

# Becker County Feasibility Study

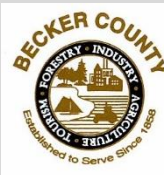
Shared Use Path Connecting the Heartland Trail to DMRA & MVRA



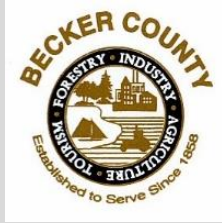
*March 22, 2016*



**Engineering, Surveying, and Consulting Services**



# Introductions



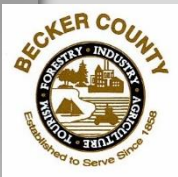
Guy Fischer



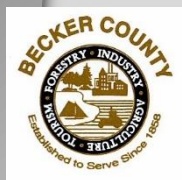
Tom Lundberg

Casey Bekkerus

Brian King

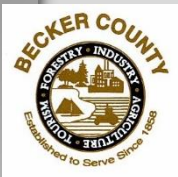


# Project Partners



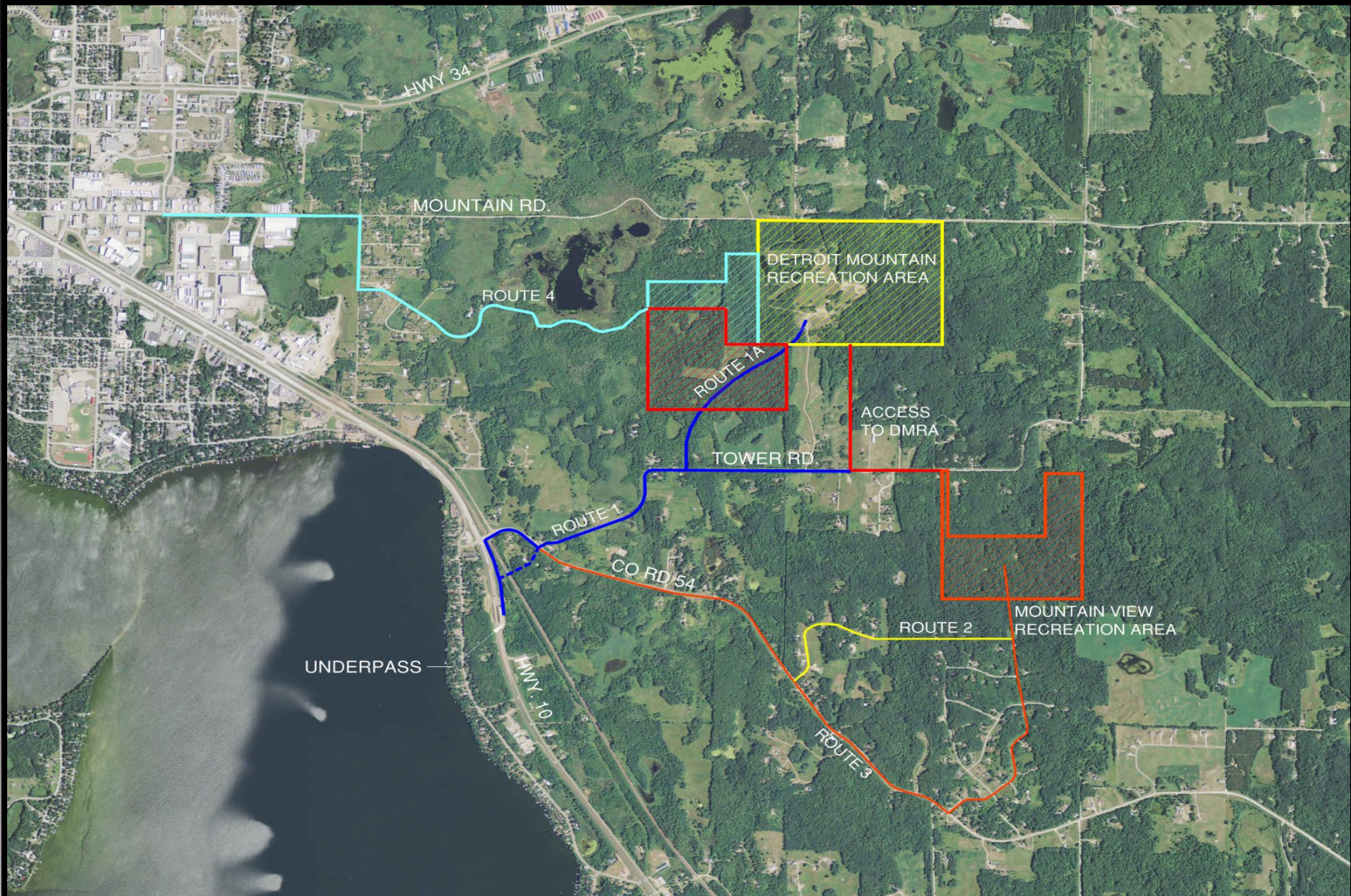
# Agenda

- Project Overview
- Project Process
- Update from MnDOT on Co Rd 54/Kris St Traffic Study
- Route Options
- Next Steps





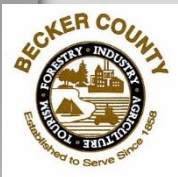
# Project Overview





# MnDOT Intersection Study

- Potential future signal at Highway 10 & Co. Rd. 54
- Coordination of trail and intersection
- Looking at Kris Street at same time
- What improvements can be made looking at both intersections together
- Project timing



# County Road 54 & Highway 10





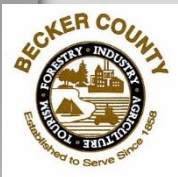
# Kris Street & Co. Rd. 54





# Project Process

- Project Kickoff Meeting
- Identified Potential Routes
- Met with Burlington, Detroit, Erie and Lakeview Townships
- Today we are seeking Public Comments

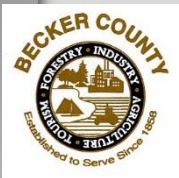


# Public Input

All of the townships were supportive of the project

Some Concerns were:

