

M.L. 2019, First Special Session, Chp. 4, Art. 2, Sec. 2, Subd. 09d Project Abstract
For the Period Ending June 30, 2023

PROJECT TITLE: Minnesota State Trails Development

PROJECT MANAGER: Kent Skaar

AFFILIATION: Minnesota Department of Natural Resources, Division of Parks and Trails

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FUNDING SOURCE: Environment and Natural Resources Trust Fund

LEGAL CITATION: M.L. 2019, First Special Session, Chp. 4, Art. 2, Sec. 2, Subd. 09d

APPROPRIATION AMOUNT: \$5,000,000

AMOUNT SPENT: \$4,933,344

AMOUNT REMAINING: \$66,656

Sound bite of Project Outcomes and Results

This Project provided for improvements and the expansion of recreation use on the Gateway, Gitchi-Gami, Heartland, Minnesota Valley, Heartland, Paul Bunyan, Arrowhead, Central Lakes, Harmony-Preston Valley, Matthew Lourey and CJ Ramstad/Northshore State Trails. Project Activities included the rehabilitation or development of six trail bridges and five trail segments.

Overall Project Outcome and Results

This project provided the opportunity for the Minnesota Department of Natural Resources to continue to fulfill its legislative responsibility to maintain and expand recreational opportunities on the Minnesota State Trail System. A total of eleven Minnesota State Trail project activities, were proposed and completed, including the replacement of five trail bridges, the rehabilitation of a single trail bridge, the development of four new trail segments and rehabilitation of one existing trail segment. These eleven projects were completed on ten of Minnesota's State Trails, including the Arrowhead, Central Lakes, Harmony-Preston Valley, Matthew Lourey, CJ Ramstad-Northshore, Paul Bunyan, Gateway, Heartland, Gitchi Gami and Minnesota Valley. Each project had been previously prioritized by the MnDNR given the opportunity the individual projects represented to improve and enhance user safety and experience by rehabilitating, deteriorated, existing trails and trail bridges where necessary, and the development of new trail segments required to connect existing trail segments and/or communities. For six of the projects completed, LCCMR funding provided the match funding required to secure project specific Federal Project Grants. The individual projects included: the installation of new, replacement recreational trail bridges on the Arrowhead, Matthew Lourey, and CJ Ramstad / Northshore State Trails; the replacement of a former railroad bridge located along the Central Lakes State Trail with a more appropriate culvert; the development of new trail segments, ranging from 0.25 to 1.5 miles in length, on the Paul Bunyan State Trail in the City of Bemidji, the Gateway State Trail in St. Paul; the Heartland State Trail between the communities of Cass Lake and Walker; and on the Gitchi Gami State Trail in the Town of Lutsen. All activities were completed between 2019 and 2023. The support of the LCCMR has assured decades of safe public recreational use of these two of Minnesota State Trails

Project Results Use and Dissemination

For each of the project activities, Division of Parks and Trails staff notified each of our local project supporters, user groups and affected communities of the LCCMR support for each project. The DNR's engineering and design staff were notified of LCCMR project participation, and all construction plans and specifications reflected that participation with the inclusion of the appropriate ENRTF logo on each plan cover sheet. Upon final

completion, Division of Parks and Trails staff installs a plaque to each bridge and/or at the closest trailhead that clearly displays the Trust Fund Logo and according to Division established guidelines.



Environment and Natural Resources Trust Fund (ENRTF)

M.L. 2019 ENRTF Work Plan (Main Document)

Today's Date: March 25, 2025

FINAL REPORT

Date of Work Plan Approval: June 5, 2019

Project Completion Date: 30 June 2024

Does this submission include an amendment request? Yes

PROJECT TITLE: Minnesota State Trails Development

Project Manager: Kent Skaar

Organization: Minnesota Department of Natural Resources

College/Department/Division: Division of Parks and Trails

Mailing Address: 500 Lafayette Road

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Location: See attached map.

*Map includes proposed Blazing Star State Trail project, identifying the location of this potential alternative project.

Total Project Budget: \$5,000,000

Amount Spent: \$4,933,344.00

Balance: \$ 66,656.00

Legal Citation: M.L. 2019, First Special Session, Chp. 4, Art. 2, Sec. 2, Subd. 09d

Appropriation Language:

\$5,000,000 the first year is from the trust fund to the commissioner of natural resources to expand high-priority recreational opportunities on Minnesota's state trails by developing new trail segments and rehabilitating, improving, and enhancing existing state trails. High-priority trail bridges to rehabilitate or replace include, but are not limited to, those on the Arrowhead, Central Lakes, Harmony-Preston Valley, Matthew Lourey, and North Shore State Trails. High-priority trail segments to develop and enhance include, but are not limited to, the Paul Bunyan, Gateway, Heartland, Gitchi Gami, and Minnesota Valley State Trails. A proposed list of trail projects on legislatively authorized state trails is required in the work plan. This appropriation is available until June 30, 2021, by which time the project must be completed and final products delivered.

2021 – Legislative Extension Granted with appropriation through June 30, 2022.

2022 – Legislative Extension Granted with appropriation through June 30, 2023.

I. PROJECT STATEMENT: This project fulfills legislative direction to expand recreational opportunities on Minnesota State Trails through the development of new trail segments; and the rehabilitation and enhancement of existing State Trails. Engineering, design, and construction will meet the requirements of the Americans with Disabilities Act (ADA), Minnesota Department of Natural Resources Trail Planning, Design and Development Guidelines, the Minnesota Department of Transportation Bikeways Facility Design Manual, and the American Association of State Highway and Transportation Officials (AASHTO) guide for the development of bicycle facilities.

Each of the Minnesota State Trail proposals identified for this project, including: (1) State Trail Bridge Rehabilitation or Replacement; (2) Paul Bunyan State Trail: City of Bemidji - Clausen Ave Connection; (3) Gateway State Trail: City of St. Paul - L’Orient Avenue Realignment; (4) Heartland State Trail: Cass County - Steamboat Loop/Co Rd. 142 Realignment; (5) Gitchi Gami State Trail: Lutsen Connection (6) Minnesota Valley State Trail: Fort Snelling State Park Segment represent opportunities to enhance and expand recreational trail opportunities and improve user safety by completing connections between existing trail segments and communities, by providing matching funds for projects with Federal Grants, or by completing needed facility safety improvements. Should the above referenced projects be subject to unanticipated delays or are not be able to be completed as proposed, one or more of the following projects would be funded as alternatives: (A) Additional State Trail Bridges on the North Shore State Trail and the Harmony Preston State Trail and (B) Blazing Star State Trail: Albert Lea Lake / Myre - Big Island State Park Segment.

II. OVERALL PROJECT STATUS UPDATES:

First Update March 1, 2020: As of 1 March 2020 each of the primary Minnesota State Trail Development Projects identified for this ENRFT Project, including State Trail Bridge rehabilitation or replacement on the Arrowhead State Trail, the Central Lakes State Trail, the Harmony Preston State Trail, the Mathew Lourey State Trail and the North Shore State Trail, the development of new State Trail Segments on the Paul Bunyan State Trail, the Heartland State Trail, the Gateway State trail, the Gitchi Gami State Trail and the Minnesota Valley State Trail have been initiated. As original projected, it is anticipated that the completion of each of the referenced projects will be completed in 2021. The required engineering and design for each of the referenced projects has been initiated and are expected to be completed during 2020. While preliminary engineering for the Paul Bunyan- Clausen Ave Trail Segment, the Heartland State Trail-Tower Hill Trail Segment, the Gateway State Trail – L’Orient Avenue Trail Segment and the Minnesota Valley State Trail-Fort Snelling State Park Segment have been completed previously, final engineering is expected to be completed during 2020. The engineering and design for each of the referenced bridge projects have also been initiated and are expected to be completed by mid-2020. Construction of the identified projects is expected to begin in 2020 and be completed during the 2021 construction season.

Second Update September 1, 2020: As of September 30, 2020 each of the individual Minnesota State Trails Development projects identified to be completed under this ENRFT Project, including the rehabilitation or replacement of existing bridges on the Arrowhead State Trail, the Central Lakes State Trail, the Harmony Preston State Trail, the Mathew Lourey State Trail and the North Shore State Trail, as well as the development of new State Trail Segments on the Paul Bunyan State Trail, the Heartland State Trail, the Gateway State Trail, the Gitchi Gami State Trail and the Minnesota Valley State Trail have progressed, albeit at a slower rate than had been anticipated in January and February of 2020.

Due to limitations on the activities of MnDNR, MnDOT staff and project Consultants, including extended and overnight travel which have extended well into the summer of 2020, much of the work necessary in the development of the final project specific plans and specifications was unable to be completed on the anticipated schedules provided previously. As a result, the final land surveys, field engineering and natural and cultural

resource studies necessary to guide the final project engineering and design were delayed by several months. The projects that have encountered the most significant delays are the existing bridges on the Mathew Lourey State Trail and the North Shore State Trail, as well as the new State Trail Segments on the Paul Bunyan State Trail, the Heartland State Trail, the Gateway State Trail, the Gitchi Gami State Trail and the Minnesota Valley State Trail. For each of these projects, overall project completion has been delayed by more than six months given the seasonal requirements of both the required resource assessments and project construction.

Although the complications of the COVID pandemic have resulted in numerous previously unanticipated challenges, we have been able to significantly advance several of the defined projects. Given that the resource studies had been completed in late 2019 and the engineering and design was sufficiently advanced in March 2020, a construction contract for the replacement of the bridge on the Central Lakes State Trail was able to be awarded in May 2020 and the project completed in August 2020. Due to the nature of the required rehabilitation associated with the existing trail bridge on the Harmony-Preston Valley State Trail, this project was also able to be advanced through construction contract award in Late July 2020 with construction scheduled to be completed during November 2020. Additionally in an effort to assure project completion and limit the defined wetland resource impacts, the construction associated with the replacement of the existing Arrowhead State Trail bridge is proposed to be completed over during the winter of 2020/2021 with completion anticipated prior to 30 June 2021.

During June 2020 the MnDNR Division of Parks and Trails applied for a Grant through the National Park Service in an effort to secure additional funding required to satisfactorily complete the identified Minnesota Valley State Trail – Fort Snelling Segment. The Grant was awarded to the MnDNR by the National Park Service in August 2021. As awarded the grant from the National Park Service for this project is available from August 1, 2020 through September 30, 2024. Additionally, time extensions for the Federal Recreational Trail Grants previously awarded to the North Shore State Trail bridge replacement and the new trail segments on the Paul Bunyan and Heartland State trail were requested and granted through 30 June 2022 due in part to the anticipated delays in overall project development encountered during 2020.

AMENDMENT REQUEST September 30, 2020:

1: Extend Completion Date: June 30, 2024: This amendment to the current ENRFT Project is requested to provide extend the project completion date to June 30, 2024. The requested extension will align with the revised completion dates for the existing Federal Recreational Trail Grants previously awarded to several of the identified projects and will provide for the satisfactory completion of all of projects.

