“Czech Heritage” Trail Feasibility Study

March 2019

Acknowledgements

Project Funding provided by SMIF

Project Management

Mark Preissing, TCU Community Education Director (former)

Layne Wilbright, TCU Community Education Director (current)

Tri-City United Public Schools

ISD 2905

Thank you to all the community members who provided input at the workshops in Montgomery in October of 2018!

Consultant

Hoisington Koegler Group Inc.

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[1] Overview

Study Purpose

This report explores the feasibility of the "Czech Heritage" Trail, a walking and biking trail connecting the School District communities of Lonsdale, Montgomery and Le Center. The purpose of this Feasibility Study is to determine alignment alternatives and planning level cost estimates for construction of the trail that would connect the Tri-City United (TCU) School District communities of Lonsdale, Montgomery, and Le Center.

The primary trail study area encompasses portions of Le Sueur and Rice Counties and the cities of Montgomery, Lonsdale and Le Center. The study also identifies desirable connections throughout these communities.

This report includes a summary of the potential costs and considerations, potential routes, possible funding sources and local impact of building the "Czech Heritage" trail.

Project Goals

» It is preferred that the trail be in an off-road, natural corridor, but it is understood that there may be segments along existing roads.

» The trail surface should be composed of asphalt, crushed or packed stone.

» The potential route includes the three principal Cities and goes through or near existing downtown or commercial areas.

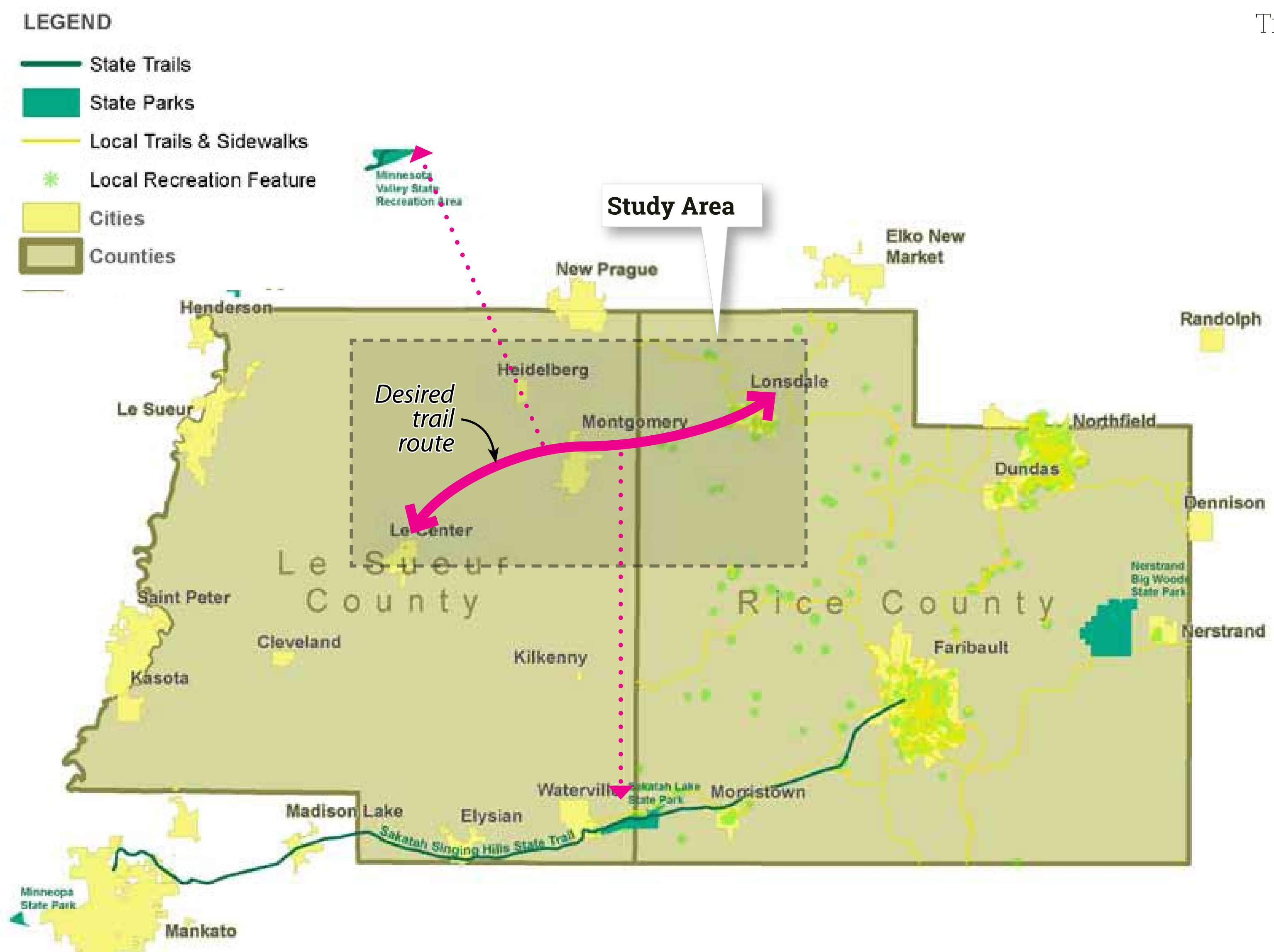
» The desire is that the trail will connect the schools in the Tri-City United School District, provide a safe recreational amenity for area residents, attract tourists, and showcase the beauty of the region.

» The desired trail route (shown on the following page) is approximately 16.5 miles.

Existing trail in Lonsdale

Regional location and trail connections

The Czech Heritage Trail should connect to state parks and trails where possible.



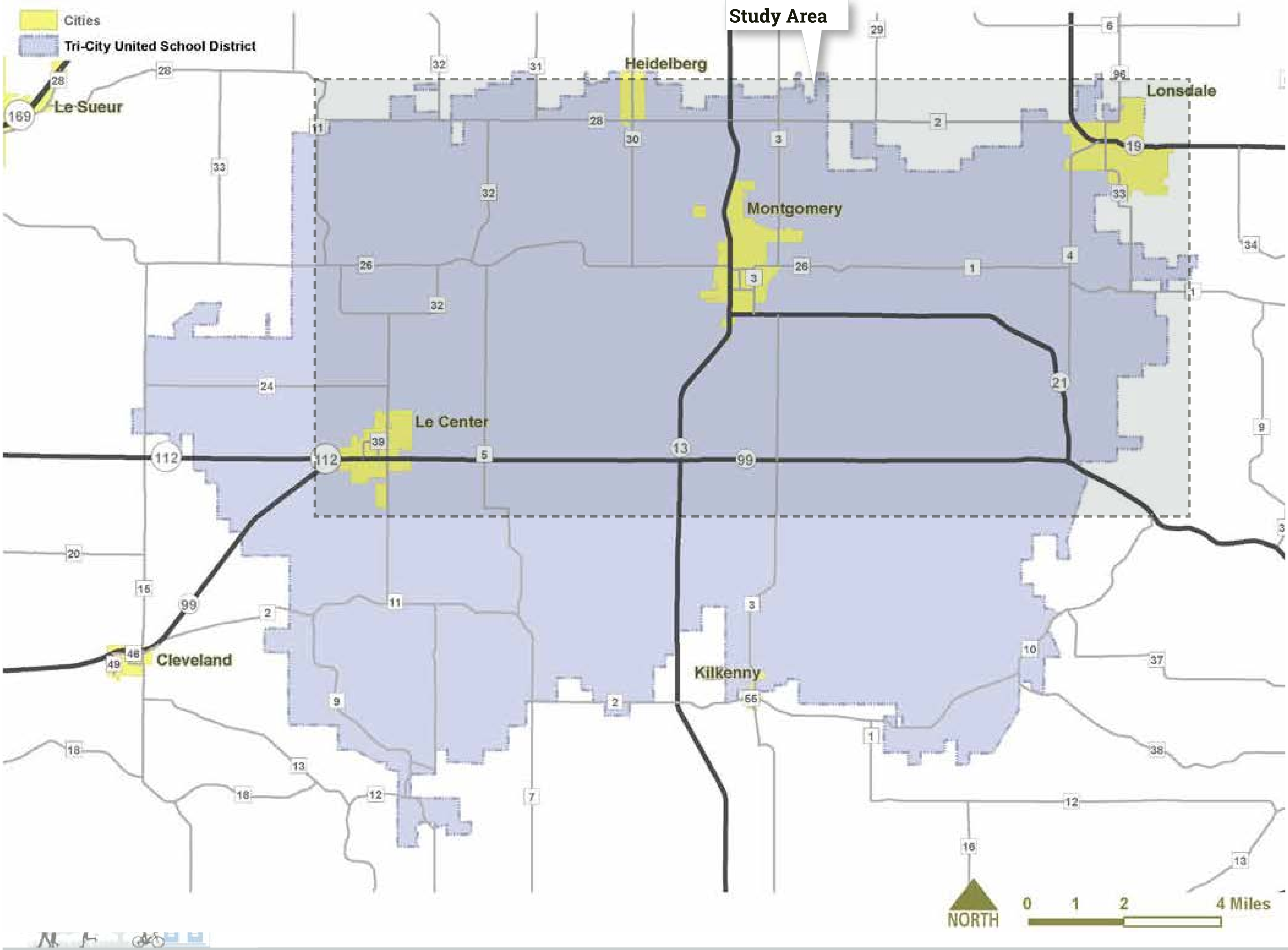
MINNESOTA STATE TRAILS

Image Source: MN DNR

State Context

The study area is in southeastern Minnesota. State trails that provide opportunities for connections include the Sakatah Singing Hills Trail, the Mill Towns Trail, and the Minnesota Valley Trail.

Tri-City United School District



Project Process + Timeline

The process for completing this feasibility study included four phases identified below.

Organize the Effort

- ☑ Mapping
- ☑ Coordination Meeting
- ☑ Gather Input from Stakeholders

October 2018

Explore the Possibilities

- ☑ Analyze potential routes
- ☑ Identify destinations
- ☑ Explore site considerations (topography, ownership, ROW)

November/December

Cost Analysis

- ☑ Develop feasibility-level cost analysis

January 2019

Prepare Document

- ☑ Project overview
- ☑ Existing conditions
- ☑ Trail Routes
- ☑ Cost Estimates & Funding Considerations

January/February

Stakeholder Input

Two meetings were held in October of 2018 in Montgomery, to gain input on issues on opportunities for implementing the Czech Heritage Trail:

» School District/Cities/County Staff and Key Stakeholders Meeting

» Key Stakeholder + Invited Community Members Meeting

Both meetings began with a presentation by the consultant, which included a summary of the study process and timeline and examples of project products (route maps, sections and diagrams, trail crossing standards, phasing, acquisition, and a cost estimate). The meeting attendees were asked about potential coordinated planning efforts that may impact a future trail, issues and opportunities for trail routes, where potential routes are located on maps, and who the key trail users would be.

The following pages contain a list of issues and opportunities to consider for the potential trail project, which includes a input received at the meetings.

Stakeholder Meeting attendees discussing potential trail routes

Stakeholder Meeting attendees discussing potential trail routes

[2] Issues + Opportunities

A number of issues and opportunities are important to consider when planning and implementing the trail. The following list is a summary of input from the stakeholders (local city, school district, and county staff members and community members) for key planning efforts, destinations and connections, barriers, potential trail design, and potential trail users. This list should be considered when advancing to the next step of trail planning and design.

Potential Related Planning Efforts

The plans listed below should be referenced when designing portions of the trail as they may include overlapping or related projects.

» Tri-City United Safe Routes to School Plan

» Consider existing snowmobile trails in the area: www.lesueursnowtrails.org

» City of Lonsdale Trail Plan

» MNDOT State Aid Streets requirements – consider Complete Streets (none of the Cities have "Complete Street" policies)

» Consider former process with Blandin Foundation (New Prague, Lonsdale, Montgomery) – idea was to build a trail that showcased the beauty of the area with a connection to the Sakatah Trail

» Future road reconstruction projects (Counties and MNDOT)

» City Comprehensive Plans

- *Lonsdale Comprehensive Plan*
- *Montgomery Comprehensive Plan*
- *Le Center Comprehensive Plan*

» County Comprehensive Plans

- *Le Sueur County Comprehensive Land Use Plan*
- *Rice County Comprehensive Plan*

» Local developments may impact future trail planning and construction.

Key Destinations + Connections

In addition to providing a safe, off-road location for bicycling and walking between three rural communities, the trail could connect local retail and recreational destinations.

» Winery North of Montgomery going towards New Prague

» Ice cream/drink/food

» Access all downtowns

» Richter Woods

» Lake Sanborn Wilderness Area

» Veteran memorial parks

» Adjacent to lakes

» Historic Resources

» Connect to other state/regional/local trails

» Le Center

- *Downtown*
- *Fairgrounds (Parking?)*
- *Home Plate*
- *Little Dandy*
- *County Courthouse Square*

» Clear Lake

- *Lake Front*

» Montgomery
  - *Downtown*
  - *Pizzeria*
  - *Rustic Farmer*
  - *Bakery*
  - *Subway*
  - *Brewery*
  - *Bakery*
  - *Lynette's Coffee*
  - *Mty Ice Cream*
  - *Bars*

» Lonsdale
  - *Downtown*
  - *Whistle Stop*
  - *Taste of Lonsdale*

» Cemeteries

» Historic Hall

» St. John's Catholic

Barriers to trail construction

Barriers are physical or political issues that would prevent construction of a trail. Land cover, such as waterways or water bodies, and land ownership are examples of barriers.

» Wetlands and Ditches

» Land Acquisition – be sensitive to private land owners, would any be willing to have easements on their properties for a trail corridor?

» Abandoned rail corridor -- is it currently tilled? would farmers be willing to have a trail on the former rail corridor?

» Busy roadways -- Hwy 99, Hwy 13, Hwy 4

Trail Design and Development

The lists below address how the trail will be designed and used, types of amenities desired along the trail, and important planning considerations.

Use and Access

» Safety

» Easy Access

» Family Friendly, Little-kid friendly

» Need parking on both end of trail or along the way (Parking in general)

» Make it usable for everyone

» Scenic and commercial areas

» Level paths, not hilly

Amenities

» Bike racks

» Benches

» Rest stops with drinking fountains

» Camping

» Historic sites

» Food trucks

» Enough stops for diverse users

» Bathrooms

» Publicize points of interest so that automobile tourists can stop at those points too

» Signage/wayfinding at all points of interest

Connections

» Mountain biking as well as paved trails

» Offshoot that are challenging

- Maps – how to connect – electronic maps too
- Connection to New Prague
- 56-acre park North of Montgomery is in progress
- Lonsdale old school house
- Have trail go through downtown city districts
- Could this trail connect with the snowmobile trails?
- Sakatah trail close (expansion to Waseca?)
- Trails to Red Wing
- As planning continues, consider future connection possibilities to Waterville, St. Peter, Northfield, and New Prague.

Trail Design and Planning

- Farmland is important to farmers, be careful not to take their livelihood
- Acquisition of R.O.W's
- Le Center is not Czech, Is the name still okay with them? Names Heritage Trail instead to include all nationalities
- Chippewa Trail
- Regional designation
- Make it special to get people to come
- Think beyond 3-cities for long term (Mankato – Metro)
- Celebrate farmland and livestock (opportunity for folks to see things that aren't common anymore)
- Paved surface (limestone/blacktop)
- Charge or trail usage
- Could be an opportunity to bring in new businesses and families
- Where are rural cemeteries (many small ones without buildings) – Include on trail
- Maintenance
- Administrative structure (J.P.A's?) Two counties involved

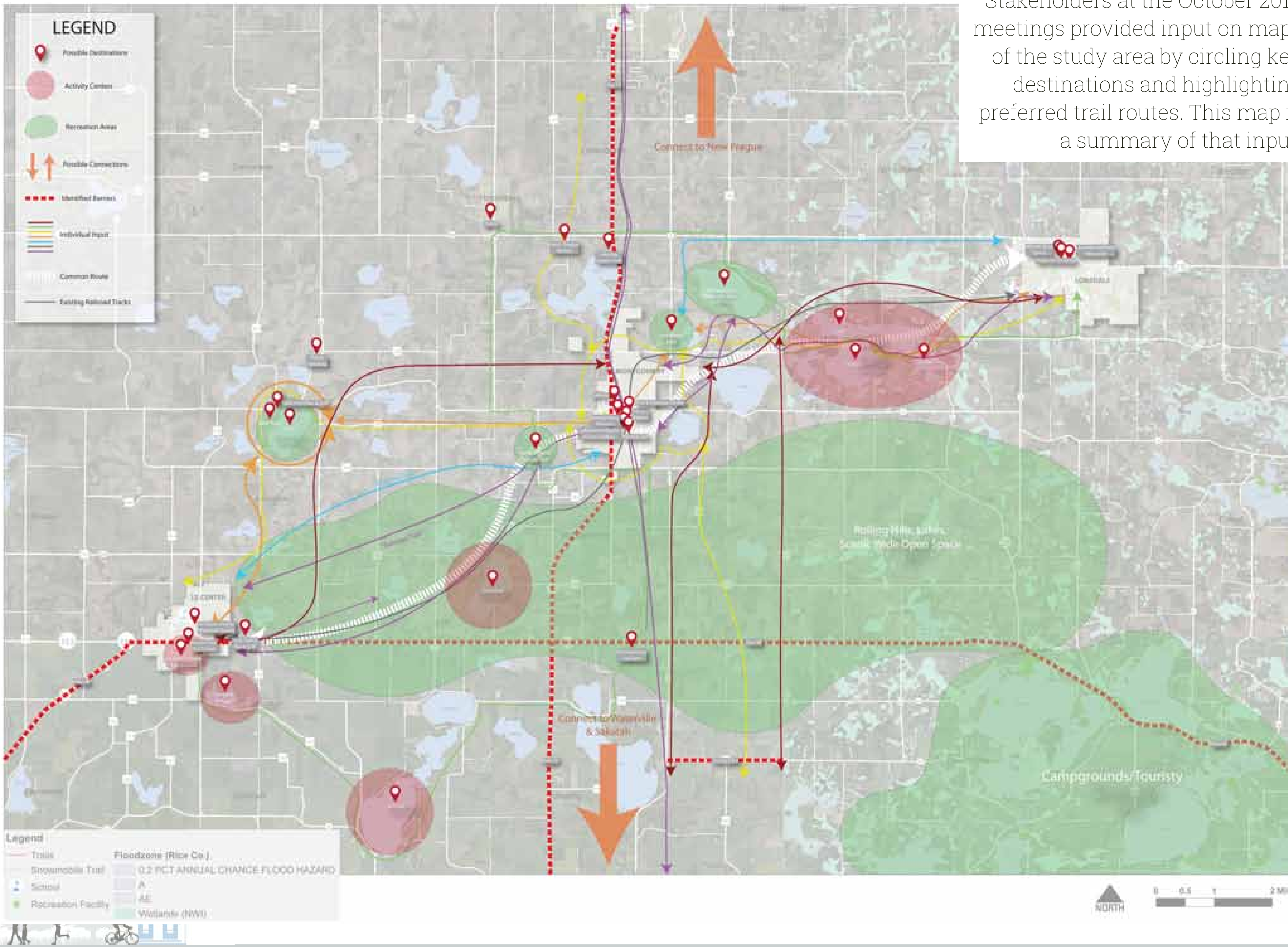
Potential trail users

In order to facilitate various user groups, the trail should be designed appropriately with key users in mind. The following is a list of potential types of trail users. This list will need to be refined as the trail is designed and constructed.

