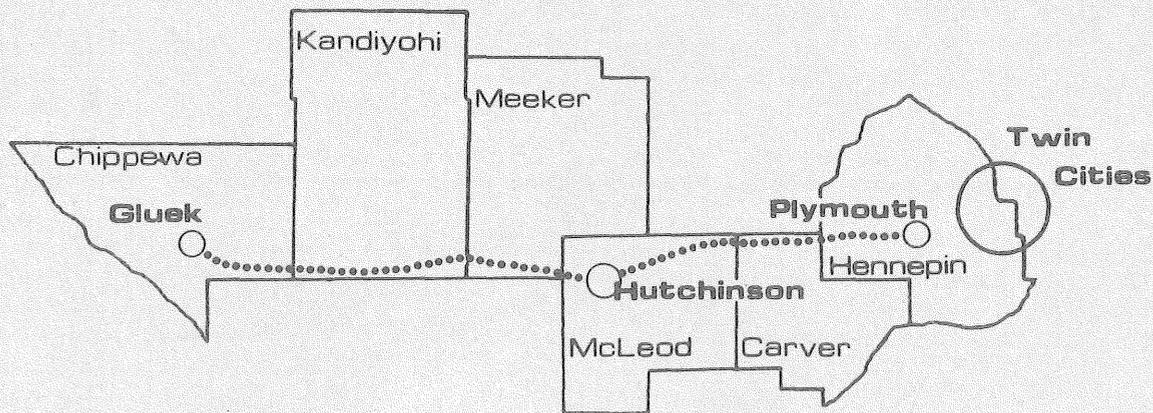


FINANCIAL PLAN FOR LUCE LINE CORRIDOR TRAIL



11

INTRODUCTION

The Luce Line was officially designated as a corridor trail by Commissioner Robert L. Herbst, on September 2, 1976. The trail was authorized by Minnesota Statutes. M.S.A. Section 85.015, Subdivision 10, 1974.

BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF MINNESOTA:

Section 1. Minnesota Statutes 1971, Section 85.015, Subdivision 1, is amended to read:

85.015 [State Trails] Subdivision 1. The Commissioner of natural resources shall establish, develop, maintain, and operate the trails designated in this section. Each trail shall have the purposes assigned to it in this section. The commissioner of administration, for the commissioner of natural resources, may acquire lands by gift or purchase, in fee or easement, for the trail and facilities related to the trail.

Section 2. Minnesota Statutes 1971, Section 85.015, is amended by adding a subdivision to read:

Subdivision 9 Luce Line Trail.

(a) The trail shall originate at Gleason Lake in Plymouth Village, Hennepin County, and shall follow the route of the Chicago Northwestern Railroad.

(b) The trail shall be developed for multi-use wherever feasible. The department shall cooperate in maintaining its integrity for modes of use consistent with local ordinances.

(c) In establishing, developing, maintaining, and operating the trail, the commissioner shall cooperate with local units of government and private individuals and groups. Before acquiring any parcel of land for the trail,



the commissioner of natural resources shall develop a management program for the parcel and conduct a public hearing on the proposed management program in the vicinity of the parcel to be acquired. The management program of the commissioner shall include but not be limited to the following: (a) fencing of portions of the trail where necessary to protect adjoining landowners; and (b) the maintenance of the trail in a litter-free condition to the extent practicable.

The trail was acquired from a willing seller, the Chicago and Northwestern Railroad, for \$400,000. Half of these funds from the Federal Bureau of Outdoor Recreation Land and Water Conservation Funds, while the balance came from State Funds.

The Luce Line Trail is a corridor trail reaching from Plymouth, just west of Minneapolis, to Gluek, 104 miles in length. An abandoned railroad, it provides a classic transect line as it heads nearly due west, going from the Big Woods in Glacial Moraine to the open prairie of central and western Minnesota. It parallels a reputed travel route used by the Sioux Indians and provides a spine for local and regional trails along the way to connect to each other.

