

2024 MILL & OVERLAY AND FULL DEPTH RECLAMATION IMPROVEMENTS PROJECT

MUNICIPAL PROJECT NO. 4424

FEASIBILITY REPORT

Council Approval Date:

Prepared for
City of Baxter

WIDSETH No. 2023-10353

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IMPROVEMENTS PROJECT**

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I hereby certify that this report was prepared by me or under my direct supervision and that I am a duly Licensed Professional Engineer under the laws of the State of Minnesota.

	57744	
Alex Bitter	License Number	Date
Professional Engineer		

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FEASIBILITY REPORT

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STATEMENT OF PURPOSE

The purpose of this Report is to review the feasibility of improving various roadway segments within the municipal limits as part of the City of Baxter's ongoing pavement management program. Residential and commercial roadways are scheduled for maintenance improvements in 2024. On March 7, 2023, the City Council authorized Widseth to complete a Feasibility Report relative to these improvements.

Roadways and projects reviewed in this Report include:

Residential Mill & Overlay:

- Jepson Road in its entirety.
- Kingwood Drive in its entirety.
- Interlacken Road in its entirety.
- Knollwood Court in its entirety.
- Fairfax Road in its entirety.
- Fairfax Court in its entirety.
- Fairmont Court in its entirety.
- Edmonton Road in its entirety.
- Cottage Grove Drive in its entirety.
- Northwoods Drive in its entirety.
- Camden Road in its entirety.
- Donald Street in its entirety.
- Parkwood Drive (Mountain Ash Drive to Kingwood Drive)
- Kenwood Drive (Fairview Road to 1,590' north of Fairview Road)
- Knollwood Drive (Fairview Road to Donald Street)
- Cherrywood Drive (Inglewood Drive to Excelsior Road)

Residential Full Depth Reclamation:

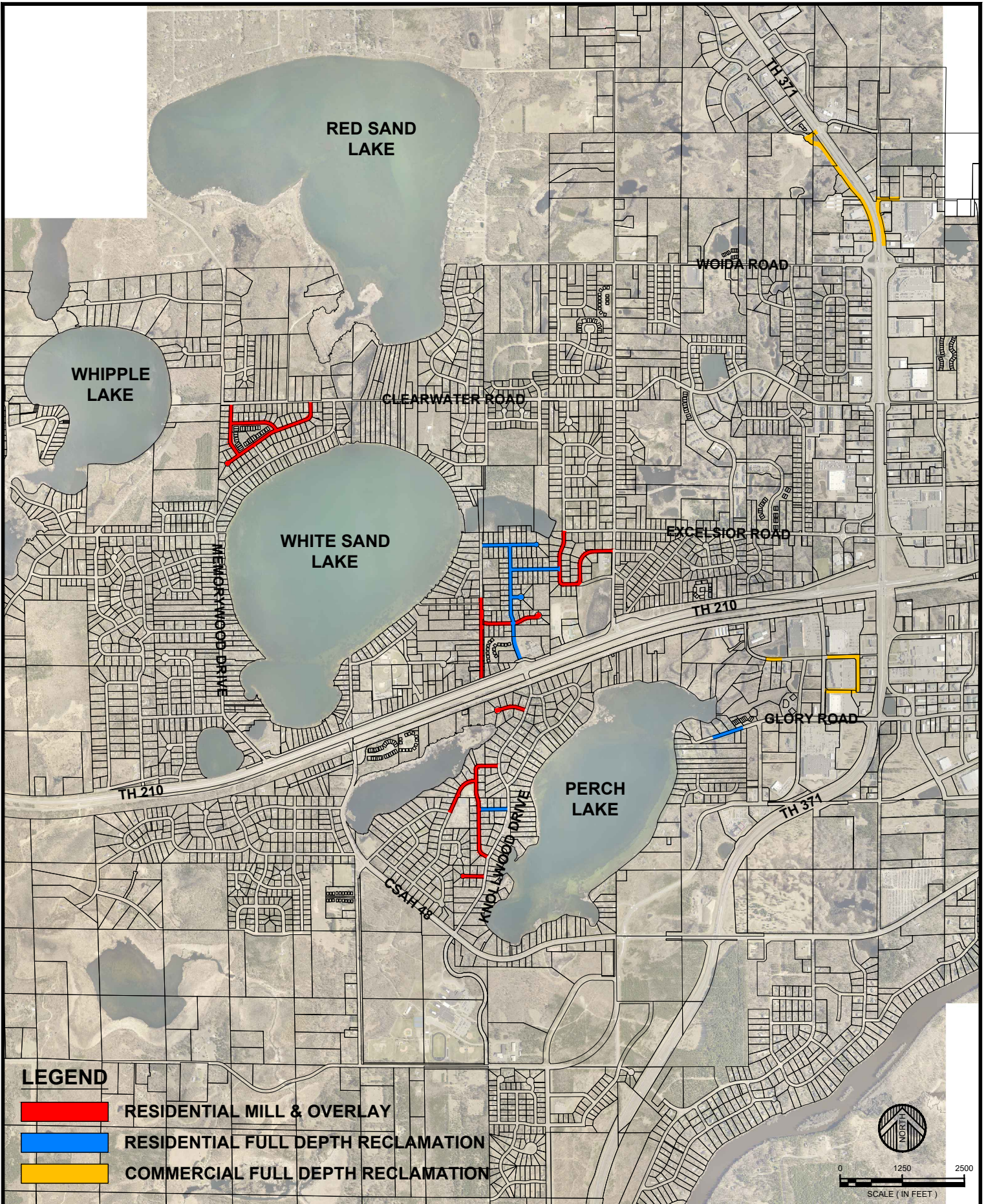
- Glory Road (1,600' west of Isle Drive to 1,125' west of Isle Drive)

Commercial Full Depth Reclamation:

- Garrison Road Trail Improvements
- Elmwood Drive in its entirety.
- Forthun Road (Elder Dr to Elmwood Drive)
- Forthun Road (570' west of roundabout to 386' west of roundabout)
- Edgewood Drive (530' north of Woida Road to Novotny Road)
- Novotny Road (300' west of TH 371 to TH 371)
- Whispering Woods Lane (Dellwood Drive to Pearl Drive)
- Dellwood Drive (430' north of Woida Road to Whispering Woods Lane)

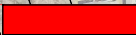
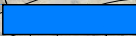

This Report will review existing conditions, propose feasible improvements, estimate project costs, discuss project implementation, and present conclusions and recommendations for the Project Area. The Project Areas are shown in Figure 1.

FIGURE 1 – PROJECT AREA





LEGEND

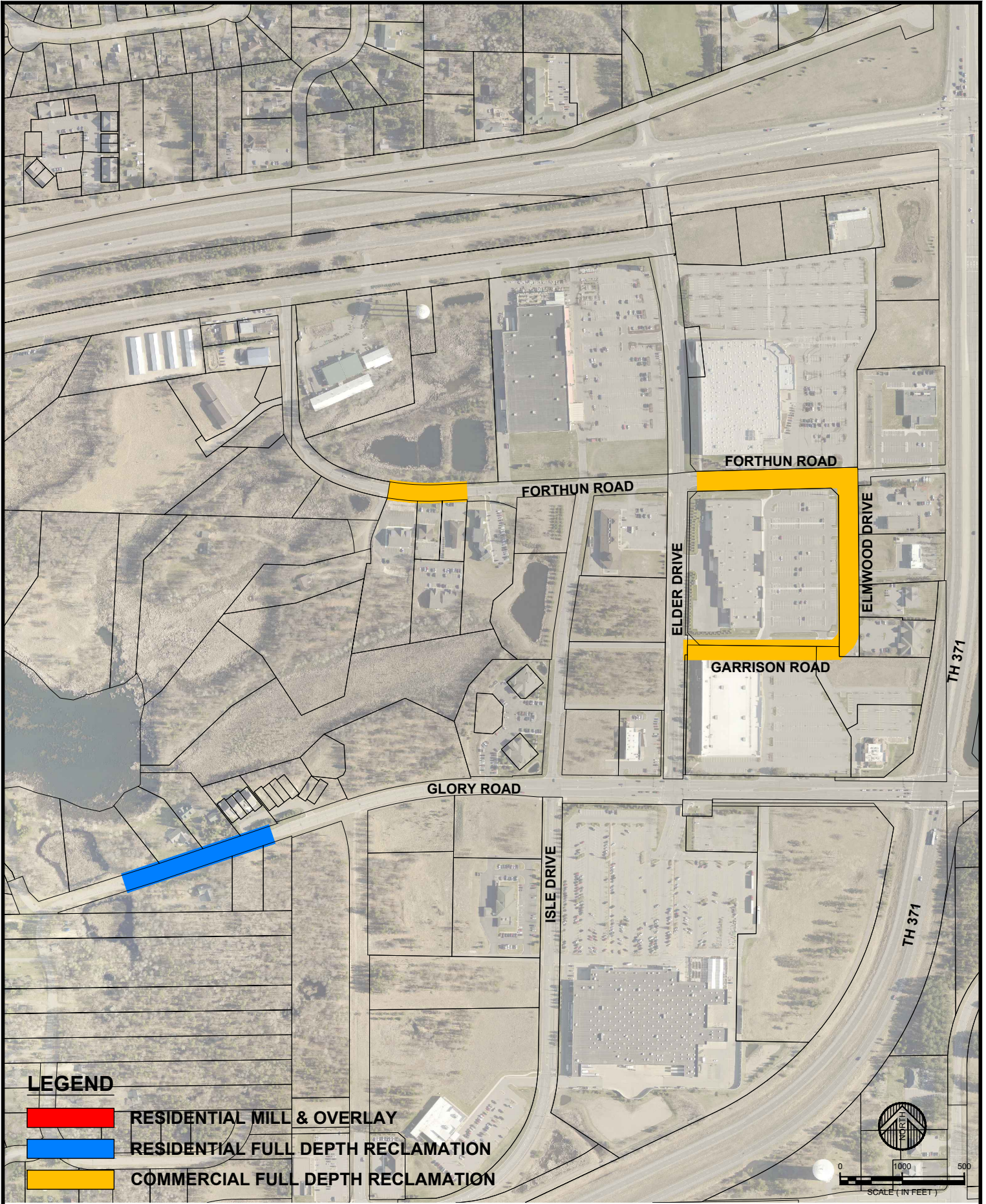
-  RESIDENTIAL MILL & OVERLAY
-  RESIDENTIAL FULL DEPTH RECLAMATION
-  COMMERCIAL FULL DEPTH RECLAMATION

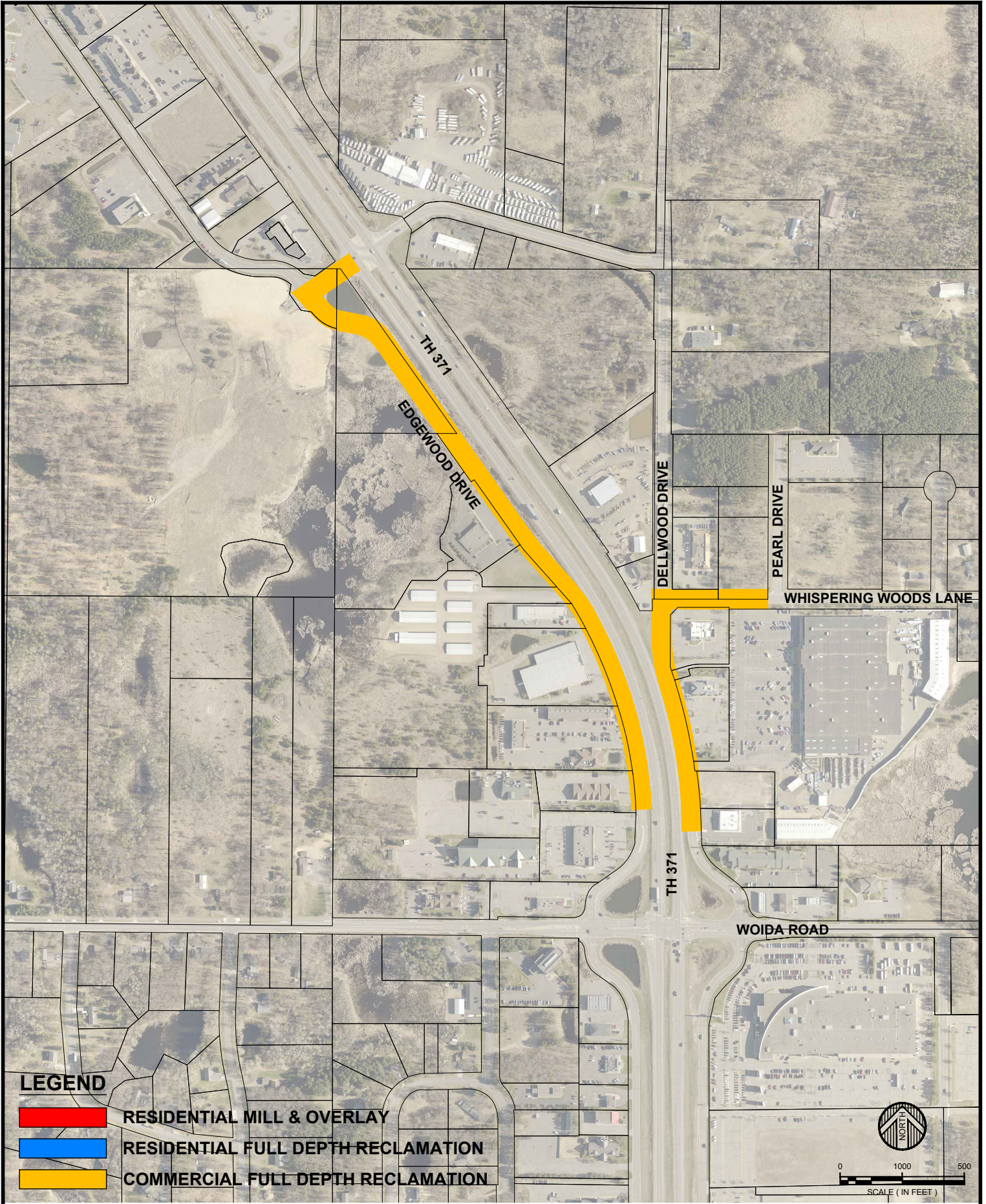


0 1000 500
SCALE (IN FEET)

DATE	REV	REVISIONS DESCRIPTION	BY







LEGEND



RESIDENTIAL MILL & OVERLAY
RESIDENTIAL FULL DEPTH RECLAMATION
COMMERCIAL FULL DEPTH RECLAMATION

EXISTING CONDITIONS

Residential Mill & Overlay

Jepson Road

Jepson Road is a cul-de-sac road located west of Knollwood Drive. The roadway is 496 feet in length with a standard cul-de-sac at the west end. This Project Area is zoned R1, low density residential and is located within a 66-foot-wide platted right-of-way. The roadway corridor was last improved in 2001 as part of the “2001 Parkwood Area Improvements.” The project included construction of gravity sanitary sewer and rural roadway section.

Jepson Road is 26’ wide with two-13’ driving lanes and a 1’ grassed shoulder. The pavement section consists of 3.5” bituminous and 4” of Class 5 base. This roadway does not meet the City standard of a 10-ton roadway. In 2022 the roadway was given a PASER Rating of 7. The PASER evaluates the pavement condition regarding the longitudinal and lateral cracking of the bituminous. Along with the cracking, there are areas that consist of stripping of the bituminous approximately ½” in depth.

This roadway does not have a trail, curb and gutter or a storm sewer system. The runoff from the roadway drains off in the shallow swales along the side of the road where runoff infiltrates. There are some signs of flooding on the east end of the road, but it appears to be seasonal and short term.

This area is served by an 8” PVC sanitary sewer that was constructed as part of the 2001 Parkwood Area improvements. Televising has not been completed as part of this project so any issues with the pipe has not been determined. The manhole lids need repair and require new rings and castings.

This area is also served by an 8” PVC water main that was constructed as part of the 1979 Water Improvements Project. This era of construction was known to use plastic water main fittings. Based on the 2019 Watermain Fitting Review Report, Jepson Road’s fittings are likely ductile iron. A water main exploratory excavation needs to be completed to fully determine the type of fittings and replace them if necessary. The fire hydrant on the west end of the cul-de-sac is still the original hydrant and is likely in need of restoration based on the 2019 Hydrant Installation Year Review Report.



Kingwood Drive

Kingwood Drive is located west of Knollwood Drive and runs along Loren Thompson Park. The roadway is 2,381 feet in length. The Project Area is zoned R1, low-density residential and is located within a 66-foot-wide platted right-of-way. The roadway corridor was last improved in 2001 as part of the "2001 Parkwood Area Improvements." The project included construction of gravity sanitary sewer and rural roadway section.

Kingwood Drive is 26' wide with two-13' driving lanes and a 1' grassed shoulder. There is a trail that runs 55' connecting the Interlachen Road trail to Loren Thompson Park. The pavement section consists of 3.5" bituminous and 4" of Class 5 base. This roadway does not meet the City standard of a 10-ton roadway. In 2022 the roadway was given a PASER Rating range of 5 to 7. The PASER evaluates the pavement condition regarding longitudinal and lateral cracking of the bituminous. Along with the cracking, there are areas that consist of stripping of the bituminous at ½" in depth. The biggest areas of concern are the intersection with Parkwood Drive and the road section north of that intersection. This area sees a lot more traffic than the rest of the road.

This roadway does not have curb and gutter or a storm sewer system. The runoff from the roadway drains off in the shallow swales along the side of the road where runoff infiltrates. There are some signs of flooding near the intersection of Knollwood Drive which flows over a driveway. A culvert may be helpful underneath the driveway.

This area is served by an 8" PVC sanitary sewer which was constructed as part of the 2001 Parkwood Area improvements. Televising has not been completed as part of this project, so no issues with the pipe have not been determined. The manhole lids need repair and require new rings and castings.

This area is also served by an 8" PVC watermain that was constructed as part of the 1979 Water Improvements Project. This era of construction was known to use plastic water main fittings. Based on the 2019 Watermain Fitting Review Report, the intersection of Kingwood Drive with Parkwood Drive is likely to have PVC fittings. The rest of Kingwood Drive's fittings are likely to be ductile iron. A water main exploratory excavation needs to be completed to fully determine the type of fittings and replace them if necessary. The two fire hydrants on Kingwood Drive are still the original hydrants and are likely in need of restoration based on the 2019 Hydrant Installation Year Review Report.



Interlacken Road

Interlacken Road runs between Kingwood Drive and Knollwood Drive. The roadway is 603 feet in length. The Project Area is zoned R1, low-density residential and is located within a 66-foot-wide platted right-of-way. The roadway corridor was last improved in 2001 as part of the “2001 Parkwood Area Improvements.” The project included construction of gravity sanitary sewer and rural roadway section.

Interlacken Road is 36’ wide, with two-13’ driving lanes, a 10’ continuation of pavement trail and a 1’ grassed shoulder. The pavement section consists of 3.5” bituminous and 4” of Class 5 base. This roadway does not meet the City standard of a 10-ton roadway. In 2022 the roadway was given a PASER Rating of 5. The PASER evaluates the pavement condition regarding longitudinal and lateral cracking of the bituminous. Along with the cracking, there are areas that consist of stripping of the bituminous approximately ½” to 1” in depth.

This roadway does not have curb and gutter or a storm sewer system. The runoff from the roadway drains off in the shallow swales along the side of the road where runoff infiltrates.

This area is served by an 8” PVC sanitary sewer, which was constructed as part of the 2001 Parkwood Area improvements. Televising has not been completed as part of this project so any issues with the pipe has not been determined. The manhole lids need repair and require new rings and castings.

This area is also served by a 6” PVC watermain that was constructed as part of the 1979 Water Improvements Project. This era of construction was known to use plastic water main fittings. Based on the 2019 Watermain Fitting Review Report, Interlacken Road likely has ductile iron fittings. A water main exploratory excavation needs to be completed to fully determine the type of fittings and replace them if necessary. The fire hydrant on the west end of the road is still the original hydrant and is likely in need of restoration based on the 2019 Hydrant Installation Year Review Report.



Knollwood Court

Knollwood Court is a cul-de-sac located west off Knollwood Drive. The roadway is 660 feet in length. The Project Area is zoned R1, low-density residential and is located within a 66-foot-wide platted right-of-way. This roadway does not have a trail associated with it. The roadway corridor was last improved in 2001 as part of the “2001 Parkwood Area Improvements.” The project included construction of gravity sanitary sewer and rural roadway section.

Knollwood Court is 26' wide with two-13' driving lanes and a 1' grassed shoulder. The pavement section consists of 3.5" bituminous and 4" of Class 5 base. This roadway does not meet the City standard of a 10-ton roadway. In 2022 the roadway was given a PASER Rating of 7. The PASER evaluates the pavement condition regarding longitudinal and lateral cracking of the bituminous. Along with the cracking, there are areas that consist of stripping of the bituminous approximately ½" in depth, especially in the cul-de-sac area.

The storm sewer system that serves this area was constructed as part of the 2001 Parkwood Area Improvements.

This area is served by an 8" PVC sanitary sewer that was constructed as part of the 2001 Parkwood Area improvements. Televising has not been completed as part of this project so any issues with the pipe has not been determined. The manhole lids need repair and require new rings and castings.

This area is served by an 8" PVC watermain that was constructed as part of the 1979 Water Improvements Project. This era of construction was known to use plastic water main fittings. Based on the 2019 Watermain Fitting Review Report, Knollwood Court likely has ductile iron fittings. A water main exploratory excavation needs to be completed to fully determine the type of fittings and replace them if necessary. The fire hydrant in the cul-de-sac on the west end of the road is still the original hydrant and is likely in need of restoration based on the 2019 Hydrant Installation Year Review Report.



Fairfax Road

Fairfax Road runs between Kenwood Drive and Knollwood Drive. The roadway is 647 feet in length. This Project Area is zoned R1, low density residential and is located within a 66-foot-wide platted right-of-way. The roadway corridor was last improved in 2002 as part of the "2002 Paige and Blair Second Addition Improvements." The project included construction of gravity sanitary sewer, watermain and rural roadway section.

Fairfax Road is 26' wide with two-13' driving lanes and a 1' grassed shoulder. The pavement section consists of 3.5" bituminous and 5" of Class 5 base. This roadway does not meet the City standard of a 10-ton roadway. In 2022 the roadway was given a PASER Rating of 7. The PASER evaluates the pavement condition regarding longitudinal and lateral cracking of the bituminous. Along with the cracking there are areas that consist of stripping of the bituminous 1-1 ½" in depth.

This roadway does not have a trail, curb and gutter or a storm sewer system. The runoff from the roadway drains off in the shallow swales along the side of the road where runoff infiltrates.

This area is served by an 8" PVC sanitary sewer that was constructed as part of the 2002 Paige and Blair Second Addition Improvements. Televising has not been completed as part of this project so any issues with the pipe has not been determined. The manhole lids need repair and require new rings and castings.

This area is also served by a 6" PVC watermain that was constructed as part of the 2002 Paige and Blair Second Addition Improvements.



Fairfax Court

Fairfax Court is a cul-de-sac located east of Knollwood Drive and across from Fairfax Road. The roadway is 592 feet in length with a cul-de-sac at the east end. This Project Area is zoned R1, low density residential and is located within a 66-foot-wide platted right-of-way. The roadway corridor was last improved in 2002 as part of the "2002 Paige and Blair Second Addition Improvements." The project included construction of gravity sanitary sewer, watermain and rural roadway section.

Fairfax Court is 26' wide with two-13' driving lanes and a 1' grassed shoulder. The pavement section consists of 3.5" bituminous and 5" of Class 5 base. This roadway does not meet the City standard of a 10-ton roadway. In 2022 the roadway was given a PASER Rating of 7. The PASER evaluates the pavement condition regarding longitudinal and lateral cracking of the bituminous. Along with the cracking there are areas that consist of stripping of the bituminous at 1/2" in depth especially in the cul-de-sac, and some potholes.

This roadway does not have a trail, curb and gutter or a storm sewer system. The runoff from the roadway drains off in the shallow swales along the side of the road where runoff infiltrates.

This area is served by an 8" PVC sanitary sewer that was constructed as part of the 2002 Paige and Blair Second Addition Improvements. Televising has not been completed as part of this project so any issues with the pipe has not been determined. The manhole lids need repair and require new rings and castings.

This area is also served by a 6" PVC watermain that was constructed as part of the 2002 Paige and Blair Second Addition Improvements.



Fairmont Court

Fairmont Court is a cul-de-sac located east of Knollwood Drive, north of T.H. 210. The roadway is 273 feet in length with a cul-de-sac at the east end. This Project Area is zoned R1, low density residential and is located within a 66-foot-wide platted right-of-way. The roadway corridor was last improved in 2000 as part of the "2000 Paige and Blair First Addition Improvements." The project included construction of gravity sanitary sewer, watermain and rural roadway section.

Fairmont Court is 26' wide with two-13' driving lanes and a 1' grassed shoulder. The pavement section consists of 3.5" bituminous and 5" of Class 5 base. This roadway does not meet the City standard of a 10-ton roadway. In 2022 the roadway was given a PASER Rating of 5. The PASER evaluates the pavement condition regarding longitudinal and lateral cracking of the bituminous. Along with the significant cracking there are areas that consist of stripping of the bituminous especially in the cul-de-sac approximately ½" in depth.

This roadway does not have a trail, curb and gutter or a storm sewer system. The runoff from the roadway drains off in the shallow swales along the side of the road where runoff infiltrates.

This area is served by an 8" PVC sanitary sewer that was constructed as part of the 2000 Paige and Blair First Addition Improvements. Televising has not been completed as part of this project so any issues with the pipe has not been determined. The manhole lids need repair and require new rings and castings.

This area is also served by a 6" PVC watermain that was constructed as part of the 2000 Paige and Blair First Addition Improvements.



Edmonton Road

Edmonton Road runs between Knollwood Drive and Cherrywood Drive. The roadway is 997 feet in length. This Project Area is zoned R1, low density residential and is located within a 66-foot-wide platted right-of-way. The roadway corridor was last improved in 1999 as part of the “1999 Paige and Blair Improvements.” The project included construction of gravity sanitary sewer, watermain and rural roadway section.

Edmonton Road is 26’ wide with two-13’ driving lanes and a 1’ grassed shoulder. The pavement section consists of 3” bituminous and 4” of Class 5 base. This roadway does not meet the City standard of a 10-ton roadway. In 2022 the roadway was given a PASER Rating of 5. The PASER evaluates the pavement condition regarding longitudinal and lateral cracking of the bituminous and lots of patching.

This roadway does not have a trail, curb and gutter or a storm sewer system. The runoff from the roadway drains off in the shallow swales along the side of the road where runoff infiltrates.

This area is served by an 8” PVC sanitary sewer that was constructed as part of the 1999 Paige and Blair Improvements. Televising has not been completed as part of this project so any issues with the pipe has not been determined. The manhole lids need repair and require new rings and castings.

This area is also served by a 6” PVC watermain that was constructed as part of the 1999 Paige and Blair Improvements.



Cottage Grove Drive

Cottage Grove Drive is a road south of Clearwater Road that ends in a cul-de-sac. The roadway is 2,345 feet in length with a cul-de-sac on the southwest end. This Project Area is zoned R1, low density residential and is located within a 66-foot-wide platted right-of-way. The roadway corridor was last improved in 2003 as part of the “2003 Cottage Grove Drive Utility Extensions.” The project included completing construction of gravity sanitary sewer, watermain and rural roadway section.

Cottage Grove Drive is 26’ wide with two-13’ driving lanes and a 1’ grassed shoulder. The pavement section consists of 3” bituminous and 4” of Class 5 base. This roadway does not meet the City standard of a 10-ton roadway. In 2022 the roadway was given a PASER Rating range of 7 to 8. The PASER evaluates the pavement condition regarding longitudinal and lateral cracking of the bituminous. In addition to the cracking there is stripping occurring on this road as well at ½” in depth.

This roadway does not have a trail, curb and gutter or a storm sewer system. The runoff from the roadway drains off in the shallow swales along the side of the road where runoff infiltrates.

This area is served by an 8” PVC sanitary sewer from Northwoods Drive to the cul-de-sac and a 10” PVC from Camden Road to Northwoods Drive that was constructed as part of the 1996 White Sand North Subdivision Improvements Phase 1. A 10” PVC was constructed with the White Sand North 1999 Phase 3 Improvements and 2003 Cottage Grove Drive Utility Extensions. Televising has not been completed as part of this project so any issues with the pipe has not been determined. The manhole lids need repair and require new rings and castings.

This area is also served by a 6” PVC watermain that was constructed as part of the 1996 White Sand North Subdivision Improvements Phase 1, White Sand North 1999 Phase 3 Improvements, and 2003 Cottage Grove Drive Utility Extensions.



Northwoods Drive

Northwoods Drive is a road that runs between Clearwater Road and the west side of Cottage Grove Drive. The roadway is 1,102 feet in length. This Project Area is zoned R1, low density residential and is located within a 66-foot-wide platted right-of-way. The roadway corridor was last improved in 1997 as part of the “1997 White Sand North Subdivision Improvements Phase 2.” The project included construction of gravity sanitary sewer, watermain and rural roadway section.

Northwoods Drive is 26' wide with two-13' driving lanes and a 1' grassed shoulder. The pavement section consists of 3" bituminous and 4" of Class 5 base. This roadway does not meet the City standard of a 10-ton roadway. In 2022 the roadway was given a PASER Rating of 7. The PASER evaluates the pavement condition regarding longitudinal and lateral cracking of the bituminous. Along with the cracking there are areas that consist of stripping of the bituminous at ½" in depth.

This roadway does not have a trail, curb and gutter or a storm sewer system. The runoff from the roadway drains off in the shallow swales along the side of the road where runoff infiltrates.

This area is served by a 10" PVC sanitary sewer that was constructed as part of the 1996 White Sand North Subdivision Improvements Phase 1 and 1997 White Sand North Subdivision Improvements Phase 2. Televising has not been completed as part of this project so any issues with the pipe has not been determined. The manhole lids need repair and require new rings and castings.

This area is also served by a 6" PVC watermain that was constructed as part of the 1996 White Sand North Subdivision Improvements Phase 1 and 1997 White Sand North Subdivision Improvements Phase 2.



Camden Road

Camden Road runs between Northwoods Drive and Cottage Grove Drive. The roadway is 990 feet in length. This Project Area is zoned R1, low density residential and is located within a 66-foot-wide platted right-of-way. The roadway corridor was last improved in 1999 as part of the "1999 White Sand North Phase 3 Improvements." The project included construction of gravity sanitary sewer, watermain and rural roadway section.

Camden Road is 26' wide with two-13' driving lanes and a 1' grassed shoulder. The pavement section consists of 3" bituminous and 4" of Class 5 base. This roadway does not meet the City standard of a 10-ton roadway. In 2022 the roadway was given a PASER Rating of 7. The PASER evaluates the pavement condition regarding longitudinal and lateral cracking of the bituminous. Along with the cracking there are areas that consist of stripping of the bituminous at ½" in depth.

This roadway does not have a trail, curb and gutter or a storm sewer system. The runoff from the roadway drains off in the shallow swales along the side of the road where runoff infiltrates.

This area is served by an 8" PVC sanitary sewer that was constructed as part of the White Sand North 1999 Phase 3 Improvements. Televising has not been completed as part of this project so any issues with the pipe has not been determined. The manhole lids need repair and require new rings and castings.

This area is also served by a 6" PVC watermain that was constructed as part of the White Sand North 1999 Phase 3 Improvements.



Donald Street

Donald Street is a road that runs between Kenwood and Knollwood Drive. The roadway is 1,161 feet in length. This Project Area is zoned R1, low density residential and is located within a 66-foot-wide platted right-of-way. The roadway corridor was last improved in 1989 as part of the "1989 Sewer and Water Improvements." The project included construction of gravity sanitary sewer, watermain and rural roadway section.

Donald Street is 24' wide with two-12' driving lanes and a 1' grassed shoulder. The pavement section consists of 3" bituminous and 3" of Class 5 base. This roadway does not meet the City standard of a 10-ton roadway. In 2022 the roadway was given a PASER Rating of 6. The PASER evaluates the pavement condition regarding longitudinal and lateral cracking of the bituminous.

This roadway does not have a trail, curb and gutter or a storm sewer system. The runoff from the roadway drains off in the shallow swales along the side of the road where runoff infiltrates.

This area is served by a 10" PVC sanitary sewer that was constructed as part of the 1989 Sewer and Water Improvements. Televising has not been completed as part of this project so any issues with the pipe has not been determined.

This area is also served by an 8" PVC watermain that was constructed as part of the 1989 Sewer and Water Improvements. This era of construction was known to use plastic water main fittings. Based on the 2019 Watermain Fitting Review Report, Donald Street's intersection with Kenwood Drive likely has plastic fittings. A water main exploratory excavation needs to be completed to fully determine the type of fittings and replace them if necessary.



Parkwood Drive

This section of Parkwood Drive runs from Mountain Ash Drive to Kingwood Drive. The roadway is 879 feet in length. This Project Area is zoned R1, low density residential and Public Benefit and is located within a 66-foot-wide platted right-of-way. The roadway corridor was last improved in 1992 as part of the "1992 Wedgewood and Oak Street Improvements." The project included construction of gravity sanitary sewer, section of watermain and rural roadway section.

Parkwood Drive is 26' wide with two-13' driving lanes and a 1' grassed shoulder. The pavement section consists of 3" bituminous and 4" of Class 5 base. This roadway does not meet the City standard of a 10-ton roadway. In 2022 the roadway was given a PASER Rating of 4. The PASER evaluates the pavement condition regarding longitudinal and lateral cracking of the bituminous. Along with the cracking there are areas that consist of stripping of the bituminous at 1/2" in depth and numerous potholes and patching.

This roadway does not have a trail, curb and gutter or a storm sewer system. The runoff from the roadway drains off in the shallow swales along the side of the road where runoff infiltrates.

This area is served by an 8" PVC sanitary sewer that was constructed as part of the 1992 Wedgewood and Oak Street Improvements and 2001 Parkwood Area Improvements. Televising has not been completed as part of this project so any issues with the pipe has not been determined. The manhole lids need repair and require new rings and castings.

This area is also served by a 6" PVC watermain that was constructed as part of the 1987 Southdale Utility Extensions and Kentwood Drive Improvements. An 8" PVC was constructed with the 1992 Wedgewood and Oak Street Improvements. This era of construction was known to use plastic water main fittings. Based on the 2019 Watermain Fitting Review Report, this section of Parkwood Drive has fittings that are likely PVC. A water main exploratory excavation needs to be completed to fully determine the type of fittings and replace them, if necessary.



Kenwood Drive

This section of Kenwood Drive runs from Fairview Road to 1,590' north of Fairview Road. The roadway is 1,646 feet in length. This Project Area is zoned R1, low density residential and R3, high density residential and is located within a 66-foot-wide platted right-of-way. The roadway corridor was last improved in 2004 as part of the "2004 Kenwood Drive and Sandstone Road Improvements." The project included construction of gravity sanitary sewer, watermain and rural roadway section.

Kenwood Drive is 26' wide with two-13' driving lanes and a 1' grassed shoulder. The pavement section consists of 3.5" bituminous and 5" of Class 5 base. This roadway does not meet the City standard of a 10-ton roadway. In 2022 the roadway was given a PASER Rating range of 6 to 7. The PASER evaluates the pavement condition regarding longitudinal and lateral cracking of the bituminous. Along with the cracking there are areas that consist of stripping of the bituminous at ½" in depth and the right-of-way needs to be cleaned up.

This roadway does not have a trail, curb and gutter or a storm sewer system. The runoff from the roadway drains off in the shallow swales along the side of the road where runoff infiltrates.

This area is served by an 8" PVC sanitary sewer that was constructed as part of the 2004 Kenwood Drive and Sandstone Road Improvements. Televising has not been completed as part of this project so any issues with the pipe has not been determined. The manhole lids need repair and require new rings and castings.

This area is also served by an 8" PVC watermain that was constructed as part of the 1989 Sewer and Water Improvements and the 2004 Kenwood Drive and Sandstone Road Improvements. This era of construction was known to use plastic water main fittings. Based on the 2019 Watermain Fitting Review Report, the area of Kenwood Drive from Sandstone Road to Donald Street most likely has PVC fittings. A water main exploratory excavation needs to be completed to determine the type of fittings and replace them, if necessary.



Knollwood Drive

This section of Knollwood Drive runs from Fairview Road to Donald Street North of T.H. 210. The roadway is 2,354 feet in length. This Project Area is zoned R1, low density residential and is located within a 66-foot-wide platted right-of-way. The roadway corridor was last improved in 2003 as part of the "2003 Paige and Blair Second Addition and 2003 Knollwood Drive Extensions (North of T.H. 210) Improvements." The project included construction of sections of gravity sanitary sewer, watermain and rural roadway section.

Knollwood Drive is 26' wide with two-13' driving lanes and a 1' grassed shoulder. The pavement section consists of 3.5" bituminous and 5" of Class 5 base. This roadway does not meet the City standard of a 10-ton roadway. In 2022 the roadway was given a PASER Rating range of 4 to 6. The PASER evaluates the pavement condition regarding longitudinal and lateral cracking of the bituminous. Along with the cracking there are areas that consist of stripping of the bituminous at ½" in depth. This road has areas of pavement that are lower than the rest of the road and a lot of damaged areas.

This roadway does not have a trail, curb and gutter or a storm sewer system. The runoff from the roadway drains off in the shallow swales along the side of the road where runoff infiltrates. There are drainage issues at the intersection with Donald Street.

This area is served by an 8" and 10" PVC sanitary sewer that was constructed as part of the 1989 Sewer and Water Improvements, 1999 Paige and Blair Improvements, 2000 Paige and Blair First Addition and the 2003 Paige and Blair Second Addition. Televising has not been completed as part of this project so any issues with the pipe has not been determined. The manhole lids need repair and require new rings and castings.

This area is also served by an 8" PVC watermain that was constructed as part of the 1989 Sewer and Water Improvements, 1999 Paige and Blair Improvements, 2000 Paige and Blair First Addition, 2003 Paige and Blair Second Addition, and 2003 Knollwood Drive Extensions (North of T.H. 210) Improvements. This era of construction was known to use plastic water main fittings. Based on the 2019 Watermain Fitting Review Report, Knollwood Drive's intersection with Donald Street has fittings that are likely PVC. A water main exploratory excavation needs to be completed to fully determine the type of fittings and replace them, if necessary.



Cherrywood Drive

This section of Cherrywood Drive runs from Inglewood Drive to Excelsior Road. The roadway is 777 feet in length. This Project Area is zoned R1, low density residential and is located within a 66-foot-wide platted right-of-way. The roadway corridor was last improved in 1999 as part of the "1999 Charles Cherrywood Project." The project included construction of a watermain and rural roadway section.

Cherrywood Drive from Inglewood Drive to Excelsior Road is 26' wide with two-13' driving lanes and a 1' grassed shoulder. The pavement section consists of 3.5" bituminous and 4" of Class 5 base. This roadway does not meet the City standard of a 10-ton roadway. In 2022 the roadway was given a PASER Rating of 6. The PASER evaluates the pavement condition regarding longitudinal and lateral cracking of the bituminous. Along with the cracking there are areas that consist of stripping of the bituminous at ½" in depth.

This roadway does not have a trail, curb and gutter or a storm sewer system. The runoff from the roadway drains off in the shallow swales along the side of the road where runoff infiltrates.

This area is served by an 8" and 10" PVC sanitary sewer that was constructed as part of the 1989 Sewer and Water Improvements and 1998 JMS Addition Improvements. Televising has not been completed as part of this project so any issues with the pipe has not been determined. The manhole lids need repair and require new rings and castings.

This area is also served by an 8" PVC watermain that was constructed as part of the 1989 Sewer and Water Improvements, and 1999 Charles Cherrywood Project. Based on the 2019 Watermain Fitting Review Report, sections of Cherrywood Drive have fittings that are likely PVC. A water main exploratory excavation needs to be completed to fully determine the type of fittings and replace them if necessary.



Residential Full Depth Reclamation

Glory Road

This section of Glory Road runs from 1,600' west of Isle Drive to 1,125' west of Isle Drive. The roadway is 515 feet in length. This Project Area is zoned R1, low density residential and is located within a 66-foot-wide platted right-of-way. The roadway corridor was last improved in 2000 as part of the "2000 Glory Road Improvements." The project included construction of gravity sanitary sewer, watermain and rural roadway section.

Glory Road is 26' wide with two-13' driving lanes and a 1' grassed shoulder. The pavement section consists of 3.5" bituminous and 5" of Class 5 base. This roadway does not meet the City standard of a 10-ton roadway. In 2022 the roadway was given a PASER Rating of 3. The PASER evaluates the pavement condition regarding longitudinal and lateral cracking of the bituminous. Along with the cracking there are areas that consist of a lot of patching.

This roadway does not have a trail, curb and gutter or a storm sewer system. The runoff from the roadway drains off in the shallow swales along the side of the road where runoff infiltrates.

