

Final Abstract

Final Report Approved on August 7, 2023

M.L. 2021 Project Abstract

For the Period Ending June 30, 2024

Project Title: Moose Lake - Trunk Highway 73 Trail

Project Manager: Ellissa Owens

Affiliation: City of Moose Lake

Mailing Address: Box 870

City/State/Zip: Moose Lake, MN 55767

Phone: (218) 485-4010

E-mail: eowens@ci.mooselake.mn.us

Website: www.cityofmooselake.net

Funding Source:

Fiscal Year:

Legal Citation: M.L. 2021, First Special Session, Chp. 6, Art. 6, Sec. 2, Subd. 09i

Appropriation Amount: \$330,000

Amount Spent: \$330,000

Amount Remaining: -

Sound bite of Project Outcomes and Results

The completion of this project has provided tourists and residents access to additional non-motorized trails in northern Minnesota. It connects Willard Munger Trailhead Facilities, Moose Lake State Park, Moosehorn River water access and Moose Lake Campground while allowing access to trails from Duluth to Hinckley.

Overall Project Outcome and Results

In 2017, a new Moose Lake School, which serves 577 students, was constructed on County Highway 10. In this location, Trunk Highway 73 is the only corridor from residential and downtown areas of County Highway 10 to the new school. This had left an unsafe condition for students and pedestrians who had to use the shoulder of TH-73 when walking to and from the school grounds. In addition, the Willard Munger trail connected with a city trail that used to hit a dead-end at TH-73.

The City constructed a non-motorized recreational trail on an off-street pedestrian corridor along TH-73. The corridor consists of a 10-foot-wide paved trail on the south side of TH-73 facilitating two-way traffic. This 1.2-mile trail provides a safe corridor for pedestrians, bicyclists, and roller bladers. It also provides safe passage for tourists to City attractions

such as parks, the museum, public water landing, campground, and the downtown business sector. Project construction included filling and grading, laying a class 5 aggregate base material, and using asphalt to pave the 10-foot-wide path. Curb ramps for ADA compliant street crossings were also constructed, and new turf was established with seed.

Project Results Use and Dissemination

All information will be presented by the City's Engineering firm at monthly meetings. Minutes for these meetings will be included in City Council packets to ensure information is made public. All publications and signage will include the ENTRF Trust Logo per the ENTRF acknowledgement guidelines.



Environment and Natural Resources Trust Fund

M.L. 2021 Approved Final Report

General Information

Date: September 9, 2024

ID Number: 2021-109

Staff Lead: Michael Varien

Project Title: Moose Lake - Trunk Highway 73 Trail

Project Budget: \$330,000

Project Manager Information

Name: Ellissa Owens

Organization: City of Moose Lake

Office Telephone: (218) 485-4010

Email: eowens@ci.mooselake.mn.us

Web Address: www.cityofmooselake.net

Project Reporting

Final Report Approved: August 7, 2023

Reporting Status: Project Completed

Date of Last Action: August 7, 2023

Project Completion: July 31, 2023

Legal Information

Legal Citation: M.L. 2021, First Special Session, Chp. 6, Art. 6, Sec. 2, Subd. 09i

Appropriation Language: \$330,000 the first year is from the trust fund to the commissioner of natural resources for an agreement with the city of Moose Lake to design and construct a nonmotorized recreational trail in an off-street pedestrian corridor along Highway 73 to connect to several existing regional trails in the Moose Lake area.

Appropriation End Date: June 30, 2024

Narrative

Project Summary: The City of Moose Lake will be constructing a non-motorized recreation trail along Highway 73. This new trail will connect to several regional existing trails in the Moose Lake area.

Describe the opportunity or problem your proposal seeks to address. Include any relevant background information.

