

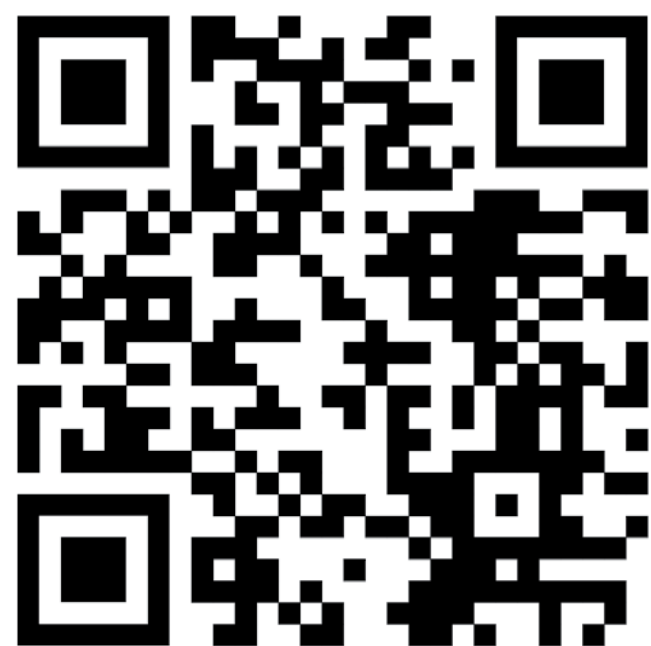
Boozhoo! Welcome!

Munger Trail Connection Project

PROJECT PURPOSE

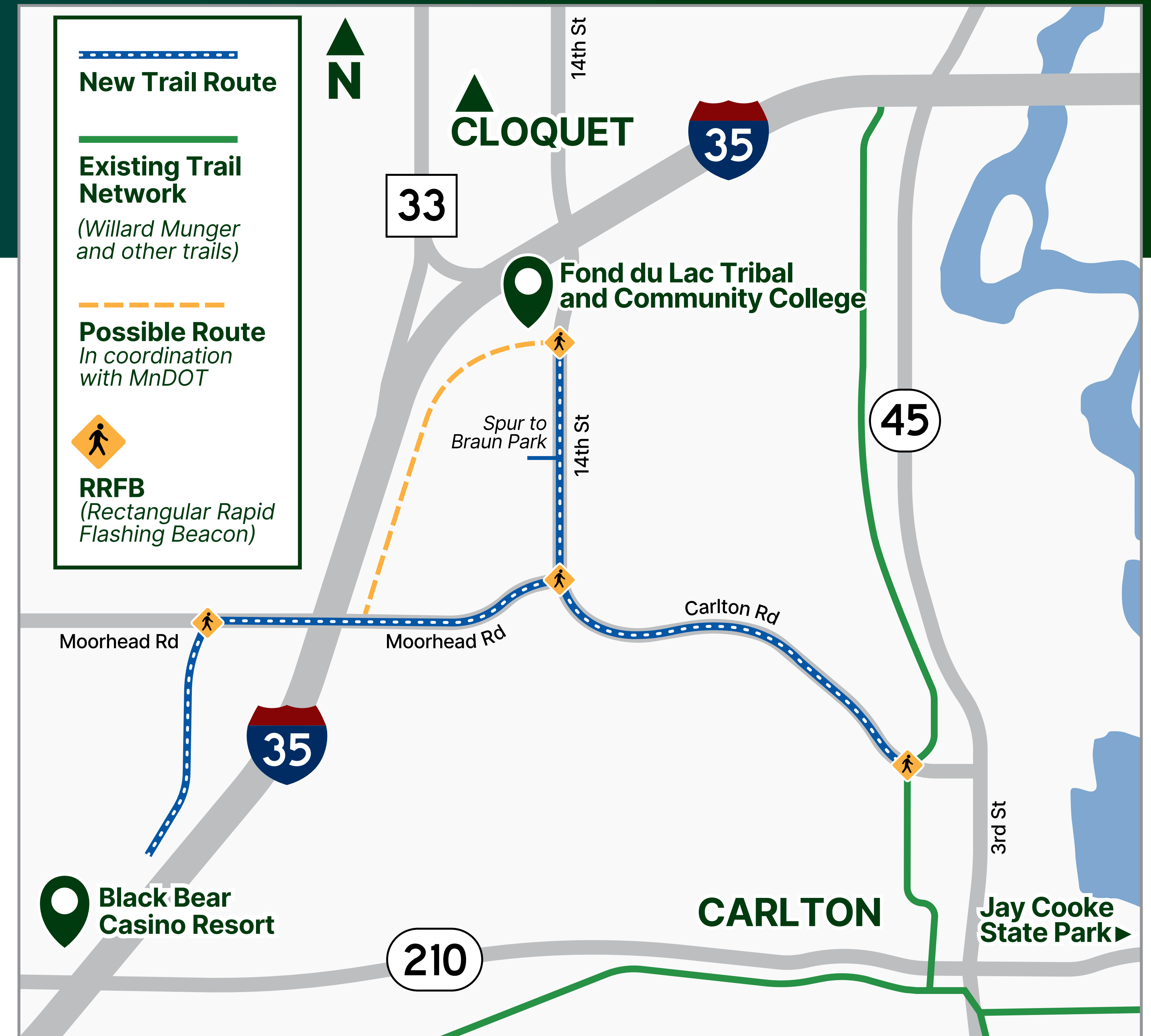
1. Provide safe and accessible pathways
2. Expand recreational and commuting opportunities
3. Improve infrastructure
4. Stimulate economic and educational opportunities

GET INVOLVED



For more information, visit the project website:
InputCentral.com/FDLMungerTrail

or email us at
fdlmungertrail@kljeng.com



HIGH-LEVEL PROJECT TIMELINE

WINTER 2024/2025

- Environmental Field Studies
- Public Input on Trail Options
- Project Team Continues to Develop Initial Design
- Complete Environmental Study
- Grant Submission

SPRING 2025

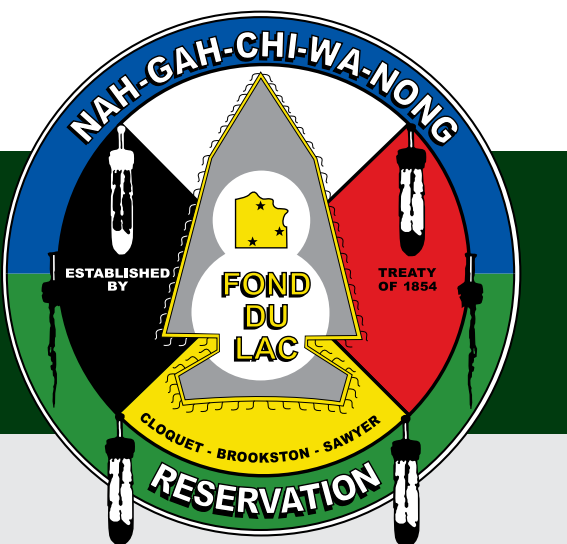
- Complete Preliminary Trail Design
- Finalize Recommendations
- Second Round of Public Input

SUMMER 2025

- Fond du Lac Health Fair Pop-Up: June 10

2027/2028

- Tentative beginning of construction. (Depending on Funding)

