

Feasibility Report

2023 Commercial & Residential Full Depth Reclamation Improvements & 2023 Quiet Zone Improvements

Baxter, Minnesota | November 15, 2022

Council Approval Date: November 15, 2022



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November 15, 2022

RE: 2023 Commercial & Residential Full Depth
Reclamation Improvements & 2023 Quiet
Zone Improvements
Feasibility Report
Baxter, Minnesota
SEH No. BAXE 168788 4.00

Honorable Mayor and City Council
c/o Trevor Walter, PE
City of Baxter
13190 Memorywood Drive
Baxter, MN 56425

Dear Mayor and Members of the City Council:

Short Elliott Hendrickson Inc. (SEH®) is pleased to present this Feasibility Report for the project referenced above. It illustrates the proposed improvements, opinions of probable cost, and preliminary assessments.

Please contact me with any questions or concerns.

Sincerely,

A handwritten signature in black ink, appearing to read "Casey Zins".

Casey Zins, PE
Project Manager
(Lic. MN)

cz/mrb

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Engineers | Architects | Planners | Scientists

Short Elliott Hendrickson Inc., 416 South 6th Street, Suite 200, Brainerd, MN 56401-3540

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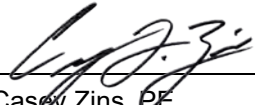
Feasibility Report

2023 Commercial & Residential Full Depth Reclamation Improvements & 2023 Quiet Zone
Improvements
Baxter, Minnesota

SEH No. BAXE 168788

November 15, 2022

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



Casey Zins, PE

Date: November 15, 2022

License No.: 59308

Reviewed By: Scott Hedlund, PE

Date: November 15, 2022

Short Elliott Hendrickson Inc.
416 South 6th Street, Suite 200
Brainerd, MN 56401-3540
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Contents

Letter of Transmittal
Certification Page
Contents

- 1 Introduction 1
- 2 Existing Conditions 1
 - 2.1 Streets 1
 - 2.2 Municipal Storm Sewer & Sanitary Sewer 3
 - 2.3 Water Distribution System 3
 - 2.4 Lighting 3
 - 2.5 Trails 3
 - 2.6 Quiet Zone 4
- 3 Proposed Improvements 4
 - 3.1 Street Improvements 4
 - 3.2 Storm Sewer & Sanitary Sewer Improvements 5
 - 3.3 Water Improvements 5
 - 3.4 Lighting Improvements 5
 - 3.5 Trail Improvements 5
 - 3.6 Quiet Zone Improvements 7
- 4 Opinion of Probable Cost 7
- 5 Financial Considerations 8
 - 5.1 Street 8
 - 5.2 Storm Sewer & Sanitary Sewer 10
 - 5.3 Water 10
 - 5.4 Lighting 10
 - 5.5 Trails 11
 - 5.6 Quiet Zone 11
 - 5.7 Financial Summary 12
- 6 Feasibility and Recommendations 12

Contents (continued)

List of Tables

Table 1 – Cost Summary – 2023 Commercial & Residential FDR Improvements.....	7
Table 2 – Cost Summary – Quiet Zone Assessment.....	8
Table 3 – Financial Summary.....	12

List of Figures

Figure 1 – Location Map
Figure 2 – Street & Trail Improvements
Figure 3 – Typical Sections
Figure 4 – Assessment Maps

List of Appendices

Appendix A	Preliminary Opinion of Probable Cost
Appendix B	Preliminary Assessment Worksheet
Appendix C	Quiet Zone Assessment
Appendix D	Project Schedule

Feasibility Report

2023 Commercial & Residential Full Depth Reclamation Improvements & 2023 Quiet Zone Improvements

Prepared for City of Baxter, Minnesota

1 Introduction

As authorized by the City Council, this Feasibility Report was prepared for improvements to approximately 3 miles of City streets, shown in Figure 1. The project streets include Clearwater Road from Inglewood Drive to Edgewood Drive, Forest Drive from Clearwater Road to Excelsior Road, Fox Road from Forest Drive to the cul-de-sac, Fox Place from Forest Drive to the cul-de-sac, Cedar Scenic Road from Oakwood Drive to Memorywood Drive, Oakwood Drive from Cedar Scenic Road to Michelle Circle, and Joler Road from Briarwood Lane east to the dead end. The improvements include street resurfacing, pedestrian facilities, limited water main facility improvements, and storm water management. This Report also contains information on the feasibility of constructing bituminous trail extensions along Clearwater Rd and Cedar Scenic Rd, as identified in the City's 2019 Bicycle and Pedestrian Policy Study, and the feasibility of implementing a quiet zone along the existing BNSF Railway Company (BNSF) corridor that bisects the City.

This report contains an opinion of probable costs and design recommendations for construction of streets, storm water, water system improvements, trails, and the implementation of traffic safety measures to public at-grade railroad crossings, and has been developed based on field observations, site topographic study, and discussions with City staff and Council.

2 Existing Conditions

2.1 Streets

The proposed project includes the rehabilitation of deteriorating pavements along seven (7) separate street segments by full depth reclamation (FDR) and resurfacing (Figure 1). Each of these project segments have been identified in the City's Pavement Management Plan for the annual resurfacing improvements in 2023. The Pavement Management Plan includes condition ratings, age, maintenance/rehabilitation history and field staff reviews for each of the project streets.

2.1.1 Clearwater Road

The project segment of Clearwater Road is approximately 5,700 feet in length, located west of TH 371 between Inglewood Drive and Edgewood Drive. Clearwater Road is a commercial street varying between 36 and 40 feet wide. Approximately one half of the project segment is an urban section with concrete curb and gutter and storm sewer facilities, nearest the intersections of Inglewood Drive and Edgewood Drive at either end of the project segment, with a rural section through the middle of the segment. Clearwater Road was last improved in 2004 with a 1.5-inch bituminous overlay, for a total existing structural section of 3.5 inches bituminous over 6 inches of class 5 aggregate base course. The last chip seal was applied in 2014.

2.1.2 Fox Road

Fox Road is a discontinuous rural residential street extending west from Forest Drive to a cul-de-sac at the west end, approximately 1,040 feet in total length. This 26-foot-wide street was originally constructed in 1979, and last improved in 2001. The existing structural section consists of 3.5 inches of bituminous pavement over 5 inches of class 5 aggregate base. The last chip seal was applied in 2014.

2.1.3 Fox Place

Fox Place is a discontinuous rural residential street extending east from Forest Drive to a cul-de-sac at the east end, approximately 200 feet in total length. This 26-foot-wide street was originally constructed in 1979, and last improved in 2001. The existing structural section consists of 3.5 inches of bituminous pavement over 5 inches of class 5 aggregate base. The last chip seal was applied in 2014.

2.1.4 Forest Drive

Forest Drive, located between Clearwater Road and Excelsior Road, is a 26 ft wide rural residential roadway, approximately 3,030 feet in length. Originally constructed in 1979, this project segment was last improved in 2001 and has an existing structural section of 3.5 inches bituminous over a 5-inch class 5 aggregate base. A chip seal was applied to Forest Drive in 2014.

2.1.5 Cedar Scenic Road

The project segment of Cedar Scenic Road is approximately 2,350 feet in length, beginning at the east end at Memorywood Drive and continuing west approximately 100 ft west of the Oakwood Drive intersection. This 26-foot-wide rural residential roadway was last reconstructed in 2002, with an existing structural section of 3.5 inches bituminous pavement over 5 inches of class 5 aggregate base. Cedar Scenic Rd received a chip seal in 2014.

2.1.6 Oakwood Drive

The project segment of Oakwood Drive is approximately 2,070 feet in length, between Cedar Scenic Road and Michelle Circle. Originally constructed in 2002, this 26-foot-wide rural residential street consists of 3.5 inches of bituminous pavement above a 5-inch class 5 aggregate base course. Oakwood Drive has not been improved since it's original construction in 2002.

2.1.7 Joler Road

Joler Road is a discontinuous rural residential street extending east from Briarwood Lane to a dead end approximately 1,520 feet east. This 26-foot-wide rural residential street was originally constructed in 2003 and has not received any improvements or surface treatments since its original construction. The existing structural section consists of 3.5 inches of bituminous pavement over 5 inches of class 5 aggregate base.

2.2 Municipal Storm Sewer & Sanitary Sewer

With the exception of the east and west ends of Clearwater Road, the project streets all currently utilize the existing rural ditch sections for stormwater conveyance. Maintenance inspections performed by City staff have not identified any known issues within the limited stormwater infrastructure throughout the project area.

The existing sanitary sewer infrastructure consists of modern materials with precast concrete manholes and PVC mains and services. There are no known issues with the existing sanitary sewer infrastructure.

2.3 Water Distribution System

City water infrastructure is currently in place throughout most of the project area except for along Joler Road. This existing infrastructure consists of modern materials including polyvinyl chloride (PVC) pipe and ductile iron pipe (DIP), ranging from 6-inch to 10-inch diameter on the mains. It is assumed that this water main infrastructure is in good condition, with only minimal improvements required.

2.4 Lighting

There are currently a limited number of lighting units located throughout the project. These existing units are becoming outdated and require modern LED upgrades to the existing units to provide better output. There are also locations throughout the project where existing lighting unit are located too far from the intersections, and intersections with no lighting currently in place.

2.5 Trails

Currently, the only existing trail within the project limit is a 10-ft wide paved trail along the north side of Joler Road. This is a discontinuous trail segment that receives little use with the exception of adjacent property owners. However, there are several connection points various existing local and regional trail networks throughout the project area. Two of the project streets – Clearwater Road and Cedar Scenic Road – have been identified as planned bicycle and pedestrian routes in the City's Bike and Pedestrian Policy Study, including future regional trail connections to both segments. With the exception of the segment along Joler Road, the project area does not currently offer any designated multimodal pedestrian access along any of the project streets.

2.6 Quiet Zone

The City has been diligently implementing traffic safety measures (i.e., gates and lights, medians, curb, pavement markings, signs etc.) over the years at each of the public at-grade railroad crossings in order to implement a quiet zone along the existing BNSF Railway Company (BNSF) corridor that bisects the city. This BNSF Railway is a single mainline track that averages 6 trains per day, at a maximum speed of 49 mph. A review of the seven (7) public at-grade railroad crossings has been performed to identify the existing conditions that require improvement in an effort to gain approval from the Federal Railroad Administration (FRA) to implement a quiet zone within the City by 2024. This review of existing conditions is detailed in the Quiet Zone Assessment included in the Appendix.

3 Proposed Improvements

3.1 Street Improvements

The City's Pavement Management Plan (PMP) has identified seven (7) street segments for improvement by Full Depth Reclamation (FDR) in 2023, for their annual street resurfacing project. These segments consist of one (1) commercial street (Clearwater Road) and six (6) residential streets (Forest Drive, Fox Road, Fox Place, Cedar Scenic Road, Oakwood Drive and Joler Road). The proposed Street Improvements are shown in Figures 2A-2D, and the proposed Typical Sections in Figure 3A.

3.1.1 Commercial Streets

Commercial street improvements, specifically Clearwater Road from Inglewood Drive to Edgewood Drive, consist of reclaiming (pulverizing) the existing bituminous pavement and constructing a new hot mix asphalt (HMA) surface. Approximately half of Clearwater Road, at the east and west ends of the project segment, is currently an urban section roadway with existing concrete curb and gutter. It is proposed to construct the City's standard commercial structural section consisting of 6-inches of bituminous surfacing over (a minimum of) 6-inches of aggregate/reclaim base on Clearwater Road. In order to replace the existing pavement surface back to the original height, the reclaim material will need to be salvaged from the road, and a 3.5-inch excavation removed from the existing subgrade. Once the extra depth has been established, the reclaim material will be placed back in the roadbed to a depth of 8.5 inches as the aggregate base, and a new 6-inch HMA surface will be placed in three (3) separate 2-inch lifts consisting of 4-inches of base course mix and 2-inches of wearing course mixture. It is assumed that less than 20% of the existing concrete curb and gutter will require replacement within the urban sections of Clearwater Road, and new curb and gutter will be added to extend the west urban section approximately 200 ft east to Grand Oaks Drive in order to help facilitate the proposed trail. The proposed improvements include resurfacing the project street back to the original 40-foot widths in the urban sections and slightly narrowing the rural section segment to approximately 36-foot paved width.

3.1.2 Residential Streets

The remaining project segments of Forest Drive, Fox Road, Fox Place, Cedar Scenic Road, Oakwood Drive and Joler Road are all rural residential streets. The proposed residential street improvements consist of reclaiming the existing bituminous pavements and constructing new HMA surfaces. Because these streets are all rural sections with no curb and gutter, the centerline profile can change slightly without impacting the ride quality or performance of the street. Therefore, the reclaim material is proposed to be left in place, creating a modified aggregate base structure 7.5-inches thick. A new 3.5-inch HMA surface will then be placed in two (2) separate lifts, consisting of a 2-inch base course and a 1.5-inch wearing course, except for Joler Road which will receive a single 2-inch wearing course lift. The proposed improvements include resurfacing the project streets back to their original width of 26-feet.

3.2 Storm Sewer & Sanitary Sewer Improvements

With the exception of the east and west ends of Clearwater Road, and along the north edge of Cedar Scenic Road, the project roads have and are envisioned to remain as rural ditch sections. No stormwater improvements are planned in conjunction with the overall Commercial and Residential FDR improvements. However, there are stormwater improvements included with the proposed trail improvement on Cedar Scenic Road; those improvements are discussed below in the Trail Improvements section of this report.

Although no improvements are planned for the existing storm sewer and sanitary sewer infrastructure, both systems are to be televised during the design phase, and it is proposed to correct any major deficiencies identified in either system.

3.3 Water Improvements

The current project scope includes only minimal water infrastructure improvements. The intent is to include contract provisions for investigating replacement of polyvinyl chloride (PVC) water main tees installed back in the late 1970's and early 1980's, and if found to replace them. Older hydrants in the project area are also proposed to be replaced. Proposed hydrant replacements are shown in Figures 2A-2C.

3.4 Lighting Improvements

The proposed lighting improvements consist of relocating existing light poles to the intersections, replacement of the existing outdated lighting units with new modern LED upgrades, and the installation of new lights at intersections where none currently exist. The proposed lighting unit locations are shown in Figures 2A-2D.

3.5 Trail Improvements

The City has undertaken a significant effort over the years to promote multimodal transportation initiatives, including developing a Bicycle and Pedestrian Facility Type Guidance manual, developing a comprehensive Bicycle and Pedestrian Policy Study to establish a preferred network of existing and proposed routes, performing various crossing safety evaluation studies, and prioritizing trail improvements to provide local and regional connections for users throughout the City while promoting multimodal traffic safety.

The trail improvements proposed below will improve traffic safety provide critical connections identified in the City's Comprehensive Plan, including two (2) of the City's Top 5 Trail Improvement Priorities: #2) Highway 371 bike and pedestrian crossing and trail connectivity, and #4) Trail connection between Memorywood Drive, Oakwood Drive, Cedar Scenic Road, and Brownsville Circle.

3.5.1 Joler Road Trail (Existing)

The existing 10-foot bituminous trail along the north side of Joler Road is proposed to be removed, and turf established within the existing corridor. This trail does not currently align with the City's overall trail planning and does not serve enough users to justify future costs associated with keeping this trail segment.

3.5.2 Clearwater Road Trail

To improve traffic safety, a 10-foot-wide paved trail is proposed to be constructed along the south side of Clearwater Road from Inglewood Drive to Edgewood Drive, as shown in Figure 2A. Along urban sections of Clearwater Road, the proposed trail would be separated from existing curb and gutter by a 5-foot-wide grass boulevard. Along the rural section, the trail is proposed to be offset 22-feet from the edge of the roadway, with a stormwater conveyance ditch graded between the trail and roadway to a depth of 18-inches. The Clearwater Road trail is proposed to be built to the City's structural section standard of 3-inches HMA (two 1.5-inch lifts) and a 5-inch class 5 aggregate base (Figure 3B).

A pedestrian crosswalk flasher system is proposed at the intersection of Clearwater Road and Forest Drive, where there is currently no stopping condition (stop sign, signal) for drivers on Clearwater Road. This crossing will connect the existing trail networks north and south of Clearwater Road and provide a significant connection for local pedestrian traffic in the area.

Constructing this segment of trail along the south side of Clearwater Road will serve a significant pedestrian and multi-modal user population accessing these facilities from the several multi-family housing units along the south side of Clearwater Road. The proposed facilities will provide a direct connection to various commercial destinations along the north-south existing trail network and provide continuous access west along Clearwater Road down to Whipple Beach Park.

The separated trail is intended to improve traffic safety for pedestrians and bicyclists, as well as drivers utilizing Clearwater Road. This segment of proposed trail along Clearwater Road and pedestrian crossing at Forest Drive also aligns with the City's preferred future pedestrian bridge option across Trunk Highway 371. This pedestrian bridge, which is part of a separate future combined trail bridge and trail extension project, is proposed to terminate along the north side of Clearwater Road and extend west to the intersection of Clearwater Road and Forest Drive, as shown in Figure 2A.

3.5.3 Cedar Scenic Road Trail

A 10-foot-wide paved trail is proposed to be constructed along the north side of Cedar Scenic Road from Memorywood Drive west to the project limits, approximately 100 ft west of Oakwood Drive. The proposed trail would be separated from Cedar Scenic Road by a 5 ft grass boulevard and is proposed to be built to the City's structural section standard of 3-inches HMA (two 1.5-inch lifts) and a 5-inch class 5 aggregate base (Figure 3C).

In order to construct this trail as proposed, storm sewer improvements will be required along the north side of Cedar Scenic Road. These improvements include constructing curb and gutter along the north side of Cedar Scenic Road, installing storm sewer pipe and structures along the roadway, and constructing stormwater ponds at three (3) locations along the north side of the trail (Figure 2C).

Multiple trail options along Cedar Scenic Road were developed and reviewed with City Staff, including a 20 ft separated trail with stormwater ditch improvements, and an option to widen and stripe Cedar Scenic Road for an on-road bike lane. Ultimately, the trail option described above was determined to be the best option for meeting the needs and overall goals established in the City’s planned trail network. This trail option also improves traffic safety for pedestrians, bicyclists, and drivers utilizing Cedar Scenic Road.

3.6 Quiet Zone Improvements

The Federal Rail Authority (FRA) provides a process in the Train Horn Rule for communities to request new quiet zones in their communities. Establishing a new quiet zone involves constructing at-grade railroad crossings according to specific criteria established by the FRA.

Based on an assessment of the City of Baxter’s seven (7) public at-grade railroad crossings, traffic safety improvements have been identified at each crossing in order to meet the requirements of a new quiet zone. Those improvements are discussed in the Quiet Zone Assessment, dated July 26, 2022, which is included in the Appendix.

4 Opinion of Probable Cost

Itemized breakdowns of probable cost are included in Appendix A. The breakdowns are presented to provide insight into the costs of various items of the total project. Total project costs are summarized in the following table.

Table 1 – Cost Summary – 2023 Commercial & Residential FDR Improvements

Item	Total Cost	Street	Storm	Water	Lighting	Trail (existing)	Trail Clearwater Road	Trail Cedar Scenic Road
Construction Only	\$3,985,888.00	\$2,458,640.50	\$37,100.00	\$128,980.00	\$102,700.00	\$21,507.50	\$600,690.00	\$636,270.00
Contingency	\$398,588.80	\$245,864.05	\$3,710.00	\$12,989.00	\$10,270.00	\$2,150.75	\$60,069.00	\$63,627.00
Construction Subtotal	\$4,384,476.80	\$2,704,504.55	\$40,810.00	\$141,878.00	\$112,970.00	\$23,658.25	\$660,759.00	\$699,897.00
Engineering	\$964,584.90	\$594,991.00	\$8,978.20	\$31,213.16	\$24,853.40	\$5,204.82	\$145,366.98	\$153,977.34
Right of Way Acquisition	\$52,198.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$52,198.00	\$0.00
Admin, Legal, Fiscal, Misc.	\$219,223.84	\$135,225.23	\$2,045.50	\$7,093.90	\$5,648.50	\$1,182.91	\$33,037.95	\$34,994.85
Estimated Total	\$5,620,483.54	\$3,434,720.78	\$51,828.70	\$180,185.06	\$143,471.90	\$30,045.98	\$891,361.93	\$888,869.19

Table 2 – Cost Summary – Quiet Zone Assessment

Item	Cost
City Construction Total	\$232,000.00
30% Contingency	\$69,000.00
Subtotal:	\$301,000.00
Alternate Timberwood Drive Trail Signal	\$250,000.00
22% Engineering	\$66,440.00
2% Legal	\$6,040.00
2% Admin	\$6,040.00
BNSF Permitting	\$20,000.00
MnDOT Permitting	\$10,000.00
County Permitting	\$10,000.00
Quiet Zone Study	\$14,800.00
NOI/NOE	\$15,000.00
Grand Total:	\$700,000.00

5 Financial Considerations

The proposed project, as presented in this report, is a combination Full Depth Reclamation (FDR) street improvement project, trail improvements project, and quiet zone implementation project. Generally, street improvements are financed through special assessments to benefitting properties in the project area. Trail projects and quiet zone implementation projects are generally not assessed. The City must ultimately decide the method of financing.

Based on discussions with City staff, it is understood that project financing strategies could include any combination of City Funds (sales tax, water and storm water utilities, park dedication fees, property tax levy) and special assessments.

The following breakdowns are provided to assist the City in determining what portion of the total project cost the City may be responsible for. These figures are estimates and final figures would be determined at the completion of the project. Figure 4 is a map of the proposed assessment area. A detailed breakdown of the preliminary assessments is included in the Appendix.

5.1 Street

It is the City's policy to assess benefitting properties for street reconstruction, full depth reclamation (FDR), and mill and overlay improvements. For this project, commercial properties (zoned C2 & OS) will be assessed on a per Front Foot basis. Single-family and multi-family residential properties (zoned R1, R2, & R3) will be assessed on a per Equivalent Residential Unit (ERU) basis.

Per the City’s assessment policy, assessable street costs for properties zoned R1 or R2 are capped at a standard residential street width of 26 feet, and corner lots are assessed only for the side their driveway is accessed from. The City is responsible for all costs associated with excess street widths (for R1 & R2), non-assessed sides of corner lots, and for total front footage of City owned properties. These costs are subtracted from the total assessable street costs. A detailed breakdown of the preliminary assessments is included in the Appendix.