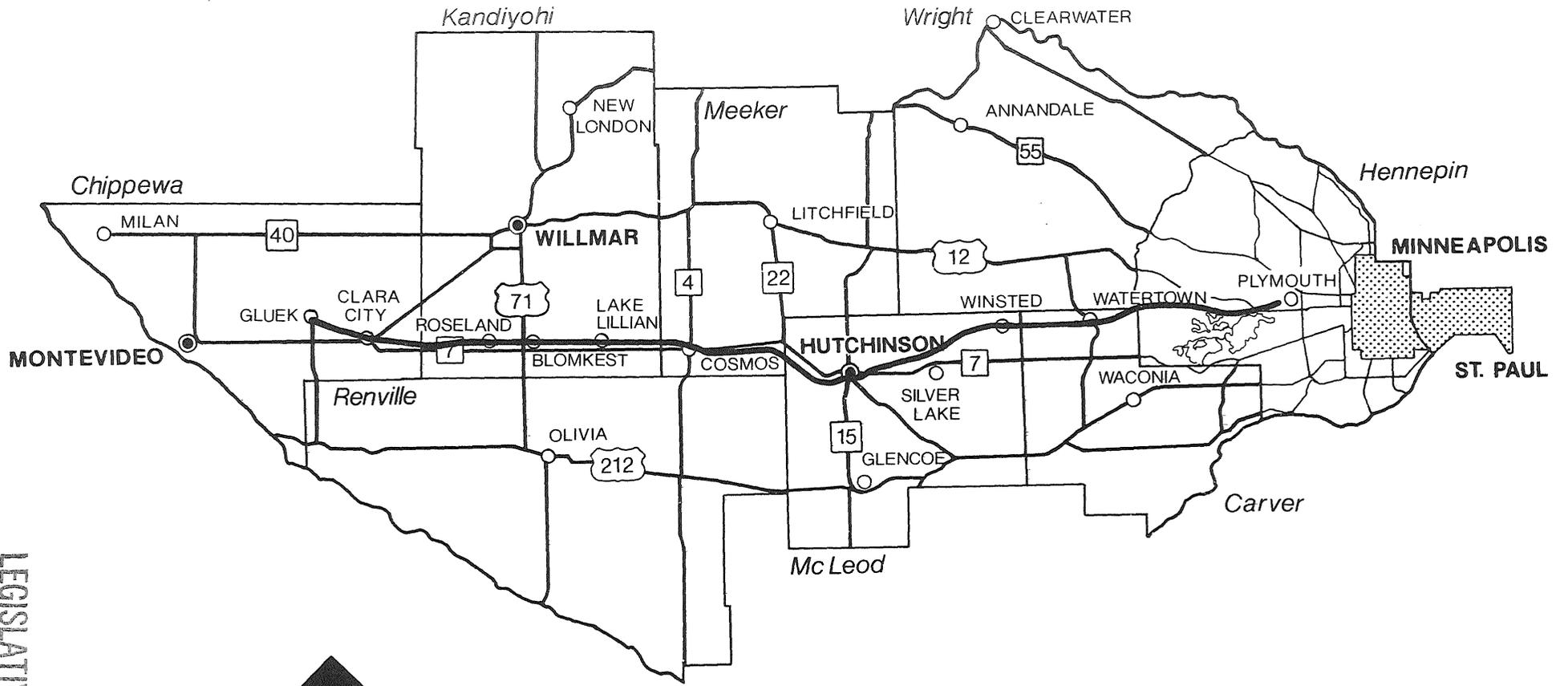
The trail user, whether on foot, horseback, bicycle, snowmobile, skis or snowshoe, has the opportunity to traverse a continuing band of Minnesota's typical landscape; transition from the urban scene to rural pastures and farm fields. The terrain accommodates significant lakes, upland ponds, rich farmlands, and streams that sinuously wend their way to the Mississippi and Minnesota Rivers.

Much of the credit for encouraging support for the Luce Line must be given to

the Luce Line Trail Association, the communities along the trail and the legislators shepherding the bill through to enactment.

The following plan is intended to give a financial overview of the acquisition and development within the next two bienniums or fiscal year ending in 1981. At that point, with the following spending plan, the acquisition and development of the Luce Line Trail should be completed for bicycling, hiking, horseback riding, snowmobiling and cross country skiing. The maintenance portion of this plan will be computed on a yearly basis for the entire trail and support facilities. A Luce Line map identifying facility areas, and typicals depicting rest area and campground development, is contained in the appendix.





