

**Inver Grove Heights City Council**  
**In Person Meeting and via Zoom (Hybrid Meeting)**

**Monday, October 12, 2020 at 7:00 p.m.**

**A G E N D A**

**NOTICE TO RESIDENTS:** If you are interested in participating on **Item 5. Public Comment**, please contact Rebecca Kiernan prior to this meeting via telephone (651) 450-2513 or email ([rkiernan@invergroveheights.org](mailto:rkiernan@invergroveheights.org)) to inform her - your name, address and to what you wish to speak on. Individuals may submit written public comments in advance of the meeting by emailing comments to Rebecca Kiernan ([rkiernan@invergroveheights.org](mailto:rkiernan@invergroveheights.org)). Comments received prior to 4:00 p.m. on Monday, October 12, 2020, will be provided to the Council at or before the October 12, 2020 meeting. **Phone Number to Reach Meeting: 651-450-2471**

**1. Call to Order**

**2. Roll Call**

**3. Presentations**

**4. Consent Agenda**

All items on the consent agenda are considered routine and have been made available to the City Council at least two days prior to the meeting; the items will be enacted in one motion. There will be no separate discussion of these items unless a Councilmember or citizen so requests, in which event the item will be removed from this agenda and considered in normal sequence.

- A.** i. Minutes from the September 8, 2020 City Council Meeting.  
ii. Minutes from the September 14, 2020 City Council Meeting.
- B.** Disbursements for Period Ending October 7, 2020.
- C.** Consider Approval of Rental Licenses.
- D.** Consider Approval of Personnel Actions.
- E.** Set General Election Canvass Meeting for Friday, November 13, 2020 at 8:00 a.m.
- F.** Consider Approving a Resolution Appointing Election Judges for the Minnesota State General Election.
- G.** Consider Approving City Group Insurance Plans, Rates and Proposed Contribution Requests.
- H.** Approve a Resolution relating to a Variance to allow a porch addition 15 feet from the rear property line whereas 30 feet is required for property located at 10887 Alberton Court. (Adam Colon - Case No. 20-30V).
- I.** Approve a Resolution relating to Conditional Use Permit Amendment to modify the approved site plans for the properties at 1055 50<sup>th</sup> Street and 1111 50<sup>th</sup> Street. (John Grotkin - Case No. 20-31 CUP & 20-32 CUP).
- J.** Consider Replacement of VMCC Water Softener Unit.
- K.** Approve Custom Grading Agreement, Stormwater Facilities Maintenance Agreement and Permanent Drainage and Utility Easement for 5641 Babcock Trail.
- L.** Consider a Resolution Scheduling a Public Hearing for City Project No. 2021-01 - NWA Trunk Utility Improvements for Future County Projects of Argenta Trail (CPN 2016-05) and 70th Street (CPN 2015-08).

- M.** Consider Resolution Accepting Proposal for Stormwater Review Services from Barr Engineering for the Babcock Trail Apartments Project (5590 Babcock Trail).
- N.** Consider a Resolution Receiving and Accepting the Final Geotechnical Report from Element Materials Technology for the Pavement Management Program.
- O.** Consider Resolution Accepting Quotes and Awarding Potholing and Geotechnical Testing Contracts for City Project Nos. 2022-09D and 2023-09D - Dawn Way South and North Neighborhood Street Improvements.
- P.** Consider Resolution Accepting Quotes and Awarding Potholing and Geotechnical Testing Contracts for City Project No. 2021-09D - Bryant Lane Area Improvements.
- Q.** Consider Resolution Establishing Parking Restrictions on Austin Way within the Scenic Hills subdivision.
- R.** Consider Appointment of Board Member the Eagan-Inver Grove Heights watershed Management Organization (E-IGHWSMO).
- S.** Schedule Public Hearing on Development Fees.
- T.** Schedule Public Hearing on City Host Approval.
- U.** Approve Contract with Beth Holmes for Parks & Recreation Brochure.

**5. Public Hearing**

- A.** Public Hearing to Consider Adopting Resolution Approving Property Tax Abatement Agreement with Titan Land LLC.
- B.** Public Hearing to Consider Resolution Adopting the Final Assessment Roll for the 2020 Pavement Management Program, City Project No. 2019-09C - Cahill Avenue Mill and Overlay (Concord Boulevard to Inver Grove Trail).

**6. Public Comment**

Public comment provides an opportunity for the public to address the Council on items that are not on the agenda. Comments will be limited to three (3) minutes per person.

**7. Regular**

***Community Development***

- A. WATERMARK PROPERTIES:** Consider the following requests for property located at the Northeast corner of Hwy 3 and 70<sup>th</sup> Streets.
  - 1. An Ordinance Rezoning the property to R-1C, Single Family PUD, R-3B, Multiple Family PUD and R-3C, Multiple Family PUD,
  - 2. A Resolution relating to a Preliminary Plat for 120 single family lots, one lot for an approximate 100-150-unit apartment building plus 6 lots,
  - 3. A Resolution relating to a Preliminary PUD for a 120-unit single family and 100-150 apartment building for development to be named Canvas at Inver Grove Heights.
- B. TITAN LAND:** Consider the following requests for property located at 1462 80<sup>th</sup> Street.
  - 1. A Resolution relating to a Preliminary Plat for a one lot, one Outlot subdivision
  - 2. A Resolution relating to a Preliminary PUD for a 152-unit apartment building and 30 townhomes for development to be named The Crossings at Inver Wood.



**Finance**

- C.** Consider First Reading of an Ordinance Amending City Code Title 3, Development Fees.
- D.** Resolution Providing for the Sale of \$1,675,000 General Obligation Refunding Bonds, Series 2020A.

**8. Executive Session**

- A.** Closed Session Pursuant to Minn. Stat. SS13D.05, Subd. 3(c)(3) to develop or consider offers or counter offers for the potential purchase of real property for park purposes in the Northwest Area.

**9. Mayor and Council Comments**

**10. Adjourn**

This document is available upon a three (3) business day request in alternate formats such as braille, large print, audio recording, etc. Please contact Rebecca Kiernan, City Clerk, at 651.450.2513 or [rkiernan@invergroveheights.org](mailto:rkiernan@invergroveheights.org).

**INVER GROVE HEIGHTS CITY COUNCIL WORK SESSION  
TUESDAY, SEPTEMBER 8, 2020. 6:00 PM - 8150 BARBARA AVENUE**

**A. CALL TO ORDER:** The City Council of Inver Grove Heights met for a Work Session on Tuesday, September 8, 2020. Mayor Tourville called the meeting to order at 6:00 p.m. The Pledge of Allegiance was recited.

**Roll Call:** Present in person were Mayor Tourville; Council Members Piekarski Krech, Perry, Bartholomew, and Dietrich; City Administrator Joe Lynch, City Attorney Bridget McCauley Nason, Parks and Recreation Director Eric Carlson, and City Clerk Rebecca Kiernan.

Present Via Zoom/Phone: Finance Director Amy Hove, Community Development Director Heather Rand, Police Chief Melissa Chiodo, and Fire Chief Judy Thill.

Jessica Cook, Economic Advisor, Ehlers.

**1) 2021 Budget:**

Finance Director Amy Hove discussed the 2021 Budget stating on August 24<sup>th</sup> the Council was given a Budget progress update. The levy increase then was \$1,625,375 or 6.6% over last years levy. This was due to salary and benefit related adjustments and the increase to pavement management of \$500,000. At that meeting Council requested full item details on the General Fund Budget and information on Fund Balance. The following presentation was given:

Schedule:

- July 27, 2020 - Council Meeting to discuss preliminary budget and levy impact
- August 24, 2020 - Council review of updated figures
- August 26, 2020 - General Fund Budget details emailed to the City Council for review
- September 8, 2020 - Council Work Session
- September 14, 2020 - Council Meeting to set preliminary levy and General Fund Budget

Proposed Tax Levy - Payable 2021 (Current Draft)

- General Fund - Expenditures: \$25,500,700
  - General Fund - Revenues: \$4,261,600
  - General Fund Levy - \$21,239,100
  - Pavement Management Levy - \$2,250,000
  - Debt Levy - \$2,867,158
  - Total Levy Requested - \$26,356,258
- \$1,625,375 over Tax Levy Payable 2020 (6.6%)

She stated the tax rate over a four-year history peaked in 2019, dropped in 2020 (TIF District falloff). The percent they are looking at now with the City tax rate is under 1%. They are at a 0.84% change. For median property it would be approximately \$84.00 a year, or \$7.00 per month.

Proposed Tax Levy - Payable 2021:

|                     | Total Levy   | Increase<br>Over 2020 | %Increase<br>Over 2020 | %Increase if<br>removing the<br>\$500,000 increase<br>To the PMP |
|---------------------|--------------|-----------------------|------------------------|------------------------------------------------------------------|
| Current Draft:      | \$26,356,258 | \$1,625,375           | 6.6%                   | 4.6%                                                             |
| \$150,000 Reduction | \$26,206,258 | \$1,475,375           | 6.0%                   | 3.9%                                                             |
| \$275,000 Reduction | \$26,081,258 | \$1,350,375           | 5.5%                   | 3.4%                                                             |
| \$400,000 Reduction | \$25,956,258 | \$1,225,375           | 5.0%                   | 2.9%                                                             |

## Levy Reduction - Options:

- Expenditure reductions
  - COLA, health insurance, League of MN Cities premium renewals
  - Election carryover needs for 2022
  - Council directed program reductions
- Revenue increases
- Use of Fund Balance
  - Closed Bond Fund
  - Host Community Fund
  - General Fund

## Fund Balances:

- Closed Bond Fund
  - 12/31/2019 audited fund balance = \$1,968,905
  - No scheduled reductions within current CIP Plan
- Host Community Fund
  - 12/31/2019 audited fund balance = \$6,926,640
  - Scheduled reductions within current CIP Plan:
    - Community Center Operations/Capital (plus 2020/2021 revenue shortfalls to consider)
    - \$3.8 million to Local Improvement Fund (Public Works Facility)
    - \$500,000 annually in years 2021-2024 to Pavement Management
    - Other miscellaneous/smaller reductions
- General Fund
  - 12/31/2019 audited unassigned fund balance = \$11,313,120 (43.6%)
  - Fund Balance Policy between 40% to 45%

Councilmember Bartholomew referenced \$500,000 under the Host Community Fund where it states 2021 to 2024 and asked if that was currently valid. He asked if that was in addition to the levy they are going to be setting or removed from the possible expenditure for this fund. He stated according to the memo it states \$2.25 million dollars for pavement management. He asked if they were still contemplating an additional \$500,000 every year on top of that levy. Finance Director Amy Hove responded this is on top of the \$2,250,000 they are planning to levy for. She stated this was the last draft of the CIP and another look at how to catch up quicker.

## Considerations:

- Preliminary levy is set in September
  - Final levy is set in December and cannot exceed the preliminary levy (gives Council and Staff three additional months to work on reducing levy)
- Using Fund Balance for operations
  - Put pressure on future year's budgets to catch up for expenditure needs
  - Best Practice is to utilize fund balance for one-time purchases
  - Current economic situation/may need fund balance for other purposes

Finance Director Hove discussed ways to use the fund balance to reduce the PMP stating the CIP Schedule has them increasing to \$2,250,000 for 2021 and increasing the levy by \$250,000 each year. At the end of five years they would have put \$13,750,000 into the Pavement Management Program. Reducing the need and having it at \$2,000,000 in 2021 works fine but causes a dilemma in 2022 because they would either need to go back to the schedule of the \$2.5 million dollars for 2022 or increase it to \$250,000 after that. Over the course of five years it leaves the program short of \$1.25 million dollars. She stated if reducing it \$250,000 per year it would be short by the larger amount. If adjusted in the one year only they would need to increase the levy by \$500,000 next year to make sure they catch up with the schedule within the CIP.

Councilmember Bartholomew asked if they are considering, with the balance of \$13,750,000, an additional \$500,000 each year from the Host Community Fund. He commented he did not feel the \$500,000 was being recognized when they get to the bottom \$13,750,000. He stated that total is short each year they contemplate the \$500,000 from the Host Community Fund. Finance Director Hove responded this looks at the levy. If considering all funding sources, two columns shown would need to be increased by the respective amount planned from other sources.

Councilmember Bartholomew stated he wanted to make sure all knew this was not the only amount being considered for Pavement Management, there are additional funds coming in. Finance Director Hove agreed and stated Pavement Management would be brought back before the Council within the next few months.

Next Steps:

- September 14, 2020 - Council Meeting to set Preliminary Levy and General Fund Budget. The increase is 6.6%, the percent change to the tax rate is 0.84, less than 1%. The dollar changes are coming in at just under \$85.00 per year.

She stated she is looking for feedback or changes prior to the meeting next week where they would be drafting up Resolutions and materials to set the Preliminary Levy and General Fund Budgets.

Councilmember Bartholomew asked if they are using the adjusted tax capacity number of \$50 million. Finance Director Hove responded they are using the latest figures from Dakota County to project the City tax rate and the change in taxes. Those are for the estimated tax capacity and their estimates on fiscal disparity. Councilmember Bartholomew asked if they also anticipate the fiscal disparity contribution and disparity distribution is calculated in these numbers. Finance Director Hove responded those figures are in the footnotes of the page.

Councilmember Bartholomew stated he has a slightly different number and would be willing to speak with her offline.

Mayor Tourville referenced Page 9, Fund Balance stating \$6.9 million is in the Host Community Fund as of last year. He asked what is collected on an annual basis. Finance Director Hove responded in 2019 they collected almost \$3 million dollars in total revenues. They are anticipating those revenues to go down slightly with the newer Host Community Fund Agreement and are projecting that to be between \$2.3 to \$2.5 million a year.

Councilmember Piekarski Krech asked what has come out of the 2019 audited fund balance in 2020. Finance Director Hove responded Legislative operating costs come out of there, there has not been any large expenses yet. Some come out at the end of the year.

Councilmember Bartholomew stated the Ehlers CIP report has a targeted amount of \$474,000 for Community Center Operations and Community Center Capital \$829,400. He stated the numbers could be understated because of the operation shortfall during Covid. Finance Director Hove responded that was correct and hope to bring better estimates in October.

Mayor Tourville stated those two figures bring them to \$1.2 million. He agreed with looking into using the Closed Bond Fund. They need to be careful with the General Fund and stay within 40-45. He stated the State and County reference the possibility of foreclosures that could run as high 20-28%. With the Host Community Fund money comes from people currently living in the City and are being charged the extra fees in order to. He asked if the new agreement was a 20-or 30-year agreement. City Administrator Joe Lynch responded it does not go beyond 2031. Additional money can be used out of the Host Community Fund and still have a cushion to have what they need in order to run other budgets. He stated the Closed Bond Fund and General Fund could be kept intact and stay as close to 45 as they can. Going to Pavement Management is not necessarily year to year operations. He stated concern with statistical data coming from the State about the possibility of running out of unemployment and foreclosures. He commented that he felt seven or eight was too high and keeping it at five was better.

Councilmember Piekarski Krech agreed stating they have to hold the line, there may be other things that need to be cut out of the budget as proposed. She asked what they are considering for the levy.

Councilmember Bartholomew stated if coming in with a tax of 2.5%-3% that is reflective to an increase to the tax levy. If coming in at the rates he listed, he would be comfortable. The amount he is looking at comes to \$23,491,000 final levy. Fiscal disparity would push the number down. He stated he was fine with approving the preliminary they have now, with full knowledge of knowing they are going to drive it down. He stated the Franchise Fee Fund at the end of the year is \$2 million and they are only looking at taking out \$1 million dollars. He suggested discussing with Staff to see if they can take out a bit more. He stated he would like to see them use the money as it comes in because it is there for them to use. Councilmember Piekarski Krech stated it needs to go to Streets, not trails.

Councilmember Bartholomew stated he didn't feel having a \$2 million dollar fund balance in the Franchise Fees was not the appropriate thing to do, he would like to see it at \$1 million dollars and use the money as it comes in with a cushion of \$1 million dollars. Finance Director Hove responded the first year they were not sure how much was going to come in, so they did not want to commit it to a project. She stated her understanding is they are working through a revised PMP Plan with the intent to fully utilize Franchise Fees as part of the long-range planning on projects. She stated she would work with the Public Works Director and the Financial Advisor to make sure that is included.

Councilmember Piekarski Krech stated they need to have a good idea of what is in Host Community and what is coming in. She commented she felt there was more committed out of it than what has been discussed this evening. She stated she would not have a problem using Host Community as part of the General Fund this year.

Mayor Tourville stated they could look at adding some Host Community Fund and look at some reductions. On September 15<sup>th</sup>, newspapers are going to want to know those figures so they can attribute them to the different Cities. He stated as a Council, they need to look at what is committed and come up with a number for the annual. They could go low on the revenue.

Finance Director Hove stated in the last Capital Improvement Financing Plan, they took a five-year look, that is where she got some of her numbers from. There are some significant projects coming up that are needed in the Community Center. The Host Community Fund balance is shown to drop to \$1.6 million in 2023 and rebounding to \$2.6 million in 2024. She stated she could look into the CIP Plan and bring it back before the Council. She asked if they wanted to see what other reductions they could come up with, or if the information is wanted at next week's meeting. They could also set it at the current rate which gives them a few months to get data in and see where they can make reductions and how that translates into percent's and rates. Mayor Tourville responded that was fine. Councilmember Bartholomew agreed.

Mayor Tourville stated he was concerned with being at 7 - 8%, they would be the highest in Dakota County. Councilmember Bartholomew stated levy increases are completely different than tax rates, historically they have had higher levy increases. Mayor Tourville responded it is different, but they are in combination. Councilmember Bartholomew stated they are currently in a good spot at \$1,634,000 and could be lower than they were historically.

Mayor Tourville asked if the information the public wants, which is a combination of multiple items such as tax capacity and percentage of increase over previous years. City Administrator Lynch responded a request from the news media is as reported:

- What is the gross tax levy in terms of dollars?
- What is the increase/change from the previous years in terms of dollars?
- What is the percentage over the previous year?
- What is the current tax levy rate?
- What does the preliminary rate equate to as a result of what is being considered for the tax levy in terms of dollars.
- What is the percentage change from the previous year's final to this year's preliminary?
- What is the impact to the mean residential property value within the City? What does the median valued home see in terms of a tax increase? In this case that is almost an \$85 increase and how it compares to other Communities.

He stated those are the categories and comparisons the news media makes. There are also comparisons within the County, and metro Cities are compared by size of Community.

Mayor Tourville stated those numbers could be in as soon as weeks end if not sooner.

Councilmember Bartholomew referenced the median property figure of \$85.00 and asked if that is based off of the current total draft levy of \$26 million. Finance Director Hove responded that is based on the draft levy less the fiscal disparities. Councilmember Bartholomew stated the \$85.00 figure includes the fiscal disparities, the \$26 million does not include fiscal disparity. Finance Director Hove responded that was correct.

Councilmember Bartholomew stated he believed they would be ok for the next meeting. Mayor Tourville stated they do not have to reflect which account and funds. There may be some deductions and some increased revenue. Staff can come back to make that work and look at future and current CIP.

## **2) CARES ACT Spending Plan and Programming:**

Finance Director Amy Hove discussed the CARES ACT spending plan and programming stating they would like Council feedback on the Coronavirus Relief Fund. The following information was shared:

Coronavirus Relief Funds in Minnesota:

- Coronavirus Relief Fund (CRF) for State, Territorial, Local, and Tribal Governments, is part of the Federal CARES Act.
- On June 25<sup>th</sup>, Governor Walz announced a plan to distribute \$841 million dollars of the State's \$2.2 billion dollars to Counties, Cities, and Townships. For Cities: \$75.34 per Capita.
- The City of Inver Grove Heights Allocation: \$2,665,614.

Funding Process:

- Receive full allocation of fund in July (City received funds on July 29<sup>th</sup>).
- Adopt spending plan to specify eligible uses.
  - September 8<sup>th</sup> Work Session
  - September 14<sup>th</sup> City Council Meeting
- Make eligible expenditures and reimburse for eligible costs already incurred.
- Monthly reporting to Minnesota Management & Budget (MMB) on spending.
- Return unused funds to Dakota County by November 15<sup>th</sup>.

Eligibility Criteria:

- Federal Guidelines provide wide range of possible CRF uses.
- Three major tests of eligibility:
  - Expenditure incurred due to the pandemic/public health emergency. Used for actions taken to respond.
  - Costs not accounted for in budget approved as of March 27<sup>th</sup>, 2020.
    - Cost cannot be funding with existing line item; or
    - Cost is for “substantially different purpose” from expected use.
  - Cost incurred in covered period of March 1<sup>st</sup> to November 15<sup>th</sup>.

Eligible Uses:

- Up to 100% of “payroll costs for public safety and public health employees”.
  - Treasury guidance allows, substantially different purpose.
- Medical, public health, order enforcement expenses.
- Facility and workspace improvements, increased sanitation, technology required for remote work and meetings.
- Increased workers compensation, administrative leave expenses.
- Business Assistance.
  - To help with costs incurred due to required business closures.
- Individual Assistance.
  - Rent assistance, utility assistance, foreclosure prevention.
- Operate programs through EDA or coordinate with County/CDA.
- Sub-allocations to other units of local Government.

Ineligible Uses:

- Cannot use for revenue replacement such as:
  - Lost fees from Community Center closure.
  - Waiving license fees.
  - Waiving utility fees.
- Replacement of equipment needed in the normal course of operations.

Priorities:

- Cover unbudgeted City costs.
  - Public health protective measures.
  - Teleworking technology.
  - Unemployment costs
- Provide economic support to IGH Community.
  - Refund of liquor license fees.
  - Small Business Assistance Program.
  - Non-Profit Assistance Program.
  - Convention and Visitor’s Bureau.

Priorities:

- Expand and improve the City’s online services for the safety of residents, businesses, and City Staff.
  - CityView software solutions.
- Reimbursement of public safety payroll costs.

## Proposed Spending Plan:

Costs have been tracked since Covid-19 began. Figures are as of July 31<sup>st</sup> for what was spent. There are costs anticipated August through November, to get a total for each of the following categories:

- Unbudgeted City Costs: Spent \$193,213 through July. Anticipate needing \$274,263 for August through November 15<sup>th</sup>. Total cost reimbursed: \$467,476. These include:
  - Public Health Protective Measures: Include cleaning supplies and services, protective equipment, communications, and \$200,000 (an estimate, actual figure would be brought before the Council for approval when known) for installation of bi-polar ionization units to HVAC units in City Facilities.

Councilmember Piekarski Krech asked if that was a proven method that does what it is supposed to do, if the City would be getting the value out of it, if it protects the safety of employees, can employees work at the facilities, and if needed at all facilities. Finance Director Hove responded they are researching costs for all City facilities. Parks and Recreation Director Eric Carlson responded it is a device and process that many municipalities and public facilities are installing. Currently researching further to ensure it provides employees with a safer work environment. Once determined that it does what it says it does, this comes before the City Council for approval. The facilities they are looking at having them in are: The three Fire Stations, the Community Center, City Hall, and the Public Works Building. This does not include the Water Treatment Plant because of the low number of employees that work in the facility.

Councilmember Dietrich asked what the long-term plan was for working at home and working remotely for employees, and how many employees would be coming back. This is for oxygen consumption, especially in the Community Center where people are working out and would have elevated heart rates. Finance Director Hove responded they would include that information in their research. Additional information was shared as follows:

- Unbudgeted City Costs (Continued):
  - Teleworking technology.
  - Unemployment costs.
- Enhanced Online Services: (Covers CityView) Anticipated Costs from August through November 15<sup>th</sup>. \$125,000.

Community Development Director Rand stated the City uses software from Harris Company called CityView. Over the last year they implemented software that enables residents and Contractors, to make simple Building Permit Applications online and pay for them. It has been a busy year for construction which led them to move forward and purchase additional CityView software and have it installed, and staff trained so they can move forward with Electronic Plan Submittal. This allows:

- Architects and Engineering firms to submit plans electronically to the proper departments that review them.
- Online appointment scheduling and Contractor licensing.
- Electronic integration of property records with GIS database, interactive mapping, and Laserfiche document management into the online system.

She stated this allows for better record management for all these entities. The Cities of St. Paul and Bloomington are already doing this and have been more responsive because of it. She stated Staff has visited with the City of Bloomington to gain a better understanding of the system and its uses. This qualifies as a CARES Act related expense. They would like to bring this back to the Council on September 14<sup>th</sup> with additional information about this expenditure.

- Economic Support: (Includes Liquor License refunds): \$19,766 Spent as of July 31<sup>st</sup>. Anticipated Costs for August through November 15<sup>th</sup> would be for \$438,354 for the Small Business Program, Non-Profit Program, and any administrative costs.



Community Development Director Rand stated they are projecting spending to be \$458,120. There was a refund of liquor license fees the Council approved on July 13, 2020. She stated on August 10<sup>th</sup>, the Council approved the concept of the following Relief Grants:

- o Small Business Assistance Program: Setting aside up to \$280,000 in funds.

Community Development Director Rand stated this program would mirror what is being done for Small Business Grants with the State and Dakota County level. Those are:

- Grants not to exceed \$10,000.
- For businesses of 50 or fewer employees, not home occupations, except childcare.
- On August 10<sup>th</sup>, the City Council approved in concept, the partnership with Dakota County CDA and their Small Business Grant Program. They would administer the application review at a fee not to exceed 3.44% per Grant dollar awarded.
- Encouraged small businesses to apply online by August 14<sup>th</sup>. Deadline was noted on the City website, Social Media campaign, and promoted by the River Heights Chamber of Commerce to their members.

Community Development Director Rand stated Countywide, over 2,000 applications came in by the deadline. There were over 100 applications from small businesses with Inver Grove Heights locations.

- Dakota County CDA is reviewing applications through a Third-Party Administrator to do the Grant review and will provide a list of small businesses eligible for City funds.
- City Council to approve distribution of funds prior to November 1<sup>st</sup>.

Community Development Director Rand stated they would be bringing forward a Joint Powers Agreement (JPA) with the County CDA to continue to administer the program. When the County has a list of recommended businesses that meet the criteria, the list would be brought before the City Council for Grant Application Agreements. She stated they are hopeful to have a JPA for the City Council to consider on Monday, September 14<sup>th</sup>.

- o Non-Profit Assistance Program, setting aside up to \$140,000.

Jessica Cook, Ehlers, stated they have been working with Staff on evolving the Non-Profit Grant Program as follows:

- Council approved \$140,000 be set aside for Grants to Non-Profits.
- Grants not to exceed \$20,000 per organization.
- Grant funds will be used to reimburse expenses incurred between March 1, 2020 and application deadline.
- Partnership with Ehlers.
- Final Grant approvals shall be made by the City Council at the October 26, 2020 Council Meeting.

Non-Profit Grant Program Guidelines:

- Eligibility Criteria: 501(c)3, 501(c)6 which is the Chamber of Commerce or a 501(c)9 Veteran's Organization. Nonprofit's revenues are down, or unfunded services are up due to the pandemic. Must serve at least 50 residents or be located in the City.
- Ineligible Non-Profits/Restrictions: Nonprofits that derive income from gambling. Cannot pay for expenses already covered by PPP or another Grant.
- Priority given to Applicants who: Serve greatest number of City residents, have seen 25%+ decline in revenue, are spending 10%+ more on programs to respond to the pandemic.
- Process: Outreach will begin after Council approval of the program (September 14<sup>th</sup>). Applications are due on September 30<sup>th</sup>, with funds distributed by 11/15.

- o The Inver Grove Heights Convention & Visitor's Bureau.

Jessica Cook stated the Convention and Visitor's Bureau has done an extraordinary job of changing their marketing focus to address safety issues and concerns.

- Extension of the City.
- Staff recommendation is to reimburse the Convention and Visitor's Bureau of up to \$12,500 to cover eligible costs through November 15<sup>th</sup>. The Bureau is funded by the Lodging Tax, is a fund of the City, and is a part of the Cities audit.
- Public Safety Payroll: \$1.615,018. Finance Director Hove stated Public Safety Payroll costs from March 1<sup>st</sup> through November 15<sup>th</sup> are estimated at \$5.2 million. That is \$4 million dollars of Police and \$1.2 million dollars of Fire. She stated there is not enough CARES money left to allocate fully to that. Balance remaining is \$1.6 million dollars. She stated this is a fluid recommendation. If less is needed in one of the categories, it can be shifted to another. Updates will be provided regularly.

Finance Director Hove stated the following next steps:

- September 14<sup>th</sup> Council for approval.
  - Spending Plan.
  - CityView Services Contract.
  - Agreement with Dakota County CDA for Small Business Program.
  - Non-Profit Program documents.
- Ongoing reporting with the State on how funds have been spent.
- Updates to future City Council meetings.

Councilmember Piekarski Krech stated the plan looks very good. Mayor Tourville stated the plan was well conceived.

Mayor Tourville stated if you have already received money from a Federal, State, or County program, you would not be eligible for the City programs. Ms. Cook responded in the Non-Profit Program; you cannot get reimbursed for the same expenditures for which you were already reimbursed for from another program. For example, received a PPP loan in the spring, and in July programmatic expenses for serving the homeless, those would be eligible. Community Development Director Rand stated it was very similar for the small business, with the PPE loans. If you have already received a loan for certain expenses you cannot reclaim for the same expenses. With the Grant Program, if a small business receives a Grant from the State, they cannot also receive a Grant from the City.

Councilmember Bartholomew stated this was a lot of work and appreciated everything Staff has put together on this.

Mayor Tourville stated this item would be on the Agenda next Monday.

### **3) Development Fee Comparison:**

Community Development Director Heather Rand stated a memo on development fee comparisons was given to Council. This gives information on why they recently engaged with Ehlers and had them survey communities similar in size and location to ours in the Twin Cities Metro area with respect to development fees. The fees include things such as a water trunk connection fee, water connection fees, sewer and sanitary sewer connections, stormwater management, and park dedication fees. She stated Ehler's contacted the neighboring communities of Apple Valley, Burnsville, Chanhassen, Cottage Grove, Eagan, Hastings, Lakeville, Rosemount, and Woodbury. Fees were averaged and "pilot" projects were set up creating a model for various situations such as a commercial industrial project, an apartment project, or a single-family home.

She stated with the updated fee comparison, City fees are similar with the exception of the fees charged in the Northwest area. Often, they are double what a developer would pay in neighboring communities. A reminder of why the fees are so high is because the northwest area has some of the most challenging topography with rolling

hills and water basins. She stated Council's in the past have set up a Policy called "pay for itself". Some Cities, when they have new developments, will have all of the City taxpayers subsidize the new infrastructure. This City charges the Developer for fees as they connect. She stated they can be expensive because of a long-term loan taken out to already pay for the public infrastructure.

Community Development Director Rand stated utility extensions, as they were put in, were more expensive than originally estimated, due to topography challenges. As a result, some Developers have asked for support or for fees to be waived. Sometimes the City has done that. They have found that some of the densities may have been projected too optimistically on a higher density level than what could actually occur. She stated moving forward there is updated information on how the fees compare. Discussions will need to continue. She stated depending on the project, it is likely the Council would be asked to provide some type of subsidy with respect to the developer fees so a project is financially viable for a real estate developer.

Councilmember Piekarski Krech agreed the fees are high and stated this is also an unbelievable City with all kinds of opportunities, close to several freeways and the airport. There is developable land available. She stated she is not here for someone to make a profit, she is here for her community to look decent, be decent, and be a welcoming home for the residents. She does not have a problem with their fees at all.

Mayor Tourville stated this was one of the most comprehensive evaluations done. It was very organized, thoughtful, and easy to read through. He commented that the northwest area is higher and was set up in a way if projects are started and can pay off some of the debt sooner rather than later. More development would have come in the northwest area if Covid-19 had not taken place in 2020. They have been lucky to get what they have. He thanked them for the work stating it was comprehensive, easy to read through, and understand.

#### **4) Public Safety Meeting Plan:**

City Administrator Joe Lynch stated the Council packets include a memorandum from him. The group met to discuss the fact that neighboring communities have experienced some violence and threats during City Council meetings. This has happened in the Cities of Minneapolis, St. Paul, Hugo, and White Bear Lake. He stated the City does not have a comprehensive public meeting safety plan. There is a weather evacuation plan, and they have done active shooter simulations. A plan is needed on what to do if something were to occur during a meeting. This would include Council, Commissions, and neighborhood meetings or a specialty event.

He stated there is an overview of a plan, they would like to receive Council comments, make changes as directed, and bring it back at the September 14<sup>th</sup> City Council meeting. They would have Staff Liaison's and Public Safety Personnel, Chiefs, and/or designees work with each of the various committees and Commissions to be aware, practice the plan, and know what the safety expectations are. Sections of the plan include:

##### **Meeting Management:**

- Set expectations early
- Set time limits for speakers
- First time speakers only. (Feedback was received from the City Attorney about this item and has been suggested being changed)
- One in one out. If there are capacity issues, they want to create the ability for others who are not in Chambers to have an opportunity to speak
- Space Management. Covid and Non-Covid considerations.
  - During Covid: Limited in capacity with six feet spacing. Following CDC and MDH guidelines.
  - Non-Covid: Fire and Building Code issues to be in compliance with. Overflow would be the lobby area, overflow to the overflow area would be the EOC Room (Emergency Operations Center).

- Signage. Those that wish to be in the Council meeting with signs, outside the City Hall, or where an event or meeting is taking place with signage. (Feedback was received from the City Attorney and adjustments have been made)
- Safety
  - Evacuation
  - Council Dais. Information about the way the room was constructed, and materials used
  - Emergency Exits. Making sure everyone knows where they are located and when they should be used
  - Safety Place. As with severe weather, there is a storm shelter below Council Chambers. If there is a need to evacuate the building, making sure people regather to ensure that everyone made it out safely
  - Threshold. Council and other groups will have to decide at what point are they willing to tolerate some behavior, but not other behaviors. This includes:
    - Language
    - Violence or threat of violence
    - Signage
    - Activity. For example: If an individual or group rushes the dais or rushes the speaker. A group or individual threatens a member of the audience/public.
    - Actions. For example: Calling for a brief recess. Legal impacts state they cannot reconvene and cannot conduct the meeting in another location. Must come back to the space they originally were. That information has been added to the revision. They can decide to cancel the meeting or call for it to happen on another date/another time.

City Administrator Lynch stated the intent was to put this together in a more formalized plan and bring it back to the Council for consideration and adoption at the meeting on September 14<sup>th</sup>. This information will be communicated to the other groups, committees, and Commissions so they are aware of what the plan is.

He stated that Police Chief Chiodo and Fire Chief Thill were included in the conversation, Parks and Recreation Director Carlson because of City facilities, and Finance Director Hove because of any financial impacts that may be had as a result of what may happen. Others volunteered to be a part of the discussion to make sure they were considering things that should be considered.

Police Chief Melissa Chiodo stated she wants to make sure they are making the meetings safe for residents, City crews, Council Members, and Staff. She is looking for Council guidance as they do not ever want to make Police the issue at any of these meetings.

Mayor Tourville suggested taking a few minutes one evening to discuss protocol and doing it when there is a change in Council or Staff. He stated he knew of Cities that do not allow any signage, good or bad, in Council Chambers.

Councilmember Dietrich asked about the 5-minute time limit and when there is 1-minute left if there would be some type of announcement. They currently have a 3-minute limit in place but not much accountability. She questioned the change and who would be accountable. City Administrator Lynch responded this tries to set the expectation at the beginning with the thought that a group came for a specific purpose and to try to limit conversations each have. He stated he did have 3-minutes in there as the current policy, the City Attorney advised to make that longer but was unsure it was enforceable. The 1-minute announcement would be made either by himself or the City Clerk. This has not been enforced in the past but has been historical practice.

Councilmember Piekarski Krech stated it has been used with full Council Chambers and many wanting to speak. Normally they do not enforce it because they try to let the public speak and not be so restrictive on their speech rights. Councilmember Dietrich stated the freedom of speech piece needs to be consistent. She has not seen anyone held to that standard. There have been people allowed to come up and reiterate what they have said two or three times. She questioned how that was a safety issue. City Administrator Lynch responded it was not meant to be a safety issue but a meeting management expectation. The wording can be moved or changed. Mayor Tourville stated under Citizen Comment it is suggested three minutes, he did not think they would want that at five minutes. With presentations, when they are looking at a planning review, a client, or a potential client, they are not going to limit them to three minutes. He suggested giving criteria on what type of presentations. He stated there has been situations where there is a group and they have designated one person to speak and have requested additional time, which Council has agreed with. He stated for example, tonight, some may say they only get five minutes where the budget discussion took 25 minutes.

City Attorney Bridget McCauley Nason stated as far as speaker management, what is being discussed is about Public Comment and setting parameters. The City does have in the City Code, under Section 157 language that sets parameters around when people can comment. It references "limiting the address to a reasonable period of time except at a Public Hearing when the limit shall be three minutes". She stated there is caselaw out there in a School Board case where the Court held that limiting public comments to three minutes did not provide a meaningful Public Hearing opportunity and did not deny the participants the opportunity to engage in the Public Hearing process. She asked what the Council's expectations were with Citizen Comment's at the beginning of the meeting, and then when the floor is opened up on other Agenda items to take comments from people other than the applicant and how that could be handled.

City Attorney McCauley Nason stated she usually sees the City Clerk handling this. Typically, there is a sign in sheet where people are called up one by one and then the Mayor asks if anyone else wants to speak that did not sign the sheet. She stated if a meeting is running late, the City Clerk may say "time is up it has been three minutes". The Mayor has discretion to allow for a sentence to be finished. The thought is that everyone is treated equally, be it Citizen A or Citizen B. She stated it is up to the Council to determine the timing. Councilmember Dietrich responded that was exactly her thought and needs to be addressed more than what it has been in the past. She stated this is very close to her heart because when she was elected to this position, she asked if they could have a meeting on decorum and professionalism about how meetings were run. She tried to get it on a Work Agenda but that did not happen because everyone could not make it. She stated she does not want to rush getting this together with a lot of questions on the table. One issue is the accountability piece and how it is going to happen since it has not prior. She stated there has already been a policy about the three minutes, and the transparency about how it is going to be articulated. She commented they want to be thoughtful that many people come here, it is not the same that come to every meeting. She asked if this would this be posted somewhere and suggested to make sure it is very clear.

Councilmember Dietrich asked why family members could not sit together during Covid. For example, a husband and wife, or a child and parent/guardian. Councilmember Piekarski Krech responded it may be due to the difficulty of respacing the chairs. She asked who moves the chairs back when people leave and how can one be sure they are a family. Councilmember Dietrich stated she wanted to be respectful to those, it does not need to be a huge undertaking.

Councilmember Dietrich asked for the cost of the Duty Patrol Officer and plain clothes personnel. She referenced the last page and the heading Activity, where it states a group, or an individual threatens a member of the audience or public. She asked what type of threat, she felt that some of the terms were grey. She stated she was not comfortable having this on the Consent Agenda for next Monday unless there is more work done with the handout. Police Chief Chiodo responded the Police cost is zero. Most Council meetings she herself is in attendance or in the building. It would be herself, Commander Otis, or Commander Haugland. If they know there is a big event, they will bring in a Patrol Officer currently on duty. There is not an extra cost there. She

stated for example, a use of Police force that ends in the loss of life. That could result in a full Council Chambers, people lined up to speak for hours, people with signs that are protesting. She stated in that case they would bring in extra Staff which would be an hourly rate for the Officers to be there for a four-hour minimum.

Police Chief Chiodo stated the following items she is looking for guidance from the Council:

- They do not ever want the Police to become the issue at a Council meeting especially if people are already upset by some actions the Police have taken.
- Guidance from the Council as to when they would like the Police to step in, in Council Chambers to take action.

She stated from attending meetings in other Cities, usually that threshold is when someone is threatening assault, threatening something in Council Chambers, or getting up on the Dais.

- She asked when Council wants the Police to step in and remove someone from Council Chambers. If they just want them removed, or there could be things they could be cited for criminally. She asked if that was what Council is looking for or if they are wanting them removed from the meeting for just that day. She stated that is something she would like the Council to think about and provide guidance on.

Councilmember Dietrich asked during Covid, if they are expecting to Staff someone here from the next Monday on. Police Chief Chiodo responded if she is not there, there is usually a Supervisor or Sergeant in the building, they are not standing in the Chambers. She stated when Covid was not the issue she attended every meeting and would notify a Patrol Sergeant that she is there in case she needs a uniform presence.

Mayor Tourville stated he did not believe they would be ready for this next week. He stated it may help to look at what is in current policies regarding speaking. He suggested keeping non-Agenda items/Citizen's Comments to three minutes and suggested whether it is Covid or not there be no signs allowed inside of Council Chambers. He suggested looking into the items brought up by Councilmember Dietrich.

Mayor Tourville responded to things getting out of hand and stated he was not sure it does any good to take the individual outside. Someone would almost need to be or stay with them. He commented he did not say they should be charged but felt the Police should make that determination versus the Council. Councilmembers could ask for anyone to be removed. He stated there have been times someone has been removed. Councilmember Piekarski Krech stated they have had to go into recess.

Councilmember Dietrich asked for direction from the Police Chief and stated Fire Chief Thill could also weigh in about what has been noticed and what their recommendations to the Council would be. Police Chief Chiodo responded what she has seen from previous experiences in a different City is that Police get direction from the School Board/Council. If Police use their discretion, they become the issue and it becomes worse for everyone involved. She stated if a severe crime happens, they would take immediate action before given the nod, but there has to be unity on who would be the one to notify the Police and give the signal that a person needs to be removed. Having one person on their own tell them because then another person could disagree such as two Board Members or Council Members. She suggested more thought about this and reaching out to her, the Fire Chief, City Administrator, and the City Attorney so they can have further conversations. They need a unified message from the Council, so they have one direction they head into when something happens.

City Administrator Lynch stated there is a lot to consider, they will have further discussion and may bring it back to the last meeting in September or the first meeting in October.

Mayor Tourville commented there have to be Cities out there that have had a plan in place for a while. He asked if the League has guidelines. He stated he has no problem with those researching how other Cities are handling this and getting back to the Council with ideas. City Attorney McCauley Nason responded she would check with the League.

Councilmember Perry referenced Speaker Management where it lists City Clerk and City Administrator and stated if this also includes Committee's and Commissions, they may need to add Staff Liaison in there. She suggested sending this out to the Commission's to see if they have any feedback.

**B. Adjourn:**

**Motion by Piekarski Krech second by Perry to adjourn the meeting at 8:11 p.m.**

**Ayes: 5**

**Nays: 0      Motion carried.**

Minutes prepared by Recording Clerk Sheri Yourczek.

**INVER GROVE HEIGHTS CITY COUNCIL MEETING  
MONDAY, September 14, 2020 - 7:00 P.M. - 8150 BARBARA AVENUE**

\*\*In Person Meeting and via Zoom (Hybrid Meeting)\*\*

**1. CALL TO ORDER:**

The City Council of Inver Grove Heights met in regular session on Monday, September 14, 2020, both in person and via Zoom Video Conferencing (Hybrid Meeting). Mayor Tourville called the meeting to order at 7:00 p.m. The Pledge of Allegiance was recited.

**2. ROLL CALL:**

Present in Person: Mayor Tourville, Council Members: Piekarski Krech, Bartholomew, Perry, and Dietrich; City Administrator Lynch, City Attorney McCauley Nason, and City Clerk Kiernan.

Present Via Zoom Video Conferencing: Finance Director Hove, Community Development Director Rand, and Technology Manager Gade.

**3. PRESENTATIONS:**

There were no presentations.

Mayor Tourville stated for Agenda Item 7F., Data Practices Investigation Report Update and Proposed Process, there will not be a Public Hearing or public comment this evening. Follow up will come from the Attorney.

**4. CONSENT AGENDA:**

**A.** Minutes from the August 10, 2020 City Council Meeting.

**B.** Disbursements for Period Ending September 9, 2020. **Resolution 2020-172**

**C.** Consider Approval of Rental Licenses.

**D.** Consider Approval of Personnel Actions.

**E.** Consider Pay Request #4 to Dahn Construction – Heritage Village park Phase II – City Project 2017-07.

**F.** Dakota Communications Center operations.

**G.** Approve the Final Plat, Development Agreement, Storm Water Maintenance Agreement, and Wetland Mitigation plan for wetland replacement for the plat of Pine Bend Estates. (Alliant Ventures III, LLC). **Resolutions 2020-173 and 2020-174**

**H.** Approve Custom Grading Agreement, Stormwater Facilities Maintenance Agreement and Permanent Drainage and Utility Easement for 4709 Babcock Trail.

**I.** Consider a **Resolution 2020-175** Providing Support and Authorizing Application to the Minnesota Department of Transportation for a Standalone Noise Barrier for City Project No. 2019-15 – TH 52 Noise Barrier, Barbara Neighborhood.

**J.** Consider a **Resolution 2020-176** Providing Support and Authorizing Application to the Minnesota Department of Transportation for a Standalone Noise Barrier for City Project No. 2020-11 – TH 52 Noise Barrier, Beckman Neighborhood.

**K.** Consider **Resolution 2020-177** Accepting Proposal for Preparation of a Feasibility Study for Argenta Trail Drainage Improvements (69th Street to 65th Street – Basin F-025).

**L.** Consider **Resolution 2020-178** Accepting Proposal for Regional Basin IGT-B-3 Water Level Management Feasibility Study.

**M.** Consider **Resolutions 2020-179 and 2020-180** Calling for Hearing on Proposed Assessments, Declaring Costs to be Assessed, and Ordering Preparation of Proposed Assessments for the 2019 Pavement Management Program, City Project No. 2019-09C – Cahill Avenue Mill and Overlay (Concord Boulevard to Inver Grove Trail).



**N.** Consider a **Resolution 2020-181** Ordering Feasibility Study, Accepting Engineering Services Proposal from Short Elliot and Hendrickson, Inc. (SEH), Authorizing Assessment Benefit Analysis, and Authorizing Geotechnical Services for City Project No. 2021-09D Bryant Lane Area Improvements (aka Majestic Woodlands).

**O.** Consider **Resolution 2020-182** Accepting Quotes and Awarding Project for City Project No. 2020-07 – River Road Culvert Repair.

**P.** Consider **Resolution 2020-183** Accepting Quotes and Awarding Project for City Project No. 2020-08 – Old Concord Boulevard Washout Repair.

**Q.** Consider Resolution **2020-184** Authorizing Staff to Submit an Application for Minnesota Highway Freight Program Funding Solicitation in Fiscal Year 2023 – 2025 for the Reconstruction of 117th Street.

**R.** Consider **Resolution 2020-185** Approving a Joint Powers Agreement with Dakota County to Receive Environmental Legacy Fund (ELF) Grant Funding for the Heritage Village Park.

**Motion by Bartholomew second by Perry to approve Consent Agenda Items 4A-R.**

**Ayes: 5**

**Nays: 0      Motion carried.**

#### **5. PUBLIC COMMENT:**

Mayor Tourville stated Council has received correspondence from the Barner family and Donna and Jack Swanson.

**Motion by Perry second by Piekarski Krech to receive the correspondence from Donna and Jack Swanson.**

**Ayes: 5**

**Nays: 0      Motion carried.**

**Motion by Piekarski Krech second by Perry to receive the correspondence from the Barner family.**

**Ayes: 5**

**Nays: 0      Motion carried.**

#### **6. PUBLIC HEARING:**

#### **7. REGULAR AGENDA:**

##### **Finance:**

**A. Consider Resolutions Adopting the Proposed Tax Levy for Payable 2021, Adopting the Proposed 2021 Budgets, Adopting the Proposed Watershed Management Taxing District Tax Levy Payable for 2021, and Set the Date and Time for the Regularly Scheduled Meeting where the Budget will be Discussed. Resolutions 2020-186, 2020-187, and 2020-188**

Finance Director Amy Hove stated they met with Council on July 27<sup>th</sup>, August 24<sup>th</sup>, and September 8<sup>th</sup> to review the 2021 Proposed Budget and Levy. The levy increase is proposed at \$1,625,375. That covers changes in the General Fund, Pavement Management, and Debt Service Funds. Information follows:

- Average between 2018 and 2020. The annual increase average was under \$1.9 million dollars. This also included some of the major categories where increases are represented.
- The increase represents approximately 4.6% as a percent increase for general City operations. Also includes another \$500,000 into pavement management, bringing the total levy percent to 6.6% over last year's tax levy.

- Taxable market values are up. Using Dakota County's latest information, the increase to the levy only, results in a slight increase to the Cities tax rate and represents an estimated change to property taxes on a median property of \$76.00 annually. Final numbers should come later this fall. Updates will be provided.
- Details on the budget documents include:
  - Preliminary tax levy comparison.
  - Preliminary tax capacity rate estimate for the last three years.
  - Preliminary for 2021.
  - Information on market values and tax capacity comparisons.
  - General Fund Budget summary. Showing expenditure budgets and proposed revenue sources by Department.

Budgets are proposed and may change before finalized and adopted in December. The tax levy can only be reduced.

She stated a time and place needs to be determined where they would have the regular meeting to discuss the levy and budget and adopt a final levy and budget. This includes the following parameters:

- Must be held after 6:00 p.m.
- Held between November 25<sup>th</sup> and December 28<sup>th</sup>.
- Meeting where the public is allowed to speak to the budget and the levy.

They are proposing this take place at the December 14<sup>th</sup>, 2020 Meeting. Due to safety protocols, there is both an in person and virtual attendance option. These options will be provided in County information and on the City Website.

Finance Director Hove stated they are aware of the Council's desire to find additional ways to reduce the levy. They will continue budget discussions on the General Fund between now and the regularly scheduled public meeting where the Council would be asked to adopt the final budget and levy for the General Fund. She stated they would look at revenue enhancements, expenditure savings, and anything that may help with that reduction. There are Work Session's scheduled for October 5<sup>th</sup> and November 2<sup>nd</sup> to review other City budgets. The following is recommended:

- Setting the scheduled meeting for the budget discussion on Monday, December 14<sup>th</sup> at 7:00 p.m.
- Recommending approval of a Resolution adopting the proposed 2021 General Fund Budget.
- Proposed property tax levies. The regular one for 2021 and the Special Watershed Management Taxing District Levy.

