





Brainerd/Baxter  
7804 Industrial Park Road  
PO Box 2720  
Baxter, MN 56425-2720

218.829.5117   
218.829.2517 

Brainerd@wsn.us.com 

[WidethSmithNotling.com](http://WidethSmithNotling.com)

# INGLEWOOD DRIVE RAILWAY CROSSING & ASSOCIATED ROADWAY IMPROVEMENTS

## FEASIBILITY REPORT

### MUNICIPAL PROJECT NO. 4121

Council Approval Date: April 17, 2018

**Prepared for**  
City of Baxter

***WSN No. 0102B0384.000***

**2021 INGLEWOOD DRIVE RAILWAY CROSSING, FOLEY ROAD, ISLE  
DRIVE AND FORTUN ROAD IMPROVEMENTS**

**MUNICIPAL PROJECT NO. 4121**

**FEASIBILITY REPORT**

Prepared for  
City of Baxter

WSN No. 0102B0384.000

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

April 17, 2018  
Date

**2021 INGLEWOOD DRIVE RAILWAY CROSSING, FOLEY ROAD, ISLE DRIVE AND FORTHUN ROAD IMPROVEMENTS**

**MUNICIPAL PROJECT NO. 4121**

**FEASIBILITY REPORT**

**TABLE OF CONTENTS**

Certification Sheet..... CS

Table of Contents.....TC

Statement of Purpose ..... 1

Existing Conditions ..... 4

Proposed Improvements..... 9

Estimated Project Costs..... 15

Project Implementation ..... 16

Conclusions and Recommendations ..... 24

**LIST OF FIGURES**

Figure 1 – Project Area ..... 3

Figure 2 – Existing Conditions – Foley Road ..... Appendix

Figure 3 – Existing Conditions – Foley Road ..... Appendix

Figure 4 – Existing Conditions – Foley Road ..... Appendix

Figure 5 – Existing Conditions – Knollwood Drive..... Appendix

Figure 6 – Existing Conditions – Inglewood Drive ..... Appendix

Figure 7 – Existing Conditions – Isle Drive ..... Appendix

Figure 8 – Proposed Improvements – Foley Road..... Appendix

Figure 9 – Proposed Improvements – Foley Road..... Appendix

Figure 10 – Proposed Improvements – Foley Road..... Appendix

Figure 11 – Proposed Improvements – Knollwood Drive..... Appendix

Figure 12 – Proposed Improvements – Inglewood Drive ..... Appendix

Figure 13 – Proposed Improvements – Isle Drive ..... Appendix

Figure 14 – Assessments – Foley Road..... Appendix

Figure 15 – Assessments – Foley Road..... Appendix

Figure 16 – Assessments – Foley Road..... Appendix

Figure 17 – Assessments – Foley Road..... Appendix

Figure 18 – Assessments – Foley Road..... Appendix

Figure 19 – Assessments – Isle Drive and Forthun Road..... Appendix

Figure 20 – FDR Assessment Calculation ..... Appendix

Figure 21 – Cost Estimate Areas..... Appendix

**APPENDIX**

Figures 2 - 13

Engineer's Estimate and Assessment Calculations

Individual Assessment Calculations

Figures 14 – 21

Commercial SAC and WAC Calculations



## **STATEMENT OF PURPOSE**

TH 210 is currently designated an inter-regional corridor carrying eastbound and westbound traffic through the center of the City of Baxter. Two signalized intersections currently exist west of the major intersection with TH 371. The Knollwood Drive intersection is located approximately 1.4 miles west of TH 371 and the CSAH 48 intersection is located approximately 0.7 miles west of the Knollwood Drive intersection. The spacing of these signalized intersections does not meet MnDOT recommended distances and are not equally spaced to promote uniform traffic flow.

Another concern with the existing signal locations is related to the commercially developed area in the southwest quadrant of TH 210 and TH 371. MnDOT has closed the northbound egress to westbound TH 210 traffic flow at Elder Drive. Closing this intersection forces exiting traffic attempting to head west on TH 210, to either backtrack southerly to the College Road / TH 371 intersection, or head west on Foley Road (south frontage road) for 1.2 miles to the Knollwood Drive intersection and access to TH 210.

The goal of the proposed project is to relocate the existing signalized intersection at Knollwood Drive and TH 210 to the intersection of Inglewood Drive and TH 210. Relocation of the signalized intersection to Inglewood Drive improves the signal spacing on TH 210 and shortens the westbound exit traffic distance to 0.8 miles on Foley Road. This relocation has been recommended in previously conducted long-range transportation studies, and has been in the planning stages for several years.

The purpose of this report is to review the feasibility of extending Inglewood Drive southerly across TH 210 and the BNSF railway, connecting to Foley Road and signalize the intersection with TH 210. In conjunction with this roadway extension, roadway and utility improvements to Foley Road both east and west of the extension will be reviewed, and the existing Knollwood Drive roadway connection between TH 210 and Foley Road and railway crossing will be removed. Realignment of the Foley Road and Isle Drive intersection will also be reviewed as part of this study. The proposed improvements are being consider for construction in 2021. The City Council authorized WSN to complete a Feasibility Report relative to these improvements on February 21, 2017.

This report will review existing conditions, propose feasible improvements, estimate project costs, discuss project implementation and present conclusions and recommendations for the following project areas:

Inglewood Drive from TH 210 to Foley Road (currently non-existent)

Foley Road from CSAH 48 to Forthun Road

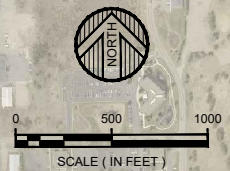
Intersection of Forthun Road and Isle Drive

The project areas are shown in Figure 1.





**LEGEND**  
 PROJECT AREA



**WIDSETH SMITH NOLTING**  
 Engineering | Architecture | Surveying | Environmental



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

DATE	REVISION DESCRIPTION	BY

DATE: MARCH 2018	SCALE: AS SHOWN
DRAWN BY: INITIALS	CHECKED BY: INITIALS
JOB NUMBER: 0102B0384.000	

INGLEWOOD DR RAILWAY CROSSING & FOLEY RD IMPROVEMENTS  
 CITY OF BAXTER  
 BAXTER, MINNESOTA  
**FIGURE 1 - PROJECT AREA**



## **EXISTING CONDITIONS**

Zoning varies throughout the project areas. Property along Foley Road, from CSAH 48 to approximately 1,200' east of the Inglewood Drive intersection is currently zoned Low Density Residential (R-1). East of this point to Forthun Road, property along Foley Road is zoned Neighborhood Commercial (C-1) and Regional Commercial (C-2). Property along Forthun Road and Isle Drive in the project area are zoned Regional Commercial (C-2) and Office Service (OS).

### **Roadways**

Inglewood Drive currently extends northerly from the TH 120 intersection and does not exist south of TH 210. North of TH 210, Inglewood Drive is a divided urban roadway striped for two lanes of southbound highway access traffic (right turn, left turn) and two lanes of northbound traffic (through lane, right turn). The intersection is currently striped for two lanes of southbound access to TH 210, but has been designed and constructed to allow three lanes of southbound highway access, in preparation for future extension of the roadway southerly across TH 210. The intersection is not currently signalized. Inglewood Drive, north of TH 210 was constructed in 2015 and is in good condition.

Foley Road throughout the project area is a 30' wide, partially urban, bituminous surfaced roadway. The pavement section is made up of 4" aggregate base and 3 ½" of bituminous. The north edge is a rural section with no curb/gutter and the south edge is currently curb/gutter. The roadway alignment parallels the existing highway and railway corridor with alignment adjustments near the Inglewood Drive area and at the Knollwood Drive intersection. Drainage structures are periodically located on the south side, with storm sewer piping conveying surface drainage northerly across the roadway into the joint roadway / railway ditch section along the north side. The roadway was constructed in 1998 by MnDOT in conjunction with the TH 210 improvements. The City of Baxter "Comprehensive Pavement Management System" updated in 2016, listed a PASER rating of 5 for most Foley Road in the project area with recommended improvements consist of milling and overlaying. A 10' wide bituminous surfaced non-motorized trail is located along the south edge of the roadway section, directly abutting the roadway curb/gutter. The proximity of the trail to the traveled roadway surface and lack of clear zone creates safety concerns and ADA compliance issues.

Knollwood Drive, south of Foley Road is a 36' wide urban, bituminous surfaced, roadway with curb/gutter and storm sewer. Surface drainage flows northly toward Foley Road and is collected in drainage basins at the south radius point of the intersection. RCP storm sewer then conveys storm water southerly along Knollwood Drive to a drainage basin on the south side of Oakwood Court South. A 12' wide non-motorized bituminous trail is located along the east side of Knollwood Drive. This segment of Knollwood Drive was constructed in 2000 in conjunction with the "Parkwood Area Improvements". Knollwood Drive, between Foley Road and TH 210, is a 32' wide partially urban, bituminous surfaced, roadway. A 12' wide non-motorized bituminous trail is located along the east side of Knollwood Drive. The segment of Knollwood Drive was constructed in 1998 as part of the TH 210 improvements. The trail surface improvements were constructed as part of the "2006 Fairview Road Trail Improvements" project. The City of Baxter "Comprehensive Pavement Management System" updated in 2016, listed a PASER ratings of 8 for these segments of Knollwood Drive with recommended sealcoat maintenance. Knollwood Drive is currently on the MSAS system.

Forthun Road, in the project area, is primarily a 36' wide urban, bituminous surfaced, roadway with curb/gutter and storm sewer. Approximately 500' of the roadway through the curve, is currently a 36' wide bituminous surfaced, rural section with no curb/gutter. Surface drainage on this segment is conveyed off the edges of the roadway to the boulevard and low-lying areas on the west side of the roadway. Drainage on the north-south segment of the roadway (north of the curve) flows southerly from the Foley Road intersection and is captured by drainage structures and conveyed westerly into the low-lying area adjacent to the roadway. Drainage on the east-west segment of the roadway (east of the curve) flows westerly from the Isle Drive intersection. Drainage structures capture the surface runoff and it is conveyed westerly through a network of HDPE pipes into the low-lying area west of the roadway. The north – south segment of the roadway was constructed in 2005 with the "2005 Forthun Road Utility and Roadway Improvements". The east – west segment of the roadway was constructed in 2000 with the "1999 Forthun Road Phase II Improvements". The City of Baxter "Comprehensive Pavement Management System" updated in 2016, listed PASER ratings of 6 and 8 with recommended maintenance consisting of crack sealing, patching and sealcoating.

Isle Drive, in the project area, is a 36' wide urban bituminous surfaced roadway with curb/gutter and storm sewer. Drainage flows southerly from the Forthun Road intersection and is captured by drainage structures and conveyed southerly and westerly through a network of RC pipes into

a drainage basin on the west side of the roadway. The roadway was constructed in 2004 with the “2004 Isle Drive Extension and Hinckley Road Improvements”. The City of Baxter “Comprehensive Pavement Management System” updated in 2016, listed a PASER rating of 7 with recommended maintenance consisting of crack sealing, patching and sealcoating.

### Trails

A 10’ wide bituminous surfaced non-motorized trail is currently located along the south edge of Foley Road, directly abutting the roadway curb/gutter. The trail was constructed in conjunction with the roadway improvements in 1998, by MnDOT, as part of the TH 210 improvements. No specific surfacing or drainage concerns were noted with the trail. However, the north edge of the trail is the curb/gutter section of the roadway, with no boulevard space between the trail and the roadway. This lack of separation between vehicular traffic and non-motorized traffic is a safety concern. The proximity of the trail to the roadway also makes it difficult to meet ADA accessibility standards at driveway entrances. All the trail sections at the existing driveway entrances are currently non-compliant and each pedestrian curb ramp does not meet current MnDOT standards.

### Municipal Sanitary Sewer Collection

No municipal sanitary sewer mains currently exist along Foley Road in the project area, however sewer service is available at three locations along the roadway corridor within the project area. On the west end of the project area, municipal sanitary sewer is extended across Foley Road just north of the Rush Lake Court intersection. Eight-inch PVC sanitary sewer is extended in a southeasterly direction across Foley Road, and along Rush Lake Court, providing service to two developments. The sanitary sewer was installed in 2003 as part of the “The View at Rush Lake” project. Municipal sanitary sewer is also currently extended across TH 210 at the Knollwood Drive intersection. Twelve-inch DIP sanitary sewer crosses TH 210 and the railway along the centerline of Knollwood Drive, conveying wastewater in a northerly direction. The sanitary sewer main was installed as part of the 1998 TH 210 Improvements. Municipal sanitary sewer is extended southerly across TH 210 and the railway, approximately 200’ west of the Inglewood Drive intersection, conveying wastewater in a northerly direction. The 8” DIP sanitary sewer main was constructed as part of the TH 210 improvements. The sanitary sewer main terminates approximately 60’ north of Foley Road in the boulevard ditch area.

An 8” PVC sanitary sewer main currently exists along Forthun Road corridor, throughout the

project area, conveying wastewater in a southerly and easterly direction. Manholes and services to existing and potentially developable areas are in place. The sanitary sewer improvements were installed in as part of the “2005 Forthun Road Utility and Roadway Improvements” and the “1999 Forthun Road Phase II Improvements” projects.

Eight-inch PVC sanitary sewer exists along Isle Drive in the project area, conveying wastewater in a northerly direction to the main along Forthun Road. Manholes and services to existing and potentially developable areas are in place. The sanitary sewer improvements were installed in as part of the “2004 Isle Drive Extension and Hinckley Road Improvements”.

No problems are known as related to the municipal sanitary sewer collection system in the project area.

#### Municipal Water Distribution

No municipal watermains currently exist along Foley Road in the project area, however water service is available at four locations along the roadway corridor within the project area. On the west end of the project area, a 6” watermain and hydrants are located along the south side of Foley Road and Rush Lake Court. The water system improvements were installed in 2003 as part of the “The View at Rush Lake” project, to provide municipal water service to two developments. A watermain is also currently extended across TH 210 at the Knollwood Drive intersection. The 10” CL200 watermain is located along the east side of Knollwood Drive and was installed as part of the “1979 Water Improvements”. A municipal water main is currently extended southerly across TH 210 and the railway, approximately 200’ west of the Inglewood Drive intersection. The 8” DIP watermain was constructed as part of the TH 210 improvements, and terminates approximately 60’ north of Foley Road in the boulevard ditch area. On the east end of the project area, a 12” PVC main is located along the south side of Foley Road, terminating approximately 40’ west of the Forthun Road intersection. This 12” main was installed in as part of the “2005 Forthun Road Utility and Roadway Improvements”.

Water distribution piping currently exists along Forthun Road corridor, throughout the project area. Eight-inch PVC watermain is currently located in the Forthun Road corridor connecting to the 12” PVC main located along the south side of Foley Road. Hydrants are located at approximate 600’ intervals and services are extended to existing and potentially developable lots. The water distribution improvements were installed in as part of the “2005 Forthun Road

Utility and Roadway Improvements” and the “1999 Forthun Road Phase II Improvements” projects.

Eight-inch PVC watermain also exists along Isle Drive in the project area. Hydrants are located at approximate 600’ intervals and services are extended to existing and potentially developable lots. The water distribution improvements were installed in as part of the “2004 Isle Drive Extension and Hinckley Road Improvements”.

No problems are known as related to the municipal water distribution system in the project area.

The existing conditions are shown as Exhibits in the Appendix.



## **PROPOSED IMPROVEMENTS**

The goal of the proposed project is to relocate the existing signalized intersection at Knollwood Drive and TH 210 to the intersection of Inglewood Drive and TH 210. Re-alignment of the Forthun Road / Isle Drive intersection is also being considered to improve general traffic flow patterns through the commercially developed property in the southwest corner of the TH 210 / TH 371 intersection. The following improvements are proposed to facilitate these improvements.

### **Roadway Improvements:**

#### **Inglewood Drive Extension**

Proposed improvements to Inglewood Drive include installation of a traffic-actuated signal system with Accessible Pedestrian Signals (APS) and a new “silent crossing” compliant railway crossing and extension of the roadway southerly to Foley Road. Roadway improvements include construction of the south leg of Inglewood Drive from TH 210, southerly across the railway to Foley Road.

The proposed roadway is approximately 74’ wide (face of curb to face of curb) bituminous surfaced, divided, urban roadway. The section is composed of three lanes of northbound traffic (left turn, through, and right turn) accessing the highway, and two lanes of southbound traffic (left turn and right turn), with a 10’ wide raised concrete median. A 12’ wide bituminous trail is proposed along the west side separated from the roadway by a 5’ wide boulevard area. The railway crossing may warrant the addition of a queue cutter signal based on the distance between the railway tracks and TH 210. The warrant for a queue cutter system should be reviewed during final design. For the purposes of this report the cost of the queue cutter system has been included in the construction cost estimate.

Drainage is proposed to be conveyed away from the railway in a northerly and southerly direction along the curb lines toward the roadways, with drainage structure located at the radius points. RCP storm sewer pipe culverts would be constructed beneath the drainage roadway connecting the existing ditches on either side of the roadway. Re-striping of the north leg of the intersection is also proposed to facilitate the revised geometrics.

Improvements to TH 210 include construction of a right turn lane allowing eastbound highway

traffic to turn south to Inglewood Drive. In addition, removal of approximately 25' of the existing TH 210 concrete median west of the intersection is proposed to allow traffic flow at the new intersection and pedestrian trail crosswalk striping.

The addition of a separated trail, APS system at the intersection and “silent” railway crossing compliant design will greatly improve safety over the existing conditions found at the current intersection located at the Knollwood Drive.

#### Knollwood Drive Intersection Removal

Proposed improvements to Knollwood Drive consist of removing the existing traffic signal, roadway railway crossing, and trail on the south side of TH 210. The trail, concrete boulevard area and curb & gutter are proposed to remain to provide a pedestrian connection between Fairview Road and TH 210. Two lanes of southbound traffic would remain to allow for right and left turns onto the highway. South of TH 210, the entire roadway and trail would be removed. Striping revisions, and miscellaneous removals and adjustments to the storm sewer outlets are proposed to facilitate the revised geometrics. Following removals, ditches will be reconstructed through the intersection with disturbed areas restored with topsoil and seeding.

#### Foley Road – Knollwood Drive Intersection Area

To facilitate the signal relocation, segments of Foley Road are proposed to be realigned and / or reconstructed. At Knollwood Drive, approximately 500' of the existing roadway and trail are proposed to be removed, realigned and reconstructed. The realignment straightens out the roadway and removes the existing “bulb-out” area. Straightening out the roadway alignment will improve site lines at the intersection with Knollwood drive and improve vehicular and pedestrian safety. The roadway is proposed to be a 30' wide partially urban bituminous surfaced roadway to match the existing roadway sections on either side of the re-constructed area. The north edge is proposed to be a rural section with no curb/gutter and the south edge is proposed to be B-618 curb/gutter. Minor municipal utility system improvements including relocation of an existing hydrant / valve and adjustments to sanitary sewer manhole elevations will be required to facility the revised geometrics.

#### Foley Road – Inglewood Drive Intersection Area

At Inglewood Drive, approximately 2,500' of the existing roadway is proposed to be removed and reconstructed or widened. West of the Inglewood Drive intersection, approximately 1,300' of

Foley Road will be removed, realigned and reconstructed to a 42' wide (back of curb to edge of bituminous) partially urban section. The realignment of the roadway will improve safety by creating greater separation between Fairview Road and the railway tracks which provides drivers more time to react to the railway crossing signals and more vehicular stacking depth. The widened roadway section would then be tapered to match the existing 30' wide existing roadway section. The north edge of the roadway would be rural and the south edge would be curb/gutter, matching the remaining sections of Foley Road. The roadway section would consist of two through lanes and a left turn lane accessing the signalized intersection. East of the Inglewood Drive intersection, approximately 1,200' of Foley Road will be removed and reconstructed. The north edge of the roadway would be rural and the south edge would be curb/gutter, matching the remaining sections of Foley Road. Immediately east of the Inglewood Drive intersection, Foley Road would be widened to approximately 50' (back of curb to edge of bituminous) with two through lanes, a right turn lane accessing the signalized intersection and a painted median. Widening of Foley Road is proposed to continue easterly tapering the new roadway width back to the existing width. Reconstruction would then be extended approximately 500' farther east to allow for installation of sanitary sewer collection piping.

Drainage will continue in the same manner as the existing roadway, with drainage structures on the south side of the roadway collecting surface water runoff from the south half of Foley Road and conveying it northerly through storm sewer piping across the road to the existing ditch. Minor modifications to the storm sewer system will be necessary to relocate drainage structures and extend piping to match the reconfigured roadway. Surface drainage on the north half of Foley Road will surface drain to the existing ditch.

#### Foley Road – Forthun Road Intersection Area

No intersection re-configuration improvements are currently proposed at the Forthun Road / Foley Road intersection.

#### Foley Road – Remaining Areas

All remaining segments of Foley Road between CSAH 48 and Forthun Road, not being reconstructed with the intersection and sanitary sewer improvements, are proposed to be reconstructed using FDR (Full Depth Reclamation). The current (2016) PASER rating for Foley Road is a 5 with recommended maintenance of milling and overlaying. It is anticipated that four additional years of traffic (project planned for 2021) will further degrade the roadway, requiring

full-depth reclamation.

The existing 7 ½" pavement section will be reclaimed, and material will be removed to allow the placement of 4" of new bituminous pavement. It is anticipated this section will meet a 10-ton roadway design, but this should be verified during the design process. As part of the proposed FDR improvements, all existing drainage structure castings will be replaced with the adjacent bituminous trail being removed and replaced to facilitate installation of the new casting. Several sections of deteriorated curb/gutter are also proposed for replacement as part of the project. All driveways will be reconstructed to facilitate trail ADA compliance modifications. No significant drainage improvements, other than drainage structure adjustments are proposed in these areas.

#### Forthun Road / Isle Drive Intersection Area

The existing Forthun Road and Isle Drive "T-Intersection" configuration is proposed to be removed and replaced with a curvilinear "through" route alignment, connecting Isle Drive with Forthun Road. Approximately 1,100 feet of Forthun Road, west of Elder Drive is proposed for removal and re-alignment and replacement. In addition, approximately 500 feet of Isle Drive, south of the existing Forthun Road intersection is also proposed for removal and re-alignment or replacement. The new re-aligned roadway would vary in width between 37' wide and 51' (back of curb to back of curb) consisting of two through lanes, center turn lanes and painted medians. The segment of Forthun Road, between the re-aligned roadway and Elder Drive would be reconstructed and re-aligned to create a perpendicular intersection with the re-aligned segment of Isle Drive / Forthun Road. This new re-aligned segment of Forthun Road is proposed to be approximately 37' wide (back of curb to back of curb) consisting of two through lanes, center turn lanes, and a left turn lane. A 10' bituminous surfaced trail is proposed along the north side of Forthun Road between Elder Drive and the re-aligned roadway. No major removals or additions to the storm sewer collection system are proposed. Additional drainage structures, and minor modifications or extensions to the existing storm sewer piping and structures will be necessary to reconfigure the existing storm sewer network to the realigned roadway configuration. Following removals and reconstruction, all disturbed areas will be restored with topsoil and seeding.

No significant municipal sanitary sewer or water system modifications are proposed as part of the roadway re-alignment. Adjustments to sanitary sewer manhole rim elevations, hydrant locations and water valve casting elevations will be required to match revised roadway and

boulevard grades. Deepening of some sanitary sewer mains and watermains may be necessary to provide adequate cover below newly created swales or ponding areas.

It should be noted that a small triangular area of property acquisition (183 sq. ft.) from the Brainerd Lakes Premier Dev LLC, will be necessary to facilitate the proposed roadway reconfiguration as shown.

**Trail Improvements:**

The existing bituminous surfaced trail along the south side of Foley Road, is proposed to be removed and replaced to allow for widening, roadway reconfiguration, and installation of watermain. A new 10' wide, bituminous surfaced, non-motorized trail is proposed along the south side of Foley Road. The new trail will be separated from the roadway by a 5' boulevard to improve safety and obtain ADA compliance at driveway intersections. New driveway aprons and grade adjustments to existing driveways are proposed to accommodate the relocated trail and adjusted grades. The new trail would connect to the existing trail on Knollwood Drive.

A new 12' wide, bituminous surfaced, non-motorized trial is also proposed along the west side of Inglewood Drive at the new crossing. Signalization of the highway and railway crossings would include provisions for pedestrians and non-motorized traffic. Crosswalk striping across Foley Road and TH 210 connect the new trail to the existing trail north of the highway.

**Sanitary Sewer Collection Improvements – Foley Road:**

Sanitary sewer collection piping is proposed to be extended along Foley Road to provide sanitary sewer service to currently un-serviced areas near the Inglewood Drive intersection. The existing north-south 8" DIP sanitary sewer main located west of Inglewood Drive, is proposed to be extended southerly from its current termination to the centerline of Foley Road. From there 8" PVC sanitary sewer is proposed to be extended approximately 400' west along the centerline of Foley Road and approximately 1,400' east along the centerline of Foley Road. Wastewater would flow by gravity toward the Inglewood Drive connection. Manholes are proposed to be located at a maximum 400' spacing with services extended to existing and potentially developable areas.

**Water Distribution Improvements – Foley Road:**

Water distribution piping is proposed to be extended along Foley Road to provide municipal

water service to currently un-serviced areas along Foley Road. The existing north-south 8" DIP watermain located west of Inglewood Drive, is proposed to be extended southerly from its current termination to the boulevard area south of the Foley Road trail. From there 10" PVC watermain is proposed to be extended approximately 1,800' west, connecting to the existing watermain along Knollwood Drive. Ten-inch PVC watermain is also proposed to be extended approximately 2,700' east, connecting to the existing 12" watermain on near the Forthun Road intersection. The proposed watermain would be located beneath the proposed relocated trail. For purposes of this report, we have assumed this watermain would be installed via the "open cut" method. Directional drilling could also be considered to minimize disruption to the boulevard areas. Hydrants are proposed at maximum 600' spacing with services extended to existing and potentially developable areas.

An option to extending the watermain west from Inglewood Drive all the way to Knollwood Drive was considered. The option consisted of extending the main west approximately half way to Knollwood Drive and then southwesterly across low-lying property to an existing stub line located on the south side of Timberlane Drive. Following detailed review of this option, it was removed from further consideration due to potential impacts to existing wetland areas and disruption to the residential neighborhood.

### **Do Nothing Option**

The "Do Nothing" option was considered as an option to all proposed improvements. Doing nothing will result in further degradation of the existing pavement surfaces. In addition, doing nothing does not improve traffic flows in the developed commercial area in the southwest quadrant of TH 21 and TH 371, and does not meet the goals established as part of the long-range traffic planning in the City.

The proposed improvements are shown as Exhibits in the Appendix.

## ESTIMATED PROJECT COSTS

Estimated project costs for the proposed improvements are summarized below:

### **Inglewood Drive Improvements and Knollwood Drive Closure**

Inglewood Drive / TH 210 Intersection Improvements:	\$746,310
Trail Improvements:	\$24,290
STIP Eligible Railway Crossing Improvements:	\$1,106,380
Knollwood Drive Roadway Removal:	\$265,360
<u>Knollwood Drive Trail Removal:</u>	<u>\$44,710</u>
<b>Total Project:</b>	<b>\$2,187,050</b>

### **Foley Road Realignment**

Roadway Improvements:	\$629,730
Trail Improvements:	\$226,050
<u>Storm Sewer Improvements:</u>	<u>\$36,540</u>
<b>Total Project:</b>	<b>\$892,320</b>

### **Foley Road FDR Improvements**

Roadway Improvements:	\$646,650
<u>Trail Improvements:</u>	<u>\$455,490</u>
<b>Total Project:</b>	<b>\$1,102,140</b>

**Foley Road Water System Improvements:** **\$470,150**

**Foley Road Sanitary Sewer System Improvements:** **\$261,950**

**Isle Drive and Forthun Road Realignment:** **\$628,660**

**ESTIMATED TOTAL PROJECT COST:** **\$5,542,270**

The costs estimated herein are intended to convey a general and approximate picture of the costs that would probably be incurred today in carrying out the proposed work. Costs can vary widely depending upon many factors such as weather, economic conditions, size of project, and the workload of available contractors. Actual costs can only be determined by bidding the project. Detailed breakdowns of the estimates are provided in the Appendix. Costs estimated above include estimated construction costs, 15% contingencies, property and easement acquisition costs, and soft costs including engineering, administration, financing, and legal fees. Figure 20 in the Appendix shows the cost estimate limits by project area.