SCALE: One Inch Equals 16.0 Miles

Luce Line Trail

Plymouth to Gluek

FINANCIAL PLAN

PROPOSED ACQUISITION 1977-1981

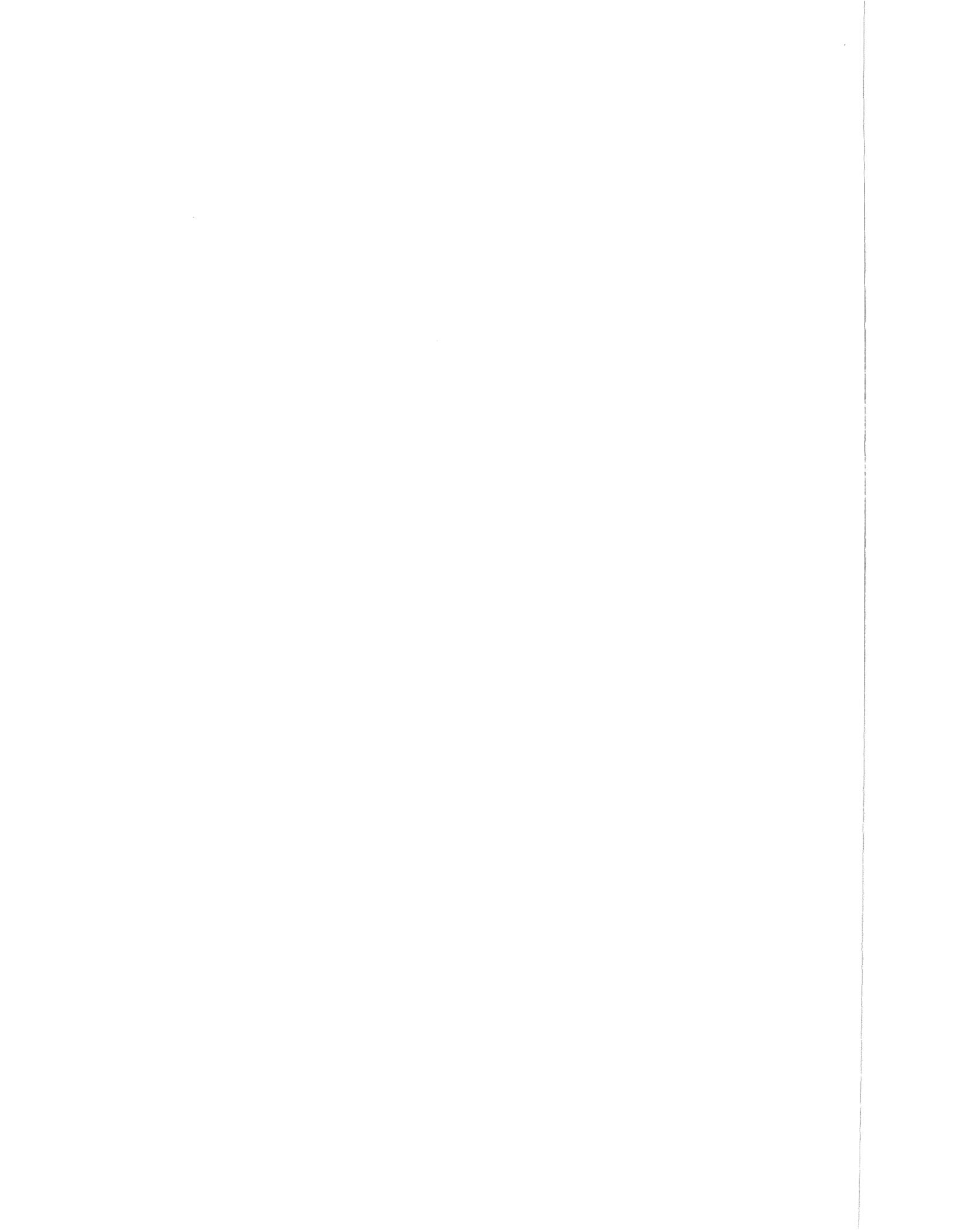
A. Right-of-Way Gaps

In order to complete the Luce Line trail corridor, several gaps must be acquired. This must be one of the highest priorities for land acquisition to provide the citizens of Minnesota a safe, uninterrupted treadway. The longest gap is in Hutchinson (1.8 miles) where active negotiation is in process with the city. The shortest gap is in Cosmos (0.1 mile). Altogether, there are 3.11 miles, or 39 acres of trail gaps distributed in six communities. Since the gaps are in commercial areas, the cost per acre for acquiring these parcels will be very high as appraising techniques call for appraisals on the highest and best use.

<u>City</u>	<u>Miles</u>	<u>Acres</u>	<u>Amount Needed</u>
Blomkest	0.16	2	\$ 4,000
Cosmos	0.10	1	2,000
Hutchinson	1.80	22	88,000
Lake Lillian	0.20	3	6,000
Silver Lake	0.15	2	7,000
Winsted	<u>0.70</u>	<u>9</u>	<u>24,000</u>
	3.11	39	\$131,000

