route and this project will replace the temporary emergency signage provided with permanent solutions.
- Red Wing: CVT seamlessly links to City Trail but the public is unaware of the three directions they can go – each with a distinctly different experience. A comprehensive solution will be implemented to address the way finding issues from the end of CVT at the Old West Main Access and along the existing City Riverfront Trail to a nearby road/trail junction where users need to make key decisions.
- Trail Connections (other than at each end): The final sign design process will identify sign solutions and at least one of the existing trail connections will be signed with the new system as a pilot program to measure effectiveness.
- Basic Services/Missed Opportunities – CVT experience is surprisingly wild and remote which is treasured by most visitors. However, this presents challenges when users are looking for off-trail destinations such as restaurants, commercial centers, historic sites, other parks with amenities etc. Furthermore, there is interest in increasing the economic interaction between visitors and the host communities. It is necessary to improve communication of the off-trail destinations.
- Nearby Destinations: The final sign design process will identify solutions and at least one nearby popular private and public destination and/or area will be signed with the new system as a pilot program to measure effectiveness.

Safety While public comment indicated that visitors generally feel safe, there is room for improvement, especially regarding the provision of emergency services. Often visitors do not know exactly where they are and have trouble directing emergency service providers. The emphasis for implementation will be:

- Way Finding - Visitors get lost and end up in locations less safe for bicycling, especially if children are involved. The public expects clarity on where to go and the safest options.
- o The wayfinding improvements described above will substantially address this issue
- Regulatory/Safety - Existing signs do not adequately address all the challenges, especially regarding delivering emergency services.
- o The messages and delivery of this information via signs will be improved through better design and placement
- o The final design process will have an emphasis on road intersection identification as that is are critical to providing effective emergency services

Deteriorated Existing Sign Replacement Many existing signs were installed in the late 1980's and early 90's. They are beyond their useful life and need replacement. The emphasis for implementation will be:

- Numerous new signs will be installed with a priority on replacing the most degraded or ineffective existing signs first. These signs include, identifying locations (creeks, road crossings, accesses, etc.), intersection traffic control, regulatory/safety/general information.

Hub for Enhanced Experience At Mile 6.2 CVT is surrounded by publicly owned land managed by the Minnesota Department of Natural Resources, including a scientific and natural area and state forest land. These high quality natural resources, with existing trails,