- Triathlon Trainers
- Sports enthusiasts
- Geocachers
- Cross country skiers
- Mountain Bikers
- Hikers/walkers/joggers/runners
- Horse-back riders
- Bikers (groups and races)
- Community members
- Metro residents
- Bike Clubs
- School/community education after school programs
- Snowmobiles
- Rollerblades
- Families
- Campers
- Tourists
- People of different skill levels
- Science/nature classes
- Some are NOT in favor of motorized vehicles using the trail

Stakeholder Input Map

Stakeholders at the October 2018 meetings provided input on maps of the study area by circling key destinations and highlighting preferred trail routes. This map is a summary of that input.



[3] Site Conditions

There are few walking or biking routes that currently exist in the study area. Off-road trail routes in Minnesota often have used abandoned railroad beds or land donated by local property owners to construct trails.

Land Cover and Land Use

The landscape of eastern Le Sueur and western Rice Counties in Minnesota consists of rolling hills and large wetland complexes. Much of the land is tilled farmland, and roads are organized in a grid network. Small patches of woodlands dot the landscape; however, most of the land is covered by planted crops or grasslands.

Population Trends

The population overall for the study area is projected to have minor growth over the next 10-20 years, with most of the growth occurring at the top of the age spectrum.

Information on Le Sueur County's demographic trends can be found here: "Le Sueur County Demographic & Economic Profile" (2018) http://www.co.le-sueur.mn.us/2018%20Le%20Sueur%20County%20Demographic%20and%20Economic%20Profile%20-%20DEED.pdf

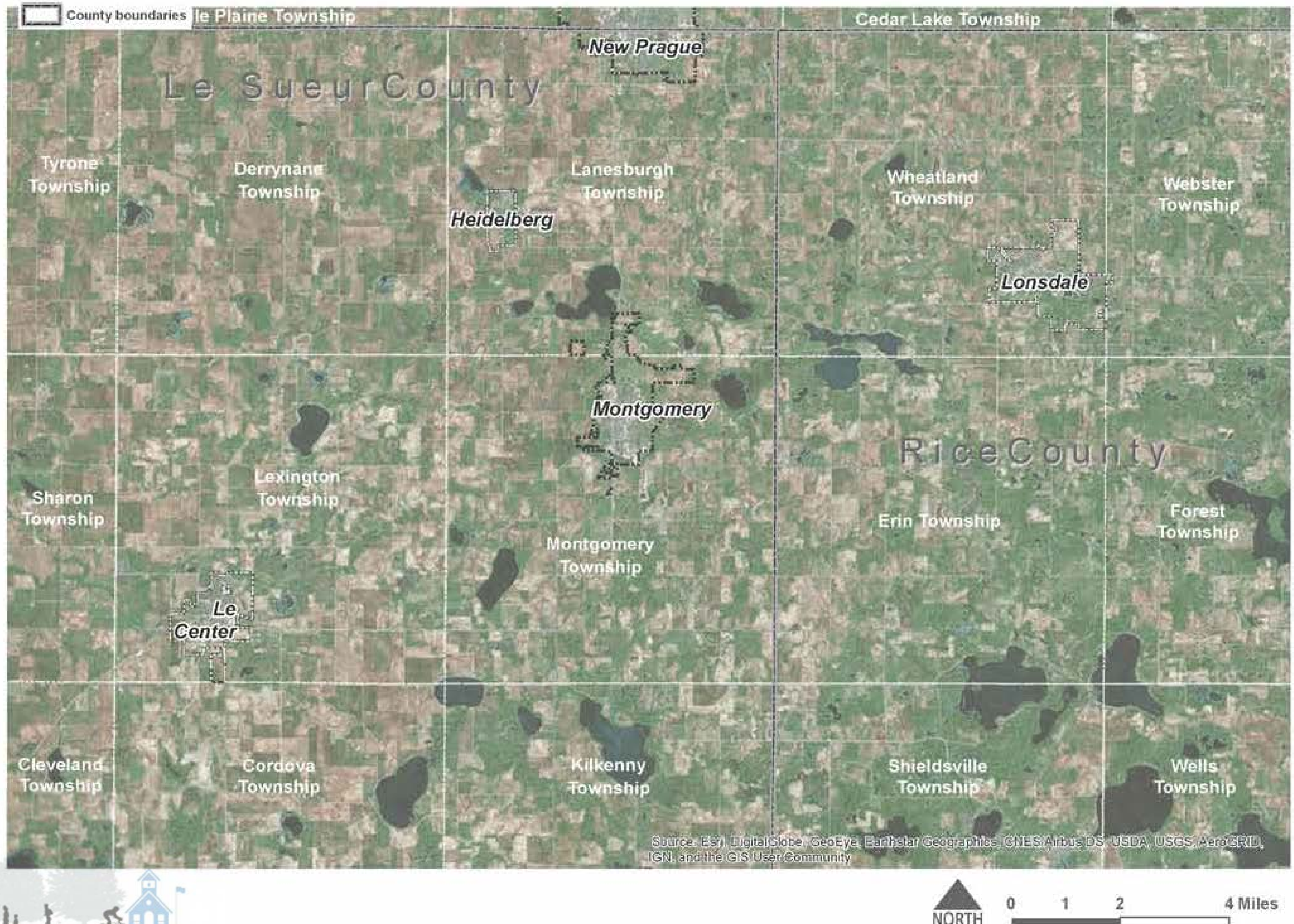
Existing Cities and Townships within the project area include:

» City of Le Center
» City of Montgomery
» City of Lonsdale
» Derrynane Township
» Erin Township
» Lanesburgh Township
» Lexington Township
» Montgomery Township
» Wheatland Township

2017 Population Estimates for Study Area
(Source: Mn State Demographer)

COUNTY NAME	CITY OR TOWNSHIP NAME	TOTAL POPULATION, 2017
Le Sueur	Derrynane township	490
Le Sueur	Lanesburgh township	2,026
Le Sueur	Le Center city	2,509
Le Sueur	Lexington township	698
Le Sueur	Montgomery city	3,029
Le Sueur	Montgomery township	674
Rice	Erin township	893
Rice	Lonsdale city	4,004
Rice	Wheatland township	1,295

Study Area: Aerial Imagery + Boundaries



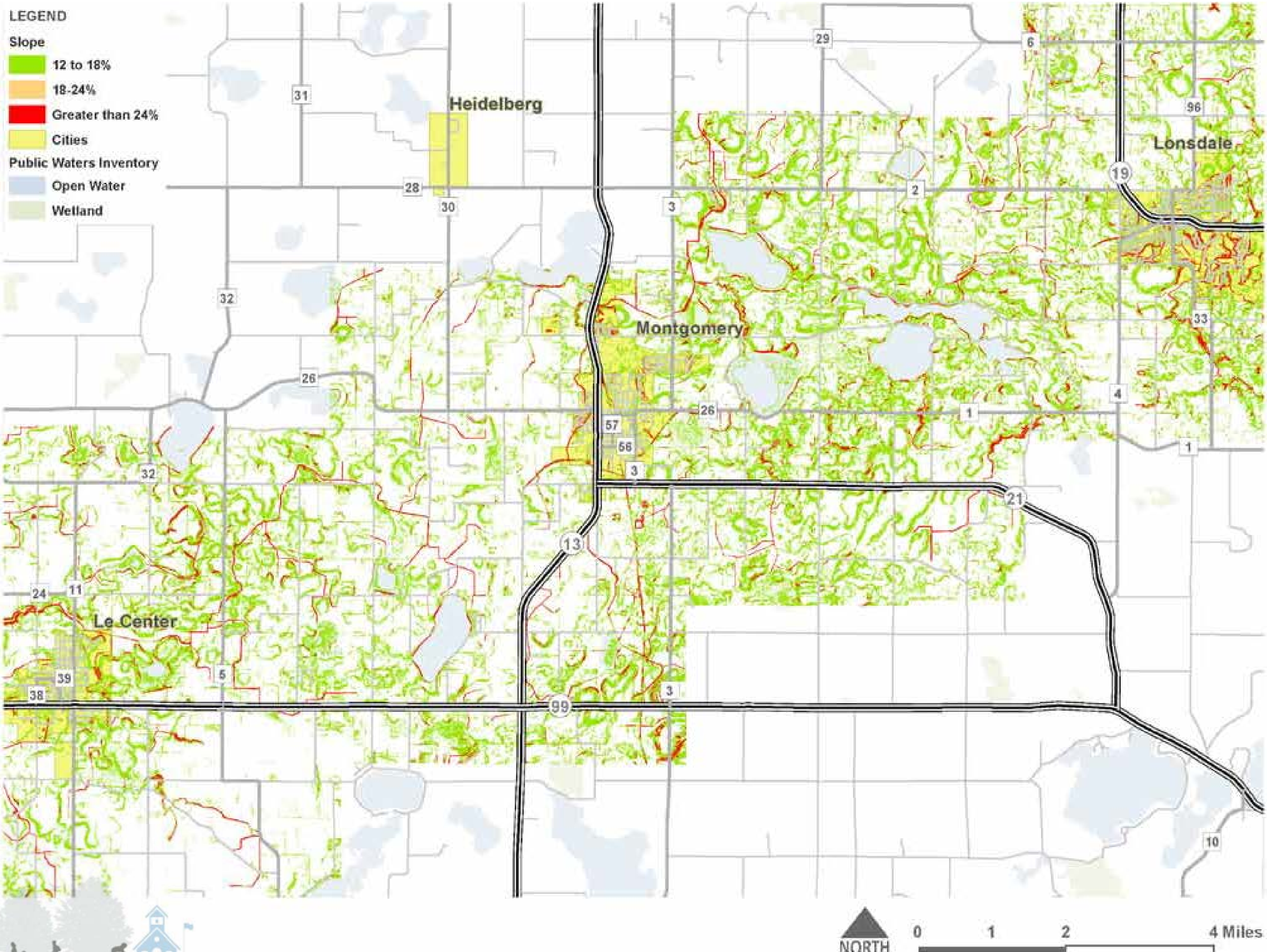
Water Bodies

The study area is covered by many small lakes, ponds, and wetlands. As most of the land use is agricultural, many of the wetlands have been drained or tiled for cropland. The water bodies and waterways create barriers to development of a trail, but they also provide aesthetic resources that should be featured through preserved viewsheds and trail routes.

Public Land/Parks

Very few public parks and publicly owned land parcels exist within the study area. City parks and school property are located within the three city boundaries. Richter Woods County Park is located just west of the City of Montgomery. Several lakes are publicly owned and open for public fishing and recreation.

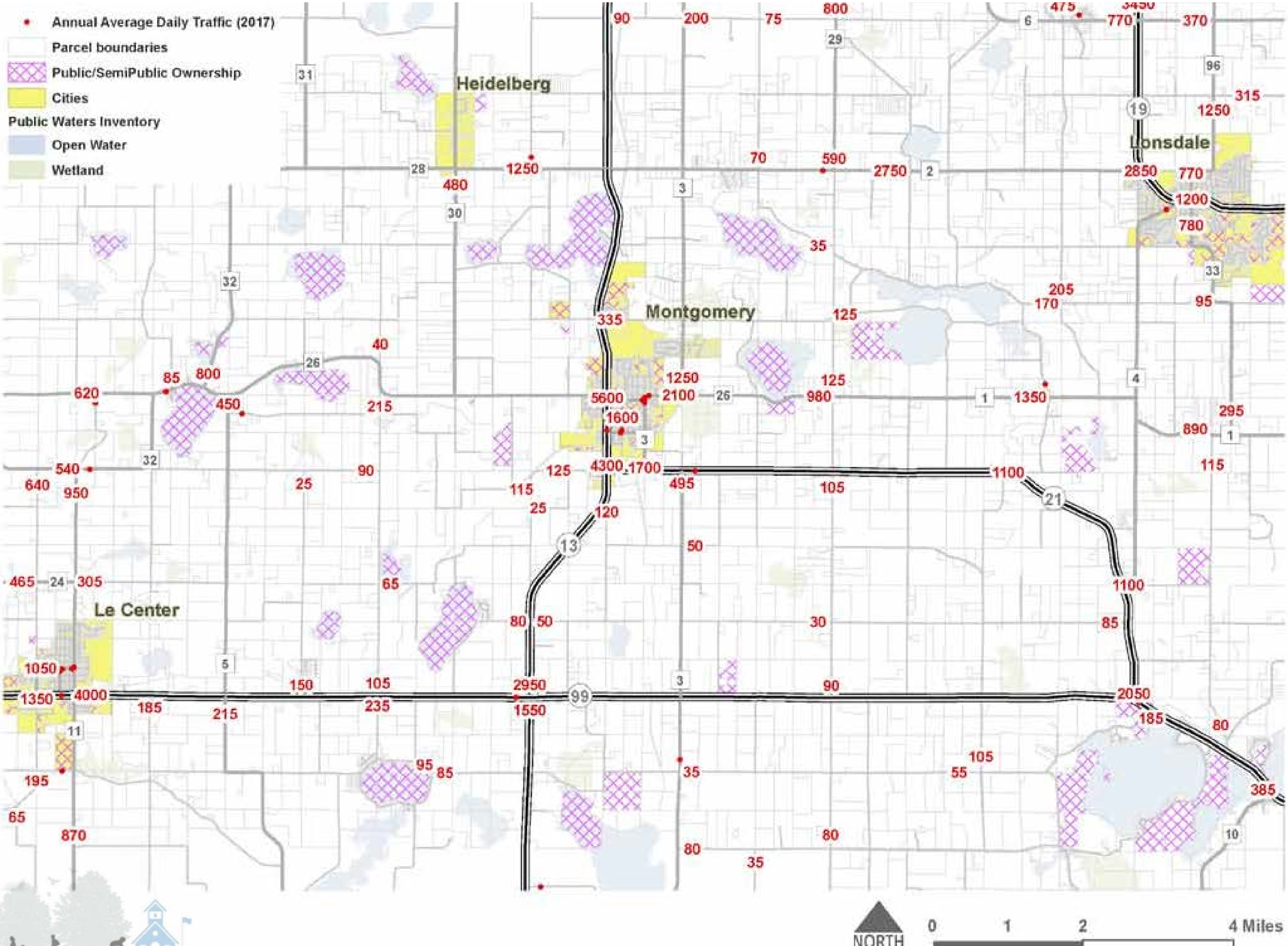
Study Area: Topography + Water Bodies








Study Area: Transportation + Land Ownership



[4] Development Plan

Trail Route Options

Several routes have been identified as potentially feasible for the Czech Heritage Trail. Most of these routes are along existing roadways. A trail is much more likely to get constructed within existing rights-of-way because property ownership is consistent in these areas.

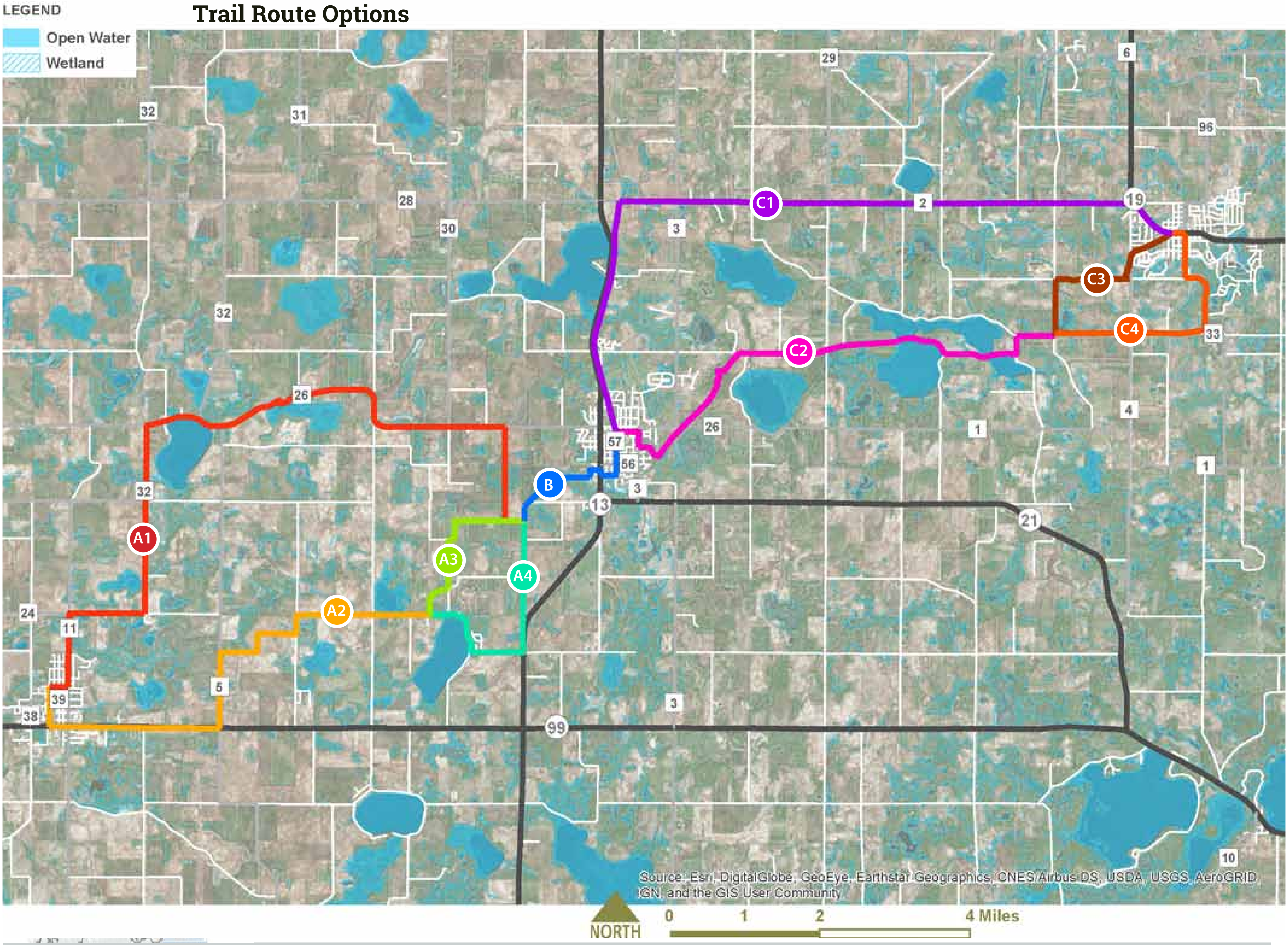
While a trail through agricultural fields or natural areas is preferred for the experience and safety aspects, it is unknown whether existing private property owners will be amenable to potential trail easements. The trail routes may shift in the future as exploration is done to determine if some large property owners would be willing to have a trail easement on their property. These alignments are much more difficult to implement, can be more costly, and depend on a property owner's willingness to sell or entertain an easement.

