

Memorandum

To: Programs, Projects, and Operations Subcommittee

Subject: FY 2010 Urban Cost Share Programs

Date: April 21, 2009

From: Gerry Bowen

Unfortunately, applications from the City of Blair were not received in the District office. The proposed projects were mailed before the deadline and would have been considered last month with the remainder of the applications. The projects involved the Recreation Area Development and Trails Assistance Programs.

Recreation Area Development

The City of Blair's Depot in the Park Project was approved by the Board last year, but was not funded in FY 09. The approval was for \$50,000. This project will be funded in FY 2010.

Management has approved a second application from the City of Blair to develop a master plan for expansion of Optimist's Park on the Missouri River, located south of California Bend. The estimated cost of the plan is \$25,000. The City is requesting 50% of that amount, or \$12,500.

Management has approved an application from the City of Dakota City to install additional camping facilities at Cottonwood Cove Park. The total cost of the improvements is \$28,860. The project will receive federal funding assistance and the City has requested 50% of the local share, or \$7,215.

The following revised table summarizes the RAD project requests for FY 2010. The FY 2009 budget for this program was \$350,918.

Sponsor	Total Estimated Cost	Cost Share Requested
City of LaVista	\$14,000	\$7,000
City of Bellevue	\$40,000	\$20,000
City of South Sioux City	\$125,000	\$50,000
City of Blair (FY 2009 approval)	\$683,100	\$50,000
City of Blair	\$25,000	\$12,500
City of Dakota City	\$28,860	\$7,215
Total	\$915,960	\$146,715

- Management recommends that the Subcommittee recommend to the Board that the application from the City of Blair for \$50,000 be approved that the applications from Blair for \$12,500 and Dakota City for \$7,215 be approved, and that the total amount of project applications for FY 2010 be revised to a total of \$146,715, all subject to funding in the FY 2010 budget.

Trails Assistance Program

The Trails Assistance Program cost shares with sponsors on trail projects approved for funding under the Transportation Enhancement Program, either through the Nebraska Department of Roads or the Nebraska Game and Parks Commission. The cost share rate is 50% of the local share. All projects require Board approval.

The City of Blair is requesting funding of the Depot Trail Project that will connect the Historic Depot (see above) to the City's trail system. The total cost of the project is \$62,370. The City is requesting half of the local share of the project, or **\$8,358**.

The FY 2009 budget for this program was \$666,900.

- **Management recommends that the Subcommittee recommend to the Board that the application from the City of Blair for \$8,358, be approved, subject to funding in the FY 2010 Budget.**

NATIVE PERENNIAL PLANTINGS

PURPLE CONEFLOWER

LIATRIS

BLACK EYE SUSAN

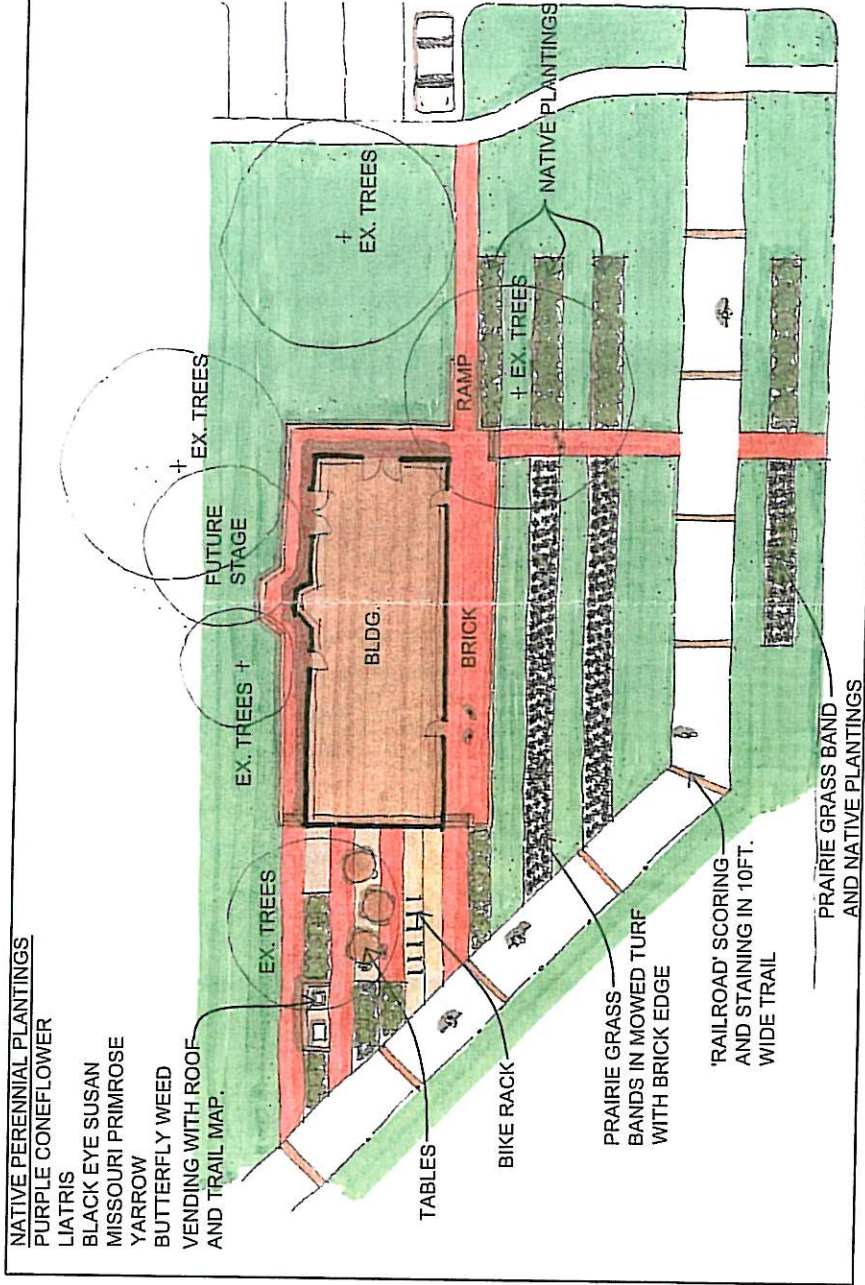
MISSOURI PRIMROSE

YARROW

BUTTERFLY WEED

VENDING WITH ROOF

AND TRAIL MAP.



