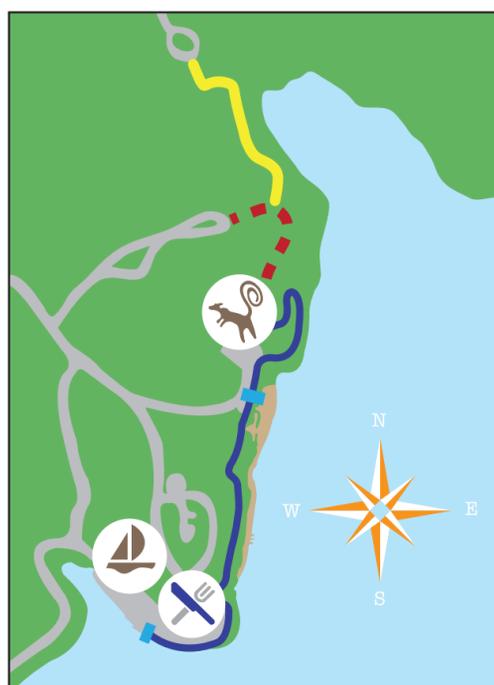


Thousand Hills State Park Proposals



■ Proposed Trail — Phase 1

■ Proposed Trail — Phase 2

■ Existing Trail

■ Gate



Petroglyph Shelter



Thousand Hills State Park Dining Lodge



Thousand Hills State Park Marina

*according to kvflats.org

FLATS phase one plans finalized

BY DANIEL ROMINE
Staff Reporter

Forest Lake Area Trail System has finalized its plans for phase one of its 4-mile trail between downtown Kirksville and Thousand Hills State Park and is due to begin construction soon.

The FLATS trail will connect Thousand Hills to downtown Kirksville with a 10-foot wide, concrete trail that will be handicapped-accessible, FLATS Coordinator Royce Kallerud said. He said the trail consists of three phases and the first phase runs along the lake, connecting the marina to the petroglyph site. The end-point of the trail ideally would be downtown Kirksville, with the trail running alongside Michigan Street or Missouri Street.

"I think that it will be nice for the summer — people can walk and bike easily," freshman Josh Bright said. "During late fall, winter and early spring, I don't think it won't be used too much."

This 0.7 mile stretch of trail includes an 80-foot bridge, and Kallerud said this bridge is what has been holding back the construction start date. He said FLATS has acquired the

materials for the bridge — 60-foot steel beams and imported Brazilian hardwood — as well as the funding, but FLATS can't move forward without finalized designs from the Department of Natural Resources.

"We're still waiting on DNR for the final designs," Kallerud said. "They've been updating the designs to avoid hitting some of the larger trees in the area, and things like making better runoff and having a little bit less retaining wall. FLATS has done everything we can get done in terms of fundraising, materials and planning for phase one, and what we're doing now is working with DNR to get those crews here."

The projected budget in the \$100,000 grant FLATS received from the federal Recreational Trails Program was \$174,589. \$100,000 of that comes from the Recreational Trails Program and the remainder comes from a combination of in-kind contributions and cash donations.

FLATS will have a final budget that includes the bridge after the DNR completes the designs. The current costs for the bridge are \$8,850 for the Brazilian hardwood from Kirksville Lumber and \$13,164.15 for the

steel from Midwest Machinery in Kirksville. These are the primary bridge expenses FLATS will pay for.

Kallerud said the next step is to break them down into biddable designs and solicit bids from local construction companies to pour and form the concrete before the DNR teams come to build the bridge. Using the DNR teams rather than construction companies will save FLATS tens of thousands of dollars, Kallerud said.

"The budget in the grant application that's funding this was about \$175,000," Kallerud said. "It will be slightly more than that because the original design did not call for the bridge. The bridge shortens the trail but it also costs more per linear foot."

Kallerud said waiting for DNR has allowed more time to

make adjustments to the bridge itself, such as the addition of petroglyph designs to panels on the bridge, tying it in thematically with the end-point of phase one.

The Department of Natural Resources is building the bridge and doing the clearing and grading for phase one of the trail. Construction could start with either the bridge or with clearing and grading, so the bridge can be built before or after the concrete has been poured. Once the clearing and grading are complete the contractor who submits

the best bid will do the forming and pouring of concrete. The petroglyph theme might be extended throughout the entirety of the trail, Kallerud said. He said decisions like these, as well as designs for benches, have yet to be decided by FLATS

and DNR.

Kallerud said DNR has been refining the designs of the bridge as well as the trail to better develop the trail around natural features and the topography to lower maintenance costs, make the trail a better experience for users, and reduce the construction costs.

The second phase of the trail will connect Campground 1 to a chat trail leading from the petroglyph site, and will be about .25 miles long, FLATS coordinator Dan Martin said. He said phase two includes a bridge, but it is only about 45 feet long, and therefore much cheaper.

"We've raised more than enough money for phase one and we may have enough money for phase two at this point," Martin said. "I'm optimistic that [phase two] won't be anywhere near that same amount of money."

Martin said although phase two should cost less than phase one, it depends on if the DNR crews are available to help and how long FLATS has to wait for their help.

"We're going to get this thing done. It's just a matter of when," Martin said.

Past FLATS Events
Jan. 21, 2013: Work day for Martin Luther King, Jr. Collegiate Challenge Day
Oct. 21, 2012: Half marathon
Oct. 15, 2012: Colton's Steakhouse and Grill fundraiser

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Two4One • Dutch Newman • Tom Richman • Ebony Tusks • Stik Figa • The Conquerors • The Abnorm
Barbaric Merits • Benoît Pioulard • Wallpaper • Psychic Twin • Great American Canyon Band • Deadringers**

More bands to be announced. Lineup subject to change

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