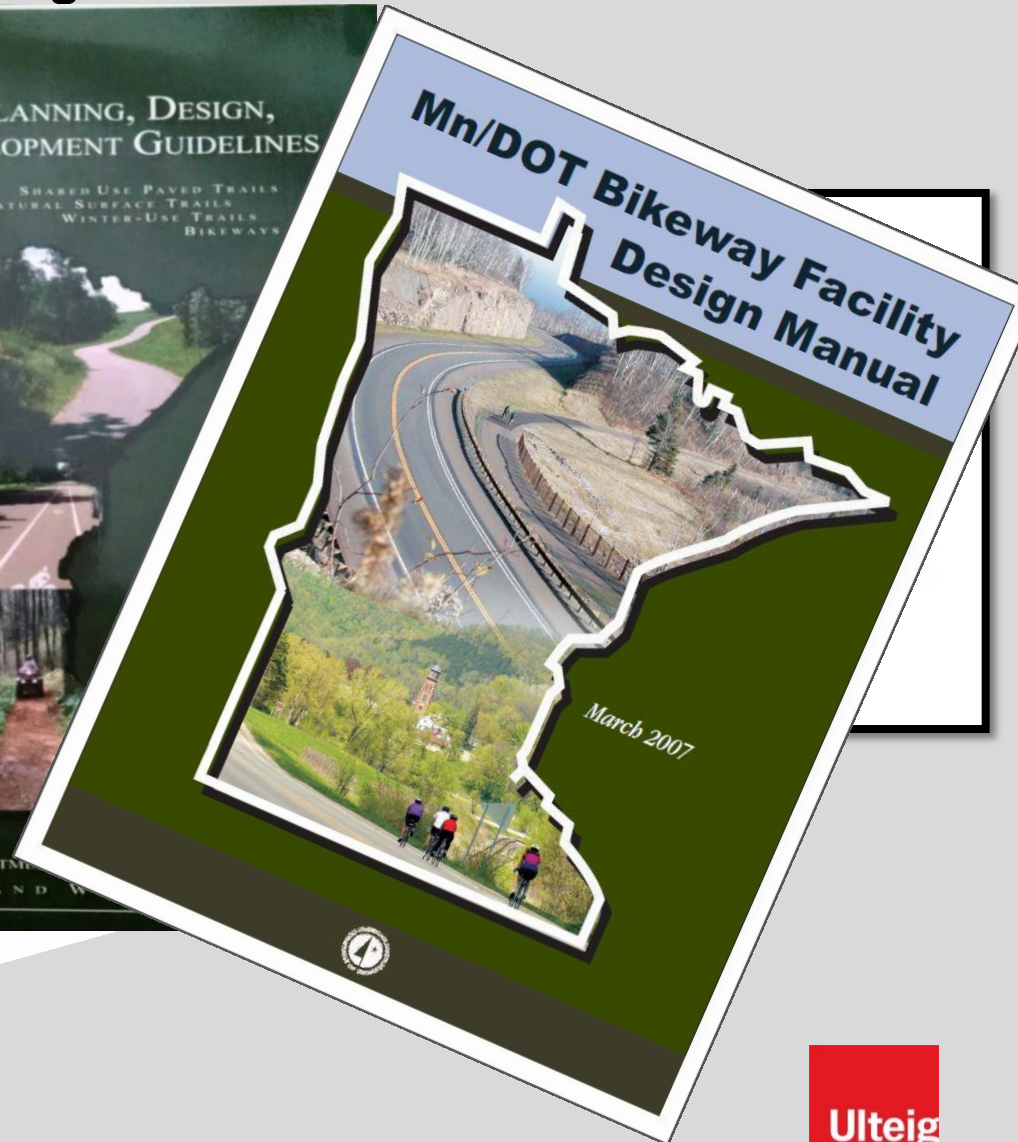
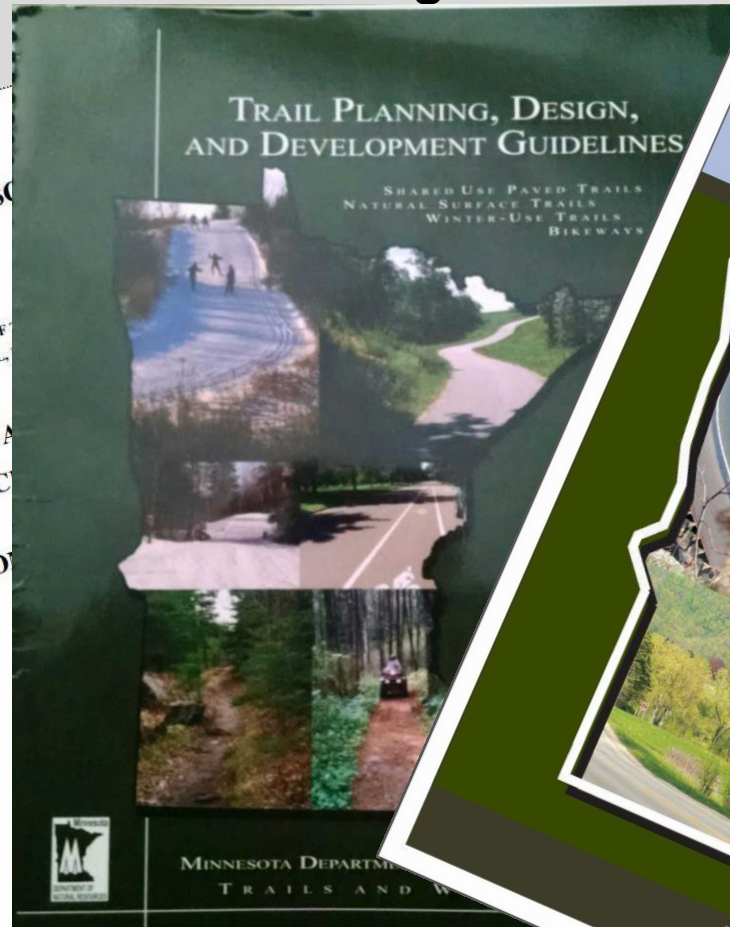
- ATV and snowmobile use
- If townships would be asked to participate in funding the project
- Parking Facilities are not included in the project.





# Trail Design

## Design Standards



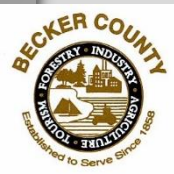
MINNESOTA

DEPARTMENT OF  
ST. PAUL

STATE  
SPECIFICATIONS

CONSTRUCTION

10'