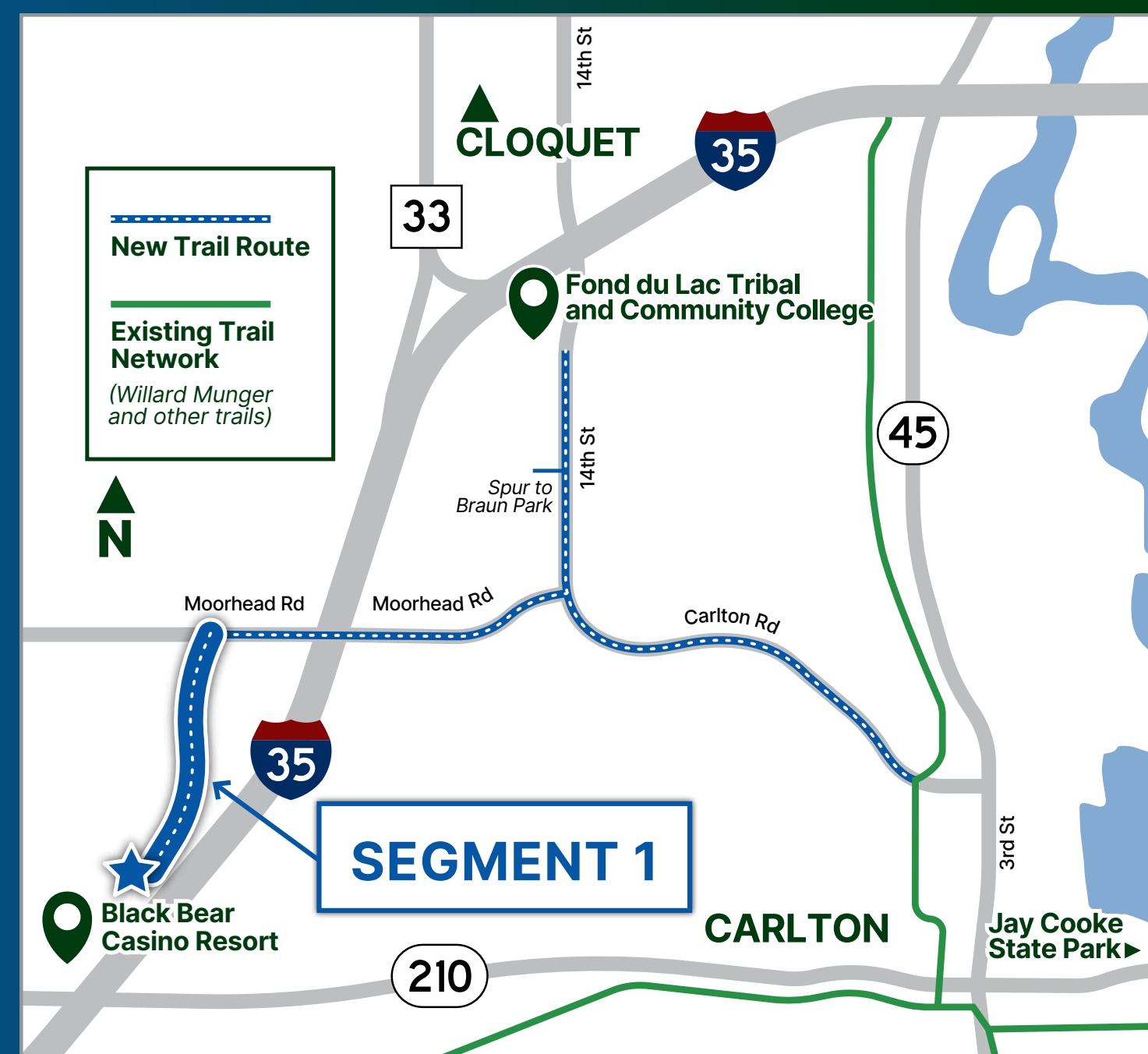


The Fond du Lac Band of Lake Superior Chippewa is a sovereign Ojibwe nation and one of six bands of the Minnesota Chippewa Tribe. Nagaajiwanaang, "Where the Water Stops," is the name of the homelands of the Fond du Lac Band at the time of the 1854 Treaty. We retained this name in Ojibwemowin for the present-day Fond du Lac Reservation that was established under the 1854 La Pointe Treaty. There are three districts that make up the Fond du Lac Reservation: Bapashkominigong (Cloquet), Gwaaba'iganing (Sawyer), and Ashkibwaakaaning (Brookston). Today, our Band includes over 4,000 members. We have always been, and continue to be, a proud sovereign Ojibwe nation. We uphold all of our rights retained and agreed to within the 1825, 1826, 1837, 1842, 1847, and 1854 Treaties

For media inquiries or information specifically related to the Fond du Lac Band, please contact Caleb Dunlap, Communications Director, at CalebDunlap@FDLBand.org.

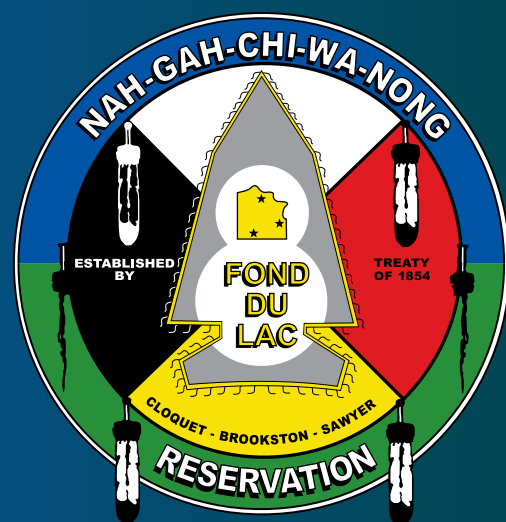
Segment 1

Proposed Trail

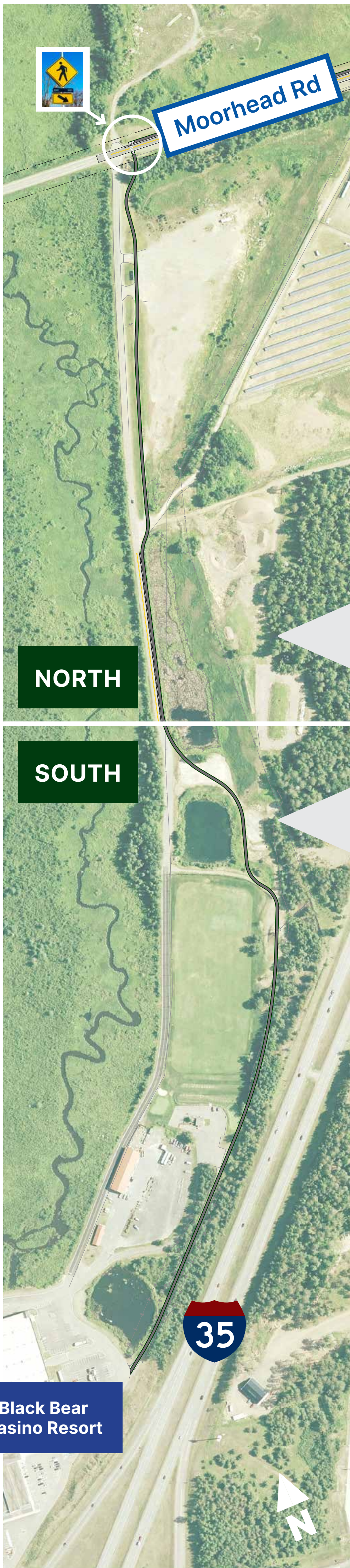


? What is Right of Way (ROW)?

An area of land owned by local or state governments to facilitate a transportation corridor. It commonly contains elements such as roadway, bike lanes, trails, and sidewalks. The amount of existing right of way varies depending on the use.