This area is served by an 8" PVC sanitary sewer that was constructed as part of the 2000 Glory Road Improvements. Televising has not been completed as part of this project so any issues with the pipe has not been determined. The manhole lids need repair and require new rings and castings.

This area is also served by an 8" PVC watermain that was constructed as part of the 2000 Glory Road Improvements.



Commercial Full Depth Reclamation

Garrison Road

This section of Garrison Road runs from Elder Drive to Elmwood Drive. It is a private road that is 613 feet in length. This Project Area is zoned C2, regional commercial and is located within an 80-foot-wide platted right-of-way. The roadway was updated this year through the Copeland Mill & Overlay Project.

Garrison Road is 33' wide with two-16.50' driving lanes. The pavement section consists of 3.5" bituminous and 6" of class 6 base. This road was updated this year and does not need to be repaired.

This road features a 10' trail that runs along the north side. The trail and pedestrian ramps aren't ADA compliant and are in need of replacement.

This area is served by a storm sewer system that was constructed as part of the 1998 MNDOT T.H. 210 to T.H. 371 Project Area. The catch basins are in need of repair for this road.

This area is served by an 8" PVC sanitary sewer that was constructed as part of the 1998 MNDOT T.H. 210 to T.H. 371 Project Area. Televising has not been completed as part of this project, so any issues with the pipe have not been determined. The manhole lids need repair and require new rings and castings.

This area is also served by an 8" PVC watermain that was constructed as part of the 1998 MNDOT T.H. 210 to T.H. 371 Project Area.

Elmwood Drive

Elmwood Drive runs between Forthun Road and Garrison Road east of T.H. 371. The roadway is 681 feet in length. This Project Area is zoned C2, regional commercial and is located within an 80-foot-wide platted right-of-way. The roadway corridor was constructed in 1998 as part of the "1998 MNDOT T.H. 210 to T.H. 371 Project Area." The project included construction of gravity sanitary sewer, watermain and urban roadway section.

Elmwood Drive is 33' wide with two-16.50' driving lanes. The pavement section consists of 3.5" bituminous and 6" of class 6 base. This roadway does not meet the City standard of a 10-ton roadway. In 2022 the roadway was given a PASER Rating of 6. The PASER evaluates the pavement condition regarding longitudinal and lateral cracking of the bituminous. Along with the cracking there are areas that consist of stripping of the bituminous approximately 1 ½"-2" in depth, patching from construction entrances and curb issues.

This area is served by a storm sewer system that was constructed as part of the 1998 MNDOT T.H. 210 to T.H. 371 Project Area.

This area is served by an 8" PVC sanitary sewer that was constructed as part of the 1998 MNDOT T.H. 210 to T.H. 371 Project Area. Televising has not been completed as part of this project, so any issues with the pipe have not been determined. The manhole lids need repair and require new rings and castings.

This area is also served by an 8" PVC watermain that was constructed as part of the the 1996 Watermain Extensions for Navillus Land Company and 1998 MNDOT T.H. 210 to T.H. 371 Project Area.



Forthun Road East

This section of Forthun Drive runs from Elder Dr to Elmwood Drive. The roadway is 687 feet in length. This Project Area is zoned C2, regional commercial and is located within an 80-foot-wide platted right-of-way. The roadway corridor was constructed in 1998 as part of the “1998 MNDOT T.H. 210 to T.H. 371 Project Area.” The project included construction of gravity sanitary sewer, watermain and urban roadway section.

This section of Forthun Road is 33' wide with two-16.50' driving lanes and a 10' trail. The pavement section consists of 3.5" bituminous and 6" of class 6 base. This roadway does not meet the City standard of a 10-ton roadway. In 2022 the roadway was given a PASER Rating of 4. The PASER evaluates the pavement condition regarding longitudinal and lateral cracking of the bituminous. Along with the cracking there are areas that consist of stripping of the bituminous approximately 1/2" in depth, patching, potholes, curb and trail area that need to be repaired and pedestrian ramps that need to be updated.

There is a 10-foot trail that runs along the north side of the road that consists of 2" of bituminous and 4" of Class 5 base.

This area is served by a storm sewer system that was constructed as part of the 1998 MNDOT T.H. 210 to T.H. 371 Project Area.

This area is served by an 8" PVC sanitary sewer that was constructed as part of the 1998 MNDOT T.H. 210 to T.H. 371 Project Area. Televising has not been completed as part of this project so any issues with the pipe has not been determined. The manhole lids need repair and require new rings and castings.

Water doesn't run the length of Forthun Road, only an 8" PVC passes through at intersection of Elmwood Drive that was constructed with the 1996 Watermain Extensions for Navillus Land Company.



Forthun Road West

This section of Forthun Road runs 570' west of the roundabout to 386' west of the roundabout. The roadway is 286 feet in length. This Project Area is zoned C2, regional commercial and OS, office service and is located within a 66-foot-wide platted right-of-way. There is no trail associated with this road. The roadway corridor was constructed in 1999 as part of the "1999 Forthun Road Improvements Phase 2." The project included construction of gravity sanitary sewer, watermain and urban roadway section.

Forthun Road west is 36' wide with two-18' driving lanes. The pavement section consists of 3.5" bituminous and 3" of Class 5 base. This roadway does not meet the City standard of a 10-ton roadway. In 2022 the roadway was given a PASER Rating of 3. The PASER evaluates the pavement condition regarding longitudinal and lateral cracking of the bituminous. Along with the cracking there are areas that consist of stripping of the bituminous approximately ½" in depth, patching, curb damage and drainage issues in driveways.

This area is served by a storm sewer system that was constructed as part of the 1999 Forthun Road Improvements Phase 2.

This area is served by an 8" PVC sanitary sewer that was constructed as part of the 1999 Forthun Road Improvements Phase 2. Televising has not been completed as part of this project, so any issues with the pipe have not been determined. The manhole lids need repair and require new rings and castings.

This area is also served by an 8" PVC watermain that was constructed as part of the 1999 Forthun Road Improvements Phase 2.



Edgewood Drive

This portion of Edgewood Drive runs 530' north of Woida Road to Novotny Road. The roadway is 2,665 feet in length. This Project Area is zoned C2, regional commercial and is located within a 66-foot-wide platted right-of-way. There is no trail associated with this road. The roadway corridor was last improved in 2003 as part of the "2003 Edgewood Drive North Utility and Roadway Extension." The project included construction of a watermain and urban roadway section.

The section of Edgewood Drive north of Woida Road to Novotny is 36' wide with two-18' driving lanes. The pavement section consists of 3.5" bituminous and 5" of Class 5 base. This roadway does not meet the City standard of a 10-ton roadway. In 2022 the roadway was given a PASER Rating range of 5 to 6. The PASER evaluates the pavement condition regarding longitudinal and lateral cracking of the bituminous. Along with the cracking there are areas that consist of stripping of the bituminous approximately 1/2" in depth, significant potholes and breaking along the driveways.

The stormwater system was constructed as part of the 2002 MN 371 Frontage Roads and Whispering Woods Lane Utility Improvements, 2003 Edgewood Drive North Utility & Roadway Extension

This area is served by a 10" PVC sanitary sewer that was constructed as part of the 2002 MN 371 Frontage Roads and Whispering Woods Lane Utility Improvements. Televising has not been completed as part of this project so any issues with the pipe has not been determined. The manhole lids need repair and require new rings and castings.

This area is also served by a 10" PVC watermain that was constructed as part of the 1979 Water Improvements Project.



Novotny Road

This portion of Novotny Road runs 300' west of T.H. 371 to T.H. 371. The roadway is 300 feet in length. This Project Area is zoned C2, regional commercial and is located within an 80-foot-wide platted right-of-way. There is no trail associated with this road. The roadway corridor was last improved in 2003 as part of the "2003 Edgewood Drive North Utility and Roadway Extension." The project included construction of a watermain and urban roadway section.

The section of Novotny Road 300' west of TH 371 to TH 371 varies in width and includes a 14' and 10' driving lane heading west and 14' lane heading east along with a varying width median. The pavement section consists of 3.5" bituminous and 5" of Class 5 base. This roadway does not meet the City standard of a 10-ton roadway. In 2022 the roadway was given a PASER Rating of 6. The PASER evaluates the pavement condition regarding longitudinal and lateral cracking of the bituminous.

The stormwater system was constructed as part of the 2003 Edgewood Drive North Utility & Roadway Extension.

This area is served by a 10" PVC sanitary sewer that was constructed as part of the 2003 Edgewood Drive North Utility & Roadway Extension. Televising has not been completed as part of this project so any issues with the pipe has not been determined. The manhole lids need repair and require new rings and castings.

This area is also served by a 10" PVC watermain that was constructed as part of the 2003 Edgewood Drive North Utility & Roadway Extension.



Whispering Woods Lane

This section of Whispering Woods Lane runs from Dellwood Drive to Pearl Drive. The roadway is 462 feet in length. This Project Area is zoned C2, regional commercial and is located within a 66-foot-wide platted right-of-way. There is no trail associated with this road. The roadway corridor was constructed in 2002 as part of the “2002 MN 371 Frontage Roads and Whispering Woods Lane Utility Improvements.” The project included construction of gravity sanitary sewer, watermain and urban roadway section.

Whispering Woods Lane is 32’ wide with two-16’ driving lanes. The pavement section consists of 3.5” bituminous and 5” of Class 5 base. This roadway does not meet the City standard of a 10-ton roadway. In 2022 the roadway was given a PASER Rating of 7. The PASER evaluates the pavement condition regarding longitudinal and lateral cracking of the bituminous. Along with the cracking there are areas that consist of potholes.

This area is served by a storm sewer system that was constructed as part of the 2002 MN 371 Frontage Roads and Whispering Woods Lane Utility Improvements.

This area is served by a 10” PVC sanitary sewer that was constructed as part of the 2002 MN 371 Frontage Roads and Whispering Woods Lane Utility Improvements. Televising has not been completed as part of this project, so any issues with the pipe has not been determined. The manhole lids need repair and require new rings and castings.

This area is also served by a 10” PVC watermain that was constructed as part of the 2002 MN 371 Frontage Roads and Whispering Woods Lane Utility Improvements.



Dellwood Drive

This portion of Dellwood Drive runs 430' north of Woida Road to Whispering Woods Lane. The roadway is 430 feet in length. This Project Area is zoned C2, regional commercial and is located within a platted right-of-way that runs along T.H. 371. There is no trail associated with this road. The roadway corridor was last improved in 2002 as part of the "2002 MN 371 Frontage Roads and Whispering Woods Lane Utility Improvements." The project included construction of gravity sanitary sewer, watermain and urban roadway section.

The section of Dellwood Drive that runs 430' north of Woida Road to Whispering Woods Lane is 36' wide with two-18' driving lanes. The pavement section consists of 3.5" bituminous and 5" of Class 5 base. This roadway does not meet the City standard of a 10-ton roadway. In 2022 the roadway was given a PASER Rating of 6. The PASER evaluates the pavement condition regarding longitudinal and lateral cracking of the bituminous. Along with the cracking there are areas that consist of stripping of the bituminous approximately ½" in depth and cracking in cement. There is interest in a turn lane being added to Dellwood Drive into the Menards south entrance.

The stormwater system was constructed with the 2002 MN 371 Frontage Roads and Whispering Woods Lane Utility Improvements.

This area is served by a 10" PVC sanitary sewer that was constructed as part of the 2002 MN 371 Frontage Roads and Whispering Woods Lane Utility Improvements. Televising has not been completed as part of this project so any issues with the pipe has not been determined. The manhole lids need repair and require new rings and castings.

This area is also served by a 10" PVC watermain that was constructed as part of the 2002 MN 371 Frontage Roads and Whispering Woods Lane Utility Improvements.



PROPOSED IMPROVEMENTS

Roadway Improvements

Residential Mill & Overlay

Jepson Road

In 2022, Jepson Road was rated a 7 on the PACER scale. This means that the road is beginning to show signs of aging and needs maintenance. Jepson Road has areas of bituminous that are stripping at approximately ½" in depth. When the upper surface layer (1"-2") of the pavement begins to deteriorate, the Mill and Overlay process is suggested.

The benefits of the Mill and Overlay process include the reduction of aging, transverse and longitudinal cracking and stripping at the surface. This allows for an extension of pavement life, typically 10-15 years with proper maintenance. The Mill and Overlay process consists of milling the pavement to a uniform depth, depending on the extent of the surface distresses. This creates an even surface that new pavement is overlaid on to assure a consistent thickness.

Jepson Road will be improved utilizing the Mill and Overlay process. The top 2" of bituminous will be milled in order to remove the cracking and stripping appearing on this road and 2" of new bituminous will be overlaid on top of the even surface.

Sanitary sewer improvements along Jepson Road include removal and replacement of the sanitary sewer manhole lid, castings, and rings.

Watermain improvements include restoration of the fire hydrant on the west end of the cul-de-sac, as it is the original hydrant for the road. In 2019 the Watermain Fitting Review Report was completed and acknowledged that the watermain fittings on Jepson Road need to be reviewed. A water main exploratory excavation needs to be completed on the west end of the road to determine the type of fitting and if it needs to be replaced.

Other improvements to Jepson Road include installing new pavements markings.

Proposed improvements to Jepson Road are shown on the typical section pages.

Kingwood Drive

In 2022, Kingwood Drive was rated a range of 5 to 7 on the PACER scale. This means that the road needs rehabilitation. Stripping is moderate to severe; block cracking is appearing, and longitudinal cracks are beginning to form near the edges. Kingwood Drive has areas of bituminous that are stripping at approximately ½" in depth. When the upper surface layer (1"-2") of the pavement begins to deteriorate, the Mill and Overlay process is suggested. The section of this road north of Parkwood Drive sees a lot of traffic and is in severe condition. FDR may be necessary on this road in order to keep the pavement life and less maintenance issues in the future.

The benefits of the Mill and Overlay process include the reduction of aging, transverse and longitudinal cracking and stripping at the surface. This allows for an extension of pavement life, typically 10-15 years with proper maintenance. The Mill and Overlay process consists of milling

the pavement to a uniform depth, depending on the extent of the surface distresses. This creates an even surface that new pavement is overlayed on to assure a consistent thickness.

Kingwood Drive will be improved utilizing the Mill and Overlay process. The top 2" of bituminous will be milled in order to remove the cracking and stripping appearing on this road and 2" of new bituminous will be overlayed on top of the even surface.

Sanitary sewer improvements along Kingwood Drive include removal and replacement of the sanitary sewer manhole lids, castings, and rings.

Watermain improvements include restoration of 2 fire hydrants on the road, as they are the original hydrants for the road. In 2019 the Watermain Fitting Review Report was completed and acknowledged that the watermain fittings on Kingwood Drive need to be reviewed. A water main exploratory excavation needs to be completed on the road to determine the type of fittings and if they need to be replaced.

The trail that runs along Kingwood Drive connecting Loren Thompson Park to Interlacken Road is an extension of the road. This 55' long trail will be included in the Mill and Overlay process and restriped to assure pedestrian safety.

Other improvements to Kingwood Drive include replacing the signage and installing new pavements markings.

Proposed improvements to Kingwood Drive are shown on the typical section pages.

Knollwood Court

In 2022, Knollwood Court was rated a 7 on the PACER scale. This means that the road is beginning to show signs of aging and needs maintenance. Knollwood Court has areas of bituminous that are stripping at approximately ½" in depth. When the upper surface layer (1"-2") of the pavement begins to deteriorate, the Mill and Overlay process is suggested.

The benefits of the Mill and Overlay process include the reduction of aging, transverse and longitudinal cracking and stripping at the surface. This allows for an extension of pavement life, typically 10-15 years with proper maintenance. The Mill and Overlay process consists of milling the pavement to a uniform depth, depending on the extent of the surface distresses. This creates an even surface that new pavement is overlayed on to assure a consistent thickness.

Knollwood Court will be improved utilizing the Mill and Overlay process. The top 2" of bituminous will be milled in order to remove the cracking and stripping appearing on this road and 2" of new bituminous will be overlayed on top of the even surface.

Sanitary sewer improvements along Knollwood Court include removal and replacement of the sanitary sewer manhole lids, castings, and rings.

Watermain improvements include restoration of the fire hydrant at the cul-de-sac as it is the original hydrant for the road. In 2019 the Watermain Fitting Review Report was completed and acknowledged that the watermain fittings on Knollwood Court need to be reviewed. A water main exploratory excavation needs to be completed on the road to determine the type of fittings and if they need to be replaced.

Other improvements to Knollwood Court include installing new pavements markings.

Proposed improvements to Knollwood Court are shown on the typical section pages.

Fairfax Road

In 2022, Fairfax Road was rated a 7 on the PACER scale. This means that the road is beginning to show signs of aging and needs maintenance. Fairfax Road has areas of bituminous that are stripping at approximately 1 to 1 ½" in depth. When the upper surface layer (1"-2") of the pavement begins to deteriorate, the Mill and Overlay process is suggested.

The benefits of the Mill and Overlay process include the reduction of aging, transverse and longitudinal cracking and stripping at the surface. This allows for an extension of pavement life, typically 10-15 years with proper maintenance. The Mill and Overlay process consists of milling the pavement to a uniform depth, depending on the extent of the surface distresses. This creates an even surface that new pavement is overlaid on to assure a consistent thickness.

Fairfax Road will be improved utilizing the Mill and Overlay process. The top 2" of bituminous will be milled in order to remove the cracking and stripping appearing on this road and 2" of new bituminous will be overlaid on top of the even surface.

Sanitary sewer improvements along Fairfax Road include removal and replacement of the sanitary sewer manhole lids, castings, and rings.

Other improvements to Fairfax Road include replacing signage and installing new pavement markings.

Proposed improvements to Fairfax Road are shown on the typical section pages.

Fairfax Court

In 2022, Fairfax Court was rated a 7 on the PACER scale. This means that the road is beginning to show signs of aging and needs maintenance. Fairfax Court has areas of bituminous that are stripping at approximately ½" in depth. When the upper surface layer (1"-2") of the pavement begins to deteriorate, the Mill and Overlay process is suggested.

The benefits of the Mill and Overlay process include the reduction of aging, transverse and longitudinal cracking and stripping at the surface. This allows for an extension of pavement life, typically 10-15 years with proper maintenance. The Mill and Overlay process consists of milling the pavement to a uniform depth, depending on the extent of the surface distresses. This creates an even surface that new pavement is overlaid on to assure a consistent thickness.

Fairfax Court will be improved utilizing the Mill and Overlay process. The top 2" of bituminous will be milled in order to remove the cracking and stripping appearing on this road and 2" of new bituminous will be overlaid on top of the even surface.

Sanitary sewer improvements along Fairfax Court include removal and replacement of the sanitary sewer manhole lids, castings, and rings.

Other improvements to Fairfax Court include replacing signage and installing new pavement markings.

Proposed improvements to Fairfax Court are shown on the typical section pages.

Cottage Grove Drive

In 2022, Cottage Grove Drive was rated a range of 7 to 8 on the PACER scale. This means that the road is beginning to show signs of cracking and may need maintenance. Cottage Grove Drive has areas of bituminous that are stripping at approximately ½" in depth leading to the need for maintenance earlier to this road. When the upper surface layer (1"-2") of the pavement begins to deteriorate, the Mill and Overlay process is suggested.

The benefits of the Mill and Overlay process include the reduction of aging, transverse and longitudinal cracking and stripping at the surface. This allows for an extension of pavement life, typically 10-15 years with proper maintenance. The Mill and Overlay process consists of milling the pavement to a uniform depth, depending on the extent of the surface distresses. This creates an even surface that new pavement is overlayed on to assure a consistent thickness.

Cottage Grove Drive will be improved utilizing the Mill and Overlay process. The top 2" of bituminous will be milled in order to remove the cracking and stripping appearing on this road and 2" of new bituminous will be overlayed on top of the even surface.

Sanitary sewer improvements along Cottage Grove Drive include removal and replacement of the sanitary sewer manhole lids, castings, and rings.

Other improvements to Cottage Grove Drive include replacing signage and installing new pavements markings.

Proposed improvements to Cottage Grove Drive are shown on the typical section pages.

Northwoods Drive

In 2022, Northwoods Drive was rated a 7 on the PACER scale. This means that the road is beginning to show signs of aging and needs maintenance. Northwoods Drive has areas of bituminous that are stripping at approximately ½" in depth. When the upper surface layer (1"-2") of the pavement begins to deteriorate, the Mill and Overlay process is suggested.

The benefits of the Mill and Overlay process include the reduction of aging, transverse and longitudinal cracking and stripping at the surface. This allows for an extension of pavement life, typically 10-15 years with proper maintenance. The Mill and Overlay process consists of milling the pavement to a uniform depth, depending on the extent of the surface distresses. This creates an even surface that new pavement is overlayed on to assure a consistent thickness.

Northwoods Drive will be improved utilizing the Mill and Overlay process. The top 2" of bituminous will be milled in order to remove the cracking and stripping appearing on this road and 2" of new bituminous will be overlayed on top of the even surface.

Sanitary sewer improvements along Northwoods Drive include removal and replacement of the sanitary sewer manhole lids, castings, and rings.

Other improvements to Northwoods Drive include replacing signage and installing new pavements markings.

Proposed improvements to Northwoods Drive are shown on the typical section pages.

Camden Road

In 2022, Camden Road was rated a 7 on the PACER scale. This means that the road is beginning to show signs of aging and needs maintenance. Camden Road has areas of bituminous that are stripping at approximately ½" in depth. When the upper surface layer (1"-2") of the pavement begins to deteriorate, the Mill and Overlay process is suggested.

The benefits of the Mill and Overlay process include the reduction of aging, transverse and longitudinal cracking and stripping at the surface. This allows for an extension of pavement life, typically 10-15 years with proper maintenance. The Mill and Overlay process consists of milling the pavement to a uniform depth, depending on the extent of the surface distresses. This creates an even surface that new pavement is overlayed on to assure a consistent thickness.

Camden Road will be improved utilizing the Mill and Overlay process. The top 2" of bituminous will be milled in order to remove the cracking and stripping appearing on this road and 2" of new bituminous will be overlayed on top of the even surface.

Sanitary sewer improvements along Camden Road include removal and replacement of the sanitary sewer manhole lids, castings, and rings.

Other improvements to Camden Road include replacing signage and installing new pavements markings.

Proposed improvements to Camden Road are shown on the typical section pages.

Parkwood Drive

In 2022, Parkwood Drive was rated a 4 on the PACER scale. This means that the road is showing an extreme loss of aggregate, longitudinal cracking in the wheel path and heavy block cracking. This road needs structural improvements by maintenance. Parkwood Drive has areas of bituminous that are stripping at approximately ½" in depth, numerous potholes and patched areas. When the upper surface layer (1"-2") of the pavement begins to deteriorate, the Mill and Overlay process is suggested.

The benefits of the Mill and Overlay process include the reduction of aging, transverse and longitudinal cracking and stripping at the surface. This allows for an extension of pavement life, typically 10-15 years with proper maintenance. The Mill and Overlay process consists of milling the pavement to a uniform depth, depending on the extent of the surface distresses. This creates an even surface that new pavement is overlayed on to assure a consistent thickness.

Parkwood Drive will be improved utilizing the Mill and Overlay process. The top 2" of bituminous will be milled in order to remove the cracking and stripping appearing on this road and 2" of new bituminous will be overlayed on top of the even surface.

Sanitary sewer improvements along Parkwood Drive include removal and replacement of the sanitary sewer manhole lids, castings, and rings.

In 2019 the Watermain Fitting Review Report was completed and acknowledged that the watermain fittings on this section of Parkwood Drive need to be reviewed. A water main exploratory excavation needs to be completed on this road to determine the type of fittings and if they need to be replaced.

Other improvements to Parkwood Drive include replacing signage and installing new pavements markings.

Proposed improvements to Parkwood Drive are shown on the typical section pages.

Kenwood Drive

In 2022, Kenwood Drive was rated a range of 6 to 7 on the PACER scale. This means that the road needs rehabilitation. Stripping is moderate to severe; block cracking is appearing, and longitudinal cracks are beginning to form near the edges. Kenwood Drive has areas of bituminous that are stripping at approximately ½" in depth. When the upper surface layer (1"-2") of the pavement begins to deteriorate, the Mill and Overlay process is suggested.

The benefits of the Mill and Overlay process include the reduction of aging, transverse and longitudinal cracking and stripping at the surface. This allows for an extension of pavement life, typically 10-15 years with proper maintenance. The Mill and Overlay process consists of milling the pavement to a uniform depth, depending on the extent of the surface distresses. This creates an even surface that new pavement is overlaid on to assure a consistent thickness.

Kenwood Drive will be improved utilizing the Mill and Overlay process. The top 2" of bituminous will be milled in order to remove the cracking and stripping appearing on this road and 2" of new bituminous will be overlaid on top of the even surface.

Sanitary sewer improvements along Kenwood Drive include removal and replacement of the sanitary sewer manhole lids, castings, and rings.

In 2019 the Watermain Fitting Review Report was completed and acknowledged that the watermain fittings on Kenwood Drive need to be reviewed. A water main exploratory excavation needs to be completed on this road to determine the type of fittings and if they need to be replaced.

Other improvements to Kenwood Drive include replacing the signage and installing new pavements markings.

Proposed improvements to Kenwood Drive are shown on the typical section pages.

Cherrywood Drive

In 2022, Cherrywood Drive was rated a 6 on the PACER scale. This means that the road needs rehabilitation. Stripping is moderate to severe; block cracking is appearing, and longitudinal cracks are beginning to form near the edges. Cherrywood Drive has areas of bituminous that are stripping at approximately ½" in depth. When the upper surface layer (1"-2") of the pavement begins to deteriorate, the Mill and Overlay process is suggested.

The benefits of the Mill and Overlay process include the reduction of aging, transverse and longitudinal cracking and stripping at the surface. This allows for an extension of pavement life, typically 10-15 years with proper maintenance. The Mill and Overlay process consists of milling the pavement to a uniform depth, depending on the extent of the surface distresses. This creates an even surface that new pavement is overlaid on to assure a consistent thickness.

Cherrywood Drive will be improved utilizing the Mill and Overlay process. The top 2" of bituminous will be milled in order to remove the cracking and stripping appearing on this road and 2" of new bituminous will be overlaid on top of the even surface.

Sanitary sewer improvements along Cherrywood Drive include removal and replacement of the sanitary sewer manhole lids, castings, and rings.

Watermain improvements are based on the 2019 Watermain Fitting Review Report. The report was completed and acknowledged that the water main fittings on Cherrywood Drive need to be reviewed. A water main exploratory excavation needs to be completed on this road to determine the type of fittings and if they need to be replaced.

Other improvements to Cherrywood Drive include replacing signage and installing new pavements markings.

Proposed improvements to Cherrywood Drive are shown on the typical section pages.

Residential Full Depth Reclamation

Interlacken Road

In 2022, Interlacken Road was rated a 5 on the PACER scale. This means that the road needs rehabilitation. Stripping is moderate to severe; block cracking is appearing, and longitudinal cracks are beginning to form near the edges. Interlacken Road has areas of bituminous that are stripping at approximately ½" to 1" in depth. Interlacken Road is proposed to be reconstructed utilizing full depth reclamation (FDR).

The benefits of the FDR process include the reduction of reflective cracking, longer pavement life (typically 20 years with proper maintenance), improved ride, and reduced maintenance costs. FDR uses a self-propelled pulverizing machine to grind the entire pavement section and a portion of the underlying gravel base material in place. This process destroys all existing pavement cracks and homogenizes the material into a usable aggregate base platform on which to pave a new bituminous surface.

FDR of the top 7" of the pavement and base section will be completed in two passes. After FDR is complete, 3" of material will be removed leaving a 4" reclaimed based. An inch of base will be added to bring the road to a standard 5" class 5 base. The reclaimed base will be compacted and 3.5" bituminous will be constructed in two separate lifts.

Sanitary sewer improvements along Interlacken Road include removal and replacement of the sanitary sewer manhole lid, castings, and rings.

Watermain improvements include restoration of the fire hydrant on the west end of the road, as it is the original hydrant for the road. In 2019 the Watermain Fitting Review Report was completed and acknowledged that the watermain fittings on Interlacken Road need to be reviewed. A water main exploratory excavation needs to be completed on the road to determine the type of fittings and if they need to be replaced.

The trail that runs along Interlacken Road is a 10' extension of the road. This trail will be included in the FDR process and restriped to assure pedestrian safety.

Other improvements to Interlacken Road include replacing existing driveways to the ROW line, installing new pavements markings, road signs, and removal and replacement of mailbox supports.

Proposed improvements to Interlacken Road are shown on the typical section pages.

Fairmont Court

In 2022, Fairmont Court was rated a 5 on the PACER scale. This means that the road needs rehabilitation. Stripping is moderate to severe; block cracking is appearing, and longitudinal cracks are beginning to form near the edges. Fairmont Court has areas of bituminous that are stripping at approximately ½" in depth. Fairmont Court is proposed to be reconstructed utilizing full depth reclamation (FDR).

The benefits of the FDR process include the reduction of reflective cracking, longer pavement life (typically 20 years with proper maintenance), improved ride, and reduced maintenance costs. FDR uses a self-propelled pulverizing machine to grind the entire pavement section and a portion of the underlying gravel base material in place. This process destroys all existing pavement cracks and homogenizes the material into a usable aggregate base platform on which to pave a new bituminous surface.

FDR of the top 8.5" of the pavement and base section will be completed in two passes. After FDR is complete, 3.5" of material will be removed leaving a 5" reclaimed base. The reclaimed base will be compacted and 3.5" bituminous will be constructed in two separate lifts.

Sanitary sewer improvements along Fairmont Court include removal and replacement of the sanitary sewer manhole lid, castings, and rings.

Other improvements to Fairmont Court include replacing existing driveways to the ROW line, installing new pavements markings, road signs, and removal and replacement of mailbox supports.

Proposed improvements to Fairmont Court are shown on the typical section pages.

Edmonton Road

In 2022, Edmonton Road was rated a 5 on the PACER scale. This means that the road needs rehabilitation. Stripping is moderate to severe; block cracking is appearing, and longitudinal cracks are beginning to form near the edges. Edmonton Road has areas of bituminous that are stripping at approximately ½" in depth. Edmonton Road is proposed to be reconstructed utilizing full depth reclamation (FDR).

The benefits of the FDR process include the reduction of reflective cracking, longer pavement life (typically 20 years with proper maintenance), improved ride, and reduced maintenance costs. FDR uses a self-propelled pulverizing machine to grind the entire pavement section and a portion of the underlying gravel base material in place. This process destroys all existing pavement cracks and homogenizes the material into a usable aggregate base platform on which to pave a new bituminous surface.

FDR of the top 7" of the pavement and base section will be completed in two passes. After FDR is complete, 3" of material will be removed leaving a 4" reclaimed base. An inch of base will be added to bring the road to a standard 5" class 5 base. The reclaimed base will be compacted and 3.5" bituminous will be constructed in two separate lifts.

Sanitary sewer improvements along Edmonton Road include removal and replacement of the sanitary sewer manhole lids, castings, and rings.

Other improvements to Edmonton Road include replacing existing driveways to the ROW line, installing new pavements markings, road signs, and removal and replacement of mailbox supports.

Proposed improvements to Edmonton Road are shown on the typical section pages.

Donald Street

In 2022, Donald Street was rated a 6 on the PACER scale. This means that the road needs rehabilitation. Stripping is moderate to severe; block cracking is appearing, and longitudinal cracks are beginning to form near the edges. Donald Street has areas of bituminous that are stripping at approximately ½" in depth and major potholes. Patching on this road is deteriorating. Donald Street is proposed to be reconstructed utilizing full depth reclamation (FDR).

The benefits of the FDR process include the reduction of reflective cracking, longer pavement life (typically 20 years with proper maintenance), improved ride, and reduced maintenance costs. FDR uses a self-propelled pulverizing machine to grind the entire pavement section and a portion of the underlying gravel base material in place. This process destroys all existing pavement cracks and homogenizes the material into a usable aggregate base platform on which to pave a new bituminous surface.

FDR of the top 6" of the pavement and base section will be completed in two passes. After FDR is complete, 3" of material will be removed leaving a 3" reclaimed based. 2" of base will be added to bring the road to a standard 5" class 5 base. The reclaimed base will be compacted and 3.5" bituminous will be constructed in two separate lifts.

In 2019 the Watermain Fitting Review Report was completed and acknowledged that the watermain fittings on Donald Street need to be reviewed. A water main exploratory excavation needs to be completed on the road to determine the type of fittings and if they need to be replaced.

Sanitary sewer improvements along Donald Street include removal and replacement of the sanitary sewer manhole lids, castings, and rings.

Other improvements to Donald Street include replacing existing driveways to the ROW line, installing new pavements markings, road signs, and removal and replacement of mailbox supports.

Proposed improvements to Donald Street are shown on the typical section pages.

Knollwood Drive

In 2022, Knollwood Drive was rated a range of 4 to 6 on the PACER scale. This means that the road is showing an extreme loss of aggregate, longitudinal cracking in the wheel path and heavy block cracking. This road needs structural improvements by maintenance. Knollwood Drive has areas of bituminous that are stripping at approximately ½" in depth, numerous potholes, and patched areas. The road also has areas of pavement that are lower than the rest of the road. This section of Knollwood Drive is proposed to be reconstructed utilizing full depth reclamation (FDR).

The benefits of the FDR process include the reduction of reflective cracking, longer pavement life (typically 20 years with proper maintenance), improved ride, and reduced maintenance costs. FDR uses a self-propelled pulverizing machine to grind the entire pavement section and a

portion of the underlying gravel base material in place. This process destroys all existing pavement cracks and homogenizes the material into a usable aggregate base platform on which to pave a new bituminous surface.

FDR of the top 8.5" of the pavement and base section will be completed in two passes. After FDR is complete, 3.5" of material will be removed leaving a 5" reclaimed base. The reclaimed base will be compacted and 3.5" bituminous will be constructed in two separate lifts. The road will be raised 6" to 1 foot in some areas to create an even roadway.

Sanitary sewer improvements along Knollwood Drive include removal and replacement of the sanitary sewer manhole lids, castings, and rings.

In 2019 the Watermain Fitting Review Report was completed and acknowledged that the watermain fittings on Knollwood Drive need to be reviewed. A water main exploratory excavation needs to be completed on this road to determine the type of fittings and if they need to be replaced.

Other improvements to Knollwood Drive include replacing existing driveways to the ROW line, installing new pavements markings, road signs, and removal and replacement of mailbox supports.

Proposed improvements to Knollwood Drive are shown on the typical section pages.

Glory Road

In 2022, Glory Road was rated a 3 on the PACER scale. This means that the road is in poor condition and requires structural improvements. Alligator cracking is significant, and patching is deteriorating. This section of Glory Road is proposed to be reconstructed utilizing full depth reclamation (FDR).

The benefits of the FDR process include the reduction of reflective cracking, longer pavement life (typically 20 years with proper maintenance), improved ride, and reduced maintenance costs. FDR uses a self-propelled pulverizing machine to grind the entire pavement section and a portion of the underlying gravel base material in place. This process destroys all existing pavement cracks and homogenizes the material into a usable aggregate base platform on which to pave a new bituminous surface.

FDR of the top 8.5" of the pavement and base section will be completed in two passes. After FDR is complete, 3.5" of material will be removed leaving a 5" reclaimed base. The reclaimed base will be compacted and 3.5" bituminous will be constructed in two separate lifts.

Sanitary sewer improvements along Glory Road include removal and replacement of the sanitary sewer manhole lids, castings, and rings.

Other improvements to Glory Road include replacing existing driveways to the ROW line, installing new pavements markings and removal and replacement of mailbox supports.

Proposed improvements to Glory Road are shown on the typical section pages.

Commercial Full Depth Reclamation

Garrison Road

In 2023, Garrison Road was updated through the Copeland Mill & Overlay Project. This is a private road, and the city does not include it in the rehabilitation plan. However, the city had WIDSETH complete a pre- and post-construction evaluation of the road. This evaluation found that the PED ramps are in need of updating to be ADA compliant, the sanitary and storm sewer system utilities also require updating.

Sanitary sewer improvements were also noted in this pre and post construction evaluation. Improvements along Garrison Road include removal and replacement of the sanitary sewer manhole lids, castings, and rings.

Sanitary sewer improvements were also noted in this pre and post construction evaluation. Storm sewer improvements along Garrison Road include removal and replacement of the storm castings and curb boxes.

Other improvements to Garrison Road include updating the trail and pedestrian ramps to be ADA compliant.

Elmwood Drive

In 2022, Elmwood Drive was rated a 6 on the PACER scale. This means that the road needs rehabilitation. Stripping is moderate to severe; block cracking is appearing, and longitudinal cracks are beginning to form near the edges. Elmwood Drive has areas of bituminous that are stripping at approximately 1 ½"-2" in depth, deteriorating patching from construction entrances, curb issues and does not meet current City 10-ton design standards. The City of Baxter has determined that commercial and industrial roadways should meet 10-ton design requirements to better handle heavy commercial traffic commonly associated with commercial and industrial development and provide long-term benefit to area property owners. This road is proposed to be reconstructed utilizing full depth reclamation (FDR) and curb replacement.

The benefits of the FDR process include the reduction of reflective cracking, longer pavement life (typically 20 years with proper maintenance), improved ride, reduced maintenance costs and a 10-ton design strength roadway, meeting City requirements. FDR uses a self-propelled pulverizing machine to grind the entire pavement section and a portion of the underlying gravel base material in place. This process destroys all existing pavement cracks and homogenizes the material into a usable aggregate base platform on which to pave a new bituminous surface.

FDR of the top 8.5" of the pavement and base section will be completed in two passes. After FDR is complete, 3.5" of material will be removed leaving a 6" reclaimed base. The reclaimed base will be compacted and 6" of bituminous will be constructed in three separate lifts.

100% curb & gutter and concrete pavement/valley gutter replacement is proposed. Analysis indicates that when more than 50% of the curb & gutter requires replacement it is more economical to remove and replace all curb & gutter vs. selective removal and replacement.

Sanitary sewer improvements along Elmwood Drive include removal and replacement of the sanitary sewer manhole lids, castings, and rings.

Storm sewer improvements along Elmwood Drive include removal and replacement of the storm castings and curb boxes.

Other improvements to Elmwood Drive include replacing existing driveways to the ROW line, replacing signage, installing new pavements markings and removal and replacement of mailbox supports.

Proposed improvements to Elmwood Drive are shown on the typical section pages.

Forthun Road East Section

In 2022, this section of Forthun Road, east of the roundabout was rated a 4 on the PACER scale. This means that the road is showing an extreme loss of aggregate, longitudinal cracking in the wheel path and heavy block cracking. This road needs structural improvements by maintenance. Forthun Road has areas of bituminous that are stripping at approximately 1/2" in depth, numerous potholes and patched areas, curb and trail that needs repair and pedestrian ramps that need to be updated. This road does not meet current City 10-ton design standards. The City of Baxter has determined that commercial and industrial roadways should meet 10-ton design requirements to better handle heavy commercial traffic commonly associated with commercial and industrial development and provide long-term benefit to area property owners. This road is proposed to be reconstructed utilizing full depth reclamation (FDR) and curb replacement.

The benefits of the FDR process include the reduction of reflective cracking, longer pavement life (typically 20 years with proper maintenance), improved ride, reduced maintenance costs and a 10-ton design strength roadway, meeting City requirements. FDR uses a self-propelled pulverizing machine to grind the entire pavement section and a portion of the underlying gravel base material in place. This process destroys all existing pavement cracks and homogenizes the material into a usable aggregate base platform on which to pave a new bituminous surface.

FDR of the top 8.5" of the pavement and base section will be completed in two passes. After FDR is complete, 3.5" of material will be removed leaving a 6" reclaimed based. The reclaimed base will be compacted and 6" of bituminous will be constructed in three separate lifts.

100% curb & gutter and concrete pavement/valley gutter replacement is proposed. Analysis indicates that when more than 50% of the curb & gutter requires replacement it is more economical to remove and replace all curb & gutter vs. selective removal and replacement.

Sanitary sewer improvements along this section of Forthun Road include removal and replacement of the sanitary sewer manhole lids, castings, and rings.

Storm sewer improvements along this section of Forthun Road include removal and replacement of the storm castings and curb boxes.

The bituminous trail is showing signs of failure and is nearing the end of its useful life. The pedestrian curb ramps are not ADA compliant. Reconstruction of the trail and pedestrian ramps is proposed. The trail will be updated by removing the 2" of bituminous. 1" of class will be added to the 4" of existing based. 3" of new bituminous will be placed on top of the base. New concrete pedestrian curb ramps will be constructed, and truncated domes installed at all City-street crossings. Truncated domes are not proposed at private driveway crossings per ADA requirements. The reconstruction of ADA compliant pedestrian curb ramps will improve traffic safety at these intersections.

Other improvements to Forthun Road include replacing existing driveways to the ROW line, replacing signage, installing new pavements markings and removal and replacement of mailbox supports.

