

[M.L. 2018, Chp. 214, Art. 4, Sec. 02, Subd. 09e] Project Abstract
For the Period Ending June 30, 2021

PROJECT TITLE: Swedish Immigrant Regional Trail Segment within Interstate State Park

PROJECT MANAGER: Joseph Tart

AFFILIATION: Chisago County Environmental Services

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FUNDING SOURCE: Environment and Natural Resources Trust Fund

LEGAL CITATION: M.L. 2018, Chp. 214, Art. 4, Sec. 02, Subd. 09e

APPROPRIATION AMOUNT: \$2,254,000.00

AMOUNT SPENT: \$1,859,109.00

AMOUNT REMAINING: \$394,891.00

Sound bite of Project Outcomes and Results

The Swedish Immigrant Regional Trail within Interstate Park was designed and constructed to protect the natural resources within the State Park Land while preserving rare plants, native tree species and wetlands. The Interstate State Park trail enhances Minnesota's air, water, and wildlife by avoidance and mitigation of many natural resources that were present. Resulting trail is a 10 ft. wide bituminous surface with a 160 ft. long bridge crossing a ravine.

Overall Project Outcome and Results

The Swedish Immigrant Regional Trail project was constructed within Interstate Park State Park and into the City of Taylors Falls. This segment of trail has a ten-foot-wide bituminous trail surface and is approximately .60 miles in length that was designed as an ADA compliant multi-use and non-motorized trail. The main goal of this project was to expand the Swedish Immigrant Regional Trail further east to allow a safe route for pedestrians and bicyclist to travel. The project will benefit many local communities and Minnesotans alike by connecting multiple cities along this trail corridor. The trail will likely attract new visitors each year to enjoy the majestic views of Interstate State Park while also providing health and wellness benefits.

The overall project was implemented years prior to construction through the vision and involvement of many organizations, stakeholders, cities and residents to construct a County Regional Trail within a State Park and along a historic rail corridor to Taylors Falls. During the construction phase many accomplishments were achieved by excellent planning and cooperation, some of these included a beautiful 160 ft. bridge over a ravine and a trailhead that incorporated many great landscaping features that are prevalent in the region. Throughout the entire construction project one of the main challenges was to find the perfect trail alignment that meet all necessary trail compliances while also minimized impacts to many of the Interstate State Park environmental, natural, and cultural resources.

Project Results Use and Dissemination

The Minnesota Environmental and Natural Resources Trust Fund (ENRTF) acknowledgement has been very prevalent throughout the entire project. The use of the trust fund logo and attributed language have been printed in newspaper publications and Environmental Services Newsletters, social media platforms and signage along the Swedish Immigrant Regional Trail corridor. Throughout the project we have created several documents and other online resources to help communicate and receive public outreach. Some of these include the use of electronic public surveys and mailing for community input and involvement.



Environment and Natural Resources Trust Fund (ENRTF)

M.L. 2018 ENRTF Work Plan “Final Report” (Main Document)

Today’s Date: August 13, 2021

Final Report

Date of Work Plan Approval: 06/05/2018

Project Completion Date: June 30th 2021

PROJECT TITLE: Swedish Immigrant Regional Trail Segment within Interstate State Park

Project Manager: Joseph Tart

Organization: Chisago County Environmental Services

College/Department/Division: Parks & Trails

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Location: Taylors Falls, Chisago County, MN

Total ENRTF Project Budget:	ENRTF Appropriation	2,254,000
	Amount Spent:	\$1,859,109
	Balance:	\$ 394,891

Legal Citation: M.L. 2018, Chp. 214, Art. 4, Sec. 02, Subd. 09e

Appropriation Language: \$2,254,000 the second year is from the trust fund to the commissioner of natural resources for an agreement with Chisago County Environmental Services to construct an approximate one-half-mile regional county trail segment within Interstate State Park from the end point of the existing trail at the park boundary to city hall including a trail bridge over the ravine and parking and trailhead improvements and to conduct a natural and cultural review to determine the feasibility and route of a future section of the trail through the park. This appropriation is available until June 30, 2021, by which time the project must be completed and final products delivered.

I. PROJECT STATEMENT:

General: The Swedish Immigrant Regional Trail is a multi-use non-motorized trail connecting the Sunrise Prairie Trail in Wyoming to the St. Croix River National Wild & Scenic River in Taylors Falls through Interstate State Park. The Swedish Immigrant Trail has been designated by the Greater Minnesota Regional Parks and Trails Commission as a Regional Trail. The trail master plan illustrates a planned 20-mile paved trail from Taylors Falls to Wyoming MN. The trail serves as an alternate transportation corridor namely for non-motorized pedestrian, bicycle, skiing with some snowmobile use where designated. The trail will also provide connectivity for the Gateway Trail when carried north from current terminus.

Chisago County Environmental Service/Parks Division performs the trail development work including liaison with agencies & local jurisdictions, public meetings, contract administration, right-of-way acquisition and other administrative functions. LCCMR funds will be used for environmental work, engineering work and construction. The County is experienced at leveraging funds, meeting specific funder requirements, matching non-state & non-federal sources and completion dates. The Taylors Falls/Interstate State Park segment will be funded by ENRTF dollars, will proceed with a Joint Powers Agreement with MN State DNR Parks and Trails Division and additional agreements with the City of Taylors Falls. The most prescriptive grantor(s) rules will be used advancing this project.

The Interstate State Park connection will link Taylors Falls and State Park visitors to Wildwood Campground with trail segments E, F, & G connecting to Shafer MN all to be complete and connected in 2018/19. With this project 6 of 8 segments will be complete, (Segment F "connection project is funded for construction in 2018 and Segment H is the subject of this project). The connection project segment F with Shafer currently funded by a Legacy grant and local funding. Chisago County is also funding land acquisition costs for trail segment F to ready the project for completion in 2018.

Specific: grant funds will be used for engineering and construction of the Swedish Immigrant Trail, including a bridge and paved trail within Interstate State Park connecting with existing trail that currently abuts to the State Park west boundary line. This project will also complete support amenities adjacent to the trail on Chisago County and City of Taylors Falls property. In addition, the project will complete preliminary work needed for segment C through the balance of the park. This would include conducting a Natural and Cultural resource review and, in keeping with the Commission intent discussed at its 10/17/17 and 11/30/17 meetings, preliminary design work only the extent needed to enable the natural and cultural resource review.

II. OVERALL PROJECT STATUS UPDATES:

First Update January 31, 2019

Chisago County is in the process of securing a professional service contract for engineering services, natural resource and cultural resource review. Chisago County requested proposals for services through an RFP process and received and is reviewing four proposals. Work on Natural and Cultural resource review will start when a service contract is approved and weather permits field activity. Chisago County has completed a map of the project review area, completed a Natural Heritage Data Request and submitted details to the Endangered Species Environmental Review Coordinator Lisa Joyal with MN DNR. Chisago County has met with the project coordination team provided by MN DNR Parks & Trails Division at the DNR Central Regional Headquarters in St. Paul. The meeting included discussion on routing rerouting, mitigation of impacts.

Second Update June 30, 2019

Chisago County Board of Commissioners has retained WSB under a professional service contract to provide engineering design and construction phase services for the Swedish Immigrant Regional Trail Segment H,

Interstate Park project. Environmental consultants have completed field and tree surveys along with wetland delineation. WSB has completed preliminary conceptual plans for the Swedish Immigrant trailhead and parking area located at Taylors Falls City Hall. Initial trail alignment designs were complete for segments A and B within Interstate Park limits. Additional realignment rerouting adjustments may continue to be a discussion after additional information is provided with the rare plant survey, archeological investigation and soil borings. Active collaboration between Chisago County, the City of Taylors Falls, WSB and the MN DNR Parks & Trails Division is ongoing. Most recent trail alignment and cultural and natural resources progress review occurred at a meeting with all collaborators on Thursday, June 27, 2019.