**BLAIR DEPOT INTERPRETIVE CENTER
REHABILITATION BLAIR, NE.**



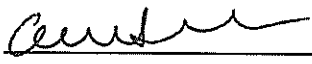
hgm
ASSOCIATES INC

RDG
PLANNING DESIGN

Form 17.27 A

RECREATION AREA DEVELOPMENT PROGRAM

APPLICATION FORM

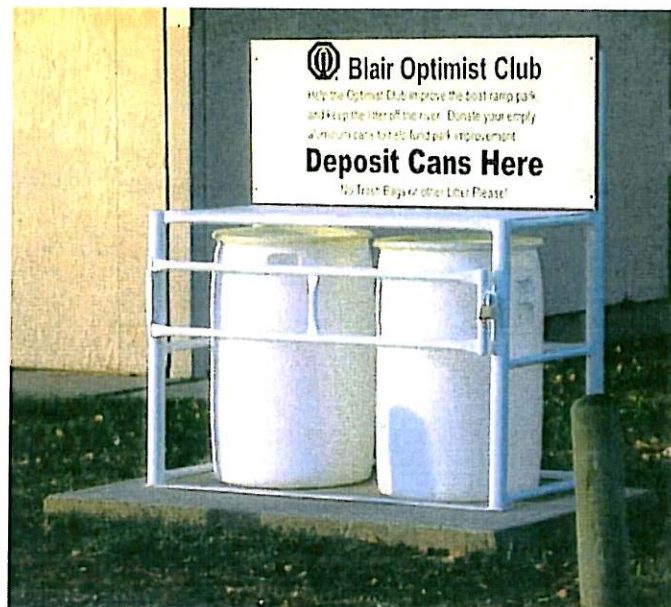
1. DATE: 5/4/2009
2. PROJECT NAME: Optimists Park Renovations Master Plan
3. PROJECT SPONSOR: City of Blair
(Address)
218 S 16th Street
Blair, NE 68008
4. CONTACT PERSON: Al Schoemaker TITLE: Director of Public Works
5. TELEPHONE: 402-426-4191
6. PROJECT LOCATION**: Optimists Park, Missouri River Front on the
East side of the City.
7. DESCRIPTION OF PROJECT**: Develop a Master Plan for the City's
Optimists Park renovations to address Boat ramp, Docks, Parking
(Expanded and possible paved.) Bike Trail head with future construction
of Lincoln Bike Trail, and joint access to California Bend area.
8. TOTAL ESTIMATED COST: \$ 25,000.00
9. COST SHARE REQUEST: \$ 12,500.00
10. SIGNATURE/TITLE:  , Director of Public Works

** Attach additional sheets as necessary.

Blair Optimist Park Boat Ramp



Improvement Project 2007



Work Completed To Date:

Dock Repairs Improvements



All existing side boards and bumpers were removed from the Ramp Dock. Existing flat iron braces at the section joints were removed and replaced with 4" heavy channel iron. Sections were re-aligned and all the sideboards were replaced. New heavy duty commercial grade bumper strips were added to both the top and bottom of the side boards. Flat wave bumper was added between the bumper strips to offer total protection from impact. Special 1/4" washer head lag screws were used to attach all the bumper material to the dock.



The torx head lag screws were spaced at 6" intervals on top and bottom rails. The wave bumper protrudes only as far out as the top and bottom rail for safety.

The removal of sediment from the tracks and the realignment of the dock sections allows the dock to move freely on the tracks.



Two new positioning cables were added to allow for easy movement up and down the tracks. The original positioning cable was replaced and a second heavy duty towing cable was added for easier positioning.

Dock Repairs Improvements - Continued

Existing 2x6 side panel boards were removed and replaced with 2x12 treated lumber. Damaged float brackets were cut off and welded to the interior of the metal dock structure to realign the North float. The damaged structure frame was realigned to the best it could be. All the tie up cleats were retightened and the back edge boards were replaced by Parks Dept. The larger corner bumpers were salvaged from the ramp dock.



Heavy duty top bumper strips were added to the top of the new side boards using the 1/4" washer headed lag screws every 6". Wave bumper was added at the bottom of the new 2x12 sideboards and should offer excellent protection for boats in using the loading dock on rough days.



Cutouts were added at the specified balance points for rigging during placement and extraction.

Future Improvements

Low Cost - small capital investment

- Grading / Repair Existing Parking
- Shoulder on Fairview Dr. during repair
- Repair - Repaint marking posts
- Add additional directional signage

Medium Cost - Near term improvements

- Additional Parking to North
- Sheet Pile / Concrete Retaining Wall West of Ramp
- Concrete on highest priority areas
- Storm Sewer at top of Ramp
- Sheet Pile South of water inlet structure
- Permanent Dock Anchor Beams

Higher Cost - Long term improvements

- Overlooks with Railing
- Hard Surface Parking
- "Lunchtime" Overlook Parking
- Landscaping

Low Cost - small capital investment

Grading / Repair Existing Parking



After work is completed on the sewage treatment plant, the parking areas really need to be regraded and repaired. Extending the drainage ditch to the east of the fence as far north as possible would allow all snow melt and storm runoff to be collected by the existing storm sewer and flow into the river below the ramp area.