Councilmember Piekarski Krech requested figure amounts. Finance Director Amy Hove responded with the following totals:

- The first Resolution is for the General Fund: Recommend setting it at \$25,500,700
- The second Resolution outlines the property tax levies by the fund
  - General Operating Fund Levy: \$21,239,100
  - Pavement Management Fund Levy: \$2,250,000
  - Bond Retirement: \$2,867,158
  - Total Regular Operating Plus Debt Levies: \$26,356,258
  - The third Resolution is on the Stormwater Special Taxing District:
    - Babcock Trail: \$22,230
    - South Grove: \$41,285
    - 70<sup>th</sup> Street: \$15,879
    - Total for three: \$79,394

The total of those levy categories is \$26,435,652.

The last supporting document deals with market values and tax capacities.

- Payable in 2018, there was a net City tax capacity of \$36 million dollars.
- In 2021, the City net tax capacity is around \$46 million dollars.
- Looking at the City-wide levy and adjusting for fiscal disparities. In 2018 the City-wide tax levy was \$28,516,386. Preliminary pay 2021 City wide levy after the estimate for fiscal disparity is \$23,500,000. That is a \$5 million dollar increase.
- Shows what has happened to the City tax rate over a five-year span. The City tax capacity rate stayed fairly flat. In 2019 it was almost a 5% increase in the rate. For pay 2020, it was almost a 5% decrease in the rate. Currently at 51.093. She stated the market value and net tax capacity comparisons determine that.
- The City has market value rates. Over the last two years that increase has been 6.7%. In payable 2020, market value was just over \$4 Billion dollars. In payable 2021, it was increased to \$4,314,513,967. This is where the 6.7% comes in. The 1.1% is related to new construction and 5.6% is related to the appreciation of market values within the Community.
- The net tax capacity went from \$47 million to \$50,260,000. An increase of 6.9%. The change without new construction is approximately 5.6%.

Mayor Tourville stated this would be discussed at the Work Session on October 5<sup>th</sup>. He asked when it would be available on the Website. Finance Director Hove responded she will put it on the website this week. He stated the criteria the Council looked at over a week ago included looking into additional funding sources and the possibility of cuts to lower the increase as much as they can.

Kelly Kayser, 1953 59<sup>th</sup> Court East, stated she wanted to discuss the funding for pavement management in 2021. She supports increasing available resources, but unlikely the results will be realized unless the City formulates a comprehensive long-term plan of action. She commented five years, after learning their streets were slated for construction, another resident and herself represented their neighborhood throughout an arduous process. There was extensive dialog with City Staff regarding the specifics of the project, research was done, and they brought forward ideas for how current and future road projects may be made more affordable and efficient for residents and the City. She stated it became clear the City was not receptive to new ideas or suggestions that may result in change to the way things are done.

Ms. Kayser stated during her research she learned a project was included in a 17-page document named Street Reconstruction, an Overlay Plan for the City of Inver Grove Heights. The document was prepared by Ehlers in 2015 and included a comprehensive list of proposed projects for a five-year period and an explanation about how street projects were planned and funded. She stated the last paragraph of that document reads "Continuation of the street reconstruction and overlay plan. This SROP should be reviewed annually by the City Council using the process outlined in this plan. Review proposed expenditures, make priority decisions, and seek funding for those expenditures it deems necessary for the City. If deemed appropriate, the Council should prepare an update to this plan". She stated there are two projects listed that have not yet been completed. Those are 50<sup>th</sup> Street East, and the combined 50<sup>th</sup> Street West, Ann Marie Trail project. She was unable to locate any updated version of this plan in City archives. She commented the 50<sup>th</sup> Street West and the Ann Marie Trail project were dropped from the plan in 2019. The 50<sup>th</sup> Street East plan was removed from this year's plan and the Majestic Woodlands Project from this evening's Consent Agenda was added.

Ms. Kayser asked what the reasons were for the changes and if they were made available to the public. She asked where the transparency was that is frequently referenced in the meetings. Every residential street improvement completed since her street, has been the result of a neighborhood petition. She stated petition projects were discussed at the August Work Session. She was told by a City employee that petition projects only were likely to be chosen going forward because it was easier to deal with

neighborhoods that wanted to have their roads fixed. She commented she felt that meant residents were less resistant to ever increasing assessment amounts if they become desperate for a decent road.

She stated per parcel resident cost for street improvement in a typical Inver Grove Heights neighborhood has increased from \$6,000 to \$12,000 over the last six years. One neighborhood with larger lots and custom homes paid \$19,000 per parcel. She asked if they should expect assessment amounts for a median home to be \$25,000 in another six years. She stated every year Public Works Director Scott Thureen says that a large percentage of roads are in significant need of major repair and continue to deteriorate. That the City hired a firm to calculate and document the condition and need of those pavement miles and there are not enough funds to get over the problem. She stated they hear every year and asked what the long-term plan was to correct this.

Ms. Kayser stated the plan appears to be the neighborhood reacting when there is a need to have its road fixed. Most residents probably do not know petitioning for a road is an option. She stated the pattern of fixing only petitioned streets is not equitable to taxpayers of the City when so many need a new street. The new assessment policy is not equitable because it is structured in a way that homeowners will pay the same for mill and overlay that they would for a full reconstruction. The cost for the City's portion is significantly different.

She commented that Mr. Thureen stated current policy ensures homeowners will pay their fair share over time. Taxpayers also fund the Cities portion of each project as shown by the levy tonight. She stated the assessment policy was intentionally framed in a way that steers neighborhoods with deteriorating streets towards full reconstruction, the historical improvement preference of the engineering department.

She stated she has spoken to each Council Member about pavement management over the years. Only one has expressed interest in trying to find a better way. Project costs and assessment amounts continue to rise from one petitioned project to the next. She stated it was way past time to find solutions to this ongoing problem with collaboration between Staff, Council, and residents. She suggested having a task force to focus on ways to improve the process. She stated the following suggestions:

- Resurrect and maintain a formal five-year street reconstruction and overlay plan document. Post it on the City Website.
- Group all failing streets into potential project areas and prioritize them by need as soon as possible. Residents would then know where they sit in the queue.
- Prepare and post a public maintenance schedule for streets that have already been improved so residents can see the City commitment going forward.
- Suspend the use of petitioned projects until further notice.
- Consider scheduling the first neighborhood meeting before a feasibility schedule is ordered.
- Assessment policy needs to be re-evaluated and revised.
- Innovative ways to fund projects must be explored.

She stated each idea creates additional work for City employees. Pavement Management needs a clear, concrete, and transparent plan. The City would need to begin including streets that were improved in the early years of the pavement management program into the cycle of major maintenance beginning in 2022. She asked if there was a plan to add those streets that were newly constructed in early 2000. Her street was constructed 30 years before they were told the only option for improvement was full reconstruction. Promoting pavement longevity was not required when her street was built. She asked if those requirements were currently in place for new developments to ensure new streets do not become premature candidates for costly improvements down the road.

Mayor Tourville stated they will get back to her with a response. Numerous people have looked into no feasibility. When planning the project, they were told residents did not want a road after all.

Councilmember Dietrich thanked Ms. Kayser for coming and for all of the research she has done. She requested a copy of Ms. Kayser's suggestions and apologized on behalf of the City Staff that did not listen.

**Motion by Bartholomew second by Piekarski Krech to receive the correspondence from Kelly Kayser.**

**Ayes: 5**

**Nays: 0      Motion carried.**

**Motion by Piekarski Krech second by Perry to approve Resolutions Adopting the Proposed Tax Levy for Payable 2021, Adopting the Proposed 2021 Budgets, Adopting the Proposed Watershed Management Taxing District Tax Levy Payable for 2021, and Set the Date and Time for the Regularly Scheduled Meeting where the Budget will be Discussed. Resolutions 2020-186, 2020-187, and 2020-188**

**Ayes: 5**

**Nays: 0      Motion carried.**

**B. Consider Coronavirus Relief Fund Spending Plan Resolution. Resolution 2020-189**

Finance Director Hove stated at the September 8<sup>th</sup> Work Session eligibility requirements were discussed for the Cities distribution of \$2,665,614 of Federal CARES Act (Corona Virus Relief Fund dollars). A spending plan identified four major priorities about how to allocate those sources:

1. Cover unbudgeted City costs.
2. Providing economic support to the Inver Grove Heights Community.
3. Expanding and improving upon the Cities online services.
4. Reimbursement of Public Safety payroll costs.

She referenced Exhibit A and stated the four priority categories are listed and include expenses through July 31<sup>st</sup>, estimates of additional costs anticipated August 1<sup>st</sup> through November 15<sup>th</sup>. The total Coronavirus Relief Fund (CRF) allocation is \$2,665,614.

She discussed Exhibit B which provides documentation about why they believe these are all eligible priorities and costs. She stated they are recommending approval of the plan as it sits today. Some of this is based on estimates forecasted through November 15<sup>th</sup>. Once approved, updates would be given.

Councilmember Bartholomew suggested the following requirements be added for Non-Profits:

- Have a 990 return.
- Ask for a good standing letter from the Secretary of State for Non-Profits.
- Make sure they understand the expenses fall between March and September 30<sup>th</sup>. Actual expense not accrued expense.

**Motion by Piekarski Krech second by Perry to approve the Coronavirus Relief Fund Spending Plan Resolution. Resolution 2020-189**

**Ayes: 5**

**Nays: 0      Motion carried.**

**C. Delegate Authority of Small Business and Non-Profit Assistance Program to the EDA. Resolution 2020-190**

Community Development Director Heather Rand discussed a companion Resolution to action previously taken by the City Council who are also EDA Commissioner's. She stated at 6:15 p.m. a Resolution was approved to accept Authority to manage and accept funds from the CARES Act for Small Business and the Non-Profit Assistance Program. The request is to delegate Authority to the EDA to manage the two Grant programs. Total funds under consideration are the Small Business Grant Program in the amount of \$280,000 plus some administrative expense. For the Non-Profit Assistance Program, it is \$140,000 plus some administrative fees. Ehler's has been requested to assist with management of Grant Administration for the Non-Profit Program. They have requested that the Dakota County EDA assist with the Small Business Program. She requested approval of the Resolution.

Finance Director Hove stated this was based on the League and the City Attorney's recommendation that the delegation occur as the EDA is better positioned to administer programs like this.

Councilmember Perry asked if the number for small businesses was \$280,000 or \$270,000. Community Development Director Rand responded the amount is \$270,000.

Mayor Tourville wanted to clarify the money is coming out of the \$2.6 million. Finance Director Hove responded that was correct. That would have been shown under the Economic Support Section (Helping out our Community).

**Motion by Dietrich second by to approve the transfer of certain Coronavirus Relief Funds to the Inver Grove Heights Economic Authority for purposes of providing Grants to eligible Small Businesses and Non-Profit Organizations. Resolution 2020-190**

**Ayes: 5**

**Nays: 0      Motion carried.**

**D. Consider Resolution Approving Service Contract with Harris Inc. of CityView Software implementation and Authorize Execution of Necessary Contract by City. Resolution 2020-191**

Community Development Director Rand stated reference was made to the CARES Act Spending Plan at the September 8<sup>th</sup> Work Session. One item was related to making or enhancing online opportunities for residents to provide services in a safe manner. It also provides greater efficiencies among Departments. She stated Departments involved include the Fire Marshal's Office, Finance, Community Development Department with the Building Inspection and Planning Staff, Code Compliance Officer, the City Engineering Department, and the IT/GIS Staff. The capabilities would be for plans to be submitted electronically and would allow Staff to communicate and review plans for turnaround in a more timely and safe manner.

She stated they have researched software and technology. The team had hoped to make an upgrade to the existing software suite. Since Covid, residents have the capability to make application for some Building Permits. She stated this is an expenditure for CARES Funds to allow for this electronic plan review, the scheduling of building inspection appointments by residents and contractors online, the licensing of contractors online, and mapping features. The name of the software is CityView and is a type of software many municipalities and Governments utilize such as St. Paul, Bloomington, and Scott County. She stated the parent company of CityView is Harris who have over 7,000 employees that provide and maintain software for public and private sectors.

She stated the team has checked with the City of Bloomington about the software for consideration. She recommends the expenditure of CARES Funds in addition to some additional funds the Department has set aside, to make this acquisition. She stated there are funds for Staff training.

Councilmember Dietrich asked what training and implementation costs may be going forward. Community Development Director Rand responded with the software acquisitions made in 2017, the ongoing maintenance expense has cost approximately \$30,000. She stated it would be approximately \$30,000 a year for the existing software plus a 4% cost of living escalator. With the additional components, it would be approximately \$11,000 a year for a total of \$41,000 a year for maintenance and ongoing updates to the software.

Councilmember Dietrich asked if the money was earmarked for future years. Community Development Director Rand responded they have been working with IT. They were thinking that next year they would want to make a larger acquisition of CityView anyway. She stated when Covid hit and the CARES money became available they realized they should rethink the opportunity and the way services are provided. She was unsure if the additional \$11,000 was already included in the 2021 Budget but would have to identify what the funding sources would be. The \$30,000 was already set aside/proposed in the 2021 Budget.

**Motion by Piekarski Krech second by Perry to approve Resolution 2020-191 Approving Service Contract with Harris Inc. of CityView Software implementation and Authorize Execution of Necessary Contract by City.**

**Ayes: 5**

**Nays: 0      Motion carried.**

***Community Development:***

**E. Consider Resolution Authorizing October 12, 2020 Public Hearing on Consideration of Public Subsidy for Crossing as Inverwood Multi-Family Apartment Project (152 units). Resolution 2020-192 and 2020-193**

Community Development Director Rand stated this is for consideration of two Resolutions pertaining to 142-143 units of market rate housing in an apartment building to be constructed and developed by Titan Land LLC., located at 1462 80<sup>th</sup> Street. The developer expressed concern about development fees specific to the northwest area. She stated the Council received an update on how development fees in the northwest area compare to neighboring Cities. They were found to be two to three times what Inver Grove Heights is charging. Development fees go towards public water, sewer connections and extensions and Park Dedication fees.

She stated they are asking the Council to consider a proposed subsidy (tax abatement) rather than a reduction in developer fees. They are wondering if a financial gap exists before giving it further consideration. She stated last spring Staff proposed a new process for developers to fill out called a Financial Assistance Application. The next step in the process is to have the Public Finance Consultant, Ehlers, review the application, which has taken place. Next in the review process is for City Staff to bring back for consideration a preliminary recommendation for the financial assistance request. She stated there is a memo in the Council packets that Jessica Cook and Jason Aarsvold from Ehlers prepared, reviewed, and identified a gap in the Financial Assistance Application for the proposed project.

She stated Mr. Peter Stalland, from Titan Land Group is available for questions. She recommends approval of the two Resolutions. One is to authorize City Officials to sign off on a term sheet with the

Developer stating that you are amenable to consider continuing to direct Staff to work out the feasibility of a Tax Abatement Agreement. Also, that you are willing to hold a Public Hearing on the Tax Abatement for Monday, October 12<sup>th</sup>.

Jessica Cook, Ehlers, stated this project has followed the process the City Council set out in the spring regarding the business subsidy application. This project is 152-unit market rate apartment building with amenities such as a pool, dog run, and a bike facility. Rents are proposed to be between \$1210 for studio and up to \$1,760 for a two bedroom plus the cost of parking. The total cost of the project is approximately \$33.5 million dollars. \$220,000 per unit construction cost. The Dakota County Assessor has stated they would assess this project with the market value of \$22 million dollars.

She stated the Developer's Assistance Application stated the need for assistance because the City fees are too high. It was stated \$2.4 million dollars was needed to make the project financially feasible. She stated their job at Ehlers is to represent the City and to review the developer's numbers. That information was reviewed and they have determined if the Developer makes a reasonable return on the project, invests his money and the money of his Investors in this project, but not enrich himself in the project at the Cities expense, what is the financial gap actually.

She stated that analysis was done and determined the financial gap is about \$1.6 million dollars. Their recommendation is for the City to provide \$1.6 million dollars of tax abatement for this project. Part of that analysis was looking at Industry Standards for construction costs, rental revenues, and management costs. This project fell within Industry Standards. She stated they underwrote the project so the Developer would get no more than a 10% return, cash on cash, of the equity invested in the project. That is what they are noticing is needed to draw equity to projects like this.

Ms. Cook stated they also looked at what fees the project will owe the City if it proceeds. That total was \$2.7 million dollars. They looked into what those fees would be, on average, in other Communities, or other parts of Inver Grove Heights outside of the northwest area. The amount ended up being almost \$1 million dollars. She stated the difference in fees from what this developer is requested to pay in the northwest area, and in another Communities, is roughly \$1.7 million dollars, which is a little more than what is being requested to make this project feasible.

She stated for the \$1.6 million, of the proposed City assistance, the City would receive over \$2.7 million dollars in fees including \$750,000 in Park Dedication fees. They concluded the Development will not reasonably be expected to occur without assistance. The proposed form of the assistance recommended is tax abatement. She stated this project is not eligible to use Tax Increment Financing (TIF). Tax abatement is available and works. The City would capture its portion of taxes attributable to the increase in value of the project. She stated whatever the land is paying now, that would continue to be distributed. The increase in taxes from land value to completed value would be rebated to the developer over 11 years. It would take about 11 years of rebating the increase in taxes to equal the \$1.6 million dollars of assistance.

Councilmember Bartholomew commented he was concerned about long term for the 11-year rebate. He asked what would happen if things get tough and the development ceases to exist or someone else takes it over. He asked if an agreement would be made that state a transfer to new ownership if new ownership happens. He asked what the security is if the project ceases. Ms. Cook responded with the way it is structured, the developer takes the risk. The City's obligation to pay over 11 years is limited to the increase in taxes. She stated if a fire destroyed the property and no longer paying property taxes, the City obligation would end due to no increase in taxes. Ms. Cook responded about transferring to a new owner stating there is a clause in the development agreement that states the City has the right to approve a new owner but cannot unreasonably withhold approval.



Peter Stalland, Titan Land Group, stated he has worked with the Community Development Director, Jessica Cook, and Jason Aarsvold from Ehlers. He stated the request was for more than \$1.6 million dollars. The total fees they would have to finance were about \$3.3 to \$3.4 million dollars. Part of that is other miscellaneous permit fees and Met Council fees. He stated they would love to do this project in the City and believes it would be a first-class project with one of the nicest suburban apartment projects in the Twin Cities when finished. The costs are high to build on that parcel due to hills, valleys, the need to build a sound wall, utility, and stormwater. He stated the costs to the project are high, this abatement is necessary for them to move forward with the project. He requested the City pass the abatement agreement.

**Motion by Piekarski Krech second by Bartholomew to approve Resolution 2020-192 on the execution of the term sheet.**

**Ayes: 5**

**Nays: 0      Motion carried.**

**Motion by Bartholomew second by Perry to approve the Public Hearing for the regular City Council meeting taking place on October 12, 2020. Resolution 2020-193**

**Ayes: 5**

**Nays: 0      Motion carried.**

**Legal:**

**F. Data Practices Investigation Report update and proposed process. Resolution 2020-194**

Mr. Lepak stated the Council, City, and the City Attorney's Office, have copies of the report and exhibits. After submitting the report, he discussed the process and next steps with the City Attorney's Office as a result of those meetings. It is recommended breaking it into two matters:

1. Process
2. Substantive consideration of the matter.

There would be two tasks for the Council to consider:

1. Acknowledge receipt of the report. (This acknowledges it is in the Council's ownership. It is not acceptance of the report).
2. Set a process to consider the substance of the matter and the process outlined in the Resolution. If adopted, the substance of the matter would be the subject of the next Council meeting. The process gives the potentially affected employee the right and opportunity to directly communicate to the Council on this matter. That communication could be utilized by the Council to determine whether the investigation established or revealed misconduct and can also be utilized to determine whether there was a breach of security of data under the Statutory Section.

**Motion by Piekarski Krech second by Perry to approve Resolution 2020-194 regarding the data breach investigation matters as included in the Council packets. This is to acknowledge receipt of the report and setting September 28<sup>th</sup>, 2020 to look at the information on the two items of misconduct or a possible breach.**

**Ayes: 5**

**Nays: 0      Motion carried.**

Mayor Tourville stated communication will take place to determine whether the format for the meeting on the 28<sup>th</sup> be Executive and/or Public. Mr. Lepak stated it would be open or closed at the request of the employee.

**8. EXECUTIVE SESSION:**

**9. MAYOR AND COUNCIL COMMENTS:**

Councilmember Piekarski Krech stated Clean Up Day takes place on Saturday.

Mayor Tourville stated Inver Grove Heights Days had a very reduced schedule. There was Pickleball, a Treasure Hunt, and the bike ride. The band went down to the Rock Island Swing Bridge.

He stated thoughts were with those affected by the fires out west, storms to the east, and possible hurricanes to the south.

**10. ADJOURN:**

**Motion by Piekarski Krech second by Perry to adjourn the meeting at 8:22 p.m.**

**Ayes: 5**

**Nays: 0      Motion carried.**

Minutes prepared by Recording Clerk Sheri Yourczek

## CITY OF INVER GROVE HEIGHTS

## REQUEST FOR COUNCIL ACTION

Meeting Date: October 12, 2020  
 Item Type: Consent  
 Contact: Amy Hove 651-450-2521  
 Prepared by: Bill Schroepfer, Accountant  
 Reviewed by: N/A

**Fiscal/FTE Impact:**

|                                     |                                    |
|-------------------------------------|------------------------------------|
| <input type="checkbox"/>            | None                               |
| <input checked="" type="checkbox"/> | Amount included in current budget  |
| <input type="checkbox"/>            | Budget amendment requested         |
| <input type="checkbox"/>            | FTE included in current complement |
| <input type="checkbox"/>            | New FTE requested – N/A            |
| <input type="checkbox"/>            | Other                              |

**PURPOSE/ACTION REQUESTED**

Approve the attached resolution approving disbursements for the period of September 23, 2020 to October 7, 2020.

**SUMMARY**

Shown below is a listing of the disbursements for the various funds for the period ending October 7, 2020. The detail of these disbursements is attached to this memo.

|                                 |                              |
|---------------------------------|------------------------------|
| General & Special Revenue       | \$733,091.07                 |
| Debt Service & Capital Projects | 1,254,042.57                 |
| Enterprise & Internal Service   | 179,305.86                   |
| Escrows                         | 55,912.87                    |
|                                 | <hr/>                        |
| Grand Total for All Funds       | <u><u>\$2,222,352.37</u></u> |

If you have any questions about any of the disbursements on the list, please call Amy Hove, Finance Director 651-450-2521.

Attached to this summary for your action is a resolution approving the disbursements for the period September 23, 2020 to October 7, 2020 and the listing of disbursements requested for approval.

**DAKOTA COUNTY, MINNESOTA**

**RESOLUTION NO. 2020-207**

**RESOLUTION APPROVING DISBURSEMENTS FOR THE  
PERIOD ENDING October 7, 2020**

**WHEREAS**, a list of disbursements for the period ending October 7, 2020 was presented to the City Council for approval.

**NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF INVER GROVE HEIGHTS:** that payment of the list of disbursements of the following funds is approved:

|                                 |                              |
|---------------------------------|------------------------------|
| General & Special Revenue       | \$733,091.07                 |
| Debt Service & Capital Projects | 1,254,042.57                 |
| Enterprise & Internal Service   | 179,305.86                   |
| Escrows                         | 55,912.87                    |
| Grand Total for All Funds       | <u><u>\$2,222,352.37</u></u> |

Adopted by the City Council of Inver Grove Heights this 12th day of October, 2020.

\_\_\_\_\_  
George Tourville, Mayor

ATTEST:

\_\_\_\_\_  
Rebecca Kiernan, Deputy Clerk



City of Inver Grove Heights

# Expense Approval Report

By Fund

Payment Dates 9/23/2020 - 10/7/2020

| Vendor Name                                 | Payable Number | Post Date  | Description (Item)                       | Account Number        | Amount     |
|---------------------------------------------|----------------|------------|------------------------------------------|-----------------------|------------|
| 3M                                          | 9408900417     | 10/06/2020 | Electrocut film                          | 101.43.5200.443.60016 | 1,115.05   |
| ADVANCED ENGINEERING AND ENVIRONMENTAL      | 69290          | 10/06/2020 | 2020 Communications Services             | 101.41.1300.413.30700 | 1,928.25   |
| ADVANCED ENGINEERING AND ENVIRONMENTAL      | 70219          | 10/06/2020 | 2020 Communications Services             | 101.41.1300.413.30700 | 4,160.75   |
| AFSCME COUNCIL 5                            | INV0105450     | 09/25/2020 | UNION DUES (AFSCME FULL SHARE)           | 101.203.2031000       | 824.64     |
| AFSCME COUNCIL 5                            | INV0105451     | 09/25/2020 | UNION DUES (AFSCME FULL SHARE-PT         | 101.203.2031000       | 57.99      |
| ASPEN MILLS                                 | 261452         | 10/06/2020 | Embroidery                               | 101.42.4000.421.60045 | 130.98     |
| ASPEN MILLS                                 | 261781         | 10/06/2020 | CB IGHDP BARS CAB SLIDE                  | 101.42.4000.421.60045 | 296.00     |
| ASPEN MILLS                                 | 262072         | 10/06/2020 | Storm Battery                            | 101.42.4000.421.60045 | 23.95      |
| BITUMINOUS ROADWAYS, INC.                   | 29578          | 09/29/2020 | Charges                                  | 101.43.5200.443.60016 | 27,045.65  |
| BITUMINOUS ROADWAYS, INC.                   | 29604          | 09/29/2020 | Charges                                  | 101.43.5200.443.60016 | 31,800.64  |
| CENTURY LINK                                | 09/19/2020     | 10/06/2020 | 651-455-9072 Monthly service 9/19 -10/18 | 101.42.4200.423.50020 | 89.64      |
| CLAREY'S SAFETY EQUIPMENT                   | 190817         | 09/29/2020 | Parts                                    | 101.42.4200.423.60065 | 648.16     |
| COLLINS ELECTRICAL CONST.                   | 2032293.01     | 10/06/2020 | Red led replaced                         | 101.43.5200.443.40046 | 453.32     |
| COLLINS ELECTRICAL CONST.                   | 2032564.01     | 10/06/2020 | Left red ball on mast arm                | 101.43.5200.443.40046 | 362.32     |
| COLLINS ELECTRICAL CONST.                   | 2032661.01     | 10/06/2020 | Red Ball out on SW corner                | 101.43.5200.443.40046 | 441.32     |
| CORPORATE MARK, INC.                        | 425927         | 10/06/2020 | COVID 19 mask                            | 101.42.4200.423.60065 | 670.00     |
| CRAWFORD DOOR SALES COMPANY                 | 39536          | 09/29/2020 | Door #8 replacements/work                | 101.42.4200.423.40042 | 433.10     |
| CULLIGAN                                    | 08/31/2020B    | 09/29/2020 | Water                                    | 101.42.4200.423.60065 | 22.73      |
| DAKOTA COUNTY TECHNICAL COLLEGE             | 713698         | 10/06/2020 | Pursuit refresher                        | 101.42.4000.421.50080 | 250.00     |
| DAKOTA CTY CHIEFS OF POLICE ASSN            | 01/10/2020     | 09/29/2020 | Membership dues                          | 101.42.4000.421.50070 | 200.00     |
| DAKOTA CTY CHIEFS OF POLICE ASSN            | 01/10/2020     | 09/29/2020 | Dennis H - Commander                     | 101.42.4000.421.50070 | 200.00     |
| DAKOTA CTY CHIEFS OF POLICE ASSN            | 01/10/2020     | 09/29/2020 | Mellisa C - CLEO                         | 101.42.4000.421.50070 | 200.00     |
| DAKOTA CTY CHIEFS OF POLICE ASSN            | 01/10/2020     | 09/29/2020 | Joshua O - Commander                     | 101.42.4000.421.50070 | 200.00     |
| DAKOTA CTY FINANCIAL SVCS                   | 07/29/2020     | 09/29/2020 | PD radio replacement parts               | 101.42.4000.421.40044 | 1,386.90   |
| DAKOTA CTY FINANCIAL SVCS                   | 00039128       | 09/29/2020 | August 2020 - Subscriber fee             | 101.42.4000.421.70501 | 1,703.09   |
| DAKOTA CTY FINANCIAL SVCS                   | 00039128       | 09/29/2020 | August 2020 - Subscriber fee             | 101.42.4200.423.30700 | 1,726.42   |
| DAKOTA CTY FINANCIAL SVCS                   | 00039128       | 09/29/2020 | August 2020 - Subscriber fee             | 101.43.5200.443.30700 | 46.66      |
| EFTPS                                       | INV0105474     | 09/25/2020 | FEDERAL WITHHOLDING                      | 101.203.2030200       | 58,862.20  |
| EFTPS                                       | INV0105476     | 09/25/2020 | MEDICARE WITHHOLDING                     | 101.203.2030500       | 17,221.02  |
| EFTPS                                       | INV0105477     | 09/25/2020 | SOCIAL SECURITY WITHHOLDING              | 101.203.2030400       | 51,116.16  |
| EFTPS                                       | INV0105480     | 09/25/2020 | FEDERAL WITHHOLDING                      | 101.203.2030200       | 53.35      |
| EFTPS                                       | INV0105482     | 09/25/2020 | MEDICARE WITHHOLDING                     | 101.203.2030500       | 26.94      |
| EFTPS                                       | INV0105483     | 09/25/2020 | FEDERAL WITHHOLDING                      | 101.203.2030200       | 2,610.52   |
| EFTPS                                       | INV0105485     | 09/25/2020 | MEDICARE WITHHOLDING                     | 101.203.2030500       | 305.66     |
| ENTERPRISE FM TRUST                         | FBN4028959     | 09/29/2020 | Lease charges                            | 101.42.4000.421.40070 | 6,111.20   |
| EXPERT TREE AND SERVICE AND SCIENCE         | 4535           | 10/06/2020 | Nature services                          | 101.43.5200.443.40046 | 650.00     |
| EYEMED                                      | 164499353      | 09/29/2020 | October 202 Premium                      | 101.203.2030700       | 259.78     |
| GALLS INC                                   | 016517898      | 10/06/2020 | Shoes                                    | 101.42.4000.421.60045 | 114.99     |
| GALLS INC                                   | 16601599       | 09/29/2020 | Clothing/Uniforms                        | 101.42.4000.421.60045 | 215.43     |
| GENESIS EMPLOYEE BENEFITS ACH ONLY          | INV0105458     | 09/25/2020 | HSA ELECTION-FAMILY                      | 101.203.2032500       | 3,273.63   |
| GENESIS EMPLOYEE BENEFITS ACH ONLY          | INV0105459     | 09/25/2020 | HSA ELECTION-SINGLE                      | 101.203.2032500       | 4,926.35   |
| HARRIS COMPUTER SYSTEMS                     | MN00132882     | 09/29/2020 | Bluebeam software annual maintenance     | 101.45.3300.419.60042 | 1,490.00   |
| HARRIS COMPUTER SYSTEMS                     | MN00132883     | 09/29/2020 | Annual software maintenance - prorated   | 101.45.3300.419.60042 | 6,867.81   |
| ICMA RETIREMENT TRUST - 457                 | INV0105448     | 09/25/2020 | 457 - ROTH AGE 50+                       | 101.203.2031400       | 175.00     |
| ICMA RETIREMENT TRUST - 457                 | INV0105449     | 09/25/2020 | 457 - ROTH AGE 50+                       | 101.203.2031400       | 175.00     |
| ICMA RETIREMENT TRUST - 457                 | INV0105460     | 09/25/2020 | ICMA-AGE <49                             | 101.203.2031400       | 3,390.00   |
| ICMA RETIREMENT TRUST - 457                 | INV0105461     | 09/25/2020 | ICMA-AGE <49 %                           | 101.203.2031400       | 8,575.13   |
| ICMA RETIREMENT TRUST - 457                 | INV0105462     | 09/25/2020 | ICMA-AGE 50+                             | 101.203.2031400       | 7,151.15   |
| ICMA RETIREMENT TRUST - 457                 | INV0105463     | 09/25/2020 | ICMA-AGE 50+ %                           | 101.203.2031400       | 787.44     |
| ICMA RETIREMENT TRUST - 457                 | INV0105464     | 09/25/2020 | ICMA (EMPLOYER SHARE ADMIN)              | 101.203.2031400       | 91.25      |
| ICMA RETIREMENT TRUST - 457                 | INV0105471     | 09/25/2020 | ROTH IRA (AGE 49 & UNDER)                | 101.203.2032400       | 2,761.52   |
| ICMA RETIREMENT TRUST - 457                 | INV0105472     | 09/25/2020 | ROTH IRA (AGE 50 & OVER)                 | 101.203.2032400       | 944.00     |
| ICMA RETIREMENT TRUST - 457                 | INV0105473     | 09/25/2020 | ROTH-AGE <49 %                           | 101.203.2032400       | 42.21      |
| IGH FIRE RELIEF ASSN                        | 10/02/2020     | 10/06/2020 | 2020 Fire State Aid                      | 101.42.4200.423.20500 | 182,391.23 |
| IGH FIRE RELIEF ASSN                        | 10/02/2020     | 10/06/2020 | 2020 Supp Fire State Aid                 | 101.42.4200.423.20500 | 40,260.82  |
| INNOVATIVE OFFICE SOLUTIONS                 | SUM-056032     | 09/29/2020 | July 2020                                | 101.41.1100.413.60065 | 1,399.96   |
| INNOVATIVE OFFICE SOLUTIONS                 | SUM-056032     | 09/29/2020 | July 2020                                | 101.41.1200.414.60065 | 233.21     |
| INNOVATIVE OFFICE SOLUTIONS                 | SUM-056032     | 09/29/2020 | July 2020                                | 101.41.2000.415.60010 | 44.62      |
| INNOVATIVE OFFICE SOLUTIONS                 | SUM-056032     | 09/29/2020 | July 2020                                | 101.45.3200.419.60010 | 18.71      |
| INNOVATIVE OFFICE SOLUTIONS                 | SUM-056032     | 09/29/2020 | July 2020                                | 101.45.3300.419.60040 | 18.64      |
| INNOVATIVE OFFICE SOLUTIONS                 | SUM-056588     | 09/29/2020 | August 2020                              | 101.41.1100.413.60065 | 1,593.60   |
| INNOVATIVE OFFICE SOLUTIONS                 | SUM-056588     | 09/29/2020 | August 2020                              | 101.41.1100.413.60070 | 25.59      |
| INNOVATIVE OFFICE SOLUTIONS                 | SUM-056588     | 09/29/2020 | August 2020                              | 101.43.5100.442.60040 | 320.11     |
| INTERNATIONAL ASSOCIATION FOR IDENTIFICATIO | 90664          | 09/29/2020 | Subscription renewal                     | 101.42.4000.421.50070 | 220.00     |
| ITL PATCH COMPANY, INC.                     | 50584          | 09/29/2020 | Badge patches                            | 101.42.4000.421.60065 | 194.80     |
| LANGUAGE LINE SERVICES                      | 10075390       | 09/29/2020 | Language services                        | 101.42.4000.421.50020 | 30.85      |
| LEXIPOL LLC                                 | INV6821        | 10/06/2020 | Law enforcement services                 | 101.42.4000.421.50080 | 14,920.00  |
| LEXIPOL LLC                                 | INV6822        | 10/06/2020 | Annual lawenforcement procedures and pol | 101.42.4000.421.50080 | 3,574.00   |
| MADISON NATIONAL LIFE INSURANCE COMPANY     | 1411119        | 10/06/2020 | October 2020                             | 101.203.2031700       | 3,070.46   |
| MADISON NATIONAL LIFE INSURANCE COMPANY     | 1411119        | 10/06/2020 | October 2020                             | 101.43.5200.443.20630 | 20.80      |
| MCKESSON MEDICAL-SURGICAL INC.              | 17035190       | 09/29/2020 | Glove                                    | 101.42.4200.423.60065 | 131.50     |

| Vendor Name                                | Payable Number | Post Date  | Description (Item)                | Account Number        | Amount            |
|--------------------------------------------|----------------|------------|-----------------------------------|-----------------------|-------------------|
| MINNESOTA DEPARTMENT OF HUMAN SERVICES     | INV0105453     | 09/25/2020 | CASE #001490481201                | 101.203.2032100       | 306.89            |
| MINNESOTA DEPARTMENT OF HUMAN SERVICES     | INV0105454     | 09/25/2020 | CASE #001563363401                | 101.203.2032100       | 369.63            |
| MINNESOTA DEPARTMENT OF HUMAN SERVICES     | INV0105455     | 09/25/2020 | CASE #001567848502                | 101.203.2032100       | 60.45             |
| MINNESOTA DEPARTMENT OF HUMAN SERVICES     | INV0105456     | 09/25/2020 | CASE #001521862201                | 101.203.2032100       | 186.89            |
| MN DEPT OF PUBLIC SAFETY                   | 000000627494   | 10/06/2020 | Access Fees                       | 101.42.4000.421.40044 | 390.00            |
| MN DEPT OF PUBLIC SAFETY                   | INV0105641     | 10/06/2020 | Dangerous dog warning sign        | 101.42.4000.421.60006 | 82.80             |
| MN DEPT OF REVENUE                         | INV0105475     | 09/25/2020 | STATE WITHHOLDING                 | 101.203.2030300       | 25,408.88         |
| MN DEPT OF REVENUE                         | INV0105481     | 09/25/2020 | STATE WITHHOLDING                 | 101.203.2030300       | 27.17             |
| MN DEPT OF REVENUE                         | INV0105484     | 09/25/2020 | STATE WITHHOLDING                 | 101.203.2030300       | 830.24            |
| MN LIFE INSURANCE CO                       | October2020    | 09/29/2020 | Policy# 0027324                   | 101.203.2030900       | 3,835.00          |
| MN LIFE INSURANCE CO                       | October2020    | 09/29/2020 | Policy# 0027324                   | 101.43.5200.443.20620 | (17.50)           |
| MN NCPERS LIFE INSURANCE                   | 09/28/2020     | 09/29/2020 | October 2020 Premiums             | 101.203.2031600       | 256.00            |
| OKER INVESTMENTS                           | 000297         | 10/06/2020 | Services                          | 101.45.3000.419.30700 | 285.00            |
| OKER INVESTMENTS                           | 000299         | 10/06/2020 | Services                          | 101.45.3000.419.30700 | 319.00            |
| OXYGEN SERVICE COMPANY, INC                | 08377419       | 10/06/2020 | Medical Oxygen                    | 101.42.4000.421.60065 | 43.84             |
| OXYGEN SERVICE COMPANY, INC                | 08378400       | 10/06/2020 | Wrench                            | 101.42.4000.421.60065 | 17.12             |
| PERA                                       | INV0105465     | 09/25/2020 | PERA COORDINATED PLAN             | 101.203.2030600       | 44,271.46         |
| PERA                                       | INV0105466     | 09/25/2020 | EMPLOYER SHARE (EXTRA PERA)       | 101.203.2030600       | 3,405.54          |
| PERA                                       | INV0105467     | 09/25/2020 | PERA DEFINED PLAN                 | 101.203.2030600       | 53.46             |
| PERA                                       | INV0105468     | 09/25/2020 | EMPLOYER SHARE (PERA DEFINED PL   | 101.203.2030600       | 53.46             |
| PERA                                       | INV0105469     | 09/25/2020 | PERA POLICE & FIRE PLAN           | 101.203.2030600       | 21,393.71         |
| PERA                                       | INV0105470     | 09/25/2020 | EMPLOYER SHARE (POLICE & FIRE PLA | 101.203.2030600       | 32,090.52         |
| PERA                                       | INV0105478     | 09/25/2020 | PERA POLICE & FIRE PLAN           | 101.203.2030600       | 109.63            |
| PERA                                       | INV0105479     | 09/25/2020 | EMPLOYER SHARE (POLICE & FIRE PLA | 101.203.2030600       | 164.44            |
| PETTY CASH                                 | 8/27/2020      | 09/29/2020 | Notary commission registration    | 101.41.1100.413.60065 | 20.00             |
| PRECISE MRM                                | 200-1027544    | 10/06/2020 | Pooled Data                       | 101.43.5200.443.30700 | 42.86             |
| RCM SPECIALTIES, INC.                      | 7716           | 09/29/2020 | Emulsion                          | 101.43.5200.443.60016 | 657.00            |
| RENEE DUBS ELLENA                          | 20-4978        | 10/06/2020 | Absentee ballot postcards         | 101.41.1200.414.30700 | 235.00            |
| RENEE DUBS ELLENA                          | 20-4979        | 10/06/2020 | Fall insight newsletter           | 101.41.1300.413.50032 | 1,815.00          |
| SENSIBLE LAND USE COALITION                | 00494          | 10/06/2020 | Zoom webinar                      | 101.45.3200.419.50080 | 30.00             |
| SIGNWAREHOUSE, INC.                        | 002156         | 10/06/2020 | Signs                             | 101.43.5200.443.60016 | 1,078.00          |
| STREAMLINE DESIGN INC                      | 40283          | 09/29/2020 | clothing                          | 101.42.4200.423.60045 | 874.50            |
| STREICHER'S                                | 1453017        | 09/29/2020 | Canister filters                  | 101.42.4000.421.60018 | 1,665.99          |
| TASC GENESIS EMPLOYEE BENEFITS, INC        | IN1837166      | 09/29/2020 | Payroll                           | 101.41.1100.413.30550 | 18.90             |
| TASC GENESIS EMPLOYEE BENEFITS, INC        | IN1837166      | 09/29/2020 | Payroll                           | 101.41.1300.413.30550 | 15.40             |
| TASC GENESIS EMPLOYEE BENEFITS, INC        | IN1837166      | 09/29/2020 | Payroll                           | 101.41.2000.415.30550 | 84.11             |
| TASC GENESIS EMPLOYEE BENEFITS, INC        | IN1837166      | 09/29/2020 | Payroll                           | 101.42.4000.421.30550 | 285.23            |
| TASC GENESIS EMPLOYEE BENEFITS, INC        | IN1837166      | 09/29/2020 | Payroll                           | 101.42.4200.423.30550 | 39.90             |
| TASC GENESIS EMPLOYEE BENEFITS, INC        | IN1837166      | 09/29/2020 | Payroll                           | 101.43.5000.441.30550 | 12.07             |
| TASC GENESIS EMPLOYEE BENEFITS, INC        | IN1837166      | 09/29/2020 | Payroll                           | 101.43.5100.442.30550 | 57.29             |
| TASC GENESIS EMPLOYEE BENEFITS, INC        | IN1837166      | 09/29/2020 | Payroll                           | 101.43.5200.443.30550 | 46.90             |
| TASC GENESIS EMPLOYEE BENEFITS, INC        | IN1837166      | 09/29/2020 | Payroll                           | 101.44.6000.451.30550 | 54.96             |
| TASC GENESIS EMPLOYEE BENEFITS, INC        | IN1837166      | 09/29/2020 | Payroll                           | 101.45.3000.419.30550 | 17.43             |
| TASC GENESIS EMPLOYEE BENEFITS, INC        | IN1837166      | 09/29/2020 | Payroll                           | 101.45.3200.419.30550 | 19.91             |
| TASC GENESIS EMPLOYEE BENEFITS, INC        | IN1837166      | 09/29/2020 | Payroll                           | 101.45.3300.419.30550 | 32.90             |
| TASC GENESIS EMPLOYEE BENEFITS, INC        | IN1837166      | 09/29/2020 | Payroll                           | 101.47.1400.413.30550 | 37.10             |
| TEXAS STATE DISBURSEMENT UNIT              | INV0105452     | 09/25/2020 | CASE #0012022247                  | 101.203.2032100       | 401.13            |
| TOTAL CONSTRUCTION & EQUIP.                | 19153          | 09/29/2020 | Repair light traffic 117th St E   | 101.43.5200.443.40046 | 501.07            |
| UNIFIRST CORPORATION                       | 0900578356     | 09/29/2020 | Clothing                          | 101.43.5200.443.60045 | 56.37             |
| UNIFIRST CORPORATION                       | 0900578356     | 09/29/2020 | Clothing                          | 101.44.6000.451.60045 | 26.52             |
| UNIFIRST CORPORATION                       | 0900579617     | 10/06/2020 | Clothing                          | 101.43.5200.443.60045 | 56.37             |
| UNIFIRST CORPORATION                       | 0900579617     | 10/06/2020 | Clothing                          | 101.44.6000.451.60045 | 26.52             |
| UNIFIRST CORPORATION                       | 0900580933     | 10/06/2020 | Clothing                          | 101.43.5200.443.60045 | 56.37             |
| UNIFIRST CORPORATION                       | 0900580933     | 10/06/2020 | Clothing                          | 101.44.6000.451.60045 | 26.52             |
| VERIFIED CREDENTIALS, INC.                 | 310794         | 10/06/2020 | Spet background screening         | 101.41.1100.413.30700 | 206.25            |
| VERIFIED CREDENTIALS, INC.                 | 310801         | 10/06/2020 | Sept Background screening         | 101.41.1100.413.30500 | 285.75            |
| WI SCTF (WI SUPPORT COLLECTIONS TRUST FUNI | INV0105457     | 09/25/2020 | PARTICIPANT ID#0004986316         | 101.203.2032100       | 433.06            |
| XCEL ENERGY                                | 699132853      | 09/23/2020 | Gas & Electric                    | 101.43.5400.445.40020 | 9,530.39          |
| XCEL ENERGY                                | 699132853 CR   | 09/23/2020 | Gas & Electric                    | 101.43.5200.443.40020 | (72.28)           |
| XCEL ENERGY                                | 699905902      | 09/23/2020 | Gas & Electric                    | 101.44.6000.451.40010 | 143.62            |
| XCEL ENERGY                                | 699905902 CR   | 09/23/2020 | Gas & Electric                    | 101.44.6000.451.40020 | (1,673.03)        |
| ZACK'S, INC.                               | 34524          | 10/06/2020 | Parts & Labor                     | 101.43.5200.443.60016 | 384.71            |
| <b>Fund: 101 - GENERAL FUND</b>            |                |            |                                   |                       | <b>654,557.62</b> |
| ARCHAR INTERNATIONAL, INC.                 | 8910           | 09/29/2020 | Late addition fee change          | 201.44.1600.465.50025 | 100.00            |
| MILES PARTNERSHIP LLLP                     | 42382          | 09/29/2020 | Google DMO program                | 201.44.1600.465.50025 | 2,000.00          |
| TOWN SQUARE TELEVISION                     | 2020-316       | 09/29/2020 | Fall season sports package        | 201.44.1600.465.50025 | 2,850.00          |
| <b>Fund: 201 - C.V.B. FUND</b>             |                |            |                                   |                       | <b>4,950.00</b>   |
| HOPKINS SPORTS CAMP LLC                    | 17505R3        | 09/29/2020 | VolleyBall Camp                   | 204.44.6100.452.30700 | 1,500.00          |
| IGH DAYS INC                               | 09/22/2020     | 09/29/2020 | garage sales maps sales           | 204.44.6100.452.60009 | 253.00            |
| TASC GENESIS EMPLOYEE BENEFITS, INC        | IN1837166      | 09/29/2020 | Payroll                           | 204.44.6100.452.30550 | 24.70             |
| <b>Fund: 204 - RECREATION FUND</b>         |                |            |                                   |                       | <b>1,777.70</b>   |
| INNOVATIVE OFFICE SOLUTIONS                | SUM-056032     | 09/29/2020 | July 2020                         | 205.44.6200.453.60040 | 1,041.36          |
| INNOVATIVE OFFICE SOLUTIONS                | SUM-056588     | 09/29/2020 | August 2020                       | 205.44.6200.453.60040 | 8.35              |
| MADISON NATIONAL LIFE INSURANCE COMPANY    | 1411119        | 10/06/2020 | October 2020                      | 205.44.6200.453.20630 | 4.88              |
| MADISON NATIONAL LIFE INSURANCE COMPANY    | 1411119        | 10/06/2020 | October 2020                      | 205.44.6200.453.20630 | 4.87              |
| MN LIFE INSURANCE CO                       | October2020    | 09/29/2020 | Policy# 0027324                   | 205.44.6200.453.20620 | (11.76)           |
| MN LIFE INSURANCE CO                       | October2020    | 09/29/2020 | Policy# 0027324                   | 205.44.6200.453.20620 | (11.74)           |
| TASC GENESIS EMPLOYEE BENEFITS, INC        | IN1837166      | 09/29/2020 | Payroll                           | 205.44.6200.453.30550 | 43.59             |