**The costs are calculated in 2018 dollars and need to be updated in the future based on the current economic conditions at the time the project is being considered.**

## **PROJECT IMPLEMENTATION**

Funding for improvements would be obtained from assessments to benefitted property owners and the City of Baxter. The estimated assessments included in this report were calculated in accordance with City policy utilizing the 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”.

Due to the complicated mix of cost splits and variety of project types and adjacent zoning, project costs have been split into numerous project areas for the purposes of assessment and city cost calculation. An Figure 20 has been included in the Appendix to delineate the project areas used for splitting costs.

The following project allocations were estimated:

### **Inglewood Drive Improvements and Knollwood Drive Closure**

All improvements associated with Inglewood Drive / TH 210 intersection improvements and the Knollwood Drive intersection closure are funded by the City since they are related to the relocated signalized intersection and railway crossing. City funds are comprised of a combination of local City costs, MnDOT contributions and funds from the State Transportation Improvement Program (STIP).

The City is eligible to receive MnDOT contributions for improvements to the highway system including improvements to the Inglewood Drive / TH 210 intersection and the closure of the Knollwood Drive intersection. MnDOT funding is capped at \$1,000,000 and any additional funds would need to be obtained from local City funds.

The City has been approved for STIP funding for improvements associated with the new Inglewood Drive railway crossing. The approved STIP funding is \$805,131 and any additional funds would need to be obtained from local City funds.

Based on the above the following were determined:



**Summary:**

Estimated Total Project Cost:	\$2,187,050
Less estimated MnDOT Contribution:	\$1,000,000
<u>Less estimated STIP Contribution:</u>	<u>\$805,130</u>
Remaining City Cost:	\$381,920

**Foley Road Realignment**

All improvements associated with Foley Road realignment and reconfiguration are funded by the City since they are related to the extension of Inglewood Drive and relocated signalized intersection and railway crossing. The total City cost for these improvements is estimated to be \$892,320.

**Foley Road Full-Depth Reclamation (FDR) Improvements**

The full-depth reclamation improvements associated with Foley Road are funded via City contribution and assessments to benefitted property owners. Residential zoned properties are assessed 100% of a typical residential roadway with maximum width of 26' and bituminous thickness of 3 ½". The City was assumed to pick up costs associated with:

- Roadway width in excess of 26'
- Pavement thickness in excess of 3 ½"
- Storm sewer
- Concrete curb & gutter
- Trail ADA compliance improvements

For purposes of this report, the costs for a typical 26' wide residential FDR project were calculated to be \$55.02 per assessable foot. The estimate used to determine this per foot cost is included in the Appendix.

Commercial zoned properties are assessed 100% of a typical FDR project up to a maximum width of 44'. For purposes of this report, the costs for a typical commercial FDR project were calculated to be \$70.81 per assessable foot. The estimate used to determine this per foot cost is included in the Appendix.

All costs associated with trail construction were paid by City contribution.

Based on the above the following were determined:

**Roadway:**

Total Estimated FDR Roadway Improvements Project Cost:	\$646,650
Residential Footage:	5,371
Residential Rate Per Foot:	\$55.02
Total Collected Via Residential Assessments:	\$295,490
Commercial Footage:	1,274
Commercial Rate Per Foot:	\$70.81
Total Collected Via Residential Assessments:	\$90,220
Total FDR Improvement Costs Collected via Assessment:	\$385,710
Remaining City Portion (excess width & bit, curb, storm):	\$260,940

**Trail:**

Total Estimated FDR Roadway Trail - City Cost:	\$455,490
--	-----------

**Summary:**

Collected via Assessment:	\$385,710
<u>City Portion:</u>	<u>\$716,430</u>
Total Project:	\$1,102,140

**Foley Road - Water System Improvements**

The Foley Road water system improvements are funded via City contribution and assessments to benefitted property owners. Residential zoned parcels are only assessed to a maximum pipe size of 8" with the City picking up the additional pipe size costs. Commercial zoned parcels are assessed for all pipe sizes with no City contribution. The City contributes to coordinated projects by funding 15% of the costs for commercially zoned parcels and 25% for residentially zoned parcels. In addition, the City contributes ½ of the assessable water system improvements costs for frontage roads, since only one side of the corridor abuts benefitted parcels.

The water system improvement corridor also contained non-assessable property along the Timberlane Drive backlot properties abutting Foley Road. Costs for these improvements were paid by the City, since these lots would be assessed on Timberlane Drive and do not receive additional benefit from having municipal water improvements on two sides.

With both residential and commercial properties along the roadway, two assessment rates were determined. Based on the City assessment policy, the following were determined:

Total Project Cost:	\$455,690
Total Lineal Footage:	4,500
Project Cost Per Lineal Foot:	\$101.27

**Residential Property Assessments:**

Residential Project Length:	1,915
Project Cost Per Foot:	\$101.27
Total Estimated Residential Project Cost:	\$193,920
<u>Less City share for oversized piping:</u>	<u>\$21,080</u>
Remainder:	\$172,840
<u>Less City share for coordinated project (25%):</u>	<u>\$43,210</u>
Remainder:	\$129,630
<u>Less City contribution for frontage road project (50%):</u>	<u>\$64,810</u>
Remaining Assessable Amount:	\$64,810
Estimated Assessable Footage:	2,208
Cost per Assessable Foot - Commercial:	\$29.35
Total Residential WAC (see Appendix):	\$9,000

**Commercial Property Assessments:**

Commercial Project Length:	1,280
Project Cost Per Foot:	\$101.27
Total Estimated Commercial Project Cost:	\$129,620
<u>Less City share for coordinated project (15%):</u>	<u>\$19,440</u>
Remainder:	\$110,180
<u>Less City contribution for frontage road project (50%):</u>	<u>\$55,090</u>
Remaining Assessable Amount:	\$55,090

Estimated Assessable Footage:	1,274
Cost per Assessable Foot - Commercial:	\$43.24
Total Commercial WAC (see Appendix):	\$5,460

**Non-Assessable Property:**

Non-Assessable Project Length:	1,305
Project Cost Per Foot:	\$101.27
Total Estimated Non-Assessable Amount – City Cost:	\$132,150

**Summary:**

Collected via Assessment:	\$134,360
<u>City Portion:</u>	<u>\$335,790</u>
Total Project:	\$470,150

**Foley Road - Sanitary Sewer System Improvements**

The Foley Road sanitary sewer system improvements are funded via City contribution and assessments to benefitted property owners. The City contributes to coordinated projects by funding 15% of the costs for commercially zoned parcels and 25% for residentially zoned parcels. In addition, the City contributes ½ of the assessable sanitary sewer system improvement costs for frontage roads, since only one side of the corridor abuts benefitted parcels. No City contributions for pipe oversizing or excess pipe depth were noted in the project.

With both residential and commercial properties along the roadway, two assessment rates were determined. Based on the City assessment policy, the following were determined:

Total Project Cost:	\$240,390
Total Lineal Footage:	2,418
Project Cost Per Lineal Foot:	\$99.42

**Residential Property Assessments:**

Residential Project Length:	1,915
Project Cost Per Foot:	\$99.42
Total Estimated Residential Project Cost:	\$190,380
<u>Less City share for coordinated project (25%):</u>	<u>\$47,600</u>

Remainder:	\$142,780
<u>Less City contribution for frontage road project (50%):</u>	<u>\$71,390</u>
Remaining Assessable Amount:	\$71,390
Estimated Assessable Footage:	2,208
Cost per assessable foot - Commercial:	\$32.33
Total Residential SAC and Lift Station Fees (see Appendix):	\$16,500

**Commercial Property Assessments:**

Commercial Project Length:	503
Project Cost Per Foot:	\$99.42
Total Estimated Commercial Project Cost:	\$50,010
<u>Less City share for coordinated project (15%):</u>	<u>\$7,500</u>
Remainder:	\$42,510
<u>Less City contribution for frontage road project (50%):</u>	<u>\$21,250</u>
Remaining Assessable Amount:	\$21,250
Estimated Assessable Footage:	495
Cost per assessable foot - Commercial:	\$42.93
Total Commercial SAC (see Appendix):	\$5,060

**Summary:**

Collected via Assessment:	\$114,210
<u>City Portion:</u>	<u>\$147,740</u>
Total Project:	\$261,950

**Isle Drive / Forthun Road Realignment**

The roadway and utility improvements associated with the Isle Drive / Forthun Road realignment are primarily paid by the City due to the overall transportation system benefits. However, benefit to abutting property owners was noted due to the roadway surface improvements. These roadways were due for pavement rehabilitation improvements and would be assessed for full-depth reclamation. For purposes of this report, benefitted properties were assessed at the same commercial FDR rate associated with the Foley Road FDR improvements. Using the above numbers, the following were determined:

Total Estimated Project Cost:	\$628,660
Commercial Footage:	1,897

Commercial Rate Per Foot: \$70.81

**Summary:**

Collected Via Commercial Assessment:	\$134,340
<u>Remaining City Portion:</u>	<u>\$494,320</u>
Total Project:	\$628,660

Other Property Owner Costs – Property owners with existing structures/buildings must be aware of other costs that will be incurred as a result of the project. One of the largest additional costs is the construction of sanitary sewer and water service lines on private property. Estimates for construction of these service lines should be obtained from locally licensed plumbing contractors.

Property owners are also required to pay certain charges and fees associated with connection to municipal services. These fees include a Sewer Availability Charge (SAC), Water Availability Charge (WAC), WAC tax (commercial only) and Lift Station Fee (residential only). Per City ordinance, these fees are to be collected when sewer and water services are made available to the property.

Current residential rates for SAC, WAC and lift station fee are as follows:

✓ 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)	

Commercial SAC and WAC charges are based on building area and use. Per City Code, if an existing facility has not paid a SAC and WAC fee since 1990, the SAC and WAC fee will be based on the original use of the building at the 1990 SAC and WAC rate. Detailed SAC and WAC calculations and drawings are included in the Appendix for existing structures with outstanding SAC and WAC charges.

SAC, WAC, WAC tax and lift station fees are added to the assessments by default. Property owners may elect to have these charges and fees removed from their assessment, however; all charges and fees are due at time of connection to City utilities. Property owners have until December 31<sup>st</sup> of the year following completion of the project to connect to City services.

Other non-assessable City fees:

✓City Inspection Fee:	\$40
✓City Excavation Permit:	\$45
✓Water Meter:	\$335±

**Project Funding Summary**

Based on the above, the following were determined:

Estimated MnDOT Contribution:	(18.0%)	\$1,000,000
Estimated STIP Funding:	(14.5%)	\$805,130
Estimated Assessed Share:	(13.9%)	\$768,620
Estimated Total City Local Share:	(53.6%)	<u>\$2,968,520</u>
<b>Estimated Total Project Cost:</b>		<b>\$5,542,270</b>

**Summary of City Bonding Costs:**

Estimated Assessed Share:	(20.6%)	\$768,620
Estimated Total City Local Share:	(79.4%)	<u>\$2,968,520</u>
Estimated Total:		\$3,737,140

In accordance with City policy, assessments for full depth reclamation projects are to be collected in equal annual installments over the periods indicated below:

- Combined Utility and Street Improvements – 15 years for R-1 and RS zoned parcels and 12 years for all other zoning districts.
- Street Only Improvements – 12 years for reconstruction and full depth reclamation projects.

The interest rate would be set at 1.5% above the True Interest Cost rate on the bond issue (current interest rate is estimated at 4.75%). Interest would also be added based on the number of days between when the assessment is adopted by the Council and the end of the calendar year in which the assessment is levied.

Detailed assessment rate calculations and estimated assessable footage for each parcel in the project are included in the Appendix.

## **CONCLUSIONS AND RECOMMENDATIONS**

This report has studied the feasibility of relocating the TH 210 signalized intersection from Knollwood Drive to Inglewood Drive, together with associated improvements to Foley Road, Forthun Road and Isle Drive. The proposed improvements included modifications to roadways, trailways, railway crossings and utilities. The estimated City share of \$4,725,740 is approximately 87% of the total project costs with \$718,110 being assessed to the benefitted property owners. State contributions (MnDOT and STIP) of \$1,801,960 reduce the local share of the project to approximately \$2,923,790. Due to the significantly higher portion of City related project costs, financing the City costs will be more challenging.

The improvements, as proposed, represent significant safety improvements over the existing conditions. Safety improvements noted include the following:

- Addition of Accessible Pedestrian Signals at the new Inglewood Drive and TH 210 intersection.
- Addition and lengthening of turn lanes on TH 210 at new Inglewood Drive intersection.
- “Silent” rail way crossing compliant improvements at the new railway crossing on Inglewood Drive
- Realignment and straightening of Foley Road at Inglewood Drive
- Addition of dedicated turn lanes on Foley Road at new Inglewood Drive intersection
- Realignment and straightening of Foley Road at Knollwood Drive
- Separation of the trail from the roadway on Foley Road
- ADA pedestrian curb ramp and driveway crossing improvements
- Addition of separated bituminous trail on Forthun Road and Isle Drive

For assessment purposes, the project was separated into numerous categories depending on type of work and zoning class for the benefitted property owners. Due to the complexity of this project, various assessment rates were determined for various portions of the project. The rates determined as part of this report were compared to rates from similar recently completed projects.

The per foot rate for the FDR improvements was calculated to be \$55.02 per foot for residential properties and \$70.81 per foot for commercial properties. These rates appear to be in line with other projects recently completed in the City of Baxter.



The per foot rate for water system improvements was calculated to be \$29.35 per foot for residential properties and \$43.24 per foot for commercial properties. For a typical 100' wide lot these assessments would be \$2,935 for a residential lot and \$4,324 for a commercial lot. These rates appear to be reasonable as compared to other projects recently completed in the City of Baxter.

The per foot rate for sanitary sewer improvements was calculated to be \$32.33 per foot for residential properties and \$42.93 per foot for commercial properties. For a typical 100' wide lot these assessments would be \$3,233 for a residential lot and \$4,293 for a commercial lot. These rates appear to be reasonable as compared to other projects recently completed in the City of Baxter.

We recommend the City review the assessment methodologies utilized in this report to ensure they accordance with the Cities assessment policy and costs are fairly allocated to the benefitted properties.

The assessed portion of this project was estimated to be only 13.9% of the total project costs. This low percentage of assessed costs will make finance the City's portion more challenging.

In conclusion, we feel the proposed improvements are feasible and we do not foresee any major problems other than normal inconveniences associated with construction such as noise, detours, and traffic disturbance. These situations would be temporary in nature and we would anticipate the construction would last approximately 6 months depending on the contractor, weather and other factors.

We recommend the City proceed as follows in accordance with Project Schedule located in the Appendix:

1. City staff review and comment on the report and assessment methodologies.
2. Review the report with the Utilities Commission.
3. Update the report based on staff and Utilities Commission comments as necessary.
4. Hold a public informational meeting to obtain input from property owners.
5. Approve the report and schedule the Improvement Hearing.

6. Review final plans with the Utilities Commission.
7. Conduct Improvement Hearing and order the project.
8. Review and approve the plans and specifications and authorize advertisement for bids.
9. Review bids and update project costs and assessments.
10. If costs are favorable, award the construction contract and begin construction.
11. Prepare final costs and assessments and schedule the Assessment Hearing.
12. Conduct Assessment Hearing and adopt assessment rolls.
13. Construction of the project.

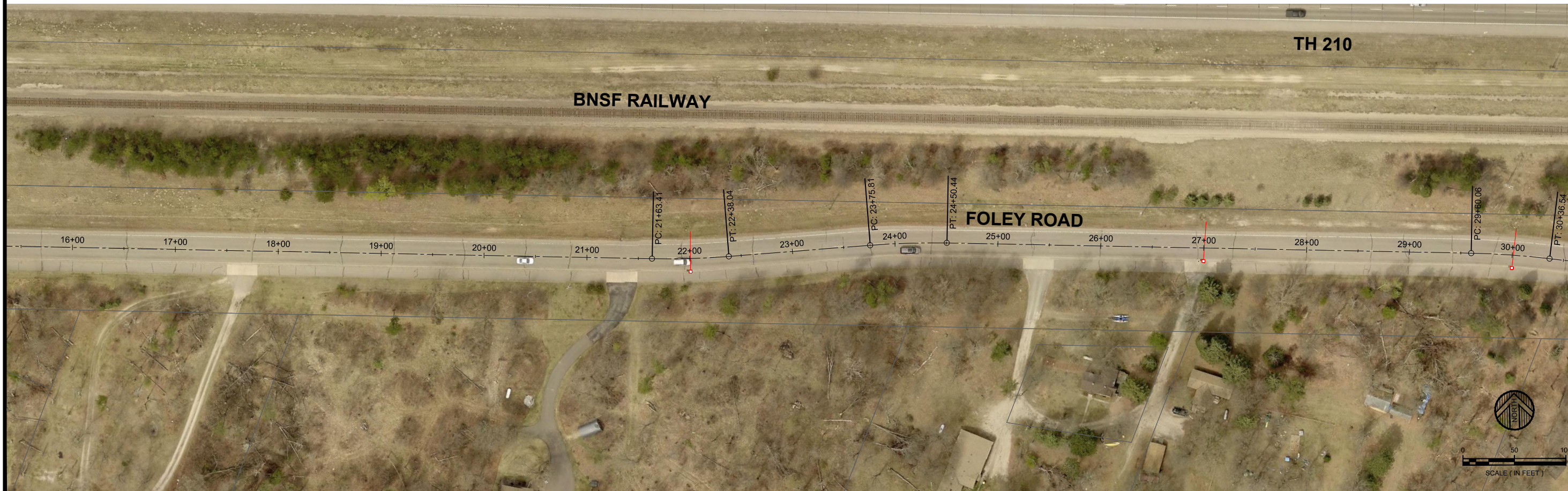
# APPENDICES

Figures 2-7: Existing Conditions  
Figures 8-13: Proposed Improvements  
Engineer's Estimate and Assessment Calculations  
Figures 14-20: Assessments  
Figure 21: Cost Estimate Exhibit  
Commercial SAC and WAC Calculations





**FOLEY ROAD STA 0+00 - 16+00**



**FOLEY ROAD STA 16+00 - 30+00**



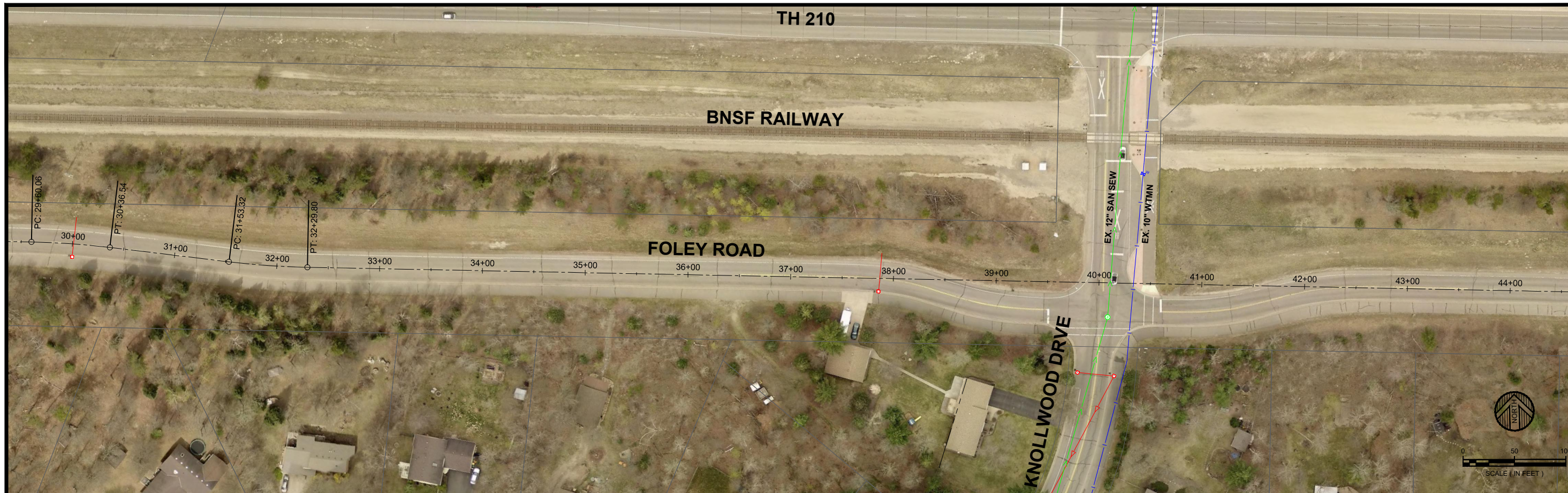
I HEREBY CERTIFY THAT THIS PLAN, SPECIFICATION, OR REPORT WAS PREPARED BY ME OR UNDER MY CLOSE PERSONAL SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.

DATE	REVISIONS DESCRIPTION	BY

DATE	REVISIONS DESCRIPTION	BY

INGLEWOOD DR RAILWAY CROSSING & FOLEY RD IMPROVEMENTS  
 CITY OF BAXTER  
 BAXTER, MINNESOTA  
**FIGURE 2 - EXISTING CONDITIONS - FOLEY ROAD**





FOLEY ROAD STA 30+00 - 44+00



FOLEY ROAD STA 44+00 - 58+00



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

DATE	REVISION DESCRIPTION	BY	VALUE

DATE:	MARCH 2018
SCALE:	AS SHOWN
DRAWN BY:	INITIALS
CHECKED BY:	INITIALS
JOB NUMBER:	0102B0384.000

INGLEWOOD DR RAILWAY CROSSING & FOLEY RD IMPROVEMENTS  
 CITY OF BAXTER  
 BAXTER, MINNESOTA





FOLEY ROAD STA 58+00 - 72+00



FOLEY ROAD STA 72+00 - END



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

DATE	REVISION DESCRIPTION	BY	VALUE

DATE: MARCH 2018  
 AS SHOWN:                      INITIALS  
 DRAWN BY:                      INITIALS  
 CHECKED BY:                    INITIALS  
 JOB NUMBER: 0102B0384.000

INGLEWOOD DR RAILWAY CROSSING & FOLEY RD IMPROVEMENTS  
 CITY OF BAXTER  
 BAXTER, MINNESOTA  
**FIGURE 4 - EXISTING CONDITIONS - FOLEY ROAD**





# KNOLLWOOD DRIVE INTERSECTION DETAIL

J:\10102B-City of Baxter\10102B0384-Inglewood Dr & Foley Road Improvements\10102B0384.000-Inglewood Dr & Foley Road Improvements\CADD\Civil-C-SP-10102B0384.000.dwg Plotted by:Aric Welch 4/5/2018 8:58:52 AM © 2018 WIDSETH SMITH NOLTING

**WIDSETH SMITH NOLTING**  
 Engineering | Architecture | Surveying | Environmental



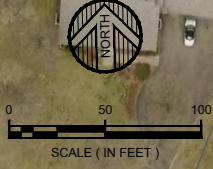
I HEREBY CERTIFY THAT THIS PLAN, SPECIFICATION, OR REPORT WAS PREPARED BY ME OR UNDER MY CLOSE PERSONAL SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.

BY	REVISIONS DESCRIPTION	DATE	REV#

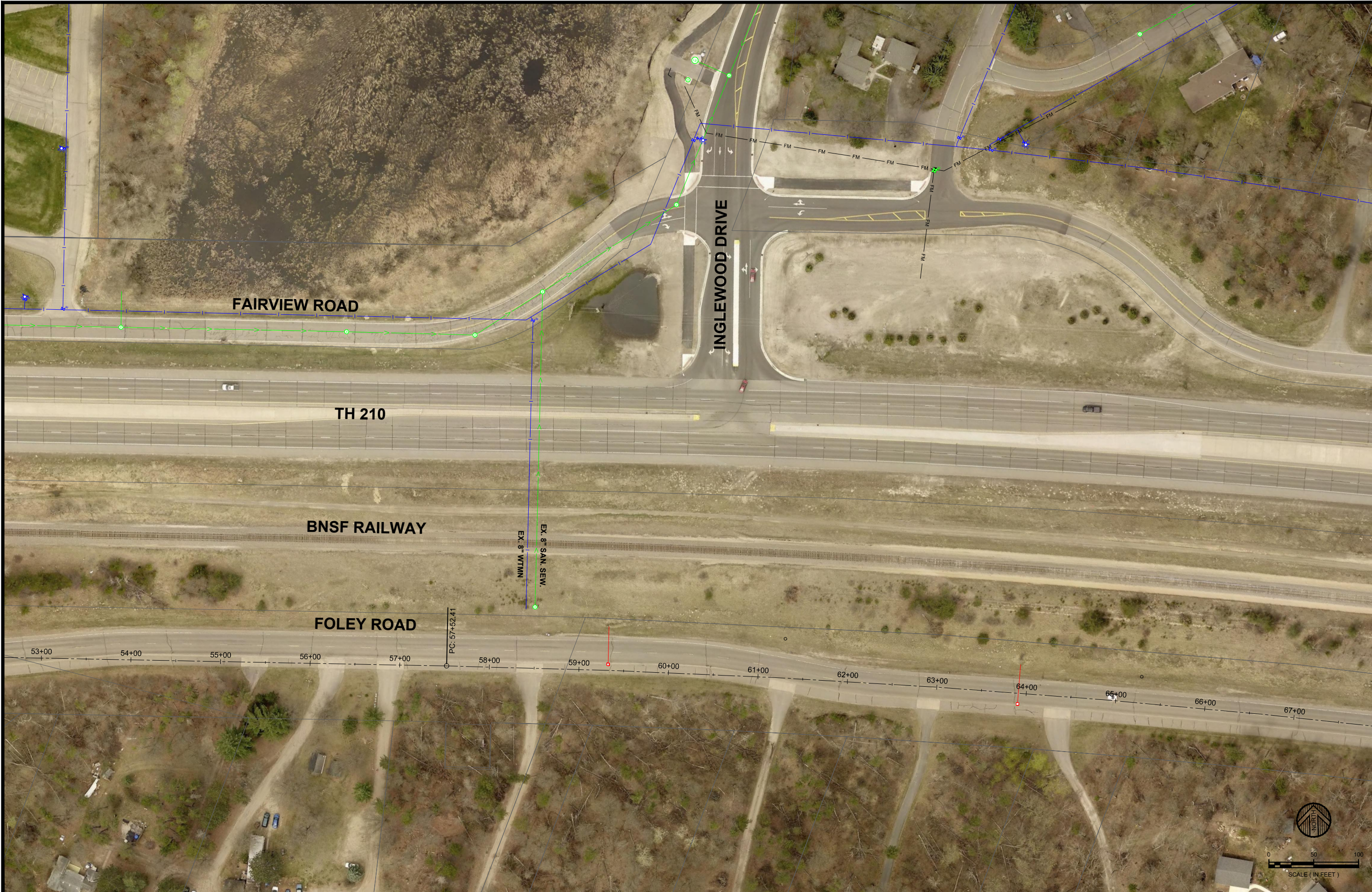
DATE	REVISIONS DESCRIPTION	DATE	REV#
MARCH 2018	AS SHOWN		
	INITIALS		
	INITIALS		

INGLEWOOD DR RAILWAY CROSSING & FOLEY RD IMPROVEMENTS  
 CITY OF BAXTER  
 BAXTER, MINNESOTA  
**FIGURE 5 - EXISTING CONDITIONS - KNOLLWOOD DRIVE**

SHEET NO.  
**5**







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

BY	REVISIONS DESCRIPTION	DATE	REV#

DATE	SCALE	DATE	AS SHOWN	DATE	INITIALS
MARCH 2018					

INGLEWOOD DR RAILWAY CROSSING & FOLEY RD IMPROVEMENTS  
 CITY OF BAXTER  
 BAXTER, MINNESOTA  
**FIGURE 6 - EXISTING CONDITIONS - INGLEWOOD DRIVE**

# INGLEWOOD DRIVE INTERSECTION DETAIL





# FORTHUN ROAD AND ISLE DRIVE INTERSECTION IMPROVEMENTS

J:\0102B-City of Baxter\0102B\0384-Ingewood Dr & Foley Road Improvements\0102B\0384.000-Ingewood Dr & Foley Road Improvements\CADD\CIVIC-SP-0102B\0384.000.dwg Plotted by:Aric Welch 4/5/2018 9:57:21 AM © 2018 WIDSETH SMITH NOLTING

**WIDSETH SMITH NOLTING**  
 Engineering | Architecture | Surveying | Environmental



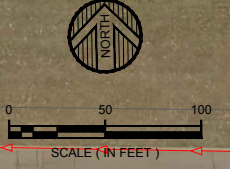
I HEREBY CERTIFY THAT THIS PLAN, SPECIFICATION, OR REPORT WAS PREPARED BY ME OR UNDER MY CLOSE PERSONAL SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.

