

# FINAL REPORT

OCT - 2 2003

## WORKPROGRAM

Date of Report: September 22, 2003

Date of Work Program Approval:

Date of Next Status Report: when needed; min. December 1997, December 1998, June 1999, August 2000, December 2000, July 2001, December 2001, June 2002, December 2002, May 2003, July 2003, September 2003, December 2003, July 2004, December 2004, July 2005, December 2005, July 2006.

Project Completion Date(s): Various

## LCMR Work Program Update and Request for Amendments

### I. PROJECT TITLE: Mesabi Trail System

Project Manager: Robert Manzoline, Executive Director  
Affiliation: St. Louis and Lake Counties Regional Railroad Authority

Mailing Address: 801 SW Hwy 169 Suite 4  
PO Box 627 801 SW Hwy 169  
Chisholm, MN 55719 Chisholm, MN 55719

Telephone Number: (218)-254-2575  
Fax: (218)-254-7972  
E-Mail: Bob.manzoline@ironworld.com

### Total State Project Budget (in thousands)

<u>Fund/Desc.</u>	<u>Year</u>	<u>Approp.</u>	<u>Liquid.</u>	<u>Encumb.</u>	<u>Balance</u>
A. LCMR 1 for trail develop.	1993	700	700	0	0
B. LCMR (oil overcharge) for ISTE A match	1995	150	150	0	0
C. Bonding Bill for trail const.	1996	500	500	0	0
D. LCMR 2 for trail const.	1997	600	600	0	0
E. LCMR 3 trail development	1999	1,000	<del>451</del> 580	<del>0</del> 18	549 402
F. LCMR 4 Mesabi Trail Facility	2001	190	<del>403</del> 190	0	87 0
G. LCMR 5 For trail construction	2003	<u>380</u>	<u>0</u>	<u>0</u>	<u>380</u>
Totals		3,520	2,720	<del>0</del> 18	1016 782

**A. 1993 LCMR\_1 appropriation language** Complete December 1995

**ML 93 Chap. 172, Sec. 14. Subd. 10(r)** **\$700,000**

Total biennial LCMR appropriation: \$700,000

Balance: \$0

Local Match requirement: \$350,000

Balance: \$0

This appropriation is from the future resources fund to the commissioner of trade and economic development for a contract with the St. Louis and Lake County Regional Rail Authority to plan and begin acquiring and developing a 132 mile multi-purpose trail linking the Mesabi Iron Range between Grand Rapids and Ely. This appropriation must be matched by \$350,000 cash from IRRRB or non-state funds.

**ML 95; Chp. 220, Sec. 19, Subd. Extend project to December 31, 1995**

**Sources of Matching Funds:**

1994 Target Corporation	\$20,000
1994 IRRRB	\$56,000
1994 St. Louis and Lake County RRA	\$51,000
1995 St. Louis and Lake County RRA	\$66,000
1995 Mesabi Daily News	\$ 5,000
1995 St. Louis County Block Grant	\$80,000
1995 Blandin Foundation	\$100,000
Private Donations and Other	<u>\$16,000</u>
Total	<u>\$394,000</u>

**B. 1995 LCMR (oil overcharge) appropriation language.**

**ML 95, Chap. 220, Sec. 19, Subd. 4(g).** **\$150,000**

Total biennial LCMR appropriation: \$150,000

LCMR funds required for one-half nonfederal match: \$150,000

ISTEA match required: \$900,000

ISTEA amount committed through year 2000: \$906,181

Local share committed through year 2000: \$153,748

**Appropriation Language:** This appropriation is from oil overcharge money to the commissioner of administration for the half of the nonfederal match of ISTEA projects for: (1) Chisago County, 150,000 for a trail between North Branch and Forest Lake Township; and (2) the St. Louis and Lake Counties Regional Rail Authority, \$150,000 for the development of approximately 40 miles of a multipurpose recreational trail system. Chisago and the St. Louis and Lake Counties Regional Rail Authority must apply for and receive approval for the Federal money in order to receive these appropriations. This project must be completed and final products delivered by December 31, 1997 and the appropriation is available until that date.

And as amended **Legal Citation ML 96, Chap. 407, Sec. 50, Subd. 4 (g).**

**Amendment Language:** The project under clause (2) must be completed and final products delivered by December 31, 1999, and the appropriation is available until that date.

**And as amended 2000 Session Laws, Chapter 493, Sec. 20, Appropriation Availability Extended.**

The appropriation in Laws 1995, Chapter 220, section 19, subdivision 4, paragraph (g), clause (2), As amended by laws 1996, chapter 407, section 50, is available until June 30, 2001.

**C. 1996 Appropriation Language for Bonding Bill. Approved July 1996**

**MS 1996 Chap. 463, Sec. 7, Subd. 14. Mesabi Trail System \$500,000**

Total Bonding Bill appropriation: \$500,000

For a grant to the St. Louis and Lake Counties Regional Railroad Authority for completion of priority trail segments of the Mesabi trail System. This appropriation is available to the extent matched by monies from other sources.

**June 1996 Work Program Request**

Total appropriation: \$500,000

Appropriation spent to date: \$500,000

Balance: \$ 0

**Status of Match Requirement:**

Match required: \$500,000

Match spent to date: \$500,000

Balance: \$ 0

**Sources of Matching Funds:**

St. Louis & Lake County Regional Railroad Authority	\$34,000
Itasca County	\$41,000
City of Coleraine	\$10,000
City of Bovey	\$10,000
City of Taconite	\$10,000
Blandin Foundation	\$40,000
City of Keewatin	\$15,000
City of Hibbing	\$25,000
City of Chisholm	\$15,000
St. Louis County	\$50,000
Iron Range Resources & Rehabilitation Board 2	<u>\$250,000</u>
Total	\$500,000

**D. 1997 LCMR 2 appropriation language Approved July 1997**

**Legal Citation: ML 1997, Chap. 216 , Sec. 15 , Subd. 18 .**

**Project Number: N3**

**Appropriation Language:** This appropriation is from the future resources fund to the commissioner of natural resources for an agreement with the St. Louis and Lake Counties Regional Rail Authority for the third biennium to develop and acquire segments of the Mesabi trail. This appropriation must be matched by at least \$600,000 of non-state money. This appropriation is available until June 30, 2000, at which time the project must be completed and final products delivered, unless and earlier date is specified in the work program.

Total biennial LCMR appropriation:	\$600,000	\$600,00
Appropriation spent to date:	<u>\$600,000</u>	
Balance:	\$ 0	

**Status of Match Requirement:**

Match committed:	\$600,000
Match spent to date:	<u>\$600,000</u>
Balance:	\$ 0

**Sources of Matching Funds:**

St. Louis and Lake County Regional Railroad Authority	\$ 85,000
St. Louis County 1998 & 1999 land dept. grants	\$100,000
City of Mt. Iron	\$ 15,000
City of Virginia	\$ 25,000
St. Louis County Community Development Block Grant	\$125,000
Iron Range Resources and Rehabilitation Board	<u>\$250,000</u>
Total	\$600,000

**E. 1999 LCMR 3 appropriation language**  
**Legal Citation: ML 1999, Chap. 231, Sec. 16, Subd. 4b.**  
**Project Number: L05**

**Appropriation Language:** Continuation \$1,000,000 is from the future resources fund to the commissioner of natural resources for an agreement with St. Louis and Lake Counties Regional Railroad Authority for the fourth biennium to develop and acquire segments of the Mesabi Trail and procure design and engineering for trailheads and enhancements. This appropriation must be matched by at least \$1,000,000 of non-state money. This appropriation is available until June 30, 2002 at which time the project must be completed and final products delivered, unless an earlier date is specified in the work program.

