

OUTDOOR HERITAGE FUND GRANT APPLICATION

Name of Organization **Hunter/Arthur JPA Park Board**

Federal Tax ID# **46-2092983**

Contact Person/Title **Mr. Ola Andersson, President**

Address PO Box 98

City Arthur

State North Dakota

Zip Code 58006

E-mail Address oandersson@arthurcompanies.com

Web Site Address N/A

Phone 701-967-8312

Fax # N/A

List names of co-applicants if this is a joint proposal N/A

MAJOR Directive:

XX Directive A. Providing access to private and public lands for sportsmen, including projects that create fish and wildlife habitat and provide access for sportsmen;

Directive B. Improving, maintaining and restoring water quality, soil conditions, plant diversity, animal systems and by supporting other practices of stewardship to enhance farming and ranching;

Directive C. Developing, enhancing, conserving and restoring wildlife and fish habitat on private and public lands; and

Directive D. Conserving natural areas and creating other areas for recreation through the establishment and development of parks and other recreation areas.

Additional Directive:

Directive A. Providing access to private and public lands for sportsmen, including projects that create fish and wildlife habitat and provide access for sportsmen;

Directive B. Improving, maintaining and restoring water quality, soil conditions, plant diversity, animal systems and by supporting other practices of stewardship to enhance farming and ranching;

Directive C. Developing, enhancing, conserving and restoring wildlife and fish habitat on private and public lands; and

Directive D. Conserving natural areas and creating other areas for recreation through the establishment and development of parks and other recreation areas.

Type of organization:

State Agency

XX Political Subdivision

Tribal Entity

Tax-exempt, nonprofit corporation.

Project Name

Northern Cass Pass

Abstract/Executive Summary

The City of Hunter and the City of Arthur Park Districts formed the Hunter/Arthur JPA Park Board in 2013 upon the decision of BNSF Railway to abandon their railway corridor between Hunter and Arthur. The JPA pursued the acquisition of this corridor through the Rails to Trails program and in fact successfully acquired the corridor in 2013. The objective of this acquisition is to build a multi-use, non-motorized path entitled Northern Cass Pass from the south edge of Arthur, north to the City of Hunter with the project ending at the Elm River Bridge: adjacent to the Hunter elevator. This corridor parallels ND Highway 18 with a total length of approximately 6 miles. The ultimate goal of the JPA is to construct a hard surface trail with an estimated total project cost of \$2,221,465. This Rails to Trails project is anticipated to be a multi-year project with several phases planned.

The goals of the JPA with Northern Cass Pass, is to create a separated, non-motorized corridor to provide safe passage between the cities of Hunter and Arthur for residents of the area as well as a destination location for specific community events. Additional benefits of this corridor include preservation of the 100 year history of the Great Northern Railway and BNSF as well as improving the quality of the existing wetlands which receive water from the large Right of Way, improving the wildlife habitat throughout this corridor and finally buffering agricultural lands and other natural resources from State Highway 18. The addition of numerous tree groves along the corridor will enhance the wildlife features, enrich the existing water quality benefits created by existing vegetation, provide additional wind erosion benefits for the adjacent agricultural lands and finally, provide an added benefit of improved aesthetics for State Highway 18.

The construction of the sustainable trail will provide a series of end results including recreational opportunities for local persons as well as visitors to the area, protection of existing wildlife habitats and natural resources, access to private and public lands for sportsmen, improvement of water quality, soil conditions, plant diversity and animal systems and finally conserving the natural areas by protecting the established former Railway Right of Way. Also included in the overall project goals will be the construction of three separate trailheads (one at each end and one in the middle) which will provide kiosks which will be used to memorialize the Outdoor Heritage Fund, the Great Northern Railway and the history of the project.

Project Duration:

The overall Northern Cass Pass project duration is estimated to be another five years. This particular phase of the overall project is expected to be completed by October 1, 2016.

Amount of Grant request \$ 133,000

Total Project Costs \$ 190,000

Amount of Matching Funds \$ 57,000

(\$47,000 of this amount has already been paid by the JPA as the purchase costs of the six mile corridor, the remaining \$10,000 will be a cash match. This equates to a 30% Local Match)

Source(s) of Matching Funds

The Hunter/Arthur JPA has paid for \$47,000 of the local match and the remaining \$10,000 is available via checking account.

Certifications *

XX I certify that this application has been made with the support of the governing body and chief executive of my organization.

XX I certify that if awarded grant funding none of the funding will be used for any of the exemptions noted on Page 1 of this application.

