

AGENDA AND ADDITIONS TO THE AGENDA
REGULAR COUNCIL MEETING
CITY OF CROSSLAKE
MONDAY, JUNE 8, 2026
6:00 P.M. – CITY HALL

A. CALL TO ORDER

1. Pledge of Allegiance
2. Approval of Additions to the Agenda (Council Action-Motion)

B. PUBLIC FORUM – Action may or may not be taken on any issues raised. If Council requires more information or time for consideration, the issues will be placed on the agenda of the next regular council meeting. Speakers must state their name and address. At the discretion of the mayor, each speaker is given a three-minute time limit.

C. CONSENT CALENDAR – NOTICE TO THE PUBLIC – All items here listed are considered to be routine by the City Council and will be acted on by one motion. There will be no separate discussion on these items unless a Citizen or Councilmember so requests:

1. Regular Council Meeting Minutes of May 6, 2026
2. Special Council Meeting Minutes of May 27, 2026
3. May 2026 Budget Revenues
4. May 2026 Expenditures
5. May 2026 Balance Sheet
6. Police Reports for Crosslake, Mission Township and City of Manhattan Beach – May 2026
7. Fire Department Report – May 2026
8. Memo from Chief Lohmiller Re: Flanders Fire Mutual Aid Response Summary
9. Memo from Chief Lohmiller Re: Stewart Trail Fire Mutual Aid Deployment
10. Public Safety Meeting Minutes of February 4, 2026
11. Public Safety Meeting Minutes of March 4, 2026
12. Planning and Zoning Meeting Minutes of April 24, 2026
13. Park, Recreation, and Library Commission Meeting Minutes of April 22, 2026
14. EDA Meeting Minutes of March 4, 2026
15. Public Works Meeting Minutes of May 4, 2026
16. Waste Partners Recycling Report for April 2026
17. Personnel Updates and Recap
18. LG220 Application for Exempt Permit to Conduct Raffle from Rock'n on Whitefish
19. Bills for Approval
20. Additional Bills for Approval

D. COMMUNITY ORGANIZATIONS

1. Crosslake Oktoberfest Committee – Oktoberfest on October 16-17, 2026
2. Application for Fireworks Display on July 4, 2026 from Chamber of Commerce (Council Action-Motion)
3. Application for Fireworks Display on July 18, 2026 from Crosslake Fitness (Council Action-Motion)

4. Dave Fischer – Grandpa’s Run for the Walleye (Council Action-Motion)

E. MAYOR’S AND COUNCIL MEMBERS’ REPORT

1. Daria Graupman, Crow Wing County Staff Engineer – CSAH 3/CSAH 36/CR103 Intersection Reconstruction
 - a. Resolution Supporting the Reconstruction of the Intersection at CSAH 3, CSAH 36, and CR 103 (Council Action-Motion)
2. Resolution Accepting Donations (Council Action-Motion)
3. Pat Netko and Jackson Purfeerst – Update on Freedom Flags
 - Freedom Flag Certificates
4. Memo from Mayor Purfeerst Re: 2018 iPads (Council Action-Motion)

F. CITY ADMINISTRATOR’S REPORT

1. Memo dated May 20, 2026 from Lori Conway Re: Public Works Department PFML (Council Action-Motion)
2. Memo dated May 20, 2026 from Lori Conway Re: Public Works Department Hiring (Council Action-Motion)
3. First Reading of Ordinance Amending Chapter 2 Concerning Boards and Commissions
4. Approval of Job Description for New Position in Planning & Zoning Department (Council Action-Motion)
5. Approval of MOU to Add New Planning & Zoning Position to AFSCME Union Bargaining Unit (Council Action-Motion)

G. COMMISSION REPORTS

1. PUBLIC WORKS/SEWER/CEMETERY
 - a. Memo dated June 1, 2026 from Public Works Commission Re: Assessment Abatements (Council Action-Motion)
 - b. Memo dated June 1, 2026 from Public Works Commission Re: Johnie Street Restoration and Letter (Council Action-Motion)
 - c. Memo dated June 1, 2026 from Public Works Commission Re: Wilderness Trail Striping (Council Action-Motion)
 - d. Memo dated June 1, 2026 from Public Works Commission Re: CR 103/CSAH 3 Detour (Council Action-Motion)
 - e. City Wide Trail Improvement Plan Feasibility Report (Council Action-Motion)
2. PLANNING AND ZONING
 - a. Staff Report dated June 8, 2026 Re: Sensitive Shoreline District Review
 - b. First Reading of Ordinance Amending Chapter 30 Concerning Grass Height Nuisance
3. PUBLIC SAFETY
 - a. Public Safety Commission Meeting Minutes of May 6, 2026 and Recommendations to City Council (Council Action-Motion):
 - Recommendation to Install Permanent Flashing Crosswalk on County Road 66 at Daggett Pine Road
 - ~~Recommendation to Deny Changing the Current Cannabis Ordinance~~

4. PARK & RECREATION/LIBRARY

H. PUBLIC FORUM - Action may or may not be taken on any issues raised. If Council requires more information or time for consideration, the issues will be placed on the agenda of the next regular council meeting. Speakers must state their name and address. At the discretion of the mayor, each speaker is given a three-minute time limit.

I. CITY ATTORNEY REPORT

J. NEW BUSINESS

K. OLD BUSINESS

L. ADJOURN

C. 20.

ADDITIONAL BILLS FOR APPROVAL

June 8, 2026

VENDORS	DEPT		AMOUNT
AT&T, cell phone and toughbook charges	ALL		1,308.95
AW Research, water testing	Sewer		1,006.70
Civic Plus, codification services	Gov't		1,783.90
Crosslake Drug, medical supplies	Fire		41.97
Galls, uniform	Police		115.54
Heartland Animal Rescue, impound fees	Police		366.15
Karen Field, mileage reimbursement	Library		40.60
Lakes Area Rental, backpack blower, oil, sewer snake	PW		545.74
Lakes Country Carpet Cleaning, carpet cleaning	Fire		621.97
Lakes Printing, window envelopes	Admin		237.60
Mastercard, Amazon, respirator masks	Park		42.20
Mastercard, Amazon, tags, pvc cards	Park		64.98
Mastercard, Amazon, janitorial supplies	Park		29.99
Mastercard, Amazon, poster	Library		17.99
Mastercard, Amazon, posters	Library		24.93
Mastercard, Amazon, sludge judge	Sewer		243.23
Med Compass, hearing tests	PW		825.00
Menards, batteries	PW		46.15
Menards, head phones, oil, hardware	PW		103.51
Mike Schaefer Sealcoating, crack fill roads	PW		11,533.00
Mike Schaefer Sealcoating, csah 66 bike path	PW		23,498.00
Mike Schaefer Sealcoating, perkins road bike path	PW		3,725.00
Moonlite Square, fuel	Park		10.14
Northpoint Emergency Training, advanced stroke life support	Fire		350.00
Ultimate Safety Concepts, sensors	PW		897.78
Waste Partners, trash removal	ALL		643.85
TOTAL			48,124.87

Jackson M. Purfeerst
Mayor
815-904-9665
jpurfeerst@cityofcrosslake.gov



E.4.
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13888 Daggett Bay Rd
Crosslake, Minnesota 56442
www.cityofcrosslake.gov

June 8, 2026

MEMO

To: City Council
From: Mayor Jackson Purfeerst
Subject: 2018 iPads

Council- I am asking for support to donate the three 2018 iPads that have been sitting in City Hall since the end of 2024 to Camp Knutson. Once they are wiped clean and reset to factory settings, their youth guests will be able to use and enjoy these.

These tablets were originally purchased during COVID so that the Council would have the ability to connect to meetings remotely. Since that time, they have been used a handful of times, but they mostly sit on the shelf. Thank you for your consideration.

G.
l.
e.



**BOLTON
& MENK**

Real People. Real Solutions.

City Wide Trail Improvement Plan

City of Crosslake Feasibility Report

BMI Project No. 25X.139844

Submitted by:
Bolton & Menk, Inc.
7656 Design Road, Suite 200
Baxter, MN 56425
P: 218-825-0864
F: 218-825-0685

Certification

DRAFT

Feasibility Report

for

City Wide Trail Improvement Plan

City of Crosslake, Minnesota

25X.139844

June 1, 2026

I hereby certify that this plan, specification, or report was prepared by me or under my direct supervision, and that I am a duly Licensed Professional Engineer under the laws of the State of Minnesota.

By:



Phillip M. Martin, P.E.

License No. 25378

Date: June 1, 2026

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- Appendix C: InputID Trail Development Comments
- Appendix D: Trail Development Information and Cost Detail
- Appendix E: Potential Trail Funding Opportunities

I. PROJECT INTRODUCTION

A. PROJECT INITIATION

This Feasibility Report has been prepared for the City of Crosslake to consider City wide pedestrian trail improvements . The report can be used with future City trail improvement planning, partnering, stakeholder engagement, and bonding considerations.

II. BACKGROUND

A. TRAILS

The City of Crosslake began planning for potential trail routes with the 2016/2017 Comprehensive Plan effort. Within the comprehensive plan, exhibits were provided depicting Proposed Non-Motorized Trail Routes and Crosslake Bike Trails. In 2024, the City and local trail development stakeholders began to pursue application for trail planning funding through the Safe Streets For All (SS4A) funding program. The resulting exhibit titled Crosslake Lake Shared-Use Trails Planning – 10 to 15 Year Outlook identified trail segments to consider with funding. It was determined that the development of that exhibit involved limited public input which was not consistent with past City approaches to consider public input for potential improvements. Refer to Appendix A.

In 2025, the City decided to formalize a trail study with the purpose to develop and understand potential internal city wide trail alignments and costs by securing input from the general public. This effort would aid the City to prioritize future trail improvements, identify opportunities to partner with other stakeholders, and understand anticipated costs. It is expected that this City effort will complement the Brainerd Lakes Vulnerable Users Plan study that the City was successful in securing a SS4A grant to complete. The Brainerd Lakes Vulnerable Users Plan will provide an opportunity to consider existing and future trail improvements to address safety concerns in the greater Brainerd Lakes Area.

At the time of this feasibility report, the City has developed an estimated 10.4 miles of grade separated trails which are identified below:

- CSAH 3 (CSAH 66 to Swann Drive)
- CSAH 66 (CSAH 3 to north of CSAH 16)
- Daggett Pine Rd (CSAH 66 to Wilderness Trail)
- Harbor Lane (CSAH 16 to Ideal Township boundary)
- Manhattan Point Boulevard (CSAH 66 to Camp Knudson)
- Perkins Road (CR 103 to west end)
- West Shore Drive (CSAH 16 to Ideal Township boundary)

III. PROPOSED TRAIL DEVELOPMENT CONCEPTS

A. PROJECT STEERING COMMITTEE (PSC) GOALS

As part of the trail study process, a Project Steering Committee (PSC) was identified to help direct the development of a trail improvement plan for the City of Crosslake to consider. The following individuals expressed an interest in being part of the PSC and were actively involved.

- Lori Conway, Pat Wehner, TJ Graumann, Tim Berg, Mike O'Connell, Dave Schrupp, Mary Prescott, Sandy Farder, Robin Sylvester.

The PSC met for a Kickoff Meeting on October 21, 2025 to begin to discuss past trail development and the scope of work that Bolton & Menk was retained to provide. As part of this meeting, the PSC discussed their perspectives and goals on what they wanted to see accomplished with the study. From that discussion, the PSC identified the following goals and objectives for the trail study. More detailed goal information is included in Appendix B.