Munger Trail Connection Project



NORTH SECTION

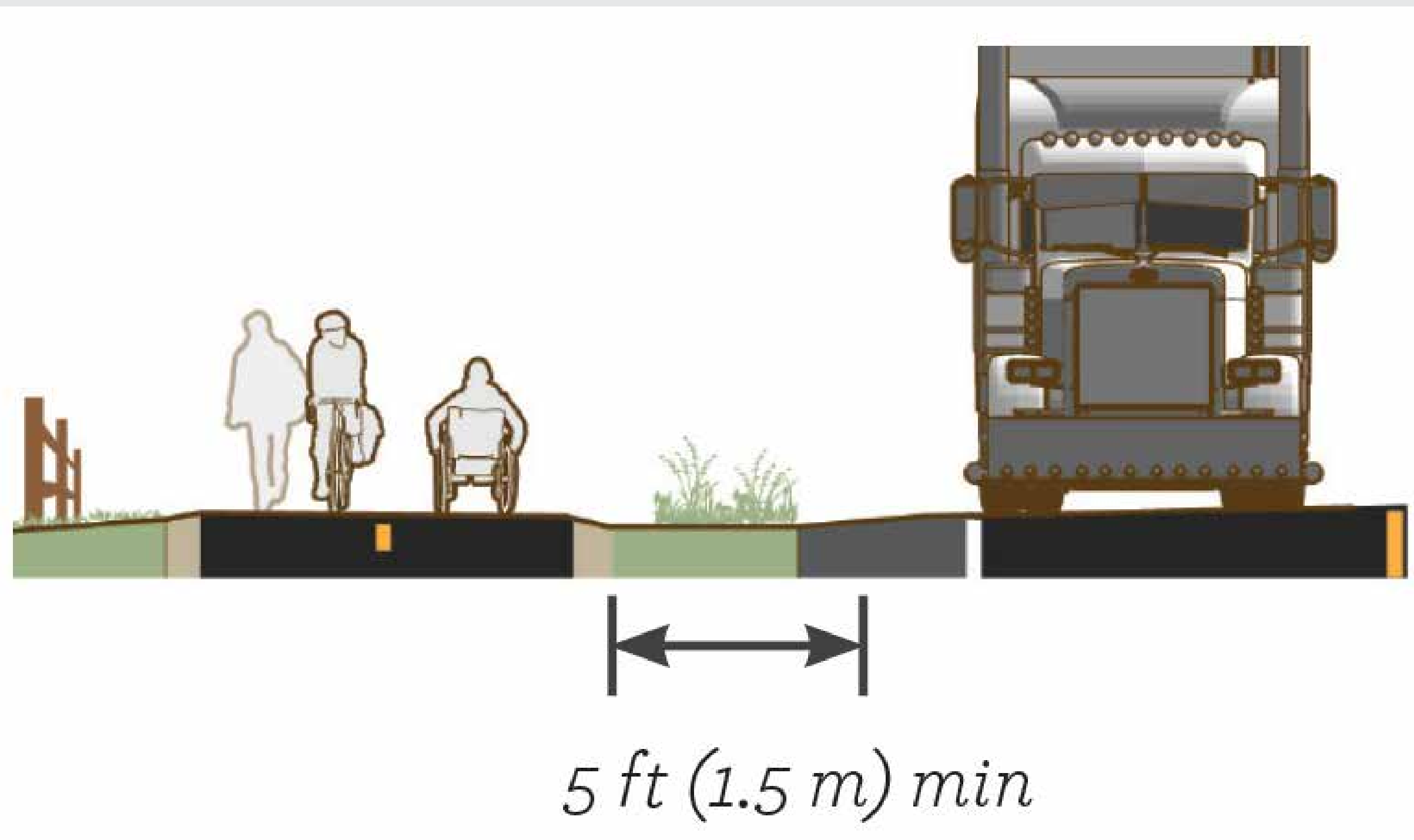
SIDE PATH

PROS

- Two-way pedestrian traffic
- High distinction of pedestrian facilities
- Horizontal separation
- High Pedestrian comfort level

CONS

- Higher cost
- Greater ROW required
- Higher difficulty maintaining



SOUTH SECTION

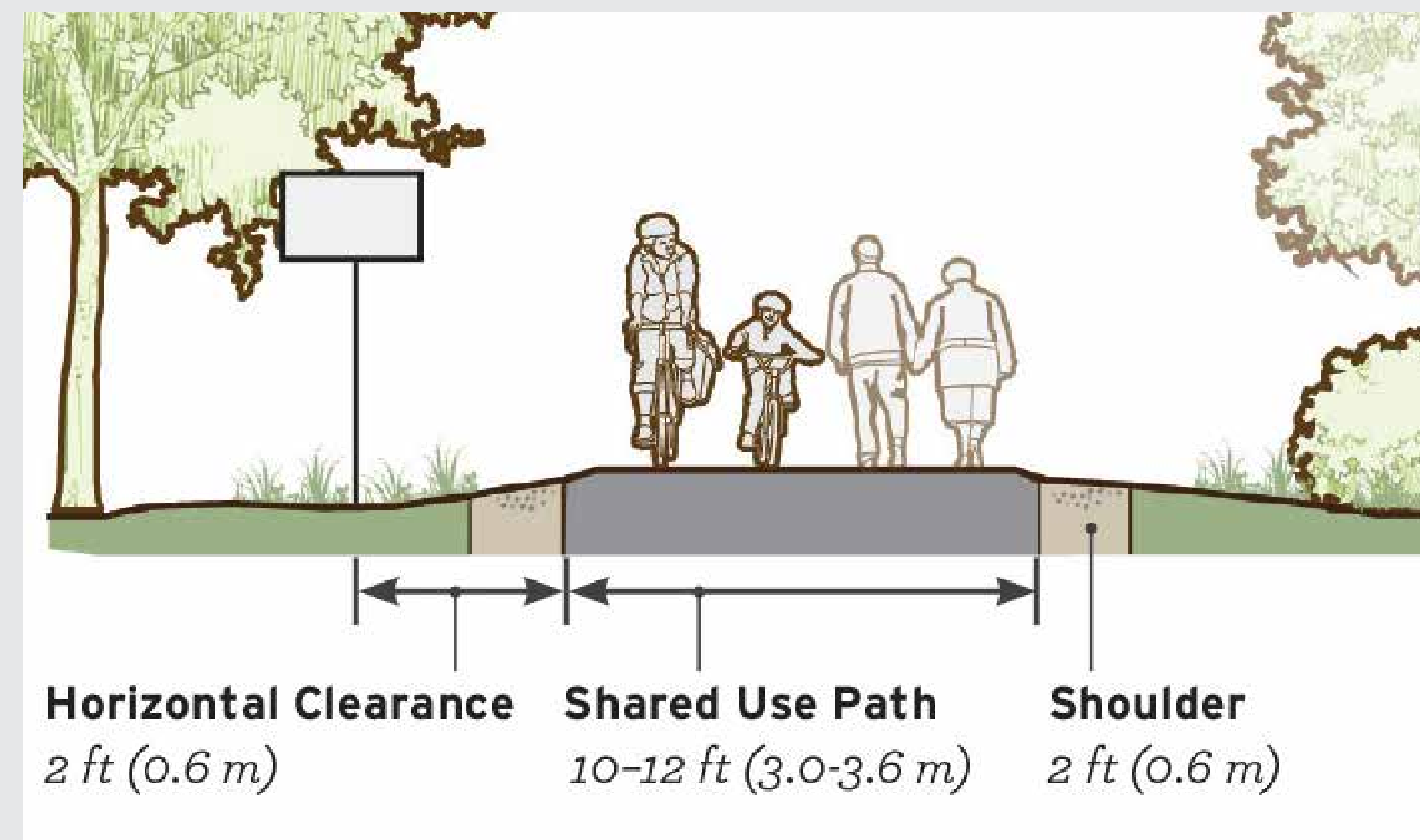
SHARED USE PATH

PROS

- Two-way pedestrian traffic
- High distinction of pedestrian facilities
- Horizontal separation
- High pedestrian comfort level

CONS

- Higher cost



WHAT WE HEARD

Can we use bollards to keep pedestrian users safe from traffic and block access to snowmobiles?

CONSIDERATIONS

Bollards cannot be used because of the increased maintenance requirements they would generate. The trails will be elevated and building with curb, separating ATVs from the biking/walking path. It will be signed with "no Motor Vehicles".

Segment 2

Proposed Trail



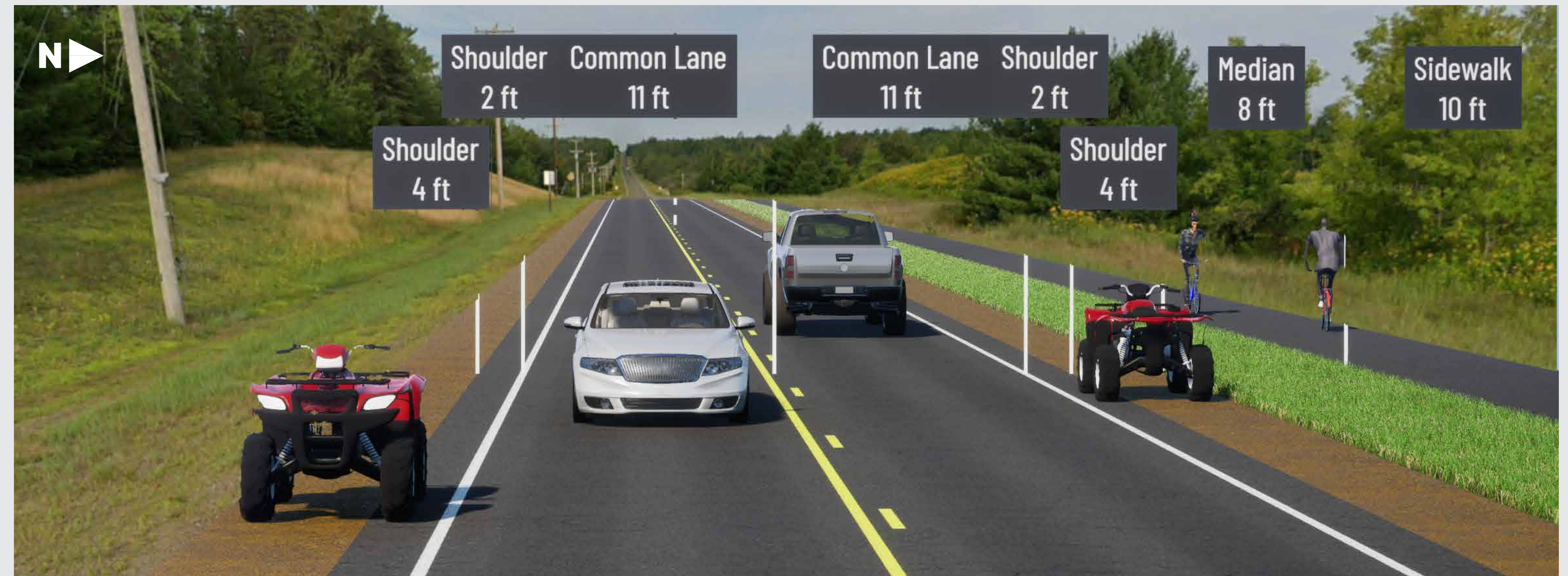
SIDE PATH

PROS

- Two-way pedestrian traffic
- High distinction of pedestrian facilities
- Horizontal separation
- High Pedestrian comfort level
- Stays within the existing ROW