DATE	REVISIONS DESCRIPTION	BY	VALUE

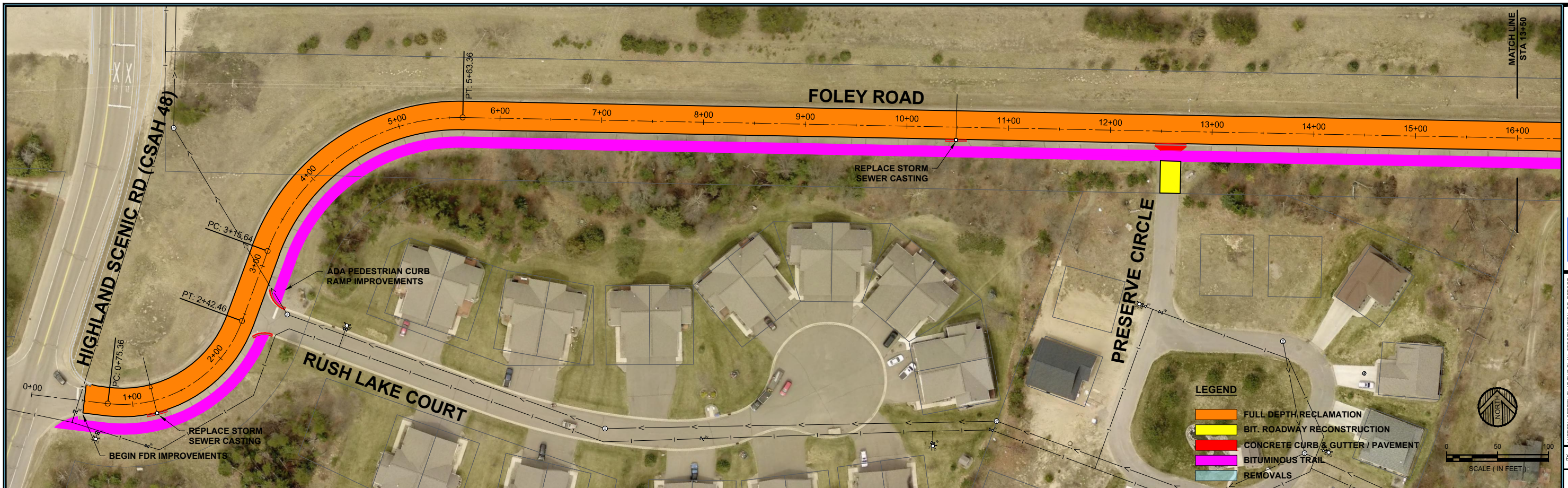
DATE	AS SHOWN	INITIALS	DATE	DATE
MARCH 2018				

INGLEWOOD DR RAILWAY CROSSING & FOLEY RD IMPROVEMENTS  
 CITY OF BAXTER  
 BAXTER, MINNESOTA  
**FIGURE 7 - EXISTING CONDITIONS - ISLE DRIVE**

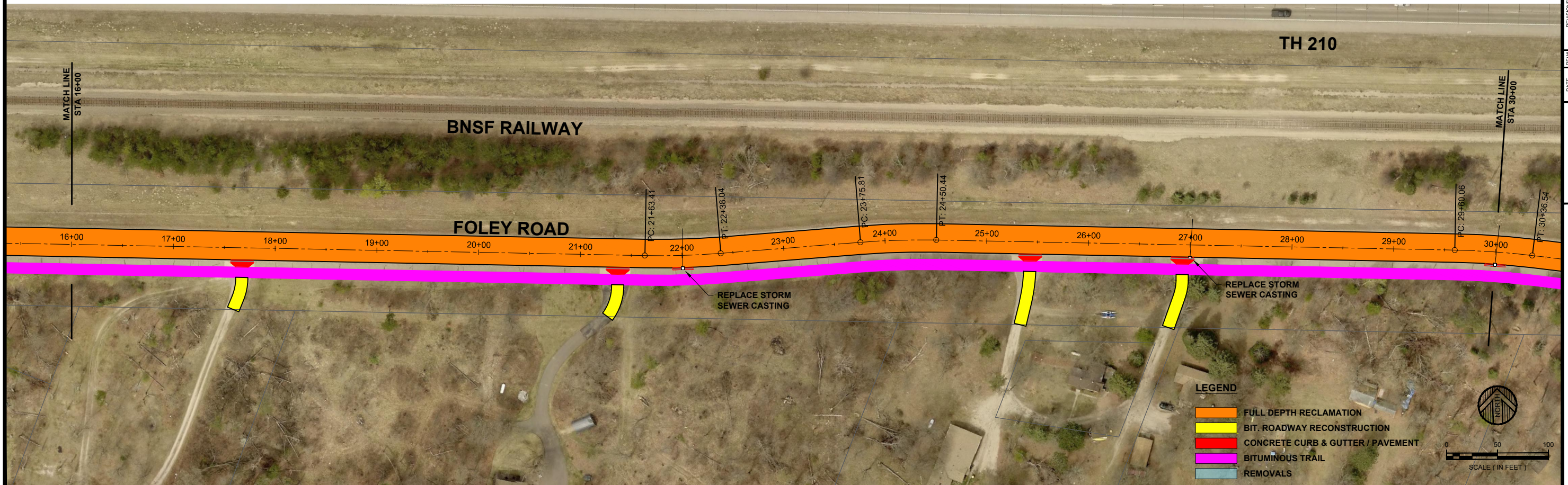
SHEET NO.  
**7**







FOLEY ROAD STA 0+00 - 16+00



FOLEY ROAD STA 16+00 - 30+00



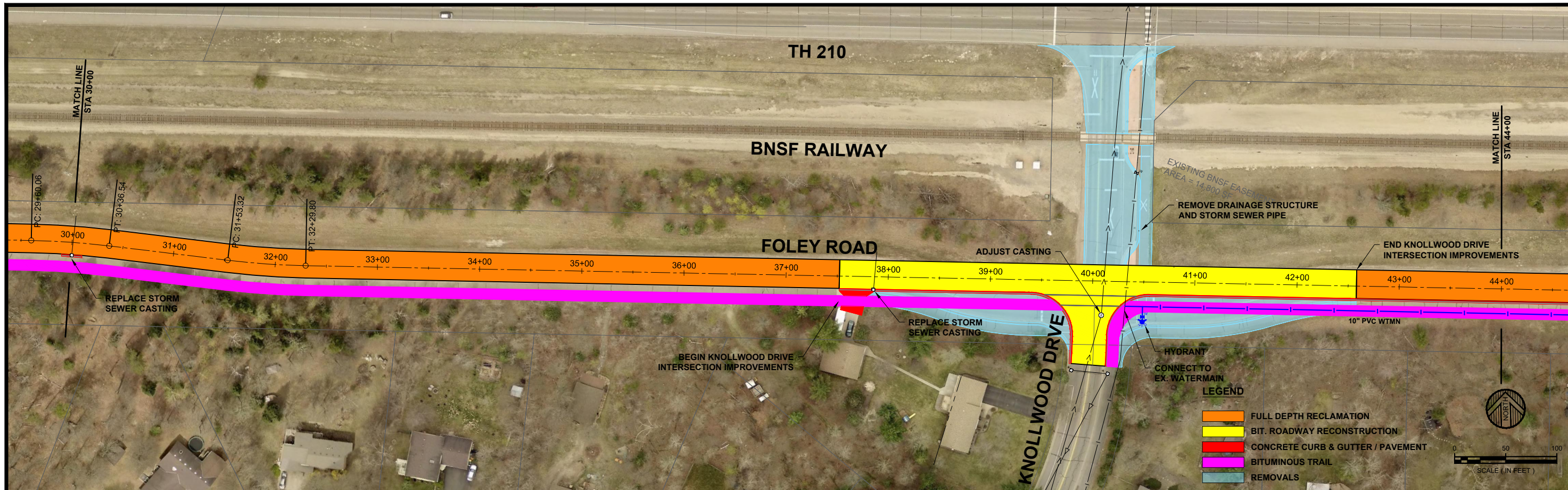
I HEREBY CERTIFY THAT THIS PLAN, SPECIFICATION, OR REPORT WAS PREPARED BY ME OR UNDER MY CLOSE PERSONAL SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.

DATE	REVISION DESCRIPTION	BY

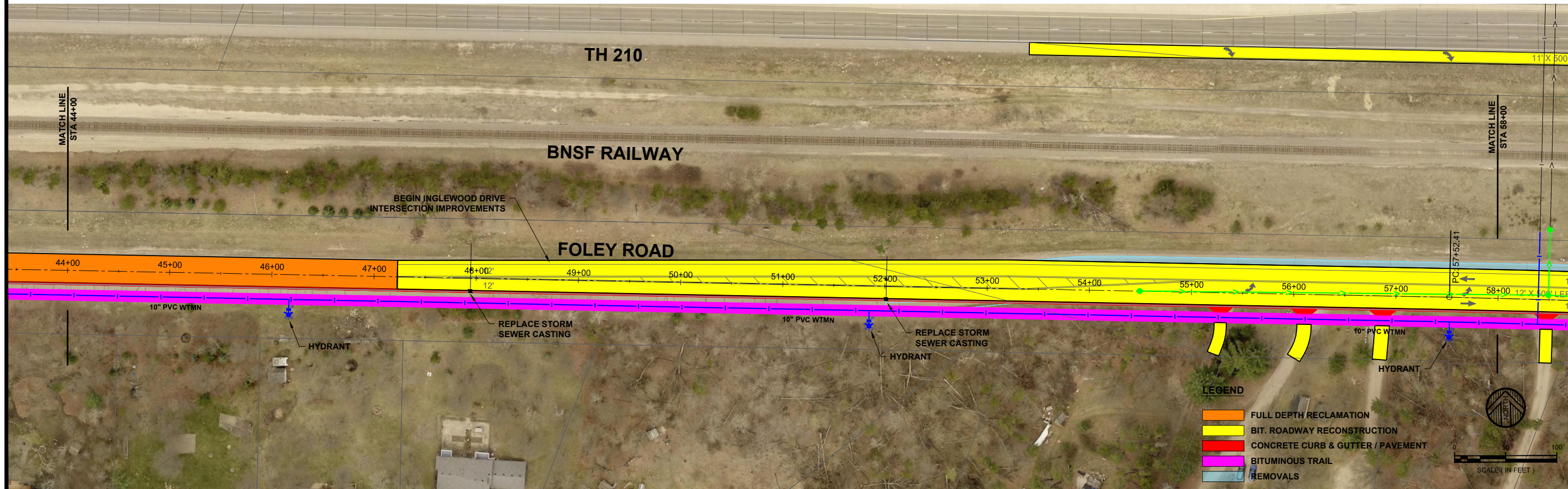
DATE	REVISION DESCRIPTION	BY

DATE: MARCH 2018  
 AS SHOWN  
 DRAWN BY: [initials]  
 CHECKED BY: [initials]  
 JOB NUMBER: 0102B0384.000





FOLEY ROAD STA 30+00 - 44+00



FOLEY ROAD STA 44+00 - 58+00



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

DATE	REVISION DESCRIPTION	BY	VALUE

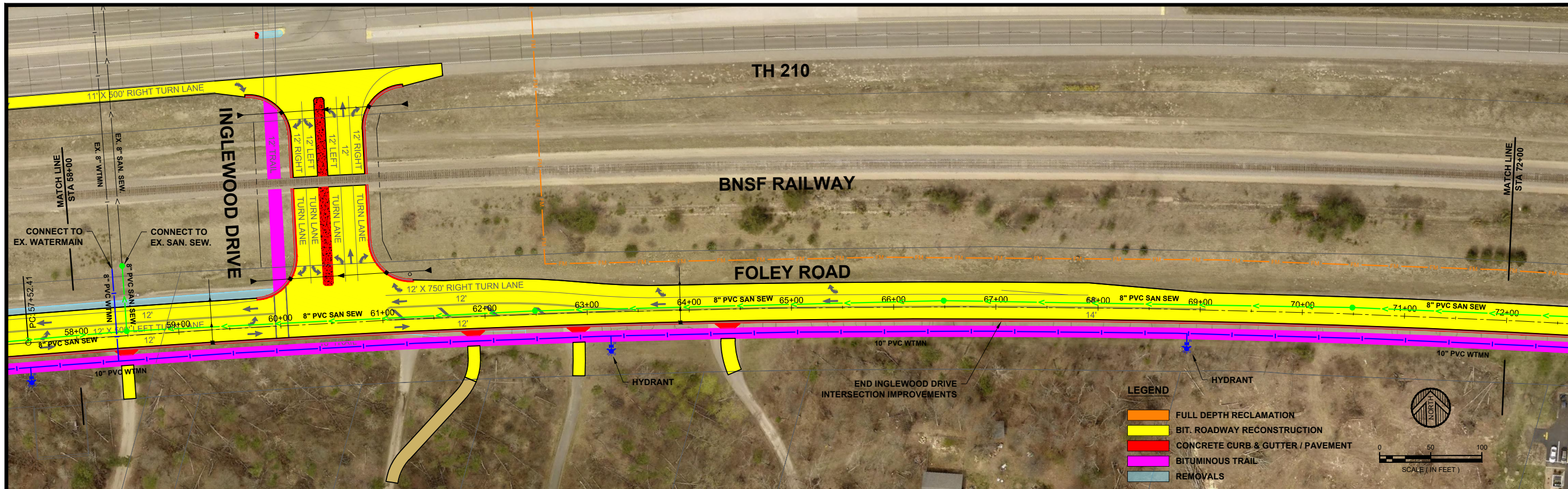
DATE	SCALE	AS SHOWN	INITIALS
MARCH 2018	AS SHOWN		

DATE	SCALE	AS SHOWN	INITIALS
MARCH 2018	AS SHOWN		

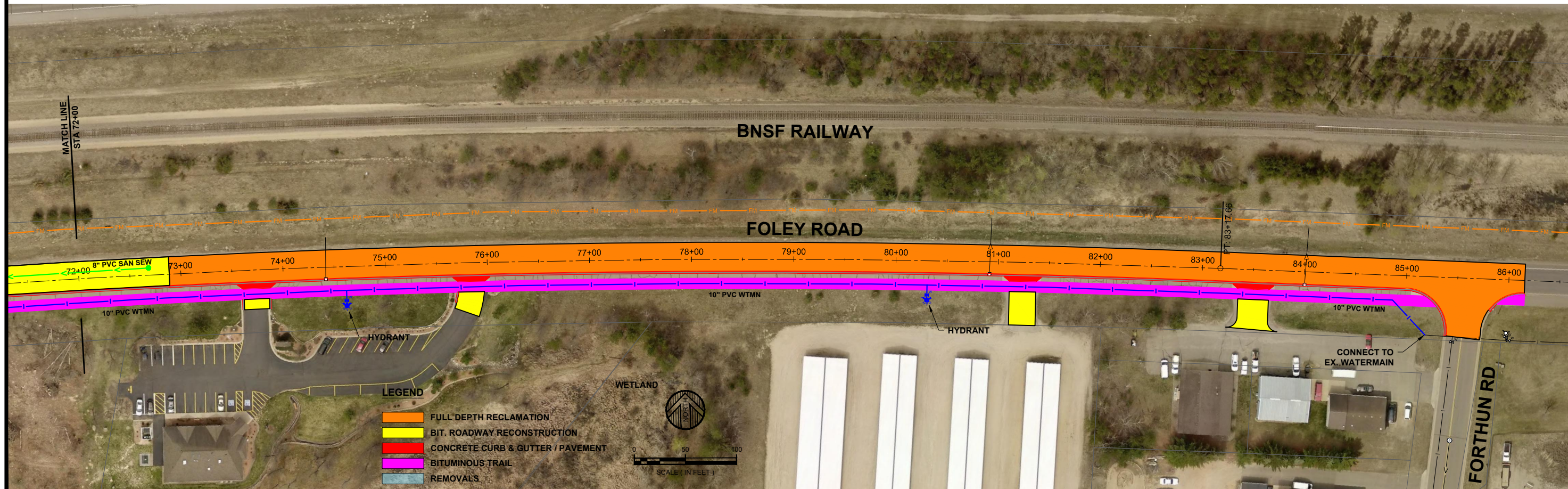
DATE	SCALE	AS SHOWN	INITIALS
MARCH 2018	AS SHOWN		

INGLEWOOD DR RAILWAY CROSSING & FOLEY RD IMPROVEMENTS  
 CITY OF BAXTER  
 BAXTER, MINNESOTA





FOLEY ROAD STA 58+00 - 72+00



FOLEY ROAD STA 72+00 - END



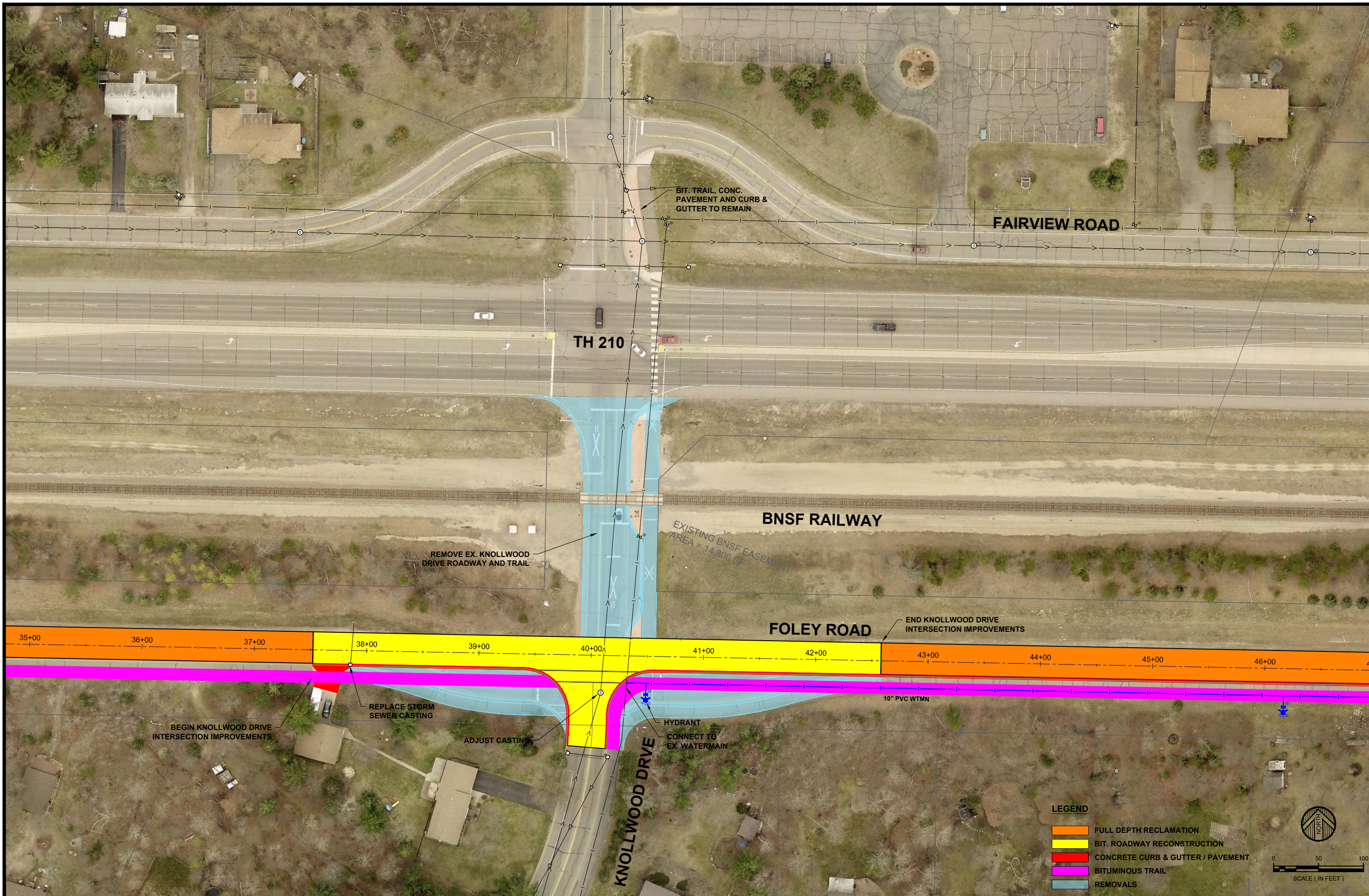
I HEREBY CERTIFY THAT THIS PLAN, SPECIFICATION, OR REPORT WAS PREPARED BY ME OR UNDER MY CLOSE PERSONAL SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.

DATE	REVISIONS DESCRIPTION	BY	VALUE

DATE	SCALE	DRAWN BY	CHECKED BY	JOB NUMBER
MARCH 2018	AS SHOWN	INITIALS	INITIALS	0102B0384.000

INGLEWOOD DR RAILWAY CROSSING & FOLEY RD IMPROVEMENTS  
 CITY OF BAXTER  
 BAXTER, MINNESOTA  
**FIGURE 10 - PROPOSED IMPROVEMENTS - FOLEY ROAD**





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

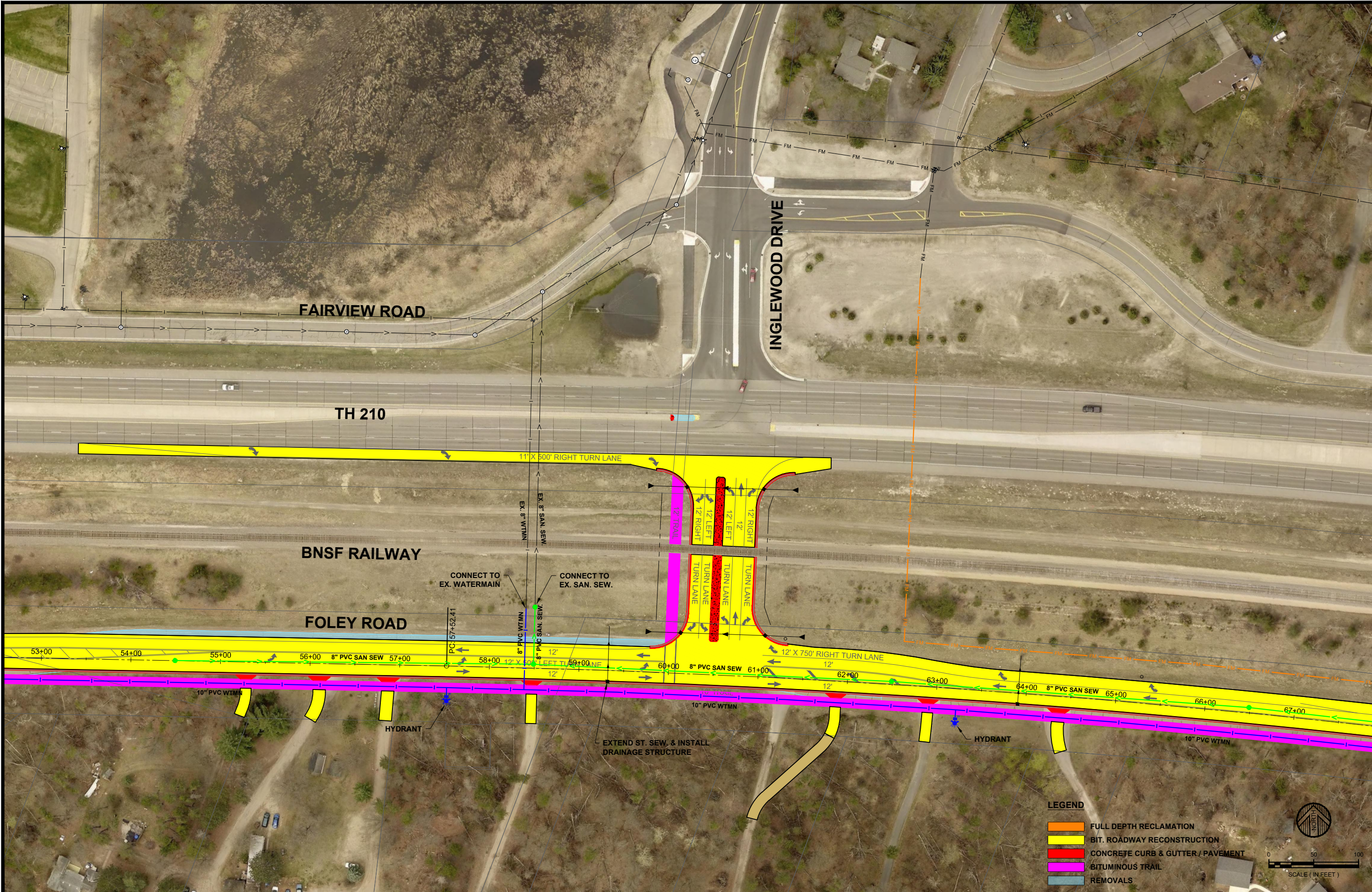
DATE	REVISION DESCRIPTION	BY	VALUE

DATE: MARCH 2018  
 SCALE: AS SHOWN  
 DRAWN BY: INITIALS  
 CHECKED BY: INITIALS  
 JOB NUMBER: 0102B0384.000

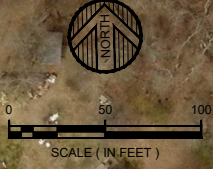
INGLEWOOD DR RAILWAY CROSSING & FOLEY RD IMPROVEMENTS  
 CITY OF BAXTER  
 BAXTER, MINNESOTA  
 FIGURE 11 - PROPOSED IMPROVEMENTS - KNOLLWOOD DRIVE

# KNOLLWOOD DRIVE INTERSECTION DETAIL





- LEGEND**
- FULL DEPTH RECLAMATION
  - BIT. ROADWAY RECONSTRUCTION
  - CONCRETE CURB & GUTTER / PAVEMENT
  - BITUMINOUS TRAIL
  - REMOVALS



# INGLEWOOD DRIVE INTERSECTION DETAIL

DATE: MARCH 2018

SCALE: AS SHOWN

DRAWN BY: [REDACTED]

CHECKED BY: [REDACTED]

JOB NUMBER: 0102B0384.000

DATE: MARCH 2018

SCALE: AS SHOWN

DRAWN BY: [REDACTED]

CHECKED BY: [REDACTED]

JOB NUMBER: 0102B0384.000

BY: [REDACTED]

REVISIONS DESCRIPTION:

NO.	DATE	DESCRIPTION

VALUE: [REDACTED]

DATE: MMDDYY[REDACTED].NO. VALUE

INGLEWOOD DR RAILWAY CROSSING & FOLEY RD IMPROVEMENTS

CITY OF BAXTER

BAXTER, MINNESOTA

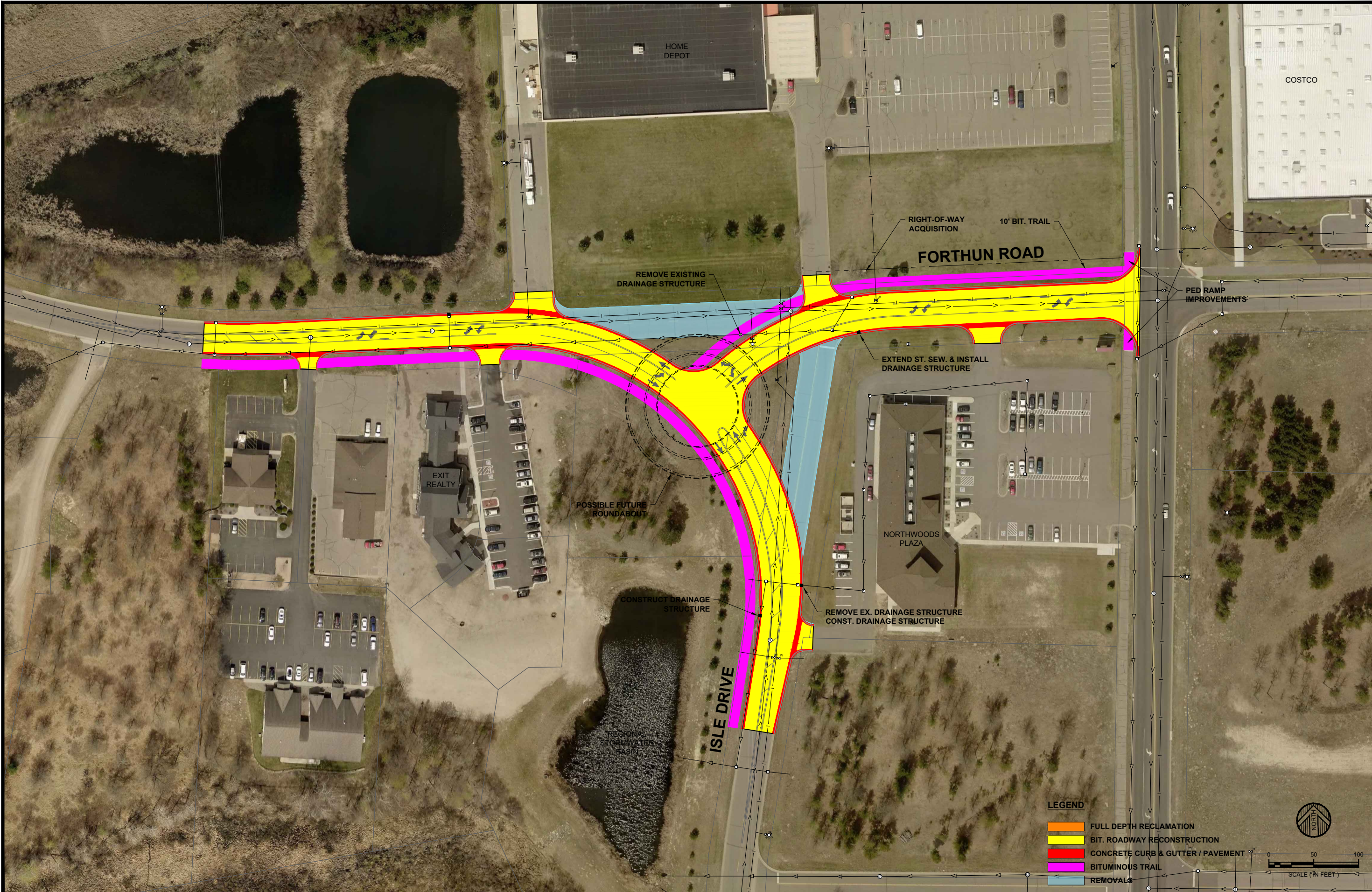
FIGURE 12 - PROPOSED IMPROVEMENTS - INGLEWOOD DRIVE

SHEET NO. 12

J:\10102B-City of Baxter\10102B0384-Inglewood Dr & Foley Road Improvements\10102B0384.000-Inglewood Dr & Foley Road Improvements\CADD\Civil\IC-SP-0102B0384.000.dwg Plotted by: Aric Welch 3/27/2018 4:38:45 PM © 2018 WIDSETH SMITH NOLTING

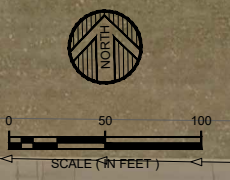
I HEREBY CERTIFY THAT THIS PLAN, SPECIFICATION, OR REPORT WAS PREPARED BY ME OR UNDER MY CLOSE PERSONAL SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.