**July 1, 2001 Extension**

The availability of the appropriations for the following project is extended to June 30, 2004, ML2001, 1<sup>st</sup> Special Session, Ch. 2, Sec. 14, Subd. 18, paragraph ( c ), Mesabi Trail Land Acquisition and Development-Continuation.

Total biennial LCMR appropriation:	1,000,000
Appropriation spent to date:	<u>450,755 592,000</u>
Balance	549,245 402,000

Match committed:	2,910,000
Match spent to date:	<u>1,740,838 1,973,442</u>
Balance	1,169,162 931,553

**Sources of matching funds:**

St. Louis & Lake County Regional Railroad Authority	\$ 30,000
St. Louis County Recreation Fund	\$ 100,000
Federal High Priority Funds (Demo Funds)	\$2,250,000
Blandin Foundation	\$ 200,000
Iron Range Resources & Rehabilitation Board	<u>\$ 330,000</u>
Total	\$2,910,000

The Regional Rail Authority has received a Federal High Priority grant in the amount of \$2,250,000. This grant expires in year 2004. Inclusion of the Federal Grant into this program greatly extends the scope of work and time needed to complete our tasks. High Priority funds will be used, in part, for results 14b, and results 15 through 24 and beyond. Significant changes to this program occurred and request your consideration to approve the following:

1. Extending the 1999 LCMR Appropriation Through Year 2004.
2. Allow 1999 LCMR Appropriation to be used as local match for Federal Demonstration (Fed Demo) and TEA 21 (ISTEA) grants.

**F. 2001 LCMR 4 appropriation language**

**Legal Citation:** ML 2001, 1<sup>st</sup> Special Session, Chap. 2, Sec. 14, Subd. 05.

**Project Number:** 5(n) *W*

**Appropriation Language:** Mesabi Trail Facility. \$190,000 is from the future resources fund to the commissioner of natural resources for an agreement with the St. Louis and Lake Counties Regional Railroad Authority for the authority to acquire land and design a Mesabi trail center building.

**Completion Date:** This appropriation must be completed and final products delivered by June 30, 2003.

Total biennial LCMR appropriation	\$190,000
Appropriation spent to date <u>as of June 2003</u>	<u>\$103,000 139,315</u>
<u>Balance</u>	\$ 87,000 185

**G. 2003 LCMR 5**

**(T) 01 Mesabi Trail Segment(s)**

**Legal Citation:** ML 2003, Chap. 128, Article 1, Sec. 9, Subd. 6h

6 (h) Mesabi Trail

\$190,000 the first year and \$190,000 the second year are from the trust fund to the commissioner of natural resources for an agreement with St. Louis and Lake Counties Regional Rail Authority for the sixth biennium to acquire and develop segments of the Mesabi Trail. If a federal grant is received, the availability of the financing from this paragraph is extended to equal the period of the federal grant.

**II. PROJECT SUMMARY AND RESULTS:** The State of MN, Department of Highway Bicycle Design Standards will be used for trail design. This trail is being developed for multiple user groups in most areas and includes snowmobiling, bicycling, roller blading, walking, skiing and in limited areas A.T.V., horseback, dogsled and other users. The Mesabi Trail makes connections to the Taconite Trail, local trails and many State Parks and facilities as shown on the General Location map.

**III ANNUAL PROGRAM UPDATE SUMMARY;** This trail began construction in year 1994 and is anticipated to be completed in year 2004. Substantial completion of priority segments is expected in year 1999 when funding is secured. The following is a synopsis of trail segments that have been constructed and those segments approved for construction including funding.

<u>Segment Description</u>	<u>Year of Construction</u>	<u>Status</u>	<u>Length</u>	<u>Major Funding Sources</u>
Grand Rapids to Coleraine (Phase 1, Itasca Trail)	1994	Complete	4 miles	Local / MNDTD
Nashwauk to O'Brien Res.	1995	Complete	2 miles	LCMR 1/Local
Mt Iron to Parkville	1995	Complete	2 miles	LCMR 1/ Local
Embarrass Lk to Giants Rdg. Rd..	1995	Complete	2 miles	LCMR 1/Local
Tower to Soudan	1995	Complete	1 mile	Local
Ely to Intl.. Wolf Center	1995	Complete	1 mile	LCMR 1 / Local
Grand Rapids to Coleraine (Phase 2, Mesabi Trail)	1996	Complete	4 miles	Local
Coleraine to Bovey to Taconite (Result 1)	1996-1997	Complete	5 miles	1996 State Bond/ Local
O'Brien to Keewatin (Result 2)	1996-1997	Complete	3 miles	1996 State Bond/ Local
Hibbing to Chisholm (Result 3)	1996-1997	Complete	7 miles	1996 State Bond/ Local
Mt. Iron to Virginia (Result 4)	1997	Complete	2 miles	1996 State Bond/ Local
Chisholm to Buhl to Kinney (Result 5 & 13)	1997-1999	Complete	8 miles	1997 LCMR 2 / LCMR/ISTEA
City of Ely (Result 6)	1996	Complete	2 miles	Federal ISTEA/ LCMR / Local
Biwabik to Embarrass Lk (Result 7)	1996	Complete	2 miles	Federal ISTEA / LCMR / Local
Gilbert to Eveleth/Fayal (Result 8)	1999	Complete	4 miles	Federal ISTEA / LCMR Oil Over/ Local
Nashwauk to Marble (Result 9)	1997-1999	Complete	0 miles	1997 LCMR 2 / Local
Virginia to Gilbert (Result 10)	1997-1999	Complete	7 miles	1997 LCMR 2 / Local
Tower to Soudan State Park (Result 11)	1997-1999	Complete	1 mile	1997 LCMR 2 / Local
Ely/Wolf Center to Taconite tr.. (Result 12)	1997-1999	Complete	1.5 miles	1997 LCMR 2/ Local
Hibbing to Leetonia (Result 14a)	June 30, 2000	Complete	4 miles	1997 LCMR 2/ 1999 LCMR 3/ Local
Leetonia to Keewatin (Result 14b)	2001-2004	Complete	4 miles	1999 LCMR 3/ Fed Demo/Local
Taconite to Hwy 7 (Result 15)	2001-2004	<del>Construction</del> <u>Complete</u>	2 miles	Fed Demo./ LCMR 3/Local
Hwy 7 to Marble (Result 16)	2001-2004	Development	4 miles	Fed Demo/ LCMR 3/Local