Shoulder on Fairview Dr. during repair

During the reconstruction of Fairview drive, it would be of great help to boaters to have the street widened to include shoulders either hard or rock. The high traffic in the area combined with the narrow width of that street has led to a lot of shoulder deterioration. The drop off from the edge of the concrete is 3"-4" in some areas. This can be very hard on tires when two boaters pass along this road. One driver normally has to yield to the shoulder or risk brushing fenders on the trailers of two large boats. If construction is already taking place, adding this small addition to the project would be of great value to the street and park overall.



Low Cost - small capital investment

Repair - Repaint marking posts



A low cost project that can be easily accomplished by volunteers would be the replacement and straightening of the border marking posts at the park. If the city has a source for posts a cost sharing arrangement could be arranged.

Once the posts have been set, a quick coat of paint would freshen up the park and make the posts a bit more visible to drivers in the parking area. Color suggestions: Redwood, Brown, White.

Volunteer labor and materials would be provided by the Optimist Club

Add additional directional signage

The flow of the park is dependent on maintaining the one way counter clockwise flow of traffic. The one existing "One Way" sign is pretty much destroyed, and the small park diagram doesn't do much for keeping traffic headed in the right direction.

Adding more informational and directional signage will at least reduce the amount of "Ramp Rage" that occurs and hopefully speed the process of loading/unloading on busy days. Without hard surfaced parking we are unable to maintain marked lines to maximize the number of trailers in the lots.



By enlarging the parking diagram and placing a couple more signs throughout the park, we may be able to keep parking the way it should be until a long term solution can be found. Donation dollars would be used to pay for any informational signs. If the city has any ONE WAY signs or posts that could be installed volunteer labor would be available for installation.

Medium Cost - Near term improvements

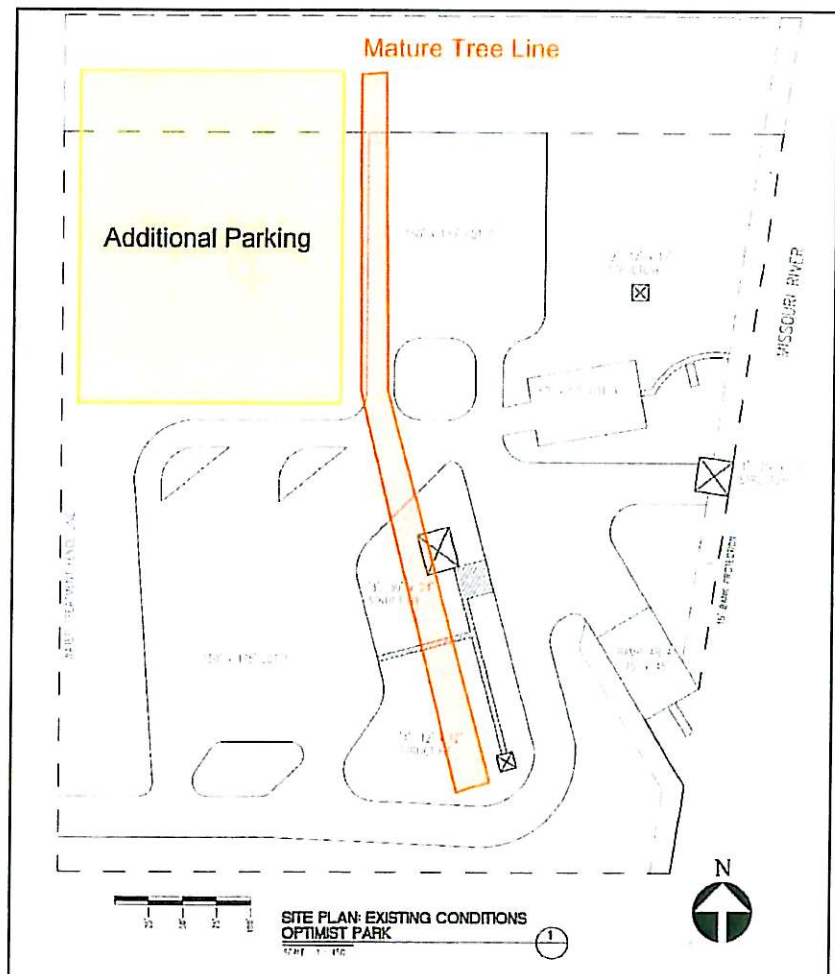
Additional Parking to North



With the newly acquired city property to the north comes the opportunity to expand the parking for the park. When the trail head to the California bend is developed more non trailer parking is likely to be required, and the current northeast parking area is likely to be effected by the development. Additional trailer parking is already a need, and if trailer parking is lost to the California bend project expanding the current area to the north would seem to be the only option.