Amendment Request as of 10/18/2019

Category: Trail Constructions: Trail realignment initiated a redesign of the bridge. The redesigned bridge has been reduced from to 160' (10 ton). Requesting reallocation of funds from this category. Reducing to \$1,241,989.

Category: Trail head: Trail head and parking costs have increased due to site conditions. Project area is located on trap rock; bedrock conditions. Increase cost with blasting/removing trap rock, complexity of storm water treatment, and tie-ins to the city facilities. The minor redesign in trail head location has also increased parking and lighting of the trail head lot. Requesting reallocation of this category. Increasing to \$493,626.

Amendment Approved by LCCMR **10/23/2019**

Third Update January 31, 2020

Trail design and alignment has taken many twists and turns within Interstate State Park to minimize or avoid impacts on environmentally sensitive plant communities and cultural features. Several site visits and meetings with local and regional DNR have been held to review and discuss exact trail location in Interstate State Park to Taylors Falls City Hall. The DNR has indicated detailed steps to follow to minimize these adverse effects. Tree survey, wetland delineation, rare plant survey, archeological investigation and soil borings have been completed along with final reports and approval from the appropriate Minnesota Department of Natural Resource (DNR) Divisions. Trail alignment, trailhead and bridge designs have been finalized and agreed upon and final site plan has been developed and approved. Chisago County and the City of Taylors Falls signed a Memorandum of Agreement for planned trailhead construction and maintenance responsibilities. Chisago County Board of Commissioners reviewed seven construction bids and awarded the Trail Project to Peterson Companies, LLC in December. Contracts, bonds, and insurance certificates were received from the award bidder and a Notice to Proceed was given. A preliminary preconstruction meeting was held in January to discuss project overview, contract status, erosion control, construction items, communication plan, construction staging and site access. Starting in February 2020 an access plan, staking construction limits along with tree clearing and grubbing will begin.

Routing and feasibility design Phase for Trail Segment C has begun with a preliminary trail alignment established. A summer growing season rare plant survey was completed and will continue into the spring growing season. Initial archeological field investigation for Segment C was completed along with a wetland delineation review. Tree survey and field survey were also completed. Soil borings were discussed and anticipated timeline is early 2020. Feasibility for a future Trail Segment C will be discussed or reviewed after the Cultural and Environmental reports are complete.

Fourth Update June 30, 2020

The Swedish Immigrant Regional Trail within Interstate State Park project is moving forward as intended, with a number of outcomes that are complete or nearly complete at this time. Since our last update in January there have been two preconstruction meetings along with ten onsite project construction meetings. The final trail

alignment was identified along with access plans, staking construction limits, and tree removal markings that where agreed upon to limit or avoid impacts to state park land.

Prior to construction of Segments A and B within Interstate State Park a Trail Cultural Resource Avoidance and Minimization letter was sent to the DNR and approval was authorized. This letter detailed approaches to find the best alternative trail alignment design to avoid impacts of a known archeological site called Hobbs Woods. This site contains historic maple sugar production features, historic debris and a larger number of maple trees. This specific location has a recognized sap boiling arch and many sap collecting artifacts. The final trail alignment moved north of this area to a previously plowed field that no longer retains cultural landscape integrity as well as avoiding larger diameter maple trees that were once tapped for maple syrup collections.

Before construction commenced there were numerous site visits by the Chisago County staff, DNR, WSB engineering firm, primary contractor Peterson Company and sub-contractors that would be involved with completion of the trail, trailhead and bridge installation. In late March, the construction of this project began with an anticipated completion date in the fall of 2020.

Within the past three months the project has made significant progress moving forward towards completion. There has been only a few slowdowns due to inclement weather and saturated work site areas that need additional hauling of gravel along access roads and other selected site areas. To date, the trailhead is nearly complete with the exception of a few finishing details and amenities like signage, kiosk, lights, shelter and the second layer of bituminous pavement in the parking area. One third of the trail has been paved from the trailhead to the first access road. The remaining portion of the trail will remain unpaved until the bridge gets placed in the beginning of August. Currently the 160-foot bridge is getting manufactured and will be delivered near the end of July. The bridge abutments will be completed the last week of June.

Design feasibility phase for final trail alignment of Segment C will continue throughout the summer and into the fall season. An extended evaluation will focus to broaden the study area. The DNR has proposed looking into alternate trail alignments to help to further avoid impacts on cultural and natural resources.

Fifth Update January 31, 2021

The Swedish Immigrant Regional Trail through Interstate State Park trail construction project will be completed on schedule. Only a few items remain to be finished in the spring of 2021 to meet the remaining outcomes. The primary construction contractor Peterson Companies will be finishing up selected seeding and erosion control items in the spring to close out the construction phase of the project. The final signage, parking and trailhead details are on schedule to be completed in the spring of 2021.

Since the last update on June 30th, 2020 the project has taken all necessary steps to provide a safe and enjoyable route. Chisago County staff, DNR representatives, WSB project managers and the City of Taylors Falls staff members have worked in conjunction to meet all desired outcomes during the construction.

Ten onsite construction meetings were held during the summer and fall months of the Segment A and B construction phase as the project continued to stay on track and met objectives. By the end of fall the trail, parking lot, trailhead, and bridge outcomes were completed.

The design phase feasibility study of Segment C alignment from the City of Taylors Falls trailhead to the desired ending location near the Taylors Falls Community Center has recently led to a clear realignment and feasibility analysis from the original study area through Angel Hill Historic District within Interstate State Park. Continual ongoing discussions between the DNR, Chisago County and WSB have looked closely at avoidance and mitigation options of the now identified State Parks natural and cultural resources. The DNR has expressed that the

segment C trail alignment route that is most feasible appears to run parallel to highway 37 right of way and following along the Taylors Falls city streets into downtown or the community center.

The City of Taylors Falls staff will be holding internal meeting with various members to look at options of a transition to an on-road trail for several blocks within city limits. The City would like to involve the Angel Hill Historic District, City Council, residents and Heritage Preservation Commission (HPC) input on the last stretch through the sparsely populated but urban and historic neighborhood.

Final Update June 30, 2021

The Swedish Immigrant Regional Trail within Interstate State Park is just over a half mile connection that began west of the State Park boundary line on the previously constructed Chisago County Swedish Immigrant Regional Trail corridor. This new segment of trail meanders through the State Park land into the City of Taylors Falls and trailhead at City Hall. Chisago County and the DNR collaborated with joint powers agreement to make this section possible. Throughout the construction process we were able to construct this trail while avoiding many of the parks natural and cultural resources that are present. This segment of trail consists of a ten-foot-wide bituminous trail, 160 ft bridge over a ravine, and a trailhead at the City of Taylors Falls City Hall property that has many great amenities. With the assistance and collaboration of local stakeholders, City of Taylors Falls, Chisago County, WSB engineering, Peterson Companies and the DNR this trail was built during the 2020 season.

Segment A and B construction phase of the Swedish Immigrant Regional Trail within Interstate State Parks was completed on schedule and met all desired outcomes for the project. The primary contractor Peterson Companies arrived back on the site in May 2021 to do a final walk through with Chisago County staff and Project Manager of WSB engineering. It was identified during that time that several shrubs at Taylors Falls trailhead, new tree plantings along the trail corridor and selected seeding areas were need for replacement or re-seeding. These last few items were completed in May and June of 2021.

During the spring of 2021 there was an ongoing effort by Chisago County, City of Taylors Falls staff, DNR representatives, and WSB engineering to evaluate feasibility and identify the most suitable trail corridor option within the segment C corridor that would meet the needs of the local residents, Angel Hill Historic District, Department of Natural Resources, local stakeholders and trail users.

The Segment C feasibility study involved assessing potential trail alignment options throughout Interstate State Park Segment C corridor with a goal to connect this trail from City of Taylors Falls city hall to the Memorial Community Center. Throughout the entire planning and evaluation process, potential impacts to cultural and natural resources were identified within the state park. DNR representatives needed to expand the trail corridor search area to including other trail alignment options that would have less or no impact to the present natural, environmental and cultural resources that have been identified.

