



UTILITIES COMMISSION AGENDA

Thursday, November 07, 2024 at 4:00 PM

Baxter City Hall, 13190 Memorywood Drive, Baxter, MN

CALL TO ORDER

ROLL CALL

CONSENT AGENDA

1. Approve the Utilities Commission Minutes from October 2, 2024

BUSINESS ITEMS

2. Accept the TH 371 Development Traffic Review Report and approve the restriping of Dellwood Drive to include a center left turn lane between Woida Road and Novotny Road as part of the 2025 Dellwood Drive Improvements
3. Recommend Planning and Zoning Commission Approve the Essentia Health Musculoskeletal Center PUD for the Redevelopment of the former Camping World Site Contingent on Entering into an Escrow Agreement Prior to Issuing a Building Permit.
4. Accept the Camping World Site Redevelopment Traffic Impact Study
5. Approve the Essentia Health Escrow Agreement
6. 2022 Trunk Highway 210 & Inglewood Drive Railway Crossing Improvements Project Update, Municipal Project No. 4121
7. Approve Anderson Brothers Construction Final Pay Estimate No. 12 in the amount of \$27,372.49 for 2022 Trunk Highway 210 & Inglewood Drive Railway Crossing Improvements Project Update, Municipal Project No. 4121
8. Approve Bolton & Menk, Inc. Fee Amendment Proposal for Professional Services in the Not to Exceed Amount of \$4,987 for the 2024 Pavement Management Plan and Capital Improvement Plan Assistance Project
9. 2024 Micro Surfacing Project Monthly Update
10. Approve the ASTECH Final Pay Estimate No. 3 in the amount of \$19,229.71, Contingent Upon IC-134 Forms Being Submitted for the 2024 Micro Surfacing Project and Amending the Project Budget to \$643,388.26 and amend the project budget from \$639,664.86 to \$643,388.26
11. 2024 South Forestview Improvements Project Monthly Update
12. Approve RL Larson Excavating, Inc Partial Pay Estimate No. 7 in the amount of \$842,645.89 for the 2024 South Forestview Area Improvements Project, Municipal Project No. 4138
13. 2023 Cypress Drive and Douglas Fir Drive Improvements project – Monthly Update

- [14.](#) Approve the Kraemer Trucking & Excavating, Inc Final Pay Estimate No. 9 in the amount of \$72,490.50 for the 2023 Cypress Drive and Douglas Fir Drive Improvements project
- [15.](#) Water Supply Improvements Monthly Update - Wells 5 & 6
- [16.](#) Approve the Traut Companies Change Order No. 2 for additional well exploration services related to the 2024 Well Replacement Exploration Services in the amount of \$33,940.00
- [17.](#) Approve Traut Companies Partial Pay Estimate No. 1 in the amount of \$105,333.39 for the 2024 Well Exploration – Drilling Services Contract related to the 2024 Well Replacement Exploration Services
- [18.](#) 2024 Mill & Overlay and Full Depth Reclamation Improvements Project Monthly Update
- [19.](#) Approve the Knife River Corporation – North Central Change Order No. 6 in the Increased Amount of \$67,831.65 and Extend the Final Completed Date for the 2024 Mill & Overlay and Full Depth Reclamation Improvements Project, Municipal Project Number 4424
- [20.](#) Approve the Knife River Corporation – North Central Partial Pay Estimate No. 6 in the amount of \$455,315.76 for the 2024 Mill & Overlay and Full Depth Reclamation Improvements Project, Municipal Project Number 4424
- [21.](#) 2025 Design Road & TH 371 Stormwater Improvements Project Monthly Update
- [22.](#) Adopt Resolution 2024-088 to enter into the Cooperative Construction Agreement with MNDOT and the City of Baxter for SP 1810-120 & SP 230-080-002 for the 2024 Design Road & T.H. 371 Stormwater Improvements Project, Municipal Project No. 4312
- [23.](#) Lift Station 13 Reconstruction Project Monthly Update
- [24.](#) Approve the Anderson Brothers Construction Change Order No. 3 in the amount of \$1,618.75 and increase the project budget from \$264,671.55 to \$266,290.30 for the Lift Station No. 13 Reconstruction Project
- [25.](#) Approve the Anderson Brothers Construction Partial Pay Estimate No. 3 in the amount of \$3,168.75 for the Lift Station No. 13 Reconstruction Project
- [26.](#) Lift Station No. 15 Reconstruction Project Monthly Update
- [27.](#) Approve the CCS Contracting, Inc. Change Order No. 1 in the amount of \$12,710.96 for the Lift Station No. 15 Reconstruction Project
- [28.](#) Approve the CCS Contracting, Inc. Partial Pay Estimate No. 2 in the amount of \$48,390.96 for the Lift Station No. 15 Reconstruction Project.
- [29.](#) 2024 CSAH 77 Utility Improvements Project Monthly Update, Municipal Project No. 4118
- [30.](#) Approve Pratt’s Affordable Excavating, Inc. Partial Pay Estimate No. 1 in the amount of \$375,721.74 for the 2024 CSAH 77 Utility Improvements Project, Municipal Project 4118.
- [31.](#) 2025 Commercial Full Depth Reclamation Improvements Project Monthly Update, Municipal Project 4425

- [32.](#) Approve the WIDSETH Proposal for Professional Design and Biddings Services in the Not to Exceed Amount of \$120,750.00 for the 2025 Commercial Full Depth Reclamation Improvements Project
- [33.](#) Approve the Widseth Agreement for Professional Engineering Services in the Not to Exceed Amount of \$155,400 for the 2026 Evergreen Drive Stormwater Outlet Improvements Project

INFORMATIONAL ITEMS

- [34.](#) 2022 Full Depth Reclamation and Reconstruction Improvements Project Monthly Update
- [35.](#) 2023 Commercial and Residential Full Depth Reclamation and Quiet Zone Improvements Project Monthly Update
- [36.](#) 2023 Knollwood Drive Improvements Project Monthly Update
- [37.](#) 2023 Novotny Road Improvements Project Monthly Update
- [38.](#) 2024 Water System Hydraulic Model Update and Water System 20-Year Use Projections Project
- [39.](#) 2024 Well Rehabilitation Project Update
- [40.](#) 2024 Well Replacement Exploration Monthly Update
- [41.](#) 2026 Mill & Overlay, Full Depth Reclamation and Reconstruction Improvements, Project Monthly Update
- [42.](#) Baxter 20-Year Public Works Facility Assessment Project Monthly Update
- [43.](#) Clearwater Road Development Traffic Review Monthly Update
- [44.](#) Eagle Drive Area Improvements Project Monthly Update
- [45.](#) Holiday Station Store Contamination Project Monthly Update
- [46.](#) Project Timber Wolf Project Monthly Update
- [47.](#) 2023 Whiskey Creek Pedestrian Bridge Inspection Project Monthly Update
- [48.](#) Whiskey Creek Planting Plans Project Monthly Update
- [49.](#) Whiskey Creek Stormwater Improvements Project Monthly Update
- [50.](#) Wellhead Protection Plan Part II Project Monthly Update

ADJOURN



REQUEST FOR ACTION
UTILITIES COMMISSION

Agenda Date: 11/7/2024
Agenda Section: Consent Agenda

Department Origination: Public Works

Agenda Item: Approve the Utilities Commission Minutes from October 2, 2024

Approval Required: Simple Majority Vote

BACKGROU

The meeting minutes of the Utilities Commission Meeting from October 2, 2024 have been prepared and are ready for approval.

FINANCIAL IMPLICATIONS

None.

STAFF RECOMMENDATIONS

Staff recommends approval of the Utilities Commission Minutes from October 2, 2024.

COUNCIL ACTION REQUESTED

MOTION to approve the Utilities Commission Minutes from October 2, 2024.



UTILITIES COMMISSION MINUTES

Wednesday, October 02, 2024 at 5:30 PM

Baxter City Hall, 13190 Memorywood Drive, Baxter, MN

CALL TO ORDER

The regular meeting of the Baxter Utilities Commission was called to order at 5:32 p.m. by Chairman Rock Yliniemi.

ROLL CALL

Members Present: Commissioner Douglas Stenberg, Jack Christofferson, John Brenny, Chairman Rock Yliniemi, and Council Liaison Mark Cross.

Members Absent: None.

Staff Present: Public Works Director/City Engineer Trevor Walter, Assistant City Engineer Trevor Thompson, and Administrative Assistant Dani Steininger.

Other Present: Bolton & Menk Consulting Engineer Bryan Drown, SEH Consulting Engineers Scott Hedlund, Neil Heinonen, Alex Voit, SEH Geologist Aaron Kutz, Widseth Consulting Engineer Alex Bitter.

CONSENT AGENDA

- 1. Accept the Utilities Commission Minutes from September 4, 2024**

MOTION by Commissioner Stenberg, seconded by Commissioner Brenny to approve the Utilities Commission minutes from September 4, 2024. Motion carried unanimously.

BUSINESS ITEMS

- 2. Pavement Management Plan - Micro Surfacing Program Review**

Bolton & Menk Consulting Engineer Drown gave a status update on the program. This is the first year that micro-surfacing is being done on mill and overlay or full depth reclamation roads as part of the Pavement Management Plan.

There is an opportunity to spread out the Pavement Management Plan from an eight-year rotation to a twelve-year rotation. This attributes to the City's reconstruction and use of C oil on roads instead of recycled asphalt pavement. C oil performs better in colder and hotter temperatures. There is not as much cracking at year eight and the roads look to have a longer life span.

Discussion:

Chairman Yliniemi inquired if low speeds are harder on roads than high speeds. Mr. Drown said that the slow turning at driveway causing scuffing, but yes that is true.

Assistant City Engineer Thompson added that during their annual review of the micro surfacing road segments, Inglewood and Clearwater look better than last year. Last year on Inglewood Drive there were what appeared to be little moisture spots, this year the moisture spots were not present. The

moisture spots were early indications of stripping on chip sealed roads in the past. City staff will continue to monitor annually to review the condition of the roads.

Public Works Director/City Engineer Walter added that in the chip sealing areas we start seeing stripping in year four. Right now, nothing is showing that micro surfacing is doing anything other than wearing like it is supposed to like a ware course.

Mr. Thompson mentioned that when staff looked at the Pavement Management Plan (PMP) in 2019 staff did not know what to expect with the micro surfacing, therefore a conservative approach was used which did not show the micro surfacing extending the life of the road. At year eight the PMP calls for micro surfacing, if this can be pushed to say year 12, it could allow for additional life from the road. There are road segments that were 17-18 years old that were micro surfaced in 2022 that seem to be holding up well. With the possibility of a twelve year rotation, it could potentially change the lifespan to become 25 years on commercial roads, 30 years on residential roads, and to see where the collector roads fall. Mr. Thompson stated that unfortunately, without knowing exactly how the micro surfacing will hold up, these are the items staff is monitoring and evaluating to try and be the most fiscally responsible with PMP. The Pavement Management Plan ties into CIP discussion and budgeting.

3. 2024 Micro Surfacing Project Update

There was no new information or questions from the commission or the public.

4. Approve ASTECH Pay Estimate No. 2 in the amount of \$94,028.91 for the 2024 Micro Surfacing Project

Bolton & Menk Consulting Engineer Drown reviewed ASTECH Partial Pay Estimate No. 2 in the amount of \$94,028.91 for the 2024 Micro Surfacing Project. He notified the commissioners that City staff will be attending the final walkthrough next Monday, October 7th.

The contractor has earned \$601,188.26 to date, which represents 99% of the contract's value. The payment includes the cost of unit price work completed through September 13, 2024. In accordance with the agreement as the project is Substantially Complete the amount retained has been reduced to 2.5%. The 2.5% retainage equals \$15,029.71. The amount retained equals 250% of the shouldering items which have not been finally accepted. Previous payments to the contractor equal \$492,129.64, which results in a payment of \$94,028.91. Mr. Drown has no concerns with Pay Estimate No. 2 and recommends approval.

MOTION by Commissioner Brenny, seconded by Commissioner Stenberg approve the ASTECH Partial Pay Estimate No. 2 in the amount of \$94,028.91 for the 2024 Micro Surfacing Project. Motion carried unanimously.

5. Accept the 2024 Water CAMP Report

SEH Consulting Engineer Heinonen reviewed the 2024 Water CAMP Report.

Work related to the 2024 Water System CAMP Update has been initiated. SEH met with City staff, and they assisted in gathering information for updates made in the last year to the wells, water treatment plant, water towers, and interconnect building. In 2025 there will be a formal update to keep everything current every year, add new assets, and make changes to existing assets.

MOTION by Commissioner Stenberg, seconded by Commissioner Christofferson to accept the 2024 Water CAMP Report. Motion carried unanimously.

6. 2024 Well Rehabilitation Project Update

There was no new information or questions from the commission or the public.

7. Approve the Thein Well Company Change Order No. 2 in the Increased Amount of \$7,450.50 for the 2024 Well Rehabilitation Project

SEH Consulting Engineer Heinonen reviewed Thein Well Company Change Order No. 2 in the Increased Amount of \$7,450.50 for the 2024 Well Rehabilitation Project.

Prior to the rehabilitation work for Well No. 4 commencing, SEH consulted with Johnson Screens which recommended adding Nu-Well 400 to the chemical mixture specified for the well rehabilitation. During the rehabilitation of Well No. 4, it was determined that the drop pipe connecting the submersible pump to the pitless adapter was corroded and had damaged threads, requiring replacement. Staff approved both changes to keep work progress moving.

Change Order 2 is being presented in the amount of \$7,450.50 with no change in contract time for the use of Nu-Well 400 and replacement of the drop pipe in Well No. 4. Change Order 2 increases the total contract price from \$150,891.00 to \$158,341.50. Mr. Heinonen has no concerns with Change Order No. 2 and recommends approval.

MOTION by Commissioner Christofferson, seconded by Commissioner Brenny to approve the Thein Well Company Change Order No. 2 in the increased amount of \$7,450.50 for the 2024 Well Rehabilitation Project. Motion carried unanimously.

8. 2024 Well Replacement Exploration

SEH Consulting Engineer/Geologist Kutz gave a presentation explaining the exploration for replacement wells.

The Existing Wellfield Evaluation Report provided to City Staff on May 1, 2024, recommended the replacement of two wells in the existing wellfield but with sufficient separation to reduce the potential of interference and minimize precipitates from forming in the aquifer. On June 18, 2024, SEH was hired to move forward with exploration of the existing wellfield aquifer for the potential installation of replacement wells on the eastern side of the water treatment plant parcel.

Task 1 (Completed): Following a bidding process, an Agreement with the low bidder, Traut Companies, was approved by City Council on August 7, 2024, for services that included the use of sonic drilling techniques to complete two soil borings and installation of two observations wells. Drilling services oversight and borehole logging will be completed by an SEH geologist to potentially speed up aquifer assessment and the well design process.

Task 2 (Pending): Based on Traut's current drilling schedule, drilling activities are scheduled to begin on September 30 with drilling anticipated to about last 5 to 7 days. Upon completion of the drilling program consisting of exploratory soil borings, test pumping using temporary screens, and installation of observations wells, additional services include water quality sampling of the

observation wells and temporary installation of transducers (minimum of two weeks) to allow remote monitoring to aid in the evaluation of aquifer conditions with current pumping by existing water supply wells.

Task 3 (Pending): A preliminary report is anticipated for later in October 2024 following completion of field tasks, and all drilling and laboratory results are available. The final report will be presented to the Utilities Commission in November.

The first test well location has been completed. It is called MW-1 (Monitoring Well-1) and located is in the back NE area in the storage yard at the Baxter Public Works Facility. The second EB-2/MW-2 (Exploration Boring) location was a following up boring after the first one was completed. This one is located south of MW-1.

MW-1 is a good test well as it hit bedrock at 137 ft. bgs. While EB-2/MW-2 hit bedrock at 122 ft. bgs., and this is not a viable option to be a monitoring well. At 85' the ground material transitions to tight compacted clay and cobble that does not let water pass through. It is believed that a possible glacial till ridge has been formed South of MW-1 this is separating the out washed sand and making the ground harder sooner.

There are two more areas that may have possible monitoring wells. The first is NE of MW-1 across Jasperwood Drive on City property, now called EB/MW-3. The second is between the existing well field and MW-1 just east of the rapid infiltration basin drying pad. It has been verified that these locations do not have utilities in the area.

Discussion:

Commissioner Brenny asked Mr. Kutz why they did not do a pump test on MW-2 and Mr. Kutz said that the boring did not show favorable conditions due to hitting bedrock at 122 feet and only having a small sand layer to pull water from. Mr. Kutz said there is sand above the confined clay layer however you start getting concerned about draw down depths and introducing oxygen into the aquifer. The decision was made because every pump test costs \$6,600.00.

Chairman Yliniemi inquired if clay would start to pull through screens and affecting the ability of water well with these clay particles and resulting in issues. Mr. Kutz said that over time you would pull some particles out of the well, but you could design the well and screen to prevent that.

Council Liaison Cross asked if there is any advantage to getting over the possible glacial till ridge and getting into another confinement of water to the southeast. Kutz said they looked into it and in their initial report there is not any city owned property on the south side of Mapleton Road.

Commissioner Brenny asked Mr. Kutz where the majority of water comes from the top or bottom of the water table. Mr. Kutz informed him that the water gets pulled in from the bottom.

9. Approve the Traut Companies Change Order No. 1 in the increased amount of \$23,492.50 for additional Well Exploration Services related to the 2024 Well Replacement Exploration

SEH Consulting Geologist Kutz and Engineer Heinonen reviewed the Traut Companies Change Order No. 1 in the increased amount of \$23,492.50 for additional Well Exploration Services related to the 2024 Well Replacement Exploration.

During drilling exploration, a layer of unexpected clay material was encountered in one of the test well locations. The Consultant and City Staff agreed that this location would not be desirable for a production well. An alternate location was reviewed, and this Change Order includes the cost to drill an additional test well and to provide an additional monitoring well.

Mr. Heinonen has no concerns with Change Order No. 2 and recommends approval.

Public Works Director/City Engineer Walter noted that on the financial implication that there will be additional engineering fees. There will be a contract amendment coming and it is estimated at about \$8,000.00. The change order will require an estimated \$31,492.50 total budget amendment that will be coming with the SEH contract amendment in November.

MOTION by Commissioner Stenberg, seconded by Commissioner Christofferson to approve the Traut Companies Change Order No. 1 in the increased amount of \$23,492.50 for additional Well Exploration Services related to the 2024 Well Replacement Exploration.

10. 2023 Commercial and Residential Full Depth Reclamation and Quiet Zone Improvements Project – Monthly Update

SEH Consulting Engineer Voit informed the commissioners that the meeting with MnDOT and DNR is scheduled for Thursday, October 10th.

11. Approve the Anderson Brothers Construction Company of Brainerd, LLC Partial Pay Estimate No. 11 in the amount of \$99,923.35 for the 2023 Commercial and Residential Full Depth Reclamation and Quiet Zone Improvements Project

SEH Consulting Engineer Voit reviewed Anderson Brothers Construction Company of Brainerd, LLC Partial Pay Estimate No. 11 in the amount of \$99,923.35 for the 2023 Commercial and Residential Full Depth Reclamation and Quiet Zone Improvements Project.

Application for Payment No. 11 is for storm sewer lining related to Change Order #5 and concrete median work on the Quiet Zone portion of the project related to Change Order #9. Project retainage is being held at 1%. Mr. Voit has no concerns with the Partial Pay Estimate No. 11 and recommends approval.

Public Works Director/City Engineer Walter asked Mr. Voit if this project will be completed by December 31st, 2024. Mr. Voit said there is a chance, they are held up by some signage and mailbox supports. SEH Consultant Engineer Hedlund said they will be submitting the Notice of Establishment to the FRA and if they find deficiencies then the project would likely not be completed by December 31st.

MOTION by Commissioner Stenberg, seconded by Commissioner Christofferson to approve the Anderson Brothers Construction Company of Brainerd, LLC Partial Pay Estimate No. 11 in the amount of \$99,923.35 for the 2023 Commercial and Residential Full Depth Reclamation and Quiet Zone Improvements Project. Motion carried unanimously.

12. 2024 South Forestview Improvements Project Monthly Update

There was no new information or questions from the commission or the public.

13. Approve the RL Larson Excavating, Inc. Change Order No. 6 in the increased amount of \$19,162.66 for the 2024 South Forestview Improvements Project, Municipal Project No. 4138

SEH Consulting Engineer Hedlund reviewed RL Larson Excavating, Inc. Change Order No. 6 in the increased amount of \$19,162.66 for the 2024 South Forestview Improvements Project.

Added Work Items of Change Order No. 6:

- Stump removal in various areas of the project utilizing a different method than included with the contractor's bid. This change order includes labor and material for the requested method of stump removal.
- Clearing and grubbing operations along the pedestrian trail corridor.
- Additional mobilization charge for turf restoration .
- Additional grading on a pedestrian trail along Riverwood Road to meet running slope constraints per the Americans with Disabilities Act (ADA).
- Additional grading and topsoil placement outside of project limits in order to meet requirements of the general storm water permit.
- Modifications to contract quantities and additional varieties of plants. This has saved \$18,000.00 in project costs.
- During review of contract completion dates it was evident that sufficient time was not provided for the Contractor to complete turf restoration following wear course paving. The original final competition date of June 13th, 2025 has been pushed to July 11th, 2025. City staff requested that topsoil remain lower over the winter months adjacent to roadway edges and additional cautionary signage be installed.

Mr. Hedlund has no concerns with Change Order No. 6 and recommends approval.

Public Works Director/City Engineer Walter stated that the change in completion date should have been added to the motion since it is a contract amendment as well.

MOTION by Commissioner Stenberg, seconded by Commissioner Christofferson to approve the RL Larson Excavating, Inc. Change Order No. 6 in the increased amount of \$19,162.66 for the 2024 South Forestview Improvements Project pending the final completion date be changed from June 13th, 2025 to July 11th, 2025.

14. Approve RL Larson Excavating, Inc Partial Pay Estimate No. 6 in the amount of \$698,703.87 for the 2024 South Forestview Area Improvements Project, Municipal Project No. 4138

SEH Consulting Engineer Hedlund reviewed RL Larson Excavating, Inc Partial Pay Estimate No. 6 in the amount of \$698,703.87 for the 2024 South Forestview Area Improvements Project.

Partial Pay Estimate No. 6 is for work completed through September 13, 2024. The work included with this payment is for excavation, embankment, roadway and driveway paving, concrete flat work, mailboxes, turf establishment, and utility construction items.

The Contractor has earned \$4,859,686.62 to date, which represents approximately 79.4% of the contract value. Per the contract, 5% is being retained. The summary below notes the amount due and the amount compensated with previous payments.

Summary:

- Gross Amount Due: \$4,859,686.62
- Less 5% Retainage: \$242,984.33
- Amount Eligible for Payment to Date: \$4,616,702.29
- Less Previous Payments: \$3,917,998.42
- Amount Due with Application for Payment No. 6 \$698,703.87

Mr. Hedlund has no concerns with Partial Pay Estimate No. 6 and recommends approval.

MOTION by Commissioner Christofferson, seconded by Commissioner Brenny to approve the RL Larson Excavating, Inc. Partial Pay Estimate No. 6 in the amount of \$698,703.87 for the 2024 South Forestview Area Improvements Project.

15. 2024 Mill & Overlay and Full Depth Reclamation Improvements Project Monthly Update

Widseth Consulting Engineer Bitter informed the commissioners the final walkthroughs are taking place and everything is almost done.

16. Approve the Knife River Corporation – North Central Change Order No. 5 in the Increased Amount of \$27,290.39 for the 2024 Mill & Overlay and Full Depth Reclamation Improvements Project, Municipal Project Number 4424

Widseth Consulting Engineer Bitter reviewed the Knife River Corporation – North Central Change Order No. 5 in the Increased Amount of \$27,290.39 for the 2024 Mill & Overlay and Full Depth Reclamation Improvements Project.

Change Order No. 5 includes:

- 1.** During construction, it was found that four storm sewer structures were leaking at the seam of the structure and the lid. In order to replace the seals at this joint, the contractor needed to be able to lift the lids off. The existing lids did not have the lift points. The cost associated with this item is the contractor installing lift points on the existing lids and the materials to seal the joint.
- 2.** During the sub cut on the Edgewood Drive, it was found that the water table was near the final subgrade elevation. This is a significant impact on the strength of the roadway. Road fabric was installed to help improve the strength of the road and the cost associated with this item if the materials and installation of the fabric.
- 3.** At the start of the project, it was estimated that \$50,000 could possibly be spent on irrigation sprinkler repair. This number has been exceeded as the contractor continues to make repairs on the system. The Change Order includes \$14,511.00 over the updated \$52,870 allowance so far. Each month, as repairs are being made, we will continue to update the budget with a change order. An estimated cost for additional sprinkler repair is taken into account for the remaining contingencies.

The \$27,290.39 change order increases the total contract price from \$3,938,520.31 to \$3,965,810.70. The overall project budget is \$5,030,467.01 which was set at the assessment hearing. Widseth updates the project budget with each pay estimate. With the projected overruns and underruns, there are no remaining contingencies in the project budget. This is based on a change order that are currently being reviewed. Estimated costs have been inserted into the final budget but we will not

have a final cost in the final budget until the final negotiations have been completed. This also does not include the possible increase in the engineering contract or additional turf establishment in 2025.

Mr. Bitter has no concerns with Change Order No. 5 and recommends approval.

Discussion:

Mr. Bitter stated that the contractor for the project was being careful regarding sprinklers. Mr. Bitter and the contractor had many conversations about how they are going about exposing sprinklers, and which ones were hit and need to be repaired. There will be another item in the next change order requesting more sprinkler repair refunds and that it hopefully should be the last one.

Commissioner Christofferson asked Mr. Bitter if before starting the project couldn't the owners of property in the construction area mark their irrigation system prior to this project?

Mr. Bitter said they do ask, and a lot of times it happens, but sometimes things still get hit or damaged from trying to dig them up. Knife River is careful about irrigations systems, it is the subcontractors that are less careful. The plan could be to possibly do something in the future to minimize those damages and make the repairs incidental to work adjacent, but the cost is going to be there either way with that option.

Public Works Director/City Engineer Walter discussed that in the future it could be added to the contract that the City pays labor hours to dig up and layout irrigation systems from the very beginning before curb work. It is tough to do this because between different managers of stores not knowing the irrigation system to new homeowners that are not familiar because they did not put them in initially.

Mr. Bitter said for previous projects they give a general estimated allowance for irrigation repairs and complete the repairs as the project continues. This estimated number is hard to come up with because all irrigation systems can be different, and it is encouraged to have them in the road right-of-way to keep everything in the City consistent.

Assistant City Engineer Thompson asked Mr. Bitter if he knew the breakdown for how much was spent on commercial irrigation systems and how much on residential irrigations systems for this project. Mr. Bitter did not have the information on hand. Mr. Walter said it would be nice to have in the future for bidding allowances.

Commissioner Christofferson asked where the fabric portion of this project is laid down in the layers of material.

Mr. Bitter said it goes native material (subgrade of sand), fabric, reclaim material, and then final pavement. This fabric helps bridge soft material with being saturated and it helps keep the separation from sand and reclaim. So as the water table raises and lowers you don't have the sand and reclaim together which can lower its strength.

Chairman Yliniemi inquired if the ground is unstable. Mr. Bitter said the water table is high and the main issue they will be facing in the project.

Mr. Walter mentioned that another change order should be prepared for payment for pumping stormwater ponds in the area. Mr. Bitter continued that he needs to get the final invoice from Pratt's

Affordable Excavating for the temporary pumping down of the stormwater ponds. This was done to help lower the water table down for construction purposes.

MOTION by Commissioner Christofferson, seconded by Commissioner Stenberg to approve the Knife River Corporation – North Central Change Order No. 5 in the Increased Amount of \$27,290.39 for the 2024 Mill & Overlay and Full Depth Reclamation Improvements Project.

17. Approve the Knife River Corporation – North Central Partial Pay Estimate No. 5 in the amount of \$777,280.94 for the 2024 Mill & Overlay and Full Depth Reclamation Improvements Project, Municipal Project Number 4424

Widseth Consulting Engineer Bitter reviewed the Knife River Corporation – North Central Partial Pay Estimate No. 5 in the amount of \$777,280.94 for the 2024 Mill & Overlay and Full Depth Reclamation Improvements Project.

The Contractor has earned \$3,063,336.24 to date which represents 77.2% contract value. In accordance with the agreement, 5% of the revised contract value (\$198,290.53) is being retained which results in a total payment of \$777,280.94. Mr. Bitter has no concerns with Partial Pay Estimate No. 5 and recommends approval.

Mr. Bitter informed the Utilities Commission and City staff present that the retainage is for some final paving and turf establishment. He continued that there are a few spots in paved areas where they noticed the final rubber tire roller is picking up some of the pavement because of the C oil that makes it really soft and sticky, so a rubber tire tends to pick up in some spots. The contractor will be back to smooth out those areas.

MOTION by Commissioner Brenny, seconded by Commissioner Christofferson to approve the Knife River Corporation – North Central Partial Pay Estimate No. 5 in the amount of \$777,280.94 for the 2024 Mill & Overlay and Full Depth Reclamation Improvements Project.

18. 2025 Commercial Full Depth Reclamation Improvements Project, Municipal Project 4425 Monthly Project Update

Widseth Consulting Engineer Bitter gave a presentation and reviewed the 2025 Commercial Full Depth Reclamation Improvements Project. The project was put on a brief hold to allow City staff time to review the residential projects for the CIP. The decision was made to push the residential M&O and FDR roads back 1 year and the commercial project will stay on schedule. The residential roads for the 2025 project will be moving to 2026. The commercial roadways will be the only remaining project areas for the 2025 project. Widseth has finished updating the Feasibility Report to only include the Commercial Roadways. Since the project is only including commercial roads and there will not be able to mill & overlay, the project title is being updated. With updating the project title, it was thought to update the previous Resolution ordering the Report. A Resolution is also being proposed to receive the report and order the Improvement Hearing. The Improvement Hearing is tentatively scheduled for November 7th of 2024. The total estimated project costs is \$3,160,898.73 and the total estimated City cost summary is \$787,425.25 (25%).

Discussion:

Public Works Director/City Engineer Walter asked Mr. Bitter if catch basins will be rehabbed with new castings.

Mr. Bitter responded that all catch basins will be rehabbed along with select curb removal, as there are many catch basins that have sunken in. Curb will be replaced 10'-15' on each side with new castings except for Lake Forest Road. Lake Forest Road has different, none City standard castings that will be replaced with new ones, but retain the same different style.

Mr. Walter questioned if sanitary sewer repair costs are included and Mr. Bitter said they are in the project costs, but it needs to be reviewed if it is an assessable cost or not.

19. Adopt Resolution No. 2024-XXX Ordering Preparation of Report for the 2025 Commercial Full Depth Reclamation Improvements Project Municipal Project No. 4425

Widseth Consulting Engineer Bitter reviewed Resolution No. 2024-XXX Ordering Preparation of Report for the 2025 Commercial Full Depth Reclamation Improvements Project.

The City is planning improvements to the roadway corridors listed below in 2025. In accordance with the Minn. Stat. 429.031, a feasibility report must be prepared outlining the following:

- Whether the project is necessary
- Estimated project costs and proposed funding sources
- Whether the project is cost effective
- Other information as necessary for council consideration

The proposed project areas are as follows; Audubon Way, Edgewood Drive (North of Novotny Road to CSAH 77), Lake Forest Road and Whispering Woods Lane (west of Pearl Drive extending 175' to the east).

Mr. Bitter recommends adoption of Resolution No. 2024-XXX Ordering Preparation of Report for the 2025 Commercial Full Depth Reclamation Improvements Project.

MOTION by Commissioner Stenberg, seconded by Commissioner Brenny to adopt Resolution No. 2024-XXX Ordering Preparation of Report for the 2025 Commercial Full Depth Reclamation Improvements Project.

20. Adopt Resolution No. 2024-XXX Receiving Revised Feasibility Report and Calling the Improvement Hearing for the 2025 Commercial Full Depth Reclamation Improvements Project Municipal Project No. 4425

Widseth Consulting Engineer Bitter reviewed Resolution No. 2024-XXX Receiving Revised Feasibility Report and Calling the Improvement Hearing for the 2025 Commercial Full Depth Reclamation Improvements Project.

Roadways and Projects Reviewed in this Report Include:

- Audubon Way
- Edgewood Drive (north of Novotny Road)
- Lake Forest Road
- Whispering Woods Lane (west of Pearl Drive extending 175' to the east)

The report reviews existing conditions, proposes feasible improvements, estimates project costs, discusses project implementation, and presents conclusions and recommendations for the project areas as required by the Minnesota Chapter 429 assessment process.

The report will be utilized to prepare for the Improvement Hearing scheduled for 6:00 pm on November 7, 2024.

Mr. Bitter recommends adoption of Resolution No. 2024-XXX Receiving Revised Feasibility Report and Calling the Improvement Hearing for the 2025 Commercial Full Depth Reclamation Improvements Project.

MOTION by Commissioner Stenberg, seconded by Commissioner Christofferson to adopt Resolution No. 2024-XXX Receiving Revised Feasibility Report and Calling the Improvement Hearing for the 2025 Commercial Full Depth Reclamation Improvements Project.

21. Approve the Widseth Agreement for Professional Engineering Services in the Not to Exceed Amount of \$9,950 for the 2028 Olivewood Drive, Jadewood Drive and Jewelwood Drive Area Improvements Feasibility Report

Widseth Consulting Engineer Bitter reviewed the Widseth Agreement for Professional Engineering Services in the Not to Exceed Amount of \$9,950 for the 2028 Olivewood Drive, Jadewood Drive and Jewelwood Drive Area Improvements Feasibility Report.

Proposed improvements include gravity sanitary sewer, water distribution and rural roadway reconstruction.

Project Areas:

- Olivewood Drive
- Deerwood Road from Olivewood Drive to 600' east
- Woida Road from 200' west of Jewelwood Drive to Inglewood Drive
- Jewelwood Drive from Jadewood Drive to Woida Road
- Jadewood Drive

The above-referenced improvements are scheduled for completion in 2028 as part of the 2024 – 2033 Capital Improvements Plan. Widseth assisted the City with the original Feasibility Reports, which were completed in September 2006 and 2007.

This Report will combine the projects and build on prior completed work to determine estimated project costs and assessments for the project based on current practice. The Report will be suitable for use in a future Minnesota Chapter 429 assessment project with updates closer to project initialization.

Public Works Director/City Engineer Walter added that the last report was done in 2005. The policy has changed, so staff is trying to complete the CIP and update what the City costs are vs what is assess vs water costs, sewer costs, street costs, and storm water costs. Staff's goal is to get everything updated in order to put the CIP together to have the CIP in front of City Council by late winter or as early as January or February for more discussion that needs to happen.

MOTION by Commissioner Christofferson, seconded by Commissioner Stenberg to approve the Widseth Agreement for Professional Engineering Services in the Not to Exceed Amount of \$9,950 for the 2028 Olivewood Drive, Jadewood Drive and Jewelwood Drive Area Improvements Feasibility Report.

22. Approve the Widseth Agreement for Professional Engineering Services in the Not to Exceed Amount of \$8,500 for the 2030 Welton Road Area Improvements Feasibility Report

Widseth Consulting Engineer Bitter reviewed the Widseth Agreement for Professional Engineering Services in the Not to Exceed Amount of \$8,500 for the 2030 Welton Road Area Improvements Feasibility Report.

Proposed improvements include installation of gravity sanitary sewer, water distribution and rural roadway reconstruction. The improvements are scheduled for completion in 2030 as part of the 2024-2033 Capital Improvements Plan.

Project Areas:

- Welton Road from Clearwater Road to 650' north of Ashley Road
- Ashley Road
- Baywood Road
- Black Oak Road
- Springwood Drive

Mr. Bitter recommends approval of the Widseth Agreement for Professional Engineering Services in the Not to Exceed Amount of \$8,500 for the 2030 Welton Road Area Improvements Feasibility Report.

MOTION by Commissioner Stenberg, seconded by Commissioner Brenny to approve the Widseth Agreement for Professional Engineering Services in the Not to Exceed Amount of \$8,500 for the 2030 Welton Road Area Improvements Feasibility Report.

23. Adopt Resolution 2024-XXX to Enter into the Cooperative Construction Agreement with MnDOT and City of Baxter and Crow Wing County for SP 1805-81

Assistant City Engineer Thompson reviewed the Resolution 2024-XXX to Enter into the Cooperative Construction Agreement with MnDOT and City of Baxter and Crow Wing County for SP 1805-81.

MnDOT will perform grading, bituminous surfacing, ADA improvements, signal, lighting, and TMS construction and other associated construction upon, along, and adjacent to Trunk Highway 210 from 1,400 feet west of Timberwood Drive to 520 feet west of Baxter Drive.

MnDOT is seeking approval from the City on the 'State of Minnesota Department of Transportation and City of Baxter and Crow Wing County Cooperative Construction Agreement'. According to the agreement, there are no construction cost responsibilities for the City however there will be maintenance responsibilities. The maintenance responsibilities are not changing from what is currently in place.

The City will have financial implications associated with the maintenance of the lighting (2 more streetlights), sidewalk (trail) and signal at CSAH 48. However, there are no immediate financial implications.

Mr. Thompson recommends adoption of Resolution 2024-XXX to Enter into the Cooperative Construction Agreement with MnDOT and City of Baxter and Crow Wing County for SP 1805-81.

MOTION by Commissioner Stenberg, seconded by Commissioner Brenny to adopt Resolution 2024-XXX to Enter into the Cooperative Construction Agreement with MnDOT and City of Baxter and Crow Wing County for SP 1805-81.

INFORMATIONAL ITEMS

24. 2022 Trunk Highway 210 & Inglewood Drive Railway Crossing Improvements Project Update - City of Baxter - Municipal Project No. 4121

There was no new information or questions from the commission or the public.

25. 2023 Cypress Drive and Douglas Fir Drive Improvements project – Monthly Update

There was no new information or questions from the commission or the public.

26. Camping World Site Redevelopment Traffic Impact Study - Monthly Update

There was no new information or questions from the commission or the public.

27. Whiskey Creek Stormwater Improvements Project Monthly Update

There was no new information or questions from the commission or the public.

28. Whiskey Creek Planting Plans Project Monthly Update

There was no new information or questions from the commission or the public.

29. 2024 Water System Hydraulic Model Update and Water System 20-Year Use Projections Project

There was no new information or questions from the commission or the public.

30. 2024 Preliminary Aquifer Evaluation Monthly Update

There was no new information or questions from the commission or the public.

31. Project Timber Wolf Project Monthly Update

There was no new information or questions from the commission or the public.

32. 2023 Knollwood Drive Improvements Project Monthly Update

There was no new information or questions from the commission or the public.

33. 2025 Design Road & TH 371 Stormwater Improvements Project Monthly Update

There was no new information or questions from the commission or the public.

34. 2026 Mill & Overlay, Full Depth Reclamation and Reconstruction Improvements, Project Monthly Update

There was no new information or questions from the commission or the public.

35. 2023 Novotny Road Improvements Project Monthly Update

There was no new information or questions from the commission or the public.

36. 2022 Full Depth Reclamation and Reconstruction Improvements Project Monthly Update

There was no new information or questions from the commission or the public.

37. Baxter 20-Year Public Works Facility Assessment Project Monthly Update

There was no new information or questions from the commission or the public.

38. 2023 Whiskey Creek Pedestrian Bridge Inspection Project Monthly Update

There was no new information or questions from the commission or the public.

39. Eagle Drive Area Improvements Project Monthly Update

There was no new information or questions from the commission or the public.

40. Assist City Staff with Assessing the Holiday Station Store Contamination at Excelsior and Hwy 371 Project Monthly Update

There was no new information or questions from the commission or the public.

41. Wellhead Protection Plan Part II Project Monthly Update

There was no new information or questions from the commission or the public.

ADJOURN

MOTION by Commissioner Stenberg, seconded by Commissioner Brenny to adjourn at 6:53 p.m. Motion carried unanimously.

Approved by:

Respectfully Submitted,

Rock Yliniemi
Chairman

Dani Steininger
Administrative Assistant



ITEM REPORT
UTILITIES COMMISSION

Agenda Date: 11/7/2024
Agenda Section: Business Item

Department Origination: Public Works

Agenda Item: Accept the TH 371 Development Traffic Review Report and approve the restriping of Dellwood Drive to include a center left turn lane between Woida Road and Novotny Road as part of the 2025 Dellwood Drive Improvements

Approval Required: Simple Majority Vote

BACKGROUND

There is a proposed development along TH 371.

The proposed development was not expected to generate traffic demands that would change any intersection control or turn lane needs, so in SEH’s opinion a full traffic impact analysis for the development was not needed. Instead SEH completed a traffic review of the proposed development including estimating the trips generated by the site, review of the proposed accesses for compliance with the City Comprehensive Plan/Code, and recommendations for any turn lanes on the surrounding intersections. The proposed development site plan included a proposed access to TH 371; therefore, a review of MnDOT access management guidelines and coordination with MnDOT was completed.

Currently, a study of the TH 371 Corridor from Baxter to Nisswa is ongoing. While no documentation has been developed, it is anticipated that the study will recommend safety improvements along the corridor that will include access management strategies. The proposed access is currently an existing access to the adjacent parcel; however, this is the only non-public access along TH 371 within the City of Baxter and therefore it is anticipated that MnDOT will favor access reductions rather than providing new access to the TH 371 corridor.

The SEH tasks for the project include project management, trip generation estimates, access review, and turn lane review.

11/7/2024 Update – Justin Anibas, SEH

SEH completed trip generation estimates, an access review, and turn lane review for the proposed TH 371 development. In September, SEH completed a draft and final report based on the traffic review and discussions with the City and MnDOT, which was reviewed by City staff.

Ultimately, the developer chose not to move forward with the development. However, based on the traffic study, even without the development, it is recommended that Dellwood Drive be restriped to include a center left turn lane from Woida Road to Novotny Road in 2025 as part of the other improvements to Dellwood Drive. The design of the transition from 2-lane roadway to 3-lane roadway with center left turn lane at the intersection of Dellwood Drive and Novotny Road will need to be reviewed.

FINANCIAL IMPLICATIONS

No Financial Implications for the traffic review report, 100% developer paid.

For the restriping of Dellwood Drive, it is estimated it will cost approximately \$2,000 to have the City's Traffic Engineer review and develop a concept for the transition from 2-lane roadway to 3-lane roadway with center left turn lane at the intersection of Dellwood Drive and Novotny Road.

STAFF RECOMMENDATIONS

Staff recommends acceptance of the TH 371 Development Traffic Review Report and approve the restriping of Dellwood Drive to include a center left turn lane between Woida Road and Novotny Road as part of the 2025 Dellwood Drive Improvements.

COUNCIL ACTION REQUESTED

MOTION to accept the TH 371 Development Traffic Review Report and approve the restriping of Dellwood Drive to include a center left turn lane between Woida Road and Novotny Road as part of the 2025 Dellwood Drive Improvements.

TH 371 Development Traffic Review Report

Baxter, MN

BAXTE 180588 | September 6, 2024

Baxter City Council Acceptance Date:



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TH 371 Development Traffic Review Report

Prepared for the City of Baxter.

1 Introduction

This traffic review report provides the findings related to the review of the proposed development along Trunk Highway (TH) 371 in the City of Baxter, MN. The proposed site is located just east of TH 371, between Novotny Road and Woida Road in Baxter, MN.

The primary focus of this development traffic review is to determine the potential impact of the proposed development on the existing roadway network. The review will consider the proposed development trip generation, the proposed access locations, and potential intersection turn lane considerations.

The proposed storage development project includes various self-storage containers, including a 3-story locker facility, mini-storage, container type storage, a small retail sales area, truck rental, and recreational vehicle (RV) storage spaces. The proposed site plan includes three access locations to enter or exit the site, including one each along TH 371, Novotny Road, and Dellwood Drive.

Figure 1 shows the project location and surrounding area within the City of Baxter. **Figure 2** shows the preliminary development site plan (dated June 14, 2024); the full preliminary site plan is provided in **Appendix A**.






1.1 Current and Past Studies

Within the proposed development study area, there is one past study and one ongoing study that are relevant to the proposed development review.

In October 2016, a final version of the Northwoods Crossing Development Traffic Study was provided to the Baxter City Council. This development study was completed for proposed retail developments, including restaurants, along Dellwood Drive. The impact study recommended, by the forecast year 2030, to restripe Dellwood Drive between Woida Road and the southern Menards access as a 3-lane roadway with a two-way center left turn. Since the 2016 study, a left and right turn lane were installed on Dellwood Drive at the southern Menards Driveway; however, the center left turn lane along the rest of the corridor has not been installed to date.



Starting in the summer of 2023, MnDOT began a major corridor study of TH 371 between Nisswa and Baxter. While the study is ongoing, preliminary concepts and recommendation have been discussed internally with MnDOT District 3 staff and the preliminary study recommendations within this study area have been shared with the City of Baxter. More discussion of the MnDOT project is provided in the Development Site Review section of this report.



-  Proposed Development Site
-  Traffic Signal
-  Minor Street Stop Control
-  3/4 Access
-  Right-in/Right-out

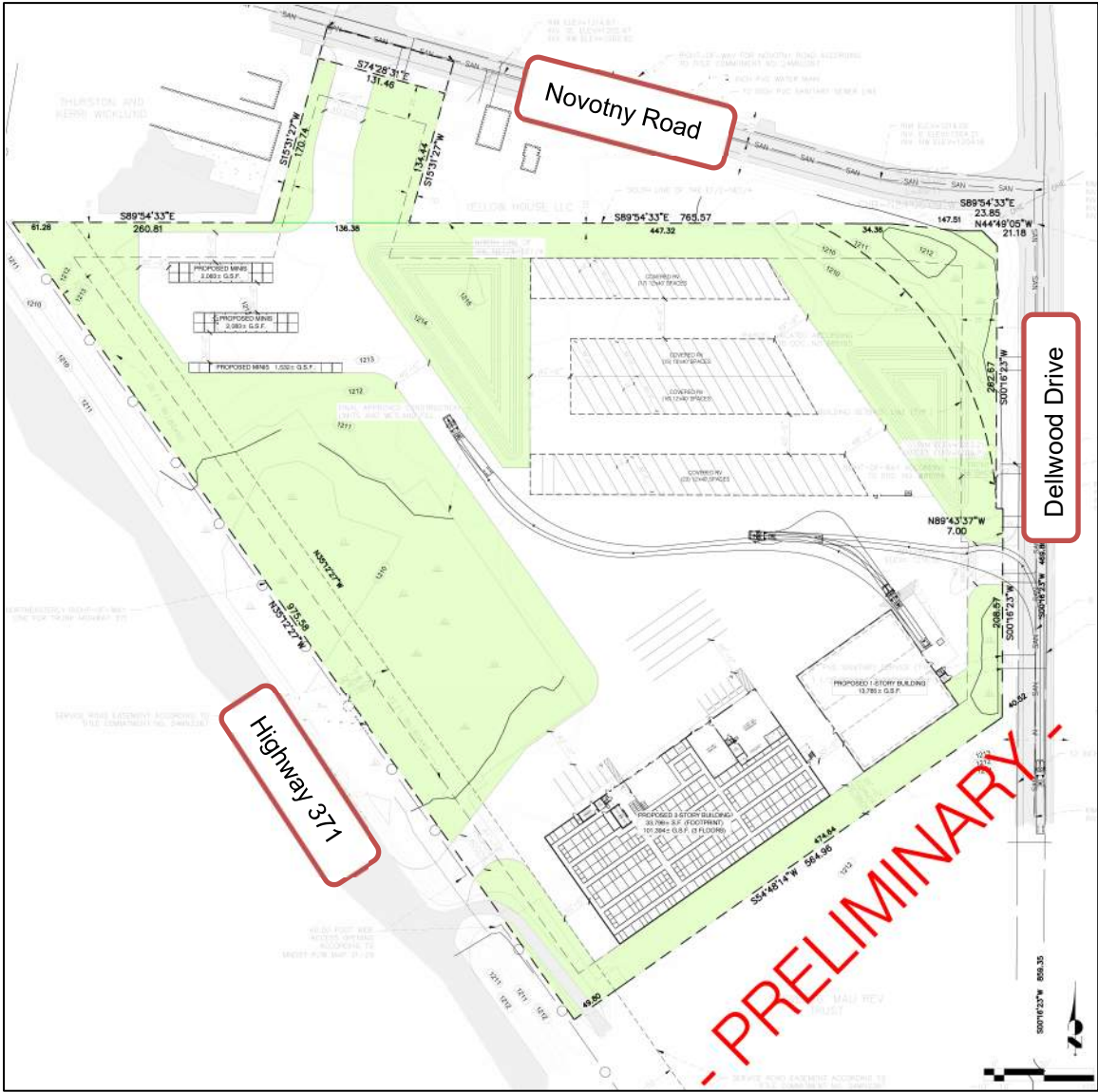


Path: C:\Traffic Projects\BAXTE - TH 371 Development Review\GIS\Figure 1_Project Location.mxd

		<p>Project: BAXTE 180588 Print Date: 10/29/2024</p> <p>Map by: jdanibas Projection: Crow Wing Co. Coords. Source: ESRI</p>	<p>PROJECT LOCATION</p> <p>TH 371 Development Traffic Review Baxter, MN</p>	<p>Figure 1</p>
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This map is neither a legally recorded map nor a survey map and is not intended to be used as one. This map is a compilation of records, information, and data gathered from various sources listed on this map and is to be used for reference purposes only. SEH does not warrant that the Geo Information System (GIS) Data used to prepare this map are error free, and SEH does not represent that the GIS Data can be used for navigational, tracking, or any other purpose requiring exacting measurement of distance or direction or precision in the depiction of geographic features. The user acknowledges that SEH shall not be liable for any damages which arise out of the user's access or use of data provided.

Figure 2 – Preliminary Development Site Plan



2 Existing Conditions

The proposed development includes proposed access on three existing roadways, including TH 371, Novotny Road, and Dellwood Drive. Woida Road is included in this traffic review because it serves as a primary connection between TH 371 and Dellwood Drive.

TH 371 is a north-south principal arterial roadway, which extends from US Highway 10 in Little Falls, MN to US Highway 2 in Cass Lake, MN. TH 371 serves as a major regional corridor in this portion of the State and serves as the primary north-south connection for trips within the City of Baxter. TH 371 provides access to TH 210, which is the major east-west corridor in the region, as well as a significant amount of commercial development in the area. In the study area, TH 371 is a 4-lane divided roadway with dedicated left and right turn lanes at each intersection. The speed limit on TH 371 through the study area is 60 mph.

Novotny Road is currently an east-west local roadway which extends from Edgewood Drive, on the west side of TH 371, to Dellwood Drive on the east side of TH 371. At TH 371, Novotny Road is a $\frac{3}{4}$ access intersection with Novotny Road through and left turn movements prohibited. There is currently no posted speed limit on Novotny Road so a statutory speed limit of 30 mph is assumed.

Dellwood Drive is a north-south major collector roadway which extends from Excelsior Road to Wise Road (CSAH 49) and acts as a frontage road and parallel reliever roadway on the east side of TH 371. Dellwood Drive primarily provides access to the commercial developments on the east side of TH 371 as well as providing a route between the east-west roadways that connect to TH 371 including Excelsior Road, Design Road, Clearwater Road, Woida Road, Novotny Road, Lake Forest Road, Audubon Way, Wise Road (CSAH 49), and Pine Beach Road (CSAH 77) some of which have limited access at TH 371. Dellwood Drive is a two-lane roadway with limited turn lanes at some intersections through the project area. The posted speed limit on Dellwood Drive is 30 mph south of Whispering Woods Lane and 45 mph to the north.

Woida Road is an east-west major collector which extends from the Red Sand Lake area to approximately 1,000 feet east of TH 371. Woida Road provides access to commercial and residential land uses, including those with access from Dellwood Drive. At TH 371, Woida Road is a full access signalized intersection. The posted speed limit on Woida Road is 40 mph.

2.1 Vehicle Volumes

No traffic data was collected as part of this review. However, a high-level review of the posted daily traffic volumes was done to assess any potential capacity concerns for the proposed development.

Based on the Minnesota Department of Transportation (MnDOT) Traffic Mapping Application, the following are the Average Annual Daily Traffic (AADT) volumes for each roadway.

- TH 371 – south of CSAH 77/49: 21,500 vehicles per day (2023)
- Novotny Road – east of TH 371: 1,600 vehicles per day (2023)
- Dellwood Drive – north of Novotny Road: 2,500 vehicles per day (2022)
- Dellwood Drive – north of Woida Road: 8,000 vehicles per day (2023)
- Woida Road – east of Dellwood Drive: 3,850 vehicles per day (2023)

3 Proposed Development

The existing parcel is located on approximately 11.91-acres of land that is currently not occupied. The proposed storage development will utilize most of the parcel for circulation between the four separate site uses.

As previously mentioned, the site is a mixture of various self-storage facilities with a small retail area. The following is a list of the different on-site facilities proposed:

- Self-Storage Building – 3-Story, 101,394 gross square feet (SF):
 - Approximately 950 various sized lockers/rooms.
 - Includes approximately 4,300 SF of on-site retail and showroom space.
- Box Storage Building – 1-Story, 13,785 SF:
 - Storage of approximately 1,000 boxes inside building.
 - Boxes are 5-foot by 8-foot containers that are transferred to customers to fill and then returned to the site for storage.
- Mini-Storage Buildings – 3 separate 1-story buildings, 5,698 SF:
 - Approximately 55 separate mini storage units.
- Recreational Vehicle (RV) Covered Storage – 40,750 SF covered parking area:
 - Approximately 71 covered parking spaces for vehicles.

3.1 Trip Generation

The Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition was used to estimate the number of trips generated by the proposed storage facility, where applicable. Some of the on-site facilities are not included in the Trip Generation Manual and were therefore estimated based on each operation independently.

ITE land use code 151 – “Mini-Warehouse” was used to estimate the trips for the self-storage building and mini-storage units. ITE provides a daily trip estimate as well as the AM peak hour and PM peak hour trips. The combined square footage of the self-storage building, and the mini-storage buildings was included for this estimate; approximately 107,092 SF.

The proposed box storage building is used for storing the portable containers, this building does not include any customer access. Generally, the customer’s request a container for drop-off or pickup, and a site employee would deliver or pick up the containers at the off-site location; a delivery may contain multiple containers on the same truck. Based on similar storage facilities, the box storage building would have 1 to 2 employees with approximately 2 to 3 deliveries per day. The assumed trip generation estimate for this operation would include the employee trips and delivery trips; for the peak hour estimate it is assumed one outbound truck trip in the AM peak hour and one inbound truck trip in the PM peak hour.

The proposed RV covered storage area would include customer access; with gate access to the parking area, it was assumed there are no additional employee trips present. The RV storage area is likely a portion of the proposed facility that is used more heavily in the late fall and early spring as many recreational vehicles are winterized due to the cold Minnesota winters. However, the facility may be used throughout the year to store vehicles for more regular use. Regardless of the reason for storage, it is likely that many of the trips for this site use would not occur during the

peak hours. In addition, drivable vehicles stored, such as motor homes, would require additional vehicle trips for the customer to drop-off or pick-up; where non-drivable vehicles, such as trailers or boats, would not require any additional vehicle trips to drop-off or pick-up. The assumed trip generation estimate for this operation assumes conservatively that approximately 10 customers would access the facility each day, including half of the customers having an additional vehicle trip to be dropped off or picked up; assumed 2 customers in each peak hour.

Table 1 provides the estimated trip generation for the proposed storage development.

Table 1 – Estimated Site Trip Generation

Site Use:	Units / Size (ksf 1,000 square feet)	Daily Trips	AM Peak Hour			PM Peak Hour		
			Enter	Exit	Total	Enter	Exit	Total
Self-Storage Building ¹	101.4 ksf	147	5	4	9	7	8	15
Mini-Storage Units ¹	5.7 ksf	8	0	1	1	0	1	1
Box Storage Building ²	13.8 ksf	10	2	1	3	1	2	3
RV Storage ²	71 spaces	25	3	2	5	2	3	5
Total Estimated Trips		190	10	8	18	10	14	24

¹ Trip estimates based on the trip generation rates from the ITE Trip Generation Manual, 11th Edition.

² Trip estimates based on the trip generation rates provided by the developer or based on described assumptions.

3.2 Trip Distribution

The expected trip distribution is based on the surrounding roadway network. TH 371 is the major roadway adjacent to the proposed development and is expected to provide the connection for the majority of trips to and from the site; however, a small portion of trips is expected to use Dellwood Drive from the northeast.

To the south, TH 371 provides a major connection to TH 210 which is major east-west corridor; these two roadways serve a significant amount of residential land uses in the region. To the north, TH 371 continues for over 50-miles providing connections to many small towns and recreational destinations. Based on the areas served, it is expected that more trips will likely come from the south on TH 371. The assumed trip distribution for the sites to and from the proposed development are described below:

- 55% to/from the south on TH 371
- 40% to/from the north on TH 371
- 5% to/from the northeast on Dellwood Drive

3.3 Assessment of Trip Generation

Based on the estimated trip generation for the proposed development, less than 200 vehicles per day are expected to enter and exit the site, in addition, the peak hour traffic volumes are expected to have less than 15 vehicles entering or exiting the site. The assumed trip distribution spreads the trips to the existing roadways and the volumes are expected to be served at the surrounding intersection with little impact.

Therefore, no traffic operations analysis was performed as part of this development review.

4 Development Site Review

The planned development site currently proposes three driveway accesses with connections to TH 371, Novotny Road, and Dellwood Drive. The access locations along Novotny Road and Dellwood Drive will be reviewed based on the City of Baxter's access spacing guidelines. The proposed access on TH 371 was reviewed by MnDOT and a response letter was provided for the development site.

In addition to the access spacing, intersection turn lane warrants were reviewed for the main intersections expected to be used by the proposed development traffic.

4.1 MnDOT Review

As there is existing access for the parcel to TH 371, and the proposal for the storage site is to widen the access to TH 371, the City of Baxter provided MnDOT an opportunity to review the site plan. MnDOT provided a response letter dated August 19th, 2024 which is included in **Appendix B**.

MnDOT provided detail in the response letter regarding the departments policy of managing access along it's roadways. In particular, the current access located on the State Highway system is not automatically perpetuated when there is a change in land use or major change in traffic patterns on the site. Furthermore, the existing parcel utilizing the access and the proposed development all have reasonably convenient and suitable independent access to the city roadway network.

MnDOT's TH 371 is a major principal arterial roadway and operates as a high-speed four-lane divided expressway through the project area. Safety and mobility along the corridor are major concerns for MnDOT. The previously mentioned TH 371 Nisswa to Baxter Study is considering corridor improvements to improve the safety and mobility along the corridor, including through this project area. This access is the only private driveway access along TH 371 in the area and has been reviewed by the project team which is currently recommending closure; more detail on the current preliminary recommendations for the surrounding roadways connections are included in **Section 4.1.1**.

MnDOT advises the City of Baxter to have the developer remove the private access to TH 371 and show the opening as a permanent closure and removal.

In addition, MnDOT has asked to review the developments stormwater management plan before the project is approved by the City of Baxter and that any work in MnDOT's right of way would require permits.

4.1.1 TH 371 Nisswa to Baxter Study – Preliminary Recommendations

The preliminary recommendations for the TH 371 include the following changes that may impact the vehicle operations for the proposed development.

- TH 371 and existing parcel access: close access connection to TH 371.
- TH 371 and Novotny Road: provide offset left turns at the existing $\frac{3}{4}$ -access to improve intersection safety.
- TH 371 and Woida Road: currently proposing a range of intersection capacity improvements at the intersection; no clear recommendation at this time.

4.2 Access Spacing

The City of Baxter's 2015 Comprehensive Plan provides access management guidelines for providing adequate access while maintaining traffic flow and safety along roadways. The access spacing guidelines depend on the type of roadway and type of access as well as other factors such as roadway speed, traffic volume, sight distance, etc.

Novotny Road is classified as a local roadway, which means that commercial driveway spacing should be at least 100 feet depending on speed, volume, and sight distance based on the City's access management guidelines; Dellwood Drive is classified as a major collector and commercial driveway spacing should be at least 1/16-mile to 1/8-mile.

Along Novotny Road, the proposed 40-foot driveway access is located across from an existing driveway access into the parcel to the north. The proposed driveway will be located more than 100-feet from the adjacent driveways along the roadway.

- The proposed access meets the access spacing recommendations; however, vehicle sightlines should be reviewed to ensure departing vehicles can see adequately in both directions along Novotny Road.

Along Dellwood Drive, the proposed 40-foot driveway access is located on the west side of the roadway, approximately 350-feet south of Novotny Road. On the east side of Dellwood Drive, there are two existing commercial driveways that are expected to be within the 1/16-mile spacing of the proposed access. However, both of these driveways provide access to relatively low volume properties that are not expected to create any safety concerns on Dellwood Drive.

- The proposed access does not fully meet the access spacing recommendations due to existing driveways. However, the additional access location is not expected to create a significant safety concern.

4.3 Intersection Turn Lane Review

Providing turn lanes at an intersection or access driveway can provide a significant safety benefit as vehicles decelerate to make the maneuvers. A review of the two driveway access locations on Novotny Road and Dellwood Drive, as well as some of the surrounding public intersections were reviewed for intersection turn lane improvements.

MnDOT's Road Design Manual and Access Management Manual provides guidance on when intersection or driveway turn lanes may be warranted; it should be noted that meeting a warrant does not require the addition of turn lanes as other factors may be considered. MnDOT provides volume warrant thresholds that were considered at the following intersections:

- Novotny Road at Development Access:
 - Proposed driveway expected to have less than 100 trips per day.
 - Access does not meet the left turn or right turn warrant requirements.
- Dellwood Drive at Development Access:
 - Proposed driveway expected to have just over 100 trips per day.
 - Access meets both the left turn and right turn warrant volume requirements.
- Novotny Road at Dellwood Drive:
 - Existing daily volumes meet the left turn and right turn warrant requirements.

- Dellwood Drive at Whispering Woods Lane:
 - Existing daily volumes meet the left turn and right turn warrant requirements.
- TH 371 at Novotny Road:
 - Turn lanes are already provided for all movements.
 - TH 371 study to recommend improvements.
- TH 371 at Woida Road:
 - Turn lanes are already provided for all movements.
 - TH 371 study to recommend improvements.
- Woida Road at Dellwood Road:
 - Turn lanes are already provided for all movements.
 - TH 371 study to recommend improvements.

The proposed access on Novotny Road is not expected to meet turn lane warrants as the daily volumes along Novotny Road and at the proposed driveway are not expected to be significant.

Along Dellwood Drive, the current daily traffic levels warrant left turn and right turn lanes at all of the public street intersections and likely at many of the existing driveways; the proposed access location will meet both the left and right turn warrants.

As the previously mentioned Traffic Impact Study (from 2016) recommended restriping Dellwood Drive to include a center left turn lane by 2030, there should be consideration of extending the northern limits to include this project area. With the proposed driveway expected to have just over 100 vehicles per day, it is just over the turn lane criteria. Turn lanes are not expected to be necessary at the driveway as the development trips are not concentrated during the peak periods, when Dellwood Drive is busiest, and there are not existing turn lanes at many of the existing development sites that generate higher traffic volumes.

The intersection of Novotny Road and Dellwood Drive currently meets turn lane warrants and no turn lanes are currently provided at the intersection; a northbound bypass lane is provided. To improve intersection safety and operations, an eastbound right turn lane and a southbound right turn lane could be provided. In addition, the northbound bypass could be converted to a left turn lane to fully separate the movements. These turn lanes are warranted based on the existing intersection volume and are not impacted by the proposed development trips, which are not expected to utilize this intersection significantly.

5 Conclusion

The proposed storage development is located just east of Trunk Highway 371 (TH 371), between Novotny Road and Woida Road in Baxter, MN. The development includes various self-storage facilities including a storage locker building, mini-garage storage buildings, portable container storage, and recreational vehicle storage.

The proposed development is expected to generate less than 200-vehicle trips per day, with less than 25 vehicle trips in any peak hour.

The proposed site plan includes three driveway access locations. There is an existing right-in/right-out driveway access along northbound TH 371, and two new driveway access locations: one each on Novotny Road and Dellwood Drive.

MnDOT provided a review of the initial site plan and recommended the existing driveway access along TH 371 be removed from consideration. There is an ongoing access management study of TH 371 that has recommended the access be closed as it is the only private driveway along the principal arterial corridor in the Baxter city limits. The development site has reasonably convenient and suitable independent access from the city roadway network.

The remaining two access points along Novotny Road and Dellwood Drive are not expected to have any operational concerns with the removal of the TH 371 access.

The proposed access to Novotny Road is not expected to warrant turn lanes at the driveway; less than half the development trips are expected to use this driveway. With less than 100 vehicle trips per day expected at the access to the local roadway, no turn lanes are warranted.

The proposed access to Dellwood Drive is expected to meet turn lane warrants as the major collector roadway is posted at 45-mph through the study area and the daily volumes on the roadway are relatively high. However, the existing driveways along Dellwood Drive mostly do not include existing turn lanes and likely generate significantly higher traffic volumes than the proposed development. Therefore, turn lanes are not specifically required for the proposed driveway location.

A previous traffic impact study recommended providing a center left turn lane between Whispering Woods Lane and Woida Road. During project development for the turn lane modifications, extending the center left turn lane past Whispering Woods Lane to Novotny Road should be considered.

The intersection of Novotny Road and Dellwood Drive is not expected to be significantly impacted by the proposed development. However, during the turn lane review, the existing intersection meets the volume requirements to warrant turn lanes. An eastbound right turn lane and a southbound left turn lane would improve the overall safety and operations of the intersection. Reconfiguring the northbound left turn bypass lane to a full left turn lane would provide a clearer separation of the movement.

The existing TH 371 intersections at Woida Road and Novotny Road are not expected to have any negative impacts from the proposed development.

5.1 Recommendation

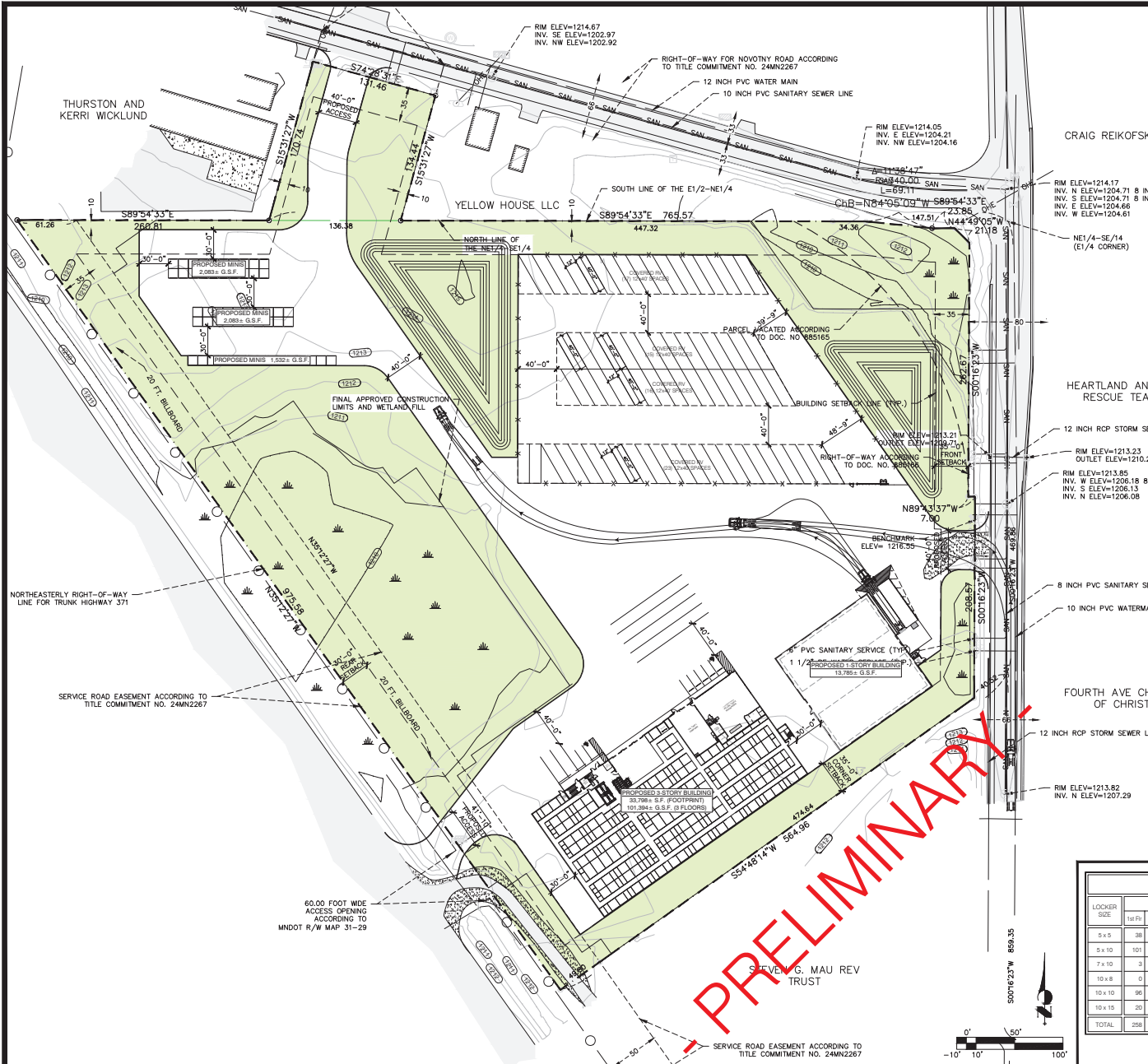
Based on the high-level traffic review of the proposed storage development in the City of Baxter, the development is not expected to impact the surrounding roadway network.

The developer should modify the development site plan to remove the driveway access to TH 371, based on MnDOT's comments, and ensure site circulation is still adequate to the two remaining proposed driveway locations. At the proposed access points on Novotny Road and Dellwood Drive, the existing trees and brush should be cleared to ensure adequate sight distances for vehicles entering and exiting the site.

No improvements to the proposed driveways are required as part of the development. However, it is recommended that Dellwood Drive should be restriped to include a center left turn lane from Woida Road to Novotny Road as part of the 2025 Dellwood Drive project. This extends the center left turn lane Woida Road to Whispering Woods Lane extents recommended as part of the 2016 traffic impact study.

Appendix A

Development Site Plan



SITE AERIAL SCALE: NTS

ZONING INFORMATION:

PROJECT NAME: STORAGE FACILITY

MUNICIPALITY: CITY OF BAXTER

PROJECT ADDRESS: HWY 371 / DELLWOOD DRIVE BAXTER, MN 56425

SITE ACRE: 11.91 ACRES

ZONE: C2 (REGIONAL COMMERCIAL)

ABUTTING ZONING DISTRICT:
 N: C-2
 S: C-2
 E: C-2
 W: C-2

USES: SELF-STORAGE, TRUCK/TRAILER SHARE, RETAIL SALES, RV STORAGE

MINIMUM LOT AREA: 20,000 SQ FT.

MAXIMUM LOT COVERAGE: 50% (WILL NEED A VARIANCE)

SETBACKS:
 FRONT YARD: 35 FT.
 SIDE YARD: 10 FT INTERIOR, 35 FT ABUTTING CORNER
 REAR YARD: 30 FT.

MAXIMUM BUILDING HEIGHT: 45 FT.

PARKING:
 WAREHOUSE/STORAGE: 1 SPACE PER 2000 SQ FT OF FLOOR AREA
 RETAIL: 1 SPACE PER 250 SQ FT OF GROSS SALES FLOOR AREA

LOCKER SIZE	INTERIOR						EXTERIOR MINS			GRAND TOTAL		
	1st Fl	SO FT	%	2nd Fl	SO FT	%	3rd Fl	SO FT	%	QTY	SO FT	%
5 x 5	38	950	5%	41	1,025	4%	41	1,025	4%	120	3,000	4%
5 x 10	101	5,050	27%	119	5,950	25%	119	5,900	24%	338	16,900	23%
7 x 10	3	210	1%	3	210	1%	3	210	1%	9	630	1%
10 x 8	0	0	0%	2	160	1%	2	160	1%	4	320	0%
10 x 10	96	9,600	51%	120	12,000	50%	121	12,100	50%	337	33,700	50%
10 x 15	20	3,000	16%	32	4,800	20%	32	4,800	20%	84	12,600	17%
TOTAL	258	18,810	100%	317	24,145	100%	317	24,150	100%	55	5,500	100%

SOAK AREA = 13,289± S.F.
 TOTAL BOXES = 1,000 (500' x 5'-HIGH)

SHEET NOTES:

REVISIONS:

NO.	DATE	DESCRIPTION
1	1/26/23/24	1st REV. BASIS
2	2/07/17/24	AS UPDATE TO MATCH CIVIL PLAN

PROFESSIONAL SEAL:

ARCHITECT LOGO:

AMERCO REAL ESTATE COMPANY
 CONSTRUCTION DEPARTMENT
 2727 NORTH CENTRAL AVENUE
 PHOENIX, ARIZONA 85004
 P: (602) 263-6502

SITE ADDRESS:
 HWY 371 / DELLWOOD DRIVE
 BAXTER, MN 56425

SHEET CONTENTS:
 PROPOSED SITE PLAN

729079

DRAWN: AS
CHECKED: NH
DATE: 08/14/24

729079 A1E

PRELIMINARY SITE PLAN

SCALE: 1" = 50' - 0"

SITE DATA

Appendix B

MnDOT Review Letter

August 19, 2024

Mr. Trevor Walter
Public Works Director
City of Baxter

RE: Preliminary Site Plan [REDACTED] of Baxter
C.S. 1810; R.P. 034+00.113 (MN 371)
City of Baxter, Minnesota

Dear Mr. Walter:

Thank you for allowing our office to review and comment on the site plan for the proposed [REDACTED] storage facility development on the Tanner property abutting MN Highway 371. This property has an access opening to Highway 371 that is currently being used as a driveway to the parcel and to the two businesses to the south. Those businesses do also have reasonably convenient and suitable independent access to Dellwood Drive.

MnDOT's Access Management Manual serves as the Department's policy for managing the spacing of intersections, driveways, and signals on the State Highway system. Under Minnesota Statute § 160.18, existing driveways located on the State Highway system are not automatically perpetuated when there is a change in land use or a major change in traffic patterns of an existing facility. Property owners or developers must apply for a permit when there is a change in use or significant change in traffic pattern to the property. Such changes may warrant modification or elimination of access to the property to ensure the safety and mobility needs of the highway are being addressed.

Highway 371 is functionally classified as a principal arterial roadway and operates as a four-lane divided expressway through the project area. The proposed development is located in an urban/urbanizing setting which are typically located outside of an urban core area (e.g., downtown setting supported by a traditional grid system street pattern) that are considered urbanized or planned for urbanization over the next 20 years with a full range of urban services, including a local supporting street network. These areas are of greatest concern because of their potential impact on the highway system. Access to these properties is typically recommended using the established local supporting road network.

As you are aware, there has been a long history of written and verbal communication between MnDOT and City of Baxter staff for discontinuing this driveway opening to Highway 371 when a viable development is eminent for the Tanner property so long as access is provided to Novotny Road and Dellwood Drive. More recently, a recommendation to close this opening to the Tanner property has been indicated as part of the Highway 371 corridor traffic study between Baxter and Nisswa intended to identify and address the safety and mobility needs along the corridor and an overall long-term corridor vision.

The MnDOT District 3 staff Development Review Committee met on Tuesday, August 13, 2024, to review and discuss this proposed [REDACTED] storage facility site plan and prepared the following comments:

Mr. Trevor Walter
 Public Works Director, City of Baxter
 Preliminary Site Plan [REDACTED] of Baxter
 August 19, 2024
 Page 2

Specific Comments:

- Site plan shows three entrances to the development consisting of a continuation of the use of the current Highway 371 opening along with two additional access points at Novotny Road to the north and Dellwood Drive to the east.
- No other private access is allowed to Highway 371 between Woida Road (CSAH 77) and Pine Beach Road/Wise Road (CSAH 49).
- The opening to Highway 371 has been identified as a candidate for closure in current Highway 371 corridor traffic study. Perpetuating use of this opening is not consistent with the long-term vision for the corridor.
- Reasonably convenient and suitable access is available to the proposed development at Novotny Road and Dellwood Drive, as depicted in the site plan.

General Comments:

- Since the proposed [REDACTED] property abuts MnDOT right of way, a permit would be required to perform any work in the right of way.
- A stormwater management plan would also be required to be reviewed by MnDOT prior to any site work commencing.
- Contact for permit process and stormwater plan review is Rich Munsch, District 3 Permits Supervisor, richard.munsch@state.mn.us, 218/828-5778.

Recommendations:

- The City of Baxter advise the developer to no longer show the driveway access to MN 371 on their site plan and show the opening as permanent closure and removal.
- Request City of Baxter provide MnDOT opportunity to review final site plan and stormwater management plan before final City approval.
- If the driveway access opening to Highway 371 is removed from the site plan, there will be no need to file a driveway access permit since access would suitably be provided from the two city streets.

The above comments and recommendations apply to the current [REDACTED] storage facility development proposal under review and do not automatically transfer to other development proposals or future change in uses to the property.

Please contact me or Steve Voss, District 3 Planning Director, should you have any questions.

Sincerely,

Thomas Cruikshank Digitally signed by Thomas Cruikshank
 Date: 2024.08.19 08:31:53 -05'00'

Tom Cruikshank
 Principal Planner
 320/223-6526

ecc: MnDOT District 3 Development Review Committee

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ITEM REPORT
UTILITIES COMMISSION

Agenda Date: 11/7/2024
Agenda Section: Business Item

Department Origination: Public Works

Agenda Item: Recommend Planning and Zoning Commission Approve the Essentia Health Musculoskeletal Center PUD for the Redevelopment of the former Camping World Site Contingent on Entering into an Escrow Agreement Prior to Issuing a Building Permit.

Approval Required: Simple Majority Vote

BACKGROUND

Essentia Health is proposing to convert the former Camping World site to a Musculoskeletal Center. The existing site will be modified to accommodate parking for the new clinic, a drive-thru pharmacy as well as new site circulation for vehicle and pedestrian access. A Traffic Study was completed with the proposed development and is included in the Utilities Commission packet.

The proposed site modifications require relocation of two fire hydrants. The relocation of the fire hydrants require inspection services from the City. The inspection services are to be paid by the developer and are included in an Escrow Agreement.

FINANCIAL IMPLICATIONS

There are no financial implications with the exception of what is included with the Escrow Agreement which will be paid by the developer.

STAFF RECOMMENDATIONS

Staff recommends approving the PUD contingent on entering into an escrow agreement with the City to pay for the inspection services related to the relocation of the fire hydrants.

COUNCIL ACTION REQUESTED

MOTION to recommend Planning and Zoning Commission Approve the Essentia Health Musculoskeletal Center PUD for the redevelopment of the former Camping World site contingent on entering into an Escrow Agreement prior to issuing a building permit.



CITY OF BAXTER LAND USE APPLICATION FORM

For Internal Use Only Item 3.
Project # _____
Fees Paid: \$ _____
Escrow Paid \$ _____
Receipt # _____
Escrow Code _____

Type of Application (check all that apply)

- | | |
|---|--|
| <input type="checkbox"/> Architectural Review | <input type="checkbox"/> Vacation (Street ROW/Easements) |
| <input type="checkbox"/> Conditional Use Permit | <input type="checkbox"/> Comprehensive Plan Amendment |
| <input type="checkbox"/> Interim Use Permit | <input type="checkbox"/> Zoning/Subdivision Ordinance Amendment |
| <input type="checkbox"/> Variance | <input checked="" type="checkbox"/> PUD, Planned Unit Development General Plan |
| <input type="checkbox"/> Sketch Plan Review | <input checked="" type="checkbox"/> PUD, Planned Unit Development Final Plan |
| <input type="checkbox"/> Administrative Subdivision | <input type="checkbox"/> Mobile/Seasonal Vending Permit |
| <input type="checkbox"/> Preliminary Plat | <input type="checkbox"/> Shoreland Alteration Permit |
| <input type="checkbox"/> Final Plat | <input type="checkbox"/> Other _____ |

Project Name: ESSENTIA HEALTH MUSCULOSKELETAL CENTER - BAXTER

Property Information

Address: 14275 EDGEWOOD DRIVE, BAXTER, MN 56425 PID Number: 40060975
Legal Description (attach if necessary): THIRD ADDITION TO BAXTER WAL-MART SUBDIV

Applicant Information

Name: MIKE ANGLAND, AIA, LEED AP
Address: 7804 INDUSTRIAL PARK ROAD BAXTER MN 56425
Street City State Zip
Phone (W): 218-316-3608 Phone (H): _____ Fax: _____
Print or Type Name: _____ Email Address: mike.angland@widseth.com
Contact Person Name (If other than applicant): _____
Phone: _____ Address: _____

Owner Information

Name: DANIEL CEBELINSKI, DIRECTOR OF FACILITIES
Address: 502 E. 2ND ST DULUTH MN
Street City State Zip
Phone (W): 218-786-8376 Phone (H): _____ Fax: _____
Print or Type Name: _____ Email Address: Daniel.Cebelinski@EssentiaHealth.org

Brief Description of Request: (Attach separate sheet, if necessary)

PROJECT INCLUDES REPURPOSING THE VACATED CAMPING WORLD BUILDING INTO A MUSCULOSKELETAL

CLINIC FOR ESSENTIA HEALTH. THE EXISTING BUILDING AND SITE WILL BE MODIFIED TO ACCOMODATE THE CLINIC AND TO BRING PORTIONS OF THE BUILDING TO CURRENT CODE RELATIVE TO LAND USE ORDINANCE.

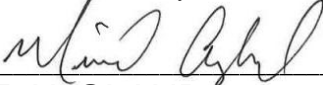
APPROXIMATELY 60% OF THE INTERIOR SPACE WILL BE RENNOVATED WITH THE REMAINING 40% SPACE


AVAILABLE FOR FUTURE EXPANSION OF THE CLINIC. THE EXISTING SITE WILL BE MODIFIED TO ACCOMODATE

PARKING FOR THE NEW CLINIC, A DRIVE-THRU PHARMACY AS WELL AS NEW SITE CIRCULATION FOR VEHICLE AND

PEDESTRIAN ACCESS, LANDSCAPE ISLANDS AND NEW LANDSCPING WILL BE INCORPORATED INTO THE NEW DESIGN.

If this permit is granted, I hereby certify that all work will be done as stated herein and in accordance with all applicable laws and ordinances of the State of Minnesota and the City of Baxter.

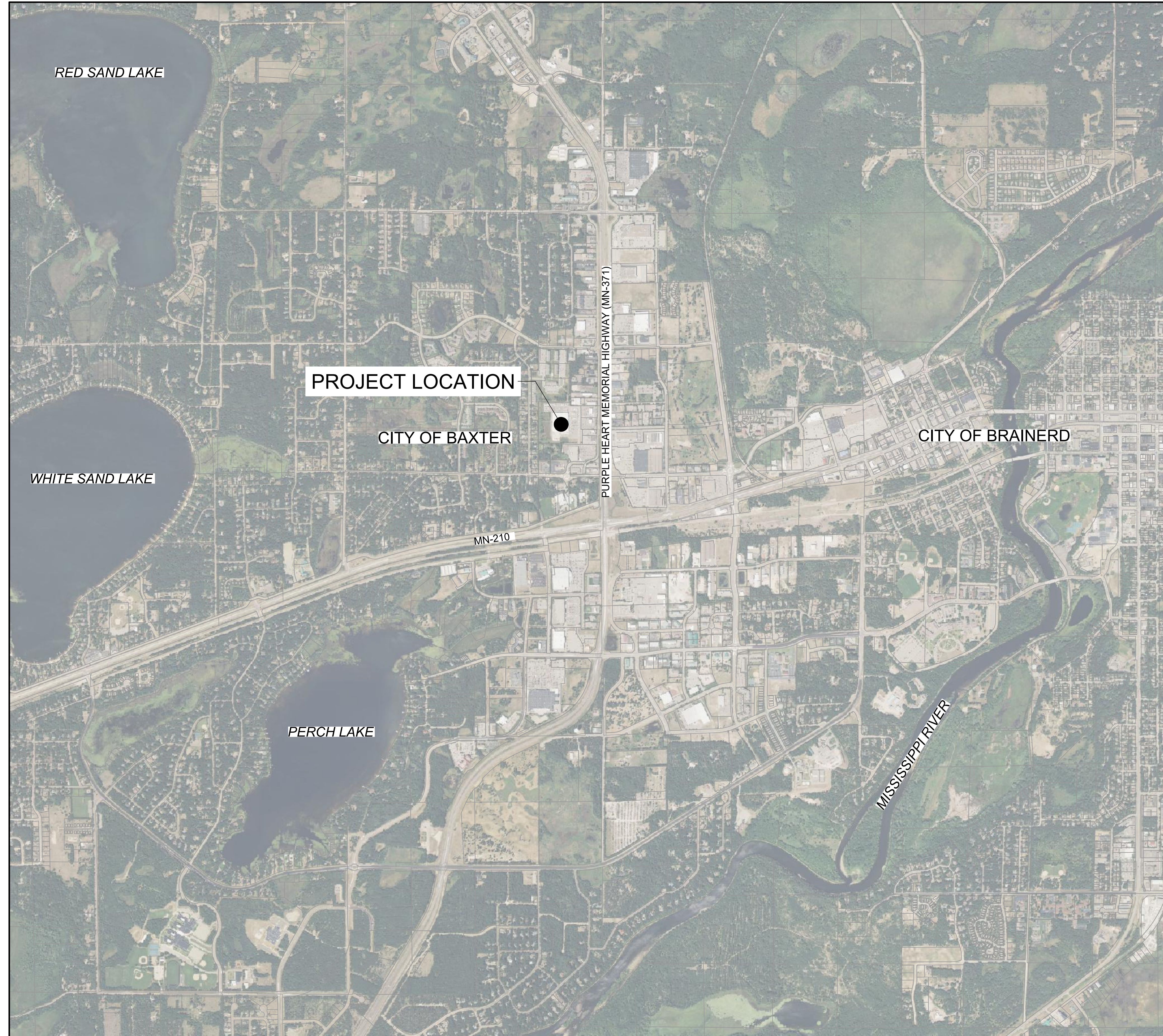
Applicant's Signature  Date 2024-09-24
Applicant's Printed Name MIKE ANGLAND

Owner's Signature  Date 2024-09-24
Owner's Printed Name Daniel Cebelinski

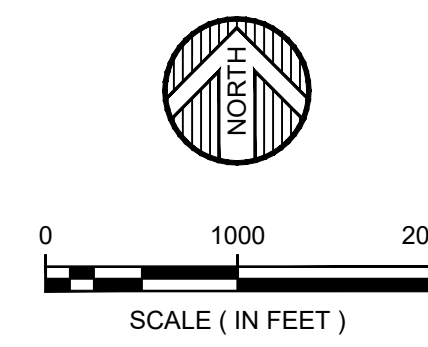
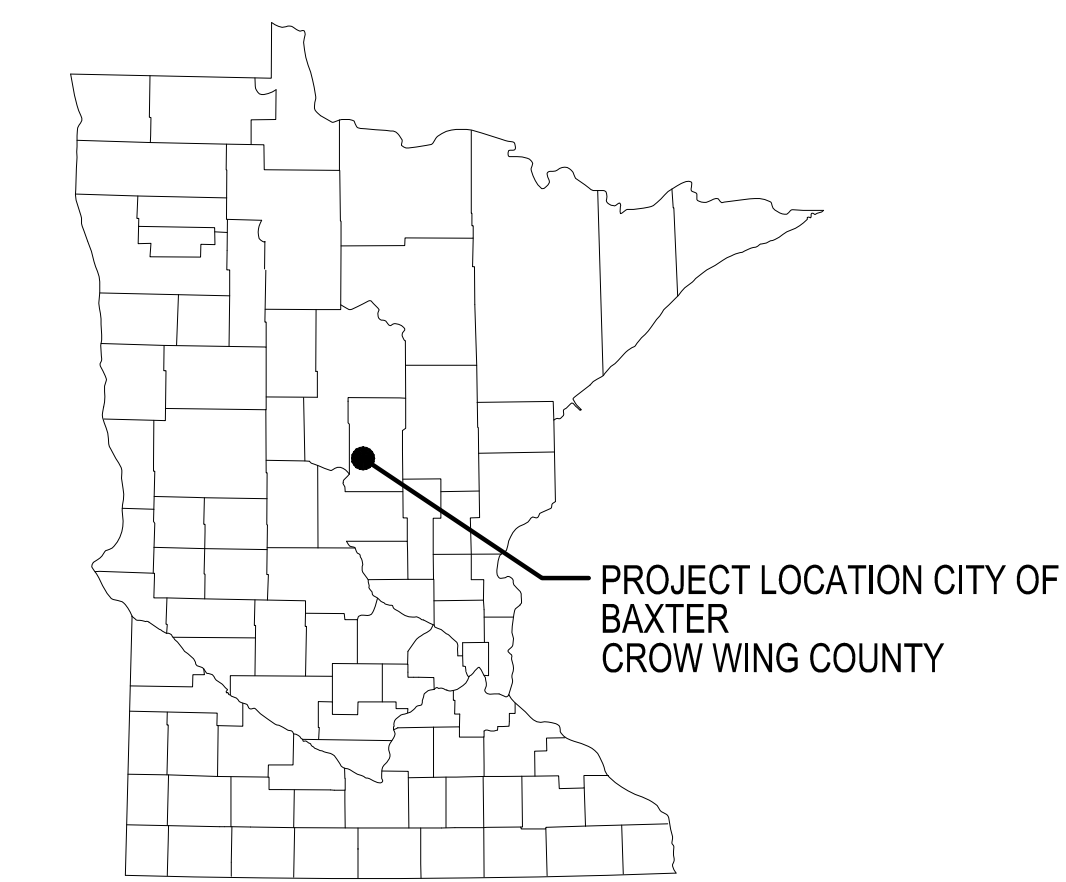
ESSENTIA HEALTH MUSCULOSKELETAL CENTER - BAXTER

ESSENTIA HEALTH

CITY OF BAXTER, MINNESOTA



INDEX TO DRAWINGS	
SHEET NO.	DESCRIPTION
G101	TITLE SHEET
A200	OVERALL FLOOR PLAN
A400	EXTERIOR ELEVATIONS
A401	PROJECT RENDERINGS
C101	CIVIL LEGEND
C201-C204	CIVIL DETAILS
C301	SWPPP
C401	EXISTING CONDITIONS & REMOVALS
C501	SITE PLAN
C502	SIGNING & PAVEMENT MARKING PLAN
C601	GRADING PLAN
C701	EROSION CONTROL PLAN
C801	UTILITIES PLAN
C901	LANDSCAPE PLAN

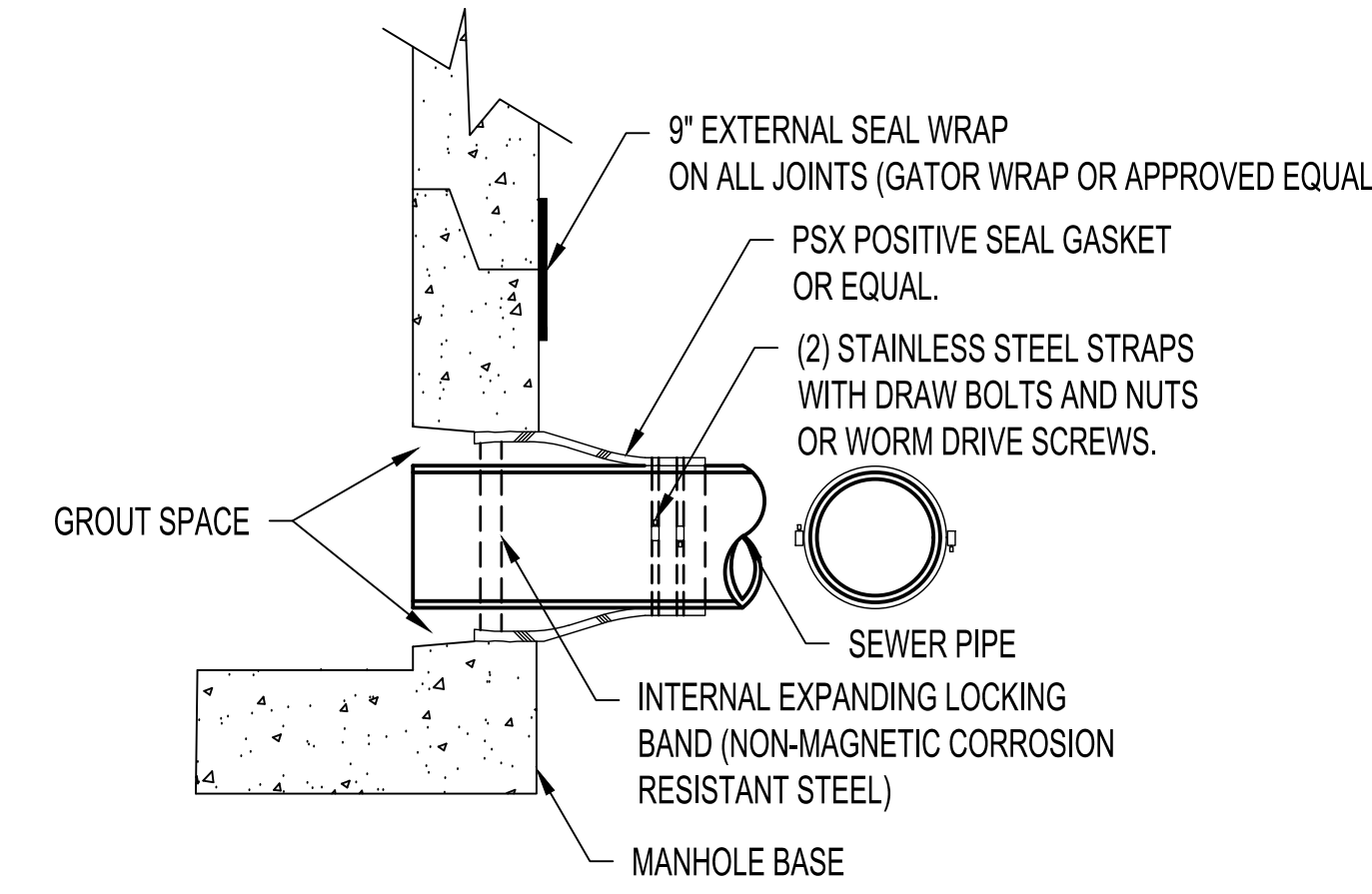


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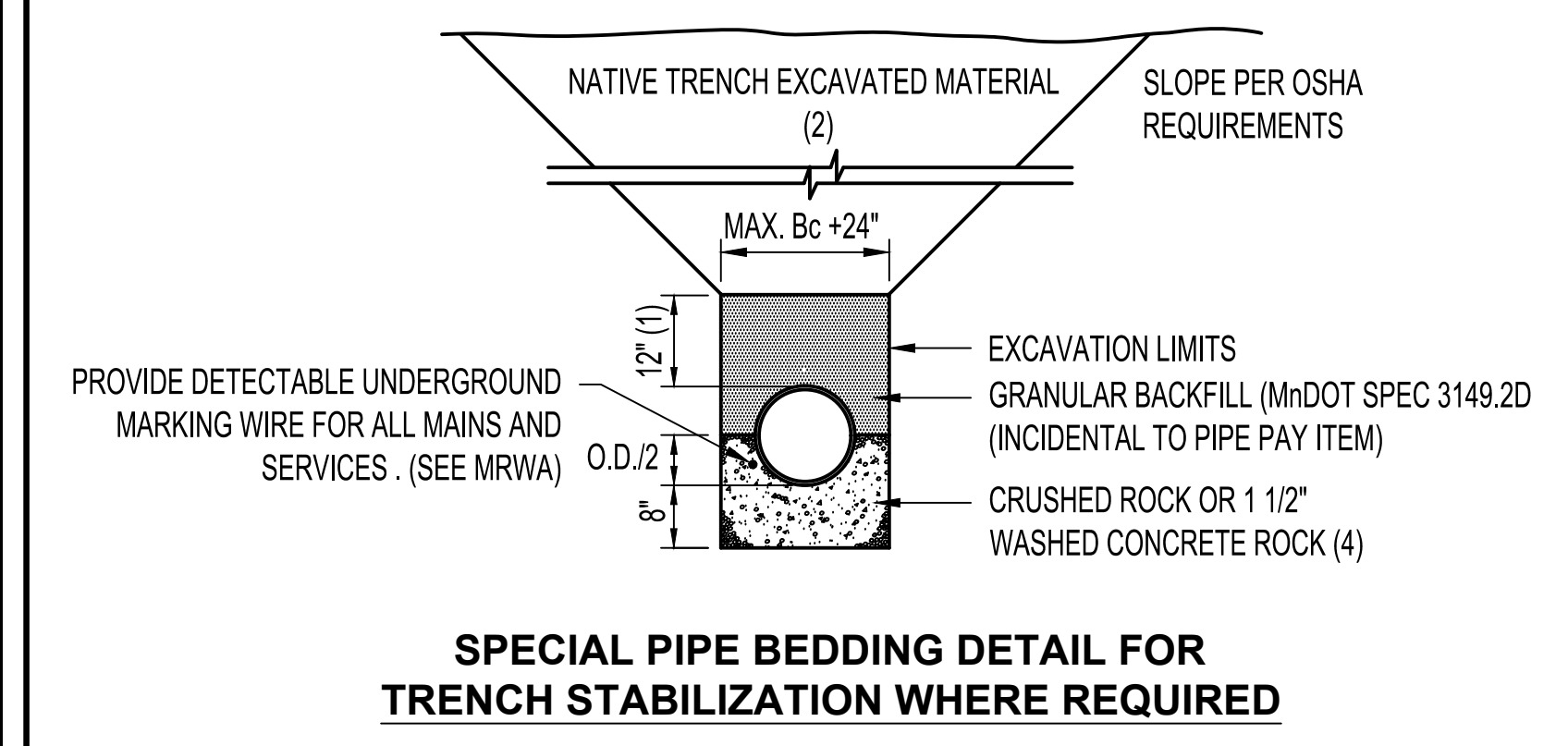
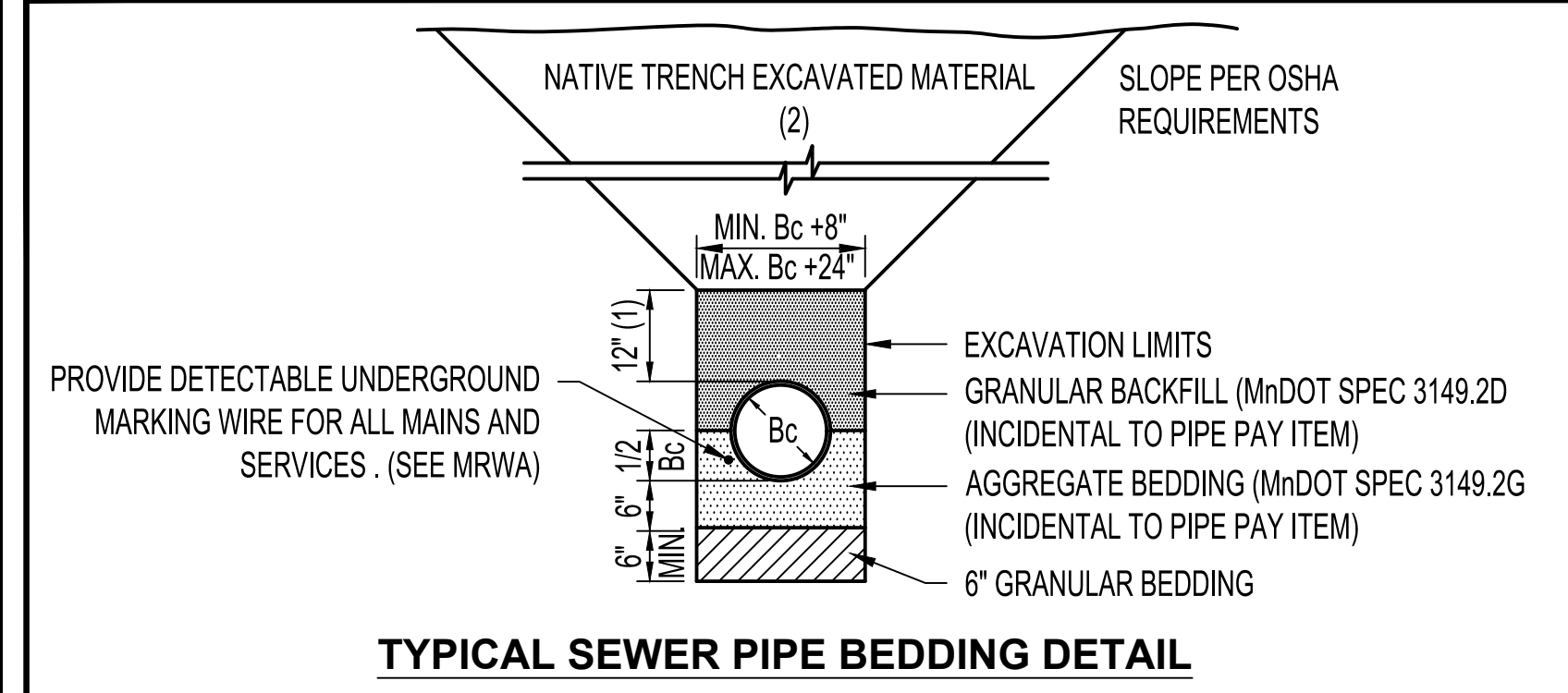
ESSENTIA HEALTH MUSCULOSKELETAL CENTER - BAXTER
ESSENTIA HEALTH
14275 EDGEWOOD DR N #100, BAXTER, MN 56425

TITLE SHEET
SHEET NO.
G101

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JOB NUMBER: 2024-11581				

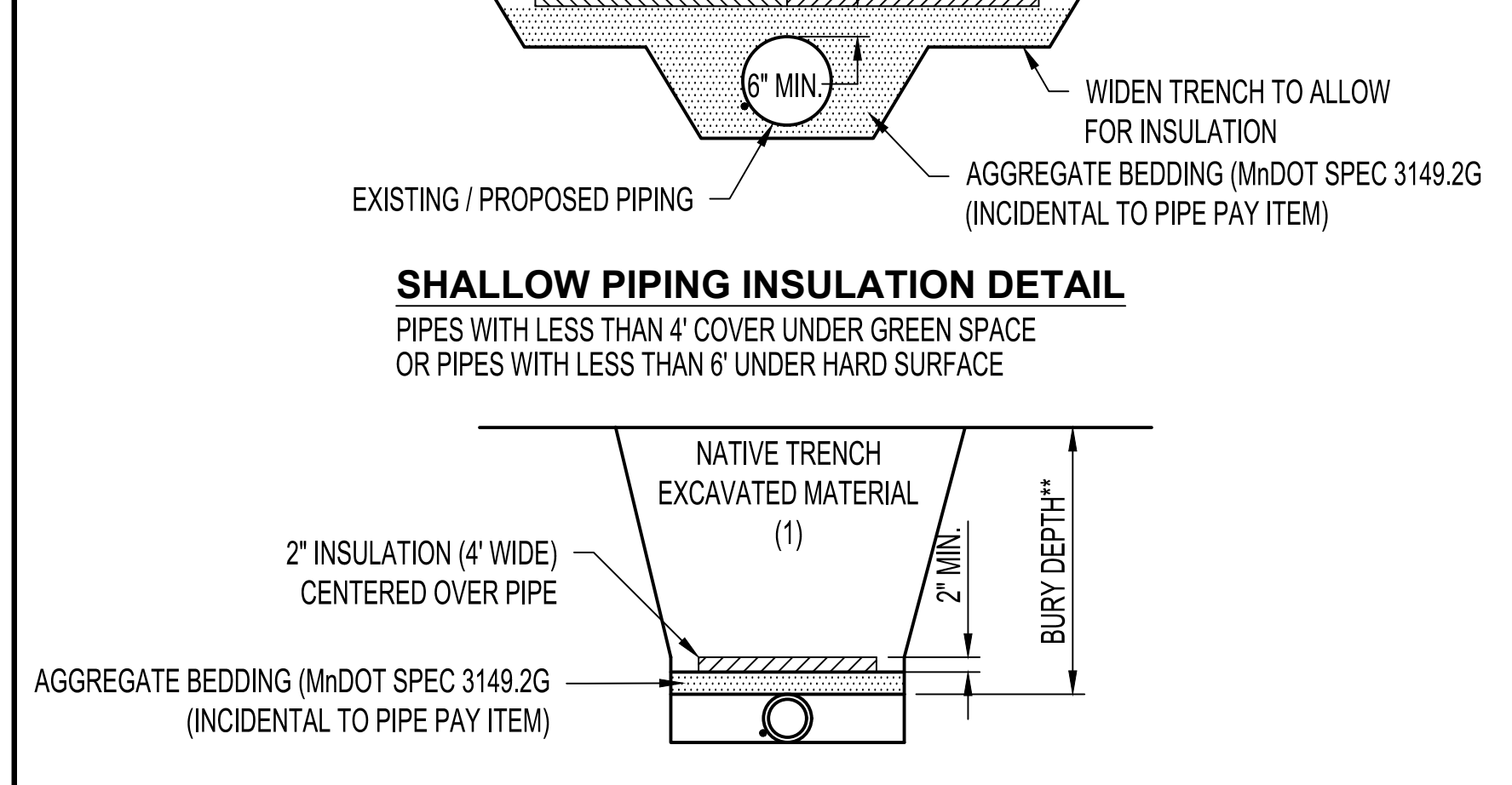
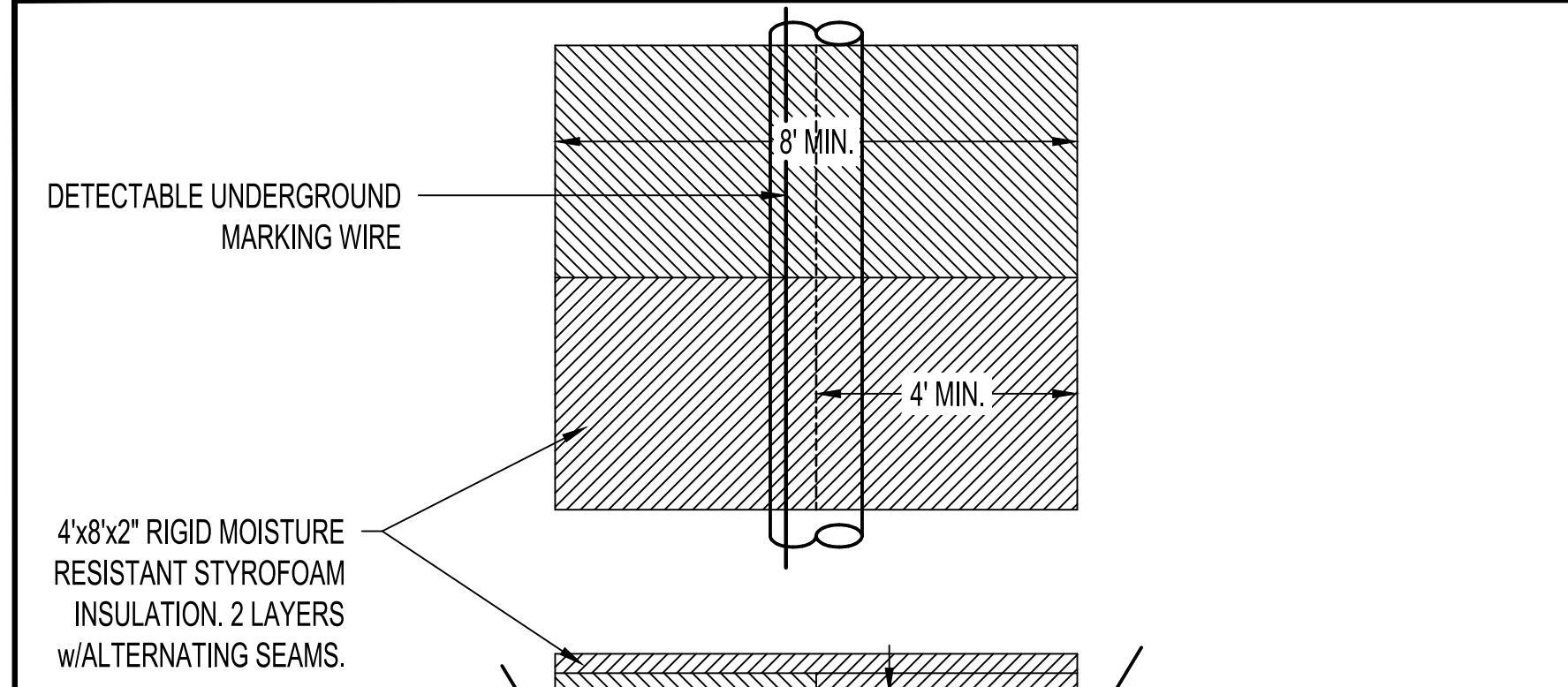


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	PUBLIC WORKS DEPARTMENT	S-2



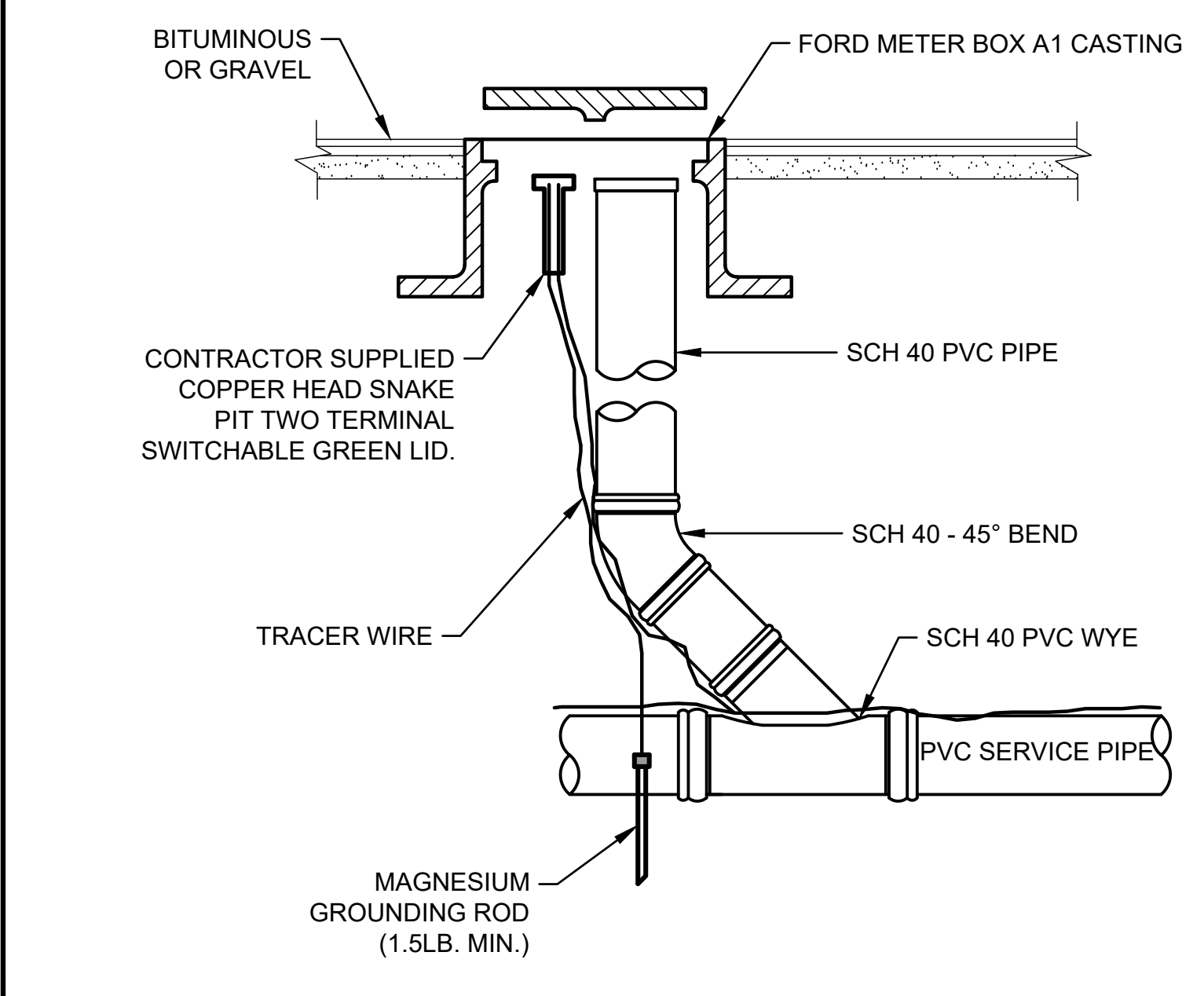
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 (2) IN AREAS WHERE EXISTING MATERIAL IS NOT SUITABLE AS BACKFILL, THE ENGINEER MAY DIRECT THE PLACEMENT OF GRANULAR BACKFILL. GRANULAR BACKFILL WILL BE PAID AND MEASURED AS GRANULAR BACKFILL (LV). DISPOSAL OF EXCESS EXCAVATED MATERIAL SHALL BE CONSIDERED INCIDENTAL TO GRANULAR BACKFILL (LV).
 (3) FOR ROCK OR OTHER INCOMPRESSIBLE MATERIALS, THE TRENCH SHOULD BE OVER EXCAVATED A MINIMUM OF 8" & REFILLED WITH GRANULAR MATERIAL. THIS ITEM WILL BE ELIGIBLE FOR EXTRA PAYMENT, IF REQUIRED.
 (4) THIS PROCEDURE IS NOT INTENDED TO REPLACE DEWATERING SYSTEMS IN WET CONDITIONS.
 (5) IF CRUSHED OR WASHED ROCK BEDDING IS USED, INSTALL A 10' LONG SAND SECTION AROUND ENTIRE PIPE SECTION APPROXIMATELY HALFWAY BETWEEN EACH MANHOLE RUN. THE INTENT OF THE SAND IS TO ACT AS A COLLAR TO PREVENT WATER FROM TRAVELING PIPE RUN.

