

ABSTRACT

ML 2005, 1st Spec. Sess. Chap. 1, Art. 2, Sec. 11, Subd. 6(f)

For the Period Ending June 30, 2014

PROJECT TITLE: Gitchi-Gami State Trail-Lutsen

PROJECT MANAGER: Mark Rudningen-acting / Kevin Johnson-incumbent

AFFILIATION: Minnesota Department of Natural Resources (Parks and Trails)

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WEBSITE: www.ggta.org

FUNDING SOURCE: Environment and Natural Resources Trust Fund

LEGAL CITATION: ML 2005, 1st Spec. Sess. Chap. 1, Art. 2, Sec. 11, Subd. 6(f)

APPROPRIATION AMOUNT: \$500,000

Overall Project Outcome and Results

This overall project included developing a trail alignment, designing, engineering, and construction of a segment of the Gitchi-Gami State Trail, as a non-motorized paved trail that meets the Minnesota Bicycle Planning and Design Guidelines and the American Association of State Highway and Transportation Officials (AASHTO) guide for the development of bicycle facilities. Originally it thought that this trail segment, identified as the Lutsen Segment, would be about 2 miles in length however with the rising cost of design/engineering services and construction, the final project consisted of the completion of only 1.57 miles extending between "CR 5" Lutsen Ski Hill Road and the "Rollins Creek Road Tunnel under Trunk Highway 61. The completion of this approximately 1.5 mile long segment completes a 7.3 mile long segment of the Gitchi-Gami State Trail, providing a connection between the community of Tofte and Ski Hill Road.

The Gitchi-Gami State Trail is being developed mainly for bicyclists, in-line skaters and pedestrians. However, much of the trail is currently being shared with a Grant in Aid Snowmobile Trail during the snowmobiling season. The secondary use by snowmobiles results from the final corridor of the Lutsen Segment follows the same route of a previously designated GIA snowmobile trail and given terrain and the proximity of developed properties an alternative corridor for snowmobile use was not possible. Current construction costs for the Gitchi Gami State Trail are beginning to average over \$600,000.00 per mile to construct. For the Lutsen Segment, the cost of construction was largely the cost of bedrock blasting/removal, subgrade soil correction, bridge crossings and power pole relocation.

The development of the 1.57 mile long Lutsen Segment of the Gitchi Gami State Trail included the removal of approximately 14,700 Cubic Yards of bedrock., the placement of over 650 linear feet of culvert., the installation of a new trail bridge built over Golf Course Creek, and subgrade soil correction which required the excavation of unstable subsurface soils to approximately 5' in depth over much of the 1.5 mile long corridor.

There was also over 2000 linear feet of steel mesh fence installed along the corridor assuring that the trail meets federal bike trail safety standards. As constructed, this segment will provide the public many years of service during all four seasons. (see pics) Of the \$500,000 originally asked for we spent \$493,287.80 and have a balance of \$6,712.20 of unspent Trust Funds

Project Results Use and Dissemination

Trail Completed in 2013, overall we finished 1.57 miles of trail. Signs have been installed, over 2000 linear feet of steel mesh fence installed along the corridor assuring that the trail meets federal bike trail safety standards; trail segment has been added to trail map and website.

LCMR 2005 Final Report

Date of Report: February 17, 2015

LCMR Work Program Update Report

Date of Next Status Report: Final report

Date of Work Program Approval: June 24, 2005

Project Completion Date: The availability of the financing from this paragraph is extended to equal the period of any federal money received.

I. PROJECT TITLE: Gitchi-Gami State Trail-Lutsen

Project Manager: Mark Rudningen-Acting / Kevin Johnson-Incumbent

Affiliation: Minnesota Department of Natural Resources (Parks and Trails)

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Location: Cook County, Community of Lutsen MN, Lutsen Township, 55612, this trail development project will start at the west end of Cook County Road 34 and travel east, and end at the Lockport Store on Trunk Highway 61 right of way.