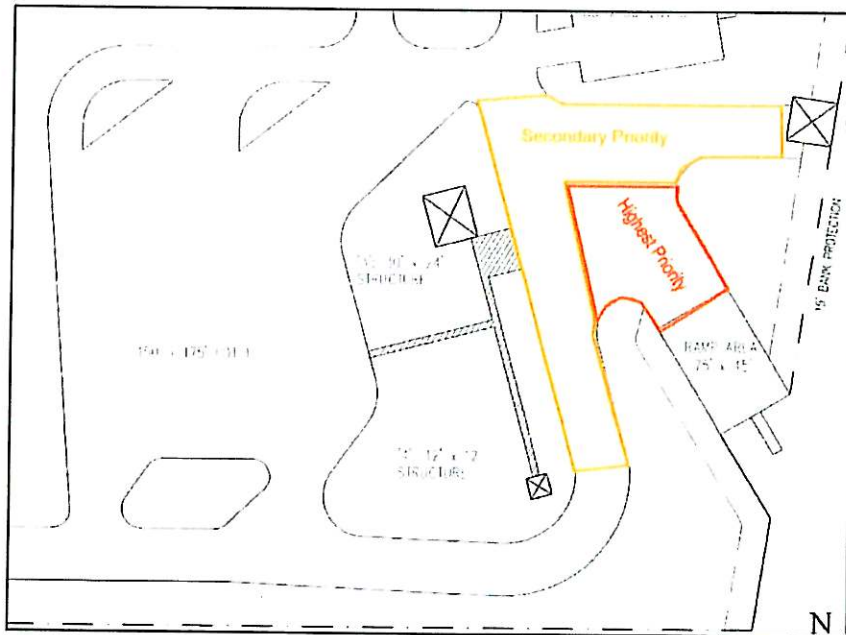
This project fits in with the parking improvements in general. If grading is going to be done to the existing lot, including the area to the north would reduce the future cost by accomplishing both projects at once.

When this parking area is laid out, consideration should be given to maintain the mature trees that line up with those near the bathrooms. The tall mature trees add character to the park and shade the parking areas. Volunteer labor would be available to remove the trees in the new parking area.



Medium Cost - Near term improvements

Concrete on highest priority areas



Redirecting silt is the main goal of the concrete in the high priority areas. The Corps of Engineers design standards for boat ramps call for the ramps to slope to the outside, and for any water to be drained near the ramp to be caught in gutter like depressions on either side of the ramp. We don't have the ability to redesign our ramp that is already in place, but we do need to mitigate the amount of silt that is

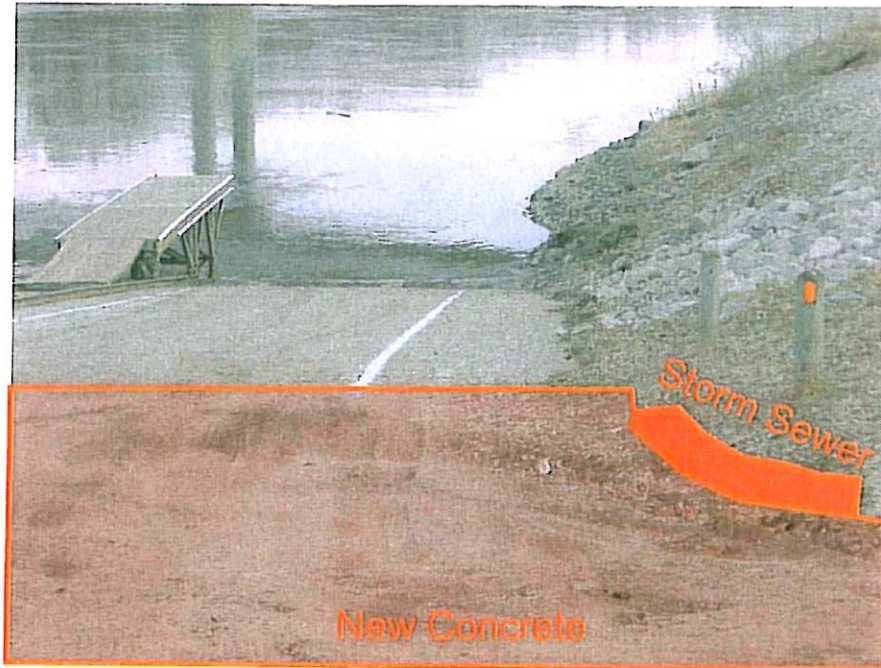
being washed off the parking and upper ramp areas down the ramp to collect at the bottom. Part of this effort has to include hard surfacing the areas that would naturally drain to the ramps. Loose gravel and mud are not a good thing to have on a ramp as steep as the Optimist Park's ramp. You could lose traction and at best be stuck on the ramp and at worst, sink a truck and trailer.

When you study the kind of material and the silt pattern at bottom of the ramp, it is evident that a lot of the mud and debris on the ramp is not being deposited by the river, but is being washed down the ramp from the parking areas. Hard surfacing these areas and adding curb and a storm sewer collection point would solve most of our ongoing maintenance issues with the ramps.

