

LCMR Work Program 1993

I. PROJECT TITLE: Initiate Gateway Segment of the Willard Munger State Trail Into Downtown Saint Paul

Program Manager: Dan Collins, Supervisor, Recreation Services, Trail Recreation Section
Agency Affiliation: Natural Resources, Department of
Address: Trails and Waterways Unit, DNR Building - 500 Lafayette Road, Saint Paul, Minnesota
55155-4052
Phone: (612) 296-6048

A. Legal Citation: M.L. 93, Chpt. 172, Art. 1, Sect. 14, Subd. 10(d)

Total Biennial LCMR Budget: \$254,000
Balance: \$ 0

Appropriation Language: Of this appropriation, \$200,000 is from the trust fund and \$54,000 is from the future resources fund to the commissioner of natural resources for acquisition and development of the trail right-of-way of the Gateway Segment of the Willard Munger State Trail into downtown Saint Paul. This appropriation is for acquisition and development only and must be done in cooperation with the city of Saint Paul.

The project is extended to December 31, 1995; on that date the appropriations cancel and no further payment is authorized, Minnesota Laws 1995, Chap. 220, Sec. 19, Subd. 19.

B. LMIC Compatible Data Language: Not applicable

C. Status of Match Requirement: Not applicable

II. NARRATIVE: This program will initiate a novel city/state partnership aimed at initiating the acquisition and eventual development of the final three miles of the Gateway Segment of the Willard Munger State Trail into downtown Saint Paul.

III. STATEMENT OF OBJECTIVES:

- A. Evaluate alignment alternatives (\$0).
- B. Establish a cooperative approach to the acquisition, development, and maintenance of this trail segment (\$0).
- C. Initiate acquisition and development of the trail right-of-way (\$254,000).

IV. OBJECTIVES:

A. Title of Objective: Evaluate alignment alternatives

A1. Narrative: Evaluate a compiled listing of all feasible alternatives for the completion of the trail. Evaluate the cost of acquisition and development against their potential aesthetic appeal, commuter use, conformance with existing plans, ability to qualify for additional funding sources, adverse impacts to adjoining landowners and others living in the area, and cost of operation (including potential safety/enforcement problems).

A2. Procedures: As necessary, engineering feasibility studies/land appraisals/technical analysis will be prepared for presentation to an inter-agency committee to properly ascertain the financial implications of various alternatives. Consensus will be achieved through standard meeting techniques.

A3. Budget:
a. Amount budgeted: \$0
b. Balance: \$0

A4. Timeline:	July	Jan	June	Jan	June
	<u>1993</u>	<u>1994</u>	<u>1994</u>	<u>1995</u>	<u>1995</u>
Conduct studies (as necessary)	xx				
Convene inter-agency committee to review alternatives		xxxxx			
Make final recommendation			x		

A5. Status: January 7, 1994: A number of routing alternatives were reviewed and evaluated with the staffs of the city of Saint Paul (via the Saint Paul Bicycle Advisory Board) and the Minnesota Department of Transportation. A route immediately adjacent to the west side of Interstate 35E right-of-way between Arlington and Cayuga avenues was identified collaboratively in early July as the first phase of construction in pursuit of a trail connection into downtown.
December 29, 1994: The selected route has been revised to avoid the need for costly new tunnel construction underneath Maryland Avenue, but in turn requires the acquisition of a small tract of relatively less expensive land now used for automobile storage. By shifting the alignment away from the front of the K-Mart to behind it, the trail will be able to "share" an existing tunnel used by the Burlington Northern Railroad.

A6. Benefits: Systematic evaluation of proposals will ensure that the selected alternative has the best possible chance of meeting the goals of the project.

B. Title of Objective: Establish a cooperative framework for the acquisition, development, and maintenance of this trail segment

B1. Narrative: A joint powers approach to acquiring, developing, and maintaining the linking trail segment will be established by enacting a state-local cooperative agreement.

B2. Procedures: Meetings will be convened to craft and finalize the agreement.

