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SOUTH ISLE DRIVE EXTENSION UTILITY AND ROADWAY IMPROVEMENTS

FEASIBILITY REPORT UPDATE

Original Council Approval Date: October 6, 2007

Updated Council Approval Date: November 5, 2014

Prepared for
City of Baxter

WSN No. 0102B258.001

**SOUTH ISLE DRIVE EXTENSION
UTILITY AND ROADWAY IMPROVEMENTS**

FEASIBILITY REPORT UPDATE

Prepared for
City of Baxter

WSN No. 0102B0258.001

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.


Aric Welch
Professional Engineer

41983
License Number

11-05-14
Date

SOUTH ISLE DRIVE EXTENSION UTILITY AND ROADWAY IMPROVEMENTS FEASIBILITY STUDY UPDATE

TABLE OF CONTENTS

CERTIFICATION SHEET	CS
TABLE OF CONTENTS.....	TC
STATEMENT OF PURPOSE	1
EXISTING CONDITIONS.....	3
PROPOSED IMPROVEMENTS	9
ESTIMATED PROJECT COSTS	23
ASSESSMENT METHODS AND FUNDING	25
PROJECT IMPLEMENTATION	26
CONCLUSIONS AND RECOMMENDATIONS	38

LIST OF EXHIBITS

- “A” Project Area
- “B” Existing Conditions
- “C” Proposed Project Locations
- “D” – “I” Proposed Improvements

APPENDIX

City of Baxter Assessment Policy for Public Initiated Improvements

STATEMENT OF PURPOSE

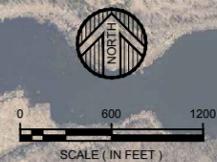
The purpose of this report is to update a previously approved feasibility study for extending municipal sanitary sewer collection, municipal water distribution, and urban roadway and storm sewer improvements to properties located in the northwest quadrant of the TH 371 and CSAH 48 intersection and along the southeast corner of Perch Lake. The previous report was entitled “Northwest Quadrant – TH 371 and CSAH 48 Utility and Roadway Feasibility Report – Project Number 102B258” and was prepared by Widseth Smith Nolting and Assoc., Inc. This report was officially accepted by the Baxter City Council on October 3, 2006.

Since that time a multitude of changes have occurred that affect the information presented in the original report. These changes include, but are not limited to:

- Construction of the Essentia Baxter Clinic
- Construction of the Cuyuna Range Health Clinic
- Extension of Isle Drive on the north end of the project area
- Construction of the South Perch Lake Utility Extensions
- Construction of a water tower near the TH 371 / College Road intersection
- Completion of studies relating to traffic and water system improvements
- Completion of corridor mapping
- Completion of conceptual roadway geometric layouts
- Numerous meetings and correspondence with affected property owners
- Changes to the City of Baxter Assessment Policy
- Changes to City Standard Roadway Requirements

The area being studied was originally considered for municipal improvements in 2007, but due to financial instability and other local concerns, the project was delayed.

This report will update aspects of the original report including; the project area, presentation of feasible improvements, estimate project costs, review project implementation, and make conclusions and recommendations regarding proposed improvements. The project area is shown as Exhibit “A”.



DATE	REV#	REVISIONS DESCRIPTION	BY

DATE:	SEP. 2014
SCALE:	AS SHOWN
DRAWN BY:	J.A.S.
CHECKED BY:	A.L.W.
JOB NUMBER:	0102B0258.001

SOUTH ISLE DRIVE EXTENSION IMPROVEMENTS
CITY OF BAXTER
BAXTER, MINNESOTA
EXHIBIT A - PROJECT AREA

SHEET NO.

EXISTING CONDITIONS

The project area is primarily located in the northwest quadrant of the TH 371 / CSAH 48 intersection, bordered on the east by TH 371, on the west by Perch Lake, on the north by Isle Drive and on the south by CSAH 48. The project area also encompasses a large area southwest of the TH 371 / CSAH 48 intersection for purposes of connecting to existing water distribution and sanitary sewer facilities. Zoning in the area consists of Office Service (OS) and R-1 (Low Density Residential). A significant portion of the project area is located within the 1000' Shoreland Overlay Zone of Perch Lake. Commercial development in the vicinity of the project consists of the Brainerd Surgical Center and Essentia Baxter Clinic located in the northeast corner of the project on the south side of Isle Road. The westernmost portion of the project area is currently developed with residential homes along the east side of Perch Lake.

The primary area served by the proposed improvements lies north of CSAH 48 and consists of four separately owned parcels of property together with several smaller privately owned residential tracts along Perch Lake. Brainerd Lakes Integrated (Essentia) owns the northeast portion of the project area where they have recently constructed a clinic. To date no specific plans for additional development of this parcel have been presented to the City, however it is likely future development will consist of additional medically related facilities. The second parcel of property is currently undeveloped, located west of the Essentia parcel and west of the Isle Drive corridor. As part of the development process, Essentia preserved this parcel from future development to maximize impervious surface coverage on their other parcels. The third parcel is located in the southeast portion of the primary service area and is owned by Potlatch. This parcel is currently undeveloped and no specific development plans for this parcel have been presented to the City. The City is aware that Potlatch has considered development of numerous parcels within the municipal boundaries. The fourth undeveloped parcel of property is a 19-acre piece of undeveloped property abutting TH 371 that was obtained by MnDOT as part of the TH 371 bypass project. The remaining tracts are privately owned residentially developed properties along the east side of Perch Lake.

The Essentia parcel is generally a lower lying area with drainage flowing in a southeasterly direction toward a large man-made basin on the east side of the property abutting TH 371. This basin was a material borrow site used in the construction of the highway. The Potlatch parcel is located on higher ground with general drainage patterns being in a southeasterly direction

toward a large wetland basin along the north side of CSAH 48. No major drainage or flooding problems are known to occur within the project area at this time.

The City of Baxter currently owns approximately 111 acres in the southwest corner of the project area. The City owned property is platted as the "City Center of Baxter" and is roughly bounded on the south by Mapleton Road, on the east by a proposed Ironwood Drive relocation, on the west by Knollwood Drive, and on the north by private property bordering the south side of CSAH 48. The water treatment facility and wells are currently located on Lot 1 (13.5 acres) in the northeast quadrant of the Mapleton Road / Knollwood Drive intersection. The remaining acreage is undeveloped.

Exhibit "B" at the end of this section shows the existing conditions in the project area.

Existing Municipal Roadways

At the north end of the project area, Isle Drive terminates at a dead-end located southwest of the Essentia Baxter Clinic access. Isle Road is currently a 44' wide face-to-face, nine-ton design strength urban roadway with curb/gutter and storm sewer. Storm sewer on this segment of roadway conveys storm water northerly and westerly into a retention basin located on the north side of the roadway. Isle Road is contained within a 66' wide right-of-way corridor. Isle Drive is currently in good condition with no problems noted.

The south end of the primary project area abuts Crow Wing County CSAH 48. To the east CSAH 48 is a divided roadway contained within a 120' right-of-way corridor that widens to 180' near the TH 371 intersection. To the west CSAH 48 is an undivided rural roadway contained within a 120' wide controlled access right-of-way corridor. CSAH 48 is currently in good condition with no problems noted.

Ironwood Drive currently extends due south from CSAH 48 for a distance of approximately ½ mile terminating at Mapleton Road. Mapleton Road then extends west all the way to and past the municipal boundary into Cass County. Both Ironwood Drive and Mapleton Road are 28' wide rural roadway in good condition, constructed in 1999 as part of the TH 371 Bypass Improvements. The Ironwood Drive right-of-way corridor is currently 100' in width south of CSAH 48 to the south end of the project area, where it widens to 120' in width. Ironwood Drive and Mapleton Road are both under the jurisdiction of Crow Wing County as County Road 170.

It should be noted that the City of Baxter has utilized Wenck and Associates, and WSB and Associates, Inc. (WSB) to conduct traffic studies of the project area. The most recent study was conducted by WSB and included reviewing potential corridor options and preparing preliminary conceptual geometric layouts of the desired roadway and intersection improvements. The preliminary concepts prepared by WSB, have been utilized in preparation of this report. In addition, the City is currently working with WSB to assist with acquisition of the desired roadway right-of-way corridors. At the time of this writing the process of property acquisition is still on-going.

Existing Trails

A 10' wide bituminous surfaced non-motorized (pedestrian and bicycle) trail currently exists along the north side of Isle Drive to a point north of the Essentia Baxter Clinic development. The trail then leaves the roadway corridor continuing in a southwesterly direction traversing through undeveloped Potlatch property to CSAH 48. In this area, the trail is contained within a 30' wide easement dedicated to the City. The trail then crosses CSAH 48 and continues southerly along the west side of Ironwood Drive to Mapleton Road and then westerly along Mapleton Road. The existing trail is in good condition with no known problems.

Perch Lake Residential Accesses

No municipally maintained roadway currently serves the residents along Perch Lake. Some residential property owners in the project area access their homes from CSAH 48 to the south utilizing a gravel-surfaced privately maintained roadway known as Highland Scenic Court. The access is approximately 12 feet wide and appears to be located on private property and not located within a municipal right-of-way corridor. The remaining residential property owners also access their homes from the south utilizing an unnamed gravel-surfaced driveway that extends northeasterly from Highland Scenic Court. This access is approximately 12' in width and appears to be located in a 33' wide municipal right-of-way or easement across the Potlatch property.

There also appears to be a 33' wide municipal right-of-way along the entire west edge of the Potlatch parcel that is currently not utilized. This easement may have been intended to provide access to the residential homes along Perch Lake. Currently the residential accesses discussed above (Highland Scenic Court) are not located on this easement and are located both east and west of the easement on private property.

Partnerships

The City of Baxter has been the studying potential long-range roadway configurations in the project area for several years. Numerous layouts and concepts have been prepared, reviewed and discussed by involved parties. This proposed project involves several partners including the City of Baxter, Crow Wing County and the Minnesota Department of Transportation.

Existing Sanitary Sewer Collection System

The majority of the project area is not currently served with municipal sanitary sewer collection. To the north, the nearest sanitary sewer is an 8" PVC main conveying sewage northeasterly along Isle Drive. This main is currently stubbed and plugged near the existing roadway termination. This sanitary sewer main was installed as part of the "St. Joseph's (Essentia Health) Clinic" project.

South of CSAH 48, the nearest sanitary sewer is approximately 1,900' west of the Ironwood Drive / CSAH 48 intersection where an 8" PVC main terminates at a manhole south of CSAH 48. This main collects sanitary sewage from residential properties on the south side of Perch Lake and conveys it westerly. This sanitary sewer main was installed as part of the "2007 South Perch Lake Improvements". There are no known problems with the existing sanitary sewer collection system in the project area.

Existing residential homes located along Perch Lake have individual on-site sewage treatment systems (ISTS's) for wastewater disposal. The condition and age of the existing on-site sewer systems are unknown at this time; however, it is likely some of the existing systems do not meet current standards. No problems with the existing sanitary sewer systems in project area are known.

Existing Water Distribution System

The majority of the project area is currently not served with municipal water service, but distribution piping is located at or in close proximity to the north and south ends of the project area. The north end of the project is currently served by a 16-inch PVC watermain located under Isle Road terminating near the south terminus of Isle Drive. This pipe was installed as part of the "St. Joseph's (Essentia Health) Clinic" project. A 6" PVC pipe is also stubbed southerly along Perch Lake Drive, terminating at a hydrant near the end of the bituminous surfaced access. This

pipe was installed as part of the “2005 East Perch Lake Improvements” project.

The closest watermain to the south is located in the northwest quadrant of the Ironwood Drive / CSAH 48 intersection where a 12-inch HDPE watermain terminates at a hydrant. This watermain was installed as part of the “2007 South Perch Lake Improvements”. There are no known problems with the existing municipal water distribution piping in the project area.

It has also been noted that the City of Baxter hired Advanced Engineering and Environmental Services to conduct a water system study to identify the location for a new elevated tower. Based on the results of that study, the City constructed a 1,250,000 gallon elevated water storage tank located on the east side of TH 371 near the College Road intersection. Long-range plans show connecting this tower to the water treatment facility with large diameter (18”) water main piping. The project area is located between the two facilities and has been identified as the corridor for construction of this large-diameter water distribution piping.

Residential homes along Perch Lake are currently served with individual private wells. The individual wells appear to be providing an adequate water supply and there have been no known reports of contamination.

Low Permeability Lenses

Low permeability below grade lenses may also be located in the study area. These groundwater barriers have been noted in other construction operations to the north area and should be investigated prior to construction to ensure they are not removed during construction operations.



MAPLETON RD

IRONWOOD DR

T.H. 371

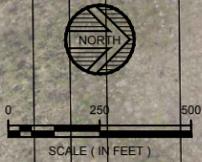
C.S.A.H. 48
(HIGHLAND SCENIC RD)

T.H. 371

ESSENTIA HEALTH
BAXTER CLINIC

ISLE DR

PERCH LAKE



DATE	REV#	REVISIONS DESCRIPTION	BY
SEP. 2014			
AS SHOWN			
DRAWN BY: J.A.S.			
CHECKED BY: A.L.W.			
S# NUMBER: 0102B0258.001			

SOUTH ISLE DRIVE EXTENSION IMPROVEMENTS
CITY OF BAXTER
BAXTER, MINNESOTA
EXHIBIT B - EXISTING SITE CONDITIONS

SHEET NO.

PROPOSED IMPROVEMENTS

Proposed improvements include extension of municipal sanitary sewer collection piping, water distribution piping, storm sewer and roadway improvements with all related restoration. Since 2006, the City of Baxter has spent considerable time and resources reviewing numerous alternatives presented in the original report or prepared during subsequent efforts. These alternatives involved water distribution piping options, sanitary sewer collection piping options, various storm sewer configurations, and roadway, trail and intersection options. As a result of these efforts, many alternatives considered have been eliminated. The City retained WSB to prepare a study entitled “Isle Drive Extension – Falcon Drive to CSAH 48” that presented geometric concepts for roadways and trails in the project area. This study was presented to the public at an informational hearing held June 2, 2014 and results of the informational meeting were reviewed with the City on June 17, 2014 at a Council Workshop. The completed WSB study was utilized in this report to define the primary road and trail geometric configurations for the study. For purposes of this report, the only alternate to the WSB recommended concepts considered was the “do nothing” approach.

Proposed Roadways

Proposed roadway improvements consist of extending Isle Drive in a southerly direction from its current termination to a roundabout at the CSAH 48 intersection. The conceptual layout for this segment of proposed roadway is based on the “Complete Streets” concept that provides corridors for multiple modes of transportation including; vehicles, bicycles and pedestrians. This segment of the roadway is proposed to be a 10-ton design, bituminous surfaced urban road with curb/gutter and storm sewer. Roadway widths vary from 40’ to 60’ with the section comprised of 11’ foot vehicular traffic lanes, dedicated tapered turn lanes and 5’ bicycles lanes on both sides. The accesses to the Essentia and Potlatch parcels are conceptual locations only and will need to be coordinated with the property owners as part of the design process. Street lighting and associated controls are proposed for this segment of roadway. Improvements to CSAH 48 will include re-alignment and widening to facilitate construction of the proposed roundabout. A 100’ right-of-way corridor is proposed for the extension of Isle Drive.

The Isle Drive / CSAH 48 intersection is proposed to be a 74’ external diameter roundabout with a single through lane and 13’ concrete truck apron. Single-lane ingress and egress is proposed with dedicated right turn lanes and concrete medians from all directions.

The proposed roadway then continues southerly from the roundabout to a re-alignment of Ironwood Drive. The conceptual layout for this segment of roadway is also based on the “Complete Streets” concept providing corridors for multiple modes of transportation including; vehicles, bicycles and pedestrians. The roadway is proposed to be a 10-ton design, bituminous surfaced urban road with curb/gutter and storm sewer. Roadway widths vary from 45’ to 60’ with the section comprised of 11’ foot vehicular traffic lanes, dedicated tapered turn lanes and 5’ bicycles lanes on both sides. A 36’ wide intersecting roadway is proposed approximately 850’ south of CSAH 48 to allow access to the City property on the west and private property to the east. This location is conceptual only at this time and will need to be coordinated with the benefitted property owners. Street lighting and associated controls are proposed for this segment of roadway. The right-of-way width is 100’ but widens considerably on the north end due to the roadway realignment.

Access to the residential properties along Perch Lake will be provided with a 24’ wide, 7-ton design strength rural roadway (currently unnamed) extending west from Isle Drive to a tee intersection and then southerly terminating at a cul-de-sac. The proposed intersection for this unnamed roadway is approximately 600’ north of CSAH 48. Driveways of varying width will be extended from the proposed roadway connecting to existing driveways.

Perch Lake residential properties located north of the proposed new unnamed roadway will continue using their same access road location extended northerly from the new proposed bituminous road. This access drive will be reconstructed to match the current configuration as a 14’ wide gravel surface and will remain under private ownership following construction. Permanent utility easements will be necessary to facilitate installation and future operation / maintenance of municipal utilities. The access is proposed to remain under private ownership for future maintenance with the City only obtaining an easement for utility maintenance purposes.

Please note, the roadway geometric layouts presented in this report are the recommended alternatives prepared and presented by WSB as part of their work with the City of Baxter. Several other alternatives and options were reviewed during their work with the City. These alternatives have not been presented as part of this report.

Proposed Stormwater Management

A storm sewer is proposed to serve the urban roadway sections proposed on Isle Drive, Ironwood Drive and the CSAH 48 roundabout intersection. North of CSAH 48, drainage structures and reinforced concrete piping (RCP) will collect and convey storm water along Isle Drive to two holding basins located east of the roadway corridor. One basin is proposed on property currently owned by Potlatch and the second basin is proposed on the MnDOT parcel. Emergency overflow from the basins would flow to the large wetland complex east and south of the holding basins. Detailed pipe sizing and hydraulic analysis are beyond the scope of this report, but RCP pipes sizes varying between 12" and 36" are anticipated. South of CSAH 48, drainage structures and RCP piping will collect and convey storm water along Ironwood Drive to a holding basin located west of the roadway corridor and east of the existing trail. An emergency overflow is proposed on the north end of the basin, conveying storm water easterly through a culvert beneath Ironwood Drive discharging to the south CSAH 48 ditch. Detailed pipe sizing and hydraulic analysis are beyond the scope of this report, but RCP pipes sizes are anticipated to vary between 12" and 30".

Proposed Multi-Modal (Pedestrian and Bicycle) Improvements

The proposed improvements to Isle Drive and Ironwood Drive include 5' wide bicycle lanes located on both sides of the roadway section. These dedicated bicycle lanes terminate at the roundabout at the south end of the project where they join with the existing 10' wide bituminous surfaced non-motorized (pedestrians and bicycles) trail located on the west side of Isle Drive.

A 12' wide separated bituminous surfaced pedestrian trail, located between the curb line and right-of-way line, is also proposed along the east side of the Isle Drive and Ironwood Drive corridors. The north and south ends of the proposed trail connect to the existing 10' non-motorized trail. Crossings are proposed across all four legs of the roundabout. No contiguous trail is proposed along the west side of Isle Drive or Ironwood Drive due to the existence of the existing trail. Spot repairs and re-alignments of the existing trail are proposed in several locations to facilitate the revised roadway.

Restoration

Turf restoration is proposed utilizing 4-inches of topsoil and seed. Seed was proposed since the majority of the disturbed areas are currently undeveloped and no maintained yards currently exist. Sod and erosion protection blankets will be incorporated during construction in specific

locations where steeper grades create erosion potential. Pond areas are also proposed to be restored with 4" of topsoil and seed.

Sanitary Sewer Collection

The north end of the proposed Isle Drive corridor is served by a southerly extension of the existing 8" PVC main along Isle Road for a distance of approximately 900'. This sanitary main is not deep enough to serve the entire Essentia parcel and will need to be insulated where cover depths are less than 8' below grade. Due to the low-lying nature of the Essentia property and high groundwater tables in the area it is likely that development in the project area will require raising the site or construction of private sanitary sewer lift systems. Since no specific development plans are available, specific sanitary service locations could not be determined and stubs from manholes are proposed to allow future extension of mainline service as the area develops.

The south end of the Isle Drive / Ironwood Drive corridor is proposed to be served by construction of a lift station and extension of gravity pipe to service the area. The lift station is proposed to be constructed on City owned property approximately 900' southwest of the CSAH 48 / Isle Drive intersection. Eight-inch and 10" PVC gravity mains will be extended easterly from the lift station for a distance of approximately 350' to Ironwood Drive. This main would then extend northerly along Ironwood Drive and Isle Drive for a distance of approximately 3300' to provide service along the Isle Drive corridor and the southerly end of the Essentia parcel. Since no specific development plans are available, sanitary service locations could not be determined and stubs from manholes are proposed to allow future extension of mainline service as the area develops.

Service to the residential parcels along Perch Lake is proposed by extension of an 8" PVC gravity main westerly from Isle Drive for a distance of approximately 170' along the proposed unnamed new municipal road. An 8" main would then be extended westerly for a distance of approximately 240' and also southerly along the proposed new roadway for a distance of approximately 400' terminating at the north end of the proposed cul-de-sac. Services to residential homes will be provided by extension of a 4" PVC gravity service pipe from the main to the property line. Specific service locations will be determined by the property owner during design and construction procedures. All sanitary sewer mains and services in this area would be located within the proposed municipal right-of-way or utility easements.

To provide service to the residential parcel along Perch Lake located north of the proposed new unnamed municipal roadway, an 8" PVC gravity main is proposed to extend northerly approximately 530' along the existing access corridor. The proposed sanitary sewer line will be installed at minimum slope and maximum depth to allow a future northerly extension to pick up additional residential properties outside of the project area. Services to the residential homes will be provided by extension of a 4" PVC gravity service pipe from the main to the property line. Specific service locations will be as determined by the property owner during design or construction. A utility easement will be required over all sanitary sewer mains and services in this area since the access roadway will remain private. The easement is necessary to allow the City to operate and maintain the proposed sanitary sewer collection system.

Sanitary Sewer Lift Station and Forcemain

A duplex lift station is proposed to be constructed approximately 900' southwest of the CSAH 48 / Isle Drive intersection in the City owner property. This lift station will collect sanitary sewage and pump it westerly through a pressure pipe (forcemain) approximately 1,400' discharging into a manhole located on the south side of CSAH 48. It should be noted that this proposed lift station provides the backbone for future extension of sanitary sewer collection piping to service considerable property located south of CSAH 48 and west of TH 371. The lift station will be sized to handle these future areas. It should also be noted that the proposed lift station and associated discharge location will increase flows to several lift stations that are already currently taxed.

Future Forcemain Configuration

As noted above, the proposed lift station configuration will increase flows to several other lift stations that are already taxed. The proposed discharge piping conveying sewage westerly to the existing gravity system, can be re-configured in the future to transfer sewage in an easterly direction. This re-direction will occur following construction of an interceptor route. When the interceptor route becomes operable, the proposed forcemain piping will be available to transfer sewage easterly (opposite direction) from existing lift stations on the south side of Perch Lake and at Knollwood Drive, discharging to the proposed lift station. Construction of an interceptor main has been considered for many years to eliminate duplicate pumping and transfer of sewage through multiple lift stations, by providing a more direct route to the wastewater treatment facility from the developed areas around Forestview Middle School and Knollwood

Drive. Additional information regarding this plan can be found in the WSN report entitled “South Baxter Interceptor Forcemain Improvements – WSN Project Number 102B317”.

As part of this project, a “dry” forcemain is also proposed to be constructed from the lift station, easterly along the sanitary sewer route to the east side of Ironwood Drive. In the future, this “dry” forcemain can then be extended to the closest future gravity location constructed as part of the interceptor route project.

From previous soil boring and project observation information, it is likely that dewatering operations will be required to construct the underground utilities. The extent of dewatering necessary can only be determined following a soils investigation of the study area.

Please note, the availability of gravity service to all existing residences (or all levels of existing homes) along Perch Lake cannot be determined at this time. Gravity sanitary sewer service is dependent on ground and home elevations, the presence of walk-outs or basements, and distances from the home to the municipal mains. This determination can only be made following a detailed survey of the project area and individual homes normally done during design.

Water Distribution

Water distribution system improvements consist of extending an 18” PVC watermain northerly and easterly from the existing water treatment facility through City owned property to Ironwood Drive. The location currently shown for this watermain is conceptual at this time and the final location will need to be coordinated with more detail layout plans for development of the City owned property. From Ironwood Drive, the 18” watermain extends northerly along the Ironwood Drive and Isle Drive corridors, connecting to the current 16” termination point west of the Essentia Baxter Clinic. Eight-inch (8”) stubs are proposed in several locations to provide domestic and fire protection service to existing and future developments.

Residential parcels along the east side of Perch Lake are proposed to be served with an 8” PVC stub that extends westerly along the proposed new unnamed roadway from Isle Drive and then both northerly and southerly along the same corridors proposed for the sanitary sewer mains. The southerly extension terminates at a hydrant near the proposed cul-de-sac. The northerly extension terminates in the same location as the sanitary sewer and will have the potential to be

extended farther north in the future to pick up additional residential properties located outside of the study area. All residential services are proposed to be 1" copper lines placed in locations determined by the property owners.

All proposed water system extensions include hydrants spaced at approximately 600-foot intervals to provide fire protection with numerous valves located on the mains to isolate portions of the system for future repairs and maintenance operations. Since no detailed development plans are available for the larger parcels along Isle Drive, specific service locations could not be determined and 8" PVC mainline stubs are proposed at hydrant locations to allow future extension of mainline service and fire protection. As plans for the roadway re-alignment and property development are submitted to the City, adjustments to water system improvements in this study area will need to be revised.

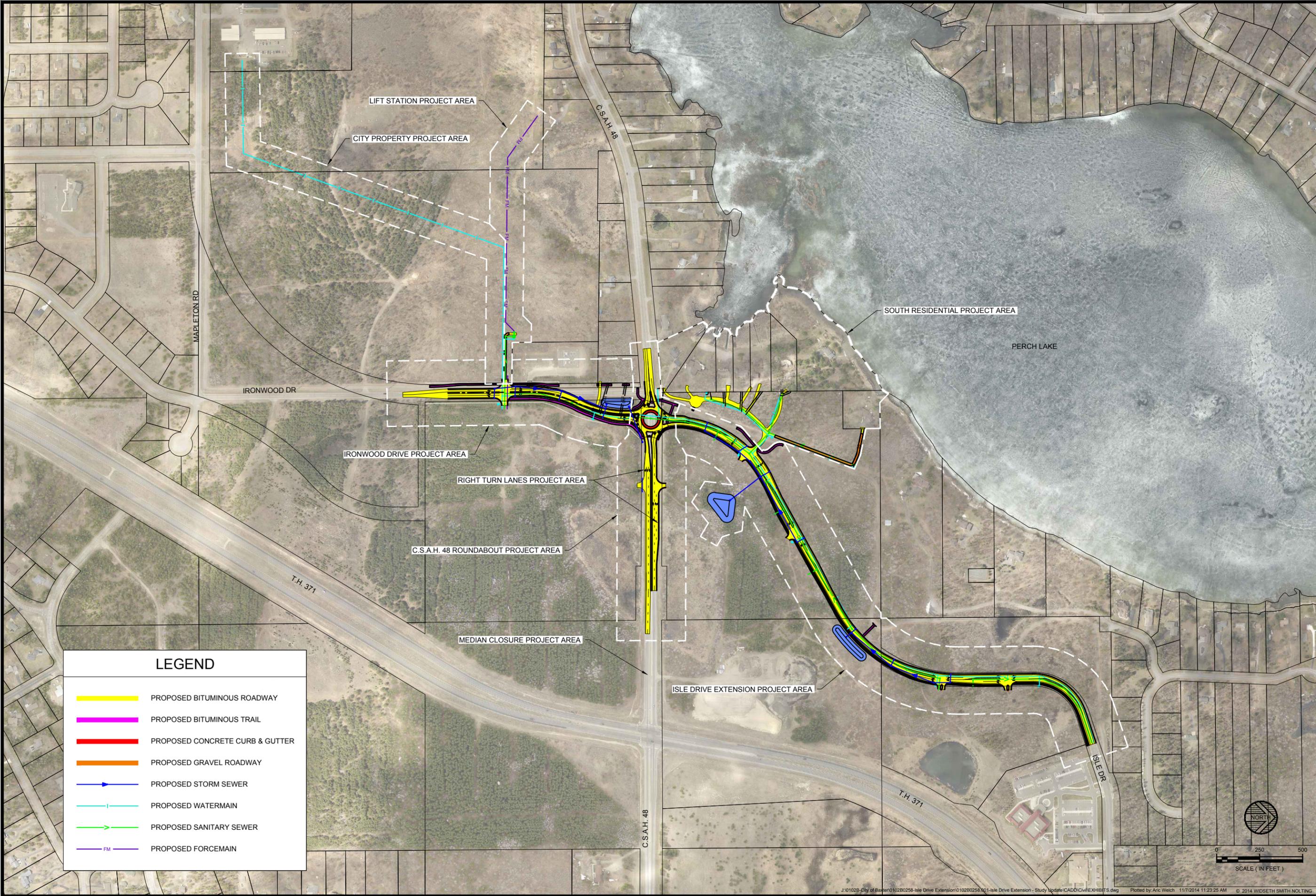
From previous soil boring and project observation information, it is likely that dewatering operations will be required to construct the underground utilities. The extent of dewatering necessary can only be determined following a soils investigation of the study area.

