

Approved 7/24/96

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Date of Report: July 24, 1996

Date of Work Program Approval: July 16, 1996

Date of Next Status Report: December 31, 1996

Project Completion Date: December 1996-December 1998

LCMR Work Program for 1996 Bonding Bill

I. PROJECT TITLE: Mesabi Trail System

Project Manager: Robert Manzoline, Executive Director

Affiliation: St. Louis and Lake Counties Regional Railroad Authority

Mailing Address: Northland Office Center, 307 First St. So.
Room 113, Virginia, MN 55792

Telephone Number: (218)-749-0697 Fax: (218)-749-7123

A. ML 93 Chap. 172, Sec. 14. Subd. 10(r)

\$700,000

Total biennial LCMR appropriation: \$700,000

Balance: \$0

Local Match requirement: \$350,000

Balance: \$0

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

Appropriation Language as drafted 7/27/92: This appropriation is from the future resources fund to the commissioner of trade and economic development for a contract with the St. Louis and Lake County Regional Rail Authority to plan and begin acquiring and developing a 132 mile multi-purpose trail linking the Mesabi Iron Range between Grand Rapids and Ely. This appropriation must be matched by \$350,000 cash from IRRRB or non-state funds.

Sources of Matching Funds:

1994 Target Corporation	\$20,000	
1994 IRRRB	\$56,000	
1994 Regents University of Minnesota	\$ 7,500	
<u>1994 St. Louis and Lake County RRA</u>	<u>\$51,000</u>	
1995 St. Louis and Lake County RRA	\$66,000	
1995 Mesabi Daily News	\$ 5,000	
1995 St. Louis County Block Grant	\$80,000	
1995 Blandin Foundation	\$100,000	
Private Donations and Other	<u>\$16,000</u>	
Total		\$394,000

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

Total biennial LCMR appropriation:	\$150,000
LCMR funds required for one-half nonfederal match:	\$121,500
ISTEA match required:	\$1,200,000
ISTEA amount committed through year 1999:	\$972,000
Local share committed through year 1999:	\$121,500

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

This project must be completed and final products delivered by December 31, 1997 and the appropriation is available until that date.

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

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

C. 1996 Appropriation Language for Bonding Bill

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

Total Bonding Bill appropriation: \$500,000

Balance: \$500,000

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

June 1996 Work Program Request

Total appropriation: \$500,000

Amount requested: \$500,000

Appropriation spent to date: \$0

Status of Match Requirement: **\$500,000**

Match required: \$500,000

Amount committed to date: \$500,000

Match spent to date: \$0

Sources of Matching Funds is the St. Louis and Lake Counties Reg. Rail Auth.

II. PROJECT SUMMARY AND RESULTS: This project will result in the construction of seven trail segments totaling 29.5 miles in length. In addition, 3.0 miles of trail will be rehabilitated to current bicycle trail standards. The State of MN, Department of Highway Bicycle Design Standards will be used for new and reconstructed trail design. This trail is being developed for multiple user groups in most areas and include snowmobiling, bicycling, roller blading, walking, skiing and in limited areas A.T.V., horseback, dogsled and other users. The Mesabi Trail makes connections to the Taconite Trail, local trails and many State Parks and facilities as shown on the General Location map.

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

<u>Segment Description</u>	<u>Year of Construction</u>	<u>Status</u>	<u>Length</u>	<u>Major Funding Source</u>
Grand Rapids to Coleraine (Phase 1, Itasca Trail)	1994	Complete	4 miles	Local /MNDTED
Nashwauk to O'Brien Res.	1995	Complete	2 miles	LCMR/Local
Mt Iron to Parkville	1995	Complete	2 miles	LCMR / Local
Embarrass Lk to Giants Rdg. Rd..	1995	Complete	2 miles	LCMR
Tower to Soudan	1995	Complete	1 mile	Local
Ely to Intl.. Wolf Center	1995	Complete	1 mile	LCMR / Local
Grand Rapids to Coleraine (Phase 2, Mesabi Trail)	1996	Bidding	4 miles	Local
Biwabik to Embarrass Lk (Result 7)	1996	Bidding	2 miles	Federal ISTE / LCMR / Local
City of Ely (Result 6)	1996	Development	2 miles	Federal ISTE/ LCMR /Local
Coleraine to Bovey to Taconite (Result 1)	1996-1997	Development	5 miles	1996 State Bond/ Local
O'Brien to Keewatin (Result 2)	1996-1997	Development	3 miles	1996 State Bond/ Local
Hibbing to Chisholm (Result 3)	1996-1997	Development	7 miles	1996 State Bond/ Local
Mt. Iron to Virginia (Result 4)	1997	Development	2 miles	1996 State Bond/ Local
Buhl to Mt. Iron (Result 5)	1998	Planning	8 miles	Federal ISTE / LCMR /Local
Gilbert to Eveleth/Fayal (Result 8)	1999	Planning	4 miles	Federal ISTE / LCMR/Local
Total Miles			49 miles	

IV. **OUTLINE OF PROJECT RESULTS:** Results 1 through 5 were previously approved on June 8, 1995 and July 16, 1996. Approval is being requested for the following results 6, 7 and 8.

1996 Bonding Approved July 16, 1996

RESULT #1 Develop a 5 mile long, 10 foot wide bituminous surfaced trail segment between the cities of Coleraine to Bovey to Taconite.

<u>Task Description</u>	<u>1996 Work</u>		<u>Local Match</u>	<u>Balance</u>	<u>Total Cost</u>
	<u>Program Request</u>	<u>Balance</u>			
Trail Const.	\$150,000	150,000	150,000	150,000	300,000
Land, Eng.&Adm.	<u>\$ 22,500</u>	<u>22,500</u>	<u>22,500</u>	<u>22,500</u>	<u>45,000</u>
Totals	\$172,500		172,500		345,000

1996 Bonding Approved July 16, 1996

RESULT#2 Rebuild and develop a 3 mile long, 10 foot wide bituminous surfaced trail segment from the O'Brien Reservoir to the city of Keewatin.

<u>Task Description</u>	<u>1996 Work</u>		<u>Local Match</u>	<u>Balance</u>	<u>Total Cost</u>
	<u>Program Request</u>	<u>Balance</u>			
Overlay/Widen Trail	\$ 25,000	25,000	25,000	25,000	50,000
Land, Eng.&Adm.	<u>\$ 4,000</u>	<u>4,000</u>	<u>4,000</u>	<u>4,000</u>	<u>8,000</u>
Totals	\$ 29,000		29,000		58,000

1996 Bonding Approved July 16, 1996

RESULT#3 Develop a 7 mile long, 10 foot wide bituminous surfaced trail segment between the cities of Hibbing and Chisholm.