present a significant opportunity to diversify and improve the experience. Due to the complexity of communicating this opportunity, and the interpretive potential, the Plan Update recommends the construction of a kiosk, instead of a collection of individual signs. The kiosk display panels would contain the necessary information. This Project includes final kiosk design (using existing kiosks as a model, with improvements) and construction but does not include the development of interpretive information. All proposed signs will be placed on existing publicly owned property, including along CVT, City Trails and street right of ways. CVT and City staff will install most, if not all, the signs. Use of contractors for installation will be minimized to reduce cost. Signs - Capital Improvement Plan Priority The Plan Update Capital Improvement Program (CIP) identifies Signs and Way Finding improvements as both a high priority (\$20,200) and a lesser amount as a Mid priority (\$10,100). For cost efficiency and effectiveness, both these priorities are included in this grant application. Completion of this project is a tangible and essential outcome necessary for CVT to provide the best recreational and safest experience possible. Part II: Vault Toilet Installation - 2 Provision of Restrooms Findings The Plan Update findings were clear that improvements to the existing five accesses are desired and warranted, especially the provision of restroom facilities. Despite 32 years of operations and 100,000 annual visitations, there is still not a modern restroom along CVT. CVT relies on portable restrooms at five locations. The lack of more desirable restrooms was found to be a source of complaints about the provision of service and an impediment to increasing use, especially as the Minnesota population ages. This basic amenity is more a factor for deciding on how often and where to recreate. The Plan Update recommends that at full build out, CVT offers two modern restrooms and two vault toilets along the trail and cooperate with the City of Cannon Falls for a modern restroom along its City Trail. The specific recommendations are: • Modern restrooms at Canon Falls Downtown Access (as part of City project with Visitor Center), Welch Station Access, and Old West Main Access (Red Wing). The Cannon Falls and Red Wing locations have existing city services (water, sewer) while the Welch Station Access has water and space for a large drain field. Final design would explore the feasibility of including showers as an additional service. • Vault toilets at Anderson Rest Area and Cannon Bottom Road Access. Modern restrooms are not feasible at these locations due to no city services available and enormous cost to construct. • Improve wayfinding to nearby park restrooms. Off trail modern restrooms, while not convenient, are available but presently not signed or known by trail users. All restrooms are to be well designed, functional and fully accessible. This project will make it possible for CVT to continue to provide and increase the public values and usefulness and serve local and regional populations. Anderson Rest Area The Anderson Rest Area is a popular destination as it occupies a scenic and shaded terrace above Trail Run Creek, which flows beneath the adjacent trail bridge. Its location at Mile 3.8 is a convenient distance from Cannon Falls. Amenities include picnic tables, small kiosk, portable toilet, directional signs, stone steps down to the Creek and loop natural surface hiking trails. The existing portable toilet is perceived by the public as inadequate to meet needs and out of character with the qualities of the site. The Plan Update recommends the construction of a single stall unisex vault toilet where the existing portable toilet is. This location does not intrude upon the qualities of the site and is accessible by pumping trucks. Cannon Bottom Road Access The Cannon Bottom Road Access (CBRA) occupies one-tenth of an acre along Cannon Bottom Road in Red Wing. It offers parking for up to eight vehicles, portable toilet and a minimum of information and direction signage. The CBRA is well positioned to make a significant contribution to the image of CVT, and to interpret nearby archaeology resources and historic sites. It can be a 'gateway' to these rich cultural resources. The Plan Update recommends the construction of a single stall unisex vault toilet. Construction of a vault toilet is the first, and most important, step necessary for the CBRA to contribute to a higher quality experience.

Project Area Maps

Maps

[http://dms.gmrptcommission.org/uploads/funding/18-017F/GMRPTC Grant 2 Projects Maps_af50b5.pdf](http://dms.gmrptcommission.org/uploads/funding/18-017F/GMRPTC_Grant_2_Projects_Maps_af50b5.pdf)

Organization
Goodhue County

Lead Contact
Full Name
Scott Roepke

Lead Contact
Title
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m

Funding

Development Type

Development

Acres of Park Land to be Acquired

0

New Trail Miles to be Acquired

0

Types**New Trail Miles Developed**

0

Miles of Trail Restored or Improved

20

Trail head facilities developed

2

Number of trail bridges/culverts to be developed/restored

0

Number of Connecting People to the Outdoors Programs created/administered

0

Project Outcomes

Evaluation of Impact

Project Outcomes and Deliverables

The outcome and deliverables are described below. To reduce cash costs, CVT staff will provide significant labor, especially for Part I - Comprehensive Sign Improvement. The value of this contribution is documented in the Non-GMRPTC Eligible Cost information in this application.

Part I: Comprehensive Sign Improvement**Outcomes Summary**

Sign Final Design: Comprehensive, coordinated final sign design necessary before construction and implementation

Way Finding: Comprehensive improvement including accesses and five existing connecting trails

Basic Services/Missed Opportunities: Identify commercial centers and popular private and public destinations

Safety: Improve through way finding efforts and better mile markers/road intersection marking for emergency services

Deteriorated Signs: Comprehensive replacement

Hub for Enhanced Experience: A key location for diversifying and improving the trail experience that begins with the construction of a kiosk

Deliverables Detail and Evaluation

The first key to project success is final design that meets the communication need, is aesthetically pleasing, cost effective and vandal resistant.

Sign Final Design

How Accomplished: A consultant experienced in park sign design, will be hired to accomplish final design.

Key Criteria: An effective, reinvigorated brand sign system with detail sufficient for construction.

Measurements: Graphics, and some scaled or full-size mock-ups, will be produced and shared with stakeholders, including trail users. Prototypes of some of the signs will be constructed and installed.