Proposed improvements to Forthun Road are shown on the typical section pages.

Forthun Road West Section

In 2022, the section of Forthun Road west of the roundabout, was rated a 3 on the PACER scale. This means that the road is in poor condition and requires structural improvements. Forthun Road has areas of bituminous that are stripping at approximately ½" in depth, patching that is deteriorating, curb damage and drainage issues. This road does not meet current City 10-ton design standards. The City of Baxter has determined that commercial and industrial roadways should meet 10-ton design requirements to better handle heavy commercial traffic commonly associated with commercial and industrial development and provide long-term benefit to area property owners. This section of Forthun Road is proposed to be reconstructed utilizing full depth reclamation (FDR) and curb replacement.

The benefits of the FDR process include the reduction of reflective cracking, longer pavement life (typically 20 years with proper maintenance), improved ride, reduced maintenance costs and a 10-ton design strength roadway, meeting City requirements. FDR uses a self-propelled pulverizing machine to grind the entire pavement section and a portion of the underlying gravel base material in place. This process destroys all existing pavement cracks and homogenizes the material into a usable aggregate base platform on which to pave a new bituminous surface.

FDR of the top 6.5" of the pavement and base section will be completed in two passes. After FDR is complete, 3.5" of material will be removed leaving a 3" reclaimed based. 3" of reclaimed base will be added and the reclaimed base will be compacted. 6" of bituminous will then be constructed in three separate lifts.

100% curb & gutter and concrete pavement/valley gutter replacement is proposed. Analysis indicates that when more than 50% of the curb & gutter requires replacement it is more economical to remove and replace all curb & gutter vs. selective removal and replacement.

Sanitary sewer improvements along this section of Forthun Road include removal and replacement of the sanitary sewer manhole lids, castings, and rings.

Storm sewer improvements along this section of Forthun Road include removal and replacement of the storm castings and curb boxes.

Other improvements to Forthun Road include replacing existing driveways to the ROW line, replacing signage, installing new pavements markings and removal and replacement of mailbox supports.

Proposed improvements to Forthun Road are shown on the typical section pages.

Edgewood Drive

In 2022, this section of Edgewood Drive was rated a range of 5 to 6 on the PACER scale. This means that the road needs rehabilitation. Stripping is moderate to severe; block cracking is appearing, and longitudinal cracks are beginning to form near the edges. Edgewood Drive has

areas of bituminous that are stripping at approximately ½" in depth, significant potholes and breaking along the driveways. This road does not meet current City 10-ton design standards. The City of Baxter has determined that commercial and industrial roadways should meet 10-ton design requirements to better handle heavy commercial traffic commonly associated with commercial and industrial development and provide long-term benefit to area property owners. This section of Edgewood Drive is proposed to be reconstructed utilizing full depth reclamation (FDR) and curb replacement.

The benefits of the FDR process include the reduction of reflective cracking, longer pavement life (typically 20 years with proper maintenance), improved ride, reduced maintenance costs and a 10-ton design strength roadway, meeting City requirements. FDR uses a self-propelled pulverizing machine to grind the entire pavement section and a portion of the underlying gravel base material in place. This process destroys all existing pavement cracks and homogenizes the material into a usable aggregate base platform on which to pave a new bituminous surface.

FDR of the top 8.5" of the pavement and base section will be completed in two passes. After FDR is complete, 3.5" of material will be removed leaving a 5" reclaimed base. 1" of reclaimed base will be added and the reclaimed base will be compacted. 6" of bituminous will then be constructed in three separate lifts.

100% curb & gutter and concrete pavement/valley gutter replacement is proposed. Analysis indicates that when more than 50% of the curb & gutter requires replacement it is more economical to remove and replace all curb & gutter vs. selective removal and replacement.

Sanitary sewer improvements along this section of Edgewood Drive include removal and replacement of the sanitary sewer manhole lids, castings, and rings.

Storm sewer improvements along this section of Edgewood Drive include removal and replacement of the storm castings and curb boxes.

Other improvements to Edgewood Drive include replacing existing driveways to the ROW line, replacing signage, installing new pavements markings and removal and replacement of mailbox supports.

Proposed improvements to Edgewood Drive are shown on the typical section pages.

Novotny Road

In 2022, this section of Novotny Road was rated a 6 on the PACER scale. This means that the road needs rehabilitation. Stripping is moderate to severe; block cracking is appearing, and longitudinal cracks are beginning to form near the edges. Novotny Road has areas of bituminous that are stripping at approximately ½" in depth and does not meet current City 10-ton design standards. The City of Baxter has determined that commercial and industrial roadways should meet 10-ton design requirements to better handle heavy commercial traffic commonly associated with commercial and industrial development and provide long-term benefit to area property owners. This road is proposed to be reconstructed utilizing full depth reclamation (FDR) and curb replacement.

The benefits of the FDR process include the reduction of reflective cracking, longer pavement life (typically 20 years with proper maintenance), improved ride, reduced maintenance costs and a 10-ton design strength roadway, meeting City requirements. FDR uses a self-propelled

pulverizing machine to grind the entire pavement section and a portion of the underlying gravel base material in place. This process destroys all existing pavement cracks and homogenizes the material into a usable aggregate base platform on which to pave a new bituminous surface.

FDR of the top 8.5" of the pavement and base section will be completed in two passes. After FDR is complete, 3.5" of material will be removed leaving a 5" reclaimed base. 1" of reclaimed base will be added and the reclaimed base will be compacted. 6" of bituminous will then be constructed in three separate lifts.

100% curb & gutter and concrete pavement/valley gutter replacement is proposed. Analysis indicates that when more than 50% of the curb & gutter requires replacement it is more economical to remove and replace all curb & gutter vs. selective removal and replacement. The median will remain in place.

Sanitary sewer improvements along this section of Novotny Road include removal and replacement of the sanitary sewer manhole lids, castings, and rings.

Storm sewer improvements along this section of Novotny Road include removal and replacement of the storm manhole lids, castings and curb boxes.

Other improvements to Novotny Road include replacing signage and installing new pavement markings.

Proposed improvements to Novotny Road are shown on the typical section pages.

Whispering Woods Lane

In 2022, this section of Whispering Woods Lane was rated a 7 on the PACER scale. This means that the road is beginning to show signs of aging and needs maintenance. Whispering Woods Lane has areas of bituminous that are stripping at approximately ½" in depth, numerous potholes and does not meet current City 10-ton design standards. The City of Baxter has determined that commercial and industrial roadways should meet 10-ton design requirements to better handle heavy commercial traffic commonly associated with commercial and industrial development and provide long-term benefit to area property owners. This road is proposed to be reconstructed utilizing full depth reclamation (FDR) and curb replacement.

The benefits of the FDR process include the reduction of reflective cracking, longer pavement life (typically 20 years with proper maintenance), improved ride, reduced maintenance costs and a 10-ton design strength roadway, meeting City requirements. FDR uses a self-propelled pulverizing machine to grind the entire pavement section and a portion of the underlying gravel base material in place. This process destroys all existing pavement cracks and homogenizes the material into a usable aggregate base platform on which to pave a new bituminous surface.

FDR of the top 8.5" of the pavement and base section will be completed in two passes. After FDR is complete, 3.5" of material will be removed leaving a 5" reclaimed base. 1" of reclaimed base will be added and the reclaimed base will be compacted. 6" of bituminous will then be constructed in three separate lifts.

100% curb & gutter and concrete pavement/valley gutter replacement is proposed. Analysis indicates that when more than 50% of the curb & gutter requires replacement it is more economical to remove and replace all curb & gutter vs. selective removal and replacement.

Sanitary sewer improvements along this section of Whispering Woods Lane include removal and replacement of the sanitary sewer manhole lids, castings, and rings.

Storm sewer improvements along this section of Whispering Woods Lane include removal and replacement of the storm castings and curb boxes.

Other improvements to Whispering Woods Lane include replacing existing driveways to the ROW line, replacing signage, installing new pavements markings and removal and replacement of mailbox supports.

Proposed improvements to Whispering Woods Lane are shown on the typical section pages.

Dellwood Drive

In 2022, this section of Dellwood Drive was rated a 6 on the PACER scale. This means that the road needs rehabilitation. Stripping is moderate to severe; block cracking is appearing, and longitudinal cracks are beginning to form near the edges. Dellwood Drive has areas of bituminous that are stripping at approximately ½" in depth, cracking in the cement is forming and the road does not meet current City 10-ton design standards. The City of Baxter has determined that commercial and industrial roadways should meet 10-ton design requirements to better handle heavy commercial traffic commonly associated with commercial and industrial development and provide long-term benefit to area property owners. This road is proposed to be reconstructed utilizing full depth reclamation (FDR) and curb replacement.

The benefits of the FDR process include the reduction of reflective cracking, longer pavement life (typically 20 years with proper maintenance), improved ride, reduced maintenance costs and a 10-ton design strength roadway, meeting City requirements. FDR uses a self-propelled pulverizing machine to grind the entire pavement section and a portion of the underlying gravel base material in place. This process destroys all existing pavement cracks and homogenizes the material into a usable aggregate base platform on which to pave a new bituminous surface.

FDR of the top 8.5" of the pavement and base section will be completed in two passes. After FDR is complete, 3.5" of material will be removed leaving a 5" reclaimed base. 1" of reclaimed base will be added and the reclaimed base will be compacted. 6" of bituminous will then be constructed in three separate lifts.

100% curb & gutter and concrete pavement/valley gutter replacement is proposed. Analysis indicates that when more than 50% of the curb & gutter requires replacement it is more economical to remove and replace all curb & gutter vs. selective removal and replacement. Sanitary sewer improvements along this section of Dellwood Drive include removal and replacement of the sanitary sewer manhole lids, castings, and rings.

Storm sewer improvements along this section of Dellwood Drive include removal and replacement of the storm manhole lids, castings and curb boxes.

Other improvements to Dellwood Drive include replacing existing driveways to the ROW line, replacing signage, installing new pavements markings and removal and replacement of mailbox supports. A turn lane is proposed to be added at the intersection for the Menards entrance. This is shown in the proposed typical section.

Proposed improvements to Dellwood Drive are shown on the typical section pages.

Do Nothing Option

The do-nothing option was considered as an option to all proposed improvements. Doing nothing does not promote preserving the existing roadway network via pavement management and does not prepare for future long-term transportation plans being considered by the City.

ESTIMATED PROJECT COSTS

Estimated project costs for the proposed improvements are summarized below:

Mill & Overlay (Residential)

Assessable Roadway:	\$976,047.43
Sanitary Sewer:	\$145,802.94
Watermain:	\$202,774.73
City Trail	<u>\$2,541.37</u>
Subtotal:	\$1,327,166.46

Full Depth Reclamation (Residential)

Assessable Roadway:	\$1,093,635.05
Sanitary Sewer:	\$72,137.34
Watermain:	\$88,385.99
City Trail	<u>\$31,589.72</u>
Subtotal:	\$1,285,748.10

Full Depth Reclamation (Commercial)

Assessable Roadway:	\$1,845,027.78
City Roadway:	\$175,506.08
Storm Sewer:	\$334,773.10
Sanitary Sewer:	\$78,971.11
Watermain:	\$41,100.69
City Trail	<u>\$102,953.33</u>
Subtotal:	\$2,578,332.08

ESTIMATED TOTAL PROJECT COST: \$5,191,246.64

The costs estimated herein are intended to convey a general and approximate picture of the costs that would probably be incurred today in carrying out the proposed work. Costs can vary widely depending upon many factors such as weather, economic conditions, size of project, and the workload of available contractors. Actual costs can only be determined by bidding the project. Detailed breakdowns of the estimates are provided in the Appendix. Costs estimated above include estimated construction costs, 15% contingencies, and soft costs including engineering, administration, financing, and legal fees.

The costs are calculated in 2023 dollars and need to be updated in the future based on the current economic conditions at the time the project is being considered.

The Engineer's Estimate is located in Appendix C.

PROJECT IMPLEMENTATION

Funding for improvements would be obtained from assessments to benefitted property owners and contributions from the City of Baxter. The estimated assessments included in this Report were calculated in accordance with City policy utilizing the Unit Assessment Method and Front Footage Assessment Method. A detailed description of the assessment methods utilized by the City of Baxter can be found in the most recent version of the “City of Baxter – Assessment Policy for Public Initiated Improvements.”

Based on the improvement type, project costs have been split into various project areas for the purposes of assessment and city cost calculation. Utilizing the previously mentioned methodologies, the following project allocations were determined.

Mill & Overlay (Residential)

In accordance with City policy, 100% of Mill & Overlay improvement costs, up to 26’ in width in “residential” areas, are assessed to the adjacent benefitting properties. Zoning districts included in this “residential” assessment category include RR, RS, R-1, R-1A, R-2, and R3. In accordance with past practice, the Unit Assessment Method was selected. The unit assessment was calculated by dividing the total project cost by the number of Equivalent Residential Unit (ERU) units in the project area.

Costs for the Sanitary Sewer, Watermain and Trail improvements are assumed to be paid by the City and not assessed.

Based on the above methodology and assumptions, the following were determined:

<u>Total Estimated Project Costs:</u>	<u>\$1,327,166.46</u>
City Sanitary Sewer (manhole lids, castings, and rings):	\$145,802.94
City Watermain (exploratory excavation and hydrant restoration):	\$202,774.73
City Trail:	\$2,541.37
Total Remaining Assessable Costs:	\$976,047.43
Total Equivalent Residential Units:	206
Estimated Cost per Unit:	\$4,738.09

In accordance with City policy, assessments for mill and overlay projects are collected over a 7-year term. The interest rate would be set at 1.5% above the True Interest Cost rate on the bond issue. Interest would also be added based on the number of days between when the assessment is adopted by the Council and the end of the calendar year in which the assessment is levied.

Full Depth Reclamation (Residential)

In accordance with City policy, 100% of full depth reclamation improvement costs, up to 26’ in width, in “residential” areas, are assessed to the adjacent benefitting properties. Zoning districts included in this “residential” assessment category include RR, RS, R-1, R-1A, R-2, and R3. In accordance with past practice, the Unit Assessment Method was selected. The unit assessment was calculated by dividing the total project cost by the number of Equivalent Residential Unit (ERU) units in the project area.

Costs for Storm Sewer, Sanitary Sewer, Watermain and Trail improvements are assumed to be paid by the City and not assessed.

Based on the above methodology and assumptions, the following were determined:

<u>Total Estimated Project Costs:</u>	<u>\$1,285,748.10</u>
City Sanitary Sewer (manhole lids, castings, and rings):	\$72,137.34
City Watermain (exploratory excavation and hydrant restoration):	\$88,385.99
City Trail:	\$31,589.72
Total Remaining Assessable Costs:	\$1,093,635.05
Total Equivalent Residential Units:	83
Estimated Cost per Unit:	\$13,176.33

This estimated cost per unit for the Residential Full Depth Reclamation project is higher than that of similar projects. This is due to the large properties on these roads that are not assessed with this project in accordance with the assessment policy.

In accordance with City policy, assessments for full depth reclamation projects are collected over a 12-year term. The interest rate would be set at 1.5% above the True Interest Cost rate on the bond issue. Interest would also be added based on the number of days between when the assessment is adopted by the Council and the end of the calendar year in which the assessment is certified.

Full Depth Reclamation (Commercial)

In accordance with City policy, 100% of full depth reclamation improvement costs, up to 44' in width, in "commercial" areas, are assessed to the adjacent benefitting properties. Zoning districts included in this "commercial" assessment category include R-2, R-3, OS, C1, C2 and I. In accordance with past practice, the front footage assessment method was selected. Assessments are calculated by dividing the total assessable project cost by the total assessable frontage. The assessable frontage is based on the length as calculated at the building set back line which is 35' in commercial zoning districts.

Costs for roadway improvements in excess of 44' are considered to be City costs.

Costs for Storm Sewer, Sanitary Sewer, Watermain and Trail improvements are assumed to be paid by the City and not assessed.

Based on the above methodology and assumptions, the following were determined:

<u>Total Estimated Project Costs:</u>	<u>\$2,578,332.08</u>
City Roadway:	\$175,506.08
City Sanitary Sewer (manhole lids, castings, and rings):	\$78,971.11
City Storm Sewer (castings):	\$334,773.10
City Watermain (exploratory excavation and hydrant restoration):	\$41,100.69
City Trail:	\$102,953.33
Total Remaining Assessable Costs:	\$1,845,027.78
Total Estimated Frontage:	7,566
Estimated Cost per Foot:	\$243.86

In accordance with City policy, assessments for full depth reclamation projects are collected over a 12-year term. The interest rate would be set at 1.5% above the True Interest Cost rate on the bond issue. Interest would also be added based on the number of days between when the assessment is adopted by the Council and the end of the calendar year in which the assessment is certified.

Detailed assessment rate calculations and estimated individual assessments are included in Appendix C.

CONCLUSIONS AND RECOMMENDATIONS

This Report has studied the feasibility of roadway improvements and other related work for the following roadway segments:

Residential Mill & Overlay:

- Jepson Road in its entirety.
- Kingwood Drive in its entirety.
- Knollwood Court in its entirety.
- Fairfax Road in its entirety.
- Fairfax Court in its entirety.
- Cottage Grove Drive in its entirety.
- Northwoods Drive in its entirety.
- Camden Road in its entirety.
- Parkwood Drive (Mountain Ash Drive to Kingwood Drive)
- Kenwood Drive (Fairview Road to 1,590' north of Fairview Road)
- Cherrywood Drive (Inglewood Drive to Excelsior Road)

Residential Full Depth Reclamation:

- Interlacken Road in its entirety.
- Fairmont Court in its entirety.
- Edmonton Road in its entirety.
- Knollwood Drive (Fairview Road to Donald Street)
- Donald Street in its entirety.
- Glory Road (1,600' west of Isle Drive to 1,125' west of Isle Drive)

Commercial Full Depth Reclamation:

- Garrison Road Trail and City Utility Improvements
- Elmwood Drive in its entirety.
- Forthun Road (Elder Dr to Elmwood Drive)
- Forthun Road (570' west of roundabout to 386' west of roundabout)
- Edgewood Drive (530' north of Woida Road to Novotny Road)
- Novotny Road (300' west of TH 371 to TH 371)
- Whispering Woods Lane (Dellwood Drive to Pearl Drive)
- Dellwood Drive (430' north of Woida Road to Whispering Woods Lane)

The total cost of all improvements is estimated at \$5,191,246.64

Residential Area – Mill & Overlay

The mill & overlay residential area includes the mentioned roads. In accordance with the 2021 Pavement Management Plan, Mill & Overlay is the recommended pavement maintenance technique. Other improvements include manhole and casting replacements, watermain exploratory excavation, and hydrant restoration.

Assessments were calculated using the Unit Assessment Method and are estimated to be \$4,738.09 per ERU.

The Mill & Overlay cost summary is as follows:

<u>Total Estimated Project Cost:</u>	<u>\$1,327,166.46</u>
City Costs:	\$389,023.78
Assessable Project Costs:	\$976,047.43
Benefiting Property Assessments:	938,142.68
City Property Assessments:	\$37,904.75
Total Estimated City Cost (City Costs + Assessments):	\$426,928.53

Residential Area - Full Depth Reclamation

The residential FDR area includes the mentioned roads. In accordance with the 2021 Pavement Management Plan, FDR is the recommended reconstruction technique. Other improvements include manhole and casting replacements and watermain exploratory excavation.

Assessments were calculated using the Unit Assessment Method and are estimated to be \$13,176.33 per ERU.

The residential FDR cost summary is as follows:

<u>Total Estimated Project Cost:</u>	<u>\$1,285,748.10</u>
City Costs:	\$192,113.05
Assessable Project Costs:	\$1,093,635.05
Benefiting Property Assessments:	\$1,093,635.05
City Property Assessments:	\$0
Total Estimated City Cost (City Costs + Assessments):	\$192,113.05

Commercial Area - Full Depth Reclamation

The commercial FDR area includes the mentioned roads. In accordance with the 2021 Pavement Management Plan, FDR is the recommended reconstruction technique. Other improvements include manhole and casting replacements, trail, and crossings renovations to be ADA compliant, and replacement of curb and gutter.

Assessments were calculated using the Frontage Assessment Method and are estimated to be \$243.86 per foot.

The FDR cost summary is as follows:

<u>Total Estimated Project Cost:</u>	<u>\$2,578,332.08</u>
City Costs:	\$866,206.78
Assessable Project Costs:	\$1,845,027.78
Benefiting Property Assessments:	\$1,712,125.30
City Frontage Contributions:	\$132,902.48
Total Estimated City Cost (City Costs + Assessments):	\$999,109.26

Total Project Area Cost Summary

Estimated Total Project Cost:	\$5,191,246.64	
Estimated Assessable Project Costs		
Benefitting Property Assessments:	\$3,743,903.03	72%
City of Baxter Frontage Contribution:	\$170,807.23	
<u>City Cost Summary</u>		
Mill & Overlay – City Assessments:	\$37,904.75	
Mill & Overlay – Sanitary Sewer:	\$145,802.94	
Mill & Overlay – Watermain:	\$202,774.73	
Mill & Overlay – Trail:	\$2,541.37	
FDR (Residential) – Sanitary Sewer:	\$72,137.34	
FDR (Residential) – Watermain:	\$88,385.99	
FDR (Residential) – Trail:	\$31,589.72	
FDR (Commercial) – City Roadway:	\$175,506.08	
FDR (Commercial) – City Assessments:	\$132,902.48	
FDR (Commercial) – Sanitary Sewer:	\$78,971.11	
FDR (Commercial) – Storm Sewer:	\$334,773.10	
FDR (Commercial) – Watermain:	\$41,100.69	
FDR (Commercial) – Trail:	\$102,953.33	
Total Estimated City Cost:	\$1,447,343.61	28%

In conclusion, we believe the proposed improvements are feasible and we do not foresee any major problems other than normal inconveniences associated with construction such as noise, and traffic disturbance. These situations would be temporary in nature, and we would anticipate the construction would last approximately 3 months depending on the contractor, weather, and other factors.

We recommend the City proceed as follows:

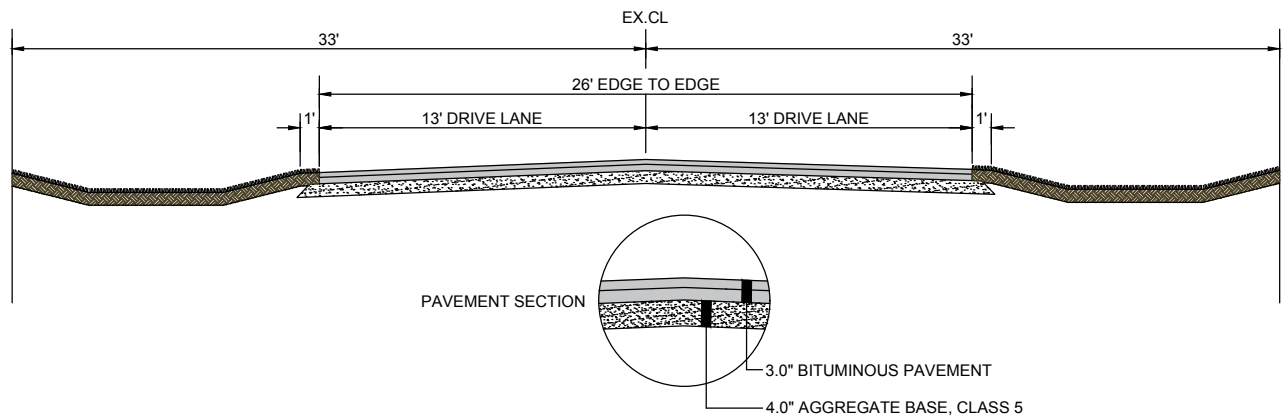
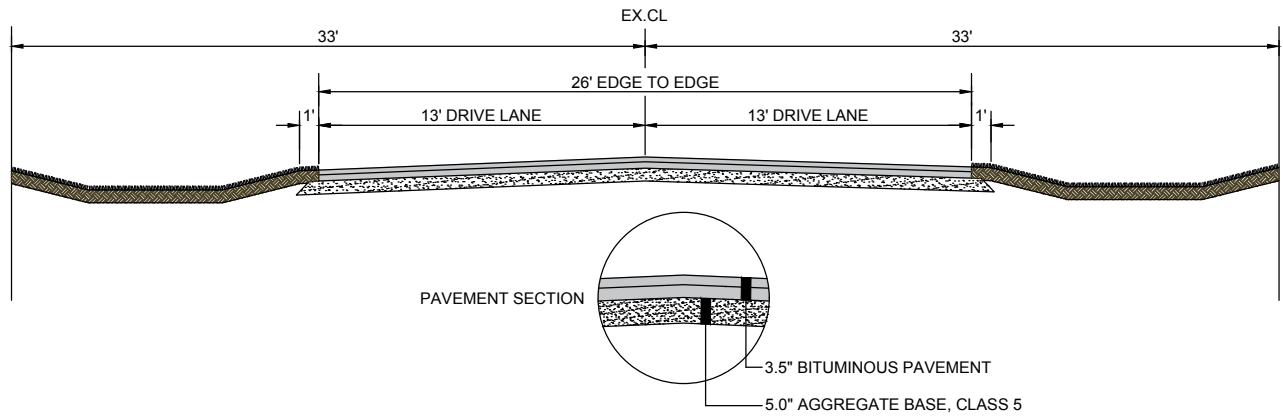
1. Utilities Commission review of feasibility report, plans, and specifications.
2. City Council review and approval of feasibility report and plans and specifications.
3. Advertise the project for public bidding.
4. Hold Improvement Hearing.
5. Review bids and update project costs and assessments.
6. Prepare final costs and assessments and schedule the Assessment Hearing.
7. Conduct Assessment Hearing and adopt assessment roles.
8. Award the construction contract.
9. Construction of the project.

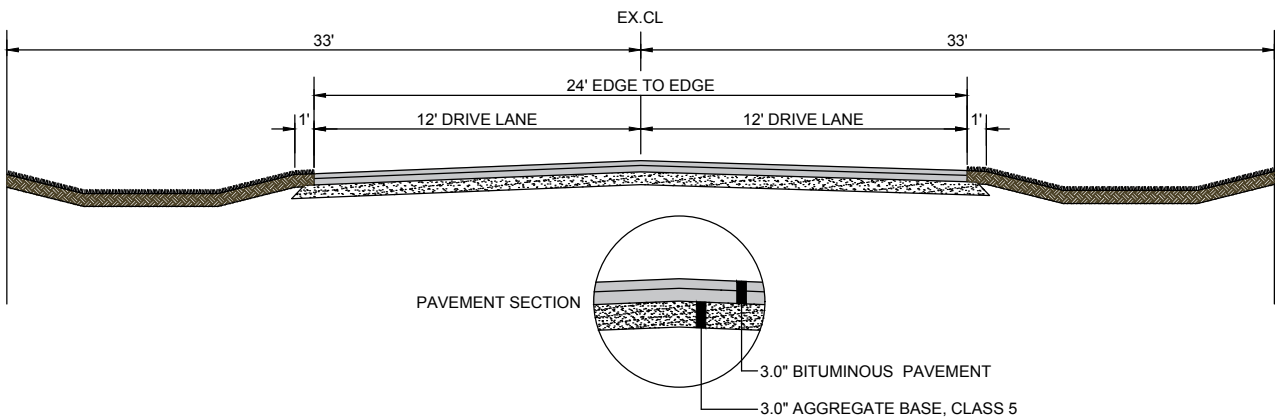
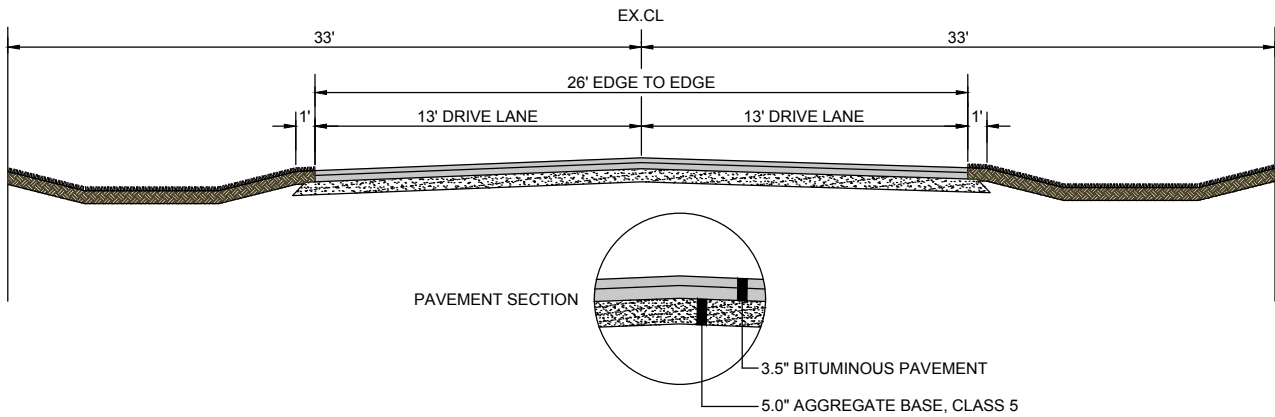
APPENDICES

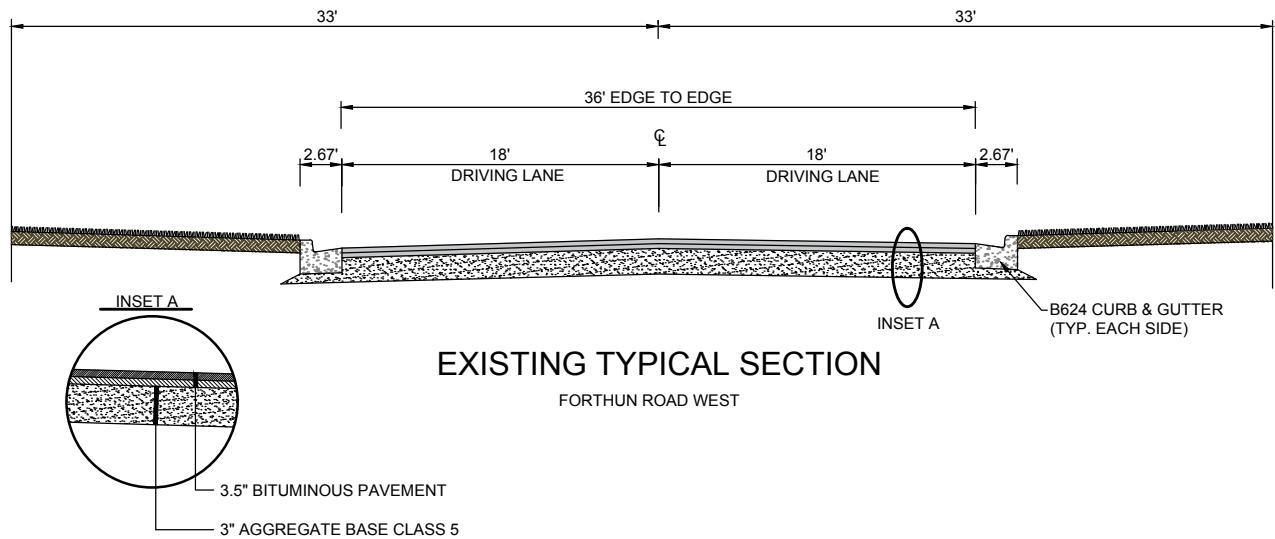
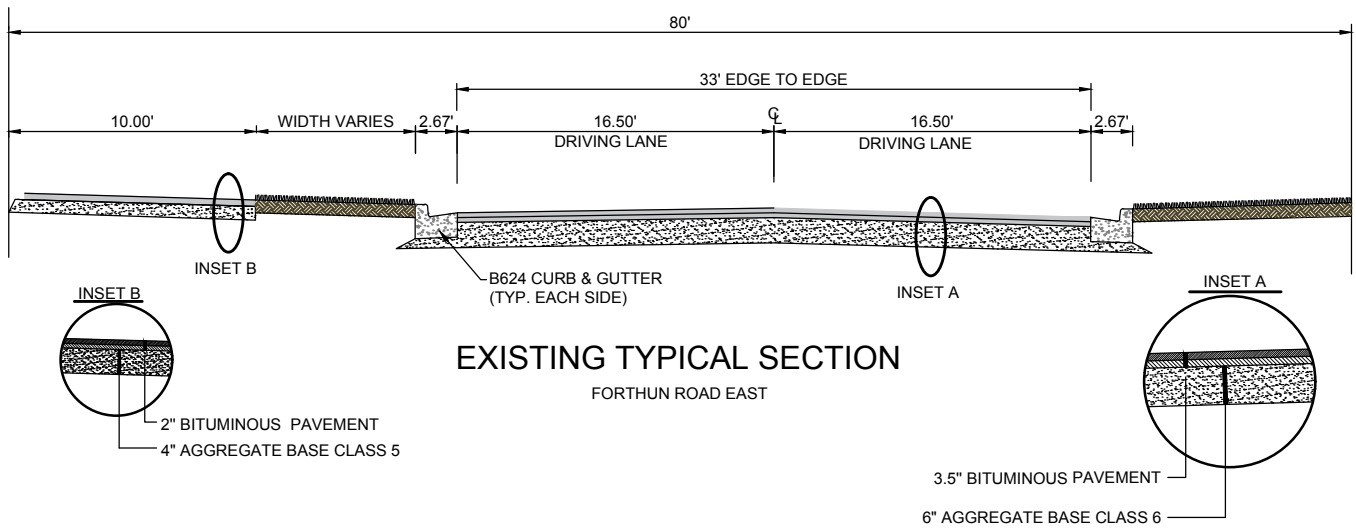
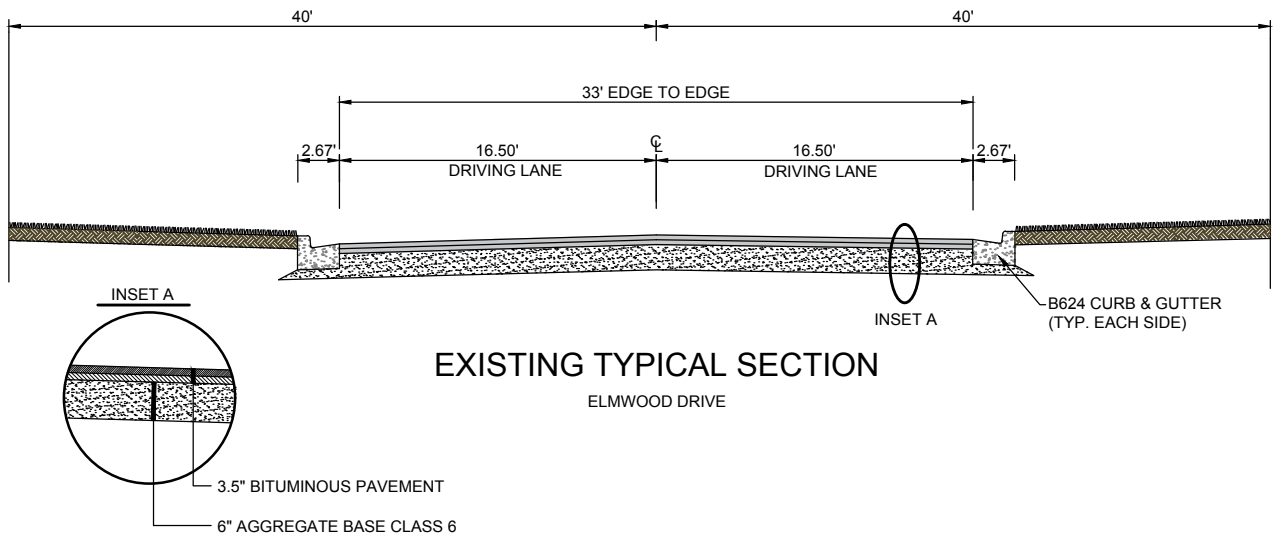
- Appendix A
 - Existing Typical Section Sheets
- Appendix B
 - Proposed Typical Section Sheets
- Appendix C
 - Engineers Estimate and Assessment Calculations
- Appendix D
 - Project Schedule
- Appendix E
 - Reevaluated Roads

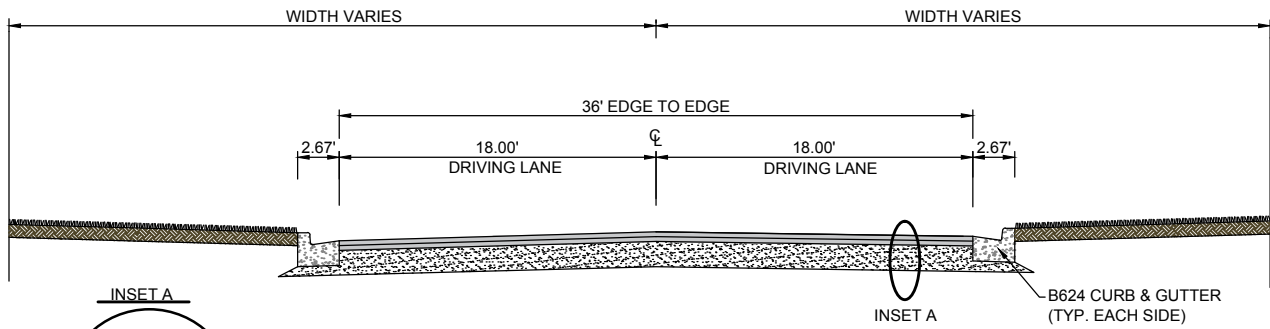
Appendix A

Existing Typical Section Sheets



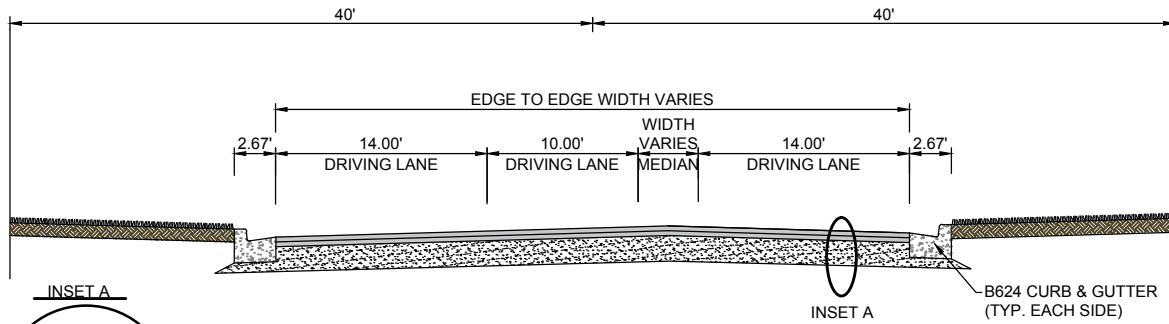
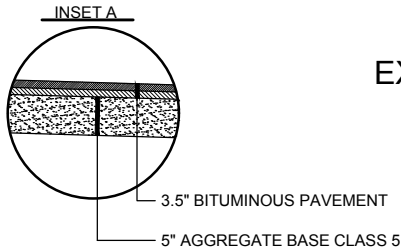






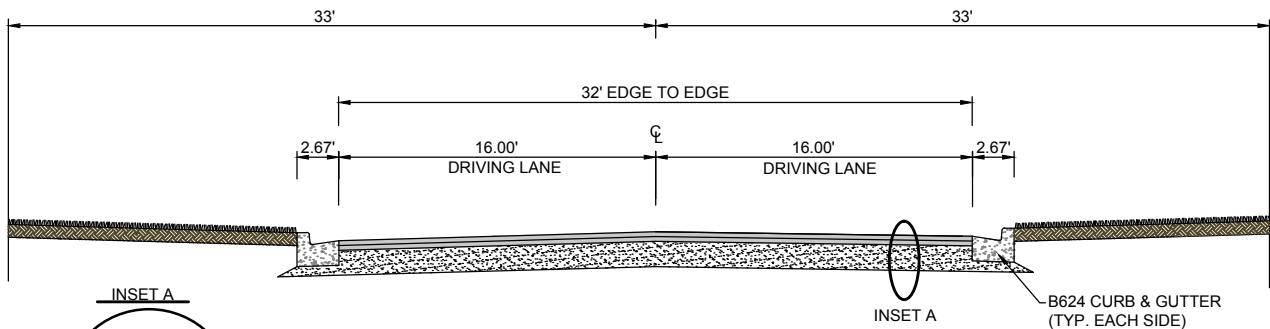
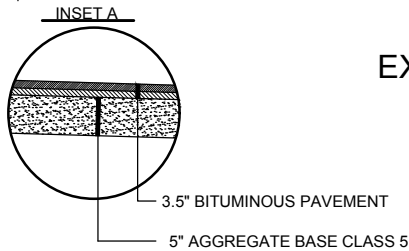
EXISTING TYPICAL SECTION

