

**RAMSEY COUNTY  
COOPERATIVE AGREEMENT  
WITH THE CITY OF ST. PAUL FOR  
The Reconstruction of Hidden Falls Drive  
From Mississippi River Blvd to Boat Ramp Parking Lot**

<b>Total Project Cost:</b>	<b>\$965,020.50</b>
<b>City of St. Paul Cost:</b>	<b>\$482,510.25</b>
<b>State Park Road Account Cost:</b>	<b>\$482,510.25</b>

**Attachments:  
Exhibit A – Grant Application, Map, and Estimate**

This Agreement is between the City of St. Paul, a municipal corporation ("City") and Ramsey County, a political subdivision of the State of Minnesota, ("County") for the reconstruction of Hidden Falls Drive from Mississippi River Boulevard South to the boat ramp parking lot entrance, at Hidden Falls Regional Park, all as more particularly described in Exhibit A, attached hereto (the "Project").

**RECITALS**

WHEREAS, Hidden Falls Drive, in the area affected by the Project, is a City owned and operated road within Hidden Falls Regional Park; and

WHEREAS, the City desires to reconstruct Hidden Falls Drive for the purpose of aiding in recreational access to Hidden Falls Park and the Mississippi River; and

WHEREAS, as more particularly described in Exhibit A, City applied to the State Park Road Account Program for funding for the Project, and was approved for such funding; and

WHEREAS, the Project has been given support by the Minnesota Department of Natural Resources and Ramsey County Public Works;

WHEREAS, the Minnesota Department of Natural Resources has delivered the sum of \$482,510.25 (such sum being the State Park Road Account share of costs for the Project, and being referred to herein as the "State Park Road Account Sum") to Ramsey County, to be held by Ramsey County and paid to City upon City's completion of the Project; and

WHEREAS, all remaining Project costs will be paid for through the City's Parks and Trails Legacy funding; and

NOW, THEREFORE, BE IT MUTUALLY AGREED AS FOLLOWS:

## **AGREEMENTS**

### 1. Responsibility for Design Engineering

- 1.1. Plans, specifications, and proposals will be prepared in accordance with Mn/DOT State Aid requirements.
- 1.2. City will prepare plans, specifications, and proposals for the Project, which will include, among other things, the proposed road reconstruction, alignment, profiles, grades, cross sections, removals, paving, concrete curb and gutter, sidewalk, pedestrian curb ramps, turf establishment, lighting, and utility replacement and adjustments.
- 1.3. Final approved plans for the Project showing proposed construction will be presented to the County and will be on file at St. Paul Parks and Recreation Department.
- 1.4. Any costs associated with Project revisions after the completion of plans and specifications will be paid for by the party requesting the revisions.

### 2. Responsibility for the Right of Way Plan and Acquisition

- 2.1. No right-of-way is being acquired as part of the Project.

### 3. Procurement and Award of Contract

- 3.1. City will take bids in accordance with state law.
- 3.2. City will prepare an abstract of bids and a cost participation summary based on the lowest responsible bidder's proposal.
- 3.3. City will award a contract and pay the contractor from the State Park Road Account and the City's Parks and Trails Legacy funding.

### 4. Responsibility for Construction Engineering

- 4.1. City shall perform or contract the performance of the construction engineering for all elements of the Project.

### 5. Project Costs

- 5.1. A list of the construction pay items and associated unit costs to be paid by the City is attached in Exhibit A - Grant Application, Map, and Estimate. Quantities and unit

prices in Exhibit A are estimates. Actual costs shall be based on the contract unit prices and the quantities constructed.

5.2. The City will pay 100% of the cost of pay items associated with the road reconstruction as shown in Exhibit A from their designated funding sources.

5.3. The County will have no obligations to share in any costs of the Project, it being understood that the County's obligations hereunder are limited solely to the payment of the State Park Road Account Sum upon the City's completion of the Project.

5.4. Design Engineering Costs

5.4.1. The City will design the Project plans. The County shall not pay the City a design engineering fee.

5.4.2. Design engineering fees shall be calculated based on the quantities and unit prices at the time of contract award.

5.5. Right of Way Acquisition Costs

5.5.1. Acquisition of any Right of Way or easements will be funded by the City.

5.6. Construction Engineering Costs

5.6.1. The City will administer the construction engineering. The County shall not pay the City a construction engineering cost.