Narrative

Organization Information –

The cities of Hunter and Arthur ND have had their respective park boards for many years as a service to their communities. These boards are comprised of elected residents who direct the improvements, maintenance and safety of the city parks. In the summer of 2011, BNSF announced plans to abandon the railroad track between Hunter and Arthur. The park boards convened jointly to discuss the potential of converting the railroad bed to a non-motorized pedestrian trail. In April 2013, the two park boards signed a joint powers agreement and subsequently created a joint park board to further the efforts of the trail.

The joint park board consists of three representatives from each community's park board and officers are elected within those ranks. Each position is a nonpaid. Our officers include:

- President: Ola Anderson, Arthur**
- Vice President: Jen Brayton, Hunter**
- Secretary: Bridgette Readell, Hunter**
- Treasurer: Donna Porter, Hunter**
- Member: Dale Shields**
- Member: JJ Degerness**

Additional community's volunteers are available to help when needed for labor and construction projects including local FFA chapter, church youth groups and others.

The Northern Cass Pass project has been very successful in acquiring grants to help in the funding of several phases of this project. The ND RTP (2014) awarded a \$83,256 grant for the enhancement of the existing bridges on the corridor (to make the bridges safe for pedestrian and other non-motorized uses). The ND RTP has also awarded a \$120,000 grant (2016 construction) for the first construction project for the hard surfacing phase. The Outdoor Heritage Fund has also awarded the project a grant that provided for corridor grading, signing, and tree plantings.

Purpose of Grant –

The trail has been named the Northern Cass Pass (NCP) to coincide with the name of the local school district. Due to ever increasing heavy truck traffic on ND Highway 18, the mission of the NCP will be to provide safe passage between Hunter and Arthur for non-motorized uses and community events. Examples include, community 5k or 10k events, high school cross country practice/events, leisure walking, jogging or bicycle use, promotion of healthy living and an opportunity for citizens to enjoy the outdoors. The trail has already become an asset to the communities and is the first trail to connect two rural communities in Cass County, ND.

The Northern Cass Pass project is an ongoing project that is being constructed on an old BNSF Railway bed that has been acquired through the Rails to Trails program. This project will conserve the natural recreation and environmental corridor between Hunter and Arthur by providing a non-motorized trail for pedestrians, bikes, and the occasional equestrian traffic. This project will also preserve the natural environment that has been established over the past 100 years (during which time a railway has been operating).

Previous phases have been completed including restoration of the existing three railroad trestle bridges, addition of several tree groves along the length of the corridor, grading/shaping/compaction of the railroad ballast and significant signing. These phases have been funded in part through the North Dakota Department of Parks and Recreation (utilizing their RTP Grant Program) and the Outdoor Heritage Fund. It is the intent to continue phases of this project utilizing Federal, State and Local Funding mechanisms. The last phase of this project is the paving of the corridor to provide a surface that is suitable for walking, running, rollerblading and biking. The final paving of the surface is proving to be essential, especially now that prior phases have shaped and compacted the ballast. This surface has proven to be quite uncomfortable to pedestrians and very difficult for bicyclists. Due to the length of the project, the final phase is of significant cost, thus making the acquisition of grants of foremost priority.

Management of Project –

The Hunter Arthur JPA received RFP's for engineering services in January 2014 and Bolton & Menk, Inc, a civil engineering consulting firm was hired. Bolton & Menk has been managing the design, construction and administration of the Northern Cass Pass project, including grant writing, surveying, plans and specification development, bidding administration and

onsite inspection of all phases of the project to date. Bolton & Menk has significant experience in the world of trail design/construction throughout Upper Midwest.

Evaluation –

Monthly progress reports will be submitted to the Industrial Commission. This monthly reporting is required to produce monthly incremental pay requests as well as a method to track all progress.

The project will be monitored onsite by tracking events on the corridor as well as reporting by the local high school, local park boards and the JPA.