B. Rest and Access Areas

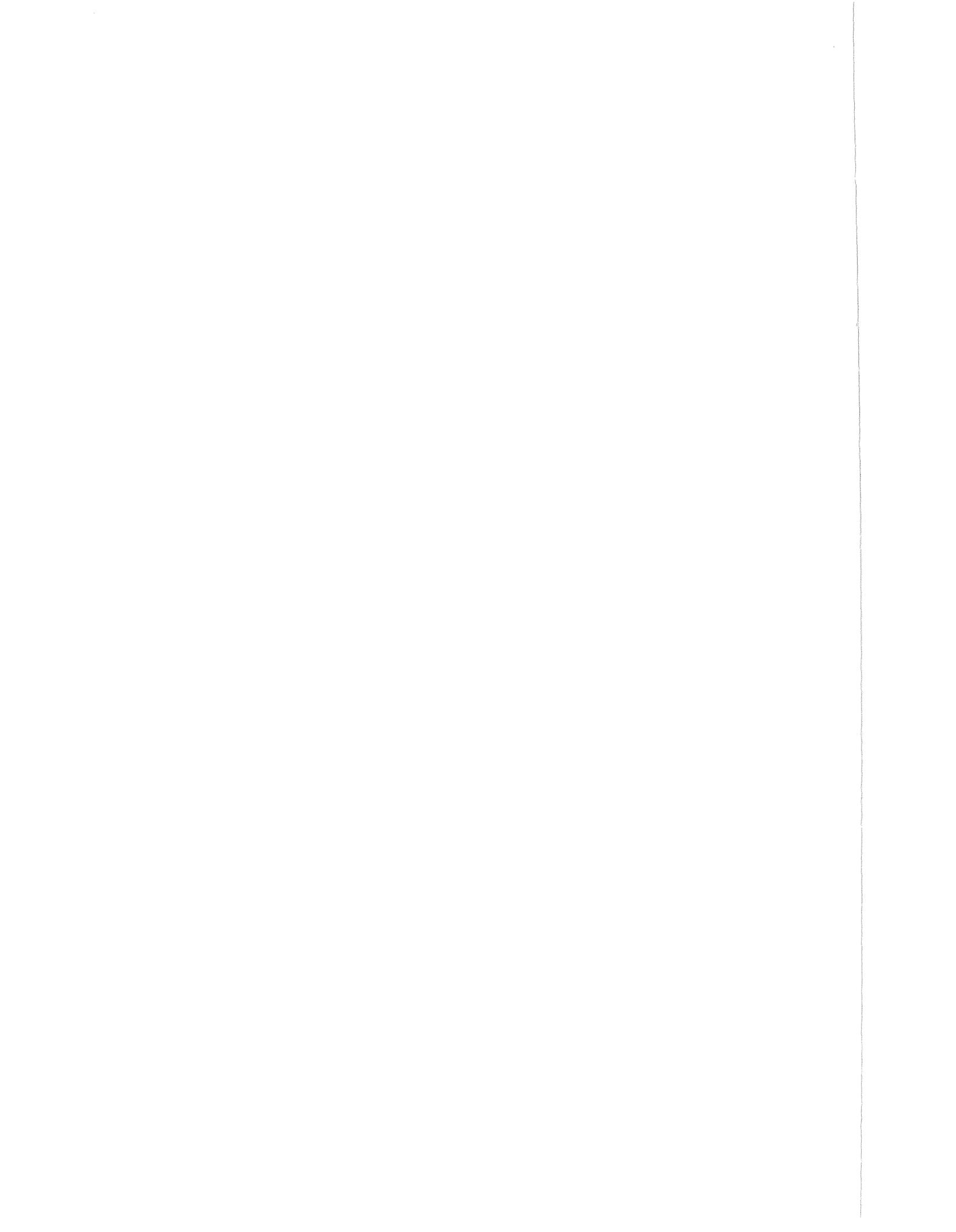
Rest areas are a major convenience for trail users, scheduled about five miles apart. These would encompass about five acres and include, when developed, a water supply (well), toilet facilities, picnic tables, bicycle racks, horse picket line, and trash receptacles. (Typical 1 in appendix). An estimated 13 rest areas are needed between the starting point in Plymouth and Gluek, the western terminus, totaling 70 acres.



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A recent survey among bicyclists in the State of Minnesota indicated that 86% of the respondents would travel more than ten miles to reach a safe bicycleway. Using this as an index, six access points would be required in 104 miles to provide an interval of 20 miles between parking lots. Where possible, the access point, wayside rest and campground would be contiguous to create a better management unit. Estimating ten acre wayside rest combined with parking lot, 30 to 40 additional acres would be required for access purposes at six sites. This acreage provides adequate room for landscaping to buffer adjacent uses.

<u>Rest Areas</u>	<u>Acres</u>	<u>Amount Needed</u>
Peace Lutheran Church Highway 12		Gift
Wakefield Conry Rest Area Willow Drive, Orono	18	Gift
Independence Rest Area & Access County Road 110-83	10	\$ 30,000
Watertown Rest Area Near State Highway 25	5	Courtesy Watertown City Park
Hollywood Rest Area at Hollywood Township Road 10	5	6,500
Komensky Rest Area 3 miles west of Silver Lake	5	5,500
Corvuso Rest Area In town	5	7,500
Cosmos Rest Area & Access In town	10	Courtesy Cosmos City Park
Thorpe Rest Area Township Road 36	5	7,000
Blomkest Rest Area Township Road 44	5	7,500
Holland Rest Area 1/2 mile east 43	5	7,000
Clara City Rest Area In town	5	5,000
Gluek Rest Area and Access In town wayside	10	10,000
		<hr/>
		\$86,000



C. Campground Sites

Campground sites are anticipated about every ten miles and are planned to combine wayside rest and access function in a contiguous management unit. Where a city or county permits and encourages camping, there is no need for the State to duplicate facilities. Such is the case at Baker County Park in Medina, and Hutchinson City Park. Eight additional camping areas are anticipated as necessary at 35 acres per site (includes wayside rest function) for a total of 315 acres.