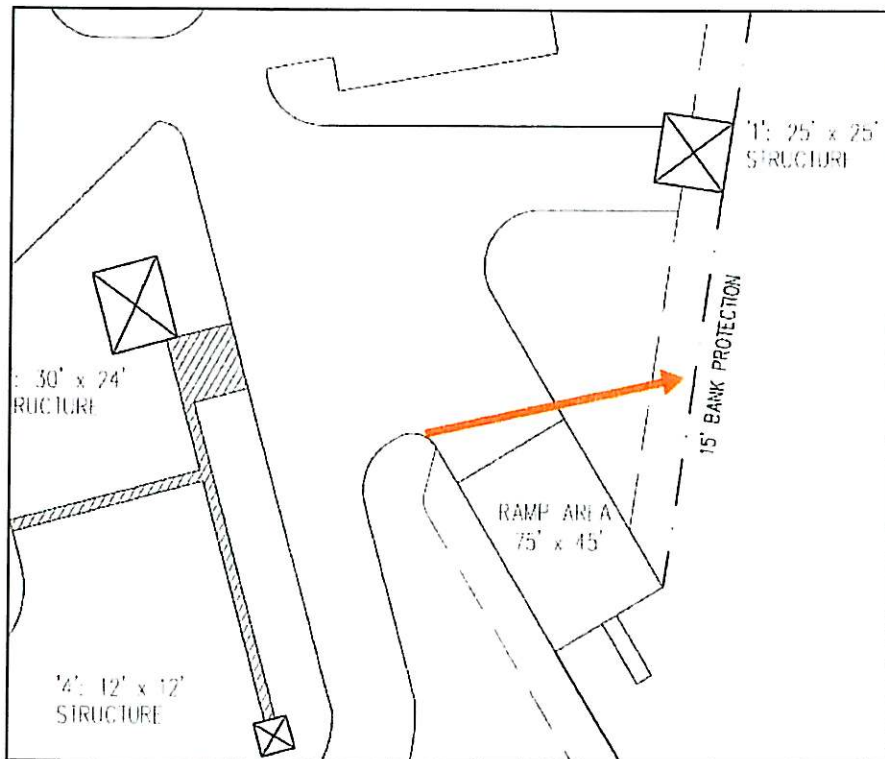


Medium Cost - Near term improvements

Storm Sewer at top of Ramp



Redirecting the runoff that carries silt and debris down the ramps can be accomplished by either a storm sewer intake at the northwest corner of the ramp or possibly by excavating a gutter on the west side of the ramps. Depending on the cost of the options a storm sewer would be preferred due to ability to direct runoff directly into the channel and away from the slack water at the base of the ramps.



Medium Cost - Near term improvements

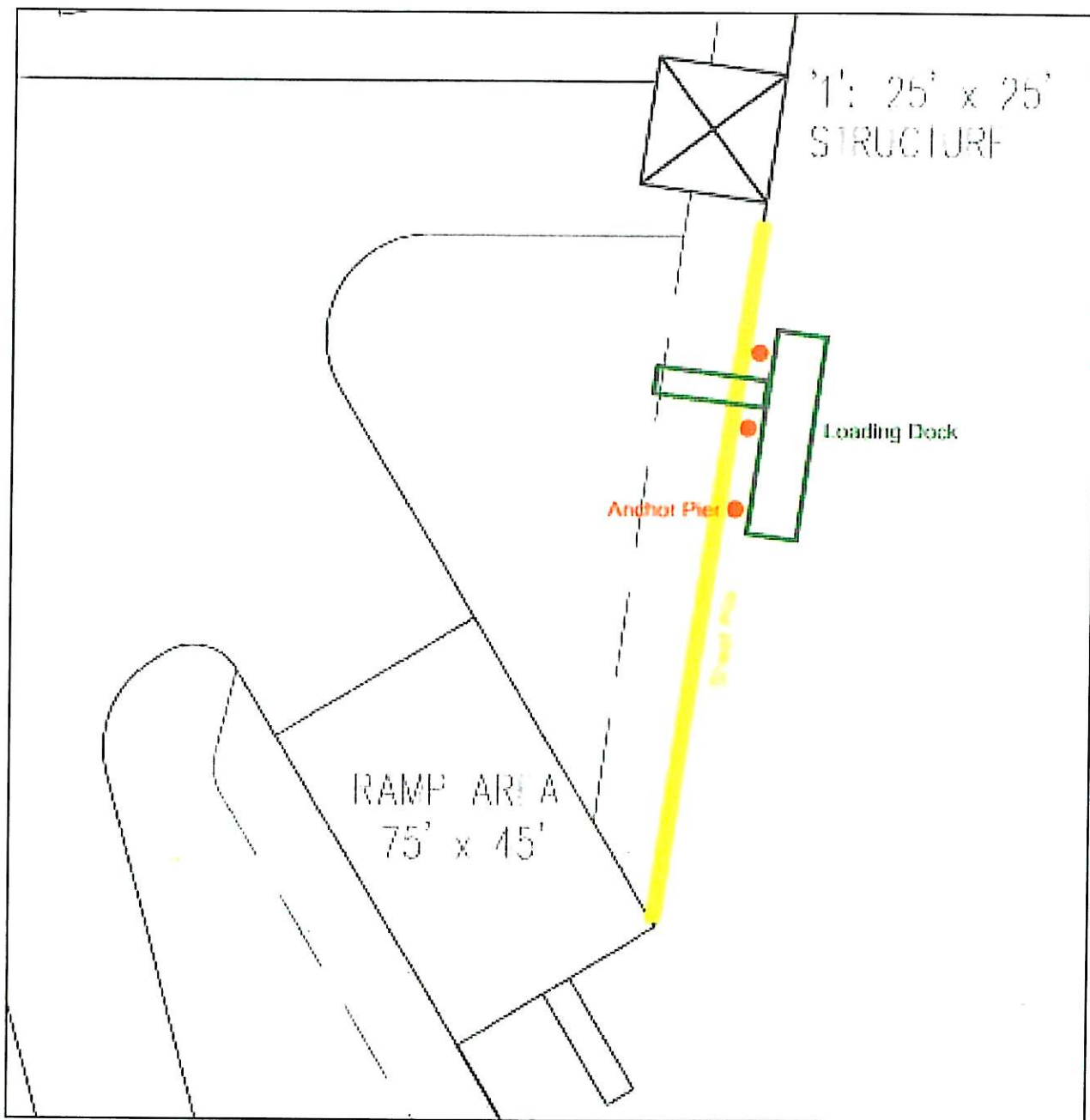
Sheet Pile / Dock Anchor Points South of water inlet structure



Creating a sheet pile wall south of the water inlet structure will provide a stable mounting point for the loading dock in the channel. The main reason that the loading dock costs so much to put in and take out every year is the size of the crane required to set it in place. The three mounting piers that are currently part of the dock structure are heavy and create a very unbalanced large load. Removing these piers from the dock structure and anchoring a permanent solution in the channel would mirror what is currently in place at Dodge Park in Omaha. The support beams that the dock slides up and down would remain driven into the river bed permanently. The dock could then be attached to the support beams via a sliding sleeve. Dodge park floats their dock upstream and into their marina for the winter. The Nebraska Game and Parks engineer whom I spoke with suggested mounting skids or rollers under our dock and pulling it up the ramp with a tractor or payload for storage. The engineering group at the Game and Parks were very helpful in my research and would likely design a solution for us. No matter what the long term loading dock solution may be, the sheet pile provides the backdrop to almost any solution.