C2 & OS 26’ Non-Residential Street:

Assessment Rate per Front Foot.....	\$78.07
Estimated Assessment.....	\$17,096.70
Estimated City Cost.....	\$66,278.97

C2 & OS 40’ Non-Residential Street:

Assessment Rate per Front Foot.....	\$153.03
Estimated Assessment.....	\$498,723.27
Estimated City Cost.....	\$552,895.73

R1 & R2 SFR – Clearwater Road, Cedar Scenic Road, & Oakwood Drive:

Assessment Rate per ERU	\$9,572.31
Estimated Assessment	\$622,199.87
Estimated City Cost	\$172,489.58

R1 & R2 SFR – Forest Drive, Fox Road, & Fox Place:

Assessment Rate per ERU	\$9,236.50
Estimated Assessment	\$518,097.15
Estimated City Cost	\$8,821.58

R2 & R3 Multi-Family Residential Street:

Assessment Rate per ERU	\$2,415.80
Estimated Assessment	\$667,727.18
Estimated City Cost	\$0

Joler Road Residential Street:

Assessment Rate per ERU	\$15,788.89
Estimated Assessment	\$157,888.94
Estimated City Cost	\$0

City & Non-Assessable Frontage Adjustment:

Estimated City Cost\$152,501.80

Project Streets Cost Summary:

Estimated Cost\$3,434,720.78

Estimated Assessment\$2,481,733.11

Estimated City Cost\$952,987.67

5.2 Storm Sewer & Sanitary Sewer

For this Report, the main storm sewer system improvements being made are associated directly with the proposed trail along Cedar Scenic Road and are included in the trail costs. The remaining storm sewer improvements are associated with estimated repair costs to the City's existing stormwater infrastructure. Based on past practice, it is assumed these costs would be covered by the City. No Sanitary Sewer improvements are currently proposed.

Estimated Cost\$51,828.70

Estimated Assessment\$0

Estimated City Cost\$51,828.70

5.3 Water

For this Report, the water system improvements being made are in locations that currently have water infrastructure. Based on past practice in similar situations, it is assumed these costs would be paid for by the City.

Estimated Cost\$180,185.06

Estimated Assessment\$0

Estimated City Cost\$180,185.06

5.4 Lighting

For this Report, the street lighting improvements being made are in locations that currently have street lighting infrastructure. Based on past practice in similar situations, it is assumed these costs would be paid for by the City.

Estimated Cost\$143,471.90

Estimated Assessment\$0

Estimated City Cost\$143,471.90

5.5 Trails

It is assumed the City would be responsible for trail costs (not assess) based on City policy that non-motorized facilities have citywide (and regional) benefits.

Joler Road Trail (Existing):

Estimated Cost	\$30,045.98
Estimated Assessment	\$0
Estimated City Cost	\$30,045.98

Clearwater Road Trail:

Estimated Cost	\$891,361.93
Estimated Assessment	\$0
Estimated City Cost	\$891,361.93

Cedar Scenic Road Trail:

Estimated Cost	\$888,869.19
Estimated Assessment	\$0
Estimated City Cost	\$888,869.19

5.6 Quiet Zone

For this report, it is assumed that the City would be responsible for costs associated with implementing the quiet zone.

Estimated Cost	\$700,000.00
Estimated Assessment	\$0
Estimated City Cost	\$700,000.00

5.7 Financial Summary

In summary, the totals are as follows:

Table 3 – Financial Summary

	Estimated Cost	Assessments	City Cost
Street	\$3,434,720.78	\$2,481,733.11	\$952,987.67
Storm	\$51,828.70		\$51,828.70
Water	\$180,185.06		\$180,185.06
Lighting	\$143,471.90		\$143,471.90
Existing Trail	\$30,045.98		\$30,045.98
Clearwater Road Trail	\$891,361.93		\$891,361.93
Cedar Scenic Road Trail	\$888,869.19		\$888,869.19
Quiet Zone	\$700,000.00		\$700,000.00
Estimated Total:	\$6,320,483.54	\$2,481,733.11	\$3,838,750.43

6 Feasibility and Recommendations

The project, as presented in this Report, is both cost effective and feasible from an engineering standpoint. The estimated project costs are presented to assist the City in deciding the feasibility of the project from a monetary standpoint. The improvements are necessary to replace and rehabilitate deteriorating streets in the area, improve traffic safety and connectivity to local and regional trail systems, and the implementation of traffic safety improvements for a quiet zone.

Based on information presented in this report, we make the following recommendations:

1. Construct street, stormwater, trail, and quiet zone improvements as recommended herein.
2. Perform televising inspections on existing storm sewer and sanitary sewer infrastructure. Final design would be subject to the televising inspection results, and major deficiencies to either system would be incorporated for improvements.
3. Soil borings should be taken throughout the project limits to determine subsurface conditions such as the presence of high bedrock, soil types, and water table elevations. Final design would be subject to results of the geotechnical evaluation.
4. Right of way and easements should be dedicated or retained as determined by the final project design.
5. Review estimated costs for financial planning.
6. Update estimated costs, if necessary.
7. Schedule and hold public hearings and begin the formal process required for special assessments.

Figures

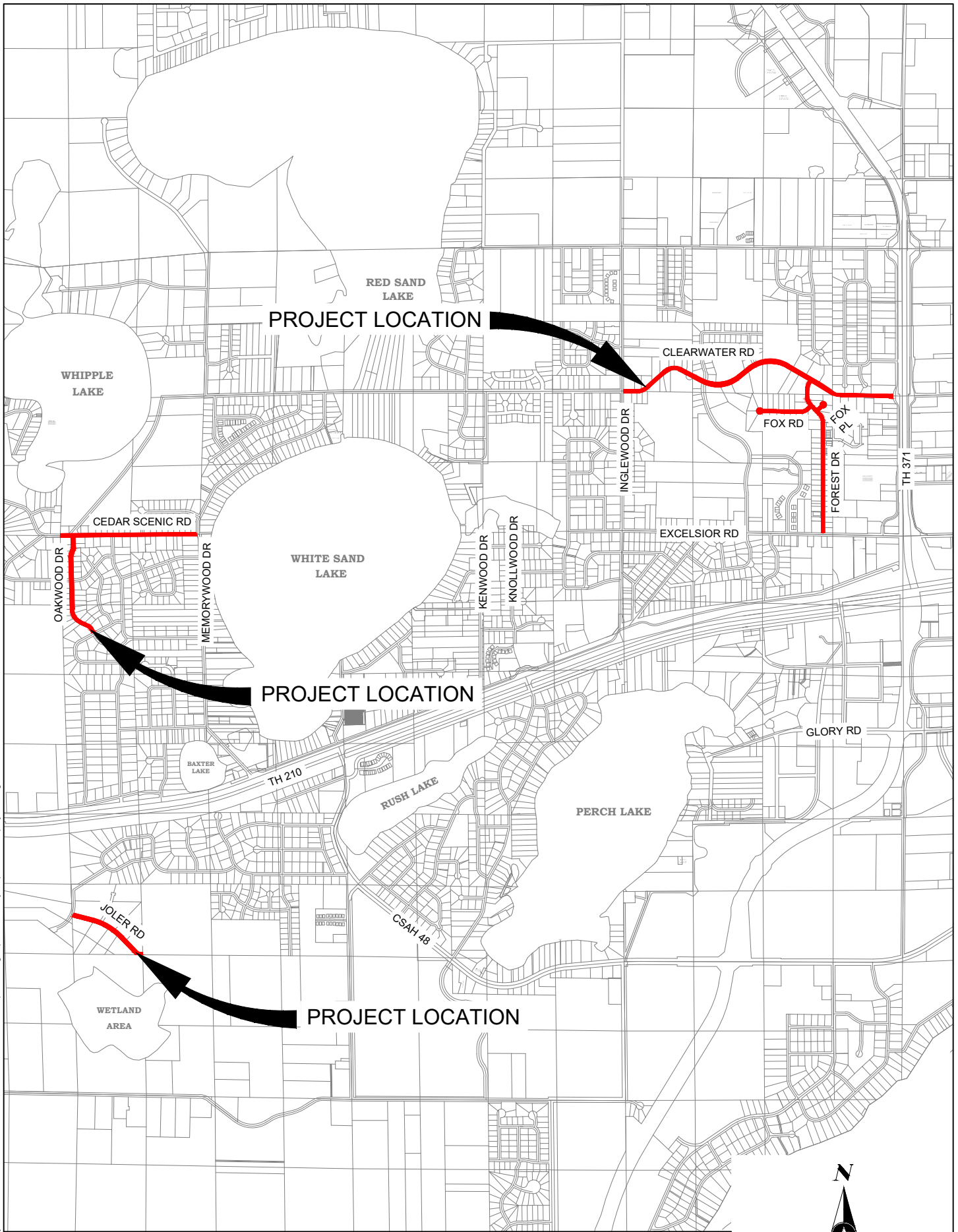
Figure 1 – Location Map

Figure 2 – Street & Trail Improvements

Figure 3 – Typical Sections

Figure 4 – Assessment Maps

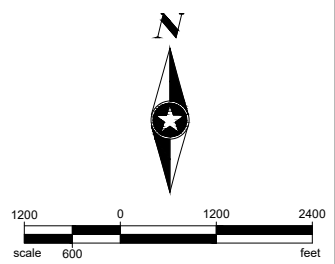
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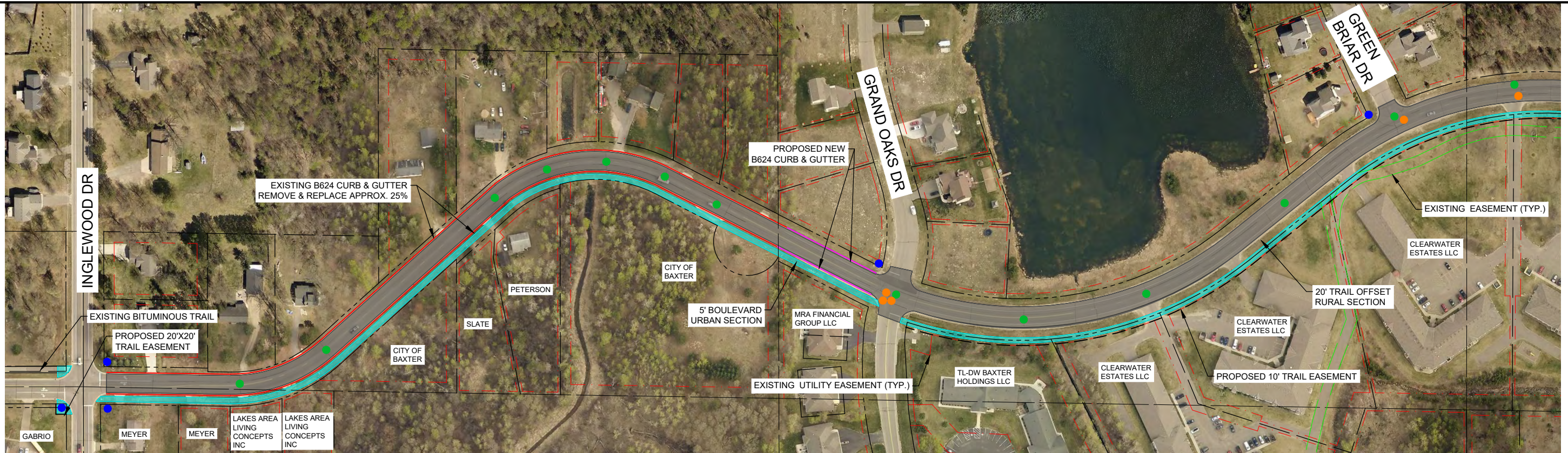


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BAXTE 168788
DATE:
11/15/2022

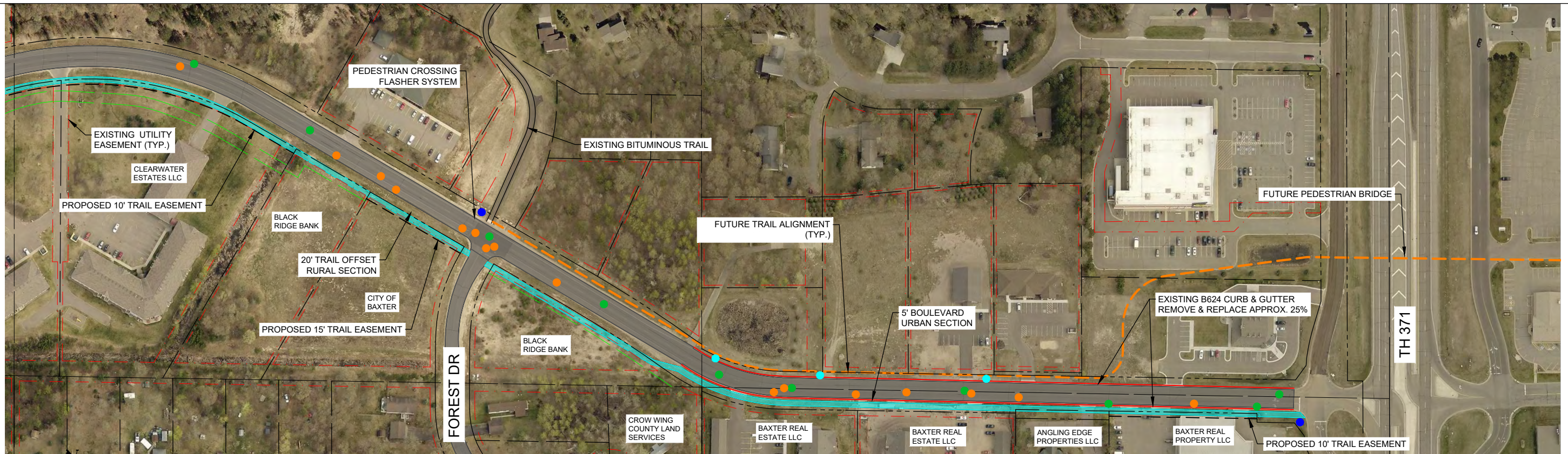
**2023 FDR IMPROVEMENTS
PROJECT LOCATION MAP
BAXTER, MINNESOTA**

FIGURE
NO. 1



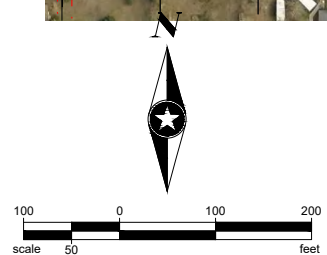


CLEARWATER ROAD



CLEARWATER ROAD

- BITUMINOUS STREET RECLAIMING/RESURFACING
- PROPOSED 10' BITUMINOUS TRAIL
- ADJUST SANITARY SEWER CASTING
- ADJUST STORM SEWER CASTING
- ADJUST VALVE BOX
- PROPOSED HYDRANT REPLACEMENT
- PROPOSED STREET LIGHT POLE RELOCATION



PROJECT NO.
 BAXTE 168788
DATE:
 11/15/2022

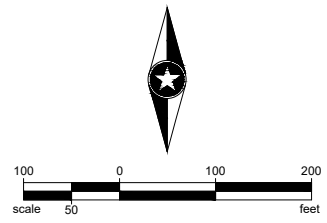
2023 FDR IMPROVEMENTS
STREET RESURFACING/TRAIL
BAXTER, MINNESOTA

FIGURE
NO. 2A

Save: 10/19/2022 3:25 PM [kernel] Plot: 11/1/2022 4:12 PM X:\AEB\BAXTE\168788\4-prelim-dsgn-rpts\Feasibility_Report\FIG 2-3 - street.dwg



FOREST DRIVE



- BITUMINOUS STREET RECLAIMING/RESURFACING
- PROPOSED 10' BITUMINOUS TRAIL
- ADJUST SANITARY SEWER CASTING
- ADJUST STORM SEWER CASTING
- ADJUST VALVE BOX
- PROPOSED HYDRANT REPLACEMENT
- PROPOSED STREET LIGHT POLE RELOCATION

FOX ROAD/FOX PLACE

PROJECT NO.
BAXTE 168788
DATE:
11/15/2022

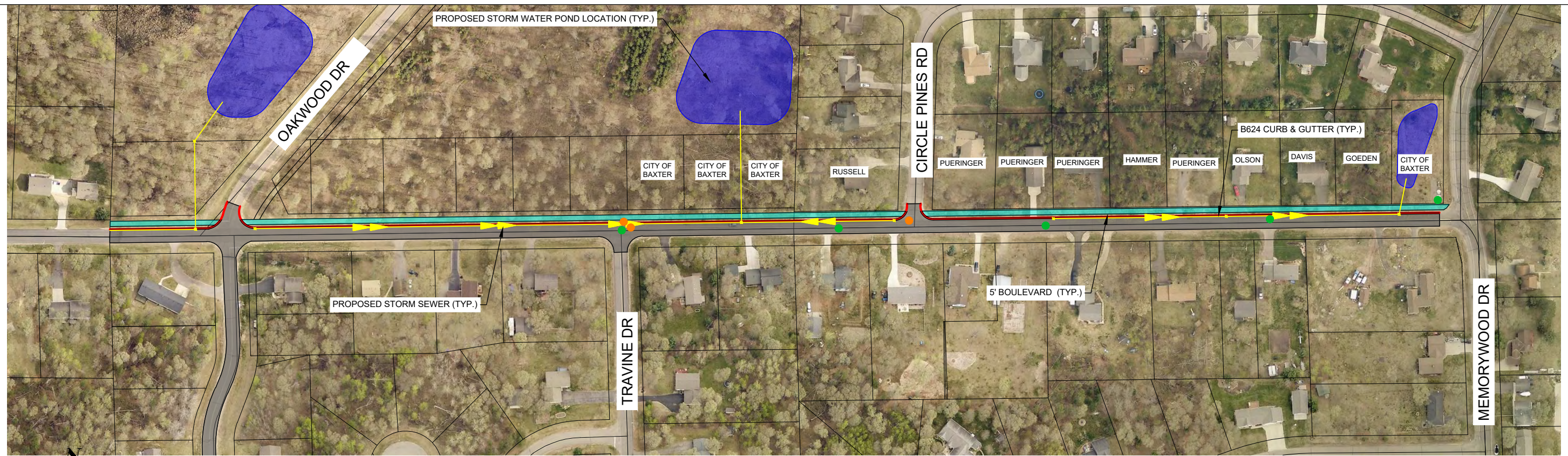
**2023 FDR IMPROVEMENTS
STREET RESURFACING
BAXTER, MINNESOTA**

**FIGURE
NO. 2B**

Save: 11/1/2022 4:12 PM jkretiel Plot: 11/1/2022 4:15 PM X:\AE\B\BAXTE\168788\4-prlim-dsgn-rps\Feasibility Report\Fig 2-3 - street.dwg



CEDAR SCENIC ROAD



CEDAR SCENIC ROAD

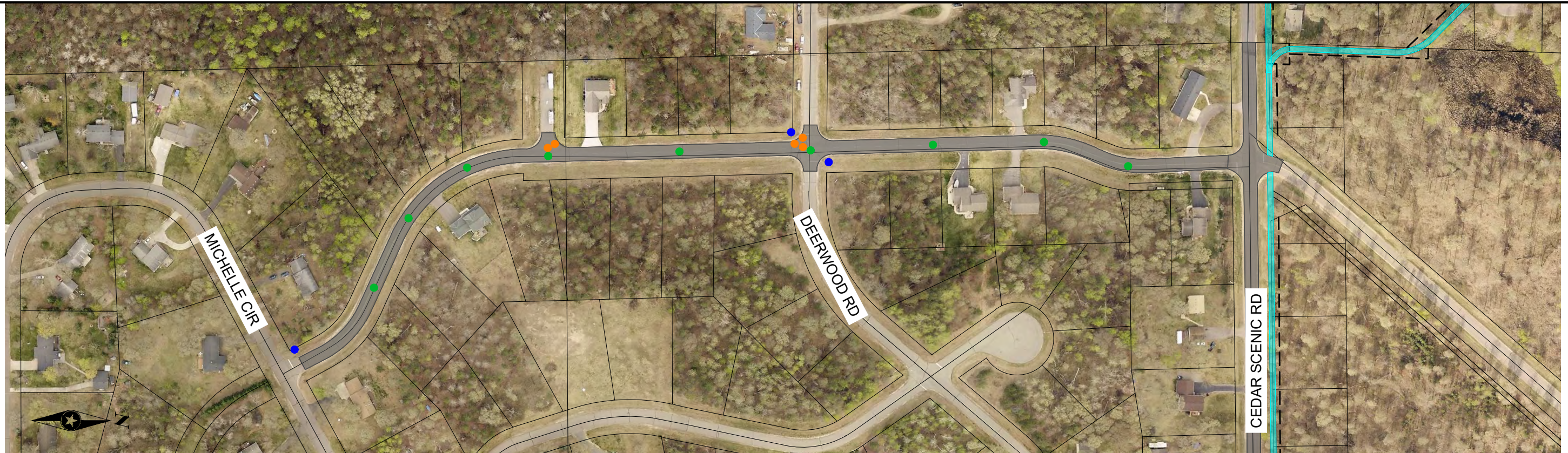
- BITUMINOUS STREET RECLAIMING/RESURFACING
- PROPOSED 10' BITUMINOUS TRAIL
- ADJUST SANITARY SEWER CASTING
- ADJUST STORM SEWER CASTING
- ADJUST VALVE BOX
- PROPOSED HYDRANT REPLACEMENT
- PROPOSED STREET LIGHT POLE RELOCATION

PROJECT NO.
 BAXTE 168788
DATE:
 11/15/2022

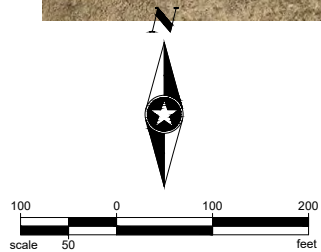
2023 FDR IMPROVEMENTS
STREET RESURFACING/TRAIL
BAXTER, MINNESOTA

FIGURE
NO. 2C

Save: 11/12/2022 8:11 AM jkretzel Plot: 11/02/2022 4:55 PM X:\AE\B\BAXTE\168788\4-prlim-dsgn-rps\Feasibility Report\FIG 4-5 - street - CSR curb.dwg



OAKWOOD DRIVE



- BITUMINOUS STREET RECLAIMING/RESURFACING
- PROPOSED 10' BITUMINOUS TRAIL
- ADJUST SANITARY SEWER CASTING
- ADJUST VALVE BOX
- PROPOSED HYDRANT REPLACEMENT
- PROPOSED STREET LIGHT POLE RELOCATION
- ADJUST STORM SEWER CASTING