| Vendor Name                                          | Payable Number     | Post Date  | Description (Item)                  | Account Number        | Amount              |
|------------------------------------------------------|--------------------|------------|-------------------------------------|-----------------------|---------------------|
| TASC GENESIS EMPLOYEE BENEFITS, INC                  | IN1837166          | 09/29/2020 | Payroll                             | 205.44.6200.453.30550 | 3.50                |
| TASC GENESIS EMPLOYEE BENEFITS, INC                  | IN1837166          | 09/29/2020 | Payroll                             | 205.44.6200.453.30550 | 11.55               |
| TASC GENESIS EMPLOYEE BENEFITS, INC                  | IN1837166          | 09/29/2020 | Payroll                             | 205.44.6200.453.30550 | 11.55               |
| WAGENKNECHT, STACY                                   | 8/3/2020           | 09/29/2020 | Reissue                             | 205.207.2070300       | 57.71               |
| XCEL ENERGY                                          | 699905902          | 09/23/2020 | Gas & Electric                      | 205.44.6200.453.40010 | 1,437.56            |
| XCEL ENERGY                                          | 699905902          | 09/23/2020 | Gas & Electric                      | 205.44.6200.453.40010 | 11,551.95           |
| XCEL ENERGY                                          | 699905902          | 09/23/2020 | Gas & Electric                      | 205.44.6200.453.40010 | 1,903.40            |
| XCEL ENERGY                                          | 699905902          | 09/23/2020 | Gas & Electric                      | 205.44.6200.453.40020 | 2,858.21            |
| <b>Fund: 205 - COMMUNITY CENTER</b>                  |                    |            |                                     |                       | <b>18,914.98</b>    |
| HARRIS COMPUTER SYSTEMS                              | CT047878           | 10/06/2020 | Bluebeam Revu License               | 250.45.3300.419.80620 | 5,990.00            |
| HARRIS COMPUTER SYSTEMS                              | CT047879           | 10/06/2020 | Software licenses                   | 250.45.3300.419.80620 | 29,900.00           |
| HARRIS COMPUTER SYSTEMS                              | CT047880           | 10/06/2020 | Project Management                  | 250.45.3300.419.80620 | 17,000.00           |
| <b>Fund: 250 - CARES FEDERAL GRANT (CFDA 20.019)</b> |                    |            |                                     |                       | <b>52,890.00</b>    |
| TASC GENESIS EMPLOYEE BENEFITS, INC                  | IN1837166          | 09/29/2020 | Payroll                             | 290.45.3000.419.30550 | 0.77                |
| <b>Fund: 290 - EDA OPERATING</b>                     |                    |            |                                     |                       | <b>0.77</b>         |
| COST, PLANNING AND MANAGEMENT INTERNATIO             | 8010               | 09/29/2020 | August 2020                         | 434.42.4200.423.30700 | 550.00              |
| <b>Fund: 434 - 2014 IMPROVEMENT FUND</b>             |                    |            |                                     |                       | <b>550.00</b>       |
| SHORT ELLIOTT HENDRICKSON, INC.                      | 392616             | 10/06/2020 | Babcock Trail Warr inspection       | 436.50.5900.736.30300 | 202.82              |
| <b>Fund: 436 - 2016 IMPROVEMENT FUND</b>             |                    |            |                                     |                       | <b>202.82</b>       |
| VALLEY-RICH CO, INC                                  | Change order No. 1 | 09/29/2020 | Change order No. 1                  | 439.73.5900.739.80300 | 43,149.00           |
| <b>Fund: 439 - 2019 IMPROVEMENT FUND</b>             |                    |            |                                     |                       | <b>43,149.00</b>    |
| BOLTON & MENK, INC.                                  | 0255640            | 10/06/2020 | 64th St Area Improvement            | 440.74.5900.740.30300 | 6,423.50            |
| FAHRNER ASPHALT SEALERS LLC                          | 8300007258         | 09/29/2020 | Final pay voucher, Project 2020-09G | 440.74.5900.740.40046 | 22,188.90           |
| MCNAMARA CONTRACTING INC                             | Pay voucher No. 2  | 09/29/2020 | City Proj No. 2016-09G              | 440.74.5900.740.80300 | 808,905.33          |
| VALLEY PAVING                                        | 09/28/2020         | 09/29/2020 | Project 2019-09C                    | 440.74.5900.740.80300 | 27,308.13           |
| VALLEY PAVING                                        | Pay voucher No. 3  | 09/29/2020 | Project 2019-09D                    | 440.74.5900.740.80300 | 265,817.75          |
| <b>Fund: 440 - PAVEMENT MANAGEMENT PROJ</b>          |                    |            |                                     |                       | <b>1,130,643.61</b> |
| TASC GENESIS EMPLOYEE BENEFITS, INC                  | IN1837166          | 09/29/2020 | Payroll                             | 441.74.5900.741.30550 | 11.55               |
| XCEL ENERGY                                          | 699132853 CR       | 09/23/2020 | Gas & Electric                      | 441.74.5900.741.40020 | (522.73)            |
| <b>Fund: 441 - STORM WATER MANAGEMENT</b>            |                    |            |                                     |                       | <b>(511.18)</b>     |
| DAKOTA CTY FINANCIAL SVCS                            | 00039005           | 09/29/2020 | July 2020 water treatment fiber     | 451.45.3000.419.60065 | 73,569.32           |
| <b>Fund: 451 - HOST COMMUNITY FUND</b>               |                    |            |                                     |                       | <b>73,569.32</b>    |
| EMERGE ENTERPRISES                                   | 05132              | 10/06/2020 | Recycling                           | 470.43.5500.446.40025 | 5,520.00            |
| LYN-MAR PRINTING                                     | 42309              | 09/29/2020 | Clean up day inventory sheets       | 470.43.5500.446.60065 | 153.00              |
| THE VANELLA GROUP                                    | 14272              | 09/29/2020 | Labor & Rush fee                    | 470.43.5500.446.30700 | 766.00              |
| <b>Fund: 470 - 2020 IMPROVEMENT FUND</b>             |                    |            |                                     |                       | <b>6,439.00</b>     |
| CORE & MAIN LP                                       | M899678            | 10/06/2020 | Parts                               | 501.50.7100.512.40043 | 628.95              |
| CORE & MAIN LP                                       | M907360            | 10/06/2020 | OMNI Register                       | 501.50.7100.512.40043 | 628.95              |
| FLEXIBLE PIPE TOOL COMPANY                           | 25391              | 09/29/2020 | Golddigger                          | 501.50.7100.512.60016 | 185.00              |
| FLEXIBLE PIPE TOOL COMPANY                           | 25433              | 10/06/2020 | Flexible Labor to Repair            | 501.50.7100.512.40043 | 872.30              |
| INNOVATIVE OFFICE SOLUTIONS                          | SUM-056588         | 09/29/2020 | August 2020                         | 501.50.7100.512.60065 | 882.37              |
| JB CONTROLS, INC.                                    | 2267               | 09/29/2020 | Safety inspection                   | 501.50.7100.512.40040 | 532.04              |
| LONE OAK COMPANIES                                   | 10/02/2020         | 10/06/2020 | Fees                                | 501.50.7100.512.50035 | 888.75              |
| MADISON NATIONAL LIFE INSURANCE COMPANY              | 1411119            | 10/06/2020 | October 2020                        | 501.50.7100.512.20630 | 21.10               |
| MN GLOVE & SAFETY, INC.                              | 324404             | 09/29/2020 | Gloves                              | 501.50.7100.512.60045 | 473.61              |
| MN GLOVE & SAFETY, INC.                              | 324493             | 10/06/2020 | Parts                               | 501.50.7100.512.60045 | 292.00              |
| PIEKARSKI-KRECH, ROSEMARY                            | 09/28/2020         | 09/29/2020 | Refund Hydrant Permit #2010         | 501.207.2070300       | (5.34)              |
| PIEKARSKI-KRECH, ROSEMARY                            | 09/28/2020         | 09/29/2020 | Refund Hydrant Permit #2010         | 501.50.0000.3813000   | (75.00)             |
| PINE BEND PAVING, INC.                               | 20-0941            | 10/06/2020 | Minus Limestone                     | 501.50.7100.512.40046 | 1,369.21            |
| TASC GENESIS EMPLOYEE BENEFITS, INC                  | IN1837166          | 09/29/2020 | Payroll                             | 501.50.7100.512.30550 | 38.40               |
| VALLEY-RICH CO, INC                                  | 28656              | 09/29/2020 | Equipment                           | 501.50.7100.512.40046 | 7,768.43            |
| VESSCO INC                                           | 81201              | 10/06/2020 | Parts                               | 501.50.7100.512.40040 | 512.81              |
| WATER CONSERVATION SERVICES INC                      | 10716              | 09/29/2020 | Bennet court leak                   | 501.50.7100.512.30700 | 301.60              |
| <b>Fund: 501 - WATER UTILITY FUND</b>                |                    |            |                                     |                       | <b>15,315.18</b>    |
| INNOVATIVE OFFICE SOLUTIONS                          | SUM-056588         | 09/29/2020 | August 2020                         | 502.51.7200.514.60065 | 882.38              |
| LONE OAK COMPANIES                                   | 10/02/2020         | 10/06/2020 | Fees                                | 502.51.7200.514.50035 | 888.75              |
| MADISON NATIONAL LIFE INSURANCE COMPANY              | 1411119            | 10/06/2020 | October 2020                        | 502.51.7200.514.20630 | 14.98               |
| MN GLOVE & SAFETY, INC.                              | 324405             | 09/29/2020 | Yukon extreme                       | 502.51.7200.514.60045 | 199.99              |
| MN GLOVE & SAFETY, INC.                              | 324491             | 10/06/2020 | Class 3 Heavyweight                 | 502.51.7200.514.60045 | 69.99               |
| TASC GENESIS EMPLOYEE BENEFITS, INC                  | IN1837166          | 09/29/2020 | Payroll                             | 502.51.7200.514.30550 | 23.56               |
| <b>Fund: 502 - SEWER UTILITY FUND</b>                |                    |            |                                     |                       | <b>2,079.65</b>     |
| ALL STAR PRO GOLF, INC.                              | INV19648           | 09/29/2020 | Hex pencils                         | 503.52.8000.521.60065 | 735.26              |
| ALL STAR PRO GOLF, INC.                              | INV19671           | 09/29/2020 | Tees                                | 503.52.8200.523.76400 | 405.67              |
| ARTISAN BEER COMPANY                                 | 3436690            | 09/29/2020 | Beer                                | 503.52.8300.524.76150 | 157.50              |
| ARTISAN BEER COMPANY                                 | 3437865            | 09/29/2020 | Beer                                | 503.52.8300.524.76150 | 237.50              |
| ARTISAN BEER COMPANY                                 | 3439027            | 09/29/2020 | Beer                                | 503.52.8300.524.76150 | 136.35              |
| ARTISAN BEER COMPANY                                 | 3434324            | 09/29/2020 | Beer                                | 503.52.8300.524.76150 | 442.50              |
| BREAKTHRU BEVERAGE MINNESOTA                         | 1091170557         | 09/29/2020 | Beer                                | 503.52.8300.524.76150 | 224.00              |
| COCA COLA BOTTLING COMPANY                           | 3607208739         | 09/29/2020 | Beverages                           | 503.52.8300.524.76100 | 532.34              |



| Vendor Name                               | Payable Number | Post Date  | Description (Item)                      | Account Number        | Amount            |
|-------------------------------------------|----------------|------------|-----------------------------------------|-----------------------|-------------------|
| COCA COLA BOTTLING COMPANY                | 3607208740     | 09/29/2020 | Beverages                               | 503.52.8300.524.76100 | 234.23            |
| COLLEGE CITY BEVERAGE                     | 639649         | 10/06/2020 | Beer                                    | 503.52.8300.524.76150 | 299.80            |
| DRAFT TECHNOLOGIES                        | 09212003       | 09/29/2020 | Beer line cleaning                      | 503.52.8300.524.40042 | 55.00             |
| EASY PICKER GOLF PRODUCTS INC             | 0149912-IN     | 10/06/2020 | Parts                                   | 503.52.8100.522.40042 | 1,245.29          |
| INNOVATIVE OFFICE SOLUTIONS               | SUM-056588     | 09/29/2020 | August 2020                             | 503.52.8500.526.60065 | 395.00            |
| M. AMUNDSON LLP                           | 308380         | 09/29/2020 | Candy                                   | 503.52.8300.524.76050 | 135.83            |
| MANSFIELD OIL COMPANY                     | 21952831       | 10/06/2020 | Fuel                                    | 503.52.8400.525.60021 | 1,021.06          |
| MANSFIELD OIL COMPANY                     | 21967460       | 10/06/2020 | Fuel                                    | 503.52.8400.525.60021 | 888.84            |
| MTI DISTRIBUTING CO                       | 1246656-01     | 07/29/2020 | Breather Assembly                       | 503.52.8600.527.40042 | 54.20             |
| MTI DISTRIBUTING CO                       | 1247146-00     | 09/29/2020 | Parts                                   | 503.52.8600.527.40042 | 264.39            |
| MTI DISTRIBUTING CO                       | 1247289-00     | 09/29/2020 | Oil Filter                              | 503.52.8600.527.40042 | 49.44             |
| MTI DISTRIBUTING CO                       | 1251910-00     | 09/29/2020 | Services                                | 503.52.8600.527.60008 | 550.19            |
| MTI DISTRIBUTING CO                       | 1252578-00     | 04/28/2020 | Inv# 1251910-00 Partial Return - Credit | 503.52.8600.527.60008 | 275.74            |
| MTI DISTRIBUTING CO                       | 1255719-00     | 05/14/2020 | Flat blade service pack                 | 503.52.8600.527.40042 | (129.03)          |
| MTI DISTRIBUTING CO                       | 1258434-00     | 06/01/2020 | Parts                                   | 503.52.8600.527.40042 | (541.77)          |
| MTI DISTRIBUTING CO                       | 1275486-01     | 09/29/2020 | Parts                                   | 503.52.8600.527.40042 | 169.40            |
| MTI DISTRIBUTING CO                       | 1275486-02     | 09/29/2020 | Belt                                    | 503.52.8600.527.40042 | 42.57             |
| MTI DISTRIBUTING CO                       | 1276235-01     | 09/29/2020 | UP STOP BRACKET                         | 503.52.8600.527.40042 | 12.48             |
| MTI DISTRIBUTING CO                       | 1277448-00     | 09/29/2020 | Parts                                   | 503.52.8600.527.40042 | 244.07            |
| MTI DISTRIBUTING CO                       | 1278365-01     | 09/29/2020 | Parts                                   | 503.52.8600.527.40042 | 93.38             |
| MTI DISTRIBUTING CO                       | 1278365-02     | 09/29/2020 | Parts                                   | 503.52.8600.527.40042 | 142.83            |
| MTI DISTRIBUTING CO                       | 1278540-00     | 09/29/2020 | Fuel pump kit                           | 503.52.8600.527.40042 | 143.10            |
| MULLIGAN MARKETING CONCEPTS               | 09/29/2020     | 09/29/2020 | Marketing fee sales 9/14-9/20           | 503.52.8000.521.30700 | 31,737.60         |
| MULLIGAN MARKETING CONCEPTS               | 09/29/2020     | 09/29/2020 | Marketing fee sales 9/7-9/13            | 503.52.8000.521.30700 | 73,810.80         |
| PHILLIPS WINE & SPIRITS                   | 6088245        | 09/29/2020 | Liquor                                  | 503.52.8300.524.76150 | 89.50             |
| PHILLIPS WINE & SPIRITS                   | 6091748        | 09/29/2020 | Alcohol                                 | 503.52.8300.524.76150 | 62.30             |
| SOUTH BAY DESIGN                          | 09/01/2020     | 09/29/2020 | Web site development                    | 503.52.8500.526.50025 | 2,080.00          |
| TASC GENESIS EMPLOYEE BENEFITS, INC       | IN1837166      | 09/29/2020 | Payroll                                 | 503.52.8000.521.30550 | 3.50              |
| TASC GENESIS EMPLOYEE BENEFITS, INC       | IN1837166      | 09/29/2020 | Payroll                                 | 503.52.8500.526.30550 | 3.50              |
| TASC GENESIS EMPLOYEE BENEFITS, INC       | IN1837166      | 09/29/2020 | Payroll                                 | 503.52.8600.527.30550 | 21.70             |
| US FOODSERVICE                            | 3684295        | 09/29/2020 | Food                                    | 503.52.8300.524.60065 | 184.43            |
| XCEL ENERGY                               | 698764147      | 09/23/2020 | Gas & Electric                          | 503.52.8500.526.40010 | 5.88              |
| XCEL ENERGY                               | 698764147      | 09/23/2020 | Gas & Electric                          | 503.52.8500.526.40020 | 1,265.57          |
| XCEL ENERGY                               | 698764147      | 09/23/2020 | Gas & Electric                          | 503.52.8600.527.40020 | 2,730.24          |
| XCEL ENERGY                               | 698764147 CR   | 09/23/2020 | Gas & Electric                          | 503.52.8600.527.40010 | (1.20)            |
| <b>Fund: 503 - INVER WOOD GOLF COURSE</b> |                |            |                                         |                       | <b>120,510.98</b> |
| INVER GROVE FORD                          | 5291122        | 10/06/2020 | Lamp Asy                                | 602.00.2100.415.40048 | 490.28            |
| TASC GENESIS EMPLOYEE BENEFITS, INC       | IN1837166      | 09/29/2020 | Payroll                                 | 602.00.2100.415.30550 | 1.67              |
| <b>Fund: 602 - RISK MANAGEMENT</b>        |                |            |                                         |                       | <b>491.95</b>     |
| ADVANCED GRAPHIX, INC.                    | 205156         | 10/06/2020 | Decals                                  | 603.00.5300.444.80700 | 566.00            |
| CENTENNIAL GLASS                          | W00010214      | 09/29/2020 | Windshield                              | 603.00.5300.444.40041 | 425.00            |
| COMO LUBE & SUPPLIES                      | 669125         | 09/29/2020 | Oil filters                             | 603.00.5300.444.40025 | 141.03            |
| COMO LUBE & SUPPLIES                      | 669177         | 09/29/2020 | Used oil recovery                       | 603.00.5300.444.40025 | 25.00             |
| FACTORY MOTOR PARTS COMPANY               | 1-Z23024       | 10/06/2020 | Parts                                   | 603.140.1450050       | 271.12            |
| FERRELLGAS                                | 1112873842     | 10/06/2020 | Liquefied petroleum                     | 603.00.5300.444.40042 | 16.80             |
| GRAINGER                                  | 9647074908     | 09/29/2020 | Backup alarm                            | 603.00.5300.444.40041 | 107.43            |
| INVER GROVE FORD                          | 5290514        | 09/29/2020 | parts                                   | 603.00.5300.444.40041 | 75.64             |
| INVER GROVE FORD                          | 9/15/2020      | 10/06/2020 | Labor & Parts                           | 603.00.5300.444.40041 | 225.58            |
| INVER GROVE FORD                          | 5290981        | 10/06/2020 | Lamp Asy                                | 603.00.5300.444.40041 | 747.50            |
| INVER GROVE FORD                          | 5291099        | 10/06/2020 | V-Belt                                  | 603.00.5300.444.40041 | 20.37             |
| INVER GROVE FORD                          | 5291135        | 10/06/2020 | Lamp Asy                                | 603.00.5300.444.40041 | (747.50)          |
| I-STATE TRUCK CENTER                      | C242670799-01  | 10/06/2020 | Lamp - Turn Signal                      | 603.00.5300.444.40041 | 54.76             |
| KIMBALL MIDWEST                           | 8262824        | 10/06/2020 | Parts                                   | 603.00.5300.444.60012 | 432.24            |
| KIMBALL MIDWEST                           | 8262824        | 10/06/2020 | Parts                                   | 603.140.1450050       | 186.00            |
| KIMBALL MIDWEST                           | 8263370        | 10/06/2020 | Parts                                   | 603.00.5300.444.60040 | 848.37            |
| MACQUEEN EMERGENCY GROUP                  | 000111         | 09/29/2020 | Parts                                   | 603.00.5300.444.40041 | 629.51            |
| MACQUEEN EMERGENCY GROUP                  | W02815         | 09/29/2020 | Parts                                   | 603.00.5300.444.40041 | 494.51            |
| MACQUEEN EMERGENCY GROUP                  | W02702         | 09/29/2020 | Parts                                   | 603.00.5300.444.40041 | 499.19            |
| MACQUEEN EMERGENCY GROUP                  | P04040         | 09/29/2020 | Parts                                   | 603.00.5300.444.40041 | 1,257.81          |
| MACQUEEN EMERGENCY GROUP                  | P04114         | 10/06/2020 | Handle Cross                            | 603.00.5300.444.40041 | 89.02             |
| MANSFIELD OIL COMPANY                     | 117192         | 09/29/2020 | Fuel                                    | 603.140.1450060       | 10,667.63         |
| MANSFIELD OIL COMPANY                     | 119332         | 09/29/2020 | Fuel                                    | 603.140.1450060       | 1,503.83          |
| METRO JANITORIAL SUPPLY INC               | 11015407       | 09/29/2020 | Coating                                 | 603.00.5300.444.60012 | 193.49            |
| METRO JANITORIAL SUPPLY INC               | 11015424       | 09/29/2020 | Car & Truck wash                        | 603.00.5300.444.60012 | 111.90            |
| METRO JANITORIAL SUPPLY INC               | 11015432       | 09/29/2020 | Gel                                     | 603.00.5300.444.60012 | 106.29            |
| MID CITY SERVICES, INC.                   | 136478         | 09/29/2020 | Dust mats                               | 603.00.5300.444.40065 | 71.00             |
| MID CITY SERVICES, INC.                   | 142423         | 10/06/2020 | Dust Mats                               | 603.00.5300.444.40065 | 71.00             |
| MIDWEST LIFT WORKS LLC                    | 2516           | 09/29/2020 | Meanwell battery charger                | 603.00.5300.444.40040 | 305.54            |
| MN DEPT OF REVENUE                        | 09/25/2020     | 09/25/2020 | August 2020                             | 603.00.5300.444.60021 | 181.83            |
| MN DEPT OF REVENUE                        | 10/06/2020     | 10/06/2020 | Sept 2020                               | 603.00.5300.444.60021 | 299.54            |
| MTI DISTRIBUTING CO                       | 1259074-01     | 09/29/2020 | Tires                                   | 603.00.5300.444.60014 | 608.80            |
| MTI DISTRIBUTING CO                       | 1266944-00     | 10/06/2020 | Right front Dec__SM                     | 603.00.5300.444.40041 | 1,318.80          |
| NATURE CALLS, INC.                        | 26851          | 10/06/2020 | Portable restrooms                      | 603.00.5300.444.40040 | 120.00            |
| NORTH AMERICAN TRAILER SALES              | 030004164893   | 10/06/2020 | Emergency Lighting Amber LED            | 603.00.5300.444.40041 | 49.34             |
| NORTH AMERICAN TRAILER SALES              | 030004165276   | 10/06/2020 | Battery                                 | 603.00.5300.444.40041 | 321.75            |
| NUSS TRUCK AND EQUIPMENT                  | 4024620        | 09/29/2020 | Parts                                   | 603.00.5300.444.40041 | 2,094.51          |
| NUSS TRUCK AND EQUIPMENT                  | 4644704P       | 10/06/2020 | Latch                                   | 603.00.5300.444.40041 | 16.65             |
| O' REILLY AUTO PARTS                      | 1767-499779    | 09/29/2020 | Backup alarm                            | 603.00.5300.444.40041 | 48.01             |
| O' REILLY AUTO PARTS                      | 1767-499985    | 09/29/2020 | Backup alarm                            | 603.00.5300.444.40041 | (48.01)           |



| Vendor Name                             | Payable Number     | Post Date  | Description (Item)              | Account Number        | Amount              |
|-----------------------------------------|--------------------|------------|---------------------------------|-----------------------|---------------------|
| O' REILLY AUTO PARTS                    | 1767-100207        | 09/29/2020 | Fuse holder                     | 603.00.5300.444.40041 | 15.96               |
| O' REILLY AUTO PARTS                    | 1767-100222        | 09/29/2020 | Auto fuse                       | 603.00.5300.444.40041 | 3.99                |
| O' REILLY AUTO PARTS                    | 1767-100758        | 09/29/2020 | Fleetranners                    | 603.00.5300.444.40041 | 161.40              |
| O' REILLY AUTO PARTS                    | 1767-100795        | 09/29/2020 | Parts                           | 603.00.5300.444.40041 | 477.86              |
| O' REILLY AUTO PARTS                    | 1767-101239        | 09/29/2020 | Core return                     | 603.00.5300.444.40041 | (90.00)             |
| O' REILLY AUTO PARTS                    | 1767-101457        | 10/06/2020 | Battery                         | 603.00.5300.444.40041 | 215.50              |
| O' REILLY AUTO PARTS                    | 1767-102584        | 10/06/2020 | Marking Kit                     | 603.00.5300.444.60012 | 214.17              |
| O' REILLY AUTO PARTS                    | 1767-102646        | 10/06/2020 | Switch                          | 603.00.5300.444.40041 | 5.01                |
| O' REILLY AUTO PARTS                    | 1767-103004        | 10/06/2020 | Oil filter                      | 603.140.1450050       | 160.43              |
| O' REILLY AUTO PARTS                    | 1767-100798        | 09/29/2020 | Brake rotor                     | 603.00.5300.444.40041 | (37.00)             |
| O' REILLY AUTO PARTS                    | 1767-104086        | 10/06/2020 | Absorbent                       | 603.00.5300.444.60012 | 51.92               |
| O' REILLY AUTO PARTS                    | 1767-104304        | 10/06/2020 | Capsule & HDLT Restore          | 603.00.5300.444.40041 | 52.90               |
| POMP'S TIRE SERVICE, INC.               | 980072912          | 10/06/2020 | Parts                           | 603.00.5300.444.60014 | 659.94              |
| ROAD MACHINERY & SUPPLIES CO            | S9003001           | 10/06/2020 | Rope                            | 603.00.5300.444.40041 | 22.70               |
| SEMA EQUIPMENT INC.                     | 1438432            | 09/29/2020 | Parts & labor                   | 603.00.5300.444.40041 | 2,340.13            |
| SEMA EQUIPMENT INC.                     | 1443564            | 10/06/2020 | Parts & Labor                   | 603.00.5300.444.40041 | 2,033.74            |
| TASC GENESIS EMPLOYEE BENEFITS, INC     | IN1837166          | 09/29/2020 | Payroll                         | 603.00.5300.444.30550 | 9.44                |
| UNIFIRST CORPORATION                    | 0900578356         | 09/29/2020 | Clothing                        | 603.00.5300.444.40065 | 184.07              |
| UNIFIRST CORPORATION                    | 0900578356         | 09/29/2020 | Clothing                        | 603.00.5300.444.60045 | 35.55               |
| UNIFIRST CORPORATION                    | 0900579617         | 10/06/2020 | Clothing                        | 603.00.5300.444.10100 | 130.97              |
| UNIFIRST CORPORATION                    | 0900579617         | 10/06/2020 | Clothing                        | 603.00.5300.444.60045 | 45.90               |
| UNIFIRST CORPORATION                    | 0900580933         | 10/06/2020 | Clothing                        | 603.00.5300.444.40065 | 157.52              |
| UNIFIRST CORPORATION                    | 0900580933         | 10/06/2020 | Clothing                        | 603.00.5300.444.60045 | 35.55               |
| WORLD FUEL SERVICES                     | 193593282160-41801 | 10/06/2020 | Diesel exhaust                  | 603.00.5300.444.40041 | 138.10              |
| XCEL ENERGY                             | 699132853          | 09/23/2020 | Gas & Electric                  | 603.00.5300.444.40010 | 31.67               |
| XCEL ENERGY                             | 699132853 CR       | 09/23/2020 | Gas & Electric                  | 603.00.5300.444.40020 | (742.11)            |
| <b>Fund: 603 - CENTRAL EQUIPMENT</b>    |                    |            |                                 |                       | <b>30,722.59</b>    |
| INNOVATIVE OFFICE SOLUTIONS             | SUM-056032         | 09/29/2020 | July 2020                       | 604.00.2200.416.60010 | 3,239.52            |
| INNOVATIVE OFFICE SOLUTIONS             | SUM-056588         | 09/29/2020 | August 2020                     | 604.00.2200.416.60005 | 313.64              |
| INNOVATIVE OFFICE SOLUTIONS             | SUM-056588         | 09/29/2020 | August 2020                     | 604.00.2200.416.60010 | 1,631.68            |
| <b>Fund: 604 - CENTRAL STORES</b>       |                    |            |                                 |                       | <b>5,184.84</b>     |
| MADISON NATIONAL LIFE INSURANCE COMPANY | 1411119            | 10/06/2020 | October 2020                    | 605.00.7500.460.20630 | 14.63               |
| PETTY CASH                              | 06/03/2020         | 09/29/2020 | Covid supplies                  | 605.00.7500.460.60065 | 7.50                |
| QUADIENT LEASING USA, INC.              | N8498028           | 09/29/2020 | Lease payment (Lease#N18011608) | 605.00.7500.460.40044 | 825.00              |
| TASC GENESIS EMPLOYEE BENEFITS, INC     | IN1837166          | 09/29/2020 | Payroll                         | 605.00.7500.460.30550 | 8.72                |
| XCEL ENERGY                             | 699132853          | 09/23/2020 | Gas & Electric                  | 605.00.7500.460.40020 | 4,144.82            |
| <b>Fund: 605 - CITY FACILITIES</b>      |                    |            |                                 |                       | <b>5,000.67</b>     |
| BONFE BUILDERS                          | 09/18/2020         | 09/29/2020 | Escrow LOC reduction            | 702.229.2289502       | 9,000.00            |
| BRIDGEWAY, Inc.                         | 09/18/2020         | 09/29/2020 | Escrow LOC reduction            | 702.229.2283303       | 9,000.00            |
| Kathleen VanSchooten                    | 09/21/2020         | 10/06/2020 | Escrow release                  | 702.229.2297602       | 96.00               |
| Kathleen VanSchooten                    | 09/22/2020         | 09/29/2020 | Escrow release                  | 702.229.2301902       | 862.00              |
| LOSIE, PAMELA                           | 09/30/2020         | 10/06/2020 | Escrow release                  | 702.229.2304102       | 31,625.47           |
| NORTHERN SERVICE CENTER                 | 10/01/2020         | 10/06/2020 | Shimone Rogers Bail             | 702.229.2291000       | 700.00              |
| NORTHERN SERVICE CENTER                 | 10/02/2020         | 10/06/2020 | Lane Rapp Bail                  | 702.229.2291000       | 1,100.00            |
| PIEKARSKI-KRECH, ROSEMARY               | 09/28/2020         | 09/29/2020 | Refund Hydrant Permit #2010     | 702.229.2294300       | 1,500.00            |
| PIONEER POWER, INC.                     | 202008041          | 09/29/2020 | Unit Heater Removal             | 702.229.2291000       | 1,960.00            |
| RON CLARK CONSTRUCTION                  | 09/16/2020         | 09/29/2020 | Escrow release                  | 702.229.2289403       | 69.40               |
| <b>Fund: 702 - ESCROW FUND</b>          |                    |            |                                 |                       | <b>55,912.87</b>    |
| <b>Grand Total</b>                      |                    |            |                                 |                       | <b>2,222,352.37</b> |

**CITY OF INVER GROVE HEIGHTS**

**REQUEST FOR COUNCIL ACTION**

**REQUEST FOR APPROVAL OF RENTAL HOUSING LICENSE**

Meeting Date: October 12, 2020  
 Item Type: Consent  
 Contact: Nicole Cook: 651-450-2491  
 Prepared by: Nicole Cook, Rental and Code  
 Compliance Coordinator  
 Reviewed by: Heather Rand, Community  
 Development Director

**Fiscal/FTE Impact:**

|                                     |                                    |
|-------------------------------------|------------------------------------|
| <input checked="" type="checkbox"/> | None                               |
| <input type="checkbox"/>            | Amount included in current budget  |
| <input type="checkbox"/>            | Budget amendment requested         |
| <input type="checkbox"/>            | FTE included in current complement |
| <input type="checkbox"/>            | New FTE requested – N/A            |
| <input type="checkbox"/>            | Other (Revenue)                    |

**PURPOSE/ACTION REQUESTED**

The City Council is to consider approval of three (3) rental licenses.

**BACKGROUND**

The City Council adopted a rental licensing ordinance that requires all rental property owners to obtain a rental license every two years. The purpose of the ordinance is to assure proper maintenance of structures to preserve neighborhood stability, protect the quality of existing rental housing stock, and maintain property values. The ordinance provides for basic safety and living standards for rentals.

**ANALYSIS**

The following rental license applications have been submitted:

**ILYA SALINIKOV: 8865 BRUNELL WAY**  
**LINNEA BORER: 3449 CLOMAN WAY EAST**  
**ILIAS NAZARI: 3960 75<sup>TH</sup> STREET EAST**

The above applications have been found to be complete. The applications include the necessary fee payment and the BCA background check. The Inver Grove Heights Police Chief/Designee has also reviewed the license applications.

**RECOMMENDATIONS**

Community Development staff recommends approval of the licenses listed above.

## CITY OF INVER GROVE HEIGHTS

## REQUEST FOR COUNCIL ACTION

**PERSONNEL ACTIONS**

Meeting Date: October 12, 2020  
 Item Type: Consent Agenda  
 Contact &  
 Reviewed by: Janet Shefchik, HR Manager  
 Prepared by: Cora Bauer, HR Coordinator

**Fiscal/FTE Impact:**

|                                     |                                    |
|-------------------------------------|------------------------------------|
| <input checked="" type="checkbox"/> | None                               |
| <input type="checkbox"/>            | Amount included in current budget  |
| <input type="checkbox"/>            | Budget amendment requested         |
| <input type="checkbox"/>            | FTE included in current complement |
| <input type="checkbox"/>            | New FTE requested – N/A            |
| <input type="checkbox"/>            | Other                              |

**PURPOSE/ACTION REQUESTED**

Staff requests that Council confirm and approve the personnel actions listed below.

**Temp/Seasonal Employment:**

Dylan Hanzel, Golf Course Outside Services  
 Sarah Shier, Pool Attendant  
 Zach Meade, VMCC Operations Helper

**Voluntary Resignations and or Terminations:**

Keith Albrecht, Paid On-call Firefighter  
 Larissa Cook, Fitness Worker  
 Nicholas DeJean, Paid On-call Firefighter

## CITY OF INVER GROVE HEIGHTS

## REQUEST FOR COUNCIL ACTION

**Schedule General Election Canvass Meeting on November 13, 2020.**

Meeting Date: October 12, 2020  
 Item Type: Consent  
 Contact: 651-450-2513  
 Prepared by: Rebecca Kiernan, City Clerk  
 Reviewed by:

**Fiscal/FTE Impact:**

|                                     |                                    |
|-------------------------------------|------------------------------------|
| <input checked="" type="checkbox"/> | None                               |
| <input type="checkbox"/>            | Amount included in current budget  |
| <input type="checkbox"/>            | Budget amendment requested         |
| <input type="checkbox"/>            | FTE included in current complement |
| <input type="checkbox"/>            | New FTE requested - N/A            |
| <input type="checkbox"/>            | Other                              |

**PURPOSE/ACTION REQUESTED**

Schedule General Election Canvass meeting on Friday, November 13, 2020 at 8:00 a.m. In 2020, the legislature issued a Consent Decree allowing for absentee ballots that were postmarked by the State General election day (November 3, 2020) be allowed to be counted before the results can be canvassed. Since the City of Inver Grove Heights has two City races in this election, staff is recommending holding the Canvass meeting as late as possible to make sure all votes cast are counted.

**SUMMARY**

The City Council must certify the results (canvass) after each election. The General election is Tuesday, November 3, 2020. The City Clerk would like to schedule the Election Canvass meeting for **Friday, November 13, 2020 at 8:00 a.m.**

**CITY OF INVER GROVE HEIGHTS**

**REQUEST FOR COUNCIL ACTION**

**Consider Approving a Resolution Appointing Election Judges for the Minnesota State General Election**

Meeting Date: October 12, 2020  
 Item Type: Consent  
 Contact: 651-450-2513  
 Prepared by: Rebecca Kiernan, City Clerk  
 Reviewed by:

**Fiscal/FTE Impact:**

|                                     |                                    |
|-------------------------------------|------------------------------------|
| <input type="checkbox"/>            | None                               |
| <input checked="" type="checkbox"/> | Amount included in current budget  |
| <input type="checkbox"/>            | Budget amendment requested         |
| <input type="checkbox"/>            | FTE included in current complement |
| <input type="checkbox"/>            | New FTE requested - N/A            |
| <input type="checkbox"/>            | Other                              |

**PURPOSE/ACTION REQUESTED**

Consider Approving a Resolution Appointing Election Judges for the upcoming Minnesota State General Election on November 3, 2020.

**SUMMARY**

Minnesota Statue 204B.21 provides that election judges for precincts in a municipality shall be appointed by the governing body of the municipality and the appointments shall be made at least 25 days before the election that they will serve.

Staff asks the Council to consider approval of the Resolution.

**CITY OF INVER GROVE HEIGHTS  
DAKOTA COUNTY, MINNESOTA  
RESOLUTION NO. 2020-208**

**RESOLUTION APPOINTING ELECTION JUDGES**

**WHEREAS**, Minnesota Statute provides that election judges for precincts in a municipality shall be appointed by the governing body of the municipality; and

**WHEREAS**, the appointments shall be made at least 25 days before the election at which the election judges will serve; and

**WHEREAS**, guidelines have been established for the appointment of election judges; judges must be able to:

- read, write, and speak English;
- carry out instructions given by election administrators and Head Judges;
- learn and follow current election laws as provided by Minnesota Statute;
- answer questions and provide clear instructions to voters;
- work well with other election judges and the general public

**NOW, THEREFORE, BE IT RESOLVED** by the City Council of the City of Inver Grove Heights, Minnesota, that the individuals listed on the attached exhibit are appointed to serve as election judges for the November 3, 2020 Minnesota State General Election at the hourly rate of \$12.00 for election judges and \$14.00 for head judges.

**BE IT FURTHER RESOLVED** that the City Clerk and/or the Deputy Clerk shall be authorized to appoint additional judges as needed to conduct this election.

**DATED** this 12<sup>th</sup> day of October, 2020.

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George Tourville, Mayor

Attest:

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Rebecca Kiernan, City Clerk

| Last Name        | First Name |
|------------------|------------|
| Absey            | Mark       |
| Allaire          | Josephine  |
| Allaire          | Suzette    |
| Allen            | Theresa    |
| Averbook         | Shelley    |
| Battles          | Shannon    |
| Berquist         | Collin     |
| Biermaier        | Amy        |
| Brandt           | Isabel     |
| Briguet          | Renee      |
| Corniea          | David      |
| Cudahy           | Margaret   |
| Davenport        | Joan       |
| DeMaio           | Lori       |
| Eiden            | Albert     |
| Evensen          | Elizabeth  |
| Facente          | Joann      |
| Freking          | Dale       |
| Hanson           | Eric       |
| Hanson           | Elsa       |
| Hartman          | Lynn       |
| Hoven            | Greg       |
| Jugovich         | Jerome     |
| Ketchel          | Alejandro  |
| Kotschwar        | Kate       |
| Kressin          | MaryAnn    |
| Marcotte         | Susan      |
| Martinez         | Lauren     |
| Maupin           | Roger      |
| Ngo              | Tammy      |
| Niemioja         | Elizabeth  |
| Novack           | David      |
| Ollerich (Suchy) | Jenelle    |
| Pederson         | Jenna      |
| Roberts          | Tebriel    |
| Robinson         | Warren     |
| Rother           | Katherine  |
| Russell          | Jalen      |
| Saraju           | Princess   |
| Schloesser       | Stephen    |
| Schwake          | JoEllen    |
| Smith            | Ron        |
| Sosa Silva       | Kimberly   |
| Sutton           | Margaret   |
| Sweeney          | Kayla      |

| Last Name    | First Name     |
|--------------|----------------|
| Taple        | Marcia         |
| Umlauf       | Rochelle       |
| Underhill    | Ann-Marie      |
| Unger        | Magdalena      |
| Verdeja      | Miala          |
| Weber        | Jane           |
| Anaya        | Patricia       |
| ANDERSON     | CHERYL         |
| Baker        | Linda          |
| Beck-Brown   | Jennifer       |
| Bryngelson   | Karen          |
| Carey        | Beverly        |
| Clare        | Rita           |
| Dahlke       | Dan            |
| Dosh         | Katherina      |
| DUERSCHERL   | NANCY          |
| Dwornicki    | JoAnn          |
| Easton       | Misty          |
| Egging       | Mary           |
| EGGING       | ALAN           |
| Ekholm       | Bruce          |
| Geene        | Karen          |
| Gottwalt     | Nora           |
| Grinsteinner | Chris          |
| Haavisto     | Wendy          |
| Hamen        | Judith         |
| Hawkins      | Diane          |
| Heiss        | Hannah         |
| Hernandez    | Jeanne         |
| Hockinson    | Betty          |
| Jensen       | Eugene         |
| Johnson      | Thomas         |
| Johnson      | Patrice        |
| Johnston     | Ben            |
| Johnston     | Margaret (Peg) |
| Jordan       | Robert         |
| Karels       | Jim            |
| Khan         | Mahbubur       |
| KOHLER       | GLORIA         |
| Krona        | Leslie         |
| Lesney       | Alice          |
| Levinskas    | Karen          |
| Lothenbach   | Gary           |
| MACDONALD    | CLIFFORD       |
| Macias       | Andrea         |

| Last Name            | First Name |
|----------------------|------------|
| Malecha              | Greg       |
| Mansour              | Ramy       |
| mathison             | bradley    |
| McGlauchlen          | Laura      |
| McQuade              | John       |
| Mishler              | Susan      |
| Mishler              | Linda      |
| Moynihan             | Danielle   |
| Neibacher            | Sean       |
| Norquist             | James      |
| Novotny              | Richard    |
| Nystuen              | Paul       |
| O'Hara-David         | Marjanne   |
| Olson                | Julie      |
| Ordoyne              | Jay        |
| Paulson              | Kymn       |
| Pieper               | Ardis      |
| Raessler             | Linnea     |
| RICH                 | RACHAEL    |
| ROONEY               | ROBERT     |
| Schowalter           | Kathy      |
| Scott                | Darlene    |
| Slaughter            | Malachi    |
| Staker               | Sally      |
| SULLIVAN             | MARY       |
| TIETZ                | CHERYL     |
| Trenzeluk            | Ted        |
| Turner               | Charles    |
| Veenstra             | Brenna     |
| Verdeja              | Alexis     |
| Vorderbruggen Gaetke | Dawn       |
| Webb                 | Richard    |
| Wright               | Nancy      |
| Yesak                | Alul       |
| Youssef              | Manal      |
| Zinter               | Courtney   |
| Zurek                | Gina       |
| ZIMMER               | JEANNE     |
| Lentz                | Jennifer   |
| Overturf             | Michael    |
| Szumylo              | Debra      |
| Witte                | Dani       |
| Johnson              | Daniel     |
| Carlson              | Bria       |
| Miller               | Kathleen   |

| Last Name       | First Name |
|-----------------|------------|
| Thornton        | William    |
| Hetchler        | Garrett    |
| Buenzow         | Monica     |
| Derr-Loughney   | Timothy    |
| Callstrom       | Allison    |
| Finander        | Lourn      |
| Lyons           | Jason      |
| Nair            | Rohan      |
| Heasley         | Steve      |
| Novack          | John       |
| Roske-Metcalf   | Luke       |
| Sathre          | Michael    |
| Thornton        | Heather    |
| Tejeda          | Lyssa      |
| Sonnek          | Roxanne    |
| Youngren        | Timothy    |
| Schaefer        | Robert     |
| Geisler         | Stephanie  |
| Scott           | Ashley     |
| Zubulake        | Deena      |
| Hodges-Bonawitz | Robert     |
| Bonawitz        | Cynthia    |
| Meixner         | Hollie     |
| Zemke           | Scott      |
| Teiken          | Jason      |
| Gray            | Toriana    |
| Mike            | Barbara    |
| Noble           | Kristi     |
| Beebe           | Kristin    |
| Salverda        | Eric       |
| Juneau          | Samantha   |
| Erhart          | Yvonne     |
| Hillstrom       | Rhonda     |
| Mehaffey        | Matthew    |
| Schaefer        | Mary Beth  |
| Sopelle         | Elise      |
| Van Asperen     | Rachel     |
| Sethre          | Kevin      |
| Nicklay         | Lisa       |
| Levine          | Rachel     |
| Torgerson       | Megan      |
| Perrin          | Lisa       |
| Fell            | Margaret   |
| Scott           | Stephen    |
| Kenney          | Alan       |



| <b>Last Name</b> | <b>First Name</b> |
|------------------|-------------------|
| Vetterkind       | Brianna           |
| Sjoblom          | Zach              |
| Dickinson        | Brianne           |
| Hogenson         | Ashley            |
| Brummund         | Gwen              |
| Fredine          | Susan             |
| Brown            | Nanci             |
| Gorter           | Grace             |
| Cheyne           | Anna              |
| Hahn             | Jenna             |
| Bretoi           | Jerold            |
| Franke           | Linda             |
| goehring         | colleen           |
| Lorch            | Kari              |
| Wells            | Valerie           |
| Pliml            | Michael           |
| Schreiber        | Jacquelyn         |
| Solmonson        | Jacob             |
| Geisler          | Stephanie         |
| Stanley          | Tarishia          |
| Schultz          | Connie            |
| Forrest          | Mary              |
| Wells            | Valerie           |
| Weis             | Nicholas          |
| Weiss            | Kathryn           |
| Brown            | Jennifer          |
| Kimlinger        | Ashley            |
| YENGISTIC        | FRANCIS           |
| Weiler           | Gwen              |
| Jensen           | Eugene            |
| Garrett          | Jeffrey           |
| Strieff          | Mary              |
| Raymond          | Robert            |
| Cloos            | Isaac             |
| Mushett          | Andrew            |
| Johnson          | Nicholas          |
| Fronts           | Paul              |
| Fagan            | Carey             |
| O'CONNOR         | TERI              |
| Michels          | Kathy             |

CITY OF INVER GROVE HEIGHTS

REQUEST FOR COUNCIL ACTION

Meeting Date: October 12, 2020  
 Item Type: Consent  
 Contact: Janet Shefchik, H.R. Manager  
 Prepared by: Janet Shefchik, H.R. Manager  
 Reviewed by: Joe Lynch, City Administrator

**Fiscal/FTE Impact:**

|                                     |                                    |
|-------------------------------------|------------------------------------|
| <input type="checkbox"/>            | None                               |
| <input type="checkbox"/>            | Amount included in current budget  |
| <input type="checkbox"/>            | Budget amendment requested         |
| <input type="checkbox"/>            | FTE included in current complement |
| <input type="checkbox"/>            | New FTE requested – N/A            |
| <input checked="" type="checkbox"/> | Other                              |

**PURPOSE/ACTION REQUESTED** Approve Group insurance plans, rates, and proposed contribution rates for medical, dental, life, and disability insurance plans.

**SUMMARY** The City provides insurance benefit options to approximately 150 employees. Some benefit plans are required and therefore paid for by the City, other coverage is optional and either contributed to by both the City and the employee or paid entirely by the employee. The City requires and therefore pays for its benefited employees to take a minimum of single medical coverage in one of two available plans and shares the cost for Single + One and Family coverage. The City also pays for its benefited employees to be covered under its Basic Term Life and Long-term Disability Insurance plans. Other plans such as Dental Insurance, Voluntary (supplemental) Life Insurance, Short-term Disability Insurance, and the Vision Plan are entirely employee paid.

The City is required to go out for bids on certain insurance plans once every 60 months (MN Statute 471.6161 regarding group insurance for government units), which it did for most plans that came due in 2019, such as medical and dental insurance. The City retains NFP as our insurance broker, who tracks the due dates for the required bidding processes. NFP provides specifications and claims history to prospective insurance vendors and coordinates the request for proposals (RFP) process, including posting a public notice. Once the responses from the insurance companies come in, NFP conducts an expert analysis, negotiates subsequent plan design changes, and makes recommendations to the City.

Through this process, the City's medical and dental insurance carrier continues to be HealthPartners (HP). In 2019, NFP negotiated medical rates for 2020 and a premium rate cap of not to exceed a 7% increase for 2021. The next step was then to determine what the actual percentage of change would need to be for 2021. NFP began the process of working with HealthPartners on this earlier this year.

When determining premiums, insurance companies utilize factors such as an 'experience rating', which basically calculates the costs associated with plan use by members, in relation to the premiums collected by the insurance company. Fortunately, over the past year members in our HP plans had a reduction in costly services. Overall, there were fewer large or catastrophic claims, and our employees were seemingly healthier. While one may think that's attributable to fewer members going to the doctor during the pandemic, the same can be said for all other organizations represented by NFP, yet we fared much better than most. This means we have been fortunate, but also better stewards of our health, health insurance and wellness programs. In fact, we have gone from a handful of people participating in the online health assessment to over 50 this year. We credit that to the awareness campaign promoted by HP, our Wellness Chair/Committee, and so many employees who have become truly focused on wellness. The health assessments are ultimately important because they provide a baseline for health and help to uncover target areas to improve overall health.

The good news in all of this is that the net result of healthier employees was a reduction in the negotiated premiums for next year. NFP has told us that our HP rate reductions were the best result of all of the groups they represent. While we had a rate cap of not to exceed a 7% increase for 2021, our rates actually saw a reduction of 7.6% overall. That was such an excellent result that we asked NFP to go back and see what they could lock into for the next few years, and they did, coming back with a not to exceed 9% in 2022. As a smaller group, this is especially good because one or two catastrophic claims could more easily affect our future rates.

While the City negotiates the premiums with the insurance company via NFP, it also negotiates the City contribution rates with its labor unions as a part of wages and benefits. For example, if there is an increase in premiums, we typically negotiate to split the increased cost and include that in contract language. While we could do the same with a decrease, we recognize the cost of dependent/family health insurance for our employees and the value in passing the savings along to our employees. The City still needs to negotiate with the labor unions regarding City contribution rates toward employee premiums in the coming months. As we are proposing to pass along some savings, we expect this to be well received. At this point, however, we look to the Council to approve the overall/total premiums, which we are happy to say equate to a reduction and savings to the City and its employees (the City had actually budgeted for a 7% increase).

For 2021 and 2022, the City is proposing to continue to pay 100% of single coverage in either the HSA or HRA plans (which we must do since we require single coverage to maintain our group size). In addition, the City proposes to maintain its current (2020) contribution amounts toward Single + One and Family coverages in any of the available plans for 2021. This will result in fairly significant savings for employees with dependent coverage in 2021 and rates in 2022 that will closely mirror the rates of this year (2020). Further, we would note that there were no plan design changes nor rate changes to any of the other group plans for 2021. Therefore, we ask the City Council to approve all other existing/on-going group plans for 2021, and the 2021 medical plans, premium rates, and proposed contribution rates for 2021 (pending contract negotiations) as attached.