**LEGEND**

- FULL DEPTH RECLAMATION
- BIT. ROADWAY RECONSTRUCTION
- CONCRETE CURB & GUTTER / PAVEMENT
- BITUMINOUS TRAIL
- REMOVALS



# FORTHUN ROAD AND ISLE DRIVE INTERSECTION IMPROVEMENTS

**INGLEWOOD DR RAILWAY CROSSING & FOLEY RD IMPROVEMENTS**  
 CITY OF BAXTER  
 BAXTER, MINNESOTA

**WIDSETH SMITH NOLTING**  
 Engineering | Architecture | Surveying | Environmental

DATE	REVISIONS DESCRIPTION	BY	DATE	REVISIONS DESCRIPTION	BY
MARCH 2018	AS SHOWN				

**FIGURE 13 - PROPOSED IMPROVEMENTS - ISLE DRIVE**

SHEET NO. **13**

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

DATE: MARCH 2018    VALUE:    DATE: MARCH 2018    NO. VALUE:    JOB NUMBER: 0102B0384.000

J:\10102B-City of Baxter\0102B0384-Inglewood Dr & Foley Road Improvements\0102B0384.000-Inglewood Dr & Foley Road Improvements\CADD\Civil\IC-SP-0102B0384.000.dwg    Plotted by: Aric Welch    3/27/2018 4:38:59 PM    © 2018 WIDSETH SMITH NOLTING



**ENGINEER'S ESTIMATE**  
**2021 INGLEWOOD DRIVE RAILWAY CROSSING AND FOLEY ROAD IMPROVEMENTS**  
**MUNICIPAL IMPROVEMENT NO. 4121**  
**BAXTER, MN**  
 Wednesday, March 14, 2018

**INGLEWOOD DRIVE AND KNOLLWOOD DRIVE CLOSURE**

ITEM NO.	SPEC. NO.	ITEM DESCRIPTION	UNIT	UNIT PRICE	INGLEWOOD DRIVE						KNOLLWOOD DRIVE INTERSECTION REMOVAL AND				PROJECT TOTAL	
					ROADWAY/TH 210 INTERSECTION		TRAIL		STIP ELIGIBLE RAILWAY CROSSING (45' EACH SIDE OF TRACKS)		ROADWAY/TH 210 INTERSECTION		TRAIL			
					ESTIMATED QUANTITY	TOTAL COST	ESTIMATED QUANTITY	TOTAL COST	ESTIMATED QUANTITY	TOTAL COST	ESTIMATED QUANTITY	TOTAL COST	ESTIMATED QUANTITY	TOTAL COST	ESTIMATED QUANTITY	TOTAL COST
1	2021.501	MOBILIZATION	LUMP SUM	\$45,000.00	0.35	\$15,750.00	0.01	\$450.00	0.5	\$22,500.00	0.12	\$5,400.00	0.02	\$900.00	1	\$45,000.00
2	2101.501	CLEARING	ACRE	\$4,000.00	0.5	\$2,000.00									0.5	\$2,000.00
3	2101.506	GRUBBING	ACRE	\$4,000.00	0.5	\$2,000.00									0.5	\$2,000.00
4	2102.501	PAVEMENT MARKING REMOVAL	SQ FT	\$2.00							310	\$620.00			310	\$620.00
5	2102.501	PAVEMENT MARKING REMOVAL	LIN FT	\$6.00							250	\$1,500.00			250	\$1,500.00
6	2104.501	REMOVE SEWER PIPE (STORM)	LIN FT	\$13.00							240	\$3,120.00			240	\$3,120.00
7	2104.501	REMOVE CURB AND GUTTER	LIN FT	\$4.00							800	\$3,200.00	40	\$160.00	840	\$3,360.00
8	2104.503	REMOVE CONCRETE SIDEWALK	SQ FT	\$1.50							3400	\$5,100.00			3400	\$5,100.00
9	2104.503	REMOVE CONCRETE MEDIAN	SQ FT	\$5.00			160	\$800.00			4400	\$22,000.00			4560	\$22,800.00
10	1360.000	REMOVE BITUMINOUS PAVEMENT	SQ YD	\$2.00	1170	\$2,340.00					3900	\$7,800.00	500	\$1,000.00	5570	\$11,140.00
11	2104.505	REMOVE CONCRETE PAVEMENT	SQ YD	\$5.00							320	\$1,600.00			320	\$1,600.00
12	2104.509	REMOVE GRATE AND APRON	EACH	\$150.00							5	\$750.00			5	\$750.00
13	2104.509	REMOVE CATCH BASIN	EACH	\$400.00							2	\$800.00			2	\$800.00
14	2104.509	REMOVE SIGN TYPE C	EACH	\$50.00							12	\$600.00			12	\$600.00
15	-	REMOVE SIGNAL SYSTEM	LUMP SUM	\$25,000.00							1	\$25,000.00			1	\$25,000.00
16	2104.513	SAWING BITUMINOUS PAVEMENT (FULL DEPTH)	LIN FT	\$2.50	960	\$2,400.00	70	\$175.00			656	\$1,640.00	20	\$50.00	1706	\$4,265.00
17	2104.513	SAWING CONCRETE PAVEMENT (FULL DEPTH)	LIN FT	\$4.50			6	\$27.00			25	\$112.50			31	\$139.50
18	2104.523	SALVAGE SIGN	EACH	\$65.00							1	\$65.00			1	\$65.00
19	2104.523	SALVAGE CASTING	EACH	\$250.00							1	\$250.00			1	\$250.00
20	2104.523	SALVAGE PIPE APRON	EACH	\$250.00							2	\$500.00			2	\$500.00
21	2104.602	RELOCATE STREET LIGHT	EACH	\$2,500.00							1	\$2,500.00			1	\$2,500.00
22	2105.501	COMMON EXCAVATION (P)	CU YD	\$6.00	1900	\$11,400.00			230	\$1,380.00	2750	\$16,500.00	25	\$150.00	4905	\$29,430.00
23	2105.522	COMMON BORROW (CV)	CU YD	\$12.00	1400	\$16,800.00	230	\$2,760.00	3000	\$36,000.00			25	\$300.00	4655	\$55,860.00
24	2118.501	AGGREGATE SURFACING CLASS 5	TON	\$26.00	25	\$650.00								25	\$650.00	
25	2123.501	COMMON LABORERS	HR	\$85.00	20	\$1,700.00					20	\$1,700.00	2	\$170.00	42	\$3,570.00
26	2123.503	MOTOR GRADER	HR	\$170.00	10	\$1,700.00					10	\$1,700.00	1	\$170.00	21	\$3,570.00
27	2123.610	STREET SWEEPER (WITH PICKUP BROOM)	HR	\$110.00	5	\$550.00					5	\$550.00	1	\$110.00	11	\$1,210.00
28	2211.503	AGGREGATE BASE (CV) CLASS 6 (P)	CU YD	\$22.00	390	\$8,580.00	3	\$66.00	160	\$3,520.00	330	\$7,260.00			883	\$19,426.00
29	2360.501	TYPE SP 9.5 WEARING COURSE MIXTURE (2.C)	TON	\$60.00	535	\$32,100.00	4	\$240.00	170	\$10,200.00	450	\$27,000.00			1159	\$69,540.00
30	2501.567	24" RC SAFETY APRON AND GRATE DESIGN 3128	EACH	\$1,250.00	4	\$5,000.00								4	\$5,000.00	
31	2501.573	INSTALL PIPE APRON	EACH	\$400.00							2	\$800.00			2	\$800.00
32	2503.541	24" RC PIPE SEWER DES 3006 CL III	LIN FT	\$45.00	340	\$15,300.00								340	\$15,300.00	
33	2504.602	ADJUST VALVE BOX	EACH	\$200.00							2	\$400.00			2	\$400.00
34	2506.501	CONST DRAINAGE STRUCTURE DESIGN SD-48	LIN FT	\$400.00	20	\$8,000.00								20	\$8,000.00	
35	2506.516	CASTING ASSEMBLY	EACH	\$750.00	4	\$3,000.00								4	\$3,000.00	
36	2506.522	ADJUST FRAME AND RING CASTING	EACH	\$300.00							1	\$300.00			1	\$300.00
37	2521.511	2" BITUMINOUS WALK	SQ FT	\$4.00			970	\$3,880.00	1080	\$4,320.00			4950	\$19,800.00	7000	\$28,000.00
38	2531.501	CONCRETE CURB AND GUTTER DESIGN B618	LIN FT	\$16.00							580	\$9,280.00	40	\$640.00	620	\$9,920.00
39	2531.501	CONCRETE CURB AND GUTTER DESIGN B624	LIN FT	\$19.00	300	\$5,700.00			180	\$3,420.00					480	\$9,120.00
40	2531.503	CONCRETE MEDIAN	SQ YD	\$70.00	110	\$7,700.00	2	\$140.00	100	\$7,000.00					212	\$14,840.00
41	2531.507	6" CONCRETE DRIVEWAY PAVEMENT	SQ YD	\$70.00			30	\$2,100.00					40	\$2,800.00	70	\$4,900.00
42	2531.618	TRUNCATED DOMES	SQ FT	\$42.00			112	\$4,704.00	48	\$2,016.00			48	\$2,016.00	208	\$8,736.00
43	2545.511	LIGHTING UNIT TYPE 9-40	EACH	\$2,500.00	7	\$17,500.00								7	\$17,500.00	
44	2545.515	LIGHT FOUNDATION DESIGN E	EACH	\$700.00	7	\$4,900.00								7	\$4,900.00	
45	2545.523	2" NON-METALLIC CONDUIT	LF	\$7.00	1200	\$8,400.00								1200	\$8,400.00	
46	2545.523	3" NON-METALLIC CONDUIT	LF	\$8.50	200	\$1,700.00								200	\$1,700.00	
47	2545.531	UNDERGROUND WIRE 1 COND NO 6	LF	\$1.50	5600	\$8,400.00								5600	\$8,400.00	
48	2545.541	SERVICE CABINET - TYPE L1 (MOD)	EACH	\$3,000.00	1	\$3,000.00								1	\$3,000.00	
49	2545.544	SERVICE EQUIPMENT	EACH	\$1,000.00	1	\$1,000.00								1	\$1,000.00	
50	2545.545	EQUIPMENT PAD B	EACH	\$1,100.00	1	\$1,100.00								1	\$1,100.00	
51	2545.602	INSTALL HANDHOLE	EACH	\$500.00	3	\$1,500.00								3	\$1,500.00	
52	2550.601	ELECTRICAL SERVICE	LUMP SUM	\$5,000.00	1	\$5,000.00								1	\$5,000.00	
53	2563.601	TRAFFIC CONTROL	LUMP SUM	\$7,500.00	0.35	\$2,625.00	0.01	\$75.00	0.5	\$3,750.00	0.12	\$900.00	0.02	\$150.00	1	\$7,500.00
54	2564.602	INSTALL SIGN	EACH	\$85.00							1	\$85.00			1	\$85.00
55	2564.531	SIGN PANELS - TYPE C	EACH	\$150.00	20	\$3,000.00			12	\$1,800.00	25	\$3,750.00	4	\$600.00	61	\$9,150.00
56	2564.552	HAZARD MARKER X4-2	EACH	\$125.00	4	\$500.00			3	\$375.00					7	\$875.00
57	2565.511	TRAFFIC CONTROL SIGNAL SYSTEM	SIG SYS	\$307,500.00	1	\$307,500.00								1	\$307,500.00	
58	2571.502	CONIFEROUS TREE 6' HT B&B	EACH	\$500.00							15	\$7,500.00			15	\$7,500.00
59	2573.502	SILT FENCE, TYPE MS	LIN FT	\$2.00	300	\$600.00								300	\$600.00	
60	2573.530	STORM DRAIN INLET PROTECTION	EACH	\$150.00	4	\$600.00					4	\$600.00			8	\$1,200.00
61	2573.535	STABILIZED CONSTRUCTION EXIT	EACH	\$800.00	1	\$800.00								1	\$800.00	
62	2573.550	EROSION CONTROL SUPERVISOR	LUMP SUM	\$1,500.00	0.35	\$525.00	0.01	\$15.00	0.5	\$750.00	0.12	\$180.00	0.02	\$30.00	1	\$1,500.00
63	2573.602	CULVERT END CONTROLS	EACH	\$150.00	4	\$600.00								4	\$600.00	
64	2574.508	FERTILIZER TYPE 3	POUND	\$1.50	105	\$157.50	15	\$22.50	60	\$90.00	300	\$450.00	30	\$45.00	510	\$765.00
65	2574.525	COMMON TOPSOIL BORROW	CU YD	\$20.00	200	\$4,000.00	30	\$600.00	120	\$2,400.00	550	\$11,000.00	55	\$1,100.00	955	\$19,100.00
66	2575.501	SEEDING	ACRE	\$450.00	0.7	\$315.00	0.1	\$45.00	0.4	\$180.00	2	\$900.00	0.2	\$90.00	3.4	\$1,530.00
67	2575.502	SEED MIXTURE 22-111	POUND	\$2.50	15	\$37.50	2	\$5.00	8	\$20.00	40	\$100.00	4	\$10.00	69	\$172.50
68	2575.502	SEED MIXTURE 25-131	POUND	\$5.00	140	\$700.00	20	\$100.00	80	\$400.00	400	\$2,000.00	40	\$200.00	680	\$3,400.00
69	2575.511	MULCH MATERIAL TYPE 3	TON	\$300.00	0.7	\$210.00	0.1	\$30.00	0.4	\$120.00	2	\$600.00	0.2	\$60.00	3.4	\$1,020.00
70	2575.519	DISK ANCHORING	ACRE	\$250.00	0.35	\$87.50	0.05	\$12.50	0.2	\$50.00	1	\$250.00	0.1	\$25.00	1.7	\$425.00

INGLEWOOD DRIVE AND KNOLLWOOD DRIVE CLOSURE

INGLEWOOD DRIVE AND KNOLLWOOD DRIVE CLOSURE



**2021 INGLEWOOD DRIVE RAILWAY CROSSING AND FOLEY ROAD IMPROVEMENTS  
MUNICIPAL IMPROVEMENT NO. 4121**

**BAXTER, MN**

Wednesday, March 14, 2018

INGLEWOOD DRIVE AND KNOLLWOOD DRIVE CLOSURE

71	2575.523	EROSION CONTROL BLANKETS CATEGORY 3	SQ YD	\$2.00	850	\$1,700.00	120	\$240.00	1000	\$2,000.00	2420	\$4,840.00	4390	\$8,780.00
72	2575.533	SEDIMENT CONTROL LOG TYPE COMPOST	LIN FT	\$4.00	300	\$1,200.00			100	\$400.00			400	\$1,600.00
73	1560.000	HYDRAULIC MATRIX TYPE MULCH	POUND	\$2.00	690	\$1,380.00	100	\$200.00	420	\$840.00	1950	\$3,900.00	3550	\$7,100.00
74	2582.501	PAVEMENT MESSAGE-PAINT	EACH	\$75.00	13	\$975.00	2	\$150.00	4	\$300.00	2	\$150.00	21	\$1,575.00
75	2582.502	4" SOLID LINE - PAINT	LIN FT	\$0.35	960	\$336.00			270	\$94.50	1260	\$441.00	2490	\$871.50
76	2582.502	8" SOLID LINE - PAINT	LIN FT	\$0.40			250	\$100.00			150	\$60.00	400	\$160.00
77	2582.502	24" SOLID LINE - PAINT	LIN FT	\$4.00	85	\$340.00	24	\$96.00			55	\$220.00	164	\$656.00
78	2582.502	4" BROKEN LINE - PAINT	LIN FT	\$0.35							130	\$45.50	130	\$45.50
79	2582.502	4" DOUBLE SOLID LINE - PAINT	LIN FT	\$0.55							120	\$66.00	120	\$66.00
80	-	RAILROAD CROSSING AND GATES	LUMP SUM	\$486,876.00					1	\$486,876.00			1	\$486,876.00
81	-	QUEUE CUTTER SIGNAL	LUMP SUM	\$150,000.00					1	\$150,000.00			1	\$150,000.00

ESTIMATED CONSTRUCTION COST:	\$1,498,634.00	34.92%	\$523,358.50	1.14%	\$17,033.00	49.43%	\$740,801.50	12.42%	\$186,085.00	2.09%	\$31,356.00	100.00%	\$1,498,634.00
CONTINGENCIES (15%):	\$224,795.10		\$78,503.78		\$2,554.95		\$111,120.23		\$27,912.75		\$4,703.40		\$224,795.10
SUBTOTAL:	\$1,723,429.10		\$601,862.28		\$19,587.95		\$851,921.73		\$213,997.75		\$36,059.40		\$1,723,429.10
ENGINEERING (20%):	\$344,685.82		\$120,372.46		\$3,917.59		\$170,384.35		\$42,799.55		\$7,211.88		\$344,685.82
LEGAL AND OTHER COSTS (2%):	\$34,468.58		\$12,037.25		\$391.76		\$17,038.43		\$4,279.96		\$721.19		\$34,468.58
ADMINISTRATION (2%):	\$34,468.58		\$12,037.25		\$391.76		\$17,038.43		\$4,279.96		\$721.19		\$34,468.58
BNSF EASEMENT:	\$50,000.00						\$50,000.00						\$50,000.00
<b>ESTIMATED TOTAL PROJECT COST:</b>	<b>\$2,187,052.08</b>		<b>\$746,309.22</b>		<b>\$24,289.06</b>		<b>\$1,106,382.94</b>		<b>\$265,357.21</b>		<b>\$44,713.66</b>		<b>\$2,187,052.08</b>

**MNDOT ELIGIBLE COSTS:**

INGLEWOOD DRIVE ROADWAY AND TH 210 INTERSECTION:	\$746,309.22
KNOLLWOOD DRIVE CLOSURE:	\$265,357.21
SUBTOTAL:	\$1,011,666.43
MNDOT CONTRIBUTION (CAPPED AT \$1,000,000):	\$1,000,000.00
CITY PORTION:	\$11,666.43

**STATE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) ELIGIBLE COSTS**

INGLEWOOD DRIVE RAILWAY CROSSING (45' EACH SIDE OF TRACKS):	\$1,106,382.94
STIP FUNDING:	\$805,131.00
REMAINING CITY PORTION:	\$301,251.94

**PROJECT COST SUMMARY**

MNDOT:	\$1,011,666.43
STIP:	\$805,131.00
CITY	
REMAINDER OF MNDOT ELIGIBLE COSTS:	\$11,666.43
TRAIL:	\$69,002.71
REMAINDER OF STIP ELIGIBLE COSTS:	\$301,251.94
<b>TOTAL ESTIMATED CITY COST:</b>	<b>\$381,921.08</b>
<b>TOTAL ESTIMATED PROJECT COST:</b>	<b>\$2,198,718.52</b>

**2021 INGLEWOOD DRIVE RAILWAY CROSSING AND FOLEY ROAD IMPROVEMENTS  
MUNICIPAL IMPROVEMENT NO. 4121**

**BAXTER, MN**

Wednesday, March 14, 2018

**FOLEY ROAD REALIGNMENT**

ITEM NO.	SPEC. NO.	ITEM DESCRIPTION	UNIT	UNIT PRICE	ROADWAY		TRAIL		STORM SEWER		RPROJECT TOTAL	
					ESTIMATED QUANTITY	TOTAL COST	ESTIMATED QUANTITY	TOTAL COST	ESTIMATED QUANTITY	TOTAL COST	ESTIMATED QUANTITY	TOTAL COST
1	2021.501	MOBILIZATION	LUMP SUM	\$18,000.00	0.7	\$12,600.00	0.25	\$4,500.00	0.05	\$900.00	1	\$18,000.00
2	2101.501	CLEARING	ACRE	\$4,000.00	1	\$4,000.00	0.8	\$3,200.00			1.8	\$7,200.00
3	2101.506	GRUBBING	ACRE	\$4,000.00	1	\$4,000.00	0.8	\$3,200.00			1.8	\$7,200.00
4	2104.501	REMOVE SEWER PIPE (STORM)	LIN FT	\$13.00					135	\$1,755.00	135	\$1,755.00
5	2104.501	REMOVE CURB AND GUTTER	LIN FT	\$4.00	2570	\$10,280.00					2570	\$10,280.00
6	1360.000	REMOVE BITUMINOUS PAVEMENT	SQ YD	\$2.00	8500	\$17,000.00	2800	\$5,600.00			11300	\$22,600.00
7	2104.505	REMOVE CONCRETE PAVEMENT	SQ YD	\$5.00	120	\$600.00	120	\$600.00			240	\$1,200.00
8	2104.509	REMOVE CATCH BASIN	EACH	\$400.00					4	\$1,600.00	4	\$1,600.00
9	2104.509	REMOVE CASTING	EACH	\$130.00					4	\$520.00	4	\$520.00
10	2104.509	REMOVE SIGN TYPE C	EACH	\$50.00	5	\$250.00					5	\$250.00
11	2104.513	SAWING BITUMINOUS PAVEMENT (FULL DEPTH)	LIN FT	\$2.50	140	\$350.00	20	\$50.00			160	\$400.00
12	2104.513	SAWING CONCRETE PAVEMENT (FULL DEPTH)	LIN FT	\$4.50	10	\$45.00					10	\$45.00
13	2104.523	SALVAGE SIGN	EACH	\$65.00	8	\$520.00					8	\$520.00
14	2104.523	SALVAGE PIPE APRON	EACH	\$250.00					4	\$1,000.00	4	\$1,000.00
15	2104.523	SALVAGE MAILBOX	EACH	\$50.00	7	\$350.00					7	\$350.00
16	2105.501	COMMON EXCAVATION (P)	CU YD	\$6.00	3200	\$19,200.00	1000	\$6,000.00			4200	\$25,200.00
17	2105.522	COMMON BORROW (CV)	CU YD	\$12.00	6350	\$76,200.00	1000	\$12,000.00			7350	\$88,200.00
18	2118.501	AGGREGATE SURFACING CLASS 5	TON	\$26.00	40	\$1,040.00					40	\$1,040.00
19	2123.501	COMMON LABORERS	HOURL	\$85.00	20	\$1,700.00	5	\$425.00	5	\$425.00	30	\$2,550.00
20	2123.503	MOTOR GRADER	HOURL	\$170.00	10	\$1,700.00	2	\$340.00			12	\$2,040.00
21	2123.610	STREET SWEEPER (WITH PICKUP BROOM)	HOURL	\$110.00	5	\$550.00	2	\$220.00			7	\$770.00
22	2211.501	AGGREGATE BASE CLASS 5	TON	\$23.00	100	\$2,300.00					100	\$2,300.00
23	2211.503	AGGREGATE BASE (CV) CLASS 6 (P)	CU YD	\$22.00	2000	\$44,000.00					2000	\$44,000.00
24	2360.501	TYPE SP 9.5 WEARING COURSE MIXTURE (2.C)	TON	\$60.00	2500	\$150,000.00					2500	\$150,000.00
25	2501.573	INSTALL PIPE APRON	EACH	\$400.00					4	\$1,600.00	4	\$1,600.00
26	2503.541	12" RC PIPE SEWER DES 3006 CL V	LIN FT	\$29.00					184	\$5,336.00	184	\$5,336.00
27	2506.501	CONST DRAINAGE STRUCTURE DESIGN SD-48	LIN FT	\$400.00					20	\$8,000.00	20	\$8,000.00
28	2506.516	CASTING ASSEMBLY	EACH	\$750.00					4	\$3,000.00	4	\$3,000.00
29	2521.511	2" BITUMINOUS WALK	SQ FT	\$4.00			25600	\$102,400.00			25600	\$102,400.00
30	2531.501	CONCRETE CURB AND GUTTER DESIGN B618	LIN FT	\$16.00	2570	\$41,120.00					2570	\$41,120.00
31	2531.507	6" CONCRETE DRIVEWAY PAVEMENT	SQ YD	\$70.00	80	\$5,600.00					80	\$5,600.00
32	2540.602	MAIL BOX SUPPORT	EACH	\$125.00	7	\$875.00					7	\$875.00
33	2540.602	TEMPORARY POSTAL SERVICE	EACH	\$50.00	7	\$350.00					7	\$350.00
34	2563.601	TRAFFIC CONTROL	LUMP SUM	\$5,000.00	0.7	\$3,500.00	0.25	\$1,250.00	0.05	\$250.00	1	\$5,000.00
35	2564.602	INSTALL SIGN	EACH	\$85.00	8	\$680.00					8	\$680.00
36	2564.531	SIGN PANELS - TYPE C	EACH	\$150.00	15	\$2,250.00	4	\$600.00			19	\$2,850.00
37	2573.502	SILT FENCE, TYPE MS	LIN FT	\$2.00	900	\$1,800.00	900	\$1,800.00			1800	\$3,600.00
38	2573.530	STORM DRAIN INLET PROTECTION	EACH	\$150.00					4	\$600.00	4	\$600.00
39	2573.535	STABILIZED CONSTRUCTION EXIT	EACH	\$800.00	1	\$800.00					1	\$800.00
40	2573.550	EROSION CONTROL SUPERVISOR	LUMP SUM	\$750.00	0.7	\$525.00	0.25	\$187.50	0.05	\$37.50	1	\$750.00
41	2573.602	CULVERT END CONTROLS	EACH	\$150.00					4	\$600.00	4	\$600.00
42	2574.508	FERTILIZER TYPE 3	POUND	\$1.50	450	\$675.00	225	\$337.50			675	\$1,012.50
43	2574.525	COMMON TOPSOIL BORROW	CU YD	\$20.00	680	\$13,600.00	335	\$6,700.00			1015	\$20,300.00
44	2575.501	SEEDING	ACRE	\$450.00	3	\$1,350.00	1.5	\$675.00			4.5	\$2,025.00
45	2575.502	SEED MIXTURE 22-111	POUND	\$2.50	60	\$150.00	30	\$75.00			90	\$225.00
46	2575.502	SEED MIXTURE 25-131	POUND	\$5.00	600	\$3,000.00	300	\$1,500.00			900	\$4,500.00
47	2575.511	MULCH MATERIAL TYPE 3	TON	\$300.00	3	\$900.00	1.5	\$450.00			4.5	\$1,350.00
48	2575.519	DISK ANCHORING	ACRE	\$250.00	1.5	\$375.00	0.75	\$187.50			2.25	\$562.50
49	2575.523	EROSION CONTROL BLANKETS CATEGORY 3	SQ YD	\$2.00	1850	\$3,700.00	910	\$1,820.00			2760	\$5,520.00
50	1560.000	HYDRAULIC MATRIX TYPE MULCH	POUND	\$2.00	4500	\$9,000.00	2200	\$4,400.00			6700	\$13,400.00
51	2582.501	PAVEMENT MESSAGE-PAINT	EACH	\$75.00	13	\$975.00					13	\$975.00
52	2582.502	4" SOLID LINE - PAINT	LIN FT	\$0.35	2650	\$927.50					2650	\$927.50
53	2582.502	8" SOLID LINE - PAINT	LIN FT	\$0.40	95	\$38.00					95	\$38.00
54	2582.502	24" SOLID LINE - PAINT	LIN FT	\$4.00	270	\$1,080.00					270	\$1,080.00
55	2582.502	4" BROKEN LINE - PAINT	LIN FT	\$0.35	130	\$45.50					130	\$45.50
56	2582.502	4" DOUBLE SOLID LINE - PAINT	LIN FT	\$0.55	2920	\$1,606.00					2920	\$1,606.00