Observation and surveys of the public's reaction will be used to further inform the design process.

Way Finding Access Identification Signs

How Accomplished: Consultant designed.

Key Criteria: Memorable and effective

Measurements: Sign effectiveness will be thoroughly vetted before construction to insure success

Way Finding Cannon Falls

How Accomplished: The City of Cannon Falls will designate a through route. Consultant designed signs.

Key Criteria: A comprehensive solution that works for all three agencies, and two-way traffic.

Measurements: The effectiveness of a proposed sign system will be tested in the field prior to manufacturing.

Testing includes marking proposed sign locations and having trail users provide comment.

Way Finding Red Wing

How Accomplished: Engage City planning staff to augment, improve upon existing City trail sign system. Consultant will assist.

Key Criteria: A comprehensive solution that works for all three agencies, two-way traffic and is complimentary with Red Wing existing sign systems.

Measurements: Field testing and user comment.

Way Finding Additional Trail Connection Location

How Accomplished: An existing trail connection, likely in Red Wing, will be selected as a pilot for way finding problem solving. If Red Wing, will engage City staff. Consultant will assist.

Key Criteria: A comprehensive solution that leads to increased use of the connected trail.

Measurements: Field testing and user comment.

Basic Services Signage to Commercial Areas

How Accomplished: A sign system and detailed signs will be designed and implemented for at least one location. Consultant will assist.

Key Criteria: Effective solution that incorporates businesses or commercial area signage into the system as determined to be appropriate.

Measurements: Field testing and user comment.

Basic Services Signage to public and private destinations

How Accomplished: Priority destinations will be selected. Consultant will assist.

Key Criteria: Effective solution that improve the experience, benefits the destination and CVT user.

Measurements: Field testing and user comment.

Safety/Regulatory

How Accomplished: Focus will be improving delivery of emergency services. Consultant will assist.

Key Criteria: Improve mile markers and road crossing identification.

Measurements: Field testing and user comment.

Deteriorated Sign Replacement

How Accomplished: Determine priority signs to be replaced. Existing style (upright posts) will be used for most situations. Consultant will assist.

Key Criteria: Simple, affordable signs that can be replicated cost effectively.

Measurements: Field testing and user comment.

Hub for Enhanced Experience

How Accomplished: Construct a kiosk at Mile 6.2.

Key Criteria: Design to mimic existing kiosk design, with some aesthetic and construction improvements

Measurements: Staff review.

Part II: Vault Toilet Installation - 2

Outcomes Summary

The outcomes are two vault toilets that meet and/or exceed the public's expectation for service through a combination of superior design, careful siting, quality construction and excellent maintenance.

Deliverables Detail and Evaluation

The final design process will be most responsible for achieving the outcomes and deliverables. A simple, functional toilet is required, and the design will be rigorously evaluated using the criteria described below. The construction process will be inspected to insure compliance with design. Finally, user satisfaction will be surveyed to measure public reaction. The design will be evaluated against criteria, design details and experience provided by the:

National Park Service

Minnesota Department of Natural Resources

Manufacturers of vault toilets

CVT operational experience with the one existing vault toilet

Deliverables/Evaluation Detail

Superior Physical Design Meet/exceed building codes and ADA requirements

How Accomplished: Project manager, Project representative, and consultant working with local authorities and manufacturers, will ensure compliance.

Measurement: Design is approved for building and other permits required, including ADA compliance.

Superior Physical Design - Capacity to meet needs

How Accomplished: Project manager, Project representative, and consultant, using the contemporary use information and operational experience will determine capacity.

Measurement: Capacity is sufficient for current use, plus additional capacity for future increases in use.

Superior Physical Design - Durable for long life

How Accomplished: Project manager, Project representative, and consultant will evaluate prefab designs, seek comment from other agencies with experience (e.g. MN DNR), work with manufacturers to ensure a durable design.

Measurement: Design uses proven materials and methods for durability.

Local Requirements Meet local building and zoning requirements

How Accomplished: Project manager and Project representative will work with local authorities to meet building and zoning requirements.

