



# Environment and Natural Resources Trust Fund

2027 Request for Proposal

## General Information

**Proposal ID:** 2027-115

**Proposal Title:** Minnesota State Trails Development

## Project Manager Information

**Name:** Kent Skaar

**Organization:** MN DNR - State Parks and Trails Division

**Office Telephone:** (651) 259-5636

**Email:** kent.skaar@state.mn.us

## Project Basic Information

**Project Summary:** This project proposes to expand recreational opportunities on Minnesota State Trails through the development or rehabilitation of select new or existing State Trail Segments.

**ENRTF Funds Requested:** \$8,740,000

**Proposed Project Completion:** June 30, 2031

**LCCMR Funding Category:** Education and Outdoor Recreation (C)

## Project Location

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

Statewide

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

Statewide

**When will the work impact occur?**

During the Project and In the Future

## Narrative

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

The Minnesota Department of Natural Resources is authorized under MS 85.015 to establish, develop, maintain and operate those State Trails or State Trail systems specifically identified. As defined by MS. 85.015 the State Trail System is to consist of more than 2600-miles of dedicated State Trail when complete. Presently the MNDNR has developed and administers more than 1300-miles of improved recreational state trail, including paved, gravel and natural surfaces on a total of 24 separate authorized State Trails or State Trail systems. This Project proposes the improvement of the State Trail system through the design or development of two new State Trail Segments and 2 new Trail Bridges on 4 State Trails and the design and/or rehabilitation of 6 trail segments and 2 trail bridges on 7 State Trails. Each project has been prioritized based on user interest, partner participation and identified by the MNDNR as opportunities to enhance and expand the recreational experiences provided by Minnesota's State Trails. This project is to result in the development of 2.65 miles of new State Trail, the installation of a new State Trail Bridge, the rehabilitation of 8.1 miles of existing State Trail and two bridges.

### **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.**

This proposal will provide for the completion of the design and/or construction of 12 separate State Trail improvement projects. These projects include the design and/or development of 2 new State Trail Segments, 2 new State Trail Bridges and the design and/or rehabilitation of 6 State Trail segments and 2 two State Trail bridges on 7 separate State Trail corridors. These projects include the construction of a new 2.65-mile Gateway State Trail and the installation of a new Minnesota River State Trail bridge. Two additional projects, located on the Cuyuna Lakes and Mill Towns State Trails, represent activities associated with new trail development but are limited to engineering and design. The remaining eight projects all represent efforts to improve existing State Trails and State Trail bridges. Projects, on the Glacial Lakes, Central Lakes and Minnesota Valley State Trails, will result in the replacement of 9 miles of deteriorated existing paved trail. Trail bridges, located on the CJ Ramstad/Northshore and Willard Munger State Trails are also proposed for complete replacement or rehabilitation. The remaining three activities are limited to the engineering required for the for the improvement of 13.6 miles of existing State Trail.

### **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?**

This proposal focuses on expanding recreational opportunities on Minnesota's State Trails through the rehabilitation, and improvement of existing State Trails or the development of new trail segments. The proposed projects shall meet the requirements of the Americans with Disabilities Act, MNDNR Trail Planning, Design and Development Guidelines, the MNDOT Bikeways Facility Design Manual and the American Association of State Highway and Transportation Officials (AASHTO) guide for bicycle facilities. Each of the State Trail projects represents opportunities to address degraded trail segments, improve user safety and expand the recreational opportunities for a wide range of trail users and user abilities.

## Activities and Milestones

### Activity 1: Willard Munger State Trail - Hickley Railroad Bridge Rehabilitation

**Activity Budget:** \$536,250

**Activity Description:**

This project proposes the rehabilitation and upgrading of the existing Hinckley Trail Bridge located along an undeveloped segment of the Willard Munger State Trail in Hinkley, Pine County. The existing bridge which was originally constructed by the railroad, is a 150' long steel girder bridge with masonry abutments that has not been subject to previous conversion to trail use. The improvement of this former railroad bridge will provide a replacement for the current 5-ton recreational trail bridge (BR01359) and realignment of the State Trail to DNR acquired former railroad grade. The proposed rehabilitation of the former railroad bridge and the realignment of this short trail segment will also facilitate the proposed removal of the adjacent Grindstone River Dam, a separate DNR Division of Ecological and Water Resources led project. The rehabilitation will consist of masonry structural repairs to the bridge abutments; removal of the steel railroad tracks and the deteriorated timber railroad ties; and the installation of a new laminated timber deck and safety railings. A bituminous surface will also be installed over the new timber deck. The funding match will provide all project engineering and as well as partial construction funding.