# DRAFT - CITY OF INVER GROVE HEIGHTS 2021 MEDICAL PLAN DESIGNS

| Summary of Coverage                                                                                                                                                    |  |  | \$250-\$25                                |                | HRA VEBA                                |                 | HSA                              |                 |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|--|-------------------------------------------|----------------|-----------------------------------------|-----------------|----------------------------------|-----------------|
| City's Annual HRA/HSA Contribution:                                                                                                                                    |  |  | N/A                                       | N/A            | \$1,332 Single/S+1/Family^              |                 | \$1,332 Single/S+1/Family^       |                 |
| In-Network Benefits                                                                                                                                                    |  |  |                                           |                |                                         |                 |                                  |                 |
| Annual Deductible:                                                                                                                                                     |  |  | \$250/person                              | \$750/family   | \$2,000/person                          | \$4,000/family  | \$2,800/person                   | \$5,600/family  |
| Out-of-Pocket Max:                                                                                                                                                     |  |  | \$1,500/person                            | \$3,000/family | \$2,000/person                          | \$4,000/family  | \$2,800/person                   | \$5,600/family  |
| Routine Preventive Care:                                                                                                                                               |  |  | You pay nothing                           |                | You pay nothing                         |                 | You pay nothing                  |                 |
| Office Visits:                                                                                                                                                         |  |  | \$25 copay                                |                | You pay nothing after deductible        |                 | You pay nothing after deductible |                 |
| Online Care:                                                                                                                                                           |  |  | No charge first 3 visits \$10 copay after |                | No charge first 3 visits, ded. then \$0 |                 | You pay nothing after deductible |                 |
| Hospitalization: (Inpatient/Outpatient)                                                                                                                                |  |  | You pay 20% after deductible              |                | You pay nothing after deductible        |                 | You pay nothing after deductible |                 |
| Prescription Drugs: (Copays listed are for Formulary Rx purchased via retail. For non-formulary, mail orders, Specialty Rx, etc. refer to Summary of Benefit Coverage) |  |  | \$12 Generic<br>\$24 Brand                |                | \$15 Generic<br>\$25 Brand              |                 | 100% after ded                   |                 |
| Urgent Care:                                                                                                                                                           |  |  | \$25 copay                                |                | You pay nothing after deductible        |                 | You pay nothing after deductible |                 |
| Emergency Care:                                                                                                                                                        |  |  | \$75 copay                                |                | You pay nothing after deductible        |                 | You pay nothing after deductible |                 |
| Lifetime Maximum:                                                                                                                                                      |  |  | Unlimited                                 |                |                                         |                 |                                  |                 |
| Out-of-Network Benefits                                                                                                                                                |  |  |                                           |                |                                         |                 |                                  |                 |
| Annual Deductible:                                                                                                                                                     |  |  | \$500/person                              | \$1,500/family | \$4,000/person                          | \$8,000/family  | \$5,000/person                   | \$10,000/family |
| Out of Pocket Max:                                                                                                                                                     |  |  | \$3,500/person                            | \$6,000/family | \$7,000/person                          | \$11,000/family | \$10,000/person                  | \$20,000/family |
| Office Visits, Hospital:                                                                                                                                               |  |  | You pay 35% after deductible              |                | You pay 45% after deductible            |                 | You pay 25% after deductible     |                 |
| Routine Care:                                                                                                                                                          |  |  | No Coverage                               |                | You pay 45% after deductible            |                 | You pay 25% after deductible     |                 |
| Lifetime Maximum:                                                                                                                                                      |  |  | Unlimited                                 |                |                                         |                 |                                  |                 |
| Total Monthly Premiums                                                                                                                                                 |  |  | 2021                                      |                | 2021                                    |                 | 2021                             |                 |
| Single                                                                                                                                                                 |  |  | \$790.81                                  |                | \$722.05                                |                 | \$639.72                         |                 |
| Single + 1                                                                                                                                                             |  |  | \$1,779.09                                |                | \$1,624.39                              |                 | \$1,439.18                       |                 |
| Family                                                                                                                                                                 |  |  | \$2,064.07                                |                | \$1,884.60                              |                 | \$1,669.72                       |                 |
| City Contribution                                                                                                                                                      |  |  | 2021                                      | F.C.*          | 2021                                    | F.C.*           | 2021                             | F.C.*           |
| Single                                                                                                                                                                 |  |  | \$695.44                                  | \$330.20       | \$722.05                                | \$386.10        | \$639.72                         | \$386.10        |
| Single + 1                                                                                                                                                             |  |  | \$840.50                                  | \$330.20       | \$840.50                                | \$330.20        | \$840.50                         | \$330.20        |
| Family                                                                                                                                                                 |  |  | \$851.91                                  | \$330.20       | \$851.91                                | \$330.20        | \$851.91                         | \$330.20        |
| Employee Cost                                                                                                                                                          |  |  | 2021                                      |                | 2021                                    |                 | 2021                             |                 |
| Single                                                                                                                                                                 |  |  | \$95.37                                   | *              | \$0.00                                  | *               | \$0.00                           | *               |
| Single + 1                                                                                                                                                             |  |  | \$938.59                                  | *              | \$783.89                                | *               | \$598.68                         | *               |
| Family                                                                                                                                                                 |  |  | \$1,212.16                                | *              | \$1,032.69                              | *               | \$817.81                         | *               |

**\*Flex Comp/Cash Option:** These additional contributions will be used to offset the Employee's portion of pretax benefit premiums; any remaining money will be paid to the employee as taxable compensation. A flat amount of \$578/mo. will be contributed to a City employee in lieu of all other contributions, if the employee is carried by a family member as a dependent (only) under the City's plan and waives all single employee contributions (contact H.R. to request this waiver form).

**HRA & HSA:** Can be used to offset out-of-pocket expenses such as deductibles & co-pays. If you also have a medical Flexible Spending Account (FSA), that money should be used first due to the IRS "use it or lose it" rule, which means that FSA money will be forfeited if not used within the (extended) plan year. If you are in the HSA plan, you may only have a limited FSA (i.e. for vision & dental only). ^The annual City's HRA and HSA amounts will be contributed into employee's accounts on a quarterly pro-rated basis: \$333/Qtr. (employees can elect to contribute add'l money to the HSA).

**[This is not meant to be a complete plan description. This is a summary meant only for illustrative purposes and is not a guarantee of current or future benefits.]**

**CITY OF INVER GROVE HEIGHTS**

**REQUEST FOR COUNCIL ACTION**

**ADAM COLON - CASE NO. 20-30V**

Meeting Date: October 12,2020  
 Item Type: Consent  
 Contact: Heather Botten 651.450.2569  
 Prepared by: Heather Botten, Associate Planner  
 Reviewed by:

**Fiscal/FTE Impact:**

|                                     |                                    |
|-------------------------------------|------------------------------------|
| <input checked="" type="checkbox"/> | None                               |
| <input type="checkbox"/>            | Amount included in current budget  |
| <input type="checkbox"/>            | Budget amendment requested         |
| <input type="checkbox"/>            | FTE included in current complement |
| <input type="checkbox"/>            | Other                              |

**PURPOSE/ACTION REQUESTED**

Consider a Resolution relating to a Variance to allow a porch addition 15 feet from the rear property line whereas 30 feet is required for the property located at 10887 Alberton Court.

- Requires a 3/5<sup>th</sup>'s vote.
- 60-day deadline: November 2, 2020 (first 60-days)

**SUMMARY**

The applicant is requesting a variance to allow a porch addition 15 feet from the rear property line whereas 30 feet is the required setback. The property is located in a cul-de-sac, in a developed single-family neighborhood. The proposed porch would be in compliance with all other setback, exterior building materials and impervious surface standards.

Staff believes the location of the porch would not be out of character with the neighborhood, is consistent with the comprehensive plan, and is a reasonable use of the property. The variance request does not appear to have an adverse impact on the neighboring properties as the closest neighboring home would be 50 feet from the porch addition. The property is unique in that it complies with the minimum lot size requirements for a R-1C lot, yet it is a shallow lot, with the house built up to the front and rear setbacks. Additionally, the house is laid out with the patio door to the rear of the home which is already built up to the setback line, not on the side of the home which would allow for a porch addition without a variance.

Planning Staff: Based on the information provided staff recommends approval of the variance request with the condition listed in the attached resolution.

Planning Commission: At the October 6, 2020 public hearing, the Planning Commission recommended **approval** of the request with the practical difficulty being the multiple easements in the rear yard providing a buffer from the abutting properties and because the lot is shallow with the house built up to the front and rear setbacks while meeting the minimum lot size and impervious surface standards for an R-1C lot. (9-0).

Attachments: Approval resolution  
 Planning staff report

**CITY OF INVER GROVE HEIGHTS  
DAKOTA COUNTY, MINNESOTA**

**RESOLUTION NO. 2020-209**

**RESOLUTION APPROVING A VARIANCE TO ALLOW A PORCH ADDITION 15 FEET  
FROM THE REAR PROPERTY LINE WHEREAS 30 FEET IS THE REQUIRED SETBACK**

**CASE NO. 20-30V**  
Adam Colon

Property located at 10887 Alberton Court and legally described as follows:

**Lot 3, Block 1, Southern Lakes 2<sup>nd</sup> Addition, according to the recorded plat, Dakota County,  
Minnesota**

**WHEREAS**, an application has been received for a variance to allow a porch addition to be located 15 feet from the rear property line whereas 30 feet is the required setback;

**WHEREAS**, the afore described property is zoned PUD, Planned Unit Development;

**WHEREAS**, a Variance may be granted by the City Council from the strict application of the provisions of the City Code Title 10, Chapter 3-4 and conditions and safeguards imposed in the variance so granted where practical difficulties or particular hardships result from carrying out the strict letter of the regulations of the Zoning Code, as per City Code 10-3-4 D;

**WHEREAS**, the City of Inver Grove Heights Planning Commission reviewed the request on October 6, 2020 in accordance with City Code Section City Code 10-3-3 C;

**WHEREAS**, a practical difficulty or uniqueness was found to exist based on the following findings:

- a. The request is in harmony with the general purpose and intent of the City Ordinance and is consistent with the Comprehensive Plan.
- b. The location of the porch does not appear to have any adverse impacts on the neighboring properties.
- c. The property is unique in that the lot meets the minimum lot size requirement for an R-1C lot but is very shallow with the house constructed at the front and rear setbacks.
- d. The layout of the home has the patio door to the rear of the property; any size patio addition would require a variance.
- e. The property has a conservation easement and drainage and utility easement to the rear of the property which helps screen the addition from the abutting properties.
- f. Including the porch addition, the property does not exceed the maximum impervious surface allowed on the property.

**NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF INVER GROVE HEIGHTS**, that the variance to allow a porch to be located 15 feet from the rear property line is hereby approved subject to the following condition:

1. The site shall be developed in substantial conformance with the site plan on file with the Planning Department.

**BE IT FURTHER RESOLVED** that the City Clerk is hereby authorized and directed to record a certified copy of this Resolution at the Dakota County Recorder's Office.

Adopted by the City Council of Inver Grove Heights this 12<sup>th</sup> day of October, 2020.

---

George Tourville, Mayor

Ayes:

Nays:

ATTEST:

---

Rebecca Kiernan, City Clerk

**P L A N N I N G   R E P O R T**  
**CITY OF INVER GROVE HEIGHTS**

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**HEARING DATE:**     October 6, 2020

**CASE NO.:** 20-30V

**APPLICANT & PROPERTY OWNER:**   Adam Colon

**REQUEST:**                     A variance from the rear yard setback for a porch addition

**LOCATION:**                     10887 Alberton Ct.

**COMP PLAN:**                 LDR, Low Density Residential

**ZONING:**                         PUD, Planned Unit Development

**REVIEWING DIVISIONS:**     Planning  
                                                 Engineering

**PREPARED BY:**     Heather Botten  
                                                 Associate Planner

---

**BACKGROUND**

The applicant is requesting a variance to construct a porch addition 15 feet from the rear property line whereas 30 feet is required. The property currently has a deck, that was constructed in 1998, complying with setback and code requirements. The applicants are proposing to remove the existing deck, add a porch a little larger than the footprint of the deck and then construct a new deck next to the porch. A porch is considered part of the principal structure and must comply with the same setbacks as a home whereas a deck is considered an accessory structure allowing reduced setbacks from property lines. The property is located in a cul-de-sac and the existing home is currently built up to the front and rear setback lines.

**SPECIFIC REQUEST**

The following specific application is being requested:

- 1) A variance to add a 19'9" x 15'10" (312 square feet) porch that would be located about 15 feet from the rear property line whereas 30 feet is the required setback.

**EVALUATION OF REQUEST:**

**SURROUNDING USES:** The following land uses, zoning districts, and comprehensive plan designations surround the property:

North, South, East and West -Single family residential; zoned R-1C and PUD; guided  
LDR, Low Density Residential



The proposed porch would be in compliance with all other setbacks, exterior building materials and impervious surface standards. Engineering has reviewed the request and takes no exception to the proposed addition.

#### VARIANCE REVIEW

City Code Title 10, Chapter 3. **Variances**, states that the City Council may grant variances when they are in harmony with the general purposes and intent of the zoning ordinance and consistent with the comprehensive plan and establishes that there are practical difficulties in complying with the official control. In order to grant the requested variances, City Code identifies criteria which are to be considered practical difficulties. The applicant's request to encroach into the rear setback is reviewed below against those criteria.

1. *The variance request is in harmony with the general purpose and intent of the city code and consistent with the comprehensive plan.*

The area is developed with single family homes. The porch addition would be consistent with a residential use and with the Comprehensive Plan. In respect to the use of the land, impervious surface, side setbacks and other code requirements, the request is in harmony with the provisions in the zoning ordinance.

2. *The property owner proposes to use the property in a reasonable manner not permitted by the zoning ordinance.*

Staff believes the proposed porch to be a reasonable addition to the property. The zoning code considers a porch to be part of the principal structure, therefore requiring a greater setback than a deck or accessory structure.

3. *The plight of the landowner is due to circumstances unique to the property not created by the landowner.*

The property is unique in that it complies with the minimum lot size requirements, but it is a very shallow lot. The existing house is built up to the front and the rear setbacks. Even though the house is built up to the setbacks, they are not currently exceeding the maximum impervious surface requirements on the property. The way the house is laid out the patio door is to the rear of the home, not on the side which would allow for a porch addition that would meet setbacks.

4. *The variance will not alter the essential character of the locality.*

Staff does not believe this variance would alter the essential character of the locality. One of the functions of setback requirements is to maintain consistency of structure placement and aesthetic qualities from street and neighboring views. Aesthetically, the way the homes are placed along the cul-de-sac they are not parallel with each other, the porch addition would be at least 50 feet away from another home. The property to the rear is screened by a wooded, conservation easement.

5. *Economic considerations alone do not constitute an undue hardship.*  
Economic considerations do not appear to be a basis for this request.

### **ALTERNATIVES**

The Planning Commission has the following alternatives for the requested action:

**Approval:** If the Planning Commission finds the variance to be acceptable, the Commission has the following options:

A. Approval of the Variance to allow the construction of a porch addition 15 feet from the rear property line whereas 30 feet is required subject to the following condition:

1. The porch addition shall be in substantial conformance with the site plan on file with the Planning Department.

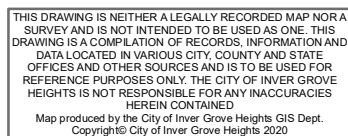
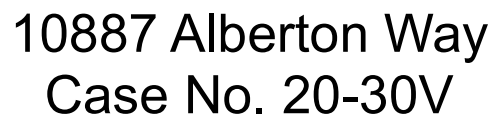
**Denial:** If the Planning Commission does not favor the proposed variance, the above request should be recommended for denial. With a recommendation for denial, findings or the basis for the denial should be given.

### **RECOMMENDATION**

Staff believes the proposed porch addition would not be out of character of the neighborhood and is consistent with the comprehensive plan. The request is a typical improvement for a residential property and the 15-foot encroachment does not appear to have any adverse impacts on the neighboring properties. A practical difficulty can be found for the rear yard setback due to the shallowness of the lot, the layout of the home and the addition would be located over 50 feet from the closest neighboring home.

Based on the information in the preceding report and the condition listed in Alternative A, staff is recommending approval of the rear yard setback variance.

Attachments:           Location Map  
                              Applicant Narrative  
                              Site Plan  
                              Elevation



## Exhibit A

### Zoning and Location Map

Map not to scale

To whom it may concern

As of August 28<sup>th</sup>, 2020 my wife Meghan Colon and I live at 10887 Alberton Court in Inver Grove Heights, Southern Lakes 2<sup>nd</sup> Addition. We purchased the home on September 1, 2017 and have enjoyed the beautiful scenery that our backyard offers.

The current deck on our home is the original deck built in 1998. As of now, the wood framing and footings have become weak and not safe. We are looking to have a very reputable company, PHI Decks, construct a new 3 season porch where our existing deck is currently. Because of the zoning that currently exists where our deck sits, we are unable to obtain a building permit to build our new 3 season porch. Unlike our current deck situation, we will be adding a gutter system using drain tile which will not affect the conservation area and will greatly help with the current water runoff situation. We want to have this new porch done correctly, efficiently and in the best interest of the zoning requirements for the woodlands in our backyard.

The main reason we are looking to add a screened in porch is due in large part because of the bugs that are currently living in the woodland area. Because we have young children and want to enjoy the outdoors, this is the best way to enjoy our backyard. We do not want to spray our yard, grass and trees to keep the bugs and birds away, as this would take away from our environment in the back yard.

I have attached a copy of our floor plan for sizing, footings, joists, railings and all pertinent information regarding our new porch. In addition to our new porch being performed by PHI Decks, we will have Beissel Windows and Siding completing the wrap of the porch with new fascia, soffit and gutters.

Thank you so much for reviewing our request.



Adam Colon

10887 Alberton Court

Inver Grove Heights, MN 55077

651.276.3290



Established in 1982  
**LOT SURVEYS COMPANY, INC.**  
 LAND SURVEYORS

REGISTERED UNDER THE LAWS OF STATE OF MINNESOTA  
 7801 73rd Avenue North 612-560-3083  
 Minneapolis, Minnesota 55428 Fax No. 560-3622

**Surveyors Certificate**

**MITTELSTAEDT BROS. CONSTRUCTION**

Property located in Section  
 30, Township 27, Range 22,  
 Dakota County, Minnesota

INVOICE NO. 50529  
 F.B.NO. 803-34  
 SCALE: 1" = 20'

- Denotes Iron Monument
- Denotes Wood Hub Set for excavation only
- ×000.0 Denotes Existing Elevation
- 000.0 Denotes Proposed Elevation
- Denotes Surface Drainage

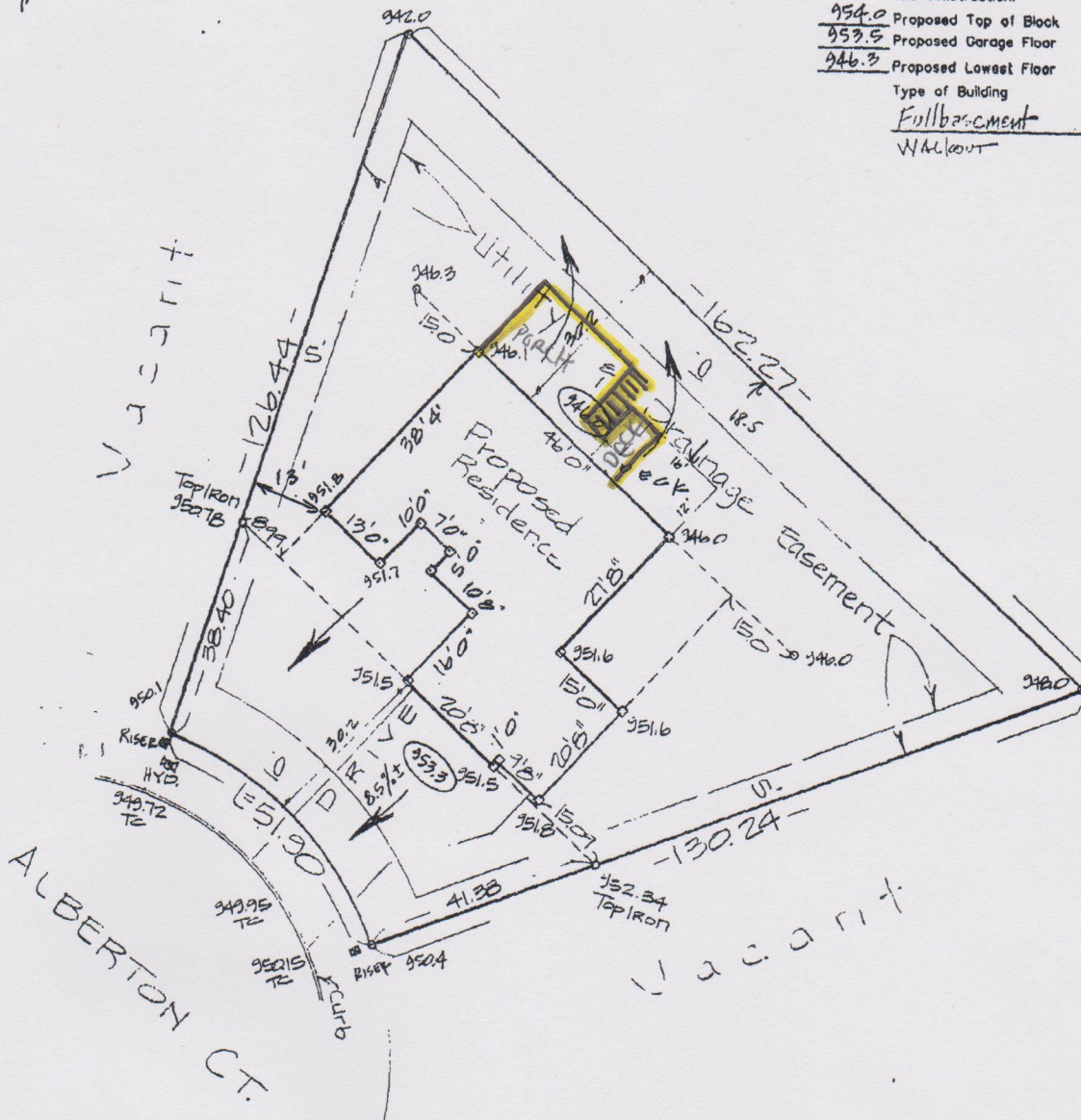
NOTE: Proposed grades are subject to results of soil tests.  
 Proposed building information must be checked with approved building plan and development or grading plan before excavation and construction.

954.0 Proposed Top of Block  
 953.5 Proposed Garage Floor  
 946.3 Proposed Lowest Floor

Type of Building

Fullbasement

WALLOUT



Lot 3, Block 1, SOUTHERN LAKES 2ND ADDITION

The only easements shown are from plats of record or information provided by client.

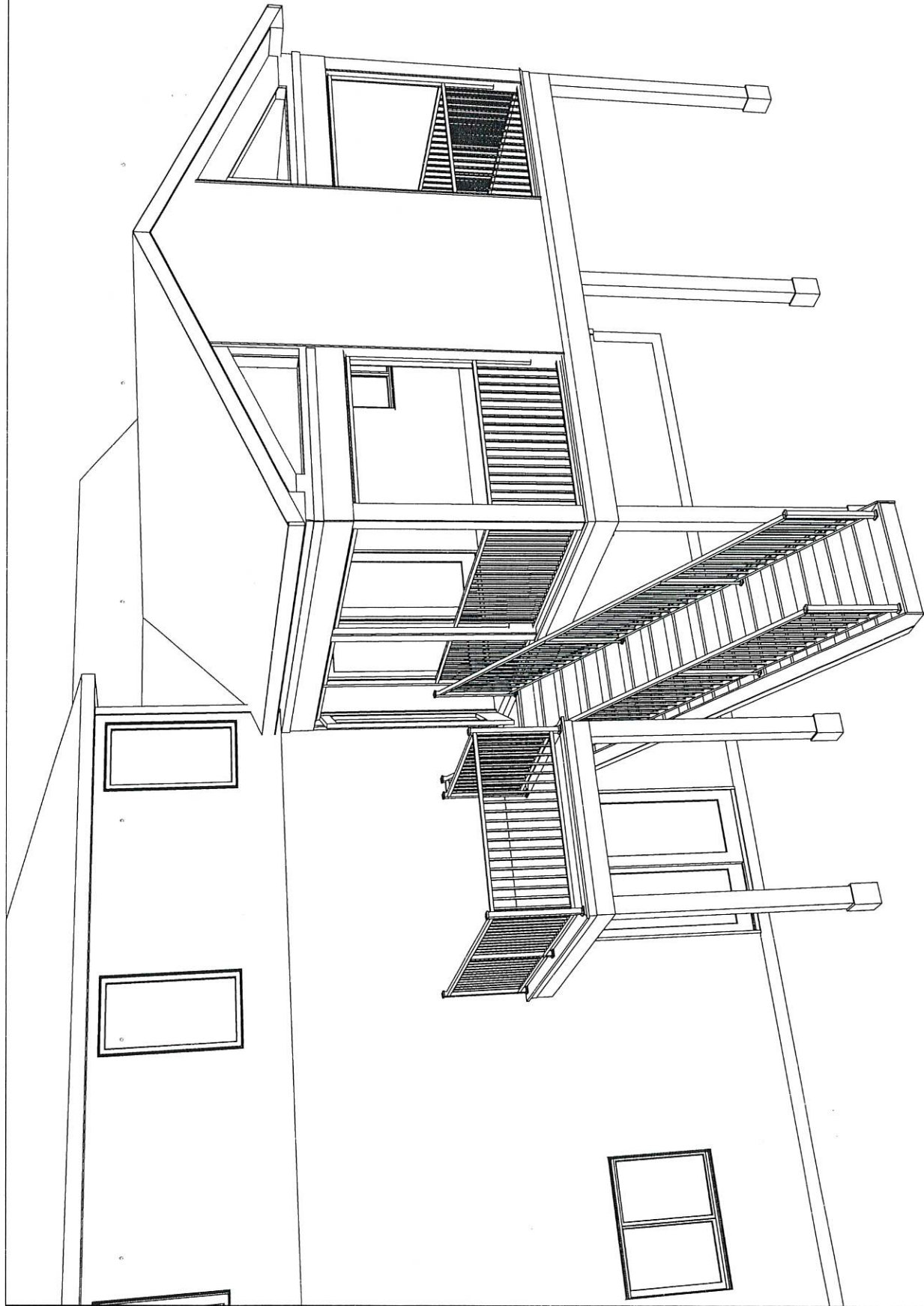
We hereby certify that this is a true and correct representation of a survey of the boundaries of the above described land and the location of all buildings and visible encroachments, if any, from or on said land

Surveyed by us this 11th day of August 1998

Signed

*Charles F. Anderson*





PHI Decks  
3500 Vicksburg Ln N #302  
Plymouth, MN 55447  
612-399-6744  
MN Lic #BCC636117

Porch Project

August 23, 2020

Adam Colon  
10887 Alberton Ct  
Inver Grove Heights

CITY OF INVER GROVE HEIGHTS

REQUEST FOR COUNCIL ACTION

**John Grotkin - Case No. 20-31CUP & 20-32CUP**

Meeting Date: October 12, 2020

Item Type: Consent

Contact: Heather Botten 651.450.2569

Prepared by: Heather Botten, Associate Planner

Reviewed by:

**Fiscal/FTE Impact:**

|                                     |
|-------------------------------------|
| <input checked="" type="checkbox"/> |
| <input type="checkbox"/>            |
| <input type="checkbox"/>            |
| <input type="checkbox"/>            |
| <input type="checkbox"/>            |

None

Amount included in current budget

Budget amendment requested

FTE included in current complement

Other

**PURPOSE/ACTION REQUESTED**

Consider a Resolution approving a **Conditional Use Permit Amendment** to modify the approved site plans for the properties located at 1055 50<sup>th</sup> Street and 1111 50<sup>th</sup> Street.

- Requires a 4/5<sup>th</sup>'s vote
- 60-day deadline: November 7, 2020 (first 60-days)

**SUMMARY**

Earlier this year Mauer Chevrolet received approval to construct a new 22,666 square foot building. After further design review, it is the owners desire to push the building about 50 feet to the west. To do this, an administrative subdivision shall take place and revised site plans for both properties shall be approved for the existing automobile and off highway vehicle sales lot.

The applicant is requesting a CUP amendment to modify the approved sites plan for the construction of a new building. For the property located at 1055 50<sup>th</sup> Street, the new location of the building would be constructed 10 feet from the side property line, complying with the minimum standards. The applicant would be adding one additional access point from 50<sup>th</sup> Street that would meet spacing guidelines and comply with setbacks. A revised landscape plan would be required prior to issuance of a building permit as there are trees proposed in the right-of-way.

For the property located at 1111 50<sup>th</sup> Street, no new buildings are proposed. The site would be losing a small portion of the parking/storage area. The improvements would be adding some pervious space to bring the grades down. The parking and storage of vehicles must be at least 5 feet from the new property line location.

The proposed request meets the CUP criteria relating to the Comprehensive Plan and zoning consistency, compatibility with land uses, environmental impacts, and public health and safety impacts. The applicant shall continue to work with staff on final approval of construction drawings.

Planning Staff: Based on the information provided and the conditions listed in the attached resolutions, staff is recommending **approval** of the conditional use permit amendment for the modification to site plans.

Planning Commission: Recommended **approval** of the request at the October 6, 2020 meeting with the conditions listed in the attached resolution (9-0).

Attachments: CUP Resolution - 1055 50<sup>th</sup> Street  
CUP Resolution – 1111 50<sup>th</sup> Street

Planning staff report





**CITY OF INVER GROVE HEIGHTS  
DAKOTA COUNTY, MINNESOTA**

**RESOLUTION NO. 2020-210**

**RESOLUTION APPROVING A CONDITIONAL USE PERMIT AMENDMENT  
TO MODIFY THE APPROVED SITE PLANS FOR THE EXISTING AUTOMOBILE AND  
OFF HIGHWAY VEHICLES SALES LOT**

**JOHN GROTKIN  
Case No. 20-31CUP**

**WHEREAS**, the request is for the property located at 1055 50<sup>th</sup> Street and legally described as:

**See Attached**

**WHEREAS**, the aforescribed property is zoned B-3, General Business;

**WHEREAS**, an automobile and off highway vehicle sales lot is a conditional use in the B-3 District;

**WHEREAS**, an application for a conditional use permit amendment was approved June 8, 2020 for the construction of a 22,666 square foot building on the southwest side of the property;

**WHEREAS**, the owner would like to move the building 50 feet to the west from what was approved on June 8, 2020;

**WHEREAS**, an administrative subdivision shall be approved for the new boundary location;

**WHEREAS**, the site plan shall be amended to reflect the new property boundary and location of the structure;

**WHEREAS**, the request has been reviewed against Title 10, Chapter 3, Article A, Section 10-3A-5 regarding the criterion for a Conditional Use Permit and meets the minimum standards; the request is consistent with the Comprehensive Plan, is in conformance with the Zoning Ordinance and it does not have a negative impact on public health, safety or welfare;

**WHEREAS**, a public hearing concerning the conditional use permit amendment was held before the Inver Grove Heights Planning Commission in accordance with Minnesota Statute, Section 462.357, Subdivision 3 on October 6, 2020;

**NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF INVER GROVE HEIGHTS,** that a conditional use permit amendment to modify the site plans to add a new building is hereby approved subject to the following conditions:

1. The site shall be developed in substantial conformance with the following plans on file with the Planning Department except as may be modified by the conditions below.

|                     |                |
|---------------------|----------------|
| Site Plan           | dated 09/16/20 |
| Building Elevations | dated 09/16/20 |
| Landscaping         | dated          |
2. All parking lot lighting on site shall be a down cast “shoe-box” style and the bulb shall not be visible from property lines.
3. The City Code Enforcement Officer, or other designee, shall be granted right of access to the property at all reasonable times to ensure compliance with the conditions of this permit.
4. Any expansion of the use as shown on the site plan requires additional city approvals and is not part of this conditional use permit.
5. The developer shall meet all the conditions outlined in the City Engineers review letters and subsequent correspondence. Prior to commencement of any grading, the final grading, drainage and erosion control, and utility plans shall be approved by the City Engineer.
6. All final development plans shall be subject to the review and approval of the City Fire Marshal.
7. The storm water pollution prevention plan (SWPPP) shall be followed.
8. No car display, vehicle inventory, or employee parking shall be allowed on public streets, street boulevards, or landscaped areas on the dealership property.
9. All display pennants, flags, searchlights, balloons and other similar devices shall be limited to no more than 10-days per calendar year. Use of such devices require a sign permit.
10. All signage shall be in conformance with the sign regulations of the City.

11. Any new mechanical equipment shall be substantially screened from view as seen from a reasonable viewing perspective.
12. Customer and employee parking shall be clearly signed and no vehicle inventory shall be allowed in this area.
13. Landscaping shall meet the requirements of Section 10-15-11 of the City Code. No landscaping is allowed in the right-of-way.
14. An administrative subdivision shall be approved by the City prior to work being done on the property.

**BE IT FURTHER RESOLVED** that the Deputy Clerk is hereby authorized and directed to record a certified copy of this Resolution at the Dakota County Recorder's Office.

Adopted by the City Council of Inver Grove Heights this 12<sup>th</sup> day of October, 2020.

AYES:

NAYS:

\_\_\_\_\_  
George Tourville, Mayor

ATTEST:

\_\_\_\_\_  
Rebecca Kiernan, City Clerk

**CITY OF INVER GROVE HEIGHTS  
DAKOTA COUNTY, MINNESOTA**

**RESOLUTION NO. 2020-211**

**RESOLUTION APPROVING A CONDITIONAL USE PERMIT AMENDMENT  
TO MODIFY THE APPROVED SITE PLANS FOR THE EXISTING AUTOMOBILE AND  
OFF HIGHWAY VEHICLES SALES LOT**

JOHN GROTKIN  
Case No. 20-32CUP

**WHEREAS**, the request is for the property located at 1111 50<sup>th</sup> Street and legally described as:

**See Attached**

**WHEREAS**, the aforescribed property is zoned B-3, General Business;

**WHEREAS**, an automobile and off highway vehicle sales lot is a conditional use in the B-3 District;

**WHEREAS**, an application for a conditional use permit amendment was approved for the abutting property located at 1055 50<sup>th</sup> Street for the construction of a new building;

**WHEREAS**, the owner would like to move the building 50 feet to the west from what was approved on June 8, 2020;

**WHEREAS**, an administrative subdivision shall be approved for the new boundary location;

**WHEREAS**, the site plan shall be amended to reflect the new property boundary;

**WHEREAS**, the request has been reviewed against Title 10, Chapter 3, Article A, Section 10-3A-5 regarding the criterion for a Conditional Use Permit and meets the minimum standards; the request is consistent with the Comprehensive Plan, is in conformance with the Zoning Ordinance and it does not have a negative impact on public health, safety or welfare;

**WHEREAS**, a public hearing concerning the conditional use permit amendment was held before the Inver Grove Heights Planning Commission in accordance with Minnesota Statute, Section 462.357, Subdivision 3 on October 6, 2020;

**NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF INVER GROVE HEIGHTS**, that a conditional use permit amendment to modify the site plans is hereby approved subject to the following conditions:

1. The site shall be developed in substantial conformance with the following plans on file with the Planning Department except as may be modified by the conditions below.  
Site Plan dated 09/16/20
2. All parking lot lighting on site shall be a down cast “shoe-box” style and the bulb shall not be visible from property lines.
3. The City Code Enforcement Officer, or other designee, shall be granted right of access to the property at all reasonable times to ensure compliance with the conditions of this permit.
4. Any expansion of the use as shown on the site plan requires additional city approvals and is not part of this conditional use permit.
5. The developer shall meet all the conditions outlined in the City Engineers review letters and subsequent correspondence. Prior to commencement of any grading, the final grading, drainage and erosion control, and utility plans shall be approved by the City Engineer.
6. All final development plans shall be subject to the review and approval of the City Fire Marshal.
7. The storm water pollution prevention plan (SWPPP) shall be followed.
8. No car display, vehicle inventory, or employee parking shall be allowed on public streets, street boulevards, or landscaped areas on the dealership property.
9. All display pennants, flags, searchlights, balloons and other similar devices shall be limited to no more than 10-days per calendar year. Use of such devices require a sign permit.
10. All signage shall be in conformance with the sign regulations of the City.
11. Customer and employee parking shall be clearly signed and no vehicle inventory shall be allowed in this area.

12. All parking shall be at least five feet from the side property lines.
13. An administrative subdivision shall be approved by the City prior to work being done on the property.

**BE IT FURTHER RESOLVED** that the Deputy Clerk is hereby authorized and directed to record a certified copy of this Resolution at the Dakota County Recorder's Office.

Adopted by the City Council of Inver Grove Heights this 12<sup>th</sup> day of October, 2020.

AYES:

NAYS:

\_\_\_\_\_  
George Tourville, Mayor

ATTEST:

\_\_\_\_\_  
Rebecca Kiernan, City Clerk

**P L A N N I N G   R E P O R T**  
**CITY OF INVER GROVE HEIGHTS**

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**HEARING DATE:**      October 6, 2020

**CASE NO:** 20-31CUP and 20-32CUP

**APPLICANT:**            John Grotkin

**PROPERTY OWNER:**      JMEMC IGH, LLC (Mauer Chevrolet and Arrow)

**REQUEST:**      A conditional use permit amendment to amend the approve site plans for both properties

**LOCATION:**      1055 50<sup>th</sup> Street and 1111 50<sup>th</sup> Street

**COMPREHENSIVE PLAN:**    RC, Regional Commercial

**ZONING:**          B-3, General Business

**REVIEWING DIVISIONS:**    Planning  
                                         Engineering

**PREPARED BY:**          Heather Botten  
                                         Associate Planner

---

**BACKGROUND**

The applicant is requesting a conditional use permit amendment to amend the site plans for the properties located at 1055 and 1111 50<sup>th</sup> Street. The properties are owned by the same entity. Earlier this year the Mauer Chevrolet site received approval to construct a 22,666 +/- square foot building and a one-level parking deck for the existing automobile and off-highway vehicle sales lot. After further design review the owners are wanting to push the new building further to the west, which would require a property line adjustment and amending the site plans on both properties.

The specific request consists of the following:

- A.) A **Conditional Use Permit Amendment** for automobile and off-highway vehicle sales in the B-3, General Business Zoning District

**EVALUATION OF THE REQUEST**

The following land uses, zoning districts, and comprehensive plan designations surround the subject property:

|       |                                                            |
|-------|------------------------------------------------------------|
| North | Dakota County Northern Service Center – West St. Paul      |
| East  | Car Dealerships; zoned B-3; guided RC, Regional Commercial |
| South | MnDot right-of-way and Sunfish Lake                        |
| West  | Vacant land; zoned B-3; guided RC, Regional Commercial     |

### SITE PLAN REVIEW

Property Line Adjustment. The applicant is proposing to adjust the property line between the Mauer Chev and Arrow site to accommodate the new location of the structure. No additional parcels would be created. The boundary adjustment can be done with an Administrative Subdivision. This process shall be done prior to the issuance of a building permit for the new structure.

Building Setbacks. The proposed building is located 10 feet from the side property line and 80 feet from the front, meeting setback requirements.

Parking. Customer parking must be marked and shall not contain vehicle inventory. No employee, customer, or inventory parking shall be allowed on the street or in the right-of-way. No junk vehicles are allowed to be kept on site. A junk vehicle is defined as any motor vehicle which for a period of 30 days or more: is not in operable condition; partially dismantled; used for the sale of parts or as a source of repair or replacement parts for other vehicles; kept for scrapping; dismantling or salvage of any kind; or not properly licensed.

Lot Coverage/Impervious Surface. Allowable impervious surface coverage in the B-3 district is 100%. The applicants are increasing the amount of impervious surface on the property but have a stormwater system on the property to retain the additional run-off.

Access. The applicants are proposing an additional access point from 50<sup>th</sup> Street. All required permits and spacing requirements shall be met.

Landscaping. Landscaping requirements require a total of 23 overstory trees or the equivalent to be planted on the property. The applicant has provided a landscape plan which demonstrates a mixture of trees and shrubs. There are nine crabapple trees proposed in the right-of-way, these trees will have to be relocated out of the City right-of-way. A revised landscaping plan shall be submitted and approved by the Planning Department prior to the issuance of a building permit.

Exterior Building Materials. The proposed building would consist of painted precast panels and aluminum composite material on all four sides. The building complies with the exterior material standards.

Engineering. Engineering has reviewed the plans and has been working with the applicant on stormwater and grading requirements. The existing stormwater system on the property meets City requirements.

The applicant shall continue to work with the City to secure final approval of the construction drawings.



Lighting. Lighting on the property shall be in conformance with City Code. The source of light shall be hooded, recessed, or controlled in some manner so as not to be visible from adjacent property or streets.

Mechanical Unit Screening. All rooftop and ground mounted mechanical equipment must be screened from view. There is a note on the plans that indicate the roof-top mechanical equipment will be screened. This condition would apply to all new roof top equipment.

Fire Marshal Review. All plans shall be subject to the review and approval of the City Fire Marshal for fire lane designation and the signage or marking of the fire lanes at time of building permit.

Signage. Signage is not approved as part of the CUP request. Signage on the property shall follow section 10-15E of the city code. A building permit is required for any new signs or changes to the existing signs.

#### GENERAL CONDITIONAL USE PERMIT REVIEW

This section reviews the plans against the CUP criteria in the Zoning Ordinance (Section 10-3A).

1. *The use is consistent with the goals, policies and plans of the City Comprehensive Plan, including future land uses, utilities, streets and parks.*

The use is consistent with the goals, policies, and plans of the Comprehensive Plan. The future land use of this parcel is Regional Commercial, automobile sales is consistent with the uses envisioned in this district.

2. *The use is consistent with the City Code, especially the Zoning Ordinance and the intent of the specific Zoning District in which the use is located.*

The applicant's property is zoned commercial. The land use of auto sales is consistent with the intent of the B-3 zoning district.

3. *The use would not be materially injurious to existing or planned properties or improvements in the vicinity.*

The new building and parking deck would not have a negative impact on the surrounding area as it lies within an area of the City that is currently developed. The use of the property would not be changing.

4. *The use does not have an undue adverse impact on existing or planned City facilities and services, including streets, utilities, parks, police and fire, and the reasonable ability of the City to provide such services in an orderly, timely manner.*

This commercial/business neighborhood is developed and the land use patterns set. The proposed improvements would not have an adverse impact on city services.

5. *The use is generally compatible with existing and future uses of surrounding properties, including:*
  - i. *Aesthetics/exterior appearance*  
All four sides of the building would have an equally attractive or the same fascia as the front of the building.
  - ii. *Noise*  
The proposed improvements would not generate noises that are inconsistent with B-3 zoning.
  - iii. *Fencing, landscaping and buffering*  
No fencing is proposed and landscaping would meet the City's requirements.
6. *The property is appropriate for the use considering: size and shape; topography, vegetation, and other natural and physical features; access, traffic volumes and flows; utilities; parking; setbacks; lot coverage and other zoning requirements; emergency access, fire lanes, hydrants, and other fire and building code requirements.*

One additional access point is being added with the request. The amount of traffic would not be out of the ordinary for a commercial area. Building setbacks meet or exceed code requirements.

7. *The use does not have an undue adverse impact on the public health, safety or welfare.*

This use does not appear to have any negative effects on the public health, safety or welfare.

8. *The use does not have an undue adverse impact on the environment, including, but not limited to, surface water, groundwater and air quality.*

The proposed improvements would not have an undue adverse impact on the environment. The site currently has a stormwater system that complies with City requirements.

## **ALTERNATIVES**

The Planning Commission has the following actions available on the following requests:

- A. **Approval.** If the Planning Commission finds the application to be acceptable, the following action should be taken:

- Approval of a **Conditional Use Permit Amendment** for automobile and off highway vehicles sales to amend the existing approvals to accommodate the boundary line adjustment and location of a 22,666 square foot structure subject to the following conditions:
  1. The site shall be developed in substantial conformance with the following plans on file with the Planning Department except as may be modified by the conditions below.

|                     |                |
|---------------------|----------------|
| Site Plan           | dated 09/16/20 |
| Building Elevations | dated 09/16/20 |
| Landscaping         | dated TBD      |
  2. All parking lot lighting on site shall be a down cast “shoe-box” style and the bulb shall not be visible from property lines.
  3. The City Code Enforcement Officer, or other designee, shall be granted right of access to the property at all reasonable times to ensure compliance with the conditions of this permit.
  4. Any expansion of the use as shown on the site plan requires additional city approvals and is not part of this conditional use permit.
  5. The developer shall meet all the conditions outlined in the City Engineers review letters and subsequent correspondence. Prior to commencement of any grading, the final grading, drainage and erosion control, and utility plans shall be approved by the City Engineer.
  6. All final development plans shall be subject to the review and approval of the City Fire Marshal.
  7. The storm water pollution prevention plan (SWPPP) shall be followed.
  8. No car display, vehicle inventory, or employee parking shall be allowed on public streets, street boulevards, or landscaped areas on the dealership property.
  9. All display pennants, flags, searchlights, balloons and other similar devices shall be limited to no more than 10-days per calendar year. Use of such devices require a sign permit.
  10. All signage shall be in conformance with the sign regulations of the City.
  11. Any new mechanical equipment shall be substantially screened from view as seen from a reasonable viewing perspective.

12. Customer and employee parking shall be clearly signed and no vehicle inventory shall be allowed in this area.
  13. Landscaping shall meet the requirements of Section 10-15-11 of the City Code. No landscaping is allowed in the right-of-way.
  14. An administrative subdivision shall be approved by the City prior to work being done on the property.
- B. Denial.** If the Planning Commission does not favor the proposed application the above request should be recommended for denial. With a recommendation for denial, findings or the basis for the denial should be given.

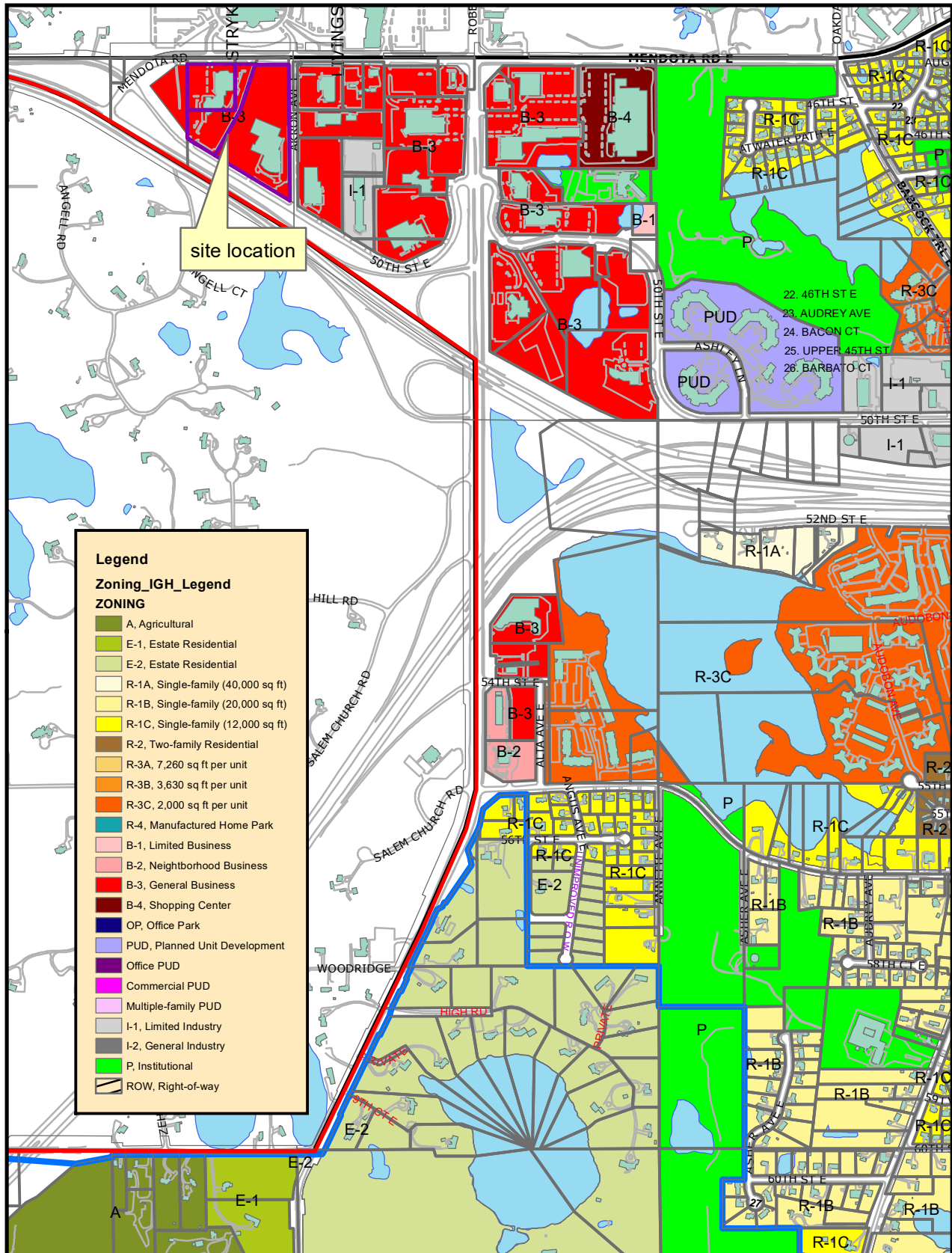
**RECOMMENDATION**

Based on the information in the preceding report and the conditions listed in Alternative A, staff is recommending approval of the request.

Attachments: Zoning/Location Map  
Narrative  
Site Plan  
Elevations



# 1055 and 1011 50th Street Mauer Chev and Arrow



THIS DRAWING IS NEITHER A LEGALLY RECORDED MAP NOR A SURVEY AND IS NOT INTENDED TO BE USED AS ONE. THIS DRAWING IS A COMPILED OF RECORDS, INFORMATION AND DATA LOCATED IN VARIOUS CITY, COUNTY AND STATE OFFICES AND OTHER SOURCES AND IS TO BE USED FOR REFERENCE PURPOSES ONLY. THE CITY OF INVER GROVE HEIGHTS IS NOT RESPONSIBLE FOR ANY INACCURACIES HEREIN CONTAINED.