Medium Cost - Near term improvements

Sheet Pile / Dock Anchor Points South of water inlet structure



Medium Cost - Near term improvements

Sheet Pile / Concrete Retaining Wall West of Ramp



While sheet piling is being installed to facilitate better dock movement in the channel, a retaining wall to hold the bank back to the west of the ramp should be explored.

This wall would provide protection from runoff from the west and stabilize a slowly deteriorating bank from sliding onto the west ramp. It would also provide a starting point for a scenic overlook area for pedestrians. The sheet piling requires a concrete cap that

Could easily be extended into a 10' wide landing with a railing and benches in the future. We have a lot of people tell us that they don't have a boat, but still like to come to this park to watch their dogs run or just sit and look at the river. Areas like this would be an excellent place for these types of park users. A wide concrete over look could be used to cap all of the proposed sheet pile.



Funding Sources, Design Work etc

Improvements so far have been funded by a combination of In-Kind contributions (Donated materials/supplies) Can collection funds, Optimist Club budget funds and a grant from the Washington County Recycling association.

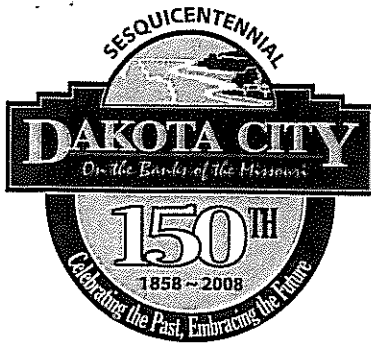
Dollars spent so far \$1367

Income from the aluminum recycling program is off to a great start. Even in the winter months we averaged 50 dollars a month. Time will tell how the busy summer months will turn out for this source of income. Even if the recycling program doesn't generate thousands of dollars, the effort does keep our river cleaner if nothing else.

Businesses we contacted for materials were very helpful at providing the supplies at their cost. Fastenal, Premier Boating Center and SE Smith & Sons were all very helpful in providing the materials needed for the dock rehabilitation.

This project may be the catalyst for a brand new civic group in the community. I have been contacted by a number of boaters and fisherman who would like to be involved with this and other river related projects, yet don't have much in common with the other aspects of the Optimist's Club. We are currently exploring the creation a non profit for the purpose of fundraising for this project and also sponsoring a river cleanup event with Missouri River Relief.

We are very aware that volunteer labor and materials can only go so far in a project of this scope. At some point outside entities will need to be brought in for design services, engineering and regulatory approvals. The major construction parts of this project would also be better served by hiring professionals to do the work in a timely manner. We hope that a partnership can be formed to work with the city in formalizing a plan for the park. Once a plan has been established, finding sources to fund the project can begin. It has been an easy road so far, as support for this activity stretches far and wide in this community.



P.O. BOX 482 • 1511 BROADWAY • DAKOTA CITY, NE 68731 • CITY HALL (402) 987-3448 • FAX (402) 987-3313

APR 21 2009

April 20, 2009

Gerry Bowen
Papio Missouri River NRD
8901 S. 154th Street
Omaha, Neb 68138-3621

Dear Gerry:

The purpose of this letter is to certify that the City of Dakota City does have funding available (\$7,215) for 25% of the cost of the Cottonwood Cove Park Update.

We sincerely appreciate our long term partnership with Papio-Missouri NRD and your consideration of this application.

Respectfully,

James Roberts
James Roberts, Mayor

RECREATION AREA DEVELOPMENT PROGRAM

APPLICATION FORM

1. DATE: April 20, 2009
2. PROJECT NAME: Cottonwood Cove Update
3. PROJECT SPONSOR: City of Dakota City
(Address)
Box 482
Dakota City, NE 68731
4. CONTACT PERSON: Robert Peters TITLE: City Administrator
5. TELEPHONE: 402-987-3448
6. PROJECT LOCATION **: 13th & Hickory
Dakota City, NE 68731
7. DESCRIPITON OF PROJECT**: See Attached
8. TOTAL ESTIMATED COST: \$ 28,860
9. COST SHARE REQUEST: \$ 7,215
10. SIGNATURE/TITLE: _____ /City Administrator

** Attach additional sheets as necessary

City of Dakota City Cottonwood Cove Park Update

A. Description of Project Area Cottonwood Cove is a 4.5 acre, heavily wooded park located at 13th and Hickory, on the banks of the Missouri River and across from a Lewis and Clark wayside area. The park has thirteen camper pads, shelter house, new playground equipment, a volley ball court, restrooms and showers.

