

M.L. 2015 Project Abstract

For the Period Ending December 31, 2021

PROJECT TITLE: Mesabi Trail Development Soudan to Ely - Phase II

PROJECT MANAGER: Robert Manzoline

AFFILIATION: St. Louis and Lake Counties Regional Railroad Authority

MAILING ADDRESS: 111 Station 44 Road

CITY/STATE/ZIP: Eveleth, MN 55792

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FUNDING SOURCE: Environment and Natural Resources Trust Fund

LEGAL CITATION: M.L. 2015, Chp. 76, Sec. 2, Subd. 09i

APPROPRIATION AMOUNT: \$1,000,000

AMOUNT SPENT: \$936,284

AMOUNT REMAINING: \$63,716

Sound bite of Project Outcomes and Results

This segment, approximately 3 miles, of the Mesabi Trail starting from Highway 169 underpass to County Road 88 has been completed. We were able to construct the trail on portions of the former railroad grade, however, we ran into many road blocks from landowners that wouldn't allow for the trail to be on their property. Several alternative routes were considered. Right-of-way, environmental permitting, trail design, engineering and construction were completed with the best available route for this paved segment of the Mesabi Trail. We also came across old culverts needing replacement and were able to complete the project within our budget.

Overall Project Outcome and Results

Completing the Mesabi Trail segment from the Highway 169 underpass to County Road 88 required the following analysis criteria and steps: route alternatives analysis; historic/cultural resource; social, economic and environmental effects; agency coordination; reports, notices and hearings; wetland delineation and mitigation; and final outcome. Four alternative routes were considered and evaluated, with the best final route determined by the above analysis. There were many delays encountered after selecting the route, namely right-of-way acquisitions. Originally, we were looking to use the abandoned railroad grade for the majority of this trail segment. However, many landowners owned parcels along the grade not allowing for easements. We again needed to adjust our trail route and moved approximately 1.0 mile to be along the Highway 169 right-of-way. This in turn, needed further environmental wetland, impact evaluations and engineering. In the end, approximately 18 acres through 22 parcels were acquired with easements, fee title, lands that the Regional Railroad Authority purchased and Limited Use Permits required to be alongside the highway right-of-way. All were purchased with non-ENRTF funds. Other items not anticipated were two culverts needing replacement as they were deteriorating and required adequate water flow away from the trail and other landowner's properties. Construction of the trail, COVID and personnel were other setbacks on completing this segment. With these unanticipated events, we were able to complete this trail project under budget. This segment of the Mesabi Trail near Ely, MN will be enjoyed by outdoor recreationalists for many years to come and are another segment closer to completing the continuous path of the Mesabi Trail from Grand Rapids to Ely.

Project Results Use and Dissemination

This trail segment was discussed at a public meeting held for another segment of trail, known as "Camp Lake Road to Highway 1/169 Underpass," and received recognition in the Ely Echo News. This trail segment has also been presented at local gatherings such as Ely Rotary, Ely City Council, Morse Township Board of Commissioners, Ely Chamber of Commerce, Ely Economic Development Authority and Visit Ely Convention & Visitors Bureau. Mesabi Trail news and updates are provided through a variety of media, marketing and publications. Web site is: Mesabitrail.com.



Environment and Natural Resources Trust Fund (ENRTF) M.L. 2015 Work Plan Final Report

Date of Report: November 22, 2022

Final Report

Date of Work Plan Approval: July 1, 2017

Project Completion Date: December 31, 2021

Does this submission include an amendment request? Yes

PROJECT TITLE: Mesabi Trail Development Soudan to Ely - Phase II

Project Manager: Robert Manzoline

Organization: St. Louis and Lake Counties Regional Railroad Authority

Mailing Address: 111 Station 44 Road

City/State/Zip Code: Eveleth, MN 55734

Telephone Number: (218) 744-2653

Email Address: bmanzoline@rrauth.com

Web Address: Mesabitrail.com

Location: Within St. Louis County generally located between Soudan and the City of Ely and more specifically; from 11 miles east of Soudan to the City of Ely.

| | | |
|------------------------------------|-----------------------------|--------------------|
| Total ENRTF Project Budget: | ENRTF Appropriation: | \$1,000,000 |
| | Amount Spent: | \$936,284 |
| | Balance | \$63,716 |

Legal Citation: M.L. 2015, Chp. 76, Sec. 2, Subd. 09i

Appropriation Language:

\$1,000,000 the first year is from the trust fund to the commissioner of natural resources for an agreement with the St. Louis and Lake Counties Regional Railroad Authority for the right-of-way acquisition, design, and construction of segments of the Mesabi Trail totaling approximately seven miles between Soudan and Ely. This appropriation is available until June 30, 2018, by which time the project must be completed and final products delivered.

I. PROJECT TITLE: Mesabi Trail Development Soudan to Ely Phase 2

II. PROJECT STATEMENT:

The Mesabi Trail is a 145 mile paved trail that serves as an alternate transportation corridor namely for non-motorized pedestrian, bike, ski, horses, and motorized snowmobile use where designated. The trail extends from the Mississippi River in Grand Rapids to the Boundary Waters Canoe Area in Ely. Approximately 118 miles of the trail has been constructed since its inception in 1996. The Mesabi Trail is owned and maintained by the St. Louis and Lake Counties Regional Railroad Authority (RRA).

The Soudan to Ely Segment is 18 miles in length that has been divided into 2 phases. Phase 1 begins in Soudan and ends 11 miles east of Soudan. **Phase 2** begins 11 miles east of Soudan and ends in Ely. **Phase 2** length is 7 miles.

Phase 1 is funded in part by a 2014 Environmental & Natural Resources grant and we are happy to report that 3 trail miles of this phase were constructed in year 2014.

Phase 2 begins at the former DM& IR Railroad underpass of Highway 1/169 located 11 miles east of Soudan and ending in Ely. The former DM&IR railroad underpass was removed in year 2013 and replaced MN Dot with a 12' x 12' concrete underpass that will allow for the Mesabi Trail to pass under Hwy 1/169 at this location. **Phase 2** is planned to utilize the abandon railroad road grade, however, some sections of the abandon grade have been purchased and developed by private owners. Approximately one-half of this project will be located on the abandon grade and the other one-half using government or private lands and road rights-of-way. Alternate trail routes around private ownerships will be necessary. Trail easements will be acquired along the entire 7 mile long route consisting of approximately 25 land parcels.