<u>Segment Description</u>	<u>Year of Construction</u>	<u>Status</u>	<u>Length</u>	<u>Major Funding Sources</u>
Marble to Calumet to Pengilly (Result 17)	2001-2004	Planning	7 miles	Fed Demo./ LCMR 3/Local
Pengilly to Nashwauk (Result 18)	2001-2004	Development <u>Planning</u>	4 miles	Fed Demo/ LCMR 3/local
Mckinley to Biwabik (Result 19)	2002-2004	Development <u>Planning</u>	5 miles	Fed Demo./ LCMR 3/Local
Embarrass Lk to Giants Ridge (Result 20)	2001-2004	Construction <u>Complete</u>	2 miles	ISTEA/LCMR 3/ Local
Giants Ridge to Hwy 21 (Result 21)	2001-2004	Planning	9 miles	ISTEA/LCMR 3/ Local
Mt. Iron to Kinney (Result 22)	2001-2004	Construction <u>Complete</u>	7 miles	ISTEA/LCMR 3/ Local/Fed Demo
<u>Proposed Mt. Iron Realignment</u> (Result 22a)	<u>2004</u>	<u>Development</u>	<u>1 mile</u>	<u>Fed Demo/</u> <u>LCMR3/Local</u>
Gilbert to MN DNR OHV park (Result 24a)	2001-2004	Planning- <u>Construction</u>	1.5	Fed Demo./ LCMR 3/Local
MN DNR OHV park to McKinley (Result 24b)	2001-2004	Construction <u>Complete</u>	2.5	TEA 21/ LCMR 3/Local
Trail Central Acquisition & Design (Result 25)	N/A	Planning	N/A	LCMR 4
Soudan to Bear Head State Park (Result 26)	2003-2005	Recommended <u>Development</u>	11 miles	LCMR 5/TEA 21
Total Program Miles	106.5			
Total Miles Complete to Date	66.5 <u>80</u>			
Miles under construction	14 <u>1.5</u>			

**Status Key:**     **complete**-trail is constructed and in use  
**construction**-trail is under construction  
**planning**-engineering plans and specifications are underway  
~~**bidding**~~-plans are complete project is ready for advertisement for construction bids  
**development**-trail location, land acquisition, funding, and other preliminary work prior to construction.

#### IV. OUTLINE OF PROJECT RESULTS:

- Results 1 through 5 were approved June 8, 1995 and July 16, 1996.
- Results 6, 7 and 8 were approved July 24, 1996.
- Results 9 through 14 were approved July 1997.
- Approval was granted for changes to results 5, 10 & 13 on July 8, 1998.
- Results 15, 16, 17, 18, 19, & 20 were approved July 1, 1999.
- Amended results 8, 14 and 15 through 24 were approved December 2000.
- Budget changes to Result 14B for construction & engineering approved June 15, 2001.
- Amendments to Results 16 & 17; and budget changes to results 16, 17, 14a, 14b & 15; and removal of Result 23; and addition of Result "Catch All" approved January 15, 2002.
- Amendment to Results 15, 20, 22 & 25 for engineering costs and changes approved January 2, 2003
- Result 26 approved June 26, 2003

**1996 Bonding Approved July 16, 1996**

**RESULT #1** Develop a 5 mile long, 10 foot wide bituminous surfaced trail segment between the cities of Coleraine to Bovey to Taconite. Engineer hired April 1997 to prepare plan and specification. Anticipate advertisement for construction bids July 1997. Bids received, anticipate construction contract award in June 1998. This segment is now under construction with completion scheduled for October 1998. This segment is complete.

<u>Task Description</u>	<u>Program Request</u>	<u>Balance</u>	<u>Local Match</u>	<u>Balance</u>	<u>Total Cost</u>
Trail Const.	\$144,033	\$ 0	\$141,000	\$ 0	\$285,033
Land	\$ 0	\$ 0	\$ 20,755	\$ 0	\$ 20,755
Eng.&Adm.	\$ 25,038	\$ 0	\$ 21,779	\$ 0	\$ 46,817
Totals	\$169,071	\$ 0	\$183,534	\$ 0	\$352,605

**1996 Bonding Approved July 16, 1996**

**RESULT#2** Rebuild and develop a 3 mile long, 10 foot wide bituminous surfaced trail segment from the O'Brien Reservoir to the city of Keewatin. Engineer hired June 1997 to prepare plan and specification. Anticipate advertisement for construction bids July 1997. This segment completed in October 1997. The original 6 foot wide bituminous surface trail between Keewatin and O'Brien reservoir was constructed in 1977. Our initial plan was to widen this trail 4 feet at a cost of \$50,000. When construction began it became evident the original trail did not have an adequate base and was significantly more degraded than originally thought. It was the opinion of the project engineer and approved by the Regional Railroad Authority to remove the existing bituminous, construct a gravel base, and 10 foot wide bituminous surface. The final cost of this 3 mile reconstruction work is about \$40,000 per trail mile, which is nearly the same or lower than other newly constructed segments. This segment is complete.

<u>Task Description</u>	<u>Program Request</u>	<u>Balance</u>	<u>Local Match</u>	<u>Balance</u>	<u>Total Cost</u>
Overlay/widen	\$68,594	\$ 0	\$46,500	\$ 0	\$115,094
Land, Eng.&Adm	\$ 5,150	\$ 0	\$ 0	\$ 0	\$ 5,150
Totals	\$ 73,744	\$ 0	\$46,500	\$ 0	\$120,244

**1996 Bonding Approved July 16, 1996**

**RESULT#3** Develop a 7 mile long, 10 foot wide bituminous surfaced trail segment between the cities of Hibbing and Chisholm. Construction Bids opened June 3, 1997 and considered for contract award June 4, 1997. Construction work completed September 1997.

<u>Task Description</u>	<u>Program Request</u>	<u>Balance</u>	<u>Local Match</u>	<u>Balance</u>	<u>Total Cost</u>
Trail Const.	\$207,481	\$ 0	\$200,677	\$ 0	\$408,158
Land	\$ 0	\$ 0	\$ 8,128	\$ 0	\$ 8,128
Eng/Adm	\$ 21,645	\$ 0	\$ 37,728	\$ 0	\$ 59,373
Totals	\$229,126	\$ 0	\$246,533	\$ 0	\$475,659

**1996 Bonding Approved July 16, 1996**

**RESULT#4** Develop a 2 mile long, 10 foot wide bituminous surface trail to extend the Mt. Iron trail segment into and Virginia using the remainder of the bonding appropriation. Plans complete anticipate advertisement for construction bids in June 1998 and letting date July 1998.



This segment is now under construction and anticipated to be complete July 1999. Actual cost for this segment is \$113,000. This segment is complete.