The trail route alternatives are summarized in the table to the right.

Trail Route Options

ID	CONNECTION	EXPERIENCE / CONSIDERATIONS
A1	Le Center to Richter Woods County Park	» Utilizes existing sidewalks in Le Center » Mostly on road » Co Rd 11, Co Rd 26 » Lake Front Bar and Grill » campground on Clear Lake
A2	Le Center to Greenleaf Lake	» Mostly on road » State Hwy 99, Co Rd 5, township roads, Co Rd 141 » Some busy roads » Greenleaf Lake connection is dependent on private property easements
A3	Greeenleaf Lake to Richter Woods County Park	» Some on road, some off road » Local roads » Cuts through some fields along property lines -- dependent on easements
A4	Greenleaf Lake (northern edge)	» On road alternative to A3 » Co Rd 140, State Hwy 13, Co Rd 161
B	Richter Woods to Montgomery downtown	» Off road along County owned RR corridor » Along local roads in Montgomery
C1	Montgomery to Lonsdale	» Off road along existing railroad corridor » On road along Co Rd 2 » Lake Pepin views
C2	Montgomery through the lakes corridor	» off road through rail corridor east of Montgomery » on road along Co Rd 142
C3	lakes corridor to Lonsdale	» on road along Co Rd 52 » utilizes existing trail through TCU Lonsdale campus
C4	lakes corridor to Lonsdale	» on road along Co Rd 59 and 33 » utilizes existing trail along Co Rd 33

Trail Route Options



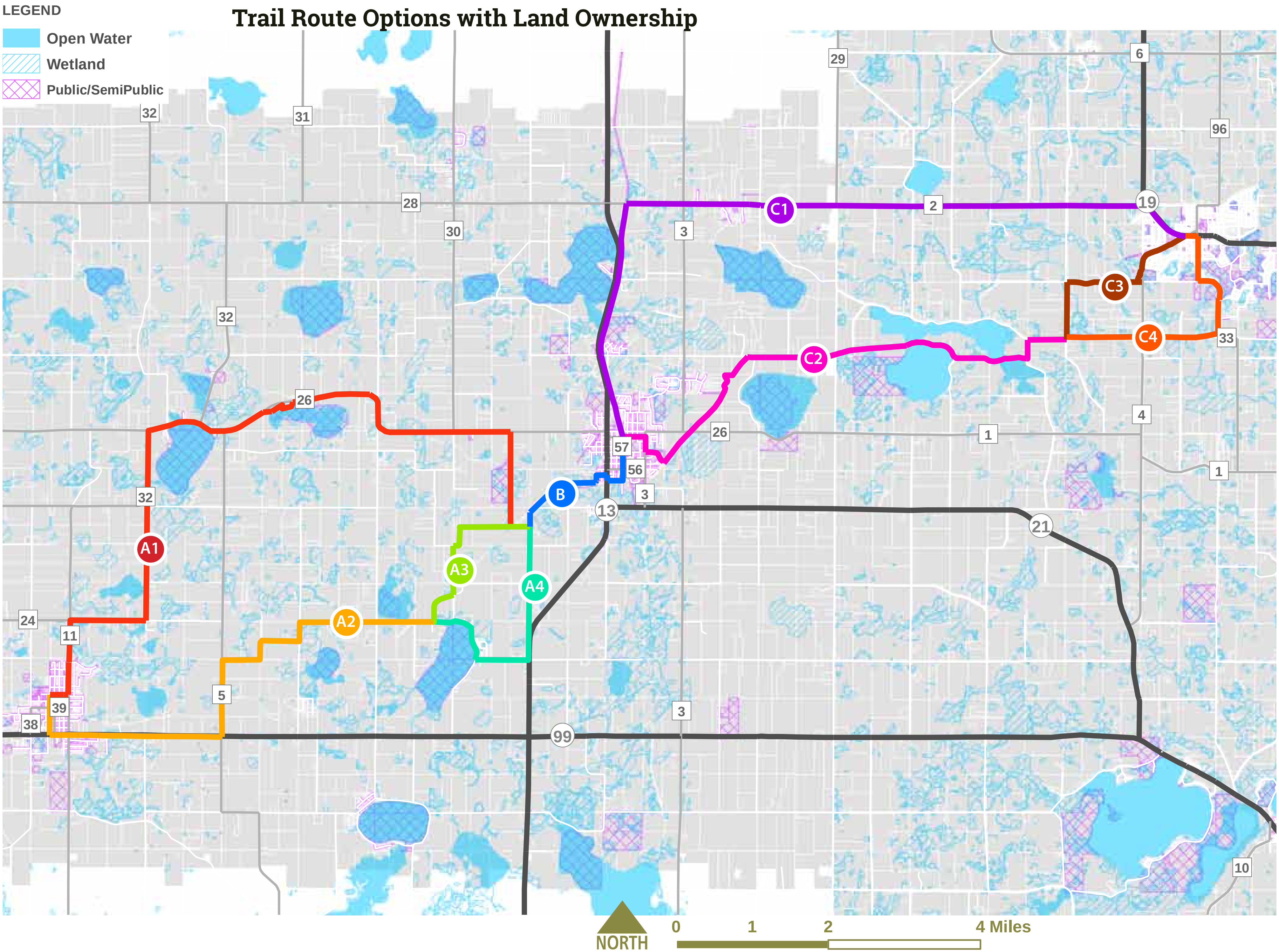
Development Considerations

A Site Analysis of the project area included an exploration of potential issues and opportunities for developing a trail. Issues include:

- » Physical barriers to trail development
  - *Steep slopes should be avoided. It is more expensive to develop trail on steep slopes, and the trail would not be accessible for trail users of all abilities if there are numerous areas of slopes greater than 5%*
  - *Wetlands and water bodies should be avoided for the trail alignment. There are restrictions against building paved surfaces over wetlands or water bodies. Also, boardwalks would need to be constructed, which are more expensive than typical paved trails on stable surfaces. If the trail is built near wetlands or water bodies, there is greater likelihood that the trail will flood during the spring and other wet times.*
  - *Ditches serve purposes in rural areas as places for snow storage, stormwater runoff and conveyance, and wildlife habitat. Ditches typically have steep side slopes that need to be avoided.*
  - *State highways carry larger volumes of traffic than County and Township roads. These roads should be avoided where possible: Hwy 99, Hwy 13, Hwy 4*
- » Land ownership
  - *Private land will need easements or acquisition in order to be used for trail construction. It will be important and key to a successful project to be sensitive to private land owners. If a trail alignment is desired that would cross private property, the owner will need to be approached and asked if they would be willing to have easements on their properties for a trail corridor.*
  - *Public ownership and rights-of-way may be easy options for the trail alignment. However, some public ownership has restrictions and all agencies will need to agree to a trail easement.*

These constraints can influence the project cost significantly, and typically require further engineering and environmental review.

Trail Route Options with Land Ownership



Trail Features + Design Standards

When planning and designing the trail, it is important to have a consistency of design, trail width and surface, wayfinding and access, and amenities. Pages 24-29 include precedent images, cross sections, and narrative description that will provide a framework and ideas that can be used when designing and implementing the trail.

Trailheads + Access

Trailheads are locations where the trail can be accessed by foot, bicycle, or vehicle. Typically trailheads would be located in concert with another facility, such as a school, a downtown retail district, or a park or recreation feature.

Trailheads along the Czech Heritage Trail should be located within each urban center, and at the schools. Amenities and facilities that should be located at trailheads include:

» Parking (shared with another use, such as a school)

» Trail signage indicating trail rules, trail map, and list of destinations

» Interpretive signage

» Benches, picnic tables

» Bike parking

» Trash receptacles

Trailhead with parking lot and shelter

Trailhead with signage, bike parking

Crushed aggregate trail with wayfinding signage

Boardwalk trail in winter

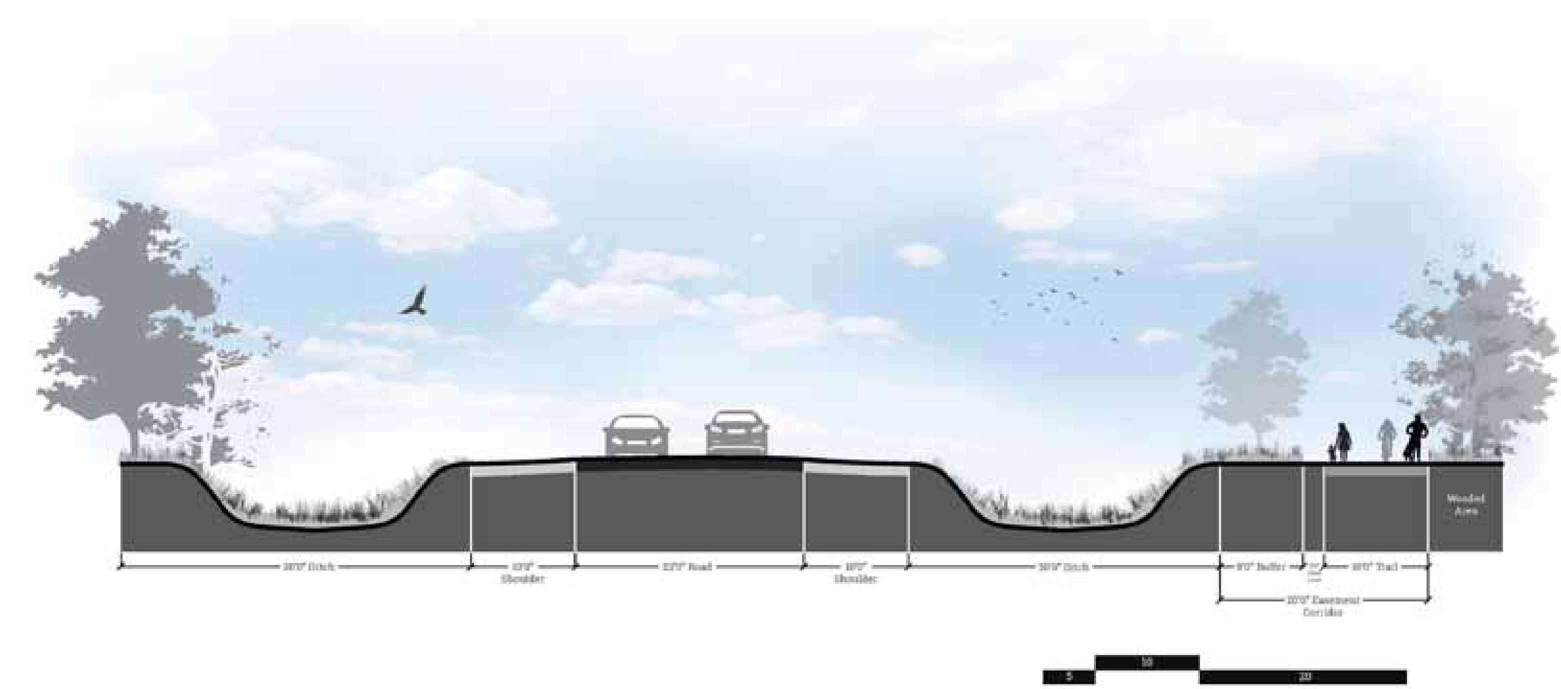
Ski trail

Trailhead with signage and parking

Multi-use trail (paved for biking and walking, crushed aggregate for equestrian)

Typical Trail Section: On-road

When the trail is built along a rural road it must consider the road right-of-way, the private property, road shoulders, and ditches. Other infrastructure, such as powerlines, may be present, which will need to be avoided. Easements may be needed to construct the trail along rural roads and out of ditches.

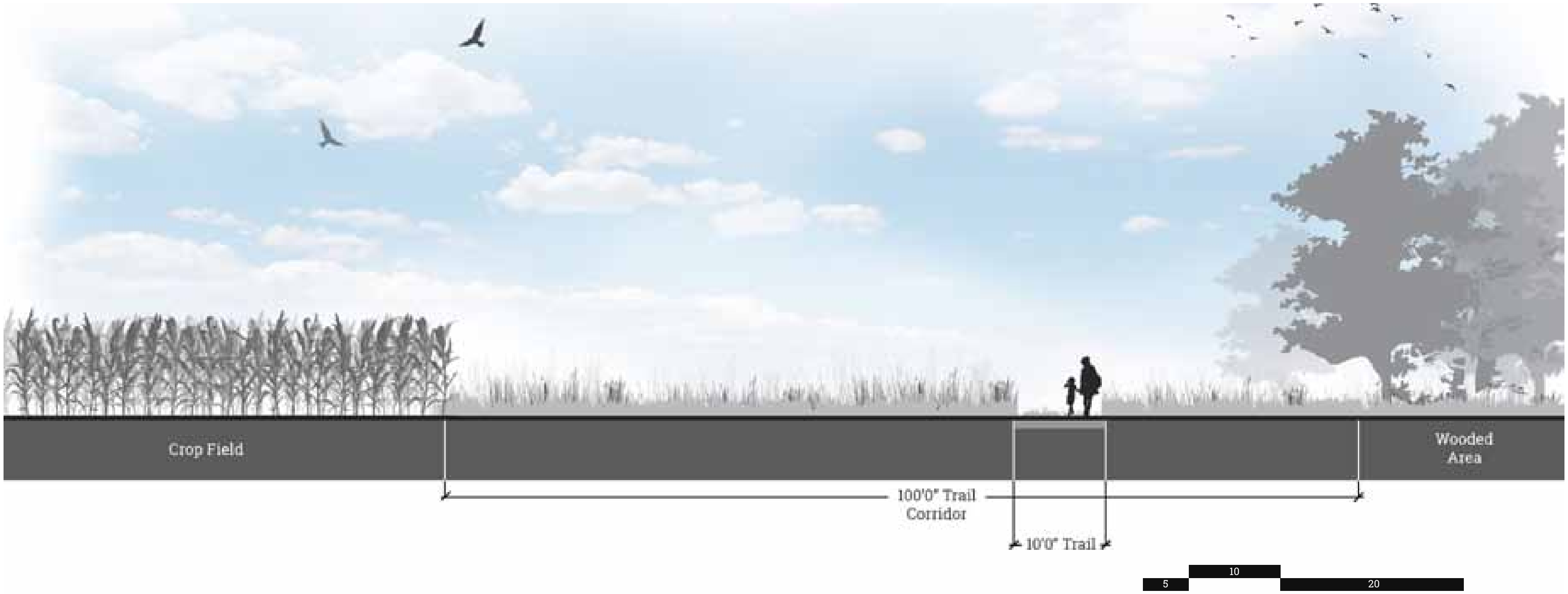


Paved trail along roadway

Paved trail outside ditch, next to cropland, along rural roadway

Typical Trail Section: Off-road

Le Sueur County owns an abandoned rail corridor just west of Montgomery, where an off-road trail could be constructed. Many trail have been built on former rail corridors, and the rail bed provides a good base for a paved trail. The trail should maintain a moderate distance from private properties and planted croplands.