EDGEWOOD DRIVE,
DELLWOOD DRIVE



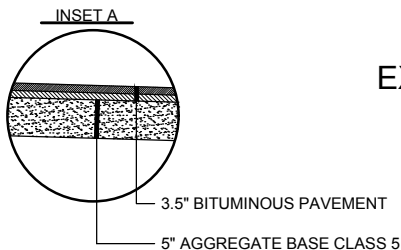
EXISTING TYPICAL SECTION

NOVOTNY ROAD



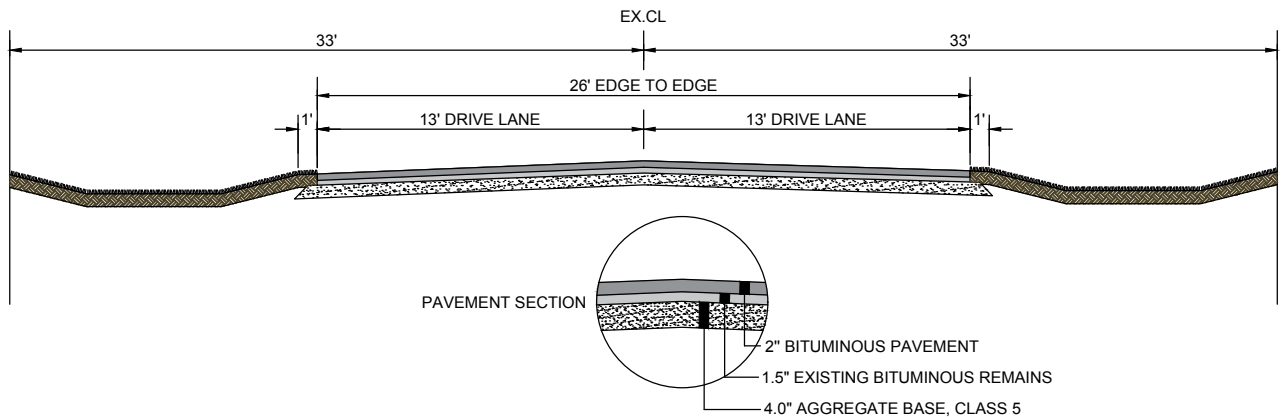
EXISTING TYPICAL SECTION

WHISPERING WOODS LANE



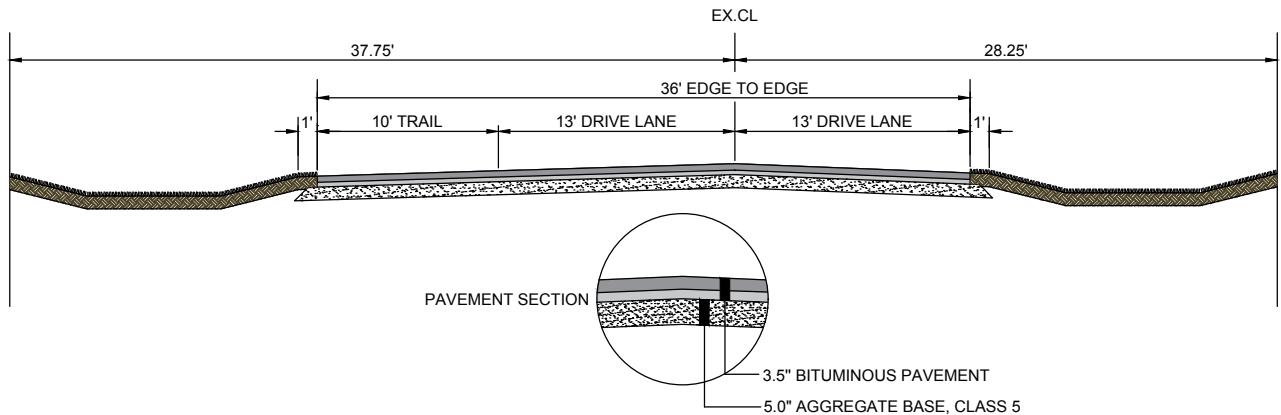
Appendix B

Proposed Typical Section Sheets



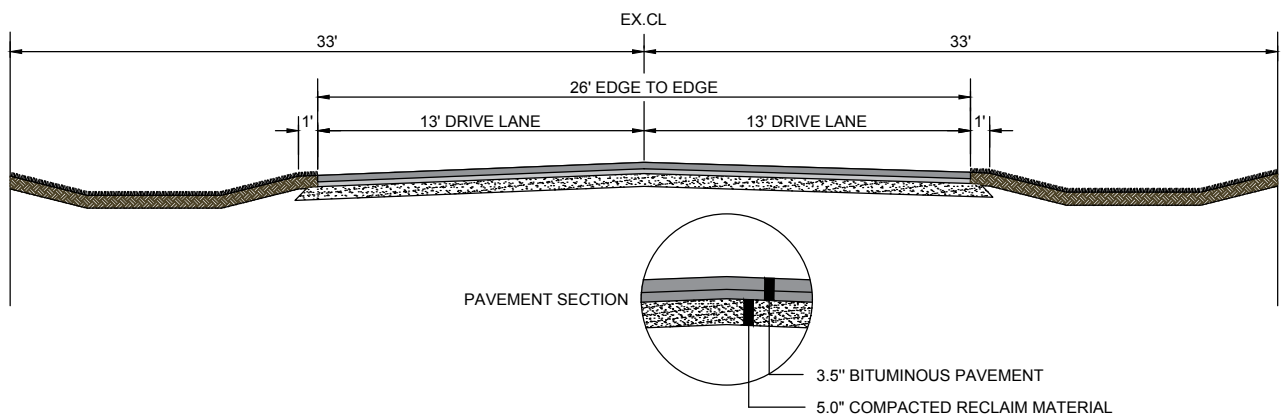
PROPOSED MILL AND OVERLAY TYPICAL SECTION

JEPSON ROAD, KINGWOOD
DRIVE, KNOLLWOOD COURT,
CHERRYWOOD DRIVE



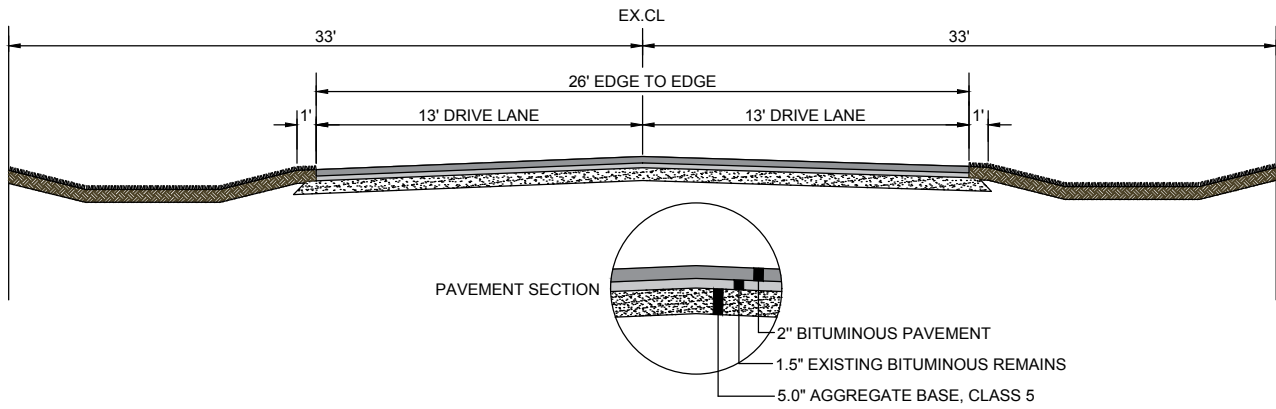
PROPOSED FULL DEPTH RECLAMATION TYPICAL SECTION

INTERLACKEN ROAD



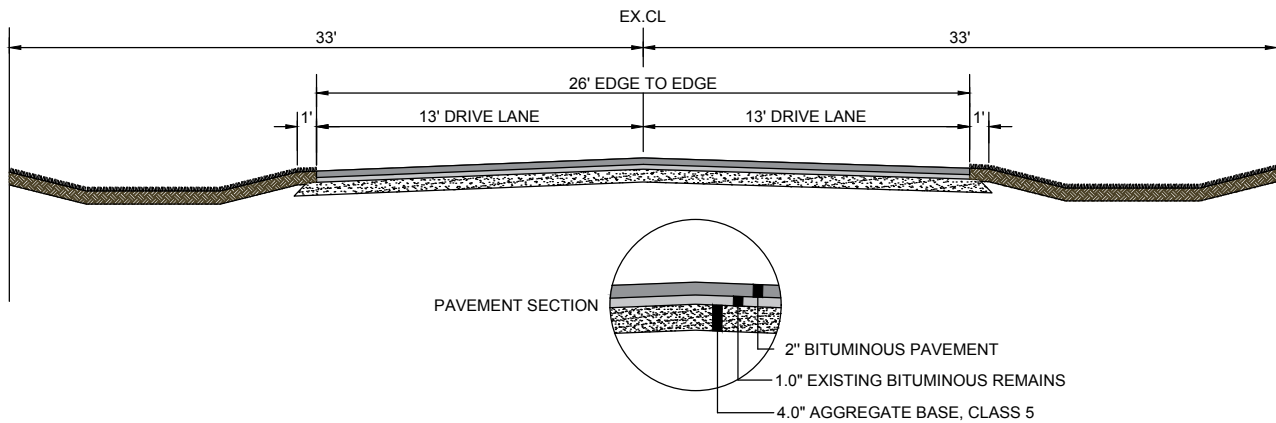
PROPOSED FULL DEPTH RECLAMATION TYPICAL SECTION

GLORY ROAD, KNOLLWOOD
DRIVE, FAIRMONT COURT,
DONALD STREET,
EDMONTON ROAD



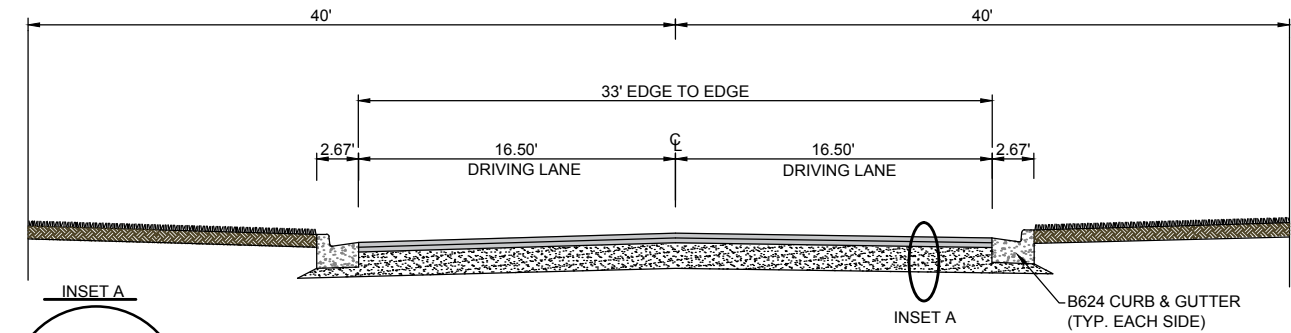
PROPOSED MILL AND OVERLAY TYPICAL SECTION

FAIRFAX ROAD, FAIRFAX COURT,
KENWOOD DRIVE

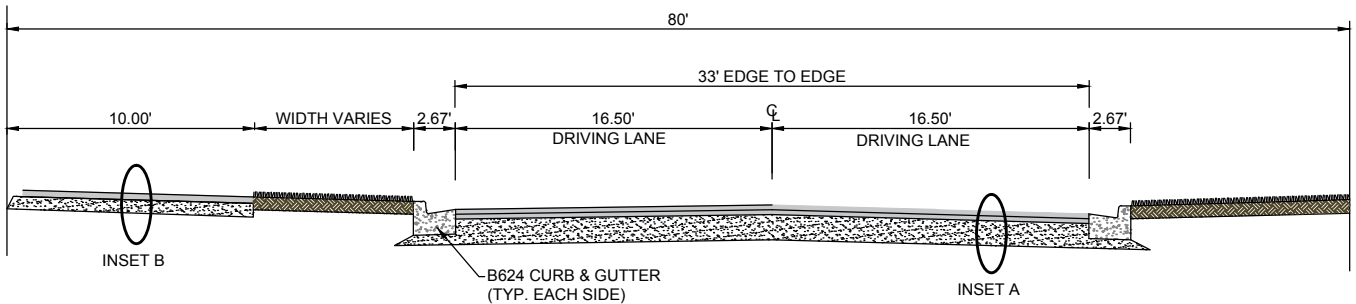


PROPOSED MILL AND OVERLAY TYPICAL SECTION

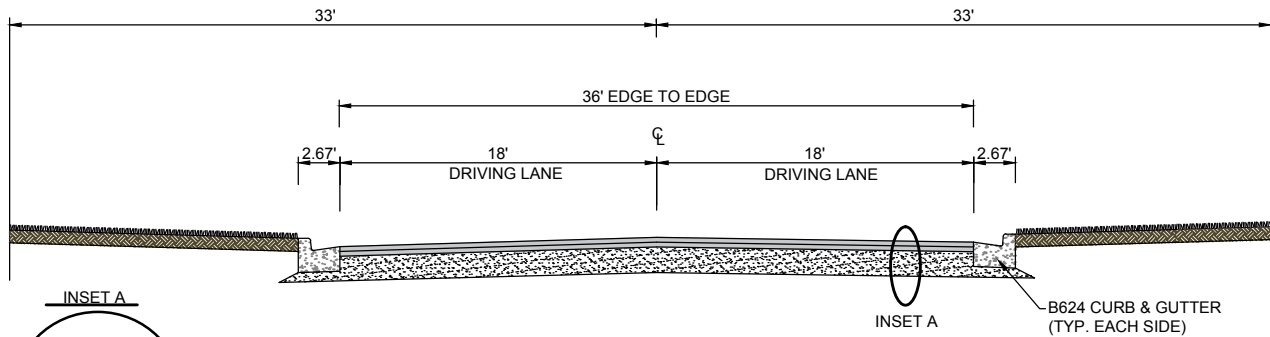
COTTAGE GROVE DRIVE, NORTHWOODS DRIVE,
CAMDEN ROAD, PARKWOOD DRIVE



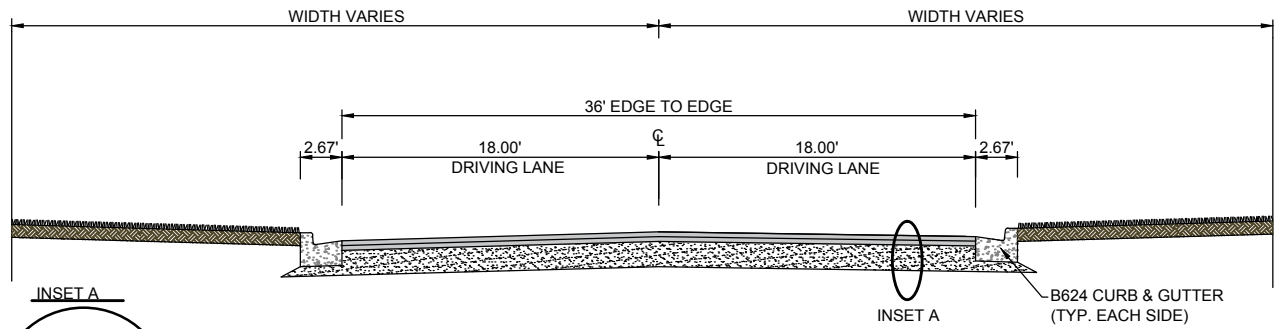
PROPOSED FULL DEPTH RECLAMATION TYPICAL SECTION
ELMWOOD DRIVE



PROPOSED FULL DEPTH RECLAMATION TYPICAL SECTION
FORTHUN ROAD EAST



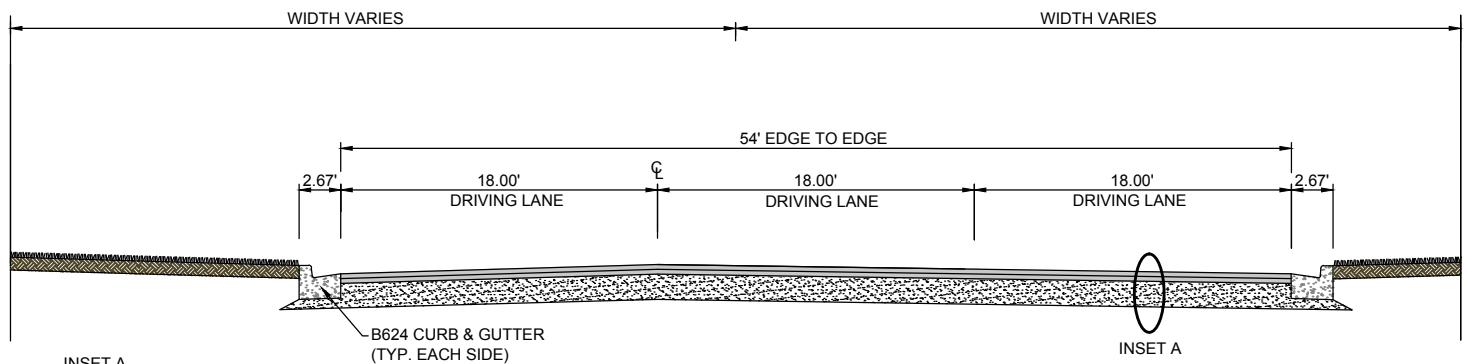
PROPOSED FULL DEPTH RECLAMATION TYPICAL SECTION
FORTHUN ROAD WEST



PROPOSED FULL DEPTH RECLAMATION TYPICAL SECTION

EDGEWOOD DRIVE,
DELLWOOD DRIVE

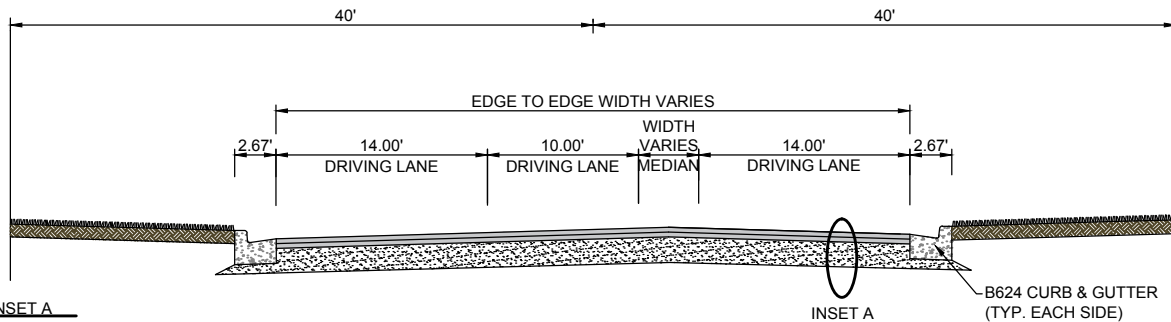
6" BITUMINOUS PAVEMENT
1" COMPACTED RECLAIM MATERIAL
5" COMPACTED RECLAIM MATERIAL



PROPOSED FULL DEPTH RECLAMATION TYPICAL SECTION

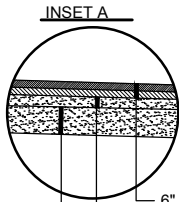
DELLWOOD DRIVE WITH TURN LANE

6" BITUMINOUS PAVEMENT
1" COMPACTED RECLAIM MATERIAL
5" COMPACTED RECLAIM MATERIAL

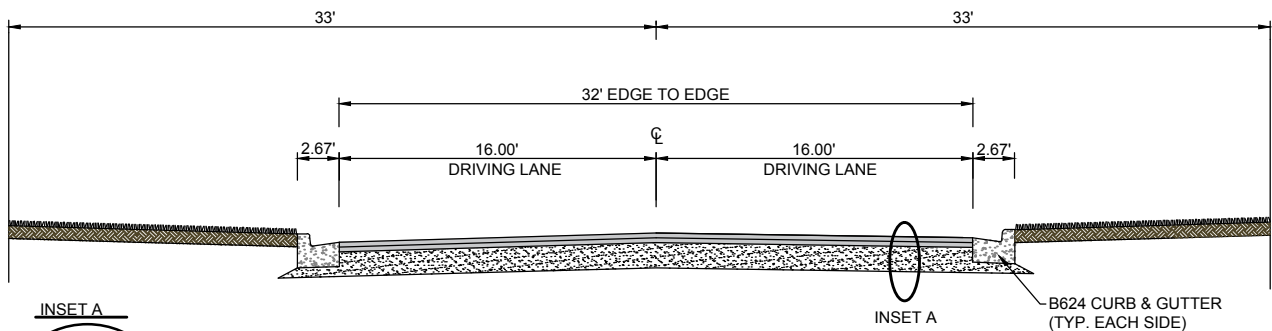


PROPOSED FULL DEPTH RECLAMATION TYPICAL SECTION

NOVOTNY ROAD

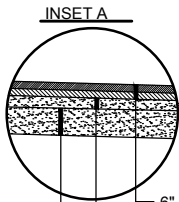


6" BITUMINOUS PAVEMENT
1" COMPACTED RECLAIM MATERIAL
5" COMPACTED RECLAIM MATERIAL



PROPOSED FULL DEPTH RECLAMATION TYPICAL SECTION

WHISPERING WOODS LANE



6" BITUMINOUS PAVEMENT
1" COMPACTED RECLAIM MATERIAL
5" COMPACTED RECLAIM MATERIAL

Appendix C

Engineer's Estimate & Assessment Calculations

2024 MILL & OVERLAY AND FULL DEPTH RECLAMATION IMPROVEMENTS PROJECT
ENGINEER'S ESTIMATE AND ASSESSMENT CALCULATIONS
BAXTER, MN
Monday, August 28, 2023

					RESIDENTIAL M&O							
					JEPSON ROAD							
ITEM NO.	SPEC NO.	ITEM DESCRIPTION	UNIT	UNIT PRICE	ASSESSABLE ROADWAY		SANITARY SEWER		WATER		TOTAL PROJECT	
					ESTIMATED QUANTITY	TOTAL COST	ESTIMATED QUANTITY	TOTAL COST	ESTIMATED QUANTITY	TOTAL COST	ESTIMATED QUANTITY	TOTAL COST
1	2021.501	MOBILIZATION	LUMP SUM	\$10,000.00	0.64	\$6,400.00	0.08	\$800.00	0.28	\$2,800.00	1	\$10,000.00
2	2104.502	REMOVE CASTING (SANITARY)	EACH	\$235.00			2	\$470.00			2	\$470.00
3	2104.502	REMOVE CASTING (STORM)	EACH	\$235.00								
4	2104.502	REMOVE SIGN	EACH	\$40.00								
5	2104.502	REMOVE MAIL BOX SUPPORT	EACH	\$45.00								
6	2104.503	SAWING CONCRETE PAVEMENT (FULL DEPTH)	LIN FT	\$7.50								
7	2104.503	SAWING BITUMINOUS PAVEMENT (FULL DEPTH)	LIN FT	\$4.00			56	\$224.00			56	\$224.00
8	2104.503	REMOVE CURB & GUTTER	LIN FT	\$4.00								
9	2104.504	REMOVE CONCRETE PAVEMENT	SQ YD	\$10.00								
10	2104.504	REMOVE BITUMINOUS PAVEMENT	SQ YD	\$6.00			11	\$65.33			11	\$65.33
11	2112.619	RECLAIMED AGGREGATE BASE PREPARATION	ROAD STA	\$300.00								
12	2105.607	EXCAVATION SPECIAL	CU YD	\$16.00								
13	2105.607	COMMON EXCAVATION	CU YD	\$15.00								
15	2123.510	COMMON LABORERS	HOURL	\$100.00	2	\$200.00	2	\$200.00	2	\$200.00	6	\$600.00
16	2123.610	SKID LOADER	HOURL	\$145.00	2	\$290.00	2	\$290.00	2	\$290.00	6	\$870.00
17	2123.610	STREET SWEEPER (WITH PICKUP BROOM AND WATER)	HOURL	\$200.00	2	\$400.00	2	\$400.00	2	\$400.00	6	\$1,200.00
18	2215.504	FULL DEPTH RECLAMATION	SQ YD	\$2.00								
19	2232.504	MILL BITUMINOUS SURFACE (2.0")	SQ YD	\$2.00	1786	\$3,572.00					1786	\$3,572.00
21	2301.504	CONCRETE PAVEMENT 8"	SQ YD	\$90.00								
22	2302.604	BITUMINOUS DRIVEWAY REPLACEMENT	SQ YD	\$45.00								
23	2360.509	TYPE SP 9.5 WEARING COURSE MIX (3,C)	TON	\$95.00	216	\$20,487.65	1	\$94.64			217	\$20,582.29
24	2360.509	TYPE SP 12.5 NON-WEARING COURSE MIX (3,B)	TON	\$85.00								
25	2503.503	12" RC PIPE SEWER DESIGN 3006 CLASS V	LIN FT	\$75.00								
26	2503.602	CONNECT TO EXISTING STORM SEWER	EACH	\$1,300.00								
27	2504.502	HYDRANT	EACH	\$5,500.00					1	\$5,500.00	1	\$5,500.00
28	2504.602	HYDRANT RESTORATION	EACH	\$2,500.00					1	\$2,500.00	1	\$2,500.00
29	2504.602	6" GATE VALVE REPLACEMENT	EACH	\$1,500.00					1	\$1,500.00	1	\$1,500.00
30	2504.602	WATERMAIN EXPLORATORY EXCAVATION	HOURL	\$700.00					4	\$2,800.00	4	\$2,800.00
31	2504.602	ADJUST VALVE BOX	EACH	\$325.00					1	\$325.00	1	\$325.00
32	2504.602	VALVE BOX MID SECTION	EACH	\$250.00					1	\$250.00	1	\$250.00
33	2504.602	WATERMAIN TEE	EACH	\$6,500.00								
34	2506.502	CASTING ASSEMBLY (SANITARY 700-7)	EACH	\$1,200.00			2	\$2,400.00			2	\$2,400.00
35	2506.502	CASTING ASSEMBLY (STORM 700-7)	EACH	\$1,200.00								
36	2506.502	CASTING ASSEMBLY (STORM NEENAH R-3250-DVSP)	EACH	\$1,550.00								
37	2506.502	CASTING ASSEMBLY (STORM NEENAH R-3250-EVSP)	EACH	\$1,300.00								
38	2506.602	RECONSTRUCT DRAINAGE STRUCTURE	EACH	\$2,000.00								
39	2506.602	GROUT CATCH BASIN OR MANHOLE	CU YD	\$600.00								
40	2506.503	CONSTRUCT DRAINAGE STRUCTURE DESIGN H	LIN FT	\$500.00								
41	2521.518	6" CONCRETE WALK	SQ FT	\$17.50								
42	2521.518	3" BITUMINOUS WALK	SQ FT	\$3.50								
43	2531.503	CONCRETE CURB & GUTTER DESIGN B624	LIN FT	\$24.00								
44	2531.504	6" CONCRETE DRIVEWAY PAVEMENT	SQ YD	\$75.00								
45	2531.604	8" CONCRETE VALLEY GUTTER	SQ YD	\$97.50								
46	2531.618	TRUNCATED DOMES	SQ FT	\$65.00								
47	2540.602	MAIL BOX SUPPORT	EACH	\$125.00								
48	2563.601	TRAFFIC CONTROL	LUMP SUM	\$3,000.00	0.63	\$1,890.00	0.08	\$240.00	0.29	\$870.00	1	\$3,000.00
49	2564.518	SIGN PANELS TYPE C	SQ FT	\$60.00								
50	2573.502	STORM DRAIN INLET PROTECTION	EACH	\$165.00								
51	2573.503	SEDIMENT CONTROL LOG TYPE WOOD FIBER	LIN FT	\$5.00								
52	2573.503	SILT FENCE, TYPE MS	LIN FT	\$4.00								
53	2573.501	STABILIZED CONSTRUCTION EXIT	EACH	\$1,200.00								
54	2574.507	SCREENED TOPSOIL BORROW	CU YD	\$45.00	12	\$540.00					12	\$540.00
55	2574.508	FERTILIZER TYPE 3 (10-10-20) (SEEDING)	POUND	\$1.75	2	\$3.15					2	\$3.15
56	2574.508	FERTILIZER TYPE 3 (22-5-10) (SOD)	POUND	\$1.75								
57	2575.504	SOD TYPE LAWN	SQ YD	\$17.50								
58	2575.508	SEED MIXTURE 22-111 (TEMPORARY SEEDING)	POUND	\$5.50								
59	2575.508	SEED MIXTURE 25-151	POUND	\$7.00	4	\$25.20					4	\$25.20
60	2575.508	HYDRAULIC REINFORCED FIBER MATRIX	POUND	\$3.50	63	\$220.50					63	\$220.50
61	2575.523	WATER	MGAL	\$45.00	10	\$450.00					10	\$450.00
62	2575.605	SEEDING	ACRE	\$600.00	0.03	\$18.00					0.03	\$18.00
63	2582.503	4" SOLID LINE PAINT	LIN FT	\$0.85								
64	2582.503	4" BROKEN LINE PAINT	LIN FT	\$0.85	350	\$297.50					350	\$297.50
65	2582.503	8" SOLID LINE PAINT	LIN FT	\$0.85								
66	2582.503	4" DOUBLE SOLID LINE PAINT	LIN FT	\$0.85								
ESTIMATED CONSTRUCTION COST:				\$3,964,270.88	61%	\$34,794.00	9%	\$5,183.97	30%	\$17,435.00	100%	\$57,412.97
CONTINGENCIES (8%):				\$312,875.04		\$2,783.52		\$414.72		\$1,394.80		\$4,593.04
SUBTOTAL:				\$4,281,412.55		\$37,577.52		\$5,598.69		\$18,829.80	1.45%	\$62,006.01
ENGINEERING, LEGAL, FINANCE, ADMIN AND OTHER COSTS (25%):				\$1,070,353.14		\$9,394.38		\$1,399.67		\$4,707.45		\$15,501.50
ESTIMATED TOTAL PROJECT COST:				\$5,351,765.68		\$46,971.90		\$6,998.36		\$23,537.25		\$77,507.51

Monday, August 28, 2023

ESTIMATED CONSTRUCTION COST:	\$3,964,270.88
CONTINGENCIES (8%):	\$312,875.04
SUBTOTAL:	\$4,281,412.55
ENGINEERING, LEGAL, FINANCE, ADMIN AND OTHER COSTS (25%):	\$1,070,353.14
ESTIMATED TOTAL PROJECT COST:	\$5,351,765.68

72%	\$117,434.90	1%	\$1,882.49	8%	\$13,374.62	19%	\$30,675.00	100.0%	\$163,367.01
	<u>\$9,394.79</u>		<u>\$150.60</u>		<u>\$1,069.97</u>		<u>\$2,454.00</u>		<u>\$13,069.36</u>
	\$126,829.69		\$2,033.09		\$14,444.59		\$33,129.00	4.12%	\$176,436.38
	\$31,707.42		\$508.27		\$3,611.15		\$8,282.25		\$44,109.09
	<u>\$158,537.12</u>		<u>\$2,541.37</u>		<u>\$18,055.74</u>		<u>\$41,411.25</u>		<u>\$220,545.47</u>

Monday, August 28, 2023

ITEM NO.	SPEC NO.	ITEM DESCRIPTION	UNIT	UNIT PRICE
1	2021.501	MOBILIZATION	LUMP SUM	\$10,000.00
2	2104.502	REMOVE CASTING (SANITARY)	EACH	\$235.00
3	2104.502	REMOVE CASTING (STORM)	EACH	\$235.00
4	2104.502	REMOVE SIGN	EACH	\$40.00
5	2104.502	REMOVE MAIL BOX SUPPORT	EACH	\$45.00
6	2104.503	SAWING CONCRETE PAVEMENT (FULL DEPTH)	LIN FT	\$7.50
7	2104.503	SAWING BITUMINOUS PAVEMENT (FULL DEPTH)	LIN FT	\$4.00
8	2104.503	REMOVE CURB & GUTTER	LIN FT	\$4.00
9	2104.504	REMOVE CONCRETE PAVEMENT	SQ YD	\$10.00
10	2104.504	REMOVE BITUMINOUS PAVEMENT	SQ YD	\$6.00
11	2112.619	RECLAIMED AGGREGATE BASE PREPARATION	ROAD STA	\$300.00
12	2105.607	EXCAVATION SPECIAL	CU YD	\$16.00
13	2105.607	COMMON EXCAVATION	CU YD	\$15.00
15	2123.510	COMMON LABORERS	HOUR	\$100.00
16	2123.610	SKID LOADER	HOUR	\$145.00
17	2123.610	STREET SWEEPER (WITH PICKUP BROOM AND WATER)	HOUR	\$200.00
18	2215.504	FULL DEPTH RECLAMATION	SQ YD	\$2.00
19	2232.504	MILL BITUMINOUS SURFACE (2.0")	SQ YD	\$2.00
21	2301.504	CONCRETE PAVEMENT 8"	SQ YD	\$90.00
22	2302.604	BITUMINOUS DRIVEWAY REPLACEMENT	SQ YD	\$45.00
23	2360.509	TYPE SP 9.5 WEARING COURSE MIX (3.C)	TON	\$95.00
24	2360.509	TYPE SP 12.5 NON-WEARING COURSE MIX (3.B)	TON	\$85.00
25	2503.503	12" RC PIPE SEWER DESIGN 3006 CLASS V	LIN FT	\$75.00
26	2503.602	CONNECT TO EXISTING STORM SEWER	EACH	\$1,300.00
27	2504.502	HYDRANT	EACH	\$5,500.00
28	2504.602	HYDRANT RESTORATION	EACH	\$2,500.00
29	2504.602	6" GATE VALVE REPLACEMENT	EACH	\$1,500.00
30	2504.602	WATERMAIN EXPLORATORY EXCAVATION	HOUR	\$700.00
31	2504.602	ADJUST VALVE BOX	EACH	\$325.00
32	2504.602	VALVE BOX MID SECTION	EACH	\$250.00
33	2504.602	WATERMAIN TEE	EACH	\$6,500.00
34	2506.502	CASTING ASSEMBLY (SANITARY 700-7)	EACH	\$1,200.00
35	2506.502	CASTING ASSEMBLY (STORM 700-7)	EACH	\$1,200.00
36	2506.502	CASTING ASSEMBLY (STORM NENAH R-3250-DVSP)	EACH	\$1,500.00
37	2506.502	CASTING ASSEMBLY (STORM NENAH R-3250-EVSP)	EACH	\$1,300.00
38	2506.602	RECONSTRUCT DRAINAGE STRUCTURE	EACH	\$2,000.00
39	2506.602	GROUT CATCH BASIN OR MANHOLE	CU YD	\$600.00
40	2506.503	CONSTRUCT DRAINAGE STRUCTURE DESIGN H	LIN FT	\$50.00
41	2521.518	6" CONCRETE WALK	SQ FT	\$17.50
42	2521.518	3" BITUMINOUS WALK	SQ FT	\$3.50
43	2531.503	CONCRETE CURB & GUTTER DESIGN B624	LIN FT	\$24.00
44	2531.504	6" CONCRETE DRIVEWAY PAVEMENT	SQ YD	\$75.00
45	2531.604	8" CONCRETE VALLEY GUTTER	SQ YD	\$97.50
46	2531.618	TRUNCATED DOMES	SQ FT	\$65.00
47	2540.602	MAIL BOX SUPPORT	EACH	\$125.00
48	2563.601	TRAFFIC CONTROL	LUMP SUM	\$3,000.00
49	2564.518	SIGN PANELS TYPE C	SQ FT	\$60.00
50	2573.502	STORM DRAIN INLET PROTECTION	EACH	\$165.00
51	2573.503	SEDIMENT CONSTRUCTION LOG TYPE WOOD FIBER	LIN FT	\$5.00
52	2573.503	SILT FENCE, TYPE MS	LIN FT	\$4.00
53	2573.501	STABILIZED CONSTRUCTION EXIT	EACH	\$1,200.00
54	2574.507	SCREENED TOPSOIL BORROW	CU YD	\$45.00
55	2574.508	FERTILIZER TYPE 3 (10-10-20) (SEEDING)	POUND	\$1.75
56	2574.508	FERTILIZER TYPE 3 (22-5-10) (SOD)	POUND	\$1.75
57	2575.504	SOD TYPE LAWN	SQ YD	\$17.50
58	2575.508	SEED MIXTURE 22-111 (TEMPORARY SEEDING)	POUND	\$5.50
59	2575.508	SEED MIXTURE 25-151	POUND	\$7.00
60	2575.508	HYDRAULIC REINFORCED FIBER MATRIX	POUND	\$3.50
61	2575.523	WATER	MGAL	\$45.00
62	2575.605	SEEDING	ACRE	\$600.00
63	2582.503	4" SOLID LINE PAINT	LIN FT	\$0.85
64	2582.503	4" BROKEN LINE PAINT	LIN FT	\$0.85
65	2582.503	8" SOLID LINE PAINT	LIN FT	\$0.85
66	2582.503	4" DOUBLE SOLID LINE PAINT	LIN FT	\$0.85

[illegible]

Monday, August 28, 2023

ESTIMATED CONSTRUCTION COST:	\$3,964,270.88
CONTINGENCIES (8%):	\$312,875.04
SUBTOTAL:	\$4,281,412.55
ENGINEERING, LEGAL, FINANCE, ADMIN AND OTHER COSTS (25%):	\$1,070,353.14
ESTIMATED TOTAL PROJECT COST:	\$5,351,765.68

84%	\$41,133.83	11%	\$5,556.87	5%	\$2,440.00	100%	\$49,130.70
	<u>\$3,290.71</u>		<u>\$444.55</u>		<u>\$195.20</u>		<u>\$3,930.46</u>
	\$44,424.53		\$6,001.42		\$2,635.20	1.24%	\$53,061.15
	<u>\$11,106.13</u>		<u>\$1,500.36</u>		<u>\$658.80</u>		<u>\$13,265.29</u>
	\$55,530.67		\$7,501.78		\$3,294.00		\$66,326.44

Monday, August 28, 2023

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SUBTOTAL:	\$4,281,412.55
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ESTIMATED TOTAL PROJECT COST:	\$5,351,765.68

85.85%	\$42,394.76	11.70%	\$5,777.87	2.45%	\$1,208.50	100%	\$49,381.13
	<u>\$3,391.58</u>		<u>\$462.23</u>		<u>\$96.68</u>		<u>\$3,950.49</u>
	\$45,786.34		\$6,240.10		\$1,305.18	1.25%	\$53,331.63
	<u>\$11,446.59</u>		<u>\$1,560.03</u>		<u>\$326.30</u>		<u>\$13,332.91</u>
	\$57,232.93		\$7,800.13		\$1,631.48		\$66,664.53

Monday, August 28, 2023

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CONTINGENCIES (8%):	\$312,875.04
SUBTOTAL:	\$4,281,412.55
ENGINEERING, LEGAL, FINANCE, ADMIN AND OTHER COSTS (25%):	\$1,070,353.14
ESTIMATED TOTAL PROJECT COST:	\$5,351,765.68

85%	\$114,282.95	12%	\$15,657.49	3%	\$3,980.00	100%	\$133,920.44
	<u>\$9,142.64</u>		<u>\$1,252.60</u>		<u>\$318.40</u>		<u>\$10,713.63</u>
	\$123,425.58		\$16,910.09		\$4,298.40	3.38%	\$144,634.07
	<u>\$30,856.40</u>		<u>\$4,227.52</u>		<u>\$1,074.60</u>		<u>\$36,158.52</u>
	<u>\$154,281.98</u>		<u>\$21,137.61</u>		<u>\$5,373.00</u>		<u>\$180,792.59</u>