- Goal 1 – Develop a Safe and Connected Trail Network
- Goal 2 – Enhance Recreation and Community Well-Being
- Goal 3 – Support Economic Vitality and Tourism
- Goal 4 – Protect Natural Resources and Community Character
- Goal 5 – Strengthen Partnerships, Stewardship, and Long-Term Management

B. CONCEPT DEVELOPMENT

During the Kickoff Meeting, the PSC discussed the existing available information from past trail planning. Most were unaware of the information that existed from planning completed in 2016 and 2017 and did not have background information as to why certain trail corridors were depicted.

The group discussed a variety trail and recreational uses to consider the scope that the group wanted to cover with this trail study effort. It was decided that the study should focus on shared use trail development which represent trails for walking, biking, and running rather than motorized. In addition, the group felt trail concept development should:

- Plan for trails that are grade separated from the roadway rather than on the roadway shoulder.
- Consider other existing trail use segments (i.e. snowmobile & off road vehicle) within the City.
- Consider Public Works road Improvement planning
- Consider Park & Recreation improvement planning
- Consider trail improvement opportunities that coincide with planned Crow Wing County road improvements.

C. PUBLIC ENGAGEMENT

A primary goal of the trail feasibility study was to garner input from the public regarding proposed trail development within the City of Crosslake. To enhance the opportunity for public input, Bolton & Menk developed an InputID platform (<https://gis.bolton-menk.com/inputid/?app=CrosslakeTrailStudy>) that allowed for online viewing of potential trail locations. The InputID platform was opened for comment from early November to the end of December 2025. The platform allowed the public to interact by providing location based comments and reviewing other comments placed. Public comments, which could also be replied to or given a “thumbs up” or “thumbs down” rating, were attributed to the following categories.

- Missing paths
- Places I currently walk/bike
- Places I’d like to walk/bike
- Unsafe roadway crossings
- Other

In early January 2026 comments provided via the InputID platform were reviewed, which is provided in Appendix C. In total, the City received 46 public comments and 53 replies to those comments.. The public comments received were sorted into the following categories:

- Missing paths - 9
- Places I currently walk/bike - 6
- Places I'd like to walk/bike – 16
- Unsafe roadway crossing – 9
- Other - 6

Based on review of the public input received, the PSC felt that following were accurate statements regarding off road trail segments development interest in the City:

- CR 103, CSAH 3 S, CSAH 16, CSAH 66, CSAH 3 N all had clear support.
- Bonnie Lakes Rd had clear support.
- East Shore Rd had mixed support with some supporting and others opposing a trail along that segment.
- Daggett Pine Rd, Anchor Pt Rd, Fawn Lake were mentioned but had little support.
- New White Pine Shores Rd/Marine Max connection had support for development.

D. PRIORITY

After reviewing and discussing the public input received, the group went through an exercise to establish a priority for potential trail improvement. The group considered the comments received, as well as the planned road or trail improvements below that were being considered by Crow Wing County, the City of Crosslake, and Ideal Township.

- CR 103 Pavement Rehab – 2026
- CSAH 66 Bridge Deck Rehab - 2026
- CSAH 3 Trail (Sand Pointe Dr to East Shore Rd) – 2027
- CSAH 66 Pavement Rehab (Bald Eagle/Firehall) – 2027
- City Pedestrian Crossing at Edgewater Drive (2027)
- Harbor Lane/Silver Peak Road (Ideal Twp) – 2027
- Intersection of CR 103 & CSAH 3 – 2028
- CR 120 (Fawn Lake Rd) Pavement Rehab - 2028
- CSAH 3 (CSAH 11/CSAH 66) Pavement Rehab – 2029
- CSAH 66 (CSAH 16/CSAH 1) Pavement Rehab – 2030+

From this exercise, the PSC members developed the following basis for establishing priority:

- Priority will consider Timing of Opportunity to Partner with other entities, Opportunity to Connect to Existing Trail Segments to Close Gaps, and Interest Provided by Comments Received.
- Priority will be identified as High, Medium, or Low.
 - **High Priority** will have an assumed improvement horizon of 3 to 7 years.
 - **Medium Priority** will have an assumed improvement horizon of 8 to 15 years.
 - **Low Priority** will have an assumed improvement horizon beyond 15 years.

The resulting priority identified by the PSC is provided in the table below:

Trail Segment Improvement	Priority	Comment
CSAH 3 South (East Shore Rd to CR 103)	High	<i>Connects Pending Gap</i>
CSAH 3 South of CR 103 to Kimberly Lane	Medium	<i>Fitness Center Traffic</i>
CSAH 3 South of Kimberly Lane to Fawn Lake Rd	Low	Connects to future trail
CR 103 East (Perkins to CSAH 3)	High	<i>Opportunity with County</i>
CR 103 West (Perkins to West Shore Drive)	High	<i>Connects Existing Gap</i>
CR 103 West of West Shore Drive	Low	<i>Regional</i>
South Trail off CR 103 to Breezy Point	Low	<i>Regional</i>
East Shore Road	Medium	<i>Neighborhood Driven</i>
CSAH 37 (CSAH 3 to CSAH 36)	Low	<i>Future Trail, Regional</i>
CSAH 36 (CSAH 36 to CSAH 3)	Low	<i>Future Trail, Regional</i>
CSAH 36	Low	<i>Future Trail, Regional</i>
Bonnie Lakes Rd (City & Fairfield Township)	Medium	<i>Neighborhood Driven</i>
CSAH 3 North (Swann Avenue to Pine Bay Rd)	Medium	<i>Pedestrian Safety</i>
CSAH 3 North of Pine Bay Rd to Birch Narrows	Medium	<i>Pedestrian Safety</i>
CSAH 3 North of Birch Narrows to Fifty Lakes	Low	<i>Regional</i>
Pine Bay Road (CSAH 3 to Pine Bay Trail)	Medium	<i>Senior Living Activity</i>
Pine Bay Road beyond Pine Bay Trail	Low	<i>Neighborhood Driven</i>
Wolf Trail	Low	<i>Neighborhood Driven</i>
CSAH 66 South of CSAH 16 (Bald Eagle to Bridge)	Low	<i>Neighborhood Driven</i>
White Pine Shores Rd/Marine Max Connection	High	<i>Direct Pedestrian Connection</i>
CSAH 66 North (CSAH 16 to Anchor Pt Rd)	High	<i>Started, Connect Gap</i>
CSAH 66 North (Anchor Pt Rd to Manhattan Pt Blvd)	Medium	<i>Challenging Gap</i>
CSAH 66 North of Manhattan Pt Blvd	Low	<i>Regional</i>
Daggett Pine Rd East	Low	<i>Neighborhood Driven</i>
Wilderness Trail	Low	<i>Current Use Met</i>
Whitefish Avenue	Medium	<i>Neighborhood Driven</i>
CSAH 16 East of West Shore Drive	Low	<i>Very Challenging</i>
CSAH 16 (West of West Shore Drive to Harbor Lane)	High	<i>Connect Gap</i>
CSAH 16 West of Harbor Lane	High	<i>Fits with Ideal Twp Plan</i>
West Shore Drive (Ideal Township)	High	<i>Move trail off road shoulder</i>

IV. TRAIL IMPROVEMENT PLAN ESTIMATED COST

The tables below summarize estimated cost for each priority segment (High, Medium, Low) for the identified City Wide Trail Improvement Plan. The trail segments in each priority table are provided in no particular order and do not represent a ranking of importance within the priority table. In total, the estimated trail improvement cost for about 35 miles of trail segments was \$27,139,000. That total estimated cost is broken down into the following priority segments that are further detailed in sections below:

- High Priority (3 to 7 yr improvement horizon) \$ 4,642,000
- Medium Priority (8 to 15 yr improvement horizon) \$ 6,910,000
- Low Priority (Beyond 15 yr improvement horizon) \$15,587,000

The estimated costs developed were based on past construction cost information in the City of Crosslake and surrounding communities and include cost assumptions for easement acquisition, wetland/soil correction, ADA amenities, boardwalk platform, retaining wall installation, and fencing. The estimated costs include fees commonly associated with engineering, legal, financial,

and administrative services to complete the proposed trail improvement. Refer to Appendix D.

High Priority Trail Improvements

The table below shows estimated costs for trail segments identified by the PSC as trail segments with a desired trail improvement horizon of 3 to 7 years. The segments identified were identified with a high priority because they provided an opportunity to connect to or fill in a gap that existed relative to existing City trail segments. Below are updates to some of the trail segments identified:

- The City is currently working on the CSAH 3 South (Sand Pointe Dr to East Shore Rd) trail segment and anticipates it will be completed in 2027.
- The City is considering working on the CR 103 East (Perkins to CSAH 3) trail segment for potential improvement to coincide with Crow Wing County's planned improvement of the CSAH 3 and CR 103 intersection in 2028.

City Wide Trail Improvements Plan - High Priority Segments			
	Current Use	Length (mi)	Estimated Cost
CR 103 East (Perkins to CSAH 3)	Existing Shoulder Use Trail	0.98	\$ 892,000.00
CR 103 West (Perkins to West Shore Drive)	Existing Shoulder Use Trail	1.85	\$ 1,036,000.00
CSAH 3 South (Sand Point to East Shored Rd)	Existing Shoulder Use Trail	0.75	\$ 420,000.00
CSAH 3 South (East Shore Rd to CR 103)	Existing Shoulder Use Trail	0.75	\$ 422,000.00
West Shore Dr (Ideal Twp)	Existing Shoulder Use Trail	0.72	\$ 402,000.00
Co Rd 16 West (West Shore Drive to Harbor Lane)	Existing Shoulder Use Trail	0.42	\$ 344,000.00
Co Rd 16 West of Harbor Lane	Existing Shoulder Use Trail	1.14	\$ 633,000.00
CSAH 66 (CSAH 16 to Anchor Pt Rd)	Existing Shoulder Use Trail	0.44	\$ 247,000.00
White Pine Shores Rd Connection	Proposed Future Trails	0.41	\$ 246,000.00
Total		7.46	\$ 4,642,000.00

Medium Priority Trail Improvements

The table below shows estimated costs for trail segments identified by the PSC as trail segments with a desired trail improvement horizon of 8 to 15 years. It is anticipated that many of these will likely be "neighborhood" driven.

City Wide Trail Improvements Plan - Medium Priority Segments			
	Current Use	Length (mi)	Estimated Cost
CSAH 3 South (CR 103 to Kimberly Lane)	Existing Shoulder Use Trail	0.38	\$ 212,000.00
CSAH 3 North (Swann Ave to Pine Bay Rd)	Existing Shoulder Use Trail	0.41	\$ 230,000.00
CSAH 3 North (Pine Bay Rd to Birch Narrows)	Existing Shoulder Use Trail	1.72	\$ 958,000.00
CSAH 66 (Anchor Pt Rd to Manhattan Pt Blvd)	Existing Shoulder Use Trail	0.83	\$ 1,429,000.00
Bonnie Lakes Rd	Proposed Future Trails	1.57	\$ 965,000.00
East Shore Rd	Proposed Future Trails	1.27	\$ 715,000.00
Happy Landing Rd	Proposed Future Trails	0.31	\$ 177,000.00
Ostlund Ave	Proposed Future Trails	0.15	\$ 132,000.00
Pine Bay Rd (CSAH 3 to Pine Bay Trail)	Proposed Future Trails	0.45	\$ 274,000.00
Pioneer Dr	Proposed Future Trails	0.24	\$ 190,000.00
Swann Dr	Proposed Future Trails	0.47	\$ 287,000.00
Whitefish Ave	Proposed Future Trails	1.87	\$ 1,341,000.00
Total		9.68	\$ 6,910,000.00

Low Priority Trail Improvements

The table below shows estimated costs for trail segments identified by the PSC as trail segments with a desired trail improvement horizon beyond 15 years. It is anticipated that many of these will

likely be “neighborhood” driven or have a “regional” trail significance. A number of trail segments cross water features or will be adjacent to water features that will require added cost measures during construction.