Measurement: Building and zoning permits secured.

Construction Inspection to ensure meeting standards

How Accomplished: Project manager will accomplish inspections of construction and adherence to plans.

Measurement: Toilets are constructed according to plans and specifications.

User Perspective/Maintenance Proven materials and finishes that are vandal resistant, easy to clean

How Accomplished: Project manager and Project representative will work with manufacturers to determine best materials and finishes to use.

Measurement: Proven materials and finishes are used.

Safe Public feels safe being there and using them

How Accomplished: Project manager, Project representative and consultant will consult with other agencies and manufacturers to develop the project, so it is safe, and perceived as such.

Measurement: Success starts with superior design (e.g. sturdy doors and locks) and includes siting (e.g. visibility dont feel vulnerable)

Image - Contributes to feeling safe; is a clean, well maintained facility; and supports the CVT brand of a well-designed, quality facility

How Accomplished: Success starts with superior design, construction integrity, followed by excellent maintenance for a high level of service.

Measurement: Superior design and a CVT commitment for quality maintenance.

Value - Cost effective design the right solution at a competitive cost

How Accomplished: Success starts with superior design and the process will include competitive bids for construction. Construction will be inspected to insure quality.

Measurement: Project is delivered within budget and built according to plans.

Number of Users Benefitted

CVT is a popular recreational trail destination it serves about 100,000 visitors annually. Based on 2016 survey data, about 37% of these annual visitations are from Goodhue County residents, 58% from Minnesota outside the county, with 5% from out of state. The proximity of CVT to the Twin Cities Metropolitan Area (38 miles to downtown St. Paul) and a 45-minute drive to Rochester (3rd largest city in Minnesota), makes CVT a well-connected, easily accessible destination to a large percent of Minnesotas population. When completed, State of Minnesota and other trails will provide continuous trail connectivity from CVT to Northfield, Faribault and Mankato to the west, Zumbrota and Rochester to the south, Lake City to the southeast, and Hastings and the Twin Cities to the north. CVTs location is the most strategic of all in providing the connections to these trails.

Each of the primary user groups (bicyclists (including winter use), in-line skaters, hikers, cross-country skiers) will directly benefit from both Part I and II of this project, by:

Improved way finding, thereby reducing existing confusion and improving visitor experience, increasing use of all trails, and increasing safety. Survey results show that 80% of bicyclers travel 10 or more miles per visitation, meaning that all will be exposed to the benefits of improved signage.

The proposed vault toilets are strategically located, each about four miles from the ends of the trail. In the case of bicyclists, nearly all will pass by one or the other toilet locations. The existing portable units received heavy use.

Aging Population

Trails with gentle grades and a high-quality experience such as CVT are becoming increasingly important as Minnesotas population ages.

Sign design and placement will be keenly aware of the need for users of all abilities to be able to see and interpret, while not introducing safety issues or impediments to trail use or diminishing existing ADA accessibility.

For CVT to attract and retain Baby Boomer visitors, expected amenities must be provided. The lack of acceptable restrooms is an impediment to increasing use as the level of service a destination provides for this basic amenity is more a factor for deciding on how often and where to recreate.

Year-Round Use

CVT is open 365 days a year (temporary closures due to flooding or other conditions excluded). Investment in improved signs will pay dividends all year. The vault toilets will be also open every day. This 365 day a year availability, combined with quality design and construction, means the investment will provide exceptional service for decades.

Perceived Quality of Facility

CVTs history has been one of delivering a high-quality experience. While the dramatic scenery of the Lower Cannon River valley creates the setting, the quality of development and attention to design detail and

maintenance contributes immensely. CVT has always strived to provide a quality experience through developing a brand (railroad history theme); aesthetically pleasing and functional rest areas, accesses, signs, overlooks, etc.; and invests heavily in trail maintenance and prompt repair.

Effective, attractive, well designed and placed signs that meet the needs are necessary. This project allows for substantial sign implementation. The interest in providing a superior experience will be imbedded into the final design, construction and maintenance of the two vault toilets.