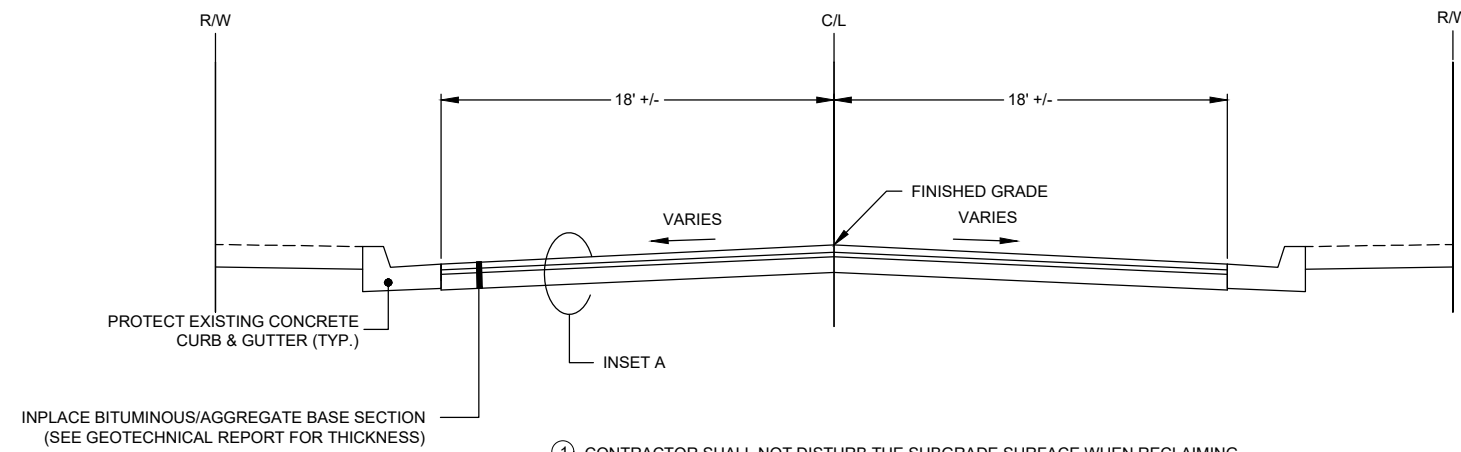
JOLER ROAD

PROJECT NO.
BAXTE 168788
DATE:
11/15/2022

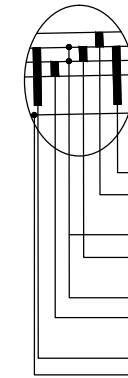
**2023 FDR IMPROVEMENTS
STREET RESURFACING
BAXTER, MINNESOTA**

**FIGURE
NO. 2D**

TYPICAL SECTION
CLEARWATER RD - WEST & EAST URBAN SECTION



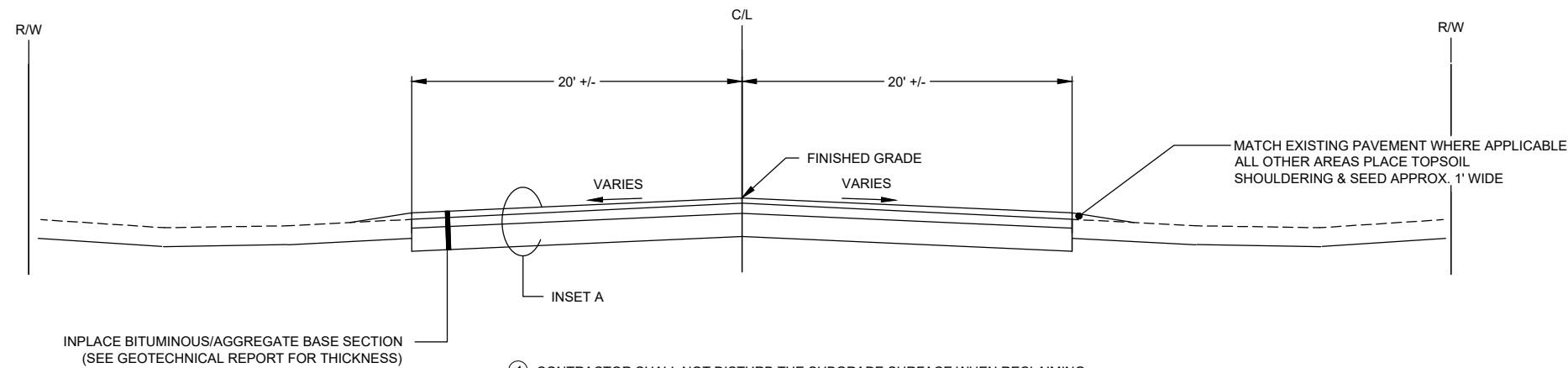
- ① CONTRACTOR SHALL NOT DISTURB THE SUBGRADE SURFACE WHEN RECLAIMING.
- ② AFTER 11" RECLAIMING OPERATION, COMPACT RECLAIMED MATERIAL TO GRADE PRIOR TO PLACING BITUMINOUS.



INSET A

- SALVAGE 8.5" RECLAIM MATERIAL
- 2" TYPE SP9.5 WEARING COURSE MIXTURE (SPWEA240C)
- BITUMINOUS TACK COAT
- 2" TYPE SP12.5 WEARING COURSE MIXTURE (SPWEB240C)
- BITUMINOUS TACK COAT
- 2" TYPE SP12.5 WEARING COURSE MIXTURE (SPWEB240C)
- 8.5" RECLAMATION (EX. 3.5" BIT. - 6" BASE)
- 3.5" SUBGRADE EXCAVATION
- BACKFILL WITH 6" SALVAGED RECLAIM MATERIAL

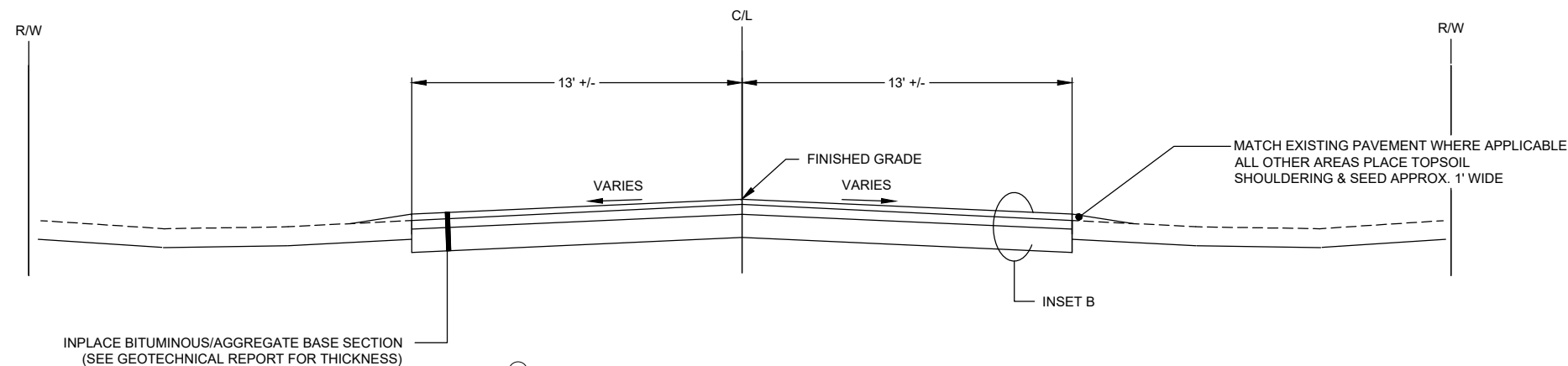
TYPICAL SECTION
CLEARWATER RD - CENTER RURAL SECTION



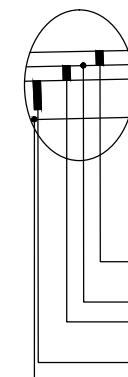
- ① CONTRACTOR SHALL NOT DISTURB THE SUBGRADE SURFACE WHEN RECLAIMING.
- ② AFTER 9.5" RECLAIMING OPERATION, COMPACT RECLAIMED MATERIAL TO GRADE PRIOR TO PLACING BITUMINOUS.

SEEDING -
SEED MIX 25-151 @ 400 #/AC
TYPE 2 FERTILIZER @ 400 #/AC
HYDRAULIC BONDED FIBER MATRIX @ 4000 #/AC

TYPICAL SECTION
FOREST DR, FOX RD, FOX PL, CEDAR SCENIC RD, OAKWOOD DR, JOLER RD



- ① CONTRACTOR SHALL NOT DISTURB THE SUBGRADE SURFACE WHEN RECLAIMING.
- ② AFTER 9.5" RECLAIMING OPERATION, COMPACT RECLAIMED MATERIAL TO GRADE PRIOR TO PLACING BITUMINOUS.



INSET B

- 1.5" TYPE SP9.5 WEARING COURSE MIXTURE (SPWEA240C)
- BITUMINOUS TACK COAT
- 2" TYPE SP12.5 WEARING COURSE MIXTURE (SPWEB240C)
- 7.5" RECLAMATION (EX. 3.5" BIT. - 5" BASE)
- VARIABLE DEPTH SUBGRADE EXCAVATION
- BACKFILL WITH SALVAGED RECLAIM MATERIAL

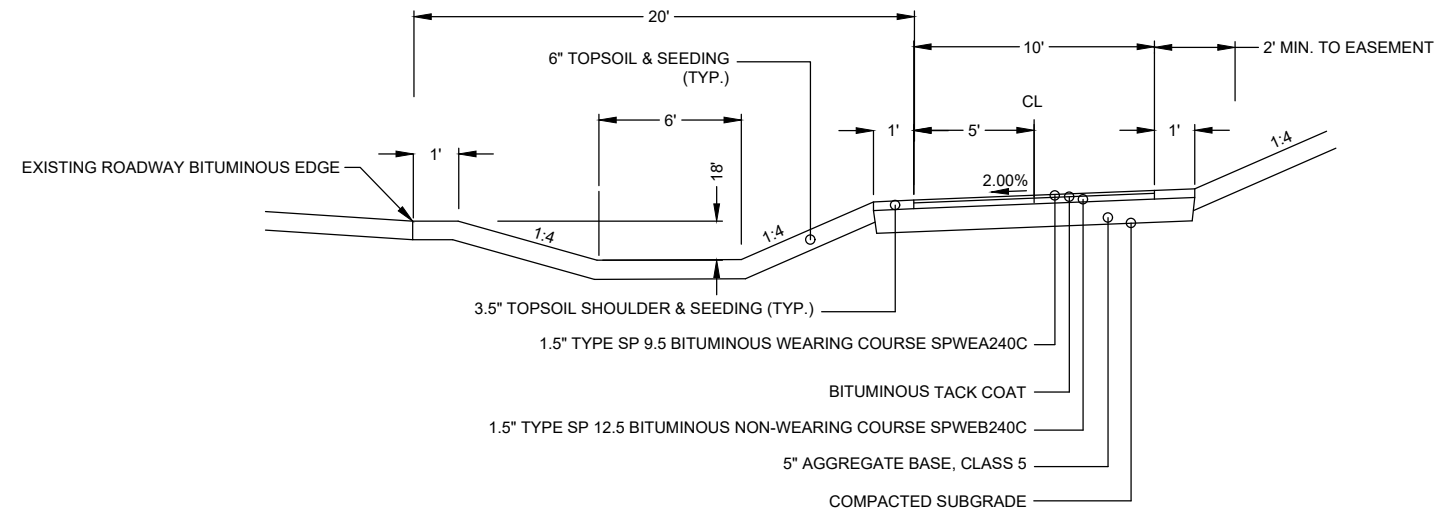
Save: 11/1/2022 4:26 PM J:\kretzel Plot: 11/01/2022 6:26 PM X:\AE\B\BAXTE\168788\4-pr\im-dsgr-rps\Feasibility Report\FIG 6 - TYP SEC.dwg

PROJECT NO.
BAXTE 168788
DATE:
11/15/2022

2023 FDR IMPROVEMENTS
TYPICAL SECTIONS
BAXTER, MINNESOTA

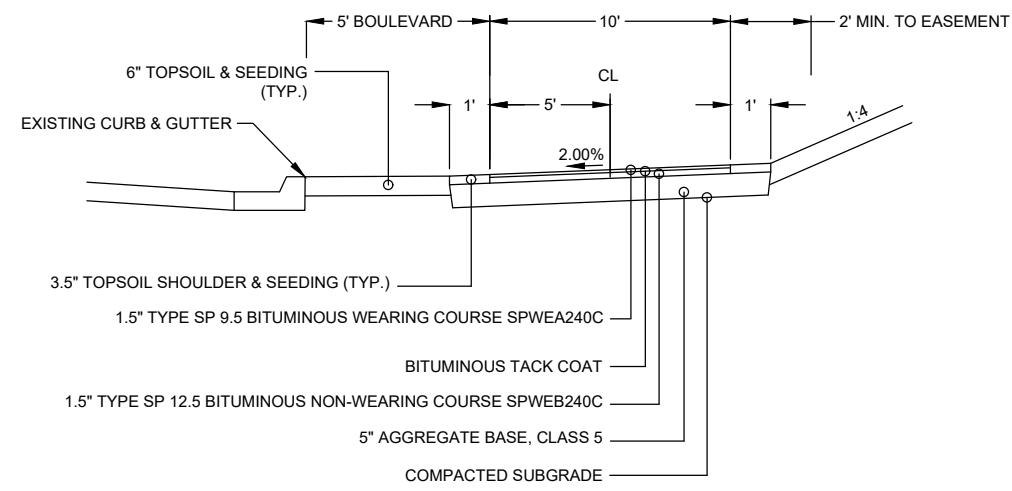
FIGURE
NO. 3A

TRAIL TYPICAL SECTION - CLEARWATER ROAD - RURAL SECTION




SEEDING -
 SEED MIX 25-151 @ 400 #/AC
 TYPE 2 FERTILIZER @ 400 #/AC
 HYDRAULIC BONDED FIBER MATRIX @ 4000 #/AC

TRAIL TYPICAL SECTION - CLEARWATER ROAD - URBAN SECTION

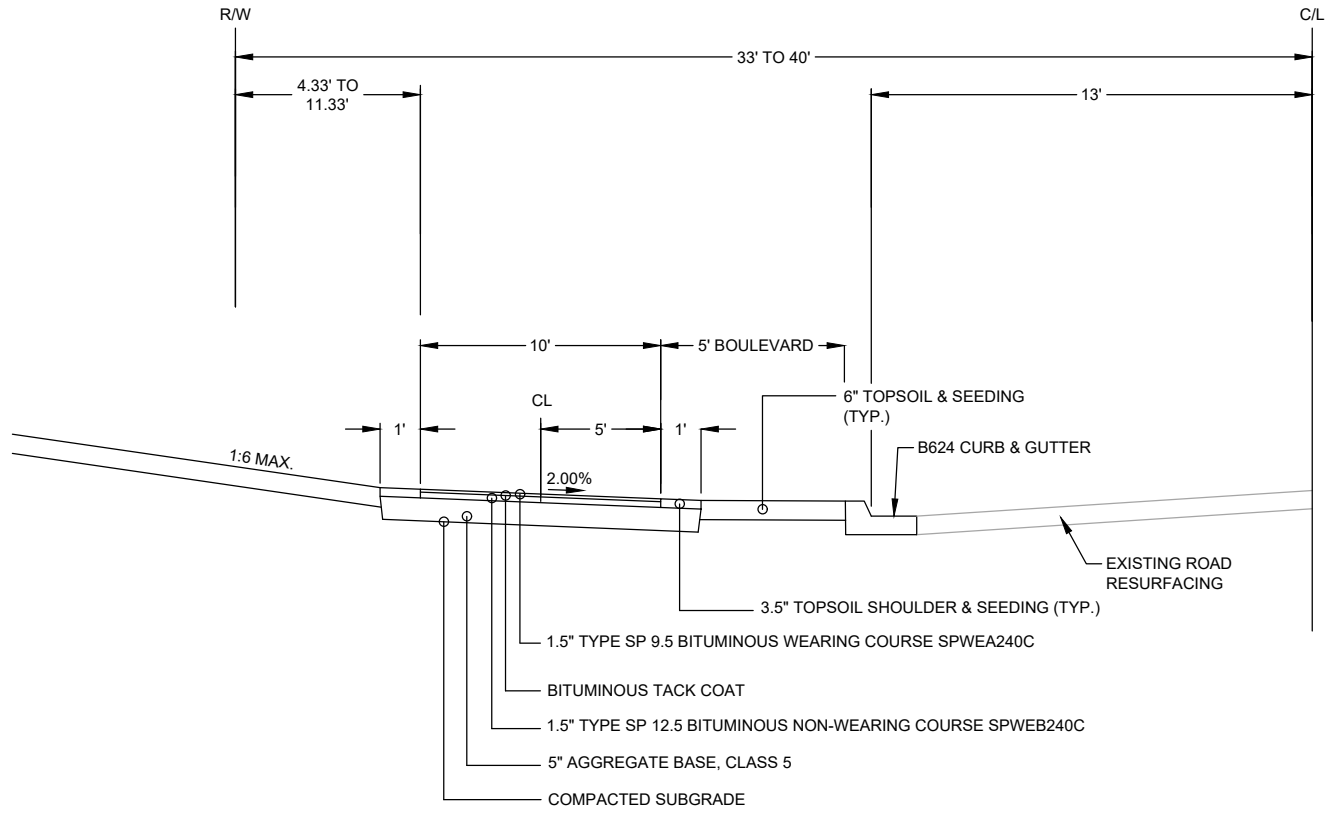


SEEDING -
 SEED MIX 25-151 @ 400 #/AC
 TYPE 2 FERTILIZER @ 400 #/AC
 HYDRAULIC BONDED FIBER MATRIX @ 4000 #/AC

Save: 11/9/2022 6:28 PM jknettel Plot: 11/9/2022 7:27 PM X:\AE\B\BAXTE\1687884-prelim-dsgr-pls\Feasibility Report\FIG 6 - TYP SEC.dwg

	PROJECT NO. BAXTE 168788	2023 FDR IMPROVEMENTS TYPICAL SECTIONS BAXTER, MINNESOTA	FIGURE NO. 3B
	DATE: 11/15/2022		

**CEDAR SCENIC ROAD
TRAIL TYPICAL SECTION - CURB ON NORTH SIDE**



SEEDING -
 SEED MIX 25-151 @ 400 #/AC
 TYPE 2 FERTILIZER @ 400 #/AC
 HYDRAULIC BONDED FIBER MATRIX @ 4000 #/AC

Save: 11/1/2022 4:26 PM Jknittel Plot: 11/9/2022 6:27 PM X:\AEI\BAXTE\168788\4-prelim-dsgn-rpt\Feasibility Report\FIG 6 - TYP SEC.dwg



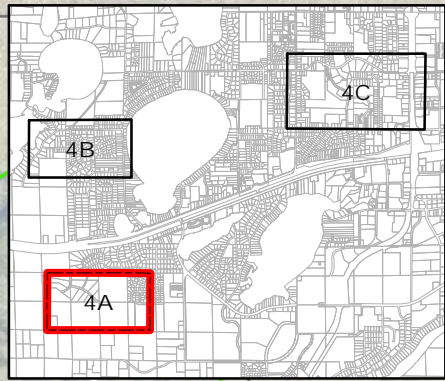
PROJECT NO.
 BAXTE 168788
 DATE:
 11/15/2022

**2023 FDR IMPROVEMENTS
 TYPICAL SECTIONS
 BAXTER, MINNESOTA**

FIGURE
 NO. 3C



Path: X:\AE\B\BAXTE\168788\6-final-dgn\151-drawings\90-GIS\Maps\Assessment_Updated.mxd



0 50 100 200
Feet

Project: BAXTE 168788
Print Date: 9/28/2022

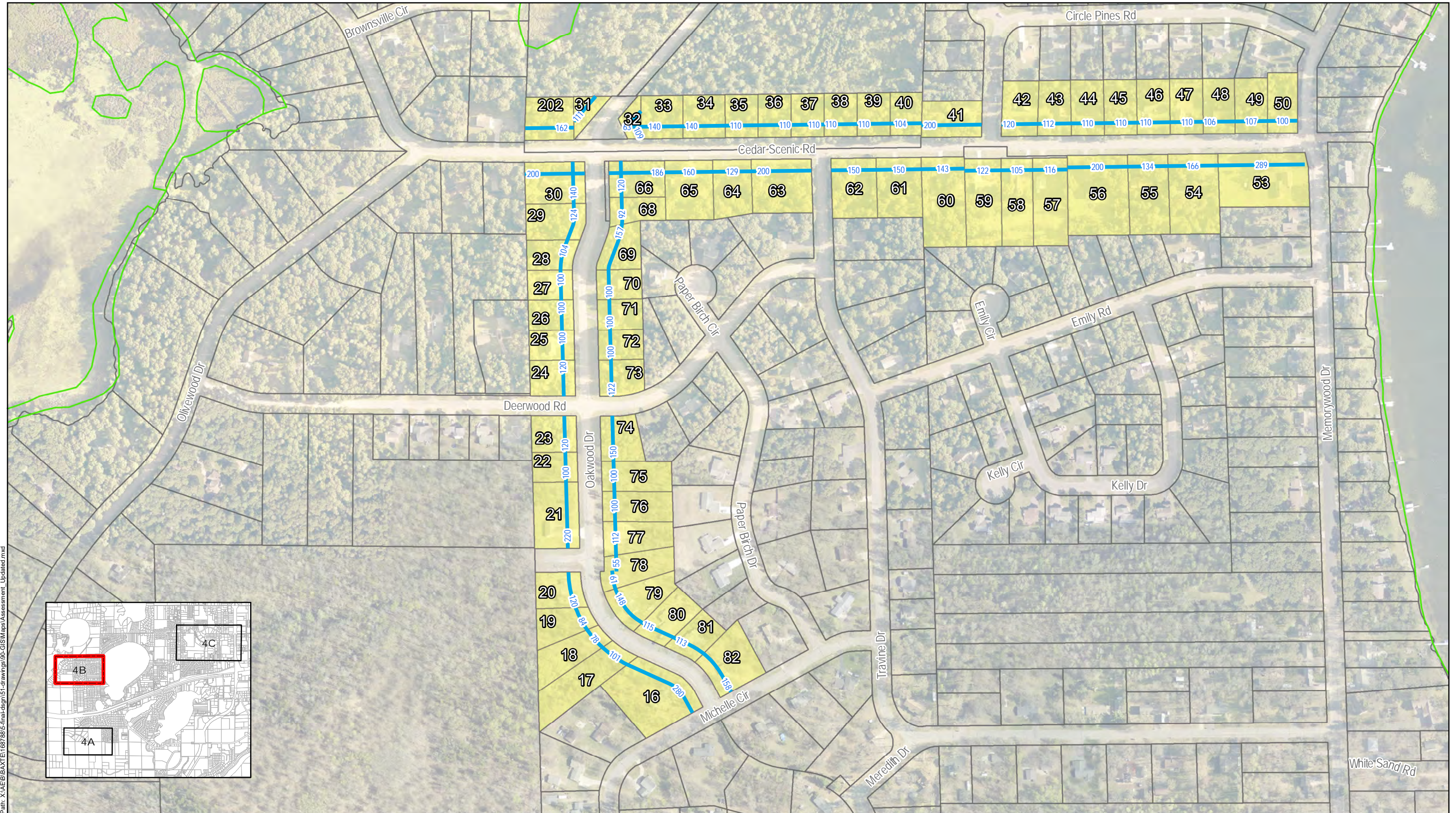
User Name: msteuernagel
Projection: Crow Wing - county coordinates - english
Source:

Land Use	
 R1: Low Density Residential	 R3: High Density Residential
 R2: Medium Density Residential	 C2: Regional Commercial
	 OS: Office Service
	 NWI Boundary

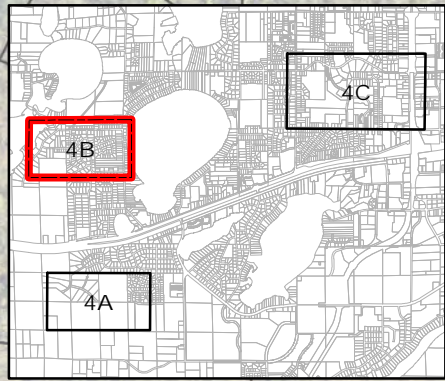
PAW Map
2023 FDR Improvements
Baxter, Minnesota

Figure
4A

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 Geographic 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 of this map acknowledges that SEH shall not be liable for any damages which arise out of the user's access or use of data provided.