This trail will provide for a non-motorized transportation corridor along a heavily traveled portion of Highway 169. The trail will address existing traffic safety concerns, provide for more healthy lifestyles, allow for handicapped accessibility and will be constructed in a sensitive manner in order to avoid potential impacts to adjacent land owners. The trail is designed and constructed in accordance with the MN Dot Bicycle Design Manual.

St. Louis and Lake Counties Regional Railroad Authority (RRA) will perform the trail development work including liaison with agencies & local jurisdictions, public meetings, contract administration, assist right-of-way acquisition and other administrative functions. RRA's work is not part of this grant request and has not sought administration reimbursement through any grant source. The RRA is experienced at leveraging funds, meeting specific fund requirements, matching non-state & non-federal sources and completion dates. In addition to ENRTF funds, RRA will be seeking federal and other funds to complete this trail segment.

III. OVERALL PROJECT STATUS UPDATES:

Project Status as of January 1, 2016

The environmental process began with an assessment of the "universe" of alternative routes between the Highway 1/169 underpass (begin) and St. Louis County Road 88 (end). Four potential routes were identified as being viable based on environmental, economic and constructability. Social effects were considered equal to all route alternatives. Route 4 continues to be evaluated. Following completion of route 4 analysis, public meetings will occur to receive public comments on all route alternatives likely to occur in April 2016.

Project Status as of July 1, 2016

Route evaluations have been concluded with Route 3 selected as the preferred alternative. For the most part, Route 3 will be located on an abandon DM&IR railroad grade. This grade was abandon by the DM&IR Railroad in year 1977. Several parts of the grade were purchased by underlying landowners. We continue to evaluate Route 3 with preliminary engineering to identify right-of-way and in support of environmental work. Three landowners along the railroad grade/route are not in favor of granting an easement for trail right-of-way. We are looking at ways to circumvent these landowners by locating the trail within the existing State Hwy 1/169 right-of-way for a

distance of approximately one mile. Using the Hwy 1/169 right-of-way for the Mesabi Trail is a permissible use; however, locating within roadways has inherent difficulties with wetlands (Hwy ditches) and slope issues.

Project Status as of January 1, 2017

Right of way acquisition is not going well along the abandon railroad grade along alternative route 3 nor bypassing landowners unfavorable to granting an easement for the trail. We have been looking to detour along Highway 1/169 for a distance of 1 to 1.5 miles locating the trail within highway right-of-way. The highway right of way in this area is narrow with adjoining wetlands that may have to be impacted. A decision on the route will need to be made soon in order for this project to proceed and will be known by the next reporting period.

Project Status as of July 1, 2017

Project Status as of January 1, 2018

Right-of-way acquisition has progressed along with environmental documentation and engineering work which will be discussed further under activities.

Amendment Request No. 1

The project received a federal Transportation Alternatives (TA) grant in the amount of \$300,000 as seen under section VI. B. This grant is available FY 2020, see attached letter from MN Dot. We request ENRTF M.L. 2015, Chp. 76, Sec. 2, Subd. 09i grant be amended to coincide with the federal grant funding schedule or a completion date of December 31, 2020.

The project also received a recommendation from the Legacy committee to the 2018 state legislature to fund \$600,000 for this project.

Amendment No. 1 Approved by LCCMR 1/17/2018.

Project Status as of July 1, 2018 [submitted 11/18/19]

Right-of-way acquisition has continued along with environmental documentation and engineering work which will be discussed further under activities.

Project Status as of January 1, 2019 [submitted 11/18/19]

Ninety (90) percent of right-of-way has been acquired along with environmental documentation and engineering work which will be discussed further under activities. The plan and specs for this project are nearly complete.

Project Status as of July 1, 2019 [submitted 11/18/19]

Ninety-five (95) percent of right-of-way has been acquired along with environmental documentation and engineering work which will be discussed further under activities. The plan and specs for this project are nearly complete.

Amendment Request Submitted 1/3/20

Amendment Request No. 2 [Amendment Request Approved by LCCMR 2/19/2020]

Environmental work has come in at a higher percentage of project cost over what was initially estimated due to additional wetland consideration and work with our federal partners for permits and approval. We are requesting to amend the budget for Activity 1 from \$100,000 to \$115,000.00.

Amendment Request No. 3 [Amendment Request Approved by LCCMR 2/19/2020]

Right-of-way acquisition and public outreach has come in at a higher percentage of project cost than was originally anticipated due to more complex right-of-way terms, surveys, title searches, legal costs and communication. We are requesting to amend the budget for Activity 2 from \$50,000 to \$75,000.

Project Status as of July 1, 2020 (Submitted July 16, 2020)

Activity 1 – Route Analysis, Historical / Cultural Resource, Social, Economical and Environmental Effects and Activity 2 – Right of Way Acquisition have all been completed. For Activity 3 – Engineering design, survey, plans, specification and construction management, most of the tasks have been completed as a construction bid was awarded to the lowest bidder on June 24th, 2020. The clearing and grubbing has been completed, which trail construction is scheduled to start in mid-July 2020 for completion of this trail segment in October 2020.

Amendment Request October 1, 2020 (Amendment Approved by LCCMR 11/18/2020)

We are requesting to extend this grant as our project is due for completion on December 31, 2020. We also have a Federal Transportation Alternatives grant tied to this project which does not expire at the end of this year. Construction of this segment started later than expected this year due the time it took between construction bidding and award, which was about 10 weeks during this summer. COVID, St. Louis County Purchasing and now winter is coming have been contributing factors. MN DOT and Federal will have our revised construction schedule by the end of this year. We are estimating that we will complete the project by the end of July 2021.

We are requesting extension to December 31, 2021 and have provided the federal award documentation to LCCMR and DNR grants staff.

Project Status as of January 1, 2021 (Submitted January 8, 2021)

As stated in the Amendment Request from October 1, 2020, construction had started later than expected. With the winter weather, construction stopped in November and will start again in the spring of 2021. Currently as it stands, 38% of the construction is completed and are estimating we will be finished with the project by the end of July 2021.

On Page 16, in Section VI. B. "Other Funds" of this report, I revised the Source of funds amount for the Federal TAP from \$300,000 to \$375,000 as we received \$75,000 from other projects that did not pan out. This Federal money was redistributed to us for this project. I also revised the Federal completion date year to from 2020 to 2023.

Amendment Request January 8, 2021 (Amendment Approved by LCCMR 1/22/2021)

During the construction activity for this project, a change order was needed to replace a culvert, which will increase the cost of engineering. This includes the increase in costs for design, planning, survey and construction management.