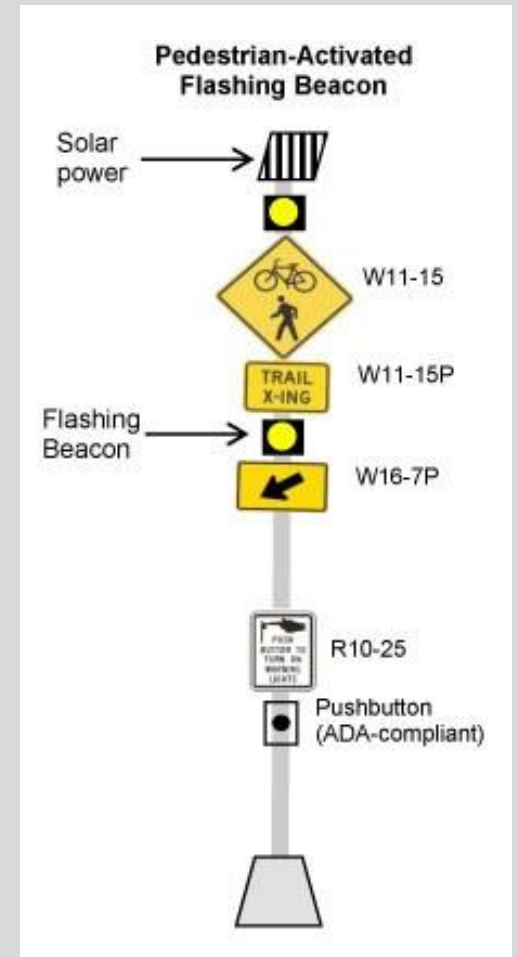


Ulteig

# Trail Design

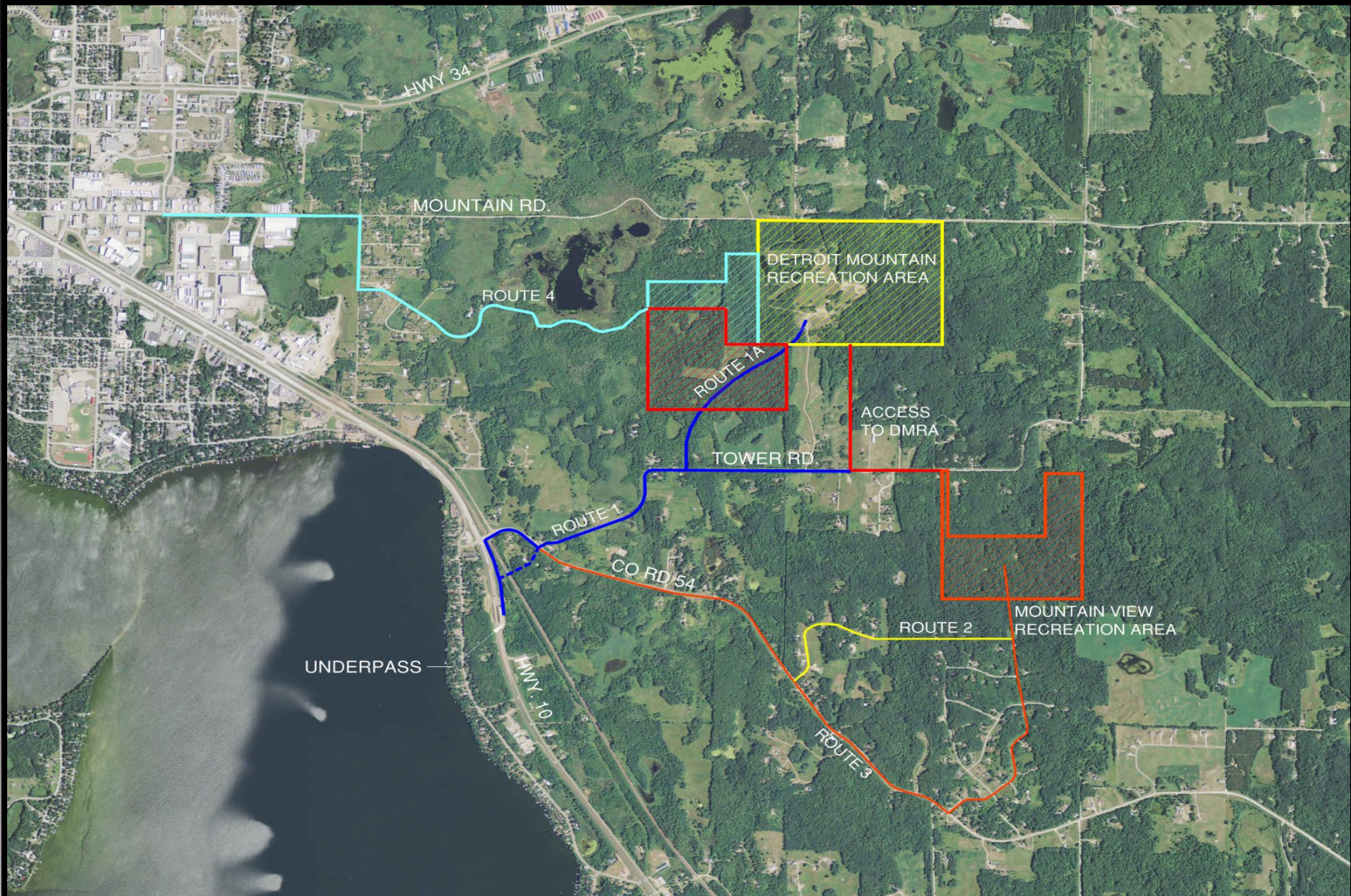
## Design Parameters

- Intersection & Crossings
- Gradient
- Design Speed
- Vertical & Horizontal Curvature
- Signing & Markings