<u>Task Description</u>	<u>1996 Work</u>		<u>Local Match</u>	<u>Balance</u>	<u>Total Cost</u>
	<u>Program Request</u>	<u>Balance</u>			
Trail Const.	\$210,000	210,000	210,000	210,000	420,000
Land, Eng.&Adm.	<u>\$ 32,000</u>	<u>32,000</u>	<u>32,000</u>	<u>32,000</u>	<u>64,000</u>
Totals	\$242,000		242,000		484,000

1996 Bonding Approved July 16, 1996

RESULT#4 Develop a 1.5 mile long, 10 foot wide bituminous surface trail to extend the Mt. Iron trail segment into and Virginia using the remainder of the bonding appropriation.

<u>Task Description</u>	<u>1996 Work</u>		<u>Local Match</u>	<u>Balance</u>	<u>Total Cost</u>
	<u>Program Request</u>	<u>Balance</u>			
Trail Const.	\$48,000	48,000	48,000	48,000	96,000
Land, Eng. & Adm.	\$ 8,500	8,500	\$8,500	8,500	17,000
Totals	\$56,500		56,500		113,000

1995 LCMR Approved June 8, 1995

RESULT # 5 Develop a 8 mile long, 10 foot wide bituminous surfaced trail between Buhl and the Mt. Iron West Two Rivers Recreation Area. This result was approved in work program dated June 8, 1995.

<u>Task Description</u>	<u>1996</u> <u>Program Request</u>	<u>ISTEA</u>	<u>Local Share</u>	<u>Total</u>
<u>Cost</u>				
Trail Construction	\$30,000	\$300,000	\$37,500	\$367,500
Land, Eng. & Adm.	0	0	0	0
Totals	\$30,000 \$ 37,500	\$300,000	\$37,500	\$367,500 \$ 375,000

Approval request for the following items: JULY 24, 1996

1995 LCMR

RESULT#6 Develop a 2 mile long, 10 foot wide bituminous surface trail through the City of Ely.

<u>Task Description</u>	<u>1996</u> <u>Program Request</u>	<u>ISTEA</u>	<u>Local Share</u>	<u>Total</u>
<u>Cost</u>				
Trail Construction	\$8,000	\$128,000	\$24,000	\$160,000
Land, Eng. & Adm.	\$16,000	\$64,000	\$16,000	\$96,000
Totals	\$24,000	\$192,000	\$40,000	\$256,000

1995 LCMR

RESULT#7 Develop a 2 mile long 10 foot wide bituminous surfaced segment between Biwabik and Embarrass Lake.

<u>Task Description</u>	<u>1996</u> <u>Program Request</u>	<u>ISTEA</u>	<u>Local Share</u>	<u>Total</u>
<u>Cost</u>				
Trail Construction	\$10,000	\$208,000	\$42,000	\$260,000
Land, Eng. & Adm.	\$16,000	0	0	\$16,000
Totals	\$26,000	\$208,000	\$42,000	\$276,000

1995 LCMR

RESULT#8 ~~Planning to~~ develop a 4 mile long, 10 foot wide bituminous surfaced trail segment between Gilbert and Eveleth.

<u>Task Description</u>	<u>1996 Program Request</u>	<u>ISTEA</u>	<u>Local Share</u>	<u>Total</u>
<u>Cost</u>				
Trail Construction	\$34,000	\$272,000	\$34,000	\$340,000
Land, Eng. & Adm.	0	0	0	0
Totals	\$34,000	\$272,000	\$34,000	\$340,000

TOTAL REQUEST \$ 84,000

V. CONTEXT:

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

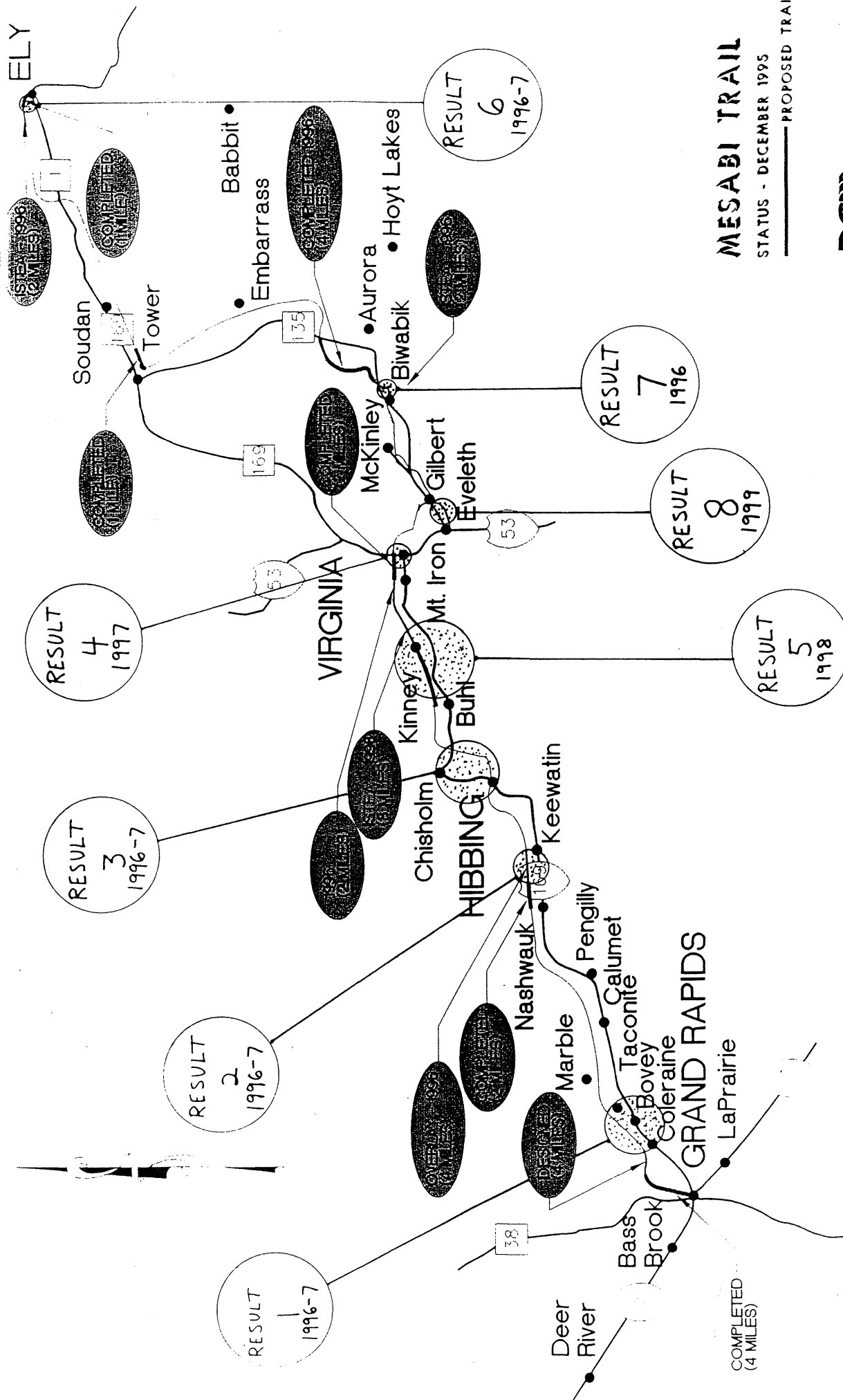
B. Time: Anticipate this project to begin construction in late summer 1996 and be completed by the end of the 1997 construction season.