For our Engineering budget, we will need to revise from \$150,000 and increase by \$90,000 for a new total of \$240,000. In turn, decrease our Construction budget by \$90,000 from \$660,000 to \$570,000 as shown on the

budget spreadsheet. We are still on track to complete the project at the total LCCMR grant budget of \$1,000,000.

Project Status as of July 1, 2021 (Submitted July 6, 2021)

The trail is currently under construction and about 40% completed. Construction continues this spring and looking to complete the project by the end of July 2021.

Overall Project Outcomes and Results (to be submitted between December 31, 2021 and February 15, 2022): (Submitted November 22, 2022)

Completing the Mesabi Trail segment from the Highway 169 underpass to County Road 88 required the following analysis criteria and steps: route alternatives analysis; historic/cultural resource; social, economic and environmental effects; agency coordination; reports, notices and hearings; wetland delineation and mitigation; and final outcome. Four alternative routes were considered and evaluated, with the best final route determined by the above analysis. There were many delays encountered after selecting the route, namely right-of-way acquisitions. Originally, we were looking to use the abandoned railroad grade for the majority of this trail segment. However, many landowners owned parcels along the grade not allowing for easements. We again needed to adjust our trail route and moved approximately 1.0 mile to be along the Highway 169 right-of-way. This in turn, needed further environmental wetland, impact evaluations and engineering. In the end, approximately 18 acres through 22 parcels were acquired with easements, fee title, lands that the Regional Railroad Authority purchased and Limited Use Permits required to be alongside the highway right-of-way. All were purchased with non-ENRTF funds. Other items not anticipated were two culverts needing replacement as they were deteriorating and required adequate water flow away from the trail and other landowner's properties. Construction of the trail, COVID and personnel were other setbacks on completing this segment. With these unanticipated events, we were able to complete this trail project under budget. This segment of the Mesabi Trail near Ely, MN will be enjoyed by outdoor recreationalists for many years to come and are another segment closer to completing the continuous path of the Mesabi Trail from Grand Rapids to Ely.

Amendment Request (November 22, 2022)

This amendment request is for finalizing our budget due to completion of the project. Because of the evaluation of alternative routes, the many land owner issues, route changes, environmental management, culvert replacement and COVID, which all contributed to increased engineering costs on the project, we would like to make the following changes to finalize the budget: Increase our Activity 3 Engineering budget from \$240,000 to \$332,044; Decrease our Activity 4 Construction budget from \$570,000 to \$477,957.

Amendment Approved by LCCMR 12/19/2022

IV. PROJECT ACTIVITIES AND OUTCOMES:

ACTIVITY 1: Route Analysis, Historical / Cultural Resource, Social, Economical and Environmental Effects

Description: Environmental Work for compliance with the Federal National Environmental Policy Act and State of Minnesota Environmental Protection Act involving those compliance agencies namely the Federal Environmental Protection Agency, Federal Highway Administration, Federal Fish & Wildlife and MN Department of Natural Resources, MN Department of Transportation and MN State Historic Preservation Office

Other oversight agencies that will likely become involved include the Federal Army Corps of Engineers and the Minnesota Pollution Control Agency and the Minnesota Board of Water and Soil Resources and the Local Board of Soil and Water Conservation.

The environmental work will be supported by engineering and surveying to locate alternative routes, locations of cultural resources, wetlands and land ownership and land use.

Estimated environmental costs will be approximately 10% of the total project cost or \$100,000. Work will be performed by a person or firm accredited by the Minnesota Board of Water and Soil Resources (BWSR) hereafter known as “Consultant”. Consultant will perform work needed to comply with NEPA and MEPA documenting trail route alternatives, cultural resource identification, wetland delineation & mitigation, fish & wildlife, endangered species, social impacts, economic impacts, state waters impacts, land use (4f) and other. Consultant will further evaluate and assure compliance with local ordinances, planning, zoning and codes.

In the event wetlands or designated waters cannot be avoided and a disturbance takes place, impacted wetlands will need to be replaced at a ratio of 1.5:1 (1.5 = new wetlands created; 1 = wetlands impacted) Wetland replacement is overseen by BWSR and typically performed by purchasing wetland credits from the MN State Wetland Bank. Cost for wetland credits does vary, however; Mesabi Trail did purchase wetland credits on January 31, 2014 at a cost of \$1.00 per square foot or \$43,560 per one acre.

If this budget amount is not used for environmental work, a request will be made to shift remaining funds to Activity 4, Construction.

Summary Budget Information Activity 1

| Outcomes | Completion Date |
|---|-----------------|
| Route Alternatives Analysis: investigate route alternatives based on social, economic & environmental criteria with the outcome of a “Preferred Route”. | July 2017 |
| Historic/Cultural Resource: Cultural resource Phase I historic review and field survey will include obtaining permits and licenses, review of historic documents and including contact with the following agencies: Minnesota Historical Society, National Historic Landmarks, MN Department of Natural Resources, St. Louis County Historical Society, Duluth Public Library, University of MN Duluth, Ely-Winton Historical Society, MN State Historic Preservation Office, Tribal and others. A field survey of the entire route will be conducted using aerial mapping and GPS coordination. Lab analysis will be performed on artifacts if collected. Reports will be generated and permits sought from those agencies with jurisdiction over this project. | July 2019 |
| Social, Economic and Environmental effects: will include air quality, cost/benefit analysis, construction impacts, contaminated properties or materials, critical areas, energy impacts, erosion control, farmland protection, fish and wildlife. Groundwater, handicapped accessibility, land use impacts, noise analysis, recreations lands (4f), right-of-way, social impacts, environmental impacts, streams and waterways, threatened or endangered species, tribal lands, vegetation, visual impacts water quality, wild and scenic rivers. | July 2019 |
| Agency Coordination: Contact and coordination with those agencies responsible for oversight and permitting project activities effecting their jurisdiction including but not limited to the MN Department of Natural Resources, U.S. Army Corps of Engineers, St. Louis County, Minnesota Historical Society, Minnesota Pollution Control Agency, Minnesota Department of Transportation, U.S. Fish and Wildlife Service, U.S. Environmental Protection Agency, MN Board of Soil and Water Conservation, others. | July 2019 |
| Reports, notices & hearings: will include correspondence, forms, and application submittals to agencies having jurisdiction over development of this project most as listed above under “Agency Coordination”. In addition, public hearings, public reviews and public comments will be held and received along with attending meetings and receiving approvals from City Councils, Township Boards, County Board and local, county, state planning and zoning commissions. | Dec. 2019 |