Throughout numerous conversations and meeting with DNR representatives, Professional Engineering consultants and Chisago County staff we expanded the research area further north from the original proposed trail alignment which was identified as a challenging or non-feasible option due the presence of significant cultural and natural resources. While further analyzing the new Northerly route sight area it was determined by the DNR that this would be the best option to mitigate protentional impacts to state park land while also provide a safe alternative trail route corridor.

In previous meetings held with representatives from the City of Taylors Falls it was expressed that getting community involvement was preferred. After the conclusion of this meeting Chisago County and WSB engineering firm identified multiple ways to engage community involvement. Due to the ongoing Covid-19

pandemic and WSB’s previous community involvement experiences, we identified the best option for community input and conducted electronic virtual survey and city-wide mailing efforts.

WSB engineering along with Chisago County created an electronic community survey that illustrated a variety of trail options in the Northern Alignment route and the use of residential city streets that were reviewed and approved by DNR staff members. To receive greater feedback from the survey, post card mailings were sent to all Taylors Falls landowners as well as informational signage placed at four locations along the Swedish Immigrant Regional Trail Corridor.

The survey was open for public review and comment from May 26th to June 4th, 2021. After the survey was complete, WSB compiled all the information into a final report. The survey showed that twenty-nine individuals responded, twenty-five were Taylors Falls residents. Complete details of this report are attached to this final project status report.

Overall Project Outcome and Results

The Swedish Immigrant Regional Trail project was constructed within Interstate Park State Park and into the City of Taylors Falls. This segment of trail has a ten-foot-wide bituminous trail surface and is approximately .60 miles in length that was designed as an ADA compliant multi-use and non-motorized trail. The main goal of this project was to expand the Swedish Immigrant Regional Trail further east to allow a safe route for pedestrians and bicyclist to travel. The project will benefit many local communities and Minnesotans alike by connecting multiple cities along this trail corridor. The trail will likely attract new visitors each year to enjoy the majestic views of Interstate State Park while also providing health and wellness benefits.

The overall project was implemented years prior to construction through the vision and involvement of many organizations, stakeholders, cities and residents to construct a County Regional Trail within a State Park and along a historic rail corridor to Taylors Falls. During the construction phase many accomplishments were achieved by excellent planning and cooperation, some of these included a beautiful 160 ft. bridge over a ravine and a trailhead that incorporated many great landscaping features that are prevalent in the region. Throughout the entire construction project one of the main challenges was to find the perfect trail alignment that meet all necessary trail compliances while also minimized impacts to many of the Interstate State Park environmental, natural, and cultural resources.

With two cooperative land agreements and supporting partners from the City of Taylors Falls and the Minnesota Department of Natural Resources agency in which provided land to construct the trail and land to build a parking area with trailhead amenities was paramount to completing this Swedish Immigrant Regional trail connection.

III. PROJECT ACTIVITIES AND OUTCOMES:

ACTIVITY 1:

Description: Cultural and natural resource evaluation of trail route Segment A & B.

Description: Site review and evaluation.

Summary Budget Information for Activity 1:

ENRTF BUDGET:	\$11,700
Amount Spent	\$11,481
Balance	\$ 219

Outcome	Completion Date
1. Process cultural and natural resource review and secure letter of concurrence regarding project with MN DNR Parks and Trails Division. Complete mitigation needed.	June 30, 2019

Activity 1, First Update January 31, 2019

Chisago County is in the process of securing a professional service contract for engineering services, natural resource and cultural resource review. Chisago County requested proposals for services through an RFP process and received and is reviewing four proposals. Work on Natural and Cultural resource review will start when a service contract is approved and weather permits for field activity. Chisago County has completed a map of the project review area, completed a Natural Heritage Data Request and submitted details to the Endangered Species Environmental Review Coordinator Lisa Joyal with MN DNR. Chisago County has met with the project coordination team provided by MN DNR Parks & Trails Division at the DNR Central Regional Headquarters in St. Paul. The meeting included discussion on routing rerouting, mitigation of impacts. Chisago County is working on a JPA with the City of Taylors Falls in regard to the Trail Head and Parking Area components of the trail project.

Second Update June 30, 2019

WSB and environmental consultants have been retained for the Swedish Immigrant Regional Trail Segment H, Interstate Park Project. Wetland delineation, field and tree surveys have determined the first preliminary trail alignment within the State Park. Wetland delineation field work has identified one area of interest to avoid. The tree survey has identified species, sizes and location of trees throughout the area of interest which may need to be mitigated. Additional design phases will start and continue from late summer and throughout the fall. These design phase include full growing season review of rare plant survey, final archeological investigation/field survey and soil borings. The final phase will help determine the final trail alignment. The rare plant monitoring will be ongoing over the next two months of the growing season to allow plants to grow and develop. Archeological field investigation will be completed when the rare plant survey is complete to help avoid or minimize impacts of identified area of concern. Letter of concurrence will be obtained upon completion of these steps. Close collaboration and permits with all relevant state agencies is ongoing.

Third Update January 31, 2020

Chisago County, WSB and Department of Natural Resources (DNR) had ongoing conversations related to exact trail alignment and rerouting through Interstate State Park. Throughout the summer and fall two trail alternatives were evaluated for permanent trail location. Field, tree and wetland delineation determined the first conceptual trail alignment. Adequate buffers were required to avoid selected Sugar Maples, larger diameter Oak trees and wetlands. Midwest Natural Resources, performed, reviewed, and completed the rare plant survey. The survey identified two rare plants (Stemless Tick Trefoil and Butternut trees) present near in the vicinity of (not "in") the project area. DNR Ecological and Water Resources Divisions reviewed and approved the rare plant survey methodology prior to field work and has been in review throughout. Archeological field work was completed by Blondo Consulting in coordination with DNR. Reports indicated Trail Alternative #1 was the best alignment to avoid the vast majority of the historic sugar maple syrup area. After closely reviewing both trail alignments, an adjusted alignment has been agreed upon and a site plan has been developed. Design phase field work has been completed on Segments A and B. Soil borings along the trail corridor was finished in September following the rare plant and cultural surveys completion to minimize impacts on cultural and natural resources.

Final Report on Activity 1, June 30, 2020

The Cultural and Natural Resource site review and evaluation for Segment A and B were completed on schedule. All outcomes within activity 1 along with Department of Natural Resource cooperation and approval have determined the best trail alignment for avoidance and mitigation of presently known environmental impacts within the site area. In February, a Swedish Immigrant Trail Cultural Resource Avoidance and Minimization letter was sent by Chisago County and was authorized by the DNR. The letter detailed specific measures incorporated with final trail alignment design to avoid impacts to cultural resources within the State Park. Shifting the trail allowed the preservation of the sap boiling arch and other artifacts in the Hobbs Woods site area. With realignment and adjustments of the trail along the entire corridor we were able to mitigate natural and cultural resources impacts. Using many erosion control measures during construction such as hydraulic stabilized fiber, silt fencing and erosion control blankets will help minimize impacts as well.

ACTIVITY 2 title: Engineering, survey, design and build trail, parking area and trail head

Description: Engineering, survey, design and build a .5 mile 10' wide hard surface trail, 160' bridge and finished parking area/ trail head. This includes all technical details, plans specification and construction management and all details that arise for Segment A, Segment B including parking area and trail head at the Taylors Falls City Hall. The minor redesign in trail head location has increased with trap rock blasting/removal, complexity of storm water treatment, service tie-ins to the city facilities and lighting of the trail head area. Preliminary design details will be outlined/included for Segment C to facilitate location detail for cultural and natural resource review in activity 3. Engineering work will be completed in accordance with the MN Dot Standards for Bicycle Trails.