Total Biennial LCMR Project Budget:	LCMR Appropriation:	\$ 500,000
	Minus Amount Spent:	\$ 493,288
	Equal Balance:	\$ 6,712

Legal Citation: ML 2005, 1st Spec. Sess. Chap. 1, Art. 2, Sec. 10, Subd. 6(f)

Appropriation Language: \$250,000 the first year and \$250,000 the second year are from the trust fund to the commissioner of natural resources; in cooperation with the Gitchi-Gami Trail Association, for the fourth biennium, to design and construct approximately two miles of the Gitchi-Gami State Trail. This appropriation is available until June 30, 2008, at which time the project must be completed and final products delivered. If this project receives a federal grant award, the availability of the financing from this paragraph for the project is extended to equal the period of the federal grant.

II. PROJECT SUMMARY AND RESULTS:

This trail segment is approximately 2 miles in length. The Gitchi-Gami State Trail was developed to provide a safe non-motorized transportation corridor parallel to Trunk Highway (TH) 61 between Two Harbors and Grand Marais. The Gitchi-Gami State Trail is being developed mainly for bicyclists, in-line skaters and pedestrians. This Gitchi-Gami State Trail project starts at the west end of Cook County Road 34 and ends at the Lock Port Store on Trunk Highway 61 Right-of-Way. This trail segment is approximately three miles in length. This project includes developing a trail alignment, designing, engineering, and construction of a non-motorized paved

trail that meets the Minnesota Bicycle Planning and Design Guidelines and the American Association of State Highway and Transportation Officials (AASHTO) guide for the development of bicycle facilities.

III. SUMMARY OF PROGRESS AS OF April 26, 2006:

The Gitch-Gami Trail Alignment Committee has been working with the Cook Highway Department, the Minnesota Department of Transportation and local landowner on trail alignment issues. The Alignment Committee has completed the preliminary alignment for this trail segment. DNR Management Resources has reviewed the proposed preliminary alignment and is conducting a feasibility survey of this preliminary alignment. DNR Management Resource felt that this would reduce the amount of time that an engineering firm spends on the alignment issues, and also help reduce the cost of the engineering firm. This feasibility survey will be completed in a couple of weeks and then Management Resources will send the Request for Proposal out to engineering firms to bid on this design and engineering contract.

Result Status as of October 27, 2006: DNR Management Resources and DNR Trails and Waterways have conducted a feasibility survey of this preliminary alignment. As a result of this feasibility survey the preliminary alignment has been adjusted. The trail alignment will now be on the inland side of TH 61 from Cook County Road 34 to the Lockport store area. Landowners have agreed to the trail traveling on a power line corridor. This project will require the bridge to be on the inland side of TH 61 across the Poplar River. MNDOT proposed to provide the DNR with a historic highway bridge to cross the Poplar River. This MNDOT historic highway bridge proposal required us to delay the starting of the engineering of this project to review the details of this MNDOT historic highway bridge proposal. We could not start the engineering before we knew how the trail is crossing the Poplar River. DNR started the conversation with MNDOT about this bridge last spring. As of October 13, 2006 DNR Trails and Waterways has made a decision not to install this historic bridge at this location because of the corrosion issues at this location, which would increase the maintenance costs for this bridge and also the size of this bridge structure. The bridge is 165' long, 22' wide and 23' high. It is too big of structure for this location, and would be exposed to salt spray from TH 61 at this location. The contact with the salt spray would require this bridge to be painted every 15-20 years. If this bridge were placed in a location away from salt spray for a roadway, the bridge would be repainted every 30 –35 years. MNDOT has agreed to help with designing and construction funding to develop a trail bridge across the Poplar River.

Result Status as of April 30, 2007: MNDOT has agreed to design and provide construction funds to develop a trail bridge across the Poplar River. MNDOT has agreed to provide \$300,000 for the development of a trail bridge across the Poplar River. The MNDOT Bridge Office will design and cover the cost for engineering this trail bridge across the Poplar River. The MNDOT bridge engineers have reviewed the site and will be starting geotechnical work and bridge design work this summer.

Result Status as of April 30, 2008: The MNDOT Bridge Office has designed a prestressed concrete beam bridge for crossing the Poplar River and MNDOT will fund up to \$300,000 for the cost of the trail bridge across the Poplar River. Last fall DNR Management Resources completed the survey of the trail alignment. Currently DNR Management Resources is working on the final design of the trail alignment. Wetlands have been delineated along the trail alignment and the trail adjusted to minimize the impacts to those wetland areas. All the Federal funding will become available in October 2008. The Federal funding is available until October 2011. This trail project is scheduled to go out for construction bid in December 2008. We are planning on bidding this project with the MNDOT Reconstruction of Trunk Highway 61 Onion River project. We are bidding these two projects together because MNDOT is planning on performing the construction inspection on this project. By including the MNDOT and MNDNR projects together we should get a better price for the construction of the bike trail.