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	SEWER PIPE BEDDING	
	PUBLIC WORKS DEPARTMENT	S-5

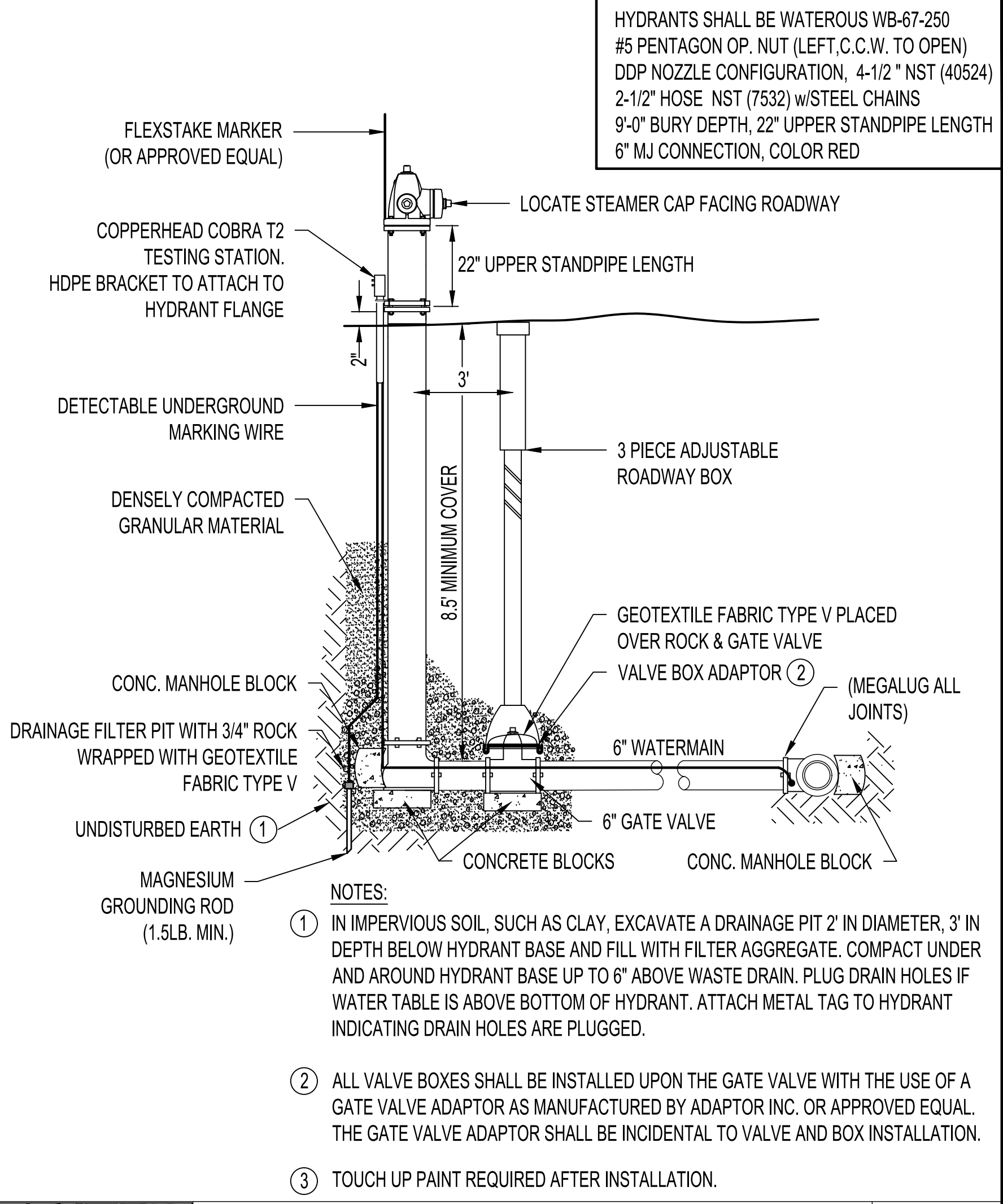


NOTES:
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 *PIPES WITH MORE THAN 4' COVER BUT LESS THAN 6' COVER UNDER GREEN SPACE OR PIPES WITH MORE THAN 6' OF COVER BUT LESS THAN 8' UNDER HARD SURFACE

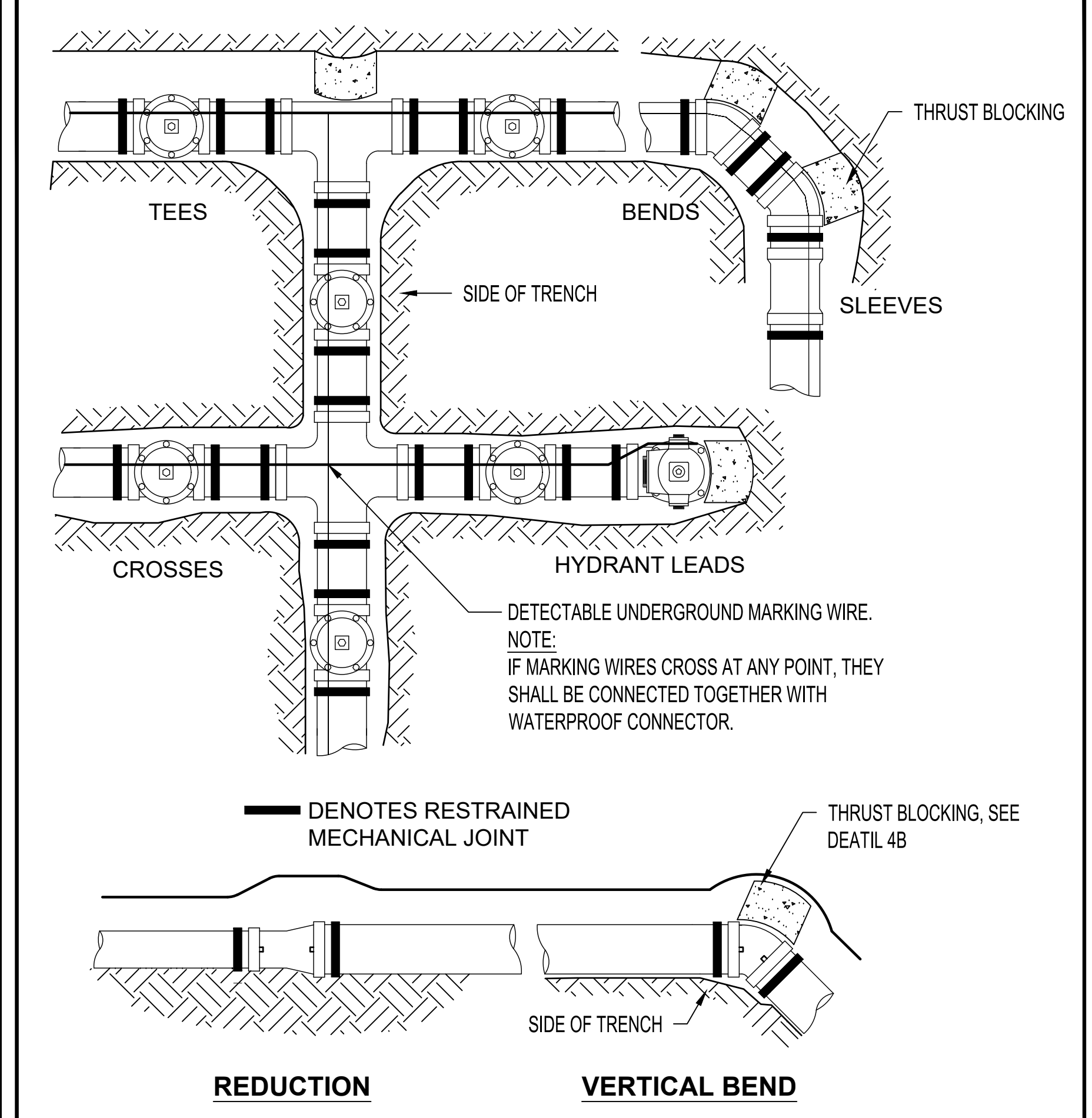
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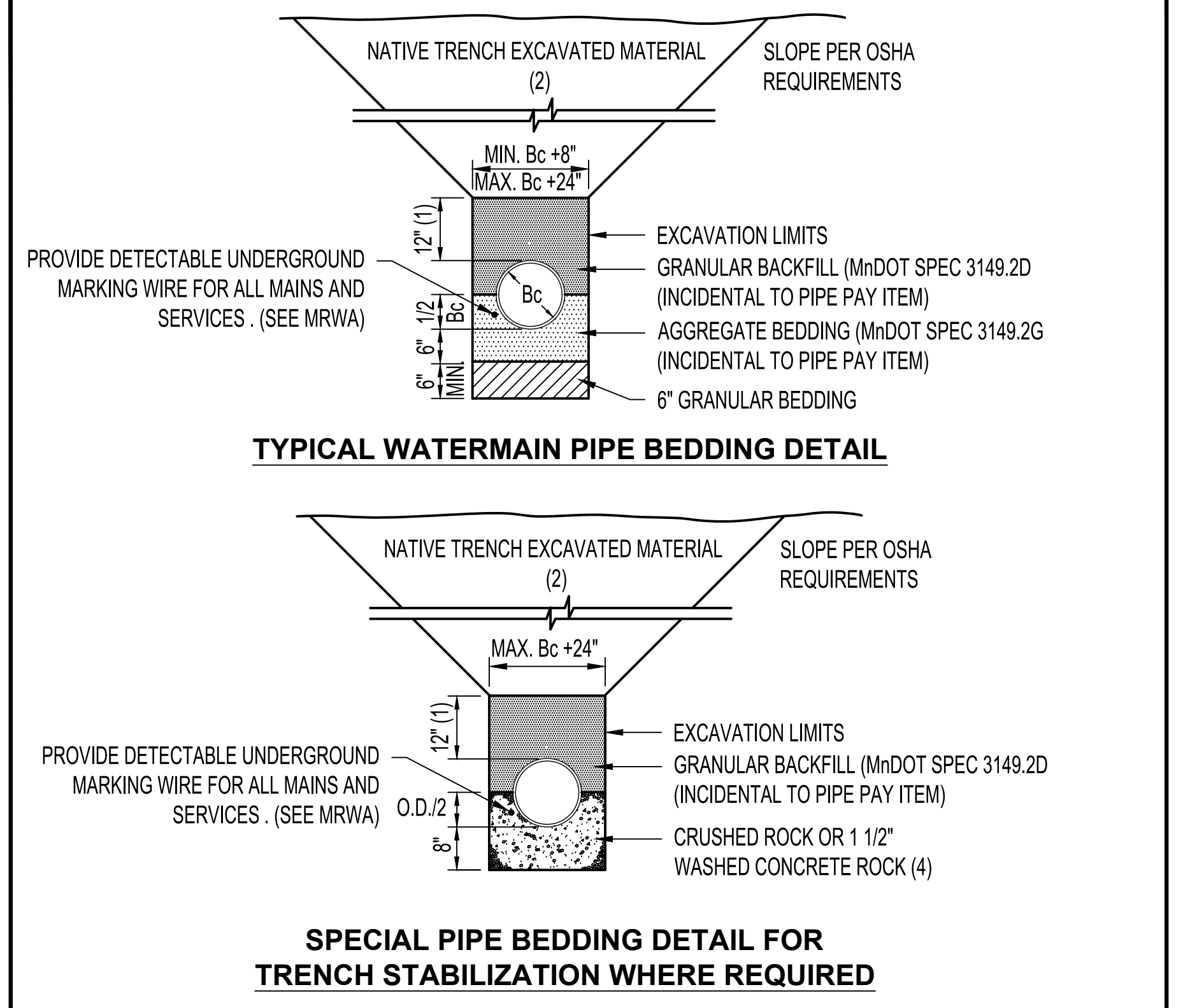
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	SANITARY SEWER CLEANOUT (HARD SURFACE)	
	PUBLIC WORKS DEPARTMENT	S-9



	CITY OF BAXTER, MINNESOTA	REV. 1-20
	TYPICAL HYDRANT AND GATE VALVE	
	PUBLIC WORKS DEPARTMENT	W-3



	CITY OF BAXTER, MINNESOTA	REV. 4-23
	RESTRAINED MECHANICAL JOINT AND BLOCKING LOCATION	
	PUBLIC WORKS DEPARTMENT	W-4A



NOTES:
 (1) IF THIS DIMENSION DECREASES THE BEDDING CONDITIONS WILL CHANGE. A HIGHER LEVEL BEDDING CONDITION SHALL BE SOLELY AT THE CONTRACTORS EXPENSE.
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	CITY OF BAXTER, MINNESOTA	REV. 4-24
	WATERMAIN PIPE BEDDING	
	PUBLIC WORKS DEPARTMENT	W-5

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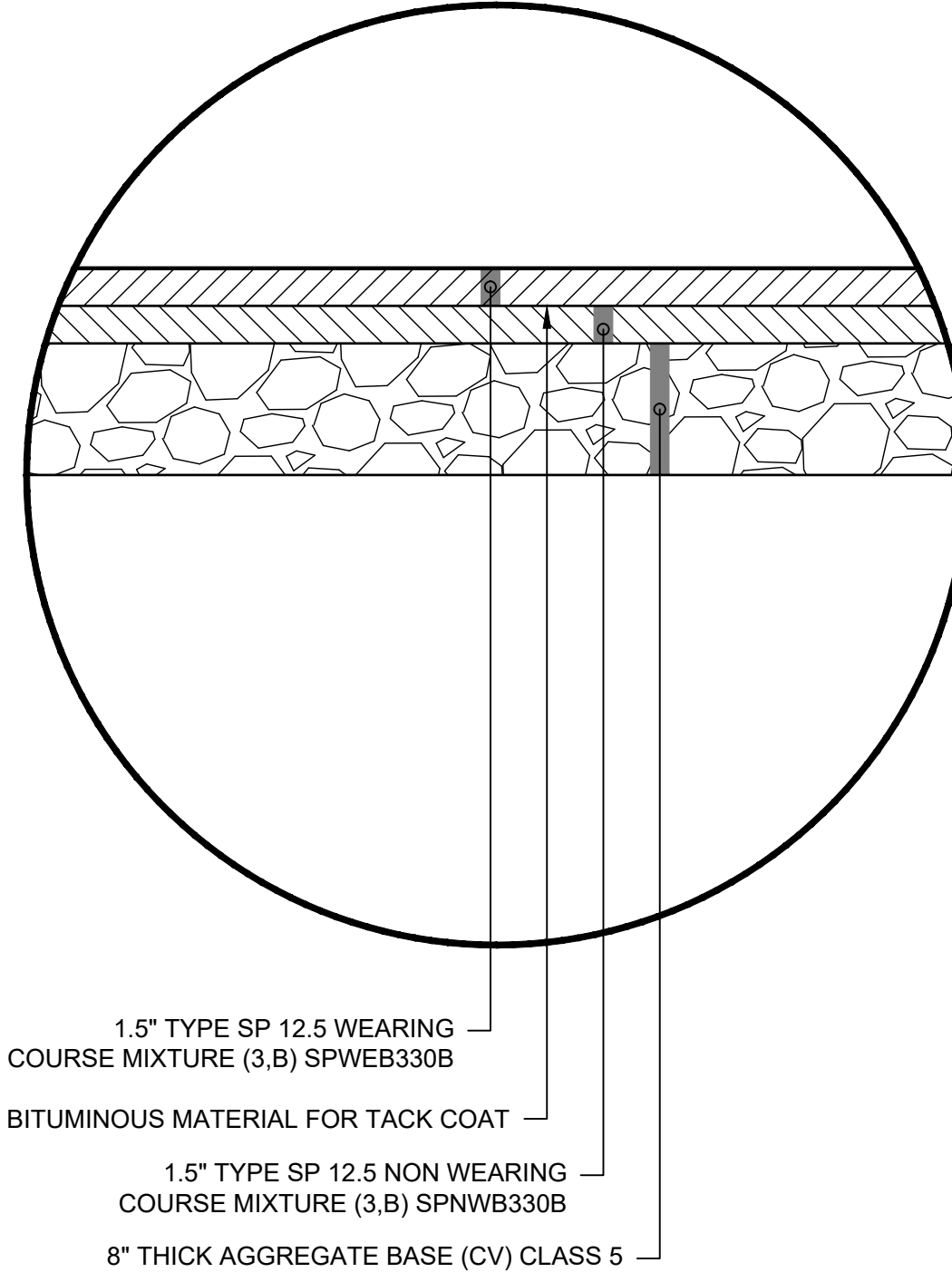
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JOB NUMBER	2024-11581						

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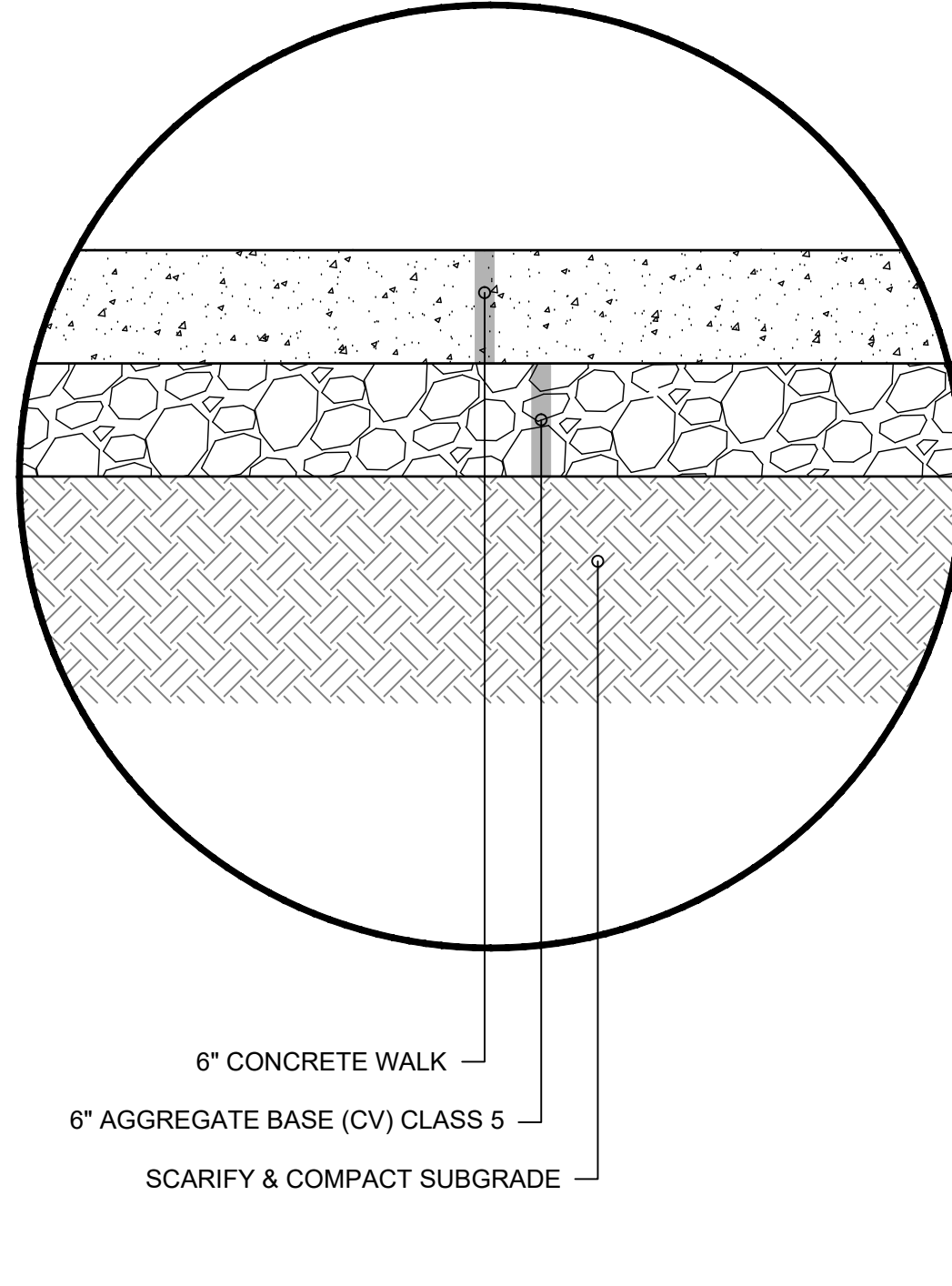
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 ESSENTIA HEALTH
 14275 EDGEWOOD DR N #100, BAXTER, MN 56425

SHEET NO.
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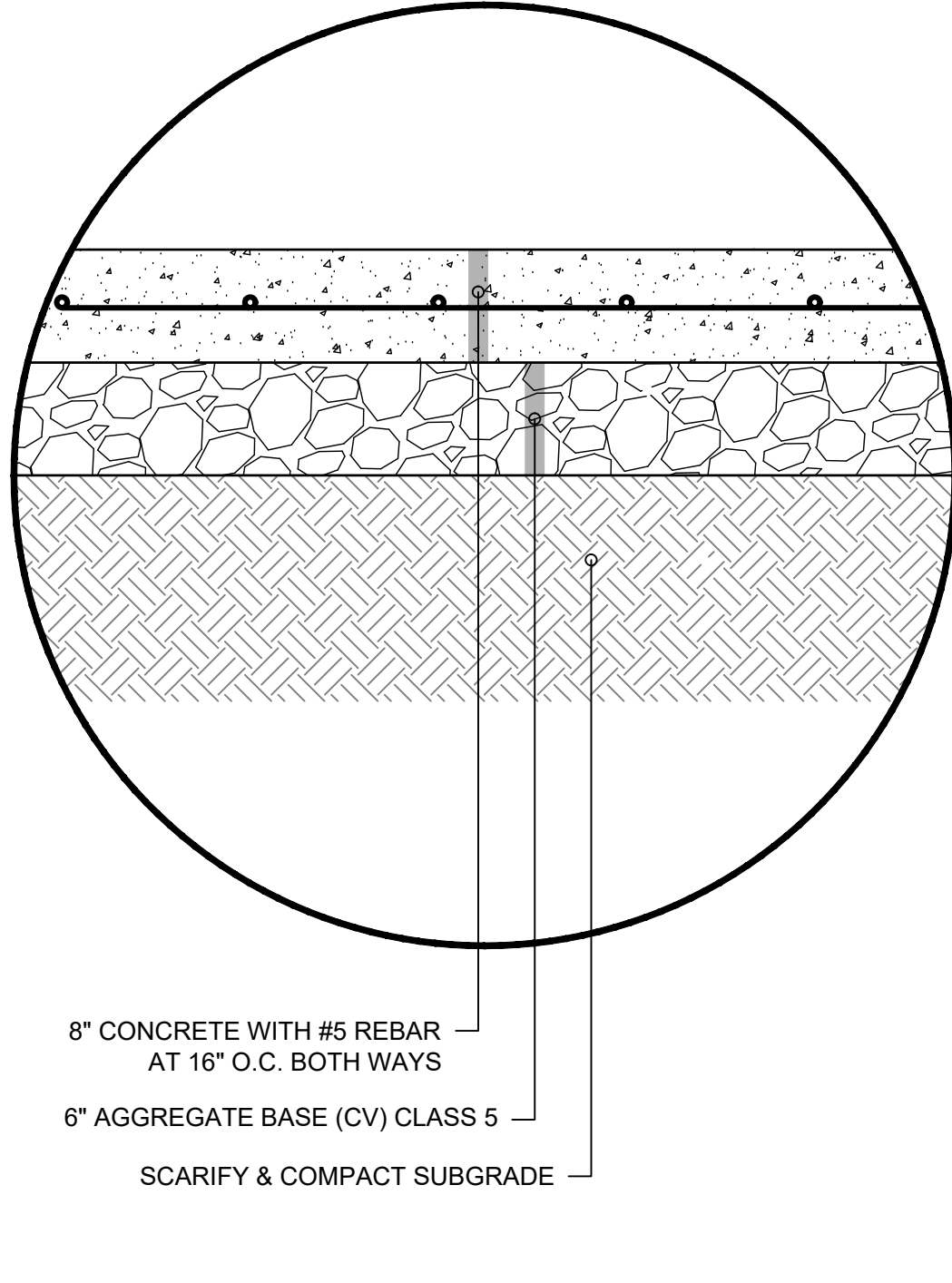
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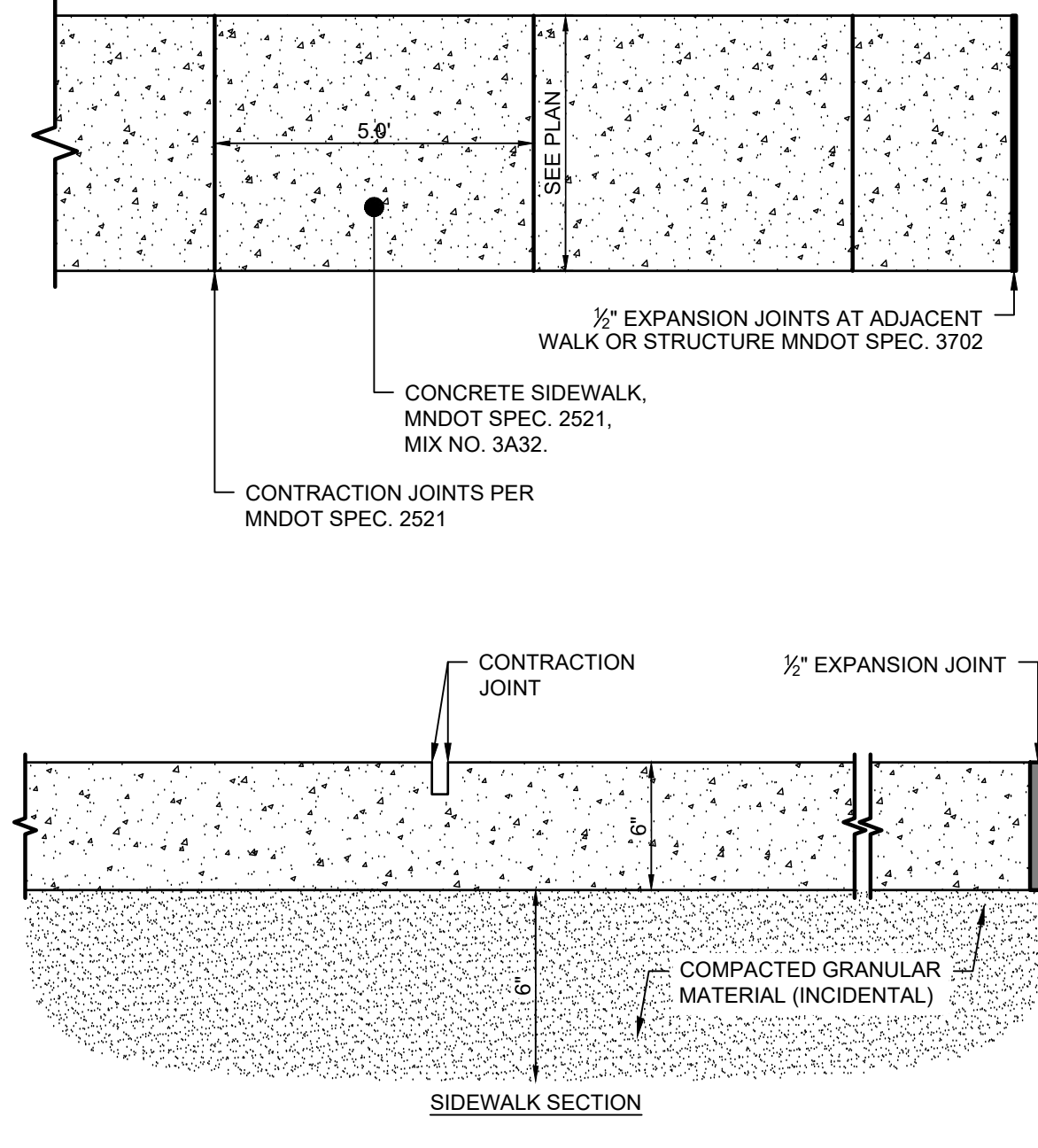
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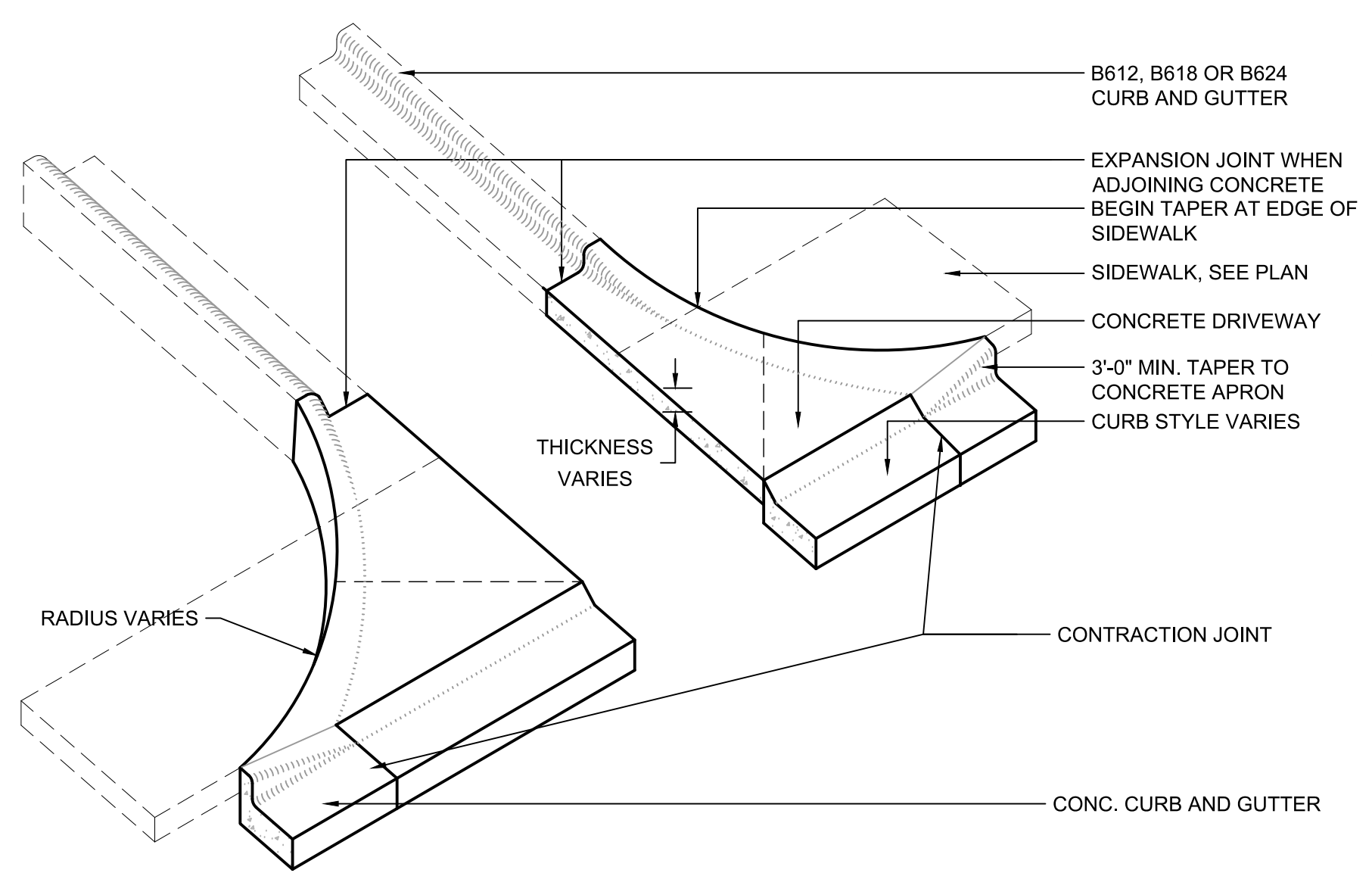
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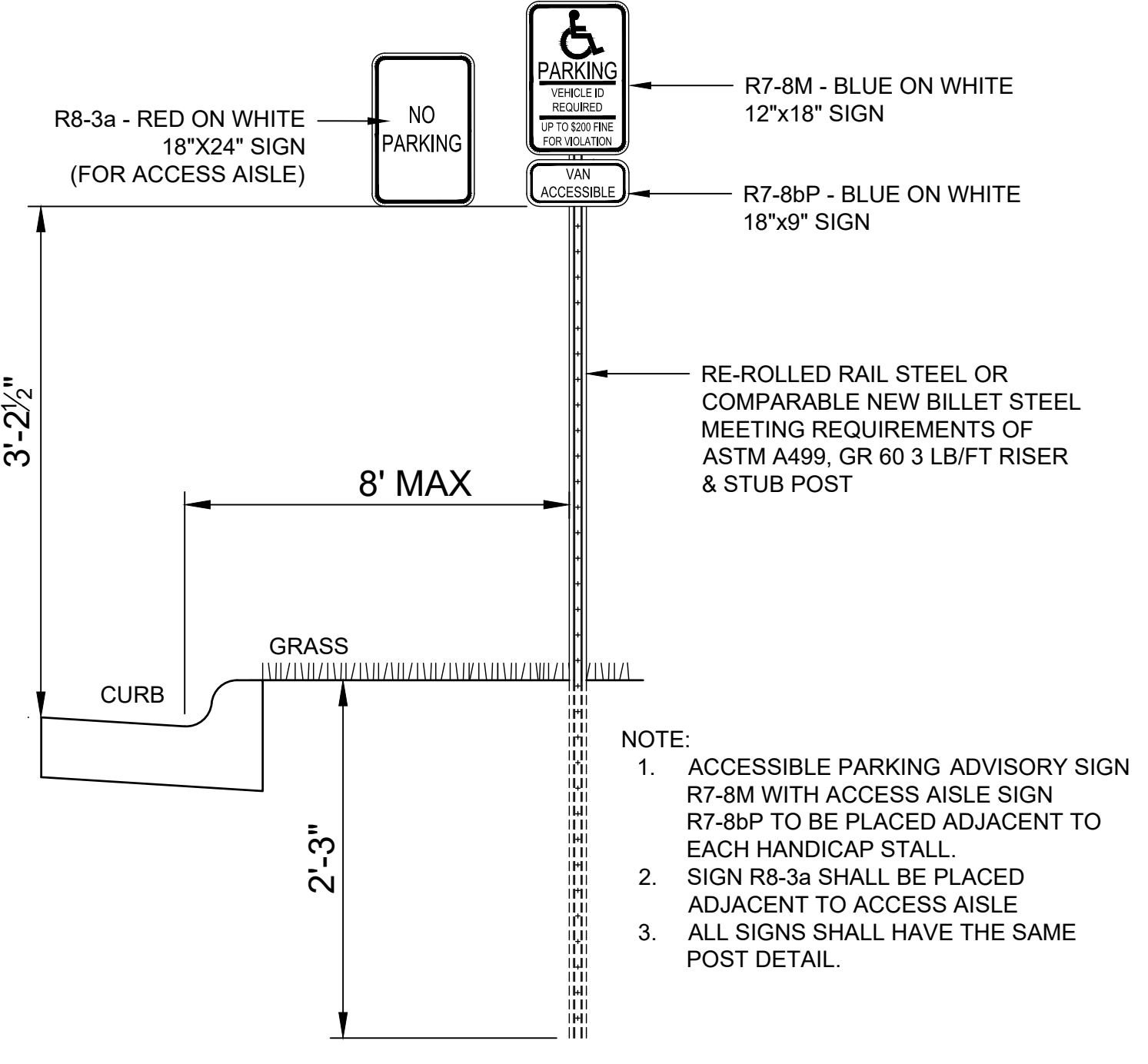
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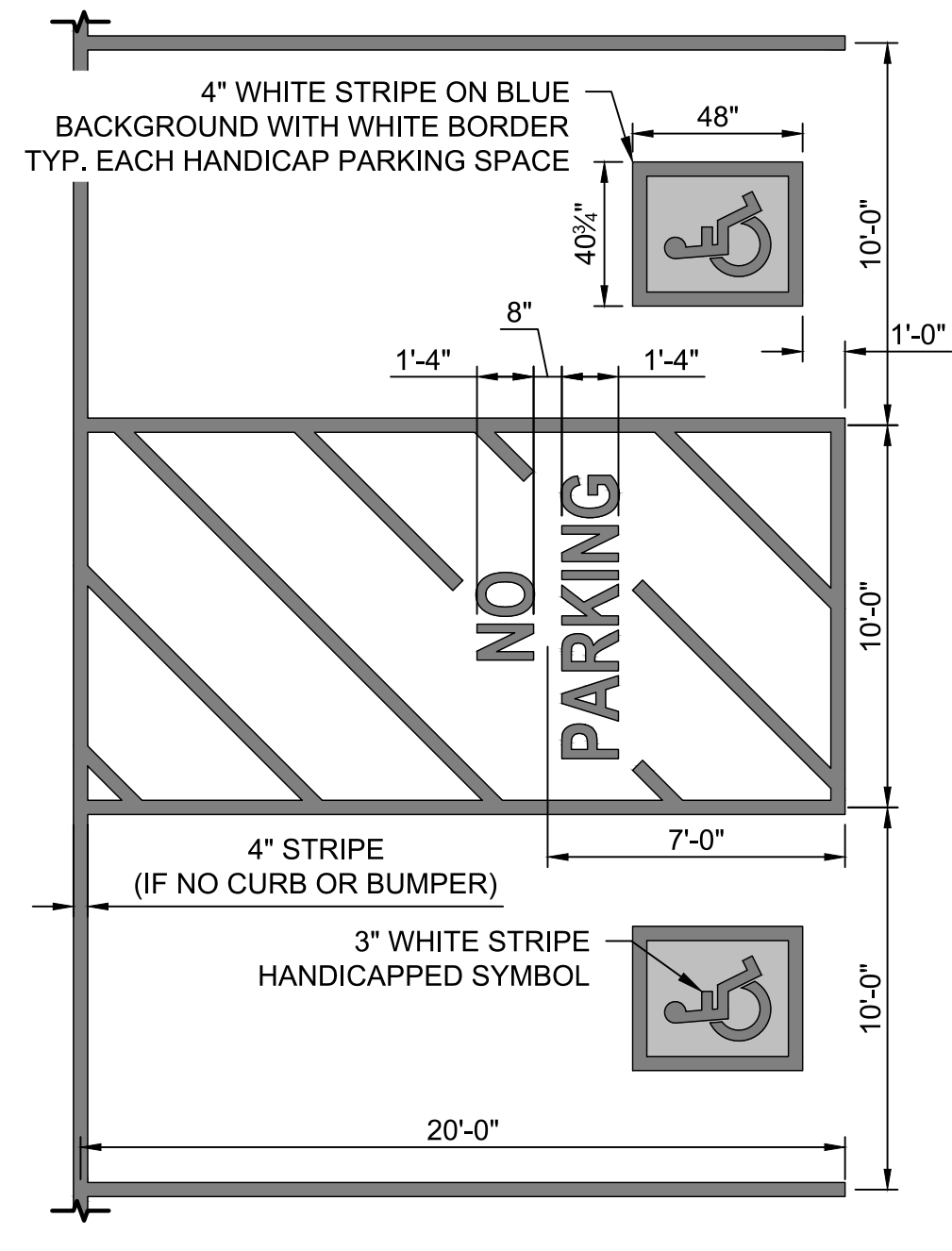
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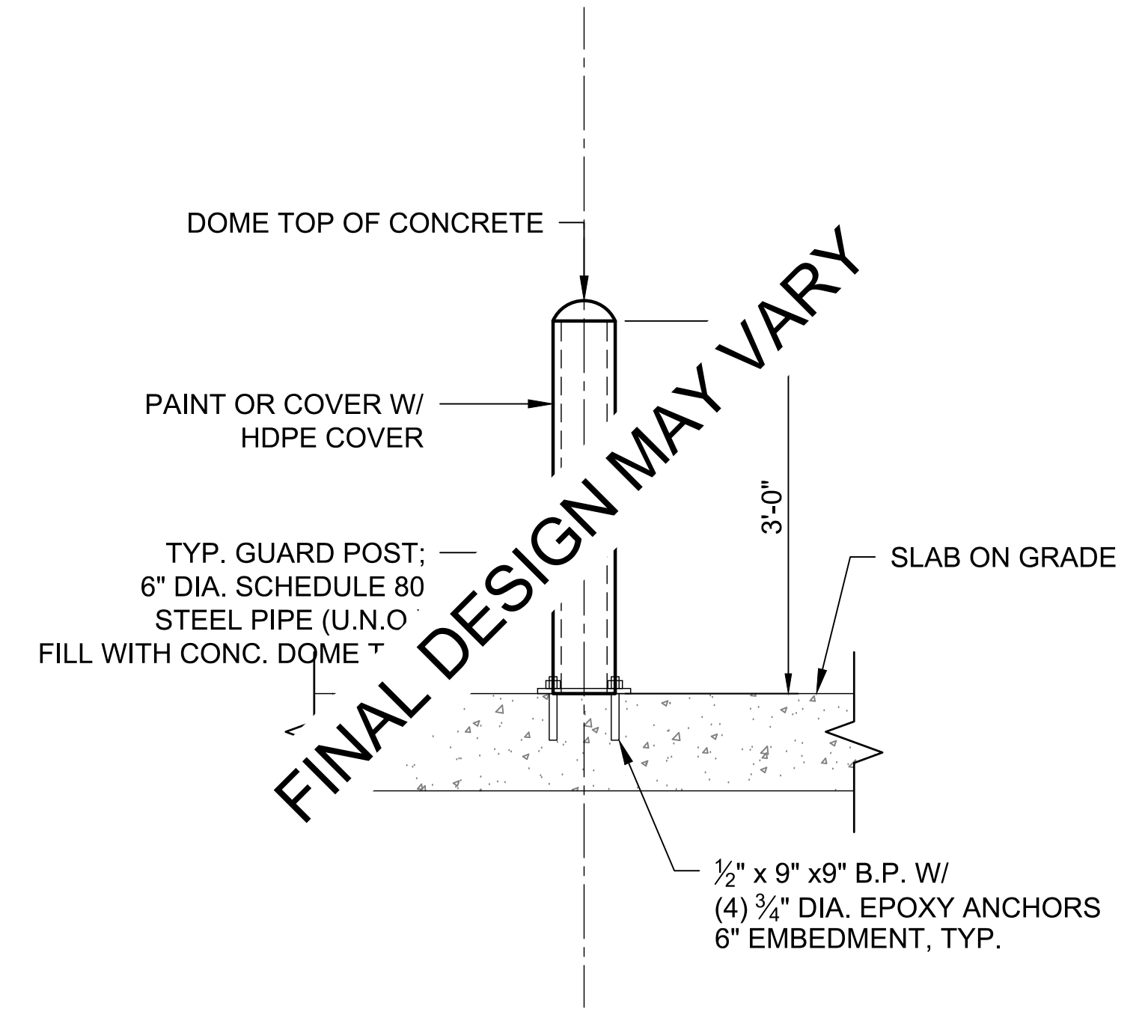
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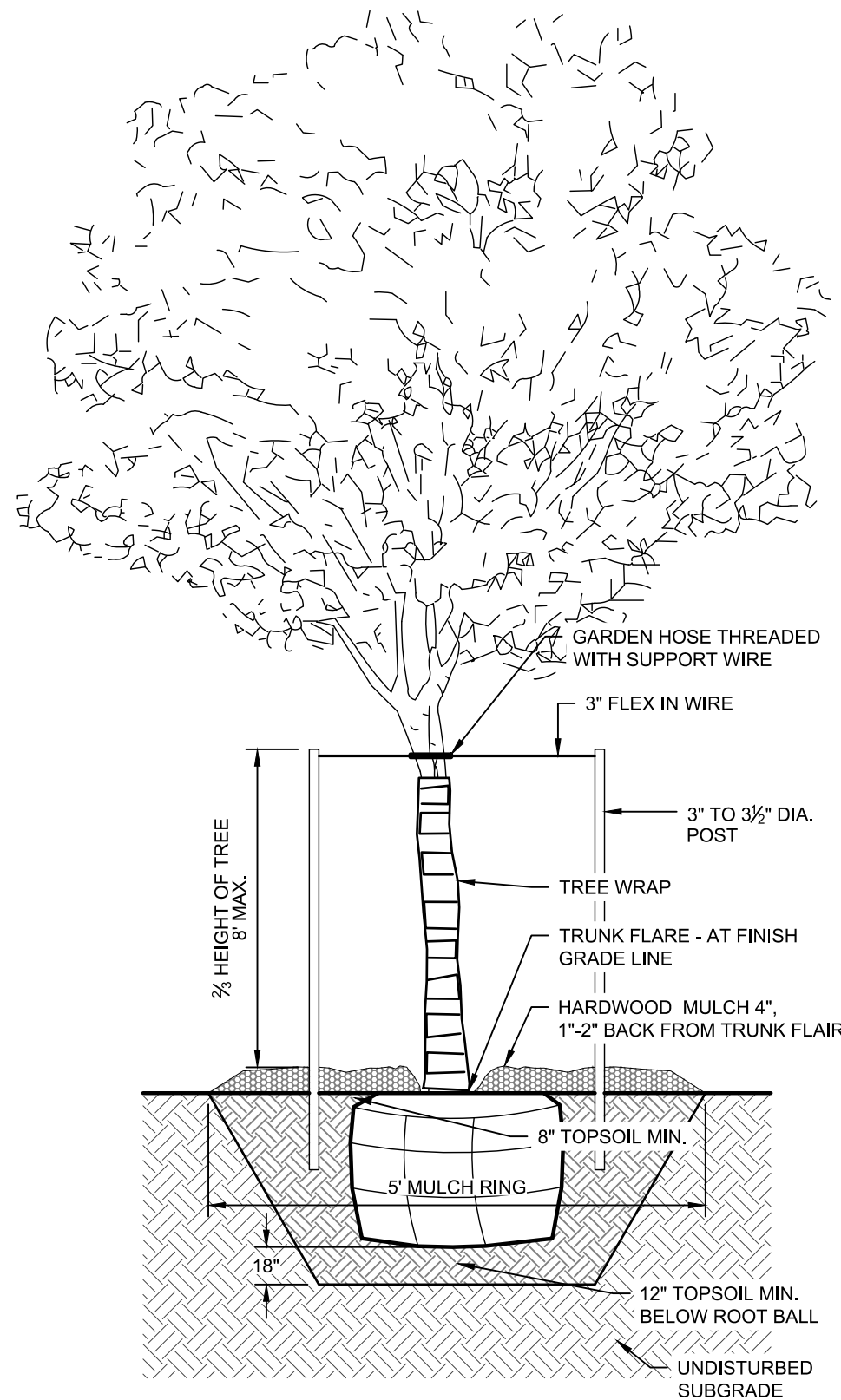
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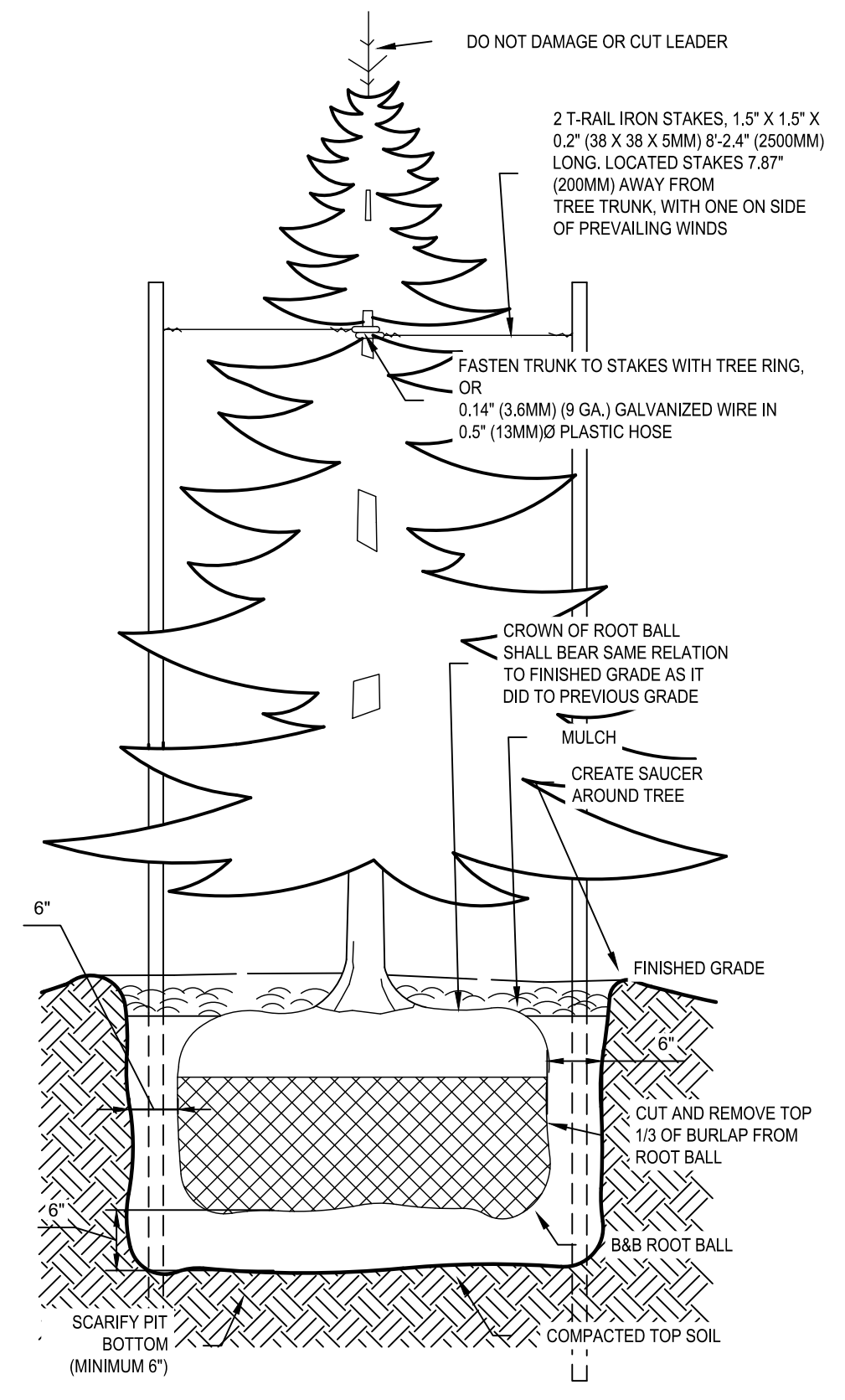
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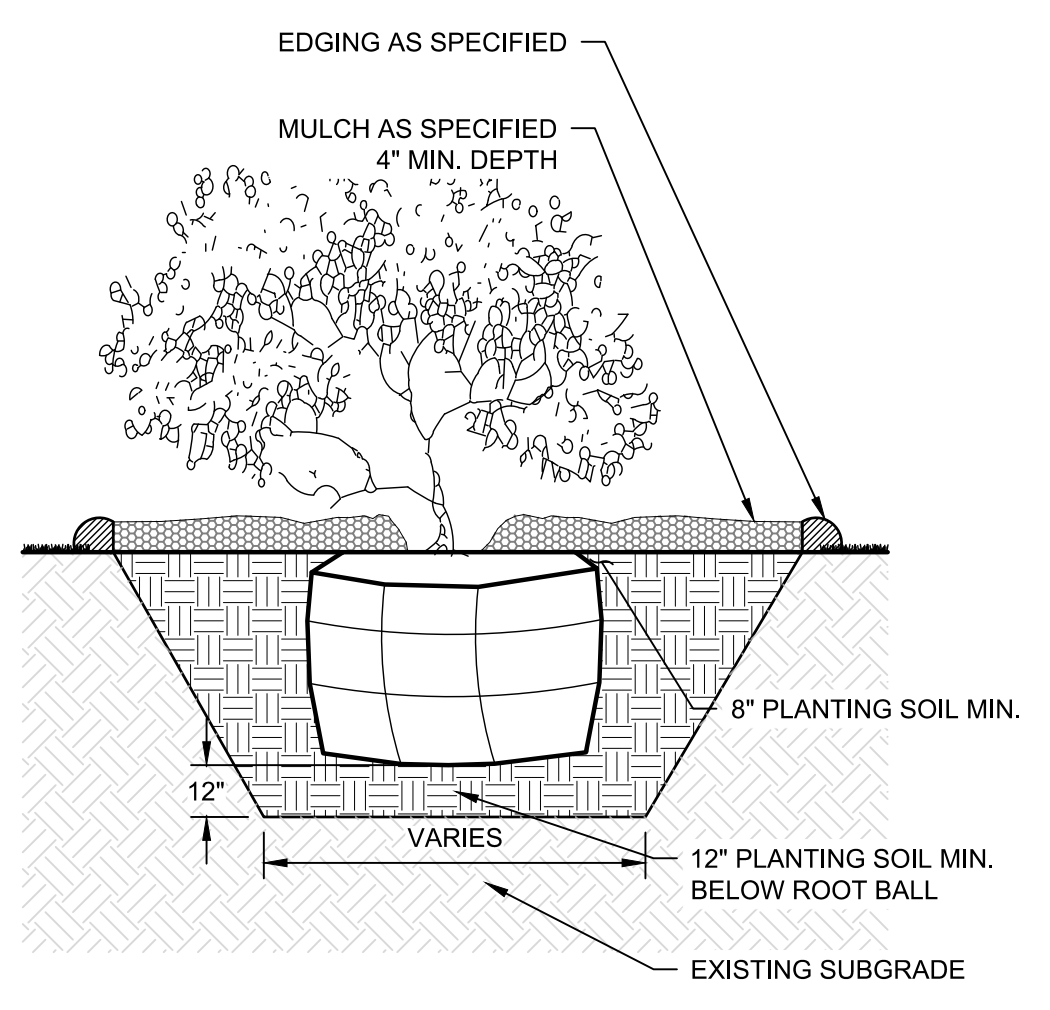
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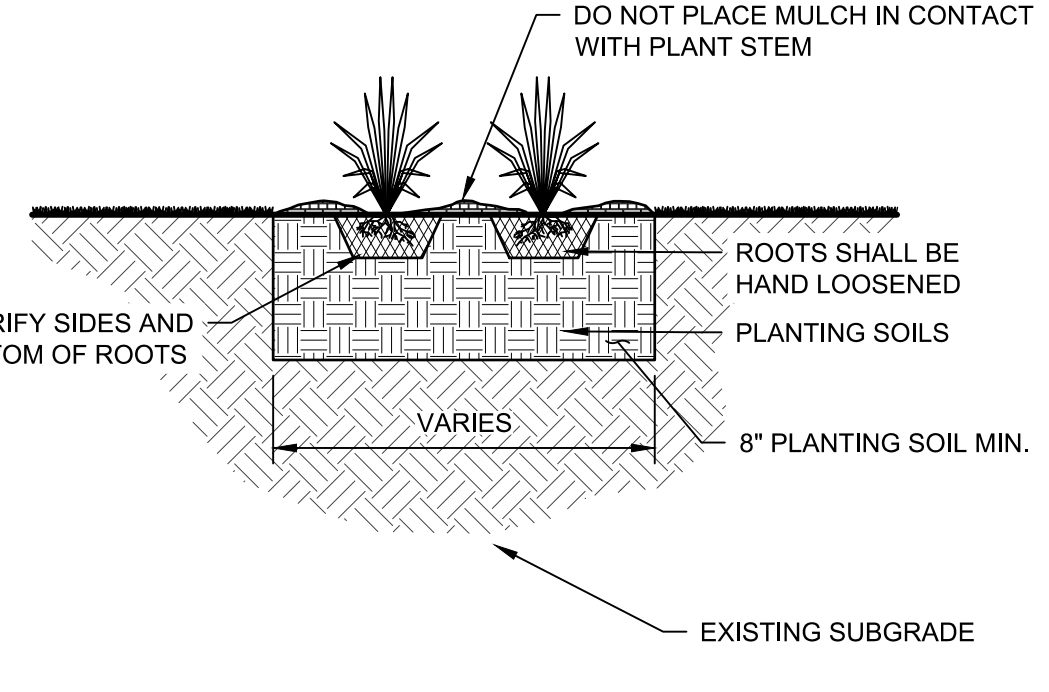
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 SCALE: NONE



CONIFEROUS TREE PLANTING DETAIL
 SCALE: NONE



SHRUB PLANTING DETAIL
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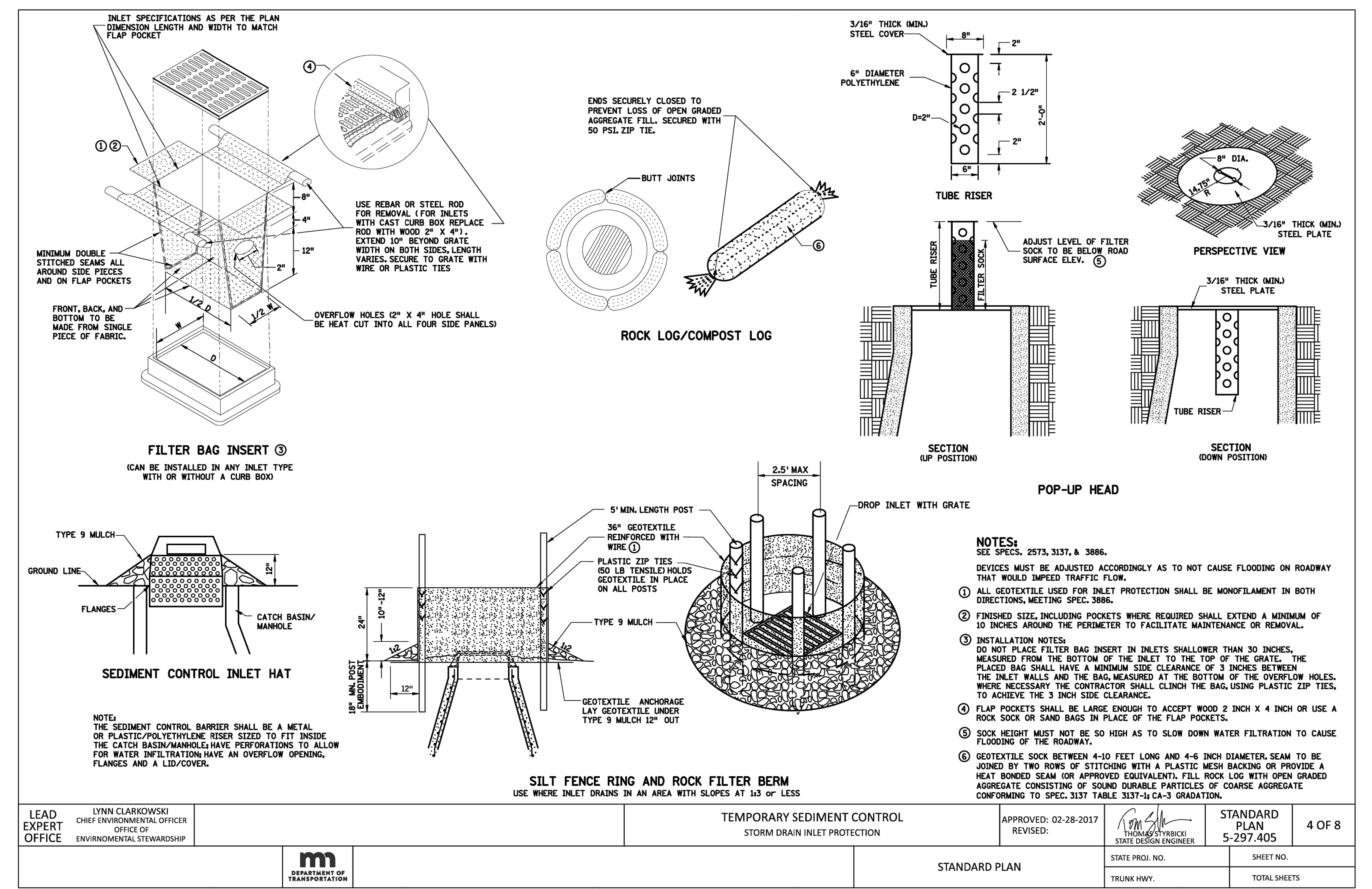


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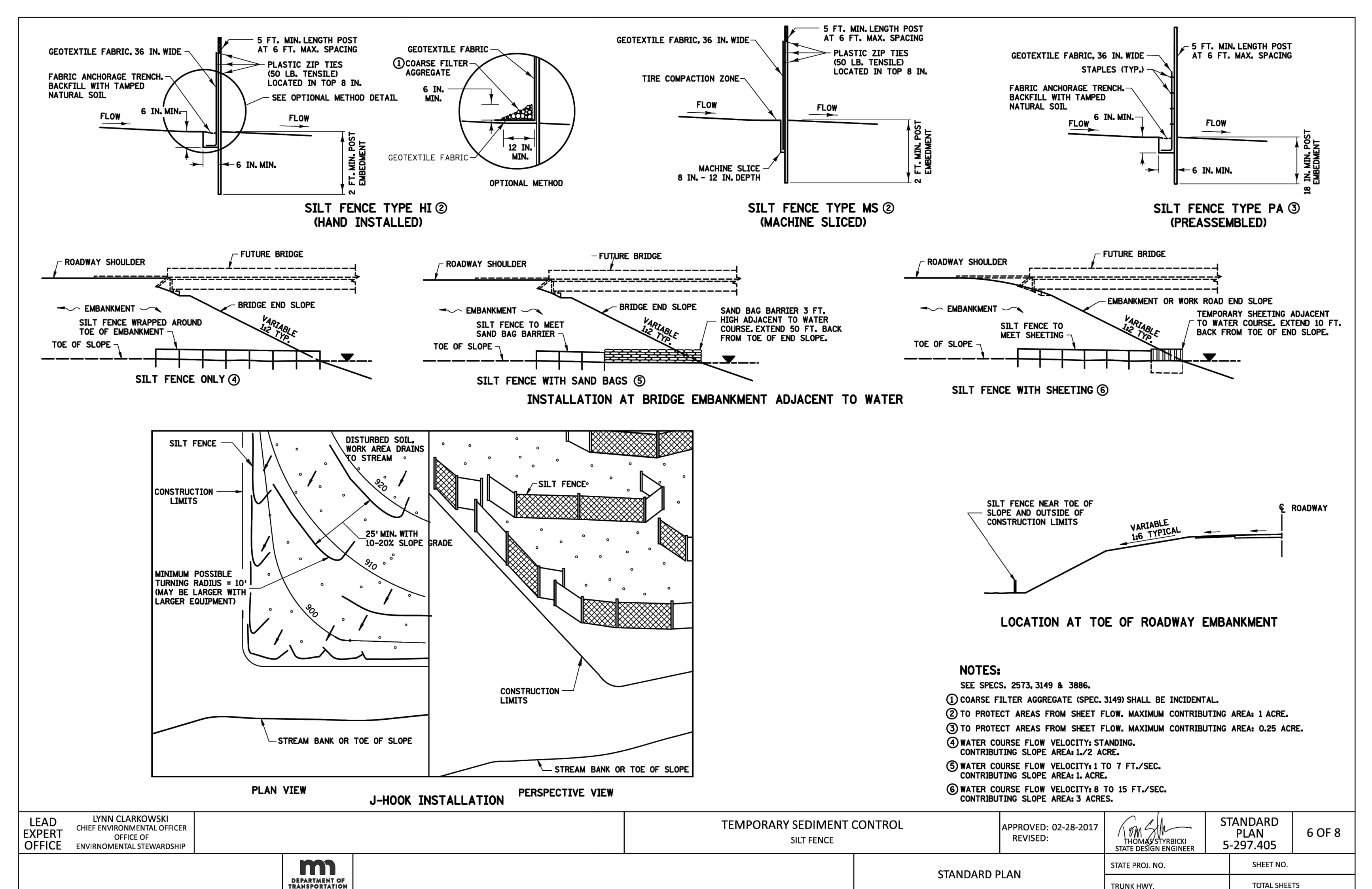
PRELIMINARY - NOT FOR CONSTRUCTION

ESSENTIA HEALTH MUSCULOSKELETAL CENTER - BAXTER
 ESSENTIA HEALTH
 14275 EDGEWOOD DR N #100, BAXTER, MN 56425
 CIVIL DETAILS

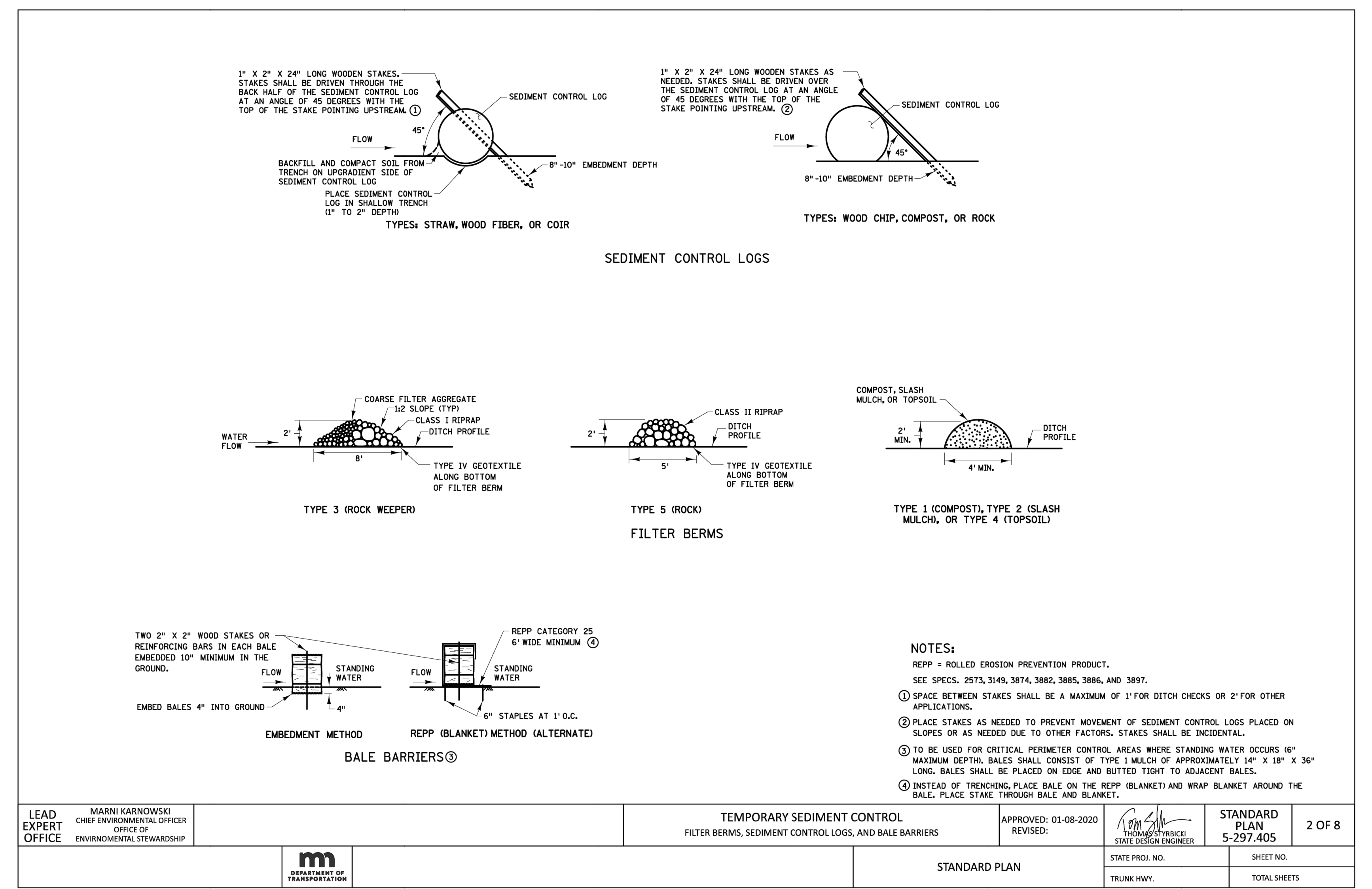
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C202



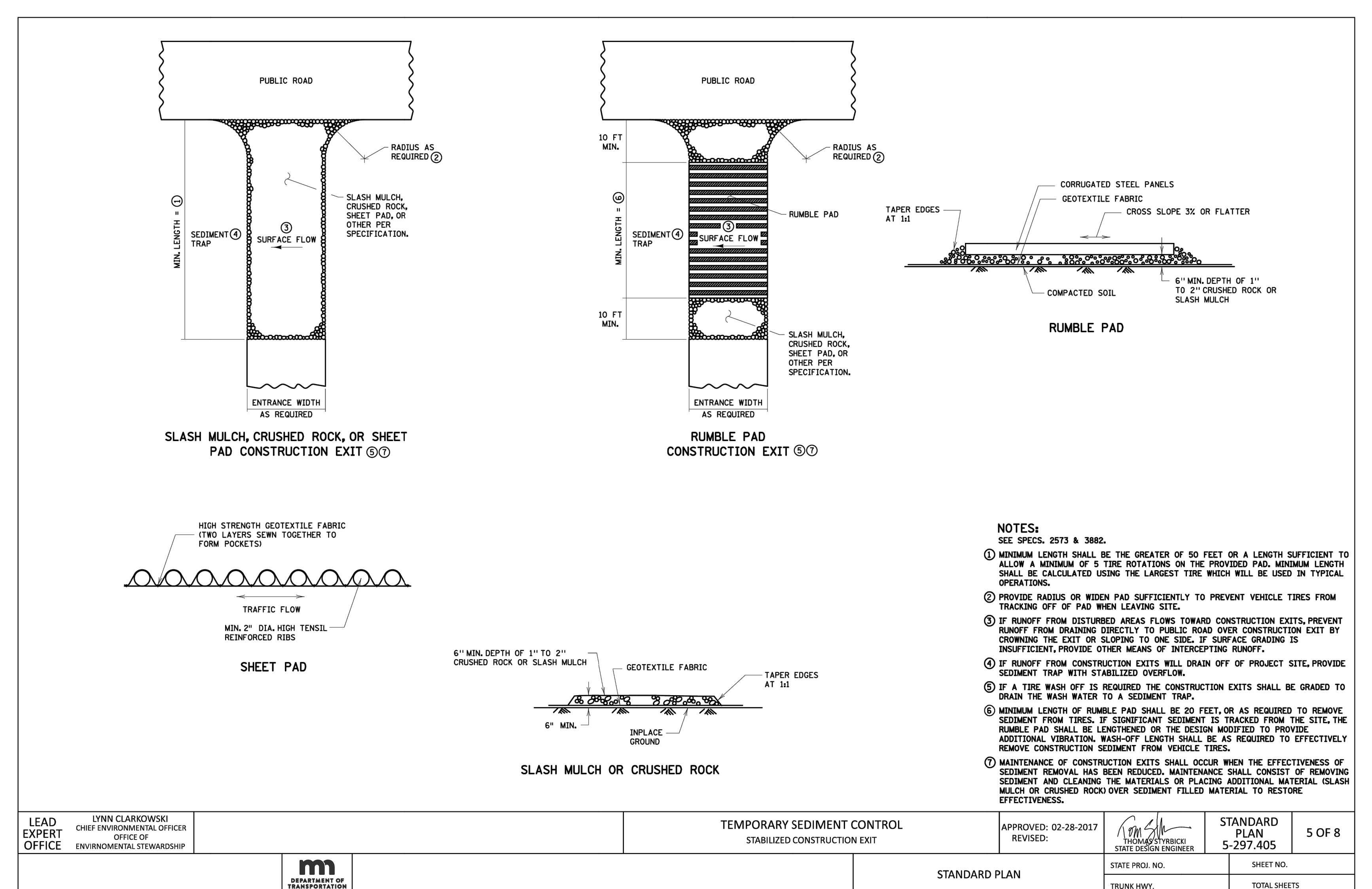
LEAD EXPERT OFFICE	LYNN CLARKOWSKI CHIEF ENVIRONMENTAL OFFICER OFFICE OF ENVIRONMENTAL STEWARDSHIP	APPROVED: 02-28-2017 REVISED:	THOMAS (TJ) BRUBCI STATE DESIGN ENGINEER	STANDARD PLAN 5-297.405	2 OF 8
TEMPORARY SEDIMENT CONTROL STORM DRAIN INLET PROTECTION		STATE PROJ. NO. TRUNK HWY.		SHEET NO. TOTAL SHEETS	



LEAD EXPERT OFFICE	LYNN CLARKOWSKI CHIEF ENVIRONMENTAL OFFICER OFFICE OF ENVIRONMENTAL STEWARDSHIP	APPROVED: 02-28-2017 REVISED:	THOMAS (TJ) BRUBCI STATE DESIGN ENGINEER	STANDARD PLAN 5-297.405	6 OF 8
TEMPORARY SEDIMENT CONTROL SILT FENCE		STATE PROJ. NO. TRUNK HWY.		SHEET NO. TOTAL SHEETS	



LEAD EXPERT OFFICE	MARN KARNOWSKI CHIEF ENVIRONMENTAL OFFICER OFFICE OF ENVIRONMENTAL STEWARDSHIP	APPROVED: 01-08-2020 REVISED:	THOMAS (TJ) BRUBCI STATE DESIGN ENGINEER	STANDARD PLAN 5-297.405	2 OF 8
TEMPORARY SEDIMENT CONTROL FILTER BERMS, SEDIMENT CONTROL LOGS, AND BALE BARRIERS		STATE PROJ. NO. TRUNK HWY.		SHEET NO. TOTAL SHEETS	



LEAD EXPERT OFFICE	LYNN CLARKOWSKI CHIEF ENVIRONMENTAL OFFICER OFFICE OF ENVIRONMENTAL STEWARDSHIP	APPROVED: 02-28-2017 REVISED:	THOMAS (TJ) BRUBCI STATE DESIGN ENGINEER	STANDARD PLAN 5-297.405	5 OF 8
TEMPORARY SEDIMENT CONTROL STABILIZED CONSTRUCTION EXIT		STATE PROJ. NO. TRUNK HWY.		SHEET NO. TOTAL SHEETS	

PRELIMINARY - NOT FOR CONSTRUCTION
ESSENTIA HEALTH MUSCULOSKELETAL CENTER - BAXTER
ESSENTIA HEALTH
14275 EDGEWOOD DR N #100, BAXTER, MN 56425
CIVIL DETAILS

GENERAL CONSTRUCTION ACTIVITY

Project Name: ESSENTIA HEALTH MUSCULOSKELETAL CENTER - BAXTER

Project Location (address/city, township/county, lat/long): City of Baxter, MN (Crow Wing County)

Project Description (type of construction, phases, timelines, potential for sediment/pollutant discharge):

This project includes the redevelopment of an existing site for a proposed healthcare center. The existing site includes a 119,190 square-foot building, parking lot, storm water detention basins, adjacent wetlands, and other urban infrastructure. The proposed project will include reconstructing the building as well as parking lot improvements.

The overall grading and storm water runoff will remain relatively unchanged. Runoff will be directed to existing storm water basins and eventually adjacent wetlands and municipal storm sewer.

Seeding, mulch, and fertilizer will be used for temporary and permanent stabilization. Flocculants and other chemicals are not anticipated to be used on this project.

Total acres of disturbed area = 10.0 acres
Pre-construction acres of impervious surface = 9.5 acres
Post-construction acres of impervious surface = 9.2 acres
Total new acres of impervious surface = -0.3 acres (net decrease)

RECEIVING WATERS

This project does not include any impaired or special waters within one mile of the project area. However, Nokasippi River and adjacent wetlands have the potential to receive storm water runoff. This project will not require a permanent storm water management system but will include temporary and permanent methods to minimize erosion and sedimentation.

Wetland areas will be protected with double row silt protection, which may include silt fence, bioroll, or earthen berms. Drainage ditches and construction exits will be established where needed. All disturbed areas will be covered with turf (seed, mulch, and fertilizer).

PROJECT CONTACTS

Owner: Essentia Health
Contact Name: Jeremy Schwarze, PE
Address: 704 E Howard St
Phone: 218-274-6058
Email: jeremy.schwarze@widsseth.com
Site Manager / Contractor's Erosion Control Supervisor: Dale Sovo
Training Dates: 218-318-3934
Content/Hours: dale.sovo@state.mn.us
BMP Installer: Dale Sovo
Training Dates: 800-422-0798
Content/Hours: 651-649-5451
SWPPP Designer: Widsseth, Inc.
Jeremy Schwarze, PE
704 E Howard St
Hibbing, MN 55746
218-274-6058
jeremy.schwarze@widsseth.com
(UMN Erosion and Stormwater Management Design of Construction SWPPP certification - expires May 31, 2027)

SOILS INFORMATION:

According to the NRCS Web Soil Survey, soils on site primary consist of D53B Lougee-Barber-Guida complex (0-6% slopes) and D70A Barber-Urban land complex (0-3% slopes).

CONSTRUCTION PRACTICES TO MINIMIZE STORM WATER AND OTHER POLLUTANT CONTAMINATION:

- Each contractor on site is individually responsible for maintaining a clean and safe work environment.
Stockpiles should be constructed away from slopes and natural drainage ways and have sediment controls at the base.
Collected solid waste, sediment, asphalt and concrete millings, floating debris, paper, plastic, fabric, construction demolition debris, and other wastes must be disposed of properly and must comply with MPCA disposal requirements.
No construction materials can be buried on site.
Licensed sanitary waste management handler must dispose of sanitary waste.
Fertilizers must be stored in covered locations.
Restricted access to chemical storage areas must be provided to prevent vandalism.
All chemicals must be stored in locked containers when not in use.
Oil, gasoline, paint, and other hazardous substances must be properly stored, including secondary containment, to prevent spills, leaks, or other discharges.
Storage and disposal of hazardous waste must be in compliance with MPCA regulations.
Vehicles must be monitored for leaks and preventative maintenance scheduled.
Spill kits must be available during equipment fueling and maintenance operations.
External washing of construction vehicles must be limited to a defined area of the site. Runoff must be contained and waste properly disposed of. No engine degreasing is allowed on site.
Asphalt substances must be applied according to manufacturers recommendations.
Spray guns must be cleaned on removable surfaces such as tarpaulins.
Contractor/ECS must make a spill response plan before the application of any chemical that may be harmful to the environment.
All spills must be reported immediately. Spill clean-up materials must be available on site. Material shall include but not limited to brooms, mops, rags, gloves, absorbent material, sand, plastic and metal containers. Spills that reach storm sewer conveyance systems connected to public waters must be immediately reported to the State Duty Officer.
Contractor must control weeds on the entire project site.
Form release oil must be applied over a pallet covered with absorbent material to collect excess fluid. The absorbent material shall be replaced when saturated.
Dust control must be provided as conditions warrant.
If this project is not stabilized before winter conditions, it shall be the contractor's responsibility to ensure sediment does not reach public waters. A written plan of this activity shall be presented to the engineer one month prior before expected project shut-down for the season occurs. This plan shall include dates of BMP employment, duration of BMPs employed, and schedule of subsequent BMPs employed.
All liquid and solid wastes generated by concrete washout operations must be contained in a leak-proof containment facility or impermeable liner. The liquid and solid wastes must not contact the ground and not runoff from the concrete washout operations area. A sign must be installed adjacent to the washout facility to inform concrete equipment operators to utilize the proper facilities.

SWPPP AMENDMENTS:

- 1.
2.
3.
4.
5.

EROSION CONTROL SUPERVISOR REQUIREMENTS:

The contractor must identify an Erosion Control Supervisor (ECS) who is knowledgeable and experienced in the application of erosion and sediment control Best Management Practices (BMPs). The ECS must work with the contractor to oversee and implement the SWPPP and the installation, inspection, and maintenance of erosion and sediment control BMPs before, during, and after construction.

The contractor/ECS is required to comply with all applicable training requirements of the NPDES permit. The permittee(s) shall ensure that employees are properly trained with certification proof. The contractor/ECS shall develop a chain of responsibility with all operators on the site to ensure that the SWPPP will be implemented and stay in effect until the project site has undergone permit termination.

The contractor/ECS must routinely inspect the entire construction site at least once every seven days during active construction and within 24 hours after a rainfall event greater than 0.5 inch in 24 hours. The contractor/ECS shall take immediate action to eliminate any deficiencies found during these inspections. Inspections, maintenance, and documentation must be in accordance with the NPDES permit. Copies of the inspection records must be submitted to the engineer.

The contractor/ECS must amend the SWPPP as necessary to include additional requirements, such as additional or modified BMPs, designed to correct problems or address situations in accordance with the NPDES permit. The contractor shall have a petroleum release plan and have all necessary materials on hand to implement the plan. All employees shall be trained in implementation of the plan. The MPCA must be informed of any petroleum spills greater than five gallons.

TMDL IMPLEMENTATION PLANS CONTAINING STORM WATER REQUIREMENTS:

No TMDL Implementation Plans are currently available for the project's receiving waters.

LONG TERM MAINTENANCE:

Long term maintenance of the permanent storm water management system will be performed by the owner. Sedimentation basins shall be inspected and maintained annually and cleaned and restored to design grade after one half the storage volume has been filled with sediment. Inlets and outlets shall be monitored and repaired for any erosion or defects that may develop.

SEDIMENT AND EROSION CONTROL PRACTICES:

The contractor/ECS is responsible for the sediment and erosion control practices contained in the NPDES permit. Sediment control practices must be installed on all down gradient perimeters before any up gradient land disturbing activities begin. These practices must remain in place until Permit Termination Conditions have been established.

The timing of installation of sediment control practices may be adjusted to accommodate short-term activities, such as clearing and grubbing or passage of vehicles. Short-term activities must be completed as quickly as possible, and practices must be installed immediately after the activity is completed. However, these practices must be installed before the next precipitation event even if the activity is not complete.

Temporary sediment control devices for this project will primarily include the following:

- Silt fence for primary perimeter control
Biorolls for secondary perimeter control
Storm drain inlet protection
Stabilized construction exits

The contractor/ECS must plan for, and implement, appropriate construction phasing, vegetative buffer strips, horizontal slope grading, and other construction practices that minimize erosion. The location of areas not to be disturbed must be delineated (marked) on site prior to construction.

All disturbed/exposed soil areas must be stabilized as soon as possible to limit soil erosion but in no case later than seven days after the construction activity in that portion of the site has temporarily or permanently ceased.

Temporary erosion control shall consist of the following:

- Seed mixture 21-111 at 100 lbs per acre
Fertilizer type 1 (10-10-20) at 200 lbs per acre
Mulch type 1 at 2 tons per acre

All storm drain inlets must be protected by appropriate BMPs during construction until all sources with potential for discharging to the inlet have been stabilized. Inlet protection may be removed if a specific safety concern has been identified and the procedure as described in the NPDES permit is followed.

Temporary soil stockpiles must have silt fence or other effective sediment controls and cannot be placed in surface waters, including storm water conveyances such as curbs and gutter systems or ditches.

Vehicle tracking of sediment from the construction site must be minimized by BMPs such as stone or wood chip pads, concrete or steel wash racks, or equivalent systems. Street sweeping with collection must be used if such BMPs are not adequate to prevent sediment tracking.

Dewatering related to the construction activity must comply with the NPDES permit. Dewatering discharge that may have turbid or sediment laden discharge must be discharged to a temporary or permanent sedimentation basin on the project site whenever possible, and BMPs must be implemented to prevent water containing sediment or other pollutants from being discharged to surface waters or downstream properties.

Contractor may construct temporary sedimentation basins in accordance with the NPDES permit.

The normal wetted perimeter of any temporary or permanent drainage ditch or swale that drains water from any portion of the construction site, or diverts water around the construction site, must be stabilized within 200 lineal feet from the property edge or from the discharge into any surface water. Stabilization must be completed within 24 hours after connecting to surface water.

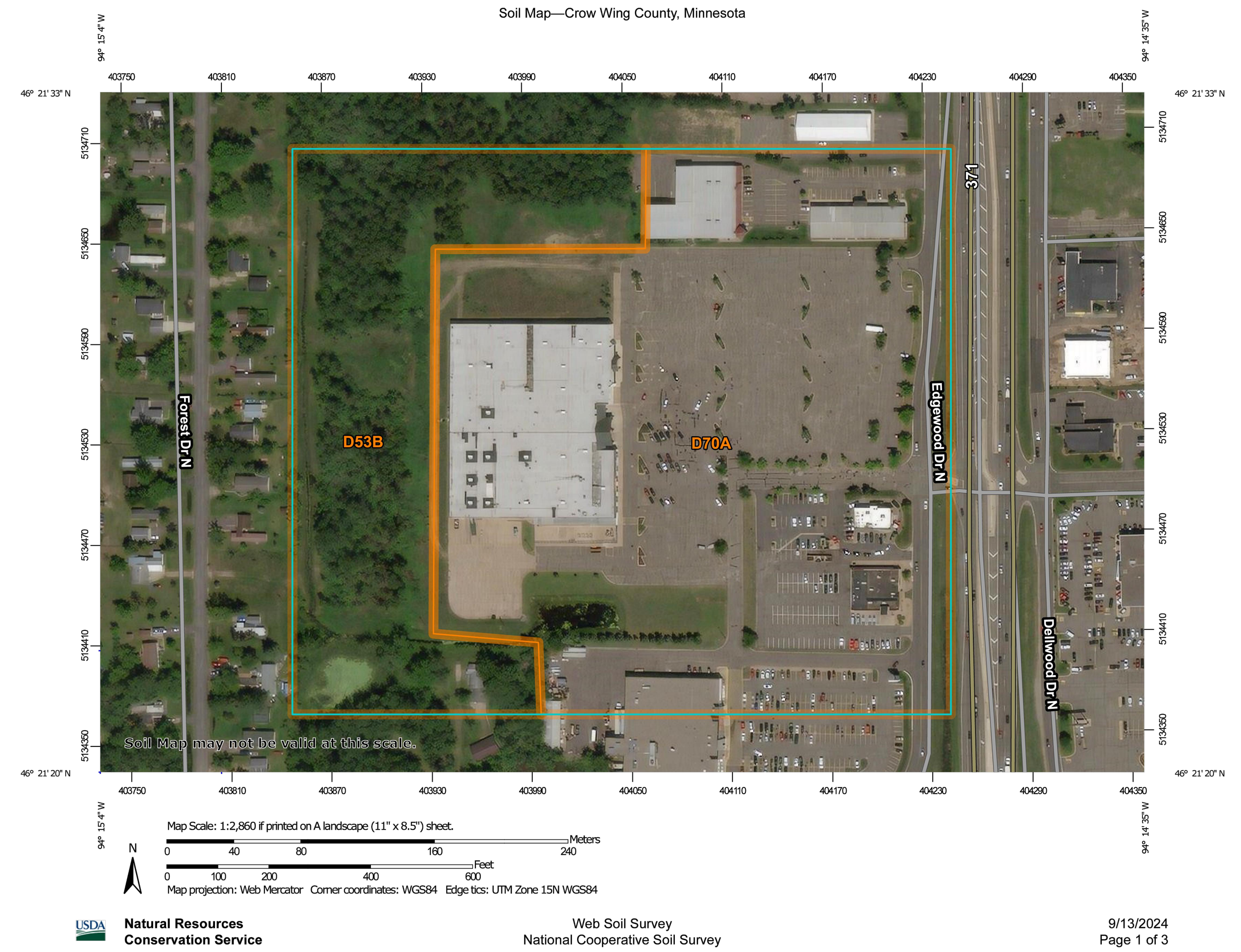
Pipe outlets must be provided with temporary or permanent energy dissipation within 24 hours after connecting to a surface water.

Permanent erosion control shall consist of the following:

- Seed mixture 25-131 at 220 lbs per acre
Fertilizer type 1 (20-10-20) at 350 lbs per acre
Mulch type 1 at 2 tons per acre

Table with 3 columns: DESCRIPTION, SHEET NAME, SHEET NUMBER. Rows include Construction limits and project phasing, Existing and final grades, direction of flow, Locations of impervious surfaces, Standard erosion control construction details, Locations and types of all temp. and perm. erosion prevention and sediment control BMPs, Estimated quantities of erosion control items.

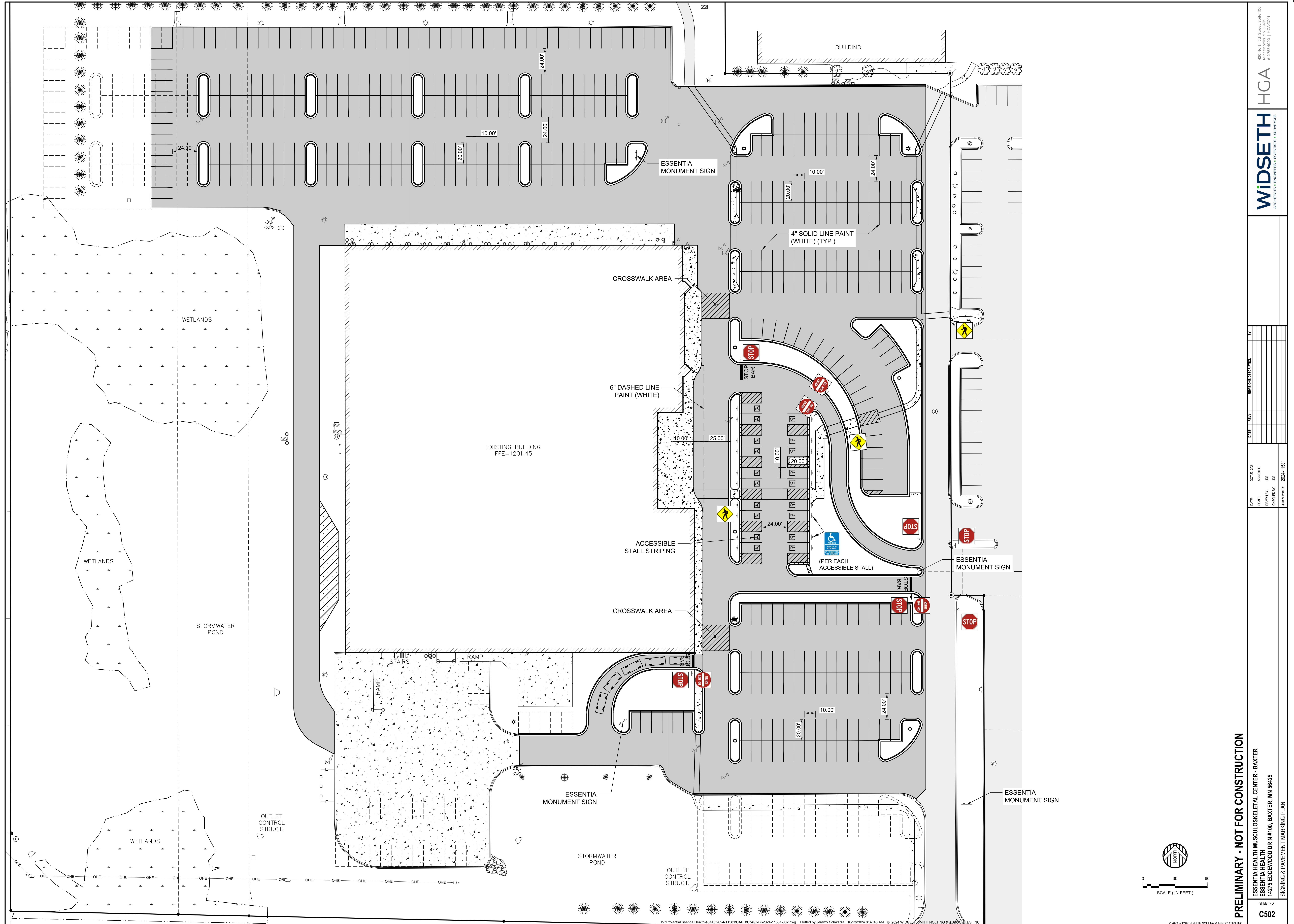
WEB SOIL SURVEY MAP



SPECIAL/IMPAIRED WATERS SEARCH

Interactive map interface for finding special waters near discharge. Includes search bar, search results, and map view of the area around Baxter, MN.

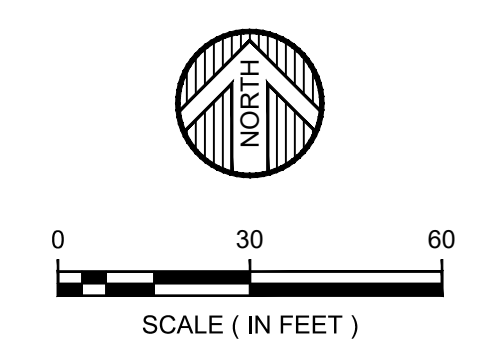
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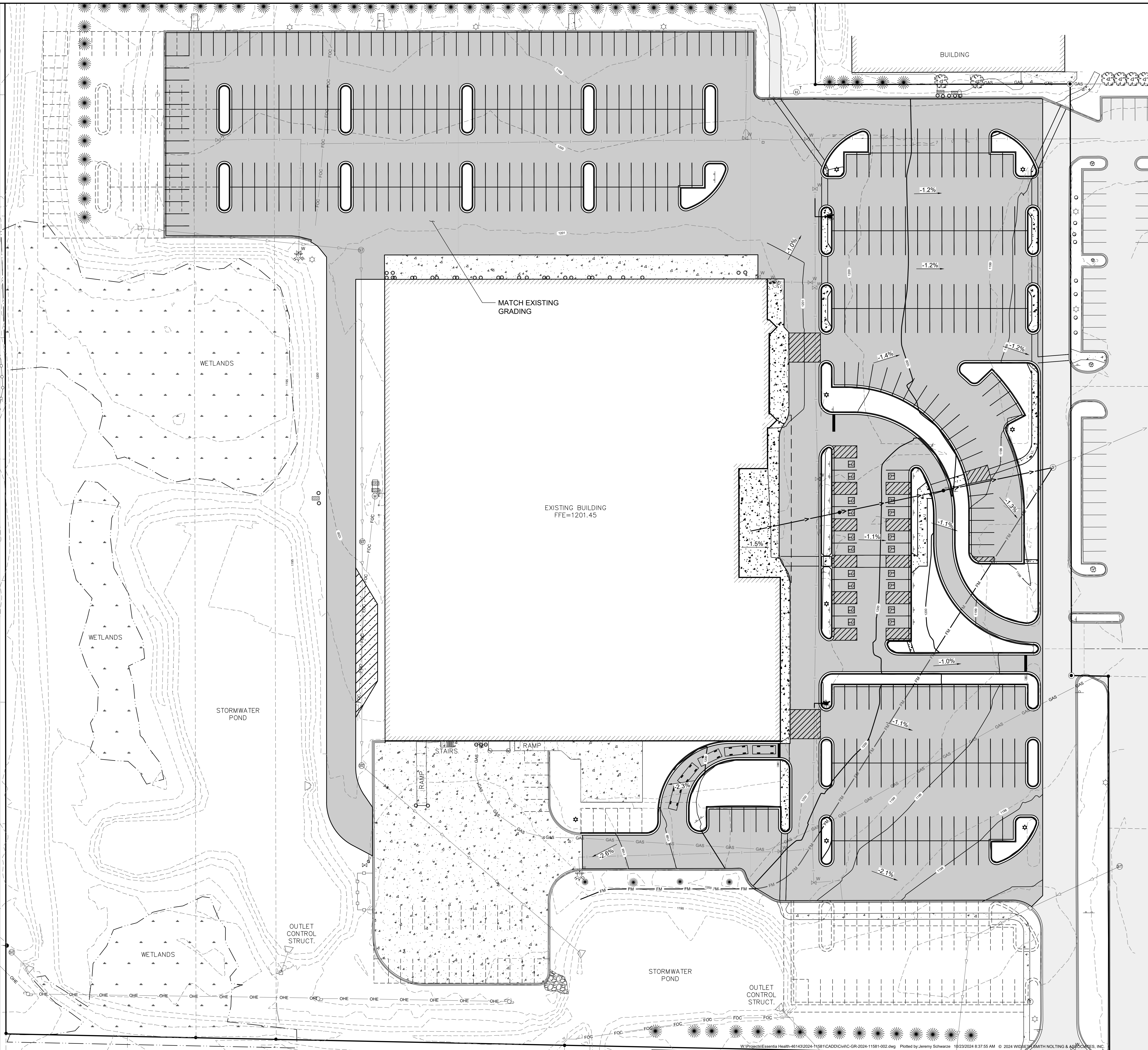


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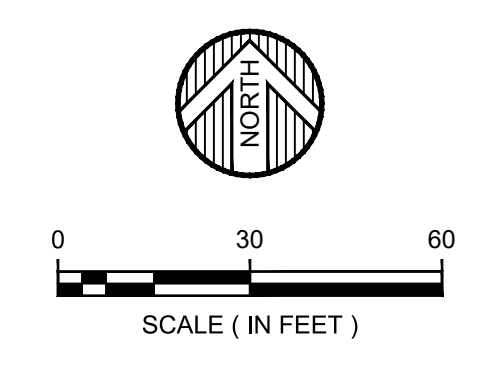
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DRAWN BY:	JOS
CHECKED BY:	JOS
JOB NUMBER:	2024-11581

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 ESSENTIA HEALTH MUSCULOSKELETAL CENTER - BAXTER
 ESSENTIA HEALTH
 14275 EDGEWOOD DR N #100, BAXTER, MN 56425
 SIGNING & PAVEMENT MARKING PLAN





- GENERAL GRADING PLAN NOTES**
1. ALL CONSTRUCTION SHALL CONFORM TO LOCAL, STATE, AND FEDERAL REGULATIONS, INCLUDING THE NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM (NPDES) PERMIT REQUIREMENTS.
 2. HAULING HOURS MUST BE CONFIRMED WITH THE CITY PRIOR TO BEGINNING WORK.
 3. ALL SLOPES SHALL BE GRADED TO 4:1 (H:V) OR FLATTER, UNLESS OTHERWISE NOTED.
 4. ALL EROSION AND SEDIMENT CONTROL PRACTICES SHALL BE IN PLACE PRIOR TO BEGINNING SITE GRADING ACTIVITIES.



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 GRADING PLAN

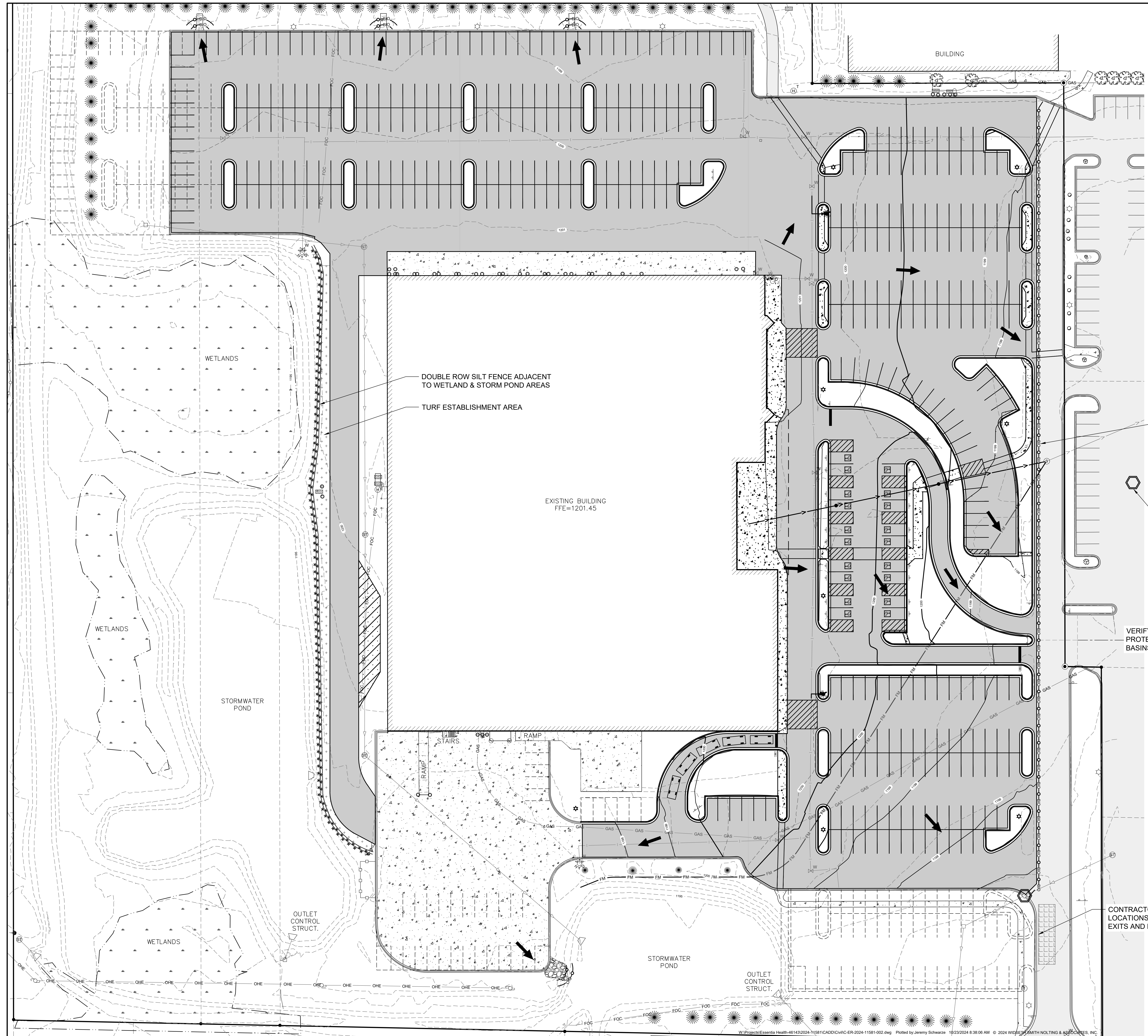
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	JOB NUMBER:	2024-11581

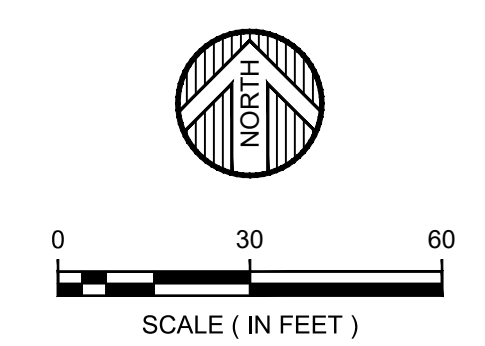
GENERAL EROSION CONTROL PLAN NOTES

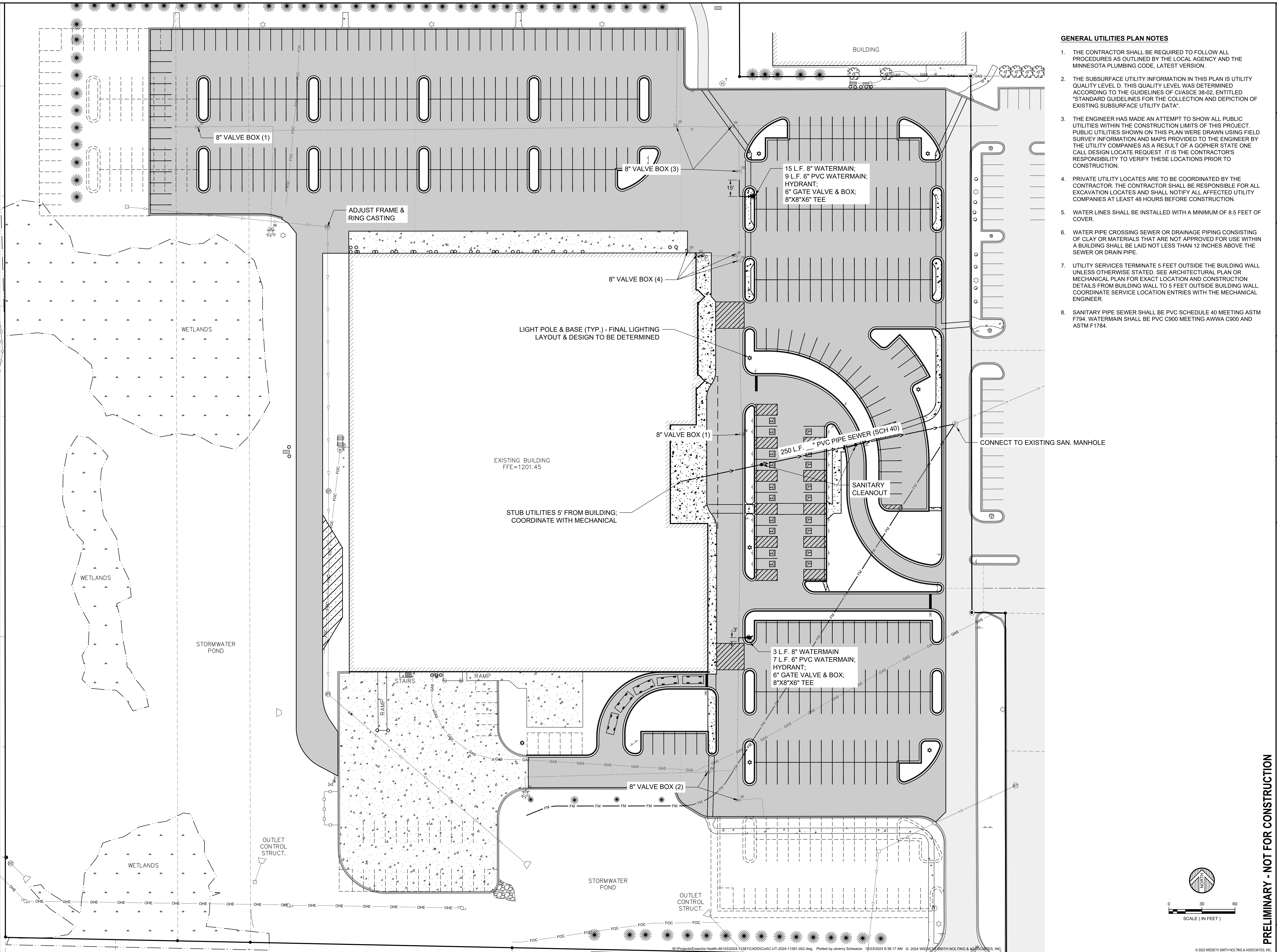
1. ALL CONSTRUCTION SHALL CONFORM TO LOCAL, STATE, AND FEDERAL REGULATIONS, INCLUDING THE NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM (NPDES) PERMIT REQUIREMENTS.
2. ALL SILT FENCE AND SEDIMENT CONTROL MEASURES MUST BE IN PLACE PRIOR TO ANY EXCAVATION OR CONSTRUCTION ACTIVITIES AND SHALL BE MAINTAINED UNTIL 70% TURF OR GROUND COVER HAS BEEN ESTABLISHED.
3. ALL STREETS UTILIZED FOR PROJECT CONSTRUCTION MUST BE CLEANED AT THE END OF EACH DAY. A STABILIZED CONSTRUCTION EXIT (ROCK CONSTRUCTION ENTRANCE) SHALL BE PROVIDED TO REDUCE TRACKING OF SEDIMENT ONTO PUBLIC STREETS. STREET SWEEPING MAY BE NECESSARY AND WILL BE CONSIDERED INCIDENTAL TO THE COST OF CONSTRUCTION.
4. ALL EXPOSED SOILS SHALL BE STABILIZED WITHIN FOURTEEN (14) CALENDAR DAYS AFTER CONSTRUCTION ACTIVITIES. ALL STOCKPILES SHALL HAVE ADEQUATE SEDIMENT TRAPPING SYSTEMS INSTALLED AROUND THE PERIMETER.
5. ALL AREAS TO BE ESTABLISHED TO GRASS COVER SHALL RECEIVE 4" THICK TOPSOIL AND SOD/SEED. THESE AREAS SHALL BE WATERED UNTIL A HEAVY STAND OF GRASS IS OBTAINED.
6. INLET PROTECTION SHALL BE INSTALLED AT ALL STORM SEWER INLETS WHICH HAVE A POTENTIAL TO RECEIVE RUNOFF FROM THE CONSTRUCTION SITE.
7. TURF ESTABLISHMENT SHALL CONSIST OF THE FOLLOWING:
 - 7.1. SEED MIXTURE 25-131 AT 220 LBS PER ACRE
 - 7.2. FERTILIZER TYPE 1 (20-10-20) AT 350 LBS PER ACRE
 - 7.3. MULCH TYPE 1 AT 2 TONS PER ACRE

- TEMPORARY EROSION CONTROL APPROXIMATE QUANTITIES:**
- SILT FENCE = 1,060 LINEAR FEET
 - BIOROLL = 830 LINEAR FEET
 - INLET PROTECTION = 2 EACH
 - CONSTRUCTION EXIT = 1 EACH
 - TURF ESTABLISHMENT = 5,000 SQ. FT.



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 EROSION CONTROL PLAN





- GENERAL UTILITIES PLAN NOTES**
1. THE CONTRACTOR SHALL BE REQUIRED TO FOLLOW ALL PROCEDURES AS OUTLINED BY THE LOCAL AGENCY AND THE MINNESOTA PLUMBING CODE, LATEST VERSION.
 2. THE SUBSURFACE UTILITY INFORMATION IN THIS PLAN IS UTILITY QUALITY LEVEL D. THIS QUALITY LEVEL WAS DETERMINED ACCORDING TO THE GUIDELINES OF CI/ASCE 38-02, ENTITLED "STANDARD GUIDELINES FOR THE COLLECTION AND DEPICTION OF EXISTING SUBSURFACE UTILITY DATA".
 3. THE ENGINEER HAS MADE AN ATTEMPT TO SHOW ALL PUBLIC UTILITIES WITHIN THE CONSTRUCTION LIMITS OF THIS PROJECT. PUBLIC UTILITIES SHOWN ON THIS PLAN WERE DRAWN USING FIELD SURVEY INFORMATION AND MAPS PROVIDED TO THE ENGINEER BY THE UTILITY COMPANIES AS A RESULT OF A Gopher State ONE CALL DESIGN LOCATE REQUEST. IT IS THE CONTRACTOR'S RESPONSIBILITY TO VERIFY THESE LOCATIONS PRIOR TO CONSTRUCTION.
 4. PRIVATE UTILITY LOCATES ARE TO BE COORDINATED BY THE CONTRACTOR. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL EXCAVATION LOCATES AND SHALL NOTIFY ALL AFFECTED UTILITY COMPANIES AT LEAST 48 HOURS BEFORE CONSTRUCTION.
 5. WATER LINES SHALL BE INSTALLED WITH A MINIMUM OF 8.5 FEET OF COVER.
 6. WATER PIPE CROSSING SEWER OR DRAINAGE PIPING CONSISTING OF CLAY OR MATERIALS THAT ARE NOT APPROVED FOR USE WITHIN A BUILDING SHALL BE LAID NOT LESS THAN 12 INCHES ABOVE THE SEWER OR DRAIN PIPE.
 7. UTILITY SERVICES TERMINATE 5 FEET OUTSIDE THE BUILDING WALL UNLESS OTHERWISE STATED. SEE ARCHITECTURAL PLAN OR MECHANICAL PLAN FOR EXACT LOCATION AND CONSTRUCTION DETAILS FROM BUILDING WALL TO 5 FEET OUTSIDE BUILDING WALL. COORDINATE SERVICE LOCATION ENTRIES WITH THE MECHANICAL ENGINEER.
 8. SANITARY PIPE SEWER SHALL BE PVC SCHEDULE 40 MEETING ASTM F794. WATERMAIN SHALL BE PVC C900 MEETING AWWA C900 AND ASTM F1784.

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		JDS			

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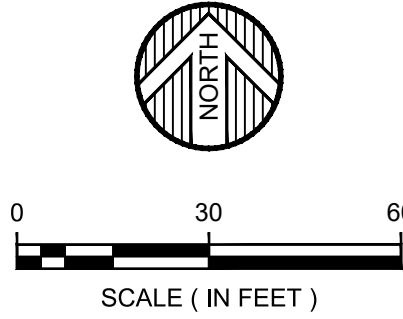
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ESSENTIA HEALTH
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UTILITIES PLAN

SHEET NO. **C801**

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ITEM REPORT UTILITIES COMMISSION

Agenda Date: 11/7/2024
Agenda Section: Business Item

Department Origination: Public Works

Agenda Item: Accept the Camping World Site Redevelopment Traffic Impact Study

Approval Required: Simple Majority Vote

BACKGROUND

There is a proposal to redevelop the former Camping World Site on the east side of TH 371 between Excelsior Road and Clearwater Road.