Trunk Highway 73 in Moose Lake has historically provided excellent pedestrian facilities with sidewalks on both sides from the Moose Horn River north to 5th Street in Moose Lake. The Moose Lake school was previously located at the end of 5th Street and the sidewalks on TH 73 provided a safe corridor for pedestrians. In 2017 a new Moose Lake School was constructed on County Highway 10. With the new location, Trunk Highway 73 is the only corridor from residential and downtown areas of Moose Lake to the school. There are no pedestrian facilities along TH 73 from the Moose Horn River to the round-a-bout at County Road 10, and then south along County Road 10 to the new school. This has left an unsafe condition for students and pedestrians who now have to walk on the shoulder of TH 73. In addition, the Willard Munger trail connects to the current sidewalks of TH 73 north of the Moose Horn River in two separate areas. In one location it connects into a City Trail that loops around the easterly portion of the City. This City loop trail has similar issues with dead ending at TH 73 within the City.

What is your proposed solution to the problem or opportunity discussed above? Introduce us to the work you are seeking funding to do. You will be asked to expand on this proposed solution in Activities & Milestones.

The City of Moose Lake is applying to the LCCMR for funds to design and construct a 1.2 mile non-motorized recreational trail. The trail would be constructed on an off-street pedestrian corridor along TH 73 from the trail terminus at the Moose Horn River to County Road 10 round-a-bout and south to the school (See Attached Map). The corridor would consist of a 10-foot-wide paved trail on the south side of TH 73 that would facilitate two-way traffic. This connection provides a safe corridor for pedestrians along TH 73 resulting in a benefit to the community. The primary users of this trail will be pedestrians, bicyclists and roller bladers. This trail will provide a connection to the Soo Line Trail, the Willard Munger State Trail and will eventually connect to the Portage Trail. The trail would also provide non-motorized access to regional tourist attractions and area state parks. Access will also be provided to City attractions including parks, campground, museum, public water landing and the downtown business sector. This trail and its connecting trails will provide users many opportunities to view a variety of wildlife common in northern Minnesota.

What are the specific project outcomes as they relate to the public purpose of protection, conservation, preservation, and enhancement of the state's natural resources?

The completion of this project will provide enhanced outdoor recreation opportunities for residents and tourists to access additional non-motorized trails in northern Minnesota. This trail will connect to the Willard Munger Trailhead Facilities, Moose Lake State Park, Moosehorn River Water Access and Moose Lake Campground. From Moose Lake, trails and trail connections allow users access to trails that run from Duluth to Hinckley to Cass Lake.

Project Location

What is the best scale for describing where your work will take place?

City(s): Moose Lake

What is the best scale to describe the area impacted by your work?

City(s): Moose Lake

When will the work impact occur?

During the Project

Activities and Milestones

Activity 1: Project Construction Engineering

Activity Budget: \$100,000

Activity Description:

Construction Engineering includes construction administration, onsite observation, staking and material testing. Design costs of the trail will be paid for with non-ENTRF funds. This project is scheduled to begin before the ENTRF funds are available using another funding source, however all ENTRF guidelines will be used. Throughout the duration of construction a field engineer representative has been on site to track quantities and observe construction. Weekly site meetings were held to help coordinate and track progress and to help identify and resolve construction issues with coordination between the contractor and the construction engineering team. During construction material testing has been completed to ensure materials used were in compliance with project specifications and requirements.

Activity Milestones:

Description	Approximate Completion Date
Construction Engineering Start	October 31, 2020
Construction Engineering Completed	June 30, 2022

Activity 2: Project Construction

Activity Budget: \$230,000

Activity Description:

Construction of a 10 foot wide, paved trail that will be ADA compliant and will meet all necessary state and local requirements (See Attached Visual). This project is funded with multiple funding sources. Some of which will expire before ENTRF funds become available. All work will be completed with ENTRF guidelines in mind. The portion of funds used for project construction includes materials for filling and grading, class 5 aggregate base material, bituminous pavement for a new 10' wide trail. This work also includes turf establishment including topsoil, seeding, fertilizer, and mulch material. These funds are also being used for construction of new pedestrian curb ramps for ADA compliant street crossings.