**Activity Milestones:**

Description	Approximate Completion Date
Project Engineering and Design Initiated – Munger State Trail Bridge	July 31, 2027
Final Project Engineering and Design Complete - Munger State Trail Bridge	June 30, 2028
Construction Funding Secured - Munger State Trail Bridge	July 31, 2028
Completion of State Historic Preservation Office Consultation – Munger State Trail Bridge	December 31, 2028
Completion of Final Project Permitting - Munger State Trail Bridge	December 31, 2028
Construction Contract Awarded – Munger State Trail Bridge	April 30, 2029
Project Pre-Construction / Contractor Meeting - Munger State Trail Bridge	May 31, 2029
Notice of Funding Restrictions Completed	June 30, 2029
Project Construction Complete - Munger State Trail Bridge	December 31, 2029
Project Closeout / Final Reporting / ENRTF Acknowledgment Signs Installed / Open for Public Use	June 30, 2030

### Activity 2: CJ Ramstad / Northshore State Trail - Gooseberry River Bridge Replacement

**Activity Budget:** \$337,500

**Activity Description:**

This project proposes the replacement of the existing state trail bridge over the Gooseberry River, Lake County. This existing structure, which was originally constructed by MnDNR staff in the 1990's, is a 70 foot long, recreational steel truss structure. This existing structure, while currently exhibiting several condition issues, was designed and constructed to accommodate a 5-ton load limit. The existing load limit precludes the Departments current maintenance equipment from crossing the bridge. The resulting maintenance detours represent additional concerns and safety challenges for Parks and Trails Division Staff during the winter months. The proposed replacement bridge is to be a 70 foot long, steel truss, recreation trail bridge, 12 feet wide and resting on structural concrete abutments. The replacement bridge is to have a 15-ton load capacity. The engineering and design for this proposed replacement was provided through a previous LCCMR/ENRTF Grant. ENRTF funding under this Activity will be limited to bridge construction and the funding match will provide all construction engineering and as well as construction.

**Activity Milestones:**

Description	Approximate Completion Date
Final Project Engineering and Design Complete - CJ Ramstad / Northshore State Trail Bridge	June 30, 2027
Completion of State Historic Preservation Office Consult – CJ Ramstad / Northshore State Trail Bridge	June 30, 2027
Completion of Final Project Permitting - CJ Ramstad / Northshore State Trail Bridge	June 30, 2027
Construction Funding Secured - CJ Ramstad / Northshore State Trail Bridge	July 31, 2028
Construction Contract Awarded – CJ Ramstad / Northshore State Trail Bridge	September 30, 2028
Project Pre-Construction / Contractor Meeting - CJ Ramstad / Northshore State Trail Bridge	November 30, 2028
Project Construction Complete - CJ Ramstad / Northshore State Trail Bridge	June 30, 2029
Project Closeout / Final Reporting / ENRTF Acknowledgment Signs Installed / Open for Public Use	August 31, 2029
Notice of Funding Restrictions Completed	December 31, 2029

### Activity 3: Minnesota River State Trail Bridge Development

**Activity Budget:** \$2,212,500

**Activity Description:**

This project proposes the development of a new bridge over the Canadian Pacific Railroad and a small un-named stream, located approximately 2 miles north of the City of Mankato and immediately east of TH 22. This new structure is to be a 400 foot-long, three span, concrete beam bridge with a 12-foot-wide concrete deck, barriers and steel safety railings. A preliminary design for this structure was completed by the Minnesota Department of Transportation (MnDOT) in 2022. This bridge represents the second phase in the development of this 7.5-mile-long new trail segment that is to connect the communities of Mankato, Kasota and St. Peter. The first Phase of construction associated with this new state trail segment is a trail tunnel installed under TH22 by MnDOT in 2025 in association with the reconstruction of TH22 with the support of the LCCMR. This new State Trail segment and the proposed trail bridge are to be confined entirely to MnDOT r/w. The proposed bridge, when complete, will provide an immediate enhancement to existing snowmobile use. Funding under this Activity will be limited to bridge construction and the funding match will provide all project engineering and as well as partial construction.

**Activity Milestones:**

Description	Approximate Completion Date
Project Engineering and Design Initiated – Minnesota River State Trail Bridge	July 31, 2027
Final Project Engineering and Design Complete - Minnesota River State Trail Bridge	June 30, 2028
Construction Funding Secured - Minnesota River State Trail Bridge	July 31, 2028
Completion of State Historic Preservation Office Consultation – Minnesota River State Trail Bridge	December 31, 2028
Completion of Final Project Permitting - Minnesota River State Trail Bridge	December 31, 2028
Construction Contract Awarded – Minnesota River State Trail Bridge	April 30, 2029
Project Pre-Construction / Contractor Meeting - Minnesota River State Trail Bridge	May 31, 2029
Project Construction Complete - Minnesota River State Trail Bridge	December 31, 2030
Project Closeout / Final Reporting / ENRTF Acknowledgment Signs Installed / Open for Public Use	December 31, 2030
Notice of Funding Restrictions Completed	June 30, 2031