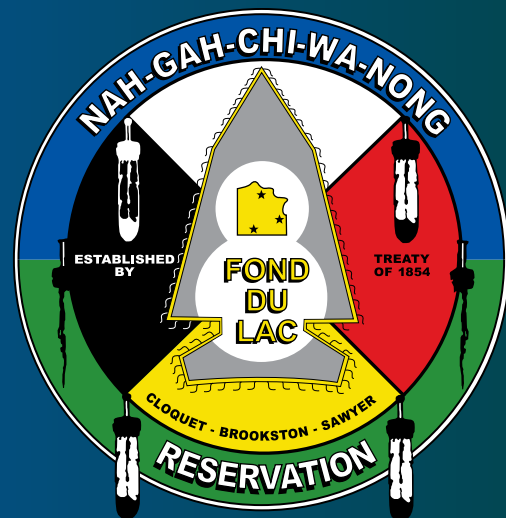
CONS

- Higher cost



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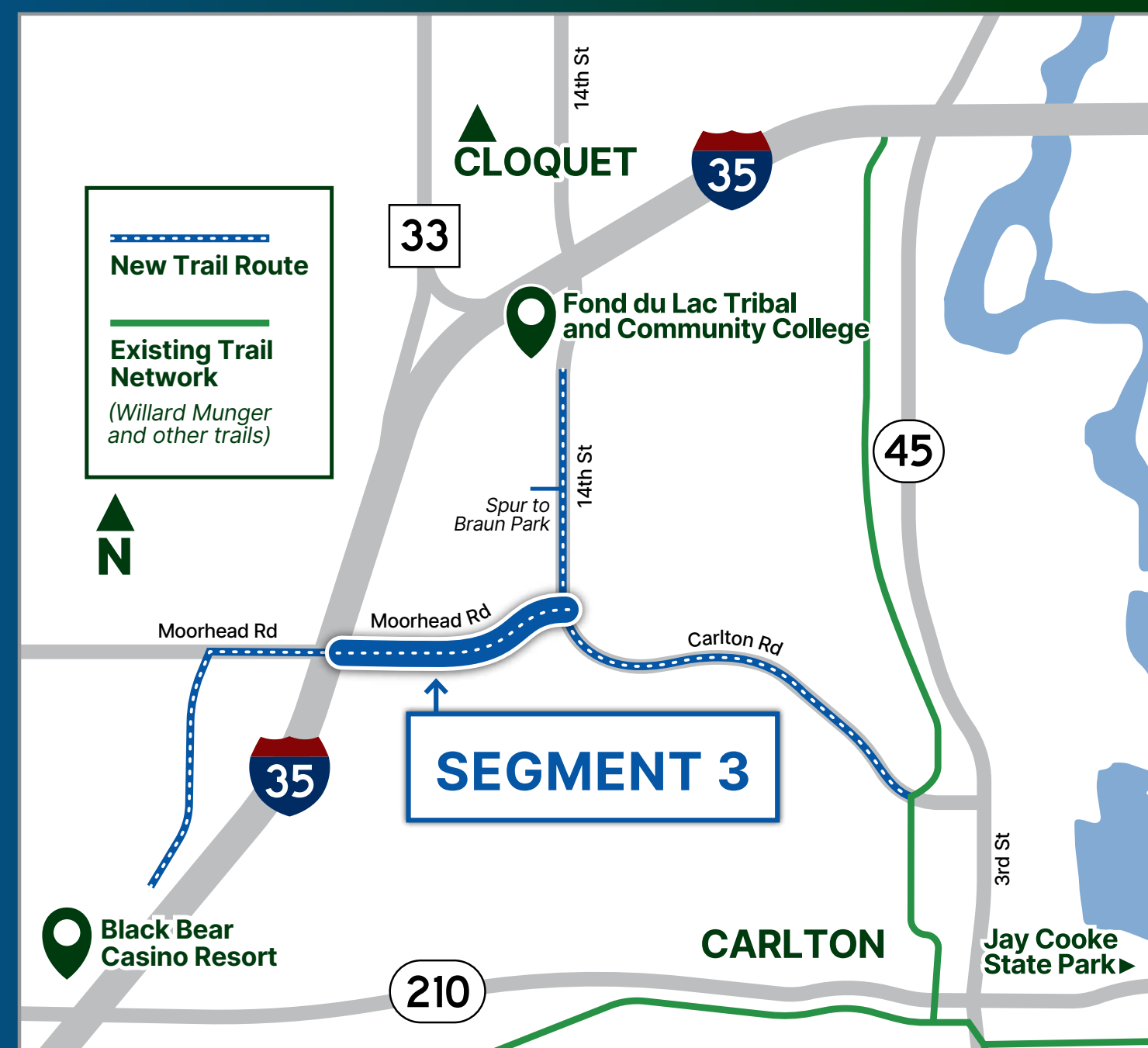


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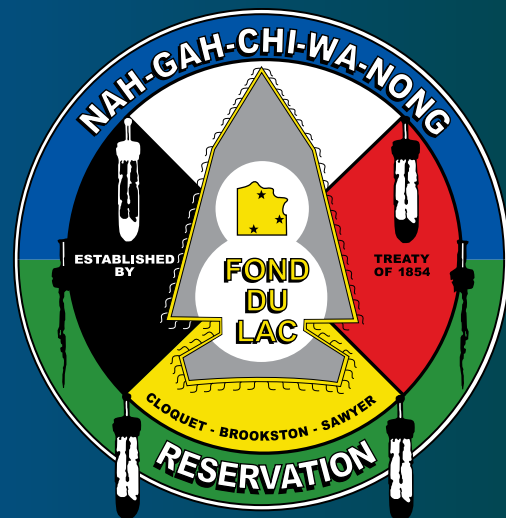


Segment 3

Proposed Trail



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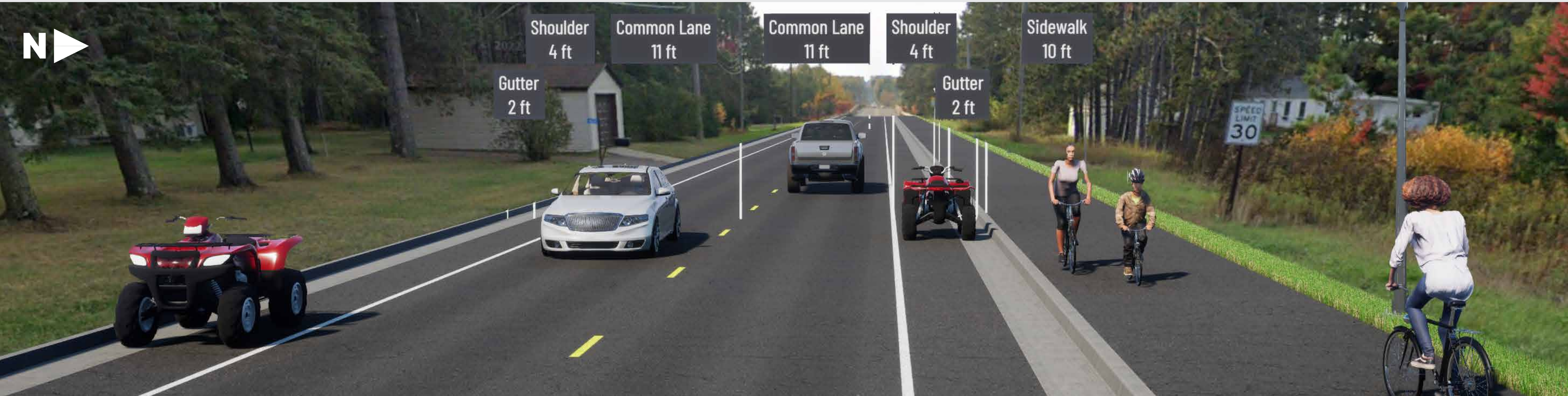
SIDE PATH

PROS

- Two-way pedestrian traffic
- High distinction of pedestrian facilities
- Horizontal separation
- High Pedestrian comfort level
- Stays within the existing ROW