5.6.2. Construction engineering and administration fees shall be calculated based on the final contract quantities and unit prices.

6. Payment Schedule

6.1. The County will pay the State Park Road Account Sum to City in one lump sum upon the completion of the Project, as evidenced by final project punch-list submittal.

7. Ownership and Maintenance Responsibility for Project Elements

7.1. The City will own and maintain all elements of this project within City Right of Way and City Park property.

8. The County grants City temporary construction permits over all County owned rights-of-way and property within the limits of the Project for use during construction at no cost to City.



CITY OF ST. PAUL, MINNESOTA

By: \_\_\_\_\_  
Mayor or Designee

Date: \_\_\_\_\_

By: \_\_\_\_\_  
Director of Parks and Recreation

Date: \_\_\_\_\_

By: \_\_\_\_\_  
Director of Financial Services

Approved as to Form:

By: \_\_\_\_\_  
Assistant City Attorney

RAMSEY COUNTY, MINNESOTA

\_\_\_\_\_  
Ling Becker, County Manager

Date: \_\_\_\_\_

Approval recommended:

\_\_\_\_\_  
John Mazzitello, Deputy Director  
Public Works Department

Approved as to form:

\_\_\_\_\_  
Assistant County Attorney

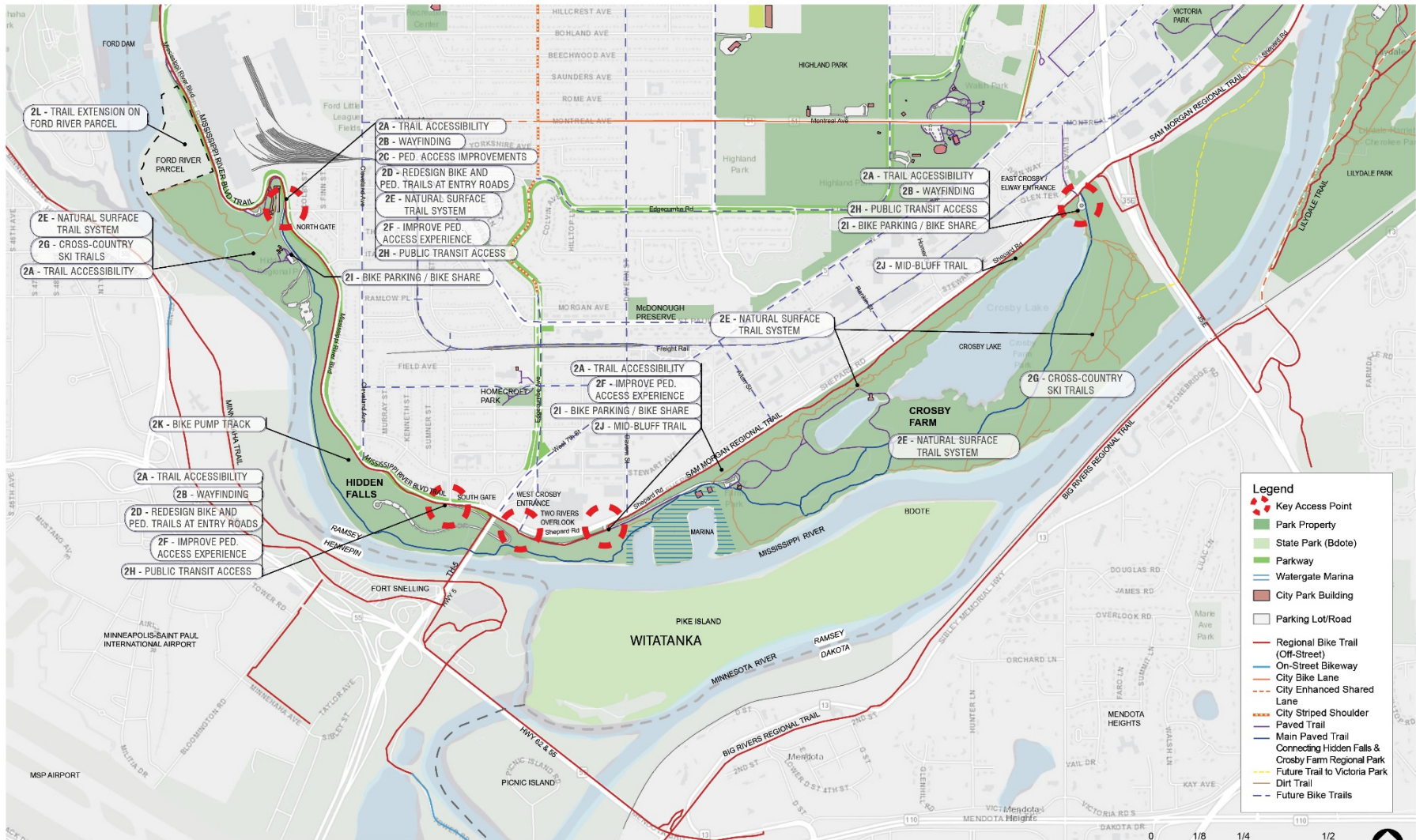
## **Project Description**

The City of Saint Paul proposes a full reconstruction of Hidden Falls Drive from Mississippi River Boulevard South to the boat ramp parking lot entrance. The total length of road to be reconstructed is one-third of a mile. The roadway gives access for motorized vehicles, bicycles, and pedestrians to the 131 acres in Hidden Falls Regional Park. The road provides the only access to the north area of the park for hiking, walking, biking, and exploring five contiguous miles of Mississippi River shoreline in addition to the recreation opportunities for boating (motorized and non-motorized) on the river. The new road would support two-way traffic in 11-foot travel lanes and would provide access to the only free public boat launch into the Mississippi River for several miles up- and down-stream.