Map produced by the City of Inver Grove Heights GIS Dept.  
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Exhibit A  
Zoning and Location Map

Map not to scale

**Arrow Pontiac and Mauer Chevrolet Conditional Use Permit:**

We would like to shift the construction of the new Mauer Buick and GMC dealership 50' to the west, thus causing the need to alter the property lines for both the Arrow Pontiac (currently Mauer Buick & GMC) and Mauer Chevrolet sites. Attached are two updated site plans showing the placement of the new building. The Arrow site would be graded down to match the grades of the new building at a 3:1 slope where we would place landscaping and three trees on the proposed slope. The difference in height between the Arrow parking lot and the new Buick/GMC parking lot would be about 7 feet. This is being done to help better balance the site to accommodate three buildings.







Filename: MAUER GMC MAUER GMC-A4

TOP OF PARAPET  
EL. = 132'-0"

TOP OF PARAPET  
EL. = 124'-0"

SHOWROOM CLR HGHT  
EL. = 124'-0"

FINISHED FLOOR  
EL. = 112'-0"

FINISHED FLOOR  
EL. = 100'-0"

TOP OF FOOTING  
EL. = 97'-0"

BUILDING ADDRESS NUMBERS

DIRECTIONAL LANE LIGHTS

DEALER SIGNAGE  
BY SEPARATE PERMIT  
±65 S.F.

DEALER SIGNAGE  
BY SEPARATE PERMIT  
±22 S.F.

BUICK SIGNAGE  
BY SEPARATE PERMIT  
±13 S.F.

GMC SIGNAGE  
BY SEPARATE PERMIT  
±10 S.F.

CAP FLASHING  
MATCH ACM-3

ACM 1

ACM 3

XXXX

CERTIFIED SERVICE

MAUER

BUICK  
GMC

30'-0"

MINIMUM SETBACK

ANODIZED ALUMINUM FRAMES  
GL 1

ACM 1 PAINTED PRECAST  
WALL PANELS

5'-0" PANEL

1 SOUTH ELEVATION  
A4 SCALE: 1/8" = 1'-0"

ACM 1  
GMC ENTRY ELEMENT  
ACM 2  
ACM 4 (JOINT)

BUICK/GMC ENTRY ELEMENT  
DESIGN BY OTHERS

CAP FLASHING  
MATCH ACM-3

PAINTED PRECAST  
WALL PANELS  
EP-1

SCORE LINE TYP

HIGH SPEED COILING DOOR  
WITH CLEAR ACRYLIC PANELS

4'-0" PANEL

- ACM-1  
ALUMINUM COMPOSITE MATERIAL  
ALPOLIC TBL BLACK, 3-4 TBL-G75
- ACM-2  
ALUMINUM COMPOSITE MATERIAL  
ALPOLIC HLA, BRUSHED HAIRLINE ALUMINUM
- ACM-3  
ALUMINUM COMPOSITE MATERIAL  
ALPOLIC RVW WHITE
- ACM-4  
ALUMINUM COMPOSITE MATERIAL  
ALPOLIC 3-4 HPA-G80, HIGH POLISH ALUMINUM
- EP-1  
BENJAMIN MOORE,  
OC-66, SNOW WHITE
- GL-1  
SOLAR BAN LOW-E CLEAR GLAZING  
ANODIZED ALUMINUM FRAMES (CLEAR)

SITE LINE TO  
50TH STREET  
±140 FT. AWAY  
FROM BUILDING  
RTU VISIBLE  
AT ±28 FT ABOVE  
ROAD SURFACE  
(NOT VISIBLE)

INSULATING GLASS WITH  
ALUMINUM FRAME  
TO MATCH STOREFRONT

SPRINKLER  
RISER  
ROOF ACCESS

LABEL DOOR

4'-0" PANEL

KEY LOCK BOX  
VERIFY WITH  
FIRE MARSHAL

3 A6

2 EAST ELEVATION  
A4 SCALE: 1/8" = 1'-0"

FIRE DEPT CONN.  
VERIFY WITH FIRE MARSHAL

1 A6

LABEL DOOR

ELECTRICAL  
PANELS

SITE LINE TO  
WEST PROPERTY LINE  
±40 FT. AWAY  
FROM BUILDING

RTU VISIBLE  
AT ±20 FT ABOVE  
GRADE  
(NOT VISIBLE)

RTU VISIBLE  
AT ±9 FT ABOVE  
GRADE  
(NOT VISIBLE)

PROPERTY LINE

CREST OF HILL

OVERFLOW SCUPPER  
TYPICAL  
SEE DETAIL 5/A4

3 NORTH ELEVATION  
A4 SCALE: 1/8" = 1'-0"

2 A6

PAINTED PRECAST  
WALL PANELS

ACM 3

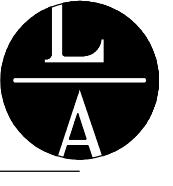
1'-0"  
OVERFLOW SCUPPER  
ADJACENT TO EACH  
ROOF DRAIN

2'-8"  
FINISHED  
ROOF ELEVATION

NOTE: OVERFLOW SCUPPER IS SIZED TO BE  
3X THE AREA OF THE MAXIMUM VERTICAL  
LEADER SIZE ASSUMED TO BE 6" DIAMETER.  
VERIFY WITH THE PLUMBING DESIGNER AND INT'L PLUMBING CODE

5 OVERFLOW SCUPPER DETAIL  
A4 SCALE: 1/4" = 1'-0"

4 WEST ELEVATION  
A4 SCALE: 1/8" = 1'-0"



LAMPERT  
ARCHITECTS

420 Summit Avenue  
St. Paul, MN 55102  
Phone: 763.755.1211 Fax: 763.757.2849  
lampert@lampert-arch.com

ARCHITECT CERTIFICATION:  
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 ARCHITECT UNDER THE  
LAWS OF THE STATE OF MINNESOTA.

SIGNATURE  
LEONARD LAMPERT

PRINT NAME  
LEONARD LAMPERT

LICENSE NO.  
13669

DATE  
9/16/20

DATE



Commercial Design and Construction

1100 Mendota Heights Road  
Mendota Heights, MN 55120  
Ph: 651-481-0200  
Fax: 651-481-0235

MAUER  
GMC - BUICK  
Inver Grove Heights, Minnesota

Copyright 2020  
Leonard Lampert Architects Inc.

Project Designer: JAMES B

Drawn By: JRB

Checked By: LL

Revisions

4/2/20 PRELIMINARY

4/20/20 CITY SUBMITTAL

7/7/20 PROGRESS SET

7/15/20 FINAL REVIEW

9/16/20 ISSUE FOR PERMIT

BUILDING ELEVATIONS

Sheet Number

A4

Project No. 200214-1



**CITY OF INVER GROVE HEIGHTS**

**REQUEST FOR COUNCIL ACTION**

**Consider Replacement of VMCC Water Softener Unit**

Meeting Date: October 12, 2020  
 Item Type: Consent Agenda  
 Contact: Eric Carlson – 651.450.2587  
 Prepared by: Eric Carlson  
 Reviewed by:

|                                     |                                    |
|-------------------------------------|------------------------------------|
| <input type="checkbox"/>            | <b>Fiscal/FTE Impact:</b>          |
| <input type="checkbox"/>            | None                               |
| <input checked="" type="checkbox"/> | Amount included in current budget  |
| <input type="checkbox"/>            | Budget amendment requested         |
| <input type="checkbox"/>            | FTE included in current complement |
| <input type="checkbox"/>            | New FTE requested – N/A            |
| <input type="checkbox"/>            | Other                              |

**PURPOSE/ACTION REQUESTED**

Approve the replacement of the VMCC water softener in an amount not to exceed \$11,000 using a quote provided by Haferman. The project is funded by the VMCC/Grove budget.

**SUMMARY**

The water softener that services the VMCC side of the building is original to the building (24-years old) and needs to be replaced. We received quotes as follows:

|                       |          |
|-----------------------|----------|
| Haferman              | \$10,500 |
| Culligan              | \$10,500 |
| Corporate Mechanical  | \$14,528 |
| Bruce Nelson Plumbing | \$19,965 |

**CITY OF INVER GROVE HEIGHTS**

**REQUEST FOR COUNCIL ACTION**

**Approve Custom Grading Agreement, Stormwater Facilities Maintenance Agreement and Permanent Drainage and Utility Easement for 5641 Babcock Trail.**

Meeting Date: October 12, 2020  
 Item Type: Consent  
 Contact: Thomas J. Kaldunski, 651-450-2572  
 Prepared by: Thomas J. Kaldunski, City Engineer  
 Reviewed by: Scott D. Thureen, Public Works Director

|                                            |                                    |
|--------------------------------------------|------------------------------------|
|                                            | Fiscal/FTE Impact:                 |
| <input checked="checked" type="checkbox"/> | None                               |
| <input type="checkbox"/>                   | Amount included in current budget  |
| <input type="checkbox"/>                   | Budget amendment requested         |
| <input type="checkbox"/>                   | FTE included in current complement |
| <input type="checkbox"/>                   | New FTE requested – N/A            |
| <input type="checkbox"/>                   | Other                              |

**PURPOSE/ACTION REQUESTED**

Approve Custom Grading Agreement, Stormwater Facilities Maintenance Agreement and Permanent Drainage and Utility Easement for 5641 Babcock Trail.

**SUMMARY**

The owner of 5641 Babcock Trail is affected by the City Ordinance Title 9, Chapter 5, Section 9-5-5. This Ordinance requires lots of record which do not have recorded contracts or agreements with the City to provide information to ensure the Development meets current City standards for grading, erosion control and storm water management.

The owner, Eric Gullickson, has provided the required grading and erosion control plans. He has also signed the Custom Grading Agreement (attached). An engineering escrow of \$1,500 has been provided to cover any costs incurred by the City for review and inspection of the site grading. The owner has applied for a building permit and has provided a \$10,000 cash surety prior to permit issuance.

The owner has also agreed to execute a SWFMA for an infiltration basin to be constructed on the property. In addition, the owner will be providing a drainage and utility easement on the perimeter of the lot.

It is recommended that the City Council approve the Custom Grading Agreement, Stormwater Facilities Maintenance Agreement and Permanent Drainage and Utility Easement for 5641 Babcock Trail.

TJK/mw

Attachments: Custom Grading Agreement  
 Storm Water Facilities Maintenance Agreement  
 Permanent Drainage and Utility Easement

**CUSTOM GRADING AGREEMENT**  
**FOR**  
**5641 BABCOCK TRAIL**  
**INVER GROVE HEIGHTS,**  
**DAKOTA COUNTY, MINNESOTA**

**CUSTOM GRADING AGREEMENT**  
**FOR**  
**5641 BABCOCK TRAIL**  
**INVER GROVE HEIGHTS**  
**DAKOTA COUNTY, MINNESOTA**

**THIS CUSTOM GRADING AGREEMENT** (Agreement) is made and entered into on the 12<sup>th</sup> day of October, 2020, by and between the City of Inver Grove Heights, a Minnesota municipal corporation (City), and the Owner identified herein.

**RECITALS:**

**WHEREAS**, the Owner has applied to the City for approval of the Development Plans and a permit for demolition of the existing home and construction of a new home on the Property;

**WHEREAS**, in conjunction with the granting of these approvals, the City requires that the Property be improved with grading, drainage and erosion control facilities, stormwater management and associated landscaping;

**WHEREAS**, the Council has agreed to approve the Development Plans on the following conditions:

1. That the Owner enter into this Custom Grading Agreement, which contract defines the work which the Owner undertakes to complete; and
2. The Owner shall provide an irrevocable letter of credit in the amount and with conditions satisfactory to the City, providing for the actual construction and installation of such Improvements within the period specified by the City.

**WHEREAS**, the Owner has filed four (4) complete sets of the Development Plans with the City;

**WHEREAS**, the Development Plans have been prepared by a registered professional engineer and have been approved by the Director of PWD.

**NOW, THEREFORE**, subject to the terms and conditions of this Custom Grading Agreement and in reliance upon the representations, warranties and covenants of the parties herein contained, the City and Owner agree as follows:

**ARTICLE 1**  
**DEFINITIONS**

**1.1     TERMS.** The following terms, unless elsewhere defined specifically in the Custom Grading Agreement, shall have the following meanings as set forth below.

**1.2     CITY.** "City" means the City of Inver Grove Heights, a Minnesota municipal

corporation.

**1.3 OWNER.** "Owner" means Dakota County 5641 Babcock Trail Inver Grove Heights Land Trust dated 9/4/2020, and its successors and assigns.

**1.4 DEVELOPMENT PLANS.** "Development Plans" means all those plans, drawings, specifications and surveys identified in Appendix 1.

The Development Plans also include modifications of the above referenced Development Plans as approved from time to time by the City Engineer.

**1.5 CUSTOM GRADING AGREEMENT.** "Custom Grading Agreement" means this instant contract by and between the City and Owner.

**1.6 COUNCIL.** "Council" means the Council of the City of Inver Grove Heights.

**1.7 PWD.** "PWD" means the Public Works Department of the City of Inver Grove Heights.

**1.8 DIRECTOR OF PWD.** "Director of PWD" means the Director of the Public Works Department of the City of Inver Grove Heights and his delegates.

**1.9 COUNTY.** "County" means Dakota County, Minnesota.

**1.10 OTHER REGULATORY AGENCIES.** "Other Regulatory Agencies" means and includes the following:

- a.) Minnesota Department of Transportation
- b.) Dakota County
- c.) Water Management Organization
- d.) State of Minnesota
- e.) Minnesota Department of Natural Resources
- f.) any other regulatory or governmental agency or entity affected by, or having jurisdiction over the Improvements.

**1.11 UTILITY COMPANIES.** "Utility Companies" means and includes the following:

- a.) utility companies, including electric, gas and cable
- b.) pipeline companies.

**1.12 PRIOR EASEMENT HOLDERS.** "Prior Easement Holders" means and includes all holders of any easements or other property interests which existed prior to the grant or dedication of any public easements transferred by the Property or transferred pursuant to this Custom Grading Agreement.

**1.13 IMPROVEMENTS.** "Improvements" means and includes, individually and collectively, all the improvements identified in Article 3 and on the attached Appendix 2.

**1.14 OWNER DEFAULT.** "Owner Default" means and includes any of the following or any combination thereof:

- a.) failure by the Owner to timely pay the City any money required to be paid under this Custom Grading Agreement;
- b.) failure by the Owner to timely construct the Improvements according to the Development Plans and the City standards and specifications;
- c.) failure by the Owner to observe or perform any covenant, condition, obligation or agreement on its part to be observed or performed under this Custom Grading Agreement;
- d.) breach of the Owner Warranties.

**1.15 FORCE MAJEURE.** "Force Majeure" means acts of God, including, but not limited to floods, ice storms, blizzards, tornadoes, landslides, lightning and earthquakes (but not including reasonably anticipated weather conditions for the geographic area), riots, insurrections, war or civil disorder affecting the performance of work, blockades, power or other utility failures, and fires or explosions.

**1.16 OWNER WARRANTIES.** "Owner Warranties" means that the Owner hereby warrants and represents the following:

- A. **AUTHORITY.** Owner has the right, power, legal capacity and authority to enter into and perform its obligations under this Custom Grading Agreement; no approvals or consents of any persons are necessary in connection with the authority of Owner to enter into and perform its obligations under this Custom Grading Agreement.
- B. **FULL DISCLOSURE.** None of the representatives and warranties made by Owner or made in any exhibit hereto or memorandum or writing furnished or to be furnished by Owner or on its behalf contains or will contain any untrue statement of material fact or omit any material fact the omission of which would be misleading.
- C. **PLAN COMPLIANCE.** The Development Plans comply with all City, County, metropolitan, state and federal laws and regulations, including but not limited to subdivision ordinances, zoning ordinances and environmental regulations.

**D. FEE TITLE.** The Owner owns fee title to the Property.

**E. WARRANTY ON PROPER WORK AND MATERIALS.** The Owner warrants all work required to be performed by it under this Custom Grading Agreement against defective material and faulty workmanship for a period of two (2) years after its completion. During the warranty period the Owner shall be solely responsible for all costs of performing repair work required by the City within thirty (30) days of notification. All trees, grass, and sod shall be warranted to be alive, of good quality, and disease free for one year after planting. Any replacements shall be similarly warranted for one year from the time of planting. In addition, the warranty period for drainage and erosion control improvements shall be for two (2) years after completion; the warranty for the drainage and erosion control improvements shall also include the obligation of the Owner to repair and correct and damage to or deficiency with respect to such improvements.

**1.17 CITY WARRANTIES.** "City Warranties" means that the City hereby warrants and represents as follows:

**A. ORGANIZATION.** City is a municipal corporation duly incorporated and validly existing in good standing under the laws of the State of Minnesota.

**B. AUTHORITY.** City has the right, power, legal capacity and authority to enter into and perform its obligations under this Custom Grading Agreement.

**1.18 FORMAL NOTICE.** "Formal Notice" means notices given by one party to the other if in writing and if and when delivered or tendered either in person or by depositing it in the United States mail in a sealed envelope, by certified mail, return receipt requested, with postage and postal charges prepaid, addressed as follows:

**If to CITY:**  
City of Inver Grove Heights  
Attention: City Administrator  
Inver Grove Heights City Hall  
8150 Barbara Avenue  
Inver Grove Heights, MN 55077

**If to Owner:**  
Dakota County 5641 Babcock Trail Inver Grove Heights  
Land Trust  
Attention: Eric J. Gullickson, Trustee  
1187 – 105<sup>th</sup> Street E.  
Inver Grove Heights, MN 55077

or to such other address as the party addressed shall have previously designated by notice given in accordance with this Section. Notices shall be deemed to have been duly given on the date of service if served personally on the party to whom notice is to be given, or on the third day after mailing if mailed as provided above, provided, that a notice not given as above shall, if it is in writing, be deemed given if and when actually received by a party.

**1.19 PROPERTY.** “Property” means the real property located in the City of Inver Grove Heights, Dakota County, Minnesota legally described on **Exhibit A** attached hereto.

## **ARTICLE 2** **APPROVAL OF DEVELOPMENT PLANS**

**2.1. APPROVAL OF DEVELOPMENT PLANS.** Subject to the terms and conditions of this Custom Grading Agreement, the recitals above, and all other applicable City Code provisions the City hereby approves the Development Plans.

**2.2 RECORDING.** This Custom Grading Agreement shall be recorded with the County Recorder within thirty (30) days from the date of this Custom Grading Agreement. No building permits shall be issued unless the Owner shows evidence to the City that this Custom Grading Agreement has been recorded with the County Recorder.

## **ARTICLE 3** **IMPROVEMENTS**

**3.1 IMPROVEMENTS.** The Owner shall install, at her own cost, the Improvements in accord with the Development Plans. The Owner Improvements shall be completed by the dates shown on Appendix 2, except as completion dates are extended by subsequent written action of the Director of PWD. Failure of the City to promptly take action to enforce this Custom Grading Agreement after expiration of time by which the Improvements are to be completed shall not waive or release any rights of the City; the City may take action at any time thereafter, and the terms of this contract shall be deemed to be automatically extended until such time as the Improvements are completed to the City's satisfaction.

**3.2 GROUND MATERIAL.** The Owner shall insure that adequate and suitable ground material shall exist in the areas of private driveways and utility improvements and shall guarantee the removal, replacement or repair of substandard or unstable material. The cost of removal, replacement or repair is the responsibility of the Owner.

**3.3 GRADING/DRAINAGE PLAN.** The Owner shall construct drainage facilities in accord with the Development Plans. The grading and drainage plan shall include lot and building elevations, drainage swales to be sodded, storm sewer, catch basins, erosion control structures and ponding areas necessary to conform with the overall City storm sewer plan. The grading of the site shall be completed in conformance with the Development Plans.

**3.4 BOULEVARD AND AREA RESTORATION.** The Owner shall seed or lay cultured sod in all boulevards within 30 days of the completion of street related improvements and restore all other areas disturbed by the development grading operation in accordance with the approved erosion control plan. Upon request of the PWD, the Owner shall remove the silt fences after grading and construction have occurred.

**3.5 STREET MAINTENANCE, ACCESS AND REPAIR.** The Owner shall clear, on



a daily basis, any soil, earth or debris from the streets and wetlands within or adjacent to the Property resulting from the grading or building on the land within the Property by the Owner or its agents, and shall repair to the City's specifications any damage to bituminous surfacing resulting from the use of construction equipment.

**3.6 LANDSCAPING.** Site landscaping shall be in accordance with the Development Plans.

**3.7 PAVING OF DRIVEWAY.** If a driveway is proposed to be constructed, the Owner must pave the driveway per City requirements.

**3.8 EROSION CONTROL.** The Owner shall provide and follow a plan for erosion control and pond maintenance in accord with the Best Management Practices (BMP) as delineated in the Minnesota Pollution Control Agency handbook titled Water Quality in Urban Areas. Such plan shall be detailed on the Development Plans and shall be subject to approval of the Director of PWD. The Owner shall install and maintain such erosion control structures as appear necessary under the Development Plans or become necessary subsequent thereto. The Owner shall be responsible for all damage caused as the result of grading and excavation within the Property including, but not limited to, restoration of existing control structures and clean-up of public right-of-way, until the Property is final graded and Improvements are completed. As a portion of the erosion control plan, the Owner shall re-seed or sod any disturbed areas in accordance with the Development Plans. The City reserves the right to perform any necessary erosion control or restoration as required, if these requirements are not complied with after Formal Notice by the City as stated in Article 9. The Owner shall be financially responsible for payment for this extra work.

**3.9 GRADING/DRAINAGE PLAN AND EASEMENTS.** The Developer shall construct drainage facilities adequate to serve the Property in accord with the Development Plans. The Owner and Developer agree to grant to the City all necessary easements for the preservation of the drainage system, for drainage basins, and for utility service. All such easements required by the City shall be on the Property or in writing, in recordable form, and on the standard easement form of the City, and on such other terms and conditions as the City shall determine; such easements shall be delivered to the City contemporaneously with execution of this Agreement. The grading and drainage plan shall include lot and building elevations, drainage swales to be sodded, storm sewer, catch basins, erosion control structures and ponding areas necessary to conform with the overall City storm sewer plan. The grading of the site shall be completed in conformance with the Development Plans. In the event that the Developer fails to complete the grading of the site in conformance with the Development Plans by the stipulated date, the City may declare the Developer in default pursuant to Article 9.

**3.10 AS BUILT INFORMATION.** The record plan "as built" drawings of the Improvements shall be provided by the Owner in accordance with City standards no later than 90 days after completion and acceptance of the Improvements by the City, unless otherwise approved in writing by the Director of Public Works. If the record plans are not provided to the City within the 90 days, the City may have this work done and pay for it with the developer's sureties.

Final as-built information shall be submitted in an electronic format compatible with the

City's Geographic Information System (GIS). All information must be on the Dakota County coordinates system. Compatible formats are emailed AUTOCAD .DWG or .DXF. As-built drawings shall also be scanned, stored and emailed as images in .TIFF or .PDF. All as-built drawings must be the approved plans modified to reflect as-built conditions. Note: All corrected lines, grades and elevations shall have a line drawn through the original text and the new information placed nearby; the original information or text shall not be erased.

**3.11 RETAINING WALL.** If a retaining wall will be constructed on the Property as part of the Improvements, then prior to the City issuing a building permit for the Property, a retaining wall permit must be issued by the City. If the Property is to have a retaining wall constructed as part of the Improvements, then prior to the City granting a temporary certificate of occupancy or a final certificate of occupancy for the Property, the retaining wall permit must be complete, wall certification must be received and accepted by the Chief Building Official, grading associated with the retaining wall must be accepted by the City Engineer and the retaining wall record drawing must be received and accepted by the City.

#### **ARTICLE 4** **OTHER PERMITS**

**4.1 PERMITS.** The Owner shall obtain all necessary approvals, permits and licenses from the City, the Other Regulatory Agencies, the Utility Companies, and the Prior Easement Holders. Major design requirements of any such entities shall be determined prior to completion and incorporated into the Development Plans. All costs incurred to obtain the approvals, permits and licenses, and also all fines or penalties levied by any agency due to the failure of the Owner to obtain or comply with conditions of such approvals, permits and licenses, shall be paid by the Owner. The Owner shall defend and hold the City harmless from any action initiated by the Other Regulatory Agencies, the Utility Companies and the Prior Easement Holders resulting from such failures of the Owner.

#### **ARTICLE 5** **RESPONSIBILITY FOR COSTS**

**5.1 IMPROVEMENT COSTS.** The Owner shall pay for the Improvements; that is, all costs of persons doing work or furnishing skills, tools, machinery or materials, or insurance premiums or equipment or supplies and all just claims for the same; and the City shall be under no obligation to pay the contractor or any subcontractor any sum whatsoever on account thereof, whether or not the City shall have approved the contract or subcontract.

**5.2 CITY MISCELLANEOUS EXPENSES.** The Owner shall reimburse the City for all engineering, administrative, legal and other expenses incurred or to be incurred by the City in connection with this Custom Grading Agreement. Bills not paid within thirty (30) days shall accrue interest at the rate of eight percent per year.

**5.3 ENFORCEMENT COSTS.** The Owner shall pay the City for costs incurred in the enforcement of this Custom Grading Agreement, including engineering and attorneys' fees.

**5.4 TIME OF PAYMENT.** The Owner shall pay all bills from the City within thirty (30) days after billing. Bills not paid within thirty (30) days shall bear interest at the rate of 8% per year.

## **ARTICLE 6** **OWNER WARRANTIES**

**6.1 STATEMENT OF OWNER WARRANTIES.** The Owner hereby makes and states the Owner Warranties.

## **ARTICLE 7** **CITY WARRANTIES**

**7.1 STATEMENT OF CITY WARRANTIES.** The City hereby makes and states the City Warranties.

## **ARTICLE 8** **INDEMNIFICATION OF CITY**

**8.1 INDEMNIFICATION OF CITY.** Owner shall indemnify, defend and hold the City, its Council, agents, employees, attorneys and representatives harmless against and in respect of any and all claims, demands, actions, suits, proceedings, losses, costs, expenses, obligations, liabilities, damages, recoveries, and deficiencies, including interest, penalties and attorneys' fees, that the City incurs or suffers, which arise out of, result from or relate to:

- a.) breach by the Owner of the Owner Warranties;
- b.) failure of the Owner to timely construct the Improvements according to the Development Plans and the City ordinances, standards and specifications;
- c.) failure by the Owner to observe or perform any covenant, condition, obligation or agreement on its part to be observed or performed under this Custom Grading Agreement;
- d.) failure by the Owner to pay contractors, subcontractors, laborers, or material;
- e.) failure by the Owner to pay for materials;
- f.) approval by the City of the Development Plans;
- g.) failure to obtain the necessary permits and authorizations to construct the Improvements;
- h.) construction of the Improvements;
- i.) delays in construction of the Improvements;

- j.) all costs and liabilities arising because building permits were issued prior to the completion and acceptance of the Improvements.

## **ARTICLE 9**

### **CITY REMEDIES UPON OWNER DEFAULT**

**9.1 CITY REMEDIES.** If an Owner Default occurs, that is not caused by Force Majeure, the City shall give the Owner Formal Notice of the Owner Default and the Owner shall have ten (10) business days to cure the Owner Default. If the Owner, after Formal Notice to it by the City, does not cure the Owner Default within ten (10) business days, then the City may avail itself of any remedy afforded by law and any of the following remedies:

- a.) the City may specifically enforce this Custom Grading Agreement;
- b.) the City may collect on the irrevocable letter of credit or cash deposit pursuant to Article 13 hereof;
- c.) the City may suspend or deny building and occupancy permits for buildings within the Property;
- d.) the City may, at its sole option, perform the work or improvements to be performed by the Owner, in which case the Owner shall within thirty (30) days after written billing by the City reimburse the City for any costs and expenses incurred by the City.

**9.2 NO ADDITIONAL WAIVER IMPLIED BY ONE WAIVER.** In the event any agreement contained in this Custom Grading Agreement is breached by the Owner and thereafter waived in writing by the City, such waiver shall be limited to the particular breach so waived and shall not be deemed to waive any other concurrent, previous or subsequent breach hereunder. All waivers by the City must be in writing.

**9.3 NO REMEDY EXCLUSIVE.** No remedy herein conferred upon or reserved to the City shall be exclusive of any other available remedy or remedies, but each and every such remedy shall be cumulative and shall be in addition to every other remedy given under the Custom Grading Agreement or now or hereafter existing at law or in equity or by statute. No delay or omission to exercise any right or power accruing upon any default shall impair any such right or power or shall be construed to be a waiver thereof, but any such right and power may be exercised from time to time and as often as may be deemed expedient. In order to entitle the City to exercise any remedy reserved to it, it shall not be necessary to give notice, other than the Formal Notice.

**9.4 EMERGENCY.** Notwithstanding the requirement contained in Section 9.1 hereof relating to Formal Notice to the Owner in case of a Owner Default and notwithstanding the requirement contained in Section 9.1 hereof relating to giving the Owner a ten (10) business day period to cure the Owner Default, in the event of an emergency as determined by the Director of PWD, resulting from the Owner Default, the City may perform the work or improvement to be performed by the Owner without giving any notice or Formal Notice to the Owner and without giving

the Owner the ten (10) day period to cure the Owner Default. In such case, the Owner shall within thirty (30) days after written billing by the City reimburse the City for any and all costs incurred by the City.

## **ARTICLE 10** **ESCROW DEPOSIT**

**10.1 ESCROW REQUIREMENT.** Contemporaneously herewith, the Owner shall deposit with the City an irrevocable letter of credit, or cash deposit for the amount of \$10,000.

The bank and form of the irrevocable letter of credit, or cash deposit shall be subject to approval by the City Finance Director and City Attorney and shall continue to be in full force and effect until released by the City. The irrevocable letter of credit shall be for a term ending December 31, 2022. In the alternative, the letter of credit may be for a one year term provided it is automatically renewable for successive one year periods from the present or any future expiration dates with a final expiration date of December 31, 2022, and further provided that the irrevocable letter of credit states that at least sixty (60) days prior to the expiration date the bank will notify the City that if the bank elects not to renew for an additional period. The irrevocable letter of credit shall secure compliance by the Owner with the terms of this Custom Grading Agreement. The City may draw down on the irrevocable letter of credit or cash deposit, without any further notice than that provided in Section 9.1 relating to a Owner Default, for any of the following reasons:

- a.) a Owner Default; or
- b.) upon the City receiving notice that the irrevocable letter of credit will be allowed to lapse before December 31, 2022.

The City shall use the escrow proceeds to reimburse the City for its costs and to cause the Improvements to be constructed to the extent practicable; after the Director of PWD determines that such Improvements have been constructed and after retaining 10% of the proceeds for later distribution pursuant to Section 10.2, the remaining proceeds shall be distributed to Owner.

With City approval, the irrevocable letter of credit or cash deposit may be reduced pursuant to Section 10.2 from time to time as financial obligations are paid.

## **10.2 ESCROW RELEASE AND ESCROW INCREASE.**

Periodically, upon the Owner's written request and upon completion by the Owner and acceptance by the City of any specific Improvements, ninety percent (90%) of that portion of the irrevocable letter of credit, or cash deposit covering those specific completed improvements only shall be released. The final ten percent (10%) of that portion of the irrevocable letter of credit, or cash deposit, for those specific completed improvements shall be held until acceptance by the City and expiration of the warranty period under Section 1.16 hereof; in the alternative, the Owner may post a bond satisfactory to the City with respect to the final ten percent (10%).

**10.3 ENGINEERING ESCROW AMOUNT.** The Owner has deposited \$1,500 in cash

with the City (hereafter “Engineering Escrow Amount”) prior to execution of this Agreement.

The Engineering Escrow Amount shall be used to pay the City for engineering review and inspection expenses, attorney’s fees, consultant fees, erosion and sediment control expenses, staff review time associated with coordination, review, design, preparation and inspection of the Development Plans, the Improvements, and this Agreement and other associated City costs. Fees will be calculated at the City’s standard rates charged for such tasks.

The Engineering Escrow Amount shall also be available to the City to pay for deficiencies and problems related to grading, drainage and erosion control and landscaping on the Owner Property in the event such problems and deficiencies arise. The City may also use the Engineering Escrow Amount to correct any such deficiencies or problems or to protect against further deficiencies or problems.

The City shall return to the Owner any remaining Engineering Escrow Amount when all the following events have occurred:

- a.) all of the landscaping and vegetation has been established to the sole satisfaction of the City.

To the extent the engineering inspection charges or the amount needed to correct the deficiencies and problems relating to grading, drainage, erosion control, or landscaping exceed the initially deposited \$1,500 Engineering Escrow Amount, the Owner is responsible for payment of such excess within thirty (30) days after billing by the City.

## **ARTICLE 11** **MISCELLANEOUS**

**11.1 CITY'S DUTIES.** The terms of this Custom Grading Agreement shall not be considered an affirmative duty upon the City to complete any Improvements.

**11.2 NO THIRD PARTY RECOURSE.** Third parties shall have no recourse against the City under this Custom Grading Agreement.

**11.3 VALIDITY.** If any portion, section, subsection, sentence, clause, paragraph or phrase of this Custom Grading Agreement is for any reason held to be invalid, such decision shall not affect the validity of the remaining portion of this Custom Grading Agreement.

**11.4 RECORDING.** The City may record this Agreement with the Dakota County Recorder.

**11.5 BINDING AGREEMENT.** This Agreement shall run with the Property and shall inure to the benefit of the Owner and the City and shall bind Owner and the successors and assigns of Owner and shall be binding upon the City and the successor’s and assigns of the City. This Agreement shall also be binding upon any right title or interest of the parties to the Property acquired after the date of this Agreement or acquired after the date of recording of this Agreement.

**11.6 ASSIGNMENT.** The Owner may not assign this Custom Grading Agreement without the written permission of the Council. The Owner's obligations hereunder shall continue in full force and effect, even if the Owner sells the Property.

**11.7 AMENDMENT AND WAIVER.** The parties hereto may by mutual written agreement amend this Custom Grading Agreement in any respect. Any party hereto may extend the time for the performance of any of the obligations of another, waive any inaccuracies in representations by another contained in this Custom Grading Agreement or in any document delivered pursuant hereto which inaccuracies would otherwise constitute a breach of this Custom Grading Agreement, waive compliance by another with any of the covenants contained in this Custom Grading Agreement, waive performance of any obligations by the other or waive the fulfillment of any condition that is precedent to the performance by the party so waiving of any of its obligations under this Custom Grading Agreement. Any agreement on the part of any party for any such amendment, extension or waiver must be in writing. No waiver of any of the provisions of this Custom Grading Agreement shall be deemed, or shall constitute, a waiver of any other provisions, whether or not similar, nor shall any waiver constitute a continuing waiver.

**11.8 GOVERNING LAW.** This Custom Grading Agreement shall be governed by and construed in accordance with the laws of the State of Minnesota.

**11.9 COUNTERPARTS.** This Custom Grading Agreement may be executed in any number of counterparts, each of which shall be deemed an original but all of which shall constitute one and the same instrument.

**11.10 HEADINGS.** The subject headings of the paragraphs and subparagraphs of this Custom Grading Agreement are included for purposes of convenience only, and shall not affect the construction of interpretation of any of its provisions.

**11.11 INCONSISTENCY.** If the Development Plans are inconsistent with the words of this Custom Grading Agreement or if the obligation imposed hereunder upon the Owner are inconsistent, then that provision or term which imposes a greater and more demanding obligation on the Owner shall prevail.

**11.12 ACCESS.** The Owner hereby grants to the City, its agents, employees, officers, and contractors a license to enter the Property to perform all work and inspections deemed appropriate by the City during the installation of Improvements.

**[the remainder of this page has been intentionally left blank]**

IN WITNESS WHEREOF, the parties have executed this Custom Grading Agreement.

**CITY OF INVER GROVE HEIGHTS**

By: \_\_\_\_\_  
George Tourville, Mayor

**ATTEST:**

\_\_\_\_\_  
Rebecca Kiernan, City Clerk

(CITY SEAL)

STATE OF MINNESOTA     )  
                                          )     ss.  
COUNTY OF DAKOTA     )

On this 12<sup>th</sup> day of October, 2020, before me a Notary Public within and for said County, personally appeared George Tourville and Rebecca Kiernan to me personally known, who being each by me duly sworn, each did say that they are respectively the Mayor and City Clerk of the City of Inver Grove Heights, the municipality named in the foregoing instrument, and that the seal affixed to said instrument was signed and sealed on behalf of said municipality by authority of its City Council and said Mayor and City Clerk acknowledged said instrument to be the free act and deed of said municipality.

\_\_\_\_\_  
Notary Public



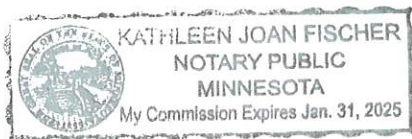
**OWNER:**

**DAKOTA COUNTY 5641 BABCOCK TRAIL INVER GROVE HEIGHTS LAND TRUST  
DATED 9/4/2020**

  
Eric J. Gullickson,  
as Trustee of the Dakota County 5641 Babcock Trail  
Inver Grove Heights Land Trust dated 9/4/2020

STATE OF MINNESOTA     )  
                                          )     ss.  
COUNTY OF DAKOTA     )

The foregoing instrument was acknowledged before me on the 1st day of October, 2020,  
by Eric J. Gullickson, as Trustee of the Dakota County 5641 Babcock Trail Inver Grove Heights Land  
Trust dated 9/4/2020, on behalf of the Trust.



  
Notary Public

**THIS INSTRUMENT DRAFTED BY:**

Timothy J. Kuntz  
LeVander, Gillen, & Miller, P.A.  
633 South Concord Street, Suite 400  
South St. Paul, MN 55075  
(651) 451-1831

**AFTER RECORDING, PLEASE  
RETURN DOCUMENT TO:**

Timothy J. Kuntz  
LeVander, Gillen & Miller, P.A.  
633 South Concord Street, Suite 400  
South St. Paul, MN 55075  
(651) 451-1831

**EXHIBIT A**  
**LEGAL DESCRIPTION OF PROPERTY**

Real property in the City of Inver Grove Heights, County of Dakota, State of Minnesota legally described as follows:

That part of the Southeast Quarter of Section 32, Township 28, Range 22, Dakota County, Minnesota, described as follows:

Commencing at the northeast corner of said Southeast Quarter; thence South (assumed bearing) along the east line of said Southeast Quarter a distance of 668.72 feet; thence West a distance of 225.30 feet; thence North 89°15'38" West a distance of 307.60 feet; thence South 00°44'22" West a distance of 151.45 feet to a point hereafter called "Point A".

Commencing at the southeast corner of said Southeast Quarter; thence North 89°45'36" West along the south line of said Southeast Quarter a distance of 876.00 feet; thence North 21°01'24" East a distance of 1375.10 feet; thence North 12°50'24" East a distance of 398.72 feet, to the actual point of beginning of tract to be described; thence North 83°41'36" West a distance of 144.20 feet; thence North 82°54'36" West a distance of 121.96 feet; thence North 10°36'24" East a distance of 128.20 feet, more or less, to previously described "Point A"; thence South 85°40'08" East a distance of 272.61 feet; thence South 12°50'24" West a distance of 139.81 feet, more or less, to the point of beginning.

**APPENDIX 1**  
**LIST OF DEVELOPMENT PLANS**

| <b><u>PLAN</u></b>                                           | <b><u>DATE OF PLAN<br/>PREPARATION</u></b> | <b><u>PREPARED<br/>BY</u></b>    |
|--------------------------------------------------------------|--------------------------------------------|----------------------------------|
| Certificate of Survey                                        | 9-8-2020                                   | W. Brown Land Surveying,<br>Inc. |
| Cover Sheet<br>(C000)                                        | 10-1-2020                                  | Solution Blue                    |
| Existing Conditions and Removal<br>Plan (C100)               | 10-1-20                                    | Solution Blue                    |
| Erosion and Sediment Control<br>Details<br>(C200)            | 10-1-2020                                  | Solution Blue                    |
| Erosion and Sediment Control<br>Details – Phase I<br>(C210)  | 10-1-2020                                  | Solution Blue                    |
| Erosion and Sediment Control<br>Details – Phase II<br>(C211) | 10-1-2020                                  | Solution Blue                    |
| Civil Site Plan<br>(C300)                                    | 10-1-2020                                  | Solution Blue                    |
| Grading Plan<br>(C400)                                       | 10-1-2020                                  | Solution Blue                    |
| Utility Plan<br>(C500)                                       | 10-1-2020                                  | Solution Blue                    |
| Details<br>(C900)                                            | 10-1-2020                                  | Solution Blue                    |

The Development Plans were approved by the City Engineer on October 2, 2020.

**APPENDIX 2**  
**IMPROVEMENTS**

The items checked with an "X" below are the Improvements.

| <b><u>CHECKED</u></b> | <b><u>COMPLETION DATE</u></b>                     | <b><u>IMPROVEMENT</u></b>                            |
|-----------------------|---------------------------------------------------|------------------------------------------------------|
| <u>  X  </u>          | Prior to obtaining building permit                | Grading, drainage, and<br>sediment & erosion control |
| <u>  X  </u>          | Prior to Certificate of Occupancy                 | Storm water facilities                               |
| <u>  X  </u>          | Prior to Certificate of Occupancy                 | Driveway                                             |
| <u>  X  </u>          | Prior to Certificate of Occupancy                 | As-built                                             |
| <u>  X  </u>          | Within 6 months after Certificate<br>of Occupancy | Landscaping                                          |

**STORM WATER FACILITIES MAINTENANCE AGREEMENT**  
**FOR**  
**5641 BABCOCK TRAIL, INVER GROVE HEIGHTS,**  
**DAKOTA COUNTY, MINNESOTA**

**THIS STORM WATER FACILITIES MAINTENANCE AGREEMENT** (Agreement) is made, entered into and effective this 12<sup>th</sup> day of October, 2020, by and between the City of Inver Grove Heights, a Minnesota municipal corporation (hereafter referred to as City) and Dakota County 5641 Babcock Trail Inver Grove Heights Land Trust dated 9/4/2020 (hereafter referred to as Landowner and Responsible Owner). Subject to the terms and conditions hereafter stated and based on the representations, warranties, covenants, agreements and recitals of the parties herein contained, the parties do hereby agree as follows:

**ARTICLE 1**  
**DEFINITIONS**

**1.1    Terms.** The following terms, unless elsewhere specifically defined herein, shall have the following meanings as set forth below.

**1.2    City.** “City” means the City of Inver Grove Heights, a Minnesota municipal corporation.

**1.3    Landowner.** “Landowner” means Dakota County 5641 Babcock Trail Inver Grove Heights Land Trust dated September 4, 2020, and its successors and assigns.

**1.4    Storm Water Facilities.** “Storm Water Facilities” means each and all of the following, individually and collectively, to the extent located within the Landowner Property:

Any existing or future raingardens and storm water storage areas lying within the Landowner Property.

**1.5    Storm Water Facility Plan.** “Storm Water Facility Plan” means that certain . Grading Plan (C400) dated October 1, 2020, prepared by Solution Blue and approved by the City

Engineer on October 2, 2020. The Storm Water Facility Plan is on file with the City and attached hereto as **Exhibit D**.

**1.6 Landowner Property.** “Landowner Property” means that certain real property located in the City of Inver Grove Heights, Dakota County, Minnesota legally described on **Exhibit A**.

**1.7 Responsible Owner.** “Responsible Owner” means, jointly and severally, all of the following:

The fee title owner of the property legally described on Exhibit A attached hereto, and the successors and assigns of such fee title owner.

**1.8 NWA Stormwater Manual.** “NWA Stormwater Manual” means the Inver Grove Heights Northwest Area Storm Water Manual prepared by Emmons & Olivier Resources dated July 2006, and as adopted by the City of Inver Grove Heights and codified in Section 10-13J-5 (H) of the Inver Grove Heights City Code, as amended from time to time by amendment of general applicability.

**1.9 Custom Grading Agreement.** “Custom Grading Agreement” means that certain Custom Grading Agreement for 5641 Babcock Trail by and between the City and Landowner dated October 12, 2020.

## **ARTICLE 2** **RECITALS**

**Recital No. 1.** Landowner owns the Landowner Property.

**Recital No. 2.** Landowner has requested that the City approve the Development Plans as identified in the Custom Grading Agreement relating to the Landowner Property.

**Recital No. 3.** The City is willing to approve the Development Plans referenced in the Custom Grading Agreement, if, among other things, Landowner executes this Storm Water Facilities Maintenance Agreement.

**Recital No. 4.** By this Agreement the parties seek to:

- a.) impose upon the Responsible Owner the responsibility of maintaining the Storm Water Facilities, notwithstanding the fact that the Storm Water Facilities may exist within easements dedicated or granted to the City and the public.
- b.) provide a mechanism where the City may charge-back to the Responsible Owner any maintenance work that the City performs with respect to the Storm Water Facilities in the event the Responsible Owner fails to perform its obligations to maintain the Storm Water Facilities.

- c.) provide the City with right of access over the Landowner Property to access the Stormwater Facilities, when needed.

### **ARTICLE 3**

### **RESPONSIBILITY FOR MAINTENANCE**

**3.1 Construction of Storm Water Facilities.** Prior to issuance of a certificate of occupancy by the City for the Landowner Property, Responsible Owner agrees that the Storm Water Facilities shall be constructed and installed in accordance with the Storm Water Facility Plan at the sole expense of Responsible Owner at a location and in a configuration as approved by the City.

**3.2 Maintenance of Storm Water Facilities.** The Responsible Owner is obligated at its expense to perpetually maintain the Storm Water Facilities in accordance with the Standard of Maintenance set forth in Section 3.3 hereof. The Responsible Owner shall not modify, alter, remove, eliminate or obstruct the Storm Water Facilities for as long as the Storm Water Facilities exist. The Responsible Owner shall also ensure that the Storm Water Facilities always remain in compliance with the Storm Water Facility Plan. All entities that fall within the definition of Responsible Owner have the joint and several obligations of the defined Responsible Owner. The responsibility of the Responsible Owner for maintaining the Storm Water Facilities on the Landowner Property exists even though the event or omission which caused the need for maintenance of the Storm Water Facilities may arise on property outside of the Landowner Property.

**3.3 Standard of Maintenance.** The Responsible Owner must meet the Standard of Maintenance set forth in this Section 3.3.

The Standard of Maintenance shall comply with all of the following:

- a. The Standard of Maintenance shall comply with the standards contained in Title 9, Chapter 5 of the Inver Grove Heights City Code (as amended from time to time, by amendment of general applicability); and
- b. The Standard of Maintenance shall comply with the stormwater maintenance standards and bio-retention standards and requirements as set forth in the **NWA Stormwater Manual** (as amended from time to time, by amendment of general applicability). The NWA Stormwater Manual is on file with the City's Director of Public Works. The NWA Stormwater Manual shall apply to the Storm Water Facilities notwithstanding the fact that the Landowner's Property is located outside of the Northwest Area Overlay District; and
- c. The Standard of Maintenance shall comply with the City approved Operations & Maintenance Plan hereafter referenced;
- d. The Standard of Maintenance shall comply with the Residential Rain Garden for CUP Exceeding Impervious Space Requirements (STM-17) dated February 2013, attached hereto as **Exhibit E**;

- e. The Standard of Maintenance shall comply with the 2011 Watershed Management Plan for the Lower Mississippi Watershed Management Organization (LMRWMO) dated August 2011;
- f. The Standard of Maintenance shall include but not be limited to each of the following:
  - i.) The Responsible Owner shall monitor the Storm Water Facilities and shall as soon as possible correct any malfunction or deficiency in the operation of such structure so as to ensure that the structure operates in conformance with the design parameters.
  - ii.) Responsible Owner must comply with Section IV of the NWA Stormwater Manual which outlines the requirements for the operations and maintenance of Long Term Best Management Practices (BMP's) for storm water facilities. The City has prepared an Operations & Maintenance Plan to show how the Responsible Owner shall operate and maintain Long Term Best Management Practices for the Storm Water Facilities being constructed on the Landowner Property. The Operations & Maintenance Plan is attached hereto as **Exhibit B**. The Responsible Owner and the successors and assigns thereof shall be responsible for following the Operations & Maintenance Plan as approved by the City. The Operations & Maintenance Plan shall be on file with the City's Director of Public Works.
  - iii.) The Operations & Maintenance Plan shall contain the following information:
    - a. Detailed inspection requirements;
    - b. Inspection and maintenance schedules;
    - c. Contact information for the Responsible Owner;
    - d. As built plans of the Storm Water Facilities;
    - e. The requirement for an annual report to the City to demonstrate that post construction maintenance is being accomplished per the Operations & Maintenance Plan;
    - f. The GPS coordinates for the Storm Water Facilities shall be provided to the City after construction is completed. Storm Water Facilities smaller than 200 square feet can be located with one GPS coordinate. Storm Water Facilities larger than 200 square feet shall have outlet coordinates and the corners of the Storm Water Facilities located by GPS. The GPS readings shall be provided to the City before the Storm Water Facilities are covered.

If the Storm Water Facility Plan is inconsistent with the Standard of Maintenance or if components within the Standard of Maintenance are inconsistent with other components within the



Standard of Maintenance, then that provision, term or component which imposes a greater and more demanding obligation shall prevail.

On December 31 of each year, the Responsible Owner shall submit to the City an annual report that identifies all of the tests, inspections, corrective measures and other activities conducted by the Responsible Owner under the Operations & Maintenance Plan for the preceding year. The annual report shall also identify any conditions of non-compliance with the Standard of Maintenance during the preceding year and the annual report shall address how the conditions of non-compliance were cured. The annual report shall also include the information shown on the form attached hereto as **Exhibit C**.

