



## General

This section provides the basic information about the park or trail and the organizations responsible for it.

<b>Park/Trail ID #</b> 15-093D	<b>Funding Application</b> 17-0083-F	<b>Park/Trail Name</b> Lake County Mountain Bike Trails
<b>Last Update</b> July 17, 2017		
<b>District</b> 1	<b>Project Name</b> Split Rock Wilds Mountain Bike Trail	

### Project Description

This application helps fund the next phase (#3) of the "Implementation, Management, and Sustainability Plan" of the Lake County Mountain Bike Trail System Master Plan: "Work with a consultant to define, design, and build final trail routes at Split Rock Wilds site." Specifically, these funds will go towards construction of approximately 20 miles of purpose built mountain bike trails stretching from Beaver Bay to Split Rock State Park as well as a trailhead less than 1 mile northwest of Beaver Bay. Upon the completion of this phase there will be approximately 20-25 miles, about half of the total expected miles, of purpose built mountain bike trails and a multi-use trailhead. The trails will include multiple types of trails such as cross country, flow, downhill, winter only, narrow and wider single trails. Trails across all levels of riding abilities will be created to provide opportunities for anyone including beginner and expert riders. When possible and unavoidable, the trail will use boardwalk to cross sensitive areas. As mentioned in the master plan, a few backcountry campsites will be developed to provide bike-packing opportunities. All trails will be signed with appropriate signage and maps. The Split Rock Wilds trails will also connect to the future Split Rock State Park campground expansion. The DNR has started implementing a plan, in part due to this bike trail plan, to expand their current campground to the upper side of Hwy 61. The campground will serve the North Shore's camping destination as well as a starting point for the mountain bike trails. This western spur of the trail is also another connection to the Gitchi-Gami Trail, a paved bike trail currently starting in Gooseberry State Park running through Split Rock State Park and ending in Silver Bay. The Beaver Bay trailhead gets riders as close to the trails without having to climb the 250+ feet of elevation gain right out of Beaver Bay. During the initial phase of the trailhead, amenities will include picnic table, bike repair station, bike racks and changing areas. Future phases of the trailhead hope to include permanent restrooms, a shelter, and drinking water. The half-acre trailhead also creates generous parking opportunities for the anticipated volume of traffic. The Beaver Bay trailhead will also serve as a Superior Hiking Trail trailhead.

### Project Area Maps

Trail Concept Map

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[http://dms.gmrptcommission.org/uploads/funding/17-0083-F/Trail Concept Map\\_d092f4.pdf](http://dms.gmrptcommission.org/uploads/funding/17-0083-F/Trail_Concept_Map_d092f4.pdf)

<b>Organization</b> Lake County	<b>Lead Contact Full Name</b> Nate Eide	<b>Lead Contact Title</b> Land Commissioner
<b>Mailing Address</b> 601 3rd Ave	<b>City</b> Two Harbors	<b>State</b> Minnesota
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## Funding

### Legacy Pillars:

- Connect People and the Outdoors
- Acquire Land and Create Opportunities

## Project Outcomes

### Connection to Pillars

Connect People and the Outdoors and Acquire Land and Create Opportunities:

With a decline in outdoor recreation participation, this mountain bike trail system will provide opportunities for residents, as well as tourists from around the nation, an opportunity for physical activity and social and family bonding all while enjoying breathtaking views of Lake Superior and surrounding forest. Mountain biking is a notably growing recreation choice in Minnesota and the nation, even the world. Northeast Minnesota is helping to enhance that choice by creating and maintaining more mountain bike trails.

The Split Rock Wild trails, while accessible through roads and parking, will be away from roads and designed to provide a wilderness-type experience. The trails will be built using sustainable designs that are ride-able by a wide variety of skill levels. Beginner-style trails will provide those new to mountain biking of all ages a place to learn and practice, while more advanced trails, looping off beginner trails, will draw mountain bikers from across the country and allow residents a chance to develop their skills. Some of these trails will also be utilized in the winter for fat-biking, a growing activity across the region. The wide range of trails will allow the entire family or social group to have exciting riding opportunities while enjoying breathtaking views of Lake Superior and the surrounding forest throughout the entire year.