Activity Milestones:

Description	Approximate Completion Date
Project Bid	October 31, 2020
Construction Start	May 31, 2021
Construction Completed	June 30, 2022

Project Partners and Collaborators

Name	Organization	Role	Receiving Funds
General Contractor Hired Through A Competitive Bidding Process	General Contractor	Project Construction	Yes
Consulting Engineer - Hired Through a Qualifications Process	Consulting Engineer	Project Management and Project Administration	Yes
MNDOT Staff	MNDOT	Funder	No
DNR Staff	DNR	Funder	No
County Staff	Carlton County	Project Management and Grant Administration	No

Dissemination

Describe your plans for dissemination, presentation, documentation, or sharing of data, results, samples, physical collections, and other products and how they will follow ENTRF Acknowledgement Requirements and Guidelines.

All information will be presented by the City's Engineering firm at monthly meetings. Minutes will be included in City Council packets to ensure information is made public. All publications and signage will include the ENTRF Trust Logo per the ENTRF Acknowledgement Guidelines.

Long-Term Implementation and Funding

Describe how the results will be implemented and how any ongoing effort will be funded. If not already addressed as part of the project, how will findings, results, and products developed be implemented after project completion? If additional work is needed, how will this work be funded?

The operation and maintenance of all phases of this project is under the auspices of the City of Moose Lake. Moose Lake is committed to provide all necessary funds to operate and maintain the trail for a minimum of twenty years. The trail will be constructed with materials that require a low level of maintenance over the next 20 years. The city will annually evaluate the condition and operations of the trail. Seasonal maintenance (mowing, weed control, sweeping, trail repair, etc.) is estimated to be \$15,000 annually. This will be a line item in Moose Lakes' annual budget.

Budget Summary

Category / Name	Subcategory or Type	Description	Purpose	Gen. Ineligible	% Benefits	# FTE	Classified Staff?	\$ Amount	\$ Amount Spent	\$ Amount Remaining
Personnel										
							Sub Total	-	-	-
Contracts and Services										
Engineering Firm Hired Through A Competitive Process- Short Elliot Hendrickson, Inc.	Professional or Technical Service Contract	The Engineering Firm Will Be Responsible For Project Design And Construction Administration				1		\$100,000	\$100,000	-
General Contractor Hired Thought a Competitive Bid Process- Ulland Brothers	Professional or Technical Service Contract	General Contractor Will be Responsible for Constructing the Trail				0		\$230,000	\$230,000	-
							Sub Total	\$330,000	\$330,000	-
Equipment, Tools, and Supplies										
							Sub Total	-	-	-
Capital Expenditures										
							Sub Total	-	-	-
Acquisitions and Stewardship										
							Sub Total	-	-	-

Travel In Minnesota										
							Sub Total	-	-	-
Travel Outside Minnesota										
							Sub Total	-	-	-
Printing and Publication										
							Sub Total	-	-	-
Other Expenses										
							Sub Total	-	-	-
							Grand Total	\$330,000	\$330,000	-

Classified Staff or Generally Ineligible Expenses

Category/Name	Subcategory or Type	Description	Justification Ineligible Expense or Classified Staff Request
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Non ENRTF Funds

Category	Specific Source	Use	Status	\$ Amount	\$ Amount Spent	\$ Amount Remaining
State						
Cash	DNR	Project Construction	Secured	\$150,000	\$150,000	-
Cash	Safe Routes to School	Trail Design and Construction	Secured	\$300,000	\$300,000	-
Cash	MNDOT Local Partnership Program	Trail Construction	Secured	\$610,000	\$610,000	-
			State Sub Total	\$1,060,000	\$1,060,000	-
Non-State						
			Non State Sub Total	-	-	-
			Funds Total	\$1,060,000	\$1,060,000	-

Attachments

Required Attachments

Visual Component

File: [5f4b76b0-3a0.pdf](#)

Alternate Text for Visual Component

Visual Shows Trail Location and Connecting Trails...