Engineering work begins with route(s) identification needed for EPA work and then to more specific survey work once a preferred trail route alternative is determined. Engineer survey includes topographic detail, paying particular attention to horizontal alignment for Americans' with disabilities access and vertical curve for minimum speed, property lines and other features needed for design. Trail design is in accordance with MN Dot Standards, Federal Highway Administration (FHWA) and ASHTO and on-site conditions such as waterways, wetlands, hills, valleys determining the final trail design and plan. Engineer consultant is also required to provide planning documents for MN DNR review and approval for full compliance of the Joint Powers Agreement detailing the project roles and responsibilities. Plan is required to provide project specification document that includes special construction needs, bidding documents, contracts and other. Engineers will provide construction management that includes on-site inspections, testing oversight, processing payments, prevailing wage compliance and other work for a completed project.

This activity will include working closely with MN DNR Parks and Trails staff relocating sensitive vegetation, removal of vegetation from trail corridor contractor mobilization, clearing & grubbing as required to facilitate the project. Excavate and grade trail corridor, prepare trail subgrade and install base material.

Complete pilings, abutments, bridge and deck with required site preparation and impact mitigation. Install 10' wide paved trail with 2-foot wide recovery zones. Finish final grading, erosion control, culverts, seed and vegetation. Misc. retaining wall, site corrections/hazard material cleanup. Install fencing signage, parking and trail head amenities.

Includes Engineering by Consultant, project administration, review and concurrence of all documents as required by MNDNR Parks and Trails Division.

Summary Budget Information for Activity 2:

ENRTF Budget: \$ 2,039,950

Amount Spent: \$ 1,734,293

Balance: \$ 305,657

Outcome	Completion Date
Engineering plans, specification, bid documents all compliance & approvals	December 2018
Site preparation for trail, bridge, parking area and trail head	June 2019
Grading excavation, bridge construction/installation	September 2020
Construction Segments A & B surfacing and restoration	September 2020
Construction Install fencing, signage, parking and trail head, finish details	June 30 2021

Activity 2 as of January 31, 2019

Chisago County has accepted bids for engineering service from four companies. Following review Chisago County Board will select and enter a contract with the firm that prevails with their proposal for services. At that time work will continue toward the listed outcomes.

Activity 2 Status as of June 30, 2019

Chisago County, WSB, City of Taylors Falls and the Department of Natural Resources are in collaboration to determine exact locations of site preparation for trails, bridge, parking area and trail head. Preliminary trail alignment design and conceptual plans have been identified. Over the next few months, the design phase data and final environmental data will be collected. Soil borings will run along preliminary trail route at an approximant depth of 5 feet to see where silt line ends in the soil profile. Soil borings will be also take place at the bridge location. Approximant depth of borings will be 60 feet to give a better understanding of equipment, footings and materials required. Conceptual trail head and parking lot plans are complete. Final trail head plan will not be complete until borings, drainage, security and other logistical issues are identified in collaboration with City of Taylors Falls. Final trail alignment and design will not be complete until projected DNR review in early October and projected initiation of construction bid process in mid- November.

Activity 2 Status as of January 31, 2020

Several site visits and meetings with WSB, City of Taylors Falls, Chisago County, and DNR have been held to review and discuss trail alignments, bridge design and placement, trailhead and parking area within Interstate State Park to Taylors Falls City Hall.

Chisago County Board awarded Peterson Companies, LLC of Wyoming, MN the trail project in December 2019 in accordance with Public Bidding and bid tabulation review process. Bidding was competitive with a total of 7 proposals received. Peterson Company, LCC was the lowest bidder. Preliminary preconstruction meeting was held in January with Peterson Companies, WSB Project Managers, DNR Representatives and Chisago County to discuss the project which remains on track.

Initial trail design has had a few adjustments within Interstate State Park to minimize impacts on sensitive plant communities and cultural features. Two alternative alignments were evaluated to help finalize the permeant location of the trail. Each alignment needs to hold a 4.75% maximum proposed grade, and construction limits that are acceptable to meet ADA requirements while also trying to avoid cultural and environmental impacts. Following the natural grade of the land will minimize cutting sections, avoid potential bedrock conflicts and help reduce erosion issues. Alternative

Alignment #1 was accepted as the best option. The selected alignment remains well within the State Park but has shifted Northward from original concept(s).

Bridge design and placement was reviewed and approved. The exact location of the bridge placement did not shift much from the preliminary location. The approved placement is located on the narrowest portion of the ravine with consistent profiles to the east and west of the ravine. Soil borings where completed in September for location of footings and abutments. The bridge will be a modified bow string arch which is consistent with other State Park properties. The bridge will be approximately 160 feet in length and the profile is set to have

abutments at the same elevation for a balanced approach across the bridge. The bridge will have a ten-week timeline from order to delivery. The goal was to take advantage of frozen ground; however, timing may extend beyond frozen ground and not as optimal for placement. However, the bridge will still be place within the grant timeline.

Trailhead location and parking area has been shifted slightly from the original concept design. Minor redesign of the trailhead was done in attempts to minimize trap-rock blasting and removal, as well as storm water volume issues from the trailhead and parking area to an existing pond drainage outlet. The additional impervious material added to the design will increase drainage water volume rates needing treatment. Chisago Soil Water Conservation District has partnered in the process and made recommendations addressing the additional volume rate, impacts of erosion during construction, and design for the water and sediment control basin. Final design of the trailhead, parking lot amenities, with electrical and water service tie-ins have been reviewed and approved by City and County.

Activity 2 Status as of June 30, 2020

With respects to all activity 2 outcomes we are right on schedule to meet completion dates that are identified. As mentioned in previous status updates the trail has taken a number of turns to find the perfect alignment throughout Interstate State Park. In early February some minor shifts in the Trail alignment were getting finalized to avoid removing larger trees and meeting buffer requirements specified by the DNR to further protect rare plants, wetlands and selected butternut trees that had been identified.

In mid-March our engineering consultant, Chisago County, DNR, Primary construction contractor as well as Sub-contractors all meet to discuss tree removal within the State Park. With a March 31st deadline to remove and/or trim all trees in the State Park we needed critical input from all parties associated with project. During this final walk through we were able to identify and mark all trees that needed to be removed along the identified trail corridor, staging areas, and access roads.

As recommended by the DNR the construction of this project began in late March with tree removal completed on schedule and grubbing following shortly after. Due to wet conditions in April along the trail corridor and access roads some additional gravel/rock needed to be hauled to specific sites to stabilize subgrades to continue moving forward. A majority of this rock was removed simultaneously during excavation/mobilization at the trail head location. Starting in mid-April the project was rapidly moving forward.

During the months of May and June a number of tasks were completed. The entire trail corridor Segment A and B have been cleared/ grubbed, root cuttings, sub cuts west and east of the ravine, haul road on both access points, and erosion control products and silt fencing were installed along the entire corridor. Much of the final grading excavation has been completed along with fabric, sand and gravel placed on the east end of the future bridge location. The east end of the trail from our trailhead to the first access road has been paved and restoration completed. With the Bridge placement anticipated for the first week of August much of the trail corridor to the west of the bridge location is not to final grade. This is largely due to the 2 large cranes that will be required to install the bridge over the ravine.

As the trail is quickly taking shape the Trailhead location is nearly complete as well. Over the past two months the old City Hall parking lot and required drainage improvements have been removed and repaved with the first lift layer of bituminous surfacing. The Trailhead location has also seen vast improvements and is nearly complete. To date the trap rock has been removed at the current location along with installation of waterlines, concrete pours, and many of the trailhead amenities consisting of benches, drinking fountain, and portable restroom barrier. In addition, landscape planting were installed along with seeding and sod placement around the trailhead. By the end of July, the shelter will be installed at the currently prepared location. Due to the Covid-19 pandemic the shelter manufacture was closed briefly which has delayed the timing of the install. All

outcomes related to Parking lot and Trailhead finishing details consisting of signage and lighting are still on schedule.