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0 50 100 200 Feet

Project: BAXTE 168788
Print Date: 9/28/2022

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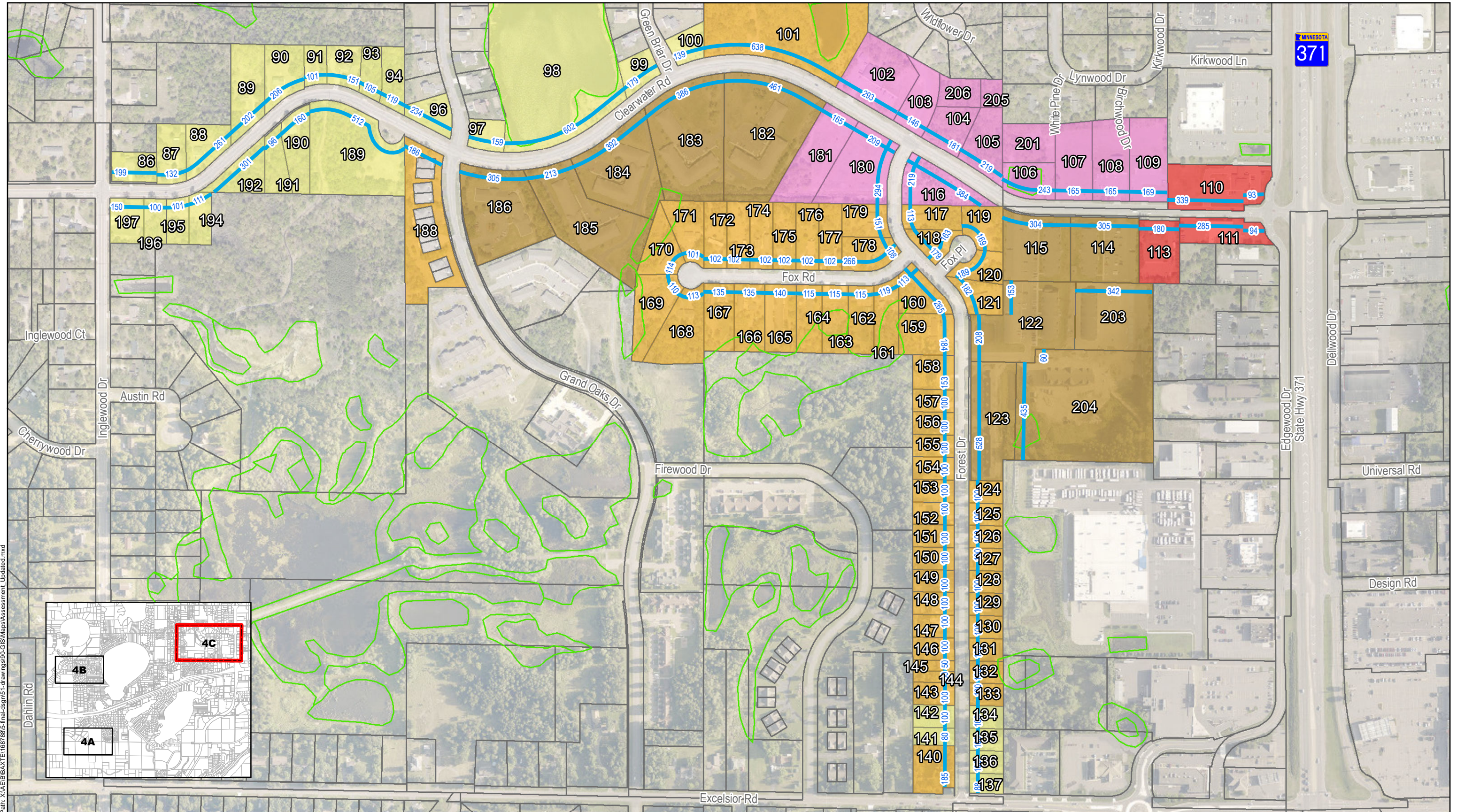
Land Use	
 R1: Low Density Residential	 R2: Medium Density Residential
 R3: High Density Residential	 C2: Regional Commercial
 OS: Office Service	 NWI Boundary

PAW Map

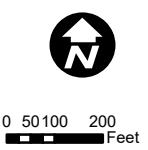
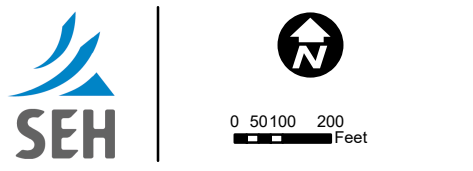
2023 FDR Improvements Baxter, Minnesota

Figure
4B

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 Geographic 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 of this map acknowledges that SEH shall not be liable for any damages which arise out of the user's access or use of data provided.



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Project: BAXTE 168788
 Print Date: 11/16/2022
 User Name: msteuernagel
 Projection: Crow Wing - county coordinates - english
 Source:

Land Use	
 R1: Low Density Residential	 R2: Medium Density Residential
 R3: High Density Residential	 OS: Office Service
 NWI Boundary	

PAW Map

2023 FDR Improvements Baxter, Minnesota

Figure
4C

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 Geographic 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 of this map acknowledges that SEH shall not be liable for any damages which arise out of the user's access or use of data provided.

Appendix A

Preliminary Opinion of Probable Cost



2023 Commercial & Residential Full Depth Reclamation Imp.
 Baxter, Minnesota
 SEH No. BAXTE 168788

PRELIMINARY OPINION OF PROBABLE COST

ITEM NO.	ITEM DESCRIPTION	UNIT OF MEASUREMENT	UNIT PRICE	TOTAL		STREET		STORM		WATER		LIGHTING		EXISTING TRAIL		CLEARWATER ROAD TRAIL		CEDAR SCENIC ROAD TRAIL		
				ESTIMATED QUANTITY	COST	ESTIMATED QUANTITY	COST	ESTIMATED QUANTITY	COST	ESTIMATED QUANTITY	COST	ESTIMATED QUANTITY	COST	ESTIMATED QUANTITY	COST	ESTIMATED QUANTITY	COST	ESTIMATED QUANTITY	COST	ESTIMATED QUANTITY
67	MAILBOX SUPPORT	EACH	\$200.00	117.00	\$23,400.00	117.00	23,400.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
68	LIGHTING UNIT	EACH	\$6,500.00	11.00	\$71,500.00	0.00	0.00	0.00	0.00	0.00	0.00	11.00	71,500.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
69	INSTALL LIGHTING UNIT	EACH	\$2,500.00	4.00	\$10,000.00	0.00	0.00	0.00	0.00	0.00	0.00	4.00	10,000.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
70	LIGHTING UNIT LED UPGRADE	EACH	\$550.00	10.00	\$5,500.00	0.00	0.00	0.00	0.00	0.00	0.00	10.00	5,500.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
71	PEDESTRIAN CROSSWALK FLASHER SYSTEM	SYSTEM	\$50,000.00	1.00	\$50,000.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	50,000.00	0.00	0.00	
72	TRAFFIC CONTROL	LUMP SUM	\$30,000.00	1.00	\$30,000.00	0.69	20,700.00	0.01	300.00	0.03	900.00	0.03	900.00	0.01	300.00	0.13	3,900.00	0.10	3,000.00	
73	SIGN TYPE C	SQ FT	\$80.00	72.00	\$5,760.00	24.00	1,920.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	24.00	1,920.00	24.00	1,920.00	
74	INSTALL SIGN TYPE C	EACH	\$150.00	12.00	\$1,800.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	6.00	900.00	6.00	900.00	
75	INSTALL 911 SIGN	EACH	\$100.00	117.00	\$11,700.00	117.00	11,700.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
76	SILT FENCE, TYPE MS	LIN FT	\$2.00	2,500.00	\$5,000.00	2,500.00	5,000.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
77	SEDIMENT CONTROL LOG TYPE STRAW	LIN FT	\$3.00	35,680.00	\$107,040.00	27,500.00	82,500.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	5,650.00	16,950.00	2,530.00	7,590.00	
78	STORM DRAIN INLET PROTECTION	EACH	\$175.00	22.00	\$3,850.00	22.00	3,850.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
79	STABILIZED CONSTRUCTION EXIT	EACH	\$1,000.00	17.00	\$17,000.00	15.00	15,000.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	1,000.00	1.00	1,000.00	
80	COMMON TOPSOIL BORROW (LV)	CU YD	\$35.00	2,621.00	\$91,735.00	650.00	22,750.00	0.00	0.00	0.00	0.00	0.00	0.00	265.00	9,275.00	1,046.00	36,610.00	660.00	23,100.00	
81	TURF ESTABLISHMENT (INCLUDING SEEDING, SEED MIX, FERTILIZER, & HYDRO MULCH)	SQ YD	\$2.00	15,530.00	\$31,060.00	5,901.00	11,802.00	0.00	0.00	0.00	0.00	0.00	0.00	2,411.00	4,822.00	6,278.00	12,556.00	940.00	1,880.00	
82	TEMPORARY TURF ESTABLISHMENT	SQ YD	\$0.50	15,530.00	\$7,765.00	5,901.00	2,950.50	0.00	0.00	0.00	0.00	0.00	0.00	2,411.00	1,205.50	6,278.00	3,139.00	940.00	470.00	
83	CROSSWALK MARKINGS PAINT	SQ FT	\$8.00	3,120.00	\$24,960.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1,680.00	13,440.00	1,440.00	11,520.00	
84	PAVEMENT MESSAGE PAINT	SQ FT	\$8.00	76.00	\$608.00	76.00	608.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
85	4" SOLID LINE PAINT	LIN FT	\$2.00	8,200.00	\$16,400.00	8,200.00	16,400.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
86	8" SOLID LINE PAINT	LIN FT	\$4.00	0.00	\$0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
87	12" SOLID LINE PAINT	LIN FT	\$8.00	180.00	\$1,440.00	180.00	1,440.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
88	4" BROKEN LINE PAINT	LIN FT	\$0.50	2,280.00	\$1,140.00	2,280.00	1,140.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
89	4" DOUBLE SOLID LINE PAINT	LIN FT	\$3.00	3,060.00	\$9,180.00	3,060.00	9,180.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CONSTRUCTION ONLY TOTALS					\$3,985,888.00		\$2,458,640.50		\$37,100.00		\$128,980.00		\$102,700.00		\$21,507.50		\$600,690.00		\$636,270.00	

SUMMARY																
ESTIMATED CONSTRUCTION ONLY		\$3,985,888.00		\$2,458,640.50		\$37,100.00		\$128,980.00		\$102,700.00		\$21,507.50		\$600,690.00		\$636,270.00
CONTINGENCY (10%)		\$398,588.80		\$245,864.05		\$3,710.00		\$12,898.00		\$10,270.00		\$2,150.75		\$60,069.00		\$63,627.00
CONSTRUCTION ONLY SUBTOTAL		\$4,384,476.80		\$2,704,504.55		\$40,810.00		\$141,878.00		\$112,970.00		\$23,658.25		\$660,759.00		\$699,897.00
ENGINEERING (22%)		\$964,584.90		\$594,991.00		\$8,978.20		\$31,213.16		\$24,853.40		\$5,204.82		\$145,366.98		\$153,977.34
RIGHT OF WAY ACQUISITION		\$52,198.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$52,198.00		\$0.00
ADMIN, LEGAL, FISCAL, MISC (5%)		\$219,223.84		\$135,225.23		\$2,040.50		\$7,093.90		\$5,648.50		\$1,182.91		\$33,037.95		\$34,994.85
ESTIMATED TOTAL		\$5,620,483.54		\$3,434,720.78		\$51,828.70		\$180,185.06		\$143,471.90		\$30,045.98		\$891,361.93		\$888,869.19

Appendix B

Preliminary Assessment Worksheet

PRELIMINARY SPECIAL ASSESSMENT WORKSHEET

2023 Commercial & Residential Full Depth Reclamation Imp.
Baxter, Minnesota
SEH No. 168788
Date: 11/15/2022

SPECIAL ASSESSMENT RATES	
C2 & OS 26 FT NON RESIDENTIAL-STREET:	\$78.07 /FF
C2 & OS 40 FT NON-RESIDENTIAL STREET:	\$153.03 /FF
R1 & R2 SFR - CLEARWATER, CEDAR SCENIC, & OAKWOOD:	\$9,572.31 /ERU
R1 & R2 SFR: FOREST, FOX RD, & FOX PL:	\$9,236.50 /ERU
R2 & R3 MULTI FAMILY RESIDENTIAL STREET:	\$2,415.80 /ERU
JOLER RD RESIDENTIAL STREET:	\$15,788.89 /ERU

MAP ID	PARCEL ID NO.	OWNER OF RECORD	PHYSICAL ADDRESS	ASSESSMENT INFO												ASSESSMENT COST							ESTIMATED ASSESSMENTS	CITY COST					
				CLEARWATER RD		FOREST DR		FOX RD		FOX PL		CEDAR SCENIC RD		OAKWOOD DR		JOLER RD		CLEARWATER RD		FOREST DR		FOX RD			FOX PL	CEDAR SCENIC RD	OAKWOOD DR	JOLER RD	
				ERU	FF	ERU	FF	ERU	FF	ERU	FF	ERU	FF	ERU	FF	ERU	FF	ERU	FF	ERU	ERU	ERU			ERU	ERU	ERU		
3	40140572	WIERZBICKI, THOMAS J 12701 PERSIMON DR BAXTER MN 56425	4551 JOLER RD BAXTER 56425												1	385.0												\$15,788.89	\$15,788.89
4	40140571	PEWITT, JEFFERY J & LOMEN, SHELLY A 4587 JOLER RD BAXTER MN 56425	4587 JOLER RD BAXTER 56425												1	310.0												\$15,788.89	\$15,788.89
5	40140570	BAHN, HOWARD J & TERRI S 4689 JOLER RD BAXTER MN 56425													1	216.0												\$15,788.89	\$15,788.89
6	40140569	BAHN, HOWARD J & TERRI S 4689 JOLER RD BAXTER MN 56425	4689 JOLER RD BAXTER 56425												1	448.0												\$15,788.89	\$15,788.89
10	40140563	KADELBACH, CARRIE M & CURTIS 4710 JOLER RD BAXTER MN 56425	4710 JOLER RD BAXTER 56425												1	371.0												\$15,788.89	\$15,788.89
11	40140564	HARDWICK, BONNIE M 4616 JOLER RD BAXTER MN 56425													1	294.0												\$15,788.89	\$15,788.89
12	40140565	HARDWICK, JASON & BONNIE 4616 JOLLER RD BAXTER MN 56425	4616 JOLER RD BAXTER 56425												1	286.0												\$15,788.89	\$15,788.89
14	40140568	RUSHIN, CHAD F & JENNIFER M 4562 JOLER RD BAXTER MN 56425	4562 JOLER RD BAXTER 56425												1	536.0												\$15,788.89	\$15,788.89
16	40110772	NEILS, STEVEN & ROBERT & ANDERSON, DAVID 1800 IDLEWILD DR APT 19 RENO NV 89509	4652 MICHELLE CIR BAXTER 56425											2	280.0												\$19,144.61	\$19,144.61	
17	40110546	CROSS FAMILY REVOCABLE TRUST 13719 OAKWOOD DR BAXTER MN 56425													1	101.0											\$9,572.31	\$9,572.31	
18	40110547	CROSS FAMILY REVOCABLE TRUST 13719 OAKWOOD DR BAXTER MN 56425	13719 OAKWOOD DR BAXTER 56425												1	78.0											\$9,572.31	\$9,572.31	
19	40110548	CROSS FAMILY REVOCABLE TRUST 13719 OAKWOOD DR BAXTER MN 56425													1	84.0											\$9,572.31	\$9,572.31	
20	40110549	DIETZ-MICHAEL, LINDSEY AND JENNIFER 13751 OAKWOOD DR BAXTER MN 56425	13751 OAKWOOD DR BAXTER 56425												1	120.0											\$9,572.31	\$9,572.31	
21	40110550	TURCOTTE, AIMÉE M 13783 OAKWOOD DR BAXTER MN 56425	13783 OAKWOOD DR BAXTER 56425												1	220.0											\$9,572.31	\$9,572.31	
22	40110552	SCRJ INVESTMENTS LLC 11279 BIRCH ISLAND RD EAST GULL LAKE MN 56401													1	100.0											\$9,572.31	\$9,572.31	
23	40110553	SCRJ INVESTMENTS LLC 11279 BIRCH ISLAND RD EAST GULL LAKE MN 56401													1	120.0											\$9,572.31	\$9,572.31	
24	40110585	SCRJ INVESTMENTS LLC 11279 BIRCH ISLAND RD EAST GULL LAKE MN 56401													1	120.0											\$9,572.31	\$9,572.31	
25	40110586	RODAHL, MICHAEL & MICHELLE & ANDERSON, KARL & LORI 9204 EDISON ST NE BLAINE MN 55449	13893 OAKWOOD DR BAXTER 56425												1	100.0											\$9,572.31	\$9,572.31	
26	40110587	SCRJ INVESTMENTS LLC 11279 BIRCH ISLAND RD EAST GULL LAKE MN 56401													1	100.0											\$9,572.31	\$9,572.31	
27	40110588	GOOD, MARK J & JENNIFER L 13923 OAKWOOD DR BAXTER, MN 56425	13923 OAKWOOD DR BAXTER 56425												1	100.0											\$9,572.31	\$9,572.31	
28	40110589	SCRJ INVESTMENTS LLC 11279 BIRCH ISLAND RD EAST GULL LAKE MN 56401													1	104.0											\$9,572.31	\$9,572.31	
29	40110590	SCRJ INVESTMENTS LLC 11279 BIRCH ISLAND RD EAST GULL LAKE MN 56401													1	124.0											\$9,572.31	\$9,572.31	
30	40110922	JENKINS, AARON M 4525 CEDAR SCENIC RD BAXTER MN 56425	4525 CEDAR SCENIC RD BAXTER 56425									200			1	140.0										\$14,908.35	\$9,572.31	\$9,572.31	\$14,908.35
31	40020554	CITY OF BAXTER JEREMY VACINEK FINANCE DIR P O BOX 2626 BAXTER, MN 56425													111												\$8,274.13		\$8,274.13
32	40020553	CITY OF BAXTER JEREMY VACINEK FINANCE DIR P O BOX 2626 BAXTER, MN 56425													63												\$4,696.13		\$4,696.13

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SPECIAL ASSESSMENT RATES	
C2 & OS 26 FT NON-RESIDENTIAL-STREET:	\$78.07 /FF
C2 & OS 40 FT NON-RESIDENTIAL STREET:	\$153.03 /FF
R1 & R2 SFR - CLEARWATER, CEDAR SCENIC, & OAKWOOD:	\$9,572.31 /ERU
R1 & R2 SFR: FOREST, FOX RD, & FOX PL:	\$9,236.50 /ERU
R2 & R3 MULTI FAMILY RESIDENTIAL STREET:	\$2,415.80 /ERU
JOLER RD RESIDENTIAL STREET:	\$15,788.89 /ERU