Monday, August 28, 2023

ITEM NO.	SPEC NO.	ITEM DESCRIPTION	UNIT	UNIT PRICE
1	2021.501	MOBILIZATION	LUMP SUM	\$10,000.00
2	2104.502	REMOVE CASTING (SANITARY)	EACH	\$235.00
3	2104.502	REMOVE CASTING (STORM)	EACH	\$235.00
4	2104.502	REMOVE SIGN	EACH	\$40.00
5	2104.502	REMOVE MAIL BOX SUPPORT	EACH	\$45.00
6	2104.503	SAWING CONCRETE PAVEMENT (FULL DEPTH)	LIN FT	\$7.50
7	2104.503	SAWING BITUMINOUS PAVEMENT (FULL DEPTH)	LIN FT	\$4.00
8	2104.503	REMOVE CURB & GUTTER	LIN FT	\$4.00
9	2104.504	REMOVE CONCRETE PAVEMENT	SQ YD	\$10.00
10	2104.504	REMOVE BITUMINOUS PAVEMENT	SQ YD	\$6.00
11	2112.619	RECLAIMED AGGREGATE BASE PREPARATION	ROAD STA	\$300.00
12	2105.607	EXCAVATION SPECIAL	CU YD	\$16.00
13	2105.607	COMMON EXCAVATION	CU YD	\$15.00
15	2123.510	COMMON LABORERS	HOURL	\$100.00
16	2123.610	SKID LOADER	HOURL	\$145.00
17	2123.610	STREET SWEEPER (WITH PICKUP BROOM AND WATER)	HOURL	\$200.00
18	2215.504	FULL DEPTH RECLAMATION	SQ YD	\$2.00
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21	2301.504	CONCRETE PAVEMENT 8"	SQ YD	\$90.00
22	2302.604	BITUMINOUS DRIVEWAY REPLACEMENT	SQ YD	\$45.00
23	2360.509	TYPE SP 9.5 WEARING COURSE MIX (3.C)	TON	\$95.00
24	2360.509	TYPE SP 12.5 NON-WEARING COURSE MIX (3.B)	TON	\$85.00
25	2503.503	12" RC PIPE SEWER DESIGN 3006 CLASS V	LIN FT	\$75.00
26	2503.602	CONNECT TO EXISTING STORM SEWER	EACH	\$1,300.00
27	2504.502	HYDRANT	EACH	\$5,500.00
28	2504.602	HYDRANT RESTORATION	EACH	\$2,500.00
29	2504.602	6" GATE VALVE REPLACEMENT	EACH	\$1,500.00
30	2504.602	WATERMAIN EXPLORATORY EXCAVATION	HOURL	\$700.00
31	2504.602	ADJUST VALVE BOX	EACH	\$325.00
32	2504.602	VALVE BOX MID SECTION	EACH	\$250.00
33	2504.602	WATERMAIN TEE	EACH	\$6,500.00
34	2506.502	CASTING ASSEMBLY (SANITARY 700-7)	EACH	\$1,200.00
35	2506.502	CASTING ASSEMBLY (STORM 700-7)	EACH	\$1,200.00
36	2506.502	CASTING ASSEMBLY (STORM NENAH R-3250-DVSP)	EACH	\$1,500.00
37	2506.502	CASTING ASSEMBLY (STORM NENAH R-3250-EVSP)	EACH	\$1,300.00
38	2506.602	RECONSTRUCT DRAINAGE STRUCTURE	EACH	\$2,000.00
39	2506.602	GROUT CATCH BASIN OR MANHOLE	CU YD	\$600.00
40	2506.503	CONSTRUCT DRAINAGE STRUCTURE DESIGN H	LIN FT	\$50.00
41	2521.518	6" CONCRETE WALK	SQ FT	\$17.50
42	2521.518	3" BITUMINOUS WALK	SQ FT	\$3.50
43	2531.503	CONCRETE CURB & GUTTER DESIGN B624	LIN FT	\$24.00
44	2531.504	6" CONCRETE DRIVEWAY PAVEMENT	SQ YD	\$75.00
45	2531.604	8" CONCRETE VALLEY GUTTER	SQ YD	\$97.50
46	2531.618	TRUNCATED DOMES	SQ FT	\$65.00
47	2540.602	MAIL BOX SUPPORT	EACH	\$125.00
48	2563.601	TRAFFIC CONTROL	LUMP SUM	\$3,000.00
49	2564.518	SIGN PANELS TYPE C	SQ FT	\$60.00
50	2573.502	STORM DRAIN INLET PROTECTION	EACH	\$165.00
51	2573.503	SEDIMENT CONSTRUCTION LOG TYPE WOOD FIBER	LIN FT	\$5.00
52	2573.503	SILT FENCE, TYPE MS	LIN FT	\$4.00
53	2573.501	STABILIZED CONSTRUCTION EXIT	EACH	\$1,200.00
54	2574.507	SCREENED TOPSOIL BORROW	CU YD	\$45.00
55	2574.508	FERTILIZER TYPE 3 (10-10-20) (SEEDING)	POUND	\$1.75
56	2574.508	FERTILIZER TYPE 3 (22-5-10) (SOD)	POUND	\$1.75
57	2575.504	SOD TYPE LAWN	SQ YD	\$17.50
58	2575.508	SEED MIXTURE 22-111 (TEMPORARY SEEDING)	POUND	\$5.50
59	2575.508	SEED MIXTURE 25-151	POUND	\$7.00
60	2575.508	HYDRAULIC REINFORCED FIBER MATRIX	POUND	\$3.50
61	2575.523	WATER	MGAL	\$45.00
62	2575.605	SEEDING	ACRE	\$600.00
63	2582.503	4" SOLID LINE PAINT	LIN FT	\$0.85
64	2582.503	4" BROKEN LINE PAINT	LIN FT	\$0.85
65	2582.503	8" SOLID LINE PAINT	LIN FT	\$0.85
66	2582.503	4" DOUBLE SOLID LINE PAINT	LIN FT	\$0.85

[illegible]

Monday, August 28, 2023

ESTIMATED CONSTRUCTION COST:	\$3,964,270.88	84%	\$56,345.41	13%	\$9,053.74	3%	\$1,725.00	100%	\$67,124.16
CONTINGENCIES (8%):	\$312,875.04		<u>\$4,507.63</u>		<u>\$724.30</u>		<u>\$138.00</u>		<u>\$5,369.93</u>
SUBTOTAL:	\$4,281,412.55		\$60,853.05		\$9,778.04		\$1,863.00	1.69%	\$72,494.09
ENGINEERING, LEGAL, FINANCE, ADMIN AND OTHER COSTS (25%):	\$1,070,353.14		<u>15,213.31</u>		<u>\$2,444.51</u>		<u>\$465.75</u>		<u>\$18,123.52</u>
ESTIMATED TOTAL PROJECT COST:	\$5,351,765.68		<u>\$76,066.36</u>		<u>\$12,222.55</u>		<u>\$2,328.75</u>		<u>\$90,617.61</u>

Monday, August 28, 2023

ITEM NO.	SPEC NO.	ITEM DESCRIPTION	UNIT	UNIT PRICE
1	2021.501	MOBILIZATION	LUMP SUM	\$10,000.00
2	2104.502	REMOVE CASTING (SANITARY)	EACH	\$235.00
3	2104.502	REMOVE CASTING (STORM)	EACH	\$235.00
4	2104.502	REMOVE SIGN	EACH	\$40.00
5	2104.502	REMOVE MAIL BOX SUPPORT	EACH	\$45.00
6	2104.503	SAWING CONCRETE PAVEMENT (FULL DEPTH)	LIN FT	\$7.50
7	2104.503	SAWING BITUMINOUS PAVEMENT (FULL DEPTH)	LIN FT	\$4.00
8	2104.503	REMOVE CURB & GUTTER	LIN FT	\$4.00
9	2104.504	REMOVE CONCRETE PAVEMENT	SQ YD	\$10.00
10	2104.504	REMOVE BITUMINOUS PAVEMENT	SQ YD	\$6.00
11	2112.619	RECLAIMED AGGREGATE BASE PREPARATION	ROAD STA	\$300.00
12	2105.607	EXCAVATION SPECIAL	CU YD	\$16.00
13	2105.607	COMMON EXCAVATION	CU YD	\$15.00
15	2123.510	COMMON LABORERS	HOURL	\$100.00
16	2123.610	SKID LOADER	HOURL	\$145.00
17	2123.610	STREET SWEEPER (WITH PICKUP BROOM AND WATER)	HOURL	\$200.00
18	2215.504	FULL DEPTH RECLAMATION	SQ YD	\$2.00
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21	2301.504	CONCRETE PAVEMENT 8"	SQ YD	\$90.00
22	2302.604	BITUMINOUS DRIVEWAY REPLACEMENT	SQ YD	\$45.00
23	2360.509	TYPE SP 9.5 WEARING COURSE MIX (3.C)	TON	\$95.00
24	2360.509	TYPE SP 12.5 NON-WEARING COURSE MIX (3.B)	TON	\$85.00
25	2503.503	12" RC PIPE SEWER DESIGN 3006 CLASS V	LIN FT	\$75.00
26	2503.602	CONNECT TO EXISTING STORM SEWER	EACH	\$1,300.00
27	2504.502	HYDRANT	EACH	\$5,500.00
28	2504.602	HYDRANT RESTORATION	EACH	\$2,500.00
29	2504.602	6" GATE VALVE REPLACEMENT	EACH	\$1,500.00
30	2504.602	WATERMAIN EXPLORATORY EXCAVATION	HOURL	\$700.00
31	2504.602	ADJUST VALVE BOX	EACH	\$325.00
32	2504.602	VALVE BOX MID SECTION	EACH	\$250.00
33	2504.602	WATERMAIN TEE	EACH	\$6,500.00
34	2506.502	CASTING ASSEMBLY (SANITARY 700-7)	EACH	\$1,200.00
35	2506.502	CASTING ASSEMBLY (STORM 700-7)	EACH	\$1,200.00
36	2506.502	CASTING ASSEMBLY (STORM NEEAH R-3250-DVSP)	EACH	\$1,500.00
37	2506.502	CASTING ASSEMBLY (STORM NEEAH R-3250-EVSP)	EACH	\$1,300.00
38	2506.602	RECONSTRUCT DRAINAGE STRUCTURE	EACH	\$2,000.00
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[illegible]

Monday, August 28, 2023

ESTIMATED CONSTRUCTION COST:	\$3,964,270.88
CONTINGENCIES (8%):	\$312,875.04
SUBTOTAL:	\$4,281,412.55
ENGINEERING, LEGAL, FINANCE, ADMIN AND OTHER COSTS (25%):	\$1,070,353.14
ESTIMATED TOTAL PROJECT COST:	\$5,351,765.68

76%	\$84,338.26	11%	\$12,290.62	13%	\$13,930.00	100%	\$110,558.87
	<u>\$6,747.06</u>		<u>\$983.25</u>		<u>\$1,114.40</u>		<u>\$8,844.71</u>
	\$91,085.32		\$13,273.87		\$15,044.40	2.79%	\$119,403.58
	<u>\$22,771.33</u>		<u>\$3,318.47</u>		<u>\$3,761.10</u>		<u>\$29,850.90</u>
	<u>\$113,856.64</u>		<u>\$16,592.33</u>		<u>\$18,805.50</u>		<u>\$149,254.48</u>

Monday, August 28, 2023

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49	2564.518	SIGN PANELS TYPE C	SQ FT	\$60.00
50	2573.502	STORM DRAIN INLET PROTECTION	EACH	\$165.00
51	2573.503	SEDIMENT CONSTRUCTION LOG TYPE WOOD FIBER	LIN FT	\$5.00
52	2573.503	SILT FENCE, TYPE MS	LIN FT	\$4.00
53	2573.501	STABILIZED CONSTRUCTION EXIT	EACH	\$1,200.00
54	2574.507	SCREENED TOPSOIL BORROW	CU YD	\$45.00
55	2574.508	FERTILIZER TYPE 3 (10-10-20) (SEEDING)	POUND	\$1.75
56	2574.508	FERTILIZER TYPE 3 (22-5-10) (SOD)	POUND	\$1.75
57	2575.504	SOD TYPE LAWN	SQ YD	\$17.50
58	2575.508	SEED MIXTURE 22-111 (TEMPORARY SEEDING)	POUND	\$5.50
59	2575.508	SEED MIXTURE 25-151	POUND	\$7.00
60	2575.508	HYDRAULIC REINFORCED FIBER MATRIX	POUND	\$3.50
61	2575.523	WATER	MGAL	\$45.00
62	2575.605	SEEDING	ACRE	\$600.00
63	2582.503	4" SOLID LINE PAINT	LIN FT	\$0.85
64	2582.503	4" BROKEN LINE PAINT	LIN FT	\$0.85
65	2582.503	8" SOLID LINE PAINT	LIN FT	\$0.85
66	2582.503	4" DOUBLE SOLID LINE PAINT	LIN FT	\$0.85

CHERRYWOOD DRIVE							
ASSESSABLE ROADWAY		SANITARY SEWER		WATER		TOTAL PROJECT	
ESTIMATED QUANTITY	TOTAL COST	ESTIMATED QUANTITY	TOTAL COST	ESTIMATED QUANTITY	TOTAL COST	ESTIMATED QUANTITY	TOTAL COST
0.59	\$5,900.00	0.19	\$1,900.00	0.22	\$2,200.00	1	\$10,000.00
		11	\$2,585.00			11	\$2,585.00
4	\$160.00					4	\$160.00
		308	\$1,232.00			308	\$1,232.00
		60	\$359.33			60	\$359.33
2	\$200.00	2	\$200.00	2	\$200.00	6	\$600.00
2	\$290.00	2	\$290.00	2	\$290.00	6	\$870.00
2	\$400.00	2	\$400.00	2	\$400.00	6	\$1,200.00
2357	\$4,713.80					2357	\$4,713.80
285	\$27,036.59	5	\$516.21			280	\$27,552.80
		7	\$615.83			7	\$615.83
				24	\$16,800.00	24	\$16,800.00
				6	\$1,950.00	6	\$1,950.00
				3	\$750.00	3	\$750.00
6	\$39,000.00					6	\$39,000.00
		11	\$13,200.00			11	\$13,200.00
0.59	\$1,770.00	0.19	\$570.00	0.22	\$660.00	1	\$3,000.00
21	\$1,275.00					21	\$1,275.00
20	\$900.00					20	\$900.00
2	\$4.20					2	\$4.20
5	\$33.60					5	\$33.60
84	\$294.00					84	\$294.00
10	\$450.00					10	\$450.00
0.04	\$24.00					0.04	\$24.00
430	\$365.50					430	\$365.50
350	\$297.50					350	\$297.50

ESTIMATED CONSTRUCTION COST:	\$3,964,270.88	65%	\$83,114.19	17%	\$21,868.36	18%	\$23,250.00	100%	\$128,232.55
CONTINGENCIES (8%):	\$312,875.04		\$6,649.14		\$1,749.47		\$1,860.00		\$10,258.60
SUBTOTAL:	\$4,281,412.55		\$89,763.32		\$23,617.83		\$25,110.00	3.23%	\$138,491.16
ENGINEERING, LEGAL, FINANCE, ADMIN AND OTHER COSTS (25%):	\$1,070,353.14		\$22,440.83		\$5,904.46		\$6,277.50		\$34,622.79
ESTIMATED TOTAL PROJECT COST:	\$5,351,765.68		\$112,204.16		\$29,522.29		\$31,387.50		\$173,113.95

2024 MILL & OVERLAY AND FULL DEPTH RECLAMATION IMPROVEMENTS PROJECT
ENGINEER'S ESTIMATE AND ASSESSMENT CALCULATIONS
BAXTER, MN
Monday, August 28, 2023

					RESIDENTIAL FDR									
					INTERLACKEN ROAD									
ITEM NO.	SPEC NO.	ITEM DESCRIPTION	UNIT	UNIT PRICE	ASSESSABLE ROADWAY		TRAIL		SANITARY SEWER		WATER		TOTAL PROJECT	
					ESTIMATED QUANTITY	TOTAL COST	ESTIMATED QUANTITY	TOTAL COST	ESTIMATED QUANTITY	TOTAL COST	ESTIMATED QUANTITY	TOTAL COST	ESTIMATED QUANTITY	TOTAL COST
1	2021.501	MOBILIZATION	LUMP SUM	\$10,000.00	0.63	\$6,300.00	0.23	\$2,300.00	0.03	\$300.00	0.11	\$1,100.00	1	\$10,000.00
2	2104.502	REMOVE CASTING (SANITARY)	EACH	\$235.00					1	\$235.00			1	\$235.00
3	2104.502	REMOVE CASTING (STORM)	EACH	\$235.00										
4	2104.502	REMOVE SIGN	EACH	\$40.00	1	\$40.00							1	\$40.00
5	2104.502	REMOVE MAIL BOX SUPPORT	EACH	\$45.00	3	\$135.00							3	\$135.00
6	2104.503	SAWING CONCRETE PAVEMENT (FULL DEPTH)	LIN FT	\$7.50	30	\$225.00							30	\$225.00
7	2104.503	SAWING BITUMINOUS PAVEMENT (FULL DEPTH)	LIN FT	\$4.00	85	\$340.00			28	\$112.00			113	\$452.00
8	2104.503	REMOVE CURB & GUTTER	LIN FT	\$4.00										
9	2104.504	REMOVE CONCRETE PAVEMENT	SQ YD	\$10.00	56	\$560.00			5	\$54.44			61	\$614.44
10	2104.504	REMOVE BITUMINOUS PAVEMENT	SQ YD	\$6.00	32	\$192.00							32	\$192.00
11	2112.619	RECLAIMED AGGREGATE BASE PREPARATION	ROAD STA	\$300.00	7	\$2,100.00							7	\$2,100.00
12	2105.607	EXCAVATION SPECIAL	CU YD	\$16.00	169	\$2,708.78	65	\$1,042.22					235	\$3,752.00
13	2105.607	COMMON EXCAVATION	CU YD	\$15.00										
15	2123.510	COMMON LABORERS	HOURL	\$100.00	6	\$600.00	6	\$600.00	6	\$600.00	6	\$600.00	24	\$2,400.00
16	2123.610	SKID LOADER	HOURL	\$145.00	6	\$870.00	6	\$870.00	6	\$870.00	6	\$870.00	24	\$3,480.00
17	2123.610	STREET SWEEPER (WITH PICKUP BROOM AND WATER)	HOURL	\$200.00	6	\$1,200.00	6	\$1,200.00	6	\$1,200.00	6	\$1,200.00	24	\$4,800.00
18	2215.504	FULL DEPTH RECLAMATION	SQ YD	\$2.00	1829	\$3,658.20	704	\$1,407.00					2533	\$5,065.20
19	2232.504	MILL BITUMINOUS SURFACE (2.0")	SQ YD	\$2.00										
21	2301.504	CONCRETE PAVEMENT 8"	SQ YD	\$90.00										
22	2302.604	BITUMINOUS DRIVEWAY REPLACEMENT	SQ YD	\$45.00	32	\$1,440.00							32	\$1,440.00
23	2360.509	TYPE SP 9.5 WEARING COURSE MIX (3,C)	TON	\$95.00	166	\$15,736.55	85	\$8,070.02	0.45	\$43.02			251	\$23,849.59
24	2360.509	TYPE SP 12.5 NON-WEARING COURSE MIX (3,B)	TON	\$85.00	221	\$18,773.43	85	\$7,220.55	1	\$51.32			306	\$26,045.29
25	2503.503	12" RC PIPE SEWER DESIGN 3006 CLASS V	LIN FT	\$75.00										
26	2503.602	CONNECT TO EXISTING STORM SEWER	EACH	\$1,300.00										
27	2504.502	HYDRANT	EACH	\$5,500.00							1	\$5,500.00	1	\$5,500.00
28	2504.602	HYDRANT RESTORATION	EACH	\$2,500.00							1	\$2,500.00	1	\$2,500.00
29	2504.602	6" GATE VALVE REPLACEMENT	EACH	\$1,500.00							1	\$1,500.00	1	\$1,500.00
30	2504.602	WATERMAIN EXPLORATORY EXCAVATION	HOURL	\$700.00							4	\$2,800.00	4	\$2,800.00
31	2504.602	ADJUST VALVE BOX	EACH	\$325.00							2	\$650.00	2	\$650.00
32	2504.602	VALVE BOX MID SECTION	EACH	\$250.00							1	\$250.00	1	\$250.00
33	2504.602	WATERMAIN TEE	EACH	\$6,500.00										
34	2506.502	CASTING ASSEMBLY (SANITARY 700-7)	EACH	\$1,200.00					1	\$1,200.00			1	\$1,200.00
35	2506.502	CASTING ASSEMBLY (STORM 700-7)	EACH	\$1,200.00										
36	2506.502	CASTING ASSEMBLY (STORM NEENAH R-3250-DVSP)	EACH	\$1,550.00										
37	2506.502	CASTING ASSEMBLY (STORM NEENAH R-3250-EVSP)	EACH	\$1,300.00										
38	2506.602	RECONSTRUCT DRAINAGE STRUCTURE	EACH	\$2,000.00										
39	2506.602	GROUT CATCH BASIN OR MANHOLE	CU YD	\$600.00					0.25	\$150.00			0	\$150.00
40	2506.503	CONSTRUCT DRAINAGE STRUCTURE DESIGN H	LIN FT	\$500.00										
41	2521.518	6" CONCRETE WALK	SQ FT	\$17.50										
42	2521.518	3" BITUMINOUS WALK	SQ FT	\$3.50										
43	2531.503	CONCRETE CURB & GUTTER DESIGN B624	LIN FT	\$24.00										
44	2531.504	6" CONCRETE DRIVEWAY PAVEMENT	SQ YD	\$75.00	60	\$4,500.00							60	\$4,500.00
45	2531.604	8" CONCRETE VALLEY GUTTER	SQ YD	\$97.50										
46	2531.618	TRUNCATED DOMES	SQ FT	\$65.00										
47	2540.602	MAIL BOX SUPPORT	EACH	\$125.00	3	\$375.00							3	\$375.00
48	2563.601	TRAFFIC CONTROL	LUMP SUM	\$3,000.00	0.63	\$1,890.00	0.23	\$690.00	0.03	\$90.00	0.11	\$330.00	1	\$3,000.00
49	2564.518	SIGN PANELS TYPE C	SQ FT	\$60.00	6	\$375.00							6	\$375.00
50	2573.502	STORM DRAIN INLET PROTECTION	EACH	\$165.00										
51	2573.503	SEDIMENT CONTROL LOG TYPE WOOD FIBER	LIN FT	\$5.00	100	\$500.00							100	\$500.00
52	2573.503	SILT FENCE, TYPE MS	LIN FT	\$4.00										
53	2573.501	STABILIZED CONSTRUCTION EXIT	EACH	\$1,200.00	1	\$1,200.00							1	\$1,200.00
54	2574.507	SCREENED TOPSOIL BORROW	CU YD	\$45.00	50	\$2,250.00							50	\$2,250.00
55	2574.508	FERTILIZER TYPE 3 (10-10-20) (SEEDING)	POUND	\$1.75										
56	2574.508	FERTILIZER TYPE 3 (22-5-10) (SOD)	POUND	\$1.75	250	\$437.50							250	\$437.50
57	2575.504	SOD TYPE LAWN	SQ YD	\$17.50	402	\$7,035.00							402	\$7,035.00
58	2575.508	SEED MIXTURE 22-111 (TEMPORARY SEEDING)	POUND	\$5.50										
59	2575.508	SEED MIXTURE 25-151	POUND	\$7.00										
60	2575.508	HYDRAULIC REINFORCED FIBER MATRIX	POUND	\$3.50										
61	2575.523	WATER	MGAL	\$45.00	10	\$450.00							10	\$450.00
62	2575.605	SEEDING	ACRE	\$600.00										
63	2582.503	4" SOLID LINE PAINT	LIN FT	\$0.85										
64	2582.503	4" BROKEN LINE PAINT	LIN FT	\$0.85	500	\$425.00							500	\$425.00
65	2582.503	8" SOLID LINE PAINT	LIN FT	\$0.85	500	\$425.00							500	\$425.00
66	2582.503	4" DOUBLE SOLID LINE PAINT	LIN FT	\$0.85										
ESTIMATED CONSTRUCTION COST:					62%	\$74,742.45	19%	\$23,399.79	4%	\$4,905.78	14%	\$17,300.00	100%	\$120,348.03
CONTINGENCIES (8%):						\$5,979.40		\$1,871.98		\$392.46		\$1,384.00		\$9,627.84
SUBTOTAL:						\$80,721.85		\$25,271.78		\$5,298.24		\$18,684.00	3.04%	\$129,975.87
ENGINEERING, LEGAL, FINANCE, ADMIN AND OTHER COSTS (25%):						\$20,180.46		\$6,317.94		\$1,324.56		\$4,671.00		\$32,493.97
ESTIMATED TOTAL PROJECT COST:						\$100,902.31		\$31,589.72		\$6,622.80		\$23,355.00		\$162,469.83

Monday, August 28, 2023

ESTIMATED CONSTRUCTION COST:	\$3,964,270.88
CONTINGENCIES (8%):	\$312,875.04
SUBTOTAL:	\$4,281,412.55
ENGINEERING, LEGAL, FINANCE, ADMIN AND OTHER COSTS (25%):	\$1,070,353.14
ESTIMATED TOTAL PROJECT COST:	\$5,351,765.68

85%	\$54,445.91	9%	\$5,794.00	6%	\$4,155.00	100%	\$64,394.91
	<u>\$4,355.67</u>		<u>\$463.52</u>		<u>\$332.40</u>		<u>\$5,151.59</u>
	\$58,801.58		\$6,257.52		\$4,487.40	1.62%	\$69,546.50
	<u>\$14,700.40</u>		<u>\$1,564.38</u>		<u>\$1,121.85</u>		<u>\$17,386.63</u>
	\$73,501.98		\$7,821.90		\$5,609.25		\$86,933.13

2024 MILL & OVERLAY AND FULL DEPTH RECLAMATION IMPROVEMENTS PROJECT
ENGINEER'S ESTIMATE AND ASSESSMENT CALCULATIONS
BAXTER, MN
Monday, August 28, 2023

					EDMONTON ROAD							
ITEM NO.	SPEC NO.	ITEM DESCRIPTION	UNIT	UNIT PRICE	ASSESSABLE ROADWAY		SANITARY SEWER		WATER		TOTAL PROJECT	
					ESTIMATED QUANTITY	TOTAL COST	ESTIMATED QUANTITY	TOTAL COST	ESTIMATED QUANTITY	TOTAL COST	ESTIMATED QUANTITY	TOTAL COST
1	2021.501	MOBILIZATION	LUMP SUM	\$10,000.00	0.93	\$9,282.00	0.05	\$471.00	0.02	\$247.00	1	\$10,000.00
2	2104.502	REMOVE CASTING (SANITARY)	EACH	\$235.00			2	\$470.00			2	\$470.00
3	2104.502	REMOVE CASTING (STORM)	EACH	\$235.00								
4	2104.502	REMOVE SIGN	EACH	\$40.00	2	\$80.00					2	\$80.00
5	2104.502	REMOVE MAIL BOX SUPPORT	EACH	\$45.00	13	\$585.00					13	\$585.00
6	2104.503	SAWING CONCRETE PAVEMENT (FULL DEPTH)	LIN FT	\$7.50	45	\$337.50					45	\$337.50
7	2104.503	SAWING BITUMINOUS PAVEMENT (FULL DEPTH)	LIN FT	\$4.00	220	\$880.00	56	\$224.00			276	\$1,104.00
8	2104.503	REMOVE CURB & GUTTER	LIN FT	\$4.00								
9	2104.504	REMOVE CONCRETE PAVEMENT	SQ YD	\$10.00	75	\$750.00					75	\$750.00
10	2104.504	REMOVE BITUMINOUS PAVEMENT	SQ YD	\$6.00	367	\$2,200.00	11	\$65.33			378	\$2,265.33
11	2112.619	RECLAIMED AGGREGATE BASE PREPARATION	ROAD STA	\$300.00	10	\$3,000.00					10	\$3,000.00
12	2105.607	EXCAVATION SPECIAL	CU YD	\$16.00	280	\$4,480.00					280	\$4,480.00
13	2105.607	COMMON EXCAVATION	CU YD	\$15.00								
15	2123.510	COMMON LABORERS	HOURL	\$100.00	6	\$600.00	6	\$600.00	6	\$600.00	18	\$1,800.00
16	2123.610	SKID LOADER	HOURL	\$145.00	6	\$870.00	6	\$870.00	6	\$870.00	18	\$2,610.00
17	2123.610	STREET SWEEPER (WITH PICKUP BROOM AND WATER)	HOURL	\$200.00	6	\$1,200.00	6	\$1,200.00	6	\$1,200.00	18	\$3,600.00
18	2215.504	FULL DEPTH RECLAMATION	SQ YD	\$2.00	3024	\$6,048.00					3024	\$6,048.00
19	2232.504	MILL BITUMINOUS SURFACE (2.0")	SQ YD	\$2.00								
21	2301.504	CONCRETE PAVEMENT 8"	SQ YD	\$90.00								
22	2302.604	BITUMINOUS DRIVEWAY REPLACEMENT	SQ YD	\$45.00	367	\$16,500.00					367	\$16,500.00
23	2360.509	TYPE SP 9.5 WEARING COURSE MIX (3,C)	TON	\$95.00	274	\$26,016.80	1	\$94.64			275	\$26,111.43
24	2360.509	TYPE SP 12.5 NON-WEARING COURSE MIX (3,B)	TON	\$85.00	365	\$31,037.58	1	\$112.90			366	\$31,150.48
25	2503.503	12" RC PIPE SEWER DESIGN 3006 CLASS V	LIN FT	\$75.00								
26	2503.602	CONNECT TO EXISTING STORM SEWER	EACH	\$1,300.00								
27	2504.502	HYDRANT	EACH	\$5,500.00								
28	2504.602	HYDRANT RESTORATION	EACH	\$2,500.00								
29	2504.602	6" GATE VALVE REPLACEMENT	EACH	\$1,500.00								
30	2504.602	WATERMAIN EXPLORATORY EXCAVATION	HOURL	\$700.00								
31	2504.602	ADJUST VALVE BOX	EACH	\$325.00					1	\$325.00	1	\$325.00
32	2504.602	VALVE BOX MID SECTION	EACH	\$250.00					1	\$250.00	1	\$250.00
33	2504.602	WATERMAIN TEE	EACH	\$6,500.00								
34	2506.502	CASTING ASSEMBLY (SANITARY 700-7)	EACH	\$1,200.00			2	\$2,400.00			2	\$2,400.00
35	2506.502	CASTING ASSEMBLY (STORM 700-7)	EACH	\$1,200.00								
36	2506.502	CASTING ASSEMBLY (STORM NEENAH R-3250-DVSP)	EACH	\$1,550.00								
37	2506.502	CASTING ASSEMBLY (STORM NEENAH R-3250-EVSP)	EACH	\$1,300.00								
38	2506.602	RECONSTRUCT DRAINAGE STRUCTURE	EACH	\$2,000.00								
39	2506.602	GROUT CATCH BASIN OR MANHOLE	CU YD	\$600.00			0.25	\$150.00			0.25	\$150.00
40	2506.503	CONSTRUCT DRAINAGE STRUCTURE DESIGN H	LIN FT	\$500.00								
41	2521.518	6" CONCRETE WALK	SQ FT	\$17.50								
42	2521.518	3" BITUMINOUS WALK	SQ FT	\$3.50								
43	2531.503	CONCRETE CURB & GUTTER DESIGN B624	LIN FT	\$24.00								
44	2531.504	6" CONCRETE DRIVEWAY PAVEMENT	SQ YD	\$75.00	75	\$5,625.00					75	\$5,625.00
45	2531.604	8" CONCRETE VALLEY GUTTER	SQ YD	\$97.50								
46	2531.616	TRUNCATED DOMES	SQ FT	\$65.00								
47	2540.602	MAIL BOX SUPPORT	EACH	\$125.00	13	\$1,625.00					13	\$1,625.00
48	2563.601	TRAFFIC CONTROL	LUMP SUM	\$3,000.00	0.93	\$2,784.60	0.05	\$141.30	0.02	\$74.10	1	\$3,000.00
49	2564.516	SIGN PANELS TYPE C	SQ FT	\$60.00	13	\$750.00					13	\$750.00
50	2573.502	STORM DRAIN INLET PROTECTION	EACH	\$165.00								
51	2573.503	SEDIMENT CONTROL LOG TYPE WOOD FIBER	LIN FT	\$5.00	100	\$500.00					100	\$500.00
52	2573.503	SILT FENCE, TYPE MS	LIN FT	\$4.00								
53	2573.501	STABILIZED CONSTRUCTION EXIT	EACH	\$1,200.00	1	\$1,200.00					1	\$1,200.00
54	2574.507	SCREENED TOPSOIL BORROW	CU YD	\$45.00	74	\$3,330.00					74	\$3,330.00
55	2574.508	FERTILIZER TYPE 3 (10-10-20) (SEEDING)	POUND	\$1.75								
56	2574.508	FERTILIZER TYPE 3 (22-5-10) (SOD)	POUND	\$1.75	412	\$721.00					412	\$721.00
57	2575.504	SOD TYPE LAWN	SQ YD	\$17.50	665	\$11,631.67					665	\$11,631.67
58	2575.508	SEED MIXTURE 22-111 (TEMPORARY SEEDING)	POUND	\$5.50								
59	2575.508	SEED MIXTURE 25-151	POUND	\$7.00								
60	2575.508	HYDRAULIC REINFORCED FIBER MATRIX	POUND	\$3.50								
61	2575.523	WATER	MGAL	\$45.00	10	\$450.00					10	\$450.00
62	2575.605	SEEDING	ACRE	\$600.00	0.05	\$30.00					0.05	\$30.00
63	2582.503	4" SOLID LINE PAINT	LIN FT	\$0.85								
64	2582.503	4" BROKEN LINE PAINT	LIN FT	\$0.85	230	\$195.50					230	\$195.50
65	2582.503	8" SOLID LINE PAINT	LIN FT	\$0.85								
66	2582.503	4" DOUBLE SOLID LINE PAINT	LIN FT	\$0.85	700	\$595.00					700	\$595.00
ESTIMATED CONSTRUCTION COST:					92.79%	\$133,304.64	4.73%	\$6,799.17	2.48%	\$3,566.10	100%	\$143,669.91
CONTINGENCIES (8%):						\$10,664.37		\$543.93		\$285.29		\$11,493.59
SUBTOTAL:						\$143,969.01		\$7,343.11		\$3,851.39	3.62%	\$155,163.51
ENGINEERING, LEGAL, FINANCE, ADMIN AND OTHER COSTS (25%):						\$35,992.25		\$1,835.78		\$962.85		\$38,790.88
ESTIMATED TOTAL PROJECT COST:						\$179,961.27		\$9,178.88		\$4,814.24		\$193,954.38

Monday, August 28, 2023

ITEM NO.	SPEC NO.	ITEM DESCRIPTION	UNIT	UNIT PRICE
1	2021.501	MOBILIZATION	LUMP SUM	\$10,000.00
2	2104.502	REMOVE CASTING (SANITARY)	EACH	\$235.00
3	2104.502	REMOVE CASTING (STORM)	EACH	\$235.00
4	2104.502	REMOVE SIGN	EACH	\$40.00
5	2104.502	REMOVE MAIL BOX SUPPORT	EACH	\$45.00
6	2104.503	SAWING CONCRETE PAVEMENT (FULL DEPTH)	LIN FT	\$75.00
7	2104.503	SAWING BITUMINOUS PAVEMENT (FULL DEPTH)	LIN FT	\$4.00
8	2104.503	REMOVE CURB & GUTTER	LIN FT	\$4.00
9	2104.504	REMOVE CONCRETE PAVEMENT	SQ YD	\$10.00
10	2104.504	REMOVE BITUMINOUS PAVEMENT	SQ YD	\$6.00
11	2112.610	RECLAIMED AGGREGATE BASE PREPARATION	ROAD STA	\$300.00
12	2105.607	EXCAVATION SPECIAL	CU YD	\$16.00
13	2105.607	COMMON EXCAVATION	CU YD	\$15.00
15	2123.510	COMMON LABORERS	HOUR	\$100.00
16	2123.610	SKID LOADER	HOUR	\$145.00
17	2123.610	STREET SWEEPER (WITH PICKUP BROOM AND WATER)	HOUR	\$200.00
18	2215.504	FULL DEPTH RECLAMATION	SQ YD	\$2.00
19	2232.504	MILL BITUMINOUS SURFACE (2.0")	SQ YD	\$2.00
21	2301.504	CONCRETE PAVEMENT 8"	SQ YD	\$90.00
22	2302.604	BITUMINOUS DRIVEWAY REPLACEMENT	SQ YD	\$45.00
23	2360.509	TYPE SP 9.5 WEARING COURSE MIX (3.C)	TON	\$95.00
24	2360.509	TYPE SP 12.5 NON-WEARING COURSE MIX (3.B)	TON	\$85.00
25	2503.503	12" RC PIPE SEWER DESIGN 3006 CLASS V	LIN FT	\$75.00
26	2503.602	CONNECT TO EXISTING STORM SEWER	EACH	\$1,300.00
27	2504.502	HYDRANT	EACH	\$5,500.00
28	2504.602	HYDRANT RESTORATION	EACH	\$2,500.00
29	2504.602	6" GATE VALVE REPLACEMENT	EACH	\$1,500.00
30	2504.602	WATERMAIN EXPLORATORY EXCAVATION	HOUR	\$700.00
31	2504.602	ADJUST VALVE BOX	EACH	\$325.00
32	2504.602	VALVE BOX MID SECTION	EACH	\$250.00
33	2504.602	WATERMAIN TEE	EACH	\$6,500.00
34	2506.502	CASTING ASSEMBLY (SANITARY 700-7)	EACH	\$1,200.00
35	2506.502	CASTING ASSEMBLY (STORM 700-7)	EACH	\$1,200.00
36	2506.502	CASTING ASSEMBLY (STORM NEEENAH R-3250-DVSP)	EACH	\$1,550.00
37	2506.502	CASTING ASSEMBLY (STORM NEEENAH R-3250-EVSP)	EACH	\$1,300.00
38	2506.602	RECONSTRUCT DRAINAGE STRUCTURE	EACH	\$2,000.00
39	2506.602	GROUT CATCH BASIN OR MANHOLE	CU YD	\$600.00
40	2506.503	CONSTRUCT DRAINAGE STRUCTURE DESIGN H	LIN FT	\$500.00
41	2521.518	6" CONCRETE WALK	SQ FT	\$17.50
42	2521.518	3" BITUMINOUS WALK	SQ FT	\$3.50
43	2531.503	CONCRETE CURB & GUTTER DESIGN B624	LIN FT	\$24.00
44	2531.504	6" CONCRETE DRIVEWAY PAVEMENT	SQ YD	\$75.00
45	2531.604	8" CONCRETE VALVE GUTTER	SQ YD	\$97.50
46	2531.618	TRUNCATED DOMES	SQ FT	\$85.00
47	2540.602	MAIL BOX SUPPORT	EACH	\$125.00
48	2563.601	TRAFFIC CONTROL	LUMP SUM	\$300.00
49	2564.518	SIGN PANELS TYPE C	SQ FT	\$60.00
50	2573.502	STORM DRAIN INLET PROTECTION	EACH	\$165.00
51	2573.503	SEDIMENT CONTROL LOG TYPE WOOD FIBER	LIN FT	\$5.00
52	2573.503	SILT FENCE, TYPE MS	LIN FT	\$4.00
53	2573.501	STABILIZED CONSTRUCTION EXIT	EACH	\$1,200.00
54	2574.507	SCREENED TOPSOIL BORROW	CU YD	\$45.00
55	2574.508	FERTILIZER TYPE 3 (10-10-20) (SEEDING)	POUND	\$1.75
56	2574.508	FERTILIZER TYPE 3 (22-5-10) (SOD)	POUND	\$1.75
57	2575.504	SOD TYPE LAWN	SQ YD	\$17.50
58	2575.508	SEED MIXTURE 22-111 (TEMPORARY SEEDING)	POUND	\$5.50
59	2575.508	SEED MIXTURE 25-151	POUND	\$7.00
60	2575.508	HYDRAULIC REINFORCED FIBER MATRIX	POUND	\$3.50
61	2575.523	WATER	MGAL	\$45.00
62	2575.605	SEEDING	ACRE	\$600.00
63	2582.503	4" SOLID LINE PAINT	LIN FT	\$0.85
64	2582.503	4" BROKEN LINE PAINT	LIN FT	\$0.85
65	2582.503	8" SOLID LINE PAINT	LIN FT	\$0.85
66	2582.503	4" DOUBLE SOLID LINE PAINT	LIN FT	\$0.85

KNOLLWOOD DRIVE							
ASSESSABLE ROADWAY		SANITARY SEWER		WATER		TOTAL PROJECT	
ESTIMATED QUANTITY	TOTAL COST	ESTIMATED QUANTITY	TOTAL COST	ESTIMATED QUANTITY	TOTAL COST	ESTIMATED QUANTITY	TOTAL COST
0.90	\$9,000.00	0.06	\$600.00	0.04	\$400.00	1	\$10,000.00
		11	\$2,585.00			11	\$2,585.00
3	\$120.00					3	\$120.00
16	\$720.00					16	\$720.00
458	\$1,832.00	308	\$1,232.00			766	\$3,064.00
1018	\$6,108.00	60	\$359.33			1078	\$6,467.33
24	\$7,200.00					24	\$7,200.00
972	\$15,549.33					972	\$15,549.33
2	\$200.00	2	\$200.00	2	\$200.00	6	\$600.00
2	\$290.00	2	\$290.00	2	\$290.00	6	\$870.00
2	\$400.00	2	\$400.00	2	\$400.00	6	\$1,200.00
7140	\$14,280.00					7140	\$14,280.00
775	\$34,875.00					775	\$34,875.00
647	\$61,428.54	5	\$516.21			652	\$61,944.75
862	\$73,283.18	7	\$615.83			869	\$73,899.00
				12	\$8,400.00	12	\$8,400.00
				7	\$2,275.00	7	\$2,275.00
				4	\$1,000.00	4	\$1,000.00
3	\$19,500.00					3	\$19,500.00
		11	\$13,200.00			11	\$13,200.00
		0.25	\$150.00			0	\$150.00
80	\$6,000.00					80	\$6,000.00
16	\$2,000.00					16	\$2,000.00
0.90	\$2,700.00	0.06	\$180.00	0.04	\$120.00	1	\$3,000.00
18	\$1,050.00					18	\$1,050.00
100	\$500.00					100	\$500.00
1	\$1,200.00					1	\$1,200.00
49	\$2,205.00					49	\$2,205.00
973	\$1,702.75					973	\$1,702.75
1569	\$27,463.33					1569	\$27,463.33
10	\$450.00					10	\$450.00
1654	\$1,405.90					1654	\$1,405.90
700	\$595.00					700	\$595.00
90%	\$292,058.04	6%	\$20,328.36	4%	\$13,085.00	100%	\$325,471.40
	\$23,364.64		\$1,626.27		\$1,046.80		\$26,037.71
	\$315,422.68		\$21,954.63		\$14,131.80	8.21%	\$351,509.11
	\$78,855.67		\$5,488.66		\$3,532.95		\$87,877.28
	\$394,278.35		\$27,443.29		\$17,664.75		\$439,386.39