C. Budget Context: See I., A.

Budget:	\$1,000,000
Personnel:	N/A
Equipment:	N/A
Rehabilitation:	N/A
Acquisition:)	
&)	\$1,000,000
Development:)	
Other:	N/A
Total:	\$1,000,000

VI. COOPERATION: This project is being constructed in cooperation with most of the 22 cities indicated on the general location map. Formal cooperative agreements have been signed with the Cities of Ely, Biwabik, Mt. Iron, Nashwauk and Itasca County. Resolutions of support have been received from most Cities and many Townships along the trail corridor.

VII. LOCATION: The Ecological classification is generally forested.



MESABI TRAIL

STATUS - DECEMBER 1995

PROPOSED TRAIL



HELPING N.E. MINNESOTA REALIZE ITS FUTURE

LCMR Work Program 1993

I. Project Title: Mesabi Trail Acquisition, Planning and Development

Program Manager: Bob Manzoline
Agency Affiliation: St. Louis and Lake Counties
Regional Rail Authority
Address: St. Louis County Courthouse
Virginia, MN 55792
Phone: (218) 749-0697

- A. Legal Citation: M.L. 93 Chpt. 172, Sect. 14, Subd. 10(r)
ML95; Chapter 220, Section 19, Subdivision 19: Extends project
to December 31, 1995

Total Biennial LCMR Budget: \$700,000 \$689,955.90
Balance: \$700,000 \$ 10,044.10

Appropriation Language as drafted 7/27/92: This appropriation is from the future resources fund to the commissioner of trade and economic development for a contract with the St. Louis and Lake County Regional Rail Authority to plan and begin acquiring and developing a 132 mile multi-purpose trail linking the Mesabi Iron Range between Grand Rapids and Ely. This appropriation must be matched by \$350,000 cash from IRRRB or non-state funds.

B. LMIC Compatible Data Language: Does Not Apply.

C. Status of Match Requirement:
Match Required: \$350,000
~~Funds Raised to Date: \$380,000 \$430,000~~

The original match requirement of \$350,000 has been increased to \$530,000 549,311.35 \$382,465.91.

II. Narrative: The purpose of the Mesabi Trail Project is to provide the necessary funding for acquisition, planning, and initial development of a 132 mile multi-purpose trail linking over 20 Mesabi Iron Range communities between Grand Rapids and Ely.

III. Statement of Objectives:

- Plan Trail Route; Coordinate Organization and Facilitate Public Information and Education of Public
- Develop Nashwauk Segment of Mesabi Trail
- Acquire ROW
- Design and Conduct Engineering of Alignment

E. Begin Final Development of Phase I of Trail

F. Status of Objectives:

The Following budget status of objectives reflects the final budget for this project and request the budget be amended to reflect these changes.

Objectives	Original Budget	Revised Budget by Agency	IRRRB	LCMR	Blandin	CDBG	Itasca Ct	RRA	Revised Budget
A3; Planning	\$100,000	51,506.95	-0-	-0-	-0-	-0-	92,667.64	144,174.59	
B3; Nashwauk Tr. Development	\$150,000	-0-	65,696.03	100,000	-0-	-0-	-0-	165,696.03	
C3; Acquire ROW	\$635,000	-0-	91,837.86	-0-	-0-	-0-	-0-	91,837.86	
D3; Engineering	\$100,000	-0-	191,832.51	-0-	-0-	-0-	-0-	191,832.51	
E3; Trail Development	\$165,000	130.00	340,589.66	-0-	80,000	-0-	58,161.32	478,880.98	
TOTALS	\$1,150,000	51,636.95	689,955.90	100,000	80,000	-0-	150,828.96	1,072,421.97	

IV. Objectives:

A1. Narrative: With the employment of an experienced trail developer and project manager, the planning of the trail route, coordinating of the Trail Development Committee (TDC) and facilitating of public information and community education of this project will be achieved.

The project manager will oversee all aspects of the trail development reporting directly to the Chairperson of the St. Louis and Lake Counties Regional Rail Authority. The duties will include but will not be limited to:

Preparing all necessary reports, schedules, budgets, grant and contract agreements. Planning, scheduling and carrying out organizational and informational meetings with all stakeholders to the Trail project, including appropriate state, federal and local government agencies, local elected officials from the affected counties and communities, members of the former Mesabi Range Trail Committee and other key stakeholders from potential trail user groups, industry, business, landowners and other interested citizens. The task will include scheduling and attending individual and/or group meetings with the above parties, including any necessary public meetings. Developing a recommended trail alignment which will divide sections into priority segments for acquisition and development. Physically assess the recommended trail alignment and inventory all opportunities and constraints. Through the facilitation of members of the Trail Development Committee (TDC) determine a theme and design upon which the trail is based.

Researching future alternative uses for the trail ROW for example,

Initiating the trail route and theme to local communities and user groups through the preparation and presentation of informational materials identifying the trail's historical, ecological, social and economic benefits. Market the trail through a consistent and concentrated media campaign, community involvement and education.

Hold at least monthly meetings with members of the Trail Development Committee and meet with additional representatives from local government and user groups as necessary.

Assimilate as much data as possible to address the specific issues surrounding the trail project.

a.	Amount budgeted:	\$100,000	\$87,000	\$144,174.59
	LCMR Funds :	\$ 0	\$ 0	\$ -0-
	LCMR Balance :	\$ 0	\$ 0	\$ -0-
	Local Match :	\$100,000	\$87,000	\$144,174.59
	Match Balance :	\$ 47,000	\$ 0	\$ -0-
b.	Total :	\$ 47,000	\$87,000	\$144,174.59

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development have been set.

Informational sessions have been held with interested citizens in several of the effected communities. These include local officials, representatives of user groups, and other potential stakeholders. A plan for public involvement has been presented to the RRA. Regular monthly and bi-monthly meetings have been held with the former Mesabi Range Trail Committee and the Itasca Trails Task Force.