CONS

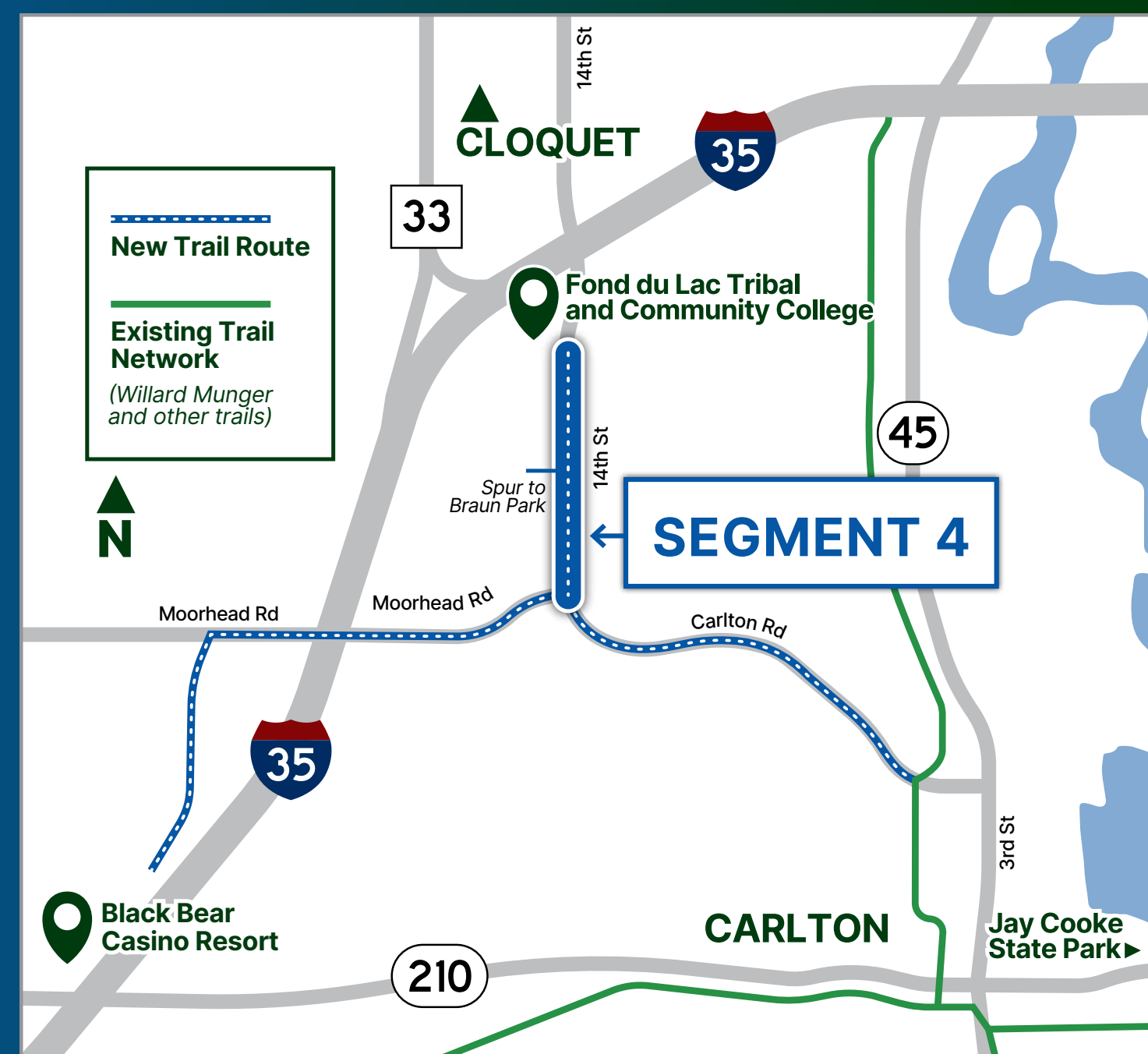
- Higher cost



WHAT WE HEARD	CONSIDERATIONS	WHAT WE HEARD	CONSIDERATIONS
*Trail alternative along I-35	The project team has been in contact with MnDOT regarding this trail alternative. Discussions are still occurring.	Concerned about encroachment onto property	Along Moorhead Road the trail will be built within the County right of way.
Don't want trees to be cut down	The preliminary design indicates using only County right of way (ROW) and the existing roadway footprint, resulting in zero trees being cut down.	Concerned about trail interference with mailboxes on south side of Moorhead Rd.	Due to the path being on the north side of the road, the mailboxes on the south will be undisturbed.

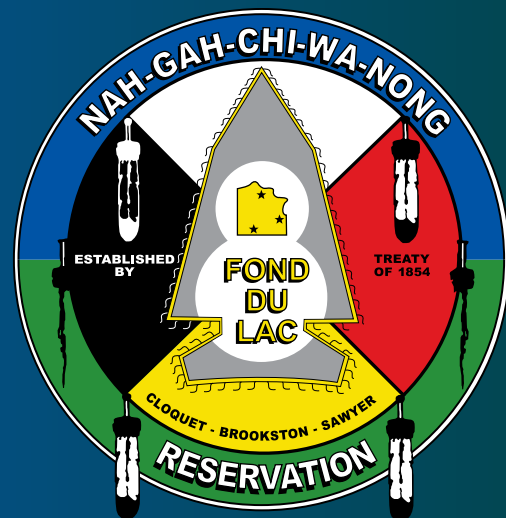
Segment 4

Proposed Trail



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Munger Trail Connection Project



SIDE PATH

PROS

- Two-way pedestrian traffic
- High distinction of pedestrian facilities
- Horizontal separation
- High Pedestrian comfort level
- Stays within the existing ROW

CONS

- Higher cost



SPUR TO BRAUN PARK

Added spur trail connects Munger Trail Extension with parking lot at the Braun Park Recreational Complex.

TRAIL ALIGNMENT

Trail will be on the West side of 14th St.

PEDESTRIAN CROSSINGS

Rectangular Rapid Flashing Beacons (RRFB) will be added throughout the project area.

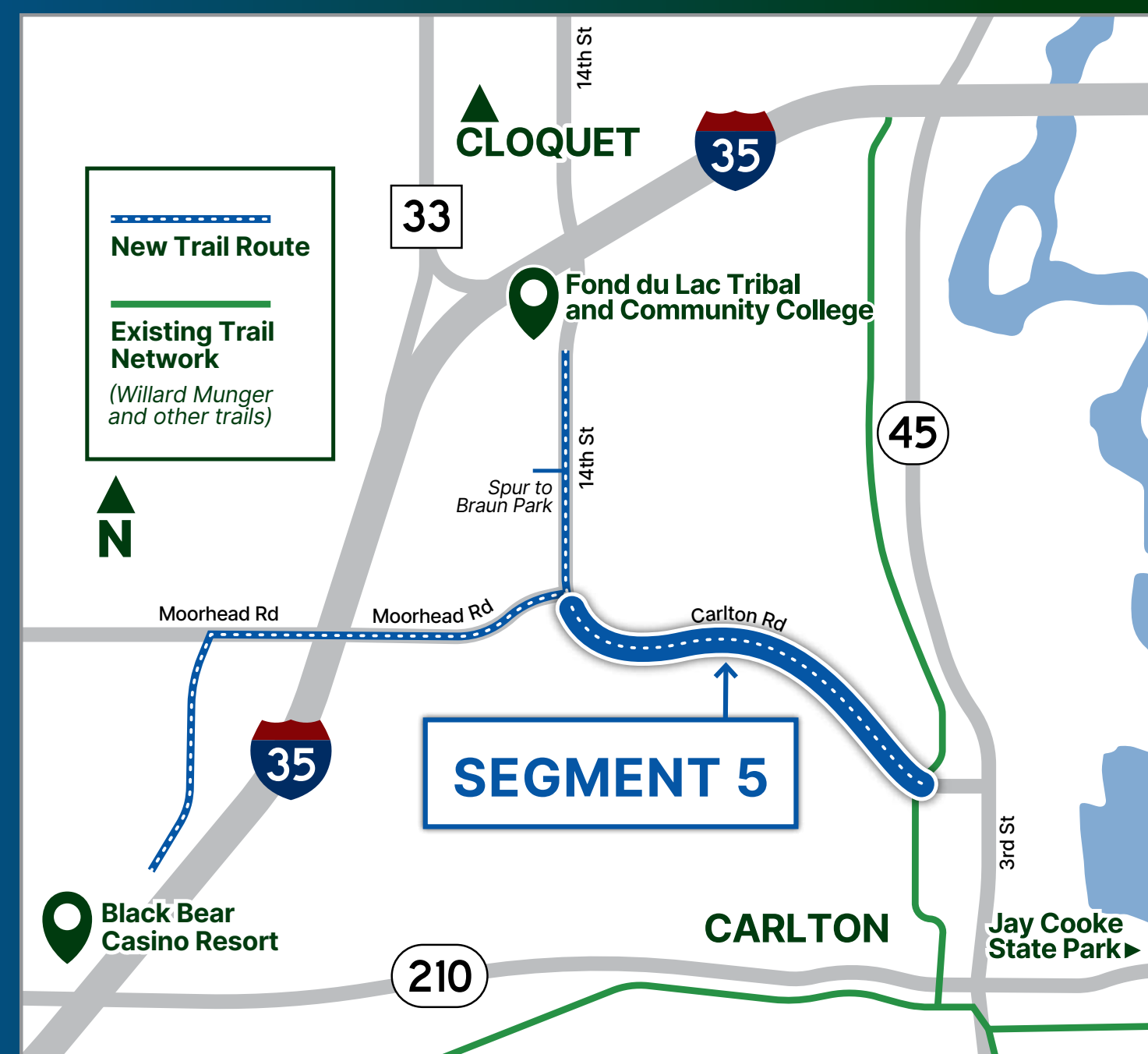
RRFBs allow safer crossings for trail users.