MAP ID	PARCEL ID NO.	OWNER OF RECORD	PHYSICAL ADDRESS	ASSESSMENT INFO												ASSESSMENT COST						ESTIMATED ASSESSMENTS	CITY COST					
				CLEARWATER RD		FOREST DR		FOX RD		FOX PL		CEDAR SCENIC RD		OAKWOOD DR		JOLER RD		CLEARWATER RD		FOREST DR				FOX RD	FOX PL	CEDAR SCENIC RD	OAKWOOD DR	JOLER RD
				ERU	FF	ERU	FF	ERU	FF	ERU	FF	ERU	FF	ERU	FF	ERU	FF	ERU	FF	ERU	ERU			ERU	ERU	ERU	ERU	
115	40060523	BAXTER REAL ESTATE LLC 13925 FENWAY BLVD HUGO MN 55038		28.0	304												\$67,642.41									\$67,642.41		
116	40060706	BLACK RIDGE BANK 14084 BAXTER DR SUITE 16 BAXTER MN 56425	BAXTER 56425		384		219										\$58,763.34		\$17,096.70							\$75,860.04		
117	40060794	BERRY, CHERYL & BERRY, MORRIS & BROOKS, BRENDA K 14482 FOREST DR BAXTER MN 56425	14482 FOREST DR BAXTER 56425			1	113.0												\$9,236.50							\$9,236.50		
118	40060793	HEIDMANN, JAMES R & CRYSTAL L 7210 FOX PL N BAXTER MN 56425	7210 FOX PL BAXTER 56425							1	163.00								\$13,974.01		\$9,236.50					\$9,236.50	\$13,974.01	
119	40060795	TAX FORFEITED CROW WING COUNTY LAND SERVICES 322 LAUREL ST STE 15 BRAINERD, MN 56401-3590	7223 FOX PL BAXTER 56425							1	169.0										\$9,236.50					\$9,236.50		
120	40060796	PFANNENSTEIN, DENNIS 414 W ASH ST SAINT JOSEPH MN 56374	7215 FOX PL BAXTER 56425							1	189.0										\$9,236.50					\$9,236.50		
121	40060797	MCKAY, WILMA M 14398 FOREST DR BAXTER, MN 56425	14398 FOREST DR BAXTER 56425			1	182.0												\$9,236.50							\$9,236.50		
122	40060519	BAXTER REAL ESTATE LLC 13925 FENWAY BLVD HUGO MN 55038	7273 CLEARWATER RD BAXTER 56425			28	361.0												\$67,642.41							\$67,642.41		
123	40060516	BAXTER REAL ESTATE LLC 13925 FENWAY BLVD HUGO MN 55038	14304 FOREST DR BAXTER 56425			16	528.0												\$38,652.80							\$38,652.80		
124	40060888	KAWLEWSKI, ERNEST L SR & MARGE A 14246 FOREST DR BAXTER, MN 56425	14246 FOREST DR BAXTER 56425			1	100.0												\$9,236.50							\$9,236.50		
125	40060889	JOHNSON, KENDALL C 14232 FOREST DR BAXTER MN 56425	14232 FOREST DR BAXTER 56425			1	100.0												\$9,236.50							\$9,236.50		
126	40060890	PALMER, MICHAEL R 14214 FOREST DR BAXTER MN 56425	14214 FOREST DR BAXTER 56425			1	100.0												\$9,236.50							\$9,236.50		
127	40060891	WHEELER, JAMES D 14200 FOREST DR BAXTER MN 56425	14200 FOREST DR BAXTER 56425			1	100.0												\$9,236.50							\$9,236.50		
128	40060892	PETERSON, ROSE M 14172 FOREST DR BAXTER, MN 56425	14172 FOREST DR BAXTER 56425			1	100.0												\$9,236.50							\$9,236.50		
129	40060893	MONNIER, LEE M 14160 FOREST DR BAXTER MN 56425	14160 FOREST DR BAXTER 56425			1	100.0												\$9,236.50							\$9,236.50		
130	40060894	BRENNY, JOSEPH G 1506 FLOAN POINT RD EAST GULL LAKE, MN 56401-3071	BAXTER 56425			1	100.0												\$9,236.50							\$9,236.50		
131	40060895	ABRAHAMSON, CURT 14126 FOREST DR BAXTER, MN 56425	14126 FOREST DR BAXTER 56425			1	100.0												\$9,236.50							\$9,236.50		
132	40060896	RAYMOND, ANN & ARDEN 14108 FOREST DRIVE BAXTER MN 56425	14108 FOREST DR BAXTER 56425			1	100.0												\$9,236.50							\$9,236.50		
133	40060897	DEMO, ROGER G JR AND DANNA M 14080 FOREST DR BAXTER MN 56425	14080 FOREST DR BAXTER 56425			1	100.0												\$9,236.50							\$9,236.50		
134	40060898	SMITH, PANSY L 14070 FOREST DR BRAINERD, MN 56401	14070 FOREST DR BAXTER 56425			1	100.0												\$9,236.50							\$9,236.50		
135	40060899	JANOWIAK, RANDY & RHONDA 14050 FOREST DR BAXTER, MN 56425	14050 FOREST DR BAXTER 56425			1	100.0												\$9,236.50							\$9,236.50		
136	40060900	WILSON, LINDA 14028 FOREST DR BAXTER MN 56425	14028 FOREST DR BAXTER 56425			1	100.0												\$9,236.50							\$9,236.50		
137	40060901	LANGREN, DWIGHT E 10416 FOREST DR BAXTER MN 56425	14016 FOREST DR BAXTER 56425																	\$6,869.91							\$6,869.91	
140	40060908	DEGEN, MICHAEL 8595 DOROTHY AVE BRAINERD MN 56401	7180 EXCELSIOR RD BAXTER 56425			1	185.0												\$9,236.50							\$9,236.50		
141	40060713	CITY OF BAXTER PO BOX 2626 BAXTER MN 56425					80.0													\$6,245.37							\$6,245.37	

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R1 & R2 SFR: FOREST, FOX RD, & FOX PL:	\$9,236.50	/ERU
R2 & R3 MULTI FAMILY RESIDENTIAL STREET:	\$2,415.80	/ERU
JOLER RD RESIDENTIAL STREET:	\$15,788.89	/ERU

MAP ID	PARCEL ID NO.	OWNER OF RECORD	PHYSICAL ADDRESS	ASSESSMENT INFO												ASSESSMENT COST						ESTIMATED ASSESSMENTS	CITY COST									
				CLEARWATER RD		FOREST DR		FOX RD		FOX PL		CEDAR SCENIC RD		OAKWOOD DR		JOLER RD		CLEARWATER RD		FOREST DR				FOX RD	FOX PL	CEDAR SCENIC RD	OAKWOOD DR	JOLER RD				
				ERU	FF	ERU	FF	ERU	FF	ERU	FF	ERU	FF	ERU	FF	ERU	FF	ERU	FF	ERU	FF			ERU	ERU	ERU	ERU	ERU				
142	40060712	CITY OF BAXTER PO BOX 2626 BAXTER MN 56425					100.0																					\$7,806.71	\$7,806.71			
143	40060887	SCOTT, RAYMOND & LEEORA M & GREG BAJARI 14123 FOREST DR BAXTER MN 56425	14091 FOREST DR BAXTER 56425			1	100.0																						\$9,236.50	\$9,236.50		
144	40060885	SCOTT, RAYMOND & LEEORA M & GREG BAJARI 14123 FOREST DR BAXTER MN 56425				1	50.0																							\$9,236.50	\$9,236.50	
145	40060886	SCOTT, RAYMOND G & LEE ORA M 14123 FOREST DR BAXTER MN 56425				1	50.0																							\$9,236.50	\$9,236.50	
146	40060884	SCOTT, RAYMOND G & LEE ORA M 14123 FOREST DR BAXTER MN 56425	14123 FOREST DR BAXTER 56425			1	100.0																							\$9,236.50	\$9,236.50	
147	40060883	ROBERTS, BRUCE V & THELMA 4919 OAK ST BAXTER, MN 56425	14143 FOREST DR BAXTER 56425			1	100.0																							\$9,236.50	\$9,236.50	
148	40060882	SOLBERG, JAMES R 14161 FOREST DR BAXTER, MN 56425	14161 FOREST DR BAXTER 56425			1	100.0																							\$9,236.50	\$9,236.50	
149	40060881	BAKKE, TERRY E 14175 FOREST DR BAXTER MN 56425	14175 FOREST DR BAXTER 56425			1	100.0																							\$9,236.50	\$9,236.50	
150	40060880	EILERS, DWAYNE R II BOX 583 WATERLOO IA 50704	14203 FOREST DR BAXTER 56425			1	100.0																							\$9,236.50	\$9,236.50	
151	40060879	PIKULA, RANDOLPH 14211 FOREST DR BAXTER MN 56425	14211 FOREST DR BAXTER 56425			1	100.0																							\$9,236.50	\$9,236.50	
152	40060878	ROSS, JOAN M 14231 FOREST DR BAXTER, MN 56425	14231 FOREST DR BAXTER 56425			1	100.0																							\$9,236.50	\$9,236.50	
153	40060877	JOHNSON, JEFFREY A 14249 FOREST DR BAXTER MN 56425	14249 FOREST DR BAXTER 56425			1	100.0																							\$9,236.50	\$9,236.50	
154	40060876	HESS, DANIEL ALAN & 14265 FOREST DR BAXTER MN 56425	14265 FOREST DR BAXTER 56425			1	100.0																							\$9,236.50	\$9,236.50	
155	40060875	BOLLINGER, WILLIAM L & DEVAWN A 14285 FOREST DR BAXTER, MN 56425	14285 FOREST DR BAXTER 56425			1	100.0																							\$9,236.50	\$9,236.50	
156	40060874	WAYT, DAVID 14303 FOREST DR BAXTER, MN 56425	14303 FOREST DR BAXTER 56425			1	100.0																							\$9,236.50	\$9,236.50	
157	40060873	WOODS, HELEN & SHARON SMITH 14319 FOREST DR BAXTER, MN 56425	14319 FOREST DR BAXTER 56425			1	100.0																							\$9,236.50	\$9,236.50	
158	40060872	GORDON, SUSAN M 14345 FOREST DR BAXTER MN 56425	14345 FOREST DR BAXTER 56425			1	153.0																							\$9,236.50	\$9,236.50	
159	40060813	MOUDRY, DOUGLAS RICHARD 14373 FOREST DR BAXTER MN 56425	14373 FOREST DR BAXTER 56425			1	184.0																							\$9,236.50	\$9,236.50	
160	40060814	BADE, DAVID 14433 FOREST DR BAXTER MN 56425	14433 FOREST DR BAXTER 56425			1	265.0				113																			\$9,236.50	\$8,821.58	
161	40060812	ARNDT, DAVID ROBERT & KIM 7141 FOX RD BAXTER MN 56425	7141 FOX RD BAXTER 56425								1																				\$9,236.50	\$9,236.50
162	40060811	BURGGRAFF, JOSEPH M & MELANIE 7133 FOX RD BAXTER MN 56425	7133 FOX RD BAXTER 56425								1																				\$9,236.50	\$9,236.50
163	40060810	DK INVESTMENTS LLC 1107 6TH ST S BRAINERD, MN 56401	7105 FOX RD BAXTER 56425								4																				\$9,663.20	\$9,663.20
164	40060809	ERICKSON, RANDE C & KAREN L 7083 FOX RD BAXTER, MN 56425	7083 FOX RD BAXTER 56425								1																				\$9,236.50	\$9,236.50
165	40060808	SWEET, KENDAHL DUANE 7051 FOX RD # 4 BAXTER MN 56425	7051 FOX RD BAXTER 56425								4																				\$9,663.20	\$9,663.20
166	40060807	PAYNE, RICHARD G & CARRIE F 7047 FOX RD BAXTER, MN 56425	7047 FOX RD BAXTER 56425								1																				\$9,236.50	\$9,236.50

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R1 & R2 SFR: FOREST, FOX RD, & FOX PL:	\$9,236.50 /ERU
R2 & R3 MULTI FAMILY RESIDENTIAL STREET:	\$2,415.80 /ERU
JOLER RD RESIDENTIAL STREET:	\$15,788.89 /ERU

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				CLEARWATER RD		FOREST DR		FOX RD		FOX PL		CEDAR SCENIC RD		OAKWOOD DR		JOLER RD		CLEARWATER RD		FOREST DR				FOX RD	FOX PL	CEDAR SCENIC RD	OAKWOOD DR	JOLER RD
				ERU	FF	ERU	FF	ERU	FF	ERU	FF	ERU	FF	ERU	FF	ERU	FF	ERU	FF	ERU	ERU			ERU	ERU	ERU	ERU	
194	40060790	LAKES AREA LIVING CONCEPTS INC 24090 SMILEY RD NISSWA MN 56468	BAXTER 56425	1	111												\$9,572.31										\$9,572.31	
195	40060791	LAKES AREA LIVING CONCEPTS INC 24090 SMILEY RD NISSWA MN 56468	BAXTER 56425	1	101												\$9,572.31										\$9,572.31	
196	40060792	MEYER, CONNIE J 14468 INGLEWOOD DR BAXTER MN 56425	BAXTER 56425	1	100												\$9,572.31									\$9,572.31		
197	40060508	MEYER, CONNIE J 14468 INGLEWOOD DR BAXTER MN 56425	14468 INGLEWOOD DR BAXTER 56425		150												\$22,954.43									\$22,954.43		
199	40140567	WIERZBICKI, THOMAS J 12701 PERSIMON DR BAXTER MN 56425													1	0										\$15,788.89	\$15,788.89	
200	40140566	CLANTON, DAMOND EDWARD 12700 PERSIMON DR BAXTER MN 56425	12700 PERSIMON DR BAXTER 56425												1	0										\$15,788.89	\$15,788.89	
201	40060557	NGUYEN, KIM ANH THI 14668 GRAND OAKS DR BAXTER MN 56425	7252 CLEARWATER RD BAXTER 56425		233												\$35,655.88									\$35,655.88		
205	40060536	BLACK RIDGE BANK 14084 BAXTER DR SUITE 16 BAXTER MN 56425			198												\$30,299.85									\$30,299.85		
206	40060535	BLACK RIDGE BANK 14084 BAXTER DR SUITE 16 BAXTER MN 56425			98												\$14,996.90									\$14,996.90		
202	40020544	CITY OF BAXTER JEREMY VACINEK FINANCE DIR P O BOX 2626 BAXTER, MN 56425										162													\$12,075.76	\$12,075.76		
203	40060518	BAXTER REAL ESTATE LLC 13925 FENWAY BLVD HUGO MN 55038		14	342	14	301										\$33,821.20		\$33,821.20							\$67,642.41		
204	40060517	BAXTER REAL ESTATE LLC 13925 FENWAY BLVD HUGO MN 55038	14362 FOREST DR BAXTER 56425	14	606	14	495										\$33,821.20		\$33,821.20							\$67,642.41		
				TOTAL:												\$618,229.54	\$1,051,619.00	\$497,214.95	\$83,375.67	\$175,931.91	\$27,709.49	\$361,730.40	\$308,519.07	\$157,888.94	\$2,481,733.11	\$800,485.87		

Property Type		
R1: Low Density Residential		ERU
R2: Medium Density Residential		ERU
R3: High Density Residential		ERU
C2: Regional Commercial		FF
OS: Office Space		FF
City / Other		FF
R2: Multi Family		ERU

PROPERTY TYPE	RATE	UNIT	TOTAL ASSESSED	TOTAL CITY	TOTAL STREET
C2 & OS 26 FT NON RESIDENTIAL-STREET:	\$78.07	FF	\$17,096.70	\$66,278.97	
C2 & OS 40 FT NON-RESIDENTIAL STREET:	\$153.03	FF	\$498,723.27	\$552,895.73	
R1 & R2 SFR - CLEARWATER, CEDAR, & OAKWOOD:	\$9,572.31	ERU	\$622,199.87	\$172,489.58	
R1 & R2 SFR: FOREST, FOX RD, & FOX PL:	\$9,236.50	ERU	\$518,097.15	\$8,821.58	
R2 & R3 MULTI FAMILY RESIDENTIAL STREET:	\$2,415.80	ERU	\$667,727.18		
JOLER RD RESIDENTIAL STREET:	\$15,788.89	ERU	\$157,888.94		
CITY / NON-ASSESSED FRONTAGE ADJUSTMENT:				\$152,501.80	
			\$2,481,733.11	\$952,987.67	\$3,434,720.78
			72%	28%	

Appendix C

Quiet Zone Assessment

Quiet Zone Assessment

BAXTE163007

Baxter, Minnesota | July 26, 2022

City Council Approval Date: August 16, 2022



Building a Better World
for All of Us®

Engineers | Architects | Planners | Scientists

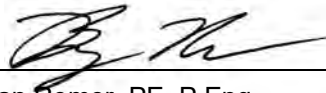
Quiet Zone Assessment

Baxter, Minnesota

SEH No. BAXTE163007

July 26, 2022

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



Bryan Remer, PE, P.Eng

Date: July 26, 2022

License No.: 47588

Reviewed By: Collin Maki

Date: July 26, 2022

Short Elliott Hendrickson Inc.
2351 Connecticut Avenue, Suite 300
Sartell, MN 56377-2485
320.229.4300



Executive Summary

The City of Baxter has been diligently implementing safety measures (i.e., gates and lights, medians, curb, pavement markings, signs etc.) over the years at each of the public at-grade railroad crossings in order to implement a quiet zone along the existing BNSF Railway Company (BNSF) corridor that bisects the City. This BNSF Railway (Line segment 27) is a single mainline track that falls under the Twin Cities Division, Brainerd subdivision, that runs from Chub Lake to the Staples Branch. Line 27 averages 6 trains per day, at a maximum speed of 49 mph.

The City is seeking an update on where they stand and what may still be required to gain approval from the Federal Railroad Administration (FRA) to implement a quiet zone within the City by 2024.

The Quiet Zone Assessment included the review of the following at grade railroad crossings:

- Timberwood Drive.
- Highland Scenic Road (County Road 48).
- Knollwood Drive (MSAS 101).
- Inglewood Drive (Propose).
- Elder Drive (MSAS 118).
- MN Trunk Highway 371.
- Cypress Drive (MSAS 113).

The assessment concludes that improvements are necessary at the seven at grade crossings to qualify the City for quiet zone designation. We do caution that the FRA updates the quiet zone calculations and thresholds frequently and we cannot guarantee crossings that meet the requirements today will continue to meet the requirements long term.

The trail crossing improvements at Timberwood Drive are not required to meet the quiet zone requirements but are recommended to remain consistent with the other trail crossings within the City limits. Excluding Timberwood Drive from the quiet zone was also reviewed. Doing so would increase the average Quiet Zone Risk Index (QZRI) for the quiet zone by almost 1400 points but still less than the National Significant Risk Threshold (NSRT) so the remaining at grade crossings would still qualify for quiet zone designation.

Contents

Certification Page
Executive Summary
Contents

1	Background.....	1
2	Existing Conditions	2
2.1	Timberwood Drive	2
2.2	Highland Scenic Road (County Road 48).....	2
2.3	Knollwood Drive (MSAS 101)	2
2.4	Elder Drive (MSAS 118)	3
2.5	MN Trunk Highway 371	3
2.6	Cypress Drive	3
2.7	Quiet Zone Calculations Table	4
3	Proposed Improvements.....	4
3.1	General Improvements for all Crossings	4
3.2	Timberwood Drive (SSM – Non-Traversable Concrete Median).....	5
3.3	Highland Scenic Road (SSM – Non-Traversable Concrete Median)	5
3.4	Knollwood Drive (SSM – Closure).....	5
3.5	Inglewood Drive (SSM – Non-Traversable Concrete Median).....	6
3.6	Elder Drive (SSM – Non-Traversable Concrete Median).....	6
3.7	MN Trunk Highway 371 (No Improvements).....	7
3.8	Cypress Drive (SSM – Non-Traversable Concrete Median)	7
3.9	Other Suggestions from Diagnostic Meeting	7
3.10	Quiet Zone Calculations Table	8
4	Cost Opinion	10
5	Summary.....	10

List of Tables

Table 1 – Existing Conditions Quiet Zone Calculations.....	4
Table 2 – Proposed Quiet Zone Calculations Including Timberwood Drive.....	8
Table 3 – Proposed Quiet Zone Calculations Excluding Timberwood Drive	9
Table 4 – Cost Summary.....	10

Contents (continued)

List of Figures

- Figure 1 – Overall Crossing Layout
- Figure 2 – Timberwood Drive Crossing
- Figure 3 – Highland Scenic Road Crossing
- Figure 4 – Knollwood Drive Crossing
- Figure 5 – Inglewood Drive Crossing
- Figure 6 – Elder Drive Crossing
- Figure 7 – MN Trunk Highway 371 Crossing
- Figure 8 – Cypress Drive Crossing

List of Appendices

- Appendix A Diagnostic Meeting Conference Call Meeting Minutes – October 27, 2021
- Appendix B Onsite Diagnostic Meeting Minutes – November 4, 2021
- Appendix C Cost Opinion

Quiet Zone Assessment

Prepared for City of Baxter, Minnesota

1 Background

The Federal Railroad Administration (FRA) published the Final Rule on the Use of Locomotive Horns at Highway-Rail Grading Crossings (Train Horn Rule) in the Federal Register on April 27, 2005. The rule became effective June 24, 2005 and was amended on August 17, 2006. The Train Horn Rule requires railroads to sound horns at all public grade crossings in the United States.

Recognizing that some communities have quiet zones in place, the FRA provided a process in the Train Horn Rule to maintain existing quiet zones and establish new quiet zones. Communities can establish a new quiet zone using a defined process approved by the FRA.

The process for establishing a quiet zone includes the following steps:

- Onsite diagnostic meeting with the following parties:
 - BNSF Railway.
 - FRA.
 - MnDOT Rail Office.
 - MnDOT Signal Office.
 - MnDOT Traffic.
 - City of Baxter.
 - Crow Wing County.
 - Consultants as required.
- Draft and submit Notice of Intent (NOI).
- Comment period (60 to 180 days plus depending on proposed improvements).
- Construction of improvements proposed in NOI.
- Notice of Establishment (NOE).
- Review period (21 days).
- Installation of quiet zone signage.

2 Existing Conditions

SEH and City staff organized and documented 2 meetings with BNSF, FRA, MnDOT, Crow Wing County and City representatives to discuss the existing and proposed conditions, a conference call on October 27, 2021 and an onsite diagnostic meeting on November 4, 2021. The minutes for each meeting are included in Appendix A and B, respectively. The following existing conditions were reviewed and discussed.

2.1 Timberwood Drive

- DOT Crossing Inventory Number: 927498M.
- RR Milepost: 0124.560.
- 675 AADT per 2010 traffic count.
- 4 lanes divided with curbed median and trail.
 - North median curb is less than 6 inches tall
- Signal equipment: Cantilever with flashing lights and gates.
- Trail equipment provided: Crossbucks.
- No private driveway entrances near crossing.

2.2 Highland Scenic Road (County Road 48)

- DOT Crossing Inventory Number: 076265N.
- RR Milepost: 0122.892.
- 3,450 AADT per 2019 traffic count.
- 3 lanes divided with curbed median and trail.
- South median doesn't meet 6 inch minimum height or length.
- North median is about 3 feet short of 60 feet length.
- Signal equipment: Cantilever with flashing lights and gates.
- Trail equipment: Flashing lights and gates.
- No private driveway entrances near crossing.