| Outcomes | Completion Date |
|---|-----------------|
| <p>Wetland delineation & mitigation: will include field survey, mapping and reporting to the U.S. Army Corps of Engineers, U.S. Environmental Pollution Agency and State of MN board of Water & Soil Resources (BWSR). It is estimated that ½ acre of wetlands will be impacted leading to a mitigation by way of purchasing wetland credits from the MN Wetland Bank administered by BWSR</p> | <p>May 2020</p> |
| <p>Final Outcome: will be a project compliant with Federal and State environmental rules and laws documented within written reports accepted by those agencies with the responsibility to oversee this project and to secure those permits, licenses and approvals necessary to construct this project. All work will be conducted by professional environmentalists and archaeologists licensed by the State of MN.</p> | <p>May 2021</p> |

Activity 1 Status as of January 1, 2016

Four alternative routes have been identified and analyzed for feasibility, social, economic and environmental impacts further discussed as follows:

Alternate Route 1: begins at the north end of the former DM&IR Railroad underpass of Highway 1/169 then to the intersection of Wolf Lake Road and Highway 1/169 then traverses northerly crossing the Burntside River to the Van Vac Road then easterly following the Van Vac Road corridor to County Road 88 then southerly following the County Road 88 corridor and again crossing the Burntside River and then ending at the intersection with Highway 1/169. Total length of this route is approximately 9 miles. Although feasible, this route has been rejected due to costs for constructing two bridges over the Burnside River and additional miles of trail construction.

Alternate Route 2: begins at the north end of the former DM&IR Railroad underpass of Highway 1/169 and then to the intersection of Wolf Lake Road and Highway 1/169 then traverses northerly to the approximate center of Section 33, T63, R13 then easterly through Sections 34 & 35 to County Road 88 then southerly following County Road 88 corridor then ending at the intersection with Highway 1/169. Total length of this route is approximately 7 miles. Although feasible, this route has been rejected due to significant hilly terrain features making construction costly; and significant wetland impacts; and a one-half mile long bog crossing of unknown depth.

Alternate Route 3: begins at the north end of the former DM&IR Railroad underpass of Highway 1/169 then easterly following the abandon DM&IR railroad grade to the intersection of County Road 88. Total length of this route is approximately 6 miles. This route is feasible with minor environmental impacts.

Alternate Route 4: begins at the north end of the former DM&IR Railroad underpass of Highway 1/169 then easterly following the abandon DM&IR railroad grade to near the intersection of Raven Lane Road then southerly crossing Highway 1/169 following the Raven Lane Road to the intersection of the Taconite Snowmobile Trail then easterly along the Taconite Snowmobile Trail ending in Ely. Total length of this route is approximately 8 miles. This route was recently proposed to us by the Prospectors ATV Trail in conjunction with the City of Ely. We are continuing to evaluate this route with no recommendations/conclusions at this time

Activity 1 Status as of July 30, 2016

A down-select process was conducted on each route alternative with Route 3 chosen as the preferred alternative. At the time of the January 1, 2016 report, Route 4 was being evaluated. Route 4 was not selected do to extensive wetlands currently being crossed by the Taconite Snowmobile Trail. The Prospectors ATV trail is evaluating routes around these wetlands through fairly rugged and steep terrain not suitable for the Mesabi Trail.

Environmental work is currently on hold pending resolve of right-of-way issues along Route 3 – see activity 2.

Activity 1 Status as of January 1, 2017

Failure to secure the trail right of way has delayed environmental work particularly wetland delineations, historic review, cultural resource review, fish & wildlife review and agency coordination. Establishing the right of way along route 3 is our focus and will be established by April 2017 in order to proceed with environmental work beginning in May 2017. This work is behind schedule and will need to be accelerated in order to meet a July 2017 completion date

Activity 1 Status as of July 1, 2017

Activity 1 Status as of January 1, 2018

Right-of-way acquisition along route 3 has progressed with approximately one-half of the trail right-of-way acquired. Environmental documentation including wetland delineation, archeological and cultural resource review has been done on acquired right-of-way. Additional environmental field work has been suspended until the remaining right-of-way has been secured. Wetland impacts have been minimized and have not exceeded expected disturbances.

Environmental work will be expanded with the inclusion of federal funds particularly with required federal agency approvals from the Departments of the Interior, Fish & Wildlife and Agricultural.

Activity 1 Status as of July 1, 2018 [submitted 11/18/19]

Right-of-way acquisition along route 3 has continued and is nearing completion. Environmental documentation including wetland delineation, archeological and cultural resource review has been done on acquired right-of-way. Wetland impacts have been minimized and have not exceeded expected disturbances.

Environmental work will be expanded with the inclusion of federal funds particularly with required federal agency approvals from the Departments of the Interior, Fish & Wildlife and Agricultural.

Activity 1 Status as of January 1, 2019 [submitted 11/18/19]

Right-of-way acquisition along route 3 has continued and is ninety (90) percent complete. Environmental documentation including wetland delineation, archeological and cultural resource review has been done on acquired right-of-way. Wetland impacts have been minimized and have not exceeded expected disturbances.

Environmental work will be expanded with the inclusion of federal funds particularly with required federal agency approvals from the Departments of the Interior, Fish & Wildlife and Agricultural.

Activity 1 Status as of July 1, 2019 [submitted 11/18/19]

Right-of-way acquisition along route 3 has continued and is ninety-five (95) percent complete. Environmental documentation including wetland delineation, archeological and cultural resource review has been done on acquired right-of-way. Wetland impacts have been minimized and have not exceeded expected disturbances.

Environmental work will be expanded with the inclusion of federal funds particularly with required federal agency approvals from the Departments of the Interior, Fish & Wildlife and Agricultural.

Activity 1 Status as of January 1, 2020 (Submitted 1/6/20)

The wetland impacts have been established and are less than originally anticipated because of the construction of the trail in the Highway 169 right of way. The purchase of the wetlands will be completed in May 2020. All environmental, historical, and natural resources permits have been approved. Costs for the environmental work and permitting are higher than expected for this project. We are requesting a budget adjustment increase at this time, per Amendment Request No. 2.