Entry into the park and access to the river, begins at the top of the bluff and traverses down the bluff side at slopes up to 10%. The road flattens out at the base of the slope as it enters the floodplain area of the park as visitors approach the Mississippi River. The project will regrade the steep slope where it is possible to improve safety and access for those traveling into and out of the park. Though the slope of the road may have some modification, the cross section of the current park entry road will be reconstructed as shown in the existing road cross section, including an 11' travel lane with concrete curb.

The road is open to the public during normal hours of park operation, sunrise to 10pm. A gate at the entrance drive from Mississippi River Boulevard restricts access overnight. There is no fee to enter the park, and as a regional park, the park draws visitorship from the entire Twin Cities metropolitan area and beyond. The boat launch at the end of Hidden Falls Drive is one of the very few access points to the Mississippi River for boaters in the Saint Paul section of the river, and as a free boat launch, it is a highly used by anglers and recreational users of the Mississippi River.

In 2018, the Master Plan for Hidden Falls-Crosby Farm Regional Park was completed identifying areas of improvement for the park. The roadway and access from Mississippi River Boulevard are identified as areas of improvement in the plan. The reconstruction of this road will be the first step in implementing the long-term vision of the park's master plan. Two excerpts from the master plan provided below show how this road will integrate with trail and other connectivity improvements as well as more general park improvements.