### Activity 4: Cuyuna Lakes State Trail - TH210 Brainerd Bridge Design Development

**Activity Budget:** \$187,500

**Activity Description:**

This project proposes the development of the preliminary and final engineering plans and specifications required for the proposed development of a new State trail Bridge over TH 210 in the City of Brainerd, Crow Wing County. As proposed, this bridge is to be a 3 span, steel truss recreational trail bridge, including a 210-foot-long main span over the TH 210 and minor approach spans on either side of the highway. The bridges proposed location has been identified through the

cooperative efforts of the Minnesota Department of Transportation, the City of Brainerd and the Minnesota Department of Natural Resources and is to be located on the northeastern limits of the City of Brainerd and connecting to Lum Park, a small municipal recreational facility. The installation of this bridge when complete will provide for a safe, separate State Trail crossing of TH210 and provide a future connection between the existing segments of the Cuyuna Lakes State Trail. An existing State Trail segment is currently present immediately west of the proposed bridge crossing. This is a cooperative project with the City of Brainerd.

**Activity Milestones:**

Description	Approximate Completion Date
Project Engineering and Design Initiated – Cuyuna Lakes State Trail Bridge	July 31, 2027
Final Project Engineering and Design Complete - Cuyuna Lakes State Trail Bridge	June 30, 2030
Completion of State Historic Preservation Office Consultation – Cuyuna Lakes State Trail Bridge	December 31, 2030
Completion of Final Project Permitting - Cuyuna Lakes State Trail Bridge	December 31, 2030

**Activity 5: Glacial Lakes State Trail – Spicer to New London Segment Rehabilitation**

**Activity Budget:** \$1,650,000

**Activity Description:**

This project proposes the upgrading and improvement of an approximately 5.8 mile long, segment of the existing Glacial Lakes State Trail, extending from the southern limits of the City of Spicer to the Ryan Clark Memorial Trailhead, located on the northern limits of community of New London. The portion of the Glacial Lakes State Trail extending from Spicer, approximately 6.5 miles south, to the State Trail’s southern terminus in the City of Willmar was subject to complete redevelopment in 2017. The upgrading and redevelopment of the Spicer to New London Trail Segment will consist of the widening and complete replacement of the highly degraded bituminous trail surface, the installation of ADA complainant public road intersections and the replacement of numerous small culverts. This State Trail Segment includes a single trail bridge, that was originally developed by the railroad and subsequently modified by the MnDNR for trail use. This structure is to be currently scheduled for complete rehabilitation in 2027 in preparation for this project. Non-ENRTF funding will provide required engineering and partial construction funding.

**Activity Milestones:**

Description	Approximate Completion Date
Project Engineering and Design Initiated – Glacial Lakes State Trail Rehabilitation	July 31, 2027
Final Project Engineering and Design Complete – Glacial Lakes State Trail Rehabilitation	June 30, 2028
Construction Funding Secured - Glacial Lakes State Trail Rehabilitation	July 31, 2028
Completion of State Historic Preservation Office Consult – Glacial Lakes State Trail Rehabilitation	December 31, 2028
Completion of Final Project Permitting - Glacial Lakes State Trail Rehabilitation	December 31, 2028
Construction Contract Awarded – Glacial Lakes State Trail Rehabilitation	March 31, 2029
Project Pre-Construction / Contractor Meeting - Glacial Lakes State Trail Rehabilitation	May 31, 2029
Project Construction Complete - Glacial Lakes State Trail Rehabilitation	October 31, 2029
Project Closeout / Final Reporting / ENRTF Acknowledgment Signs Installed / Open for Public Use	December 31, 2029
Notice of Funding Restrictions Completed	June 30, 2030

**Activity 6: Central Lakes State Trail – Ashby to Dalton Segment Rehabilitation**

**Activity Budget:** \$787,500

**Activity Description:**

This project proposes the upgrading and rehabilitation of a 2.1-mile segment of the Central Lakes State Trail located

north of the community of Ashby, Grant County. This existing trail segment was originally constructed by Otter Tail, Grant and Douglas Counties in 2003 on a MnDOT owned, former railroad grade and is currently managed by the MnDNR under permit. Much of this 2.1-mile trail segment traverses' areas of low wet terrain and small shallow lake basins on an elevated embankment and has experienced extensive settling and cracking of the bituminous trail surface. Preliminary engineering completed in 2025, with the support of LCCMR, determined that the bituminous trail surface failure resulted from the lack of an adequate granular base. The final plans that are to be completed in 2026, are to include the installation of an appropriate granular base, the installation of a new bituminous trail surface, the installation of ADA compliant trail/roadway intersections and the replacement of several small culverts. A ½ mile section to the former railroad embankment is also to be lowered by 2-3 feet to provide wider trail shoulders and improve user safety. Non-ENRTF funding will provide required construction engineering and partial construction funding.