The purpose of the study is to determine the impacts of the redevelopment on the surrounding roadway network including TH 371, Excelsior Road, Design Road, Clearwater Road, and Edgewood Drive. The redevelopment of the Camping World site will have implications on the ongoing MnDOT TH 371 Access Study and MnDOT TH 210/TH 371 Interchange Study. The TH 371 Access Study is expected to recommend future closure of the TH 371 and Design Road intersection, which will have impacts on the traffic patterns in the area. The future closure of this access will be included in future analysis scenarios to determine if there are any impacts, regardless of whether the site is redeveloped.

The SEH tasks for the project include project management, data collection, traffic forecasts, trip generation estimates, and traffic operations analysis.

11/7/2024 Update – Justin Anibas, SEH

SEH has obtained the 2023 counts along TH 371 at Excelsior Road, Design Road, and Clearwater Road from MnDOT that were collected as part of the TH 371 Access Study for use in this study. SEH has collected additional traffic counts along Edgewood Drive at Excelsior Road, Design Road, and Clearwater Road for use in the study. SEH has completed traffic forecasting, trip generation, trip distribution, and traffic operations analysis. SEH completed a draft and final report, which was reviewed by City Staff, the developer, and MnDOT. The findings and recommendations of the study will be presented to Utilities Commission and City Council in November.

FINANCIAL IMPLICATIONS

No Financial Implications, 100% developer paid.

STAFF RECOMMENDATIONS

Staff recommends acceptance of the Camping World Site Redevelopment Traffic Impact Study.

COUNCIL ACTION REQUESTED

MOTION to accept the Camping World Site Redevelopment Traffic Impact Study.

Camping World Site Redevelopment Traffic Impact Study

Baxter, MN

BAXTE 180941 | October 20, 2024

Baxter City Council Acceptance Date:



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Engineers | Architects | Planners | Scientists

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Camping World Site Redevelopment Traffic Impact Study

Prepared for the City of Baxter

1 Introduction

This traffic impact study report provides the findings related to the analysis of the proposed redevelopment of the former Camping World site within the commercial area in the northwest quadrant of the intersection of Trunk Highway (TH) 371 and Excelsior Road in Baxter, MN. The former Camping World site, which was previously both a Walmart and a Gander Mountain, is currently vacant and generating no traffic demands. There is a proposal to redevelop the site by remodeling the existing building and reconfiguring the parking area.

The proposed redevelopment will remodel approximately 67,980 square feet (SF) of the existing 110,460 SF building into a medical clinic with urgent care and a drive-through pharmacy. The remaining 42,480 SF of vacant space within the building will eventually be used for future growth and expansion of the medical clinic. As part of the redevelopment, the existing parking area on the site will be reconfigured to improve wayfinding, enhance vehicular and pedestrian safety, accommodate the proposed drive-through pharmacy, and improve the existing landscaping.

The primary focus of this traffic impact study is to determine the impact of the proposed 67,980 SF medical clinic on the surrounding roadway network, including Design Road, Edgewood Drive, TH 371, Excelsior Road, and Clearwater Road. While the proposed redevelopment will connect only to private access roadways within the existing commercial area, it will create no new public roadway accesses; the existing site access locations were also reviewed as part of this study.

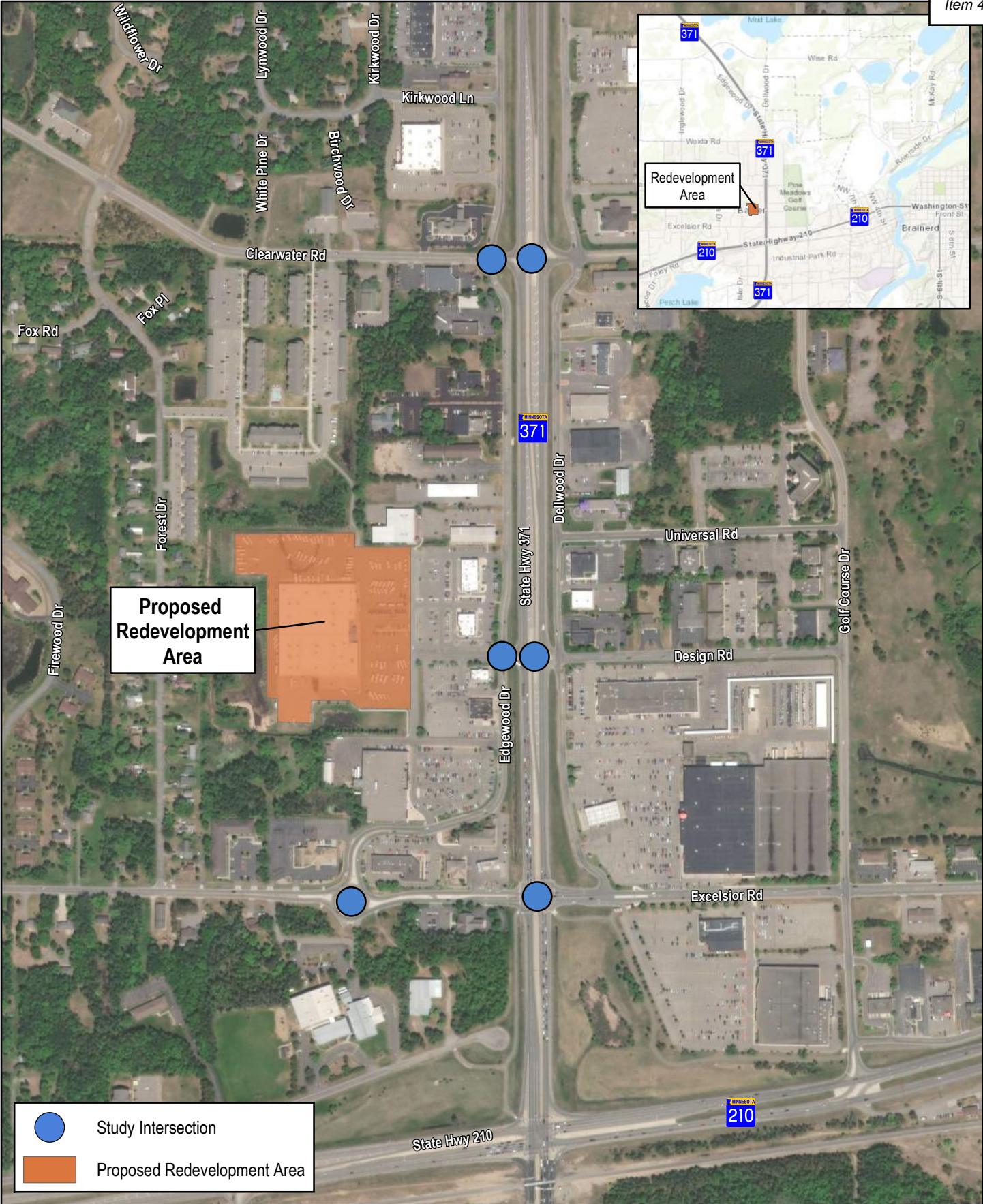
The ongoing MnDOT TH 371 Nisswa to Baxter Corridor Study and TH 210/TH 371 Interchange Study will have implications on traffic operations within the study area. As part of the MnDOT TH 371 Nisswa to Baxter Corridor Study, MnDOT is expected to potentially recommend future closure of the TH 371 and Design Road intersection, which will have significant impacts on traffic patterns in the area as well as impact how vehicles access the proposed medical clinic redevelopment. As part of the TH 210/TH 371 Interchange Project, MnDOT is considering many alternatives for the TH 371 and Excelsior Road intersection, including several grade-separated alternatives; the project is still screening potential alternatives and currently has no recommended alternative design.

Traffic operations analyses were completed for the existing 2024 conditions as well as future 2030 No Build and Build conditions as part of this project. The 2030 conditions represent 5 years after the opening of the proposed medical clinic and is used to determine the impacts directly related the proposed medical clinic. The 2030 scenarios were analyzed with and without the TH 371 and Design Road intersection to account for the traffic impacts of closing the intersection, with and without the proposed medical clinic. The following intersections were included in the



analysis to ensure adequate traffic operations with increased traffic demands from the proposed medical clinic:

- **TH 371 and Excelsior Road** – traffic signal.
- **TH 371 and Design Road** – $\frac{3}{4}$ access; Design Road through and left turn movements are prohibited.
- **TH 371 and Clearwater Road** - $\frac{3}{4}$ access; Clearwater Road through and left turn movements are prohibited.
- **Edgewood Drive and Excelsior Road** – single-lane roundabout.
- **Edgewood Drive and Design Road** – 3-way stop; westbound traffic coming from TH 371 does not stop.
- **Edgewood Drive and Clearwater Road** – 3-way stop; westbound traffic coming from TH 371 does not stop.

Figure 1 shows the project area, including the proposed medical clinic redevelopment site, and the study intersections.



Proposed Redevelopment Area

 Study Intersection
 Proposed Redevelopment Area

Path: C:\Traffic Projects\BAXTE - Camping World TIS\GIS\Figure 1_Project Location.mxd



Project: BAXTE 180941
 Print Date: 10/14/2024
 Map by: jdanibas
 Projection: Crow Wing Co. Coords.
 Source: ESRI

Project Location
 Camping World Site Redevelopment
 Traffic Impact Study
 Baxter, MN

Figure 1

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2 Existing Conditions

TH 371 is a north-south principal arterial roadway, which extends from US Highway 10 in Little Falls, MN to US Highway 2 in Cass Lake, MN. TH 371 serves as a major interregional corridor in this portion of the State and serves as the primary north-south connection for trips within the City of Baxter. TH 371 provides access to TH 210, which is the major east-west corridor in the region, as well as a significant amount of commercial development in the area. In the study area, TH 371 is a 4-lane divided roadway with dedicated left and right turn lanes at each intersection. The speed limit on TH 371 through the study area is 50 mph; just north of Clearwater Road, the speed limit is 60 mph.

Edgewood Drive is a north-south local roadway which extends from Excelsior Road to Pine Beach Road (CSAH 77) and acts as a frontage road and parallel reliever roadway on the west side of TH 371. Edgewood Drive primarily provides access to the commercial developments on the west side of TH 371 as well as providing a route between the east-west roadways that connect to TH 371 including Excelsior Road, Design Road, Clearwater Road, Woida Road, Novotny Road, Lake Forest Road, and Pine Beach Road, some of which have limited access at TH 371. Edgewood Drive is a two-lane roadway with turn lanes at the Clearwater Road, Woida Road, and Pine Beach Road intersections. The posted speed limit on Edgewood Drive is 30 mph.

Excelsior Road is an east-west roadway which extends from Cherrywood Drive to Baxter Drive, where it enters the City of Brainerd and becomes Jackson Street. Excelsior Road is functionally classified as a major collector west of Edgewood Drive and a minor arterial east of Edgewood Drive and serves as a parallel reliever roadway to TH 210 through the City of Baxter. North of TH 210, Excelsior Road is one of three locations within the City of Baxter where vehicles can cross TH 371. East of Edgewood Drive, Excelsior Road provides access to primarily commercial land uses and is a two-lane roadway with turn lanes at major intersections and accesses. West of Edgewood Drive, Excelsior Road is a two-lane roadway with no turn lanes and acts as a backage access from TH 210 and Inglewood Drive for vehicles approaching the commercial area from the west as well as providing access to primarily residential land uses. The posted speed limit on Excelsior Road is 30 mph.

Design Road is an east-west roadway which extends from Edgewood Drive to Golf Course Drive providing access to the commercial land uses on both sides of TH 371. At TH 371, Design Road is a $\frac{3}{4}$ access intersection with Design Road through and left turn movements are prohibited. There is currently no posted speed limit on Design Road so a statutory speed limit of 30 mph was assumed.

Clearwater Road is an east-west roadway which extends from Whipple Lake Recreational Area on the west to Cypress Drive on the east. Clearwater Road is functionally classified as a minor collector between Inglewood Drive and TH 371 in the project area. Clearwater Road provides access to commercial development on both sides of TH 371 as well as residential development west of TH 371. At TH 371, Clearwater Road is a $\frac{3}{4}$ access intersection with Clearwater Road through and left turn movements are prohibited. The posted speed limit on Clearwater Road in the project area is 30 mph.

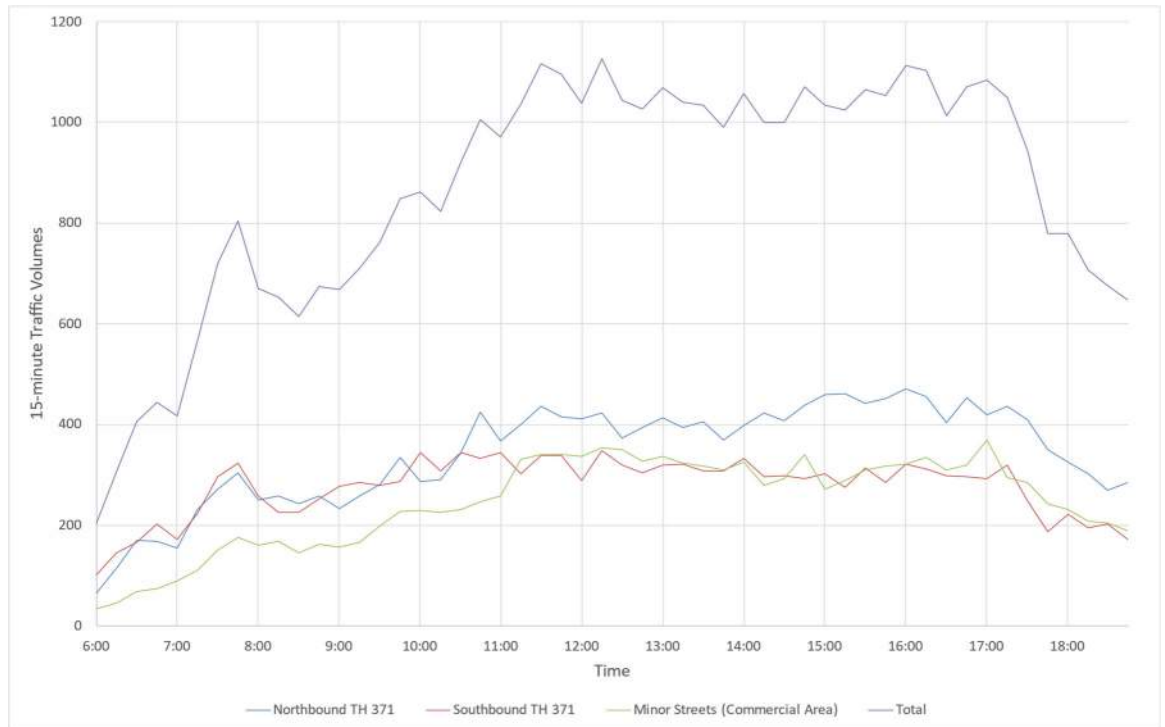
2.1 Vehicle Volumes

13-hour (6 AM to 7 PM) turning movement counts were collected at the three study intersections along Edgewood Drive as part of this study in September 2024. Additionally, 13-hour (6 AM to

7PM) turning movement counts were collected in June and July 2023 as part of MnDOT’s ongoing TH 371 Nisswa to Baxter Corridor Study, which were utilized for this study. The 2023 and 2024 traffic counts at adjacent intersections generally were similar, and volumes were balanced to create a cohesive set of 2024 existing traffic volumes. Based on the existing volumes, the AM peak hour is 7:30 to 8:30 AM and the PM peak hour is 4:00 to 5:00 PM.

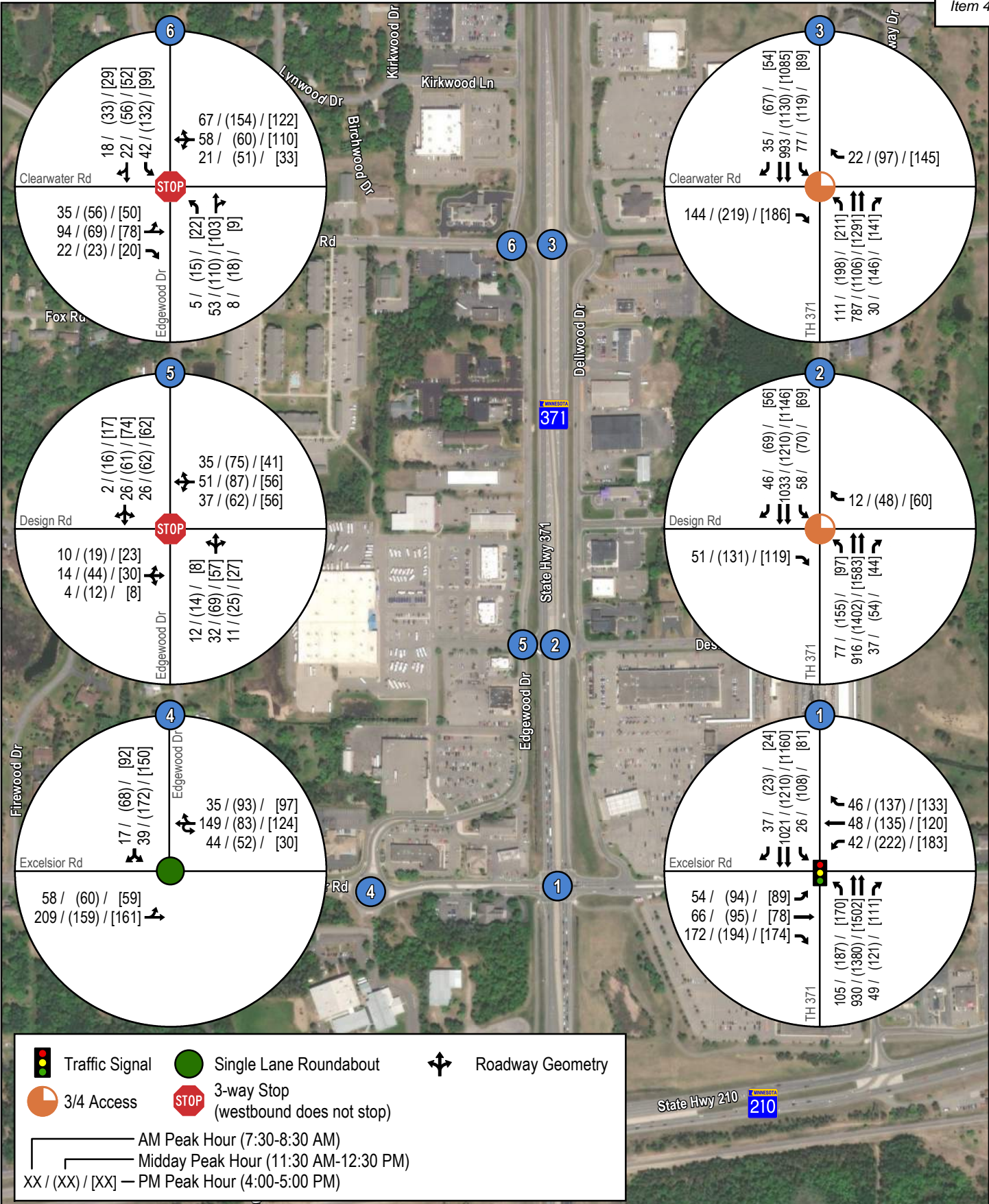
As with many commercial areas, the vehicle volumes are relatively low during the AM peak period (7 to 9 AM) and gradually increases throughout the day until reaching a peak around 12 PM, with commercial area traffic volumes remaining relatively similar from 11 AM to 7 PM. Similarly, traffic volumes along TH 371 increase throughout the day before peaking during the PM peak period. As a result, the PM peak hour volumes are approximately 40 to 50% higher than the AM peak hour. **Figure 2** shows the 15-minute volumes entering the study area on northbound TH 371, southbound TH 371, and from the minor streets/commercial area throughout the 13-hour count period.

Figure 2 – 15-Minute Entering Traffic Volumes



In addition to the traditional AM and PM peak hours, there is also a midday peak hour (11:30 AM to 12:30 PM), which has the higher traffic volumes in and out of the commercial area than the PM peak hour. Overall, the midday peak hour volumes at the study intersections are less than 5% lower than the PM peak hour volumes. Therefore, the midday peak hour was also analyzed as part of this study.

Figure 3 shows the 2024 existing traffic volumes for the AM, midday, and PM peak hour as well as the existing roadway geometry and traffic control at each study intersection. More detailed count information is in **Appendix A**.



Path: C:\Traffic Projects\BAXTE - Camping World TIS\GIS\Figure 3_2024 Existing Volumes.mxd



Project: BAXTE 180941
 Print Date: 10/17/2024
 Map by: jdanibas
 Projection: Crow Wing Co. Coords.
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2024 Existing Volumes

Camping World Site Redevelopment
 Traffic Impact Study
 Baxter, MN

Figure
3

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3 Future Conditions

As part of the traffic impact analysis for the proposed medical clinic, 2030 No Build and Build traffic volumes were estimated. The 2030 conditions represent 5 years after opening of the medical clinic and are used to determine the impacts directly related the proposed medical clinic.

3.1 Background Traffic Growth

To forecast background traffic growth along the project roadways, traffic forecasts developed for MnDOT's TH 371 Nisswa to Baxter Corridor Study were used. The TH 371 Nisswa to Baxter Corridor Study used historical traffic growth patterns and recommendations from previous studies in the area to estimate traffic growth. **Table 1** shows the background growth rates used for each study roadway based on the forecasts from the TH 371 Nisswa to Baxter Corridor Study. It should be noted that the MnDOT study forecasted no growth in traffic volumes on Excelsior Road; however, a background growth rate of 0.5% was used for this study assuming minimal growth. Design Road forecasts were not provided in the MnDOT study, therefore, a minimal background growth rate of 0.5% was used.

Table 1 – Background Traffic Growth

Roadway	Description	2023 Traffic Count	2030 Forecast	Annual Growth Rate ¹
TH 371	North of TH 371	40,800	43,700	1.0%
Excelsior Rd	West of TH 371	8,000	8,300	0.5% ²
	East of TH 371	8,200	8,500	0.5% ²
Design Rd	West of TH 371	3,800	3,900	0.5% ³
	East of TH 371	2,400	2,500	0.5% ³
Clearwater Rd	West of TH 371	5,500	5,700	0.5%
	East of TH 371	4,000	4,400	1.5%

1 Forecasts from the TH 371 Nisswa to Baxter Corridor Study
 2 The TH 371 Nisswa to Baxter Corridor Study used 0% growth for Excelsior Rd; a minimal 0.5% growth rate was used for this study
 3 The TH 371 Nisswa to Baxter Corridor Study did not provide forecasts for Design Rd; a minimal 0.5% growth rate was used for this study

3.2 Future TH 371 Access

As was discussed previously, the ongoing MnDOT TH 371 Nisswa to Baxter Corridor Study and TH 210/TH 371 Interchange Study will have implications on traffic operations within the study area. As part of the MnDOT TH 371 Nisswa to Baxter Corridor Study, MnDOT is expected to potentially recommend future closure of the TH 371 and Design Road intersection, which will have significant impacts on traffic patterns in the area as well as impact how vehicles will access the proposed medical clinic redevelopment. To analyze the impacts of this potential closure, both the No Build and Build scenarios were analyzed with the Design Road access to TH 371 open and closed.

The No Build scenario with Design Road closed analyzes the impacts to the area if the access is closed regardless of whether the former Camping World Site is redeveloped to the proposed medical clinic or not. The Build scenario with Design Road closed analyzes the roadway

network's capacity to provide acceptable traffic operations if the Design Road access is closed in the future.

Figure 5 shows the 2030 No Build volumes with the Design Road access open during the AM, midday, and PM peak hours, which includes background growth only. **Figure 6** shows the 2030 No Build volumes with the Design Road access closed during the AM, midday, and PM peak hours, which includes background growth and rerouting of trips due to the access closure.

As part of the TH 210/TH 371 Interchange Project, MnDOT is considering many alternatives for the TH 371 and Excelsior Road intersection, including several grade-separated alternatives. Any changes to the TH 371 and Excelsior Road intersection would have significant impacts to traffic patterns throughout the area, which extend well beyond the immediate project area for this traffic impact study. With the future design of the TH 371 and Excelsior Road intersection unknown at this time, the intersection was only analyzed under its current signal control and roadway geometry.

The future design of the TH 371 and Excelsior Road area should maintain reasonable access to the commercial areas and accommodate the proposed medical clinic traffic as well as other growth and redevelopment in the area without putting undue burden on the City roadway network. Creating an overpass at Excelsior Road without providing some sort of reasonable access alternatives would not work for the City with the significant commercial development on both sides of TH 371. It would push all northbound left turning traffic to Woida Road, which the MnDOT TH 371 Nisswa to Baxter Corridor Study is showing needs improvements under current access conditions. There would need to be some way to access the Excelsior Road/Design Road area through either ramps or some other form of access. As the TH 210/TH 371 Interchange Project continues, the City should review how each concept would impact traffic patterns for the Excelsior Road/Design Road area.

3.3 Trip Generation and Distribution

The proposed redevelopment of the former Camping World site will remodel approximately 67,980 square feet (SF) of the existing 110,460 SF building into a medical clinic with urgent care and a drive-through pharmacy. The remaining 42,480 SF of vacant space within the building will eventually be used for future growth and expansion of the medical clinic. As part of the redevelopment, the existing parking area on the site will be reconfigured to improve wayfinding, enhance vehicular and pedestrian safety, accommodate the proposed drive-through pharmacy, and improve the existing landscaping. **Figure 4** shows the most recent proposed site plan for the medical clinic, which will connect to private access roadways within the existing commercial development and will not create any new public roadway accesses.

This study will only analyze the impacts of the proposed 67,980 SF medical clinic, without the future 42,480 SF expansion. The future expansion was not included as the timeline for future expansion and the use for that portion of the clinic is not known at this time. Trip generation estimates for the full 110,460 SF medical clinic are provided, which can be used for long-term planning in the area, including in the two ongoing MnDOT studies. As was mentioned previously, the ongoing TH 371/TH 210 Interchange Study is expected to make changes to the intersection of TH 371 and Excelsior Road, which will significantly impact traffic patterns in the study area. The future design of the TH 371 and Excelsior Road should consider the long-term traffic demands in the area, including the future expanded medical clinic.

The Institute of Transportation Engineers' (ITE) Trip Generation Manual, 11th edition was used to estimate the total number of trips generated by the proposed medical clinic during the AM, midday, and PM peak hours as well as the daily trips. ITE Land Use Code 630 – Clinic was used for the trip generation estimates. The ITE Trip Generation Manual does not have a land use specific to urgent care facilities, therefore, the clinic trip generation rates were also applied to the urgent care portion of the proposed medical clinic. The clinic land use in the ITE Trip Generation Manual includes facilities such as labs and pharmacies, therefore, no additional trips were estimated for the proposed drive-through pharmacy. Trips for the midday peak hour were estimated based the ITE's daily trip distribution information for medical clinics, which results in the midday peak hour having approximately 10% less trips than the PM peak hour.

Table 2 summarizes the AM peak hour, midday peak hour, PM peak hour, and daily trip generation estimates for the proposed medical clinic.

Figure 4 – Medical Clinic Site Plan

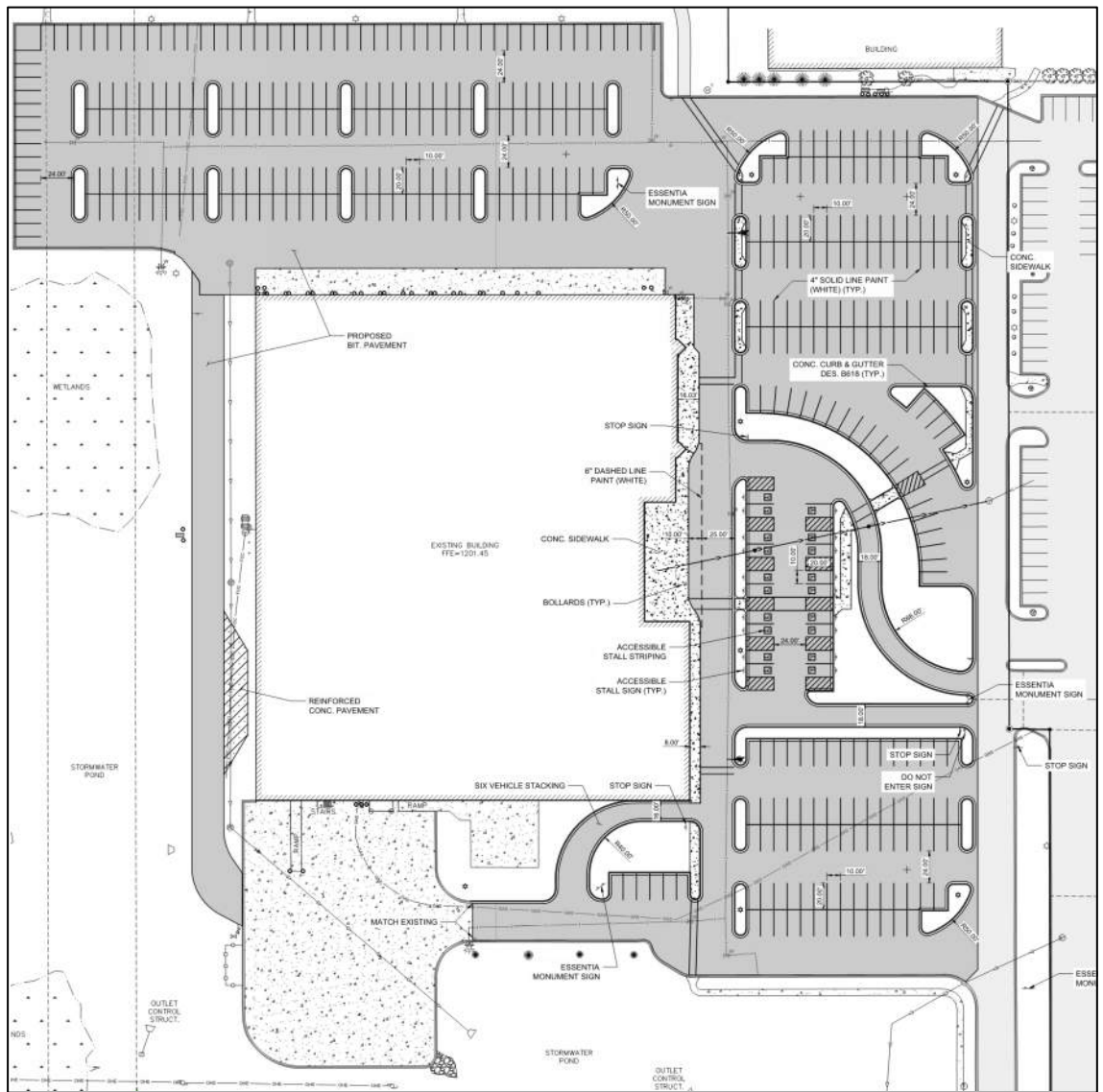


Table 2 – Site Trip Generation

Land Use	Size	Daily Trips	AM Peak Hour			Midday Peak Hour			PM Peak Hour		
			Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total
Medical Clinic	67,980 SF	2,560	151	36	187	63	163	226	75	176	251
Future Expansion**	42,280 SF	1,590	95	22	117	39	102	141	47	110	157
Total	110,460 SF	4,150	246	58	304	102	265	367	122	286	408

**Assumes additional Medical Clinic land use.

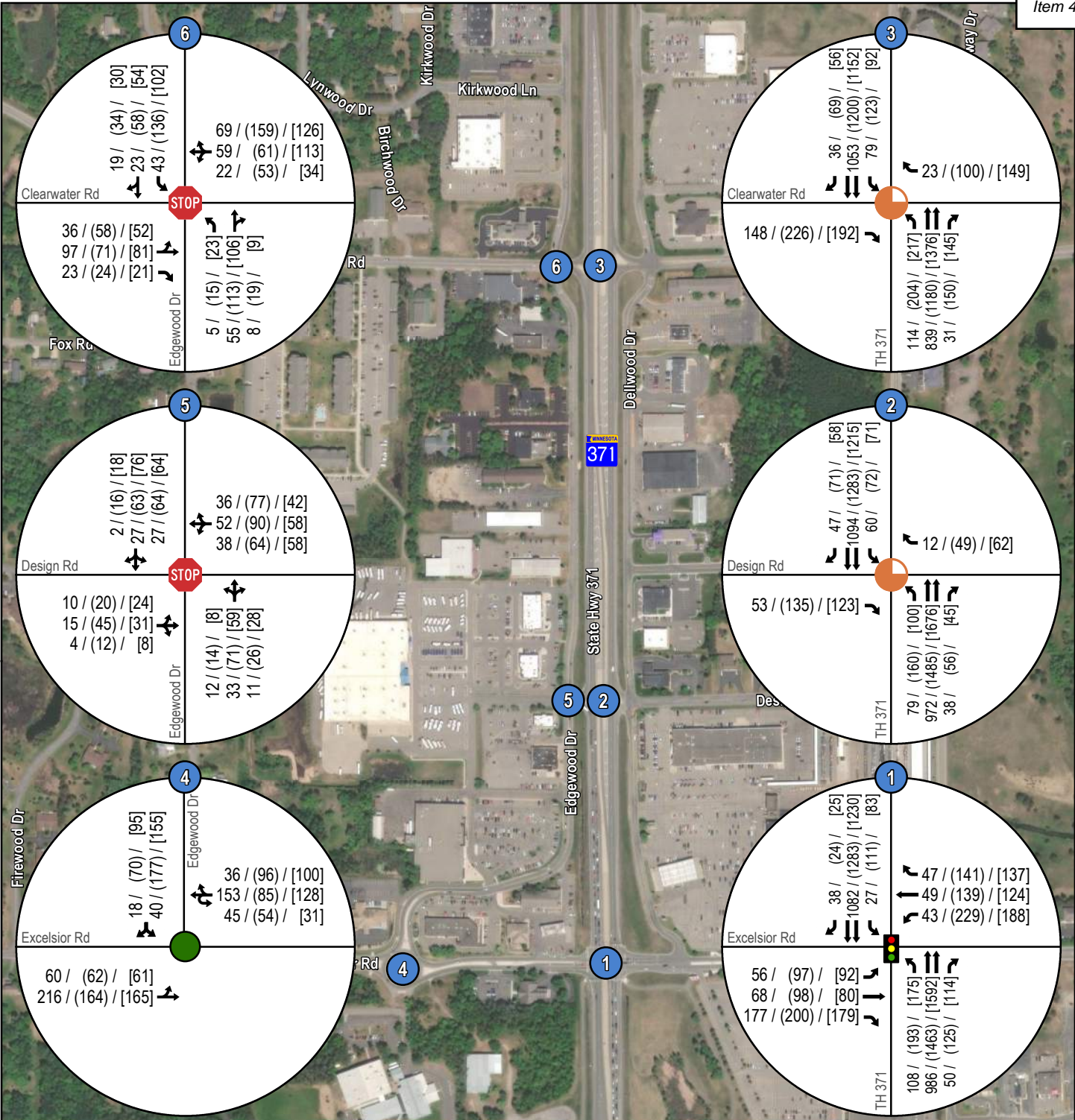
Trips from the proposed medical clinic were distributed to the roadway network based on the existing traffic volumes, traffic patterns, and potential origins/destinations for trips both regionally and within the Baxter/Brainerd Area. Trips were distributed to the network based on the following distribution:

- 40% to/from the south on TH 371
- 25% to/from the north on TH 371
- 10% to/from the west on Excelsior Road
- 5% to/from the west on Clearwater Road
- 5% to/from the north on Edgewood Drive
- 15% to/from the east on Excelsior Road

Under the scenarios where the Design Road access to TH 371 remains open, a majority of the trips to/from TH 371 are expected to use the intersection of TH 371 and Design Road to enter and exit the site. For vehicles exiting the site to the north on TH 371, vehicles would be expected to use the traffic signals at either Excelsior Road or Wolda Road, both of which can be accessed using Edgewood Drive.

Under the scenarios where the Design Road access to TH 371 is closed, trips to/from the proposed medical clinic using TH 371 would need to use either Excelsior Road or Clearwater Road to enter and exit the site, both of which connect to the site via Edgewood Drive.

Figure 7 shows the 2030 Build volumes with the Design Road access open during the AM, midday, and PM peak hours, which includes background growth and the trips from the proposed 67,980 SF medical clinic. **Figure 8** shows the 2030 Build volumes with the Design Road access closed during the AM, midday, and PM peak hours, which includes background growth, the trips from the proposed 67,980 SF medical clinic, and rerouting of trips due to the access closure.

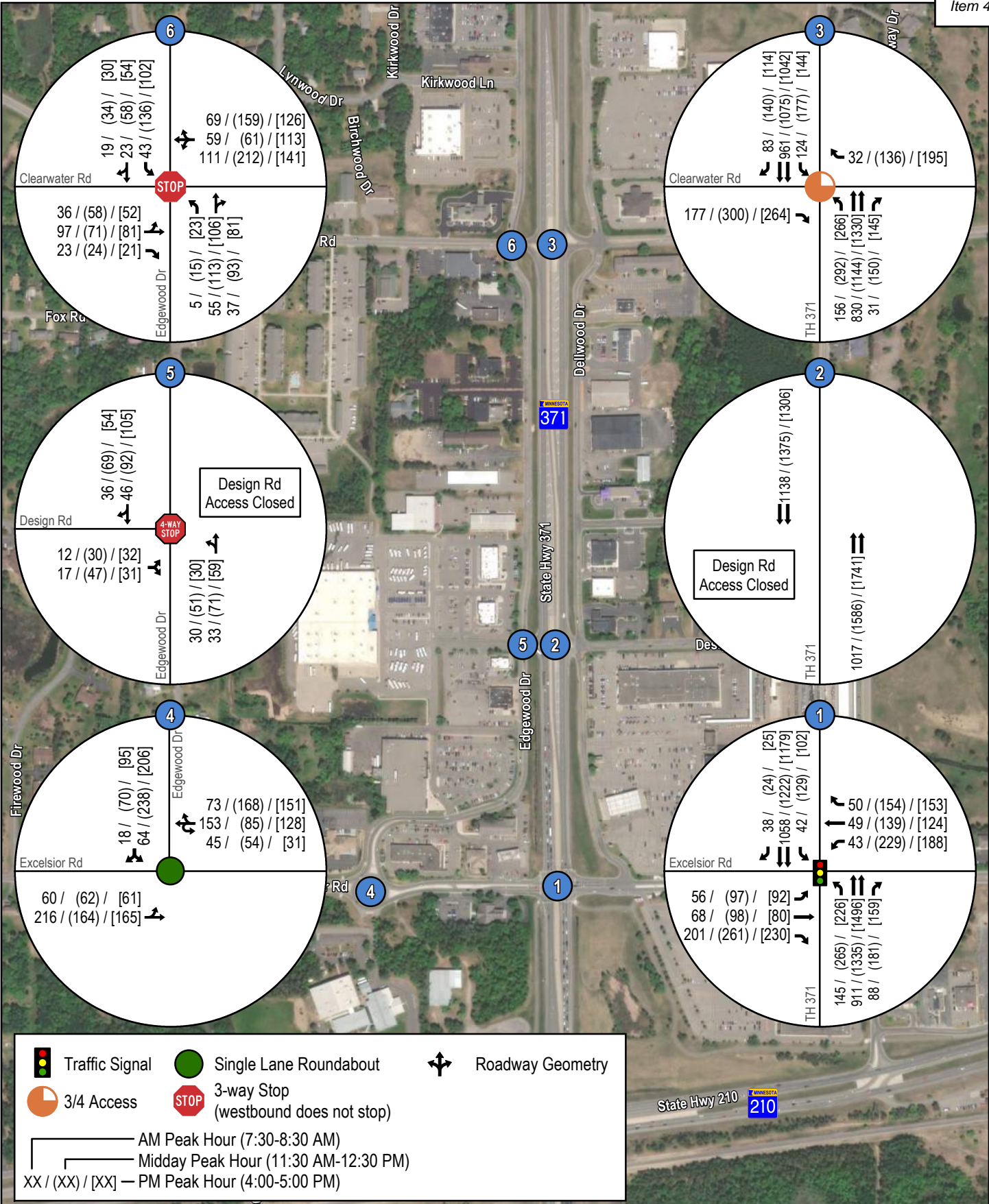


Path: C:\Traffic Projects\BAXTE - Camping World TIS\GIS\Figure 5_2030 No Build Volumes (Design Open).mxd

	Traffic Signal		Single Lane Roundabout		Roadway Geometry
	3/4 Access		3-way Stop (westbound does not stop)		
AM Peak Hour (7:30-8:30 AM) Midday Peak Hour (11:30 AM-12:30 PM) XX / (XX) / [XX] — PM Peak Hour (4:00-5:00 PM)					

		Project: BAXTE 180941 Print Date: 10/17/2024	2030 No Build Volumes (Design Rd Open) Camping World Site Redevelopment Traffic Impact Study Baxter, MN	Figure 5
		Map by: jdanibas Projection: Crow Wing Co. Coords. Source: ESRI		

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Path: C:\Traffic Projects\BAXTE - Camping World TIS\GIS\Figure 6_2030 No Build Volumes (Design Closed).mxd

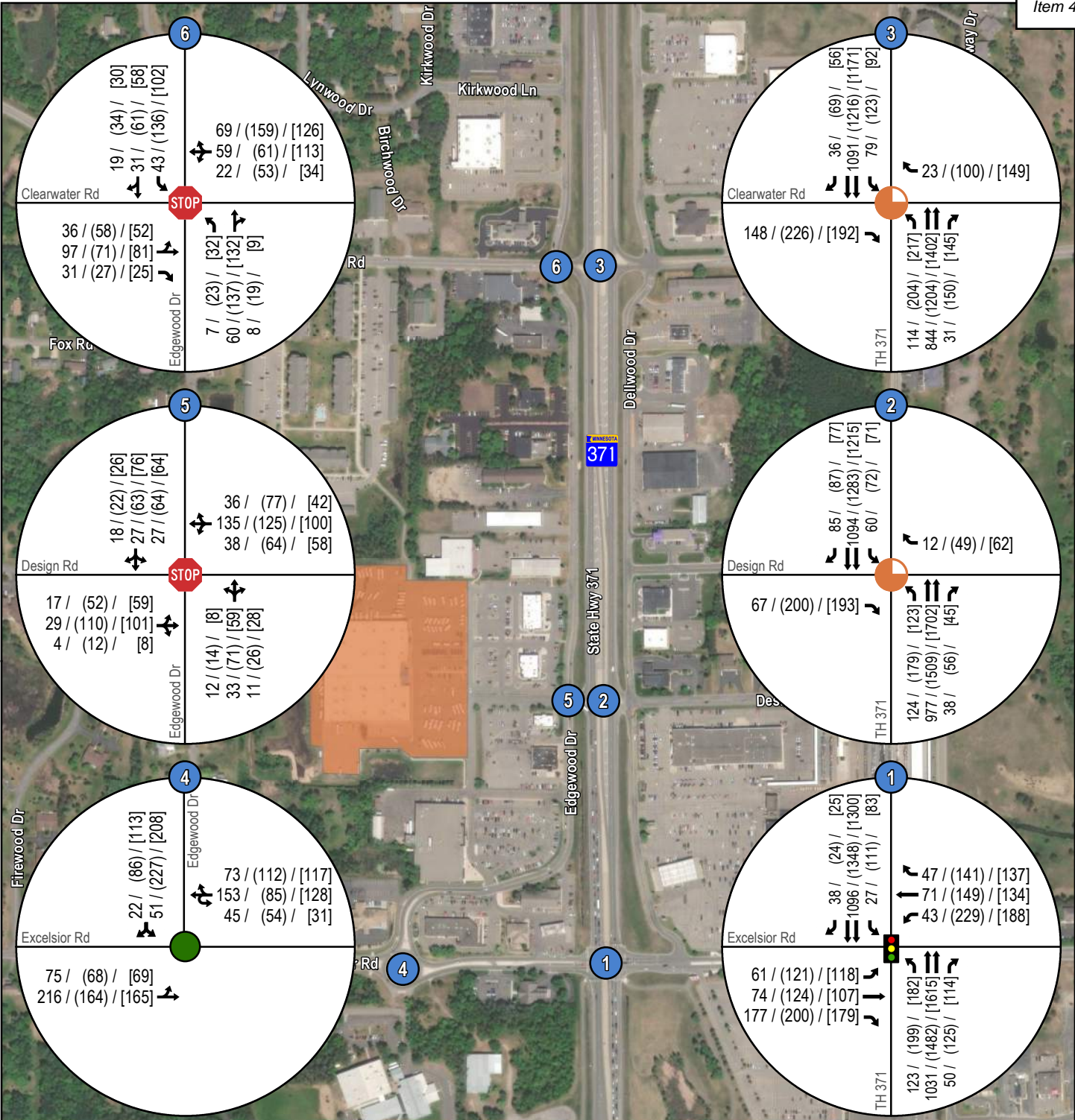


Project: BAXTE 180941
 Print Date: 10/17/2024
 Map by: jdanibas
 Projection: Crow Wing Co. Coords.
 Source: ESRI

2030 No Build Volumes (Design Rd Closed)
 Camping World Site Redevelopment
 Traffic Impact Study
 Baxter, MN

Figure 6

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	Traffic Signal		Single Lane Roundabout		Roadway Geometry
	3/4 Access		3-way Stop (westbound does not stop)		Redevelopment Area
AM Peak Hour (7:30-8:30 AM) Midday Peak Hour (11:30 AM-12:30 PM) XX / (XX) / [XX] — PM Peak Hour (4:00-5:00 PM)					

Path: C:\Traffic Projects\BAXTE - Camping World TIS\GIS\Figure 7_2030 Build Volumes (Design Open).mxd



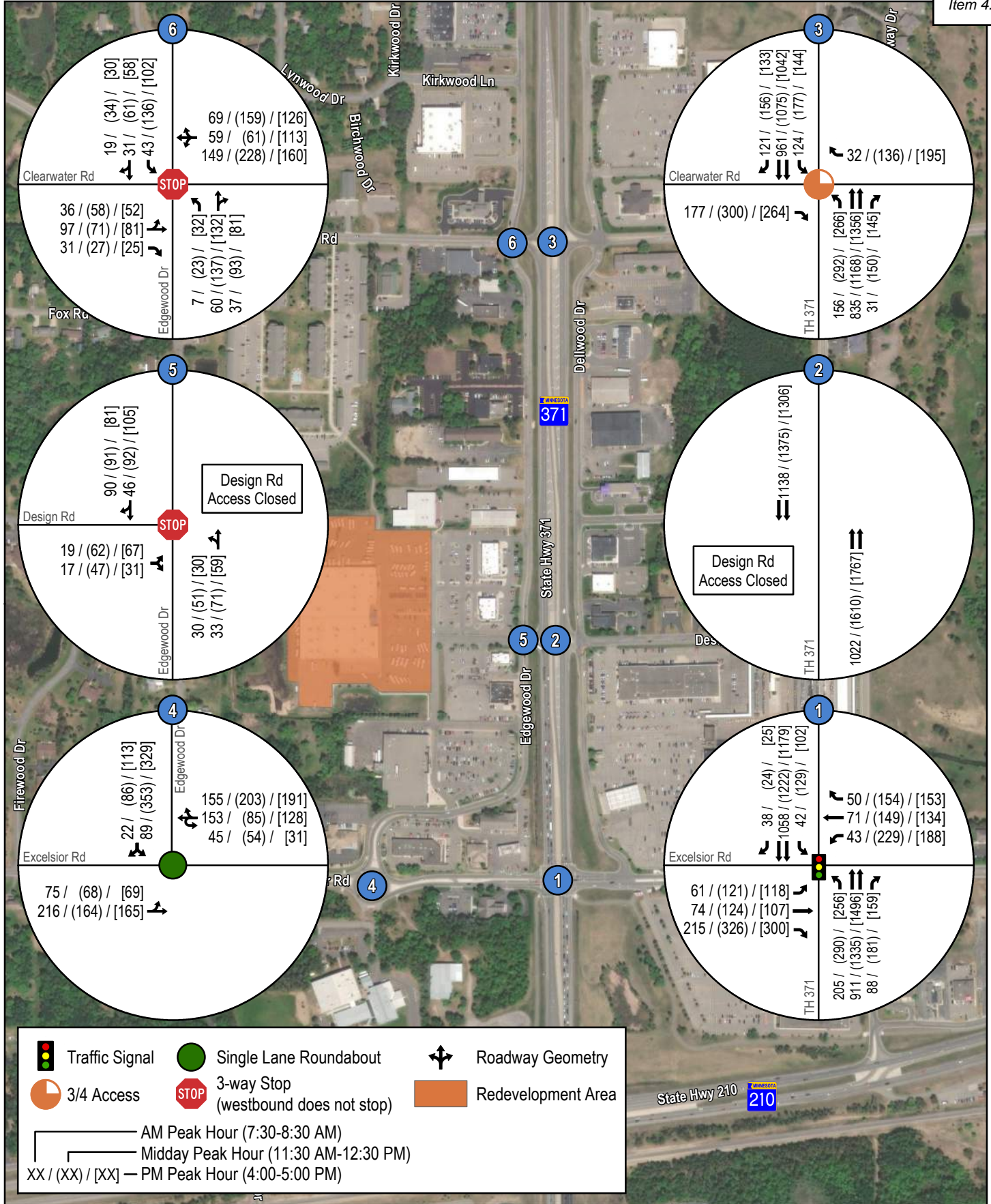
Project: BAXTE 180941
Print Date: 10/17/2024

Map by: jdanibas
Projection: Crow Wing Co. Coords.
Source: ESRI

2030 Build Volumes (Design Rd Open)
Camping World Site Redevelopment
Traffic Impact Study
Baxter, MN

Figure 7

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Path: C:\Traffic Projects\BAXTE - Camping World TIS\GIS\Figure 8_2030 Build Volumes (Design Closed).mxd

	Traffic Signal		Single Lane Roundabout		Roadway Geometry
	3/4 Access		3-way Stop (westbound does not stop)		Redevelopment Area
<p>— AM Peak Hour (7:30-8:30 AM) — Midday Peak Hour (11:30 AM-12:30 PM) XX / (XX) / [XX] — PM Peak Hour (4:00-5:00 PM)</p>					

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4 Traffic Operations Analysis

Traffic operations analyses were conducted to determine the level of service (LOS), delay, and queueing information for the AM, midday, and PM peak hour conditions.

LOS is a qualitative rating system used to describe the efficiency of traffic operations at an intersection. Six LOS are defined, designated by letters A through F. LOS A represents the best operating conditions (no congestion), and LOS F represents the worst operating conditions (severe congestion). For the study intersections, it was assumed that a LOS D or better, for all approaches and the overall intersection, represent acceptable operating conditions. Some approaches may operate at LOS E and some movements may operate at LOS F at the TH 371 traffic signals due to the long cycle length MnDOT uses to serve the regional traffic demands that use TH 371.

LOS for intersections is determined by the average control delay per vehicle. The range of control delay for each LOS is different for signalized and unsignalized intersections. The expectation is that a signalized intersection is designed to carry higher traffic volumes and will experience greater delays than an unsignalized intersection. Driver tolerance for delay is greater at a signal than at a stop sign; therefore, the LOS thresholds for each LOS category are lower for unsignalized intersections than for signalized intersections. **Table 3** shows the LOS thresholds for signalized and unsignalized intersections.

Table 3 – Level of Service Thresholds

Level of Service	Average Vehicle Delay (sec/veh)	
	Signalized Intersection	Unsignalized (Stop or Roundabout) Intersection
A	0 to 10	0 to 10
B	> 10 and ≤ 20	> 10 and ≤ 15
C	> 20 and ≤ 35	> 15 and ≤ 25
D	> 35 and ≤ 55	> 25 and ≤ 35
E	> 55 and ≤ 80	> 35 and ≤ 50
F	> 80	> 50

All traffic operations analyses were performed using the Synchro/SimTraffic (Version 11) software package. The results reported in this analysis are an average of 10 simulation runs in SimTraffic 11. All relevant traffic operations result tables can be found in **Appendix B**.

The following scenarios were analyzed as part of this study:

- **2024 Existing Conditions**
 - Existing volumes, intersection geometry, and traffic control
- **2030 No Build Conditions (Design Road Access Open)**
 - 2030 No Build (Design Road Open) traffic volumes; background traffic growth only (**Figure 5**).
 - Existing intersection control and roadway geometry

- **2030 No Build Conditions (Design Road Access Closed)**
 - 2030 No Build (Design Road Closed) traffic volumes; background traffic growth and rerouting of trips due to the access closure (**Figure 6**).
 - Other than the intersection of TH 371 and Design Road, existing intersection control and roadway geometry
- **2030 Build Conditions (Design Road Access Open)**
 - 2030 Build (Design Road Open) traffic volumes; background traffic growth and medical clinic trips (**Figure 7**).
 - Existing intersection control and roadway geometry
- **2030 Build Conditions (Design Road Access Closed)**
 - 2030 Build (Design Road Closed) traffic volumes; background traffic growth, medical clinic trips, and rerouting of trips due to the access closure (**Figure 8**).
 - Other than the intersection of TH 371 and Design Road, existing intersection control and roadway geometry

4.1 2024 Existing Conditions

Under 2024 existing conditions, the six study intersections operate acceptably at LOS C or better with each approach operating at LOS E or better during the AM, midday, and PM peak hours. Each of the approaches and intersections along Edgewood Drive operate at LOS A with minimal delay and queueing.

Some of the minor street left turn and through movements, as well as the left turns from TH 371, operate at LOS E or F due to the longer cycle length at the signalized TH 371 and Excelsior Road intersection; particularly during the midday and PM peak hours, when the cycle length is 150 seconds. During the midday and PM peak hours, some of the maximum turn lane queues exceed the available storage, particularly eastbound and westbound. However, the queues tend to clear each signal cycle and do not create significant queuing or delay issues.

Due to the close spacing of Edgewood Drive and TH 371 (50 to 80 feet), eastbound queues from TH 371 can reach Edgewood Drive at the Design Road and Clearwater Road intersections. These queues have a minor impact on the operations of the Edgewood Drive intersections.

Table 4 shows a summary of the 2024 existing traffic operations at the study intersections during the AM, midday, and PM peak hours.

Table 4 – 2024 Existing Traffic Operations

Intersection	Approach	AM Peak Hour		Midday Peak Hour		PM Peak Hour	
		Approach (delay / LOS)	Intersection (delay / LOS)	Approach (delay / LOS)	Intersection (delay / LOS)	Approach (delay / LOS)	Intersection (delay / LOS)
TH 371 at Excelsior Rd (Traffic Signal)	NB	16.7 / B	16.0 / B	28.0 / C	33.3 / C	26.9 / C	30.1 / C
	SB	10.5 / B		27.8 / C		22.8 / C	
	EB	27.5 / C		48.3 / D		43.8 / D	
	WB	31.3 / C		55.6 / E		52.9 / D	
TH 371 at Design Rd (3/4 Access)	EB	4.3 / A	2.9 / A	7.7 / A	5.8 / A	6.8 / A	5.5 / A
	WB	1.4 / A		2.5 / A		2.7 / A	
	NB	7.6 / A		12.4 / B		10.4 / B	
	SB	5.7 / A		13.7 / B		19.9 / C	
TH 371 at Clearwater Rd (3/4 Access)	EB	1.8 / A	2.6 / A	4.4 / A	4.8 / A	4.3 / A	5.0 / A
	WB	2.4 / A		3.7 / A		3.7 / A	
	NB	8.9 / A		12.4 / B		11.5 / B	
	SB	4.4 / A		9.5 / A		15.8 / C	
Edgewood Dr at Excelsior Rd (Roundabout)	EB	0.0 / A	3.6 / A	0.0 / A	3.5 / A	0.0 / A	3.6 / A
	WB	2.6 / A		3.1 / A		3.1 / A	
	NB	3.8 / A		4.2 / A		4.1 / A	
	SB	3.6 / A		3.4 / A		3.7 / A	
Edgewood Dr at Design Rd (3-way stop; WB does not stop)	EB	5.5 / A	3.2 / A	6.7 / A	5.3 / A	6.0 / A	4.9 / A
	WB	5.5 / A		9.2 / A		7.5 / A	
	NB	5.4 / A		9.4 / A		6.6 / A	
	SB	0.7 / A		0.9 / A		0.7 / A	
Edgewood Dr at Clearwater Rd (3-way Stop; WB does not stop)	EB	6.1 / A	4.2 / A	8.9 / A	6.3 / A	8.6 / A	5.6 / A
	WB	5.1 / A		8.5 / A		7.4 / A	
	NB	6.5 / A		9.8 / A		8.4 / A	
	SB	0.7 / A		1.1 / A		1.2 / A	

4.2 2030 No Build (Design Road Access Open) Conditions

Under 2030 No Build conditions with the Design Road access to TH 371 open, the six study intersections are expected to continue to operate acceptably at LOS D or better with each approach operating at LOS E or better during the AM, midday, and PM peak hours. Each of the intersections along Edgewood Drive operate at LOS A and each approach operates at LOS B or better with minimal delay and queuing.

As in the existing conditions, some of the minor street left turn and through movements and the left turns from TH 371 operate at LOS E or F due to the longer cycle length at the signalized TH 371 and Excelsior Road intersection; particularly during the midday and PM peak hours, when the cycle length is 150 seconds. During the midday and PM peak hours, some of the maximum turn lane queues exceed the available storage, particularly eastbound and westbound. However, the queues tend to clear each signal cycle and do not create significant queuing or delay issues.

At the intersection of TH 371 and Design Road, the northbound left turns operate at LOS E during the midday peak hour and the southbound left turns operate at LOS E during the PM peak hour. The northbound and southbound left turn queues never exceed half of the available left turn storage.

As in the existing conditions, eastbound queues from TH 371 can reach Edgewood Drive at the Design Road and Clearwater Road intersections, due to the close spacing of Edgewood Drive and TH 371 (50 to 80 feet). These queues have a minor impact on the operations of the Edgewood Drive intersections.

Table 5 shows a summary of the 2030 No Build traffic operations at the study intersections during the AM, midday, and PM peak hours with the Design Road access to TH 371 open.

Table 5 – 2030 No Build (Design Rd Open) Conditions

Intersection	Approach	AM Peak Hour		Midday Peak Hour		PM Peak Hour	
		Approach (delay / LOS)	Intersection (delay / LOS)	Approach (delay / LOS)	Intersection (delay / LOS)	Approach (delay / LOS)	Intersection (delay / LOS)
TH 371 at Excelsior Rd (Traffic Signal)	NB	15.9 / B	16.4 / B	33.2 / C	38.5 / D	31.7 / C	34.2 / C
	SB	12.1 / B		36.0 / D		30.4 / C	
	EB	27.8 / C		47.0 / D		42.6 / D	
	WB	33.0 / C		57.5 / E		49.7 / D	
TH 371 at Design Rd (3/4 Access)	EB	4.7 / A	3.1 / A	9.5 / A	7.0 / A	8.1 / A	6.5 / A
	WB	1.4 / A		2.9 / A		3.1 / A	
	NB	7.6 / A		13.4 / B		12.1 / B	
	SB	7.7 / A		20.6 / C		24.6 / C	
TH 371 at Clearwater Rd (3/4 Access)	EB	1.9 / A	2.8 / A	4.2 / A	5.1 / A	4.6 / A	5.5 / A
	WB	2.6 / A		4.2 / A		3.9 / A	
	NB	10.1 / B		13.8 / B		14.2 / B	
	SB	5.3 / A		12.3 / B		17.9 / C	
Edgewood Dr at Excelsior Rd (Roundabout)	EB	0.0 / A	3.7 / A	0.0 / A	3.6 / A	0.0 / A	3.6 / A
	WB	2.7 / A		3.0 / A		3.1 / A	
	NB	3.9 / A		4.4 / A		4.1 / A	
	SB	3.8 / A		3.3 / A		3.6 / A	
Edgewood Dr at Design Rd (3-way stop; WB does not stop)	EB	5.4 / A	3.3 / A	6.9 / A	6.3 / A	6.2 / A	5.5 / A
	WB	5.4 / A		11.3 / B		8.5 / A	
	NB	5.8 / A		11.8 / B		8.3 / A	
	SB	0.8 / A		1.0 / A		0.8 / A	
Edgewood Dr at Clearwater Rd (3-way Stop; WB does not stop)	EB	6.5 / A	4.6 / A	9.7 / A	7.0 / A	9.0 / A	6.3 / A
	WB	5.3 / A		9.6 / A		8.8 / A	
	NB	6.9 / A		10.5 / B		9.9 / A	
	SB	0.7 / A		1.2 / A		1.2 / A	

4.3 2030 No Build (Design Road Access Closed) Conditions

With the Design Road access to TH 371 closed, vehicles using the Design Road access would need to reroute to use either the TH 371 and Excelsior Road or TH 371 and Clearwater Road intersections, resulting in increased traffic volumes on Excelsior Road and Clearwater Road between TH 371 and Edgewood Drive. At the intersection of Edgewood Drive and Design Road, the east leg of the intersection would be removed, and it would become a 3-legged, all-way stop controlled intersection.

Under 2030 No Build conditions the Design Road access to TH 371 closed, the six study intersections are expected to continue to operate acceptably at LOS D or better with each approach operating at LOS D or better during the AM, midday, and PM peak hours. Each of the intersections along Edgewood Drive operate at LOS B or better and all approaches operate at LOS C or better with minimal queueing.

As in the existing conditions, some of the minor street left turn and through movements and the left turns from TH 371 operate at LOS E or F due to the longer cycle length at the signalized TH 371 and Excelsior Road intersection; particularly during the midday and PM peak hours, when the cycle length is 150 seconds. During the midday and PM peak hours, some of the maximum turn lane queues exceed the available storage, particularly eastbound and westbound. However, the queues tend to clear each signal cycle and do not create significant queuing or delay issues.

At the intersection of TH 371 and Clearwater Road, the increased volume of northbound left turns operate at LOS D during the midday and PM peak hours; the northbound left turns operated at LOS C or better with the Design Road access open to TH 371. The northbound left turn queues never exceed half of the available left turn storage.

During the midday peak hour, the increased traffic volumes at the intersection of Edgewood Drive and Clearwater Road, primarily westbound left turns and northbound right turns, results in some of the stop-controlled movements operating at LOS D; all approaches still operate at LOS C or better. All movements operated at LOS C or better at the intersection of Edgewood Drive and Clearwater Road with the Design Road access to TH 371 open.

As in the existing conditions, eastbound queues from TH 371 can reach Edgewood Drive at the Clearwater Road intersection, due to the close spacing of Edgewood Drive and TH 371 (approximately 80 feet). These queues have an impact on the operations of the intersection of Edgewood Drive and Clearwater Road and contributes to some of the stop-controlled movements operating at LOS D during the midday peak hour.

Table 6 shows a summary of the 2030 No Build traffic operations at the study intersections during the AM, midday, and PM peak hours with the Design Road access to TH 371 closed.

Table 6 – 2030 No Build (Design Rd Closed) Conditions

Intersection	Approach	AM Peak Hour		Midday Peak Hour		PM Peak Hour	
		Approach (delay / LOS)	Intersection (delay / LOS)	Approach (delay / LOS)	Intersection (delay / LOS)	Approach (delay / LOS)	Intersection (delay / LOS)
TH 371 at Excelsior Rd (Traffic Signal)	NB	18.6 / B	17.7 / B	33.1 / C	38.1 / D	32.9 / C	35.4 / D
	SB	12.7 / B		36.7 / D		32.7 / C	
	EB	26.6 / C		44.6 / D		40.5 / D	
	WB	31.9 / C		53.1 / D		48.7 / D	
TH 371 at Clearwater Rd (3/4 Access)	EB	2.6 / A	3.2 / A	7.4 / A	7.1 / A	5.8 / A	6.7 / A
	WB	2.9 / A		4.8 / A		4.7 / A	
	NB	8.8 / A		13.4 / B		12.3 / B	
	SB	5.2 / A		14.4 / B		20.9 / C	
Edgewood Dr at Excelsior Rd (Roundabout)	EB	0.0 / A	3.7 / A	0.0 / A	3.6 / A	0.0 / A	3.7 / A
	WB	2.9 / A		3.2 / A		3.3 / A	
	NB	3.9 / A		4.4 / A		4.1 / A	
	SB	3.8 / A		3.5 / A		3.9 / A	
Edgewood Dr at Design Rd (3-way stop)	EB	5.3 / A	4.9 / A	6.0 / A	5.3 / A	6.0 / A	5.4 / A
	WB	5.0 / A		5.5 / A		5.5 / A	
	NB	3.5 / A		3.8 / A		4.0 / A	
Edgewood Dr at Clearwater Rd (3-way Stop; WB does not stop)	EB	6.6 / A	4.3 / A	16.0 / C	11.0 / B	11.8 / B	7.9 / A
	WB	5.9 / A		18.7 / C		12.4 / B	
	NB	7.3 / A		20.8 / C		13.4 / B	
	SB	0.7 / A		1.2 / A		1.2 / A	

4.4 2030 Build (Design Road Access Open) Conditions

Under 2030 Build conditions with the Design Road access to TH 371 open, a majority of the trips to/from TH 371 are expected to use the intersection of TH 371 and Design Road to enter and exit the proposed medical clinic site. For vehicles exiting the site to the north on TH 371, vehicles would be expected to use the traffic signals at either Excelsior Road or Woida Road, both of which can be accessed using Edgewood Drive.

Under 2030 Build conditions with the Design Road access to TH 371 open, the six study intersections are expected to continue to operate acceptably at LOS D or better with each approach operating at LOS E or better during the AM, midday, and PM peak hours. Each of the intersections along Edgewood Drive operate at LOS B or better and all approaches operate at LOS C or better with minimal queuing.

As in the existing and no build conditions, some of the minor street left turn and through movements and the left turns from TH 371 operate at LOS E or F due to the longer cycle length at the signalized TH 371 and Excelsior Road intersection; particularly during the midday and PM peak hours, when the cycle length is 150 seconds. During the midday and PM peak hours, some of the maximum turn lane queues exceed the available storage, particularly eastbound and

westbound. However, the queues tend to clear each signal cycle and do not create significant queuing or delay issues.

At the intersection of TH 371 and Design Road, the northbound left turns operate at LOS E during the midday peak hour and the southbound left turns operate at LOS E during the PM peak hour. The northbound and southbound left turn queues never exceed half of the available left turn storage.

As in the existing conditions, eastbound queues from TH 371 can reach Edgewood Drive at the Design Road and Clearwater Road intersections, due to the close spacing of Edgewood Drive and TH 371 (50 to 80 feet). These queues have a minor impact on the operations of the Edgewood Drive intersections.

Table 7 shows a summary of the 2030 Build traffic operations at the study intersections during the AM, midday, and PM peak hours with the Design Road access to TH 371 open.

Table 7 – 2030 Build (Design Rd Open) Conditions

Intersection	Approach	AM Peak Hour		Midday Peak Hour		PM Peak Hour	
		Approach (delay / LOS)	Intersection (delay / LOS)	Approach (delay / LOS)	Intersection (delay / LOS)	Approach (delay / LOS)	Intersection (delay / LOS)
TH 371 at Excelsior Rd (Traffic Signal)	NB	18.2 / B	18.4 / B	32.3 / C	40.9 / D	34.0 / C	37.0 / D
	SB	13.5 / B		39.4 / D		33.0 / C	
	EB	29.2 / C		56.0 / E		47.4 / D	
	WB	35.5 / D		62.6 / E		52.9 / D	
TH 371 at Design Rd (3/4 Access)	EB	6.2 / A	3.9 / A	9.6 / A	7.3 / A	8.3 / A	7.0 / A
	WB	1.6 / A		3.1 / A		3.6 / A	
	NB	8.0 / A		14.0 / B		13.0 / B	
	SB	6.4 / A		20.5 / C		26.6 / D	
TH 371 at Clearwater Rd (3/4 Access)	EB	2.1 / A	2.9 / A	4.4 / A	5.1 / A	4.5 / A	5.5 / A
	WB	2.6 / A		3.9 / A		4.0 / A	
	NB	10.8 / B		14.0 / B		13.7 / B	
	SB	5.9 / A		11.8 / B		19.1 / C	
Edgewood Dr at Excelsior Rd (Roundabout)	EB	0.0 / A	3.9 / A	0.0 / A	3.8 / A	0.0 / A	3.8 / A
	WB	2.8 / A		3.4 / A		3.3 / A	
	NB	4.1 / A		4.6 / A		4.4 / A	
	SB	4.0 / A		3.4 / A		3.8 / A	
Edgewood Dr at Design Rd (3-way stop; WB does not stop)	EB	6.0 / A	3.1 / A	8.4 / A	10.6 / B	7.4 / A	8.5 / A
	WB	5.4 / A		17.5 / C		11.4 / B	
	NB	6.7 / A		20.8 / C		15.3 / C	
	SB	0.8 / A		0.9 / A		0.9 / A	
Edgewood Dr at Clearwater Rd (3-way Stop; WB does not stop)	EB	6.6 / A	4.7 / A	10.6 / B	7.5 / A	9.1 / A	6.3 / A
	WB	5.5 / A		10.1 / B		8.1 / A	
	NB	6.9 / A		11.0 / B		9.8 / A	
	SB	0.8 / A		1.2 / A		1.2 / A	

4.5 2030 Build (Design Road Access Closed) Conditions

Under 2030 Build conditions with the Design Road access to TH 371 closed, the trips to/from TH 371 are expected to use either Clearwater Road or Excelsior Road to enter and exit the proposed medical clinic site. For vehicles exiting the site to the north on TH 371, vehicles would be expected to use the traffic signals at either Excelsior Road or Woida Road, both of which can be accessed using Edgewood Drive.

Under 2030 Build conditions the Design Road access to TH 371 closed, the six study intersections are expected to continue to operate acceptably at LOS D or better with each approach operating at LOS E or better during the AM, midday, and PM peak hours. Each of the intersections along Edgewood Drive operate at LOS B or better and all approaches operate at LOS D or better with minimal queueing.

As in the existing and no build conditions, some of the minor street left turn and through movements and the left turns from TH 371 operate at LOS E or F due to the longer cycle length at the signalized TH 371 and Excelsior Road intersection; particularly during the midday and PM peak hours, when the cycle length is 150 seconds. During the midday and PM peak hours, some of the maximum turn lane queues exceed the available storage, particularly eastbound and westbound. However, the queues tend to clear each signal cycle and do not create significant queueing or delay issues.

Under Build conditions with the Design Road access to TH 371 closed, the northbound left turn queues at the intersection of TH 371 and Excelsior Road exceed the available storage more frequently than in the other alternatives due to the increase in northbound left turn volumes from the rerouting of Design Road traffic and the new medical clinic trips.

At the intersection of TH 371 and Clearwater Road, the increased volume of northbound left turns operate at LOS E during the midday peak hour and LOS D during the PM peak hour; the northbound left turns operated at LOS C or better with the Design Road access open to TH 371. The northbound left turn queues never exceed half of the available left turn storage.

During the midday and PM peak hours, the increased traffic volumes at the intersection of Edgewood Drive and Clearwater Road, primarily westbound left turns and northbound right turns, results in some of the stop-controlled movements operating at LOS D or E; all approaches still operate at LOS C or better. All movements operated at LOS C or better at the intersection of Edgewood Drive and Clearwater Road with the Design Road access to TH 371 open.

As in the existing conditions, eastbound queues from TH 371 can reach Edgewood Drive at the Clearwater Road intersection, due to the close spacing of Edgewood D and TH 371 (approximately 80 feet). These queues have an impact on the operations of the intersection of Edgewood Drive and Clearwater Road and contributes to some of the stop-controlled movements operating at LOS D and E during the midday and PM peak hours.

Table 8 shows a summary of the 2030 Build traffic operations at the study intersections during the AM, midday, and PM peak hours with the Design Road access to TH 371 closed.

Table 8 – 2030 Build (Design Rd Closed) Conditions

Intersection	Approach	AM Peak Hour		Midday Peak Hour		PM Peak Hour	
		Approach (delay / LOS)	Intersection (delay / LOS)	Approach (delay / LOS)	Intersection (delay / LOS)	Approach (delay / LOS)	Intersection (delay / LOS)
TH 371 at Excelsior Rd (Traffic Signal)	NB	21.0 / C	20.2 / C	35.9 / D	41.8 / D	34.6 / C	37.2 / D
	SB	15.3 / B		38.9 / D		32.9 / C	
	EB	27.2 / C		52.9 / D		46.0 / D	
	WB	34.3 / C		57.2 / E		50.3 / D	
TH 371 at Clearwater Rd (3/4 Access)	EB	2.8 / A	3.3 / A	8.0 / A	7.5 / A	5.8 / A	6.6 / A
	WB	2.8 / A		4.9 / A		4.6 / A	
	NB	8.7 / A		13.5 / B		11.7 / B	
	SB	6.1 / A		14.7 / B		20.8 / C	
Edgewood Dr at Excelsior Rd (Roundabout)	EB	0.0 / A	4.1 / A	0.0 / A	4.2 / A	0.0 / A	4.2 / A
	WB	3.0 / A		3.8 / A		3.7 / A	
	NB	4.2 / A		5.5 / A		4.9 / A	
	SB	4.3 / A		3.8 / A		4.2 / A	
Edgewood Dr at Design Rd (3-way stop)	EB	5.4 / A	4.6 / A	6.3 / A	5.4 / A	6.3 / A	5.4 / A
	WB	4.5 / A		5.4 / A		5.5 / A	
	NB	3.8 / A		4.3 / A		4.5 / A	
Edgewood Dr at Clearwater Rd (3-way Stop; WB does not stop)	EB	6.7 / A	4.4 / A	24.6 / C	14.8 / B	13.0 / B	8.4 / A
	WB	6.4 / A		23.3 / C		12.8 / B	
	NB	8.0 / A		26.9 / D		14.4 / B	
	SB	0.7 / A		1.2 / A		1.1 / A	

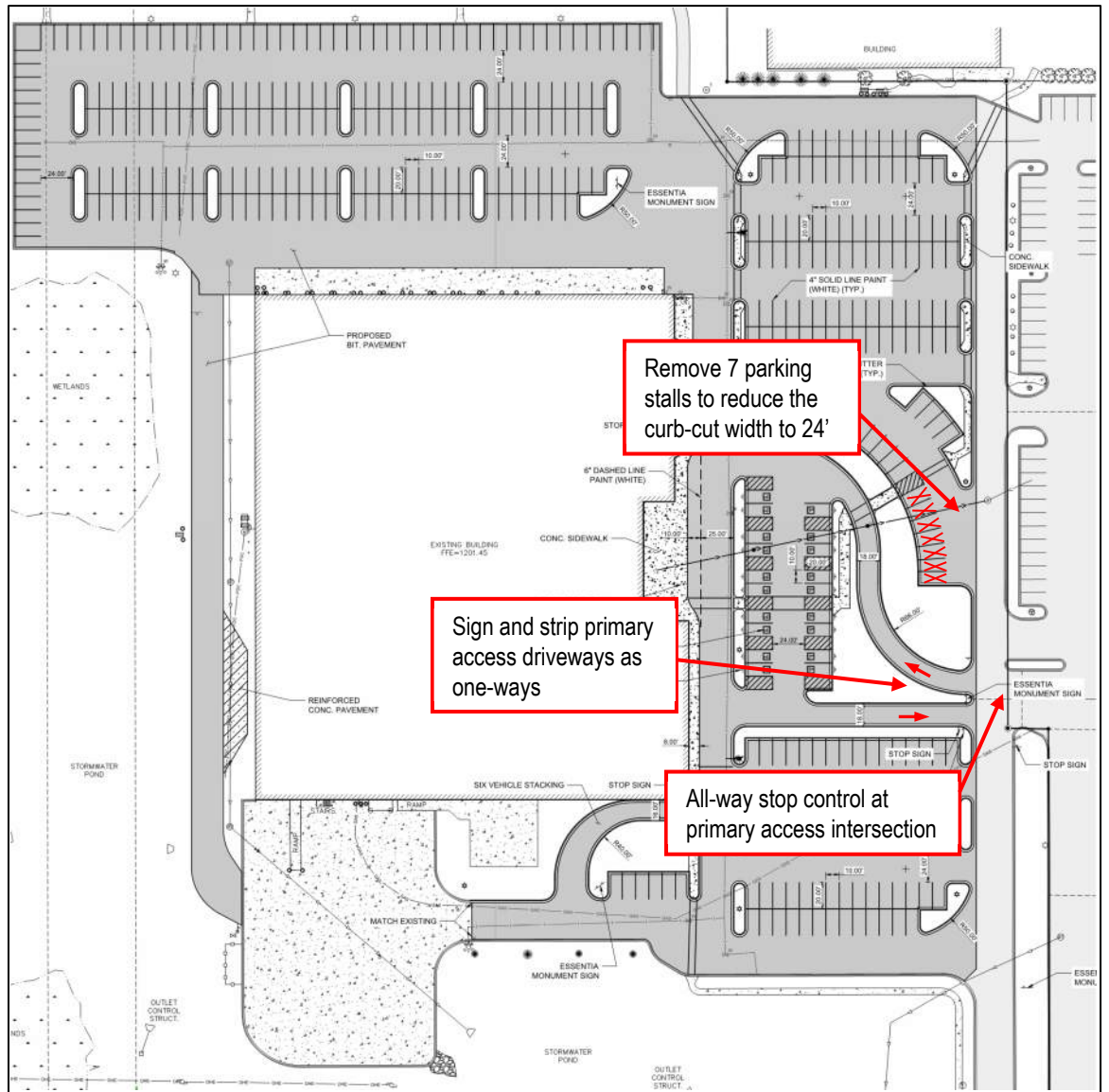
5 Site Traffic Review

The proposed medical clinic will remodel the former Camping World building and will connect to private access roadways within the existing commercial development; there are no new public roadway accesses proposed. However, the site plan was reviewed to recommend potential improvements to traffic circulation and operations within the commercial area. In addition, a high-level review of traffic operations at the primary clinic access intersection was completed, to recommend traffic control with the private commercial development area.

Figure 9 shows the proposed site plan, with two recommendations to improve the site, which are also listed below:

- The intersection at the primary access should be all-way stop controlled
 - The intersection will have fairly low traffic volumes due to its location within commercial development, therefore an all-way stop controlled intersection is expected to operate well. Most of the traffic volumes will be going to/coming from the medical clinic.
 - An all-way stop at the intersection will require all vehicles to stop at least once when crossing through the commercial area.
- The width of curb-cut for the parking aisle just north of the primary access should be reduced to 24 feet.
 - To achieve this, the first 7 parking stalls should be removed, allowing for the curb-cut width can be reduced to 24 feet.
 - As currently shown, there is a possibility that vehicles may back into the private access roadway, which could present a safety issue.
- The primary access should be signed and striped as one-way roadways for the entrance and exit driveways.

Figure 9 – Medical Clinic Site Plan Improvements



6 Conclusion

The proposed redevelopment of the former Camping World site will remodel approximately 67,980 square feet (SF) of the existing 110,460 SF building into a medical clinic with urgent care and a drive-through pharmacy. The remaining 42,480 SF of vacant space within the building will eventually be used for future growth and expansion of the medical clinic. As part of the redevelopment, the existing parking area on the site will be reconfigured to improve wayfinding, enhance vehicular and pedestrian safety, accommodate the proposed drive-through pharmacy, and improve the existing landscaping.

The initial 67,980 SF medical clinic is estimated to generate approximately 2,560 trips per day, which will access the site using the existing private roadway network within the existing commercial development area, which provide access to Edgewood Drive. In the future, the expanded medical clinic is expected to generate approximately 4,150 trips per day for the entire developed site. This study only analyzed the impacts of the proposed 67,980 SF medical clinic, without the future 42,480 SF expansion. The future expansion was not included as the timeline for future expansion and the land use for that portion of the clinic is not known at this time; additional medical office was assumed at this time. There is also uncertainty about the long-term traffic control at the TH 371 and Excelsior Road intersection, as the ongoing TH 371/TH 210 Interchange Study is expected to make changes to the intersection, including possible grade separation; however, the project is in the alternative scoping phase and has no recommendations at this time.

As part of the MnDOT TH 371 Nisswa to Baxter Corridor Study, MnDOT is expected to recommend potential future closure of the TH 371 and Design Road intersection, which will have significant impacts on traffic patterns in the area as well as impact how vehicles will access the proposed medical clinic redevelopment. To analyze the impacts of this closure, both the No Build and Build scenarios were analyzed with the Design Road access to TH 371 open and closed. The No Build scenario with Design Road closed analyzed the impacts to the area if the access is closed regardless of whether the former Camping World Site is redeveloped to the proposed medical clinic or not. The Build scenario with Design Road closed analyzed the roadway network's capacity to provide acceptable traffic operations if the Design Road access is closed in the future.

As part of the TH 210/TH 371 Interchange Project, MnDOT is considering many alternatives for the TH 371 and Excelsior Road intersection, including several grade-separated alternatives. Any changes to the TH 371 and Excelsior Road intersection would have significant impacts to traffic patterns throughout the area, which extend well beyond the immediate project area for this traffic impact study. With the future design of the TH 371 and Excelsior Road intersection unknown at this time, the intersection was analyzed under its current signal control and roadway geometry. The future design of the TH 371 and Excelsior Road area should maintain reasonable access to the commercial areas and accommodate the proposed medical clinic traffic as well as other growth and redevelopment in the area.

Traffic operations were analyzed for the 2024 existing, 2030 No Build (Design Road Access Open), 2030 No Build (Design Road Access Closed), 2030 Build (Design Road Access Open) and 2030 Build (Design Road Access Closed) scenarios. For this study, the No Build scenarios included only background growth. The Build scenarios included background growth and the estimated medical clinic trips. For scenarios where the Design Road access to TH 371 is closed,

trips were rerouted to use either Clearwater Road or Excelsior Road to access the areas east and west of TH 371.

Under each scenario, some of the minor street left turn and through movements and the left turns from TH 371 operate at LOS E or F due to the longer cycle length at the signalized TH 371 and Excelsior Road intersection; particularly during the midday and PM peak hours, when the cycle length is 150 seconds. During the midday and PM peak hours, some of the maximum turn lane queues exceed the available storage, particularly eastbound and westbound. However, the queues tend to clear each signal cycle and do not create significant queuing or delay issues.

Due to the close spacing of Edgewood Drive and TH 371 (50 to 80 feet), eastbound queues from TH 371 can reach Edgewood Drive at both the Design Road and Clearwater Road intersections under each scenario. These queues have a minor impact on the operations of the Edgewood Drive intersections.

2024 Existing Conditions

- The TH 371 intersections operate acceptably at LOS C or better with each approach operating at LOS E or better.
- Each of the approaches and intersections along Edgewood Drive operate at LOS A with minimal delay and queuing.

2030 No Build Conditions (Design Road Access Open)

- The TH 371 intersections are expected to continue to operate acceptably at LOS D or better with each approach operating at LOS E or better.
- Each of the intersections along Edgewood Drive operate at LOS A and each approach operates at LOS B or better with minimal delay and queuing.

2030 No Build Conditions (Design Road Access Closed)

- The TH 371 intersections are expected to continue to operate acceptably at LOS D or better with each approach operating at LOS D or better.
- Each of the intersections along Edgewood Drive operate at LOS B or better and all approaches operate at LOS C or better with minimal queuing.
- At the intersection of TH 371 and Clearwater Road, the increased volume of northbound left turning vehicles operate at LOS D during the midday and PM peak hours.
 - The northbound left turns operated at LOS C or better with the Design Road access open to TH 371.
- During the midday peak hour, the increased traffic volumes at the intersection of Edgewood Drive and Clearwater Road, primarily westbound left turns and northbound right turns, results in some of the stop-controlled movements operating at LOS D.
 - All movements operated at LOS C or better at the intersection with the Design Road access to TH 371 open.

2030 Build Conditions (Design Road Access Open)

- A majority of the trips to/from TH 371 are expected to use the intersection of TH 371 and Design Road to enter and exit the proposed medical clinic site.
- The TH 371 intersections are expected to continue to operate acceptably at LOS D or better with each approach operating at LOS E or better.

- Each of the intersections along Edgewood Drive operate at LOS B or better and all approaches operate at LOS C or better with minimal queuing.
- At the intersection of TH 371 and Design Road, the northbound left turns operate at LOS E during the midday peak hour and the southbound left turns operate at LOS E during the PM peak hour.

2030 Build Conditions (Design Road Access Closed)

- The trips to/from TH 371 are expected to use either Clearwater Road or Excelsior Road to enter and exit the proposed medical clinic site.
- The TH 371 intersections are expected to continue to operate acceptably at LOS D or better with each approach operating at LOS E or better.
- Each of the intersections along Edgewood Drive operate at LOS B or better and all approaches operate at LOS D or better with minimal queuing.
- At the intersection of TH 371 and Clearwater Road, the increased volume of northbound left turning vehicles operate at LOS E during the midday peak hour and LOS D during the PM peak hour.
 - The northbound left turns operated at LOS C or better with the Design Road access open to TH 371.
- During the midday and PM peak hours, the increased traffic volumes at the intersection of Edgewood Drive and Clearwater Road, primarily westbound left turns and northbound right turns, results in some of the stop-controlled movements operating at LOS D or E.
 - All movements operated at LOS C or better at the intersection with the Design Road access to TH 371 open.

The proposed medical clinic will remodel the former Camping World building and will connect to private access roadways within the existing commercial development with no new public roadway accesses. However, the site plan was reviewed to recommend potential improvements to traffic circulation and operations within the commercial area. In addition, a high-level review of traffic operations at the primary clinic access intersection was completed, to recommend traffic control with the private commercial development area.

6.1 Recommendation

Based on the analysis of the proposed medical clinic, no additional roadway or intersection improvements to the existing roadway network are required to maintain acceptable traffic operations with the additional medical clinic trips.

If the Design Road access to TH 371 is closed in the future, there will be increased traffic volumes at the TH 371 and Excelsior Road and TH 371 and Clearwater Road intersection. If the Design Road access to TH 371 is closed, there will likely be a need to increase the length of some of the turn lanes at the intersection of TH 371 and Excelsior Road to accommodate the additional traffic demands if the intersection remains an at-grade signalized intersection. In particular, the eastbound left turn lane, eastbound right turn lane, and northbound right turn lane.

As was mentioned previously, MnDOT is currently considering many alternatives for the TH 371 and Excelsior Road intersection as part of the ongoing TH 210/TH 371 Interchange Project, including several grade-separated alternatives. Any changes to the TH 371 and Excelsior Road

intersection would have significant impacts to the existing traffic patterns throughout the area, which extend well beyond the immediate project area for this traffic impact study.

The future design of the TH 371 and Excelsior Road area should maintain reasonable access to the commercial areas and accommodate the 4,150 daily medical clinic trips expected after future expansion as well as other growth and redevelopment in the area without putting undue burden on the City roadway network. Creating an overpass at Excelsior Road without providing some sort of reasonable access alternatives would not work for the City with the significant commercial development on both sides of TH 371. It would push all northbound left turning traffic to Woida Road, which the MnDOT TH 371 Nisswa to Baxter Corridor Study is showing needs improvements under current access conditions. As the TH 210/TH 371 Interchange Project continues, the City should review how each concept would impact traffic patterns for the Excelsior Road/Design Road area.


The following changes to the proposed site plan are recommended to improve traffic operations and safety within the site:

- The intersection at the primary access should be all-way stop controlled
- The width of the curb-cut for the parking aisle just north of the primary access should be reduced to 24 feet by removing 7 parking stalls.
 - Removing these parking spacing and reducing the width to 24 feet will eliminate the possibility of vehicles backing into the private access roadway, which could present a safety issue.
- The primary access should be signed and striped as one-way roadways for the entrance and exit driveways.

Appendix A

Vehicle Turning Movement Counts


Location: Design Road at Edgewood Drive
 Count Date: 9/12/2024
 Counted By: CountCloud

Item 4.


TURNING MOVEMENT COUNT DATA
 All Vehicles + Total Peds/Bikes

Start Time	Edgewood Drive				Excelsior Road				N/A				Excelsior Road				Int. Total	
	Southbound				Westbound				Northbound				Eastbound					
	Left	Thru	Right	Ped/Bike	Left	Thru	Right	Ped/Bike	Left	Thru	Right	Ped/Bike	Left	Thru	Right	Ped/Bike		
6:00	4	0	1	0	0	5	0	0	0	0	0	0	0	3	4	0	0	17
6:15	4	0	1	0	0	3	2	0	0	0	0	0	0	2	12	0	0	24
6:30	7	0	1	0	0	6	1	0	0	0	0	0	0	5	16	0	0	36
6:45	3	0	0	0	0	5	3	0	0	0	0	0	0	4	17	0	0	32
7:00	8	0	5	0	0	4	1	0	0	0	0	0	0	8	29	0	0	55
7:15	4	0	7	0	0	12	1	0	0	0	0	0	0	10	30	0	0	64
7:30	8	0	8	0	0	32	5	0	0	0	0	0	0	11	52	0	0	116
7:45	10	0	4	0	0	48	9	0	0	0	0	0	0	19	60	0	0	150
8:00	10	0	2	0	0	39	10	0	0	0	0	0	0	9	52	0	0	122
8:15	11	0	3	0	0	30	11	0	0	0	0	0	0	19	45	0	0	119
8:30	14	0	13	0	0	13	10	0	0	0	0	0	0	19	25	0	0	94
8:45	22	0	6	0	0	16	9	0	0	0	0	0	0	11	18	0	0	82
9:00	17	0	5	0	0	17	20	0	0	0	0	0	0	8	26	0	0	93
9:15	23	0	7	0	0	14	13	0	0	0	0	0	0	8	16	0	0	81
9:30	20	0	10	0	0	25	16	0	0	0	0	0	0	9	22	0	0	102
9:45	24	0	8	0	0	24	12	0	0	0	0	0	0	12	28	0	0	108
10:00	22	0	14	0	0	34	13	0	0	0	0	0	0	6	27	0	0	116
10:15	22	0	11	0	0	15	25	0	0	0	0	0	0	4	23	0	0	100
10:30	29	0	10	0	0	17	24	0	0	0	0	0	0	11	16	0	0	107
10:45	29	0	10	0	0	25	23	0	0	0	0	0	0	13	27	0	0	127
11:00	43	0	9	0	0	19	19	0	0	0	0	0	0	10	22	0	0	122
11:15	26	0	10	0	0	25	26	0	0	0	0	0	0	8	22	0	0	117
11:30	33	0	18	0	0	22	30	0	0	0	0	0	0	18	25	0	0	146
11:45	36	0	15	0	0	17	16	0	0	0	0	0	0	12	33	0	0	129
12:00	34	0	16	0	0	27	18	0	0	0	0	0	0	20	45	0	0	160
12:15	34	0	19	0	0	17	29	0	0	0	0	0	0	10	25	0	0	134
12:30	44	0	15	0	0	18	14	0	0	0	0	0	0	9	34	0	0	134
12:45	27	0	12	0	0	24	23	0	0	0	0	0	0	11	28	0	0	125
13:00	32	0	10	0	0	23	20	0	0	0	0	0	0	11	30	0	0	126
13:15	43	0	19	1	0	25	30	0	0	0	0	0	0	7	29	0	0	153
13:30	30	0	10	0	0	21	16	0	0	0	0	0	0	11	39	0	0	127
13:45	31	0	19	3	0	21	20	0	0	0	0	0	0	12	20	0	0	123
14:00	35	0	21	0	0	24	23	0	0	0	0	0	0	13	30	0	0	146
14:15	33	0	17	2	0	28	21	0	0	0	0	0	0	13	31	0	0	143
14:30	29	0	17	0	0	25	30	0	0	0	0	0	0	11	37	0	0	149
14:45	35	0	18	0	0	44	26	0	0	0	0	0	0	14	57	0	0	194
15:00	27	0	20	0	0	25	20	0	0	0	0	0	0	12	46	0	0	150
15:15	32	0	17	0	0	26	19	0	0	0	0	0	0	16	22	0	0	132
15:30	36	0	20	0	0	35	31	0	0	0	0	0	0	17	25	0	0	164
15:45	31	0	23	0	0	32	28	0	0	0	0	0	0	11	34	0	0	159
16:00	31	0	20	0	0	34	21	0	0	0	0	0	0	15	41	0	0	162
16:15	39	0	21	0	0	27	17	0	0	0	0	0	0	13	34	0	0	151
16:30	34	0	32	0	0	35	25	0	0	0	0	0	0	21	31	0	0	178
16:45	37	0	19	0	0	28	34	0	0	0	0	0	0	10	46	0	0	174
17:00	32	0	20	0	0	47	17	0	0	0	0	0	0	13	47	0	0	176
17:15	21	0	22	0	0	38	20	0	0	0	0	0	0	15	32	0	0	148
17:30	25	0	13	0	0	25	19	0	0	0	0	1	0	13	23	0	0	118
17:45	36	0	19	0	0	25	21	0	0	0	0	0	0	19	27	0	0	147
18:00	26	0	12	0	0	18	24	0	0	0	0	0	0	11	20	0	0	111
18:15	32	0	13	0	0	18	11	0	0	0	0	0	0	12	22	0	0	108
18:30	18	0	12	0	0	19	17	0	0	0	0	0	0	8	19	0	0	93
18:45	19	0	10	0	0	26	11	0	0	0	0	0	0	5	15	0	0	86
Total	1312	0	664	6	0	1222	904	0	0	0	0	1	0	592	1536	0	0	6230
Cars+	1294	0	663	5	0	1211	899	0	0	0	0	0	0	589	1526	0	0	6182
Trucks	18	0	1	1	0	11	5	0	0	0	0	1	0	3	10	0	0	48
% Trucks	1.4	0.0	0.2	16.7	0.0	0.9	0.6	0.0	0.0	0.0	0.0	100.0	0.5	0.7	0.0	0.0	0.8	0.8
	1.0				0.8				0.0				0.6					


Location: Design Road at Edgewood Drive N
 Count Date: 9/12/2024
 Counted By: CountCloud

Item 4.


TURNING MOVEMENT COUNT DATA
 All Vehicles + Total Peds/Bikes

Start Time	Edgewood Drive N				Design Road				Edgewood Drive N				Design Road				Int. Total
	Southbound				Westbound				Northbound				Eastbound				
	Left	Thru	Right	Ped/Bike	Left	Thru	Right	Ped/Bike	Left	Thru	Right	Ped/Bike	Left	Thru	Right	Ped/Bike	
6:00	1	1	0	0	6	6	0	0	0	0	2	0	1	0	0	0	17
6:15	2	3	0	0	3	3	1	0	1	1	2	0	0	0	1	0	17
6:30	5	2	0	0	4	6	1	0	2	0	1	0	1	0	0	0	22
6:45	6	1	1	0	5	7	5	0	1	2	0	0	1	3	0	0	32
7:00	9	2	1	0	10	5	3	0	1	6	1	0	0	4	1	0	43
7:15	6	7	2	0	7	11	4	0	4	4	1	0	2	2	0	0	50
7:30	9	10	1	0	3	16	6	0	2	10	1	0	0	4	0	0	62
7:45	5	5	0	0	9	12	12	0	2	8	2	0	2	3	2	1	62
8:00	8	6	0	0	13	10	10	0	4	5	3	0	4	6	0	0	69
8:15	6	5	1	0	13	9	6	0	4	9	4	0	4	3	2	0	66
8:30	10	6	1	0	12	12	6	0	4	7	6	0	4	7	0	2	75
8:45	6	5	5	0	16	12	3	0	2	3	3	0	3	4	2	0	64
9:00	6	6	1	0	8	6	6	0	1	13	4	0	4	3	1	0	59
9:15	12	4	2	0	11	12	9	0	3	12	3	0	5	3	0	0	76
9:30	8	13	3	0	9	10	6	0	0	15	5	0	4	4	2	0	79
9:45	8	11	2	0	11	18	4	0	1	13	6	0	6	5	1	0	86
10:00	8	8	3	0	11	7	8	1	0	11	4	0	3	5	0	0	68
10:15	5	13	5	0	11	11	8	0	2	6	2	0	2	5	1	0	71
10:30	10	9	3	0	13	13	12	0	2	20	6	0	2	4	1	1	95
10:45	9	16	6	0	10	11	6	0	5	15	7	0	3	6	4	0	98
11:00	17	14	3	0	16	19	13	0	2	16	1	0	3	7	1	0	112
11:15	22	21	7	0	14	12	16	0	5	10	2	0	2	13	3	0	127
11:30	17	13	4	0	6	18	13	0	1	15	7	0	4	8	4	0	110
11:45	14	16	1	0	14	21	23	0	4	14	5	0	6	10	1	0	129
12:00	10	14	5	0	15	14	14	0	6	20	6	0	5	10	4	0	123
12:15	17	18	6	0	15	14	12	0	3	20	5	0	4	12	3	1	129
12:30	17	28	5	0	8	14	17	0	1	16	6	0	5	9	4	0	130
12:45	19	10	7	0	9	15	14	0	4	17	7	0	2	11	4	0	119
13:00	11	21	4	0	9	12	21	0	3	17	3	0	8	7	3	0	119
13:15	12	22	2	0	11	10	10	0	1	19	7	0	5	9	4	0	112
13:30	11	21	2	0	11	7	8	0	1	17	8	0	6	5	2	2	99
13:45	10	14	4	0	13	6	14	0	7	13	4	0	5	11	0	0	101
14:00	14	23	1	0	15	18	11	1	0	12	7	0	6	7	4	0	118
14:15	7	17	4	0	6	12	14	0	4	19	8	0	6	12	1	0	110
14:30	15	8	3	0	7	13	12	0	2	14	6	0	4	5	1	0	90
14:45	9	14	3	0	8	10	11	0	1	23	6	0	3	7	2	0	97
15:00	13	16	7	0	18	17	13	0	2	15	5	0	8	7	0	0	121
15:15	8	17	1	0	7	10	13	0	4	13	3	0	4	12	3	0	95
15:30	13	17	3	0	15	12	15	0	4	15	2	0	5	4	2	0	107
15:45	12	19	4	0	11	7	16	0	3	21	5	0	5	6	1	0	110
16:00	10	11	6	0	14	13	16	0	2	14	6	0	10	5	1	0	108
16:15	15	16	2	0	16	19	13	0	2	18	5	0	4	8	3	0	121
16:30	20	24	4	0	16	6	10	0	2	11	9	0	5	5	3	0	115
16:45	12	23	5	0	12	18	6	0	2	14	5	0	4	8	1	0	110
17:00	12	17	0	0	18	19	11	0	3	13	9	0	7	11	2	0	122
17:15	8	7	4	0	10	19	15	0	2	18	8	0	7	12	2	0	112
17:30	8	14	0	0	14	14	17	0	2	14	10	0	6	9	2	0	110
17:45	13	12	3	0	7	10	11	0	2	22	7	0	6	6	2	1	101
18:00	23	8	5	0	12	31	5	0	2	17	6	0	3	8	1	0	121
18:15	12	10	2	0	8	16	18	0	3	18	9	0	6	6	1	0	109
18:30	7	11	5	0	10	16	18	0	2	10	5	0	8	13	2	0	107
18:45	9	13	1	0	8	10	18	1	6	5	3	0	4	19	1	12	97
Total	556	642	150	0	558	649	554	3	129	660	248	0	217	353	86	20	4802
Cars+	550	638	147	0	553	645	549	0	128	658	248	0	215	347	85	16	4763
Trucks	6	4	3	0	5	4	5	3	1	2	0	0	2	6	1	4	39
% Trucks	1.1	0.6	2.0	0.0	0.9	0.6	0.9	100.0	0.8	0.3	0.0	0.0	0.9	1.7	1.2	20.0	0.8
	1.0				0.8				0.3				1.4				

Location: Clearwater Road N at Edgewood Drive N
 Count Date: 9/12/2024
 Counted By: CountCloud

Item 4.


TURNING MOVEMENT COUNT DATA
 All Vehicles + Total Peds/Bikes

Start Time	Edgewood Drive N				Clearwater Road N				Edgewood Drive N				Clearwater Road N				Int. Total
	Southbound				Westbound				Northbound				Eastbound				
	Left	Thru	Right	Ped/Bike	Left	Thru	Right	Ped/Bike	Left	Thru	Right	Ped/Bike	Left	Thru	Right	Ped/Bike	
6:00	1	0	0	0	0	6	2	0	0	4	0	0	4	4	0	0	21
6:15	1	1	0	0	0	7	1	0	0	1	0	0	2	12	4	0	29
6:30	5	0	2	0	0	4	4	1	0	2	1	0	4	14	1	0	37
6:45	2	1	0	0	4	10	7	0	0	4	0	0	6	13	2	0	49
7:00	7	3	1	0	5	11	5	0	1	8	1	0	8	14	2	0	66
7:15	6	5	1	0	3	4	10	0	3	6	3	0	5	27	6	0	79
7:30	11	10	5	0	3	10	10	0	1	11	0	0	13	27	8	0	109
7:45	4	1	3	0	8	21	22	0	2	14	3	0	10	30	8	0	126
8:00	10	6	6	1	4	15	22	0	1	13	3	0	4	11	5	0	100
8:15	9	5	4	0	6	16	15	0	1	15	1	0	8	12	1	0	93
8:30	8	3	3	0	8	12	11	0	2	13	1	0	8	18	2	0	89
8:45	14	3	1	0	4	11	16	0	3	5	2	0	8	11	4	0	82
9:00	22	6	1	0	8	11	19	0	5	17	2	0	7	12	3	0	113
9:15	8	10	5	0	8	14	21	0	3	15	4	0	6	10	2	0	106
9:30	10	8	0	0	7	17	16	0	0	23	1	0	6	12	4	0	104
9:45	14	6	5	0	10	11	19	0	4	16	1	0	12	20	4	0	122
10:00	12	8	9	0	7	14	13	0	2	20	3	0	2	16	5	0	111
10:15	22	12	3	0	7	15	20	0	2	14	4	0	9	6	4	0	118
10:30	14	13	2	0	6	20	21	0	4	26	1	0	10	9	5	0	131
10:45	18	18	2	0	10	18	30	0	2	28	1	0	12	17	4	0	160
11:00	27	9	3	0	15	17	25	0	4	20	3	0	14	15	5	0	157
11:15	15	11	7	0	14	9	23	0	2	23	2	0	7	12	7	0	132
11:30	19	13	9	0	9	11	30	0	3	21	2	0	10	15	3	0	145
11:45	20	15	6	0	16	11	30	0	4	28	3	0	18	14	5	0	170
12:00	37	10	11	0	11	21	51	0	3	32	4	0	12	8	6	0	206
12:15	35	18	7	0	13	16	40	0	5	29	7	0	16	15	9	1	210
12:30	38	21	6	0	16	11	35	0	3	23	4	0	10	12	5	0	184
12:45	39	15	5	0	12	20	33	0	3	34	0	0	18	17	9	0	205
13:00	36	16	7	0	17	18	25	0	7	29	5	0	10	18	6	0	194
13:15	35	17	8	0	10	16	34	0	4	27	2	0	10	9	8	0	180
13:30	42	19	5	0	11	20	29	0	5	33	2	0	6	9	7	1	188
13:45	33	14	6	0	9	17	24	0	5	21	1	0	3	7	6	0	146
14:00	21	20	10	0	7	24	22	1	5	19	5	0	10	11	6	0	160
14:15	28	15	5	0	8	14	20	0	5	28	3	0	12	17	7	0	162
14:30	21	4	6	0	6	19	14	0	6	26	3	0	5	21	3	0	134
14:45	23	12	8	0	12	18	25	0	1	32	4	0	9	14	3	0	161
15:00	13	12	7	0	9	11	25	0	4	29	3	0	5	14	6	0	138
15:15	20	16	6	0	6	27	18	1	6	22	2	1	9	19	3	0	154
15:30	20	11	3	0	5	26	32	0	3	28	3	0	14	13	5	0	163
15:45	20	12	8	1	13	15	34	0	7	25	1	1	16	13	4	0	168
16:00	24	11	8	0	7	29	18	0	7	33	2	0	11	17	3	0	170
16:15	21	8	5	0	6	30	29	0	3	26	2	0	16	10	7	1	163
16:30	14	17	8	0	10	15	26	0	7	19	0	0	11	26	5	1	158
16:45	21	16	8	0	5	23	33	0	5	25	3	0	12	13	5	0	169
17:00	25	11	5	0	7	26	30	0	9	24	3	0	10	9	3	1	162
17:15	28	9	10	0	8	25	22	0	4	23	2	0	14	12	1	0	158
17:30	19	8	8	0	5	22	25	0	4	24	1	0	6	9	5	0	136
17:45	17	9	6	0	6	15	29	0	4	19	2	0	2	8	6	1	123
18:00	36	8	12	0	7	29	19	0	5	24	0	0	9	10	3	1	162
18:15	28	9	10	0	5	20	17	0	5	26	3	0	7	8	6	0	144
18:30	13	14	6	0	9	25	14	0	5	24	1	0	9	7	4	0	131
18:45	21	15	11	0	6	17	12	0	1	11	1	0	11	11	2	0	119
Total	1007	534	283	2	408	864	1127	3	180	1062	111	2	476	708	237	7	6997
Cars+	1001	530	280	0	406	855	1117	0	180	1058	110	0	470	704	236	2	6947
Trucks	6	4	3	2	2	9	10	3	0	4	1	2	6	4	1	5	50
% Trucks	0.6	0.7	1.1	100.0	0.5	1.0	0.9	100.0	0.0	0.4	0.9	100.0	1.3	0.6	0.4	71.4	
	0.7				0.9				0.4				0.8				0.7

Appendix B

Traffic Operations Analysis Results

Table B1
Camping World Site Redevelopment Traffic Impact Study
Existing Conditions (2024)
AM (7:30-8:30 AM), Midday (11:30 AM-12:30 PM), and PM (4:00-5:00 PM) Peak Hours

Item 4.

Intersection	Approach	Vehicle Queuing Information (feet)																													
		Demand Volumes					Delay (s/veh)					LOS By Approach		LOS By Intersection		Left Turn Lane				Through Lane (s)				Right Turn Lane							
		U	L	T	R	Total	U	LOS	L	LOS	T	LOS	R	LOS	Delay (S/Veh)	LOS	Delay (S/Veh)	LOS	Storage (feet) ¹	Avg. Queue (feet) ¹	Max Queue (feet) ¹	% Block Thru ⁽²⁾ →	% Block Left ⁽²⁾ ←	Link Length (feet)	Avg. Queue (feet) ¹	Max Queue (feet) ¹	% Block Right ⁽²⁾ →	% Block Thru ⁽²⁾ ←	Storage (feet) ¹	Avg. Queue (feet) ¹	Max Queue (feet) ¹
AM Peak Hour	TH 371 at Excelsior Road (Signal)	NB	105	930	49	1,084			56.4	E	12.9	B	3.4	A	16.7	B	16.0	B	260	80	180			2818	116	266			300	20	43
		SB	26	1021	37	1,084			45.1	D	9.9	A	2.1	A	10.5	B			500	20	75			896	94	209			500	20	20
		EB	54	66	172	292			41.5	D	45.6	D	15.8	B	27.5	C			190	34	100			321	41	102			190	51	133
	TH 371 at Design Road (3/4 Access)	WB	42	48	46	136			41.9	D	47.5	D	8.7	A	31.3	C			170	28	89			895	31	100			170	21	62
		NB	77	916	37	1,030			15.0	C	3.5	A	2.7	A	4.3	A	2.9	A	450	34	93			896		20			480		20
		SB	58	1033	46	1,137			11.2	B	0.9	A	0.4	A	1.4	A			625	26	82			798		20			500	20	20
	TH 371 at Clearwater Rd (3/4 Access)	EB			51	51									7.6	A													20	20	51
		WB			12	12									5.7	A													605	20	38
		NB	111	787	30	928			8.8	A	0.9	A	0.3	A	1.8	A	2.6	A	575	30	81								490		20
	Edgewood Dr at Excelsior Rd (Single Lane Roundabout)	SB	77	993	35	1,105			5.9	A	2.2	A	1.2	A	2.4	A			860	20	61								500	20	22
		EB			144	144									9.0	A													35	37	81
		WB			22	22									4.4	A													495	20	27
	Edgewood Dr at Design Rd (3-way Stop; Westbound free)	NB	39		17	56			2.6	A			2.6	A	2.6	A	3.6	A						682	20	32					
		SB	58	209		267			3.2	A	4.0	A			3.8	A								1085	20	54					
		WB	44	149	35	228	2.4	A			4.0	A	3.2	A	3.6	A															
	Edgewood Dr at Clearwater Rd (3-way Stop; Westbound free)	NB	12	32	11	55			5.1	A	6.6	A	2.9	A	5.5	A	3.2	A						571	28	55					
		SB	26	26	2	54			4.9	A	6.2	A	2.8	A	5.5	A								754	26	45					
		EB	10	14	4	28			5.1	A	6.4	A	3.0	A	5.4	A								564	20	55					
Edgewood Dr at Clearwater Rd (3-way Stop; Westbound free)	WB	37	51	35	123			0.7	A	0.7	A	0.7	A	0.7	A								42		20						
	NB	5	53	8	66			4.9	A	6.8	A	2.7	A	6.1	A	4.2	A	80	20	27			814	20	44						
	SB	42	22	18	82			5.4	A	6.5	A	2.6	A	5.1	A			180	22	51			602	20	38						
Midday Peak Hour	TH 371 at Excelsior Road (Signal)	NB	187	1380	121	1,688			56.6	E	25.8	C	9.4	A	28.0	C	33.3	C	260	143	327	1%	7%	2818	271	559	4%		300	34	210
		SB	108	1210	23	1,341			92.2	F	22.7	C	4.7	A	27.8	C			500	103	229			896	199	362			500	20	25
		EB	94	95	194	383			54.2	D	84.5	F	26.8	C	48.3	D			190	66	178		2%	321	92	220	2%	1%	190	84	208
	TH 371 at Design Road (3/4 Access)	WB	222	135	137	494			63.1	E	73.7	E	26.7	C	55.6	E			170	154	238	11%	5%	895	153	351	5%		170	67	220
		NB	155	1402	54	1,611			24.3	C	5.8	A	4.8	A	7.7	A	5.8	A	450	65	174			896		20			480	20	20
		SB	70	1210	69	1,349			20.8	C	1.5	A	0.5	A	2.5	A			625	32	90			798		20			500	20	22
	TH 371 at Clearwater Rd (3/4 Access)	EB			131	131									12.5	B													20	37	66
		WB			48	48									13.7	B													605	20	64
		NB	198	1106	146	1,450			24.0	C	1.5	A	0.7	A	4.4	A	4.8	A	575	80	193								490	20	34
	Edgewood Dr at Excelsior Rd (Single Lane Roundabout)	SB	119	1130	67	1,316			12.7	B	2.9	A	1.8	A	3.7	A			860	41	114			1497		20			500	20	38
		EB			219	219									12.7	B													35	59	96
		WB			97	97									9.5	A													495	29	82
	Edgewood Dr at Design Rd (3-way Stop; Westbound free)	NB													0.0	A															
		SB	172		68	240			3.1	A			3.1	A	3.1	A								682	20	53					
		WB	60	159		219	2.4	A	3.5	A	4.5	A			4.2	A								1085	24	73					
	Edgewood Dr at Clearwater Rd (3-way Stop; Westbound free)	NB	14	69	25	108			5.8	A	7.9	A	4.2	A	6.7	A	5.3	A						571	38	70					
		SB	62	61	16	139			10.6	B	8.7	A	5.8	A	9.2	A								754	44	96					
		EB	19	44	12	75			7.3	A	11.3	B	5.3	A	9.4	A								564	36	93					
Edgewood Dr at Clearwater Rd (3-way Stop; Westbound free)	WB	62	87	75	224			0.9	A	1.1	A	0.8	A	0.9	A								42		20						
	NB	15	110	18	143			6.1	A	9.9	A	4.7	A	8.9	A	6.3	A	80	20	31			814	34	80						
	SB	132	56	33	221			10.0	B	7.5	A	3.9	A	8.5	A			180	41	96			602	32	74						
PM Peak Hour	TH 371 at Excelsior Road (Signal)	EB	56	69	23	148			9.5	A	12.2	B	3.8	A	9.8	A			989	44	110			989	44	110	1%		100	20	43
		WB	51	60	154	265			1.2	A	1.4	A	1.0	A	1.1	A			70					70		33					
		NB	170	1502	111	1,783			56.4	E	25.1	C	8.7	A	26.9	C	30.1	C	260	131	336		8%	2818	272	449	5%		300	25	234
	TH 371 at Design Road (3/4 Access)	SB	81	1160	24	1,265			85.3	F	19.2	B	3.7	A	22.8	C			500	70	145			896	171	302			500	20	26
		EB	89	78	174	341			54.2	D	73.5	E	23.7	C	43.8	D			190	69	164			321	68	163			190	67	159
		WB	183	120	133	436			59.3	E	67.2	E	29.9	C	52.9	D			170	139	234	8%	3%	895	116	275	3%		170	66	184
	TH 371 at Clearwater Rd (3/4 Access)	NB	97	1583	44	1,724			15.4	C	6.3	A	5.3	A	6.8	A	5.5	A	450	34	94			896		20			480	20	20
		SB	69	1146	56	1,271			30.2	D	1.2	A	0.5	A	2.7	A			625	36	135			798		20			500	20	22
		EB			119	119									10.4	B													20	31	66
	Edgewood Dr at Excelsior Rd (Single Lane Roundabout)	WB			60	60									19.9	C													605	28	80
		NB	211	1291	141	1,643			23.5	C	1.7	A	0.8	A	4.3	A			575	85	198			760		20			490	20	32
		SB	89	1085	54	1,228			15.9	C	2.8	A	2.0	A	3.7	A			860	37	112							500	20	25	
	Edgewood Dr at Design Rd (3-way Stop; Westbound free)	EB			186	186									11.7	B													35	49	89
		WB			145	145									15.8	C													495	50	125
		NB													0.0	A															
	Edgewood Dr at Clearwater Rd (3-way Stop; Westbound free)	SB	150		92	242			3.1	A			3.1	A	3.1	A								682	20	57					
		EB	59	161		220			3.4	A	4.4	A			4.1	A								1085	23	68					
		WB	30	124	97	251	2.6	A			4.2	A	3.4	A	3.7	A															
Edgewood Dr at Clearwater Rd (3-way Stop; Westbound free)	NB	8	57	27	92			5.2	A	7.3	A	3.5	A	6.0	A	4.9	A						571	34	66						
	SB	62	74	17	153			8.5	A	7.4	A	4.2	A	7.5	A								754	42	87						
	EB	23	30	8	61			5.6	A</																						

Table B2
Camping World Site Redevelopment Traffic Impact Study
2030 No Build Conditions - Design Road Access to TH 371 Remains Open
AM (7:30-8:30 AM), Midday (11:30 AM-12:30 PM), and PM (4:00-5:00 PM) Peak Hours

Item 4.