Activity 1 Status as of July 1, 2020 (Submitted July 16, 2020)

The tasks for Activity 1 - Route Analysis, Historical / Cultural Resource, Social, Economical and Environmental Effects all have been completed

Activity 1 Status as of January 1, 2021 (Submitted January 8, 2021)

Activity 1 has been completed. No further action.

Activity 1 Status as of July 1, 2021 (Submitted July 6, 2021)

Activity has been completed. No further action.

Final Report (to be submitted between December 31, 2021 and February 15, 2022) (Submitted November 22, 2022):

Activity 1 has been completed.

ACTIVITY 2: Description: Right-of-Way Acquisition & Public Outreach

Acquire right-of-way in sufficient width for trail construction by way of recreational trail easements and licenses. The minimum right-of-way width is forty feet. Land purchase is not anticipated but if needed, will follow requirements of Section VIII of this Work Plan. Right-of-way work includes land surveys, legal descriptions, title searches and recording of approximately 25 land parcels. Estimated cost per easement/license is \$2,000 for work performed by a registered land surveyor and attorney.

| Outcome | Completion Date |
|--|-----------------|
| Acquire approximately 7 miles or 37,000 lineal feet by 40 feet wide right-of-way estimated to contain 50 land acres. Right-of-way will be obtained from private, corporate and government land owners. | July 2017 |

Activity 2 Status as of January 1, 2016

No work has begun on this activity. Work will proceed following the selection of a preferred route or following completion of activity 2.

Activity 2 Status as of July 30, 2016

There are three public land ownerships along Route 3 consisting of the US Forest Service, State of MN and St. Louis County. Each agency is receptive to granting right-of-way for the Mesabi Trail. Public lands total approximately 1 mile the project length.

There are ten private landowners along Route 3. Private lands total approximately 2 miles of the project length. All private landowners have been contacted requesting conveyance of their land to be used for the Mesabi Trail. Three landowners have said no to our request and seven have agreed. We are evaluating routes around the landowners whom have declined and focusing on using the existing State Highway 1/169 right –of-way for a distance of approximately one mile.

Right-of-way acquisition meaning negotiations, survey, legal descriptions and preparing documents has not begun at this time. Right-of-way acquisition will follow route determination and public meetings.

Activity 2 Status as of January 1, 2017

A significant amount of time has been spent working with private landowners to address concerns and reaching agreement on easements for the trail. Of the ten landowners contacted, seven are in agreement to move ahead with granting an easement for the trail right of way.

Unfortunately, three landowners are not willing to grant a trail easement. We have been working on a route to detour the trail bypassing these land owners along Highway 1/169 for a distance of approximately 1 to 1.5 miles. The trail would be located within the highway right-of-way. The highway right of way in this area is narrow with adjoining wetlands that may have to be impacted.

Several surveys have been conducted; research on highway right of way limits has been done; many meetings with landowners have taken place along with the Morse Township Board of Commissioners, City of Ely and MN Dot representatives.

The trail right of acquisition is behind schedule and impeding the environmental work. Right of way decisions will be made March 2017.

Activity 2 Status as of July 1, 2017

Activity 2 Status as of January 1, 2018

Of the ten (10) private landowners we are requesting easements from, eight (8) have agreed to grant a non-motorized trail easement. Varying conditions apply to each landowners easement, some requiring monetary compensation that the Rail Authority is providing. No LCCMR funds are being used to purchase right-of-way.

Two of the landowners are not willing to allow the trail to pass through their property posing a problem routing the trail around these parcels. As mentioned earlier within the 2017 update, we are now working with MN Dot to locate the trail within Highway 1/169 right-of-way circumventing these parcels.

The USDA Forest Service is working with us to provide access across federal land. We have submitted an "APPLICATION FOR TRANSPORTATION AND UTILITY SYSTEMS AND FACILITIES ON FEDERAL LANDS" which is being considered by the Forest service at this time.

State of Minnesota lands are administered by St. Louis County whom we are working with to provide permanent trail easements across state and county parcels.

Costs for right-of-way acquisition are higher than what we had expected at this point in the project basically due to the increased time negotiating with private landowners. We are currently within budget but will likely be asking for a budget adjustment increase at the time of the July 2018 status report.

Activity 2 Status as of July 1, 2018 [submitted 11/18/19]

Of the ten (10) private landowners we are requesting easements from, nine (9) have agreed to grant a non-motorized trail easement. Varying conditions apply to each landowners easement, some requiring monetary compensation that the Rail Authority is providing. No LCCMR funds are being used to purchase right-of-way.

Two of the landowners are not willing to allow the trail to pass through their property posing a problem routing the trail around these parcels. As mentioned earlier within the 2017 update, we are now working with MN Dot to locate the trail within Highway 1/169 right-of-way circumventing these parcels.

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State of Minnesota lands are administered by St. Louis County whom we are working with to provide permanent trail easements across state and county parcels.

Costs for right-of-way acquisition are higher than what we had expected at this point in the project basically due to the increased time negotiating with private landowners. We are currently within budget but will likely be asking for a budget adjustment increase at the time of the January 2019 status report.

Activity 2 Status as of January 1, 2019 [submitted 11/18/19]

Of the ten (10) private landowners we are requesting easements from, ten (10) have agreed to grant a non-motorized trail easement. Varying conditions apply to each landowners easement, some requiring monetary compensation that the Rail Authority is providing. No LCCMR funds are being used to purchase right-of-way.

We continue to work with MN Dot to locate the trail within Highway 1/169 right-of-way circumventing these parcels.

Activity 2 Status as of July 1, 2019 [submitted 11/18/19]

No change

Activity 2 Status as of January 1, 2020 (Submitted 1/3/20)

The right of way acquisition for the portion of the trail from the Highway 169 underpass to County Road 88 is complete. The plan and project memorandum is currently under review with Min. D.O.T. There are no utility relocations required for the project. The Min. D.O.T. Limited Use Permit to construct the trail in the highway right of way has been completed. The LUP has not been finalized. There is also a segment of trail from Vermilion State Park to Trygg Road that is in the same control section for Hwy 169, and Min. D.O.T. wants to have both segments under the same LPU. The VSP to Trygg Rd. is currently under review and approval is expected in January 2020.

Costs for right-of-way acquisition are higher than what we had expected at this point in the project basically due to the increased time negotiating with private landowners. We are asking for a budget adjustment increase at this time, per Amendment Request No. 3.

Activity 2 Status as of July 1, 2020 (Submitted July 16, 2020)

The Limited Use Permit has been finalized and approved. This activity has been completed.