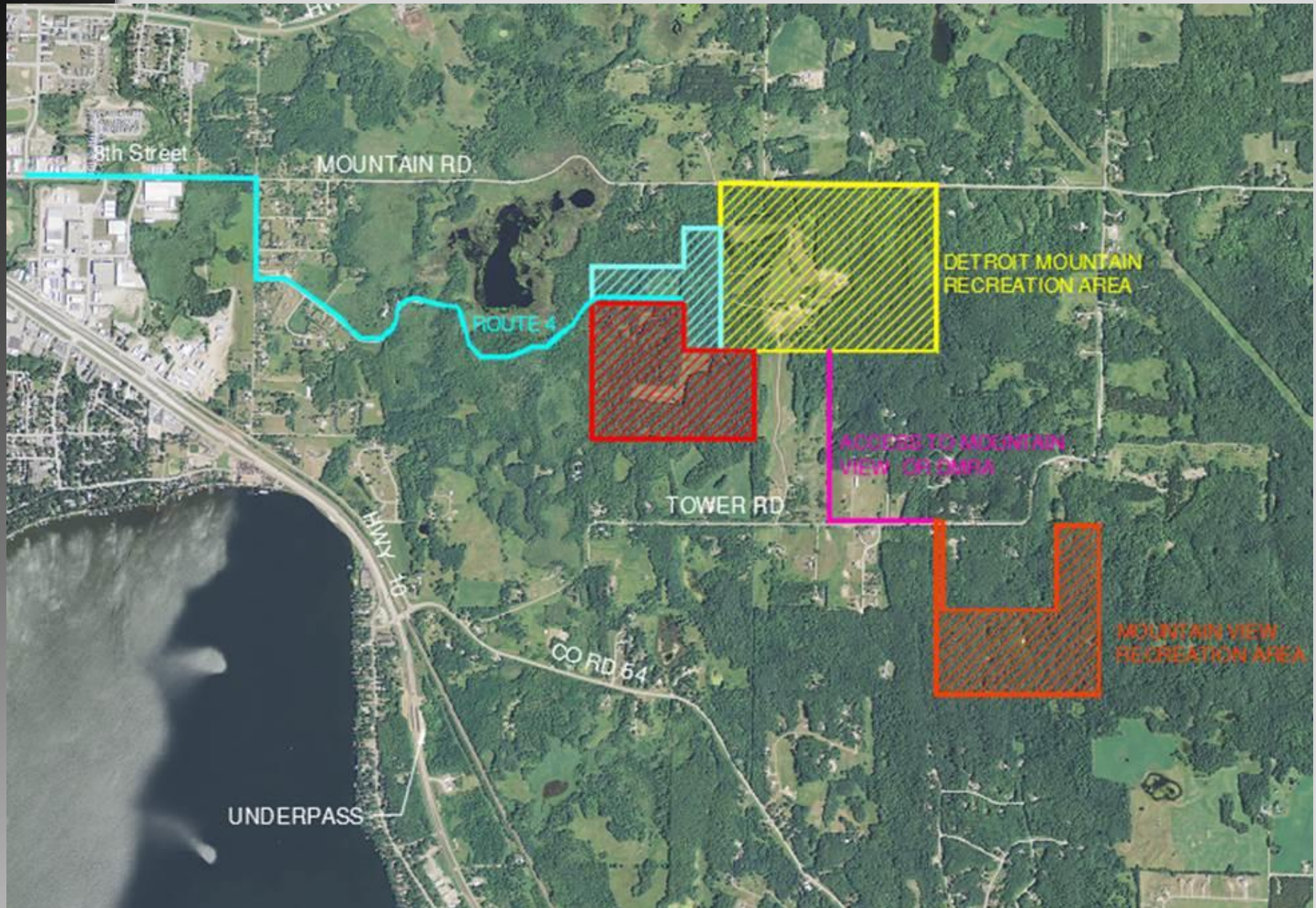


# Project Overview



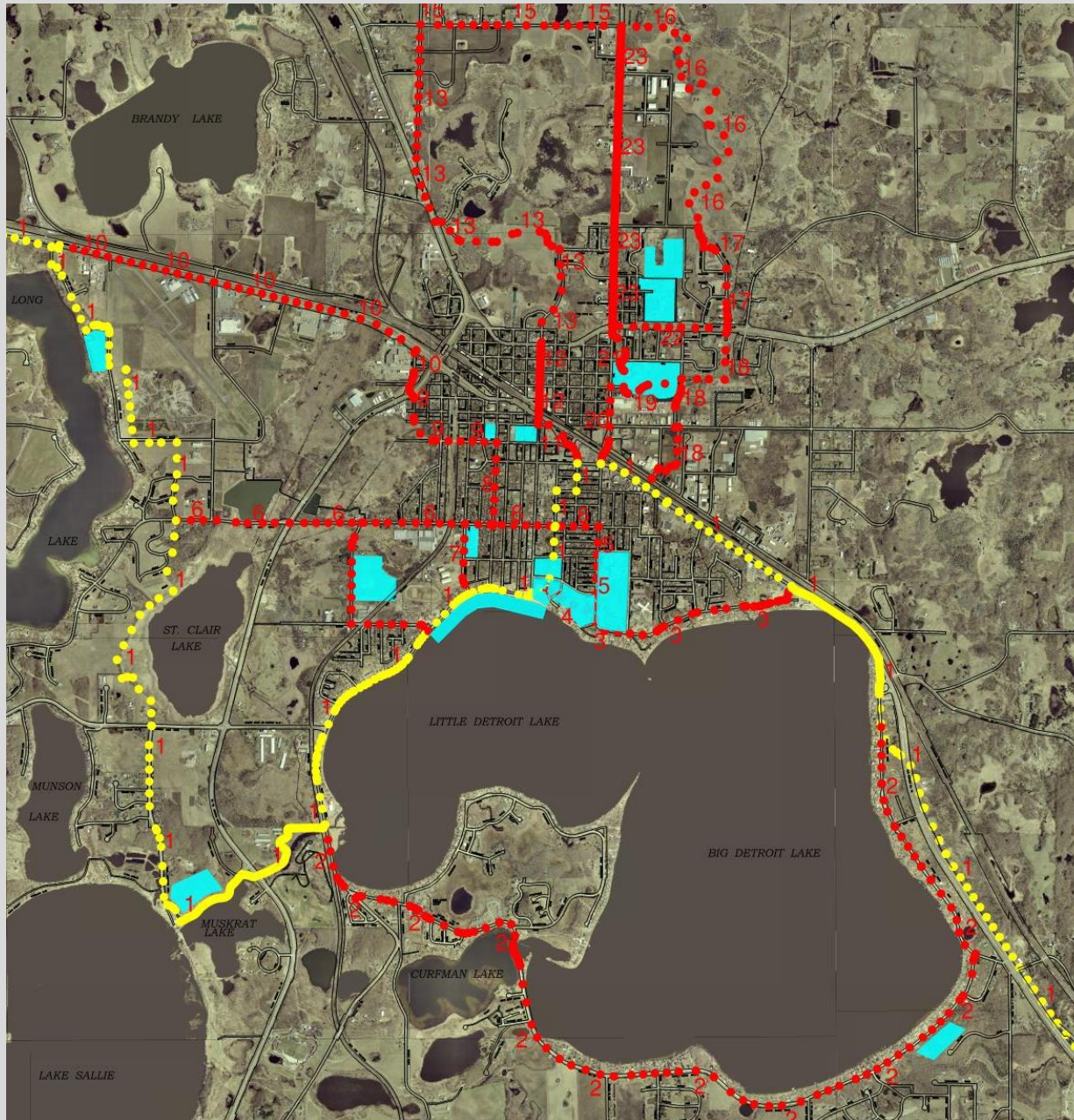


# Route 4 Option



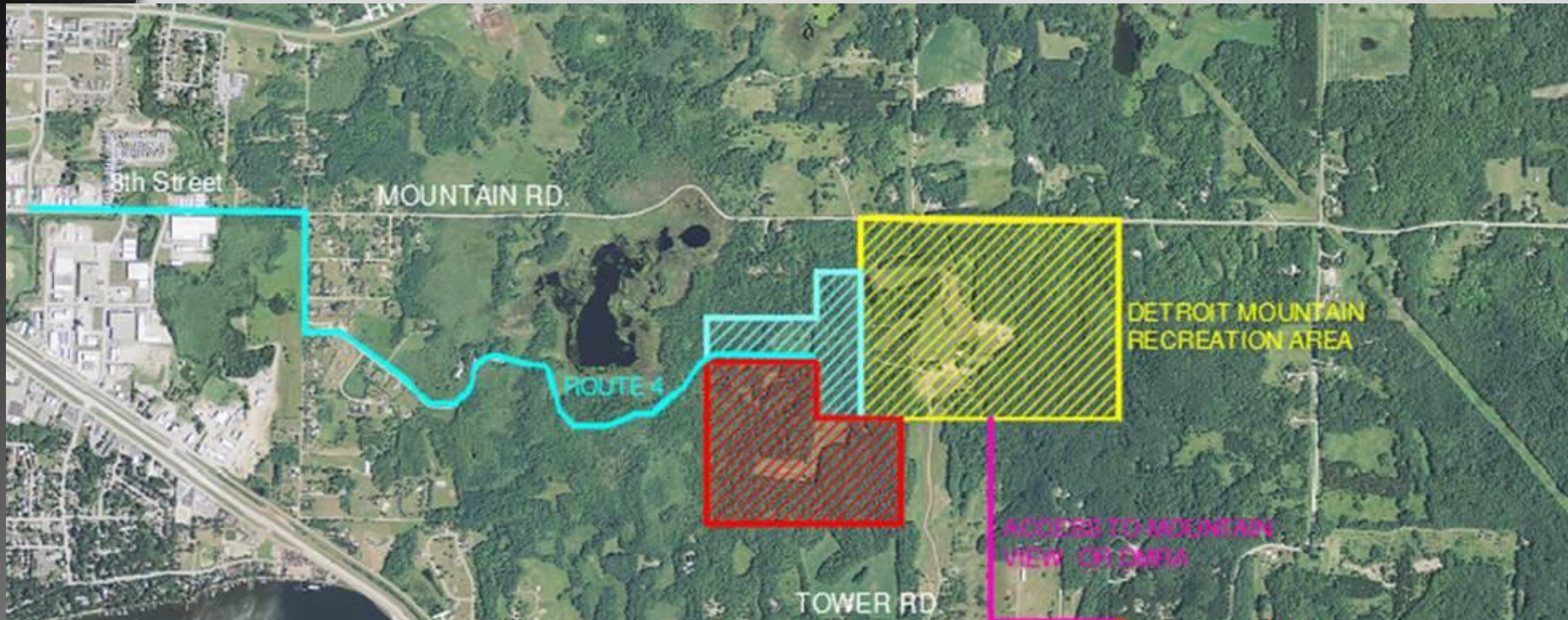


