

2017 Transportation Alternative Program grant solicitation Letters of Interest - sorted for projects that could benefit the Great River Road byway experience

Applicant name	Project title	Short description	Amount requested	Total project budget	Project description	Transportation purpose	Sponsoring agency support
City of Aitkin	City Trail Connection to Tank Trails	Build a trail connection from the already constructed city trail into the "Tank Trails" for use by the public for hiking, walking, biking and skiing; with future connection to the Cuyuna Lakes Trail Extension.	\$ 234,000	The City has funds set aside in our park fund to use towards the 20% match requirement. Other State and local matches will also be explored.	The City of Aitkin seeks to build a trail connection from where the current city owned trail ends through to the hiking/skiing trails that exist on 120 acres also owned by the City. The "Tank Trails" were used by the National Guard for tank drills, but the property was given to the City many years ago. In total the City has 130 acres of recreational property and seeks to make it easy to obtain access for public use. The desire is to build a bike and pedestrian trail that will be accessible from Highway 169 and the overall goal is to connect to the Cuyuna Lakes Trail Extension. The proposed trail would be paved and is estimated to be about 1.3 miles in length. Additionally, a parking lot will be built to be used by the public when accessing the trail.	This project will give the public the availability to access publicly owned recreational property for biking, walking, skiing and snowmobiling. This project will also increase the ability for the City to connect into a larger trail system in the future.	The City of Aitkin will be working with the Aitkin County Engineer. He is in favor of moving forward with this project and is in support of moving forward.
City of Bemidji	Midway Drive Trail Bridge Restoration Project	The City of Bemidji is requesting support to rehabilitate the Midway Drive Trail Bridge, currently being maintained for pedestrian, bicycle, and snowmobile use.	\$ 400,000	The total project cost, including construction, and engineering costs, is estimated at \$700,000. The project was previously let in 2011, so using that information with assumed inflation we have established the construction budget at \$600,000 with the remaining \$100,000 to cover additional engineering and administrative fees. The 20% match will be covered by the City of Bemidji tax levy.	The Midway Drive Bridge was inspected in 2006 & 2007, and determined to be structurally deficient due to the poor condition of the concrete arches and the bridge piers near the waterline. The report concluded that the deterioration of the pier concrete has and will continue to progress if no action was taken. As part of this report, the Midway Drive Bridge was converted to a trail bridge as part of the East-West Trail Phase 1 project in 2008. In order to continue using the bridge and improve the overall sufficiency rating of the bridge as well as address structural elements, rehabilitation work to repair the deteriorated condition of the concrete arches and piers will need to be completed. In 2009, plans & specifications were completed. In 2011, environmental documents were obtained and the project was sent out for bids. Due to higher than estimated construction costs the project was rejected by the City Council. With this additional financial information, the City of Bemidji is proposing to revisit the project before the bridge is no longer usable.	This project meets a transportation purpose by re-purposing existing infrastructure to accommodate non-motorized use (pedestrian and bicycle). The Midway Drive Bridge serves as a vital link as part of a larger trail system within the City of Bemidji.	N/A
City of Brainerd	Three Bridges Trail	Predesign, design, and construction phase 1 of the Three Bridges Trail in Brainerd, along the Mississippi River and part of the Great River Road Scenic Byway.	\$ 750,000	Total project budget is estimated at \$2,500,000. This includes \$2,100,000 for construction of the trail and \$400,000 for design and other soft costs such as legal and administrative. We are requesting \$750,000 in TA and are soliciting state funds through LCCMR, Legacy and Capital Bonding Bill to obtain the balance, which will over match the required 20%.	The funds we are seeking will help to pay for design and construction phase 1 of the Three Bridges Trail. This trail will be non-motorized and will be constructed along the banks of the Mississippi River from College Drive to Washington Street. The trail has been separated into four phases to make it more manageable; portions of it, approximately 2,000 lineal feet, will be elevated (see attached map). The trail will connect the southern section of the Paul Bunyan State Trail to the Cuyuna Lakes State Trail. The Mississippi River Three Bridges Trail will also link the Buffalo Hills Trail, Rotary Park, Boom Lake, Kiwanis Park, Buster Dog Park, Brainerd High School, downtown, and ultimately the Brainerd Industrial Center. Very Preliminary estimates for the construction of the entire project is \$10,000,000; estimate for phase 1 is \$2,500,000.	The project will benefit the Byway traveler by providing alternative transportation to explore the Mississippi River. Building this trail will be helpful to making the River accessible to the people of all abilities and will connect to existing interpretive experiences that are available along the corridor, including Kiwanis Park. This project qualifies as it contains all of the intrinsic resources described by the FHA: scenic, natural, archaeological, historic, recreational, and cultural. This project aligns with the Minnesota Great River Road Corridor Management Plan.	Brainerd is a state-aid city and as such, does not need a sponsoring agency. Brainerd officials, elected and appointed, have been in various stages of planning for this project since 2010.
