



## General

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

<b>Park/Trail ID #</b> 16-019D	<b>Funding Application</b> 19-007F	<b>Park/Trail Name</b> Crow River Regional Trail
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**Last Update**  
May 16, 2019

<b>Project Name</b> CRRT Phase 1 Development	<b>District</b> 4	<b>Existing Acres or Miles</b> 11 miles
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### Project Description

The Crow River Regional Trail is planned to be a 32-mile regional trail which will connect local and regional destinations and engage the Crow River. Funding through the Legacy Amendment will allow completion of Phase 1, which includes paving approximately four and half miles of existing aggregate trail along CSAH 17 from the southeast corner of Wright County into the city of Delano, establishing a safe connection point to the Luce Line State Trail in Carver County, connecting to the existing trail on County Line Road, which connects Lake Rebecca Regional Park (Three Rivers Park District), install trail amenities such as benches, kiosk, wayfinding and set the framework to complete Crow River Regional Trail.

### Project Area Maps

Complete Trail

[http://dms.gmrptcommission.org/uploads/funding/19-007F/CRRT\\_Map\\_80a21e.jpg](http://dms.gmrptcommission.org/uploads/funding/19-007F/CRRT_Map_80a21e.jpg)

<b>Organization</b> Wright County Parks & Recreation	<b>Lead Contact Full Name</b> Brad Harrington	<b>Lead Contact Title</b> Parks & Recreation Operations Manager
<b>Mailing Address</b> 3500 Braddock Ave NE	<b>City</b> Buffalo	<b>State</b> Minnesota
<b>Zip</b> 55313	<b>Phone</b> 763-682-7894	<b>Email</b> bradley.harrington@co.wright.mn.us

## Funding

<b>Development Type</b>	<b>Acres of Park Land to be Acquired</b>
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Both	0
<b>New Trail Miles to be Acquired</b>	<b>Types</b>
0	Existing Easement
<b>New Trail Miles Developed</b>	<b>Miles of Trail Restored or Improved</b>
0	4.5
<b>Trail head facilities developed</b>	<b>Number of trail bridges/culverts to be developed/restored</b>
1	0
<b>Number of Connecting People to the Outdoors Programs created/administered</b>	
2	

## Project Outcomes

### Evaluation of Impact

The Crow River Regional Trail is intended to safely accommodate 290,000 annual visits once fully completed, an array of non-motorized uses, a variety of skill levels, and persons with special needs. In addition, the regional trail is intended to support both recreation and commuting uses and incorporate trail amenities that enhance trail users experiences. The regional trail will be open to the public and its intended uses include walking, jogging, in-line skating, bicycling, and other non-motorized uses mandated by state law including, but not limited to, non-motorized electric personal assisted devices. On a broader scale, communities adjacent to the trail will not only have access to the CRRT but also gain direct and indirect access to several existing park reserves, regional parks and regional and state trails.

### Legacy Pillars:

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

### Connection to Pillars

The CSAH 17 portion of the Crow River Regional Trail will have an immediate service area that includes the City of Delano, Franklin Township, City of Minnetrista, City of Independence, City of Watertown, and Watertown Township with a combined population of approximately 25,000 people and connecting them to not only the trail but one of the regions important natural resources, the Crow River, which is also a designated state water trail . Improving the existing aggregate trail along CSAH 17 will allow for a more robust population usage by providing a better experience and a longer use season for walkers, joggers, bicyclist, and any other non-motorized transportation to travel. This will be accomplished by preventing washouts that currently happen along the aggregate trail, providing a more stable surface for all users, and less chance of any other hazards developing within the trail bed that would prevent young children and people with disabilities from utilizing the trail by paving the existing aggregate trail and providing trail amenities such as benches, and signage along the corridor. This is a vital part of taking care of what we have in our communities. As part of the larger Crow River Regional Trail (CRRT), this trail will provide multiple touch points to the Crow River, access local and regional parks, state water trail access, and help preserve one of Minnesotas great natural resources in the Crow River. This specific segment will connect the generators listed previously and their population of 25,000 to the Crow River through downtown Delano and to the city of Delanos trail system, which provides access to their city parks and downtown destinations. In addition, it will allow for users of the Luce Line State Trail to safely access these areas as well. A safe route to downtown Delano should increase bicycle and pedestrian traffic, not only from local generators, but from usage of the Luce Line State Trail. Businesses such as the Apple Tree-O Orchard, which is located a half mile from the trail on 90th Street, will be easier to access. It will also provide greater access to one of the state water trails (Crow River) and

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provide a unique opportunity for users to bike and paddle along the same corridor. This project would complete 11.7 miles of paved trail from Rockford, winding through Lake Rebecca Regional Park, into Delano, to the southern terminus at the county line and requires us to work with other stakeholders such as Carver County to complete this segment.

### **Connection to a Regionally Substantial Component of the Master Plan**

Phase 1 of the Crow River Regional Trail is the first feasible phase in the development of the full 32-mile trail corridor. In the master plan you will find this as Segment A. Nearly 90% of Segment A currently exist in various conditions. Completing the improvements along CSAH17 and the connection to the Luce Line State Trail will allow for approximately 11.7 miles of trail to be paved and developed completing a third of the entire Crow River Regional Trail. You will find a breakdown of segment in the attachments labeled Segment A Table.

## **Project Readiness**

### **Project Lead**

Wright County Parks & Recreation will be the Project Lead for the improvements on Segment A of the Crow River Regional Trail. In the past two years our department has completed oversight and management of multiple grants including two trail projects, Buffalo-Hanover (CSAH 12) trail paving and a full restoration to the paved trails in Montissippi Park. As a department we manage over 4,700 acres and approximately 60 miles of trail when combining all our trails including our interior park trails. Carver County Parks will be working with us to complete .3 mile gap from the terminus of CSAH 17 to the Luce Line Trail and have given full support for this project.