Intersection	Approach	Vehicle Queuing Information (feet)																													
		Demand Volumes					Delay (s/veh)								LOS By Approach		LOS By Intersection		Left Turn Lane				Through Lane (s)						Right Turn Lane		
		U	L	T	R	Total	U	LOS	L	LOS	T	LOS	R	LOS	Delay (S/Veh)	LOS	Delay (S/Veh)	LOS	Storage (feet) ¹	Avg. Queue (feet) ¹	Max Queue (feet) ¹	% Block Thru ⁽²⁾ →	% Block Left ⁽²⁾ ←	Link Length (feet)	Avg. Queue (feet) ¹	Max Queue (feet) ¹	% Block Right ⁽²⁾ →	% Block Thru ⁽²⁾ ←	Storage (feet) ¹	Avg. Queue (feet) ¹	Max Queue (feet) ¹
AM Peak Hour	TH 371 at Excelsior Road (Signal)	NB	108	986	50	1,144			55.4	E	12.3	B	3.5	A	15.9	B			260	77	185			2818	121	248			300	20	33
		SB	27	1082	38	1,147			47.6	D	11.6	B	2.9	A	12.1	B	16.4	B	500	20	72			896	115	241			500	20	25
		EB	56	68	177	301			42.0	D	43.7	D	17.6	B	27.8	C			190	36	94			321	39	101			190	58	132
	TH 371 at Design Road (3/4 Access)	WB	43	49	47	139			43.8	D	46.4	D	9.8	A	33.0	C			170	31	94			895	32	94			170	21	64
		NB	79	972	38	1,089			19.6	C	3.5	A	2.9	A	4.7	A	3.1	A	450	42	121							480	20	20	
		SB	60	1094	47	1,201			10.6	B	1.0	A	0.4	A	1.4	A			625	26	83			798		20			500	20	20
	TH 371 at Clearwater Rd (3/4 Access)	EB			53	53									7.7	A	7.6	A											20	20	53
		WB			12	12									7.7	A	7.7	A											605	20	42
		NB	114	839	31	984			9.2	A	1.0	A	0.3	A	1.9	A	2.8	A	575	32	92							490	20	20	
	Edgewood Dr at Excelsior Rd (Single Lane Roundabout)	SB	79	1053	36	1,168			6.8	A	2.3	A	1.6	A	2.6	A	2.8	A	860	21	60			1497		20			500	20	20
		EB			148	148									10.1	B	10.1	B											35	42	87
		WB			23	23									5.3	A	5.3	A											495	20	32
	Edgewood Dr at Design Rd (3-way Stop; Westbound free)	NB	40		18	58			2.7	A			2.7	A	2.7	A	3.7	A						682	20	33					
		SB	60	216		276		2.5	A	3.4	A	4.0	A			3.9	A							1085	20	59					
		WB	45		153	36	234					4.2	A	3.4	A	3.8	A														
	Edgewood Dr at Clearwater Rd (3-way Stop; Westbound free)	NB	12	33	11	56			5.1	A	6.6	A	2.7	A	5.4	A	3.3	A						571	27	51					
		SB	27	27	2	56			4.8	A	6.2	A	3.4	A	5.4	A								754	28	52					
		EB	10	15	4	29			5.3	A	7.0	A	3.4	A	5.8	A								564	21	61					
TH 371 at Excelsior Road (Signal)	WB	38	52	36	126			0.8	A	0.9	A	0.7	A	0.8	A								42		20						
	NB	5	55	8	68			5.6	A	7.2	A	2.8	A	6.5	A	4.6	A	80	20	27			814	21	47						
	SB	43	23	19	85			5.8	A	6.4	A	3.0	A	5.3	A			180	23	48			602	20	44						
Midday Peak Hour	TH 371 at Excelsior Road (Signal)	EB	36	97	23	156			7.0	A	7.7	A	3.5	A	6.9	A								989	40	86					
		WB	22	59	69	150			0.8	A	0.9	A	0.6	A	0.7	A			70									100	20	36	
		NB	193	1463	125	1,781			57.5	E	32.1	C	11.7	B	33.2	C	38.5	D	260	162	378	1%	14%	2818	327	586	9%		300	49	348
	TH 371 at Design Road (3/4 Access)	SB	111	1283	24	1,418			85.3	F	32.3	C	5.6	A	36.0	D			500	99	200			896	268	467	1%		500	20	24
		EB	97	98	200	395			53.5	D	76.3	E	29.2	C	47.0	D			190	69	176			321	89	224	1%	1%	190	88	208
		WB	229	139	141	509			65.6	E	69.4	E	31.8	C	57.5	E			170	169	244	17%	5%	895	173	440	5%		170	75	232
	TH 371 at Clearwater Rd (3/4 Access)	NB	160	1485	56	1,701			35.0	E	6.9	A	5.7	A	9.5	A	7.0	A	450	80	212			896	20	39			480	20	20
		SB	72	1283	71	1,426			29.8	D	1.6	A	0.6	A	2.9	A			625	38	112			798		20			500	20	27
		EB			135	135									13.6	B	13.4	B											20	38	66
	Edgewood Dr at Excelsior Rd (Single Lane Roundabout)	WB			49	49									20.6	C	20.6	C											605	23	78
		NB	204	1180	150	1,534			22.8	C			0.8	A	4.2	A	3.6	A	575	74	183			760		20			490	20	35
		SB	123	1200	69	1,392			14.2	B	3.3	A	1.9	A	4.2	A			860	42	124							500	20	38	
	Edgewood Dr at Design Rd (3-way Stop; Westbound free)	EB			226	226									13.9	B	13.8	B											35	61	92
		WB			100	100									12.3	B	12.3	B											495	31	100
		NB			70	247									0.0	A	0.0	A						682	20	51					
	Edgewood Dr at Clearwater Rd (3-way Stop; Westbound free)	SB	62	164		226			3.0	A			3.0	A	3.0	A								1085	26	71					
		WB	54		85	235		2.3	A	3.8	A	4.6	A			4.4	A														
		NB	14	71	26	111			6.1	A	8.0	A	4.7	A	6.9	A	6.3	A						571	38	75					
TH 371 at Excelsior Road (Signal)	SB	64	63	16	143			13.3	B	10.0	B	8.4	A	11.3	B								754	49	132						
	EB	20	45	12	77			9.3	A	14.2	B	6.6	A	11.8	B								564	37	100						
	WB	64	90	77	231			1.0	A	1.1	A	0.8	A	1.0	A								42	20	20						
PM Peak Hour	TH 371 at Design Road (3/4 Access)	NB	15	113	19	147			5.5	A	10.9	B	5.8	A	9.7	A	7.0	A	80	20	31			814	36	92					
		SB	136	58	34	228			12.2	B	7.5	A	3.7	A	9.6	A			180	45	122			602	34	72					
		EB	58	71	24	153			10.6	B	12.8	B	4.0	A	10.5	B								989	47	129	1%		100	20	68
	TH 371 at Clearwater Rd (3/4 Access)	WB	53	61	159	273			1.3	A	1.4	A	1.0	A	1.2	A			70					70	20	40					
		NB	175	1592	114	1,881			57.3	E	30.5	C	11.0	B	31.7	C	34.2	C	260	155	378		14%	2818	337	643	11%		300	55	384
		SB	83	1230	25	1,338			81.4	F	27.6	C	5.3	A	30.4	C			500	71	167			896	243	424			500	20	27
	TH 371 at Excelsior Road (Signal)	EB	92	80	179	351			53.9	D	66.3	E	25.9	C	42.6	D			190	68	144			321	68	160			190	77	188
		WB	188	124	137	449			54.2	D	61.4	E	33.3	C	49.7	D			170	133	242	6%	2%	895	112	282	2%	1%	170	75	181
		NB	100	1676	45	1,821			21.1	C			6.1	A	8.1	A	6.5	A	450	43	126			896		20			480	20	28
	TH 371 at Design Road (3/4 Access)	SB	71	1215	58	1,344			37.1	E	1.4	A	0.5	A	3.1	A			625	42	129			798		20			500	20	22
		EB			123	123									12.2	B	12.1	B											20	35	65
		WB			62	62									24.6	C	24.6	C											605	28	93
	Edgewood Dr at Excelsior Rd (Single Lane Roundabout)	NB	217	1376	145	1,738			25.3	D			0.8	A	4.6	A			575	89	199							490	20	29	
		SB	92	1152	56	1,300			15.9	C	3.1	A	2.0	A	3.9	A			860	36	95			1497		20			500	20	33
		EB			192	192									14.3	B	14.2	B											35	68	90
	Edgewood Dr at Design Rd (3-way Stop; Westbound free)	WB			149	149									17.9	C	17.9	C											495	53	133
		NB			95	250			3.1	A			3.2	A	3.1	A	3.6	A						682	20	60					
		SB	61	165		226			3.4	A	4.3	A			4.1	A								1085	21	61					
TH 371 at Clearwater Rd (3/4 Access)	WB	31		128	259		2.3	A			4.1	A	3.4	A	3.6	A															
	NB	8	59	28	95			6.4	A	7.5	A	3.8	A	6.2	A																

Table B3
Camping World Site Redevelopment Traffic Impact Study
2030 No Build Conditions - Design Road Access to TH 371 Closed
AM (7:30-8:30 AM), Midday (11:30 AM-12:30 PM), and PM (4:00-5:00 PM) Peak Hours

Item 4.

Intersection	Approach	Vehicle Queuing Information (feet)																																
		Demand Volumes					Delay (s/veh)								LOS By Approach		LOS By Intersection		Left Turn Lane				Through Lane (s)					Right Turn Lane						
		U	L	T	R	Total	U	LOS	L	LOS	T	LOS	R	LOS	Delay (S/Veh)	LOS	Delay (S/Veh)	LOS	Storage (feet) ¹	Avg. Queue (feet) ¹	Max Queue (feet) ¹	% Block Thru ⁽²⁾ →	% Block Left ⁽²⁾ ←	Link Length (feet)	Avg. Queue (feet) ¹	Max Queue (feet) ¹	% Block Right ⁽²⁾ →	% Block Thru ⁽²⁾ ←	Storage (feet) ¹	Avg. Queue (feet) ¹	Max Queue (feet) ¹			
AM Peak Hour	TH 371 at Excelsior Road (Signal)	NB		145	911	88	1,144			53.4	D	14.7	B	4.0	A	18.6	B			260	97	215				2818	126	255				300	20	47
		SB		42	1058	38	1,138			47.1	D	11.8	B	2.4	A	12.7	B	17.7	B	500	31	101				894	107	222			500	20	22	
		EB		56	68	201	325			40.8	D	41.6	D	17.7	B	26.6	C			190	36	95				321	39	113			190	61	161	
		WB		43	49	50	142			42.1	D	47.7	D	8.7	A	31.9	C			170	28	80				895	35	95			170	22	61	
	TH 371 at Clearwater Rd (3/4 Access)	NB		156	830	31	1,017			11.0	B	1.2	A	0.4	A	2.6	A			575	42	130								490	20	22		
		SB		124	961	83	1,168			8.5	A	2.3	A	1.4	A	2.9	A	3.2	A	860	30	89								500	20	22		
		EB				177	177							8.8	A	8.8	A													35	43	89		
		WB				32	32							5.2	A	5.2	A													495	20	42		
	Edgewood Dr at Excelsior Rd (Single Lane Roundabout)	NB														0.0	A																	
		SB		64		18	82			2.9	A	0.0	A	2.7	A	2.9	A										682	20	42					
		EB		60	216		276			3.3	A	4.1	A			3.9	A										1085	20	59					
		WB	45		153	73	271	2.4	A			4.4	A	3.3	A	3.8	A																	
Edgewood Dr at Design Rd (3-way Stop)	NB		30	33		63			4.7	A	5.9	A			5.3	A										577	30	64						
	SB			46	36	82					6.2	A	3.2	A	5.0	A										748	31	57						
	EB		12		17	29			4.6	A			2.7	A	3.5	A										564	20	52						
	WB														0.0	A																		
Edgewood Dr at Clearwater Rd (3-way Stop; Westbound free)	NB		5	55	37	97			5.9	A	8.4	A	3.9	A	6.6	A			80	20	25					814	23	54						
	SB		43	23	19	85			6.5	A	7.2	A	2.8	A	5.9	A			180	23	47					602	22	46						
	EB		36	97	23	156			6.5	A	8.5	A	4.0	A	7.3	A										989	40	72			100	20	43	
	WB		111	59	69	239			0.7	A	0.8	A	0.6	A	0.7	A																		
Midday Peak Hour	TH 371 at Excelsior Road (Signal)	NB		265	1335	181	1,781			62.9	E	30.4	C	10.8	B	33.1	C			260	207	407	5%	11%		2818	297	487	7%		300	45	322	
		SB		129	1222	24	1,375			83.0	F	32.5	C	6.2	A	36.7	D	38.1	D	500	115	236				894	258	415			500	20	21	
		EB		97	98	261	456			51.8	D	77.3	E	29.7	C	44.6	D			190	68	170		1%		321	95	230	1%	2%	190	111	231	
		WB		229	139	154	522			60.4	E	69.6	E	28.0	C	53.1	D			170	161	241	14%	6%		895	152	379	6%		170	82	232	
	TH 371 at Clearwater Rd (3/4 Access)	NB		292	1144	150	1,586			32.3	D	1.9	A	0.9	A	7.4	A	7.1	A	575	124	270					760	20	20			490	20	39
		SB		177	1075	140	1,392			15.3	C	3.4	A	2.3	A	4.8	A			860	58	152					1497		20			500	20	43
		EB				300	300							13.4	B	13.4	B														35	74	115	
		WB				136	136							14.4	B	14.4	B														495	46	123	
	Edgewood Dr at Excelsior Rd (Single Lane Roundabout)	NB														0.0	A																	
		SB		238		70	308			3.2	A	0.4	A	3.1	A	3.2	A										682	20	58					
		EB		62	164		226			3.7	A	4.7	A			4.4	A										1085	26	71					
		WB	54		85	168	307	2.4	A			4.3	A	3.4	A	3.5	A																	
Edgewood Dr at Design Rd (3-way Stop)	NB		51	71		122			5.3	A	6.6	A			6.0	A										577	37	68						
	SB			92	69	161					6.8	A	3.8	A	5.5	A										748	41	60						
	EB		30		47	77			4.9	A			3.1	A	3.8	A										564	31	55						
	WB														0.0	A																		
Edgewood Dr at Clearwater Rd (3-way Stop; Westbound free)	NB		15	113	93	221			9.5	A	19.5	C	12.4	B	16.0	C			80	20	31		6%		814	57	140							
	SB		136	58	34	228			26.0	D	10.4	B	4.8	A	18.7	C			180	60	150	1%			602	40	112							
	EB		58	71	24	153			18.4	C	27.7	D	5.5	A	20.8	C									989	62	186	6%		100	20	103		
	WB		212	61	159	432			1.3	A	1.7	A	1.0	A	1.2	A										70	20	53						
PM Peak Hour	TH 371 at Excelsior Road (Signal)	NB		226	1496	159	1,881			57.2	E	31.6	C	11.6	B	32.9	C			260	192	391	2%	13%		2818	333	621	10%		300	74	381	
		SB		102	1179	25	1,306			81.5	F	29.2	C	6.6	A	32.7	C	35.4	D	500	89	192				894	237	400			500	20	29	
		EB		92	80	230	402			50.2	D	69.0	E	26.1	C	40.5	D			190	68	158		1%		321	71	197	1%	1%	190	96	205	
		WB		188	124	153	465			54.2	D	62.6	E	30.7	C	48.7	D			170	136	229	6%	2%		895	113	255	2%	1%	170	80	206	
	TH 371 at Clearwater Rd (3/4 Access)	NB		266	1330	145	1,741			27.5	D	2.0	A	1.0	A	5.8	A	6.7	A	575	109	238					760		20			490	20	35
		SB		144	1042	114	1,300			18.0	C	3.2	A	2.2	A	4.7	A			860	58	150					1497		20			500	20	40
		EB				264	264							12.4	B	12.3	B														35	70	112	
		WB				195	195							20.9	C	20.9	C														495	73	188	
	Edgewood Dr at Excelsior Rd (Single Lane Roundabout)	NB														0.0	A																	
		SB		206		95	301			3.3	A	0.2	A	3.2	A	3.3	A										682	20	73					
		EB		61	165		226			3.4	A	4.4	A			4.1	A										1085	24	65					
		WB	31		128	151	310	2.6	A			4.6	A	3.6	A	3.9	A																	
Edgewood Dr at Design Rd (3-way Stop)	NB		30	59		89			5.4	A	6.3	A			6.0	A										577	34	63						
	SB			105	54	159					6.5	A	3.7	A	5.5	A										748	41	62						
	EB		32		31	63			4.8	A			3.1	A	4.0	A										564	29	61						
	WB														0.0	A																		
Edgewood Dr at Clearwater Rd (3-way Stop; Westbound free)	NB		23	106	81	210			9.0	A	14.8	B	8.9	A	11.8	B			80	20	44		2%		814	46	111							
	SB		102	54	30	186			16.2	C	9.3	A	4.8	A	12.4	B			180	44	108				602	35	80							
	EB		52	81	21	154			13.2	B	16.0	C	5.0	A	13.4	B									989	51	124	2%		100	20	46		
	WB		141	113	126	380			1.2	A	1.3	A	1.0	A	1.2	A																		

NOTES:

- 1. If the reported queue is greater than zero (0), but less than 20 ft, a minimum of 20 ft is reported.
- 2. Block Percentage is proportion of analysis time (1 hour) the storage lane or through lane is blocked or blocking.
- 3. Multiple storage lanes of different length are averaged together to show the "Effective Storage Length" per lane.

Table B4
Camping World Site Redevelopment Traffic Impact Study
2030 Build Conditions - Design Road Access to TH 371 Remains Open
AM (7:30-8:30 AM), Midday (11:30 AM-12:30 PM), and PM (4:00-5:00 PM) Peak Hours

Item 4.

Intersection	Approach	Vehicle Queuing Information (feet)																													
		Demand Volumes					Delay (s/veh)								LOS By Approach		LOS By Intersection		Left Turn Lane				Through Lane (s)						Right Turn Lane		
		U	L	T	R	Total	U	LOS	L	LOS	T	LOS	R	LOS	Delay (S/Veh)	LOS	Delay (S/Veh)	LOS	Storage (feet) ¹	Avg. Queue (feet) ¹	Max Queue (feet) ¹	% Block Thru ⁽²⁾ →	% Block Left ⁽²⁾ ←	Link Length (feet)	Avg. Queue (feet) ¹	Max Queue (feet) ¹	% Block Right ⁽²⁾ →	% Block Thru ⁽²⁾ ←	Storage (feet) ¹	Avg. Queue (feet) ¹	Max Queue (feet) ¹
AM Peak Hour	TH 371 at Excelsior Road (Signal)	NB	123	1031	50	1,204			55.8	E	14.4	B	3.8	A	18.2	B	18.4	B	260	89	189		1%	2818	134	306			300	20	46
		SB	27	1096	38	1,161			48.5	D	13.0	B	3.2	A	13.5	B			500	20	70			896	122	243			500	20	33
		EB	61	74	177	312			39.7	D	44.5	D	19.2	B	29.2	C			190	41	108			321	45	129			190	60	151
	TH 371 at Design Road (3/4 Access)	NB	43	71	47	161			40.4	D	49.2	D	10.9	B	35.5	D			170	31	91			895	50	132			170	21	60
		SB	124	977	38	1,139			25.2	D	3.9	A	3.1	A	6.2	A			450	60	151							480	20	23	
		EB	60	1094	85	1,239			11.2	B	1.2	A	0.6	A	1.6	A			625	25	84			798		20			500	20	26
	TH 371 at Clearwater Rd (3/4 Access)	NB																													
		SB	114	844	31	989			11.3	B	1.0	A	0.3	A	2.1	A			575	34	105							490	20	20	
		EB	79	1091	36	1,206			6.5	A	2.3	A	1.5	A	2.6	A			860	22	65							500		20	
	Edgewood Dr at Excelsior Rd (Single Lane Roundabout)	NB																													
		SB																													
		WB	45	51	216	73	271	2.6	A	2.8	A	4.3	A	3.6	A	4.0	A														
Edgewood Dr at Design Rd (3-way Stop; Westbound free)	NB																														
	SB	12	33	11	56			5.4	A	7.2	A	3.0	A	6.0	A																
	EB	27	27	18	72			6.1	A	6.5	A	3.1	A	5.4	A																
Edgewood Dr at Clearwater Rd (3-way Stop; Westbound free)	NB	7	60	8	75			5.0	A	7.2	A	2.6	A	6.6	A																
	SB	43	31	19	93			6.0	A	6.6	A	2.9	A	5.5	A																
	EB	36	97	31	164			6.5	A	8.2	A	3.4	A	6.9	A																
Midday Peak Hour	TH 371 at Excelsior Road (Signal)	NB	199	1482	125	1,806			58.6	E	30.6	C	11.1	B	32.3	C	40.9	D	260	174	396	1%	13%	2818	330	706	9%		300	61	419
		SB	111	1348	24	1,483			85.5	F	36.4	D	7.6	A	39.4	D			500	96	220			896	306	506	1%		500	20	29
		EB	121	124	200	445			59.0	E	92.8	F	31.4	C	56.0	E			190	98	231	2%	5%	321	125	282	5%	1%	190	102	232
	TH 371 at Design Road (3/4 Access)	NB	229	149	141	519			65.9	E	84.7	F	34.5	C	62.6	E			170	167	244	14%	11%	895	182	433	11%	1%	170	80	238
		SB	179	1509	56	1,744			37.1	E	6.6	A	5.4	A	9.6	A			450	90	229			896		20			480	20	24
		EB	72	1283	87	1,442			28.0	D	1.9	A	0.7	A	3.1	A			625	36	106			798		20			500	20	23
	TH 371 at Clearwater Rd (3/4 Access)	NB																													
		SB	204	1204	150	1,558			24.4	C	1.5	A	0.7	A	4.4	A			575	77	171							490	20	26	
		EB	123	1216	69	1,408			13.4	B	3.1	A	2.0	A	3.9	A			860	40	111			1497		20			500	20	29
	Edgewood Dr at Excelsior Rd (Single Lane Roundabout)	NB																													
		SB																													
		WB	54	227	164	232	2.5	A	4.0	A	4.9	A	3.3	A	4.6	A															
Edgewood Dr at Design Rd (3-way Stop; Westbound free)	NB																														
	SB	14	71	26	111			6.9	A	9.6	A	5.6	A	8.4	A																
	EB	64	63	22	149			22.6	C	13.9	B	11.7	B	17.5	C																
Edgewood Dr at Clearwater Rd (3-way Stop; Westbound free)	NB	64	110	12	174			16.9	C	23.1	C	15.2	C	20.8	C																
	SB	23	137	19	179			5.9	A	11.8	B	6.8	A	10.6	B																
	EB	136	61	34	231			12.7	B	8.1	A	3.9	A	10.1	B																
PM Peak Hour	TH 371 at Excelsior Road (Signal)	NB	182	1615	114	1,911			58.9	E	32.7	C	12.1	B	34.0	C	37.0	D	260	179	409		16%	2818	351	643	12%		300	49	384
		SB	83	1300	25	1,408			81.6	F	30.4	C	5.6	A	33.0	C			500	77	176			896	266	410			500	20	24
		EB	118	107	179	404			55.3	E	73.3	E	26.5	C	47.4	D			190	88	198	1%	1%	321	98	238	1%	1%	190	80	197
	TH 371 at Design Road (3/4 Access)	NB	188	134	137	459			57.1	E	66.5	E	34.0	C	52.9	D			170	139	234	7%	5%	895	130	334	5%		170	80	184
		SB	123	1702	45	1,870			21.2	C	7.4	A	6.2	A	8.3	A			450	51	166			896	20	20			480	20	20
		EB	71	1215	77	1,363			40.0	E	1.6	A	0.6	A	3.6	A			625	45	146							500	20	20	
	TH 371 at Clearwater Rd (3/4 Access)	NB																													
		SB	217	1402	145	1,764			24.6	C	1.8	A	0.8	A	4.5	A			575	83	199							490	20	38	
		EB	92	1171	56	1,319			17.2	C	3.1	A	2.1	A	4.0	A			860	36	98			1497		20			500	20	26
	Edgewood Dr at Excelsior Rd (Single Lane Roundabout)	NB																													
		SB																													
		WB	31	208	165	234	2.4	A	3.8	A	4.6	A	4.4	A	4.4	A															
Edgewood Dr at Design Rd (3-way Stop; Westbound free)	NB																														
	SB	8	59	28	95			5.9	A	8.5	A	5.5	A	7.4	A																
	EB	64	76	26	166			14.6	B	10.5	B	6.4	A	11.4	B																
Edgewood Dr at Clearwater Rd (3-way Stop; Westbound free)	NB	59	101	8	168			11.9	B	17.8	C	9.1	A	15.3	C																
	SB	58	100	42	200			0.9	A	0.9	A	0.8	A	0.9	A																
	EB	32	132	9	173			5.9	A	10.1	B	5.3	A	9.1	A																
Edgewood Dr at Clearwater Rd (3-way Stop; Westbound free)	NB	102	58	30	190			9.6	A	7.8	A	4.1	A	8.1	A																
	SB	52	81	25	158			10.3	B	11.3	B	3.7	A	9.8	A																
	WB	34	113	126	273			1.2	A	1.3	A	1.0	A	1.2	A																

NOTES:

1. If the reported queue is greater than zero (0), but less than 20 ft, a minimum of 20 ft is reported.
2. Block Percentage is proportion of analysis time (1 hour) the storage lane or through lane is blocked or blocking.
3. Multiple storage lanes of different length are averaged together to show the "Effective Storage Length" per lane.

Building a Better World for All of Us[®]

Sustainable buildings, sound infrastructure, safe transportation systems, clean water, renewable energy, and a balanced environment. Building a Better World for All of Us communicates a company-wide commitment to act in the best interests of our clients and the world around us.

We're confident in our ability to balance these requirements.

JOIN OUR SOCIAL COMMUNITIES



November 7, 2024 – Utilities Commission Meeting

Camping World Site Redevelopment Traffic Impact Study

Baxter, MN



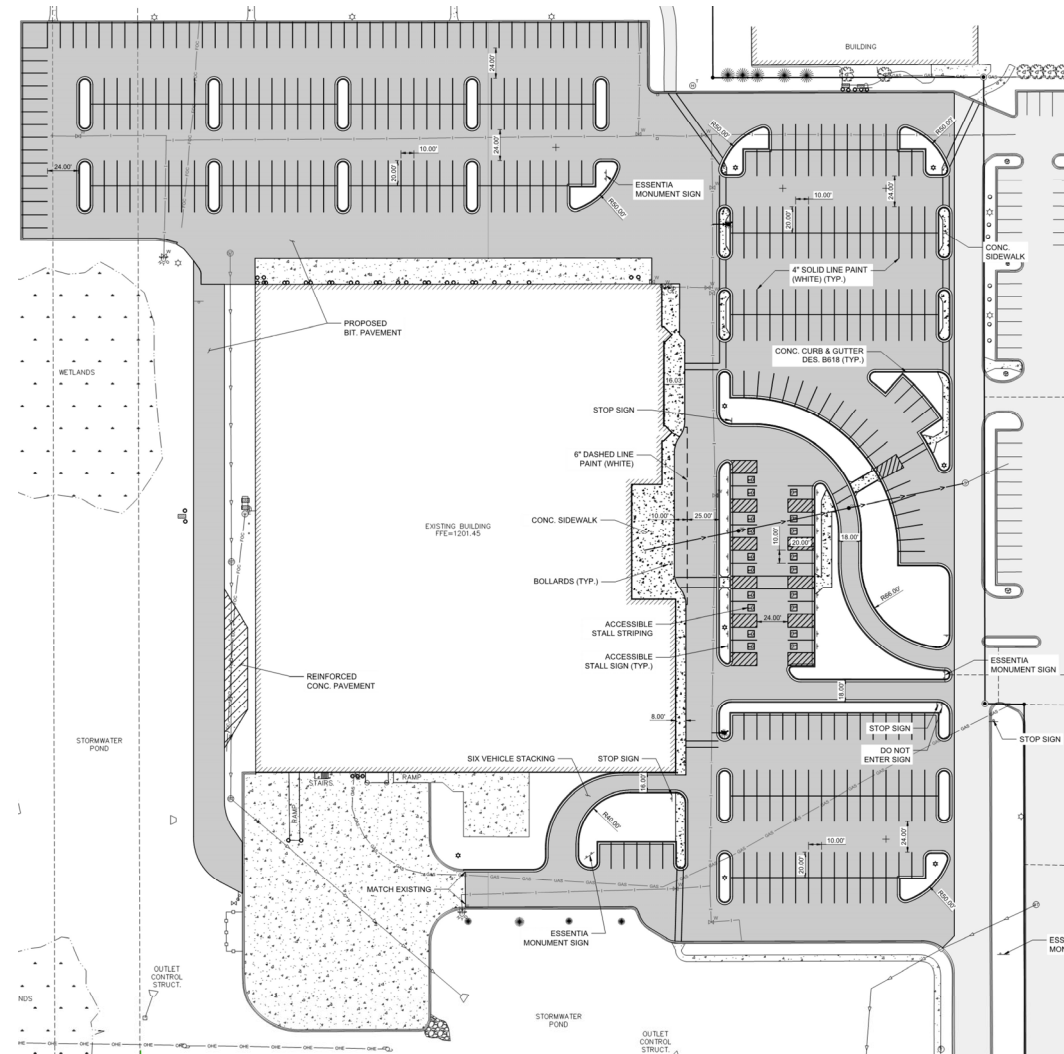
Study Area

- **Six Study Intersections**
 - TH 371 and Excelsior Rd
 - TH 371 and Design Rd
 - Th 371 and Clearwater Rd
 - Edgewood Dr and Excelsior Rd
 - Edgewood Dr and Design Rd
 - Edgewood Dr and Clearwater Rd
- **Proposed redevelopment of the former Camping World site**
 - Medical Clinic with urgent care and a drive-through pharmacy
 - Remodeling the existing building
 - Improvements to the parking areas
- **Ongoing MnDOT Studies with implications on the study area**
 - TH 371 Nisswa to Baxter Corridor Study
 - TH 210/TH 371 Interchange Study



Proposed Development

- **110,460 square foot existing building**
 - 67,980 square foot medical clinic with urgent care and a drive-through pharmacy
 - Remaining 42,480 square feet of building will be left vacant with room for future growth and expansion of the clinic
- **Estimated 2,560 daily trips**
 - 187 in the AM peak hour
 - 226 in the midday peak hour
 - 251 in the PM peak hour
- **With potential future expansion (110,460 square foot medical clinic)**
 - 4,150 daily trips
 - 304 in the AM peak hour
 - 367 in the midday peak hour
 - 408 in the PM peak hour



Ongoing MnDOT Studies

- **TH 371 Nisswa to Baxter Corridor Study**
 - Recommends future closure of the TH 371 and Design Road intersection
 - This traffic analyzed the No Build and Build scenarios with and without the Design Road access to TH 371 closed to determine the impacts.
- **TH 210/TH 371 Interchange Study**
 - Analyzing several alternatives for the TH 371 and Excelsior Road intersection, including several grade-separated alternatives
 - Any changes to the TH 371 and Excelsior Road intersection would have significant impacts to traffic patterns throughout the area, extending beyond the immediate project area for this study
 - Future design is unknown, so they were not analyzed as part of this study; the MnDOT study will analyze the traffic operations for each of their alternatives
- **TH 371 and Excelsior Road Area Design recommendations**
 - Maintain reasonable access to Excelsior Road and the commercial areas through either ramps or some other form of access at Excelsior Road
 - Accommodate the proposed medical clinic as well as other traffic growth without putting undue burden on the City roadway network
 - Creating only an overpass at Excelsior Road without providing access would not work for the City and would put additional stress on the TH 371/Woida Road intersection and the City's frontage road system

Intersection Operations Scenarios

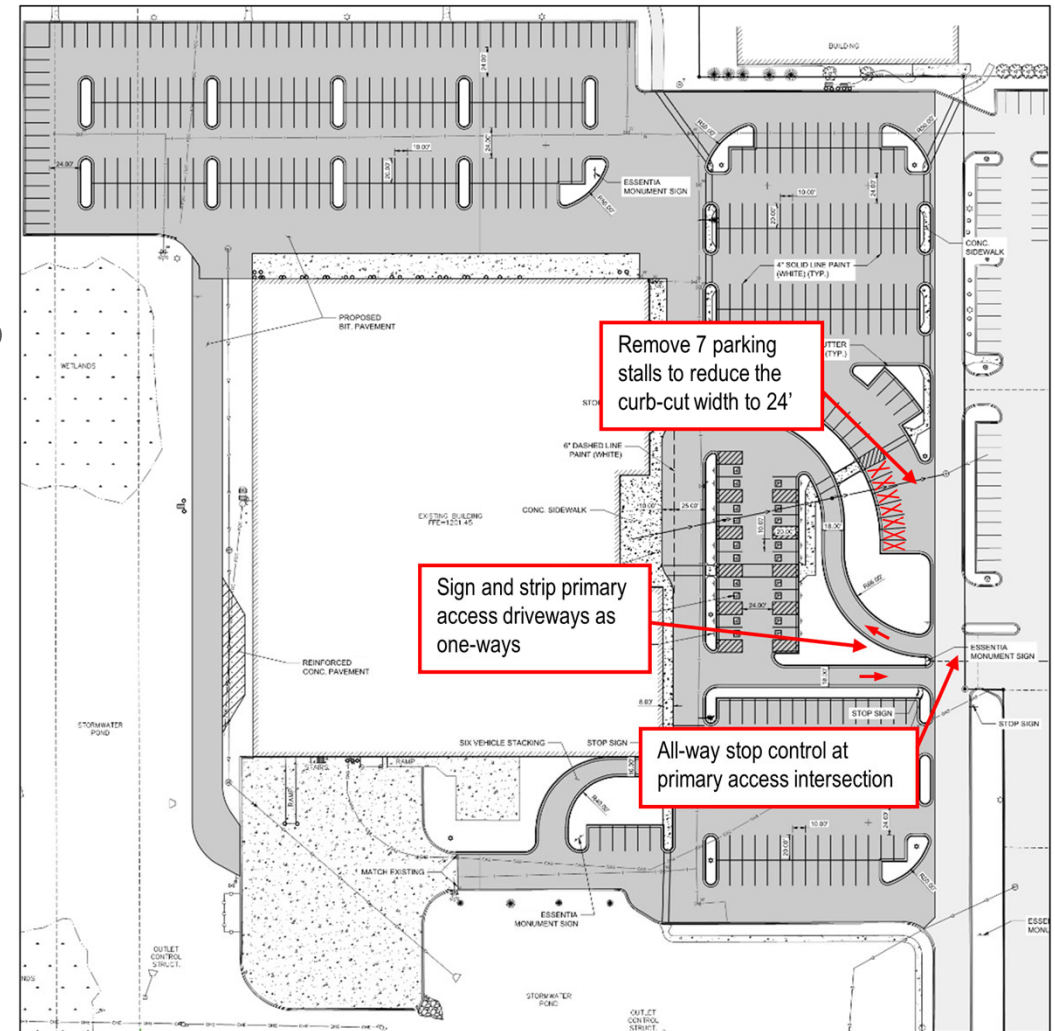
- **Analyzed 5 scenarios**
 - 2024 Existing
 - 2030 No Build Conditions (Design Road Access Open)
 - 2030 No Build Conditions (Design Road Access Closed)
 - 2030 Build Conditions (Design Road Access Open)
 - 2030 Build Conditions (Design Road Access Closed)
- **With the Design Road access to TH 371 open, a majority of the medical clinic trips would use Design Road to access the site.**
- **With the Design Road access to TH 371 closed, vehicles would need to reroute to either Excelsior Road or Clearwater Road to access the commercial areas on either side of TH 371.**
 - Medical clinic trips would also have to use Excelsior Road or Clearwater Road to access Edgewood Drive and the proposed medical clinic site

Intersection Operations Results

- **Under all scenarios, each intersection operates at LOS D or better and each approach operates at LOS E or better.**
 - Edgewood Drive intersections operate at LOS B or better
 - Some minor movements operate at LOS E/F at times due to the longer signal cycle at the TH 371/Excelsior Road signal.
 - During the midday and PM peak hours, some of the maximum turn lane queues extend beyond the available storage, especially eastbound and westbound.
 - Due to the close spacing of Edgewood Drive and TH 371 (50 to 80 ft), eastbound queues from TH 371 can reach Edgewood Drive at both the Design Road and Clearwater Road intersections, which can have a minor impact on traffic operations for those intersections.
- **Impact of closing the Design Road access to TH 371**
 - The increased northbound left turns at the intersection of TH 371 and Clearwater Road operate at LOS D or E during the midday and PM peak hours
 - The increased westbound left turns and northbound right turns at the intersection of Edgewood Drive and Clearwater Road result in the stop-controlled approaches operating at LOS D or E during the midday and PM peak hours.
 - The turn lane queues at the intersection of TH 371 and Excelsior Road extend beyond the available storage more frequently for the eastbound, westbound, and northbound approaches.
- **Impact of the proposed medical clinic**
 - No significant impacts; with the Design Road access closed, the additional clinic trips would slightly increase the issues of closing Design Road under No Build conditions.

Site Plan Review

- **No new public roadway accesses**
 - Proposed medical clinic will utilize the existing provide accesses within the commercial area
- **Recommended improvements to the current site plan**
 - The intersection at the primary access should be all-way stop controlled.
 - 7 parking stalls just north of the primary access should be removed to reduce the curb cut width to 24 feet.
 - Under the current configuration, vehicles could potentially back into the private access roadway, creating a safety issues
 - The primary access should be signed and striped as one-way roadways for the entrance and exit driveways.



Recommendations

- **No roadway or intersection improvements are needed to the existing network to accommodate the proposed medical clinic**
- **Recommended improvements to the current site plan**
 - The intersection at the primary access should be all-way stop controlled.
 - 7 parking stalls just north of the primary access should be removed to reduce the curb cut width to 24 feet.
 - The primary access should be signed and striped as one-way roadways for the entrance and exit driveways
- **If Design Road is closed, some of the turn lane lengths at the TH 371/Excelsior Road signal will likely need to be increased.**
 - Particularly on the eastbound and northbound approaches
 - These turn lanes lengths would need to be increased regardless whether the medical clinic is developed or not.
- **TH 371 and Excelsior Road Area Design recommendations (TH 210/TH 371 Interchange Study)**
 - Maintain reasonable access to Excelsior Road and the commercial areas through either ramps or some other form of access at Excelsior Road
 - Accommodate the proposed medical clinic as well as other traffic growth without putting undue burden on the City roadway network

Questions/Comments?



ITEM REPORT
UTILITIES COMMISSION

Agenda Date: 11/7/2024
Agenda Section: Business Item

Department Origination: Public Works

Agenda Item: Approve the Essentia Health Escrow Agreement

Approval Required: Simple Majority Vote

BACKGROUND

Essentia Health has submitted an PUD application to redevelop the existing Camping World site for a Musculoskeletal Center. Due to the redevelopment of the site, two hydrants will need to be relocated. The relocation of the fire hydrants require inspection services from the City. The inspection services are to be paid by the developer and are included in the Escrow Agreement.

FINANCIAL IMPLICATIONS

There are no financial implications associated with the escrow agreement, the costs associated with the agreement will be paid by the developer.

STAFF RECOMMENDATIONS

Staff recommend approving the Essentia Health escrow agreement.

COUNCIL ACTION REQUESTED

MOTION to approve the Essentia Health Escrow Agreement.

ESCROW AGREEMENT

This Agreement, made and entered into this ____ day of _____, 2024, by and between the City of Baxter, a Minnesota municipal corporation, hereinafter referred to as the “City”, and Brainerd Lakes Integrated health System, a Minnesota Non-Profit Corporation, hereinafter referred to as “Developer”.

RECITALS

WHEREAS, the City has approved a request for site redevelopment of a **Essentia Health Clinic** pursuant to the plans approved by Resolution **2024-0xx**, attached hereto, for property located at 14275 Edgewood Drive, Lot 1, Block 1, **THIRD ADDITION TO BAXTER WAL-MART SUBDIVISION** in the City of Baxter, Crow Wing County, Minnesota, hereinafter referred to as “Property”; and

WHEREAS, the City desires to ensure that certain improvements are installed on the Property according to the approved plans, attached hereto, hereinafter referred to as the “Plans”; and

WHEREAS, the City has a financial interest in ensuring the City is financially compensated for inspection fees associated with the Developer’s installation of the water and sanitary sewer improvements and stormwater improvements as outlined in the Plans, hereinafter referred to as the “Public Improvements”; and

WHEREAS, the City requires the installation and inspection of the Public Improvements to be completed, along with the production of as-builts of the Public Improvements as conditions of the building permit approval; and

WHEREAS, Developer agrees to pay into escrow the amount of \$**XX,XXX.00** with the City to be used to pay for the inspection fees of the Public Improvements and any fees to revise and administer this Agreement as estimated in **Attachment A**, hereinafter referred to as the “Escrow Funds”; and

WHEREAS, the parties desire to evidence their agreement with respect to the holding and disbursement of the Escrow Funds as described herein.

NOW, THEREFORE, IT IS HEREBY AGREED by and between the parties hereto as follows:

- 1) Within 5 days of full execution of this Agreement, Developer shall pay the City the Escrow Funds in cash. Upon receipt, the City agrees to hold the Escrow Funds and disburse the same in accordance with this Agreement.
- 2) The City will not issue a building permit until Developer deposits the Escrow Funds with the City. The Escrow Funds are 100% of the estimated cost to complete the Public Improvements.

- 3) The Public Improvements to be completed shall be installed in accordance with the site plan approved by Resolution 2024-0xx, and pursuant to the City Code of the City of Baxter and includes, but is not limited to, the following work:
 - A. Construction of the water and sanitary sewer improvements ; and
 - B. Construction of the stormwater improvements;
- 4) Developer must provide as-builts for the water service, sanitary sewer service, stormwater improvements, impervious surface area as outlined below:
 - a. submit them in electronic format in “.dwg file form” at the Developer’s expense. As-built plans shall include a complete set of plans depicting what was actually built and shall include all valves, hydrants, curb stops, sewer manholes, sewer clean-outs, and sewer service ends with a corresponding table showing County Coordinates on each item. Further plans shall include all storm sewer manhole, inverts, overflows, outflows, catch basins, and storm water ponds with elevations and a corresponding table showing County Coordinates on each item for all of the Public Improvements showing 1-foot contours, percentage of pervious, and impervious surface. Stormwater treatment basins shall include topographic survey comparison of as-built and design volume to verify capacity is meeting design requirements.
 - b. The as-builts must be provided to the City within 90 days after issuance of the Temporary Certificate of Occupancy.
- 5) The Escrow Funds will not be released until the Public Improvements identified above are completed and pass City inspections and as-builts have been submitted to the City and approved by the City. Upon completion, final inspection and approval by the City, the City shall return the remaining balance of the Escrow Funds to Developer, if any. No interest shall accrue on said Escrow Funds and only the remaining portion of the escrow not used for inspection services will be returned.
- 6) Installation of the Public Improvements and acceptance by the City must be completed before a temporary certificate of occupancy is issued. This Agreement grants the City a license to enter the Property for purposes of inspection of the Public Improvements.

IN WITNESS WHEREOF, the parties hereto have hereunto set their hands the day and year first written.

CITY OF BAXTER

DEVELOPER:
Brainerd Lakes Integrated Health System

By _____
Darrel Olson
Its Mayor

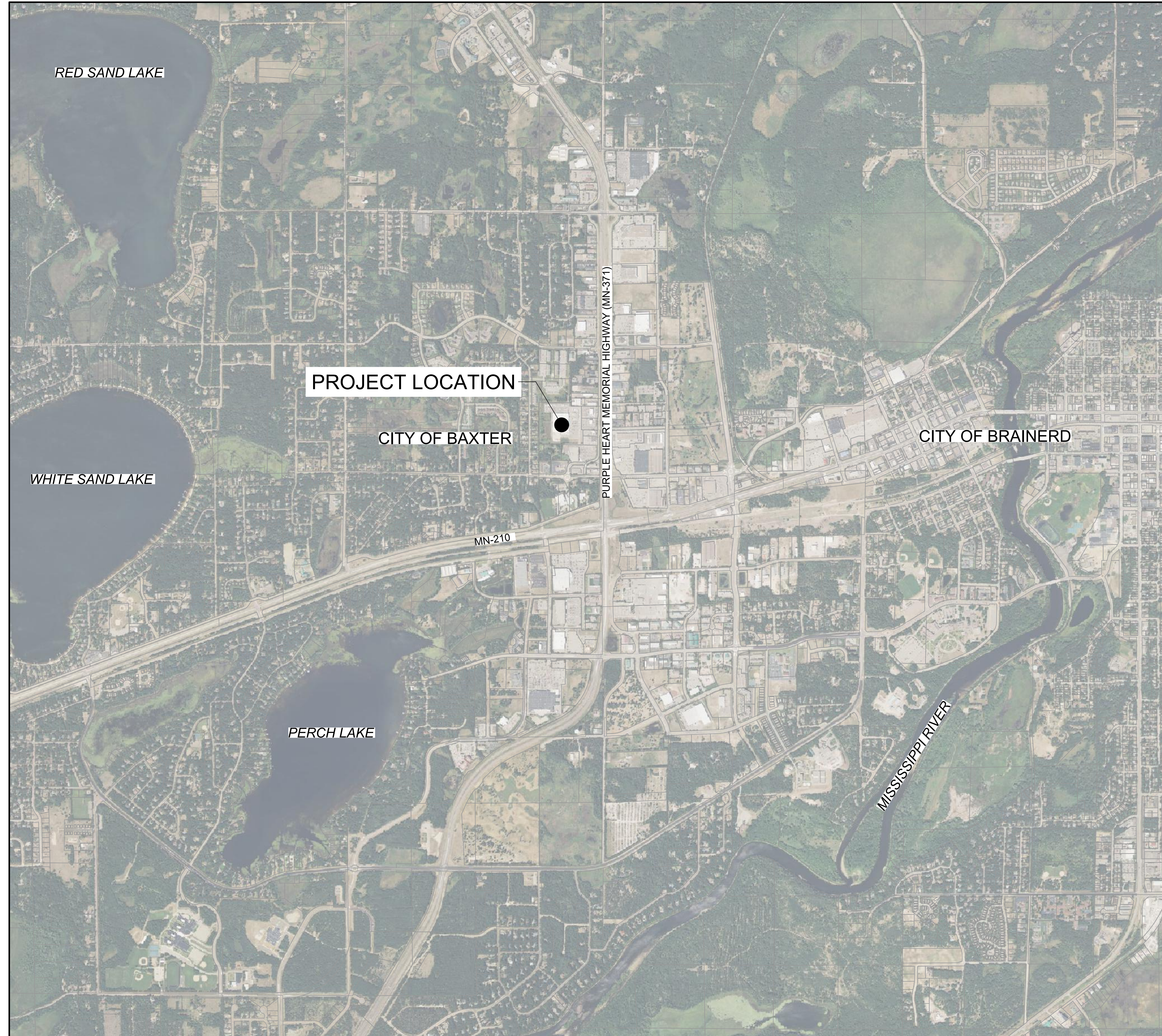
By: Thomas Prusak
Its: President

By _____
Kelly Steele
Its Assistant City Administrator

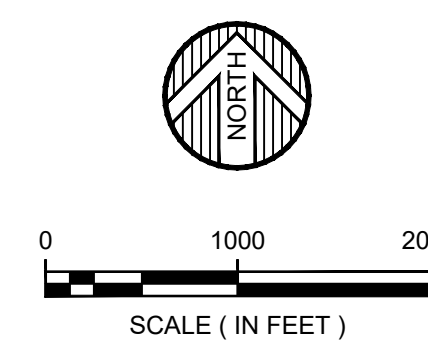
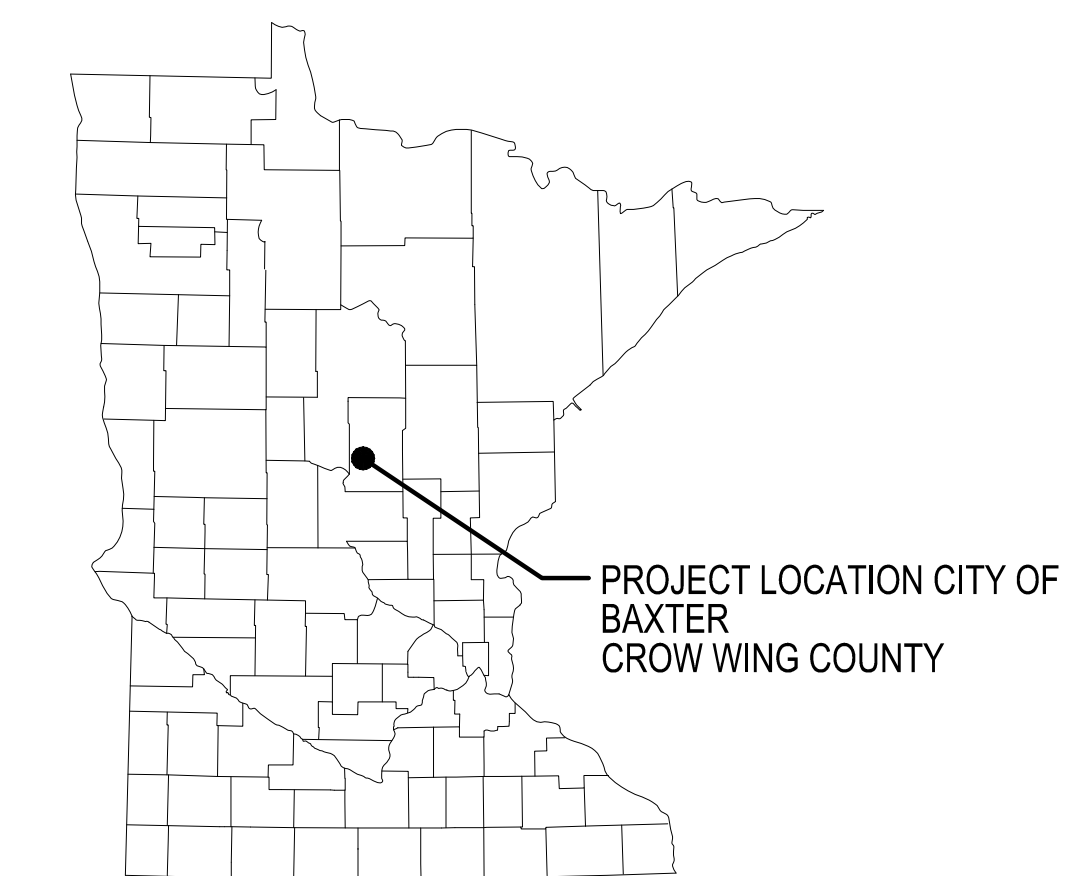
ESSENTIA HEALTH MUSCULOSKELETAL CENTER - BAXTER

ESSENTIA HEALTH

CITY OF BAXTER, MINNESOTA



INDEX TO DRAWINGS	
SHEET NO.	DESCRIPTION
G101	TITLE SHEET
A200	OVERALL FLOOR PLAN
A400	EXTERIOR ELEVATIONS
A401	PROJECT RENDERINGS
C101	CIVIL LEGEND
C201-C204	CIVIL DETAILS
C301	SWPPP
C401	EXISTING CONDITIONS & REMOVALS
C501	SITE PLAN
C502	SIGNING & PAVEMENT MARKING PLAN
C601	GRADING PLAN
C701	EROSION CONTROL PLAN
C801	UTILITIES PLAN
C901	LANDSCAPE PLAN



PRELIMINARY - NOT FOR CONSTRUCTION

ESSENTIA HEALTH MUSCULOSKELETAL CENTER - BAXTER
 ESSENTIA HEALTH
 14275 EDGEWOOD DR N #100, BAXTER, MN 56425

TITLE SHEET

SHEET NO.
G101

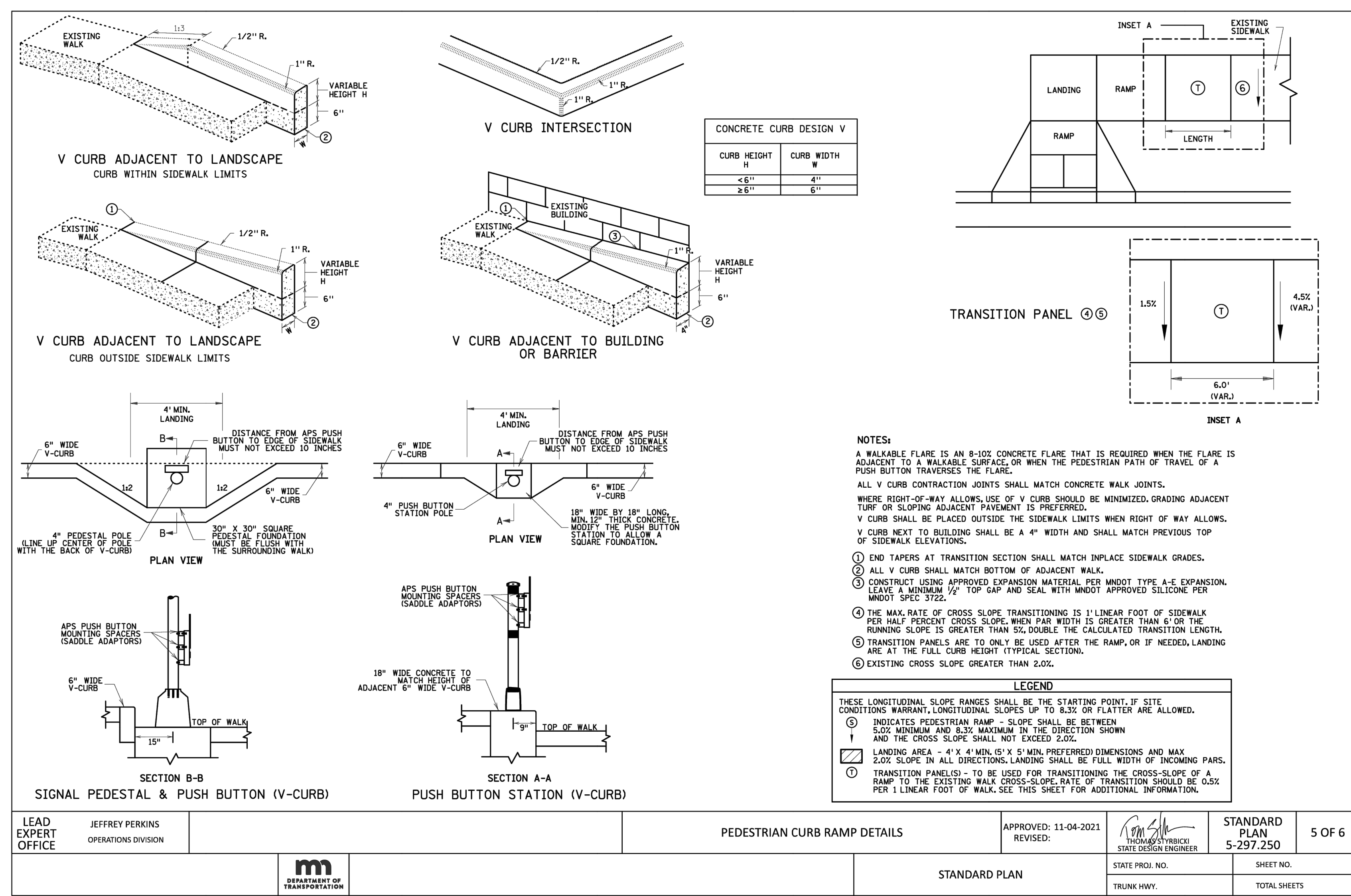
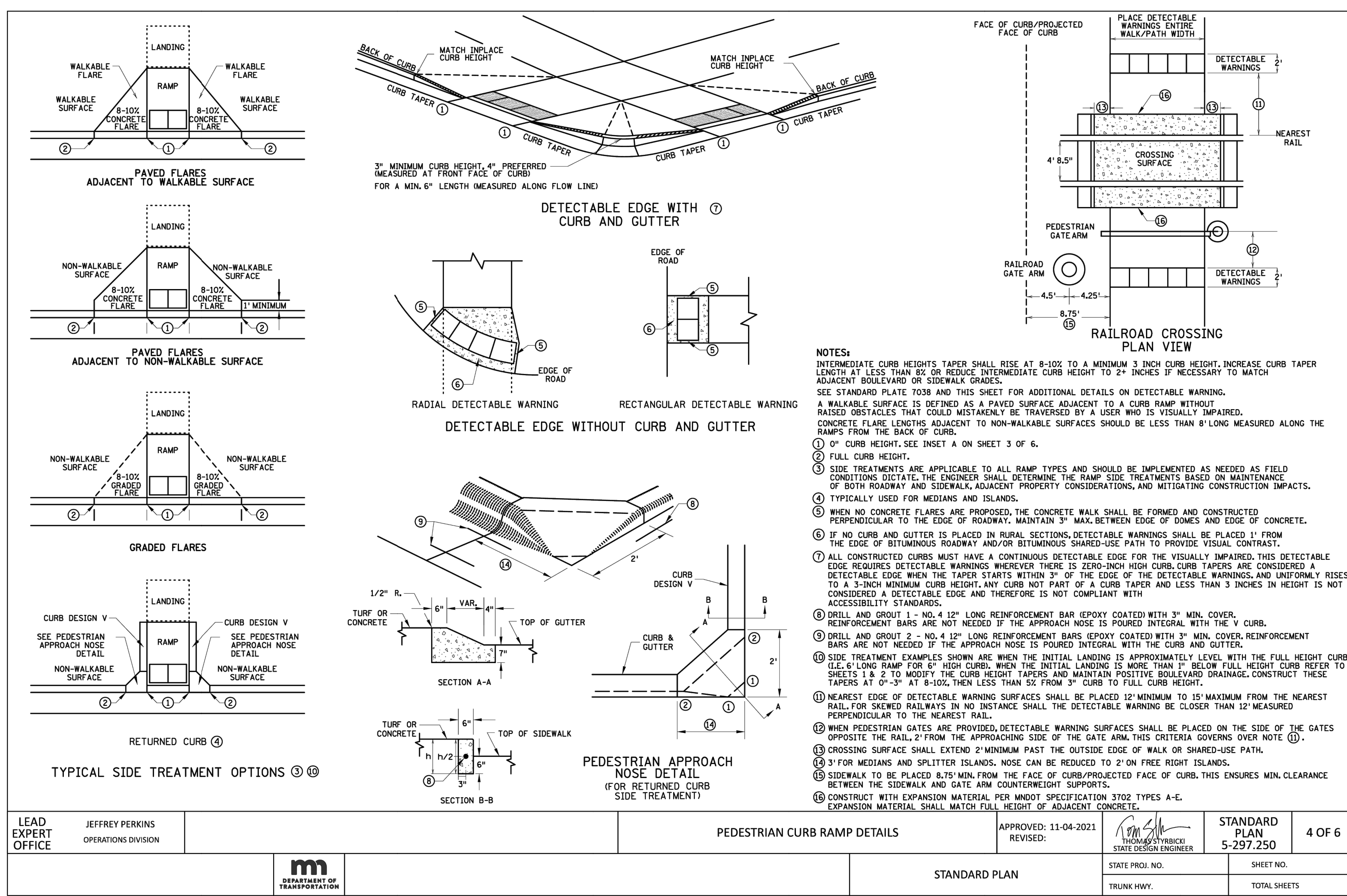
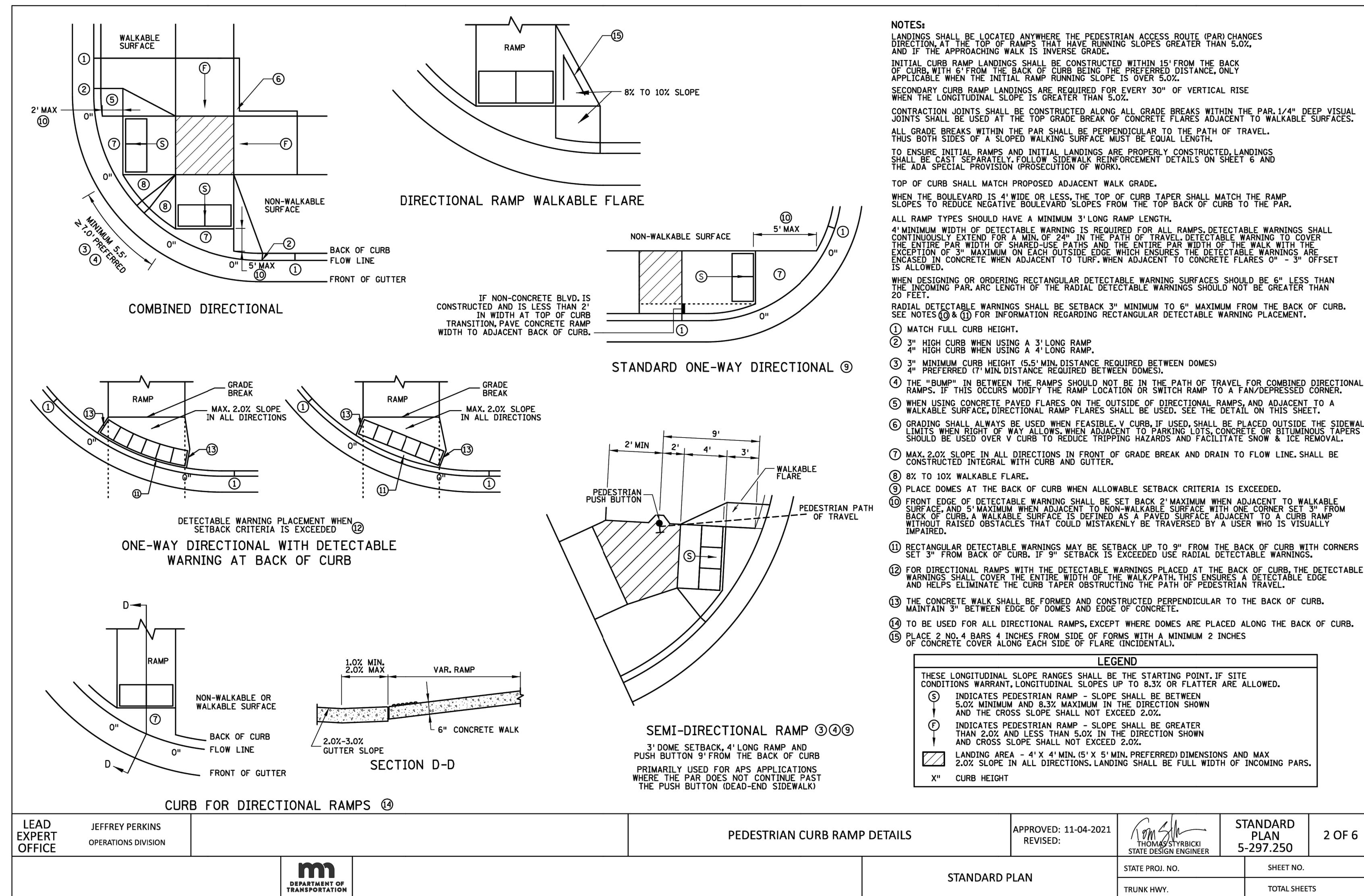
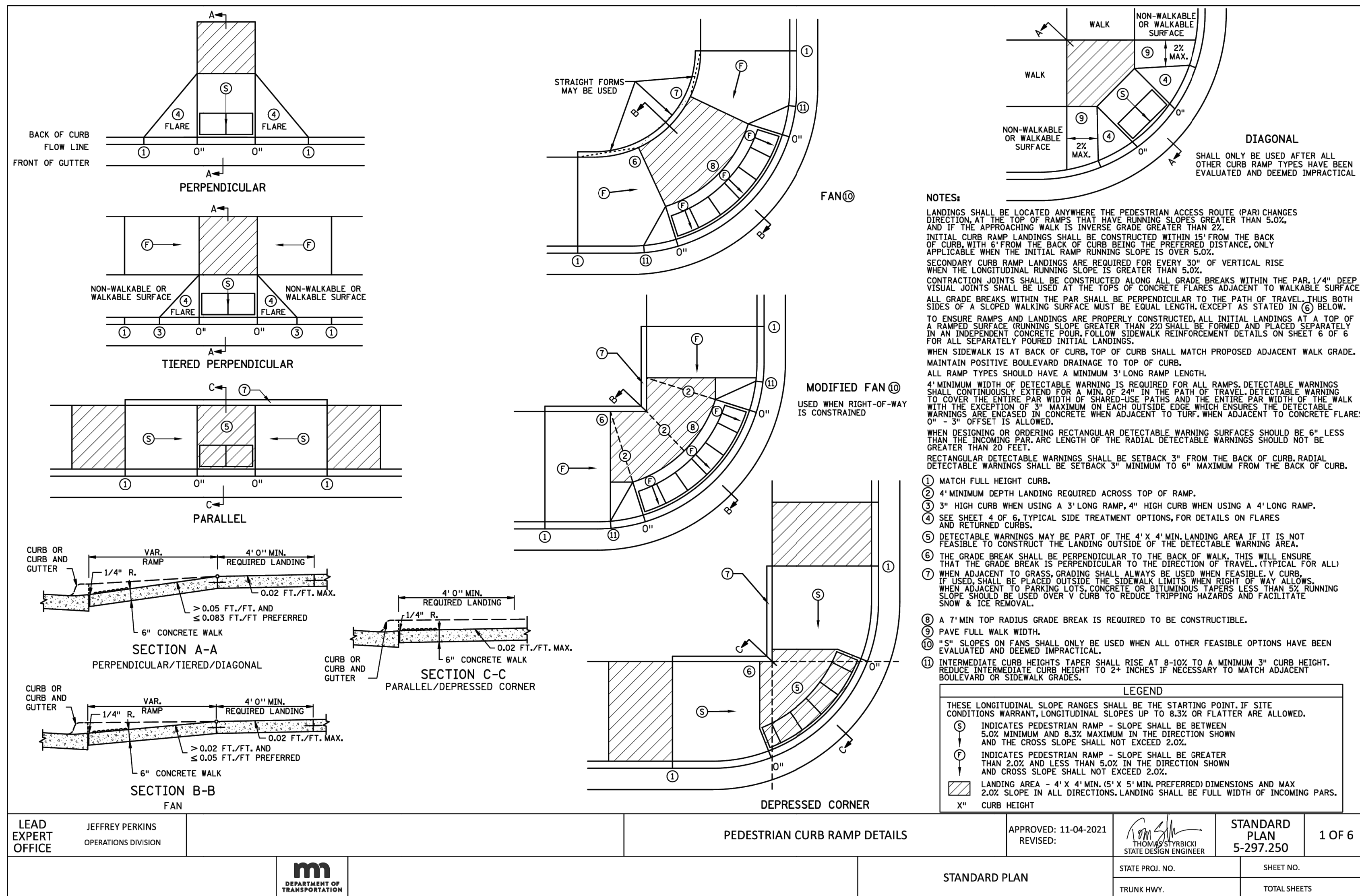
DATE: OCT 23, 2024
 SCALE: AS NOTED
 DRAWN BY: JSS
 CHECKED BY: JSS

DATE	BY	DESCRIPTION

JOB NUMBER: 2024-11581

WIDSETH HGA
 ARCHITECTS • ENGINEERS • SCIENTISTS • SURVEYORS

400 North 5th Street, Suite 100
 612.758.4000 | HGA.COM



Item 5.

400 North 5th Street, Suite 100
 Minneapolis, MN 55401 | HGA.COM
 612.338.6600 | HGA.COM

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PRELIMINARY - NOT FOR CONSTRUCTION

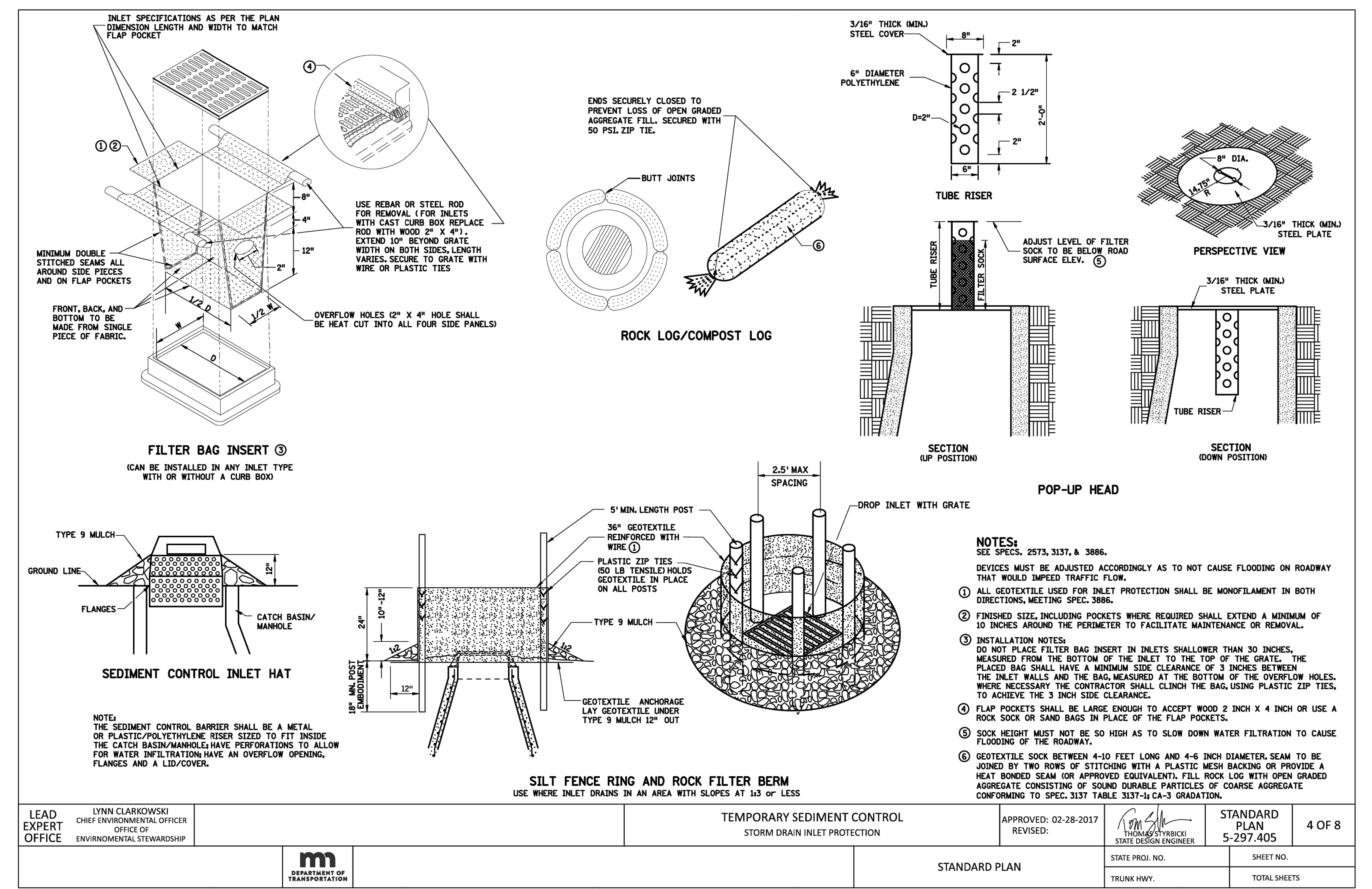
ESSENTIA HEALTH MUSCULOSKELETAL CENTER - BAXTER
 ESSENTIA HEALTH
 14275 EDGEWOOD DR N #100, BAXTER, MN 56425

CIVIL DETAILS

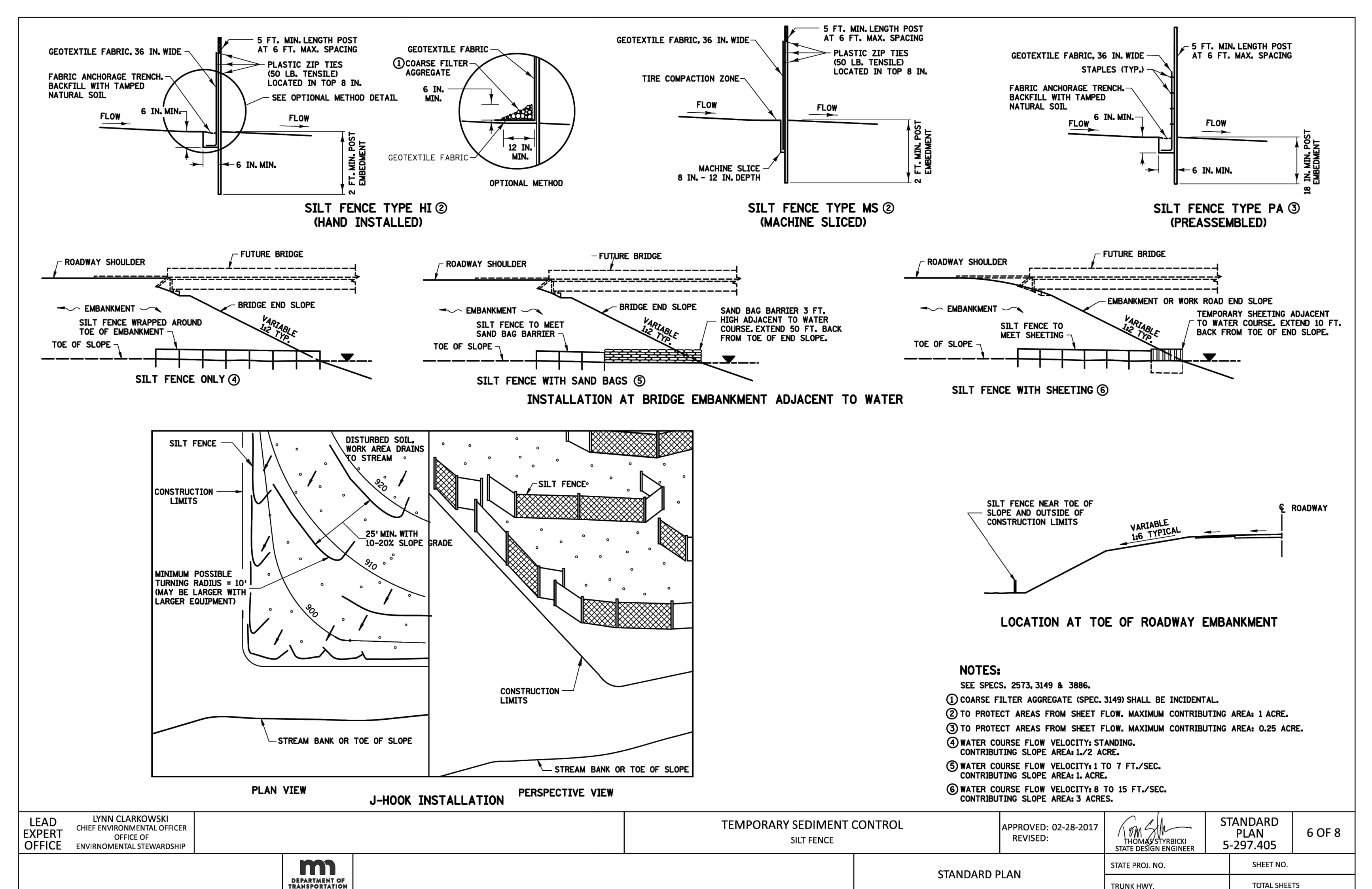
DATE: OCT 13, 2024
 SCALE: AS NOTED
 DRAWN BY: JDS
 CHECKED BY: JDS
 JOB NUMBER: 2024-11581

SHEET NO.
C203

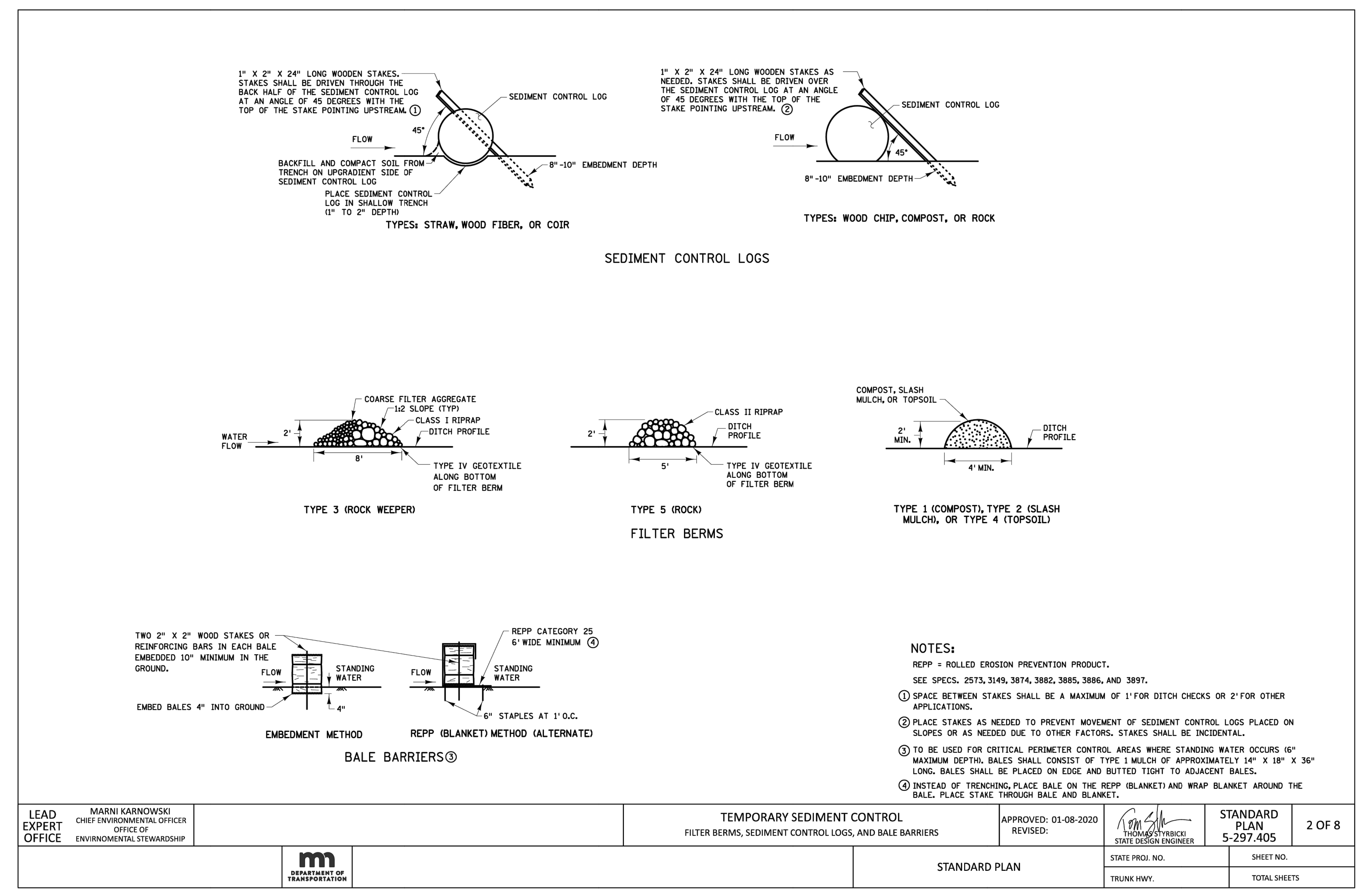
© 2024 WIDSETH SMITH NOLTING & ASSOCIATES, INC.



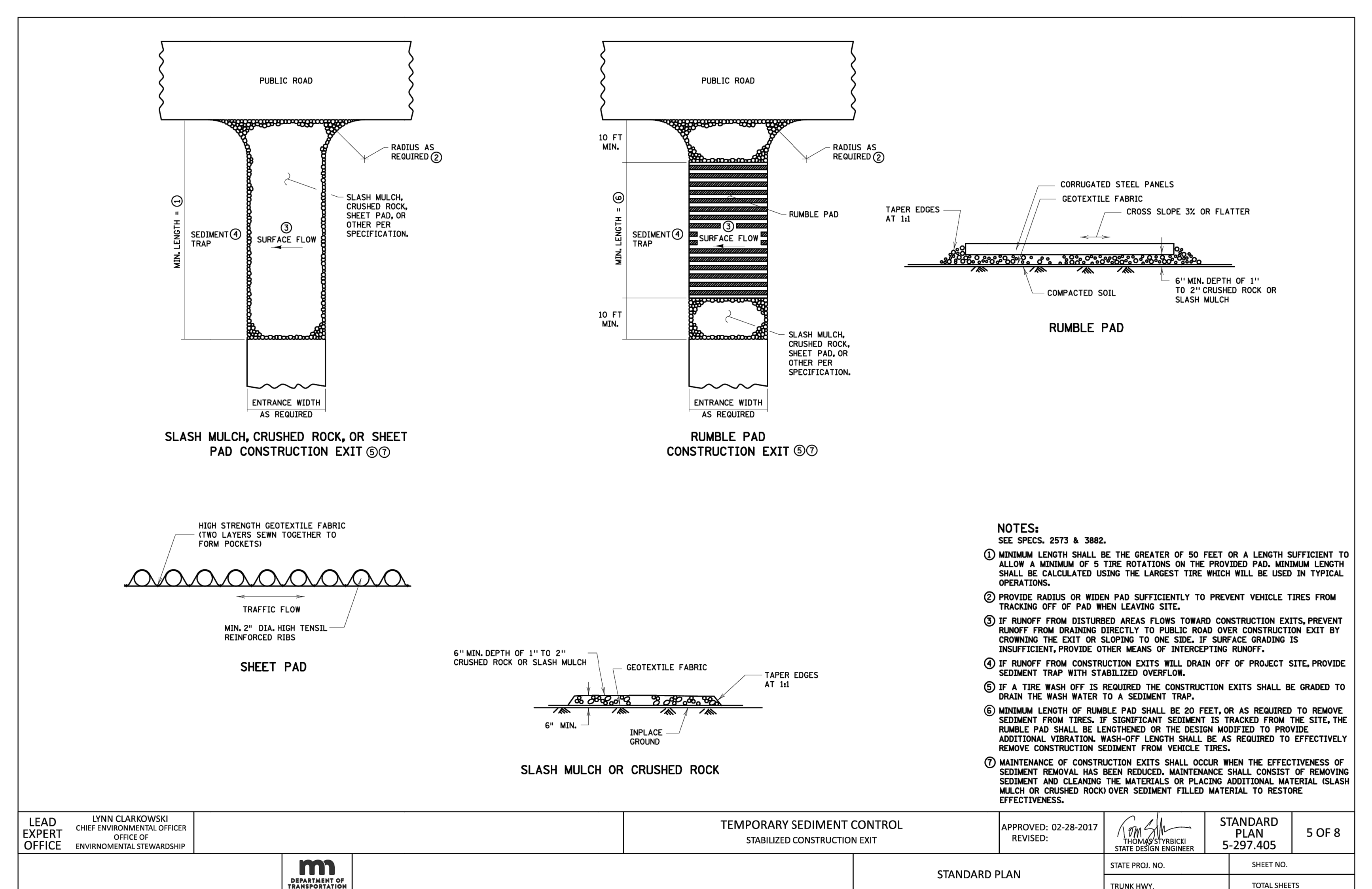
LEAD EXPERT OFFICE	LYNN CLARKOWSKI CHIEF ENVIRONMENTAL OFFICER OFFICE OF ENVIRONMENTAL STEWARDSHIP	TEMPORARY SEDIMENT CONTROL STORM DRAIN INLET PROTECTION	APPROVED: 02-28-2017 REVISED:	STANDARD PLAN 5-297.405	2 OF 8
STATE PROJ. NO. TRUNK HWY.		SHEET NO. TOTAL SHEETS			



LEAD EXPERT OFFICE	LYNN CLARKOWSKI CHIEF ENVIRONMENTAL OFFICER OFFICE OF ENVIRONMENTAL STEWARDSHIP	TEMPORARY SEDIMENT CONTROL SILT FENCE	APPROVED: 02-28-2017 REVISED:	STANDARD PLAN 5-297.405	6 OF 8
STATE PROJ. NO. TRUNK HWY.		SHEET NO. TOTAL SHEETS			



LEAD EXPERT OFFICE	MARN KARNOWSKI CHIEF ENVIRONMENTAL OFFICER OFFICE OF ENVIRONMENTAL STEWARDSHIP	TEMPORARY SEDIMENT CONTROL FILTER BERMS, SEDIMENT CONTROL LOGS, AND BALE BARRIERS	APPROVED: 01-08-2020 REVISED:	STANDARD PLAN 5-297.405	2 OF 8
STATE PROJ. NO. TRUNK HWY.		SHEET NO. TOTAL SHEETS			



LEAD EXPERT OFFICE	LYNN CLARKOWSKI CHIEF ENVIRONMENTAL OFFICER OFFICE OF ENVIRONMENTAL STEWARDSHIP	TEMPORARY SEDIMENT CONTROL STABILIZED CONSTRUCTION EXIT	APPROVED: 02-28-2017 REVISED:	STANDARD PLAN 5-297.405	5 OF 8
STATE PROJ. NO. TRUNK HWY.		SHEET NO. TOTAL SHEETS			

GENERAL CONSTRUCTION ACTIVITY

Project Name: **ESSENTIA HEALTH MUSCULOSKELETAL CENTER - BAXTER**

Project Location (address/city, township/county, lat/long):
City of Baxter, MN (Crow Wing County)

Project Description (type of construction, phases, timelines, potential for sediment/pollutant discharge):

This project includes the redevelopment of an existing site for a proposed healthcare center. The existing site includes a 119,190 square-foot building, parking lot, storm water detention basins, adjacent wetlands, and other urban infrastructure. The proposed project will include reconstructing the building as well as parking lot improvements.

The overall grading and storm water runoff will remain relatively unchanged. Runoff will be directed to existing storm water basins and eventually adjacent wetlands and municipal storm sewer.

Seeding, mulch, and fertilizer will be used for temporary and permanent stabilization. Flocculants and other chemicals are not anticipated to be used on this project.

Total acres of disturbed area = 10.0 acres
Pre-construction acres of impervious surface = 9.5 acres
Post-construction acres of impervious surface = 9.2 acres
Total new acres of impervious surface = -0.3 acres (net decrease)

RECEIVING WATERS

This project does not include any impaired or special waters within one mile of the project area. However, Nokasippi River and adjacent wetlands have the potential to receive storm water runoff. This project will not require a permanent storm water management system but will include temporary and permanent methods to minimize erosion and sedimentation.

Wetland areas will be protected with double row silt protection, which may include silt fence, bioroll, or earthen berms. Drainage ditches and construction exits will be established where needed. All disturbed areas will be covered with turf (seed, mulch, and fertilizer).

PROJECT CONTACTS

Owner: Essentia Health Contact Name: Address: Phone: Email:	Site Manager / Contractor's Erosion Control Supervisor: Name: Training Dates: Instructor(s): Content/Hours:
Contractor: To be determined Contact Name: Address: Phone: Email:	BMP Installer: Name: Training Dates: Instructor(s): Content/Hours:
SWPPP Designer: Widseth, Inc. Jeremy Schwarze, PE 704 E Howard St Hibbing, MN 55746 218-274-6058 jeremy.schwarze@widseth.com (UMN Erosion and Stormwater Management Design of Construction SWPPP certification - expires May 31, 2027)	Other: MPCA Dale Sovo 218-318-3934 dale.sovo@state.mn.us State Duty Officer 800-422-0798 651-649-5451

SOILS INFORMATION:

According to the NRCS Web Soil Survey, soils on site primary consist of D53B Lougee-Barber-Guida complex (0-6% slopes) and D70A Barber-Urban land complex (0-3% slopes).

CONSTRUCTION PRACTICES TO MINIMIZE STORM WATER AND OTHER POLLUTANT CONTAMINATION:

- Each contractor on site is individually responsible for maintaining a clean and safe work environment.
- Stockpiles should be constructed away from slopes and natural drainage ways and have sediment controls at the base.
- Collected solid waste, sediment, asphalt and concrete millings, floating debris, paper, plastic, fabric, construction demolition debris, and other wastes must be disposed of properly and must comply with MPCA disposal requirements.
- No construction materials can be buried on site.
- Licensed sanitary waste management handler must dispose of sanitary waste.
- Fertilizers must be stored in covered locations.
- Restricted access to chemical storage areas must be provided to prevent vandalism.
- All chemicals must be stored in locked containers when not in use.
- Oil, gasoline, paint, and other hazardous substances must be properly stored, including secondary containment, to prevent spills, leaks, or other discharges.
- Storage and disposal of hazardous waste must be in compliance with MPCA regulations.
- Vehicles must be monitored for leaks and preventative maintenance scheduled.
- Spill kits must be available during equipment fueling and maintenance operations.
- External washing of construction vehicles must be limited to a defined area of the site. Runoff must be contained and waste properly disposed of. No engine degreasing is allowed on site.
- Asphalt substances must be applied according to manufacturers recommendations.
- Spray guns must be cleaned on removable surfaces such as tarpaulins.
- Contractor/ECS must make a spill response plan before the application of any chemical that may be harmful to the environment.
- All spills must be reported immediately. Spill clean-up materials must be available on site. Material shall include but not limited to brooms, mops, rags, gloves, absorbent material, sand, plastic and metal containers. Spills that reach storm sewer conveyance systems connected to public waters must be immediately reported to the State Duty Officer.
- Contractor must control weeds on the entire project site.
- Form release oil must be applied over a pallet covered with absorbent material to collect excess fluid. The absorbent material shall be replaced when saturated.
- Dust control must be provided as conditions warrant.
- If this project is not stabilized before winter conditions, it shall be the contractor's responsibility to ensure sediment does not reach public waters. A written plan of this activity shall be presented to the engineer one month prior before expected project shut-down for the season occurs. This plan shall include dates of BMP employment, duration of BMPs employed, and schedule of subsequent BMPs employed.
- All liquid and solid wastes generated by concrete washout operations must be contained in a leak-proof containment facility or impermeable liner. The liquid and solid wastes must not contact the ground and not runoff from the concrete washout operations area. A sign must be installed adjacent to the washout facility to inform concrete equipment operators to utilize the proper facilities.

SWPPP AMENDMENTS:

- _____
- _____
- _____
- _____
- _____

EROSION CONTROL SUPERVISOR REQUIREMENTS:

The contractor must identify an Erosion Control Supervisor (ECS) who is knowledgeable and experienced in the application of erosion and sediment control Best Management Practices (BMPs). The ECS must work with the contractor to oversee and implement the SWPPP and the installation, inspection, and maintenance of erosion and sediment control BMPs before, during, and after construction.

The contractor/ECS is required to comply with all applicable training requirements of the NPDES permit. The permittee(s) shall ensure that employees are properly trained with certification proof. The contractor/ECS shall develop a chain of responsibility with all operators on the site to ensure that the SWPPP will be implemented and stay in effect until the project site has undergone permit termination.

The contractor/ECS must routinely inspect the entire construction site at least once every seven days during active construction and within 24 hours after a rainfall event greater than 0.5 inch in 24 hours. The contractor/ECS shall take immediate action to eliminate any deficiencies found during these inspections. Inspections, maintenance, and documentation must be in accordance with the NPDES permit. Copies of the inspection records must be submitted to the engineer.

The contractor/ECS must amend the SWPPP as necessary to include additional requirements, such as additional or modified BMPs, designed to correct problems or address situations in accordance with the NPDES permit. The contractor shall have a petroleum release plan and have all necessary materials on hand to implement the plan. All employees shall be trained in implementation of the plan. The MPCA must be informed of any petroleum spills greater than five gallons.

TMDL IMPLEMENTATION PLANS CONTAINING STORM WATER REQUIREMENTS:

No TMDL Implementation Plans are currently available for the project's receiving waters.

LONG TERM MAINTENANCE:

Long term maintenance of the permanent storm water management system will be performed by the owner. Sedimentation basins shall be inspected and maintained annually and cleaned and restored to design grade after one half the storage volume has been filled with sediment. Inlets and outlets shall be monitored and repaired for any erosion or defects that may develop.

SEDIMENT AND EROSION CONTROL PRACTICES:

The contractor/ECS is responsible for the sediment and erosion control practices contained in the NPDES permit. Sediment control practices must be installed on all down gradient perimeters before any up gradient land disturbing activities begin. These practices must remain in place until Permit Termination Conditions have been established.

The timing of installation of sediment control practices may be adjusted to accommodate short-term activities, such as clearing and grubbing or passage of vehicles. Short-term activities must be completed as quickly as possible, and practices must be installed immediately after the activity is completed. However, these practices must be installed before the next precipitation event even if the activity is not complete.

Temporary sediment control devices for this project will primarily include the following:

- Silt fence for primary perimeter control
- Biorolls for secondary perimeter control
- Storm drain inlet protection
- Stabilized construction exits

The contractor/ECS must plan for, and implement, appropriate construction phasing, vegetative buffer strips, horizontal slope grading, and other construction practices that minimize erosion. The location of areas not to be disturbed must be delineated (marked) on site prior to construction.

All disturbed/exposed soil areas must be stabilized as soon as possible to limit soil erosion but in no case later than seven days after the construction activity in that portion of the site has temporarily or permanently ceased.

Temporary erosion control shall consist of the following:

- Seed mixture 21-111 at 100 lbs per acre
- Fertilizer type 1 (10-10-20) at 200 lbs per acre
- Mulch type 1 at 2 tons per acre

All storm drain inlets must be protected by appropriate BMPs during construction until all sources with potential for discharging to the inlet have been stabilized. Inlet protection may be removed if a specific safety concern has been identified and the procedure as described in the NPDES permit is followed.

Temporary soil stockpiles must have silt fence or other effective sediment controls and cannot be placed in surface waters, including storm water conveyances such as curbs and gutter systems or ditches.

Vehicle tracking of sediment from the construction site must be minimized by BMPs such as stone or wood chip pads, concrete or steel wash racks, or equivalent systems. Street sweeping with collection must be used if such BMPs are not adequate to prevent sediment tracking.

Dewatering related to the construction activity must comply with the NPDES permit. Dewatering discharge that may have turbid or sediment laden discharge must be discharged to a temporary or permanent sedimentation basin on the project site whenever possible, and BMPs must be implemented to prevent water containing sediment or other pollutants from being discharged to surface waters or downstream properties.

Contractor may construct temporary sedimentation basins in accordance with the NPDES permit.

The normal wetted perimeter of any temporary or permanent drainage ditch or swale that drains water from any portion of the construction site, or diverts water around the construction site, must be stabilized within 200 lineal feet from the property edge or from the discharge into any surface water. Stabilization must be completed within 24 hours after connecting to surface water.

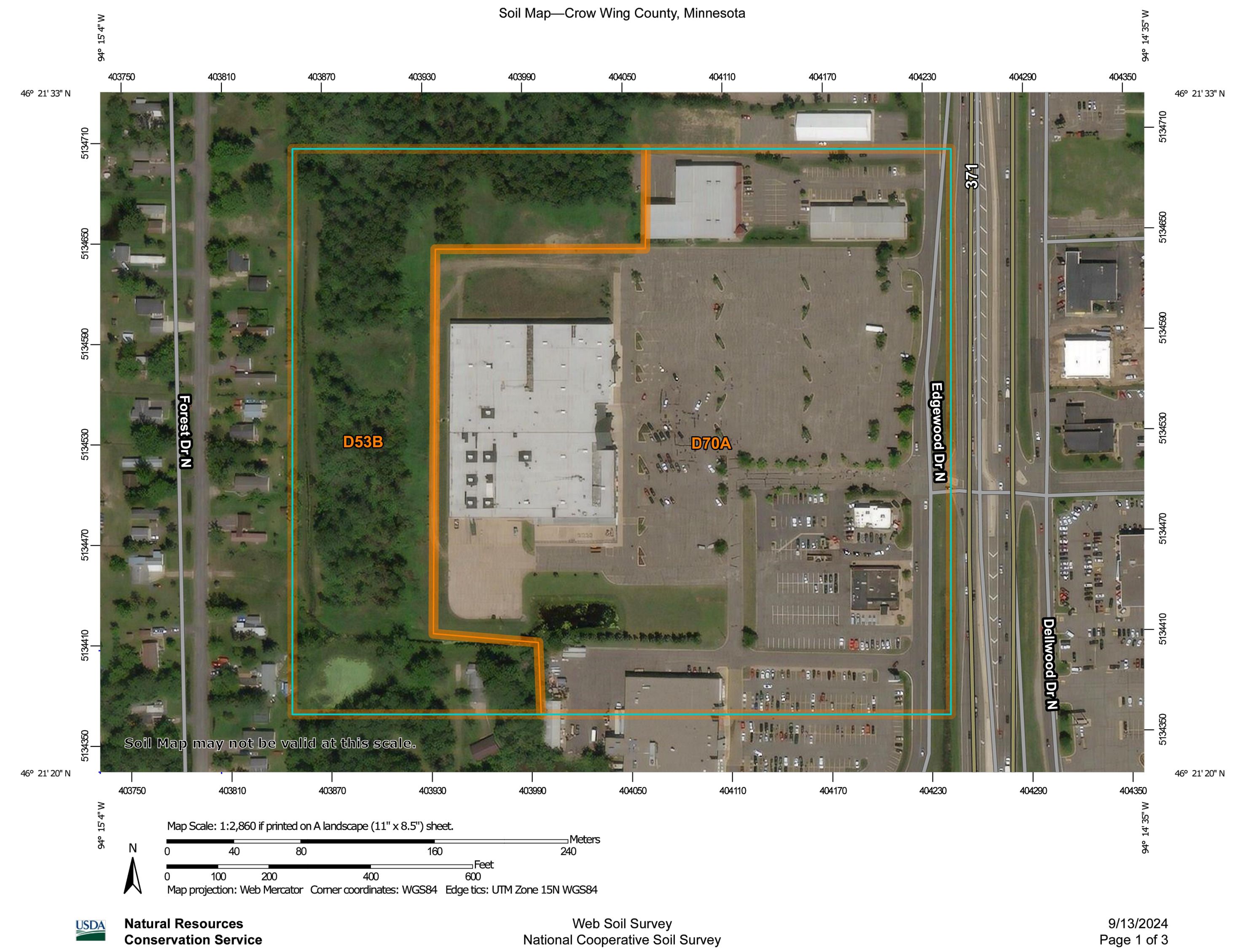
Pipe outlets must be provided with temporary or permanent energy dissipation within 24 hours after connecting to a surface water.

Permanent erosion control shall consist of the following:

- Seed mixture 25-131 at 220 lbs per acre
- Fertilizer type 1 (20-10-20) at 350 lbs per acre
- Mulch type 1 at 2 tons per acre

SUMMARY OF OTHER SWPPP REQUIREMENTS IN PROJECT PLANS		
DESCRIPTION	SHEET NAME	SHEET NUMBER
Construction limits and project phasing	GRADING PLAN	C601
Existing and final grades, direction of flow	EROSION CONTROL PLAN	C701
Locations of impervious surfaces	SITE PLAN	C501
Standard erosion control construction details	CIVIL DETAILS	C204
Locations and types of all temp. and perm. erosion prevention and sediment control BMPs	EROSION CONTROL PLAN	C701
Estimated quantities of erosion control items	EROSION CONTROL PLAN	C701

WEB SOIL SURVEY MAP



SPECIAL/IMPAIRED WATERS SEARCH

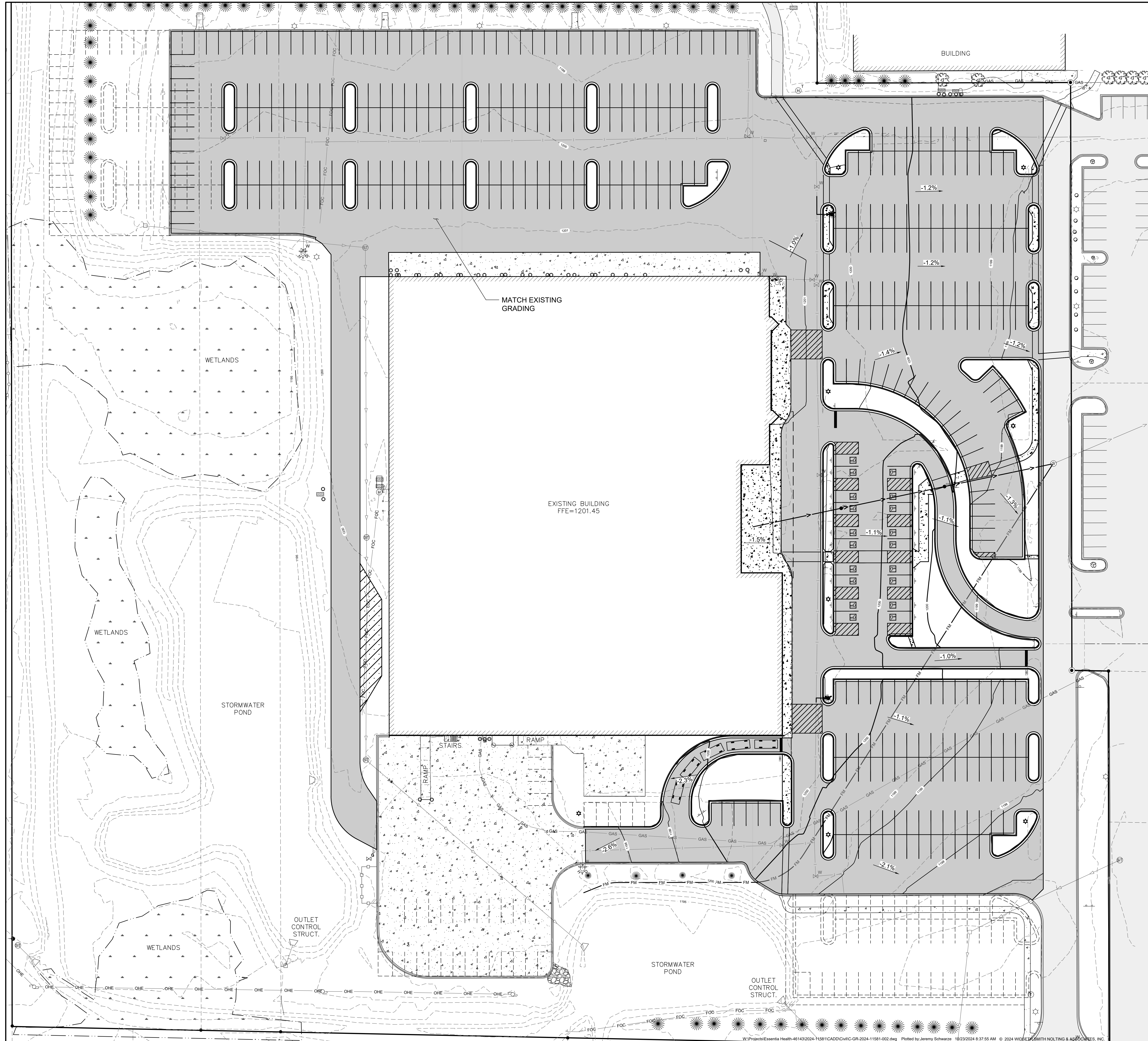
Find Special Waters Near Discharge...

Search for waters with construction requirements. Enter your permit number or use the Set Location tool to click on your site's discharge locations.

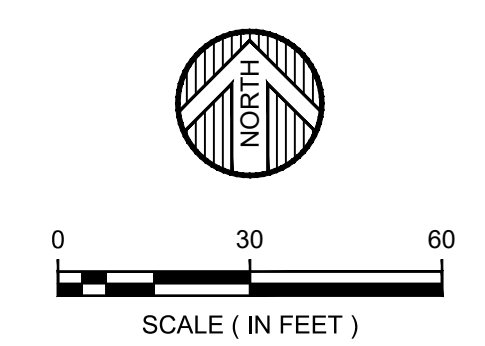
permit number

Show results within (Miles)

No results found. Review any near by waters using the measure tools.



- GENERAL GRADING PLAN NOTES**
1. ALL CONSTRUCTION SHALL CONFORM TO LOCAL, STATE, AND FEDERAL REGULATIONS, INCLUDING THE NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM (NPDES) PERMIT REQUIREMENTS.
 2. HAULING HOURS MUST BE CONFIRMED WITH THE CITY PRIOR TO BEGINNING WORK.
 3. ALL SLOPES SHALL BE GRADED TO 4:1 (H:V) OR FLATTER, UNLESS OTHERWISE NOTED.
 4. ALL EROSION AND SEDIMENT CONTROL PRACTICES SHALL BE IN PLACE PRIOR TO BEGINNING SITE GRADING ACTIVITIES.



PRELIMINARY - NOT FOR CONSTRUCTION
 ESSENTIA HEALTH MUSCULOSKELETAL CENTER - BAXTER
 ESSENTIA HEALTH
 14275 EDGEWOOD DR N #100, BAXTER, MN 56425
 GRADING PLAN

SHEET NO.
C601

DATE: OCT 23, 2024
 SCALE: AS NOTED
 DRAWN BY: JDS
 CHECKED BY: JDS
 JOB NUMBER: 2024-11581

DATE	BY	DESCRIPTION



ITEM REPORT UTILITIES COMMISSION

Agenda Date: 11/7/2024
Agenda Section: Information Only

Department Origination: Public Works

Agenda Item: 2022 Trunk Highway 210 & Inglewood Drive Railway Crossing Improvements Project Update, Municipal Project No. 4121

Approval Required: No Action Required

BACKGROUND

Bolton & Menk is the consultant engineer for the City of Baxter on this Trunk Highway 210 & Inglewood Drive Railway Crossing Improvements (Inglewood Drive) project (www.inglewooddrive.com). It is one of the two components of the larger plan to establish a west reliever roadway for T.H. 371 and align Inglewood Drive to improve the northbound-southbound local movements through the city. The second component to this plan is the 2022 Foley Road, Forthun Road and Isle Drive Improvements project which started construction May 2022 and was completed on October 13, 2023.

Schedule

The Inglewood Drive and TH 210 traffic signal was activated and Inglewood Drive from TH 210 to Foley Road was opened on July 11, 2023. The Reduced Conflict Intersection (RCI) on TH 210 at Knollwood Drive was completed on August 11, 2023, and lane restrictions on TH 210 removed. Punchlist items and traffic control additions approved in October were completed on October 27, 2023.

MnDOT directed the City to implement Change Order No. 4 of installing catch basins within the TH 210 and Inglewood Drive intersection to address a drainage issue. Anderson Brothers completed the storm sewer and roadwork from June 4, 2024 to June 7, 2024. Punchlist items have been completed.

The project has received a final inspection report from MnDOT, granting the City to start the project closeout process.

FINANCIAL IMPLICATIONS

Payment reimbursements of the Federal funds and State funds can be submitted. The project is expected to be short of hitting the maximum amount of eligible federal funds of \$1,254,815.40, by \$36,143.55, and the State LPP cap of \$1,100,000, by \$14,420.58. The project team vetted all possibilities to maximize those opportunities, by reallocating funds in multiple scenarios, but was unsuccessful. MnDOT will pay for all the overruns that were experienced at the RCI intersection, however.

When it comes to State Aid funds, Bolton & Menk initially requested the full amount allotted to the City per eligibilities. The project experienced some overruns in certain areas that have the potential to be covered by State Aid funds. Bolton & Menk is working with MnDOT D3 DSAE to explore these possible reimbursement eligibilities. If any additional State Aid funds are received, they will be put toward the City's responsible costs, alleviating the need to utilize assessment funds to pay for their share.

The expected final project cost participation is:

TH 210/INGLEWOOD PROJECT	
COMPARISON OF TOTAL PROJECT COMPENSATIONS TO DATE	
Actual Bids (8/1/22)	
CITY	\$1,709,781
MnDOT	\$1,100,000
MnDOT (RCI)	\$568,441
FEDERAL	\$603,900
TOTAL	\$3,982,122
Current Agency Splits	
CITY	\$1,402,973.55
MnDOT [#]	\$1,085,579.42
MnDOT (RCI)	\$589,037.49
FEDERAL	\$1,218,671.85
TOTAL	\$4,296,262.30

[#] Max Cap Amount Available for Project (\$1,100,000)

State Aid Funds	
S.P. 230-107-003 (25% Engineering)	\$99,338.77
S.P. 230-121-001 (25% Engineering)	\$142,791.04
BNSF 40-Year Maintenance	\$645,910.00
State Aid Eligible Construction	\$114,232.84
Trunk Highway Portion (25% Engineering)	\$289,826.21
State Aid Funds TOTAL	\$1,292,098.86
CITY COSTS LEFT OVER (Pre-Assessments)	\$110,874.69

The overall project budget and status of project cost is as follows:

TH 210/INGLEWOOD PROJECT				
COMPARISON OF TOTAL PROJECT COSTS TO DATE (CITY)				
Item Description	Feasibility Report (9/21/21)	Actual Bids/Award (9/6/22)	Expected Total Costs (Today)	Current Total Cost (Today)
CONSTRUCTION COSTS	\$1,196,800	\$2,127,824.00	\$2,351,623.60	\$2,359,787.58
BNSF Surface Crossing Construction	\$100,000	\$104,918.00	\$104,918.00	\$114,793.52
BNSF Signal Crossing Construction	\$441,600	\$453,259.00	\$453,259.00	\$397,089.46
Preliminary Construction Contingencies (10%)	\$114,700	N/A	N/A	N/A
Considerations for COVID-19 during Design (Street Only) (10%)	\$114,700	N/A	N/A	N/A
Contingency (5%)***	N/A	\$107,983.34	N/A	N/A
TOTAL CONSTRUCTION COSTS	\$1,967,800	\$2,793,984.34	\$2,909,800.60	\$2,871,670.56
Engineering and Construction Administration (22%)	\$302,800	-	-	-
Legal and Other Costs (2%)	\$27,600	-	-	-
Administration (2%)	\$27,600	-	-	-
BNSF Easement	\$50,000	\$57,065	\$57,065	\$57,065
BNSF 40-Year Maintenance	\$800,000	\$645,910	\$645,910	\$645,910
WSN Feasibility Study	-	\$21,318	\$21,318	\$21,318
BNSF Engineering	-	\$16,110	\$16,110	\$16,110
BNSF Flagging	-	\$48,000	\$48,000	-
Administration	-	\$27,600	\$27,600	\$27,600
Legal, Bonding, and Other Costs	-	\$27,600	\$27,600	\$27,600
Bolton & Menk Engineering/Construction Admin Contract	-	\$344,535	\$576,107	\$588,008
MnDOT IA Inspection Costs	-	-	\$673.27	\$673.27
MnDOT Supplied Signal Cabinet	-	-	\$40,307	\$40,307
TOTAL OTHER COSTS	\$1,208,000	\$1,188,138	\$1,460,690	\$1,424,592
TOTAL PROJECT FEES	\$3,175,800	\$3,982,122.34	\$4,370,490.87	\$4,296,262.30
	Items Not included			
Knollwood/Foley Intersection	\$192,350			
Revised Total	\$3,368,150			

***Contingency includes BNSF Signal Crossing Costs, BNSF Surface Crossing Costs, Construction Costs minus RCI

TH 210/INGLEWOOD PROJECT	
CITY OF BAXTER PROJECT COST SUMMARY	
TOTAL CITY COST	\$1,402,973.55
STATE AID ADVANCEMENT	\$1,292,098.86
ASSESSMENTS	\$149,965.80
REMAINING LOCAL COST	(\$39,091.11)

TH 210/INGLEWOOD PROJECT	
PROJECT CONTINGENCY	
TOTAL MNDOT**	\$14,420.58
TOTAL CITY	\$39,091.11
TOTAL PROJECT	\$53,511.70

**RCI PORTION IS NOT CAPPED. CONTINGENCY SHOWN IS CAPPED AMOUNT OF PROJECT.

STAFF RECOMMENDATIONS

None, for information only.

