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# 2022 FOLEY ROAD, ISLE DRIVE AND FORTHUN ROAD IMPROVEMENTS PROJECT FEASIBILITY STUDY

**CITY OF BAXTER, MINNESOTA**

**MUNICIPAL PROJECT NO. 4114**

**COUNCIL APPROVAL DATE: SEPTEMBER 21, 2021**

**Submitted by:**

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# Certification

## FEASIBILITY STUDY

For

2022 Foley Road, Isle Drive and Forthun Road Improvements Project

Municipal Project No. 4121

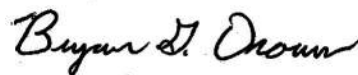
City of Baxter, MN

T42.120675

September 21, 2021

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

By:



\_\_\_\_\_  
Bryan G. Drown, P.E.

License No. 41934

Date: September 21, 2021

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## I. INTRODUCTION

### A. PROJECT INITIATION

Minnesota State Statutes, Chapter 429 allows for two methods of initiating a project. The first is through a petition by at least 35 percent of the affected property owners. This petition includes a description of the desired improvements, (i.e. road improvements, watermain, sanitary sewer, sidewalk, lighting, etc.). It is then signed by at least 35 percent of the affected property owners and sent to the city staff for consideration.

The second initiation process is through council direction. In this instance, the acceptance of the Feasibility Study and request for plans and specification requires a “super majority” or “4/5” vote.

This Feasibility Study has been prepared at the request of the City of Baxter to consider improvements to its streets, trails, sanitary sewer, water, and storm sewer facilities along the following streets:

Foley Road – Highland Scenic Road (CSAH 48) to Forthun Road

Foley Road Trail – Forthun Road to Elder Drive

Intersection of Forthun Road and Isle Drive

A map of the project area is shown in Appendix A.

### B. NEED FOR THE PROJECT

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, shortens the westbound exit traffic distance to 0.8 miles on Foley Road, and keeps commercial traffic out of residential neighborhood. This relocation has been recommended in previously conducted long-range transportation studies and has been in the planning stages for several years. See 2022 TH 210 & Inglewood Drive Railway Crossing Improvement Project for history and background.

The purpose of this report is to review the feasibility of roadway, trail, storm sewer, watermain, and sanitary sewer 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 being removed. Realignment of the Forthun Road and Isle Drive intersection will also be reviewed as part of this study. The proposed improvements are being considered for construction in 2022.

## II. BACKGROUND

### A. PLANNING HISTORY

Previous transportation studies have been completed and incorporated into the City of Baxter's long range planning efforts. A summary list of these studies are the following:

- Benshoof & Associates, Inc. – (2002)
- MnDOT HAC & RAC – TH 210 Corridor Management Plan (2002) (MnDOT)
- Traffic Study for Excelsior Rd, Knollwood Drive, and Inglewood Drive (2010) (Wenck) (City of Baxter)
- Isle Drive/Elder Drive Transportation Study (2013) (WSB) (City of Baxter)
- City Railroad Crossing Assessment Analysis (2015) (SEH) (City of Baxter)
- Excelsior Road Area Transportation Study (2015) (WSB) (City of Baxter)
- Inglewood Drive Railway Crossing & Associated Roadway Improvements Feasibility Report (2018) (WSN) (City of Baxter)
- Highway 371 Bike/Pedestrian Crossing Study (2019) (SRF/Toole Design Group) (City of Baxter)
- (In Progress) - MnDOT District 3 TH 210 Corridor Study (2021) (Bolton and Menk) (MnDOT/City of Baxter/Crow Wing County)

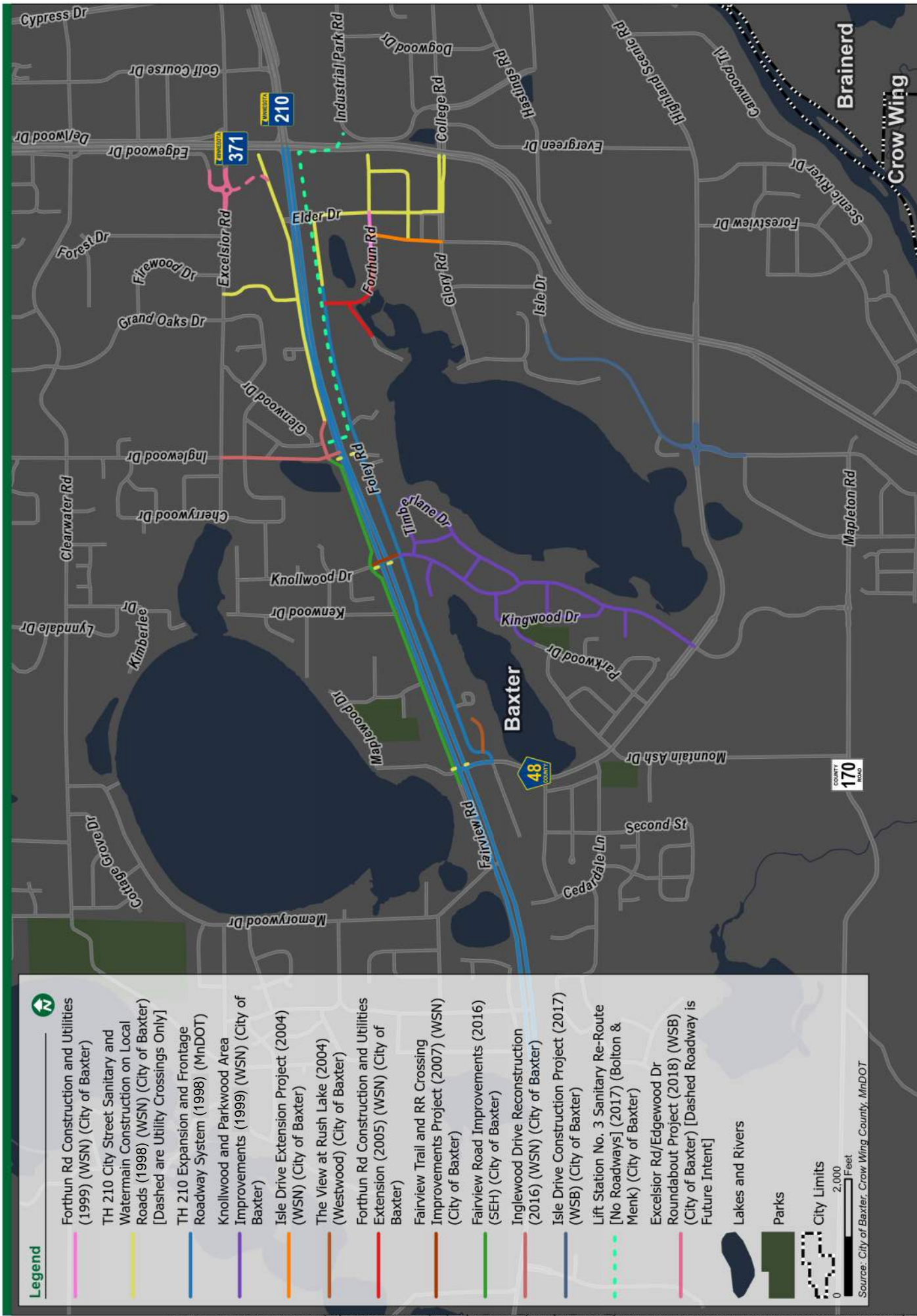
Identifying Inglewood Drive as a west parallel corridor to TH 371.

- In 2002, Benshoof & Associates, Inc. completed a traffic study for the TH 210 highway and railroad corridor. This study included the recommendation that the traffic signal at Knollwood Drive and TH 210 should be relocated to Inglewood Drive and TH 210.
- In 2010 Wenck Associates, Inc. completed a traffic study for Excelsior Road, Knollwood Drive, and Inglewood Drive. This study also included the recommendation that the traffic signal at Knollwood Drive and TH 210 should be relocated to Inglewood Drive and TH 210.

### B. PROJECT HISTORY

The following is a timeline of projects that happened within the project area. The following exhibit displays them in a plan view aerial.

1. Forthun Rd Construction and Utilities (1999) (WSN) (City of Baxter)
2. TH 210 City Street, Sanitary and Watermain Construction on Local Roads (1998) (WSN) (City of Baxter)
3. Knollwood and Parkwood Area Improvements (2000) (WSN) (City of Baxter)
4. TH 210 Expansion and Frontage Road System (2001) (MnDOT)
5. Isle Drive Extension Project (2004) (WSN) (City of Baxter)
6. The View at Rush Lake (2004) (Westwood) (City of Baxter)
7. Forthun Rd Construction and Utilities Extension (2005) (WSN) (City of Baxter)
8. Fairview Trail and Crossing Improvements Project (2007) (WSN) (City of Baxter)
9. Inglewood Drive Reconstruction (2016) (WSN) (City of Baxter/MnDOT)



**Legend**

- Forthun Rd Construction and Utilities (1999) (WSN) (City of Baxter)
- TH 210 City Street Sanitary and Watermain Construction on Local Roads (1998) (WSN) (City of Baxter) [Dashed are Utility Crossings Only]
- TH 210 Expansion and Frontage Roadway System (1998) (MnDOT)
- Knollwood and Parkwood Area Improvements (1999) (WSN) (City of Baxter)
- Isle Drive Extension Project (2004) (WSN) (City of Baxter)
- The View at Rush Lake (2004) (Westwood) (City of Baxter)
- Forthun Rd Construction and Utilities Extension (2005) (WSN) (City of Baxter)
- Fairview Trail and RR Crossing Improvements Project (2007) (WSN) (City of Baxter)
- Fairview Road Improvements (2016) (SEH) (City of Baxter)
- Inglewood Drive Reconstruction (2016) (WSN) (City of Baxter)
- Isle Drive Construction Project (2017) (WSB) (City of Baxter)
- Lift Station No. 3 Sanitary Re-Route [No Roadways] (2017) (Bolton & Menk) (City of Baxter)
- Excelsior Rd/Edgewood Dr Roundabout Project (2018) (WSB) (City of Baxter) [Dashed Roadway is Future Intent]
- Lakes and Rivers
- Parks
- City Limits

0 2,000 Feet  
Source: City of Baxter, Crow Wing County, MnDOT

10. Fairview Road Improvements (2016) (SEH) (City of Baxter)
11. Lift Station No. 3 Sanitary Re-Route [No Roadway Improvements] (2017) (Bolton and Menk) (City of Baxter)
12. Cypress Drive Improvements (East Side Reliever) (2018) (SEH) (City of Baxter)
13. Excelsior Road/Edgewood Dr Roundabout Project (2018) (WSB) (City of Baxter)

### C. ZONING

Zoning varies throughout the project areas. Property on the south side of Foley Road, from Highland Scenic Road 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 on the south side of Foley Road is zoned Neighborhood Commercial (C-1) and Regional Commercial (C-2). The north side of Foley Road from Highland Scenic Road to Forthun Road is Burlington Northern Santa Fe (BNSF) Railroad right-of-way.

Property along Forthun Road and Isle Drive in the project area are zoned Regional Commercial (C-2) and Office Service (OS).

### D. CITY POLICIES/CITY PLAN DOCUMENTS

The following are City Policy/Plan Documents that are being applied to this project:

- City of Baxter Bike and Pedestrian Policy (2019)
- City of Baxter Assessment Policy (2017)
- City of Baxter ADA Transition Plan (2017)
- City of Baxter Fire Hydrant Installation Study (2019)
- City of Baxter Watermain Fitting Review Study (2019)

## III. EXISTING CONDITIONS (See Exhibits in Appendix A)

### A. STREET & STORM SEWER

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 2019 PASER rating for Foley Road in the project area is 3 with a recommended improvement of full depth reclamation. 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. 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 2019 PASER rating for these two sections of Knollwood Drive is 4 with a recommended improvement of full depth reclamation. 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 2019 PASER rating for Forthun Road in the project area is 5 with a recommended improvement of full depth reclamation for commercial streets.

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 2019 PASER rating for Isle Drive in the project area is 7 with a recommended improvement of a seal coat.

## **B. WATERMAIN**

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.

### **C. SANITARY SEWER**

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 forcemain is extended southerly across TH 210 and the railway, approximately 200' east of the Inglewood Drive intersection, conveying wastewater in a southerly and easterly direction. The forcemain is located 10' south of the north Foley Road right-of-way and continues east to TH 371. The forcemain was constructed as part of the 2017 Lift Station No. 3 Re-route improvements.

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.

### **D. 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.

## E. PRIVATE UTILITIES

There are several private utilities within the project right of way (R/W) running both parallel and crossing City streets. They include communication owned by Lumen, Consolidated Telephone (CTC), Consolidated Communications, TDS Metrocom, and Charter Communications, natural gas owned by the Xcel Energy and Center Point Energy, and electrical lines both underground and overhead owned by Crow Wing Power.

## F. RIGHT-OF-WAY

Rights of way in the improvement area are:

- Foley Road from Highland Scenic Road to Elder Drive has an existing 120-foot-wide right-of-way consisting of the south 120 feet of Parcel 200B in MNDOT Right-of-Way Plats No. 18-28, 18-29, 18-30, and 18-31.
- Forthun Road and Isle Drive have platted 66-foot-wide rights-of-way. The City of Baxter owns Outlot A Phase Three of Shanandoah Office Park and Outlot A Phase Four of Shanandoah Office Park south of Forthun Road and west of Isle Drive to accommodate the realignment of this intersection.

## G. SOILS

Braun Intertec performed 16 standard penetration test borings to nominal depths ranging from 10 to 20 feet below grade and 4 hand auger borings to a depth of 4 feet below grade at the trail location on Foley Road. Based on the borings performed it appears utility subgrades will consist of poorly graded sand with silt or poorly graded sand. The soils appear well suited for utility installation. The road and trail soils consist of poorly graded sand with silt fill or naturally deposited poorly graded sand. The soils appear well suited for the support of pavements and are excellent subgrade soils.

Borings indicated a groundwater elevation ranging from 1189.0 to 1191.5. Preliminary utility layouts indicate dewatering will be necessary to install sanitary sewer and watermain on Foley Road.

# IV. PROPOSED IMPROVEMENTS (See Exhibits in Appendix B)

## A. STREET

### Foley Road

Foley Road from Highland Scenic Road to Knollwood Drive will be reconstructed using full depth reclamation (FDR) where the existing bituminous pavement and aggregate base will be ground together and utilized as aggregate base material and new pavement placed. The road will be narrowed to a 26' wide partially urban section with curb and gutter planned on the south side and rural ditch section on the north side. The curb on the south side will be shifted 5' to the north to create a 5' wide boulevard between the trail and road 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 road.

The north leg of the Foley Road and Knollwood Drive intersection will be removed which will remove the Knollwood Drive connection to TH 210 and railway crossing. A 500' segment of Foley Road at Knollwood Drive is proposed to be re-aligned and reconstructed. The re-alignment will straighten the roadway and remove the existing "bulb out" area. Straightening Foley Road will improve site lines at the Knollwood Drive intersection and improve vehicular and pedestrian safety. The road section in this area is proposed to be a 26' wide partially urban section with curb and gutter planned on the south side and rural ditch section on the north side. The Foley Road and Knollwood Drive intersection was analyzed to determine if east bound right turn lane or west bound left turn lane on Foley Road is

warranted. The intersection features low posted speeds on all approaches, adequate sight lines, low traffic volumes, and the intersection is lighted. Operations analysis found that no operational benefit would be gained in the construction of turn lanes under forecasted traffic volumes. Based on the National Cooperative Highway Research Program Report 457 guidelines approximately 475 left turns per hour would be needed to warrant the installation of a left turn lane. This high number is due to the low speeds and low opposing traffic volumes on Foley Road.

At Inglewood Drive, approximately 1,200' of Foley Road is proposed to be removed and reconstructed. The intersection with Inglewood Drive will be shifted to the north to accommodate a 22' wide curb face to curb face frontage road located on the south side of Foley Road. The frontage road will provide access for existing lots to Foley Road outside the proposed intersection turn lanes. West of Inglewood Drive Foley Road will consist of a 13' wide east bound lane, 11' wide center left turn lane, and 11' wide west bound lane. East of Inglewood Drive Foley Road will consist of a 13' wide east bound lane, 11' wide striped gore area, 11' wide west bound lane, and 11' wide right turn lane. The intersection will be signed as a two way stop condition with traffic coming south off Inglewood Drive having a through movement. Dedicated left and right turn lanes will be constructed to a length of 500' to provide vehicle stacking when the railway crossing on Inglewood Drive is closed due to train traffic. Between Foley Road and the proposed frontage road a boulevard 7' wide to 16' wide will be constructed. The boulevard will be planted with 6' high spruce trees to screen the existing parcels from the Inglewood Drive intersection. A new 10' wide, bituminous surfaced, non-motorized trail is proposed between Foley Road and frontage road. The new trail will be separated from the frontage road by a 5' boulevard to improve safety and obtain ADA compliance.

All remaining segments of Foley Road, Knollwood Drive intersection re-alignment to the west end of Inglewood Drive intersection turn lanes, and east end of Inglewood Drive intersection turn lanes to Forthun Road will be reconstructed using full depth reclamation (FDR) where the existing bituminous pavement and aggregate base will be ground together and utilized as aggregate base material and new pavement placed. The road will be narrowed to a 26' wide partially urban section with curb and gutter planned on the south side and rural ditch section on the north side. The curb on the south side will be shifted 5' to the north to create a 5' wide boulevard between the trail and road 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 road.

Drainage will continue in the same manner as the existing roadway, with drainage structures on the south side of Foley Road collecting stormwater run-off from the trail and south half of Foley Road and conveying it northerly through storm sewer piping to the existing ditch on the north side of Foley Road. Minor modifications to the storm sewer system will be necessary to relocate drainage structures to match curb relocations to create the 5' boulevard between the trail and Foley Road.

#### Isle Drive and Forthun Road

The existing T-intersection at Isle Drive and Forthun Road will be realigned with a horizontal curve southwest of the intersection such that Isle Drive will be the through street. The segment of Forthun Road between the re-aligned roadway and Elder Drive will be reconstructed and re-aligned to create a perpendicular intersection with the re-aligned segment of Isle Drive and Forthun Road. A mini roundabout will be constructed at the re-aligned intersection. The mini roundabout will consist of a fully mountable concrete central island with a radius of 26' and 18' circulatory lanes.

Isle Drive and Forthun Road will be reconstructed to an urban section 36' wide face of curb to face of curb.

## **B. WATERMAIN**

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 proposed frontage road on the south side of the Foley Road. From there 10" PVC watermain is proposed to be extended approximately 1,800' west, connecting to the existing watermain along Knollwood Drive. An 8" PVC watermain is proposed to be extended 1,000' West of Knollwood Drive and terminate at the south right-of-way of Foley Road. This watermain will provide a future watermain loop from the existing watermain located in the Rush Lake Preserve planned unit development. A 10" PVC watermain is also proposed to be extended approximately 2,700' east of Inglewood Drive, connecting to the existing 12" watermain 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.

No significant water system modifications are proposed at the Isle Drive and Forthun Road re-alignment. Adjustments to hydrant locations and gate valve box elevations will be required to match the revised roadway and mini roundabout.

The design for this proposed water system work is guided by the recommendations of the Ten States Standards and the Minnesota Department of Health.

The proposed watermain improvements will provide water service to 18 parcels located within the City of Baxter Drinking Water Supply Management Area (DWSMA). The DWSMA is delineated in Part 1 of the City of Baxter Wellhead Protection Plan and represents the aquifer area that supplies the City Water System. The aquifer used by the system has a high vulnerability rating to contamination. The geologic setting in this area consists of thick layer of silty sand soil underlain by a discontinuous clay layer. Beneath the clay layer is a sand and gravel aquifer utilized by the municipal wells. Surface soils give the DWSMA high vulnerability because they are sandy loams or fine sands, which allow surface contamination to move quickly downward. Residential and commercial wells, some which may be unused or unsealed, could provide a direct conduit to the deeper portions of the aquifer. Sealing wells within the DWSMA will reduce the potential for contamination of the City's groundwater supply.

## **C. SANITARY SEWER**

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 proposed frontage road on Foley Road. From there 8" PVC sanitary sewer is proposed to be extended approximately 400' west along the Foley Road frontage road and approximately 1,400' east along the Foley Road frontage road and then to 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.

No significant sanitary sewer system modifications are proposed at the Isle Drive and Forthun Road re-alignment. Adjustments to manhole rim elevations will be required to match the revised roadway and mini roundabout.

The design for this proposed wastewater system work is guided by the recommendations of the Ten States Standards and the Minnesota Pollution Control Agency.

The proposed sanitary sewer improvements will provide service to 15 parcels located within the City of Baxter Drinking Water Supply Management Area (DWSMA) that currently utilize on-site septic systems. The DWSMA is delineated in Part 1 of the City of Baxter Wellhead Protection Plan and represents the aquifer area that supplies the City Water System. The aquifer used by the system has a high vulnerability rating to contamination. The geologic setting in this area consists of thick layer of silty sand soil underlain by a discontinuous clay layer. Beneath the clay layer is a sand and gravel aquifer utilized by the municipal wells. Surface soils give the DWSMA high vulnerability because they are sandy loams or fine sands, which allow surface contamination to move quickly downward. One of the main potential source of contamination in this area are individual sewage treatment systems. Chapter 5 of Part 2 of the City of Baxter Wellhead Protection Plan identifies extending municipal sewer into areas without current service in the DWSMA as a management strategy to reduce the potential for contamination of the City's groundwater supply.

#### **D. TRAILS**

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 from Highland Scenic Road to Elder Drive. 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 will connect to the existing trail on Knollwood Drive.

A new 10' wide, bituminous surfaced, non-motorized trial is proposed along the south and west side of the Isle Drive mini-roundabout and Isle Drive realignment area southwest of the current Isle Drive and Forthun Road intersection. A new 10' wide, bituminous surfaced, non-motorized trial is proposed along the north side of the Forthun Road from the Isle Drive mini-roundabout to Elder Drive. A pedestrian crossing on the northwest leg of the mini roundabout will connect the proposed trails. The new trails will be separated from the roadway by a 5' boulevard to improve safety and obtain ADA compliance.

#### **E. RIGHT-OF-WAY**

A 10' wide drainage and utility easement is proposed to be acquired adjacent to the Foley Road frontage road at the intersection with Inglewood Drive. The 10' wide easement is proposed across parcels 40120811, 40120897, 40120812, 40120898, 40070811, 40070812, 40070813, 40070814, 40070815, and 40070506.

There are three parcels on Perch Lake with existing houses that do not have frontage on Foley Road and have access through private driveways. A 10' wide utility easement is proposed to be acquired to allow a corridor for sewer and water services to serve these parcels. The three landlocked parcels are 40120813, 40120503, 40070816.

An Exhibit of proposed easements is located in Appendix C

### **V. PROPOSED IMPROVEMENT CONSIDERATION**

The proposed improvements are consistent with past City practices, current City plans and there are no known Hazardous Waste areas within the project area.

## VI. PROJECT FUNDING AND FINANCING

### A. GENERAL

Published and unpublished data on cost for similar kinds of construction were utilized to prepare the preliminary construction cost estimates presented below. These costs include a 15% Construction Contingency and 26% for Planning, Preliminary Engineering, Engineering Design, Bid Process, Construction Observation / Administration, Legal, Permits, Administration, Testing, and Financing costs, and additional 10% Covid Contingency to account for material cost, material supply chain increases, and delays caused by the pandemic.

### B. ESTIMATED PROJECT COSTS

The estimated costs below are based on recent construction costs. The cost estimates presented here are meant to be used as a guideline in the decision making process. More refined costs will be used as they become available during the design and preparation of the final plans and specifications. Preliminary cost estimates are included in Appendix D.

Cost estimates are based upon public construction cost information. Since the consultant has no control over the cost of labor, materials, competitive bidding process, weather conditions and other factors affecting the cost of construction, all cost estimates are opinions for general information of the Client and no warranty or guarantee as to the accuracy of construction cost estimates is made. Project financing should be based upon actual, competitive bid prices with reasonable contingencies.

Estimated costs for the proposed improvements are as follows:

#### **Foley Road Full Depth Reclamation – Highland Scenic Road to Knollwood Drive**

Street = \$834,500

Trail =\$225,800

Storm Sewer = \$48,700

Total = \$1,109,000

#### **Foley Road Reconstruction – Knollwood Drive to east end of Inglewood Drive Intersection**

Street = \$1,356,200

Trail =\$272,100

Storm Sewer = \$116,500

Total = \$1,744,300

#### **Foley Road Full Depth Reclamation – East end of Inglewood Drive to Forthun Road**

Street = \$451,600

Trail =\$155,700

Storm Sewer = \$23,800

Total = \$631,000

#### **Isle Drive and Forthun Road Re-alignment**

Street = \$668,700

Trail =\$49,200

Storm Sewer = \$304,100

Total = \$1,022,200

**Foley Road Watermain – 1000’ west of Knollwood Drive to Forthun Road**

Total = \$765,825

**Foley Road Sanitary Sewer = 400’ west to 1,400’ east of Inglewood Drive**

Total = \$324,395

**Total Estimated Project Cost = \$5,597,120**

**C. METHOD OF ASSESSMENT**

Funding for improvements will be obtained from special assessments to benefitting properties and the City of Baxter. The estimated assessments included in this report were calculated in accordance with the City of Baxter – Assessment Policy for Public Initiated Improvements.

Due to the mix of proposed improvements and adjacent zoning, project costs have been split in numerous areas for the purpose of assessment and city cost calculations. Preliminary assessment exhibits and assessment rolls are in Appendix E. The following project assessments were estimated:

**1. Foley Road FDR – Highland Scenic Road to Knollwood Drive (R-1 Zoning)**

The full depth reclamation improvements are funded via city contribution and assessment to benefitting properties. Residential zoned properties are assessed 100% of a typical residential roadway with a maximum width of 26’ utilizing the front foot method. Parcels located within a planned unit development such as The View at Rush Lake and Rush Lake Preserve are assessed on a proportional basis of the development’s portion of public improvements on the abutting public street.