Exhibits "C" shows the proposed project area boundaries. Exhibits "D" through "J" show additional detail of the proposed improvements.



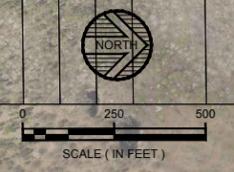
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DATE: SEP 2014	SCALE: AS SHOWN	DRAWN BY: J.A.S.	CHECKED BY: A.L.W.	SHEET NUMBER: 0102B0258.001
SOUTH ISLE DRIVE EXTENSION IMPROVEMENTS				
CITY OF BAXTER				
BAXTER, MINNESOTA				
EXHIBIT C - PROPOSED PROJECT LOCATIONS				
SHEET NO.				



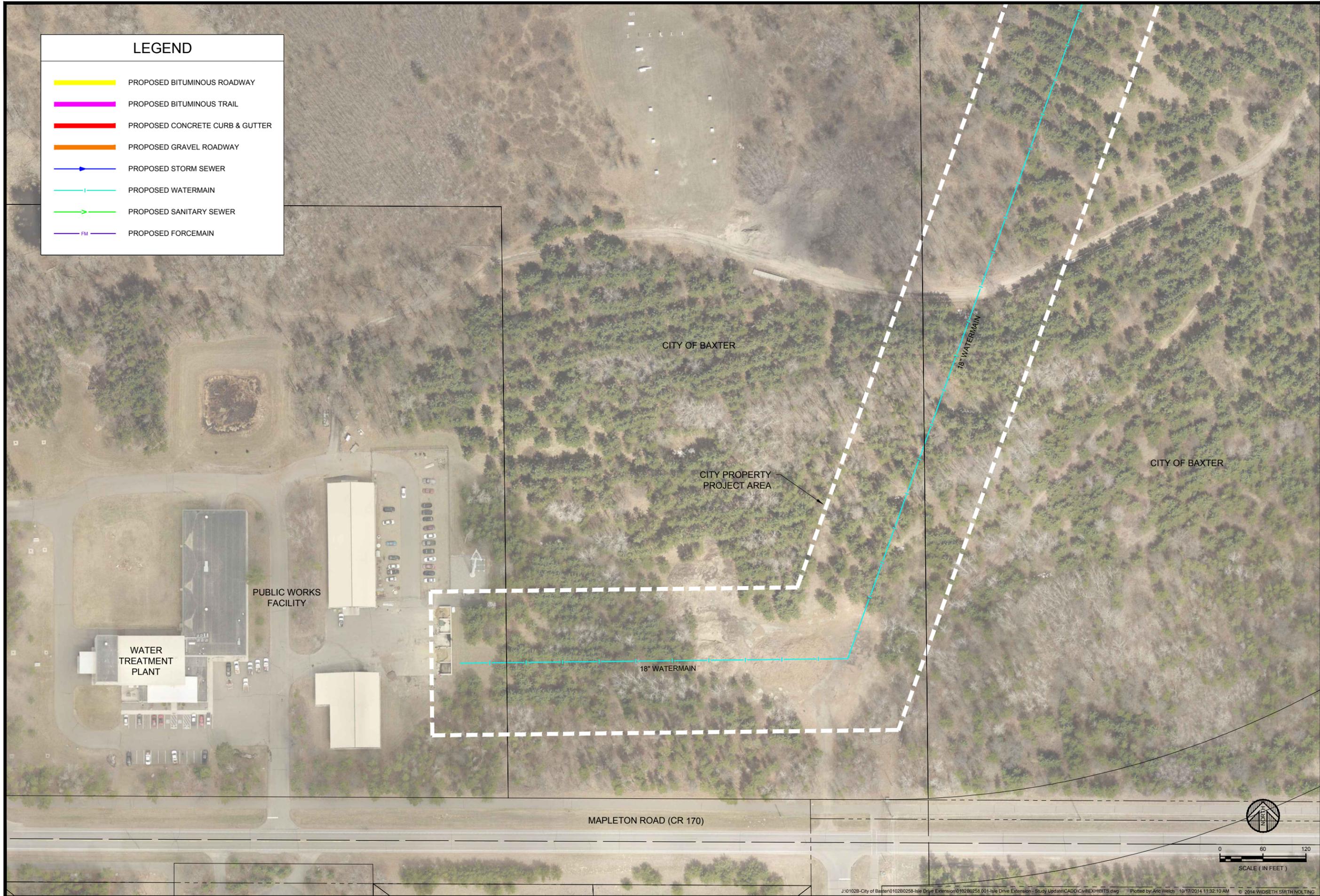
LEGEND

- █ PROPOSED BITUMINOUS ROADWAY
- █ PROPOSED BITUMINOUS TRAIL
- █ PROPOSED CONCRETE CURB & GUTTER
- █ PROPOSED GRAVEL ROADWAY
- PROPOSED STORM SEWER
- | PROPOSED WATERMAIN
- PROPOSED SANITARY SEWER
- FM PROPOSED FORCEMAIN



LEGEND

-  PROPOSED BITUMINOUS ROADWAY
-  PROPOSED BITUMINOUS TRAIL
-  PROPOSED CONCRETE CURB & GUTTER
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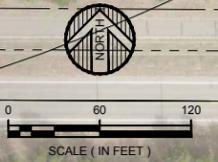


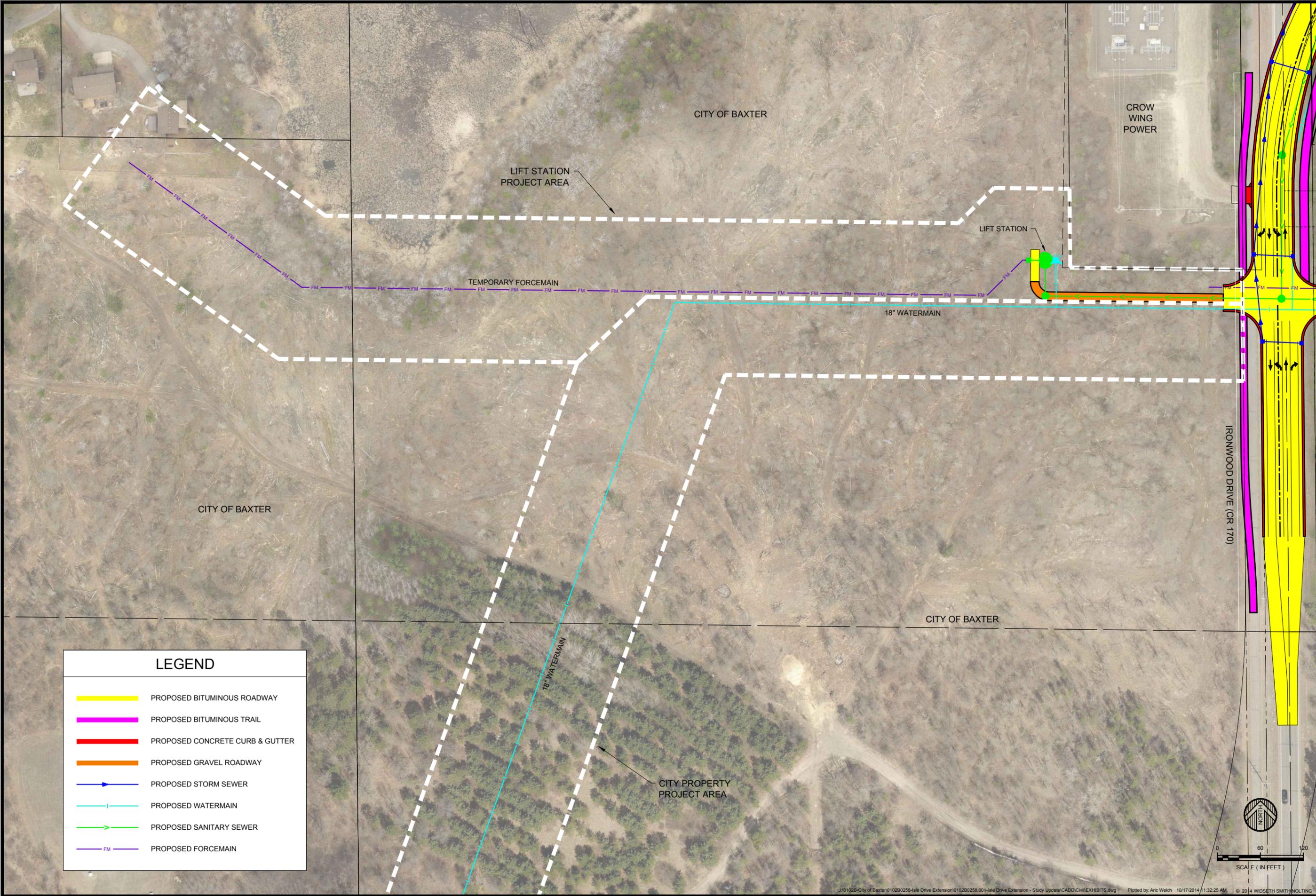
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DATE: SEP. 2014	SCALE: AS SHOWN
DRAWN BY: J.A.S.	CHECKED BY: A.L.W.
JOB NUMBER: 010280258.001	

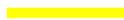
SOUTH ISLE DRIVE EXTENSION IMPROVEMENTS
 CITY OF BAXTER
 BAXTER, MINNESOTA
EXHIBIT D - PROPOSED IMPROVEMENTS

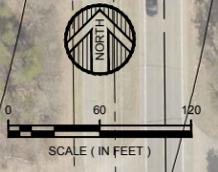
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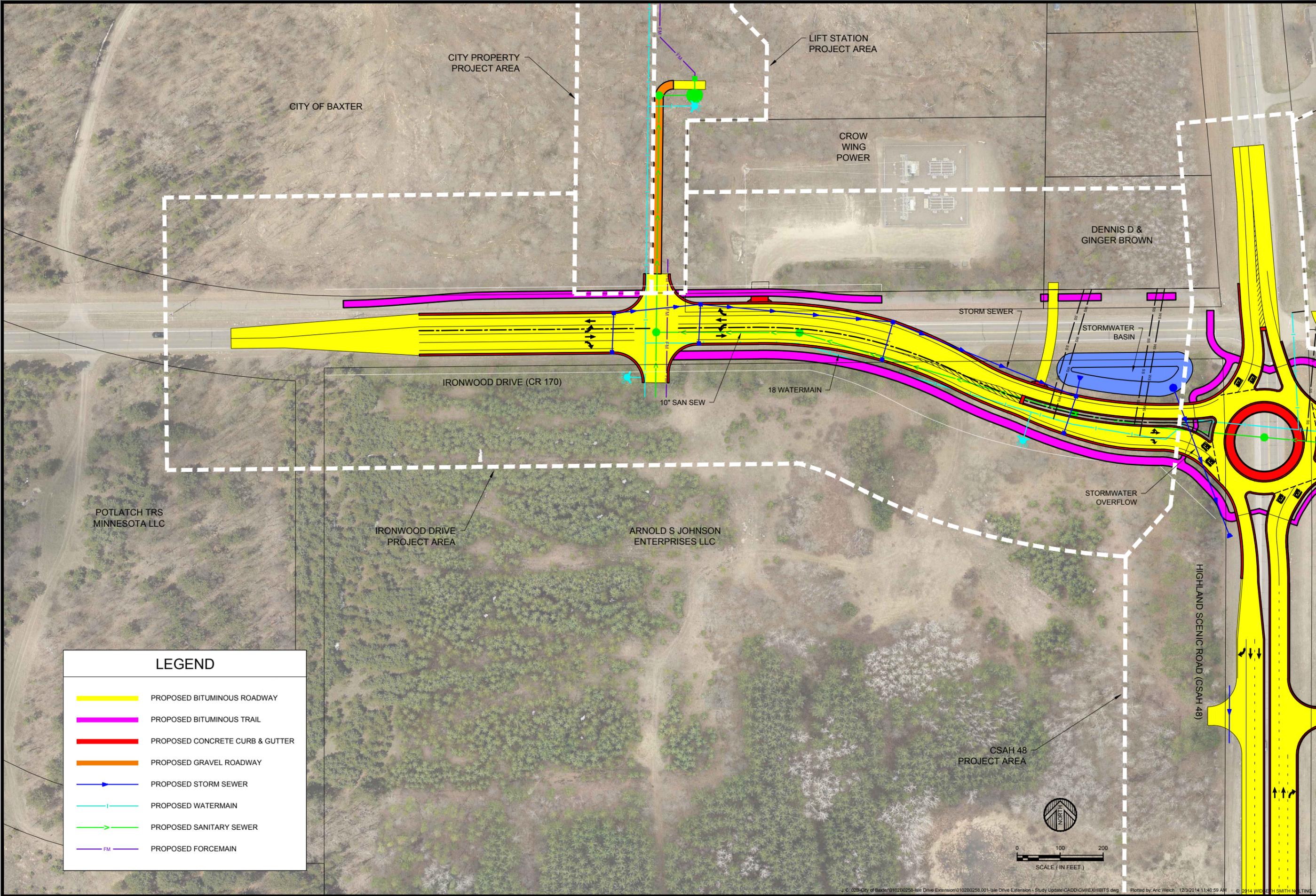




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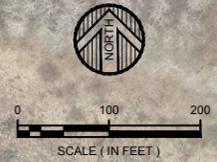
LEGEND	
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	PROPOSED BITUMINOUS TRAIL
	PROPOSED CONCRETE CURB & GUTTER
	PROPOSED GRAVEL ROADWAY
	PROPOSED STORM SEWER
	PROPOSED WATERMAIN
	PROPOSED SANITARY SEWER
	PROPOSED FORCEMAIN





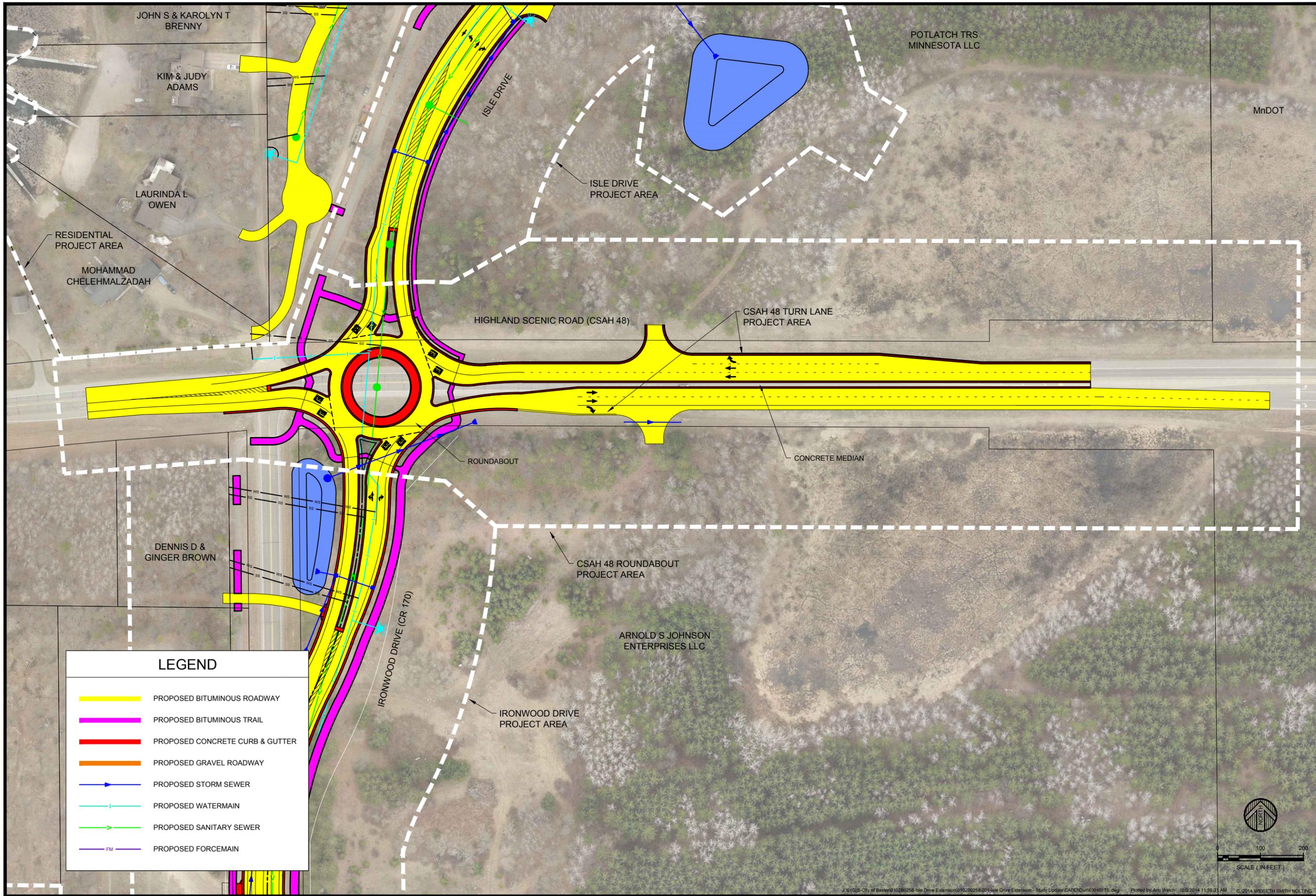
LEGEND

- PROPOSED BITUMINOUS ROADWAY
- PROPOSED BITUMINOUS TRAIL
- PROPOSED CONCRETE CURB & GUTTER
- PROPOSED GRAVEL ROADWAY
- PROPOSED STORM SEWER
- PROPOSED WATERMAIN
- PROPOSED SANITARY SEWER
- FM PROPOSED FORCEMAIN



DATE	REV	DESCRIPTION	BY
SEP 2014	AS SHOWN		J.A.S.
			A.L.W.

DATE: SEP 2014
 SCALE: AS SHOWN
 DRAWN BY: J.A.S.
 CHECKED BY: A.L.W.
 JOB NUMBER: 0102B0258.001



LEGEND

- PROPOSED BITUMINOUS ROADWAY
- PROPOSED BITUMINOUS TRAIL
- PROPOSED CONCRETE CURB & GUTTER
- PROPOSED GRAVEL ROADWAY
- PROPOSED STORM SEWER
- PROPOSED WATERMAIN
- PROPOSED SANITARY SEWER
- FM PROPOSED FORCEMAIN

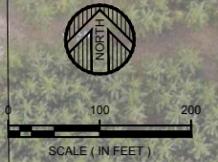


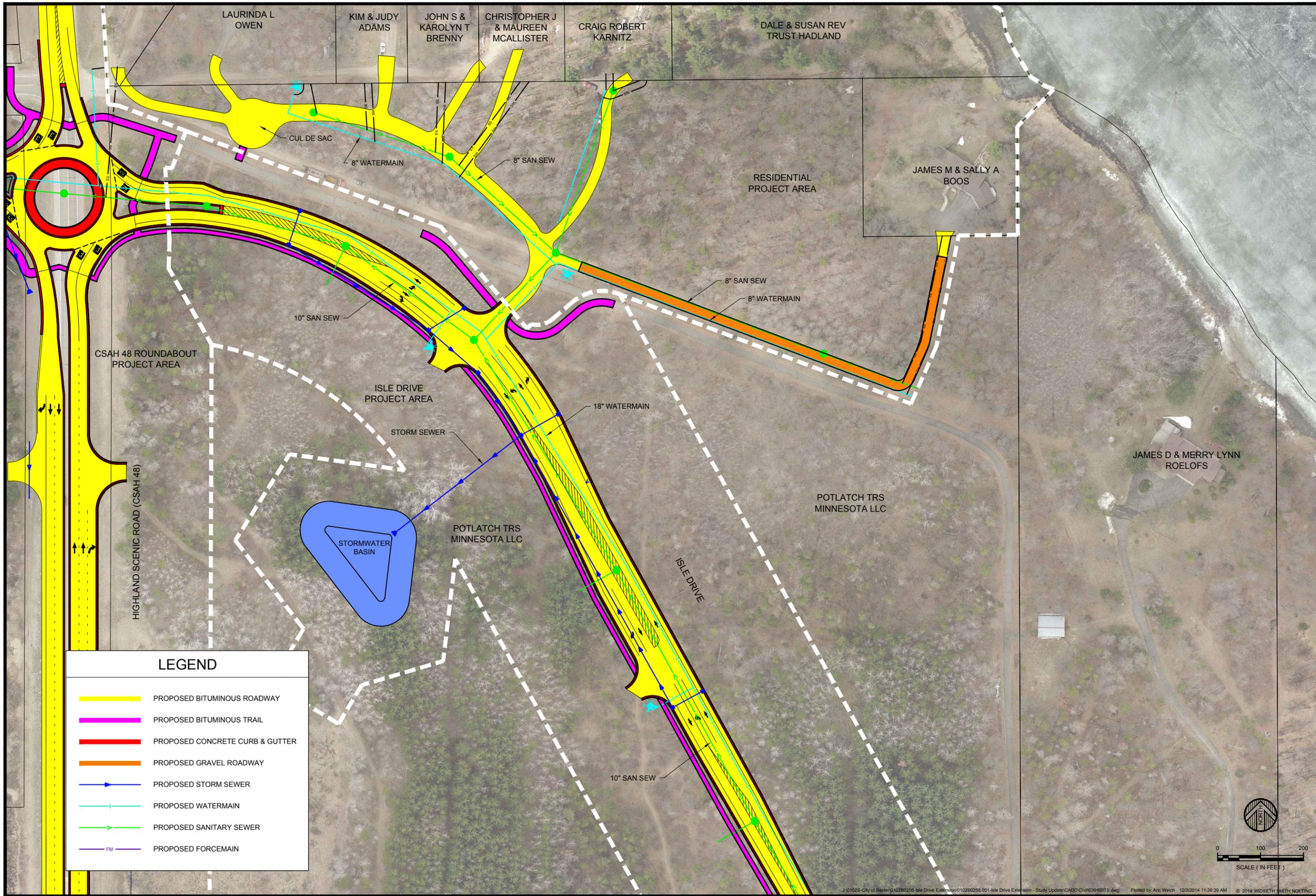
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DATE: SEP 2014
 SCALE: AS SHOWN
 DRAWN BY: J.A.S.
 CHECKED BY: A.L.W.
 JOB NUMBER: 010280258.001

SOUTH ISLE DRIVE EXTENSION IMPROVEMENTS
 CITY OF BAXTER
 BAXTER, MINNESOTA
EXHIBIT G - PROPOSED IMPROVEMENTS

SHEET NO.





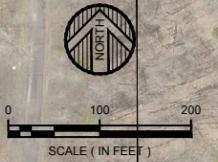
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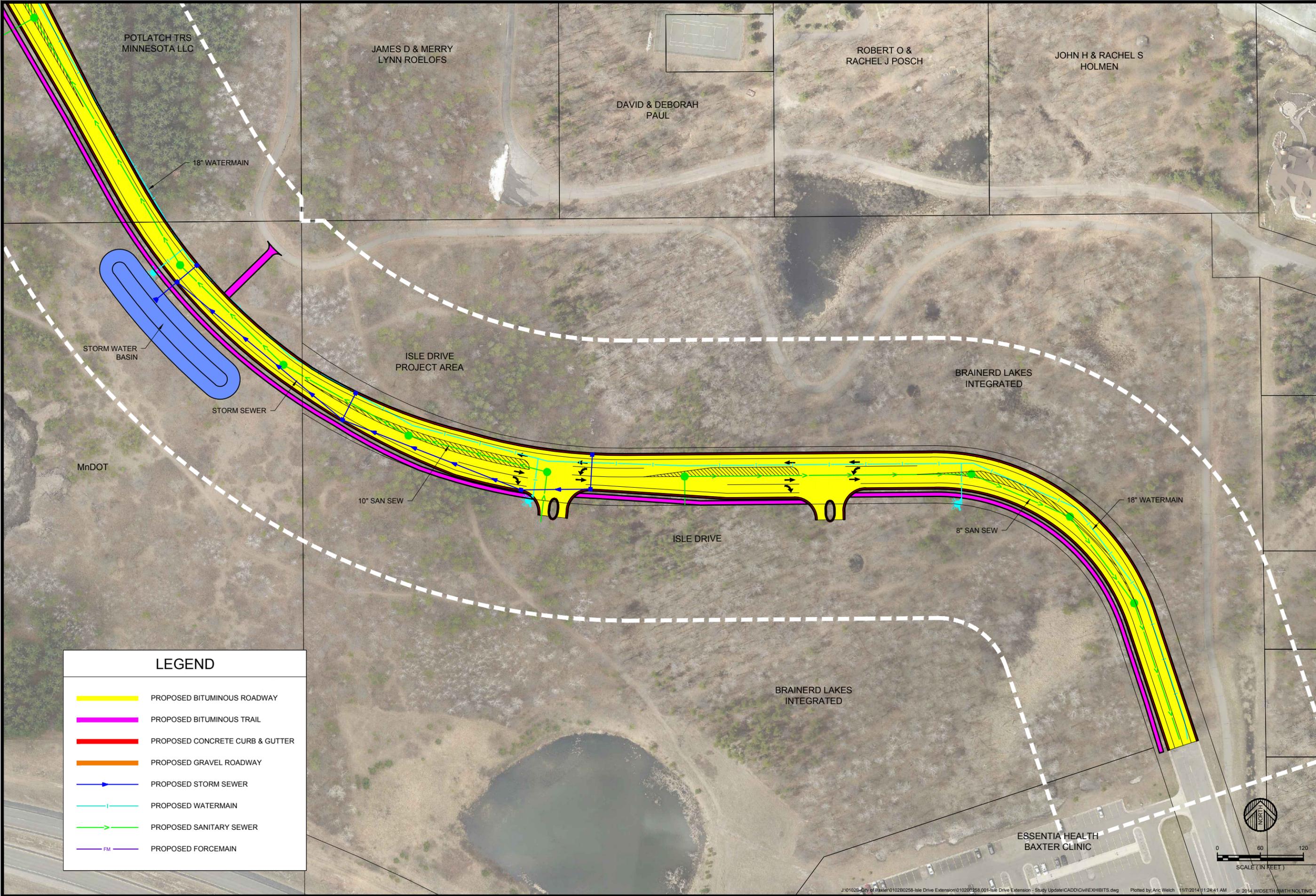
SOUTH ISLE DRIVE EXTENSION IMPROVEMENTS
 CITY OF BAXTER
 BAXTER, MINNESOTA
EXHIBIT H - PROPOSED IMPROVEMENTS

SHEET NO.

LEGEND

- PROPOSED BITUMINOUS ROADWAY
- PROPOSED BITUMINOUS TRAIL
- PROPOSED CONCRETE CURB & GUTTER
- PROPOSED GRAVEL ROADWAY
- PROPOSED STORM SEWER
- PROPOSED WATERMAIN
- PROPOSED SANITARY SEWER
- FM PROPOSED FORCEMAIN





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SEP 2014	AS SHOWN	J.A.S.	A.L.W.			