There are currently no purpose-built mountain bike trails in Lake County. Bikers currently must travel to one of Duluth's trail systems or to either of Cook County's trail system. Families are not choosing mountain biking as an outdoor activity because of the lack of trails. With high quality trails much closer, mountain biking will become more accessible. Kids will have an activity they can participate with parents as well as friends. There will also be an opportunity to start a team to participate in the Minnesota High School Cycling League. The league currently has more than 1,000 competitors from nearly 100 schools. The opportunity for Lake County residents is exciting with the creation of high quality mountain bike trail!

This project also connects to other regional recreational destinations. On both ends of the trail system is a connection to the ever-popular, continually expanding Gitchi-Gami State trail. The Gitchi-Gami State trail is a paved trail with plans to follow the entire North Shore of Lake Superior. Currently, the trail in this specific area

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starts in Gooseberry State Park, about 11 miles from Beaver Bay, and will end in Silver Bay after the 2017 construction season. The Split Rock Wilds trails will also connect into Split Rock State Park. This state park includes Split Rock Lighthouse, one of the most popular tourist destinations in Minnesota, if not the Midwest. The park also has hiking trails, camping, beaches and picnic areas. Additionally, the trailhead will provide a much improved and better located trailhead for the Superior Hiking Trail (SHT). The current trailhead for the SHT is small and poorly located partially on private land.

Taking a more regional approach, this trail also helps connect people to the outdoors by providing a link in the chain of mountain bike trails in Northern Minnesota. The Split Rock Wilds trail will be a “cornerstone” trail as an integral part of the local and regional mountain bike trail network. Starting in Detroit Lakes, the chain goes to Cuyuna, Grand Rapids, Duluth and ends in Grand Marais – all regionally significant trails. Not only will this trail help make the area a regional, if not national or worldwide, destination, but it will give local riders additional opportunities to ride. Input from Duluth riders, including Hansi Johnson, former Internationals Mountain Bike Association (IMBA) director, has indicated a desire and need for a more “wilderness” type trail different than those in Duluth. Duluth trails are mostly in an urban setting with trails stacked relatively close. Split Rock Wilds trails will have a comparatively more rugged and wild feel and less is than an hour drive from Duluth. As mountain biking rapidly gains popularity in Duluth, additional trails close to Duluth will help relieve trail pressure as well as add diversity to trail styles. Riders will develop their skills on trails near their home and start to look for additional and different riding opportunities. Having multiple day-trip destinations will only increase the number of people choosing mountain biking as their outlet for outdoor recreation!

The trail easement across private land connects the trailhead near Beaver Bay to a very significant public land area. The landowner is very willing to work with our trail. Future developments on the private land are endless that would only serve to enhance the bike trail as well as economic development.

### **Connection to Regional Values**

This project is a major step in completing our Lake County Mountain Bike Trail Master Plan. Split Rock Wilds trail system is the keystone trail of the entire plan. The other trails, while similar in nature, are more locally significant trails. With the completion of the Split Rock Wilds trail, the other trails will have more reason to be built as the area becomes known for mountain biking and gains popularity with local riders.

This project also fits each of the public values listed in the “2016 Greater Minnesota Regional Parks and Trails System Plan and Work Plan.” This project most certainly provides “recreational opportunities” by creating excellent mountain bike opportunities. It also enhances other recreational opportunities in the immediate as well as regional area. “Economic development” is a driving factor of the project. The economic impact of mountain bike trails has been estimated to be in the millions. Not only tourism, but making the North Shore an attractive place to live are some of the key economic factors of this project. “Tourism” has long been a key factor in Lake County. The North Shore provides many tourism opportunities including shopping, camping, hiking, resorts and fishing. Providing a world-class mountain bike trail enhances the tourism as well as providing additional opportunities in the seasons with typically low tourist numbers. “Health and Wellness” opportunities associated with mountain bike trails is an obvious factor. The health benefits of biking are clearly demonstrated along with improved sense of wellbeing that comes from being in a natural setting. Access to the “wild” places of the North Shore is “intrinsic” to a high quality of life. These trails provide access to public land and therefore unlock the “intrinsic” value of the North Shore. Currently very difficult to access for most of the population, this trail allows access to an untapped area. Residents of Minnesota expect to be able to access public land. This trail provides access in a manner widely available to all ages, as well as skill levels and abilities.

## **Project Readiness**

### **Project Lead**

Lake County has completed many trail construction projects. The most recent is the Wild Country ATV Trail. This three-phased project included environmental work, planning, and construction project management. The

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funding was through grants and bonds from the State of MN. Lake County is also the fiscal sponsor for the Prospectors Trail, a multi-million-dollar trail project. While construction methods for a bike trail are different, we're capable of managing construction projects. The trailhead will be led by the County Highway engineer with vast experience in design and construction. The project lead, Nate Eide, is also an avid mountain biker with biking experience across the Midwest.