A grass roots organization of over 500 members called the "Friends of the Mesabi Trail" has been formed. Of that membership, an advisory committee has been chosen and recognized by the Regional Rail Authority. This advisory committee will provide community participation in trail routing, trail uses, facilities and amenities, future operations, promotion and interpretation. The structure of this grass roots organization is still evolving.

The Missabe Group, Inc. was hired to do promotion for the trail. They organized a kick-off event called "Party in the Park" which was held on July 23, 1994. Over 5,000 people attended the event which included many trail related activities such as races, safety workshops and many other park activities. A concert concluded the days' events. The media covered the event "live" on TV and radio. Extensive newspaper coverage was also provided for the event with a supplemental edition of the area paper. The event was entirely self-supporting through sponsorships from many statewide organizations.

(3/95) Office has been located at 307 1st St. S., Virginia, MN. Trail alignment along the entire 132 mile corridor has been broken down into five (5) parts and further subdivided into trail segments. The five trail parts and segments will be discussed in further detail as follows:

Part I. - West Range

This part extends from Grand Rapids to Keewatin approximately 24 miles in length. A West Range Committee made up of local residents, City, County and State officials has been formed to identify trail alignment and planning.

A trail segment from Grand Rapids to approximately four (4) miles west was constructed in 1994.

Part 1 has been subdivided into four (4) trail segments being: A) Existing Grand Rapids trail to Bovey; B) Bovey to Marble; C) Marble to Nashwauk; D) Nashwauk to Keewatin. Trail segment D will be completed in July, 1995.

Trail segment B's alignment has been identified.

Trail segment A is planned for development in 1995. Acquirement of trail easements and right-of-way has been ongoing since January 1995.

Engineering is planned to proceed April, 1995 with construction July through August 1995.

This segment will be constructed in Spring, 1996.

Part II. - Hibbing Chisholm

This part extends from Keewatin to Kinney approximately 22 miles in length. A Hibbing-Chisholm Committee has been formed made up of local residents and City of Hibbing officials. This part has been subdivided into three (3) trail segments being: E) Keewatin to Hibbing; F) Hibbing to Chisholm; G) Chisholm to Kinney. Trail alignments have been identified in segments F and G.

Development of segment F is being planned for development in 1995. Right-of-way acquirement is now in process with land appraisals due March 27, 1995 and a purchase offer made to landowners scheduled April 5, 1995. Construction of this segment is planned for summer 1995.

This segment was not constructed.

Segment G is also being approved and anticipate purchasing right-of-way April, 1995. We do not expect other development of this section.

The right-of-way has been purchased from Burlington Northern Railway.

Part III. - Quad Cities

This part extends from Kinney to Gilbert approximately 15 miles in length. A Quad-cities Committee has been formed made up of local residents, merchants and city officials.

This part has thus fare been subdivided into four (4) segments being: H) Kinney to West Two Rivers; I) West Two Rivers to Mt. Iron; J) Mt. Iron to Virginia; K) Virginia to Gilbert.

Trail alignments have been identified in each of these segments. Right-of-way acquisition in segments H, I and J is now in progress with appraisals being performed and an offer for purchase expected in April, 1995.

Segment I will be constructed in 1995 in cooperation with the City of Mt. Iron's I.S.T.E.A. grant funds.

This segment was not constructed.

Segment J is also planned for construction in 1995.

This segment has been constructed.

Part - East Range

This part extends from Gilbert to Tower approximately 38 miles in length. An East Range Committee has been formed made up of local residents, merchants and city officials. This part has been subdivided into four (4) trail segments being: L) Gilbert to Biwabik; M) Biwabik to Giant's Ridge; N) Giant's Ridge to Embarrass; O) Embarrass to Tower.

Trail alignments have been identified in each segments except L. Right-of-way easements and trail license agreements are in process for segment M. Segment M construction is planned for 1995.

Segment M is constructed.

Part V. - Vermilion Range

This part extends from Tower to Ely approximately 24 miles in length. A Vermilion Range Subcommittee has been formed made up of local residents and city and township officials.

This part has been subdivided into three (3) segments being: P) Tower area; Q) Ely to Tower; R) Ely area. Trail alignments have been identified in each segment.

Land acquisition is currently progressing in segments P and Q. Development and construction plans for parts of segment Q are in place. Segment Q will be constructed in cooperation with the City of Ely's I.S.T.E.A. grant project.

Segment Q. is constructed.

(9/6/95) Objectives for trail planning have been reached or exceeded. Planning will continue through the Regional Railroad Authority, however for the purposes of this grant will terminate at \$87,000.

(1/1/96) Additional Regional Rail Authority resources have been dedicated to planning since the last amendment and request the budget be changed to reflect the increase.

A6. Benefits: The assignment of duties to an experienced trail developer and project manager will ensure the overall success of this project. The expertise that the individual will bring to this position will guarantee that the foundation will be laid to promote involvement of the public and local governmental entities and stakeholders. This will result in a comprehensive development and acquisition plan for the trail besides building local ownership, promoting teamwork, and educating residents about the economic benefits and enhanced quality of life.

B. Development of Nashwauk segment of Mesabi Trail

B1. Narrative: A 2.2 mile route from the City of Nashwauk to the O'Brien Lake Reservoir Recreation Area and the City of Keewatin will provide a non-highway means of transportation and will be the targeted "showcase segment" of the Mesabi Trail. The 8 foot wide segment will be completely developed including landscaping, asphalt paving and identifying signage.

B2. Procedures: The development of this segment (Phase II) of trail within the City of Nashwauk will connect a previously constructed segment (Phase I) of trail (scheduled completion 7/93). The unit costs used in the estimation of this segment of the project are from projects similar in nature and/or projects within a 100 mile radius of the Nashwauk area. Unit costs from Phase I of the trail were also used in the development of the Phase II cost estimate.

The construction techniques and cost estimates for this segment of the trail include:

1. Clearing and grubbing - the removal of trees, stumps, bushes, etc. is needed to provide a clearing for the route of the trail. The estimated unit cost is \$1,000 per acre, which is consistent with clearing and grubbing operations in the area.

2. Bituminous - the finished surface of the trail will be bituminous. The estimated cost is \$50 per ton, which is higher than a normal paving project, primarily due to the mobilization of equipment through the wooded portions of the trail route. Typical cost for highway paving in the area is \$40 per ton.

3. Aggregate base - the support material for the bituminous material is an aggregate base. The estimated unit cost is \$8 per ton, slightly higher than typical aggregate bases costs of \$6-\$7 per ton.

4. Excavation - the removal of materials and the grading of the subgrade is performed to insure a smooth and maneuverable trail. The estimated unit cost is \$5 per cubic yard, which is consistent with excavation operation in the area.