- a) Paul Bunyan State Trail: Federal Recreation Trail Grant – Requested Completion Date: June 30, 2022
- b) Gitchi Gami State Trail: Federal Transportation Alternatives Grant – Requested Completion Date: June 30, 2023.
- c) Minnesota Valley State Trail: National Park Service Grant - Requested Completion Date: June 30, 2023

LCCMR Approved July 9, 2020

Third Update March 1, 2021: As of March 1, 2021 each of the remaining individual Minnesota State Trails Development projects identified to be completed under this ENRFT Project, including the rehabilitation or replacement of existing bridges on the Arrowhead State Trail, the Harmony Preston State Trail, the Mathew Lourey State Trail and the North Shore State Trail, as well as the development of new State Trail Segments on the Paul Bunyan State Trail, the Heartland State Trail, the Gateway State Trail, the Gitchi Gami State Trail and the Minnesota Valley State Trail have continued to progress. As noted previously the Central Lakes State Trail bridge replacement project was completed in late 2020.

By March 1, 2021 the contracts for the construction of two of the remaining five bridges, one located on the Arrowhead State Trail and the second located on the Harmony-Preston Valley State Trail, had been awarded and construction had been initiated. The plans and specifications for the remaining three bridge replacements have also been completed. While the construction contract award for the bridge located on the Matthew Lourey

State Trail is anticipated in late March, final permitting for the replacement of the CJ Ramstad / Northshore State Trail bridges remains in-progress, with final permits anticipated to be received in the coming weeks.

During this period progress has also been made on each of the five identified trail rehabilitation and development projects, with the plans and specifications for each of the projects advancing toward completion. For two of the projects, the 0.5 mile long Paul Bunyan State Trail - Clausen Avenue Connection and the 1.0 mile long Heartland State Trail - Steamboat Loop/Co. Rd. 142 the plans and specifications have been completed and it is anticipated that construction contracts will be awarded prior to June 30 2021. A late 2021 completion date for both projects is currently anticipated. The remaining three State Trail development projects, the 0.6 mile long L'Orient Avenue Realignment of the Gateway State Trail, the development of the 1.5 mile Gitchi Gami Lutsen Connection and the rehabilitation of a 0/6 mile segment of the Minnesota Valley State Trail at Fort Snelling State Park, are all currently scheduled for completion during the 2022 construction season.

Fourth Update September 1, 2021: As of September 1, 2021 the following Minnesota State Trail Development projects to be accomplished under his ENRTF Project have been completed:

- Central Lakes State Trail: Trail Bridge Replacement
- Harmony-Preston Valley State Trail: Trail Bridge Rehabilitation
- Paul Bunyan State Trail: City of Bemidji - Clausen Avenue Connection

Each of the remaining seven (7) individual Minnesota State Trails Development projects to be completed as a part of this ENRTF Project, three (3) are State Trail Bridges replacements and four (4) are State Trail rehabilitation projects. The three remaining State Trail Bridge replacement projects, located on the Arrowhead State Trail, the Matthew Lourey State Trail and the CJ Ramstad / Northshore State Trail are all currently under construction and schedule to be complete and available for public use on or before December 1, 2021. Of the four (4) of the State Trail development projects that remain to be completed, one, the Heartland State Trail – Steamboat Loop / Co. Rd. 142 Realignment is scheduled to be under construction during September and to be substantially complete on June 30, 2022. A construction contract for a second State Trail development project, the Gateway State Trail – City of St. Paul L'Orient Avenue Realignment is scheduled for construction contract letting in November 2021 and for construction to take place during April, May and June 2022 and the new trail segment open for public use in July 2022. Both of the final two State Trail development project included in this ENRTF Project, the Gitchi Gami State Trail – Lutsen Connection and the Minnesota Valley State Trail – Fort Snelling State Park Segment have advance substantially since March 2021 and are presently scheduled for construction to be completed during the 2022 construction season. Both of these trail segment would be fully open to public use by the Spring of 2023. To address differences between pre-design estimated costs and realized costs, limited adjustments will be made to individual Activity Budgets as each of the projects progress and are completed.

Fifth Update March 1, 2022: Update Not Submitted

Sixth Update September 1, 2022: Update Not Submitted

Seventh Update March 1, 2023: Update Not Submitted

Eighth Update September 1, 2023: Update Not Submitted

Ninth Update April 1, 2024: As of April 1, 2024 the following Minnesota State Trail Development projects to be accomplished under his ENRTF Project have been completed:

- Arrowhead State Trail: Rat Root River Bridge Replacement
- Central Lakes State Trail: Trail Bridge Replacement
- Harmony-Preston Valley State Trail: Trail Bridge Rehabilitation

- Matthew Lourey State Trail: Bear Creek-ST Croix State Park Bridge Replacement
- Northshore State Trail: West Branch Beaver River Bridge Replacement
- Northshore State Trail: Trib. Big 39 Creek Bridge Replacement
- Paul Bunyan State Trail: City of Bemidji - Clausen Avenue Connection
- Gateway State Trail: City of ST Paul – L’Orient Avenue Realignment
- Heartland State Trail: Steamboat Loop/Co. Rd 142 Realignment

On April 1, 2024, both of the remaining individual Minnesota State Trails Development projects to be completed as a part of this ENRTF Project, the Gitchi Gami State Trail / Lutsen Connection and the Minnesota Valley State Trail / Fort Snelling Segment were under construction and nearing completion. Construction as initiated on both projects during 2023 and had advanced substantially by December 2023 and the seasonal suspension of construction. The Minnesota Valley State Trail / Fort Snelling Segment, which included the rehabilitation of a total 1.1 miles of bituminous recreational trail and the replacement of a total of 7 small timber bridges with culverts was substantially complete by December 1, 2024, and open for public use. While construction of the Gitchi Gami State Trail / Lutsen Connection was also initiated in early 2023 and has been significantly advanced, a necessary revision requiring that the installation of two large culverts on two small stream crossings be changed to the construction of two small bridges, has delayed the completion of this 1.3-mile new trail segment in 2023 as originally scheduled. While the Minnesota Valley State Trail Project is currently scheduled to be complete on or before June 30, 2024, due to required design revisions and associated delays, the Gitchi Gami State Trail Projects is not currently scheduled for project completion until Late 2024 or Early 2025.

Final Report October 30, 2024

Final reporting status update not submitted.

Amendment Request March 25, 2025

It is requested that this Project be amended to reflect changes in the budget allocations for individual Activity budgets and the reflected revisions in LCCMR participation in the individual Activities. While this Project has been successful in the completion of all project activities as originally proposed, the ENRTF funding allocations within the Project, within individual Activities and to a limited extent between Activities were revised to address project needs and or requirements. The Amendments activity budgets include the following:

- State Trail Bridges: Increase to Engineering and Design Budget (\$105,742)
- State Trail Bridges: Decrease to Construction Budget (\$49,258)
- Paul Bunyan State Trail / Clausen Ave Segment: Decrease to the Engineering and Design Budget (\$4,190)
- Paul Bunyan State Trail / Clausen Ave Segment: Decrease to Construction Budget (\$199,076)
- Gateway State Trail / Lorient Ave Segment: Increase to Engineering and Design Budget (\$29,770)
- Gateway State Trail / Lorient Ave Segment: Increase to Construction Budget (\$28,116)
- Heartland State Trail / Steamboat Loop Segment: Increase to Engineering and Design Budget (\$18,269)
- Heartland State Trail / Steamboat Loop Segment: Decrease to Construction Budget (\$48,574)
- Gitchi Gami State Trail / Lutsen Segment: Increase to Engineering and Design Budget (\$299,147)
- Gitchi Gami State Trail / Lutsen Segment: Decrease to Construction Budget (\$290,338)
- Minnesota Valley State Trail / Minnehaha Segment: Increase to Engineering and Design Budget (\$86,046)
- Minnesota Valley State Trail / Minnehaha Segment: Decrease to Construction Budget (\$36,133)
- DNR Direct and Necessary Costs: Decrease to Budget (\$6,577)

It is also noted that a limited unspent fund budget remained unexpended following the completion of each of the individual activities and the conclusion of the Project Term. These funds principally represent construction cost reduction realized during project contract closeout.

III. PROJECT ACTIVITIES AND OUTCOMES:

ACTIVITY 1 Title: State Trail Bridge Rehabilitation or Replacement

Description: This activity proposes the renewal or replacement of (6) six existing State Trail Bridges that have determined by formal inspection to have a Conditional Index Rating of Fair to Poor and are recommended for substantial rehabilitation or complete replacement within 2 years. Each of the seven bridges identified for this activity are currently subject to annual inspection and will be subject to additional load and use restrictions or closure should conditions change. The bridges to be subject to renewal or replacement are located on the following State Trails and are listed in the order of priority:

- (1) **Arrowhead State Trail-Koochiching Co.:** This project is to consist of the replacement of the existing 32 foot long timber pile supported bridge that carries the State Trail over the Rat Root River. The current bridge has a posted 1000 lbs. load restriction which precludes any maintenance equipment, including snowmobile groomers from crossing the bridge. The replacement structure is proposed to be a 80 foot long steel truss bridge with a load rating capable of supporting all maintenance and emergency equipment. Estimated cost of engineering and construction: \$400,000
- (2) **Central Lakes State Trail-Douglas Co.:** This project is to consist of the replacement of the existing 82 foot long concrete former railroad bridge over a small intermittent stream. The current structure has temporary supports are presently in place and has a posted load restriction of 3000 lbs. This existing bridge is proposed to be replaced with a culvert. Estimated cost of engineering, demolition and construction: \$175,000
- (3) **Harmony-Preston Valley State Trail-Fillmore Co.:** This project is to consist of the structural rehabilitation and the replacement of the existing timber decking on an existing steel truss trail bridge that carries the State Trail over the South Branch of the Root River. Structural rehabilitation is to include foundation abutment repair and stabilization. Estimated cost of engineering and construction: \$200,000
- (4) **Matthew Lourey State Trail-Pine Co.:** This project is to consist of the replacement of the existing 80 foot long steel truss bridge over Bear Creek. Due to the narrow 10 foot width of the current bridge deck, the current structure is not able to safely carry typical maintenance equipment and has a posted load restriction of 1500 lbs. The replacement structure is proposed to be a 100 foot long steel truss bridge with a load rating of 15 tons, capable of supporting all maintenance and emergency equipment. Estimated cost of engineering and construction: \$400,000
- (5) **North Shore State Trail-Lake Co.-Lake Co.:** This project is to consist of the replacement of two (2) existing bridges located on the North Shore State Trail. These existing bridges are both timber span structures, supported on timber cribbing and are in advanced stages of structure deterioration. Bridge #1 is a 42 foot long structure that carries the trail over the West Branch of the Beaver River. Bridge #2 is a 24 foot long structure over Big Nine Creek. Bridge #1 is proposed to be replaced with a 60 foot long steel truss bridge. Bridge #2 is proposed to be replaced with an aluminum box culvert. Estimated cost of engineering and construction for both structures: \$475,000

Upon completion of the rehabilitation or replacement of the above referenced bridges, additional bridges located on the North Shore State Trail will also be subject to improvement should the ENRTF activity budget permit.