City Wide Trail Improvements Plan - Low Priority Segments			
	Current Use	Length (mi)	Estimated Cost
CR 103 West of West Shore Drive	Existing Shoulder Use Trail	0.30	\$ 166,000.00
CSAH 3 South (Kimberly Lane to Fawn Lake Rd)	Existing Shoulder Use Trail	0.84	\$ 572,000.00
CSAH 36 (CSAH 3 to CSAH 37)	Existing Shoulder Use Trail	1.61	\$ 1,163,000.00
CSAH 36 (CSAH 37 to East City Limit)	Existing Shoulder Use Trail	3.62	\$ 2,147,000.00
CSAH 37 (CSAH 3 to CSAH 36)	Existing Shoulder Use Trail	0.67	\$ 477,000.00
Anchor Point Rd	Existing Shoulder Use Trail	1.45	\$ 1,008,000.00
Co Rd 16 (CSAH 66 to West Shore Drive)	Existing Shoulder Use Trail	1.82	\$ 2,397,000.00
CSAH 3 North (Birch Narrows to City limits)	Existing Shoulder Use Trail	1.98	\$ 1,635,000.00
Wilderness Trl	Existing Shoulder Use Trail	1.14	\$ 1,005,000.00
CSAH 66 North of Manhattan Pt Blvd to CSAH 1	Existing Shoulder Use Trail	1.20	\$ 851,000.00
Daggett Pine Rd	Proposed Future Trails	0.79	\$ 604,000.00
Dream Island Rd	Proposed Future Trails	0.18	\$ 209,000.00
Pine Bay Rd (Pine Bay Trail to Wolf Lane)	Proposed Future Trails	0.19	\$ 115,000.00
Tamarack Rd	Proposed Future Trails	0.70	\$ 347,000.00
South off CR 103	Proposed Future Trails	0.45	\$ 2,392,000.00
Wolf Trl	Proposed Future Trails	0.84	\$ 499,000.00
	Total	17.78	\$ 15,587,000.00

V. POTENTIAL TRAIL FUNDING

Historically, the City of Crosslake has not sought special assessments for trail improvements. The City has recently completed trial improvements within City road and County road improvement project scopes. The City of Crosslake was recently successful in securing funding through the Highway Safety Improvement Program (HSIP) to extend an off road shared use trail along CSAH 3 from Sand Pointe Dr to East Shore Rd. Additionally, some trail development funding has been provided through a public/private partnership with the Lakes Area Kids Enrichment (LAKE) Foundation.

There are a number of potential funding programs listed below that the City can consider pursuing for trail development. These funding programs are competitive with varying award limits and local match requirements. More detail on these programs is provided in Appendix E.

MnDOT Transportation Alternatives – Infrastructure Grant: For local communities and regional agencies to fund projects for pedestrian and bicycle facilities, historic preservation, Safe Routes to School (SRTS), and more. Awards are \$100,000 to \$1,000,000 with 20% local match requirements. Applications are typically due in January of every year.

MnDOT Active Transportation – Infrastructure Grant: Funds infrastructure that facilitates safe and effective transportation for bicyclists and pedestrians. Not intended for SRTS projects. Awards are \$500,000 max with no local match requirements. Applications are typically due in January of every year.

MNDOT Active Transportation – Planning Assistance Grant: Provides planning services to help communities create active transportation plans to help more people safely walk and bicycle to destinations where they live, work, and play. Awards are \$100,000 max with no local match requirements. Applications are typically due in January of every year.

MnDOT Safe Routes to School Program – Infrastructure Grant: Funds infrastructure projects that enable students to walk and bicycle to and from schools. Projects must be included in an SRTS Action Plan. *Awards are \$1,000,000 max with no local match requirements. Applications are typically due in January of every year.*

MN DNR Local Trail Connection Program: Promotes short trail connections between places where people live and significant public resources. Considerations include trail length, type of use, and quality and attractiveness of natural and cultural resources. *Awards are \$250,000 max with 35% local match requirements. Applications are typically due in the spring of every year.*

MN DNR Federal Recreational Trail Program: Fund the maintenance and development of motorized, non-motorized, and diversified trails, the restoration of existing trails, and the development of trailhead facilities. *Awards are \$75,000 to \$200,000 with 25% local match requirements. Applications are typically due in the spring of every year.*

MN DNR Regional Trail Program: Funds the acquisition and development of trail facilities outside the seven-county metropolitan area that are considered of regional or statewide significance. *Awards are \$300,000 max with 25% local match requirements. Applications are typically due in the spring of every year.*

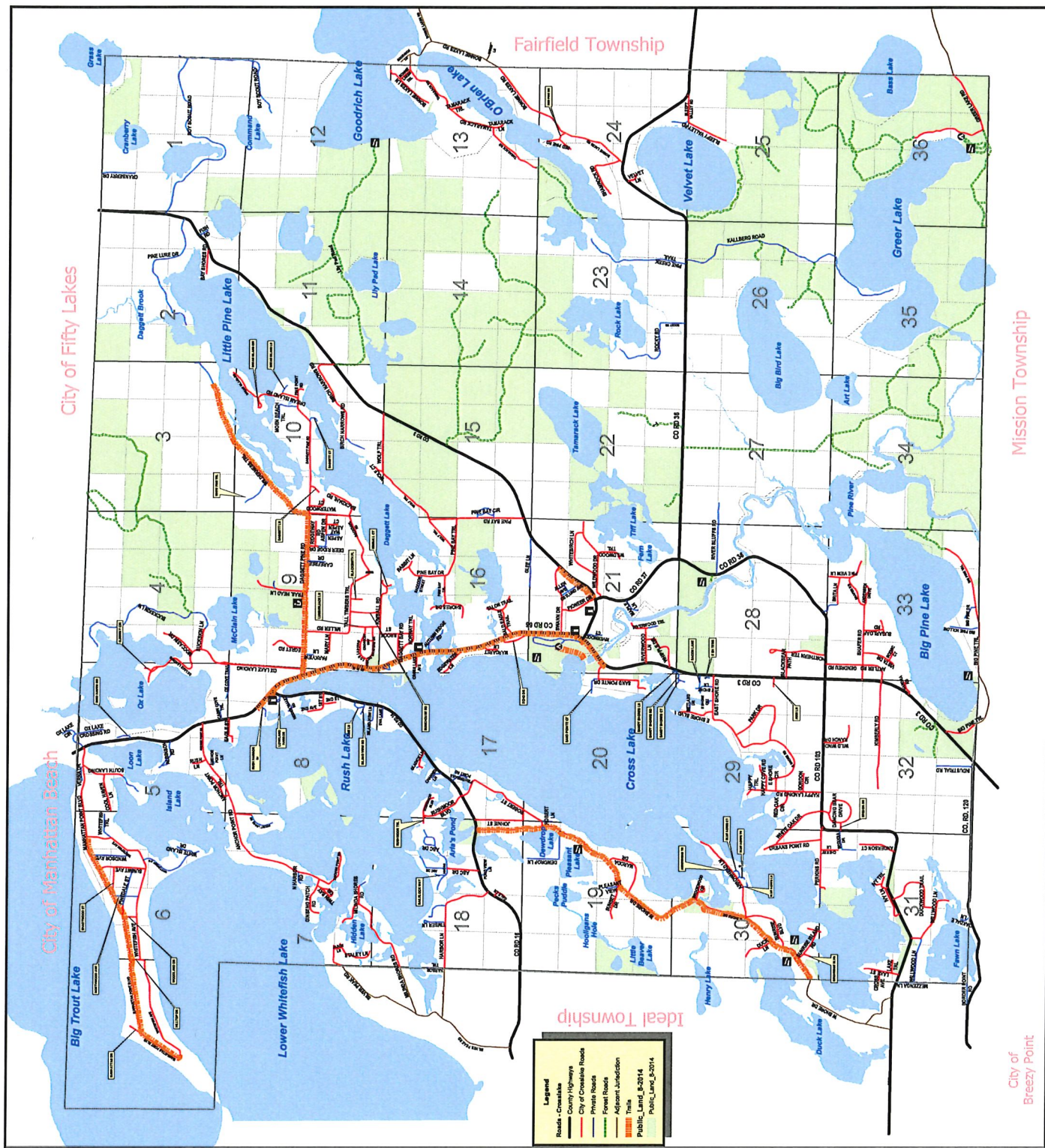
VI. NEXT STEPS

Through this study, potential shared use trail improvements have been developed and assigned a recommendation for high, medium, and low development priority. Development of each potential trail segment has included an estimate of the anticipated total cost for each trail segment.

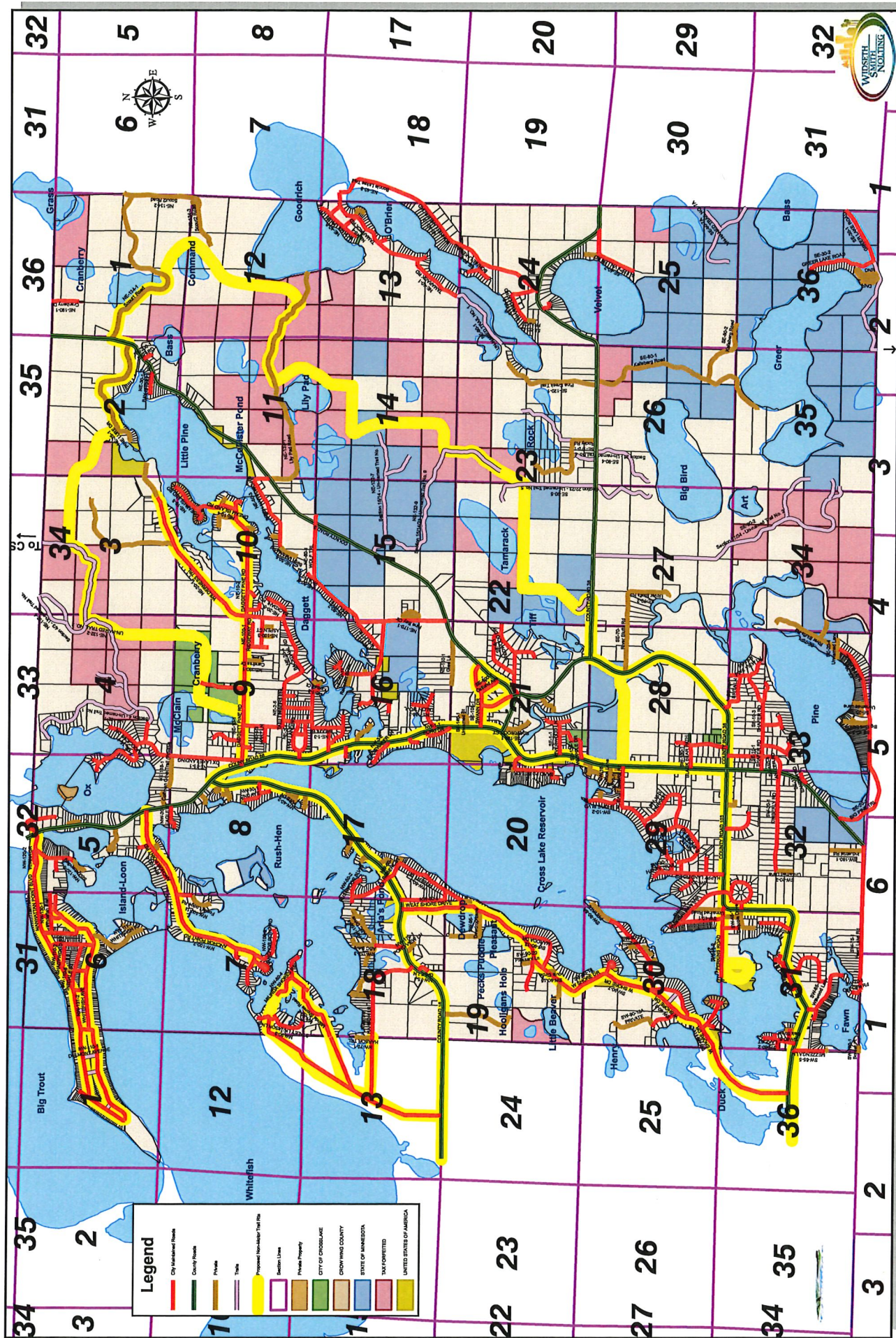
The recommended next step for the City is to further refine the high priority trail segments by creating an implementation schedule for each of the high priority segments identified. Securing funding, acquiring easement, and completing construction plans will need to follow as the implementation schedule is further defined.