The city is assumed to fund roadway width in excess of 26’, storm sewer, trail improvements, front footage on the north side of Foley Road as it is a frontage road, and front footage of parcels utilizing access to Knollwood Court with back lot frontage on Foley Road that are unable to be subdivided. These parcels represent 921’ of Foley Road frontage west of Knollwood Drive.

Assessment Rate per Foot (FDR)	\$114.35
Estimated Cost	\$834,500
Estimated Assessment	\$340,868
Estimated City Cost	\$493,632

**2. Foley Road Reconstruction – Knollwood Drive to east end of Inglewood Drive Intersection (R-1 Zoning)**

The city is assumed to fund 100% of storm sewer, trail improvements, and street and watermain improvements adjacent to parcels utilizing access to Timberlane Drive with back lot frontage on Foley Road that are unable to be subdivided. These parcels represent 1,269’ of Foley Road frontage east of Knollwood Drive.

Residential zoned properties approximately 730’ west of the new Inglewood Drive intersection and properties approximately 1,170’ east of the new Inglewood Drive that currently are not served by city sanitary sewer and watermain utilities will be assessed based on the Unit Assessment method. All platted and unplatted property will be assigned a number of Equivalent Residential Units (ERU) based on the property area, frontage to public street, and underlying zoning. The City of Baxter 2020 South Interceptor and North Forestview Improvement Project assessed residential properties at a rate of Sanitary Sewer = \$4,500 per ERU, Watermain = \$4,500 per ERU, and Street = \$6,000 per ERU.



Subsequent assessments utilizing the ERU method will apply a 3% inflation factor to the 2020 assessment rates. For the 2022 Improvements to Foley Road the assessment rates are:

- Sanitary Sewer = \$4,774.05 per ERU
- Watermain = \$4,774.05 per ERU
- Street = \$6,365.40 per ERU

The project includes 19 residential ERU which corresponds to assessment amounts of:

- Sanitary Sewer = \$90,706.95
- Watermain = \$90,706.95
- Street = \$120,942.60

3. Foley Road FDR – East end of Inglewood Drive Intersection to Forthun Road (C-2 Zoning) and trail improvements from Forthun Road to Elder Drive

The full depth reclamation improvements are funded via city contribution and assessment to benefitting properties. Commercial zoned properties are assessed 100% for roadway with a maximum width of 44’, sanitary sewer improvements, and watermain improvements utilizing the front foot method.

The city is assumed to fund roadway width in excess of 44’, storm sewer, trail improvements, and front footage on the north side of Foley Road as it is a frontage road. The City contributes to coordinated projects by funding 15% of sanitary sewer and watermain costs for commercially zoned projects.

Assessment Rate per Foot (FDR)	\$138.19
Estimated Cost	\$451,600
Estimated Assessment	\$176,054
Estimated City Cost	\$275,546

Assessment Rate per Foot (Sanitary)	\$55.79
Estimated Assessment	\$27,616

Assessment Rate per Foot (Watermain)	\$58.70
Estimated Assessment	\$74,784

4. Isle Drive and Forthun Road re-alignment and mini-roundabout

The roadway and utility improvements associated with the Isle Drive and Forthun Road realignment are primarily paid by the City due to the overall transportation system benefits. However, benefit to abutting properties is noted due to the roadway surface improvements. These streets were scheduled for pavement rehabilitation improvements and would be assessed for FDR. For purposes of this report, benefitted properties were assessed at the same commercial FDR rate associated with the Foley Road FDR improvements.

The city is assumed to fund roadway width in excess of 44’, storm sewer, and trail improvements.

Assessment Rate per Foot (FDR)	\$138.19
Estimated Cost	\$668,700
Estimated Assessment	\$210,463
Estimated City Cost	\$458,237

## 5. 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), and WAC tax (commercial 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 and WAC fees are as follows:

Sewer Availability Charge (SAC): \$600 (existing homes)

Water Availability Charge (WAC): \$600 (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, and WAC tax 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 five years from the time the project is substantially complete to connect to City services.

The assessment for a typical developed residential lot (1 ERU) is estimated to be \$17,113. This amount includes one water assessment (\$4,774), one sewer sanitary sewer assessment (\$4,774), and one street assessment (\$6,365) plus municipal WAC and SAC fees to existing homes in the amount of \$1,200.

In summary the totals are as follows:

	<b>Street</b>	<b>Trail</b>	<b>Storm Sewer</b>	<b>Sanitary Sewer</b>	<b>Watermain</b>	<b>Total</b>
City Cost	\$2,309,908	\$702,800	\$493,100	\$196,996	\$587,790	\$4,290,594
Assessable Cost	\$1,001,092	\$0	\$0	\$127,399	\$178,035	\$1,306,526
Total Cost:	\$3,311,000	\$702,800	\$493,100	\$324,395	\$765,825	\$5,597,120
Assessable %	<b>30%</b>	<b>0%</b>	<b>0%</b>	<b>39%</b>	<b>23%</b>	<b>23%</b>

## VII. SCHEDULE

- A. An updated project schedule is provided in Appendix F.

## VIII. RECOMMENDATION

### A. SUMMARY

From an engineering standpoint, this project is feasible, cost effective and necessary and can best be accomplished by letting competitive bids for the work.

## **B. RECOMMENDATIONS**

The proposed improvements will benefit adjacent properties and the City of Baxter by improving the existing street and utilities in these areas.

Bolton & Menk, Inc. recommends that, if these improvements are determined to be financially feasible, the City Council approve this report and order the Improvement Hearing. In determining the financial feasibility, the City should consider whether the Statute Chapter 429 will be used, and if so, determine the appropriate assessment level that is equitable, fair, and defensible if challenged by appeal.

## **C. NEXT STEPS**

From the schedule above, would be:

1. Accept Feasibility (PER) Report
2. Schedule an Improvement Hearing
3. Acquire needed right of way for the project

## Appendix A: Existing Condition Exhibits



**Legend**

- Project Area
- New Signal
- Removing Signal



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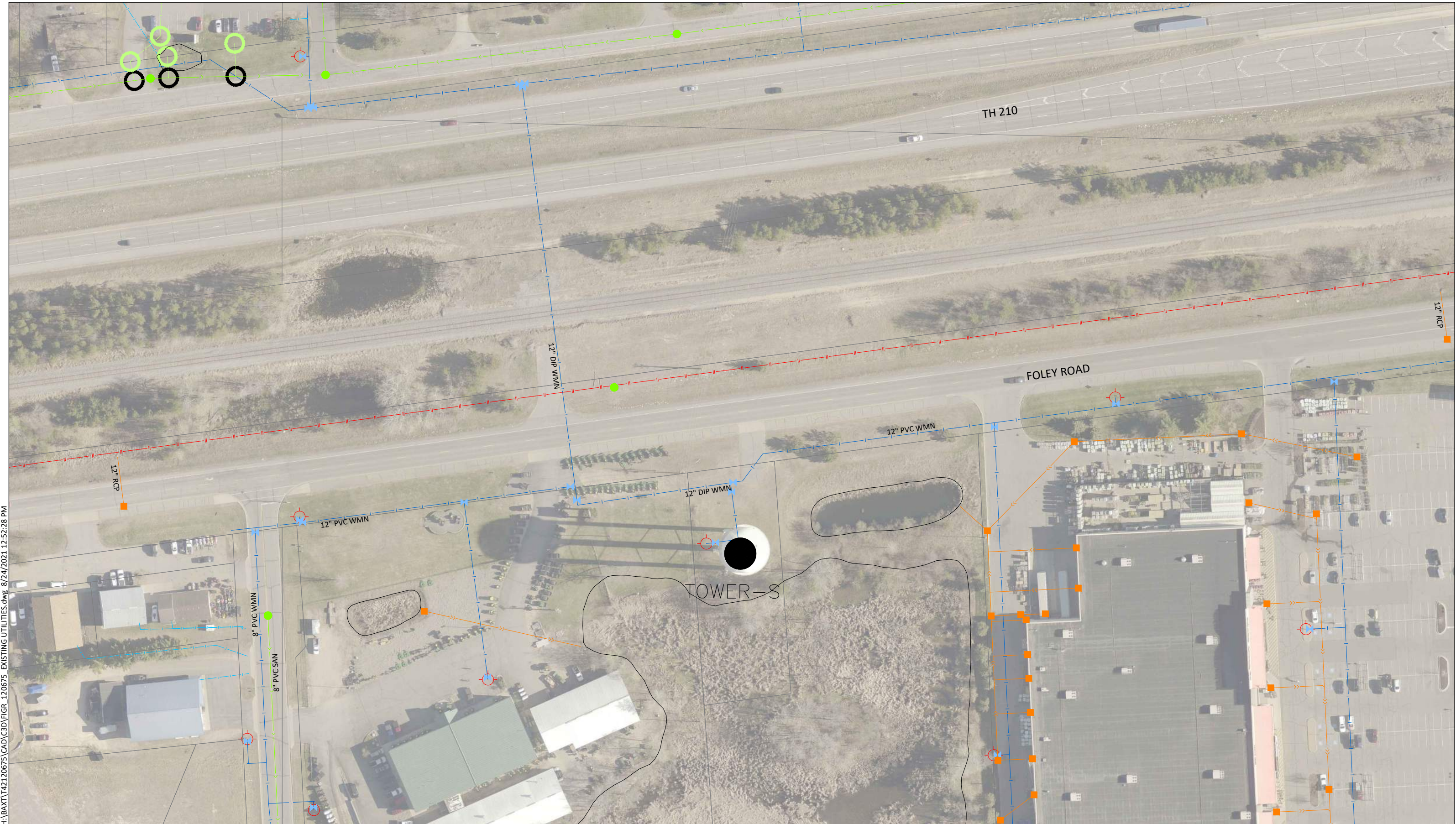






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# Baxter Drinking Water Supply Management Area (DWSMA) MN-00540 - High Vulnerability



- Public Water Supply Well
- Primary Well
- Emergency Well
- Emergency Response Area
- Wellhead Protection Area
- DWSMA
- Local Government Boundaries
- PLSS Section Line
- High Vulnerability

DWSMA Approved August 9, 2011  
2010 Digital Orthorectified Images from  
National Agricultural Imagery Program

MINNESOTA  
**MDH**  
DEPARTMENT OF HEALTH

**SWP**  
SOURCE WATER PROTECTION

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0 0.3 0.6 Miles



R. 29 W R. 28 W

T. 133 N

T. 133 N

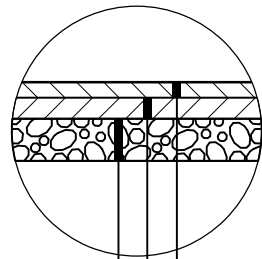
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## Appendix B: Proposed Improvement Exhibits

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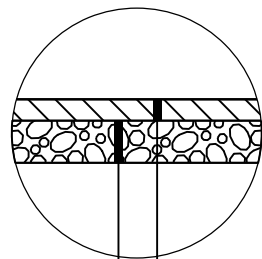
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**INSET A**  
FOLEY RD/ISLE DR  
ROADWAY/SERVICE ROAD



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(2,C) (SPWEA230C)(2360)  
2" TYPE SP 12.5 NON-WEARING COURSE MIXTURE  
(2,C) (SPWEA230C)(2360)  
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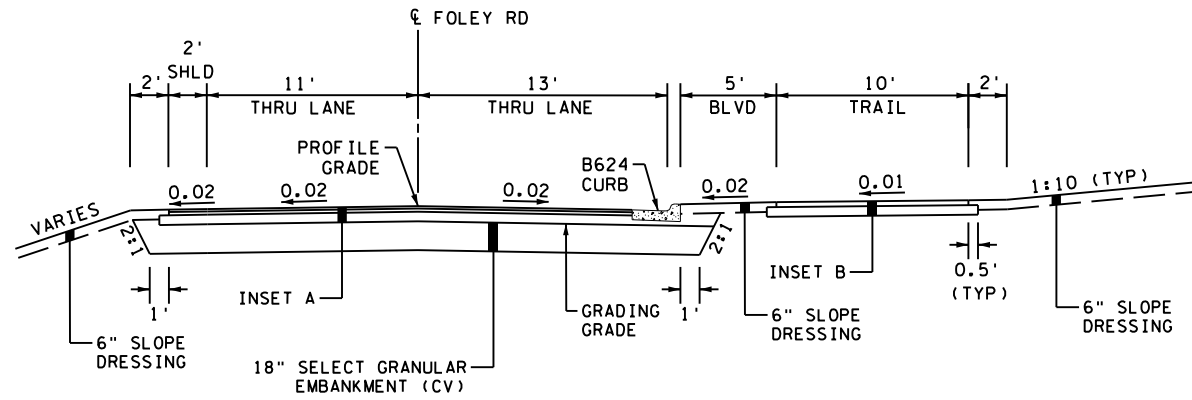
**INSET B**  
FOLEY RD/ISLE DR  
TRAIL



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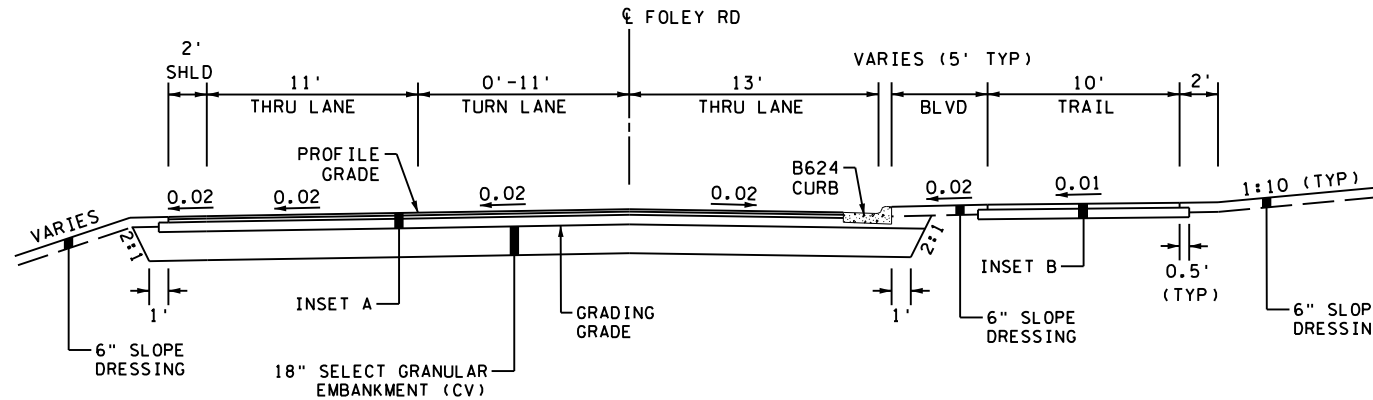
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FOLEY RD EB STA. 74+51.2 - 91+74



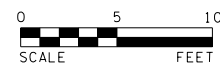
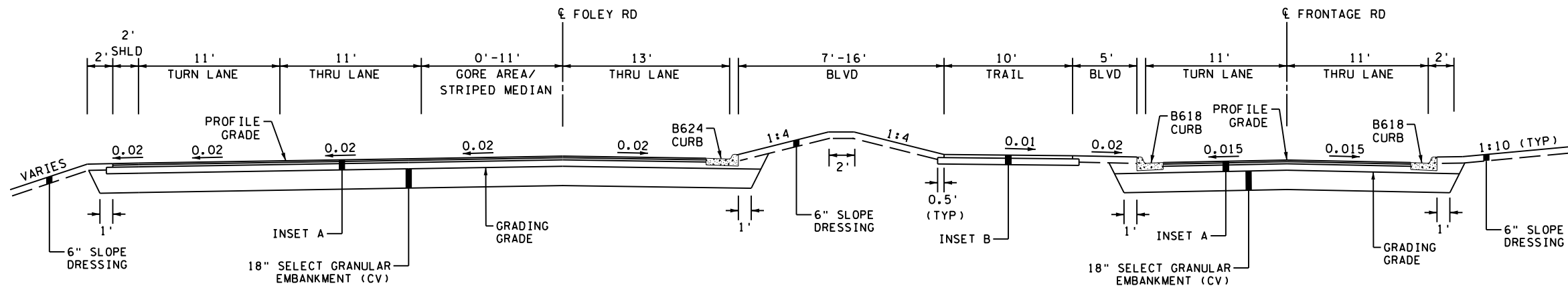
**PROPOSED TYPICAL SECTION NO.2**

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FOLEY RD EB STA. 71+47.8 - 74+51.2



**PROPOSED TYPICAL SECTION NO.3**

FOLEY RD EB STA. 59+54.5 - 71+47.8



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














CITY OF BAXTER  
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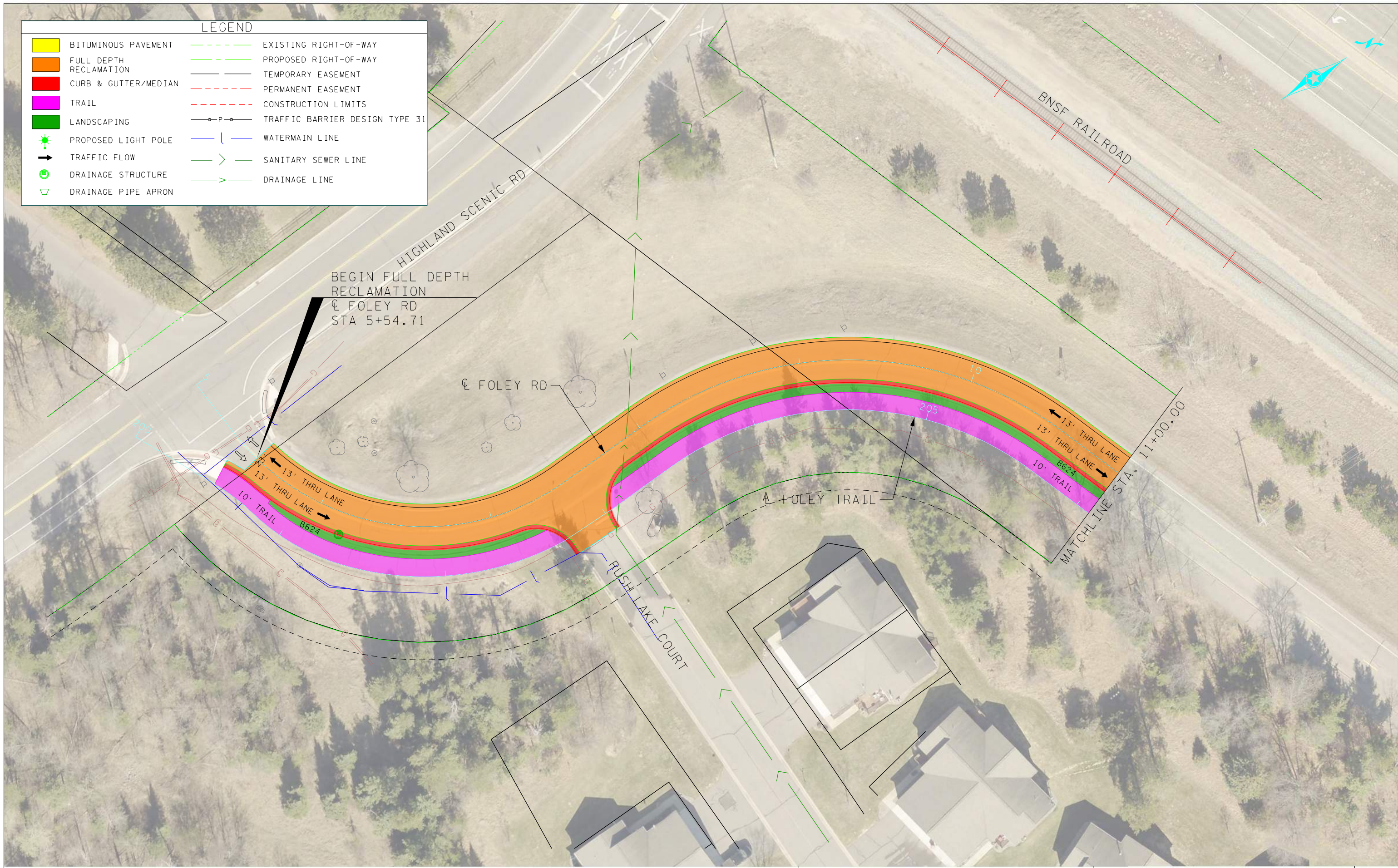
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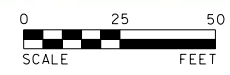
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	TRAIL		PERMANENT EASEMENT
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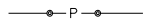








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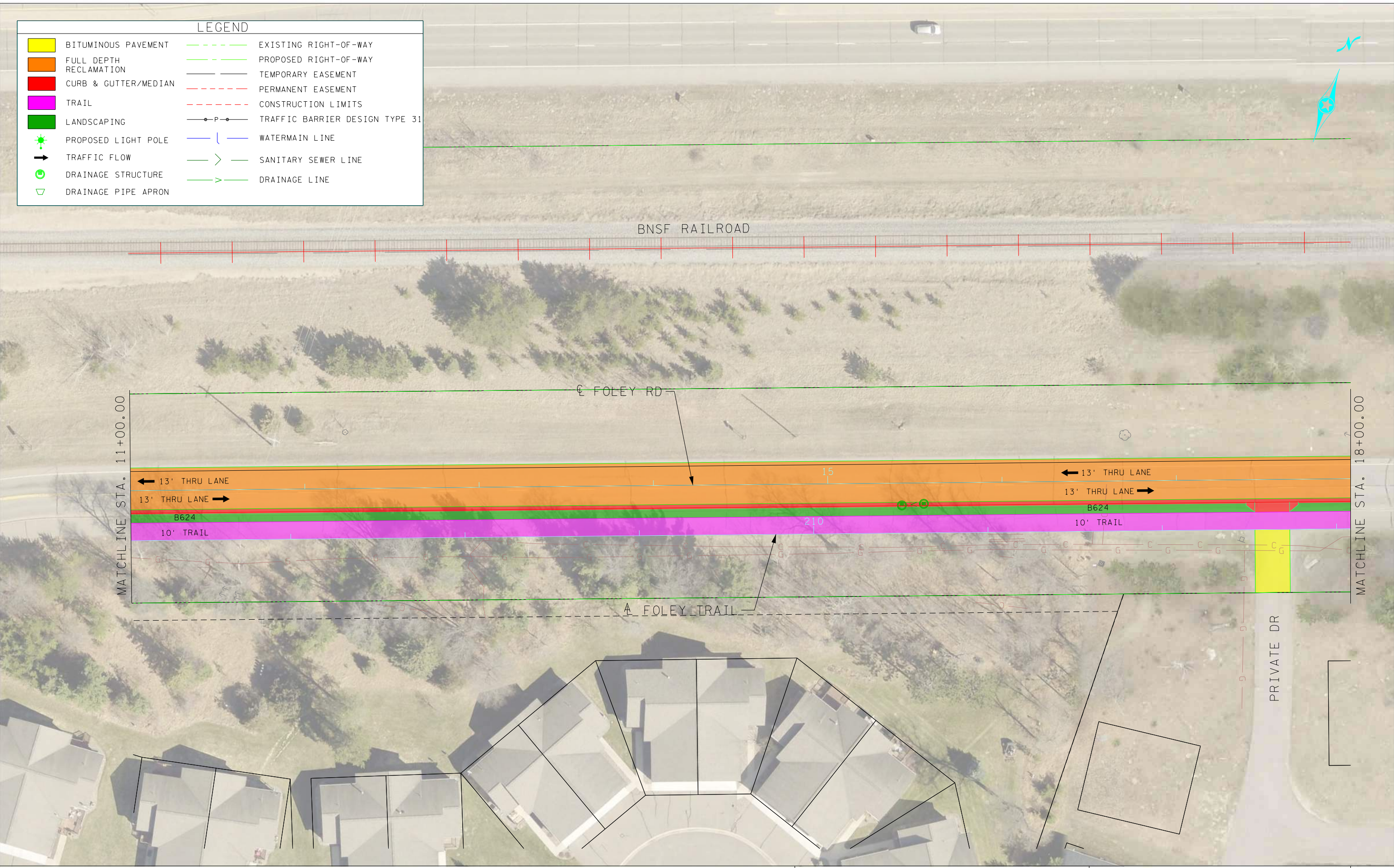


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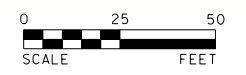
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PROPOSED IMPROVEMENTS

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BNSF RAILROAD

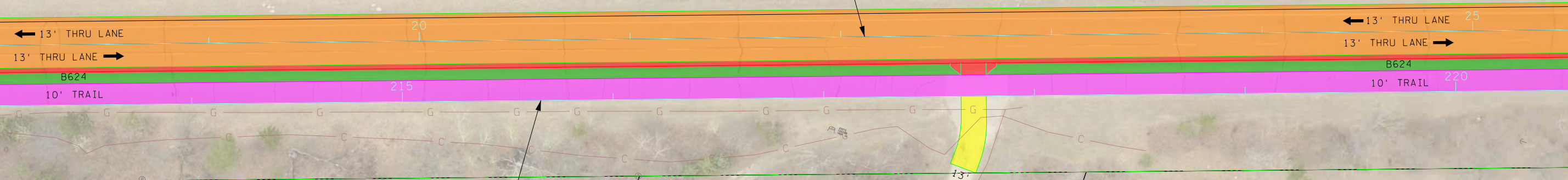
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☐ FOLEY TRAIL

