



CLEVELAND-CLIFFS INC.
Northshore Mining Company
10 Outer Drive, Silver Bay, MN 56614
P 218.226.4125 F 218.226.6037 clevelandcliffs.com

March 12, 2021

Mr. Ryan Malterud
U.S. Army Corps of Engineers
180 Fifth Street East, Suite 700
Saint Paul, MN 55101-1678

Re: MVP-2015-02528-MMW - West Ridge Railroad Relocation and Tailings Basin Progression Elevation Adjustment

Dear Mr. Malterud,

Northshore Mining Company (Northshore) submitted the *Joint Permit Application and Wetland Replacement Plan - West Ridge Railroad Relocation and Tailings Basin Progression*, prepared by Barr Engineering, in June of 2018. On page 2 of the document, under Section 2.2 Project Description, the language reads as follows:

There is one principal construction component to the proposed Project. The embankment that currently supports the existing railroad would be relocated approximately 4,000 feet to the northwest. Portions of the proposed new embankment would become the dam defining the ultimate limit of the tailings basin and some sections of dam would be constructed separately from the railroad embankment. The embankment will allow tailings deposition to progress to the northwest, per the original tailings basin design. Tailings would be deposited into the basin for the remaining life of the operation, until ultimately reaching the proposed new railroad embankment along areas where the natural topography is below a 1365' elevation. Within this application, the proposed rail relocation and basin progression are referred to as the proposed "Project".

To align the June 2018 permit application with other permit actions underway through the State of Minnesota, Northshore is amending the final elevation language in Section 2.2. This adjustment in elevation does not change the aquatic resource impacts under the USACE's jurisdiction. This letter amends the language as follows:

There is one principal construction component to the proposed Project. The embankment that currently supports the existing railroad would be relocated approximately 4,000 feet to the northwest. Portions of the proposed new embankment would become the dam defining the ultimate limit of the tailings basin and some sections of dam would be constructed separately from the railroad embankment. The embankment will allow tailings deposition to progress to the northwest, per the original tailings basin design. Tailings would be deposited into the basin for the remaining life of the operation, until ultimately reaching the proposed new railroad embankment along areas where the natural topography is below a 1315' elevation. Within this application, the proposed rail relocation and basin progression are referred to as the proposed "Project".

If you have any questions comments, please feel free to contact me at 218-226-6032 or andrea.hayden@clevelandcliffs.com.

Sincerely,

A handwritten signature in black ink, appearing to read "Andrea Hayden".

Andrea Hayden, Environmental Manager
Northshore Mining Company