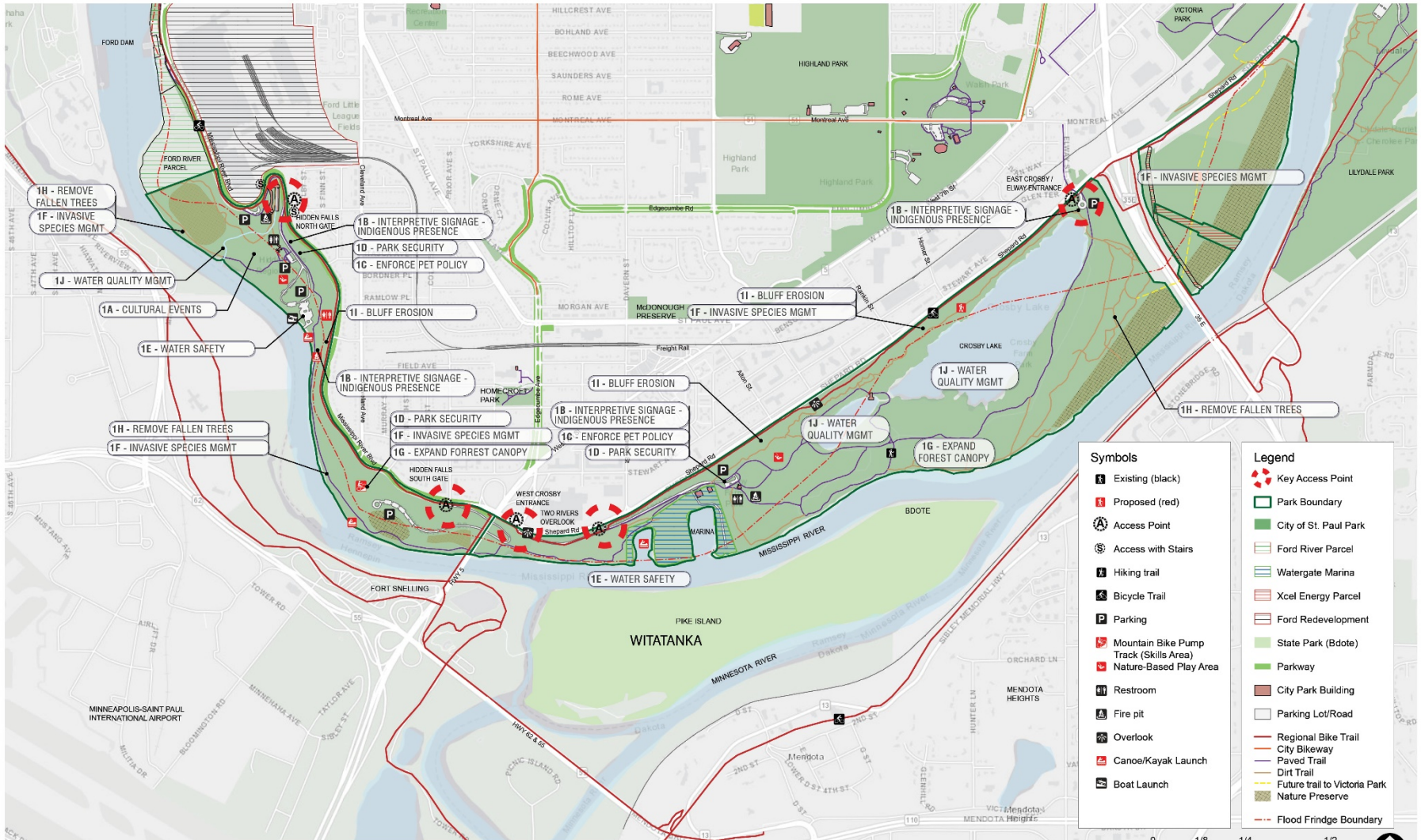


## TRAILS & CONNECTIVITY IMPROVEMENTS

# Master Plan for HIDDEN FALLS - CROSBY FARM REGIONAL PARK

March 2019 -- 3

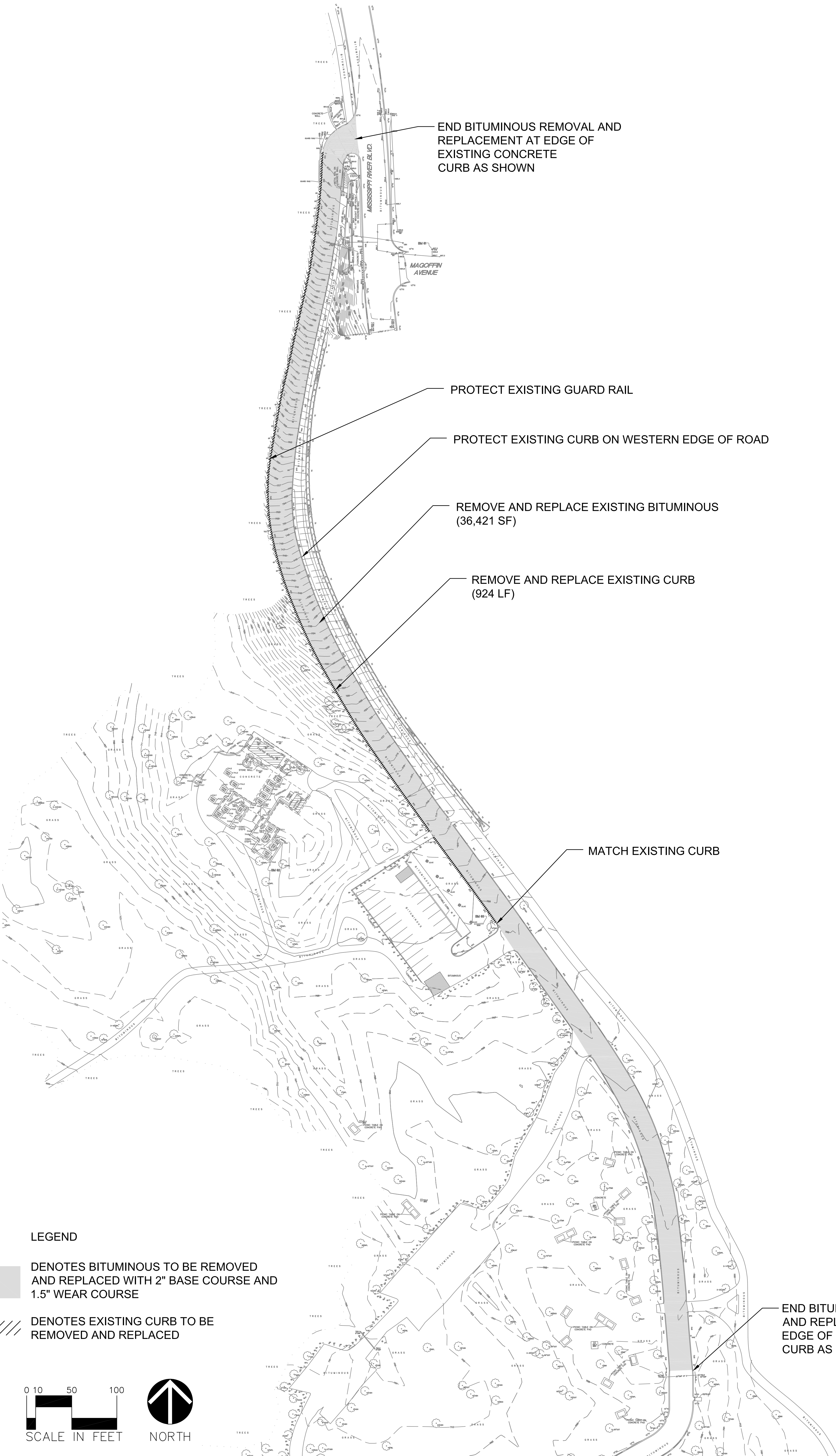




## PARK-WIDE PRIORITIES

March 2019 - 2

# Master Plan for HIDDEN FALLS - CROSBY FARM REGIONAL PARK



END BITUMINOUS REMOVAL AND REPLACEMENT AT EDGE OF EXISTING CONCRETE CURB AS SHOWN

PROTECT EXISTING GUARD RAIL

PROTECT EXISTING CURB ON WESTERN EDGE OF ROAD


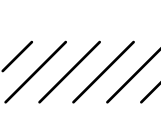
REMOVE AND REPLACE EXISTING BITUMINOUS (36,421 SF)

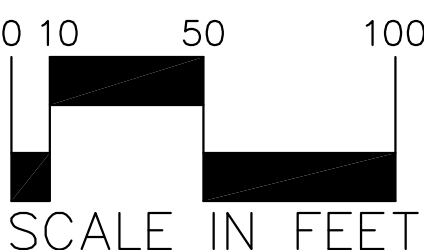
REMOVE AND REPLACE EXISTING CURB (924 LF)

MATCH EXISTING CURB

END BITUMINOUS REMOVAL AND REPLACEMENT AT EDGE OF EXISTING CONCRETE CURB AS SHOWN

LEGEND

-  DENOTES BITUMINOUS TO BE REMOVED AND REPLACED WITH 2" BASE COURSE AND 1.5" WEAR COURSE
-  DENOTES EXISTING CURB TO BE REMOVED AND REPLACED



## Preliminary Cost Estimate

The estimate for the construction portion of the project is \$965,020.50. This application proposes to evenly split the cost with \$482,510.25 coming from the State Park Road Account and \$482,510.25 provided locally from the City's Parks and Trails Legacy funding. The local share of this project is already committed. Design, engineering, and construction administration fees would be funded locally from the same source and are in addition to the construction estimate that follows.