5. Ditch Excavation - the removal of materials and grading is performed to insure proper to the drainage to the project. This is an important part of the project to insure the life of the trail. The estimated unit cost is \$5 per cubic yard, which is consistent with ditch excavation operations in the area.

6. Drainage structures - pipe culverts are used to insure the proper drainage. The final design will include various sizes and lengths. For estimating, a unit cost of \$40 per linear foot of culvert is used.

7. Restoration - the seeding and turf establishment of the project will restore the project back to near the original conditions. The estimated unit cost is \$1,000 per acre which is consistent with turf establishment operations in the area.

8. Signs and amenities - various signs, benches and other amenities will be placed along the trail route. It is estimated that approximately \$3,000 will be spent throughout the project.

The total preliminary estimated project cost of the Nashwauk to O'Brien Reservoir Trail, Phase II is \$150,250. The estimated construction cost per mile is \$60,625.

For identifying the project design, construction elements and the estimated costs of the project, Phase II of the trail is divided into five sections as follows:

Section 1

Section 1 involves constructing the trail by beginning at ending point of Phase I, then widening the Fourth Street Alley to C.S.A.H. 86 with an eight foot shoulder to accommodate bike/pedestrian traffic. The bituminous surface would be designed to insure the strength of the surface for any vehicle traffic. Section 1 is 0.11 miles long and the total estimated cost is \$10,100. The estimated construction cost per mile of this section is approximately \$73,400. The Fourth Street Alley has been widened to 8 feet and the entire 24 foot wide alley surface has been overlaid with approximately 1 inch of bituminous material.

Section 2

Section 2 involves constructing the trail adjacent to C.S.H.A. 86 along the existing north shoulder of the roadway. A ditch will be constructed to provide adequate drainage and an existing 48" CMP culvert will be extended. A 3" bituminous surface with an 8" aggregate base is the planned structural design and a permit with approvals will need to be obtained from the Itasca County Highway Department. Section 2 is 0.18 miles and the total estimated cost is \$17,500. The estimated construction cost per mile of this section is approximately \$75,600.

Section 3

Section 3 involves constructing the trail on top of the abandoned T.H. 169. The old highway was abandoned in approximately 1977 and though the highway is deteriorating it still has a bituminous surface. This section of trail will be constructed with a 2" bituminous surface with no major drainage work necessary. Section 3 is 0.85 miles and the total estimated cost is \$30,600. The estimated construction cost per mile of

this section is approximately \$28,800.

Section 4

Section 4 involves constructing the trail at a new location, that is, through a wooded area. Construction will involve clearing and grubbing a path approximately 20 feet wide, grading and ditch excavation, and constructing the bituminous trail. Part of Section 4 will involve obtaining a permit with approvals, from the Minnesota Department of Transportation. Section 4 is 0.64 miles long and the total estimated cost is \$76,000. The estimated construction cost per mile of this section is approximately \$95,600.

(7/1/95) Following construction, motorized vehicles have been leaving Highway 169 and traveling onto the new trail. Following discussion with MNDOT, it has been decided to erect a three wire barricade.

Section 5

Section 5 involves constructing that trail along an abandoned railroad grade to O'Brien Reservoir Recreation Area. Rails and cross ties do not exist. Construction will involve minor grading and then construction the bituminous trail. Section 5 is 0.22 miles and the total estimated cost is \$17,400. The estimated construction cost per mile of this section is \$63,300.

ITEM	UNITS	UNIT COST	QUANTITY	TOTAL PRICE
Clearing and Grubbing	Acre	\$1,000	2	\$2,000
Bituminous	Ton	\$50	1,810	\$90,500
Aggregate Base	Ton	\$8	3,250	\$26,000
Excavation	CY	\$5	2,050	\$10,250
Ditch Excavation	CY	\$5	2,900	\$14,500
Restoration	Acre	\$1,000	4	\$4,000
Signs and Amenities	LS	\$3,000	1	\$3,000
Estimated Construction Costs				\$150,250

B3. Budget

a.	Amount Budgeted :	\$150,000	\$150,000	
	LCMR Funds :	\$150,000	\$ 50,000	\$ 65,696.03
	LCMR Balance :	\$ 50,000	\$ 0	\$ -0-
	Local Match :	\$ 0	\$100,000	\$100,000
	Match Balance :	\$ 7,497.34	\$ 0	\$ -0-
b.	Total :	\$ 57,497.34	\$150,000	\$165,696.03

B4. Line: (See Status)

7/93 1/94 6/94 1/95 6/95

Clear and grub.

xx

Excavate and perform ditch excavation.

xxx

Install drainage structure.

xxx

Grade and apply aggregate base.

xxxx

Apply bituminous surface.

xxx

Perform land restoration.

xxxxxxxxxx

Install signs and amenities.

xxxxxxxxxx

B5. Status: The contract has been awarded and construction on this section of trail has begun and is near final completion.

(3/95) The Nashwauk Trail segment D began construction in 1994 and is on schedule for completion June 15, 1995. This project has followed the work plan B2, Procedures excepting item 8., signs and amenities. Trail signage was initially bid as part of the construction project. However, a bid amount of \$9,800.00 was significantly over the budget amount of \$3,000.00 and eliminated from the project.

This segment is nearing completion. The most significant item yet to complete is the bituminous trail surfacing at an approximate cost of \$45,000.

Please find enclosed update of project costs as of November 30, 1995.

(7/1/95) The trail regulatory signage has been included in the project. Also, one directional sign will be installed. This

tra segment is 95% complete.

(9/6/95) The Nashwauk Trail Segment was completed in July, 1995. A Grand Opening was held in September, 1995. This Segment was funded in part by a grant from the Blandin Foundation in the amount of \$100,000 and from the LCMR in the amount of \$50,000. We are, therefore, requesting the remaining LCMR funds budgeted for Objective B be used elsewhere within this project.

(1/1/96) This project is now final. Engineering cost for this trail segment are included in this budget item.

B6. Benefits: Community leaders, elected officials and Range-wide trail users will all have the opportunity to personally experience the first completed segment of the trail and return to their community with great enthusiasm and support for this project. It is expected that final development will then become a priority for their community.

C. Acquire ROW

C1. Narrative: Acquiring the ROW through securing title and necessary easements will be a unique challenge because of the many and varied owners and users of portions of the trail route. A preliminary land inventory along the entire route indicates that 70 percent of the ROW is in private ownership and 30 percent is in public ownership. Approximately one mile is Federal Forest land and the remaining public property is either state or county tax forfeited land.

Based upon an estimate of at least \$300 an acre for fee and private land interests, the purchase costs of the 1770 acres of private land along the route would total at the very least \$531,000. Although the cost will vary between parcels, it is expected that the rate may be slightly above a standard rate based upon the purchase of smaller parcels of property. It is estimated that ROW will be at least 100 feet in all areas.