Cass County & Leech Lake Band of Ojibwe	CSAH 8/Leech River Pedestrian Bridge	Construction of a pedestrian trail bridge over the Leech River to improve pedestrian safety at the Corps of Engineers Federal Dam recreation area in Federal Dam, MN and for pedestrian and bike traffic along CSAH 8.	\$ 800,000	Total estimated project cost is \$1,500,000 of which \$800,000 is being requested from Transportation Alternatives and the other \$700,000 match to be contributed by a combination of the Leech Lake Band of Ojibwe and Cass County Local Funds.	Construct a pedestrian/trail bridge to improve safety for pedestrians and bicyclists on County State Aid Highway 8 as well as recreational users of the Corps of Engineers Leech Lake Dam Recreation Area. The current bridge does not have any shoulders so all pedestrian and bicycle traffic must cross using the highway travel lanes. The speed limit for this segment of the highway is 40 mph. The proposed bridge will provide a safe river crossing for all alternative transportation users along CSAH 8 and between the two recreational areas on either side of the bridge. Bridge construction alternatives have been analyzed and a desired bridge design has been selected. Coordination with the US Corps of Engineers, the Leech Lake Band of Ojibwe and other local agencies has been ongoing.	This project provides a safety component to an existing roadway and recreation area.	Yes. County and Leech Lake Band have passed resolutions in support of this project.
Lady Slipper Scenic Byway, Inc (LSSB)	Phase 2, Lady Slipper Scenic Byway/Great River Road pedestrian/bicycle bridge	With an engineered design and probable cost in hand from the phase 1 Transportation Alternatives grant award, LSSB is seeking funds for the construction of the bicycle/pedestrian bridge over the Mississippi River on the Lady Slipper Scenic Byway/Great River Road.	\$ 480,000	Total Project budget - \$600,000 Request for TAP funds - \$480,000 20% match, source yet undetermined - \$120,000 This total does not include approximately \$70,000 of construction engineering that will be provided by Beltrami County Highway Department.	This phase 2 project requests funding for the construction of a stand-alone pedestrian/bicycle bridge over the Mississippi River, adjacent to the current highway bridge on a portion of Beltrami County Highway 39 where the Lady Slipper Scenic Byway and the Great River Road are in common. In 2015 the Lady Slipper group was awarded a TAP grant matched by funds from the Northwest Minnesota Foundation, with supplemental funds from Beltrami County and the Leech Lake Band of Ojibwe, for planning, design and engineering of the proposed bridge. Beltrami County Highway Department contracted with Houston Engineering to conduct site evaluation and hold stakeholder and community meetings to solicit input. Following this process a consensus on preferred design was reached. Houston Engineering has submitted plans and a probable cost for the project.	This project addresses a safety concern. It also aligns with the Minnesota GO Vision adopted by MN Department of Transportation in 2011, which states that Minnesota's multimodal transportation system maximizes the health of people, the environment and our economy, and would contribute to the desired outcomes for this Statewide Multimodal Transportation Plan.	The LSSB has updated the Beltrami County Board of Commissioners on phase 1. The county has agreed to be the fiscal agent and we have the board's consent to proceed with seeking funding for phase 2, the construction phase. The Beltrami County Highway Engineer has agreed to administer this project. Leech Lake Band of Ojibwe Director of Tribal Roads is supportive. The District State Representative, Matt Bliss has indicated his support. We expect all would be willing to write a letter of support.

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City of Lake City	TH 61 Reconstruction	Pedestrian improvements as part of the TH 61 reconstruction project including sidewalk connections to existing City walks on High Street, on block west of TH 61.	\$ 627,846	Total budget for the TH 61 reconstruction project is \$9,821,354. City share of sidewalk improvements and two flashing crossing beacons is \$284,808. In addition, the City would like to make sidewalk connections to the parallel street, Hight Street, with sidewalk on both sides of each connecting street. This 25 blocks of sidewalk is estimated at \$500,000 for a total City sidewalk and crossing budget of \$784,808. Matching funds of \$130,000 would be accrued through general levy taxes each year through construction and \$27,000 through a community fund established for pedestrian improvements in the corridor.	The TH 61 reconstruction project includes sidewalk on the west and multi-use trail on the east (lake) side of the highway for the entire length of the project (21 blocks) and includes flashing beacon crossings at two intersections and replacement of traffic signals at two locations. Only 11 of those streets have sidewalks on at least one side connecting to High Street, one block to the west. The proposed project would provide sidewalk on both sides of the connecting streets and conforms to the City's draft sidewalk policy.	The multi-use trail and sidewalks adjacent to the project provide connections between the waterfront, downtown, campground, hotels, multi-family neighborhoods and the Hok-Si-La Park recreational trail (2019).	Yes. The City is currently under consultant contract for design of the TH 61 reconstruction project through an agreement between MnDOT and the City. The City Council has directed preparation of this grant request.