Appendix A: Past Trailing Planning Information

CROSSLAKE BIKE TRAILS

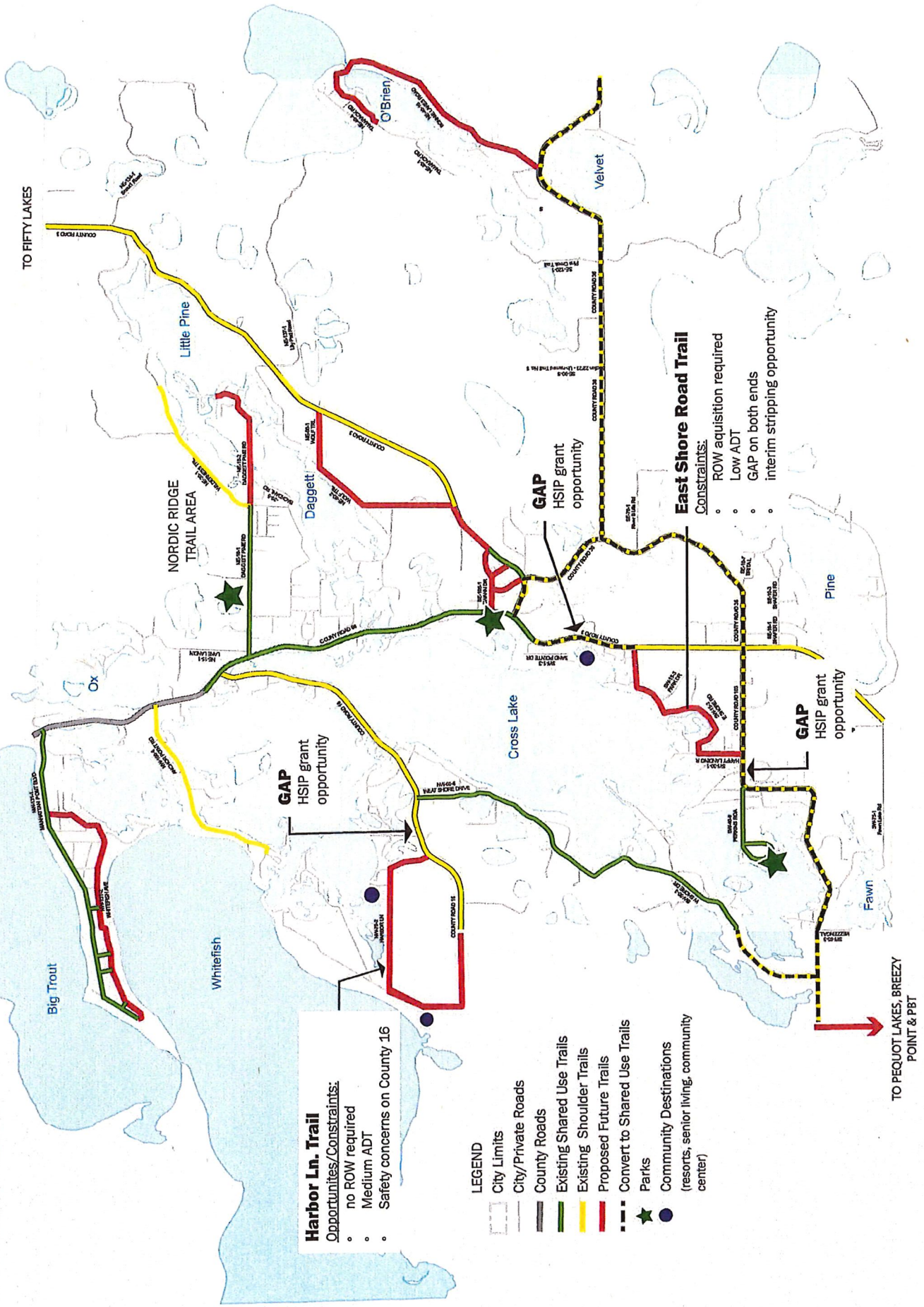


CROSSLAKE PROPOSED NON-MOTORIZED TRAIL ROUTES



CROSSLAKE LAKE SHARED-USE TRAILS PLANNING

10-15 YEAR OUTLOOK



Appendix B: Project Steering Committee Trail Development Goals & Objectives

City of Crosslake — Trail Feasibility Plan
Goals, Objectives & Outcomes

GOAL 1: Develop a Safe and Connected Trail Network

Create a cohesive system of non-motorized routes that link neighborhoods, parks, commercial areas, community facilities, and regional destinations.

Objectives

- Identify and prioritize trail corridors that close critical gaps between key destinations.
- Improve multimodal safety by reducing pedestrian and bicycle conflicts with vehicle traffic.
- Coordinate with county, state, and regional partners to ensure compatibility with broader trail systems. Findings from the Brainerd Lakes Area Vulnerable Users plan can assist in this effort.

Outcomes

- Residents and visitors can travel safely and conveniently between high-use destinations without relying on vehicles.
 - Crosslake has a connected system that supports both local mobility and regional trail continuity.
-

GOAL 2: Enhance Recreation and Community Well-Being

Provide accessible trail opportunities that support year-round recreation, healthy lifestyles, and active living for people of all ages and abilities.

Objectives

- Expand recreational options through trail design that accommodates walking, biking, running, and other non-motorized uses.
- Ensure ADA-accessible trail segments where feasible and appropriate.
- Promote trails as a community amenity that encourages daily physical activity.

Outcomes

- Increased recreational participation and improved community health indicators.
 - Trails become a valued amenity that contributes to Crosslake's high quality of life.
-

GOAL 3: Support Economic Vitality and Tourism

Leverage trail improvements to enhance Crosslake as a recreational destination and support local businesses.

Objectives

- Develop trail connections that strengthen access to commercial areas and tourism assets.
- Encourage partnerships with local organizations, businesses, and event promoters.
- Promote trail-based tourism through marketing and coordinated community efforts.

Outcomes

- Increased trail-related spending and visitor activity.
 - A strengthened four-season economy supported by outdoor recreation.
-

GOAL 4: Protect Natural Resources and Community Character

Plan and locate trails in a way that respects natural systems, scenic qualities, and the unique north-woods character of Crosslake.

Objectives

- Avoid or minimize environmental impacts through sensitive route selection and best management practices.
- Preserve scenic corridors and natural features as part of trail design.
- Coordinate with environmental agencies and landowners during planning and design.

Outcomes

- Trails coexist with and enhance Crosslake's natural setting.
- The community retains the environmental qualities that define its identity and appeal.

GOAL 5: Strengthen Partnerships, Stewardship, and Long-Term Management

Build sustainable capacity for trail development, funding, maintenance, and community involvement.

Objectives

- Collaborate with landowners, agencies, trail groups, and community partners during planning and implementation.
- Identify funding strategies that support construction and long-term maintenance.
- Establish clear roles for stewardship, management, and routine upkeep.

Outcomes

- A sustainable and maintainable trail system supported by a network of partners.
- Consistent long-term investment that protects public assets and ensures trail quality over time.

Appendix C: InputID Trail Development Comments



Trail Improvement Feasibility

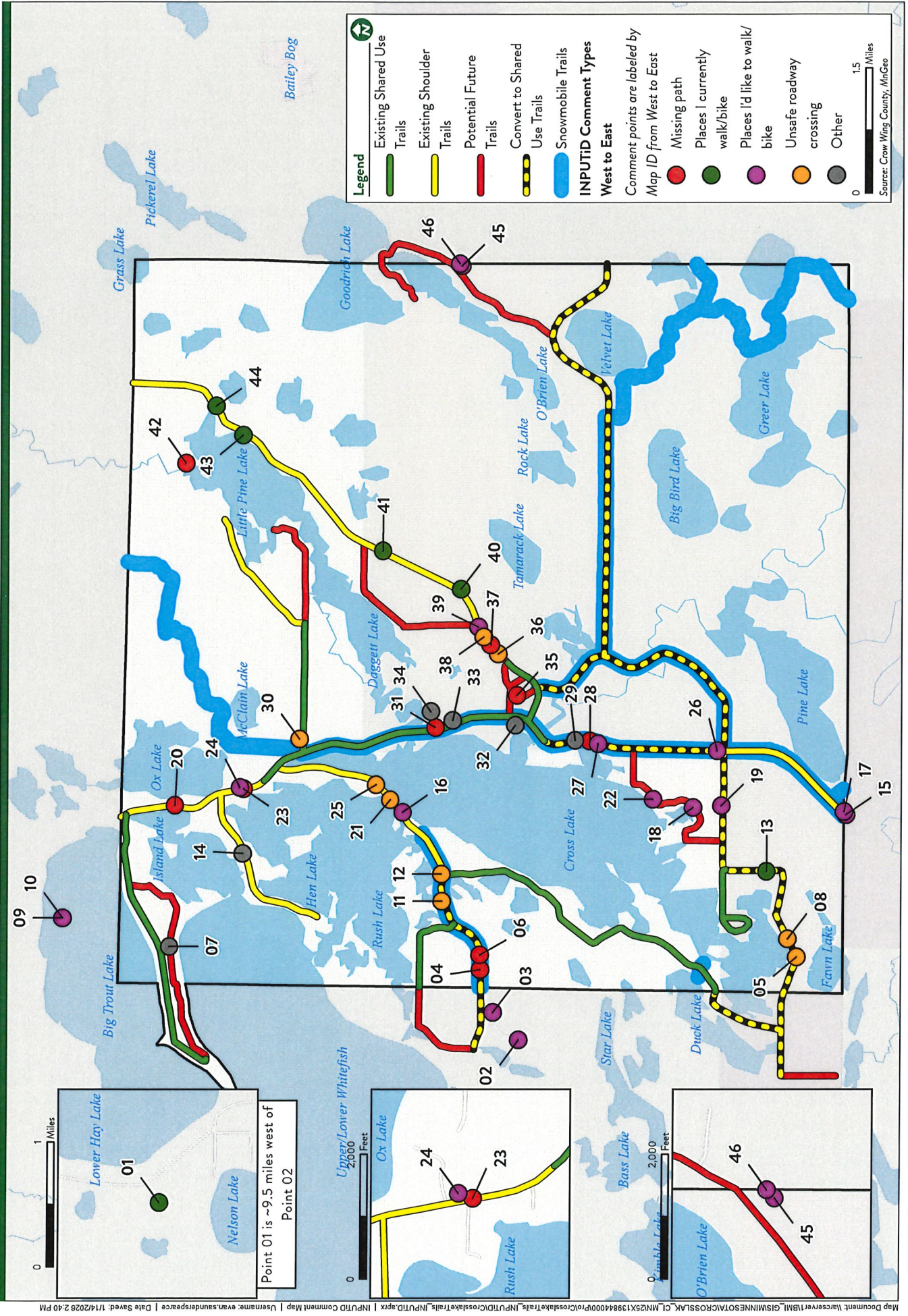
City of Crosslake, MN

INPUTiD Comment Map

January 2026



**BOLTON
& MENK**



Crosslake Trail Study Input ID

January 2026

Map ID 1  Places I currently walk/bike	
 0  0	This paved trail is a wonderful place for families to walk and cycle. It is a treasure for our community.
	11/14/2025
Map ID 2  Places I'd like to walk/bike	
 5  1	If there space it would be great to extend the dirt trails at Uppgaard to add on mileage
	11/12/2025
Map ID 3  Places I'd like to walk/bike	
 3  1	It could be a perfect sized small loop for kids to walk with adults
	11/13/2025
Map ID 4  Missing path	
 7  1	Work With Ideal Township and Crow Wing County to close Loop of Harbor Lane and Connect Resorts & West Shore Drive to Uppgaard
	10/27/2025
 7  1	Agree would be nice to have a trail from 66 to uppgaardd
	11/12/2025
 5  0	Would be awesome to have a trail here from Moonlite Bay all the way to Uppgaard
	11/24/2025
Map ID 5  Unsafe roadway crossing	
 13  0	The entire section of 103 along the south side of Crosslake has a lot if blind curves and feels very uncomfortable to walk on the shoulder, especially with kids.
	11/12/2025
 13  0	I bike here often and it is very unsafe. This needs a bigger shoulder if not a dedicated bike path
	11/12/2025
 2  0	There should be a dedicated path that connects 103 and west shore drive. This area is heavily used and someone is going to get killed without it.
	12/22/2025