B3. Budget:
a. Amount budgeted: \$0
b. Balance: \$0

B4. Timeline:	July	Jan	June	Jan	June
	<u>1993</u>	<u>1994</u>	<u>1994</u>	<u>1995</u>	<u>1995</u>
Finalize joint powers approach		xx			

B5. Status: January 7, 1994: Cooperation is the hallmark of the project to date. The agreed to alignment of the initial phase will utilize land previously acquired by the city of Saint Paul and the Minnesota Department of Transportation (Mn/DOT). The DNR has proposed that the Mn/DOT take the lead in designing the trail throughout the initial phase of construction and to complete the plans and specifications on trail surfacing and incidental development sufficient to obligate the LCMR funds. A meeting will take place shortly to finalize roles and responsibilities between the city and the two departments.

December 29, 1994: In exchange for some financial assistance by the Department of Natural Resources (DNR), the Minnesota Department of Transportation (Mn/DOT) has taken the "lead" in planning and acquiring this state trail segment. Preliminary design is now complete, while right-of-way acquisition and detail design for the bridge work and the trail is underway. It now appears that Mn/DOT will "let" the contract for the project.

July 21, 1995: On June 12, 1995 the DNR signed an agreement with the St. Paul Port Authority whereby they will acquire develop the portion of trail between its present terminus at Arlington Avenue to a point just north of Maryland in exchange for excess lands originally purchased for the trail in vicinity of the K-Mart and no more than \$30,000.00. Development will be completed by December 31, 1995.

On July 15, 1995 the DNR signed an interagency agreement whereby the MnDOT Right of Way Section will acquire the rights to all land necessary for the trail. This includes joint purchase of a private parcel (Trendex) near Maryland Avenue that is also needed by MnDOT for access to their new maintenance facility, and another parcel of abandoned railroad right-of-way owned by CP Rail. Additionally trail easements will be secured from: MnDOT for land adjacent to I-35E; Burlington Northern for rights to occupy land underneath Maryland Avenue, as well as air rights over "live" trackage further to the south; and, land purchased by the City of St. Paul in conjunction with their stormwater retention pond just to the north of Cayuga Avenue.

B6. Benefits: Interagency collaboration/cooperation will take advantage of the various organizational strengths of the parties involved.

C. Title of Objective: Initiate acquisition/development of the trail right-of-way

C1. Narrative: Appropriated funds will be used to initiate the acquisition of parcels needed to complete the trail and/or advance development on existing public rights-of-way.

C2. Procedures: Land acquisition will follow procedures consistent with the cooperative agreement established in Objective A and all laws governing the Department of Natural Resources.

C3. Budget:
a. Amount budgeted: \$254,000
b. Balance: \$ 0

C4. Timeline:	July	Jan	June	Jan	June
	<u>1993</u>	<u>1994</u>	<u>1994</u>	<u>1995</u>	<u>1995</u>
Acquire/develop right-of-way			xxxxxxxxxxxxxxxxxx		

C5. Status: January 7, 1994: It was estimated by the Mn/DOT that approximately \$1,200,000 would be needed to complete the initial phase of the dramatically conceived trail extension between Arlington and Cayuga avenues. The DNR, in full cooperation with the city of Saint Paul and the Mn/DOT, has apparently made successful application to the Metropolitan Council for \$950,000 in additional matching funds provided by the *Intermodal Surface Transportation Efficiency Act of 1991*.

Although the DNR awaits official notification of the award, Metropolitan Council staff advise that the reimbursement award will be made in July 1994.

December 29, 1994: On February 4, 1994, the DNR was notified by the Metropolitan Council that its application for \$950,000 in federal funding had been approved.

Land acquisition efforts are lagging and now threaten the state's ability to encumber funds by June 30, 1995. At the crux of the impasse is the availability of a land parcel presently used for auto salvage. Although a relatively small portion of it is vital to the trail, there is no value *from a trail perspective* for this owner's remaining land. The Saint Paul Port Authority is trying to develop an industrial park within the "square" formed by Maryland Avenue to the south and Arlington Avenue to the north, and Jackson Street to the west and Interstate 35E to the east and may want to purchase the remaining piece at some point in time (but not right now). Also complicating timely acquisition is the potential for soil contamination first by the railroad and later by automobile storage.