PRIVATE DR

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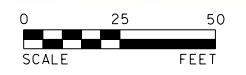
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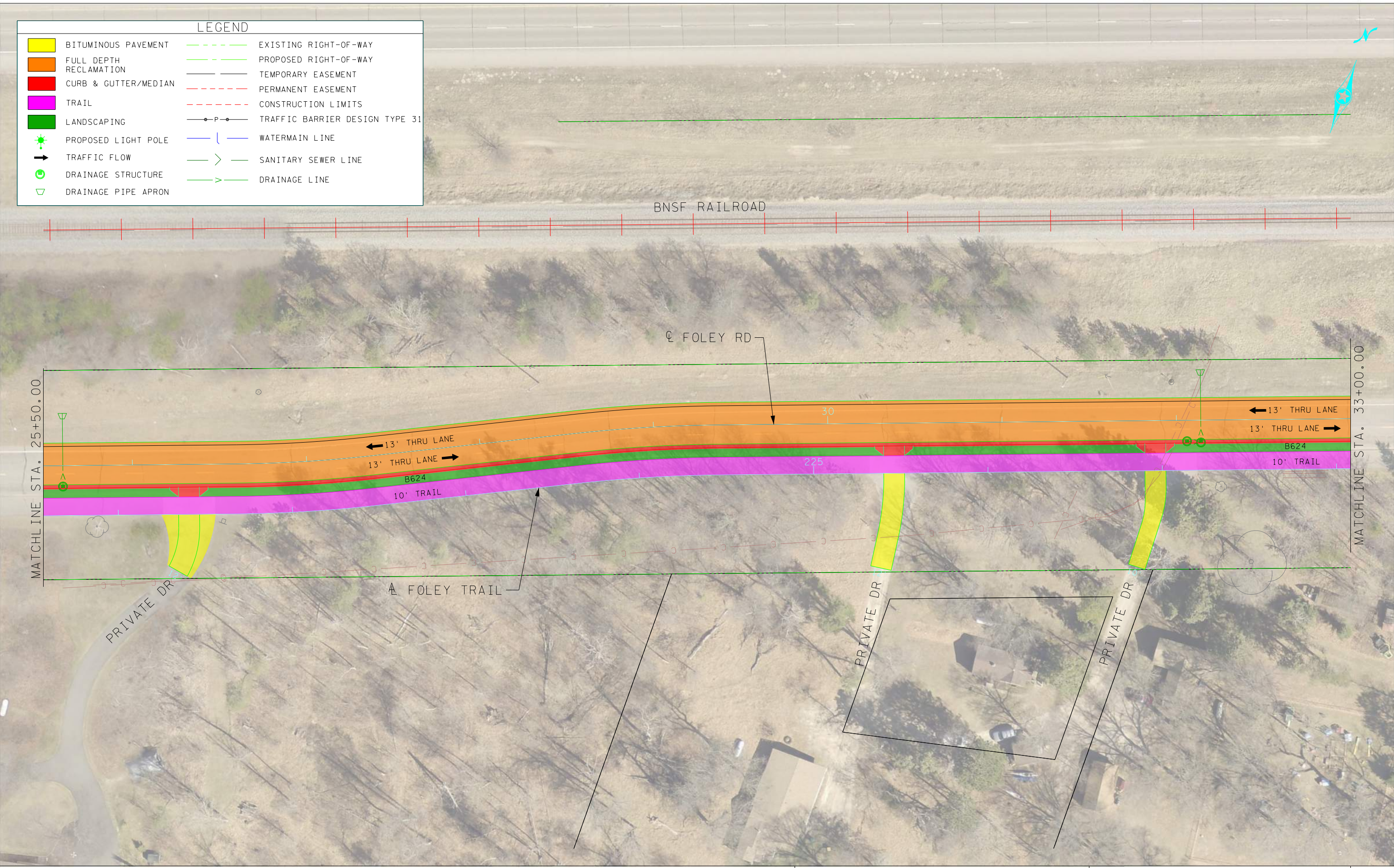


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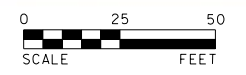
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INGLEWOOD DRIVE RAILWAY CROSSING		
PROPOSED IMPROVEMENTS		

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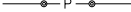






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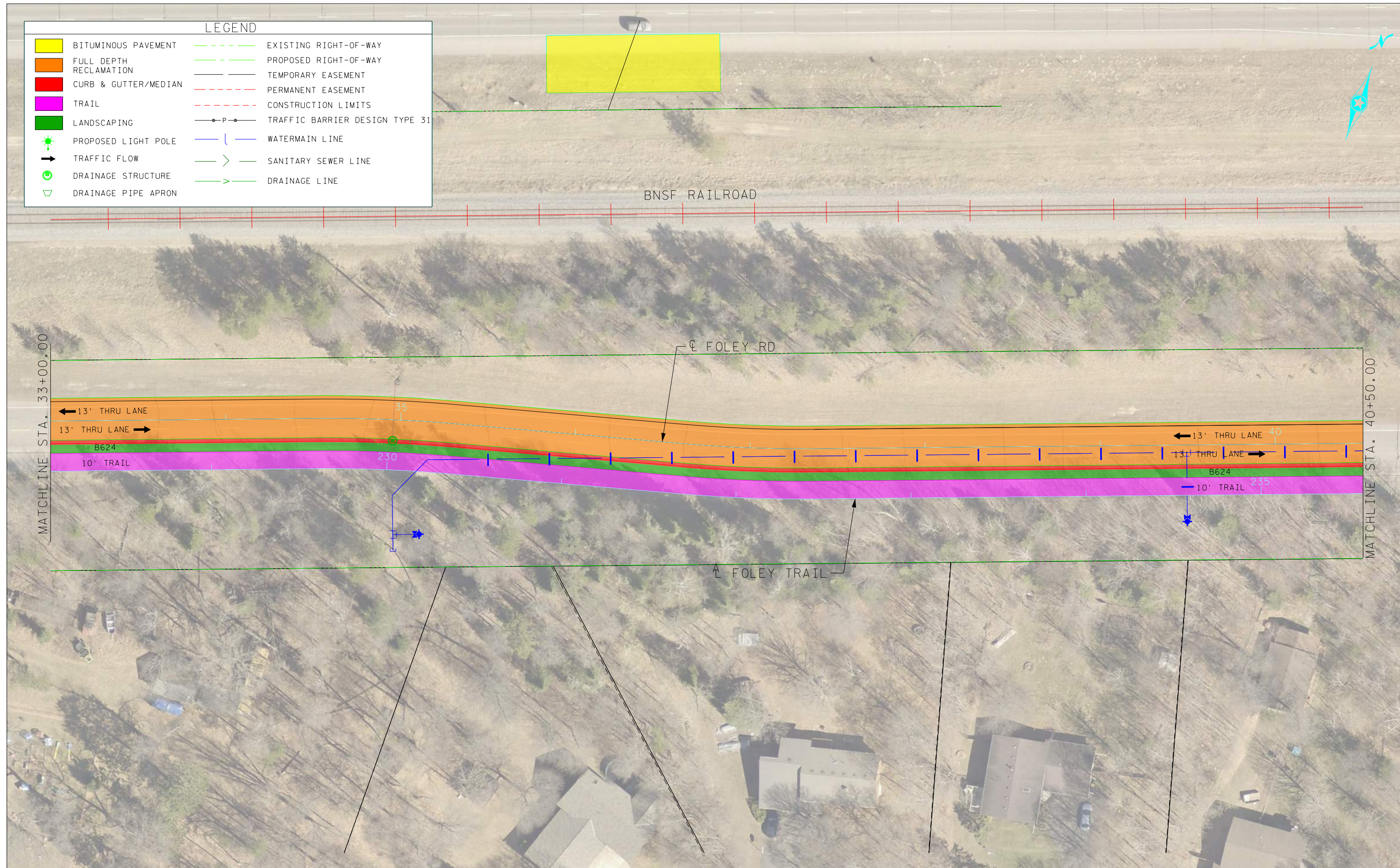


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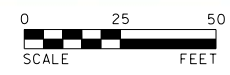
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PROPOSED IMPROVEMENTS

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






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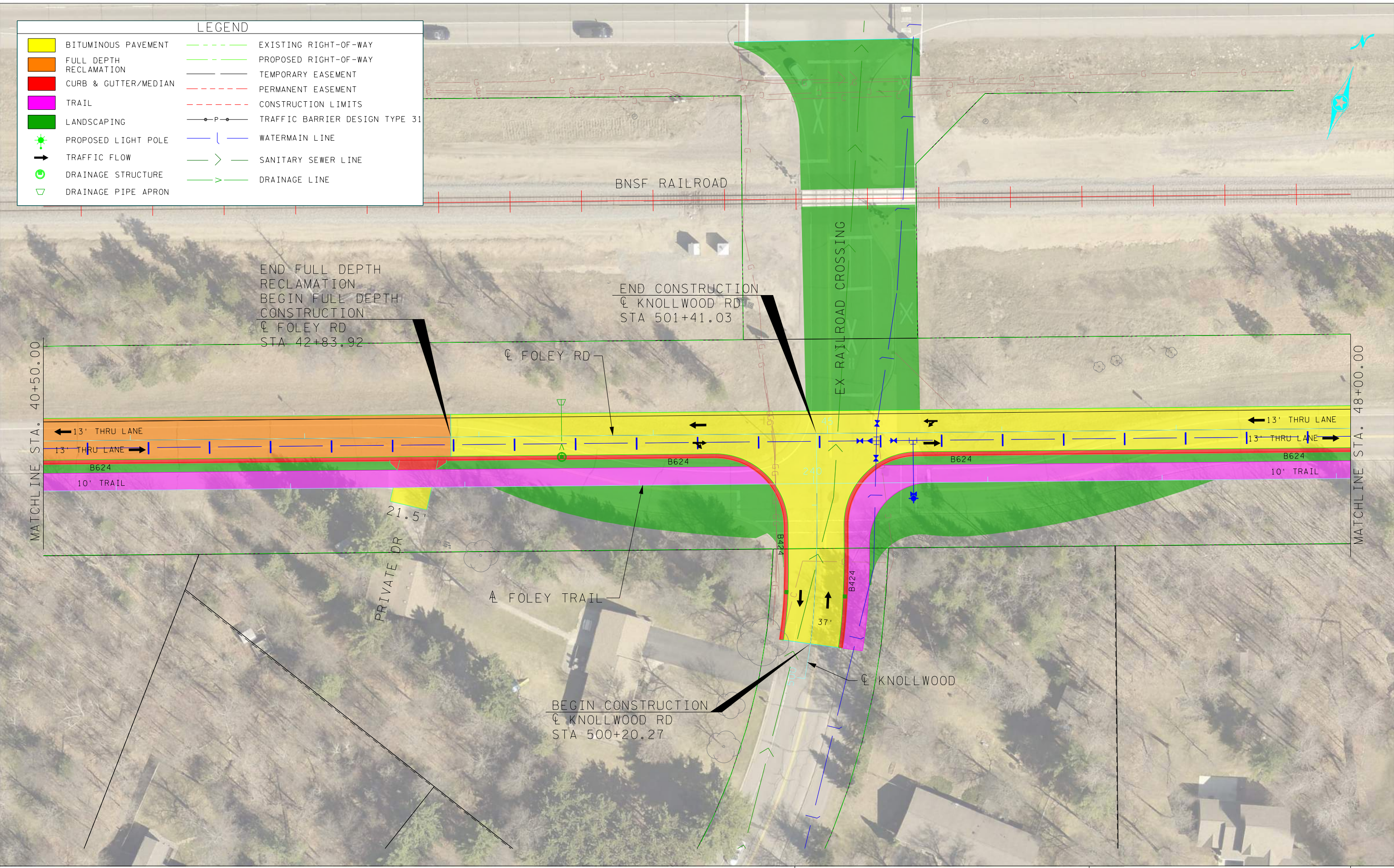


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CITY OF BAXTER		SHEET 5 OF 18
INGLEWOOD DRIVE RAILWAY CROSSING		
PROPOSED IMPROVEMENTS		

**LEGEND**

 BITUMINOUS PAVEMENT	 EXISTING RIGHT-OF-WAY
 FULL DEPTH RECLAMATION	 PROPOSED RIGHT-OF-WAY
 CURB & GUTTER/MEDIAN	 TEMPORARY EASEMENT
 TRAIL	 PERMANENT EASEMENT
 LANDSCAPING	 CONSTRUCTION LIMITS
 PROPOSED LIGHT POLE	 TRAFFIC BARRIER DESIGN TYPE 31
 TRAFFIC FLOW	 WATERMAIN LINE
 DRAINAGE STRUCTURE	 SANITARY SEWER LINE
 DRAINAGE PIPE APRON	 DRAINAGE LINE

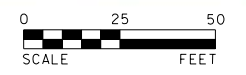


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 BEGIN FULL DEPTH CONSTRUCTION  
 ☐ FOLEY RD  
 STA 42+83.92

END CONSTRUCTION  
 ☐ KNOLLWOOD RD  
 STA 501+41.03

BEGIN CONSTRUCTION  
 ☐ KNOLLWOOD RD  
 STA 500+20.27



















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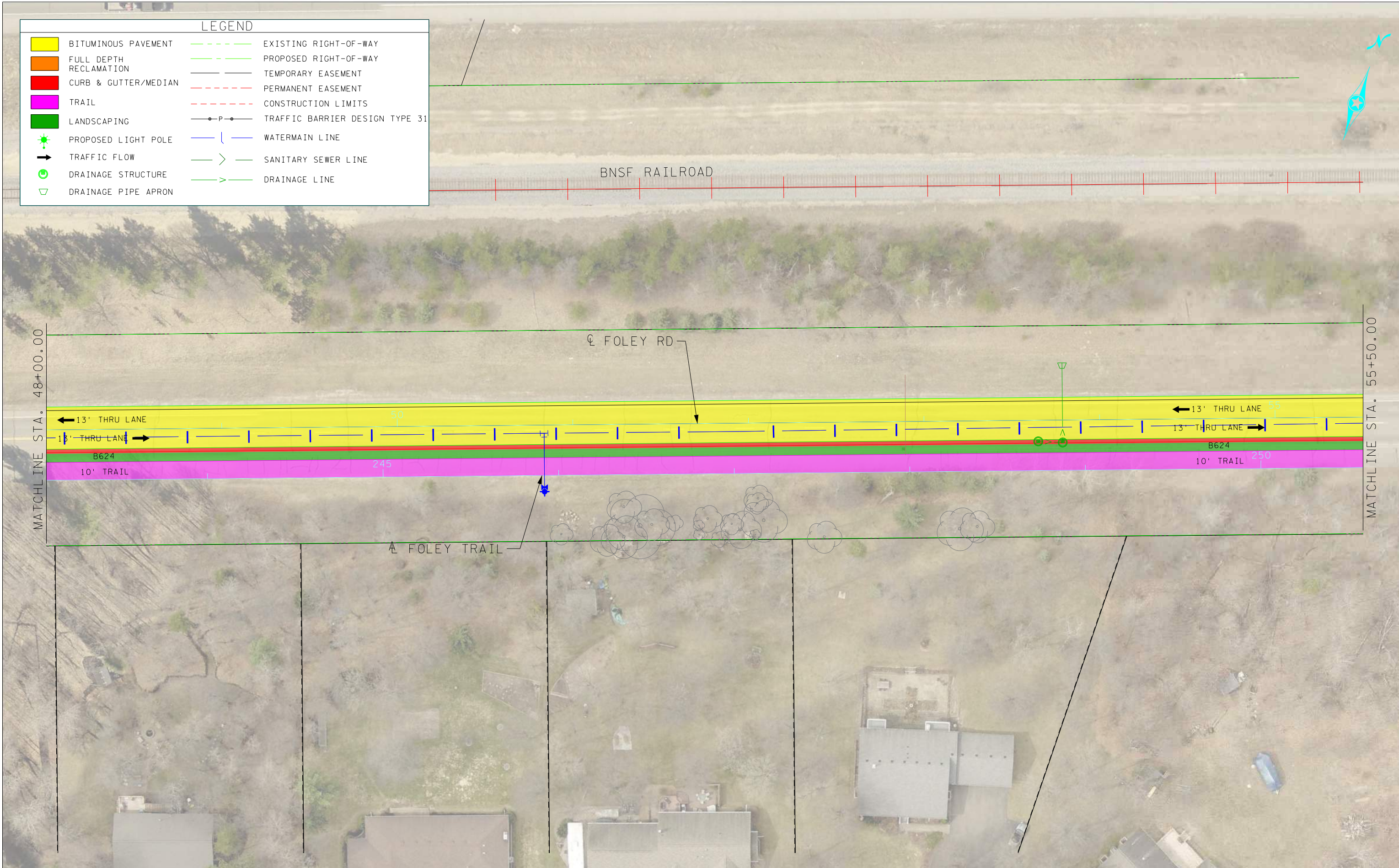


**BOLTON & MENK**

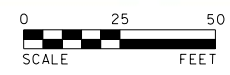
12224 NICOLLET AVENUE  
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CITY OF BAXTER		SHEET 6 OF 18
INGLEWOOD DRIVE RAILWAY CROSSING		
PROPOSED IMPROVEMENTS		

LEGEND			
	BITUMINOUS PAVEMENT		EXISTING RIGHT-OF-WAY
	FULL DEPTH RECLAMATION		PROPOSED RIGHT-OF-WAY
	CURB & GUTTER/MEDIAN		TEMPORARY EASEMENT
	TRAIL		PERMANENT EASEMENT
	LANDSCAPING		CONSTRUCTION LIMITS
	PROPOSED LIGHT POLE		TRAFFIC BARRIER DESIGN TYPE 31
	TRAFFIC FLOW		WATERMAIN LINE
	DRAINAGE STRUCTURE		SANITARY SEWER LINE
	DRAINAGE PIPE APRON		DRAINAGE LINE












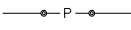








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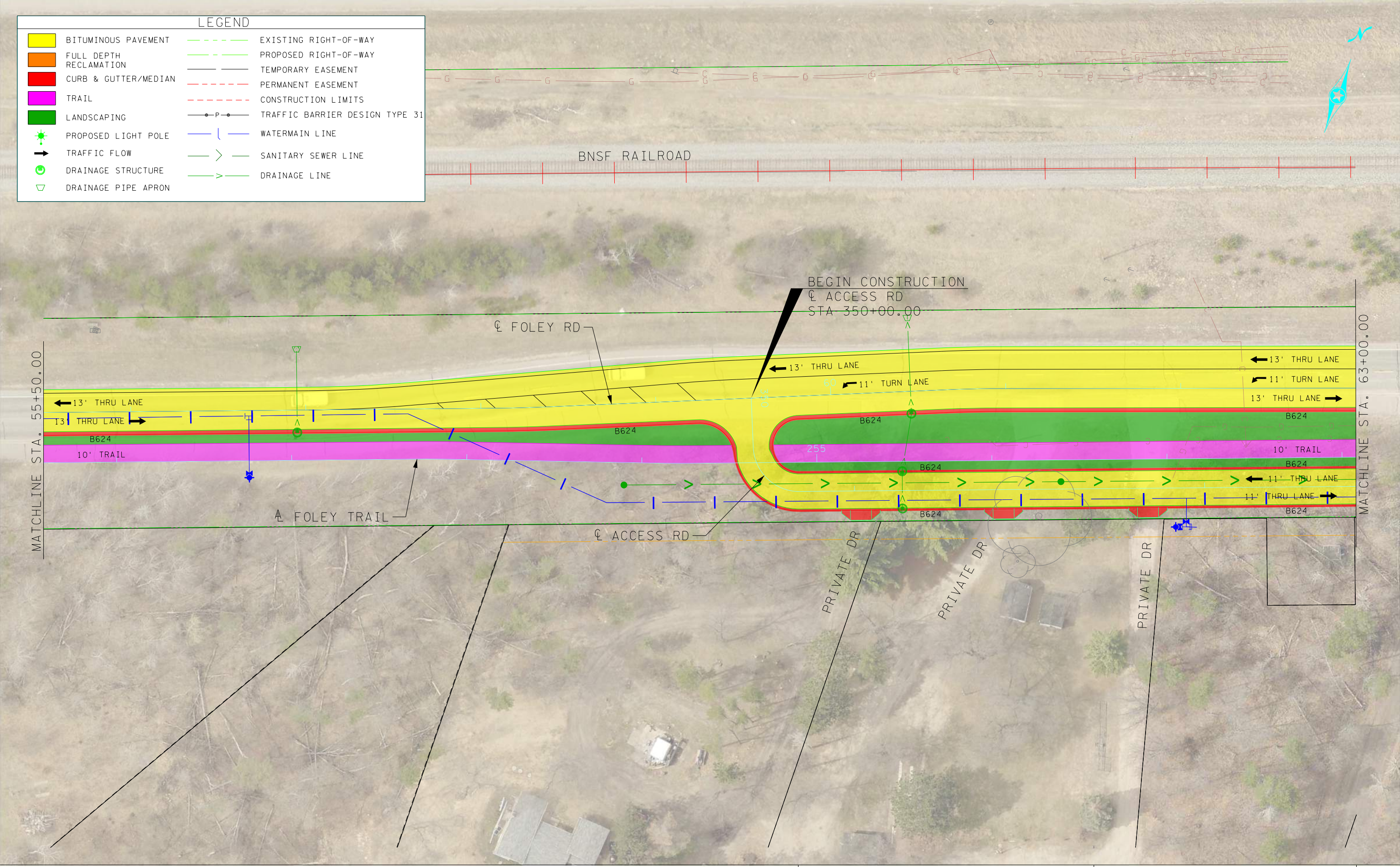


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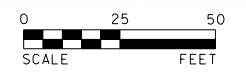
CITY OF BAXTER		SHEET 7 OF 18
INGLEWOOD DRIVE RAILWAY CROSSING		
PROPOSED IMPROVEMENTS		

**LEGEND**

 BITUMINOUS PAVEMENT	 EXISTING RIGHT-OF-WAY
 FULL DEPTH RECLAMATION	 PROPOSED RIGHT-OF-WAY
 CURB & GUTTER/MEDIAN	 TEMPORARY EASEMENT
 TRAIL	 PERMANENT EASEMENT
 LANDSCAPING	 CONSTRUCTION LIMITS
 PROPOSED LIGHT POLE	 TRAFFIC BARRIER DESIGN TYPE 31
 TRAFFIC FLOW	 WATERMAIN LINE
 DRAINAGE STRUCTURE	 SANITARY SEWER LINE
 DRAINAGE PIPE APRON	 DRAINAGE LINE



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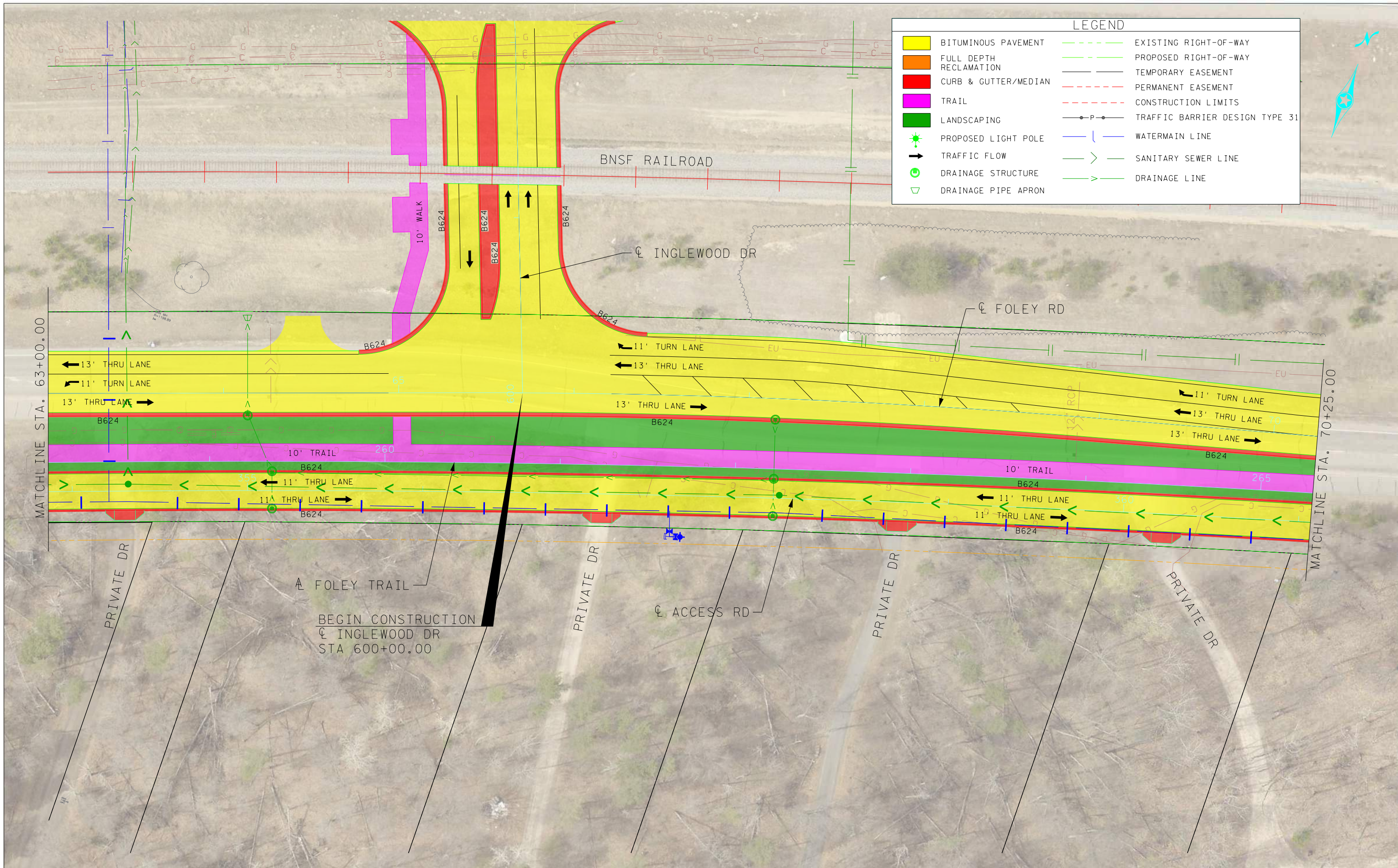