ESTIMATED CONSTRUCTION COST:	\$625,748.00	70.57%	\$441,607.00	25.33%	\$158,517.50	4.09%	\$25,623.50	100.00%	\$625,748.00
CONTINGENCIES (15%):	\$93,862.20		\$66,241.05		\$23,777.63		\$3,843.53		\$93,862.20
SUBTOTAL:	\$719,610.20		\$507,848.05		\$182,295.13		\$29,467.03		\$719,610.20
ENGINEERING (20%):	\$143,922.04		\$101,569.61		\$36,459.03		\$5,893.41		\$143,922.04
LEGAL AND OTHER COSTS (2%):	\$14,392.20		\$10,156.96		\$3,645.90		\$589.34		\$14,392.20
ADMINISTRATION (2%):	\$14,392.20		\$10,156.96		\$3,645.90		\$589.34		\$14,392.20
<b>ESTIMATED TOTAL PROJECT COST:</b>	<b>\$892,316.65</b>		<b>\$629,731.58</b>		<b>\$226,045.96</b>		<b>\$36,539.11</b>		<b>\$892,316.65</b>

**TOTAL ESTIMATED CITY COST: \$892,316.65**

FOLEY ROAD REALIGNMENT

FOLEY ROAD REALIGNMENT

FOLEY ROAD REALIGNMENT

**2021 INGLEWOOD DRIVE RAILWAY CROSSING AND FOLEY ROAD IMPROVEMENTS  
MUNICIPAL IMPROVEMENT NO. 4121**

**BAXTER, MN**

Wednesday, March 14, 2018

**FOLEY ROAD FDR IMPROVEMENTS**

FOLEY ROAD FDR IMPROVEMENTS

FOLEY ROAD FDR IMPROVEMENTS

FOLEY ROAD FDR IMPROVEMENTS

ITEM NO.	SPEC. NO.	ITEM DESCRIPTION	UNIT	UNIT PRICE	ROADWAY		TRAIL		PROJECT TOTAL	
					ESTIMATED QUANTITY	TOTAL COST	ESTIMATED QUANTITY	TOTAL COST	ESTIMATED QUANTITY	TOTAL COST
1	2021.501	MOBILIZATION	LUMP SUM	\$23,000.00	0.58	\$13,340.00	0.42	\$9,660.00	1	\$23,000.00
2	2101.501	CLEARING	ACRE	\$4,000.00			0.75	\$3,000.00	0.75	\$3,000.00
3	2101.506	GRUBBING	ACRE	\$4,000.00			0.75	\$3,000.00	0.75	\$3,000.00
7	2104.501	REMOVE CURB AND GUTTER	LIN FT	\$4.00	2960	\$11,840.00	100	\$400.00	3060	\$12,240.00
10	1360.000	REMOVE BITUMINOUS PAVEMENT	SQ YD	\$2.00	870	\$1,740.00	6000	\$12,000.00	6870	\$13,740.00
11	2104.505	REMOVE CONCRETE PAVEMENT	SQ YD	\$5.00	300	\$1,500.00	350	\$1,750.00	650	\$3,250.00
18	2104.513	SAWING BITUMINOUS PAVEMENT (FULL DEPTH)	LIN FT	\$2.50	280	\$700.00	30	\$75.00	310	\$775.00
19	2104.513	SAWING CONCRETE PAVEMENT (FULL DEPTH)	LIN FT	\$4.50	200	\$900.00	25	\$112.50	225	\$1,012.50
23	2104.523	SALVAGE MAILBOX	EACH	\$50.00	15	\$750.00			15	\$750.00
25	2104.604	SALVAGE LANDSCAPE ROCK	SQ YD	\$75.00			10	\$750.00	10	\$750.00
26	2105.501	COMMON EXCAVATION (P)	CU YD	\$6.00	2025	\$12,150.00	1100	\$6,600.00	3125	\$18,750.00
27	2105.522	COMMON BORROW (CV)	CU YD	\$12.00			600	\$7,200.00	600	\$7,200.00
28	2118.501	AGGREGATE SURFACING CLASS 5	TON	\$26.00	35	\$910.00			35	\$910.00
29	2123.501	COMMON LABORERS	HOURL	\$85.00	10	\$850.00	10	\$850.00	20	\$1,700.00
30	2123.503	MOTOR GRADER	HOURL	\$170.00	5	\$850.00	5	\$850.00	10	\$1,700.00
31	2123.610	STREET SWEEPER (WITH PICKUP BROOM)	HOURL	\$110.00	5	\$550.00	5	\$550.00	10	\$1,100.00
32	2211.501	AGGREGATE BASE CLASS 5	TON	\$23.00	350	\$8,050.00			350	\$8,050.00
34	2112.603	RECLAIMED AGGREGATE BASE PREPARATION	ROAD STA	\$200.00	55	\$11,000.00			55	\$11,000.00
35	2215.501	FULL DEPTH RECLAMATION	SQ YD	\$2.00	17500	\$35,000.00			17500	\$35,000.00
36	2360.501	TYPE SP 9.5 WEARING COURSE MIXTURE (2,C)	TON	\$60.00	4300	\$258,000.00			4300	\$258,000.00
48	2506.602	RECONSTRUCT DRAINAGE STRUCTURE	EACH	\$1,000.00	8	\$8,000.00			8	\$8,000.00
52	2521.511	2" BITUMINOUS WALK	SQ FT	\$4.00			54000	\$216,000.00	54000	\$216,000.00
53	2531.501	CONCRETE CURB AND GUTTER DESIGN B618	LIN FT	\$16.00	2960	\$47,360.00	100	\$1,600.00	3060	\$48,960.00
56	2531.507	6" CONCRETE DRIVEWAY PAVEMENT	SQ YD	\$70.00	140	\$9,800.00	100	\$7,000.00	240	\$16,800.00
58	2531.618	TRUNCATED DOMES	SQ FT	\$42.00			120	\$5,040.00	120	\$5,040.00
59	2540.602	MAIL BOX SUPPORT	EACH	\$125.00	15	\$1,875.00			15	\$1,875.00
60	2540.602	TEMPORARY POSTAL SERVICE	EACH	\$50.00	15	\$750.00			15	\$750.00
71	2563.601	TRAFFIC CONTROL	LUMP SUM	\$1,000.00	0.58	\$580.00	0.42	\$420.00	1	\$1,000.00
73	2564.531	SIGN PANELS - TYPE C	EACH	\$150.00	5	\$750.00	12	\$1,800.00	17	\$2,550.00
78	2573.502	SILT FENCE, TYPE MS	LIN FT	\$2.00			1000	\$2,000.00	1000	\$2,000.00
79	2573.530	STORM DRAIN INLET PROTECTION	EACH	\$150.00	8	\$1,200.00			8	\$1,200.00
80	2573.535	STABILIZED CONSTRUCTION EXIT	EACH	\$800.00	1	\$800.00	1	\$800.00	2	\$1,600.00
81	2573.550	EROSION CONTROL SUPERVISOR	LUMP SUM	\$500.00	0.58	\$290.00	0.42	\$210.00	1	\$500.00
83	2574.508	FERTILIZER TYPE 3	POUND	\$1.50	225	\$337.50	450	\$675.00	675	\$1,012.50
84	2574.525	COMMON TOPSOIL BORROW	CU YD	\$20.00	400	\$8,000.00	800	\$16,000.00	1200	\$24,000.00
85	2575.501	SEEDING	ACRE	\$450.00	1.5	\$675.00	3	\$1,350.00	4.5	\$2,025.00
86	2575.502	SEED MIXTURE 22-111	POUND	\$2.50	30	\$75.00	60	\$150.00	90	\$225.00
87	2575.502	SEED MIXTURE 25-131	POUND	\$5.00	300	\$1,500.00	600	\$3,000.00	900	\$4,500.00
88	2575.511	MULCH MATERIAL TYPE 3	TON	\$300.00	1.5	\$450.00	3	\$900.00	4.5	\$1,350.00
89	2575.519	DISK ANCHORING	ACRE	\$250.00	0.75	\$187.50	1.5	\$375.00	2.25	\$562.50
90	2575.523	EROSION CONTROL BLANKETS CATEGORY 3	SQ YD	\$2.00	1800	\$3,600.00	1800	\$3,600.00	3600	\$7,200.00
91	2575.533	SEDIMENT CONTROL LOG TYPE COMPOST	LIN FT	\$4.00	1000	\$4,000.00			1000	\$4,000.00
92	1560.000	HYDRAULIC MATRIX TYPE MULCH	POUND	\$2.00	1500	\$3,000.00	5850	\$11,700.00	7350	\$14,700.00
94	2582.502	4" SOLID LINE - PAINT	LIN FT	\$0.35	5100	\$1,785.00			5100	\$1,785.00
99	2582.502	4" DOUBLE SOLID LINE - PAINT	LIN FT	\$0.55	600	\$330.00			600	\$330.00

ESTIMATED CONSTRUCTION COST:	\$772,892.50	58.67%	\$453,475.00	41.33%	\$319,417.50	100.00%	\$772,892.50
CONTINGENCIES (15%):	\$115,933.88		\$68,021.25		\$47,912.63		\$115,933.88
SUBTOTAL:	\$888,826.38		\$521,496.25		\$367,330.13		\$888,826.38
ENGINEERING (20%):	\$177,765.28		\$104,299.25		\$73,466.03		\$177,765.28
LEGAL AND OTHER COSTS (2%):	\$17,776.53		\$10,429.93		\$7,346.60		\$17,776.53
ADMINISTRATION (2%):	\$17,776.53		\$10,429.93		\$7,346.60		\$17,776.53
<b>ESTIMATED TOTAL PROJECT COST:</b>	<b>\$1,102,144.71</b>		<b>\$646,655.35</b>		<b>\$455,489.36</b>		<b>\$1,102,144.71</b>

**ASSESSMENT CALCULATIONS:**

RESIDENTIAL ASSESSMENTS	
ASSESSABLE FRONTAGE:	5,371
<b>ASSESSMENT RATE (SEE FDR ASSESSMENT CALCULATIONS):</b>	<b>\$55.02</b>
TOTAL RESIDENTIAL ASSESSMENT	\$295,494.61
COMMERCIAL ASSESSMENTS	
ASSESSABLE FRONTAGE:	1,274
<b>ASSESSMENT RATE (SEE FDR ASSESSMENT CALCULATIONS):</b>	<b>\$70.81</b>
TOTAL RESIDENTIAL ASSESSMENT	\$90,216.94

**PROJECT COST SUMMARY**

TOTAL ESTIMATED ASSESSABLE COSTS:	<b>\$385,711.55</b>
CITY COSTS	
ROADWAY:	\$260,943.80
TRAIL:	\$455,489.36
TOTAL ESTIMATED CITY COST:	<b>\$716,433.16</b>
TOTAL ESTIMATED PROJECT COST:	<b>\$1,102,144.71</b>

**2021 INGLEWOOD DRIVE RAILWAY CROSSING AND FOLEY ROAD IMPROVEMENTS  
MUNICIPAL IMPROVEMENT NO. 4121**

**BAXTER, MN**

Wednesday, March 14, 2018

FOLEY ROAD WATER SYSTEM IMPROVEMENTS

**FOLEY ROAD WATER SYSTEM IMPROVEMENTS**

ITEM NO.	SPEC. NO.	ITEM DESCRIPTION	UNIT	UNIT PRICE	PROJECT TOTAL	
					ESTIMATED QUANTITY	TOTAL COST
1	2021.501	MOBILIZATION	LUMP SUM	\$10,000.00	1	\$10,000.00
2	2101.501	CLEARING	ACRE	\$4,000.00	0.75	\$3,000.00
3	2101.506	GRUBBING	ACRE	\$4,000.00	0.75	\$3,000.00
4	2104.604	SALVAGE LANDSCAPE ROCK	SQ YD	\$75.00	20	\$1,500.00
5	2123.503	MOTOR GRADER	HOURL	\$170.00	5	\$850.00
6	2123.610	STREET SWEEPER (WITH PICKUP BROOM)	HOURL	\$110.00	2	\$220.00
7	2504.601	TRACER WIRE SYSTEM	LUMP SUM	\$4,500.00	0.75	\$3,375.00
8	2504.602	CONNECT TO EXISTING WATER MAIN	EACH	\$1,000.00	3	\$3,000.00
9	2563.601	TRAFFIC CONTROL	LUMP SUM	\$750.00	1	\$750.00
10	2571.502	DECIDUOUS TREE 6' HT B&B	TREE	\$250.00	5	\$1,250.00
11	2571.505	DECIDUOUS SHRUB 18" HT B&B	SHRUB	\$200.00	8	\$1,600.00
12	2573.550	EROSION CONTROL SUPERVISOR	LUMP SUM	\$500.00	1	\$500.00
13	2574.508	FERTILIZER TYPE 3	POUND	\$1.50	225	\$337.50
14	2574.525	COMMON TOPSOIL BORROW	CU YD	\$20.00	400	\$8,000.00
15	2575.501	SEEDING	ACRE	\$450.00	1.5	\$675.00
16	2575.502	SEED MIXTURE 22-111	POUND	\$2.50	30	\$75.00
17	2575.502	SEED MIXTURE 25-131	POUND	\$5.00	300	\$1,500.00
18	2575.511	MULCH MATERIAL TYPE 3	TON	\$300.00	1.5	\$450.00
19	2575.519	DISK ANCHORING	ACRE	\$250.00	0.75	\$187.50
20	2575.523	EROSION CONTROL BLANKETS CATEGORY 3	SQ YD	\$2.00	1800	\$3,600.00
21	1560.000	HYDRAULIC MATRIX TYPE MULCH	POUND	\$2.00	1500	\$3,000.00
22	2611.4A	1" POLYETHYLENE SERVICE PIPE	LIN FT	\$15.00	530	\$7,950.00
23	2611.4A	1 1/2" POLYETHYLENE SERVICE PIPE	LIN FT	\$18.00	310	\$5,580.00
24	2611.4A	6" PVC WATERMAIN PIPE	LIN FT	\$23.00	130	\$2,990.00
25	2611.4A	8" PVC WATERMAIN PIPE	LIN FT	\$26.00	120	\$3,120.00
26	2611.4A	10" PVC WATERMAIN PIPE	LIN FT	\$35.00	4600	\$161,000.00
27	2611.4B	6" GATE VALVE & BOX w/ ADAPTOR	EACH	\$1,250.00	8	\$10,000.00
28	2611.4B	8" GATE VALVE & BOX w/ ADAPTOR	EACH	\$1,850.00	2	\$3,700.00
29	2611.4B	10" GATE VALVE & BOX w/ ADAPTOR	EACH	\$3,000.00	4	\$12,000.00
30	2611.4C	1" CORPORATION STOP & SADDLE	EACH	\$550.00	12	\$6,600.00
31	2611.4C	1 1/2" CORPORATION STOP & SADDLE	EACH	\$700.00	7	\$4,900.00
32	2611.4D	1" CURB STOP & BOX	EACH	\$650.00	12	\$7,800.00
33	2611.4D	1 1/2" CURB STOP & BOX	EACH	\$800.00	7	\$5,600.00
34	2611.4E	HYDRANT	EACH	\$4,150.00	8	\$33,200.00
35	2611.4I	DUCTILE IRON WATERMAIN FITTINGS	POUND	\$2.75	3000	\$8,250.00

ESTIMATED CONSTRUCTION COST:	\$319,560.00
CONTINGENCIES (15%):	\$47,934.00
SUBTOTAL:	\$367,494.00
ENGINEERING (20%):	\$73,498.80
LEGAL AND OTHER COSTS (2%):	\$7,349.88
ADMINISTRATION (2%):	\$7,349.88
<b>ESTIMATED TOTAL PROJECT COST:</b>	<b>\$455,692.56</b>
TOTAL LENGTH OF PROJECT:	4,500
ESTIMATED PER FOOT PROJECT COST:	\$101.27
<b>COMMERCIAL ASSESSMENT CALCULATION</b>	
TOTAL PROJECT LENGTH:	1,280
ESTIMATED PER FOOT PROJECT COST:	\$101.27
ESTIMATED PROJECT COST:	\$129,619.22
CITY COSTS:	
CONTRIBUTION FOR COORDINATED PROJECT (15%):	\$19,442.88
SUBTOTAL:	\$110,176.33
CONTRIBUTION FOR FRONTAGE ROAD (50%):	\$55,088.17
REMAINING ASSESSABLE PROJECT COST:	\$55,088.17
ESTIMATED ASSESSABLE FRONTAGE:	1,274
<b>ESTIMATED COST PER ASSESSABLE FOOT:</b>	<b>\$43.24</b>
<b>RESIDENTIAL ASSESSMENT CALCULATION</b>	
TOTAL PROJECT LENGTH:	1,915
ESTIMATED PER FOOT PROJECT COST:	\$101.27
ESTIMATED PROJECT COST:	\$193,922.50
CITY COSTS:	
WATERMAIN OVERSIZING:	\$21,082.90
SUBTOTAL:	\$172,839.60
CONTRIBUTION FOR COORDINATED PROJECT (25%):	\$43,209.90
SUBTOTAL:	\$129,629.70
CONTRIBUTION FOR FRONTAGE ROAD (50%):	\$64,814.85
REMAINING ASSESSABLE PROJECT COST:	\$64,814.85
ESTIMATED ASSESSABLE FRONTAGE:	2,208

**2021 INGLEWOOD DRIVE RAILWAY CROSSING AND FOLEY ROAD IMPROVEMENTS  
MUNICIPAL IMPROVEMENT NO. 4121**

**BAXTER, MN**

Wednesday, March 14, 2018

FOLEY ROAD WATER SYSTEM IMP

**ESTIMATED COST PER ASSESSABLE FOOT:**

**\$29.35**

**CITY FEES**

	NUMBER	TOTAL
COMMERCIAL WAC		\$2,022.66
6763 FOLEY ROAD:		\$1,213.59
6933 FOLEY ROAD:		\$1,213.59
6957 FOLEY ROAD:		\$1,011.33
6961 FOLEY ROAD:		\$9,000.00
RESIDENTIAL WAC (\$600 PER EXISTING HOUSE):	15	\$9,000.00
<b>TOTAL WAC:</b>		<b>\$14,461.17</b>

**PROJECT COST SUMMARY**

<b>CITY COSTS:</b>	
NON ASSESSABLE FOOTAGE:	1,305
ESTIMATED PER FOOT PROJECT COST:	\$101.27
ESTIMATED NON ASSESSABLE PROJECT COST:	\$132,150.84
COMMERCIAL CITY COSTS:	\$74,531.05
RESIDENTIAL CITY COSTS:	\$129,107.65
<b>TOTAL ESTIMATED CITY COST:</b>	<b>\$335,789.54</b>
<b>TOTAL ASSESSABLE COSTS:</b>	<b>\$134,364.19</b>
<b>TOTAL ESTIMATED PROJECT COST:</b>	<b>\$470,153.73</b>

**FOLEY ROAD SANITARY SEWER IMPROVEMENTS**

FOLEY ROAD SANITARY SYSTEM IMPROVEMENTS

ITEM NO.	SPEC. NO.	ITEM DESCRIPTION	UNIT	UNIT PRICE	PROJECT TOTAL	
					ESTIMATED QUANTITY	TOTAL COST
1	2021.501	MOBILIZATION	LUMP SUM	\$5,000.00	1	\$5,000.00
2	5201.601	DEWATERING	LUMP SUM	\$42,000.00	1	\$42,000.00
3	2503.602	CONNECT TO EXISTING SANITARY SEWER	EACH	\$1,000.00	1	\$1,000.00
4	2504.601	TRACER WIRE SYSTEM	LUMP SUM	\$4,500.00	0.25	\$1,125.00
5	2563.601	TRAFFIC CONTROL	LUMP SUM	\$750.00	1	\$750.00
6	2573.550	EROSION CONTROL SUPERVISOR	LUMP SUM	\$500.00	1	\$500.00
7	2574.508	FERTILIZER TYPE 3	POUND	\$1.50	150	\$225.00
8	2574.525	COMMON TOPSOIL BORROW	CU YD	\$20.00	225	\$4,500.00
9	2575.501	SEEDING	ACRE	\$450.00	1	\$450.00
10	2575.502	SEED MIXTURE 22-111	POUND	\$2.50	20	\$50.00
11	2575.502	SEED MIXTURE 25-131	POUND	\$5.00	200	\$1,000.00
12	2575.511	MULCH MATERIAL TYPE 3	TON	\$300.00	1	\$300.00
13	2575.519	DISK ANCHORING	ACRE	\$250.00	0.5	\$125.00
14	2575.523	EROSION CONTROL BLANKETS CATEGORY 3	SQ YD	\$2.00	1200	\$2,400.00
15	1560.000	HYDRAULIC MATRIX TYPE MULCH	POUND	\$2.00	975	\$1,950.00
16	2621.4A	8" PVC SEWER PIPE (SDR 26)	LIN FT	\$26.00	2030	\$52,780.00
17	2621.4B	SANITARY SEWER MANHOLE, MnDOT DESIGN 4007C	EACH	\$2,600.00	8	\$20,800.00
18	2621.4B1	MANHOLE EXCESS DEPTH	LIN FT	\$135.00	28	\$3,780.00
19	2621.4F	4" PVC SEWER SERVICE PIPE (SCH 40)	LIN FT	\$14.00	780	\$10,920.00
20	2621.4F	6" PVC SEWER SERVICE PIPE (SCH 40)	LIN FT	\$16.00	70	\$1,120.00
21	2621.4G	8" x 4" PVC WYE	EACH	\$450.00	13	\$5,850.00
22	2621.4G	8" x 6" PVC WYE	EACH	\$550.00	1	\$550.00
23	2621.4H	4" SERVICE CLEANOUT	EACH	\$800.00	13	\$10,400.00
24	2621.4H	6" SERVICE CLEANOUT	EACH	\$1,000.00	1	\$1,000.00

ESTIMATED CONSTRUCTION COST:	\$168,575.00
CONTINGENCIES (15%):	\$25,286.25
SUBTOTAL:	\$193,861.25
ENGINEERING (20%):	\$38,772.25
LEGAL AND OTHER COSTS (2%):	\$3,877.23
ADMINISTRATION (2%):	\$3,877.23
<b>ESTIMATED TOTAL PROJECT COST:</b>	<b>\$240,387.95</b>
TOTAL LENGTH OF PROJECT:	2,418
ESTIMATED PER FOOT PROJECT COST:	\$99.42

**COMMERCIAL ASSESSMENT CALCULATION**

TOTAL PROJECT LENGTH:	503
ESTIMATED PER FOOT PROJECT COST:	\$99.42
ESTIMATED PROJECT COST:	\$50,006.26
<b>CITY COSTS:</b>	
CONTRIBUTION FOR COORDINATED PROJECT (15%):	\$7,500.94
SUBTOTAL:	\$42,505.32
CONTRIBUTION FOR FRONTAGE ROAD (50%):	\$21,252.66
REMAINING ASSESSABLE PROJECT COST:	\$21,252.66
ESTIMATED ASSESSABLE FRONTAGE:	495

EMENTS

**2021 INGLEWOOD DRIVE RAILWAY CROSSING AND FOLEY ROAD IMPROVEMENTS  
MUNICIPAL IMPROVEMENT NO. 4121**

**BAXTER, MN**

Wednesday, March 14, 2018

FOLEY ROAD SANITARY SYSTEM IMPROV

**ESTIMATED COST PER ASSESSABLE FOOT:**

**\$42.93**

**RESIDENTIAL ASSESSMENT CALCULATION**

TOTAL PROJECT LENGTH:	1,915
ESTIMATED PER FOOT PROJECT COST:	\$99.42
ESTIMATED PROJECT COST:	\$190,381.69
CITY COSTS:	
CONTRIBUTION FOR COORDINATED PROJECT (25%):	\$47,595.42
SUBTOTAL:	\$142,786.27
CONTRIBUTION FOR FRONTAGE ROAD (50%):	\$71,393.13
REMAINING ASSESSABLE PROJECT COST:	\$71,393.13
ESTIMATED ASSESSABLE FRONTAGE:	2,208
<b>ESTIMATED COST PER ASSESSABLE FOOT:</b>	<b>\$32.33</b>

**CITY FEES**

	SAC		LIFT STATION FEE	
COMMERCIAL	NUMBER	TOTAL	NUMBER	TOTAL
6763 FOLEY ROAD:		\$1,875.00		
6933 FOLEY ROAD:		\$1,125.00		
6957 FOLEY ROAD:		\$1,125.00		
6961 FOLEY ROAD:		\$937.50		
RESIDENTIAL (\$600 SAC & \$500 LIFT STATOIN FEE PER EX. HOUSE):	15	\$9,000.00	15	\$7,500.00
<b>TOTAL WAC:</b>		<b>\$14,062.50</b>		<b>\$7,500.00</b>

**PROJECT COST SUMMARY**

CITY COSTS:	
COMMERCIAL CITY COSTS:	\$28,753.60
RESIDENTIAL CITY COSTS:	\$118,988.56
<b>TOTAL ESTIMATED CITY COST:</b>	<b>\$147,742.16</b>
<b>TOTAL ASSESSABLE COSTS:</b>	<b>\$114,208.29</b>
<b>TOTAL ESTIMATED PROJECT COST:</b>	<b>\$261,950.45</b>