COUNCIL ACTION REQUESTED

None, for information only.



ITEM REPORT UTILITIES COMMISSION

Agenda Date: 11/7/2024
Agenda Section: Business Item

Department Origination: Public Works

Agenda Item: Approve Anderson Brothers Construction Final Pay Estimate No. 12 in the amount of \$27,372.49 for 2022 Trunk Highway 210 & Inglewood Drive Railway Crossing Improvements Project Update, Municipal Project No. 4121

Approval Required: Simple Majority Vote

BACKGROUND

Bolton & Menk is the consultant engineer for the City of Baxter on this Trunk Highway 210 & Inglewood Drive Railway Crossing Improvements (Inglewood Drive) project (www.inglewooddrive.com). It is one of the two components of the larger plan to establish a west reliever roadway for T.H. 371 and align Inglewood Drive to improve the northbound-southbound local movements through the city. The second component to this plan is the 2022 Foley Road, Forthun Road and Isle Drive Improvements project which started construction May 2022 and was completed on October 13, 2023.

Schedule

The Inglewood Drive and TH 210 traffic signal was activated and Inglewood Drive from TH 210 to Foley Road was opened on July 11, 2023. The Reduced Conflict Intersection (RCI) on TH 210 at Knollwood Drive was completed on August 11, 2023, and lane restrictions on TH 210 removed. Punchlist items and traffic control additions approved in October were completed on October 27, 2023.

MnDOT directed the City to implement Change Order No. 4 of installing catch basins within the TH 210 and Inglewood Drive intersection to address a drainage issue. Anderson Brothers completed the storm sewer and roadwork from June 4, 2024 to June 7, 2024. Punchlist items have been completed.

The contractor has not submitted IC-134 tax forms at this time and approval of final payment should be made contingent upon the city receiving the IC-134.

FINANCIAL IMPLICATIONS

The project has received a final inspection report from MnDOT, granting the City to start the project closeout process. Payment reimbursements of the Federal funds and State funds can be submitted. The project is expected to be short of hitting the maximum amount of eligible federal funds of \$1,254,815.40, by \$36,143.55, and the State LPP cap of \$1,100,000, by \$14,420.58. The project team vetted all possibilities to maximize those opportunities, by reallocating funds in multiple scenarios, but was unsuccessful. MnDOT will pay for all the overruns that were experienced at the RCI intersection, however.

When it comes to State Aid funds, we initially requested the full amount allotted to the City per eligibilities. The project experienced some overruns in certain areas that have the potential to be covered by State Aid funds. Bolton & Menk is working with MnDOT D3 DSAE to explore these possible reimbursement eligibilities. If any additional State Aid funds are received, they will be put toward the City's responsible costs, alleviating the need to utilize assessment funds to pay for their share.

The expected final project cost participation is:

TH 210/INGLEWOOD PROJECT	
COMPARISON OF TOTAL PROJECT COMPENSATIONS TO DATE	
Actual Bids (8/1/22)	
CITY	\$1,709,781
MnDOT	\$1,100,000
MnDOT (RCI)	\$568,441
FEDERAL	\$603,900
TOTAL	\$3,982,122
Current Agency Splits	
CITY	\$1,402,973.55
MnDOT [#]	\$1,085,579.42
MnDOT (RCI)	\$589,037.49
FEDERAL	\$1,218,671.85
TOTAL	\$4,296,262.30

[#] Max Cap Amount Available for Project (\$1,100,000)

State Aid Funds	
S.P. 230-107-003 (25% Engineering)	\$99,338.77
S.P. 230-121-001 (25% Engineering)	\$142,791.04
BNSF 40-Year Maintenance	\$645,910.00
State Aid Eligible Construction	\$114,232.84
Trunk Highway Portion (25% Engineering)	\$289,826.21
State Aid Funds TOTAL	\$1,292,098.86
CITY COSTS LEFT OVER (Pre-Assessments)	\$110,874.69

The overall project budget and status of project cost is as follows:

TH 210/INGLEWOOD PROJECT				
COMPARISON OF TOTAL PROJECT COSTS TO DATE (CITY)				
Item Description	Feasibility Report (9/21/21)	Actual Bids/Award (9/6/22)	Expected Total Costs (Today)	Current Total Cost (Today)
CONSTRUCTION COSTS	\$1,196,800	\$2,127,824.00	\$2,351,623.60	\$2,359,787.58
BNSF Surface Crossing Construction	\$100,000	\$104,918.00	\$104,918.00	\$114,793.52
BNSF Signal Crossing Construction	\$441,600	\$453,259.00	\$453,259.00	\$397,089.46
Preliminary Construction Contingencies (10%)	\$114,700	N/A	N/A	N/A
Considerations for COVID-19 during Design (Street Only) (10%)	\$114,700	N/A	N/A	N/A
Contingency (5%)***	N/A	\$107,983.34	N/A	N/A
TOTAL CONSTRUCTION COSTS	\$1,967,800	\$2,793,984.34	\$2,909,800.60	\$2,871,670.56
Engineering and Construction Administration (22%)	\$302,800	-	-	-
Legal and Other Costs (2%)	\$27,600	-	-	-
Administration (2%)	\$27,600	-	-	-
BNSF Easement	\$50,000	\$57,065	\$57,065	\$57,065
BNSF 40-Year Maintenance	\$800,000	\$645,910	\$645,910	\$645,910
WSN Feasibility Study	-	\$21,318	\$21,318	\$21,318
BNSF Engineering	-	\$16,110	\$16,110	\$16,110
BNSF Flagging	-	\$48,000	\$48,000	-
Administration	-	\$27,600	\$27,600	\$27,600
Legal, Bonding, and Other Costs	-	\$27,600	\$27,600	\$27,600
Bolton & Menk Engineering/Construction Admin Contract	-	\$344,535	\$576,107	\$588,008
MnDOT IA Inspection Costs	-	-	\$673.27	\$673.27
MnDOT Supplied Signal Cabinet	-	-	\$40,307	\$40,307
TOTAL OTHER COSTS	\$1,208,000	\$1,188,138	\$1,460,690	\$1,424,592
TOTAL PROJECT FEES	\$3,175,800	\$3,982,122.34	\$4,370,490.87	\$4,296,262.30
	Items Not included			
Knollwood/Foley Intersection	\$192,350			
Revised Total	\$3,368,150			

***Contingency includes BNSF Signal Crossing Costs, BNSF Surface Crossing Costs, Construction Costs minus RCI

TH 210/INGLEWOOD PROJECT	
CITY OF BAXTER PROJECT COST SUMMARY	
TOTAL CITY COST	\$1,402,973.55
STATE AID ADVANCEMENT	\$1,292,098.86
ASSESSMENTS	\$149,965.80
REMAINING LOCAL COST	(\$39,091.11)
TH 210/INGLEWOOD PROJECT	
PROJECT CONTINGENCY	
TOTAL MNDOT**	\$14,420.58
TOTAL CITY	\$39,091.11
TOTAL PROJECT	\$53,511.70

**RCI PORTION IS NOT CAPPED. CONTINGENCY SHOWN IS CAPPED AMOUNT OF PROJECT.

STAFF RECOMMENDATIONS

Staff recommends approval of Final Pay Estimate No. 12 in the amount of \$27,372.49, contingent upon receiving IC-134 tax forms and completion of the final DCP forms for the 2022-23 TH 210 and Inglewood Drive Improvements Project, City Improvement No. 4121.

COUNCIL ACTION REQUESTED

MOTION to approve the Anderson Brothers Construction Final Pay Estimate No. 12 in the amount of \$27,372.49, contingent upon receiving IC-134 tax forms and completion of the final DCP forms for the 2022 TH 210 and Inglewood Drive Improvements Project, City Improvement No. 4121.

CONTRACTOR'S PAY REQUEST

2022-23 TH 210 & INGLEWOOD DRIVE IMPROVEMENTS



BOLTON & MENK

Real People. Real Solutions.

DISTRIBUTION:

- CONTRACTOR (1)
- OWNER (1)
- ENGINEER (1)

CITY OF BAXTER - 4121

BMI PROJECT NO. T42.120675

TOTAL AMOUNT BID PLUS APPROVED CHANGE ORDERS	\$2,409,249.42
TOTAL, COMPLETED WORK TO DATE	\$2,359,787.59
TOTAL, STORED MATERIALS TO DATE	\$44,951.46
DEDUCTION FOR STORED MATERIALS USED IN WORK COMPLETED	\$44,951.46
TOTAL, COMPLETED WORK & STORED MATERIALS	\$2,359,787.59
RETAINED PERCENTAGE (0.0%)	\$0.00
TOTAL AMOUNT OF OTHER PAYMENTS OR (DEDUCTIONS)	\$0.00
NET AMOUNT DUE TO CONTRACTOR TO DATE	\$2,359,787.59
TOTAL AMOUNT PAID ON PREVIOUS ESTIMATES	\$2,332,415.10
PAY CONTRACTOR AS ESTIMATE NO. 12	\$27,372.49

CERTIFICATE FOR FINAL PAYMENT

I hereby certify that, to the best of my knowledge and belief, all items quantities and prices of work and material shown on this Estimate are correct and that all work has been performed in full accordance with the terms and conditions of the Contract for this project between the Owner and the undersigned Contractor, and as amended by any authorized changes, and that the foregoing is a true and correct statement of the amount for the Final Estimate, that applicable provisions of the M.S. 290.92 have been complied with and that all claims against me by reason of the Contract have been paid or satisfactorily secured.

SUBMITTED: ANDERSON BROTHERS CONSTRUCTION
11325 STATE HIGHWAY 210
BRAINERD, MN 56401

BY: *Scott Williams*
DATE: 10-28-24

RECOMMENDED: BOLTON & MENK, INC.
7656 DESIGN ROAD, SUITE 200
BAXTER, MN 56425

BY: *Bryan G. Drown*
Bryan G. Drown, P.E.
DATE: 10/28/2024

APPROVED: CITY OF BAXTER
P.O. BOX 2626
BAXTER, MN 56425-2626

BY: _____
Darrel Olson - Mayor
DATE: _____

APPROVED: CITY OF BAXTER
P.O. BOX 2626
BAXTER, MN 56425-2626

BY: _____
Kelly Steele - Asst. City Administrator
DATE: _____

APPROVED: CITY OF BAXTER
UTILITIES COMMISSION
P.O. BOX 2626

BY: _____
DATE: _____

Pay Request No.:

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2022-23 TH 210 & INGLEWOOD DRIVE IMPROVEMENTS



Real People. Real Solutions.

CITY OF BAXTER

BMI PROJECT NO. T42.120675

WORK COMPLETED THROUGH MONDAY, OCTOBER 14, 2024

ITEM NO.	ITEM	UNIT PRICE	AS BID PLUS CO #1 & #2 & #3 & #4		PREVIOUS ESTIMATE		COMPLETED TO DATE	
			ESTIMATED QUANTITY	ESTIMATED AMOUNT	ESTIMATED QUANTITY	ESTIMATED AMOUNT	ESTIMATED QUANTITY	ESTIMATED AMOUNT
1	AS BUILT	\$10,000.00	1.00	LUMP SUM \$10,000.00	1.00	LUMP SUM \$10,000.00	1.00	LUMP SUM \$10,000.00
2	MOBILIZATION	\$105,000.00	1.00	LUMP SUM \$105,000.00	1.00	LUMP SUM \$105,000.00	1.00	LUMP SUM \$105,000.00
3	PAVEMENT MARKING REMOVAL	\$1.20	660.00	LIN FT \$792.00	796.00	LIN FT \$955.20	796.00	LIN FT \$955.20
4	PAVEMENT MARKING REMOVAL	\$3.60	429.59	SQ FT \$1,546.52	429.59	SQ FT \$1,546.52	429.59	SQ FT \$1,546.52
5	REMOVE CONCRETE APRON	\$200.00	8.00	EACH \$1,600.00	8.00	EACH \$1,600.00	8.00	EACH \$1,600.00
6	REMOVE LIGHTING UNIT	\$530.00	2.00	EACH \$1,060.00	2.00	EACH \$1,060.00	2.00	EACH \$1,060.00
7	REMOVE DRAINAGE STRUCTURE	\$645.00	5.00	EACH \$3,225.00	6.00	EACH \$3,870.00	6.00	EACH \$3,870.00
8	REMOVE DELINEATOR / MARKER	\$48.00	4.00	EACH \$192.00	4.00	EACH \$192.00	4.00	EACH \$192.00
9	REMOVE SIGN	\$48.00	38.00	EACH \$1,824.00	38.00	EACH \$1,824.00	38.00	EACH \$1,824.00
10	REMOVE SIGNAL SYSTEM	\$8,600.00	1.00	EACH \$8,600.00	1.00	EACH \$8,600.00	1.00	EACH \$8,600.00
11	SALVAGE SIGN TYPE SPECIAL	\$60.00	6.00	EACH \$360.00	6.00	EACH \$360.00	6.00	EACH \$360.00
12	SAWING CONCRETE PAVEMENT (FULL DEPTH)	\$4.50	1,172.00	LIN FT \$5,274.00	1,102.00	LIN FT \$4,959.00	1,102.00	LIN FT \$4,959.00
13	SAWING BITUMINOUS PAVEMENT (FULL DEPTH)	\$2.60	4,343.00	LIN FT \$11,291.80	3,388.00	LIN FT \$8,808.80	3,388.00	LIN FT \$8,808.80
14	REMOVE SEWER PIPE (STORM)	\$21.75	391.00	LIN FT \$8,504.25	391.00	LIN FT \$8,504.25	391.00	LIN FT \$8,504.25
15	REMOVE CURB AND GUTTER	\$7.85	1,282.00	LIN FT \$10,063.70	1,482.00	LIN FT \$11,633.70	1,482.00	LIN FT \$11,633.70
16	REMOVE CONCRETE MEDIAN	\$11.75	1,564.00	SQ YD \$18,377.00	1,373.50	SQ YD \$16,138.63	1,373.50	SQ YD \$16,138.63
17	REMOVE BITUMINOUS PAVEMENT	\$2.55	6,991.00	SQ YD \$17,827.05	5,905.69	SQ YD \$15,059.51	5,905.69	SQ YD \$15,059.51
18	REMOVE BITUMINOUS WALK	\$0.65	8,524.00	SQ FT \$5,540.60	8,532.30	SQ FT \$5,546.00	8,532.30	SQ FT \$5,546.00
19	REMOVE CONCRETE WALK	\$8.15	2,813.00	SQ FT \$22,925.95	2,579.60	SQ FT \$21,023.74	2,579.60	SQ FT \$21,023.74
20	HAUL SALVAGED MATERIAL	\$1,200.00	1.00	LUMP SUM \$1,200.00	1.00	LUMP SUM \$1,200.00	1.00	LUMP SUM \$1,200.00
21	EXCAVATION - COMMON	\$17.50	5,688.00	CU YD \$99,540.00	5,688.00	CU YD \$99,540.00	5,688.00	CU YD \$99,540.00
22	SELECT GRANULAR EMBANKMENT (CV)	\$30.50	3,258.00	CU YD \$99,369.00	3,258.00	CU YD \$99,369.00	3,258.00	CU YD \$99,369.00
23	COMMON EMBANKMENT (CV)	\$19.50	5,598.00	CU YD \$109,161.00	4,714.00	CU YD \$91,923.00	4,714.00	CU YD \$91,923.00
24	AGGREGATE BASE (CV) CLASS 6	\$45.00	1,544.56	CU YD \$69,505.20	1,638.56	CU YD \$73,735.20	1,638.56	CU YD \$73,735.20
25	TYPE SP 12.5 NON WEARING COURSE MIXTURE (3,B)	\$100.00	1,102.17	TON \$110,217.00	1,102.17	TON \$110,217.00	1,102.17	TON \$110,217.00
26	TYPE SP 12.5 WEARING COURSE MIXTURE (3,C)	\$110.00	1,167.00	TON \$128,370.00	1,241.50	TON \$136,565.00	1,241.50	TON \$136,565.00
27	REINFORCEMENT BARS (EPOXY COATED)	\$1.25	468.00	POUND \$585.00	468.00	POUND \$585.00	468.00	POUND \$585.00
28	FINE AGGREGATE BEDDING (CV)	\$40.00	63.00	CU YD \$2,520.00	0.00	CU YD \$0.00	0.00	CU YD \$0.00
29	12" RC PIPE APRON	\$1,100.00	2.00	EACH \$2,200.00	2.00	EACH \$2,200.00	2.00	EACH \$2,200.00
30	15" RC PIPE APRON	\$1,200.00	3.00	EACH \$3,600.00	3.00	EACH \$3,600.00	3.00	EACH \$3,600.00
31	18" RC SAFETY APRON	\$1,500.00	3.00	EACH \$4,500.00	4.00	EACH \$6,000.00	4.00	EACH \$6,000.00
32	18" RC PIPE CULVERT DESIGN 3006 CLASS III	\$118.00	83.00	LIN FT \$9,794.00	138.00	LIN FT \$16,284.00	138.00	LIN FT \$16,284.00
33	12" RC PIPE SEWER DESIGN 3006 CLASS V	\$88.00	158.00	LIN FT \$13,904.00	143.00	LIN FT \$12,584.00	143.00	LIN FT \$12,584.00
34	15" RC PIPE SEWER DESIGN 3006 CLASS V	\$100.00	387.00	LIN FT \$38,700.00	340.00	LIN FT \$34,000.00	340.00	LIN FT \$34,000.00
35	18" RC PIPE SEWER DESIGN 3006 CLASS III	\$125.00	49.00	LIN FT \$6,125.00	49.00	LIN FT \$6,125.00	49.00	LIN FT \$6,125.00
36	CONNECT TO EXISTING STORM SEWER	\$2,300.00	3.00	EACH \$6,900.00	3.00	EACH \$6,900.00	3.00	EACH \$6,900.00
37	CASTING ASSEMBLY	\$1,825.00	12.00	EACH \$21,900.00	14.00	EACH \$25,550.00	14.00	EACH \$25,550.00
38	ADJUST FRAME AND RING CASTING	\$2,250.00	1.00	EACH \$2,250.00	3.00	EACH \$6,750.00	3.00	EACH \$6,750.00
39	CONSTRUCT DRAINAGE STRUCTURE DESIGN G	\$1,700.00	11.70	LIN FT \$19,890.00	10.10	LIN FT \$17,170.00	10.10	LIN FT \$17,170.00
40	CONSTRUCT DRAINAGE STRUCTURE DESIGN SD-48	\$1,870.00	15.90	LIN FT \$29,733.00	11.00	LIN FT \$20,570.00	11.00	LIN FT \$20,570.00
41	CONSTRUCT DRAINAGE STRUCTURE DESIGN 48-4020	\$1,275.00	19.90	LIN FT \$25,372.50	24.00	LIN FT \$30,600.00	24.00	LIN FT \$30,600.00
42	RECONSTRUCT DRAINAGE STRUCTUE	\$4,800.00	0.90	LIN FT \$4,320.00	0.00	LIN FT \$0.00	0.00	LIN FT \$0.00
43	GEOTEXTILE FILTER TYPE 4	\$9.00	51.40	SQ YD \$462.60	23.50	SQ YD \$211.50	23.50	SQ YD \$211.50
44	RANDOM RIPRAP CLASS III	\$170.00	9.50	CU YD \$1,615.00	15.80	CU YD \$2,686.00	15.80	CU YD \$2,686.00
45	6" CONCRETE WALK	\$13.00	3,034.00	SQ FT \$39,442.00	3,377.60	SQ FT \$43,908.80	3,377.60	SQ FT \$43,908.80
46	DRILL AND GROUT REINF BAR (EPOXY COATED)	\$14.50	65.00	EACH \$942.50	64.00	EACH \$928.00	64.00	EACH \$928.00
47	CONCRETE CURB AND GUTTER DESIGN B424	\$34.00	461.00	LIN FT \$15,674.00	461.00	LIN FT \$15,674.00	461.00	LIN FT \$15,674.00
48	CONCRETE CURB AND GUTTER DESIGN B612	\$32.00	223.00	LIN FT \$7,136.00	223.00	LIN FT \$7,136.00	223.00	LIN FT \$7,136.00
49	CONCRETE CURB AND GUTTER DESIGN B624	\$32.00	1,423.00	LIN FT \$45,536.00	1,707.00	LIN FT \$54,624.00	1,707.00	LIN FT \$54,624.00
50	CONCRETE CURB AND GUTTER DESIGN B812	\$36.00	373.00	LIN FT \$13,428.00	316.00	LIN FT \$11,376.00	316.00	LIN FT \$11,376.00

Pay Request No.:

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2022-23 TH 210 & INGLEWOOD DRIVE IMPROVEMENTS



Real People. Real Solutions.

CITY OF BAXTER

BMI PROJECT NO. T42.120675

WORK COMPLETED THROUGH MONDAY, OCTOBER 14, 2024

ITEM NO.	ITEM	UNIT PRICE	AS BID PLUS CO #1 & #2 & #3 & #4			PREVIOUS ESTIMATE		COMPLETED TO DATE			
			ESTIMATED QUANTITY		ESTIMATED AMOUNT	ESTIMATED QUANTITY	ESTIMATED AMOUNT	ESTIMATED QUANTITY	ESTIMATED AMOUNT		
51	CONCRETE MEDIAN	\$106.00	1,538.00	SQ YD	\$163,028.00	1,615.50	SQ YD	\$171,243.00	1,615.50	SQ YD	\$171,243.00
52	6" CONCRETE DRIVEWAY PAVEMENT	\$106.00	71.00	SQ YD	\$7,526.00	67.80	SQ YD	\$7,186.80	67.80	SQ YD	\$7,186.80
53	TRUNCATED DOMES	\$60.00	220.00	SQ FT	\$13,200.00	258.50	SQ FT	\$15,510.00	258.50	SQ FT	\$15,510.00
54	PORTABLE PRECAST CONCRETE BARRIER DESIGN 8337	\$30.00	192.00	LIN FT	\$5,760.00	192.00	LIN FT	\$5,760.00	192.00	LIN FT	\$5,760.00
55	BITUMINIOUS CURB	\$65.00	92.00	LIN FT	\$5,980.00	0.00	LIN FT	\$0.00	0.00	LIN FT	\$0.00
56	LIGHTING UNIT TYPE 9-40	\$5,000.00	10.00	EACH	\$50,000.00	10.00	EACH	\$50,000.00	10.00	EACH	\$50,000.00
57	LIGHT FOUNDATION DESIGN E	\$1,300.00	10.00	EACH	\$13,000.00	10.00	EACH	\$13,000.00	10.00	EACH	\$13,000.00
58	SERVICE CABINET -TYPE L1	\$10,400.00	1.00	EACH	\$10,400.00	1.00	EACH	\$10,400.00	1.00	EACH	\$10,400.00
59	EQUIPMENT PAD B	\$1,000.00	1.00	EACH	\$1,000.00	1.00	EACH	\$1,000.00	1.00	EACH	\$1,000.00
60	2" NON-METALLIC CONDUIT	\$9.75	190.00	LIN FT	\$1,852.50	110.00	LIN FT	\$1,072.50	110.00	LIN FT	\$1,072.50
61	2" NON-METALLIC CONDUIT (DIRECTIONAL BORE)	\$21.00	95.00	LIN FT	\$1,995.00	0.00	LIN FT	\$0.00	0.00	LIN FT	\$0.00
62	3" NON-METALLIC CONDUIT	\$16.00	240.00	LIN FT	\$3,840.00	160.00	LIN FT	\$2,560.00	160.00	LIN FT	\$2,560.00
63	3" NON-METALLIC CONDUIT (DIRECTIONAL BORE)	\$17.25	115.00	LIN FT	\$1,983.75	120.00	LIN FT	\$2,070.00	120.00	LIN FT	\$2,070.00
64	UNDERGROUND WIRE 1/C 2 AWG	\$3.40	360.00	LIN FT	\$1,224.00	360.00	LIN FT	\$1,224.00	360.00	LIN FT	\$1,224.00
65	DIRECT BURIED LIGHTING CABLE 4/C 4 AWG	\$14.50	2,175.00	LIN FT	\$31,537.50	2,430.00	LIN FT	\$35,235.00	2,430.00	LIN FT	\$35,235.00
66	GUIDE POST TYPE SPECIAL	\$120.00	9.00	EACH	\$1,080.00	0.00	EACH	\$0.00	0.00	EACH	\$0.00
67	TRAFFIC CONTROL SUPERVISOR	\$10,000.00	1.00	LUMP SUM	\$10,000.00	1.00	LUMP SUM	\$10,000.00	1.00	LUMP SUM	\$10,000.00
68	TRAFFIC CONTROL	\$48,000.00	1.00	LUMP SUM	\$48,000.00	1.00	LUMP SUM	\$48,000.00	1.00	LUMP SUM	\$48,000.00
69	INSTALL SIGN TYPE SPECIAL	\$600.00	5.00	EACH	\$3,000.00	5.00	EACH	\$3,000.00	5.00	EACH	\$3,000.00
70	DELINEATOR / MARKER PANEL	\$180.00	33.00	EACH	\$5,940.00	33.00	EACH	\$5,940.00	33.00	EACH	\$5,940.00
71	SIGN	\$120.00	545.00	SQ FT	\$65,400.00	546.00	SQ FT	\$65,520.00	546.00	SQ FT	\$65,520.00
72	EMERGENCY VEHICLE PREEMPTION SYSTEM	\$7,200.00	1.00	LUMP SUM	\$7,200.00	1.00	LUMP SUM	\$7,200.00	1.00	LUMP SUM	\$7,200.00
73	TRAFFIC CONTROL SIGNAL SYSTEM	\$467,000.00	1.00	SYSTEM	\$467,000.00	1.00	SYSTEM	\$467,000.00	1.00	SYSTEM	\$467,000.00
74	STABILIZED CONSTRUCTION EXIT	\$6,500.00	1.00	LUMP SUM	\$6,500.00	0.00	LUMP SUM	\$0.00	0.00	LUMP SUM	\$0.00
75	EROSION CONTROL SUPERVISOR	\$3,300.00	1.00	LUMP SUM	\$3,300.00	1.00	LUMP SUM	\$3,300.00	1.00	LUMP SUM	\$3,300.00
76	STORM DRAIN INLET PROTECTION	\$165.00	13.00	EACH	\$2,145.00	5.00	EACH	\$825.00	5.00	EACH	\$825.00
77	CULVERT END CONTROLS	\$180.00	4.00	EACH	\$720.00	4.00	EACH	\$720.00	4.00	EACH	\$720.00
78	SILT FENCE; TYPE MS	\$3.60	1,442.00	LIN FT	\$5,191.20	30.00	LIN FT	\$108.00	30.00	LIN FT	\$108.00
79	SEDIMENT CONTROL LOG TYPE WOOD FIBER	\$6.00	212.00	LIN FT	\$1,272.00	0.00	LIN FT	\$0.00	0.00	LIN FT	\$0.00
80	SUBSOILING	\$600.00	2.30	ACRE	\$1,380.00	0.75	ACRE	\$450.00	0.75	ACRE	\$450.00
81	SOIL BED PREPARATION	\$1,200.00	4.00	ACRE	\$4,800.00	4.00	ACRE	\$4,800.00	4.00	ACRE	\$4,800.00
82	FERTILIZER TYPE 3	\$1.15	825.00	POUND	\$948.75	825.00	POUND	\$948.75	875.00	POUND	\$1,006.25
83	LIME	\$42.25	4.75	TON	\$200.69	0.00	TON	\$0.00	0.00	TON	\$0.00
84	RAPID STABILIZATION METHOD 4	\$3.00	1,392.00	SQ YD	\$4,176.00	0.00	SQ YD	\$0.00	0.00	SQ YD	\$0.00
85	ROLLED EROSION PREVENTION CATEGORY 25	\$3.00	1,522.00	SQ YD	\$4,566.00	0.00	SQ YD	\$0.00	0.00	SQ YD	\$0.00
86	SEEDING	\$1,200.00	4.00	ACRE	\$4,800.00	4.00	ACRE	\$4,800.00	4.30	ACRE	\$5,160.00
87	MOWING	\$180.00	4.40	ACRE	\$792.00	0.00	ACRE	\$0.00	0.00	ACRE	\$0.00
88	WEED SPRAYING	\$90.00	1.40	ACRE	\$126.00	0.00	ACRE	\$0.00	0.00	ACRE	\$0.00
89	WEED SPRAY MIXTURE	\$90.00	0.80	GALLON	\$72.00	0.00	GALLON	\$0.00	0.00	GALLON	\$0.00
90	SEED MIXTURE 25-121	\$7.00	185.85	POUND	\$1,300.95	185.85	POUND	\$1,300.95	205.85	POUND	\$1,440.95
91	SEED MIXTURE 25-131	\$6.00	266.23	POUND	\$1,597.38	266.23	POUND	\$1,597.38	266.23	POUND	\$1,597.38
92	SEED MIXTURE 35-221	\$23.50	14.00	POUND	\$329.00	5.00	POUND	\$117.50	5.00	POUND	\$117.50
93	HYDRAULIC REINFORCED FIBER MATRIX	\$2.35	15,977.00	POUND	\$37,545.95	16,050.00	POUND	\$37,717.50	17,200.00	POUND	\$40,420.00
94	RAPID STABILIZATION METHOD 3	\$565.00	29.00	M GALLON	\$16,385.00	1.00	M GALLON	\$565.00	1.00	M GALLON	\$565.00
95	REMOVABLE PREFORMED PAVEMENT MARKING TAPE WR	\$1.80	9,625.00	LIN FT	\$17,325.00	7,568.00	LIN FT	\$13,622.40	7,568.00	LIN FT	\$13,622.40
96	REMOVABLE PREFORMED PLASTIC MASK (BLACK)	\$3.00	940.00	LIN FT	\$2,820.00	588.00	LIN FT	\$1,764.00	588.00	LIN FT	\$1,764.00
97	4" SOLID LINE PAINT	\$1.30	515.00	LIN FT	\$669.50	177.00	LIN FT	\$230.10	177.00	LIN FT	\$230.10
98	12" SOLID LINE PAINT	\$4.50	107.00	LIN FT	\$481.50	109.00	LIN FT	\$490.50	109.00	LIN FT	\$490.50
99	24" SOLID LINE PAINT	\$4.80	16.00	LIN FT	\$76.80	87.00	LIN FT	\$417.60	87.00	LIN FT	\$417.60
100	4" BROKEN LINE PAINT	\$1.30	102.00	LIN FT	\$132.60	120.00	LIN FT	\$156.00	120.00	LIN FT	\$156.00
101	4" DOUBLE SOLID LINE PAINT	\$2.65	77.00	LIN FT	\$204.05	285.00	LIN FT	\$755.25	285.00	LIN FT	\$755.25

Pay Request No.:

12

2022-23 TH 210 & INGLEWOOD DRIVE IMPROVEMENTS



Real People. Real Solutions.

CITY OF BAXTER

BMI PROJECT NO. T42.120675

WORK COMPLETED THROUGH MONDAY, OCTOBER 14, 2024

ITEM NO.	ITEM	UNIT PRICE	AS BID PLUS CO #1 & #2 & #3 & #4		PREVIOUS ESTIMATE		COMPLETED TO DATE				
			ESTIMATED QUANTITY	ESTIMATED AMOUNT	ESTIMATED QUANTITY	ESTIMATED AMOUNT	ESTIMATED QUANTITY	ESTIMATED AMOUNT			
102	24" SOLID LINE MULTI-COMPONENT	\$9.00	335.00	LIN FT	\$3,015.00	365.50	LIN FT	\$3,289.50	365.50	LIN FT	\$3,289.50
103	4" SOLID LINE MULTI-COMPONENT GROUND IN (WR)	\$1.60	5,925.00	LIN FT	\$9,480.00	6,489.00	LIN FT	\$10,382.40	6,489.00	LIN FT	\$10,382.40
104	6" SOLID LINE MULTI-COMPONENT GROUND IN (WR)	\$2.00	3,740.00	LIN FT	\$7,480.00	3,815.00	LIN FT	\$7,630.00	3,815.00	LIN FT	\$7,630.00
105	4" BROKEN LINE MULTI-COMPONENT GROUND IN (WR)	\$1.60	3,100.00	LIN FT	\$4,960.00	640.00	LIN FT	\$1,024.00	640.00	LIN FT	\$1,024.00
106	4" DOTTED LINE MULTI-COMPONENT GROUND IN (WR)	\$3.30	1,005.00	LIN FT	\$3,316.50	201.00	LIN FT	\$663.30	201.00	LIN FT	\$663.30
107	PAVEMENT MESSAGE PREFORM THERMOPLASTIC GROUND IN	\$33.00	482.00	SQ FT	\$15,906.00	485.55	SQ FT	\$16,023.15	485.55	SQ FT	\$16,023.15
108	CROSSWALK PREFORM THERMOPLASTIC GROUND IN	\$23.00	570.00	SQ FT	\$13,110.00	540.00	SQ FT	\$12,420.00	540.00	SQ FT	\$12,420.00
CHANGE ORDER NO. 1											
109	24" RC SAFETY APRON	\$2,864.00	1.00	EACH	\$2,864.00	1.00	EACH	\$2,864.00	1.00	EACH	\$2,864.00
110	24" RC PIPECULVERT DESIGN 3006 CL III	\$200.86	6.00	LIN FT	\$1,205.16	6.00	LIN FT	\$1,205.16	6.00	LIN FT	\$1,205.16
CHANGE ORDER NO. 2											
111	REMOVE GATE VALVE & BOX	\$8,712.00	1.00	EACH	\$8,712.00	1.00	EACH	\$8,712.00	1.00	EACH	\$8,712.00
112	MILL BITUMINOUS SURFACE (2.5")	\$15.00	200.00	SQ YD	\$3,000.00	200.00	SQ YD	\$3,000.00	200.00	SQ YD	\$3,000.00
113	ADJUST FRAME & RING CASTING SPECIAL	\$4,388.24	1.00	EACH	\$4,388.24	1.00	EACH	\$4,388.24	1.00	EACH	\$4,388.24
CHANGE ORDER NO. 3											
114	CONIFEROUS TREE 6' HT B&B	\$1,094.50	6.00	EACH	\$6,567.00	6.00	EACH	\$6,567.00	6.00	EACH	\$6,567.00
115	COMMON TOPSOIL BORROW	\$41.58	947.00	CU YD	\$39,376.26	947.00	CU YD	\$39,376.26	947.00	CU YD	\$39,376.26
116	ROLLED EROSION PREVENTION CATEGORY 80A	\$140.50	22.40	LIN FT	\$3,147.20	22.40	LIN FT	\$3,147.20	22.40	LIN FT	\$3,147.20
CHANGE ORDER NO. 4											
117	MOBILIZATION	\$16,412.97	1.00	LS	\$16,412.97	1.00	LS	\$16,412.97	1.00	LS	\$16,412.97
118	SAWING BIT PAVEMENT (FULL DEPTH)	\$2.60	173.00	LIN FT	\$449.80	173.00	LIN FT	\$449.80	173.00	LIN FT	\$449.80
119	REMOVE CURB & GUTTER	\$7.85	37.00	LIN FT	\$290.45	37.00	LIN FT	\$290.45	37.00	LIN FT	\$290.45
120	REMOVE BITUMINOUS PAVEMENT	\$8.12	132.00	SQ YD	\$1,071.84	132.00	SQ YD	\$1,071.84	132.00	SQ YD	\$1,071.84
121	SELECT GRANULAR EMBANKMENT (CV)	\$30.50	43.00	CY	\$1,311.50	0.00	CY	\$0.00	0.00	CY	\$0.00
122	AGGREGATE BASE (CV) CLASS 6	\$45.00	22.00	CY	\$990.00	5.00	CY	\$225.00	5.00	CY	\$225.00
123	MILL BIT SURFACE 1.5"	\$8.09	339.00	SQ YD	\$2,742.51	343.00	SQ YD	\$2,774.87	343.00	SQ YD	\$2,774.87
124	TYPE SP 12.5 WEARING COURSE MIXTURE (3,C)	\$110.00	44.00	TON	\$4,840.00	62.00	TON	\$6,820.00	62.00	TON	\$6,820.00
125	15" RC PIPE APRON	\$1,874.89	1.00	EACH	\$1,874.89	1.00	EACH	\$1,874.89	1.00	EACH	\$1,874.89
126	12" RC PIPE SEWER DESIGN 3006 CL V	\$92.84	33.00	LIN FT	\$3,063.72	33.00	LIN FT	\$3,063.72	33.00	LIN FT	\$3,063.72
127	15" RC PIPE SEWER DESIGN 3006 CL V	\$100.59	37.00	LIN FT	\$3,721.83	37.00	LIN FT	\$3,721.83	37.00	LIN FT	\$3,721.83
128	CASTING ASSEMBLY	\$1,673.47	2.00	EACH	\$3,346.94	2.00	EACH	\$3,346.94	2.00	EACH	\$3,346.94
129	CONST DRAINAGE STRUC DES G	\$1,559.55	2.60	LIN FT	\$4,054.83	2.60	LIN FT	\$4,054.83	2.60	LIN FT	\$4,054.83
130	CONST DRAINAGE STRUC DES SD-48	\$1,714.40	2.80	LIN FT	\$4,800.32	2.80	LIN FT	\$4,800.32	2.80	LIN FT	\$4,800.32
131	RANDOM RIP RAP CLASS III	\$154.85	9.50	CY	\$1,471.08	9.50	CY	\$1,471.08	12.00	CY	\$1,858.20
132	GUIDE POST, TYPE SPECIAL	\$165.61	1.00	EACH	\$165.61	0.00	EACH	\$0.00	1.00	EACH	\$165.61
133	TRAFFIC CONTROL	\$14,678.60	1.00	LS	\$14,678.60	1.00	LS	\$14,678.60	1.00	LS	\$14,678.60
134	TURF ESTABLISHMENT	\$3,850.00	1.00	LS	\$3,850.00	1.00	LS	\$3,850.00	1.00	LS	\$3,850.00
135	ROLLED EROS PREVENTION CAT 80A	\$148.52	12.00	LIN FT	\$1,782.24	0.00	LIN FT	\$0.00	0.00	LIN FT	\$0.00
136	24" SOLID LINE MULTI COMP	\$9.92	14.00	LIN FT	\$138.88	13.00	LIN FT	\$128.96	13.00	LIN FT	\$128.96
137	4" SOLID LINE MULTI COMP GR IN (WR)	\$1.77	83.00	LIN FT	\$146.91	82.00	LIN FT	\$145.14	82.00	LIN FT	\$145.14
138	6" SOLID LINE MULTI COMP GR IN (WR)	\$2.21	83.00	LIN FT	\$183.43	84.00	LIN FT	\$185.64	84.00	LIN FT	\$185.64
139	PAVEMENT MESS PREFORM THERMO GR IN (WR)	\$36.47	16.00	SQ FT	\$583.52	15.50	SQ FT	\$565.29	15.50	SQ FT	\$565.29
140	CROSSWALK PREFORM THERMO GR IN	\$25.42	120.00	SQ FT	\$3,050.40	120.00	SQ FT	\$3,050.40	120.00	SQ FT	\$3,050.40
TOTAL AMOUNT:			\$2,409,249.42			\$2,355,974.86			\$2,359,787.59		



REQUEST FOR ACTION UTILITIES COMMISSION

Agenda Date: 11/7/2024
Agenda Section: Business Item

Department Origination: Public Works

Agenda Item: Approve Bolton & Menk, Inc. Fee Amendment Proposal for Professional Services in the Not to Exceed Amount of \$4,987 for the 2024 Pavement Management Plan and Capital Improvement Plan Assistance Project

Approval Required: Simple Majority Vote

BACKGROUND

In November 2023, Bolton & Menk, Inc. entered into an agreement with the City of Baxter to provide ongoing assistance, as requested, with the updating of the City of Baxter PMP and CIP in the amount of \$14,704. Over the past year we have assisted with preparing cost estimates for future projects, revising the timing of the pavement management plan, and provided mapping of future project areas in January 2024, June 2024, and a third iteration in September and October 2024. With the requested work completed in September and October we have exceeded our contract amount.

The work in September and October included meetings with city staff to analyze the current pavement management plan, adjusting the programming of future PMP and Street & Utility Projects, physically reviewing street segments Micro Surfaced between 2021 and 2024, preparing a memo to the Utility Commission providing a status update of the Micro Surfacing Program, and preparing a Memo and presentation to the City Council providing an overall review of the PMP and CIP.

Bolton & Menk is requesting additional compensation for the following:

- Project Manager – 26 hours @ \$186 per hour = \$4,836
- GIS Specialist – 1 hour @ \$151 per hour = \$151

Bolton & Menk is requesting an increase of \$4,987 in the current total contract amount of \$14,704 to an amended total contract amount of \$19,691.

FINANCIAL IMPLICATIONS

The cost of the additional services will be taken from the Franchise Fee Fund which has sufficient funds to cover the additional cost.

STAFF RECOMMENDATIONS

Staff recommends approving the Bolton & Menk, Inc. Fee Amendment Proposal for Professional Services in the Not to Exceed Amount of \$4,987 for the 2024 Pavement Management Plan and Capital Improvement Plan Assistance Project.

COUNCIL ACTION REQUESTED

MOTION to approve Bolton & Menk, Inc. Fee Amendment Proposal for Professional Services in the Not to Exceed Amount of \$4,987 for the 2024 Pavement Management Plan and Capital Improvement Plan Assistance Project.



**BOLTON
& MENK**

Real People. Real Solutions.

7656 Des
Baxter, MN 56425-8676

Item 8.

Ph: (218) 825-0684
Fax: (218) 825-0685
Bolton-Menk.com

November 7, 2024

Mr. Trevor Walter, Public Works Director/City Engineer
City of Baxter
13190 Memorywood Drive
Baxter, MN 56425

RE: Proposal for Fee Amendment
2024 Pavement Management Plan (PMP) and Capital Improvement Plan (CIP) Assistance
City of Baxter, Minnesota

Dear Trevor,

In November 2023, Bolton & Menk, Inc. entered into an agreement with the City of Baxter to provide ongoing assistance, as requested, with the updating of the City of Baxter PMP and CIP in the amount of \$14,704. Over the past year we have assisted with preparing cost estimates for future projects, revising the timing of the pavement management plan, and provided mapping of future project areas in January 2024, June 2024, and a third iteration in September and October 2024. With the requested work completed in September and October we have exceeded our contract amount.

The work in September and October included meetings with city staff to analyze the current pavement management plan, adjusting the programming of future PMP and Street & Utility Projects, physically reviewing street segments Micro Surfaced between 2021 and 2024, preparing a memo to the Utility Commission providing a status update of the Micro Surfacing Program, and preparing a Memo and presentation to the City Council providing an overall review of the PMP and CIP.

We are requesting additional compensation for the following:

- Project Manager – 26 hours @ \$186 per hour = \$4,836
- GIS Specialist – 1 hour @ \$151 per hour = \$151

We are requesting an increase of \$4,987 in the current total contract amount of \$14,704 to an amended total contract amount of \$19,691.

Thank you for the opportunity to present this fee amendment proposal. Please feel free to contact me at 218-821-5242 or via e-mail at bryan.drown@bolton-menk.com if you have any questions or require additional information.

Sincerely,
BOLTON & MENK, INC.

Bryan G. Drown, PE
Project Manager



REQUEST FOR ACTION
UTILITIES COMMISSION

Agenda Date: 11/7/2024
Agenda Section: Business Item

Department Origination: Public Works

Agenda Item: 2024 Micro Surfacing Project Monthly Update

Approval Required: No Action Required

BACKGROUND

Pursuant to authority of the City Council and after proper legal advertisement, bids for the above referenced project were opened and read aloud at Baxter City Hall at 11:00 A.M. on Tuesday, February 13, 2024. The project consists of Fairview Road from west of Memorywood Drive to Inglewood Drive, Maplewood Drive, Kenwood Drive north of Sandstone Road, Kenwood Court, Glenwood Drive, Madeline Drive, John Street, Mary Street, and the Southdale neighborhood.

Two (2) bids were received from the companies listed below. Please refer to the attached Bid Abstract for a summary of the bids submitted.

Table with 2 columns: Company, Bid. Rows include ASTECH Corporation (\$567,128.49), Fahrner Asphalt (\$572,580.10), and Engineer's Estimate of Construction Cost (\$561,564.00).

All bids conformed to the plans, specifications and advertisement and no mathematical errors were found in the submitted bids. The city council awarded ASTECH Corporation the construction contract on March 19, 2024. Contract documents have been finalized and signed by ASTECH Corporation and the City of Baxter.

All bids conformed to the plans, specifications and advertisement and no mathematical errors were found in the submitted bids. The city council awarded ASTECH Corporation the construction contract on March 19, 2024. Contract documents have been finalized and signed by ASTECH Corporation and the City of Baxter.

A preconstruction meeting was held on July 23, 2024. ASTECH was on-site and completed the 2 layers of micro surfacing from August 1st to August 7th. After a curing period adjust manholes and gate valves, shouldering, and pavement markings was completed the week of August 26th. The plans and specifications call for restriping with paint. At the preconstruction meeting it was discussed that the bike lane striping and bike symbols on Fairview Road in front of the Early Childhood Learning Center is ground in wet reflective preformed tape. The ground in striping was completed on September 12th.

A project walk through with the contractor and city staff was completed on October 7th and 9th. Punchlist items identified during the walkthrough were completed on October 18th.

FINANCIAL IMPLICATIONS

The 2024 budget includes \$500,000 for the Micro Surfacing Project. The project budget was amended in April 2024 to \$605,128.49, which includes \$38,000 for Engineering and \$567,128.49 for Construction. Approving

Change Order No. 1 increased the project budget by \$34,536.37 and amended the project budget to \$639,664.86. The unit price work completed came in \$3,723.40 over the bid costs and the project budget needs to be adjusted from \$639,664.86 to \$643,388.26. The Franchise Fee Fund has sufficient funds to cover the additional cost.

STAFF RECOMMENDATIONS

None, information only.

COUNCIL ACTION REQUESTED

None, information only.



REQUEST FOR ACTION UTILITIES COMMISSION

Agenda Date: 11/7/2024
Agenda Section: Business Item

Department Origination: Public Works

Agenda Item: Approve the ASTECH Final Pay Estimate No. 3 in the amount of \$19,229.71, Contingent Upon IC-134 Forms Being Submitted for the 2024 Micro Surfacing Project and Amending the Project Budget to \$643,388.26 and amend the project budget from \$639,664.86 to \$643,388.26

Approval Required: Simple Majority Vote

BACKGROUND

Pursuant to authority of the City Council and after proper legal advertisement, bids for the above referenced project were opened and read aloud at Baxter City Hall at 11:00 A.M. on Tuesday, February 13, 2024. The project consists of Fairview Road from west of Memorywood Drive to Inglewood Drive, Maplewood Drive, Kenwood Drive north of Sandstone Road, Kenwood Court, Glenwood Drive, Madeline Drive, John Street, Mary Street, and the Southdale neighborhood.

The city council awarded ASTECH Corporation the construction contract on March 19, 2024. ASTECH was on-site and completed the 2 layers of micro surfacing from August 1st to August 7th. After a curing period adjust manholes and gate valves, shouldering, and pavement markings was completed the week of August 26th. The plans and specifications call for restriping with paint. At the preconstruction meeting it was discussed that the bike lane striping and bike symbols on Fairview Road in front of the Early Childhood Learning Center is ground in wet reflective preformed tape. The ground in striping was completed on September 12th.

A project walk through with the contractor and city staff was completed on October 7th and 9th. Punchlist items identified during the walkthrough were completed on October 18th.

Article 15 of the Standard General Conditions of the Construction Contract outlines the process for making progress payments to the Contractor. Progress payments for unit price contracts are made based on the number of units completed during a pay period. The application is reviewed and approved by the Contractor and Engineer prior to submittal to the City for processing.

The contractor has earned \$605,388.26 to date, which represents 101% of the contract's value. The payment includes the cost of unit price work completed through October 18, 2024. The increase in project cost is associated with raising an additional seven sanitary sewer manhole castings identified in the project walkthrough. In accordance with the agreement as the project is complete the amount retained has been reduced to 0%. Previous payments to the contractor equal \$586,158.55, which results in a payment of \$19,229.71.

The contractor has not submitted IC-134 tax forms and approval shall be contingent upon them being submitted.

FINANCIAL IMPLICATIONS

The 2024 budget includes \$500,000 for the Micro Surfacing Project. The project budget was amended in April 2024 to \$605,128.49, which includes \$38,000 for Engineering and \$567,128.49 for Construction. Approving Change Order No. 1 increased the project budget by \$34,536.37 and amended the project budget to \$639,664.86.

The unit price work completed came in \$3,723.40 over the bid costs and the project budget needs to be adjusted from \$639,664.86 to \$643,388.26. The Franchise Fee Fund has sufficient funds to cover the additional cost.

STAFF RECOMMENDATIONS

Staff have no concerns with the work completed and recommend making the final payment as outlined in Final Pay Estimate No. 3, contingent upon IC-134 forms being submitted, and amending the project budget to \$643,388.26.

COUNCIL ACTION REQUESTED

MOTION to approve the ASTECH Final Pay Estimate No. 3 in the amount of \$19,229.71, contingent upon IC-134 forms being submitted, for the 2024 Micro Surfacing Project and amending the project budget from \$639,664.86 to \$643,388.26.

CONTRACTOR'S PAY REQUEST
2024 MICROSURFACING PROJECT



DISTRIBUTION:

- CONTRACTOR (1)
- OWNER (1)
- ENGINEER (1)

CITY OF BAXTER, MN -
BMI PROJECT NO. 0B1.132799

TOTAL AMOUNT BID PLUS APPROVED CHANGE ORDERS	\$601,664.86
TOTAL, COMPLETED WORK TO DATE	\$605,388.26
TOTAL, STORED MATERIALS TO DATE	\$0.00
DEDUCTION FOR STORED MATERIALS USED IN WORK COMPLETED	\$0.00
TOTAL, COMPLETED WORK & STORED MATERIALS	\$605,388.26
RETAINED PERCENTAGE (0.0%)	\$0.00
TOTAL AMOUNT OF OTHER PAYMENTS OR (DEDUCTIONS)	\$0.00
NET AMOUNT DUE TO CONTRACTOR TO DATE	\$605,388.26
TOTAL AMOUNT PAID ON PREVIOUS ESTIMATES	\$586,158.55
PAY CONTRACTOR AS ESTIMATE NO. 3	\$19,229.71

CERTIFICATE FOR FINAL PAYMENT

I hereby certify that, to the best of my knowledge and belief, all items quantities and prices of work and material shown on this Estimate are correct and that all work has been performed in full accordance with the terms and conditions of the Contract for this project between the Owner and the undersigned Contractor, and as amended by any authorized changes, and that the foregoing is a true and correct statement of the amount for the Final Estimate, that applicable provisions of M.S. 290.92 have been complied with and that all claims against me by reason of the Contract have been paid or satisfactorily secured.

SUBMITTED: ASTECH CORPORATION
 P.O. BOX 1025
 ST. CLOUD, MN 56302

BY: *[Signature]*
 DATE: 10/28/2024

RECOMMENDED: BOLTON & MENK, INC.
 7656 DESIGN ROAD, SUITE 200
 BAXTER, MN 56425

BY: *Bryan G. Drown*
 Bryan G. Drown, P.E.
 DATE: 10/28/2024

APPROVED: CITY OF BAXTER
 P.O. BOX 2626
 BAXTER, MN 56425-2626

BY: _____
 Darrel Olson - Mayor
 DATE: _____

APPROVED: CITY OF BAXTER
 P.O. BOX 2626
 BAXTER, MN 56425-2626

BY: _____
 Kelly Steele - Asst. City Administrator
 DATE: _____

APPROVED: CITY OF BAXTER
 UTILITIES COMMISSION
 P.O. BOX 2626

BY: _____
 DATE: _____

Pay Request No.:
2024 MICROSURFACING PROJECT

3



CITY OF BAXTER, MN
BMI PROJECT NO. 0B1.132799
WORK COMPLETED THROUGH FRIDAY, OCTOBER 18, 2024

ITEM NO.	ITEM	UNIT PRICE	AS BID		PREVIOUS ESTIMATE		COMPLETED TO DATE	
			ESTIMATED QUANTITY	ESTIMATED AMOUNT	ESTIMATED QUANTITY	ESTIMATED AMOUNT	ESTIMATED QUANTITY	ESTIMATED AMOUNT
1	MOBILIZATION	\$51,000.00	1.00	LUMP SUM \$51,000.00	1.00	LUMP SUM \$51,000.00	1.00	LUMP SUM \$51,000.00
2	BITUMINOUS MATERIAL FOR MICRO-SURFACING	\$3.25	47,100.00	GALLON \$153,075.00	47,100.00	GALLON \$153,075.00	47,100.00	GALLON \$153,075.00
3	BITUMINOUS MATERIAL FOR MICRO-SURFACING (CUL-DE-SAC)	\$3.25	1,300.00	GALLON \$4,225.00	778.00	GALLON \$2,528.50	778.00	GALLON \$2,528.50
4	MICRO-SURFACING SCRATCH COURSE (MNDOT TYPE 2 AGGREGATE)	\$203.00	670.00	TON \$136,010.00	670.00	TON \$136,010.00	670.00	TON \$136,010.00
5	MICRO-SURFACING SCRATCH COURSE (MNDOT TYPE 2 AGGREGATE) (CUL-DE-SAC)	\$203.00	20.00	TON \$4,060.00	17.30	TON \$3,511.90	17.30	TON \$3,511.90
6	MICRO-SURFACING SURFACE COURSE (MNDOT TYPE 2 AGGREGATE)	\$203.00	810.00	TON \$164,430.00	810.00	TON \$164,430.00	810.00	TON \$164,430.00
7	MICRO-SURFACING SURFACE COURSE (MNDOT TYPE 2 AGGREGATE) (CUL-DE-SAC)	\$203.00	20.00	TON \$4,060.00	20.00	TON \$4,060.00	20.00	TON \$4,060.00
8	ADJUST VALVE BOX	\$325.00	5.00	EACH \$1,625.00	1.00	EACH \$325.00	1.00	EACH \$325.00
9	ADJUST FRAME & RING CASTING	\$600.00	20.00	EACH \$12,000.00	24.00	EACH \$14,400.00	31.00	EACH \$18,600.00
10	TRAFFIC CONTROL	\$15,000.00	1.00	LUMP SUM \$15,000.00	1.00	LUMP SUM \$15,000.00	1.00	LUMP SUM \$15,000.00
11	STORM DRAIN INLET PROTECTION	\$200.00	5.00	EACH \$1,000.00	0.00	EACH \$0.00	0.00	EACH \$0.00
12	COMMON TOPOSIL BORROW (LV)	\$87.33	50.00	CU YD \$4,366.50	69.10	CU YD \$6,034.50	69.10	CU YD \$6,034.50
13	FERTILIZER, TYPE 3	\$6.00	20.00	POUND \$120.00	20.00	POUND \$120.00	20.00	POUND \$120.00
14	SEED MIX 25-131	\$6.00	40.00	POUND \$240.00	40.00	POUND \$240.00	40.00	POUND \$240.00
15	HYDRAULIC REINFORCED MATRIX	\$7.00	400.00	POUND \$2,800.00	400.00	POUND \$2,800.00	400.00	POUND \$2,800.00
16	4" SOLID LINE PAINT (WHITE) (P)	\$0.20	150.00	LIN FT \$30.00	150.00	LIN FT \$30.00	150.00	LIN FT \$30.00
17	8" SOLID LINE PAINT (WHITE) (P)	\$0.53	13,222.00	LIN FT \$7,007.66	13,222.00	LIN FT \$7,007.66	13,222.00	LIN FT \$7,007.66
18	4" DOUBLE SOLID LINE PAINT (YELLOW) (P)	\$0.38	9,111.00	LIN FT \$3,462.18	9,111.00	LIN FT \$3,462.18	9,111.00	LIN FT \$3,462.18
19	12" SOLID LINE PAINT (YELLOW) (P)	\$4.20	50.00	LIN FT \$210.00	50.00	LIN FT \$210.00	50.00	LIN FT \$210.00
20	4" BROKEN LINE PAINT (YELLOW) (P)	\$0.20	6,088.00	LIN FT \$1,217.60	6,088.00	LIN FT \$1,217.60	6,088.00	LIN FT \$1,217.60
21	8" BROKEN LINE PAINT (WHITE) (P)	\$0.53	85.00	LIN FT \$45.05	85.00	LIN FT \$45.05	85.00	LIN FT \$45.05
22	PAVEMENT MESSAGE PAINT (P)	\$5.25	218.00	SQ FT \$1,144.50	218.00	SQ FT \$1,144.50	218.00	SQ FT \$1,144.50
CO 1.1	PAVEMENT MARKING REMOVAL 8"	\$2.20	1,155.00	LIN FT \$2,541.00	1,155.00	LIN FT \$0.00	1,155.00	LIN FT \$2,541.00
CO 1.2	PAVEMENT MARKING REMOVAL BIKE SYMBOL	\$7.15	72.00	SQ FT \$514.80	72.00	LIN FT \$0.00	72.00	LIN FT \$514.80
CO 1.3	8" SOLID LINE PREF TAPE GR-IN	\$24.75	1,100.00	LIN FT \$27,225.00	1,100.00	LIN FT \$0.00	1,100.00	LIN FT \$27,225.00
CO 1.4	8" DOTTED LINE PREF TAPE GR-IN	\$24.75	55.00	LIN FT \$1,361.25	55.00	LIN FT \$0.00	55.00	LIN FT \$1,361.25
CO 1.5	PAVEMENT MESSAGE PREF TAPE GR-IN BIKE SYMBOL	\$121.00	23.92	SQ FT \$2,894.32	23.92	LIN FT \$0.00	23.92	LIN FT \$2,894.32
TOTAL AMOUNT:				\$601,664.86		\$566,651.89		\$605,388.26



ITEM REPORT
UTILITIES COMMISSION

Agenda Date: 11/7/2024
Agenda Section: Information Only

Department Origination: Public Works

Agenda Item: 2024 South Forestview Improvements Project Monthly Update

Approval Required: No Action Required

BACKGROUND

10/28/2024 Update Neil Heinonen & Shane Murphy

RL Larson Excavating, Inc. and their subcontractors have continued construction on the project. Construction activities and work areas from this past reporting period are as follows:

- Wear course paving throughout the project
- Installation of signs and pavement markings
- Lift Station work was finalized, and the lift stations are operational
- Water distribution system and sanitary collection system work is completed
- Miscellaneous utility work for water and sanitary sewer and services
- Restoration of turf areas continued along Forestview Drive, Maryland Road, and Fiber Drive.

Looking ahead, RL Larson expects to work on punchlist items over the course of the next few weeks, and are expected wrap up work for this construction season for the site in November. For awareness, a significant issue with a water service line was identified along Parkview Circle, and the Contractor is reviewing options for repair, which likely will require excavation and patching of the roadway. City staff and SEH are working closely with the contractors and residents affected by the work.

Residents were notified on October 15th that homes can be connected to the new water and sanitary sewer systems. To date, several homes have been connected.

On-site weekly construction progress meetings have been held throughout the active construction period, but are not expected to continue until work resumes next spring.

In addition, coordination with City Staff, the Contractor, residents, utility companies, and other interested parties is ongoing and will continue as the project continues.

FINANCIAL IMPLICATIONS

A complete breakdown of the project budget as approved by City Council at the March 19, 2024 meeting when the assessments were adopted, current expenditures, and projected costs are outlined in the attached Exhibit A.

STAFF RECOMMENDATIONS

UTILITY COMMISSION ACTION REQUESTED

Exhibit A: Project Cost Summary for 2024 South Forestview Area Improvements Project
Municipal Project No. 4138
Date: October 28, 2024

Budget Line Item	Approved Budget (3/19/2024)	Added/ Modified Items	Current Expenditures	Projected Final
Pre-order Lift Station Equipment (Quality Flow):	\$115,800.00		\$115,800.00	\$115,800.00
Fletcher Trucking Winter Tree Clearing Contract:	\$25,180.00		\$25,180.00	\$25,180.00
Fletcher Trucking Winter Tree Clearing- C. O. 1	\$20,000.00		\$17,040.00	\$17,040.00
Construction:	\$5,857,405.33			\$5,857,405.33
Pending Change Order for C-oil in non-wear:	\$23,520.00			\$23,520.00
Additional Tree Grubbing (RL Larson Contract):	\$24,600.00			\$24,600.00
Change Order 1 (not including line item for C Oil):	--	\$23,957.90		\$23,957.90
Change Order 2:	--	\$20,670.55		\$20,670.55
Change Order 3:	--	\$4,343.33		\$4,343.33
Change Order 4:	--	\$146,000.00		\$146,000.00
Change Order 5:		\$25,130.23		\$25,130.23
Change Order 6:		\$19,162.66		\$19,162.66
Quantity Overruns/Budgeted Future Change Orders	--	\$80,000.00		\$80,000.00
Total Construction	--		\$5,459,348.18	
Contingencies:	\$451,642.90	-Modified-	--	\$132,378.23
Engineering, Geotechnical, Testing (SEH):	\$1,425,000.00		\$1,189,091.30	\$1,425,000.00
Lift Station SCADA Integration (AE2S):	\$29,560.00			\$29,560.00
Property Acquisition/Professional Services for ROW:	\$65,000.00		\$65,000.00	\$65,000.00
Bonding, Finance, Administrative, Miscellaneous	\$258,941.93		\$258,941.93	\$258,941.93
	\$8,296,650.16	\$319,264.67	\$7,130,401.41	\$8,293,690.16

Construction Cost Notes

Several modifications to the plans for this project were completed throughout the construction season. Project budget impacts are included in the various line items for Change Orders or within the quantity overrun line item.

- Development/replat for Forestview Acres along Forestview Drive (added services).
- Additional paving on Fiber Drive.
- Revised grading limits and roadway tie in slopes along Parkview Circle.
- Various completed Change Orders, potential Change Orders, or quantity overruns identified as construction progresses.

The contingencies Projected Final line item includes placeholder for anticipated Spring 2025 turf restoration repair work.

Consultant Budget Notes

Scope changes identified in the Construction Cost Notes section above and other services outside of the original contract have been requested that impact the consultant budget, and may be addressed in a future fee amendment request. SEH and City staff will monitor the consultant budget and provide updates as the items resolve.



ITEM REPORT UTILITIES COMMISSION

Agenda Date: 11/7/2024
Agenda Section: Business Item

Department Origination: Public Works

Agenda Item: Approve RL Larson Excavating, Inc Partial Pay Estimate No. 7 in the amount of \$842,645.89 for the 2024 South Forestview Area Improvements Project, Municipal Project No. 4138

Approval Required: Simple Majority Vote

BACKGROUND

RL Larson Excavating, Inc. was awarded the Construction Contract for the project at the March 19, 2024 City Council Meeting.

Partial Pay Estimate No. 7 is for work completed through October 18, 2024. The primary work items included with this payment are for excavation, embankment, roadway and driveway paving, mailboxes, turf establishment, traffic signs, the weather warning siren, and miscellaneous utility construction items.

FINANCIAL IMPLICATIONS

A complete breakdown of the project budget as approved by City Council at the March 19, 2024 meeting when the assessments were adopted, current expenditures, and projected costs are outlined in the attached Exhibit A.

The Contractor has earned \$5,746,682.29 to date, which represents approximately 94% of the contract value. Per the contract, 5% is being retained. The summary below notes the amount due and the amount compensated with previous payments.

Summary:

Gross Amount Due: \$5,746,682.29

Less 5% Retainage: \$287,334.11

Amount Eligible for Payment To Date: \$5,459,348.18

Less Previous Payments: \$4,616,702.29

Amount Due with Application for Payment No. 7 \$842,645.89

STAFF RECOMMENDATIONS

Staff recommends approval of the RL Larson Excavating, Inc. Partial Pay Estimate No. 7 to in the amount of \$842,645.89 for the 2024 South Forestview Area Improvements Project, Municipal Project No. 4138.

COUNCIL ACTION REQUESTED

MOTION to approve the RL Larson Excavating, Inc. Partial Pay Estimate No. 7 in the amount of \$842,645.89 for the 2024 South Forestview Area Improvements Project, Municipal Project No. 4138.

Contract Number: BAXTE 172114
 Pay Request Number: 7

Project Number	Project Description
BAXTE 172114	2024 South Forestview Area Improvements

Contractor: RL Larson Excavating, Inc. 2255 12th Street SE St. Cloud, MN 56304	Vendor Number: Up To Date: 10/18/2024
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Contract Amount

Original Contract	\$5,857,405.33
Contract Changes	\$262,784.67
Revised Contract	\$6,120,190.00

Work Certified To Date


Base Bid Items	\$5,075,998.70
Contract Changes	\$651,161.75
Material On Hand	\$19,521.84
Total	\$5,746,682.29

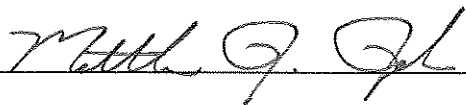
Work Certified This Request	Work Certified To Date	Less Amount Retained	Less Previous Payments	Amount Paid This Request	Total Amount Paid To Date
\$886,995.67	\$5,746,682.29	\$287,334.11	\$4,616,702.29	\$842,645.89	\$5,459,348.18
Percent: Retained: 5%			Percent Complete: 93.9%		

This is to certify that the items of work shown in this certificate of Pay Estimate have been actually furnished for the work comprising the above-mentioned projects in accordance with the plans and specifications heretofore approved.

Approved By Short Elliott Hendrickson Inc.

Approved By RL Larson Excavating, Inc.





Date 10/28/2024

Date 10/28/2024

Approved By City of Baxter

Approved By City of Baxter

Date _____

Date _____

Approved By City of Baxter – Utilities Commission

Date _____

Payment Summary				
No.	Up To Date	Work Certified Per Request	Amount Retained Per Request	Amount Paid Per Request
1	2024-04-26	\$435,553.11	\$21,777.66	\$413,775.45
2	2024-05-17	\$1,458,692.40	\$72,934.62	\$1,385,757.78
3	2024-06-20	\$585,814.65	\$29,290.73	\$556,523.92
4	2024-07-19	\$786,642.00	\$39,332.10	\$747,309.90
5	2024-08-16	\$857,506.70	\$42,875.33	\$814,631.37
6	2024-09-13	\$735,477.76	\$36,773.89	\$698,703.87
7	2024-10-18	\$886,995.67	\$44,349.78	\$842,645.89

Funding Category Name	Funding Category No.	Work Certified to Date	Less Amount Retained	Less Previous Payments	Amount Paid this Request	Total Amount Paid to Date
City of Baxter		\$5,746,682.30	\$287,334.11	\$4,616,702.33	\$842,645.86	\$5,459,348.19

Accounting Number	Funding Source	Amount Paid this Request	Revised Contract Amount	Funds Encumbered to Date	Paid Contractor to Date
172114	Local	\$842,645.86	\$6,120,190.00	\$5,857,405.33	\$5,459,348.19

Contract Item Status										
Base/Alt	Line	Item	Description	Units	Unit Price	Contract Quantity	Quantity This Request	Amount This Request	Quantity To Date	Amount To Date
Base Bid	1	1	MOBILIZATION	LUMP SUM	\$215,000.00	1	0.05	\$10,750.00	1	\$215,000.00
Base Bid	2	2	TRAFFIC CONTROL	LUMP SUM	\$5,640.00	1	0	\$0.00	0.95	\$5,358.00
Base Bid	3	3	LABORER	HOUR	\$0.01	120	0	\$0.00	0	\$0.00
Base Bid	4	4	EXCAVATOR	HOUR	\$0.01	60	0	\$0.00	0	\$0.00
Base Bid	5	5	SKIDSTEER	HOUR	\$0.01	100	0	\$0.00	0	\$0.00
Base Bid	6	6	MOTOR GRADER	HOUR	\$0.01	40	0	\$0.00	0	\$0.00
Base Bid	7	7	CLEARING AND GRUBBING	ACRE	\$10,200.00	5.25	0	\$0.00	1.85	\$18,870.00
Base Bid	8	8	CLEARING AND GRUBBING	TREE	\$615.00	18	0	\$0.00	31	\$19,065.00
Base Bid	9	9	GRUBBING	ACRE	\$6,150.00	3.32	0	\$0.00	5.9	\$36,285.00
Base Bid	10	10	GRUBBING	TREE	\$307.00	33	0	\$0.00	42	\$12,894.00
Base Bid	11	11	DISPOSE OF BRUSH/STUMP PILE	LUMP SUM	\$4,100.00	1	0	\$0.00	1	\$4,100.00
Base Bid	12	12	TREE TRIMMING/PRUNING	HOUR	\$190.00	80	0	\$0.00	0.5	\$95.00
Base Bid	13	13	SAWING BITUMINOUS PAVEMENT (FULL DEPTH)	LIN FT	\$2.30	1185	58	\$133.40	1060	\$2,438.00
Base Bid	14	14	SAWING CONCRETE PAVEMENT (FULL DEPTH)	LIN FT	\$5.50	97	0	\$0.00	110	\$605.00
Base Bid	15	15	SALVAGE HYDRANT AND VALVE	EACH	\$1,020.00	1	0	\$0.00	1	\$1,020.00
Base Bid	16	16	SALVAGE ADDRESS SIGN	EACH	\$10.50	78	80	\$840.00	80	\$840.00
Base Bid	17	17	SALVAGE SIGN	EACH	\$51.50	7	8	\$412.00	8	\$412.00
Base Bid	18	18	SALVAGE LIGHT POLE	EACH	\$333.00	11	0	\$0.00	10	\$3,330.00
Base Bid	19	19	SALVAGE MAILBOX & REMOVE SUPPORT	EACH	\$20.50	82	55	\$1,127.50	80	\$1,640.00
Base Bid	20	20	SALVAGE DELINIATOR	EACH	\$41.00	8	8	\$328.00	8	\$328.00
Base Bid	21	21	SALVAGE BOLLARD	EACH	\$256.00	1	1	\$256.00	1	\$256.00

Contract Item Status										
Base/Alt	Line	Item	Description	Units	Unit Price	Contract Quantity	Quantity This Request	Amount This Request	Quantity To Date	Amount To Date
Base Bid	22	22	SALVAGE BOULDER	EACH	\$98.50	6	6	\$591.00	6	\$591.00
Base Bid	23	23	REMOVE SIGN	EACH	\$51.50	35	35	\$1,802.50	35	\$1,802.50
Base Bid	24	24	REMOVE BARRICADE	EACH	\$103.00	2	2	\$206.00	2	\$206.00
Base Bid	25	25	REMOVE FENCE	LIN FT	\$6.00	122	180	\$1,080.00	180	\$1,080.00
Base Bid	26	26	REMOVE CULVERT	LIN FT	\$10.50	221	277	\$2,908.50	277	\$2,908.50
Base Bid	27	27	REMOVE BITUMINOUS PAVEMENT	SQ YD	\$2.60	34688	3234.8	\$8,410.48	34678.6	\$90,164.36
Base Bid	28	28	REMOVE BITUMINOUS DRIVEWAY PAVEMENT	SQ YD	\$3.40	3730	0	\$0.00	3245	\$11,033.00
Base Bid	29	29	REMOVE CONCRETE PAVEMENT	SQ YD	\$5.70	312	0	\$0.00	317.1	\$1,807.47
Base Bid	30	30	REMOVE CONCRETE SIDEWALK	SQ YD	\$25.00	15	0	\$0.00	23	\$575.00
Base Bid	31	31	SALVAGE AGGREGATE BASE	CU YD	\$39.00	11	0	\$0.00	0	\$0.00
Base Bid	32	32	EXCAVATION-COMMON (EV)	CU YD	\$13.00	26575	3428.5	\$44,570.50	27346	\$355,498.00
Base Bid	33	33	COMMON EMBANKMENT (CV)	CU YD	\$3.60	16398	1670.8	\$6,014.88	16429	\$59,144.40
Base Bid	34	34	DEWATERING	LUMP SUM	\$24,800.00	1	0.05	\$1,240.00	1	\$24,800.00
Base Bid	35	35	STREET SWEEPER (WITH PICKUP BROOM)	HOURL	\$1.50	200	13.5	\$20.25	52	\$78.00
Base Bid	36	36	SUBGRADE PREPARATION	ROAD STA	\$573.00	36	0	\$0.00	36	\$20,628.00
Base Bid	37	37	CONSTRUCTION WATER	PER 1000 GAL	\$30.00	1500	0	\$0.00	808	\$24,240.00
Base Bid	38	38	AGGREGATE BASE (CV) CLASS 5 (P) (P)	CU YD	\$26.50	6799	0	\$0.00	6799	\$180,173.50
Base Bid	39	39	TYPE SP 9.5 WEARING COURSE MIXTURE (2,C)	TON	\$88.00	3528	3115.52	\$274,165.76	3115.52	\$274,165.76
Base Bid	40	40	TYPE SP 12.5 NON WEARING COURSE MIXTURE (2,B)	TON	\$77.00	0	0	\$0.00	0	\$0.00
Base Bid	41	41	BITUMINOUS MATERIAL FOR TACK COAT	GAL	\$2.80	1912	1883	\$5,272.40	1883	\$5,272.40
Base Bid	42	42	RESHAPE GRAVEL & SHAPE TOPSOIL	ROAD STA	\$524.00	36	0	\$0.00	36	\$18,864.00
Base Bid	43	43	AGGREGATE SURFACING (CV) CLASS 5 (P) (ACCESS ROAD) (P)	CU YD	\$34.00	1655	0	\$0.00	1655	\$56,270.00
Base Bid	44	44	INSTALL SALVAGED AGGREGATE BASE	CU YD	\$47.50	11	0	\$0.00	0	\$0.00
Base Bid	45	45	TRUNCATED DOMES	SQ FT	\$82.00	52	0	\$0.00	53	\$4,346.00
Base Bid	46	46	BITUMINOUS DRIVEWAY RESTORATION (RESIDENTIAL)	SQ YD	\$40.00	3250	0	\$0.00	3520.7	\$140,828.00
Base Bid	47	47	BITUMINOUS DRIVEWAY RESTORATION (COMMERCIAL)	SQ YD	\$64.00	160	175	\$11,200.00	175	\$11,200.00
Base Bid	48	48	BITUMINOUS TRAIL RESTORATION	SQ YD	\$31.50	266	430	\$13,545.00	430	\$13,545.00
Base Bid	49	49	BITUMINOUS TRAIL RESURFACING	SQ YD	\$40.50	139	139	\$5,629.50	139	\$5,629.50
Base Bid	50	50	CONCRETE DRIVEWAY RESTORATION (RESIDENTIAL)	SQ YD	\$94.00	288	0	\$0.00	364.94	\$34,304.36
Base Bid	51	51	6" CONCRETE WALK	SQ FT	\$17.50	2745	0	\$0.00	2961	\$51,817.50
Base Bid	52	52	FURNISH AND INSTALL LIGHTING UNIT	EACH	\$1,840.00	13	0	\$0.00	11	\$20,240.00

Contract Item Status										
Base/Alt	Line	Item	Description	Units	Unit Price	Contract Quantity	Quantity This Request	Amount This Request	Quantity To Date	Amount To Date
Base Bid	53	53	FURNISH AND INSTALL CLASS C POLE	EACH	\$3,210.00	3	3	\$9,630.00	3	\$9,630.00
Base Bid	54	54	LINE EXTENSION (ELECTRICAL SERVICE TO LIGHT)	LIN FT	\$9.20	1810	384	\$3,532.80	1884	\$17,332.80
Base Bid	55	55	INSTALL SALVAGED LIGHTING UNIT ON NEW POLE	EACH	\$1,130.00	3	0	\$0.00	3	\$3,390.00
Base Bid	56	56	LIGHTING UNIT (LED)	EACH	\$697.00	1	0	\$0.00	2	\$1,394.00
Base Bid	57	57	INSTALL SALVAGED STREET SIGNS	EACH	\$205.00	8	8	\$1,640.00	8	\$1,640.00
Base Bid	58	58	TEMPORARY MAIL SERVICE	LUMP SUM	\$1,020.00	1	0	\$0.00	0.9	\$918.00
Base Bid	59	59	MAILBOX SUPPORT	EACH	\$118.00	77	61	\$7,198.00	86	\$10,148.00
Base Bid	60	60	MAILBOX (MATCH COLOR)	EACH	\$31.00	12	19	\$589.00	19	\$589.00
Base Bid	61	61	INSTALL SALVAGED ADDRESS SIGN	EACH	\$20.50	78	80	\$1,640.00	80	\$1,640.00
Base Bid	62	62	INSTALL PERMANENT BARRICADE	LIN FT	\$38.50	48	0	\$0.00	0	\$0.00
Base Bid	63	63	SIGN TYPE C (INCLUDES POST)	SQ FT	\$61.50	260.75	200	\$12,300.00	200	\$12,300.00
Base Bid	64	64	UNITUFF DELINEATORS W/ POST (BLACK AND WHITE)	EACH	\$97.50	12	6	\$585.00	6	\$585.00
Base Bid	65	65	UNITUFF DELINEATORS (YELLOW)	EACH	\$97.50	1	0	\$0.00	0	\$0.00
Base Bid	66	66	INSTALL GV & MH MARKERS	EACH	\$97.50	12	0	\$0.00	0	\$0.00
Base Bid	67	67	HANDICAP SYMBOL PAINT	EACH	\$200.00	1	0	\$0.00	0	\$0.00
Base Bid	68	68	4" SOLID LINE PAINT	LIN FT	\$2.10	480	0	\$0.00	0	\$0.00
Base Bid	69	69	4" BROKEN LINE PAINT	LIN FT	\$0.30	1795	0	\$0.00	0	\$0.00
Base Bid	70	70	4" DOUBLE SOLID LINE PAINT	LIN FT	\$0.50	3082	0	\$0.00	0	\$0.00
Base Bid	71	71	8" SOLID LINE PAINT	LIN FT	\$0.50	9786	0	\$0.00	0	\$0.00
Base Bid	72	72	12' SWING GATE	EACH	\$2,000.00	1	1	\$2,000.00	1	\$2,000.00
Base Bid	73	73	22' SWING GATE	EACH	\$4,050.00	1	1	\$4,050.00	1	\$4,050.00
Base Bid	74	74	END POST CHAIN LINK FENCE	EACH	\$154.00	1	1	\$154.00	1	\$154.00
Base Bid	75	75	INSTALL CHAIN LINK FENCE	LIN FT	\$74.00	16	16	\$1,184.00	16	\$1,184.00
Base Bid	76	76	16' CHAIN LINK GATE	EACH	\$3,950.00	0	0	\$0.00	0	\$0.00
Base Bid	77	77	6' PRIVACY FENCE (VINYL)	LIN FT	\$113.00	270	0	\$0.00	217.35	\$24,560.55
Base Bid	78	78	SNOW FENCE	LIN FT	\$4.00	400	390	\$1,560.00	390	\$1,560.00
Base Bid	79	79	BOLLARD	EACH	\$1,230.00	5	0	\$0.00	5	\$6,150.00
Base Bid	80	80	INSTALL SALVAGED BOLLARD	EACH	\$615.00	1	0	\$0.00	0	\$0.00
Base Bid	81	81	ADJUST FRAME & RING CASTING (WEAR COURSE)	EACH	\$318.00	25	0	\$0.00	0	\$0.00
Base Bid	82	82	CONNECT TO EXISTING SANITARY SEWER	EACH	\$1,490.00	1	0	\$0.00	1	\$1,490.00
Base Bid	83	83	4" SCH 40 PVC SEWER SERVICE PIPE	LIN FT	\$11.00	5200	0	\$0.00	5604.5	\$61,649.50
Base Bid	84	84	6" SCH 40 PVC SEWER SERVICE PIPE	LIN FT	\$18.00	250	0	\$0.00	250	\$4,500.00

Contract Item Status										
Base/Alt	Line	Item	Description	Units	Unit Price	Contract Quantity	Quantity This Request	Amount This Request	Quantity To Date	Amount To Date
Base Bid	85	85	8" PVC SDR 26 SANITARY SEWER	LIN FT	\$42.00	10333	0	\$0.00	10204	\$428,568.00
Base Bid	86	86	10" PVC SDR 26 SANITARY SEWER	LIN FT	\$57.50	110	0	\$0.00	100	\$5,750.00
Base Bid	87	87	8" DUCTILE IRON SAN SWR, CL 52	LIN FT	\$82.50	160	0	\$0.00	210	\$17,325.00
Base Bid	88	88	CONSTRUCT 8" OUTSIDE DROP	LIN FT	\$967.00	33.2	0	\$0.00	30.1	\$29,106.70
Base Bid	89	89	8" X 4" PVC WYE	EACH	\$479.00	131	27	\$12,933.00	140	\$67,060.00
Base Bid	90	90	INSTALL 4" SANITARY SEWER CLEANOUT	EACH	\$376.00	135	0	\$0.00	140	\$52,640.00
Base Bid	91	91	INSTALL 6" SANITARY SEWER CLEANOUT	EACH	\$546.00	4	0	\$0.00	4	\$2,184.00
Base Bid	92	92	SEWER SERVICE CASTING (PAVED AREAS)	EACH	\$241.00	3	3	\$723.00	3	\$723.00
Base Bid	93	93	SEWER SERVICE IRRIGATION BOX	EACH	\$110.00	138	120	\$13,200.00	120	\$13,200.00
Base Bid	94	94	4" PVC FORCEMAIN	LIN FT	\$30.50	3460	0	\$0.00	3277.5	\$99,963.75
Base Bid	95	95	DUCTILE IRON FITTINGS (FORCEMAIN)	POUND	\$21.50	367	0	\$0.00	172	\$3,698.00
Base Bid	96	96	SANITARY STRUCTURE DESIGN 4007	LIN FT	\$390.00	688	0	\$0.00	725.92	\$283,108.80
Base Bid	97	97	ANTI BUOYANCY COLLAR	EACH	\$1,460.00	2	0	\$0.00	2	\$2,920.00
Base Bid	98	98	SANITARY CASTING ASSEMBLY	EACH	\$985.00	45	47	\$46,295.00	47	\$46,295.00
Base Bid	99	99	CLEAN AND TELEWISE SANITARY SEWER - MAINLINE	LIN FT	\$1.30	10345	3883	\$5,047.90	10414	\$13,538.20
Base Bid	100	100	CLEAN AND TELEWISE SANITARY SEWER - SERVICES	LIN FT	\$3.20	5410	2504.5	\$8,014.40	5854.5	\$18,734.40
Base Bid	101	101	LIFT STATION (LS 25)	LUMP SUM	\$145,000.00	1	0.2	\$29,000.00	0.9	\$130,500.00
Base Bid	102	102	LIFT STATION (LS 26)	LUMP SUM	\$130,000.00	1	0.2	\$26,000.00	0.9	\$117,000.00
Base Bid	103	103	TRACER WIRE SYSTEM (FORCEMAIN)	LUMP SUM	\$2,130.00	1	0.4	\$852.00	0.9	\$1,917.00
Base Bid	104	104	TRACER WIRE SYSTEM (SANITARY)	LUMP SUM	\$24,700.00	1	0.4	\$9,880.00	0.9	\$22,230.00
Base Bid	105	105	CONNECT TO EXISTING WATERMAIN PIPE	EACH	\$1,960.00	2	0	\$0.00	2	\$3,920.00
Base Bid	106	106	WET TAP CONNECTION W/ 6" GATE VALVE (12" x 6")	EACH	\$5,260.00	1	-1	(\$5,260.00)	1	\$5,260.00
Base Bid	107	107	6" WATER MAIN - C900 PVC	LIN FT	\$33.50	650	0	\$0.00	650.5	\$21,791.75
Base Bid	108	108	8" WATER MAIN - C900 PVC	LIN FT	\$45.00	11531	0	\$0.00	11246.75	\$506,103.75
Base Bid	109	109	6" GATE VALVE AND BOX	EACH	\$2,130.00	25	3	\$6,390.00	25	\$53,250.00
Base Bid	110	110	8" GATE VALVE AND BOX	EACH	\$2,920.00	28	0	\$0.00	25	\$73,000.00
Base Bid	111	111	1" TYPE PE PIPE	LIN FT	\$6.90	5115	0	\$0.00	5537.5	\$38,208.75
Base Bid	112	112	2" TYPE PE PIPE	LIN FT	\$11.00	275	0	\$0.00	275	\$3,025.00
Base Bid	113	113	1" CORPORATION STOP AND SADDLE	EACH	\$600.00	134	-1	(\$600.00)	140	\$84,000.00
Base Bid	114	114	2" CORPORATION STOP AND SADDLE	EACH	\$881.00	1	0	\$0.00	1	\$881.00
Base Bid	115	115	1" CURB STOP AND BOX	EACH	\$717.00	134	0	\$0.00	140	\$100,380.00
Base Bid	116	116	2" CURB STOP AND BOX	EACH	\$1,050.00	1	0	\$0.00	1	\$1,050.00

Contract Item Status										
Base/Alt	Line	Item	Description	Units	Unit Price	Contract Quantity	Quantity This Request	Amount This Request	Quantity To Date	Amount To Date
Base Bid	117	117	2" INSULATION	SQ YD	\$48.50	10	0	\$0.00	53.39	\$2,589.42
Base Bid	118	118	4" INSULATION	SQ YD	\$73.00	40	0	\$0.00	42.8	\$3,124.40
Base Bid	119	119	HYDRANT (8' BURY)	EACH	\$6,390.00	8	0	\$0.00	8	\$51,120.00
Base Bid	120	120	HYDRANT (8.5' BURY)	EACH	\$6,480.00	4	0	\$0.00	4	\$25,920.00
Base Bid	121	121	HYDRANT (9' BURY)	EACH	\$6,580.00	3	0	\$0.00	3	\$19,740.00
Base Bid	122	122	HYDRANT (9.5' BURY)	EACH	\$6,670.00	4	1	\$6,670.00	4	\$26,680.00
Base Bid	123	123	HYDRANT (10' BURY)	EACH	\$6,530.00	4	0	\$0.00	4	\$26,120.00
Base Bid	124	124	HYDRANT (11' BURY)	EACH	\$6,950.00	1	0	\$0.00	0	\$0.00
Base Bid	125	125	INSTALL SALVAGED HYDRANT AND VALVE	EACH	\$2,030.00	1	0	\$0.00	1	\$2,030.00
Base Bid	126	126	HYDRANT RISER 6"	EACH	\$1,140.00	4	0	\$0.00	0	\$0.00
Base Bid	127	127	HYDRANT RISER 12"	EACH	\$1,290.00	4	0	\$0.00	0	\$0.00
Base Bid	128	128	HYDRANT RISER 18"	EACH	\$1,460.00	2	0	\$0.00	0	\$0.00
Base Bid	129	129	HYDRANT RISER 24"	EACH	\$1,610.00	2	0	\$0.00	1	\$1,610.00
Base Bid	130	130	DUCTILE IRON FITTINGS	POUND	\$24.00	4685	0	\$0.00	3470	\$83,280.00
Base Bid	131	131	TRACER WIRE SYSTEM (WATER MAIN)	LUMP SUM	\$27,400.00	1	0.4	\$10,960.00	0.9	\$24,660.00
Base Bid	132	132	12" RCP CULVERT (CLASS V)	LIN FT	\$62.50	123	0	\$0.00	80	\$5,000.00
Base Bid	133	133	18" RCP CULVERT (CLASS V)	LIN FT	\$75.50	100	0	\$0.00	88	\$6,644.00
Base Bid	134	134	24" RCP CULVERT (CLASS IV)	LIN FT	\$95.00	56	0	\$0.00	48	\$4,560.00
Base Bid	135	135	12" RC APRON	EACH	\$1,030.00	10	0	\$0.00	7	\$7,210.00
Base Bid	136	136	18" RC APRON	EACH	\$1,140.00	2	0	\$0.00	2	\$2,280.00
Base Bid	137	137	24" RC APRON	EACH	\$1,310.00	2	0	\$0.00	2	\$2,620.00
Base Bid	138	138	FLEXAMAT	SQ YD	\$113.00	176	0	\$0.00	85.38	\$9,647.94
Base Bid	139	139	CLEAN AND TELEWISE STORM SEWER	LIN FT	\$3.60	342	0	\$0.00	0	\$0.00
Base Bid	140	140	WEATHER WARNING SIREN	EACH	\$26,200.00	1	0.9	\$23,580.00	0.9	\$23,580.00
Base Bid	141	141	STABILIZED CONSTRUCTION EXIT	LUMP SUM	\$4,380.00	1	0.25	\$1,095.00	0.25	\$1,095.00
Base Bid	142	142	STORM CULVERT PROTECTION	EACH	\$184.00	6	6	\$1,104.00	6	\$1,104.00
Base Bid	143	143	COMMON TOPSOIL BORROW (LV)	CU YD	\$34.00	2400	1350	\$45,900.00	1433.29	\$48,731.86
Base Bid	144	144	48" BOULDER	EACH	\$196.00	39	80	\$15,680.00	80	\$15,680.00
Base Bid	145	145	INSTALL SALVAGED BOULDER	EACH	\$250.00	1	0	\$0.00	0	\$0.00
Base Bid	146	146	SILT FENCE, TYPE MS	LIN FT	\$5.60	450	0	\$0.00	168	\$940.80
Base Bid	147	147	8" BIOROLL WOOD FIBER	LIN FT	\$5.20	12000	0	\$0.00	6820	\$35,464.00
Base Bid	148	148	12" BIOROLL WOOD FIBER	LIN FT	\$5.40	3000	0	\$0.00	0	\$0.00
Base Bid	149	149	DECIDUOUS SHRUB NO 5 CONT	EACH	\$231.00	8	8	\$1,848.00	8	\$1,848.00

Contract Item Status										
Base/Alt	Line	Item	Description	Units	Unit Price	Contract Quantity	Quantity This Request	Amount This Request	Quantity To Date	Amount To Date
Base Bid	150	150	DECIDUOUS TREE 1.5" CAL CONT	EACH	\$769.00	5	3	\$2,307.00	3	\$2,307.00
Base Bid	151	151	CONIFEROUS TREE 6' HT B&B	EACH	\$810.00	40	44	\$35,640.00	44	\$35,640.00
Base Bid	152	152	CONIFEROUS TREE 3' HT CONT	EACH	\$605.00	0	0	\$0.00	0	\$0.00
Base Bid	153	153	LANDSCAPING MULCH (MULCH MATERIAL TYPE 6)	CU YD	\$128.00	56	62	\$7,936.00	62	\$7,936.00
Base Bid	154	154	LANDSCAPING FABRIC	SQ YD	\$3.10	280	280	\$868.00	280	\$868.00
Base Bid	155	155	TURF ESTABLISHMENT (RFM)	SQ YD	\$0.80	51656	21644.48	\$17,315.58	41043.2	\$32,834.56
Base Bid	156	156	TURF ESTABLISHMENT (CAT 25 BLANKET)	SQ YD	\$3.10	1500	660	\$2,046.00	2530	\$7,843.00
Base Bid	157	157	TURF ESTABLISHMENT (SEED MIX 36-711 WITH RFM)	SQ YD	\$5.20	350	360	\$1,872.00	360	\$1,872.00
Base Bid	158	158	SOIL ADDITIVE	SQ YD	\$1.50	53156	21644.48	\$32,466.72	41403.2	\$62,104.80
Base Bid	159	159	SODDING, TYPE LAWN	SQ YD	\$7.90	22014	6877.8	\$54,334.62	23113.8	\$182,599.02
Base Bid	160	160	WATERING (TURF AND TREES)	PER 1,000 GAL	\$82.00	300	0	\$0.00	0	\$0.00
Base Bid	161	161	TEMPORARY SEEDING	SQ YD	\$0.40	25000	968	\$387.20	968	\$387.20
Base Bid	162	162	IRRIGATION SYSTEM REPAIR	ALLOWANCE	\$30,000.00	1	0.028	\$840.00	0.526975	\$15,809.25
Alternate 1	163	163	MOBILIZATION	LUMP SUM	\$500.00	1	0.05	\$25.00	1	\$500.00
Alternate 1	164	164	TRAFFIC CONTROL	LUMP SUM	\$1,230.00	1	0	\$0.00	0.95	\$1,168.50
Alternate 1	165	165	CLEARING AND GRUBBING	ACRE	\$12,300.00	0.05	0	\$0.00	0.1	\$1,230.00
Alternate 1	166	166	SAWING BITUMINOUS PAVEMENT (FULL DEPTH)	LIN FT	\$3.40	151	0	\$0.00	153	\$520.20
Alternate 1	167	167	REMOVE BITUMINOUS PAVEMENT	SQ YD	\$4.80	330	0	\$0.00	400	\$1,920.00
Alternate 1	168	168	EXCAVATION-COMMON (EV) (P) (P)	CU YD	\$14.50	94	94	\$1,363.00	94	\$1,363.00
Alternate 1	169	169	COMMON EMBANKMENT (CV) (P) (P)	CU YD	\$17.50	18	18	\$315.00	18	\$315.00
Alternate 1	170	170	BITUMINOUS RESTORATION (STREET)	SQ YD	\$32.00	330	0	\$0.00	400	\$12,800.00
Alternate 1	171	171	6" WATER MAIN - C900 PVC	LIN FT	\$51.50	10	0	\$0.00	15.5	\$798.25
Alternate 1	172	172	8" WATER MAIN - C900 PVC	LIN FT	\$37.00	110	0	\$0.00	105	\$3,885.00
Alternate 1	173	173	DIRECTIONAL DRILL 18" CASING (HDPE/PVC/STEEL CASING)	LIN FT	\$209.00	380	0	\$0.00	380	\$79,420.00
Alternate 1	174	174	8" OR 10" WATER MAIN (CARRIER PIPE)	LIN FT	\$69.00	380	0	\$0.00	380	\$26,220.00
Alternate 1	175	175	6" GATE VALVE AND BOX	EACH	\$2,130.00	1	0	\$0.00	1	\$2,130.00
Alternate 1	176	176	1" TYPE PE PIPE	LIN FT	\$20.50	25	0	\$0.00	29	\$594.50
Alternate 1	177	177	1" CORPORATION STOP AND SADDLE	EACH	\$600.00	1	0	\$0.00	1	\$600.00
Alternate 1	178	178	1" CURB STOP AND BOX	EACH	\$717.00	1	0	\$0.00	1	\$717.00
Alternate 1	179	179	HYDRANT (9' BURY)	EACH	\$6,580.00	1	0	\$0.00	1	\$6,580.00
Alternate 1	180	180	DUCTILE IRON FITTINGS	POUND	\$24.00	155	0	\$0.00	118	\$2,832.00

Contract Item Status											
Base/Alt	Line	Item	Description	Units	Unit Price	Contract Quantity	Quantity This Request	Amount This Request	Quantity To Date	Amount To Date	
Alternate 1	181	181	TRACER WIRE SYSTEM (WATER MAIN)	LUMP SUM	\$642.00	1	0.9	\$577.80	0.9	\$577.80	
Alternate 1	182	182	COMMON TOPSOIL BORROW (LV)	CU YD	\$48.50	15	0	\$0.00	0	\$0.00	
Alternate 1	183	183	8" BIOROLL WOOD FIBER	LIN FT	\$6.70	110	0	\$0.00	60	\$402.00	
Alternate 1	184	184	TURF ESTABLISHMENT (RFM)	SQ YD	\$4.10	300	0	\$0.00	0	\$0.00	
Alternate 1	185	185	SOIL ADDITIVE	SQ YD	\$1.50	300	0	\$0.00	0	\$0.00	
Alternate 1	186	186	WATERING (TURF AND TREES)	PER 1,000 GAL	\$205.00	2	0	\$0.00	0	\$0.00	
Totals:								\$854,172.69		\$5,075,998.70	

Contract Change Item Status											
Project	CC	Line	Item	Unit Price	Contract Quantity	Contract Amount	New Item or Adj to Existing	Quantity This Request	Amount This Request	Quantity To Date	Amount To Date
BAXTE 172114	CO1	40	40 TYPE SP 12.5 NON WEARING COURSE MIXTURE (2,B) (TON)	\$77.00	-4705	(\$362,285.00)	ADJ				
BAXTE 172114	CO1	187	187 CALCIUM CHLORIDE SOLUTION (GALLON)	\$1.95	6000	\$11,700.00	ITM	\$0.00	\$0.00	2550	\$4,972.50
BAXTE 172114	CO1	188	188 10" X 4" PVC WYE (EACH)	\$1,055.00	1	\$1,055.00	ITM	\$0.00	\$0.00	1	\$1,055.00
BAXTE 172114	CO1	189	189 TYPE SP 12.5 NON-WEARING COURSE (2,C) (TON)	\$84.38	4705	\$397,007.90	ITM	\$0.00	\$0.00	4665.53	\$393,677.42
BAXTE 172114	CO2	132	132 12" RCP CULVERT (CLASS V) (LIN FT)	\$62.50	-63	(\$3,937.50)	ADJ				
BAXTE 172114	CO2	138	138 FLEXAMAT (SQ YD)	\$113.00	-86	(\$9,718.00)	ADJ				
BAXTE 172114	CO2	190	190 RELOCATE HYDRANT (EACH)	\$2,453.00	1	\$2,453.00	ITM	\$0.00	\$0.00	1	\$2,453.00
BAXTE 172114	CO2	191	2503.503 12" RC PIPE SEWER CLASS V (L F)	\$62.50	182	\$11,375.00	ITM	\$0.00	\$0.00	182	\$11,375.00
BAXTE 172114	CO2	192	2506.502 CONST DRAINAGE STRUCTURE DESIGN H (EACH)	\$3,753.92	1	\$3,753.92	ITM	\$0.00	\$0.00	1	\$3,753.92
BAXTE 172114	CO2	193	2506.502 CONST DRAINAGE STRUCTURE DESIGN G (EACH)	\$5,062.13	3	\$15,186.39	ITM	\$0.00	\$0.00	3	\$15,186.39
BAXTE 172114	CO2	194	194 CLEANOUT MODIFICATION (EACH)	\$10.97	142	\$1,557.74	ITM	\$0.00	\$0.00	140	\$1,535.80
BAXTE 172114	CO3	195	1 BATTERIES (STORM SIREN) (LUMP SUM)	\$1,297.33	1	\$1,297.33	ITM	\$1.00	\$1,297.33	1	\$1,297.33
BAXTE 172114	CO3	196	1 GRADING (FENCE) (LUMP SUM)	\$1,526.00	1	\$1,526.00	ITM	\$0.00	\$0.00	1	\$1,526.00
BAXTE 172114	CO3	197	1 #4 Bar (EPOXY) (LIN FT)	\$1.90	800	\$1,520.00	ITM	\$0.00	\$0.00	1560	\$2,964.00
BAXTE 172114	CO4	198	198 WATERING (MAINTENANCE PERIOD) (PER 1000 GALLON)	\$73.00	2000	\$146,000.00	ITM	\$511.00	\$37,303.00	995	\$72,635.00
BAXTE 172114	CO5	76	76 16' CHAIN LINK GATE (EACH)	\$3,950.00	-1	(\$3,950.00)	ADJ				
BAXTE 172114	CO5	198	0 CONSTRUCTION SIGN SPECIAL (LUMP SUM)	\$710.81	1	\$710.81	ITM	\$0.00	\$0.00	1	\$710.81
BAXTE 172114	CO5	199	0 SALVAGE AND REINSTALL GATE (EACH)	\$2,235.00	1	\$2,235.00	ITM	\$1.00	\$2,235.00	1	\$2,235.00

Contract Change Item Status											
Project	CC	Line	Item	Unit Price	Contract Quantity	Contract Amount	New Item or Adj to Existing	Quantity This Request	Amount This Request	Quantity To Date	Amount To Date
BAXTE 172114	CO5	200	0 RELOCATE HYDRANTS (LUMP SUM)	\$18,600.00	1	\$18,600.00	ITM	\$0.00	\$0.00	1	\$18,600.00
BAXTE 172114	CO5	201	0 ADJUST WATER SERVICE (LUMP SUM)	\$2,100.00	1	\$2,100.00	ITM	\$0.00	\$0.00	1	\$2,100.00
BAXTE 172114	CO5	202	0 ADJUST HYDRANT LEAD (LUMP SUM)	\$1,400.00	1	\$1,400.00	ITM	\$0.00	\$0.00	1	\$1,400.00
BAXTE 172114	CO5	203	85 8" PVC SDR 26 SANITARY SEWER (LIN FT)	\$12.26	117	\$1,434.42	ITM	\$0.00	\$0.00	117	\$1,434.42
BAXTE 172114	CO5	204	0 FREIGHT CHARGE SPECIAL (LUMP SUM)	\$2,600.00	1	\$2,600.00	ITM	\$0.00	\$0.00	1	\$2,600.00
BAXTE 172114	CO6	152	152 CONIFEROUS TREE 3' HT CONT (EACH)	\$605.00	-150	(\$90,750.00)	ADJ				
BAXTE 172114	CO6	205	205 GRUBBING - SPECIAL (LUMP SUM)	\$13,722.63	1	\$13,722.63	ITM	\$0.00	\$0.00	1	\$13,722.63
BAXTE 172114	CO6	206	206 CLEARING - SPECIAL (LUMP SUM)	\$9,926.29	1	\$9,926.29	ITM	\$0.00	\$0.00	1	\$9,926.29
BAXTE 172114	CO6	207	207 REMOBILIZATION - TURF RESTORATION (LUMP SUM)	\$1,949.85	1	\$1,949.85	ITM	\$0.00	\$0.00	1	\$1,949.85
BAXTE 172114	CO6	208	208 GRADING TRAIL - SPECIAL (LUMP SUM)	\$5,040.72	1	\$5,040.72	ITM	\$0.00	\$0.00	1	\$5,040.72
BAXTE 172114	CO6	209	209 GRADING & TOPSOIL - SPECIAL (LUMP SUM)	\$1,925.00	1	\$1,925.00	ITM	\$0.00	\$0.00	1	\$1,925.00
BAXTE 172114	CO6	210	2571.502 CONIFEROUS TREE 3' HT CONT (EACH)	\$698.25	100	\$69,825.00	ITM	\$100.00	\$69,825.00	100	\$69,825.00
BAXTE 172114	CO6	211	2571.502 ORNAMENTAL GRASS NO 1 CONT (EACH)	\$72.98	4	\$291.92	ITM	\$4.00	\$291.92	4	\$291.92
BAXTE 172114	CO6	212	212 RESTOCKING FEE (EACH)	\$2,375.00	1	\$2,375.00	ITM	\$0.00	\$0.00	1	\$2,375.00
BAXTE 172114	CO6	213	0 TEMPORARY SIGN SPECIAL (24" X 24") (EACH)	\$131.25	37	\$4,856.25	ITM	\$35.00	\$4,593.75	35	\$4,593.75
Contract Change Totals:									\$115,546.00		\$651,161.75

Contract Change Totals			
Number	Description	Effective Date	Amount
1	<p>The gravel access roadway will require treatment with a solution for dust control. Public Works staff and the Engineer determined that a Calcium Chloride Solution is most desirable for the access road segment, as it will control dust more effectively than using water for dust control. The bid item for this solution was not included in the original bid form, thus the item is represented in this Change Order.</p> <p>The plan inadvertently noted an 8" wye along the sewer main on Forestview Drive. A 10" Wye is needed along this pipe segment for the sanitary sewer service. The bid item for the 10" wye was not included in the original bid; thus the item is represented in this Change Order.</p> <p>Public Works staff reviewed the bituminous mixture for this project after the bid date and determined that the B Oil was not desired for this roadway, rather that the segment be upgraded to a different oil designation to give the City an opportunity to review the street segments and determine if the performance is enhanced with the use of the C Oil. Public Works staff suggested that the mix designation be upgraded for the project to the C Oil designation. The Contractor provided pricing for the upgrade, and the amount noted as an increase is considered reasonable. The Change Order identifies the cost associated with the modification by eliminating the original bid item, and adding a separate bid item to clearly identify the material that will be used for the project.</p>	04/29/2024	\$47,477.90
2	Riverwood Road Storm Sewer modification, Paris Road hydrant relocation, cleanout modification	06/03/2024	\$20,670.55
3	Change Order No. 3	07/18/2024	\$4,343.33
4	During project discussions, staff from RL Larson noted that their bid prices did not include watering sodded or seeded areas and trees. RL Larson suggested that the	08/06/2024	\$146,000.00

Contract Change Totals			
Number	Description	Effective Date	Amount
	language included within the special provision sections for turf restoration and tree plantings did not clearly identify watering, and that a separate item was included for this purpose. RL Larson's interpretation of the contract was that watering was not an incidental item. After additional discussion between RL Larson, City Staff, and SEH, RL Larson requested a Change Order and provided a cost for a new bid item related to watering during the maintenance period. City Staff and the Engineer determined that RL Larson's interpretation of contract language has merit and accepts the new bid item for watering. The cost noted for this item incorporates the City waiving fees for water used for maintenance of trees or sodded and seeded areas for those specific gallons that will be utilized for this activity.		
5	Change Order No. 5	08/09/2024	\$25,130.23
6	Change Order No. 6	09/13/2024	\$19,162.66

Material On Hand Balance						
Line	Item	Description	Date	Added	Used	Remaining
66	66	INSTALL GV & MH MARKERS	2024-05-17	1 EACH \$39.85	0 EACH \$0.00	1 EACH \$39.85
83	83	4" SCH 40 PVC SEWER SERVICE PIPE	2024-05-17	1,314 LIN FT \$14,451.18	1,314 LIN FT \$14,451.18	0 LIN FT \$0.00
84	84	6" SCH 40 PVC SEWER SERVICE PIPE	2024-05-17	2 LIN FT \$30.61	2 LIN FT \$30.61	0 LIN FT \$0.00
85	85	8" PVC SDR 26 SANITARY SEWER	2024-05-17	1,658 LIN FT \$69,618.44	1,658 LIN FT \$69,618.44	0 LIN FT \$0.00
86	86	10" PVC SDR 26 SANITARY SEWER	2024-05-17	38 LIN FT \$2,149.39	38 LIN FT \$2,149.39	0 LIN FT \$0.00
87	87	8" DUCTILE IRON SAN SWR, CL 52	2024-05-17	85 LIN FT \$6,997.69	85 LIN FT \$6,997.69	0 LIN FT \$0.00
88	88	CONSTRUCT 8" OUTSIDE DROP	2024-05-17	6 LIN FT \$5,304.10	6 LIN FT \$5,304.10	0 LIN FT \$0.00
89	89	8" X 4" PVC WYE	2024-05-17	34 EACH \$16,189.50	34 EACH \$16,189.50	0 EACH \$0.00
90	90	INSTALL 4" SANITARY SEWER CLEANOUT	2024-05-17	17 EACH \$6,354.80	17 EACH \$6,354.80	0 EACH \$0.00
91	91	INSTALL 6" SANITARY SEWER CLEANOUT	2024-05-17	2 EACH \$852.98	2 EACH \$852.98	0 EACH \$0.00
94	94	4" PVC FORCEMAIN	2024-05-17	489 LIN FT \$14,892.58	489 LIN FT \$14,892.58	0 LIN FT \$0.00
95	95	DUCTILE IRON FITTINGS (FORCEMAIN)	2024-05-17	80 POUND \$1,704.08	80 POUND \$1,704.08	0 POUND \$0.00
101	101	LIFT STATION (LS 25)	2024-05-17	1 LUMP SUM \$21,403.69	0.9 LUMP SUM \$19,263.32	0.1 LUMP SUM \$2,140.37
102	102	LIFT STATION (LS 26)	2024-05-17	1 LUMP SUM \$10,629.17	0.9 LUMP SUM \$9,566.25	0.1 LUMP SUM \$1,062.92
103	103	TRACER WIRE SYSTEM (FORCEMAIN)	2024-05-17	1 LUMP SUM \$1,539.16	0.9 LUMP SUM \$1,385.24	0.1 LUMP SUM \$153.92
104	104	TRACER WIRE SYSTEM (SANITARY)	2024-05-17	1 LUMP SUM \$21,709.95	0.9 LUMP SUM \$19,538.96	0.1 LUMP SUM \$2,170.99
105	105	CONNECT TO EXISTING WATERMAIN PIPE	2024-05-17	1 EACH \$629.34	1 EACH \$629.34	0 EACH \$0.00
106	106	WET TAP CONNECTION W/ 6" GATE VALVE (12" x 6")	2024-05-17	1 EACH \$676.76	1 EACH \$676.76	0 EACH \$0.00
107	107	6" WATER MAIN - C900 PVC	2024-05-17	242 LIN FT \$8,096.23	242 LIN FT \$8,096.23	0 LIN FT \$0.00
108	108	8" WATER MAIN - C900 PVC	2024-05-17	1,788 LIN FT \$80,452.10	1,788 LIN FT \$80,452.10	0 LIN FT \$0.00
109	109	6" GATE VALVE AND BOX	2024-05-17	20 EACH \$41,676.12	20 EACH \$41,676.12	0 EACH \$0.00
110	110	8" GATE VALVE AND BOX	2024-05-17	24 EACH \$68,480.73	24 EACH \$68,480.73	0 EACH \$0.00
111	111	1" TYPE PE PIPE	2024-05-17	656 LIN FT \$4,523.74	656 LIN FT \$4,523.74	0 LIN FT \$0.00

Material On Hand Balance						
Line	Item	Description	Date	Added	Used	Remaining
113	113	1" CORPORATION STOP AND SADDLE	2024-05-17	52 EACH \$31,063.39	52 EACH \$31,063.39	0 EACH \$0.00
115	115	1" CURB STOP AND BOX	2024-05-17	56 EACH \$39,747.22	56 EACH \$39,747.22	0 EACH \$0.00
117	117	2" INSULATION	2024-05-17	6 SQ YD \$286.02	6 SQ YD \$286.02	0 SQ YD \$0.00
118	118	4" INSULATION	2024-05-17	26 SQ YD \$1,838.70	26 SQ YD \$1,838.70	0 SQ YD \$0.00
119	119	HYDRANT (8' BURY)	2024-05-17	7 EACH \$41,015.67	7 EACH \$41,015.67	0 EACH \$0.00
120	120	HYDRANT (8.5' BURY)	2024-05-17	4 EACH \$20,887.08	4 EACH \$20,887.08	0 EACH \$0.00
121	121	HYDRANT (9' BURY)	2024-05-17	4 EACH \$21,137.59	3 EACH \$15,853.19	1 EACH \$5,284.40
122	122	HYDRANT (9.5' BURY)	2024-05-17	4 EACH \$21,645.62	4 EACH \$21,645.62	0 EACH \$0.00
123	123	HYDRANT (10' BURY)	2024-05-17	4 EACH \$21,994.74	4 EACH \$21,994.74	0 EACH \$0.00
124	124	HYDRANT (11' BURY)	2024-05-17	1 EACH \$5,695.84	0 EACH \$0.00	1 EACH \$5,695.84
125	125	INSTALL SALVAGED HYDRANT AND VALVE	2024-05-17	1 EACH \$250.79	1 EACH \$250.79	0 EACH \$0.00
130	130	DUCTILE IRON FITTINGS	2024-05-17	1,548 POUND \$37,144.57	1,548 POUND \$37,144.57	0 POUND \$0.00
131	131	TRACER WIRE SYSTEM (WATER MAIN)	2024-05-17	1 LUMP SUM \$24,299.04	0.9 LUMP SUM \$21,869.14	0.1 LUMP SUM \$2,429.90
149	149	DECIDUOUS SHRUB NO 5 CONT	2024-09-13	8 EACH \$440.00	8 EACH \$440.00	0 EACH \$0.00
150	150	DECIDUOUS TREE 1.5" CAL CONT	2024-09-13	2 EACH \$1,450.00	2 EACH \$1,450.00	0 EACH \$0.00
150	150	DECIDUOUS TREE 1.5" CAL CONT	2024-09-13	1 EACH \$625.00	1 EACH \$625.00	0 EACH \$0.00
151	151	CONIFEROUS TREE 6' HT B&B	2024-09-13	28 EACH \$8,036.00	28 EACH \$8,036.00	0 EACH \$0.00
151	151	CONIFEROUS TREE 6' HT B&B	2024-09-13	16 EACH \$4,672.00	16 EACH \$4,672.00	0 EACH \$0.00
173	173	DIRECTIONAL DRILL 18" CASING (HDPE/PVC/STEEL CASING)	2024-05-17	89 LIN FT \$18,554.50	89 LIN FT \$18,554.50	0 LIN FT \$0.00
174	174	8" OR 10" WATER MAIN (CARRIER PIPE)	2024-05-17	174 LIN FT \$11,970.83	174 LIN FT \$11,970.83	0 LIN FT \$0.00
175	175	6" GATE VALVE AND BOX	2024-05-17	1 EACH \$1,826.63	1 EACH \$1,826.63	0 EACH \$0.00
179	179	HYDRANT (9' BURY)	2024-05-17	1 EACH \$99.69	1 EACH \$99.69	0 EACH \$0.00
180	180	DUCTILE IRON FITTINGS	2024-05-17	13 POUND \$300.85	13 POUND \$300.85	0 POUND \$0.00
181	181	TRACER WIRE SYSTEM (WATER MAIN)	2024-05-17	2 LUMP SUM \$988.46	0.9 LUMP SUM \$444.81	1.1 LUMP SUM \$543.65
210	210	CONIFEROUS TREE 3' HT CONT	2024-09-13	50 EACH \$11,700.00	50 EACH \$11,700.00	0 EACH \$0.00
210	210	CONIFEROUS TREE 3' HT CONT	2024-09-13	40 EACH \$9,360.00	40 EACH \$9,360.00	0 EACH \$0.00
210	210	CONIFEROUS TREE 3' HT CONT	2024-09-13	10 EACH \$2,340.00	10 EACH \$2,340.00	0 EACH \$0.00
211	211	ORNAMENTAL GRASS NO 1 CONT	2024-09-13	4 EACH \$160.00	4 EACH \$160.00	0 EACH \$0.00

Contract Total	\$5,746,682.29
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Exhibit A: Project Cost Summary for 2024 South Forestview Area Improvements Project
Municipal Project No. 4138
Date: October 28, 2024

Budget Line Item	Approved Budget (3/19/2024)	Added/ Modified Items	Current Expenditures	Projected Final
Pre-order Lift Station Equipment (Quality Flow):	\$115,800.00		\$115,800.00	\$115,800.00
Fletcher Trucking Winter Tree Clearing Contract:	\$25,180.00		\$25,180.00	\$25,180.00
Fletcher Trucking Winter Tree Clearing- C. O. 1	\$20,000.00		\$17,040.00	\$17,040.00
Construction:	\$5,857,405.33			\$5,857,405.33
Pending Change Order for C-oil in non-wear:	\$23,520.00			\$23,520.00
Additional Tree Grubbing (RL Larson Contract):	\$24,600.00			\$24,600.00
Change Order 1 (not including line item for C Oil):	--	\$23,957.90		\$23,957.90
Change Order 2:	--	\$20,670.55		\$20,670.55
Change Order 3:	--	\$4,343.33		\$4,343.33
Change Order 4:	--	\$146,000.00		\$146,000.00
Change Order 5:		\$25,130.23		\$25,130.23
Change Order 6:		\$19,162.66		\$19,162.66
Quantity Overruns/Budgeted Future Change Orders	--	\$80,000.00		\$80,000.00
Total Construction	--		\$5,459,348.18	
Contingencies:	\$451,642.90	-Modified-	--	\$132,378.23
Engineering, Geotechnical, Testing (SEH):	\$1,425,000.00		\$1,189,091.30	\$1,425,000.00
Lift Station SCADA Integration (AE2S):	\$29,560.00			\$29,560.00
Property Acquisition/Professional Services for ROW:	\$65,000.00		\$65,000.00	\$65,000.00
Bonding, Finance, Administrative, Miscellaneous	\$258,941.93		\$258,941.93	\$258,941.93
	\$8,296,650.16	\$319,264.67	\$7,130,401.41	\$8,293,690.16

Construction Cost Notes

Several modifications to the plans for this project were completed throughout the construction season. Project budget impacts are included in the various line items for Change Orders or within the quantity overrun line item.