# Route 4 Option





# Route 4 Option



## Pros

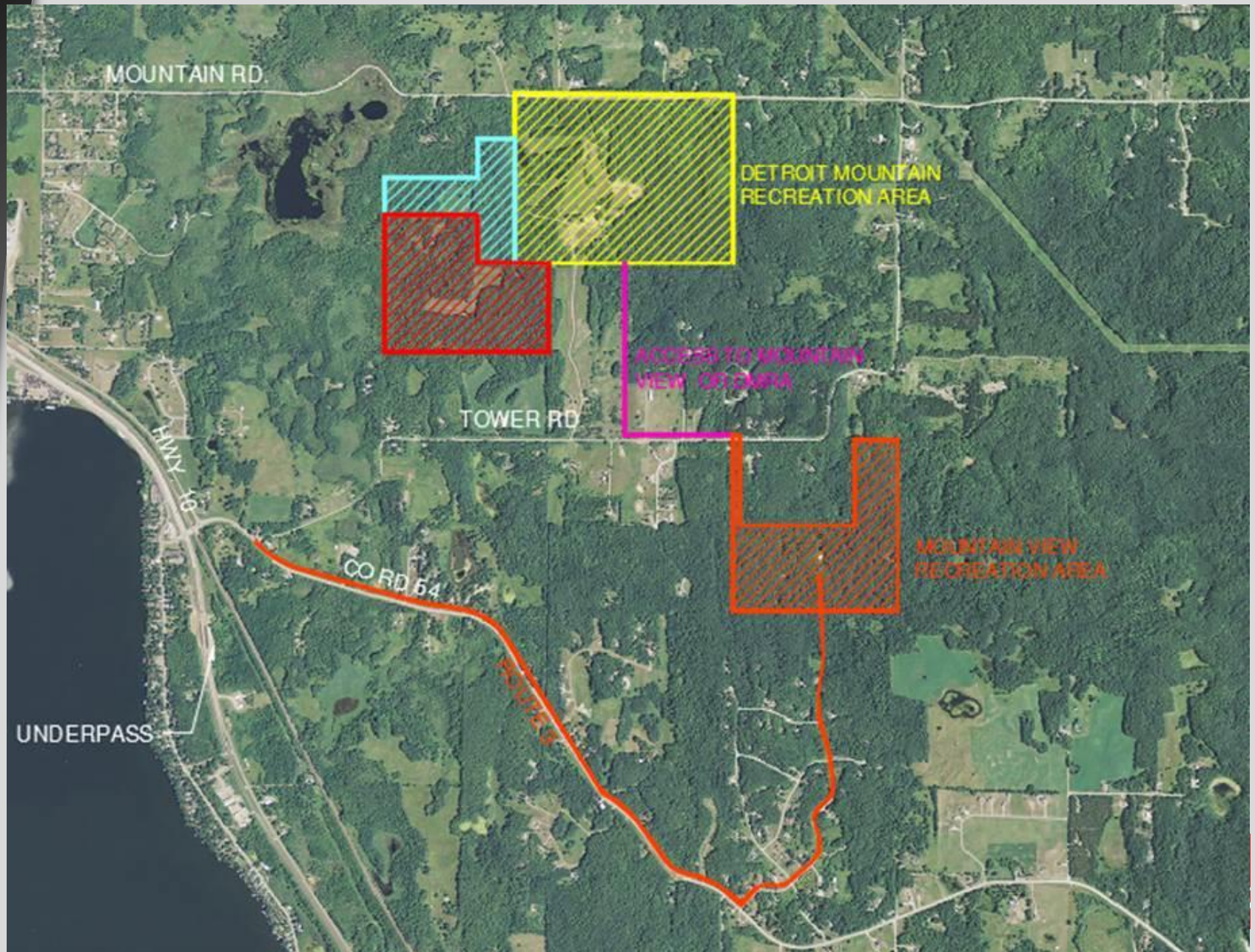
- Connects to City Trails
- Scenic Route
- Utilizes Existing Trail