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CITY OF BAXTER  
INGLEWOOD DRIVE RAILWAY CROSSING  
PROPOSED IMPROVEMENTS

SHEET  
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OF  
18

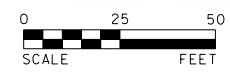




LEGEND			
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<span style="display:inline-block; width:15px; height:15px; background-color:orange; border:1px solid black;"></span>	FULL DEPTH RECLAMATION	<span style="display:inline-block; width:15px; border-bottom:1px dashed red;"></span>	PROPOSED RIGHT-OF-WAY
<span style="display:inline-block; width:15px; height:15px; background-color:red; border:1px solid black;"></span>	CURB & GUTTER/MEDIAN	<span style="display:inline-block; width:15px; border-bottom:1px solid black;"></span>	TEMPORARY EASEMENT
<span style="display:inline-block; width:15px; height:15px; background-color:magenta; border:1px solid black;"></span>	TRAIL	<span style="display:inline-block; width:15px; border-bottom:1px dashed red;"></span>	PERMANENT EASEMENT
<span style="display:inline-block; width:15px; height:15px; background-color:green; border:1px solid black;"></span>	LANDSCAPING	<span style="display:inline-block; width:15px; border-bottom:1px dashed red;"></span>	CONSTRUCTION LIMITS
<span style="display:inline-block; width:15px; height:15px; border:1px solid green;"></span>	PROPOSED LIGHT POLE	<span style="display:inline-block; width:15px; border-bottom:1px solid black;"></span>	TRAFFIC BARRIER DESIGN TYPE 31
<span style="display:inline-block; width:15px; height:15px; border:1px solid black;"></span>	TRAFFIC FLOW	<span style="display:inline-block; width:15px; border-bottom:1px solid blue;"></span>	WATERMAIN LINE
<span style="display:inline-block; width:15px; height:15px; border:1px solid green;"></span>	DRAINAGE STRUCTURE	<span style="display:inline-block; width:15px; border-bottom:1px solid green;"></span>	SANITARY SEWER LINE
<span style="display:inline-block; width:15px; height:15px; border:1px solid green;"></span>	DRAINAGE PIPE APRON	<span style="display:inline-block; width:15px; border-bottom:1px solid green;"></span>	DRAINAGE LINE



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
















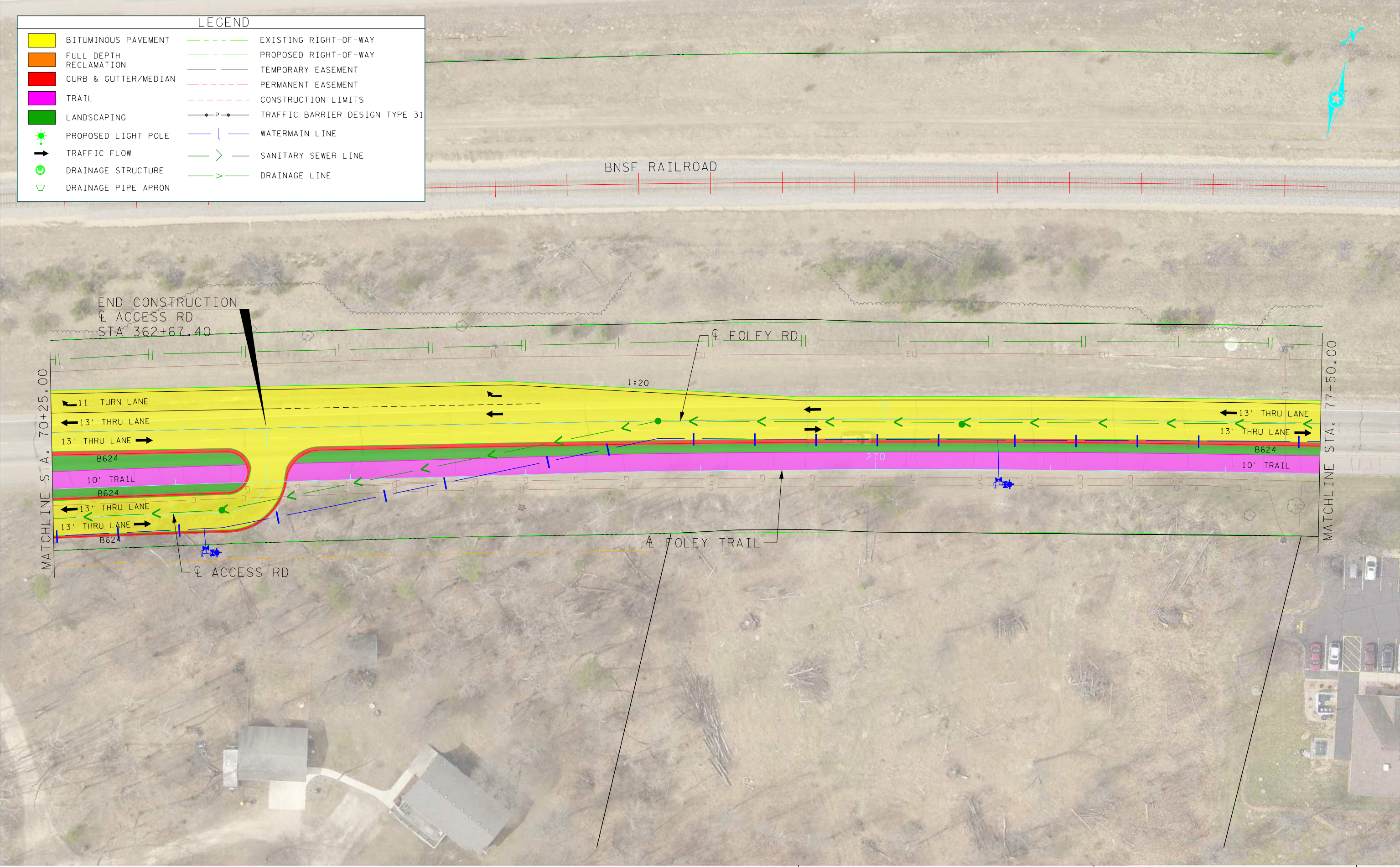
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CITY OF BAXTER  
INGLEWOOD DRIVE RAILWAY CROSSING  
PROPOSED IMPROVEMENTS

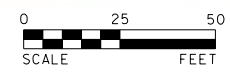
SHEET  
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OF  
18

**LEGEND**

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	FULL DEPTH RECLAMATION		PROPOSED RIGHT-OF-WAY
	CURB & GUTTER/MEDIAN		TEMPORARY EASEMENT
	TRAIL		PERMANENT EASEMENT
	LANDSCAPING		CONSTRUCTION LIMITS
	PROPOSED LIGHT POLE		TRAFFIC BARRIER DESIGN TYPE 31
	TRAFFIC FLOW		WATERMAIN LINE
	DRAINAGE STRUCTURE		SANITARY SEWER LINE
	DRAINAGE PIPE APRON		DRAINAGE LINE



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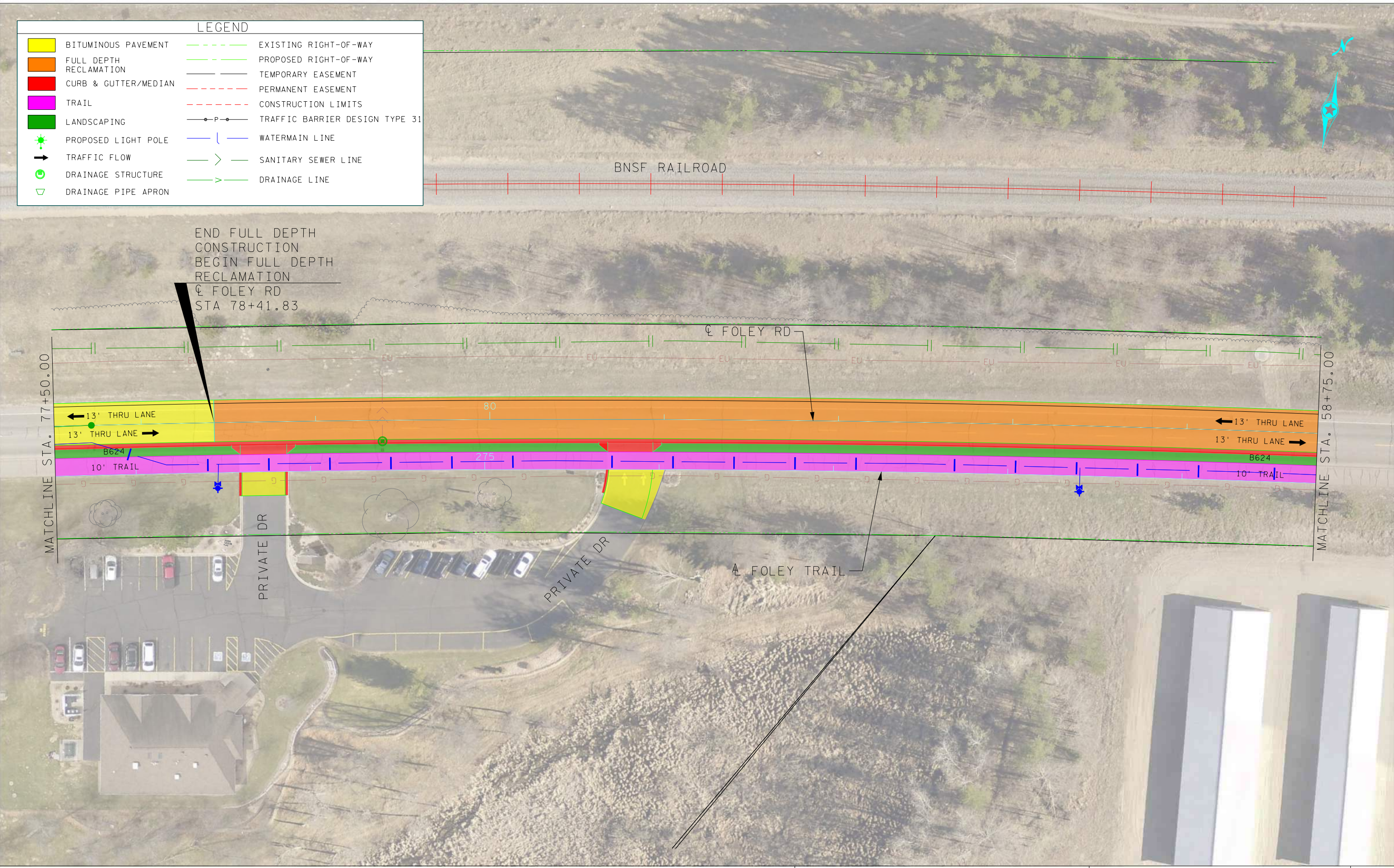


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INGLEWOOD DRIVE RAILWAY CROSSING  
PROPOSED IMPROVEMENTS

SHEET  
10  
OF  
18

LEGEND			
	BITUMINOUS PAVEMENT		EXISTING RIGHT-OF-WAY
	FULL DEPTH RECLAMATION		PROPOSED RIGHT-OF-WAY
	CURB & GUTTER/MEDIAN		TEMPORARY EASEMENT
	TRAIL		PERMANENT EASEMENT
	LANDSCAPING		CONSTRUCTION LIMITS
	PROPOSED LIGHT POLE		TRAFFIC BARRIER DESIGN TYPE 31
	TRAFFIC FLOW		WATERMAIN LINE
	DRAINAGE STRUCTURE		SANITARY SEWER LINE
	DRAINAGE PIPE APRON		DRAINAGE LINE

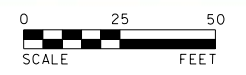


END FULL DEPTH  
CONSTRUCTION  
BEGIN FULL DEPTH  
RECLAMATION  
☉ FOLEY RD  
STA 78+41.83

MATCHLINE STA. 77+50.00

MATCHLINE STA. 58+75.00

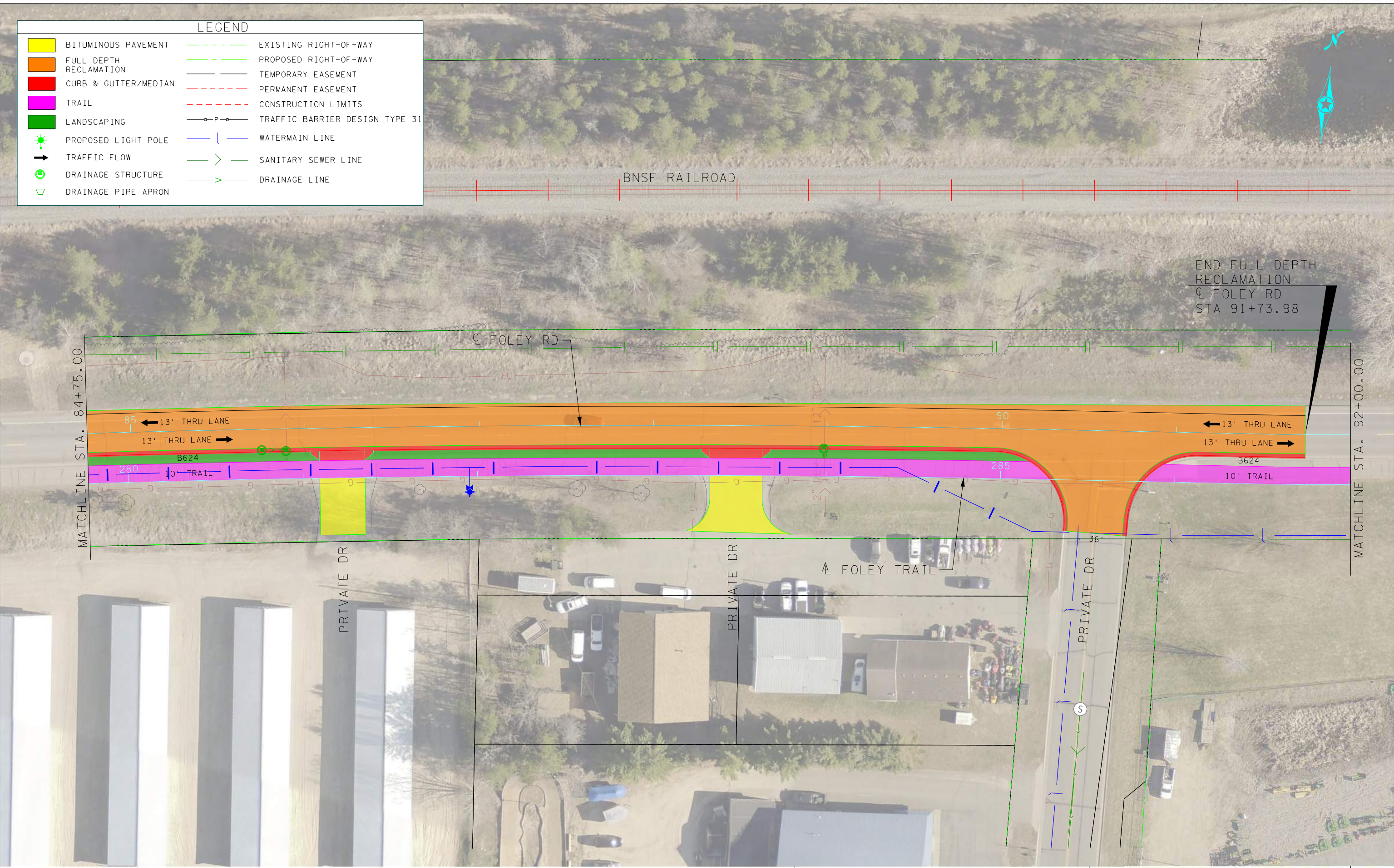
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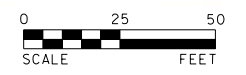
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INGLEWOOD DRIVE RAILWAY CROSSING		
PROPOSED IMPROVEMENTS		

LEGEND			
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	FULL DEPTH RECLAMATION		PROPOSED RIGHT-OF-WAY
	CURB & GUTTER/MEDIAN		TEMPORARY EASEMENT
	TRAIL		PERMANENT EASEMENT
	LANDSCAPING		CONSTRUCTION LIMITS
	PROPOSED LIGHT POLE		TRAFFIC BARRIER DESIGN TYPE 31
	TRAFFIC FLOW		WATERMAIN LINE
	DRAINAGE STRUCTURE		SANITARY SEWER LINE
	DRAINAGE PIPE APRON		DRAINAGE LINE



END FULL DEPTH RECLAMATION  
 CL FOLEY RD  
 STA 91+73.98



















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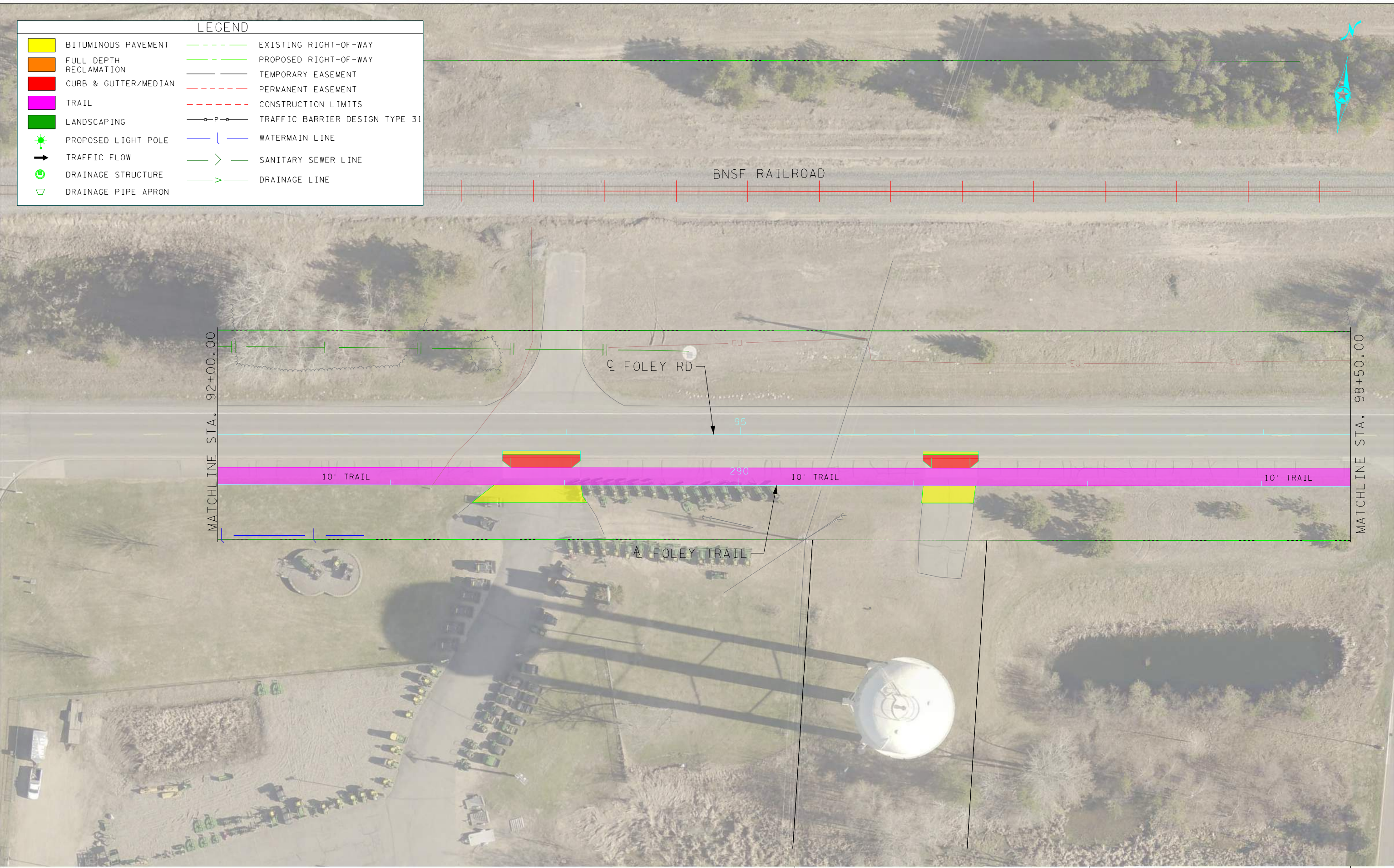


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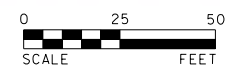
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INGLEWOOD DRIVE RAILWAY CROSSING		
PROPOSED IMPROVEMENTS		

**LEGEND**

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	FULL DEPTH RECLAMATION		PROPOSED RIGHT-OF-WAY
	CURB & GUTTER/MEDIAN		TEMPORARY EASEMENT
	TRAIL		PERMANENT EASEMENT
	LANDSCAPING		CONSTRUCTION LIMITS
	PROPOSED LIGHT POLE		TRAFFIC BARRIER DESIGN TYPE 31
	TRAFFIC FLOW		WATERMAIN LINE
	DRAINAGE STRUCTURE		SANITARY SEWER LINE
	DRAINAGE PIPE APRON		DRAINAGE LINE



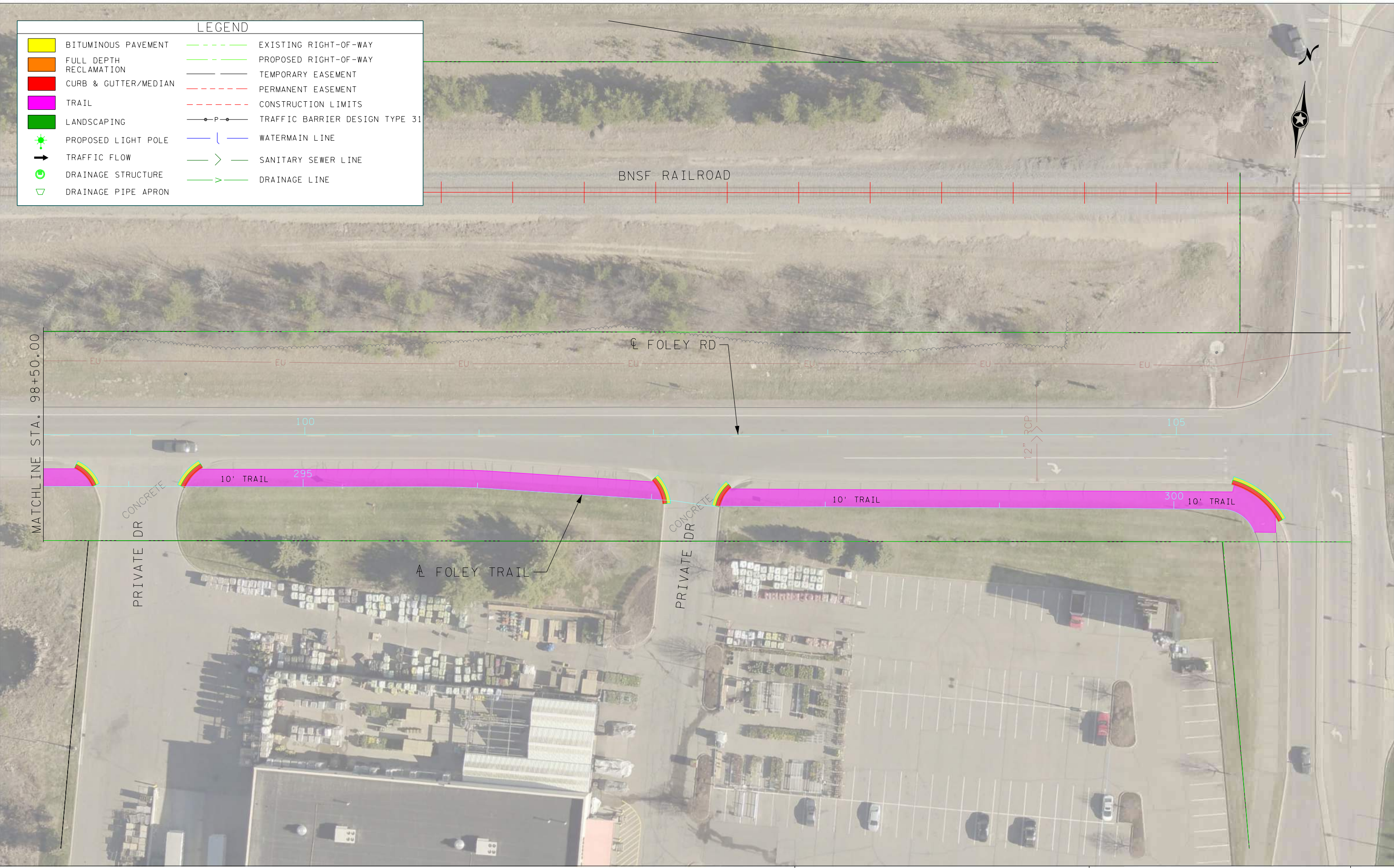
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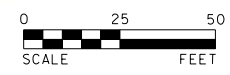
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CITY OF BAXTER		SHEET 13 OF 18
INGLEWOOD DRIVE RAILWAY CROSSING		
PROPOSED IMPROVEMENTS		

LEGEND			
	BITUMINOUS PAVEMENT		EXISTING RIGHT-OF-WAY
	FULL DEPTH RECLAMATION		PROPOSED RIGHT-OF-WAY
	CURB & GUTTER/MEDIAN		TEMPORARY EASEMENT
	TRAIL		PERMANENT EASEMENT
	LANDSCAPING		CONSTRUCTION LIMITS
	PROPOSED LIGHT POLE		TRAFFIC BARRIER DESIGN TYPE 31
	TRAFFIC FLOW		WATERMAIN LINE
	DRAINAGE STRUCTURE		SANITARY SEWER LINE
	DRAINAGE PIPE APRON		DRAINAGE LINE