Protection of Resource

CVT is dependent upon a natural and ecologically healthy environment for the highest quality experience possible and goes to considerable length to avoid new negative impacts, as well as having an active natural resource management program. All new and replacement signs will be in highly disturbed locations, such as trail shoulders and street right of way. Most signs will have single or double posts requiring very little ground disturbance during installation. The footprint of both toilet buildings is small - about 150 200 square feet. Both toilet sites have been previously profoundly disturbed through railroad construction activities. The result is essential no negative impact to natural or cultural resources.

Legacy Pillars:

- Connect People and the Outdoors
- Take Care of What We Have
- Coordinate Among Providers

Connection to Pillars

Connect People and the Outdoors:

Better develop Minnesotas stewards of tomorrow through efforts to increase lifelong participation in parks and trails

Part I: With this Project, CVT seeks to improve the quality of experience through substantially eliminating the frustrations associated with inadequate way finding and broaden the experience through communicating quality off-trail destinations and to the five existing trail connections for more high-quality recreation. A better experience is foundational to people choosing to participate again and again.

Part II: The provision of safe, functional, aesthetic, accessible toilet facilities is a fundamental obligation of CVT and a public expectation. We have all experienced unsatisfactory facilities and understand what a negative experience this creates. The lack of a more desirable restroom is an impediment to increasing use, especially as the Minnesota population ages. This basic amenity is now more a factor for people deciding on how often and where to recreate.

Acquire Land and Create Opportunities: Land acquisition is not required as part of this Project.

Take Care of What We Have:

Provide safe, high-quality parks and trail experiences by regular reinvestment in park and trail infrastructure, and natural resource management

Part I: Most of the existing signs on CVT are 25-30 years old and are at, or beyond their useful life. This project addresses the deteriorated signs and the other multitude of issues described in this application and most implementation is a high priority in the Plan Update capital improvement program.

Part II: Despite 32 years of operations, 100,000 visitations a year, and nearly 3,000,000 cumulative visitations to date, CVT still does not provide restrooms above the service level provided by portable, rented units (with one exception a vault toilet at the trails mid-point). The CVT experience is less than its potential partly due to

this service provision deficiency. The Plan Update clearly documented the public's expectation of better service, such as found in a state park. Implementation is a Plan Update high priority for the Anderson Rest Area and Mid priority for the Cannon Bottom Road Access. These two projects are combined in this application as it is expected that the designs for both toilets will be identical, or nearly so, and a cost savings is highly likely by constructing both at the same time. The public expects CVT to deliver cost effective solutions.

Coordinate Among Providers:

Enhance coordination across the large and complex network of public, private and non-profit partners that support Minnesota's parks and trails to ensure seamless, enjoyable park and trail experiences for Minnesotans

Part I and II: CVT is a result of citizen and government action and cooperation, starting with the private purchase of the railroad right-of-way through private/government partnerships for development and operations. This Project continues this collaboration and involves close coordination between the governments that are part of the CVT JPB the Cities of Cannon Falls and Red Wing; and Goodhue County, and citizen support. More specifically, cooperation and coordination will involve:

City of Cannon Falls

City of Red Wing

Goodhue County Public Works Department

Commercial Areas such as the Pottery District in Red Wing

Minnesota Department of Natural Resources CVT connections to two state trails

Private Destination such as the Welch Village Ski Resort and Mountain Bike Park

Public Destination such as City of Red Wing regarding an abandoned road that is a national historic site

Some of the local cash match is from private donations secured by the JPB for capital improvements.

Goodhue County owns the CVT property and the Board of Commissioners approved a resolution of support for this grant application.

Connection to a Regionally Substantial Component of the Master Plan

How Project completes a user-friendly, regionally substantial or impactful component of the Master Plan.

User-Friendly Component

Part I: The essence is to create a more user-friendly experience regarding the contribution that effective signage can make. This project is designed to directly address known way finding and safety issues, create more quality recreation opportunity and replace deteriorated and low functioning signs.