DATE: SEP 2014
 SCALE: AS SHOWN
 DRAWN BY: J.A.S.
 CHECKED BY: A.L.W.
 JOB NUMBER: 0102B0258.001

SOUTH ISLE DRIVE EXTENSION IMPROVEMENTS
 CITY OF BAXTER
 BAXTER, MINNESOTA
EXHIBIT 1 - PROPOSED IMPROVEMENTS

LEGEND	
	PROPOSED BITUMINOUS ROADWAY
	PROPOSED BITUMINOUS TRAIL
	PROPOSED CONCRETE CURB & GUTTER
	PROPOSED GRAVEL ROADWAY
	PROPOSED STORM SEWER
	PROPOSED WATERMAIN
	PROPOSED SANITARY SEWER
	PROPOSED FORCEMAIN

ESTIMATED PROJECT COSTS

Due to the complex nature of this project, the number of involved parties, and the numerous cost sharing scenarios needed, the estimated costs for proposed improvements have been broken into numerous portions as listed below:

Ironwood Drive:

Roadway:	\$614,710
Storm Sewer:	\$145,070
Water:	\$169,070
Sanitary Sewer:	\$138,730
Total Ironwood Drive:	\$1,067,580

City Property:

Water:	\$392,450
Sanitary Sewer:	\$ 91,550
Total City Property Area:	\$484,000

Lift Station:

Sanitary Sewer:	\$329,620
Total Lift Station:	\$329,620

Isle Drive Extension:

Roadway:	\$1,567,610
Storm Sewer:	\$228,570
Water:	\$516,600
Sanitary Sewer:	\$344,170
Total Isle Drive Extension:	\$2,656,950

Roundabout:

Roadway – Crow Wing County Share:	\$729,800
Roadway – City of Baxter Share:	\$1,018,360
Total Roundabout:	\$1,748,160

Residential Area:

Roadway:	\$213,780
Water:	\$110,060
Sanitary Sewer:	\$140,700
Total Residential Area:	\$464,540

CSAH 48 Turn Lanes:

Roadway – Crow Wing County Share:	\$27,290
Roadway – City of Baxter Share:	\$30,530
Total CSAH 48 Turn Lanes:	\$57,820

MnDOT Median Entrance Closure:

Roadway – Crow Wing County Share:	\$3,330
MnDOT Median Entrance Closure:	\$3,330

ESTIMATED TOTAL PROJECT COST: \$6,812,000

The utility easements serving residents along the east side of Perch Lake shown in this report are conceptual only. Currently right-of-way and easement corridors appear to be present along the west edge and traversing through the Potlatch property. For purposes of this report, it was assumed that future improvements could be constructed on either existing easements or private property owner negotiated easements and no costs for property acquisition have been included.

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, 10% contingencies, and soft costs (engineering, administration, financing, legal, etc.) that varied between 18% and 25% depending on the nature of the proposed improvements.

The costs are calculated in 2014 dollars and need to be updated in the future based on the current economic conditions at the time the project is being considered.

ASSESSMENT METHODS AND FUNDING

Funding for improvements in the study areas will be obtained from various sources including; the City of Baxter, Crow Wing County, and assessments to benefitted property owners. Due to the size and complexity of this project, several assessment methods were required to allocate need and benefit in the various project areas. The estimated assessments included in this report were calculated in accordance with City policy, and utilized one of the following three methods: (1) Unit Assessment Method, (2) Area Assessment Method or (3) 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”. A copy has been included in the Appendix.

Other Homeowner Costs – Property owners within the study must be aware of other costs that will be incurred but are not directly affiliated with the assessment process. The largest homeowners cost is the construction of service lines from the right-of-way / property line to the house. Estimates for construction of these service lines should be obtained from locally licensed plumbing contractors. In addition, homeowners are required to pay fees associated with connecting to municipal services. The following is a summary of the current city fee structure:

✓ Sewer Availability Charge (SAC):	\$600 (existing homes)	\$3,000 (new homes)
✓ Water Availability Charge (WAC):	\$600 (existing homes)	\$2,800 (new homes)
✓ Lift Station Fee:		\$500 (existing homes)
✓ City Inspection Fee:		\$40
✓ City Excavation Permit:		\$45
✓ Water Meter:		\$301±

In addition to the estimated assessments calculated as part of this report, homeowner are also responsible for service line construction plus \$386 for miscellaneous fees.

It should also be noted that some parcels in the project area are capable of being subdivided into additional lots. These lots may be eligible to defer some of the utility assessments in the form of Future Connection Charges, based on current City policy.

PROJECT IMPLEMENTATION

Ironwood Drive Area

The Ironwood Drive area is defined as the property located adjacent to Ironwood Drive, south of the CSAH 48 intersection and roundabout. The benefitted area consists of three tracts of undeveloped property. On the west side of Ironwood Drive, one tract (Brown) is zoned Residential and the second tract (Crow Wing Power) is zoned Public Benefit. The tract on the east side of the roadway (Johnson) is currently zoned Residential but, for purposes of estimating assessments, was assumed to be zoned “Business Gateway” as currently proposed in the draft Comprehensive Plan. All proposed improvements are planned to be constructed to commercial standards, exceeding the needs for residential use.

With the various zoning districts and differing needs and benefit provided by the proposed improvements, two assessment methods and calculations were required. To estimate assessments for the Business Gateway and Public Benefit (non-residential) parcels the entire area was assumed to be commercial and a per foot cost was calculated. This per foot cost was then applied to the Johnson (Business Gateway) and Crow Wing Power (Public Benefit) parcels since they obtain full benefit from construction of the commercial grade improvements due to the commercial nature of their developments.

The residential tract (Brown) does receive the additional benefit from construction of the commercial grade improvements as opposed to a residential grade improvement, and an equitable assessment was necessary. For purposes of this report, the residential tract (Brown) was assumed to be assessed the same amount as the residential parcels in the South Residential area, as calculated later in this report. The additional costs necessary for construction of commercial grade roadways and utilities were assumed to be paid by the City.

For purposes of estimating the assessments in this project area the following should be noted:

- ✓ Road and utility construction is proposed to commercial standards.
- ✓ The Johnson tract was assumed to be zoned “Business Gateway” based on the current draft Comprehensive Plan.
- ✓ The Johnson (Business Gateway) tract was assumed to receive full benefit from the commercial grade improvements.

- ✓ The Crow Wing Power (Public Benefit) tract was assumed to receive full benefit from the commercial grade roadway and storm sewer improvements and no benefit from the sanitary sewer and water improvements.
- ✓ The Brown (Residential) tract does not receive full benefit from construction of the commercial grade improvements and the assessments were assumed to be the same as for the Residential Area.
- ✓ Additional costs for construction of commercial grade roadway and utilities, in excess of the residential assessment on the Brown (Residential) tract, were assumed paid by the City.
- ✓ All costs for roadway width in excess of 44' were assumed to be paid by the City.
- ✓ City pays for 40% of the remaining roadway costs since project is a coordinated re-construction project.
- ✓ City contributes 40% of storm water costs due to accomplishing transportation goals.
- ✓ City pays for 15% of the remaining utility costs since project is a coordinated re-construction project.
- ✓ All costs associated with the trail were assumed to be paid by the City.
- ✓ Property acquisition costs for the right-of-way, drainage/utility easements and temporary easements adjacent to Ironwood Drive were assumed to be assessed to the benefitted parties.
- ✓ Property acquisition costs for the residential temporary easement were assumed to be paid by the City.

Based on the above, the following were determined:

Johnson (Business Gateway) and Crow Wing Power (Public Benefit) tracts:

The front foot method was used to determine the non-residential property assessments in this project area. For purposes of this calculation, it was assumed that all property abutting the roadway (both sides) was commercial. The following were determined:

Roadway

Total Estimated Project Costs:	\$614,710
City Costs	
Property Acquisition (Brown):	\$200
Roadway Width in Excess of 44 Feet:	\$53,110

Trail Costs:	\$88,270
40% of Remaining Roadway Cost:	\$189,250
Total Estimated City Costs:	\$330,830
Estimated Assessable Costs:	\$283,880
Total Assessable Front Footage (all property):	2,053
Cost per Assessable Front Foot:	\$138.28

Storm Sewer

Total Estimated Project Costs:	\$145,070
City Costs (40%):	\$58,030
Estimated Assessable Costs:	\$87,040
Total Assessable Front Footage (all property):	2,053
Cost per Assessable Front Foot:	\$42.40

Water

Total Estimated Project Costs:	\$169,070
City Costs	
Over-sizing:	\$34,610
15% of Remaining For Coordinated Reconstruction:	\$20,170
Total Estimated City Cost:	\$54,780
Estimated Assessable Costs:	\$114,290
Total Assessable Front Footage:	1,553
Cost per Assessable Front Foot:	\$73.59

Sanitary Sewer

Total Estimated Project Costs:	\$138,730
City Costs	
Excess Depth:	\$20,460
15% of Remaining For Coordinated Reconstruction:	\$17,740
Total Estimated City Cost:	\$38,200
Remaining Assessable Costs:	\$100,530
Total Assessable Front Footage:	1,553
Cost per Assessable Front Foot:	\$64.73

Residential Lots (Brown):

The roadway in this project area is constructed to commercial standards, but a portion of the benefitted property is residential and does not need the increased roadway and utility standards associated with a commercially developed area. To account for this difference in need (benefit) a second assessment calculation was needed. For purposes of this report, the same unit assessments calculated for the Residential project area were applied to the residential property on this project area. The additional costs associated with construction of the commercial roadway and utilities were assumed to be paid by the City. The following were determined:

Roadway

Residential Roadway Assessment:	\$10,071
Number of Residential Lots (Brown):	2
Total Residential Roadway Assessment (Brown):	\$20,142

Water

Residential Water Assessment:	\$6,500
Number of Residential Lots (Brown):	2
Total Residential Water Assessment (Brown):	\$13,000

Sanitary Sewer

Residential Sanitary Sewer Assessment:	\$7,952
Number of Residential Lots (Brown):	2
Total Residential Water Assessment (Brown):	\$15,904

Assessment and Cost Summary

Assessments	
Arnold S Johnson Enterprises:	\$324,740
Crow Wing Power:	\$90,330
Residential Assessments (Brown):	<u>\$49,050</u>
Total Assessed Costs:	(43.5%) \$464,120
Estimated City Cost:	(56.5%) <u>\$603,460</u>
Total Estimated Project Costs:	\$1,067,580

City Property Area

The City Property area is defined as the City owned property located west of Ironwood Drive. Improvements in this project area consist of the large-diameter watermain and gravity sanitary sewer pipe connecting to the lift station. All improvements associated with this area provide area-wide benefit and were assumed to be paid for by the City. The total estimated cost for the proposed improvements is \$484,000 with no assessments anticipated.

Cost Summary

Assessments	\$0.00
Estimated City Cost:	\$484,000 (100%)

Lift Station

The lift station costs are associated with construction of the sanitary sewer lift station and all associated items including forcemain piping. Benefit for lift station improvements are allocated to non-residential properties in the project area using the Area Assessment Method and to residential properties in the project area on the Unit Assessment basis at \$500 per ERU. The Crow Wing Power (Public Benefit) parcel was assumed to receive no benefit from the lift station improvements. Using this methodology, the following were determined:

Sanitary Sewer

Total Estimated Project Costs:	\$329,620
Estimated Service Area (Acres):	250
Assessable Cost Per Acre (non-residential only):	\$1,300
Cost Per ERU (residential only):	\$500

Assessment and Cost Summary

Assessments	
Arnold S Johnson Enterprises (31 acres):	\$40,300
Potlatch TRS Minnesota LLC (21.2 acres):	\$27,560
Brainerd Lakes Integrated (Essentia):	\$5,590
Residential Properties:	<u>\$5,500</u>
Total Assessed Costs:	(23.5%) \$78,950
Estimated City Cost:	(76.5%) <u>\$250,670</u>
Total Estimated Project Costs:	\$329,620

Isle Drive Extension

The Isle Drive Extension area is defined as the property adjacent to Isle Drive, located north of the CSAH 48 intersection and roundabout. This area consists of three tracts of undeveloped property owned by Potlatch Corporation, MnDOT and Essentia. All zoning in the project area is Office Service and all proposed improvements (roadways and utilities) are proposed to be constructed to commercial standards. Estimated assessments were based on the Front Foot Method with the following noted:

- ✓ Road and utility construction is proposed to commercial standards.
- ✓ All property in the project area was assumed to be commercial in nature and receive full benefit from the commercial grade improvements.
- ✓ All costs for roadway width in excess of 44' were assumed to be paid by the City.
- ✓ City contributes 40% of storm water costs due to accomplishing transportation goals.
- ✓ The MnDOT parcel was assumed un-assessable since it receives no benefit.
- ✓ All trail costs were assumed to be paid by the City.
- ✓ All street lighting costs were assumed to be assessed to the benefitted parties.
- ✓ Property acquisition costs for the right-of-way, drainage/utility easements and temporary easements adjacent to Isle Drive were assumed to be assessed to the benefitted parties.
- ✓ Property acquisition costs for the residential access area were assumed to be paid by the City.
- ✓ The City established the Isle Drive Economic Development TIF District 10 and the Isle/Falcon Drive Redevelopment TIF District 12 to facilitate improvement and extension of Isle Drive in conjunction with various private development and redevelopment in the City. The TIF districts' respective TIF Plans outline the proposed sources and uses of tax increment for the public improvements, including funding for the MNDOT segment and other city project costs

Based on the above, the following were determined:

Roadway

Total Estimated Project Costs:	\$1,567,610
City Costs	
Property Acquisition (Residential Access):	\$74,150

Roadway Width in Excess of 44 feet:	\$85,460
Trail:	\$86,390
City TIF Contribution:	<u>\$280,000</u>
Total Estimated City Costs:	\$526,000
Remaining Assessable Costs:	\$1,041,610
Total Assessable Front Footage:	5,347
Cost per Assessable Front Foot:	\$194.80

Storm Sewer

Total Estimated Project Costs:	\$228,570
Total Estimated City Costs - 40% Storm Sewer Costs:	\$91,430
Remaining Assessable Costs:	\$137,140
Total Assessable Front Footage:	5,347
Cost per Assessable Front Foot:	\$25.65

Water

Total Estimated Project Costs:	\$516,600
Estimated City Cost - Over-sizing:	\$145,670
Remaining Assessable Costs:	\$370,930
Total Assessable Front Footage:	5,347
Cost per Assessable Front Foot:	\$69.37

Sanitary Sewer

Total Estimated Project Costs:	\$344,170
Estimated City Costs:	\$0.00
Remaining Assessable Costs:	\$344,170
Total Assessable Front Footage:	5,347
Cost per Assessable Front Foot:	\$64.37

Assessment and Cost Summary

Assessments

Potlatch TRS Minnesota LLC:	\$920,890
Brainerd Lakes Integrated (Essentia):	<u>\$972,960</u>
Total Assessed Costs:	(71.3%) \$1,893,850

Estimated City Cost:	(28.7%) <u>\$763,100</u>
Total Estimated Project Costs:	\$2,656,950

CSAH 48 Roundabout

The CSAH 48 Roundabout was determined to benefit existing Commercial and Office Service zoned properties and future Business Gateway zoned parcels located along Isle Drive from Mapleton Road to Glory Road. Benefit for CSAH 48 improvements was allocated to non-residential properties in the project area using the Area Assessment Method with the following noted:

- ✓ County costs were calculated in accordance with the County’s cost share policy.
- ✓ Remaining cost assessed on an area wide basis to benefitting properties.
- ✓ Benefitted area determined to be existing and future non-residential properties located adjacent to Isle Drive from Mapleton Road to Glory Road.
- ✓ Parcel areas were based on the Isle Drive right-of-way plat and information obtained from the County GIS system.
- ✓ Area calculations were based on the estimated developable area with large wetland areas or other un-developable areas being removed from the calculation.
- ✓ The City established the Isle Drive Economic Development TIF District 10 and the Isle/Falcon Drive Redevelopment TIF District 12 to facilitate improvement and extension of Isle Drive in conjunction with various private development and redevelopment in the City. The TIF districts’ respective TIF Plans outline the proposed sources and uses of tax increment for the public improvements, including funding for a portion of the Isle Drive roundabout project costs.

Based on the above, the following were determined:

Roadway

Total Estimated Project Costs:	\$1,748,160
County Costs:	\$729,800
City Costs:	<u>\$498,580</u>
Remaining Assessable Costs:	\$519,780
Estimated Service Area (acres):	161.85
Assessable Cost per Acre:	\$3,212

Assessment and Cost Summary

Assessments

Arnold S Johnson Enterprises (31.0 acres):		\$99,558
Crow Wing Power (2.77 acres):		\$8,896
Potlatch TRS Minnesota LLC (21.2 acres):		\$68,085
Brainerd Lakes Integrated (Essentia) (18.07 acres):		\$58,032
Brainerd Lakes Integrated (Essentia Baxter Clinic) (8.28 acres):		\$26,592
O'Donnell		\$4,817
Brainerd Lakes Surgery Center LLC (3.03 acres):		\$9,731
Isle Drive LLC (Nystrom) (1.65 acres):		\$5,331
BDS Investment LLC (McDermitt) (0.88 acres):		\$2,826
Crosby Cardiovascular Services LLC (9.73 acres):		\$31,248
Wal-Mart Stores, Inc. (22.3 acres):		\$71,617
Crosby Cardiovascular Services LLC (3.31 acres):		\$10,630
Mid Minnesota Federal Credit Union (3.25 acres):		\$10,437
Brainerd Savings and Loan (2.07 acres):		\$6,648
Potlatch TRS Minnesota LLC (15.36 acres):		\$49,329
Potlatch TRS Minnesota LLC (17.44 acres):		<u>\$56,009</u>
Total Assessed Costs:	(29.7%)	\$519,786
Estimated City Cost:	(28.5%)	\$498,580
Estimated County Cost:	(41.8%)	<u>\$729,800</u>
Total Estimated Project Costs:		\$1,748,160

Residential Project Area

The Residential Project area is roughly defined as properties located along the east side of Perch Lake that access from the south, between CSAH 48 and the north end of the Potlatch property. Proposed improvements included roadways, watermain, and sanitary sewer improvements. Improvements to this area are proposed to be constructed to residential standards. Estimated assessments were based on the Equivalent Residential Unit (ERU) Method, with the following noted:

- ✓ Road and utility construction is proposed to residential standards.
- ✓ All property was assumed to be residential in nature, receiving full benefit from the

- residential grade improvements.
- ✓ City pays for 50% of municipal roadway construction costs since proposed roadway is a frontage road with only one benefitting side.
 - ✓ City pays for 40% of the remaining roadway costs since project is a coordinated reconstruction project.
 - ✓ Utility improvement costs in the corridor bordered on both sides by the Potlatch were assumed to be paid by the City as trunk line improvements.
 - ✓ City pays for 25% of the remaining utility costs since project is a coordinated reconstruction project.
 - ✓ Hadland tract was capable of being split one more time.
 - ✓ All property acquisition costs were assumed to be paid by the City.
 - ✓ The City established the Isle Drive Economic Development TIF District 10 and the Isle/Falcon Drive Redevelopment TIF District 12 to facilitate improvement and extension of Isle Drive in conjunction with various private development and redevelopment in the City. The TIF districts' respective TIF Plans outline the proposed sources and uses of tax increment for the public improvements. Tax increment from TIF District 10 has been identified as a funding source for the City's street and utility costs to relocate Highland Scenic Court. The relocation of the street's access to Isle Drive, closure to CSAH 48, and consolidation of driveway accesses with the proposed frontage road to Isle Drive is necessary for the safety and effectiveness of Isle Drive and the roundabout at the intersection with CSAH 48.

Based on the above, the following were determined:

Roadway

Total Estimated Project Costs:	\$213,780
City Costs	
Property Acquisition Costs:	\$16,900
50% of Frontage Roadway Costs:	\$45,810
40% of Remaining For Coordinated Reconstruction:	<u>\$60,430</u>
Total Estimated City Costs:	\$123,140
Remaining Assessable Costs:	\$90,640
Total Assessable Units (ERU):	9
Cost per Unit (ERU):	\$10,071

Water

Total Estimated Project Costs:	\$110,060
City Costs	
Costs for Utilities in Potlatch Bordered Property:	\$32,060
25% of Remaining For Coordinated Reconstruction:	<u>\$19,500</u>
Total Estimated City Costs:	\$51,560
Remaining Assessable Costs:	\$58,500
Total Assessable Units (ERU):	9
Cost per Unit (ERU):	\$6,500

Sanitary Sewer

Total Estimated Project Costs:	\$140,700
City Costs	
Costs for Utilities in Potlatch Bordered Property:	\$35,390
Dewatering:	\$6,000
Excess Pipe Depth:	\$3,880
25% of Remaining For Coordinated Reconstruction:	<u>\$23,860</u>
Total Estimated City Cost:	\$69,130
Remaining Assessable Costs:	\$71,570
Total Assessable Units (ERU):	9
Cost per Unit (ERU):	\$7,952

Assessment and Cost Summary

Total Assessed Costs:	(47.5%) \$220,710
Estimated City Cost:	(52.5%) <u>\$243,830</u>
Total Estimated Project Costs:	\$464,540

CSAH 48 Turn Lanes

In accordance with the County cost share policy, the CSAH 48 turn lanes were assumed to be split between Crow Wing County and the City of Baxter. The City of Baxter share was then assessed to the benefitted property owners, Potlatch and Essentia. The estimated costs are split as follows:

Crow Wing County Share:	\$27,290
Potlatch Share:	\$15,265
Brainerd Lakes Integrated (Essentia) Share:	<u>\$15,265</u>
Total Estimated Project Costs:	\$57,820

MnDOT Median Entrance Closure

Costs for the median entrance closures were assumed to benefit the County only and they will be responsible for paying the estimated costs in the amount of \$3,330.

Drawings identifying the estimated assessment units and distances have been included in the Appendix for reference purposes.

CONCLUSIONS AND RECOMMENDATIONS

This report has studied the feasibility of providing municipal sanitary sewer collection piping and lift station improvements, water distribution piping, as well as roadway, trail and lighting improvements to a large area of surrounding the CSAH 48 / Isle Drive intersection. Due to the size of the project area, the presence of multiple existing and future zoning districts, and variety of construction standards proposed, the project has been broken into several smaller areas.

The proposed improvements presented in this report have been the result of several reviews and studies conducted by the City of Baxter and their consultants, for many years. The geometric roadway and trail configurations and water system improvements presented in this report are in conjunction with recommendations made by other consultants and accepted by the City of Baxter. It must be noted that these previous studies as conducted by others, included review of numerous options and alternatives. These eliminated options or alternatives were not made available to us and could not be listed in this report.

The only other option considered as part of this report was the “Do Nothing” approach. This option was eliminated since it does not accomplish any of the utility or transportation goals for the area or provide any benefit to property owners in the project area.

Our conclusions for each property area are as follows:

Ironwood Drive

The proposed improvements associated with Ironwood Drive are necessary to complete the transportation goal of extending the Isle Drive corridor to CSAH 48. Construction of the improvements is proposed to be at commercial standards, even though residential properties are located in the project area. Funding for the Ironwood Drive improvements is likely to be obtained from the benefitted property owner and contributions from the City of Baxter. Due to various existing and future zoning districts abutting the project area, two assessment methods and calculations were performed to estimate assessment amounts.

The commercial assessment rate of \$319.00 per front foot (road, storm sewer, water and sanitary sewer) appears to be higher than other previously commercially assessed projects. Reasons for the higher cost per foot are likely related to revisions in the assessment policy and

the inclusion of street lighting. A portion of these higher costs may also be attributed to the increased roadway and trail enhancements associated with the “complete streets” concept.

Estimated residential per unit assessments were very high compared to other recent residential assessment projects. It should be noted, that the residential assessments applied to this project area were the same as calculated for the Residential Area. Reasons for the higher per foot rate are mentioned later in this section under that portion of our conclusions.

The total estimated City contribution to the Ironwood Drive project was estimated at \$603,460 or 56.5% of the total estimated project cost.

City Property

The proposed improvements associated with the City Property were determined to provide area-wide benefit and were assumed to be paid for by the City. The total estimated cost for the proposed improvements is \$484,000.

Lift Station

The proposed improvements associated with the Lift Station were assumed to be paid via assessments to benefitted properties and City contribution. A portion of these benefitted parties are included in this proposed project, while others will benefit in the future. Based on a total contributing area of approximately 250 acres, a cost of approximately \$1,300 per benefitted acre was calculated. A residential unit assessment of \$500 per unit was applied to residential properties in the project, in accordance with City polity.

Applying these estimated assessment rates to properties in the project area that are benefitted results in approximately \$78,950 (24%) collected via assessments associated with this project. The remaining \$250,670 (76%) will be City contribution at this time. As the area develops these City costs will be reduced as future parcels are developed and lift station fees collected.

Isle Drive

The proposed improvements associated with Isle Drive are necessary to complete the transportation goal of extending the Isle Drive corridor to CSAH 48. Construction of the improvements is proposed to be to commercial standards. Funding for the Isle Drive improvements is likely to be obtained from the benefitted property owners and contributions from

the City of Baxter.

The commercial assessment rate of \$354.19 per front foot (road, storm sewer, water and sanitary sewer) appears to be higher than other previously commercially assessed projects. Reasons for the higher cost per foot are likely related to revisions in the assessment policy and the inclusion of street lighting. A portion of these higher costs may also be attributed to the increased roadway and trail enhancements associated with the “complete streets” concept.

The total estimated City contribution to the Isle Drive project was estimated at \$763,100 or 29% of the total estimated project cost.

CSAH 48 Roundabout

Costs associated with the CSAH 48 improvements were split in accordance with the Crow Wing County cost share policy. The County’s share of the costs was determined to be \$729,800 or 41.8% of the total cost. The City’s share based on TIF funding and other project costs was determined to be \$498,580 or 28.5% of the total cost. The assessed share based on an area wide assessment was \$519,780 or 29.7% of the estimated project cost.

Residential Project Area

The proposed roadway improvements associated with the Residential Project Area are necessary to connect the existing developed areas on the east side of Perch Lake to the proposed Isle Drive extension. The proposed sanitary sewer and watermain improvements accomplish a City goal of protecting environmentally sensitive areas such as lakes, by extension of municipal services. Construction of the utilities in conjunction with the roadway improvements should be strongly considered. Construction of the roadway improvements without installation of the utilities will likely delay extension of these utilities for a significant amount of time to obtain as much benefit of the new roadway improvements as possible, prior to reconstruction. In addition construction of the utilities at a later date, increases costs to all parties involved due to removal and re-construction of the roadway improvements at a later date to facilitate utility construction.

The residential assessment rate of \$24,523 per unit (road, water and sanitary sewer) is higher than previously residentially assessed projects. Reasons for the higher cost per foot are likely related to revisions in the assessment policy, and the amount of un-assessable property and single-sided assessments.

The total estimated City contribution to the Residential Project Area – South was estimated at \$243,830 or 52.5% of the total estimated project cost.

CSAH 48 Turn Lanes

Costs associated with the CSAH 48 turn lanes were assumed to be shared by Crow Wing County and the City of Baxter. The City of Baxter share was then assumed to be assessed equally to the benefitted property owners, Essentia and the Potlatch Corporation.

The Crow Wing County share was estimated at \$27,290 or 47.2% of the estimated project cost. The City of Baxter share was estimated at \$30,530 or 52.8% of the estimated project cost. Differences between the share amounts are a result of Crow Wing County requirements for contribution to local projects.

The Baxter share was assumed to equally benefit the two property owners on Isle Drive, Essentia and Potlatch with each assessed 50% of the Baxter share or \$15,265.

MnDOT Median Entrance Closure

Costs associated with the MnDOT median entrance closure were assumed to benefit Crow Wing County only and no costs were assumed to be paid by the City of Baxter or other parties. Crow Wing Counties share was estimated at \$3,330.

General Conclusions

We feel the improvements as proposed are feasible and no major construction obstacles were noted. We do not foresee any major problems with construction of sanitary sewer and watermain with the exception of dewatering and underground utilities (gas, electric, telephone, cable TV, etc.). Dewatering may be a concern depending on the condition of the existing soils and elevation of the groundwater table at the time of construction. Conflicts with underground utilities in developed residential areas such as this can become a real problem and we strongly recommend utility companies be informed of the project as soon as possible so any potential conflicts can be dealt with during the design phase and prior to construction.

As with all utilities projects, minor inconveniences such as construction noise, traffic disturbance and interruption of mail service can be expected. These situations would be temporary in nature

and we would anticipate the project to take approximately one construction season (4-6 months) to complete.

We also recommend the City conduct a thorough soils investigation of the study area to determine the location of any groundwater barrier that may be located in the study area. If the proposed improvements cut through this barrier, an impermeable fill material such as clay is recommended to keep the ground water levels in their current natural state.

We recommend the City proceed as follows:

1. Review this report and review the assessments for conformance to the new policy.
2. Modify the report, if necessary, to conform to the assessment policy.
3. Review this report and determine if the proposed improvements are justified.
4. Conduct a thorough financial review of the project to determine impacts to City finances.
5. Conduct meetings or hearings with all affected parties to determine interest, review potential costs, schedules and impacts.
6. Continue to process of securing property for the corridor.
7. Revise long-range capital improvement plans, if necessary.
8. Clarify zoning boundaries with the Comprehensive plan.
9. Continue pursuing the sanitary sewer interceptor route south of CSAH 48.
10. Conduct a thorough soils investigation of the study area to confirm the presence and location of any groundwater barrier formations, if they exist.
11. Update estimated costs as necessary.