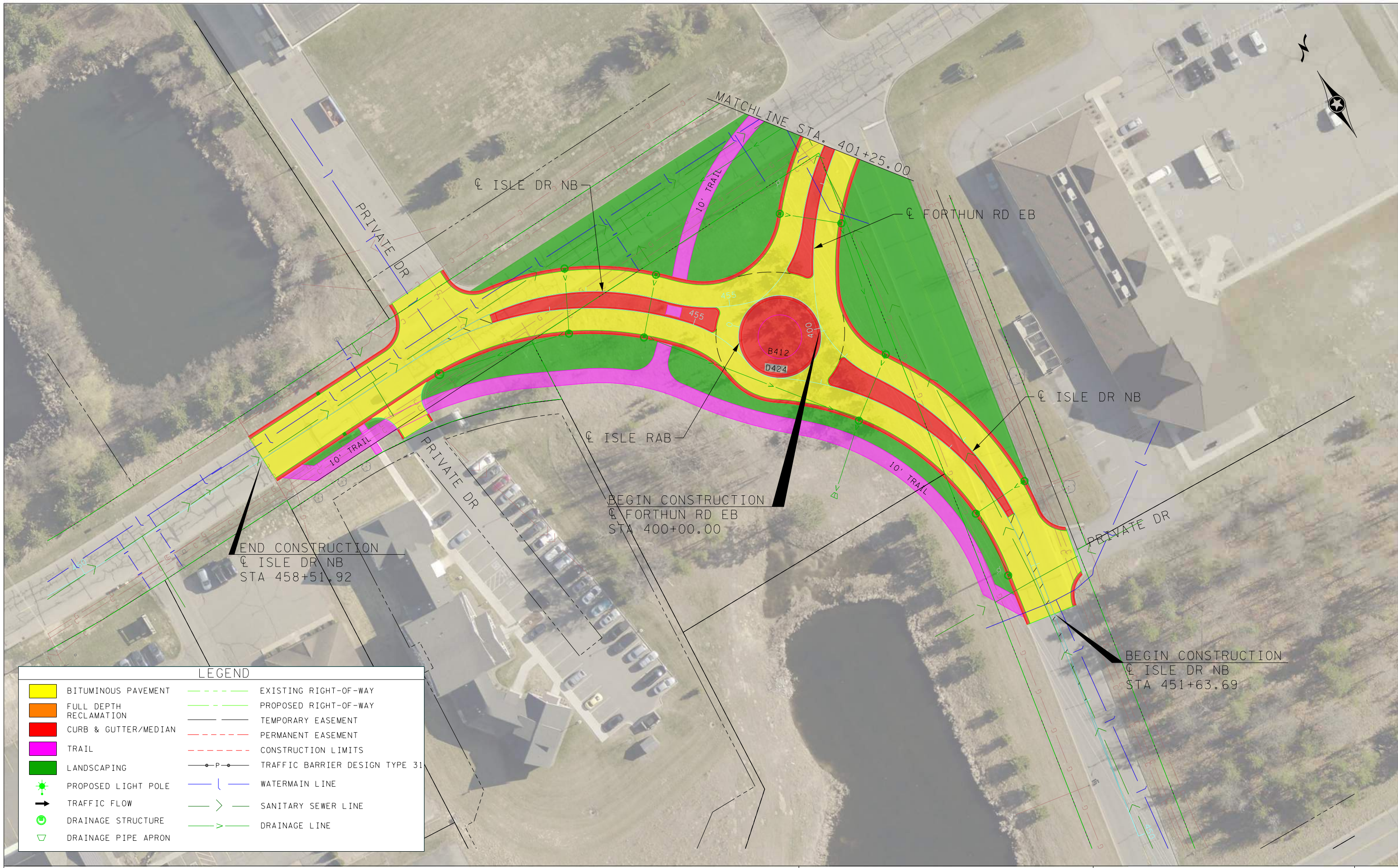


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CITY OF BAXTER		SHEET 14 OF 18
INGLEWOOD DRIVE RAILWAY CROSSING		
PROPOSED IMPROVEMENTS		



**LEGEND**

	BITUMINOUS PAVEMENT		EXISTING RIGHT-OF-WAY
	FULL DEPTH RECLAMATION		PROPOSED RIGHT-OF-WAY
	CURB & GUTTER/MEDIAN		TEMPORARY EASEMENT
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	LANDSCAPING		CONSTRUCTION LIMITS
	PROPOSED LIGHT POLE		TRAFFIC BARRIER DESIGN TYPE 31
	TRAFFIC FLOW		WATERMAIN LINE
	DRAINAGE STRUCTURE		SANITARY SEWER LINE
	DRAINAGE PIPE APRON		DRAINAGE LINE

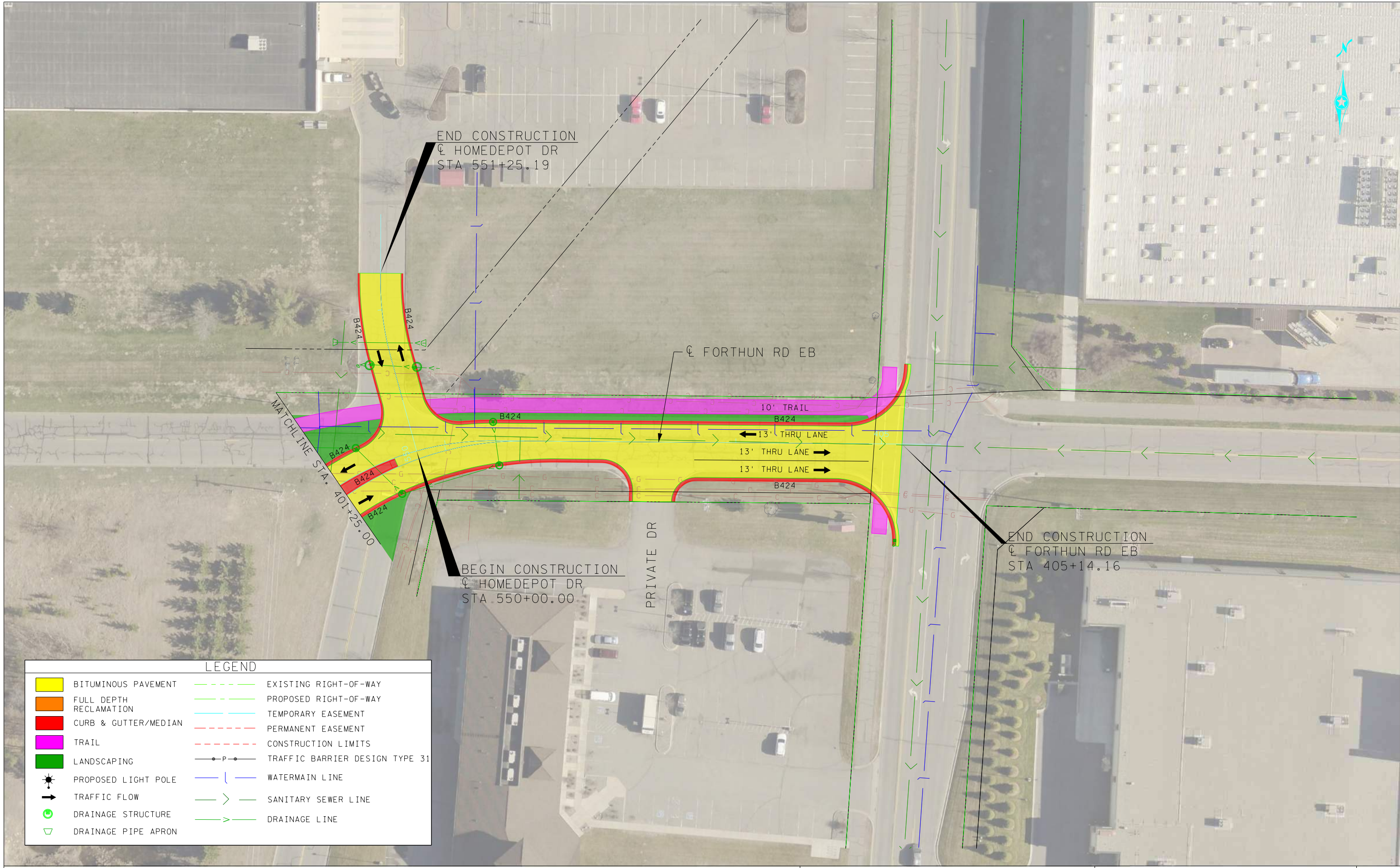


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PROPOSED IMPROVEMENTS

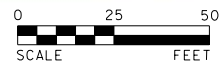
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LEGEND			
	BITUMINOUS PAVEMENT		EXISTING RIGHT-OF-WAY
	FULL DEPTH RECLAMATION		PROPOSED RIGHT-OF-WAY
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CITY OF BAXTER  
INGLEWOOD DRIVE RAILWAY CROSSING  
PROPOSED IMPROVEMENTS

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OF  
18



## Appendix C: Easement Acquisition

2022 FOLEY ROAD, ISLE DRIVE & FORTHUN ROAD IMPROVEMENTS

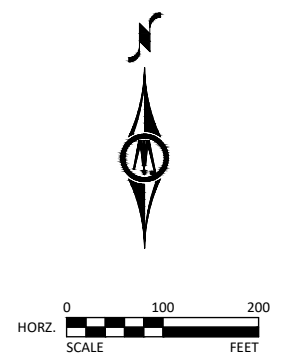
CITY OF BAXTER

EASEMENT EXHIBIT

AUGUST 2021



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# Appendix D: Preliminary Cost Estimates

Preliminary Design Opinion of Probable Cost  
**Foley Rd Full Depth Reclamation (FDR) [West of Knollwood Drive]**  
**Preliminary Cost Estimate**  
 City of Baxter  
 8/24/2021

DRAFT



No.	Item	Unit	Foley Rd			Total Qty	Unit Price	Cost			Total Cost
			Roadway	Trail	Sewer			Roadway	Trail	Sewer	
1	2021.501 MOBILIZATION	LUMP SUM	1			1	\$ 15,000.00	\$ 15,000.00	\$ -	\$ -	\$ 15,000
2	2104.501 REMOVE SEWER PIPE (STORM)	LN FT			38	38	\$ 13.00	\$ -	\$ -	\$ 500.00	\$ 500
3	2104.501 REMOVE CURB AND GUTTER	LN FT	3800			3,800	\$ 4.00	\$ 15,200.00	\$ -	\$ -	\$ 15,200
4	2104.518 REMOVE BITUMINOUS WALK	SQ FT		34400		34,400	\$ 1.00	\$ -	\$ 34,400.00	\$ -	\$ 34,400
5	2104.518 REMOVE BITUMINOUS DRIVEWAY PAVEMENT	SQ FT	4640			4,640	\$ 1.00	\$ 4,700.00	\$ -	\$ -	\$ 4,700
6	2104.505 REMOVE CONCRETE PAVEMENT	SQ YD	220			220	\$ 5.00	\$ 1,100.00	\$ -	\$ -	\$ 1,100
7	2104.502 REMOVE DRAINAGE STRUCTURE	EACH			6	6	\$ 900.00	\$ -	\$ -	\$ 5,400.00	\$ 5,400
8	2104.509 REMOVE SIGN TYPE C	EACH	25			25	\$ 50.00	\$ 1,300.00	\$ -	\$ -	\$ 1,300
9	2104.523 SALVAGE MAILBOX	EACH	12			12	\$ 125.00	\$ 1,500.00	\$ -	\$ -	\$ 1,500
10	2104.513 SAWING BITUMINOUS PAVEMENT (FULL DEPTH)	LN FT	120			120	\$ 2.50	\$ 300.00	\$ -	\$ -	\$ 300
11	2105.501 COMMON EXCAVATION (P)	CU YD	1500	500		2,000	\$ 6.00	\$ 9,000.00	\$ 3,000.00	\$ -	\$ 12,000
12	2118.501 AGGREGATE SURFACING CLASS 2	TON	900			900	\$ 26.00	\$ 23,400.00	\$ -	\$ -	\$ 23,400
13	2123.501 COMMON LABORERS	HOUR	20			20	\$ 85.00	\$ 1,700.00	\$ -	\$ -	\$ 1,700
14	2123.503 MOTOR GRADER	HOUR	10			10	\$ 170.00	\$ 1,700.00	\$ -	\$ -	\$ 1,700
15	2123.610 STREET SWEEPER (WITH PICKUP BROOM)	HOUR	10			10	\$ 110.00	\$ 1,100.00	\$ -	\$ -	\$ 1,100
16	2211.501 AGGREGATE BASE (CV) CLASS 5 (P) (1)	CU YD	290	690		980	\$ 22.00	\$ 6,400.00	\$ 15,200.00	\$ -	\$ 21,600
17	2215.501 FULL DEPTH RECLAMATION	SQ YD	12300			12,300	\$ 5.00	\$ 61,500.00	\$ -	\$ -	\$ 61,500
18	2215.507 HAUL FULL DEPTH RECLAMATION	SQ YD	8160	4140		12,300	\$ 10.00	\$ 81,600.00	\$ 41,400.00	\$ -	\$ 123,000
18	2360.504 TYPE SP 9.5 WEARING COURSE MIXTURE (2.C) (1)	TON	940	750		1,690	\$ 60.00	\$ 56,400.00	\$ 45,000.00	\$ -	\$ 101,400
19	2360.509 TYPE SP 12.5 NON-WEARING COURSE MIXTURE (2.C) (1)	TON	1250			1,250	\$ 60.00	\$ 75,000.00	\$ -	\$ -	\$ 75,000
20	2503.602 CONNECT TO EXISTING STORM SEWER	EACH			6	6	\$ 1,000.00	\$ -	\$ -	\$ 6,000.00	\$ 6,000
21	2506.502 CASTING ASSEMBLY	EACH			6	6	\$ 900.00	\$ -	\$ -	\$ 5,400.00	\$ 5,400
22	2506.503 CONST DRAINAGE STRUCTURE DESIGN G	LN FT			24	24	\$ 525.00	\$ -	\$ -	\$ 12,600.00	\$ 12,600
23	2531.501 CONCRETE CURB AND GUTTER DESIGN B618	LN FT	3800			3,800	\$ 19.00	\$ 72,200.00	\$ -	\$ -	\$ 72,200
24	2531.507 6" CONCRETE DRIVEWAY PAVEMENT	SQ YD	100			100	\$ 70.00	\$ 7,000.00	\$ -	\$ -	\$ 7,000
25	2531.618 6" CONCRETE WALK	SQ FT	500			500	\$ 10.00	\$ 5,000.00	\$ -	\$ -	\$ 5,000
26	2531.618 TRUNCATED DOMES	SQ FT	100			100	\$ 42.00	\$ 4,200.00	\$ -	\$ -	\$ 4,200
27	2540.602 INSTALL MAILBOX SUPPORT	EACH	12			12	\$ 150.00	\$ 1,800.00	\$ -	\$ -	\$ 1,800
28	2563.601 TRAFFIC CONTROL	LUMP SUM	1			1	\$ 5,000.00	\$ 5,000.00	\$ -	\$ -	\$ 5,000
29	2564.531 SIGN PANELS - TYPE C	EACH	25			25	\$ 150.00	\$ 3,800.00	\$ -	\$ -	\$ 3,800
30	2573.535 STABILIZED CONSTRUCTION EXIT	EACH	2			2	\$ 800.00	\$ 1,600.00	\$ -	\$ -	\$ 1,600
31	2573.550 EROSION CONTROL SUPERVISOR	LUMP SUM	1			1	\$ 750.00	\$ 800.00	\$ -	\$ -	\$ 800
32	2574.508 FERTILIZER TYPE 3	POUND	1800			1,800	\$ 1.50	\$ 2,700.00	\$ -	\$ -	\$ 2,700
33	2574.525 COMMON TOPSOIL BORROW	CU YD	1250			1,250	\$ 20.00	\$ 25,000.00	\$ -	\$ -	\$ 25,000
34	2575.501 SEEDING	ACRE	4			4	\$ 450.00	\$ 1,800.00	\$ -	\$ -	\$ 1,800
35	2575.502 SEED MIXTURE 22-111	POUND	600			600	\$ 2.50	\$ 1,500.00	\$ -	\$ -	\$ 1,500
36	2575.502 SEED MIXTURE 25-131	POUND	600			600	\$ 5.00	\$ 3,000.00	\$ -	\$ -	\$ 3,000
37	2575.511 MULCH MATERIAL TYPE 3	TON	8			8	\$ 300.00	\$ 2,400.00	\$ -	\$ -	\$ 2,400
38	2575.519 DISK ANCHORING	ACRE	4			4	\$ 250.00	\$ 1,000.00	\$ -	\$ -	\$ 1,000
39	2575.523 EROSION CONTROL BLANKETS CATEGORY 3	SQ YD	3100			3,100	\$ 2.00	\$ 6,200.00	\$ -	\$ -	\$ 6,200
40	1560.000 HYDRAULIC MATRIX TYPE MULCH	POUND	2900			2,900	\$ 2.00	\$ 5,800.00	\$ -	\$ -	\$ 5,800
41	2582.501 PAVEMENT MESSAGE-PAINT	EACH	10			10	\$ 75.00	\$ 800.00	\$ -	\$ -	\$ 800
42	2582.502 4" SOLID LINE - MULTI-COMPONENT GR IN WR	LN FT	3795			3,795	\$ 0.65	\$ 2,500.00	\$ -	\$ -	\$ 2,500
43	2582.502 24" SOLID LINE - MULTI-COMPONENT GR IN WR	LN FT	25			25	\$ 14.00	\$ 400.00	\$ -	\$ -	\$ 400
44	2582.502 4" BROKEN LINE - MULTI-COMPONENT GR IN WR	LN FT	3200			3,200	\$ 0.65	\$ 2,100.00	\$ -	\$ -	\$ 2,100
45	2582.502 4" DOUBLE SOLID LINE - MULTI-COMPONENT GR IN WR	LN FT	465			465	\$ 1.35	\$ 700.00	\$ -	\$ -	\$ 700
<b>CONSTRUCTION SUBTOTAL (2021 DOLLARS)</b>								<b>\$ 514,200</b>	<b>\$ 139,000</b>	<b>\$ 29,900</b>	<b>\$ 683,100</b>
<b>(2) CONSTRUCTION SUBTOTAL (2022 DOLLARS)</b>								<b>\$ 529,700</b>	<b>\$ 143,200</b>	<b>\$ 30,800</b>	<b>\$ 703,600</b>
CONTINGENCIES (15%)								\$ 79,500	\$ 21,500	\$ 4,700	\$ 105,700
CONSIDERATIONS FOR COVID-19 (10%)								\$ 53,000	\$ 14,400	\$ 3,100	\$ 70,500
<b>CONSTRUCTION TOTAL COST (2022 DOLLARS)</b>								<b>\$ 662,200</b>	<b>\$ 179,100</b>	<b>\$ 38,600</b>	<b>\$ 879,800</b>
ENGINEERING AND CONSTRUCTION ADMINISTRATION (22%)								\$ 145,700	\$ 39,500	\$ 8,500	\$ 193,800
LEGAL AND OTHER COSTS (2%)								\$ 13,300	\$ 3,600	\$ 800	\$ 17,700
ADMINISTRATION (2%)								\$ 13,300	\$ 3,600	\$ 800	\$ 17,700
<b>ESTIMATED TOTAL PROJECT COST (2022 DOLLARS)</b>								<b>\$ 834,500</b>	<b>\$ 225,800</b>	<b>\$ 48,700</b>	<b>\$ 1,109,000</b>

- Notes:  
 1. Roadway Section = 1.5" Bit (wear) - 2" Bit (non-wear) - 1" Agg Base (For Replacement of Reclaim Material)  
 2. 3% Inflation

Preliminary Design Opinion of Probable Cost  
**Foley Rd Reconstruction Area [Between Knollwood & Inglewood]**  
 Preliminary Cost Estimate  
 City of Baxter  
 8/24/2021

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No.	Item	Unit	Foley Rd			Total Qty	Unit Price	Cost			Total Cost
			Roadway	Trail	Storm			Roadway	Trail	Storm	
1	2021.501 MOBILIZATION	LUMP SUM	1			1	\$ 20,000.00	\$ 20,000.00	\$ -	\$ -	\$ 20,000
2	2101.501 CLEARING AND GRUBBING	LUMP SUM	1			1	\$ 10,000.00	\$ 10,000.00	\$ -	\$ -	\$ 10,000
3	2104.501 REMOVE SEWER PIPE (STORM)	LIN FT			179	179	\$ 13.00	\$ -	\$ -	\$ 2,400.00	\$ 2,400
4	2104.501 REMOVE CURB AND GUTTER	LIN FT	3615			3,615	\$ 4.00	\$ 14,500.00	\$ -	\$ -	\$ 14,500
5	1360.000 REMOVE BITUMINOUS PAVEMENT	SQ YD	12160			12,160	\$ 2.00	\$ 24,400.00	\$ -	\$ -	\$ 24,400
6	2104.518 REMOVE BITUMINOUS WALK	SQ FT		33200		33,200	\$ 1.00	\$ -	\$ 33,200.00	\$ -	\$ 33,200
7	2104.518 REMOVE BITUMINOUS DRIVEWAY PAVEMENT	SQ FT	6000			6,000	\$ 1.00	\$ 6,000.00	\$ -	\$ -	\$ 6,000
8	2104.505 REMOVE CONCRETE PAVEMENT	SQ YD	230			230	\$ 5.00	\$ 1,200.00	\$ -	\$ -	\$ 1,200
9	2104.502 REMOVE APRON	EACH			4	4	\$ 150.00	\$ -	\$ -	\$ 600.00	\$ 600
10	2104.502 REMOVE DRAINAGE STRUCTURE	EACH			4	4	\$ 900.00	\$ -	\$ -	\$ 3,600.00	\$ 3,600
11	2104.509 REMOVE SIGN TYPE C	EACH	20			20	\$ 50.00	\$ 1,000.00	\$ -	\$ -	\$ 1,000
12	2104.513 SAWING BITUMINOUS PAVEMENT (FULL DEPTH)	LIN FT	136			136	\$ 2.50	\$ 400.00	\$ -	\$ -	\$ 400
13	2104.523 SALVAGE MAILBOX SUPPORT	EACH	7			7	\$ 125.00	\$ 900.00	\$ -	\$ -	\$ 900
14	2105.501 COMMON EXCAVATION (P)	CU YD	1500	500		2,000	\$ 6.00	\$ 9,000.00	\$ 3,000.00	\$ -	\$ 12,000
15	2106.507 COMMON EMBANKMENT (CV)	CU YD	10000			10,000	\$ 15.00	\$ 150,000.00	\$ -	\$ -	\$ 150,000
16	2106.507 SELECT GRANULAR EMBANKMENT (CV) (1)	CU YD	7420			7,420	\$ 14.00	\$ 103,900.00	\$ -	\$ -	\$ 103,900
17	2118.501 AGGREGATE SURFACING CLASS 2	TON	700			700	\$ 26.00	\$ 18,200.00	\$ -	\$ -	\$ 18,200
18	2123.501 COMMON LABORERS	HOUR	20			20	\$ 85.00	\$ 1,700.00	\$ -	\$ -	\$ 1,700
19	2123.503 MOTOR GRADER	HOUR	10			10	\$ 170.00	\$ 1,700.00	\$ -	\$ -	\$ 1,700
20	2123.610 STREET SWEEPER (WITH PICKUP BROOM)	HOUR	10			10	\$ 110.00	\$ 1,100.00	\$ -	\$ -	\$ 1,100
21	2211.503 AGGREGATE BASE (CV) CLASS 5 (P)	CU YD	3150			3,150	\$ 22.00	\$ 69,300.00	\$ -	\$ -	\$ 69,300
22	2360.504 TYPE SP 9.5 WEARING COURSE MIXTURE (2,C)	TON	1820			1,820	\$ 60.00	\$ 109,200.00	\$ -	\$ -	\$ 109,200
23	2360.509 TYPE SP 12.5 NON-WEARING COURSE MIXTURE (2,C)	TON	1790			1,790	\$ 60.00	\$ 107,400.00	\$ -	\$ -	\$ 107,400
24	2501.502 12" RC PIPE APRON	EACH			2	2	\$ 800.00	\$ -	\$ -	\$ 1,600.00	\$ 1,600
25	2501.502 15" RC PIPE APRON	EACH			3	3	\$ 1,000.00	\$ -	\$ -	\$ 3,000.00	\$ 3,000
26	2503.503 12" RC PIPE SEWER DES 3006 CL V	LIN FT	163			163	\$ 60.00	\$ -	\$ -	\$ 9,800.00	\$ 9,800
27	2503.503 15" RC PIPE SEWER DES 3006 CL V	LIN FT	269			269	\$ 65.00	\$ -	\$ -	\$ 17,500.00	\$ 17,500
28	2506.502 CASTING ASSEMBLY	EACH	11			11	\$ 900.00	\$ -	\$ -	\$ 9,900.00	\$ 9,900
29	2506.503 CONST DRAINAGE STRUCTURE DESIGN G	LIN FT	20			20	\$ 525.00	\$ -	\$ -	\$ 10,500.00	\$ 10,500
30	2506.503 CONST DRAINAGE STRUCTURE DES 48-4020	LIN FT	24			24	\$ 600.00	\$ -	\$ -	\$ 14,400.00	\$ 14,400
31	2506.522 ADJUST FRAME AND RING CASTING	EACH	2			2	\$ 300.00	\$ -	\$ -	\$ 600.00	\$ 600
32	2511.502 RANDOM RIPRAP CLASS III	CU YD			23.2	23.2	\$ 100.00	\$ -	\$ -	\$ 2,400.00	\$ 2,400
33	2511.504 GEOTEXTILE FILTER TYPE 4	SQ YD			101.6	101.6	\$ 4.00	\$ -	\$ -	\$ 500.00	\$ 500
34	2521.511 3" BITUMINOUS WALK	SQ FT		35880		35,880	\$ 4.00	\$ -	\$ 143,600.00	\$ -	\$ 143,600
35	2531.501 CONCRETE CURB AND GUTTER DESIGN B618	LIN FT	6080			6,080	\$ 19.00	\$ 115,600.00	\$ -	\$ -	\$ 115,600
36	2531.507 6" CONCRETE DRIVEWAY PAVEMENT	SQ YD	70			70	\$ 70.00	\$ 4,900.00	\$ -	\$ -	\$ 4,900
37	2531.604 8" CONCRETE VALLEY GUTTER	SQ YD	20			20	\$ 80.00	\$ 1,600.00	\$ -	\$ -	\$ 1,600
38	2531.618 6" CONCRETE WALK	SQ FT	1900			1,900	\$ 10.00	\$ 19,000.00	\$ -	\$ -	\$ 19,000
39	2531.618 TRUNCATED DOMES	SQ FT	180			180	\$ 42.00	\$ 7,600.00	\$ -	\$ -	\$ 7,600
40	2540.602 INSTALL MAILBOX SUPPORT	EACH	7			7	\$ 150.00	\$ 1,100.00	\$ -	\$ -	\$ 1,100
41	2563.601 TRAFFIC CONTROL	LUMP SUM	1			1	\$ 5,000.00	\$ 5,000.00	\$ -	\$ -	\$ 5,000
42	2564.531 SIGN PANELS - TYPE C	EACH	25			25	\$ 150.00	\$ 3,800.00	\$ -	\$ -	\$ 3,800
43	2573.535 STABILIZED CONSTRUCTION EXIT	EACH	4			4	\$ 800.00	\$ 3,200.00	\$ -	\$ -	\$ 3,200
44	2573.550 EROSION CONTROL SUPERVISOR	LUMP SUM	1			1	\$ 750.00	\$ 800.00	\$ -	\$ -	\$ 800
45	2574.508 FERTILIZER TYPE 3	POUND	2700			2,700	\$ 1.50	\$ 4,100.00	\$ -	\$ -	\$ 4,100
46	2574.525 COMMON TOPSOIL BORROW	CU YD	1900			1,900	\$ 20.00	\$ 38,000.00	\$ -	\$ -	\$ 38,000
47	2575.501 SEEDING	ACRE	5			5	\$ 450.00	\$ 2,300.00	\$ -	\$ -	\$ 2,300
48	2575.502 SEED MIXTURE 22-111	POUND	750			750	\$ 2.50	\$ 1,900.00	\$ -	\$ -	\$ 1,900
49	2575.502 SEED MIXTURE 25-131	POUND	750			750	\$ 5.00	\$ 3,800.00	\$ -	\$ -	\$ 3,800
50	2575.511 MULCH MATERIAL TYPE 3	TON	10			10	\$ 300.00	\$ 3,000.00	\$ -	\$ -	\$ 3,000
51	2575.519 DISK ANCHORING	ACRE	5			5	\$ 250.00	\$ 1,300.00	\$ -	\$ -	\$ 1,300
52	2575.523 EROSION CONTROL BLANKETS CATEGORY 3	SQ YD	3500			3,500	\$ 2.00	\$ 7,000.00	\$ -	\$ -	\$ 7,000
53	1560.000 HYDRAULIC MATRIX TYPE MULCH	POUND	3100			3,100	\$ 2.00	\$ 6,200.00	\$ -	\$ -	\$ 6,200
54	2582.501 PAVEMENT MESSAGE-PREFORM THERMOPLASTIC GR IN	SQ FT	200			200	\$ 38.75	\$ 7,800.00	\$ -	\$ -	\$ 7,800
55	2582.502 4" SOLID LINE - MULTI-COMPONENT GR IN WR	LIN FT	5200			5,200	\$ 0.65	\$ 3,400.00	\$ -	\$ -	\$ 3,400
56	2582.502 24" SOLID LINE - MULTI-COMPONENT GR IN WR	LIN FT	130			130	\$ 14.00	\$ 1,900.00	\$ -	\$ -	\$ 1,900
57	2582.502 4" BROKEN LINE - MULTI-COMPONENT GR IN WR	LIN FT	1990			1,990	\$ 0.65	\$ 1,300.00	\$ -	\$ -	\$ 1,300
58	2582.502 4" DOUBLE SOLID LINE - MULTI-COMPONENT GR IN WR	LIN FT	1615			1,615	\$ 1.35	\$ 2,200.00	\$ -	\$ -	\$ 2,200
<b>CONSTRUCTION SUBTOTAL (2021 DOLLARS)</b>								<b>\$ 896,700</b>	<b>\$ 179,800</b>	<b>\$ 76,800</b>	<b>\$ 1,153,300</b>
<b>(2) CONSTRUCTION SUBTOTAL (2022 DOLLARS)</b>								<b>\$ 923,700</b>	<b>\$ 185,200</b>	<b>\$ 79,200</b>	<b>\$ 1,188,100</b>
CONTINGENCIES (15%)								\$ 138,600	\$ 27,800	\$ 11,900	\$ 178,300
CONSIDERATIONS FOR COVID-19 (10%)								\$ 13,900	\$ 2,800	\$ 1,200	\$ 17,900
<b>CONSTRUCTION TOTAL COST (2022 DOLLARS)</b>								<b>\$ 1,076,200</b>	<b>\$ 215,800</b>	<b>\$ 92,300</b>	<b>\$ 1,384,300</b>
ENGINEERING AND CONSTRUCTION ADMINISTRATION (22%)								\$ 236,800	\$ 47,500	\$ 20,400	\$ 304,600
LEGAL AND OTHER COSTS (2%)								\$ 21,600	\$ 4,400	\$ 1,900	\$ 27,700
ADMINISTRATION (2%)								\$ 21,600	\$ 4,400	\$ 1,900	\$ 27,700
<b>ESTIMATED TOTAL PROJECT COST (2021 DOLLARS)</b>								<b>\$ 1,356,200</b>	<b>\$ 272,100</b>	<b>\$ 116,500</b>	<b>\$ 1,744,300</b>