Rectangular Rapid Flashing Beacon (RRFB)

Segment 5

Proposed Trail



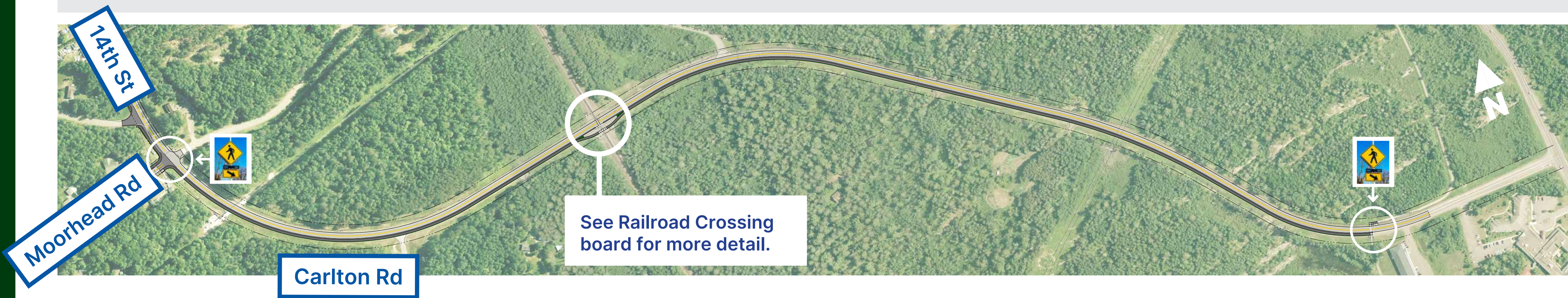
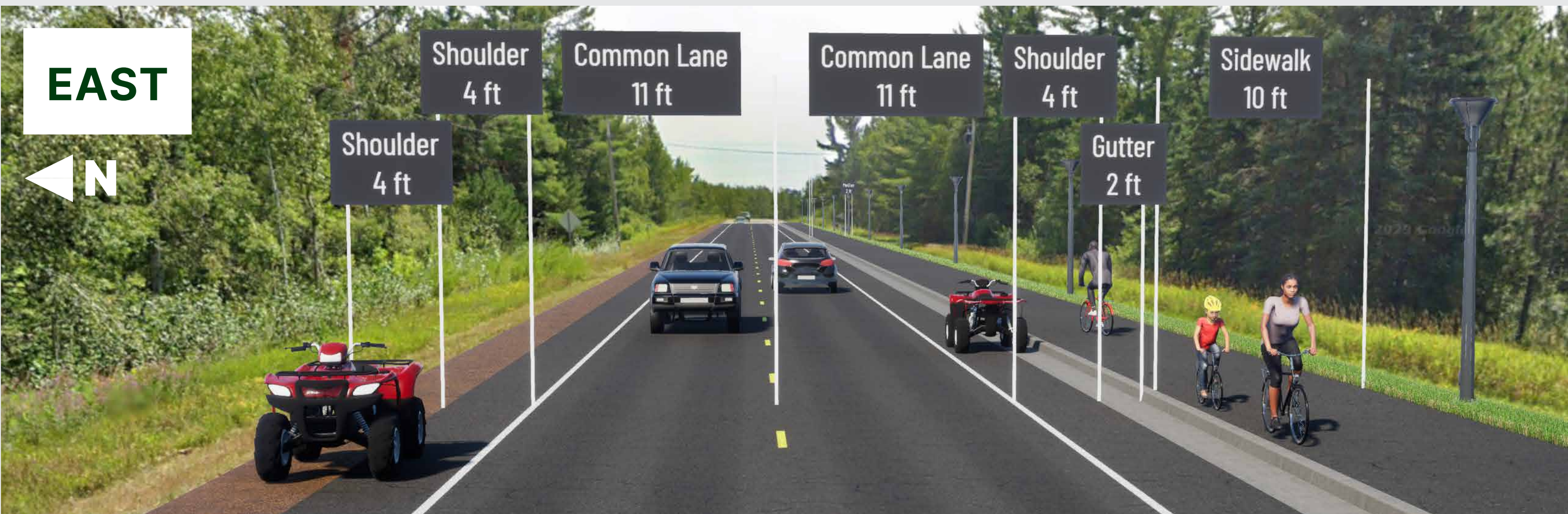
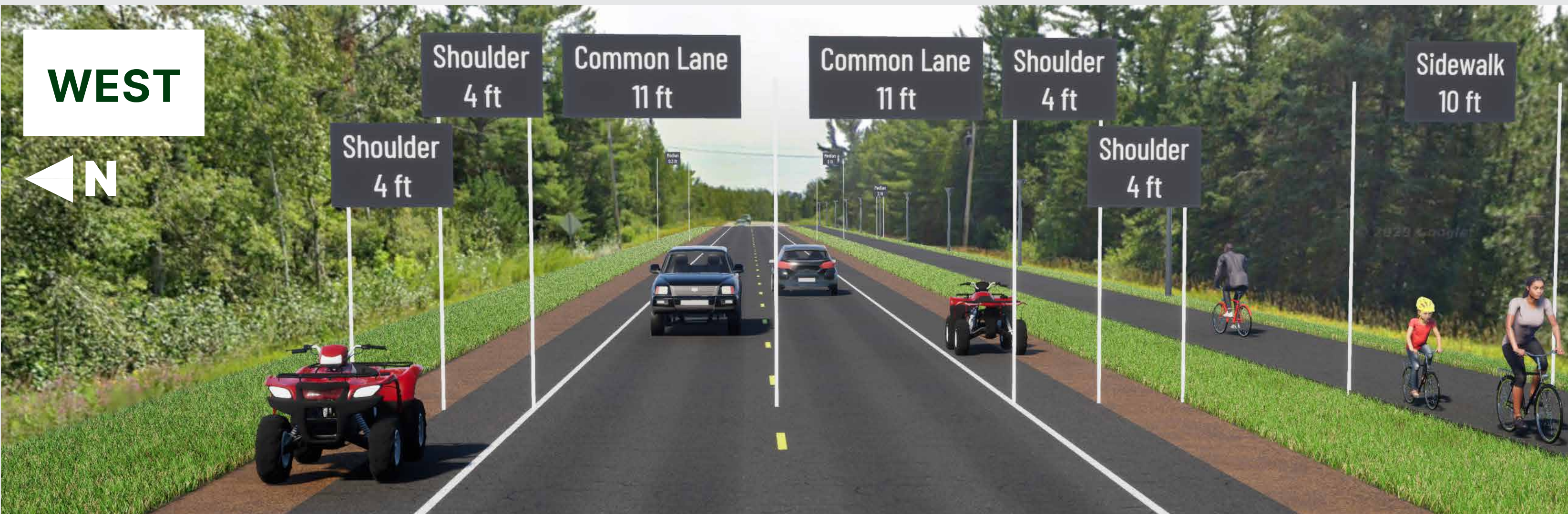
SIDE PATH

PROS

- Two-way pedestrian traffic
- High distinction of pedestrian facilities
- Horizontal separation
- High Pedestrian comfort level
- Stays within the existing right-of-way (ROW)