Part II: The provision of safe, functional, aesthetic, accessible toilet facilities is a fundamental obligation of CVT and a public expectation. This basic amenity is now more a factor for people deciding on how often and where to recreate. The design, construction and maintenance of the vault toilets will all be focused on providing a high quality, user friendly facility.

Regionally Substantial Component

Part I and II: CVT is regionally significant and was designated as a regional trail by the GMRPTC in 2015. It enjoys 100,000 visitations annually with, according to 2017 survey data, 57% from Minnesota outside of Goodhue County and 5% from out of State. CVT is a critical component for the provision of recreation to Minnesota and Goodhue County.

Impactful Component of the Master Plan

Part I: The Plan Update clearly documents the need for a major upgrade of the existing sign system and developing new elements to meet the needs described in this application. This project addresses all these issues and most implementation is a high priority in the capital improvement program.

Part II: The Plan Update clearly documents the need to upgrade the existing accesses, including the

provision of vault and modern restrooms. The Project is the most cost-effective way to make a substantial improvement for an attainable amount of funding.

The Plan Update has a CIP comprised of three phases:

Early 2018 - 2020: Highest priority needs

Mid 2021 - 2023: Next level of priority

Late 2024 - 2027: Next level of priority

Part I: This is ranked in the CIP as:

Early: \$20,200 for rapid implementation to substantially address the final design, way finding, basic services, safety, and deteriorated sign.

Mid: \$10,200 for continued roll out of implementation, including a kiosk at one key location where the sign needs, and significant interpretation and connecting opportunities are unmet and significant enhancement of the experience is possible.

This grant application combines the Early and Mid-priorities to achieve a more comprehensive solution sooner and realize cost efficiency benefits.

Part II: This Project proposal is ranked in the CIP as:

Early: \$43,000 for a vault toilet at the Anderson Rest Area

Mid: \$78,800 for improvements at the Cannon Bottom Road Access, including a vault toilet. This grant proposal seeks funding for a vault toilet only and the JPB will work on completing other improvements later.

This grant application is for the two vault toilets which is expected to result in cost savings versus doing one at a time. The design for both is expected to be identical or nearly so.

Project Readiness

Project Lead

Lead Applicant Qualifications to deliver this Project

The Joint Powers Board (JPB), comprised of representatives from the governments of Cannon Falls, Red Wing and Goodhue County, has managed the CVT for 32 years. The JPB has access to, and the support of, professional staff from the three units of government such as planners, engineers, surveyors and financial management to ensure effective governance. The JPB employs a full-time manager with nearly 20 years of park/trail management experience. Scott Roepke, Trail Manager will serve as the Project Lead.

Part I and II: Lead Applicant Representative Qualifications

Mr. Scott Roepke

597.263.0508

trailmanager@cannonvalleytrail.com

Mr. Roepke has supervised the operation, maintenance, programs, development and staff of the Cannon Valley Trail for 19 years. These responsibilities are performed in accordance with the policies, priorities and direction established by the Joint Powers Board.

Mr. Roepke has managed numerous Cannon Valley Trail construction projects including Belle Creek Bridge Replacement, Mile 16 Trail Realignment and Asphalt Restoration. He provided oversight including application details, securing contracts, implementation, reimbursement and closure. He has successfully completed 10 substantial construction projects involving numerous grant and other funding sources.

Mr. Roepke received a Bachelor of Science degree in Park and Land Management from the University of Wisconsin in 1993.

Part II: Project Manager Qualifications

This project requires a qualified engineer to supervise the design and construction work. These services will be provided by Mr. Jay Owens, City Engineer, Red Wing, MN.

Mr. Jay Owens
P.E., 651.385.3625
jay.owens@ci.red-wing.mn.us

Qualifications:

Mr. Owens has been with the City of Red Wing for over 20 years, serving as City Engineer for 13 of those years. Mr. Owens has extensive experience in the areas of civil engineering design, procurement, NEPA compliance, environmental law and policy, land management, surface water management, contract management, and construction administration.