Notes:  
 1. Roadway Section = 1.5" Bit (wear) - 2" Bit (non-wear) - 6" Agg Base - 18" Select Granular  
 2. 3% Inflation

Preliminary Design Opinion of Probable Cost  
**Foley Rd Full Depth Reclamation (FDR) [East of Inglewood Drive]**  
 Preliminary Cost Estimate  
 City of Baxter  
 8/24/2021

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No.	Item	Unit	Foley Rd			Total Qty	Unit Price	Cost			Total Cost
			Roadway	Trail	Storm			Roadway	Trail	Storm	
1	2021.501 MOBILIZATION	LUMP SUM	1			1	\$ 15,000.00	\$ 15,000.00	\$ -	\$ -	\$ 15,000
2	2104.501 REMOVE SEWER PIPE (STORM)	LIN FT			17	17	\$ 13.00	\$ -	\$ -	\$ 300.00	\$ 300
3	2104.501 REMOVE CURB AND GUTTER	LIN FT	1,440			1,440	\$ 4.00	\$ 5,800.00	\$ -	\$ -	\$ 5,800
4	2104.518 REMOVE BITUMINOUS WALK	SO FT		22,560		22,560	\$ 1.00	\$ -	\$ 22,600.00	\$ -	\$ 22,600
5	2104.505 REMOVE CONCRETE PAVEMENT	SO YD	280			280	\$ 5.00	\$ 1,400.00	\$ -	\$ -	\$ 1,400
6	2104.502 REMOVE DRAINAGE STRUCTURE	EACH			1	1	\$ 900.00	\$ -	\$ -	\$ 900.00	\$ 900
7	2104.509 REMOVE SIGN TYPE C	EACH	20			20	\$ 50.00	\$ 1,000.00	\$ -	\$ -	\$ 1,000
8	2104.513 SAWING BITUMINOUS PAVEMENT (FULL DEPTH)	LIN FT	253			253	\$ 2.50	\$ 700.00	\$ -	\$ -	\$ 700
9	2104.523 SALVAGE MAILBOX SUPPORT	EACH	3			3	\$ 125.00	\$ 400.00	\$ -	\$ -	\$ 400
10	2105.501 COMMON EXCAVATION (P)	CU YD	1,500	500		2,000	\$ 6.00	\$ 9,000.00	\$ 3,000.00	\$ -	\$ 12,000
11	2118.501 AGGREGATE SURFACING CLASS 2	TON	1,000			1,000	\$ 26.00	\$ 26,000.00	\$ -	\$ -	\$ 26,000
12	2123.501 COMMON LABORERS	HOUR	20			20	\$ 85.00	\$ 1,700.00	\$ -	\$ -	\$ 1,700
13	2123.503 MOTOR GRADER	HOUR	10			10	\$ 170.00	\$ 1,700.00	\$ -	\$ -	\$ 1,700
14	2123.610 STREET SWEEPER (WITH PICKUP BROOM)	HOUR	10			10	\$ 110.00	\$ 1,100.00	\$ -	\$ -	\$ 1,100
15	2211.503 AGGREGATE BASE (CV) CLASS 5 (P) (1)	CU YD	120	480		600	\$ 22.00	\$ 2,700.00	\$ 10,600.00	\$ -	\$ 13,200
16	2215.504 FULL DEPTH RECLAMATION	SO YD	4,640			4,640	\$ 5.00	\$ 23,200.00	\$ -	\$ -	\$ 23,200
17	2215.507 HAUL FULL DEPTH RECLAMATION	SO YD	1,800	2,840		4,640	\$ 10.00	\$ 18,000.00	\$ 28,400.00	\$ -	\$ 46,400
18	2360.504 TYPE SP 9.5 WEARING COURSE MIXTURE (2,C) (1)	TON	380	520		900	\$ 60.00	\$ 22,800.00	\$ 31,200.00	\$ -	\$ 54,000
19	2360.509 TYPE SP 12.5 NON-WEARING COURSE MIXTURE (2,C) (1)	TON	510			510	\$ 60.00	\$ 30,600.00	\$ -	\$ -	\$ 30,600
20	2503.541 12" RC PIPE SEWER DES 3006 CL V	LIN FT			4	4	\$ 60.00	\$ -	\$ -	\$ 300.00	\$ 300
21	2503.602 CONNECT TO EXISTING STORM SEWER	EACH			4	4	\$ 1,000.00	\$ -	\$ -	\$ 4,000.00	\$ 4,000
22	2506.501 CONST DRAINAGE STRUCTURE DESIGN G	LIN FT			12	12	\$ 525.00	\$ -	\$ -	\$ 6,300.00	\$ 6,300
23	2506.502 CASTING ASSEMBLY	EACH			3	3	\$ 900.00	\$ -	\$ -	\$ 2,700.00	\$ 2,700
24	2531.501 CONCRETE CURB AND GUTTER DESIGN B618	LIN FT	1660			1660	\$ 19.00	\$ 31,600.00	\$ -	\$ -	\$ 31,600
25	2531.507 6" CONCRETE DRIVEWAY PAVEMENT	SO YD	120			120	\$ 70.00	\$ 8,400.00	\$ -	\$ -	\$ 8,400
26	2531.618 6" CONCRETE WALK	SO FT	1100			1100	\$ 10.00	\$ 11,000.00	\$ -	\$ -	\$ 11,000
27	2531.618 TRUNCATED DOMES	SO FT	220			220	\$ 42.00	\$ 9,300.00	\$ -	\$ -	\$ 9,300
28	2540.602 INSTALL MAILBOX SUPPORT	EACH	3			3	\$ 150.00	\$ 500.00	\$ -	\$ -	\$ 500
29	2563.601 TRAFFIC CONTROL	LUMP SUM	1			1	\$ 5,000.00	\$ 5,000.00	\$ -	\$ -	\$ 5,000
30	2564.531 SIGN PANELS - TYPE C	EACH	20			20	\$ 150.00	\$ 3,000.00	\$ -	\$ -	\$ 3,000
31	2573.535 STABILIZED CONSTRUCTION EXIT	EACH	2			2	\$ 800.00	\$ 1,600.00	\$ -	\$ -	\$ 1,600
32	2573.550 EROSION CONTROL SUPERVISOR	LUMP SUM	1			1	\$ 750.00	\$ 800.00	\$ -	\$ -	\$ 800
33	2574.508 FERTILIZER TYPE 3	POUND	1500			1500	\$ 1.50	\$ 2,300.00	\$ -	\$ -	\$ 2,300
34	2574.525 COMMON TOPSOIL BORROW	CU YD	1100			1100	\$ 20.00	\$ 22,000.00	\$ -	\$ -	\$ 22,000
35	2575.501 SEEDING	ACRE	3			3	\$ 450.00	\$ 1,400.00	\$ -	\$ -	\$ 1,400
36	2575.502 SEED MIXTURE 22-111	POUND	500			500	\$ 2.50	\$ 1,300.00	\$ -	\$ -	\$ 1,300
37	2575.502 SEED MIXTURE 25-131	POUND	500			500	\$ 5.00	\$ 2,500.00	\$ -	\$ -	\$ 2,500
38	2575.511 MULCH MATERIAL TYPE 3	TON	7			7	\$ 300.00	\$ 2,100.00	\$ -	\$ -	\$ 2,100
39	2575.519 DISK ANCHORING	ACRE	3			3	\$ 250.00	\$ 800.00	\$ -	\$ -	\$ 800
40	2575.523 EROSION CONTROL BLANKETS CATEGORY 3	SO YD	2900			2900	\$ 2.00	\$ 5,800.00	\$ -	\$ -	\$ 5,800
41	1560.000 HYDRAULIC MATRIX TYPE MULCH	POUND	2500			2500	\$ 2.00	\$ 5,000.00	\$ -	\$ -	\$ 5,000
42	2582.501 PAVEMENT MESSAGE-PAINT	EACH	10			10	\$ 75.00	\$ 800.00	\$ -	\$ -	\$ 800
43	2582.502 4" SOLID LINE - MULTI-COMPONENT GR IN WR	LIN FT	1450			1450	\$ 0.65	\$ 1,000.00	\$ -	\$ -	\$ 1,000
44	2582.502 4" BROKEN LINE - MULTI-COMPONENT GR IN WR	LIN FT	1216			1216	\$ 0.65	\$ 800.00	\$ -	\$ -	\$ 800
45	2582.502 4" DOUBLE SOLID LINE - MULTI-COMPONENT GR IN WR	LIN FT	25			25	\$ 1.35	\$ 100.00	\$ -	\$ -	\$ 100
<b>CONSTRUCTION SUBTOTAL (2021 DOLLARS)</b>								<b>\$ 278,200</b>	<b>\$ 95,800</b>	<b>\$ 14,500</b>	<b>\$ 388,400</b>
<b>(2) CONSTRUCTION SUBTOTAL (2022 DOLLARS)</b>								<b>\$ 286,600</b>	<b>\$ 98,700</b>	<b>\$ 15,000</b>	<b>\$ 400,300</b>
CONTINGENCIES (15%)								\$ 43,000	\$ 14,900	\$ 2,300	\$ 60,200
CONSIDERATIONS FOR COVID-19 (10%)								\$ 28,700	\$ 9,900	\$ 1,500	\$ 40,100
<b>CONSTRUCTION TOTAL COST (2022 DOLLARS)</b>								<b>\$ 358,300</b>	<b>\$ 123,500</b>	<b>\$ 18,800</b>	<b>\$ 500,600</b>
ENGINEERING AND CONSTRUCTION ADMINISTRATION (22%)								\$ 78,900	\$ 27,200	\$ 4,200	\$ 110,200
LEGAL AND OTHER COSTS (2%)								\$ 7,200	\$ 2,500	\$ 400	\$ 10,100
ADMINISTRATION (2%)								\$ 7,200	\$ 2,500	\$ 400	\$ 10,100
<b>ESTIMATED TOTAL PROJECT COST (2022 DOLLARS)</b>								<b>\$ 451,600</b>	<b>\$ 155,700</b>	<b>\$ 23,800</b>	<b>\$ 631,000</b>

- Notes:  
 1. Roadway Section = 1.5" Bit (wear) - 2" Bit (non-wear) - 1" Agg Base (For Replacement of Reclaim Material)  
 2. 3% Inflation

Preliminary Design Opinion of Probable Cost  
**Forthun Road/Isle Drive Mini-RAB**  
**Preliminary Cost Estimate**  
 City of Baxter  
 8/24/2021

**DRAFT**



No.	Item	Unit	Forthun Rd & Isle Dr			Total Qty	Unit Price	Cost			Total Cost
			Roadway	Trail	Storm			Roadway	Trail	Storm	
1	2021.501 MOBILIZATION	LUMP SUM	1			1	\$ 13,000.00	\$ 13,000	\$ -	\$ -	\$ 13,000
2	2104.501 REMOVE SEWER PIPE (STORM)	LN FT			595	595	\$ 10.00	\$ -	\$ -	\$ 6,000	\$ 6,000
3	2104.501 REMOVE CURB AND GUTTER	LN FT	3,000			3,000	\$ 3.50	\$ 10,500	\$ -	\$ -	\$ 10,500
4	1960.000 REMOVE BITUMINOUS PAVEMENT	SQ YD	7,000			7,000	\$ 2.00	\$ 14,000	\$ -	\$ -	\$ 14,000
5	2104.505 REMOVE CONCRETE PAVEMENT	SQ YD	110			110	\$ 5.00	\$ 600	\$ -	\$ -	\$ 600
6	2104.502 REMOVE PIPE APRON	EACH			2	2	\$ 125.00	\$ -	\$ -	\$ 300	\$ 300
7	2104.502 REMOVE DRAINAGE STRUCTURE	EACH			7	7	\$ 800.00	\$ -	\$ -	\$ 5,600	\$ 5,600
8	2104.509 REMOVE HYDRANT AND VALVE	EACH			1	1	\$ 550.00	\$ -	\$ -	\$ 600	\$ 600
9	2104.509 REMOVE SIGN TYPE C	EACH	10			10	\$ 50.00	\$ 500	\$ -	\$ -	\$ 500
10	2104.513 SAWING BITUMINOUS PAVEMENT (FULL DEPTH)	LN FT	340			340	\$ 2.50	\$ 900	\$ -	\$ -	\$ 900
11	2105.501 COMMON EXCAVATION (P)	CU YD	3,375	1,125		4,500	\$ 6.00	\$ 20,300	\$ 6,800	\$ -	\$ 27,000
12	2118.501 AGGREGATE SURFACING CLASS 5	TON	30			30	\$ 26.00	\$ 800	\$ -	\$ -	\$ 800
13	2123.501 COMMON LABORERS	HOURL	10			10	\$ 85.00	\$ 900	\$ -	\$ -	\$ 900
14	2123.503 MOTOR GRADER	HOURL	10			10	\$ 120.00	\$ 1,200	\$ -	\$ -	\$ 1,200
15	2123.610 STREET SWEEPER (WITH PICKUP BROOM)	HOURL	10			10	\$ 100.00	\$ 1,000	\$ -	\$ -	\$ 1,000
16	2211.503 AGGREGATE BASE (CV) CLASS 5 (P) (1)	CU YD	840	210		1,050	\$ 22.00	\$ 18,500	\$ 4,700	\$ -	\$ 23,100
17	2360.501 TYPE SP 9.5 WEARING COURSE MIXTURE (2.C) (1)	TON	1,200	310		1,510	\$ 60.00	\$ 72,000	\$ 18,600	\$ -	\$ 90,600
18	2501.502 12" RC PIPE APRON	EACH			2	2	\$ 800.00	\$ -	\$ -	\$ 1,600	\$ 1,600
19	2501.502 15" RC PIPE APRON	EACH			1	1	\$ 1,000.00	\$ -	\$ -	\$ 1,000	\$ 1,000
20	2501.503 12" RC PIPE CULVERT DES 3006 CL V	LN FT			64	64	\$ 60.00	\$ -	\$ -	\$ 3,900	\$ 3,900
21	2503.503 12" RC PIPE SEWER DES 3006 CL V	LN FT			149	149	\$ 60.00	\$ -	\$ -	\$ 9,000	\$ 9,000
22	2503.503 15" RC PIPE SEWER DES 3006 CL V	LN FT			679	679	\$ 65.00	\$ -	\$ -	\$ 44,200	\$ 44,200
23	2503.503 18" RC PIPE SEWER DES 3006 CL III	LN FT			224	224	\$ 75.00	\$ -	\$ -	\$ 16,800	\$ 16,800
24	2503.503 24" RC PIPE SEWER DES 3006 CL III	LN FT			77	77	\$ 90.00	\$ -	\$ -	\$ 7,000	\$ 7,000
25	2503.503 36" RC PIPE SEWER DES 3006 CL III	LN FT			57	57	\$ 150.00	\$ -	\$ -	\$ 8,600	\$ 8,600
26	2503.602 CONNECT TO EXISTING STORM SEWER	EACH	3	3		3	\$ 1,000.00	\$ -	\$ -	\$ 3,000	\$ 3,000
27	2504.602 ADJUST VALVE BOX	EACH	6	6		6	\$ 200.00	\$ -	\$ -	\$ 1,200	\$ 1,200
28	2504.602 CONNECT TO EXISTING WATER MAIN	EACH	1	1		1	\$ 1,000.00	\$ -	\$ -	\$ 1,000	\$ 1,000
29	2506.502 CASTING ASSEMBLY	EACH	20	20		20	\$ 900.00	\$ -	\$ -	\$ 18,000	\$ 18,000
30	2506.503 CONST DRAINAGE STRUCTURE DESIGN G	LN FT	16	16		16	\$ 400.00	\$ -	\$ -	\$ 6,400	\$ 6,400
31	2506.503 CONST DRAINAGE STRUCTURE DES 48-4020	LN FT	52	52		52	\$ 600.00	\$ -	\$ -	\$ 31,200	\$ 31,200
32	2506.503 CONST DRAINAGE STRUCTURE DES 60-4020	LN FT	18	18		18	\$ 750.00	\$ -	\$ -	\$ 13,500	\$ 13,500
33	2511.502 RANDOM RIPRAP CLASS III	CU YD	5			5	\$ 100.00	\$ 500	\$ -	\$ -	\$ 500
34	2511.504 GEOTEXTILE FILTER TYPE 4	SQ YD	21			21	\$ 4.00	\$ 100	\$ -	\$ -	\$ 100
35	2531.501 CONCRETE CURB AND GUTTER DESIGN B624	LN FT	2460			2460	\$ 19.00	\$ 46,800	\$ -	\$ -	\$ 46,800
36	2531.501 CONCRETE CURB AND GUTTER DESIGN D412	LN FT	955			955	\$ 25.00	\$ 23,900	\$ -	\$ -	\$ 23,900
37	2531.501 CONCRETE CURB AND GUTTER DESIGN R324	LN FT	170			170	\$ 25.00	\$ 4,300	\$ -	\$ -	\$ 4,300
38	2531.507 6" CONCRETE DRIVEWAY PAVEMENT	SQ YD	200			200	\$ 70.00	\$ 14,000	\$ -	\$ -	\$ 14,000
39	2531.604 8" CONCRETE VALLEY GUTTER	SQ YD	230			230	\$ 80.00	\$ 18,400	\$ -	\$ -	\$ 18,400
40	2531.618 6" CONCRETE MEDIAN	SQ FT	4350			4350	\$ 8.00	\$ 34,800	\$ -	\$ -	\$ 34,800
41	2531.618 TRUNCATED DOMES	SQ FT	300			300	\$ 42.00	\$ 12,600	\$ -	\$ -	\$ 12,600
42	2545.501 LIGHTING SYSTEM	LUMP SUM	1			1	\$ 50,000.00	\$ 50,000	\$ -	\$ -	\$ 50,000
43	2563.601 TRAFFIC CONTROL	LUMP SUM	1			1	\$ 7,500.00	\$ 7,500	\$ -	\$ -	\$ 7,500
44	2564.531 SIGN PANELS - TYPE C	EACH	30			30	\$ 150.00	\$ 4,500	\$ -	\$ -	\$ 4,500
45	2573.535 STABILIZED CONSTRUCTION EXIT	EACH	2			2	\$ 800.00	\$ 1,600	\$ -	\$ -	\$ 1,600
46	2573.550 EROSION CONTROL SUPERVISOR	LUMP SUM	1			1	\$ 750.00	\$ 800	\$ -	\$ -	\$ 800
47	2574.508 FERTILIZER TYPE 3	POUND	700			700	\$ 1.50	\$ 1,100	\$ -	\$ -	\$ 1,100
48	2574.525 COMMON TOPSOIL BORROW	CU YD	650			650	\$ 20.00	\$ 13,000	\$ -	\$ -	\$ 13,000
49	2575.501 SEEDING	ACRE	2			2	\$ 450.00	\$ 900	\$ -	\$ -	\$ 900
50	2575.502 SEED MIXTURE 22-111	POUND	200			200	\$ 2.00	\$ 400	\$ -	\$ -	\$ 400
51	2575.502 SEED MIXTURE 25-131	POUND	400			400	\$ 3.50	\$ 1,400	\$ -	\$ -	\$ 1,400
52	2575.511 MULCH MATERIAL TYPE 3	TON	4			4	\$ 300.00	\$ 1,200	\$ -	\$ -	\$ 1,200
53	2575.519 DISK ANCHORING	ACRE	2			2	\$ 250.00	\$ 500	\$ -	\$ -	\$ 500
54	2575.523 EROSION CONTROL BLANKETS CATEGORY 3	SQ YD	1000			1000	\$ 2.00	\$ 2,000	\$ -	\$ -	\$ 2,000
55	1560.000 HYDRAULIC MATRIX TYPE MULCH	POUND	3900			3900	\$ 2.00	\$ 7,800	\$ -	\$ -	\$ 7,800
56	2582.501 PAVEMENT MESSAGE-PREFORM THERMOPLASTIC GR IN	SQ FT	90			90	\$ 38.75	\$ 3,500	\$ -	\$ -	\$ 3,500
57	2582.502 4" SOLID LINE - MULTI-COMPONENT GR IN WR	LN FT	1600			1600	\$ 0.65	\$ 1,100	\$ -	\$ -	\$ 1,100
58	2582.502 8" SOLID LINE - MULTI-COMPONENT GR IN WR	LN FT	60			60	\$ 0.40	\$ 100	\$ -	\$ -	\$ 100
59	2582.502 24" SOLID LINE - MULTI-COMPONENT GR IN WR	LN FT	220			220	\$ 14.00	\$ 3,100	\$ -	\$ -	\$ 3,100
60	2582.502 4" BROKEN LINE - MULTI-COMPONENT GR IN WR	LN FT	100			100	\$ 0.65	\$ 100	\$ -	\$ -	\$ 100
61	2582.502 4" DOUBLE SOLID LINE - MULTI-COMPONENT GR IN WR	LN FT	1200			1200	\$ 1.35	\$ 1,700	\$ -	\$ -	\$ 1,700
62	2611.605 6" PVC WATERMAIN PIPE	LN FT			60	60	\$ 23.00	\$ -	\$ -	\$ 1,400	\$ 1,400
63	2611.602 6" GATE VALVE & BOX w/ ADAPTOR	EACH			1	1	\$ 1,250.00	\$ -	\$ -	\$ 1,300	\$ 1,300
64	2611.602 HYDRANT	EACH			1	1	\$ 4,150.00	\$ -	\$ -	\$ 4,200	\$ 4,200
65	2611.620 DUCTILE IRON WATERMAIN FITTINGS	POUND			500	500	\$ 2.75	\$ -	\$ -	\$ 1,400	\$ 1,400
<b>CONSTRUCTION SUBTOTAL (2021 DOLLARS)</b>								<b>\$ 411,900</b>	<b>\$ 30,100</b>	<b>\$ 187,200</b>	<b>\$ 629,000</b>
<b>(2) CONSTRUCTION SUBTOTAL (2022 DOLLARS)</b>								<b>\$ 424,300</b>	<b>\$ 31,100</b>	<b>\$ 192,900</b>	<b>\$ 648,300</b>
CONTINGENCIES (15%)								\$ 63,700	\$ 4,700	\$ 29,000	\$ 97,400
CONSIDERATIONS FOR COVID-19 (10%)								\$ 42,500	\$ 3,200	\$ 19,300	\$ 65,000
<b>CONSTRUCTION TOTAL COST (2022 DOLLARS)</b>								<b>\$ 530,500</b>	<b>\$ 39,000</b>	<b>\$ 241,200</b>	<b>\$ 810,700</b>
ENGINEERING AND CONSTRUCTION ADMINISTRATION (22%)								\$ 116,800	\$ 8,600	\$ 53,100	\$ 178,500
LEGAL AND OTHER COSTS (2%)								\$ 10,700	\$ 800	\$ 4,900	\$ 16,500
ADMINISTRATION (2%)								\$ 10,700	\$ 800	\$ 4,900	\$ 16,500
<b>ESTIMATED TOTAL PROJECT COST (2022 DOLLARS)</b>								<b>\$ 668,700</b>	<b>\$ 49,200</b>	<b>\$ 304,100</b>	<b>\$ 1,022,000</b>