Preparation for bridge install is moving forward with the complete install of pilings, footings and final abutment concrete pours all completed before June 26th. The primary contractor is building up bridge crane staging areas as well to ensure the cranes can be stabilized properly. Minor bridge submittal delays have pushed back bridge install by just a few weeks possibly due to the Covid-19 pandemic. However, the anticipated bridge placement is still on track to meet the outcome completion date. As the project has been moving forward all engineering plan specifications, erosion control measures, construction management compliances and testing details have been very diligent.

Activity 2 Status as of January 31, 2021

Throughout the months of July to October the project had made great strides. Before the beginning of July many of the outcomes in Activity 2 have been completed; this includes engineering plans, specification, documents of compliance and approvals, and site preparation for the trail head/parking lot, bridge and trail corridor.

Since the last update, construction outcomes were completed prior to the desired completion dates, these include grading excavation, bridge construction/installation and segment A and B restoration and surfacing.

In the beginning of August many of the trailhead amenities were installed with a minor delay due to Covid-19 on the shelter manufacture delivery date and installation. A few of the amenities currently installed are parking lot lighting, electrical hook-ups, shelter, benches, portable ADA restrooms, picnic tables and landscaping. The remaining trail head amenities will be installed in the spring; including trailhead kiosk, signage and the bike repair station.

Prior to the bridge delivery only one third of the trail was paved, leaving other sections in final grade in order to not disturb or damage bituminous surfacing and new seeding along the trail corridor with the weight of the large machinery.

With bridge abutments and concrete bridge aprons prepared, the 160-foot bridge was placed and installed in early August. Large cranes and two sections of bridge were hauled on site to the east and west sides of the ravine without causing any further disturbance to the State Parks natural resources. The bridge was placed, and a six-inch concrete slab was poured on the decking surface.

Shortly after bridge installation the remaining two thirds of the trail corridor, access entry roads, and the final lift of bituminous surfacing at the trailhead parking lot were all paved. This was completed on schedule and without delay. Near the end of August final grading and seeding were completed along the trail edges.

During September rock checks and abutment rip rap were added near the surrounding bridge approaches and in crucial areas for purpose of erosion control measures. The rock checks will help to mitigate future erosion problems by slowing down the heavier rain fall events. During the same time the DNR assisted with the identification and placement of thirty native tree plantings in selected areas.

By mid-October some of the remaining punch list items created by the WSB engineering, Peterson Companies and the DNR were completed. These included trail slope corrections to meet ADA compliance along a very short selection of trail, recessing bolts on bridge transition cover plates and install of weep holes on the bridge deck.

During the entire project two change orders were requested to complete the construction phase of the project. These included: additional rock and grading for clearing/grubbing as well as rock work near the bridge for soil stabilization efforts. These requests were necessary in order to finish clearing operations and provide a stable

subgrade under the new trail alignments and to mitigate potential future erosion concerns. Both change orders were approved by the hired WSB project manager and the Chisago County Board.

Final Report Summary June 30, 2021

In spring of 2019 the new trail segment preliminary plans and alignments began. Numerous meetings and discussions were forming to find and refine the most suitable trail alignment within the state park while avoiding and mitigate environmental and cultural concerns throughout this majestic park land. WSB engineering firm was retained to lead the engineering and project management for this project. By late fall of 2019, Peterson Companies LLC, a local primary contractor was hired for the construction phase of this project. In March of 2020 the project began with tree clearing and earth work within this trail corridor. Within the next eight months the trail corridor, trailhead and bridge construction and installation were completed on schedule.

In spring 2021 a complete assessment of the Swedish Immigrant Regional Trail within Interstate State Park Segment A and B were evaluated by WSB Project Manager, Peterson Companies Project Manager and Superintendent and Chisago County. We evaluated the condition of Trailhead and parking lot, bridge and bituminous trail corridor. Final construction details were all complete in November of 2020. After the final walk through we identified several trees and shrubs planted in summer of 2020 that did not survive through the winter months. These plants were warranty items and were replaced in May and June of 2021. All other assets including bituminous surfaces, shelter and bridge remain in great condition. The bituminous and concrete surfaces are without cracking, settling or buckling.

Overall, this project was very successful with very limited setbacks due to the covid-19 pandemic. The quality of materials was superior along with excellent communication and cooperation with all groups associated with the completion of this construction project.

ACTIVITY 3:

Description: Phase III Cultural and Environmental Review, Archaeological Investigation and Technical Report. Segment C determination of feasibility through state park, avoidance and or mitigation options.

Summary Budget Information for Activity 3:

ENRTF Budget: **\$ 202,350**
Amount Spent: **\$ 113,337**
Balance: **\$ 89,014**

Outcome	Completion Date
Phase 3 Archeological review through proposed and alternate trail routing to Hill St.	June 1, 2020
Locate approved trail routing with limitations identified	June 30, 2021
Wetland delineation and mitigation	June 30, 2021
Identify construction limitations and mitigations required	June 30, 2021

Activity 3 as of January 31, 2019

Chisago County has submitted a Natural Heritage Information System (NHIS) Data Request related to the project Segments A & B. A separate Data Request will be processed for Segment

C. The County anticipates Segment C will show a greater number of occurrence and data related to cultural and significant biodiversity concern.

Activity 3 Status as of June 30, 2019

Cultural and environmental review has identified some specific areas of concern within the MN DNR Parks and Trails divisions. Additional realignment and rerouting of the trail can be adjusted within the A and B segments moving forward. A rare plant survey and archaeological field work will begin in mid-August. Regarding Segment C, feasibility is still undetermined at this time. Pursuant to most recent County Agency discussion/correspondence (June 17, 2019). DNR Division Director Agency recommendation on proceeding with Segment C is very difficult or impossible to improve in a way that would uphold agency statutory responsibility to balance resource protection with recreational opportunity. County is evaluating alternatives and may seek future amendment request redirecting Segment C funds.

Activity 3 Status as of January 31, 2020

Chisago County authorized WSB to begin early investigative work on the Swedish Immigrant Interstate State Park Trail, Segment C. Preliminary Segment C Trail Alignment evaluation has been established by the WSB Engineering Project Management Team. Investigation work will determine feasible options through Interstate State Park to Hill Street in Taylors Falls. WSB has identified an initial alignment and grade. Utilizing Taylors Falls City hall property and trailhead design in a way that allows significant avoidance of State Park lands and a noteworthy ravine are avoided entirely. The most recent conceptual trail alignment design has the trail moving closer to the Interstate State Park Boundary line and follow an old existing road near a known cultural heritage site. Initial assessment has determined the trail alignment would meet bike design standards and grades. Environmental and Cultural reviews are underway in Segment C. Tree survey, archeological investigation field survey, and wetland delineation have been completed. The rare plant survey (summer growing season) has been completed. The rare plant survey (spring growing season) will begin in the coming months. Soil borings were discussed and anticipated for early 2020.

Activity 3 Status as of June 30, 2020

The DNR has recently proposed to expand the search and feasibility study area of the original estimated trail alignment within Interstate State Park, Segment C trail corridor in order to avoid impacts to sensitive natural resources. This additional data collection will be carried out following much of the same methodology that was applied to Segment A and B trail alignment, in which is currently underway. Some continued data collection will include additional elevation survey, rare plant and tree survey, wetland delineation and cultural resource field work. The expanded study area that the DNR has proposed to study will aid in determining the best trail corridor. This expanded search will allow for a more comprehensive view of the resources known to be and/or could be present in the proposed Segment C corridor. This expanded search will also allow sufficient space to examine alternative trail alignments outside of the original 75 foot corridor in order to get a clearer understanding on the feasibility options to connect the end of Segment A and B at Taylors Falls City Hall through the Segment C proposed site and eventually near or in downtown Taylors Falls and their community center. With these additional requests the final completion date will likely continue into the fall.