- Development/replat for Forestview Acres along Forestview Drive (added services).
- Additional paving on Fiber Drive.
- Revised grading limits and roadway tie in slopes along Parkview Circle.
- Various completed Change Orders, potential Change Orders, or quantity overruns identified as construction progresses.

The contingencies Projected Final line item includes placeholder for anticipated Spring 2025 turf restoration repair work.

Consultant Budget Notes

Scope changes identified in the Construction Cost Notes section above and other services outside of the original contract have been requested that impact the consultant budget, and may be addressed in a future fee amendment request. SEH and City staff will monitor the consultant budget and provide updates as the items resolve.



**ITEM REPORT
UTILITIES COMMISSION**

Agenda Date: 11/7/2024
Agenda Section: Information Only

Department Origination: Public Works

Agenda Item: 2023 Cypress Drive and Douglas Fir Drive Improvements project – Monthly Update

Approval Required: No Action Required

BACKGROUND

The City hired the SEH/WIDSETH team in June 2022 to deliver this 2023 City street and utility extension project.

11/04/2024 Update – Scott Hedlund, SEH

Last week we received the signed final payment application and necessary associated final closeout paperwork from Kraemer Trucking and Excavating Inc (KTE). The final payment to KTE will be included in the November Utilities Commission and City Council agendas for approval considerations.

FINANCIAL IMPLICATIONS

	Approved Budget	Estimated Spent/ Paid	Anticipated Final
Total Project Costs Summary			
Original Construction Contract:	\$3,646,482		
Change Order No. 1	\$41,891.10		
Change Order No. 2	\$21,139.80		
Change Order No. 3	\$11,629.20		
Change Order No. 4	(\$91,603.45)		
Change Order No. 5	\$20,035.50		
Change Order No. 6	\$337,614.13		
Subtotal Construction	\$3,987,188.37	\$3,999,871.05	\$3,999,871.05
Contingencies:	\$50,000		\$0
Prior Engineering & Soft Costs:	\$82,990	\$82,990	\$82,990
Current Engineering & Construction Materials Testing Contract:	\$840,700	\$823,885.28*	\$840,700
Braun Geotechnical Evaluation:	\$10,855	\$10,855	\$10,855
Nelson Sanitation Sewer Pipe Cleaning & Televising Contract:	\$9,806	\$9,806	\$9,806
Pratt’s Affordable Excavating Winter Tree Clearing Contract:	\$11,250	\$11,250	\$11,250
Pre-order Light Poles Contract:	\$78,300	\$78,300	\$78,300
Temporary Lighting Reimbursement	-\$11,629	-\$11,629	-\$11,629
Property Acquisition:	\$32,606	\$32,606	\$32,606
<u>Bonding, Finance, Administrative, SAC, Miscellaneous:</u>	<u>\$360,184</u>	<u>\$360,184</u>	<u>\$360,184</u>
Total:	\$5,452,250.44	\$5,397,453.07*	\$5,414,933.21

*Engineering costs are through 9/30/2024; the anticipated final engineering invoices will be issued in November.

STAFF RECOMMENDATIONS

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COUNCIL ACTION REQUESTED

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ITEM REPORT
UTILITIES COMMISSION

Agenda Date: 11/7/2024
 Agenda Section: Business Item

Department Origination: Public Works

Agenda Item: Approve the Kraemer Trucking & Excavating, Inc Final Pay Estimate No. 9 in the amount of \$72,490.50 for the 2023 Cypress Drive and Douglas Fir Drive Improvements project

Approval Required: Simple Majority Vote

BACKGROUND

On April 4, 2023, the City Council awarded the construction bid to Kraemer Trucking & Excavating, Inc in the total amount of \$3,646,482.09.

11/04/2024 Update – Scott Hedlund, SEH

Application for Payment No. 9 Final is for work accomplished through August 8, 2024 and represents the final payment to Kraemer Trucking & Excavating, Inc. This payment includes reducing the retainage from 1.5% to 0%. Work items being paid include signing, turf establishment, and erosion control.

Summary:

Gross Amount Due: \$3,999,871.05

Less 0% Retainage: \$0

Amount Eligible for Payment To Date: \$3,999,871.05

Less Previous Payments: \$3,927,380.55

Amount Due with Application for Payment No. 9 Final: \$72,490.50

FINANCIAL IMPLICATIONS

	Approved Budget	Estimated Spent/ Paid	Anticipated Final
Total Project Costs Summary			
Original Construction Contract:	\$3,646,482		
Change Order No. 1	\$41,891.10		
Change Order No. 2	\$21,139.80		
Change Order No. 3	\$11,629.20		
Change Order No. 4	(\$91,603.45)		
Change Order No. 5	\$20,035.50		
Change Order No. 6	\$337,614.13		
Subtotal Construction	\$3,987,188.37	\$3,999,871.05	\$3,999,871.05
Contingencies:	\$50,000		\$0
Prior Engineering & Soft Costs:	\$82,990	\$82,990	\$82,990
Current Engineering & Construction Materials Testing Contract:	\$840,700	\$823,885.28*	\$840,700
Braun Geotechnical Evaluation:	\$10,855	\$10,855	\$10,855
Nelson Sanitation Sewer Pipe Cleaning & Televising Contract:	\$9,806	\$9,806	\$9,806
Pratt’s Affordable Excavating Winter Tree Clearing Contract:	\$11,250	\$11,250	\$11,250
Pre-order Light Poles Contract:	\$78,300	\$78,300	\$78,300
Temporary Lighting Reimbursement	-\$11,629	-\$11,629	-\$11,629
Property Acquisition:	\$32,606	\$32,606	\$32,606

Bonding, Finance, Administrative, SAC, Miscellaneous:	\$360,184	\$360,184	\$360,184
Total:	\$5,452,250.44	\$5,397,453.07*	\$5,414,933.21

*Engineering costs are through 9/30/2024; the anticipated final engineering invoices will be issued in November.

STAFF RECOMMENDATIONS

Staff have no concerns with the work completed this period and recommend making the final payment as outlined in Final Pay Estimate No. 9.

COUNCIL ACTION REQUESTED

MOTION to approve the Kraemer Trucking & Excavating, Inc Final Pay Estimate No. 9 in the amount of \$72,490.50 for the 2023 Cypress Drive and Douglas Fir Drive Improvements project.

APPLICATION FOR PAYMENT NO. 9 (FINAL)

PROJECT NO. BAXTE168390
 SAP NOS. 230-020-002 & 018-648-014
 OWNER CITY OF BAXTER
 CONTRACTOR KRAEMER TRUCKING & EXCAVATING, INC.

CITY NO. 4087

CONTRACT FOR: 2023 CYPRESS DRIVE & DOUGLAS FIR DRIVE IMP

AGREEMENT DATE: 4/4/2023

FOR WORK ACCOMPLISHED THROUGH: 8/8/2024

ITEM	MNDOT	DESCRIPTION	UNIT	UNIT COST	CONTRACT		THIS PAYMENT		WORK TO DATE	
					QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT
BASE BID										
1	2021.501	MOBILIZATION	LUMP SUM	\$192,610.37	1.00	\$192,610.37		\$0.00	1.00	\$192,610.37
2	2101.502	CLEARING	EACH	\$250.00	3.00	\$750.00		\$0.00	50.00	\$12,500.00
3	2101.502	GRUBBING	EACH	\$250.00	3.00	\$750.00		\$0.00	40.00	\$10,000.00
4	2101.505	GRUBBING	ACRE	\$10,000.00	0.89	\$8,900.00		\$0.00	1.00	\$10,000.00
5	2102.503	PAVEMENT MARKING REMOVAL	LIN FT	\$0.85	1,100.00	\$935.00		\$0.00	1,100.00	\$935.00
6	2102.518	PAVEMENT MARKING REMOVAL	SQ FT	\$3.15	66.00	\$207.90		\$0.00	66.00	\$207.90
7	2104.502	REMOVE PERMANENT BARRICADE	EACH	\$105.00	2.00	\$210.00	1.00	\$105.00	2.00	\$210.00
8	2104.502	REMOVE LIGHTING UNIT	EACH	\$515.00	2.00	\$1,030.00		\$0.00	2.00	\$1,030.00
9	2104.502	REMOVE CASTING	EACH	\$150.00	9.00	\$1,350.00		\$0.00	9.00	\$1,350.00
10	2104.502	REMOVE DRAINAGE STRUCTURE	EACH	\$525.00	7.00	\$3,675.00		\$0.00	7.00	\$3,675.00
11	2104.502	REMOVE SIGN	EACH	\$42.00	12.00	\$504.00		\$0.00	12.00	\$504.00
12	2104.502	REMOVE HANDHOLE	EACH	\$415.00	2.00	\$830.00		\$0.00	2.00	\$830.00
13	2104.502	REMOVE LIGHT FOUNDATION	EACH	\$350.00	9.00	\$3,150.00		\$0.00	9.00	\$3,150.00
14	2104.502	REMOVE MAIL BOX SUPPORT	EACH	\$100.00	1.00	\$100.00		\$0.00	1.00	\$100.00
15	2104.502	SALVAGE LIGHTING UNIT	EACH	\$520.00	6.00	\$3,120.00		\$0.00	6.00	\$3,120.00
16	2104.502	SALVAGE SIGN	EACH	\$105.00	1.00	\$105.00	1.00	\$105.00	2.00	\$210.00
17	2104.502	SALVAGE SIGN TYPE SPECIAL	EACH	\$42.00	4.00	\$168.00		\$0.00	4.00	\$168.00
18	2104.602	REMOVE CURB STOP	EACH	\$725.00	4.00	\$2,900.00		\$0.00	3.00	\$2,175.00
19	2104.602	REMOVE MANHOLE (SANITARY)	EACH	\$525.00	1.00	\$525.00		\$0.00	1.00	\$525.00
20	2104.602	REMOVE CASTING (SANITARY)	EACH	\$260.00	5.00	\$1,300.00		\$0.00	5.00	\$1,300.00
21	2104.503	SAWING BITUMINOUS PAVEMENT (FULL DEPTH)	LIN FT	\$3.00	1,566.00	\$4,698.00		\$0.00	1,588.00	\$4,764.00
22	2104.503	REMOVE PIPE CULVERTS	LIN FT	\$11.00	264.00	\$2,904.00		\$0.00	136.00	\$1,496.00
23	2104.503	REMOVE SEWER PIPE (STORM)	LIN FT	\$8.50	439.00	\$3,731.50		\$0.00	474.00	\$4,029.00
24	2104.503	REMOVE SEWER PIPE (SANITARY)	LIN FT	\$10.50	133.00	\$1,396.50		\$0.00	91.00	\$955.50
25	2104.503	REMOVE CURB AND GUTTER	LIN FT	\$2.50	3,882.00	\$9,705.00		\$0.00	4,099.00	\$10,247.50
26	2104.503	REMOVE FENCE	LIN FT	\$15.00	46.00	\$690.00		\$0.00	46.00	\$690.00
27	2104.503	REMOVE UNDERGROUND WIRE	LIN FT	\$0.62	2,055.00	\$1,274.10		\$0.00	2,055.00	\$1,274.10
28	2104.503	REMOVE SANITARY SERVICE PIPE	LIN FT	\$10.50	150.00	\$1,575.00		\$0.00	166.00	\$1,743.00
29	2104.503	REMOVE WATER SERVICE PIPE	LIN FT	\$10.50	125.00	\$1,312.50		\$0.00	159.00	\$1,669.50
30	2104.504	REMOVE CONCRETE DRIVEWAY PAVEMENT	SQ YD	\$6.00	32.00	\$192.00		\$0.00	32.00	\$192.00
31	2104.504	REMOVE BITUMINOUS DRIVEWAY PAVEMENT	SQ YD	\$4.50	1,750.00	\$7,875.00		\$0.00	2,305.40	\$10,374.30
32	2104.504	REMOVE BITUMINOUS PAVEMENT	SQ YD	\$2.85	10,906.00	\$31,082.10		\$0.00	9,462.00	\$26,966.70
33	2104.518	REMOVE BITUMINOUS WALK	SQ FT	\$3.00	65.00	\$195.00		\$0.00	675.00	\$2,025.00
34	2106.507	EXCAVATION - COMMON	CU YD	\$5.25	12,774.00	\$67,063.50		\$0.00	17,469.00	\$91,712.25
35	2106.507	COMMON EMBANKMENT (CV)	CU YD	\$10.75	15,989.00	\$171,881.75		\$0.00	25,865.00	\$278,048.75
36	2106.601	DEWATERING	LUMP SUM	\$100,000.00	1.00	\$100,000.00		\$0.00	1.03	\$103,200.00
37	2106.607	HAUL AND STOCKPILE RECLAIM MATERIAL (CV)	CU YD	\$16.25	1,618.00	\$26,292.50		\$0.00	1,618.00	\$26,292.50
38	2118.507	AGGREGATE SURFACING (CV) CLASS 2	CU YD	\$78.00	69.00	\$5,382.00		\$0.00	88.00	\$6,864.00
39	2123.510	COMMON LABORERS	hour	\$95.00	25.00	\$2,375.00		\$0.00	77.73	\$7,384.35
40	2123.610	SKID LOADER	hour	\$150.00	25.00	\$3,750.00		\$0.00	114.49	\$17,173.50
41	2123.610	STREET SWEEPER (WITH PICKUP BROOM)	hour	\$150.00	25.00	\$3,750.00		\$0.00	3.41	\$511.50
42	2130.523	WATER	M GALLON	\$100.00	8.00	\$800.00		\$0.00	0.00	\$0.00
43	2211.507	AGGREGATE BASE (CV) CLASS 6	CU YD	\$31.75	4,622.00	\$146,748.50		\$0.00	4,677.00	\$148,494.75
44	2215.504	FULL DEPTH RECLAMATION	SQ YD	\$1.50	6,470.00	\$9,705.00		\$0.00	5,956.00	\$8,934.00
45	2301.504	CONCRETE PAVEMENT 8.0"	SQ YD	\$98.00	369.00	\$36,162.00		\$0.00	544.93	\$53,403.14
46	2301.602	DRILL AND GROUT REINF BAR (EPOXY COATED)	EACH	\$9.50	205.00	\$1,947.50		\$0.00	240.00	\$2,280.00
47	2331.603	JOINT ADHESIVE	LIN FT	\$10.50	181.00	\$1,900.50		\$0.00	0.00	\$0.00
48	2360.509	TYPE SP 9.5 WEARING COURSE MIXTURE (3,C)	TON	\$83.00	6,172.00	\$512,276.00		\$0.00	6,629.96	\$550,286.68
49	2360.509	TYPE SP 12.5 NON WEARING COURSE MIXTURE (3,C)	TON	\$80.00	2,740.00	\$219,200.00		\$0.00	3,129.61	\$250,368.80
50	2411.502	CONCRETE FLUME	EACH	\$2,200.00	1.00	\$2,200.00		\$0.00	0.00	\$0.00
51	2501.502	12" RC PIPE APRON	EACH	\$1,365.00	3.00	\$4,095.00		\$0.00	2.51	\$3,430.25
52	2501.502	24" RC PIPE APRON	EACH	\$1,732.50	2.00	\$3,465.00		\$0.00	2.87	\$4,965.35
53	2501.502	36" RC PIPE APRON	EACH	\$3,360.00	1.00	\$3,360.00		\$0.00	1.00	\$3,360.00
54	2501.502	12" RC SAFETY APRON	EACH	\$1,155.00	1.00	\$1,155.00		\$0.00	1.00	\$1,155.00
55	2501.502	15" RC SAFETY APRON	EACH	\$1,207.50	2.00	\$2,415.00		\$0.00	2.00	\$2,415.00
56	2501.503	15" RC PIPE CULVERT DESIGN 3006 CLASS V	LIN FT	\$78.75	58.00	\$4,567.50		\$0.00	64.00	\$5,040.00
57	2501.503	24" RC PIPE CULVERT DESIGN 3006 CLASS III	LIN FT	\$109.20	46.00	\$5,023.20		\$0.00	46.00	\$5,023.20
58	2503.503	12" RC PIPE SEWER DESIGN 3006 CLASS V (SEE CO #1)	LIN FT	\$67.20	1,857.00	\$124,790.40		\$0.00	1,776.00	\$119,347.20
59	2503.503	15" RC PIPE SEWER DESIGN 3006 CLASS V	LIN FT	\$78.75	135.00	\$10,631.25		\$0.00	135.00	\$10,631.25
60	2503.503	18" RC PIPE SEWER DESIGN 3006 CLASS III	LIN FT	\$79.80	272.00	\$21,705.60		\$0.00	272.00	\$21,705.60
61	2503.503	24" RC PIPE SEWER DESIGN 3006 CLASS III	LIN FT	\$106.50	135.00	\$14,377.50		\$0.00	129.00	\$13,738.50
62	2503.503	36" RC PIPE SEWER DESIGN 3006 CLASS III	LIN FT	\$226.80	55.00	\$12,474.00		\$0.00	55.00	\$12,474.00

APPLICATION FOR PAYMENT NO. 9 (FINAL)

PROJECT NO. BAXTE168390
 SAP NOS. 230-020-002 & 018-648-014
 OWNER CITY OF BAXTER
 CONTRACTOR KRAEMER TRUCKING & EXCAVATING, INC.

CITY NO. 4087

CONTRACT FOR: 2023 CYPRESS DRIVE & DOUGLAS FIR DRIVE IMP

AGREEMENT DATE: 4/4/2023

FOR WORK ACCOMPLISHED THROUGH: 8/8/2024

ITEM	MNDOT	DESCRIPTION	UNIT	UNIT COST	CONTRACT		THIS PAYMENT		WORK TO DATE	
					QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT
63	2503.601	TRACING WIRE SYSTEM (SANITARY)	LUMP SUM	\$2,100.00	1.00	\$2,100.00		\$0.00	1.00	\$2,100.00
64	2503.602	CONNECT TO EXISTING SANITARY SEWER	EACH	\$1,785.00	3.00	\$5,355.00		\$0.00	3.00	\$5,355.00
65	2503.602	CONNECT TO EXISTING STORM SEWER	EACH	\$1,260.00	7.00	\$8,820.00		\$0.00	5.00	\$6,300.00
66	2503.602	CONNECT TO EXISTING SANITARY SEWER SERVICE	EACH	\$262.50	2.00	\$525.00		\$0.00	1.00	\$262.50
67	2503.602	6" CLEAN-OUT ASSEMBLY	EACH	\$685.00	2.00	\$1,370.00		\$0.00	2.00	\$1,370.00
68	2503.603	CLEAN AND VIDEO TAPE STORM PIPE SEWER	LIN FT	\$3.15	2,454.00	\$7,730.10		\$0.00	2,454.00	\$7,730.10
69	2503.603	CLEAN AND VIDEO TAPE PIPE SEWER (NEW)	LIN FT	\$2.10	792.00	\$1,663.20		\$0.00	792.00	\$1,663.20
70	2503.603	CLEAN AND VIDEO TAPE PIPE SEWER (EXISTING)	LIN FT	\$2.10	3,536.00	\$7,425.60		\$0.00	3,536.00	\$7,425.60
71	2503.603	8" PVC PIPE SEWER	LIN FT	\$71.40	792.00	\$56,548.80		\$0.00	830.00	\$59,262.00
72	2503.604	2" INSULATION (SANITARY)	SQ YD	\$52.50	7.00	\$367.50		\$0.00	39.13	\$2,054.33
73	2504.601	TRACING WIRE SYSTEM (WATER MAIN)	LUMP SUM	\$2,100.00	1.00	\$2,100.00		\$0.00	1.00	\$2,100.00
74	2504.602	CONNECT TO EXISTING WATER MAIN	EACH	\$2,310.00	6.00	\$13,860.00		\$0.00	4.00	\$9,240.00
75	2504.602	HYDRANT	EACH	\$6,930.00	2.00	\$13,860.00		\$0.00	2.43	\$16,860.69
76	2504.602	RELOCATE HYDRANT AND VALVE	EACH	\$2,625.00	1.00	\$2,625.00		\$0.00	1.00	\$2,625.00
77	2504.602	ADJUST VALVE BOX	EACH	\$630.00	15.00	\$9,450.00		\$0.00	21.00	\$13,230.00
78	2504.602	6" GATE VALVE AND BOX	EACH	\$2,310.00	2.00	\$4,620.00		\$0.00	2.00	\$4,620.00
79	2504.602	8" GATE VALVE AND BOX	EACH	\$3,150.00	3.00	\$9,450.00		\$0.00	3.00	\$9,450.00
80	2504.602	12" GATE VALVE AND BOX	EACH	\$12,600.00	1.00	\$12,600.00		\$0.00	1.00	\$12,600.00
81	2504.602	VALVE BOX MID-SECTION	EACH	\$555.00	8.00	\$4,440.00		\$0.00	5.00	\$2,775.00
82	2504.603	6" PVC WATERMAIN	LIN FT	\$43.05	33.00	\$1,420.65		\$0.00	36.00	\$1,549.80
83	2504.603	8" PVC WATERMAIN	LIN FT	\$53.55	160.00	\$8,568.00		\$0.00	166.00	\$8,889.30
84	2504.603	12" PVC WATERMAIN	LIN FT	\$82.95	1,162.00	\$96,387.90		\$0.00	1,175.00	\$97,466.25
85	2504.604	2" INSULATION (WATER)	SQ YD	\$52.50	43.00	\$2,257.50		\$0.00	63.70	\$3,344.25
86	2504.608	DUCTILE IRON FITTINGS	POUND	\$5.25	2,170.00	\$11,392.50		\$0.00	2,830.00	\$14,857.50
87	2506.502	CONSTRUCT DRAINAGE STRUCTURE DESIGN H	EACH	\$2,415.00	7.00	\$16,905.00		\$0.00	7.00	\$16,905.00
88	2506.502	CASTING ASSEMBLY	EACH	\$1,207.50	34.00	\$41,055.00		\$0.00	36.00	\$43,470.00
89	2506.502	CASTING ASSEMBLY (SANITARY)	EACH	\$1,050.00	9.00	\$9,450.00		\$0.00	10.00	\$10,500.00
90	2506.502	CONSTRUCT DRAINAGE STRUCTURE DESIGN 4007	EACH	\$6,090.00	5.00	\$30,450.00		\$0.00	5.00	\$30,450.00
91	2506.503	CONSTRUCT DRAINAGE STRUCTURE DESIGN 48-4020	LIN FT	\$934.50	72.00	\$67,284.00		\$0.00	70.90	\$66,256.05
92	2506.503	CONSTRUCT DRAINAGE STRUCTURE DESIGN 60-4020	LIN FT	\$1,207.50	6.00	\$7,245.00		\$0.00	6.00	\$7,245.00
93	2506.503	CONSTRUCT DRAINAGE STRUCTURE DESIGN 72-4020	LIN FT	\$1,417.50	8.00	\$11,340.00		\$0.00	8.00	\$11,340.00
94	2506.503	RECONSTRUCT DRAINAGE STRUCTURE	LIN FT	\$1,575.00	3.00	\$4,725.00		\$0.00	3.00	\$4,725.00
95	2506.602	CONNECT INTO EXISTING DRAINAGE STRUCTURE	EACH	\$1,680.00	2.00	\$3,360.00		\$0.00	2.00	\$3,360.00
96	2506.603	SANITARY MANHOLE EXCESS DEPTH	LIN FT	\$488.25	41.00	\$20,018.25		\$0.00	43.00	\$20,994.75
97	2511.504	GEOTEXTILE FILTER TYPE 4	SQ YD	\$5.25	33.00	\$173.25		\$0.00	63.00	\$330.75
98	2511.507	RANDOM RIPRAP CLASS III	CU YD	\$131.25	9.00	\$1,181.25		\$0.00	9.00	\$1,181.25
99	2521.602	DRILL AND GROUT REINF BAR (EPOXY COATED)	EACH	\$9.50	268.00	\$2,546.00		\$0.00	331.00	\$3,144.50
100	2521.618	CONCRETE WALK	SQ FT	\$11.00	3,998.00	\$43,978.00		\$0.00	4,622.00	\$50,842.00
101	2531.503	CONCRETE CURB AND GUTTER DESIGN B612	LIN FT	\$25.20	220.00	\$5,544.00		\$0.00	746.00	\$18,799.20
102	2531.503	CONCRETE CURB AND GUTTER DESIGN B624	LIN FT	\$20.85	6,745.00	\$140,633.25		\$0.00	6,812.00	\$142,030.20
103	2531.503	CONCRETE CURB AND GUTTER DESIGN R424	LIN FT	\$27.30	302.00	\$8,244.60		\$0.00	300.00	\$8,190.00
104	2531.503	CONCRETE CURB AND GUTTER DESIGN S524	LIN FT	\$21.40	1,954.00	\$41,815.60		\$0.00	2,045.00	\$43,763.00
105	2531.504	CONCRETE MEDIAN	SQ YD	\$45.83	918.00	\$42,071.94		\$0.00	918.00	\$42,071.94
106	2531.603	CONCRETE SILL	LIN FT	\$2.65	1,993.00	\$5,281.45		\$0.00	1,993.00	\$5,281.45
107	2531.603	CONCRETE CURB AND GUTTER	LIN FT	\$27.30	412.00	\$11,247.60		\$0.00	412.00	\$11,247.60
108	2531.604	8" CONCRETE VALLEY GUTTER	SQ YD	\$157.50	224.00	\$35,280.00		\$0.00	370.40	\$58,338.00
109	2531.618	TRUNCATED DOMES	SQ FT	\$52.50	472.00	\$24,780.00		\$0.00	528.00	\$27,720.00
110	2540.602	MAIL BOX SUPPORT	EACH	\$350.00	3.00	\$1,050.00		\$0.00	0.00	\$0.00
111	2545.502	LIGHTING UNIT TYPE SPECIAL	EACH	\$2,105.00	20.00	\$42,100.00		\$0.00	20.00	\$42,100.00
112	2545.502	LIGHT FOUNDATION DESIGN E MODIFIED	EACH	\$1,200.00	22.00	\$26,400.00		\$0.00	22.00	\$26,400.00
113	2545.502	LIGHT FOUNDATION DESIGN SPECIAL	EACH	\$1,560.00	4.00	\$6,240.00		\$0.00	4.00	\$6,240.00
114	2545.502	SERVICE CABINET	EACH	\$9,200.00	1.00	\$9,200.00		\$0.00	1.00	\$9,200.00
115	2545.502	EQUIPMENT PAD	EACH	\$1,080.00	1.00	\$1,080.00		\$0.00	1.00	\$1,080.00
116	2545.502	HANDHOLE	EACH	\$2,300.00	3.00	\$6,900.00		\$0.00	3.00	\$6,900.00
117	2545.503	2" NON-METALLIC CONDUIT	LIN FT	\$4.85	6,745.00	\$32,713.25		\$0.00	6,234.00	\$30,234.90
118	2545.503	UNDERGROUND WIRE 1/C 4 AWG	LIN FT	\$1.85	17,925.00	\$33,161.25		\$0.00	16,902.00	\$31,268.70
119	2545.503	UNDERGROUND WIRE 1/C 6 AWG	LIN FT	\$1.45	17,925.00	\$25,991.25		\$0.00	16,902.00	\$24,507.90
120	2545.503	UNDERGROUND WIRE 1/C 8 AWG	LIN FT	\$1.15	4,045.00	\$4,651.75		\$0.00	3,000.00	\$3,450.00
121	2545.602	INSTALL LIGHTING UNIT	EACH	\$850.00	6.00	\$5,100.00		\$0.00	6.00	\$5,100.00
122	2554.502	GUIDE POST TYPE B	EACH	\$68.25	10.00	\$682.50		\$0.00	10.00	\$682.50
123	2563.601	TRAFFIC CONTROL	LUMP SUM	\$16,800.00	1.00	\$16,800.00		\$0.00	2.041	\$34,288.80
124	2563.602	TYPE III BARRICADES	EACH	\$420.00	4.00	\$1,680.00		\$0.00	4.00	\$1,680.00
125	2564.602	INSTALL SIGN	EACH	\$420.00	1.00	\$420.00	8.00	\$3,360.00	9.00	\$3,780.00

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CITY NO. 4087

CONTRACT FOR: 2023 CYPRESS DRIVE & DOUGLAS FIR DRIVE IMP

AGREEMENT DATE: 4/4/2023

FOR WORK ACCOMPLISHED THROUGH: 8/8/2024

ITEM	MNDOT	DESCRIPTION	UNIT	UNIT COST	CONTRACT		THIS PAYMENT		WORK TO DATE	
					QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT
126	2564.602	INSTALL SIGN TYPE SPECIAL	EACH	\$420.00	4.00	\$1,680.00		\$0.00	4.00	\$1,680.00
127	2564.602	DELINEATOR / MARKER	EACH	\$315.00	9.00	\$2,835.00		\$0.00	9.00	\$2,835.00
128	2564.602	DELINEATOR / MARKER PANEL	EACH	\$75.00	4.00	\$300.00		\$0.00	4.00	\$300.00
129	2564.618	SIGN	SQ FT	\$78.75	424.00	\$33,390.00	13.00	\$1,023.75	582.45	\$45,867.94
130	2564.618	CONSTRUCTION SIGN SPECIAL	SQ FT	\$10.50	180.00	\$1,890.00		\$0.00	180.00	\$1,890.00
131	2571.502	CONIFEROUS TREE 6' HT B&B	EACH	\$895.00	20.00	\$17,900.00		\$0.00	37.00	\$33,115.00
132	2571.502	DECIDUOUS TREE 6' HT B&B	EACH	\$1,095.00	20.00	\$21,900.00		\$0.00	0.00	\$0.00
133	2572.503	CLEAN ROOT CUTTING	LIN FT	\$3.00	614.00	\$1,842.00		\$0.00	258.00	\$774.00
134	2573.501	STABILIZED CONSTRUCTION EXIT	LUMP SUM	\$2,500.00	1.00	\$2,500.00		\$0.00	0.00	\$0.00
135	2573.501	EROSION CONTROL SUPERVISOR	LUMP SUM	\$2,500.00	1.00	\$2,500.00		\$0.00	1.00	\$2,500.00
136	2573.502	STORM DRAIN INLET PROTECTION	EACH	\$175.00	41.00	\$7,175.00		\$0.00	49.00	\$8,575.00
137	2573.502	CULVERT END CONTROLS	EACH	\$175.00	5.00	\$875.00		\$0.00	0.00	\$0.00
138	2573.503	SILT FENCE, TYPE MS	LIN FT	\$2.00	6,488.00	\$12,976.00	446.19	\$892.38	9,765.99	\$19,531.98
139	2574.505	SOIL BED PREPARATION SEE CO #4	ACRE	\$500.00	6.70	\$3,350.00	0.06	\$30.00	15.26	\$7,630.00
140	2574.505	COMMON TOPSOIL BORROW SEE CO #4	CU YD	\$38.00	1,584.00	\$60,192.00		\$0.00	1,386.00	\$52,668.00
141	2574.508	FERTILIZER TYPE 1	POUND	\$0.85	3,805.00	\$3,234.25		\$0.00	0.00	\$0.00
142	2574.508	FERTILIZER TYPE 3 SEE CO #4	POUND	\$0.85	1,873.00	\$1,592.05	300.00	\$255.00	5,450.00	\$4,632.50
143	2574.508	FERTILIZER TYPE 4	POUND	\$1.45	75.00	\$108.75		\$0.00	50.00	\$72.50
144	2574.509	LIME	TON	\$35.00	9.70	\$339.50		\$0.00	0.00	\$0.00
145	2575.504	SODDING TYPE LAWN SEE CO #4	SQ YD	\$16.00	14,256.00	\$228,096.00		\$0.00	0.00	\$0.00
146	2575.505	SEEDING SEE CO #4	ACRE	\$500.00	5.10	\$2,550.00	0.56	\$280.00	15.76	\$7,880.00
147	2575.505	WEED SPRAYING	ACRE	\$350.00	2.40	\$840.00		\$0.00	0.00	\$0.00
148	2575.506	WEED SPRAY MIXTURE	GALLON	\$100.00	3.00	\$300.00		\$0.00	0.00	\$0.00
149	2575.508	SEED MIXTURE 21-111	POUND	\$0.95	1,903.00	\$1,807.85		\$0.00	960.00	\$912.00
150	2575.508	SEED MIXTURE 25-121	POUND	\$4.81	538.00	\$2,587.78	5.00	\$24.05	1,000.00	\$4,810.00
151	2575.508	SEED MIXTURE 33-361	POUND	\$34.15	44.00	\$1,502.60		\$0.00	33.50	\$1,144.03
152	2575.508	HYDRAULIC STABILIZED FIBER MATRIX SEE CO #4	POUND	\$1.95	43,650.00	\$85,117.50		\$0.00	700.00	\$1,365.00
153	2582.503	4" SOLID LINE MULTI-COMPONENT GROUND IN (WR)	LIN FT	\$1.90	16,850.00	\$32,015.00		\$0.00	13,414.70	\$25,487.93
154	2582.503	8" SOLID LINE MULTI-COMPONENT GROUND IN (WR)	LIN FT	\$10.75	250.00	\$2,687.50		\$0.00	227.50	\$2,445.63
155	2582.503	12" SOLID LINE MULTI-COMPONENT GROUND IN (WR)	LIN FT	\$11.20	160.00	\$1,792.00		\$0.00	166.00	\$1,859.20
156	2582.503	4" BROKEN LINE MULTI-COMPONENT GROUND IN (WR)	LIN FT	\$1.25	900.00	\$1,125.00		\$0.00	1,060.00	\$1,325.00
157	2582.503	4" DOTTED LINE MULTI-COMPONENT GROUND IN (WR)	LIN FT	\$1.25	21.00	\$26.25		\$0.00	21.00	\$26.25
158	2582.503	12" DOTTED LINE MULTI-COMPONENT GROUND IN (WR)	LIN FT	\$11.25	66.00	\$742.50		\$0.00	53.00	\$596.25
159	2582.503	4" DOUBLE SOLID LINE MULTI-COMPONENT GROUND IN (WR)	LIN FT	\$2.50	1,600.00	\$4,000.00		\$0.00	1,779.00	\$4,447.50
160	2582.518	PAVEMENT MESSAGE MULTI-COMPONENT GROUND IN (WR)	SQ FT	\$15.25	245.00	\$3,736.25		\$0.00	255.00	\$3,888.75
161	2582.518	CROSSWALK PREFORM THERMOPLASTIC GROUND IN	SQ FT	\$19.00	540.00	\$10,260.00		\$0.00	594.00	\$11,286.00
ALTERNATIVE A										
162	2101.505	CLEARING	ACRE	\$18,000.00	0.38	\$6,840.00		\$0.00	0.38	\$6,840.00
163	2101.505	GRUBBING	ACRE	\$18,000.00	0.38	\$6,840.00		\$0.00	0.38	\$6,840.00
164	2503.601	TRACING WIRE SYSTEM (SANITARY)	LUMP SUM	\$1,050.00	1.00	\$1,050.00		\$0.00	1.00	\$1,050.00
165	2503.602	CONNECT TO EXISTING SANITARY SEWER SERVICE	EACH	\$262.50	4.00	\$1,050.00		\$0.00	7.00	\$1,837.50
166	2503.602	6" CLEAN-OUT ASSEMBLY	EACH	\$682.50	4.00	\$2,730.00		\$0.00	8.00	\$5,460.00
167	2503.602	8"X6" PVC WYE	EACH	\$577.50	4.00	\$2,310.00		\$0.00	4.00	\$2,310.00
168	2503.603	CLEAN AND VIDEO TAPE PIPE SEWER (NEW)	LIN FT	\$2.10	580.00	\$1,218.00		\$0.00	682.00	\$1,432.20
169	2503.603	8" PVC PIPE SEWER	LIN FT	\$60.00	580.00	\$34,800.00		\$0.00	682.00	\$40,920.00
170	2503.603	6" PVC SANITARY SERVICE PIPE	LIN FT	\$60.00	60.00	\$3,600.00		\$0.00	373.00	\$22,380.00
171	2506.502	CONSTRUCT DRAINAGE STRUCTURE DESIGN 4007	EACH	\$1,050.00	3.00	\$3,150.00		\$0.00	2.00	\$2,100.00
172	2506.502	CASTING ASSEMBLY (SANITARY)	EACH	\$5,565.00	3.00	\$16,695.00		\$0.00	2.00	\$11,130.00
173	2506.603	SANITARY MANHOLE EXCESS DEPTH	LIN FT	\$490.00	7.00	\$3,430.00		\$0.00	4.00	\$1,960.00
174	2574.505	SOIL BED PREPARATION	ACRE	\$500.00	0.50	\$250.00		\$0.00	0.00	\$0.00
175	2574.507	COMMON TOPSOIL BORROW	CU YD	\$38.00	552.00	\$20,976.00		\$0.00	0.00	\$0.00
176	2574.508	FERTILIZER TYPE 1	POUND	\$0.85	205.00	\$174.25		\$0.00	0.00	\$0.00
177	2574.508	FERTILIZER TYPE 3	POUND	\$0.85	103.00	\$87.55		\$0.00	0.00	\$0.00
178	2575.504	SODDING TYPE LAWN	SQ YD	\$16.00	4,966.00	\$79,456.00		\$0.00	0.00	\$0.00
179	2575.508	SEED MIXTURE 21-111	POUND	\$0.95	103.00	\$97.85		\$0.00	0.00	\$0.00
180	2575.508	HYDRAULIC STABILIZED FIBER MATRIX	POUND	\$1.95	1,539.00	\$3,001.05		\$0.00	0.00	\$0.00
ALLOWANCE										
181	2104.601	REPAIR SPRINKLER SYSTEM ALLOWANCE	LUMP SUM	\$20,000.00	1.00	\$20,000.00		\$0.00	3.36	\$67,110.00
TOTAL ITEMS BID						\$3,646,482.09		\$6,075.18		\$3,628,410.58

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CHANGE ORDER NO. 1										
182		BUILDING 1 – SEPTIC SYSTEM REMOVAL	LS	\$4,500.00	1.00	\$4,500.00		\$0.00	1.00	\$4,500.00
183		BUILDING 2 – SEPTIC SYSTEM REMOVAL	LS	\$3,750.00	1.00	\$3,750.00		\$0.00	1.00	\$3,750.00
184		BUILDING 3 – SEPTIC SYSTEM REMOVAL	LS	\$4,000.00	1.00	\$4,000.00		\$0.00	1.00	\$4,000.00
185		BUILDING 4 – SEPTIC SYSTEM REMOVAL	LS	\$3,500.00	1.00	\$3,500.00		\$0.00	1.00	\$3,500.00
186		10% PRIME CONTRACTOR MARK-UP	LS	\$1,575.00	1.00	\$1,575.00		\$0.00	1.00	\$1,575.00
187		PUMP SEPTIC TANKS	Allowance	\$3,000.00	1.00	\$3,000.00		\$0.00	0.39	\$1,182.50
188		VALVE BOX REPLACEMENTS	LS	\$1,746.00	1.00	\$1,746.00		\$0.00	1.00	\$1,746.00
189		BULKHEAD EX. SANITARY MH	LS	\$302.00	1.00	\$302.00		\$0.00	1.00	\$302.00
190		ADDITIONAL ANODE RODS	LS	\$230.00	1.00	\$230.00		\$0.00	1.00	\$230.00
191		10% PRIME CONTRACTOR MARK-UP	LS	\$227.80	1.00	\$227.80		\$0.00	1.00	\$227.80
192		CONSTRUCT OUTSIDE DROP FOR SANITARY MANHOLE SS-8 (CYPRESS DRIVE STATION 122+19)	LS	\$4,892.00	1.00	\$4,892.00		\$0.00	1.00	\$4,892.00
193		10% PRIME CONTRACTOR MARK-UP	LS	\$489.20	1.00	\$489.20		\$0.00	1.00	\$489.20
194		REPAIR WATER MAIN CROSS SYSTEM. REPLACE 12-INCH GATE VALVE AT CYPRESS DRIVE/HASTING ROAD	LS	\$11,464.00	1.00	\$11,464.00		\$0.00	1.00	\$11,464.00
195		10% PRIME CONTRACTOR MARK-UP	LS	\$1,146.40	1.00	\$1,146.40		\$0.00	1.00	\$1,146.40
58	2503.503	12" RC PIPE SEWER DESIGN 3006 CLASS V	LIN FT	\$67.20	(27.00)	(\$1,814.40)		\$0.00	0.00	\$0.00
58A		12" HDPE STORM SEWER PIPE	LF	\$55.00	27.00	\$1,485.00		\$0.00	27.00	\$1,485.00
196		4-INCH CONDUIT (OPEN CUT)	LF	\$12.71	110.00	\$1,398.10		\$0.00	169.95	\$2,160.06
TOTAL CHANGE ORDER NO. 1						\$41,891.10		\$0.00		\$42,649.96
CHANGE ORDER NO. 2										
197		EXPLORATORY DIGGING HDYRANT CONNECTION BERRYWOOD TRAIL STATION 3+00	LS	\$2,437.00	1.00	\$2,437.00		\$0.00	1.00	\$2,437.00
198		10% PRIME CONTRACTOR MARK-UP	LS	\$243.70	1.00	\$243.70		\$0.00	1.00	\$243.70
199		CONSTRUCT OUTSIDE DROP FOR SANITARY MANHOLE SS-2 (CYPRESS DRIVE STATION 122+19)	LS	\$7,700.00	1.00	\$7,700.00		\$0.00	1.00	\$7,700.00
200		CONSTRUCT OUTSIDE DROP FOR SANITARY MANHOLE SS-3 (CYPRESS DRIVE STATION 122+19)	LS	\$7,275.00	1.00	\$7,275.00		\$0.00	1.00	\$7,275.00
201		10% PRIME CONTRACTOR MARK-UP	LS	\$1,497.50	1.00	\$1,497.50		\$0.00	1.00	\$1,497.50
202		REPAIR EXISTING CATCH BASIN MANHOLE TOP SLAB	LS	\$1,228.00	1.00	\$1,228.00		\$0.00	1.00	\$1,228.00
203		GROUT CATCH BASIN MANHOLE INVERTS	LS	\$578.00	1.00	\$578.00		\$0.00	1.00	\$578.00
204		10% PRIME CONTRACTOR MARK-UP	LS	\$180.60	1.00	\$180.60		\$0.00	1.00	\$180.60
TOTAL CHANGE ORDER NO. 2						\$21,139.80		\$0.00		\$21,139.80
CHANGE ORDER NO. 3										
205		FURNISH AND INSTALL EIGHT (8) EACH 9-40 TEMPORARY LIGHTING UNITS ON CSAH 48; REMOVE AND REPLACE WITH NEW LIGHTING UNITS WHEN THEY ARRIVE	LS	\$10,572.00	1.00	\$10,572.00		\$0.00	1.00	\$10,572.00
206		10% PRIME CONTRACTOR MARK-UP	LS	\$1,057.20	1.00	\$1,057.20		\$0.00	1.00	\$1,057.20
TOTAL CHANGE ORDER NO. 3						\$11,629.20		\$0.00		\$11,629.20
CHANGE ORDER NO. 4										
48A	2130.523	WATER	MGAL	\$100.00	10.00	\$1,000.00		\$0.00	0.00	\$0.00
139A	2574.505	SOIL BED PREPARATION	ACRE	\$500.00	3.97	\$1,985.00		\$0.00	0.00	\$0.00
140A	2574.507	COMMON TOPSOIL BORROW	CU YD	\$38.00	1,068.00	\$40,584.00		\$0.00	0.00	\$0.00
142A	2574.508	FERTILIZER TYPE 3 10-10-20	POUND	\$0.85	1,192.00	\$1,013.20		\$0.00	0.00	\$0.00
145A	2575.504	SODDING TYPE LAWN	SQ YD	\$16.00	(14,256.00)	(\$228,096.00)		\$0.00	0.00	\$0.00
146A	2575.505	SEEDING	ACRE	\$500.00	3.97	\$1,985.00		\$0.00	0.00	\$0.00
152A	2575.508	HYDRAULIC STABILIZED FIBER MATRIX	POUND	\$1.95	(43,650.00)	(\$85,117.50)		\$0.00	0.00	\$0.00
207	2575.508	SEED MIXTURE 25-151	POUND	\$6.50	1,589.00	\$10,328.50	300.00	\$1,950.00	2,615.00	\$16,997.50
208	2575.505	HYDRAULIC ORGANIC MATRIX	ACRE	\$10,750.00	3.97	\$42,677.50		\$0.00	4.85	\$52,137.50
209	2575.508	HYDRAULIC REINFORCED FIBER MATRIX	POUND	\$3.45	35,373.00	\$122,036.85	1,350.00	\$4,657.50	59,100.00	\$203,895.00
TOTAL CHANGE ORDER NO. 4						(\$91,603.45)		\$6,607.50		\$273,030.00
CHANGE ORDER NO. 5										
210		SOURCE OF POWER FOR STREET LIGHTS	LS	\$2,992.00	0.45	\$1,346.40		\$0.00	0.45	\$1,346.40
211		PRIME CONTRACTOR MARK-UP	LS	\$299.20	0.45	\$134.64		\$0.00	0.45	\$134.64
212		SOURCE OF POWER FOR STREET LIGHTS	LS	\$2,992.00	0.55	\$1,645.60		\$0.00	0.55	\$1,645.60
213		PRIME CONTRACTOR MARK-UP	LS	\$299.20	0.55	\$164.56		\$0.00	0.55	\$164.56
214		MOVE EXISTING CWP LIGHT POLE FROM NE TO NW QUADRANT OF CSAH 48/ BERRYWOOD DRIVE	LS	\$1,713.00	1.00	\$1,713.00		\$0.00	1.00	\$1,713.00
215		PRIME CONTRACTOR MARK-UP	LS	\$171.30	1.00	\$171.30		\$0.00	1.00	\$171.30
216		TIED CONCRETE BLOCK MAT (AKA FLEXAMAT) WITH POURED CONCRETE ANCHOR TRENCH AT STORM SEWER	LS	\$7,750.00	0.66	\$5,115.00		\$0.00	1.04	\$8,091.00
217		TIED CONCRETE BLOCK MAT (AKA FLEXAMAT) WITH POURED CONCRETE ANCHOR TRENCH AT STORM SEWER	LS	\$7,750.00	0.34	\$2,635.00		\$0.00	0.34	\$2,635.00
218		6 FOOT VINYL PRIVACY FENCE	LF	\$81.25	64.00	\$5,200.00		\$0.00	64.00	\$5,200.00
219		PRIME CONTRACTOR MARK-UP	LS	\$260.00	1.00	\$260.00		\$0.00	1.00	\$260.00
220		HORIZONTAL DIRECTIONAL DRILL 2" NON-METAL CONDUIT (NMC)	LF	\$15.00	100.00	\$1,500.00		\$0.00	100.00	\$1,500.00
221		PRIME CONTRACTOR MARK-UP	LF	\$1.50	100.00	\$150.00		\$0.00	100.00	\$150.00
TOTAL CHANGE ORDER NO. 5						\$20,035.50		\$0.00		\$23,011.50

APPLICATION FOR PAYMENT NO. 9 (FINAL)

PROJECT NO. BAXTE168390
 SAP NOS. 230-020-002 & 018-648-014
 OWNER CITY OF BAXTER
 CONTRACTOR KRAEMER TRUCKING & EXCAVATING, INC.

CITY NO. 4087

CONTRACT FOR: 2023 CYPRESS DRIVE & DOUGLAS FIR DRIVE IMP
 AGREEMENT DATE: 4/4/2023
 FOR WORK ACCOMPLISHED THROUGH: 8/8/2024

ITEM	MNDOT	DESCRIPTION	UNIT	UNIT COST	CONTRACT		THIS PAYMENT		WORK TO DATE	
					QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT
CHANGE ORDER NO. 6										
		COMPENSATING CHANGE ORDER	LS	\$337,614.13	1.00	\$337,614.13		\$0.00	0.00	\$0.00
TOTAL CHANGE ORDER NO. 6						\$337,614.13		\$0.00		\$0.00
BACKSHEET ADJUSTMENTS										
		BACKSHEET ADJUSTMENT NO. 1 (PMT #2)	LUMP SUM	(\$13,440.00)				\$0.00	0.00	\$0.00
		BACKSHEET ADJUSTMENT NO. 2 (PMT #3)	LUMP SUM	(\$23,695.00)				\$0.00	0.00	\$0.00
		BACKSHEET ADJUSTMENT NO. 3 (PMT #4)	LUMP SUM	(\$10,482.50)				\$0.00	0.00	\$0.00
TOTAL BACKSHEET ADJUSTMENTS								\$0.00		\$0.00
STORED MATERIALS										
		DESIGN ELECTRIC INVOICE #02312-1	LUMP SUM	\$53,749.71				\$0.00	0.00	\$0.00
TOTAL STORED MATERIALS								\$0.00		\$0.00
SUMMARY										
TOTAL ITEMS BID						\$3,646,482.09		\$6,075.18		\$3,628,410.58
CHANGE ORDER NO. 1						\$41,891.10		\$0.00		\$42,649.96
CHANGE ORDER NO. 2						\$21,139.80		\$0.00		\$21,139.80
CHANGE ORDER NO. 3						\$11,629.20		\$0.00		\$11,629.20
CHANGE ORDER NO. 4						(\$91,603.45)		\$6,607.50		\$273,030.00
CHANGE ORDER NO. 5						\$20,035.50		\$0.00		\$23,011.50
CHANGE ORDER NO. 6						\$337,614.13		\$0.00		\$0.00
BACKSHEET ADJUSTMENTS								\$0.00		\$0.00
STORED MATERIALS								\$0.00		\$0.00
TOTAL						\$3,987,188.37		\$12,682.68		\$3,999,871.05

The undersigned Contractor certifies that all previous payments received from the Owner for work done under this contract have been applied to discharge in full all obligations the Contractor incurred in connection with the work covered by said progress payments. The undersigned Contractor agrees to pay all subcontractors within 10 days of receipt of payment from the municipality for undisputed services provided by the subcontractor. The Contractor agrees to pay interest as described under Minnesota state statute. In accordance with Minnesota Uniform Transaction Act, an electronic signature on this document is binding and afforded the same effect as if the document was signed by hand.

Gross Amount Due \$3,999,871.05
 Less Retainage \$0.00
 Amount Eligible to Date \$3,999,871.05
 Less Previous Payments \$3,927,380.54
Amount Due This Application \$72,490.51

SUBMITTED KRAEMER TRUCKING & EXCAVATING, INC.
 PO BOX 434
 COLD SPRING, MN 56320


RECOMMENDED SEH
 416 SOUTH 6TH ST, SUITE 101
 BRAINERD, MN 56401

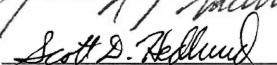
RECOMMENDED WIDSETH
 7804 INDUSTRIAL PARK ROAD
 BAXTER, MN 56425


APPROVED CITY OF BAXTER
 13190 MEMORYWOOD DR
 BAXTER, MN 56425

APPROVED CITY OF BAXTER
 13190 MEMORYWOOD DR
 BAXTER, MN 56425

APPROVED CITY OF BAXTER - UTILITIES COMMISSION
 13190 MEMORYWOOD DR
 BAXTER, MN 56425

BY:  DATE: 10/24/24

BY:  DATE: 10/24/2024

BY:  DATE: 10/24/2024

BY: _____ DATE: _____

BY: _____ DATE: _____

BY: _____ DATE: _____



STAFF REPORT UTILITIES COMMISSION

Agenda Date: 11/7/2024
Agenda Section: Information Only

Department Origination: Public Works

Agenda Item: Water Supply Improvements Monthly Update - Wells 5 & 6

Approval Required: No Action Required

BACKGROUND

The contract with SEH includes six (6) tasks to provide professional services associated with construction of two (2) additional water supply wells (Wells 5 & 6), raw watermain, and electrical components necessary to connect the wells to the Water Treatment Plant. The project includes bidding three (3) separate contracts to contractors and suppliers to expedite the construction timeline: (1) well construction, (2) utilities construction, and (3) electrical/control panel procurement.

Work Completed

SEH staff toured the WTP and public works site to become familiar with the site and to gather information about the electrical system. SEH and City Staff met for a kickoff meeting on October 18th to discuss aspects of the project and to discuss the project work and schedule. SEH is completing the site survey to develop base drawings for the project. In addition, design and permitting items were initiated for the well construction.

Work to be Completed

SEH will complete the site survey and base drawings for the well construction and raw watermain construction. Design drawings and specifications will be completed for the well construction and electrical control panel procurement. The raw water main construction drawings and specifications will be completed over the next couple months.

One of the design decisions that needs to be made is the size of water main that will be used to connect the two new wells to the WTP. The current plan is to extend a 20-inch water main to the northeast corner of the public works campus for the current wells, to allow this larger main to be extended to the east in the future for future wells. As a result of the recent exploratory borings on the east side of the public works campus (those completed as part of Traut Contract related to the 2024 Well Replacement Exploration project) being not favorable for future wells, the City and SEH wanted to inform Utility Commission members of ongoing discussions that have been happening related to this important design decision. SEH completed a cost-benefit analysis on the size of watermain to install versus drilling two (2) additional exploratory borings further to the east. Though two additional borings cannot confirm that no wells will ever be drilled east to the site, they could be used to help decide the size of watermain to install for the two wells currently in the design phase. If the two additional borings appear favorable, a-20 inch main would be installed as planned. If the two additional borings do not appear favorable, the City could decide to install 12-inch and 14-inch water main instead to the wells. The difference in cost is estimated to be approximately \$120,000 in watermain cost alone between the two options for the pipe sizes noted above.

City Staff has suggested that SEH evaluate the pipe sizing differences, and review the cost of completing additional borings, then inform Utility Commission and City Council of these options. Refer to the Change Order 2 Item listed under a separate Business Item (Approve the Traut Companies Change Order 2/2024 Well Replacement Exploration

Services) to note the overall financial implication associated with Change Order No. 2, a total of approximately \$44,940.00 for both well drilling and estimated engineering fees.

FINANCIAL IMPLICATIONS

The total project cost for the Water Supply Improvements – Wells 5 & 6 Project is estimated to be about \$2.8 million based on conceptual layout estimates. The cost of the project will be further defined at the 30% design level. The project costs are included in the City's capital budget for 2025.

STAFF RECOMMENDATIONS

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COUNCIL ACTION REQUESTED

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ITEM REPORT
UTILITY COMMISSION

Agenda Date: 11/7/2024
Agenda Section: Business Item

Department Origination: Public Works

Agenda Item: Approve the Traut Companies Change Order No. 2 for additional well exploration services related to the 2024 Well Replacement Exploration Services in the amount of \$33,940.00

Approval Required: Simple Majority Vote

BACKGROUND

The Council awarded a Contract to Traut Companies at the August 7th Council Meeting. This work is being completed to identify future water supply well locations near the Public Works facility.

With the initiation of the drilling program on September 30, 2024, conditions for water supply installation were not favorable at one drilling location; discussions with City Staff resulted in modification of the original scope to explore two additional drilling locations and installation of a third monitoring well. Council approved Change Order No. 1 for additional drilling work at the October 15th Council Meeting.

The item presented here is related to work on the Public Works site for the City’s Water Supply Improvements – Wells 5 & 6 project. One of the design decisions that needs to be made is the size of water main that will be used to connect the two new wells to the WTP. The current plan is to extend a 20-inch water main to the northeast corner of the public works campus for the current wells, to allow this larger main to be extended to the east in the future for future wells. As a result of the recent exploratory borings on the east side of the public works campus (those completed in October related to this 2024 Well Replacement Exploration project) being not favorable for future wells, the City and SEH wanted to inform Utility Commission and City Council members of ongoing discussions that have been happening related to this important design decision. SEH completed a cost-benefit analysis on the size of watermain to install different size mains versus drilling two (2) additional exploratory borings further to the east. Though two additional borings cannot confirm that no wells will ever be drilled east to the site, they could be used to help decide the appropriate size of watermain to install for the two wells. If the two additional borings appear favorable, the larger 20 inch main would be installed as planned. If the two additional borings do not appear favorable, the City could decide to install 12-inch and 14-inch water main instead to the wells. The difference in cost is estimated to be approximately \$120,000 in watermain cost alone between the two options for the pipe sizes noted above. This Change Order reflects field work of \$33,940.00, and estimated engineering fees of \$11,000.00, for a total of \$44,940.00.

Change Order No. 2 is for additional drilling services are proposed as part of a 2024 preliminary new wellfield investigation for the City of Baxter to assist with design decisions for expanding the existing well field. Data collected will be used to confirm geologic conditions on neighboring property east of the Public Works facility.

A copy of Change Order no. 2 is included for reference.

FINANCIAL IMPLICATIONS

The total of both the field work/drilling and the SEH contract was initially estimated at \$119,665.00.

Original Contract (Traut Companies): \$88,465

Change Order 1: \$23,492.50
Contract Amount approved to date (includes Change Order 1): \$111,957.50
Change Order 2 (pending approval): \$33,940.00
Total Potential Contract Amount (Traut Companies): \$145,897.50
Original SEH Contract: \$31,200.00
Future SEH Amendment (estimated amount for CO 1): \$12,000.00
Future SEH Amendment (estimated amount for CO 2): \$11,000.00
(Total Engineering Fees: \$54,200.00)
Total Budget (amended): \$200,097.50

SEH does not have an amendment for engineering fees prepared at this time. The intent is to complete one amendment at a subsequent meeting after direction is provided related to Change Order No. 2.

STAFF RECOMMENDATIONS

Staff recommends approval of the Traut Companies Change Order No. 2 for a preliminary new wellfield investigation related to the 2024 Well Replacement Exploration Services in the amount of \$33,940.00.

COUNCIL ACTION REQUESTED

MOTION to approve the Traut Companies Change Order No. 2 for well exploration related to the 2024 Well Replacement Exploration Services in the amount of \$33,940.00.

Change in Contract Price	Change in Contract Times
Original Contract Price: \$ <u>88,465.00</u>	Original Contract Times: Substantial Completion: <u>October 18, 2024</u> Ready for final payment: <u>October 18, 2024</u>
Previously approved Change Orders (No. 1). \$ <u>23,492.50</u>	No previously approved Change Orders. Substantial Completion: <u>-</u> Ready for final payment: <u>-</u>
Contract Price prior to this Change Order: \$ <u>111,957.50</u>	Contract Times prior to this Change Order: Substantial Completion: <u>October 18, 2024</u> Ready for final payment: <u>October 18, 2024</u>
Increase this Change Order: \$ <u>33,940.00</u>	No Change this Change Order: Substantial Completion: <u>N/A</u> Ready for final payment: <u>N/A</u>
Contract Price incorporating this Change Order: \$ <u>145,897.50</u>	Contract Times with all approved Change Orders: Substantial Completion: <u>December 31, 2024</u> Ready for final payment: <u>December 31,, 2024</u>

Recommended by SEH, Inc.
By: *Melanie Niday*
Title: Project Manager
Date: 10/30/2024

Accepted by Contractor
[Signature]
President (Traut Companies)
Oct 30 2024

Recommended by Utilities Commission
By: _____
Title: _____
Date: _____

Accepted by City Council

Accepted by Owner
By: _____
Title: _____
Date: _____



ITEM REPORT UTILITY COMMISSION

Agenda Date: 11/7/2024
Agenda Section: Business Item

Department Origination: Public Works

Agenda Item: Approve Traut Companies Partial Pay Estimate No. 1 in the amount of \$105,333.39 for the 2024 Well Exploration – Drilling Services Contract related to the 2024 Well Replacement Exploration Services

Approval Required: Simple Majority Vote

BACKGROUND

The Council awarded a Contract to Traut Companies at the August 7th Council Meeting. The drilling work under this contract is being completed to identify future production well locations near the Public Works facility.

The work represented with this payment includes drilling test holes, construction of monitoring wells, test pumping, and additional miscellaneous work completed by the Contractor. This estimate includes work under the original contract, and work authorized as part of Change Order No. 1. SEH staff prepared the partial payment and agree with the quantities represented.

A copy of Partial Pay Estimate No. 1 is included for reference.

FINANCIAL IMPLICATIONS

The total of both the field work/drilling and the SEH contract was initially estimated at \$119,665.00.

The Contractor has earned \$110,877.25 to date, which represents approximately 99% of the contract value. The retained amount is \$5,543.86 (5%), resulting in a payment of \$105,333.39 to Traut Companies.

Original Contract (Traut Companies): \$88,465
 Change Order 1: \$23,492.50
 Contract Amount approved to date (includes Change Order 1): \$111,957.50
 Change Order 2 (pending approval): \$33,940.00
 Total Potential Contract Amount (Traut Companies): \$145,897.50
 Original SEH Contract: \$31,200.00
 Future SEH Amendment (estimated amount for CO 1): \$12,000
 Future SEH Amendment (estimated amount for CO 2): \$11,000
(Total Engineering Fees: \$54,200.00)
 Total Budget (amended): \$200,097.50

STAFF RECOMMENDATIONS

Staff recommends approval of Traut Companies Partial Pay Estimate No. 1 in the amount of \$105,333.39 for the 2024 Well Exploration – Drilling Services Contract related to the 2024 Well Replacement Exploration Services.

COUNCIL ACTION REQUESTED

MOTION to recommend approval of Traut Companies Partial Pay Estimate No. 1 in the amount of \$105,333.39 for the 2024 Well Exploration – Drilling Services Contract related to the 2024 Well Replacement Exploration Services

APPLICATION FOR PAYMENT NO. 1

CONTRACT FOR: 2024 WELL REPLACEMENT EXPLO

PROJECT NO. BAXTE 179777
 OWNER CITY OF BAXTER
 CONTRACTOR TRAUT COMPANIES


AGREEMENT DATE: 8/7/2024
 FOR WORK ACCOMPLISHED THROUGH: 10/18/2024

ITEM	DESCRIPTION	UNIT	UNIT COST	CONTRACT		THIS PAYMENT		WORK TO DATE	
				QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT
1	MOBILIZATION-DEMOLIBIZATION (DRILL AND CREW/HEALTH & SAFETY/PER DIEM/WATER)	LUMP SUM	\$5,280.00	1.00	\$5,280.00	1.00	\$5,280.00	1.00	\$5,280.00
EXPLORATORY SOIL BORINGS									
4	WELL MDH NOTIFICATION AND FEES	PER BORING	\$350.00	2.00	\$700.00	2.00	\$700.00	2.00	\$700.00
5	SOIL BORING (CONTINUOUS SOIL SAMPLING USING ROTOSONIC DRILL RIG, 4" SAMPLE CORE AND 6" OUTER CORE, OR APPROVED ALTERNATIVE)	PER FOOT	\$62.00	300.00	\$18,600.00	392.00	\$24,304.00	392.00	\$24,304.00
6	BOREHOLE ABANDONMENT FOR 6" DIAMETER BOREHOLE, GROUT VIA TREMIE LINE	PER FOOT	\$22.00	300.00	\$6,600.00	130.00	\$2,860.00	130.00	\$2,860.00
7	SOIL LABORATORY TESTING	PER SAMPLE	\$250.00	8.00	\$2,000.00	13.00	\$3,250.00	13.00	\$3,250.00
8	COMPLETION OF TEST PUMPING DURING DRILLING OF EACH EXPLORATORY BORING (ASSUMING UP TO 2 TEST PUMPS PER BOREHOLE)	PER TEST	\$6,650.00	4.00	\$26,600.00	4.00	\$26,600.00	4.00	\$26,600.00
WELL INSTALLATION									
9A	2-INCH, STAINLESS-STEEL WELL CONSTRUCTION (MINN. RULES 4725), STAINLESS-STEEL RISER AND SCREEN, W/ FILTER PACK, BENTONITE SEAL, GROUT (SCREEN LENGTH TO BE DETERMINED IN THE FIELD, UP TO 15-FOOT SCREENS) - 0 TO 150 FEET STAINLESS-STEEL WELL W/ UP TO 15-FOOT STEEL SCREEN (4 LOCATION)	PER FOOT	\$71.45	300.00	\$21,435.00	250.00	\$17,862.50	250.00	\$17,862.50
9B	WELL PROTECTION INCLUDING LOCKING WELL PROTECTIVE CASING, CONCRETE COLLAR, 3 GUARD POSTS, AND LOCK (PER MINNESOTA RULES 4725)	PER WELL	\$825.00	2.00	\$1,650.00	2.00	\$1,650.00	2.00	\$1,650.00
9C	WELL DEVELOPMENT (SURGE/AGITATE AND REMOVE AT LEAST THREE TO FIVE WELL VOLUMES FOR GOOD WELL FUNCTION IN ACCORDANCE WITH MINN. RULES 4725)	PER WELL	\$800.00	2.00	\$1,600.00	2.00	\$1,600.00	2.00	\$1,600.00
REPORTING/DOCUMENTATION									
10	MDH WELL AND BORING RECORDS, SIEVE ANALYSIS RESULTS AND FILTER PACK RECOMMENDATIONS	LUMP SUM	\$4,000.00	1.00	\$4,000.00	1.00	\$4,000.00	1.00	\$4,000.00
TOTAL ITEMS BID					\$88,465.00		\$88,106.50		\$88,106.50
CHANGE ORDER NO. 1									
1A	RESTOCKING COST FOR TRAUT TO MOBILIZE BACK TO SHOP AND PICK UP ADDITIONAL WELL & DRILLING SUPPLIES	LUMP SUM	\$500.00	1.00	\$500.00	1.00	\$500.00	1.00	\$500.00
4A	WELL MDH NOTIFICATION & FEES	EACH	\$350.00	1.00	\$350.00	2.00	\$700.00	2.00	\$700.00
5A	SOIL BORING	PER FOOT	\$62.00	150.00	\$9,300.00	150.00	\$9,300.00	150.00	\$9,300.00
7A	SOIL LABORATORY TESTING	EACH	\$250.00	4.00	\$1,000.00	4.00	\$1,000.00	4.00	\$1,000.00
9A	2" STAINLESS STEEL WELL CONSTRUCTION	PER FOOT	\$71.45	150.00	\$10,717.50	135.00	\$9,645.75	135.00	\$9,645.75
9B	WELL PROTECTION	PER WELL	\$825.00	1.00	\$825.00	1.00	\$825.00	1.00	\$825.00
9C	WELL DEVELOPMENT	PER WELL	\$800.00	1.00	\$800.00	1.00	\$800.00	1.00	\$800.00
TOTAL CHANGE ORDER NO. 1					\$23,492.50		\$22,770.75		\$22,770.75
SUMMARY									
TOTAL ITEMS BID					\$88,465.00		\$88,106.50		\$88,106.50
CHANGE ORDER NO. 1					\$23,492.50		\$22,770.75		\$22,770.75
TOTAL					\$111,957.50		\$110,877.25		\$110,877.25

The undersigned Contractor certifies that all previous payments received from the Owner for work done under this contract have been applied to discharge in full all obligations the Contractor incurred in connection with the work covered by said progress payments. The undersigned Contractor agrees to pay all subcontractors within 10 days of receipt of payment from the municipality for undisputed services provided by the subcontractor. The Contractor agrees to pay interest as described under Minnesota state statute. In accordance with Minnesota Uniform Transaction Act, an electronic signature on this document is binding and afforded the same effect as if the document was signed by hand.


Gross Amount Due \$110,877.25
 Less Retainage (5%) \$5,543.86
 Amount Eligible to Date \$105,333.39
 Less Previous Payments \$0.00
Amount Due This Application \$105,333.39

SUBMITTED TRAUT COMPANIES
 32640 CR 133
 ST. JOSEPH, MN 56374

BY: 

DATE: Oct 31 2024

RECOMMENDED SEH
 13850 BLUESTEM COURT, SUITE 150
 BAXTER, MN 56425

BY: 

DATE: 10/31/2024

APPROVED CITY OF BAXTER - UTILITIES COMMISSION
 13190 MEMORYWOOD DRIVE
 BAXTER, MN 56425

BY: _____

DATE: _____

APPROVED CITY OF BAXTER
 13190 MEMORYWOOD DRIVE
 BAXTER, MN 56425

BY: _____

DATE: _____

APPROVED CITY OF BAXTER
 13190 MEMORYWOOD DRIVE
 BAXTER, MN 56425

BY: _____

DATE: _____



ITEM REPORT UTILITIES COMMISSION

Agenda Date: 11/7/2024
Agenda Section: Information Only

Department Origination: Public Works

Agenda Item: 2024 Mill & Overlay and Full Depth Reclamation Improvements Project Monthly Update

Approval Required: No Action Required

BACKGROUND

On May 7, 2024, the City Council awarded the project to Knife River Corporation – North Central in the amount of \$3,843,672.50.

In the last month, Knife River has completed a majority of the punch list items. There are only a few items left for the contractor to complete. As noted in the Change Order #6, there will still be some items that need to be addressed in the spring. Turf establishment being one of the items. The other item is related to overlaying Kenwood Drive. During paving, Knife River did not establish a crown in the roadway per the construction plans. Currently there are no areas that are holding water on Kenwood but the roadway will be reviewed in the spring. Widseth is also completing a survey of the remaining roads to make sure a consistent crown was installed.

Widseth and Knife River have reviewed the possible items to be completed in the spring and have agreed upon an estimated retainage over the winter. A semifinal pay estimate will be brought to the Utility Commission and Council in December that reflects the adjusted retainage and pay out the remaining items completed in 2024. Widseth is still reviewing the other roadways to see if additional work will need to take place in the spring.

Change Order No. 6:

Change Order No. 6 includes the following items:

1. At the start of the project, it was estimated that \$50,000 could possibly be spent on sprinkler repair. This estimated number has been exceeded as the contractor continues to make repairs on the system. The above amount is what was billed to the contractor in this last pay period.
2. There was an error in the final topsoil quantity causing the final quantity to be high than the actual quantity needed. The contract states that if the final quantity used varies by 20% than the Contractor or Owner can request a change in bid price.
3. While the contractor was bidding the project, they did not have a clear understanding for this line item. They assumed this item was for using onsite material. When instead it was intended for virgin material to be brought on site. The Contractor requested a change in unit price to better represent the actual cost of the material. The final quantity also differs more than 20% of the estimated quantity.
4. This item also differed from the estimated quantity by more than 20%. The underlying bituminous in the mill and overlay was in better condition after milling than anticipated. There was much less full depth spot repair required.

5. The Contractor anticipated having additional reclaim material at the end of the project. They did not end up having any additional material and had to bring in additional material to complete the work. This item pays the contractor for this additional material.
6. During construction, the water table was found to be higher than expected. This caused an issue with sub cutting the roadway and compacting the subgrade. A nearby stormwater pond was pumped down to help lower the ground water level in this area so the contractor could complete the work in a correct manor. Pratt's Affordable Excavating was hired to complete this work.

Due to the contractor seeding after September 20th, staff is requesting to extend the final completion date to July 1st of 2025. A majority of the turf establishment on the project meets the specifications but there are a few areas that will need to be touched up in the spring. By extending the final completion date, this allows the contractor to reseed and establish growth before closing out the project. It is estimated that approximately 2 acres out of the planned 4 acres of seeding may need to be in the spring. The 2 acres is estimated based on areas not currently established and additional area for winter/salt kill.

Pay Estimate No. 6:

The Contractor has earned \$3,522,043.59 to date which represents 87.3% contract value. In accordance with the agreement, 5% of the revised contract value (\$201,682.12) is being retained which results in a total payment of \$777,280.94.

Budget Update:

The overall project budget is \$5,030,467.01 which was set at the assessment hearing. As the project moves forward and items are completed, Widseth updates the project budget with each pay estimate. With the projected overruns and underruns, there are no remaining contingencies in the project budget. This is based on Change Order #6. There are a couple minor items that will need to be addressed in the spring that have been included in the budget.

FINANCIAL IMPLICATIONS

STAFF RECOMMENDATIONS

Click or tap here to enter text.

COUNCIL ACTION REQUESTED

Click or tap here to enter text.

PROPOSED PROJECT SCHEDULE
2026 Mill & Overlay and Full Depth Reclamation Improvements Project, CPF 4426
BAXTER, MN
Monday, October 28, 2024

MAJOR TASKS AND MILESTONES	DATES	REMARKS	NOTES
Authorize Ordering Preparation of Feasibility Report	Tuesday, January 16, 2024	City Council Meeting	
Staff Review (Preliminary)	Thursday, March 21, 2024		
Authorize Obtaining Jetting & Televising Quotes	Wednesday, July 3, 2024	Utilities Commission Meeting	
Authorize Obtaining Jetting & Televising Quotes	Tuesday, July 16, 2024	City Council Meeting	
Resolution Ordering Preparation of Feasibility Report	Wednesday, March 5, 2025	Utilities Commission Meeting	
Resolution Ordering Preparation of Feasibility Report	Tuesday, March 18, 2025	City Council Meeting	
Recommendation to Approve Feasibility Report	Wednesday, April 2, 2025	Utilities Commission Meeting	
Review Feasibility Report at Council Workshop	Tuesday, April 15, 2025	City Council Workshop	
Public Information Meeting	Thursday, April 17, 2025		
Approve Survey to be Completed	Wednesday, May 7, 2025	Utilities Commission Meeting	
Review Feasibility Report	Tuesday, May 20, 2025	City Council Workshop	
Approve Survey to be Completed	Tuesday, May 20, 2025	City Council Meeting	
Resolution Receiving Feasibility Report and Calling Improvement Hearing	Tuesday, May 20, 2025	City Council Meeting	
Send Publication to Paper	Friday, May 23, 2025		
Mailed Notice for Improvement Hearing	Friday, May 23, 2025	One notice at least 10 days prior to hearing	
First Published Notice for Improvement Hearing	Wednesday, May 28, 2025	Twice in local newspaper, one week apart, last notice must be at least three days prior to hearing.	3
Second Published Notice for Improvement Hearing	Wednesday, June 4, 2025		
Improvement Hearing	Thursday, June 12, 2025		
Ordering Preparation of Plans	Wednesday, July 2, 2025	Utilities Commission Meeting	
Resolution Ordering Preparation of Plans	Tuesday, July 15, 2025	City Council Meeting	
Design and Preparation of Plans and Specifications	August - October, 2025		
Review Plans and Specifications	Wednesday, November 5, 2025	Utilities Commission Meeting	
Review Plans and Specifications	Tuesday, November 18, 2025	City Council Workshop	
Resolution Approving Plans and Specifications and Ordering Advertisement for Bids	Tuesday, November 18, 2025	City Council Meeting	
Send Publication to Paper	Friday, November 21, 2025		
Bidding Publication	Wednesday, November 26, 2025	Publication must be made at least three weeks before last day to submit bids, at least once in official newspaper and once in trade paper or First Class city newspaper.	3,4
Bid Opening	Thursday, December 18, 2025	By default bid remains subject to acceptance for 60 days after the Bid opening. @10am	
Bid review with Utilities Commission	Wednesday, January 7, 2026	Utilities Commission Meeting	
Resolution Ordering Assessment Hearing	Tuesday, January 20, 2026	City Council Meeting	
Send Publication to Paper	Friday, January 23, 2026		
Mailed Notice for Assessment Hearing	Friday, January 23, 2026	One notice at least two weeks prior to hearing	
Published Notice for Assessment Hearing	Wednesday, January 28, 2026	Once in local newspaper at least two weeks prior to hearing.	3,4
Assessment Hearing	Thursday, February 12, 2026		
Adpot Assessment Rolls and Accept Bids	Wednesday, March 4, 2026		
Resolution Adopting Assessment Rolls	Tuesday, March 17, 2026	City Council Meeting	
Resolution Accepting Bids		City Council Meeting	
Notice of Award		City Council Meeting. Contractor has 15 days to deliver signed agreement, bonds, and insurance certificates.	
End of Assessment Appeal Period	Thursday, April 16, 2026	Appeals to district court must be made within 30 days after adoption of the assessment roll.	
Pre-Construction Meeting	April/May, 2026		
Public Information Meeting - Construction	April/May, 2026		
Begin Construction	May/June, 2026	3 Months of Full Time Construction	
Construction Complete	Summer/Fall 2026		

NOTES

1. City Council Meetings held on 1st and 3rd Tuesdays of each month @ 7:00 p.m.
2. Utilities Commission Meetings held on 1st Wednesday after the 1st Council Meeting of the month @ 5:30 p.m.
3. Brainerd Dispatch is currently only running legal notices on Wednesdays and Saturdays. The deadline for the Wednesday edition, the proof should be submitted no later than Friday of the week prior to publication by 11:00AM and for the Saturday edition, the proof needs to be submitted by Tuesday at 11:00AM.
4. The Published Notices will need to be sent to the publisher prior to Council Approval in order to stay on schedule.
5. **All dates are subject to change, this is a living document. Dates may change based on coordination with other 2024 projects.**



ITEM REPORT UTILITIES COMMISSION

Agenda Date: 11/7/2024
Agenda Section: Other Business

Department Origination: Public Works

Agenda Item: Approve the Knife River Corporation – North Central Change Order No. 6 in the Increased Amount of \$67,831.65 and Extend the Final Completed Date for the 2024 Mill & Overlay and Full Depth Reclamation Improvements Project, Municipal Project Number 4424

Approval Required: Simple Majority Vote

BACKGROUND

On May 07, 2024, the City Council awarded the project to Knife River Corporation – North Central in the amount of \$3,843,672.50.

In accordance with Article 11 of the Standard General Conditions of the Construction Contract, the contract documents may be amended or supplemented by Change Order. Change Orders amend or adjust contract price or contract times and can be initiated by the Owner or the Contractor.

Change Order No. 6 includes the following items:

1. **Repair Sprinkler System Allowance:** At the start of the project, it was estimated that \$50,000 could possibly be spent on sprinkler repair. This estimated number has been exceeded as the contractor continues to make repairs on the system. The above amount is what was billed to the contractor in this last pay period.
2. **Screened Topsoil Borrow Adjustment:** There was an error in the final topsoil quantity causing the final quantity to be higher than the actual quantity needed. The contract states that if the final quantity used varies by 20% than the Contractor or Owner can request a change in bid price.
3. **Aggregate Base Special (CV) Adjustment:** While the contractor was bidding the project, they did not have a clear understanding for this line item. They assumed this item was for using onsite material. When instead it was intended for virgin material to be brought on site. The Contractor requested a change in unit price to better represent the actual cost of the material. The final quantity also differs more than 20% of the estimated quantity.
4. **Spot Full Depth Repair Adjustment:** This item also differed from the estimated quantity by more than 20%. The underlying bituminous in the mill and overlay was in better condition after milling than anticipated. There was much less full depth spot repair required.
5. **Install Salvaged Aggregate Adjustment:** The Contractor anticipated having additional reclaim material at the end of the project. They did not end up having any additional material and had to bring in additional material to complete the work. This item pays the contractor for this additional material.
6. **Dewatering:** During construction, the water table was found to be higher than expected. This caused an issue with sub cutting the roadway and compacting the subgrade. A nearby stormwater pond was pumped

down to help lower the ground water level in this area so the contractor could complete the work in a correct manor. Pratt's Affordable Excavating was hired to complete this work.

Due to the contractor seeding after September 20th, staff is requesting to extend the final completion date to July 1st of 2025. A majority of the turf establishment on the project meets the specifications but there are a few areas that will need to be touched up in the spring. By extending the final completion date, this allows the contractor to reseed and establish growth before closing out the project. It is estimated that approximately 2 acres out of the planned 4 acres of seeding may need to be in the spring. The 2 acres is estimated based on areas not currently established and additional area for winter/salt kill.

FINANCIAL IMPLICATIONS

The \$67,831.65 change order increases the total contract price from \$3,965,810.70 to \$4,033,642.35. The overall project budget is \$5,030,467.01 which was set at the assessment hearing. As the project moves forward and items are completed, Widseth updates the project budget with each pay estimate. With the projected overruns and underruns, there are no remaining contingencies in the project budget. This is based on Change Order #6. There are a couple minor items that will need to be addressed in the spring that have been included in the budget.

STAFF RECOMMENDATIONS

The work included in Change Order No. 6 was requested by City staff, or City staff was made aware of the additional work before it was performed. Staff recommends approval of Change Order No. 6 in the increased amount of \$67,831.65 and Extend the Final Completed Date.

COUNCIL ACTION REQUESTED

MOTION to approve the Knife River Corporation – North Central Change Order No. 6 in the Increased Amount of \$67,381.65 and Extend the Final Completed Date for the 2024 Mill & Overlay and Full Depth Reclamation Improvements Project, Municipal Project Number 4424.

CHANGE ORDER NO.: 6

Owner: **City of Baxter** Owner's Project No.: **4424**
 Engineer: **Widseth Smith Nolting & Associates Inc.** Engineer's Project No.: **2023-10353**
 Contractor: Contractor's Project No.:
 Project: **2024 Mill & Overlay and Full Depth Reclamation Improvements Project, Municipal Project Number 4424**
 Contract Name: **2024 Mill & Overlay and Full Depth Reclamation Improvements Project, Municipal Project Number 4424**
 Date Issued: **November 19, 2024** Effective Date of Change Order: **Council Approval**

The Contract is modified as follows upon execution of this Change Order:

Description:
See attachments.
 Attachments:
Project RCA.

Change in Contract Price	Change in Contract Times
Original Contract Price: \$ <u>3,843,672.50</u>	Original Contract Times: Substantial Completion: <u>08-16-24 & 9-20-24</u> Ready for final payment: <u>08-30-24 & 10-04-24</u>
Increase from previously approved Change Orders: \$ <u>122,138.20</u>	Increase from previously approved Change Orders: Substantial Completion: <u>0,0 & 28</u> Ready for final payment: <u>0,0 & 28</u>
Contract Price prior to this Change Order: \$ <u>3,965,810.70</u>	Contract Times prior to this Change Order: Substantial Completion: <u>08-16-24, 9-20-24 & 10-18-2024</u> Ready for final payment: <u>08-30-24, 10-04-24 & 11-01-2024</u>
Increase this Change Order: \$ <u>67,831.65</u>	Increase this Change Order: Substantial Completion: <u>0</u> Ready for final payment: <u>303, 270 & 242</u>
Contract Price incorporating this Change Order: \$ <u>4,033,642.35</u>	Contract Times with all approved Change Orders: Substantial Completion: <u>08-16-24, 9-20-24 & 10-18-2024</u> Ready for final payment: <u>7-01-2025</u>

Recommended by Engineer

By: *Alex D Bitter* Date: 10-24-24
 Title: CONTRACTED PROJECT ENGINEER

Accepted by Contractor

William J. [Signature] Date: 10-24-24
PM

Authorized by City Mayor

By: _____ Date: _____
 Title: _____

Recommended by Utilities Commission

By: _____ Date: _____
 Title: _____

Authorized by City Clerk

By: _____ Date: _____
 Title: _____

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CONTRACT CHANGE ORDER SUMMARY		ORDER NO. 6
CONTRACT FOR: 2024 MILL & OVERLAY AND FULL DEPTH RECLAMATION IMPROVEMENTS PROJECT MUNICIPAL PROJECT NUMBER 4424		DATE: November 19, 2024
OWNER: CITY OF BAXTER	STATE: MINNESOTA	
TO: KNIFE RIVER CORPORATION - NORTH CENTRAL	COUNTY: CROW WING	

Description of Changes				DECREASE in Contract Price	INCREASE in Contract Price
Listing of Changes:					
	<u>Quantity</u>	<u>Unit</u>	<u>Unit Cost</u>		
1 REPAIR SPRINKER SYSTEM ALLOWANCE	1	LUMP SUM	\$2,310.00		\$2,310.00
2 SCREENED TOPSOIL BORROW ADJUSTMENT	1735.38	CU YD	\$6.00		\$10,412.28
3 AGGREGATE BASE SPECICAL (CV) ADJUSTMENT	258.51	CU YD	\$39.98		\$10,335.23
4 SPOT FULL DEPTH REPAIR ADJUSTMENT	8,752	SQ FT	\$0.88		\$7,701.76
5 INSTALL SALVAGED AGGREGATE ADJUSTMENT	1	LUMP SUM	\$24,944.88		\$24,944.88
6 DEWATERING	1	LUMP SUM	\$12,127.50		\$12,127.50
CHANGE ORDER TOTALS:				\$0.00	\$67,831.65
NET CHANGE IN CONTRACT PRICE:					\$67,831.65

JUSTIFICATION:

- 1 At the start of the project, it was estimated that \$50,000 could possibly be spent on sprinkler repair. This estimated number has been exceeded as the contractor continues to make repairs on the system. The above amount is what was billed to the contractor in this last pay period.
- 2 There was an error in the final topsoil quantity causing the final quantity to be high than the actual quantity needed. The contract states that if the final quantity used varies by 20% than the Contractor or Owner can request a change in bid price.

While the contractor was bidding the project, they did not have a clear understanding for this line item. They assumed this item was for using onsite material. When instead it was intended for virgin material to be brought on site. The Contactor requested a change in unit price to better represent the actual cost of the material. The final quantity also differs more than 20% of the estimated quantity.
- 3 This item also differed from the estimated quantity by more that 20%. The underlying bituminous in the mill and overlay was in better condition after milling than anticipated. There was much less full depth spot repair required.
- 4 The Contractor anticipated having additional reclaim material at the end of the project. They did not end up having any additional material and had to bring in additional material to complete the work. This item pays the contractor for this additional material.
- 5 During construction, the water table was found to be higher than expected. This caused an issue with sub cutting the roadway and compacting the subgrade. A nearby stormwater pond was pumped down to help lower the ground water level in this area so the contractor could complete the work in a correct manor. Pratt's Affordable Excavating was hired to complete this work.

The amount of the Contract will be **increased** by the sum of:

Sixty Seven Thousand Eight Hundred Thirty one and 65/100 _____ Dollars(\$67,831.65).

The Contract Total including this and previous Change Orders will be:

Four Million Thirty Three Thousand Six Hundred Forty Two and 35/100 _____ Dollars(\$4,033,642.35).

LANDWERX EXCAVATING

16035 Carlson Lake Rd.
Brainerd, MN 56401
218.831.3435
landwerx@hotmail.com

Invoice



Item 19.

BILL TO
Adam Surma Knife River Industrial Park Baxter, MN 56425

SHIP TO
Adam Surma Knife River Industrial Park Baxter, MN 56425

INVOICE #	DATE	TOTAL DUE	TERMS	ENCLOSED
3421	10/09/2024	\$2,200.00	Due on receipt	

P.O. NUMBER
Irrigation Repairs

DATE	SERVICE	DESCRIPTION	QTY	RATE	AMOUNT
10/01/2024	Irrigation System	Irrigation Repairs-Elmwood, Garrison, Elder Trail, Forthun East, Edmonton, Fairmont, T-Mobile, Costco (11 heads)	11	200.00	2,200.00

Thank you for your business!
We accept check, cash, ACH, or Credit Card.
ALL C.C. PURCHASES ARE SUBJECT TO A 3% PROCESSING FEE.
Questions regarding your invoice; please contact Kayla at: 320-360-9269

SUBTOTAL	2,200.00
TAX	0.00
TOTAL	2,200.00
BALANCE DUE	\$2,200.00

Item 1
Knife River 5% Mark up = \$110.00
Total = \$2,310.00
Lump Sum
Res FDR = 0.2
Comm FDR = 0.7
Other = 0.1

Alex Bitter

From: Surma, Adam <adam.surma@kniferiver.com>
Sent: Monday, September 30, 2024 2:35 PM
To: Alex Bitter
Subject: 3 C/O's from Knife River in 1 Place
Attachments: DOC093024-09302024145022.pdf

Alex,

I had sent all these before to you, but with the project's major operations now completed, I updated 2 of them to reflect the final quantities and solidified my final requests and put them all in one spot for you to review.

- 1) Black Dirt C/O Unit Price Request - Asking for \$6.00/cy more than bid
 due to reduced total units (75%) **In Change Order, Item 2**
- 2) Extra Added Aggregate due to no excess reclaim - Asking for \$22.21/Ton on 465.31 we
 needed to haul in on reclaim roads to make the DW stubs work. **Converts to \$39.98/CY, Item 3**
- 3) "Spot Full Depth Repair" Unit Price Request - Asking for \$0.88/SF more than
 bid due to reduced total units (70%) **In Change Order, Item 4**

Thanks, let me know if you need more info, but these are the items that Trevor asked that we agree to before we can shut off our weekly meetings (And Al's outstanding C/O as well). See you Wednesday.

Adam Surma
 North Central Region
 Knife River Inc.
 My Office - (320) 632-5435
 Mobile - (320) 630-5892
 Adam.surma@kniferiver.com



**P.O. Box 315
Brainerd, MN 56401**

Item 19.

Quote

Date	Quote #
10/7/2024	1729

Name / Address
Knife River Corporation - North Central 4787 Shadow Wood Dr NE Sauk Rapids, MN 56379

Description	Quantity	Unit Cost	Unit	Total
* Baxter 2024 Mill & Overlay * Reclaim Claim				
* Whispering Woods Lane 1. Import and Place Reclaim Into Road	108	25.65	CY (LV)	2,770.20
* Edgewood Drive 1. Import and Place Reclaim Into Road	734	25.65	CY (LV)	18,827.10
10% OH&P	1	2,159.73	LS	2,159.73
Total				\$23,757.03

Knife River 5% Markup = \$1,187.85
Total = \$24,944.88
Item 5

**Office: 218-828-4636
Cell: 218-839-1318
Fax: 218-824-1510
Email: adechantal@gmail.com**

Pratt's Affordable Excavating, Inc.

23069 Swan Lane
Merrifield, MN 56465

Invoice

Date	Invoice #
10/6/2024	5126

Bill To

City of Baxter
13190 Memorywood Drive
Baxter, MN 56425

Please check box if address is incorrect or has changed, and indicate change(s) on reverse side.

Balance Due	\$11,550.00
--------------------	--------------------

New e-mail address? Enter here: _____

Pratt's Affordable Excavating, Inc.

PLEASE DETACH AND RETURN TOP PORTION WITH YOUR PAYMENT.

23069 Swan Lane
Merrifield, MN 56465

Terms	Project
Due on receipt	

Description	Qty	Rate	Amount
Pump rental with suction and discharge hoses including fuel and maintenance. Pump was used to pump 2 ponds down at Woida Road and 371 intersection. This also removed the water from the storm system beyond China Garden restaurant. With the water lowered the construction work on Edgewood Drive could continue. days for pump rental starting on 8/23 and removed on 9/27	35	330.00	11,550.00

A 1 1/2% service charge will be applied on all balances paid passed 30 days. For billing inquiries: 218-765-4244.

Total	\$11,550.00
Payments/Credits	\$0.00
Balance Due	\$11,550.00

Item 6
Knife River 5% Mark up = \$577
Total = \$12,127.50



ITEM REPORT
UTILITIES COMMISSION

Agenda Date: 11/7/2024
Agenda Section: Other Business

Department Origination: Public Works

Agenda Item: Approve the Knife River Corporation – North Central Partial Pay Estimate No. 6 in the amount of \$455,315.76 for the 2024 Mill & Overlay and Full Depth Reclamation Improvements Project, Municipal Project Number 4424

Approval Required: Simple Majority Vote

BACKGROUND

On May 7, 2024, the City Council awarded the project to Knife River Corporation – North Central in the amount of \$3,843,672.50.

Article 15 of the Standard General Conditions of the Construction Contract outlines the process for making progress payments to the Contractor. Progress payments for unit price contracts are made based on the number of units completed during the pay period. The application is reviewed and approved by the Contractor and Engineer prior to submittal to the City for processing.

Partial Pay Estimate No. 6 is presented in the amount \$455,315.76. The payment includes the cost of unit price work completed during this pay period.

FINANCIAL IMPLICATIONS

The Contractor has earned \$3,522,043.59 to date which represents 87.3% contract value. In accordance with the agreement, 5% of the revised contract value (\$201,682.12) is being retained which results in a total payment of \$455,315.76.

Budget Update

The overall project budget is \$5,030,467.01 which was set at the assessment hearing. As the project moves forward and items are completed, Widseth updates the project budget with each pay estimate. With the projected overruns and underruns, there are no remaining contingencies in the project budget. This is based on Change Order #6. There are a couple minor items that will need to be addressed in the spring that have been included in the budget.

STAFF RECOMMENDATIONS

Staff have no concerns with the work completed this period and recommend making progress payment as outlined in Partial Pay Estimate No. 6.

COUNCIL ACTION REQUESTED

MOTION to approve the Knife River Corporation – North Central Partial Pay Estimate No. 6 in the amount of \$455,315.76 for the 2024 Mill & Overlay and Full Depth Reclamation Improvements Project, Municipal Project Number 4424.

**PARTIAL PAYMENT ESTIMATE
NUMBER 6**

Item 20.

Name of Contractor:	Knife River Corporation - North Central 4787 Shadow Wood Drive NE Sauk Rapids, MN 56379		
Name of Owner:	City of Baxter 13190 Memorywood Drive, PO Box 2626 Baxter, MN 56425		
Date of Completion:	Amount of Contract:	Dates of Estimate:	
Original: See Agreement	Original: \$3,843,672.50	From: 9/13/24	
Revised:	Revised: \$4,033,642.34	To: 10/11/24	

Description of Project:
2024 MILL & OVERLAY AND FULL DEPTH RECLAMATION IMPROVEMENTS, MUNICIPAL PROJECT NUMBER 4424

SPEC NO.	ITEM DESCRIPTION	CONTRACT ITEMS				THIS PERIOD		TOTAL TO DATE	
		QTY.	UNIT	UNIT PRICE	AMOUNT	QTY.	AMOUNT	QTY.	AMOUNT
2021.501	MOBILIZATION	1	LUMP SUM	\$110,000.00	\$110,000.00	0.0057	\$627.00	1.03	\$113,300.00
2101.502	CLEARING	1	EACH	\$650.00	\$650.00				
2101.502	GRUBING	1	EACH	\$200.00	\$200.00				
2104.502	REMOVE CASTING (SANITARY)	77	EACH	\$86.00	\$6,622.00	3	\$258.00	78	\$6,708.00
2104.502	REMOVE CASTING (STORM)	46	EACH	\$99.00	\$4,554.00	3	\$297.00	46	\$4,554.00
2104.502	REMOVE CURB STOP BOX	8	EACH	\$55.00	\$440.00			3	\$165.00
2104.502	REMOVE CURB STOP & BOX	1	EACH	\$325.00	\$325.00			2	\$650.00
2104.502	REMOVE GATE VALVE BOX TOP	67	EACH	\$62.00	\$4,154.00	7	\$434.00	73	\$4,526.00
2104.502	REMOVE MAIL BOX SUPPORT	207	EACH	\$20.00	\$4,140.00	11	\$220.00	207	\$4,140.00
2104.502	SALVAGE SIGN TYPE SPECIAL	97	EACH	\$15.00	\$1,455.00	5	\$75.00	204	\$3,060.00
2104.502	SALVAGE MAIL BOX SUPORT	2	EACH	\$100.00	\$200.00	2	\$200.00	4	\$400.00
2104.502	REMOVE DRAINAGE STRUCTURE	2	EACH	\$335.00	\$670.00			2	\$670.00
2104.503	SAWING CONCRETE PAVEMENT (FULL DEPTH)	664	LIN FT	\$4.00	\$2,656.00	6	\$24.00	715	\$2,880.00
2104.503	SAWING BITUMINOUS PAVEMENT (FULL DEPTH)	4931	LIN FT	\$2.25	\$11,094.75	697	\$1,568.25	4665	\$10,496.25
2104.503	REMOVE SEWER PIPE (STORM)	83	LIN FT	\$22.00	\$1,826.00			23	\$506.00
2104.503	REMOVE SEWER PIPE (SANITARY)	36	LIN FT	\$5.00	\$180.00			36	\$180.00
2104.503	REMOVE WATER SERVICE PIPE	17	LIN FT	\$95.00	\$1,615.00			39	\$3,705.00
2104.503	REMOVE CURB & GUTTER	12438	LIN FT	\$2.95	\$36,692.10	26	\$76.70	11885	\$35,060.75
2104.504	REMOVE CONCRETE MEDIAN	138	SQ YD	\$11.75	\$1,621.50	138	\$1,621.50	138	\$1,621.50
2104.504	REMOVE CONCRETE PAVEMENT	2989	SQ YD	\$6.75	\$20,175.75			1467.5	\$9,905.63
2104.504	REMOVE BITUMINOUS PAVEMENT	6358	SQ YD	\$4.50	\$28,611.00			7241.76	\$32,567.92
2104.601	SALVAGE AGGREGATE (LV)	8432	CU YD	\$6.00	\$50,592.00	2094.16	\$9,423.72	8432	\$50,592.00
2105.604	DITCH EXCAVATION	6570	SQ YD	\$10.50	\$68,985.00			4346	\$45,633.00
2105.507	COMMON EXCAVATION	5640	CU YD	\$13.25	\$74,730.00			3492.7	\$46,278.28
2105.507	COMMON EMBANKMENT	2100	CU YD	\$5.85	\$12,285.00			380	\$2,223.00
2105.607	EXCAVATION SPECIAL	1544	CU YD	\$19.00	\$29,336.00			1544	\$29,336.00
2106.609	INSTALL SALVAGED AGGREGATE (CV)	4034	CU YD	\$8.40	\$33,885.60			4010	\$33,684.00
2112.603	SHOULDER PREPARATION	14935	LIN FT	\$3.20	\$47,792.00			15820	\$50,624.00
2112.619	RECLAIMED AGGREGATE BASE PREPARATION	128	ROAD STA	\$390.00	\$49,920.00			128.7	\$50,193.00
2123.510	COMMON LABORERS	41	HOURL	\$80.00	\$3,280.00			393.34	\$31,467.20
2123.610	SKID LOADER	41	HOURL	\$150.00	\$6,150.00			2	\$300.00
2123.610	STREET SWEEPER (WITH PICKUP BROOM AND WATER)	79	HOURL	\$165.00	\$13,035.00	10.35	\$1,707.75	37.93	\$6,258.45
2211.607	AGGREGATE BASE SPECIAL (CV)	575	CU YD	\$6.10	\$3,507.50			708.52	\$4,231.97
2215.504	FULL DEPTH RECLAMATION 6"	3340	SQ YD	\$1.30	\$4,342.00			3583	\$4,657.90
2215.504	FULL DEPTH RECLAMATION 7"	2765	SQ YD	\$1.45	\$4,009.25			2896	\$4,199.20
2215.504	FULL DEPTH RECLAMATION 7.5"	4940	SQ YD	\$1.15	\$5,681.00			4863	\$5,592.45
2215.504	FULL DEPTH RECLAMATION 8.5"	27492	SQ YD	\$1.40	\$38,488.80			27576	\$38,606.40
2215.504	FULL DEPTH RECLAMATION 9.5"	5017	SQ YD	\$1.30	\$6,522.10			5157	\$6,704.10
2231.604	BITUMINOUS PATCH SPECIAL	91	SQ YD	\$30.00	\$2,730.00	104.38	\$3,131.40	104.38	\$3,131.40
2232.504	MILL BITUMINOUS SURFACE (1.5")	33095	SQ YD	\$1.40	\$46,333.00	596	\$834.40	33479.39	\$46,871.15
2301.504	CONCRETE PAVEMENT 8"	524	SQ YD	\$85.00	\$44,540.00	41	\$3,485.00	215.1	\$18,283.50
2302.518	SPOT FULL DEPTH REPAIR	29188	SQ FT	\$2.50	\$72,970.00			8752	\$21,880.00
2302.604	BITUMINOUS DRIVEWAY REPLACEMENT (RESIDENTIAL)	3743	SQ YD	\$29.00	\$108,547.00			3420.6	\$99,197.40
2302.604	BITUMINOUS DRIVEWAY REPLACEMENT (COMMERCIAL)	1504	SQ YD	\$41.00	\$61,664.00	1277	\$52,357.00	1707.1	\$69,991.10
2360.509	TYPE SP 9.5 WEARING COURSE MIX (3.C)	8868	TON	\$81.00	\$718,308.00	1492	\$120,852.00	8389	\$679,509.00
2360.509	TYPE SP 9.5 WEARING COURSE MIX (3.C)	5314	TON	\$77.00	\$409,178.00			5020.25	\$386,559.25
2360.509	TYPE SP 12.5 NON-WEARING COURSE MIX (3.B)	2789	TON	\$67.00	\$186,863.00			2733	\$183,111.00
2411.502	BITUMINOUS FLUME	3	EACH	\$350.00	\$1,050.00			2	\$700.00
2503.503	12" RC PIPE SEWER DESIGN 3006 CLASS V	8	LIN FT	\$69.10	\$552.80			16	\$1,105.60
2503.601	TRACER WIRE SYSTEM (SANITARY)	1	LUMP SUM	\$150.00	\$150.00			1	\$150.00
2503.602	CONNECT TO EXISTING STORM SEWER	1	EACH	\$775.00	\$775.00			2	\$1,550.00
2503.602	CONNECT TO EXISTING SANITARY SEWER	3	EACH	\$850.00	\$2,550.00			3	\$2,550.00
2503.603	8" PIPE SEWER	36	LIN FT	\$42.20	\$1,519.20			36	\$1,519.20
2504.502	HYDRANT	3	EACH	\$6,915.00	\$20,745.00			2	\$13,830.00
2504.601	WATERMAIN REPLACEMENT NO. 1	1	LUMP SUM	\$6,435.00	\$6,435.00			1.19	\$7,657.65
2504.601	WATERMAIN REPLACEMENT NO. 2	1	LUMP SUM	\$6,435.00	\$6,435.00				
2504.601	WATERMAIN REPLACEMENT NO. 3	1	LUMP SUM	\$6,435.00	\$6,435.00				
2504.601	WATERMAIN REPLACEMENT NO. 4	1	LUMP SUM	\$6,435.00	\$6,435.00				
2504.601	WATERMAIN REPLACEMENT NO. 5	1	LUMP SUM	\$6,435.00	\$6,435.00			1.18	\$7,593.30
2504.601	WATERMAIN REPLACEMENT NO. 6	1	LUMP SUM	\$6,279.00	\$6,279.00			1.22	\$7,660.38
2504.601	WATERMAIN REPLACEMENT NO. 7	1	LUMP SUM	\$6,279.00	\$6,279.00			1.19	\$7,472.01
2504.601	WATERMAIN REPLACEMENT NO. 8	1	LUMP SUM	\$6,435.00	\$6,435.00			1.19	\$7,657.65
2504.601	WATERMAIN REPLACEMENT NO. 9	1	LUMP SUM	\$6,866.00	\$6,866.00			2.35	\$16,135.10
2504.601	WATERMAIN REPLACEMENT NO. 10	1	LUMP SUM	\$6,435.00	\$6,435.00			1.19	\$7,657.65
2504.601	WATERMAIN REPLACEMENT NO. 11	1	LUMP SUM	\$6,435.00	\$6,435.00				
2504.601	WATERMAIN REPLACEMENT NO. 12	1	LUMP SUM	\$6,435.00	\$6,435.00			1.19	\$7,657.65
2504.602	6" GATE VALVE REPLACEMENT	8	EACH	\$5,525.00	\$44,200.00	0.007	\$38.67	3.64	\$20,111.00
2504.602	ADJUST CURB STOP	45	EACH	\$265.00	\$11,925.00	2	\$530.00	2	\$530.00
2504.602	ADJUST GATE VALVE BOX TOP	12	EACH	\$190.00	\$2,280.00	7	\$1,330.00	7	\$1,330.00
2504.602	INSTALL GATE VALVE BOX TOP	55	EACH	\$352.00	\$19,360.00	19	\$6,688.00	67	\$23,584.00
2504.602	HYDRANT RESTORATION	4	EACH	\$2,462.50	\$9,850.00			5	\$12,312.50
2504.602	INSTALL CURB STOP BOX	9	EACH	\$462.00	\$4,158.00	15	\$6,930.00	20	\$9,240.00
2504.602	VALVE BOX MID SECTION	35	EACH	\$418.00	\$14,630.00	4	\$1,672.00	32	\$13,376.00
2504.602	WATERMAIN EXPLORATORY EXCAVATION	66	HOURL	\$475.00	\$31,350.00			24.5	\$11,637.50
2506.502	CASTING ASSEMBLY (SANITARY 700-7)	77	EACH	\$1,218.00	\$93,786.00	12	\$14,616.00	77	\$93,786.00
2506.502	CASTING ASSEMBLY (STORM NEENAH R-3250-DVSP)	42	EACH	\$1,243.00	\$52,206.00	5	\$6,215.00	44	\$54,692.00
2506.502	CASTING ASSEMBLY (STORM NEENAH R-3250-EVSP)	3	EACH	\$975.00	\$2,925.00	1	\$975.00	3	\$2,925.00
2506.502	CONSTRUCT DRAINAGE STRUCTURE DESIGN 4007	1	EACH	\$21,985.00	\$21,985.00			1	\$21,985.00
2506.503	CONSTRUCT DRAINAGE STRUCTURE 48-4020	5	LIN FT	\$724.00	\$3,620.00	0.32	\$231.68	5.32	\$3,851.68
2506.602	RECONSTRUCT DRAINAGE STRUCTURE	44	EACH	\$1,618.00	\$71,192.00	6.39	\$10,339.02	46.39	\$75,059.02
2506.602	GROUT CATCH BASIN OR MANHOLE	1	CU YD	\$555.00	\$555.00				
2506.603	SANITARY MANHOLE EXCESS DEPTH	1	LIN FT	\$456.00	\$456.00			1	\$456.00
2521.518	6" CONCRETE WALK	2602	SQ FT	\$17.50	\$45,535.00	1781	\$31,167.50	2810	\$49,175.00
2521.518	3" BITUMINOUS WALK	15935	SQ FT	\$3.75	\$59,756.25	7951	\$29,816.25	15919	\$59,696.25
2531.503	CONCRETE CURB & GUTTER DESIGN B618	30	LIN FT	\$50.00	\$1,500.00	26	\$1,300.00	26	\$1,300.00
2531.503	CONCRETE CURB & GUTTER DESIGN B624	11458	LIN FT	\$21.00	\$240,618.00	292	\$6,132.00	11742	\$240,618.00

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2531.504	4" CONCRETE DRIVEWAY PAVEMENT	626	SQ YD	\$76.00	\$47,576.00			616.1	
2531.504	6" CONCRETE DRIVEWAY PAVEMENT	57	SQ YD	\$89.00	\$5,073.00			23	
2531.504	CONCRETE MEDIAN	137	SQ YD	\$102.00	\$13,974.00	137	\$13,974.00	137	\$13,974.00
2531.604	8" CONCRETE VALLEY GUTTER	732	SQ YD	\$90.00	\$65,880.00	42	\$3,780.00	735.6	\$66,204.00
2531.618	TRUNCATED DOMES	309	SQ FT	\$65.00	\$20,085.00	186	\$12,090.00	293	\$19,045.00
2540.602	MAIL BOX SUPPORT	212	EACH	\$100.00	\$21,200.00	48	\$4,800.00	197	\$19,700.00
2550.602	CORE DRILL SANITARY SEWER STRUCTURE	1	EACH	\$850.00	\$850.00			1	\$850.00
2563.601	TRAFFIC CONTROL	1	LUMP SUM	\$16,000.00	\$16,000.00	0.07792	\$1,246.72	1.36	\$21,760.00
2564.518	INSTALL SIGN PANELS TYPE C	27	SQ FT	\$55.00	\$1,485.00				
2564.602	INSTALL SIGN TYPE SPECIAL	96	EACH	\$15.00	\$1,440.00				
2571.502	DECIDUOUS TREE	1	EACH	\$1,250.00	\$1,250.00	116	\$1,740.00	116	\$1,740.00
2573.502	STORM DRAIN INLET PROTECTION	53	EACH	\$195.00	\$10,335.00			49	\$9,555.00
2573.503	FILTER BERM (TYPE 4)	4310	LIN FT	\$1.25	\$5,387.50			3131	\$3,913.75
2573.503	SILT FENCE, TYPE MS	2598	LIN FT	\$2.00	\$5,196.00			4433	\$8,866.00
2573.501	STABILIZED CONSTRUCTION EXIT	14	EACH	\$985.00	\$13,790.00				
2574.505	SOIL BED PREPARATION	4	ACRE	\$500.00	\$2,000.00	1.119	\$559.50	4.419	\$2,209.50
2574.507	SCREENED TOPSOIL BORROW	8135	CU YD	\$34.00	\$276,590.00			1839.37	\$62,538.58
2574.508	FERTILIZER TYPE 3	1200	POUND	\$0.95	\$1,140.00	330.25	\$313.74	1330.29	\$1,263.78
2575.505	SEEDING	4	ACRE	\$500.00	\$2,000.00	1.119	\$559.50	4.419	\$2,209.50
2575.505	HYDRAULIC ORGANIC MATRIX	4	ACRE	\$8,950.00	\$35,800.00	1.119	\$10,015.05	4.419	\$39,550.05
2575.508	SEED MIXTURE 22-111	400	POUND	\$4.30	\$1,720.00				
2575.508	SEED MIXTURE 25-151	1600	POUND	\$4.95	\$7,920.00	440.5	\$2,180.48	1760.5	\$8,714.48
2575.508	HYDRAULIC REINFORCED FIBER MATRIX	15600	POUND	\$3.00	\$46,800.00	4350.5	\$13,051.50	17350.06	\$52,050.18
2575.523	WATER	32	MGAL	\$127.00	\$4,064.00	22.32	\$2,834.64	40.88	\$5,191.76
2582.503	4" SOLID LINE PAINT	2002	LIN FT	\$0.35	\$700.70	67	\$23.45	1570	\$549.50
2582.503	12" SOLID LINE PAINT	56	LIN FT	\$14.00	\$784.00			221	\$3,094.00
2582.503	4" BROKEN LINE PAINT	3660	LIN FT	\$0.35	\$1,281.00			600	\$210.00
2582.503	4" DOTTED LINE PAINT	58	LIN FT	\$0.50	\$29.00			60	\$30.00
2582.503	4" DOUBLE SOLID LINE PAINT	6911	LIN FT	\$0.70	\$4,837.70	692	\$484.40	7172	\$5,020.40
2582.518	PAVEMENT MESSAGE	45	SQ FT	\$8.00	\$360.00			45	\$360.00
2104.601	REPAIR SPRINKLER SYSTEM ALLOWANCE	1	LUMP SUM	\$50,000.00	\$50,000.00			1	\$50,000.00
CHANGE ORDER 1									
1	CLEAN AND VIDEO TAPE PIPE SEWER	737.5	LIN FT	\$1.67	\$1,231.63			737.5	\$1,231.63
2	CLEAN AND VIDEO TAPE STORM PIPE SEWER	5333	LIN FT	\$3.06	\$16,318.98				
3	CLEAN AND VIDEO TAPE PIPE SEWER	22122	LIN FT	\$1.53	\$33,846.66				
4	LIGHT POLE RELOCATION	1	LUM SUM	\$7,399.35	\$7,399.35			1	\$7,399.35
CHANGE ORDER 3									
1	REMOVE GATE VALVE	1	LUMP SUM	\$433.13	\$433.13			1	\$433.13
2	1" COPPER SERVICE INSTALLTION	1	LUMP SUM	\$6,762.53	\$6,762.53			1	\$6,762.53
3	6" SERVICE LINE EXTENSION	1	LUMP SUM	\$1,655.60	\$1,655.60			1	\$1,655.60
4	DELLWOOD DRIVE SEWER STRUCTURE UPGRADE	1	LUMP SUM	\$2,674.43	\$2,674.43			1	\$2,674.43
5	DELLWOOD DRIVE SEWER LINE UPGRADE	1	LUMP SUM	\$370.48	\$370.48			1	\$370.48
6	DELLWOOD DRIVE STORM SEWER REDESIGN	1	LUMP SUM	\$346.50	\$346.50			1	\$346.50
CHANGE ORDER 4									
1	REPAIR SPRINKER SYSTEM ALLOWANCE	1	LUMP SUM	\$2,870.00	\$2,870.00			1	\$2,870.00
2	ELMWOOD DRIVE STORM SEWER REPLACEMENT								
	REMOVE CASTING (STORM)	2	EACH	\$99.00	\$198.00	2	\$198.00	2	\$198.00
	REMOVE DRAINAGE STRUCTURE	1	EACH	\$335.00	\$335.00	2	\$670.00	2	\$670.00
	SAWING CONCRETE PAVEMENT (FULL DEPTH)	11	LIN FT	\$4.00	\$44.00	11	\$44.00	11	\$44.00
	SAWING BITUMINOUS PAVEMENT (FULL DEPTH)	66	LIN FT	\$22.25	\$148.50	66	\$148.50	66	\$148.50
	REMOVE SEWER PIPE (STORM)	36	LIN FT	\$22.00	\$792.00	36	\$792.00	36	\$792.00
	REMOVE CURB AND GUTTER	22	LIN FT	\$2.95	\$64.90	22	\$64.90	22	\$64.90
	REMOVE BITUMINOUS PAVEMENT	50	SQ YD	\$4.50	\$225.00	50	\$225.00	50	\$225.00
	SALVAGE AGGREGATE (CV)	8.3	CU YD	\$6.00	\$49.80	8.3	\$49.80	8.3	\$49.80
	INSTALLED SALVAGED AGGREGATE (CV)	8.3	CU YD	\$8.40	\$69.72	8.3	\$69.72	8.3	\$69.72
	TYPE SP 9.5 WEARING COURSE MIX (3,C)	6	TON	\$77.00	\$462.00	6	\$462.00	6	\$462.00
	TYPE SP 12.5 NON-WEARING COURSE MIX (3,B)	6	TON	\$67.00	\$402.00	6	\$402.00	6	\$402.00
	12" RC PIPE SEWER DESIGN 3006 CLASS V	36	LIN FT	\$69.10	\$2,487.60	36	\$2,487.60	36	\$2,487.60
	CONSTRUCT DRAINAGE STRUCTURE 48-4020	1	EACH	\$3,980.00	\$3,980.00	1	\$3,980.00	1	\$3,980.00
	CONSTRUCT DRAINAGE STRUCTURE DESIGN H	1	EACH	\$2,154.00	\$2,154.00	1	\$2,154.00	1	\$2,154.00
	CONNECT TO EXISTING STORM SEWER	2	EACH	\$775.00	\$1,550.00	2	\$1,550.00	2	\$1,550.00
	INSTALL CASTING (STORM)	2	EACH	\$1,243.00	\$2,486.00	2	\$2,486.00	2	\$2,486.00
	CONCRETE CURB & GUTTER DESIGN B624	22	LIN FT	\$21.00	\$462.00	22	\$462.00	22	\$462.00
	MOBILIZATION (KNIFE RIVER)	1	LUM SUM	\$2,500.00	\$2,500.00	1	\$2,500.00	1	\$2,500.00
	MOBILIZATION (DECHANTAL)	1	LUM SUM	\$2,528.00	\$2,528.00	1	\$2,528.00	1	\$2,528.00
CHANGE ORDER 5									
1	EDGEWOOD DRIVE CATCH BASIN REHAB	1	LUMP SUM	\$794.97	\$794.97			1	\$794.97
2	EDGEWOOD DRIVE ROAD BASE FABRIC	1	LUMP SUM	\$11,984.42	\$11,984.42			1	\$11,984.42
3	REPAIR SPRINKER SYSTEM ALLOWANCE	1	LUMP SUM	\$14,511.00	\$14,511.00			1	\$14,511.00
CHANGE ORDER 6									
1	REPAIR SPRINKER SYSTEM ALLOWANCE	1	LUMP SUM	\$2,310.00	\$2,310.00	1	\$2,310.00	1	\$2,310.00
2	SCREENED TOPSOIL BORROW ADJUSTMENT	1735.38	CU YD	\$6.00	\$10,412.28	1735.38	\$10,412.28	1735.38	\$10,412.28
3	AGGREGATE BASE SPECICAL (CV) ADJUSTMENT	258.51	CU YD	\$39.98	\$10,335.23	258.51	\$10,335.23	258.51	\$10,335.23
4	SPOT FULL DEPTH REPAIR ADJUSTMENT	8752	SQ FT	\$0.88	\$7,701.76	8752	\$7,701.76	8752	\$7,701.76
5	INSTALL SALVAGED AGGREGATE ADJUSTMENT	1	LUMP SUM	\$24,944.88	\$24,944.88	1	\$24,944.88	1	\$24,944.88
6	DEWATERING	1	LUMP SUM	\$12,127.50	\$12,127.50	1	\$12,127.50	1	\$12,127.50
TOTAL:					\$4,033,642.34		\$472,141.99		\$3,535,478.23

	THIS PERIOD	TOTAL TO DATE
AMOUNT EARNED	\$458,707.35	\$3,522,043.59
AMOUNT RETAINED (8% OF REVISED CONTRACT VALUE)	\$3,391.59	\$201,682.12
RELEASED RETAINAGE		
PREVIOUS PAYMENTS		\$2,865,045.71
AMOUNT DUE	\$455,315.76	\$455,315.76

Estimated Percentage Completed:

87.3%

CONTRACTOR'S CERTIFICATION:

The undersigned Contractor certifies that to the best of their knowledge, information and belief the work covered by this payment estimate has been completed in accordance with the contract documents, that all amounts have been paid by the Contractor for work for which previous payment estimates were issued and payments received from the Owner, and that current payment shown herein is now due.