<u>Campgrounds</u>	<u>Acres</u>	<u>Amount Needed</u>
Gleason Lake State Highway 101	40	\$ 75,000
Baker Park Reserve Lake Independence		Courtesy Hennepin County Park
Oxyoke Lake Campground Minnetrista	44	88,000
Winsted Lake Campground Winsted	35	70,000
Hale Campground County Road 2	35	45,000
Hutchinson Campground Northside Crow River		Courtesy City Park
Cedar Mills Campground 1 mile east of Cedar Mills	35	75,000
Thompson Lake Campground 1 mile west of Cosmos	35	50,000
Lake Lillian Campground Lake Lillian		Courtesy Kandiyohi County
Roseland Campground 2 miles west of Roseland	35	35,000
Rheiderland Campground 4 miles west of Prinsburg	35	<u>35,000</u>
		\$473,000

Funding necessary to complete the Luce Line Trail Acquisition Program is:

A.	Trail Gaps	\$131,000
B.	Rest & Access Areas	86,000
C.	Campground Sites	<u>473,000</u>
	TOTAL	\$690,000

PROPOSED TRAIL DEVELOPMENT 1977-1981

A. Treadway Construction

Treadway development on the Luce Line Trail includes tie removal, brush removal, bridge construction, blading and shaping the treadways, signing and finally, additions of a hard packed bicycle surface.

Trail preparation

(Tie removal, brush removal and blading
and shaping) \$145,500

Bridge replacements

1.	Crow River	150'	-	\$ 75,000
2.	Pipe Lake	85'	-	42,500
3.	Mud Lake	35'	-	17,500
4.	Dog Lake	100'	-	50,000
5.	Chetomba Creek	65'	-	32,500
6.	Crow River	150'	-	<u>75,000</u>

\$292,500

Bicycle Surfacing

(84 miles @ \$7,100) \$596,400

Fencing

(approx. 20% both sides or
41.6 miles) 54,080

Total Development \$1,088,480

B. Support Facilities

Support facilities on the Luce Line Trail will be provided for access, convenience and the safety of all trail users. The facilities will include hand water pumps, toilet facilities, picnic tables, bicycle rack, horse picket



lines, trash receptacles, tent pads and parking lots. The water facilities (averaging \$4-5,000 each) and parking lots (averaging \$5,000 each) account for major portions of the following expenditures as they will be established through local contracts. Typcials in the appendix of this plan illustrate the development plans for the rest areas and campground.

<u>Facilities</u>	<u>Development Cost</u>
1. Gleason Lake Access	\$ 12,000
2. Peace Lutheran Church Access	2,000
3. Wakefield-Conry Rest Area	17,850
4. Baker Park Campground	County Park
5. Independence Rest Area and Access	21,150
6. Oxyoke Lake Campground	30,000
7. Watertown Rest Area	City Park
8. Hollywood Rest Area	16,150
9. Winsted Campground	30,100
10. Hale Campground	30,450
11. Komensky Rest Area	13,350
12. Hutchinson Campground	City Park
13. Cedar Mills Campground	32,000
14. Corvuso Rest Area	15,000
15. Cosmos Rest Area and Access	City Park
16. Thompson Lake Campground	34,000
17. Thorpe Rest Area	15,000
18. Lake Lillian Campground	County Park
19. Blomkest Rest Area	15,000
20. Roseland Campground	34,000
21. Holland Rest Area	15,000
22. Rheiderland Campground	34,000



<u>Facilities</u>	<u>Development Cost</u>
23. Clara City Rest Area	\$ 15,000
24. Gluek Rest Area and Access	<u>22,000</u>
	\$404,050

Funding necessary to complete a comprehensive development program on the Luce Line Trail is:

A. Treadway Construction	\$1,088,480
B. Support Facilities	<u>404,050</u>
TOTAL	\$1,492,530

LUCE LINE MAINTENANCE

Corridor maintenance includes, but is not limited to, trail surface maintenance, fence installation and repair, and rest area upkeep, sign repair, pruning and planting woody plants, bridge and culvert repairs. It includes annual pumping of vault latrines, inspection and certification of wells, resurfacing parking lots. The regional trail coordinator will ascertain the condition of the trail on a bi-weekly basis.

In winter, snow grooming should occur at least on a weekly basis if there is sufficient snow. This includes snowmobile trails and cross country ski trail grooming.