Financial Information

Project Budget –

Project Expense	OHF Request	Applicant's Match Share (Cash)	Applicant's Match Share (In-Kind)	Applicant's Match Share (Indirect)	Other Project Sponsor's Share
Trail Corridor Acquisition (Item #1)	\$ -0-	\$47,000	\$	\$	\$
Trail Prep (Item #2)	\$ 10,000	\$ -0-	\$	\$	\$
Bituminous Paving (Item #3)	\$ 115,750	\$ -0-	\$	\$	\$
Contingency & Engineering	\$ 7,250	\$10,000	\$	\$	\$
Total Project Costs	\$133,000	\$57,000	\$	\$	\$

- #1. Includes all costs associated with acquisition of the corridor from BNSF Railway
- #2. Fine grading/compaction of surface prior to paving
- #3. Bituminous paving of corridor, F & I

XX I certify that a project budget will be sent to the Commission*

Sustainability –

This project will be sustained by the Hunter/Arthur Park Boards through the administration of the Hunter/Arthur JPA. The Hunter/Arthur JPA has committed to the development and ongoing maintenance of this project. Additional funding for construction activities on this corridor will be acquired through available Federal/State and Local sources. Ongoing maintenance activities will be funded through volunteer efforts as well as financial guarantees from the Hunter and Arthur Park Boards.

Partial Funding –

This particular phase of the project will be able to continue even if less funding is appropriated from the Outdoor Heritage Fund. The consequence of this scenario is less surface paving.

Partnership Recognition -

Upon successful grant acquisition, Outdoor Heritage Fund accolades will be placed at each of the three kiosks that have been built and erected along the corridor

Scoring of Grants

All applications will be scored by the Outdoor Heritage Fund Advisory Board after your ten-minute oral presentation. The ranking sheet(s) that will be used by the Board is available on the website at <http://www.nd.gov/ndic/outdoor-infopage.htm> .

Awarding of Grants*

All decisions on requests will be reported to applicants no later than 30 days after Industrial Commission consideration. The Commission can set a limit on duration of an offer on each application or if there isn't a specific date indicated in the application for implementation of the project, then the applicant has until the next Outdoor Heritage Fund Advisory Board regular meeting to sign the contract and get the project underway or the commitment for funding will be terminated and the applicant may resubmit for funding. Applicants whose proposals have been approved will receive a contract outlining the terms and conditions of the grant. Please note the appropriate sample contract for your organization on the website at <http://www.nd.gov/ndic/outdoor-infopage.htm> that set forth the general provisions that will be included in any contract issued by the North Dakota Industrial Commission. Please indicate if you can meet all the provisions of the sample contract. If there are provisions in that contract that your organization is unable to meet, please indicate below what those provisions would be. *

Responsibility of Recipient

The recipient of any grant from the Industrial Commission must use the funds awarded for the specific purpose described in the grant application and in accordance with the contract. The recipient cannot use any of the funds for the purposes stated under Exemptions on the first page of this application.

If you have any questions about the application or have trouble submitting the application, please contact Karlene Fine at 701-328-3722 or kfine@nd.gov

Revised: December 16, 2015

Hunter/Arthur OHF Grant Application –ADDENDUM (4/11/2006)

PROJECT BUDGET:

The application submitted included the following:

Trail Corridor Acquisition:	\$ 47,000
Trail Prep:	\$ 10,000
Bituminous Paving:	\$ 115,750
Engineering (10%):	\$ 17,250
TOTAL:	\$190,000 (of this amount, \$57,000 local match)

The following text breaks down each item:

Trail Corridor Acquisition: This amount is the Hunter/Arthur JPA Board's total amount spent on the acquisition of the 6-mile BNSF corridor

Trail Prep: Prior to paving operations, the surface of the trail needs to be fine graded (to provide proper cross slope drainage) and compacted with a steel drum roller (to provide a smooth and stable surface to pave upon). These items were completed in 2015, however, environmental conditions throughout the fall, winter and spring require the trail to be "dressed up" in order to guarantee a proper surface. The cost is based upon the bids received in 2015 to complete the initial grading and compaction. \$10,000 will take care of ½ mile of trail, and includes mobilization of the equipment.

Bituminous Paving: The bituminous section that is to be paved will include 3 inches of base course and 2 inches of wear course. The section is to be 10 feet in width. The amount listed (\$115,750) will pave as much trail surface as possible. The current bid for bituminous paving is around the \$125-\$150 per ton range. At \$150/ton, \$115,750 would pave 2500 feet of trail 10 feet wide and 5 inches thick. At \$125/ton, 3,000 feet of trail could be paved. It is the intent to utilize the entire grant amount to maximize the total amount of trail, therefore if more than ½ mile of trail can be paved (based upon a low bid) then more will be paved.

Engineering: This amount is 10% of the total grant requested. This amount will be used for engineering services (Initial Survey, Design, Plans & Specs, Bidding services, construction surveying, construction inspection, materials testing services, contract administration and as-built surveying).