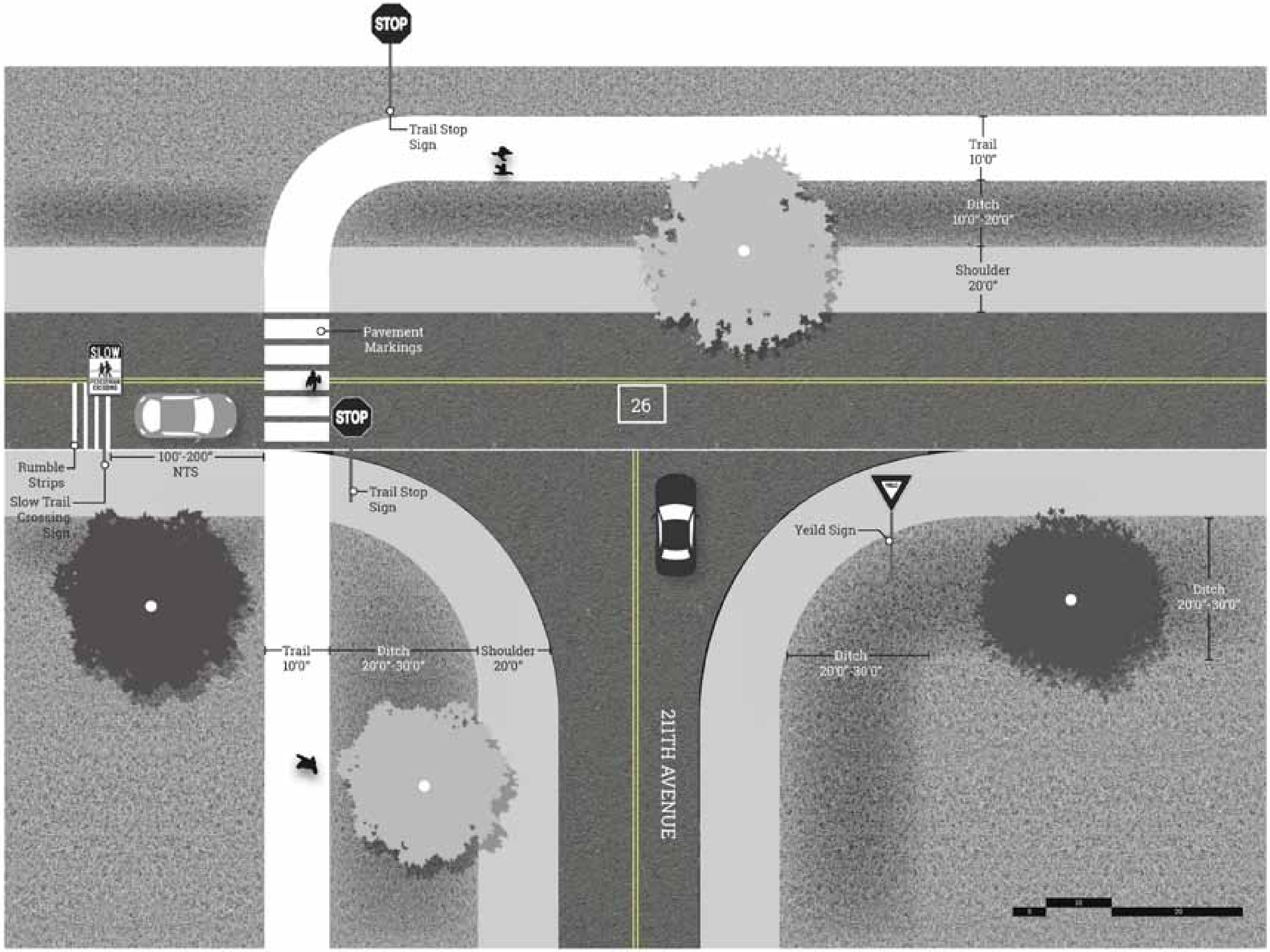

Paved trail in off-road corridor


Crushed aggregate trail in off-road, agricultural corridor


Crushed aggregate trail in off-road corridor

Typical Rural Road Crossing

As the trail crosses rural and urban roads, trail design should consider: pavement markings (crosswalk), vehicle warning signage, trail stop/yield sign, rumble strips ahead of the trail crossing, and lighting. The spacing of the crossing should consider the road speed, any turning vehicles, and sight lines should be clear for drivers and trail users.



Typical Urban Road Crossing

Trail crossing with crosswalk and trail stop signs

Trail crossing with no markings

Trail crossing with a crosswalk and turf median

Trail crossing with a crosswalk and flashing signs

Trail crossing with a crosswalk and trail stop signs

Case Study: FairRidge Recreational Trail

LENGTH	4.6 miles
SUMMER USES	Walking, Biking
WINTER USES	None
OPERATOR	City of Fairfax

Enjoy bicycling, hiking, jogging, and in-line skating from Fairfax Depot Park to Fort Ridgely State Park near the scenic Minnesota River Valley.

Beautiful scenery and historical landmarks make this trail popular and memorable for all ages and interests. From the restored train depot at one end to beautiful Fort Ridgely State Park, historic battlefield and Interpretive Center at the other end, you will see rich farm land, a creek meandering through wooded hills and the scenic Minnesota River Valley with a wide variety of wildlife including the majestic bald eagle.

Trail Use Rules:

- Trail closes at sunset
- Use caution at all road crossings
- Use right-hand side of trail
- Announce your presence when passing
- Pets must be on a leash no longer than six feet
- No motorized vehicles
- No horses except on designated secondary tread way
- No hunting
- Do not disturb any plant, wildlife, or other natural cultural resource

Images to the right and below show aerial views and street view of the trail along Hwy 4 in Fairfax.

Credit: Google Earth

Trail website:

https://fairfax-mn.gov/index.asp?SEC=B6AD6DCB-83C3-4026-AC00-A32AD50B4AF4&DE=69BD095F-22FA-4DC4-9E16-E11724ACA893&Type=B_LOC

Address:

FairRidge Trail

Fairfax, MN 55332

Case Study: Cannon Valley Trail

LENGTH	19.7 miles
SUMMER USES	Walking, Biking
WINTER USES	Cross-country skiing
OPERATOR	Private board

The Cannon Valley Trail is built on a former Chicago Great Western Railroad line connecting the cities of Cannon Falls, Welch and Red Wing in beautiful southeastern Minnesota. This paved bicycle and hiking trail is 19.7 miles of diverse and spectacular scenery.

Paralleling the Cannon River, the Trail offers glimpses and panoramas of the valley and gradually descends 115 feet in elevation from Cannon Falls to Red Wing. From overhanging cliffs to views of extensive wetland complexes, nature's seasonal changes are vividly displayed.

The Trail is open year round for bicycling, in-line skating, skateboarding, similar wheeled recreational devices, hiking, walking and cross country skiing. Trail users age 18 or older must have a valid Wheel Pass when using the trail from April 1st – November 1st.

The Great Minnesota Ski Pass is required to cross-country ski on the Cannon Valley Trail.

Trail Use Rules:

- Fee required
- No pets allowed on the trail

Trail website:

https://cannonvalleytrail.com/

Location:

Red Wing to Cannon Falls, MN

[5] Implementation

Project Phasing

The trail project will need to be built in segments according to where feasible projects occur and where and when opportunities arise. Three phases have been used to organize the trail segments:

Short Term (0-5 years*): These are segments where there is an existing trail or sidewalk or where land is already secured in terms of public ownership or rights-of-way. The project only needs to be designed and funding secured for capital costs in order to construct them.

Mid Term (5-10 years*): These are projects where land ownership may not be secured, but they may be in logical locations for trail construction. An easement may be needed on private land.

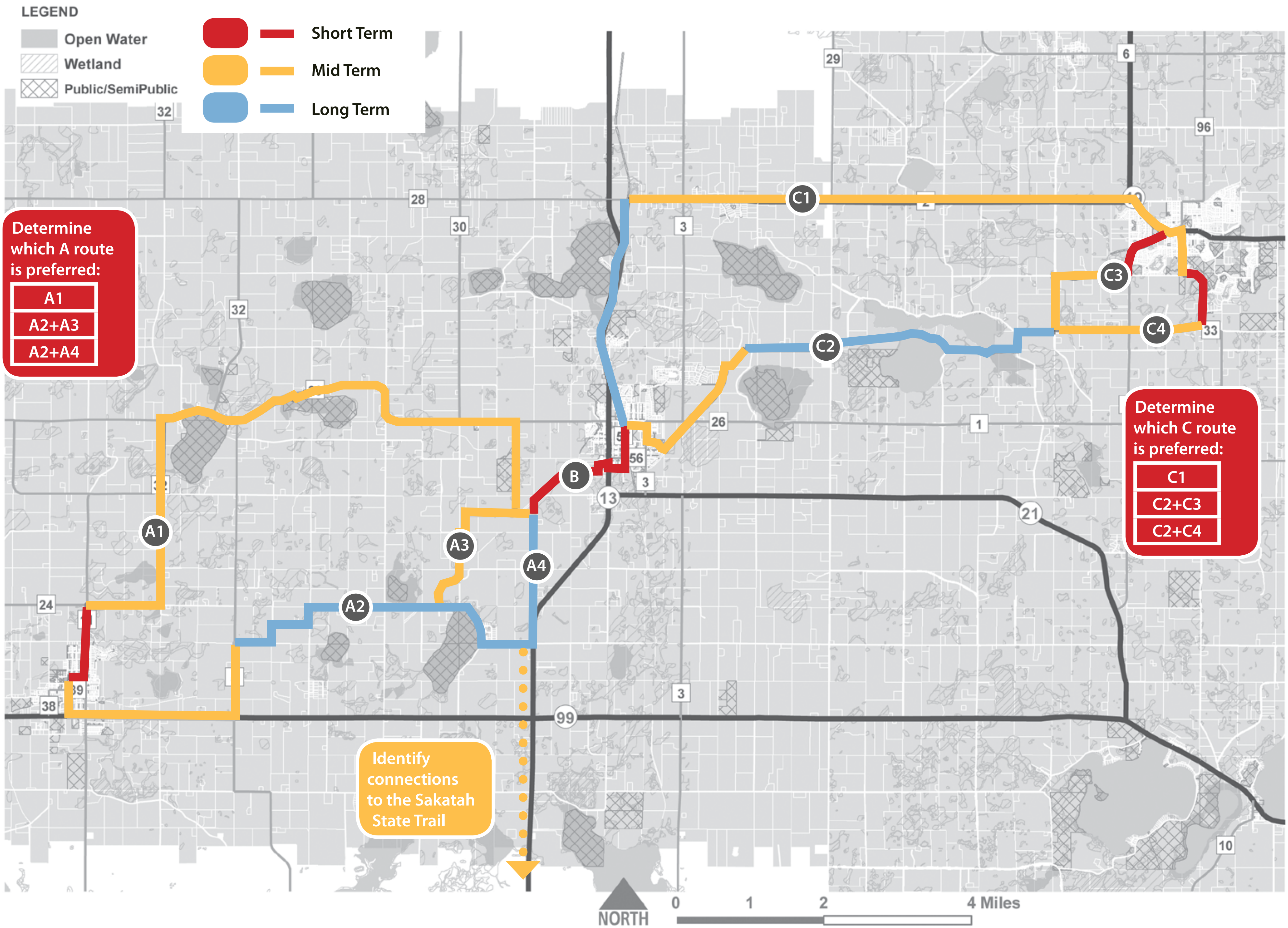
Long Term (10+ years*): These are segments that may have significant barriers to construction, such as lack of access, multiple property owners, land is not secured and may be difficult or expensive to acquire, topography or wetland issues, or they may be in locations that are not needed to complete a good portion of the trail length.

***The above timeframes are provided as a framework for phasing. Each trail segment will require additional planning, engineering, and environmental review that may increase the timeline for implementation**.*

The phasing may shift for any of the trail segments as opportunities arise. A seemingly easy trail segment may have unknown barriers, which would shift it to a long-term project; while a land donation or grant opportunity may make a long term project feasible in the short term.

The Phasing Plan map on the following page generally assumes segments and steps to be accomplished on a Short Term, Mid Term, and Long Term timeline. As there are multiple route alternatives, selection of the preferred routes would need to accomplished in the Short Term phase.

Phasing Plan



Acquisition/Easements

There are several options and scenarios for how the trail corridor land could be secured for building a trail. The land could be purchased outright or easements could be negotiated for sole purpose of a bicycle and pedestrian trail. The options below describe various methods that could be used to acquire the land needed for the trail corridor.

Some of these methods refer to a City process or a road project. These are listed for information as they may be helpful to reference in relation to a trail project. A City may need to be involved with managing the process, which would require a partnership between the School District and the City and any other entities that may be involved with implementing the trail. It should also be noted that different processes may be required or used if the trail impacts County rights-of-way.

Negotiated Purchase

Minnesota State Statutes 412.211

» A city can acquire a road easement simply by buying it. Statutory cities have the power to purchase real property within or outside of their corporate limits. Home rule charter cities generally have similar authority in their charters.

» An "official map" should be prepared prior to this option (see next option).

Official Mapping

Minnesota State Statutes 462.352 and 462.3

» The City may choose to identify a roadway through an "officially mapping" process. An official map will show affected properties, future right-of-way needs, centerline alignments, setbacks, controlled access locations, and other transportation facilities. This will provide some level of control in protecting the corridor from development. Official mapping provides a basis for restricting development in designated rights-of-way or between designated setbacks to allow the government authorities time to purchase or otherwise reserve the land.

Eminent Domain

Minnesota State Statutes 465.01, 117.012, 117.085

» A city may acquire a street through eminent domain. If the city cannot reach an agreement with the landowner for the purchase of the easement, the city may need to use eminent domain. All cities have the authority to take (or condemn) private property for public use as long as they pay the landowner reasonable compensation. Essentially, this is a way to compel an owner to sell his or her land to a city.

Acquisition by Statutory Dedication

Minnesota State Statutes 462.358, 505.01

- A city may acquire streets through statutory dedication. Municipalities have the authority to regulate subdivisions of land for many reasons, including planning for necessities such as adequate streets to serve the new subdivision.
- Subdivision regulations must be set out in ordinance form, specifying the subdivision standards, requirements and procedures for review, approval or disapproval of an application to subdivide a large tract of land in the city.
- The regulations should specify the required size, location and grading of streets, roads and related walkways, curbs and gutters.
- The subdivision regulations may also permit the municipality to condition its approval of the subdivision upon the construction and installation of streets by the subdivider. The terms of such agreement should be stated in a development agreement that requires adequate financial security (such as a letter of credit or bond) to ensure that the streets are built to the city's specifications and satisfaction.

Design

- The City can advance the project by preparing engineering design sets for the proposed roadway. Detailed designs will help determine the exact alignment and refine the study's cost estimates. Advancing the design will also demonstrate the project is "shovel ready," when funding becomes available.
- The design of city streets is a discretionary act that entitles a municipality to governmental immunity from liability for negligent design, absent actual knowledge of dangerous conditions or prior accidents. The duty rests upon a municipality to employ competent engineers to plan and construct its system of streets, and ordinarily, if it relies upon such competence, the city is not liable for mere errors of judgment.

Programming

- The project has not been identified for funding and the timing of construction is uncertain. Development will likely trigger the schedule for implementation. However, he City can start identify the project in a Capital Improvement Program (CIP).

Funding Sources + Options

Funding

Funding for initial capital cost and ongoing operations and maintenance costs is essential for a successful trail. General Funding from Le Sueur County, Rice County, or the Tri-City United School District could all be used to design and construct the trail. The trail will likely need outside funding in order to complete the full vision. Outside funding could come from grants, donations, or fundraising. It is not necessarily determined what agency will be primarily responsible for funding the trail until an organizational model or Joint Powers Board is established. There will be an emphasis on seeking outside funding in the form of grants.

It is anticipated that a portion of future capital projects could be well-positioned to secure regional or state funds for recreational trails. These sources will contribute to capital construction costs. Examples of outside funding sources include:

» Park dedication funds

» Greater Minnesota Regional Parks and Trails Commission funding

» Minnesota Department of Natural Resources

» Clean Water, Land and Legacy Amendment funds

» Foundations and nonprofits

» Statewide Health Improvement Program

Funding for operating and maintaining the park and trail facilities will need to be determined along with the operation model.

Potential Project Partners

The successful implementation of the Czech Heritage Trail may be reliant upon potential partnerships with other agencies and organizations. These organizations may be existing public agencies or non-profit groups, or they may be non-existing trail advocacy groups.

Potential Operations Models

A number of different models could be used to operate and maintain the trail. A couple models are described below.

Joint Powers Agreement

A Joint Powers Agreement is a contractual partnership model by which two or more agencies or organizations agree to a joint funding and operations system. The School District, Cities, and Counties could all be partners in this model. Funding could come from all of the partners and pooled into a trail fund, which would be used for general maintenance, operations, and replacements.

The League of Minnesota Cities provides resources for how to create a Joint Powers Agreement and sample agreement text. See this website for more information:

https://www.lmc.org/page/1/joint-powers.jsp

Non-Profit Board

Some trails and open spaces that are not operated or managed by a governmental agency or organization utilize a private or non-profit board for its management. The Cannon Valley Trail is an example of a facility that uses this operational structure.

Cost Estimate

The trail cost estimates are planning level. More detailed site analysis will need to be performed in order to get accurate costs for constructing a trail. This could include a site survey, field assessment, soil condition analysis, and wetland delineations. The costs included are conservative estimates based on final construction costs of previously constructed trail segments in the Twin Cities metro area and some out state Minnesota locations. Each trail route segment includes the assumptions listed below.

Assumptions

Land Protection is the acquisition or purchase of land outright or through a trail easement. The cost used is $90/ln foot for a 30-ft wide corridor. This equals $3/sq. ft. or $130,680/acre. For segments that are identified on publicly owned land, or trails that are existing, there is no Land Protection cost identified. Trails that are projected to be within Public ROW may need land protection/ easements from the City or County or private landowner if a ditch prevents a trail from fitting within the ROW.

Trail construction assumes an eight to ten foot wide paved trail. The trail surface will likely by crushed aggregate or bituminous. The cost here assumes a bituminous trail with a Class V base. The cost used is $100/linear ft. This cost could include minor grading and site preparation.

Other Costs Considerations

Major grading and site preparation may be necessary in areas of steep slopes, wetlands, or at road crossings. These costs may be more than what is identified in the cost estimate.

Road Crossing improvements will be needed in several locations. These may include vehicle warning signage, pavement markings, and potential pavement treatments, such as rumble strips. Some crossings will have little to no treatments, while others will have significant facilities added to them.

Trailheads and amenities are additional items that are not included in the cost estimates. These could include parking areas, signage, benches, lighting, and trash receptacles. It is possible that these amenities could be shared with other existing uses, such as schools or parks.