- Notes:  
 1. Roadway Section = 2.5" Bit (wear) - 2" Bit (non-wear) - 6" Agg Base  
 2. 3% Inflation

**PRELIMINARY COST ESTIMATE**  
**2022 INGLEWOOD DRIVE RAILWAY CROSSING AND FOLEY ROAD IMPROVEMENTS**  
**MUNICIPAL IMPROVEMENT NO. 4121**

**CITY OF BAXTER, MN**  
 Thursday, August 19, 2021

**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	1.00	\$10,000.00
2	2101.501	CLEARING	ACRE	\$5,000.00	1.25	\$6,250.00
3	2101.502	CLEARING	TREE	\$300.00	25	\$7,500.00
4	2101.506	GRUBBING	ACRE	\$5,000.00	1.25	\$6,250.00
5	2101.507	GRUBBING	TREE	\$300.00	25	\$7,500.00
6	2104.604	SALVAGE LANDSCAPE ROCK	SQ YD	\$75.00	20	\$1,500.00
7	2123.503	MOTOR GRADER	HOUR	\$170.00	10	\$1,700.00
8	2123.610	STREET SWEEPER (WITH PICKUP BROOM)	HOUR	\$110.00	10	\$1,100.00
9	2504.601	TRACER WIRE SYSTEM	LUMP SUM	\$4,500.00	0.75	\$3,375.00
10	2504.602	CONNECT TO EXISTING WATER MAIN	EACH	\$2,500.00	4	\$10,000.00
11	2563.601	TRAFFIC CONTROL	LUMP SUM	\$750.00	1	\$750.00
12	2571.502	DECIDUOUS TREE 6' HT B&B	TREE	\$500.00	25	\$12,500.00
13	2571.505	DECIDUOUS SHRUB 18" HT B&B	SHRUB	\$200.00	8	\$1,600.00
14	2573.550	EROSION CONTROL SUPERVISOR	LUMP SUM	\$500.00	1	\$500.00
15	2574.508	FERTILIZER TYPE 3	POUND	\$1.50	200	\$300.00
16	2574.525	COMMON TOPSOIL BORROW	CU YD	\$20.00	300	\$6,000.00
17	2575.501	SEEDING	ACRE	\$450.00	1	\$450.00
18	2575.502	SEED MIXTURE 22-151	POUND	\$3.00	400	\$1,200.00
19	2575.505	SODDING TYPE LAWN	SQ YD	\$8.00	1200	\$9,600.00
20	2575.523	EROSION CONTROL BLANKETS CATEGORY 3	SQ YD	\$2.00	1800	\$3,600.00
21	2575.511	HYDRAULIC MATRIX TYPE RFM	POUND	\$2.00	3500	\$7,000.00
22	2611.4A	1" POLYETHYLENE SERVICE PIPE	LIN FT	\$15.00	450	\$6,750.00
23	2611.4A	1 1/2" POLYETHYLENE SERVICE PIPE	LIN FT	\$18.00	400	\$7,200.00
24	2611.4A	6" PVC WATERMAIN PIPE	LIN FT	\$30.00	180	\$5,400.00
25	2611.4A	8" PVC WATERMAIN PIPE	LIN FT	\$35.00	1200	\$42,000.00
26	2611.4A	10" PVC WATERMAIN PIPE	LIN FT	\$40.00	4600	\$184,000.00
27	2611.4B	6" GATE VALVE & BOX w/ ADAPTOR	EACH	\$1,800.00	12	\$21,600.00
28	2611.4B	8" GATE VALVE & BOX w/ ADAPTOR	EACH	\$2,200.00	5	\$11,000.00
29	2611.4B	10" GATE VALVE & BOX w/ ADAPTOR	EACH	\$3,000.00	8	\$24,000.00
30	2611.4C	1" CORPORATION STOP & SADDLE	EACH	\$550.00	15	\$8,250.00
31	2611.4C	1 1/2" CORPORATION STOP & SADDLE	EACH	\$700.00	10	\$7,000.00
32	2611.4D	1" CURB STOP & BOX	EACH	\$650.00	10	\$6,500.00
33	2611.4D	1 1/2" CURB STOP & BOX	EACH	\$800.00	12	\$9,600.00
34	2611.4E	HYDRANT	EACH	\$5,200.00	12	\$62,400.00
35	2611.4I	DUCTILE IRON WATERMAIN FITTINGS	POUND	\$8.00	3000	\$24,000.00

ESTIMATED CONSTRUCTION COST:	\$518,375.00
CONTINGENCIES (15%):	\$77,725.00
SUBTOTAL:	\$596,100.00
ENGINEERING (20%):	\$119,220.00
LEGAL AND OTHER COSTS (2%):	\$11,922.00
ADMINISTRATION (2%):	\$11,922.00
EASEMENT ACQUISITION (28,000 SQ FT @ \$0.50 PER SQ FT)	\$14,000.00
<b>ESTIMATED TOTAL PROJECT COST:</b>	<b>\$753,164.00</b>
TOTAL FRONT FOOTAGE:	10,906
ESTIMATED PER FOOT PROJECT COST:	\$69.06

<b>COMMERCIAL ASSESSMENT CALCULATION</b>	
COMMERCIAL FRONT FOOTAGE:	1,272
ESTIMATED PER FOOT PROJECT COST:	\$69.06
ESTIMATED COMMERCIAL PROPERTY COST:	\$87,843.81
CITY COSTS:	
CONTRIBUTION FOR COORDINATED PROJECT (15%):	\$13,176.57
ESTIMATED ASSESSABLE AMOUNT:	\$74,667.24
ESTIMATED ASSESSABLE FRONTAGE:	1,272
<b>ESTIMATED COST PER ASSESSABLE FOOT:</b>	<b>\$58.70</b>

<b>RESIDENTIAL ASSESSMENT CALCULATION</b>	
NUMBER OF ERU	19
COST PER ERU	\$4,774.05
ASSESSABLE AMOUNT:	\$90,706.95

<b>CITY FEES</b>		
COMMERCIAL WAC	NUMBER	TOTAL
6763 FOLEY ROAD:		\$2,022.66
6933 FOLEY ROAD:		\$1,213.59
6957 FOLEY ROAD:		\$1,213.59
6961 FOLEY ROAD:		\$1,011.33
RESIDENTIAL WAC (\$600 PER EXISTING HOUSE):	12	\$7,200.00
<b>TOTAL WAC:</b>		<b>\$12,661.17</b>

<b>PROJECT COST SUMMARY</b>		
<b>TOTAL PROJECT COST:</b>		<b>\$765,825.17</b>
ASSESSABLE COMMERCIAL COST:	9.7%	\$74,667.24
ASSESSABLE RESIDENTIAL COST:	11.8%	\$90,706.95
WAC CHARGES:	1.7%	\$12,661.17
CITY COST:	76.8%	\$587,789.81



**PRELIMINARY COST ESTIMATE**  
**2022 INGLEWOOD DRIVE RAILWAY CROSSING AND FOLEY ROAD IMPROVEMENTS**  
**MUNICIPAL IMPROVEMENT NO. 4121**  
**CITY OF BAXTER, MN**  
 Thursday, August 19, 2021

**FOLEY ROAD SANITARY SEWER 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	2101.501	CLEARING	ACRE	\$5,000.00	1.00	\$5,000.00
3	2101.502	CLEARING	TREE	\$300.00	25	\$7,500.00
4	2101.506	GRUBBING	ACRE	\$5,000.00	1.00	\$5,000.00
5	2101.507	GRUBBING	TREE	\$300.00	25	\$7,500.00
6	2201.601	DEWATERING	LUMP SUM	\$36,000.00	1	\$36,000.00
7	2503.602	CONNECT TO EXISTING SANITARY SEWER	EACH	\$1,000.00	1	\$1,000.00
8	2504.601	TRACER WIRE SYSTEM	LUMP SUM	\$4,500.00	0.25	\$1,125.00
9	2563.601	TRAFFIC CONTROL	LUMP SUM	\$750.00	1	\$750.00
10	2571.502	DECIDUOUS TREE 6' HT B&B	TREE	\$500.00	25	\$12,500.00
11	2573.550	EROSION CONTROL SUPERVISOR	LUMP SUM	\$500.00	1	\$500.00
12	2574.508	FERTILIZER TYPE 3	POUND	\$1.50	200	\$300.00
13	2574.525	COMMON TOPSOIL BORROW	CU YD	\$20.00	100	\$2,000.00
14	2575.501	SEEDING	ACRE	\$450.00	1	\$450.00
15	2575.502	SEED MIXTURE 25-131	POUND	\$5.00	400	\$2,000.00
16	2575.511	HYDRAULIC MATRIX TYPE MULCH	POUND	\$2.00	3500	\$7,000.00
17	2621.4A	8" PVC SEWER PIPE (SDR 26)	LIN FT	\$26.00	2050	\$53,300.00
18	2621.4B	SANITARY SEWER MANHOLE, MnDOT DESIGN 4007C	LIN FT	\$320.00	105	\$33,600.00
19	2621.4F	4" PVC SEWER SERVICE PIPE (SCH 40)	LIN FT	\$14.00	750	\$10,500.00
20	2621.4F	6" PVC SEWER SERVICE PIPE (SCH 40)	LIN FT	\$16.00	500	\$8,000.00
21	2621.4G	8" x 4" PVC WYE	EACH	\$450.00	15	\$6,750.00
22	2621.4G	8" x 6" PVC WYE	EACH	\$550.00	10	\$5,500.00

ESTIMATED CONSTRUCTION COST:	\$211,275.00
CONTINGENCIES (15%):	\$31,725.00
SUBTOTAL:	\$243,000.00
ENGINEERING (20%):	\$48,600.00
LEGAL AND OTHER COSTS (2%):	\$4,860.00
ADMINISTRATION (2%):	\$4,860.00
EASEMENT ACQUISITION (28,000 SQ FT @ \$0.50 PER SQ FT)	\$14,000.00
<b>ESTIMATED TOTAL PROJECT COST:</b>	<b>\$315,320.00</b>
TOTAL LENGTH OF PROJECT:	4,804
ESTIMATED PER FOOT PROJECT COST:	\$65.64

**COMMERCIAL ASSESSMENT CALCULATION**

COMMERCIAL FRONT FOOTAGE:	495
ESTIMATED PER FOOT PROJECT COST:	\$65.64
ESTIMATED COMMERCIAL PROPERTY COST:	\$32,490.30
CITY COSTS:	
CONTRIBUTION FOR COORDINATED PROJECT (15%):	\$4,873.54
ESTIMATED ASSESSABLE AMOUNT:	\$27,616.75
ESTIMATED ASSESSABLE FRONTAGE:	495
<b>ESTIMATED COST PER ASSESSABLE FOOT:</b>	<b>\$55.79</b>

**RESIDENTIAL ASSESSMENT CALCULATION**

NUMBER OF ERU	19
COST PER ERU	\$4,774.05
ASSESSABLE AMOUNT:	\$90,706.95

**CITY FEES**

	SAC NUMBER	TOTAL
COMMERCIAL		
6763 FOLEY ROAD:		\$1,875.00
RESIDENTIAL (\$600 SAC FEE PER EX. HOUSE):	12	\$7,200.00
<b>TOTAL WAC:</b>		<b>\$9,075.00</b>

**PROJECT COST SUMMARY**

<b>TOTAL PROJECT COST:</b>		<b>\$324,395.00</b>
ASSESSABLE COMMERCIAL COST:	8.5%	\$27,616.75
ASSESSABLE RESIDENTIAL COST:	28.0%	\$90,706.95
SAC CHARGES:	2.8%	\$9,075.00
CITY COST:	60.7%	\$196,996.30

## Appendix E: Preliminary Assessment Exhibits and Assessment Rolls

**INDIVIDUAL ASSESSMENT CALCULATIONS  
2022 INGLEWOOD DRIVE RAIL CROSSING AND ASSOCIATED IMPROVEMENTS  
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: \$114.35

R.E. CODE	PROPERTY ADDRESS	OWNER	RESIDENTIAL FRONTAGE AND FEES	ASSESSMENT TERM	ESTIMATED ASSESSMENT	2022 INTEREST (SEE NOTE 1)	CERTIFIED AMOUNT
<b>RUSH LAKE COURT</b>							
40120546	5560 RUSH LAKE CT	SOLOM, KENNETH & SANDRA	47	12	\$5,374.28	\$110.43	\$5,484.71
40120545	5564 RUSH LAKE CT	LYSCIO, RICHARD GAYLORD	47	12	\$5,374.28	\$110.43	\$5,484.71
40120541	5569 RUSH LAKE CT	PULAK, WANDA E TRUST	47	12	\$5,374.28	\$110.43	\$5,484.71
40120540	5573 RUSH LAKE CT	CATE, DON & GABRILLE	47	12	\$5,374.28	\$110.43	\$5,484.71
40120544	5582 RUSH LAKE CT	KOHLMAN, KELLY & LORENE	47	12	\$5,374.28	\$110.43	\$5,484.71
40120543	5586 RUSH LAKE CT	EMBREE, CHRISTOPHER M & NANCY J	47	12	\$5,374.28	\$110.43	\$5,484.71
40120539	5589 RUSH LAKE CT	TIGENOAH, ROLAND & LINDA	47	12	\$5,374.28	\$110.43	\$5,484.71
40120538	5593 RUSH LAKE CT	ELISEUSON, BYRON L & JUDITH R	47	12	\$5,374.28	\$110.43	\$5,484.71
40120548	5602 RUSH LAKE CT	MCGREGOR, ELLEN M TRUST	47	12	\$5,374.28	\$110.43	\$5,484.71
40120549	5606 RUSH LAKE CT	PURDUE, GLENN E & SANDRA	47	12	\$5,374.28	\$110.43	\$5,484.71
40120563	5611 RUSH LAKE CT	ESCHENBACHER, CARL L TRUST AGR(1/2)	47	12	\$5,374.28	\$110.43	\$5,484.71
40120562	5615 RUSH LAKE CT	LEBLANC, ALISON R & ALANNA R	47	12	\$5,374.28	\$110.43	\$5,484.71
40120561	5623 RUSH LAKE CT	BOCK, GERALD F & CYNTHIA T	47	12	\$5,374.28	\$110.43	\$5,484.71
40120560	5627 RUSH LAKE CT	HEAPY, JANICE	47	12	\$5,374.28	\$110.43	\$5,484.71
40120550	5634 RUSH LAKE CT	BOLT, DALE E & SHELLY R	47	12	\$5,374.28	\$110.43	\$5,484.71
40120559	5637 RUSH LAKE CT	VANDEPUTTE, KATHLEEN M	47	12	\$5,374.28	\$110.43	\$5,484.71
40120551	5638 RUSH LAKE CT	TRACTS LLC	47	12	\$5,374.28	\$110.43	\$5,484.71
40120558	5641 RUSH LAKE CT	STOLSKI, RON & SHARRON	47	12	\$5,374.28	\$110.43	\$5,484.71
40120552	5642 RUSH LAKE CT	NUNNINK, RANDI J & STEPHEN G	47	12	\$5,374.28	\$110.43	\$5,484.71
40120553	5646 RUSH LAKE CT	FINCH, PAMELA S	47	12	\$5,374.28	\$110.43	\$5,484.71
40120557	5649 RUSH LAKE CT	ZIMMERMAN, ROGER L	47	12	\$5,374.28	\$110.43	\$5,484.71
40120554	5650 RUSH LAKE CT	CARLSON, JANELL E	47	12	\$5,374.28	\$110.43	\$5,484.71
40120556	5651 RUSH LAKE CT	BURKE, RONALD E & ROBERTA A	47	12	\$5,374.28	\$110.43	\$5,484.71
40120555	5652 RUSH LAKE CT	HALL, KEVIN & JANET	47	12	\$5,374.28	\$110.43	\$5,484.71
<b>PERSERVE CIRCLE</b>							
40120536		ADAM PRICE INC	24.77	12	\$2,832.36	\$58.20	\$2,890.56
40120535	13189 PRESERVE CIR	ENSMINGER, MARILYN K	24.77	12	\$2,832.36	\$58.20	\$2,890.56
40120534	13177 PRESERVE CIR	KRON, BRYANA & DUNPHY, TYLER	24.77	12	\$2,832.36	\$58.20	\$2,890.56
40120533		ADAM PRICE INC	24.77	12	\$2,832.36	\$58.20	\$2,890.56
40120532	13161 PRESERVE CIR	MUSOLF, COLLEEN M	24.77	12	\$2,832.36	\$58.20	\$2,890.56
40120531		ADAM PRICE INC	24.77	12	\$2,832.36	\$58.20	\$2,890.56
40120530	13141 PRESERVE CIRCLE	FORDYCE, MICHAEL L & VANESSA F	24.77	12	\$2,832.36	\$58.20	\$2,890.56
40120529	13135 PRESERVE CIR	TOSSEY, LINDA	24.77	12	\$2,832.36	\$58.20	\$2,890.56
40120528	13129 PRESERVE CIR	JOHNSON, BRETT M & MEGAN E	24.77	12	\$2,832.36	\$58.20	\$2,890.56
40120527		ADAM PRICE INC	24.77	12	\$2,832.36	\$58.20	\$2,890.56
40120526		ADAM PRICE INC	24.77	12	\$2,832.36	\$58.20	\$2,890.56
40120525		ADAM PRICE INC	24.77	12	\$2,832.36	\$58.20	\$2,890.56
40120524	13203 PRESERVE CIR	NEWCOMER, WILLIAM F & BARBARA L	24.77	12	\$2,832.36	\$58.20	\$2,890.56
<b>FOLEY ROAD (RESIDENTIAL)</b>							
40120815		CROW WING COUNTY - TAX FORFEITED	112	12	\$12,806.80	\$263.15	\$13,069.95
40120833	5801 FOLEY RD	MITCHELL, ANDREW	212	12	\$24,241.44	\$498.11	\$24,739.55
40120835	5863 FOLEY RD	DAHLSTROM, BRUCE G & LYNNE L	592	12	\$67,693.07	\$1,390.95	\$69,084.02
40120834	5931 FOLEY RD	SHAW, EDWARD R	148	12	\$16,923.27	\$347.74	\$17,271.01
40120836	5933 FOLEY RD	JOHANSEN, DIANE	128	12	\$14,636.34	\$300.75	\$14,937.09
40120837	5957 FOLEY RD	HECKER, CHRISTOPHER GERALD	339	12	\$38,763.43	\$796.51	\$39,559.94

2981 \$340,867.75 \$7,004.13 \$347,871.88

**NOTES**

1. THE 2022 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.

**INDIVIDUAL ASSESSMENT CALCULATIONS  
2022 INGLEWOOD DRIVE RAIL CROSSING AND ASSOCIATED IMPROVEMENTS  
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 - STREET: \$8,365.40  
ESTIMATED COST PER UNIT - WATER: \$4,774.05  
ESTIMATED COST PER UNIT - SANITARY SEWER: \$4,774.05  
RESIDENTIAL WAC: \$600.00  
RESIDENTIAL SAC: \$600.00  
RESIDENTIAL LIFT STATION FEE: \$0.00

COMMERCIAL ASSESSMENTS  
ESTIMATED COST PER UNIT FOOT - FDR: \$138.19  
ESTIMATED COST PER UNIT FOOT - WATER: \$58.70  
ESTIMATED COST PER UNIT FOOT - SANITARY SEWER: \$55.79

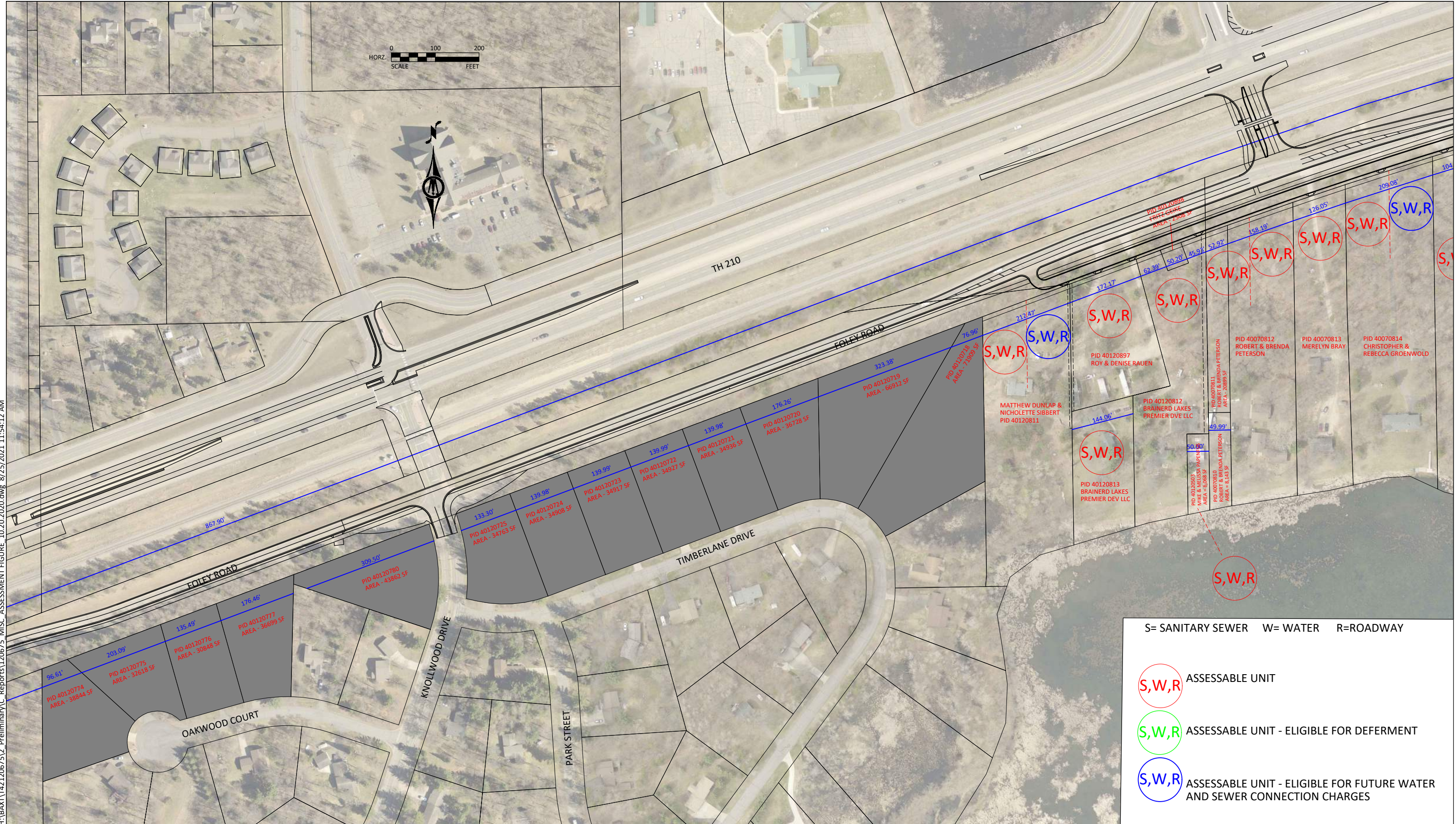
100% Assessment up to 44' Wide  
85% Assessed to Benefiting Property, City also pays 50% due to Frontage Road  
85% Assessed to Benefiting Property, City also pays 50% due to Frontage Road