B. Description of Project This request will allow us to complete the following:

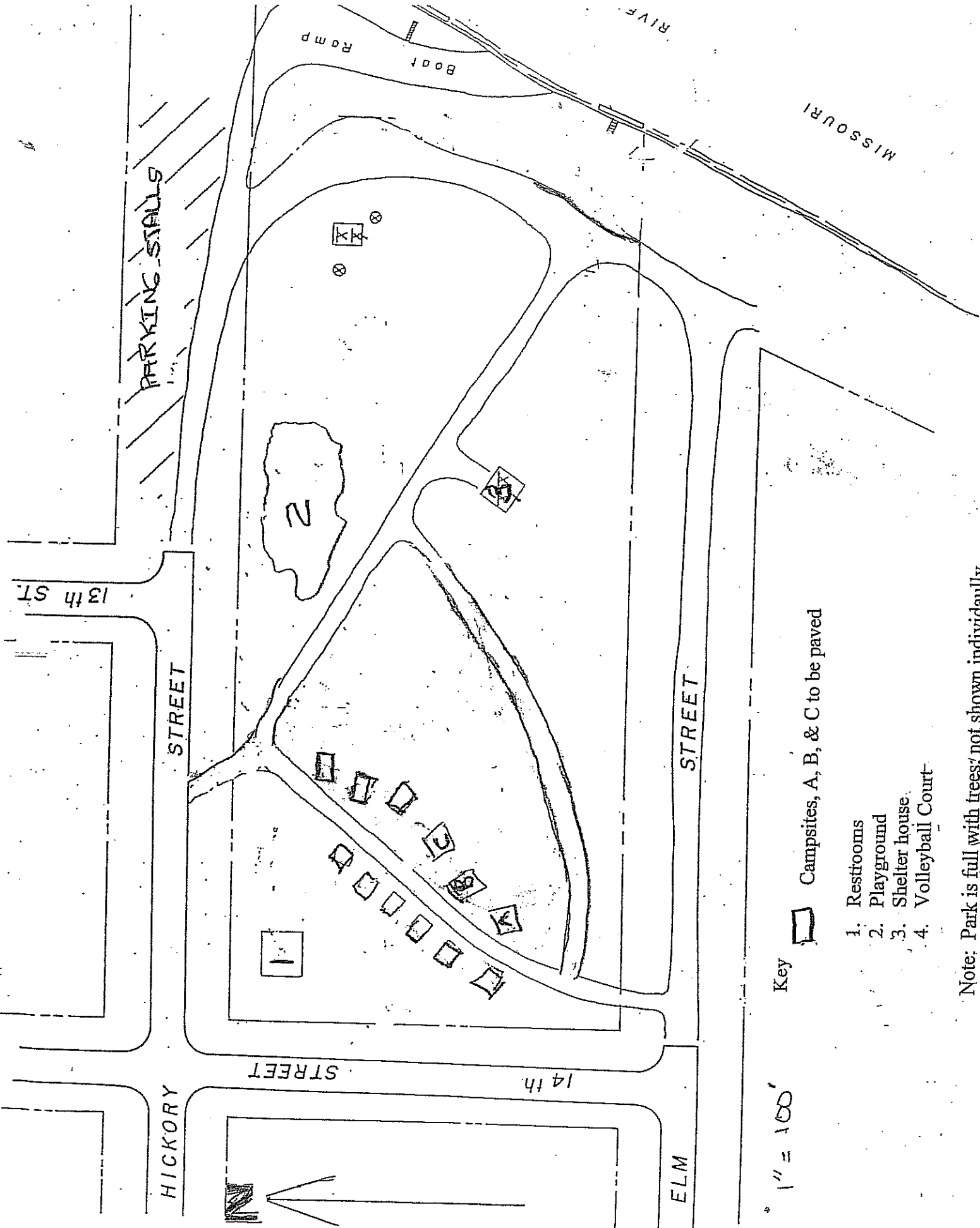
1. Cement Paving of Four Camper Pads Nine of the camper pads are cement. This would allow us to have all pads paved.
2. Sewage Disposal for Campsites Only the host campsite has pad available sewage disposal. This would allow us to make sewage disposal available at each campsite.
3. Grills The addition of 5 grills would allow each campsite to have a grill.
4. Signage Signage would provide a welcome and acknowledge contributions

C. Budget/Costs Costs for the updating are as follows:

Cement Pads	\$5,490
Sewer for 12 pads	\$22,010
Five Grills	610
Signage	650
Total	\$28,860

D. Proposed Partnerships We would proposed partnerships as follows

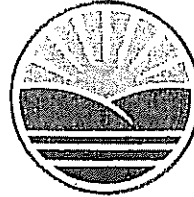
Land & Water (Grant approved; subject to Federal monies)	\$14,430
Papio Missouri NRD	7,215
City of Dakota City	<u>7,215</u>
Total	\$28.860



- 1" = 100'
- Key
- 1. Restrooms
 - 2. Playground
 - 3. Shelter house
 - 4. Volleyball Court
- Campsites, A, B, & C to be paved

Note: Park is full with trees; not shown individually

PAPIO-MISSOURI RIVER
NATURAL
RESOURCES
DISTRICT



8901 S. 154TH ST.
OMAHA, NE 68138-3621
(402) 444-6222
FAX (402) 895-6543
www.papionrd.org

Form 17.40 A

TRAILS ASSISTANCE PROGRAM

APPLICATION FORM

1. DATE: February 20, 2009
2. PROJECT NAME: Depot in the Park
3. PROJECT SPONSOR: City of Blair
(Address)
218 S. 16th Street
Blair NE 68008
4. CONTACT PERSON: Allen Schoemaker TITLE: Director of Public Works
5. TELEPHONE: 402-426-4191
6. PROJECT LOCATION **: Lions Park, Blair, Nebraska
7. DESCRIPTION OF PROJECT **: Extension of 10 feet wide bike trail
from South end of Deerfield Lions Bike Trail at 16th & Park Streets
through Lions Park to 15th & Nebraska Street
8. TOTAL ESTIMATED COST: \$ 62,370.00
9. COST SHARE REQUEST: \$ 8,358.00
10. SIGNATURE/TITLE: *Allen Schoemaker*