**Activity Milestones:**

Description	Approximate Completion Date
Final Project Engineering Complete – Central Lakes / Ashby to Dalton Segment Rehabilitation	June 30, 2026
Completion of State Historic Preservation Office Consult – Central Lakes / Ashby to Dalton Seg Rehab	June 30, 2027
Completion of Final Project Permitting - Central Lakes / Ashby to Dalton Segment Rehabilitation	June 30, 2027
Construction Funding Secured - Central Lakes / Ashby to Dalton Segment Rehabilitation	July 31, 2027
Construction Contract Awarded – Central Lakes / Ashby to Dalton Segment Rehabilitation	April 30, 2028
Project Pre-Construction / Contractor Meeting - Central Lakes / Ashby to Dalton Seg Rehabilitation	May 31, 2028
Project Construction Complete - Central Lakes / Ashby to Dalton Segment Rehabilitation	October 31, 2028
Project Closeout / Final Reporting / ENRTF Acknowledgment Signs Installed / Open for Public Use	December 31, 2028
Notice of Funding Restrictions Completed	June 30, 2029

**Activity 7: Glacial Lakes State Trail – Roscoe to Paynesville Segment Rehabilitation Design Development**

**Activity Budget:** \$112,500

**Activity Description:**

This project proposes the completion of the formal engineering, design and permitting required for the rehabilitation and upgrading of an approximately 5.3-mile-long segment of the existing Glacial Lakes State Trail between the Community of Roscoe and State Trail Corridor’s intersection with Stearns Co. Rd 130, located on the northern limits of the City of Paynesville. The proposed upgrading of this minimally developed, gravel surfaced segment of the existing state trail is confined to former railroad grade that has been subject to limited previous improvement to provide for limited seasonal use. The existing bituminous surfaced eastern section of the Glacial Lakes State Trail extends approximately 8.5 miles between the communities of Cold Spring and Roscoe. This proposed improvement will extend the contiguous paved Eastern State Trail segment to approximately 14 miles in length and provide the opportunity for a direct trail connection to the City of Paynesville. The proposed improvements are to consist principally of the development of a 10-foot-wide bituminous trail surface with 2-foot-wide gravel shoulders, the installation and/or replacement of numerous small culverts, modifications to a single existing trail bridge and the installation of ADA compliant trail/roadway intersections.

**Activity Milestones:**

Description	Approximate Completion Date
Project Engineering and Design Initiated – Glacial Lakes State Trail / Roscoe to Paynesville Rehab Design	July 31, 2027
Final Project Engineering Complete - Glacial Lakes State Trail / Roscoe to Paynesville Rehab Design	June 30, 2029
Completion of State Historic Preservation Office Consultation – Glacial Lakes State Trail / Roscoe to Paynesville Rehab	December 31, 2029
Completion of Final Project Permitting - Glacial Lakes State Trail / Roscoe to Paynesville Rehab Design	December 31, 2029

## Activity 8: Minnesota Valley State Trail – Shakopee South Segment Realignment

**Activity Budget:** \$247,500

### Activity Description:

This project proposes the completion of the formal engineering, design, permitting and construction required for the realignment of a 1100-foot-long segment of the existing Minnesota Valley State Trail that has been significantly impacted by riverbank erosion resulting in the loss of the bituminous trail surface. Given the substantial nature of the noted riverbank failure, the DNR is preparing to finalize the acquisition in 2026 of additional land located immediately adjacent to the current trail corridor that will provide for the proposed trail realignment. Preliminary plans for this project have been previously developed by MnDNR Engineering staff. The final plans and specifications are not anticipated to diverge substantially from the preliminary design. The completed trail segment will be comprised of a 10-foot-wide bituminous trail surface and aggregate trail shoulders. Non-ENRTF funding will provide required engineering and partial construction funding.