## Cons

- Doesn't Connect Directly to Heartland Trail
- Significant Permanent Easements



# Route 3 Option





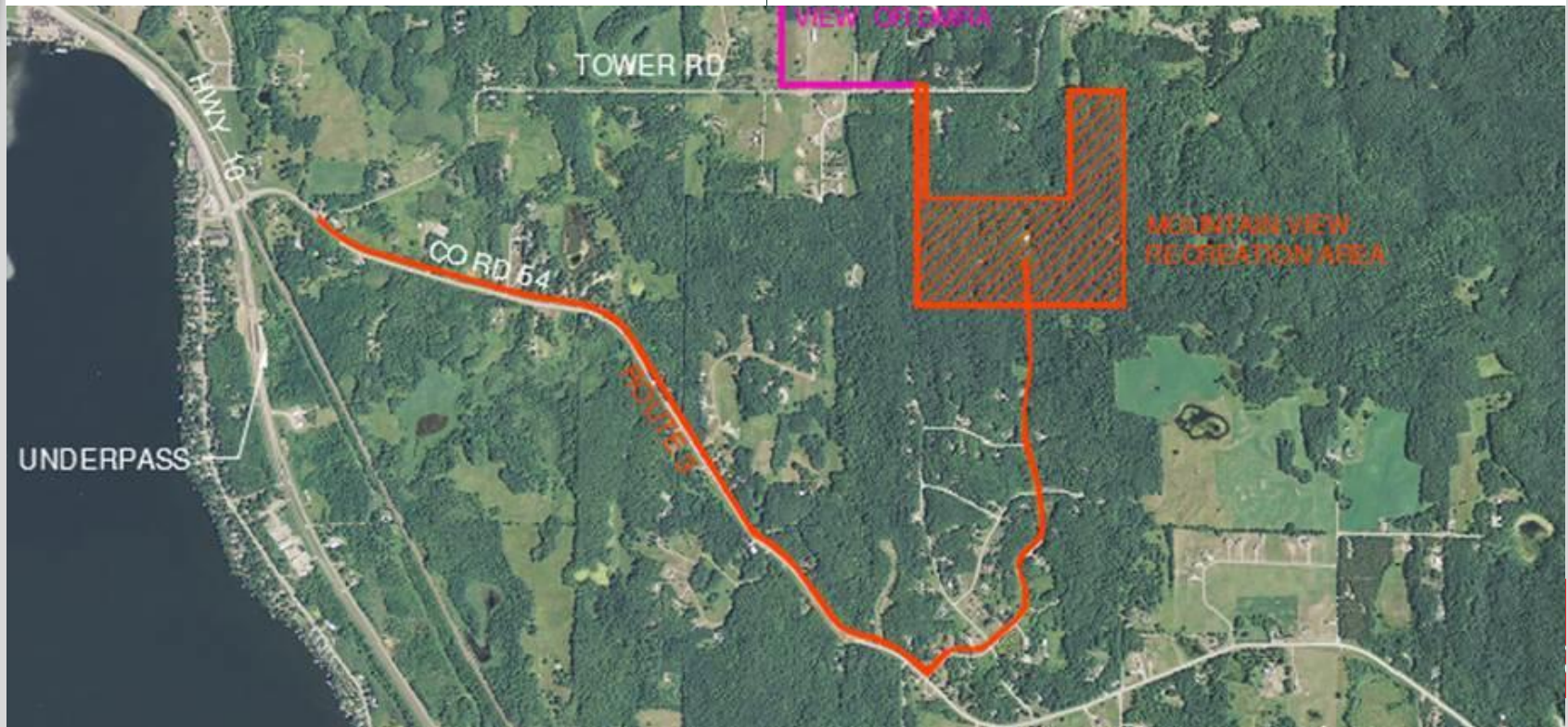
# Route 3 Option

## Pros

- Connects to Hidden Hills
- Connects directly to MVRA

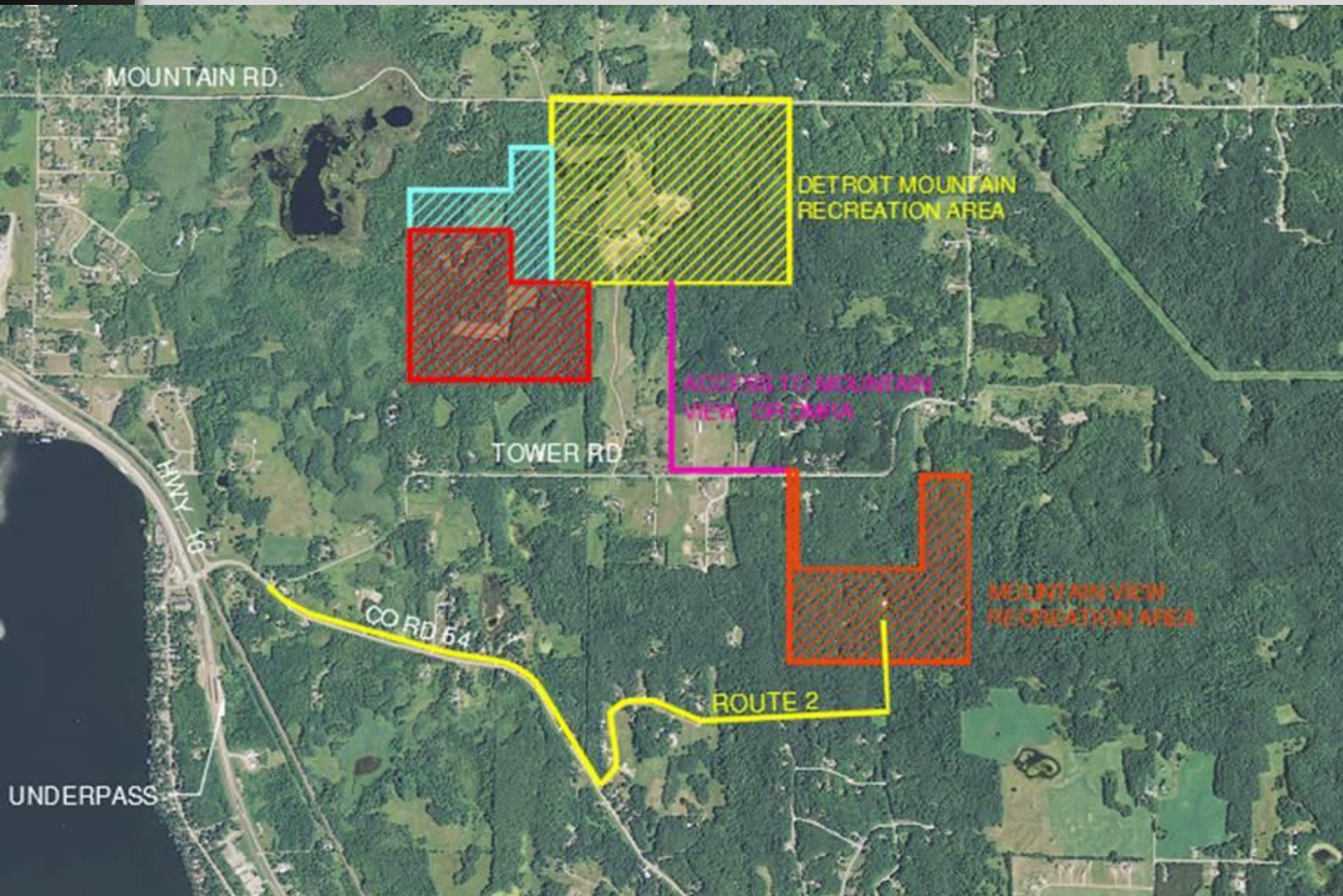
## Cons

- Longest Route
- Significant Permanent Easements





# Route 2 Option





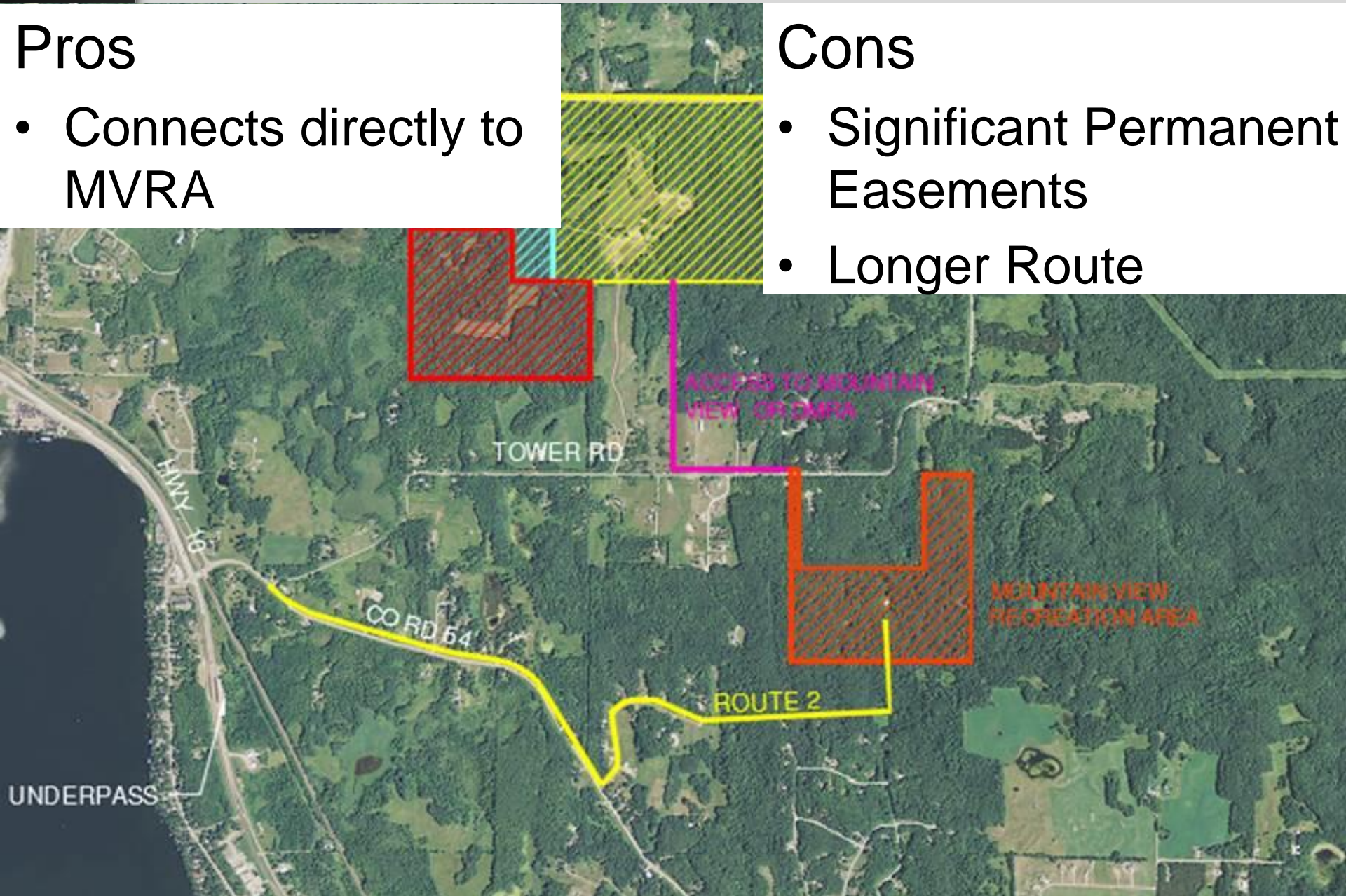
# Route 2 Option

## Pros

- Connects directly to MVRA

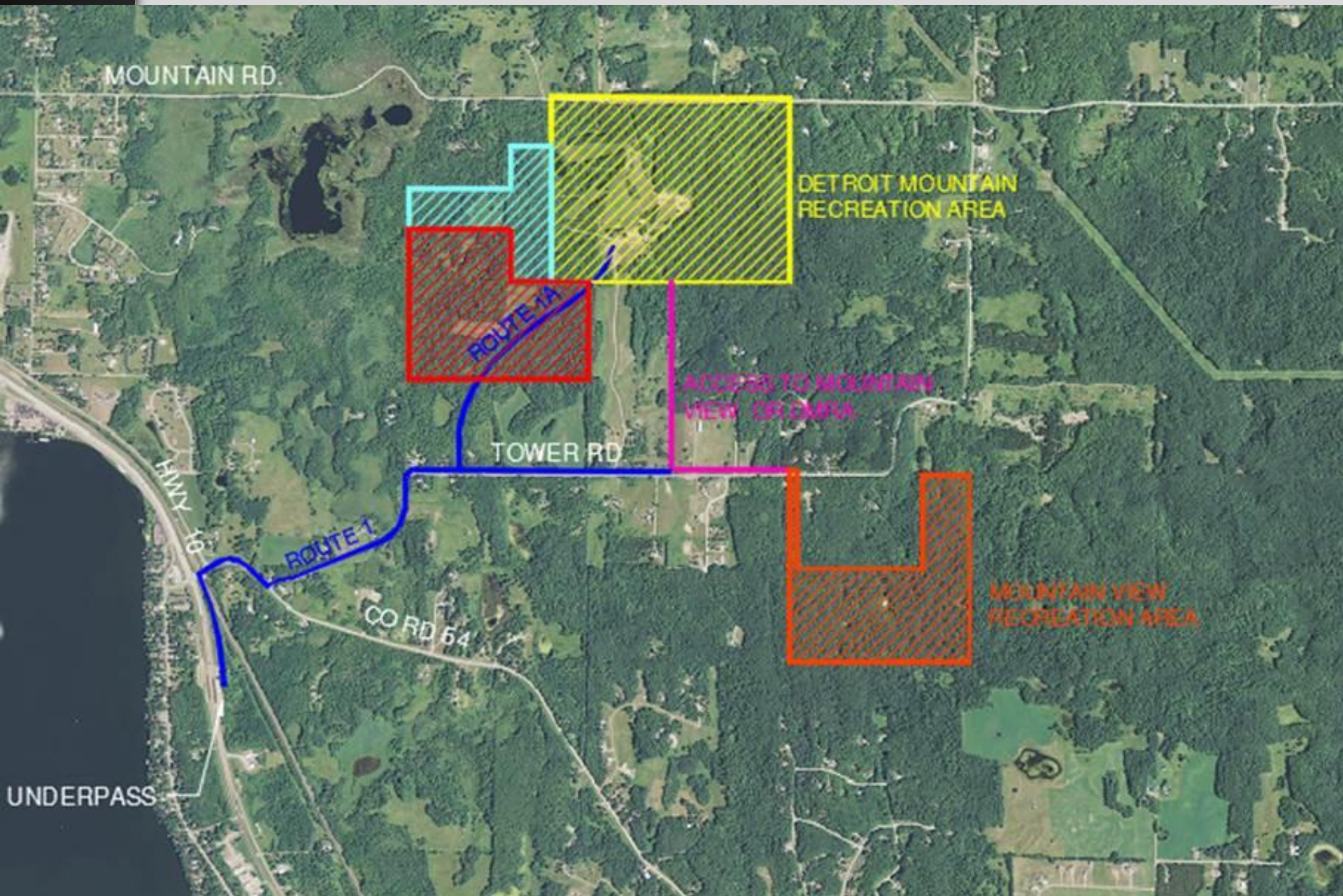
## Cons

- Significant Permanent Easements
- Longer Route