ACTIVITY 1 ENRTF BUDGET: \$1,650,000

Outcome	Completion Date
1. (a) Arrowhead ST: Project Engineering Complete and Construction Contract Awarded	June 1, 2020
March 2020 Update: Arrowhead ST: Project Engineering Complete and Construction Contract Awarded	June 1, 2020
September 2020 Update: Arrowhead ST: Project Engineering Complete and Construction Contract Awarded	December 15, 2020
March 2021 Update: Arrowhead ST: Project Engineering Complete and Construction Contract Awarded	
September 2021 Update: Arrowhead ST: Project Engineering Complete and Construction Contract Awarded	Complete
(b) Arrowhead ST: Project Construction Complete	December 1, 2021
March 2020 Update: Arrowhead ST: Project Construction Complete	March 1, 2021
September 2020 Update: Arrowhead ST: Project Construction Complete	June 30, 2021
March 2021 Update: Arrowhead ST: Project Construction Complete	June 30, 2021
September 2021 Update: Arrowhead ST: Project Construction Complete	December 1, 2021
March 2022 Update: Arrowhead ST:	Not Submitted
September 2022 Update: Arrowhead ST:	Not Submitted
March 2023 Update: Arrowhead ST:	Not Submitted
September 2023 Update: Arrowhead ST:	Not Submitted
March 2024 Update: Arrowhead ST: Project Complete	April 1, 2024
2. (a) Central Lakes ST: Project Engineering Complete and Construction Contract Awarded	June 1, 2020
March 2020 Update: Central Lakes ST: Project Engineering Complete and Construction Contract Awarded	April 30, 2020
September 2020 Update: Central Lakes ST: Project Engineering Complete and Construction Contract Awarded	May 1, 2020
March 2021 Update: Central Lakes ST: Project Engineering Complete and Construction Contract Awarded	Complete
September 2021 Update: Central Lakes ST: Project Engineering Complete and Construction Contract Awarded	Complete
(b) Central Lakes ST: Project Construction Complete	December 1, 2020
March 2020 Update: Central Lakes ST: Project Construction Complete	August 30, 2020
September 2020 Update: Central Lakes ST: Project Construction Complete	August 15, 2020
March 2021 Update: Central Lakes ST: Project Construction Complete	Complete
September 2021 Update: Central Lakes ST: Project Construction Complete	Complete
March 2022 Update: Central Lakes ST:	Not Submitted
September 2022 Update: Central Lakes ST:	Not Submitted
March 2023 Update: Central Lakes ST:	Not Submitted
September 2023 Update: Central Lakes ST:	Not Submitted
March 2024 Update: Central Lakes ST: Project Complete	April 1, 2024
3. (a) Harmony-Preston Valley ST: Project Engineering Complete and Construction Contract Awarded	June 1, 2020
March 2020 Update: Harmony-Preston Valley ST: Project Engineering Complete and Construction Contract Awarded	August 30, 2020
September 2020 Update: Harmony-Preston Valley ST: Project Engineering Complete and Construction Contract Awarded	August 3, 2020
March 2021 Update: Harmony-Preston Valley ST: Project Engineering Complete and Construction Contract Awarded	Complete

September 2021 Update: Harmony-Preston Valley ST: Project Engineering Complete and Construction Contract Awarded	Complete
(b) Harmony-Preston Valley ST: Project Construction Complete	October 1, 2020
March 2020 Update: Harmony-Preston Valley ST: Project Construction Complete	October 30, 2020
September 2020 Update: Harmony-Preston Valley ST: Project Construction Complete	December 31, 2020
March 2021 Update: Harmony-Preston Valley ST: Project Construction Complete	May 15, 2020
September 2021 Update: Harmony-Preston Valley ST: Project Construction Complete	Complete
March 2022 Update: Harmony-Preston Valley ST:	Not Submitted
September 2022 Update: Harmony-Preston Valley ST:	Not Submitted
March 2023 Update: Harmony-Preston Valley ST:	Not Submitted
September 2023 Update: Harmony-Preston Valley ST:	Not Submitted
March 2024 Update: Harmony-Preston Valley ST: Project Complete	April 1, 2024
4. (a) Matthew Lourey ST: Project Engineering Complete and Construction Contract Awarded	March 1, 2021
March 2020 Update: Matthew Lourey ST: Project Engineering Complete and Construction Contract Awarded	March 1, 2021
September 2020 Update: Matthew Lourey ST: Project Engineering Complete and Construction Contract Awarded	April 1, 2021
March 2021 Update: Matthew Lourey ST: Project Engineering Complete and Construction Contract Awarded	March 12, 2021
September 2021 Update: Matthew Lourey ST: Project Engineering Complete and Construction Contract Awarded	Complete
(b) Matthew Lourey ST: Project Construction Complete	December 1, 2021
March 2020 Update: Matthew Lourey ST: Project Construction Complete	December 1, 2021
September 2020 Update: Matthew Lourey ST: Project Construction Complete	August 30, 2021
March 2021 Update: Matthew Lourey ST: Project Construction Complete	August 30, 2021
September 2021 Update: Matthew Lourey ST: Project Construction Complete	October 31, 2021
March 2022 Update: Matthew Lourey ST:	Not Submitted
September 2022 Update: Matthew Lourey ST:	Not Submitted
March 2023 Update: Matthew Lourey ST:	Not Submitted
September 2023 Update: Matthew Lourey ST:	Not Submitted
March 2024 Update: Matthew Lourey ST: Project Complete	April 1, 2024
5. (a) Northshore ST: (both Bridges) Project Engineering Complete and Construction Contract Awarded	March 1, 2021
March 2020 Update: Northshore ST: (both Bridges) Project Engineering Complete and Construction Contract Awarded	March 1, 2021
September 2020 Update: Northshore ST: (both Bridges) Project Engineering Complete and Construction Contract Awarded	June 30, 2021
March 2021 Update: Northshore ST: (both Bridges) Project Engineering Complete and Construction Contract Awarded	June 30, 2021
September 2021 Update: Northshore ST: (both Bridges) Project Engineering Complete and Construction Contract Awarded	Complete
5, (b) Northshore ST: (Both Bridges) Project Construction Complete	December 1, 2021
March 2020 Update: Northshore ST: (Both Bridges) Project Construction Complete	December 1, 2021
September 2020 Update: Northshore ST: (Both Bridges) Project Construction Complete	December 1, 2021
March 2021 Update: Northshore ST: (Both Bridges) Project Construction Complete	December 1, 2021
September 2021 Update: Northshore ST: (Both Bridges) Project Construction Complete	December 1, 2021
March 2022 Update: Northshore ST: (Both Bridges)	Not Submitted
September 2022 Update: Northshore ST: (Both Bridges)	Not Submitted
March 2023 Update: Northshore ST: (Both Bridges)	Not Submitted

September 2023 Update: Northshore ST: (Both Bridges)	Not Submitted
March 2024 Update: Northshore ST: (Both Bridges) Project Complete	April 1, 2024

First Update March 1, 2020: This ENRTF Activity proposes the replacement or renewal of six existing State Trail bridges. The status of each of these bridge projects are as follows:

- (1) **Arrowhead State Trail-Koochiching Co.:** In February 2020 the preliminary plans and specifications for the proposed replacement of the existing 32 foot long timber pile supported bridge with an 80 foot long steel truss trail bridge were completed. The required natural and cultural resource assessment and investigations, including formal wetland delineation studies and anticipated wetland permitting, are anticipated to be completed prior to July 1 2020. Currently it is anticipated that the construction contract for the replacement of this bridge will be awarded in late 2020, with much of the construction to be completed during the winter of 2020/2021 in an effort to limited overall project wetland impacts.
- (2) **Central Lakes State Trail-Douglas Co.:** In January 2020 the preliminary plans and specifications for the proposed replacement of the existing concrete former railroad bridge that carries the current Central Lakes State Trail over a small intermittent stream with a 36 inch concrete culvert were completed and submitted to the Minnesota Department of Transportation for review and comment. All required natural and cultural resource assessment and investigations, were completed in Late 2019. It is presently anticipated that the final plans and specifications will be completed during April 2020 and the project construction contract awarded in May 2020. Project construction is presently scheduled for July and August 2020.
- (3) **Harmony-Preston Valley State Trail-Fillmore Co.:** As of 1 March 2020 the engineering and design for the rehabilitation of the existing steel truss trail bridge that carries the State Trail over the South Branch of the Root River had been initiated with anticipated completion of the final construction plans and specifications during June 2020. Structural rehabilitation is to include foundation abutment repair and stabilization. All required natural and cultural resource assessment and investigations, were completed in Late 2019. Permitting is anticipated to be limited to a MNDNR Public Waters Work Permit. The project construction contract is currently scheduled to be awarded in August 2020 with project construction presently scheduled for October 2020.
- (4) **Matthew Lourey State Trail-Pine Co.:** As of 1 March 2020 the required engineering and design for the replacement of the existing 80 foot long steel truss bridge over Bear Creek had not yet been initiated. The current project schedule anticipates the completion of the preliminary plans and specifications by June 2020. Formal natural and cultural resource investigations, including wetland delineations, are to be initiated with the completion of the preliminary plans and specifications. Presently it is anticipated that the project will be completed in 2021.
- (5) **North Shore State Trail-Lake Co.-Lake Co.:** As of March 1, 2020, the required engineering and design for the replacement of the replacement of two (2) existing bridges located on the North Shore State Trail have not yet been initiated. The land/topographic surveys required to facilitate the engineering and design of each of the bridges are currently scheduled for May/June 2020. The required natural and cultural resource investigations are presently scheduled to be completed during July and August 2020. It is presently anticipated that the replacement of these two structures will be completed in Late 2021.

Second Update September 1, 2020: This ENRTF Activity proposes the replacement or renewal of six existing State Trail bridges. The status of each of these bridge projects are as follows:

- (1) **Arrowhead State Trail-Koochiching Co.:** As of 30 September 2020 the final plans and specifications for the proposed 80 foot long steel truss replacement trail bridge have been completed. All required natural and cultural resource assessment and investigations, including formal wetland delineation

studies were completed during July and the initial U.S. Army Corps of Engineers Permit issued. Currently it is anticipated that the construction contract for the replacement of this bridge will be awarded by 15 December 2020, and all construction complete by 30 June 2021.