2.3 Knollwood Drive (MSAS 101)

- DOT Crossing Inventory Number: 076263A.
- RR Milepost: 0122.179.
- 1,900 AADT per 2019 traffic count.
- 3 lanes undivided road with trail.
- Signal equipment: Flashing lights and gates.
- Trail equipment: Stop signs.
- No private driveway entrances.

2.4 Elder Drive (MSAS 118)

- DOT Crossing Inventory Number: 917429C.
- RR Milepost: 0121.040.
- 6,400 AADT per 2019 traffic count.
- 2 lanes divided road:
 - South Side:
 - Median doesn't extend to within 10 feet of track.
 - Median not long enough to qualify for SSM (currently 58 feet).
 - East curb line does extend past signal arm.
 - North Median:
 - Lacking median up to signal arm.
- Signal equipment: Flashing lights and gates.
- Trail equipment: None, with no future trail planned.
- No private driveway entrances.

2.5 MN Trunk Highway 371

- DOT Crossing Inventory Number: 917433S.
- RR Milepost: 0120.792.
- 21,900 AADT per 2019 traffic count.
- 6 lanes divided with curbed median (Curbed median looks to be less than 6 inches tall).
- Signal equipment: Cantilever with flashing lights and gates. 2 median gates.
- Trail equipment: None.
- No private driveway entrances.

2.6 Cypress Drive

- DOT Crossing Inventory Number: 974413J:
 - Shown as MN T.H. 210 in Crossing Inventory, this will be corrected by FRA.
- RR Milepost: 0120.281.
- 2,200 AADT per 2019 traffic count.
- 4 lanes divided curbed median and trail:
 - Median begins outside of signal arms.
- Signal equipment: Cantilever with flashing lights and gates. 2 median gates.
- Trail equipment: Flashing lights and gates.
- Private driveway in northwest quadrant that is 60 feet from gate arms.

2.7 Quiet Zone Calculations Table

The following table is a summary of the quiet zone risk score calculations from FRA's web based calculator. The calculations take into account the train and vehicle traffic, warning devices, supplementary safety measures (SSM) and other information to create a standardized score. Since the Quiet Zone Risk Index (QZRI) for the existing conditions isn't less than the Nationwide Significant Risk Threshold (NSRT) then the city doesn't qualify for the automatic quiet zone. The improvements proposed will be required to meet the quiet zone requirements.

Table 1 – Existing Conditions Quiet Zone Calculations

Crossing Number	Street Name	Traffic (AADT)	Warning Device	Pre-SSM	SSM	Risk Score
076263A	Knollwood Drive	1,900	Gates	0	0	24,386.84
076265N	Highland Scenic Road	3,450	Gates	0	0	28,372.19
917429C	Elder Drive	6,400	Gates	0	0	29,347.48
917433S	MN T.H. 371	21,900	Gates	0	0	60,220.19
927498M	Timberwood Drive	674	Gates	0	0	21,125.32
974413J	T.H. 210 (Cypress Drive)	2,200	Gates	0	0	28,605.88
Summary						
Proposed Quiet Zone:			Baxter, Minnesota			
Type:			New 24-hour Quiet Zone			
Scenario:			Baxter MN_66055			
Nationwide Significant Risk Threshold:			15488.00			
Risk Index with Horns:			19190.44			
Quiet Zone Risk Index:			32009.65			

3 Proposed Improvements

The proposed improvements listed below were discussed and agreed to by the diagnostic team. The diagnostic team met onsite and reviewed all railroad crossings on November 4, 2021.

3.1 General Improvements for all Crossings

- All pedestrian approaches will include the following safety improvements:
 - Crossbucks with stop signs.
 - Half-size advance warning signs (W10-1) with NO TRAIN HORN plaques (W10-9P).
 - Detectable warning located a minimum of 12 feet from near rail or 2 feet prior to warning device.
 - Pavement markings.
- All concrete medians should begin 10' from centerline of track.
- Concrete streets or concrete sidewalks should have a minimum of 2 feet asphalt buffer at railroad concrete crossing panels.
- The signs and pavement marking at all crossing should comply with Minnesota Manual on Uniform Traffic Control Devices (MNMUTCD).

3.2 Timberwood Drive (SSM – Non-Traversable Concrete Median)

- Remove and replace existing north median curb with 8 inch tall curb.
- Pedestrian improvement options:
 - Install flashing lights and gates – remain consistent with other trail crossings within the City.
 - Remove trail, BNSF would require a new agreement to reinstall the trail at a future date.
- North median: 70 feet long because of snowmobile trail crossing that is parallel to MN T.H. 210.
- FRA stated that the median will qualify as SSM with snowmobile trail.

3.3 Highland Scenic Road (SSM – Non-Traversable Concrete Median)

- South median:
 - Remove and replace median curb with 8 inch tall curb.
 - It is recommended to construct a 102 feet median to provide additional margin of error for future measurements (face of gate to end of full height median).
- North median:
 - Extend median a minimum of 3 feet to provide 60 feet from face of gate to full height median.
 - We will need to confirm potential clear zone issue with MnDOT and Crow Wing County along MN T.H. 210.
- Add stop bar separate from railroad crossing pavement marking.
- BNSF suggests adding bells to pedestrian crossing gates:
 - The other pedestrian gates in the proposed quiet zone have bells so this is recommended for pedestrian warning and consistency throughout the quiet zone.
- Install “Do Not Stop on Track” (R8-8) sign for northbound approach.
- BNSF request: Crow Wing County Highway Department to consider upgrading the existing simultaneous preemption to advanced preemption time.

3.4 Knollwood Drive (SSM – Closure)

- Closure with new Inglewood Drive Construction.
- City will be responsible for removing all roadway approaches, highway signs, traffic signal indications, and restabilizing the ditch line for proper drainage:
 - The crossing will be permanently closed to both vehicle and pedestrian traffic.
 - Fencing may be needed to prohibit pedestrians from using the crossing after closure.
- BNSF will be responsible for removing the concrete crossing surface and railroad signal equipment.
- This crossing must be closed prior to opening the new Inglewood Drive crossing.
- Need to provide closure/removal plans to all parties.

3.5 Inglewood Drive (SSM – Non-Traversable Concrete Median)

- Proposed crossing to be opened in conjunction with closure of Knollwood Drive.
- RR Milepost: 121.782.
- 3500 AADT projection for crossing to open in 2023.
- 4 lane divided road with trail (1 southbound, 3 northbound).
- Signal equipment: Cantilever with flashing lights and gates and 2 median gates.
- Same pedestrian crossing to be constructed as Cypress Drive.
- No stop turning movement from MN T.H. 210/Inglewood onto Foley Road.
- 10' wide median and 8" curb to be installed.
- Fencing recommended at pedestrian crossing but not required.
- Pavement markings between Foley Road and the crossing aren't required since there are advanced warning signs (W10-3) proposed for both directions on Foley Road.

3.6 Elder Drive (SSM – Non-Traversable Concrete Median)

- South median:
 - Extend to within 10 feet of the track (5 feet).
 - Extend south end of median as far as possible but needs to be a minimum of 60 feet from face of gate to end of full height.
- North median:
 - Install 60 feet median on the north side of the crossing.
 - Need to leave gap for snowmobile groomer. This gap may impact the median qualifying as a SSM and will need to be verified by FRA.
- Extend curb and gutter on east side of road, south of the tracks, leave driveway approach for BNSF to access bungalow.
- Add W10-4 sign for eastbound Foley Road traffic.
- City staff stated there are no plans for pedestrian sidewalks or other improvements in this area and the diagnostic team had no further pedestrian recommendations.
- The team observed traffic queuing onto the crossing while on site. City should install DO NOT STOP ON TRACK (R8-8) sign on NB approach.

3.7 MN Trunk Highway 371 (No Improvements)

The following items were discussed with the Diagnostic team onsite, but ultimately based on the quiet zone calculations it has been determined that it will be best to not claim an alternative safety measure (ASM) for this crossing.

- Suggested delineators down the middle of the median:
 - Can be break-away without their own base.
 - 7 feet spacing.
 - Need a gap in delineators for snowmobile groomer. This may impact ability for this crossing to qualify as SSM and needs FRA verification.
 - SEH to look into snowmobile groomer width.
- Channelization counts as 75% of a typical curbed median SSM.
- Crossing is updated with advanced preemption.
- Need advanced warning signs (W10-1) in medians.
- Need W10-3 signs for snowmobile trail in both directions where the rail crosses the railroad tracks.
- Missing concrete/curb around gate foundation:
 - BNSF will be repairing this in the spring of 2023.
- Right turn lane from Eastbound MN T.H. 210 to MN T.H. 371 south bound likely would make this an ASM (turn lane is too close to BNSF tracks to qualify as SSM).

3.8 Cypress Drive (SSM – Non-Traversable Concrete Median)

- Add W10-1 sign in median at striping on both approaches.
- Extend median on north and south side of crossing.
 - Full height to extend to within 10 feet of the track.

3.9 Other Suggestions from Diagnostic Meeting

- A letter is required to be sent to the FRA every 4.5 to 5 years if all crossings in the quiet zone utilize SSMs:
 - Since no ASM or SSM are proposed at MN T.H. 371, then a letter needs to be sent to the FRA every 2.5-3 years stating signs and safety measures are still in place.
- Construction addressing non conformances to occur in 2023.
- Full Quiet Zone to be implemented in late 2023 or early 2024.
- A notice of intent (NOI) can be submitted before the construction is complete.
- Need to be consistent throughout quiet zone with half sized pedestrian warning signs.
- MNDOT to provide preemptions forms for all crossings.
- Suggested to add “Do Not Stop on Tracks” signs at all crossings.
- Need advanced warning signs on MN T.H. 210 for right turning movements at all crossings.
- Medians need to be 100 feet unless an intersection is present, in which they can be 60 feet in that case, otherwise an ASM needs to be applied.
- Once a quiet zone is established trains still have the authority to sound their horn if there is a safety concern.

3.10 Quiet Zone Calculations Table

3.10.1 Option 1 – Quiet Zone including Timberwood Drive

The following table summarizes the quiet zone calculations from the FRA's online calculator. SEH is waiting for the FRA to add Inglewood Drive to their system so SEH has included an estimate for the Risk Score that SEH anticipates for Inglewood Drive. Since the QZRI is less than the NSRT this would qualify for a quiet zone designation.

Table 2 – Proposed Quiet Zone Calculations Including Timberwood Drive

Crossing Number	Street Name	Traffic (AADT)	Warning Device	Pre-SSM	SSM	Risk Score
076263A	Knollwood Drive	0	Closed (SSM 2)	0	2	Closed
076265N	Highland Scenic Road	4,400	Gates	0	13	6,029.13
917429C	Elder Drive	7,350	Gates	0	13	6,074.75
917433S	MN T.H. 371	21,900	Gates	0	0	60,220.19
927498M	Timberwood Drive	674	Gates	0	13	4,225.06
TBD	Inglewood Drive	3,500	Gates	0	13	Est. 6,050
974413J	MN T.H. 210 (Cypress Drive)	2,200	Gates	0	13	5,721.18
Summary						
Proposed Quiet Zone:			Baxter, Minnesota			
Type:			New 24-hour Quiet Zone			
Scenario:			Baxter MN_66055			
Nationwide Significant Risk Threshold:			15488.00			
Risk Index with Horns:			19190.44			
Quiet Zone Risk Index:			12,617.19			

3.10.2 Option 2 – Quiet Zone excluding Timberwood Drive

The following table summarizes the quiet zone calculations from the FRA’s online calculator. SEH is waiting for the FRA to add Inglewood Drive to their system so SEH has included an estimate for the Risk Score that SEH anticipates for Inglewood Drive. Since the QZRI is less than the NSRT this would qualify for a quiet zone designation, but it does get closer to the NSRT value.

Table 3 – Proposed Quiet Zone Calculations Excluding Timberwood Drive

Crossing Number	Street Name	Traffic (AADT)	Warning Device	Pre-SSM	SSM	Risk Score
076263A	Knollwood Drive	0	Closed (SSM 2)	0	2	Closed
076265N	Highland Scenic Road	4,400	Gates	0	13	6,029.13
917429C	Elder Drive	7,350	Gates	0	13	6,074.75
917433S	MN T.H. 371	21,900	Gates	0	0	60,220.19
TBD	Inglewood Drive	3,500	Gates	0	13	Est. 6,050
974413J	MN T.H. 210 (Cypress Drive)	2,200	Gates	0	13	5,721.18
Summary						
Proposed Quiet Zone:			Baxter, Minnesota			
Type:			New 24-hour Quiet Zone			
Scenario:			Baxter MN_66055			
Nationwide Significant Risk Threshold:			15488.00			
Risk Index with Horns:			19190.44			
Quiet Zone Risk Index:			14015.88			

4 Cost Opinion

The project cost opinion was developed assuming the costs for Inglewood Drive and Knollwood Drive would be covered under the project construction in 2022/2023. The remaining work needed to develop the quiet zone will be completed under a separate project or completed by BNSF in 2023. There will be a significant coordination effort with MnDOT, BNSF and Crow Wing County as the City will need permits from each entity. The detailed cost estimate is included in Appendix C.

Table 4 – Cost Summary

Item	Cost
City Construction Total	\$232,000
30% Contingency	\$69,000
Subtotal	\$302,000
Alternate Timberwood Drive Trail Signal	\$250,000
22% Engineering	\$66,440
2% Legal	\$6,040
2% Admin	\$6,040
BNSF Permitting	\$20,000
MnDOT Permitting	\$10,000
County Permitting	\$10,000
Quiet Zone Study	\$14,800
NOI/NOE	\$15,000
Grand Total	\$700,000

**Biannual cost of \$2,000 for inspection and reporting to FRA to maintain Quiet Zone

5 Summary

The proposed improvements at the seven at grade railroad crossings should qualify the City for quiet zone designation. FRA updates the quiet zone calculations and thresholds frequently and SEH cannot guarantee crossings that meet the requirements today will continue to meet the requirements long term.

The trail crossing improvements at Timberwood Drive are not required to meet the quiet zone requirements but are recommended to remain consistent with the other trail crossings within the City limits. If the trail is removed BNSF would remove the crossing panels and reinstallation in the future would require BNSF agreements. Removing Timberwood Drive from the quiet zone would increase the average QZRI for the quiet zone by almost 1400 points but still less than the NSRT so the remaining at grade crossings would qualify for quiet zone designation.

Figures

Figure 1 – Overall Crossing Layout

Figure 2 – Timberwood Drive Crossing

Figure 3 – Highland Scenic Road Crossing

Figure 4 – Knollwood Drive Crossing

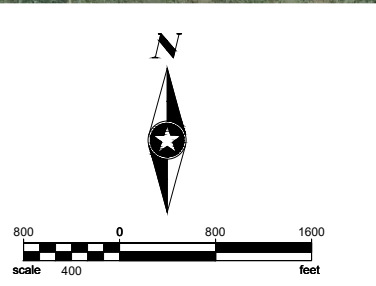
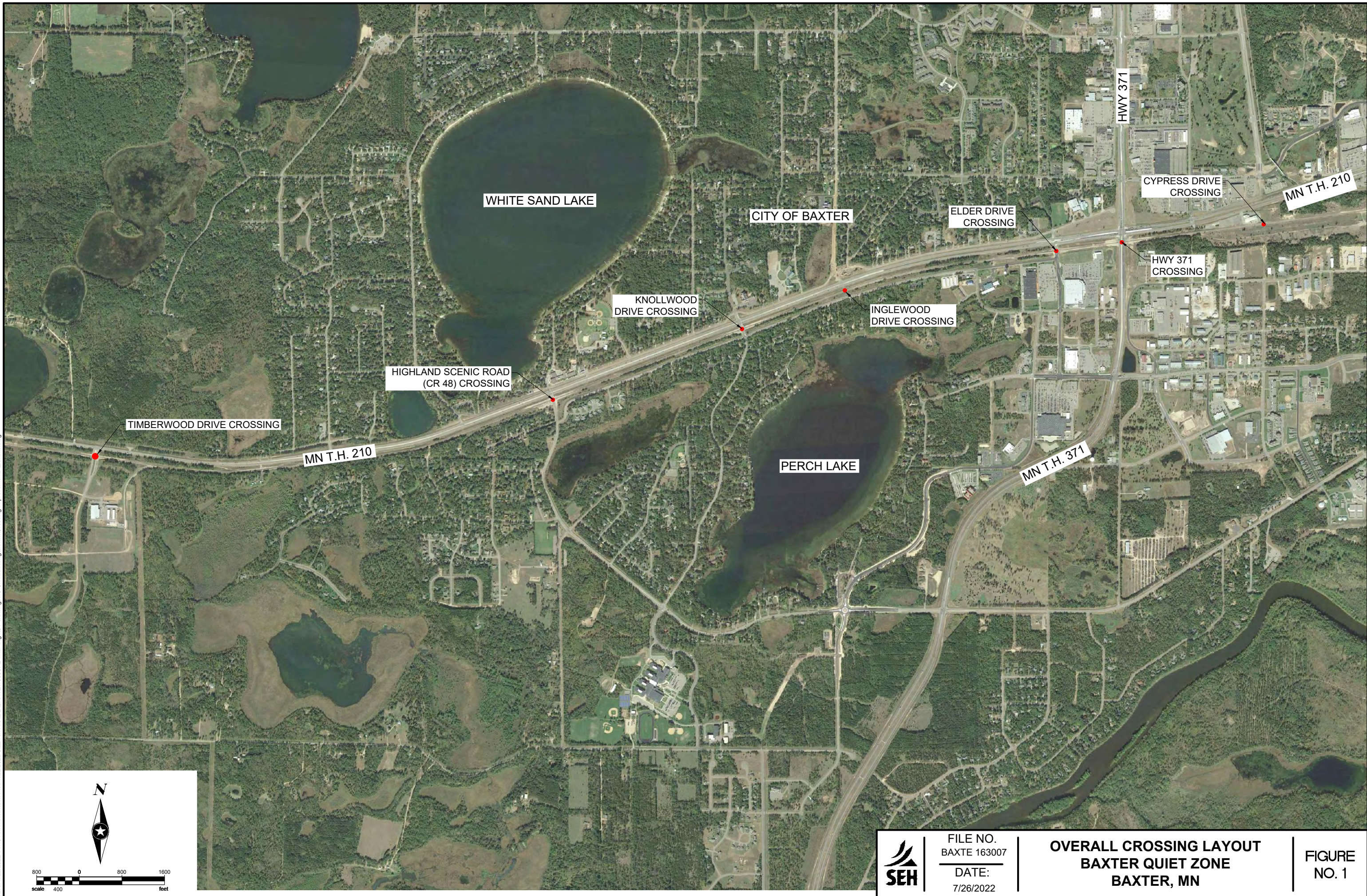
Figure 5 – Inglewood Drive Crossing

Figure 6 – Elder Drive Crossing

Figure 7 – MN Trunk Highway 371 Crossing

Figure 8 – Cypress Drive Crossing

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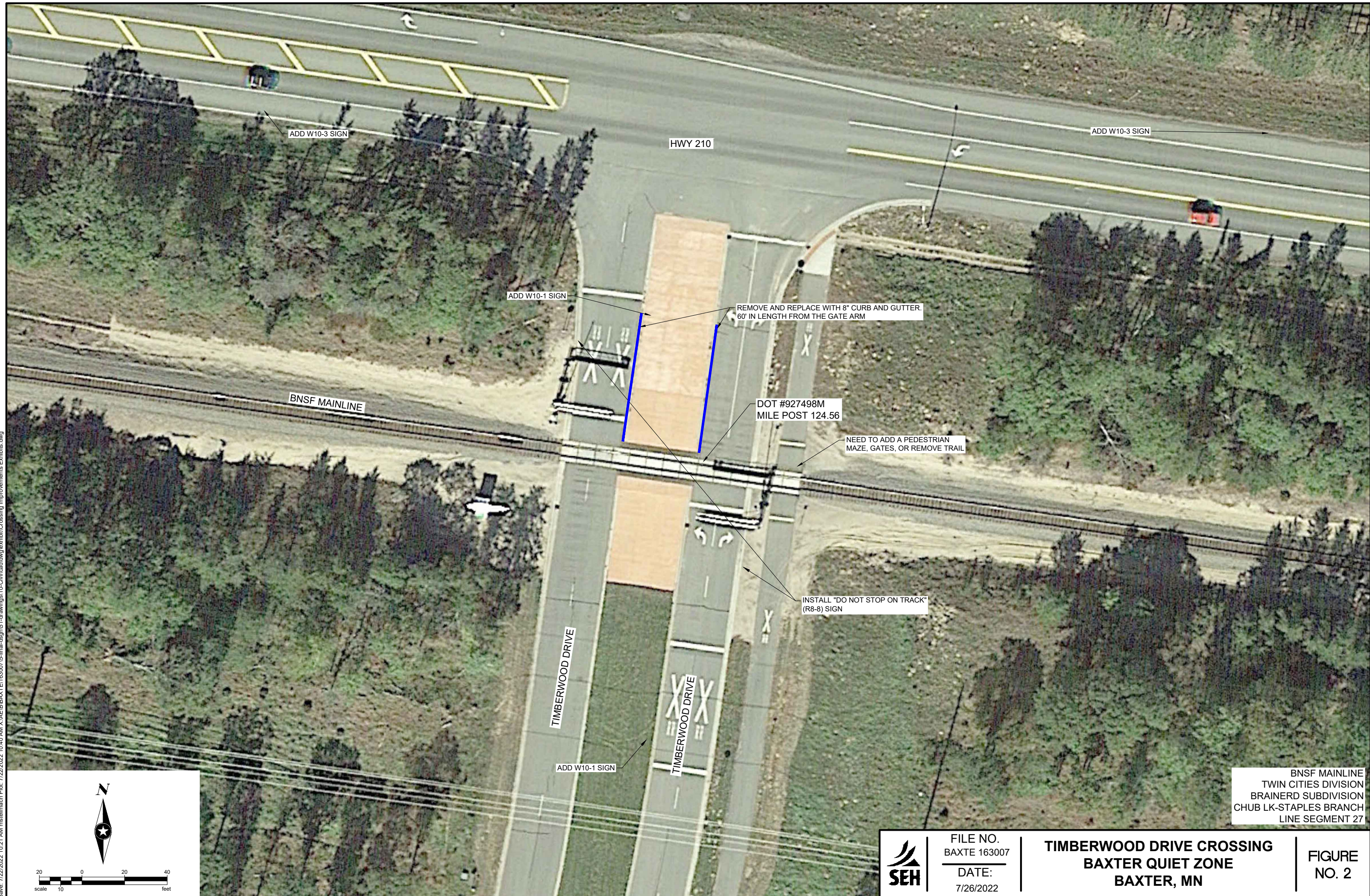