The net effect is that this project will not likely be able to be completed on schedule. Consequently, the Legislative Commissioner on Minnesota Resources (LCMR) has been requested to extend the availability of these (LCMR) funds an additional year.

July 21, 1995: Plans and specifications have now been completed and accepted by the Federal Highway Authority. An August 20, 1995 letting of the project between Maryland and Cayuga Avenues is now scheduled. Upon award of contract, LCMR funds will be deposited into the State Aid Reimbursement Account which will be used to pay for all expenses associated with development of this trail segment Although some preliminary work may be completed this year, major develop is expected to be completed in 1996.

October 30, 1997: The entire trail extension is complete and open for use. The trail between Maryland and Cayuga Avenue was developed by MnDOT in 1996, however, some "punch list" items required completion during the spring, 1997. Permanent land acquisition for this segment is incomplete. MnDOT is still in negotiation with the the private parcel (Trendex) near Maryland Avenue that is needed for the trail extension as well as to provide access to the new MnDOT metro maintenance shed that is adjacent to I-35E. MnDOT has secured a temporary easement. To

date, MnDOT has not provided the DNR a transfer of custodial control for state lands immediately adjacent to I-35E.

The trail segment between Arlington Avenue and Maryland Avenue was completed in 1996. In April, 1997 the DNR and St. Paul Authority completed a land exchange and replatting of the Arlington Business Center between Arlington Avenue and Maryland Avenue consistent with the June 12, 1995 agreement between these two agencies. In effect, less than 3 acres of railroad right of way were exchanged for permanent trail easement and a completed trail between Arlington Avenue and Maryland Avenue (the St. Paul Port Authority spent approximately \$70,000 for the trail development).

As a postscript to this project, on November 2, 1995 the Metropolitan Council advised the DNR that they had selected their \$390,000 grant application to further extend the Gateway Trail between Cayuga Avenue and Pennsylvania Avenue for funding as an Enhancement Project. Preliminary engineering has already been completed and development is scheduled for 1998-1999.

C6. Benefits: Existing trail alignment options will be secured and protected.

V. **EVALUATION:** The effectiveness of this program should be evaluated on its success in securing trail parcels, ability to encourage a cooperative approach to completing the trail linkage, and success in leveraging funds with other sources.

VI. **CONTEXT:**

- A. The Gateway Segment lacks a connection to downtown Saint Paul. As such, it does not meet the needs of cyclists looking to commute into work and bicycle travelers looking for a quality destination.
- B. The existing 19-mile state trail has been constructed upon an abandoned Soo Line Railroad right-of-way and connects residential neighborhoods of Saint Paul, with Maplewood, North Saint Paul, Oakdale, and Pine Springs in rural Washington County. In so doing, it also intersects trails within Phalen-Keller Regional Park, Washington County bicycle trails and the proposed "Swede Hollow" trail. Because of its relationship to neighborhoods and trails, a linkage into downtown Saint Paul would naturally have great appeal as a commuter route. Further, the proposed extension would open up the downtown area as a destination for bicycle tourists and other recreationists.
- C. The existing trail was not constructed with funds recommended by the Legislative Commission on Minnesota Resources (LCMR). Rather, general obligation bonds were utilized for its acquisition (\$2,427,000) and development (\$3,103,152). This trail connection with its innovative joint powers approach is seen as particularly appropriate for funding recommended by the LCMR. It can be anticipated that trail acquisition and development will take several years and cost significantly more than has been presently requested.