CONTRACTOR : KNIFE RIVER CORPORATION - NORTH CENTRAL

BY: *[Signature]*

Date: 10-24-24

APPROVED BY CITY OF BAXTER:

BY: Kelly Steele, Assistant City Administrator / City Clerk

Date: _____

APPROVED BY CITY OF BAXTER:

BY: Darrel Olson, Mayor

Date: _____

ENGINEER'S CERTIFICATION:

The undersigned endorses that to the best of their knowledge and belief, the quantities shown in this estimate are correct and the work has been performed in accordance with the contract documents.

ENGINEER: WIDSETH SMITH NOLTING

BY: *[Signature]*
Alex D. Bitter, P.E.

Date: 10-24-24

RECOMMENDED FOR APPROVAL BY CITY OF BAXTER - UTILITIES COMMISSION

BY: _____

Date: _____

PARTIAL PAY ESTIMATE 6 - ATTACHMENT A
2024 M&O AND FDR IMPROVEMENTS PROJECT
MUNICIPAL PROJECT NUMBER 4424
 Friday, October 11, 2024

ITEM NO.	SPEC. NO.	ITEM DESCRIPTION	UNIT	UNIT PRICE	RESIDENTIAL MILL & OVERLAY						
					CONTRACT		THIS PERIOD		TOTAL TO DATE		
					QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT	
113	2582 503	4" BROKEN LINE PAINT	LIN FT	\$0.35							
114	2582 503	4" DOTTED LINE PAINT	LIN FT	\$0.50							
115	2582 503	4" DOUBLE SOLID LINE PAINT	LIN FT	\$0.70							
116	2582 518	PAVEMENT MESSAGE	SQ FT	\$8.00							
118	2104 601	REPAIR SPRINKLER SYSTEM ALLOWANCE	LUMP SUM	\$50,000.00							
CHANGE ORDER 1											
1	2503 603	CLEAN AND VIDEO TAPE PIPE SEWER	LIN FT	\$1.67							
2	2503 603	CLEAN AND VIDEO TAPE STORM PIPE SEWER	LIN FT	\$3.06							
3	2503 603	CLEAN AND VIDEO TAPE PIPE SEWER	LIN FT	\$1.53							
4		LIGHT POLE RELOCATION	LUM SUM	\$7,399.35							
CHANGE ORDER 3											
1		REMOVE GATE VALVE	LUMP SUM	\$433.13							
2		1" COPPER SERVICE INSTALLTION	LUMP SUM	\$6,762.53							
3		6" SERVICE LINE EXTENSION	LUMP SUM	\$1,655.60							
4		DELLWOOD DRIVE SEWER STRUCTURE UPGRADE	LUMP SUM	\$2,674.43							
5		DELLWOOD DRIVE SEWER LINE UPGRADE	LUMP SUM	\$370.48							
6		DELLWOOD DRIVE STORM SEWER REDESIGN	LUMP SUM	\$346.50							
CHANGE ORDER 4											
1		REPAIR SPRINKLER SYSTEM ALLOWANCE	LUMP SUM	\$2,870.00							
2		ELMWOOD DRIVE STORM SEWER REPLACEMENT									
		REMOVE CASTING (STORM)	EACH	\$99.00							
		REMOVE DRAINAGE STRUCTURE	EACH	\$335.00							
		SAWING CONCRETE PAVEMENT (FULL DEPTH)	LIN FT	\$4.00							
		SAWING BITUMINOUS PAVEMENT (FULL DEPTH)	LIN FT	\$2.25							
		REMOVE SEWER PIPE (STORM)	LIN FT	\$22.00							
		REMOVE CURB AND GUTTER	LIN FT	\$2.95							
		REMOVE BITUMINOUS PAVEMENT	SQ YD	\$4.50							
		SALVAGE AGGREGATE (CV)	CU YD	\$6.00							
		INSTALLED SALVAGED AGGREGATE (CV)	CU YD	\$8.40							
		TYPE SP 9.5 WEARING COURSE MIX (3,C)	TON	\$77.00							
		TYPE SP 12.5 NON-WEARING COURSE MIX (3,B)	TON	\$67.00							
		12" RC PIPE SEWER DESIGN 3006 CLASS V	LIN FT	\$69.10							
		CONSTRUCT DRAINAGE STRUCTURE 48-4020	EACH	\$3,980.00							
		CONSTRUCT DRAINAGE STRUCTURE DESIGN H	EACH	\$2,154.00							
		CONNECT TO EXISTING STORM SEWER	EACH	\$775.00							
		INSTALL CASTING (STORM)	EACH	\$1,243.00							
		CONCRETE CURB & GUTTER DESIGN B624	LIN FT	\$21.00							
		MOBILIZATION (KNIFE RIVER)	LUM SUM	\$2,500.00							
		MOBILIZATION (DECHANTAL)	LUM SUM	\$2,528.00							
CHANGE ORDER 5											
1		EDGEWOOD DRIVE CATCH BASIN REHAB	LUM SUM	\$794.97							
2		EDGEWOOD DRIVE ROAD BASE FABRIC	LUM SUM	\$11,984.42							
3		REPAIR SPRINKLER SYSTEM ALLOWANCE	LUM SUM	\$14,511.00							
					0.09	\$1,305.99			0.09	\$1,305.99	
CHANGE ORDER 6											
1		REPAIR SPRINKLER SYSTEM ALLOWANCE	LUMP SUM	\$2,310.00							
2		SCREENED TOPSOIL BORROW ADJUSTMENT	CU YD	\$6.00							
3		AGGREGATE BASE SPECIAL (CV) ADJUSTMENT	CU YD	\$39.98	383.61	\$2,901.66	383.61	\$2,901.66	383.61	\$2,901.66	
4		SPOT FULL DEPTH REPAIR ADJUSTMENT	SQ FT	\$0.88							
5		INSTALL SALVAGED AGGREGATE ADJUSTMENT	LUMP SUM	\$24,944.88	8752	\$7,701.76	8752	\$7,701.76	8752	\$7,701.76	
6		DEWATERING	LUMP SUM	\$12,127.50							
TOTALS:											
AMOUNT RETAINED (5% OF REVISED CONTRACT VALUE)						\$756,443.15		\$20,108.43		\$655,891.86	
RETAINAGE RELEASED								\$500.17		\$37,822.16	
PREVIOUS PAYMENTS										\$598,461.44	
AMOUNT DUE:								\$19,608.26		\$19,608.26	

PARTIAL PAY ESTIMATE 6 - ATTACHMENT A
2024 M&O AND FDR IMPROVEMENTS PROJECT
MUNICIPAL PROJECT NUMBER 4424
 Friday, October 11, 2024

ITEM NO.	SPEC. NO.	ITEM DESCRIPTION	UNIT	UNIT PRICE
1	2021.501	MOBILIZATION	LUMP SUM	\$110,000.00
2	2101.502	CLEARING	EACH	\$650.00
3	2101.502	GRUBING	EACH	\$200.00
4	2104.502	REMOVE CASTING (SANITARY)	EACH	\$86.00
5	2104.502	REMOVE CASTING (STORM)	EACH	\$99.00
6	2104.502	REMOVE CURB STOP BOX	EACH	\$55.00
7	2104.502	REMOVE CURB STOP & BOX	EACH	\$325.00
8	2104.502	REMOVE GATE VALVE BOX TOP	EACH	\$62.00
9	2104.502	REMOVE MAIL BOX SUPPORT	EACH	\$20.00
10	2104.502	SALVAGE SIGN TYPE SPECIAL	EACH	\$15.00
11	2104.502	SALVAGE MAIL BOX SUPPORT	EACH	\$100.00
12	2104.502	REMOVE DRAINAGE STRUCTURE	EACH	\$335.00
13	2104.503	SAWING CONCRETE PAVEMENT (FULL DEPTH)	LIN FT	\$4.00
14	2104.503	SAWING BITUMINOUS PAVEMENT (FULL DEPTH)	LIN FT	\$2.25
15	2104.503	REMOVE SEWER PIPE (STORM)	LIN FT	\$22.00
16	2104.503	REMOVE SEWER PIPE (SANITARY)	LIN FT	\$5.00
17	2104.503	REMOVE WATER SERVICE PIPE	LIN FT	\$95.00
18	2104.503	REMOVE CURB & GUTTER	LIN FT	\$2.95
19	2104.504	REMOVE CONCRETE MEDIAN	SQ YD	\$11.75
20	2104.504	REMOVE CONCRETE PAVEMENT	SQ YD	\$6.75
21	2104.504	REMOVE BITUMINOUS PAVEMENT	SQ YD	\$4.50
22	2104.601	SALVAGE AGGREGATE (LV)	CU YD	\$6.00
23	2105.604	DITCH EXCAVATION	SG YD	\$10.50
24	2105.507	COMMON EXCAVATION	CU YD	\$13.25
25	2105.507	COMMON EMBANKMENT	CU YD	\$5.85
26	2105.607	EXCAVATION SPECIAL	CU YD	\$19.00
27	2106.609	INSTALL SALVAGED AGGREGATE (CV)	CU YD	\$8.40
28	2112.603	SHOULDER PREPARATION	LIN FT	\$3.20
29	2112.619	RECLAIMED AGGREGATE BASE PREPARATION	ROAD STA	\$390.00
30	2123.510	COMMON LABORERS	HR	\$80.00
31	2123.610	SKID LOADER	HR	\$150.00
32	2123.610	STREET SWEEPER (WITH PICKUP BROOM AND WATER)	HR	\$165.00
33	2211.607	AGGREGATE BASE SPECIAL (CV)	CU YD	\$6.10
34	2215.504	FULL DEPTH RECLAMATION 6"	SQ YD	\$1.30
35	2215.504	FULL DEPTH RECLAMATION 7"	SQ YD	\$1.45
36	2215.504	FULL DEPTH RECLAMATION 7.5"	SQ YD	\$1.15
37	2215.504	FULL DEPTH RECLAMATION 8.5"	SQ YD	\$1.40
38	2215.504	FULL DEPTH RECLAMATION 9.5"	SQ YD	\$1.30
39	2231.604	BITUMINOUS PATCH SPECIAL	SQ YD	\$30.00
40	2232.504	MILL BITUMINOUS SURFACE (1.5")	SQ YD	\$1.40
41	2301.504	CONCRETE PAVEMENT 8"	SQ YD	\$85.00
42	2302.518	SPOT FULL DEPTH REPAIR	SQ FT	\$2.50
43	2302.604	BITUMINOUS DRIVEWAY REPLACEMENT (RESIDENTIAL)	SQ YD	\$29.00
44	2302.604	BITUMINOUS DRIVEWAY REPLACEMENT (COMMERCIAL)	SQ YD	\$41.00
45	2360.509	TYPE SP 9.5 WEARING COURSE MIX (3.C)	TON	\$81.00
46	2360.509	TYPE SP 9.5 WEARING COURSE MIX (3.C)	TON	\$77.00
47	2360.509	TYPE SP 12.5 NON-WEARING COURSE MIX (3.B)	TON	\$67.00
48	2411.502	BITUMINOUS FLUME	EACH	\$350.00
49	2503.508	12" RC PIPE SEWER DESIGN 3006 CLASS V	LIN FT	\$69.10
50	2503.601	TRACER WIRE SYSTEM (SANITARY)	LUMP SUM	\$150.00
51	2503.602	CONNECT TO EXISTING STORM SEWER	EACH	\$775.00
52	2503.602	CONNECT TO EXISTING SANITARY SEWER	EACH	\$850.00
53	2503.603	8" PIPE SEWER	LIN FT	\$42.20
54	2504.502	HYDRANT	EACH	\$6,915.00
55	2504.601	WATERMAIN REPLACEMENT NO. 1	LUMP SUM	\$6,435.00
56	2504.601	WATERMAIN REPLACEMENT NO. 2	LUMP SUM	\$6,435.00
57	2504.601	WATERMAIN REPLACEMENT NO. 3	LUMP SUM	\$6,435.00
58	2504.601	WATERMAIN REPLACEMENT NO. 4	LUMP SUM	\$6,435.00
59	2504.601	WATERMAIN REPLACEMENT NO. 5	LUMP SUM	\$6,435.00
60	2504.601	WATERMAIN REPLACEMENT NO. 6	LUMP SUM	\$6,279.00
61	2504.601	WATERMAIN REPLACEMENT NO. 7	LUMP SUM	\$6,279.00
62	2504.601	WATERMAIN REPLACEMENT NO. 8	LUMP SUM	\$6,435.00
63	2504.601	WATERMAIN REPLACEMENT NO. 9	LUMP SUM	\$6,866.00
64	2504.601	WATERMAIN REPLACEMENT NO. 10	LUMP SUM	\$6,435.00
65	2504.601	WATERMAIN REPLACEMENT NO. 11	LUMP SUM	\$6,435.00
66	2504.601	WATERMAIN REPLACEMENT NO. 12	LUMP SUM	\$6,435.00
67	2504.602	6" GATE VALVE REPLACEMENT	EACH	\$5,525.00
68	2504.602	ADJUST CURB STOP	EACH	\$265.00
69	2504.602	ADJUST GATE VALVE BOX TOP	EACH	\$190.00
70	2504.602	INSTALL GATE VALVE BOX TOP	EACH	\$352.00
71	2504.602	HYDRANT RESTORATION	EACH	\$2,462.50
72	2504.602	INSTALL CURB STOP BOX	EACH	\$462.00
73	2504.602	VALVE BOX MID SECTION	EACH	\$418.00
74	2504.602	WATERMAIN EXPLORATORY EXCAVATION	HR	\$475.00
75	2506.502	CASTING ASSEMBLY (SANITARY 700-7)	EACH	\$1,248.00
76	2506.502	CASTING ASSEMBLY (STORM NEENAH R-3250-DVSP)	EACH	\$1,243.00
77	2506.502	CASTING ASSEMBLY (STORM NEENAH R-3250-EVSP)	EACH	\$975.00
78	2506.502	CONSTRUCT DRAINAGE STRUCTURE DESIGN 4007	EACH	\$21,985.00
79	2506.503	CONSTRUCT DRAINAGE STRUCTURE 48-4020	LIN FT	\$724.00
80	2506.602	RECONSTRUCT DRAINAGE STRUCTURE	EACH	\$1,618.00
81	2506.602	GROUT CATCH BASIN OR MANHOLE	CU YD	\$555.00
82	2506.603	SANITARY MANHOLE EXCESS DEPTH	LIN FT	\$456.00
83	2521.518	6" CONCRETE WALK	SQ FT	\$17.50
84	2521.518	3" BITUMINOUS WALK	SQ FT	\$3.75
85	2531.503	CONCRETE CURB & GUTTER DESIGN B618	LIN FT	\$50.00
86	2531.503	CONCRETE CURB & GUTTER DESIGN B624	LIN FT	\$21.00
87	2531.504	4" CONCRETE DRIVEWAY PAVEMENT	SQ YD	\$76.00
88	2531.504	6" CONCRETE DRIVEWAY PAVEMENT	SQ YD	\$89.00
89	2531.504	CONCRETE MEDIAN	SQ YD	\$102.00
90	2531.604	6" CONCRETE VALLEY GUTTER	SQ YD	\$90.00
91	2531.618	TRUNCATED DOMES	SQ FT	\$65.00
92	2540.602	MAIL BOX SUPPORT	EACH	\$100.00
93	2550.602	CORE DRILL SANITARY SEWER STRUCTURE	EACH	\$850.00
94	2563.601	TRAFFIC CONTROL	LUMP SUM	\$16,000.00
95	2564.518	INSTALL SIGN PANELS TYPE C	SQ FT	\$55.00
96	2564.602	INSTALL SIGN TYPE SPECIAL	EACH	\$15.00
97	2571.502	DECIDUOUS TREE	EACH	\$1,250.00
98	2573.502	STORM DRAIN INLET PROTECTION	EACH	\$195.00
99	2573.503	FILTER BERM (TYPE 4)	LIN FT	\$1.25
100	2573.503	SILT FENCE, TYPE MS	LIN FT	\$2.00
101	2573.501	STABILIZED CONSTRUCTION EXIT	EACH	\$985.00
102	2574.505	SOIL BED PREPARATION	ACRE	\$500.00
103	2574.507	SCREENED TOPSOIL BORROW	CU YD	\$34.00
104	2574.508	FERTILIZER TYPE 3	POUND	\$0.95
105	2575.505	SEEDING	ACRE	\$500.00
106	2575.505	HYDRAULIC ORGANIC MATRIX	ACRE	\$8,950.00
107	2575.508	SEED MIXTURE 22-111	POUND	\$4.30
108	2575.508	SEED MIXTURE 25-151	POUND	\$4.95
109	2575.508	HYDRAULIC REINFORCED FIBER MATRIX	POUND	\$33.00
110	2575.523	WATER	MGAL	\$122.00
111	2582.503	4" SOLID LINE PAINT	LIN FT	\$0.35
112	2582.503	12" SOLID LINE PAINT	LIN FT	\$14.00

RESIDENTIAL FULL DEPTH RECLAMATION					
CONTRACT		THIS PERIOD		TOTAL TO DATE	
QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT
0.27	\$29,700.00			0.27	\$29,700.00
21	\$1,806.00			22	\$1,892.00
5	\$275.00			3	\$165.00
20	\$1,240.00			21	\$1,302.00
58	\$1,160.00			58	\$1,160.00
61	\$915.00			61	\$915.00
262	\$1,048.00			239	\$956.00
1655	\$3,723.75			1181	\$2,657.25
538	\$3,631.50			521	\$3,516.75
2424	\$10,908.00			2782.8	\$12,522.80
6217	\$65,278.50			3617	\$37,978.50
1731	\$22,935.75				
1144	\$6,692.40				
1544	\$29,336.00			1544	\$29,336.00
66.00	\$25,740.00			66.7	\$28,013.00
14	\$1,120.00				
14	\$2,100.00				
28	\$4,620.00	4.65	\$767.25	13.35	\$2,202.75
240	\$1,464.00			359.73	\$2,194.35
3340	\$4,342.00			3583	\$4,657.90
2765	\$4,009.25			2896	\$4,199.20
4940	\$5,681.00			4863	\$5,592.45
9794	\$13,711.60			9871	\$13,819.40
3743	\$108,547.00			2806.6	\$81,391.40
1894	\$153,414.00			1969	\$159,489.00
2525	\$194,425.00			2407.25	\$185,358.25
1	\$6,915.00			1	\$6,915.00
1	\$6,915.00			1	\$6,915.00
1	\$6,279.00			1.22	\$7,660.38
1	\$6,279.00			1.19	\$7,472.01
1	\$6,435.00			1.19	\$7,657.65
1	\$6,866.00			2.35	\$16,135.10
1	\$6,435.00			1.19	\$7,657.65
1	\$6,435.00			1.19	\$7,657.65
1	\$6,435.00			1.19	\$7,657.65
1	\$6,435.00			1.19	\$7,657.65
3	\$16,575.00	0.007	\$38.67	1.64	\$9,061.00
13	\$3,445.00				
1	\$190.00				
16	\$5,632.00			16	\$5,632.00
1	\$2,462.50			1	\$2,462.50
6	\$2,772.00			5	\$2,310.00
10	\$4,180.00			6	\$2,508.00
36	\$17,100.00			14	\$6,650.00
21	\$25,578.00			21	\$25,578.00
622	\$47,272.00			612.4	\$46,542.40
63	\$6,300.00	48	\$4,800.00	48	\$4,800.00
0.27	\$4,320.00	0.0073	\$116.80	0.2900	\$4,640.00
55	\$825.00	34	\$510.00	34	\$510.00
655	\$818.75				
593	\$1,188.00			897	\$1,794.00
7	\$8,895.00				
2.17	\$1,085.00	0.21	\$105.00	2.53	\$1,285.00
580	\$19,720.00			820.64	\$27,901.76
651	\$618.45	62.5	\$59.38	762.04	\$723.94
2.17	\$1,085.00	0.21	\$105.00	2.53	\$1,285.00
2.17	\$19,421.50	0.21	\$1,879.50	2.53	\$22,643.50
217	\$933.10				
868	\$4,296.60	85	\$420.75	1012.85	\$5,013.61
8463	\$25,389.00	625	\$2,475.00	9990.45	\$29,871.35
14	\$1,778.00	15	\$1,905.00	15	\$1,905.00
541	\$169.35	67	\$23.45	619	\$216.65

PARTIAL PAY ESTIMATE 6 - ATTACHMENT A
2024 M&O AND FDR IMPROVEMENTS PROJECT
MUNICIPAL PROJECT NUMBER 4424
 Friday, October 11, 2024

ITEM NO.	SPEC. NO.	ITEM DESCRIPTION	UNIT	UNIT PRICE
113	2582.503	4" BROKEN LINE PAINT	LIN FT	\$0.35
114	2582.503	4" DOTTED LINE PAINT	LIN FT	\$0.50
115	2582.503	4" DOUBLE SOLID LINE PAINT	LIN FT	\$0.70
116	2582.518	PAVEMENT MESSAGE	SQ FT	\$8.00
118	2104.601	REPAIR SPRINKLER SYSTEM ALLOWANCE	LUMP SUM	\$50,000.00
CHANGE ORDER 1				
1	2503.603	CLEAN AND VIDEO TAPE PIPE SEWER	LIN FT	\$1.67
2	2503.603	CLEAN AND VIDEO TAPE STORM PIPE SEWER	LIN FT	\$3.06
3	2503.603	CLEAN AND VIDEO TAPE PIPE SEWER	LIN FT	\$1.53
4		LIGHT POLE RELOCATION	LUM SUM	\$7,399.35
CHANGE ORDER 3				
1		REMOVE GATE VALVE	LUMP SUM	\$433.13
2		1" COPPER SERVICE INSTALLTION	LUMP SUM	\$6,762.53
3		6" SERVICE LINE EXTENSION	LUMP SUM	\$1,655.60
4		DELLWOOD DRIVE SEWER STRUCTURE UPGRADE	LUMP SUM	\$2,674.43
5		DELLWOOD DRIVE SEWER LINE UPGRADE	LUMP SUM	\$370.48
6		DELLWOOD DRIVE STORM SEWER REDESIGN	LUMP SUM	\$346.50
CHANGE ORDER 4				
1		REPAIR SPRINKER SYSTEM ALLOWANCE	LUMP SUM	\$2,870.00
2		ELMWOOD DRIVE STORM SEWER REPLACEMENT		
		REMOVE CASTING (STORM)	EACH	\$99.00
		REMOVE DRAINAGE STRUCTURE	EACH	\$335.00
		SAWING CONCRETE PAVEMENT (FULL DEPTH)	LIN FT	\$4.00
		SAWING BITUMINOUS PAVEMENT (FULL DEPTH)	LIN FT	\$2.25
		REMOVE SEWER PIPE (STORM)	LIN FT	\$22.00
		REMOVE CURB AND GUTTER	LIN FT	\$2.95
		REMOVE BITUMINOUS PAVEMENT	SO YD	\$4.50
		SALVAGE AGGREGATE (CV)	CU YD	\$6.00
		INSTALLED SALVAGED AGGREGATE (CV)	CU YD	\$8.40
		TYPE SP 9.5 WEARING COURSE MIX (3,C)	TON	\$77.00
		TYPE SP 12.5 NON-WEARING COURSE MIX (3,B)	TON	\$67.00
		12" RC PIPE SEWER DESIGN 3006 CLASS V	LIN FT	\$69.10
		CONSTRUCT DRAINAGE STRUCTURE 48-4020	EACH	\$3,980.00
		CONSTRUCT DRAINAGE STRUCTURE DESIGN H	EACH	\$2,154.00
		CONNECT TO EXISTING STORM SEWER	EACH	\$775.00
		INSTALL CASTING (STORM)	EACH	\$1,243.00
		CONCRETE CURB & GUTTER DESIGN B624	LIN FT	\$21.00
		MOBILIZATION (KNIFE RIVER)	LUM SUM	\$2,500.00
		MOBILIZATION (DECHANTAL)	LUM SUM	\$2,528.00
CHANGE ORDER 5				
1		EDGEWOOD DRIVE CATCH BASIN REHAB	LUM SUM	\$794.97
2		EDGEWOOD DRIVE ROAD BASE FABRIC	LUM SUM	\$11,984.42
3		REPAIR SPRINKER SYSTEM ALLOWANCE	LUM SUM	\$14,511.00
CHANGE ORDER 6				
1		REPAIR SPRINKER SYSTEM ALLOWANCE	LUMP SUM	\$2,310.00
2		SCREENED TOPSOIL BORROW ADJUSTMENT	CU YD	\$6.00
3		AGGREGATE BASE SPECIAL (CV) ADJUSTMENT	CU YD	\$39.98
4		SPOT FULL DEPTH REPAIR ADJUSTMENT	SQ FT	\$0.88
5		INSTALL SALVAGED AGGREGATE ADJUSTMENT	LUMP SUM	\$24,944.88
6		DEWATERING	LUMP SUM	\$12,127.50

RESIDENTIAL FULL DEPTH RECLAMATION					
CONTRACT		THIS PERIOD		TOTAL TO DATE	
QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT
1150	\$402.50			1110	\$388.50
1930	\$1,351.00			2000	\$1,400.00
0.27	\$13,500.00			0.58	\$29,000.00
7190	\$11,000.70				
1	\$7,399.35			1	\$7,399.35
1	\$433.13			1	\$433.13
0.3	\$4,353.30			0.3	\$4,353.30
0.2	\$462.00	0.2	\$462.00	0.2	\$462.00
820.64	\$4,923.84	820.64	\$4,923.84	820.64	\$4,923.84
\$1,013,795.82		\$18,591.64		\$919,928.07	
		\$269.29		\$50,689.79	
		\$18,322.35		\$850,915.93	
				\$18,322.35	

TOTALS:
 AMOUNT RETAINED (5% OF REVISED CONTRACT VALUE)
 RETAINAGE RELEASED
 PREVIOUS PAYMENTS
 AMOUNT DUE:

\$1,013,795.82
 \$18,591.64
 \$269.29
 \$18,322.35
 \$919,928.07
 \$50,689.79
 \$850,915.93
 \$18,322.35

PARTIAL PAY ESTIMATE 6 - ATTACHMENT A
2024 M&O AND FDR IMPROVEMENTS PROJECT
MUNICIPAL PROJECT NUMBER 4424
 Friday, October 11, 2024

ITEM NO.	SPEC. NO.	ITEM DESCRIPTION	UNIT	UNIT PRICE	COMMERCIAL FULL DEPTH RECLAMATION					
					CONTRACT		THIS PERIOD		TOTAL TO DATE	
					QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT
1	2021.501	MOBILIZATION	LUMP SUM	\$110,000.00	0.46	\$50,800.00	0.0057	\$627.00	0.46	\$53,900.00
2	2101.502	CLEARING	EACH	\$650.00	1	\$650.00				
3	2101.502	GRUBBING	EACH	\$200.00	1	\$200.00				
4	2104.502	REMOVE CASTING (SANITARY)	EACH	\$86.00	17	\$1,462.00			17	\$1,462.00
5	2104.502	REMOVE CASTING (STORM)	EACH	\$99.00	40	\$4,059.00			40	\$3,960.00
6	2104.502	REMOVE CURB STOP BOX	EACH	\$55.00						
7	2104.502	REMOVE CURB STOP & BOX	EACH	\$325.00	1	\$325.00			2	\$650.00
8	2104.502	REMOVE GATE VALVE BOX TOP	EACH	\$62.00	23	\$1,436.00	3	\$186.00	27	\$1,674.00
9	2104.502	REMOVE MAIL BOX SUPPORT	EACH	\$20.00	11	\$220.00	11	\$220.00	11	\$220.00
10	2104.502	SALVAGE SIGN TYPE SPECIAL	EACH	\$15.00	28	\$420.00	5	\$75.00	5	\$75.00
11	2104.502	SALVAGE MAIL BOX SUPPORT	EACH	\$100.00	2	\$200.00	2	\$200.00	4	\$400.00
12	2104.502	REMOVE DRAINAGE STRUCTURE	EACH	\$335.00	2	\$670.00			2	\$670.00
13	2104.503	SAWING CONCRETE PAVEMENT (FULL DEPTH)	LIN FT	\$4.00	295	\$1,180.00			323	\$1,292.00
14	2104.503	SAWING BITUMINOUS PAVEMENT (FULL DEPTH)	LIN FT	\$2.25	1720	\$3,870.00			1449	\$3,260.25
15	2104.503	REMOVE SEWER PIPE (STORM)	LIN FT	\$22.00	83	\$1,826.00			23	\$506.00
16	2104.503	REMOVE SEWER PIPE (SANITARY)	LIN FT	\$5.00	36	\$180.00			36	\$180.00
17	2104.503	REMOVE WATER SERVICE PIPE	LIN FT	\$95.00	17	\$1,615.00			39	\$3,705.00
18	2104.503	REMOVE CURB & GUTTER	LIN FT	\$2.95	12149	\$35,839.55			11593	\$34,199.35
19	2104.504	REMOVE CONCRETE MEDIAN	SQ YD	\$11.75	138	\$1,621.50	138	\$1,621.50	138	\$1,621.50
20	2104.504	REMOVE CONCRETE PAVEMENT	SQ YD	\$6.75	2218	\$14,971.50			697.5	\$4,708.13
21	2104.504	REMOVE BITUMINOUS PAVEMENT	SQ YD	\$4.50	1656	\$7,452.00			1709.8	\$7,694.10
22	2104.601	SALVAGE AGGREGATE (LV)	CU YD	\$6.00	8432	\$50,592.00			8432	\$50,592.00
23	2105.604	DITCH EXCAVATION	SQ YD	\$10.50						
24	2105.507	COMMON EXCAVATION	CU YD	\$13.25	3261	\$43,208.25			3015.7	\$39,958.03
25	2105.507	COMMON EMBANKMENT	CU YD	\$5.85	748	\$4,375.80			380	\$2,223.00
26	2105.607	EXCAVATION SPECIAL	CU YD	\$19.00						
27	2106.609	INSTALL SALVAGED AGGREGATE (CV)	CU YD	\$8.40	4034	\$33,885.60			4010	\$33,684.00
28	2112.603	SHOULDER PREPARATION	LIN FT	\$3.20						
29	2112.619	RECLAIMED AGGREGATE BASE PREPARATION	ROAD STA	\$390.00	62	\$24,180.00			62	\$24,180.00
30	2123.510	COMMON LABORERS	HR	\$80.00	15	\$1,200.00			393.34	\$31,467.20
31	2123.610	SKID LOADER	HR	\$150.00	15	\$2,250.00			2	\$300.00
32	2123.610	STREET SWEEPER (WITH PICKUP BROOM AND WATER)	HR	\$165.00	28	\$4,620.00	5.7	\$940.50	17.6	\$2,904.00
33	2211.607	AGGREGATE BASE SPECIAL (CV)	CU YD	\$6.10	320	\$1,952.00			348.8	\$2,127.62
34	2215.504	FULL DEPTH RECLAMATION 6"	SQ YD	\$1.30						
35	2215.504	FULL DEPTH RECLAMATION 7"	SQ YD	\$1.45						
36	2215.504	FULL DEPTH RECLAMATION 7.5"	SQ YD	\$1.15						
37	2215.504	FULL DEPTH RECLAMATION 8.5"	SQ YD	\$1.40						
38	2215.504	FULL DEPTH RECLAMATION 9.5"	SQ YD	\$1.30	17698	\$24,777.20			17705	\$24,787.00
39	2231.604	BITUMINOUS PATCH SPECIAL	SQ YD	\$30.00	5017	\$6,522.10			5157	\$6,704.10
40	2301.504	MILL BITUMINOUS SURFACE (1.5")	SQ YD	\$1.40	596	\$834.40	596	\$834.40	596	\$834.40
41	2301.504	CONCRETE PAVEMENT 8"	SQ YD	\$85.00	499	\$42,415.00			174.1	\$14,798.50
42	2302.518	SPOT FULL DEPTH REPAIR	SQ FT	\$2.50						
43	2302.604	BITUMINOUS DRIVEWAY REPLACEMENT (RESIDENTIAL)	SQ YD	\$29.00						
44	2302.604	BITUMINOUS DRIVEWAY REPLACEMENT (COMMERCIAL)	SQ YD	\$41.00	1404	\$57,564.00	1180	\$48,380.00	1610.1	\$66,014.10
45	2360.509	TYPE SP 9.5 WEARING COURSE MIX (3.C)	TON	\$81.00	2849	\$230,769.00	1492	\$120,852.00	2775	\$224,775.00
46	2360.509	TYPE SP 9.5 WEARING COURSE MIX (3.C)	TON	\$77.00	2778	\$213,906.00			2613	\$201,201.00
47	2360.509	TYPE SP 12.5 NON-WEARING COURSE MIX (3.B)	TON	\$67.00	2778	\$186,126.00			2733	\$183,111.00
48	2411.502	BITUMINOUS FLUME	EACH	\$350.00	3	\$1,050.00			2	\$700.00
49	2503.508	12" RC PIPE SEWER DESIGN 3006 CLASS V	LIN FT	\$69.10	8	\$552.80			16	\$1,105.80
50	2503.601	TRACER WIRE SYSTEM (SANITARY)	LUMP SUM	\$150.00	1	\$150.00			1	\$150.00
51	2503.602	CONNECT TO EXISTING STORM SEWER	EACH	\$775.00	1	\$775.00			2	\$1,550.00
52	2503.602	CONNECT TO EXISTING SANITARY SEWER	EACH	\$850.00	3	\$2,550.00			3	\$2,550.00
53	2503.603	8" PIPE SEWER	LIN FT	\$42.20	36	\$1,519.20			36	\$1,519.20
54	2504.502	HYDRANT	EACH	\$6,915.00						
55	2504.601	WATERMAIN REPLACEMENT NO. 1	LUMP SUM	\$6,435.00						
56	2504.601	WATERMAIN REPLACEMENT NO. 2	LUMP SUM	\$6,435.00						
57	2504.601	WATERMAIN REPLACEMENT NO. 3	LUMP SUM	\$6,435.00						
58	2504.601	WATERMAIN REPLACEMENT NO. 4	LUMP SUM	\$6,435.00						
59	2504.601	WATERMAIN REPLACEMENT NO. 5	LUMP SUM	\$6,435.00						
60	2504.601	WATERMAIN REPLACEMENT NO. 6	LUMP SUM	\$6,279.00						
61	2504.601	WATERMAIN REPLACEMENT NO. 7	LUMP SUM	\$6,279.00						
62	2504.601	WATERMAIN REPLACEMENT NO. 8	LUMP SUM	\$6,435.00						
63	2504.601	WATERMAIN REPLACEMENT NO. 9	LUMP SUM	\$6,866.00						
64	2504.601	WATERMAIN REPLACEMENT NO. 10	LUMP SUM	\$6,435.00						
65	2504.601	WATERMAIN REPLACEMENT NO. 11	LUMP SUM	\$6,435.00						
66	2504.601	WATERMAIN REPLACEMENT NO. 12	LUMP SUM	\$6,435.00						
67	2504.602	6" GATE VALVE REPLACEMENT	EACH	\$5,525.00	2	\$11,050.00				
68	2504.602	ADJUST CURB STOP	EACH	\$265.00						
69	2504.602	ADJUST GATE VALVE BOX TOP	EACH	\$198.00	3	\$570.00	3	\$570.00	3	\$570.00
70	2504.602	INSTALL GATE VALVE BOX TOP	EACH	\$352.00	21	\$7,392.00	15	\$5,280.00	27	\$9,504.00
71	2504.602	HYDRANT RESTORATION	EACH	\$2,462.50						
72	2504.602	INSTALL CURB STOP BOX	EACH	\$462.00						
73	2504.602	VALVE BOX MID SECTION	EACH	\$418.00	15	\$6,270.00	3	\$1,254.00	16	\$6,688.00
74	2504.602	WATERMAIN EXPLORATORY EXCAVATION	HR	\$475.00						
75	2506.502	CASTING ASSEMBLY (SANITARY 700-7)	EACH	\$1,218.00	17	\$20,706.00	9	\$10,962.00	17	\$20,706.00
76	2506.502	CASTING ASSEMBLY (STORM NEENAH R-3250-DVSP)	EACH	\$1,243.00	39	\$48,477.00			39	\$48,477.00
77	2506.502	CASTING ASSEMBLY (STORM NEENAH R-3250-EVSP)	EACH	\$975.00	1	\$975.00			2	\$1,950.00
78	2506.502	CONSTRUCT DRAINAGE STRUCTURE DESIGN 4007	EACH	\$21,985.00	1	\$21,985.00			1	\$21,985.00
79	2506.503	CONSTRUCT DRAINAGE STRUCTURE 48-4020	LIN FT	\$724.00	5	\$3,620.00	0.32	\$231.68	5.32	\$3,851.68
80	2506.602	RECONSTRUCT DRAINAGE STRUCTURE	EACH	\$1,618.00	39	\$63,102.00			40	\$64,720.00
81	2506.602	GROUT CATCH BASIN OR MANHOLE	CU YD	\$555.00	1	\$555.00				
82	2506.603	SANITARY MANHOLE EXCESS DEPTH	LIN FT	\$456.00	1	\$456.00			1	\$456.00
83	2521.518	6" CONCRETE WALK	SQ FT	\$17.50	952	\$16,660.00			1029	\$18,007.50
84	2521.518	3" BITUMINOUS WALK	SQ FT	\$3.75						
85	2531.503	CONCRETE CURB & GUTTER DESIGN B618	LIN FT	\$50.00						
86	2531.503	CONCRETE CURB & GUTTER DESIGN B624	LIN FT	\$21.00	11199	\$235,179.00			11450	\$240,450.00
87	2531.504	4" CONCRETE DRIVEWAY PAVEMENT	SQ YD	\$76.00	4	\$304.00			3.7	\$281.20
88	2531.504	6" CONCRETE DRIVEWAY PAVEMENT	SQ YD	\$89.00	23	\$2,047.00			23	\$2,047.00
89	2531.504	CONCRETE MEDIAN	SQ YD	\$102.00	137	\$13,974.00	137	\$13,974.00	137	\$13,974.00
90	2531.604	6" CONCRETE VALLEY GUTTER	SO FT	\$90.00	701	\$63,090.00			693.6	\$62,424.00
91	2531.618	TRUNCATED DOMES	SO FT	\$65.00	109	\$7,085.00			107	\$6,955.00
92	2540.602	MAIL BOX SUPPORT	EACH	\$100.00	11	\$1,100.00			11	\$1,100.00
93	2550.602	CORE DRILL SANITARY SEWER STRUCTURE	EACH	\$850.00	1	\$850.00			1	\$850.00
94	2563.601	TRAFFIC CONTROL	LUMP SUM	\$16,000.00	0.46	\$7,360.00	0.00062	\$9.92	0.79	\$12,640.00
95	2564.518	INSTALL SIGN PANELS TYPE C	SQ FT	\$55.00						
96	2564.602	INSTALL SIGN TYPE SPECIAL	EACH	\$15.00	33	\$495.00	5	\$75.00	5	\$75.00
97	2571.502	DECIDUOUS TREE	EACH	\$1,250.00	1	\$1,250.00				
98	2573.502	STORM DRAIN INLET PROTECTION	EACH	\$195.00	46	\$8,970.00			42	\$8,190.00
99	2573.503	FILTER BERM TYPE 41	LIN FT	\$12.25	3020	\$37,175.00			3131	\$38,374.00
100	2573.503	SILT FENCE TYPE MS	LIN FT	\$2.00	2005	\$4,010.00			3536	\$7,072.00
101	2573.501	STABILIZED CONSTRUCTION EXIT	EACH	\$885.00	1	\$885.00				
102	2574.505	SOIL BED PREPARATION	ACRE	\$500.00	1.35	\$675.00	0.59	\$295.00	1.02	\$510.00
103	2574.507	SCREENED TOPSOIL BORROW	CU YD	\$34.00	7411	\$251,974.00			531.13	\$18,058.42
104	2574.508	FERTILIZER TYPE 3	POUND	\$0.95	405	\$384.75	173.75	\$165.06	302.35	\$287.23
105	2575.505	SEEDING	ACRE	\$500.00	1.35	\$675.00	0.59	\$295.00	1.02	\$510.00
106	2575.505	HYDRAULIC ORGANIC MATRIX	ACRE	\$8,950.00	1.35	\$12,082.50	0.59	\$5,280.50	1.02	\$9,129.00
107	2575.508	SEED MIXTURE 22-111	POUND	\$4.30						

PARTIAL PAY ESTIMATE 6 - ATTACHMENT A
2024 M&O AND FDR IMPROVEMENTS PROJECT
MUNICIPAL PROJECT NUMBER 4424
 Friday, October 11, 2024

ITEM NO.	SPEC. NO.	ITEM DESCRIPTION	UNIT	UNIT PRICE
113	2582.503	4" BROKEN LINE PAINT	LIN FT	\$0.35
114	2582.503	4" DOTTED LINE PAINT	LIN FT	\$0.50
115	2582.503	4" DOUBLE SOLID LINE PAINT	LIN FT	\$0.70
116	2582.518	PAVEMENT MESSAGE	SQ FT	\$8.00
118	2104.601	REPAIR SPRINKLER SYSTEM ALLOWANCE	LUMP SUM	\$50,000.00
CHANGE ORDER 1				
1	2503.603	CLEAN AND VIDEO TAPE PIPE SEWER	LIN FT	\$1.67
2	2503.603	CLEAN AND VIDEO TAPE STORM PIPE SEWER	LIN FT	\$3.06
3	2503.603	CLEAN AND VIDEO TAPE PIPE SEWER	LIN FT	\$1.53
4		LIGHT POLE RELOCATION	LUM SUM	\$7,399.35
CHANGE ORDER 3				
1		REMOVE GATE VALVE	LUMP SUM	\$433.13
2		1" COPPER SERVICE INSTALLTION	LUMP SUM	\$6,762.53
3		6" SERVICE LINE EXTENSION	LUMP SUM	\$1,655.60
4		DELLWOOD DRIVE SEWER STRUCTURE UPGRADE	LUMP SUM	\$2,674.43
5		DELLWOOD DRIVE SEWER LINE UPGRADE	LUMP SUM	\$370.48
6		DELLWOOD DRIVE STORM SEWER REDESIGN	LUMP SUM	\$346.50
CHANGE ORDER 4				
1		REPAIR SPRINKER SYSTEM ALLOWANCE	LUMP SUM	\$2,870.00
2		ELMWOOD DRIVE STORM SEWER REPLACEMENT		
		REMOVE CASTING (STORM)	EACH	\$99.00
		REMOVE DRAINAGE STRUCTURE	EACH	\$335.00
		SAWING CONCRETE PAVEMENT (FULL DEPTH)	LIN FT	\$4.00
		SAWING BITUMINOUS PAVEMENT (FULL DEPTH)	LIN FT	\$2.25
		REMOVE SEWER PIPE (STORM)	LIN FT	\$22.00
		REMOVE CURB AND GUTTER	LIN FT	\$2.95
		REMOVE BITUMINOUS PAVEMENT	SO YD	\$4.50
		SALVAGE AGGREGATE (CV)	CU YD	\$6.00
		INSTALLED SALVAGED AGGREGATE (CV)	CU YD	\$8.40
		TYPE SP 9.5 WEARING COURSE MIX (3,C)	TON	\$77.00
		TYPE SP 12.5 NON-WEARING COURSE MIX (3,B)	TON	\$67.00
		12" RC PIPE SEWER DESIGN 3006 CLASS V	LIN FT	\$69.10
		CONSTRUCT DRAINAGE STRUCTURE 48-4020	EACH	\$3,980.00
		CONSTRUCT DRAINAGE STRUCTURE DESIGN H	EACH	\$2,154.00
		CONNECT TO EXISTING STORM SEWER	EACH	\$775.00
		INSTALL CASTING (STORM)	EACH	\$1,243.00
		CONCRETE CURB & GUTTER DESIGN B624	LIN FT	\$21.00
		MOBILIZATION (KNIFE RIVER)	LUMP SUM	\$2,500.00
		MOBILIZATION (DECHANTAL)	LUMP SUM	\$2,528.00
CHANGE ORDER 5				
1		EDGEWOOD DRIVE CATCH BASIN REHAB	LUMP SUM	\$794.97
2		EDGEWOOD DRIVE ROAD BASE FABRIC	LUMP SUM	\$11,984.42
3		REPAIR SPRINKER SYSTEM ALLOWANCE	LUMP SUM	\$14,511.00
CHANGE ORDER 6				
1		REPAIR SPRINKER SYSTEM ALLOWANCE	LUMP SUM	\$2,310.00
2		SCREENED TOPSOIL BORROW ADJUSTMENT	CU YD	\$6.00
3		AGGREGATE BASE SPECIAL (CV) ADJUSTMENT	CU YD	\$39.98
4		SPOT FULL DEPTH REPAIR ADJUSTMENT	SQ FT	\$0.88
5		INSTALL SALVAGED AGGREGATE ADJUSTMENT	LUMP SUM	\$24,944.88
6		DEWATERING	LUMP SUM	\$12,127.50

COMMERCIAL FULL DEPTH RECLAMATION					
CONTRACT		THIS PERIOD		TOTAL TO DATE	
QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT
810	\$283.50	600	\$210.00	770	\$269.50
58	\$29.00			60	\$30.00
1882	\$1,317.40	692	\$484.40	1988	\$1,391.60
45	\$360.00			45	\$360.00
0.46	\$23,000.00			0.42	\$21,000.00
737.5	\$1,231.63			737.5	\$1,231.63
4167	\$12,751.02				
4476	\$6,648.28				
1	\$1,655.60			1	\$1,655.60
1	\$2,674.43			1	\$2,674.43
1	\$370.48			1	\$370.48
1	\$346.50			1	\$346.50
2	\$198.00	2	\$198.00	2	\$198.00
1	\$335.00	2	\$670.00	2	\$670.00
11	\$44.00	11	\$44.00	11	\$44.00
66	\$148.50	66	\$148.50	66	\$148.50
36	\$792.00	36	\$792.00	36	\$792.00
22	\$64.90	22	\$64.90	22	\$64.90
50	\$225.00	50	\$225.00	50	\$225.00
8.3	\$49.80	8.3	\$49.80	8.3	\$49.80
8.3	\$69.72	8.3	\$69.72	8.3	\$69.72
6	\$462.00	6	\$462.00	6	\$462.00
6	\$402.00	6	\$402.00	6	\$402.00
36	\$2,487.60	36	\$2,487.60	36	\$2,487.60
1	\$3,980.00	1	\$3,980.00	1	\$3,980.00
1	\$2,154.00	1	\$2,154.00	1	\$2,154.00
2	\$1,550.00	2	\$1,550.00	2	\$1,550.00
2	\$2,486.00	2	\$2,486.00	2	\$2,486.00
22	\$462.00	22	\$462.00	22	\$462.00
1	\$2,500.00	1	\$2,500.00	1	\$2,500.00
1	\$2,528.00	1	\$2,528.00	1	\$2,528.00
1	\$794.97			1	\$794.97
1	\$11,984.42			1	\$11,984.42
0.61	\$8,851.71			0.61	\$8,851.71
0.7	\$1,617.00	0.7	\$1,617.00	0.7	\$1,617.00
531.13	\$3,186.78	531.13	\$3,186.78	531.13	\$3,186.78
258.51	\$10,335.23	258.51	\$10,335.23	258.51	\$10,335.23
1	\$24,944.88	1	\$24,944.88	1	\$24,944.88
1	\$12,127.50	1	\$12,127.50	1	\$12,127.50
\$2,059,272.79		\$294,496.50		\$1,769,793.68	
		\$2,610.57		\$102,963.64	
		\$291,885.93		\$1,374,944.11	
				\$291,885.93	

TOTALS:
 AMOUNT RETAINED (5% OF REVISED CONTRACT VALUE)
 RETAINAGE RELEASED
 PREVIOUS PAYMENTS
 AMOUNT DUE:

PARTIAL PAY ESTIMATE 6 - ATTACHMENT A
2024 M&O AND FDR IMPROVEMENTS PROJECT
MUNICIPAL PROJECT NUMBER 4424
 Friday, October 11, 2024

ITEM NO.	SPEC. NO.	ITEM DESCRIPTION	UNIT	UNIT PRICE	COMMERCIAL OTHER IMPROVEMENTS									
					CONTRACT		THIS PERIOD		TOTAL TO DATE					
					QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT				
1	2021.501	MOBILIZATION	LUMP SUM	\$110,000.00										
2	2101.502	CLEARING	EACH	\$650.00										
3	2101.502	GRUBING	EACH	\$200.00										
4	2104.502	REMOVE CASTING (SANITARY)	EACH	\$86.00										
5	2104.502	REMOVE CASTING (STORM)	EACH	\$99.00										
6	2104.502	REMOVE CURB STOP BOX	EACH	\$55.00										
7	2104.502	REMOVE CURB STOP & BOX	EACH	\$325.00										
8	2104.502	REMOVE GATE VALVE BOX TOP	EACH	\$62.00										
9	2104.502	REMOVE MAIL BOX SUPPORT	EACH	\$30.00										
10	2104.502	SALVAGE SIGN TYPE SPECIAL	EACH	\$15.00										
11	2104.502	SALVAGE MAIL BOX SUPORT	EACH	\$100.00										
12	2104.502	REMOVE DRAINAGE STRUCTURE	EACH	\$335.00										
13	2104.503	SAWING CONCRETE PAVEMENT (FULL DEPTH)	LIN FT	\$4.00										
14	2104.503	SAWING BITUMINOUS PAVEMENT (FULL DEPTH)	LIN FT	\$2.25										
15	2104.503	REMOVE SEWER PIPE (STORM)	LIN FT	\$22.00										
16	2104.503	REMOVE SEWER PIPE (SANITARY)	LIN FT	\$5.00										
17	2104.503	REMOVE WATER SERVICE PIPE	LIN FT	\$95.00										
18	2104.503	REMOVE CURB & GUTTER	LIN FT	\$2.95										
19	2104.504	REMOVE CONCRETE MEDIAN	SQ YD	\$11.75										
20	2104.504	REMOVE CONCRETE PAVEMENT	SQ YD	\$6.75										
21	2104.504	REMOVE BITUMINOUS PAVEMENT	SQ YD	\$4.50										
22	2104.601	SALVAGE AGGREGATE (LV)	CU YD	\$6.00										
23	2105.604	DITCH EXCAVATION	SQ YD	\$10.50										
24	2105.507	COMMON EXCAVATION	CU YD	\$13.25										
25	2105.507	COMMON EMBANKMENT	CU YD	\$5.85										
26	2105.607	EXCAVATION SPECIAL	CU YD	\$19.00										
27	2106.609	INSTALL SALVAGED AGGREGATE (CV)	CU YD	\$8.40										
28	2112.603	SHOULDER PREPARATION	LIN FT	\$3.20										
29	2112.619	RECLAIMED AGGREGATE BASE PREPARATION	ROAD STA	\$390.00										
30	2123.610	COMMON LABORERS	HOUR	\$80.00										
31	2123.610	SKID LOADER	HOUR	\$150.00										
32	2123.610	STREET SWEEPER (WITH PICKUP BROOM AND WATER)	HOUR	\$165.00										
33	2211.607	AGGREGATE BASE SPECIAL (CV)	CU YD	\$6.10										
34	2215.504	FULL DEPTH RECLAMATION 6"	SQ YD	\$1.30										
35	2215.504	FULL DEPTH RECLAMATION 7"	SQ YD	\$1.45										
36	2215.504	FULL DEPTH RECLAMATION 7.5"	SQ YD	\$1.15										
37	2215.504	FULL DEPTH RECLAMATION 8.5"	SQ YD	\$1.40										
38	2215.504	FULL DEPTH RECLAMATION 9.5"	SQ YD	\$1.30										
39	2231.604	BITUMINOUS PATCH SPECIAL	SQ YD	\$30.00										
40	2232.504	MILL BITUMINOUS SURFACE (1.5")	SQ YD	\$1.40										
41	2301.504	CONCRETE PAVEMENT 8"	SQ YD	\$85.00										
42	2302.518	SPOT FULL DEPTH REPAIR	SQ FT	\$2.50										
43	2302.604	BITUMINOUS DRIVEWAY REPLACEMENT (RESIDENTIAL)	SQ YD	\$29.00										
44	2302.604	BITUMINOUS DRIVEWAY REPLACEMENT (COMMERCIAL)	SQ YD	\$41.00										
45	2360.509	TYPE SP 9.5 WEARING COURSE MIX (3.C)	TON	\$81.00										
46	2360.509	TYPE SP 9.5 WEARING COURSE MIX (3.C)	TON	\$77.00										
47	2360.509	TYPE SP 12.5 NON-WEARING COURSE MIX (3.B)	TON	\$67.00										
48	2411.502	BITUMINOUS FLUME	EACH	\$350.00										
49	2503.503	12" RC PIPE SEWER DESIGN 3008 CLASS V	LIN FT	\$99.10										
50	2503.601	TRACER WIRE SYSTEM (SANITARY)	LUMP SUM	\$150.00										
51	2503.602	CONNECT TO EXISTING STORM SEWER	EACH	\$775.00										
52	2503.602	CONNECT TO EXISTING SANITARY SEWER	EACH	\$850.00										
53	2503.603	8" PIPE SEWER	LIN FT	\$42.20										
54	2504.502	HYDRANT	EACH	\$6,915.00										
55	2504.601	WATERMAIN REPLACEMENT NO. 1	LUMP SUM	\$6,435.00										
56	2504.601	WATERMAIN REPLACEMENT NO. 2	LUMP SUM	\$6,435.00										
57	2504.601	WATERMAIN REPLACEMENT NO. 3	LUMP SUM	\$6,435.00										
58	2504.601	WATERMAIN REPLACEMENT NO. 4	LUMP SUM	\$6,435.00										
59	2504.601	WATERMAIN REPLACEMENT NO. 5	LUMP SUM	\$6,435.00										
60	2504.601	WATERMAIN REPLACEMENT NO. 6	LUMP SUM	\$6,279.00										
61	2504.601	WATERMAIN REPLACEMENT NO. 7	LUMP SUM	\$6,279.00										
62	2504.601	WATERMAIN REPLACEMENT NO. 8	LUMP SUM	\$6,435.00										
63	2504.601	WATERMAIN REPLACEMENT NO. 9	LUMP SUM	\$6,866.00										
64	2504.601	WATERMAIN REPLACEMENT NO. 10	LUMP SUM	\$6,435.00										
65	2504.601	WATERMAIN REPLACEMENT NO. 11	LUMP SUM	\$6,435.00										
66	2504.601	WATERMAIN REPLACEMENT NO. 12	LUMP SUM	\$6,435.00										
67	2504.602	6" GATE VALVE REPLACEMENT	EACH	\$5,525.00										
68	2504.602	ADJUST CURB STOP	EACH	\$265.00										
69	2504.602	ADJUST GATE VALVE BOX TOP	EACH	\$190.00										
70	2504.602	INSTALL GATE VALVE BOX TOP	EACH	\$352.00										
71	2504.602	HYDRANT RESTORATION	EACH	\$2,462.50										
72	2504.602	INSTALL CURB STOP BOX	EACH	\$462.00										
73	2504.602	VALVE BOX MID SECTION	EACH	\$418.00										
74	2504.602	WATERMAIN EXPLORATORY EXCAVATION	HOUR	\$475.00										
75	2506.502	CASTING ASSEMBLY (SANITARY 700-7)	EACH	\$1,218.00										
76	2506.502	CASTING ASSEMBLY (STORM NEENAH R-3250-DVSP)	EACH	\$1,243.00										
77	2506.502	CASTING ASSEMBLY (STORM NEENAH R-3250-EVSP)	EACH	\$975.00										
78	2506.502	CONSTRUCT DRAINAGE STRUCTURE DESIGN 4007	EACH	\$21,985.00										
79	2506.503	CONSTRUCT DRAINAGE STRUCTURE 48-4020	LIN FT	\$724.00										
80	2506.602	RECONSTRUCT DRAINAGE STRUCTURE	EACH	\$1,618.00										
81	2506.602	GROUT CATCH BASIN OR MANHOLE	CU YD	\$555.00										
82	2506.603	SANITARY MANHOLE EXCESS DEPTH	LIN FT	\$456.00										
83	2521.518	6" CONCRETE WALK	SQ FT	\$17.50	1650	\$28,875.00	1781	\$31,167.50	1781	\$31,167.50				
84	2521.518	3" BITUMINOUS WALK	SQ FT	\$3.75	15935	\$59,756.25	7951	\$29,816.25	15919	\$59,696.25				
85	2531.503	CONCRETE CURB & GUTTER DESIGN B618	LIN FT	\$50.00	30	\$1,500.00	26	\$1,300.00	26	\$1,300.00				
86	2531.503	CONCRETE CURB & GUTTER DESIGN B624	LIN FT	\$21.00	259	\$5,439.00	292	\$6,132.00	292	\$6,132.00				
87	2531.504	4" CONCRETE DRIVEWAY PAVEMENT	SQ YD	\$76.00										
88	2531.504	6" CONCRETE DRIVEWAY PAVEMENT	SQ YD	\$89.00										
89	2531.504	CONCRETE MEDIAN	SQ YD	\$102.00										
90	2531.604	8" CONCRETE VALLEY GUTTER	SQ YD	\$90.00										
91	2531.618	TRUNCATED DOMES	SQ FT	\$85.00										
92	2540.602	MAIL BOX SUPPORT	EACH	\$100.00										
93	2550.602	CORE DRILL SANITARY SEWER STRUCTURE	EACH	\$850.00										
94	2563.601	TRAFFIC CONTROL	LUMP SUM	\$16,000.00	0.06	\$960.00	0.07	\$1,120.00	0.07	\$1,120.00				
95	2564.518	INSTALL SIGN PANELS TYPE C	SQ FT	\$55.00	27	\$1,485.00								
96	2564.602	INSTALL SIGN TYPE SPECIAL	EACH	\$15.00	8	\$120.00								
97	2571.502	DECIDUOUS TREE	EACH	\$1,250.00										
98	2573.502	STORM DRAIN INLET PROTECTION	EACH	\$195.00	7	\$1,365.00								
99	2573.503	FILTER BERM TYPE 4)	LIN FT	\$1.25	835	\$793.75								
100	2573.503	SILT FENCE TYPE MS	LIN FT	\$2.00										
101	2573.501	STABILIZED CONSTRUCTION EXIT	EACH	\$985.00										
102	2574.505	SOIL BED PREPARATION	ACRE	\$500.00										
103	2574.507	SCREENED TOPSOIL BORROW	CU YD	\$34.00	0.395560147	\$197.78	0.319	\$159.50	0.319	\$159.50				
104	2574.508	FERTILIZER TYPE 3	POUND	\$0.95	120	\$114.0								

PARTIAL PAY ESTIMATE 6 - ATTACHMENT A
2024 M&O AND FDR IMPROVEMENTS PROJECT
MUNICIPAL PROJECT NUMBER 4424
 Friday, October 11, 2024

ITEM NO.	SPEC. NO.	ITEM DESCRIPTION	UNIT	UNIT PRICE	COMMERCIAL OTHER IMPROVEMENTS						
					CONTRACT		THIS PERIOD		TOTAL TO DATE		
					QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT	
113	2582.503	4" BROKEN LINE PAINT	LIN FT	\$0.35							
114	2582.503	4" DOTTED LINE PAINT	LIN FT	\$0.50							
115	2582.503	4" DOUBLE SOLID LINE PAINT	LIN FT	\$0.70							
116	2582.518	PAVEMENT MESSAGE	SQ FT	\$8.00							
118	2104.601	REPAIR SPRINKLER SYSTEM ALLOWANCE	LUMP SUM	\$50,000.00	0.06	\$3,000.00					
CHANGE ORDER 1											
1	2503.603	CLEAN AND VIDEO TAPE PIPE SEWER	LIN FT	\$1.67							
2	2503.603	CLEAN AND VIDEO TAPE STORM PIPE SEWER	LIN FT	\$3.06	1166	\$3,567.96					
3	2503.603	CLEAN AND VIDEO TAPE PIPE SEWER	LIN FT	\$1.53	684	\$1,046.52					
4		LIGHT POLE RELOCATION	LUM SUM	\$7,399.35							
CHANGE ORDER 3											
1		REMOVE GATE VALVE	LUMP SUM	\$433.13							
2		1" COPPER SERVICE INSTALLTION	LUMP SUM	\$6,762.53							
3		6" SERVICE LINE EXTENSION	LUMP SUM	\$1,655.60							
4		DELLWOOD DRIVE SEWER STRUCTURE UPGRADE	LUMP SUM	\$2,674.43							
5		DELLWOOD DRIVE SEWER LINE UPGRADE	LUMP SUM	\$370.48							
6		DELLWOOD DRIVE STORM SEWER REDESIGN	LUMP SUM	\$346.50							
CHANGE ORDER 4											
1		REPAIR SPRINKER SYSTEM ALLOWANCE	LUMP SUM	\$2,870.00							
2		ELMWOOD DRIVE STORM SEWER REPLACEMENT									
		REMOVE CASTING (STORM)	EACH	\$99.00							
		REMOVE DRAINAGE STRUCTURE	EACH	\$335.00							
		SAWING CONCRETE PAVEMENT (FULL DEPTH)	LIN FT	\$4.00							
		SAWING BITUMINOUS PAVEMENT (FULL DEPTH)	LIN FT	\$2.25							
		REMOVE SEWER PIPE (STORM)	LIN FT	\$22.00							
		REMOVE CURB AND GUTTER	LIN FT	\$2.95							
		REMOVE BITUMINOUS PAVEMENT	SQ YD	\$4.50							
		SALVAGE AGGREGATE (CV)	CU YD	\$6.00							
		INSTALLED SALVAGED AGGREGATE (CV)	CU YD	\$8.40							
		TYPE SP 9.5 WEARING COURSE MIX (3,C)	TON	\$77.00							
		TYPE SP 12.5 NON-WEARING COURSE MIX (3,B)	TON	\$67.00							
		12" RC PIPE SEWER DESIGN 3006 CLASS V	LIN FT	\$69.10							
		CONSTRUCT DRAINAGE STRUCTURE 48-4020	EACH	\$3,980.00							
		CONSTRUCT DRAINAGE STRUCTURE DESIGN H	EACH	\$2,154.00							
		CONNECT TO EXISTING STORM SEWER	EACH	\$775.00							
		INSTALL CASTING (STORM)	EACH	\$1,243.00							
		CONCRETE CURB & GUTTER DESIGN B624	LIN FT	\$21.00							
		MOBILIZATION (KNIFE RIVER)	LUM SUM	\$2,500.00							
		MOBILIZATION (DECHANTAL)	LUM SUM	\$2,528.00							
CHANGE ORDER 5											
1		EDGEWOOD DRIVE CATCH BASIN REHAB	LUM SUM	\$794.97							
2		EDGEWOOD DRIVE ROAD BASE FABRIC	LUM SUM	\$11,984.42							
3		REPAIR SPRINKER SYSTEM ALLOWANCE	LUM SUM	\$14,511.00							
CHANGE ORDER 6											
1		REPAIR SPRINKER SYSTEM ALLOWANCE	LUMP SUM	\$2,310.00	0.1	\$231.00	0.1	\$231.00	0.1	\$231.00	
2		SCREENED TOPSOIL BORROW ADJUSTMENT	CU YD	\$6.00							
3		AGGREGATE BASE SPECICAL (CV)ADJUSTMENT	CU YD	\$39.98							
4		SPOT FULL DEPTH REPAIR ADJUSTMENT	SQ FT	\$0.88							
5		INSTALL SALVAGED AGGREGATE ADJUSTMENT	LUMP SUM	\$24,944.88							
6		DEWATERING	LUMP SUM	\$12,127.50							
TOTALS:											
AMOUNT RETAINED (5% OF REVISED CONTRACT VALUE)						\$204,128.36		\$138,945.42		\$189,864.62	
RETAINAGE RELEASED								\$11.55		\$10,206.42	
PREVIOUS PAYMENTS										\$40,724.33	
AMOUNT DUE:								\$138,933.87		\$138,933.87	

PARTIAL PAY ESTIMATE 6 - ATTACHMENT A
2024 M&O AND FDR IMPROVEMENTS PROJECT
MUNICIPAL PROJECT NUMBER 4424
Friday, October 11, 2024

Table with columns: ITEM NO., SPEC. NO., ITEM DESCRIPTION, UNIT, UNIT PRICE, CONTRACT (QUANTITY, AMOUNT), TOTALS (THIS PERIOD QUANTITY, AMOUNT; TOTAL TO DATE QUANTITY, AMOUNT). Rows include items like MOBILIZATION, CLEARING, GRUBBING, REMOVE CASTING, etc., up to 12" SOLID LINE PAINT.

PARTIAL PAY ESTIMATE 6 - ATTACHMENT A
2024 M&O AND FDR IMPROVEMENTS PROJECT
MUNICIPAL PROJECT NUMBER 4424
 Friday, October 11, 2024

ITEM NO.	SPEC. NO.	ITEM DESCRIPTION	UNIT	UNIT PRICE	TOTALS					
					CONTRACT		THIS PERIOD		TOTAL TO DATE	
					QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT
113	2582.503	4" BROKEN LINE PAINT	LIN FT	\$0.35	3660	\$1,281.00	600	\$210.00	3580	\$1,253.00
114	2582.503	4" DOTTED LINE PAINT	LIN FT	\$0.50	58	\$29.00			60	\$30.00
115	2582.503	4" DOUBLE SOLID LINE PAINT	LIN FT	\$0.70	6911	\$4,837.70	692	\$484.40	7172	\$5,020.40
116	2582.518	PAVEMENT MESSAGE	SQ FT	\$8.00	45	\$360.00			45	\$360.00
118	2104.601	REPAIR SPRINKLER SYSTEM ALLOWANCE	LUMP SUM	\$50,000.00	1	\$50,000.00			1	\$50,000.00
CHANGE ORDER 1										
1	2503.603	CLEAN AND VIDEO TAPE PIPE SEWER	LIN FT	\$1.67	737.5	\$1,231.63			737.5	\$1,231.63
2	2503.603	CLEAN AND VIDEO TAPE STORM PIPE SEWER	LIN FT	\$3.06	5333	\$16,318.98				
3	2503.603	CLEAN AND VIDEO TAPE PIPE SEWER	LIN FT	\$1.53	22122	\$33,846.66				
4		LIGHT POLE RELOCATION	LUMP SUM	\$7,399.35	1	\$7,399.35			1	\$7,399.35
CHANGE ORDER 3										
1		REMOVE GATE VALVE	LUMP SUM	\$433.13	1	\$433.13			1	\$433.13
2		1" COPPER SERVICE INSTALLTION	LUMP SUM	\$6,762.53	1	\$6,762.53			1	\$6,762.53
3		6" SERVICE LINE EXTENSION	LUMP SUM	\$1,655.60	1	\$1,655.60			1	\$1,655.60
4		DELLWOOD DRIVE SEWER STRUCTURE UPGRADE	LUMP SUM	\$2,674.43	1	\$2,674.43			1	\$2,674.43
5		DELLWOOD DRIVE SEWER LINE UPGRADE	LUMP SUM	\$370.48	1	\$370.48			1	\$370.48
6		DELLWOOD DRIVE STORM SEWER REDESIGN	LUMP SUM	\$346.50	1	\$346.50			1	\$346.50
CHANGE ORDER 4										
1		REPAIR SPRINKER SYSTEM ALLOWANCE	LUMP SUM	\$2,870.00	1	\$2,870.00			1	\$2,870.00
2		ELMWOOD DRIVE STORM SEWER REPLACEMENT								
		REMOVE CASTING (STORM)	EACH	\$99.00	2	\$198.00	2	\$198.00	2	\$198.00
		REMOVE DRAINAGE STRUCTURE	EACH	\$335.00	1	\$335.00	2	\$670.00	2	\$670.00
		SAWING CONCRETE PAVEMENT (FULL DEPTH)	LIN FT	\$4.00	11	\$44.00	11	\$44.00	11	\$44.00
		SAWING BITUMINOUS PAVEMENT (FULL DEPTH)	LIN FT	\$2.25	66	\$148.50	66	\$148.50	66	\$148.50
		REMOVE SEWER PIPE (STORM)	LIN FT	\$22.00	36	\$792.00	36	\$792.00	36	\$792.00
		REMOVE CURB AND GUTTER	LIN FT	\$2.35	22	\$51.70	22	\$51.70	22	\$51.70
		REMOVE BITUMINOUS PAVEMENT	SQ YD	\$4.50	50	\$225.00	50	\$225.00	50	\$225.00
		SALVAGE AGGREGATE (CV)	CU YD	\$6.00	8.3	\$49.80	8.3	\$49.80	8.3	\$49.80
		INSTALLED SALVAGED AGGREGATE (CV)	CU YD	\$8.40	8.3	\$69.72	8.3	\$69.72	8.3	\$69.72
		TYPE SP 9.5 WEARING COURSE MIX (3.C)	TON	\$77.00	6	\$462.00	6	\$462.00	6	\$462.00
		TYPE SP 12.5 NON-WEARING COURSE MIX (3.B)	TON	\$67.00	6	\$402.00	6	\$402.00	6	\$402.00
		12" RC PIPE SEWER DESIGN 3006 CLASS V	LIN FT	\$69.10	36	\$2,487.60	36	\$2,487.60	36	\$2,487.60
		CONSTRUCT DRAINAGE STRUCTURE 48-4020	EACH	\$3,980.00	1	\$3,980.00	1	\$3,980.00	1	\$3,980.00
		CONSTRUCT DRAINAGE STRUCTURE DESIGN H	EACH	\$2,154.00	1	\$2,154.00	1	\$2,154.00	1	\$2,154.00
		CONNECT TO EXISTING STORM SEWER	EACH	\$775.00	2	\$1,550.00	2	\$1,550.00	2	\$1,550.00
		INSTALL CASTING (STORM)	EACH	\$1,243.00	2	\$2,486.00	2	\$2,486.00	2	\$2,486.00
		CONCRETE CURB & GUTTER DESIGN B624	LIN FT	\$21.00	22	\$462.00	22	\$462.00	22	\$462.00
		MOBILIZATION (KNIFE RIVER)	LUMP SUM	\$2,500.00	1	\$2,500.00	1	\$2,500.00	1	\$2,500.00
		MOBILIZATION (DECHANTAL)	LUMP SUM	\$2,528.00	1	\$2,528.00	1	\$2,528.00	1	\$2,528.00
CHANGE ORDER 5										
1		EDGEWOOD DRIVE CATCH BASIN REHAB	LUMP SUM	\$794.97	1	\$794.97			1	\$794.97
2		EDGEWOOD DRIVE ROAD BASE FABRIC	LUMP SUM	\$11,984.42	1	\$11,984.42			1	\$11,984.42
3		REPAIR SPRINKER SYSTEM ALLOWANCE	LUMP SUM	\$14,511.00	1	\$14,511.00			1	\$14,511.00
CHANGE ORDER 6										
1		REPAIR SPRINKER SYSTEM ALLOWANCE	LUMP SUM	\$2,310.00	1	\$2,310.00	1	\$2,310.00	1	\$2,310.00
2		SCREENED TOPSOIL BORROW ADJUSTMENT	CU YD	\$6.00	1735.38	\$10,412.28	1735.38	\$10,412.28	1735.38	\$10,412.28
3		AGGREGATE BASE SPECIAL (CV) ADJUSTMENT	CU YD	\$39.98	258.51	\$10,335.23	258.51	\$10,335.23	258.51	\$10,335.23
4		SPOT FULL DEPTH REPAIR ADJUSTMENT	SQ FT	\$0.88	8752	\$7,701.76	8752	\$7,701.76	8752	\$7,701.76
5		INSTALL SALVAGED AGGREGATE ADJUSTMENT	LUMP SUM	\$24,944.88	1	\$24,944.88	1	\$24,944.88	1	\$24,944.88
6		DEWATERING	LUMP SUM	\$12,127.50	1	\$12,127.50	1	\$12,127.50	1	\$12,127.50

TOTALS:						\$4,033,642.34	\$472,141.99	\$3,561,500.35	\$3,535,478.23
AMOUNT RETAINED (5% OF REVISED CONTRACT VALUE)							\$3,391.59	\$201,682.12	\$201,682.12
RETAINAGE RELEASED									
PREVIOUS PAYMENTS									\$2,865,045.71
AMOUNT DUE:							\$468,750.40	\$468,750.40	\$468,750.40



ITEM REPORT
UTILITIES COMMISSION

Agenda Date: 11/7/2024
Agenda Section: Information Only

Department Origination: Public Works

Agenda Item: 2025 Design Road & TH 371 Stormwater Improvements Project Monthly Update

Approval Required: No Action Required

BACKGROUND

Widseth has completed the final Plans and Project Memo. Widseth received comments back from MNDOT and has addressed them. Widseth has submitted a resolution to enter in to a cooperative construction agreement with MNDOT for consideration. This is one of the final submittals needed in order to make the complete submittal to MNDOT. The other items that will still need to be reviewed is the appraisals for temporary easements. These appraisals are in the final stages of being reviewed and will likely be brought straight to City Council for review. The appraisals are taking longer than anticipated to have completed.

FINANCIAL IMPLICATIONS

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STAFF RECOMMENDATIONS

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COUNCIL ACTION REQUESTED

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ITEM REPORT
UTILITIES COMMISSION

Agenda Date: 11/7/2024
Agenda Section: Business Item

Department Origination: Public Works

Agenda Item: Adopt Resolution 2024-088 to enter into the Cooperative Construction Agreement with MNDOT and the City of Baxter for SP 1810-120 & SP 230-080-002 for the 2024 Design Road & T.H. 371 Stormwater Improvements Project, Municipal Project No. 4312

Approval Required: Simple Majority Vote

BACKGROUND

As part of the 2025 Design Road & T.H. 371 Stormwater Improvements project, an agreement needs to be entered with MNDOT. This agreement allows MNDOT to provide payments to the City of Baxter for MNDOT's share of the construction costs and other associated construction costs.

FINANCIAL IMPLICATIONS

There are no immediate financial implications. This task is covered under the current contract with Widseth.

STAFF RECOMMENDATIONS

Staff recommends adopting resolution 2024-088 to enter into the Cooperative Construction Agreement with MNDOT and the City of Baxter for the 2024 Design Road stormwater & T.H. 371 Stormwater Improvements Project.

COUNCIL ACTION REQUESTED

Motion to adopt Resolution 2024-088 to enter into the Cooperative Construction Agreement with MNDOT and the City of Baxter for the 2024 Design Road & T.H. 371 Stormwater Improvements Project, Municipal Project No. 4312.

CITY OF BAXTER, MINNESOTA

RESOLUTION 2024-088

RESOLUTION TO ENTER INTO THE COOPERATIVE CONSTRUCTION AGREEMENT WITH MNDOT AND CITY OF BAXTER FOR SP 1810-120 & SP 230-080-002

IT IS RESOLVED that the City of Baxter enter into MnDOT Agreement No. 1056570 with the State of Minnesota, Department of Transportation for the following purposes:

To provide for payment by the State of Minnesota to the City of Baxter of State of Minnesota's share of the costs of the 2025 Design Road & TH 371 Stormwater Improvements construction, and other associated construction to be performed upon, along, and adjacent to Trunk Highway No. 371 from the west side of T.H. 371 to Golf Course Drive within the corporate city limits of the City of Baxter under State Project No. 1810-120 & State Project No. 230-080-002.

IT IS FURTHER RESOLVED that the Mayor and the Assistant City Administrator/Clerk and authorized to execute the Agreement and any amendments to the Agreement.

CERTIFICATION

I certify that the above Resolution is an accurate copy of the Resolution adopted by the Council of the City of Baxter at an authorized meeting held on the 19th day of November 2024, as shown by the minutes of the meeting in my possession.

CITY OF BAXTER, MINNESOTA

Darrel Olson
Mayor

ATTEST:

Kelly Steele
Assistant City Administrator/Clerk

Subscribed and sworn to me this _____ day of _____, 20____ Notary Public _____ My Commission Expires _____



ITEM REPORT UTILITIES COMMISSION

Agenda Date: 11/7/2024
Agenda Section: Information Only

Department Origination: Public Works

Agenda Item: Lift Station 13 Reconstruction Project Monthly Update

Approval Required: Simple Majority Vote

BACKGROUND

The following punch list items remain outstanding:

- Relocate Control Panel Electrical Penetrations: State electrical code requires 18" separation between the control panel electrical penetrations and the control panel skirt. This requires raising the penetrations and sealing the old penetrations. Holden will complete this work at no cost to the City and obtain the required state electrical inspection.
- Repair the leaking concrete around the boots in the wet well. A specialized manhole sealing contractor is scheduled to make a sight visit on Thursday, October 31st to look at the leaking concrete. It is anticipated another change order will be required to address the leaking concrete.

Change Order No. 3 in the amount of \$1,618.75 is being presented for approval. The change order is for extended the wet well vent pipe to obtain the minimum 60" separation from the control cabinet required by the electrical code. A summary of changes to date are as follows:

- Original Contract \$180,217.07
- Change Order 2 \$13,225.23
- Change Order 3 \$1,618.75
- Revised Contract \$195,061.05

The Contractor has earned \$195,061.05 to date which represents 100% of the revised contract value. Partial Pay Estimate No. 3 is being presented for approval in the amount of \$3,618.75 for work completed since the last pay estimate and Change Order No. 3 less \$1,000.00 in retainage for uncompleted punch list items. A summary of payments to the Contractor are as follows:

- Pay Estimate 1 \$168,513.56
- Pay Estimate 2 \$21,928.74
- Pay Estimate 3 \$3,618.75
- Total Payment \$194,061.05

The prior approved project budget was \$264,671.55. Current project expenditures are as follows:

- Construction \$195,061.05
- Engineering \$13,829.25
- Quality Flow \$57,400.00
- Total Expenditures \$266,290.30

The project budget will be adjusted from \$264,671.55 to \$266,290.30 with the approval of Change Order No. 3. One additional change order is anticipated for the repair of leaking concrete around the pipe penetration boots in the wet well.

FINANCIAL IMPLICATIONS

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STAFF RECOMMENDATIONS

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COUNCIL ACTION REQUESTED

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ITEM REPORT UTILITIES COMMISSION

Agenda Date: 11/7/2024
Agenda Section: Business Item

Department Origination: Public Works

Agenda Item: Approve the Anderson Brothers Construction Change Order No. 3 in the amount of \$1,618.75 and increase the project budget from \$264,671.55 to \$266,290.30 for the Lift Station No. 13 Reconstruction Project

Approval Required: Simple Majority Vote

BACKGROUND

Council awarded the construction contract for the Lift Station No. 13 Reconstruction Project to Anderson Brothers on April 18, 2023. The contract includes reconstruction of the lift station in accordance with the guidance provided in the City's Lift Station Maintenance Plan.

In accordance with the Article 11 of the Standard General Conditions of the Construction Contract, the contract documents may be amended or supplemented by Change Order. Change Orders amend or adjust contract price or contract times and can be initiated by the Owner or the Contractor.

Change Order No. 3 in the amount of \$1,618.75 is for extended the wet well vent pipe to obtain the minimum 60" separation from the control cabinet required by the electrical code. The change order will revise the contract amount from \$193,442.30 to \$195,061.05.

FINANCIAL IMPLICATIONS

The Change Order revises the construction contract from \$193,442.30 to \$195,061.05 and will require a contract amendment. The project budget prior to this change order was \$264,671.55. With this change order the project budget will need to be increased to \$266,290.30.

One additional change order is anticipated for the repair of leaking concrete around the pipe penetration boots in the wet well.

STAFF RECOMMENDATIONS

Staff recommend approval of Change Order No. 3 in the amount of \$1,618.75 and adjusting the project budget from \$264,671.55 to \$266,290.30.

COUNCIL ACTION REQUESTED

Motion to approve the Anderson Brothers Construction Change Order No. 3 in the amount of \$1,618.75 and increase the project budget from \$264,671.55 to \$266,290.30 for the Lift Station No. 13 Reconstruction Project.

Date of Issuance:	Effective Date:	Council Approval
Owner: City of Baxter	Owner's Contract No.:	
Contractor: Anderson Brothers Construction Company of Brainerd LLC	Contractor's Project No.:	
Engineer: Widseth Smith Nolting	Engineer's Project No.: 2022-11752	
Project: Lift Station No. 13 Reconstruction	Contract Name:	

The Contract is modified as follows upon execution of this Change Order:

Description: Change In Completion Dates

Attachments: Anderson Brothers email dated September 20, 2024

CHANGE IN CONTRACT PRICE	CHANGE IN CONTRACT TIMES
Original Contract Price: <u>\$180,217.07</u>	Original Contract Times: Substantial Completion: <u>September 22, 2023</u> Ready for Final Payment: <u>October 2, 2023</u> days or dates
Increase from previously approved Change Orders: <u>\$13,225.23</u>	Increase from previously approved Change Orders: Substantial Completion: <u>0</u> Ready for Final Payment: <u>0</u>
Contract Price prior to this Change Order: <u>\$193,442.30</u>	Contract Times prior to this Change Order: Substantial Completion: <u>September 22, 2023</u> Ready for Final Payment: <u>October 2, 2023</u> days or dates
Increase of this Change Order: <u>\$1,618.75</u>	Increase of this Change Order: Substantial Completion: <u>June 21, 2024</u> Ready for Final Payment: <u>June 21, 2024</u> days or dates
Contract Price incorporating this Change Order: <u>\$ 195,061.05</u>	Contract Times with all approved Change Orders: Substantial Completion: <u>June 21, 2024</u> Ready for Final Payment: <u>June 21, 2024</u> days or dates

ACCEPTED:	RECOMMENDED:	ACCEPTED:
By: _____ Owner (Authorized Signature)	By: <u>Anni Weh</u> Engineer	By: <u>[Signature]</u> Contractor (Authorized Signature)
Title: _____	Title: Project Engineer	Title: <u>Project Manager</u>
Date: _____	Date: 10/28/2024	Date: <u>10-29-24</u>

RECOMMENDED:

By: _____
Utilities Commission

Title: _____

Date: _____



Anderson Brothers Construction Company of B Item 24. LC
11325 State Highway 210
Brainerd, MN 56401
218-829-1768 • Fax 218-829-7607

Building Our Communities Since 1940
An Equal Opportunity Employer

September 20, 2024

Project: Baxter Lift Station #13

RE: Retrofitting of the wet well vent pipe as directed

Added Crew & Fabrication Time	\$1,262.50
Added Materials	\$356.25
Total W/10% Added Markup	\$1,618.75



REQUEST FOR ACTION UTILITIES COMMISSION

Agenda Date: 11/7/2024
Agenda Section: Other Business

Department Origination: Public Works

Agenda Item: Approve the Anderson Brothers Construction Partial Pay Estimate No. 3 in the amount of \$3,168.75 for the Lift Station No. 13 Reconstruction Project

Approval Required: Simple Majority Vote

BACKGROUND

The Council awarded the construction contract for the Lift Station 13 Reconstruction Project to Anderson Brothers Construction Company of Brainerd, LLC on August 18, 2023 for the lump sum bid of \$180,217.07. Work began Friday, May 10, 2024 and the lift station was operational on Monday, May 20, 2024. Turf restoration is complete, and the project is nearly ready to be closed out.

Partial Pay Estimate No. 3 is being presented for approval in the amount of \$3,618.75 for work completed since the last pay estimate and Change Order 3 less \$1,000.00 in retainage for uncompleted punch list items.

At the August 20, 2024 Council meeting, a final pay application was approved contingent on the contractor submitting the required closeout documents. Prior to the contractor submitting the closeout documents there was additional work that was identified as outlined in Change Order No. 3. The contractor never received payment so the work associated with the final pay application that was approved in August is incorporated into this partial pay application.

FINANCIAL IMPLICATIONS

The Contractor has earned \$195,061.05 to date which represents 100% of the revised contract value. A summary of payments to the Contractor are as follows:

- Pay Estimate 1 \$168,513.56
- Pay Estimate 2 \$21,928.74
- Pay Estimate 3 \$3,618.75
- Total Payment \$194,061.05

The prior approved project budget was \$264,671.55. Current project expenditures are as follows:

- Construction \$195,061.05
- Engineering \$13,829.25
- Quality Flow \$57,400.00
- Total Expenditures \$266,290.30

The project budget is revised to \$266,290.30 with approval of Change Order 3.

STAFF RECOMMENDATIONS

Staff recommends approval of Partial Pay Estimate No. 3 in the amount of \$3,618.75.

COUNCIL ACTION REQUESTED

MOTION to approve the Anderson Brothers Construction Partial Pay Estimate No. 3 in the amount of \$3,168.75 for the Lift Station No. 13 Reconstruction Project.



Contractor's Application for Payment No.

3

Application Period: 06/24/2024 to 10/25/2024		Application Date: 10/25/2024
To (Owner): City of Baxter	From (Contractor): Anderson Brothers Construction Company of Brainerd, LLC	Via (Engineer): Aric Welch, Widseth Smith Nolting
Project: Lift Station No. 13 Reconstruction	Contract: Lift Station No. 13 Reconstruction	
Owner's Contract No.:	Contractor's Project No.:	Engineer's Project No.: 2022-11752

**Application For Payment
Change Order Summary**

Approved Change Orders		
Number	Additions	Deductions
2	\$13,225.23	
3	\$1,618.75	
TOTALS	\$14,843.98	
NET CHANGE BY CHANGE ORDERS	\$14,843.98	

1. ORIGINAL CONTRACT PRICE.....	\$ 180,217.07
2. Net change by Change Orders.....	\$ 14,843.98
3. Current Contract Price (Line 1 ± 2).....	\$ 195,061.05
4. TOTAL COMPLETED AND STORED TO DATE (Column F total on Progress Estimates).....	\$ 195,061.05
5. RETAINAGE:	
a. X Work Completed.....	\$ 1,000.00
b. X Stored Material.....	\$
c. Total Retainage (Line 5.a + Line 5.b).....	\$ 1,000.00
6. AMOUNT ELIGIBLE TO DATE (Line 4 - Line 5.c).....	\$ 194,061.05
7. LESS PREVIOUS PAYMENTS (Line 6 from prior Application).....	\$ 190,442.30
8. AMOUNT DUE THIS APPLICATION.....	\$ 3,618.75
9. BALANCE TO FINISH, PLUS RETAINAGE (Column G total on Progress Estimates + Line 5.c above).....	\$ 1,000.00

Contractor's Certification

The undersigned Contractor certifies, to the best of its knowledge, the following:
 (1) All previous progress payments received from Owner on account of Work done under the Contract have been applied on account to discharge Contractor's legitimate obligations incurred in connection with the Work covered by prior Applications for Payment;
 (2) Title to all Work, materials and equipment incorporated in said Work, or otherwise listed in or covered by this Application for Payment, will pass to Owner at time of payment free and clear of all Liens, security interests, and encumbrances (except such as are covered by a bond acceptable to Owner indemnifying Owner against any such Liens, security interest, or encumbrances); and
 (3) All the Work covered by this Application for Payment is in accordance with the Contract Documents and is not defective.

Contractor Signature

By:  Date: 10-29-24

Payment of: \$ 3,618.75
(Line 8 or other - attach explanation of the other amount)

is recommended by:  10/28/2024
(Engineer - Widseth Smith Nolting) (Date)

Payment of: \$ 3,618.75
(Line 8 or other - attach explanation of the other amount)

is recommended by: _____
(Utilities Commission) (Date)

Approved by: _____
(Owner - City of Baxter) (Date)



ITEM REPORT UTILITIES COMMISSION

Agenda Date: 11/7/2024
Agenda Section: Information Only

Department Origination: Public Works

Agenda Item: Lift Station No. 15 Reconstruction Project Monthly Update

Approval Required: No Action Required

BACKGROUND

The project is complete, and the lift station is 100% functional. The contractor completed the following work during in October:

- Installed new controller and radio in the control cabinet
- Valve vault piping and fitting replacement
- Remaining site removals
- Bituminous paving
- Concrete pad construction
- Site restoration

Changes to the project total \$12,710.96 as outlined in the Change Order 1 documentation. Changes include the following:

- The valve vault was lowered approximately 5" to match the height of the wetwell and create a level driveway and working surface next to the 32.5' deep lift station. Work included excavation, cutting down the concrete structure and backfilling/compacting the excavation.
- A concrete pad was constructed next to the wet well control panel. The slope and between the control panel on the wet well and existing electrical ground mounted transformers was too steep to pave in with bituminous and required a formed up concrete pad to make it safe area for staff to operate and maintain the control panel.
- Per the State Electrical Code, the vent must be located a minimum of 60" from the control cabinet. The vent pipe was extended approximately 8' vertically to meet the requirement.
- Pipe supports were installed in the valve vault to support the pipe and valves for future maintenance activities.
- The conduit for the communications antenna was extended to the top of the wood pole closer to the antenna location. This was done to limit interference from the control cabinet and to add additional protection for the antenna cable.
- The power meter was relocated from the control panel to the wood pole housing the communications antenna and yard light. This work was required by code.
- The yard light was raised to avoid conflicts with the vac truck boom operation during lift station maintenance activities. The vac truck boom needs to clear the raised vent pipe which resulted in conflicts with the yard light.

The final walkthrough was completed, and punch list developed on September 25, 2024. All punch list items are complete, however; turf has not been established and the contract will need to remain open until next year.

Partial Pay Estimate No. 3 is being presented in the amount of \$48,390.96. Retainage in the amount of \$3,000 will be withheld until turf is established in 2025.

The City budgeted \$236,500 for this project. With the Change Order, total project cost is estimated to be \$181,310 which is \$55,190 below budget.

FINANCIAL IMPLICATIONS

Click or tap here to enter text.

STAFF RECOMMENDATIONS

Click or tap here to enter text.

COUNCIL ACTION REQUESTED

Click or tap here to enter text.



REQUEST FOR ACTION UTILITIES COMMISSION

Agenda Date: 11/6/2024
Agenda Section: Other Business

Department Origination: Public Works

Agenda Item: Approve the CCS Contracting, Inc. Change Order No. 1 in the amount of \$12,710.96 for the Lift Station No. 15 Reconstruction Project

Approval Required: Simple Majority Vote

BACKGROUND

The Council awarded the construction contract for the Lift Station 15 Reconstruction Project to CCS Contracting, Inc. on May 21, 2024, for the lump sum bid of \$97,200. The notice to proceed was issued on June 11, 2024. The contract includes reconstruction of the lift station in accordance with the guidance provided in the City's Lift Station Maintenance Plan.

In accordance with the Article 11 of the Standard General Conditions of the Construction Contract, the contract documents may be amended or supplemented by Change Order. Change Orders amend or adjust contract price or contract times and can be initiated by the Owner or the Contractor.

Change Order No. 1 in the amount of \$12,710.96 includes the following items:

Lowering Valve Vault	\$4,762.41
----------------------	------------

The valve vault was lowered approximately 5" to match the height of the wetwell and create a level driveway and working surface next to the 32.5' deep lift station. Work included excavation, cutting down the concrete structure and backfilling/compacting the excavation.

Concrete Pad Next to Control Panel	\$3,700.70
------------------------------------	------------

The slope and between the control panel on the wet well and existing electrical ground mounted transformers was too steep to pave in with bituminous and required a formed up concrete pad to make it safe area for staff to operate and maintain the control panel.

Vent Pipe Extension	\$835.70
---------------------	----------

Per the State Electrical Code, the vent must be located a minimum of 60" from the control cabinet. At the standard 4' vent pipe height, the required clearance could not be met and the vent pipe needed to be extended vertically.

Pipe Supports	\$454.30
---------------	----------

Pipe supports were installed in the valve vault to support the pipe and valves for future maintenance activities.

Holden Electric	\$2,957.85
-----------------	------------

The following three modifications were completed by Holden Electric at the direction of City Staff:

- **Conduit for Antenna Cable:** Conduit for the communications antenna was extended to the top of the wood pole closer to the antenna location. This was done to limit interference from the control cabinet and to add additional protection for the antenna cable.

- Relocate Power Meter: The power meter was relocated from the control panel to the wood pole containing the communications antenna and yard light.
- Raise Yard Light: The yard light needed to be raised to avoid conflicts with the vac truck boom operation during lift station maintenance activities. The vac truck boom needs to clear the raised vent pipe which resulted in conflicts with the yard light.

The change order will revise the contract value from \$97,200.00 to \$109,910.96.

Please note, the Change Order was inadvertently omitted from the October Utilities agenda and is being brought directly to Council for action. This is being done to ensure the contract is paid in a timely manner in accordance with the Contract Documents. The Utilities Commission will receive the change order information in the November project update.

FINANCIAL IMPLICATIONS

The change order revises the construction contract from \$97,200.00 to \$108,605.66. The City budgeted \$236,500 for this project. With this change order, total project cost is estimated to be \$181,310 which is \$55,190 below budget.

STAFF RECOMMENDATIONS

Staff recommends approval of Change Order No. 1 in the amount of \$12,710.96.

COUNCIL ACTION REQUESTED

MOTION to approve the CCS Contracting, Inc. Change Order No. 1 in the amount of \$12,710.96 for the Lift Station No. 15 Reconstruction Project.

Date of Issuance:	Effective Date:	Council Approval
Owner: City of Baxter	Owner's Contract No.:	
Contractor: CCS Contracting, Inc.	Contractor's Project No.:	
Engineer: Widseth Smith Nolting	Engineer's Project No.:	2023-12183
Project: Lift Station No. 15 Reconstruction	Contract Name:	

The Contract is modified as follows upon execution of this Change Order:

Description: Change In Completion Dates

Attachments: Change Order Summary and attachments

CHANGE IN CONTRACT PRICE	CHANGE IN CONTRACT TIMES
Original Contract Price: <u>\$97,200.00</u>	Original Contract Times: Substantial Completion: <u>August 30, 2024</u> Ready for Final Payment: <u>September 6, 2024</u> days or dates
Increase from previously approved Change Orders: <u>\$0</u>	Increase from previously approved Change Orders: Substantial Completion: <u>0</u> Ready for Final Payment: <u>0</u>
Contract Price prior to this Change Order: <u>\$97,200.00</u>	Contract Times prior to this Change Order: Substantial Completion: <u>August 30, 2024</u> Ready for Final Payment: <u>September 6, 2024</u> days or dates
Increase of this Change Order: <u>\$ 12,710.96</u>	Increase of this Change Order: Substantial Completion: <u>0</u> Ready for Final Payment: <u>0</u> days or dates
Contract Price incorporating this Change Order: <u>\$ 109,910.96</u>	Contract Times with all approved Change Orders: Substantial Completion: <u>August 30, 2024</u> Ready for Final Payment: <u>September 6, 2024</u> days or dates

ACCEPTED:	RECOMMENDED:	ACCEPTED:
By: _____	By: <u>Arii Weil</u>	By: <u>Paul Jahn</u>
Owner (Authorized Signature)	Engineer	Contractor (Authorized Signature)
Title: _____	Title: <u>Project Engineer</u>	Title: <u>President</u>
Date: _____	Date: <u>10/28/2024</u>	Date: <u>10-28-2024</u>

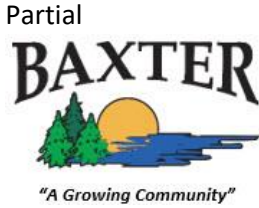
RECOMMENDED:

By: _____

Utilities Commission

Title _____

Date _____



**REQUEST FOR ACTION
UTILITIES COMMISSION**

Agenda Date: 11/7/2024
Agenda Section: Other Business

Department Origination: Public Works

Agenda Item: Approve the CCS Contracting, Inc. Partial Pay Estimate No. 2 in the amount of \$48,390.96 for the Lift Station No. 15 Reconstruction Project.

Approval Required: Simple Majority Vote

BACKGROUND

The Council awarded the construction contract for the Lift Station 15 Reconstruction Project to CCS Contracting, Inc. on May 21, 2024, for the lump sum bid of \$97,200. The notice to proceed was issued on June 11, 2024.

This pay estimate includes work completed between August 19, 2024 and September 20, 2024. Work completed during this time frame includes the following:

- Installed new controller and radio in the control cabinet
- Valve vault piping and fitting replacement
- Remaining site removals
- Bituminous paving
- Concrete pad construction
- Site restoration

Partial Pay Estimate No. 2 is presented in the amount \$48,390.96. The payment includes work as outlined above and in the Change Order No. 1 documentation.

FINANCIAL IMPLICATIONS

The Contractor has earned \$109,910.96 to date which represents 100% of the original contract plus Change Order No. 2. In accordance with the agreement, \$3,000 is being retained based on the value of turf restoration. This results in a payment of \$48,390.96 for this period.

The City budgeted \$236,500 for this project. The total project cost is estimated at \$108,310 which is \$55,190 below budget.

STAFF RECOMMENDATIONS

Staff have no concerns with the work completed to date and recommend making progress payment as outlined in Partial Pay Estimate No. 2.

COUNCIL ACTION REQUESTED

MOTION to approve the CCS Contracting, Inc. Partial Pay Estimate No. 2 in the amount of \$48,390.96 for the Lift Station No. 15 Reconstruction Project.



Contractor's Application for Payment No. 2

Application Period: 08/19/2024 - 09/20/2024		Application Date: 9/20/2024
To (Owner): City of Baxter	From (Contractor): CCS Contracting, Inc.	Via (Engineer): Aric Welch, Widseth Smith Nolting
Project: Lift Station No. 15 Reconstruction	Contract: Lift Station No. 15 Reconstruction	
Owner's Contract No.:	Contractor's Project No.:	Engineer's Project No.: 2023-12183

**Application For Payment
Change Order Summary**

Approved Change Orders				
Number	Additions	Deductions		
1	\$12,710.96		1. ORIGINAL CONTRACT PRICE.....	\$ 97,200.00
			2. Net change by Change Orders.....	\$ 12,710.96
			3. Current Contract Price (Line 1 ± 2).....	\$ 109,910.96
			4. TOTAL COMPLETED AND STORED TO DATE (Column F total on Progress Estimates).....	\$ 109,910.96
			5. RETAINAGE:	
			a. X Work Completed.....	\$ 3,000.00
			b. X Stored Material.....	\$
			c. Total Retainage (Line 5.a + Line 5.b).....	\$ 3,000.00
			6. AMOUNT ELIGIBLE TO DATE (Line 4 - Line 5.c).....	\$ 106,910.96
			7. LESS PREVIOUS PAYMENTS (Line 6 from prior Application).....	\$ 58,520.00
			8. AMOUNT DUE THIS APPLICATION.....	\$ 48,390.96
			9. BALANCE TO FINISH, PLUS RETAINAGE (Column G total on Progress Estimates + Line 5.c above).....	\$ 3,000.00
TOTALS	\$12,710.96			
NET CHANGE BY CHANGE ORDERS	\$12,710.96			

Contractor's Certification

The undersigned Contractor certifies, to the best of its knowledge, the following:

(1) All previous progress payments received from Owner on account of Work done under the Contract have been applied on account to discharge Contractor's legitimate obligations incurred in connection with the Work covered by prior Applications for Payment;

(2) Title to all Work, materials and equipment incorporated in said Work, or otherwise listed in or covered by this Application for Payment, will pass to Owner at time of payment free and clear of all Liens, security interests, and encumbrances (except such as are covered by a bond acceptable to Owner indemnifying Owner against any such Liens, security interest, or encumbrances); and

(3) All the Work covered by this Application for Payment is in accordance with the Contract Documents and is not defective.

Contractor Signature

By: Paul Johnson Date: 9-28-2024

Payment of: \$ 48,390.96
(Line 8 or other - attach explanation of the other amount)

is recommended by: Aric Welch 10/28/2024
(Engineer - Widseth Smith Nolting) (Date)

Payment of: \$ 48,390.96
(Line 8 or other - attach explanation of the other amount)

is recommended by: _____ (Utilities Commission) _____ (Date)

Approved by: _____ (Owner - City of Baxter) _____ (Date)



ITEM REPORT UTILITIES COMMISSION

Agenda Date: 8/8/2024
Agenda Section: Information Only

Department Origination: Public Works

Agenda Item: 2024 CSAH 77 Utility Improvements Project Monthly Update, Municipal Project No. 4118

Approval Required: No Action Required

BACKGROUND

The notice to proceed with construction was issued to Pratt’s Affordable Excavating on August 21, 2024. The contractor mobilized to the site the week of September 30th. Underground construction began on Thursday, October 2, 2024 and was completed on Tuesday, October 29, 2024, with the exception of the piping across one property that will be completed next spring after the easement has been secured by the City.

The Contractor has earned \$403,274.40 which represents 73% of the contract value. In accordance with the contract documents, retainage is being withheld in the amount of 5% of the contract value or \$27,552.66. This results in a payment due of \$375,721.74. Pay Estimate 1 is being presented for approval in the amount of \$375,721.74. The payment includes all work completed between the project start date and Friday, October 25, 2024.

Total budget for this project is \$852,000 including \$55,000 in contingencies. At this time, only minor change order items totaling less than \$10,000 are none which leaves approximately \$45,000 left in contingency for the remaining 25% of the project.

FINANCIAL IMPLICATIONS

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STAFF RECOMMENDATIONS

Click or tap here to enter text.

COUNCIL ACTION REQUESTED

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ITEM REPORT UTILITIES COMMISSION

Agenda Date: 11/7/2024
Agenda Section: Consent Agenda

Department Origination: Public Works

Agenda Item: Approve Pratt’s Affordable Excavating, Inc. Partial Pay Estimate No. 1 in the amount of \$375,721.74 for the 2024 CSAH 77 Utility Improvements Project, Municipal Project 4118.

Approval Required: Simple Majority Vote

BACKGROUND

The Council awarded the construction contract for the 2024 CSAH 77 Utility Improvements Project to Pratt’s Affordable Excavating, Inc. on August 20, 2024, for the unit price bid of \$551,053.20. The notice to proceed was issued on August 21, 2024.

Pratt’s Affordable, Inc. mobilized to the site the week of September 30, 2024, and began underground construction on Thursday, October 2, 2024.

Partial Pay Estimate No. 1 is presented in the amount of \$375,721.74. The payment includes all work completed between the project start date and Friday, October 25, 2024.

FINANCIAL IMPLICATIONS

The Contractor has earned \$403,274.40 which represents 73% of the contract value. In accordance with the contract documents, retainage is being withheld in the amount of 5% of the contract value or \$27,552.66. This results in a payment due of \$375,721.74.

Total budget for this project is \$852,000 including \$55,000 in contingencies. At this time, only minor change order items totaling less than \$10,000 are gone which leaves approximately \$45,000 left in contingency for the remaining 25% of the project.

STAFF RECOMMENDATIONS

Staff recommends approval of Partial Pay Estimate No. 1 in the amount of \$375,721.74.

COUNCIL ACTION REQUESTED

MOTION to approve Pratt’s Affordable Excavating, Inc. Partial Pay Estimate No. 1 in the amount of \$375,721.74 for the 2024 CSAH 77 Utility Improvements Project, Municipal Project 4118.

**PARTIAL PAYMENT ESTIMATE
NUMBER 1**

Item 30.