- (2) **Central Lakes State Trail-Douglas Co.:** The final plans and specifications for the replacement of the existing concrete former railroad bridge that carries the current Central Lakes State Trail over a small intermittent stream were completed during April 2020. A construction contract for the replacement was awarded in May 2020 and the replacement of the bridge with a 36 inch concrete culvert was completed during August 2020 and opened for public use. The final construction cost for the replacement of the former railroad structure was \$196,172.50. With the installation of a culvert to convey the small intermittent waterway, the MNDNR Division of Parks and Trails has successfully eliminated one bridge structure from its statewide inventory.
- (3) **Harmony-Preston Valley State Trail-Fillmore Co.:** As anticipated, the final engineering plans and specifications for the repair and rehabilitation of the existing steel truss trail bridge that carries the State Trail over the South Branch of the Root River were complete by June 2020. The required MNDNR Public Water Work Permit was also issued during June 2020. The construction contract bidding took place during July 2020 and was awarded in August. Currently the work associated with this project is scheduled to be complete during December 2020.
- (4) **Matthew Lourey State Trail-Pine Co.:** As of 1 September 2020 the preliminary engineering and design for the replacement of the existing 80 foot long recreational trail bridge over Bear Creek have been completed. Although delayed substantially by COVID related limitations for staff, the required natural and cultural resource investigations had been completed by 1 September and the required wetland delineations were scheduled to be complete no later than 1 October 2020. Initial reporting indicated that no significant natural or cultural resources resource impacts, including direct wetland impacts, would be anticipated from the project as currently defined. Presently it is anticipated that the final plans and specifications for the project will be completed in January 2021, the project under contract no later than 1 April, and construction initiated in May and complete by August.
- (5) **North Shore State Trail-Lake Co.-Lake Co.:** As of March 1, 2020, the required engineering and design for the replacement of the replacement of two (2) existing bridges located on the North Shore State Trail have not yet been initiated. The land/topographic surveys required to facilitate the engineering and design of each of the bridges are currently scheduled for May/June 2020. The required natural and cultural resource investigations are presently scheduled to be completed during July and August 2020. It is presently anticipated that the replacement of these two structures will be completed in Late 2021.

Third Update March 1, 2021: This ENRTF Activity proposes the replacement or renewal of six existing State Trail bridges. The status of each of these bridge projects are as follows:

- (1) **Arrowhead State Trail-Koochiching Co.:** As of March 1, 2021 the construction for the replacement of this bridge was in-progress. The construction contract for the project was awarded in late December 2020 and construction initiated on 1/18/2021. Due to the location of this existing structure, the construction contract requires that all work be completed under frozen conditions to limit overall project disturbances. Per the construction contract specifications, the installation of this structure is to be complete by June 30, 2021. Manufacturing concerns associated with the replacement bridge have the potential to delay the final bridge installation.
- (2) **Central Lakes State Trail-Douglas Co.:** The replacement of this former railroad bridge with an culvert was completed in Late 2020. Final contract closeout is anticipated by June 30, 2021.

- (3) **Harmony-Preston Valley State Trail-Fillmore Co.:** As previously noted the contract for the rehabilitation of this existing trail bridge was awarded in August 2020. Construction began in earnest in early October 2020. Revisions to the proposed bridge anchoring system due to site conditions resulted in substantial delays in the required installation. Active construction activities were suspended for the winter on December 28, 2020. The contractor is scheduled to return to the project in mid-April 2021 to complete construction no later than May 15, 2021.
- (4) **Matthew Lourey State Trail-Pine Co.:** As of March 1, 2021 the final plans and specifications for the replacement of the existing trail bridge were complete and the project construction contract advertised for bidding. It is anticipated that the construction contract will be awarded by Late March 2021 and construction underway no later than April 1, 2021. Completion of the project remains scheduled for August 2021.
- (5) **North Shore State Trail-Lake Co.-Lake Co.:** As of March 1, 2020, the required engineering, design and resource assessments for the replacement of the replacement of two (2) existing bridges located on the North Shore State Trail had been completed and the required permitting initiated. It is presently anticipated that the replacement of these two structures will be completed in Late 2021.

Fourth Update September 1, 2021: This ENRTF Activity proposes the replacement or renewal of six existing State Trail bridges. The status of each of these bridge projects are as follows:

- (1) **Arrowhead State Trail-Koochiching Co.:** Due to the manufacturing issues associated with the replacement bridge the structure was rejected by DNR Engineers and a new bridge required to be provided per contract specifications. Unfortunately given the bridge's location and the delays associated with the manufacturing of a replacement bridge, all construction has been suspended in Late March until Early November 2021. As of September 1, 2021 construction is scheduled to begin on November 1, 2021 and is to be substantially complete and open for public use on December 1, 2021. Final project closeout is anticipated on or before June 30, 2021
- (2) **Central Lakes State Trail-Douglas Co.:** The replacement of this former railroad bridge with a culvert was completed in Late 2020. Final contract closeout was complete by June 30, 2021.
- (3) **Harmony-Preston Valley State Trail-Fillmore Co.:** As of September 1, 2021 the rehabilitation of this existing recreational state trail bridge has been completed and the Harmony-Preston Valley State Trail open to all public use. The construction contract for this project was subject to final payment and close on July 28, 2021.
- (4) **Matthew Lourey State Trail-Pine Co.:** The construction contract for the replacement of the Matthew Lourey State Trail Bridge over Bear Creek, located within the boundaries of St. Croix State Park was awarded on March 15, 2021 and construction began in early May. During May through June 2021 the existing bridge and abutments were removed and the abutments for the new bridge constructed. Unfortunately due to supply chain issues related to the Covid Pandemic, delivery of the new steel truss bridge has been delayed until late September 2021. Presently the project completion is scheduled for October 31, 2021.
- (5) **North Shore State Trail-Lake Co.-Lake Co.:** As of September 1, 2020, all engineering, design and permitting was complete and a construction contract for the replacement of the replacement of two (2) existing bridges located on the North Shore State Trail had been awarded. Construction is to be initiated in Late September 2021 and remains scheduled for completion on or before December 1, 2021.

Fifth Update March 1, 2022: Update Not Submitted

Sixth Update September 1, 2022: Update Not Submitted

Seventh Update March 1, 2023: Update Not Submitted

Eighth Update September 1, 2023: Update Not Submitted

Ninth Update April 1, 2024: This ENRTF Activity proposes the replacement or renewal of six existing State Trail bridges. The status of each of these bridge projects are as follows:

- (1) **Arrowhead State Trail-Koochiching Co.:** While delayed due to manufacturing issues, the replacement of the Arrowhead State Trail / Rat Root River Bridge was not completed until 12/23/2021 and final project closeout completed prior to June 30, 2022. The replacement bridge is a 80 foot long, 12 foot wide, weathering steel truss, recreational trail bridge with a 15 ton load rating. Final project closeout is anticipated on or before June 30, 2021. Following the installation of the replacement bridge, the State Trail was immediately available for the public use during the 2021/2022 snowmobile season.
- (2) **Central Lakes State Trail-Douglas Co.:** The replacement of this former railroad bridge with a culvert was completed in Late 2020. Final contract closeout was complete by June 30, 2021.
- (3) **Harmony-Preston Valley State Trail-Fillmore Co.:** The rehabilitation of this existing recreational trail bridge was completed during 2021 and open to all public use. Final project closeout was completed during August 2021 and the warranty inspection completed during June 2022.
- (4) **Matthew Lourey State Trail-Pine Co.:** Although initially delayed due to manufacturing and supply chain issues, replacement of the Matthew Lourey State Trail / ST Croix State Park Bridge over Bear Creek, initiated in early May 2021, was considered substantially complete on December 15, 2021. The new 100 foot long, 12 foot wide, steel truss bridge was immediately open to public use upon substantial completion. Project completion and construction closeout was, however, not finalized until August 2022.
- (5) **North Shore State Trail-Lake Co.-Lake Co.:** This project which proposed the replacement of two (2) existing, deteriorated timber bridges located on the North Shore State Trail was considered substantially complete on 12/16/2021. Final project closeout was however not complete until July 2022. While originally proposed for replacement with a large open bottom culvert, it was determined during preliminary assessment and concept design that the replacement of this structure with a modular steel bridge was the most cost effective and least impactful option. Both of the new replacement bridges, which ranged from 40 to 58 feet in length, are modular steel structures with a steel pan deck that permitted the installation of an aggregate bridge deck/trail surface.

Final Report October 30, 2024

Final reporting status update not submitted.

ACTIVITY 2 Title: Development of the Paul Bunyan State Trail: City of Bemidji - Clausen Ave Connection

Description: The project as proposed is to consist of the construction of an approximately 0.5 mile long segment of new recreational trail located along and adjacent to Clausen Avenue in the City of Bemidji. This trail section represents the final undeveloped segment of the 110 mile long Paul Bunyan State Trail between the communities of Brainerd/Baxter and Bemidji. The project, which is a cooperative project with the City of Bemidji, is necessary to eliminate the current circumstance that requires trail users to share the public roadway with personal and commercial traffic. Required property acquisitions have been completed by both the City of Bemidji and the Department of Natural Resources and the conceptual plans and specifications were developed by the Department of Natural Resources in 2011. The ENRTF Budget for this project will be supplemented by a \$150,000 Federal Recreational Trail Grant awarded to this project in 2017.

ACTIVITY 2 ENRTF BUDGET: \$450,000

Outcome	Completion Date
1. Project Engineering Complete and Construction Contract Awarded	June 1, 2020
March 2020 Update: Project Engineering Complete and Construction Contract Awarded	June 1, 2020
September 2020 Update: Project Engineering Complete and Construction Contract Awarded	April 1, 2021
March 2021 Update: Project Engineering Complete and Construction Contract Awarded	March 15, 2021
September 2021 Update: Project Engineering Complete and Construction Contract Awarded	April 15, 2021
2. Project Construction Complete	December 1, 2020
March 2020 Update: Project Construction Complete	June 30, 2021
September 2020 Update: Project Construction Complete	August 30, 2021
March 2021 Update: Project Construction Complete	July 15, 2022
September 2021 Update: Project Construction Complete	September 1, 2021
March 2022 Update:	Not Submitted
September 2022 Update:	Not Submitted
March 2023 Update:	Not Submitted
September 2023 Update:	Not Submitted
March 2024 Update: Project Complete	April 1, 2024

First Update March 1, 2020: While the conceptual plans and specifications were developed by the Department of Natural Resources in 2011, and approved by the City of Bemidji, as of March 2020 the development of the final plans and specifications have not yet been initiated. Natural and Cultural Resource studies also have yet to be initiated. It is currently anticipated that both the final engineering and resource studies will be initiated in May 2020 and completed by September 2020. As a cooperative project with the City of Bemidji, the City has requested that given that 9 years have passed since the development of the preliminary plan that an opportunity be provided for all residents and business located along the 3-4 block trail segment to review and comment on the preliminary plans and specifications. The requested “neighborhood” meeting has not yet been scheduled.