### Activity Milestones:

Description	Approximate Completion Date
Final Project Engineering Initiated – Minnesota Valley State Trail – Shakopee South Realignment	July 31, 2027
Final Project Engineering Complete – Minnesota Valley State Trail – Shakopee South Realignment	June 30, 2028
Construction Funding Secured - Minnesota Valley State Trail – Shakopee South Realignment	July 31, 2028
Completion of State Historic Preservation Office Consult – Minnesota Valley State Trail – Shakopee South Realignment	December 31, 2028
Completion of Final Project Permitting - Minnesota Valley State Trail – Shakopee South Realignment	December 31, 2028
Construction Contract Awarded – Minnesota Valley State Trail – Shakopee South Realignment	March 31, 2029
Project Pre-Construction / Contractor Meeting - Minnesota Valley State Trail – Shakopee South Realignment	May 31, 2029
Project Construction Complete - Minnesota Valley State Trail – Shakopee South Realignment	September 30, 2029
Project Closeout / Final Reporting / ENRTF Acknowledgment Signs Installed / Open for Public Use	December 31, 2029
Notice of Funding Restrictions Completed	June 30, 2030

## Activity 9: Gitchi Gami State Trail – Schroeder Segment Rehabilitation Design Development

**Activity Budget:** \$150,000

### Activity Description:

This project proposes the completion of the formal engineering, design and permitting required for the rehabilitation and upgrading of an approximately 3-mile-long segment of the existing Gitchi Gami State Trail located between the Communities of Schroeder and Tofte, Cook County, that was originally constructed in 2004. The proposed improvements are to include the removal and replacement of the deteriorated 10-foot-wide bituminous trail surface, limited subgrade corrections to address underlying soil issues, the replacement of several small culverts, replacement of existing safety fencing as necessary and the installation of the installation of ADA compliant trail/roadway intersections.

### Activity Milestones:

Description	Approximate Completion Date
Project Engineering and Design Initiated – Gitchi Gami State Trail / Schroeder Segment Rehab Design	July 31, 2027
Final Project Engineering Complete - Gitchi Gami State Trail / Schroeder Segment Rehab Design	June 30, 2029
Completion of State Historic Preservation Office Consultation – Gitchi Gami State Trail / Schroeder Segment Rehab Design	December 31, 2029
Completion of Final Project Permitting - Gitchi Gami State Trail / Schroeder Segment Rehab Design	December 31, 2029
Project Closeout / Final Reporting	June 30, 2030

## Activity 10: Arrowhead State Trail – Orr/Co.Rd 23 to Co.Rd 24 Segment Rehabilitation Design Development

**Activity Budget:** \$56,250

### Activity Description:

This project proposes the completion of the engineering, design and permitting necessary for the proposed upgrading and improvement of a 5.3-mile segment of the existing Arrowhead State Trail for all-season use. When originally developed, the Arrowhead State Trail was constructed to accommodate a single seasonal use (snowmobiles). As a result, the current trail is intended to be used only during the winter and therefore is currently comprised primarily a cleared corridor without a formal developed trail surface. Following the completion of Master Plan Amendment, the Arrowhead has been recommended for improvement to also accommodate ATV and other motorized uses. The proposed upgrading and improvement of the "Orr/County Rd 23 to County Rd 24 Trail Segment is to consist primarily of the development of a formal 16-foot-wide aggregate trail surface within the existing minimally developed State Trail corridor. The improvement of this segment of the State Trail will provide a critical connection within the larger Regional motorized trail system.

### Activity Milestones:

Description	Approximate Completion Date
Project Engineering and Design Initiated – Arrowhead State Trail / Segment Design - Orr CoRd23 to CoRd34	July 31, 2027
Final Project Engineering Complete - Arrowhead State Trail / Segment Design - Orr CoRd23 to CoRd34	June 30, 2030
Completion of State Historic Preservation Office Consultation – Gitchi Gami State Trail / Schroeder Segment Rehab Design	December 31, 2030
Completion of Final Project Permitting - Gitchi Gami State Trail / Schroeder Segment Rehab Design	December 31, 2030
Project Closeout / Final Reporting	June 30, 2031

## Activity 11: Gateway State Trail – William O’Brien State Park Segment Development

**Activity Budget:** \$2,325,000

### Activity Description:

This project proposes completing the construction of a new 2.65-mile segment of the Gateway State Trail that is to extend between Washington CO. Rd. 52 (Oakhill Road) and the entrance to William O'Brien State Park. This trail segment will provide the link between a 1+ mile trail segment to be constructed by the City of Scandia in 2026 that extends between the Community and the northern terminus of this proposed project at Oak Hill Road. The entire 2.65 mile long, bituminous surfaced trail segment is to be confined to existing DNR Parks and Trails Division administered property, much of which is contained within the boundaries of William O’Brien State Park. The completion of the required engineering, plans, specifications and associated permitting are currently in progress, utilizing LCCMR/ENRFT funding. The final plans and specifications are anticipated to be complete by June 2026 and the associated permitting by complete in early 2027. It is anticipated to comply with permitting construction periods and limit disruption to State Park visitors and operations, construction is likely to take approximately 1 year to complete. Non-ENRFT funding will provide required construction engineering and partial construction funding.