VII. **QUALIFICATIONS:**

- 1. **Program Manager:** Dan Collins, Supervisor, Recreation Services, Trail Recreation Section, Trails and Waterways Unit
 - a. During the past ten years, Mr. Collins was responsible for the DNR's overall state trail planning efforts. In addition to trail master plans, his section published statewide trail plans in 1984 and 1992. He has also served for the past five years on the city of Shoreview's Trail and Bikeway Committee where he was instrumental in formalizing the community's vision for trails in its so-called "Basic Level of Service Plan", passage of a supportive multi-million dollar bond issue, and

securing for Shoreview the first "Alternative Transportation Coordinator" within the state.

- b. Supervisor, Recreation Services, Trail Recreation Section, DNR Trails and Waterways Unit, includes the Adopt-a-River Stewardship Program, special events, publications management, inventory maintenance, and on-site visitor and resource management services. Mr. Collins is also managing two trail planning contracts, and serving as the Unit's liaison with several trail user and trail advocacy groups.

2. **Cooperators/Other Investigators:**

Robert Piram, Director, Saint Paul Parks and Recreation Department

- a. For over thirty years Mr. Piram has been involved in serving the recreation needs of Saint Paul residents. Initially he served as a site manager for a city park and now directs the operations and management of the entire recreation system within Saint Paul. As such, he has considerable experience in working through the planning, acquisition, and development of several significant urban recreation projects within the city.
- b. Director, Saint Paul Parks and Recreation Department, which includes 260 park locations, 4,000 acres of park land, 43 recreation centers, 4 golf courses, and various lakes, trails, and bikeways.
Jack Caroon, Preliminary Design Engineer, Metro Division, Minnesota Department of Transportation
 - a. Mr. Caroon is the Minnesota Department of Transportation's Ex-Officio representative on the Friends of Saint Paul and Ramsey County Parks and Trails. He was personally involved in the preliminary design of the Gateway Segment overpasses at McKnight Road and White Bear Avenue and has been involved in the design of at-grade trail/street crossings adjacent to Trunk Highway 36 in North Saint Paul. Most recently he is working on the linkage of bicycle systems in and around Fort Snelling and Mendota Heights.
 - b. Preliminary Design Engineer, Metro Division, Minnesota Department of Transportation and prepares preliminary geometric layouts and project documentation for transportation projects throughout the metro area.

VIII. **REPORTING REQUIREMENTS:**

Semiannual status reports will be submitted not later than January 1, 1994, July 1, 1994, January 1, 1995, and a final status report by June 30, 1995.

10d

Final Report: 90 Bonding, 93 T.F. & F.R.F, 95T.F.
Update: 94 and 96 Bonding
Date of Report: December 31, 1997

Date of Work Program Approval:
Date of Next Status Report: December 31, 1998
Project Completion Date: December, 1998

LCMR Work Program 1997

I. PROJECT TITLE: State Trail Rehabilitation, Acquisition, and Development

Project Manager: Thomas R. Danger, Supervisor
Affiliation: Trail Recreation Section, Trails and Waterways Unit, Department of Natural Resources
Mailing Address: DNR Building - 500 Lafayette Road, Saint Paul, Minnesota 55155-4052
Telephone Number: (612) 296-4782 **Fax:** (612) 297-5475

Numbers correspond to columns in chart on Pages 5 and 6



<u>1996 Work Program Requests</u>		<u>Appropriation</u>	<u>Balance</u>
7.	96 Bonding Trail Rehabilitation	\$ 500,000	\$ 417,000
6.	96 Bonding Trail Acquisition and Development	\$ 4,000,000	\$ 3,168,000
	Total	\$ 4,500,000	\$ 3,585,000

<u>Previously Approved Requests</u>		<u>Appropriation</u>	<u>Balance</u>
5.	95 Trust Fund Trail Rehabilitation and Acquisition	\$ 250,000	\$ 0
4.	94 Bonding Trail Rehabilitation	\$ 1,350,000	\$ 68,000
3.	94 Bonding Trail Acquisition and Development	\$ 4,778,000	\$ 519,000
2.	93 Trust Fund (TF) and Future Resources Fund (FRF) Initiate Acquisition of Gateway Segment . . .	\$ 254,000	\$ 0
1.	90 Bonding Acquisition and Betterment	\$ 3,500,000	\$ 0
	Total	\$ 10,332,000	\$ 587,000