Second Update September 1, 2020: As of the beginning of September 2020 substantial progress toward the development of this significant 3-4 block new trail segment within the City of Bemidji has been made. Unfortunately COVID related restrictions on staff activities delayed implementation of many of the activities required to complete this project. However, by late May 2020 the natural resource assessments were able to be completed. By July 2020 a contract with the Engineering firm who developed the 2011 preliminary plans for this project, to complete the final construction plans and specifications was approved and executed. Under the terms of this contract, initial “preliminary” final plans are scheduled to be complete and available for MnDNR and City of Bemidji review by 1 October 2020. In late August early notification was received from the Minnesota Department of Transportation (MnDOT) that under their responsibilities associated with the project’s Federal Recreation Trail Grant, they had completed the required cultural resource investigations. Final documentation of these results is anticipated during September 2020. The “neighborhood meeting” requested by the City was, unfortunately not able to be scheduled until October 2020 in-part due to the requirements, logistics and approvals required to provide for a safe, in-person public meeting for all participants under COVID guidelines. Should there be no substantive revisions to the plan as currently developed resulting from the public meeting, the final plans and specifications are scheduled to be complete in early December 2020. It is presently anticipated that the project contract for construction will be let in March 2021 and construction initiated prior to 1 June 2021. Construction completion is presently scheduled for August or September 2021.

Third Update March 1, 2021: As noted previously, although delayed due to COVID related restrictions, the required Public Meeting was held on October 7, 2020. The plan was well received by the neighborhood residents and community members in attendance. The final construction plans and specifications for the development of this significant trail segment/connection were completed following public meeting and were prepared for construction contract bid advertisement by March 1, 2021. The current schedule remains to have the construction contract award by March 15, 2021, construction in-progress by May 1, 2021 and complete no later than July 15, 2021.

Fourth Update September 1, 2021: On April 15, 2021 a contract for the construction of the 0.52 mile long Clausen Avenue Segment of the Paul Bunyan State Trail was awarded and construction initiated on in Late May. As of September 1, 2021 all construction had been substantially completed and the new trail segment has been opened to public use. It is anticipated that final project contract closeout will take place prior to December 31, 2021.

Fifth Update March 1, 2022: Update Not Submitted

Sixth Update September 1, 2022: Update Not Submitted

Seventh Update March 1, 2023: Update Not Submitted

Eighth Update September 1, 2023: Update Not Submitted

Ninth Update April 1, 2024: As of April 1, 2024, this activity which proposed the development of a new 0.5-mile-long segment of the Paul Bunyan State Trail located along and adjacent to Clausen Avenue within the City of Bemidji has been completed. This trail section which represented the final undeveloped segment of the 110-mile-long Paul Bunyan State Trail between the communities of Brainerd/Baxter and Bemidji was substantially complete on October 28, 2021, and open to public use immediately, including winter snowmobile use. The project, which would not have been possible without the cooperative efforts of the City of Bemidji, has provided the opportunity to eliminate the previous requirement to trail users to share and negotiate 0.5 miles of public municipal roads between the northern and southern segments of the State Trail. While generally complete in 2021 it was not until September 2022 that the project was subject to final closeout.

Final Report 30 October 2024

Final reporting status update not submitted.

ACTIVITY 3 Title: Development of the Gateway State Trail: City of St. Paul - L’Orient Avenue Realignment

Description: This Activity/Budget will allow for the construction of the proposed realignment of a 0.65 mile long segment of the Gateway State Trail, east of L’Orient Avenue, along the western margins of the I-35E rights-of-way, in St. Paul, Ramsey County. This is a cooperative project between the Minnesota Department of Transportation, Minnesota Department of Natural Resources and the City of St. Paul. The project will allow for the elimination of an existing at-grade trail crossing of L’Orient Avenue, a roadway which has increasing heavy commercial traffic. The conceptual design for this project has been completed by the Department of Natural Resources and further engineering of the locally preferred corridor is currently underway. As presently proposed the trail realignment corridor is to be confined entirely to lands administered by the Minnesota Department of Transportation and the City of St. Paul. Should the final project plans identify the need for limited land acquisition, an update to the ENTF Work Plan will be submitted.

ACTIVITY 3 ENRTF BUDGET: \$600,000

Outcome	Completion Date
1. Project Engineering Complete and Construction Contract Awarded	June 1, 2020

March 2020 Update: Project Engineering Complete and Construction Contract Awarded	June 1, 2020
September 2020 Update: Project Engineering Complete and Construction Contract Awarded	April 1, 2021
March 2021 Update: Project Engineering Complete and Construction Contract Awarded	October 1, 2021
September 2021 Update: Project Engineering Complete and Construction Contract Awarded	November 30, 2021
2. Project Construction Complete	June 30, 2021
March 2020 Update: Project Engineering In-progress	June 30, 2021
September 2020 Update: Project Engineering In-progress	August 30, 2021
March 2021 Update: Project Engineering In-progress	June 30, 2022
September 2021 Update: Project Engineering Complete	June 30, 2022
March 2022 Update:	Not Submitted
September 2022 Update:	Not Submitted
March 2023 Update:	Not Submitted
September 2023 Update:	Not Submitted
March 2024 Update: Project Construction Complete	April 1, 2024

First Update March 1, 2020: MnDNR Engineering staff was not able to begin formal final engineering and design in 2019. As of 1 March 2020, internal design discussions have been held and formal engineering/design is anticipated to begin during March 2020. Natural and cultural resource assessments will begin immediately in the spring and although not anticipated to require substantial time to complete, anticipated wetland impacts will require formal delineation and potential mitigation. Initial engineering evaluation of the preliminary design has identified a single property occupied by a commercial billboard where ownership cannot be readily determined. Research into the ownership of the billboard property is in-progress. Construction of this approximately 0.6 mile trail segment is tentatively anticipated to be completed during the 2021 construction season.

Second Update September 1, 2020: The MnDNR Design and Construction staff were able to begin formal engineering and design of the 0.65 mile realignment of the Gateway State Trail between Maryland and Arlington Avenues in St. Paul. Based upon the previously completed conceptual design, preliminary construction plans were completed during May 2020. As originally designed, the proposed trail corridor is confined almost entirely to within the Minnesota Department of Transportation (MnDOT) administered rights of way of I-35E and City of St. Paul administered lands adjacent to L’Orient Ave, a city street. The preliminary plans were submitted to the MnDOT and the City of St. Paul for review during June 2020. The plan was approved by both the MnDOT and the City of St. Paul in Late July 2020. Although subject to some delay as the result of COVID related staff restrictions, both Cultural and Natural Resource assessments of the project corridor were completed during August 2020 with no significant resources identified. The natural resource assessment did confirm the presence two small apparent wetlands within and/or adjacent to the proposed project corridor. Formal evaluation and delineation of the identified wetlands is scheduled to be completed during October 2020. Unfortunately, the research required to identify ownership of the “billboard” property has been delayed substantially due to COVID related limits on access to public property records. Initial research has suggested that the Canadian Pacific Railroad is the current owner, however, when consulted they have denied ownership. A formal examination of property title and assessment records is currently in progress with the assistance of Ramsey County staff. Assuming resolution of the property ownership question prior to 1 January 2021, the final construction plans and specifications will be completed during February 2021, a construction contract awarded in by 1 April, and construction beginning in May and complete no later than 30 August 2021.

Third Update March 1, 2021: While significant progress has been made in resolving the complex land ownership and land rights within a portion of the project area, as of March 1, 2021 a small portion of the trail corridor has yet to be secured. With the direct participation of the City of St. Paul, it is anticipated that the final property rights will be secured by July 1, 2021 and the project complete and open for public use by June 30, 2022.

Fourth Update September 1, 2021: As of September 1, 2021 the preliminary project plans and specifications have been completed and subject to review and approved by project partners, the City of St. Paul and the Minnesota Department of Transportation. Between March 1 and September 1, 2021 the City of St. Paul was able to secure agreements for recreational trail easements for the two small areas along the MnDOT owned r/w required to construct the proposed trail segment to the required accessibility standards. It is currently anticipated that the City will have secured the two small easements on or before November 1, 2021. The final plans and specification are to be complete by October, 1 2021 and contract letting of project construction to take place during November 2021. As proposed, project construction is to be initiated no later than April 15, 2022 and substantially complete on June 30, 2022.

Fifth Update March 1, 2022: Update Not Submitted

Sixth Update September 1, 2022: Update Not Submitted

Seventh Update March 1, 2023: Update Not Submitted

Eighth Update September 1, 2023: Update Not Submitted

Ninth Update April 1, 2024: As of April 1, 2024 this activity, which proposed the development of a new 0.65-mile-long realignment of the segment of Gateway State Trail within the City of St. Paul, was complete and open for public use. As anticipated in September 2021, the final plans and specifications for the project were complete in Late 2021 and a construction contract advertised in December 2021. Unfortunately, all bids received in response to the December 2021 bid advertisement exceeded the available budget. As a result, all bids were rejected and efforts to allocate additional funding were initiated. By July 2022, MnDOT/FHWA had been able to increase their participation by \$100,000 and the DNR Division of Parks and Trails had identified and allocated \$200,000 in Legacy Funding to support successful project completion. In September 2022 a construction contract was awarded, and construction initiated during November 2022. Due to restrictions associated with the Federally Endangered Rusty Patched Bumble Bee, all ground disturbance for the project was required to be initiated after Oct 11, 2022 and be complete prior to April 10, 2023 to assure no potential adverse impact to the species. Construction continued intermittently during the winter of 2022/2023, with all necessary activities completed by April 2023. With the grading completed as required, construction on the ½ mile plus corridor continued during the Spring and Summer of 2023, and was substantially complete and open for public use in Early August 2023. Formal closeout of the construction contract is anticipated to be completed on or before June 30, 2024.

Final Report October 30, 2024

Final reporting status update not submitted.

ACTIVITY 4 Title: Development of the Heartland State Trail: Cass Co. - Steamboat Loop/Co Rd. 142 Realignment

Description: This project proposes the development of a 1.0 mile segment of new recreational trail located 7.5 miles north of the community of Walker. The proposed development will provide the opportunity to eliminate the one existing gap in the 39 miles of the Heartland State Trail as authorized east of Park Rapids and improve trail user safety. The project will eliminate the current trail severance that presently requires the trail user to navigate of the narrow, bituminous shoulder of the Cass CR 142 / Steamboat Loop roadway between two existing portions of the dedicated State Trail corridor, located north and south of the proposed project corridor. The proposed trail development corridor is currently state owned and is presently used principally by snowmobiles. The development of this trail segment will provide all trail users, a safe, off-road, multi-use, recreational trail that is consistent with the remainder of the Heartland State Trail, consisting of a 10 foot wide

bituminous trail surface with grades that do not exceed 5% as established by the Americans with Disabilities Act. The required trail corridor has been previously acquired and preliminary engineering for the corridor has been completed.