### **Implementation Timeline**

(see attachment)

Trailhead Construction: 7/18 – 12/18

Trail Construction: 7/18 – 6/21 (average of 7 miles each year)

The Trailhead will be constructed as soon as funds are available in 2018. The trailhead needs to be completed before the end of 2018 to be included in the MN Lake Superior Coastal Program (MNLSCP) grant. The trail construction will be started in 2018 with a contract to end in 2021. The goal is to have an average of 7 miles per year constructed. However, with only a half a construction season in 2018, more miles will be completed in 2019-2021.

### **Design Standards**

Efforts along trails within the Lake County Mountain Bike Trail System will prioritize maintaining the integrity of natural land as well as minimizing construction and user impacts throughout its system. In turn, ecological impact will be mitigated by building trails intentionally for mountain biking (utilizing IMBA resources and standards) and introducing trail signage to manage ecological preservation of natural features near trails in Lake County.

Intentionally designing trails for mountain bike use is one of the best strategies to mitigate ecological impacts of this recreation type. Second-hand or poorly-designed mountain bike trails can lead to significant trail erosion, root exposure, and vegetation and soil damage, all of which degrades both rider experience and the environment. Hiring a qualified trail building contractor to design and construct purpose-built trails will ensure that a quality, environmentally-sensitive trail system is built and that construction funds are applied in areas that most need it, especially in places of high incidence such as the tops of grades. A quality purpose-built trail system may also include features that mitigate system-wide impact even when weather conditions normally do not support riding (i.e. after a rain event); in turn, design considerations may also include "wet weather" loops with quick trail drainage and drying elements, such as armoring techniques, to accommodate riding after rain, when other trails may be too wet to ride without damaging them.

The International Mountain Bicycling Association (IMBA) has extensive experience and resources in building quality trail systems that preserve natural resources and mitigate trail system impacts. In tailoring trails specifically for mountain bikes, Lake County and its qualified consultants can utilize IMBA's resources and, in turn, build trails that support natural resources near trails. Some examples of building trails by IMBA standards include adhering to the "Half Rule" (trail grade, or steepness, shouldn't exceed half the grade, or steepness, of the hillside) and the "10 Percent Rule" (over all trail grade should be 10 percent or less). In combination with IMBA's vast library of resources, IMBA's tips for trail building will enable the creation of a trail system that mitigates erosion and protects natural resources in conjunction with ecologically sustainable trails.

Management of trail systems through signage also protects natural resources that the Lake County Mountain Bike Trail System seeks to preserve for its overall scenic, historical, and cultural values. Signage can warn riders about trail use in open areas, the level of experience best suited for each trail, and interaction with natural features such as streambanks. This signage is important in minimizing damage to natural resources throughout the trail system area.

A licensed Professional Engineer with applicable erosion control & stormwater management certifications will oversee the design and construction of the trailhead in accordance with local geometric and structural design standards; Minnesota Pollution Control Agency rules; United States Access Board guidelines; Lake County

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ordinances; and other applicable road, parking lot, picnic area, and lighting standards.

### **Project Cost Breakdown**

(See attachment)

#### **GRANT REQUEST:**

Trailhead Supplies: \$25,000 – gravel, culverts, picnic table, bike rack, bike repair station, erosion control

Trailhead Lighting Supplies and Design: \$30,000 – electrical design and supplies for lighting including dark sky lights and power into trailhead

Trailhead Construction: \$35,000 – equipment and labor (County Forces) for trailhead construction based on County Fee Schedule

Fringe Benefits for trailhead construction labor: \$9,000 (estimated based on labor fees)

Trail Construction: \$550,000 – 20 – 25 miles at \$25,000/mile estimate. Per mile estimate is from professional trail builder accustomed to building in similar terrain and trail style.