**3.4 Notice of Non-Compliance with Section 3.3 and 3.4; Cure Period.** If the City's Director of Public Works ("DPW") determines, at his reasonable discretion, that the Responsible Owner has not complied with the Standard of Maintenance, the DPW shall provide written notice to the Responsible Owner of such failure to comply with the Standard of Maintenance. This notice shall specify that the Responsible Owner will have thirty (30) days to comply with the Standard of Maintenance, unless thirty (30) days is not practicable for the Responsible Owner to cure the default, in which case the Responsible Owner shall be given a reasonable time, as determined by the DPW, to cure the default provided the Responsible Owner has commenced a suitable cure within the initial thirty (30) days. Notwithstanding the requirement contained in this Section relating to written notice and opportunity of the Responsible Owner to comply with the Standard of Maintenance, in the event of an emergency as determined by the DPW, the City may perform the work to be performed by the Responsible Owner without giving any notice to the Responsible Owner and without giving the Responsible Owner thirty (30) days to comply with the Standard of Maintenance. If the City performs emergency service work, the Responsible Owner shall be obligated to repay the City the costs incurred to perform the emergency service work, and the City shall follow those procedures set forth in Sections 3.5 and 3.6 with respect to the billing, collection and/or tax certification of such costs.

**3.5 Payment of Costs Incurred by City.** If the Responsible Owner fails to comply with the Standard of Maintenance within thirty (30) days after delivery of the written notice, or in the case of an emergency situation as determined by the DPW, the City may perform those tasks necessary for compliance and the City shall have the right of access to the areas where the Storm Water Facilities are located to perform such work. The City shall charge all costs incurred by the City to perform the tasks necessary for compliance to the Responsible Owner.

The amount of costs charged by the City to the Responsible Owner shall be the usual and customary amounts charged by the City given the task, work, or improvement performed by the City to ensure compliance with the Standard of Maintenance. The Responsible Owner shall make payment directly to the City within twenty (20) days after invoicing ("Due Date") by the City. Bills not paid by the Due Date shall incur the standard penalty and interest established by the City for utility billings within the City.

**3.6 Certification of Costs Payable With Taxes; Special Assessments.** If payment is not made under Section 3.5 by the Responsible Owner with respect to the Landowner Property, the City may certify to Dakota County the amounts due as payable with the real estate taxes for the Landowner Property in the next calendar year; such certifications may be made

under Minnesota Statutes, Chapter 444 in a manner similar to certifications for unpaid utility bills. The Responsible Owner waives any and all procedural and substantive objections to the imposition of such usual and customary charges on the Landowner Property.

Further, as an alternate means of collection, if the written billing is not paid by the Responsible Owner, the City, without notice and without hearing, may specially assess the Landowner Property for the costs and expenses incurred by the City. The Responsible Owner hereby waives any and all procedural and substantive objections to special assessments for the maintenance costs including, but not limited to, notice and hearing requirements and any claims that the charges or special assessments exceed the benefit to the Landowner Property. The Responsible Owner waives any appeal rights otherwise available pursuant to Minnesota Statute § 429.081. The Responsible Owner acknowledges that the benefit from the performance of maintenance tasks by the City to ensure compliance with the Standard of Maintenance equals or exceeds the amount of the charges and assessments for the maintenance costs that are being imposed hereunder upon the Landowner Property. Nothing in this paragraph shall be deemed to impair Responsible Owner's right to dispute the amount assessed as exceeding the usual and customary amounts charged by the City given the task, work, construction or improvement performed by the City to ensure compliance with Section 3.3.

In addition, if payment is not made under Section 3.5 by the Responsible Owner with respect to the Landowner Property, the City may use the funds available under Article 4 to reimburse the City for the cost and expenses incurred by the City.

**3.7 Obligation For Maintenance Notwithstanding Public Easement.** The Responsible Owner agrees that its obligations relating to maintenance of the Storm Water Facilities exist notwithstanding the fact that the Storm Water Facilities may be located in whole or in part within public easements.

The City hereby grants to the Responsible Owner a temporary right and license to enter public easements and public road rights-of-way for the purpose of performing the maintenance obligations relating to the Storm Water Facilities for the duration of the performance of the maintenance. The Landowner hereby grants to the City a right and license to access and enter the Landowner Property for the purpose of performing maintenance of the Storm Water Facilities for the duration of the performance of the maintenance.

**3.8 Indemnification of City.** Responsible Owner shall indemnify, defend and hold the City, its council, agents, employees, attorneys and representatives harmless against and in respect of any and all claims, demands, actions, suits, proceedings, losses, costs, expenses, obligations, liabilities, damages, recoveries, and deficiencies, including interest, penalties and attorneys' fees, that the City incurs or suffers, which arise out of, result from or relate to:

- a.) failure by the Responsible Owner to observe or perform any covenant, conditions, obligation or agreement on their part to be observed or performed under this Agreement;
- b.) failure by the Responsible Owner to pay contractors, subcontractors, laborers, or materialmen;

- c.) failure by the Responsible Owner to pay for any materials that may be used by the Responsible Owner to maintain the Storm Water Facilities; and
- d.) construction of the Storm Water Facilities.

**3.9 No Remedy Exclusive.** No remedy herein conferred upon or reserved to the City shall be exclusive of any other available remedy or remedies, but each and every such remedy shall be cumulative and shall be in addition to every other remedy given under the Agreement or now or hereafter existing at law or in equity or by statute. No delay or omission to exercise any right or power accruing upon any default shall impair any such right or power or shall be construed to be a waiver thereof, but any such right and power may be exercised from time to time and as often as may be deemed expedient. In order to entitle the City to exercise any remedy reserved to it, it shall not be necessary to give notice, other than the notice, if any, required by this Agreement.

#### **ARTICLE 4** **ESCROW DEPOSIT**

**4.1 Engineering Escrow Amount.** The Landowner has deposited \$1,500 in cash with the City (hereafter “Engineering Escrow Amount”) prior to execution of this Agreement.

The Engineering Escrow Amount shall be used to pay the City for engineering review and inspection expenses, attorney’s fees, consultant fees, erosion and sediment control expenses, staff review time associated with coordination, review, design, preparation and inspection of the Storm Water Facility Plan and this Agreement and other associated City costs. Fees will be calculated at the City’s standard rates charged for such tasks.

Upon satisfactory completion of the Storm Water Facilities, the City shall return to the Landowner any remaining portion of the Engineering Escrow Amount not otherwise previously charged the Landowner.

To the extent the engineering inspection charges or the amount needed to correct any deficiencies and problems relating to grading, drainage, erosion control, or landscaping exceed the initially deposited \$1,500 Engineering Escrow Amount, the Landowner is responsible for payment of such excess within thirty (30) days after billing by the City.

#### **ARTICLE 5** **CITY’S COVENANTS**

**5.1 Approval of Development Plans.** The City agrees that if Landowner executes this Storm Water Facilities Maintenance Agreement and if the other conditions set forth by the City in the Custom Grading Agreement are met, the Council will approve the Development Plans referenced in the Custom Grading Agreement for the Landowner Property.

#### **ARTICLE 6** **MISCELLANEOUS**

**6.1 Binding Agreement.** The parties mutually recognize and agree that all terms and conditions of this recordable Agreement shall run with the Landowner Property and shall be binding

upon the parties and the successors and assigns of the parties. This Agreement shall also be binding on and apply to any title, right and interest of the Landowner in the Landowner Property acquired by Landowner after the execution date of this Agreement or after the recording date of this Agreement.

**6.2 Amendment and Waiver.** The parties hereto may by mutual written agreement amend this Agreement in any respect. Any party hereto may extend the time for the performance of any of the obligations of another, waive any inaccuracies in representations by another contained in this Agreement or in any document delivered pursuant hereto which inaccuracies would otherwise constitute a breach of this Agreement, waive compliance by another with any of the covenants contained in this Agreement, waive performance of any obligations by the other or waive the fulfillment of any condition that is precedent to the performance by the party so waiving of any of its obligations under this Agreement. Any agreement on the part of any party for any such amendment, extension or waiver must be in writing. No waiver of any of the provisions of this Agreement shall be deemed, or shall constitute, a waiver of any other provisions, whether or not similar, nor shall any waiver constitute a continuing waiver.

**6.3 Governing Law.** This Agreement shall be governed by and construed in accordance with the laws of the State of Minnesota.

**6.4 Counterparts.** This Agreement may be executed in any number of counterparts, each of which shall be deemed an original but all of which shall constitute one and the same instrument.

**6.5 Consent.** Landowner consents to the recording of this Agreement.

**6.6 Notice.** Notice shall mean notices given by one party to the other if in writing and if and when delivered or tendered either in person or by depositing it in the United States mail in a sealed envelope, by certified mail, return receipt requested, with postage and postal charges prepaid, addressed as follows:

**If to City:** City of Inver Grove Heights  
Attention: City Administrator  
8150 Barbara Avenue  
Inver Grove Heights, MN 55077

**If to Landowner:** Dakota County 5641 Babcock Trail Inver Grove Heights  
Land Trust  
Attention: Eric J. Gullickson, Trustee  
1187 – 105<sup>th</sup> Street E.  
Inver Grove Heights, MN 55077

or to such other address as the party addressed shall have previously designated by notice given in accordance with this Section. Notices shall be deemed to have been duly given on the date of service if served personally on the party to whom notice is to be given, or on the third day after mailing if mailed as provided above, provided, that a notice not given as above shall, if it is in writing, be deemed given if and when actually received by a party.

**IN WITNESS WHEREOF** Landowner and the City have entered into this Agreement on the day and year first stated above.

**CITY OF INVER GROVE HEIGHTS**

By: \_\_\_\_\_  
George Tourville  
Its: Mayor

ATTEST:

\_\_\_\_\_  
Rebecca Kiernan, City Clerk

(CITY SEAL)

STATE OF MINNESOTA     )  
                                          )     ss.  
COUNTY OF DAKOTA     )

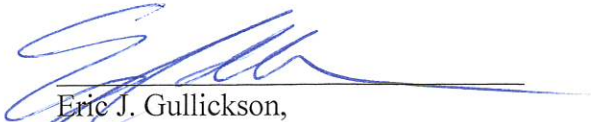
On this 12<sup>th</sup> day of October, 2020, before me a Notary Public within and for said County, personally appeared George Tourville and Rebecca Kiernan to me personally known, who being each by me duly sworn, each did say that they are respectively the Mayor and City Clerk of the City of Inver Grove Heights, the municipality named in the foregoing instrument, and that the seal affixed to said instrument was signed and sealed on behalf of said municipality by authority of its City Council and said City Clerk acknowledged said instrument to be the free act and deed of said municipality.

\_\_\_\_\_  
Notary Public

**LANDOWNER:**

**DAKOTA COUNTY 5641 BABCOCK TRAIL INVER GROVE HEIGHTS LAND TRUST**

**DATED 9/4/2020**



Eric J. Gullickson,  
as Trustee of the Dakota County 5641 Babcock Trail  
Inver Grove Heights Land Trust dated 9/4/2020

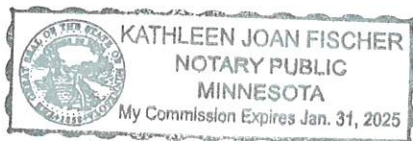
STATE OF MINNESOTA )

)

ss.

COUNTY OF DAKOTA )

The foregoing instrument was acknowledged before me on the 15<sup>th</sup> day of October, 2020,  
by Eric J. Gullickson, as Trustee of the Dakota County 5641 Babcock Trail Inver Grove Heights  
Land Trust dated 9/4/2020, on behalf of the Trust.

  
Notary Public

**THIS INSTRUMENT DRAFTED BY:**

Timothy J. Kuntz  
LeVander, Gillen, & Miller, P.A.  
633 South Concord Street  
Suite 400  
South St. Paul, MN 55075  
(651) 451-1831

**AFTER RECORDING PLEASE  
RETURN TO:**

Timothy J. Kuntz  
LeVander, Gillen & Miller, P.A.  
633 South Concord Street  
Suite 400  
South St. Paul, MN 55075  
(651) 451-1831

**EXHIBIT A**  
**LEGAL DESCRIPTION OF LANDOWNER PROPERTY**

Real Property located in the City of Inver Grove Heights, Dakota County, Minnesota, described as follows:

That part of the Southeast Quarter of Section 32, Township 28, Range 22, Dakota County, Minnesota, described as follows:

Commencing at the northeast corner of said Southeast Quarter; thence South (assumed bearing) along the east line of said Southeast Quarter a distance of 668.72 feet; thence West a distance of 225.30 feet; thence North 89°15'38" West a distance of 307.60 feet; thence South 00°44'22" West a distance of 151.45 feet to a point hereafter called "Point A".

Commencing at the southeast corner of said Southeast Quarter; thence North 89°45'36" West along the south line of said Southeast Quarter a distance of 876.00 feet; thence North 21°01'24" East a distance of 1375.10 feet; thence North 12°50'24" East a distance of 398.72 feet, to the actual point of beginning of tract to be described; thence North 83°41'36" West a distance of 144.20 feet; thence North 82°54'36" West a distance of 121.96 feet; thence North 10°36'24" East a distance of 128.20 feet, more or less, to previously described "Point A"; thence South 85°40'08" East a distance of 272.61 feet; thence South 12°50'24" West a distance of 139.81 feet, more or less, to the point of beginning.

## **EXHIBIT B**

### **OPERATIONS & MAINTENANCE PLAN**

#### **MAINTENANCE PLAN**

Maintenance of the storm water facilities shall be performed as outlined in Table 1.1 below to ensure a healthy and functioning storm water facility conforming to the intend of the original design parameters. Maintenance shall be completed annually by September 10th. An annual inspection report shall be submitted to the City Engineering Division by December 31 of each year to demonstrate that post-construction maintenance is being accomplished per this Operations and Maintenance plan.

TABLE 1.1 – MAINTENANCE ACTIVITIES

| <b>Maintenance Activity</b>                                                      | <b>Frequency</b>                                           | <b>Procedure</b>                                                                                                              | <b>Maintenance Done By</b>          |
|----------------------------------------------------------------------------------|------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------|-------------------------------------|
| 1. Sediment, trash and debris removal from inlet, outlets, pipes and structures. | Annually in spring and fall as needed.                     | Remove trash and/or debris. Pruning and weeding, mow filter strip                                                             | Responsible Owner unless designated |
| 2. Sediment, trash and debris removal from bio-filtration basin and swale        | Annually in spring and fall as needed.                     | Remove sediment and restore bio-filtration basin and swale to capacity                                                        | Responsible Owner unless designated |
| 3. Erosion repair and vegetation replacement.                                    | Annually in spring and fall as needed.                     | Repair eroded areas and re-seed, re-sod, re-plant and mulch as necessary and remove dry, dead or severely diseased vegetation | Responsible Owner unless designated |
| 4. Mulch replacement                                                             | Every 2 to 3 years or as needed to maintain 3" to 4" depth | If applicable, add shredded hardwood mulch                                                                                    | Responsible Owner                   |
| 5. Watering                                                                      | As needed                                                  | Provide 1 inch of water when plants show signs of stress                                                                      | Responsible Owner                   |
| 6. Vegetation replacement and weeding                                            | Annually in spring and fall                                | Replace dead vegetation and remove evasive or unwanted plants                                                                 | Responsible Owner                   |
| 7. Clean/fix structural components                                               | As needed per inspection                                   | Dependent on the type of damage; repair components per manufacturer's recommendations                                         | Responsible Owner unless designated |
| 8. Replacement of the bio-retention device.                                      | Bio-retention device failure.                              | The Responsible Owner shall notify the City and make repairs within 60 days, unless otherwise approved by the City Engineer.  | Responsible Owner unless designated |



## EXHIBIT C

### ANNUAL INSPECTION FORM

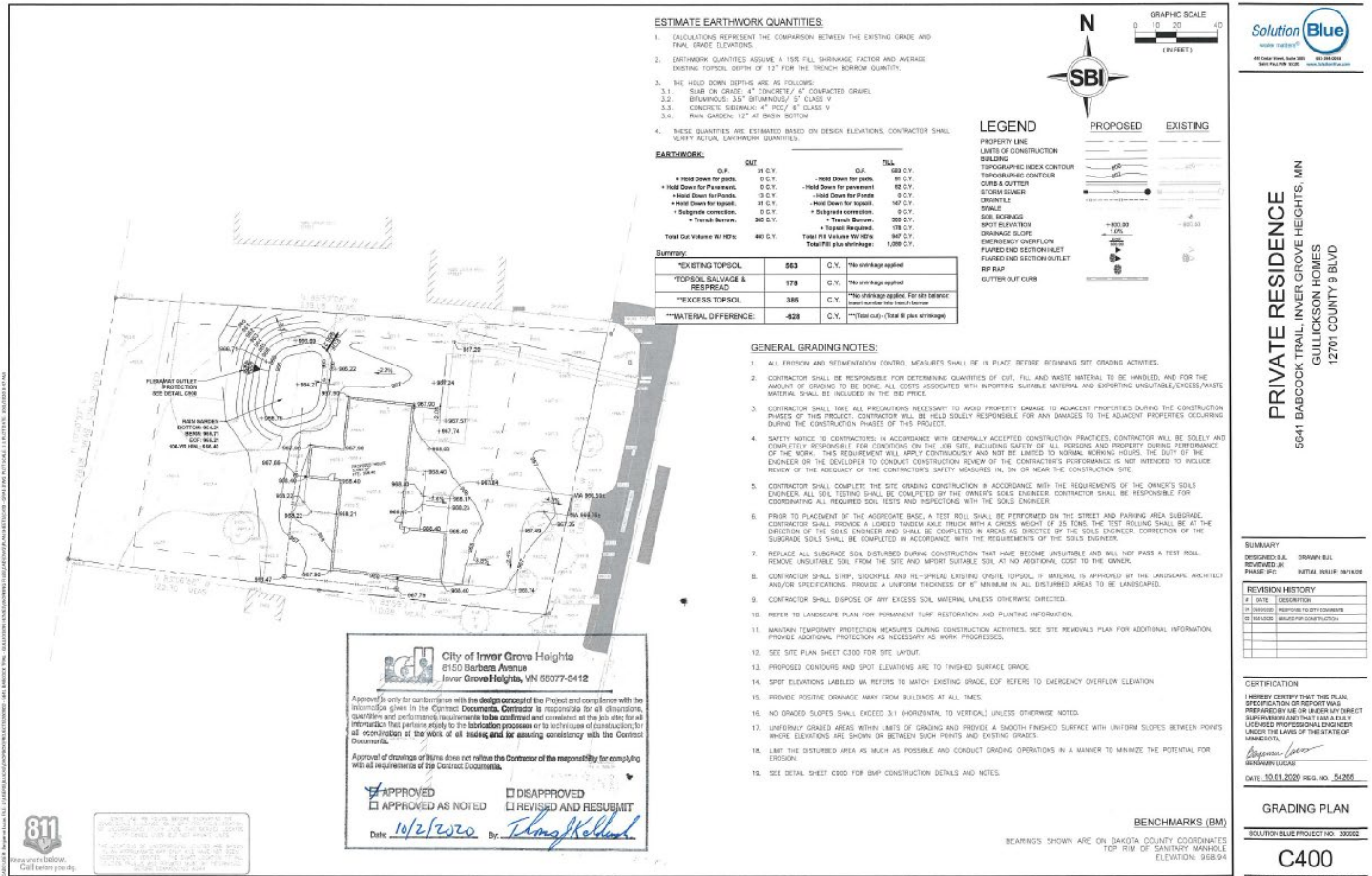
| CITY OF INVER GROVE HEIGHTS NPDES INSPECTION PROGRAM |              |                    |                           |              |      |
|------------------------------------------------------|--------------|--------------------|---------------------------|--------------|------|
| <b>INLET / OUTLET</b>                                |              |                    |                           |              |      |
| STRUCTURE ID                                         |              | INSPECTION DATE    |                           | INSPECTOR(S) |      |
| LOCATION                                             |              |                    |                           |              |      |
| <b>EASEMENT</b>                                      |              |                    |                           |              |      |
| ACCESSIBLE                                           | Y            | N                  |                           |              |      |
| STRUCTURES IN ESMT.                                  | Y            | N                  | DESCRIPTION               |              |      |
| TREES IN ESMT.                                       | Y            | N                  | LARGEST DIAMETER (INCHES) |              |      |
| <b>STRUCTURE</b>                                     | FES          | PIPE               | CB                        | OTHER        |      |
| ATTRIBUTES                                           | TRASH GUARD  | WEIR               | SURGE BASIN               | OTHER        | NONE |
| CONDITION*                                           | OK           | MINOR MAINTENANCE  | MAJOR MAINTENANCE         | INACCESSIBLE |      |
| END SECTION EROSION                                  | Y            | N                  |                           |              |      |
| FLOW CONDITION                                       | FLOW PRESENT | NO FLOW            | SUBMERGED                 |              |      |
| COMMENTS                                             |              |                    |                           |              |      |
| <b>VEGETATION/DEBRIS</b>                             | WEEDS, ETC.  | BRUSH, TREES, ETC. | GARBAGE/DEBRIS            | NONE         |      |
| RESTRICTING FLOW                                     | Y            | N                  |                           |              |      |
| COMMENTS                                             |              |                    |                           |              |      |
| <b>SEDIMENT</b>                                      |              |                    |                           |              |      |
| CONDITION**                                          | NONE         | MINOR MAINTENANCE  | MAJOR MAINTENANCE         |              |      |
| COMMENTS                                             |              |                    |                           |              |      |
| <b>RIP RAP</b>                                       |              |                    |                           |              |      |
| PRESENT                                              | Y            | N                  |                           |              |      |
| CONDITION***                                         | OK           | MINOR MAINTENANCE  | MAJOR MAINTENANCE         |              |      |
| COMMENTS                                             |              |                    |                           |              |      |
| <b>ILLICIT DISCHARGE</b>                             | Y            | N                  |                           |              |      |
| COMMENTS                                             |              |                    |                           |              |      |
| <b>MAINTENANCE PERFORMED:</b>                        |              |                    |                           |              |      |
| SIGNED:                                              |              |                    | DATE:                     |              |      |

\* Minor Maintenance: i.e. regROUT joint, repair trash guard; Major Maintenance: structure separating(ed) from pipe

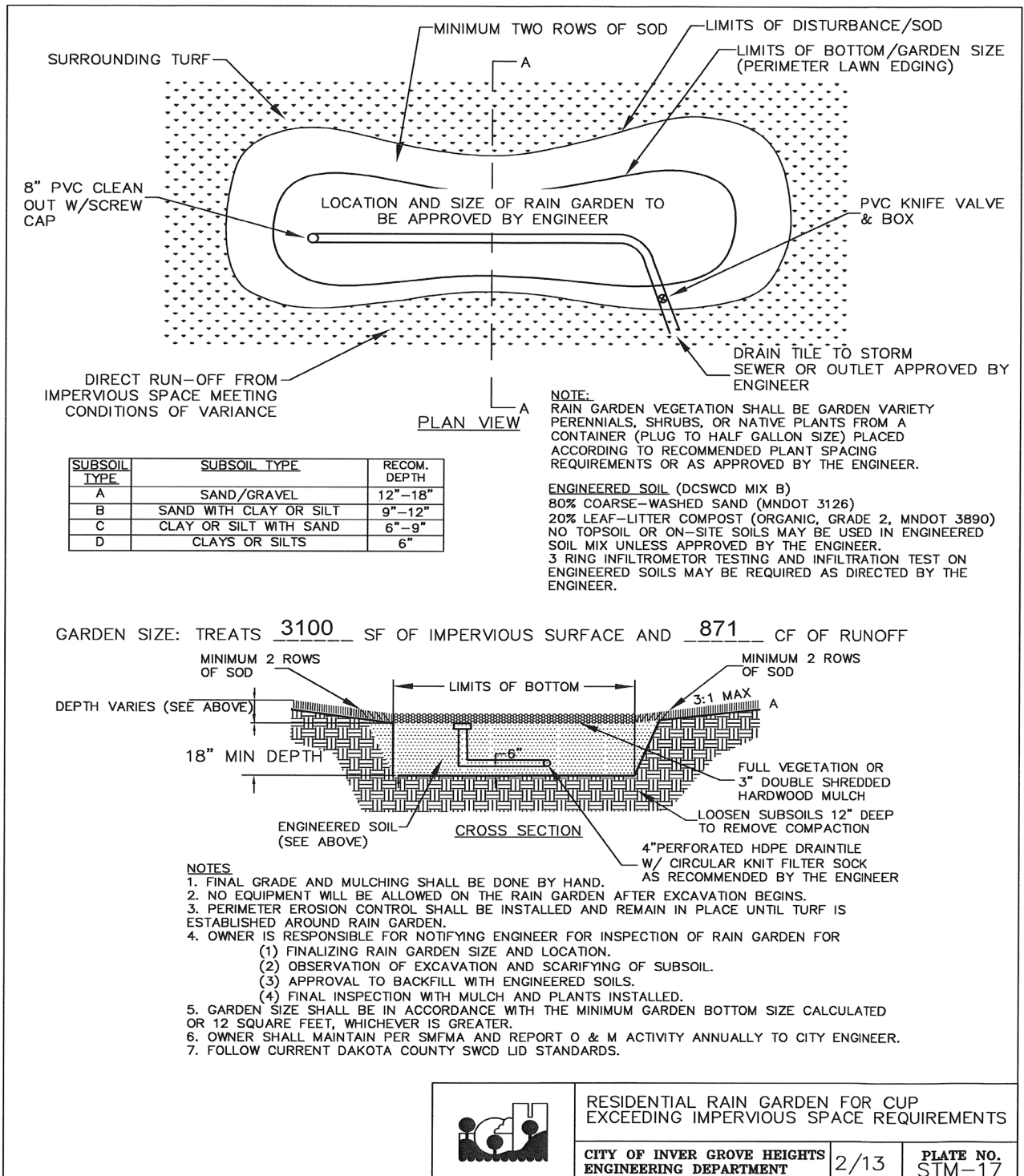
\*\* Minor Maintenance: repair can be done by City crews, Major Maintenance: heavy equip. is needed

\*\*\* Minor Maintenance: repair can be done by City crews, Major Maintenance: heavy equip. is needed

# EXHIBIT D STORM WATER FACILITY PLAN



# **EXHIBIT E** **RESIDENTIAL RAIN GARDEN FOR CUP EXCEEDING IMPERVIOUS SPACE** **REQUIREMENTS (STM-17)**



## **PERMANENT UTILITY AND DRAINAGE EASEMENT**

**THIS PERMANENT UTILITY AND DRAINAGE EASEMENT** (Easement) is made, granted and conveyed this 12<sup>th</sup> day of October, 2020, between Dakota County 5641 Babcock Trail Inver Grove Heights Land Trust dated 9/4/2020 (hereinafter referred to as “Landowner”) and City of Inver Grove Heights, a municipal corporation organized under the laws of the State of Minnesota (hereinafter referred to as the “City”).

The Landowner owns the real property situated within Dakota County, Minnesota as described on the attached **Exhibit A (hereinafter “Landowner’s Property”)**.

The Landowner, for good and valuable consideration, the receipt and sufficiency of which is hereby acknowledged, does hereby grant and convey unto the City, its successors and assigns, the following:

**A permanent easement for utility and drainage purposes and all such purposes ancillary, incident or related thereto** (hereinafter “**Permanent Easement**”) under, over, across, through and upon that real property legally described and depicted on **Exhibit B** (hereinafter the “**Permanent Easement Area**”) attached hereto and incorporated herein by reference.

The Permanent Easement rights granted herein are forever and shall include, but not be limited to, the construction, maintenance, repair and replacement of any sanitary sewer, water mains, storm water facilities, drainage facilities and any utilities, underground pipes, culverts, conduits, other utilities and mains, and all facilities and improvements ancillary, incident or related thereto, under, over, across, through and upon the Permanent Easement Area.

The Permanent Easement rights further include, but are not limited to, the right of ingress and egress over the Permanent Easement Area to access the Permanent Easement for the purposes of construction, maintenance, repair and replacement of any sanitary sewer, water mains, storm water facilities, drainage facilities any utilities, underground pipes, conduits, culverts, other utilities, mains and all facilities and improvements ancillary, incident or related thereto.

**EXEMPT FROM STATE DEED TAX**

The rights of the City also include the right of the City, its contractors, agents and servants:

- a.) to enter upon the Permanent Easement Area at all reasonable times for the purposes of construction, reconstruction, inspection, repair, replacement, grading, sloping, and restoration relating to the purposes of this Easement; and
- b.) to maintain the Permanent Easement Area, any City improvements and any underground pipes, conduits, or mains, together with the right to excavate and refill ditches or trenches for the location of such pipes, conduits or mains; and
- c.) to remove from the Permanent Easement Area trees, brush, herbage, aggregate, undergrowth and other obstructions interfering with the location, construction and maintenance of the pipes, conduits, or mains and to deposit earthen material in and upon the Permanent Easement Area; and
- d.) to remove or otherwise dispose of all earth or other material excavated from the Permanent Easement Area as the City may deem appropriate.

The City shall not be responsible for any costs, expenses, damages, demands, obligations, penalties, attorneys' fees and losses resulting from any claims, actions, suits, or proceedings based upon a release or threat of release of any hazardous substances, petroleum, pollutants, and contaminants which may have existed on, or which relate to, the Permanent Easement Area or the Landowner's Property prior to the date hereof.

Nothing contained herein shall be deemed a waiver by the City of any governmental immunity defenses, statutory or otherwise. Further, any and all claims brought by Landowner, or its successors or assigns, shall be subject to any governmental immunity defenses of the City and the maximum liability limits provided by Minnesota Statute, Chapter 466.

The Landowner, for itself and its successors and assigns, does hereby warrant to and covenant with the City, its successors and assigns, that it is well seized in fee of the Landowner's Property described on Exhibit A and the Permanent Easement Area described and depicted on Exhibit B and that it has good right to grant and convey the Permanent Easement herein to the City.

**[the remainder of this page has been intentionally left blank]**

**IN TESTIMONY WHEREOF**, the Landowner and the City have caused this Easement to be executed as of the day and year first above written.

**CITY OF INVER GROVE HEIGHTS**

By: \_\_\_\_\_  
George Tourville  
Its: Mayor

ATTEST:

\_\_\_\_\_  
Rebecca Kiernan, City Clerk

(CITY SEAL)

STATE OF MINNESOTA    )  
                                      )  
COUNTY OF DAKOTA    )       ss.

On this 12<sup>th</sup> day of October, 2020, before me a Notary Public within and for said County, personally appeared George Tourville and Rebecca Kiernan to me personally known, who being each by me duly sworn, each did say that they are respectively the Mayor and City Clerk of the City of Inver Grove Heights, the municipality named in the foregoing instrument, and that the seal affixed to said instrument was signed and sealed on behalf of said municipality by authority of its City Council and said City Clerk acknowledged said instrument to be the free act and deed of said municipality.

\_\_\_\_\_  
Notary Public

**LANDOWNER:**

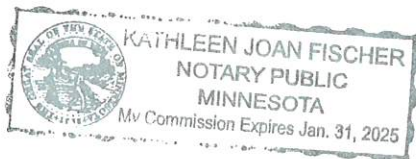
**DAKOTA COUNTY 5641 BABCOCK TRAIL INVER GROVE HEIGHTS LAND TRUST  
DATED 9/4/2020**



Eric J. Gullickson,  
as Trustee of the Dakota County 5641 Babcock Trail  
Inver Grove Heights Land Trust dated 9/4/2020

STATE OF MINNESOTA    )  
                                      )    ss.  
COUNTY OF DAKOTA    )

The foregoing instrument was acknowledged before me on the 15<sup>th</sup> day of October, 2020,  
by Eric J. Gullickson, as Trustee of the Dakota County 5641 Babcock Trail Inver Grove Heights  
Land Trust dated 9/4/2020, on behalf of the Trust.

  
Notary Public

**THIS INSTRUMENT DRAFTED BY:**

Timothy J. Kuntz  
LeVander, Gillen, & Miller, P.A.  
633 South Concord Street, Suite 400  
South St. Paul, MN 55075  
(651) 451-1831

**AFTER RECORDING, PLEASE  
RETURN DOCUMENT TO:**

Timothy J. Kuntz  
LeVander, Gillen & Miller, P.A.  
633 South Concord Street, Suite 400  
South St. Paul, MN 55075  
(651) 451-1831

**EXHIBIT A**  
**LEGAL DESCRIPTION OF LANDOWNER'S PROPERTY**

Real Property located in the City of Inver Grove Heights, Dakota County, Minnesota, described as follows:

That part of the Southeast Quarter of Section 32, Township 28, Range 22, Dakota County, Minnesota, described as follows:

Commencing at the northeast corner of said Southeast Quarter; thence South (assumed bearing) along the east line of said Southeast Quarter a distance of 668.72 feet; thence West a distance of 225.30 feet; thence North 89°15'38" West a distance of 307.60 feet; thence South 00°44'22" West a distance of 151.45 feet to a point hereafter called "Point A".

Commencing at the southeast corner of said Southeast Quarter; thence North 89°45'36" West along the south line of said Southeast Quarter a distance of 876.00 feet; thence North 21°01'24" East a distance of 1375.10 feet; thence North 12°50'24" East a distance of 398.72 feet, to the actual point of beginning of tract to be described; thence North 83°41'36" West a distance of 144.20 feet; thence North 82°54'36" West a distance of 121.96 feet; thence North 10°36'24" East a distance of 128.20 feet, more or less, to previously described "Point A"; thence South 85°40'08" East a distance of 272.61 feet; thence South 12°50'24" West a distance of 139.81 feet, more or less, to the point of beginning.



**EXHIBIT B**  
**LEGAL DESCRIPTION OF PERMANENT EASEMENT AREA**

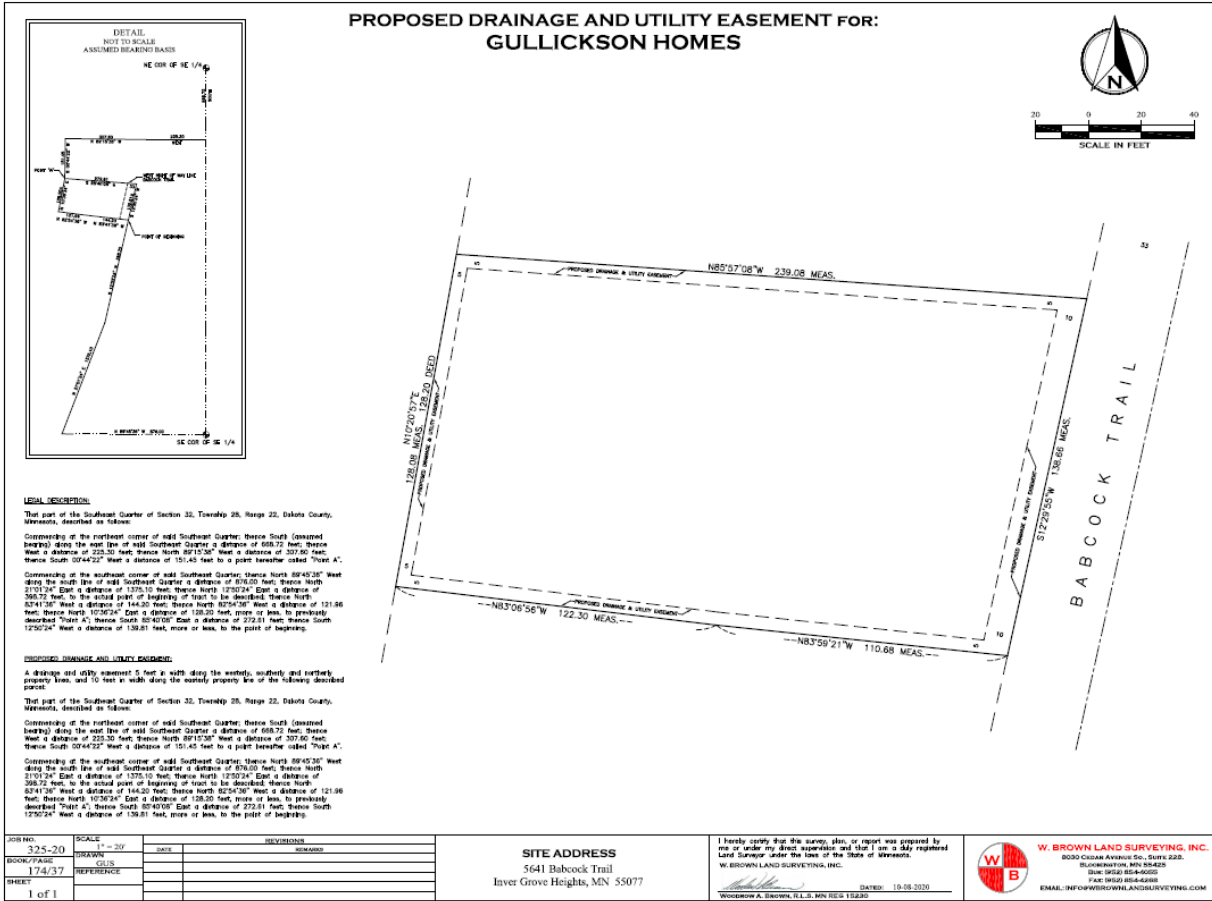
A drainage and utility easement 5 feet in width along the westerly, southerly and northerly property lines, and 10 feet in width along the easterly property line of the following described parcel:

That part of the Southeast Quarter of Section 32, Township 28, Range 22, Dakota County, Minnesota, described as follows:

Commencing at the northeast corner of said Southeast Quarter; thence South (assumed bearing) along the east line of said Southeast Quarter a distance of 668.72 feet; thence West a distance of 225.30 feet; thence North 89°15'38" West a distance of 307.60 feet; thence South 00°44'22" West a distance of 151.45 feet to a point hereafter called "Point A".

Commencing at the southeast corner of said Southeast Quarter; thence North 89°45'36" West along the south line of said Southeast Quarter a distance of 876.00 feet; thence North 21°01'24" East a distance of 1375.10 feet; thence North 12°50'24" East a distance of 398.72 feet, to the actual point of beginning of tract to be described; thence North 83°41'36" West a distance of 144.20; thence North 82°54'36" West a distance of 121.96 feet; thence North 10°36'24" East a distance of 128.20 feet, more or less, to previously described "Point A"; thence South 85°40'08" East a distance of 272.61 feet; thence South 12°50'24" West a distance pf 139.81 feet, more or less, to the point of beginning.

# **EXHIBIT B (CONTINUED)** **DEPICTION OF PERMANENT EASEMENT AREA**



**CITY OF INVER GROVE HEIGHTS**

**REQUEST FOR COUNCIL ACTION**

**Consider a Resolution Scheduling a Public Hearing for City Project No. 2021-01 – NWA Trunk Utility Improvements for Future County projects of Argenta Trail (CPN 2016-05) and 70<sup>th</sup> Street (CPN 2015-08)**

Meeting Date: October 12, 2020  
 Item Type: Consent  
 Contact: Thomas J. Kaldunski, 651-450-2572  
 Prepared by: Thomas J. Kaldunski, City Engineer  
 Reviewed by: Scott D. Thureen, Public Works Director

**Fiscal/FTE Impact:**

|                                     |                                    |
|-------------------------------------|------------------------------------|
| <input type="checkbox"/>            | None                               |
| <input type="checkbox"/>            | Amount included in current budget  |
| <input type="checkbox"/>            | Budget amendment requested         |
| <input type="checkbox"/>            | FTE included in current complement |
| <input type="checkbox"/>            | New FTE requested – N/A            |
| <input checked="" type="checkbox"/> | Other: Sewer Fund, Water Fund      |

**PURPOSE/ACTION REQUESTED**

Consider a resolution scheduling a public hearing for City Project No. 2021-01 – NWA Trunk Utility Improvements for future county projects of Argenta Trail (CPN 2016-05) and 70<sup>th</sup> Street (CPN 2015-08).

**SUMMARY**

On August 24, 2020 the City Council accepted a proposal for feasibility report preparation, final design, and construction administration services for City Project No. 2021-01 – NWA Trunk Utility Improvements for Future County Projects of Argenta Trail (CPN 2016-05) and 70<sup>th</sup> Street (CPN 2015-08). The project will include extension of trunk sanitary sewer and trunk watermain to avoid conflicts with the upcoming county roadway projects. To keep this project on schedule for summer 2021 construction a public hearing and consideration towards ordering the project should occur at the November 9, 2020 council meeting. Special assessments are not being proposed as a funding method on this project.

Prior to the public hearing on November 9, 2020, Engineering staff will send a notice of the public hearing to the affected residents and hold a virtual informational meeting to share the results of the feasibility study and take feedback. Feedback from the informational meeting will be incorporated into the feasibility report, which will be presented prior to the public hearing.

I recommend passage of the resolution scheduling a public hearing for City Project No. 2021-01 – NWA Trunk Utility Improvements for Future County projects of Argenta Trail (CPN 2016-05) and 70<sup>th</sup> Street (CPN 2015-08).

TJK/kf

Attachments: Resolution  
 Project Area Map

**CITY OF INVER GROVE HEIGHTS  
DAKOTA COUNTY, MINNESOTA**

**CONSIDER A RESOLUTION SCHEDULING A PUBLIC HEARING FOR CITY PROJECT NO.  
2021-01 – NWA TRUNK UTILITY IMPROVEMENTS FOR FUTURE COUNTY PROJECTS OF  
ARGENTA TRAIL (CPN 2016-05) AND 70<sup>TH</sup> STREET (CPN 2015-08)**

**RESOLUTION NO. 2020-212**

**WHEREAS**, On August 24, 2020 Council ordered a feasibility study for City Project No. 2021-01 – NWA Trunk Utility Improvements for Future County projects of Argenta Trail (CPN 2016-05) and 70<sup>th</sup> Street (CPN 2015-08)

**WHEREAS**, on August 24, 2020 Council accepted a professional services proposal from Bolton & Menk, Inc. for City Project No. 2021-01; and

**WHEREAS**, a public hearing should be held and consideration towards ordering the project should occur at the November 9, 2020 council meeting.

**NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF INVER GROVE HEIGHTS THAT:** Said public hearing is hereby scheduled by the City Council of the City of Inver Grove Heights on October 12, 2020.

1. A public hearing will be held on such improvements at 7:00 p.m. on Monday, November 9, 2020 in the City Council Chambers at 8150 Barbara Avenue and the City Clerk shall give mailed and published notice of such hearing and improvements as required by law.

Adopted by the City Council of Inver Grove Heights this 12th day of October 2020.

AYES:

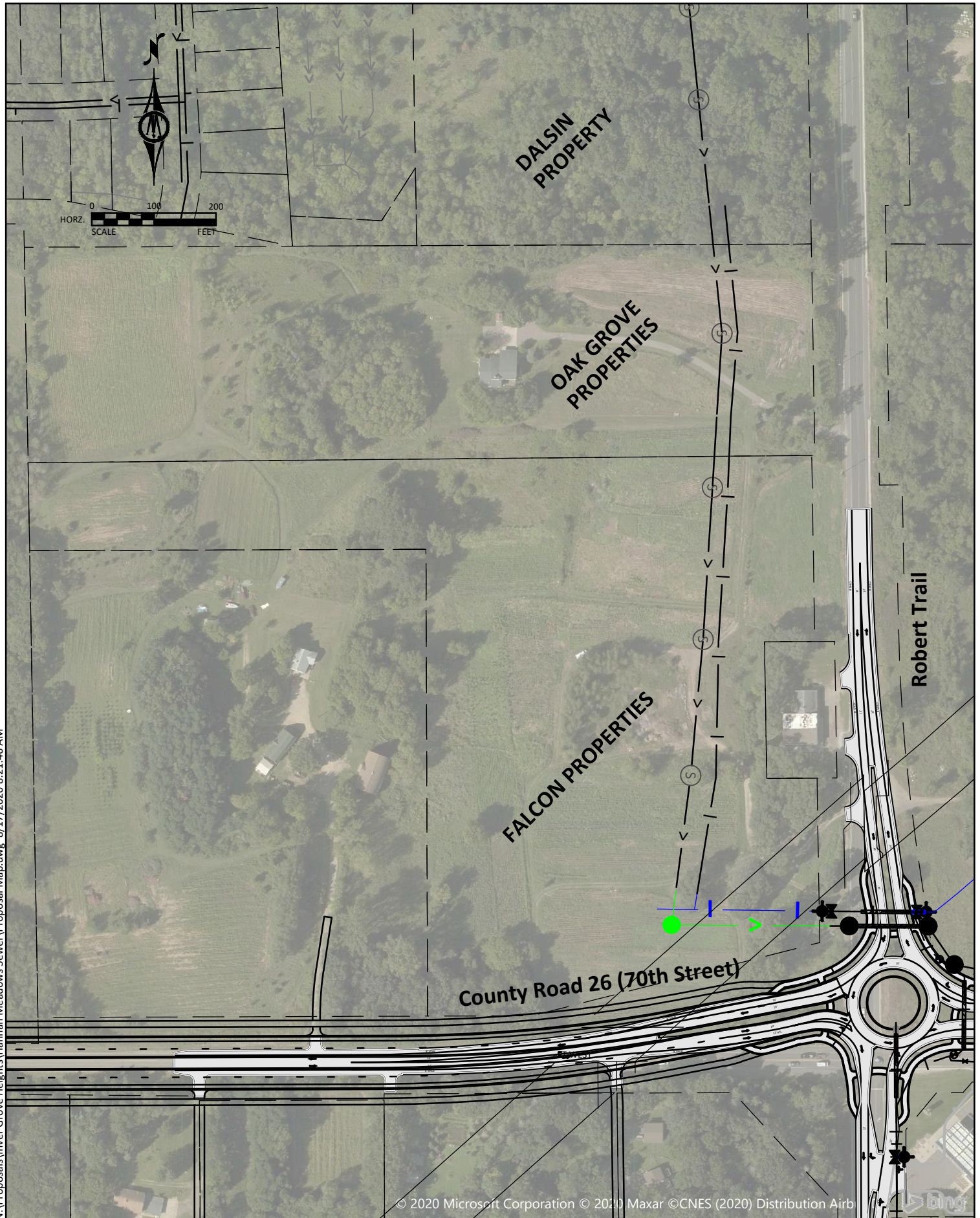
NAYS:

\_\_\_\_\_  
George Tourville, Mayor

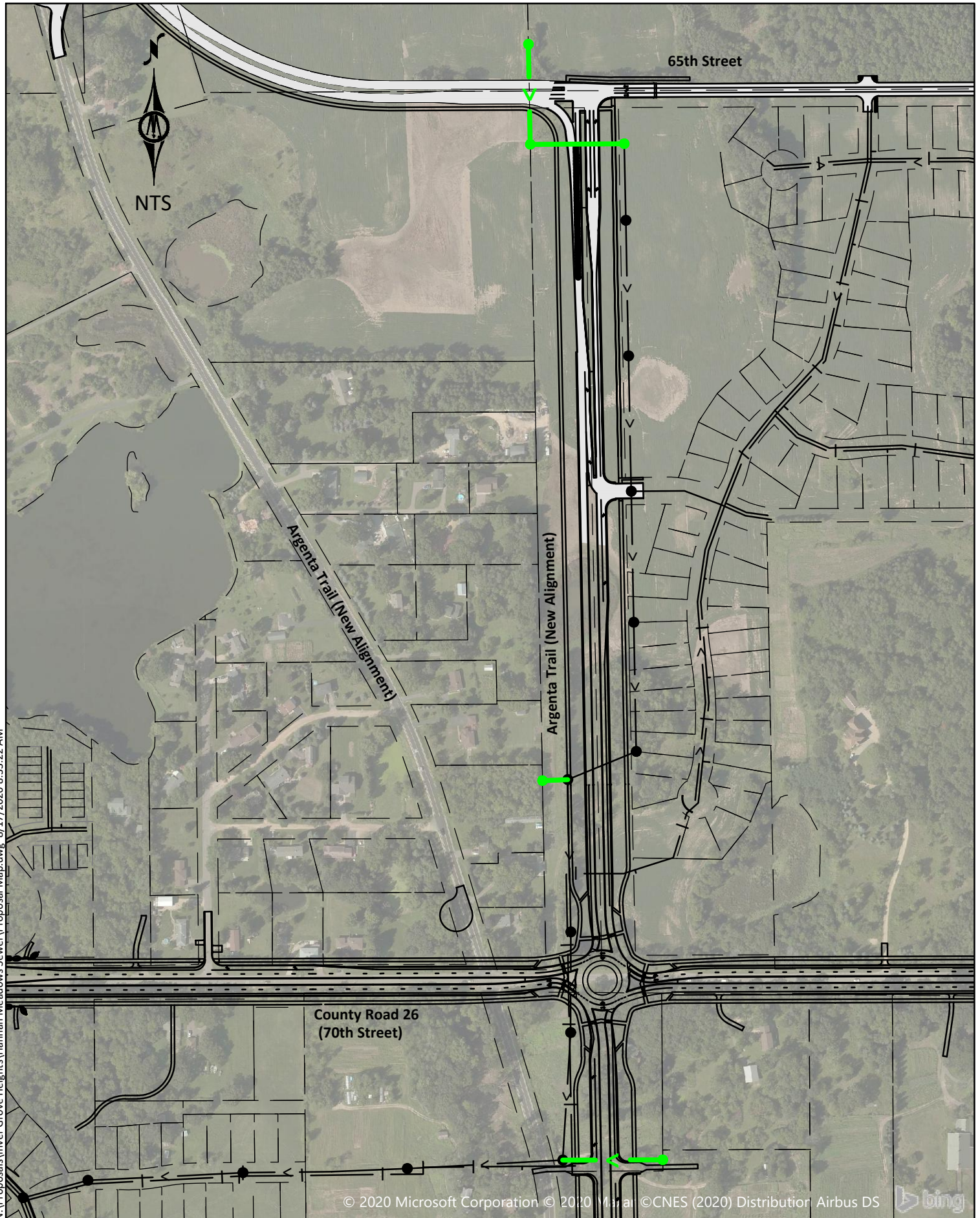
ATTEST:

\_\_\_\_\_  
Rebecca Kiernan, City Clerk









**CITY OF INVER GROVE HEIGHTS**

**REQUEST FOR COUNCIL ACTION**

**Consider Resolution Accepting Proposal for Stormwater Review Services from Barr Engineering for the Babcock Trail Apartments Project (5590 Babcock Trail)**

Meeting Date: October 12, 2020  
 Item Type: Consent  
 Contact: Thomas J. Kaldunski, 651.450.2572  
 Prepared by: Thomas J. Kaldunski, City Engineer  
 Reviewed by: Scott D. Thureen, Public Works Director

Fiscal/FTE Impact:

|                                     |                                                      |
|-------------------------------------|------------------------------------------------------|
| <input type="checkbox"/>            | None                                                 |
| <input type="checkbox"/>            | Amount included in current budget                    |
| <input type="checkbox"/>            | Budget amendment requested                           |
| <input type="checkbox"/>            | FTE included in current complement                   |
| <input type="checkbox"/>            | New FTE requested – N/A                              |
| <input checked="" type="checkbox"/> | Other: Developer-provided engineering escrow account |

**PURPOSE/ACTION REQUESTED**

Consider resolution accepting proposal for stormwater review services from Barr Engineering for the Babcock Trail Apartments Project (5590 Babcock Trail).