Mr. Owens has managed multiple municipal infrastructure construction projects that have utilized a variety of local, state, and federal funding sources during his tenure as City Engineer. His administrative duties have included staff supervision, preliminary engineering reports, cost estimating, preliminary project engineering, engineering design, construction document preparation, project management, and presentations to the public and elected bodies.

Mr. Owens received a Bachelor of Science degree in Civil Engineering from the University of Minnesota in 1997.

Consultant

Part I and II: A qualified park consultant(s) will be hired to assist Mr. Roepke with final sign design and Mr. Owens and Mr. Roepke with detailed vault toilet design. The need is to provide a broader range of park experience into the design processes.

Established Partnerships to ensure Project Success

CVT is a result of citizen and government action and cooperation, starting with the private purchase of the railroad right-of-way through private/government partnerships for development and operations. This Project continues this collaboration and involves close coordination between the governments that are part of the CVT JPB the Cities of Cannon Falls and Red Wing; and Goodhue County, and citizen support.

Implementation Timeline

Project Timeline

Assuming the grant is awarded the following timeline is proposed:

Part I: Comprehensive Sign Improvement

July/August 2019

Tasks: Grant awarded, grant funding becomes available

Deliverables: Grant contracts approved, authorization to begin Project

August/September 2019

Tasks: Hire park consultant

Deliverables: Consultant selected, contract secured

September December 2019

Tasks: Design process, stakeholder engagement

Deliverables: Draft designs, stakeholder review

December March 2020

Tasks: Additional design refinement and review, prototype construction

Deliverables: Design refinement, prototypes

April June 2020

Tasks: Prototype installation, testing, secure local permits, if required

Deliverables: Design refinement then Final Design, local permits, if required

July October 2020

Tasks: Sign construction and installation

Deliverables: Sign installation

2021

Tasks: Project completion and closeout

Deliverables: Completed project

Part II: Vault Toilet Installation

July/August 2019

Tasks: Grant awarded, funding becomes available

Deliverables: Grant contracts approved, authorization to begin Project

August/September 2019

Tasks: Hire park consultant

Deliverables: Consultant hired, contract secured

September December 2019

Tasks: Design process, stakeholder engagement

Deliverables: Draft designs, stakeholder review

December March 2020

Tasks: Additional design refinement and review

Deliverables: Design refinement then final design

April June 2020

Tasks: Permit applications

Deliverables: Permits secured

June July 2020

Tasks: Advertise for construction bids, award bid

Deliverables: Bid awarded, contracts secured

August November 2020

Tasks: Construction

Deliverables: Substantial completion

2021

Tasks: Project completion and closeout

Deliverables: Completed project

Availability for Public Use

Availability for Public Use

The overall intent of the project is to address the inadequate delivery of service regarding signage and the provision of toilet facilities. Most signs, with some seasonal exceptions, will be permanent and therefore

provide benefit for all days and hours the trail is open. The structures will be designed to provide safe and clean service and will also be available all days and hours the trail is open.

Must be open during typical hours/specific hours of operation

CVT is open 365 days a year, with temporary exceptions for flooding or other unsafe conditions and some repair activities. The trail is open daily from sunrise to 10:00 p.m. The vault toilets will be open year-round and during the daily hours of operations. Temporary exceptions might exist for repair and maintenance activities.

Describe fees charged for use of Trail

Wheel Pass

CVT has a mandatory fee for those age 18 and older using bicycles, inline skates and other wheeled recreational equipment (except those used for disability reasons). Called the Wheel Pass, the 2018 fee structure was \$25 for a season pass and \$4 for a daily. The Wheel Pass program includes discounted bulk purchase options as well as discounts to those who cannot afford the full cost of a pass. All revenue from the sale of Wheel Passes is collected by the JPB and used to support trail management and maintenance.

Great Minnesota State Ski Pass

The State of Minnesota requires this pass for those age 16 and older using state trails and trails improved with state grant funds. CVT, as a recipient of various state grants for development, falls under the requirements of this program. Ski pass fees for 2018 were \$6 for a daily, \$20 for annual, and \$55 for a three-year pass.