The psychological effect of good maintenance can be a highly effective deterrent to vandalism and littering. A clean, neat trail surface and adjacent ribbon of habitat discourages casual, thoughtless deposit of trash. State maintenance crews or refuse collectors contracted by the DNR, will remove any litter along the right-of-way. Because most trails users have a limited carrying space, litter is expected to be a minimal problem.

The cost of maintenance will vary from year to year during the first few years of development. As more miles are developed, the annual maintenance cost will increase. It was suggested in the 1973 publications of the Luce Line Trail Association, that perhaps the trail would require the service of two men and equipment in the amount of \$335/mile.

By using an inflation figure of 8% per year, and estimating that the trail will be done by 1981, it would appear that trail maintenance cost would be in the neighborhood of \$500 to \$600/mile, or \$60,000/year. This includes year around maintenance for at least two trail treadways, rest areas and campgrounds on a bi-weekly basis.

SUMMARY

The total expenditure for completing the acquisition and development on the Luce Line Trail by 1981 is:

A. Acquisition	\$ 690,000
B. Development	<u>1,492,530</u>
	\$2,182,530

The funding for maintenance is expressed in as per year expenditures and is expected to increase to \$60,000 by 1981. This expenditure is then expected to remain stable except for inflationary increases.

LUCE LINE SUPPORT FACILITY

REST AREA FACILITY	DEVELOPMENT COST (1977 COSTS)
4 Picnic Tables	\$ 400
1 Fire Ring	100
2 Trash Receptacles and Bases	150
4" Hand Water Pump and Well - French Drain	4,300
2 Handicap Accessible Latrine Buildings	2,500
1 Entrance Sign and Other Informational Signing	550
1 Horse Hitching Rail	100
2 Bicycle Racks	500
- Parking Lot 20 Cars and Landscaping	<u>7,000</u>
TOTAL	\$15,600