Result Status as of October 30, 2008: The MNDOT Bridge Office has completed the design work for this prestressed concrete beam bridge for crossing the Poplar River. The estimated contract cost of this structure is approximately \$345,000. This bridge project is programmed to let February 27, 2009, with the MNDOT Road construction project and built during the 2009 construction season. MNDOT will be funding \$300,000 toward the cost of this trail bridge for this project. Management Resources have completed about 90% of the trail design work. All the Federal funding has become available as of October 2008. The Federal funding is available until October 2011. This trail project is scheduled to go out for construction bid in February 2009.

Result Status as of April 30, 2009: MNDOT has opened bids for the Onion River Trunk Highway 61 project that includes the Poplar River Bridge. The contractor is planning on starting construction on this bridge this early summer and completing in by fall. We are bidding the trail project separate from the Onion River Trunk Highway 61 road job because Management Resources still needs to complete the design of a large culvert. When Management Resources has completed the culvert design, then MNDOT will review the final trail plans. After MNDOT approves the trail plans then this project is ready to go out for construction bid this summer.

Result Status as of October 30, 2009: MNDOT has completed the construction of the Poplar River Bridge with the construction of the Onion River Trunk Highway 61 project. Management Resources is currently working the design of a small bridge structure on this trail section. When Management Resources has completed the small bridge design, then MNDOT will review the final trail plans. After MNDOT approves the trail plans then this project is ready to go out for construction bid this winter.

Result Status as of April 30, 2010: Management Resources has completed the design of a small bridge structure on this trail section, trail design plans and the project memorandum. Management Resources has sent the final trail plans and project memorandum to MNDOT for final review. After MNDOT approves the trail plans in May, then this project will be let for construction bids and construction this summer.

Result Status as of November 30, 2010: Management Resources has completed the all the design work and the project memorandum. The project is currently has been reviewed by MNDOT and bid package preparation is in process. After the bid package is completed the project will go out for construction bid.

Overall Final Report Summary

Between November 30, 2010 and the submittal of this final report no additional 6 month interim status reports were completed or submitted as the result of several staff changes during this period.

This overall project included developing a trail alignment, designing, engineering, and construction of a segment of the Gitchi-Gami State Trail, as a non-motorized paved trail that meets the Minnesota Bicycle Planning and Design Guidelines and the American Association of State Highway and Transportation Officials (AASHTO) guide for the development of bicycle facilities. Originally it thought that this trail segment, identified as the Lutsen Segment, would be about 2 miles in length however with the rising cost of design/engineering services and construction, the final project consisted of the completion of only 1.57 miles extending between “CR 5” Lutsen Ski Hill Road and the “Rollins Creek Road Tunnel under Trunk Highway 61. The completion of this approximately 1.5 mile long segment completes a 7.3 mile long segment of the Gitchi-Gami State Trail, providing a connection between the community of Tofte and Ski Hill Road.

The Gitchi-Gami State Trail is being developed mainly for bicyclists, in-line skaters and pedestrians. However, much of the trail is currently being shared with a Grant in Aid Snowmobile Trail during the snowmobiling season. The secondary use by snowmobiles results from the final corridor of the Lutsen Segment follows the same route of a previously designated GIA snowmobile trail and given terrain and the proximity of developed properties an alternative corridor for snowmobile use was not possible. Current construction costs for the Gitchi Gami State Trail are beginning to average over \$600,000.00 per mile to construct. For the Lutsen Segment, the cost of construction was largely the cost of bedrock blasting/removal, subgrade soil correction, bridge crossings and power pole relocation.