### Activity Milestones:

Description	Approximate Completion Date
Final Project Engineering Complete – Gateway ST / William O’Brien State Park Segment Development	June 30, 2026

Completion of State Historic Preservation Office Consult – Gateway ST / William O’Brien State Park Segment Development	June 30, 2027
Completion of Final Project Permitting - Gateway ST / William O’Brien State Park Segment Development	June 30, 2027
Construction Funding Secured - Gateway ST / William O’Brien State Park Segment Development	July 31, 2027
Construction Contract Awarded – Gateway ST / William O’Brien State Park Segment Development	April 30, 2028
Project Pre-Construction / Contractor Meeting - Gateway ST / William O’Brien State Park Segment Development	May 31, 2028
Project Construction Complete - Gateway ST / William O’Brien State Park Segment Development	June 30, 2029
Project Closeout / Final Reporting / ENRTF Acknowledgment Signs Installed / Open for Public Use	December 31, 2029
Notice of Funding Restrictions Completed	June 30, 2030

## Activity 12: Mill Towns State Trail – Dundas to Faribault Segment Design Development

**Activity Budget:** \$137,500

### Activity Description:

This project proposes the completion of the formal engineering, design and permitting required for the development of a new 5.5-mile-long segment of the Mill Towns State Trail located between the Communities of Dundas and Faribault. The proposed new trail segment is to be developed on DNR Division of Parks and Trails administered lands, comprised of acquired, former railroad owned property. Presently the proposed trail corridor remains undeveloped. The proposed trail design is to consist principally of a 10-foot-wide bituminous trail surface with 2-foot gravel shoulders, the installation and/or replacement of several small culverts and the placement of ADA compliant trail/roadway intersections where necessary.

### Activity Milestones:

Description	Approximate Completion Date
Project Engineering and Design Initiated – Mill Towns State Trail / Segment Design / Dundas - Faribault	July 31, 2027
Final Project Engineering Complete – Mill Towns State Trail / Segment Design / Dundas - Faribault	June 30, 2030
Completion of State Historic Preservation Office Consultation – Mill Towns State Trail / Schroeder Segment Design	December 31, 2030
Completion of Final Project Permitting - Gitchi Gami State Trail / Schroeder Segment Rehab Design	December 31, 2030
Project Closeout / Final Reporting	June 30, 2031

## Dissemination

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

All construction plans and specifications for each project will include the LCCMR/ENRTF Logo. For the three bridges to be constructed or rehabilitated, located on the Munger, CJ Ramstad-Northshore and Minnesota River State Trails, each bridge will have the LCCMR/ENRTF logo affixed to the structure in public view upon completion. For each of the State Trail rehabilitation or development projects to be constructed, including projects on the Glacial Lakes, Central Lakes, Gateway and Minnesota Valleys State Trail Projects, signs will be installed at State administered trailheads that will include acknowledgment of LCCMR/ENRTF support. For those projects proposed for engineering and design only, acknowledgment signs will also be installed at State administered trailheads that will include acknowledgment of LCCMR/ENRTF support following the construction of the defined trail segment. In addition, all DNR originated project media notifications and public outreach regarding the projects will also include an LCCMR/ENRTF acknowledgment

## 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 identified projects are either existing or proposed components of the Outdoor Recreation System and will be implemented through the MnDNR Parks and Trails Division (PAT). All project engineering, contract administration and construction inspection will be completed by or under the oversight of the MN DNR Operation Services Division. The PAT will operate and maintain each of the facilities when complete. The rehabilitation projects will result in a reduction in current operational costs, and the completion of the new trail segments and/or bridges are not expected to result in an increase to the PAT's operational costs for 10-25 years.

## Other ENRTF Appropriations Awarded in the Last Six Years

Name	Appropriation	Amount Awarded
Minnesota State Trails Development	M.L. 2021, First Special Session, Chp. 6, Art. 6, Sec. 2, Subd. 09s	\$4,266,000
Minnesota State Trails Development	M.L. 2022, , Chp. 94, Art. , Sec. 2, Subd. 09g	\$7,387,000
Minnesota State Trails Development	M.L. 2023, , Chp. 60, Art. 2, Sec. 2, Subd. 09e	\$4,952,000
Minnesota State Trails Development	M.L. 2024, , Chp. 83, Art. , Sec. 2, Subd. 09h	\$5,036,000

## Project Manager and Organization Qualifications

**Project Manager Name:** Kent Skaar

**Job Title:** Parks and Trails Division - Senior Project Manager

**Provide description of the project manager's qualifications to manage the proposed project.**

Kent Skaar has been an employee of the State of Minnesota for more than 30 years. For the last 26 years, as an employee of the Minnesota Department of Natural Resources Parks and Trails Division he has been principally responsible for the development of MNDNR administered public water accesses, state trails and motorized off-highway recreational facilities. His experience includes facility design, construction, and project management for project of all sizes. Many of the projects include multiple disciplines and local partners. Mr. Skaar has extensive experience with the grant management, procedures and the requirements associated with a variety of federal and non-federal funding.