Map ID 6  Missing path		
 0  0	We would love to have a walking path along county road 16 that connects to west shore Dr.	12/23/2025
Map ID 7  Other		
 5  3	I'd love to keep this side of whitefish ave natural roadway rather than adding another path on this side--i	11/12/2025
 3  2	I would love to have a return loop when using the existing paved trail, I think this would be great to add.	11/19/2025
 0  0	Either way something needs to be done to hill top and whitefish corner to many people walk on the inside of the corner. There would be concern for peoples yards being taking over by the trail system.	11/24/2025
 0  0	The trail is not a bad idea if people USED them instead of the road !	1/6/2026
Map ID 8  Unsafe roadway crossing		
 8  2	Close missing loop around Cross Lake to West Shore Drive - work with CWC and Ideal Township	10/27/2025
 7  1	A trail on 103 would be preferred. As a secondary option, widen the paved shoulders equivalent to CSAH 16	11/12/2025
 10  0	Bike path needed to Mach up with west shore	11/14/2025
Map ID 9  Places I'd like to walk/bike		
 1  0	It would be great to extend the path to county road 1. In general I'd love to see more dirt trails for running.	11/12/2025
 0  0	I strongly second this. A dirt or paved trail to County road 1 would be wonderful	11/19/2025
Map ID 10  Places I'd like to walk/bike		
 0  0	It would be great to extend the path to county road 1. In general I'd love to see more dirt trails for running.	11/12/2025

Map ID 11  Unsafe roadway crossing				
 7  1	Need Safe Connection between Harbor Lane and West Shore Drive. Permission to use ROW by CWC.			10/27/2025
 5  1	Strongly agree. Very dangerous to walk along the roadway here.			11/12/2025
 10  1	Extension of bike trail on 16 heading west from Moonite to Uppgaard would be a huge win for this part of the community. Co Rd 16 is so busy, especially in the summer. Having a safe and scenic path for bikers, walkers, runner to connect to larger trail network would be very valuable and have ROI for decades to come.			11/13/2025
 4  0	Extension of the bike trail along 16 is a great idea. This stretch would get used a lot more if there was a safe route and not just the shoulder of the highway			11/24/2025
Map ID 12  Unsafe roadway crossing				
 2  0	This is a tricky intersection due to very high traffic speeds			11/14/2025
Map ID 13  Places I currently walk/bike				
 10  1	103 is the most dangerous stretch when I bike around crosslake. Definitely needs a path			11/15/2025
 0  0	If you put a walking path, what happens for side by sides? Will they be allowed on the road even if the can't go faster than 45?			12/28/2025
Map ID 14  Other				
 2  0	Is there a law that people have to use the walking path? Anchor Point is a hilly road and when people walk down the middle or on the wrong side of this narrow road and you try to pass, it creates a very dangerous situation.			11/25/2025
Map ID 15  Places I'd like to walk/bike				
 2  0	I think we would benefit to have a safe walk/bike trail along Fawn Lake Road.			11/25/2025

Map ID 16  Places I'd like to walk/bike					
	8		0	A key connector but unsafe due to traffic speeds and need to travel on shoulder	
				11/14/2025	
Map ID 17  Places I'd like to walk/bike					
	0		0	It would be great to have a separate trail for bikes and/or snowmobiles along this road.	
				11/1/2026	
Map ID 18  Places I'd like to walk/bike					
	5		2	This would serve as a valuable connector and useful as a safer alternative for neighborhood walking and cycling	
				11/14/2025	
	1		2	i bike here all the time and have never been passed by a car seems like a waist of money	
				11/25/2025	
	2		1	I would avoid east shore drive. Focus on 103	
				11/26/2025	
Map ID 19  Places I'd like to walk/bike					
	7		1	Some people walk or bike along the shoulder of 103, but it is not all that safe. I would walk it if there was a safe separation of a trail from the vehicles.	
				11/18/2025	
	6		1	Bike path is a must here!!!	
				11/25/2025	
	4		1	Connecting 3 to West Shore Dr along 103 would be a great asset	
				11/25/2025	
	2		1	103 needs a multitude trail for walkers and a bike lane (similar to what wayzata has) would be perfect. I live right on the curve at Peking and it's dangerous	
				11/26/2025	
	1		0	Where are the side by sides going to drive? I see them currently driving on the shoulder. Will they be allowed on the roadways? What about speed limitations for side by sides if allowed on the road?	
				12/18/2025	

Map ID 20  Missing path					
 8  0	Wokr with CWC and City of Manhattan Beach to connect two deadhead trails on CTY 66 to Manhattan Point Blvd.			10/27/2025	
	 10  0	There is no shoulder here for biking and find this very unsafe for walking and biking.			11/12/2025
	 0  2	Why ? I work early morning and see more times people on the road instead of the walk way . Use the money in a better way then just throwing it away !			11/19/2025
Map ID 21  Unsafe roadway crossing					
 9  0	Unsafe Road - work with CWC to close trail/path loop around Cross Lake.			10/27/2025	
	 2  0	I bike here often and feel the nice wide shoulder make this safe and bike friendly			11/12/2025
	 8  0	This stretch from moonlight to west shore is not safe for pedestrians and traffic speed is way too fast here. I would not let my kids walk here			11/12/2025

Map ID 22  Places I'd like to walk/bike				
Match up timing of a Path with Crosslake 5 Year Road Plan and Potential City Sewer Expansion				
 1  0				10/27/2025
 3  3	If it's using the existing road and painting the trail. No way the people on the non lake side would stand for this. It would wipe out a good portion of their front yard.			11/12/2025
 7  6	Keep trail on 3 to 103. Don't want it on East Shore Road.			11/12/2025
 0  6	We don't want it on East Shore Road. Half our yard would be gone. Keep it on city 3			11/12/2025
 10  0	Currently this road is being used by walkers and bikers. It's a very curvy road narrow with blind spots . It is in need of repair. I'd like more information detailing how this option would effect homeowners here.			11/12/2025
 7  0	East Shore Road is dangerous with large groups of walkers and bikers. As noted earlier, it is curvy and narrow. If there is a way to provide a safer trail for both the drivers and walkers/bikers, I'm all for it.			11/12/2025
 1  4	No need for a sidewalk here. The road is quiet enough to be used by walkers and bikers as-is.			11/13/2025
 1  1	Biked on east shore rd before. Was a busy road and dangerous with all the curves in road. Prefer co3 & co103 with upgrades to 103			11/13/2025
 0  0	I bike on this road all the time and have never been passed by a car			11/14/2025
Map ID 23  Missing path				
 9  0	Missing Trail between existing CTY 66 Deadhead and Anchor Point Road to connect community to residences and unsafe high traffic road.			10/27/2025
Map ID 24  Places I'd like to walk/bike				
 0  0	Off road walking path from Moonlite Square to Anchor Point road. Currently very dangerous, particularly when cars are park on roadway in front of Ox Lake Tavern			12/28/2025
Map ID 25  Unsafe roadway crossing				
 6  0	My children frequently would like to bike on this stretch and I do not feel comfortable- high speeds and distracted drivers make this area dangerous for bikers/walkers.			11/18/2025

Map ID 26  Places I'd like to walk/bike					
 9  1	Match up timing with CWC to expand trail/paths west on 103 to Perkins Road and North on CTY 3 to East Shore Road with 2028 Round About.			10/27/2025	
	 7  1	Currently avoid biking / walking car trucks & ATV (snowmobiles) move at a high rate of speed and it's a busy thoroughfare in general. Having designated walking/ biking paths to Perkins and West shore paths would be a safe option and well used.			11/12/2025
	 6  1	CR-3 absolutely NEEDS a sidewalk, at least from the dam to East Shore. There have been multiple close calls, including a pet being killed on this shoulder last year due to the blind corner across from the American Legion.			11/13/2025
	 4  1	Bike path on 103 is a must			11/14/2025
	 0  1	Bike path to Paul Bunyan Trail through breezy point			11/25/2025
Map ID 27  Places I'd like to walk/bike					
 5  0	There will be someone killed on this blind curve if the speed isn't reduced, and a walk path is added. I live nearby, and seriously can't keep track of how many close calls with cars and pedestrians there have been			11/19/2025	
	 2  0	True			11/24/2025
Map ID 28  Missing path					
 10  0	There needs to be a path here to East Shore. This blind curve has seen far too many close calls, and people come out of the 35 to 45 mph zone going 55+. Not to mention this connects the city to the entire south side of Crosslake, and it sees a high number of pedestrians in the summer.			11/13/2025	

Map ID 29  Other				
 10  0	Speed zone is way too fast at 45mph for traffic coming from the south when so many vehicles make left turns into the clinic and bank. Witnessed accidents and way too many close calls for collisions and many shifted loads on trucks who must abruptly stop. Curve in the road directly south of Riverwood limits the ability to safely see stopped vehicles far enough ahead at that 45mph speed, of which many obviously exceed. Many vehicles heading north also veer out of their lane onto the shoulder on that curve where people regularly walk in groups, often in the direction of traffic since there are bypass lanes on the other side. Vehicles have taken out mailboxes because of inattentiveness so I dread the day someone just happens to be walking at the same time a vehicle swerves out of its lane, they would easily be killed. Visitors are oblivious to the dangers. A combo of reduced speed and a designated trail would make walking and families riding bikes so much safer in this area.			11/13/2025
 3  0	Could not agree more on this, someone WILL 100% GET KILLED if nothing changes. I beg the city to take this into consideration before it's too late. This should be the absolute top priority, our safety over any cosmetic changes.			11/19/2025
 0  0	This is a must in my opinion!			12/20/2025
Map ID 30  Unsafe roadway crossing				
 0  0	Unsafe crossing!			11/12/2025
 0  0	Not that unsafe. Are the crossing signs blinking?			11/12/2025
 1  0	I cross here daily and 85% of drivers do not stop., there are no flashing lights here, need to add them.			11/13/2025
Map ID 31  Missing path				
 3  0	Adding a sidewalk on the east side of 66 from the Bald Eagle Trl to the Daggett bridge.			11/13/2025
 0  0	Something to slow drivers down from yellow house through to bridge. People speed excessively and sidewalks!			12/19/2025
Map ID 32  Other				
 2  0	It would be great if the campground would plow some of its roads to make walking their roads easier during the winter.			11/14/2025