	OWNERSHIP	ROUTE	LENGTH (FEET)	MILES	EXPERIENCE	TRAIL COST	LAND PROTECTION COST	SUBTOTAL
A1	Public ROW	A1	6585.66	1.25	along road-Richter Woods	$658,566.00	$592,709.40	$1,251,275.40
	Public ROW	A1	11735.04	2.22	along road	$1,173,504.00	$1,056,153.60	$2,229,657.60
	Public ROW	A1	5404.84	1.02	along road	$540,484.00	$486,435.60	$1,026,919.60
	Public ROW	A1	8377.21	1.59	along road	$837,721.00	$753,948.90	$1,591,669.90
	Public ROW	A1	5546.02	1.05	along road	$554,602.00	$499,141.80	$1,053,743.80
	Public ROW	A1	7946.22	1.50	along road	$794,622.00	$715,159.80	$1,509,781.80
	Public ROW	A1	8189.11	1.55	along road	$818,911.00	$737,019.90	$1,555,930.90
	Existing sidewalk	A1	953.18	0.18	along road	$95,318.00		$95,318.00
	Public ROW	A1	318.29	0.06		$31,829.00	$28,646.10	$60,475.10
	Existing sidewalk	A1	358.85	0.07		$35,885.00		$35,885.00
	Public ROW	A1	1882.00	0.36		$188,200.00	$169,380.00	$357,580.00
	Public (wetland)	A1	2134.90	0.40	off road	$213,490.00	$192,141.00	$405,631.00
	Private	A1	582.03	0.11	off road	$58,203.00	$52,382.70	$110,585.70
A1 TOTAL				**11.36**				**$11,284,453.80**
A2	Public ROW	A2	22548.48	4.79	along road	$2,254,848.00	$2,029,363.20	$4,284,211.20
	Public ROW	A2	1396.48	0.26	along road	$139,648.00	$125,683.20	$265,331.20
	Public ROW	A2	688.84	0.13	along road	$68,884.00	$61,995.60	$130,879.60
	Existing sidewalk	A2	330.79	0.06	along road	$33,079.00		$33,079.00
	Paved driveway	A2	170.84	0.03	along road	$17,084.00	$15,375.60	$32,459.60
	Existing sidewalk	A2	320.24	0.06	along road	$32,024.00		$32,024.00
	Public ROW	A2	8589.87	1.63	along road	$858,987.00	$773,088.30	$1,632,075.30
	Existing sidewalk	A2	2833.45	0.54	along road	$283,345.00		$283,345.00
	Existing sidewalk	A2	470.76	0.09	along road	$47,076.00		$47,076.00
A2 TOTAL				**7.59**				**$6,740,480.90**

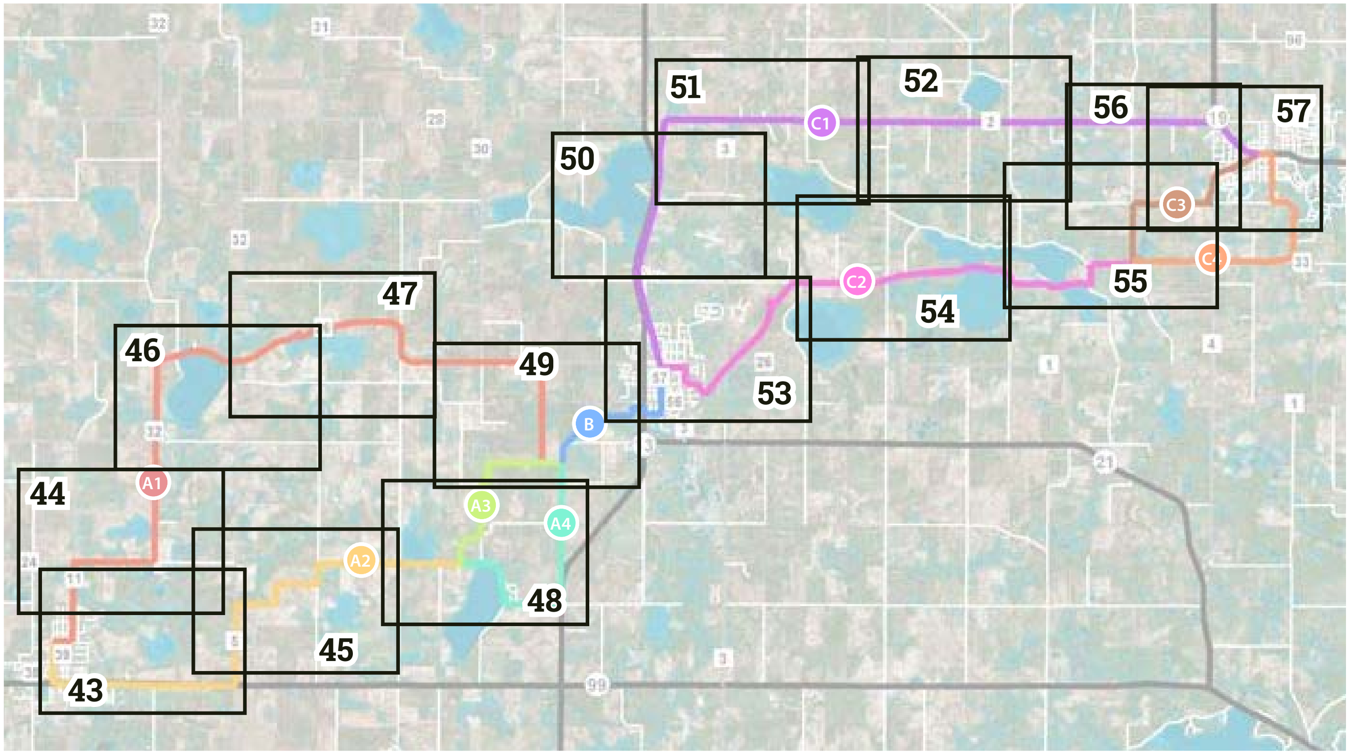
	OWNERSHIP	ROUTE	LENGTH (FEET)	MILES	EXPERIENCE	TRAIL COST	LAND PROTECTION COST	SUBTOTAL
A3	Public ROW	A3	6547.16	1.43	along road	$654,716.00	$589,244.40	$1,243,960.40
	Private	A3	3397.47	0.64	through field	$339,747.00	$305,772.30	$645,519.30
	Public ROW	A3	2757.12	0.52	along road	$275,712.00	$248,140.80	$523,852.80
A3 TOTAL				**2.59**				**$2,413,332.50**
A4	Public ROW	A4	12948.79	2.45	along road	$1,294,879.00	$1,165,391.10	$2,460,270.10
	Private	A4	5023.12	0.95	along lake	$502,312.00	$452,080.80	$954,392.80
A4 TOTAL				**3.40**				**$3,414,662.90**
B	Public	B	5270.57	1.00	off road	$527,057.00	$474,351.30	$1,001,408.30
	Public ROW	B	996.48	0.19	along road	$99,648.00	$89,683.20	$189,331.20
	Private	B	147.55	0.03	off road	$14,755.00	$13,279.50	$28,034.50
	Public ROW	B	1167.53	0.22	along road	$116,753.00	$105,077.70	$221,830.70
	Public ROW	B	387.34	0.07	along road	$38,734.00	$34,860.60	$73,594.60
	Public ROW	B	815.11	0.15	along road	$81,511.00	$73,359.90	$154,870.90
	Public ROW	B	2266.26	0.43	along road	$226,626.00	$203,963.40	$430,589.40
	Public ROW	B	979.53	0.19	along road	$97,953.00	$88,157.70	$186,110.70
B TOTAL				**2.28**				**$2,285,770.30**
C1	Public ROW	C1	3515.98	0.67	along road	$351,598.00	$316,438.20	$668,036.20
	Public ROW	C1	5567.00	1.05	along road	$556,700.00	$501,030.00	$1,057,730.00
	Public ROW	C1	5352.49	1.01	along road	$535,249.00	$481,724.10	$1,016,973.10
	Public ROW	C1	2649.78	0.50	along road	$264,978.00	$238,480.20	$503,458.20
	Public ROW	C1	7977.66	1.51	along road	$797,766.00	$717,989.40	$1,515,755.40
	Public ROW	C1	5293.91	1.00	along road	$529,391.00	$476,451.90	$1,005,842.90
	Railroad	C1	10710.89	2.03	off road	$1,071,089.00	$963,980.10	$2,035,069.10
	Public ROW	C1	8531.62	1.62	along road	$853,162.00	$767,845.80	$1,621,007.80
	Public ROW	C1	799.88	0.15	along road	$79,988.00	$71,989.20	$151,977.20
	Railroad	C1	5891.18	1.12	off road	$589,118.00	$530,206.20	$1,119,324.20
C1 TOTAL				**10.66**				**$10,695,174.10**

	OWNERSHIP	ROUTE	LENGTH (FEET)	MILES	EXPERIENCE	TRAIL COST	LAND PROTECTION COST	SUBTOTAL
C2	Public ROW	C2	1601.46	0.30	along road	$160,146.00	$144,131.40	$304,277.40
	Public	C2	2851.77	0.54	off road	$285,177.00	$256,659.30	$541,836.30
	Public	C2	1695.53	0.32	off road	$169,553.00	$152,597.70	$322,150.70
	Public ROW	C2	1150.28	0.22	along road	$115,028.00	$103,525.20	$218,553.20
	Private	C2	7184.78	1.36	off road	$718,478.00	$646,630.20	$1,365,108.20
	Public ROW	C2	1269.30	0.24	along road	$126,930.00	$114,237.00	$241,167.00
	Public ROW	C2	2309.93	0.44	along road	$230,993.00	$207,893.70	$438,886.70
	Public ROW	C2	2558.07	0.48	along road	$255,807.00	$230,226.30	$486,033.30
	Public ROW	C2	1290.04	0.24	along road	$129,004.00	$116,103.60	$245,107.60
	Public ROW	C2	3695.29	0.70	along road	$369,529.00	$332,576.10	$702,105.10
	Public ROW	C2	3847.67	0.73	along road	$384,767.00	$346,290.30	$731,057.30
	Public ROW	C2	985.55	0.19	along road	$98,555.00	$88,699.50	$187,254.50
	Public ROW	C2	410.20	0.08	along road	$41,020.00	$36,918.00	$77,938.00
	Public ROW	C2	3681.85	0.70	along road	$368,185.00	$331,366.50	$699,551.50
	Public ROW	C2	1358.42	0.26	along road	$135,842.00	$122,257.80	$258,099.80
	Public ROW	C2	2700.63	0.51	along road	$270,063.00	$243,056.70	$513,119.70
C2 TOTAL				**7.31**				**$7,332,246.30**
C3	Public ROW	C3	3985.37	0.75	along road	$398,537.00	$358,683.30	$757,220.30
	Public ROW	C3	5217.94	0.99	along road	$521,794.00	$469,614.60	$991,408.60
	Existing trail	C3	5118.93	0.97	along road			$-
C3 TOTAL				**2.71**				**$1,748,628.90**
C4	Public ROW	C4	10521.94	1.99	along road	$1,052,194.00	$946,974.60	$1,999,168.60
	Public ROW	C4	2396.97	0.45	along road	$239,697.00	$215,727.30	$455,424.30
	Existing trail	C4	2494.50	0.47	along road			$-
	Public ROW	C4	1493.87	0.28	along road	$149,387.00	$134,448.30	$283,835.30
	Public ROW	C4	1618.92	0.31	along road	$161,892.00	$145,702.80	$307,594.80
	Existing sidewalk	C4	858.90	0.16	along road	$85,890.00		$85,890.00
C4 TOTAL				**3.66**				**$3,131,913.00**

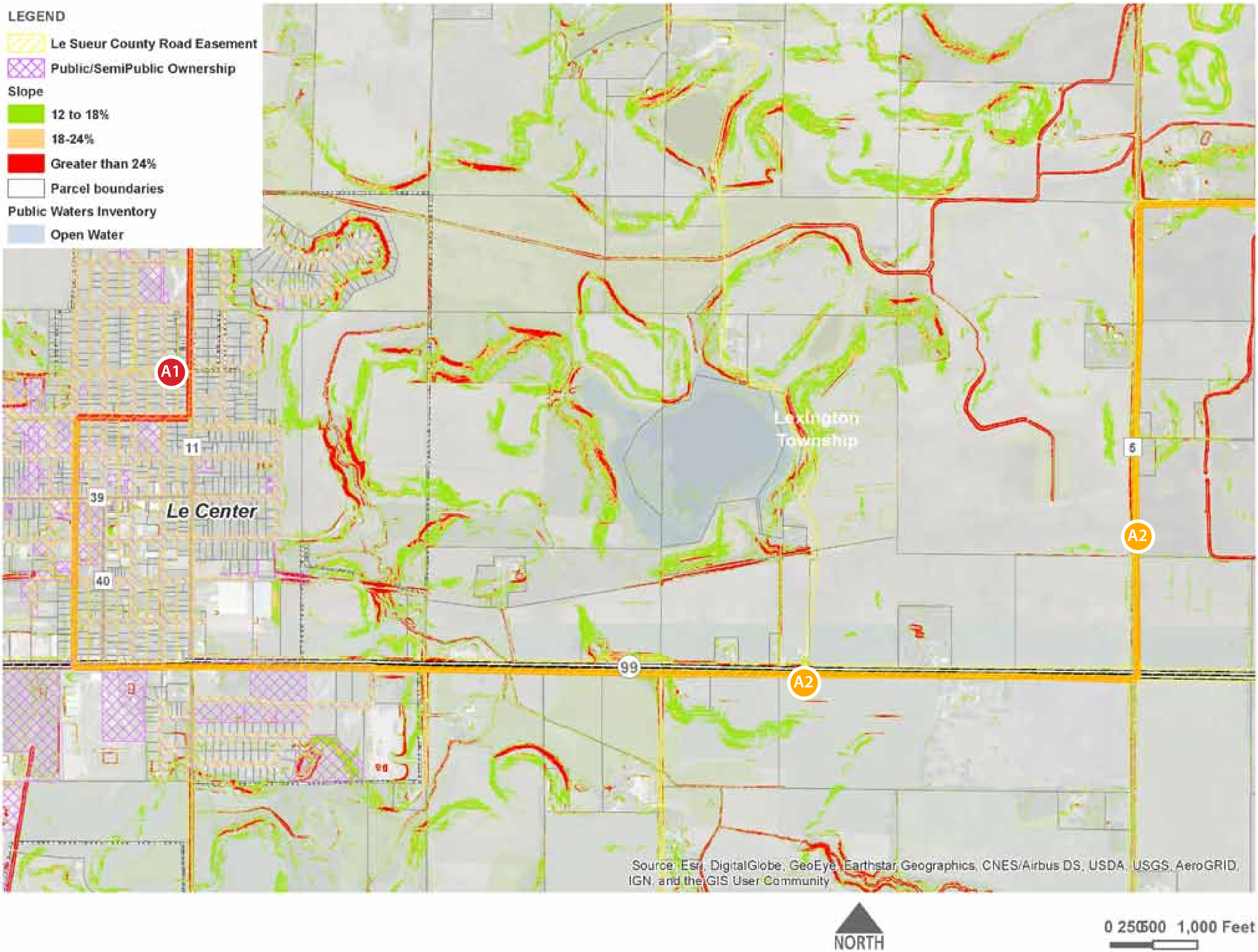
Appendix: Trail Route Detail Maps

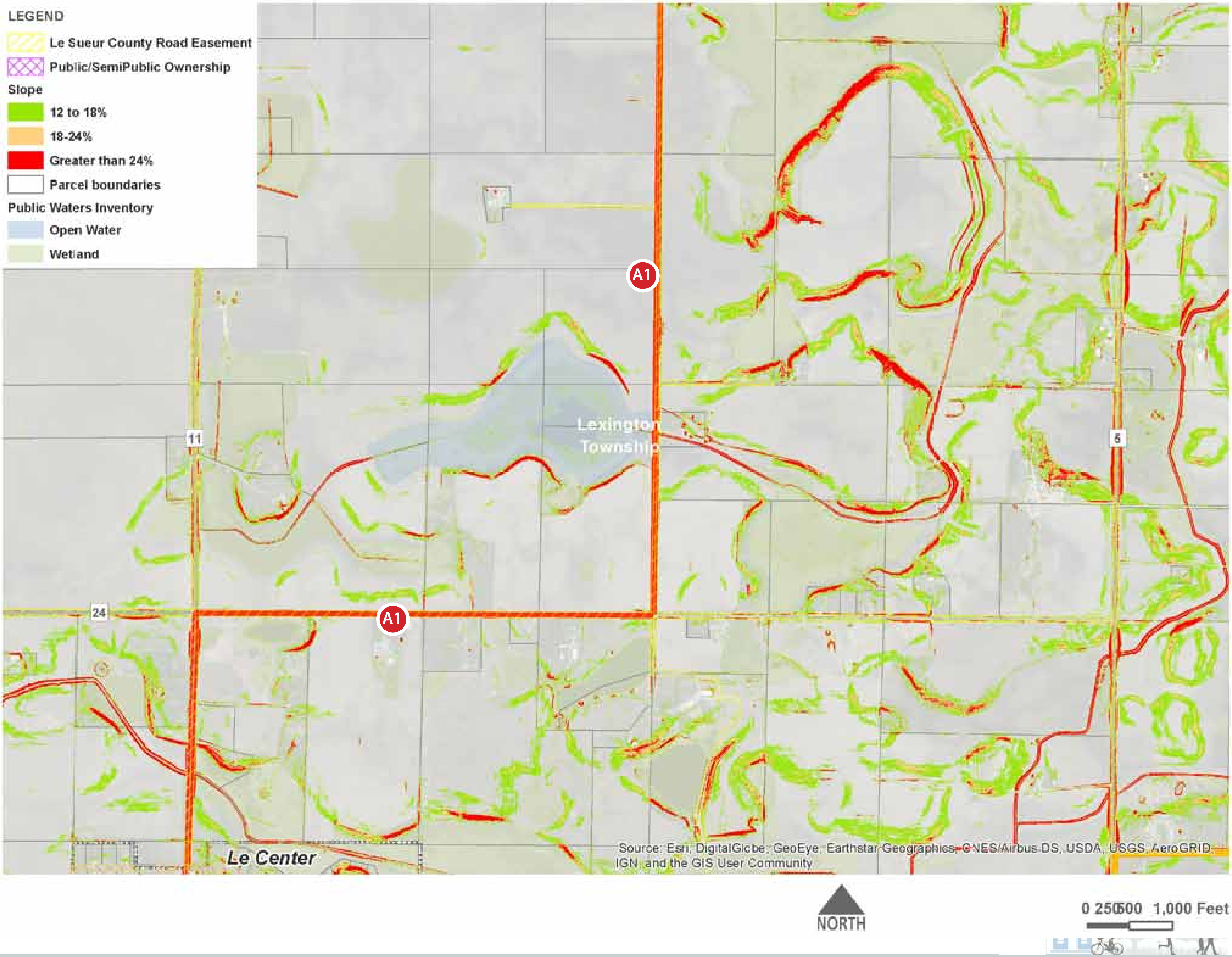
This section includes detail maps of the trail routes with an aerial image, steep slopes, road rights-of-way, parcel boundaries, and open water.