Monday, August 28, 2023

ESTIMATED CONSTRUCTION COST:	\$3,964,270.88
CONTINGENCIES (8%):	\$312,875.04
SUBTOTAL:	\$4,281,412.55
ENGINEERING, LEGAL, FINANCE, ADMIN AND OTHER COSTS (25%):	\$1,070,353.14
ESTIMATED TOTAL PROJECT COST:	\$5,351,765.68

DONALD STREET							
ASSESABLE ROADWAY		SANITARY SEWER		WATER		TOTAL PROJECT	
ESTIMATED QUANTITY	TOTAL COST	ESTIMATED QUANTITY	TOTAL COST	ESTIMATED QUANTITY	TOTAL COST	ESTIMATED QUANTITY	TOTAL COST
0.91	\$9,100.00	0.04	\$400.00	0.05	\$500.00	1	\$10,000.00
		3	\$705.00			3	\$705.00
6	\$240.00					6	\$240.00
20	\$900.00					20	\$900.00
175	\$1,312.50					175	\$1,312.50
326	\$1,304.00	84	\$336.00			410	\$1,640.00
336	\$3,360.00					336	\$3,360.00
576	\$3,456.00	16	\$96.00			592	\$3,554.00
12	\$3,600.00					12	\$3,600.00
274	\$4,382.56					274	\$4,382.56
6	\$600.00	6	\$600.00	6	\$600.00	18	\$1,800.00
6	\$870.00	6	\$870.00	6	\$870.00	18	\$2,610.00
6	\$1,200.00	6	\$1,200.00	6	\$1,200.00	18	\$3,600.00
3522	\$7,043.40					3522	\$7,043.40
630	\$28,350.00					630	\$28,350.00
319	\$30,298.73	1	\$137.66			320	\$30,436.38
425	\$36,145.85	2	\$164.22			427	\$36,310.07
				8	\$5,600.00	8	\$5,600.00
				3	\$975.00	3	\$975.00
				1	\$250.00	1	\$250.00
				2	\$13,000.00	2	\$13,000.00
		3	\$3,600.00			3	\$3,600.00
		0.25	\$150.00			0	\$150.00
315	\$23,625.00					315	\$23,625.00
20	\$2,500.00					20	\$2,500.00
0.91	\$2,730.00	0.04	\$120.00	0.05	\$150.00	1	\$3,000.00
28	\$1,695.00					28	\$1,695.00
100	\$500.00					100	\$500.00
1	\$1,200.00					1	\$1,200.00
83	\$3,735.00					83	\$3,735.00
480	\$840.00					480	\$840.00
774	\$13,545.00					774	\$13,545.00
10	\$450.00					10	\$450.00
1112	\$945.20					1112	\$945.20
85%	\$183,928.23 \$14,714.26	4%	\$8,380.88 \$670.47	11%	\$23,145.00 \$1,851.60	100%	\$215,454.11 \$17,236.33
	\$198,642.49 \$49,660.62		\$9,051.35 \$2,262.84		\$24,996.60 \$6,249.15	5.43%	\$232,690.44 \$58,172.61
	\$248,303.12		\$11,314.18		\$31,245.75		\$290,863.05

Monday, August 28, 2023

ITEM NO.	SPEC NO.	ITEM DESCRIPTION	UNIT	UNIT PRICE
1	2021.501	MOBILIZATION	LUMP SUM	\$10,000.00
2	2104.502	REMOVE CASTING (SANITARY)	EACH	\$235.00
3	2104.502	REMOVE CASTING (STORM)	EACH	\$235.00
4	2104.502	REMOVE SIGN	EACH	\$40.00
5	2104.502	REMOVE MAIL BOX SUPPORT	EACH	\$45.00
6	2104.503	SAWING CONCRETE PAVEMENT (FULL DEPTH)	LIN FT	\$7.50
7	2104.503	SAWING BITUMINOUS PAVEMENT (FULL DEPTH)	LIN FT	\$4.00
8	2104.503	REMOVE CURB & GUTTER	LIN FT	\$4.00
9	2104.504	REMOVE CONCRETE PAVEMENT	SQ YD	\$10.00
10	2104.504	REMOVE BITUMINOUS PAVEMENT	SQ YD	\$6.00
11	2112.619	RECLAIMED AGGREGATE BASE PREPARATION	ROAD STA	\$300.00
12	2105.607	EXCAVATION SPECIAL	CU YD	\$16.00
13	2105.607	COMMON EXCAVATION	CU YD	\$15.00
15	2123.510	COMMON LABORERS	HOUR	\$100.00
16	2123.610	SKID LOADER	HOUR	\$145.00
17	2123.610	STREET SWEEPER (WITH PICKUP BROOM AND WATER)	HOUR	\$200.00
18	2215.504	FULL DEPTH RECLAMATION	SQ YD	\$2.00
19	2232.504	MILL BITUMINOUS SURFACE (2.0")	SQ YD	\$2.00
21	2301.504	CONCRETE PAVEMENT 8"	SQ YD	\$90.00
22	2302.604	BITUMINOUS DRIVEWAY REPLACEMENT	SQ YD	\$45.00
23	2360.509	TYPE SP 9.5 WEARING COURSE MIX (3.C)	TON	\$95.00
24	2360.509	TYPE SP 12.5 NON-WEARING COURSE MIX (3.B)	TON	\$85.00
25	2503.503	12" RC PIPE SEWER DESIGN 3006 CLASS V	LIN FT	\$75.00
26	2503.602	CONNECT TO EXISTING STORM SEWER	EACH	\$1,300.00
27	2504.502	HYDRANT	EACH	\$5,500.00
28	2504.602	HYDRANT RESTORATION	EACH	\$2,500.00
29	2504.602	6" GATE VALVE REPLACEMENT	EACH	\$1,500.00
30	2504.602	WATERMAIN EXPLORATORY EXCAVATION	HOUR	\$700.00
31	2504.602	ADJUST VALVE BOX	EACH	\$325.00
32	2504.602	VALVE BOX MID SECTION	EACH	\$250.00
33	2504.602	WATERMAIN TEE	EACH	\$6,500.00
34	2506.502	CASTING ASSEMBLY (SANITARY 700-7)	EACH	\$1,200.00
35	2506.502	CASTING ASSEMBLY (STORM 700-7)	EACH	\$1,200.00
36	2506.502	CASTING ASSEMBLY (STORM NEEAH R-3250-DVSP)	EACH	\$1,500.00
37	2506.502	CASTING ASSEMBLY (STORM NEEAH R-3250-EVSP)	EACH	\$1,300.00
38	2506.602	RECONSTRUCT DRAINAGE STRUCTURE	EACH	\$2,000.00
39	2506.602	GROUT CATCH BASIN OR MANHOLE	CU YD	\$600.00
40	2506.503	CONSTRUCT DRAINAGE STRUCTURE DESIGN H	LIN FT	\$50.00
41	2521.518	6" CONCRETE WALK	SQ FT	\$17.50
42	2521.518	3" BITUMINOUS WALK	SQ FT	\$3.50
43	2531.503	CONCRETE CURB & GUTTER DESIGN B624	LIN FT	\$24.00
44	2531.504	6" CONCRETE DRIVEWAY PAVEMENT	SQ YD	\$75.00
45	2531.604	8" CONCRETE VALLEY GUTTER	SQ YD	\$97.50
46	2531.618	TRUNCATED DOMES	SQ FT	\$65.00
47	2540.602	MAIL BOX SUPPORT	EACH	\$125.00
48	2563.601	TRAFFIC CONTROL	LUMP SUM	\$3,000.00
49	2564.518	SIGN PANELS TYPE C	SQ FT	\$60.00
50	2573.502	STORM DRAIN INLET PROTECTION	EACH	\$165.00
51	2573.503	SEDIMENT CONSTRUCTION LOG TYPE WOOD FIBER	LIN FT	\$5.00
52	2573.503	SILT FENCE, TYPE MS	LIN FT	\$4.00
53	2573.501	STABILIZED CONSTRUCTION EXIT	EACH	\$1,200.00
54	2574.507	SCREENED TOPSOIL BORROW	CU YD	\$45.00
55	2574.508	FERTILIZER TYPE 3 (10-10-20) (SEEDING)	POUND	\$1.75
56	2574.508	FERTILIZER TYPE 3 (22-5-10) (SOD)	POUND	\$1.75
57	2575.504	SOD TYPE LAWN	SQ YD	\$17.50
58	2575.508	SEED MIXTURE 22-111 (TEMPORARY SEEDING)	POUND	\$5.50
59	2575.508	SEED MIXTURE 25-151	POUND	\$7.00
60	2575.508	HYDRAULIC REINFORCED FIBER MATRIX	POUND	\$3.50
61	2575.523	WATER	MGAL	\$45.00
62	2575.605	SEEDING	ACRE	\$600.00
63	2582.503	4" SOLID LINE PAINT	LIN FT	\$0.85
64	2582.503	4" BROKEN LINE PAINT	LIN FT	\$0.85
65	2582.503	8" SOLID LINE PAINT	LIN FT	\$0.85
66	2582.503	4" DOUBLE SOLID LINE PAINT	LIN FT	\$0.85

[illegible]

ESTIMATED CONSTRUCTION COST:	\$3,964,270.88	86%	\$71,620.77	9%	\$7,226.87	5%	\$4,220.00	100%	\$83,067.64
CONTINGENCIES (6%):	\$312,875.04		<u>\$5,729.66</u>		<u>\$578.15</u>		<u>\$337.60</u>		<u>\$6,645.41</u>
SUBTOTAL:	\$4,281,412.55		\$77,350.43		\$7,805.02		\$4,557.60	2.10%	\$89,713.05
ENGINEERING, LEGAL, FINANCE, ADMIN AND OTHER COSTS (25%):	\$1,070,353.14		<u>\$19,337.61</u>		<u>\$1,951.26</u>		<u>\$1,139.40</u>		<u>\$22,428.26</u>
ESTIMATED TOTAL PROJECT COST:	\$5,351,765.68		<u>\$96,688.03</u>		<u>\$9,756.28</u>		<u>\$5,697.00</u>		<u>\$112,141.31</u>

Monday, August 28, 2023

ESTIMATED CONSTRUCTION COST:	\$3,845,367.88	30%	\$22,924.77	9%	\$7,175.88	61%	\$46,157.00	100%	\$76,257.64
CONTINGENCIES (8%):	\$303,362.80		\$1,833.98		\$574.07		\$3,692.56		\$1,833.98
SUBTOTAL:	\$4,152,997.31		\$24,758.75		\$7,749.95		\$49,849.56	1.98%	\$82,358.25
ENGINEERING, LEGAL, FINANCE, ADMIN AND OTHER COSTS (25%):	\$1,038,249.33		\$6,189.69		\$1,937.49		\$12,462.39		\$20,589.56
ESTIMATED TOTAL PROJECT COST:	\$5,191,246.64		\$30,948.44		\$9,687.43		\$62,311.95		\$102,947.82

Monday, August 28, 2023

ESTIMATED CONSTRUCTION COST:	\$3,845,367.88
CONTINGENCIES (8%):	\$303,362.80
SUBTOTAL:	\$4,152,997.31
ENGINEERING, LEGAL, FINANCE, ADMIN AND OTHER COSTS (25%):	\$1,038,249.33
ESTIMATED TOTAL PROJECT COST:	\$5,191,246.64

88%	\$210,227.23	7%	\$17,805.00	3%	\$6,652.96	2%	\$3,835.00	100%	\$238,520.19
	<u>\$16,818.18</u>		<u>\$1,424.40</u>		<u>\$532.24</u>		<u>\$306.80</u>		<u>\$19,081.62</u>
	\$227,045.41		\$19,229.40		\$7,185.20		\$4,141.80	6.20%	\$257,601.81
	<u>\$56,761.35</u>		<u>\$4,807.35</u>		<u>\$1,796.30</u>		<u>\$1,035.45</u>		<u>\$64,400.45</u>
	\$283,806.76		\$24,036.75		\$8,981.50		\$5,177.25		\$322,002.26

Monday, August 28, 2023

ESTIMATED CONSTRUCTION COST:	\$3,845,367.88
CONTINGENCIES (8%):	\$303,362.80
SUBTOTAL:	\$4,152,997.31
ENGINEERING, LEGAL, FINANCE, ADMIN AND OTHER COSTS (25%):	\$1,038,249.33
ESTIMATED TOTAL PROJECT COST:	\$5,191,246.64

80%	\$215,290.65	11%	\$30,104.72	8%	\$20,655.00	2%	\$4,747.68	100%	\$270,798.05
	<u>\$17,223.25</u>		<u>\$2,408.38</u>		<u>\$1,652.40</u>		<u>\$379.81</u>		<u>\$21,663.84</u>
	\$232,513.90		\$22,513.10		\$22,307.40		\$5,127.49	7.04%	\$292,461.90
	<u>\$58,128.48</u>		<u>\$8,128.28</u>		<u>\$5,576.85</u>		<u>\$1,281.87</u>		<u>\$73,115.47</u>
	\$290,642.38		\$40,641.38		\$27,884.25		\$6,409.37		\$365,577.37

Monday, August 28, 2023

ESTIMATED CONSTRUCTION COST:	\$3,845,367.88
CONTINGENCIES (8%):	\$303,362.80
SUBTOTAL:	\$4,152,997.31
ENGINEERING, LEGAL, FINANCE, ADMIN AND OTHER COSTS (25%):	\$1,038,249.33
ESTIMATED TOTAL PROJECT COST:	\$5,191,246.64

[illegible]

2024 MILL & OVERLAY AND FULL DEPTH RECLAMATION IMPROVEMENTS PROJECT
ENGINEER'S ESTIMATE AND ASSESSMENT CALCULATIONS
BAXTER, MN
Monday, August 28, 2023

ITEM NO.	SPEC NO.	ITEM DESCRIPTION	UNIT	UNIT PRICE
1	2021.501	MOBILIZATION	LUMP SUM	\$10,000.00
2	2104.502	REMOVE CASTING (SANITARY)	EACH	\$235.00
3	2104.502	REMOVE CASTING (STORM)	EACH	\$235.00
4	2104.502	REMOVE SIGN	EACH	\$40.00
5	2104.502	REMOVE MAIL BOX SUPPORT	EACH	\$45.00
6	2104.503	SAWING CONCRETE PAVEMENT (FULL DEPTH)	LN FT	\$7.50
7	2104.503	SAWING BITUMINOUS PAVEMENT (FULL DEPTH)	LN FT	\$4.00
8	2104.503	REMOVE CURB & GUTTER	LN FT	\$4.00
9	2104.504	REMOVE CONCRETE PAVEMENT	SQ YD	\$10.00
10	2104.504	REMOVE BITUMINOUS PAVEMENT	SQ YD	\$6.00
11	2112.619	RECLAIMED AGGREGATE BASE PREPARATION	ROAD STA	\$300.00
12	2105.607	EXCAVATION SPECIAL	CU YD	\$16.00
13	2105.607	COMMON EXCAVATION	CU YD	\$15.00
15	2123.510	COMMON LABORERS	HOUR	\$100.00
16	2123.610	SKID LOADER	HOUR	\$145.00
17	2123.610	STREET SWEEPER (WITH PICKUP BROOM AND WA	HOUR	\$200.00
18	2215.504	FULL DEPTH RECLAMATION	SQ YD	\$2.00
19	2232.504	MILL BITUMINOUS SURFACE (2.0")	SQ YD	\$2.00
21	2301.504	CONCRETE PAVEMENT 6"	SQ YD	\$60.00
22	2304.502	BITUMINOUS DRIVEWAY REPLACEMENT	SQ YD	\$45.00
23	2360.509	TYPE SP 8.5 WEARING COURSE MIX (3.C)	TON	\$95.00
24	2360.509	TYPE SP 12.5 NON-WEARING COURSE MIX (3.B)	TON	\$85.00
25	2503.503	12" RC PIPE SEWER DESIGN 300# CLASS V	LN FT	\$75.00
26	2503.602	CONNECT TO EXISTING STORM SEWER	EACH	\$1,300.00
27	2504.502	HYDRANT	EACH	\$5,500.00
28	2504.602	HYDRANT RESTORATION	EACH	\$2,500.00
29	2504.602	6" GATE VALVE REPLACEMENT	EACH	\$1,500.00
30	2504.602	WATERMAIN EXPLORATORY EXCAVATION	HOUR	\$700.00
31	2504.602	ADJUST VALVE BOX	EACH	\$325.00
32	2504.602	VALVE BOX MID SECTION	EACH	\$250.00
33	2504.602	WATERMAIN TEE	EACH	\$6,500.00
34	2506.502	CASTING ASSEMBLY (SANITARY 700-7)	EACH	\$1,200.00
35	2506.502	CASTING ASSEMBLY (STORM 700-7)	EACH	\$1,200.00
36	2506.502	CASTING ASSEMBLY (STORM NEENAH R-3250-DVSP	EACH	\$1,550.00
37	2506.502	CASTING ASSEMBLY (STORM NEENAH R-3250-EVSP	EACH	\$1,300.00
38	2506.602	RECONSTRUCT DRAINAGE STRUCTURE	EACH	\$2,000.00
39	2506.602	GROUT CATCH BASIN OR MANHOLE	CU YD	\$600.00
40	2506.603	CONSTRUCT DRAINAGE STRUCTURE DESIGN H	LN FT	\$500.00
41	2521.518	6" CONCRETE WALK	SQ FT	\$17.50
42	2521.518	3" BITUMINOUS WALK	SQ FT	\$3.50
43	2531.503	CONCRETE CURB & GUTTER DESIGN 8624	LN FT	\$24.00
44	2531.504	6" CONCRETE DRIVEWAY PAVEMENT	SQ YD	\$75.00
45	2531.604	6" CONCRETE VALLEY GUTTER	SQ YD	\$97.50
46	2531.618	TRUNCATED DOMES	SQ FT	\$65.00
47	2540.602	MAIL BOX SUPPORT	EACH	\$125.00
48	2563.601	TRAFFIC CONTROL	LUMP SUM	\$3,000.00
49	2564.518	SIGN PANELS TYPE C	SQ FT	\$60.00
50	2573.502	STORM DRAIN INLET PROTECTION	EACH	\$165.00
51	2573.503	SEDIMENT CONTROL LOG TYPE WOOD FIBER	LN FT	\$5.00
52	2573.503	SILT FENCE, TYPE MS	LN FT	\$4.00
53	2573.501	STABILIZED CONSTRUCTION EXIT	EACH	\$1,200.00
54	2574.507	SCREENED TOPSOIL BORROW	CU YD	\$45.00
55	2574.508	FERTILIZER TYPE 3 (10-10-20) (SEEDING)	POUND	\$1.75
56	2574.508	FERTILIZER TYPE 3 (22-5-10) (SOD)	POUND	\$1.75
57	2575.504	SOD TYPE LAWN	SQ YD	\$17.50
58	2575.508	SEED MIXTURE 25-111 (TEMPORARY SEEDING)	POUND	\$5.50
59	2575.508	SEED MIXTURE 25-151	POUND	\$7.00
60	2575.508	HYDRAULIC REINFORCED FIBER MATRIX	POUND	\$3.50
61	2575.523	WATER	MGAL	\$45.00
62	2575.605	SEEDING	ACRE	\$600.00
63	2582.503	4" SOLID LINE PAINT	LN FT	\$0.85
64	2582.503	4" BROKEN LINE PAINT	LN FT	\$0.85
65	2582.503	8" SOLID LINE PAINT	LN FT	\$0.85
66	2582.503	4" DOUBLE SOLID LINE PAINT	LN FT	\$0.85

ESTIMATED CONSTRUCTION COST:	\$3,845,367.88
CONTINGENCIES (8%):	\$303,362.80
SUBTOTAL:	\$4,152,997.31
ENGINEERING, LEGAL, FINANCE, ADMIN AND OTHER COSTS (25%):	\$1,038,249.33
ESTIMATED TOTAL PROJECT COST:	\$5,191,246.64

[illegible]

87.0002%	\$557,640.66	1.30%	\$8,318.94	8.59%	\$55,042.63	2.12%	\$13,562.36	1.00%	\$6,399.95	100%	\$640,964.54
	<u>\$44,811.25</u>		<u>\$665.52</u>		<u>\$4,403.41</u>		<u>\$1,084.99</u>		<u>\$512.00</u>		<u>\$51,277.16</u>
	\$602,251.91		\$8,984.46		\$59,446.04		\$14,647.35		\$6,911.95	16.67%	\$692,241.70
	\$150,562.98		\$2,246.11		\$14,861.51		\$3,661.84		\$1,727.99		\$173,060.43
	<u>\$752,814.89</u>		<u>\$11,230.57</u>		<u>\$74,307.54</u>		<u>\$18,309.19</u>		<u>\$8,639.94</u>		<u>\$865,302.13</u>

Monday, August 28, 2023

ESTIMATED CONSTRUCTION COST:	\$3,845,367.88
CONTINGENCIES (8%):	\$303,362.80
SUBTOTAL:	\$4,152,997.31
ENGINEERING, LEGAL, FINANCE, ADMIN AND OTHER COSTS (25%):	\$1,038,249.33
ESTIMATED TOTAL PROJECT COST:	\$5,191,246.64

73%	\$94,263.93	20%	\$25,337.68	4%	\$5,101.96	3%	\$4,285.00	100%	\$128,988.57
	<u>\$7,541.11</u>		<u>\$2,027.01</u>		<u>\$408.16</u>		<u>\$342.80</u>		<u>\$10,319.09</u>
	\$101,805.05		\$27,364.69		\$5,510.12		\$4,627.80	3.35%	\$139,307.66
	<u>\$25,451.26</u>		<u>\$6,841.17</u>		<u>\$1,377.53</u>		<u>\$1,156.95</u>		<u>\$34,826.91</u>
	\$127,256.31		\$34,205.87		\$6,887.65		\$5,784.75		\$174,134.57

2024 MILL & OVERLAY AND FULL DEPTH RECLAMATION IMPROVEMENTS PROJECT
ENGINEER'S ESTIMATE AND ASSESSMENT CALCULATIONS
BAXTER, MN
Monday, August 28, 2023

ITEM NO.	SPEC NO.	ITEM DESCRIPTION	UNIT	UNIT PRICE	WHISPERING WOODS LANE									
					ASSESSABLE ROADWAY		STORM SEWER		SANITARY SEWER		WATER		TOTAL PROJECT	
					ESTIMATED QUANTITY	TOTAL COST	ESTIMATED QUANTITY	TOTAL COST	ESTIMATED QUANTITY	TOTAL COST	ESTIMATED QUANTITY	TOTAL COST	ESTIMATED QUANTITY	TOTAL COST
1	2021.501	MOBILIZATION	LUMP SUM	\$10,000.00	0.85	\$8,500.00	0.10	\$1,000.00	0.02	\$200.00	0.03	\$300.00	1	\$10,000.00
2	2104.502	REMOVE CASTING (SANITARY)	EACH	\$235.00					1	\$235.00			1	\$235.00
3	2104.502	REMOVE CASTING (STORM)	EACH	\$235.00			4	\$940.00					4	\$940.00
4	2104.502	REMOVE SIGN	EACH	\$40.00	8	\$320.00							8	\$320.00
5	2104.502	REMOVE MAIL BOX SUPPORT	EACH	\$45.00	1	\$45.00							1	\$45.00
6	2104.503	SAWING CONCRETE PAVEMENT (FULL DEPTH)	LIN FT	\$7.50										
7	2104.503	SAWING BITUMINOUS PAVEMENT (FULL DEPTH)	LIN FT	\$4.00	88	\$352.80			28	\$112.00			116	\$464.80
8	2104.503	REMOVE CURB & GUTTER	LIN FT	\$4.00	690	\$2,759.40	80	\$320.00					770	\$3,079.40
9	2104.504	REMOVE CONCRETE PAVEMENT	SQ YD	\$10.00	90	\$903.00							90	\$903.00
10	2104.504	REMOVE BITUMINOUS PAVEMENT	SQ YD	\$6.00	133	\$800.10			5	\$32.67			139	\$832.77
11	2112.619	RECLAIMED AGGREGATE BASE PREPARATION	ROAD STA	\$300.00	5	\$1,500.00							5	\$1,500.00
12	2105.607	EXCAVATION SPECIAL	CU YD	\$15.00	180	\$2,874.67							180	\$2,874.67
13	2105.607	COMMON EXCAVATION	CU YD	\$15.00	431	\$6,468.00							431	\$6,468.00
15	2123.510	COMMON LABORERS	HOURL	\$100.00	6	\$600.00	6	\$600.00	6	\$600.00	6	\$600.00	24	\$2,400.00
16	2123.610	SKID LOADER	HOURL	\$145.00	6	\$870.00	6	\$870.00	6	\$870.00	6	\$870.00	24	\$3,480.00
17	2123.610	STREET SWEEPER (WITH PICKUP BROOM AND WA	HOURL	\$300.00	6	\$1,200.00	6	\$1,200.00	6	\$1,200.00	6	\$1,200.00	24	\$4,800.00
18	2215.504	FULL DEPTH RECLAMATION	SQ YD	\$2.00	1940	\$3,880.80							1940	\$3,880.80
19	2232.504	MILL BITUMINOUS SURFACE (2.0")	SQ YD	\$2.00										
21	2301.504	CONCRETE PAVEMENT 8"	SQ YD	\$90.00	10	\$900.00							10	\$900.00
22	2302.604	BITUMINOUS DRIVEWAY REPLACEMENT	SQ YD	\$45.00	133	\$5,985.00							133	\$5,985.00
23	2360.509	TYPE SP 9.5 WEARING COURSE MIX (3,C)	TON	\$95.00	351	\$33,388.22			1	\$86.03			352	\$33,474.25
24	2360.509	TYPE SP 12.5 NON-WEARING COURSE MIX (3,B)	TON	\$85.00	351	\$29,873.67			1	\$76.98			352	\$29,950.65
25	2503.503	12" RC PIPE SEWER DESIGN 3006 CLASS V	LIN FT	\$75.00										
26	2503.602	CONNECT TO EXISTING STORM SEWER	EACH	\$1,300.00										
27	2504.502	HYDRANT	EACH	\$5,500.00										
28	2504.602	HYDRANT RESTORATION	EACH	\$2,500.00										
29	2504.602	6" GATE VALVE REPLACEMENT	EACH	\$1,500.00										
30	2504.602	WATERMAIN EXPLORATORY EXCAVATION	HOURL	\$700.00										
31	2504.602	ADJUST VALVE BOX	EACH	\$325.00							4	\$1,300.00	4	\$1,300.00
32	2504.602	VALVE BOX MID SECTION	EACH	\$250.00							2	\$500.00	2	\$500.00
33	2504.602	WATERMAIN TEE	EACH	\$6,500.00										
34	2506.502	CASTING ASSEMBLY (SANITARY 700-7)	EACH	\$1,200.00					1	\$1,200.00			1	\$1,200.00
35	2506.502	CASTING ASSEMBLY (STORM 700-7)	EACH	\$1,200.00										
36	2506.502	CASTING ASSEMBLY (STORM NEENAH R-3250-DVSH	EACH	\$1,550.00			4	\$6,200.00					4	\$6,200.00
37	2506.502	CASTING ASSEMBLY (STORM NEENAH R-3250-EVSH	EACH	\$1,300.00										
38	2506.602	RECONSTRUCT DRAINAGE STRUCTURE	EACH	\$2,000.00			6	\$12,000.00					6	\$12,000.00
39	2506.602	GROUT CATCH BASIN OR MANHOLE	CU YD	\$600.00			0.125	\$75.00	0.125	\$75.00			0	\$150.00
40	2506.503	CONSTRUCT DRAINAGE STRUCTURE DESIGN H	LIN FT	\$500.00										
41	2521.518	6" CONCRETE WALK	SQ FT	\$17.50										
42	2521.518	3" BITUMINOUS WALK	SQ FT	\$3.50										
43	2531.503	CONCRETE CURB & GUTTER DESIGN B624	LIN FT	\$24.00	657	\$15,768.00	80	\$1,920.00					737	\$17,688.00
44	2531.504	6" CONCRETE DRIVEWAY PAVEMENT	SQ YD	\$75.00										
45	2531.604	6" CONCRETE VALLEY GUTTER	SQ YD	\$97.50	62	\$6,045.00							62	\$6,045.00
46	2531.618	TRUNCATED DOMES	SQ FT	\$65.00										
47	2540.602	MAIL BOX SUPPORT	EACH	\$125.00	1	\$125.00							1	\$125.00
48	2563.601	TRAFFIC CONTROL	LUMP SUM	\$3,000.00	0.85	\$2,550.00	0.10	\$300.00	0.02	\$80.00	0.03	\$90.00	1	\$3,000.00
49	2564.518	SIGN PANELS TYPE C	SQ FT	\$60.00	38	\$2,250.00							38	\$2,250.00
50	2573.502	STORM DRAIN INLET PROTECTION	EACH	\$165.00			4	\$660.00					4	\$660.00
51	2573.503	SEDIMENT CONTROL LOG TYPE WOOD FIBER	LIN FT	\$5.00										
52	2573.503	SILT FENCE, TYPE MS	LIN FT	\$4.00										
53	2573.501	STABILIZED CONSTRUCTION EXIT	EACH	\$1,200.00	1	\$1,200.00							1	\$1,200.00
54	2574.507	SCREENED TOPSOIL BORROW	CU YD	\$45.00	58	\$2,610.00							58	\$2,610.00
55	2574.508	FERTILIZER TYPE 3 (10-10-20) (SEEDING)	POUND	\$1.75	7	\$11.55							7	\$11.55
56	2574.508	FERTILIZER TYPE 3 (22-6-10) (SOD)	POUND	\$1.75										
57	2575.504	SOD TYPE LAWN	SQ YD	\$17.50										
58	2575.508	SEED MIXTURE 22-111 (TEMPORARY SEEDING)	POUND	\$5.50	13	\$71.50							13	\$71.50
59	2575.508	SEED MIXTURE 25-151	POUND	\$7.00	13	\$92.40							13	\$92.40
60	2575.508	HYDRAULIC REINFORCED FIBER MATRIX	POUND	\$3.50	231	\$808.50							231	\$808.50
61	2575.523	WATER	MGAL	\$45.00	10	\$450.00							10	\$450.00
62	2575.605	SEEDING	ACRE	\$600.00	0.11	\$66.00							0	\$66.00
63	2582.503	4" SOLID LINE PAINT	LIN FT	\$0.85										
64	2582.503	4" BROKEN LINE PAINT	LIN FT	\$0.85	112	\$95.20							112	\$95.20
65	2582.503	8" SOLID LINE PAINT	LIN FT	\$0.85										
66	2582.503	4" DOUBLE SOLID LINE PAINT	LIN FT	\$0.85	350	\$297.50							350	\$297.50
ESTIMATED CONSTRUCTION COST:				\$3,845,367.88	79%	\$133,661.31	15%	\$26,085.00	3%	\$4,747.68	3%	\$4,860.00	100%	\$169,353.99
CONTINGENCIES (8%):				\$303,362.80		\$10,692.90		\$2,086.80		\$379.81		\$388.80		\$13,548.32
SUBTOTAL:				\$4,152,997.31		\$144,354.21		\$28,171.80		\$5,127.49		\$5,248.80	4.40%	\$162,902.31
ENGINEERING, LEGAL, FINANCE, ADMIN AND OTHER COSTS (25%):				\$1,038,249.33		\$36,088.55		\$7,042.95		\$1,281.87		\$1,312.20		\$45,725.58
ESTIMATED TOTAL PROJECT COST:				\$5,191,246.64		\$180,442.77		\$35,214.75		\$6,409.37		\$6,561.00		\$228,627.88

2024 MILL & OVERLAY AND FULL DEPTH RECLAMATION IMPROVEMENTS PROJECT
ENGINEER'S ESTIMATE AND ASSESSMENT CALCULATIONS
BAXTER, MN
Monday, August 28, 2023

ITEM NO.	SPEC NO.	ITEM DESCRIPTION	UNIT	UNIT PRICE	DELLWOOD DRIVE										TOTAL		TOTAL	
					ASSESSABLE ROADWAY		CITY TURN-LANE		STORM SEWER		SANITARY SEWER		WATER		TOTAL PROJECT		TOTAL PROJECT	
					ESTIMATED QUANTITY	TOTAL COST	ESTIMATED QUANTITY	TOTAL COST	ESTIMATED QUANTITY	TOTAL COST	ESTIMATED QUANTITY	TOTAL COST	ESTIMATED QUANTITY	TOTAL COST	ESTIMATED QUANTITY	TOTAL COST	ESTIMATED QUANTITY	TOTAL COST
1	2021.501	MOBILIZATION	LUMP SUM	\$10,000.00	0.64	\$6,400.00	0.09	\$900.00	0.21	\$2,100.00	0.03	\$300.00	0.03	\$300.00	1	\$10,000.00	25	\$350,000.00
2	2104.502	REMOVE CASTING (SANITARY)	EACH	\$235.00							3	\$705.00			3	\$705.00	89	\$20,915.00
3	2104.502	REMOVE CASTING (STORM)	EACH	\$235.00			1	\$235.00	9	\$2,115.00					10	\$2,330.00	49	\$11,815.00
4	2104.502	REMOVE SIGN	EACH	\$40.00	8	\$320.00									8	\$320.00	69	\$2,760.00
5	2104.502	REMOVE MAIL BOX SUPPORT	EACH	\$45.00	2	\$90.00									2	\$90.00	72	\$3,240.00
6	2104.503	SAWING CONCRETE PAVEMENT (FULL DEPTH)	LIN FT	\$7.50	16	\$120.00	5	\$40.05							21	\$160.05	405	\$3,040.05
7	2104.503	SAWING BITUMINOUS PAVEMENT (FULL DEPTH)	LIN FT	\$4.00	153	\$613.20	167	\$668.00			84	\$336.00			404	\$1,617.20	5,844	\$20,177.00
8	2104.503	REMOVE CURB & GUTTER	LIN FT	\$4.00	1945	\$7,778.40	73	\$292.00	180	\$720.00					2198	\$8,790.40	11,490	\$45,961.50
9	2104.504	REMOVE CONCRETE PAVEMENT	SQ YD	\$10.00	111	\$1,113.00	29	\$290.00							140	\$1,403.00	2,001	\$20,005.78
10	2104.504	REMOVE BITUMINOUS PAVEMENT	SQ YD	\$6.00	64	\$384.30	174	\$1,044.00			16	\$96.00			254	\$1,526.30	4,806	\$28,834.80
11	2112.619	RECLAIMED AGGREGATE BASE PREPARATION	ROAD STA	\$300.00	5	\$1,500.00									5	\$1,500.00	119	\$35,700.00
12	2105.607	EXCAVATION SPECIAL	CU YD	\$16.00	167	\$2,672.00									167	\$2,672.00	4,158	\$66,520.18
13	2108.607	COMMON EXCAVATION	CU YD	\$15.00	401	\$6,020.00									401	\$6,020.00	3,169	\$47,537.78
15	2123.510	COMMON LABORERS	HOURL	\$100.00	6	\$600.00	6	\$600.00	6	\$600.00	6	\$600.00	6	\$600.00	30	\$3,000.00	350	\$35,000.00
16	2123.610	SKID LOADER	HOURL	\$145.00	6	\$870.00	6	\$870.00	6	\$870.00	6	\$870.00	6	\$870.00	30	\$4,380.00	350	\$50,750.00
17	2123.610	STREET SWEEPER (WITH PICKUP BROOM AND WATER)	HOURL	\$200.00	6	\$1,200.00	6	\$1,200.00	6	\$1,200.00	6	\$1,200.00	6	\$1,200.00	30	\$6,000.00	350	\$70,000.00
18	2215.504	FULL DEPTH RECLAMATION	SQ YD	\$2.00	1806	\$3,612.00									1806	\$3,612.00	38,938	\$77,876.40
19	2232.504	MILL BITUMINOUS SURFACE (2.0")	SQ YD	\$2.00													38,697	\$77,394.80
21	2301.504	CONCRETE PAVEMENT 8"	SQ YD	\$90.00	111	\$9,990.00	29	\$2,610.00									677	\$60,897.00
22	2302.604	BITUMINOUS DRIVEWAY REPLACEMENT	SQ YD	\$45.00	64	\$2,880.00	81	\$3,622.50							145	\$6,502.50	2,821	\$131,442.75
23	2360.509	TYPE SP 9.5 WEARING COURSE MIX (3.C)	TON	\$95.00	327	\$31,075.82	32	\$2,994.00			3	\$275.31			362	\$34,344.92	10,040	\$953,811.78
24	2360.509	TYPE SP 12.5 NON-WEARING COURSE MIX (3.B)	TON	\$85.00	327	\$27,804.50	32	\$2,678.84			3	\$246.33			362	\$30,728.67	5,905	\$501,888.26
25	2503.503	12" RC PIPE SEWER DESIGN 3006 CLASS V	LIN FT	\$75.00					12	\$900.00					12	\$900.00	12	\$900.00
26	2503.602	CONNECT TO EXISTING STORM SEWER	EACH	\$1,300.00					1	\$1,300.00					1	\$1,300.00	1	\$1,300.00
27	2504.502	HYDRANT	EACH	\$5,500.00													5	\$27,500.00
28	2504.602	HYDRANT RESTORATION	EACH	\$2,500.00													5	\$12,500.00
29	2504.602	8" GATE VALVE REPLACEMENT	EACH	\$1,500.00													5	\$7,500.00
30	2504.602	WATERMAIN EXPLORATORY EXCAVATION	HOURL	\$700.00													76	\$53,200.00
31	2504.602	ADJUST VALVE BOX	EACH	\$325.00									10	\$3,250.00	10	\$3,250.00	72	\$23,400.00
32	2504.602	VALVE BOX MD SECTION	EACH	\$250.00									5	\$1,250.00	5	\$1,250.00	40	\$10,000.00
33	2504.602	WATERMAIN TEE	EACH	\$6,500.00													16	\$104,000.00
34	2506.502	CASTING ASSEMBLY (SANITARY 700-7)	EACH	\$1,200.00							3	\$3,600.00			3	\$3,600.00	90	\$108,000.00
35	2506.502	CASTING ASSEMBLY (STORM 700-7)	EACH	\$1,200.00					1	\$1,200.00					1	\$1,200.00	1	\$1,200.00
36	2506.502	CASTING ASSEMBLY (STORM MEEHAH R-3250-DVSP)	EACH	\$1,550.00			1	\$1,550.00	9	\$13,950.00					10	\$15,500.00	45	\$69,750.00
37	2506.502	CASTING ASSEMBLY (STORM MEEHAH R-3250-EVSP)	EACH	\$1,300.00													2	\$2,600.00
38	2506.602	RECONSTRUCT DRAINAGE STRUCTURE	EACH	\$2,000.00			1	\$2,000.00	14	\$28,000.00					15	\$30,000.00	43	\$86,000.00
39	2506.602	GROUT CATCH BASIN OR MANHOLE	CU YD	\$600.00			0.125	\$75.00	0.125	\$75.00	0.125	\$75.00			0	\$225.00	4	\$2,175.00
40	2506.503	CONSTRUCT DRAINAGE STRUCTURE DESIGN H	LIN FT	\$500.00					4.8	\$2,400.00					5	\$2,400.00	536	\$14,430.00
41	2521.518	6" CONCRETE WALK	SQ FT	\$17.50													9,849	\$34,471.80
42	2521.518	3" BITUMINOUS WALK	SQ FT	\$3.50													11,688	\$278,600.40
43	2531.503	CONCRETE CURB & GUTTER DESIGN B624	LIN FT	\$24.00	1945	\$46,680.00	73	\$1,752.00	180	\$4,320.00					2198	\$82,762.00	640	\$48,000.00
44	2531.504	6" CONCRETE DRIVEWAY PAVEMENT	SQ YD	\$75.00													749	\$73,040.50
45	2531.604	8" CONCRETE VALLEY GUTTER	SQ YD	\$97.50	87	\$8,497.13									87	\$8,497.13	84	\$5,460.00
46	2531.618	TRUNCATED DOMES	SQ FT	\$65.00													72	\$9,000.00
47	2540.602	MAIL BOX SUPPORT	EACH	\$125.00	2	\$250.00									2	\$250.00	25	\$75,000.00
48	2563.601	TRAFFIC CONTROL	LUMP SUM	\$3,000.00	0.64	\$1,920.00	0.09	\$270.00	0.21	\$630.00	0.03	\$90.00	0.03	\$90.00	1	\$3,000.00	380	\$22,800.00
49	2564.518	SIGN PANELS TYPE C	SQ FT	\$60.00	33	\$1,980.00									33	\$1,980.00	42	\$6,930.00
50	2573.502	STORM DRAIN INLET PROTECTION	EACH	\$165.00			1	\$165.00	9	\$1,485.00					10	\$1,650.00	3,872	\$17,860.00
51	2573.503	SEDIMENT CONTROL LOG TYPE WOOD FIBER	LIN FT	\$5.00													2,772	\$11,088.00
52	2573.503	SILT FENCE, TYPE MS	LIN FT	\$4.00													14	\$16,500.00
53	2573.501	STABILIZED CONSTRUCTION EXIT	EACH	\$1,200.00	1	\$1,200.00									1	\$1,200.00	1,613	\$72,985.00
54	2574.507	SCREENED TOPSOIL BORROW	CU YD	\$45.00	118	\$5,310.00	59	\$2,655.00							177	\$7,965.00	127	\$222.43
55	2574.508	FERTILIZER TYPE 3 (10-10-20) (SEEDING)	POUND	\$1.75	6	\$10.50	3	\$5.25							9	\$15.75	2,441	\$4,271.75
56	2574.508	FERTILIZER TYPE 3 (22-5-10) (SOD)	POUND	\$1.75													4,269	\$7,470.67
57	2575.504	SOD TYPE LAWN	SQ YD	\$17.50													170	\$935.00
58	2575.508	SEED MIXTURE 22-111 (TEMPORARY SEEDING)	POUND	\$5.50	12	\$66.00	6	\$33.00							18	\$99.00	285	\$1,782.20
59	2575.508	SEED MIXTURE 25-151	POUND	\$7.00	12	\$84.00	6	\$42.00							18	\$126.00	4,430	\$18,505.00
60	2575.508	HYDRAULIC REINFORCED FIBER MATRIX	POUND	\$3.50	210	\$735.00	100	\$350.00							310	\$1,085.00	260	\$11,700.00
61	2575.523	WATER	MGAL	\$45.00	10	\$450.00	10	\$450.00							20	\$900.00	2	\$1,302.00
62	2575.605	SEEDING	ACRE	\$600.00	0.10	\$60.00	0.05	\$30.00							0	\$90.00	279	\$237.15
63	2582.503	4" SOLID LINE PAINT	LIN FT	\$0.85	279	\$237.15											15,842	\$13,560.70
64	2582.503	4" BROKEN LINE PAINT	LIN FT	\$0.85													792	\$668.70
65	2582.503	8" SOLID LINE PAINT	LIN FT	\$0.85	48	\$40.80									48	\$40.80	7,110	\$6,043.50
66	2582.503	4" DOUBLE SOLID LINE PAINT	LIN FT	\$0.85	1015	\$862.75									1015	\$862.75		
ESTIMATED CONSTRUCTION COST:				\$3,845,367.88	62%	\$173,429.90	10%	\$27,421.64	22%	\$61,865.00	3%	\$8,395.64	3%	\$7,560.00	100%	\$278,672.17	\$3,845,367.88	
CONTINGENCIES (8%):				\$303,362.80		\$13,874.39		\$2,193.73		\$4,949.20		\$671.65		\$604.80		\$22,293.77	\$307,629.43	
SUBTOTAL:				\$4,152,997.31		\$187,304.29		\$29,615.37		\$66,814.20		\$9,067.29		\$8,164.80	7.25%	\$300,965.94	\$4,152,997.31	
ENGINEERING, LEGAL, FINANCE, ADMIN AND OTHER COSTS (25%):				\$1,038,249.33		\$46,826.07		\$7,403.84		\$16,703.55		\$2,266.82		\$2,041.20		\$75,241.49	\$1,038,249.33	
ESTIMATED TOTAL PROJECT COST:				\$5,191,246.64		\$234,130.36		\$37,019.21		\$83,517.75		\$11,334.11		\$10,206.00		\$376,207.43	\$5,191,246.64	