Board Resolution or Letter

Title	File
LCCMR Resolution	7a8b9829-879.pdf

Supplemental Attachments

Capital Project Questionnaire, Budget Supplements, Support Letter, Photos, Media, Other

Title	File
LCCMR Resolution	7016d8b9-ebd.pdf
LCCMR Support Letters	6e25a060-fec.pdf
Background Check Certification Form	1555869d-d92.pdf
Trail Photos	db6582f7-e4a.docx
Plan Map	5d1d2491-de4.pdf
Website Page	3dd76fa8-8d2.png
Facebook Post	db23d91a-6b3.png

Difference between Proposal and Work Plan

Describe changes from Proposal to Work Plan Stage

No significant changes. Currently working on design specifications using non-ENTRF funding and preparing bidding documents.

Additional Acknowledgements and Conditions:

The following are acknowledgements and conditions beyond those already included in the above workplan:

Do you understand and acknowledge the ENRTF repayment requirements if the use of capital equipment changes?

N/A

Do you agree travel expenses must follow the "Commissioner's Plan" promulgated by the Commissioner of Management of Budget or, for University of Minnesota projects, the University of Minnesota plan?

N/A

Does your project have potential for royalties, copyrights, patents, sale of products and assets, or revenue generation?

No

Do you understand and acknowledge IP and revenue-return and sharing requirements in 116P.10?

N/A

Do you wish to request reinvestment of any revenues into your project instead of returning revenue to the ENRTF?

N/A

Does your project include original, hypothesis-driven research?

No

Does the organization have a fiscal agent for this project?

No

Work Plan Amendments

Amendment ID	Request Type	Changes made on the following pages	Explanation & justification for Amendment Request (word limit 75)	Date Submitted	Approved	Date of LCCMR Action
1	Amendment Request	<ul style="list-style-type: none"> Activities and Milestones 	LCCMR Staff has directed the City of Moose Lake to add additional description to the activity plan. Additional details have been added to both activity categories. In addition, date amendments have also been made as requested.	August 22, 2022	Yes	August 29, 2022
2	Amendment Request	<ul style="list-style-type: none"> Budget - Professional / Technical Contracts Budget - Non-ENRTF Funds Contributed 	We updated the contractor information to Ulland Brothers to reflect the outcome of the bid. Our professional engineering services were updated to reflect the appointed engineering firm Short Elliot Hendrickson, Inc.	March 9, 2023	Yes	March 17, 2023

Status Update Reporting

Final Status Update September 14, 2023

Date Submitted: July 24, 2023

Date Approved: August 7, 2023

Overall Update

The completion of this project has provided tourists and residents access to additional non-motorized trails in northern Minnesota. It connects Willard Munger Trailhead Facilities, Moose Lake State Park, Moosehorn River water access and Moose Lake Campground while allowing access to trails from Duluth to Hinckley. The project was closed out in December, but a punch-list remains of items covered under contractor warranty. These include, pedestrian ramp cracks and/or chips, topsoil and seeding, and raking/tilling soil along edges to reseed. In addition to the benefits to citizens and tourists, this trail provides non-motorized access to various places in the city which reduces the emissions produced during daily commutes. The trail also provides opportunities to view various wildlife that make the wooded and grassy areas their home. Providing people with a greater connection to nature results in positive behavior towards the environment, wildlife and habitats which may be critical for future nature conservation.

Activity 1

This activity was previously marked complete.

(This activity marked as complete as of this status update)

Activity 2

This activity was previously marked complete.

(This activity marked as complete as of this status update)

Dissemination

All information will be presented by the City's Engineering firm at monthly meetings. Minutes for these meetings will be included in City Council packets to ensure information is made public. All publications and signage will include the ENTRF Trust Logo per the ENTRF acknowledgement guidelines. A ribbon cutting will be planned after all warranty work with the contractor is completed. A social media post was made thanking ENTRF for their contributions to this project with supplemental photos of the finished trail. In addition, the trail project is highlighted on the homepage of our website with a link to more information about the trail and ENTRF.