APPENDICES

Preliminary Cost Estimate

Estimated Assessment Units and Distances Drawings

City of Baxter – Assessment Policy for Public Initiated Improvements

**ENGINEER'S ESTIMATE
ISLE DRIVE EXTENSION
BAXTER, MN
Wednesday, November 05, 2014**

IRONWOOD DRIVE

ITEM NO.	SPEC. NO.	ITEM DESCRIPTION	UNIT	UNIT PRICE	ROADWAY		STORM SEWER		WATER		SANITARY SEWER		PROJECT TOTAL	
					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	\$15,000.00	0.5	\$7,500.00	0.15	\$2,250.00	0.2	\$3,000.00	0.15	\$2,250.00	1	\$15,000.00
2	2101.501	CLEARING	ACRE	\$2,500.00	1	\$2,500.00							1	\$2,500.00
3	2101.506	GRUBBING	ACRE	\$2,500.00	1	\$2,500.00							1	\$2,500.00
4	2104.505	REMOVE BITUMINOUS PAVEMENT	SQ YD	\$1.25	6015	\$7,518.75							6015	\$7,518.75
5	2104.513	SAWING BITUMINOUS PAVEMENT (FULL DEPTH)	LIN FT	\$4.00	115	\$460.00							115	\$460.00
6	2104.523	SALVAGE SIGN	EACH	\$25.00	10	\$250.00							10	\$250.00
7	2105.501	COMMON EXCAVATION (P)	CU YD	\$7.00	4080	\$28,560.00	4000	\$28,000.00					8080	\$56,560.00
8	2105.522	SELECT GRANULAR BORROW	CU YD	\$10.00	3000	\$30,000.00							3000	\$30,000.00
9	2105.601	DEWATERING	LUMP SUM	\$30,000.00							1	\$30,000.00	1	\$30,000.00
10	2116.501	AGGREGATE SURFACING CLASS 5	TON	\$16.50	10	\$165.00							10	\$165.00
11	2123.501	COMMON LABORERS	HR	\$65.00	5	\$325.00			5	\$325.00	5	\$325.00	15	\$975.00
12	2123.610	STREET SWEEPER (WITH PICKUP BROOM)	HR	\$130.00	5	\$650.00							5	\$650.00
13	2211.501	AGGREGATE BASE CLASS 5	TON	\$15.50	475	\$7,362.50							475	\$7,362.50
14	2211.503	AGGREGATE BASE (CVI) CLASS 5 (P)	CU YD	\$24.00	1435	\$34,440.00							1435	\$34,440.00
15	2360.501	TYPE SP 9.5 WEARING COURSE MIXTURE (2.C)	TON	\$80.00	250	\$20,000.00							250	\$20,000.00
16	2360.501	TYPE SP 12.5 WEARING COURSE MIXTURE (2.C)	TON	\$96.00	2050	\$196,800.00							2050	\$196,800.00
17	2501.515	24" RC PIPE APRON	EACH	\$1,100.00			1	\$1,100.00					1	\$1,100.00
18	2503.541	12" RC PIPE SEWER DESIGN 3006 CLASS V	LIN FT	\$26.00			415	\$10,790.00					415	\$10,790.00
19	2503.541	15" RC PIPE SEWER DESIGN 3006 CLASS V	LIN FT	\$27.00			300	\$8,100.00					300	\$8,100.00
20	2503.541	18" RC PIPE SEWER DESIGN 3006 CLASS III	LIN FT	\$29.00			300	\$8,700.00					300	\$8,700.00
21	2503.541	24" RC PIPE SEWER DESIGN 3006 CLASS III	LIN FT	\$37.00			340	\$12,580.00					340	\$12,580.00
22	2503.603	CLEAN AND VIDEO TAPE PIPE SEWER - MAINLINE	LIN FT	\$2.25							1020	\$2,295.00	1020	\$2,295.00
23	2503.603	CLEAN AND VIDEO TAPE PIPE SEWER - SERVICE	LIN FT	\$2.25							430	\$967.50	430	\$967.50
24	2506.501	CONSTRUCT DRAINAGE STRUCTURE	LIN FT	\$375.00			54	\$20,250.00					54	\$20,250.00
25	2506.516	CASTING ASSEMBLY	EACH	\$660.00			9	\$5,940.00					9	\$5,940.00
26	2511.501	RANDOM RIPRAP CLASS III	CU YD	\$66.00			11	\$726.00					11	\$726.00
17	2531.501	CONCRETE CURB & GUTTER DESIGN B624	LIN FT	\$12.00	2250	\$27,000.00							2250	\$27,000.00
18	2531.507	6" CONCRETE DRIVEWAY PAVEMENT	SQ YD	\$41.00	90	\$3,690.00							90	\$3,690.00
19	2531.507	MEDIAN	SQ YD	\$46.00	250	\$11,500.00							250	\$11,500.00
20	2531.618	TRUNCATED DOMES	SQ FT	\$33.00	120	\$3,960.00							120	\$3,960.00
21	2563.601	TRAFFIC CONTROL	LUMP SUM	\$1,500.00	0.25	\$375.00	0.25	\$375.00	0.25	\$375.00	0.25	\$375.00	1	\$1,500.00
22	2564.602	INSTALL SIGN	EACH	\$30.00	10	\$300.00							10	\$300.00
23	2564.602	FURNISH TYPE C SIGNS	EACH	\$180.00	16	\$2,880.00							16	\$2,880.00
24	2573.502	SILT FENCE, TYPE MS	LIN FT	\$2.25	200	\$450.00							200	\$450.00
25	2573.535	STABILIZED CONSTRUCTION EXIT	LUMP SUM	\$400.00	0.25	\$100.00	0.25	\$100.00	0.25	\$100.00	0.25	\$100.00	1	\$400.00
26	2573.550	EROSION CONTROL SUPERVISOR	LUMP SUM	\$1,500.00	0.25	\$375.00	0.25	\$375.00	0.25	\$375.00	0.25	\$375.00	1	\$1,500.00
27	2574.508	FERTILIZER TYPE 1	POUND	\$2.25	800	\$1,800.00	90	\$202.50					890	\$1,995.00
28	2574.525	COMMON TOPSOIL BORROW	CU YD	\$18.00	830	\$14,940.00	165	\$2,970.00					995	\$17,910.00
29	2575.501	SEEDING	ACRE	\$300.00	4	\$1,200.00	0.6	\$180.00					4.6	\$1,380.00
30	2575.502	SEED MIXTURE 22-111	POUND	\$2.25	80	\$180.00	12	\$27.00					92	\$207.00
31	2575.502	SEED MIXTURE 25-131	POUND	\$4.50	800	\$3,600.00	120	\$540.00					920	\$4,140.00
32	2575.511	MULCH MATERIAL TYPE 3	TON	\$400.00	4	\$1,600.00	0.6	\$240.00					4.6	\$1,840.00
33	2575.519	DISK ANCHORING	ACRE	\$200.00	2	\$400.00	0.3	\$60.00					2.3	\$460.00
34	2575.523	EROSION CONTROL BLANKETS CATEGORY 3	SQ YD	\$1.75	500	\$875.00	500	\$875.00					1000	\$1,750.00
35	2575.562	HYDRAULIC MATRIX TYPE MULCH	POUND	\$1.50	5000	\$7,500.00	750	\$1,125.00					5750	\$8,625.00
36	2582.501	PAVEMENT MESSAGE	EACH	\$150.00	16	\$2,400.00							16	\$2,400.00
37	2582.502	4" SOLID LINE WHITE-EPOXY	LIN FT	\$0.35	830	\$290.50							830	\$290.50
38	2582.502	12" SOLID LINE YELLOW-EPOXY	LIN FT	\$1.00	320	\$320.00							320	\$320.00
39	2582.502	4" DOUBLE SOLID LINE YELLOW-EPOXY	LIN FT	\$0.70	1640	\$1,148.00							1640	\$1,148.00
40	2611.4A	6" PVC WATERMAIN PIPE	LIN FT	\$22.00					45	\$990.00			45	\$990.00
41	2611.4A	8" PVC WATERMAIN PIPE	LIN FT	\$26.00					70	\$1,820.00			70	\$1,820.00
42	2611.4A	18" PVC WATERMAIN PIPE	LIN FT	\$67.50					975	\$65,812.50			975	\$65,812.50
43	2611.4A	1" POLYETHYLENE SERVICE PIPE	LIN FT	\$16.50					410	\$6,765.00			410	\$6,765.00
44	2611.4B	6" GATE VALVE & BOX w/ ADAPTOR	EACH	\$1,800.00					2	\$3,600.00			2	\$3,600.00
45	2611.4B	8" GATE VALVE & BOX w/ ADAPTOR	EACH	\$1,900.00					1	\$1,900.00			1	\$1,900.00
46	2611.4B	18" BUTTERFLY VALVE & BOX w/ ADAPTOR	EACH	\$3,600.00					3	\$10,800.00			3	\$10,800.00
47	2611.4C	1" CORPORATION STOP & SADDLE	EACH	\$275.00					2	\$550.00			2	\$550.00
48	2611.4D	1" CURB STOP & BOX	EACH	\$325.00					2	\$650.00			2	\$650.00
49	2611.4E	HYDRANT	EACH	\$3,700.00					2	\$7,400.00			2	\$7,400.00
50	2611.4I	DUCTILE IRON WATERMAIN FITTINGS	POUND	\$4.25					4000	\$17,000.00			4000	\$17,000.00
51	2621.4A	8" PVC SEWER PIPE (SDR 26)	LIN FT	\$30.00							90	\$2,700.00	90	\$2,700.00
52	2621.4A	10" PVC SEWER PIPE (SDR 26)	LIN FT	\$33.00							930	\$30,690.00	930	\$30,690.00
53	2621.4B	SANITARY SEWER MANHOLE, MnDOT DESIGN 4007C	EACH	\$2,200.00							4	\$8,800.00	4	\$8,800.00
54	2621.4B1	MANHOLE EXCESS DEPTH	LIN FT	\$160.00							70	\$11,200.00	70	\$11,200.00
55	2621.4F	4" PVC SERVICE PIPE (SCH 40)	LIN FT	\$19.00							430	\$8,170.00	430	\$8,170.00
56	2621.4G	8" X 4" PVC WYE	EACH	\$175.00										
57	2621.4G	10" X 4" PVC WYE	EACH	\$275.00							2	\$550.00	2	\$550.00
58	-	COMPACTION TESTING	EACH	\$70.00	10	\$700.00			30	\$2,100.00	30	\$2,100.00	70	\$4,900.00
59	-	STREET LIGHTING SYSTEM	LUMP SUM	\$45,000.00	1	\$45,000.00							1	\$45,000.00

ESTIMATED CONSTRUCTION COST:	\$739,030.25	55.43%	\$409,664.75	14.28%	\$105,505.50	16.64%	\$122,962.50	13.65%	\$100,897.50	100.00%	\$739,030.25
CONTINGENCIES (10%):	\$73,903.03		\$40,966.48		\$10,550.55		\$12,296.25		\$10,089.75		\$73,903.03
SUBTOTAL:	\$812,933.28		\$450,631.23		\$116,056.05		\$135,258.75		\$110,987.25		\$812,933.28
ENGINEERING, ADMINISTRATION, LEGAL, ETC. (25%):	\$203,233.32		\$112,657.81		\$29,014.01		\$33,814.69		\$27,746.81		\$203,233.32
PROPERTY ACQUISITION COSTS:	\$51,417.67		\$51,417.67								\$51,417.67
ESTIMATED TOTAL:	\$1,067,584.26		\$614,706.70		\$145,070.06		\$169,073.44		\$138,734.06		\$1,067,584.26

ASSESSMENT CALCULATIONS

CITY COSTS											
PROPERTY ACQUISITION (BROWN TEMPORARY EASEMENT):			\$200.00								\$200.00
ROADWAY WIDTH IN EXCESS OF 44':			\$53,109.00								\$53,109.00
TRAIL:			\$88,276.50								\$88,276.50
WATERMAIN OVERSIZING:						\$34,612.50					\$34,612.50
SANITARY SEWER EXCESS DEPTH:								\$20,460.00			\$20,460.00
SUBTOTAL:			\$473,121.20		\$145,070.06		\$134,460.94		\$118,274.06		\$870,926.26
15% OF REMAINING UTILITY COSTS:								\$20,169.14			\$37,910.25
40% OF STORMWATER COSTS:					\$58,028.03						
40% OF REMAINING ROADWAY COSTS:			\$189,248.48								\$189,248.48
ESTIMATED CITY COST:			\$330,833.98		\$58,028.03		\$54,781.64		\$38,201.11		\$423,816.73
TOTAL ESTIMATED ASSESSABLE PROJECT COSTS:			\$283,872.72		\$87,042.04		\$114,291.80		\$100,532.95		\$643,767.53
ASSESSABLE FOOTAGE:			2,053		2,053		1,553		1,553		
COST PER ASSESSABLE FOOT:			\$138.27		\$42.40		\$73.59		\$64.73		\$319.00
ARNOLD S JOHNSON ENTERPRISES (1,018' OF FRONTAGE):			\$140,761.05		\$43,160.64		\$74,918.90		\$65,899.90		\$324,740.49
CROW WING POWER (500' OF FRONTAGE STREET & STORM):			\$69,136.07		\$21,198.74		\$0.00		\$0.00		\$90,334.82
BROWN (2 POTENTIAL LOTS) (ASSESSMENT BASED ON RESIDENTIAL SOUTH PROJECT AREA):			\$20,142.34		\$0.00		\$12,999.39		\$15,904.60		\$49,046.32
TOTAL ASSESSED COSTS:			\$230,039.46		\$64,359.38		\$87,918.29		\$81,804.50	43.47%	\$464,121.63
TOTAL CITY COSTS:			\$384,667.24		\$80,710.68		\$81,155.15		\$56,929.57	56.53%	\$603,462.64

CITY PROPERTY

ITEM NO.	SPEC. NO.	ITEM DESCRIPTION	UNIT	UNIT PRICE	ROADWAY		STORM SEWER		WATER		SANITARY SEWER		PROJECT TOTAL	
					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	\$7,500.00					0.8	\$6,000.00	0.2	\$1,500.00	1	\$7,500.00
2	2101.501	CLEARING	ACRE	\$2,500.00					1.4	\$3,500.00	1.4	\$3,500.00	2.8	\$7,000.00
3	2101.506	GRUBBING	ACRE	\$2,500.00					1.4	\$3,500.00	1.4	\$3,500.00	2.8	\$7,000.00
4	2105.501	COMMON EXCAVATION (P)	CU YD	\$7.00							510	\$3,570.00	510	\$3,570.00
5	2105.601	DEWATERING	LUMP SUM	\$10,000.00							1	\$10,000.00	1	\$10,000.00
6	2123.501	COMMON LABORERS	HOUR	\$65.00					5	\$325.00	5	\$325.00	10	\$650.00
7	2503.603	CLEAN AND VIDEO TAPE PIPE SEWER - MAINLINE	LIN FT	\$2.25							275	\$618.75	275	\$618.75
8	2504.602	CONNECT TO EXISTING WATERMAIN	EACH	\$900.00					1	\$900.00			1	\$900.00
9	2563.601	TRAFFIC CONTROL	LUMP SUM	\$500.00					0.5	\$250.00	0.5	\$250.00	1	\$500.00
10	2573.502	SILT FENCE, TYPE MS	LIN FT	\$2.25							250	\$562.50	250	\$562.50
11	2573.535	STABILIZED CONSTRUCTION EXIT	LUMP SUM	\$400.00					0.5	\$200.00	0.5	\$200.00	1	\$400.00
12	2573.550	EROSION CONTROL SUPERVISOR	LUMP SUM	\$500.00					0.5	\$250.00	0.5	\$250.00	1	\$500.00
13	2574.508	FERTILIZER TYPE 1	POUND	\$2.25					495	\$1,113.75	495	\$1,113.75	990	\$2,227.50
14	2574.525	COMMON TOPSOIL BORROW	CU YD	\$18.00					750	\$13,500.00	750	\$13,500.00	1500	\$27,000.00
15	2575.501	SEEDING	ACRE	\$300.00					3.3	\$990.00	3.3	\$990.00	6.6	\$1,980.00
16	2575.502	SEED MIXTURE 22-111	POUND	\$2.25					66	\$148.50	66	\$148.50	132	\$297.00
17	2575.502	SEED MIXTURE 25-131	POUND	\$4.50					660	\$2,970.00	660	\$2,970.00	1320	\$5,940.00
18	2575.511	MULCH MATERIAL TYPE 3	TON	\$400.00					3.3	\$1,320.00	3.3	\$1,320.00	6.6	\$2,640.00
19	2575.519	DISK ANCHORING	ACRE	\$200.00					1.65	\$330.00	1.65	\$330.00	3.3	\$660.00
20	2575.562	HYDRAULIC MATRIX TYPE MULCH	POUND	\$1.50					4125	\$6,187.50	4125	\$6,187.50	8250	\$12,375.00
21	2611.4A	6" PVC WATERMAIN PIPE	LIN FT	\$22.00					150	\$3,300.00			150	\$3,300.00
22	2611.4A	18" PVC WATERMAIN PIPE	LIN FT	\$67.50					2945	\$198,787.50			2945	\$198,787.50
23	2611.4B	6" GATE VALVE & BOX w/ ADAPTOR	EACH	\$1,500.00					1	\$1,500.00			1	\$1,500.00
24	2611.4B	18" BUTTERFLY VALVE & BOX w/ ADAPTOR	EACH	\$3,600.00					4	\$14,400.00			4	\$14,400.00
25	2611.4E	HYDRANT	EACH	\$3,700.00					3	\$11,100.00			3	\$11,100.00
26	2611.4I	DUCTILE IRON WATERMAIN FITTINGS	POUND	\$4.25					3000	\$12,750.00			3000	\$12,750.00
27	2621.4A	10" PVC SEWER PIPE (SDR 26)	LIN FT	\$33.00							275	\$9,075.00	275	\$9,075.00
28	2621.4B	SANITARY SEWER MANHOLE, MHDOT DESIGN 4007C	EACH	\$2,200.00							1	\$2,200.00	1	\$2,200.00
29	2621.4B1	MANHOLE EXCESS DEPTH	LIN FT	\$160.00							17	\$2,720.00	17	\$2,720.00
30	-	COMPACTION TESTING	EACH	\$70.00					30	\$2,100.00	25	\$1,750.00	55	\$3,850.00
ESTIMATED CONSTRUCTION COST:				\$352,003.25	0.00%	\$0.00	0.00%	\$0.00	81.09%	\$285,422.25	18.91%	\$66,581.00	100.00%	\$352,003.25
CONTINGENCIES (10%):				\$35,200.33						\$28,542.23		\$6,658.10		\$35,200.33
SUBTOTAL:				\$387,203.58						\$313,964.48		\$73,239.10		\$387,203.58
ENGINEERING, ADMINISTRATION, LEGAL, ETC. (25%):				\$96,800.89						\$78,491.12		\$18,309.78		\$96,800.89
ESTIMATED TOTAL:				\$484,004.47						\$392,455.59		\$91,548.88		\$484,004.47

LIFT STATION

ITEM NO.	SPEC. NO.	ITEM DESCRIPTION	UNIT	UNIT PRICE	ROADWAY		STORM SEWER		WATER		SANITARY SEWER		PROJECT TOTAL	
					ESTIMATED QUANTITY	TOTAL COST	ESTIMATED QUANTITY	TOTAL COST						
1	2021.501	MOBILIZATION	LUMP SUM	\$5,000.00							1	\$5,000.00	1	\$5,000.00
2	2101.501	CLEARING	ACRE	\$2,500.00							0.75	\$1,875.00	0.75	\$1,875.00
3	2101.506	GRUBBING	ACRE	\$2,500.00							0.75	\$1,875.00	0.75	\$1,875.00
4	2105.501	COMMON EXCAVATION (P)	CU YD	\$7.00							510	\$3,570.00	510	\$3,570.00
5	2105.601	DEWATERING	LUMP SUM	\$20,000.00							1	\$20,000.00	1	\$20,000.00
6	2118.501	AGGREGATE SURFACING CLASS 5	TON	\$16.50							20	\$330.00	20	\$330.00
7	2123.501	COMMON LABORERS	HOUR	\$65.00							5	\$325.00	5	\$325.00
8	2211.501	AGGREGATE BASE CLASS 5	TON	\$15.50							20	\$310.00	20	\$310.00
9	2360.501	TYPE SP 9.5 WEARING COURSE MIXTURE (2,C)	TON	\$80.00							7	\$560.00	7	\$560.00
10	2503.602	CONNECT TO EXISTING SANITARY SEWER	EACH	\$900.00							1	\$900.00	1	\$900.00
11	2503.603	CLEAN AND VIDEO TAPE PIPE SEWER - MAINLINE	LIN FT	\$2.25							50	\$112.50	50	\$112.50
12	2573.502	SILT FENCE, TYPE MS	LIN FT	\$2.25							500	\$1,125.00	500	\$1,125.00
13	2574.508	FERTILIZER TYPE 1	POUND	\$2.25							300	\$675.00	300	\$675.00
14	2574.525	COMMON TOPSOIL BORROW	CU YD	\$18.00							400	\$7,200.00	400	\$7,200.00
15	2575.501	SEEDING	ACRE	\$300.00							2	\$600.00	2	\$600.00
16	2575.502	SEED MIXTURE 22-111	POUND	\$2.25							40	\$90.00	40	\$90.00
17	2575.502	SEED MIXTURE 25-131	POUND	\$4.50							400	\$1,800.00	400	\$1,800.00
18	2575.511	MULCH MATERIAL TYPE 3	TON	\$400.00							2	\$800.00	2	\$800.00
19	2575.519	DISK ANCHORING	ACRE	\$200.00							1	\$200.00	1	\$200.00
20	2575.523	EROSION CONTROL BLANKETS CATEGORY 3	SQ YD	\$1.75							500	\$875.00	500	\$875.00
21	2575.562	HYDRAULIC MATRIX TYPE MULCH	POUND	\$1.50							2500	\$3,750.00	2500	\$3,750.00
22	2621.4A	10" DIP SEWER PIPE	LIN FT	\$50.00							50	\$2,500.00	50	\$2,500.00
23	2621.4A	6" FORCEMAIN	LINF FT	\$15.00							1360	\$20,400.00	1360	\$20,400.00
24	2621.4A	10" FORCEMAIN	LINF FT	\$25.00							180	\$4,500.00	180	\$4,500.00
25	-	LIFT STATION	LUMP SUM	\$160,000.00							1	\$160,000.00	1	\$160,000.00
26	-	COMPACTION TESTING	EACH	\$70.00							5	\$350.00	5	\$350.00
ESTIMATED CONSTRUCTION COST:				\$239,722.50	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00	100.00%	\$239,722.50	100.00%	\$239,722.50
CONTINGENCIES (10%):				\$23,972.25								\$23,972.25		\$23,972.25
SUBTOTAL:				\$263,694.75								\$263,694.75		\$263,694.75
ENGINEERING, ADMINISTRATION, LEGAL, ETC. (25%):				\$65,923.69								\$65,923.69		\$65,923.69
ESTIMATED TOTAL:				\$329,618.44								\$329,618.44		\$329,618.44

ASSESSMENT CALCULATIONS

ESTIMATED LIFT STATION SERVICE AREA (ACRES):	250		
ESTIMATED COST PER ACRE:	\$1,300.00		
LIFT STATION ASSESSMENTS			
ARNOLD S JOHNSON ENTERPRISES (31 ACRES):	\$40,300.00		\$40,300.00
POTLATCH TRS MINNESOTA LLC (21.2 ACRES):	\$27,560.00		\$27,560.00
BRAINERD LAKES INTEGRATED (ESSENTIA) (4.3 ACRES):	\$5,590.00		\$5,590.00
RESIDENTIAL PROPERTIES (11 TOTAL):	\$4,000.00		\$4,000.00
TOTAL ASSESSABLE COSTS:	\$77,450.00	23.50%	\$77,450.00
TOTAL CITY COSTS:	\$252,168.44	76.50%	\$252,168.44

ISLE DRIVE EXTENSION

ITEM NO.	SPEC. NO.	ITEM DESCRIPTION	UNIT	UNIT PRICE
1	2021.501	MOBILIZATION	LUMP SUM	\$35,000.00
2	2101.501	CLEARING	ACRE	\$2,500.00
3	2101.506	GRUBBING	ACRE	\$2,500.00
4	2104.505	REMOVE BITUMINOUS PAVEMENT	SQ YD	\$1.25
5	2104.513	SAWING BITUMINOUS PAVEMENT (FULL DEPTH)	LIN FT	\$4.00
6	2104.523	SALVAGE SIGN	EACH	\$25.00
7	2105.501	COMMON EXCAVATION (P)	CU YD	\$7.00
8	2105.522	SELECT GRANULAR BORROW	CU YD	\$10.00
9	2105.601	DEWATERING	LUMP SUM	\$60,000.00
10	2123.501	COMMON LABORERS	HOUR	\$65.00
11	2123.610	STREET SWEEPER (WITH PICKUP BROOM)	HOUR	\$130.00
12	2211.901	AGGREGATE BASE CLASS 5	TON	\$15.50
13	2211.903	AGGREGATE BASE (CVI) CLASS 5 (P)	CU YD	\$24.00
14	2360.501	TYPE SP 9.5 WEARING COURSE MIXTURE (2.C)	TON	\$80.00
15	2360.501	TYPE SP 12.5 WEARING COURSE MIXTURE (2.C)	TON	\$66.00
16	2501.515	24" RC PIPE APRON	EACH	\$1,100.00
17	2503.541	12" RC PIPE SEWER DESIGN 3006 CLASS V	LIN FT	\$26.00
18	2503.541	15" RC PIPE SEWER DESIGN 3006 CLASS V	LIN FT	\$27.00
19	2503.541	18" RC PIPE SEWER DESIGN 3006 CLASS III	LIN FT	\$29.00
20	2503.541	24" RC PIPE SEWER DESIGN 3006 CLASS III	LIN FT	\$37.00
21	2503.602	CONNECT TO EXISTING SANITARY SEWER	EACH	\$900.00
22	2503.603	CLEAN AND VIDEO TAPE PIPE SEWER - MAINLINE	LIN FT	\$2.25
23	2504.602	CONNECT TO EXISTING WATERMAIN	EACH	\$900.00
24	2506.501	CONSTRUCT DRAINAGE STRUCTURE	LIN FT	\$375.00
25	2506.516	CASTING ASSEMBLY	EACH	\$660.00
26	2511.501	RANDOM RIPRAP CLASS III	CU YD	\$66.00
27	2531.501	CONCRETE CURB & GUTTER DESIGN B624	LIN FT	\$12.00
28	2531.507	6" CONCRETE DRIVEWAY PAVEMENT	SQ YD	\$41.00
29	2531.507	MEDIAN	SQ YD	\$46.00
30	2531.604	8" CONCRETE VALLEY GUTTER	SQ YD	\$60.00
31	2531.618	TRUNCATED DOMES	SQ FT	\$33.00
32	2563.601	TRAFFIC CONTROL	LUMP SUM	\$2,000.00
33	2564.602	FURNISH TYPE C SIGNS	EACH	\$180.00
34	2565.616	PEDESTRIAN CROSSWALK FLASHER SYSTEM	LUMP SUM	\$10,000.00
35	2573.502	SILT FENCE, TYPE MS	LIN FT	\$2.25
36	2573.530	STORM DRAIN INLET PROTECTION	EACH	\$110.00
37	2573.535	STABILIZED CONSTRUCTION EXIT	LUMP SUM	\$400.00
38	2573.550	EROSION CONTROL SUPERVISOR	LUMP SUM	\$1,500.00
39	2574.508	FERTILIZER TYPE 1	POUND	\$2.25
40	2574.525	COMMON TOPSOIL BORROW	CU YD	\$18.00
41	2575.501	SEEDING	ACRE	\$300.00
42	2575.502	SEED MIXTURE 22-111	POUND	\$2.25
43	2575.502	SEED MIXTURE 25-131	POUND	\$4.50
44	2575.511	MULCH MATERIAL TYPE 3	TON	\$400.00
45	2575.519	DISK ANCHORING	ACRE	\$200.00
46	2575.523	EROSION CONTROL BLANKETS CATEGORY 3	SQ YD	\$1.75
47	2575.562	HYDRAULIC MATRIX TYPE MULCH	POUND	\$1.50
48	2582.501	PAVEMENT MESSAGE	EACH	\$150.00
49	2582.502	4" SOLID LINE WHITE-EPOXY	LIN FT	\$0.35
50	2582.502	8" SOLID LINE WHITE-EPOXY	LIN FT	\$0.70
51	2582.502	12" SOLID LINE YELLOW-EPOXY	LIN FT	\$1.00
52	2582.502	4" DOUBLE SOLID LINE YELLOW-EPOXY	LIN FT	\$0.70
53	2600.4D	INSULATION (4" x 8" x 2" THICK)	SQ YD	\$11.00
54	2611.4A	6" PVC WATERMAIN PIPE	LIN FT	\$22.00
55	2611.4A	8" PVC WATERMAIN PIPE	LIN FT	\$26.00
56	2611.4A	18" PVC WATERMAIN PIPE	LIN FT	\$67.50
57	2611.4B	6" GATE VALVE & BOX w/ ADAPTOR	EACH	\$1,800.00
58	2611.4B	8" GATE VALVE & BOX w/ ADAPTOR	EACH	\$1,900.00
59	2611.4B	18" BUTTERFLY VALVE & BOX w/ ADAPTOR	EACH	\$3,600.00
60	2611.4E	HYDRANT	EACH	\$3,700.00
61	2611.4I	DUCTILE IRON WATERMAIN FITTINGS	POUND	\$4.25
62	2621.4A	8" PVC SEWER PIPE (SDR 26)	LIN FT	\$30.00
63	2621.4A	10" PVC SEWER PIPE (SDR 26)	LIN FT	\$33.00
64	2621.4B	SANITARY SEWER MANHOLE, MnDOT DESIGN 4007C	EACH	\$2,200.00
65	2621.4B1	MANHOLE EXCESS DEPTH	LIN FT	\$160.00
66	-	COMPACTION TESTING	EACH	\$70.00
67	-	STREET LIGHTING SYSTEM	LUMP SUM	\$135,000.00