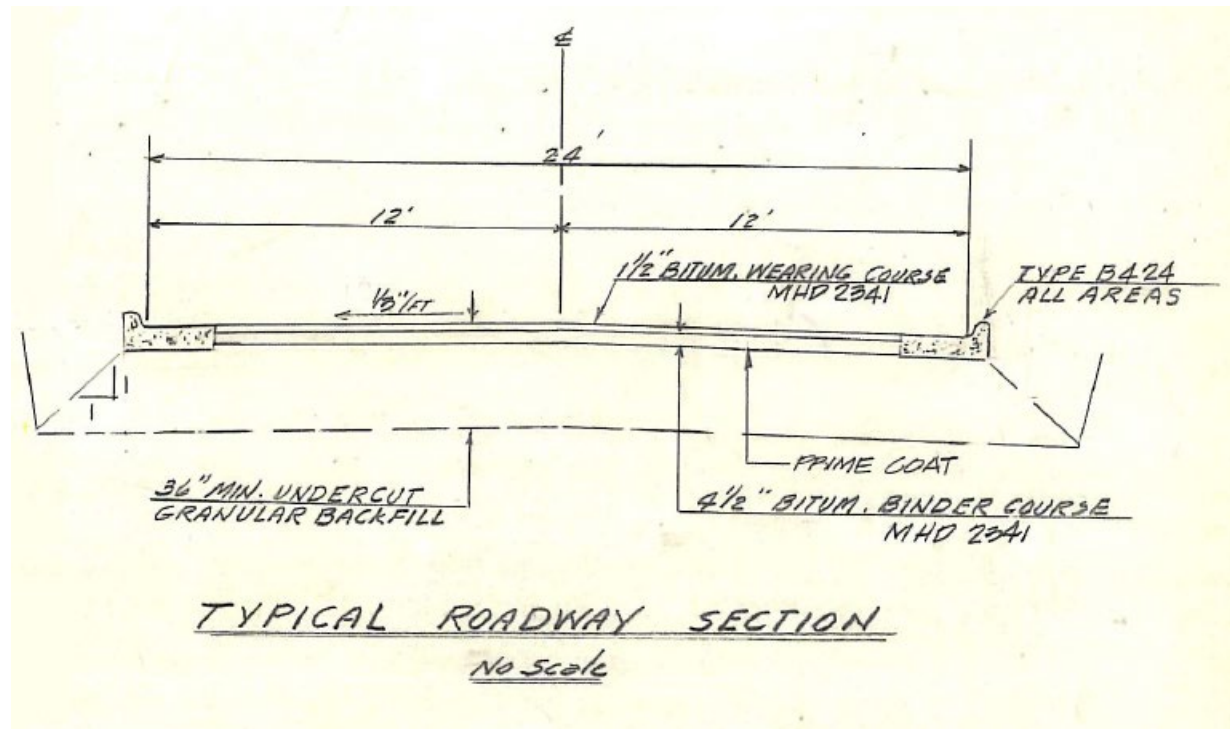
ITEM	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	COST
<b>Removals and Site Prep</b>					
2021.501/00010	MOBILIZATION/CONTRACT	LUMP SUM	\$ 60,000.00	0.33	\$ 19,800.00
2563.601/00010	TRAFFIC CONTROL	LUMP SUM	\$ 4,000.00	1	\$ 4,000.00
	CONSTRUCTION ENTRANCE AND MAINTENANCE	LUMP SUM	\$ 3,000.00	1	\$ 3,000.00
2101.524/00050	CLEARING AND GRUBBING	SQ YD	\$ 1.75	900	\$ 1,575.00
	TREE PROTECTION FENCING	LIN FT	\$ 4.00	370	\$ 1,480.00
2104.503/00315	REMOVE CURB AND GUTTER	LIN FT	\$ 25.00	755	\$ 18,875.00
2104.504/00070	REMOVE PAVEMENT	SQ YD	\$ 9.00	8848	\$ 79,632.00
2106.507/00040	EXCAVATION - SUBGRADE	CU YD	\$ 15.00	1800	\$ 27,000.00
2104.518/00130	REMOVE LIGHT POLES	EACH	\$ 2,000.00	14	\$ 28,000.00
	SALVAGE & REINSTALL SIGN	EACH	\$ 80.00	1	\$ 80.00
	TEMPORARY SIGNAGE	LUMP SUM	\$ 500.00	1	\$ 500.00
<b>Roadway Construction</b>					
2211.507/00170	AGGREGATE BASE (CV) CLASS 5	CU YD	\$ 40.00	2123	\$ 84,920.00
2360.509/25900	TYPE SP WEARING COURSE MIXTURE	SY	\$ 25.00	8848	\$ 221,200.00
2360.509/25905	TYPE SP NON WEAR COURSE MIXTURE	SY	\$ 23.00	8848	\$ 203,504.00
2331.603/00050	SAWED AND SEALED JOINT	LIN FT	\$ 7.00	52	\$ 364.00
2531.503/02310	6" CURB AND GUTTER	LIN FT	\$ 24.00	4402	\$ 105,648.00
2582.503/10104	4" SOLID LINE PAINT	LIN FT	\$ 0.50	3305	\$ 1,652.50
	YELLOW PAINT - TOP AND FACE OF CURB	LIN FT	\$ 0.50	1984	\$ 992.00
	NO PARKING - PAVEMENT HATCHING	SQ YD	\$ 3.00	67	\$ 201.00
<b>Miscellaneous Items</b>					
	TREES	EACH	\$ 600.00	12	\$ 7,200.00
	COMMERCIAL SEEDING	SQ YD	\$ 2.00	200	\$ 400.00
<b>Excavation and Site Work</b>					
2106.507/00010	TOPSOIL BORROW	CU YD	\$ 40.00	60	\$ 2,400.00
	REMOVE STORM SEWER	LIN FT	\$ 30.00	80	\$ 2,400.00