A. Legal Citation:

1996 Appropriation Language

- 7. *ML 1996, Chap. 463, Sec. 7, Subd. 11. Trail Rehabilitation* \$500,000
To upgrade, repair, or rehabilitate improvements of a capital nature on the Luce Line trail, the Douglas trail, and the North Shore trail. The commissioner shall determine project priorities as appropriate based upon need.
- 6. *ML 1996, Chap. 463, Sec. 7, Subd. 12. Trail Acquisition and Development* \$4,000,000
For acquisition and development of a capital nature on state trails as specified in Minnesota Statutes, section 85.015. The commissioner shall determine project priorities as appropriate based upon need.

\$500,000 of the appropriation is for acquisition and construction for the Shooting Star trail and Goodhue Pioneer trail portion of the Douglas trail, provided that any land acquired must provide a complete trail segment that connects to a community or another trail segment.

1995 Appropriation Language

5. *ML 1995, Chap. 220, Sec. 19, Subd. 4(c). State Trail Rehabilitation and Acquisition* \$250,000
This appropriation is from the trust fund to the commissioner of natural resources for state trail plan priorities. \$94,000 of this appropriation is from the trust fund acceleration. The commissioner must submit grant requests for supplemental funding for federal ISTE A money and report the results to the legislative commission on Minnesota resources.

This project must be completed and final products delivered by December 31, 1997, and the appropriation is available until that date.

1994 Appropriation Language

4. *ML 1994, Chap. 643, Sec. 23, Subd. 13. Trail Rehabilitation* \$1,350,000
To upgrade, repair, or rehabilitate improvements of a capital nature at Willard Munger trail, Luce Line trail, Sakatah Singing Hills trail, and North Shore trail. Of this amount, \$500,000 is for the completion of the Sakatah Singing Hills trail.

\$150,000 is for the North Shore trail, and debt service on the bonds sold to finance this appropriation must be paid from the snowmobile trails account in the natural resources fund to the commissioner of finance as required by Minnesota Statutes, section 16A.643.

3. *ML 1994, Chap. 643, Sec 23, Subd. 21. Trail Acquisition and Development* \$4,778,000
For acquisition and betterment of state trails as specified in Minnesota Statutes, section 85.015.

This appropriation includes \$378,000 for the North Shore trail. Debt service on the bonds sold to finance the North Shore trail part of this appropriation is appropriated and must be paid from the snowmobile trails account in the natural resources fund to the commissioner of finance as required by Minnesota Statutes, section 16A.643.

Of this appropriation, \$100,000 is to build a nonmotorized trail between the entrance to Lake Louise State Park and the city of LeRoy.

The commissioner shall determine all other project priorities as appropriate based on need.

1993 Appropriation Language

2. *ML 1993, Chap. 172, Sec. 14, Subd. 10(d). Initiate Acquisition of the Gateway Segment of the Willard Munger State Trail into Downtown Saint Paul* \$254,000
Of this appropriation, \$200,000 is from the trust fund and \$54,000 is from the future resources fund to the commissioner of natural resources for acquisition and development of the trail right-of-way of the gateway segment of the Willard Munger state trail into downtown Saint Paul. This appropriation is for acquisition and development only and must be done in cooperation with the city of Saint Paul.

1990 Appropriation Language

1. *ML 1990, Chap. 610, Art. 1, Sec. 20, Subd. 2(c). To acquire and to better state trails.* \$3,500,000

This appropriation is from the infrastructure development fund.

This appropriation is to acquire and to develop the Barnum to Carlton segment of the Willard Munger trail, the Soo Line trail, and the Paul Bunyan trail.

II. PROJECT SUMMARY AND RESULTS:

This project includes rehabilitation projects on three state trails, acquisition of needed parcels on four state trails, and development projects on seven state trails. All state trails in this project are authorized in Minnesota Statutes 85.015, and all development will be in accordance with trail master plans as adopted.