Activity 3 Status as of January 31, 2021

Throughout the summer months additional field work for the project area proposed by the Department of Natural Resources (DNR) began. The scope of the work included; preliminary trail design, tree survey, level 2 wetland delineation, cultural resources evaluation, and rare plant survey. The investigative field work was completed within the Segment C study area in early fall. As the DNR representatives analyzed the findings from all work and search areas related to Segment C, they have indicated that a trail through the original alignment will be difficult for avoidance and mitigation. Results conclude that there is a number of factors including

wetlands, rare plant species, cultural and rock out crops that will likely hinder the original trail alignment concepts in the original segment C search corridor.

As we continued to determine the feasibility of the Segment C trail corridor, we have been asked to consider evaluating other options further away from the original/preliminary trail corridor through the Angel Hill Historic District of Interstate State Park. With the DNR's recommendation we have shifted our focus to the new northern trail alignment corridor area, adjacent to the perimeter of the State Park and abutting county road.

In December, there was a segment C- discussion meeting with members of Chisago County, DNR and WSB engineering. This meeting focused on a number of topics related to the feasibility of northern trail alignment. Some of these topics included slope, retaining walls, and transitioning on to city streets. WSB provided project layouts and cross images of this alternate trail route transitioning from the existing trail at City of Taylors Falls trailhead and routing around and to the east of the existing Public Works building while fringing State Park land and avoiding rock outcrop plant communities. This trail alignment then routes east and parallel along the highway 37 right of way and then connects on to city streets in Taylors Falls. Many cultural and ecological obstacles are reduced or removed with this northerly alignment route. Significant slopes and design criteria necessitating 8% finish grade trail design and substantial retaining wall do remain problematic in the feasibility of this new route. Local Taylors Falls Historic Angel Hill neighborhood on-road urban trail design scenarios remain in feasibility review.

During meetings with the DNR, various DNR representatives have identified that the Northern Route would be the best prevailing option that provides accommodation for the desired need and overall, the organization would accept this connection. It was further indicated that the original trail alignment would be problematic, and the Northern Route would have less fragmentation and impact to the high-quality natural resources that are known to be present in the original search corridors thru the central portion of the Park.

In mid-January a meeting was held with the City of Taylors Falls representatives, Chisago County and WSB. During the meeting we discussed both the originally contemplated Segment C Route corridor study efforts as well as the new Northerly Trail Route that the DNR would like to pursue and options of on-road trails through the city with a goal to finish the trail near the community center. City staff indicated they will meet with other city staff members, and may involve the city's historic preservation district, community leaders and residents to evaluate all options. It is evident that remaining feasibility analysis of the Northerly Trail Route must now involve necessary City/public engagement efforts to complete the final feasibility report.

Final Report Summary June 30, 2021

In the fall of 2019 cultural and environmental reviews and archaeological investigation began to study the most feasible trail alignment through Segment C of Interstate State Park land. The preliminary original proposed trail corridor alignment showed to have significant State Park natural and cultural resources. In the summer of 2020, the Department of Natural Resources proposed to expand the search corridor of this segment. In early fall of 2020, we began to look further north of the original alignment. As we looked closer at the expanded corridor it became clear that the expanded Northerly alignment was a viable option for a future trail connection.

The months of February through June 2021 this activity was finishing up efforts and was completed on time. This activity was comprised of cultural and environmental reviews, archaeological investigation, technical reports as well as determination of feasibility within the researched areas of the state park for mitigation. We concluded the final analyzes and feasibility report of the proposed trail corridor within Segment C of the Swedish Immigrant Trail within Interstate State Park. With the cooperation and recommendations from the DNR, it was determined the most feasible route would be the Northerly alignment that runs parallel to County Rd. 37 that traverses DNR lands. This portion does have significant but manageable slope however does not present the

same significant impacts to cultural, natural or archeological resources within the state park as the Southerly alignment would. The Northerly route presents a feasible State Park route and will require connection to existing city roads in order to meet a destination near Memorial Community Center.

As mentioned in the January 2021 status report and the completed feasibility study, it was confirmed earlier that due to numerous environmental, cultural, and historical resources now known to be present in this State Park search area it would be problematic to align a trail in the southern or original search corridors of the Segment C.

The studied trail alignment planning process was finished in June 2021, this included detailed Segment C research, public input, recommendations from the DNR, and overall engineering design measures. The final study was composed of five main factors which included a Swedish Immigrant Trail overview, trail alignment study planning process, resource analysis, public input and cost estimate development and summary.

The trail study planning process objectives helped identify a feasible and preferred option for a trail alignment through the State Park land which was evaluated and accepted by the (DNR) while transitioning on to city streets.

Chisago County and WSB engineering collaborated to form an electronic public survey to assist with the evaluation of alternative trail alignments. Multiple options were given along the city streets of the Northern Alignment. Prior to the survey, mailings were sent to all Taylors Falls landowners as well as informational yard signs placed at various locations of the Swedish Immigrant Regional Trail directing the public to this online survey.

Community input was submitted for three potential trail options related to the use of city streets including; the use on Military Road for an on-street bike lane placed on edge of roadway, an off-street trail with trail placed behind curbing and an off-street option with no curbing and trail placed five feet away from edge of roadway. The final option was the transition from Military Road on to Government Street which is the final roadway down to the Community Center. This also included three options; on-street bike/walking lane on east side of street, an on-street bike/walking lane on west side of street and finally off-street bike/walking trail separated from the roadway by use of a curb. The results of the survey included responses from 29 individuals; 25 of these individuals were residents of Taylors Falls. The results concluded that Military Road/West Street Option 1 received the highest favorable votes.

IV. DISSEMINATION:

Description:

The Minnesota Environment and Natural Resources Trust Fund (ENRTF) will be acknowledged through use of the trust fund logo or attribution language on project print and electronic media, publications, signage, and other communications per the [ENRTF Acknowledgement Guidelines](#).

Electronic media will include the Environmental Services/Zoning & Parks Section of our website under 'Grant Reports'. Also, on the Parks & Trails Section of the County website under 'Trails' right column of the page titled 'Funding Assistance'.

Publications will include any documents posted in local papers as well as advertisements for bids related to the project construction.

In addition, the requirement will be included in the professional services agreements.

Acknowledgement signage will be posted at each end of the trail segment and at the trail head upon completion.

Dissemination as of January 31, 2019

Dissemination Status as of June 30, 2019

Chisago County will continue with public outreach regarding the Swedish Immigrant Trail-Interstate Park project. Public meetings and dialogue with Chisago County Parks Board, Local Rotary Club and the Chisago County Parks and Trails Foundation have been ongoing. Chisago County will be updating and acknowledge the Environmental and Natural Resource Trust Fund through our website promoting this project. Furthermore, a recent newspaper article in the Chisago County Press regarding funding related to the Swedish Immigrant Trail- Interstate Park project has been published.

Dissemination Status as of January 31, 2020

Chisago County is continuing to update project information in monthly public meetings with Chisago County Parks Board and Chisago County Parks and Trails Foundation. Chisago County Press recently published an article stating that Chisago County Board Award Trail Construction Project to Peterson Companies in Wyoming, MN. On November 21, 2019 and December 5, 2019, the Chisago County Press published the attached Advertisement for Bids. Chisago County Parks will continue to promote and acknowledge the Environmental and Natural Trust Fund through the Chisago County website.

Dissemination Status as of June 30, 2020

Throughout the project Chisago County has continued to monitor and update information with respect to the ongoing progress of the Swedish Immigrant Regional Trail within Interstate State Park. The ENRFT acknowledgement and icons appear on the Chisago County webpage. Our Chisago County Park Board has received monthly updates with the continued progress of the trail project. Chisago County Parks and Trails foundation has also been detailing ongoing trail construction updates as well as photos of the ongoing progress on their webpage. The Trust Fund Logo signage will be placed on the new Trailhead kiosk and at the most western portion of the trail corridor before entering the State Park land once trail construction is finished.