Map ID 33 🗳️ Other				
👍 1 🗳️ 0	Request the county to turn CR 66 over to the city south of CR 16. Would give the city more flexibility to prioritize their desires and reduce multi-agency coordination inefficiencies.			11/19/2025
👍 0 🗳️ 0	Needs bike, atv lane and speed slowed down for cars!			12/19/2025
Map ID 34 🗳️ Other				
👍 9 🗳️ 0	This road doesn't connect. Residents used to walk and bike thru c and c marina. A walking path around marine max from shores drive to bald eagle would be a benefit for residents			11/14/2025
👍 7 🗳️ 0	Agree! A path with access to Cty 66 was highly utilized when C&C would allow people to walk through. The path, if considered, should be accessible by emergency vehicles to shorten the time needed to reach those on Shores Drive, Pine Bay Trail/Drive and Wolf Trail.			11/15/2025
👍 4 🗳️ 0	YES! Miss the old cut thru at C&C. It's to far to go all the way south thru town. Miss it a great deal!			11/24/2025
👍 2 🗳️ 0	This would be a benefit, as mentioned, used by many before being blocked off			11/25/2025
👍 1 🗳️ 0	This would be HUGE!			12/20/2025
👍 1 🗳️ 0	Yes please!!! Not being able to take tat walk from our neighborhood into town was a huge negative lifestyle change!			12/26/2025
Map ID 35 🗳️ Missing path				
👍 13 🗳️ 0	Connect Missing Sidewalks and Paths through out Crosslake Town Square			10/27/2025
👍 8 🗳️ 0	Yes we need this!			11/12/2025
Map ID 36 🗳️ Unsafe roadway crossing				
👍 3 🗳️ 0	The golf cart crossing should have a blinking light to warn drivers there are pedestrian's crossing. The majority of drivers do not stop here.			11/15/2025

Map ID 37		Missing path	
	 3	 0	Many kids and adults have to walk on the shoulder of this area between pinebay and swan. It is very dangerous with all that is going on with the traffic at a high rate of speed and people looking at the golf course while driving. Please make this a priority.
			11/23/2025
Map ID 38		Unsafe roadway crossing	
	 0	 0	Unsafe for kids, adults, pets to get to town using the shoulder on 3 with the curved road. There is a lot of pedestrian traffic coming off of pine bay rd
			12/19/2025
Map ID 39		Places I'd like to walk/bike	
	 3	 0	Work with CWC and City of Fifty Lakes to safely connect two communities on High traffic unsafe road with Park in Fifty Lakes to Crosslake Amenities. Loop Pine Bay Road and Wolf Trail back to CTY 3 and Crosslake existing paths/sidewalks.
			10/27/2025
Map ID 40		Places I currently walk/bike	
	 1	 0	We walk and bike from here to town. Now that the golf course is extended this far there could be more foot traffic this way too.
			10/29/2025
Map ID 41		Places I currently walk/bike	
	 2	 0	Would like a paved walking trail along County Rd 3 towards Fifty Lakes. Currently not safe for all the users
			12/1/2025
Map ID 42		Missing path	
	 1	 0	The north ond of Little Pine Lake could be connected to Dagget Pine Road!
			11/12/2025
Map ID 43		Places I currently walk/bike	
	 0	 0	I am a runner, I marathon train alont this road and all roads really in the Crosslake area. There are plenty of times I am nervous about cars driving into the sholder when I am running. My husband runs here too and and we have been seeing a lot more walkers in this area in the last five years;
			1/1/2026

Map ID 44  Places I currently walk/bike				
	 0	 0	I run and bike from this point regulaly. Going both north and south. A separte path for running and walking would be safer because the amount of traffic and how fast people drive. You often see distracted drivers, too.	1/1/2026
Map ID 45  Places I'd like to walk/bike				
	 8	 0	A trail along Bonnie lakes would be fabulous! We currently have no trails and there is quite a few bit of traffic which makes walking and running unsafe.	11/12/2025
	 6	 0	I live here full-time and take walks on a daily basis with my dog. People do NOT slow down nor look for pedestrians. It's very frustrating! We would LOVE a dedicated walking path!	11/12/2025
	 4	 0	Bike path is a must	11/14/2025
	 2	 0	Bonnie Lakes road is getting busier every year with several new homes getting built right now. Seasonal and full time traffic has increased. When the road was "improved" about 8 years ago it was raised. The shoulder was no longer walkable so now pedestrians are forced to walk in the driving lanes, which is not very safe. A walking path around the lakes would be very well received and traveled.	11/15/2025
Map ID 46  Places I'd like to walk/bike				
	 1	 0	During the summer there are people jogging, walking dogs, all day long. You can drive down Bonnie Lakes road anytime during the day and there people in the road.	11/25/2025
	 1	 0	Actually it's pretty dangerous with the blind curves. A walking trail would be amazing.	11/25/2025

Appendix D: Trail Development Information and Cost Detail

CITY WIDE TRAIL IMPROVEMENT FEASIBILITY PLAN

High Identified Priority Trail Segments for 1 to 7 year implementation horizon
Medium Identified Trail Segments for 8 to 15 year implementation horizon
Low Identified Trail Segments for an implementation horizon greater than 15 years

No.	Street Segment	Described Use	Length (mi)	Length (ft)	R/W	Water Impact	Estimated Cost	Priority	Involved	Comments
High Priority										
1	CR 103 East (Perkins to CSAH 3)	Existing Shoulder Use Trail	0.98	5,174	Varies		\$ 892,000.00	High	City/County	Gap to future CSAH 3 trail
2	CR 103 West (Perkins to West Shore Drive)	Existing Shoulder Use Trail	1.85	9,768	Varies		\$ 1,036,000.00	High	City/County	USACE lands
3	CSAH 3 South (Sand Point to East Shored Rd)	Existing Shoulder Use Trail	0.75	3,960	Varies		\$ 420,000.00	High	City/County	In progress - 2026 construction
4	CSAH 3 South (East Shore Rd to CR 103)	Existing Shoulder Use Trail	0.75	3,960	Varies		\$ 422,000.00	High	City/County	Gap to future CR 103 trail
5	West Shore Dr (Ideal Twp)	Existing Shoulder Use Trail	0.72	3,817	Varies		\$ 402,000.00	High	City/County	Township shoulder segment
6	Co Rd 16 West (West Shore Drive to Harbor Lane)	Existing Shoulder Use Trail	0.42	2,218	Varies		\$ 344,000.00	High	City/County	Arwig, Coulter, Malinska, Johnson, USACE,
7	Co Rd 16 West of Harbor Lane	Existing Shoulder Use Trail	1.14	6,019	Varies		\$ 693,000.00	High	City/County	Regional aspect, Fits with Ideal Twp plans
8	CSAH 66 (CSAH 16 to Anchor Pt Rd)	Existing Shoulder Use Trail	0.44	2,323	Varies		\$ 247,000.00	High	City/County	Started, Connect Gap
9	White Pine Shores Rd Connection	Proposed Future Trails	0.41	2,165	None		\$ 246,000.00	High	City/County	Connector to CSAH 66, Marine Max, Junker Property
			7.46	39404			\$ 4,642,000.00			
Medium Priority										
1	CSAH 3 South (CR 103 to Kimberly Lane)	Existing Shoulder Use Trail	0.38	2,006	Varies		\$ 212,000.00	Medium	City/County	Pedestrian traffic to gym
2	CSAH 3 North (Swann Ave to Pine Bay Rd)	Existing Shoulder Use Trail	0.41	2,148	Varies		\$ 230,000.00	Medium	City/County	Pedestrian Safety
3	CSAH 3 North (Pine Bay Rd to Birch Narrows)	Existing Shoulder Use Trail	1.72	9,082	Varies		\$ 958,000.00	Medium	City/County	Pedestrian Safety
4	CSAH 66 (Anchor Pt Rd to Manhattan Pt Blvd)	Existing Shoulder Use Trail	0.83	4,382	Varies		\$ 1,429,000.00	Medium	City/County	Challenging Gap
5	Bonnie Lakes Rd	Proposed Future Trails	1.57	8,290	Varies	Adj wetland	\$ 965,000.00	Medium	City	City/Township, Neighborhood Driven
6	East Shore Rd	Proposed Future Trails	1.27	6,726	Varies		\$ 715,000.00	Medium	City	Neighborhood Driven
7	Happy Landing Rd	Proposed Future Trails	0.31	1,644	Varies		\$ 177,000.00	Medium	City	Neighborhood Driven
8	Ostlund Ave	Proposed Future Trails	0.15	803	Varies		\$ 132,000.00	Medium	City	Neighborhood Driven
9	Pine Bay Rd (CSAH 3 to Pine Bay Trail)	Proposed Future Trails	0.45	2,376	Varies		\$ 274,000.00	Medium	City	Senior Living Activity
10	Pioneer Dr	Proposed Future Trails	0.24	1,293	66'		\$ 190,000.00	Medium	City	Neighborhood Driven
11	Swann Dr	Proposed Future Trails	0.47	2,462	66'		\$ 287,000.00	Medium	City	Neighborhood Driven
12	Whitefish Ave	Proposed Future Trails	1.87	9,887	Varies		\$ 1,341,000.00	Medium	City	Neighborhood Driven
			9.68	51100			\$ 6,910,000.00			
Low Priority										
1	CR 103 West of West Shore Drive	Existing Shoulder Use Trail	0.30	1,584	Varies		\$ 166,000.00	Low	City/County	Regional
2	CSAH 3 South (Kimberly Lane to Fawn Lake Rd)	Existing Shoulder Use Trail	0.84	4,435	Varies		\$ 572,000.00	Low	City/County	Connector to future Fawn Lake Rd trail, Regional
3	CSAH 36 (CSAH 3 to CSAH 37)	Existing Shoulder Use Trail	1.61	8,501	Varies	Pine River	\$ 1,163,000.00	Low	City/County	Connector to Future Bonnie Lakes, Regional
4	CSAH 36 (CSAH 37 to East City Limit)	Existing Shoulder Use Trail	3.62	19,114	Varies	Wetland/Creek	\$ 2,147,000.00	Low	City/County	Connector to Future Bonnie Lakes, Regional
5	CSAH 37 (CSAH 3 to CSAH 36)	Existing Shoulder Use Trail	0.67	3,539	Varies		\$ 477,000.00	Low	City/County	Connector to Future Bonnie Lakes, Regional
6	Anchor Point Rd	Existing Shoulder Use Trail	1.45	7,649	66'		\$ 1,008,000.00	Low	City	Neighborhood Driven
7	Co Rd 16 (CSAH 66 to West Shore Drive)	Existing Shoulder Use Trail	1.82	9,607	Varies	Rush Lk Channel	\$ 2,397,000.00	Low	City/County	Challenging, Narrow Adjacent to Lake, Bridge
8	CSAH 3 North (Birch Narrows to City limits)	Existing Shoulder Use Trail	1.98	10,454	Varies		\$ 1,635,000.00	Low	City/County	Regional
9	Wilderness Trl	Existing Shoulder Use Trail	1.14	6,001	Varies	Adj wetland	\$ 1,005,000.00	Low	City	Neighborhood Driven
10	CSAH 66 North of Manhattan Pt Blvd to CSAH 1	Existing Shoulder Use Trail	1.20	6,336	Varies		\$ 851,000.00	Low	Cities/County	Regional
11	Daggett Pine Rd	Proposed Future Trails	0.79	4,176	Varies	Adj wetland	\$ 604,000.00	Low	City	Neighborhood Driven
12	Dream Island Rd	Proposed Future Trails	0.18	972	Varies	Dream Is Peninsula	\$ 209,000.00	Low	City	Neighborhood Driven, Peninsula Challenge
13	Pine Bay Rd (Pine Bay Trail to Wolf Lane)	Proposed Future Trails	0.19	1,003	Varies		\$ 115,000.00	Low	City	Neighborhood Driven
14	Tamarack Rd	Proposed Future Trails	0.70	1,584	Varies	Lk Channel/Adj Wetland	\$ 347,000.00	Low	City	City/Township, Neighborhood Driven
15	South off CR 103	Proposed Future Trails	0.45	15,312	Varies	Pelican Brk crossing	\$ 2,392,000.00	Low	Cities/County	Regional
16	Wolf Trl	Proposed Future Trails	0.84	4,420	Varies		\$ 499,000.00	Low	City	Neighborhood Driven
			17.78	104686			\$ 15,587,000.00			
Total Estimated Cost							\$ 27,139,000.00			