The development of the 1.57 mile long Lutsen Segment of the Gitchi Gami State Trail included the removal of approximately 14,700 Cubic Yards of bedrock., the placement of over 650 linear feet of culvert., the installation of a new trail bridge built over Golf Course Creek, and subgrade soil correction which required the excavation of unstable subsurface soils to approximately 5' in depth over much of the 1.5 mile long corridor. There was also over 2000 linear feet of steel mesh fence installed along the corridor assuring that the trail meets federal bike trail safety standards. As constructed, this segment will provide the public many years of service during all four seasons. (see pics)

IV. OUTLINE OF PROJECT RESULTS:

Result 1: Trail Alignment, Acquisition and Development Coordination

Description: This result was approved on June 24, 2005.

The alignment of the trail will be decided by the alignment committee, composed of members of the Gitchi-Gami Trail Association, a MNDOT representative, a MNDNR Trail & Waterways representative, and a MNDNR Parks & Recreation representative. The desired alignment of this segment of the Gitchi-Gami State Trail

will be mainly on the MNDOT right of way, Cook County Road right of way, and a short section on easements across private property.

As part of this work plan LCMR, funding will be used to cover alignment, acquisition and development management on the LCMR funded Gitchi-Gami State Trail. In the past non-LCMR DNR operation and maintenance funds were used to manage alignment, acquisition and construction of LCMR state trail projects. In FY 2005, all operation and maintenance funds were dedicated by DNR management to trail operation and maintenance.

The specific request is to use \$33,200 of these LCMR funds to pay for half of a classified staff person's time for acquisition and development management on the Gitchi-Gami State Trail for FY 2006 and \$39,900 for FY 2007. Furthermore, these funds will be used to support the current project manager who has been working on the Gitchi-Gami State Trail since 2000. As a result the current classified staff is uniquely qualified to ensure LCMR funds are well spent. On-going operation and maintenance for this trail will be provided from on-going operation and maintenance funds.

Summary Budget Information for Result 1: LCMR Budget \$73,100 to \$59,158
Balance \$0

Completion Date: June 30, 2008.

Result Status as of November 14, 2005: The trail alignment committee has been working with the Cook Highway Department, the Minnesota Department of Transportation and local landowner on the trail alignment issues. The preliminary alignment has been adjusted as a result of input from these groups and has been completed. To date DNR Trails and Waterways has spent \$7,708 of time on the Gitchi-Gami State Trail.

Result Status as of April 26, 2006: The preliminary alignment has been completed, and a feasibility survey was conducted on this preliminary alignment. During this period \$9,360 of time for the Gitchi-Gami State Trail has been spent on acquisition and development management.

Result Status as of October 27, 2006: The feasibility survey has been conducted on this preliminary alignment. As a result of this feasibility survey the preliminary alignment has been adjusted. The trail alignment will now be on the inland side of TH 61 from Cook County Road 34 to the Lockport Store area. Landowners have agreed to the trail traveling on the power line corridor. Fieldwork for the Archeological survey has been conducted and paperwork for this Archeological survey has been started. During this period \$13,180 of time for the Gitchi-Gami State Trail has been spent on acquisition and development management.

Result Status as of April 30, 2007: The DNR Survey Crew has completed the survey needed to design this trail segment. This survey was completed in December of 2006. Staff person's time has been spent on acquisition and development management on the Gitchi-Gami State Trail. During this period \$20,597 of time for the Gitchi-Gami State Trail has been spent on acquisition and development management.

Result Status as of April 30, 2008: DNR Management Resources is currently working on the design of this trail segment. The archaeological survey has been

completed. The wetland delineation has been completed on this project. The amount of wetland impacts has not been finished at this time. The wetland permit and MNDOT Limited Use Permit will be completed this early summer. During this period \$8,313 of time for the Gitchi-Gami State Trail has been spent on acquisition and development management.

Result Status as of October 30, 2008: Trail Alignment has been completed and acquisition should be completed early this winter on this project. The wetland permit has been completed and should be finalized later this fall. The Limited Use Permit will be completed this later this fall when the trail plans are 100% completed. During this period \$0 of time for the Gitchi-Gami State Trail has been spent on acquisition and development management from this funding source. The development management is currently being funding through the general fund that DNR Trails and Waterways receive.

Result Status as of April 30, 2009: Trail acquisition should be complete in a couple of weeks on this project. The Limited Use Permit was completed this winter. During this period \$0 of time for the Gitchi-Gami State Trail has been spent on acquisition and development management from this funding source. The development management is currently being funding through the general fund that DNR Trails and Waterways receive. We would like to transfer the remaining \$13,942 in Trail Alignment, Acquisition and Development Coordination budget to the Design and Engineering budget.