Grants received:

The Northern Cass Pass project has received the following State/Federal Grants:

ND RTP (2014-2015 Construction):	\$ 66,606 (Bridge Rehabilitation)
ND RTP (2016 Construction):	\$ 96,000 (Paving or Millings placement)
OHF Grant (2014-2016 Construction):	\$138,876 (Corridor grading and trees)
ND Forestry ATB (2016 Construction):	\$ 5,000 (Trees)

In addition, the ND DOT TAP Grant (\$220,000 for paving) has been applied for and notification is being awaited. These grants received to date have provided enough funding to prepare the corridor for the final phase of the overall intent – paving.

Total Project Cost:

The amount of \$2,221,465 was determined in the initial OHF Grant submittal in 2014 and is no longer applicable. It was based upon several items deemed necessary to convert a former railroad corridor into a non-motorized pedestrian trail system. As of this application, and based upon past construction projects on the trail, it appears the remaining project costs (basically bituminous paving of the 6-mile corridor, plus shouldering of the section) is purely dependent upon bituminous costs. Using a pavement thickness of 5 inches, with a width of 10 feet, the total tonnage of bituminous required would be 9,680 tons. Current bituminous bids are showing results between of \$125 and \$150 per ton of bituminous. This translates to a remaining project cost of \$1.2 million and \$1.5 million.

The ND RTP grant of \$120,000 (for 2016 construction) will be utilizing a unique engineering design to fortify and strengthen the paving base. Bituminous/concrete millings mixed with an aggregate base stabilizer will be used along the length of the corridor. This will serve two functions: 1) the entire corridor surface will have a temporary “smoother” surface for pedestrians, bikers, etc. and 2) this unique mixing of the millings with the aggregate base stabilizer product will produce a subgrade that will be structurally stronger, thus allowing a thinner aggregate paving section. If this proves to be acceptable, the paving section could be reduced to allow a greater length of corridor to be paved with each subsequent grant received. In other words...it would take less money to finish the corridor.

Intent:

It is the intent of the Hunter Arthur JPA to start the paving phase of the Northern Cass Pass project. Each grant received will be used to pave a section of the corridor. The intent is to pave from each community and move towards the middle. For instance, this particular grant will be used to start the paving at the north end of the trail in Hunter and pave south as far as the grant monies will allow. This portion was selected so as to incorporate the community of Hunter, as well as the recently refurbished Hunter Bridge into the trail system. The next grant received will be used at the South end of the project, starting in Arthur, to utilize their trail system within the community.

This project will continue to be funded purely on Local, State and Federal Grants received. Local match requirements with each grant will be funded by the Hunter Arthur Joint Park Board JPA through local fundraisers, local endowments and possibly assessments.

CASS COUNTY
GOVERNMENT



Board of County
Commissioners

Scott Wagner
Egan, North Dakota

April 16, 2012

Vern Bennett
Egan, North Dakota

Ken Fowler
Egan, North Dakota

Shari Murray, President
Hunter Park Board
PO Box 301
Hunter ND 58048-0301

Dale Shields, President
Arthur Park Board
PO Box 72
Arthur ND 58006-0072

Parrell W. Voss
West Fargo, North Dakota

Richard Soriano
Hess, North Dakota

RE: Rails to Trails Project


Dear Ms. Murray and Mr. Shields:

The Cass County Park Board met on April 2, 2012, and heard a presentation from Bridgette Readel regarding the Rails to Trails project being pursued by your park boards.

The county applauds your efforts to improve your city parks with the addition of a recreational trail. The Cass County Commission and Cass County Park Board support the Hunter Park Board and Arthur Park Board in your pursuit of this opportunity.

Sincerely,

Scott Wagner, Chairman
Cass County Commission


Chad Peterson, Chairman
Cass County Park Board

Heather Worden
Commissioner Assistant

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211 North Street South
Egan, North Dakota 58128

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CITY OF HUNTER

P.O. BOX 56 • HUNTER, NORTH DAKOTA 58048

March 31, 2014

North Dakota Industrial Commission
Outdoor Heritage Fund
State Capitol 14th Floor
600 E. Boulevard Ave. Dept. 405
Bismarck, ND 58505-0840

RE: Outdoor Heritage Fund Grant Application
Northern Cass Pass

Dear Sir/Madam:

On behalf of the City of Hunter, ND, please accept this letter as our support for the Northern Cass Pass Rails to Trails project. The improvement of this corridor will provide unique recreational opportunities for the citizens of Hunter and surrounding areas. Not only will the trail provide a safe pedestrian corridor between the communities of Arthur and Hunter, it will preserve the natural environment that has been developed over the past 100 years with the Railway Right of Way.