ISLE DRIVE AND FORTHUN ROAD IMPROVEMENTS

**ISLE DRIVE AND FORTHUN ROAD REALIGNMENT**

ITEM NO.	SPEC. NO.	ITEM DESCRIPTION	UNIT	UNIT PRICE	PROJECT TOTAL	
					ESTIMATED QUANTITY	TOTAL COST
1	2021.501	MOBILIZATION	LUMP SUM	\$13,000.00	1	\$13,000.00
2	2104.501	REMOVE SEWER PIPE (STORM)	LIN FT	\$13.00	200	\$2,600.00
3	2104.501	REMOVE CURB AND GUTTER	LIN FT	\$4.00	3000	\$12,000.00
4	1360.000	REMOVE BITUMINOUS PAVEMENT	SQ YD	\$2.00	7000	\$14,000.00
5	2104.505	REMOVE CONCRETE PAVEMENT	SQ YD	\$5.00	110	\$550.00
6	2104.509	REMOVE GRATE AND APRON	EACH	\$150.00	6	\$900.00
7	2104.509	REMOVE HYDRANT AND VALVE	EACH	\$750.00	1	\$750.00
8	2104.509	REMOVE SIGN TYPE C	EACH	\$50.00	10	\$500.00
9	2104.513	SAWING BITUMINOUS PAVEMENT (FULL DEPTH)	LIN FT	\$2.50	340	\$850.00
10	2105.501	COMMON EXCAVATION (P)	CU YD	\$6.00	6000	\$36,000.00
11	2118.501	AGGREGATE SURFACING CLASS 5	TON	\$26.00	50	\$1,300.00
12	2123.501	COMMON LABORERS	HOUR	\$85.00	20	\$1,700.00
13	2123.503	MOTOR GRADER	HOUR	\$170.00	10	\$1,700.00
14	2123.610	STREET SWEEPER (WITH PICKUP BROOM)	HOUR	\$110.00	10	\$1,100.00
15	2211.503	AGGREGATE BASE (CV) CLASS 6 (P)	CU YD	\$22.00	1150	\$25,300.00
16	2360.501	TYPE SP 9.5 WEARING COURSE MIXTURE (2,C)	TON	\$60.00	1550	\$93,000.00
17	2503.541	12" RC PIPE SEWER DES 3006 CL V	LIN FT	\$29.00	50	\$1,450.00
18	2503.541	24" RC PIPE SEWER DES 3006 CL III	LIN FT	\$45.00	200	\$9,000.00
19	2503.602	CONNECT TO EXISTING STORM SEWER	EACH	\$1,000.00	3	\$3,000.00
20	2504.602	ADJUST VALVE BOX	EACH	\$200.00	6	\$1,200.00
21	2504.602	CONNECT TO EXISTING WATER MAIN	EACH	\$1,000.00	1	\$1,000.00
22	2506.501	CONST DRAINAGE STRUCTURE DESIGN SD-48	LIN FT	\$400.00	25	\$10,000.00
23	2506.602	RECONSTRUCT DRAINAGE STRUCTURE	EACH	\$1,000.00	4	\$4,000.00
24	2506.522	ADJUST FRAME AND RING CASTING	EACH	\$300.00	4	\$1,200.00
25	2521.511	2" BITUMINOUS WALK	SQ FT	\$4.00	14300	\$57,200.00
26	2531.501	CONCRETE CURB AND GUTTER DESIGN B624	LIN FT	\$19.00	2950	\$56,050.00
27	2531.507	6" CONCRETE DRIVEWAY PAVEMENT	SQ YD	\$70.00	40	\$2,800.00
28	2531.604	8" CONCRETE VALLEY GUTTER	SQ YD	\$80.00	230	\$18,400.00
29	2531.618	TRUNCATED DOMES	SQ FT	\$42.00	150	\$6,300.00
30	2563.601	TRAFFIC CONTROL	LUMP SUM	\$5,000.00	1	\$5,000.00
31	2564.602	INSTALL SIGN	EACH	\$85.00	10	\$850.00
32	2564.531	SIGN PANELS - TYPE C	EACH	\$150.00	10	\$1,500.00
33	2573.535	STABILIZED CONSTRUCTION EXIT	EACH	\$800.00	2	\$1,600.00
34	2573.550	EROSION CONTROL SUPERVISOR	LUMP SUM	\$750.00	1	\$750.00
35	2574.508	FERTILIZER TYPE 3	POUND	\$1.50	700	\$1,050.00
36	2574.525	COMMON TOPSOIL BORROW	CU YD	\$20.00	900	\$18,000.00
37	2575.501	SEEDING	ACRE	\$450.00	2	\$900.00
38	2575.502	SEED MIXTURE 22-111	POUND	\$2.50	200	\$500.00

**2021 INGLEWOOD DRIVE RAILWAY CROSSING AND FOLEY ROAD IMPROVEMENTS  
MUNICIPAL IMPROVEMENT NO. 4121**

**BAXTER, MN**

Wednesday, March 14, 2018

**ISLE DRIVE AND FORTHUN ROAD IMPROVEMENTS**

39	2575.502	SEED MIXTURE 25-131	POUND	\$5.00	400	\$2,000.00
40	2575.511	MULCH MATERIAL TYPE 3	TON	\$300.00	4	\$1,200.00
41	2575.519	DISK ANCHORING	ACRE	\$250.00	2	\$500.00
42	2575.523	EROSION CONTROL BLANKETS CATEGORY 3	SQ YD	\$2.00	4300	\$8,600.00
43	1560.000	HYDRAULIC MATRIX TYPE MULCH	POUND	\$2.00	3900	\$7,800.00
44	2582.501	PAVEMENT MESSAGE-PAINT	EACH	\$75.00	17	\$1,275.00
45	2582.502	4" SOLID LINE - PAINT	LIN FT	\$0.35	1220	\$427.00
46	2582.502	8" SOLID LINE - PAINT	LIN FT	\$0.40	140	\$56.00
47	2582.502	24" SOLID LINE - PAINT	LIN FT	\$4.00	250	\$1,000.00
48	2582.502	4" BROKEN LINE - PAINT	LIN FT	\$0.35	200	\$70.00
49	2582.502	4" DOUBLE SOLID LINE - PAINT	LIN FT	\$0.55	2230	\$1,226.50
50	2611.4A	6" PVC WATERMAIN PIPE	LIN FT	\$23.00	60	\$1,380.00
51	2611.4B	6" GATE VALVE & BOX w/ ADAPTOR	EACH	\$1,250.00	1	\$1,250.00
52	2611.4E	HYDRANT	EACH	\$4,150.00	1	\$4,150.00
53	2611.4I	DUCTILE IRON WATERMAIN FITTINGS	POUND	\$2.75	500	\$1,375.00

ESTIMATED CONSTRUCTION COST:	\$439,309.50
CONTINGENCIES (15%):	\$65,896.43
SUBTOTAL:	\$505,205.93
ENGINEERING (20%):	\$101,041.19
PROPERTY ACQUISITION:	\$2,200.00
LEGAL AND OTHER COSTS (2%):	\$10,104.12
ADMINISTRATION (2%):	\$10,104.12
<b>ESTIMATED TOTAL PROJECT COST:</b>	<b>\$628,655.35</b>

<b>ASSESSMENT CALCULATIONS:</b>	
ASSESSABLE FRONTAGE:	1,897
COMMERCIAL ASSESSMENT RATE (SEE FDR ASSESSMENT CALCULATIONS):	\$70.81
TOTAL RESIDENTIAL ASSESSMENT	\$134,334.01

<b>PROJECT COST SUMMARY</b>	
TOTAL ESTIMATED ASSESSABLE COSTS:	<b>\$134,334.01</b>
CITY COSTS	<b>\$494,321.34</b>
TOTAL ESTIMATED PROJECT COST:	<b>\$628,655.35</b>



**ENGINEER'S ESTIMATE**  
**2021 INGLEWOOD DRIVE RAILWAY CROSSING & FOLEY ROAD IMPROVEMENTS**  
**MUNICIPAL IMPROVEMENT NO. 4121**  
**BAXTER, MN**  
Monday, March 12, 2018

**PROJECT COST SUMMARY AND ASSESSMENT CALCULATIONS**

<u>PROJECT AREA</u>	<u>TOTAL</u>	<u>MNDOT</u>	<u>STIP</u>	<u>CITY</u>	<u>ASSESSED</u>
INGLEWOOD DRIVE AND KNOLLWOOD DRIVE CLOSURE					
MNDOT ELIGIABLE COSTS:	\$1,023,332.86	\$1,011,666.43		\$11,666.43	
STIP ELIGIABLE COSTS:	\$1,106,382.94		\$805,131.00	\$301,251.94	
TRAIL:	\$69,002.71			\$69,002.71	
FOLEY ROAD REALIGNMENT:	\$892,316.65			\$892,316.65	
FOLEY ROAD FDR IMPROVEMENTS:	\$1,102,144.71			\$716,433.16	\$385,711.55
WATER SYSTEM IMPROVEMENTS:	\$470,153.73			\$335,789.54	\$134,364.19
SANITARY SEWER IMPROVEMENTS:	\$261,950.45			\$147,742.16	\$114,208.29
ISLE DRIVE REALIGNMENT:	\$628,655.35			\$494,321.34	\$134,334.01
<b>TOTALS:</b>	<b>\$5,553,939.40</b>	<b>\$1,011,666.43</b>	<b>\$805,131.00</b>	<b>\$2,968,523.92</b>	<b>\$768,618.04</b>
PERCENTAGE OF TOTAL PROJECT COST:		18.22%	14.50%	53.45%	13.84%



**ENGINEER'S ESTIMATE  
INGLEWOOD DRIVE RAILWAY CROSSING AND FOLEY ROAD IMPROVEMENTS  
MUNICIPAL PROJECT NO. 4121  
BAXTER, MN  
Monday, March 12, 2018**

**FOLEY ROAD RESIDENTIAL FDR ASSESSMENT CALCULATION**

ITEM NO.	SPEC. NO.	ITEM DESCRIPTION	UNIT	UNIT PRICE
1	2021.501	MOBILIZATION	LUMP SUM	\$24,000.00
2	2104.501	REMOVE CURB AND GUTTER	LIN FT	\$4.00
3	1360.000	REMOVE BITUMINOUS PAVEMENT	SQ YD	\$2.00
4	2104.505	REMOVE CONCRETE PAVEMENT	SQ YD	\$5.00
5	2104.509	REMOVE SIGN TYPE C	EACH	\$50.00
6	2104.513	SAWING BITUMINOUS PAVEMENT (FULL DEPTH)	LIN FT	\$2.50
7	2104.513	SAWING CONCRETE PAVEMENT (FULL DEPTH)	LIN FT	\$4.50
8	2104.523	SALVAGE SIGN	EACH	\$65.00
9	2104.523	SALVAGE MAILBOX	EACH	\$50.00
10	2105.501	COMMON EXCAVATION (P)	CU YD	\$6.00
11	2118.501	AGGREGATE SURFACING CLASS 5	TON	\$26.00
12	2123.501	COMMON LABORERS	HOUR	\$85.00
13	2123.503	MOTOR GRADER	HOUR	\$170.00
14	2123.610	STREET SWEEPER (WITH PICKUP BROOM)	HOUR	\$110.00
15	2211.501	AGGREGATE BASE CLASS 5	TON	\$23.00
16	2112.603	RECLAIMED AGGREGATE BASE PREPARATION	ROAD STA	\$200.00
17	2215.501	FULL DEPTH RECLAMATION	SQ YD	\$2.00
18	2360.501	TYPE SP 9.5 WEARING COURSE MIXTURE (2,C)	TON	\$60.00
19	2506.602	RECONSTRUCT DRAINAGE STRUCTURE	EACH	\$1,000.00
20	2531.501	CONCRETE CURB AND GUTTER DESIGN B618	LIN FT	\$16.00
21	2531.507	6" CONCRETE DRIVEWAY PAVEMENT	SQ YD	\$70.00
22	2540.602	MAIL BOX SUPPORT	EACH	\$125.00
23	2563.601	TRAFFIC CONTROL	LUMP SUM	\$5,000.00
24	2564.602	INSTALL SIGN	EACH	\$85.00
25	2564.531	SIGN PANELS - TYPE C	EACH	\$150.00
26	2573.530	STORM DRAIN INLET PROTECTION	EACH	\$150.00
27	2573.535	STABILIZED CONSTRUCTION EXIT	EACH	\$800.00
28	2573.550	EROSION CONTROL SUPERVISOR	LUMP SUM	\$1,500.00
29	2574.508	FERTILIZER TYPE 3	POUND	\$1.50
30	2574.525	COMMON TOPSOIL BORROW	CU YD	\$20.00
31	2575.501	SEEDING	ACRE	\$450.00
32	2575.502	SEED MIXTURE 22-111	POUND	\$2.50
33	2575.502	SEED MIXTURE 25-131	POUND	\$5.00
34	2575.511	MULCH MATERIAL TYPE 3	TON	\$300.00
35	2575.519	DISK ANCHORING	ACRE	\$250.00
36	2575.523	EROSION CONTROL BLANKETS CATEGORY 3	SQ YD	\$2.00
37	2575.533	SEDIMENT CONTROL LOG TYPE COMPOST	LIN FT	\$4.00
38	1560.000	HYDRAULIC MATRIX TYPE MULCH	POUND	\$2.00
39	2582.502	4" BROKEN LINE - PAINT	LIN FT	\$0.35
40	2582.502	4" DOUBLE SOLID LINE - PAINT	LIN FT	\$0.55

ASSESSABLE		NON-ASSESSABLE		PROJECT TOTAL	
ESTIMATED QUANTITY	TOTAL COST	ESTIMATED QUANTITY	TOTAL COST	ESTIMATED QUANTITY	TOTAL COST
0.8	\$19,200.00	0.2	\$4,800.00	1	\$24,000.00
		2400	\$9,600.00	2400	\$9,600.00
9370	\$18,740.00			9370	\$18,740.00
445	\$2,225.00	445	\$2,225.00	890	\$4,450.00
15	\$750.00			15	\$750.00
500	\$1,250.00			500	\$1,250.00
100	\$450.00	250	\$1,125.00	350	\$1,575.00
10	\$650.00			10	\$650.00
25	\$1,250.00			25	\$1,250.00
2560	\$15,360.00	640	\$3,840.00	3200	\$19,200.00
150	\$3,900.00			150	\$3,900.00
10	\$850.00			10	\$850.00
10	\$1,700.00			10	\$1,700.00
10	\$1,100.00			10	\$1,100.00
450	\$10,350.00			450	\$10,350.00
86	\$17,200.00			86	\$17,200.00
26100	\$52,200.00	2000	\$4,000.00	28100	\$56,200.00
6700	\$402,000.00	500	\$30,000.00	7200	\$432,000.00
		9	\$9,000.00	9	\$9,000.00
		2400	\$38,400.00	2400	\$38,400.00
445	\$31,150.00	445	\$31,150.00	890	\$62,300.00
25	\$3,125.00			25	\$3,125.00
0.8	\$4,000.00	0.2	\$1,000.00	1	\$5,000.00
10	\$850.00			10	\$850.00
15	\$2,250.00			15	\$2,250.00
9	\$1,350.00			9	\$1,350.00
2	\$1,600.00			2	\$1,600.00
0.8	\$1,200.00	0.2	\$300.00	1	\$1,500.00
600	\$900.00			600	\$900.00
1115	\$22,300.00			1115	\$22,300.00
4	\$1,800.00			4	\$1,800.00
80	\$200.00			80	\$200.00
800	\$4,000.00			800	\$4,000.00
4	\$1,200.00			4	\$1,200.00
2	\$500.00			2	\$500.00
2420	\$4,840.00			2420	\$4,840.00
1000	\$4,000.00			1000	\$4,000.00
6825	\$13,650.00			6825	\$13,650.00
1850	\$647.50			1850	\$647.50
1200	\$660.00			1200	\$660.00

ESTIMATED CONSTRUCTION COST:	\$784,837.50
CONTINGENCIES (15%):	\$117,725.63
SUBTOTAL:	\$902,563.13
ENGINEERING (20%):	\$180,512.63
LEGAL AND OTHER COSTS (2%):	\$18,051.26
ADMINISTRATION (2%):	\$18,051.26
<b>ESTIMATED TOTAL PROJECT COST:</b>	<b>\$1,119,178.28</b>

82.74%	\$649,397.50	17.26%	\$135,440.00	100.00%	\$784,837.50
	\$97,409.63		\$20,316.00		\$117,725.63
	\$746,807.13		\$155,756.00		\$902,563.13
	\$149,361.43		\$31,151.20		\$180,512.63
	\$14,936.14		\$3,115.12		\$18,051.26
	\$14,936.14		\$3,115.12		\$18,051.26
	<b>\$926,040.84</b>		<b>\$193,137.44</b>		<b>\$1,119,178.28</b>

**ASSESSMENT CALCULATION:**  
ASSESSABLE PROJECT COSTS:  
ASSESSABLE FRONTAGE:  
**COST PER ASSESSABLE FOOT:**

\$926,040.84  
16,832  
**\$55.02**

**ENGINEER'S ESTIMATE**  
**INGLEWOOD DRIVE RAILWAY CROSSING AND FOLEY ROAD IMPROVEMENTS**  
**MUNICIPAL PROJECT NO. 4121**  
**BAXTER, MN**  
Monday, March 12, 2018

**FOLEY ROAD COMMERCIAL FDR ASSESSMENT CALCULATION**

ITEM NO.	SPEC. NO.	ITEM DESCRIPTION	UNIT	UNIT PRICE
1	2021.501	MOBILIZATION	LUMP SUM	\$25,000.00
2	2104.501	REMOVE CURB AND GUTTER	LIN FT	\$4.00
3	1360.000	REMOVE BITUMINOUS PAVEMENT	SQ YD	\$2.00
4	2104.505	REMOVE CONCRETE PAVEMENT	SQ YD	\$5.00
5	2104.509	REMOVE SIGN TYPE C	EACH	\$50.00
6	2104.513	SAWING BITUMINOUS PAVEMENT (FULL DEPTH)	LIN FT	\$2.50
7	2104.513	SAWING CONCRETE PAVEMENT (FULL DEPTH)	LIN FT	\$4.50
8	2104.523	SALVAGE SIGN	EACH	\$65.00
9	2104.523	SALVAGE MAILBOX	EACH	\$50.00
10	2105.501	COMMON EXCAVATION (P)	CU YD	\$6.00
11	2118.501	AGGREGATE SURFACING CLASS 5	TON	\$26.00
12	2123.501	COMMON LABORERS	HOUR	\$85.00
13	2123.503	MOTOR GRADER	HOUR	\$170.00
14	2123.610	STREET SWEEPER (WITH PICKUP BROOM)	HOUR	\$110.00
15	2211.501	AGGREGATE BASE CLASS 5	TON	\$23.00
16	2112.603	RECLAIMED AGGREGATE BASE PREPARATION	ROAD STA	\$200.00
17	2215.501	FULL DEPTH RECLAMATION	SQ YD	\$2.00
18	2360.501	TYPE SP 9.5 WEARING COURSE MIXTURE (2,C)	TON	\$60.00
19	2506.602	RECONSTRUCT DRAINAGE STRUCTURE	EACH	\$1,000.00
20	2531.501	CONCRETE CURB AND GUTTER DESIGN B618	LIN FT	\$16.00
21	2531.507	6" CONCRETE DRIVEWAY PAVEMENT	SQ YD	\$70.00
22	2540.602	MAIL BOX SUPPORT	EACH	\$125.00
23	2563.601	TRAFFIC CONTROL	LUMP SUM	\$5,000.00
24	2564.602	INSTALL SIGN	EACH	\$85.00
25	2564.531	SIGN PANELS - TYPE C	EACH	\$150.00
26	2573.530	STORM DRAIN INLET PROTECTION	EACH	\$150.00
27	2573.535	STABILIZED CONSTRUCTION EXIT	EACH	\$800.00
28	2573.550	EROSION CONTROL SUPERVISOR	LUMP SUM	\$1,500.00
29	2574.508	FERTILIZER TYPE 3	POUND	\$1.50
30	2574.525	COMMON TOPSOIL BORROW	CU YD	\$20.00
31	2575.501	SEEDING	ACRE	\$450.00
32	2575.502	SEED MIXTURE 22-111	POUND	\$2.50
33	2575.502	SEED MIXTURE 25-131	POUND	\$5.00
34	2575.511	MULCH MATERIAL TYPE 3	TON	\$300.00
35	2575.519	DISK ANCHORING	ACRE	\$250.00
36	2575.523	EROSION CONTROL BLANKETS CATEGORY 3	SQ YD	\$2.00
37	2575.533	SEDIMENT CONTROL LOG TYPE COMPOST	LIN FT	\$4.00
38	1560.000	HYDRAULIC MATRIX TYPE MULCH	POUND	\$2.00
39	2582.502	4" BROKEN LINE - PAINT	LIN FT	\$0.35
40	2582.502	4" DOUBLE SOLID LINE - PAINT	LIN FT	\$0.55

ASSESSABLE		NON-ASSESSABLE		PROJECT TOTAL	
ESTIMATED QUANTITY	TOTAL COST	ESTIMATED QUANTITY	TOTAL COST	ESTIMATED QUANTITY	TOTAL COST
1	\$25,000.00			1	\$25,000.00
4800	\$19,200.00			4800	\$19,200.00
9370	\$18,740.00			9370	\$18,740.00
890	\$4,450.00			890	\$4,450.00
15	\$750.00			15	\$750.00
500	\$1,250.00			500	\$1,250.00
500	\$2,250.00			500	\$2,250.00
10	\$650.00			10	\$650.00
25	\$1,250.00			25	\$1,250.00
3200	\$19,200.00			3200	\$19,200.00
150	\$3,900.00			150	\$3,900.00
10	\$850.00			10	\$850.00
10	\$1,700.00			10	\$1,700.00
10	\$1,100.00			10	\$1,100.00
450	\$10,350.00			450	\$10,350.00
86	\$17,200.00			86	\$17,200.00
28100	\$56,200.00			28100	\$56,200.00
7200	\$432,000.00			7200	\$432,000.00
9	\$9,000.00			9	\$9,000.00
4800	\$76,800.00			4800	\$76,800.00
890	\$62,300.00			890	\$62,300.00
25	\$3,125.00			25	\$3,125.00
1	\$5,000.00			1	\$5,000.00
10	\$850.00			10	\$850.00
15	\$2,250.00			15	\$2,250.00
18	\$2,700.00			18	\$2,700.00
2	\$1,600.00			2	\$1,600.00
1	\$1,500.00			1	\$1,500.00
600	\$900.00			600	\$900.00
1115	\$22,300.00			1115	\$22,300.00
4	\$1,800.00			4	\$1,800.00
80	\$200.00			80	\$200.00
800	\$4,000.00			800	\$4,000.00
4	\$1,200.00			4	\$1,200.00
2	\$500.00			2	\$500.00
2420	\$4,840.00			2420	\$4,840.00
1000	\$4,000.00			1000	\$4,000.00
6825	\$13,650.00			6825	\$13,650.00
1850	\$647.50			1850	\$647.50
1200	\$660.00			1200	\$660.00

ESTIMATED CONSTRUCTION COST:	\$835,862.50
CONTINGENCIES (15%):	\$125,379.38
SUBTOTAL:	\$961,241.88
ENGINEERING (20%):	\$192,248.38
LEGAL AND OTHER COSTS (2%):	\$19,224.84
ADMINISTRATION (2%):	\$19,224.84
<b>ESTIMATED TOTAL PROJECT COST:</b>	<b>\$1,191,939.93</b>

100.00%	\$835,862.50	100.00%	\$835,862.50
	\$125,379.38		\$125,379.38
	\$961,241.88		\$961,241.88
	\$192,248.38		\$192,248.38
	\$19,224.84		\$19,224.84
	\$19,224.84		\$19,224.84
	<b>\$1,191,939.93</b>		<b>\$1,191,939.93</b>

**ASSESSMENT CALCULATION:**  
ASSESSABLE PROJECT COSTS:  
ASSESSABLE FRONTAGE:  
**COST PER ASSESSABLE FOOT:**

\$1,191,939.93  
16,832  
**\$70.81**

**INDIVIDUAL ASSESSMENT CALCULATIONS**  
**2021 MILL & OVERLAY, FULL DEPTH RECLAMATION AND TURN LANE CONSTRUCTION**  
**MUNICIPAL PROJECT NO. 4121**  
**BAXTER, MN**

ESTIMATED INTEREST RATE: 5.00%  
 ESTIMATED DAYS BEFORE FIRST YEAR: 150  
 FIRST YEAR OF ASSESSMENT: 2022

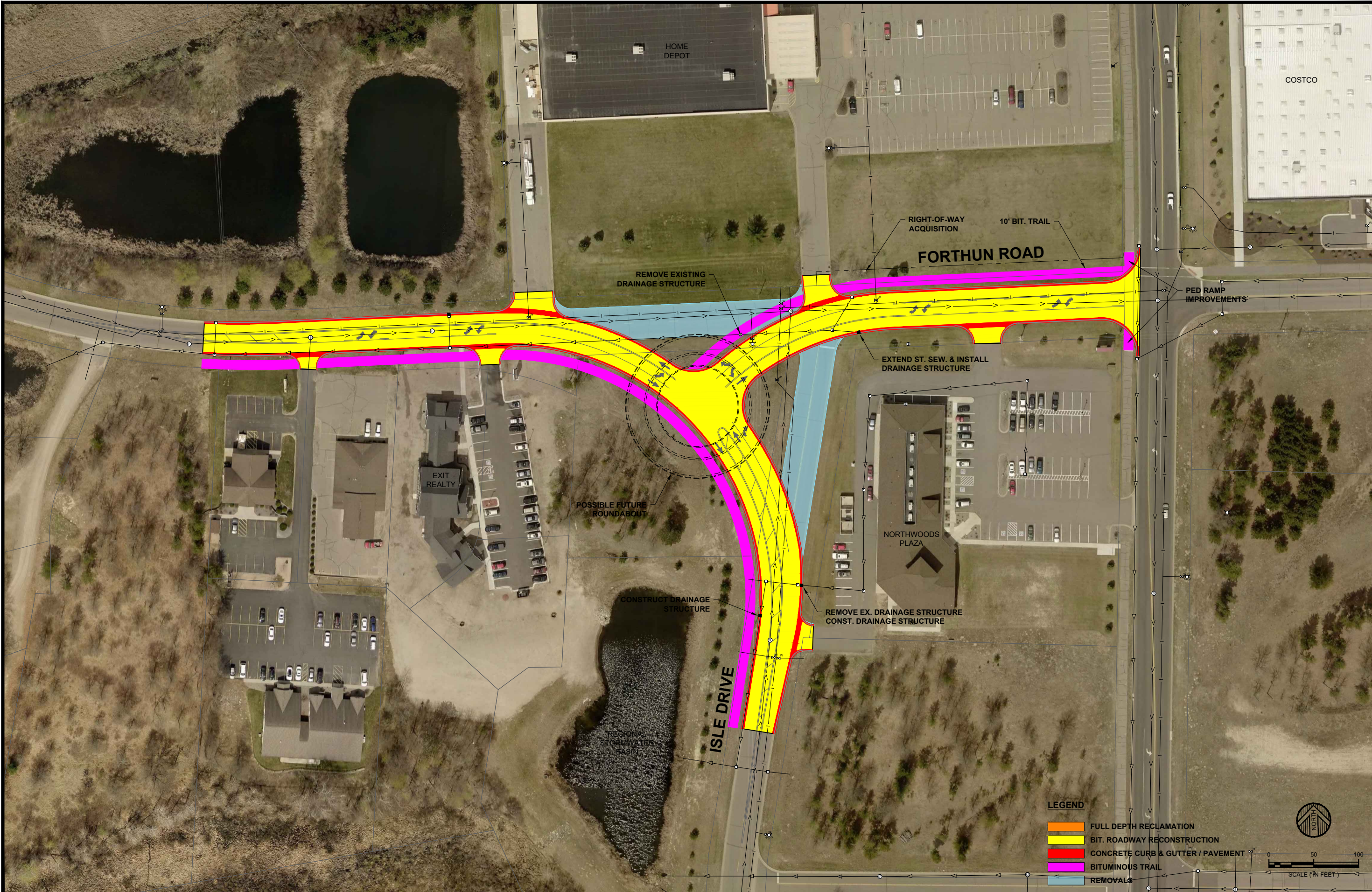
RESIDENTIAL ASSESSMENTS AND FEES  
 ESTIMATED COST PER UNIT FOOT - FDR: \$55.02  
 ESTIMATED COST PER UNIT FOOT - WATER: \$29.35  
 ESTIMATED COST PER UNIT FOOT - SANITARY SEWER: \$32.33  
 RESIDENTIAL WAC: \$600.00  
 RESIDENTIAL SAC: \$600.00  
 RESIDENTIAL LIFT STATION FEE: \$500.00

COMMERCIAL ASSESSMENTS  
 ESTIMATED COST PER UNIT FOOT - FDR: \$70.81  
 ESTIMATED COST PER UNIT FOOT - WATER: \$43.24  
 ESTIMATED COST PER UNIT FOOT - SANITARY SEWER: \$42.93