ROADWAY		STORM SEWER		WATER		SANITARY SEWER		PROJECT TOTAL	
ESTIMATED QUANTITY	TOTAL COST	ESTIMATED QUANTITY	TOTAL COST	ESTIMATED QUANTITY	TOTAL COST	ESTIMATED QUANTITY	TOTAL COST	ESTIMATED QUANTITY	TOTAL COST
0.55	\$19,250.00	0.1	\$3,500.00	0.2	\$7,000.00	0.15	\$5,250.00	1	\$35,000.00
7.6	\$19,000.00	1.6	\$4,000.00					9.2	\$23,000.00
7.6	\$19,000.00	1.6	\$4,000.00					9.2	\$23,000.00
410	\$512.50							410	\$512.50
60	\$240.00							60	\$240.00
4	\$100.00							4	\$100.00
7500	\$52,500.00	3600	\$25,200.00					11100	\$77,700.00
10000	\$100,000.00							10000	\$100,000.00
5	\$325.00	5	\$325.00	5	\$325.00	5	\$325.00	20	\$1,300.00
5	\$650.00	1	\$130.00	1	\$130.00	1	\$130.00	8	\$1,040.00
650	\$10,075.00							650	\$10,075.00
3680	\$88,320.00							3680	\$88,320.00
325	\$26,000.00							325	\$26,000.00
4330	\$285,780.00							4330	\$285,780.00
		2	\$2,200.00					2	\$2,200.00
		240	\$6,240.00					240	\$6,240.00
		930	\$25,110.00					930	\$25,110.00
		600	\$17,400.00					600	\$17,400.00
		160	\$5,920.00					160	\$5,920.00
						1	\$900.00	1	\$900.00
						3450	\$7,762.50	3450	\$7,762.50
				2	\$1,800.00			2	\$1,800.00
		100	\$37,500.00					100	\$37,500.00
		16	\$10,560.00					16	\$10,560.00
		22	\$1,452.00					22	\$1,452.00
6925	\$83,100.00							6925	\$83,100.00
125	\$5,125.00							125	\$5,125.00
120	\$5,520.00							120	\$5,520.00
200	\$12,000.00							200	\$12,000.00
220	\$7,260.00							220	\$7,260.00
0.25	\$500.00	0.25	\$500.00	0.25	\$500.00	0.25	\$500.00	1	\$2,000.00
20	\$3,600.00							20	\$3,600.00
1	\$10,000.00	500	\$1,125.00					1	\$10,000.00
1500	\$3,375.00	16	\$1,760.00					2000	\$4,500.00
								16	\$1,760.00
2	\$800.00							2	\$800.00
0.25	\$375.00	0.25	\$375.00	0.25	\$375.00	0.25	\$375.00	1	\$1,500.00
900	\$2,025.00	300	\$675.00					1200	\$2,700.00
1615	\$29,070.00	515	\$9,270.00					2130	\$38,340.00
6	\$1,800.00	2	\$600.00					8	\$2,400.00
120	\$270.00	40	\$90.00					160	\$360.00
1200	\$5,400.00	400	\$1,800.00					1600	\$7,200.00
6	\$2,400.00	2	\$800.00					8	\$3,200.00
3	\$600.00	1	\$200.00					4	\$800.00
		1000	\$1,750.00					1000	\$1,750.00
7500	\$11,250.00	2500	\$3,750.00					10000	\$15,000.00
52	\$7,800.00							52	\$7,800.00
1000	\$350.00							1000	\$350.00
6385	\$4,469.50							6385	\$4,469.50
1130	\$1,130.00							1130	\$1,130.00
4415	\$3,090.50							4415	\$3,090.50
730	\$8,030.00							730	\$8,030.00
				80	\$1,760.00			80	\$1,760.00
				465	\$12,090.00			465	\$12,090.00
				3510	\$236,925.00			3510	\$236,925.00
				5	\$7,500.00			5	\$7,500.00
				5	\$9,500.00			5	\$9,500.00
				12	\$43,200.00			12	\$43,200.00
				5	\$18,500.00			5	\$18,500.00
				8000	\$34,000.00			8000	\$34,000.00
						1190	\$35,700.00	1190	\$35,700.00
						2405	\$79,365.00	2405	\$79,365.00
						14	\$30,800.00	14	\$30,800.00
						165	\$26,400.00	165	\$26,400.00
20	\$1,400.00			30	\$2,100.00			90	\$6,300.00
1	\$135,000.00							1	\$135,000.00

ESTIMATED CONSTRUCTION COST:	\$1,759,737.00	54.98%	\$967,492.50	9.45%	\$166,232.00	21.35%	\$375,705.00	14.22%	\$250,307.50	100.00%	\$1,759,737.00
CONTINGENCIES (10%):	\$175,973.70		\$96,749.25		\$16,623.20		\$37,570.50		\$25,030.75		\$175,973.70
SUBTOTAL:	\$1,935,710.70		\$1,064,241.75		\$182,855.20		\$413,275.50		\$275,338.25		\$1,935,710.70
ENGINEERING, ADMINISTRATION, LEGAL, ETC. (25%):	\$483,927.68		\$266,060.44		\$45,713.80		\$103,318.88		\$68,834.56		\$483,927.68
PROPERTY ACQUISITION COSTS:	\$237,308.84		\$237,308.84								\$237,308.84
ESTIMATED TOTAL:	\$2,656,947.22		\$1,567,611.03		\$228,569.00		\$516,594.38		\$344,172.81		\$2,656,947.22

ASSESSMENT CALCULATIONS

PROJECT COST:	\$1,567,611.03	\$228,569.00	\$516,594.38	\$344,172.81	\$2,656,947.22
CITY COSTS					
PROPERTY ACQUISITION (NEEDED FOR ACCESS TO RESIDENTIAL PROJECT AREA):	\$74,153.07				\$74,153.07
ROADWAY WIDTH IN EXCESS OF 44':	\$85,455.00				\$85,455.00
TRAIL:	\$86,389.88				\$86,389.88
WATERMAIN OVERSIZING:			\$145,665.00		\$145,665.00
CITY TIF FUNDING FOR MNDOT SEGMENT AND OTHER PROJECT COSTS:	\$280,000.00				\$280,000.00
SUBTOTAL:	\$1,041,613.08	\$228,569.00	\$370,929.38	\$344,172.81	\$1,985,284.27
40% STORMWATER COSTS:		\$91,427.60			\$91,427.60
TOTAL ESTIMATED CITY COSTS:	\$525,997.95	\$91,427.60	\$145,665.00	\$0.00	\$763,090.55
REMAINING ASSESSABLE PROJECT COSTS:	\$1,041,613.08	\$137,141.40	\$370,929.38	\$344,172.81	\$1,893,856.67
ASSESSABLE FOOTAGE:	5347	5347	5347	5347	
ESTIMATED COST PER ASSESSABLE FOOT:	\$194.80	\$25.65	\$69.37	\$64.37	\$354.19

ESTIMATED INDIVIDUAL ASSESSMENT CALCULATIONS

PROPERTY OWNER	ROADWAY		STORM SEWER		WATER		SANITARY SEWER		TOTAL ESTIMATED ASSESSMENT
	ASSESSABLE FOOTAGE	ASSESSMENT	ASSESSABLE FOOTAGE	ASSESSMENT	ASSESSABLE FOOTAGE	ASSESSMENT	ASSESSABLE FOOTAGE	ASSESSMENT	
POTLATCH TRS MINNESOTA:	2600	\$506,488.50	2600	\$66,685.55	2600	\$180,365.88	2600	\$167,355.40	\$920,895.33
BRAINERD LAKES INTEGRATED (ESSENTIA):	2747	\$535,124.58	2747	\$70,455.85	2747	\$190,563.49	2747	\$176,817.41	\$972,961.34
TOTALS:	5347	\$1,041,613.08	5347	\$137,141.40	5347	\$370,929.38	5347	\$344,172.81	\$1,893,856.67

CSAH 48 ROUNDABOUT

ITEM NO.	SPEC. NO.	ITEM DESCRIPTION	UNIT	UNIT PRICE
1	2021.501	MOBILIZATION	LUMP SUM	\$25,000.00
2	2101.501	CLEARING	ACRE	\$2,500.00
3	2101.506	GRUBBING	ACRE	\$2,500.00
4	2104.505	REMOVE BITUMINOUS PAVEMENT	SQ YD	\$1.25
5	2104.509	REMOVE SIGN TYPE C	EACH	\$25.00
6	2104.513	SAWING BITUMINOUS PAVEMENT (FULL DEPTH)	LIN FT	\$4.00
7	2105.501	COMMON EXCAVATION	CU YD	\$7.00
8	2105.507	SUBGRADE EXCAVATION	CU YD	\$8.00
9	2105.522	SELECT GRANULAR BORROW	CU YD	\$10.00
10	2211.503	AGGREGATE BASE (CV) CLASS 5	CU YD	\$24.00
11	2301.503	CONCRETE PAVEMENT IRREGULAR WIDTH 7.0'	SQ YD	\$41.00
12	2301.511	STRUCTURAL CONCRETE	CU YD	\$155.00
13	2360.501	TYPE SP 12.5 WEARING COURSE MIXTURE (3.C)	TON	\$66.00
14	2503.541	15" RC PIPE SEWER DESIGN 3006	LIN FT	\$27.00
15	2503.541	18" RC PIPE SEWER DESIGN 3006	LIN FT	\$29.00
16	2506.501	CONSTRUCT DRAINAGE STRUCTURE	LIN FT	\$375.00
17	2521.501	WALKTRAIL	SQ FT	\$2.50
18	2531.501	CONCRETE CURB & GUTTER DESIGN B612	LIN FT	\$11.00
19	2531.501	CONCRETE CURB & GUTTER DESIGN B624	LIN FT	\$12.00
20	2531.501	CONCRETE CURB & GUTTER DESIGN S524	LIN FT	\$18.00
21	2531.618	TRUNCATED DOMES	SF	\$33.00
22	2563.601	TRAFFIC CONTROL	LUMP SUM	\$15,000.00
23	2564.531	SIGN PANELS TYPE C	SQ FT	\$30.00

COUNTY		CITY	
ESTIMATED QUANTITY	TOTAL COST	ESTIMATED QUANTITY	TOTAL COST
0.5	\$12,500.00	0.5	\$12,500.00
		3.5	\$8,750.00
		3.5	\$8,750.00
10000	\$12,500.00		
8	\$200.00	4	\$100.00
100	\$400.00	40	\$160.00
2500	\$17,500.00	4000	\$28,000.00
4000	\$32,000.00	2900	\$23,200.00
4000	\$40,000.00	2500	\$25,000.00
2750	\$66,000.00	2660	\$63,840.00
430	\$17,630.00		
85	\$13,175.00		
3850	\$254,100.00	3400	\$224,400.00
150	\$4,050.00	250	\$6,750.00
50	\$1,450.00	60	\$1,740.00
40	\$15,000.00	80	\$30,000.00
260	\$2,860.00	25000	\$62,500.00
2000	\$24,000.00	5500	\$66,000.00
340	\$6,120.00		
		80	\$2,640.00
0.5	\$7,500.00	0.5	\$7,500.00
200	\$6,000.00	150	\$4,500.00

PROJECT TOTAL	
ESTIMATED QUANTITY	TOTAL COST
1	\$25,000.00
3.5	\$8,750.00
3.5	\$8,750.00
10000	\$12,500.00
12	\$300.00
140	\$560.00
6500	\$45,500.00
6900	\$55,200.00
6500	\$65,000.00
5410	\$129,840.00
430	\$17,630.00
85	\$13,175.00
7250	\$478,500.00
400	\$10,800.00
110	\$3,190.00
120	\$45,000.00
25000	\$62,500.00
260	\$2,860.00
7500	\$90,000.00
340	\$6,120.00
80	\$2,640.00
1	\$15,000.00
350	\$10,500.00

SUBTOTAL:	\$1,109,315.00	48.05%	\$532,985.00	51.95%	\$576,330.00	100.00%	\$1,109,315.00
STRIPING / SIGNING:	\$10,000.00		\$5,000.00		\$5,000.00		\$10,000.00
TURF:	\$10,000.00		\$5,000.00		\$5,000.00		\$10,000.00
SUBTOTAL:	\$1,129,315.00		\$542,985.00		\$586,330.00		\$1,129,315.00
CONTINGENCIES (10%):	\$112,931.50		\$54,298.50		\$58,633.00		\$112,931.50
ESTIMATED CONSTRUCTION COST:	\$1,242,246.50		\$597,283.50		\$644,963.00		\$1,242,246.50
INDIRECT COST (35%):	\$434,786.28						\$0.00
COUNTY PORTION (CAP AT 18%):			\$107,511.03				\$107,511.03
CITY SHARE:					\$327,275.25		\$327,275.25
STREET LIGHTING SYSTEM:	\$50,000.00		\$25,000.00		\$25,000.00		\$50,000.00
PROPERTY ACQUISITION:	\$21,124.73				\$21,124.73		\$21,124.73
ESTIMATED TOTAL:	\$1,748,157.51	41.75%	\$729,794.53		\$1,018,362.98		\$1,748,157.51

ASSESSMENT CALCULATIONS

PROJECT COST:	\$1,748,157.51
COUNTY COSTS:	\$729,794.53
CITY TIF FUNDING (\$478,576.25) AND OTHER PROJECT COSTS (\$20,000):	28.52% \$498,576.25
REMAINING ASSESSABLE PROJEC COSTS:	29.73% \$519,786.73

ESTIMATED SERVICE AREA:	161.85
ESTIMATED COST PER ACRE:	\$3,211.53

ROUNDABOUT ASSESSMENTS	AREA	ASSESSMENT
ADJACENT IMPACTED PROPERTIES		
ARNOLD S JOHNSON ENTERPRISES:	31.00	\$99,557.54
CROW WING POWER:	2.77	\$8,895.95
POTLATCH TRS MINNESOTA LLC:	21.20	\$68,084.51
BRainerd LAKES INTEGRATED (ESSENTIA):	18.07	\$58,032.41
NORTH ON ISLE DRIVE		
BRainerd LAKES INTEGRATED (ESSENTIA BAXTER CLINIC):	8.28	\$26,591.50
O'DONNELL:	1.50	\$4,817.30
BRainerd LAKES SURGERY CENTER LLC:	3.03	\$9,730.95
ISLE DRIVE, LLC:	1.66	\$5,331.15
BDS INVESTMENT LLC (MCDERMOTT):	0.88	\$2,826.15
CROSBY CARDIOVASULAR SERVICES LLC:	9.73	\$31,248.22
WAL-MART STORES, INC.:	22.30	\$71,617.20
CROSBY CARDIOVASULAR SERVICES LLC:	3.31	\$10,630.18
MID MINNESOTA FEDERAL CREDIT UNION:	3.25	\$10,437.48
BRainerd SAVINGS AND LOAN:	2.07	\$6,647.87
SOUTH ON IRONWOOD DRIVE		
POTLATCH TRS MINNESOTA LLC:	15.36	\$49,329.16
POTLATCH TRS MINNESOTA LLC:	17.44	\$56,009.15
CITY OF BAXTER (Included in City Contribution Above):	0.00	\$0.00
	<u>161.85</u>	<u>\$519,786.73</u>

RESIDENTIAL PROJECT AREA

ROADWAY

STORM SEWER

WATER

SANITARY SEWER

PROJECT TOTAL

ITEM NO.	SPEC. NO.	ITEM DESCRIPTION	UNIT	UNIT PRICE	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	\$6,500.00					0.3	\$1,950.00	0.3	\$1,950.00	1	\$6,500.00
2	2101.501	CLEARING	ACRE	\$2,500.00	2	\$5,000.00							2	\$5,000.00
3	2101.502	CLEARING	TREE	\$200.00	20	\$4,000.00							20	\$4,000.00
4	2101.506	GRUBBING	ACRE	\$2,500.00	2	\$5,000.00							2	\$5,000.00
5	2101.507	GRUBBING	TREE	\$200.00	20	\$4,000.00							20	\$4,000.00
6	2104.501	REMOVE PIPE CULVERTS	LIN FT	\$5.00	70	\$350.00							70	\$350.00
7	2104.505	REMOVE BITUMINOUS PAVEMENT	SQ YD	\$1.25	525	\$656.25							525	\$656.25
8	2104.513	SAWING BITUMINOUS PAVEMENT (FULL DEPTH)	LIN FT	\$4.00	80	\$320.00							80	\$320.00
9	2104.523	SALVAGE SIGN	EACH	\$25.00	10	\$250.00							10	\$250.00
10	2105.501	COMMON EXCAVATION (P)	CU YD	\$7.00	1530	\$10,710.00							1530	\$10,710.00
11	2105.601	DEWATERING	LUMP SUM	\$10,000.00							1	\$10,000.00	1	\$10,000.00
12	2116.501	AGGREGATE SURFACING CLASS 5	TON	\$16.50	245	\$4,042.50							245	\$4,042.50
13	2123.501	COMMON LABORERS	hour	\$65.00	5	\$325.00			5	\$325.00	5	\$325.00	15	\$975.00
14	2123.610	STREET SWEEPER (WITH PICKUP BROOM)	hour	\$130.00	2	\$260.00							2	\$260.00
15	2211.501	AGGREGATE BASE CLASS 5	TON	\$15.50	400	\$6,200.00							400	\$6,200.00
16	2211.503	AGGREGATE BASE (CVI CLASS 5 (P)	CU YD	\$24.00	315	\$7,560.00							315	\$7,560.00
17	2360.501	TYPE SP 9.5 WEARING COURSE MIXTURE (2.C)	TON	\$80.00	210	\$16,800.00							210	\$16,800.00
18	2360.501	TYPE SP 12.5 WEARING COURSE MIXTURE (2.C)	TON	\$66.00	435	\$28,710.00							435	\$28,710.00
19	2503.603	CLEAN AND VIDEO TAPE PIPE SEWER - MAINLINE	LIN FT	\$2.25							1350	\$3,037.50	1350	\$3,037.50
20	2503.603	CLEAN AND VIDEO TAPE PIPE SEWER - SERVICE	LIN FT	\$2.25							920	\$2,070.00	920	\$2,070.00
21	2540.602	MAIL BOX SUPPORT	EACH	\$110.00	8	\$880.00							8	\$880.00
22	2540.602	TEMPORARY POSTAL SERVICE	EACH	\$12.00	8	\$96.00							8	\$96.00
23	2563.601	TRAFFIC CONTROL	LUMP SUM	\$750.00	0.34	\$255.00			0.33	\$247.50	0.33	\$247.50	1	\$750.00
24	2564.602	INSTALL SIGN	EACH	\$30.00	8	\$240.00							8	\$240.00
25	2564.602	FURNISH TYPE C SIGNS	EACH	\$180.00	4	\$720.00							4	\$720.00
26	2573.502	SILT FENCE, TYPE MS	LIN FT	\$2.25	100	\$225.00			100	\$225.00	100	\$225.00	300	\$675.00
27	2573.535	STABILIZED CONSTRUCTION EXIT	LUMP SUM	\$400.00	0.34	\$136.00			0.33	\$132.00	0.33	\$132.00	1	\$400.00
28	2573.550	EROSION CONTROL SUPERVISOR	LUMP SUM	\$500.00	0.34	\$170.00			0.33	\$165.00	0.33	\$165.00	1	\$500.00
29	2574.508	FERTILIZER TYPE 1	POUND	\$2.25	600	\$1,350.00							600	\$1,350.00
30	2574.525	COMMON TOPSOIL BORROW	CU YD	\$18.00	1035	\$18,630.00							1035	\$18,630.00
31	2575.501	SEEDING	ACRE	\$300.00	4	\$1,200.00							4	\$1,200.00
32	2575.502	SEED MIXTURE 22-111	POUND	\$2.25	80	\$180.00							80	\$180.00
33	2575.502	SEED MIXTURE 25-131	POUND	\$4.50	800	\$3,600.00							800	\$3,600.00
34	2575.511	MULCH MATERIAL TYPE 3	TON	\$400.00	4	\$1,600.00							4	\$1,600.00
35	2575.519	DISK ANCHORING	ACRE	\$200.00	2	\$400.00							2	\$400.00
36	2575.523	EROSION CONTROL BLANKETS CATEGORY 3	SQ YD	\$1.75	400	\$700.00							400	\$700.00
37	2575.562	HYDRAULIC MATRIX TYPE MULCH	POUND	\$1.50	5000	\$7,500.00							5000	\$7,500.00
38	2582.502	4" BROKEN LINE YELLOW-EPOXY	LIN FT	\$0.30	110	\$33.00							110	\$33.00
39	2582.502	4" DOUBLE SOLID LINE YELLOW-EPOXY	LIN FT	\$0.70	200	\$140.00							200	\$140.00
40	2611.4A	6" PVC WATERMAIN PIPE	LIN FT	\$22.00					300	\$6,600.00			300	\$6,600.00
41	2611.4A	8" PVC WATERMAIN PIPE	LIN FT	\$26.00					1120	\$29,120.00			1120	\$29,120.00
42	2611.4A	1" POLYETHYLENE SERVICE PIPE	LIN FT	\$16.50					720	\$11,880.00			720	\$11,880.00
43	2611.4B	6" GATE VALVE & BOX w/ ADAPTOR	EACH	\$1,500.00					3	\$4,500.00			3	\$4,500.00
44	2611.4B	8" GATE VALVE & BOX w/ ADAPTOR	EACH	\$1,900.00					3	\$5,700.00			3	\$5,700.00
45	2611.4C	1" CORPORATION STOP & SADDLE	EACH	\$275.00					8	\$2,200.00			8	\$2,200.00
46	2611.4D	1" CURB STOP & BOX	EACH	\$325.00					8	\$2,600.00			8	\$2,600.00
47	2611.4E	HYDRANT	EACH	\$3,700.00					2	\$7,400.00			2	\$7,400.00
48	2611.4I	DUCTILE IRON WATERMAIN FITTINGS	POUND	\$4.25					1400	\$5,950.00			1400	\$5,950.00
49	2621.4A	8" PVC SEWER PIPE (SDR 26)	LIN FT	\$30.00							1330	\$39,900.00	1330	\$39,900.00
50	2621.4A	8" DIP SEWER PIPE	LIN FT	\$40.00							20	\$800.00	20	\$800.00
51	2621.4B	SANITARY SEWER MANHOLE, MnDOT DESIGN 4007C	EACH	\$2,200.00							5	\$11,000.00	5	\$11,000.00
52	2621.4B1	MANHOLE EXCESS DEPTH	LIN FT	\$160.00							48.5	\$7,760.00	48.5	\$7,760.00
53	2621.4D	8" OUTSIDE DROP CONNECTION	LIN FT	\$275.00							11.5	\$3,162.50	11.5	\$3,162.50
54	2621.4F	4" PVC SERVICE PIPE (SCH 40)	LIN FT	\$19.00							1000	\$19,000.00	1000	\$19,000.00
55	2621.4G	8" X 4" PVC WYE	EACH	\$175.00							7	\$1,225.00	7	\$1,225.00
56	2621.4G	10" X 4" PVC WYE	EACH	\$275.00							1	\$275.00	1	\$275.00
57	-	COMPACTION TESTING	EACH	\$70.00					15	\$1,050.00			15	\$1,050.00
58	-	TREES		\$250.00	32	\$8,000.00							32	\$8,000.00

ESTIMATED CONSTRUCTION COST:	\$325,557.75	43.98%	\$143,188.75	0.00%	\$0.00	24.59%	\$80,044.50	31.43%	\$102,324.50	100.00%	\$325,557.75
CONTINGENCIES (10%):	\$32,555.78		\$14,318.88				\$8,004.45		\$10,232.45		\$32,555.78
SUBTOTAL:	\$358,113.53		\$157,507.63				\$88,048.95		\$112,556.95		\$358,113.53
ENGINEERING, ADMINISTRATION, LEGAL, ETC. (25%):	\$89,528.38		\$39,376.91				\$22,012.24		\$28,139.24		\$89,528.38
PROPERTY ACQUISITION COSTS:	\$16,900.00		\$16,900.00								\$16,900.00
ESTIMATED TOTAL:	\$464,541.91		\$213,784.53				\$110,061.19		\$140,696.19		\$464,541.91

ASSESSMENT CALCULATIONS

CITY COSTS											
PROPERTY ACQUISITION:			\$16,900.00								\$16,900.00
FRONTAGE ROAD CONTRIBUTION (50% OF ROADWAY COSTS):			\$45,816.98								\$45,816.98
SANITARY SEWER AND WATER ACROSS POTLATCH PROPERTY:							\$32,064.86		\$35,392.61		\$67,457.48
DEWATERING									\$6,000.00		\$6,000.00
60% DEWATERING COSTS:									\$6,000.00		\$6,000.00
20% UTILITIES COST:									\$20,464.90		\$20,464.90
EXCESS PIPE DEPTH:									\$3,876.00		\$3,876.00
SUBTOTAL:			\$151,067.56				\$77,996.33		\$96,427.58		\$324,491.46
25% OF REMAINING UTILITY COSTS:							\$19,499.08		\$23,856.89		\$43,355.98
40% OF REMAINING ROADWAY COSTS:			\$60,427.02								\$60,427.02
TOTAL ESTIMATED CITY COSTS:			\$123,144.00				\$51,563.94		\$69,125.51	52.49%	\$243,833.45
ASSESSABLE PROJECT COSTS:			\$90,640.53				\$58,497.24		\$71,570.68	47.51%	\$220,708.46
NUMBER OF ASSESSABLE LOTS:			9				9		9		9
COST PER ASSESSABLE LOT:			\$10,071.17				\$6,499.69		\$7,952.30		\$24,523.16
WAC:							\$600.00				
SAC:									\$600.00		
LIFT STATION FEE:									\$500.00		
TOTAL COST PER ASSESSABLE LOT:			\$10,071.17				\$7,099.69		\$9,052.30		\$26,223.16

CSAH 48 TURN LANES

ITEM NO.	SPEC. NO.	ITEM DESCRIPTION	UNIT	UNIT PRICE
1	2021.501	MOBILIZATION	LUMP SUM	\$1,000.00
2	2101.501	CLEARING	ACRE	\$2,500.00
3	2101.506	GRUBBING	ACRE	\$2,500.00
4	2105.522	SELECT GRANULAR BORROW	CU YD	\$10.00
5	2211.503	AGGREGATE BASE (CVI CLASS 5 (P))	CU YD	\$24.00
6	2360.501	TYPE SP 12.5 WEARING COURSE MIXTURE (2.C)	TON	\$66.00
7	2531.501	CONCRETE CURB & GUTTER DESIGN B624	LIN FT	\$12.00
8	2564.602	FURNISH TYPE C SIGNS	EACH	\$180.00
9	2574.508	FERTILIZER TYPE 1	POUND	\$2.25
10	2574.525	COMMON TOPSOIL BORROW	CU YD	\$18.00
11	2575.501	SEEDING	ACRE	\$300.00
12	2575.502	SEED MIXTURE 22-111	POUND	\$2.25
13	2575.502	SEED MIXTURE 25-131	POUND	\$4.50
14	2575.511	MULCH MATERIAL TYPE 3	TON	\$400.00
15	2575.519	DISK ANCHORING	ACRE	\$200.00
16	2582.501	PAVEMENT MESSAGE	EACH	\$150.00
17	2582.502	4" SOLID LINE WHITE-EPOXY	LIN FT	\$0.35
18	-	COMPACTION TESTING	EACH	\$70.00