Trail Access: \$10,000 – approx. 1.5 miles of trail across private land

#### **ELIGIBLE MATCH:**

Trailhead Supplies: \$39,000 from MN Lake Superior Coastal Program grant

Negotiated Indirect Cost Rate Agreement (NICRA): \$58,0000 - 10% of estimated contract cost

#### **OTHER PROJECT COSTS:**

MN Lake Superior Coastal Program:

Trail Design: \$12,000

Wetland Delineation: \$7,500

Archeological Study: \$6,500

Other EAW inputs: \$5,000

Trailhead Supplies: \$39,000 (proposed match for GMRPTC)

MN Lake Superior Coast Program STAR grant:

EAW: \$7,500

#### **INELIGIBLE MATCH:**

Trailhead Design and EAW Project Management: \$20,000

EAW Match: \$7,500

Wetland Impact Mitigation: \$52,000 – Lake County will donate \$52,000 worth of wetland credits. This is approximately .6 acres at \$2 per square foot, the going rate in Lake County. Lake County has created a wetland bank on County land for use in County construction and trail projects. Without this, we would have to purchase credits from a private wetland bank.

#### **MATCH**

This grant will be applying funds toward the actual construction of the trail and trailhead. Other funds have been applied for and received to complete the design and environmental work that will be complete in early 2018.

The trailhead costs were prepared by the County Engineer. The trail cost per mile is an estimate from a local professional mountain bike trail builder experienced in building trails in similar terrain.

### **Funding Request Breakdown**

Please use valid currency formats (e.g. \$100,000/100,000/1000000)

#### **Grant Funding Request**

\$659,000

#### **Local Match #1**

\$110,000

#### **Funder #1**

0

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**Local Match #2**

\$39,000

**Funder #2**

0

**Local Match #3**

0

**Funder #3**

0

**Local Match #4**

0

**Funder #4**

0

**Local Match #4**

0

**Funder #5**

0

**Non-Eligible Local Match**

53500

**Non-Eligible Item Description**

MN Lake Superior Coastal Grant is providing \$31,000 (and matched with \$7,500 of ineligible match) for EAW inputs (wetlands, archeological, etc.) and trail design work. The MN Lake Superior Coastal STAR Grant is providing \$7,500 (matched by \$7,500) for an EAW. The costs of this part of the project are ineligible because they will be completed prior to this grant timeline or because this grant doesn't allow archaeological survey.

**Total Funding**

\$808,000

**Percentage of local match**

0.18

**Completion Timeframe**

36 months

**Funder #1**

Lake County

**Funder #1 Resolutions****Funding Resolution**

[http://dms.gmrptcommission.org/uploads/funding/17-0083-F/17072507 for grant funding request to GMRPTC\\_fbaf49.pdf](http://dms.gmrptcommission.org/uploads/funding/17-0083-F/17072507%20for%20grant%20funding%20request%20to%20GMRPTC_fbaf49.pdf)