Dissemination Status as of January 31, 2021

On October 10th, 2020 Chisago County held a simple but noteworthy “Ribbon Cutting” event that adhered to social distancing guidelines and executive orders. At this event acknowledgement was giving to stakeholders, community leaders, Legislative-Citizen Commission on MN Resources (LCCMR) and to the Environmental Natural Resources Trust fund (ENRTF) for their continued support of Chisago County Trails. Chisago County Lake Public Television has the latest edition to the Swedish Immigrant Regional Trail connection celebration on Chisago County Parks and Trail website. [26 minute snapshot of the latest edition to the Swedish Immigrant Regional Trail.](#)

In the winter edition of the Environmental Service Newsletter (Environmental Connections), mailing were sent to every household within the county showing acknowledgement of ENRTF involvement for funding this project. In addition to public outreach, the 2020 Chisago County Parks and Trails annual report has attribution language and logo supporting the Environmental Natural Resources Trust fund support to this wonderful project.

Placement of ENRTF signage will be ordered and placed at various locations along the trail and on the kiosk at Taylors Falls Trailhead in the spring of 2021.

Final Report Summary June 30, 2021

Throughout all phases of Swedish Immigrant Regional Trail within Interstate State Park construction project Chisago County has made all efforts to acknowledge the Natural Resources Trust Fund (ENRTF) and the LCCMR in a variety of ways. Chisago County began with public outreach which included public meetings and dialog to local stakeholders and County boards. Throughout the process numerous newspaper articles in the Chisago County Press sighted that ENRTF was the funding source for this project as well as showing support in advertisements for the bids related to this new project. In 2020, Chisago County continued to update

acknowledgment using press releases, updating progress status, holding a “Ribbon Cutting Event” with the local press and acknowledgement signage including the ENRTF logo placed along the trail corridor. Most recently, within the final stages of the Segment C feasibility study we acknowledged ENRTF support within the on-line survey. Mailings to Taylors Falls landowners and yard signage were also placed along the Swedish Immigrant Regional Trail. Public outreach and communication have been a priority throughout the entire project, and we are very thankful for the support and funding for this wonderful project.

V. PROJECT BUDGET SUMMARY:

A. Preliminary ENRTF Budget Overview: See attached spreadsheet

Explanation of Capital Expenditures Greater Than \$5,000: Trail construction costs vary depending on the type of terrain or base being used. For example, constructing trail on an abandon railroad grade may cost \$200,000 per mile while construction through a rocky terrain with bridges may cost in excess of \$1,000,000 per mile. This Project includes the fourth and final bridge, a 180’ bridge construction estimated to cost \$950,000.

Explanation of Use of Classified Staff: County Staff

Direct expenses related to Chisago County Public Works for Support Services, Survey, Finance and Engineer services directly related to and necessary for the appropriation. Services are billed internally to divisions based on rates developed for each area of service.

County Public Works Staff do not typically work in for Environmental Services/Parks Division these costs are not otherwise paid for. This project does not include ENRTF funding to pay for County Environmental Services/project management staff time.

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

Enter Total Estimated Personnel Hours: 4160	Divide by 2,080 = TOTAL FTE
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Total Number of Full-time Equivalents (FTE) Estimated to Be Funded through Contracts with this ENRTF Appropriation:

Enter Total Estimated Personnel Hours: 16,640	Divide by 2,080 = TOTAL FTE: 10
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B. Other Funds:

SOURCE OF AND USE OF OTHER FUNDS	Amount Proposed	Amount Spent	Status and Timeframe
Other Non-State \$ To Be Applied to Project During Project Period:			
In-kind Contribution, land for parking area and trail head by city.	\$ 50,000	\$0.00	No Cost Associated-Cooperative Agreement/ Final Status Complete
Other State \$ To Be Applied to Project During Project Period:			
In-kind land for trail within State Park	\$ 40,000	\$0.00	No Cost Associated-Cooperative Agreement/ Final Status Complete
Past and Current ENRTF Appropriation:			

N/A	\$ 0	\$	
Other Funding History:			
MN DNR Local Trails Grants Segment E	\$ 300,000	\$	Complete
Legacy Funding Segment F	\$621,000		Currently in process, complete in 2018
County Funding Segment F	\$69,000		
Legacy Funding Segment G	\$1,338,000		Complete in 2018
County Funding, Grant/local Share	\$212,000		
Legacy Funding Segment G	\$157,500		Complete in 2017
County Funding Segment G	\$17,500		
Parks and Trails Foundation	\$10,000		

VI. PROJECT PARTNERS:

A. Partners receiving ENRTF funding

Name	Title	Affiliation	Role
Agency MN DNR MN DNR	Parks Division Parks Division	Supporting Partner Contracted service	Provide land trail route Cultural & Resource
Chisago County	Environmental Services/Parks Division	Project Sponsor	Project Management

B. Partners NOT receiving ENRTF funding

Name	Title	Affiliation	Role
City of Taylors Falls	City Government	Supporting Partner	Provide land for parking & trail head amenities

VII. LONG-TERM- IMPLEMENTATION AND FUNDING:

Long-term strategy for the Swedish Immigrant Trail is to construct an east/west trail from Taylors Falls to Wyoming connecting 6 communities along the way as seen on enclosed map. The trail serves as a hub with existing north/south Sunrise Prairie Trail and Hardwood Creek regional trail as well as future Gateway trail connectivity.

The Chisago County Board and Environmental Services Department has committed to maintain the trail through multiple funding contract commitments. Chisago County is in its 20th year operating the Sunrise Prairie Trail a 16-mile route on the former Burlington Northern Railroad that connects with Washington County, Forest Lake and Hugo MN. Chisago County provides long term funding and staff through Environmental Services Department/ parks division budget and public works personnel.

VIII. REPORTING REQUIREMENTS:

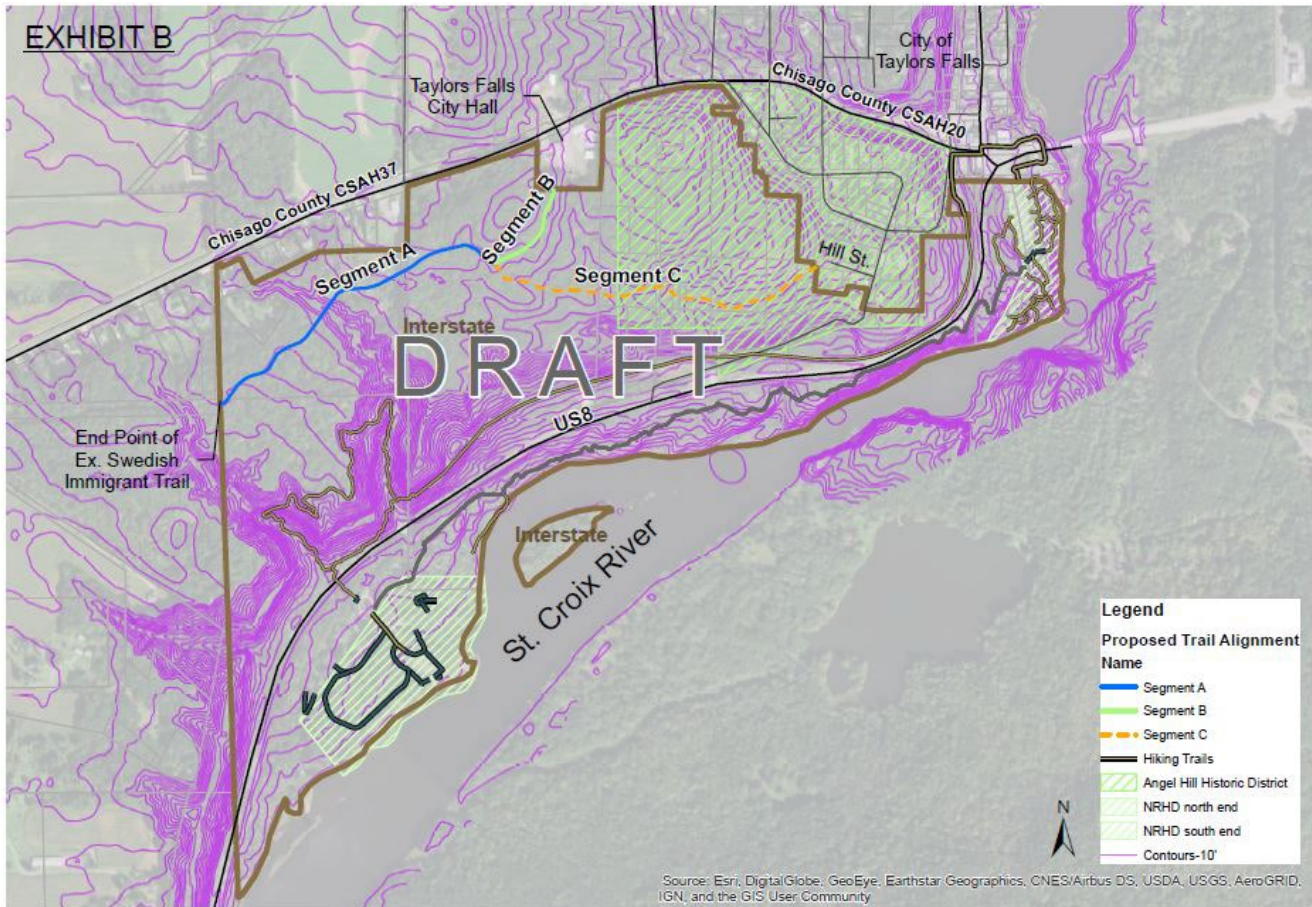
- The project is for three years, will begin on July/1/2018, and end on June/30/2021.
- Periodic project status update reports will be submitted 6/30 and 1/31 of each year.
- A final report and associated products will be submitted between June 30, and August 15, 2021.