R.E. CODE	PROPERTY ADDRESS	OWNER	RESIDENTIAL FRONTAGE AND FEES					COMMERCIAL FRONTAGE AND FEES					ASSESSMENT TERM	ESTIMATED ASSESSMENT	2016 INTEREST (SEE NOTE 1)	CERTIFIED AMOUNT	
			FDR	WATER	SANITARY SEWER	WAC	SAC	LIFT STATION FEE	FDR	WATER	SANITARY SEWER	WAC					SAC
<b>RUSH LAKE COURT</b>																	
36100010010009	5560 RUSH LAKE CT	SOLOM, KENNETH & SANDRA	47											12	\$2,585.78	\$53.13	\$2,638.92
36100010020009	5564 RUSH LAKE CT	LYSCIO, RICHARD GAYLORD	47											12	\$2,585.78	\$53.13	\$2,638.92
36100020010009	5569 RUSH LAKE CT	PULAK, WANDA E TRUST	47											12	\$2,585.78	\$53.13	\$2,638.92
36100020020009	5573 RUSH LAKE CT	CATE, DON & GABRILLE	47											12	\$2,585.78	\$53.13	\$2,638.92
36100010030009	5582 RUSH LAKE CT	TRACTS LLC	47											12	\$2,585.78	\$53.13	\$2,638.92
36100010040009	5586 RUSH LAKE CT	EMBREE, CHRISTOPHER M & NANCY J	47											12	\$2,585.78	\$53.13	\$2,638.92
36100020030009	5589 RUSH LAKE CT	CHERNACK, CHARLES	47											12	\$2,585.78	\$53.13	\$2,638.92
36100020040009	5593 RUSH LAKE CT	CHERNACK, CHARLES	47											12	\$2,585.78	\$53.13	\$2,638.92
36070010200009	5602 RUSH LAKE CT	MCGREGOR, ELLEN	47											12	\$2,585.78	\$53.13	\$2,638.92
36070010190009	5606 RUSH LAKE CT	PURDUE, GLENN E & SANDRA	47											12	\$2,585.78	\$53.13	\$2,638.92
36070010050009	5611 RUSH LAKE CT	ESCHENBACHER, CARL L TRUST AGR(1/2)	47											12	\$2,585.78	\$53.13	\$2,638.92
36070010060009	5615 RUSH LAKE CT	PUTNAM, PERRY & BEVERLY	47											12	\$2,585.78	\$53.13	\$2,638.92
36070010070009	5623 RUSH LAKE CT	BOCK, GERALD F & CYNTHIA T	47											12	\$2,585.78	\$53.13	\$2,638.92
36070010080009	5627 RUSH LAKE CT	HEAPY, JANICE	47											12	\$2,585.78	\$53.13	\$2,638.92
36070010180009	5634 RUSH LAKE CT	BOLT, DALE E & SHELLY R	47											12	\$2,585.78	\$53.13	\$2,638.92
36070010090009	5637 RUSH LAKE CT	MELQUIST, RICHARD ALLEN & KAREN ANN	47											12	\$2,585.78	\$53.13	\$2,638.92
36070010170009	5638 RUSH LAKE CT	TRACTS LLC	47											12	\$2,585.78	\$53.13	\$2,638.92
36070010100009	5641 RUSH LAKE CT	STOLSKI, RON & SHARRON	47											12	\$2,585.78	\$53.13	\$2,638.92
36070010160009	5642 RUSH LAKE CT	TRACTS LLC	47											12	\$2,585.78	\$53.13	\$2,638.92
36070010150009	5646 RUSH LAKE CT	TRACTS LLC	47											12	\$2,585.78	\$53.13	\$2,638.92
36070010110009	5649 RUSH LAKE CT	ZIMMERMAN, ROGER L & JUDY M	47											12	\$2,585.78	\$53.13	\$2,638.92
36070010140009	5650 RUSH LAKE CT	BUXTON, CYNTHIA L	47											12	\$2,585.78	\$53.13	\$2,638.92
36070010120009	5651 RUSH LAKE CT	BURKE, RONALD E & ROBERTA A	47											12	\$2,585.78	\$53.13	\$2,638.92
36070010130009	5652 RUSH LAKE CT	HALL, KEVIN & JANET	47											12	\$2,585.78	\$53.13	\$2,638.92
<b>PRESERVE CIRCLE</b>																	
36140010010009		BS REAL ESTATE HOLDINGS, LLC	33.46											12	\$1,840.94	\$37.83	\$1,878.77
36140010020009		ENSMINGER, ROBERT D & MARILYN K	33.46											12	\$1,840.94	\$37.83	\$1,878.77
36140010030009	13177 PRESERVE CIR	NOVAK, LEAH M	33.46											12	\$1,840.94	\$37.83	\$1,878.77
36140010040009		BS REAL ESTATE HOLDINGS, LLC	33.46											12	\$1,840.94	\$37.83	\$1,878.77
36140010050009	13161 PRESERVE CIR	LAVALLIE, FRANCIS E & ELIZABETH A	33.46											12	\$1,840.94	\$37.83	\$1,878.77
36140010060009		BS REAL ESTATE HOLDINGS, LLC	33.46											12	\$1,840.94	\$37.83	\$1,878.77
36140010070009	13141 PRESERVE CIR	FORDYCE, MICHAEL L & VANESSA F	33.46											12	\$1,840.94	\$37.83	\$1,878.77
36140010080009	13135 PRESERVE CIR	HAHN, HEIDI M	33.46											12	\$1,840.94	\$37.83	\$1,878.77
36140010090009	13129 PRESERVE CIR	VROMAN, RICHELLE D	33.46											12	\$1,840.94	\$37.83	\$1,878.77
36140010100009		BS REAL ESTATE HOLDINGS, LLC	33.46											12	\$1,840.94	\$37.83	\$1,878.77
36140010110009		BS REAL ESTATE HOLDINGS, LLC	33.46											12	\$1,840.94	\$37.83	\$1,878.77
36140010120009		BS REAL ESTATE HOLDINGS, LLC	33.46											12	\$1,840.94	\$37.83	\$1,878.77
36140010130009	13203 PRESERVE CIR	NEWCOMER, WILLIAM F & BARBARA L	33.46											12	\$1,840.94	\$37.83	\$1,878.77
<b>FOLEY ROAD (RESIDENTIAL)</b>																	
02012310600009	5801 FOLEY RD	MITCHELL, ANDREW	212											12	\$11,663.54	\$239.66	\$11,903.20
020123106PA0009	5863 FOLEY RD	DAHLSTROM, BRUCE G & LYNNE L	592											12	\$32,569.88	\$669.24	\$33,239.12
020123106PB0009	5931 FOLEY RD	SHAW, EDWARD R	148											12	\$8,142.47	\$167.31	\$8,309.78
020123106O0009	5933 FOLEY RD	JOHANSEN, DIANE	128											12	\$7,042.14	\$144.70	\$7,186.84
020123106N0009	5957 FOLEY RD	HECKER, CHRISTOPHER GERALD	339											12	\$18,650.66	\$383.23	\$19,033.89
31360010010009	13405 KNOLLWOOD DR	CAUGHEY, TIMOTHY S & PAMELA	181											12	\$9,958.02	\$204.62	\$10,162.64
020124104B0009	6441 FOLEY RD	RAUEN, ROY & DENISE & SHANE RAUEN	212	212	212	1	1	1						15	\$26,441.48	\$543.32	\$26,984.80
020124104AB0009	13421 ARROWWOOD DR	RAUEN, ROY & DENISE	144	144	144	1	1	1						15	\$18,505.53	\$380.25	\$18,885.78
020124104AZ0009	13423 ARROWWOOD DR	RAUEN, ROY N & DENISE R	158	158	158	1	1	1						15	\$20,139.40	\$413.82	\$20,553.23
020124100K0009	13455 ARROWHEAD DR	RAUEN, ROY N & DENISE R	172	172	172	5	5	5						15	\$28,573.27	\$587.12	\$29,160.40
010072302K0089	13461 HOSTA DR	PETERSON, ROBERT R & BRENDA O	211	211	211	1	1	1						15	\$26,324.77	\$540.92	\$26,865.69
020124104D0009	13481 HOSTA DR	HENDERSON, LARRY WILLIAM	50	50	50	1	1	1						15	\$7,535.25	\$154.83	\$7,690.09
010072302J0009	6542 FOLEY RD	HUMMEL, LARRY D	126	126	126	1	1	1						15	\$16,404.84	\$337.09	\$16,741.93
010072302I0009	6573 FOLEY RD	SMIEJA, ADAM & KATIE	209	209	209	1	1	1						15	\$26,091.36	\$536.12	\$26,627.49
010072302F0009	13481 CARDINAL DR	NELSON, JAN C & PATRICE K	100	100	100	1	1	1						15	\$13,370.51	\$274.74	\$13,645.24
010072302H0009	13511 CARDINAL DR	NELSON, JAN & PATRICE & ELLYSSA	104	104	104	1	1	1						15	\$13,837.33	\$284.33	\$14,121.66
010072302D0009	13546 CARDINAL DR	POTTER, DAVID A & THERESA	362	362	362	1	1	1						15	\$43,947.24	\$903.03	\$44,850.27
010072302A0009	13484 CARDINAL DR	REHNBLOM, STEVEN C	360	360	360									15	\$42,013.83	\$863.30	\$42,877.13
<b>FOLEY ROAD (COMMERCIAL)</b>																	
010072400AB0009	8763 FOLEY RD	REHNBLOM, STEVEN C								495	495	495	\$2,022.66	\$1,875.00	\$81,607.17	\$1,676.86	\$83,284.03
010072400AA0009	8897 FOLEY RD	JOHNSON, RANDY S & ELIZABETH M								466	466				\$53,149.28	\$1,092.11	\$54,241.38
010072400F0009	8933 FOLEY RD	VAVEREK, WAYNE C & DIANA D & SEELLEN, JAMES & PAULA TRST AGRMNT								150	150		\$1,213.59	\$1,125.00	\$19,446.73	\$399.59	\$19,846.32
010072400EB0009	6961 FOLEY DR	WALTON, VERENA L 2005 REV TRUST								163	163		\$2,224.92	\$2,062.50	\$22,878.26	\$470.10	\$23,348.36
<b>FURTHUN ROAD AND</b>																	
32400010010009	7111 FURTHUN RD	BGT INVESTMENTS LLC								100				12	\$7,081.39	\$145.51	\$7,226.90
32400010030009	7115 FURTHUN RD	BGT INVESTMENTS LLC								200				12	\$14,162.78	\$291.02	\$14,453.80
32400010020009	7119 FURTHUN RD	BABE WINKELMAN PRODUCTIONS INC								100				12	\$7,081.39	\$145.51	\$7,226.90
32420010010009	7153 FURTHUN RD	BRAINERD LAKES PREMIER DEV LLC								205				12	\$14,516.85	\$298.29	\$14,815.15
32410010010009	7207 FOLEY RD	HOME DEPOT USA INC., PROPERTY TAX DEPT RE 2818								686				12	\$48,578.35	\$998.19	\$49,576.54
33370010010009	13495 ELDER DR	INTEGRITY PLUS INVESTMENTS LLC								606				12	\$42,913.24	\$881.78	\$43,795.02
			5371	2208	2208	15	15	15		3171	1274	495	\$5,461.17	\$5,062.50	\$768,618.04	\$15,793.52	\$784,411.56

**NOTES**  
 1. THE 2021 INTEREST AMOUNT IS CALCULATED BASED ON 150 DAYS BETWEEN THE ASSESSMENT HEARING AND END OF THE YEAR. THIS AMOUNT WILL VARY DEPENDING ON ACTUAL ASSESSMENT HEARING DATE.





# FORTHUN ROAD AND ISLE DRIVE INTERSECTION IMPROVEMENTS



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

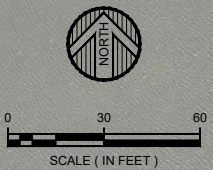
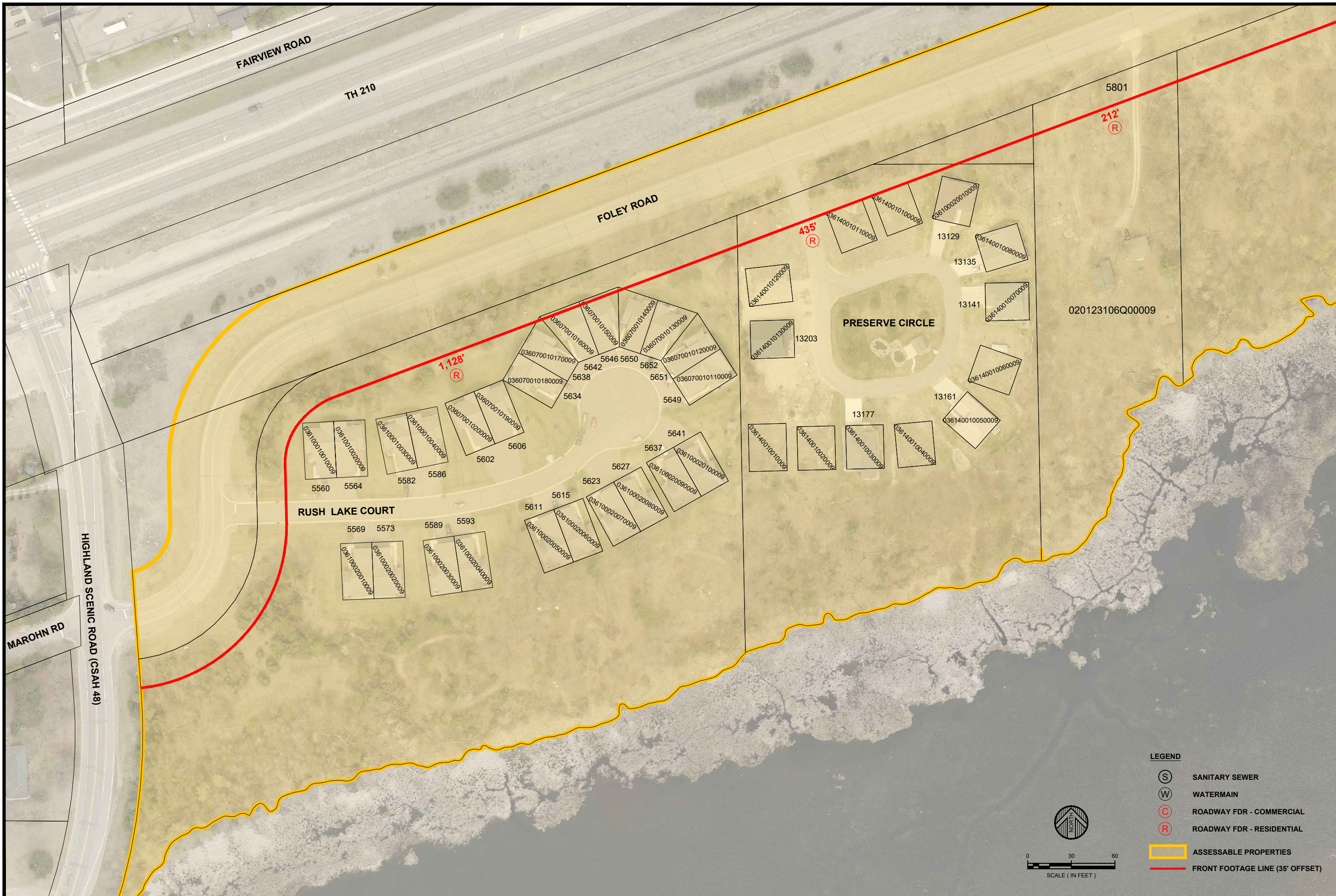
DATE	REVISIONS DESCRIPTION	BY	VALUE

DATE: MARCH 2018	AS SHOWN	INITIALS	DATE: MMDDYYTBC. NO. VALUE
SCALE:	DRAWN BY:	CHECKED BY:	VALUE
JOB NUMBER: 0102B0384.000			

INGLEWOOD DR RAILWAY CROSSING & FOLEY RD IMPROVEMENTS  
 CITY OF BAXTER  
 BAXTER, MINNESOTA  
**FIGURE 13 - PROPOSED IMPROVEMENTS - ISLE DRIVE**

J:\10102B-City of Baxter\102B0384-Inglewood Dr & Foley Road Improvements\102B0384.000-Inglewood Dr & Foley Road Improvements\CADD\Civil\IC-SP-0102B0384.000.dwg Plotted by:Arac Welch 3/27/2018 4:38:59 PM © 2018 WIDSETH SMITH NOLTING





- LEGEND**
- (S) SANITARY SEWER
  - (W) WATERMAIN
  - (C) ROADWAY FDR - COMMERCIAL
  - (R) ROADWAY FDR - RESIDENTIAL
  - ASSESSABLE PROPERTIES
  - FRONT FOOTAGE LINE (35' OFFSET)



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

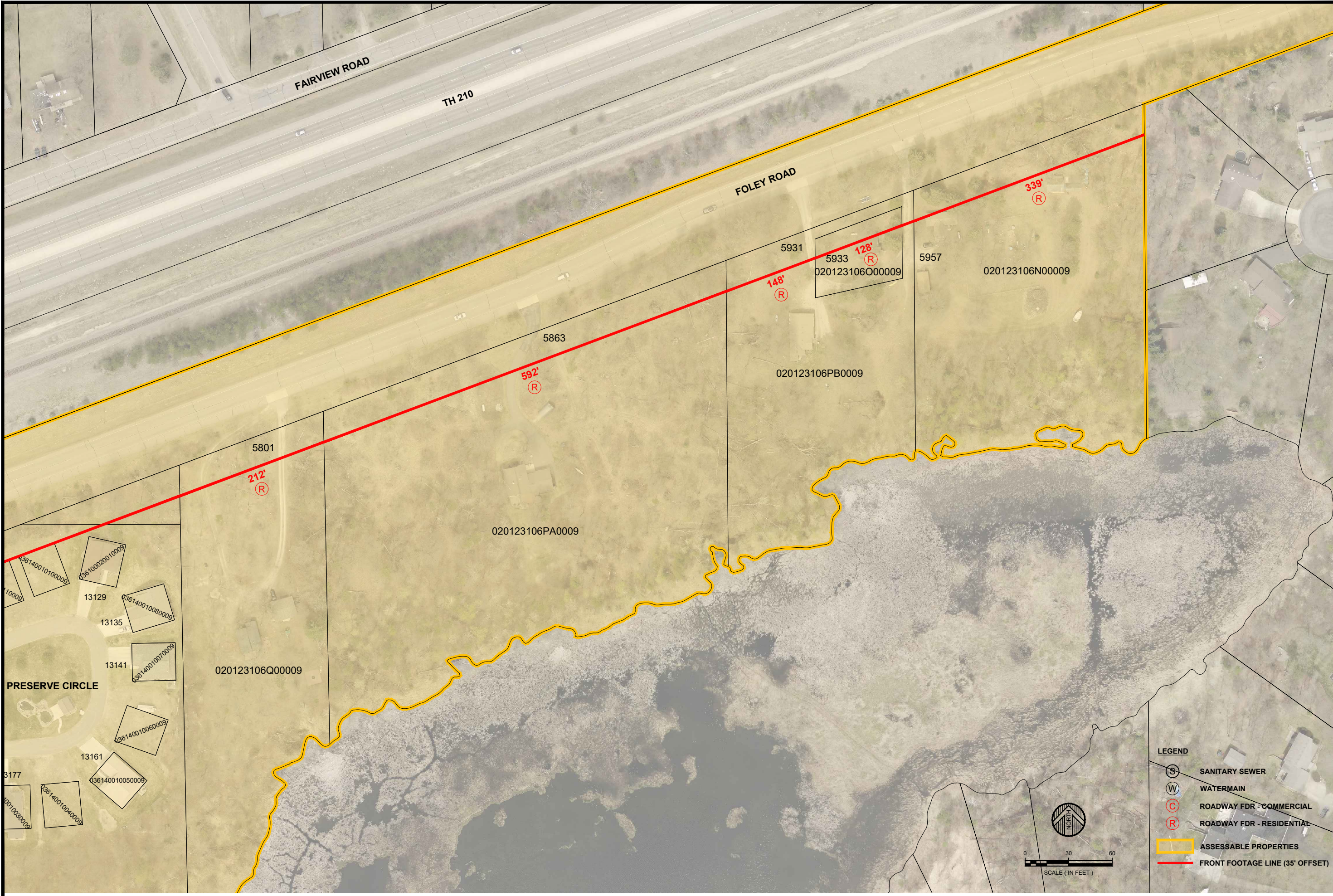
DATE: MARCH 2018  
 SCALE: AS SHOWN  
 DRAWN BY: A.L.W.  
 CHECKED BY: A.L.W.  
 JOB NUMBER: 0102B0384.000

DATE	REV#	REVISIONS DESCRIPTION	BY

DATE: MARCH 2018  
 SCALE: AS SHOWN  
 DRAWN BY: A.L.W.  
 CHECKED BY: A.L.W.  
 JOB NUMBER: 0102B0384.000

INGLEWOOD DR RAILWAY CROSSING & FOLEY RD IMPROVEMENTS  
 CITY OF BAXTER  
 BAXTER, MINNESOTA  
**FIGURE 14 - ASSESSMENTS - FOLEY ROAD**





PRESERVE CIRCLE

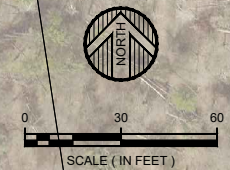
FAIRVIEW ROAD

TH 210

FOLEY ROAD

**LEGEND**

- SANITARY SEWER
- WATERMAIN
- ROADWAY FDR - COMMERCIAL
- ROADWAY FDR - RESIDENTIAL
- ASSESSABLE PROPERTIES
- FRONT FOOTAGE LINE (35' OFFSET)



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

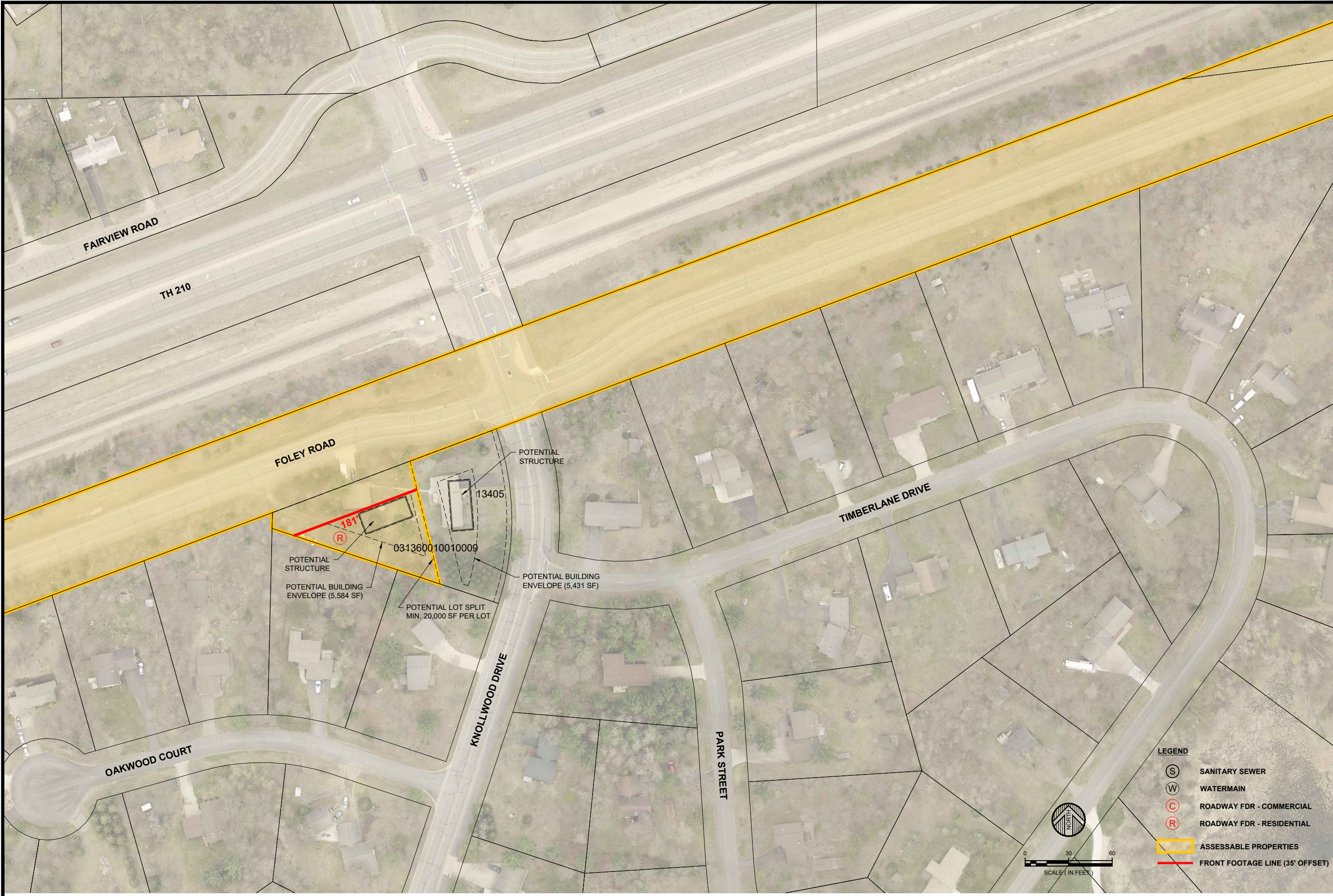
DATE: MARCH 2018  
 SCALE: AS SHOWN  
 DRAWN BY: A.L.W.  
 CHECKED BY: A.L.W.  
 JOB NUMBER: 0102B0384.000

DATE	REV	DESCRIPTION

BY:   
 DATE: MARCH 2018  
 SCALE: AS SHOWN  
 DRAWN BY: A.L.W.  
 CHECKED BY: A.L.W.  
 JOB NUMBER: 0102B0384.000

INGLEWOOD DR RAILWAY CROSSING & FOLEY RD IMPROVEMENTS  
 CITY OF BAXTER  
 BAXTER, MINNESOTA  
**FIGURE 15 - ASSESSMENTS - FOLEY ROAD**





FAIRVIEW ROAD

TH 210

FOLEY ROAD

OAKWOOD COURT

KNOLLWOOD DRIVE

PARK STREET

TIMBERLANE DRIVE

POTENTIAL STRUCTURE  
POTENTIAL BUILDING ENVELOPE (5,584 SF)

POTENTIAL LOT SPLIT  
MIN. 20,000 SF PER LOT

POTENTIAL STRUCTURE

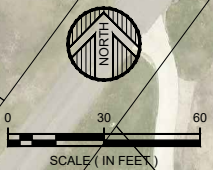
13405

031360010010009

POTENTIAL BUILDING ENVELOPE (5,431 SF)

**LEGEND**

- (S) SANITARY SEWER
- (W) WATERMAIN
- (C) ROADWAY FDR - COMMERCIAL
- (R) ROADWAY FDR - RESIDENTIAL
- [Yellow Shaded Area] ASSESSABLE PROPERTIES
- [Red Line] FRONT FOOTAGE LINE (35' OFFSET)



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

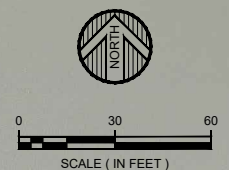
DATE: MARCH 2018  
SCALE: AS SHOWN  
DRAWN BY: A.L.W.  
CHECKED BY: A.L.W.  
JOB NUMBER: 0102B0384.000

DATE	REV#	REVISIONS DESCRIPTION	BY

DATE: MARCH 2018  
SCALE: AS SHOWN  
DRAWN BY: A.L.W.  
CHECKED BY: A.L.W.  
JOB NUMBER: 0102B0384.000

INGLEWOOD DR RAILWAY CROSSING & FOLEY RD IMPROVEMENTS  
CITY OF BAXTER  
BAXTER, MINNESOTA  
**FIGURE 16 - ASSESSMENTS - FOLEY ROAD**





- LEGEND**
- (S) SANITARY SEWER
  - (W) WATERMAIN
  - (C) ROADWAY FDR - COMMERCIAL
  - (R) ROADWAY FDR - RESIDENTIAL
  - ASSESSABLE PROPERTIES
  - FRONT FOOTAGE LINE (35' OFFSET)