### **Implementation Timeline**

Currently the project is ready to move forward with further development of the existing aggregate trail. All permits, acquisition, engineering, archeological reporting have been completed and submitted. If funds are awarded for the project, specifications and bidding documents will need to be developed, reviewed and awarded. With an expectation of completion by October of 2022.

### **Availability for Public Use**

The regional trail will be open to the public. Its intended uses include walking, jogging, in-line skating, bicycling, and other uses mandated by state law including, but not limited to, non-motorized electric personal assisted devices. Motorized vehicles will be prohibited, except for motorized vehicles used by the governing bodies for maintenance or law enforcement activities or otherwise permitted for ADA access.

### **Design Standards**

In accordance with its regional designation and associated anticipated use, the CRRT will be designed as an off-road 10-foot-wide, non-motorized paved multi-use trail. A bituminous trail surface is preferred because it is cost-effective, increase the useable seasons, less prone to erosion than aggregate surfaces, provides a desirable trail user experience, and is more appropriate given the anticipated visitation and connections to other paved facilities.

Truncated domes (Curb ramps) will be used at all roadway crossings. The preferred maximum trail grade is 5 percent with a 2 percent cross slope for drainage.

Much of the CRRT is anticipated to be an independent trail corridor separate from roadways, including both rural and urban road sections. However, in areas where the trail will be located adjacent to a roadway, the following design considerations apply. Where right-of-way allows, final trail design will attempt to maximize the boulevard width to account for sign placement, snow storage, and possibly plantings or other complementary enhancements. In circumstances with limited right-of-way, the trail is still planned to be located off-road, but with less boulevard between the trail edge and back of the curb. In these locations, the trail will be separated from the road by a minimum two-foot-wide clear zone. This clear zone between the back of the curb and the trail edge provides a buffer between the trail users and motorists and will delineate the edge of the trail.

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**Project Cost Breakdown**

Approximately 3800 tons of material for fine grading of existing aggregate base, application of LV4 wearing course, including rolling and compaction at \$110/ ton, and approximately 1,800 cubic yards of material for Back filling, shouldering, & restoration cost at \$60/cubic yard, approximately 560 square feet of truncated domes at \$75/ square foot, approximately \$25,000.00 for mobilization and \$7,000.00 for signage totaling \$600,000.00 in total eligible cost for the project. An additional \$120,000.00 of in-kind services provided by Wright County Highway Department for engineering and design bringing the total project cost to \$720,000.00.

**Funding Request Breakdown****Grant Funding Request**

\$450,000

**Local Match #1**  
\$150,000

**Funder #1**  
0

**Local Match #2**  
0

**Funder #2**  
0

**Local Match #3**  
0

**Funder #3**  
0

**Local Match #4**  
0

**Funder #4**  
0

**Local Match #4**  
0

**Funder #5**  
0

**Non-Eligible Local Match**

120000

**Non-Eligible Item Description**

Engineering and design provided by Wright County Highway Department as In-Kind services.

**Total Funding**

\$600,000

**Percentage of local match**

0.25

**Completion Timeframe**

24

**Funder #1**

Wright County

**Funder #1 Resolutions**

Wright County Board Resolution

[http://dms.gmrptcommission.org/uploads/funding/19-007F/CB Resolution\\_2019\\_de1ac6.pdf](http://dms.gmrptcommission.org/uploads/funding/19-007F/CB%20Resolution%202019_de1ac6.pdf)

**Funder #2**

n/a

**Funder #3**

n/a

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**Funder #4**

n/a

**Funder #5**

n/a

**Budget Worksheet**

Project Budget Worksheet

[http://dms.gmrptcommission.org/uploads/funding/19-007F/Project Budget Worksheet\\_5db812.pdf](http://dms.gmrptcommission.org/uploads/funding/19-007F/Project Budget Worksheet_5db812.pdf)

## Attachments

<b>Doc Name</b>	<b>Description</b>	<b>Url</b>
Project Area Map	Complete Trail	<a href="http://dms.gmrptcommission.org/uploads/funding/19-007F/CRRTR Map_80a21e.jpg">http://dms.gmrptcommission.org/uploads/funding/19-007F/CRRTR Map_80a21e.jpg</a>
Additional Attachment	Segment A Map	<a href="http://dms.gmrptcommission.org/uploads/funding/19-007F/Segment A Map_d2f424.pdf">http://dms.gmrptcommission.org/uploads/funding/19-007F/Segment A Map_d2f424.pdf</a>
Funder Resolution One	Wright County Board Resolution	<a href="http://dms.gmrptcommission.org/uploads/funding/19-007F/CB Resolution_2019_de1ac6.pdf">http://dms.gmrptcommission.org/uploads/funding/19-007F/CB Resolution_2019_de1ac6.pdf</a>
Budget Worksheet	Project Budget Worksheet	<a href="http://dms.gmrptcommission.org/uploads/funding/19-007F/Project Budget Worksheet_5db812.pdf">http://dms.gmrptcommission.org/uploads/funding/19-007F/Project Budget Worksheet_5db812.pdf</a>
Additional Attachment	Trail Design Standard	<a href="http://dms.gmrptcommission.org/uploads/funding/19-007F/Trail Design Graphic_e0f5aa.pdf">http://dms.gmrptcommission.org/uploads/funding/19-007F/Trail Design Graphic_e0f5aa.pdf</a>