Activity 2 Status as of January 1, 2021 (Submitted January 8, 2021)

This Activity has been completed. No further action.

Activity 2 Status as of July 1, 2021 (Submitted July 6, 2021)

This Activity has been completed. No further action.

Final Report (to be submitted between December 31, 2021 and February 15, 2022) (Submitted November 22, 2022):

Activity 2 has been completed.

Activity 3 Description: Engineering design, survey, plans, specification and construction management.

Engineering will be done in accordance with the MN Dot Standards for Bicycle Trails. Engineering work begins with route(s) identification and support of environmental work and then to more specific survey work once a preferred trail route alternative is selected. The project engineer will also design the trail in accordance with MN Dot, Federal Highway Administration (FHWA) and ASHTO standards while taking into account on-site conditions such as waterways, wetlands, hills, valleys and other features to determine the final trail location and design.

Engineering work will include preparation of a MN Dot Project Memorandum that documents project elements including section 4(f) lands, historic, endangered species, right-of-way, farmlands, section 404, floodplains, wetlands and other.

Engineer will provided a construction plan and specification, bidding documents, contracts, construction management, on-site inspections, testing oversight and other functions needed for a completed project

Engineering costs are estimated to be 15% of the total project cost or \$150,000 with a not to exceed 20% of the total project cost. Engineering work will be performed by a person or firm licensed by the State of Minnesota.

| Outcome | Completion Date |
|--|------------------------|
| Prepare maps and support project/public meetings | July 2018 |
| Conduct field surveys to support preparation of plans | July 2018 |
| Prepare project plans and specifications | January 2019 |
| Prepare bidding documents and contracts | June 2020 |
| Inspect and manage construction | June 2020 |
| Sampling and testing in accordance with Federal Highway Administration | June 2020 |

Activity 3 Status as of January 1, 2016

Minimal work has been performed in support Activity 1. Work includes mapping, defining boundary/property lines and property ownership identification.

Activity 3 Status as of July 30, 2016

Engineering work is being performed to support Activity 1 and finding ways around landowners whom have declined granting easements for the trail. Engineers have been evaluating routes feasible for trail construction while minimizing environmental impacts. Engineers have begun discussing the possibility of locating the trail within State Highway 1/169 right-of-way with MN Dot.

Activity 3 Status as of January 1, 2017

Engineers have been working on route 3 locating the trail within the Highway 1/169 right of way for a distance of approximately 1 to 1.5 miles to avoid those landowners not willing to grant a trail easement along the abandon railroad grade. There have been two significant challenges, firstly to construct the trail within a narrow highway right of way and secondly to avoid impacts to wetlands/waters. Construction within the highway right of way may also include extension of existing highway culverts, construction of guardrails, road shoulder extensions and other designs currently being evaluated by the engineer.

Activity 3 Status as of July 1, 2017

Activity 3 Status as of January 1, 2018

Engineering design and plans have been performed on approximately one-half of the project in support of environmental documentation and right of way acquisition. Engineering work will be expanded with the inclusion of federal funds particularly the submission of an FHWA Project Memorandum and plan review, testing, bidding and other requirements.

We are currently within budget but will likely be asking for a budget adjustment increase at the time of the July 2018 status report.

We are currently within budget but will likely be asking for a budget adjustment increase at the time of the July 2018 status report due to the increased work involved performing the federal funding requirements.

Activity 3 Status as of July 1, 2018 [submitted 11/18/19]

Engineering design and plans have been performed on approximately one-half of the project in support of environmental documentation and right of way acquisition. Engineering work will be expanded with the inclusion of federal funds particularly the submission of an FHWA Project Memorandum and plan review, testing, bidding and other requirements.

We are currently within budget but will likely be asking for a budget adjustment increase at the time of the January 2019 status report.

Activity 3 Status as of January 1, 2019 [submitted 11/18/19]

Engineering design and plans have been performed on approximately three-quarters of the project in support of environmental documentation and right of way acquisition. Engineering work will be expanded with the inclusion of federal funds particularly the submission of an FHWA Project Memorandum and plan review, testing, bidding and other requirements.

We are currently within budget but will likely be asking for a budget adjustment increase at the time of the July 2019 status report.

Activity 3 Status as of July 1, 2019 [submitted 11/18/19]

Engineering design and plans have been performed on approximately three-quarters of the project in support of environmental documentation and right of way acquisition. Engineering work will be expanded with the inclusion of federal funds particularly the submission of an FHWA Project Memorandum and plan review, testing, bidding and other requirements.

We are currently within budget but will likely be asking for a budget adjustment increase at the time of the January 2020 status report.

Activity 3 Status as of January 1, 2020 Submitted 1/3/20

The design is complete and is waiting review and approval of the plan and project memorandum from Min. D.O.T. The plan requires Min. D.O.T. review because there is TAP funds in this trail segment.

Activity 3 Status as of July 1, 2020 (Submitted July 16, 2020)

The design was reviewed and the plan and project memorandum from MN DOT was approved. The Bidding process was completed and the trail construction project was awarded to the lowest bidder on June 24th, 2020.

Activity 3 Status as of January 1, 2021 (Submitted January 8, 2021)

The construction and construction management has been started, which was later than expected. We are 38% completed with this task and will start up construction again in the spring of 2021 and estimating completion at the end of July 2021. Construction management will continue until the project is completed.

During the construction activity for this project, a change order was needed to replace a culvert, which will increase the cost of engineering. This includes the increase in costs for design, planning, survey and construction management.

Activity 3 Status as of July 1, 2021 (Submitted July 6, 2021)

Construction and construction management has just started back up in the spring. We are still estimating both construction management and trail construction to be completed by the end of July 2021.

Final Report (to be submitted between December 31, 2021 and February 15, 2022) (Submitted November 22, 2022):

Construction, Engineering, Construction Management have been completed. Activity 3 is completed.