Design Standards

Standards to be Applied

Part I: The Minnesota Manual on Uniform Traffic Control Devices (MN MUTCD) (February 2016, with additional revisions) is a primary reference for the design and placement of trail signs in Minnesota. The relevant standards will be used. The Minnesota Department of Natural Resources Trail Planning, Design, and Development Guidelines book (2006) provides numerous guidelines. Relevant standards described in the American with Disability Act (ADA) will also be used (September 15, 2010 edition).

Part II: The standards to be applied are:

Local building codes

ADA requirements

Consistent with CVTs history of providing exceptional facilities, there is interest in a superior design related to:

ADA requirements

Durable materials and finishes for vandal resistance, long life, easy of cleaning and maintenance

Safety siting and other security considerations

Integrity of construction

Project Cost Breakdown

Key Development Elements with Associated Costs

Part I: Signs - Project Elements and Cost

Consultant for final design assistance: \$5,000

Sign Construction \$28,500

Part I Total \$33,500

Part II: Vault Toilets Project Elements and Cost

Consultant for final design assistance: \$3,000

Construction\$92,000
Part II Total\$95,000

Total Part I and II \$128,500

Funding Request Breakdown

Grant Funding Request

\$96,375

Local Match #1	Funder #1
\$32,125	0
Local Match #2	Funder #2
0	0
Local Match #3	Funder #3
0	0
Local Match #4	Funder #4
0	0
Local Match #4	Funder #5
0	0

Non-Eligible Local Match

20480

Non-Eligible Item Description

GMRPTC Non-Eligible Cost

The JPB is directing the Trail Manager (Project Lead) and staff to fully participate in the successful delivery of the project. The value of this contribution is \$40/hour for the Trail Manager and \$20/hour for staff. The Project Manager (City of Red Wing engineer) value is \$100/hour. Funding is from 2019 -2021 operational budgets.

Total Hours

Project Lead 136 hours: \$5,440

Project Manager 36 hours:\$3,600

CVT Staff 522 hours: \$10,440

Other Cash Costs: \$1,000

Total: \$20,480

Total Funding

\$128,500

Percentage of local match

0.25

Completion Timeframe

20

Funder #1

Goodhue County

Funder #1 Resolutions

Goodhue County Resolutions Part I and II

http://dms.gmrptcommission.org/uploads/funding/18-017F/Goodhue County Resolution Part I and II_49a4ef.pdf

Funder #2

Cannon Valley Trail Joint Powers Board

Funder #2 Resolutions

CVT Joint Powers Board Resolution

http://dms.gmrptcommission.org/uploads/funding/18-017F/CVT Joint Powers Board Resolution_af6bd2.pdf

Funder #3

None

Funder #4

None

Funder #5

None

Budget Worksheet

Project Budget Spreadsheet

http://dms.gmrptcommission.org/uploads/funding/18-017F/GMRPTC Part I and II Project Cost_ababc5.xlsx

Attachments

Doc Name	Description	Url
Budget Worksheet	Project Budget Spreadsheet	http://dms.gmrptcommission.org/uploads/funding/18-017F/GMRPTC Part I and II Project Cost_ababc5.xlsx
Funder Resolution Two	CVT Joint Powers Board Resolution	http://dms.gmrptcommission.org/uploads/funding/18-017F/CVT Joint Powers Board Resolution_af6bd2.pdf
Additional Attachment	Project Related Photographs	http://dms.gmrptcommission.org/uploads/funding/18-017F/GMRPTC Project Images_562525.pdf
Project Area Map	Maps	http://dms.gmrptcommission.org/uploads/funding/18-017F/GMRPTC Grant 2 Projects Maps_af50b5.pdf
Funder Resolution One	Goodhue County Resolutions Part I and II	http://dms.gmrptcommission.org/uploads/funding/18-017F/Goodhue County Resolution Part I and II_49a4ef.pdf
Additional Attachment	CVT Letters of Support	http://dms.gmrptcommission.org/u

[ploads/funding/18-017F/CVT
Letters of Support_dcd628.pdf](#)