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7/26/2022

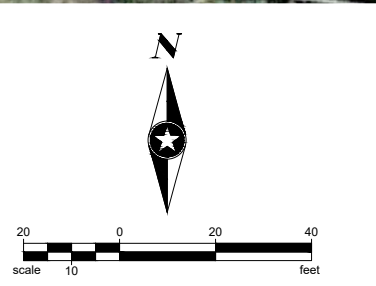
**OVERALL CROSSING LAYOUT
BAXTER QUIET ZONE
BAXTER, MN**


**FIGURE
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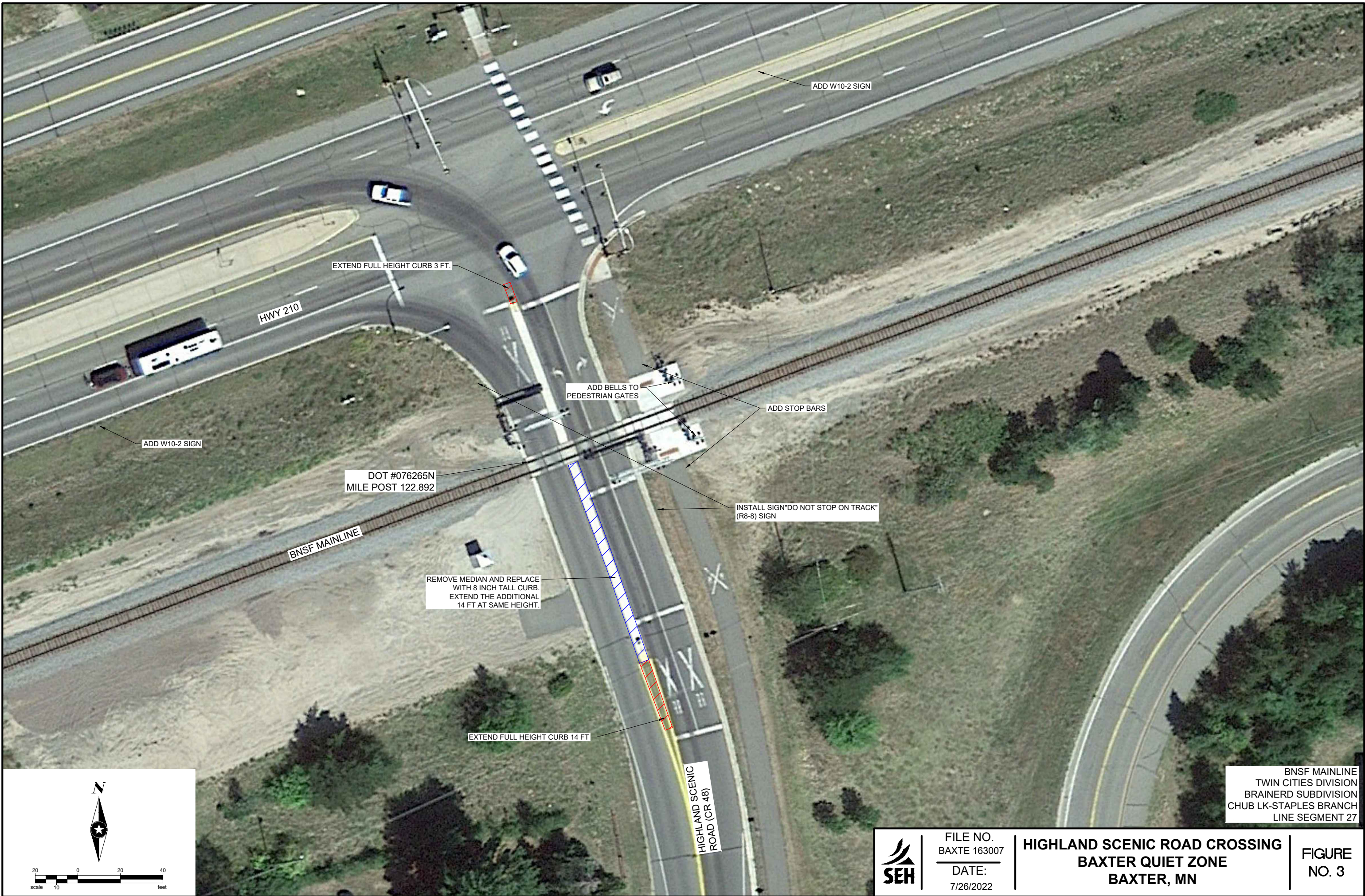


BNSF MAINLINE
TWIN CITIES DIVISION
BRainerd SUBDIVISION
CHUB LK-STAPLES BRANCH
LINE SEGMENT 27



	FILE NO. BAXTE 163007	TIMBERWOOD DRIVE CROSSING BAXTER QUIET ZONE BAXTER, MN	FIGURE NO. 2
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HWY 210

BNSF MAINLINE

HIGHLAND SCENIC ROAD (CR 48)

EXTEND FULL HEIGHT CURB 3 FT.

ADD W10-2 SIGN

ADD BELLS TO PEDESTRIAN GATES

ADD STOP BARS

DOT #076265N
MILE POST 122.892

INSTALL SIGN "DO NOT STOP ON TRACK" (R8-8) SIGN

REMOVE MEDIAN AND REPLACE WITH 8 INCH TALL CURB. EXTEND THE ADDITIONAL 14 FT AT SAME HEIGHT.

EXTEND FULL HEIGHT CURB 14 FT

ADD W10-2 SIGN

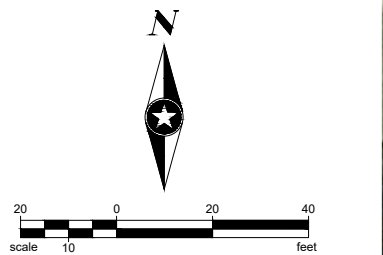
BNSF MAINLINE
TWIN CITIES DIVISION
BRainerd SUBDIVISION
CHUB LK-STAPLES BRANCH
LINE SEGMENT 27



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HIGHLAND SCENIC ROAD CROSSING
BAXTER QUIET ZONE
BAXTER, MN

FIGURE
NO. 3



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CROSSING TO BE CLOSED AFTER INGLEWOOD DRIVE CONSTRUCTION IN 2022/2023

HWY 210

BNSF MAINLINE

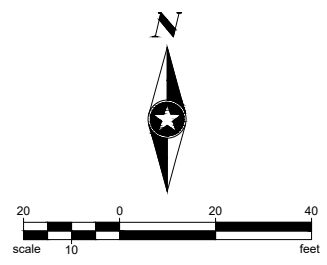
DOT #076263A
MILE POST 122.179


KNOLLWOOD DRIVE

TO BE REMOVED

FOLEY ROAD

BNSF MAINLINE
TWIN CITIES DIVISION
BRainerd SUBDIVISION
CHUB LK-STAPLES BRANCH
LINE SEGMENT 27



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DATE:
7/26/2022

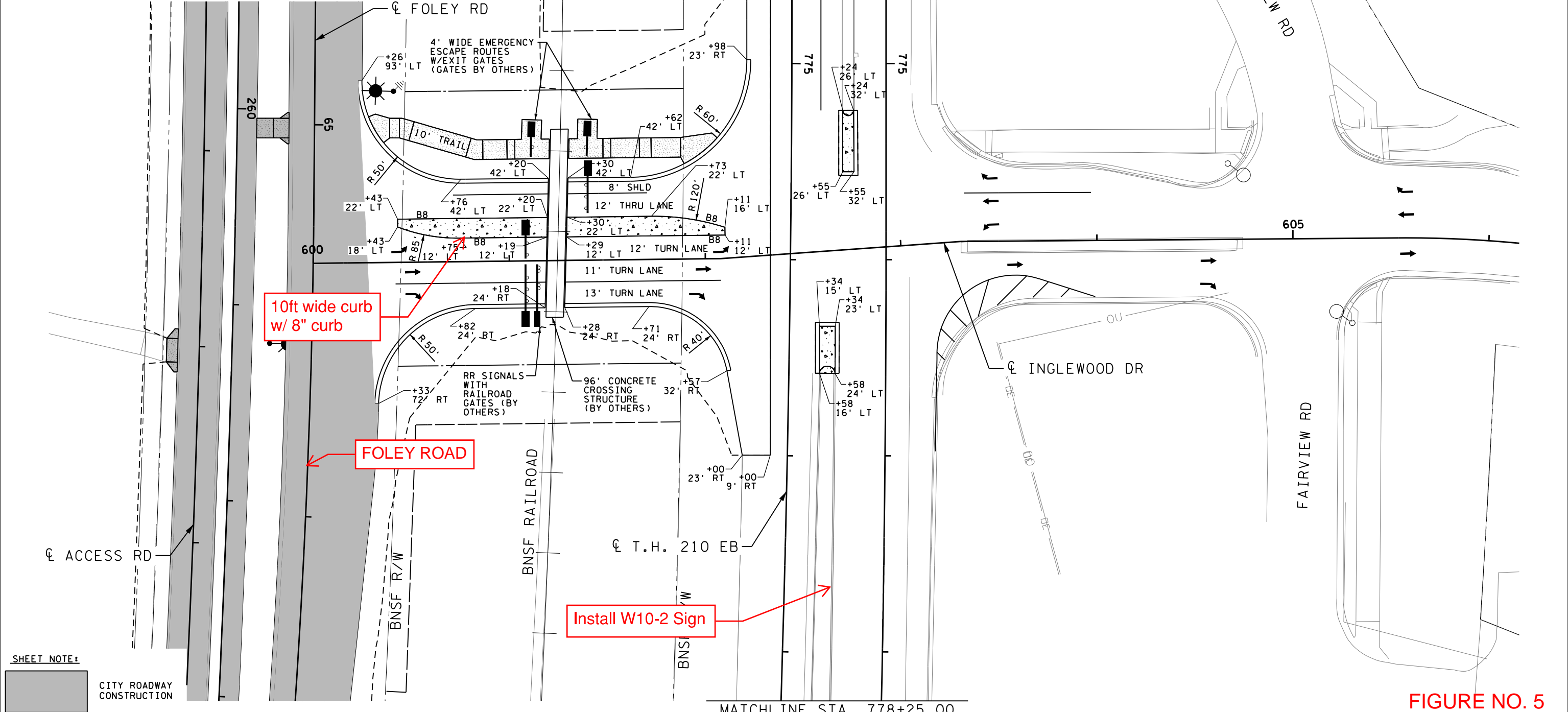
**KNOLLWOOD DRIVE CROSSING
BAXTER QUIET ZONE
BAXTER, MN**

**FIGURE
NO. 4**

LEGEND

	CONCRETE MEDIAN/ 4" CONCRETE WALK		TRAFFIC FLOW
	8" CONCRETE DRIVEWAY PAVEMENT/7" CONCRETE WALK		EXISTING RIGHT-OF-WAY
	6" CONCRETE WALK		PROPOSED RIGHT-OF-WAY
	BIT. WALK/DRIVEWAY		TEMPORARY EASEMENT
	AGGREGATE SHOULDER/ DRIVEWAY		PERMANENT EASEMENT
	PROPOSED LIGHT POLE		CONSTRUCTION LIMITS
			TRAFFIC BARRIER DESIGN TYPE 31

- GENERAL NOTES:**
1. SEE INTERSECTION DETAILS FOR ADDITIONAL MEDIAN, INTERSECTION AND PEDESTRIAN RAMP DESIGN DETAILS.
 2. SEE GRADING PLANS FOR GUTTER OUT CURB LOCATIONS.
 3. FOR PAVEMENT DESIGNS, SEE TYPICAL SECTIONS.



SHEET NOTE:

CITY ROADWAY CONSTRUCTION

FIGURE NO. 5

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SCALE FEET

BOLTON & MENK

12224 NICOLLET AVENUE
BURNSVILLE, MINNESOTA 55337
Phone: (952) 890-0509
Email: Burnsville@bolton-menk.com
www.bolton-menk.com

REV.	BY	DATE

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

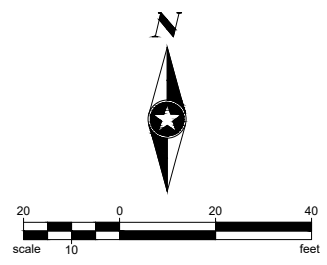
DEREK J ARENS
LIC. NO. 52673 DATE XX-XX-2021


DESIGNED AJG	S.P. 1805-84 (T.H. 210), S.P. 230-107-003 INGLEWOOD DRIVE R/R CROSSING & ASSO. ROAD IMP. CONSTRUCTION PLAN	SHEET 77 OF 154
DRAWN SJP		
CHECKED DJA		

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BNSF MAINLINE
TWIN CITIES DIVISION
BRAINERD SUBDIVISION
CHUB LK-STAPLES BRANCH
LINE SEGMENT 27

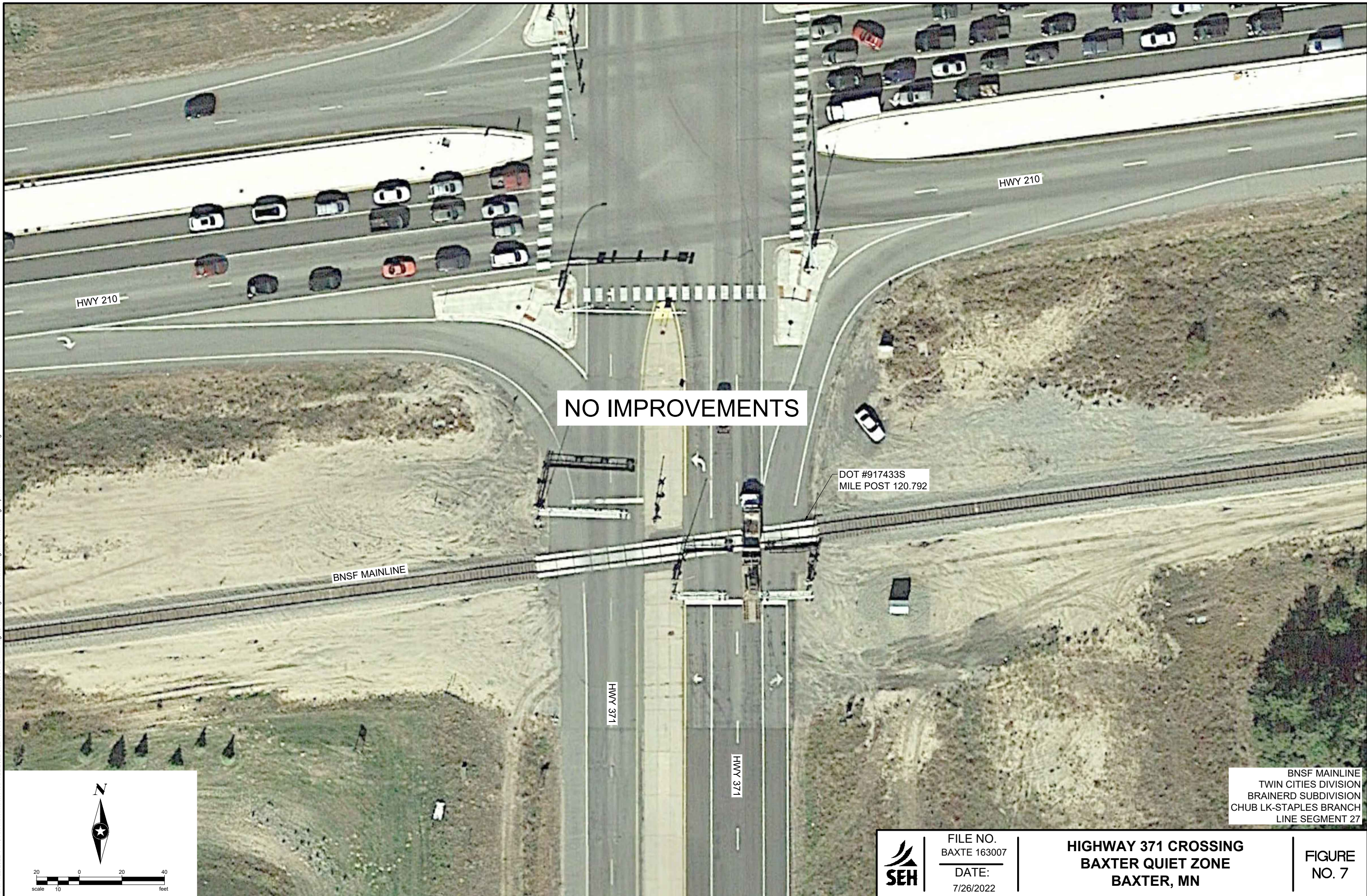


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7/26/2022

**ELDER DRIVE CROSSING
BAXTER QUIET ZONE
BAXTER, MN**

**FIGURE
NO. 6**

Save: 7/22/2022 11:19 AM mstalmach Plot: 7/26/2022 9:22 AM X:\AE\B\BAXTE\163007\5-final\4sgm\5-1-drawings\10-Civil\cad\dwg\exhibit\Crossing Improvements Exhibit.dwg



HWY 210

HWY 210

NO IMPROVEMENTS

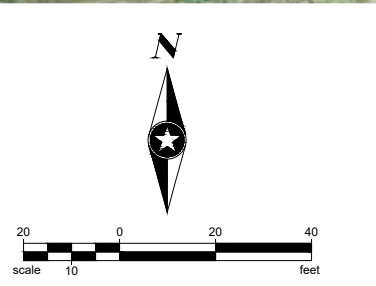
DOT #917433S
MILE POST 120.792


BNSF MAINLINE

HWY 371

HWY 371

BNSF MAINLINE
TWIN CITIES DIVISION
BRainerd SUBDIVISION
CHUB LK-STAPLES BRANCH
LINE SEGMENT 27

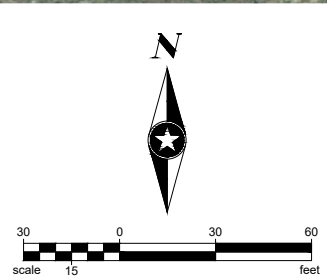
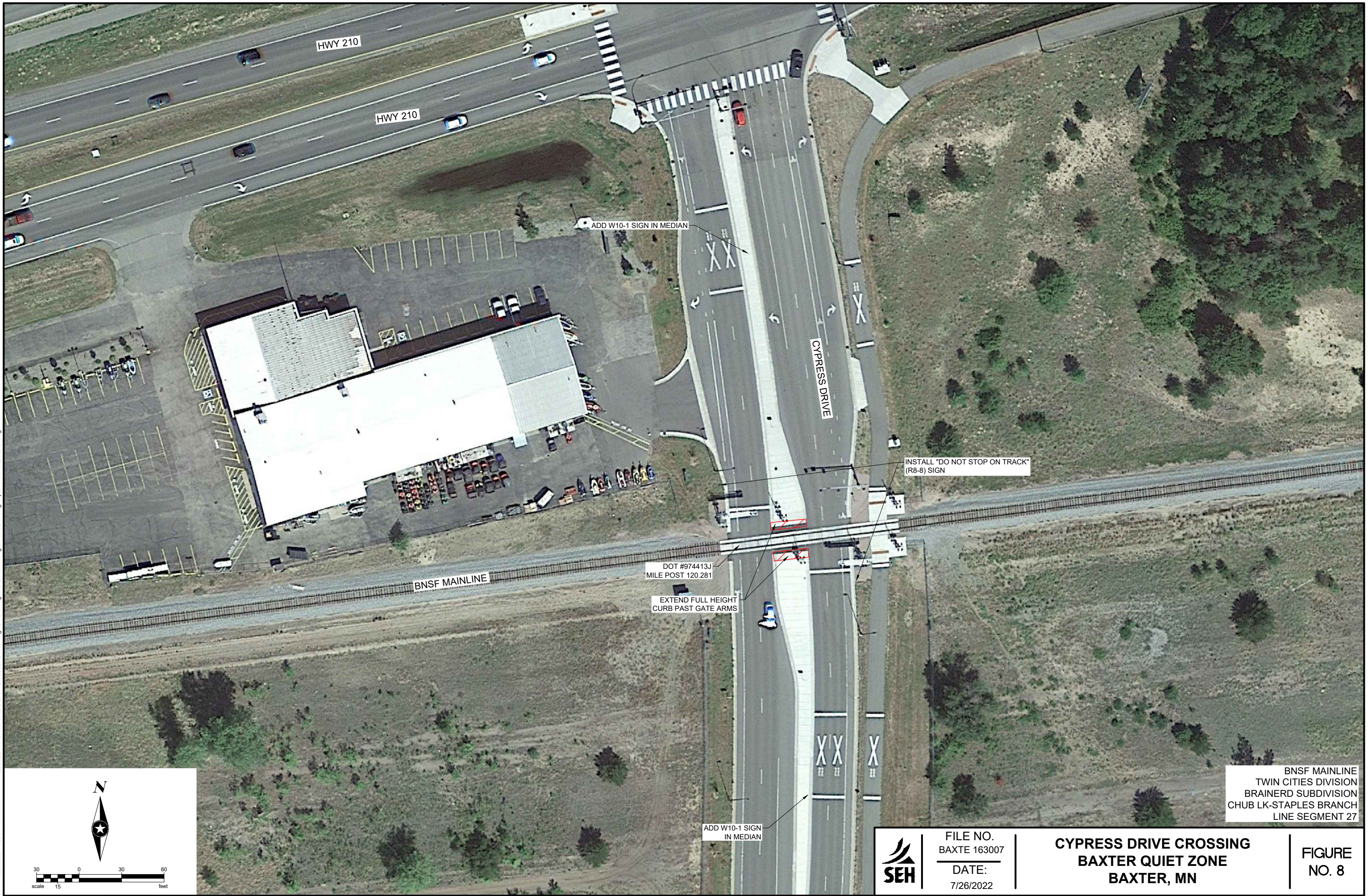


 FILE NO.
BAXTE 163007
DATE:
7/26/2022

**HIGHWAY 371 CROSSING
BAXTER QUIET ZONE
BAXTER, MN**

**FIGURE
NO. 7**

Save: 7/22/2022 11:09 AM mstallmach Plot: 7/22/2022 11:13 AM X:\AE\B\BAXTE\163007\5-final-dsgn\51-drawings\10-Civil\add\dwg\text\B\Crossing Improvements Exhibits.dwg



BNSF MAINLINE
TWIN CITIES DIVISION
BRainerd SUBDIVISION
CHUB LK-STAPLES BRANCH
LINE SEGMENT 27

SEH
FILE NO.
BAXTE 163007
DATE:
7/26/2022

**CYPRESS DRIVE CROSSING
BAXTER QUIET ZONE
BAXTER, MN**

**FIGURE
NO. 8**

Appendix A

Diagnostic Meeting Conference Call Meeting Minutes – October 27, 2021



Building a Better World
for All of Us®

AGENDA

Baxter, MN Quiet Zone Diagnostic Pre-Meeting

MINUTES

10/27/2021

10 am/ 3pm CDT

MS Teams

Copies to: Bryan Remer - SEH
Collin Maki - SEH
Scott Hedlund - SEH
Trevor Walter - City of Baxter - City Engineer
Trevor Thompson - City of Baxter - Ast City Engineer
Tom Domres - FRA
Rick Van Wagner - MnDOT - Rail Office
Richard Scott - BNSF
Alex Fiorini - BNSF
Rob Hall - Crow Wing County
Tim Bray - Crow Wing County
Paul DeLaRosa - MnDOT - Rail Office
Kenneth Hansen - MnDOT
Robin DeLage - MnDOT - Signal
Dave Totzke - MnDOT - Signal
Tim Oster - Benesch
Kurt Anderson - Benesch

- I. Introductions
 - A. Supplemental Safety Measure (SSM):
 - 1. 100 ft preferred
 - 2. 60 ft alternative – if limited by intersection/entrance
 - B. Alternative Safety Measure (ASM) Procedure:
 - 1. Will require submittal to FRA – DC for approval if medians are shorter.
- II. Existing crossings
 - A. Timberwood Drive
 - 1. 4 lane divided with curbed median & trail
 - 2. Cantilever w/flashing lights & gates
 - 3. Trail: Crossbucks
 - 4. AADT:675 from 2010 – would need current traffic count
 - a. Only 2 business currently in there, 80 acres of industrial zoned property
 - B. Highland Scenic Road
 - 1. 3 lanes divided with curbed median & trail
 - 2. Cantilever w/ flashing lights & gates
 - 3. Trail: Flashing lights & gates
 - 4. AADT:3,450 from 2019

Baxter, MN Quiet Zone Diagnostic Pre-Meeting

MINUTES
10/27/2021
Page 2

- a. Traffic signal interconnected with RR crossing signal – MnDOT to provide copy of pre-emption form for this signal
- b. This is the oldest equipment in Baxter.