COUNTY		CITY	
ESTIMATED QUANTITY	TOTAL COST	ESTIMATED QUANTITY	TOTAL COST
0.5	\$500.00	0.5	\$500.00
0.075	\$187.50	0.075	\$187.50
0.075	\$187.50	0.075	\$187.50
550	\$5,500.00	550	\$5,500.00
125	\$3,000.00	125	\$3,000.00
150	\$9,900.00	150	\$9,900.00
20	\$240.00	20	\$240.00
2	\$360.00	2	\$360.00
15	\$33.75	15	\$33.75
20	\$360.00	20	\$360.00
0.1	\$30.00	0.1	\$30.00
2	\$90.00	2	\$90.00
20	\$400.00	20	\$80.00
0.1	\$40.00	0.1	\$40.00
0.05	\$10.00	0.05	\$10.00
2	\$300.00	2	\$300.00
610	\$213.50	610	\$213.50
1	\$70.00	1	\$70.00

PROJECT TOTAL	
ESTIMATED QUANTITY	TOTAL COST
1	\$1,000.00
0.15	\$375.00
0.15	\$375.00
1100	\$11,000.00
250	\$6,000.00
300	\$19,800.00
40	\$480.00
4	\$720.00
30	\$67.50
40	\$720.00
0.2	\$60.00
4	\$90.00
40	\$180.00
0.2	\$80.00
0.1	\$20.00
4	\$600.00
1220	\$427.00
2	\$140.00

ESTIMATED CONSTRUCTION COST:	\$42,053.50
CONTINGENCIES (10%):	\$4,205.35
SUBTOTAL:	\$46,258.85
ENGINEERING, ADMINISTRATION, LEGAL, ETC. (25%):	\$11,564.71
COUNTY PORTION (CAP AT 18%):	
CITY SHARE:	
ESTIMATED TOTAL:	\$57,823.56

50.00%	\$21,026.75	50.00%	\$21,026.75
	\$2,102.68		\$2,102.68
	\$23,129.43		\$23,129.43
	\$4,163.30		\$4,163.30
			\$7,401.42
	\$27,292.72		\$30,530.84

100.00%	\$42,053.50
	\$4,205.35
	\$46,258.85
	\$4,163.30
	\$7,401.42
	\$57,823.56

ASSESSMENT CALCULATIONS

POTLATCH TRS MINNESOTA :	26.40%	\$15,265.42
ARNOLD S JOHNSON ENTERPRISES:	26.40%	\$15,265.42
COUNTY PROJECT COSTS:	47.20%	\$27,292.72

MNDOT MEDIAN ENTRANCE CLOSURE

ITEM NO.	SPEC. NO.	ITEM DESCRIPTION	UNIT	UNIT PRICE
1	2021.501	MOBILIZATION	LUMP SUM	\$100.00
2	2104.505	REMOVE BITUMINOUS PAVEMENT	SQ YD	\$1.25
3	2104.513	SAWING BITUMINOUS PAVEMENT (FULL DEPTH)	LIN FT	\$4.00
4	2531.503	CONCRETE MEDIAN	SQ YD	\$46.00

COUNTY		CITY	
ESTIMATED QUANTITY	TOTAL COST	ESTIMATED QUANTITY	TOTAL COST
1	\$100.00		
42	\$52.50		
120	\$480.00		
42	\$1,932.00		

PROJECT TOTAL	
ESTIMATED QUANTITY	TOTAL COST
1	\$100.00
42	\$52.50
120	\$480.00
42	\$1,932.00

SUBTOTAL:	\$2,564.50
CONTINGENCIES (10%):	\$256.45
ESTIMATED CONSTRUCTION COST:	\$2,820.95
ENGINEERING, ADMINISTRATION, LEGAL, ETC. (18%):	\$507.77
ESTIMATED TOTAL:	\$3,328.72

100.00%	\$2,564.50	0.00%	\$0.00
	\$256.45		
	\$2,820.95		
	\$507.77		
	\$3,328.72		

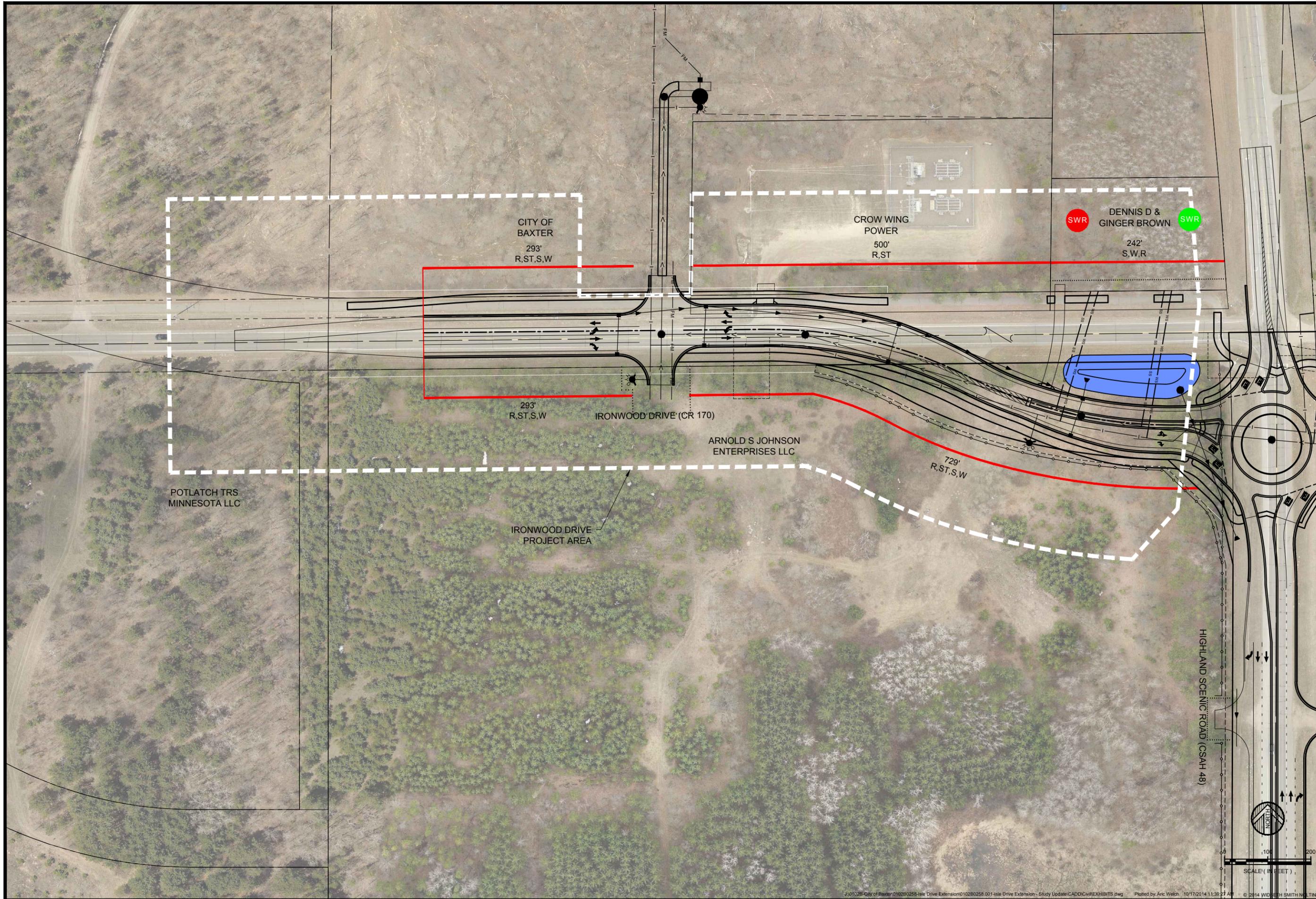
100.00%	\$2,564.50
	\$256.45
	\$2,820.95
	\$507.77
	\$3,328.72

PROJECT COST ALLOCATION SUMMARY

	TOTAL	ASSESSED	CITY	COUNTY
IRONWOOD DRIVE:	\$ 1,067,584.26	\$ 464,121.63	\$ 603,462.64	
CITY PROPERTY:	\$ 484,004.47		\$ 484,004.47	
LIFT STATION:	\$ 329,618.44	\$ 77,450.00	\$ 252,168.44	
ISLE DRIVE EXTENSION:	\$ 2,656,947.22	\$ 1,893,856.67	\$ 763,090.55	
CSAH 48 ROUNDABOUT:	\$ 1,748,157.51	\$ 519,786.73	\$ 498,576.25	\$ 729,794.53
RESIDENTIAL PROJECT AREA (SOUTH):	\$ 464,541.91	\$ 220,708.46	\$ 243,833.45	
CSAH 48 TURN LANES:	\$ 57,823.56	\$ 30,530.84		\$ 27,292.72
MNDOT MEDIAN ENTRANCE CLOSURE:	\$ 3,328.72			\$ 3,328.72
TOTAL PROJECT COST:	\$ 6,812,006.08	\$ 3,206,454.32	\$ 2,845,135.78	\$ 760,415.97
		47.07%	41.77%	11.16%

ASSESSMENT SUMMARY

	IRONWOOD DRIVE	LIFT STATION	ISLE DRIVE	CSAH 48 ROUNDABOUT	RESIDENTIAL SOUTH	CSAH 48 TURN LANE	TOTAL	RESIDENTIAL SAC	RESIDENTIAL WAC	RESIDENTIAL TOTAL
ADJACENT IMPACTED PROPERTIES										
ARNOLD S JOHNSON ENTERPRISES:	\$324,740.49	\$40,300.00		\$99,557.54		\$15,265.42	\$479,863.45			
CROW WING POWER:	\$90,334.82			\$8,895.95			\$99,230.77			
POTLATCH TRS MINNESOTA LLC:		\$27,560.00	\$920,895.33	\$68,084.51		\$15,265.42	\$1,031,805.27			
BRAINERD LAKES INTEGRATED (ESSENTIA):		\$5,590.00	\$972,961.34	\$58,032.41			\$1,036,583.75			
BROWN:	\$49,046.32						\$49,046.32			
RESIDENTIAL SOUTH										
CHELEHMALZADEH:		\$500.00			\$24,523.16		\$25,023.16	\$600.00	\$600.00	\$26,223.16
OWEN:		\$500.00			\$24,523.16		\$25,023.16	\$600.00	\$600.00	\$26,223.16
ADAMS:		\$500.00			\$24,523.16		\$25,023.16	\$600.00	\$600.00	\$26,223.16
BRENNY:		\$500.00			\$24,523.16		\$25,023.16	\$600.00	\$600.00	\$26,223.16
MCALLISTER:		\$500.00			\$24,523.16		\$25,023.16	\$600.00	\$600.00	\$26,223.16
KARNITZ:		\$500.00			\$24,523.16		\$25,023.16	\$600.00	\$600.00	\$26,223.16
HADLAND:		\$500.00			\$49,046.32		\$49,546.32	\$600.00	\$600.00	\$50,746.32
BOOS:		\$500.00			\$24,523.16		\$25,023.16	\$600.00	\$600.00	\$26,223.16
NORTH ON ISLE DRIVE										
BRAINERD LAKES INTEGRATED (ESSENTIA BAXTER CLINIC):				\$26,591.50			\$26,591.50			
O'DONNELL				\$4,817.30			\$4,817.30			
BRAINERD LAKES SURGERY CENTER LLC:				\$9,730.95			\$9,730.95			
ISLE DRIVE, LLC:				\$5,331.15			\$5,331.15			
BDS INVESTMENT LLC (MCDERMOTT):				\$2,826.15			\$2,826.15			
CROSBY CARDIOVASCULAR SERVICES LLC:				\$31,248.22			\$31,248.22			
WAL-MART STORES, INC.:				\$71,617.20			\$71,617.20			
CROSBY CARDIOVASCULAR SERVICES LLC:				\$10,630.18			\$10,630.18			
MID MINNESOTA FEDERAL CREDIT UNION:				\$10,437.48			\$10,437.48			
BRAINERD SAVINGS AND LOAN:				\$6,647.87			\$6,647.87			
SOUTH ON IRONWOOD DRIVE										
POTLATCH TRS MINNESOTA LLC:				\$49,329.16			\$49,329.16			
POTLATCH TRS MINNESOTA LLC:				\$56,009.15			\$56,009.15			
CITY OF BAXTER:				\$0.00			\$0.00			
TOTALS	\$464,121.63	\$77,450.00	\$1,893,856.67	\$519,786.73	\$220,708.46	\$30,530.84	\$3,206,454.32	\$4,800.00	\$4,800.00	\$234,308.46



POTLATCH TRS
MINNESOTA LLC

IRONWOOD DRIVE
PROJECT AREA

CITY OF
BAXTER
293'
R,ST,S,W

293'
R,ST,S,W

IRONWOOD DRIVE (CR 170)

ARNOLD S JOHNSON
ENTERPRISES LLC

CROW WING
POWER
500'
R,ST

729'
R,ST,S,W

DENNIS D &
GINGER BROWN
242'
S,W,R

HIGHLAND SCENIC ROAD (CSAH 48)



SCALE (IN FEET)
100 200

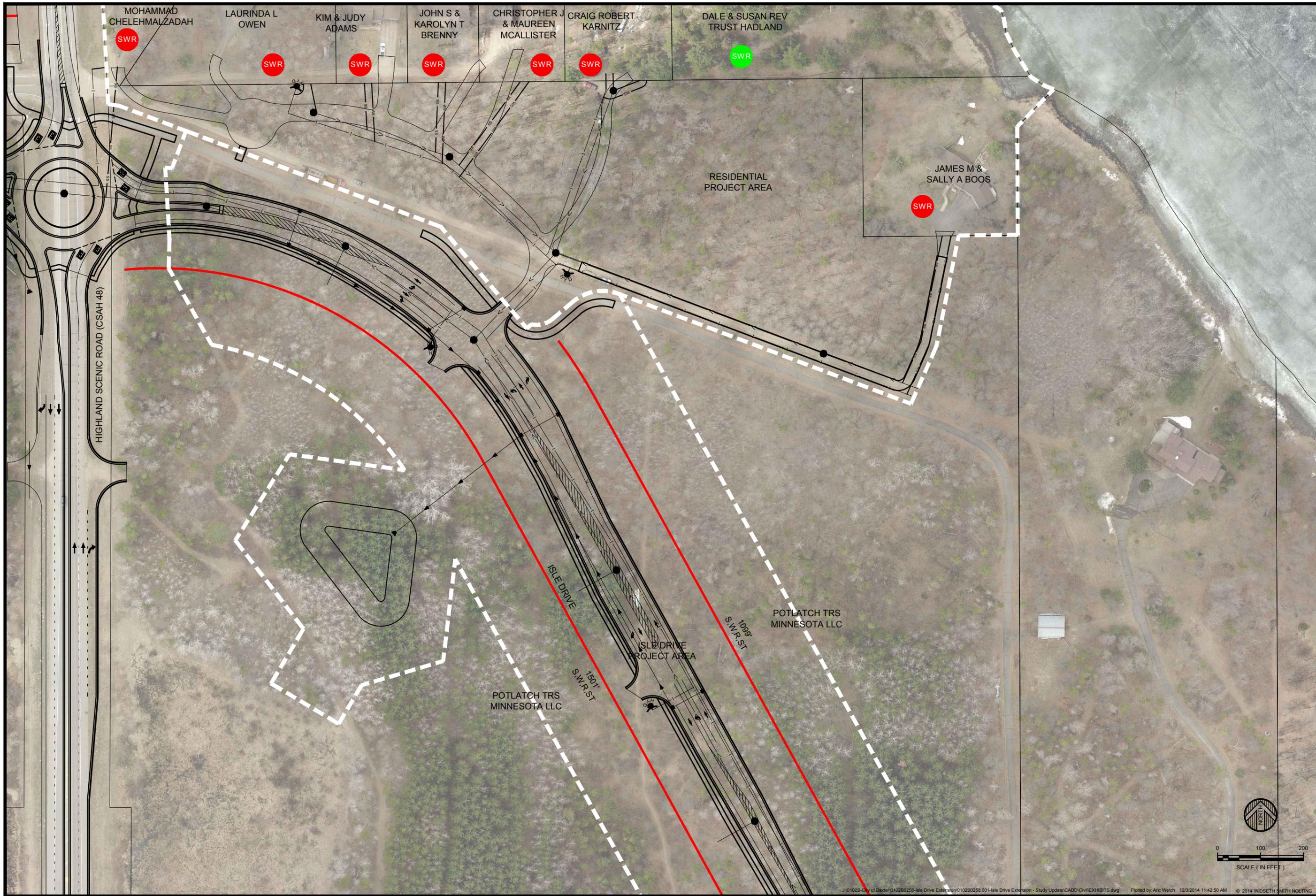


DATE	REV	DESCRIPTION	BY

DATE: SEP. 2014	AS SHOWN
SCALE: J.A.S.	J.A.S.
DRAWN BY: A.L.W.	A.L.W.
CHECKED BY:	
JOB NUMBER: 0102B0258.001	

SOUTH ISLE DRIVE EXTENSION IMPROVEMENTS
CITY OF BAXTER
BAXTER, MINNESOTA
ASSESSMENT EXHIBIT

SHEET NO.

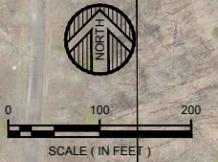


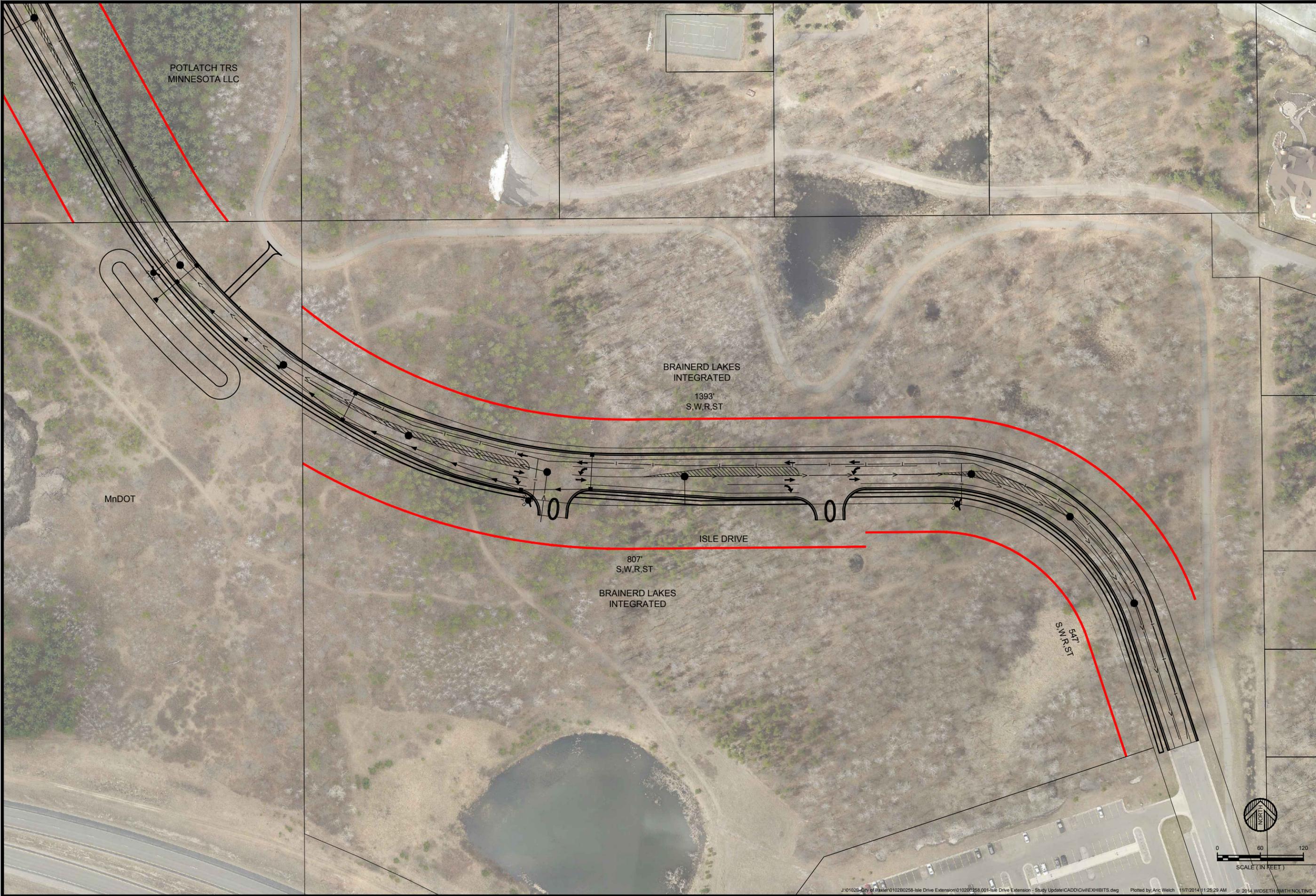
DATE	REV#	REVISIONS DESCRIPTION	BY

DATE: SEP. 2014
 SCALE: AS SHOWN
 DRAWN BY: J.A.S.
 CHECKED BY: A.L.W.
 JOB NUMBER: 010280258.001

SOUTH ISLE DRIVE EXTENSION IMPROVEMENTS
 CITY OF BAXTER
 BAXTER, MINNESOTA
ASSESSMENT EXHIBIT

SHEET NO.





DATE	REV#	REVISIONS DESCRIPTION	BY

DATE: SEP. 2014	SCALE: AS SHOWN	DRAWN BY: J.A.S.	CHECKED BY: A.L.W.	JOB NUMBER: 0102B0258.001
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SOUTH ISLE DRIVE EXTENSION IMPROVEMENTS
 CITY OF BAXTER
 BAXTER, MINNESOTA
ASSESSMENT EXHIBIT

City of Baxter

Assessment Policy For Public Initiated Improvements

Adopted by City Council: February 24, 2006
Revised by City Council: April 1, 2014, May 6, 2014 and May 20, 2014



ASSESSMENT POLICY STATEMENT

Table of Contents

	<u>Page</u>
Section I. General Policy Statement.....	3-4
Section II. Methods of Assessment	5-14
Section III. Improvement Type Application	15-18
Section IV. Assessment Conditions.....	19-23
Section V. Supplemental Assessment Policy Guidelines	24-27
Section VI. Definitions	28-30

City of Baxter

ASSESSMENT POLICY STATEMENT FOR PUBLIC INITIATED IMPROVEMENTS

SECTION I - General Policy Statement

The purpose of this assessment policy is to determine a fair and equitable manner of recovering and distributing the cost of Public Improvements. The procedures used by the City of Baxter for levying special assessments are those specified by Minnesota Statutes, Chapter 429, which provide that all or a part of the cost of Public Improvements may be assessed against benefiting properties.

While establishing the authority by which communities may proceed to construct public facility projects, the statutes provide no guide as to how costs are to be apportioned. Therefore, it is the responsibility of the local legislative body to establish a fair and reasonable method by which properties will be assessed.

Three (3) basic criteria must be satisfied before a particular parcel can be validly assessed. They are:

- A. The land must have received special benefit from the Public Improvement.
- B. The amount of the assessment must not exceed the special benefit.
- C. The assessment must be uniform in relation to the same class of property within the assessment area.

The test for determining the validity of a special assessment is whether the Public Improvement for which the assessment was levied has increased the market value of the property against which the assessment operates in at least the amount of the assessment. It is important to recognize that the actual cost of extending an improvement past a particular parcel is not the determining factor in determining the amount to be assessed. However, in most cases the method for determining the value of the benefit received by the Public Improvement, and therefore the amount to be assessed, shall be the cost of providing the Public Improvement, as long as the cost does not exceed the increase in market value of the property being assessed. The entire project shall be considered as a whole for the purpose of calculating and computing an assessment rate. In the event City staff has doubt as to whether or not the costs of the project may exceed the special benefits to the property, the City Council may obtain such appraisals as may be necessary to support the proposed assessment.

The project cost may include, but are not limited to the following:

- A. Construction costs
- B. Engineering Fees
- C. Administrative Fees
- D. Right-of-Way Acquisition/Condemnation Costs
- E. Legal Fees
- F. Capitalized Interest
- G. Bonding Costs
- H. Signage
- I. Lighting
- J. Water Availability Charges (WAC) fees
- K. Sewer Availability Charges (SAC) fees
- L. Lift Station Fees

Initiation of Public Improvement projects can be undertaken by any of the three (3) following ways:

- A. ***Direct Action of the City Council*** - The City Council may decide a Public Improvement is necessary or desirable for the community.
- B. ***Property Owner Petition*** - The City Council may decide on a Public Improvement after receiving a petition for said Public Improvement by the owners of not less than seventy-five percent (75%) in frontage of the real property abutting on the streets named in the petition as the location of the Public Improvement. In addition, all owners (100%) of real property abutting upon any street (or site) named as the location of any Public Improvement may petition the City Council to construct the Public Improvement and to assess the entire cost against their property. In the latter case, the City Council may, without a public hearing, adopt a resolution determining such fact and ordering the Public Improvement.
- C. ***Property Owner or Developer Request*** - A property owner or developer who is the owner of all the property within the proposed project area may petition the City Council to construct the Public Improvement and to assess the entire cost against the Property Owner or Developer's property pursuant to Minnesota Statutes Chapter 429. The City must be notified of all Property Owner or Developer Requested projects prior to December 1 for consideration during the following year construction season. In such event, the City may, without a public hearing, adopt a resolution determining such fact and ordering the Public Improvement. However, a Developer's Agreement shall be negotiated and executed prior to authorization. The City has the option to either assess the project over a period of up to 5-years or require an upfront cash escrow.

The City must recover the expense of installing Public Improvements, if undertaken, while ensuring that each parcel pays its fair share of a project cost in accordance with these assessment guidelines. While there is no perfect assessment policy, it is important that assessments be implemented in a reasonable, consistent and fair manner. There may be exceptions to the Assessment Policy or unique situations or circumstances which may require special consideration and discretion by City staff and the City Council.

The Assessment Policy statement, in brief summary, consists of five (5) main sections addressing purpose, method of assessment, improvement type and correlating application, assessment conditions and a supplementary guide section. A glossary section, devoted to specialized terms and definitions, is included as an index. The Assessment Policy is intended to serve as a guide to a systematic assessment process for the City of Baxter.

SECTION II - Methods of Assessment

The nature and parcel configuration of a Public Improvement determines the method of assessment. The objective is to choose the assessment method that will arrive at a reasonable, fair and equitable assessment that will be uniform upon the same class of property within the assessed area. The most frequently recognized assessment methods are: the unit assessment, the front footage assessment and the area assessment. Depending upon the individual project, any one or a combination of these methods may be utilized to arrive at an appropriate cost distribution. City staff will consider all methods and weigh their applicability to the project. A description of each assessment and its corresponding policy application is presented. Separate sections will identify typical assessment methods for specific types of projects and analyze why each is generally used.

A. Unit Assessment. A unit assessment shall be derived by dividing the total project cost by the number of Equivalent Residential Unit (ERU) units in the project area. An ERU unit is defined as a single-family residential unit. All platted and un-platted property will be assigned ERU unit values equivalent to the underlying zoning. When the existing land use is less than the highest and best permitted use, the Council may consider the current use as well as the full potential of land use in determining the appropriate number of ERU units. Otherwise, the following ERU chart will apply on a per unit basis, subject to adjustment by the Council for any inequities:

Single Family	1.00 ERU
Duplex	1.00 ERU
Condominium	0.80 ERU
Multifamily	0.80 ERU
Townhouse	1.00 ERU
Commercial	ERU units as per Metropolitan Council Current Rate Manual
Industrial	ERU units as per Metropolitan Council Current Rate Manual

The unit approach has proven to be the best method in those instances where the individual lot sizes and shapes are generally similar, the Public Improvement largely benefits everybody to the same degree and the cost of the Public Improvement is not generally affected by parcel size.

B. Area Assessment. The assessable area shall be expressed in terms of the number of acres or the number of square feet subject to assessment. When determining the assessable area, the following considerations will be given:

1. Ponding Assessment Consideration - Lakes, ponds and swamps may be considered part of the assessable area of a parcel. However, the property owner has the option of providing a storm water ponding easement to the City for the land under the lake, pond or swamp if integrated into the storm water management system. If such ponding easement is accepted based upon its functional integration into the storm water management system, a reduction in area equal to the area of the easement for the lake, pond or swamp will be subtracted from the gross acreage assessment of the parcel. Lots utilizing a ponding area for the purpose of density credit shall be charged for that area within the portion of the easement necessary to meet minimum lot standards.