**SUMMARY**

The proposed development at 5590 Babcock Trail, Babcock Trail Apartments project would consist of construction of a 49-unit, 3-story apartment building with an underground parking garage and parking lot, on approximately 2.1 acres currently in use as a parking lot for the Salem Methodist Church.

The project lies in subwatersheds S-11 and T-16 of the Highway 110-494 basin in Inver Grove Heights. Conceptual plans propose the reconstruction of an existing ponding area that lies on the fire station parcel as a regional treatment basin.

Staff requested a proposal (attached) from Barr Engineering to assist in stormwater management plan review and stormwater modeling. Barr Engineering submitted their proposed dated September 25, 2020 in the amount of 45,500. The funding sources for these services will be from the developer-provided escrow.

Staff recommends that the Council adopt the resolution accepting the proposal from Barr Engineering in the amount of \$4,500 for stormwater review services for Babcock Trail Apartments Project (5590 Babcock Trail).

TJK/kf

Attachment: Resolution  
 Proposal

**CITY OF INVER GROVE HEIGHTS  
DAKOTA COUNTY**

**RESOLUTION ACCEPTING A PROPOSAL FOR STORMWATER REVIEW SERVICES FROM  
BARR ENGINEERING FOR THE BABCOCK TRAIL APARTMENTS PROJECT  
(5590 BABCOCK TRAIL)**

**RESOLUTION NO. 2020-213**

**WHEREAS**, the Babcock Trail Apartments would consist of construction of a 49-unit, 3-story apartment building with an underground parking garage and surface parking lot; and

**WHEREAS**, to complete stormwater review services for the Babcock Trail Apartments project, assistance of a consulting engineering firm is required; and

**WHEREAS**, City staff requested, and received, a proposal from Barr Engineering for stormwater review services; and

**WHEREAS**, based on the experience of the firm, the scope and associated fee for the proposed services, their familiarity with the area, it was decided that Barr Engineering be selected from the City's engineering consultant pool as the consulting firm for stormwater review services for the Babcock Trail Apartments project (5590 Babcock Trail).

**NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE INVER GROVE HEIGHTS, MINNESOTA THAT:**

1. The proposal from Barr Engineering is accepted and staff is authorized to enter into a contract in the amount of \$4,500 for stormwater review services as outlined in their September 25, 2020 proposal.
2. Funding will be provided through a developer-provided escrow account.

Adopted by the City Council of Inver Grove Heights, Minnesota this 12<sup>th</sup> day of October 2020

\_\_\_\_\_  
George Tourville, Mayor

ATTEST:

\_\_\_\_\_  
Rebecca Kiernan, City Clerk



**Work Order For:  
Stormwater Review for 5590 Babcock Trail Development/Babcock Trail Apartments Project**

**Applicable to Addendum No. 1 and Master Service Agreement Dated June 27, 2012**

**between**

**Barr Engineering Co. (Barr)  
4300 MarketPointe Drive, Suite 200  
Minneapolis, MN 55435**

**City of Inver Grove Heights (City)  
8150 Barbara Avenue  
Inver Grove Heights, MN 55077**

**Designated Representative:**

Karen Chandler, PE

**Designated Representative:**

Tom Kaldunski, PE

**I. Scope Language**

We understand that the proposed 5590 Babcock Trail Development/Babcock Trail Apartments project (Project) would consist of construction of a 49-unit 3-story apartment building with an underground parking garage and surface parking lot, on approximately 2.1 acres currently in use as a parking lot for the Salem Methodist Church. The 2.1-acre parcel would be subdivided from an existing 5.1-acre parcel and the church building would remain on the 3-acre portion after subdivision. The Project lies in the northeast quadrant of the intersection of Babcock Trail and Upper 55<sup>th</sup> Street, just northwest of and adjacent to Inver Grove Heights Fire Department Station No. 3.

The Project lies in subwatersheds S-11 and T-16 of the Highway 110-494 drainage basin of Inver Grove Heights. Currently the Project area has no stormwater treatment facilities. Stormwater runoff from the existing site drains northeast to the T-16 pond located north of Cenex Drive, or southwest to the Upper 55<sup>th</sup> Street storm sewer system which discharges to Schmitt Lake. Conceptual plans included with a Comprehensive Plan Amendment Application propose the reconstruction of an existing ponding area that lies on the fire station parcel as a regional treatment basin to treat stormwater runoff from the Project.

The scope of work includes stormwater management plan review and stormwater modeling and is divided into the following tasks:

1. Plan review: Barr will review engineering plans and stormwater management reports provided by the applicant for compliance with City stormwater requirements. Barr will review up to three (3) versions of the engineering plans and stormwater management report.
2. Watershed modeling: Barr will update the XP-SWMM stormwater model for the Highway 100-494 drainage basin to include the proposed Project drainage divides, stormwater treatment facilities, and storm sewer utilities.
3. Meetings: Barr will attend up to three (3) "virtual" meetings with City staff and the applicant via Microsoft Teams or Zoom.

4. Preliminary review memo: Barr will provide comments summarizing the initial stormwater plan review in a preliminary memo to City staff and the applicant.
5. Final review memo: Barr will provide comments summarizing Barr's review of the final stormwater plan revisions in a final memo to City staff and the applicant.
6. GIS updates: Barr will update the special studies GIS map layers to include the approved Project watershed boundaries and watershed boundaries that were revised during the stormwater modeling task.
7. Communications: Barr will communicate with the applicant and city staff via phone and email as needed throughout the review.

### **Deliverables**

Barr will provide the City with the following deliverables:

1. Preliminary review memo
2. Final review memo
3. Updated XP-SWMM model files (if requested)

## **II. Maximum Compensation and Assumptions ("Service Assumptions") Upon Which Maximum is Based**

For the services referenced above, you will pay us for time and expenses not to exceed the total amount shown in Section III below without prior approval, in accordance with the referenced Master Service Agreement. The scope of services assumes the following:

1. The applicant will provide existing and proposed conditions hydrologic and hydraulic models, grading and utility plans, and a proposed conditions water quality model (if applicable).
2. Survey or other field activities are not included in this scope of work.
3. Review and modeling of the preliminary stormwater management plan and two (2) additional plan revisions; review and modeling of additional revisions is not included in this scope of work.

## **III. Schedule and Budget**

| <b>Project Milestone</b> | <b>Schedule</b>                                                                                                  | <b>Budget</b> |
|--------------------------|------------------------------------------------------------------------------------------------------------------|---------------|
| Preliminary Review Memo  | Within ten (10) business days of receiving a preliminary plan set and stormwater management plan.                | \$4,500       |
| Final Review Memo        | Within five (5) business days of receiving final revisions of the stormwater management report and Project plans |               |

ACCEPTED AND AGREED TO:

BARR ENGINEERING CO.

City of Inver Grove Heights

By: Karen L. Chandler

By: \_\_\_\_\_

Title: Vice President

Title: \_\_\_\_\_

Date: September 28, 2020

Date: \_\_\_\_\_

**CITY OF INVER GROVE HEIGHTS**

**REQUEST FOR COUNCIL ACTION**

**Consider a Resolution Receiving and Accepting the Final Geotechnical Report from Element Materials Technology for the Pavement Management Program**

Meeting Date: October 12, 2020

Item Type: Consent

Contact: Thomas J. Kaldunski, 651.315.6336

Prepared by: Steve W. Dodge, Asst. City Engineer *SWD*

Reviewed by: Scott D. Thureen, Public Works Director

**Fiscal/FTE Impact:**

|                                     |                                    |
|-------------------------------------|------------------------------------|
| <input type="checkbox"/>            | None                               |
| <input type="checkbox"/>            | Amount included in current budget  |
| <input type="checkbox"/>            | Budget amendment requested         |
| <input type="checkbox"/>            | FTE included in current complement |
| <input type="checkbox"/>            | New FTE requested – N/A            |
| <input checked="" type="checkbox"/> | Other: Pavement Management Fund    |

**PURPOSE/ACTION REQUESTED**

Consider a Resolution Receiving and Accepting the Final Geotechnical Report from Element Materials Technology for the Pavement Management Program.

**SUMMARY**

At its July 22, 2019 meeting, City Council passed a resolution receiving and accepting a proposal from Element Materials Technology for Geotechnical Services. Element has completed the Geotechnical study and Report which recommends improvement project scope, for street sections within the study, based on existing pavement and soil conditions. The full report is available for viewing, upon request, at the office of the City Engineer. Information will be posted on the City website.

The final geotechnical report and data will be used for budgeting and project planning for the Pavement Management Program (PMP). The final report and data provide geotechnical information that will be used for evaluating and identifying initial recommended street rehabilitation methods available. This will be coupled with existing conditions, storm water management system, utility conditions (sewer and water) and available budget for evaluating the most feasible PMP strategies for street improvement projects. The data will be utilized in conjunction with 2013 and 2017 geotechnical studies to provide an overall PMP strategy.

I recommend passage of the resolution receiving and accepting the Final Geotechnical Report from Element Materials Technology for the Pavement Management Program.

SWD/jm

Attachments: Resolution  
PMP Study Data Table  
Excerpts from Final Geotechnical Report

**CITY OF INVER GROVE HEIGHTS  
DAKOTA COUNTY, MINNESOTA**

**CONSIDER A RESOLUTION RECEIVING AND ACCEPTING THE FINAL GEOTECHNICAL  
REPORT FROM ELEMENT MATERIALS TECHNOLOGY FOR THE PAVEMENT  
MANAGEMENT PROGRAM**

**RESOLUTION NO. 2020-214**

**WHEREAS**, July 22, 2019 meeting, City Council passed a resolution receiving and accepting a proposal from Element Materials Technology for Geotechnical Services; and

**WHEREAS**, a final geotechnical report has been prepared by Element Materials Technology for the Public Works Director with reference to the Pavement Management Program.

**NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF INVER GROVE HEIGHTS THAT:** Said report is hereby received by the City Council of the City of Inver Grove Heights on October 12, 2020.

Adopted by the City Council of Inver Grove Heights this 12th day of October 2020.

AYES:

NAYS:

\_\_\_\_\_  
George Tourville, Mayor

ATTEST:

\_\_\_\_\_  
Rebecca Kiernan, Deputy Clerk

Pavement Condition Matrix and Recommendations  
City of Inver Grove Heights 2019 Study Streets

| Table 1 - Pavement and Geotechnical Results and Recommendations |                       |                             |                                  |             |              |             |              |              |                          |                      |                                           |                                |                       |                                           |                                             |                         | Today's<br>Projected<br>C | Boring Data (blank rows indicate a boring was not performed at the sample location) |                               |                                  |                          |                       | Coring Data (blank rows indicated a core was not performed at the sample location) |                               |                                  |                    |       | GPS Testing       |     |     | City's<br>Proposed<br>Repair | Project Ranking<br>(Ideal = sufficient pavement, good<br>soil conditions;<br>Marginal = sufficient pavement,<br>marginal soil conditions;<br>Poor = insufficient pavement, poor<br>soil conditions) | Additional Comments                                                   |                                                                       |                                      |                                             |
|-----------------------------------------------------------------|-----------------------|-----------------------------|----------------------------------|-------------|--------------|-------------|--------------|--------------|--------------------------|----------------------|-------------------------------------------|--------------------------------|-----------------------|-------------------------------------------|---------------------------------------------|-------------------------|---------------------------|-------------------------------------------------------------------------------------|-------------------------------|----------------------------------|--------------------------|-----------------------|------------------------------------------------------------------------------------|-------------------------------|----------------------------------|--------------------|-------|-------------------|-----|-----|------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------|-----------------------------------------------------------------------|--------------------------------------|---------------------------------------------|
| Street                                                          | From                  | To                          | Sample<br>Location<br>Unique ID# | LAT.        | LONG.        | Length (ft) | Area (sq ft) | Surface Type | Functional Class         | Date of Construction | Date of Last<br>Structural<br>Improvement | Latest Type of Major<br>Repair | Pavement Age<br>(yrs) | Date of Last<br>Preventive<br>Maintenance | Latest Type of<br>Preventive<br>Maintenance | Location Sample<br>Type |                           | Boring                                                                              | Bituminous<br>Thickness (in.) | Aggregate Base<br>Thickness (in) | Subgrade Soil<br>Type(s) | Estimated R-<br>value | Core #                                                                             | Bituminous<br>Thickness (in.) | Aggregate Base<br>Thickness (in) | Stripping Severity | Notes |                   |     |     |                              |                                                                                                                                                                                                     |                                                                       | Direction                                                             | Avg<br>Bituminous<br>Thickness (in.) | Avg<br>Aggregate<br>Base<br>Thickness (in.) |
|                                                                 |                       |                             |                                  |             |              |             |              |              |                          |                      |                                           |                                |                       |                                           |                                             |                         |                           |                                                                                     |                               |                                  |                          |                       |                                                                                    |                               |                                  |                    |       |                   |     |     |                              |                                                                                                                                                                                                     |                                                                       |                                                                       |                                      |                                             |
| 100TH STREET EAST                                               | INVER GROVE TRAIL     | CLOMAN PATH                 | 583                              | 44.80478694 | -93.03443485 | 647         | 16175        | Bituminous   | Residential-R            | 1983                 | 1983                                      | Construction-AC-R              | 36                    | 1993                                      | Seal Coat                                   | 3                       | Core                      |                                                                                     |                               |                                  |                          |                       |                                                                                    | C680-583                      | 3 1/4                            | 12                 | Low   |                   | BD  | 3.3 | 7.4                          | FDR                                                                                                                                                                                                 | Marginal                                                              | Thin pavement section, suitable aggregate base and subgrade.          |                                      |                                             |
| 100TH STREET EAST                                               | INVER GROVE TRAIL     | CLOMAN PATH                 | 584                              | 44.80490052 | -93.03369798 | 647         | 16175        | Bituminous   | Residential-R            | 1983                 | 1983                                      | Construction-AC-R              | 36                    | 1993                                      | Seal Coat                                   | 3                       | Core                      | 8729-584                                                                            | 3.0                           | 12.0                             | SP,SM                    | 25                    |                                                                                    |                               |                                  |                    |       | BD                | 3.3 | 7.4 | FDR                          | Marginal                                                                                                                                                                                            | This pavement section, suitable aggregate base and subgrade.          |                                                                       |                                      |                                             |
| 100TH STREET EAST                                               | INVER GROVE TRAIL     | CLOMAN PATH                 | 585                              | 44.80487738 | -93.03252875 | 647         | 16175        | Bituminous   | Residential-R            | 1983                 | 1983                                      | Construction-AC-R              | 36                    | 1993                                      | Seal Coat                                   | 3                       | Core                      |                                                                                     |                               |                                  |                          |                       |                                                                                    | C679-585                      | 3 1/2                            | 12                 | Low   |                   | BD  | 3.3 | 7.4                          | FDR                                                                                                                                                                                                 | Marginal                                                              | This pavement section, suitable aggregate base and subgrade.          |                                      |                                             |
| 100TH STREET EAST                                               | BARNES AVENUE         | CUL DE SAC                  | 586                              | 44.80442994 | -93.06131542 | 762         | 24461        | Bituminous   | Residential-R            | 1981                 | 1981                                      | Construction-AC-R              | 38                    | 1999                                      | Seal Coat                                   | 4                       | Core                      |                                                                                     |                               |                                  |                          |                       |                                                                                    | C550-586                      | 2 1/2                            | 12                 | Low   |                   | BD  | 3.0 | 6.5                          | FDR                                                                                                                                                                                                 | Marginal                                                              | This pavement section, suitable aggregate base and subgrade.          |                                      |                                             |
| 100TH STREET EAST                                               | CUL DE SAC            | BARNES AVENUE               | 587                              | 44.80443283 | -93.06222002 | 762         | 24461        | Bituminous   | Residential-R            | 1981                 | 1981                                      | Construction-AC-R              | 38                    | 1999                                      | Seal Coat                                   | 4                       | Core                      | 8579-587                                                                            | 4.0                           | 12.0                             | SP                       | 25-30                 |                                                                                    |                               |                                  |                    |       | BD                | 3.0 | 6.5 | FDR                          | Marginal                                                                                                                                                                                            | This pavement section, suitable aggregate base and subgrade.          |                                                                       |                                      |                                             |
| 100TH STREET EAST                                               | CUL DE SAC            | BARNES AVENUE               | 588                              | 44.80443572 | -93.06292077 | 762         | 24461        | Bituminous   | Residential-R            | 1981                 | 1981                                      | Construction-AC-R              | 38                    | 1999                                      | Seal Coat                                   | 4                       | Core                      |                                                                                     |                               |                                  |                          |                       |                                                                                    | C549-588                      | 5 1/2                            | 12                 | Low   |                   | BD  | 3.0 | 6.5                          | FDR                                                                                                                                                                                                 | Marginal                                                              | This pavement section, suitable aggregate base and subgrade.          |                                      |                                             |
| 100TH STREET EAST                                               | CUL DE SAC            | BARNES AVENUE               | 1462                             | 44.80443298 | -93.06054397 | 762         | 24461        | Bituminous   | Residential-R            | 1981                 | 1981                                      | Construction-AC-R              | 38                    | 1999                                      | Seal Coat                                   | 4                       | Core                      | 8569-1462                                                                           | 4.0                           | 12.0                             | SP,SM                    | 25                    |                                                                                    |                               |                                  |                    |       | BD                | 3.0 | 6.5 | FDR                          | Marginal                                                                                                                                                                                            | This pavement section, suitable aggregate base and subgrade.          |                                                                       |                                      |                                             |
| 100TH STREET EAST                                               | INVER GROVE TRAIL     | CLOMAN PATH                 | 1524                             | 44.80455678 | -93.03505972 | 647         | 16175        | Bituminous   | Residential-R            | 1983                 | 1983                                      | Construction-AC-R              | 36                    | 1993                                      | Seal Coat                                   | 3                       | Core                      | 8730-1524                                                                           | 2.5                           | 12.0                             | SP,SM                    | 25                    |                                                                                    |                               |                                  |                    |       | BD                | 3.3 | 7.4 | FDR                          | Marginal                                                                                                                                                                                            | This pavement section, suitable aggregate base and subgrade.          |                                                                       |                                      |                                             |
| 102ND STREET                                                    | CUL DE SAC            | 102ND STREET EAST           | 668                              | 44.80154186 | -93.08633328 | 353         | 14034        | Bituminous   | Residential-R            | 1983                 | 1983                                      | Construction-AC-R              | 36                    | 2006                                      | Seal Coat                                   | 12                      | Core                      |                                                                                     |                               |                                  |                          |                       |                                                                                    | C588-668                      | 2 1/4                            | 12                 | Low   |                   | BD  | 4.2 | 8.8                          | FDR                                                                                                                                                                                                 | Marginal                                                              | Possible thin pavement section, suitable aggregate base and subgrade. |                                      |                                             |
| 102ND STREET                                                    | CUL DE SAC            | 102ND STREET EAST           | 1469                             | 44.80110631 | -93.08633392 | 353         | 14034        | Bituminous   | Residential-R            | 1983                 | 1983                                      | Construction-AC-R              | 36                    | 2006                                      | Seal Coat                                   | 12                      | Core                      | 8453-1469                                                                           | 3.0                           | 12.0                             | SP                       | 25                    |                                                                                    |                               |                                  |                    |       | BD                | 4.2 | 8.8 | FDR                          | Marginal                                                                                                                                                                                            | Possible thin pavement section, suitable aggregate base and subgrade. |                                                                       |                                      |                                             |
| 102ND STREET EAST                                               | RICH VALLEY BOULEVARD | ASTRID AVENUE               | 614                              | 44.80193324 | -93.07485114 | 1688        | 40512        | Bituminous   | Residential-R            | 1992                 | 1992                                      | Construction-AC-R              | 27                    | 1999                                      | Seal Coat                                   | 0                       | Core                      |                                                                                     |                               |                                  |                          |                       |                                                                                    | C695-614                      | 4                                | 12                 | Low   |                   | BD  | 4.4 | 9.2                          | FDR                                                                                                                                                                                                 | Marginal                                                              | Possible thin pavement section, suitable aggregate base and subgrade. |                                      |                                             |
| 102ND STREET EAST                                               | RICH VALLEY BOULEVARD | ASTRID AVENUE               | 615                              | 44.80201917 | -93.07410045 | 1688        | 40512        | Bituminous   | Residential-R            | 1992                 | 1992                                      | Construction-AC-R              | 27                    | 1999                                      | Seal Coat                                   | 0                       | Core                      | 8551-615                                                                            | 4.0                           | Not Identified                   | SP                       | 25                    |                                                                                    |                               |                                  |                    |       | BD                | 4.4 | 9.2 | FDR                          | Marginal                                                                                                                                                                                            | Possible thin pavement section, suitable aggregate base and subgrade. |                                                                       |                                      |                                             |
| 102ND STREET EAST                                               | RICH VALLEY BOULEVARD | ASTRID AVENUE               | 616                              | 44.80194843 | -93.07333669 | 1688        | 40512        | Bituminous   | Residential-R            | 1992                 | 1992                                      | Construction-AC-R              | 27                    | 1999                                      | Seal Coat                                   | 0                       | Core                      |                                                                                     |                               |                                  |                          |                       |                                                                                    | C696-616                      | 3 3/4                            | 12                 | Low   |                   | BD  | 4.4 | 9.2                          | FDR                                                                                                                                                                                                 | Marginal                                                              | Possible thin pavement section, suitable aggregate base and subgrade. |                                      |                                             |
| 102ND STREET EAST                                               | RICH VALLEY BOULEVARD | ASTRID AVENUE               | 617                              | 44.80186814 | -93.07257452 | 1688        | 40512        | Bituminous   | Residential-R            | 1992                 | 1992                                      | Construction-AC-R              | 27                    | 1999                                      | Seal Coat                                   | 0                       | Core                      | 8554-617                                                                            | 4.0                           | 12.0                             | SM                       | 25                    |                                                                                    |                               |                                  |                    |       | BD                | 4.4 | 9.2 | FDR                          | Marginal                                                                                                                                                                                            | Possible thin pavement section, suitable aggregate base and subgrade. |                                                                       |                                      |                                             |
| 102ND STREET EAST                                               | RICH VALLEY BOULEVARD | ASTRID AVENUE               | 618                              | 44.80177492 | -93.07181527 | 1688        | 40512        | Bituminous   | Residential-R            | 1992                 | 1992                                      | Construction-AC-R              | 27                    | 1999                                      | Seal Coat                                   | 0                       | Core                      |                                                                                     |                               |                                  |                          |                       |                                                                                    | C697-618                      | 3 1/4                            | 12                 | Low   |                   | BD  | 4.4 | 9.2                          | FDR                                                                                                                                                                                                 | Marginal                                                              | Possible thin pavement section, suitable aggregate base and subgrade. |                                      |                                             |
| 102ND STREET EAST                                               | RICH VALLEY BOULEVARD | ASTRID AVENUE               | 619                              | 44.80175357 | -93.07104724 | 1688        | 40512        | Bituminous   | Residential-R            | 1992                 | 1992                                      | Construction-AC-R              | 27                    | 1999                                      | Seal Coat                                   | 0                       | Core                      | 8555-619                                                                            | 4.0                           | 12.0                             | SM                       | 25-30                 |                                                                                    |                               |                                  |                    |       | BD                | 4.4 | 9.2 | FDR                          | Marginal                                                                                                                                                                                            | Possible thin pavement section, suitable aggregate base and subgrade. |                                                                       |                                      |                                             |
| 102ND STREET EAST                                               | RICH VALLEY BOULEVARD | ASTRID AVENUE               | 620                              | 44.80181803 | -93.07028734 | 1688        | 40512        | Bituminous   | Residential-R            | 1992                 | 1992                                      | Construction-AC-R              | 27                    | 1999                                      | Seal Coat                                   | 0                       | Core                      |                                                                                     |                               |                                  |                          |                       |                                                                                    | C698-620                      | 3 1/4                            | 12                 | Low   | Observed Pitting. | BD  | 4.4 | 9.2                          | FDR                                                                                                                                                                                                 | Marginal                                                              | Possible thin pavement section, suitable aggregate base and subgrade. |                                      |                                             |
| 102ND STREET EAST                                               | RICH VALLEY BOULEVARD | ASTRID AVENUE               | 621                              | 44.80199145 | -93.06956234 | 1688        | 40512        | Bituminous   | Residential-R            | 1992                 | 1992                                      | Construction-AC-R              | 27                    | 1999                                      | Seal Coat                                   | 0                       | Core                      | 8556-621                                                                            | 4.0                           | 12.0                             | SP,SM                    | 25-30                 |                                                                                    |                               |                                  |                    |       | BD                | 4.4 | 9.2 | FDR                          | Marginal                                                                                                                                                                                            | Possible thin pavement section, suitable aggregate base and subgrade. |                                                                       |                                      |                                             |
| 102ND STREET EAST                                               | ASTRID AVENUE         | BARNES WAY E./BARNES TR. E. | 660                              | 44.80211554 | -93.06854481 | 1623        | 38952        | Bituminous   | Residential-R            | 1992                 | 1992                                      | Construction-AC-R              | 27                    | 1999                                      | Seal Coat                                   | 0                       | Core                      |                                                                                     |                               |                                  |                          |                       |                                                                                    | C699-660                      | 3 1/4                            | 12                 | Low   |                   | BD  | 4.5 | 8.3                          | FDR                                                                                                                                                                                                 | Marginal                                                              | Possible thin pavement section, suitable aggregate base and subgrade. |                                      |                                             |
| 102ND STREET EAST                                               | ASTRID AVENUE         | BARNES WAY E./BARNES TR. E. | 661                              | 44.80225669 | -93.06780156 | 1623        | 38952        | Bituminous   | Residential-R            | 1992                 | 1992                                      | Construction-AC-R              | 27                    | 1999                                      | Seal Coat                                   | 0                       | Core                      | 8558-661                                                                            | 3.5                           | 12.0                             | SP                       | 50                    |                                                                                    |                               |                                  |                    |       | BD                | 4.5 | 8.3 | FDR                          | Marginal                                                                                                                                                                                            | Possible thin pavement section, suitable aggregate base and subgrade. |                                                                       |                                      |                                             |
| 102ND STREET EAST                                               | ASTRID AVENUE         | BARNES WAY E./BARNES TR. E. | 662                              | 44.80181283 | -93.06758677 | 1623        | 38952        | Bituminous   | Residential-R            | 1992                 | 1992                                      | Construction-AC-R              | 27                    | 1999                                      | Seal Coat                                   | 0                       | Core                      |                                                                                     |                               |                                  |                          |                       |                                                                                    | C700-662                      | 3 1/4                            | 12                 | Low   |                   | BD  | 4.5 | 8.3                          | FDR                                                                                                                                                                                                 | Marginal                                                              | Possible thin pavement section, suitable aggregate base and subgrade. |                                      |                                             |
| 102ND STREET EAST                                               | ASTRID AVENUE         | BARNES WAY E./BARNES TR. E. | 663                              | 44.80184643 | -93.06717897 | 1623        | 38952        | Bituminous   | Residential-R            | 1992                 | 1992                                      | Construction-AC-R              | 27                    | 1999                                      | Seal Coat                                   | 0                       | Core                      | 8559-663                                                                            | 3.0                           | 12.0                             | SP                       | 50                    |                                                                                    |                               |                                  |                    |       | BD                | 4.5 | 8.3 | FDR                          | Marginal                                                                                                                                                                                            | Possible thin pavement section, suitable aggregate base and subgrade. |                                                                       |                                      |                                             |
| 102ND STREET EAST                                               | ASTRID AVENUE         | BARNES WAY E./BARNES TR. E. | 664                              | 44.80092188 | -93.06665056 | 1623        | 38952        | Bituminous   | Residential-R            | 1992                 | 1992                                      | Construction-AC-R              | 27                    | 1999                                      | Seal Coat                                   | 0                       | Core                      |                                                                                     |                               |                                  |                          |                       |                                                                                    | C701-664                      | 3 1/4                            | 12                 | Low   |                   | BD  | 4.5 | 8.3                          | FDR                                                                                                                                                                                                 | Marginal                                                              | Possible thin pavement section, suitable aggregate base and subgrade. |                                      |                                             |
| 102ND STREET EAST                                               | ASTRID AVENUE         | BARNES WAY E./BARNES TR. E. | 665                              | 44.80085542 | -93.06591248 | 1623        | 38952        | Bituminous   | Residential-R            | 1992                 | 1992                                      | Construction-AC-R              | 27                    | 1999                                      | Seal Coat                                   | 0                       | Core                      | 8560-665                                                                            | 4.0                           | 12.0                             | SP,SM                    | 30                    |                                                                                    |                               |                                  |                    |       | BD                | 4.5 | 8.3 | FDR                          | Marginal                                                                                                                                                                                            | Possible thin pavement section, suitable aggregate base and subgrade. |                                                                       |                                      |                                             |
| 102ND STREET EAST                                               | ASTRID AVENUE         | BARNES WAY E./BARNES TR. E. | 666                              | 44.80089606 | -93.06515131 | 1623        | 38952        | Bituminous   | Residential-R            | 1992                 | 1992                                      | Construction-AC-R              | 27                    | 1999                                      | Seal Coat                                   | 0                       | Core                      |                                                                                     |                               |                                  |                          |                       |                                                                                    | C702-666                      | 3 1/4                            | 12                 | Low   | Observed Pitting. | BD  | 4.5 | 8.3                          | FDR                                                                                                                                                                                                 | Marginal                                                              | Possible thin pavement section, suitable aggregate base and subgrade. |                                      |                                             |
| 102ND STREET WEST                                               | AKRON AVENUE          | 102ND COURT                 | 613                              | 44.80176763 | -93.08709619 | 351         | 8424         | Bituminous   | Neighborhood Collector-R | 1976                 | 2001                                      | Reconstruct-AC-R               | 18                    | 2015                                      | Seal Coat                                   | 93                      | Core                      |                                                                                     |                               |                                  |                          |                       |                                                                                    | C587-613                      | 3 1/2                            | 8                  | Low   |                   | BD  | 4.3 | 6.5                          | PR                                                                                                                                                                                                  | Marginal                                                              | P                                                                     |                                      |                                             |



| Table 1 - Pavement and Geotechnical Results and Recommendations |                          |                          |                            |             |              |             |              |              |                          |                                     |                             |                    |                                     |                                       |                     |                                                                                     |                            |                                |                       |                   |                                                                                    |                            |                                |                    |          |             |                                |                                    |                        |                 |                                                                                                                                                                                 |
|-----------------------------------------------------------------|--------------------------|--------------------------|----------------------------|-------------|--------------|-------------|--------------|--------------|--------------------------|-------------------------------------|-----------------------------|--------------------|-------------------------------------|---------------------------------------|---------------------|-------------------------------------------------------------------------------------|----------------------------|--------------------------------|-----------------------|-------------------|------------------------------------------------------------------------------------|----------------------------|--------------------------------|--------------------|----------|-------------|--------------------------------|------------------------------------|------------------------|-----------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Street                                                          | From                     | To                       | Sample Location Unique ID# | LAT.        | LONG.        | Length (ft) | Area (sq ft) | Surface Type | Functional Class         | Date of Last Structural Improvement | Latest Type of Major Repair | Pavement Age (yrs) | Date of Last Preventive Maintenance | Latest Type of Preventive Maintenance | Today's Projected C | Boring Data (Blank rows indicate a boring was not performed at the sample location) |                            |                                |                       |                   | Coring Data (Blank rows indicated a core was not performed at the sample location) |                            |                                |                    |          | GPR Testing |                                |                                    | City's Proposed Repair | Project Ranking | Additional Comments                                                                                                                                                             |
|                                                                 |                          |                          |                            |             |              |             |              |              |                          |                                     |                             |                    |                                     |                                       |                     | Boring                                                                              | Bituminous Thickness (in.) | Aggregate Base Thickness (in.) | Subgrade Soil Type(s) | Estimated R-value | Core #                                                                             | Bituminous Thickness (in.) | Aggregate Base Thickness (in.) | Stripping Severity | Notes    | Direction   | Avg Bituminous Thickness (in.) | Avg Aggregate Base Thickness (in.) |                        |                 |                                                                                                                                                                                 |
| 117TH STREET EAST                                               | RAILROAD CROSSING        | 1210 FT EAST OF RAILROAD | 1394                       | 44.7792044  | -91.04704817 | 1210        | 34485        | Bituminous   | Residential-R            | 1976                                | 1976                        | Construction-AC-R  | 43                                  | 1989                                  | Seal Coat           | 25                                                                                  | Bore                       | 8538-1394                      | 10.0                  | 14.0              | SM                                                                                 | 25                         |                                |                    |          | BD          | DNC                            | DNC                                | M/VOL                  | Ideal           | Good pavement thickness, suitable aggregate base and subgrade.                                                                                                                  |
| 117TH STREET EAST                                               | RAILROAD CROSSING        | 1210 FT EAST OF RAILROAD | 1395                       | 44.77920573 | -91.04627802 | 1210        | 34485        | Bituminous   | Residential-R            | 1976                                | 1976                        | Construction-AC-R  | 43                                  | 1989                                  | Seal Coat           | 25                                                                                  | Core                       |                                |                       |                   |                                                                                    | C601-1395                  | 9 1/4                          | 12                 | Low      | BD          | DNC                            | DNC                                | M/VOL                  | Ideal           | Good pavement thickness, suitable aggregate base and subgrade.                                                                                                                  |
| 117TH STREET EAST                                               | RAILROAD CROSSING        | 1210 FT EAST OF RAILROAD | 1396                       | 44.77920203 | -91.04550788 | 1210        | 34485        | Bituminous   | Residential-R            | 1976                                | 1976                        | Construction-AC-R  | 43                                  | 1989                                  | Seal Coat           | 25                                                                                  | Bore                       | 8539-1396                      | 7.0                   | 6.0               | SP,SM                                                                              | 30                         |                                |                    |          | BD          | DNC                            | DNC                                | M/VOL                  | Ideal           | Good pavement thickness, suitable aggregate base and subgrade.                                                                                                                  |
| 117TH STREET EAST                                               | 1210 FT EAST OF RAILROAD | CLARK ROAD               | 1397                       | 44.77919499 | -91.04453766 | 1586        | 45201        | Bituminous   | Residential-R            | 1976                                | 1976                        | Construction-AC-R  | 43                                  | 1989                                  | Seal Coat           | 98                                                                                  | Core                       |                                |                       |                   |                                                                                    | C602-1397                  | 8                              | 12                 | Low      | BD          | 9.3                            | 8.4                                | M/VOL                  | Ideal           | Good pavement thickness and integrity, suitable aggregate base and subgrade.                                                                                                    |
| 117TH STREET EAST                                               | 1210 FT EAST OF RAILROAD | CLARK ROAD               | 1398                       | 44.77918823 | -91.04380356 | 1586        | 45201        | Bituminous   | Residential-R            | 1976                                | 1976                        | Construction-AC-R  | 43                                  | 1989                                  | Seal Coat           | 98                                                                                  | Bore                       | 8540-1398                      | 8.0                   | 8.0               | SP                                                                                 | 30                         |                                |                    |          | BD          | 9.3                            | 8.4                                | M/VOL                  | Ideal           | Good pavement thickness and integrity, suitable aggregate base and subgrade.                                                                                                    |
| 117TH STREET EAST                                               | 1210 FT EAST OF RAILROAD | CLARK ROAD               | 1399                       | 44.77918166 | -91.04303345 | 1586        | 45201        | Bituminous   | Residential-R            | 1976                                | 1976                        | Construction-AC-R  | 43                                  | 1989                                  | Seal Coat           | 98                                                                                  | Core                       |                                |                       |                   |                                                                                    | C603-1399                  | 8                              | 10                 | Low      | BD          | 9.3                            | 8.4                                | M/VOL                  | Ideal           | Good pavement thickness and integrity, suitable aggregate base and subgrade.                                                                                                    |
| 117TH STREET EAST                                               | 1210 FT EAST OF RAILROAD | CLARK ROAD               | 1400                       | 44.77917469 | -91.04226335 | 1586        | 45201        | Bituminous   | Residential-R            | 1976                                | 1976                        | Construction-AC-R  | 43                                  | 1989                                  | Seal Coat           | 98                                                                                  | Bore                       | 8541-1400                      | 9.0                   | 10.0              | SP                                                                                 | 30                         |                                |                    |          | BD          | 9.3                            | 8.4                                | M/VOL                  | Ideal           | Good pavement thickness and integrity, suitable aggregate base and subgrade.                                                                                                    |
| 117TH STREET EAST                                               | 1210 FT EAST OF RAILROAD | CLARK ROAD               | 1401                       | 44.77916791 | -91.04149324 | 1586        | 45201        | Bituminous   | Residential-R            | 1976                                | 1976                        | Construction-AC-R  | 43                                  | 1989                                  | Seal Coat           | 98                                                                                  | Core                       |                                |                       |                   |                                                                                    | C604-1401                  | 8 1/4                          | 12                 | Low      | BD          | 9.3                            | 8.4                                | M/VOL                  | Ideal           | Good pavement thickness and integrity, suitable aggregate base and subgrade.                                                                                                    |
| 117TH STREET EAST                                               | 1210 FT EAST OF RAILROAD | CLARK ROAD               | 1402                       | 44.77916112 | -91.04072314 | 1586        | 45201        | Bituminous   | Residential-R            | 1976                                | 1976                        | Construction-AC-R  | 43                                  | 1989                                  | Seal Coat           | 98                                                                                  | Bore                       | 8542-1402                      | 9.0                   | 9.0               | SP                                                                                 | 30                         |                                |                    |          | BD          | 9.3                            | 8.4                                | M/VOL                  | Ideal           | Good pavement thickness and integrity, suitable aggregate base and subgrade.                                                                                                    |
| 117TH STREET EAST                                               | 1210 FT EAST OF RAILROAD | CLARK ROAD               | 1403                       | 44.77915434 | -91.03995303 | 1586        | 45201        | Bituminous   | Residential-R            | 1976                                | 1976                        | Construction-AC-R  | 43                                  | 1989                                  | Seal Coat           | 98                                                                                  | Core                       |                                |                       |                   |                                                                                    | C605-1403                  | 8 1/4                          | 12                 | Low      | BD          | 9.3                            | 8.4                                | M/VOL                  | Ideal           | Good pavement thickness and integrity, suitable aggregate base and subgrade.                                                                                                    |
| 117TH STREET EAST                                               | 1210 FT EAST OF RAILROAD | CLARK ROAD               | 1404                       | 44.77913138 | -91.03918418 | 1586        | 45201        | Bituminous   | Residential-R            | 1976                                | 1976                        | Construction-AC-R  | 43                                  | 1989                                  | Seal Coat           | 98                                                                                  | Bore                       | 8543-1404                      | 9.0                   | 10.0              | SP                                                                                 | 30                         |                                |                    |          | BD          | 9.3                            | 8.4                                | M/VOL                  | Ideal           | Good pavement thickness and integrity, suitable aggregate base and subgrade.                                                                                                    |
| 50TH STREET EAST                                                | SOUTH ROBERT TRAIL       | ASHLEY LANE              | 6                          | 44.8783665  | -91.07547739 | 2270        | 77180        | Bituminous   | Neighborhood Collector-U | 1985                                | 1985                        | Construction-AC-U  | 34                                  | 1995                                  | Seal Coat           | 0                                                                                   | Core                       |                                |                       |                   |                                                                                    | C150-6                     | 10 3/4                         | 6                  | Low      | BD          | 10.9                           | 0.0                                | FDR                    | Marginal        | Good pavement thickness, good subgrade stiffness. Mill off upper 6 inches of bit., reclaim balance of bit. with existing underlying aggregate base.                             |
| 50TH STREET EAST                                                | SOUTH ROBERT TRAIL       | ASHLEY LANE              | 7                          | 44.87891479 | -91.07549962 | 2270        | 77180        | Bituminous   | Neighborhood Collector-U | 1985                                | 1985                        | Construction-AC-U  | 34                                  | 1995                                  | Seal Coat           | 0                                                                                   | Bore                       | 8131-7                         | 10                    | 6                 | SM                                                                                 | 25                         |                                |                    |          | BD          | 10.9                           | 0.0                                | FDR                    | Marginal        | Good pavement thickness, good subgrade stiffness. Mill off upper 6 inches of bit., reclaim balance of bit. with existing underlying aggregate base.                             |
| 50TH STREET EAST                                                | SOUTH ROBERT TRAIL       | ASHLEY LANE              | 8                          | 44.87944329 | -91.07565339 | 2270        | 77180        | Bituminous   | Neighborhood Collector-U | 1985                                | 1985                        | Construction-AC-U  | 34                                  | 1995                                  | Seal Coat           | 0                                                                                   | Core                       |                                |                       |                   |                                                                                    | C151-8                     | 9 1/2                          | 6                  | Low      | BD          | 10.9                           | 0.0                                | FDR                    | Marginal        | Good pavement thickness, good subgrade stiffness. Mill off upper 6 inches of bit., reclaim balance of bit. with existing underlying aggregate base.                             |
| 50TH STREET EAST                                                | SOUTH ROBERT TRAIL       | ASHLEY LANE              | 9                          | 44.87980594 | -91.07621384 | 2270        | 77180        | Bituminous   | Neighborhood Collector-U | 1985                                | 1985                        | Construction-AC-U  | 34                                  | 1995                                  | Seal Coat           | 0                                                                                   | Bore                       | 8130-9                         | 10                    | 6                 | SP-SM, SM                                                                          | 25                         |                                |                    |          | BD          | 10.9                           | 0.0                                | FDR                    | Marginal        | Good pavement thickness, good subgrade stiffness. Mill off upper 6 inches of bit., reclaim balance of bit. with existing underlying aggregate base.                             |
| 50TH STREET EAST                                                | SOUTH ROBERT TRAIL       | ASHLEY LANE              | 10                         | 44.87994222 | -91.07695206 | 2270        | 77180        | Bituminous   | Neighborhood Collector-U | 1985                                | 1985                        | Construction-AC-U  | 34                                  | 1995                                  | Seal Coat           | 0                                                                                   | Core                       |                                |                       |                   |                                                                                    | C152-10                    | 9 1/4                          | 6                  | Low      | BD          | 10.9                           | 0.0                                | FDR                    | Marginal        | Good pavement thickness, good subgrade stiffness. Mill off upper 6 inches of bit., reclaim balance of bit. with existing underlying aggregate base.                             |
| 50TH STREET EAST                                                | SOUTH ROBERT TRAIL       | ASHLEY LANE              | 11                         | 44.87997633 | -91.07772174 | 2270        | 77180        | Bituminous   | Neighborhood Collector-U | 1985                                | 1985                        | Construction-AC-U  | 34                                  | 1995                                  | Seal Coat           | 0                                                                                   | Bore                       | 8129-11                        | 10                    | 6                 | SM                                                                                 | 25                         |                                |                    |          | BD          | 10.9                           | 0.0                                | FDR                    | Marginal        | Good pavement thickness, good subgrade stiffness. Mill off upper 6 inches of bit., reclaim balance of bit. with existing underlying aggregate base.                             |
| 50TH STREET EAST                                                | SOUTH ROBERT TRAIL       | ASHLEY LANE              | 12                         | 44.87997118 | -91.07849178 | 2270        | 77180        | Bituminous   | Neighborhood Collector-U | 1985                                | 1985                        | Construction-AC-U  | 34                                  | 1995                                  | Seal Coat           | 0                                                                                   | Core                       |                                |                       |                   |                                                                                    | C153-12                    | 9                              | 6                  | Moderate | BD          | 10.9                           | 0.0                                | FDR                    | Marginal        | Observed pavement delamination at layer interface.                                                                                                                              |
| 50TH STREET EAST                                                | SOUTH ROBERT TRAIL       | ASHLEY LANE              | 13                         | 44.87985462 | -91.07924289 | 2270        | 77180        | Bituminous   | Neighborhood Collector-U | 1985                                | 1985                        | Construction-AC-U  | 34                                  | 1995                                  | Seal Coat           | 0                                                                                   | Bore                       | 8128-13                        | 10                    | 6                 | SM                                                                                 | 25                         |                                |                    |          | BD          | 10.9                           | 0.0                                | FDR                    | Marginal        | Good pavement thickness, good subgrade stiffness. Mill off upper 6 inches of bit., reclaim balance of bit. with existing underlying aggregate base.                             |
| 50TH STREET EAST                                                | SOUTH ROBERT TRAIL       | ASHLEY LANE              | 14                         | 44.88006327 | -91.0799093  | 2270        | 77180        | Bituminous   | Neighborhood Collector-U | 1985                                | 1985                        | Construction-AC-U  | 34                                  | 1995                                  | Seal Coat           | 0                                                                                   | Core                       |                                |                       |                   |                                                                                    | C154-14                    | 11                             | 6                  | Moderate | BD          | 10.9                           | 0.0                                | FDR                    | Marginal        | Good pavement thickness, good subgrade stiffness. Mill off upper 6 inches of bit., reclaim balance of bit. with existing underlying aggregate base.                             |
| 50TH STREET EAST                                                | SOUTH ROBERT TRAIL       | ASHLEY LANE              | 15                         | 44.88057651 | -91.08005786 | 2270        | 77180        | Bituminous   | Neighborhood Collector-U | 1985                                | 1985                        | Construction-AC-U  | 34                                  | 1995                                  | Seal Coat           | 0                                                                                   | Bore                       | 8127-15                        | 9                     | 6                 | SM                                                                                 | 25                         |                                |                    |          | BD          | 10.9                           | 0.0                                | FDR                    | Marginal        | Good pavement thickness, good subgrade stiffness. Mill off upper 6 inches of bit., reclaim balance of bit. with existing underlying aggregate base.                             |
| 50TH STREET EAST                                                | SOUTH ROBERT TRAIL       | ASHLEY LANE              | 16                         | 44.88109422 | -91.08005702 | 2270        | 77180        | Bituminous   | Neighborhood Collector-U | 1985                                | 1985                        | Construction-AC-U  | 34                                  | 1995                                  | Seal Coat           | 0                                                                                   | Core                       |                                |                       |                   |                                                                                    | C155-16                    | 8 1/2                          | 6                  | Moderate | BD          | 10.9                           | 0.0                                | FDR                    | Marginal        | Observed pavement delamination at layer interface. Stripping observed at subgrade/pavement layer interface.                                                                     |
| 50TH STREET EAST                                                | ASHLEY LANE              | BABCOCK TRAIL            | 17                         | 44.87653073 | -91.06562116 | 2124        | 72216        | Bituminous   | Neighborhood Collector-U | 1985                                | 1985                        | Construction-AC-U  | 34                                  | 1995                                  | Seal Coat           | 0                                                                                   | Core                       |                                |                       |                   |                                                                                    | C142-17                    | 11                             | 6                  | Low      | BD          | 10.0                           | 0.0                                | FDR                    | Marginal        | Good pavement thickness, good subgrade stiffness. Mill off upper 6 inches of bit., reclaim balance of bit. with existing underlying aggregate base. Pave 6 inches new bit.      |
| 50TH STREET EAST                                                | ASHLEY LANE              | BABCOCK TRAIL            | 18                         | 44.87642841 | -91.06637613 | 2124        | 72216        | Bituminous   | Neighborhood Collector-U | 1985                                | 1985                        | Construction-AC-U  | 34                                  | 1995                                  | Seal Coat           | 0                                                                                   | Bore                       | 8141-18                        | 9                     | 6                 | SM                                                                                 | 25                         |                                |                    |          | BD          | 10.0                           | 0.0                                | FDR                    | Marginal        | Good pavement thickness, possible weak subgrade areas. Mill off upper 6 inches of bit., reclaim balance of bit. with existing underlying aggregate base. Pave 6 inches new bit. |
| 50TH STREET EAST                                                | ASHLEY LANE              | BABCOCK TRAIL            | 19                         | 44.87637294 | -91.06714467 | 2124        | 7221         |              |                          |                                     |                             |                    |                                     |                                       |                     |                                                                                     |                            |                                |                       |                   |                                                                                    |                            |                                |                    |          |             |                                |                                    |                        |                 |                                                                                                                                                                                 |

| Table 1 - Pavement and Geotechnical Results and Recommendations |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | </ |
|-----------------------------------------------------------------|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|----|
|-----------------------------------------------------------------|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|----|