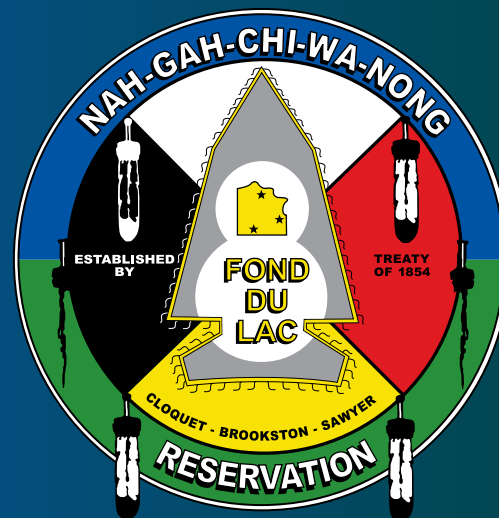
CONS

- Higher cost



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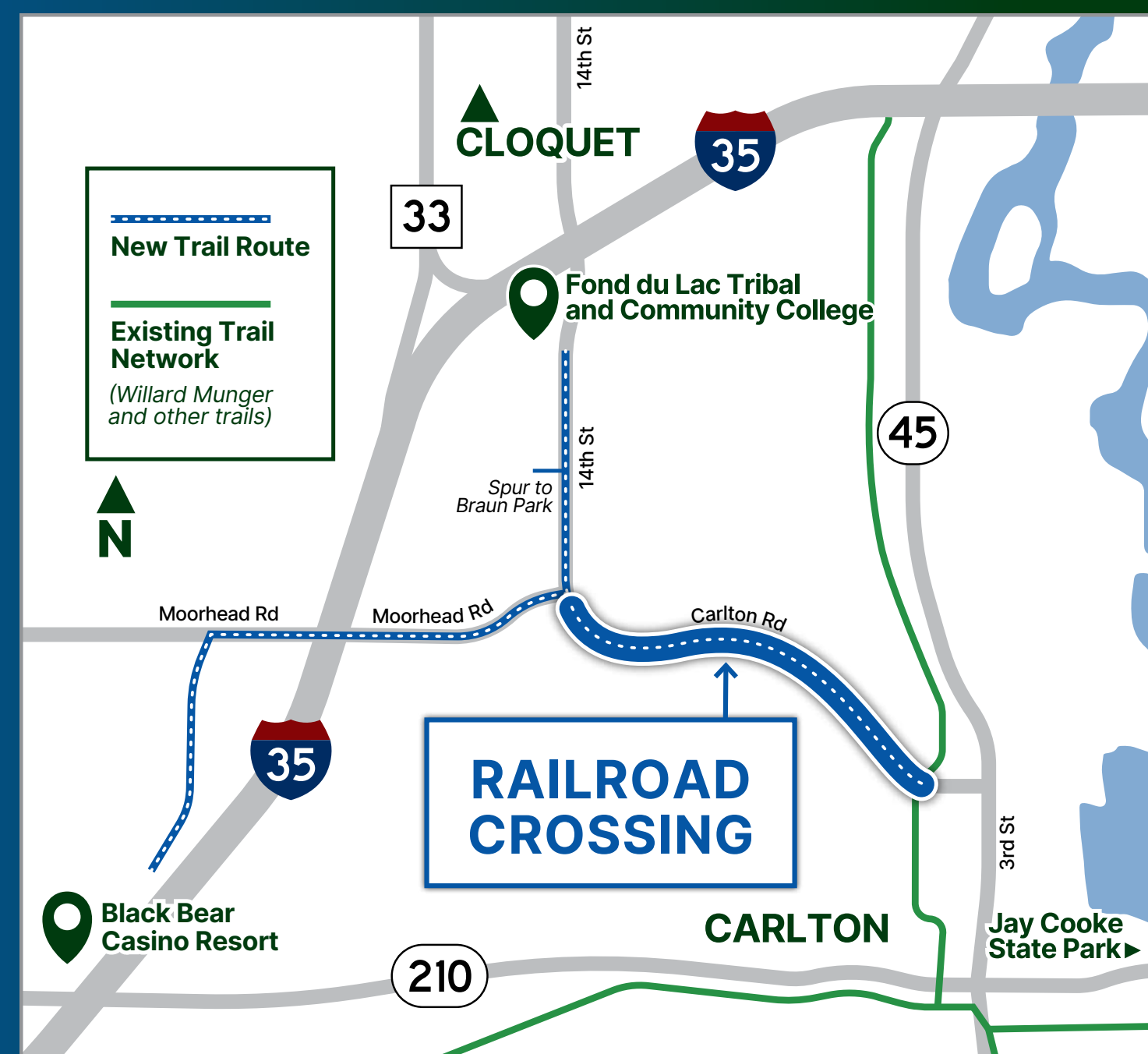


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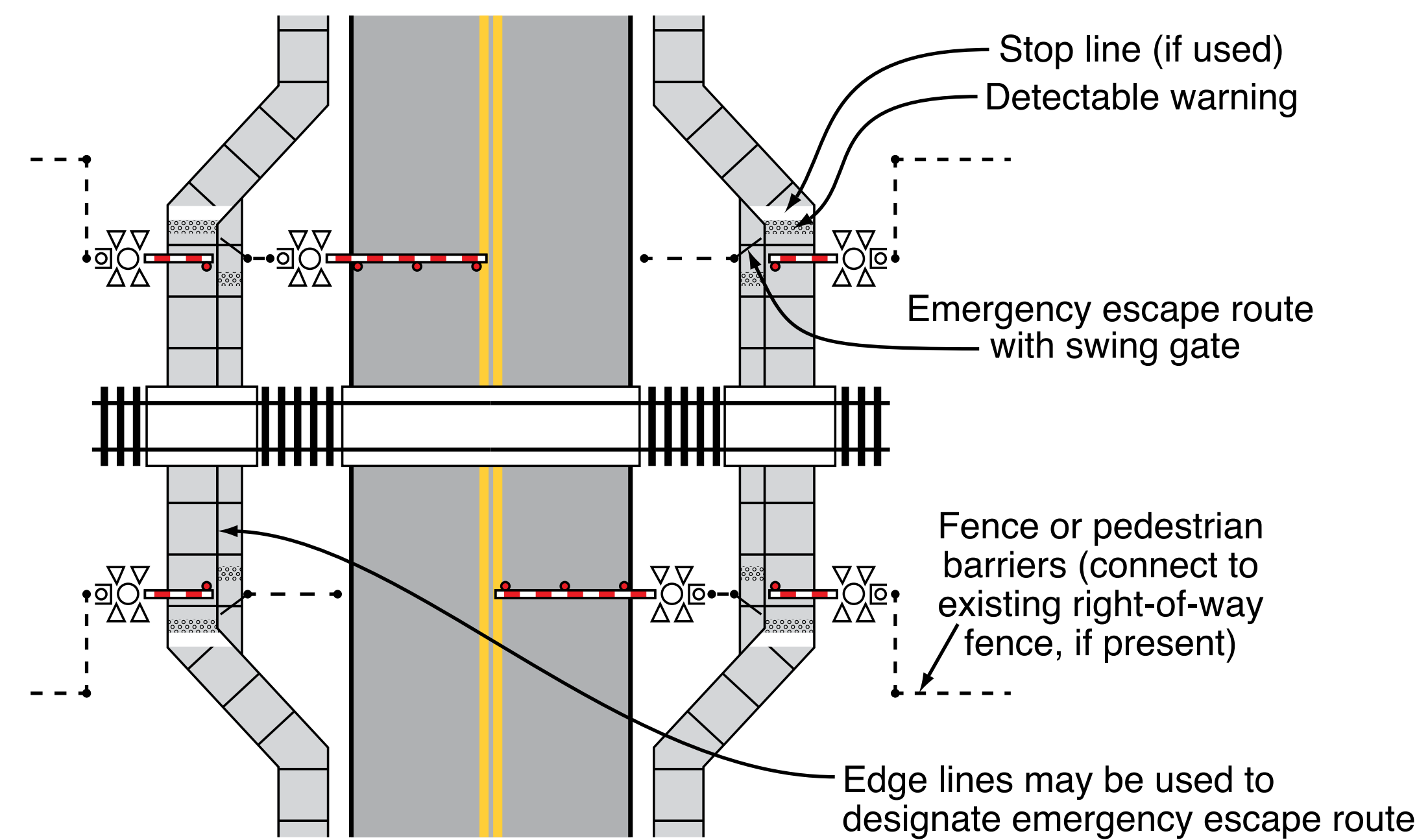
WHAT WE HEARD	CONSIDERATIONS	WHAT WE HEARD	CONSIDERATIONS
Concerned that ATV's and snowmobiles will use the new trail	Carlton County Ordinance #33 allows ATV use on the shoulders of county managed roads. Trails built for pedestrians and bikes will be elevated and built with a curb separating ATV's from the biking/walking path. It will be signed for "No Motor Vehicles."	Rumble strips are noisy – dangerous for bikers/roller bladers	Rumble strips will not be used along pedestrian routes.
Trail section from Main Street Carlton to Carlton Road is in rough shape	Rehabilitation of trail segments within Carlton may be included in the project depending on funding availability.	On Carlton Road, drivers may not be used to cyclists on the road, maybe there should be a buffer.	The project will include a buffer between the vehicle travel lanes and the trail.
Proposed section of Carlton Road sends cyclists up a steep hill on a blind curve which feels dangerous & exposed to traffic	The project will increase the separation between the roadway and trail through this segment to increase safety.	Concerned about encroachment onto property	The trail will be built within the County right of way. In the segments where additional separation is desirable, the project team has been coordinating directly with the respective property owners.