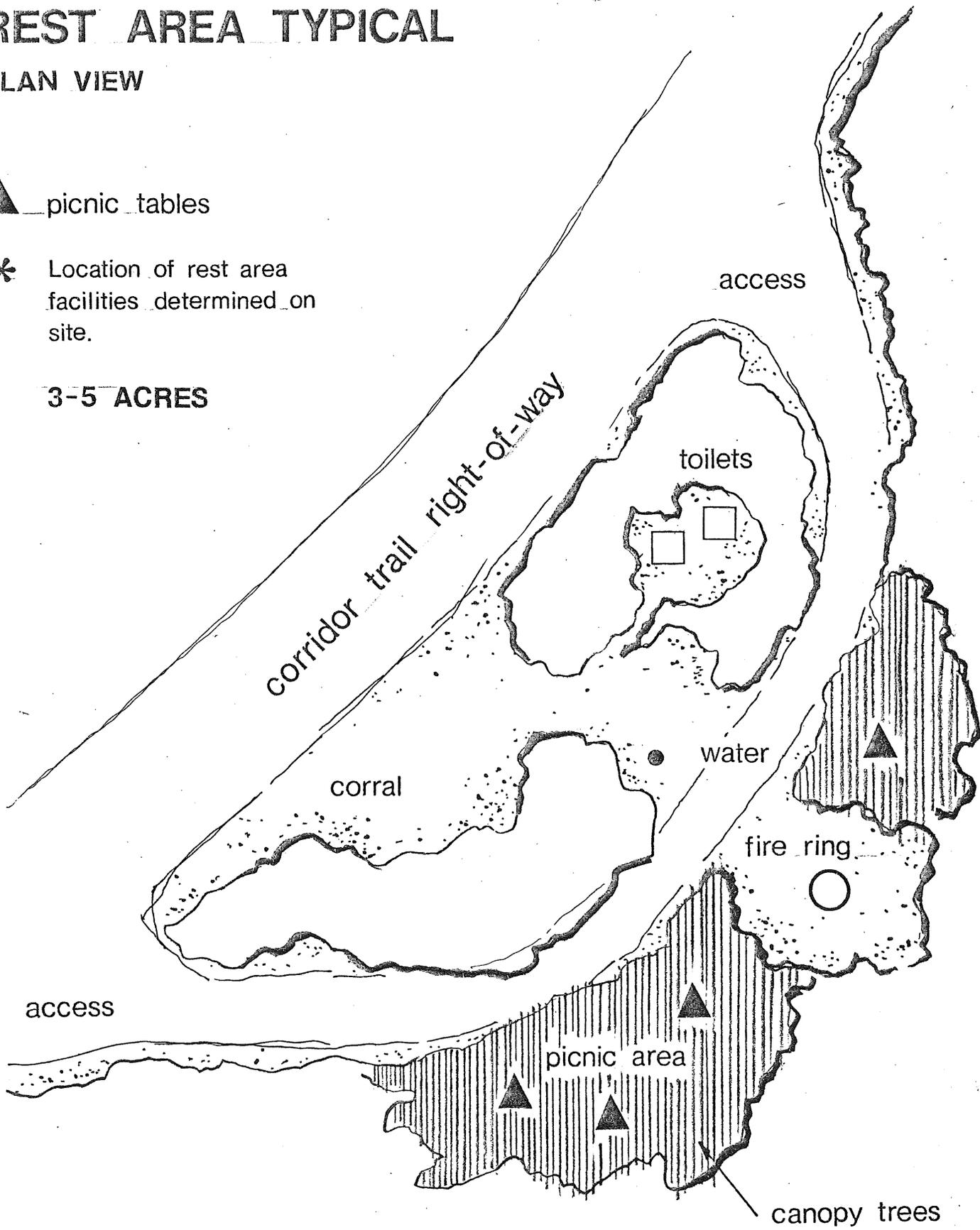
REST AREA TYPICAL

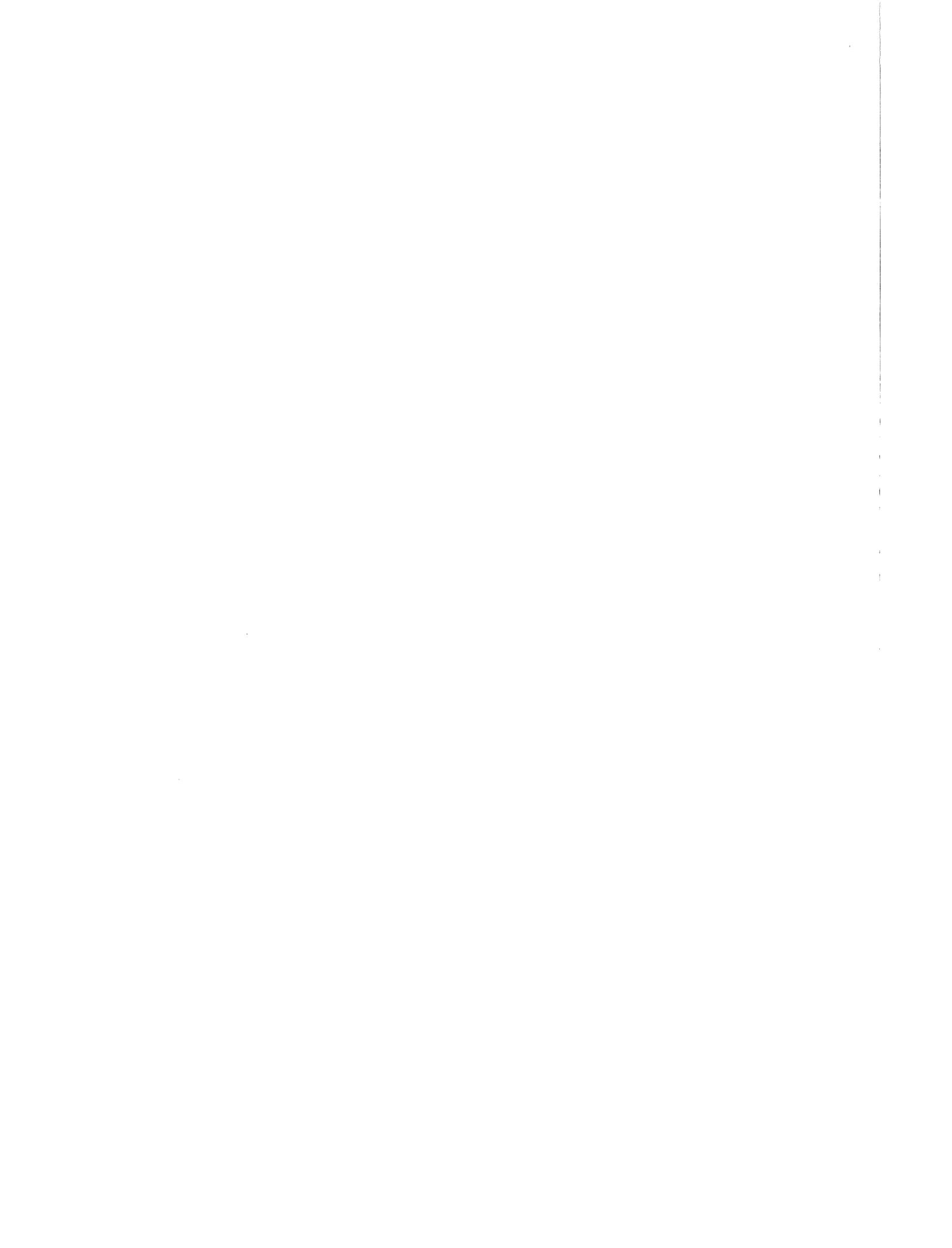
PLAN VIEW

▲ picnic tables

* Location of rest area facilities determined on site.