R.E. CODE	PROPERTY ADDRESS	OWNER	RESIDENTIAL ERU						COMMERCIAL FRONTAGE AND FEES					ASSESSMENT TERM	ESTIMATED ASSESSMENT	2022 INTEREST (SEE NOTE 1)	CERTIFIED AMOUNT	
			STREET	WATER	SANITARY SEWER	WAC	SAC	ELIGIBLE FOR FCC	FDR	WATER	SANITARY SEWER	WAC	SAC					
<b>FOLEY ROAD (RESIDENTIAL)</b>																		
40120811	6441 FOLEY RD	DUNLAP, MATHEW E & SIBBERT, NICHOLETTE L	2	2	2	1	1	1							15	\$33,027.00	\$678.64	\$33,705.64
40120897	13455 ARROWHEAD DR	RAUEN, ROY N & DENISE R	1	1	1	1	1	1							15	\$17,113.50	\$351.65	\$17,465.15
40120813	13421 ARROWWOOD DR	BRANNER LAKES PREMIER DEV LLC	1	1	1	1	1	1							15	\$17,113.50	\$351.65	\$17,465.15
40120812	13423 ARROWWOOD DR	BRANNER LAKES PREMIER DEV LLC	1	1	1	1	1	1							15	\$17,113.50	\$351.65	\$17,465.15
40120898		OEKE, FRITZ														\$0.00		
40120503	13481 HOSTA DR	PAPENFUS, MIKE & MELISSA	1	1	1	1	1	1							15	\$17,113.50	\$351.65	\$17,465.15
40070810	13471 HOSTA DR	PETERSON, ROBERT R & BRENDA O														\$0.00		\$0.00
40070811	13471 HOSTA DR	PETERSON, ROBERT R & BRENDA O	1	1	1	1	1	1							15	\$17,113.50	\$351.65	\$17,465.15
40070812	13461 HOSTA DR	PETERSON, ROBERT R & BRENDA O	1	1	1	1	1	1							15	\$17,113.50	\$351.65	\$17,465.15
40070813	6542 FOLEY RD	BRAY, MERELYN	1	1	1	1	1	1							15	\$17,113.50	\$351.65	\$17,465.15
40070814	6573 FOLEY RD	GROENWOLD, CHRISTOPHER E & REBECCA R	2	2	2	1	1	1	1						15	\$33,027.00	\$678.64	\$33,705.64
40070815	13511 CARDINAL DR	NELSON, JAN & PATRICE & ELLYSSA	1	1	1	1	1	1							15	\$17,113.50	\$351.65	\$17,465.15
40070816	13481 CARDINAL DR	NELSON, CAROLYN (LIFE ESTATE)	1	1	1	1	1	1							15	\$17,113.50	\$351.65	\$17,465.15
40070506	13546 CARDINAL DR	POTTER, DAVID A & THERESA	3	3	3	1	1	1	2						15	\$48,840.50	\$1,005.63	\$49,846.13
40070817	13484 CARDINAL DR	REHNBLOM, STEVEN C	3	3	3										15	\$47,740.50	\$980.97	\$48,721.47
<b>FOLEY ROAD (COMMERCIAL)</b>																		
40070806	6763 FOLEY RD	REHNBLOM, STEVEN C							495		495		495	\$2,022.66	\$1,875.00	\$128,974.28	\$2,650.16	\$131,624.42
40070809	6887 FOLEY RD	JOHNSON, RANDY B & ELIZABETH M							466		466			\$1,212.59		\$92,963.33	\$1,910.21	\$94,873.54
40070802	6933 FOLEY RD	JAYCEE PROPERTIES LLC							150		150			\$1,213.59		\$30,747.09	\$631.79	\$31,378.88
40070804	6961 FOLEY DR	WALTON, VERENA L 2005 REV TRUST							163		163			\$1,011.33		\$33,104.40	\$680.23	\$33,784.63
<b>ISLE DRIVE/FORTHUN ROAD (COMMERCIAL)</b>																		
40070533	7153 FORTHUN ROAD, SUITE 120	BRANNER LAKES PREMIERDEV LLC							205						12	\$28,328.95	\$562.10	\$28,911.05
40070585	13495 ELDER DRIVE	INTEGRITY PLUS INVESTMENTS LLC							632						12	\$87,336.08	\$1,794.58	\$89,130.66
40070690	7207 FOLEY RD	HOME DEPOT USA INC							686						12	\$84,798.34	\$1,947.91	\$86,746.25
			19	19	19	12	12	4	2797	1274	485	\$5,450.17	\$1,875.00	\$81,008.95	\$16,705.66	\$97,714.61		
			\$120,842.60	\$90,706.95	\$90,706.95	\$7,200.00	\$7,200.00		\$386,517.43	\$74,783.80	\$27,616.05							

**NOTES**  
1. THE 2022 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.



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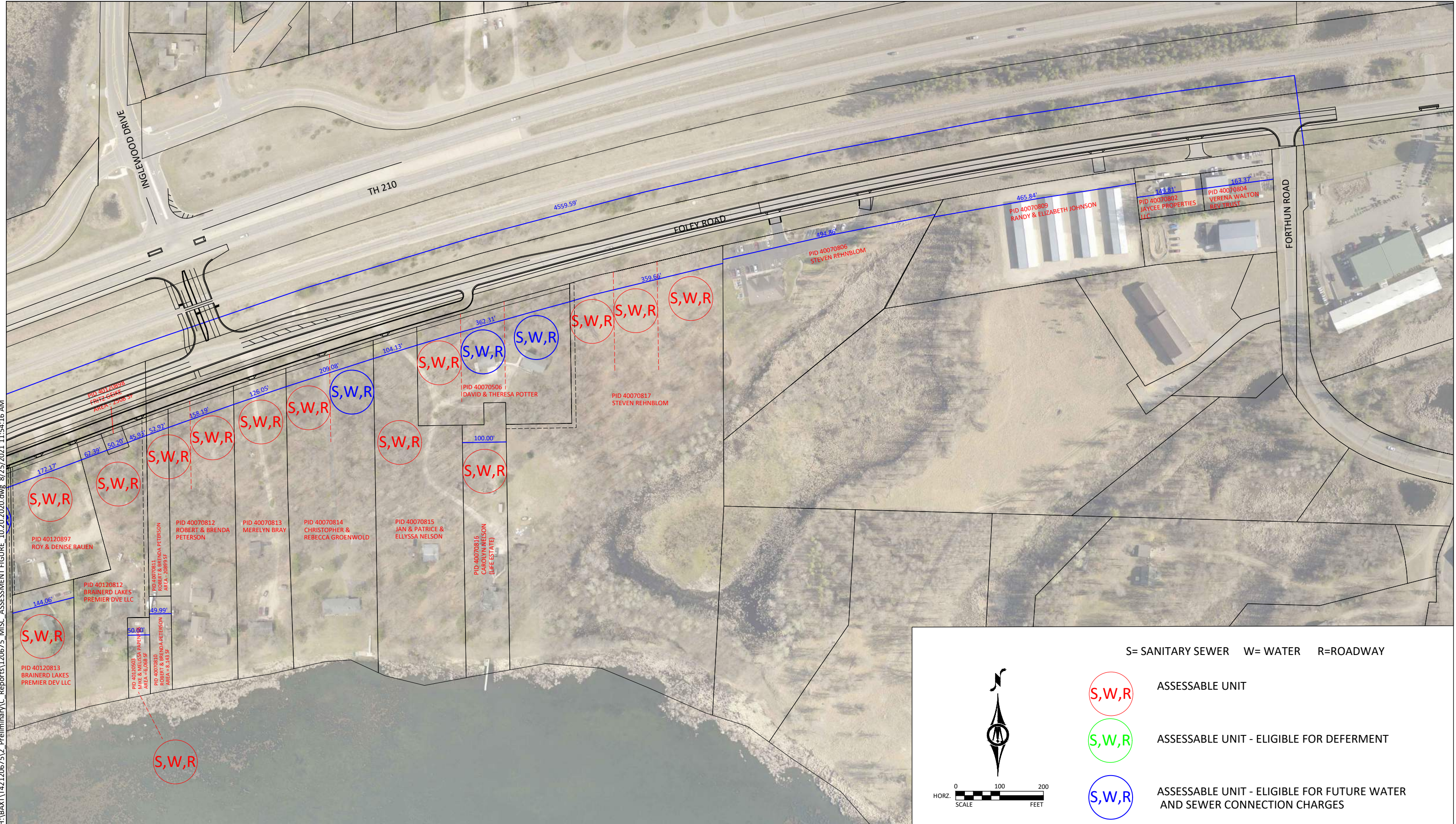
S= SANITARY SEWER W= WATER R=ROADWAY

**(S,W,R)** ASSESSABLE UNIT

**(S,W,R)** ASSESSABLE UNIT - ELIGIBLE FOR DEFERMENT

**(S,W,R)** ASSESSABLE UNIT - ELIGIBLE FOR FUTURE WATER AND SEWER CONNECTION CHARGES

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S= SANITARY SEWER    W= WATER    R=ROADWAY

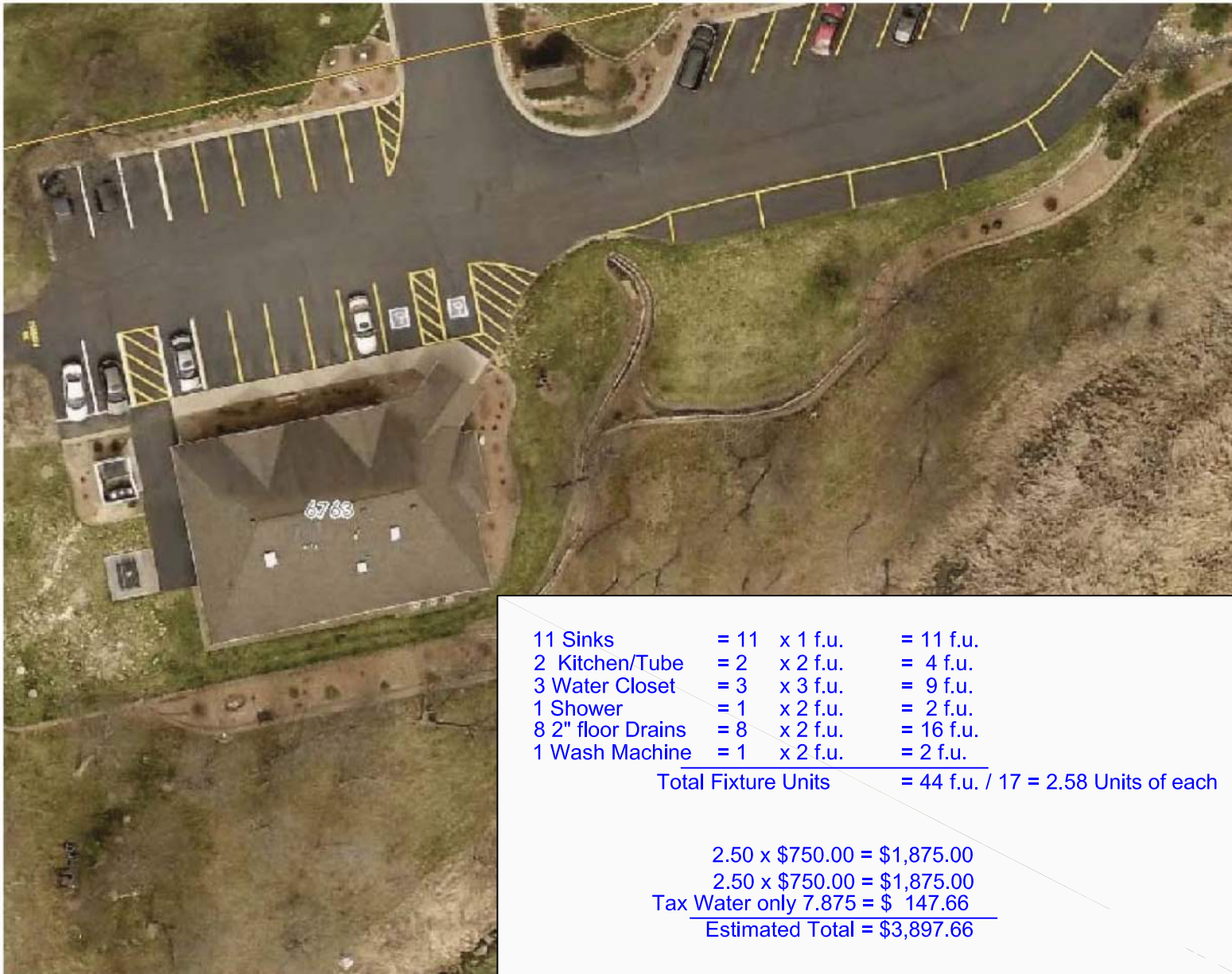
(S,W,R) ASSESSABLE UNIT

(S,W,R) ASSESSABLE UNIT - ELIGIBLE FOR DEFERMENT

(S,W,R) ASSESSABLE UNIT - ELIGIBLE FOR FUTURE WATER AND SEWER CONNECTION CHARGES

HORZ. SCALE 0 100 200 FEET





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  
Estimated Total = \$3,897.66

**Legend**

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

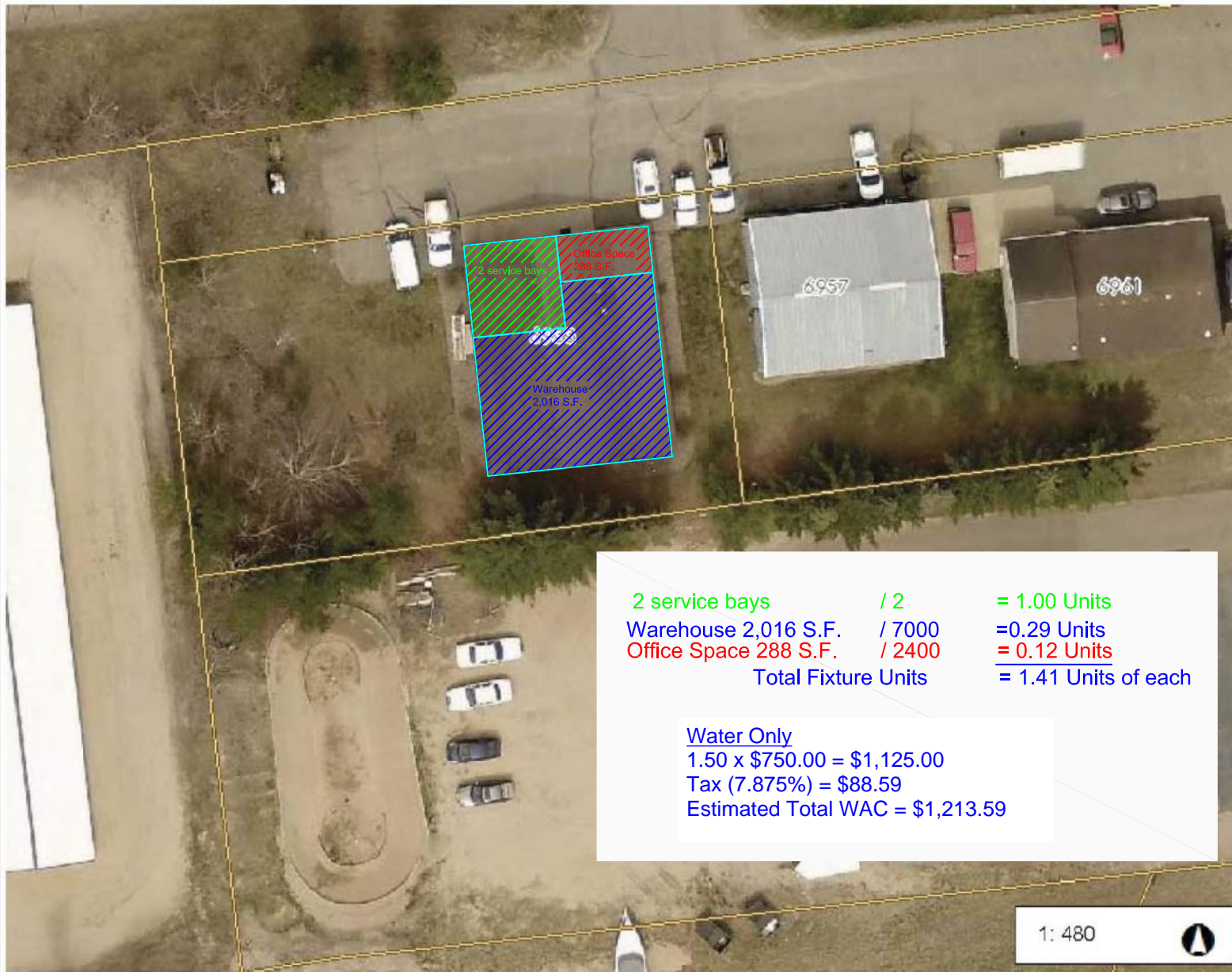
**Notes**

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**



**Legend**

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

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

Water Only  
 1.50 x \$750.00 = \$1,125.00  
 Tax (7.875%) = \$88.59  
 Estimated Total WAC = \$1,213.59

1: 480



80.0 0 40.00 80.0 Feet

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

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**THIS MAP IS NOT TO BE USED FOR NAVIGATION**

**Notes**



2 service bays	/ 2	= 1.00 Units
Retail Space 1,296 S.F.	/ 3000	= 0.43 Units
Total Fixture Units		= 1.43 Units of each

Water Only  
 1.50 x \$750.00 = \$1,125.00  
 Tax (7.875%) = \$88.59  
 Estimated Total WAC = \$1,213.59







1: 480 

80.0 0 40.00 80.00 Feet

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

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**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**



**Legend**

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

2 service bays / 2 = 1.00 Units  
 Retail Space 720 S.F. / 3000 = 0.24 Units  
 Total Fixture Units = 1.24 Units of each

Water Only  
 1.25 x \$750.00 = \$937.50  
 Tax (7.875%) = \$73.83  
 Estimated Total WAC = \$1,011.33

1: 480

80.0 0 40.00 80.0 Feet

**Notes**

## Appendix F: Project Schedule

**PROPOSED PROJECT SCHEDULE**  
**2022 INGLEWOOD DRIVE RAILWAY CROSSING AND ASSOCIATED ROADWAY IMPROVEMENTS PROJECT**  
**BAXTER, MN**  
 Wednesday, September 15, 2021

MAJOR TASKS AND MILESTONES	DATES	REMARKS	NOTES
Proposals Due	Friday, January 24, 2020		
Award of Consultant Contract	Tuesday, February 18, 2020	City Council Meeting	
Project Construction delayed to 2022	Tuesday, June 2, 2020	Delay to coordinate improvements with TH 210 Study Recommendations	
Receive Preliminary TH 210 Recommendations	Thursday, February 18, 2021		
Staff Review of Updated Project Layout	Tuesday, March 2, 2021		
Review Update Project Layout	Tuesday, April 6, 2021	City Council Workshop	
Project Update	Wednesday, June 2, 2021	Utilities Commission Meeting	
Railroad Diagnostic Meeting	Tuesday, June 29, 2021	Scheduled in coordination with BNSF and Benesch	
ICE Report - TH 210 and Inglewood Drive	Thursday, July 1, 2021		
Project Update	Wednesday, July 7, 2021	Utilities Commission Meeting	
Public Engagement Meeting	Thursday, July 8, 2021		
Receive Public Input (See Public Engagement Plan)	Friday, July 9, 2021	Project Website and InputID	
Project Update	Monday, August 9, 2021	Utilities Commission Meeting	
ICE Report - Isle Drive and Glory Road	Friday, September 3, 2021		
Review Updated Feasibility Study	Wednesday, September 8, 2021	Utilities Commission Meeting	
Review Updated Feasibility Study	Tuesday, September 21, 2021	City Council Meeting	
Accept Feasibility Report and Order Improvement Hearing	Tuesday, September 21, 2021	City Council Meeting	
First Published Notice for Improvement Hearing	Sunday, September 26, 2021	Twice in local newspaper, one week apart, last notice must be at least three days prior to hearing.	
City Mailed Notice for Improvement Hearing	Monday, September 27, 2021	One notice at least 10 days prior to hearing.	
Second Published Notice for Improvement Hearing	Sunday, October 3, 2021	Must be at least three days prior to hearing.	
Improvement Hearing Conducted	Thursday, October 7, 2021	Special City Council Meeting	
Resolution Ordering Improvement and Preparation of Plans and Specifications	Tuesday, October 19, 2021	City Council Meeting	
Project Memorandum	Friday, October 22, 2021	Required for Federal Aid Process	
Agreement - BNSF - License for Electrical Supply Line	Friday, October 22, 2021		
Agreement - BNSF - License for Bicycle Path/Pedestrian Walkway	Friday, October 22, 2021		
Agreement - BNSF - Grade Crossing Construction and Maintenance Agreement	Friday, November 26, 2021		
Final Plans, Specifications, and Estimate	Wednesday, December 1, 2021	Internal Design Deadline	
Approve Plans and Specifications and Authorize Advertisement for Bid	Wednesday, December 8, 2021	Utilities Commission Meeting	
Approve Plans and Specifications and Authorize Advertisement for Bid	Tuesday, December 21, 2021	City Council Meeting	
Bidding Publication	Wednesday, December 22, 2021	Publication must be made at least three weeks before last day to submit bids, at least once in official newspaper and once in trade paper or First Class city newspaper.	
Project Update	Wednesday, January 5, 2022	Utilities Commission Meeting	
Bid Opening	Thursday, January 13, 2022	By default bid remains subject to acceptance for 60 days after the Bid opening.	
Resolution Ordering Assessment Hearing	Tuesday, January 18, 2022	City Council Meeting	
Published Notice for Assessment Hearing	Sunday, January 23, 2022	Once in local newspaper at least two weeks prior to hearing.	
Mailed Notice for Assessment Hearing	Monday, January 24, 2022	One notice at least two weeks prior to hearing	
Bid review with Utilities Commission	Wednesday, February 2, 2022	Utilities Commission Meeting	
Assessment Hearing	Tuesday, February 8, 2022	Special City Council Meeting	
Resolution Adopting Assessment Rolls	Tuesday, February 15, 2022	City Council Meeting	
End of Assessment Appeal Period	Thursday, March 17, 2022	Appeals to district court must be made within 30 days after adoption of the assessment roll.	
Resolution Awarding Construction Contract	Tuesday, April 5, 2022	City Council Meeting	
Notice of Award	Wednesday, April 6, 2022	Contractor has 15 days to deliver signed agreement, bonds, and insurance certificates.	
Public Service Announcement (e-mailed by City)	Monday, April 11, 2022		
City Mailed Notice for Public Information Meeting	Monday, April 11, 2022		
Pre-Construction Meeting	Thursday, April 14, 2022	10:00 am at Baxter City Hall	
Public Information Meeting - Construction	Monday, April 25, 2022	6:00 p.m. at Baxter City Hall	
Begin Construction	Monday, May 2, 2022	24 Weeks of Full Time Construction	
Construction Complete	Friday, October 14, 2022	Construction Substantially Complete	
MnDOT Layout Approval	Wednesday, September 22, 2021		
Final Plans, Specifications, and Estimate	Wednesday, April 6, 2022	Internal Design Deadline	
Approve Plans and Specifications and Authorize Advertisement for Bid	Wednesday, April 6, 2022	Utilities Commission Meeting	
Approve Plans and Specifications and Authorize Advertisement for Bid	Tuesday, April 19, 2022	City Council Meeting	
Bidding Publication	Wednesday, April 20, 2022	Publication must be made at least three weeks before last day to submit bids, at least once in official newspaper and once in trade paper or First Class city newspaper.	
Project Update	Wednesday, May 4, 2022	Utilities Commission Meeting	
Bid Opening	Thursday, May 12, 2022	By default bid remains subject to acceptance for 60 days after the Bid opening.	
Bid review with Utilities Commission	Wednesday, May 18, 2022	Special Utilities Commission Meeting	
Assessment Hearing	Thursday, May 19, 2022	Special City Council Meeting	
Resolution Adopting Assessment Rolls	Thursday, May 19, 2022	Special City Council Meeting	
MnDOT Bid Review and Approval	Thursday, June 16, 2022	Assume 5 weeks for MnDOT bid review and authorization	
End of Assessment Appeal Period	Saturday, June 18, 2022	Appeals to district court must be made within 30 days after adoption of the assessment roll.	
Resolution Awarding Construction Contract	Tuesday, June 21, 2022	City Council Meeting	
Notice of Award	Wednesday, June 22, 2022	Contractor has 15 days to deliver signed agreement, bonds, and insurance certificates.	
Public Service Announcement (e-mailed by City)	Monday, June 27, 2022		
City Mailed Notice for Public Information Meeting	Monday, June 27, 2022		
Pre-Construction Meeting	Thursday, June 30, 2022	10:00 am at Baxter City Hall	
Public Information Meeting - Construction	Thursday, July 7, 2022	6:00 p.m. at Baxter City Hall	
Begin Construction	Monday, July 11, 2022	14 Weeks of Full Time Construction	
Substantial Completion	Friday, September 30, 2022	Substantial Completion	
Construction Complete	Friday, October 14, 2022	Final Completion	

Foley Road Improvements

TH 210 Improvements

**NOTES**

- 1 City Council Meetings held on 1st and 3rd Tuesdays @ 7:00 p.m.
- 2 Utilities Commission Meetings held on 1st Wednesday @ 5:30 p.m.
- 3 **All dates are subject to change, this is a living document. Dates may change based on coordination with other 2021 & 2022 projects and external agencies and their timelines.**