C. Knollwood Drive

1. 3 lane undivided road with trail.
2. Flashing lights and gates
3. Trail: stop signs.
4. AADT:1,900 from 2019
5. Planned to be closed in 2022 – agreement in processing with BNSF
6. Removed signal equipment to be donated to BNSF since MnDOT owns the equipment.

D. Elder Drive

1. 2 lane partially divided.
2. Flashing lights and gates
3. AADT:6,400 from 2019

E. Highway 371

1. 6 lanes divided with curbed median.
 - a. Curbed median looks to be less than 6".
2. Cantilever w/ flashing lights and gates. 2 median gates.
3. AADT:21,900 from 2019

F. Cypress Drive

1. 4 lane divided with curbed median and trail
2. Cantilever w/ flashing lights and gates. 2 median gates.
3. Trail: Flashing lights and gates
4. AADT: 2,200 from 2019
5. Chainlink fence along ROW to funnel pedestrian traffic
6. Queue cutter signal system.

G. The existing track corridor sees approximately 6 trains per day. (3 day and 3 night).

III. Proposed crossing modifications:

A. Timberwood Drive:

1. City may consider removing the trail & pedestrian crossing
2. BNSF would desire a maze or signal if it remains

B. Highland Scenic Drive:

1. Nothing proposed at this time.
2. Confirm median height and length from face of gate.

C. Knollwood Drive:

1. The crossing is planned to be permanently closed after the 2022 construction of Inglewood Drive.

D. Elder Drive:

1. Consider extending south median pending review of turning movements
2. Additional median length needed on north side.

Baxter, MN Quiet Zone Diagnostic Pre-Meeting

MINUTES
10/27/2021
Page 3

- E. Highway 371:
 - 1. Could utilize channelization device instead of increasing height of median.

 - F. Cypress Drive:
 - 1. Nothing proposed at this time.

 - G. Inglewood Drive:
 - 1. A new crossing is being proposed at Inglewood Drive in the 2022 construction season.
 - 2. The trail will have gates similar to CSAH 48.
 - 3. Stop condition on Foley Rd with unstopped condition along Inglewood Dr.
 - 4. Need traffic counts for this new intersection.
 - 5. Make sure to keep 60 ft from gates to end of full height median.
 - 6. 8" tall median to be proposed.
 - 7. BNSF will need the pre-emption form for the signals.
 - 8. Cantilever and signal arms are planned for this crossing.
 - H. W10-9 signs will be needed once the quiet zone goes into effect.
- IV. Logistics for 11/4
- A. Start at 2pm in SE quadrant of MN 210 & Cypress Drive, parking available off street in this corner.
 - B. PPE needed: Hard hats, safety vests, masks, safety glasses, steel toes

bjr

Appendix B

Onsite Diagnostic Meeting Minutes – November 4, 2021



Building a Better World
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~~AGENDA~~ MINUTES

Baxter, MN Quiet Zone Diagnostic Meeting

11/4/2021

2pm CDT

Copies to:

Bryan Remer - SEH
Collin Maki - SEH
Trevor Walter - City of Baxter *Not in Attendance
Trevor Thompson - City of Baxter
Tom Domres - FRA
Rick Van Wagner - MnDOT Rail *Not in Attendance
Richard Scott - BNSF *Not in Attendance
Alex Fiorini - BNSF
Rob Hall - Crow Wing County *Attended only Highland Scenic Drive (CSAH 48)
Tim Bray - Crow Wing County *Not in Attendance
Paul DeLaRosa - MnDOT
Kenneth Hansen - MnDOT *Not in Attendance
Robin DeLage - MnDOT
Dave Totzke - MnDOT *Not in Attendance
Tim Oster - Benesch

- I. Introductions
- II. Existing crossings
 - A. Timberwood Drive
 - B. Highland Scenic Drive
 - C. Knollwood Drive
 - D. Elder Drive
 - E. Highway 371
 - F. Cypress Drive
- III. Proposed crossing improvements
 - A. General:
 1. All pedestrian approaches will include the following safety improvements:
 - a. Crossbucks with stop signs
 - b. Half-size advance warning signs (W10-1) with NO TRAIN HORN plaques (W10-9P)
 - c. Detectable warning located a minimum of 12 foot from near rail or 2 feet prior to warning device.
 - d. Stop lines.

2. All concrete medians should begin 10 feet from centerline of track.
 3. Concrete streets or concrete sidewalks should have a minimum of 2 feet asphalt buffer at railroad concrete crossing panels.
 4. The signs and pavement marking at all crossing should comply with MNMUTCD.
- B. Timberwood Drive: (SSM – non-traversable concrete median)
1. Curb looks good at this crossing, verify median is minimum 6” in height for SSM compliance
 2. Need to add pedestrian maze, gates or remove trail.
 3. North median: 70 ft long because of snowmobile trail crossing that is parallel to MN 210. FRA stated that the median will qualify as SSM with snowmobile trail.
- C. Highland Scenic Road: (SSM – non-traversable concrete median)
1. South median:
 - a. Need to extend 12 ft to get the full 100 ft length
 - b. It is recommended to construct a 102’ median to provide cushion
 - c. The existing median measured less than 6 inches tall in some areas, this must be at least 6” tall to qualify as a SMM
 - d. It is recommended constructing a minimum of 7” high median.
 2. North median
 - a. Short of 60 ft length from gate face to full height median. The existing median measured 59’ from the railroad gate. Need to verify median is minimum 6” in height.
 - b. Need to extend length.
 3. Stop bar needs to be added. This is separate from railroad crossing pavement marking
 4. BNSF suggests adding bells to the pedestrian crossing gates. The other pedestrian gates in the proposed quiet zone have bells so this is recommended for pedestrian warning and consistency throughout the quiet zone.
 5. Remove incorrect advance warning sign on Foley Rd.
 6. Immediate recommendation – install “DO NOT STOP ON TRACK” (R8-8) sign for NB approach.
 7. BNSF request agency – consider upgrading the existing simultaneous preemption to advanced preemption time.
- D. Knollwood Drive:
1. Need to get closure/removal plans to all parties.
 2. City will be responsible for removing all roadway approaches, highway signs, traffic signal indications, and restabing the ditch line for proper drainage. The crossing will be permanently closed to both vehicle and pedestrian traffic. Fencing may be needed to prohibit pedestrians from using the crossing after closure.
 3. BNSF will be responsible for removing the concrete crossing surface and railroad signal equipment.
 4. This crossing must be closed prior to opening the new Inglewood Drive crossing.
- E. Elder Drive: (SSM – non-traversable concrete median)
1. South median:
 - a. Extend to the gate arm (5 ft)
 - b. The existing median measures 58’ from railroad gate to beginning of taper and must be extended to qualify for SSM. The median should be extended as far south as possible to allow for turning vehicles from Foley Rd.
 - c. The north end of the median does not extend to the railroad gate and must be extended to the gate. Recommend extending the median to 10 feet from center line of track.
 2. North median:
 - a. Install 60 ft median on the north side of the crossing

- b. Need to leave gap for groomer. This gap may impact the median qualifying as a SSM and will need to be verified by the FRA.
3. Extend curb and gutter on southeast side of road, leave driveway approach for BNSF to access bungalow.
4. Need a W10-4 sign when approaching crossing from the west on Foley Rd.
5. The city stated they have no plans for pedestrian sidewalks or other improvements in this area and the diagnostic team had no further pedestrian recommendations.
6. The team observed traffic queuing onto the crossing while on site. City should install DO NOT STOP ON TRACK (R8-8) sign on NB approach.

F. Highway 371: (Non-SSM – traversable concrete median with channelization)

1. Suggested delineators down the middle of the median.
 - a. Can be break-away without their own base.
 - b. 7 ft spacing
 - c. Need a gap in delineators snowmobile groomer. This may impact ability for this crossing to qualify as SSM and needs FRA verification.
 - d. SEH to look into snowmobile groomer width.
2. Channelization counts as 75% of a typical curbed median SSM
3. Crossing is updated with advanced preemption
4. Need advanced warning signs (W10-1) in medians
5. Need W10-3 signs for snowmobile trail in both directions.
6. Missing concrete/curb around gate foundation.
 - a. BNSF will be repairing this in the spring of 2022.
7. Right turn lane from Eastbound MN 210 to MN 371 south bound likely would make this an ASM.

G. Cypress Drive: (SSM – non-traversable concrete median)

1. Driveways need to be 60 ft or more from the gate arms to be considered for an SSM
 - a. No defined rule on where to stop measurement at driveway
 - b. Driveway on Northwest side is close, but over 60 ft.
2. Add W10-1 sign in median at striping on both approaches.
3. The median tapers begin before the warning devices. Medians will need to be extended so they are full height at the signal arms.

H. Inglewood Drive:

1. Same pedestrian crossing to be constructed as Cypress.
2. No stop turning movement from 210/Inglewood onto Foley St.
3. 10 ft wide median and 8" curb to be installed with cantilever.
4. Fencing recommended at pedestrian crossing but not required.
5. Pavement markings between Foley Road and the crossing aren't required since there are advanced warning signs (W10-3) proposed for both directions on Foley Road.

IV. Other

- A. If an ASM is used a letter needs to be sent to the FRA every 2.5-3 years stating signs and safety measures are still in place. This becomes every 4.5-5 years if all crossings are SSMs.
- B. Construction to occur in 2022
- C. Full Quiet Zone to be implemented in 2023
- D. A notice of intent can be submitted before the construction is complete.
- E. Need to be consistent throughout quiet zone with half sized pedestrian warning signs
- F. MNDOT to provide preemptions forms for all crossings.
- G. Suggested to add "Do Not Stop on Tracks" signs at all crossings

- H. Need advanced warning signs on 210 for right turning movements at all crossings.
- I. Medians need to be 100 ft unless an intersection is present, in which they can be 60' in that case, otherwise an ASM needs to be applied.
- J. Once a quiet zone is established trains still have the authority to sound their horn if there is a safety concern.

SEH believes that this document accurately reflects the business transacted during the meeting. If any attendee believes that there are any inconsistencies, omissions or errors in the minutes, they should notify the writer at once. Unless objections are raised within seven (7) days, we will consider this account accurate and acceptable to all.

If there are errors contained in this document, or if relevant information has been omitted, please contact Collin Maki at 507.696.4150 or cmaki@sehinc.com.

bjr/cmm

Appendix C

Cost Opinion



BAXTER QUIET ZONE
 COST OPINION
 BAXTER , MN
 BAXTE 163007

ITEM NO.	ITEM DESCRIPTION	QUANTITY	UNIT	UNIT COST	TOTAL COST
TIMBERWOOD DRIVE					
1	SIGNAGE UPDATES	8	EACH	\$750	\$6,000
2	CONCRETE MEDIAN	120	LIN FT	\$200	\$24,000
3	B618 CONCRETE CURB & GUTTER	120	LIN FT	\$75	\$9,000
4	REMOVE TRAIL & RESTORATION	400	SQ YD	\$25	\$10,000
5	FLAGGING	1	DAY	\$2,500	\$2,500
				SUBTOTAL	\$51,500
HIGHLAND SCENIC ROAD					
1	SIGNAGE UPDATES	8	EACH	\$750	\$6,000
2	REMOVE MEDIAN	90	LIN FT	\$100	\$9,000
3	CONCRETE MEDIAN	135	LIN FT	\$225	\$30,375
4	PAVEMENT REMOVAL	1	LUMP SUM	\$3,500	\$3,500
5	PAVEMENT PATCHING	1	LUMP SUM	\$5,000	\$5,000
6	REMOVE SIGNS	1	LUMP SUM	\$500	\$500
7	FLAGGING	4	DAYS	\$2,500	\$10,000
8	TRAFFIC CONTROL	1	LUMP SUM	\$5,000	\$5,000
9	STRIPING	1	LUMP SUM	\$3,500	\$3,500
10	ADD BELL TO SIGNAL	1	LUMP SUM	\$15,000	\$15,000
				SUBTOTAL	\$87,875
ELDER DRIVE					
1	SIGNAGE UPDATES	8	EACH	\$750	\$6,000
2	CONCRETE MEDIAN	120	LIN FT	\$200	\$24,000
3	B618 CONCRETE CURB & GUTTER	35	LIN FT	\$75	\$2,625
4	PAVEMENT REMOVAL	1	LUMP SUM	\$2,500	\$2,500
5	PAVEMENT PATCHING	1	LUMP SUM	\$5,000	\$5,000
6	FLAGGING	6	DAYS	\$2,500	\$15,000
7	TRAFFIC CONTROL	1	LUMP SUM	\$5,000	\$5,000
8	STRIPING	1	LUMP SUM	\$3,500	\$3,500
				SUBTOTAL	\$63,625
CYPRESS DRIVE					
1	SIGNAGE UPDATES	6	EACH	\$750	\$4,500
2	REMOVE CONCRETE	1	LUMP SUM	\$3,500	\$3,500
3	CONCRETE MEDIAN	1	LUMP SUM	\$7,500	\$7,500
4	PAVEMENT REMOVAL	1	LUMP SUM	\$2,500	\$2,500
5	PAVEMENT PATCHING	1	LUMP SUM	\$3,500	\$3,500
6	FLAGGING	3	DAYS	\$2,500	\$7,500
				SUBTOTAL	\$29,000

CITY CONSTRUCTION TOTAL	\$232,000
30% CONTINGENCY	\$69,000
SUBTOTAL	\$301,000
ALT. TIMBERWOOD DR TRAIL SIGNAL	\$250,000
22% ENGINEERING	\$66,440
2% LEGAL	\$6,040
2% ADMIN	\$6,040
BNSF PERMITTING	\$20,000
MNDOT PERMITTING	\$10,000
COUNTY PERMITTING	\$10,000
QZ STUDY	\$14,800
NOI/NOE	\$15,000
GRAND TOTAL	\$700,000

* KNOLLWOOD & INGLEWOOD COSTS CARRIED IN THEIR PROJECT COSTS

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Appendix D

Project Schedule

Project Schedule	
Council Meets: 1st & 3rd Tuesday (Packet Prior Tuesday by Noon)	
PUBLIC IMPROVEMENT HEARING	
Council Authorize SEH to prepare Feasibility Report	07/19/2022, Resolution
Present Draft Feasibility Study To Utilities Commission	9/7/2022
Present Draft Feasibility Study To City Council	9/20/2022 & 10/04/2022 & 10/18/2022
Neighborhood Informational Meeting	10/20/2022, Thursday 6:00pm
Council Approve Report & Order Public Improvement Hearing Packet: Prior Tuesday Meeting: 1 st & 3 rd Tuesday	11/08/2022, Tuesday 11/15/2022, Tuesday, Resolution , Regular CC Mtg
Advertise Public Improvement Hearing <i>(Publish TWO times in the official paper at least one week apart. At least 3 days must elapse between last publication date & date of hearing.)</i> Sent by SEH Brainerd Dispatch Deadline: Thursday @ noon Publish: Sunday	11/17/2022, Thursday 11/20/2022 & 11/27/2022, Sundays
Assessment Notification Mailing to residents <i>(At least 10 days prior to hearing this notice must also be mailed to the owner of each parcel.)</i> Sent by SEH or City?	By City, Mail by 11/17/2022 Thursday
Affidavit of Mailing Filled out by whomever mailed. If SEH mails, send original affidavit to City.	By City
Improvement Hearing (Public Hearing)	12/01/2022 Thursday @ 6:00 pm
DESIGN / BIDDING	
Preliminary Utility Design Coordination Meeting	December 2022
Council Orders Improvement	12/06/2022, Tuesday, Resolution , Regular CC Mtg
Council Orders Appraisals (Trails)	12/06/2022, Tuesday, Regular City Council Meeting
Council Approves Offer Letters (Trails)	02/07/2022, Tuesday, Regular City Council Meeting
Send for Permit Checks	TBD
Utilities Commission Approves Plans Packet: Prior Tuesday by noon Meeting: 1 st Wednesday after 1 st Tuesday	01/31/2023 02/08/2023
Council Approves Plans & Authorizes Advertisement Packet: Prior Tuesday by noon Meeting: 1 st & 3 rd Tuesday	02/14/2023 02/21/2023, Tuesday, Resolution , Regular CC Mtg
Brainerd Dispatch Deadline: Thursday @ noon Publish: Sunday	02/23/2023, Thursday 02/26/2023 & 03/05/2023, Sundays
OPEN on Quest CDN Website	02/24/2023, Friday
Post on City Website?	02/24/2023, Friday
Upload Plans and Specs	02/28/2023, Tuesday
Bid Date	03/23/2023, Thursday @ 10:00 a.m.
Award (See Final Assessment Hearing process)	

Project Schedule

Council Meets: 1st & 3rd Tuesday (Packet Prior Tuesday by Noon)

FINAL ASSESSMENT HEARING	
Was there a Preliminary Assessment Roll Prepared? Check File / Feasibility Report	Yes
Council to Approve Assessment Hearing Packet: Prior Tuesday by noon Meeting: 1 st & 3 rd Tuesday	03/28/2023 04/04/2023, Tuesday, 2 Resolutions , Regular CC Mtg <ul style="list-style-type: none"> o Form 22 – Resolution Declaring Cost to be Assessed, and Ordering Preparation of Proposed Assessment. (L:\Civil\formsdoc\eng\E014.doc) o Form 24 – Resolution for Hearing on Proposed Assessment. (L:\Civil\formsdoc\eng\E015.doc)
Advertise Final Assessment Hearing <i>(Publish once in the official paper at least two weeks prior to the hearing).</i> Sent by SEH OR City? Brainerd Dispatch Deadlines: Thursday @ 5 pm for Sunday Monday @ noon for Wednesday Publish: Sunday or Wednesday	City 04/06/2023, Thursday 04/09/2023, Sunday <ul style="list-style-type: none"> o Form 25 – Notice of Hearing on Proposed Assessment (delete first line for published notice). (L:\Civil\formsdoc\eng\E009A.doc)
Assessment Notification Mailing to residents <i>(Not less than two weeks prior to the hearing this notice must also be mailed to the owner of each parcel.)</i> Sent by SEH OR City?	04/07/2023, Friday Date Mail Individual Notice <ul style="list-style-type: none"> o Form 25 – Notice of Hearing on Proposed Assessment. (L:\Civil\formsdoc\eng\E009A.doc) City
Affidavit of Mailing Filled out by whomever mailed. If SEH mails, send original affidavit to City.	04/07/2023, Friday Same date as Mailed (above) <ul style="list-style-type: none"> o Form 25A – Affidavit of Assessment Hearing Notice. (L:\Civil\formsdoc\eng\E009B.doc)
Assessment Hearing	04/27/2023 @ 6:00pm, Thursday
Resolution Adopting Assessment	04/27/2023, Thursday, Resolution , Special City Council Meeting/ Assessment Hearing <ul style="list-style-type: none"> o Form 26 – Resolution Adopting Assessment. (L:\Civil\formsdoc\eng\E025.doc)
End of Assessment Appeal Period	05/27/2023
Assessment Certification <i>(Need 30 days from date of hearing to certification with county. County Certification deadline 11/15).</i>	05/29/2023 Date County Certification Form 28 – Certification to County Auditor. (L:\Civil\formsdoc\eng\E028.doc)
Award Packet: Prior Tuesday by noon Meeting: 1 st & 3 rd Tuesday	Early Award: 04/27/2023, Thursday, Resolution , Special City Council Meeting/ Assessment Hearing Late Award: 05/29/2023, Monday, Resolution , Special City Council Meeting
CONSTRUCTION	
Start Construction	May/June 2023
Construction Completion	September 2023

PERMITS: MPCA NPDES

MR BRAD CHAPULIS
ADMINISTRATOR
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legals@brainerddispatch.com
abby.herron@brainerddispatch.com
PUBL: 6 DAYS (NO SAT); DEADLINE 2 FULL DAYS BY 4 PM
LEGAL NOTICES: WEDNESDAY & SUNDAY ONLY

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

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