Segment 5

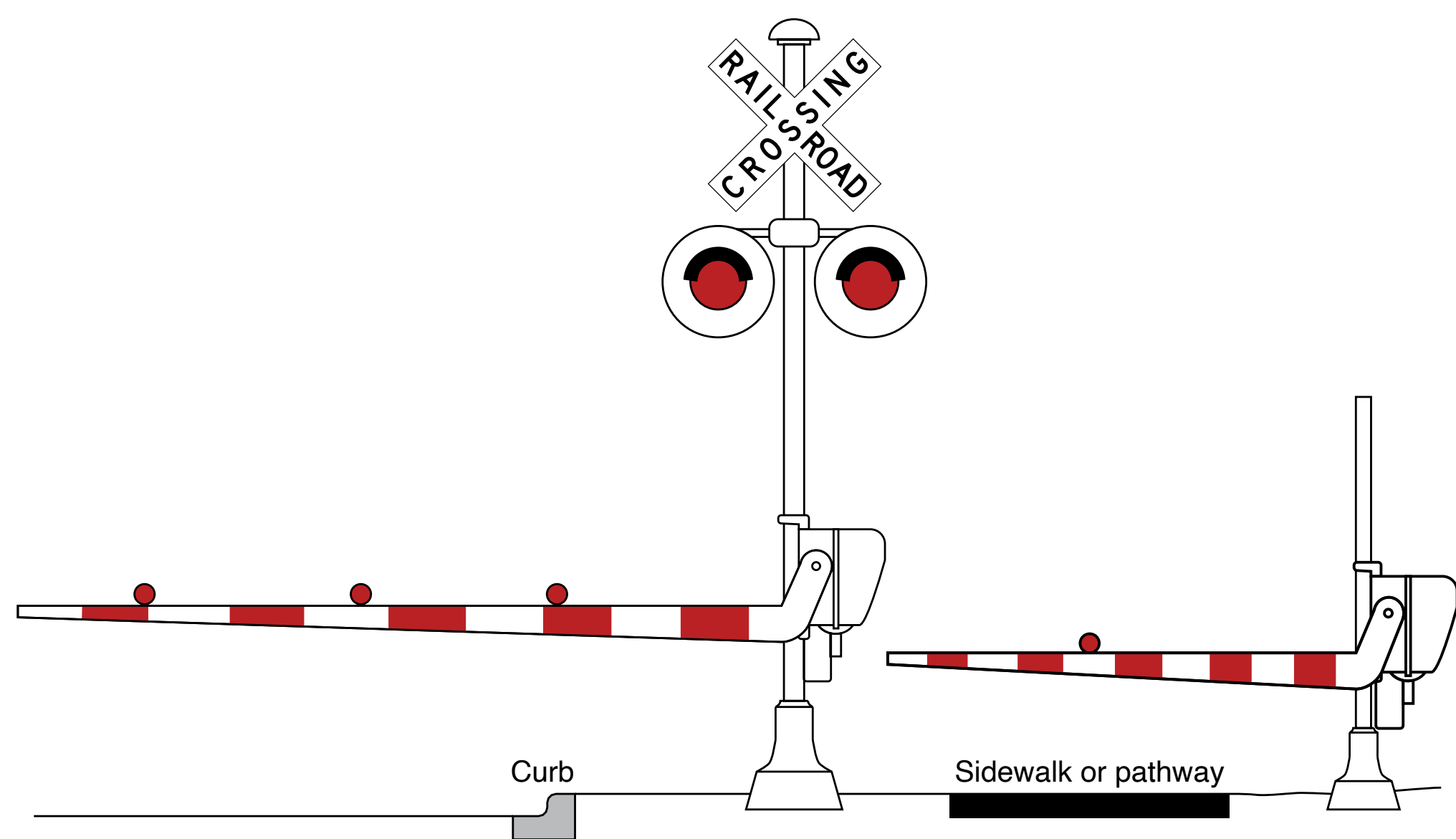
Railroad Crossing



Sidewalks on Outside of Vehicular Gates



Separate Automatic Pedestrian Gate



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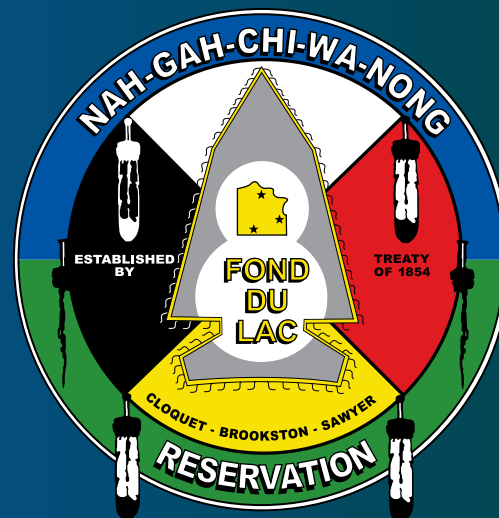


WHAT WE HEARD

Excess gravel at rail crossing, bikes get flats.

CONSIDERATIONS

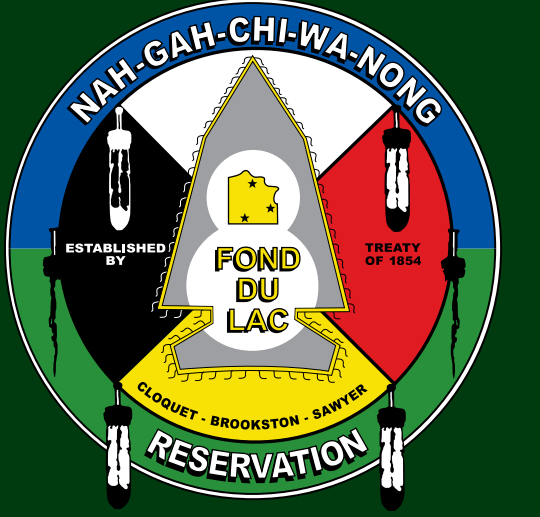
Proposed reconstruction of rail crossing will minimize amount of gravel on trail.



**Munger Trail
Connection Project**

Frequently Asked Questions

Munger Trail Connection Project



What kind of costs will there be to homeowners?

It will be the project's responsibility to restore the property to an equivalent or better working condition without costs incurred to the property owner.

Will it affect our property taxes?

The answer to this question is outside the project's jurisdiction. The Carlton County Assessor's Office determines property tax assessments.

Why is a trail connection needed?

Provide Safe and Accessible Pathways:

Aiming to offer safe travel routes for users of all ages and mobility levels, improving access for pedestrians and bicyclists

Expand Recreational and Commuting Opportunities:

Linking local communities to the 70-mile Willard Munger State Trail, stretching from Hinckley to Duluth, offering both recreational and commuting options.

Improve Infrastructure:

Advance the schedule and re-design of the Moorhead Road Bridge replacement over I-35 to enhance road safety and accessibility.

Stimulate Economic and Educational Opportunities:

Improving active transportation connections for community members supports local businesses, employers, and educational opportunities, including Fond du Lac Tribal and Community College, City of Cloquet, City of Carlton and the Black Bear Casino Resort.

What is the main use of the trail?

The trail connection will be designed for pedestrian, bicycle and pedal assist bikes. The trail will be signed "No Motor Vehicles."

How many miles will the new connection be?

The proposed connection from Carlton and the Willard Munger State Trail to Black Bear Casino Resort and the Fond du Lac Tribal and Community College will be roughly 3.8 miles long.

Who will maintain the trail?

Currently, maintenance of the trail connection is being explored and has not been determined.

What property or land will be used?

All work for the construction of the trails stay within the existing right-of-way (ROW) with the exception of a handful of specific properties where grading easements are being negotiated.

How will this project be funded?

We plan to leverage federal grants as the funding source for the project; however, the availability of federal funding is unknown at this time due to recent changes in the federal government.

Please note that this project will not use future local tax money for the construction of the facilities.