IX. SEE ADDITIONAL WORK PLAN COMPONENTS:

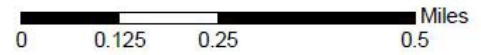
A. Budget Spreadsheet

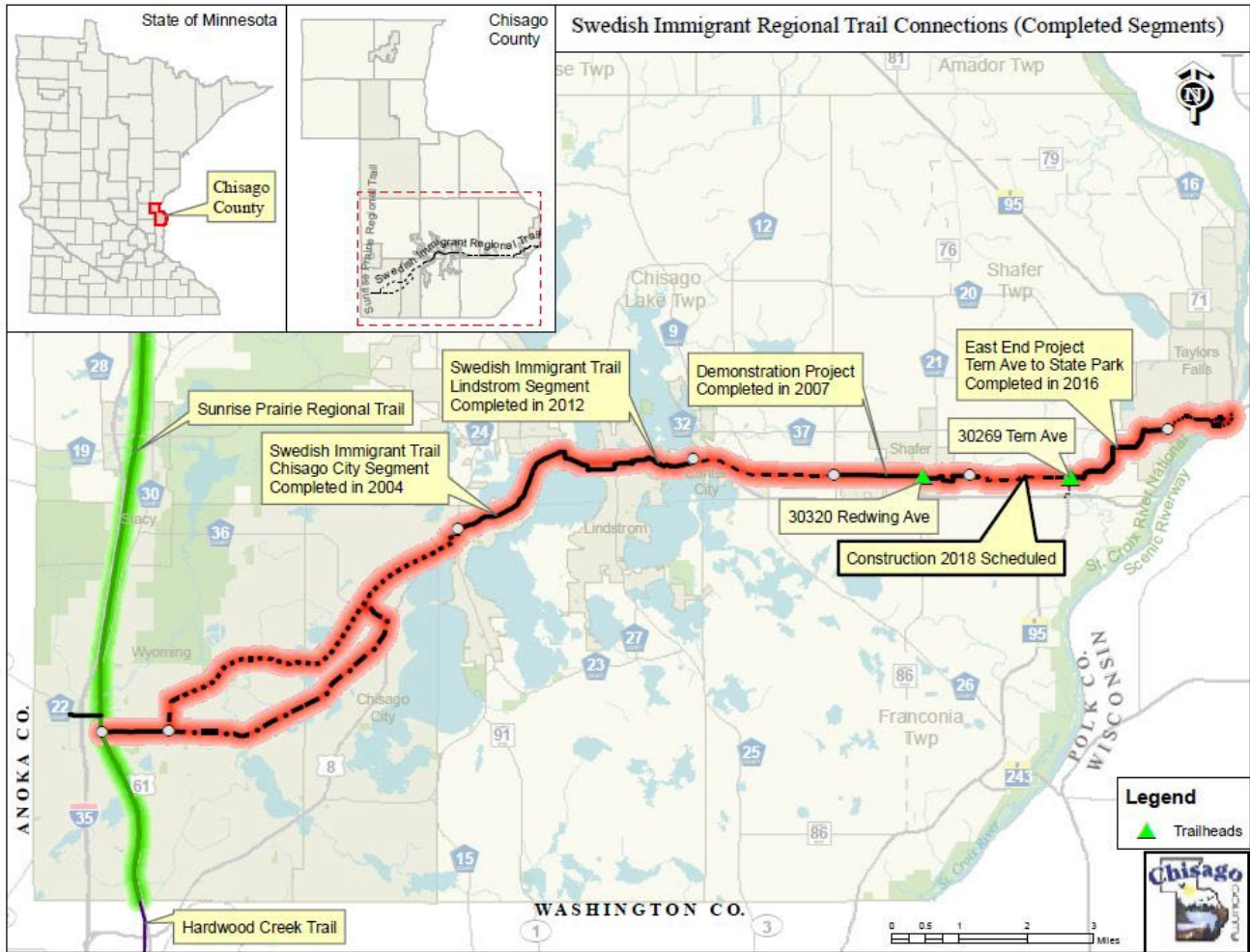
B. Visual Component or Maps

- **Trail illustration within state park**
- **Other completed trail segments & segment to be completed in 2018**
- **Regional trail map**



Interstate State Park
-Swedish Immigrant Trail Segments





Environment and Natural Resources Trust Fund

M.L. 2018 Final Project Budget

Project Title: Swedish Immigrant Regional Trail Segment within Interstate State Park

Legal Citation: M.L. 2018, Chp. 214, Art. 4, Sec. 02, Subd. 09e

Project Manager Joseph Tart

Organization: Chisago County Env. Services

M.L. 2018 ENRTF Appropriation: \$2,254,000

3 year June 30, 2021

Date of Report: August 13, 2021



ENVIRONMENT AND NATURAL RESOURCE TRUST FUND	TOTAL BUDGET 10/23/19	TOTAL SPENT	TOTAL BALANCE
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BUDGET ITEM

Professional/Technical/Services Contracts			
Environmental/cultural review work preliminary to construction segment A & B. Contractor will be selected through competitive bid or by agreement with MN DNR via established in-house service agreement.	\$ 11,700	\$ 11,481	\$ 219
Engineering for Trail, plans, specifications, bidding construction administration. Contractor will be selected through competitive bid.	\$ 236,335	\$ 187,645	\$ 48,690
Trail constructions, 160' bridge (10 ton), grade, trail surfacing, Contractor will be selected through competitive bid.	\$ 1,241,989	\$ 1,062,197	\$ 179,792
Trail head and parking, signs and other. Blasting/removing trap rock, complexity of stormwater treatment, and tie-in to city facilities. Contractor will be selected through competitive bid.	\$ 493,626	\$ 484,451	\$ 9,175
Environmental/cultural review work segment C. Contract with MN/DNR and MHS per proposal.	\$ 202,350	\$ 113,337	\$ 89,014
Contract with MNDNR for project specific staff regarding design details, required mitigation tasks, engineering details, and cultural and environmental review, per proposal.	\$ 50,000		\$ 50,000
County Public Works Survey, Finance & Engineering	\$ 18,000		\$ 18,000
COLUMN TOTAL	\$ 2,254,000	\$ 1,859,109	\$ 394,891