Amendment to the Work Plan: as of October 30, 2009

We are requesting an amendment to the work plan to have funding moved within this work program from Result 1: Trail Alignment, Acquisition and Development Coordination to be used in Result 2: Design and Engineering. The Trail Alignment, Acquisition and Development Coordination are currently being funded from the general account and this LCCMR funding is no longer needed for this activities. The amount requested to be moved from result 1 to result 2 is \$13,942. Amendment to work plan approved November 10, 2010, \$13,942 moved to result 2.

Result 1 Final Report Summary:

Between October 30, 2009 and the submittal of this final report no additional 6 month interim status reports were completed or submitted as the result of several staff changes during this period.

Trail Alignment and acquisitions have been completed. Salary allotment for DNR Development Specialist during 2007-2008 was secured/ DNR Survey's completed/ five permanent easements were purchased consisting of 12.39 acres along the trail alignment/ wetlands have been delineated and permits secured. Remaining funds moved from Acquisition Development Coordination to Design and Engineering.

Result 2: Design and Engineering:

Description:

A Professional Engineering Firm will be hired to design and engineer approximately three miles of trail. The design and engineering services provide by this Professional Engineering Firm will include site surveys, developing plans, developing a project memorandum, developing specifications, reviewing plans, final plans, bid package preparation, bid assistance, contract observation, shop drawings,

construction documentation, construction reporting, and record drawings. Past engineering contracts for similar segments of the Gitchi-Gami State Trail have been approximately \$40,000 per mile for design and engineering services. DNR Management Resources will provide project management services to hire and administer an engineering firm to develop the trail. Management Resources costs are estimated at \$20,000.

The engineering costs for the Lutsen Phase 1 segment is estimated to be 16% of construction costs= \$180,000

Summary Budget Information for Result 2: LCMR Budget \$224,556
Balance \$0

Completion Date: June 30, 2008.

Result Status as of November 14, 2005: DNR Management Resources have completed the draft Request for Engineering Proposal. This RFP will be sent out in the next couple of weeks for Engineering Firms to bid on this Design and Engineering contract. To date DNR Management Resources has spent \$1,085 of time on this project.

Result Status as of April 26, 2006: DNR Management Resources is ready to send the Request for Engineering Proposal out for bid. DNR Management Resources wanted to complete a feasibility survey of the alignment before this we hire an engineering firm to design this segment. This feasibility survey will help the engineering firm complete the engineering design and plan with less change to the trail alignment. This feasibility survey should be completed in a couple of weeks, and then they will send the RFP out to engineering firms to bid on this design and engineering contract. During this period DNR Management Resources has spent \$5,145 of time on this project.

Result Status as of October 27, 2006: With the delay on starting the design engineering for this project, DNR Management resources has agreed to design and develop this project in-house. DNR is currently surveying this alignment and will start the engineering soon after. DNR Management Resources feels this will speed up the design process and also reduce the engineering costs. Fieldwork for the Archeological survey has been conducted this fall. The paperwork for this Archeological survey will be completed this winter. During this period \$7,250 has been spent on Design and Engineering for this project.

Result Status as of April 30, 2007: The DNR Survey Crew has completed the survey needed to design this trail segment. This survey was completed in December of 2006. DNR Management Resources have started working on the trail design and also working with MNDOT on the design and development of the Poplar River Trail Bridge, which MNDOT has agreed to design and help develop. The paperwork for this Archeological survey has been started and is in the process of being completed. Wetland delineation is planned of early summer. During this period \$18,095 has been spent on Design and Engineering for this project.

Result Status as of April 30, 2008: DNR Management Resources has completed about 50% of the final trail design on this segment. During this period \$7,345 has been spent on Design and Engineering for this project. The goal is to have this project out for construction bid in December 2008 with construction starting in the winter and completed by the end of the summer in 2009.