The maps segments are identified on the diagram to the right.



The following pages include maps that fall within the boxes on the map above.
The page numbers are shown for each detail map.


LEGEND
Le Sueur County Road Easement
Public/SemiPublic Ownership
Slope
12 to 18%
18-24%
Greater than 24%
Parcel boundaries
Public Waters Inventory
Open Water
A1
A2
A2
11
39
40
99
5
Le Center
Lexington Township
Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community
NORTH
0 250 500 1,000 Feet



LEGEND
Le Sueur County Road Easement
Public/SemiPublic Ownership
Slope
12 to 18%
18-24%
Greater than 24%
Parcel boundaries
Public Waters Inventory
Open Water
Wetland
A1
A1
Lexington Township
11
24
5
Le Center
Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community
NORTH
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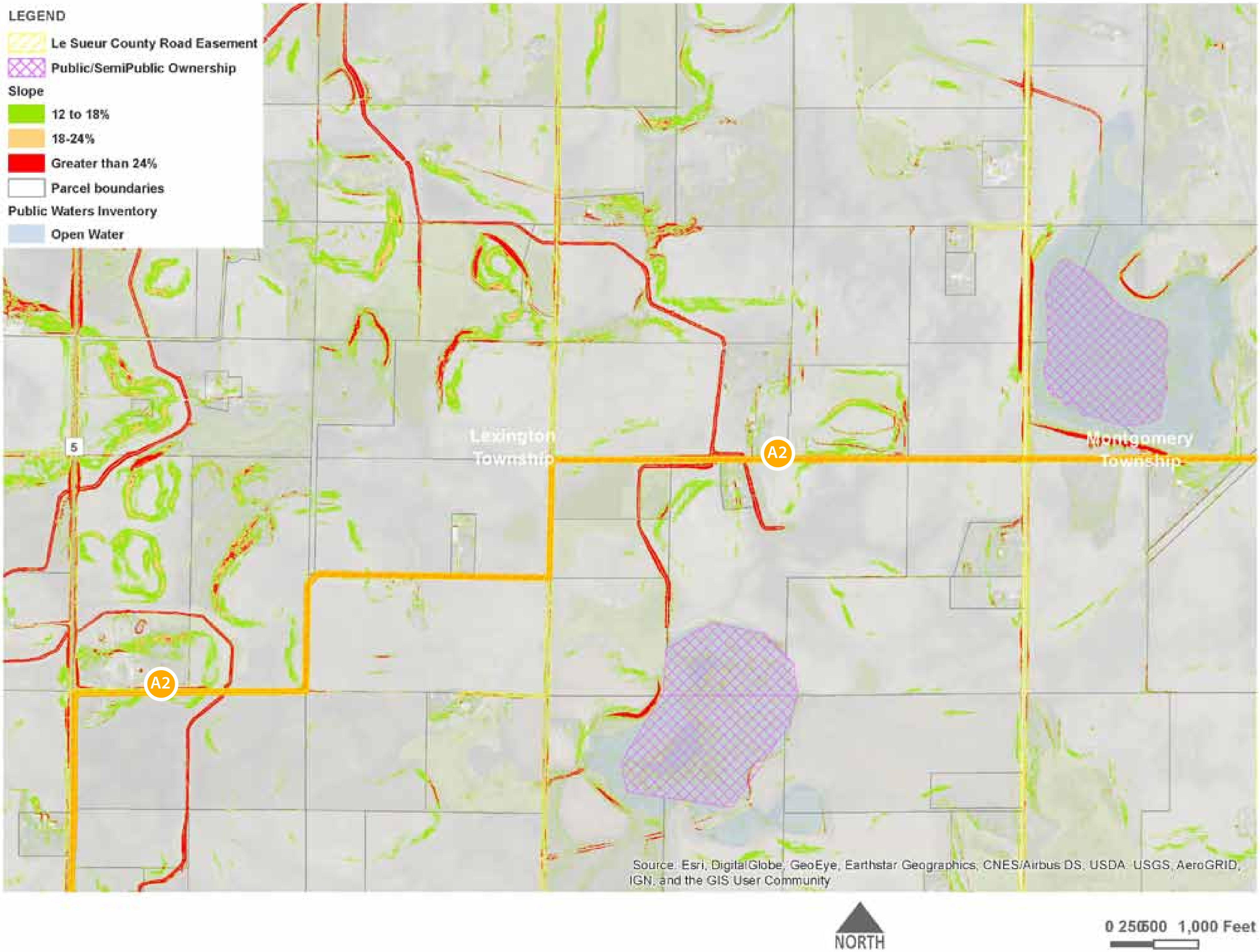
LEGEND
Le Sueur County Road Easement
Public/SemiPublic Ownership
Slope
12 to 18%
18-24%
Greater than 24%
Parcel boundaries
Public Waters Inventory
Open Water
5
Lexington Township
Montgomery Township
A2
A2
Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community
NORTH
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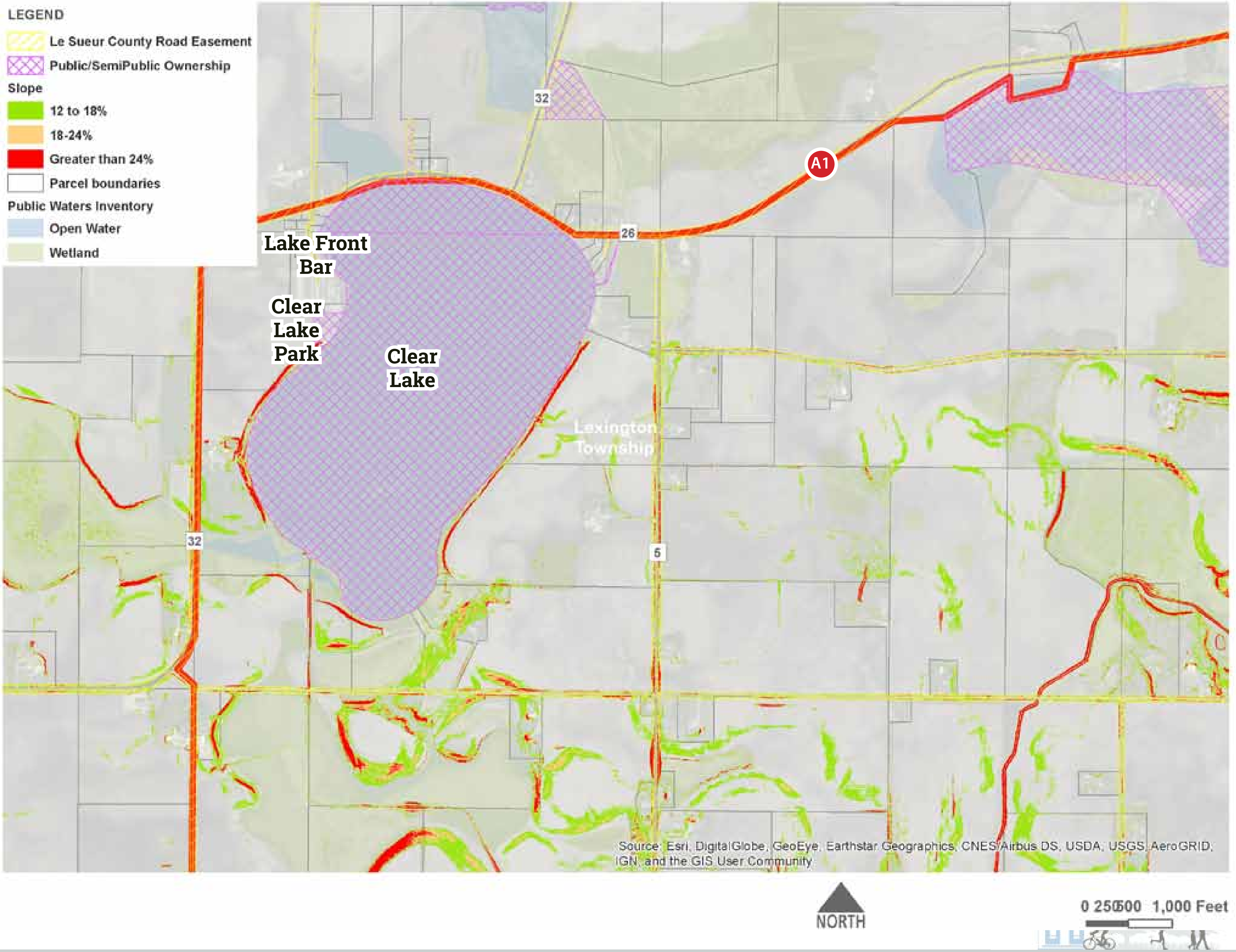
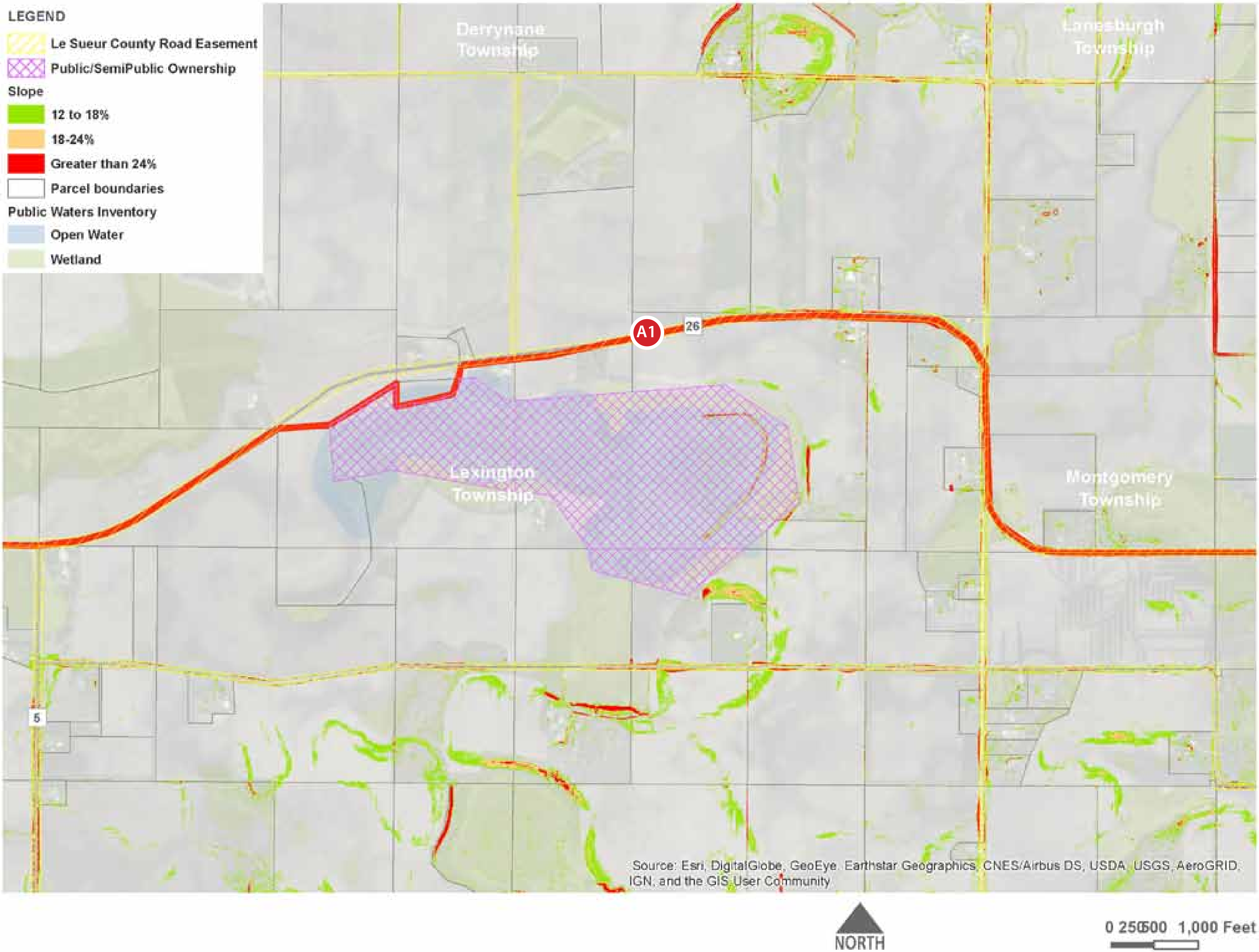
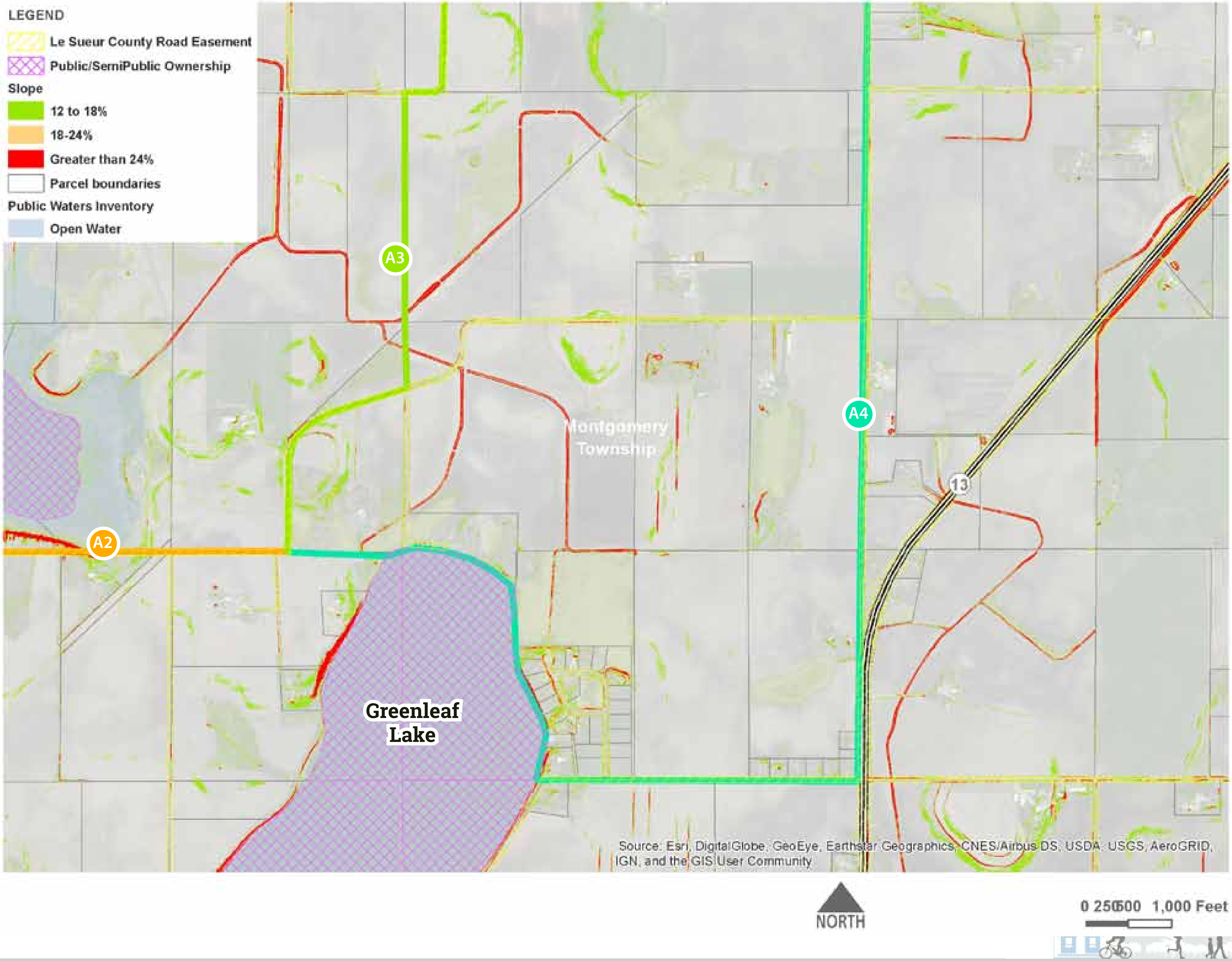
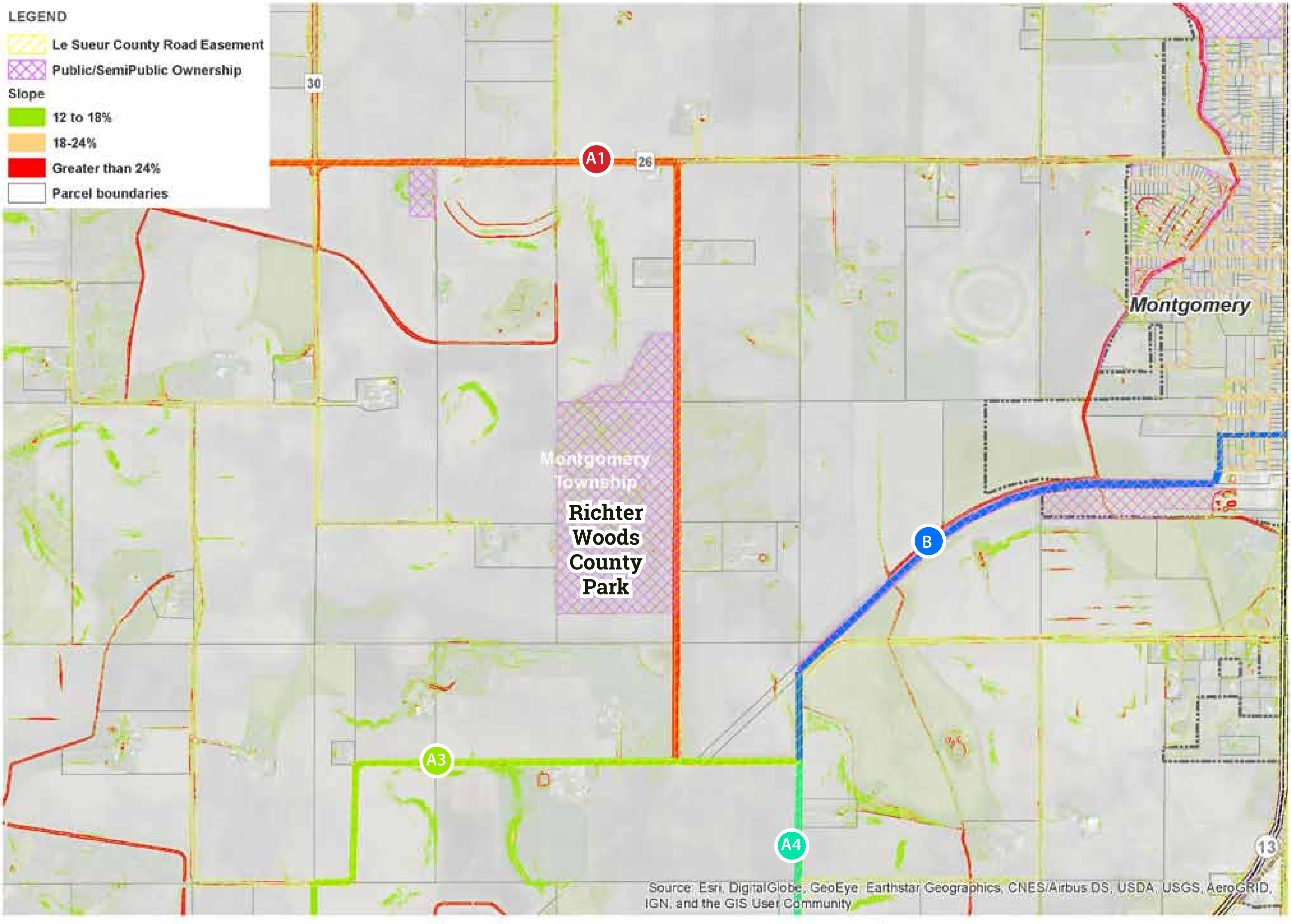
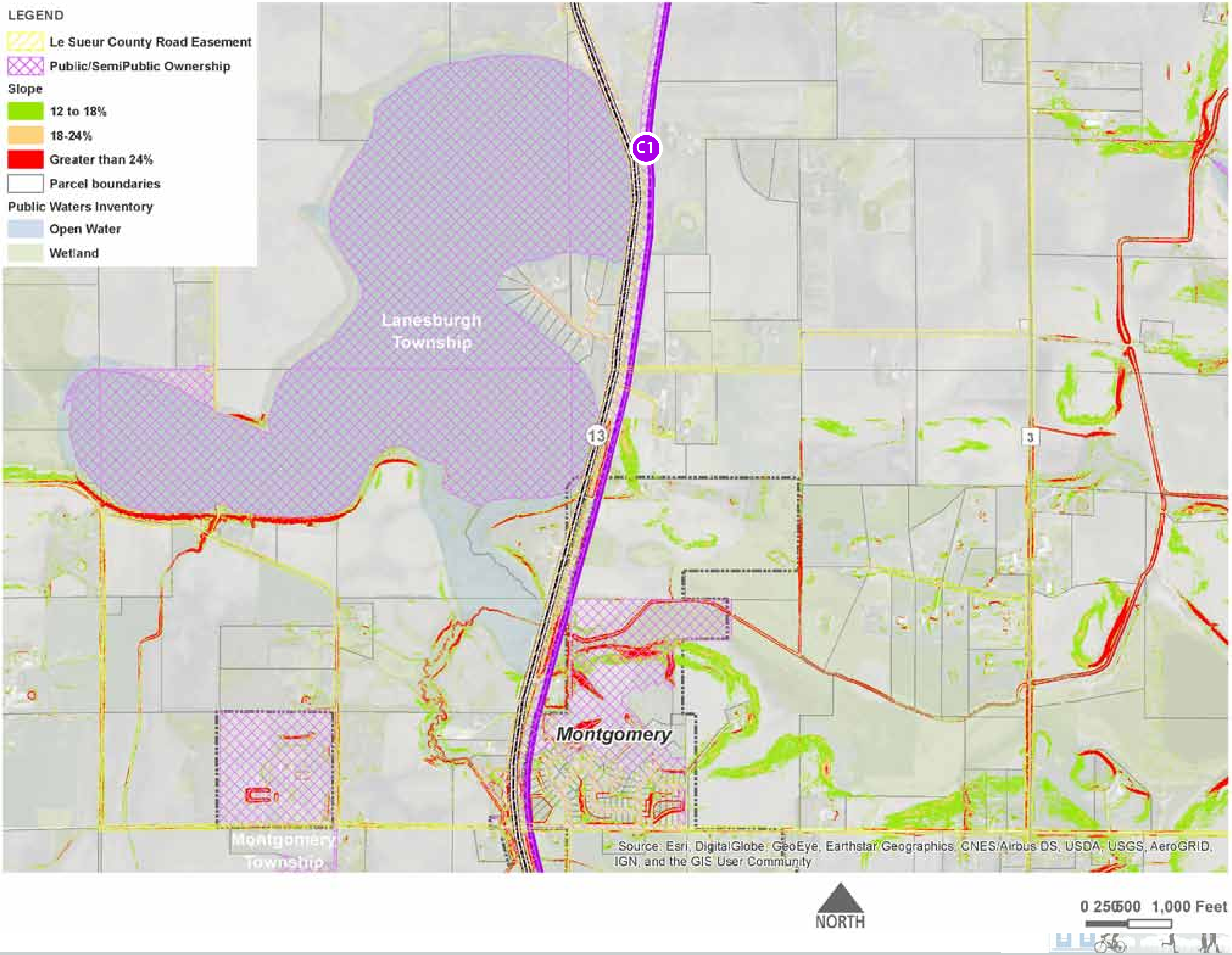