<u>Task Description</u>	<u>Program Request</u>	<u>Balance</u>	<u>Local Match</u>	<u>Balance</u>	<u>Total Cost</u>
Trail Const.	\$28,059	\$ 0	\$23,433	\$ 0	\$51,492
Land, Eng. & Adm.	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
Totals	\$28,059	\$ 0	\$23,433	\$ 0	\$51,492

<u>Bond Totals</u>	<u>Program Request</u>	<u>Local Match</u>	<u>Total Cost</u>
Results 1,2,3,4	\$500,000	\$500,000	\$1,000,000

**1995 LCMR Approved June 8, 1995 (Oil Overcharge FY 1998)**

**RESULT # 5** Develop a 8 mile long, 10 foot wide bituminous surfaced trail from Chisholm to Buhl to Kinney. This Result will now combine and eliminate Result No 13 from this Workprogram. This result was approved in work program dated June 8, 1995. Federal project memorandum is ongoing with environmental and historical assessments. FHWA approval and project letting is anticipated in September 1998. A construction contract has now been awarded. Anticipate completion August 1999. This segment is complete.

<u>Task Description</u>	<u>Program Request</u>	<u>ISTEA</u>	<u>Local Share</u>	<u>Total Cost</u>
Trail Const.	\$55,478	\$323,960	\$25,511	\$404,949
Land, Eng. & Adm.	\$ 0	\$ 0	\$30,000	\$ 30,000
Totals	\$55,478	\$323,960	\$55,511	\$434,949

**1995 LCMR Approved July 24, 1996 (Oil Overcharge FY 1998)**

**RESULT#6** Develop a 2 mile long, 10 foot wide bituminous surface trail through the City of Ely. Advertisement for construction bids June 13, 1997 and letting date July 8, 1997. Construction underway, expect completion July, 1998. Segment complete.

<u>Task Description</u>	<u>Program Request</u>	<u>ISTEA</u>	<u>Local Share</u>	<u>Total Cost</u>
Trail Const.	\$25,662	\$141,296	\$ 9,662	\$176,620
Land	\$ 0	\$ 64,000	\$16,000	\$ 80,000
Eng. & Adm.	\$ 0	\$ 0	\$16,000	\$ 16,000
Totals	\$25,662	\$205,296	\$41,662	\$272,620

**1995 LCMR Approved July 24, 1996 (Oil Overcharge FY 1997)**

**RESULT#7** Develop a 2 mile long 10 foot wide bituminous surfaced segment between Biwabik and Embarrass Lake. A construction contract in the amount of \$168,983 was awarded February 1997 and the project is scheduled for completion in June 1997. Construction completed July, 1997.

<u>Task Description</u>	<u>Program Request</u>	<u>ISTEA</u>	<u>Local Share</u>	<u>Total Cost</u>
Trail Const.	\$25,551	\$140,408	\$ 9,551	\$175,510
Land, Eng. & Adm.	\$ 0	\$ 0	\$16,000	\$ 16,000
Totals	\$25,551	\$140,408	\$25,551	\$191,510

**1995 LCMR Approved July 24, 1996 (Oil Overcharge FY 1999)**

Amendment approved December 2000 to use 1999 LCMR Appropriation for local match for TEA 21, result 8.

**RESULT#8** Planning to develop a 4-mile long, 10-foot wide bituminous surfaced trail segment between Gilbert and Eveleth. Engineer to be hired June, 1998, plans complete October 1998, Request to use 1999 LCMR Appropriation for local match. Advertise for bids April 2000, award contract August 2000 and complete construction October 2000.

Oil		TEA 21	Local Share	Total Cost
Task Description	Overch.			
Trail Construction	\$23,987*	\$236,517	\$41,325	\$301,829
Land, Eng. & Adm.	\$ 0	\$ 0	\$27,276	\$27,276
Totals	\$23,987*	\$236,517	\$68,601*	\$329,105

Oil overcharge		ISTEA	Local Match	Total Cost
Totals for	Program Request			
results 5,6,7&8	\$150,000*	\$906,181	\$191,325	\$1,228,184

\* numbers reported by MN DOT, 8/8/00

**Note; Results 5 through 8 only:** In order to utilize LCMR funding as a full participatory match for ISTEA projects and to meet the requirements of the MN DOT State Aid, engineering costs will be considered as part of the Local Share.

**1997 LCMR 2 appropriation , July 1, 1997**

**RESULT # 9** Acquire lands between the Cities of Nashwauk and Marble to include lands in Nashwauk and 11,000 lf of abandon DM&IR Railroad grade. Offer to sell made by DM&IR Railway Co. April 1997. Purchase agreement approved May, 1998 in the amount of \$12,000. Request this result be expanded to include lands throughout the trail system. The following expenditures represent lands acquired totaling approximately 700 acres. Costs include land, legal fees, environmental review and recording fees for approximately 200 parcels of land.

Task Description	Program Request	Balance	Local Match	Balance	Total Cost
Trail Construction	\$34,405	\$ 0	\$37,748	\$ 0	\$72,153
Land, Eng.	\$ 1,638	\$ 0	\$ 695	\$ 0	\$ 2,333
Totals	\$36,043	\$ 0	\$38,443	\$ 0	\$74,486

**1997 LCMR2 appropriation, July 1, 1997**

**Result #10** Develop a 7 mile long, 10 foot wide bituminous surfaced trail between Virginia and Gilbert. This segment is a continuation of the previously completed, LCMR funded, 2 mile segment of trail between Mt. Iron and Virginia and in coordination with Result #4. Final continuous length will be 11miles. Plans complete anticipate advertisement for construction bids July, 1998, complete project by October, 1998. Construction contract awarded September 1998. Construction 70% complete. This segment is complete.

Task Description	Program Request	Balance	Local Match	Balance	Total Cost
Trail Const.	\$263,738	\$0	\$305,178	\$0	\$ 568,916
Leg., Eng.	\$ 33,316	\$0	\$39,033	\$0	\$ 72,349
Land	\$ 0	\$0	\$ 123	\$0	\$ 123
Totals	\$297,054	\$0	\$344,334	\$0	\$641,388

**1997 LCMR2 appropriation, July 1, 1997**

**Result #11** Develop a 1 mile, 10 foot wide bituminous surfaced trail completing the City of Tower trail connecting to the City of Soudan and the Soudan State Park. Completed September, 1997.

<u>Task Description</u>	<u>Program Request</u>	<u>Balance</u>	<u>Local Match</u>	<u>Balance</u>	<u>Total Cost</u>
Trail Const.	\$25,000	\$ 0	\$21,752	\$ 0	\$46,752
Legal & Engineer	\$ 214	\$ 0	\$ 5,832	\$ 0	\$ 6,046
Totals	\$25,214	\$ 0	\$27,584	\$ 0	\$52,798

**1997 LCMR2 appropriation, July 1, 1997**

**Result #12** Develop a 1.5 mile, 10 foot wide bituminous surfaced trail within the City of Ely completing connections from the International Wolf Center to the Miners Lake mine site and the State of MN Taconite Trail . Construction began August, 1997 and anticipated completion is July, 1998. This segment is complete.

<u>Task Description</u>	<u>Program Request</u>	<u>Local Match</u>	<u>Total Cost</u>
Trail Const.	\$46,762	\$37,825	\$84,587
L.E.	\$ 1,616	\$9,227	\$10,843
Totals	\$48,378	\$47,052	\$95,430

**Result # 13** is now combined with result # 5.

The Kinney to Mt. Iron segment is now seen as proposed result #19.