Result Status as of October 30, 2008: DNR Management Resources has currently completed about 90% of the trail design work on this project. During this period \$46,334 has been spent on Design and Engineering for this project. The goal is to have this project out for construction bid in February 2009 with construction starting in the spring and completed by the in October 2009. The Wetland Permit has been sent to the US Army Corps of Engineers for review, approval, and wetland credits have been purchased. This project required the purchase of 6.49 acres of wetland credits at a cost of \$6,960 per acre for a total cost for wetland credits of \$45,170

Result Status as of April 30, 2009: DNR Management Resources has currently completed about 95% of the trail design work on this project. During this period \$58,283 has been spent on Design and Engineering for this project. The goal is to have this project out for construction bid in early summer 2009 with construction starting mid-summer and the bulk of the construction finished by October 2009.

Amendment to the Work Plan: as of October 30, 2009

We are requesting an amendment to the work plan to have funding moved within this work program from Result 1: Trail Alignment, Acquisition and Development Coordination to be used in Result 2: Design and Engineering. The Trail Alignment, Acquisition and Development Coordination are currently being funded from the general account and this LCCMR funding is no longer needed for this activities. The amount requested to be moved from result 1 to result 2 is \$13,942. Amendment to work plan approved November 10, 2009, \$13,942 moved to result 2.

Result Status as of October 30, 2009: DNR Management Resources has currently completed about 98% of the trail design work on this project. During this period \$5,271 has been spent on Design and Engineering for this project. We are planning on completing the design of the trail section this early winter and putting this project out for construction bid this winter for the trail to be developed this spring and summer.

Result Status as of April 30, 2010: DNR Management Resources has completed the trail design; the project is at MNDOT for trail plan and project memorandum review. During this period \$12,700 has been spent on Design and Engineering for this project. The goal is to have this project out for construction bid in June with construction in July to October 2010.

Amendment to the Work Plan: as of November 30, 2010

We are requesting an amendment to the work plan to have funding moved within this work program from Result 3: Trail Construction to be use in Result 2: Design and Engineering. The amount requested to be moved from result 3 to result 2 is \$10,614. Future costs for design and engineering for this project will be funded from other Gitchi-Gami State Trail accounts; the balance of these funds will be used to match the federal funding to cover the costs of trail construction. Amendment to work plan approved.

Result Status as of November 30, 2010: Management Resources has completed the design work and the project memorandum. The project is currently has been reviewed by MNDOT and bid package is being prepared. After the bid package is completed the project will go out for construction bid. During this period DNR Management Resources has spent \$17,878 of time on this project.

Result Status as of November 30, 2011:

Engineering design is complete; Also relocation of power pole utilities by Great River Energy was accomplished to facilitate trail construction, however construction will not begin till summer of 2012. All permits for the project have been secured, and a bid opening is set for January 19th, 2012.

Result 2 Final Report Summary

Between November 30, 2011 and the submittal of this final report no additional 6 month interim status reports were completed or submitted as the result of several staff changes during this period.

Relocation of power pole utilities by Great River Energy was completed. Cultural and Archeological surveys have been completed. Management Resources completed the design work for the project and was sent out for bid. Project was awarded to Ulland Brothers Inc. on February 17th, with construction commencing in the spring of 2012.

Result 3: Trail Construction

Description: The Gitchi-Gami State Trail is a ten foot wide paved non-motorized trail. The construction of the trail will meet the American Association of State Highway and Transportation Officials (AASHTO) standards for bike trail facilities. The estimated construction cost of this trail segment is \$259,000 per mile without bridges. All bridges being developed in this project must be made of steel. The Lutsen phase 1 segment has been approved for \$400,000 of FY 2006 Transportation Enhances (TEA-21) funding. \$500,000 in (TEA-LU) funding to develop this trail project has also been applied for.

Development:

Lutsen Phase 1: (3 miles of trail development)	
(\$259,000 per mile without bridges x 2.99miles)=	\$ 776,900
(Poplar River Bridge 175' x \$2,000 per linear foot)=	\$ 350,000
Total estimated cost of construction	\$1,126,900
Subtract FY 2008 TEA-LU	-\$ 400,000
Subtract TEA-LU FY 2009	-\$ 500,000
LCMR portion of construction	\$ 226,900

Summary Budget Information for Result 3:LCMR Budget \$216,286
Balance \$157,964

Completion Date: June 30, 2008.

Result Status as of November 14, 2005: Construction on this project is planned for the summer of 2007.

Result Status as of April 26, 2006: Construction on this project is planned for the summer of 2007.