ACTIVITY 4 ENRTF BUDGET: \$900,000

Outcome	Completion Date
1. Project Engineering Complete and Construction Contract Awarded	March 1, 2020
March 2020 Update: Project Engineering Complete and Construction Contract Awarded	June 30, 2020
September 2020 Update: Project Engineering Complete and Construction Contract Awarded	March 31, 2021
March 2021 Update: Project Engineering Complete and Construction Contract Awarded	June 1, 2021
September 2021 Update: Project Engineering Complete and Construction Contract Awarded	August 16, 2021
2. Project Construction Complete	October 1, 2020
March 2020 Update: Project Engineering In-progress	June 30, 2021
September 2020 Update: Project Engineering In-progress	September 30, 2021
March 2021 Update: Project Engineering In-progress	December 1, 2021
September 2021 Update: Project Engineering In-progress	June 30, 2022
March 2022 Update:	Not Submitted
September 2022 Update:	Not Submitted
March 2023 Update:	Not Submitted
September 2023 Update:	Not Submitted
March 2024 Update: Project Construction Complete	April 1, 2024

First Update March 1, 2020: The initiation of the final engineering plans and specifications by MNDNR Engineering for the construction of this approximately 1.0 mile Heartland State Trail (CR142/Tower Hill) recreational trail segment was not possible prior onset of the 2019/2020. As of 1 March 2020, the final engineering/design is anticipated to begin during March 2020 and be complete by June or July 2020. Natural resource assessments were completed in late Fall 2019 with no significant issues identified. The required cultural resource investigations are currently schedule to be completed during July 2020. It is presently anticipated that construction for this project will begin in late 2020 and be complete summer 2021.

Second Update September 1, 2020: As anticipated, the preliminary engineering and design for the development of the proposed 1.0 mile was initiated during March 2020 and initial plans and specifications complete by the end of June. While the natural resource assessments of the proposed project corridor were completed in Late 2019, the cultural resource investigations were not able to be scheduled for completion until the spring of 2020. Due to limitations on the activities of MnDNR staff, including extended and overnight travel, the cultural resource field studies were not able to be completed on the schedule as anticipated in March 2020. The challenges associated with rescheduling Division of Parks and Trails Cultural Resource staff resulted in the completion of these studies being delayed until early October 2020. It is expected that when complete, these investigations will confirm that much of the proposed construction corridor is confined to property altered by the development of the in-place snowmobile trail. Should the results of the cultural resource investigations be as expected, it is anticipated that the final plans and specifications for this project will be completed during December 2020, a construction contract awarded in February or March 2021 and construction initiated prior to 1 June 2021. Construction is currently proposed to be complete by September 2021 and the corridor open for public use immediately upon completion.

Third Update March 1, 2021: As of March 1, 2021, the required project cultural resource had been completed as anticipated and the proposed project design approved to proceed. Although the final plans and specifications

have not been completed, they are expected to be completed by April 1, 2021 and a construction contract awarded in June 2021. The delays realized in 2020 have unfortunately continued to result in further adjustments to proposed construction schedule. Because construction was not able to be initiated prior to April 1, 2021 as had been anticipated, concerns for the unintended spread of Oak Wilt disease and the restrictions for the clearing of Northern Long Eared Bat habitat have required that all construction be delayed until after August 15, 2021. Presently it is anticipated that the construction will begin on August 16, 2021, be substantially complete and open for public use prior to the 2021/2022 snowmobile season.

Fourth Update September 1, 2021: The final project plans and specifications were completed during July 2021 and the construction contract awarded on August 16, 2021. Although construction had not yet started on September 1, 2021, corridor clearing is presently scheduled to begin on September 20, 2021. The corridor is to be in a condition that is suitable for Snowmobile traffic during the 2021/2022 season (December 1, 2021 through April 1, 2022) and the entire project substantially complete on 30 June 2022 and available for public use immediately thereafter.

Fifth Update March 1, 2022: Update Not Submitted

Sixth Update September 1, 2022: Update Not Submitted

Seventh Update March 1, 2023: Update Not Submitted

Eighth Update September 1, 2023: Update Not Submitted

Ninth Update April 1, 2024: As reported in September 2012, the construction of the 1.0 mile long segment of the Heartland State Trail north of the community of Walker was initiated in Late 2021 and completed in June 2022 and open for public use. Although construction, was initiated in Late 2021, as required, construction was suspended with the first measurable snowfall in Late December 2021 to assure the corridor was available for seasonal snowmobile use. As proposed the project included the engineering, design and construction of a new trail segment, on existing state-owned lands, which provided for the elimination of the one undeveloped gap in the Heartland State Trail between the communities of Park Rapids and Cass Lake, providing a segment of designated, improved off road recreational trail and greatly improving trail user safety. While traverses wooded, hilly terrain, the new trail surface maintains surface grades that do not exceed 5% as required by the Americans with Disabilities Act. While complete, delays in finalizing the utility contracts required during construction have resulted in a delay in final project closeout. All remaining project costs are to be paid and the project formal subject to closeout on or before June 30, 2024.

Final Report: October 30, 2024

Final reporting status update not submitted.

ACTIVITY 5 Title: Development of the Gitchi Gami State Trail: Lutsen Connection

Description: This activity proposes the development of a new 1.5 mile segment of the Gitchi Gami State Trail extending from the trail's current terminus at "Ski Hill Road" to the community of Lutsen. The existing State Trail that terminates at Ski Hill Road, extends south approximately 10.5 miles thru the community of Tofte and Temperance River State Park, terminating in Town of Schroeder. A Feasibility study of potential trail alignments for the Lutsen Connection has been previously completed through the cooperative efforts of the Community of Lutsen, the Gitchi Gami Trail Association and the Arrowhead Regional Development Commission. The ENRTF Budget for this project will provide the engineering and design as well as the required State match for a \$600,000 Transportation Alternatives Grant awarded to this project in 2017. The estimated cost to design and develop the Gitchi Gami State Trail / Lutsen Segment is currently \$1,100,000. Should the final project plans identify the need for limited land acquisition, an update to the ENTF Work Plan will be submitted.

ACTIVITY 5 ENRTF BUDGET: \$500,000

Outcome	Completion Date
1. Project Engineering Complete and Construction Contract Awarded	March 1, 2021
March 2020 Update: Project Engineering Complete and Construction Contract Awarded	December 31, 2020
September 2020 Update: Project Engineering Complete and Construction Contract Awarded	June 30, 2021
March 2021 Update: Project Engineering Complete and Construction Contract Awarded	May 1, 2022
September 2021 Update: Project Engineering Complete and Construction Contract Awarded	May 1, 2022
2. Project Construction Complete	December 1, 2021
March 2020 Update: Project Engineering In-progress	December 1, 2021
September 2020 Update: Project Engineering In-progress	December 1, 2021
March 2021 Update: Project Engineering In-progress	October 30, 2022
September 2021 Update: Project Engineering In-progress	June 30, 2023
March 2022 Update:	Not Submitted
September 2022 Update:	Not Submitted
March 2023 Update:	Not Submitted
September 2023 Update:	Not Submitted
March 2024 Update: Project Construction In-Progress	April 1, 2024

First Update March 1, 2020: As noted in the original project proposal, a feasibility study of potential trail alignments for the Lutsen Connection has been previously completed through the cooperative efforts of the Community of Lutsen, the Gitchi Gami Trail Association and the Arrowhead Regional Development Commission. The community has identified a preferred corridor which places the new 1.5 mile recreational trail segment along the inland side of TH 61 and confined entirely within the existing TH61 rights of way. Although the engineering of the preferred corridor was initiated in late 2019, MnDOT consultation regarding specifics of trail configuration within the several small North Shore Communities and the development of a typical trail section in these locations is anticipated to be complete by June 2020. To facilitate to development of the proposed Trail Segment MnDOT is also providing updated formal land surveys of the entire corridor. As of March 1, 2020 the final engineering/design for the Ski Hill Rd to Lutsen trail segment is anticipated to be complete by late 2020. Natural and cultural resource assessments are currently scheduled to be complete Fall 2019. It is presently anticipated that construction for this project will begin Late 2021 and be complete by the end of 2021.

Second Update September 1, 2020: As of 1 September 2020, the formal engineering and design had been initiated and specific discussions with MnDOT regarding the specific trail configuration with the “urban” portion of the community of Tofte had progressed significantly. At this time it appears that within the North Shore Communities the proposed “typical” State Trail corridor will be developed with curb and gutter, providing a traffic calming visual cue for motorists on TH61 of posted speed limits within the reduced speed zones. This configuration is consistent with the Lutsen Community’s request that the trail provide a pedestrian corridor within the town center and will allow for significantly less if not eliminate direct impacts to adjacent private properties. Although delayed slightly due to early COVID related staff restrictions, new formal survey data of the entire proposed trail corridor (TH 61 rights of way) required for the formal trail design was provided by MnDOT in late June 2020. It is currently anticipated that the final engineering plans and specifications will be completed by mid-2021. Due to the delays associated with determining the final trail configuration, the MnDNR has requested consideration by MnDOT for a revision to the existing Transportation Alternatives Grant that would provide for project construction beginning in Late 2021 or Early 2022 with completion on 2022. A decision regarding this request is anticipated in February 2021.

Third Update March 1, 2021: By March 1, 2021, a series of conceptual plans had been developed and subject to review and comment by the Community of Lutsen and MnDOT. Based upon these comments the development of preliminary plans and specifications has been initiated and is anticipated to be complete in May 2021. One significant change in potential trail alignment was presented when the family which owns the property along and adjacent to TH61 south of the community of Lutsen offered to provide an opportunity to potential place the trail immediately outside of the narrow MnDOT administered rights-of-way in this area. The Division of Parks and Trails is currently actively working with the property owners on a potential corridor acquisition. In February 2021, the requested revision to the existing Transportation Alternatives Grant was approved, providing for construction to begin in 2022 rather than 2021 as had been required. The current project schedule is for final plans and specifications to be complete by December 1, 2021, construction contract award by May 1, 2022 and construction completed no later than October 30, 2022.

Fourth Update September 1, 2021: As of August 1, 2021 a preliminary plan for the approximately 1.8 mile Lutsen Connection of the Gitchi Gami State Trail was complete and has been subject to initial review and approval by both the Minnesota Department of Transportation and the Community of Lutsen. During August 2021, a formal Request For Proposals was developed that will provide for a consulting Engineering firm to provide the final project plans and specifications as well as all construction administration and inspection. The project schedule remains: (1) Final plans and specifications to be complete by December 1, 2021; and (2) Construction contract awarded by May 1, 2022; and (3) Construction completed no later than June 30, 2023. As of September 1, 2021 the discussions with the owners of the property located along and adjacent to approximately 1 mile of the proposed corridor south of the Community of Lutsen. As advocates for the community, the property owners have agreed to an easement acquisition by the State of Minnesota to provide for an improved recreational trail corridor. It is anticipated that the required trail corridor will be secure by May 1, 2022.