**1997 LCMR2 appropriation, July 1, 1997**

**Result # 14** Develop a 8 mile, 10 foot wide bituminous surface trail from the City of Keewatin to the City of Hibbing. Result be split into two projects 14A and 14B in order to expend 1997 LCMR grant by June 30, 2000 and use 1999 LCMR grant funds in conjunction with Federal High Priority grant funds to complete this result. Request to divide segment was included in August 2000 workprogram and approved by Mr. Velin in letter dated November 14, 2000.

**Result #14A** Develop a 4 mile long, 10 foot wide bituminous surface trail from the City of Hibbing to the Leetonia Townsite, Hibbing. This segment is complete. Two budget changes occurred during development of this segment as reported in June 2001 and December 2001 workprograms. Requests for budget amendments were approved by Mr. Velin in letters dated June 15, 2001 and January 15, 2002.

<u>Task Description</u>	1997	1999	<u>Local Match</u>	1999	<u>Total Cost</u>
	<u>LCMR 2</u> <u>Program</u>	<u>LCMR 3</u> <u>Program</u>		<u>Local Match</u>	
Trail Construction	\$113,555	\$56,682	\$ 93,821	\$35,000	\$277,376
Land, Eng.	\$ 49,239	0	\$ 9,948	\$ 0	\$ 59,187
Admn for results 9,10,11,12 &14a	\$ 30,517	0	\$ 38,818	\$ 0	\$ 69,335
Totals	\$193,311	\$56,682	\$142,587	\$35,000	\$405,898

	Work <u>Program</u>	<u>Local Match</u>	<u>Total Cost</u>
Totals for LCMR 2 1997 Grant Results 9,10,11,12,14a	\$600,000	\$600,000	\$1,200,000

#### LCMR 3 appropriation

**Result #14B** Develop a 6.5 mile long, 10 foot wide bituminous surface trail from Leetonia Townsite to the City of Keewatin. Construction began July 2001 and halted for the season November 2001 with approximately 60% of the trail complete. Construction will resume May 2002 and complete July 2002. Two budget changes occurred during development of this segment as reported in June 2001 and December 2001 workprograms. Mr. Velin approved requests for budget amendments in letters dated June 15, 2001 and January 15, 2002.

This segment is complete. Final accounting, construction payment and engineering payment pending MN Department of Transportation review and approval. Final review and accounting complete.

	1999 LCMR 3			
<u>Task Description</u>	<u>Program Request</u>	<u>Fed Demo</u>	<u>Local match</u>	<u>Total Cost</u>
Trail Construction	\$58,255	\$509,300	\$52,438	\$619,993
Land/Legal	\$15,840	\$ 0	\$19,100	\$ 34,940
Engineering *	<u>\$ 9,130</u>	<u>\$ 0</u>	<u>\$ 62,000</u>	<u>\$ 71,130</u>
Totals	\$83,225	\$509,300	\$133,538	\$726,063

#### LCMR 3 appropriation

**Result # 15** Development and construction of a 2 mile, 10 foot wide bituminous surface trail from the City of Taconite to State Hwy 7. This construction will lengthen the existing 13mile long trail between Grand Rapids and Taconite. Plans, specifications are complete and approved by MN DOT Department of State Aid. Bids will be received winter 2002 and construction to begin May 2002. One section of the trail was constructed being a 240-foot long floating bridge to cross a wetland near Hwy 7. Request was made in August 2000 workprogram for inclusion of Federal Demonstration money into this result and revised budget. Approval granted by way of letter from Mr. John Velin dated November 14, 2000. This segment is under construction and anticipate completion June 2003. This segment is complete.

<u>Task Description</u>	<u>Program Request</u>		<u>Fed Demo</u>		<u>Local Match</u>	<u>Total Cost</u>	
Trail Construction	\$49,990		\$96,000	\$124,222	\$ 0	<del>\$145,990</del>	\$174,212
Engineering	<del>\$ 2,400</del>	\$21,375	\$ 0		\$ 38,000	<del>\$ 40,400</del>	\$ 59,375
Land	<del>\$ 0</del>	\$ 0	<del>\$ 0</del>		<del>\$ 0</del>	<del>\$ 0</del>	\$ 0
Totals	<del>\$52,390</del>	\$71,365	<del>\$96,000</del>	\$124,222	\$ 38,000	<del>\$186,390</del>	\$233,587

#### 1999 LCMR 3 appropriation

**Result # 16** Development and construction of a 2 -mile long, 10 foot wide bituminous surface trail from State Highway 7 to the City of Marble. This construction will connect to Result # 15 and Result 17. Due to landowner/right-of-way access, this segment has been adjusted and shortened while Itasca County Attorney resolves landowner issues. Result 17 has been lengthened to incorporate Calumet into that segment. Trail alignment and land surveys have been completed on this segment. Change of trail alignment/scope was requested within December 2001 workprogram and approved by Mr. Velin in letter dated January 15, 2002.

Also, request was made in August 2000 workprogram for inclusion of Federal Demonstration money into this result and revised budget. Approval granted by way of letter from Mr. John Velin dated November 14, 2000.

<u>Task Description</u>	<u>Program Request</u>	<u>Fed Demo</u>	<u>Local Match</u>	<u>Total Cost</u>
Trail Construction	\$32,000	\$128,000	\$ 0	\$160,000
Eng. & Admin.	\$10,000	\$ 0	\$ 30,000	\$ 40,000
Totals	\$42,000	\$128,000	\$ 30,000	\$200,000

#### 1999 LCMR 3 appropriation

**Result # 17** Development and construction of a 7 mile, 10 foot wide bituminous surface trail from the City of Marble to Calumet to Pengilly. This construction will connect to Result # 16 and Result # 18. Change of trail alignment/scope was requested within December 2001 workprogram and approved by Mr. Velin in letter dated January 15, 2002.

Also, request was made in August 2000 workprogram for inclusion of Federal Demonstration money into this result and revised budget. Approval granted by way of letter from Mr. John Velin dated November 14, 2000. Plan is complete, anticipate bidding April 2003. Part of this segment alignment was changed to a new and better location. Additional easements/right-of-way was acquired summer 2003. this segment will be constructed 2004.

<u>Task Description</u>	<u>Program Request</u>	<u>Fed Demo</u>	<u>Local Match</u>	<u>Total Cost</u>
Trail Construction	\$ 98,000	\$392,000	\$ 0	\$490,000
Eng. & Admin.	<del>\$ 20,000</del> \$70,000	\$ 0	\$ 80,000	<del>\$100,000</del> \$ 150,000
Totals	<del>\$118,000</del> \$168,000	\$392,000	\$ 80,000	<del>\$590,000</del> \$ 640,000

#### LCMR 3 appropriation

**Result # 18** Development and construction of a 4 mile, 10 foot wide bituminous surface trail from the City of Pengilly to City of Nashwauk. This construction will connect to the existing trail between Nashwauk and Keewatin. Request was made in August 2000 workprogram for inclusion of Federal Demonstration money into this result and revised budget. Approval granted by way of letter from Mr. John Velin dated November 14, 2000.