Activity 4 Description: Trail Construction

Construction of a 10’ wide bituminous surfaced trail in accordance with the MN Dot Standards for Bicycle Trails. Trail construction will include 2’ wide gravel shoulders, base preparation, grading, gravel base, ditch ways, slopes, culverts, fencing, signing, landscaping, seeding and all else necessary for a complete trail. Construction will be performed by a licensed and bonded contractor selected according to the MN State public bidding laws.

| Outcome | Completion Date |
|---|-----------------|
| Construct 7 miles of bituminous surface trail where described under “Location” of this Work Plan. Work will consist of constructing a 10 feet wide bituminous surface trail with 2 feet wide gravel shoulders amounting to approximately 4,106 square yards of bituminous mat with a compacted thickness of 2.5 inches. The bituminous surface will be set upon a 4 inch thick compacted gravel base that extends 2 lineal feet beyond either side of the bituminous mat. The gravel base sets upon a prepared sub –base. Construction will include drainage courses both lateral too and crossing the trail made up of ditch ways and culverts to shed water in keeping with the natural drainage courses. Other project elements also include clearing, grubbing, slope grading, seeding, signs, fencing and erosion control. | Nov. 2020 |

Activity 4 Status as of January 1, 2016

No construction work will begin until Activities 1, 2 & 3 are complete.

Activity 4 Status as of July 30, 2016

No activity

Activity 4 Status as of January 1, 2017

No Activity

Activity 4 Status as of July 1, 2017

Activity 4 Status as of January 1, 2018

No Activity

Activity 4 Status as of July 1, 2018 [submitted 11/18/19]

No Activity

Activity 4 Status as of January 1, 2019 [submitted 11/18/19]

No change

Activity 4 status as of July 1, 2019 [submitted 11/18/19]

No change

Activity 4 Status as of January 1, 2020 Submitted 1/3/20

No construction has taken place.

Activity 4 Status as of July 1, 2020 (Submitted July 16, 2020)

The clearing and grubbing for the trail have been completed keeping in mind the roosting sites for the Northern long-eared bat. The trail construction bid was awarded on June 24, 2020, with construction to begin in mid-July 2020.

Activity 4 Status as of January 1, 2021 (Submitted January 8, 2021)

Construction of the trail has started in late 2020 and stopped due to the winter weather in November 2020. Currently, 38% of the trail has been constructed. We will start construction again in the spring of 2021 with an expected completion of the project at the end of July 2021.

During the construction activity for this project, a change order was needed to replace a culvert, which will increase the cost of engineering. This includes the increase in costs for design, planning, survey and construction management.

Activity 4 Status as of July 1, 2021 (Submitted July 6, 2021)

Construction and construction management has just started back up in the spring. We are still estimating both construction management and trail construction to be completed by the end of July 2021.

Final Report (to be submitted between December 31, 2021 and February 15, 2022) (Submitted November 22, 2022):

The bituminous paving, aggregate shouldering, erosion control, seeding, signage, pavement handicap truncated domes, culvert replacements, silt fence removal, and ditch check construction were completed. The project is complete and will start the one year warranty on the work completed when the final project documents have been submitted by the engineer.

V. DISSEMINATION:

Description: Mesabi Trail news and updates are provided through a variety of media, marketing and publications. Web site is: Mesabitrail.com. The following are some of the groups & organizations that disseminate Mesabi Trail information and typically include updates of newly completed trail segments and activities:

- Club Mesabi (10,000 maps & web site)
- Iron Range Tourism (30,000 brochures & web site)
- MN Office of Tourism
- ampers radio
- Parks & Trails, Home & Away, other private magazines
- 180,000 trail users per year
- Yearly “Mesabi Trail Tour” 700 registered riders
- Named by the Star Tribune as “Best of Minnesota” in year 2013
- Named by Bicycle Magazine as” top 10 in the country”

Activity Status as of January 1, 2016

This trail segment was discussed at a public meeting held for another segment of trail “Camp Lake Road to Highway 1/169 Underpass” and received recognition in the Ely Echo News. This trail segment has also been presented at local gatherings such as Ely Rotary, Ely City Council, Morse Township Board of Commissioners, Ely Chamber of Commerce, Ely Economic Development Authority and Visit Ely Convention & Visitors Bureau.

Activity Status as of July 30, 2016

No activity specific to this segment.

Activity Status as of January 1, 2017

No Activity

Activity Status as of July 30, 2017 and final activity report

Activity status as of January 1, 2018

Not submitted

Activity Status as of July 1, 2018

Not submitted

Activity status as of January 1, 2019

Not submitted

Activity Status as of July 1, 2019

Not submitted

Activity Status as of January 1, 2020

No Activity

Activity Status as of July 1, 2020 (Submitted July 16, 2020)

No Activity

Activity Status as of January 1, 2021 (Submitted January 8, 2021)

No Activity

Project Status as of July 1, 2021 (Submitted July 6, 2021)

No Activity

Final Report (to be submitted between December 31, 2021 and February 15, 2022) (Submitted November 22, 2022):

This trail segment was discussed at a public meeting held for another segment of trail, known as “Camp Lake Road to Highway 1/169 Underpass,” and received recognition in the Ely Echo News. This trail segment has also been presented at local gatherings such as Ely Rotary, Ely City Council, Morse Township Board of Commissioners, Ely Chamber of Commerce, Ely Economic Development Authority and Visit Ely Convention & Visitors Bureau. Mesabi Trail news and updates are provided through a variety of media, marketing and publications. Web site is: Mesabitrail.com.

ENRTF Acknowledgement is provided in these dissemination activities per the Acknowledgement Requirements.

VI. PROJECT BUDGET SUMMARY:

A. ENRTF Budget Overview:

Please see budget spreadsheet

Explanation of Use of Classified Staff: RRA provides staff for Mesabi Trail development

Explanation of Capital Expenditures Greater Than \$5,000: Cost for constructing a 10’ wide bituminous surface trail exceed \$100,000 per mile.

Number of Full-time Equivalents (FTE) Directly Funded with this ENRTF Appropriation:

Number of Full-time Equivalents (FTE) Estimated to Be Funded through Contracts with this ENRTF Appropriation: 7 FTE’s

B. Other Funds:

| Source of Funds | \$ Amount Proposed | \$ Amount Spent | Use of Other Funds |
|---|--------------------|------------------|--|
| Non-state | | | |
| Federal TAP Funds FY 2017 & 2018 are approved | \$375,000 | \$375,000 | Federal completion date 2023 |
| State LCCMR ML 2018 | \$600,000 | \$600,000 | Construction & engineering services Commission has approved, and is now before 2018 legislature for approval |
| TOTAL OTHER FUNDS: | \$975,000 | \$975,000 | |

VII. PROJECT STRATEGY:

A. Project Partners:

Lead - St. Louis and Lake Counties Regional Railroad Authority with assistance from St. Louis County Public Works

Local Assistance – Eagles Nest Townships, Morse Township, City of Ely, St. Louis County Land Department, MN DNR Forestry, USDA

Trail Development Contributors – COE, BWSR, MNDOT, St. Louis County Land Department

Project Impact and Long-term Strategy: Long-term strategy for the Mesabi Trail has not changed since 1995 which is to construct a trail from Grand Rapids to Ely connecting 26 communities along the way as seen on enclosed map. A key component in this strategy is to maintain the completed trail as some parts/segments will be over 20 years old by the time the overall trail is finished. The Regional Railroad Authority has committed to maintain the trail and currently budgets over \$300,000 per year for maintenance costs.