Results of this project will include the rehabilitation of existing facilities such as bridges, culverts, and trail. Parcels will be required to complete existing trails and to start or continue acquisition on recently authorized trails such as the Shooting Star and Goodhue Pioneer state trails.

III. ANNUAL WORK PROGRAM UPDATE SUMMARY:

- IV. OUTLINE OF PROJECT RESULTS:** *Specific projects are described in the table beginning on page 5.*

Numbers correspond to columns in chart on Pages 5 and 6



Result #1: Trail Rehabilitation

Rehabilitate three state trails including the Luce Line, Douglas, and North Shore state trails.

	<u>1996 Work Program Request</u>	<u>Balance</u>	<u>Completion Date</u>
7.	96 Bonding \$ 500,000	\$ 500,000	Dec 1998
	<u>Previously Approved Budget</u>	<u>Balance</u>	<u>Completion Date</u>
5.	95 Trust Fund \$	\$ 0	
4.	94 Bonding \$ 1,350,000	\$ 68,000	June 1998
	Total \$ 1,350,000	\$ 68,000	

Result #2: Trail Acquisition and Development

This includes the acquisition of needed parcels for the Luce Line, Paul Bunyan, Shooting Star, and Goodhue Pioneer state trails. Also, continue development on the Paul Bunyan, Lucé Line, Heartland, Gateway, Blufflands (Root River to Houston and to Harmony), and Shooting Star state trails.

	<u>1996 Work Program Request</u>	<u>Balance</u>	<u>Completion Date</u>
6.	96 Bonding \$ 4,000,000	\$ 3,585,000	Dec 1998

	<u>Previously Approved Budget</u>	<u>Balance</u>	<u>Completion Date</u>
3.	94 Bonding \$ 4,778,000	\$ 519,000	Dec 1998
2.	93 TF and FRF \$ 254,000	\$ 0	
1.	90 Bonding \$ 3,500,000	\$ 0	
	Total \$ 8,532,000	\$ 519,000	

Dissemination: Project accomplishments are reported in local newspapers. As trail segments are completed, local tourism groups, chambers of commerce, and trail groups will usually publicize through brochures, maps, etc. Also will be listed in Trails and Waterways' brochure, state trail maps, and order forms, and in brochures by Office of Tourism.

V. CONTEXT:

A. Significance: This project will contribute to the rehabilitation of state trails which would correct safety problems, and, in most cases, delaying these projects would result in higher costs due to rising construction costs and more heavily deteriorated facilities. The acquisition and development projects would provide high quality attractions that offer, through tourism, a high return on state funds. They have regional and statewide reputation and enjoy local government support and support from citizens and local groups.

B. Time: Projects will be engineered and constructed as soon as possible. It is anticipated that these projects will be completed within two years.

C. Budget Context for 1996 Work Program:

Budget: \$ 4,500,000
 Personnel: Limited use of seasonal laborers and Minnesota Conservation Corp (MCC) crews on labor intensive projects. For larger projects funding may be used for acquisition and development specialists.
 Equipment: N/A
 Rehabilitation: \$ 500,000
 Acquisition:)
 &) \$ 4,000,000
 Development:)
 Other: N/A
 Total: \$ 4,500,000