LEGEND
Le Sueur County Road Easement
Public/SemiPublic Ownership
Slope
12 to 18%
18-24%
Greater than 24%
Parcel boundaries
Public Waters Inventory
Open Water
Wetland
32
26
A1
Lake Front Bar
Clear Lake Park
Clear Lake
Lexington Township
32
5
Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community
NORTH
0 250500 1,000 Feet


LEGEND
Le Sueur County Road Easement
Public/SemiPublic Ownership
Slope
12 to 18%
18-24%
Greater than 24%
Parcel boundaries
Public Waters Inventory
Open Water
Wetland
Derrynane Township
Lanesburgh Township
Lexington Township
Montgomery Township
A1
26
5
Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community
NORTH
0 250 500 1,000 Feet

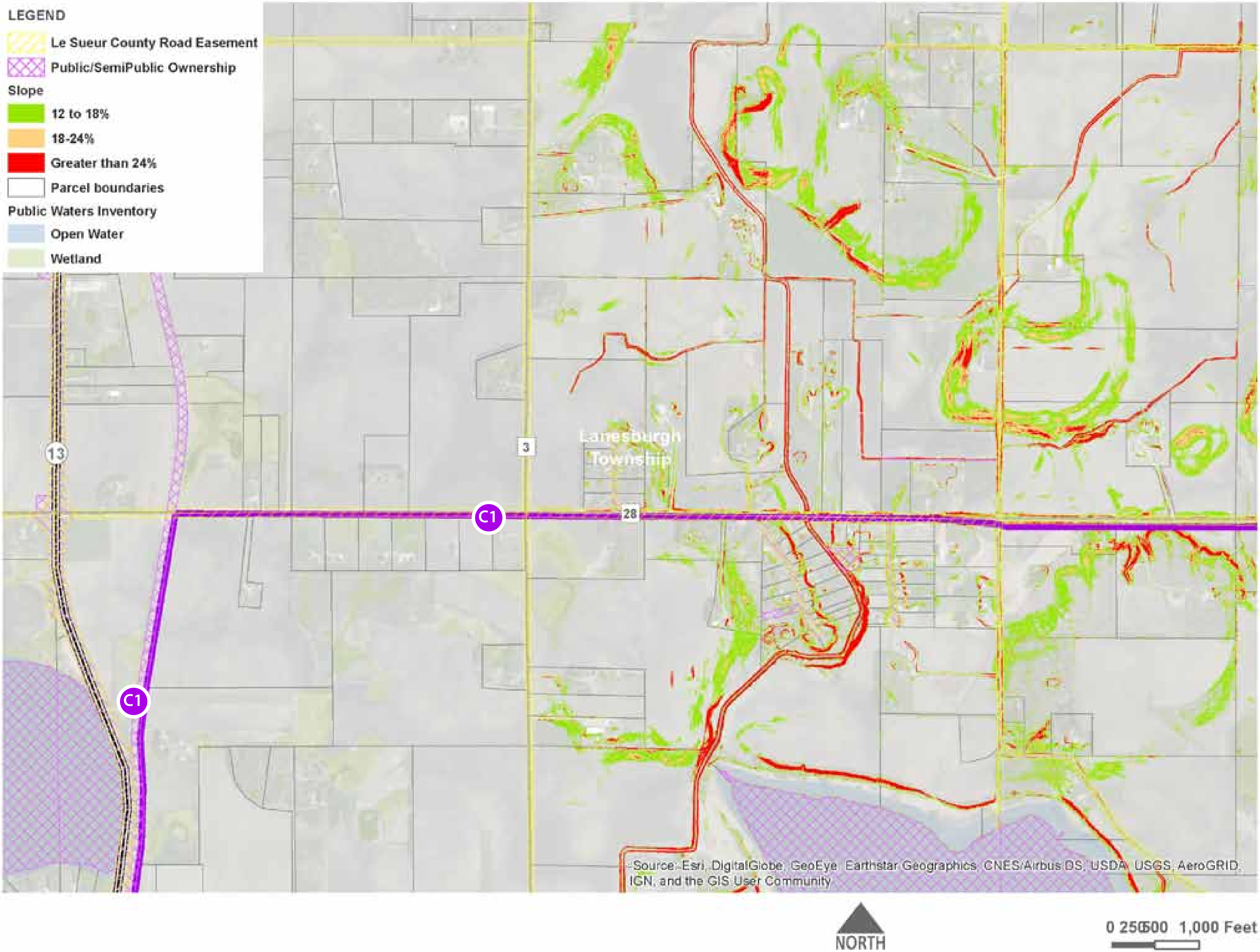

LEGEND
Le Sueur County Road Easement
Public/SemiPublic Ownership
Slope
12 to 18%
18-24%
Greater than 24%
Parcel boundaries
Public Waters Inventory
Open Water
A3
A4
A2
Montgomery Township
13
Greenleaf Lake
Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community
NORTH
0 250500 1,000 Feet

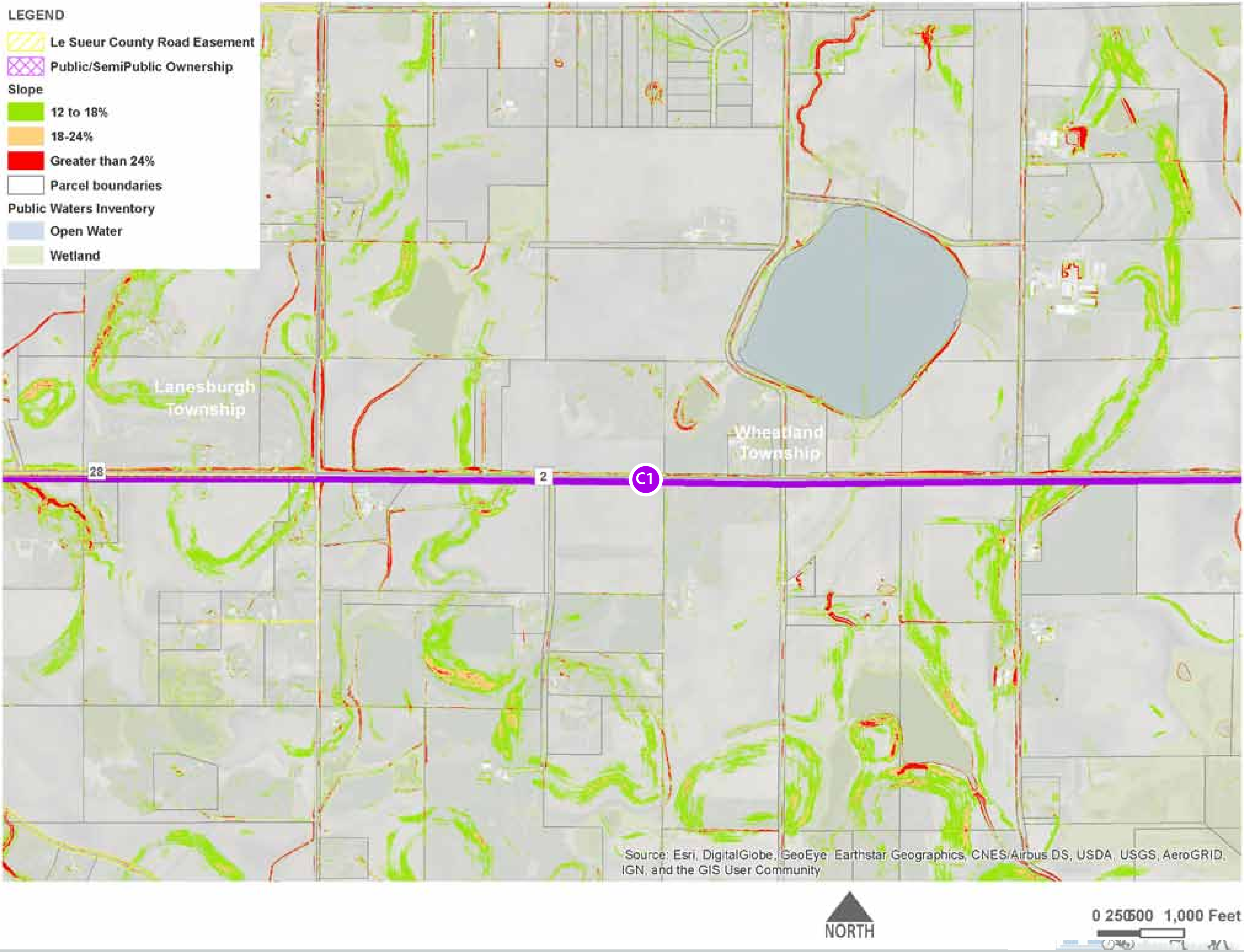


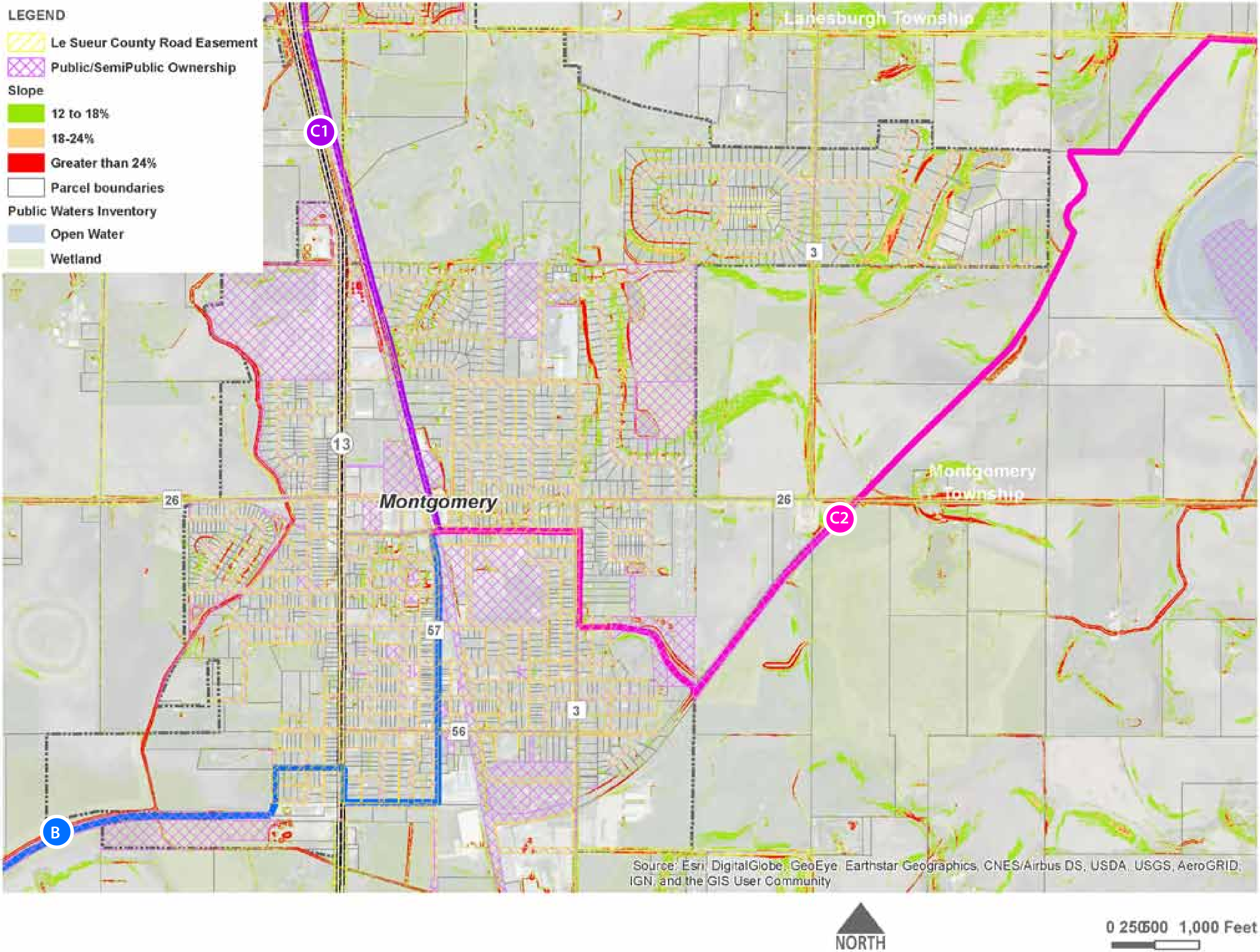
LEGEND
Le Sueur County Road Easement
Public/SemiPublic Ownership
Slope
12 to 18%
18-24%
Greater than 24%
Parcel boundaries
30
26
13
A1
A3
A4
B
Montgomery
Montgomery Township
Richter Woods County Park
Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community
NORTH
0 250 500 1,000 Feet