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

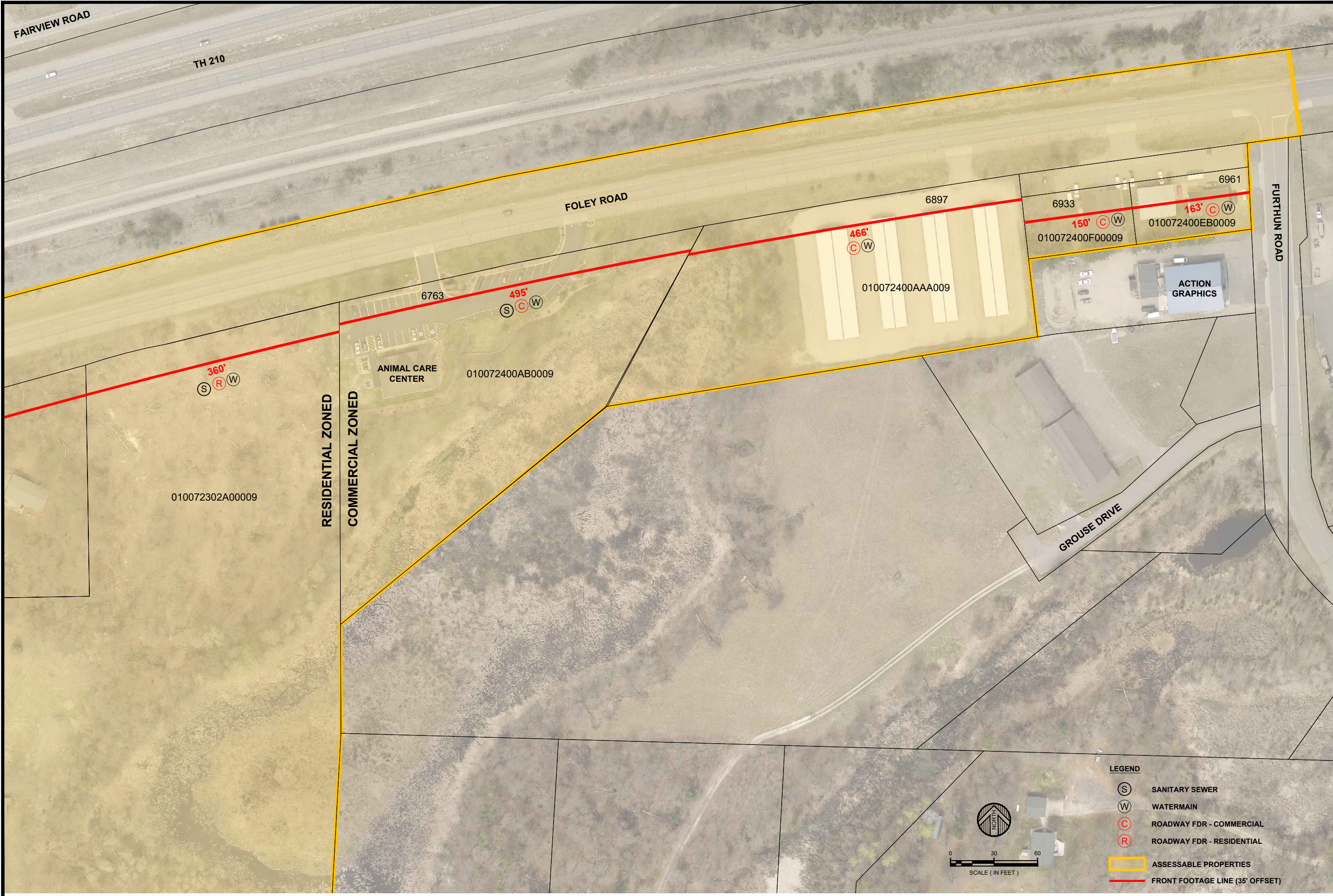
DATE: MARCH 2018  
 SCALE: AS SHOWN  
 DRAWN BY: A.L.W.  
 CHECKED BY: A.L.W.  
 JOB NUMBER: 0102B0384.000

REV#	DATE	DESCRIPTION

DATE: MARCH 2018  
 SCALE: AS SHOWN  
 DRAWN BY: A.L.W.  
 CHECKED BY: A.L.W.  
 JOB NUMBER: 0102B0384.000

INGLEWOOD DR RAILWAY CROSSING & FOLEY RD IMPROVEMENTS  
 CITY OF BAXTER  
 BAXTER, MINNESOTA  
**FIGURE 17 - ASSESSMENTS - FOLEY ROAD**





010072302A00009

RESIDENTIAL ZONED  
COMMERCIAL ZONED

ANIMAL CARE CENTER  
010072400AB0009

360'  
(S) (R) (W)

495'  
(S) (C) (W)

010072400AAA009

466'  
(C) (W)

150'  
(C) (W)

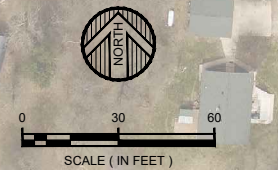
163'  
(C) (W)

010072400F00009

010072400EB0009

ACTION GRAPHICS

GROUSE DRIVE



- LEGEND**
- (S) SANITARY SEWER
  - (W) WATERMAIN
  - (C) ROADWAY FDR - COMMERCIAL
  - (R) ROADWAY FDR - RESIDENTIAL
  - ASSESSABLE PROPERTIES
  - FRONT FOOTAGE LINE (35' OFFSET)

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



**WIDSETH SMITH NOLTING**  
Engineering | Architecture | Surveying | Environmental

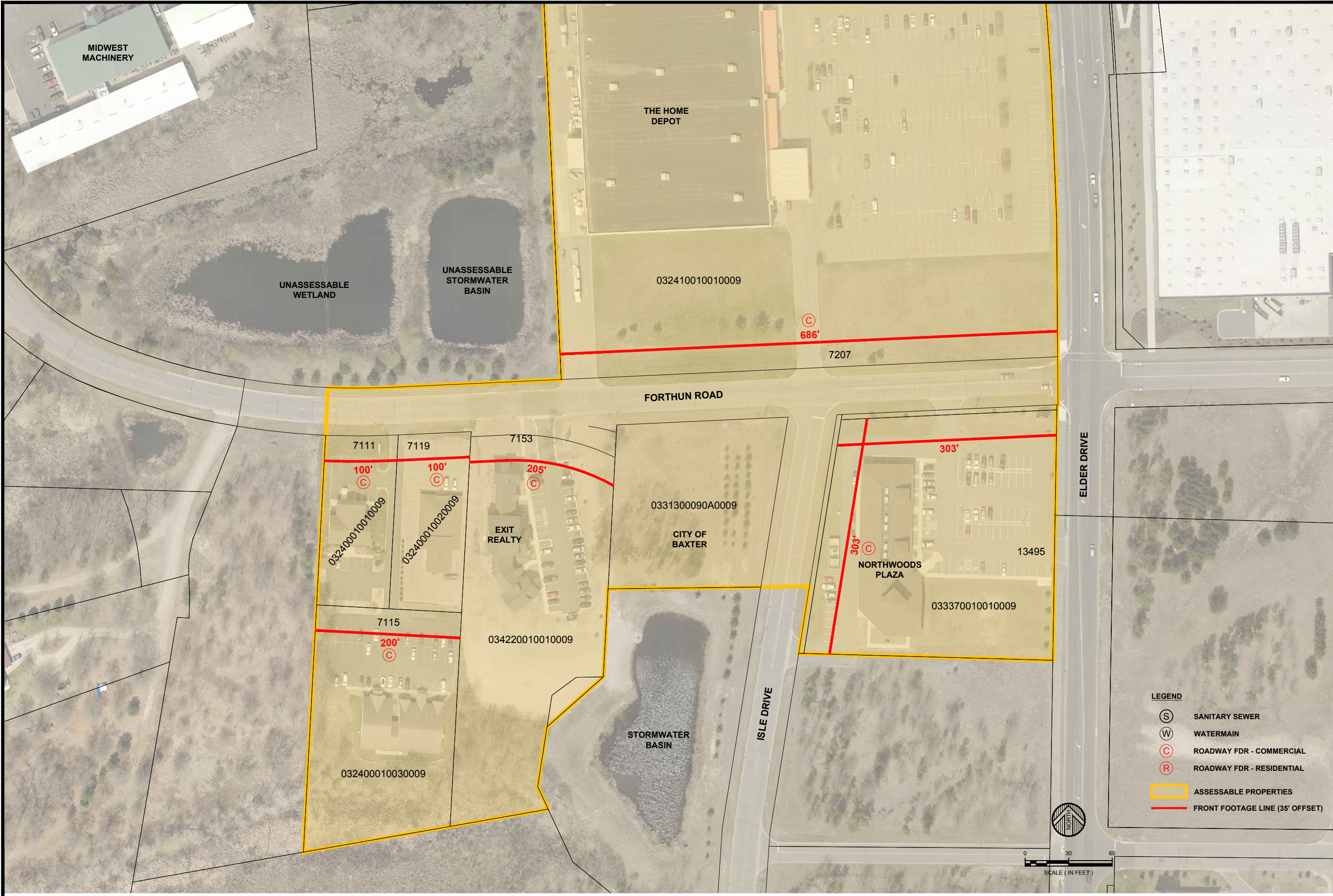
DATE	REV#	REVISIONS DESCRIPTION	BY

DATE: MARCH 2018  
SCALE: AS SHOWN  
DRAWN BY: A.L.W.  
CHECKED BY: A.L.W.  
JOB NUMBER: 0102B0384.000

INGLEWOOD DR RAILWAY CROSSING & FOLEY RD IMPROVEMENTS  
CITY OF BAXTER  
BAXTER, MINNESOTA  
**FIGURE 18 - ASSESSMENTS - FOLEY ROAD**

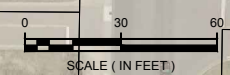
SHEET NO.  
**18**





**LEGEND**

- S SANITARY SEWER
- W WATERMAIN
- C ROADWAY FDR - COMMERCIAL
- R ROADWAY FDR - RESIDENTIAL
- ASSESSABLE PROPERTIES
- FRONT FOOTAGE LINE (35' OFFSET)



**WIDSETH SMITH NOLTING**  
Engineering | Architecture | Surveying | Environmental

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

DATE: MARCH 2018  
AS SHOWN: AS SHOWN  
DRAWN BY: A.L.W.  
CHECKED BY: A.L.W.  
JOB NUMBER: 0102B0384.000

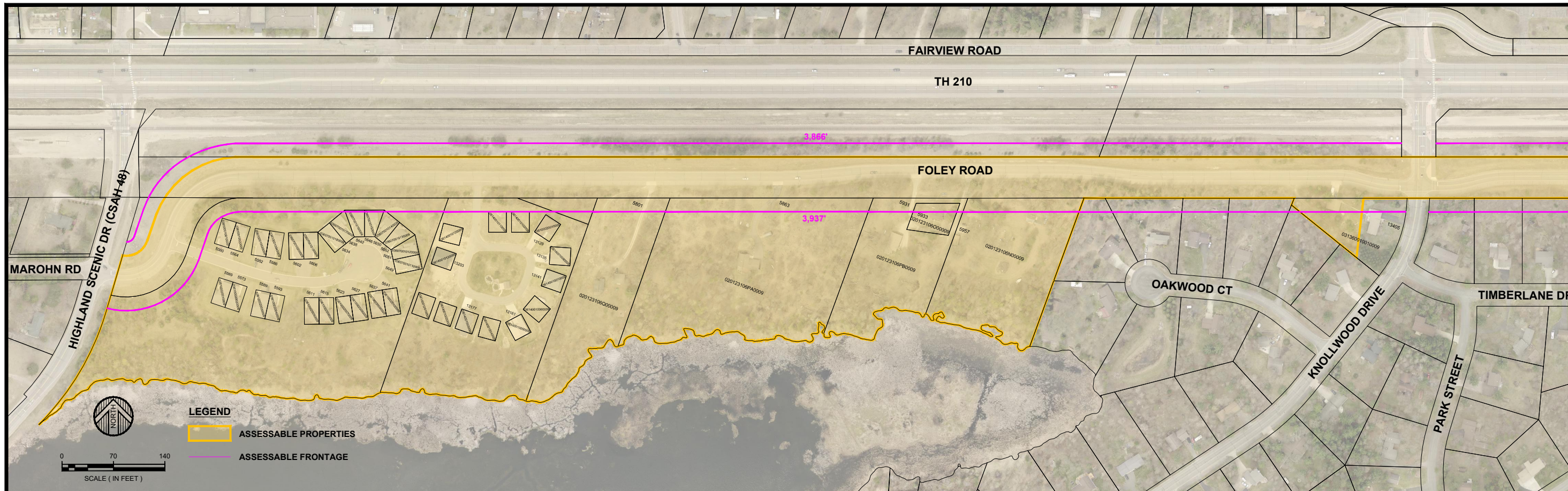
DATE	REVISIONS DESCRIPTION	BY

INGLEWOOD DR RAILWAY CROSSING & FOLEY RD IMPROVEMENTS  
CITY OF BAXTER  
BAXTER, MINNESOTA

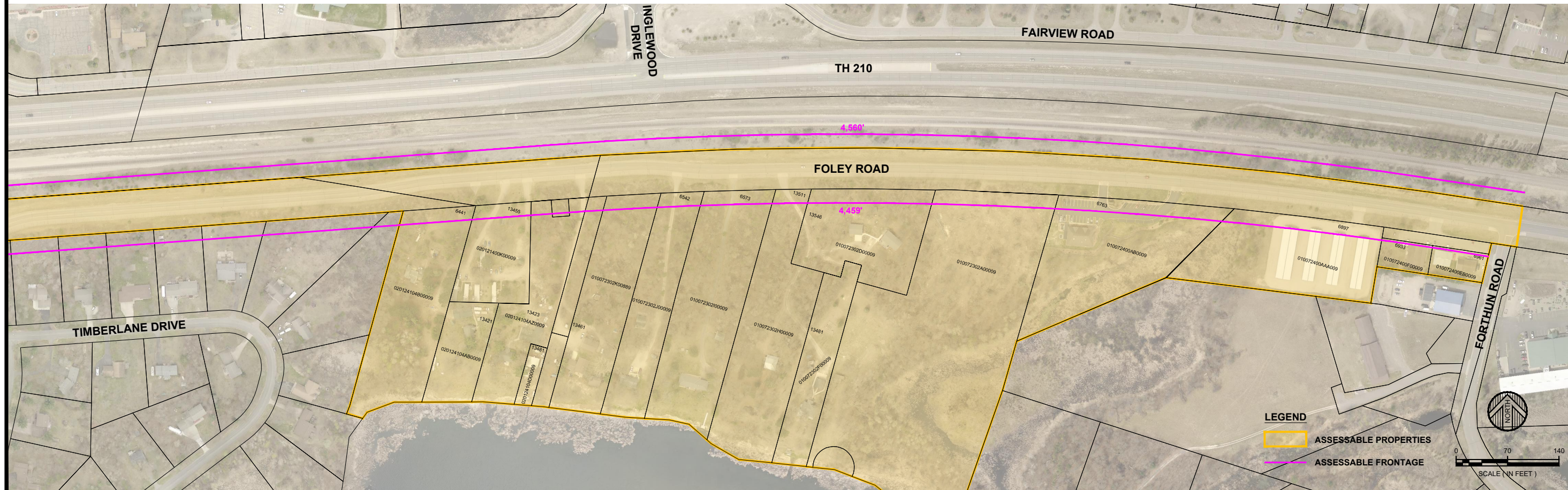
FIGURE 19 - ASSESSMENTS - ISLE DRIVE & FORTHUN ROAD

SHEET NO. **19**





## FOLEY ROAD



## FOLEY ROAD



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

DATE	REVISION DESCRIPTION

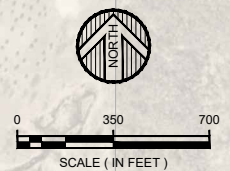
DATE:	MARCH 2018
SCALE:	AS SHOWN
DRAWN BY:	A.L.W.
CHECKED BY:	A.L.W.
JOB NUMBER:	0102B0384.000

INGLEWOOD DR RAILWAY CROSSING & FOLEY RD IMPROVEMENTS  
CITY OF BAXTER  
BAXTER, MINNESOTA  
**FIGURE 20 - ASSESSMENTS - FDR**





- LEGEND**
- INGLEDALE DRIVE AND KNOLLWOOD DRIVE CLOSURE
  - FOLEY ROAD REALIGNMENT
  - FOLEY ROAD FULL DEPTH RECLAMATION
  - ISLE DRIVE REALIGNMENT



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

DATE: 01/22/2018  
 PROJECT NO.: 01202B0384.000

DATE	REVISION DESCRIPTION	BY

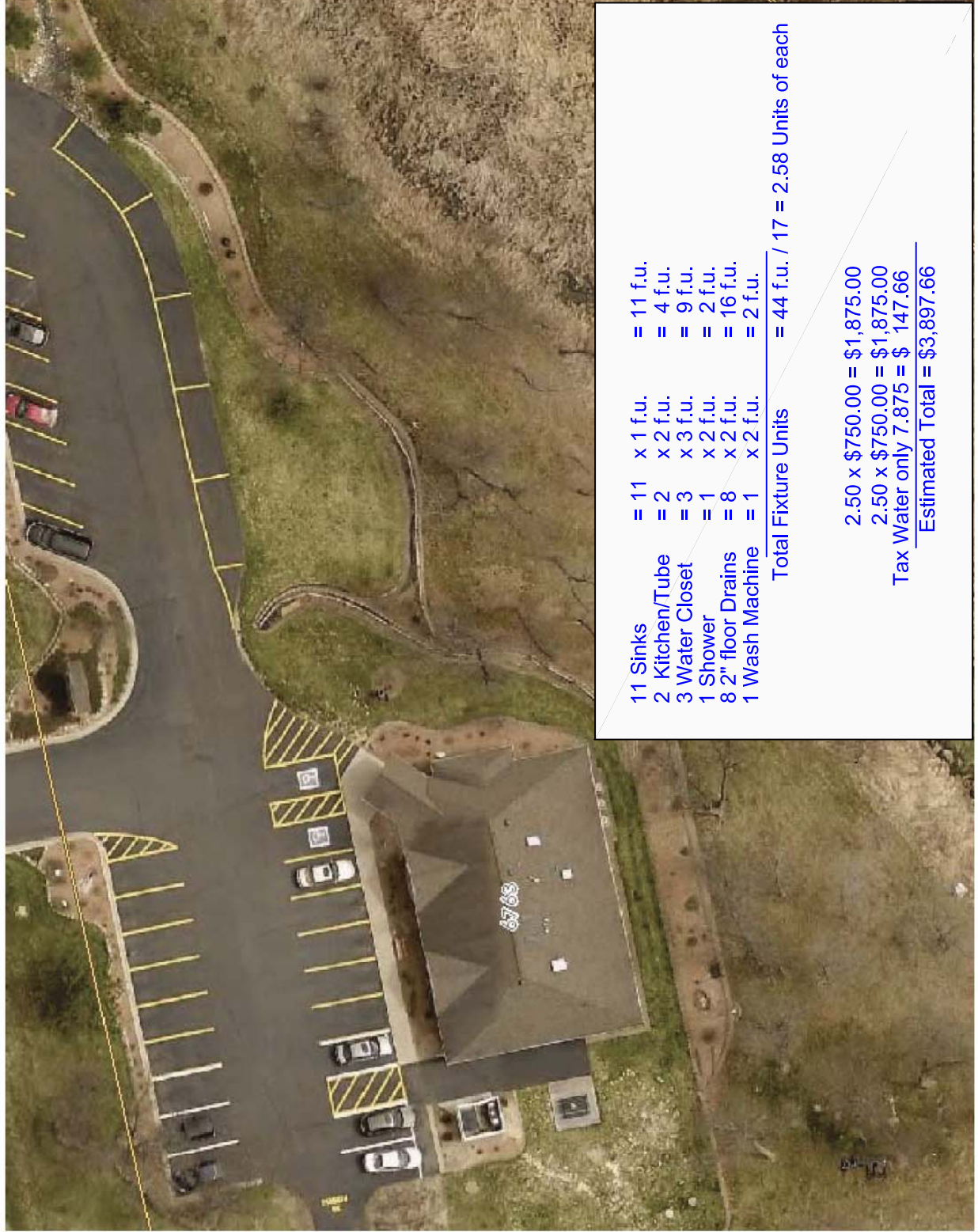
DATE: MARCH 2018  
 SCALE: AS SHOWN  
 DRAWN BY: A.L.W.  
 CHECKED BY: A.L.W.  
 JOB NUMBER: 01202B0384.000

INGLEWOOD DR RAILWAY CROSSING & FOLEY RD IMPROVEMENTS  
 CITY OF BAXTER  
 BAXTER, MINNESOTA  
**FIGURE 21 - COST ESTIMATE AREAS**





# 6763 Foley Rd.



**Legend**

- Road Centerlines\_1K
- Streets
- Locations
- Current:
- Pending:
- Vacant:
- Retirec:
- Other:
- Parcels:
- Municipal Boundaries:
- Historical Parcels:

**Notes**

11 Sinks	= 11	x 1 f.u.	= 11 f.u.
2 Kitchen/Tube	= 2	x 2 f.u.	= 4 f.u.
3 Water Closet	= 3	x 3 f.u.	= 9 f.u.
1 Shower	= 1	x 2 f.u.	= 2 f.u.
8 2" floor Drains	= 8	x 2 f.u.	= 16 f.u.
1 Wash Machine	= 1	x 2 f.u.	= 2 f.u.
<b>Total Fixture Units</b>			<b>= 44 f.u. / 17 = 2.58 Units of each</b>
2.50 x \$750.00			= \$1,875.00
2.50 x \$750.00			= \$1,875.00
Tax Water only 7.875			= \$ 147.66
<b>Estimated Total</b>			<b>= \$3,897.66</b>

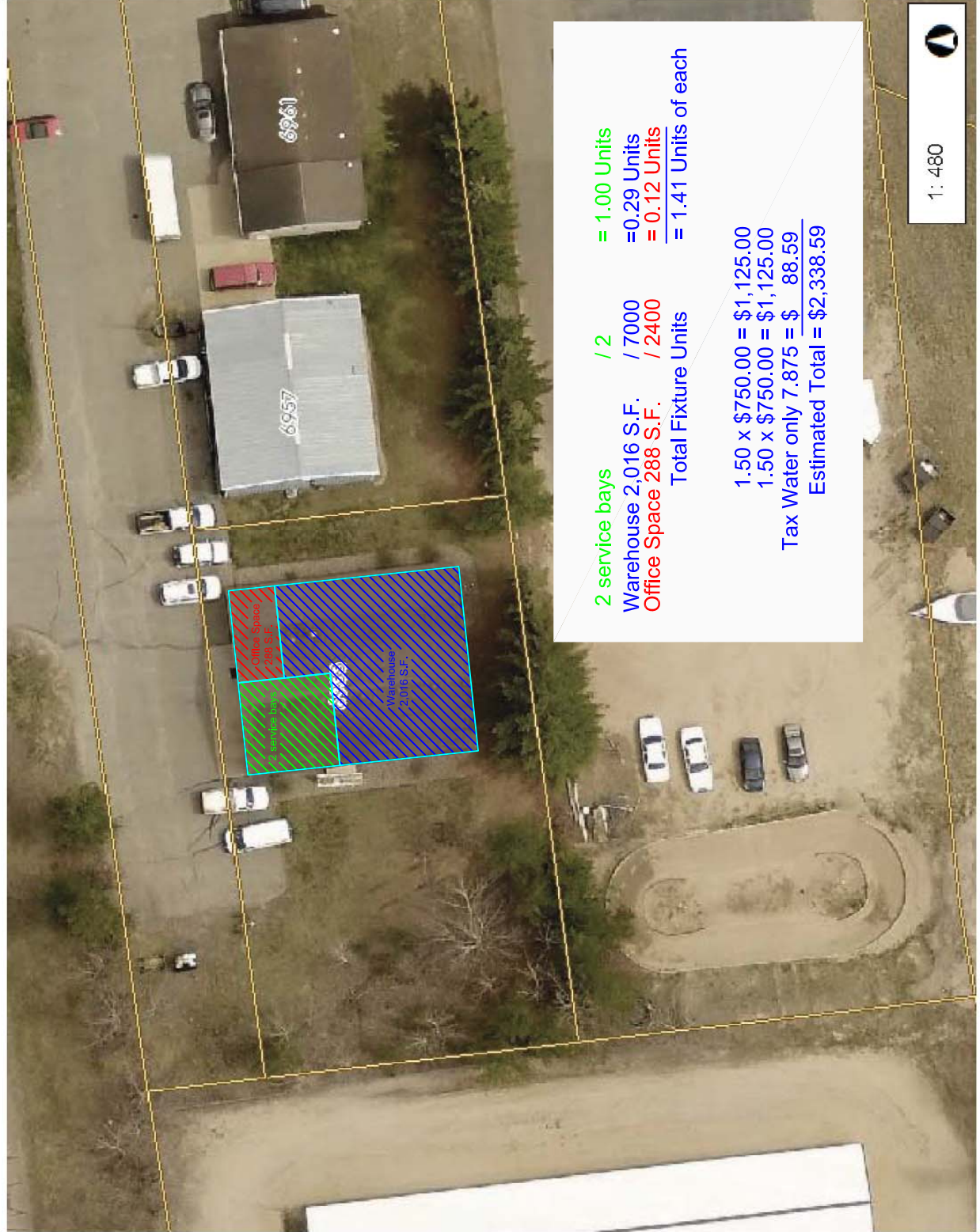
80.0 0 40.00 80.0 Feet

NAD\_1983\_HARN\_Adj\_Min\_Crow\_Wing\_Feet  
City of Baxter

This map is a user generated static output from an Internet mapping site and is for reference only. Data layers that appear on this map may or may not be accurate, current, or otherwise reliable.  
THIS MAP IS NOT TO BE USED FOR NAVIGATION



# 6933 Foley Rd.



2 service bays / 2 = 1.00 Units  
 Warehouse 2,016 S.F. / 7000 = 0.29 Units  
 Office Space 288 S.F. / 2400 = 0.12 Units  
**Total Fixture Units = 1.41 Units of each**  
 1.50 x \$750.00 = \$1,125.00  
 1.50 x \$750.00 = \$1,125.00  
 Tax Water only 7.875 = \$ 88.59  
**Estimated Total = \$2,338.59**

### Legend

- Road Centerlines\_1K
- Streets
- Locations
- Current:
- Pending:
- Vacant:
- Retirec:
- Other:
- Parcels:
- Municipal Boundaries:
- Historical Parcels:

### Notes

1: 480

80.0 0 40.00 80.0 Feet

NAD\_1983\_HARN\_Adj\_MN\_Crow\_Wfing\_Feet  
City of Baxter

This map is a user generated static output from an Internet mapping site and is for reference only. Data layers that appear on this map may or may not be accurate, current, or otherwise reliable.  
THIS MAP IS NOT TO BE USED FOR NAVIGATION





### Legend

- Road Centerlines\_1K
- Streets
- Locations
- Current:
- Pending:
- Vacant:
- Retirec:
- Other:
- Parcels:
- Municipal Boundaries:
- Historical Parcels:

### Notes

1: 480

80.0 0 40.00 80.0 Feet

NAD\_1983\_HARN\_Adj\_MN\_Crow\_Wfng\_Feet  
City of Baxter

This map is a user generated static output from an Internet mapping site and is for reference only. Data layers that appear on this map may or may not be accurate, current, or otherwise reliable.  
THIS MAP IS NOT TO BE USED FOR NAVIGATION



2 service bays / 2 = 1.00 Units  
 Retail Space 720 S.F. / 3000 = 0.24 Units  
 Total Fixture Units = 1.24 Units of each  
  
 1.25 x \$750.00 = \$937.50  
 1.25 x \$750.00 = \$937.50  
 Tax Water only 7.875 = \$ 73.83  
 Estimated Total = \$1,948.33

1: 480



**Legend**

- Road Centerlines\_1K
- Streets
- Locations
- Current:
- Pending:
- Vacant:
- Retirec:
- Other:
- Parcels:
- Municipal Boundaries:
- Historical Parcels:

**Notes**

80.0 0 40.00 80.0 Feet

NAD\_1983\_HARN\_Adj\_Min\_Crow\_Wing\_Feet  
City of Baxter

This map is a user generated static output from an Internet mapping site and is for reference only. Data layers that appear on this map may or may not be accurate, current, or otherwise reliable.  
THIS MAP IS NOT TO BE USED FOR NAVIGATION