VI. COOPERATION:

VII. LOCATION: *Ecological classification location* All (statewide)

VIII. WORK PROGRAM FINAL REPORT: Refer to table beginning on page 5

TRAIL	1 ACQ & DEV 90 Bonding	2 ACQ & DEV 93 Trust Fund and 93 Future Resources Fund	3 ACQ & DEV 94 Bonding	4 REHAB 94 Bonding	5 REHAB 95 Trust Fund
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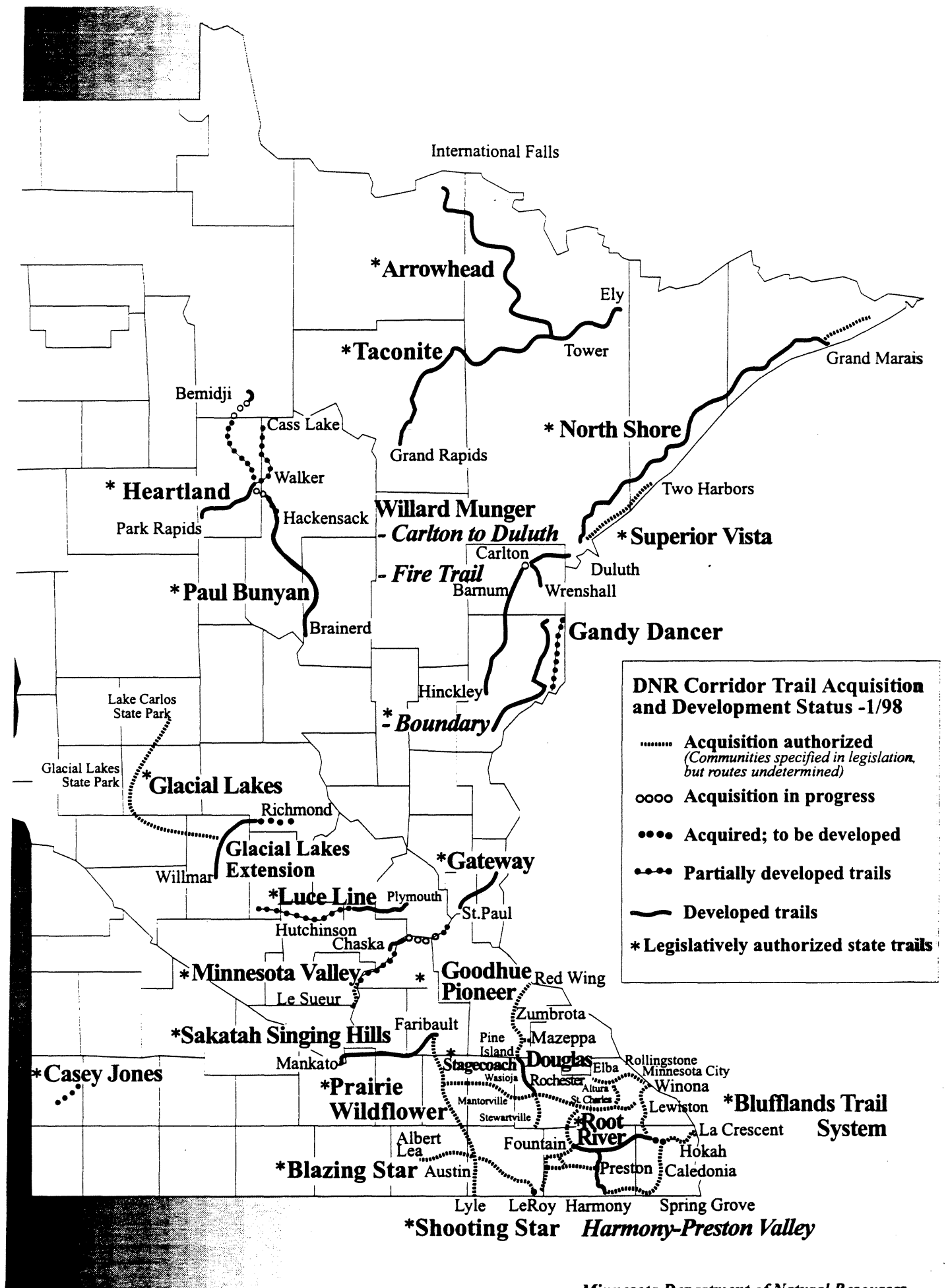
Force Line				Balance: \$0 Repair bridges & culverts between Plymouth & Winsted Liquidated: \$359,000	Balance: \$0 Continue rehabilitation (bridges, culverts) between Plymouth and Winsted (29 miles) Liquidated: \$60,000
Douglas					
North Shore			Balance: \$313,000 Extend trail from Grand Marais to Canadian border Liquidated \$65,000	Balance: 0 Rehab. Bridges Liquidated \$150,000	
Paul Bunyan (PBT)	Balance: \$0 Acquired remaining Burlington Northern Grade and started dev. Liquidated: \$1,600,000		Balance \$0 Develop trail from Baxter to Hackensack including 2 major bridges Liquidated: \$2,721,000		
Heartland				Balance: \$68,000 Repaving existing trail (Park Rapids to Walker) Liquidated: \$213,200	Balance: \$0 Complete bituminous rehabilitation of existing trail (Park Rapids to Walker, 28 miles) ISTEA match Liquidated: \$190,000
Way	Balance: \$0 Developed trail from I- 694 to Pine Point Park Liquidated: \$1,400,000	Balance: \$0 Extended trail from I-35E to Cayuga ISTEA match Liquidated: \$254,000			
Blufflands Preston to Harmony			Balance: \$0 Develop bike trail from Preston to Harmony Liquidated: \$983,000		
Rushford to Houston			Balance: \$206,000 Complete trail from Money Creek Woods to Houston Liquidated: \$393,000		
Shooting Star			Balance: \$0 Acquire & develop trail between Lake Louise S.P. and Leroy ISTEA match Liquidated: \$97,000		
Sakatah				Balance: \$0 Paving of trail Liquidated: \$494,000	
odhue Pioneer					
Willard Munger	Balance: \$0 Acquired B.N. Grade from Barnum through Carlton & funded portion of the development to Carlton Liquidated: \$500,000			Balance: \$0 Carlton to W. Duluth: fix slumps & bituminous Liquidated: \$65,800	
BALANCE	\$0	\$0	\$519,000	\$68,000	\$0