Fifth Update March 1, 2022: Update Not Submitted

Sixth Update September 1, 2022: Update Not Submitted

Seventh Update March 1, 2023: Update Not Submitted

Eighth Update September 1, 2023: Update Not Submitted

Ninth Update April 1, 2024: On April 1, 2024, the construction of the approximately 1.8 mile long “Lutsen Connection” of the Gitchi Gami State Trail was under construction although in winter suspension. As anticipated in September 2021, the final plans and specifications for the proposed project were completed by Late 2021 and formally approved by MnDOT in Early 2022, however, due to higher than anticipated construction costs, the award of a construction contract was delayed until Late 2022. While formal construction along the corridor was not able to be initiated until Spring 2023, tree clearing was completed prior to April 1, 2023 to assure the projects compliance with Federal Endangered Species Requirements. Construction along the more than one-mile-long trail corridor began in earnest the first week of May 2023 and continued with only limited delays until August when revisions to the project plans to address a request from MnDOT to replace two previously approved culverts proposed for installation to recreational trail bridges. The required engineering and design has resulted in an unanticipated delay and suspension in construction. During March 2024, the final bridge plans and specifications were completed and approved by MnDOT. It is currently anticipated that the new bridges can be installed, the trail paved and the trail open to public use during July 2024. However, the availability of the components required for the two small bridges will determine the final completion schedule.

Final Report: October 30, 2024

Final reporting status update not submitted.

ACTIVITY 6 Title: Redevelopment of the Minnesota Valley State Trail: Fort Snelling State Park Segment

Description: This activity proposes the upgrading and rehabilitation of a 0.6 mile segment of the Minnesota Valley State Trail located entirely within the boundaries of Fort Snelling State Park. This project is to be a cooperative project with the National Park Service (NPS) which owns and administers the northern 0.5 miles of the trail that extends beyond the State Park boundaries, terminating in Minnehaha Regional Park. As proposed, the redevelopment of this trail segment will include the complete replacement and widening the bituminous trail surface from 8 feet to 10 feet, the replacement of several small timber bridges with culverts, and improvements to accessibility in several areas. The NPS has allocated funding for the redevelopment of its 0.5 mile segment and has provided the Department of Natural Resources a \$200,000 grant for the redevelopment of the 0.6 mile state owned trail segment. Final plans and specifications for this project have been developed by the NPS in consultation with the Department of Natural Resources. NPS is to be administrator of construction bidding and construction through Agreement with the Department of Natural Resources.

ACTIVITY 6 ENRTF BUDGET: \$900,000

Outcome	Completion Date
1. Project Construction Contract Awarded	September 1, 2019
March 2020 Update: Project Construction Contract Awarded	September 1, 2020
September 2020 Update: Project Construction Contract Awarded	September 1, 2021
March 2021 Update: Project Construction Contract Awarded	May 1, 2022
September 2021 Update: Project Construction Contract Awarded	May 1, 2022
2. Project Construction Complete	August 1, 2020
March 2020 Update: Engineering In-progress	June 30, 2021
September 2020 Update: Engineering In-progress	December 1, 2022
March 2021 Update: Engineering In-progress	December 1, 2022
September 2021 Update: Engineering In-progress	December 1, 2022
March 2022 Update: Engineering In-progress	Not Submitted
September 2022 Update: Engineering In-progress	Not Submitted
March 2023 Update: Engineering In-progress	Not Submitted
September 2023 Update: Engineering In-progress	Not Submitted
March 2024 Update: Project Complete	April 1, 2024

First Update March 1, 2020: As defined in the original project proposal the final plans and specifications for this project have previously been completed by the National Park Service (NPS) in consultation with the MnDNR. Natural and cultural resource assessments of the proposed trail rehabilitation and renewal have been completed independently, although in cooperation, by both Agency’s. Unfortunately, as of March 1, 2020 the National Park Service has not been provided the appropriation required for the \$200,000 grant to the MnDNR or to complete the NPS owned section of the referenced trail corridor. The NPS remains confident that the required appropriation will be allocated. Although limited updating and revisions to the previously developed construction plans and specifications will be required upon NPS funding allocations, it is anticipated that construction can be initiated within 3-6 months, seasonally dependent, of the receipt of NPS funding or participation approval.

Second Update September 1, 2020: During May 2020 the National Park Service (NPS) recommended that the MNDNR formally apply for a State and Local Assistance Grant directly through the NPS Mississippi National River and Recreation Area in an effort to secure the NPS funding allocation of approximately \$200,000 to the MnDNR. The MnDNR submitted a formal grant application on 25 June 2020. The MnDNR was notified on 6 August 2020 of the award of the requested grant in the amount of \$183,482.75. The term of the NPS State and Local Assistance Grant as received is 1 August 2020 through 30 September 2024. The NPS continues to pursue the funding necessary to complete their portion of the trail corridor. Should the NPS be unable to secure additional

funding by early 2021, it is the MNDNR's intent to pursue construction options that would allow the State Trail Segment to be completed in early 2022.

Third Update March 1, 2021: As of March 1, 2021, the National Park Service (NPS) had been informed that they had been approved for the funding required to construction their portion of this trail segment through the Federal Lands Transportation Program. Fortunately, the funding will be available on or before October 1, 2021, which optimistically will permit the proposed trail rehabilitation and reconstruction to be completed during 2022 construction season. The MnDNR is currently working with the staff of the NPS on a formal agreement that will have the MnDNR responsible for the implementation of the trail rehabilitation of both the State and Federal trail segments.

Fourth Update September 1, 2021: As of September 1, 2021, the National Park Service (NPS), the Eastern Federal Lands Section and the MnDNR had reached agreement on the format of two separate agreements that will facilitate the MnDNR administering the contract for the rehabilitation of both the State and Federally owned portions of the approximately 1.1 mile long trail segment. It is currently anticipated that both agreements will be fully executed by September 15, 2021. Given the advanced state of the existing contraction plans and specifications developed by the NPS in 2018, it remains the intent to have construction completed by December 1, 2022 and the conclusion of the 2022 construction season. Updating of the existing plans and specifications is expected to be completed on or before February 1, 2022.

Fifth Update March 1, 2022: Update Not Submitted

Sixth Update September 1, 2022: Update Not Submitted

Seventh Update March 1, 2023: Update Not Submitted

Eighth Update September 1, 2023: Update Not Submitted

Ninth Update April 1, 2024: On April 1, 2024, this Activity was nearing completion. Although it was anticipated in September 2021 that a consultant contract for the completion of the final plans and specifications would be in place by the end of 2021, it was not until April 2022 that the contract was able to be executed. As a result, the completion of the final plans, specifications and construction bidding documents was delayed until Late 2022. A construction contract for the completion of the approximately 1.6-mile trail segment, including both the State administered trail segment and the contiguous National Park Service administered trail segment was awarded in Late March 2023. In an effort assure that the project would follow Federal Endangered Species Law and that the construction related trail closure could be limited to the extent possible, Minnesota State Park and National Park Service Staff removed all standing trees prior to April 1, 2023. Formal construction began in earnest in Late May 2023 and continued with only limited delays through Oct 2023. Due to the cultural and historical significance of the Fort Snelling Area, all construction located on the projects eastern end was subject to construction monitoring by DNR Archaeological Staff and Tribal Monitors, during all phases of required excavation. The project was substantially complete on November 1, 2024 and the corridor opened for public use. AS originally proposed, the upgrading and rehabilitation including the widening of the existing bituminous trail surface to 10 feet from the existing 8 foot width, as well as the removal of 7 small bridge and the replacement of these structures with culverts. While considered substantially complete, limited final items remain to be completed in Early 2024. It is presently anticipated that the project will be complete and the project subject to formal close out on or before June 30, 2024.

Final Report: October 30, 2024

Final reporting status update not submitted.

IV. DISSEMINATION:

Description: The projects to be completed under this budget/activity will be completed in cooperation with each of the associated communities and the local Trail Association or Friends Organization. Project planning and design will be completed with the complete participation of the State Trail local partners. At the direction of the local project partners, open houses may be scheduled to provide local residents and interested parties an opportunity to view and comment on the project design plans. Notifications regarding trail development schedules and impacts to existing trail use will be placed on the Minnesota Department of Natural Resources Web pages for the specific project trails (see web address for activities one through six below). Notifications will also be published directly by the Department of Natural Resources in local newspapers should the anticipated impacts warrant.

https://www.dnr.state.mn.us/state_trails/central_lakes/index.html
https://www.dnr.state.mn.us/state_trails/arrowhead/index.html
https://www.dnr.state.mn.us/state_trails/harmony_preston/index.html
https://www.dnr.state.mn.us/state_trails/matthew_lourey/index.html
https://www.dnr.state.mn.us/state_trails/matthew_lourey/index.html
https://www.dnr.state.mn.us/state_trails/north_shore/index.html
https://www.dnr.state.mn.us/state_trails/paul_bunyan/index.html
https://www.dnr.state.mn.us/state_trails/gateway/index.html
https://www.dnr.state.mn.us/state_trails/heartland/index.html
https://www.dnr.state.mn.us/state_trails/gitchigami/index.html

Additionally the local trail organizations will also play a role in notifying the public of project planning and construction.

<http://gatewaybrowns creektrail.org/>
<http://www.ggta.org/>

The Minnesota Environment and Natural Resources Trust Fund (ENRTF) will be acknowledged through use of the trust fund logo or attribution language on project print and electronic media, publications, signage, and other communications per the [ENRTF Acknowledgement Guidelines](#).

First Update March 1, 2020: The trust fund logo has been included on the each of the DNR developed project plans and specifications completed to date. Once complete each of the bridges will have a plaque mounted to the bridge that contains the trust fund logo as well.

Second Update September 1, 2020: The trust fund logo has been included on the each of the DNR developed project plans and specifications completed to date. Once complete each of the bridges will have a plaque mounted to the bridge that contains the trust fund logo as well.

Third Update March 1, 2021: The trust fund logo has been included on the each of the DNR developed project plans and specifications completed to date. Once complete each of the bridges will have a plaque mounted to the bridge that contains the trust fund logo as well.

Fourth Update September 1, 2021: The trust fund logo has been included on the each of the DNR developed project plans and specifications completed to date. Once complete each of the bridges will have a plaque mounted to the bridge that contains the trust fund logo as well.

Fifth Update March 1, 2022: Update Not Submitted

Sixth Update September 1, 2022: Update Not Submitted

Seventh Update March 1, 2023: Update Not Submitted

Eighth Update September 1, 2023: Update Not Submitted

Ninth Update March 1, 2024: The trust fund logo has been included on the each of the DNR developed project plans and specifications completed to date. Once complete, each of the State Trail bridges will have a plaque mounted to the bridge structure that contains the trust fund logo.