Result Status as of October 27, 2006: Construction on this project is planned for the fall of 2008. The federal grant award or TEA-LU funding will all been available on October 1, 2008, this is when this project can go out for construction bid.

Result Status as of April 30, 2007: MNDOT has agreed to help with designing and construction funding to develop a trail bridge across the Poplar River. MNDOT has agreed to provide \$300,000 for the development of a trail bridge across the Poplar River. The MNDOT Bridge Office will be designing and covering the costs for engineering this bridge structure. The MNDOT bridge engineers have reviewed the site and will be starting geotechnical work and design on this bridge this early summer.

Result Status as of April 30, 2008: Construction is planned to start in January or February 2009 with the clearing of trees from the right of way. The trail is planned to be completed by July 2009. We are planning on bidding this project at the same time as the MNDOT Trunk Highway 61 Onion River project. This should help us get a better construction bid price and MNDOT has also agreed to provide the construction inspection for this project. The MNDOT Trunk Highway 61 Onion River project also includes 3 miles of the Gitchi-Gami State Trail in the reconstruction of this section of Trunk Highway 61. The estimated costs of trail construction has increased, the updated estimated cost per mile is now \$375,000 per mile without bridges.

Result Status as of October 30, 2008: This project will be bid at the same time as the MNDOT Trunk Highway 61 Onion River project in February 2009. This should help us get a better construction bid. Trail construction should be starting in April or May 2009. The bridge across the Poplar River will be constructed during the summer of 2009 with the paving of the trail to be completed by October 2009.

Result Status as of April 30, 2009: MNDOT has opened bids for the Onion River Trunk Highway 61 project that includes the Poplar River Bridge, the cost of this bridge is \$358,322. MNDOT is funding \$300,000 toward the cost of this bridge project; DNR will provide \$58,322 to cover the rest of the cost for the construction of this bridge. The contractor is planning on starting construction on this bridge this early summer and completing in by fall. We are bidding the trail project separate from the Onion River Trunk Highway 61 road job because Management Resources still needs to complete the design of a large culvert. When Management Resources has complete the culvert design, then MNDOT will review the final trail plans. After MNDOT has approved the trail plans then this project is ready to go out for construction bid this summer.

Result Status as of October 30, 2009: MNDOT built the Poplar River Bridge this summer with the Onion River Trunk Highway 61 project. Management Resources is currently designing a small bridge structure on this trail segment. When Management Resources has completed the small bridge design, then MNDOT will review the final trail plans. After MNDOT has approved the trail plans then this project is ready to go out for construction bid this winter.

Result Status as of April 30, 2010: Management Resources has completed the design of the small bridge structure, the trail design and has sent the trail plan and project memorandum for review to MNDOT. After MNDOT has approved the trail plans then this project is ready to go out for construction bid in June, with construction planned for July to October 2010.

Amendment to the Work Plan: as of November 30, 2010

We are requesting an amendment to the work plan to have funding moved within this work program from Result 3: Trail Construction to be use in Result 2: Design and Engineering. The amount requested to be moved from result 3 to result 2 is \$10,614. Future costs for design and engineering for this project will be funded from

other Gitchi-Gami State Trail account, the balance of these funds will be used to match the federal funding to cover the costs of trail construction. Amendment to work plan approved (date approved?)

Result Status as of November 30, 2010: Management Resources have completed the design work and the project memorandum. The project has been reviewed by MNDOT and bid specifications are being prepared. After the bid specifications are completed the project will go out for construction bid. Construction can begin this winter with the clearing of the right of way for the trail. The trail construction will be from June to August 2011.

Between November 30, 2010 and the submittal of this final report no additional 6 month interim status reports were completed or submitted as the result of several staff changes during this period.

Result Status as of November 30, 2012:

Project is currently half way complete. Rock blasting and muck hauling have been the focus areas in 2012. Utilization of safety fence is being evaluated to facilitate a safe interaction between the bike trail and the adjacent grant in aid snowmobile trail.

Result 3 Final Report Summary:

The Gitchi-Gami State Trail is a ten foot wide paved non-motorized trail. The construction of the trail will meet the American Association of State Highway and Transportation Officials (AASHTO) standards for bike trail facilities.