RESIDENTIAL M&O ASSESSMENT CALCULATIONS

ESTIMATED ASSESSABLE PROJECT COST:	\$976,047.43
ESTIMATED ERU'S:	206
ESTIMATED ERU ASSESSMENT:	\$4,738.09

SANITARY SEWER:	\$145,802.94
WATERMAIN:	\$202,774.73
CITY TRAIL:	\$2,541.37
CITY ASSESSMENT:	\$37,904.75

TOTAL CITY COST	\$389,023.78
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TOTAL	\$1,327,166.46
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RESIDENTIAL FDR ASSESSMENT CALCULATIONS

ESTIMATED ASSESSABLE PROJECT COST:	\$1,093,635.05
ESTIMATED ERU'S:	83
ESTIMATED ERU ASSESSMENT:	\$13,176.33

SANITARY SEWER:	\$72,137.34
WATERMAIN:	\$88,385.99
CITY TRAIL:	\$31,589.72

TOTAL CITY COST	\$192,113.05
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TOTAL	\$1,285,748.10
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COMMERCIAL FDR ASSESSMENT CALCULATIONS

ESTIMATED ASSESSABLE PROJECT COST:	\$1,845,027.78
ESTIMATED FRONT FOOTAGE	7,566
ESTIMATED PER FOOT ASSESSMENT:	\$243.86

SANITARY SEWER:	\$78,971.11
STORM SEWER:	\$334,773.10
WATERMAIN:	\$41,100.69
CITY TRAIL:	\$102,953.33
CITY ROADWAY:	\$175,506.08
CITY ASSESSMENT:	\$132,902.48

TOTAL CITY COST	\$866,206.78
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TOTAL	\$2,578,332.08
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PROJECT COST SUMMARY

ESTIMATED TOTAL PROJECT COST:		\$5,191,246.64
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ESTIMATED BENEFITTED ASSESSED COSTS	72%	\$3,743,903.03
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CITY COST (INCLUDES ASSESSED COST)	28%	\$1,447,343.61
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CITY COST SUMMARY

CITY ROADWAY:	\$175,506.08
TRAIL:	\$137,084.41
STORM SEWER:	\$334,773.10
SANITARY SEWER:	\$296,911.38
WATER:	\$332,261.40
CITY ASSESSMENT:	\$170,807.23

TOTAL ESTIMATED CITY COST:	\$1,447,343.61
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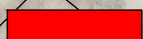


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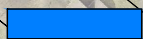
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-  **RESIDENTIAL FULL DEPTH RECLAMATION**
-  **COMMERCIAL FULL DEPTH RECLAMATION**



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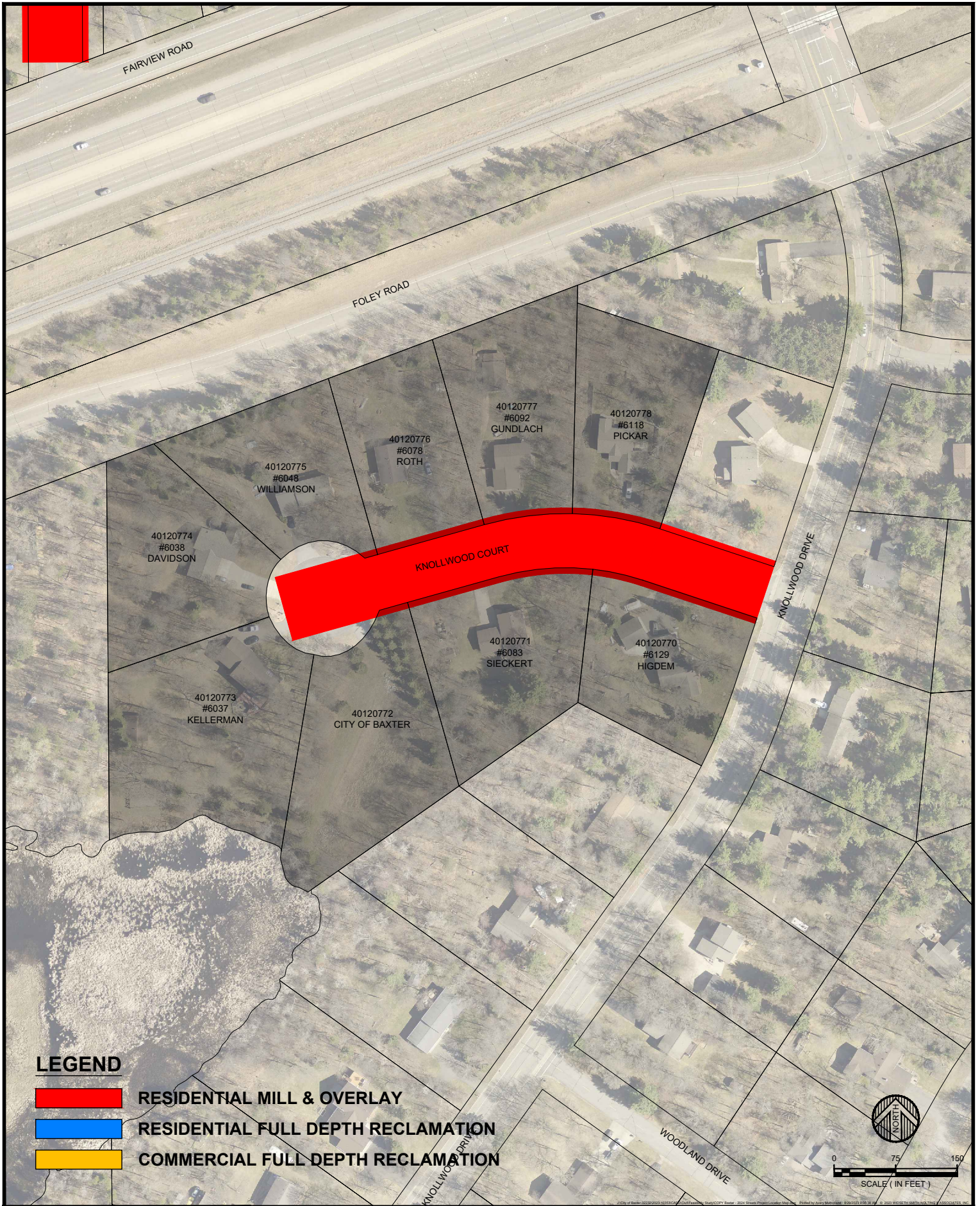
RESIDENTIAL MILL & OVERLAY



RESIDENTIAL FULL DEPTH RECLAMATION



COMMERCIAL FULL DEPTH RECLAMATION



LEGEND

- RESIDENTIAL MILL & OVERLAY
- RESIDENTIAL FULL DEPTH RECLAMATION
- COMMERCIAL FULL DEPTH RECLAMATION



LEGEND



RESIDENTIAL MILL & OVERLAY
RESIDENTIAL FULL DEPTH RECLAMATION
COMMERCIAL FULL DEPTH RECLAMATION



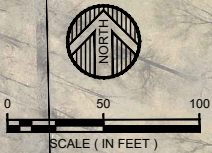
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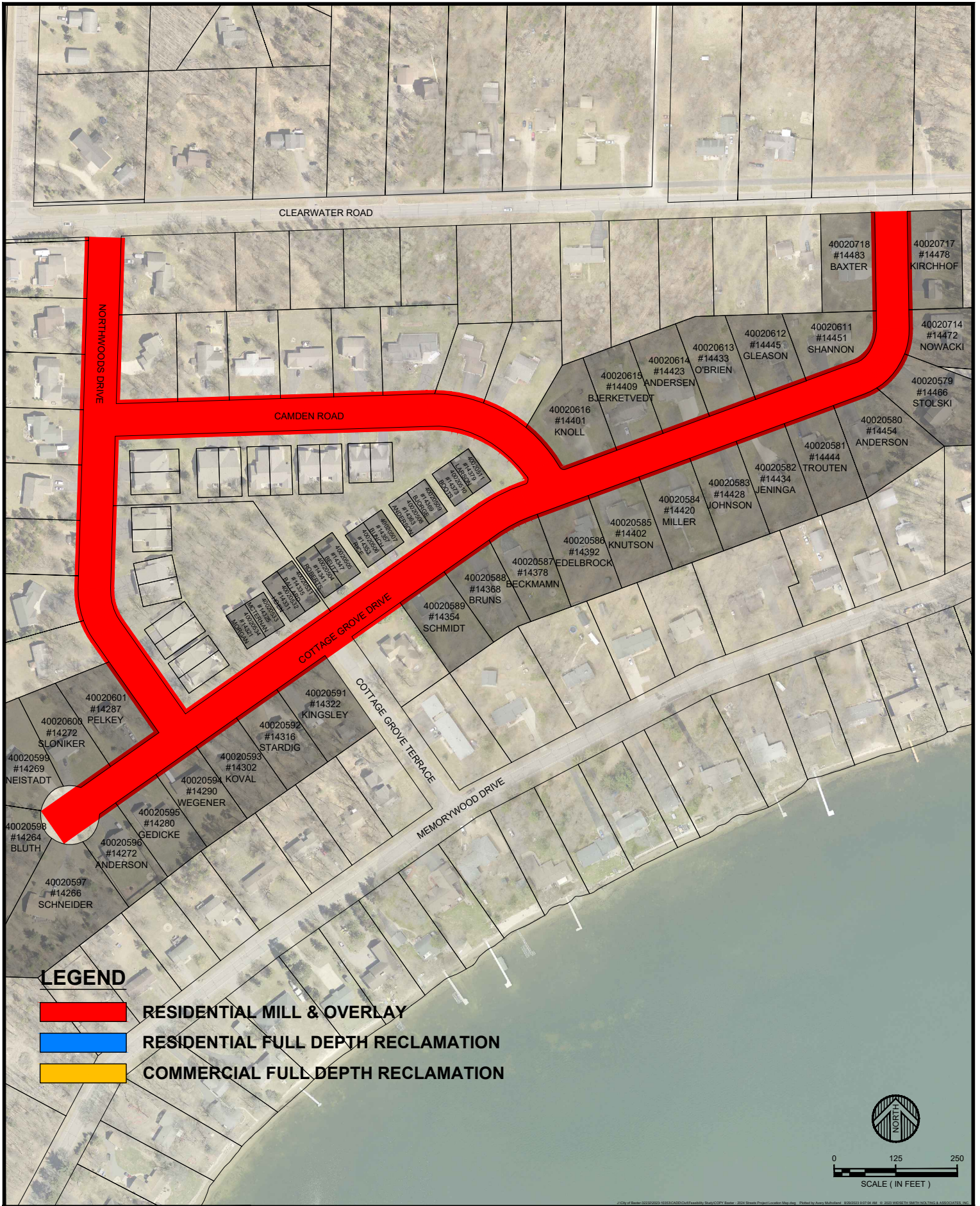


LEGEND



- RESIDENTIAL MILL & OVERLAY
- RESIDENTIAL FULL DEPTH RECLAMATION
- COMMERCIAL FULL DEPTH RECLAMATION





LEGEND

- RESIDENTIAL MILL & OVERLAY
- RESIDENTIAL FULL DEPTH RECLAMATION
- COMMERCIAL FULL DEPTH RECLAMATION



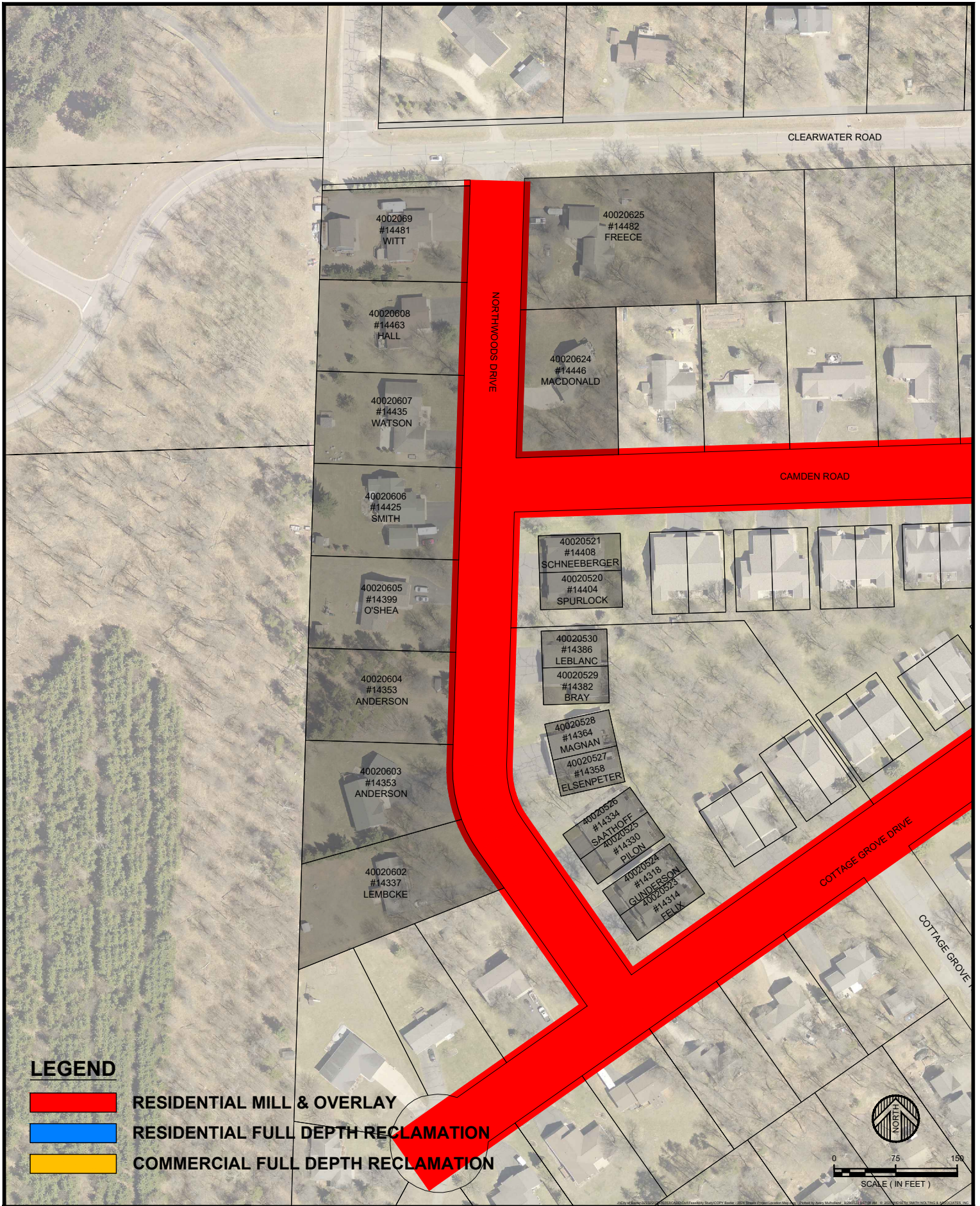
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DATE	REV	REVISIONS DESCRIPTION	BY

DATE: JUNE 2023
SCALE: AS SHOWN
DRAWN BY: TJS
CHECKED BY: ADB
JOB NUMBER: 2023-10353

2024 MILL & OVERLAY AND FDR IMPROVEMENTS
CITY OF BAXTER
BAXTER, MINNESOTA
COTTAGE GROVE DRIVE ASSESSMENT MAP

SHEET NO.
A-14
SHEET OF



LEGEND

- RESIDENTIAL MILL & OVERLAY
- RESIDENTIAL FULL DEPTH RECLAMATION
- COMMERCIAL FULL DEPTH RECLAMATION



LEGEND

- RESIDENTIAL MILL & OVERLAY
- RESIDENTIAL FULL DEPTH RECLAMATION
- COMMERCIAL FULL DEPTH RECLAMATION

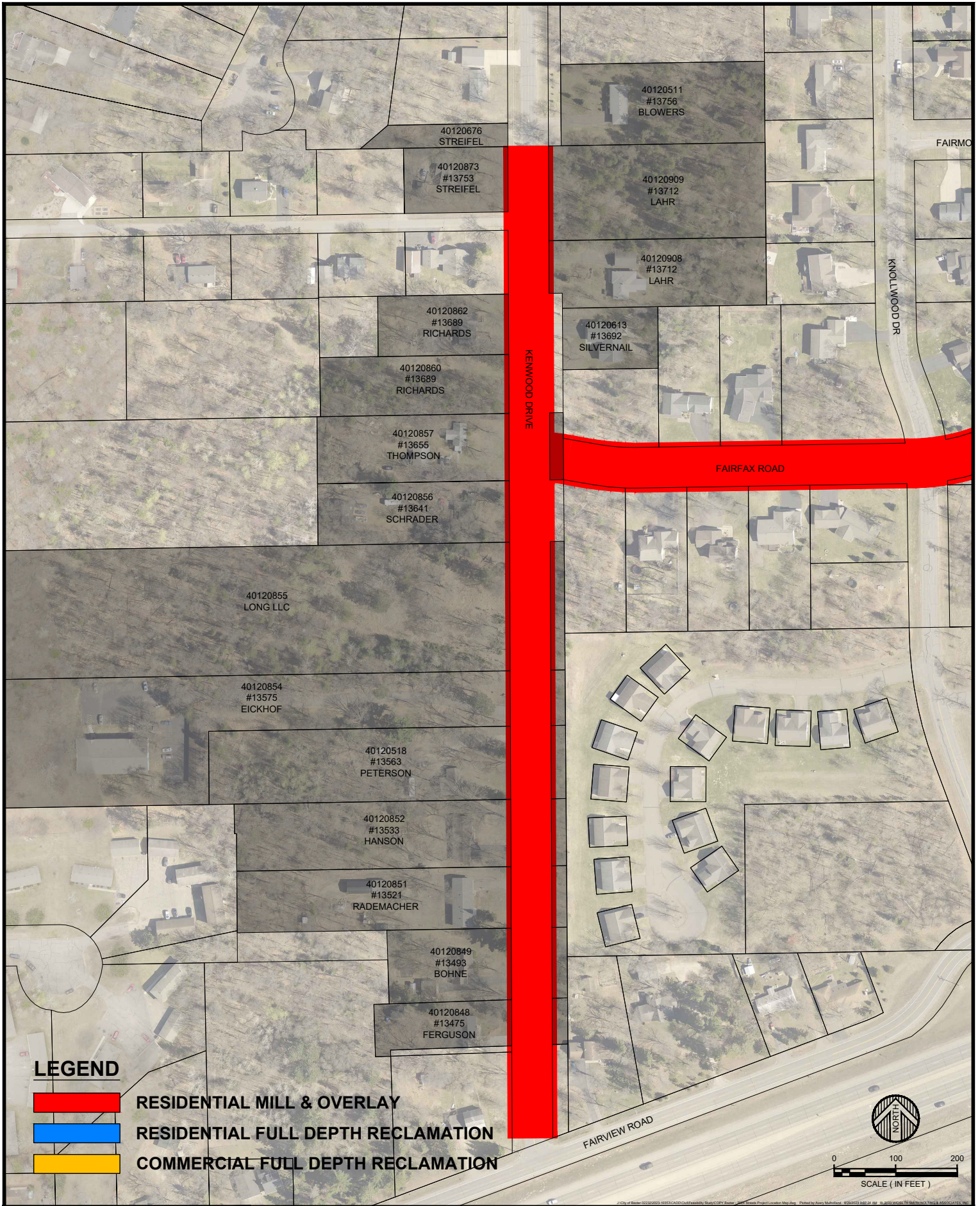
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LEGEND

- RESIDENTIAL MILL & OVERLAY
- RESIDENTIAL FULL DEPTH RECLAMATION
- COMMERCIAL FULL DEPTH RECLAMATION



DATE	REV	REVISIONS DESCRIPTION	BY



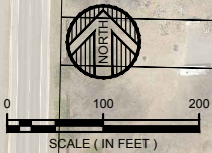
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RESIDENTIAL MILL & OVERLAY
RESIDENTIAL FULL DEPTH RECLAMATION
COMMERCIAL FULL DEPTH RECLAMATION

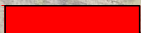


COMMERCIAL FULL DEPTH RECLAMATION





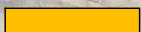
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RESIDENTIAL MILL & OVERLAY

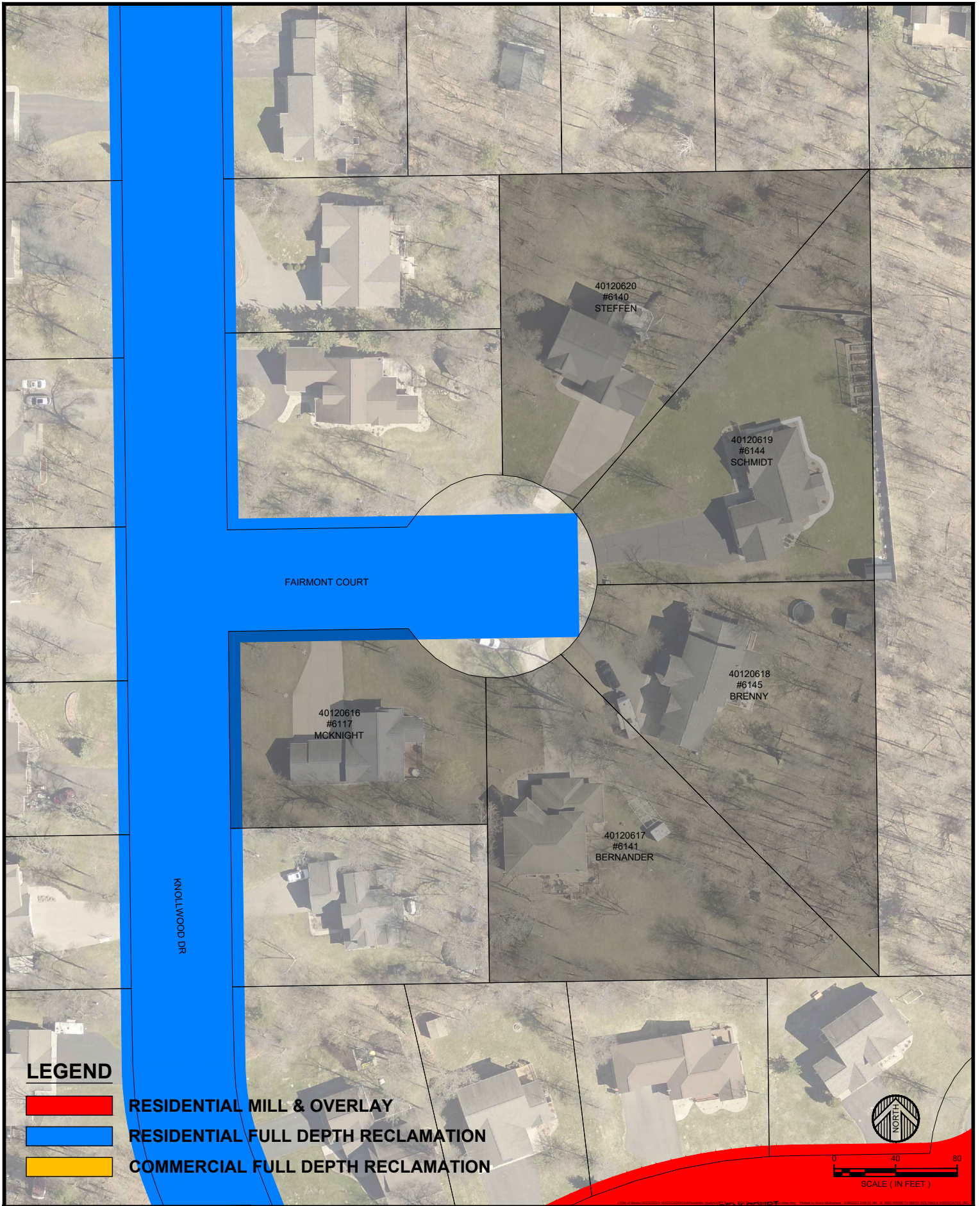


RESIDENTIAL FULL DEPTH RECLAMATION



COMMERCIAL FULL DEPTH RECLAMATION

DATE	REV	REVISIONS DESCRIPTION	BY





DONALD STREET

CHERRYWOOD DRIVE

EDMONTON ROAD

FAIRMONT COURT

LEGEND

- RESIDENTIAL MILL & OVERLAY
- RESIDENTIAL FULL DEPTH RECLAMATION
- COMMERCIAL FULL DEPTH RECLAMATION

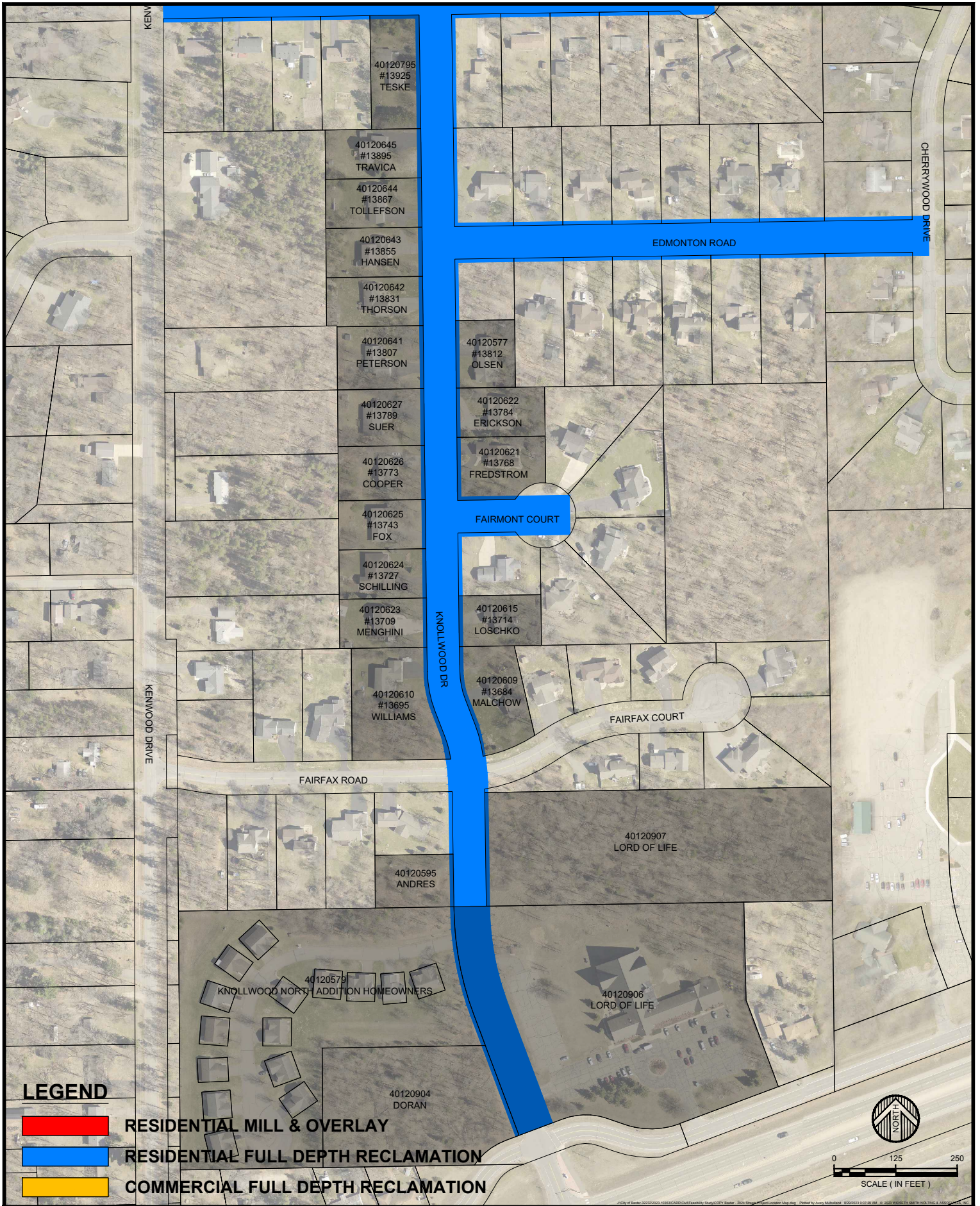


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DATE	REV	REVISIONS DESCRIPTION	BY

DATE: JUNE 2023
SCALE: AS SHOWN
DRAWN BY: TJS
CHECKED BY: ADB
JOB NUMBER: 2023-10353

2024 MILL & OVERLAY AND FDR IMPROVEMENTS
CITY OF BAXTER
BAXTER, MINNESOTA
EDMONTON ROAD ASSESSMENT MAP

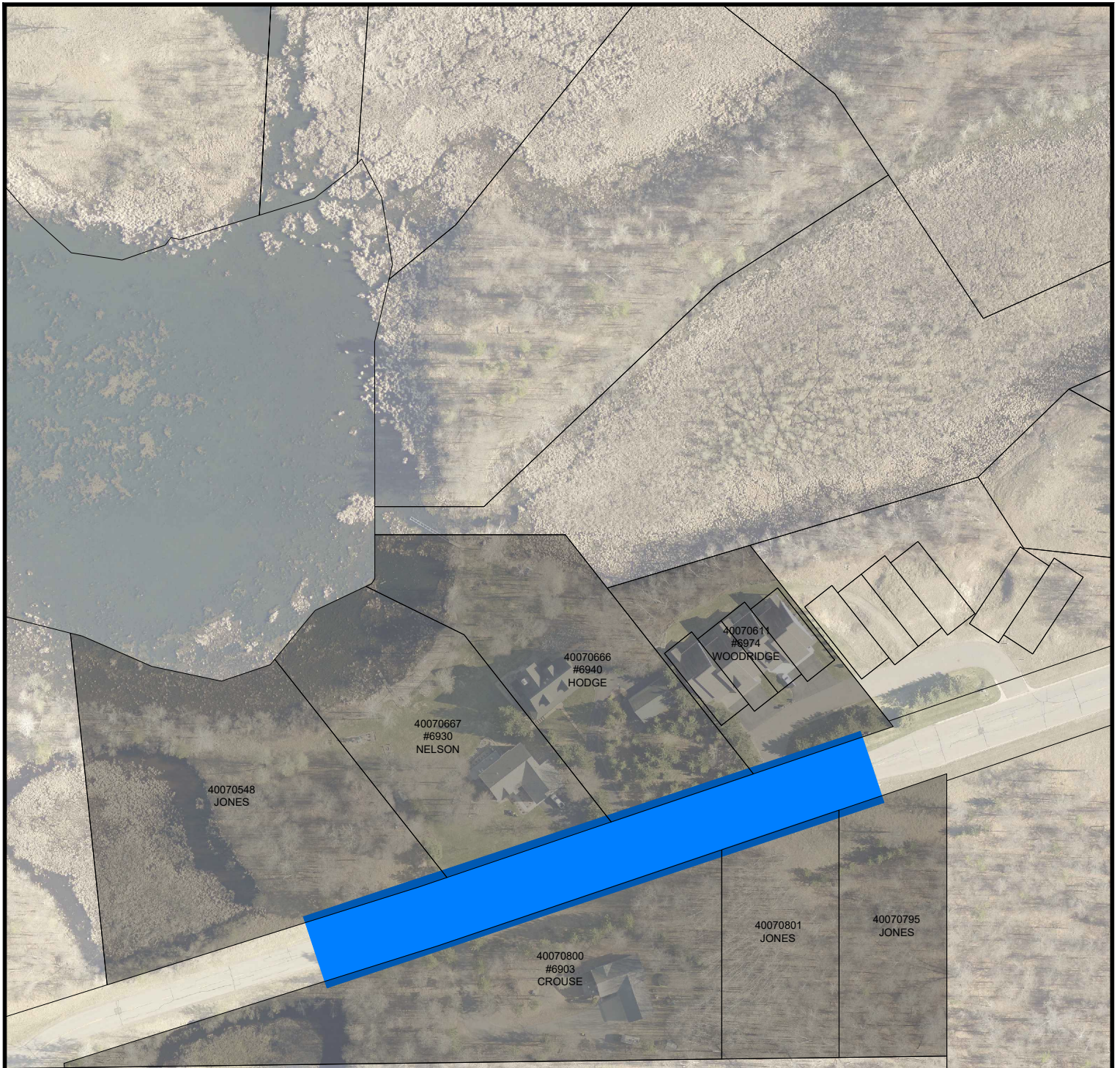




LEGEND



RESIDENTIAL MILL & OVERLAY
RESIDENTIAL FULL DEPTH RECLAMATION
COMMERCIAL FULL DEPTH RECLAMATION



LEGEND

-  RESIDENTIAL MILL & OVERLAY
-  RESIDENTIAL FULL DEPTH RECLAMATION
-  COMMERCIAL FULL DEPTH RECLAMATION







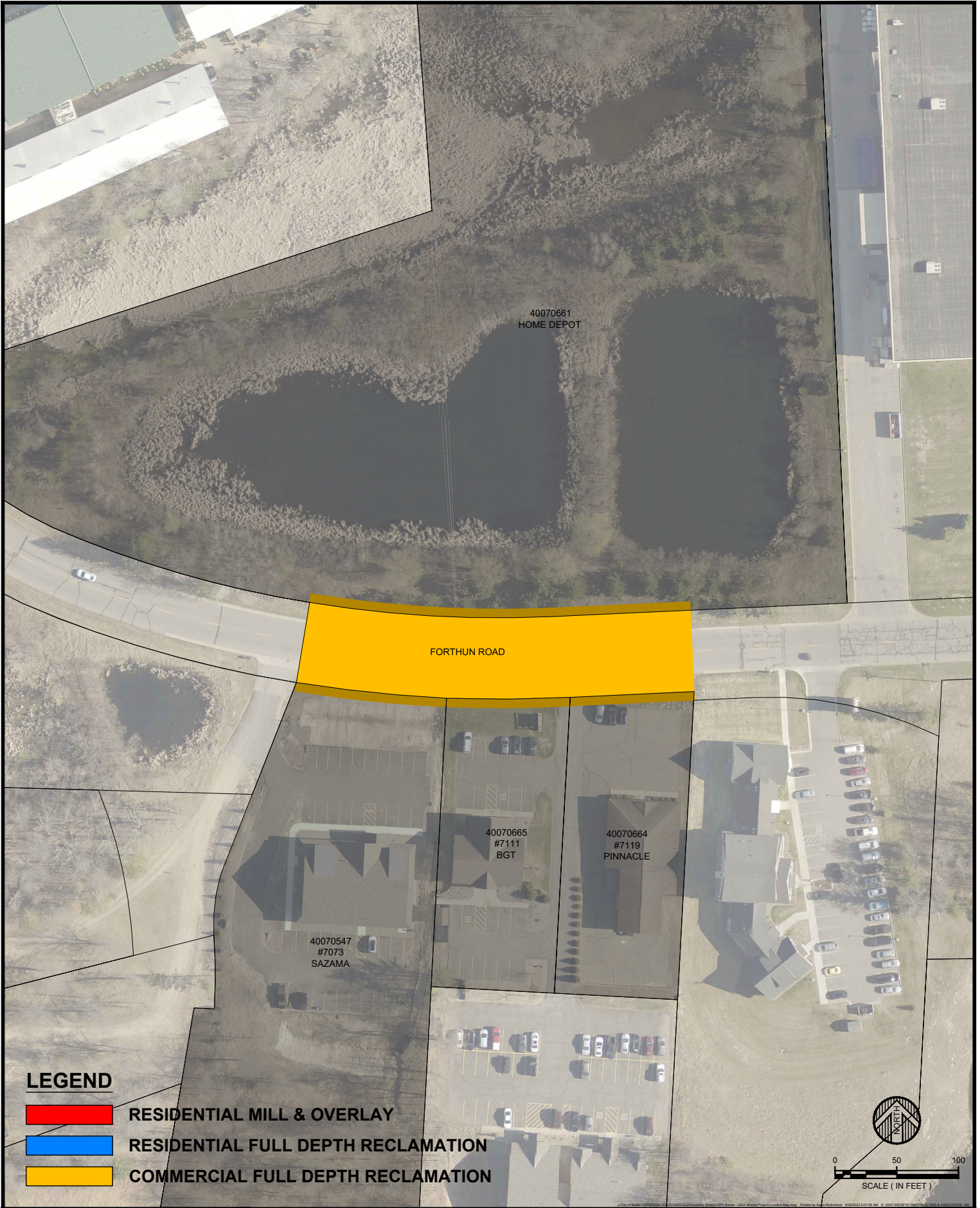
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- RESIDENTIAL MILL & OVERLAY
- RESIDENTIAL FULL DEPTH RECLAMATION
- COMMERCIAL FULL DEPTH RECLAMATION



SCALE (IN FEET)

DATE	REV	REVISIONS DESCRIPTION	BY



LEGEND

- RESIDENTIAL MILL & OVERLAY
- RESIDENTIAL FULL DEPTH RECLAMATION
- COMMERCIAL FULL DEPTH RECLAMATION

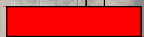
GARRISON ROAD INCLUDES
TRAIL AND UTILITY
IMPROVEMENTS AT CITY
COST

ELDER DRIVE

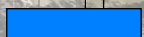
ELMWOOD DRIVE

GARRISON ROAD

LEGEND



RESIDENTIAL MILL & OVERLAY



RESIDENTIAL FULL DEPTH RECLAMATION



COMMERCIAL FULL DEPTH RECLAMATION



0 50 100
SCALE (IN FEET)

NO PROPERTIES ABUT TO THIS SECTION OF NOVOTONY ROAD. COSTS WILL BE 100% CITY OF BAXTER.