<u>Task Description</u>	<u>Program Request</u>	<u>Fed Demo</u>	<u>Local Match</u>	<u>Total Cost</u>
Trail Construction	\$48,000	\$ 192,000	\$ 0	\$240,000
Eng. & Admin.	\$10,000	<del>\$ 0</del> \$ 37,000	<del>\$50,000</del> \$20,000	<del>\$ 60,000</del> \$ 67,000
Land	\$ 0	\$ 0	\$ 0	\$ 0 \$ 0
Totals	\$58,000	<del>\$ 192,000</del> \$229,000	<del>\$50,000</del> \$20,000	<del>\$280,000</del> \$307,000

#### 1999 LCMR 3 appropriation

**Result # 19** Development and construction of a 5 mile, 10 foot wide bituminous surface trail from the City of McKinley to the City of Biwabik. This construction will connect to the completed trail at Biwabik and the proposed Gilbert to McKinley trail scheduled for construction in the year 2001. Request was made in August 2000 workprogram for inclusion of TEA-21 Federal Demonstration money into this result and revised budget. Approval granted by way of letter from Mr. John Velin dated November 14, 2000. Easement/right-of-way acquisition has been a problem in this segment area do to future taconite mining plans, active explosive company operations and significant wetlands. Right-of-way is being secured and anticipate construction 2004. Fed Demo column reflects engineering costs now Federal funded as of September 2003.

<u>Task Description</u>	<u>Program Request</u>	<u>Fed Demo</u>	<u>Local Match</u>	<u>Total Cost</u>
Trail Construction	\$60,000	\$240,000	\$ 0	\$300,000
Eng. & Admin.	\$10,000	<del>\$0</del> \$48,000	\$60,000 \$ 0	<del>\$ 70,000</del> \$58,000
Totals	\$70,000	<del>\$240,000</del> \$288,000	\$60,000 \$0	<del>\$370,000</del> \$358,000

#### 1999 LCMR 3 appropriation

**Result # 20** Development and construction of a 2 mile, 10 foot wide bituminous surface trail from the existing Mesabi Trail at Embarrass Lake to Giants Ridge. Request was made in August 2000 workprogram for inclusion of Federal Demonstration money into this result and revised budget. Approval granted by way of letter from Mr. John Velin dated November 14, 2000.

This segment is under construction and anticipate completion ~~October 2002.~~ June 2003.

Increase engineering costs approved by Mr. Velin January 14, 2003. This segment is complete.

<u>Task Description</u>	<u>Program Request</u>	<u>TEA 21</u>	<u>Local Match</u>	<u>Total Cost</u>
Trail Construction	<del>\$32,000</del> \$34,999	\$129,556 \$147,754	\$ 0	<del>\$161,556</del> \$182,753
Eng. & Admin.	<del>\$ 5,000</del> \$18,158	<del>\$ 0</del>	<del>\$45,000</del> \$13,230	<del>\$ 50,000</del> \$ 31,388
Totals	<del>\$37,000</del> \$53,157	<del>\$129,556</del> \$147,754	<del>\$45,000</del> \$13,230	<del>\$211,556</del> \$214,141

#### 1999 LCMR 3 appropriation

**Result #21** Development and construction of a 9 mile, 10 foot wide bituminous surface trail from the Giants Ridge area to Embarrass/Hwy 21. This construction will connect to the completed trail at Biwabik. This segment will be constructed in coordination with the St. Louis County Hwy 138 reconstruction project. Request was made in August 2000 workprogram for inclusion of TEA 21 money into this result and revised budget. Approval granted by way of letter from Mr. John Velin dated November 14, 2000. St. Louis County Highway Department has postponed reconstruction of Hwy 138 until year 2006. TEA 21 funding expires in year 2004 thus a joint project with County can not be accomplished. This segment will be rerouted and not follow Hwy 138 alignment. Right-of-way is being acquired with costs incurred paid for by local funds. TEA 21 funds have been reapropriated to Trail Central project seen as Result 25. Workprogram budget will remain the same. TEA 21 funding will be eliminated and Federal Demonstration High Priority funds will increase to cover costs. Also, Fed Demo column reflects engineering costs now Federally funded as of September 2003 and request a program increase for engineering service.

<u>Task Description</u>	<u>Program Request</u>	<u>TEA 21</u>	<u>Fed Demo</u>	<u>Local</u>	<u>Total Cost</u>
Trail Construction	\$110,000	\$256,000	\$184,000	\$440,000 \$ 0	\$550,000
Eng. & Admin.	<del>\$ 15,000</del> \$20,000	\$ 0	<del>\$ 0</del>	<del>\$ 30,000</del> \$ 0	<del>\$ 95,000</del> \$100,000
Land	<del>\$ 0</del>	<del>\$ 0</del>	<del>\$ 0</del>	<del>\$ 0</del> \$25,000	<del>\$ 0</del> \$25,000
Totals	<del>\$125,000</del> \$130,000	<del>\$256,000</del>	<del>\$184,000</del>	<del>\$520,000</del> \$25,000	<del>\$645,000</del> \$675,000

#### 1999 LCMR 3 appropriation

**Result # 22** Development and construction of a 8.3-mile, 10 foot wide bituminous surface trail from Mt. Iron to Kinney. This construction will connect to the completed trail at Mt. Iron and the trail from Chisholm to Kinney as seen in result #5. Request was made in August 2000 workprogram for inclusion of Federal Demonstration money and TEA 21 money into this result and revised budget. Approval granted by way of letter from Mr. John Velin dated November 14, 2000.

This segment is under construction and anticipate completion June 2003. The City of Mt. Iron, following approval of Old Town Renovation Plan, requested approximately 1 mile of this trail be rerouted in the Old Town addition of Mt. Iron. After review with MN Department of Transportation

and contractor, 1 mile of this project was eliminated and project costs reduced accordingly. A new Fed Demo project has been developed to route this trail in accordance with the Old Town Plan. We request a Workprogram amendment to add this new project and complete Mesabi Trail through Old Town Mt. Iron. If approved, this new project is shown as 22a. Increase engineering costs approved by Mr. Velin January 14, 2003. Result 22 is now 95% complete. final, adjusted construction costs will be reported once project is 100% complete.

<u>Task Description</u>	<u>Program Request</u>	<u>TEA21</u>	<u>Fed Demo</u>	<u>Local Match</u>	<u>Total Cost</u>
Trail Construction	\$123,076	\$300,000	\$191,924	\$ 0	\$615,381
Eng. & Admin.	<del>\$0</del> \$25,000	<del>\$0</del> \$0	<del>\$0</del> \$0	\$90,000	<del>\$90,000</del> \$1150,000
Totals	\$123,076 <del>\$143,076</del>	\$300,000	\$191,924	\$90,000	<del>\$705,381</del> \$730,381

Result # 22a REQUEST APPROVAL for addition of this result to complete Mesabi Trail through Old Town Mt. Iron. This segment was part of trail eliminated from result #22 as requested by City of Mt. Iron to further Old Town Renovation Plan. 1 miles of trail will be routed through Old Town Mt. Iron as approved by MN Department Transportation with a new Fed Demo project assigned for 2004 STIP. All right-of-way has been acquired. Also included with this trail is a 6 vehicle parking area, kiosk and signing. . Fed Demo column also reflects engineering costs now Federal funded as of September 2003.