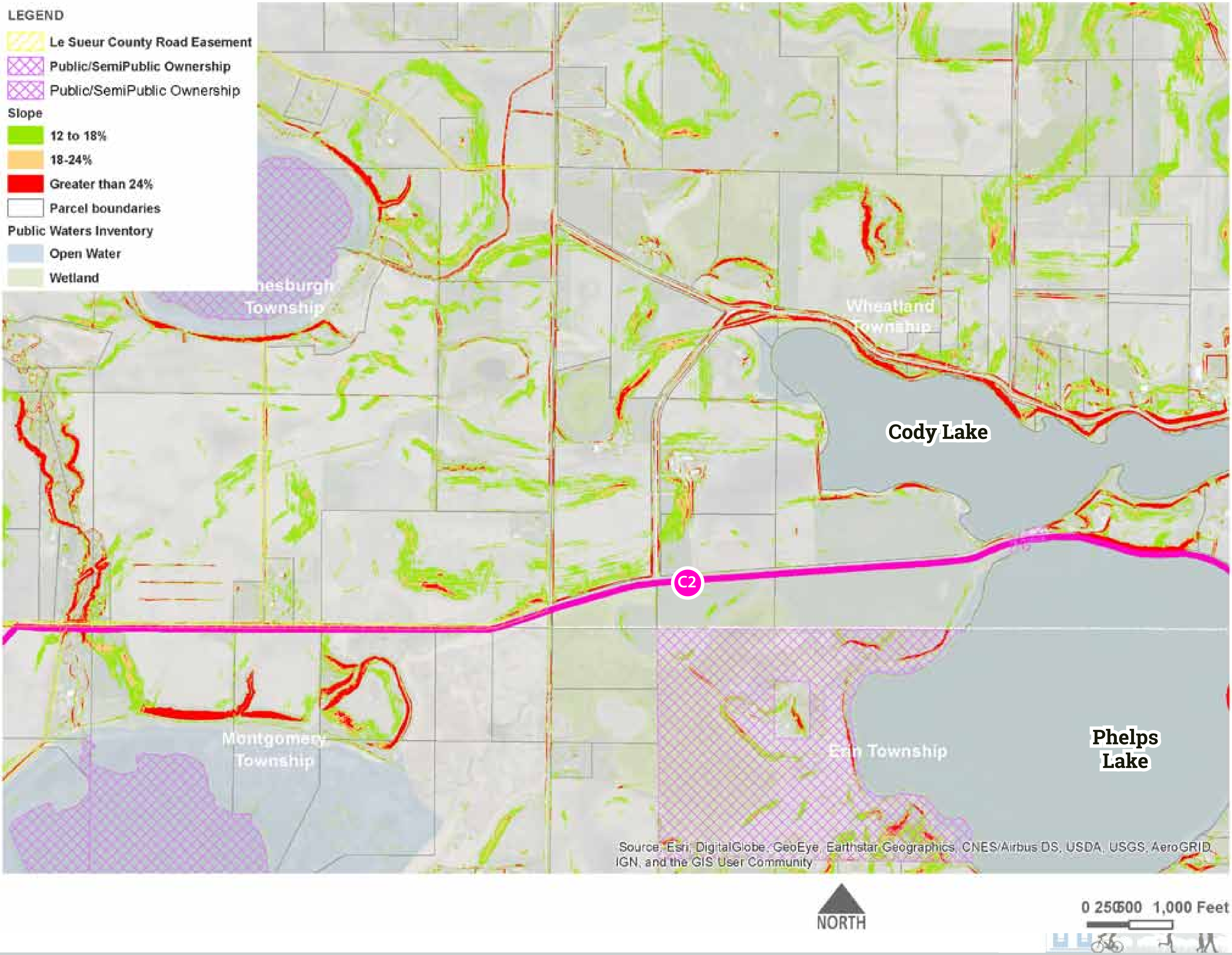


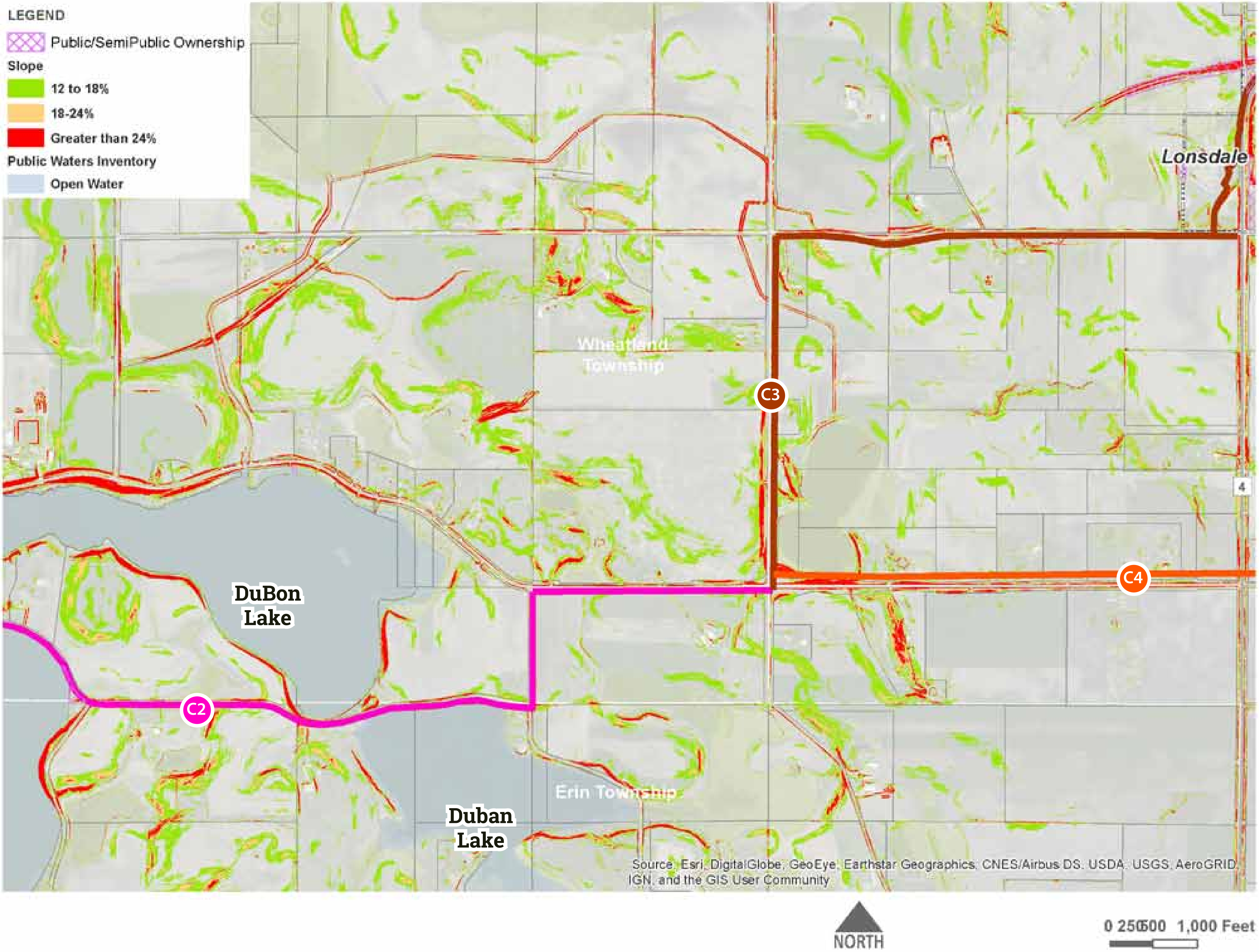
LEGEND
Le Sueur County Road Easement
Public/SemiPublic Ownership
Slope
12 to 18%
18-24%
Greater than 24%
Parcel boundaries
Public Waters Inventory
Open Water
Wetland
C1
Lanesburgh Township
13
3
Montgomery
Montgomery Township
Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community
NORTH
0 250500 1,000 Feet

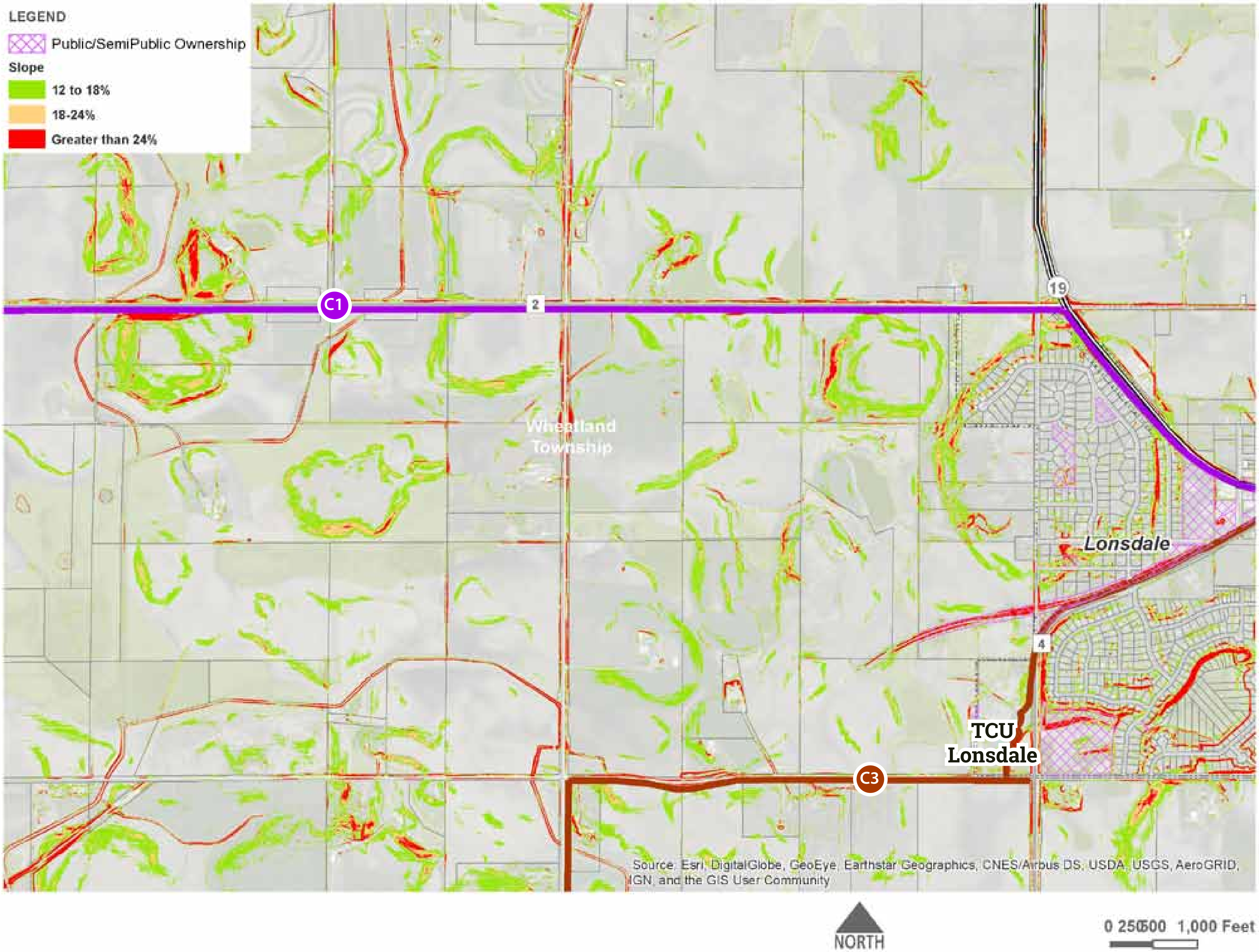

LEGEND
Le Sueur County Road Easement
Public/SemiPublic Ownership
Slope
12 to 18%
18-24%
Greater than 24%
Parcel boundaries
Public Waters Inventory
Open Water
Wetland
Lanesburgh Township
13
3
28
C1
C1
Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community
NORTH
0 250500 1,000 Feet

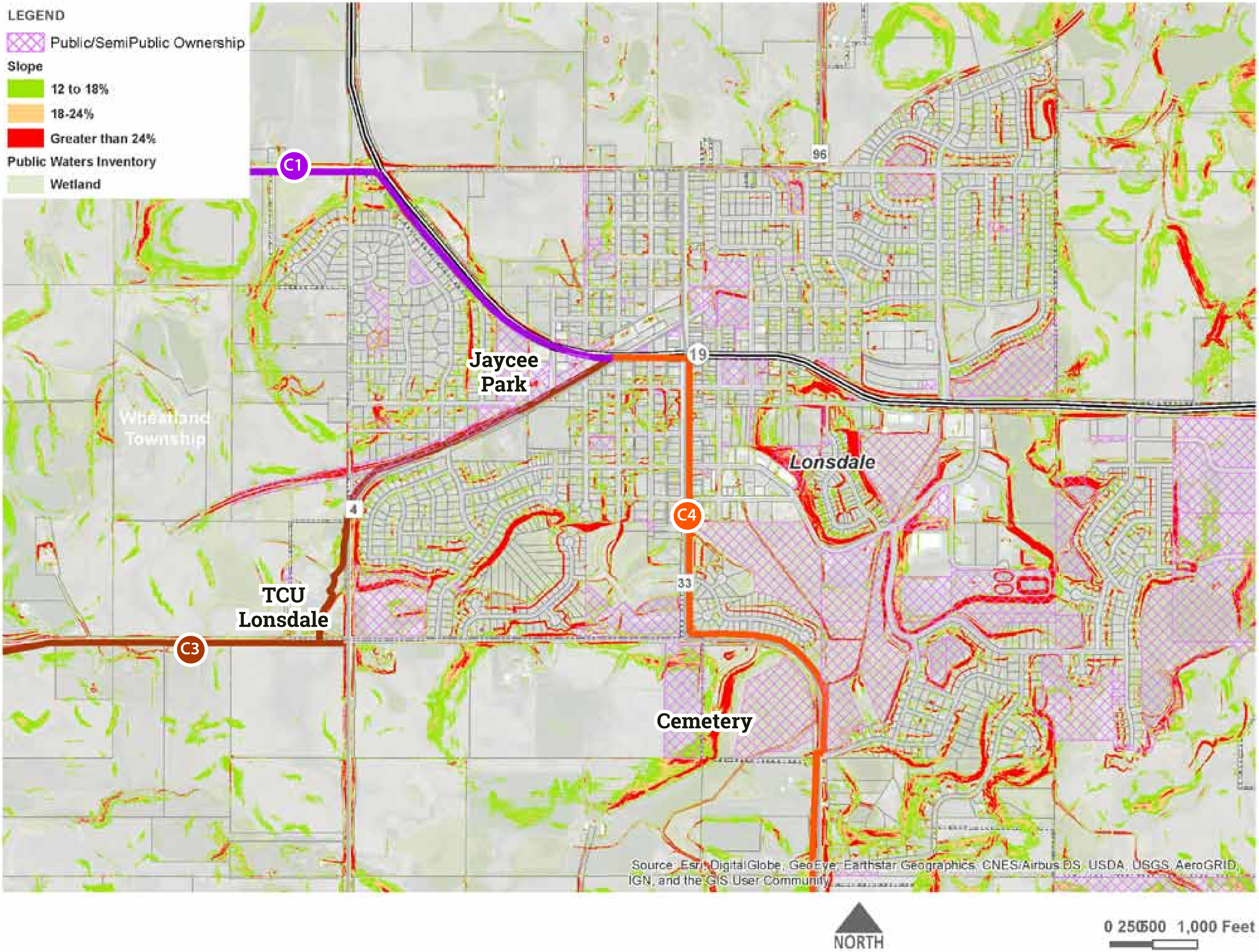

LEGEND
Le Sueur County Road Easement
Public/SemiPublic Ownership
Slope
12 to 18%
18-24%
Greater than 24%
Parcel boundaries
Public Waters Inventory
Open Water
Wetland
Lanesburgh Township
Wheatland Township
28
2
C1
Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community
NORTH
0 250 500 1,000 Feet


LEGEND
Le Sueur County Road Easement
Public/SemiPublic Ownership
Slope
12 to 18%
18-24%
Greater than 24%
Parcel boundaries
Public Waters Inventory
Open Water
Wetland
Lanesburgh Township
C1
3
13
26
Montgomery
26
C2
Montgomery Township
57
3
56
B
Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community
NORTH
0 250 500 1,000 Feet


LEGEND
Le Sueur County Road Easement
Public/SemiPublic Ownership
Public/SemiPublic Ownership
Slope
12 to 18%
18-24%
Greater than 24%
Parcel boundaries
Public Waters Inventory
Open Water
Wetland
Wheatland Township
Cody Lake
C2
Montgomery Township
Erin Township
Phelps Lake
Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community
NORTH
0 250500 1,000 Feet


LEGEND
Public/SemiPublic Ownership
Slope
12 to 18%
18-24%
Greater than 24%
Public Waters Inventory
Open Water
Lonsdale
Wheatland Township
C3
4
C4
DuBon Lake
C2
Erin Township
Duban Lake
Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community
NORTH
0 250500 1,000 Feet


LEGEND
Public/SemiPublic Ownership
Slope
12 to 18%
18-24%
Greater than 24%
C1
2
19
Wheatland Township
Lonsdale
4
TCU Lonsdale
C3
Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community
NORTH
0 250500 1,000 Feet



LEGEND
Public/SemiPublic Ownership
Slope
12 to 18%
18-24%
Greater than 24%
Public Waters Inventory
Wetland
C1
96
Jaycee
Park
19
Wheatland
Township
Lonsdale
4
C4
33
TCU
Lonsdale
C3
Cemetery
Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community
NORTH
0 250 500 1,000 Feet

“Czech Heritage” Trail Feasibility Study

March 2019