At least 88 miles of ROW will need to be purchased or granted an easement. However, until the status of one proposed Rail Abandonment is finalized, the total number of miles which will be obtained is unknown. Limited use easements will be obtained or purchased wherever possible, but it is not expected that obtaining easements will lower the overall acquisition cost. Research suggests that the cost of securing an easement with private fee owners, mining companies and other private organizations typically parallel land fee title costs.

C2. Procedures: The acquisition of private land or easements will be done in segments. The entire route will be broken down into approximately eight 15-20 mile segments which will then be prioritized by the RRA, based upon the recommendations of the

Trail Advisory Committee.

Utilizing knowledgeable professionals including attorneys, appraisers, DNR specialists, and MN DOT personnel, contracts and real estate transactions will be conducted. Title searches to identify land or fee owners and appraisals will be issued for each segment. Based upon the estimates of real estate specialists, it can be expected that up to 30 percent of acquisition funds will be expended on professional fees.

C3. Budget:

a.	Amount budgeted:	\$635,000	\$80,000	\$91,837.86
	LCMR Funds	: \$511,000	\$80,000	\$91,837.86
	LCMR Balance	: \$511,000	\$-0-	\$-0-
	Local Match	: \$124,000	\$-0-	\$-0-
	Match Balance	: \$124,000	\$-0-	\$-0-
b.	Total	: \$635,000	\$80,000	\$91,837.86

C4. Timeline:

7/93	1/94	6/94	1/95	6/95
------	------	------	------	------

In a orderly sequence beginning with Segment 1 and progressing through Segment 8:

Obtain legal descriptions of properties adjacent to the trail route.

xxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxx

Inventory land ownership and property value.

xxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxx

Perform title searches.

xxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxx

Perform appraisals.

xxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxx

Negotiate with land and fee owners.

xxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxx

Obtain easements wherever possible.

xxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxx

Acquire and secure titles.

xxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxx

C5. Status: Legal descriptions of properties adjacent to priority segments have been obtained. A preliminary inventory of land ownership has been made.

Discussions have commenced with corporate and private landowners. Mining companies, who own the majority of the land along the preferred route of the trail, have asked to delay finalization of negotiations pending the outcome of legislation amending Capt. 87 of State Statutes.

(1/1/96) Mining Companies have agreed to trail license agreements.

Leases, easements and cooperative agreements are in the process of preparation with local, county, state and federal governmental landowners. Negotiations with DM&IR concerning rail abandonment and other issues are on-going.

(3/95) Right-of-way easement and track lease acquisition is developing throughout the trail corridor. For ease of reference, each trail part and segment will be identified and status reported as follows:

Part I West Range:

Segment A - Grand Rapids to Bovey includes four major landowners.

1. State of Minnesota status: easements/licenses requested 3/7/95
2. USX Corporation status: easements/purchase requested 2/20/95
3. Itasca County status: initial contract
4. Private landowner status: initial contact and easement requested 3/16/95
These easements/licenses have not been acquired.
5. Great Northern Ore Properties

Segment B - Bovey to Marble - No progress to report
Segment C - Marble to Nashwauk - No progress to report
Segment D - Nashwauk to Keewatin - Easements secured; trail construction nearing completion. Segment D is complete.

Part II. Hibbing-Chisholm

Segment E - Keewatin to Hibbing - No progress to report

- Segment F - Hibbing to Chisholm involves three landowners.
1. City of Hibbing status: initial contact and verbal approval for easement
 2. USX Corporation status: easement/purchase request 2/20/95
 3. Burlington Northern Railroad status: initial contact

and discussion of same. Property appraisal in progress; report due 3/27/95
This parcel has been purchased.

- Segment G - Chisholm to Kinney involves two landowners
1. USX Corporation status: easement/purchase request 2/20/95
 2. Burlington Northern Railroad status: initial contact and discussion of same. Property appraisal in progress; report due 3/27/95
This parcel has been purchased.

Part III. Quad Cities

- Segment H - Kinney to West Two Rivers involves three landowners
1. State of Minnesota status: easements/licenses requested 3/7/95.
 2. USX Corporation status: easements/purchase requested 2/20/95.
 3. Burlington Northern Railroad status: initial contact and discussion of same. Property appraisal in progress; report due 3/27/95.
This parcel has been purchased.

- Segment I - West Two Rivers to Mt. Iron landowners
1. State of Minnesota status: easements/licenses requested 3/7/95. License(s) drafted.
 2. USX Corporation status: easements/purchase requested 2/20/95. Easement drafted.
 3. Private landowner status: have not been approached. Negotiating.
 4. City of Mt. Iron status: initial contact and verbal approval for easement. Approved.
 5. Burlington Northern Railroad status: initial contact and discussion of same. Property appraisal in progress; report due 3/27/95. Offer to purchase made.

- Segment J - Mt. Iron to Virginia involves landowners
1. State of Minnesota status: easements/licenses requested 3/7/95. Licenses drafted.
 2. USX Corporation status: easements/purchase requested 2/20/95. Easement form drafted.
 3. Burlington Northern Railroad status: initial contact and discussion of same. Property appraisal in progress; report due 3/27/95. Offer to purchase made.
 4. City of Mt. Iron status: initial contact and verbal approval for easement. Approved.
All easements have been acquired and this segment is constructed.

Segment K - Virginia to Gilbert - Landowners have been

1. identified, however no contact has been made.

Part IV. East Range

Segment L - Gilbert to Biwabik status: for the most part, landowners have been identified, however, no contact has been made.

Segment M - Biwabik to Giants Ridge involves four landowners

1. LTV Steel Company status: requests have been made on 2/12/95 and 3/17/95 to include Mesabi Trail as part of existing IRRRB trails. Easement form drafted.
2. IRRRB status: initial contact and verbal approval. Approved.
3. Private landowner No. 1 status: initial contact and easement request 3/2/95. Acquired.
4. Private landowner No. 2 status: initial contact and easement request 3/13/95. Negotiating.
All easements have been acquired and this segment is constructed.

Segment N - Giants Ridge to Embarrass involves several property owners, however, no progress to report

Segment O - Embarrass to Tower involves several landowners who have been identified, however no contact has been made

Part V. Vermilion Range

Segment P - Tower area involves three property owners.

1. City of Tower status: initial contact and verbal approval for easement. Approved.
2. State of Minnesota status: easements/licenses requested 3/7/95. Acquired.
3. USX Corporation status: easements/purchase requested 2/20/95. Negotiating.

Easements have been acquired and part of this segment has been constructed.

Segment Q - Tower to Ely involves many private property owners who have for the most part been identified and initial contacts made with seven individuals.