Name of Contractor:	Pratt's Affordable Excavating, Inc. 23069 Swan Lane Merrifield, MN 56465	Dates of Estimate:	Start 10/23/24
Name of Owner:	City of Baxter 13190 Memorywood Drive Baxter, MN 56425	From:	
Date of Completion:		To:	
Original: See Agreement	Amount of Contract: \$551,053.20		
Revised:			

Description of Project:
2024 CSAH 77 Utility Improvements Project, Municipal Project 4118

SPEC NO.	ITEM DESCRIPTION	CONTRACT ITEMS				THIS PERIOD		TOTAL TO DATE	
		QTY.	UNIT	UNIT PRICE	AMOUNT	QTY.	AMOUNT	QTY.	AMOUNT
2021.501	MOBILIZATION	1	LUMP SUM	\$37,900.00	\$37,900.00	1	\$37,900.00	1	\$37,900.00
2101.501	CLEARING	1.15	ACRE	\$5,000.00	\$5,750.00	1.09	\$5,450.00	1.09	\$5,450.00
2101.506	GRUBBING	1.15	ACRE	\$5,000.00	\$5,750.00	1.09	\$5,450.00	1.09	\$5,450.00
2104.502	REMOVE CASTING	1	EACH	\$100.00	\$100.00				
2104.513	SAWING BITUMINOUS PAVEMENT (FULL DEPTH)	135	LIN FT	\$5.00	\$675.00	110	\$550.00	110	\$550.00
2104.503	REMOVE SEWER PIPE (SANITARY)	54	LIN FT	\$25.00	\$1,350.00	54	\$1,350.00	54	\$1,350.00
2104.505	REMOVE BITUMINOUS PAVEMENT	390	SQ YD	\$3.00	\$1,170.00	390	\$1,170.00	390	\$1,170.00
2104.061	REMOVE SPETIC TANK AND DRAINFIELD	1	LUMP SUM	\$800.00	\$800.00	1	\$800.00	1	\$800.00
2104.601	REMOVE MISCELLANEOUS STRUCTURES (#1)	1	LUMP SUM	\$2,000.00	\$2,000.00	1	\$2,000.00	1	\$2,000.00
2104.601	REMOVE MISCELLANEOUS STRUCTURES (#2)	1	LUMP SUM	\$4,000.00	\$4,000.00	1	\$4,000.00	1	\$4,000.00
2105.601	DEWATERING	1	LUMP SUM	\$100,000.00	\$100,000.00	0.75	\$75,000.00	0.75	\$75,000.00
2118.509	AGGREGATE SURFACING CLASS 5	10.5	TON	\$25.00	\$262.50	10.5	\$262.50	10.5	\$262.50
2123.501	COMMON LABORERS	10	HOURL	\$1.00	\$10.00				
2123.503	SKID LOADER	10	HOURL	\$1.00	\$10.00				
2123.610	STREET SWEEPER (WITH PICKUP BROOM)	10	HOURL	\$1.00	\$10.00				
2211.503	AGGREGATE BASE (CV) CLASS 5 (P)	65	CU YD	\$35.00	\$2,275.00	65	\$2,275.00	65	\$2,275.00
2360.501	TYPE SP 9.5 WEARING COURSE MIXTURE (2,C)	85	TON	\$120.00	\$10,200.00	80	\$9,600.00	80	\$9,600.00
2503.601	TRACER WIRE SYSTEM (SANITARY)	1	LUMP SUM	\$2,000.00	\$2,000.00	0.75	\$1,500.00	0.75	\$1,500.00
2503.602	CONNECT TO EXISTING MANHOLES (SANITARY)	1	EACH	\$1,000.00	\$1,000.00	1	\$1,000.00	1	\$1,000.00
2503.603	CLEAN AND VIDEO TAPE PIPE SEWER (MAINLINE)	890	LIN FT	\$3.00	\$2,670.00				
2503.603	CLEAN AND VIDEO TAPE PIPE SEWER (SERVICES)	100	LIN FT	\$10.00	\$1,000.00				
2503.602	10" X 6" PVC WYE	3	EACH	\$700.00	\$2,100.00	2	\$1,400.00	2	\$1,400.00
2503.602	6" PVC CLENAOUT ASSEMBLY	3	EACH	\$700.00	\$2,100.00	2	\$1,400.00	2	\$1,400.00
2503.603	8" PVC SEWER PIPE (SDR 26)	34	LIN FT	\$45.00	\$1,530.00	28	\$1,260.00	28	\$1,260.00
2503.603	10" PVC SEWER PIPE (SDR 26)	743	LIN FT	\$58.00	\$43,094.00	485	\$28,130.00	485	\$28,130.00
2503.603	6" FORCEMAIN PIPE	817	LIN FT	\$43.00	\$35,131.00	419	\$18,017.00	419	\$18,017.00
2503.603	6" PVC SANITARY SERVICE PIPE (SCH 40)	64	LIN FT	\$37.00	\$2,368.00	20	\$740.00	20	\$740.00
2503.603	DUCTILE IRON FITTINGS (FORCEMAIN)	475	POUND	\$7.00	\$3,325.00	350	\$2,450.00	350	\$2,450.00
2503.604	2" INSULATION	10.67	SQ YD	\$20.00	\$213.40	10.67	\$213.40	10.67	\$213.40
2504.601	TRACER WIRE SYSTEM (WATER)	1	LUMP SUM	\$2,500.00	\$2,500.00	0.75	\$1,875.00	0.75	\$1,875.00
2504.602	HYDRANT	4	EACH	\$7,000.00	\$28,000.00	3	\$21,000.00	3	\$21,000.00
2504.602	1 1/2" CORPORATION STOP	3	EACH	\$700.00	\$2,100.00	2	\$1,400.00	2	\$1,400.00
2504.602	6" GATE VALVE AND BOX	4	EACH	\$2,300.00	\$9,200.00	3	\$6,900.00	3	\$6,900.00
2504.602	12"X12" WET TAP	1	EACH	\$9,000.00	\$9,000.00	1	\$9,000.00	1	\$9,000.00
2504.602	1 1/2" CURB STOP AND BOX	3	EACH	\$800.00	\$2,400.00	2	\$1,600.00	2	\$1,600.00
2504.603	1 1/2" TYPE PE PIPE	28	LIN FT	\$20.00	\$560.00	32	\$640.00	32	\$640.00
2504.603	6" PVC WATERMAIN	66	LIN FT	\$43.00	\$2,838.00	85	\$3,655.00	85	\$3,655.00
2504.603	8" PVC WATERMAIN	12	LIN FT	\$51.00	\$612.00	20	\$1,020.00	20	\$1,020.00
2504.603	12" PVC WATERMAIN	1580	LIN FT	\$90.00	\$142,200.00	1118	\$100,620.00	1118	\$100,620.00
2504.608	DUCTILE IRON FITTINGS (WATER)	3975	POUND	\$7.00	\$27,825.00	3080	\$21,560.00	3080	\$21,560.00
2506.502	CONSTRUCT DRAINAGE STRUCTURE DESIGN 4007	4	EACH	\$5,000.00	\$20,000.00	3	\$15,000.00	3	\$15,000.00
2506.502	CASTING ASSEMBLY (SANITARY 700-7)	1	EACH	\$1,000.00	\$1,000.00				
2506.603	MANHOLE EXCESS DEPTH	6.6	LIN FT	\$300.00	\$1,980.00	3.6	\$1,080.00	3.6	\$1,080.00
2563.601	TRAFFIC CONTROL	1	LUMP SUM	\$2,000.00	\$2,000.00	0.95	\$1,900.00	0.95	\$1,900.00
2573.501	STABILIZED CONSTRUCTION EXIT	1	LUMP SUM	\$500.00	\$500.00	1	\$500.00	1	\$500.00
2573.503	SILT FENCE, TYPE MS	1805	LIN FT	\$2.50	\$4,512.50	855	\$2,137.50	855	\$2,137.50
2573.603	SEDIMENT CONTROL LOG TYPE STRAW	330	LIN FT	\$4.00	\$1,320.00				
2574.507	COMMON TOPSOIL BORROW	740	CU YD	\$10.00	\$7,400.00	400	\$4,000.00	400	\$4,000.00
2574.508	FERTILIZER TYPE 1	450	POUND	\$4.00	\$1,800.00				
2575.506	SEEDING	1.75	ACRE	\$500.00	\$875.00	0.75	\$375.00	0.75	\$375.00
2575.506	DISK ANCHORING	1.75	ACRE	\$1.00	\$1.75				
2575.508	SEED MIXTURE 21-111	175	POUND	\$0.01	\$1.75				
2575.508	SEED MIXTURE 25-131	600	POUND	\$4.00	\$2,400.00	400	\$1,600.00	400	\$1,600.00
2575.508	SEED MIXTURE 34-171	10	POUND	\$10.00	\$100.00				
2575.508	HYDRAULIC MULCH MATRIX	5850	POUND	\$1.50	\$8,775.00	3000	\$4,500.00	3000	\$4,500.00
2575.509	MULCH MATERIAL TYPE 3	3.5	TON	\$1.00	\$3.50				
2582.503	4" SOLID LINE PAINT	180	LIN FT	\$3.50	\$630.00	170	\$595.00	170	\$595.00
2582.503	4" DOUBLE SOLID LINE PAINT	70	LIN FT	\$7.00	\$490.00	57	\$399.00	57	\$399.00
2582.518	PAVEMENT MESSAGE PAINT	41.16	SQ FT	\$30.00	\$1,234.80				
TOTAL:					\$551,053.20		\$403,274.40		\$403,274.40

	THIS PERIOD	TOTAL TO DATE
AMOUNT EARNED	\$403,274.40	\$403,274.40
AMOUNT RETAINED (5% OF CONTRACT VALUE)	\$27,552.66	\$27,552.66
PREVIOUS PAYMENTS		
AMOUNT DUE	\$375,721.74	\$375,721.74

Estimated Percentage Completed: 73.2%

CONTRACTOR'S CERTIFICATION:
The undersigned Contractor certifies that to the best of their knowledge, information and belief the work covered by this payment estimate has been completed in accordance with the contract documents, that all amounts have been paid by the Contractor for work for which previous payment estimates were issued and payments received from the Owner, and that current payment shown

CONTRACTOR: PRATT'S AFFORDABLE EXCAVATING, INC

BY: *Laura Pratt*
Date: 10/25/24

ENGINEER'S CERTIFICATION:
The undersigned endorses that to the best of their knowledge and belief, the quantities shown in this estimate are correct and the work has been performed in accordance with the contract documents.

ENGINEER: WIDSETH SMITH NOLTING

BY: *Aric Welch*
Aric Welch, P.E.
Date: 10/25/2024

APPROVED BY CITY OF BAXTER:
BY: Kelly Steele, Assistant City Administrator / City Clerk
Date:

RECOMMENDED FOR APPROVAL BY CITY OF BAXTER - UTILITIES COMMISSION
BY:
Date:

APPROVED BY CITY OF BAXTER:
BY: Darrel Olson, Mayor
Date:



ITEM REPORT
UTILITIES COMMISSION

Agenda Date: 11/7/2024
 Agenda Section: Information Only

Department Origination: Public Works

Agenda Item: 2025 Commercial Full Depth Reclamation Improvements Project Monthly Update, Municipal Project 4425

Approval Required: No Action Required

BACKGROUND

Widseth has prepared a presentation for the Improvement Hearing that is scheduled for 6:00 pm November 7th of 2024. Widseth has also prepared a proposal to complete the design and bidding phases of the project. The proposal is attached.

FINANCIAL IMPLICATIONS

Click or tap here to enter text.

STAFF RECOMMENDATIONS

Click or tap here to enter text.

COUNCIL ACTION REQUESTED

Click or tap here to enter text.



ITEM REPORT UTILITIES COMMISSION

Agenda Date: 11/7/2024
Agenda Section: Business Item

Department Origination: Public Works

Agenda Item: Approve the Widseth Proposal for Professional Design and Biddings Services in the Not to Exceed Amount of \$120,750.00 for the 2025 Commercial Full Depth Reclamation Improvements Project, Municipal Project No. 4425

Approval Required: Simple Majority Vote

BACKGROUND

In response to your request, WiDSETH is pleased to present our proposal to provide professional design and bidding services for the 2025 Commercial Full Depth Reclamation Improvements Project, Municipal Project No, 4425. Widseth assisted the City with the preparation of the feasibility report, completed a topographic survey, and coordinated cleaning. We understand the project includes the following improvements:

Commercial Full Depth Reclamation:

- Audubon Way
- Edgewood Drive (North of Novotny Road)
- Lake Forest Road
- Whispering Woods Lane (Dellwood Drive to Pearl Drive)

Based our prior work and our understanding of the project, our proposed Scope of Services is as follows:

Design Services

WIDSETH will prepare design drawings and contract documents suitable for competitive bidding that meet City and Minnesota Chapter 429 assessment project requirements. Items included in our proposed Scope of Services are as follows:

- Preliminary design meeting and subsequent plan review meetings with City staff – up to three (3) meetings
- Private utility company coordination – up to two (2) meetings
- Preparation of project plans, including the following:
 - Title Sheet
 - Statement of estimated quantities
 - Quantity tabulations
 - Typical construction details
 - Typical roadway and trail sections
 - Traffic Control Plan
 - Existing conditions and removals plan
 - Temporary and permanent erosion control details and plan
 - Stormwater Pollution Prevention Plan
 - Bituminous pavement section design
 - Full Depth Reclamation plan sheets
 - Water and Wastewater system Improvements
 - Pavement marking and signage plan
 - Street lighting modification plan
 - Roadway cross sections and earthwork calculations

- WIDSETH quality control review and plan modifications
- City staff review submittals
- Final plan preparation
- Preparation of contract documents and specifications
- Preparation of Engineer's Estimate of Probable Construction Cost
- Project design status reports and assistance with City Council RCA's
- Final plan review with City staff, Utilities Commission and City Council
- Deliverables: Project status updates, bidding documents (plans and specifications) in electronic PDF format, Engineer's Estimate of Probable Construction Cost, and updated assessment calculations

Advertising/Bidding/Award Services

WIDSETH will assist the City in advertising, bidding, and awarding the project in accordance with the Minnesota Chapter 429 assessment process. Items included in our Proposed Scope of Services are as follows:

- Assist City with advertising the construction documents for public bidding
- Coordination of contract document distribution to prospective bidders
- Reply to bidder questions and inquiries
- Prepare and distribute necessary Addenda
- Facilitate bid opening via QuestCDN
- Prepare a tabulation of bids received
- Review apparent low bid for compliance with contract documents
- Make recommendation to the City for award of the construction contract
- Deliverables: Updated project cost estimate/assessment calculations, Bid Tabulation, bid review/award letter and accompanying RCA

This project originally included residential mill & overlay and full depth reclamation project areas. Widseth currently has three existing contracts with the City for the Feasibility Study, Jetting and Televising and Topographic Survey. In July of 2024, the City staff elected to pull the residential portions of the project and move them to 2026. The table below shows the contract amounts and splits between the Commercial and Residential project areas.

<u>Current Contracts</u>	<u>Contract Amount</u>	<u>Commercial FDR</u>	<u>Residential</u>
Feasibility Report	\$15,000	\$6,900	\$8,100
Jetting & Televising	\$53,014	\$21,735	\$31,278
<u>Topographic Survey</u>	<u>\$43,000</u>	<u>\$19,780</u>	<u>\$23,220</u>
Totals	\$111,014	\$48,415	\$62,598

Widseth proposes to perform the services described above on an hourly basis, in accordance with the attached fee schedule, for the **Not to Exceed Amount of \$120,750**. With the residential project area removed, the total current contract amount for commercial area totals \$48,415, this would bring the total of Widseth contracts to \$169,165. We are prepared to begin immediately and propose to have the work completed within the time frames specified in the current project schedule.

To date, Widseth has billed \$70,971. Widseth will work with City staff to adjust the billings accordingly to they are associated with the correct project.

FINANCIAL IMPLICATIONS

The cost of the design and biddings services will be tracked as part of the capital project and paid from special assessments and City contributions in accordance with the City's Assessment Policy. Widseth proposes to perform the services outlined in the attached Proposal for the Not to Exceed Amount of \$120,750. Costs for the report will be tracked and rolled into the future project.

STAFF RECOMMENDATIONS

Staff recommends approval of the Widseth Agreement in the amount of \$120,750.00.

COUNCIL ACTION REQUESTED

MOTION to approve the Widseth Proposal for Professional Design and Biddings Services in the Not to Exceed Amount of \$120,750.00 for the 2025 Commercial Full Depth Reclamation Improvements Project, Municipal Project No. 4425.

November 1, 2024

Trevor Walter, P.E.
 Public Works Director/City Engineer
 City of Baxter
 13190 Memorywood Drive
 Baxter, MN 56425

Brainerd/Baxter
 7804 Industrial Park Road
 Baxter MN 56425
 218.829.5117
 Baxter@Widseth.com
 Widseth.com

**RE: Proposal for Professional Design and Bidding Services
 2025 Commercial Full Depth Reclamation Improvements Project
 Municipal Project No. 4425
 Baxter, Minnesota**

Dear Mr. Walter:

In response to your request, we are pleased to present our proposal to provide professional design and bidding services for the 2025 Commercial Full Depth Reclamation Improvements Project, Municipal Project No, 4425. Widseth assisted the City with the preparation of the Feasibility Report, completed a topographic survey, and coordinated cleaning. We understand the project includes the following improvements:

Commercial Full Depth Reclamation:

- Audubon Way
- Edgewood Drive (North of Novotny Road)
- Lake Forest Road
- Whispering Woods Lane (Dellwood Drive to Pearl Drive)

Based our prior work and our understanding of the project, our proposed Scope of Services is as follows:

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WIDSETH will prepare design drawings and contract documents suitable for competitive bidding that meet City and Minnesota Chapter 429 assessment project requirements. Items included in our proposed Scope of Services are as follows:

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 - Water and Wastewater system Improvements
 - Pavement marking and signage plan
 - Street lighting modification plan

Trevor Walter
 November 1, 2024
 Design and Bidding Services – 2025 Commercial Full Depth Reclamation Improvements Project

- Roadway cross sections and earthwork calculations
- WIDSETH quality control review and plan modifications
- City staff review submittals
- Final plan preparation
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- Preparation of Engineer’s Estimate of Probable Construction Cost
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Totals	\$111,014	\$48,415	\$62,598

WIDSETH proposes to perform the services described above on an hourly basis, in accordance with the attached fee schedule, for the **Not to Exceed Amount of \$120,750**. With the residential project area removed, the total current contract amount for commercial area totals \$48,415, which would bring the total of WIDSETH contracts to \$169,165. We are prepared to begin immediately and propose to have the work completed within the time frames specified in the current project schedule. If you agree with our proposed Scope of Services, please sign and return one copy of this letter to us as our authorization to proceed.

We realize this is an important project to the City and for that reason, we welcome the opportunity to sit down with you and your staff to go over this Proposal and review the approach and work tasks we have listed. If necessary,

Trevor Walter
November 1, 2024
Design and Bidding Services – 2025 Commercial Full Depth Reclamation Improvements Project

we will revise the Proposal to better conform to the needs of the City for this project.

We thank you for giving us the opportunity to submit this Proposal and look forward to working with City staff to make this proposed project a reality.

Sincerely,



Alex Bitter, P.E.

.....
Proposed by Widseth Smith Nolting and Associates Inc.



Alex Bitter, Vice President



Aric Welch, Vice President

Accepted by the City of Baxter: The above Proposal and previously submitted General Provisions of Professional Services Agreement are satisfactory and Widseth is authorized to do the work as specified. Payment will be made monthly in accordance with the terms on the fee schedule.

Date

Date

WIDSETH

2024 FEE SCHEDULE

CLASSIFICATION	RATE
Engineer/Architect/Surveyor/Scientist/Wetland Specialist/Geographer/Project Manager	
Level I	\$135 / Hour
Level II	\$160 / Hour
Level III	\$185 / Hour
Level IV	\$195 / Hour
Level V	\$205 / Hour
Technician	
Level I	\$ 90 / Hour
Level II	\$115 / Hour
Level III	\$135 / Hour
Level IV	\$150 / Hour
Level V	\$165 / Hour
Computer Systems Specialist	\$175 / Hour
Senior Funding Specialist	\$140 / Hour
Marketing Specialist	\$123 / Hour
Funding Specialist	\$110 / Hour
Administrative Assistant	\$ 82 / Hour
OTHER EXPENSES	RATE
Mileage (Federal Standard Rate) <i>subject to IRS Guidelines</i>	
Meals/Lodging	Cost
Stakes & Expendable Materials	Cost
ATV 4-Wheeler Rental	\$100 / Day
ATV Side by Side Rental	\$200 / Day
Waste Water Sampler	\$40 / Day
ISCO Flow Recorder	\$60 / Day
Photoionization Detection Meter	\$100 / Day
Explosimeter	\$50 / Day
Product Recovery Equipment	\$35 / Day
Survey-Grade GPS (Global Positioning System)	\$75 / Hour
Mapping GPS (Global Positioning System)	\$150 / Day
Lath & Hubs	\$150 / Day
Soil Drilling Rig	\$35 / Hour
Groundwater Sampling Equipment	\$125 / Day
Hydrographic Survey System	\$500 / Day
Subcontractors	Cost plus 10%
REPRODUCTION COSTS	
Black & White Copies: 8-1/2" x 11"	\$0.10 Each
Black & White Copies: 11" x 17"	\$0.50 Each
Black & White Copies: 24" x 36"	\$3 Each
Color Copies: 8-1/2" x 11"	\$2 Each
Color Copies: 11" x 17"	\$4 Each
Color Copies: 24" x 36"	\$12 Each
Color Plots: 42" x 48"	\$22 Each

These rates are effective for only the year indicated and are subject to yearly adjustments which reflect equitable changes in the various components.

General Provisions of Professional Services Agreement

These General Provisions are intended to be used in conjunction with a letter-type Agreement or a Request for Services between Widseth Smith Nolting & Assoc., Inc., a Minnesota Corporation, hereinafter referred to as WIDSETH, and a CLIENT, wherein the CLIENT engages WIDSETH to provide certain Architectural, and/or Engineering services on a Project.

As used herein, the term "this Agreement" refers to (1) the WIDSETH Proposal Letter which becomes the Letter Agreement upon its acceptance by the Client, (2) these General Provisions and (3) any attached Exhibits, as if they were part of one and the same document. With respect to the order of precedence, any attached Exhibits shall govern over these General Provisions, and the Letter Agreement shall govern over any attached Exhibits and these General Provisions. These documents supersede all prior communications and constitute the entire Agreement between the parties. Amendments to this Agreement must be in writing and signed by both CLIENT and WIDSETH.

ARTICLE 1. PERIOD OF SERVICE

The term of this Agreement for the performance of services hereunder shall be as set forth in the Letter Agreement. In this regard, any lump sum or estimated maximum payment amounts set forth in the Letter Agreement have been established in anticipation of an orderly and continuous progress of the Project in accordance with the schedule set forth in the Letter Agreement or any Exhibits attached thereto. WIDSETH shall be entitled to an equitable adjustment to its fee should there be an interruption of services, or amendment to the schedule.

ARTICLE 2. SCOPE OF SERVICES

The scope of services covered by this Agreement shall be as set forth in the Letter Agreement or a Request for Services. Such scope of services shall be adequately described in order that both the CLIENT and WIDSETH have an understanding of the expected work to be performed.

If WIDSETH is of the opinion that any work they have been directed to perform is beyond the Scope of this Agreement, or that the level of effort required significantly exceeds that estimated due to changed conditions and thereby constitutes extra work, they shall notify the CLIENT of that fact. Extra work, additional compensation for same, and extension of time for completion shall be covered by a revision to the Letter Agreement or Request for Services and entered into by both parties.

ARTICLE 3. COMPENSATION TO WIDSETH

A. Compensation to WIDSETH for services described in this Agreement shall be on a Lump Sum basis, Percentage of Construction, and/or Hourly Rate basis as designated in the Letter Agreement and as hereinafter described.

1. A Lump Sum method of payment for WIDSETH's services shall apply to all or parts of a work scope where WIDSETH's tasks can be readily defined and/or where the level of effort required to accomplish such tasks can be estimated with a reasonable degree of accuracy. The CLIENT shall make monthly payments to WIDSETH within 30 days of date of invoice based on an estimated percentage of completion of WIDSETH's services.
2. A Percentage of Construction or an Hourly Rate method of payment of WIDSETH's services shall apply to all or parts of a work scope where WIDSETH's tasks cannot be readily defined and/or where the level of effort required to accomplish such tasks cannot be estimated with any reasonable degree of accuracy. Under an Hourly Rate method of payment, WIDSETH shall be paid for the actual hours worked on the Project by WIDSETH technical personnel times an hourly billing rate established for each employee. Hourly billing rates shall include compensation for all salary costs, payroll burden, general, and administrative overhead and professional fee. In a Percentage of Construction method of payment, final compensation will be based on actual bids if the project is bid and WIDSETH's estimate to the CLIENT if the project is not bid. A rate schedule shall be furnished by WIDSETH to CLIENT upon which to base periodic payments to WIDSETH.
3. In addition to the foregoing, WIDSETH shall be reimbursed for items and services as set forth in the Letter Agreement or Fee Schedule and the following Direct Expenses when incurred in the performance of the work:
 - (a) Travel and subsistence.
 - (b) Specialized computer services or programs.
 - (c) Outside professional and technical services with cost defined as the amount billed WIDSETH.
 - (d) Identifiable reproduction and reprographic costs.
 - (e) Other expenses for items such as permit application fees, license fees, or other additional items and services whether or not specifically identified in the Letter Agreement or Fee Schedule.
4. The CLIENT shall make monthly payments to WIDSETH within 30 days of date of invoice based on computations made in accordance with the above charges for services provided and expenses incurred to date, accompanied by supporting evidence as available.

B. The CLIENT will pay the balance stated on the invoice unless CLIENT notifies WIDSETH in writing of the particular item that is alleged to be incorrect within 15 days from the date of invoice, in which case, only the disputed item will remain undue until resolved by the parties. All accounts unpaid after 30 days from the date of original invoice shall be subject to a service charge of 1 % per month, or the maximum amount authorized by law, whichever is less. WIDSETH shall be entitled to recover all reasonable costs and disbursements, including reasonable attorneys fees, incurred in connection with collecting amount owed by CLIENT. In addition, WIDSETH may, after giving seven days written notice to the CLIENT, suspend services and withhold deliverables under this Agreement until WIDSETH has been paid in full for all amounts then due for services, expenses and charges. CLIENT agrees that WIDSETH shall not be responsible for any claim for delay or other consequential damages arising from suspension of services hereunder. Upon payment in full by Client and WIDSETH's resumption of services, the time for performance of WIDSETH's services shall be equitably adjusted to account for the period of suspension and other reasonable time necessary to resume performance.

ARTICLE 4. ABANDONMENT, CHANGE OF PLAN AND TERMINATION

Either Party has the right to terminate this Agreement upon ^{30 ALW} seven days written notice. In addition, the CLIENT may at any time, reduce the scope of this Agreement. Such reduction in scope shall be set forth in a written notice from the CLIENT to WIDSETH. In the event of unresolved dispute over change in scope or changed conditions, this Agreement may also be terminated upon seven days written notice as provided above.

In the event of termination, and upon payment in full for all work performed and expenses incurred to the date of termination, documents that are identified as deliverables under the Letter Agreement whether finished or unfinished shall be made available by WIDSETH to the CLIENT pursuant to Article 5, and there shall be no further payment obligation of the CLIENT to WIDSETH under this Agreement except for payment of an amount for WIDSETH's anticipated profit on the value of the services not performed by WIDSETH and computed in accordance with the provisions of Article 3 and the Letter Agreement.

In the event of a reduction in scope of the Project work, WIDSETH shall be paid for the work performed and expenses incurred on the Project work thus reduced and for any completed and abandoned work, for which payment has not been made, computed in accordance with the provisions of Article 3 and the Letter Agreement.

ARTICLE 5. DISPOSITION OF PLANS, REPORTS AND OTHER DATA

All reports, plans, specifications, field data and notes and other documents, including all documents on electronic media, prepared by WIDSETH or its consultants are Instruments of Service and shall remain the property of WIDSETH or its consultants, respectively. WIDSETH and its subconsultants retain all common law, statutory and other reserved rights, including, without limitation, copyright. ^{ALW} WIDSETH and its subconsultants maintain the right to determine if production will be made, and allowable format for production, of any electronic media or data to CLIENT or any third party. Upon payment in full of monies due pursuant to the Agreement, WIDSETH shall make hard copies available to the CLIENT, of all documents that are identified as deliverables under the Letter Agreement. If the documents have not been finished (including, but not limited to, completion of final quality control), then WIDSETH shall have no liability for any claims expenses or damages that may arise out of items that could have been corrected during completion/quality control. Any Instruments of Service provided are not intended or represented to be suitable for reuse by the CLIENT or others on extensions of the Project or any other project. Any modification or reuse without written verification or adaptation by WIDSETH for the specific purpose intended will be at CLIENT's sole risk and without liability or legal exposure to WIDSETH. CLIENT shall indemnify, defend and hold harmless WIDSETH from any and all suits or claims of third parties arising out of use of unfinished documents, or modification or reuse of finished documents, which is not specifically verified, adapted, or authorized in writing by WIDSETH. This indemnity shall survive the termination of this Agreement.

Should WIDSETH choose to deliver to CLIENT documents in electronic form, CLIENT acknowledges that differences may exist between any electronic files delivered and the printed hard-copy. Copies of documents that may be relied upon by CLIENT are limited to the printed hard-copies that are signed and/or sealed by WIDSETH. Files in electronic form are only for convenience of CLIENT. Any conclusion or information obtained or derived from such electronic documents will be at user's sole risk. CLIENT acknowledges that the useful life of some forms of electronic media may be limited because of deterioration of the media or obsolescence of the computer hardware and/or software systems. Therefore, WIDSETH makes no representation that such media will be fully usable beyond 30 days from date of delivery to CLIENT.

ARTICLE 6. CLIENT'S ACCEPTANCE BY PURCHASE ORDER OR OTHER MEANS

In lieu of or in addition to signing the acceptance blank on the Letter Agreement, the CLIENT may accept this Agreement by permitting WIDSETH to commence work on the project or by issuing a purchase order signed by a duly authorized representative. Such purchase order shall incorporate by reference the terms and conditions of this Agreement. In the event of a conflict between the terms and conditions of this Agreement and those contained in the CLIENT's purchase order, the terms and conditions of this Agreement shall govern. Notwithstanding any purchase order provisions to the contrary, no warranties, express or implied, are made by WIDSETH.

ARTICLE 7. CLIENT'S RESPONSIBILITIES

A. To permit WIDSETH to perform the services required hereunder, the CLIENT shall supply, in proper time and sequence, the following at no expense to WIDSETH:

1. Provide all program, budget, or other necessary information regarding its requirements as necessary for orderly progress of the work.
2. Designate in writing, a person to act as CLIENT's representative with respect to the services to be rendered under this Agreement. Such person shall have authority to transmit instructions, receive instructions, receive information, interpret and define CLIENT's policies with respect to WIDSETH's services.
3. Furnish, as required for performance of WIDSETH's services (except to the extent provided otherwise in the Letter Agreement or any Exhibits attached hereto), data prepared by or services of others, including without limitation, core borings, probes and subsurface explorations, hydrographic and geohydrologic surveys, laboratory tests and inspections of samples, materials and equipment; appropriate professional interpretations of all of the foregoing; environmental assessment and impact statements; property, boundary easement, right-of-way, topographic and utility surveys; property descriptions; zoning, deed and other land use restriction; and other special data not covered in the Letter Agreement or any Exhibits attached hereto.
4. Provide access to, and make all provisions for WIDSETH to enter upon publicly or privately owned property as required to perform the work.
5. Act as liaison with other agencies or involved parties to carry out necessary coordination and negotiations; furnish approvals and permits from all governmental authorities having jurisdiction over the Project and such approvals and consents from others as may be necessary for completion of the Project.
6. Examine all reports, sketches, drawings, specifications and other documents prepared and presented by WIDSETH, obtain advice of an attorney, insurance counselor or others as CLIENT deems necessary for such examination and render in writing, decisions pertaining thereto within a reasonable time so as not to delay the services of WIDSETH.
7. Give prompt written notice to WIDSETH whenever CLIENT observes or otherwise becomes aware of any development that affects the scope of timing of WIDSETH's services or any defect in the work of Construction Contractor(s), Consultants or WIDSETH.
8. Initiate action, where appropriate, to identify and investigate the nature and extent of asbestos and/or pollution in the Project and to abate and/or remove the same as may be required by federal, state or local statute, ordinance, code, rule, or regulation now existing or hereinafter enacted or amended. For purposes of this Agreement, "pollution" and "pollutant" shall mean any solid, liquid, gaseous or thermal irritant or contaminant, including smoke, vapor, soot, alkalis, chemicals and hazardous or toxic waste. Hazardous or toxic waste means any substance, waste pollutant or contaminant now or hereafter included within such terms under any federal, state or local statute, ordinance, code, rule or regulation now existing or hereinafter enacted or amended. Waste further includes materials to be recycled, reconditioned or reclaimed.

If WIDSETH encounters, or reasonably suspects that it has encountered, asbestos or pollution in the Project, WIDSETH shall cease activity on the Project and promptly notify the CLIENT, who shall proceed as set forth above. Unless otherwise specifically provided in the Letter Agreement, the services to be provided by WIDSETH do not include identification of asbestos or pollution, and WIDSETH has no duty to identify or attempt to identify the same within the area of the Project.

With respect to the foregoing, CLIENT acknowledges and agrees that WIDSETH is not a user, handler, generator, operator, treater, storer, transporter or disposer of asbestos or pollution which may be encountered by WIDSETH on the Project. It is further understood and agreed that services WIDSETH will undertake for CLIENT may be uninsurable obligations involving the presence or potential presence of asbestos or pollution. Therefore, CLIENT agrees, except (1) such liability as may arise out of WIDSETH's sole negligence in the performance of services under this Agreement or (2) to the extent of insurance coverage available for the claim, to hold harmless, indemnify and defend WIDSETH and WIDSETH's officers, subcontractor(s), employees and agents from and against any and all claims, lawsuits, damages, liability and costs, including, but not limited to, costs of defense, arising out of or in any way connected with the presence, discharge, release, or escape of asbestos or pollution. This indemnification is intended to apply only to existing conditions and not to conditions caused or created by WIDSETH. This indemnification shall survive the termination of this Agreement.

9. Provide such accounting, independent cost estimating and insurance counseling services as may be required for the Project, such legal services as CLIENT may require or WIDSETH may reasonably request with regard to legal issues pertaining to the Project including any that may be raised by Contractor(s), such auditing service as CLIENT may require to ascertain how or for what purpose any Contractor has used the moneys paid under the construction contract, and such inspection services as CLIENT may require to ascertain that Contractor(s) are complying with any law, rule, regulation, ordinance, code or order applicable to their furnishing and performing the work.

10. Provide "record" drawings and specifications for all existing physical features, structures, equipment, utilities, or facilities which are pertinent to the Project, to the extent available.
11. Provide other services, materials, or data as may be set forth in the Letter Agreement or any Exhibits attached hereto.

B. WIDSETH may use any CLIENT provided information in performing its services. WIDSETH shall be entitled to rely on the accuracy and completeness of information furnished by the CLIENT. If WIDSETH finds that any information furnished by the CLIENT is in error or is inadequate for its purpose, WIDSETH shall endeavor to notify the CLIENT. However, WIDSETH shall not be held responsible for any errors or omissions that may arise as a result of erroneous or incomplete information provided by CLIENT.

ARTICLE 8. OPINIONS OF COST

Opinions of probable project cost, construction cost, financial evaluations, feasibility studies, economic analyses of alternate solutions and utilitarian considerations of operations and maintenance costs provided for in the Letter Agreement or any Exhibits attached hereto are to be made on the basis of WIDSETH's experience and qualifications and represent WIDSETH's judgment as an experienced design professional. It is recognized, however, that WIDSETH does not have control over the cost of labor, material, equipment or services furnished by others or over market conditions or contractors' methods of determining their prices, and that any evaluation of any facility to be constructed, or acquired, or work to be performed on the basis of WIDSETH's cost opinions must, of necessity, be speculative until completion of construction or acquisition. Accordingly, WIDSETH does not guarantee that proposals, bids or actual costs will not substantially vary from opinions, evaluations or studies submitted by WIDSETH to CLIENT hereunder. ^{ALW}

ARTICLE 9. CONSTRUCTION PHASE SERVICES

CLIENT acknowledges that it is customary for the architect or engineer who is responsible for the preparation and furnishing of Drawings and Specifications and other construction-related documents to be employed to provide professional services during the Bidding and Construction Phases of the Project, (1) to interpret and clarify the documentation so furnished and to modify the same as circumstances revealed during bidding and construction may dictate, (2) in connection with acceptance of substitute or equal items of materials and equipment proposed by bidders and Contractor(s), (3) in connection with approval of shop drawings and sample submittals, and (4) as a result of and in response to WIDSETH's detecting in advance of performance of affected work inconsistencies or irregularities in such documentation. CLIENT agrees that if WIDSETH is not employed to provide such professional services during the Bidding (if the work is put out for bids) and the Construction Phases of the Project, WIDSETH will not be responsible for, and CLIENT shall indemnify and hold WIDSETH, its officers, consultant(s), subcontractor(s), employees and agents harmless from, all claims, damages, losses and expenses including attorneys' fees arising out of, or resulting from, any interpretation, clarification, substitution acceptance, shop drawing or sample approval or modification of such documentation issued or carried out by CLIENT or others. Nothing contained in this paragraph shall be construed to release WIDSETH, its officers, consultant(s), subcontractor(s), employees and agents from liability for failure to perform in accordance with professional standards any duty or responsibility which WIDSETH has undertaken or assumed under this Agreement.

ARTICLE 10. REVIEW OF SHOP DRAWINGS AND SUBMITTALS

WIDSETH may review and approve or take other appropriate action on the contractor's submittals or shop drawings for the limited purpose of checking for general conformance with information given and design concept expressed in the Contract Documents. Review and/or approval of submittals is not conducted for the purpose of determining accuracy and completeness of other details or for substantiating instructions for installation or performance of equipment or systems, all of which remain the exclusive responsibility of the contractor. WIDSETH's review and/or approval shall not constitute approval of safety precautions, or any construction means, methods, techniques, sequences or procedures. WIDSETH's approval of a specific item shall not indicate approval of an assembly of which the item is a component. WIDSETH's review and/or approval shall not relieve contractor for any deviations from the requirements of the contract documents nor from the responsibility for errors or omissions on items such as sizes, dimensions, quantities, colors, or locations. Contractor shall remain solely responsible for compliance with any manufacturer requirements and recommendations.

ARTICLE 11. REVIEW OF PAY APPLICATIONS

If included in the scope of services, any review or certification of any pay applications, or certificates of completion shall be based upon WIDSETH's observation of the Work and on the data comprising the contractor's application for payment, and shall indicate that to the best of WIDSETH's knowledge, information and belief, the quantity and quality of the Work is in general conformance with the Contract Documents. The issuance of a certificate for payment or substantial completion is not a representation that WIDSETH has made exhaustive or continuous inspections, reviewed construction means and methods, verified any back-up data provided by the contractor, or ascertained how or for what purpose the contractor has used money previously paid by CLIENT.

ARTICLE 12. REQUESTS FOR INFORMATION (RFI)

If included in the scope of services, WIDSETH will provide, with reasonable promptness, written responses to requests from any contractor for clarification, interpretation or information on the requirements of the Contract Documents. If Contractor's RFI's are, in WIDSETH's professional opinion, for information readily apparent from reasonable observation of field conditions or review of the Contract Documents, or are reasonably inferable therefrom, WIDSETH shall be entitled to compensation for Additional Services for WIDSETH's time in responding to such requests. CLIENT may wish to make the Contractor responsible to the CLIENT for all such charges for additional services as described in this article.

ARTICLE 13. CONSTRUCTION OBSERVATION

If included in the scope of services, WIDSETH will make site visits as specified in the scope of services in order to observe the progress of the Work completed. Such site visits and observations are not intended to be an exhaustive check or detailed inspection, but rather are to allow WIDSETH to become generally familiar with the Work. WIDSETH shall keep CLIENT informed about the progress of the Work and shall advise the CLIENT about observed deficiencies in the Work. WIDSETH shall not supervise, direct or have control over any Contractor's work, nor have any responsibility for the construction means, methods, techniques, sequences or procedures selected by the Contractor nor for the Contractor's safety precautions or programs in connection with the Work. These rights and responsibilities are solely those of the Contractor. WIDSETH shall not be responsible for any acts or omissions of any Contractor and shall not be responsible for any Contractor's failure to perform the Work in accordance with the Contract Documents or any applicable laws, codes, regulations, or industry standards.

If construction observation services are not included in the scope of services, CLIENT assumes all responsibility for interpretation of the Contract Documents and for construction observation, and the CLIENT waives any claims against WIDSETH that are connected with the performance of such services.

ARTICLE 14. BETTERMENT

ALW

~~If, due to WIDSETH's negligence, a required item or component of the Project is omitted from the construction documents, WIDSETH shall not be responsible for paying the cost required to add such item or component to the extent that such item or component would have been required and included in the original construction documents. In no event, will WIDSETH be responsible for any cost or expense that provides betterment or upgrades or enhances the value of the Project.~~

ARTICLE 15. CERTIFICATIONS, GUARANTEES AND WARRANTIES

WIDSETH shall not be required to sign any documents, no matter by who requested, that would result in WIDSETH having to certify, guarantee or warrant the existence of conditions whose existence WIDSETH cannot ascertain. CLIENT agrees not to make resolution of any dispute with WIDSETH or payment of any amount due to WIDSETH in any way contingent upon WIDSETH signing such certification.

ARTICLE 16. CONTINGENCY FUND

ALW

~~CLIENT and WIDSETH agree that certain increased costs and changes may be required because of possible omissions, ambiguities or inconsistencies in the plans and specifications prepared by WIDSETH, and therefore, that the final construction cost of the Project may exceed the bids, contract amount or estimated construction cost. CLIENT agrees to set aside a reserve in the amount of 5% of the Project construct costs as a contingency to be used, as required, to pay for any such increased costs and changes. CLIENT further agrees to make no claim by way of direct or third-party action against WIDSETH with respect to any increased costs within the contingency because of such changes or because of any claims made by any Contractor relating to such changes.~~

ARTICLE 17. INSURANCE

WIDSETH shall procure and maintain insurance for protection from claims against it under workers' compensation acts, claims for damages because of bodily injury including personal injury, sickness or disease or death of any and all employees or of any person other than such employees, and from claims against it for damages because of injury to or destruction of property including loss of use resulting therefrom.

Also, WIDSETH shall procure and maintain professional liability insurance for protection from claims arising out of performance of professional services caused by any negligent act, error, or omission for which WIDSETH is legally liable.

Certificates of insurance will be provided to the CLIENT upon request.

ARTICLE 18. ASSIGNMENT

Neither Party to this Agreement shall transfer, sublet or assign any rights or duties under or interest in this Agreement, including but not limited to monies that are due or monies that may be due, without the prior written consent of the other party. Subcontracting to subconsultants, normally contemplated by WIDSETH as a generally accepted business practice, shall not be considered an assignment for purposes of this Agreement.

ARTICLE 19. NO THIRD-PARTY BENEFICIARIES

Nothing contained in this Agreement shall create a contractual relationship or a cause of action by a third-party against either WIDSETH or CLIENT. WIDSETH's services pursuant to this Agreement are being performed solely for the CLIENT's benefit, and no other party or entity shall have any claim against WIDSETH because of this Agreement.

ARTICLE 20. CORPORATE PROTECTION

It is intended by the parties to this Agreement that WIDSETH's services in connection with the Project shall not subject WIDSETH's individual employees, officers or directors to any personal legal exposure for the risks associated with this Project. Therefore, and notwithstanding anything to the contrary, CLIENT agrees that as the CLIENT's sole and exclusive remedy, any claim, demand or suit shall be directed and/or asserted only against WIDSETH, a Minnesota corporation, and not against any of WIDSETH's individual employees, officers or directors.

ARTICLE 21. CONTROLLING LAW

This Agreement is to be governed by the laws of the State of Minnesota.

ARTICLE 22. ASSIGNMENT OF RISK

ALW

~~In recognition of the relative risks and benefits of the project to both the CLIENT and WIDSETH, the risks have been allocated such that the CLIENT agrees, to the fullest extent permitted by law, to limit the liability of WIDSETH, employees of WIDSETH and sub-consultants, to the CLIENT and to all construction contractors, subcontractors, agents and assigns on the project for any and all claims, losses, costs, damages of any nature whatsoever or claims expenses from any cause or causes, so that total aggregate liability of WIDSETH, employees of WIDSETH and sub-consultants, to all those named shall not exceed WIDSETH's total fee received for services rendered on this project. Such claims and causes include, but are not limited to negligence, professional errors or omissions, strict liability, breach of contract or warranty.~~

ARTICLE 23. NON-DISCRIMINATION

WIDSETH will comply with the provisions of applicable federal, state and local statutes, ordinances and regulations pertaining to human rights and non-discrimination.

ARTICLE 24. SEVERABILITY

Any provision or portion thereof in this Agreement which is held to be void or unenforceable under any law shall be deemed stricken and all remaining provisions shall continue to be valid and binding between CLIENT and WIDSETH. All limits of liability and indemnities contained in the Agreement shall survive the completion or termination of the Agreement.

ARTICLE 25. PRE-LIEN NOTICE

PURSUANT TO THE AGREEMENT WIDSETH WILL BE PERFORMING SERVICES IN CONNECTION WITH IMPROVEMENTS OF REAL PROPERTY AND MAY CONTRACT WITH SUBCONSULTANTS OR SUBCONTRACTORS AS APPROPRIATE TO FURNISH LABOR, SKILL AND/OR MATERIALS IN THE PERFORMANCE OF THE WORK. ACCORDINGLY, CLIENT IS ENTITLED UNDER MINNESOTA LAW TO THE FOLLOWING NOTICE:

- (a) ANY PERSON OR COMPANY SUPPLYING LABOR OR MATERIALS FOR THIS IMPROVEMENT TO YOUR PROPERTY MAY FILE A LIEN AGAINST YOUR PROPERTY IF THAT PERSON OR COMPANY IS NOT PAID FOR ITS CONTRIBUTIONS.**
- (b) UNDER MINNESOTA LAW, YOU HAVE THE RIGHT TO PAY PERSONS WHO SUPPLIED LABOR OR MATERIALS FOR THIS IMPROVEMENT DIRECTLY AND DEDUCT THIS AMOUNT FROM OUR CONTRACT PRICE, OR WITHHOLD THE AMOUNTS DUE FROM US UNTIL 120 DAYS AFTER COMPLETION OF THE IMPROVEMENT UNLESS WE GIVE YOU A LIEN WAIVER SIGNED BY PERSONS WHO SUPPLIED ANY LABOR OR MATERIALS FOR THE IMPROVEMENT AND WHO GAVE YOU TIMELY NOTICE.**



ITEM REPORT UTILITIES COMMISSION

Agenda Date: 11/7/2024
Agenda Section: Business Item

Department Origination: Public Works

Agenda Item: Approve the Widseth Agreement for Professional Engineering Services in the Not to Exceed Amount of \$155,400 for the 2026 Evergreen Drive Stormwater Outlet Improvements Project

Approval Required: Simple Majority Vote

BACKGROUND

In response to staff request, WIDSETH is pleased to submit their Proposal for Design and Bidding related services for the 2026 Evergreen Drive Stormwater Outlet Improvements Project. Widseth is familiar with this project and has assisted with the following tasks to date:

- Preparation of the Feasibility Report accepted by the Council on September 19, 2023.
- Preliminary topographic survey of the project area
- Assistance with layouts and cost estimates associated with the potential sale of the City owned property located in the project area.
- Wetland delineation services on the City owned property in the project area.
- Wetland mitigation services on the City owned property located south of Hastings Road.

Widseth also assisted with the preparation of a grant application to the Promoting Resilient Operations for Transformative Efficient and Cost-saving Transportation Program (PROTECT). On June 25, 2024, the City was notified by letter from the Minnesota Department of Transportation (MnDOT) the project was selected for funding by the Central Minnesota Area Transportation Partnership (ATP). A total of \$900,000 in Federal PROTECT funds was made available to the Central Minnesota Region, of which, the City was awarded \$324,896.

The project includes the construction of a surface water overflow from the College Road stormwater basin to the wetland located west of Evergreen Drive and north of CSAH 48 (Highland Scenic Drive). Exhibit A illustrates the project area and completed overflow construction through the North Forestview area to the Mississippi River. Exhibits 2 and 3 show additional detail on the proposed improvements associated with this project

FINANCIAL IMPLICATIONS

Widseth proposes to perform the services outlined in the attached Proposal for the Not to Exceed Amount of \$155,400. Costs for the report will be tracked and rolled into the future project.

STAFF RECOMMENDATIONS

Staff recommends approval of the Widseth Agreement in the amount of \$155,400.

COUNCIL ACTION REQUESTED

MOTION to approve the Widseth Agreement for Professional Engineering Services in the Not to Exceed Amount of \$155,400 for the 2026 Evergreen Drive Stormwater Outlet Improvements Project.

October 29, 2024

Brainerd/Baxter

7804 Industrial Park Road
Baxter MN 56425

Honorable Mayor and City Council
c/o Trevor Walter, P.E. – Public Works Director/City Engineer
City of Baxter
13190 Memorywood Drive
Baxter, MN 56425

218.829.5117
Baxter@Widseth.com
Widseth.com

**RE: Proposal for Engineering Services
2026 Evergreen Drive Stormwater Outlet Improvements Project
Baxter, Minnesota**

Dear Mayor and City Council:

In response to staff request, we are pleased to submit our Proposal for Design and Bidding related services for the 2026 Evergreen Drive Stormwater Outlet Improvements Project. Widseth is familiar with this project and has assisted with the following tasks to date:

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The project includes the construction of a surface water overflow from the College Road stormwater basin to the wetland located west of Evergreen Drive and north of CSAH 48 (Highland Scenic Drive). Exhibit A illustrates the project area and completed overflow construction through the North Forestview area to the Mississippi River. Exhibits 2 and 3 show additional detail on the proposed improvements associated with this project.

Based on our prior experience and current understanding of the project, our proposed Scope of Services is as follows:

Design Services

WIDSETH will prepare drawings and contract documents in accordance with the MnDOT Delegated Contract Process (DCP) for local agency federal aid projects, City requirements and the Minnesota Chapter 429 assessment process. Items included in our proposed Scope of Services are as follows:

- Preparation of Project Memo
- Assistance with DCP agreement process
- Assistance with right-of-way/easement process and documentation
- Private utility company coordination – up to two (2) meetings

- Coordination of preliminary sanitary sewer and storm sewer cleaning and televising
- Preparation of project plans, including the following:
 - Title Sheet
 - Statement of Estimated Quantities
 - Quantity Tabulations
 - Typical Construction Details
 - Traffic Control Plan
 - Existing Conditions and Removals Plan
 - Temporary and Permanent Erosion Control Details and Plan
 - Stormwater Pollution Prevention Plan
 - Storm sewer and treatment basin design
 - Utility Plan & Profile Sheets
 - Grading sheets
- Internal quality control review and plan modifications
- City staff review submittals
- Final plan preparation
- State Aid Review
- Preparation of contract documents and specifications (Project Proposal)
- Preparation of Engineer's Estimate of Probable Construction Cost
- Preparation of Schedule I
- Project design status reports and assistance with City Council RCA's
- Final plan review with City staff, Utilities Commission and City Council
- Deliverables: Project status updates, bidding documents (plans and specifications) in electronic PDF format, Engineer's Estimate of Probable Construction Cost

Assumptions and Exclusions

In preparing this Proposal, WIDSETH relied on the following assumptions and exclusions:

- City will assist with DCP process when necessary.
- The following services will be provided in a separate agreement(s):
 - Preliminary Pipe Cleaning and Televising
 - Geotechnical Evaluation
 - Feasibility Study Update and Improvement Hearing services
 - Advertisement and Bidding services
 - Final Assessment Calculations, Assessment Roll and Assessment Hearing services
 - Construction Administration
 - Construction Staking
 - Construction Observation
 - Construction Materials Testing

WIDSETH proposes to perform the services described above on an hourly basis, in accordance with the attached fee schedule, for the **Not To Exceed Amount of \$155,400.**

If you agree with our proposed scope of services, please sign and return one copy of this letter to us as our authorization to proceed.

We realize this is an important project to the City and for that reason, we welcome the opportunity to sit down with you and your staff to go over this Proposal and review the approach and work tasks we have

listed. If necessary, we will revise the Proposal to better conform to the needs of the City for this project.

We thank you for giving us the opportunity to submit this Proposal and look forward to working with City staff to make this proposed project a reality.

Sincerely,



Aric Welch, Vice President

.....
Proposed by Widseth Smith Nolting



Aric Welch, Vice President



Alex Bitter, Vice President

Accepted by the City of Baxter: The above Proposal and previously submitted General Provisions of Professional Services Agreement are satisfactory and WIDSETH is authorized to do the work as specified. Payment will be made monthly in accordance with the terms on the Fee Schedule.

_____ Date

_____ Date

WIDSETH

2024 FEE SCHEDULE

CLASSIFICATION	RATE
Engineer/Architect/Surveyor/Scientist/Wetland Specialist/Geographer/Project Manager	
Level I	\$135 / Hour
Level II	\$160 / Hour
Level III	\$185 / Hour
Level IV	\$195 / Hour
Level V	\$205 / Hour
Technician	
Level I	\$ 90 / Hour
Level II	\$115 / Hour
Level III	\$135 / Hour
Level IV	\$150 / Hour
Level V	\$165 / Hour
Computer Systems Specialist	\$175 / Hour
Senior Funding Specialist	\$140 / Hour
Marketing Specialist	\$123 / Hour
Funding Specialist	\$110 / Hour
Administrative Assistant	\$ 82 / Hour
OTHER EXPENSES	RATE
Mileage (Federal Standard Rate) <i>subject to IRS Guidelines</i>	
Meals/Lodging	Cost
Stakes & Expendable Materials	Cost
ATV 4-Wheeler Rental	\$100 / Day
ATV Side by Side Rental	\$200 / Day
Waste Water Sampler	\$40 / Day
ISCO Flow Recorder	\$60 / Day
Photoionization Detection Meter	\$100 / Day
Explosimeter	\$50 / Day
Product Recovery Equipment	\$35 / Day
Survey-Grade GPS (Global Positioning System)	\$75 / Hour
Mapping GPS (Global Positioning System)	\$150 / Day
Lath & Hubs	\$150 / Day
Soil Drilling Rig	\$35 / Hour
Groundwater Sampling Equipment	\$125 / Day
Hydrographic Survey System	\$500 / Day
Subcontractors	Cost plus 10%
REPRODUCTION COSTS	
Black & White Copies: 8-1/2" x 11"	\$0.10 Each
Black & White Copies: 11" x 17"	\$0.50 Each
Black & White Copies: 24" x 36"	\$3 Each
Color Copies: 8-1/2" x 11"	\$2 Each
Color Copies: 11" x 17"	\$4 Each
Color Copies: 24" x 36"	\$12 Each
Color Plots: 42" x 48"	\$22 Each

These rates are effective for only the year indicated and are subject to yearly adjustments which reflect equitable changes in the various components.

General Provisions of Professional Services Agreement

These General Provisions are intended to be used in conjunction with a letter-type Agreement or a Request for Services between Widsseth Smith Nolting & Assoc., Inc., a Minnesota Corporation, hereinafter referred to as WIDSETH, and a CLIENT, wherein the CLIENT engages WIDSETH to provide certain Architectural, and/or Engineering services on a Project.

As used herein, the term "this Agreement" refers to (1) the WIDSETH Proposal Letter which becomes the Letter Agreement upon its acceptance by the Client, (2) these General Provisions and (3) any attached Exhibits, as if they were part of one and the same document. With respect to the order of precedence, any attached Exhibits shall govern over these General Provisions, and the Letter Agreement shall govern over any attached Exhibits and these General Provisions. These documents supersede all prior communications and constitute the entire Agreement between the parties. Amendments to this Agreement must be in writing and signed by both CLIENT and WIDSETH.

ARTICLE 1. PERIOD OF SERVICE

The term of this Agreement for the performance of services hereunder shall be as set forth in the Letter Agreement. In this regard, any lump sum or estimated maximum payment amounts set forth in the Letter Agreement have been established in anticipation of an orderly and continuous progress of the Project in accordance with the schedule set forth in the Letter Agreement or any Exhibits attached thereto. WIDSETH shall be entitled to an equitable adjustment to its fee should there be an interruption of services, or amendment to the schedule.

ARTICLE 2. SCOPE OF SERVICES

The scope of services covered by this Agreement shall be as set forth in the Letter Agreement or a Request for Services. Such scope of services shall be adequately described in order that both the CLIENT and WIDSETH have an understanding of the expected work to be performed.

If WIDSETH is of the opinion that any work they have been directed to perform is beyond the Scope of this Agreement, or that the level of effort required significantly exceeds that estimated due to changed conditions and thereby constitutes extra work, they shall notify the CLIENT of that fact. Extra work, additional compensation for same, and extension of time for completion shall be covered by a revision to the Letter Agreement or Request for Services and entered into by both parties.

ARTICLE 3. COMPENSATION TO WIDSETH

A. Compensation to WIDSETH for services described in this Agreement shall be on a Lump Sum basis, Percentage of Construction, and/or Hourly Rate basis as designated in the Letter Agreement and as hereinafter described.

1. A Lump Sum method of payment for WIDSETH's services shall apply to all or parts of a work scope where WIDSETH's tasks can be readily defined and/or where the level of effort required to accomplish such tasks can be estimated with a reasonable degree of accuracy. The CLIENT shall make monthly payments to WIDSETH within 30 days of date of invoice based on an estimated percentage of completion of WIDSETH's services.
2. A Percentage of Construction or an Hourly Rate method of payment of WIDSETH's services shall apply to all or parts of a work scope where WIDSETH's tasks cannot be readily defined and/or where the level of effort required to accomplish such tasks cannot be estimated with any reasonable degree of accuracy. Under an Hourly Rate method of payment, WIDSETH shall be paid for the actual hours worked on the Project by WIDSETH technical personnel times an hourly billing rate established for each employee. Hourly billing rates shall include compensation for all salary costs, payroll burden, general, and administrative overhead and professional fee. In a Percentage of Construction method of payment, final compensation will be based on actual bids if the project is bid and WIDSETH's estimate to the CLIENT if the project is not bid. A rate schedule shall be furnished by WIDSETH to CLIENT upon which to base periodic payments to WIDSETH.
3. In addition to the foregoing, WIDSETH shall be reimbursed for items and services as set forth in the Letter Agreement or Fee Schedule and the following Direct Expenses when incurred in the performance of the work:
 - (a) Travel and subsistence.
 - (b) Specialized computer services or programs.
 - (c) Outside professional and technical services with cost defined as the amount billed WIDSETH.
 - (d) Identifiable reproduction and reprographic costs.
 - (e) Other expenses for items such as permit application fees, license fees, or other additional items and services whether or not specifically identified in the Letter Agreement or Fee Schedule.
4. The CLIENT shall make monthly payments to WIDSETH within 30 days of date of invoice based on computations made in accordance with the above charges for services provided and expenses incurred to date, accompanied by supporting evidence as available.

B. The CLIENT will pay the balance stated on the invoice unless CLIENT notifies WIDSETH in writing of the particular item that is alleged to be incorrect within 15 days from the date of invoice, in which case, only the disputed item will remain undue until resolved by the parties. All accounts unpaid after 30 days from the date of original invoice shall be subject to a service charge of 1 % per month, or the maximum amount authorized by law, whichever is less. WIDSETH shall be entitled to recover all reasonable costs and disbursements, including reasonable attorneys fees, incurred in connection with collecting amount owed by CLIENT. In addition, WIDSETH may, after giving seven days written notice to the CLIENT, suspend services and withhold deliverables under this Agreement until WIDSETH has been paid in full for all amounts then due for services, expenses and charges. CLIENT agrees that WIDSETH shall not be responsible for any claim for delay or other consequential damages arising from suspension of services hereunder. Upon payment in full by Client and WIDSETH's resumption of services, the time for performance of WIDSETH's services shall be equitably adjusted to account for the period of suspension and other reasonable time necessary to resume performance.

ARTICLE 4. ABANDONMENT, CHANGE OF PLAN AND TERMINATION

Either Party has the right to terminate this Agreement upon ^{30 ALW} seven days written notice. In addition, the CLIENT may at any time, reduce the scope of this Agreement. Such reduction in scope shall be set forth in a written notice from the CLIENT to WIDSETH. In the event of unresolved dispute over change in scope or changed conditions, this Agreement may also be terminated upon seven days written notice as provided above.

In the event of termination, and upon payment in full for all work performed and expenses incurred to the date of termination, documents that are identified as deliverables under the Letter Agreement whether finished or unfinished shall be made available by WIDSETH to the CLIENT pursuant to Article 5, and there shall be no further payment obligation of the CLIENT to WIDSETH under this Agreement except for payment of an amount for WIDSETH's anticipated profit on the value of the services not performed by WIDSETH and computed in accordance with the provisions of Article 3 and the Letter Agreement.

In the event of a reduction in scope of the Project work, WIDSETH shall be paid for the work performed and expenses incurred on the Project work thus reduced and for any completed and abandoned work, for which payment has not been made, computed in accordance with the provisions of Article 3 and the Letter Agreement.

ARTICLE 5. DISPOSITION OF PLANS, REPORTS AND OTHER DATA

All reports, plans, specifications, field data and notes and other documents, including all documents on electronic media, prepared by WIDSETH or its consultants are Instruments of Service and shall remain the property of WIDSETH or its consultants, respectively. WIDSETH and its subconsultants retain all common law, statutory and other reserved rights, including, without limitation, copyright. ^{ALW} WIDSETH and its subconsultants maintain the right to determine if production will be made, and allowable format for production, of any electronic media or data to CLIENT or any third party. Upon payment in full of monies due pursuant to the Agreement, WIDSETH shall make hard copies available to the CLIENT, of all documents that are identified as deliverables under the Letter Agreement. If the documents have not been finished (including, but not limited to, completion of final quality control), then WIDSETH shall have no liability for any claims expenses or damages that may arise out of items that could have been corrected during completion/quality control. Any Instruments of Service provided are not intended or represented to be suitable for reuse by the CLIENT or others on extensions of the Project or any other project. Any modification or reuse without written verification or adaptation by WIDSETH for the specific purpose intended will be at CLIENT's sole risk and without liability or legal exposure to WIDSETH. CLIENT shall indemnify, defend and hold harmless WIDSETH from any and all suits or claims of third parties arising out of use of unfinished documents, or modification or reuse of finished documents, which is not specifically verified, adapted, or authorized in writing by WIDSETH. This indemnity shall survive the termination of this Agreement.

Should WIDSETH choose to deliver to CLIENT documents in electronic form, CLIENT acknowledges that differences may exist between any electronic files delivered and the printed hard-copy. Copies of documents that may be relied upon by CLIENT are limited to the printed hard-copies that are signed and/or sealed by WIDSETH. Files in electronic form are only for convenience of CLIENT. Any conclusion or information obtained or derived from such electronic documents will be at user's sole risk. CLIENT acknowledges that the useful life of some forms of electronic media may be limited because of deterioration of the media or obsolescence of the computer hardware and/or software systems. Therefore, WIDSETH makes no representation that such media will be fully usable beyond 30 days from date of delivery to CLIENT.

ARTICLE 6. CLIENT'S ACCEPTANCE BY PURCHASE ORDER OR OTHER MEANS

In lieu of or in addition to signing the acceptance blank on the Letter Agreement, the CLIENT may accept this Agreement by permitting WIDSETH to commence work on the project or by issuing a purchase order signed by a duly authorized representative. Such purchase order shall incorporate by reference the terms and conditions of this Agreement. In the event of a conflict between the terms and conditions of this Agreement and those contained in the CLIENT's purchase order, the terms and conditions of this Agreement shall govern. Notwithstanding any purchase order provisions to the contrary, no warranties, express or implied, are made by WIDSETH.

ARTICLE 7. CLIENT'S RESPONSIBILITIES

A. To permit WIDSETH to perform the services required hereunder, the CLIENT shall supply, in proper time and sequence, the following at no expense to WIDSETH:

1. Provide all program, budget, or other necessary information regarding its requirements as necessary for orderly progress of the work.
2. Designate in writing, a person to act as CLIENT's representative with respect to the services to be rendered under this Agreement. Such person shall have authority to transmit instructions, receive instructions, receive information, interpret and define CLIENT's policies with respect to WIDSETH's services.
3. Furnish, as required for performance of WIDSETH's services (except to the extent provided otherwise in the Letter Agreement or any Exhibits attached hereto), data prepared by or services of others, including without limitation, core borings, probes and subsurface explorations, hydrographic and geohydrologic surveys, laboratory tests and inspections of samples, materials and equipment; appropriate professional interpretations of all of the foregoing; environmental assessment and impact statements; property, boundary easement, right-of-way, topographic and utility surveys; property descriptions; zoning, deed and other land use restriction; and other special data not covered in the Letter Agreement or any Exhibits attached hereto.
4. Provide access to, and make all provisions for WIDSETH to enter upon publicly or privately owned property as required to perform the work.
5. Act as liaison with other agencies or involved parties to carry out necessary coordination and negotiations; furnish approvals and permits from all governmental authorities having jurisdiction over the Project and such approvals and consents from others as may be necessary for completion of the Project.
6. Examine all reports, sketches, drawings, specifications and other documents prepared and presented by WIDSETH, obtain advice of an attorney, insurance counselor or others as CLIENT deems necessary for such examination and render in writing, decisions pertaining thereto within a reasonable time so as not to delay the services of WIDSETH.
7. Give prompt written notice to WIDSETH whenever CLIENT observes or otherwise becomes aware of any development that affects the scope of timing of WIDSETH's services or any defect in the work of Construction Contractor(s), Consultants or WIDSETH.
8. Initiate action, where appropriate, to identify and investigate the nature and extent of asbestos and/or pollution in the Project and to abate and/or remove the same as may be required by federal, state or local statute, ordinance, code, rule, or regulation now existing or hereinafter enacted or amended. For purposes of this Agreement, "pollution" and "pollutant" shall mean any solid, liquid, gaseous or thermal irritant or contaminant, including smoke, vapor, soot, alkalis, chemicals and hazardous or toxic waste. Hazardous or toxic waste means any substance, waste pollutant or contaminant now or hereafter included within such terms under any federal, state or local statute, ordinance, code, rule or regulation now existing or hereinafter enacted or amended. Waste further includes materials to be recycled, reconditioned or reclaimed.

If WIDSETH encounters, or reasonably suspects that it has encountered, asbestos or pollution in the Project, WIDSETH shall cease activity on the Project and promptly notify the CLIENT, who shall proceed as set forth above. Unless otherwise specifically provided in the Letter Agreement, the services to be provided by WIDSETH do not include identification of asbestos or pollution, and WIDSETH has no duty to identify or attempt to identify the same within the area of the Project.

With respect to the foregoing, CLIENT acknowledges and agrees that WIDSETH is not a user, handler, generator, operator, treater, storer, transporter or disposer of asbestos or pollution which may be encountered by WIDSETH on the Project. It is further understood and agreed that services WIDSETH will undertake for CLIENT may be uninsurable obligations involving the presence or potential presence of asbestos or pollution. Therefore, CLIENT agrees, except (1) such liability as may arise out of WIDSETH's sole negligence in the performance of services under this Agreement or (2) to the extent of insurance coverage available for the claim, to hold harmless, indemnify and defend WIDSETH and WIDSETH's officers, subcontractor(s), employees and agents from and against any and all claims, lawsuits, damages, liability and costs, including, but not limited to, costs of defense, arising out of or in any way connected with the presence, discharge, release, or escape of asbestos or pollution. This indemnification is intended to apply only to existing conditions and not to conditions caused or created by WIDSETH. This indemnification shall survive the termination of this Agreement.

9. Provide such accounting, independent cost estimating and insurance counseling services as may be required for the Project, such legal services as CLIENT may require or WIDSETH may reasonably request with regard to legal issues pertaining to the Project including any that may be raised by Contractor(s), such auditing service as CLIENT may require to ascertain how or for what purpose any Contractor has used the moneys paid under the construction contract, and such inspection services as CLIENT may require to ascertain that Contractor(s) are complying with any law, rule, regulation, ordinance, code or order applicable to their furnishing and performing the work.

10. Provide "record" drawings and specifications for all existing physical features, structures, equipment, utilities, or facilities which are pertinent to the Project, to the extent available.
11. Provide other services, materials, or data as may be set forth in the Letter Agreement or any Exhibits attached hereto.

B. WIDSETH may use any CLIENT provided information in performing its services. WIDSETH shall be entitled to rely on the accuracy and completeness of information furnished by the CLIENT. If WIDSETH finds that any information furnished by the CLIENT is in error or is inadequate for its purpose, WIDSETH shall endeavor to notify the CLIENT. However, WIDSETH shall not be held responsible for any errors or omissions that may arise as a result of erroneous or incomplete information provided by CLIENT.

ARTICLE 8. OPINIONS OF COST

Opinions of probable project cost, construction cost, financial evaluations, feasibility studies, economic analyses of alternate solutions and utilitarian considerations of operations and maintenance costs provided for in the Letter Agreement or any Exhibits attached hereto are to be made on the basis of WIDSETH's experience and qualifications and represent WIDSETH's judgment as an experienced design professional. It is recognized, however, that WIDSETH does not have control over the cost of labor, material, equipment or services furnished by others or over market conditions or contractors' methods of determining their prices, and that any evaluation of any facility to be constructed, or acquired, or work to be performed on the basis of WIDSETH's cost opinions must, of necessity, be speculative until completion of construction or acquisition. Accordingly, WIDSETH does not guarantee that proposals, bids or actual costs will not substantially vary from opinions, evaluations or studies submitted by WIDSETH to CLIENT hereunder. ALW

ARTICLE 9. CONSTRUCTION PHASE SERVICES

CLIENT acknowledges that it is customary for the architect or engineer who is responsible for the preparation and furnishing of Drawings and Specifications and other construction-related documents to be employed to provide professional services during the Bidding and Construction Phases of the Project, (1) to interpret and clarify the documentation so furnished and to modify the same as circumstances revealed during bidding and construction may dictate, (2) in connection with acceptance of substitute or equal items of materials and equipment proposed by bidders and Contractor(s), (3) in connection with approval of shop drawings and sample submittals, and (4) as a result of and in response to WIDSETH's detecting in advance of performance of affected work inconsistencies or irregularities in such documentation. CLIENT agrees that if WIDSETH is not employed to provide such professional services during the Bidding (if the work is put out for bids) and the Construction Phases of the Project, WIDSETH will not be responsible for, and CLIENT shall indemnify and hold WIDSETH, its officers, consultant(s), subcontractor(s), employees and agents harmless from, all claims, damages, losses and expenses including attorneys' fees arising out of, or resulting from, any interpretation, clarification, substitution acceptance, shop drawing or sample approval or modification of such documentation issued or carried out by CLIENT or others. Nothing contained in this paragraph shall be construed to release WIDSETH, its officers, consultant(s), subcontractor(s), employees and agents from liability for failure to perform in accordance with professional standards any duty or responsibility which WIDSETH has undertaken or assumed under this Agreement.

ARTICLE 10. REVIEW OF SHOP DRAWINGS AND SUBMITTALS

WIDSETH may review and approve or take other appropriate action on the contractor's submittals or shop drawings for the limited purpose of checking for general conformance with information given and design concept expressed in the Contract Documents. Review and/or approval of submittals is not conducted for the purpose of determining accuracy and completeness of other details or for substantiating instructions for installation or performance of equipment or systems, all of which remain the exclusive responsibility of the contractor. WIDSETH's review and/or approval shall not constitute approval of safety precautions, or any construction means, methods, techniques, sequences or procedures. WIDSETH's approval of a specific item shall not indicate approval of an assembly of which the item is a component. WIDSETH's review and/or approval shall not relieve contractor for any deviations from the requirements of the contract documents nor from the responsibility for errors or omissions on items such as sizes, dimensions, quantities, colors, or locations. Contractor shall remain solely responsible for compliance with any manufacturer requirements and recommendations.

ARTICLE 11. REVIEW OF PAY APPLICATIONS

If included in the scope of services, any review or certification of any pay applications, or certificates of completion shall be based upon WIDSETH's observation of the Work and on the data comprising the contractor's application for payment, and shall indicate that to the best of WIDSETH's knowledge, information and belief, the quantity and quality of the Work is in general conformance with the Contract Documents. The issuance of a certificate for payment or substantial completion is not a representation that WIDSETH has made exhaustive or continuous inspections, reviewed construction means and methods, verified any back-up data provided by the contractor, or ascertained how or for what purpose the contractor has used money previously paid by CLIENT.

ARTICLE 12. REQUESTS FOR INFORMATION (RFI)

If included in the scope of services, WIDSETH will provide, with reasonable promptness, written responses to requests from any contractor for clarification, interpretation or information on the requirements of the Contract Documents. If Contractor's RFI's are, in WIDSETH's professional opinion, for information readily apparent from reasonable observation of field conditions or review of the Contract Documents, or are reasonably inferable therefrom, WIDSETH shall be entitled to compensation for Additional Services for WIDSETH's time in responding to such requests. CLIENT may wish to make the Contractor responsible to the CLIENT for all such charges for additional services as described in this article.

ARTICLE 13. CONSTRUCTION OBSERVATION

If included in the scope of services, WIDSETH will make site visits as specified in the scope of services in order to observe the progress of the Work completed. Such site visits and observations are not intended to be an exhaustive check or detailed inspection, but rather are to allow WIDSETH to become generally familiar with the Work. WIDSETH shall keep CLIENT informed about the progress of the Work and shall advise the CLIENT about observed deficiencies in the Work. WIDSETH shall not supervise, direct or have control over any Contractor's work, nor have any responsibility for the construction means, methods, techniques, sequences or procedures selected by the Contractor nor for the Contractor's safety precautions or programs in connection with the Work. These rights and responsibilities are solely those of the Contractor. WIDSETH shall not be responsible for any acts or omissions of any Contractor and shall not be responsible for any Contractor's failure to perform the Work in accordance with the Contract Documents or any applicable laws, codes, regulations, or industry standards.

If construction observation services are not included in the scope of services, CLIENT assumes all responsibility for interpretation of the Contract Documents and for construction observation, and the CLIENT waives any claims against WIDSETH that are connected with the performance of such services.

ARTICLE 14. BETTERMENT

ALW

If, due to WIDSETH's negligence, a required item or component of the Project is omitted from the construction documents, WIDSETH shall not be responsible for paying the cost required to add such item or component to the extent that such item or component would have been required and included in the original construction documents. In no event, will WIDSETH be responsible for any cost or expense that provides betterment or upgrades or enhances the value of the Project.

ARTICLE 15. CERTIFICATIONS, GUARANTEES AND WARRANTIES

WIDSETH shall not be required to sign any documents, no matter by who requested, that would result in WIDSETH having to certify, guarantee or warrant the existence of conditions whose existence WIDSETH cannot ascertain. CLIENT agrees not to make resolution of any dispute with WIDSETH or payment of any amount due to WIDSETH in any way contingent upon WIDSETH signing such certification.

ARTICLE 16. CONTINGENCY FUND

ALW

CLIENT and WIDSETH agree that certain increased costs and changes may be required because of possible omissions, ambiguities or inconsistencies in the plans and specifications prepared by WIDSETH, and therefore, that the final construction cost of the Project may exceed the bids, contract amount or estimated construction cost. CLIENT agrees to set aside a reserve in the amount of 5% of the Project construct costs as a contingency to be used, as required, to pay for any such increased costs and changes. CLIENT further agrees to make no claim by way of direct or third-party action against WIDSETH with respect to any increased costs within the contingency because of such changes or because of any claims made by any Contractor relating to such changes.

ARTICLE 17. INSURANCE

WIDSETH shall procure and maintain insurance for protection from claims against it under workers' compensation acts, claims for damages because of bodily injury including personal injury, sickness or disease or death of any and all employees or of any person other than such employees, and from claims against it for damages because of injury to or destruction of property including loss of use resulting therefrom.

Also, WIDSETH shall procure and maintain professional liability insurance for protection from claims arising out of performance of professional services caused by any negligent act, error, or omission for which WIDSETH is legally liable.

Certificates of insurance will be provided to the CLIENT upon request.

ARTICLE 18. ASSIGNMENT

Neither Party to this Agreement shall transfer, sublet or assign any rights or duties under or interest in this Agreement, including but not limited to monies that are due or monies that may be due, without the prior written consent of the other party. Subcontracting to subconsultants, normally contemplated by WIDSETH as a generally accepted business practice, shall not be considered an assignment for purposes of this Agreement.

ARTICLE 19. NO THIRD-PARTY BENEFICIARIES

Nothing contained in this Agreement shall create a contractual relationship or a cause of action by a third-party against either WIDSETH or CLIENT. WIDSETH's services pursuant to this Agreement are being performed solely for the CLIENT's benefit, and no other party or entity shall have any claim against WIDSETH because of this Agreement.

ARTICLE 20. CORPORATE PROTECTION

It is intended by the parties to this Agreement that WIDSETH's services in connection with the Project shall not subject WIDSETH's individual employees, officers or directors to any personal legal exposure for the risks associated with this Project. Therefore, and notwithstanding anything to the contrary, CLIENT agrees that as the CLIENT's sole and exclusive remedy, any claim, demand or suit shall be directed and/or asserted only against WIDSETH, a Minnesota corporation, and not against any of WIDSETH's individual employees, officers or directors.

ARTICLE 21. CONTROLLING LAW

This Agreement is to be governed by the laws of the State of Minnesota.

ARTICLE 22. ASSIGNMENT OF RISK

ALW

In recognition of the relative risks and benefits of the project to both the CLIENT and WIDSETH, the risks have been allocated such that the CLIENT agrees, to the fullest extent permitted by law, to limit the liability of WIDSETH, employees of WIDSETH and sub-consultants, to the CLIENT and to all construction contractors, subcontractors, agents and assigns on the project for any and all claims, losses, costs, damages of any nature whatsoever or claims expenses from any cause or causes, so that total aggregate liability of WIDSETH, employees of WIDSETH and sub-consultants, to all those named shall not exceed WIDSETH's total fee received for services rendered on this project. Such claims and causes include, but are not limited to negligence, professional errors or omissions, strict liability, breach of contract or warranty.

ARTICLE 23. NON-DISCRIMINATION

WIDSETH will comply with the provisions of applicable federal, state and local statutes, ordinances and regulations pertaining to human rights and non-discrimination.

ARTICLE 24. SEVERABILITY

Any provision or portion thereof in this Agreement which is held to be void or unenforceable under any law shall be deemed stricken and all remaining provisions shall continue to be valid and binding between CLIENT and WIDSETH. All limits of liability and indemnities contained in the Agreement shall survive the completion or termination of the Agreement.

ARTICLE 25. PRE-LIEN NOTICE

PURSUANT TO THE AGREEMENT WIDSETH WILL BE PERFORMING SERVICES IN CONNECTION WITH IMPROVEMENTS OF REAL PROPERTY AND MAY CONTRACT WITH SUBCONSULTANTS OR SUBCONTRACTORS AS APPROPRIATE TO FURNISH LABOR, SKILL AND/OR MATERIALS IN THE PERFORMANCE OF THE WORK. ACCORDINGLY, CLIENT IS ENTITLED UNDER MINNESOTA LAW TO THE FOLLOWING NOTICE:

- (a) ANY PERSON OR COMPANY SUPPLYING LABOR OR MATERIALS FOR THIS IMPROVEMENT TO YOUR PROPERTY MAY FILE A LIEN AGAINST YOUR PROPERTY IF THAT PERSON OR COMPANY IS NOT PAID FOR ITS CONTRIBUTIONS.**
- (b) UNDER MINNESOTA LAW, YOU HAVE THE RIGHT TO PAY PERSONS WHO SUPPLIED LABOR OR MATERIALS FOR THIS IMPROVEMENT DIRECTLY AND DEDUCT THIS AMOUNT FROM OUR CONTRACT PRICE, OR WITHHOLD THE AMOUNTS DUE FROM US UNTIL 120 DAYS AFTER COMPLETION OF THE IMPROVEMENT UNLESS WE GIVE YOU A LIEN WAIVER SIGNED BY PERSONS WHO SUPPLIED ANY LABOR OR MATERIALS FOR THE IMPROVEMENT AND WHO GAVE YOU TIMELY NOTICE.**



ITEM REPORT
UTILITIES COMMISSION

Agenda Date: 11/7/2024
 Agenda Section: Information Only

Department Origination: Public Works

Agenda Item: 2022 Full Depth Reclamation and Reconstruction Improvements Project Monthly Update

Approval Required: No Action Required

BACKGROUND

Widseth sent the record drawings to the City for review. Widseth has not heard back from the City on the status of the record drawings.

FINANCIAL IMPLICATIONS

Click or tap here to enter text.

STAFF RECOMMENDATIONS

Click or tap here to enter text.

COUNCIL ACTION REQUESTED

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ITEM REPORT UTILITIES COMMISSION

Agenda Date: 11/7/2024
Agenda Section: Information Only

Department Origination: Public Works

Agenda Item: 2023 Commercial and Residential Full Depth Reclamation and Quiet Zone Improvements Project Monthly Update

Approval Required: No Action Required

BACKGROUND

10/29/2024 Update – Alex Voit & Scott Hedlund, SEH

New delineator / “vertical panel” signs have been installed on the medians of Elder Drive and Timberwood Drive for the Quiet Zone portion of the project (Contract Section B). The contractor has all trail signs on hand and expects to have them all installed by the end of October. Once all signs are installed the Notice Of Establishment (NOE) will be issued to the Federal Railroad Administration (FRA), beginning the 21 day comment period.

Conversation is ongoing between the DNR, MnDOT, Crow Wing County and the City of Baxter regarding trail accommodations along the south side of Highway 210 as it relates to the Quiet Zone. Another meeting is planned for the beginning of November.

FINANCIAL IMPLICATIONS

Below is a summary of the project financials.

	Current Approved Budget	Estimated Spent / Paid	Proposed Budget / Anticipated Final
Total Project Costs Summary			
Base Bid	\$3,011,307		\$3,011,307
Change Order #2	\$82,719		\$82,719
Change Order #3	\$46,591		\$46,591
Change Order #4	\$112,568.63		\$112,568.63
Change Order #5	\$52,983.27		\$52,983.27
Change Order #8	\$18,775.62		\$18,775.62
Change Order #9			\$36,330.11
Quantity Over Runs:	\$32,742.70		\$32,742.70
Construction Subtotal:	\$3,357,687.22	\$3,328,075.42	\$3,394,017.33
Contingencies:	\$35,000		\$5,000
Quiet Zone Study:	\$14,800	\$14,800	\$14,800
Engineering/ Professional Services, Geotechnical, Testing, Quiet Zone Permitting:	\$782,215	\$767,033.54	\$782,215
Jetlines Sales and Service Repair Sleeve	\$1,757	\$1,757	\$1,757
Nelson Sanitation Sewer Pipe Cleaning & Televising Contract:	\$27,451	\$27,451	\$27,451
Pratt’s Affordable Excavating Winter Tree Clearing Contract:	\$34,850	\$34,850	\$34,850
Property Acquisition:	\$102,100	\$102,100	\$102,100
Bonding, Finance, Administrative, SAC, Miscellaneous:	\$120,175	\$120,175	\$120,175

Total: \$4,476,035.22 \$4,396,241.96* \$4,482,365.33

*Total spent including 1% project retainage is \$4,429,858.88; engineering costs spent are through 9/30/2024.

<u>Consultant Contracts as of 9/30/2024</u>	<u>Contract</u>	<u>To Date</u>
Original FDR Contract, Contract Amendment #1 & #2	\$764,900	\$686,290.34
Quiet Zone Study	\$14,800	\$14,800
<u>Quiet Zone Implementation</u>	<u>\$81,000</u>	<u>\$80,743.20</u>
Total	\$860,700	\$781,833.54

Quiet Zone Cost Breakout 9/30/2024

Amount Earned this Month	\$0
Gross Amount Earned To Date	\$198,361.30
1% Retainage (unpaid)	\$1,983.61
Bonding, Finance, Administration (estimated)	\$7,771.00
<u>Engineering To Date</u>	<u>\$95,543.20</u>
Total	\$301,675.50

STAFF RECOMMENDATIONS

COUNCIL ACTION REQUESTED

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ITEM REPORT
UTILITIES COMMISSION

Agenda Date: 11/7/2024
Agenda Section: Information Only

Department Origination: Public Works

Agenda Item: 2023 Knollwood Drive Improvements Project Monthly Update

Approval Required: No Action Required

BACKGROUND

Widseth has reviewed the final punch list. There is only one item left to complete. Knife River is working on getting the final close out documents together. Knife River’s goal is to have all the close-out documents submitted so the project can be closed out in December.

FINANCIAL IMPLICATIONS

STAFF RECOMMENDATIONS

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COUNCIL ACTION REQUESTED

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ITEM REPORT
UTILITIES COMMISSION

Agenda Date: 11/7/2024
Agenda Section: Information Only

Department Origination: Public Works

Agenda Item: 2023 Novotny Road Improvements Project Monthly Update

Approval Required: No Action Required

BACKGROUND

WIDSETH is assisting the City of Baxter with construction observation for the Novotny Road construction associated with the Lofts at Novotny Project. Miller Architects and Builders is the Construction Manager for the project and Kotzer Excavating is the subcontractor constructing Novotny Road.

The Contractor will be on site the week of the 28th to install the new emergency overflow structure. Widseth will be on site to observe the installation.

The contractor has not provided any updates to the City or Widseth on when the remaining punch list items will be addressed. Once all of the items are complete, Widseth will verify the items are complete and submit the completed punch list to the City.

FINANCIAL IMPLICATIONS

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STAFF RECOMMENDATIONS

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COUNCIL ACTION REQUESTED

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STAFF REPORT
UTILITIES COMMISSION

Agenda Date: 11/7/2024
Agenda Section: Information Only

Department Origination: Public Works

Agenda Item: 2024 Water System Hydraulic Model Update and Water System 20-Year Use Projections Project

Approval Required: No Action Required

BACKGROUND

Work related to the 2024 Water System Hydraulic Model Update and Water System Planning has been initiated with work being completed on:

- **Phase 1 (Water Model Update & Operational Verification).**
 - Field Testing completed
 - Water model geometrics have been updated with current GIS data provided by the City
 - Geolocated demands have been applied to the model for future simulations.
 - **Current Progress:** Hydraulic model calibration is Complete
- **Other Phases – Progress**
 - Phase 2: Water Demand Analysis and Projections
 - Historical demand data compiled in conjunction with billing records to estimate future demand projections, and analyze growth & expansion areas.
 - Met with City planning department to discuss future growth expectations and land-use types.
 - Draft Preliminary 20 Year Water Use Projections completed – Presented to Staff at 9/24/24 progress meeting
 - Ultimate Water system demand projections developed based on Future land use and expansion/development areas
 - Phase 3 – TH 210/371 Trunk Water Main Changes - Water System Model Evaluation(s)
 - Initial analysis completed
 - Recommendations made for realignment of intersection related piping involving reroute and abandonment of various main to accommodate interchange.
 - Phase 4: Ultimate Water System Planning Map
 - Model has been updated ultimate system piping and expansion areas.
 - Future water system operational scenarios in progress.

FINANCIAL IMPLICATIONS

Click or tap here to enter text.

STAFF RECOMMENDATIONS

Click or tap here to enter text.

COUNCIL ACTION REQUESTED



**STAFF REPORT
UTILITIES COMMISSION**

Agenda Date: 11/7/2024
Agenda Section: Information Only

Department Origination: Public Works

Agenda Item: 2024 Well Rehabilitation Project Update

Approval Required: No Action Required

BACKGROUND

The City of Baxter contracted with Thein Well Company (Thein) to complete rehabilitation of Well Nos. 1R, 2R, 3R, and 4R because the 2024 annual inspection report indicated that all the wells had a reduction in specific capacity throughout 2023, with Wells 2 and 3 experiencing the worst reduction. Well specific capacity is the volume of water that can be pumped from a well per foot of decreased water level during pumping, measured in gallons per minute per foot of drawdown (gpm/ft), and it can be used as an indicator of well condition. Generally, the higher the specific capacity value the more water a well can pump without negatively effecting aquifer water levels.

Well No. 3 was rehabilitated from April 12 to April 25, 2024. Due to limited success of the first rehabilitation, a second rehabilitation was approved via Change Order 1 and was performed in June 2024. Well No. 2 was rehabilitated from April 26 to May 9, 2024. Well No. 4 was rehabilitated from September 9, 2024 to September 16, 2024. The results of the rehabilitation efforts are summarized below.

	Well 2	Well 3	Well 4
Pre-Rehabilitation Specific Capacity	19.8 gpm/ft	12.9 gpm/ft	13.8 gpm/ft
Post-Rehabilitation Specific Capacity	21.0 gpm/ft	18.0 gpm/ft	21.1 gpm/ft

Work Completed Since Last Meeting

Thein successfully completed rehabilitation of Well No. 1. From September 23, 2024 to September 30, 2024. The specific capacity was increased from 18.9 gpm/ft before the rehabilitation to 22.2 gpm/ft, an improvement of more than 17%. However, the post-rehabilitation specific capacity is still only 60-70% of the historical average specific capacity.

Work to Be Completed

Thein will submit close out paperwork and the pay application to close out the project.

SEH is preparing a project summary memorandum to provide recommendations for the operation and maintenance of the existing well field in 2025. The memorandum will be presented at the December Utilities Commission meeting.

FINANCIAL IMPLICATIONS

The 2024 Well Rehabilitation project expenses will be covered by the City's water fund.

The City was awarded a \$50,000 grant for rehabilitation of Well Nos. 1 & 4.

STAFF RECOMMENDATIONS

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COUNCIL ACTION REQUESTED

Click or tap here to enter text.



STAFF REPORT UTILITIES COMMISSION

Agenda Date: 11/7/2024
Agenda Section: Information Only

Department Origination: Public Works

Agenda Item: 2024 Well Replacement Exploration Monthly Update

Approval Required: No Action Required

BACKGROUND

The Existing Wellfield Evaluation Report provided to City Staff on May 1, 2024, recommended the replacement of two wells in the existing wellfield but with sufficient separation to reduce the potential of interference and minimize precipitates from forming in the aquifer. On June 18, 2024, SEH was hired to move forward with exploration of the existing wellfield aquifer for the potential installation of replacement wells on the eastern side of the water treatment plant parcel. With the initiation of the drilling program on September 30, 2024, conditions for water supply installation were not favorable at one drilling location; discussions with City Staff resulted in modification of the original scope to explore two additional drilling locations and installation of a third monitoring well. For reference related to the modifications to the drilling locations, an amendment to SEH's original agreement for additional services will be presented to the Utilities Commission at a future meeting, pending direction of other work associated with the Traut contract that is being considered.

Task 1 (Completed): Following a bidding process, an Agreement with the low bidder, Traut Companies, was approved by City Council on August 7, 2024, for services that included the use of sonic drilling techniques to complete two soil borings and installation of two observations wells.

SEH worked with City Staff to initiate modifications to the drilling program. SEH also worked with Traut Companies to prepare a change order for the additional services of two soil borings and one observation well. Traut Companies Change Order No. 1 was presented to the Utilities Commission approved on October 2, 2024, and at City Council on October 15, 2024.

Task 2 (Drilling & Well Installation Completed/Soil Testing, Water Quality Analysis, & Water Level Data Collection Pending): Drilling services oversight and borehole logging was completed by an SEH geologist to assist with aquifer assessment and the well design process. The exploratory drilling program consisting of two soil borings and installation of two observation wells was completed between September 30th, 2024 and October 2, 2024. With the change in the drilling program, SEH provided additional drilling oversight, borehole logging, and well installation services with drilling services completed through October 7

Following the completion of the soil boring and installation of monitoring wells, an SEH geologist collected water quality samples from two of the installed observation wells. As discussed with City Staff, PFAS analysis as well as a several other compounds were added to water quality analysis, with laboratory costs included as subconsultant fees. Water samples were collected on October 21 and 22, 2024 with the laboratory report anticipated in mid-November. No samples were collected from well MW-2. Additional sampling and analytical fees will be presented as an amendment at a future meeting, pending City direction of additional drilling that is proposed to be presented in a stand-alone business item at the November 7, 2024 Utility Commission meeting.

Additionally, following the collection of water quality samples, SEH installed temporary transducers with telemetry units in the three new monitoring wells (MW-1, MW-2, and MW-3) to allow for remote monitoring of water elevations. The temporary transducers will be removed from the wells after sufficient data is collected. Additional water level costs are presented as an amendment to the original agreement on November 7, 2024.

Task 3 (Pending): A preliminary report is anticipated to be completed during November 2024 following completion of field tasks, and pending all soil and laboratory testing results being available. The final report is anticipated to be presented to the Utilities Commission in December.

FINANCIAL IMPLICATIONS

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STAFF RECOMMENDATIONS

Click or tap here to enter text.

COUNCIL ACTION REQUESTED

Click or tap here to enter text.



ITEM REPORT UTILITIES COMMISSION

Agenda Date: 11/7/2024
Agenda Section: Information Only

Department Origination: Public Works

Agenda Item: 2026 Mill & Overlay, Full Depth Reclamation and Reconstruction Improvements, Project Monthly Update

Approval Required: No Action Required

BACKGROUND

Widseth will be updating the Feasibility Report over the winter months. Widseth has submitted an updated project schedule for review. The next step is for Widseth to review the draft report with the Utility Commission. This is scheduled to take place in March of 2025.

FINANCIAL IMPLICATIONS

Click or tap here to enter text.

STAFF RECOMMENDATIONS

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COUNCIL ACTION REQUESTED

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PROPOSED PROJECT SCHEDULE
2026 Mill & Overlay and Full Depth Reclamation Improvements Project, CPF 4426
BAXTER, MN
Monday, October 28, 2024

MAJOR TASKS AND MILESTONES	DATES	REMARKS	NOTES
Authorize Ordering Preparation of Feasibility Report	Tuesday, January 16, 2024	City Council Meeting	
Staff Review (Preliminary)	Thursday, March 21, 2024		
Authorize Obtaining Jetting & Televising Quotes	Wednesday, July 3, 2024	Utilities Commission Meeting	
Authorize Obtaining Jetting & Televising Quotes	Tuesday, July 16, 2024	City Council Meeting	
Resolution Ordering Preparation of Feasibility Report	Wednesday, March 5, 2025	Utilities Commission Meeting	
Resolution Ordering Preparation of Feasibility Report	Tuesday, March 18, 2025	City Council Meeting	
Recommendation to Approve Feasibility Report	Wednesday, April 2, 2025	Utilities Commission Meeting	
Review Feasibility Report at Council Workshop	Tuesday, April 15, 2025	City Council Workshop	
Public Information Meeting	Thursday, April 17, 2025		
Approve Survey to be Completed	Wednesday, May 7, 2025	Utilities Commission Meeting	
Review Feasibility Report	Tuesday, May 20, 2025	City Council Workshop	
Approve Survey to be Completed	Tuesday, May 20, 2025	City Council Meeting	
Resolution Receiving Feasibility Report and Calling Improvement Hearing	Tuesday, May 20, 2025	City Council Meeting	
Send Publication to Paper	Friday, May 23, 2025		
Mailed Notice for Improvement Hearing	Friday, May 23, 2025	One notice at least 10 days prior to hearing	
First Published Notice for Improvement Hearing	Wednesday, May 28, 2025	Twice in local newspaper, one week apart, last notice must be at least three days prior to hearing.	3
Second Published Notice for Improvement Hearing	Wednesday, June 4, 2025		
Improvement Hearing	Thursday, June 12, 2025		
Ordering Preparation of Plans	Wednesday, July 2, 2025	Utilities Commission Meeting	
Resolution Ordering Preparation of Plans	Tuesday, July 15, 2025	City Council Meeting	
Design and Preparation of Plans and Specifications	August - October, 2025		
Review Plans and Specifications	Wednesday, November 5, 2025	Utilities Commission Meeting	
Review Plans and Specifications	Tuesday, November 18, 2025	City Council Workshop	
Resolution Approving Plans and Specifications and Ordering Advertisement for Bids	Tuesday, November 18, 2025	City Council Meeting	
Send Publication to Paper	Friday, November 21, 2025		
Bidding Publication	Wednesday, November 26, 2025	Publication must be made at least three weeks before last day to submit bids, at least once in official newspaper and once in trade paper or First Class city newspaper.	3,4
Bid Opening	Thursday, December 18, 2025	By default bid remains subject to acceptance for 60 days after the Bid opening. @10am	
Bid review with Utilities Commission	Wednesday, January 7, 2026	Utilities Commission Meeting	
Resolution Ordering Assessment Hearing	Tuesday, January 20, 2026	City Council Meeting	
Send Publication to Paper	Friday, January 23, 2026		
Mailed Notice for Assessment Hearing	Friday, January 23, 2026	One notice at least two weeks prior to hearing	
Published Notice for Assessment Hearing	Wednesday, January 28, 2026	Once in local newspaper at least two weeks prior to hearing.	3,4
Assessment Hearing	Thursday, February 12, 2026		
Adpot Assessment Rolls and Accept Bids	Wednesday, March 4, 2026		
Resolution Adopting Assessment Rolls	Tuesday, March 17, 2026	City Council Meeting	
Resolution Accepting Bids		City Council Meeting	
Notice of Award		City Council Meeting. Contractor has 15 days to deliver signed agreement, bonds, and insurance certificates.	
End of Assessment Appeal Period	Thursday, April 16, 2026	Appeals to district court must be made within 30 days after adoption of the assessment roll.	
Pre-Construction Meeting	April/May, 2026		
Public Information Meeting - Construction	April/May, 2026		
Begin Construction	May/June, 2026	3 Months of Full Time Construction	
Construction Complete	Summer/Fall 2026		

NOTES

1. City Council Meetings held on 1st and 3rd Tuesdays of each month @ 7:00 p.m.
2. Utilities Commission Meetings held on 1st Wednesday after the 1st Council Meeting of the month @ 5:30 p.m.
3. Brainerd Dispatch is currently only running legal notices on Wednesdays and Saturdays. The deadline for the Wednesday edition, the proof should be submitted no later than Friday of the week prior to publication by 11:00AM and for the Saturday edition, the proof needs to be submitted by Tuesday at 11:00AM.
4. The Published Notices will need to be sent to the publisher prior to Council Approval in order to stay on schedule.
5. **All dates are subject to change, this is a living document. Dates may change based on coordination with other 2024 projects.**



ITEM REPORT
UTILITIES COMMISSION

Agenda Date: 11/7/2024
Agenda Section: Information Only

Department Origination: Public Works

Agenda Item: Baxter 20-Year Public Works Facility Assessment Project Monthly Update

Approval Required: No Action Required

BACKGROUND

Widseth reviewed the draft report with City staff on April 15th. The city provided comments at the meeting and Widseth addressed those comments. Widseth has since submitted the report to the city for further review and the city has not sent any additional comments back to Widseth. This project is on hold until 2025 when the city is able review the project. Once the comments are received, Widseth will update the Report and the Project Schedule.

FINANCIAL IMPLICATIONS

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STAFF RECOMMENDATIONS

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COUNCIL ACTION REQUESTED

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ITEM REPORT UTILITIES COMMISSION

Agenda Date: 11/7/2024
Agenda Section: Information Only

Department Origination: Public Works

Agenda Item: Clearwater Road Development Traffic Review Monthly Update

Approval Required: No Action Required

BACKGROUND

There is a proposed development along Clearwater Road.

A previous study was completed for Clearwater Road in 2014, which analyzed the impacts of several proposed developments at the time. That study recommended the Clearwater Road be reconstructed/restriped as a 3-lane roadway with a center two-way left turn lane from Forest Drive to Edgewood Drive. When Clearwater Road was reconstructed in 2023, it was constructed as a 2-lane roadway; however, it was constructed with adequate roadway width to accommodate a future center left turn lane if needed.

The proposed development is not expected to generate traffic demands that would change the recommendations of the 2014 Clearwater Road Traffic Study, so a full traffic impact analysis for the development is not needed. However, SEH will complete a traffic review of the proposed development including estimating the trips generated by the site, review of the proposed accesses for compliance with the City Comprehensive Plan/Code, and recommendations for any turn lanes on Clearwater Road.

The SEH tasks for the project include project management, trip generation estimates, access review, and turn lane review.

11/7/2024 Update – Justin Anibas, SEH

SEH has completed the trip generation estimates, access review, and turn lane review for the proposed development on Clearwater Road. In September, SEH completed a draft and final report based on the traffic review and discussions with the City, which was reviewed by City staff. The findings and recommendations of the study will be presented to Utilities Commission and City Council in December.

FINANCIAL IMPLICATIONS

No Financial Implications, 100% developer paid.

STAFF RECOMMENDATIONS

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COUNCIL ACTION REQUESTED

Click or tap here to enter text.



ITEM REPORT
UTILITIES COMMISSION

Agenda Date: 11/7/2024
Agenda Section: Information Only

Department Origination: Public Works

Agenda Item: Eagle Drive Area Improvements Project Monthly Update

Approval Required: No Action Required

BACKGROUND

BPU Directional Drill Forcemain Project

The only remaining items on the Baxter side of the project is to touch up the topsoil along the access road and turf establishment.

Eagle Drive Pavement Condition

In September of 2023, the 1” overlay was completed. The city plans to do a yearly inspection of the pavement to see how it is holding up. Widseth walked the roadway on 9-23-2024 and the pavement was in fairly good condition. It was clear there was cracking in the roadway which is likely reflective cracking. There were some areas on the road where debris in the mix has caused pop-outs and pavement failures approximately 0.5” deep. Widseth recommended the city to put this area on the crack sealing schedule. Widseth will review the pavement condition again in September of 2025 or as requested by City Staff.

FINANCIAL IMPLICATIONS

STAFF RECOMMENDATIONS

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COUNCIL ACTION REQUESTED

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ITEM REPORT
UTILITIES COMMISSION

Agenda Date: 11/7/2024
 Agenda Section: Information Only

Department Origination: Public Works

Agenda Item: Holiday Station Store Contamination Project Monthly Update

Approval Required: No Action Required

BACKGROUND

Antea Group completed sampling in the last month. Widseth reached out to the Antea Group but have not heard back from them yet. The Antea Group has not been in contact with Widseth for many months. Widseth is trying different avenues to get some communication from the Antea Group.

FINANCIAL IMPLICATIONS

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STAFF RECOMMENDATIONS

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COUNCIL ACTION REQUESTED

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ITEM REPORT
UTILITIES COMMISSION

Agenda Date: 11/7/2024
Agenda Section: Information Only

Department Origination: Public Works

Agenda Item: Project Timber Wolf Project Monthly Update

Approval Required: No Action Required

BACKGROUND

The contractors are continuing to work on grading and underground for both the Amazon site and the roadways. A watermain shut down took place the week of the 28th to install a new valve on Timberwood Drive. This valve will allow the contractor to isolate the system so they will not have to do another water shut down for future work. Based on the last weekly meeting, the contractor is slightly ahead of schedule. They will continue to work until the weather shuts them down.

FINANCIAL IMPLICATIONS

STAFF RECOMMENDATIONS

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COUNCIL ACTION REQUESTED

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ITEM REPORT UTILITIES COMMISSION

Agenda Date: 11/7/2024
Agenda Section: Information Only

Department Origination: Public Works

Agenda Item: 2023 Whiskey Creek Pedestrian Bridge Inspection Project Monthly Update

Approval Required: No Action Required

BACKGROUND

The City Council has approved City Staff for obtaining quotes for the rehabilitation project at the March 19th City Council meeting. The quote obtained did not fit in the proposed budget and the project was put on hold. This winter, City staff has tasked Widseth with reaching out to other contractors in the area to obtain better quotes. The City plans to include this work in the 2025 budget.

FINANCIAL IMPLICATIONS

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STAFF RECOMMENDATIONS

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COUNCIL ACTION REQUESTED

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ITEM REPORT UTILITIES COMMISSION

Agenda Date: 11/6/2024
Agenda Section: Information Only

Department Origination: Public Works

Agenda Item: Whiskey Creek Planting Plans Project Monthly Update

Approval Required: Simple Majority Vote

BACKGROUND

Phase 1 – Pre-Design Site Investigation:

The City of Baxter entered into an agreement with HR Green on November 17, 2021 to perform Phase 1 pre-design property investigations within an approximately 13-acre area within the Good Samaritan Society parcel (abandoned golf course between Golf Course Drive and Cypress Drive, north of Excelsior Road) proposed for acquisition. A Phase I Environmental Report was completed and limited site investigation sampling had identified areas of mercury contamination in soils surrounding some of the golf course greens. To further develop the property, the contaminated soils needed to be removed. Two amendments were granted for HR Green's team to further delineate the extent of the contaminated soil, complete required MPCA testing for landfill disposal, and additional project management and coordination costs incurred during that period. Total Phase 1 contract costs were \$99,666.00.

Phase 2 – Design & Construction Engineering Services:

The City of Baxter entered into an agreement with HR Green on February 15, 2022 to perform Phase 2 design and construction engineering services for a stormwater practice within the 13-acre Good Samaritan Society parcel. Services by HR Green and SEH, Inc. as a subcontractor included project management, meetings, creating a project website, public meetings, preliminary design, hydrologic, hydraulic and water quality modeling, permitting, a design report, cost estimates, final design, preparing bid documents and addenda, advertising, bidding, preparing contractor documentation, and construction services. Included in the original construction services scope were two change orders, work on the 13-acre parcel, turf establishment plans as part of the overall plan set, and construction services ending in 2023. This total contract is \$343,399.00.

Phase 3 – Plantings and Turf Establishment:

At the 11/21/23 City Council meeting, Council approved an amendment to HR Green's contract that added a 3rd phase to the services. This phase covers the development of a plan set and specifications for a separate Planting Plans project to occur in spring 2024 at the Whiskey Creek site, as well as assistance with the bid process and construction administration services for the project.

At the 12/19/23 City Council meeting, Council approved the 100% plans for the Planting Plans project and authorized a request for quotes. Quotes for the above referenced project were obtained at 3:00 P.M. on February 7, 2024 by email.

At the 3/19/24 City Council meeting, Council accepted the lowest submitted revised quote for the Planting Plan project, submitted by MNL at a value of \$119,342.30. A 10% contingency was added to this number (+ \$11,934.23), and the SWCD pledged an additional \$2,000 towards the project. The total Planting Plan project cost after these changes was \$5,876.53 above the previously budgeted funds. Council approved an amendment to the Stormwater Enterprise Fund that included funds for this budget increase.

Change Order No. 1 was approved at the City Council meeting on 8/20/24. Consultation between the City, SWCD, MNL and HR Green resulted in a change from seeding near the water's edge requiring basin dewatering to the installation of plugs under the normal water level. The dewatering line item was removed, and a line item for installation of shoreline and aquatic plants has been added. MNL was also directed to remove the silt fence at the water's edge installed during the construction project to create space for the seeding and stabilization work. This line item has also been added. Erosion control blanket was substituted for hydraulic mulch matrix in the turf grass areas, and the Hydraulic Mulch Matrix line item has been removed. These changes resulted in no net change to the contract amount.

Construction work began the week of 6/24/24. The work was split into two mobilizations-one for seeding and blanket placement, and one for plug placement. The second mobilization was completed the week of 7/22/24. A weeding event occurred on 9/19/24 and a site visit occurred on 10/8/24 as part of the warranty services.

The project is currently tracking under budget, but it will require maintenance for the next three years. The remaining budget may be spent on replacement plantings if the need arises. The contingency of \$11,934.23 is budgeted for and is not anticipated to be spent.

FINANCIAL IMPLICATIONS

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STAFF RECOMMENDATIONS

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COUNCIL ACTION REQUESTED

None.



ITEM REPORT UTILITIES COMMISSION

Agenda Date: 11/6/2024
Agenda Section: Information Only

Department Origination: Public Works

Agenda Item: Whiskey Creek Stormwater Improvements Project Monthly Update

Approval Required: No Action Required

BACKGROUND

At the 9/5/23 City Council meeting, the council awarded the Whiskey Creek Stormwater Improvements Project contract to J.R. Ferche Inc. in the amount of \$959,085.95 and then approved Change Order No. 1, reducing the scope of the project, and reducing the contract amount by \$49,894.30 to \$909,191.65. Council also amended the 2023 Stormwater Enterprise Fund budget by increasing the original budget of \$225,000 by \$118,993.87 to cover the total City project costs of \$343,993.87.

At the 10/17/23 City Council meeting, the council approved Partial Pay Estimate No. 1 in the amount of \$180,567.92 as well as a change order increasing the contract amount by \$49,190.21 to a total of \$958,381.86.

At the 11/21/23 City Council meeting, the council approved Partial Pay Estimate No. 2 in the amount of \$243,303.08. Council also approved Change Order No. 3 increasing the contract amount by \$75,004.38 to a total of \$1,033,386.24, and an amendment to the HR Green contract for engineering services for an additional \$88,570.00 increasing the contract to a total of \$431,969.00. Council approved an amendment to the Stormwater Enterprise Fund in the amount of \$212,764.59 to cover the engineering amendment and change orders for construction.

At the 12/29/23 City Council meeting, the council approved Partial Pay Estimate No. 3 in the amount of \$580,716.47, amounting to a total of \$1,004,587.47 paid to the contractor to date. \$52,873.03 is being held in retainage. Council approved Change Order No. 4, increasing the contract amount by \$107,126.21 to a total of \$1,140,512.45. HR Green also provided an updated OPC for the Planting Plans of \$123,400, increasing the anticipated construction cost by \$73,400. Council approved an amendment to the Stormwater Enterprise Fund in the amount of \$180,720.09 to cover the change order and the increased estimated Planting Plan cost.

Construction on this project was paused for the winter at the end of November.

At the 3/19/24 City Council meeting, the council approved Change Order No. 5 increasing the contract amount by \$212,493.37 to a total of \$1,353,005.82, and an amendment to the HR Green contract for engineering services for an additional \$14,410.00 increasing the contract to a total of \$446,379.00. The Council accepted the lowest submitted revised quote for the Planting Plan project, submitted by MNL at a value of \$119,342.30. A 10% contingency was added to this number (+ \$11,934.23), and the SWCD pledged an additional \$2,000 towards the project. The total Planting Plan project cost after these changes was \$5,876.53 above the previously budgeted funds. The City also required a bike and pedestrian easement on the east end of the project at an estimated cost of \$5,779.40. Council approved an amendment to the Stormwater Enterprise Fund in the amount of \$214,103.57 to cover the change order, engineering amendment, planting plan project cost change, and bike and pedestrian easement.

25,000 CY of the soil stockpile has been sold to Pratt's Affordable Excavating who has removed this soil from the stockpile and relocated it for use at another project site.

The BMP project work on riprapping of the pre-treatment basin took place the week of 4/22/24. The final grading of gravel was done the week of 4/29/24. The asphalt maintenance access road received its first lift on 5/14/24. The second and final lift was paved on 5/29/24. Due to frequent rainfall, site restoration was ongoing through the month of June, and restoration work was completed the week of 6/24/24. Ferche continued spot restoration work in the month of July following the final walkthrough. A portion of the remaining fill piles just north of the site will be removed by Ferche. The remainder of the topsoil pile will be spread over the previous fill pile location and stabilized.

The Planting Plan project construction work began the week of 6/24/24 and was completed the week of 7/22/24. Work consisted of placing erosion control blanket, adding plugs below the water line, and seeding throughout the site. The work was split into two mobilizations-one for seeding and blanket placement, and one for plug placement.

The City is finalizing the purchase from Good Samaritan of a Drainage & Utility easement to the northwest of the project location to cover the future Design Road storm sewer connection. In negotiations for another easement acquisition from Good Samaritan, a Bike and Pedestrian easement covering the east end of the maintenance access road as it connects to the sidewalk along Cypress Drive, the easement acquisition became a property acquisition. The total property acquisition cost of \$11,558.80 is an increase of \$5,779.40 over the assumed easement acquisition cost. This additional cost has been added to the project budget table below. The contingency has been reduced by the same amount, so there will be no requested amendment to the Stormwater Enterprise Budget.

Table 1: Updated Project Budgets

STORMWATER WETLAND COSTS	ENGINEER'S OPC	CHANGE ORDER 5 & AMENDMENT	ADDITIONAL ACQUISITION
Engineering & Construction Admin	\$ 343,399.00	\$ 414,334.50	\$ 414,334.50
3rd Party Costs - Wetlands and Easements	\$ 1,683.64	\$ 1,683.64	\$ 1,683.64
Bike and Pedestrian Easement	-	\$ 5,779.40	\$ 11,558.80
Stormwater Wetland Construction	\$ 871,260.00	\$ 1,274,205.82	\$ 1,274,205.82
Contingency	\$ 130,220.00	\$ 17,063.85	\$ 11,284.45
SUBTOTAL STORMWATER WETLAND COSTS	\$ 1,346,562.64	\$ 1,713,067.21	\$ 1,713,067.21
DESIGN ROAD PIPE CONSTRUCTION COSTS			
D&U Easement for Design Road Pipe	-	\$ 3,421.44	\$ 3,421.44
Design Road Pipe Construction Cost	\$ 40,950.00	\$ 78,800.00	\$ 78,800.00
Contingency	\$ 4,100.00	\$ 3,940.00	\$ 3,940.00
SUBTOTAL DESIGN ROAD COSTS	\$ 45,050.00	\$ 86,161.44	\$ 86,161.44
PLANTING PLANS COST			
Engineering & Construction Admin	-	\$ 32,044.50	\$ 32,044.50
Landscaping Installation	\$ 50,000.00	\$ 119,342.30	\$ 119,342.30
Contingency	-	\$ 11,934.23	\$ 11,934.23
SUBTOTAL PLANTING PLANS COST	\$ 50,000.00	\$ 163,321.03	\$ 163,321.03
TOTAL COSTS	\$ 1,441,612.64	\$ 1,746,446.11	\$ 1,962,549.68
GRANTS			
Clean Water Fund Grant Dollars	\$ 830,000.00	\$ 830,000.00	\$ 830,000.00
Left Over CWF Dollars from SWCD	-	\$ 43,000.00	\$ 43,000.00

Landscaping Grant from SWCD	\$ 50,000.00	\$ 52,000.00	\$ 52,000.00
SUBTOTAL GRANTS	\$ 880,000.00	\$ 925,000.00	\$ 925,000.00
TOTAL PROJECT COSTS FOR CITY	\$ 561,612.64	\$ 1,037,549.68	\$ 1,037,549.68
Design Road Pipe Construction Budget	\$ 45,050.00	\$ 86,161.44	\$ 86,161.44
Whiskey Creek Project Budget in Stormwater Enterprise Fund	\$ 225,000.00	\$ 951,388.24	\$ 951,388.24
Expected final costs of Stormwater Wetland			\$ 821,042.27
Expected final costs of Planting Plans			\$ 99,386.80
Expected total costs			\$ 920,429.07
Expected Remaining Final Balance in Stormwater Enterprise Fund			\$ 30,959.17

With the project at substantial completion, no additional contingency funds will be used. The expected total final costs listed above include the project costs minus the remaining contingencies and unspent dollars on the wetland contract. This will leave an expected \$30,959.17 remaining balance in the Stormwater Enterprise Fund.

The project site is primarily complete with the exception of adequate vegetation coverage to terminate the SWPPP permit, removal of erosion control items, and removal of the sand pile onsite.

FINANCIAL IMPLICATIONS

STAFF RECOMMENDATIONS

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COUNCIL ACTION REQUESTED

None.



ITEM REPORT
UTILITIES COMMISSION

Agenda Date: 11/7/2024
Agenda Section: Information Only

Department Origination: Public Works

Agenda Item: Wellhead Protection Plan Part II Project Monthly Update

Approval Required: No Action Required

BACKGROUND

Widseth has sent in a response to the Minnesota Department of Health (MDH) disapproval letter. MDH responded stating additional areas still need more attention. After Widseth and Minnesota Rural Water Association (MRWA) pushed the MDH for multiple weeks, MDH has finally provided Widseth with the items that need to be addresses. Widseth is currently working through the required modifications and will be resubmitting as soon as possible.

FINANCIAL IMPLICATIONS

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STAFF RECOMMENDATIONS

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COUNCIL ACTION REQUESTED

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