**Funder #2**

NA

**Funder #3**

NA

**Funder #4**

NA

**Funder #5**

NA

## Attachments

**Doc Name**

Project Area Map

**Description**

Trail Concept Map

**Url**<http://dms.gmrptcommission.org/u>

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		<a href="http://dms.gmrptcommission.org/uploads/funding/17-0083-F/Trail%20Concept%20Map_d092f4.pdf">ploads/funding/17-0083-F/Trail Concept Map_d092f4.pdf</a>
Additional Attachment	Funding Resolution from County Board	<a href="http://dms.gmrptcommission.org/uploads/funding/17-0083-F/17072507%20for%20grant%20funding%20request%20to%20GMRPTC_68791f.pdf">http://dms.gmrptcommission.org/uploads/funding/17-0083-F/17072507 for grant funding request to GMRPTC_68791f.pdf</a>
Additional Attachment	Letters Of Support	<a href="http://dms.gmrptcommission.org/uploads/funding/17-0083-F/1472068871174-Combined%20LOS_1466cc.pdf">http://dms.gmrptcommission.org/uploads/funding/17-0083-F/1472068871174-Combined LOS_1466cc.pdf</a>
Additional Attachment	Lake County Mountain Bike Trail Handout	<a href="http://dms.gmrptcommission.org/uploads/funding/17-0083-F/1472073073839-Riding%20the%20North%20Shore%20Handout%20FINAL_9b604c.pdf">http://dms.gmrptcommission.org/uploads/funding/17-0083-F/1472073073839-Riding the North Shore Handout FINAL_9b604c.pdf</a>
Additional Attachment	Cove Point Letter of Support and Commitment	<a href="http://dms.gmrptcommission.org/uploads/funding/17-0083-F/Cove%20Point%20Letter%209.2.16_f7a1bd.pdf">http://dms.gmrptcommission.org/uploads/funding/17-0083-F/Cove PointLetter 9.2.16_f7a1bd.pdf</a>
Additional Attachment	Entire Split Rock Wilds Concept Map	<a href="http://dms.gmrptcommission.org/uploads/funding/17-0083-F/1471901505193-Split%20Rock%20Wilds%20Map_e49118.pdf">http://dms.gmrptcommission.org/uploads/funding/17-0083-F/1471901505193-Split Rock Wilds Map_e49118.pdf</a>
Additional Attachment	Waterfall picture near trail	<a href="http://dms.gmrptcommission.org/uploads/funding/17-0083-F/P1000986_91dc28.JPG">http://dms.gmrptcommission.org/uploads/funding/17-0083-F/P1000986_91dc28.JPG</a>
Additional Attachment	Example of Lake Superior View	<a href="http://dms.gmrptcommission.org/uploads/funding/17-0083-F/IMG_20170717_150724172_HDR_e6ec8f.jpg">http://dms.gmrptcommission.org/uploads/funding/17-0083-F/IMG_20170717_150724172 HDR_e6ec8f.jpg</a>
Additional Attachment	Meeting with Legislators to discuss trail plans	<a href="http://dms.gmrptcommission.org/uploads/funding/17-0083-F/17436084_1320722531343249_3352523225363580700_o_a6c3ac.jpg">http://dms.gmrptcommission.org/uploads/funding/17-0083-F/17436084_1320722531343249_3352523225363580700_o_a6c3ac.jpg</a>
Additional Attachment	Meeting with DNR Commissioner to discuss trail plans	<a href="http://dms.gmrptcommission.org/uploads/funding/17-0083-F/17758363_1320721758009993_5528939976900512336_o_8e3019.jpg">http://dms.gmrptcommission.org/uploads/funding/17-0083-F/17758363_1320721758009993_5528939976900512336_o_8e3019.jpg</a>
Additional Attachment	Example of Lake Superior View	<a href="http://dms.gmrptcommission.org/uploads/funding/17-0083-F/20170412_094133_a8f6ce.jpg">http://dms.gmrptcommission.org/uploads/funding/17-0083-F/20170412_094133_a8f6ce.jpg</a>
Additional Attachment	Mountain Bike Trail Master Plan	<a href="http://dms.gmrptcommission.org/uploads/funding/17-0083-F/Lake%20County%20Mountain%20Bike%20Trail%20System%20Master%20Plan%20FINAL_019c36.pdf">http://dms.gmrptcommission.org/uploads/funding/17-0083-F/Lake County Mountain Bike Trail System Master Plan FINAL_019c36.pdf</a>
Additional Attachment	Trailhead Engineer Cost Estimate	<a href="http://dms.gmrptcommission.org/uploads/funding/17-0083-F/Trailhead%20Engineer%20Cost">http://dms.gmrptcommission.org/uploads/funding/17-0083-F/Trailhead Engineer Cost</a>

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Funder Resolution One	Funding Resolution	<a href="#">Estimate_5efd1a.pdf</a> <a href="http://dms.gmrptcommission.org/uploads/funding/17-0083-F/17072507_for_grant_funding_request_to_GMRPTC_fbaf49.pdf">http://dms.gmrptcommission.org/uploads/funding/17-0083-F/17072507_for_grant_funding_request_to_GMRPTC_fbaf49.pdf</a>
Additional Attachment	Overall Project Budget and Funding	<a href="http://dms.gmrptcommission.org/uploads/funding/17-0083-F/OVERALL_FUNDING_and_BUDGET_WORKSHEET_19f7ee.pdf">http://dms.gmrptcommission.org/uploads/funding/17-0083-F/OVERALL_FUNDING_and_BUDGET_WORKSHEET_19f7ee.pdf</a>
Additional Attachment	Project Flow Chart	<a href="http://dms.gmrptcommission.org/uploads/funding/17-0083-F/Bike_Trail_Flow_Chart_46c518.pdf">http://dms.gmrptcommission.org/uploads/funding/17-0083-F/Bike_Trail_Flow_Chart_46c518.pdf</a>
Additional Attachment	Newspaper Article about High School Mountain Bike League	<a href="http://dms.gmrptcommission.org/uploads/funding/17-0083-F/Mountain_bike_racing_exploding_in_popularity_in_high_school_ranks_-_StarTribune_4e4631.pdf">http://dms.gmrptcommission.org/uploads/funding/17-0083-F/Mountain_bike_racing_exploding_in_popularity_in_high_school_ranks_-_StarTribune_4e4631.pdf</a>