City of Red Wing	Red Wing Riverfront Trail	The City of Red Wing is requesting Transportation Alternative funds to supplement the full construction costs for a pedestrian and bicycle trail, segment 3, Red Wing Riverfront Trail.	\$ 900,000	The project budget is \$3,475,667. Engineering design, construction admin/management and contingency cost are estimated at \$842,586 with an estimated construction cost of \$2,633,081. TA funding includes the awarded \$480,000 from the FY17 Scenic Byways program and this \$900,000 TA request. This FY TA request represents 34% of the estimated construction costs. Match funding sources include: \$100,000 (2015-2016) and \$705,000 budgeted in the 2017 and 2018 in City CIP; the \$550,000 FY19 ENTRF award from the LCCMR; \$125,000 received in a private donation; and, \$616,000 targeted for capital fund campaign from local sources and/or legislative appropriation totaling \$2,095,667.	Red Wing is requesting TA funding for a portion of the construction costs to build the Barn Bluff Park to Colvill Park segment of Red Wing's non-motorized Riverfront Trail located along the western bank of the Mississippi River. The trail is within the Mississippi Blufflands State Trail corridor. The trail construction elements include a 10 foot wide bituminous surface with 2 foot wide gravel/concrete shoulders including: rock excavation, base preparation, grading, engineered fill, gravel base, retaining walls, surface water management, fencing/railing, landscaping, wayfinding and interpretive signage. To date, a Phase I EA, Cultural Resource Study, site survey, and preliminary ROW analysis have been completed. On September 1, 2015 the project was selected to receive \$480,000 in Scenic Byway TA funding from the competitive SB application process. In September 2016, the MN DNR completed the Master Plan for the legislated State Trail corridor, from the Cannon Valley Trailhead in Red Wing to Lake City. Segment 1 of the trail from the Cannon Valley Trail connecting Bay Point Park, then to Levee Park is complete. On August 3, 2017 the City and CP Railway initiated the drafting of an MOU for development of individual MOA's concerning railroad ROW from Sturgeon Lake Road to Colvill Park. On October 19, 2017 the City was notified that the LCCMR has recommend funding the project (ENRTF ID: 208-G) in the amount of \$550,000. On October 23, 2017 the City Council authorized a professional services agreement for preliminary engineering and final design of the Trail segment.	The Red Wing Riverfront Trail project is an important element of the City's multi-modal transportation planning efforts to provide a pedestrian, bicycling and commuting connection between residential neighborhoods, employment centers, the downtown and riverfront parks. Since the completed trail will provide connectivity directly to the Cannon Valley Trail and the Goodhue Pioneer State Trail, this project will also connect residents to important employment centers located in the western sections of Red Wing, providing alternative transportation modes. The project will also improve safety for long distance bicyclists and pedestrians by providing a segregated commuting option.	The City of Red Wing is the sponsoring agency. The City's adopted Capital Improvement Program (CIP) identifies the project. At their October 23, 2017 meeting, the City Council reviewed and authorized submission of the LOI to MnDOT. The proposed project does not impact any county roadways.
City of Winona	Broadway Road Diet	The project would implement a "road diet" and convert a four-lane road to three-lanes, including a center two-way left turn lane, two bike lanes, and pedestrian bump outs at strategic locations.	\$ 2,096,000	The total project budget is estimated to be \$3,870,000, of which \$3,225,000 is for construction. The city is applying for FHWA Innovation funding to cover \$1 million of the cost and requesting TA funding to cover \$2,096,000. The 20% match (\$774,000) will be funded by with city with Municipal State Aid dollars.	The project would convert a four-lane road to a three-lane road with a two-way center left turn lane and bike lanes on both sides. There would be upgrades to all curb ramps to become ADA compliant and approximately eight intersections would be constrained with bump outs. This street was identified in a 2015 study for pedestrian, bike, and traffic safety to be improved by a "road diet", or four to three lane conversation. Many traffic accidents prompted the study, including a pedestrian death as well as several other severe pedestrian/vehicle accidents.	The project would intentionally slow down traffic and minimize or eliminate conflicts to provide safer transportation system for all modes. It would also reduce the length of the pedestrian crossing and eliminate the visual shielding of vehicles when a pedestrian is crossing and may not be seen. It will provide two dedicated bike lanes for safer bicycle traffic.	The City Council has approved the project and authorized the pursuit of federal funds.