<u>Task Description</u>	<u>Program Request</u>	<u>Fed Demo</u>	<u>Local Match</u>	<u>Total Cost</u>
Trail Construction	\$20,000	\$30,000	\$ 10,000	\$110,000
Eng.	\$5,000	\$20,000	\$ 0	\$ 25,000
Totals	\$25,000	\$100,000	\$10,000	\$135,000

#### **1999 LCMR 3 appropriation**

**Result # 23** Design and conceptual planning of Trail Heads and other trail features is ongoing and part of the administrative cost in each result. Remaining construction funds will be used to further this result. This result can be eliminated as Trail Head design is now shown under result #25 with a separate funding source.

Approval requested within December 2001 workprogram to remove Result #23. Approved by Mr. Velin in letter dated January 15, 2002. Reinserted as requested in Mr. Velin e-mail 8/23/02.

**Result # 23** now shown under result #25 with a separate funding source.

#### **1999 LCMR 3 appropriation**

**Request** division of Result 24 into two segments in order for Mesabi Trail to connect to new MN DNR Off Highway Vehicle (OHV) Park located approximately half way between Gilbert and McKinley. Division requested to meet TEA 21 funding deadline for segment between OHV Park and McKinley and extension of trail length approximately 2 miles to connect facilities. Mesabi Trail will not be used by off highway vehicles. Care has been taken to assure separation between motorized and non- motorized users by way of fencing, guardrails and natural obstructions. Mr. Velin granted approval for division of Result 24 in e-mail correspondence dated September 9, 2002.

**Result #24a** Construction of a 1.5 mile long, 10 foot wide bituminous surface trail from Gilbert to MN DNR OHV Park. This segment will connect to the completed Mesabi Trail in Gilbert to the newly constructed MN DNR OHV Park. This segment is under construction.

<u>Task Description</u>	<u>Program Request</u>	<u>Fed Demo</u>	<u>Local Match</u>	<u>Total Cost</u>
Trail Construction	\$28,000	\$112,000	\$ 0	\$148,000
Eng. & Admin	\$ 0	\$ 0	\$ 36,000	\$ 36,000
Totals	\$28,000	\$112,000	\$ 36,000	\$184,000

**Result #24b** Construction of a 2.5 mile long, 10 foot wide bituminous surface trail from MN DNR OHV Park to McKinley completing the Gilbert to McKinley trail segment. This trail segment under construction and completion anticipated June 2003. This segment is complete. final adjusted project cost pending with MN Dot.

<u>Task Description</u>	<u>Program Request</u>	<u>TEA 21</u>	<u>Local Match</u>	<u>Total Cost</u>
Trail Construction	\$50,345 \$50,670	\$201,384 \$239,330	\$ 0	\$251,729 \$290,000
Eng. & Admin	\$ 0	\$ 0	\$50,000 \$47,000	\$ 50,000 \$ 47,000
Totals	\$50,345 \$50,670	\$201,384 \$239,330	\$50,000 \$47,000	\$286,729 \$301,729

#### 1999 LCMR 3 appropriation

**Catch All;** for legal, administration and land pertaining to all segments. Approval for "Catch All" category and budget was requested in December 2001 workprogram and approved by Mr. Velin in letter dated January 15, 2002.

<u>Task Description</u>	<u>Program Request</u>	<u>Local Match</u>	<u>Total Cost</u>
Legal	\$11,850 \$20,900	\$4,894 \$18,200	\$16,744 \$39,100

**REQUEST: 12/01** Final engineering costs cannot be estimated at this time. Local match of an additional \$100,000 has been committed to cover engineering fees as seen on page 4 and reflected in results. We request LCMR 3 appropriation also increase approximately \$100,000 to offset engineering costs by way of additional engineering, construction and other funding where noted in results.

The following is a summation of project Results that pertain to LCMR 3 grant as a funding source. These totals are used for budget tracking purposes only. Similar budgets are included throughout this report usually following significant grant sources, see page 11, Oil Overcharge and page 12, LCMR2. Totals include cost of completed Results along with cost estimates of forthcoming Results. I do not believe work program amendment/approval is necessary for this account.

	<u>LCMR 3</u>				
<u>Totals for</u>	<u>Program Request</u>	<u>TEA 21</u>	<u>Fed Demo.</u>	<u>Local Match</u>	<u>Total Cost</u>
Totals Results 14a,					
14b, 15, 16, 17, 18,19,	\$855,569	\$1,126,940	\$1,805,224	\$697,000	\$4,309,512
20, 21, 22, 22a, 24a,	\$948,393	\$1,207,084	\$2,594,446	\$535,968	\$5,335,391
24b & Catch All					
Grant Amounts	\$1,000,000	N/A	\$2,250,000	N/A	
Grant Balances	\$ 144,431		\$ 419,776		
	\$ 51,607		(\$344,446)		

Remaining funds will be used to construct additional trail at locations yet to be determined.



## 2001 LCMR 4 appropriation

**Result #25** Developing Mesabi Trail Central, a facility serving as an education, economic, and exchange facility for Mesabi Trail Communities and guests. Self-sustaining structures/grounds will provide economic development with tourism as the industry. Three visitor sites along the trail have been identified as the West, Central and East Trailheads. Currently, the West trailhead has received funding and will proceed with construction summer 2001. Trail Central site is currently being developed. This project is complete. overall project results and outcome seen below.

### Trail Central Site Investigations

Over the past several years, seven sites have been investigated for locating Mesabi Trail Central along State Trunk Highway 53 corridor. The final site has not been selected. The University of Minnesota, Department of Landscape Architecture, participated in a site evaluation and design study that was completed and submitted to the Railroad Authority on November 18, 2000. The University study concentrated on two locations being Virginia "Rouchleau" site and Eveleth "Vaughn" site. All seven sites were reviewed and the two most likely locations were chosen for their attributes that would best serve the Mesabi Trail. A copy of the study is being forwarded to LCMR for reference. The Rouchleau site was selected as the best location for Trail Central. We began conferring with the Rouchleau landowner, State of Minnesota, and other neighboring landowners discussing the affects Trail Central may have on their current and projected land use. In April 2001 we received a letter from Eveleth Taconite Company objecting to the Rouchleau site as it may interfere with their mining operation located approximately one mile west of Rouchleau. Even though the Rouchleau site landowner, State of Minnesota, is receptive to Trail Central, we are considering respecting Eveleth Taconite's wishes and relocate Trail Central too one of the other six locations. We are continuing the site selection process and hope to be complete by September 2001. The minimum site size is 20 acres with 40 acres preferred. Building Design work will begin July 2001 with Architecture work beginning Fall of 2001 and be completed Summer of 2002. Design work has commenced on the facility. Architectural work will be upheld until spring 2002. Negotiations for the land is complete with minimal costs as State of MN owns most of the parcel. Land surveys have been completed. Design work is complete and architectural work began in June 2002. Architectural work is nearing completion. We have successfully negotiated a long term lease arrangement with the State of Minnesota for land at Mesabi Station site and a long term license agreement with US Steel Corporation for access to the site. Both agreements are for minimum twenty-year terms at minimal cost paid for by Regional Railroad Authority. Also, we secured \$300,000 from unspent TEA-21 funds and transferred for use on construction of this Station. We request \$40,000 land acquisition amount be used for preparation of construction plan and bidding documents for access roadways and site grading for this project.