**Organization:** MN DNR - State Parks and Trails Division

**Organization Description:**

The Department of Natural Resources, Parks and Trails Division operates 67 state parks, 8 state recreation areas, more than 650 miles of surfaced, improved state trail, in excess of 1,600 water access sites, 30 water trails and 9 state waysides throughout Minnesota. The Parks and Trails Division connects people to the state's natural resources by providing access to outdoor recreation, conservation education and natural resource restoration and management. The vision of the Parks and Trails Division is to create unforgettable park, trail and water recreation experiences that inspire people to pass along the love for the outdoors to current and future generations. . More information on the Minnesota DNR can be found at [MNDNR.gov](http://MNDNR.gov)

## Budget Summary

Category / Name	Subcategory or Type	Description	Purpose	Gen. Ineligible	% Benefits	# FTE	Classified Staff?	\$ Amount
<b>Personnel</b>								
							<b>Sub Total</b>	-
<b>Contracts and Services</b>								
MnDNR Operations Services Division	Internal services or fees (uncommon)	All proposed project engineering, design, contract administration will be completed by or under the direct oversight of the MNDNR Division of Operation Services / Construction and Design.				0		\$643,750
Project General Contractor - TBD	Service Contract	The Project General Contractor will provide construction services for the rehabilitation of the Willard Munger State Trail / Hinckley Railroad Bridge				-		\$529,265
Project General Contractor - TBD	Service Contract	The Project General Contractor will provide construction services for the replacement of the CJ Ramstad-Northshore State Trail / Gooseberry River Bridge				-		\$333,509
Project General Contractor - TBD	Service Contract	The Project General Contractor will provide construction services for the construction of a new Minnesota River State Trail bridge between Mankato and St. Peter				-		\$2,185,560
Project General Contractor - TBD	Service Contract	The Project General Contractor will provide construction services for the rehabilitation of Glacial Lakes State Trail between the communities of Spicer and New London.				-		\$1,630,045
Project General Contractor - TBD	Service Contract	The Project General Contractor will provide construction services for the rehabilitation of the Central Lakes State Trail / Ashby to Dalton Segment				-		\$777,522
Project General Contractor - TBD	Service Contract	The Project General Contractor will provide construction services for the rehabilitation and realignment of the Minnesota Valley State Trail / Shakopee South Segment				-		\$244,507
Project General Contractor - TBD	Service Contract	The Project General Contractor will provide construction services for the development of the Gateway State Trail / Willaim O'Brien State Park Segment				-		\$2,296,065

							<b>Sub Total</b>	<b>\$8,640,223</b>
<b>Equipment, Tools, and Supplies</b>								
							<b>Sub Total</b>	-
<b>Capital Equipment</b>								
							<b>Sub Total</b>	-
<b>Acquisitions and Stewardship</b>								
							<b>Sub Total</b>	-
<b>Travel In Minnesota</b>								
							<b>Sub Total</b>	-
<b>Travel Outside Minnesota</b>								
							<b>Sub Total</b>	-
<b>Printing and Publication</b>								
							<b>Sub Total</b>	-
<b>Other Expenses</b>								
		MN DNR Direct and Necessary Costs		Pay for activities that are directly related to and necessary for accomplishing appropriate programs/projects. Direct and necessary costs cover HR Support (~\$0), Safety Support (~\$0), Financial Support (~\$96,148), Communication Support (~\$2,086), IT Support (~\$0), and Planning Support (~\$1,543) that are necessary to accomplishing funded programs/projects.				\$99,777