** Attach additional sheets as necessary.

Depot In The Park Bike Trail Extension Cost Estimate

1. Bike Trail Earthwork & Grading	\$3840.00
2. Bike Trail Subgrade Moisture and Density Control	\$2001.00
3. Bike Trail 6" PC Concrete Trail Pavement	\$21,344.00
4. Bike Trail Earth Shoulder Finishing	\$1200.00
5. Bike Trail Post Mounted Signs	\$1000.00
6. Bike Trail Trees, 3" B-B	\$4,000.00
7. Bike Trail CMP Culvert	\$1500.00
8. Bike Trail Rest Node, 6" PC Concrete	\$1000.00
9. Bike Trail Bench, Furnish and Install	\$1200.00
10. Bike Trail Temporary Silt Fence (Erosion Control)	\$1800.00
11. Bike Trail Seed, Fertilize and Mulch	\$1400.00
12. Bike Trail Orange Safety Fence	<u>\$1200.00</u>

Subtotal: **\$41,485.00**

Mobilization 1 LS 8% of Total: \$3318.80
 Estimate Probable Cost: **\$44,803.80**

Engineering Cost (10%) \$4480.30
 Construction Engineering (14%) \$6272.42
 NDOR Representative Cost (1%) \$448.04

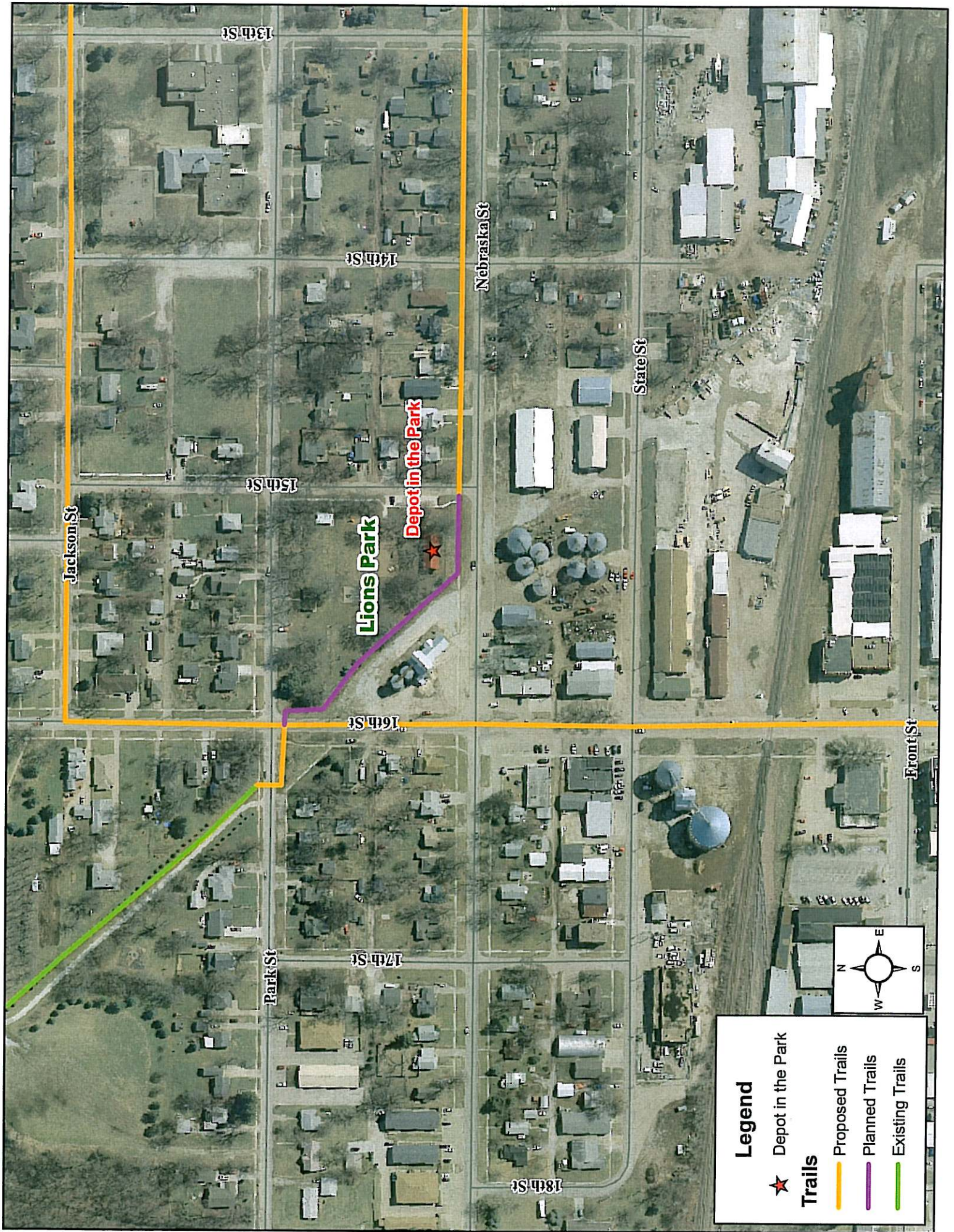
Total Engineering Costs **\$11,200.76**

Total Estimated Costs: **\$56,004.56**

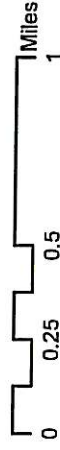
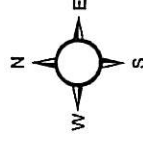
Funding Sources:

Federal Funding (74%) \$41,443.37
 Local Match (26%) \$14,561.19

City of Blair requests from PNRD 50% of local match or **\$7280.60** for the bike trail extension portion of the Depot In The Park Project.



City of Blair Trails Map



Legend

- Depot in the Park
- City Limits
- Parks
- Trails**
 - Proposed Trails
 - Planned Trails
 - Existing Trails