# Route 1 Option

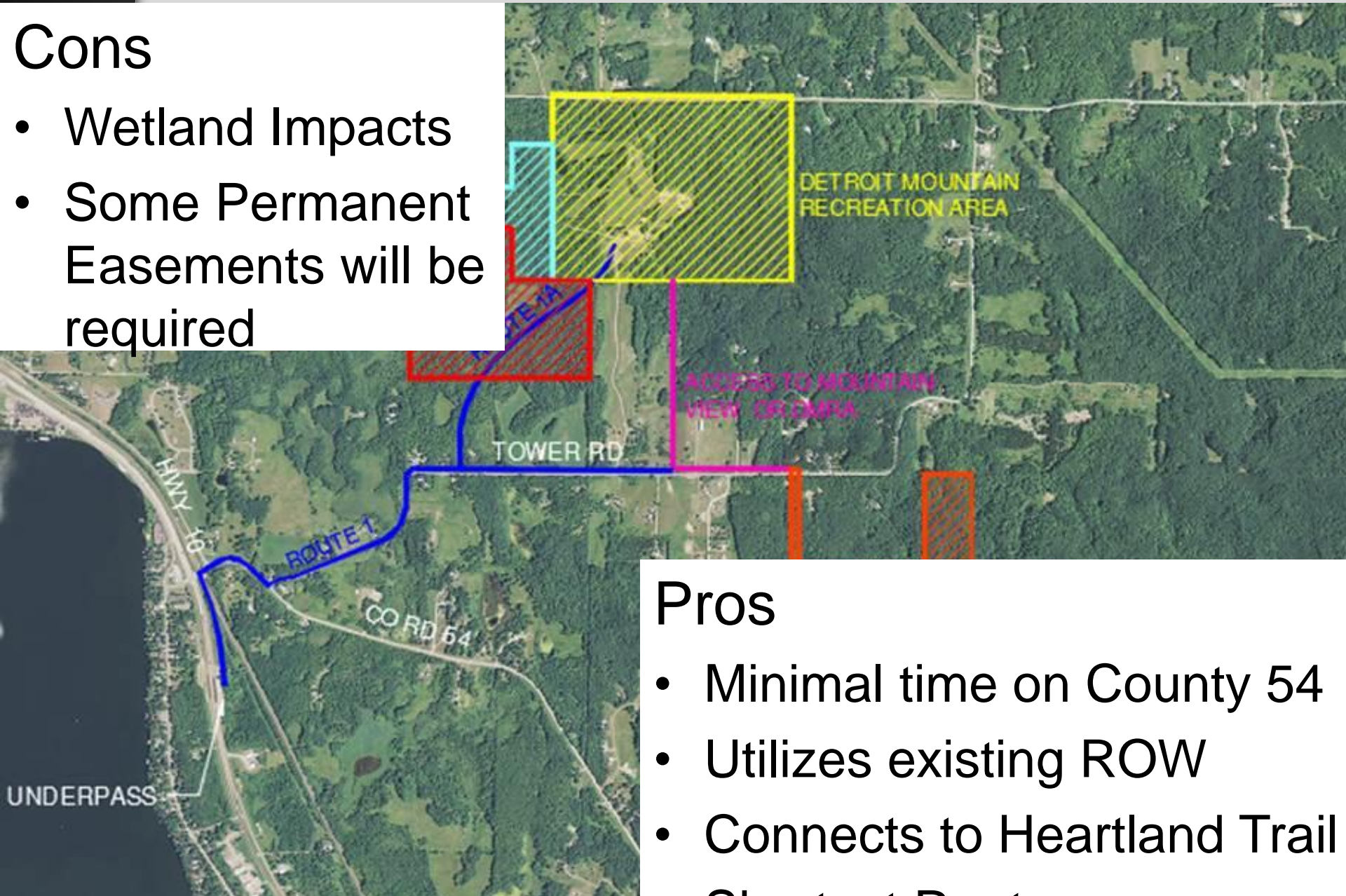




# Route 1 Option

## Cons

- Wetland Impacts
- Some Permanent Easements will be required



## Pros

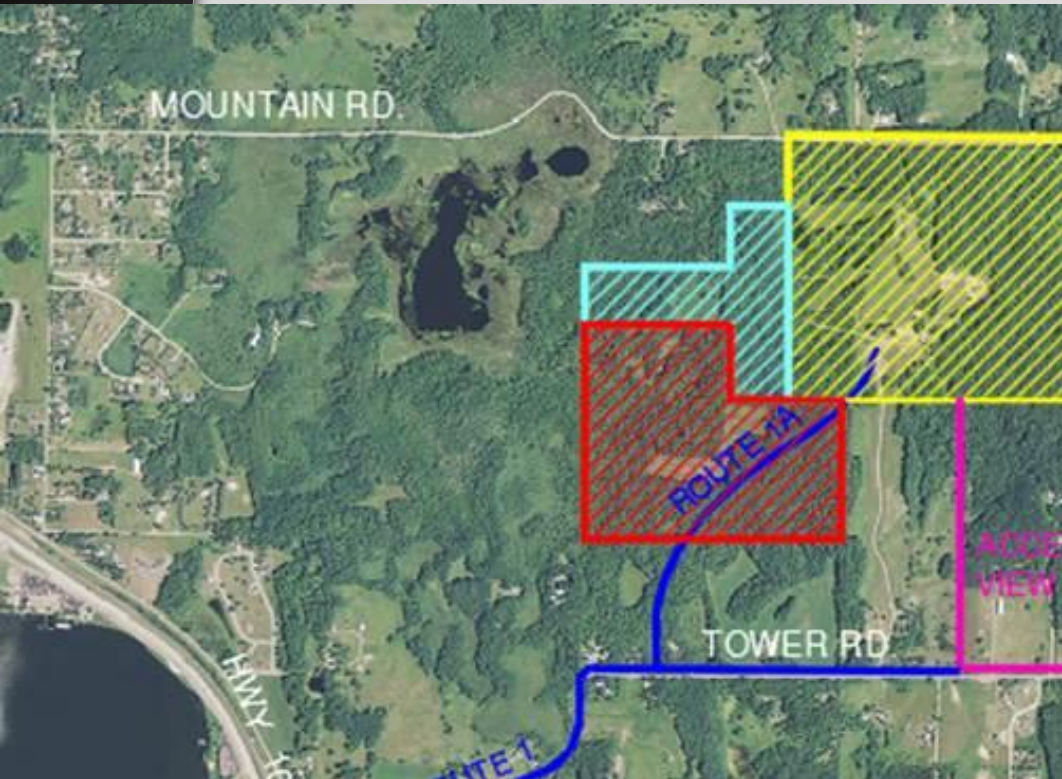
- Minimal time on County 54
- Utilizes existing ROW
- Connects to Heartland Trail



# Route 1A Option

## Cons

- Wetland Impacts
- Permanent Easement will be required



ACCESS TO MOUNTAIN VIEW CR DMRA

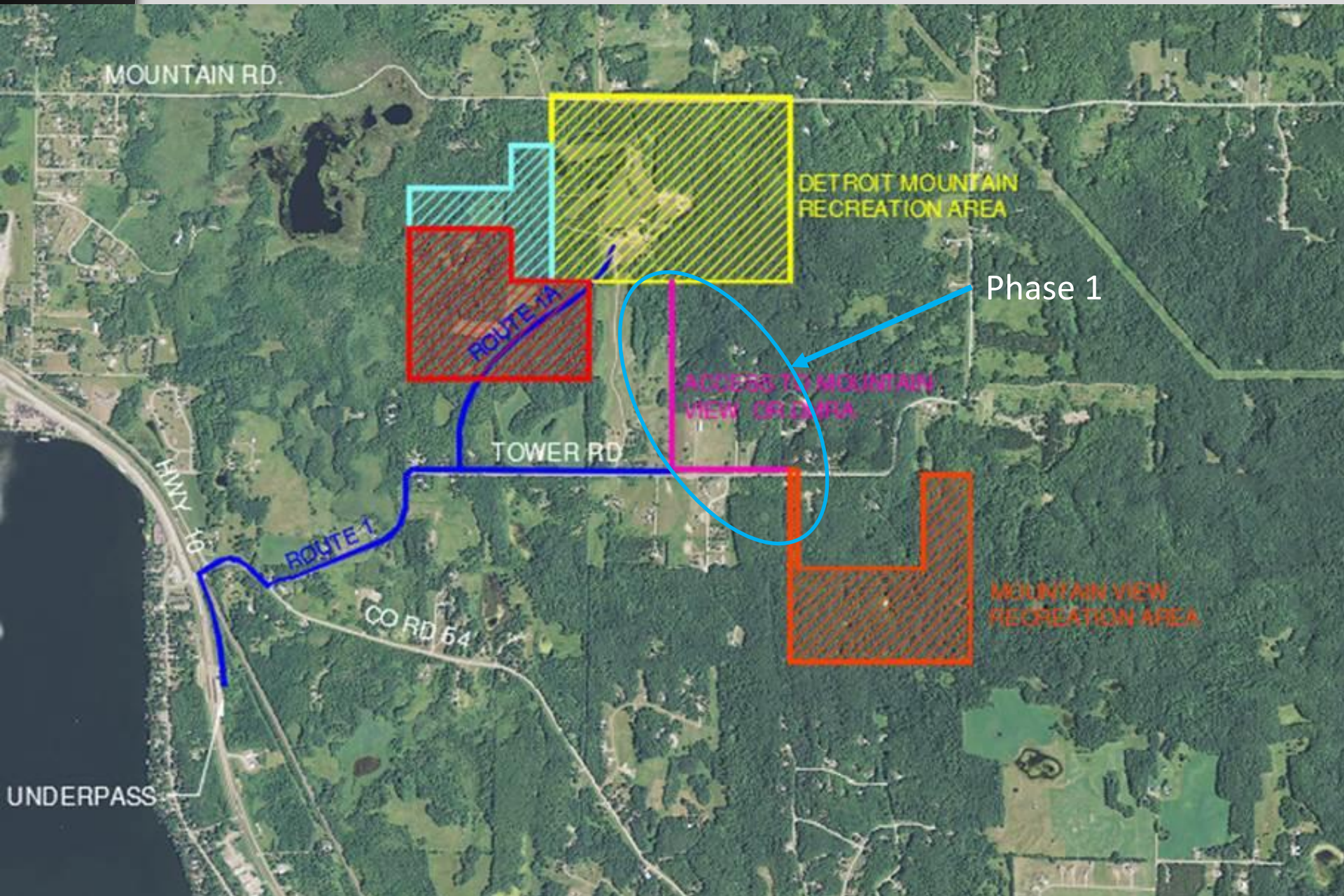
MOUNTAIN VIEW RECREATION AREA

## Pros

- Scenic Route
- Shortest Route to DMRA
- Reduces Permanent Easements
- Utilizes Existing Trail



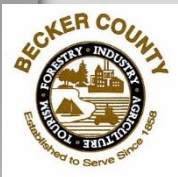
# Phasing & Cost





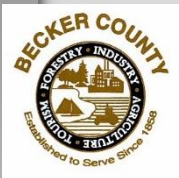
# Phasing & Cost

- Estimated Cost - \$710,000
- Does not include Easement Acquisitions



# Next Steps

- Collect and Process Feedback From Today
- Present Study to County Commissioners
- Work with Property Owners Along Preferred Route
- Conduct Preliminary Survey and Design
- Pursue Funding Opportunities

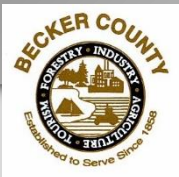




# Questions?



[www.ulteig.com](http://www.ulteig.com)



Engineering, Surveying, and Consulting Services