Segment R - Ely area involves four property owners

1. State of Minnesota status: easements/licenses requested 3/7/95
2. USX Corporation status: easements/purchase requested 2/20/95
3. City of Ely status: initial contact and verbal approval for easement

4. Private landowner No. 1 status: has been contacted and request for easement/purchase made 3/95
5. Private landowner No. 2 status: has been contacted, however, no easement/purchase agreement discussed

Easements/land have been acquired and this segment is constructed.

(9/6/95) Right-of-Way acquisition has not been completed on the entire trail and it is anticipated to take several years to do so. Many miles of easements and land purchases have been acquired - most at no cost. We are requesting that the original budget be amended to \$80,000 and the remaining amount be used elsewhere within this project.

- C6. Benefits: Until acquisition is completed, most of the final construction and trail development cannot proceed. Once completed, the entire project will be ready for the design and development phases.

The following is a list of easements and land purchases acquired for construction of the Mesabi Trail Project. For the most part, easement widths are 50 feet and land purchases include varying amounts of acreage.

Organization	No. of Parcels	Length (miles)	Type of Conveyance	Cost of Acquisition
USX Corp	1	0.25	Easement	\$0
USX Corp (pending)	1	0.5	Easement	\$0
USX Corp	1	0.25	Deed	\$ 7,000
Art Raudio	1	0.25	Easement	\$0
City of Ely	2	0.25	Easement	\$0
USDA Forest Serv.	1	0.25	Easement	\$ 150
MNDNR	1	3.0	Agreement	\$0
IRRRB	1	1.5	Agreement	\$0
Bill Higgins	1	1.0	Easement	\$ 4,000
St. Louis County	3	1.0	Easement	\$ 1,500
LTV Mining	5	1.25	Easement	\$0
City of Biwabik	1	0.25	Easement	\$0
MNDOT	1	1.5	Agreement	\$0

MNDNR	33	8.0	Easement	\$ 1,756
Burlington Northern (pending)	1	22.0	Deed	\$ 25,000
Hartley Trust	1	0.25	Easement	\$0
JER Minerals	1	0.25	Easement	\$0
Johnson Minerals	1	0.25	Easement	\$0
City of Hibbing (pending)	1	2.0	Easement	\$0
Itasca County	1	0.25	Easement	\$0
Great Northern Ore Properties (pending)	2	0.5	Easement	\$0
Totals	61	44.75	N/A	\$39,406

Assuming a minimum average ROW width of 50 feet, the cost per acre is computed as follows:

$$44.75 \text{ miles} \times 50 \text{ lf} = 271 \text{ acres} \quad \frac{\$39,406 \text{ total cost}}{271 \text{ acres}} = \$145 \text{ per acre}$$

The original workplan based ROW costs on acquiring public lands at no cost and private lands at a cost of \$300 per acre. Our efforts thus far indicate most public lands do have costs associated with acquisition and many private land owners are willing to grant easements at no cost. We are recommending the Workplan base all land acquisition costs at \$150.00 per acre and the ROW width be 50 lf.

Estimating acquiring land for the entire 132 mile trail length will be as follows:

$$132 \text{ mi} \times 50 \text{ lf width} = 800 \text{ acres} \quad 800 \text{ acres} \times \$150 \text{ per acre} = \$120,000$$

The original workplan estimated professional fees for acquisition at 30% of the land cost. We recommend that professional fees be increased to 100% of the land costs as the work involved for a free conveyance is as complex as a land purchase.

Conclusions: ROW acquisition for the years end 1995 and as shown above, will not exceed 45 miles at an estimated cost of \$80,000. We, therefore, request the workplan be amended to reflect these changes.

D. Design and Conduct Engineering of Alignment

D1. Narrative: After a final trail route is determined, a preliminary concept design of the entire route will be executed and aerial photographs will be taken of the project locations.

Beginning with Segment 1, final design and engineering will be commissioned.

D2. Procedure: Perform preliminary engineering of entire

trail route by determining construction standards and a formal design layout.

Perform final design and engineering for the first phases of the trail. This will include surveying the topography of the trail, determining soil composition and identifying adjacent land use.

After all necessary data is collected, the grade will be designed and construction specifications, estimates and bids will be set.

D3. Budget:

a. Amount budgeted:	\$100,000	\$170,000	\$191,832.51
LCMR Funds :	\$19,000	\$170,000	\$191,832.51
LCMR Balance :	\$19,000	\$50,000	\$ -0-
Local Match :	\$81,000	\$ -0-	\$ -0-
Match Balance :	\$81,000	\$ -0-	\$ -0-
b. Total :	\$100,000	\$170,000	\$191,832.51

D4. Timeline

7/93 1/94 6/94 1/95 6/95

Obtain aerial photographs of entire trail route.

xxxxxx

Draft concept design of entire trail route.

xxxxxxxxxxxxxx

Survey land and determine topography of Segment 1.

xxxxxx

Design grade for Segment 1 phase of trail.

xxxx

Determine construction specifications Segment 1.

xxxxx

Perform final engineering of first phase.

xxxx

Set estimates and let bids.

xxx

***Note: A simultaneous timeline for other segments a trail will also follow but will be delayed by 2-3 months.

D5. Status: An RFP was let and an engineering firm has been retained. Land surveying and engineering of various segments has begun.

(7/1/95) Preliminary, final design and engineering for the trail is well ahead of original development plan. As seen in E5 Status, several trail segments will be completed and therefore requesting budgeted amount of \$100,000 in Item B3 be moved to D3 Budget.

(9/6/95) With the actual construction of 11 miles of trail and the development of 6 miles of trail, engineering costs increased significantly from the original budget amounts. In order to better fit other granting agency requirements and simplify this workplan, we are requesting that the LCMR fund entire engineering costs in entirety. Local funds originally budgeted will be used elsewhere within this project.

D6. Benefits: The engineering of the route and the first segment will acknowledge all the limits and constraints of the trail. Designing the final engineering and specifications of a 15-20 mile trail segment will prepare the segment for final surface development.

E. Final Development of Phase I of Trail.

E1. Narrative: An undetermined length (at least one mile) of the 15-20 mile segment that has been prioritized into Segment 1 will provide a non-highway means of transportation outside of one community.

The 12 foot wide segment will be completely developed including landscaping, paving, and signage.

E2. Procedure: The development of this segment of Segment 1 will be based upon engineering and construction techniques and cost estimates identified in section D2 (above). The exact length will be determined by total engineering estimates and the future success of additional funding sources.