Again, please accept this letter as whole hearted endorsement of the Northern Cass Pass project.

Thank you.

Sincerely,

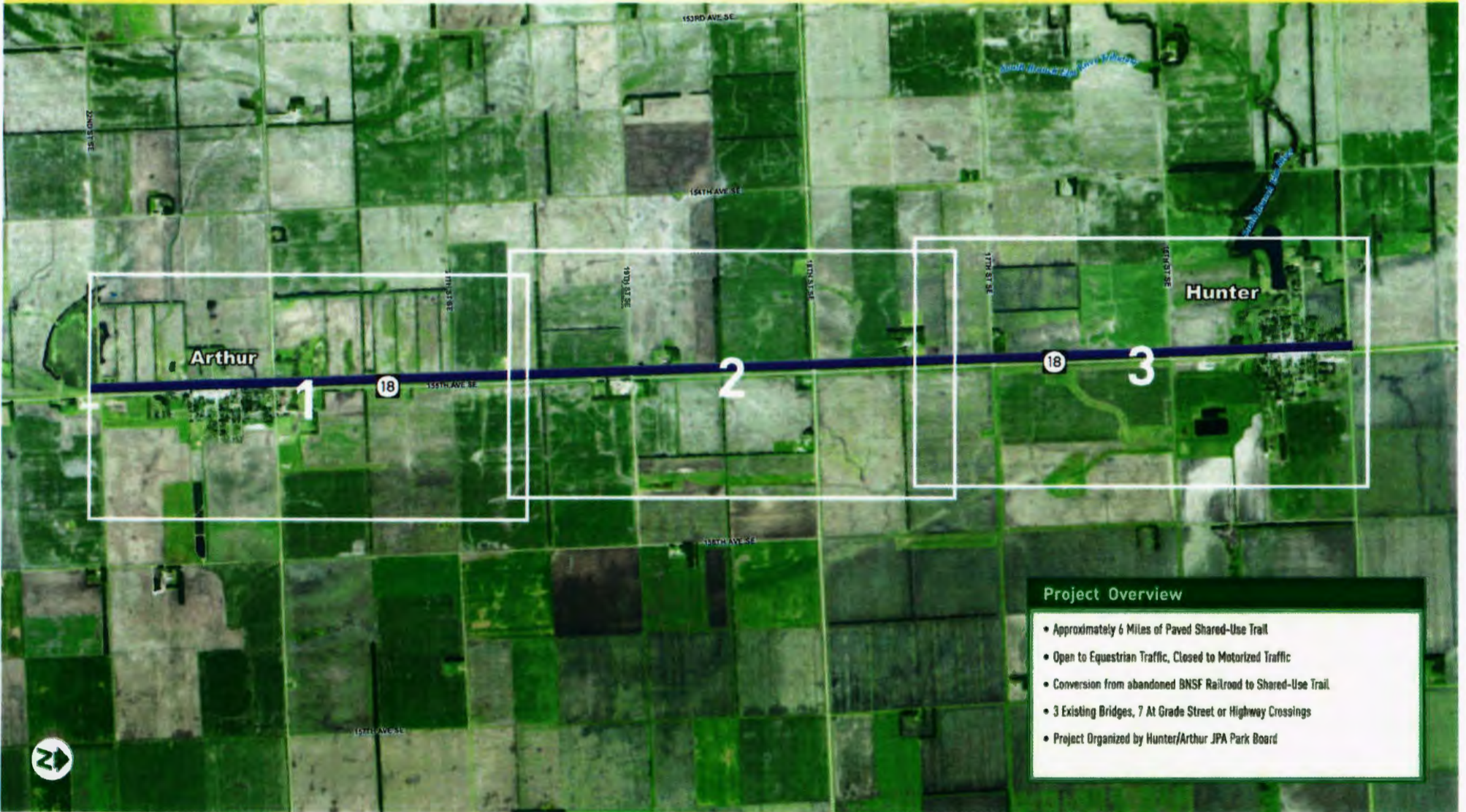


Mayor Ben Olson
City of Hunter, ND









Project Overview

- Approximately 6 Miles of Paved Shared-Use Trail
- Open to Equestrian Traffic, Closed to Motorized Traffic
- Conversion from abandoned BNSF Railroad to Shared-Use Trail
- 3 Existing Bridges, 7 At Grade Street or Highway Crossings
- Project Organized by Hunter/Arthur JPA Park Board