Short-term impacts make local trails connections between communities and destinations.

C. Funding History:

| Funding Source | \$ Amount |
|---|---------------------|
| 1993: ML 93 Chap. 172, Sec. 14. Subd. 10(r) | 700,000 |
| 1995: ML 95, Chap. 220, Sec. 19, Subd. 4(g) | 150,000 |
| 1996: MS Chap. 463, Sec. 7, Subd. 14 | 500,000 |
| 1997: ML 1997, Chap. 216, Sec. 15, Subd. 18 | 600,000 |
| 1999: ML 1999, Chap. 231, Sec. 16, Subd. 4b | 1,000,000 |
| 2001: ML 2001, 1 st Special Session, Chap. 2, Sec. 14, Subd. 05 | 190,000 |
| 2003: ML 2003, Chap. 128, Article 1, Sec. 9, Subd. 6h | 380,000 |
| 2005: ML 2005, First Special Session, Art. 2, Sec.11, Subd. 6(m) | 1,000,000 |
| 2005 ML 2005, Chp. 20, Sec. 7, Subd. 15 | 300,000 |
| 2006: ML 2006, Chapter 258, Sec. 7, Subd. 23 | 950,000 |
| 2011: ML 2011, 1 st Special Session, Chap. 6, Art. 3, Sec. 3, Subd. c(1) | 512,000 |
| 2013: ML 2013, Chap. 137, Art. 3, Sec. 3, Subd. C4 | 1,250,000 |
| 2014: ML 2014, Chap. 226, Sec. 2, Subd. 07c | 1,000,000 |
| 2014 ML 2014 Chp. 312, Art. 12, Sec. 6 Subd. 4 | 330,000 |
| Federal HPP 2005 to present | 2,900,000 |
| Federal ARRA 2009 | 1,200,000 |
| Federal Enh. 2005 to present | 1,382,000 |
| Federal Enh. 1995 to 2005 | 3,000,000 |
| Local, IRRRB, RRA, SLC 1994 to 2014 | 3,000,000 |
| | \$20,344,000 |

VIII. FEE TITLE ACQUISITION/CONSERVATION EASEMENT/RESTORATION REQUIREMENTS: N/A

A. Parcel List:

B. Acquisition/Restoration Information: N/A

IX. VISUAL COMPONENT or MAP(S): see attached

X. RESEARCH ADDENDUM: N/A

XI. REPORTING REQUIREMENTS:

Periodic work plan status update reports will be submitted in January and July, with a final report and associated products submitted between December 31, 2021 and February 15, 2022

Environment and Natural Resources Trust Fund
M.L. 2015 Project Budget
Project Title: Mesabi Trail Development Soudan to Ely Phase 2
Legal Citation: M.L. 2015, Chp. 76, Sec. 2. Subd. 09i
Project Manager: Robert Manzoline
Organization: St. Louis and Lake Counties Regional Railroad Authority
M.L. 2015 ENRTF Appropriation: \$ 1,000,000
Project Length and Completion Date: December 31, 2021
Date of Report: November 22, 2022



| ENVIRONMENT AND NATURAL RESOURCES TRUST FUND BUDGET | Activity 1 Budget | Amount Spent | Activity 1 Balance | Activity 2 Budget | Amount Spent | Activity 2 Balance | Activity 3 Budget Amendment 11/22/2022 | Amount Spent | Actiity 3 Balance | Activity 4 Budget Amendment 11/22/2022 | Amount Spent | Activity 4 Balance | TOTAL BUDGET | TOTAL SPENT | TOTAL BALANCE | |
|---|-------------------|------------------|--------------------|-------------------|-----------------|--------------------|--|------------------|-------------------|--|------------------|--------------------|--------------------|------------------|-----------------|--|
| BUDGET ITEM | NEPA/Enviro | | | Right of Way | | | Engineering | | | Construction | | | | | | |
| Professional/Technical/Service Contracts | | | | | | | | | | | | | | | | |
| Environmental consultant to perform work needed to comply with NEPA and other environmental documentation including alternatives analysis, culutral resource identification, wetland delineation & mitigation, fish & wildlife, State waters, reports & permits, other. Consultant will be hired using a publicly advertised Request for Proposals selection process. | \$115,000 | \$108,296 | \$6,704 | | | | | | | | | | \$115,000 | \$108,296 | \$6,704 | |
| Engineer for trail design, plans, specifications, bidding and construction administration as further described under Work Plan ACTIVITY 2. Engineer will be hired using a publicly advertised Request of Proposals selection process. | | | | | | | \$332,044 | \$332,044 | \$0 | | | | \$332,044 | \$332,044 | \$0 | |
| Capital Expenditures Over \$5,000 | | | | | | | | | | | | | | | | |
| Construction of 7 miles of trail including clearing, grubbing, grading, base, bituminous surface, seeding signage and all else for a finished trail. Contractor will be selected based on public bidding process with lowest responsible bidder awarded a contract. | | | | | | | | | | \$477,957 | \$422,172 | \$55,784 | \$477,956 | \$422,172 | \$55,784 | |
| Professional Services for Acquisition | | | | | | | | | | | | | | | | |
| Acquisition of approximately 25 trail easements, 40 feet wide. Estimated cost per easement is \$2,000 for land survey, legal description and recording. Work will be performed by a registered land surveyor and attorney. | | | | \$75,000 | \$73,772 | \$1,228 | | | | | | | \$75,000 | \$73,772 | \$1,228 | |
| Other | | | | | | | | | | | | | | | | |
| <i>Describe the expense—one row per type/category. Add rows as needed. Be specific.</i> | | | | | | | | | | | | | | | | |
| COLUMN TOTAL | \$115,000 | \$108,296 | \$6,704 | \$75,000 | \$73,772 | \$1,228 | \$332,044 | \$332,044 | \$0 | \$477,957 | \$422,172 | \$55,784 | \$1,000,000 | \$936,284 | \$63,716 | |