							<b>Sub Total</b>	<b>\$99,777</b>
							<b>Grand Total</b>	<b>\$8,740,000</b>

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
<b>State</b>				
Cash	Parks and Trails Legacy Appropriation (FY28-29)	To design and replace the CJ Ramstad/Northshore State Trail, Gooseberry River Bridge, Lake County.	Potential	\$112,500
Cash	Parks and Trails Legacy Appropriation (FY28-30)	To design and construct a new State Trail bridge on the Minnesota River State Trail corridor, between the communities of St Peter and Mankato, Blue Earth County.	Potential	\$737,500
Cash	Parks and Trails Legacy Appropriation (FY28-30)	To design a new State Trail bridge on the Cuyuna Lakes State Trail corridor over TH210 in the City of Brainerd, Crow Wing County.	Potential	\$62,500
Cash	Parks and Trails Legacy Appropriation (FY28-30)	To rehabilitate and improve the existing Glacial Lakes State Trail, between the communities of Spicer and New London, Kandiyohi County.	Potential	\$550,000
Cash	Parks and Trails Legacy Appropriation (FY28-29)	To rehabilitate and improve the existing Central Lakes State Trail, between the communities of Ashby and Dalton, Grant County.	Potential	\$262,500
Cash	Parks and Trails Legacy Appropriation (FY28-30)	To design the rehabilitation and improvement of the existing Glacial Lakes State Trail, between the communities of Roscoe and Paynesville, Stearns County	Potential	\$37,500
Cash	Parks and Trails Legacy Appropriation (FY26-27)	To design and rehabilitate and realign an existing segment of the Minnesota Valley State Trail in Shakopee, Scott County	Secured	\$82,500
Cash	Parks and Trails Legacy Appropriation (FY28-30)	To design and rehabilitate an existing segment of the Gltchi Gami State Trail between the communities of Schroeder and Tofte, Cook County.	Potential	\$50,000
Cash	Parks and Trails Legacy Appropriation (FY28-30)	To design the rehabilitation and upgrading an existing segment of the Arrowhead State Trail near the community of Orr, St. Louis County.	Potential	\$18,750
Cash	Parks and Trails Legacy Appropriation (FY26-27)	To construct a new segment of the Gateway State Trail between William Obrien State Trail and Oak Hill Road, Washington County.	Secured	\$775,000
Cash	Parks and Trails Legacy Appropriation (FY28-30)	To engineer and design a new segment of the Mill Towns State Trail between the communities of Dundas and Faribault, Rice County.	Potential	\$45,835
Cash	Parks and Trails Legacy Appropriation (FY28-29)	To rehabilitate the existing Munger State Trail, Hinckley Railroad Bridge over the Grindstone River in the community of the community of Hinkley, Pine County	Potential	\$35,000
			<b>State Sub Total</b>	<b>\$2,769,585</b>
<b>Non-State</b>				
Cash	2025 Federal Recreational Trail Grant	To rehabilitate the existing Munger State Trail, Hinckley Railroad Bridge over the Grindstone River in the community of the community of Hinkley, Pine County.	Secured	\$200,000
			<b>Non State Sub Total</b>	<b>\$200,000</b>
			<b>Funds Total</b>	<b>\$2,969,585</b>

**Total Project Cost: \$11,709,585**

**This amount accurately reflects total project cost?**

Yes

## Attachments

### Required Attachments

#### *Visual Component*

File: [80330f9f-ba0.pdf](#)

#### *Alternate Text for Visual Component*

Minnesota Map with Individual State Trails and Proposed ENRTF Project locations identified....

### Supplemental Attachments

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

Title	File
Updated Capital Construction Budget Addendum: 2026 Minnesota Stat Trails Development	<a href="#">30b4704c-6e3.pdf</a>
Capital Construction Budget Addendum: 2026 Minnesota State Trails Development	<a href="#">6e8d0938-73e.pdf</a>
Capital Projects Questionnaire - 2026 Minnesota State Trails Development	<a href="#">58873040-645.pdf</a>

## Administrative Use

**Does your project include restoration or acquisition of land rights?**

No

**Do you understand that travel expenses are only approved if they 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

**Does your project include the pre-design, design, construction, or renovation of a building, trail, campground, or other fixed capital asset costing \$10,000 or more or large-scale stream or wetland restoration?**

Yes

**Do you propose using an appropriation from the Environment and Natural Resources Trust Fund to conduct a project that provides children's services (as defined in Minnesota Statutes section 299C.61 Subd.7 as "the provision of care,**

treatment, education, training, instruction, or recreation to children")?

No

**Provide the name(s) and organization(s) of additional individuals assisting in the completion of this proposal:**

The Project and the individual activities will be implemented with the assistance and contributions of the MnDNR Parks and Trails Divisions – Resource and Asset Management Section Project staff, MnDNR Parks and Trails Division Regional and Area Acquisition and Development staff, Operation Services Division Engineering and Design Staff, as well as the support and partnership of the MnDOT; Kandiyohi County; Pine County; Stearns County; Crow Wing County; and Washington County; the communities of Spicer, New London, Paynesville, Mankato, St. Peter, Kasota, Scandia, and Brainerd and the specific State Trail Associations/Friends Groups where applicable. The US Forest Service, DNR Division of Forestry, MnDOT and the City of Brainerd.

**Do you understand that a named service contract does not constitute a funder-designated subrecipient or approval of a sole-source contract? In other words, a service contract entity is only approved if it has been selected according to the contracting rules identified in state law and policy for organizations that receive ENRTF funds through direct appropriations, or in the DNR’s reimbursement manual for non-state organizations. These rules may include competitive bidding and prevailing wage requirements**

Yes, I understand