Status Update Reporting

Status Update June 1, 2023

Date Submitted: May 31, 2023

Date Approved: June 29, 2023

Overall Update

In 2017, a new Moose Lake School, which serves 577 students, was constructed on County Highway 10. In this location, Trunk Highway 73 is the only corridor from residential and downtown areas of County Highway 10 to the new school. This had left an unsafe condition for students and pedestrians who now have to use the shoulder of TH-73 when walking to and from the school grounds. In addition, the Willard Munger trail connected with a city trail that used to hit a dead-end at TH-73.

The City decided to construct a non-motorized recreational trail on an off-street pedestrian corridor along TH-73. The corridor consists of a 10-foot-wide paved trail on the south side of TH-73 facilitating two-way traffic. This 1.2-mile trail provides a safe corridor for pedestrians, bicyclists and roller bladers. It also provides safe passage for tourists to City attractions such as parks, museum, public water landing, campground and the downtown business sector. Project construction included filling and grading, laying a class 5 aggregate base material and using asphalt to pave the 10-foot-wide path. Curb ramps for ADA compliant street crossings were also constructed, and new turf was established with seed.

Activity 1

This activity was previously marked complete.

(This activity marked as complete as of this status update)

Activity 2

This activity was previously marked complete.

(This activity marked as complete as of this status update)

Dissemination

Project information and progress has continually been presented at city council meetings throughout construction, this includes public broadcasting of council meetings. The ENRTF has, and will be used on any funding statements or trail information on the City website.

Status Update Reporting

Status Update December 1, 2022

Date Submitted: March 9, 2023

Date Approved: March 17, 2023

Overall Update

Project Construction is now complete and awaiting final payment approvals. The completion of the project provides and off-road non-motorized multi-use trail system with connecting access from south side of Moose Lake including the Moose Lake Community School and residential subdivisions to existing trail systems including the Willard Munger Trailhead, Moose Lake State Park, Moosehorn River Water Access, and Moose Lake Campground. The trail users from the south portions of Moose Lake will now have trail access to outdoor recreational facilities located throughout town that extend to other communities, such as Duluth, Hinkley , and Cass Lake. The project also successfully completes the next step towards completing the City trail loop system, which will provide a continuous trail loop that allows access around the entire Moosehead Lake.

Activity 1

This activity was previously marked complete.

(This activity marked as complete as of this status update)

Activity 2

This activity was previously marked complete.

(This activity marked as complete as of this status update)

Dissemination

Project information and progress has continually been presented at city council meetings throughout construction, this includes public broadcasting of the council meetings.

Status Update Reporting

Status Update June 1, 2022

Date Submitted: August 22, 2022

Date Approved: August 29, 2022

Overall Update

The proposed trail project construction is currently underway and approximately 80% complete. The trail construction is planned to be completed by the end of June 2022. The completion of this project will allow for bicycle and pedestrian use to the public. The completion of this project will allow for the south half of the city and neighboring communities to access other in place trail infrastructure within and near the city of Moose Lake.

Activity 1

The construction engineering portion of the project is approximately 80% complete. The construction engineering will be fully completed after the construction has been completed and all construction administrative duties have been completed to close out the project. This is anticipated to be summer of 2022.

(This activity marked as complete as of this status update)

Activity 2

Construction is approximately 80% complete and is planned to be fully complete by the end of June 2022. Stormwater features, grading, and construction of the trail base material has been completed. Final paving of the trail is planned to occur the first week of June and new ADA pedestrian ramps are planned to be constructed the second week of June.

(This activity marked as complete as of this status update)

Dissemination

The construction of the trail project is approximately 80% complete and is planned to be fully completed by the end of June 2022.