Previously Approved Requests -----

TRAIL	6 ACQ & DEV 96 Bonding	7 REHAB 96 Bonding
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Line	Balance: \$672,000 - initiate bicycle trail development from Winsted to Cosmos (32 miles; bridges, culverts, blading, & shaping) - acquisition of severances in Winsted and Cosmos (5 parcels, 18 acres) ISTE Liquidated: \$128,000	Balance: \$268,000 repair bridges, culverts, and the horse trail on the existing 29 miles between Plymouth and Winsted Liquidated: \$82,000
Douglas		Balance: \$69,000 repair large slump Liquidated: \$1,000
North Shore		Balance: \$80,000 widening and straightening of existing trail Liquidated: \$0
Paul Bunyan (PBT)	Balance: \$794,000 develop bicycle trail from Walker to 4 miles south of Bemidji (28 miles) primarily to acquire needed parcels (approximately 4 miles) to access Bemidji (major landowner is Burlington Northern) Liquidated: \$206,000	
Heartland	Balance: \$193,000 Initiate bicycle trail development between Walker toward Cass Lake (Pike Bay Road, 18 miles) ISTE match Liquidated: \$7,000	
Way	Balance: \$198,000 extend bicycle trail from Cayuga to Pennsylvania Avenue (.7 miles) ISTE match Liquidated: \$2,000	
Blufflands Preston to Harmony	Balance: \$662,000 Complete bicycle trail from Preston to Harmony (12 miles including 4 major bridges). Presently liquidating balance Liquidated: \$488,000	
Rushford to Houston	Balance: \$50,000 develop bicycle trail from Money Creek Woods to Houston (6 miles) Liquidated: 0	
Shooting Star	Balance: \$350,000 Continue acquisition and development (primarily for acquisition from LeRoy to Austin, 32 miles) Liquidated: \$0	
Sakatah		
Goodhue Pioneer	Balance: \$249,000 proposed 38 mile corridor (initiate acquisition of remaining 24 miles; 14 miles in state ownership) Liquidated: \$1,000	
Willard Munger		
BALANCE	\$3,168,000	\$417,000

1996 Work Program Requests



DNR Corridor Trail Acquisition and Development Status - 1/98

- Acquisition authorized
(Communities specified in legislation, but routes undetermined)
- oooo Acquisition in progress
- Acquired; to be developed
- Partially developed trails
- Developed trails
- * Legislatively authorized state trails