BUDGETARY TRAIL DEVELOPMENT COST ESTIMATES

Crosslake, MN

Assumptions for Development of Paved Trail Cost Per Foot

Ave Exc Depth (ft)	1.5	Agg Depth (in)	4
Ave Width Disturb (ft)	20	Bit Depth (in)	2.5
Trail Agg Width (ft)	12	Supplemental Topsoil (in)	2
Trail Bit Width (ft)	10	Topsoil Width (ft)	10
Trail Length (ft)	100	Bit Removal (ft)	15
Easement Width (ft)	15		

Construction Item	Units	Qty	Unit Cost	Total Cost
Mobilization	Lump Sum	1	\$ 350.00	\$ 350.00
Tree Clearing	Acre	0.05	\$ 5,000.00	\$ 229.57
Grubbing	Acre	0.05	\$ 2,500.00	\$ 114.78
Bituminous Removal	Sq Yd	33	\$ 5.00	\$ 166.67
Common Excavation	Cu Yd	111	\$ 12.00	\$ 1,333.33
Granular Import	Cu Yd	11	\$ 15.50	\$ 172.22
Class 5 Aggregate	Cu Yd	15	\$ 26.50	\$ 392.59
Bituminous Patch Special	Sq Yd	33	\$ 15.00	\$ 500.00
Bituminous Pavement (Trail)	Ton	15	\$ 75.00	\$ 1,145.83
Concrete Walk 6"	Sq Ft	5	\$ 100.00	\$ 500.00
Salvage & Reinstall Sign	Each	0.5	\$ 200.00	\$ 100.00
Traffic Control	Lump Sum	1	\$ 250.00	\$ 250.00
Silt Fence	Lin Ft	200	\$ 3.00	\$ 600.00
Bio roll	Lin Ft	40	\$ 3.00	\$ 120.00
Top Soil	Cu Yd	6	\$ 30.00	\$ 185.19
Turf Establishment	Acre	0.02	\$ 15,500.00	\$ 355.83

Construction	\$ 6,516.02
Contingency (20%)	\$ 1,303.20
ELFA (25%)	\$ 1,629.00

Total Per 100 Lin Ft \$ 9,448.22

Trail Cost Per Foot \$ 94.48
Rounded Unit Cost Per Foot Trail \$ 95.00

Easement Acquisition	Sq Ft	1	\$ 0.50
Wetland/Soil Correction	Sq Yd	1	\$ 15.00
Truncated Domes (19 SF per)	Sq Ft	19	\$ 55.00
Board Walk	Lin Ft	1	\$ 550.00
Modular Block Retaining Wall	Sq Ft	1	\$ 215.00
Fencing	Lin Ft	1	\$ 20.00

1-mile	
Unit Cost	Total Cost
\$	18,480.00
2.4 \$	12,121.21
2.4 \$	6,060.61
1760.0 \$	8,800.00
5866.7 \$	70,400.00
586.7 \$	9,093.33
782.2 \$	20,728.89
1760.0 \$	26,400.00
806.7 \$	60,500.00
264.0 \$	26,400.00
26.4 \$	5,280.00
	13,200.00
10560.0 \$	31,680.00
2112.0 \$	6,336.00
325.9 \$	9,777.78
1.2 \$	18,787.88
	\$ 344,045.70
	\$ 68,809.14
	\$ 86,011.42
	\$ 498,866.26

HIGH PRIORITY SEGMENTS (1 TO 7 YEARS)

	Units	Unit Cost	CR 103 East (Perkins to CSAH 3)		CR 103 West (Perkins to West Shore Drive)		CSAH 3 South (Sand Point to East Shored Rd)	
			Quantity	Cost	Quantity	Cost	Quantity	Cost
10' Paved Trail	Lin Ft	\$ 95.00	5174	\$ 491,568.00	9768	\$ 927,960.00	3960	\$ 376,200.00
Easement Acquisition	Sq Ft	\$ 0.50	77616	\$ 38,808.00	146520	\$ 73,260.00	59400	\$ 29,700.00
Wetland/Soil Correction	Sq Yd	\$ 15.00	862	\$ 12,936.00	1628	\$ 24,420.00	660	\$ 9,900.00
Truncated Domes	Sq Ft	\$ 55.00	114	\$ 6,270.00	190	\$ 10,450.00	76	\$ 4,180.00
Board Walk	Lin Ft	\$ 550.00	600	\$ 330,000.00	0	\$ -	0	\$ -
Modular Block Retaining Wall	Sq Ft	\$ 215.00	0	\$ -	0	\$ -	0	\$ -
Fencing	Lin Ft	\$ 20.00	600	\$ 12,000.00	0	\$ -	0	\$ -
Total				\$ 891,582.00		\$ 1,036,090.00		\$ 419,980.00

HIGH PRIORITY SEGMENTS (1 TO 7 YEARS)

	Units	Unit Cost	CSAH 3 South (East Shore Rd to CR 103)		West Shore Dr (Ideal Twp)		Co Rd 16 West (West Shore Drive to Harbor Lane)	
			Quantity	Cost	Quantity	Cost	Quantity	Cost
10' Paved Trail	Lin Ft	\$ 95.00	3960	\$ 376,200.00	3817	\$ 362,625.55	2218	\$ 210,672.00
Easement Acquisition	Sq Ft	\$ 0.50	59400	\$ 29,700.00	57257	\$ 28,628.33	33264	\$ 16,632.00
Wetland/Soil Correction	Sq Yd	\$ 15.00	660	\$ 9,900.00	636	\$ 9,542.78	370	\$ 5,544.00
Truncated Domes	Sq Ft	\$ 55.00	114	\$ 6,270.00	19	\$ 1,045.00	95	\$ 5,225.00
Board Walk	Lin Ft	\$ 550.00	0	\$ -	0	\$ -	0	\$ -
Modular Block Retaining Wall	Sq Ft	\$ 215.00	0	\$ -	0	\$ -	480	\$ 103,200.00
Fencing	Lin Ft	\$ 20.00	0	\$ -	0	\$ -	160	\$ 3,200.00
Total				\$ 422,070.00		\$ 401,841.66		\$ 344,473.00

HIGH PRIORITY SEGMENTS (1 TO 7 YEARS)

	Units	Unit Cost	Co Rd 16 West of Harbor Lane		CSAH 66 (CSAH 16 to Anchor Pt Rd)		White Pine Shores Rd Connection	
			Quantity	Cost	Quantity	Cost	Quantity	Cost
10' Paved Trail	Lin Ft	\$ 95.00	6019	\$ 571,824.00	2323	\$ 220,704.00	2165	\$ 205,656.00
Easement Acquisition	Sq Ft	\$ 0.50	90288	\$ 45,144.00	34848	\$ 17,424.00	64944	\$ 32,472.00
Wetland/Soil Correction	Sq Yd	\$ 15.00	1003	\$ 15,048.00	387	\$ 5,808.00	361	\$ 5,412.00
Truncated Domes	Sq Ft	\$ 55.00	19	\$ 1,045.00	57	\$ 3,135.00	38	\$ 2,090.00
Board Walk	Lin Ft	\$ 550.00	0	\$ -	0	\$ -	0	\$ -
Modular Block Retaining Wall	Sq Ft	\$ 215.00	0	\$ -	0	\$ -	0	\$ -
Fencing	Lin Ft	\$ 20.00	0	\$ -	0	\$ -	0	\$ -
Total				\$ 633,061.00		\$ 247,071.00		\$ 245,630.00

MEDIUM PRIORITY SEGMENTS (8 TO 15 YEARS)

	Units	CSAH 3 South (CR 103 to Kimberly Lane)		CSAH 3 North (Swann Ave to Pine Bay Rd)		CSAH 3 North (Pine Bay Rd to Birch Narrows)	
		Quantity	Cost	Quantity	Cost	Quantity	Cost
10' Paved Trail	Lin Ft	\$ 95.00					
		2006	\$ 190,608.00	2148	\$ 204,048.89	9082	\$ 862,752.00
Easement Acquisition	Sq Ft	30096	\$ 15,048.00	32218	\$ 16,109.12	136224	\$ 68,112.00
Wetland/Soil Correction	Sq Yd	334	\$ 5,016.00	358	\$ 5,369.71	1514	\$ 22,704.00
Truncated Domes	Sq Ft	19	\$ 1,045.00	76	\$ 4,180.00	76	\$ 4,180.00
Board Walk	Lin Ft	0	\$ -	0	\$ -	0	\$ -
Modular Block Retaining Wall	Sq Ft	0	\$ -	0	\$ -	0	\$ -
Fencing	Lin Ft	0	\$ -	0	\$ -	0	\$ -
Total			\$ 211,717.00		\$ 229,707.72		\$ 957,748.00

MEDIUM PRIORITY SEGMENTS (8 TO 15 YEARS)

	Units	Unit Cost	CSAH 66 (Anchor Pt Rd to Manhattan Pt Blvd)		Bonnie Lakes Rd		East Shore Rd	
			Quantity	Cost	Quantity	Cost	Quantity	Cost
10' Paved Trail	Lin Ft	\$ 95.00	4382	\$ 416,328.00	8290	\$ 787,597.04	6726	\$ 638,990.27
Easement Acquisition	Sq Ft	\$ 0.50	65736	\$ 32,868.00	124357	\$ 62,178.71	100893	\$ 50,446.60
Wetland/Soil Correction	Sq Yd	\$ 15.00	730	\$ 10,956.00	1382	\$ 20,726.24	1121	\$ 16,815.53
Truncated Domes	Sq Ft	\$ 55.00	76	\$ 4,180.00	76	\$ 4,180.00	152	\$ 8,360.00
Board Walk	Lin Ft	\$ 550.00	0	\$ -	0	\$ -	0	\$ -
Modular Block Retaining Wall	Sq Ft	\$ 215.00	4350	\$ 935,250.00	400	\$ 86,000.00	0	\$ -
Fencing	Lin Ft	\$ 20.00	1450	\$ 29,000.00	200	\$ 4,000.00	0	\$ -
Total				\$ 1,428,582.00		\$ 964,681.99		\$ 714,612.40

MEDIUM PRIORITY SEGMENTS (8 TO 15 YEARS)

	Units	Happy Landing Rd		Ostlund Ave		Pine Bay Rd (CSAH 3 to Pine Bay Trail)	
		Quantity	Cost	Quantity	Cost	Quantity	Cost
10' Paved Trail	Lin Ft	\$ 95.00	1644 \$ 156,155.41	803 \$ 76,261.76	2376 \$ 225,720.00		
Easement Acquisition	Sq Ft	\$ 0.50	24656 \$ 12,328.06	12041 \$ 6,020.67	71280 \$ 35,640.00		
Wetland/Soil Correction	Sq Yd	\$ 15.00	274 \$ 4,109.35	134 \$ 2,006.89	396 \$ 5,940.00		
Truncated Domes	Sq Ft	\$ 55.00	76 \$ 4,180.00	133 \$ 7,315.00	114 \$ 6,270.00		
Board Walk	Lin Ft	\$ 550.00	0 \$ -	0 \$ -	0 \$ -		
Modular Block Retaining Wall	Sq Ft	\$ 215.00	0 \$ -	180 \$ 38,700.00	0 \$ -		
Fencing	Lin Ft	\$ 20.00	0 \$ -	90 \$ 1,800.00	0 \$ -		
Total			\$ 176,772.82	\$ 132,104.32	\$ 273,570.00		