<u>Task Description</u>	<u>Program Request</u>	<u>Expenditures</u>	<u>Balance</u>
Land Acquisition	\$ <del>40,000</del>	0	\$ <del>40,000</del>
Design & Architecture	\$ 150,000	\$103,000 \$149,315	\$47,000 \$ 135
Plan & Construction Documents	\$ 40,000	\$0 \$ 40,000	\$40,000 \$ 0
Totals	\$ 190,000	\$46,000 \$189,315	\$144,000 \$ 135

### Overall Project Outcome and Results

are Mesabi Trail Central Facility is designed, land acquired and plans complete for road and utility accesses to sight. Cottage Creek Studios performed overall design of facility. DSWG Architects performed architectural functions and Benchmark Engineering civil engineering components. Plans complete to proceed with

construction of facility including roadway access and utilities. Attached are photographs of some of the design and architectural work of this project.

To better understand the significance of this project and its result, a brief history and planning process will be discussed as follows:

Mesabi Trail Central Facility, or Trail Central, is integrated into a much larger Master Plan for the Mesabi Trail project. Trail Central is one component of the 132-mile long Mesabi Trail and will be an important point of access and departure for Mesabi and other trails systems in Northern Minnesota.

Planning for Trail Central began in 1995 with inclusion into the Mesabi Trail Master Plan. The Master Plan recognizes the significant length of Mesabi Trail and identifies three major Trailhead Facilities along its path. Firstly, a Trailhead, funded in part by LCMR, was completed summer 2003 in Grand Rapids and serves as the westerly gate to Mesabi and other trails in the Grand Rapids area. Secondly, Trail Central is planned for approximate center of Mesabi Trail and will discuss site selection further in this writing. Thirdly, a Trailhead is planned for the eastern entry to the trail most likely located in Ely.

Site location and design for Trail Central began in 1999 with the University of Minnesota Department of Landscape Architecture and Northeastern Minnesota Sustainable Development Partnership assisting with analysis of potential sites near the center part of Mesabi Trail. Ultimately, State Highway 53 corridor was identified as best general location and Rouchleau Mine identified as primary site. Following public meetings, engagement with local communities, landowners and others, Rouchleau was chosen as the site for Trail Central.

#### Project Results Use and Dissemination

Trail Central will serve trail users and guests to Mesabi Trail, other trail systems and visitors to Northeast Minnesota. It is an access point to information and more importantly a departure point for finding many resources in this region. This project result completes the second step in this project with the third and final step being construction. Information from this design and planning process will assist moving forward into construction as we have a complete set of plans and information we can use to demonstrate how this facility will function.

#### **Proposed 2003 LCMR 5 appropriation**

**Proposed Result # 26** Development and construction of an 11-mile, 10 foot wide bituminous surface trail from Soudan State Park to near Bear Head State Park.

As was testified to LCMR on June 19, 2002, Mesabi Trail project sought 1.0 million dollars to help construct a 20-mile trail segment between Soudan Town Site and City of Ely with assistance from other funding sources. We were successful in securing a \$400,000 grant from TEA-21. Following \$320,000 reduction in LCMR funding, TEA-21 grant will be used to complete Soudan State Park to Bearhead State Park segment. TEA-21 grant becomes available in year 2006. We are attempting to advance TEA-21 funds to year 2004, however have not been assured this will happen.

We request, as appropriation language suggests, LCMR grant in the amount of \$380,000 be extended to July 2007 in order to coincide with TEA 21 grant funds.

<u>Task Description</u>	<u>Program Request</u>	<u>TEA-21</u>	<u>Local Match</u>	<u>Total Cost</u>
Trail Construction	\$350,000	\$400,000	0	\$750,000
Eng. & Land	\$ 30,000	\$ 0	\$ 50,000	\$ 80,000
Totals	\$380,000	\$400,000	\$ 50,000	\$830,000

**V. CONTEXT:**

**A. Significance:** The Mesabi Trail System is a 132 mile recreational trail linking over 22 communities across the Iron Range. It will run from Grand Rapids to Ely utilizing abandoned railways, logging and mine haul roads and existing bike trails. The trails will provide safe and healthy recreational opportunities for local residents and visitors. The 10-12 foot wide trail will be surfaced with bituminous overlay. The trail alignment will emphasize the historic, scenic, environmental and educational aspects of the region while also providing alternate transportation possibilities for local communities. It is destined to become a star-quality attraction to the tourism industry and give an economic boost to the entire region. The issue of steel studded snowmobile tracks damaging the asphaltic surface of the trails is of significant concern and being addressed by the Mesabi Trail Work Group and the St. Louis and Lake County Railroad Authority. The St. Louis and Lake County Rail Authority has adopted the following trail design and Rules regarding the use of studded snowmobile tracks on the asphaltic surface of the Mesabi Trail:

1. Wherever possible, the trail shall be designed and constructed to separate the groomed snowmobile surface from the asphaltic surface.
2. The trail ordinance will adopt State of MN opening and closing dates for snowmobile users as a general rule. The opening date is December 1 and closing date is April 1 of the following year.
3. Snowmobiles will be prohibited from using the trail unless a minimum of six (6) inches of compacted snow is in place. Gates will be closed if at any time snow conditions are less than six (6) inches.
4. 1998 State Law forbidding studded snowmobile tracks on public, bituminous surface trails, will be enforced on the Mesabi Trail.

**B. Time:** Anticipate 1994, 1995 & 1996 appropriations begin construction in late summer 1996 and will be completed by the end of the 1997 construction season. We are requesting the 1997 LCMR funding be extended through the 1999 construction season or years end 1999. Request 1999 appropriation be extended through year 2004.

**C. Budget Context:** See I.; A, B, C, D

**VI. COOPERATION:** This project is being constructed in cooperation with most of the 22 cities indicated on the general location map. Formal cooperative agreements have been signed with the Cities of Ely, Biwabik, Mt. Iron, Nashwauk, Coleraine, Bovey, Taconite, Keewatin, Hibbing, Chisholm, Buhl, Virginia, Gilbert, Eveleth, Aurora, Town of White and Itasca County. Resolutions of support have been received from most Cities and many Townships along the trail corridor.

**VII. LOCATION:** The Ecological classification is generally forested.

**IX. PERIODIC PROGRESS REPORTS:** Periodic progress reports will be presented as needed and in accordance with the following schedule:

October 1997	January 2001	July 2004
March 1997	July 2001	December 2004
June 1997	December 2001	July 2005
December 1997	July 2002	December 2005
June 1998	December 2002	July 2006
December 1998	July 2003	December 2006
June 1999	December 2003	July 2007
August 2000		