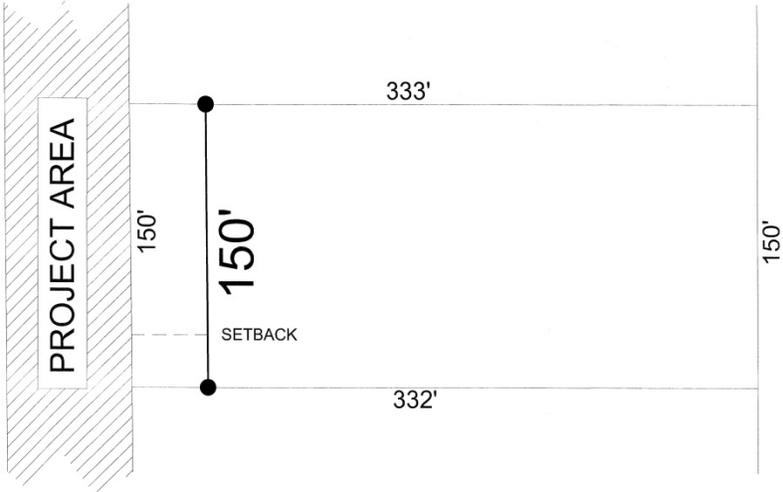
2. Road Right-of-Way Assessment Consideration - Up to twenty percent (20%) of the gross acreage may be deducted for street right-of-way purpose within un-platted parcels of five (5) acres or more depending upon the parcel configuration. Parcels less than five (5) acres may not qualify and may be assessed full acreage. The reason for this size restriction is that, in most instances, parcels of less than five (5) acres cannot support an internal road system.
3. Park Dedication Assessment Consideration - When park land is dedicated as part of a development, as required by the Park Dedication ordinance, the developer shall not be assessed an acreage charge on the portion of land dedicated.

C. Front Footage Assessment. The actual physical dimension of a parcel abutting a Public Improvement (i.e., street, sewer, water, etc.) shall NOT be construed as the frontage utilized to calculate the assessment for a particular parcel. Rather, an adjusted front footage will be determined. The purpose of this method is to equalize assessment calculations for lots of similar size. Individual parcels by their very nature, differ considerably in shape and area. The following procedures will apply when calculating adjusted front footages. The selection of the appropriate procedure will be determined by the specific configuration of the parcel. All measurements will be scaled from available plat and section maps and will be rounded up or down to the nearest foot dimension with any excess fraction deleted. In cases where the footage is calculated to be midway between two whole footages (1/2 foot) the distance shall be rounded up. Categorical type descriptions are as follows:

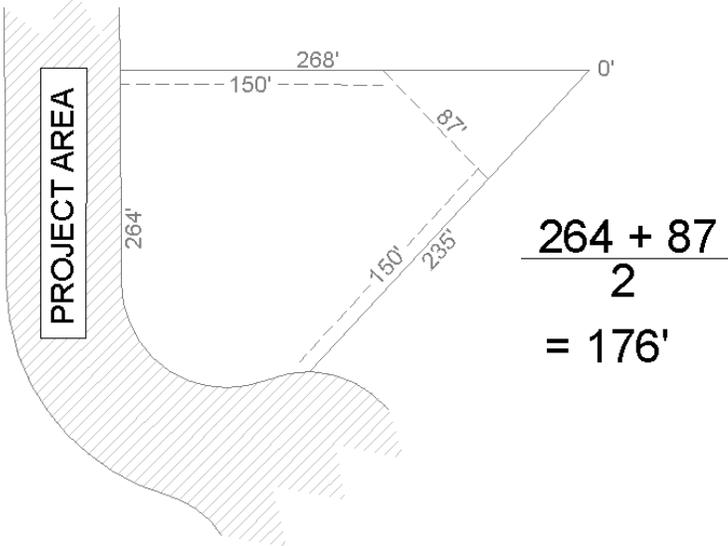
1. Standard Rectangular Lots
2. Triangular Lots
3. Cul-de-sac Lots
4. Curved Lots
5. Irregularly Shaped Lots
6. Corner Lots
7. Flag Lots
8. Double Frontage Lots
9. Three Sided Frontage Lots
10. Large Tracts

The ultimate objective of these procedures is to arrive at a fair and equitable distribution of cost whereby consideration is given to lot size and all parcels are comparably assessed.

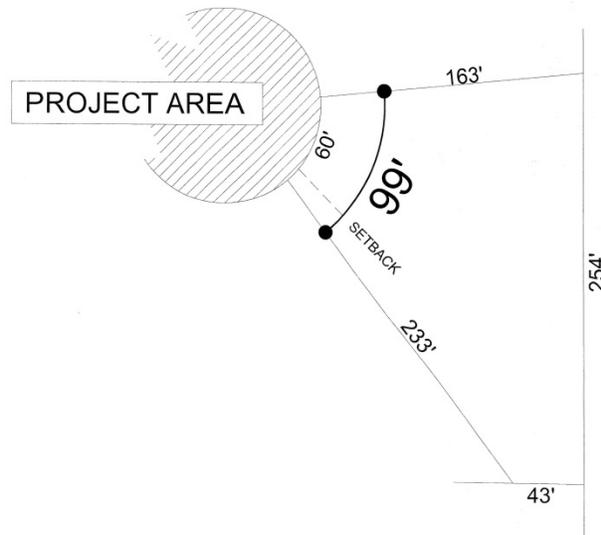
1. Standard Rectangular Lots. For a lot that is approximately rectangular and uniform in shape, the adjusted front footage is the width of the lot as measured along a line offset the setback distance into the lot. This method is used only where the difference between front and rear lot lines is fifty feet (50') or less.



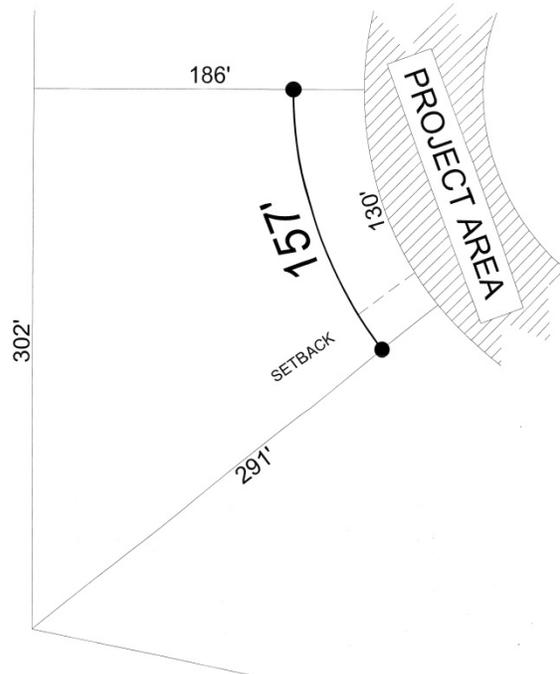
2. Triangular Lots. For a triangular shaped lot, the adjusted front footage is computed by averaging the front and back lot lines. This method is used only where the difference between front and rear lot lines exceeds fifty feet (50'). The measurement at the back lot width shall not exceed a maximum distance in depth of one hundred fifty feet (150').



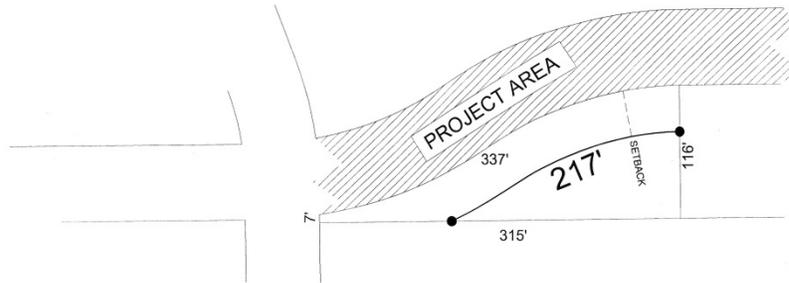
3. Cul-de-sac Lots. The adjusted front footage for cul-de-sac lots will be the width of the lot as measured along a line offset the setback distance into the lot. Or, if the lots are similar in nature and configuration, a common lot width may be assigned based upon an evaluation of typical lots within the subdivision.



4. Curved Lots. In certain situations such as those where lots are located along meandering trail system streets, road patterns create curvilinear frontages. In such instances, the adjusted front footage will be the width of the lot as measured along a line offset the setback distance into the lot.



5. Irregularly Shaped Lots. In many cases, un-platted parcels that are legally described by a metes and bounds description, are irregular and odd shaped. The adjusted front footage will be the width of the lot as measured along a line offset the setback distance into the lot.

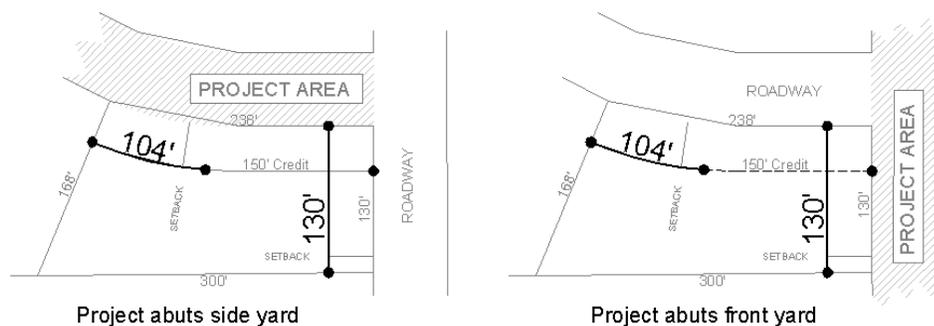


6. Corner Lots. In cases where Public Improvements are located on one or both sides of a lot situated at the intersection to two roadways, the lot has two frontage distances and is eligible for additional assessments. To minimize the assessable distances the following definitions shall be used (regardless of which way the lot is addressed or what direction the house faces):

Front Lot Distance – Distance along the shortest side of the lot as it is configured

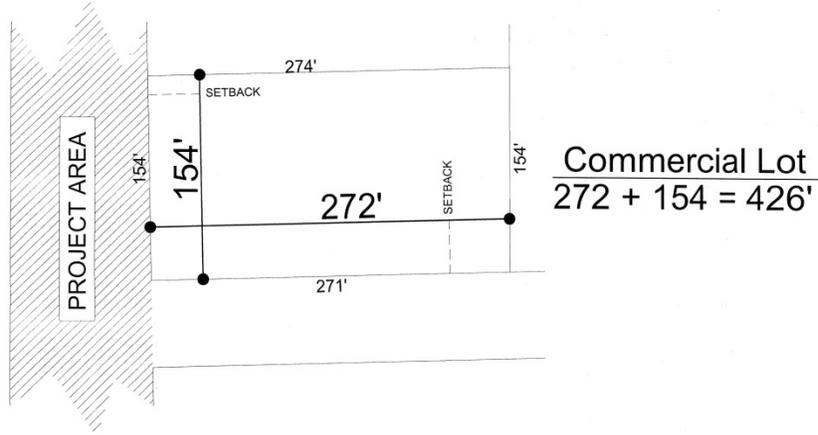
Side Lot Distance - Distance along the longest side of the lot as it is configured

- a. Residentially Zoned Corner Lots. The adjusted front footage will be assessed on the short side. A one hundred fifty (150) foot side lot allowance credit will apply along the adjacent side street. Any remaining frontage will constitute an additional assessment. The short side will be assessed in those cases where the Public Improvement may exist on one side only as well as for Public Improvements abutting on both sides. Such corner lots shall only be assessed once when Public Improvements abut the property, regardless of what side the Public Improvements actually affect. It should be noted that this may result in the assessment distance being based on the side of the lot that does not abut the proposed Public Improvement.



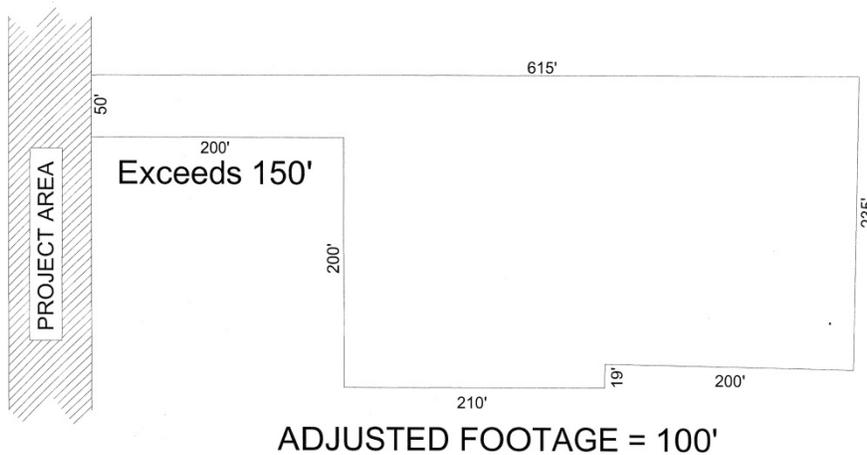
$$\frac{\text{Residential Lot}}{130 + 104 = 234'}$$

- b. Commercial and Industrial Zoned Corner Lots. No allowance relief will be granted because of the higher inherent property value associated with improved traffic frontage and greater visibility along business district and industrial park intersections. The adjusted front footage calculation shall be the entire frontage measured along the setback line comprising the building envelope.

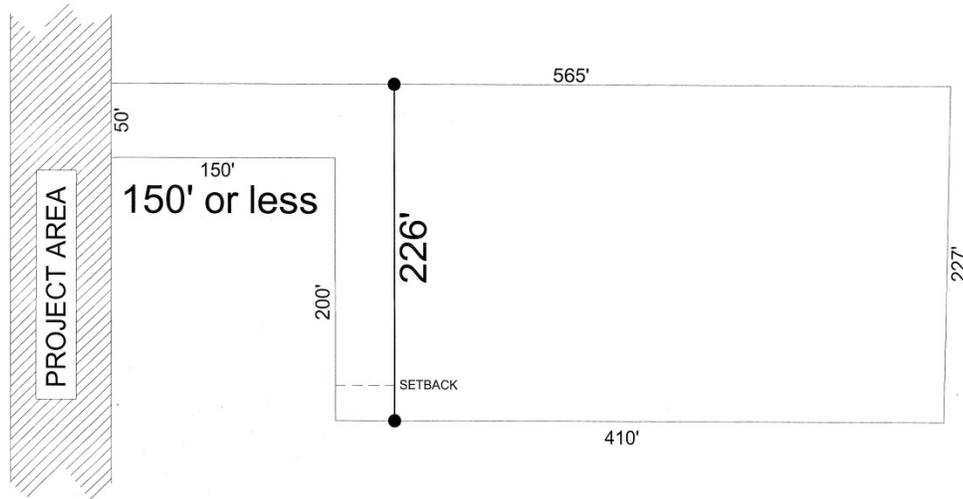


7. Flag Lots. Properties that utilize a narrow (less than minimum lot width) private easement or maintain ownership of such access to their property will be assigned an adjusted front footage as follows:

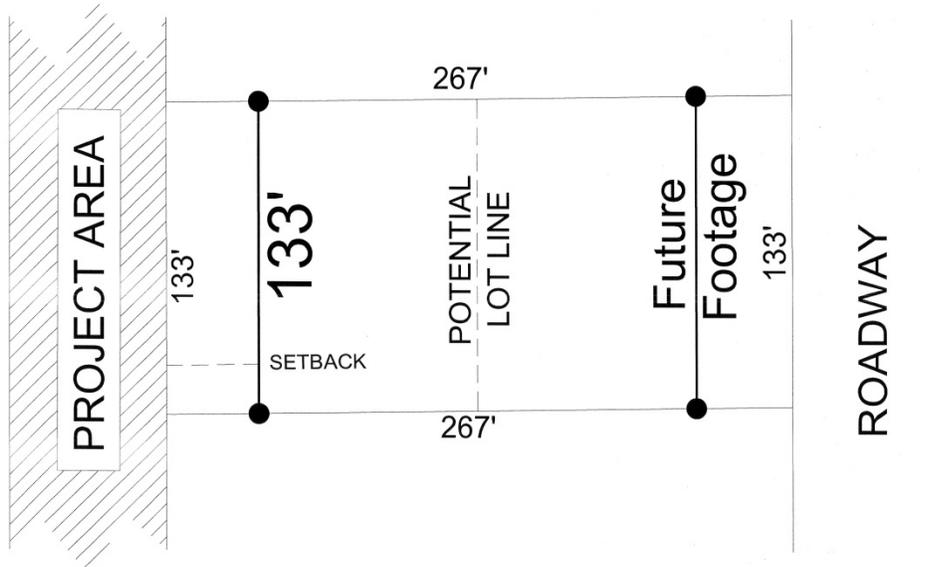
- a. For lots that exceed a depth of one hundred fifty (150) feet as measured along the shortest side of the access, the adjusted front footage will be one hundred (100) feet. This dimension is consistent with the subdivision ordinance that prescribes such width as a minimum lot frontage along a public roadway.

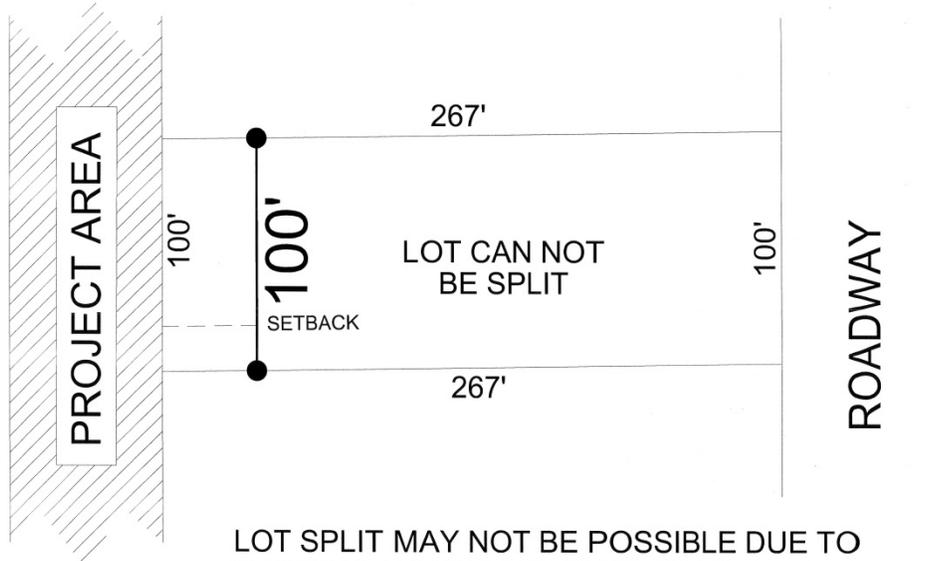


- b. For lots that are equal to or less than a depth of one hundred fifty (150) feet as measured along the shortest side of the access, the adjusted front footage feet will be measured at the building setback line from the access terminus.



8. Double Frontage Lots. If a parcel, other than a corner lot, comprises frontage on two (2) streets and is eligible for subdivision, then an adjusted front footage assessment will be charged along each street. For double frontage lots lacking the necessary depth for subdivision, a single adjusted front footage only will be computed.

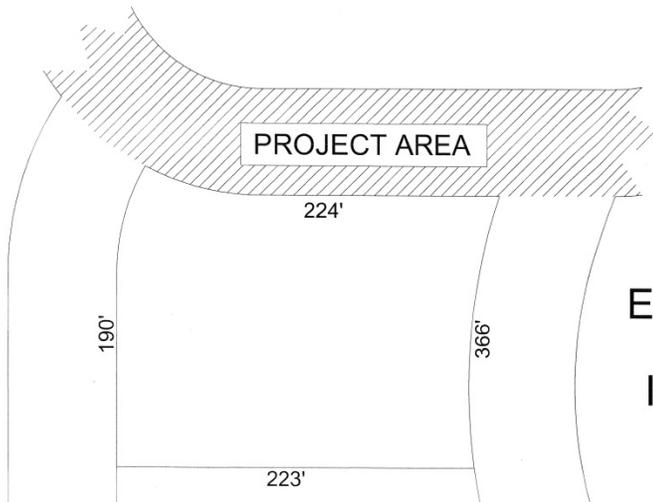




LOT SPLIT MAY NOT BE POSSIBLE DUE TO EXISTING HOME LOCATION, WETLANDS OR OTHER UNDEVELOPABLE CONDITIONS

9. Three-Sided Frontage Lots. With three-sided frontage lots, the intent of this policy is to assess them similar to corner lots. If a parcel is configured such that it has frontage on three or more sides, the lot shall be assigned an adjusted front footage equivalent to the largest footage calculated for a corner lot contained within the project area.

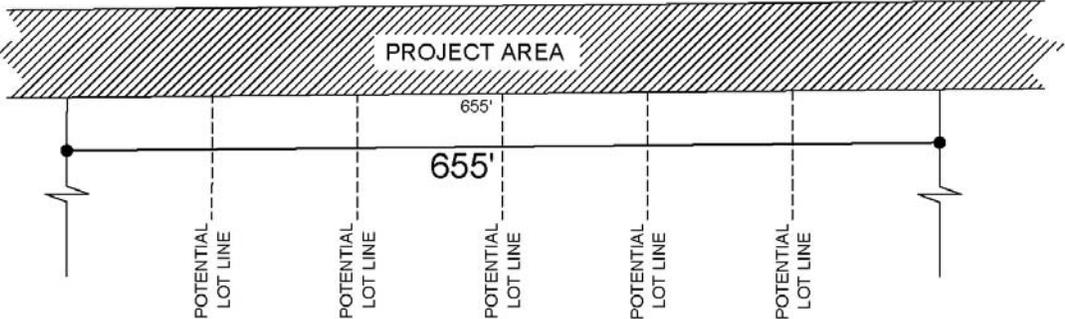
If no corner lots are available in the project area, the adjusted front footage shall equal twice the minimum frontage allowed by the current zoning ordinance. Corner or cul-de-sac lots shall not be used in this calculation.



EQUAL TO LARGEST CORNER LOT IN PROJECT AREA

10. Large Tracts in Low Density Residential (R-1) and Special Residential/Cluster (RS) Zoning Districts. Properties zoned R-1 or RS that have excess frontage (more than minimum lot width) with the ability to develop into more than one R-1 parcel shall be assigned an adjusted front footage as follows:

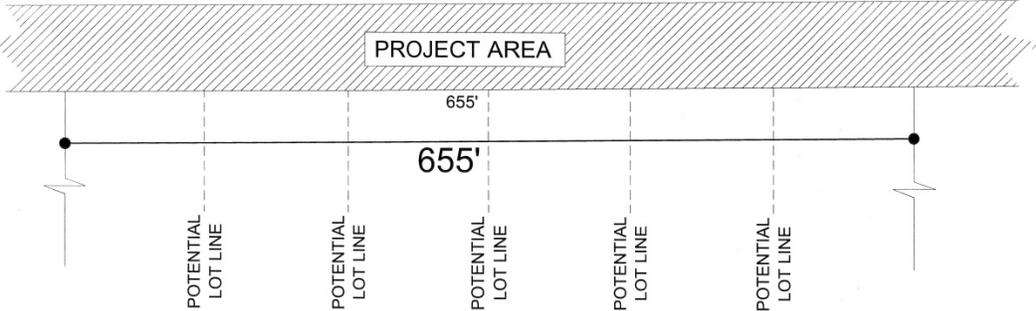
- a. Sanitary Sewer and Watermain - Oversized R-1 and RS zoned parcels having large frontages will be assessed for a minimum of one ERU when assessments are levied on the unit basis. For front footage assessments, the lot width assessed will be the maximum width remaining after deducting the number of lots that could be created based upon the minimum lot width allowed by zoning. The remaining ERU units or excess frontage may be transferred to a "Future Connection Charges", if requested by the property owner.



UNIT BASIS: 1 E.R.U.
5 Future Connection Charges

FOOTAGE BASIS: 155' (RESIDENTIAL)
500' Future Connection Charges

- b. Roadway and Storm Sewer - Oversized R-1 and RS zoned parcels having large frontages will be assessed for all roadway and storm sewer Public Improvements at the time of the Public Improvement and are not allowed to be classified as "Future Connection Charges"



11. Future Connection Charges – To allow planned and orderly city water and sewer utility development of larger tracts of underdeveloped R1 and RS zoned property, the City allows transferring sanitary sewer and water assessments to “Future Connection Charges” for underdeveloped property when more than one assessment for water and/or sewer improvements exists for the property. The “Future Connection Charges” are only applicable to sanitary sewer and water assessments and do not apply to roadway or storm sewer assessments. Only an Improved Parcel that is currently zoned R-1 or RS at the time of the Public Improvements with the ability to be subdivided and developed into multiple parcels is eligible for “Future Connection Charges”. The owner of the Improved Parcel must request in writing on the prescribed city form the transfer of assessments to “Future Connection Charges” and the City must receive this request within 14 days following the final assessment hearing. Unless otherwise stated by the City Council, simple interest will accrue on “Future Connection Charges” at the rate of 3% per year or the Consumer Price Index (CPI) whichever is greater. A minimum of one unit of water and sewer (if applicable) assessment and all street assessments will be assessed to the Improved Parcel with the remaining water and sewer assessments deferred as “Future Connection Charges”. Payment of “Future Connection Charges” is due as listed below:

- a. For purposes of determining the total number of future or potential lots, the City shall consider all individual lots of record under the same ownership separately, irrespective of the location of current parcel lines or boundaries.
- b. Individual Improved Parcels that can be further subdivided – Payment of “Future Connection Charges” is due for that part of the larger tract of the Improved Parcel that is split, subdivided, a land use permit is granted, or the property owner requests to make payment. If the entire Improved Parcel is sold or for that part of the larger Improved Parcel that is not split, subdivided or developed, no charge shall be due until it is split, subdivided or developed. In lieu of payment in full, the City at its discretion may elect to enter into an assessment agreement with the property owner to collect the outstanding Future Connection Charge over a period not to exceed the remaining duration of the bonds issued to finance the Public Improvements initially or a period of five (5) years, whichever is greater.

SECTION III - Improvement Type Application

- A. Non-Motorized (Bicycle / Pedestrian) Path Installation.** The safety of non-motorized traffic is regarded as an overall neighborhood benefit. Therefore it shall be the policy of the City to pay for such Public Improvements from other available funding sources and not assess them to abutting property owners. Per the Baxter Comprehensive Plan, developers may be required to incorporate and construct bicycle / pedestrian trails as multi-modal transportation needs. These trails are required with development and are considered separately from and not a part of current park dedication fees.
- B. Roadways and Streets.** If street construction is done over a non-bituminous surface, i.e., gravel, sand, etc., then the assessment shall be for one-hundred percent (100%) of the total project cost.

Street Reconstruction with City Utility Installation – Street reconstruction done in conjunction with the installation of city water and/or sewer utilities to an existing public street or where city water and sewer previously existed and the public street is being reconstructed shall receive a forty percent (40%) City contribution of street project costs for roadway widths up to or less than 26 feet R-1 and RS Zoning Parcels and one-hundred percent (100%) contribution of the street costs for the portion of street width exceeding 26 feet. For commercial and residential other than R-1 or RS zoned properties, the forty percent (40%) City contribution will apply to street project costs for roadway widths up to or less than 44 feet and one-hundred percent (100%) contribution of the street costs for the portion of street width exceeding 44 feet. The City shall pay for the portions of frontage road street improvements abutting Trunk Highways 210 and 371.

Full Depth Reclamation Street Improvements – Full Depth Reclamation street improvements shall be assessed for one-hundred percent (100%) of the total project cost for roadway widths less than or equal to 26 feet for R-1 and RS Zoning Parcels with a City contribution for the portion of street width exceeding 26 feet. For commercial and residential other than R-1 or RS zoned properties, one-hundred percent (100%) of the total project cost for roadway widths less than or equal to 44 feet shall be assessed with a City contribution for the portion of street width exceeding 44 feet. The City shall pay for the portions of frontage road street improvements abutting Trunk Highways 210 and 371.

Costs for the installation of roadways and streets shall be recovered by either the unit or adjusted front footage method. The rate shall be determined by subtracting any City contributions from the total project cost, which shall include but not be limited to: construction costs, property acquisition costs, professional fees, administrative fees and funding costs to determine the remaining assessable amount. The assessment rate is the remaining assessable amount divided by the total number of units or adjusted front feet in the project area.

C. Street Resurfacing. Street resurfacing is commonly known and referred to as street overlaying whereby a new bed of road material such as bituminous is installed over an existing paved road to specific thickness. Regardless of age, street resurfacing improvements of presently paved streets in the City shall be assessed as follows:

Residential R-1 and RS Zoning Parcels – One-hundred percent (100%) of the total project cost, up to 26 feet in roadway width shall be assessed to abutting property owners. The City shall pay all project costs for the portion of a roadway width in excess of 26 feet and for the portions of frontage road street improvements abutting Trunk Highways 210 and 371.

Commercial and Residential Property Other Than R-1 and RS Zoning Parcels – One-hundred percent (100%) of the total project cost, up to 44 feet in roadway width shall be assessed to abutting property owners. The City shall pay all project costs for the portion of a roadway width in excess of 44 feet and for the portions of frontage road street improvements abutting Trunk Highways 210 and 371.

D. Sealcoating and Crack Filling Street Improvements. Sealcoating and crack filling shall be treated as a general maintenance expense which shall be one hundred percent (100%) supported through the city's operating budget. No assessments will be associated with sealcoating or crack filling.