3-5 ACRES



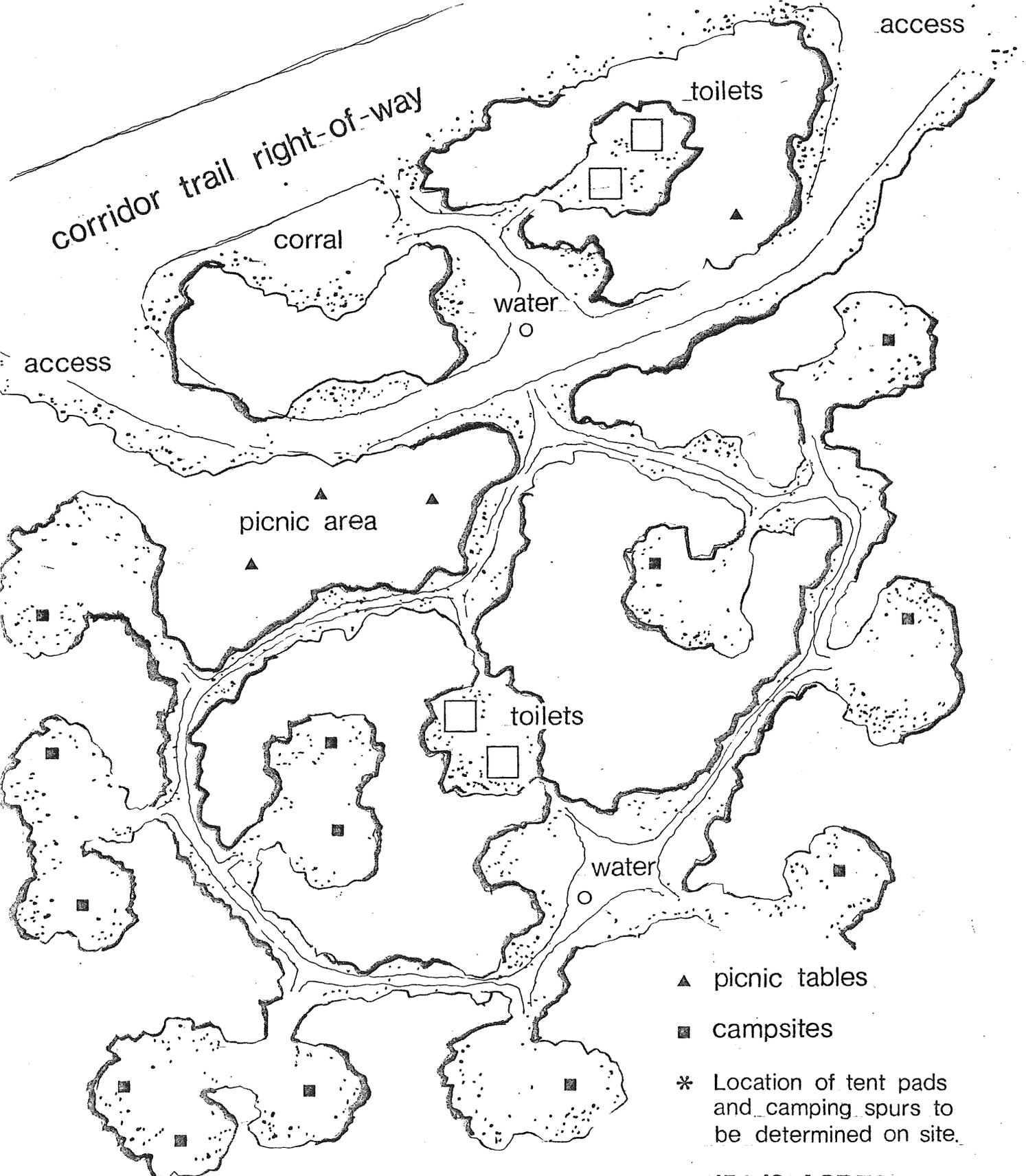


LUCE LINE SUPPORT FACILITY

CAMPGROUND FACILITY	DEVELOPMENT COST (1977 COSTS)
10 Picnic Tables	\$ 1,000
8 Fire Rings	800
10 Tent Pads	200
8 Trash Receptacles and Bases	500
4" Hand Water Pumps and Well - French Drain	4,300
1 Horse Hitching Rail	100
2 Bicycle Racks	500
4 Handicap Accessible Latrine Buildings	5,000
1 Entrance Sign and Other Informational Signing	550
1 Group Camp Site	5,000
1 Parking Area and Landscaping	5,800
- Soil Binder for Campground Trails	<u>4,000</u>
TOTAL	\$31,350

PRIMITIVE CAMPSITE TYPICAL

PLAN VIEW



- ▲ picnic tables
- campsites
- * Location of tent pads and camping spurs to be determined on site.

15 - 18 ACRES

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