Final Report between project completion on June 30, 2024 and October 30, 2024.

Final reporting status update not submitted.

V. ADDITIONAL BUDGET INFORMATION:

A. Personnel and Capital Expenditures

Explanation of Capital Expenditures Greater Than \$5,000: The ENRTF Budget for this project of \$5,000,000 is proposed to be expended entirely on the rehabilitation or replacement of the identified bridges and the rehabilitation or development of the identified segments of the Paul Bunyan, Gateway, Heartland, Gitchi Gami and Minnesota Valley State Trails. Trail construction is to consist of the development of segments of 10 foot wide bituminous surfaced recreational trail. All state trail improvements will be confined to lands administered by the State of Minnesota and will be continuously open to the public for all designated uses.

Explanation of Use of Classified Staff: NA

Total Number of Full-time Equivalents (FTE) Directly Funded with this ENRTF Appropriation:

Enter Total Estimated Personnel Hours for entire duration of project: 0	Divide total personnel hours by 2,080 hours in 1 yr = TOTAL FTE: 0
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Total Number of Full-time Equivalents (FTE) Estimated to Be Funded through Contracts with this ENRTF Appropriation:

Enter Total Estimated Contract Personnel Hours for entire duration of project: 12,480	Divide total contract hours by 2,080 hours in 1 yr = TOTAL FTE: 6
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VI. PROJECT PARTNERS:

A. Partners outside of project manager’s organization receiving ENRTF funding

NA

B. Partners outside of project manager’s organization NOT receiving ENRTF funding

Project partners include the cities of St. Paul, Bemidji, and Lutsen, Cook and Cass Counties, the Gitchi Gami and Gateway-Browns Creek Trail Associations, the National Park Service and the Minnesota Department of Transportation. Partner participation includes supplemental funding, providing trail rights-of-way and design review assistance.

VII. LONG-TERM- IMPLEMENTATION AND FUNDING:

Each of the identified projects are all existing or proposed components of the Outdoor Recreation System and will be implemented through the MNDNR Division of Parks and Trails Division staff. The development of the each of the referenced trail projects, which represent improvements or enhancements to each of the individual state trails, will have an immediate impact on all users and trail maintenance staff by providing expanded trail

opportunities and significant safety improvements. The development of the Gitchi Gami State Trail – Lutsen Connection will provide Lutsen residents and visitors a direct, off-road recreational trail connection for users of all abilities to Temperance River State Park and the communities of Tofte and Schroeder. Within the communities of St. Paul and Bemidji, and in rural Cass County north of the Community of Walker, each proposed trail projects will eliminate the last significant at-grade trail / public road crossing and on-road trail segments for the existing Gateway, Heartland and Paul Bunyan State Trails.

The engineering and design of the each of the projects, except the Minnesota Valley State trail Segment, will be completed by the Department of Natural Resources, Division of Operations Services, Design and Construction Section. Although the plans and specifications for the Paul Bunyan State Trail, Heartland State Trail and the Gateway State Trail projects are well advanced, final engineering and design will be initiated at the time of approval of the ENRTF Workplan and Budget. Contract and construction administration for all projects except the Minnesota Valley State Trail will also be provided by the Department of Natural Resources, Division of Operations Services.

Upon completion of these projects, it is not anticipated that significant revision, rehabilitation or repair to the individual trail segments will be required for twenty to twenty five years. Each of the bridge to culvert replacements will result in the removal on a bridge from the Department of Natural Resources Bridge Inventory eliminating all future bridge inspections and significantly limiting the annual maintenance in perpetuity. Required seasonal maintenance, including trail surface crack sealing and limited surface repairs, vegetation management, fencing and regulatory and informational sign maintenance will be completed by the MnDNR Trail Operations staff who currently administer, operate and maintain the respective state trails.

VIII. REPORTING REQUIREMENTS:

- Project status update reports will be submitted March 1 and September 1 each year of the project
- A final report and associated products will be submitted between June 30 and October 30, 2024.

IX. SEE ADDITIONAL WORK PLAN COMPONENTS:

- A. Budget Spreadsheet**
- B. Visual Component or Map**
- C. Parcel List Spreadsheet**
- D. Acquisition, Easements, and Restoration Requirements**
- E. Research Addendum**

Minnesota State Trails – Project Photos:

Arrowhead State Trail: Rat Root River Bridge / Replacement (Complete)



Central Lakes State Trail: Bridge / Replacement with Culvert (complete)



Harmony-Preston Valley State Trail: South Branch Root River Bridge / Rehabilitation (Complete)



Matthew Lourey State Trail: Bear Creek Bridge / Replacement Complete)



CJ Ramstad/Northshore State Trail: West Branch Beaver River Bridge / Replacement (Complete)



CJ Ramstad/Northshore State Trail: Big 39 Creek River Bridge / Replacement (Complete)



Paul Bunyan State Trail: Clausen Avenue Segment / New Development (Complete)



Gateway State Trail: L'Orient Street Segment / Trail Realignment (Complete)

Heartland State Trail: Steamboat Loop Segment / New Development (Complete)



Minnesota Valley State Trail: Minnehaha Segment / Rehabilitation (Substantially Complete)



Attachment A: FINAL BUDGET

Environment and Natural Resources Trust Fund

M.L. 2019 Budget Spreadsheet

Final Budget

Legal Citation: M.L. 2019, First Special Session, Chp. 4, Art. 2, Sec. 2, Subd. 09d

Project Manager: Kent Skaar

Project Title: Minnesota State Trails Development

Organization: Minnesota Department of Natural Resources - Division of Parks and Trails

Project Budget: \$5,000,000

Project Length and Completion Date: June 30, 2024

Today's Date: March 25, 2025 (LCCMR Corrected (4/7/25))



ENVIRONMENT AND NATURAL RESOURCES TRUST FUND BUDGET	LCCMR Corrected (4/7/25) Budget Amended March 25, 2025	Amount Spent	LCCMR Corrected (4/7/25)Balance (as amended March 25, 2025)
BUDGET ITEM			
Personnel (Wages and Benefits)		\$ -	\$ -
NA			
Professional/Technical/Service Contracts			
State Trail Bridges Renewal or Replacement - MNDNR Engineering / Resource	\$ 270,742	\$ 270,742	\$ -
Paul Bunyan State Trail (Clausen Ave.) - MNDNR Engineering / Resource / Contract Eng	\$ 45,000	\$ 40,810	\$ 4,190
Gateway State Trail (L'Orient Ave) - MNDNR Engineering / Resource	\$ 59,770	\$ 59,770	\$ -
Heartland State Trail (Steamboat Loop) - MNDNR Engineering / Resource	\$ 63,269	\$ 63,269	\$ -
Gitche Gami State Trail (Lutsen) - MNDNR Engineering / Resource / Contract Eng	\$ 349,147	\$ 349,147	\$ -
Minnesota Valley State Trail (Ft Snelling SP) - MNDNR Engineering / Resource / Contract Eng	\$ 86,046	\$ 86,046	\$ -
Equipment/Tools/Supplies			
NA		\$ -	\$ -
Capital Expenditures Over \$5,000			
State Trail Bridges Renewal or Replacement - Construction (Contract)	\$ 1,465,270	\$ 1,416,012	\$ 49,259
Paul Bunyan State Trail (Clausen Ave.) - Contract (Contract)	\$ 206,990	\$ 200,359	\$ 6,631
Gateway State Trail (L'Orient Ave) - Construction (Contract)	\$ 590,928	\$ 590,928	\$ -
Heartland State Trail (Steamboat Loop) - Construction (Contract)	\$ 794,790	\$ 794,790	\$ -
Gitche Gami State Trail (Lutsen) - Construction (Contract)	\$ 153,591	\$ 153,591	\$ -
Minnesota Valley State Trail (Ft Snelling State Park) - Construction (Contract)	\$ 863,867	\$ 863,867	\$ -
Fee Title Acquisition			\$ -
NA		\$ -	\$ -
Easement Acquisition			\$ -
NA		\$ -	\$ -
Professional Services for Acquisition			\$ -
NA		\$ -	\$ -
Printing			\$ -
NA		\$ -	\$ -
Travel expenses in Minnesota			\$ -
NA		\$ -	\$ -
Other:			\$ -
Direct and Necessary expenses: HR Support (NA), Safety Support (NA), Financial Support (\$50,590.00), Communication Support (NA), IT Support (NA), and Planning Support (NA) necessary to accomplish funded programs/projects	\$ 50,590	\$ 44,013	\$ 6,577
COLUMN TOTAL	\$ 5,000,000	\$ 4,933,344	\$ 66,656

OTHER FUNDS CONTRIBUTED TO THE PROJECT	Status (secured or pending)	Budget Amended March 25, 2025	Spent	Balance (as amended March 25, 2025)
Non-State: Heartland State Trail-Federal Recreation Trail Grant (\$150,000) CJ Ramstad/NS State Trail (Bridge)-Federal Recreation Trail Grant (\$150,000) Paul Bunyan State Trail -Federal Recreation Trail Grant (\$150,000) Gicthi Gami State Trail (Lutsen)-Transportation Alternatives Grant (\$600,000). Minnesota Valley State Trail (Minnehaha Segment) NPS Grant (\$200,000) Gateway State Trail (LOrient) MnDOT/FHWA Grant (\$250,000)	Secured	\$ 1,500,000	\$ 1,500,000	\$ -
State:	NA		\$ -	\$ -
In kind: Minnesota Valley State Trail (Fort Snelling) the National Park Service will be providing Final Engineering and construction administration (Cost Estimated \$50,000) Gitche Gami State Trail: DNR Legacy \$750,000 Minnesota Valley State Trail: DNR Legacy \$195,000 Matthew Lourey State Trail: DNR Legacy \$42,000	Secured	\$ 1,037,000	\$ 1,037,000	\$ -

PAST AND CURRENT ENRTF APPROPRIATIONS	Amount legally obligated but not yet spent	Budget Amended March 25, 2025	Spent	Balance (as amended March 25, 2025)
Current appropriation: ML 2017, Chp. 96, Sec. 2, Subd. 09d. - Minnesota State Trail Projects on the Mill Towns and Casey Jones Sate Trails.	\$ 400,494	\$ 1,038,000	\$ 999,337	\$ 38,663
Current appropriation: ML 2018, Chp. 214, Article 5, Subd. 09d. - Minnesota State Trail Development and Enhancement Projects on the Gateway and Gitche Gami State Trails .		\$ 2,500,000	\$ 2,300,000	\$ 200,000
Current appropriation: ML 2022, Chp. 94, Article 2, Subd. 09F. - Minnesota State Trail Development Gitche Gami State Trail - Lutsen Segment.		\$ 600,000	\$ 541,996	\$ 58,004
Past appropriations:		\$ 4,138,000	\$ 3,841,333	\$ 296,667