	REMOVE MANHOLE / CATCH BASIN	EACH	\$ 1,000.00	4	\$ 4,000.00
2101.524/00050	ADJUST CASTING & INSTALL MANHOLE	EACH	\$ 1,000.00	4	\$ 4,000.00
<b>Storm Sewer</b>					
2503.602/00320	48" CATCH BASIN MANHOLE	EACH	\$ 5,500.00	1	\$ 5,500.00
<b>Erosion Control</b>					
	SEDIMENT CONTROL LOG	LIN FT	\$ 5.00	45	\$ 225.00
2573.502/00110	STORM DRAIN INLET PROTECTION	EACH	\$ 250.00	4	\$ 1,000.00
	SILT FENCE	LIN FT	\$ 4.00	2400	\$ 9,600.00

Parking	\$	810,023.50
Stormwater	\$	29,125.00
<b>Total</b>	<b>\$</b>	<b>839,148.50</b>
Contingency (15%)	\$	125,872.00
<b>Total</b>	<b>\$</b>	<b>965,020.50</b>

**Typical Cross Section**

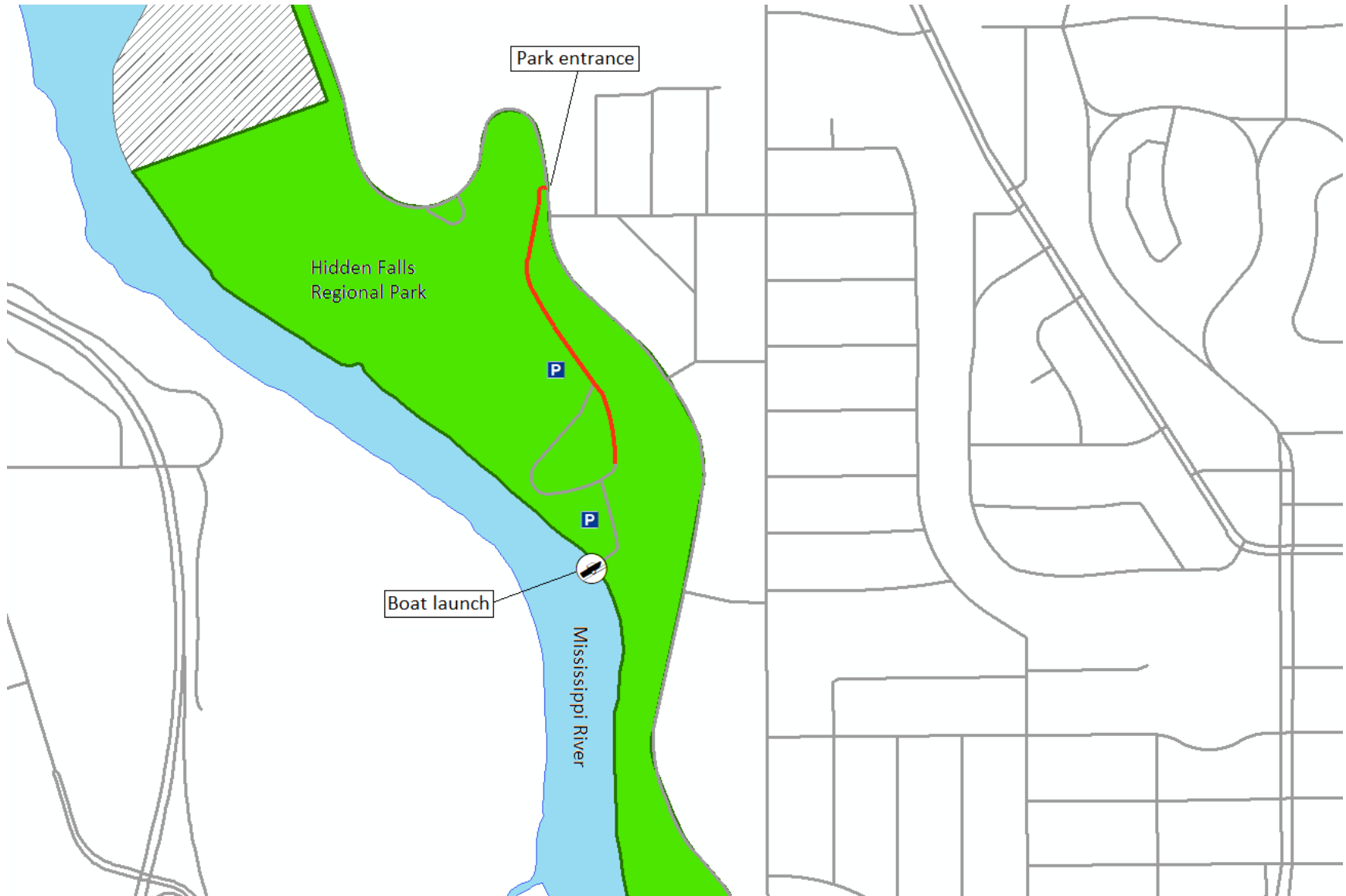
The road will generally be constructed in its existing cross section. Thus, the following shows both the existing and proposed section.



Aerial Map of Project



### Detailed Project Map





Division of Parks and Trails  
1200 Warner Road  
St Paul, MN 55106

October 20, 2021

Ms. Alice Messer  
25 West 4<sup>th</sup> St, Suite 400  
St Paul, MN 55102

Dear Ms. Messer,

Thank you for providing the information for the road project associated with Hidden Falls Regional Park and the Mississippi River public boat launch in St Paul. This office supports your efforts to submit an application for the State Park Road Account program associated with this project. If you should have any additional questions regarding the State Park Road account program, please contact Dave Sobania at 218-828-2620. Good luck with your application.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Rachel Henzen'.

Rachel Henzen  
Parks and Trail Area Supervisor  
[rachel.henzen@state.mn.us](mailto:rachel.henzen@state.mn.us)

Cc: Steven Hennessy, DNR Parks and Trails  
Dave Sobania, SPRA/Regional Engineer

*Equal Opportunity Employer*

October 21, 2021

David B. Sobania, PE  
DNR Regional Engineer  
1601 Minnesota Dr  
Brainerd, MN 56401

Mr. Sobania:

Ramsey County has been made aware of the City of Saint Paul's application to the State Park Road Account Program for their project in Hidden Falls Regional Park.

Access to outdoor recreation, and particularly to our water resources, is a critical component of our transportation system. Access points to the Mississippi River are limited within Ramsey County, and so those connections that do exist need to be maintained for safe access for boating, fishing, and other river-based recreation.

For these reasons, Ramsey County supports the City of Saint Paul's application to this program. We urge you to consider this project favorably.

Sincerely,

*Ted W Schoenecker*

Ted Schoenecker  
Director of Public Work/County Engineer