Project was completed in full by the 9/30/2013 completion date. Construction effort during the 2013 construction season focused on a bridge over a seasonal drainage, erosion control, safety fence construction, and bituminous pavement. Several large volume summers rain events identified the need for several additional culverts on the project, and those structures were installed by a supplemental agreement with the contractor.

V. TOTAL LCMR PROJECT BUDGET:

All Results: Personnel: Trail Alignment, Acquisition and Development Coordination
\$73,100

All Results: Equipment: \$

All Results: Development: Develop 3 miles of trail \$226,900

All Results: Acquisition: \$

All Results: Other: Professional Engineering Services for 3 miles of trail \$200,000

TOTAL LCMR PROJECT BUDGET: \$

Explanation of Capital Expenditures Greater Than \$3,500:

VI. OTHER FUNDS & PARTNERS:

A. Project Partners: Gitchi-Gami Trail Association, Minnesota Department of Natural Resources Parks and Recreation (Mark Kovacovich) and the Minnesota Department of Transportation (Todd Campbell).

B. Other Funds being spent during the Project Period: Gooseberry Falls State Park Phase 2 (2005 Bonding) \$725,000, and (TEA-LU) \$700,000. Cascade River State Park Phase 1 segment, Transportation Enhancements (TEA-21) funding \$800,000, and (TEA-LU) \$900,000.

C. Required Match (if applicable):

D. Past Spending: Federal Transportation Enhancements (TEA-21): \$2,304,080, LCMR funds: \$2,300,000, Bonding funds: \$400,000, MNDOT Trunk Highway funds: \$1,365,000 and Lake County \$21,000

E. Time: The availability of the financing from this paragraph is extended to equal the period of any federal money received.

VII. DISSEMINATION:

Final Dissemination Summary

Trail Completed in 2013, overall we finished 1.57 miles of trail. Signs have been installed, over 2000 linear feet of steel mesh fence installed along the corridor assuring that the trail meets federal bike trail safety standards, trail segment has been added to trail map and website.

This overall project included developing a trail alignment, designing, engineering, and construction of a segment of the Gitchi-Gami State Trail. Developed mainly for bicyclists, in-line skaters and pedestrians. However, much of the trail is currently being shared with a Grant in Aid Snowmobile Trail during the snowmobiling season.

VIII. REPORTING REQUIREMENTS: October 28, 2005, April 30, 2006, October 30, 2006, April 30, 2007, October 30, 2007, April 30, 2008, October, 2008, April 30, 2009, October 30, 2009, and April 30, 2010. **A final work program report and associated products will be submitted by June 30, 2010, October 30, 2010. April 30, 2011.**

IX. RESEARCH PROJECTS:

Attachment A: Budget Detail for 2005 Projects - Summary and a Budget page for each partner

Proposal Title: Gitchi-Gami State Trail 6f R6

2-17-2015

Project Manager Name: Mark Rudningen Acting/ Kevin Johnson Incumbant

LCCMR Requested Dollars: \$500,000

2005 LCCMR Proposal Budget	<u>Result 1 Budget</u>	Amount Spent	Balance	<u>Result 2 Budget revised as of 12/2/2010</u>	Amount Spent	Balance	<u>Result 3 Budget revised as of 12/2/2010</u>	Amount Spent	Balance	TOTAL FOR BUDGET ITEM	BALANCE REMAINING
	Alignment Acquisition Development			Design & Engineering			Trail Construction				
BUDGET ITEM											
PERSONNEL: Staff Expenses, wages, salaries Trail Alignment, Acquisition and Development Coordination	\$59,158	\$59,158	\$0							\$59,158	\$0
Contracts										\$0	\$0
Professional/technical: DNR Management Resources				\$224,556	\$224,556	\$0				\$224,556	\$0
Other contracts										\$0	\$0
Construction Trail Construction							\$216,286	\$209,574	\$6,712	\$216,286	\$6,712
COLUMN TOTAL	\$59,158	\$59,158	\$0	\$224,556	\$224,556	\$0	\$216,286	\$209,574	\$6,712	\$500,000	\$6,712

* 12/2/2010 - Amendment Request to move \$10,614 from Result 3 to Result 2 - see work program for more details

* 2/23/2015 - As requested, balance remaining \$6,712.00 will be returned to the LCMR Trust Account

[illegible]

— Eufsen Segment
 Parcels Parcels