E3. Budget:

a. Amount Budgeted:	\$65,000	\$165,000	\$743,000	\$478,880.98
LCMR Funds :	\$20,000	\$120,000	\$400,000	\$340,589.66
LCMR Balance :	\$120,000		\$400,000	\$ -0-
Local Match :	\$45,000		\$343,000	\$138,291.32
Match Balance :	\$45,000		\$143,000	\$ -0-
b. Total :	\$165,000		\$743,000	\$478,880.98

E4. Timeline:

	7/93	1/94	6/94	1/95	6/95
Clear and excavate land.				xxx	
Grade and apply aggregate base.			xxx		
Apply surface.				xxx	
Begin land restoration.				xx	
Install signs and amenities.					xx

E5. Status: Final development of phase 1 has not yet taken place.

Initial development of trail segments other than Nashwauk is scheduled to begin in 1995.

Final trail development is significantly ahead of the original development plan. As shown below, several trail segments are ready for final development. Therefore, we are requesting \$400,000 be moved from Budget Item C3 to Budget Item E3.

(3/95) Final development of many trail segments will take place in 1995. Design engineering has begun on seven segments. Estimated development costs are not available at this time. We expect construction estimates and finalized segment development plans in April, 1995. Budgeted amounts for the final development phase will increase dramatically. Status of segments under development are as follows:

Segment R - Ely Area

Engineering of a two mile section of this segment is on-going with final plans completed in April, 1995. This section has been reduced to 0.7 miles and is 20% complete. Construction is complete.

Segment M - Biwabik to Giants Ridge

Engineering of a five mile section is on-going with final plans completed in April, 1995. Complete. Bids have been advertised and will be received 8/31/95. Construction is 90% complete.

Segment J - Mt. Iron to Virginia

Engineering of a four mile section is on-going with final plans completed in May, 1995. Complete. Bids have been advertised and will be received 9/1/95. Construction is complete.

Segment I - West Two Rivers to Mt. Iron
Engineering is expected to begin March/April, 1995 and final plans completed May/June, 1995. Delayed until 1996.

Segment F - Hibbing-Chisholm

Engineering is anticipated to begin April, 1995 and plans completed June, 1995. Delayed until 1996.

Other segments currently under consideration for final development are Segment A. Coleraine to Bovey and Segment O. Tower area. Right-of-way, easements, funding and other circumstances must be resolved prior to commencing development of these segments.

(7/1/95) Segment A has received grant funding from LCMR, Blandin, Itasca County and IRRRB for construction beginning in Fall 1995 and completion Spring 1996.

Segment O - Bids were advertised and anticipate a notice to proceed for construction of a 1.0 mile segment from Tower to Soudan. Construction is complete.

(9/6/95) 11 miles of trail are ready for construction and we are requesting that LCMR funds remaining from other objectives be used for actual trail construction. The new trail construction will tie into existing trails in Grand Rapids and Keewatin making approximately 17 miles usable Mesabi Trail. In addition, 6 additional miles of trail are ready for construction when funds become available. The original workplan budgeted \$120,000 LCMR funds and \$380,000 local funds for final trail development.

E6. Benefits: This will be an testament to the completion of the entire planning process and land acquisition. The beginning of the development phase of the trail will set forth a new facet of the trail project.

The following trail segments are currently complete or ready for construction. Listed are the segments, funding sources and status.

Trail Segment	Funding Source		Blandin	CDBG	Itasca Cy	Distance	Status
R-Ely	LCMR	IRRRB		45,000		0.7 mi	complete
R-Ely II						2.0 mi	1996 const.
M-Biwabik	151,120					1.75 mi	<u>90% complete</u>
M-Biwabik II						1.0 mi	1996 const.
J-Mt. Iron	<u>150,000</u>					2.0 mi	<u>complete</u>
J-Mt. Iron II						2.0 mi	1996 const.
O-Tower	18,631			35,000		0.9 mi	<u>complete</u>
D-Nashwauk	50,000		100,000			1.8 mi	complete
							<u>ready/</u>
A-Coleraine	<u>10,000</u>	<u>100,000</u>	<u>50,000</u>	<u>80,000</u>	<u>50,000</u>	<u>4.0 mi</u>	<u>not constructed</u>
Totals	433,326	<u>100,000</u>	150,000	80,000	50,000	16.15 mi	

Conclusions:

The above represents our current trail development plan. There remains \$16,674 of unobligated LCMR funds and \$47,000 IRRRB funds that we fully expect to expend by the close of this grant cycle. The original workplan budgeted \$120,000 LCMR funds and \$45,000 local funds for final trail development. We are requesting the workplan be amended to reflect \$450,000 LCMR funds and \$380,000 local funds for final trail development. In addition, we fully anticipate this workplan to again be modified as some costs are estimated.

We are actively involved with development of additional trails in Ely, Mt. Iron and Biwabik. These segments will be constructed in 1996 using I.S.T.E.A. and local funds. The Hibbing to Chisholm Segment F will also begin construction in 1996.

V. Evaluation:

The level to which each of the listed objectives are met will be the most accurate gauge to evaluate this project. The individual goals established in this work program formulate the framework for bringing this project to the stage of beginning final construction and development.

If all of the objectives are substantially met by the goal timeline, the project will be considered successful. Most importantly will be the generation of local support and ownership. The Project Manager is committed to the inclusion and input of many community representatives and interested individuals. With this foundation of support, the Project Manager will empower the leadership to the final end goal: A 132 mile trail only awaiting final construction.

VI. Context:

- A. The proposed work will be supplemented primarily through the importance upon which we will place upon the decisions and work product emanating from the Trail Development Committee (TDC).
- B. Past accomplishments without LCMR funding was the acquisition and development of the Northshore Scenic Railroad. Future LCMR grant applications could likely involve assistance with completion of the final construction phase of this project.

VII. Qualifications:

1. Program Manager: St. Louis and Lake Counties RRA Chairperson, Commissioner Liz Prebich
 - a. In 1989 under her leadership, the RRA successfully launched a \$3.5 million, 27 mile tourist excursion train project.
 - b. As Chairperson of the St. Louis and Lake Counties Regional Rail Authority, she has retained thorough knowledge of rail and trail issues including: acquisition, planning, engineering, marketing, finance and the intergovernmental activities necessary to develop and coordinate multi-million dollar projects.
2. Cooperators/ Other Investigators: Professional Public and Private Individuals.
 - a. The qualifications cover a vast array of knowledge and experience and include individuals with a background in public works, park and recreation, law, engineering, intergovernmental information/relations.
 - b. The institution association will include state agencies such as the DNR, IRRRB and MNDOT. These agencies provide specialized services concerning issues of trail development, maintenance, ROW and funding.

Local governments and agencies will include counties, cities, townships, foundations, etc. They will provide similar specialized services such as from state agencies and also a thorough knowledge of land, geography and land ownership. These local agencies can also provide many human resources to assist with the many facets of the this project.

VIII. Reporting Requirements:

Semiannual status reports will be submitted not later than Jan. 1, 1994, July 1, 1994, Jan. 1, 1995 and a final status report by Jun. 30, 1995.