MEDIUM PRIORITY SEGMENTS (8 TO 15 YEARS)

	Units	Unit Cost	Pioneer Dr		Swann Dr		Whitefish Ave	
			Quantity	Cost	Quantity	Cost	Quantity	Cost
10' Paved Trail	Lin Ft	\$ 95.00	1293	\$ 122,819.24	2462	\$ 233,921.58	9887	\$ 939,270.55
Easement Acquisition	Sq Ft	\$ 0.50	38785	\$ 19,392.51	73870	\$ 36,934.99	296612	\$ 148,305.88
Wetland/Soil Correction	Sq Yd	\$ 15.00	215	\$ 3,232.09	410	\$ 6,155.83	1648	\$ 24,717.65
Truncated Domes	Sq Ft	\$ 55.00	190	\$ 10,450.00	190	\$ 10,450.00	228	\$ 12,540.00
Board Walk	Lin Ft	\$ 550.00	0	\$ -	0	\$ -	0	\$ -
Modular Block Retaining Wall	Sq Ft	\$ 215.00	150	\$ 32,250.00	0	\$ -	975	\$ 209,625.00
Fencing	Lin Ft	\$ 20.00	75	\$ 1,500.00	0	\$ -	325	\$ 6,500.00
Total				\$ 189,643.84		\$ 287,462.40		\$ 1,340,959.07

LOW PRIORITY SEGMENTS (> 15 YEARS)

	Units	Unit Cost	CR 103 West of West Shore Drive		CSAH 3 South (Kimberly Lane to Fawn Lake Rd)		CSAH 36 (CSAH 3 to CSAH 37)		CSAH 36 (CSAH 37 to East City Limit)	
			Quantity	Cost	Quantity	Cost	Quantity	Cost	Quantity	Cost
10' Paved Trail	Lin Ft	\$ 95.00	1584	\$ 150,480.00	4435	\$ 421,344.00	8501	\$ 807,576.00	19114	\$ 1,815,792.00
Easement Acquisition	Sq Ft	\$ 0.50	23760	\$ 11,880.00	66528	\$ 33,264.00	127512	\$ 63,756.00	286704	\$ 143,352.00
Wetland/Soil Correction	Sq Yd	\$ 15.00	264	\$ 3,960.00	739	\$ 11,088.00	1417	\$ 21,252.00	3186	\$ 47,784.00
Truncated Domes	Sq Ft	\$ 55.00	0	\$ -	114	\$ 6,270.00	76	\$ 4,180.00	133	\$ 7,315.00
Board Walk	Lin Ft	\$ 550.00	0	\$ -	0	\$ -	0	\$ -	0	\$ -
Modular Block Retaining Wall	Sq Ft	\$ 215.00	0	\$ -	450	\$ 96,750.00	1200	\$ 258,000.00	600	\$ 129,000.00
Fencing	Lin Ft	\$ 20.00	0	\$ -	150	\$ 3,000.00	400	\$ 8,000.00	200	\$ 4,000.00
Total				\$ 166,320.00		\$ 571,716.00		\$ 1,162,764.00		\$ 2,147,243.00

LOW PRIORITY SEGMENTS (> 15 YEARS)

	Units	Unit Cost	CSAH 37 (CSAH 3 to CSAH 36)		Anchor Point Rd		Co Rd 16 (CSAH 66 to West Shore Drive)		CSAH 3 North (Birch Narrows to City limits)	
			Quantity	Cost	Quantity	Cost	Quantity	Cost	Quantity	Cost
10' Paved Trail	Lin Ft	\$ 95.00	3539	\$ 336,179.91	7649	\$ 726,701.68	9607	\$ 912,652.65	10454	\$ 993,168.00
Easement Acquisition	Sq Ft	\$ 0.50	53081	\$ 26,540.52	114742	\$ 57,371.19	144103	\$ 72,051.52	156816	\$ 78,408.00
Wetland/Soil Correction	Sq Yd	\$ 15.00	590	\$ 8,846.84	1275	\$ 19,123.73	1601	\$ 24,017.17	1742	\$ 26,136.00
Truncated Domes	Sq Ft	\$ 55.00	76	\$ 4,180.00	95	\$ 5,225.00	456	\$ 25,080.00	95	\$ 5,225.00
Board Walk	Lin Ft	\$ 550.00	0	\$ -	0	\$ -	0	\$ -	0	\$ -
Modular Block Retaining Wall	Sq Ft	\$ 215.00	450	\$ 96,750.00	900	\$ 193,500.00	6150	\$ 1,322,250.00	2400	\$ 516,000.00
Fencing	Lin Ft	\$ 20.00	225	\$ 4,500.00	300	\$ 6,000.00	2050	\$ 41,000.00	800	\$ 16,000.00
Total				\$ 476,997.27		\$ 1,007,921.60		\$ 2,397,051.35		\$ 1,634,937.00

LOW PRIORITY SEGMENTS (> 15 YEARS)

	Units	Unit Cost	Wilderness Trl		CSAH 66 North of Manhattan Pt Bld to CSAH 1		Daggett Pine Rd	
			Quantity	Cost	Quantity	Cost	Quantity	Cost
10' Paved Trail	Lin Ft	\$ 95.00	6001	\$ 570,059.03	6336	\$ 601,920.00	4176	\$ 396,712.34
Easement Acquisition	Sq Ft	\$ 0.50	180019	\$ 90,009.32	190080	\$ 95,040.00	125278	\$ 62,638.79
Wetland/Soil Correction	Sq Yd	\$ 15.00	1000	\$ 15,001.55	1056	\$ 15,840.00	696	\$ 10,439.80
Truncated Domes	Sq Ft	\$ 55.00	76	\$ 4,180.00	95	\$ 5,225.00	19	\$ 1,045.00
Board Walk	Lin Ft	\$ 550.00	0	\$ -	0	\$ -	0	\$ -
Modular Block Retaining Wall	Sq Ft	\$ 215.00	1450	\$ 311,750.00	600	\$ 129,000.00	600	\$ 129,000.00
Fencing	Lin Ft	\$ 20.00	725	\$ 14,500.00	200	\$ 4,000.00	200	\$ 4,000.00
Total				\$ 1,005,499.90		\$ 851,025.00		\$ 603,835.93

LOW PRIORITY SEGMENTS (> 15 YEARS)

	Units	Unit Cost	Dream Island Rd		Pine Bay Rd (Pine Bay Trail to Wolf Lane)		Tamarack Rd	
			Quantity	Cost	Quantity	Cost	Quantity	Cost
10' Paved Trail	Lin Ft	\$ 95.00	972	\$ 92,310.30	1003	\$ 95,304.00	1584	\$ 150,480.00
Easement Acquisition	Sq Ft	\$ 0.50	29151	\$ 14,575.31	30096	\$ 15,048.00	47520	\$ 23,760.00
Wetland/Soil Correction	Sq Yd	\$ 15.00	162	\$ 2,429.22	167	\$ 2,508.00	264	\$ 3,960.00
Truncated Domes	Sq Ft	\$ 55.00	0	\$ -	38	\$ 2,090.00	38	\$ 2,090.00
Board Walk	Lin Ft	\$ 550.00	0	\$ -	0	\$ -	0	\$ -
Modular Block Retaining Wall	Sq Ft	\$ 215.00	450	\$ 96,750.00	0	\$ -	750	\$ 161,250.00
Fencing	Lin Ft	\$ 20.00	150	\$ 3,000.00	0	\$ -	250	\$ 5,000.00
Total				\$ 209,064.83		\$ 114,950.00		\$ 346,540.00

LOW PRIORITY SEGMENTS (> 15 YEARS)

	Units		Unit Cost	South off CR 103 (to CSAH 11)		Wolf Trl	
	Lin Ft	\$		Quantity	Cost	Quantity	Cost
10' Paved Trail	Lin Ft	\$	95.00	15312	\$ 1,454,640.00	4420	\$ 419,879.48
Easement Acquisition	Sq Ft	\$	0.50	459360	\$ 229,680.00	132594	\$ 66,296.76
Wetland/Soil Correction	Sq Yd	\$	15.00	2552	\$ 38,280.00	737	\$ 11,049.46
Truncated Domes	Sq Ft	\$	55.00	76	\$ 4,180.00	38	\$ 2,090.00
Board Walk	Lin Ft	\$	550.00	0	\$ -	0	\$ -
Modular Block Retaining Wall	Sq Ft	\$	215.00	3000	\$ 645,000.00	0	\$ -
Fencing	Lin Ft	\$	20.00	1000	\$ 20,000.00	0	\$ -
Total					\$ 2,391,780.00		\$ 499,315.70

Appendix E: Potential Trail Funding Opportunities

Minnesota Parks and Trails Competitive Funding Programs

Program	Description	Administering Agency	Eligible Costs	Funding Source	Solicitation Timeline	Examples of Improvement Activities	Local Match	Max Award size
Greater MN Transportation Alternatives Program	For local communities and regional agencies to fund projects for pedestrian and bicycle facilities, historic preservation, Safe Routes to School, and more.	MnDOT	Right of Way	Federal	Annually every winter	Overlooks, bike and pedestrian facilities, and scenic byways	20%	\$100,000 - \$1M
			Planning/Engineering					
			Construction					
MN Active Transportation State Infrastructure Program	For infrastructure that facilitates safe and effective transportation for cyclists and pedestrians. Not intended for SRTS projects.	MnDOT	Right of Way	State	Annually every winter	ADA compliant curbs, signage, speed bumps, and bike lanes	NA	\$500,000
			Planning/Engineering					
			Construction					
MN Active Transportation Planning Assistance Grants	Planning services to help communities create active transportation plans with a goal to help more people safely walk and bicycle to destinations where they live, work and play.	MnDOT	Right of Way	State	Annually every winter	The development of bike master plans, pedestrian plans, and parks and trails plans	NA	\$100,000
			Planning/Engineering					
			Construction					
Safe Routes to School (SRTS) - Infrastructure Grants	For implementation of infrastructure projects that enable students to walk and bicycle to and from schools. These grants are for standalone SRTS projects or to provide the local match for SRTS under federal bicycle and pedestrian infrastructure programs.	MnDOT	Right of Way	State	Annually every winter	Curb ramps, midblock crossings, median refuges, and filling sidewalk and trail gaps.	NA	\$1,000,000
			Planning/Engineering					
			Construction					
Local Trail Connection Program	Promotes short trail connections between places where people live and significant public resources. Considerations include trail length, type of use, and quality and attractiveness of natural and cultural resources.	MN DNR	Right of Way	State	Annually every spring	Trail enhancements and development of new trails, trailheads, and signage.	25%	\$250,000
			Planning/Engineering					
			Construction					
Federal Recreational Trail Program	Encourages the maintenance and development of motorized, non-motorized, and diversified trails.	MN DNR	Right of Way	Federal	Annually every spring	Restoration of existing trails, development of new trail linkages, and improvements for motorized and nonmotorized trails	25%	\$200,000
			Planning/Engineering					
			Construction					
Regional Trail Program	To promote the development of regionally significant trails outside the seven-county metropolitan area.	MN DNR	Right of Way	State	Annually every spring	Connecting city parks with regional trails and constructing bike/ped underpasses.	25%	\$300,000
			Planning/Engineering					
			Construction					