E. Sanitary Sewer Collection Improvements. All sanitary sewer lines, regardless of size or designation, are considered as service mains to adjacent property. For purpose of specific benefit determination, the cost of sanitary sewer improvements will be assessed on the unit or adjusted front footage basis as determined by the City Council.

Oversizing – Sanitary sewer mains larger than ten (10) inches in diameter shall be considered oversized with the excess costs being paid by the city. The city's costs shall be calculated based upon the per foot unit bid price difference between a ten (10) inch standard pipe size and the oversized pipe in excess of ten (10) inches, multiplied by the quantity (length) of the oversized pipe.

Excess Depth – Sanitary sewer mains installed deeper than twelve (12) feet below the finished grade, and capable of being extended through and beyond the project area, shall be considered as excess depth pipe with the excess costs being paid by the City. Costs shall be calculated based on \$1 per lineal foot of pipe per excess foot of depth. (14 feet in depth calculated at \$2 per foot, 16 feet in depth calculated at \$4 per foot, 18 feet in depth calculated at \$6 per lineal foot, etc.)

Construction Dewatering – Refers to the removal or drainage of groundwater or surface water from a construction site by pumping to prepare the site for installation of city utilities. For R-1 and RS Zoning Parcels projects, the City shall contribute funding for up to sixty percent (60%) of the sanitary sewer dewatering costs or an amount equal to twenty percent (20%) of the sewer utility's construction cost, whichever is less.

Utility Contribution for Coordinated New Utility and Street Reconstruction Projects – When coordinated with a new utility and street reconstruction project to service existing primarily developed areas or when the City determines there is a citywide benefit to a project because a transportation corridor or utility connection goal will be achieved, the City shall pay twenty-five percent (25%) of the sanitary sewer project costs for Public Improvement projects consisting of R-1 and RS Zoning Parcels or fifteen percent (15%) of the sanitary sewer project costs for Public Improvement projects containing parcels that are not classified as R1 and RS Zoning Parcels. The contribution shall be calculated by deducting any other city contribution, including, but not limited to: oversizing, excess depth, and construction dewatering from the total project cost first and multiplying the result by twenty-five percent (25%) for R-1 and RS Zoning Parcels or fifteen percent (15%) for projects of all other parcels. The 15% or 25% sanitary sewer contribution shall not apply to a “Developer Requested Project”.

- F. Water Distribution Improvements.** All water distribution lines, regardless of size or designation, are considered as service mains to adjacent property. For purpose of specific benefit determination, the cost of water distribution improvements will be assessed on the unit or adjusted front footage basis as determined by the City Council.

Oversizing – For R-1 and RS Zoning Parcels, water mains larger than eight (8) inches in diameter shall be considered oversized with the excess costs being paid by the city. The city’s costs shall be calculated based upon the per foot unit bid price difference between an eight (8) inch standard pipe size and the oversized pipe in excess of eight (8) inches, multiplied by the quantity (length) of the oversized pipe. For all parcels zoned other than R-1 or RS, water mains larger than twelve (12) inches in diameter shall be considered oversized with the excess costs being paid by the city. For Public Improvement’s comprised of parcels zoned other than R-1 or RS, the city’s costs shall be calculated based upon the per foot unit bid price difference between a twelve (12) inch standard pipe size and the oversized pipe in excess of twelve (12) inches, multiplied by the quantity (length) of the oversized pipe.

Construction Dewatering – Removal or drainage of groundwater or surface water from a construction site by pumping to prepare the site for installation of city utilities. For R-1 and RS Zoning Parcels projects, the City shall contribute funding for up to sixty percent (60%) of the water dewatering costs or an amount equal to twenty percent (20%) of the water utility’s construction cost, whichever is less.

Utility Contribution for Coordinated New Utility and Street Reconstruction Projects – When coordinated with a new utility and street reconstruction project to service existing primarily developed areas or when the City determines there is a citywide benefit to a project because a transportation corridor or utility connection goal will be achieved, the City shall pay twenty-five percent (25%) of the water project costs for Public Improvement projects consisting of R-1 and RS Zoning Parcels or fifteen percent (15%) of the water project costs for Public Improvement projects containing parcels that are not classified as R1 and RS Zoning Parcels. The contribution shall be calculated by deducting any other city contribution, including, but not limited to: oversizing, excess depth, and construction dewatering from the total project cost first and multiplying the result by twenty-five percent (25%) for R-1 and RS Zoning Parcels or fifteen percent (15%) for projects of all other parcels. The 15% or 25% water contribution shall not apply to a “Developer Requested Project”.

G. Storm Water Drainage Improvements. Storm water drainage improvements will continue to be a required portion of all new residential, commercial and industrial developments. Storm water associated with road redevelopment projects shall be on a case-by-case basis, based on the appropriate engineering reports and as required in the Subdivision Regulations of Baxter City Code Title 11-4-2 Streets Section M.

Basins are considered an amenity to the development and must conform to the intent of the Storm Water Management Guide Plan. A Storm Water Trunk fee will not be collected for the basin areas that are dedicated to the City. The City Engineer will determine if the basin areas meet the intent of the Storm Water Management Plan. The rate for Storm Water Trunk fees shall be adjusted annually according to the Engineering News Record Index.

Residential R-1 and RS Zoning Parcels – The City shall pay forty percent (40%) of the curb and gutter project costs when a storm water project is coordinated with a new utility and street reconstruction project to service existing primarily developed areas or when the City determines there is a citywide benefit to a project because a transportation corridor or utility connection goal will be achieved. The City shall pay for the portion of the curb and gutter costs on frontage road street projects abutting Trunk Highways 210 and 371 when coordinated with a street improvement. The forty percent (40%) curb and gutter storm water contribution shall not apply to a “Developer Requested Project”.

Commercial and Residential Property Other Than R-1 and RS Zoning Parcels – The City shall pay forty percent (40%) of the curb and gutter project costs when a storm water project is coordinated with a new utility and street reconstruction project to service existing primarily developed areas or when the City determines there is a citywide benefit to a project because a transportation corridor or utility connection goal will be achieved. The City shall pay for the portion of the curb and gutter costs on frontage road street projects abutting Trunk Highways 210 and 371 when coordinated with a street improvement. The forty percent (40%) curb and gutter storm water contribution shall not apply to a “Developer Requested Project”.

H. Collector Street Improvements. Unless eligible for MSAS funds, all collector street projects will be negotiated between the City and the developer. The developer shall dedicate up to a maximum of one hundred twenty (120) feet of right-of-way. The developer shall be responsible for the construction of up to a maximum of a forty-four (44) foot road with a ten (10) ton design and any turn lanes required for the development.

When eligible for MSAS funds, the City shall designate MSAS routes and expand this policy as necessary.

SECTION IV - Assessment Conditions

- A. Terms of Assessments.** Special assessments shall be collected in equal annual installments for a period of years as indicated for the following types of Public Improvements:
1. Combined Utility and Street Improvements
 - Public Improvements for R-1 and RS Residential Zoning Parcels – 15 years
 - Public Improvements for All Other Zoning District Parcels – 12 years
 - Developer Requested Project (Petitioned Public Improvements) – up to 5 years
 2. Street Only Improvements
 - Mill and Overlay Projects – 7 years
 - Reconstruction and Full Depth Reclamation Projects – 12 years
- B. Interest Rate.** With the exception of a Developer Requested Project, the interest rate charged on assessments for all projects financed by debt issuance shall be one and one-half (1.5%) greater than the True Interest Cost (TIC) rate of the bond issue. This is necessary in order to insure adequate cash flow when the City is unable to reinvest assessment prepayments at an interest rate sufficient to meet the interest cost of debt or when the City experiences problems of payment collection delinquencies. If the City elects to finance a Developer Requested Project through the special assessment process, the interest rate charged on Developer Requested Projects shall be two percent (2%) greater than the True Interest Cost (TIC) rate of the bond issue. Interest on initial special assessment installments shall begin to accrue from the date of the resolution adopting the assessment. Owners must be notified by mail of any changes adopted by the City Council regarding interest rates or prepayment requirements that differ from those contained in the notice of the proposed assessment.
- C. Payment Procedures.** The property owner has five (5) available options when considering payment of assessments:
1. Tax Payment - If no action is undertaken by the property owner, the special assessment installments will appear annually on the individual's property tax statement for the duration of the assessment term.
 2. Full Payment - No interest will be charged if the entire assessment is paid off within thirty (30) days from the date of adoption of the assessment roll.
 3. Partial Payment - The property owner has a one-time opportunity to make a partial payment reduction of any amount against his/her assessment. This option may only be exercised within the thirty (30) day period immediately following adoption of the assessment roll.
 4. Prepayment - The property owner may, at any time prior to November 15 after the initial year, prepay the balance of the assessment with interest accrued to December 31 of that year. The property owner may also choose to pay the remaining assessment balance at any time, with the exception of the current year's installment of principal and interest.

5. Hardship (Senior Citizen, Disability, or Military Active Duty) Deferment - Any individual who is the owner of a homesteaded residential property ("Owner") and who is sixty-five (65) years of age or older, retired by reason of permanent and total disability, or ordered into active military service which would create a hardship and can satisfy the requirements listed below and the provisions specified in Chapter 8 Special Assessments of the City of Baxter Code may request to have his/her Public Improvement assessments deferred.

a. Criteria: A hardship shall be deemed prima facie to exist, when all of the following apply:

i. The Owner's annual gross household income, according to the most recent year's federal income tax return, plus any tax exempt income, does not exceed the most current United States Department of Housing and Urban Development (HUD) definition of Low Income for Crow Wing County. To be classified as "Low Income", the Owner's annual gross household income must be 80 percent or lower than the median Crow Wing County income, based upon the number of persons in the household, utilizing HUD's most recent Income Limits Documentation System table or its successor. If no such return was made, the applicant shall be required to submit other pertinent information to show this qualification is met.

ii. The average annual payment due for all assessments levied against the property exceeds three percent (3%) of the Owner's income as thus calculated.

iii. The total special assessments to be deferred exceed two thousand dollars (\$2,000).

iv. The county assessor's estimated market value of the Owner's homestead parcel shall not exceed one hundred ninety thousand dollars (\$190,000).

b. Documentation Required: Annually, no later than August 31, the Owner shall be required to complete the city application requesting deferral of the annual special assessment installment and shall be required to submit the assessment deferral application fee, as indicated on the city's fee schedule, for recording the annual deferral with Crow Wing County. In addition, the Owner, based upon the type of deferral requested, must supply the following documentation with the application:

i. Age/Income Deferral for Owner(s) age 65 years or older applying for deferral based on income:

1. Copy of Driver's license or Birth Certificate to verify Owner's age and

2. Copy of the most recent year's federal income tax return or a copy of Social Security Benefit Statement and any other income sources if federal income taxes are no longer filed by the Owner

- ii. Disability/Income Deferral for Owner(s) permanently disabled applying for deferral based on income:
 - 1. Copy of the most recent year's federal income tax return or a copy of Social Security Benefit Statement and any other income sources if federal income taxes are no longer filed by the Owner; and
 - 2. Licensed medical doctor's sworn affidavit, social security disability certification or other verifying documentation attesting the Owner is unable to be gainfully employed because of a permanent and total disability
- iii. Active Military Service/Income Deferral for owner(s) who are a member of the Minnesota National Guard or other military reserves who are ordered into active military service, as defined in section 190.05, subdivision 5b or 5c, as stated in the military orders, for whom it would be a hardship to make the payments:
 - 1. Copy of the most recent year's federal income tax return; and
 - 2. Copy of military orders
- c. Termination: The option to defer the payment of special assessments shall terminate and all amounts accumulated, plus applicable interest, shall become due upon the occurrence of any one of the following events:
 - i. Death: The death of the Owner when there is no spouse who is eligible for deferment;
 - ii. Disposition Of Property: The sale, transfer, or subdivision of all or any part of the property;
 - iii. Loss Of Homestead Status: Loss of homestead status on the property;
 - iv. Determination Of Council: Determination by the council, for any reason, that there would be no hardship to require immediate or partial payment;
 - v. Deferred for Military Service Limitation: If deferred due to eligible military service, the deferral is limited to a period of no more than three years from the start of active duty; or
 - vi. Failure To Renew: Failure to file a renewal application within the time prescribed by subsection b of this section.

Upon the occurrence of one of the events specified above, the deferment shall terminate and the city clerk shall notify the county auditor of the termination, including the amounts accumulated on unpaid installments, plus applicable interest, which shall become due and payable as a result of the termination.

D. Deferred Payments.

1. Future Connection Charges – “Future Connection Charges” may be requested for sanitary sewer and water assessments only and are intended to allow for planned and orderly development of large tracts of R-1 and RS zoned property. Only Improved Parcels currently zoned R-1 or RS at the time of the Public Improvements are eligible for “Future Connection Charges”. Improved Parcels eligible for “Future Connection Charges” will be assessed a minimum of one water and/or one sewer assessment, if applicable, and all street and storm sewer improvements, if applicable. Upon written request from the property owner on the prescribed city form, the remaining water and/or sewer assessments will be transferred to “Future Connection Charges.” The City must receive this request within 14 days following the final assessment hearing. Unless otherwise stated by the City Council, simple interest will accrue on “Future Connection Charges” at the rate of 3% per year or the Consumer Price Index (CPI) whichever is greater. Payment of “Future Connection Charges” is due as listed below:

Individual Improved Parcels that can be further subdivided – Payment of “Future Connection Charges” is due for that part of the larger tract of the Improved Parcel that is split, subdivided, a land use permit is granted, or the property owner requests to make payment. If the entire Improved Parcel is sold or for that part of the larger Improved Parcel that is not split, subdivided or developed, no charge shall be due until it is split, subdivided or developed. In lieu of payment in full, the City at its discretion may elect to enter into an assessment agreement with the property owner to collect the outstanding Future Connection Charge over a period not to exceed the remaining duration of the bonds issued to finance the Public Improvements initially or a period of five (5) years, whichever is greater.

2. Deferred Assessments – Undeveloped R-1 or RS zoned parcels immediately adjacent to a R-1 or RS Improved Parcel with the same ownership resulting in more than one assessment for the Public Improvements will be assessed for the Public Improvements to the Improved Parcel. The Public Improvements to the undeveloped adjacent parcel(s) will be eligible for a deferred assessment. The assessments shall be deferred with one dollar (\$1) of annual interest for a period equal to the duration of the original assessment. After the expiration of the deferred assessment, the deferred assessment will be collected as a special assessment with installments equal to the duration of the adjacent R-1 or RS zoned Improved Parcel at the original assessment interest rate applied to the adjacent Improved Parcel receiving the assessment initially. In no case, shall the sum of the deferred assessment period and the subsequent assessment period exceed 30 years or the maximum assessment duration allowed by state statute, whichever is less. (For example, if the assessment on the Improved Parcel was certified for a period of 15 years, the deferred assessment on an adjacent undeveloped R-1 or RS zoned lot with the same ownership would be deferred for 15 years, assuming it remains undeveloped and the ownership of both lots remains unchanged. Beginning in year 16, the balance of the deferred assessment will be collected as a special assessment for the next 15 years).

Payment of the "Deferred Assessments" are due as listed below:

If an undeveloped R-1 or RS zoned parcel is sold or a building permit is issued for the parcel prior to the expiration of the deferment period, the assessment is no longer deferred and payment in full is due or the first installment of the assessment begins the year after the property sale occurred.

Upon expiration of the deferment period, collection of the first annual installment will begin with the following year's ad valorem taxes.

E. Appeal Procedures. No appeal may be taken as to the amount of any assessment adopted unless a written objection signed by the affected property owner is filed with the City Administrator's office prior to the assessment hearing or presented to the presiding officer at the hearing. The property owner may appeal the assessment to District Court by serving notice of the appeal upon the office of Mayor or City Administrator within thirty (30) days after the adoption of the assessment and filing such notice with the District Court within ten (10) days after service of the appeal upon the Mayor or City Administrator.

F. Reapportionment Upon Land Division. When a tract of land against which a special assessment has been levied is subsequently divided or subdivided by plat or otherwise, the City Council may, on application of the owner of any part of the tract or on its own motion, equitably apportion among the various lots or parcels in the tract all the installments of the assessment against the tract remaining unpaid and not then due if it determines that such apportionment will not materially impair collection of the unpaid balance of the original assessment against the tract.

1. In cases where a previously levied special assessment is to be equally apportioned to all lots in the revised configuration per the original assessment parameters, the property owner or developer requesting the new apportionment shall be required to pay for costs associated with the re-allocation per the current City Fee Schedule.
2. In cases where a previously levied special assessment is to be apportioned per special request of the property owner or is not equally spread across the new configuration per the original assessment parameters an Assessment Agreement shall be required. The property owner or developer requesting the new apportionment shall be required to enter into the Agreement and shall be responsible for all costs associated with re-calculation of the assessment including, but not limited to, legal fees, consultant fees, and administrative fees.

The City Council may require furnishing of a satisfactory surety bond in certain cases as specified in Minnesota Statutes Section 429.071, Subd. 3. Notice of the apportionment and of the right to appeal shall be mailed to or personally served upon all owners of any part of the tract. In most cases, dividing the assessment balance evenly on a unit or lot basis would result in an equitable apportionment. The practice of unit assessment redistribution and recertification to the Crow Wing County Auditor's Office will be followed when the amount of the unit assessment exceeds \$1,000. In those instances when the property subdivision would result in smaller increments, the entire assessment shall be paid at the time the Developer's Agreement or Plat is approved.

G. Assessment Cost. All such Public Improvements described under Section III, with the exception of D (Sealcoating and Crack Filing Street Improvements) shall be financed in part or entirely by special assessments for the cost of the Public Improvements not to exceed the original amount of benefit to the property at the time of original installation.

SECTION V - Supplemental Assessment Policy Guidelines

- A. Areas Partially Served By Utilities.** Any tract of land, lot or parcel whereby a project Public Improvement such as a sewer or water lateral or ending street terminus does not extend fully past or beyond the property shall be considered served, benefited and assessed accordingly. The current special assessment shall be subject to an adjusted front footage not to exceed one hundred fifty feet (150') and a maximum current acreage of two and a half (2.5) acres, provided said assessment does not exceed the special benefit conferred upon the affected property. If a Public Improvement benefits non-abutting properties that may be served by the Public Improvement when later extensions or improvements are made but are not initially assessed, the City may reimburse itself for all or part of the costs incurred by assessing those non-abutting properties at the time of the later extensions or Public Improvements. However, proper notice must be given of the fact at the time of making the extensions or Public Improvements to the previously not assessed non-abutting properties.
- B. Preliminary Plat Consideration.** Land could be considered for assessment based on preliminary plat consideration. This consideration will occur only when the following scenarios exist: (1) the City Council has approved a preliminary plat; and (2) a public hearing ordering the Public Improvement project has not yet occurred. In the event this exists, assessment frontages may be calculated based upon the proposed lot configuration within the preliminary plat. Road right-of-way within the proposed street alignments will not be subject to assessments.
- C. Tax Exempt Property.** Other than land under City ownership, there are three (3) categories of tax-exempt properties. Said properties shall be assessed as follows:
1. *Church and school property* shall be assessed in the same manner as commercial and industrial zoned property, without regard to the actual zoning classification of the land, as long as the assessments do not exceed the special benefits conferred. Acreage assessments shall be based upon the gross acreage of the site. Adjusted front footage shall be similarly calculated along the building setback line in its entirety.
 2. *State land* is normally exempt from assessment unless otherwise negotiated or agreed upon by the affected State agency.
 3. *County land* is subject to assessment and shall be assessed in the same manner as commercial and industrial zoned property, without regard to the actual zoning classification of the land, as long as the assessments do not exceed the special benefits conferred.

D. Developer Requested Projects. Developer requested projects are subject to all requirements and conditions listed in this policy with the exception of the following:

1. Developer Requested Projects typically involve sewer, water and roadway Public Improvements to a limited area with minimal consideration for extension of Public Improvements to areas outside the development. All Developer Requested Projects shall be reviewed and approved by City. A portion of this review may determine modifications to proposed roadway and/or utility sizes and/or depths are necessary to allow for future extension of the utilities.
2. For Developer Requested Projects, developer's shall enter a "Developer's Agreement" with the City encompassing all Public Improvements proposed to be dedicated and maintained by the City following construction. As part of the "Developer's Agreement" the developer shall agree to pay all of the costs incurred by the City and associated with the development. These costs may include but are not limited to: construction observation, construction management, legal fees and administrative fees.
3. Developer Requested Projects typically involve larger tracts of land that have not been previously assessed for infrastructure improvements to the extent being considered for development (example: previously assessed for two lots but now considering 20 lots). In consideration for allowing private Developers to: (1) connect to previously installed City owned infrastructure that has not previously been assessed to the extent being developed and (2) develop parcels of property limited to defined areas, Developers shall be required to pay all costs associated with additional widths, depths or sizes as part of their development plans.
4. Developer Requested Projects shall not receive City participation for items listed in this policy as being paid for by the City, unless specifically agreed to by the City. Specific items that the City is not obligated to pay for include, but are not limited to: excess pipe sizing, excess pipe depth, lift stations and force mains, de-watering expenses, and any other city contributions generally paid toward utility and/or street improvements. In addition, Developer Requested Projects shall not be eligible for any of the City's assessment deferment programs unless negotiated as part of a development agreement.

E. Municipal Property Assessments. City owned property is divided into three (3) classifications for the purpose of determining assessment participation. They are:

1. Public Facility Land
2. Public Right-of-Way
3. Park Land

Public Facility property is defined as land utilized for public buildings such as city halls, fire halls, libraries, maintenance garages, municipal parking lots, etc. Public facility property within a project area will participate in the total assessable cost of a Public Improvement and will be treated in the same manner as any other benefited parcel.

Public right-of-way property consisting of all City acquired easements, subject to fee title, for the specific purpose of utility placement or street construction will be exempt from assessment.

Park Land assessment eligibility is further categorized according to the following descriptions:

1. "Community Parks" are characterized by a higher degree of intense public use and are relatively large in area size. They are normally associated with athletic events and sporting activities (i.e., softball, football, baseball, hockey, etc.). Park lands of this nature will be subject to assessments. Because community parks provide citywide benefit, the cost of these assessments shall be recovered by a special levy upon the ad valorem taxes.
2. "Neighborhood Parks" accommodate open space objectives within residential development and are passive in use as indicated by such features as playground structures. Because neighborhood parks are commonly used by the immediate residents of the area, such park land will not be assessed if it comprises less than twenty-five percent (25%) of the aggregate project area. Larger parks representing an area greater than twenty-five percent (25%) of the aggregate project area shall participate in the assessment process in the same manner as community parks.
3. "Parkland Dedication" is required either in the form of cash in lieu of land or a land grant. The developer shall be responsible for the payment of all special assessments existing at the time of dedication. Depending upon the amount of land involved, the development shall not be assessed trunk acreage for that portion exceeding the minimum percentage dedication requirement for park purposes.

F. Tax Forfeiture Assessments. When a parcel of tax forfeited land is returned to private ownership and the parcel is benefited by a Public Improvement for which special assessments were canceled because of the forfeiture, the City may, upon notice and hearing as provided for the original assessment, make a reassessment or a new assessment as to the parcel in an amount equal to the amount remaining unpaid on the original assessment.

G. First Serve Situations. If the plans of the City and a developer coincide in regard to utility installations on certain properties, the plans of the City shall receive first consideration. In that event, the City may, upon notice and hearing, assess all parcels that are not platted according to this Policy if the Public Improvements are approved prior to hard-shell consent of the properties not platted.

H. State Aid Participation. Residential lots abutting and having access to collector streets (streets which are designated as part of the City's Municipal State Aid System and qualify for state aid funding) shall be assessed the residential equivalent of a standard City street, normally consisting of a twenty-six foot (26') paved roadway within an eighty foot (80') right-of-way. This cost shall be determined by the City Engineer during the preparation of the feasibility report. The difference in cost shall be reimbursed by applicable state aid funds or other available city funding sources.

I. Assessment Review Committee. At the discretion of the Council, a review committee may be established to assist staff in its evaluation of all properties in accordance with this Policy and review the staff prepared proposed assessment rolls. This committee shall consist of the City Administrator, City Engineer, Finance Director and two (2) members of the City Council as appointed by the Council.

- J. County Roads.** Residential lots abutting and having access to county roads (that will be assessed by the City based on County's cost participation plan) shall be assessed the residential equivalent of a standard City street, normally consisting of a twenty-six foot (26') paved roadway within an eighty foot (80') right-of-way. The City street equivalent cost is to be determined by the City Engineer during the preparation of a feasibility report. The difference in cost shall be reimbursed by available city funding resources (Street Improvement Fund).
- K. Turn-Back Roads.** Upon turn-back of state and county roads, an engineer's estimate of remaining useful life will be determined for assessment calculation. All funding provided on a turn-back will be deposited to the Street Improvement Fund for offsetting the city participation for road improvements. If determined by the City Council that it should be used for a particular project, it shall be so.

SECTION VI - Definitions

ADJUSTED FRONT FOOTAGE	The number of feet actually utilized in calculating an assessment for a particular property. This may differ from the actual front footage of the property.
ASSESSMENT	A dollar amount charged against a property receiving a Public Improvement benefit.
CITY	The City of Baxter, Minnesota
CONDOMINIUM	Individual ownership of a unit in a multi-unit structure (similar to an apartment building). A spatial relationship exists whereby the individual owns the interior space of the unit and an "interest" in common elements.
DEVELOPER REQUESTED PROJECT	Public Improvements requested by a party other than the City to benefit a limited area with minimal consideration for extension of Public Improvements to areas outside the proposed development
DRAINAGE DISTRICT	An area defined by the City Engineer which shall form the physical boundaries where benefit exists within a district shall be all land serving as a collector basin for storing such water. Natural geographical features normally form these boundaries.
IMPROVED PARCEL	A parcel is "improved" if it has a dwelling or commercial structure.
LATERAL	A lateral sewer is designed to collect the sewage from a project area for conveyance to a trunk facility. A water lateral is sized to provide water in sufficient volumes and pressure as required to sufficiently serve a defined project area.
MULTI-FAMILY	A structure of more than two (2) units, the primary purpose of which is to provide rental or leased or owner-occupied living space to the general public. Building characteristics include common hallways for access purposes and a common parking lot.
NUISANCE ABATEMENTS	The elimination of a nuisance whereby the City acts on behalf of the property owner as authorized by ordinance to eliminate problems such as junk, weeds, dead trees, etc. The City may collect the charges for all or any part of the cost of eliminating any such nuisance by levying a special assessment against the property benefited.

OVERSIZING

A pipe which is designated and constructed larger and/or deeper than necessary to serve a specific project area.

PUBLIC IMPROVEMENT

A project undertaken by the City under the authority granted in M.S.A. 429.021 for the purpose of installation of improvements such as street, curb and gutter, sewer, water, etc. A public hearing shall be conducted to determine the necessity and common good of the project as it affects the community. Upon authorization, the City will proceed with construction and administration of the project.

R-1 and RS ZONING PARCELS

For purposes of this assessment policy, an existing R-2 zoned parcel or property in a Public Improvement's proposed project area shall be considered and included with other R-1 or RS zoned properties when calculating special assessment installment terms and city contributions, provided a de minimis area of the project is zoned R-2, the R-2 zoned properties are assessed with a similar methodology to the R-1 or RS zoned properties, and it is practical to include the R-2 parcels with the overall project. The R-2 zoned parcels are considered de minimus to the project area when the total R-2 zoned parcels to be assessed account for less than 20% of the project's total number of individual assessment units (or less than 20% of the lineal frontage of the total project, if the project is assessed on a front footage basis) and 50% or more of the parcels in a common, planned R-2 development in the project area contain Improved Parcels (or 50% or more of the lineal footage in the common, planned R-2 development consists of Improved Parcels when the project is assessed on a front footage basis). R-2 zoned parcels shall not be eligible for Deferred Payments in Section IV D of the assessment policy.

TOWNHOUSE

A single structure consisting of at least three (3) dwelling units having the first story at or near the ground level with no other dwelling units or portions thereof directly above or below, and each unit having direct exterior access with no sharing of a common hallway for entry.

TRUNK

Water and sewer lines that are large mains requiring greater size capacity and deeper pipe construction than the immediate surrounding area requires. However, trunk lines may also be used to provide lateral service as well. Trunk sewer and water pipes are determined to be pipes greater than eight inches (8") in diameter for water pipes and greater than ten inches (10") for sewer pipes.

TURNBACK

Property deemed unnecessary or excess by the State or County and ownership has been reverted to municipal jurisdiction.

TYPICAL RESIDENTIAL ROADWAY

The current standard roadway considered by the City to be the minimum roadway section for use in residential areas.

UTILITY IMPROVEMENT AREA

A defined area within which all area properties are deemed to have been served by an improvement project and are considered to receive benefit.