EDGEWOOD DRIVE

NOVOTNY ROAD

LEGEND

-  RESIDENTIAL MILL & OVERLAY
-  RESIDENTIAL FULL DEPTH RECLAMATION
-  COMMERCIAL FULL DEPTH RECLAMATION



0 40 80
SCALE (IN FEET)

I HEREBY CERTIFY THAT THIS PLAN, SPECIFICATION, OR REPORT WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.

DATE	REV#	REVISIONS DESCRIPTION	BY

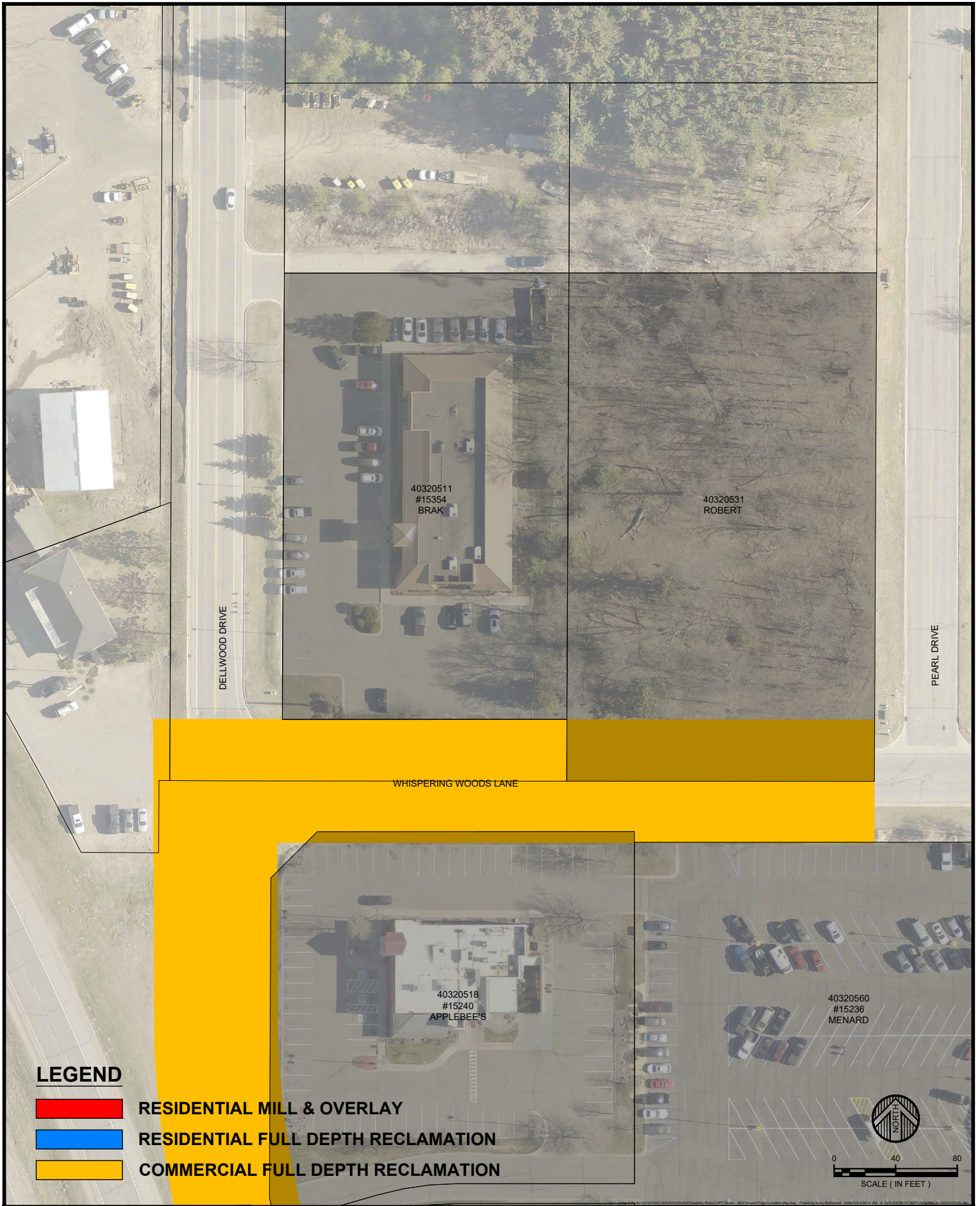
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SCALE:	AS SHOWN
DRAWN BY:	TJS
CHECKED BY:	ADB
JOB NUMBER:	2023-10353

2024 MILL & OVERLAY AND FDR IMPROVEMENTS CITY OF BAXTER BAXTER, MINNESOTA NOVOTNY ROAD ASSESSMENT MAP
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SHEET NO.

A-31

SHEET OF



LEGEND

- RESIDENTIAL MILL & OVERLAY
- RESIDENTIAL FULL DEPTH RECLAMATION
- COMMERCIAL FULL DEPTH RECLAMATION

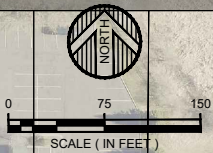




LEGEND



RESIDENTIAL MILL & OVERLAY
RESIDENTIAL FULL DEPTH RECLAMATION
COMMERCIAL FULL DEPTH RECLAMATION



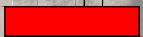
GARRISON ROAD INCLUDES
TRAIL AND UTILITY
IMPROVEMENTS AT CITY
COST

ELDER DRIVE

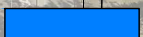
ELMWOOD DRIVE

GARRISON ROAD

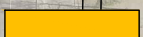
LEGEND



RESIDENTIAL MILL & OVERLAY



RESIDENTIAL FULL DEPTH RECLAMATION



COMMERCIAL FULL DEPTH RECLAMATION



0 50 100
SCALE (IN FEET)

ERU ASSESSMENT

MILL & OVERLAY							
COUNT	# ID	NAME	FRONTAGE (ft)	ASSESSMENT	ROAD	COMMENTS	COST ESTIMATE
1	5970	SWETLAND	136.65	1	JEPSON ROAD		\$4,738.09
2	5952	BELIVEAU	136.23	1	JEPSON ROAD		\$4,738.09
3	5924	WHATLEY	136.23	1	JEPSON ROAD		\$4,738.09
4	5906	SCHMECK	91.67	1	JEPSON ROAD		\$4,738.09
5	5901	SCHWARZ	114	1	JEPSON ROAD		\$4,738.09
6	5909	BAUTCH	92.32	1	JEPSON ROAD		\$4,738.09
7	5923	SCHULTZ	132.96	1	JEPSON ROAD		\$4,738.09
8	5947	HOLDERNESS	140.04	1	JEPSON ROAD		\$4,738.09
9	5977	HOULE	125.85	1	JEPSON ROAD		\$4,738.09
10	12791	WAGNER	149.32	1	KINGWOOD DRIVE		\$4,738.09
11	12811	RUGLOSKI	144.5	1	KINGWOOD DRIVE		\$4,738.09
12	12837	MELLO	150.25	1	KINGWOOD DRIVE		\$4,738.09
13	12863	ANDERSON	150	1	KINGWOOD DRIVE		\$4,738.09
14	12885	UNGER	150	1	KINGWOOD DRIVE		\$4,738.09
15	12905	BOILEAU	150	1	KINGWOOD DRIVE		\$4,738.09
16	12935	TROUT	150	1	KINGWOOD DRIVE		\$4,738.09
17	12963	SCHMIDT	150	1	KINGWOOD DRIVE		\$4,738.09
18	40130640 40130658	CITY	473.86	4	KINGWOOD DRIVE	1 POTENTIAL CORNER LOT, 3 INTERIOR LOTS	\$18,952.38
19	12804	TSCHIDA	241.88	1	KINGWOOD DRIVE	CAN'T MAKE 2 LOTS W/ 20,000 SQ.FT	\$4,738.09
20	12858	HAHN	168.34	1	KINGWOOD DRIVE		\$4,738.09
21	12882	BOCK	140	1	KINGWOOD DRIVE		\$4,738.09
22	12896	VELDMAN	110	1	KINGWOOD DRIVE		\$4,738.09
23	12916	OLSON	130	1	KINGWOOD DRIVE		\$4,738.09
24	12936	MARTINSON	130	1	KINGWOOD DRIVE		\$4,738.09
25	12976	TOOLE	201.16	1	KINGWOOD DRIVE		\$4,738.09
26	13010	WALN	163	1	KINGWOOD DRIVE		\$4,738.09
27	13028	ROONEVIK	150	1	KINGWOOD DRIVE		\$4,738.09
28	13040	DOUCETE	150	1	KINGWOOD DRIVE		\$4,738.09
29	13062	PETERSON	220	1	KINGWOOD DRIVE		\$4,738.09
30	13098	VERRIPS	120	1	KINGWOOD DRIVE		\$4,738.09
31	13081	KINATE	129.18	1	KINGWOOD DRIVE		\$4,738.09
32	13109	TATGE	249.5	1	KINGWOOD DRIVE	CAN'T MAKE 2 LOTS W/ 20,000 SQ.FT	\$4,738.09
33	40130733	KINATE	176.58	1	KINGWOOD DRIVE		\$4,738.09
34	40130611	KINATE	51.28	1	KINGWOOD DRIVE		\$4,738.09
35	13071	BREKKEN	191.72	1	KINGWOOD DRIVE		\$4,738.09
85	6118	PICKAR	120.46	1	KNOLLWOOD COURT		\$4,738.09
86	6092	GUNDLACH	120.36	1	KNOLLWOOD COURT		\$4,738.09
87	6078	ROTH	135	1	KNOLLWOOD COURT		\$4,738.09
88	6048	WILLIAMSON	148.16	1	KNOLLWOOD COURT		\$4,738.09
89	6038	DAVIDSON	117.57	1	KNOLLWOOD COURT		\$4,738.09
90	6037	KELLERMAN	117.77	1	KNOLLWOOD COURT		\$4,738.09
91	40120772	CITY	156.29	1	KNOLLWOOD COURT		\$4,738.09
92	6083	SIECKERT	215.77	1	KNOLLWOOD COURT	CAN'T MAKE 2 LOTS W/ 20,000 SQ.FT	\$4,738.09
93	6129	HIGDEM	200.61	1	KNOLLWOOD COURT	CORNER LOT	\$4,738.09
110	40120614	JOHNSON	156.58	1	FAIRFAX ROAD		\$4,738.09
111	6040	KARSNIA	100	1	FAIRFAX ROAD		\$4,738.09
112	6064	O' GRADY	100	1	FAIRFAX ROAD		\$4,738.09
113	6079	CAMPBELL	157.82	1	FAIRFAX ROAD		\$4,738.09
114	6065	DAVIS	100	1	FAIRFAX ROAD		\$4,738.09
115	6045	LARSON	100	1	FAIRFAX ROAD		\$4,738.09
116	6031	ANDERSON	100	1	FAIRFAX ROAD		\$4,738.09
117	40120600	JOHNSON	101.03	1	FAIRFAX ROAD		\$4,738.09

118	6150	EBERHART	95.72	1	FAIRFAX COURT		\$4,738.09
119	6162	JONES	122.83	1	FAIRFAX COURT		\$4,738.09
120	6194	ECKMAN	209.13	1	FAIRFAX COURT	NOT ENOUGH SQ FTG FOR 2 LOTS	\$4,738.09
121	6216	REBOLLO	173.23	1	FAIRFAX COURT		\$4,738.09
122	6203	BOYLES	200.99	1	FAIRFAX COURT	NOT ENOUGH FRONTAGE FOR 2 LOTS	\$4,738.09
123	6185	FITZGERALD	131.26	1	FAIRFAX COURT		\$4,738.09
124	6153	PRIBULA	218.15	1	FAIRFAX COURT		\$4,738.09

125	14287	PELKEY	118.89	1	COTTAGE GROVE DRIVE		\$4,738.09
126	14272	SLONIKER	103.17	1	COTTAGE GROVE DRIVE		\$4,738.09
127	14269	NEISTADT	109.52	1	COTTAGE GROVE DRIVE		\$4,738.09
128	14264	BLUTH	112.37	1	COTTAGE GROVE DRIVE		\$4,738.09
129	14266	SCHNEIDER	111.17	1	COTTAGE GROVE DRIVE		\$4,738.09
130	14272	ANDERSON	106.97	1	COTTAGE GROVE DRIVE		\$4,738.09
131	14280	GEDICKE	100	1	COTTAGE GROVE DRIVE		\$4,738.09
132	14290	WEGENER	100	1	COTTAGE GROVE DRIVE		\$4,738.09
133	14302	KOVAL	100	1	COTTAGE GROVE DRIVE		\$4,738.09
134	14316	STARDIG	100	1	COTTAGE GROVE DRIVE		\$4,738.09
135	14322	KINGSLEY	220.04	1	COTTAGE GROVE DRIVE		\$4,738.09
136	14354	SCHMIDT	109.15	1	COTTAGE GROVE DRIVE		\$4,738.09
137	14368	BRUNS	106.27	1	COTTAGE GROVE DRIVE		\$4,738.09
138	14378	BECKMAMN	106.53	1	COTTAGE GROVE DRIVE		\$4,738.09
139	14392	EDELBROCK	110	1	COTTAGE GROVE DRIVE		\$4,738.09
140	14402	KNUTSON	110	1	COTTAGE GROVE DRIVE		\$4,738.09
141	14420	MILLER	110.1	1	COTTAGE GROVE DRIVE		\$4,738.09
142	14428	JOHNSON	100.39	1	COTTAGE GROVE DRIVE		\$4,738.09
143	14434	JENINGA	104.02	1	COTTAGE GROVE DRIVE		\$4,738.09
144	14444	TROUTEN	106.4	1	COTTAGE GROVE DRIVE		\$4,738.09
145	14454	ANDERSON	116.06	1	COTTAGE GROVE DRIVE		\$4,738.09
146	14466	STOLSKI	104.79	1	COTTAGE GROVE DRIVE		\$4,738.09
147	14472	NOWACKI	106.25	1	COTTAGE GROVE DRIVE		\$4,738.09
148	14478	KIRCHHOF	200	1	COTTAGE GROVE DRIVE		\$4,738.09
149	14483	BAXTER	200	1	COTTAGE GROVE DRIVE		\$4,738.09
150	14451	SHANNON	178.76	1	COTTAGE GROVE DRIVE		\$4,738.09
151	14445	GLEASON	109.83	1	COTTAGE GROVE DRIVE		\$4,738.09
152	14433	O' BRIEN	100	1	COTTAGE GROVE DRIVE		\$4,738.09
153	14423	ANDERSEN	100.24	1	COTTAGE GROVE DRIVE		\$4,738.09
154	14409	BJERKETVEDT	100	1	COTTAGE GROVE DRIVE		\$4,738.09
155	14401	KNOLL	188.47	1	COTTAGE GROVE DRIVE		\$4,738.09
156	14379	LARSON	45	1	COTTAGE GROVE DRIVE	TOWNHOME IS 1 ERU	\$4,738.09
157	14373	BOOTS	45	1	COTTAGE GROVE DRIVE	TOWNHOME IS 1 ERU	\$4,738.09
158	14369	BJORGE	45	1	COTTAGE GROVE DRIVE	TOWNHOME IS 1 ERU	\$4,738.09
159	14363	ANDERSON	45	1	COTTAGE GROVE DRIVE	TOWNHOME IS 1 ERU	\$4,738.09
160	14357	BUNCH	45	1	COTTAGE GROVE DRIVE	TOWNHOME IS 1 ERU	\$4,738.09
161	14353	RICE	45	1	COTTAGE GROVE DRIVE	TOWNHOME IS 1 ERU	\$4,738.09
162	14347	BEUTZ	45	1	COTTAGE GROVE DRIVE	TOWNHOME IS 1 ERU	\$4,738.09
163	14341	ROBERTS	45	1	COTTAGE GROVE DRIVE	TOWNHOME IS 1 ERU	\$4,738.09
164	14335	BALLARD	37	1	COTTAGE GROVE DRIVE	TOWNHOME IS 1 ERU	\$4,738.09
165	14331	HOEN	37	1	COTTAGE GROVE DRIVE	TOWNHOME IS 1 ERU	\$4,738.09
166	14325	MCTERNAN	45	1	COTTAGE GROVE DRIVE	TOWNHOME IS 1 ERU	\$4,738.09
167	14321	MORGAN	45	1	COTTAGE GROVE DRIVE	TOWNHOME IS 1 ERU	\$4,738.09

168	14481	WITT	122.88	1	NORTHWOODS DRIVE		\$4,738.09
169	14463	HALL	112.87	1	NORTHWOODS DRIVE		\$4,738.09
170	14435	WATSON	112.5	1	NORTHWOODS DRIVE		\$4,738.09
171	14425	SMITH	112.5	1	NORTHWOODS DRIVE		\$4,738.09
172	14399	O' SHEA	112.5	1	NORTHWOODS DRIVE		\$4,738.09
173	14353	ANDERSON	112.5	1	NORTHWOODS DRIVE		\$4,738.09
174	14353	ANDERSON	104.59	1	NORTHWOODS DRIVE		\$4,738.09
175	14337	LEMBCKE	102.66	1	NORTHWOODS DRIVE		\$4,738.09
176	14314	FELIX	37	1	NORTHWOODS DRIVE	TOWNHOME IS 1 ERU	\$4,738.09
177	14318	GUNDERSON	37	1	NORTHWOODS DRIVE	TOWNHOME IS 1 ERU	\$4,738.09
178	14330	PILON	37	1	NORTHWOODS DRIVE	TOWNHOME IS 1 ERU	\$4,738.09
179	14334	SAATHOFF	37	1	NORTHWOODS DRIVE	TOWNHOME IS 1 ERU	\$4,738.09
180	14358	ELSEN PETER	45	1	NORTHWOODS DRIVE	TOWNHOME IS 1 ERU	\$4,738.09
181	14364	MAGNAN	45	1	NORTHWOODS DRIVE	TOWNHOME IS 1 ERU	\$4,738.09
182	14382	BRAY	45	1	NORTHWOODS DRIVE	TOWNHOME IS 1 ERU	\$4,738.09
183	14386	LEBLANC	45	1	NORTHWOODS DRIVE	TOWNHOME IS 1 ERU	\$4,738.09
184	14404	SPURLOCK	45	1	NORTHWOODS DRIVE	TOWNHOME IS 1 ERU	\$4,738.09
185	14408	SCHNEEBERGER	45	1	NORTHWOODS DRIVE	TOWNHOME IS 1 ERU	\$4,738.09
186	14446	MACDONALD	180.33	1	NORTHWOODS DRIVE		\$4,738.09
187	14482	FRECE	160.3	1	NORTHWOODS DRIVE		\$4,738.09

188	5078	SCHAFFHAUSER	104.43	1	CAMDEN ROAD		\$4,738.09
189	5100	NELSON	104.01	1	CAMDEN ROAD		\$4,738.09
190	5108	LASHER	108.01	1	CAMDEN ROAD		\$4,738.09
191	5132	SHATKA	100.01	1	CAMDEN ROAD		\$4,738.09
192	5152	WENNER	119.78	1	CAMDEN ROAD		\$4,738.09
193	5168	HEIDMANN	101.77	1	CAMDEN ROAD		\$4,738.09
194	5178	GORAL	107.29	1	CAMDEN ROAD		\$4,738.09
195	5141	SANDS	45	1	CAMDEN ROAD		\$4,738.09
196	5131	SMITH	45	1	CAMDEN ROAD		\$4,738.09
197	5125	HEGLIE	45	1	CAMDEN ROAD		\$4,738.09
198	5113	JOSEPH	45	1	CAMDEN ROAD		\$4,738.09
199	5103	BLIZIL	45	1	CAMDEN ROAD		\$4,738.09
200	5099	MULENBURG	45	1	CAMDEN ROAD		\$4,738.09
201	5085	LAUSER	45	1	CAMDEN ROAD		\$4,738.09
202	5081	KINZEL	45	1	CAMDEN ROAD		\$4,738.09
206	40130724	CITY	309.43	3	PARKWOOD DRIVE		\$14,214.28
207	13047	DEBRA	349.39	3	PARKWOOD DRIVE	2 LOTS POSSIBLE: CONNER LOT W/ 120' WIDTH AND 2 INNER, ALL W/ 20,000 SQ FT	\$14,214.28
208	13019	MADSEN	114.52	1	PARKWOOD DRIVE		\$4,738.09
209	13013	RAMEY	93.13	1	PARKWOOD DRIVE		\$4,738.09
210	13001	BRECHT	89.28	1	PARKWOOD DRIVE		\$4,738.09
211	12981	DRYDAHL	132.14	1	PARKWOOD DRIVE		\$4,738.09
212	12931	ANDERSON	137.6	1	PARKWOOD DRIVE		\$4,738.09
214	13475	FERGUSON	75.08	1	KENWOOD DRIVE		\$4,738.09
215	13493	BOHNE	116.9	1	KENWOOD DRIVE		\$4,738.09
216	13521	RADEMACHER	100	1	KENWOOD DRIVE		\$4,738.09
217	13533	HANSON	109.02	1	KENWOOD DRIVE		\$4,738.09
218	13563	PETERSON	119.02	1	KENWOOD DRIVE		\$4,738.09
219	13575	EICKHOF	90.01	1	KENWOOD DRIVE		\$4,738.09
220	40120855	LONG LLC	209.03	1	KENWOOD DRIVE		\$4,738.09
221	13641	SCHRAEDER	100.01	1	KENWOOD DRIVE		\$4,738.09
222	13655	THOMPSON	109.01	1	KENWOOD DRIVE		\$4,738.09
223	13689	RICHARDS	194.03	1	KENWOOD DRIVE		\$4,738.09
224	13753	STREIFEL	143.92	1	KENWOOD DRIVE		\$4,738.09
225	13756	BLOWERS	132.02	1	KENWOOD DRIVE		\$4,738.09
226	13712	LAHR	264.02	2	KENWOOD DRIVE		\$9,476.19
227	14051	PEARSON	634.09	5	CHERRYWOOD DRIVE	5 LOTS POSSIBLE WITH 100' WIDTH & 20,000 SQ FT	\$23,690.47
228	13987	EVERSON	153.43	1	CHERRYWOOD DRIVE		\$4,738.09
229	13979	BRALAND	150.41	1	CHERRYWOOD DRIVE		\$4,738.09
230	13967	HAAPAJOKI	119.4	1	CHERRYWOOD DRIVE		\$4,738.09
231	13961	VRANISH	101.55	1	CHERRYWOOD DRIVE		\$4,738.09
232	13953	EDGE	100	1	CHERRYWOOD DRIVE		\$4,738.09
233	13947	JONES	120	1	CHERRYWOOD DRIVE		\$4,738.09
234	13931	STOUT	120	1	CHERRYWOOD DRIVE		\$4,738.09
235	13925	NOVITZKI	100	1	CHERRYWOOD DRIVE		\$4,738.09
236	13917	CLARK	86.31	1	CHERRYWOOD DRIVE		\$4,738.09
237	13915	GUNDERSON	81.55	1	CHERRYWOOD DRIVE		\$4,738.09
238	13911	SEEVERS	100.61	1	CHERRYWOOD DRIVE		\$4,738.09
239	13905	STRAUCH	100	1	CHERRYWOOD DRIVE		\$4,738.09
240	13895	MELLO	101.77	1	CHERRYWOOD DRIVE		\$4,738.09
241	13986	NEIFERT	161	1	CHERRYWOOD DRIVE		\$4,738.09
242	13982	GIBSON	137.52	1	CHERRYWOOD DRIVE		\$4,738.09
243	13970	BURKE	137.11	1	CHERRYWOOD DRIVE		\$4,738.09
244	13956	KRUEGER	136.87	1	CHERRYWOOD DRIVE		\$4,738.09
245	13950	BRODMARKLE	110	1	CHERRYWOOD DRIVE		\$4,738.09
246	13940	BURKE	110	1	CHERRYWOOD DRIVE		\$4,738.09
247	13930	KING	110	1	CHERRYWOOD DRIVE		\$4,738.09
248	13910	BABIC	285.29	1	CHERRYWOOD DRIVE		\$4,738.09
249	13892	BUFFETTA	292.43	1	CHERRYWOOD DRIVE		\$4,738.09
250	13870	OLSON	129.85	1	CHERRYWOOD DRIVE		\$4,738.09
251	13858	CHANDLER	118.77	1	CHERRYWOOD DRIVE		\$4,738.09
252	13852	RICHEY	107.96	1	CHERRYWOOD DRIVE		\$4,738.09
253	13838	LANGE	218.97	2	CHERRYWOOD DRIVE		\$9,476.19
254	13834	ERICKSON	200	1	CHERRYWOOD DRIVE		\$4,738.09
255	40120514	HESCH	150	1	CHERRYWOOD DRIVE		\$4,738.09
256	13802	AUGUSTINACK	200	1	CHERRYWOOD DRIVE		\$4,738.09
257	13815	CHRIST EVANG	250	2	CHERRYWOOD DRIVE		\$9,476.19
258	13831	BEAN	229.71	1	CHERRYWOOD DRIVE		\$4,738.09
259	13849	ANDERSON	199.26	1	CHERRYWOOD DRIVE		\$4,738.09
260	13863	HANSEN	140	1	CHERRYWOOD DRIVE		\$4,738.09
261	13875	MADSEN	169.73	1	CHERRYWOOD DRIVE		\$4,738.09

\$976,047.43

TOTAL EST. ERU: 206

RESIDENTIAL MILL & OVERLAY ASSESSMENT: \$976,047.43

COST PER ERU: \$4,738.09

CITY EST. ERU: 8
BENEFITTING PROPERTIES EST. ERU: 198

CITY EST. COST: \$37,904.75
BENEFITTING PROPERTIES EST. COST: \$938,142.68

RESIDENTIAL FDR							
COUNT	# ID	NAME	FRONTAGE	ASSESSMENT	ROAD	COMMENTS	COST ESTIMATE
1	6021	NASH	100	1	INTERLACKEN ROAD		\$13,176.33
2	6040	HANSON	130	1	INTERLACKEN ROAD		\$13,176.33
3	6024	STANGE	130	1	INTERLACKEN ROAD		\$13,176.33
4	6140	STEFFEN	81.39	1	FAIRMONT COURT		\$13,176.33
5	6144	SCHMIDT	85.85	1	FAIRMONT COURT		\$13,176.33
6	6145	BRENNY	84.68	1	FAIRMONT COURT		\$13,176.33
7	6141	BERNANDER	82.99	1	FAIRMONT COURT		\$13,176.33
8	6117	MCKNIGHT	175.72	1	FAIRMONT COURT		\$13,176.33
9	6116	DAVIS	120	1	EDMONTON ROAD		\$13,176.33
10	6138	LYSCIO	100	1	EDMONTON ROAD		\$13,176.33
11	6156	SHIN	100	1	EDMONTON ROAD		\$13,176.33
12	6180	WELLS	100	1	EDMONTON ROAD		\$13,176.33
13	6190	EKLUND	100	1	EDMONTON ROAD		\$13,176.33
14	6210	NYBECK	100	1	EDMONTON ROAD		\$13,176.33
15	6232	MORIARTY	131.82	1	EDMONTON ROAD		\$13,176.33
16	6241	VACINEK	131.82	1	EDMONTON ROAD		\$13,176.33
17	6215	MORD	100	1	EDMONTON ROAD		\$13,176.33
18	6195	BORSTROM	100	1	EDMONTON ROAD		\$13,176.33
19	6179	BERTOCH	100	1	EDMONTON ROAD		\$13,176.33
20	6155	OLSON	100	1	EDMONTON ROAD		\$13,176.33
21	6145	MCDERMOTT	220	2	EDMONTON ROAD		\$26,352.65
22	13925	TESKE	231	1	KNOLLWOOD DRIVE		\$13,176.33
23	13895	TRAVICA	100	1	KNOLLWOOD DRIVE		\$13,176.33
24	13867	TOLLEFSON	100	1	KNOLLWOOD DRIVE		\$13,176.33
25	13855	HANSEN	100	1	KNOLLWOOD DRIVE		\$13,176.33
26	13831	THRSON	100	1	KNOLLWOOD DRIVE		\$13,176.33
27	13807	PETERSON	128	1	KNOLLWOOD DRIVE		\$13,176.33
28	13789	SUER	115.31	1	KNOLLWOOD DRIVE		\$13,176.33
29	13773	COOPER	109.84	1	KNOLLWOOD DRIVE		\$13,176.33
30	13743	FOX	100	1	KNOLLWOOD DRIVE		\$13,176.33
31	13727	SCHILLING	100	1	KNOLLWOOD DRIVE		\$13,176.33
32	13709	MENGHINI	100	1	KNOLLWOOD DRIVE		\$13,176.33
33	13695	WILLIAMS	234.41	1	KNOLLWOOD DRIVE		\$13,176.33
34	13812	OLSEN	137.02	1	KNOLLWOOD DRIVE		\$13,176.33
35	13784	ERICKSON	100.2	1	KNOLLWOOD DRIVE		\$13,176.33
36	13768	FREDSTROM	127.88	1	KNOLLWOOD DRIVE		\$13,176.33
37	13714	LOSCHIO	100	1	KNOLLWOOD DRIVE		\$13,176.33
38	13684	MALCHOW	219.99	1	KNOLLWOOD DRIVE	AREA FOR 1 LOT	\$13,176.33
39	40120907	LORD OF LIFE	682.02	6	KNOLLWOOD DRIVE	AREA FOR 6 LOTS	\$79,057.96
40	40120904	DORAN	210.11	1	KNOLLWOOD DRIVE		\$13,176.33
41	40120579	KNOLLWOOD NORTH ADJOT HOMESOWNERS	289.8	3	KNOLLWOOD DRIVE	SPLIT ASSESSMENTS BETWEEN 15 UNITS	\$39,528.98
42	40120595	ANDRES	107	1	KNOLLWOOD DRIVE		\$13,176.33
43	6006	SHEPARD	118.74	1	DONALD STREET		\$13,176.33
44	6034	TONNI	100	1	DONALD STREET		\$13,176.33
45	6042	ROEHRICH	100	1	DONALD STREET		\$13,176.33
46	6086	GOODSELL	100	1	DONALD STREET		\$13,176.33
47	6078	HUNTER	133	1	DONALD STREET		\$13,176.33
48	6112	UNDERWOOD	133	1	DONALD STREET		\$13,176.33
49	6130	BLONG	100	1	DONALD STREET		\$13,176.33
50	6158	NESHEIM	100	1	DONALD STREET		\$13,176.33
51	6176	WARDRIIP	203.6	2	DONALD STREET	AREA FOR 2 LOTS	\$26,352.65
52	6202	ZABOROWSKI	141.77	1	DONALD STREET		\$13,176.33
53	6205	UNDERWOOD	141.62	1	DONALD STREET		\$13,176.33
54	6185	STOEN	103.59	1	DONALD STREET		\$13,176.33
55	6169	SMITH	100	1	DONALD STREET		\$13,176.33
56	6147	BORDWELL	100	1	DONALD STREET		\$13,176.33
57	6141	STATURE	100	1	DONALD STREET		\$13,176.33
58	6119	NELSON	100	1	DONALD STREET		\$13,176.33
59	6091	EVESTONE	100	1	DONALD STREET		\$13,176.33
60	6051	JACKLITCH	100	1	DONALD STREET		\$13,176.33
61	6023	BECKER	100	1	DONALD STREET		\$13,176.33
62	6015	CONKLIN	119.87	1	DONALD STREET		\$13,176.33
63	40070548	JONES	356.73	1	GLORY ROAD		\$13,176.33
64	6930	NELSON	185.08	1	GLORY ROAD		\$13,176.33
65	6940	HOOGE	150.96	1	GLORY ROAD		\$13,176.33
66	6974	WOODRIDGE	157.34	4	GLORY ROAD	4 TOWNHOMES	\$52,705.30
67	40040795 40070800	JONES	251.07	2	GLORY ROAD	AREA FOR 2 LOTS	\$26,352.65
68	6903	CROUSE	611.29	3	GLORY ROAD	AREA FOR 3 LOTS	\$39,528.98

TOTAL EST. FRONTAGE: 83

\$1,093,635.05

RESIDENTIAL FDR ASSESSMENT: \$1,093,635.05

COST PER ERU: \$13,176.33

CITY EST. ERU: 0

CITY EST. COST: \$0.00

BENEFITTING PROPERTIES EST. ERU: 83

BENEFITTING PROPERTIES EST. COST: \$1,093,635.05

COMMERCIAL FDR					
COUNT	# ID	NAME	FRONTAGE	ROAD	ASSESSABLE COST
1	13508	NGUYEN	198	ELMWOOD DRIVE	\$48,283.84
2	13472	CPTPNGUIN	203	ELMWOOD DRIVE	\$49,503.12
3	13442	JMJ	132	ELMWOOD DRIVE	\$32,189.22
4	13432	GOERS	160	ELMWOOD DRIVE	\$39,017.24
5	13499	BAXTER PS 2016 LLC	638	ELMWOOD DRIVE	\$155,581.25
6	40070529	COSTCO	673	FORTHUN ROAD EAST	\$164,116.27
7	40070529	BAXTER PS 2016 LLC	599	FORTHUN ROAD EAST	\$146,070.80
8	7119	PINNACLE	100	FORTHUN ROAD WEST	\$24,385.78
9	7111	BGT	100	FORTHUN ROAD WEST	\$24,385.78
10	7073	SAZAMA	135	FORTHUN ROAD WEST	\$32,920.80
11	40070661	HOME DEPOT	313	FORTHUN ROAD WEST	\$76,327.48
12	15133	COCIINA	170	EDGEWOOD DRIVE	\$41,455.82
13	15159	COCINA	268	EDGEWOOD DRIVE	\$65,353.88
14	15213	TNT	340	EDGEWOOD DRIVE	\$82,911.64
15	15229	L2K	116	EDGEWOOD DRIVE	\$28,287.50
16	15241	JOHNSON	509	EDGEWOOD DRIVE	\$124,123.60
17	15323	LONG	366	EDGEWOOD DRIVE	\$89,251.94
18	15491	CITY	545	EDGEWOOD DRIVE	\$132,902.48
19	7180	CORNER LOT	172	EDGEWOOD DRIVE	\$41,943.53
CITY ROADWAY			NOVOTNY ROAD		
			NOVOTNY ROAD		
20	15354	BRAK	185	WHISPERING WOODS LANE	\$45,113.68
21	40320531	ROBERT	200	WHISPERING WOODS LANE	\$48,771.55
22	15240	APPLEBEES	236	WHISPERING WOODS LANE	\$57,550.43
23	15236	MENARD	156	WHISPERING WOODS LANE	\$38,041.81
24	15240	APPLEBEES	245	DELLWOOD DRIVE	\$59,745.15
25	15222	BAXTOWN	345	DELLWOOD DRIVE	\$84,130.93
26	15098	MENARD	191	DELLWOOD DRIVE	\$46,576.83
27	15094	BRADFORD	150	DELLWOOD DRIVE	\$36,578.66
28	15236	MENARD	41	DELLWOOD DRIVE	\$9,998.17
29	15244	ENDEAVOR	80	DELLWOOD DRIVE	\$19,508.62

\$1,845,027.78

TOTAL EST. FRONTAGE: 7566

COMMERCIAL FDR ASSESMENT: \$1,845,027.78

COST PER FOOT OF FRONTAGE: \$243.86

CITY EST. FRONTAGE: 545 CITY EST. COST: \$132,902.48
BENEFITTING PROPERTIES EST. FRONTAGE: 7021 BENEFITTING PROPERTIES EST. COST: \$1,712,125.30

Appendix D

Project Schedule

PROPOSED PROJECT SCHEDULE
2024 Mill & Over and Full Depth Reclamation Improvements Project, CPF 4424
BAXTER, MN
Wednesday, August 23, 2023

MAJOR TASKS AND MILESTONES	DATES	REMARKS	NOTES
Resolution Ordering Preparation of Feasibility Report	Tuesday, March 7, 2023	City Council Meeting	
Staff review	July, 2023		
Preliminary Project Review	Wednesday, August 2, 2023	Utilities Commission Meeting	
Project Option Review	Tuesday, August 15, 2023	City Council Workshop	
Public Information Meeting	Thursday, August 24, 2023		
Recommendation to Approve Feasibility Report	Wednesday, September 6, 2023	Utilities Commission Meeting	
Review Feasibility Report at Council Workshop	Tuesday, September 19, 2023	City Council Workshop	
Resolution Receiving Feasibility Report and Calling Improvement Hearing	Tuesday, September 19, 2023	City Council Meeting	
Mailed Notice for Improvement Hearing	Friday, September 22, 2023	One notice at least 10 days prior to hearing	
First Published Notice for Improvement Hearing	Sunday, September 24, 2023	Twice in local newspaper, one week apart, last notice must be at least three days prior to hearing.	3
Second Published Notice for Improvement Hearing	Sunday, October 1, 2023		
Improvement Hearing	Thursday, October 5, 2023		
Resolution Ordering Improvement and Preparation of Plans	Tuesday, October 17, 2023	City Council Meeting	
Award of Consultant Contract			
Design and Preparation of Plans and Specifications	October& November, 2023		
Review Plans and Specifications	Wednesday, January 3, 2024	Utilities Commission Meeting	
Resolution Approving Plans and Specifications and Ordering Advertisement for Bids	Monday, January 16, 2023	City Council Meeting	
Bidding Publication	Tuesday, January 23, 2024	Publication must be made at least three weeks before last day to submit bids, at least once in official newspaper and once in trade paper or First Class city newspaper.	3,4
Bid Opening	Thursday, February 15, 2024	By default bid remains subject to acceptance for 60 days after the Bid opening.	
Resolution Ordering Assessment Hearing	Tuesday, March 5, 2024	City Council Meeting	
Mailed Notice for Assessment Hearing	Wednesday, March 6, 2024	One notice at least two weeks prior to hearing	
Published Notice for Assessment Hearing	Wednesday, March 6, 2024	Once in local newspaper at least two weeks prior to hearing.	3,4
Bid review with Utilities Commission	Wednesday, March 6, 2024	Utilities Commission Meeting	
Assessment Hearing	Thursday, March 21, 2024		
Resolution Adopting Assessment Rolls	Tuesday, April 2, 2024	City Council Meeting	
Notice of Award	Wednesday, April 17, 2024	City Council Meeting. Contractor has 15 days to deliver signed agreement, bonds, and insurance certificates.	
End of Assessment Appeal Period	Thursday, May 2, 2024	Appeals to district court must be made within 30 days after adoption of the assessment roll.	
Pre-Construction Meeting	Spring 2024		
Public Information Meeting - Construction	Spring 2024		
Begin Construction	Spring 2024	3 Months of Full Time Construction	
Construction Complete	Summer/Fall 2024		

NOTES

1. City Council Meetings held on 1st and 3rd Tuesdays of each month @ 7:00 p.m.
2. Utilities Commission Meetings held on 1st Wednesday after the 1st Council Meeting of the month @ 5:30 p.m.
3. Brainerd Dispatch is currently only running legal notices on Wednesdays and Sundays. Deadline for Wednesday publication is noon on Monday and deadline for Sunday publication is noon on Thursday.
4. The Published Notices will need to be sent to the publisher prior to Council Approval in order to stay on schedule.
5. **All dates are subject to change, this is a living document. Dates may change based on coordination with other 2024 projects.**

Appendix E

Reevaluated Roads

REEVALUATED ROADS

The following roadways were in the original proposal for this project. These roads will be reevaluated in the years noted below.

Proposed for Residential Mill & Overlay:

Timberlane Drive in its entirety. – Reevaluate in 2025

Park Street in its entirety. – Reevaluate in 2025

Woodland Drive in its entirety. – Reevaluate in 2025

Art Ward Drive in its entirety. – Reevaluate in 2026

Laverne Circle in its entirety. – Reevaluate in 2026

Cottage Grove Terrace in its entirety. – Reevaluate in 2026

Baxter Lions Road (430' west of Art Ward Drive to Art Ward Drive) – Reevaluate in 2026

Excelsior Road (Cherrywood Drive to Inglewood Drive) – Reevaluate in 2025