Table 1 - Pavement and Geotechnical Results and Recommendations

| Street           | From                 | To                   | Sample Location Unique ID# | LAT.        | LONG.        | Length (ft) | Area (sq ft) | Surface Type | Functional Class      | Date of Construction | Date of Last Structural Improvement | Latest Type of Major Repair | Pavement Age (yrs) | Date of Last Preventive Maintenance | Latest Type of Preventive Maintenance | Today's Projected C | Location Sample Type | Boring Data (blank rows indicate a boring was not performed at the sample location) |                            |                                |                       |                   | Coring Data (blank rows indicated a core was not performed at the sample location) |                            |                                |                    |                                                                                                             | GPR Testing |                                | Ideal = sufficient pavement, good soil conditions; Marginal = sufficient pavement, marginal soil conditions; Poor = insufficient pavement, poor soil conditions) | Additional Comments |                                    |                                                                         |
|------------------|----------------------|----------------------|----------------------------|-------------|--------------|-------------|--------------|--------------|-----------------------|----------------------|-------------------------------------|-----------------------------|--------------------|-------------------------------------|---------------------------------------|---------------------|----------------------|-------------------------------------------------------------------------------------|----------------------------|--------------------------------|-----------------------|-------------------|------------------------------------------------------------------------------------|----------------------------|--------------------------------|--------------------|-------------------------------------------------------------------------------------------------------------|-------------|--------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------|------------------------------------|-------------------------------------------------------------------------|
|                  |                      |                      |                            |             |              |             |              |              |                       |                      |                                     |                             |                    |                                     |                                       |                     |                      | Boring                                                                              | Bituminous Thickness (in.) | Aggregate Base Thickness (in.) | Subgrade Soil Type(s) | Estimated R-value | Core #                                                                             | Bituminous Thickness (in.) | Aggregate Base Thickness (in.) | Stripping Severity | Notes                                                                                                       | Direction   | Avg Bituminous Thickness (in.) |                                                                                                                                                                  |                     | Avg Aggregate Base Thickness (in.) | City's Proposed Repair                                                  |
| 78TH STREET EAST | CAYILL AVENUE        | CHARLES WAY          | 877                        | 44.83697937 | -93.03869892 | 1565        | 54775        | Bituminous   | Community Collector-U | 1970                 | 2009                                | Reconstruct-AC-U            | 10                 | 2013                                | Seal Coat                             | 91                  | Core                 |                                                                                     |                            |                                |                       |                   | C431-877                                                                           | 4                          | 6                              | Low                |                                                                                                             | BD          | 4.8                            | 9.4                                                                                                                                                              | PR                  | Marginal                           | Possible poor base aggregate quality, good subgrade stiffness.          |
| 78TH STREET EAST | CAYILL AVENUE        | CHARLES WAY          | 878                        | 44.83674068 | -93.03939208 | 1565        | 54775        | Bituminous   | Community Collector-U | 1970                 | 2009                                | Reconstruct-AC-U            | 10                 | 2013                                | Seal Coat                             | 91                  | Bore                 | R363-878                                                                            | 5.0                        | 6.0                            | SP/SM                 | 30-25             |                                                                                    | BD                         | 4.8                            | 6                  | Low                                                                                                         | BD          | 4.8                            | 9.4                                                                                                                                                              | PR                  | Marginal                           | Possible poor base aggregate quality, good subgrade stiffness.          |
| 78TH STREET EAST | CAYILL AVENUE        | CHARLES WAY          | 879                        | 44.83651865 | -93.04009604 | 1565        | 54775        | Bituminous   | Community Collector-U | 1970                 | 2009                                | Reconstruct-AC-U            | 10                 | 2013                                | Seal Coat                             | 91                  | Core                 |                                                                                     |                            |                                |                       |                   | C432-879                                                                           | 4 1/4                      | 6                              | Low                |                                                                                                             | BD          | 4.8                            | 9.4                                                                                                                                                              | PR                  | Marginal                           | Possible poor base aggregate quality, good subgrade stiffness.          |
| 78TH STREET EAST | CAYILL AVENUE        | CHARLES WAY          | 880                        | 44.83630931 | -93.04089372 | 1565        | 54775        | Bituminous   | Community Collector-U | 1970                 | 2009                                | Reconstruct-AC-U            | 10                 | 2013                                | Seal Coat                             | 91                  | Bore                 | 364-880                                                                             | 5.0                        | 6.0                            | SP/SM                 | 30-25             |                                                                                    | BD                         | 4.8                            | 9.4                | Low                                                                                                         | BD          | 4.8                            | 9.4                                                                                                                                                              | PR                  | Marginal                           | Possible poor base aggregate quality, good subgrade stiffness.          |
| 78TH STREET EAST | CAYILL AVENUE        | CHARLES WAY          | 881                        | 44.83630501 | -93.04159997 | 1565        | 54775        | Bituminous   | Community Collector-U | 1970                 | 2009                                | Reconstruct-AC-U            | 10                 | 2013                                | Seal Coat                             | 91                  | Core                 |                                                                                     |                            |                                |                       |                   | C433-881                                                                           | 4 1/2                      | 6                              | Low                |                                                                                                             | BD          | 4.8                            | 9.4                                                                                                                                                              | PR                  | Marginal                           | Possible poor base aggregate quality, good subgrade stiffness.          |
| 78TH STREET EAST | CHARLES WAY          | CLAYTON AVENUE       | 1612                       | 44.83719605 | -93.03476534 | 464         | 16240        | Bituminous   | Community Collector-U | 1975                 | 2009                                | Reconstruct-AC-U            | 10                 | 2013                                | Seal Coat                             | 95                  | Bore                 | R360-1612                                                                           | 6.0                        | 18.0                           | SP                    | 30                |                                                                                    | BD                         | 4.6                            | 8.5                | Low                                                                                                         | BD          | 4.6                            | 8.5                                                                                                                                                              | PR                  | Marginal                           | Possible poor base aggregate quality, good subgrade stiffness.          |
| 82ND STREET EAST | SOUTH ROBERT TRAIL   | ADELBERT AVENUE EAST | 396                        | 44.82935021 | -93.0849707  | 332         | 7968         | Bituminous   | Residential-R         | 2003                 | 2003                                | Construction-AC-R           | 16                 | 2013                                | Seal Coat                             | 75                  | Core                 |                                                                                     |                            |                                |                       |                   | C619-396                                                                           | 3                          | 10                             | Low                | Observed pavement delamination at layer interface.                                                          | BD          | 4.3                            | 9.8                                                                                                                                                              | FDRP                | Marginal                           | Possible thin pavement section, suitable aggregate base and subgrade.   |
| 82ND STREET EAST | ADELBERT AVENUE EAST | ALTA AVENUE EAST     | 1129                       | 44.82992564 | -93.08358796 | 1136        | 19312        | Bituminous   | Residential-R         | 2003                 | 2003                                | Construction-AC-R           | 16                 | 2013                                | Seal Coat                             | 72                  | Core                 |                                                                                     |                            |                                |                       |                   | C618-1129                                                                          | 4                          | 12                             | Low                |                                                                                                             | BD          | 4.9                            | 9.5                                                                                                                                                              | FDRP                | Marginal                           | Possible thin pavement section, suitable aggregate base and subgrade.   |
| 82ND STREET EAST | ADELBERT AVENUE EAST | ALTA AVENUE EAST     | 1130                       | 44.83015625 | -93.08292581 | 1136        | 19312        | Bituminous   | Residential-R         | 2003                 | 2003                                | Construction-AC-R           | 16                 | 2013                                | Seal Coat                             | 72                  | Bore                 | 8503-1130                                                                           | 4.0                        | 9.0                            | SP,SM                 | 25-30             |                                                                                    | BD                         | 4.9                            | 9.5                | Low                                                                                                         | BD          | 4.9                            | 9.5                                                                                                                                                              | FDRP                | Marginal                           | Possible thin pavement section, suitable aggregate base and subgrade.   |
| 82ND STREET EAST | ADELBERT AVENUE EAST | ALTA AVENUE EAST     | 1131                       | 44.83018154 | -93.08216162 | 1136        | 19312        | Bituminous   | Residential-R         | 2003                 | 2003                                | Construction-AC-R           | 16                 | 2013                                | Seal Coat                             | 72                  | Core                 |                                                                                     |                            |                                |                       |                   | C617-1131                                                                          | 3 1/4                      | 12                             | Low                |                                                                                                             | BD          | 4.9                            | 9.5                                                                                                                                                              | FDRP                | Marginal                           | Possible thin pavement section, suitable aggregate base and subgrade.   |
| 82ND STREET EAST | ADELBERT AVENUE EAST | ALTA AVENUE EAST     | 1132                       | 44.83018386 | -93.0813908  | 1136        | 19312        | Bituminous   | Residential-R         | 2003                 | 2003                                | Construction-AC-R           | 16                 | 2013                                | Seal Coat                             | 72                  | Bore                 | 8504-1132                                                                           | 3.0                        | 9.0                            | SP,SM                 | 25-30             |                                                                                    | BD                         | 4.9                            | 9.5                | Low                                                                                                         | BD          | 4.9                            | 9.5                                                                                                                                                              | FDRP                | Marginal                           | Possible thin pavement section, suitable aggregate base and subgrade.   |
| 82ND STREET EAST | ADELBERT AVENUE EAST | ALTA AVENUE EAST     | 1133                       | 44.83017649 | -93.080627   | 1136        | 19312        | Bituminous   | Residential-R         | 2003                 | 2003                                | Construction-AC-R           | 16                 | 2013                                | Seal Coat                             | 72                  | Core                 |                                                                                     |                            |                                |                       |                   | C616-1133                                                                          | 4 3/4                      | 12                             | Low                |                                                                                                             | BD          | 4.9                            | 9.5                                                                                                                                                              | FDRP                | Marginal                           | Possible thin pavement section, suitable aggregate base and subgrade.   |
| 82ND STREET EAST | SOUTH ROBERT TRAIL   | ADELBERT AVENUE EAST | 1507                       | 44.82979556 | -93.08446626 | 332         | 7968         | Bituminous   | Residential-R         | 2003                 | 2003                                | Construction-AC-R           | 16                 | 2013                                | Seal Coat                             | 75                  | Bore                 | 8502-1507                                                                           | 3.5                        | 9.5                            | SP,SM                 | 25-30             |                                                                                    | BD                         | 4.3                            | 9.8                | Low                                                                                                         | BD          | 4.3                            | 9.8                                                                                                                                                              | FDRP                | Marginal                           | This pavement section, suitable aggregate base and subgrade.            |
| 85TH STREET EAST | BRUCE COURT          | BRADFORD COURT       | 439                        | 44.82636603 | -93.04476497 | 335         | 10720        | Bituminous   | Residential-U         | 1994                 | 1994                                | Construction-AC-U           | 25                 | 2002                                | Seal Coat                             | 14                  | Core                 |                                                                                     |                            |                                |                       |                   | C279-439                                                                           | 5 1/4                      | 8                              | Moderate           | Observed pavement delamination at layer interface. Observed pitting.                                        | BD          | 5.3                            | 9.2                                                                                                                                                              | PR or FDRP          | Marginal                           | Subgrade condition unknown, recommend additional borings and cores.     |
| 85TH STREET EAST | BRADFORD COURT       | BECHTEL AVENUE       | 441                        | 44.82636148 | -93.04373847 | 266         | 6384         | Bituminous   | Residential-U         | 1994                 | 1994                                | Construction-AC-U           | 25                 | 2002                                | Seal Coat                             | 21                  | Core                 |                                                                                     |                            |                                |                       |                   | C277-441                                                                           | 5                          | 8                              | Severe             | Observed pavement delamination at layer interface. Stripping observed at subgrade/pavement layer interface. | BD          | 4.7                            | 9.4                                                                                                                                                              | PR or FDRP          | Marginal                           | Subgrade condition unknown, recommend additional borings and cores.     |
| 85TH STREET EAST | BREWSTER AVENUE      | BRUCE COURT          | 882                        | 44.82617305 | -93.04601538 | 517         | 16544        | Bituminous   | Residential-U         | 1995                 | 1995                                | Construction-AC-U           | 24                 | 2002                                | Seal Coat                             | 9                   | Core                 |                                                                                     |                            |                                |                       |                   | C282-882                                                                           | 3 1/2                      | 12                             | Low                |                                                                                                             | BD          | 5.0                            | 9.0                                                                                                                                                              | FDRP                | Marginal                           | Poor pavement thickness, good subgrade stiffness.                       |
| 85TH STREET EAST | BREWSTER AVENUE      | BRUCE COURT          | 883                        | 44.82614963 | -93.04678349 | 517         | 16544        | Bituminous   | Residential-U         | 1995                 | 1995                                | Construction-AC-U           | 24                 | 2002                                | Seal Coat                             | 9                   | Bore                 | R161-883                                                                            | 4.0                        | 12.0                           | SM/SP-SM              | 25                |                                                                                    | BD                         | 5.0                            | 9.0                | Low                                                                                                         | BD          | 5.0                            | 9.0                                                                                                                                                              | FDRP                | Marginal                           | Poor pavement thickness, good subgrade stiffness.                       |
| 85TH STREET EAST | BREWSTER AVENUE      | BRUCE COURT          | 1586                       | 44.82603405 | -93.04713739 | 517         | 16544        | Bituminous   | Residential-U         | 1995                 | 1995                                | Construction-AC-U           | 24                 | 2002                                | Seal Coat                             | 9                   | Core                 |                                                                                     |                            |                                |                       |                   | C283-1586                                                                          | 5                          | 12                             | Low                |                                                                                                             | BD          | 5.0                            | 9.0                                                                                                                                                              | FDRP                | Marginal                           | Poor pavement thickness, good subgrade stiffness.                       |
| 87TH STREET EAST | BAXTER WAY           | BROOKS BOULEVARD     | 758                        | 44.82390728 | -93.04847071 | 403         | 9672         | Bituminous   | Residential-U         | 1995                 | 1995                                | Construction-AC-U           | 24                 | 2002                                | Seal Coat                             | 0                   | Core                 |                                                                                     |                            |                                |                       |                   | C286-758                                                                           | 5 1/4                      | 8                              | Moderate           | Observed pavement delamination at layer interface.                                                          | BD          | 5.1                            | 9.5                                                                                                                                                              | PR or FDRP          | Marginal                           | Subgrade condition unknown, recommend additional borings and cores.     |
| 87TH STREET EAST | BAXTER WAY           | BROOKS BOULEVARD     | 1590                       | 44.82397579 | -93.04895266 | 403         | 9672         | Bituminous   | Residential-U         | 1995                 | 1995                                | Construction-AC-U           | 24                 | 2002                                | Seal Coat                             | 0                   | Bore                 | 8312-1590                                                                           | 5.0                        | 8.0                            | SP/SM                 | 30-25             |                                                                                    | BD                         | 5.1                            | 9.5                | Low                                                                                                         | BD          | 5.1                            | 9.5                                                                                                                                                              | PR                  | Marginal                           | Poor pavement integrity, possible poor aggregate base quality.          |
| 87TH STREET EAST | BAXTER WAY           | BROOKS BOULEVARD     | 1591                       | 44.82389796 | -93.04841254 | 403         | 9672         | Bituminous   | Residential-U         | 1995                 | 1995                                | Construction-AC-U           | 24                 | 2002                                | Seal Coat                             | 0                   | Core                 |                                                                                     |                            |                                |                       |                   | C287-1591                                                                          | 4                          | 8                              | Moderate           | Observed pavement delamination at layer interface.                                                          | BD          | 5.1                            | 9.5                                                                                                                                                              | PR                  | Marginal                           | Poor pavement integrity, possible poor aggregate base quality.          |
| 89TH COURT EAST  | CUL DE SAC           | 89TH STREET EAST     | 470                        | 44.82054417 | -93.02557703 | 401         | 15052        | Bituminous   | Residential-R         | 1982                 | 1982                                | Construction-AC-R           | 37                 | 1988                                | Seal Coat                             | 1                   | Core                 |                                                                                     |                            |                                |                       |                   | C711-470                                                                           | 5                          | 12                             | Moderate           | Observed pavement delamination at layer interface. Stripping observed at subgrade/pavement layer interface. | BD          | 5.0                            | 8.5                                                                                                                                                              | FDRP                | Marginal                           | Possible poor pavement integrity, suitable aggregate base and subgrade. |
| 89TH COURT EAST  | CUL DE SAC           | 89TH STREET EAST     | 471                        | 44.81999798 | -93.02559508 | 401         | 15052        | Bituminous   | Residential-R         | 1982                 | 1982                                | Construction-AC-R           | 37                 | 1988                                | Seal Coat                             | 1                   | Bore                 | R643-471                                                                            | 4.0                        | 12.0                           | SP,SM                 | 25                |                                                                                    | BD                         | 5.0                            | 8.5                | Low                                                                                                         | BD          | 5.0                            | 8.5                                                                                                                                                              | FDRP                | Marginal                           | Possible poor pavement integrity, suitable aggregate base and subgrade. |
| 89TH COURT EAST  | CONCORD BOULEVARD    | 89TH COURT EAST      | 465                        | 44.82109159 | -93.02635488 | 1094        | 27897        | Bituminous   | Residential-R         | 1982                 | 1982                                | Construction-AC-R           | 37                 | 1988                                | Seal Coat                             | 71                  | Core                 |                                                                                     |                            |                                |                       |                   | C712-465                                                                           | 3                          | Not identified                 | Low                | Observed Pitting.                                                                                           | BD          | 4.2                            | 8.7                                                                                                                                                              | FR                  | Poor                               | Possible poor subgrade conditions.                                      |
| 89TH STREET EAST | CONCORD BOULEVARD    | 89TH COURT           |                            |             |              |             |              |              |                       |                      |                                     |                             |                    |                                     |                                       |                     |                      |                                                                                     |                            |                                |                       |                   |                                                                                    |                            |                                |                    |                                                                                                             |             |                                |                                                                                                                                                                  |                     |                                    |                                                                         |



| Table 1 - Pavement and Geotechnical Results and Recommendations |                             |                             |                            |             |              |             |              |              |                          |                      |                                     |                             |                    |                                     |                                       |                       |                                                                                     |                            |                                |                       |                   |                                                                                    |                            |                                |                    |       |             |                                |                                    |                                                                                                                                                                                   |                                                                                           |                                                                                           |
|-----------------------------------------------------------------|-----------------------------|-----------------------------|----------------------------|-------------|--------------|-------------|--------------|--------------|--------------------------|----------------------|-------------------------------------|-----------------------------|--------------------|-------------------------------------|---------------------------------------|-----------------------|-------------------------------------------------------------------------------------|----------------------------|--------------------------------|-----------------------|-------------------|------------------------------------------------------------------------------------|----------------------------|--------------------------------|--------------------|-------|-------------|--------------------------------|------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------|
| Street                                                          | From                        | To                          | Sample Location Unique ID# | LAT.        | LONG.        | Length (ft) | Area (sq ft) | Surface Type | Functional Class         | Date of Construction | Date of Last Structural Improvement | Latest Type of Major Repair | Pavement Age (yrs) | Date of Last Preventive Maintenance | Latest Type of Preventive Maintenance | Today's Projected C/I | Boring Data (Blank rows indicate a boring was not performed at the sample location) |                            |                                |                       |                   | Coring Data (Blank rows indicated a core was not performed at the sample location) |                            |                                |                    |       | GPR Testing |                                | City's Proposed Repair             | Project Ranking (Ideal = sufficient pavement, good soil conditions; Marginal = sufficient pavement, marginal soil conditions; Poor = insufficient pavement, poor soil conditions) | Additional Comments                                                                       |                                                                                           |
|                                                                 |                             |                             |                            |             |              |             |              |              |                          |                      |                                     |                             |                    |                                     |                                       |                       | Boring                                                                              | Bituminous Thickness (in.) | Aggregate Base Thickness (in.) | Subgrade Soil Type(s) | Estimated R-value | Core #                                                                             | Bituminous Thickness (in.) | Aggregate Base Thickness (in.) | Stripping Severity | Notes | Direction   | Avg Bituminous Thickness (in.) | Avg Aggregate Base Thickness (in.) |                                                                                                                                                                                   |                                                                                           |                                                                                           |
| AKRON AVENUE                                                    | 102ND STREET WEST           | 10TH STREET WEST            | 703                        | 44.80077616 | -93.0879884  | 1546        | 40196        | Bituminous   | Neighborhood Collector-R | 1982                 | 2001                                | Reconstruct-AC-R            | 18                 | 2016                                | Seal Coat                             | 100                   | Bore                                                                                | B455-703                   | 3.5                            | 8.0                   | SP, ML            | 15                                                                                 |                            |                                |                    |       | 8D          | 4.0                            | 6.4                                | FR                                                                                                                                                                                | Poor                                                                                      | Possible poor subgrade conditions.                                                        |
| AKRON AVENUE                                                    | 102ND STREET WEST           | 10TH STREET WEST            | 704                        | 44.80129739 | -93.08775975 | 1546        | 40196        | Bituminous   | Neighborhood Collector-R | 1982                 | 2001                                | Reconstruct-AC-R            | 18                 | 2016                                | Seal Coat                             | 100                   | Core                                                                                | C386-704                   | 4                              | 10                    |                   |                                                                                    |                            |                                | Observed Pitting.  | 8D    | 4.0         | 6.4                            | FR                                 | Poor                                                                                                                                                                              | Possible poor subgrade conditions.                                                        |                                                                                           |
| AKRON AVENUE                                                    | 10TH STREET WEST            | 1322 FT NORTH OF CLIFF ROAD | 747                        | 44.79433939 | -93.0806084  | 1912        | 45888        | Bituminous   | Neighborhood Collector-R | 1980                 | 2001                                | Reconstruct-AC-R            | 18                 | 2016                                | Seal Coat                             | 100                   | Core                                                                                | C376-747                   | 3 1/2                          | 12                    |                   |                                                                                    |                            |                                |                    | 8D    | 4.1         | 7.8                            | FDRP                               | Marginal                                                                                                                                                                          | This pavement section, suitable aggregate base and subgrade.                              |                                                                                           |
| AKRON AVENUE                                                    | 10TH STREET WEST            | 1322 FT NORTH OF CLIFF ROAD | 748                        | 44.79470335 | -93.08063746 | 1912        | 45888        | Bituminous   | Neighborhood Collector-R | 1980                 | 2001                                | Reconstruct-AC-R            | 18                 | 2016                                | Seal Coat                             | 100                   | Bore                                                                                | B773-748                   | 5.0                            | 12.0                  | SP, CL            | 12                                                                                 |                            |                                |                    |       | 8D          | 4.1                            | 7.8                                | FDRP                                                                                                                                                                              | Marginal                                                                                  | This pavement section, suitable aggregate base and subgrade.                              |
| AKRON AVENUE                                                    | 10TH STREET WEST            | 1322 FT NORTH OF CLIFF ROAD | 749                        | 44.79491475 | -93.08734606 | 1912        | 45888        | Bituminous   | Neighborhood Collector-R | 1980                 | 2001                                | Reconstruct-AC-R            | 18                 | 2016                                | Seal Coat                             | 100                   | Core                                                                                | C377-749                   | 3 1/2                          | 12                    |                   |                                                                                    |                            |                                | Low                | 8D    | 4.1         | 7.8                            | FDRP                               | Marginal                                                                                                                                                                          | This pavement section, suitable aggregate base and subgrade.                              |                                                                                           |
| AKRON AVENUE                                                    | 10TH STREET WEST            | 1322 FT NORTH OF CLIFF ROAD | 750                        | 44.79518684 | -93.08009023 | 1912        | 45888        | Bituminous   | Neighborhood Collector-R | 1980                 | 2001                                | Reconstruct-AC-R            | 18                 | 2016                                | Seal Coat                             | 100                   | Bore                                                                                | B772-750                   | 5.0                            | 12.0                  | SP, SM            | 20-25                                                                              |                            |                                |                    |       | 8D          | 4.1                            | 7.8                                | FDRP                                                                                                                                                                              | Marginal                                                                                  | This pavement section, suitable aggregate base and subgrade.                              |
| AKRON AVENUE                                                    | 10TH STREET WEST            | 1322 FT NORTH OF CLIFF ROAD | 751                        | 44.79535937 | -93.08056618 | 1912        | 45888        | Bituminous   | Neighborhood Collector-R | 1980                 | 2001                                | Reconstruct-AC-R            | 18                 | 2016                                | Seal Coat                             | 100                   | Core                                                                                | C378-751                   | 4                              | 12                    |                   |                                                                                    |                            |                                | Low                | 8D    | 4.1         | 7.8                            | FDRP                               | Marginal                                                                                                                                                                          | This pavement section, suitable aggregate base and subgrade.                              |                                                                                           |
| AKRON AVENUE                                                    | 10TH STREET WEST            | 1322 FT NORTH OF CLIFF ROAD | 752                        | 44.79599112 | -93.08002025 | 1912        | 45888        | Bituminous   | Neighborhood Collector-R | 1980                 | 2001                                | Reconstruct-AC-R            | 18                 | 2016                                | Seal Coat                             | 100                   | Bore                                                                                | B771-752                   | 5.0                            | 12.0                  | SP, SM            | 25                                                                                 |                            |                                |                    |       | 8D          | 4.1                            | 7.8                                | FDRP                                                                                                                                                                              | Marginal                                                                                  | This pavement section, suitable aggregate base and subgrade.                              |
| AKRON AVENUE                                                    | 10TH STREET WEST            | 1322 FT NORTH OF CLIFF ROAD | 753                        | 44.79651995 | -93.08021317 | 1912        | 45888        | Bituminous   | Neighborhood Collector-R | 1980                 | 2001                                | Reconstruct-AC-R            | 18                 | 2016                                | Seal Coat                             | 100                   | Core                                                                                | C379-753                   | 3 1/2                          | 12                    |                   |                                                                                    |                            |                                | Low                | 8D    | 4.1         | 7.8                            | FDRP                               | Marginal                                                                                                                                                                          | This pavement section, suitable aggregate base and subgrade.                              |                                                                                           |
| AKRON AVENUE                                                    | 10TH STREET WEST            | 1322 FT NORTH OF CLIFF ROAD | 754                        | 44.79700564 | -93.08022264 | 1912        | 45888        | Bituminous   | Neighborhood Collector-R | 1980                 | 2001                                | Reconstruct-AC-R            | 18                 | 2016                                | Seal Coat                             | 100                   | Bore                                                                                | B770-754                   | 5.0                            | 12.0                  | SP, SM            | 25                                                                                 |                            |                                |                    |       | 8D          | 4.1                            | 7.8                                | FDRP                                                                                                                                                                              | Marginal                                                                                  | This pavement section, suitable aggregate base and subgrade.                              |
| AKRON AVENUE                                                    | 10TH STREET WEST            | 1322 FT NORTH OF CLIFF ROAD | 755                        | 44.79748114 | -93.08081874 | 1912        | 45888        | Bituminous   | Neighborhood Collector-R | 1980                 | 2001                                | Reconstruct-AC-R            | 18                 | 2016                                | Seal Coat                             | 100                   | Core                                                                                | C380-755                   | 4                              | 12                    |                   |                                                                                    |                            |                                | Observed Pitting.  | 8D    | 4.1         | 7.8                            | FDRP                               | Marginal                                                                                                                                                                          | This pavement section, suitable aggregate base and subgrade.                              |                                                                                           |
| AKRON AVENUE                                                    | 1322 FT NORTH OF CLIFF ROAD | CLIFF ROAD                  | 1441                       | 44.79027255 | -93.08531384 | 1322        | 31728        | Bituminous   | Neighborhood Collector-R | 1980                 | 1980                                | Construction-AC-R           | 39                 | 2016                                | Seal Coat                             | 0                     | Bore                                                                                | C372-1441                  | 2                              | 12                    |                   |                                                                                    |                            |                                | Low                | 8D    | 4.1         | 7.2                            | FDRP or FR                         | Marginal to Poor                                                                                                                                                                  | Possible variable pavement thickness and quality, possible weak subgrade near boring 776. |                                                                                           |
| AKRON AVENUE                                                    | 1322 FT NORTH OF CLIFF ROAD | CLIFF ROAD                  | 1442                       | 44.79079824 | -93.08531384 | 1322        | 31728        | Bituminous   | Neighborhood Collector-R | 1980                 | 1980                                | Construction-AC-R           | 39                 | 2016                                | Seal Coat                             | 0                     | Bore                                                                                | B777-1442                  | 5.0                            | 12.0                  | SP, SM            | 25-30                                                                              |                            |                                |                    |       | 8D          | 4.1                            | 7.2                                | FDRP or FR                                                                                                                                                                        | Marginal to Poor                                                                          | Possible variable pavement thickness and quality, possible weak subgrade near boring 776. |
| AKRON AVENUE                                                    | 1322 FT NORTH OF CLIFF ROAD | CLIFF ROAD                  | 1443                       | 44.79140055 | -93.08530874 | 1322        | 31728        | Bituminous   | Neighborhood Collector-R | 1980                 | 1980                                | Construction-AC-R           | 39                 | 2016                                | Seal Coat                             | 0                     | Core                                                                                | C373-1443                  | 2 1/2                          | 12                    |                   |                                                                                    |                            |                                | Low                | 8D    | 4.1         | 7.2                            | FDRP or FR                         | Marginal to Poor                                                                                                                                                                  | Possible variable pavement thickness and quality, possible weak subgrade near boring 776. |                                                                                           |
| AKRON AVENUE                                                    | 1322 FT NORTH OF CLIFF ROAD | CLIFF ROAD                  | 1444                       | 44.79207996 | -93.08530633 | 1322        | 31728        | Bituminous   | Neighborhood Collector-R | 1980                 | 1980                                | Construction-AC-R           | 39                 | 2016                                | Seal Coat                             | 0                     | Bore                                                                                | B776-1444                  | 5.0                            | 12.0                  | SP, CL            | 12                                                                                 |                            |                                |                    |       | 8D          | 4.1                            | 7.2                                | FDRP or FR                                                                                                                                                                        | Marginal to Poor                                                                          | Possible variable pavement thickness and quality, possible weak subgrade near boring 776. |
| AKRON AVENUE                                                    | 1322 FT NORTH OF CLIFF ROAD | CLIFF ROAD                  | 1445                       | 44.79264753 | -93.08530391 | 1322        | 31728        | Bituminous   | Neighborhood Collector-R | 1980                 | 1980                                | Construction-AC-R           | 39                 | 2016                                | Seal Coat                             | 0                     | Core                                                                                | C374-1445                  | 4 1/2                          | 12                    |                   |                                                                                    |                            |                                | Low                | 8D    | 4.1         | 7.2                            | FDRP or FR                         | Marginal to Poor                                                                                                                                                                  | Possible variable pavement thickness and quality, possible weak subgrade near boring 776. |                                                                                           |
| AKRON AVENUE                                                    | 1322 FT NORTH OF CLIFF ROAD | CLIFF ROAD                  | 1446                       | 44.7931949  | -93.08533565 | 1322        | 31728        | Bituminous   | Neighborhood Collector-R | 1980                 | 1980                                | Construction-AC-R           | 39                 | 2016                                | Seal Coat                             | 0                     | Bore                                                                                | B775-1446                  | 5.0                            | 12.0                  | SP, SM            | 25                                                                                 |                            |                                |                    |       | 8D          | 4.1                            | 7.2                                | FDRP or FR                                                                                                                                                                        | Marginal to Poor                                                                          | Possible variable pavement thickness and quality, possible weak subgrade near boring 776. |
| AKRON AVENUE                                                    | 1322 FT NORTH OF CLIFF ROAD | CLIFF ROAD                  | 1447                       | 44.79370759 | -93.08549284 | 1322        | 31728        | Bituminous   | Neighborhood Collector-R | 1980                 | 1980                                | Construction-AC-R           | 39                 | 2016                                | Seal Coat                             | 0                     | Core                                                                                | C375-1447                  | 4 1/4                          | 12                    |                   |                                                                                    |                            |                                | Low                | 8D    | 4.1         | 7.2                            | FDRP or FR                         | Marginal to Poor                                                                                                                                                                  | Possible variable pavement thickness and quality, possible weak subgrade near boring 776. |                                                                                           |
| AKRON AVENUE                                                    | 102ND STREET WEST           | 10TH STREET WEST            | 1470                       | 44.80172865 | -93.08772598 | 1546        | 40196        | Bituminous   | Neighborhood Collector-R | 1982                 | 2001                                | Reconstruct-AC-R            | 18                 | 2016                                | Seal Coat                             | 100                   | Bore                                                                                | B458-1471                  | 4.0                            | 6.0                   | SP, ML            | 15                                                                                 |                            |                                |                    |       | 8D          | 4.0                            | 6.4                                | FDRP                                                                                                                                                                              | Marginal                                                                                  | Possible thin pavement section, suitable aggregate base and subgrade.                     |
| AKRON AVENUE                                                    | 102ND STREET WEST           | 10TH STREET WEST            | 1471                       | 44.79774901 | -93.08916633 | 1546        | 40196        | Bituminous   | Neighborhood Collector-R | 1982                 | 2001                                | Reconstruct-AC-R            | 18                 | 2016                                | Seal Coat                             | 100                   | Bore                                                                                | B774-1473                  | 5.0                            | 12.0                  | SP, SM            | 25                                                                                 |                            |                                |                    |       | 8D          | 4.0                            | 6.4                                | FDRP                                                                                                                                                                              | Marginal                                                                                  | Possible thin pavement section, suitable aggregate base and subgrade.                     |
| AKRON AVENUE                                                    | 10TH STREET WEST            | 1322 FT NORTH OF CLIFF ROAD | 1472                       | 44.79401272 | -93.08571298 | 1912        | 45888        | Bituminous   | Neighborhood Collector-R | 1980                 | 2001                                | Reconstruct-AC-R            | 18                 | 2016                                | Seal Coat                             | 100                   | Bore                                                                                | B774-1473                  | 5.0                            | 12.0                  | SP, ML            | 15                                                                                 |                            |                                |                    |       | 8D          | 4.1                            | 7.8                                | FDRP                                                                                                                                                                              | Marginal                                                                                  | Possible thin pavement section, suitable aggregate base and subgrade.                     |
| ALADIN TRAIL                                                    | SOUTH ROBERT TRAIL          | RICH VALLEY BOULEVARD       | 509                        | 44.81133232 | -93.09435784 | 1685        | 40440        | Bituminous   | Residential-R            | 1981                 | 1981                                | Construction-AC-R           | 38                 | 1989                                | Seal Coat                             | 95                    | Core                                                                                | C360-509                   | 3                              | 8                     |                   |                                                                                    |                            |                                | Moderate           | 8D    | 3.9         | 8.0                            | FDRP                               | Marginal                                                                                                                                                                          | This pavement section, suitable aggregate base and subgrade.                              |                                                                                           |
| ALADIN TRAIL                                                    | SOUTH ROBERT TRAIL          | RICH VALLEY BOULEVARD       | 510                        | 44.81182579 | -93.09408637 | 1685        | 40440        | Bituminous   | Residential-R            | 1981                 | 1981                                | Construction-AC-R           | 38                 | 1989                                | Seal Coat                             | 95                    | Bore                                                                                | B317-510                   | 4.0                            | 8.0                   | SP/SC             | 25                                                                                 |                            |                                |                    |       | 8D          | 3.9                            | 8.0                                | FDRP                                                                                                                                                                              | Marginal                                                                                  | This pavement section, suitable aggregate base and subgrade.                              |
| ALADIN TRAIL                                                    | SOUTH ROBERT TRAIL          | RICH VALLEY BOULEVARD       | 511                        | 44.81215942 | -93.09347803 | 1685        | 40440        | Bituminous   | Residential-R            | 1981                 | 1981                                | Construction-AC-R           | 38                 | 1989                                | Seal Coat                             | 95                    | Core                                                                                | C361-511                   | 4                              | 8                     |                   |                                                                                    |                            |                                | Moderate           | 8D    | 3.9         | 8.0                            | FDRP                               |                                                                                                                                                                                   |                                                                                           |                                                                                           |

| Table 1 - Pavement and Geotechnical Results and Recommendations |                        |                        |                            |             |              |             |              |              |                          |                                     |                             |                    |                                     |                                       |                     | Boring Data (blank rows indicate a boring was not performed at the sample location) |        |                            |                                |                       |                   |        |                            |                                |                    | Coring Data (blank rows indicated a core was not performed at the sample location)                         |                                                                                                            |                                |                                    |     |          |                                                                                       |                                                              |                                                                                       |  | GPR Testing |  | City's Proposed Repair | Project Ranking<br>(Ideal = sufficient pavement, good soil conditions;<br>Marginal = sufficient pavement, marginal soil conditions;<br>Poor = insufficient pavement, poor soil conditions) | Additional Comments |
|-----------------------------------------------------------------|------------------------|------------------------|----------------------------|-------------|--------------|-------------|--------------|--------------|--------------------------|-------------------------------------|-----------------------------|--------------------|-------------------------------------|---------------------------------------|---------------------|-------------------------------------------------------------------------------------|--------|----------------------------|--------------------------------|-----------------------|-------------------|--------|----------------------------|--------------------------------|--------------------|------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------|--------------------------------|------------------------------------|-----|----------|---------------------------------------------------------------------------------------|--------------------------------------------------------------|---------------------------------------------------------------------------------------|--|-------------|--|------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------|
| Street                                                          | From                   | To                     | Sample Location Unique ID# | LAT.        | LONG.        | Length (ft) | Area (sq ft) | Surface Type | Functional Class         | Date of Last Structural Improvement | Latest Type of Major Repair | Pavement Age (yrs) | Date of Last Preventive Maintenance | Latest Type of Preventive Maintenance | Today's Projected C | Location Sample Type                                                                | Boring | Bituminous Thickness (in.) | Aggregate Base Thickness (in.) | Subgrade Soil Type(s) | Estimated R-value | Core # | Bituminous Thickness (in.) | Aggregate Base Thickness (in.) | Stripping Severity | Notes                                                                                                      | Direction                                                                                                  | Avg Bituminous Thickness (in.) | Avg Aggregate Base Thickness (in.) |     |          |                                                                                       |                                                              |                                                                                       |  |             |  |                        |                                                                                                                                                                                            |                     |
| ALSON WAY                                                       | ALBERTON WAY           | ALICIA CIRCLE          | 1070                       | 44.794808   | -93.10534421 | 744         | 25296        | Bituminous   | Residential-U            | 1999                                | 1999                        | Construction AC-U  | 20                                  | 2014                                  | Seal Coat           | 91                                                                                  | Bore   | 8256-1070                  | 4.0                            | 6.0                   | SM                | 25     |                            |                                |                    |                                                                                                            |                                                                                                            |                                | 8D                                 | 5.3 | 9.1      | PR                                                                                    | Marginal                                                     | Thin pavement section, possible poor base aggregate quality, good subgrade stiffness. |  |             |  |                        |                                                                                                                                                                                            |                     |
| ALSON WAY                                                       | ALBERTON WAY           | ALICIA CIRCLE          | 1071                       | 44.79499376 | -93.10534233 | 744         | 25296        | Bituminous   | Residential-U            | 1999                                | 1999                        | Construction AC-U  | 20                                  | 2014                                  | Seal Coat           | 91                                                                                  | Core   | C182-1071                  | 2 3/4                          | 6                     |                   |        |                            |                                |                    | Observed pavement delamination at layer interface. Stripping observed at subgrade/pavement base interface. | 8D                                                                                                         | 5.3                            | 9.1                                | PR  | Marginal | Thin pavement section, possible poor base aggregate quality, good subgrade stiffness. |                                                              |                                                                                       |  |             |  |                        |                                                                                                                                                                                            |                     |
| ALLEN WAY                                                       | SOUTH ROBERT TRAIL     | 70TH STREET EAST       | 897                        | 44.84572533 | -93.0845313  | 1563        | 37512        | Bituminous   | Neighborhood Collector-R | 1982                                | 1982                        | Construction AC-R  | 37                                  | 1999                                  | Seal Coat           | 25                                                                                  | Core   | C676-897                   | 3 1/4                          | 12                    |                   |        |                            |                                |                    |                                                                                                            |                                                                                                            | 8D                             | 4.4                                | 9.0 | FDR      | Marginal                                                                              | Thin pavement section, suitable aggregate base and subgrade. |                                                                                       |  |             |  |                        |                                                                                                                                                                                            |                     |
| ALLEN WAY                                                       | SOUTH ROBERT TRAIL     | 70TH STREET EAST       | 898                        | 44.84571992 | -93.08376029 | 1563        | 37512        | Bituminous   | Neighborhood Collector-R | 1982                                | 1982                        | Construction AC-R  | 37                                  | 1999                                  | Seal Coat           | 25                                                                                  | Bore   | 8698-898                   | 3.0                            | 12.0                  | SP-SM             | 30     |                            |                                |                    |                                                                                                            |                                                                                                            | 8D                             | 4.4                                | 9.0 | FDR      | Marginal                                                                              | Thin pavement section, suitable aggregate base and subgrade. |                                                                                       |  |             |  |                        |                                                                                                                                                                                            |                     |
| ALLEN WAY                                                       | SOUTH ROBERT TRAIL     | 70TH STREET EAST       | 899                        | 44.84577349 | -93.08299923 | 1563        | 37512        | Bituminous   | Neighborhood Collector-R | 1982                                | 1982                        | Construction AC-R  | 37                                  | 1999                                  | Seal Coat           | 25                                                                                  | Core   | C672-899                   | 3 1/4                          | 12                    |                   |        |                            |                                |                    |                                                                                                            | 8D                                                                                                         | 4.4                            | 9.0                                | FDR | Marginal | Thin pavement section, suitable aggregate base and subgrade.                          |                                                              |                                                                                       |  |             |  |                        |                                                                                                                                                                                            |                     |
| ALLEN WAY                                                       | SOUTH ROBERT TRAIL     | 70TH STREET EAST       | 900                        | 44.84604324 | -93.0823523  | 1563        | 37512        | Bituminous   | Neighborhood Collector-R | 1982                                | 1982                        | Construction AC-R  | 37                                  | 1999                                  | Seal Coat           | 25                                                                                  | Bore   | 8697-900                   | 3.0                            | 12.0                  | SP-SM,SM          | 25-30  |                            |                                |                    |                                                                                                            |                                                                                                            | 8D                             | 4.4                                | 9.0 | FDR      | Marginal                                                                              | Thin pavement section, suitable aggregate base and subgrade. |                                                                                       |  |             |  |                        |                                                                                                                                                                                            |                     |
| ALLEN WAY                                                       | SOUTH ROBERT TRAIL     | 70TH STREET EAST       | 901                        | 44.84644412 | -93.08182631 | 1563        | 37512        | Bituminous   | Neighborhood Collector-R | 1982                                | 1982                        | Construction AC-R  | 37                                  | 1999                                  | Seal Coat           | 25                                                                                  | Core   | C671-901                   | 3                              | 12                    |                   |        |                            |                                |                    |                                                                                                            | 8D                                                                                                         | 4.4                            | 9.0                                | FDR | Marginal | Thin pavement section, suitable aggregate base and subgrade.                          |                                                              |                                                                                       |  |             |  |                        |                                                                                                                                                                                            |                     |
| ALLEN WAY                                                       | SOUTH ROBERT TRAIL     | 70TH STREET EAST       | 902                        | 44.84688799 | -93.08137666 | 1563        | 37512        | Bituminous   | Neighborhood Collector-R | 1982                                | 1982                        | Construction AC-R  | 37                                  | 1999                                  | Seal Coat           | 25                                                                                  | Bore   | 8696-902                   | 4.0                            | Not identified        | SM                | 25-30  |                            |                                |                    |                                                                                                            |                                                                                                            | 8D                             | 4.4                                | 9.0 | FDR      | Marginal                                                                              | Thin pavement section, suitable aggregate base and subgrade. |                                                                                       |  |             |  |                        |                                                                                                                                                                                            |                     |
| ALLEN WAY                                                       | SOUTH ROBERT TRAIL     | 70TH STREET EAST       | 903                        | 44.8474237  | -93.08124727 | 1563        | 37512        | Bituminous   | Neighborhood Collector-R | 1982                                | 1982                        | Construction AC-R  | 37                                  | 1999                                  | Seal Coat           | 25                                                                                  | Core   | C670-903                   | 3 1/2                          | 12                    |                   |        |                            |                                |                    |                                                                                                            | 8D                                                                                                         | 4.4                            | 9.0                                | FDR | Marginal | Thin pavement section, suitable aggregate base and subgrade.                          |                                                              |                                                                                       |  |             |  |                        |                                                                                                                                                                                            |                     |
| ALMQUIST WAY                                                    | ALVAREZ AVENUE         | ALGER COURT            | 1016                       | 44.82185378 | -93.08950419 | 1640        | 39360        | Bituminous   | Residential-U            | 2000                                | 2000                        | Construction AC-U  | 19                                  | 2012                                  | Seal Coat           | 61                                                                                  | Core   | C232-1016                  | 4                              | 8                     |                   |        |                            |                                |                    |                                                                                                            | Observed pavement delamination at layer interface. Stripping observed at subgrade/pavement base interface. | 8D                             | 5.2                                | 0.0 | FDR      | Marginal                                                                              | Generally poor pavement integrity, good subgrade stiffness.  |                                                                                       |  |             |  |                        |                                                                                                                                                                                            |                     |
| ALMQUIST WAY                                                    | ALVAREZ AVENUE         | ALGER COURT            | 1017                       | 44.82184976 | -93.08796287 | 1640        | 39360        | Bituminous   | Residential-U            | 2000                                | 2000                        | Construction AC-U  | 19                                  | 2012                                  | Seal Coat           | 61                                                                                  | Bore   | 8288-1016                  | 5.0                            | 8.0                   | SP/SM             | 25     |                            |                                |                    |                                                                                                            |                                                                                                            | 8D                             | 5.2                                | 0.0 | FDR      | Marginal                                                                              | Generally poor pavement integrity, good subgrade stiffness.  |                                                                                       |  |             |  |                        |                                                                                                                                                                                            |                     |
| ALMQUIST WAY                                                    | ALVAREZ AVENUE         | ALGER COURT            | 1018                       | 44.82137063 | -93.08746326 | 1640        | 39360        | Bituminous   | Residential-U            | 2000                                | 2000                        | Construction AC-U  | 19                                  | 2012                                  | Seal Coat           | 61                                                                                  | Core   | C31-1017                   | 6                              | 8                     |                   |        |                            |                                |                    |                                                                                                            | Observed pavement delamination at layer interface. Stripping observed at subgrade/pavement base interface. | 8D                             | 5.2                                | 0.0 | FDR      | Marginal                                                                              | Generally poor pavement integrity, good subgrade stiffness.  |                                                                                       |  |             |  |                        |                                                                                                                                                                                            |                     |
| ALMQUIST WAY                                                    | ALVAREZ AVENUE         | ALGER COURT            | 1019                       | 44.82074471 | -93.08732743 | 1640        | 39360        | Bituminous   | Residential-U            | 2000                                | 2000                        | Construction AC-U  | 19                                  | 2012                                  | Seal Coat           | 61                                                                                  | Core   | 8289-1018                  | 5.0                            | 8.0                   | SP/SM             | 30-25  |                            |                                |                    |                                                                                                            |                                                                                                            | 8D                             | 5.2                                | 0.0 | FDR      | Marginal                                                                              | Generally poor pavement integrity, good subgrade stiffness.  |                                                                                       |  |             |  |                        |                                                                                                                                                                                            |                     |
| ALMQUIST WAY                                                    | ALVAREZ AVENUE         | ALGER COURT            | 1020                       | 44.82019125 | -93.08770146 | 1640        | 39360        | Bituminous   | Residential-U            | 2000                                | 2000                        | Construction AC-U  | 19                                  | 2012                                  | Seal Coat           | 61                                                                                  | Core   | 8290-1020                  | 6.0                            | 8.0                   | SP                | 30     |                            |                                |                    |                                                                                                            |                                                                                                            | 8D                             | 5.2                                | 0.0 | FDR      | Marginal                                                                              | Generally poor pavement integrity, good subgrade stiffness.  |                                                                                       |  |             |  |                        |                                                                                                                                                                                            |                     |
| ALMQUIST WAY                                                    | ALVAREZ AVENUE         | ALGER COURT            | 1021                       | 44.81971725 | -93.08817615 | 1640        | 39360        | Bituminous   | Residential-U            | 2000                                | 2000                        | Construction AC-U  | 19                                  | 2012                                  | Seal Coat           | 61                                                                                  | Core   | C229-1021                  | 5 3/4                          | 8                     |                   |        |                            |                                |                    |                                                                                                            | Observed pavement delamination at layer interface. Stripping observed at subgrade/pavement base interface. | 8D                             | 5.2                                | 0.0 | FDR      | Marginal                                                                              | Generally poor pavement integrity, good subgrade stiffness.  |                                                                                       |  |             |  |                        |                                                                                                                                                                                            |                     |
| ALMQUIST WAY                                                    | ALVAREZ AVENUE         | ALGER COURT            | 1022                       | 44.81946937 | -93.08850998 | 1640        | 39360        | Bituminous   | Residential-U            | 2000                                | 2000                        | Construction AC-U  | 19                                  | 2012                                  | Seal Coat           | 61                                                                                  | Core   | 8291-1022                  | 5.0                            | 8.0                   | SP/SM             | 30-25  |                            |                                |                    |                                                                                                            |                                                                                                            | 8D                             | 5.2                                | 0.0 | FDR      | Marginal                                                                              | Generally poor pavement integrity, good subgrade stiffness.  |                                                                                       |  |             |  |                        |                                                                                                                                                                                            |                     |
| ALMQUIST WAY                                                    | ALVAREZ AVENUE         | ALGER COURT            | 1023                       | 44.82026371 | -93.09097419 | 894         | 21456        | Bituminous   | Residential-U            | 2000                                | 2000                        | Construction AC-U  | 19                                  | 2012                                  | Seal Coat           | 87                                                                                  | Core   | C223-1023                  | 5 3/4                          | 8                     |                   |        |                            |                                |                    |                                                                                                            | Observed pavement delamination at layer interface. Stripping observed at subgrade/pavement base interface. | 8D                             | 4.7                                | 8.2 | FDR      | Marginal                                                                              | Generally poor pavement integrity, good subgrade stiffness.  |                                                                                       |  |             |  |                        |                                                                                                                                                                                            |                     |
| ALMQUIST WAY                                                    | ALVAREZ AVENUE         | ALGER COURT            | 1024                       | 44.81991862 | -93.09018964 | 894         | 21456        | Bituminous   | Residential-U            | 2000                                | 2000                        | Construction AC-U  | 19                                  | 2012                                  | Seal Coat           | 87                                                                                  | Bore   | 8293-1024                  | 5.0                            | 8.0                   | SP/SM             | 30-25  |                            |                                |                    |                                                                                                            |                                                                                                            | 8D                             | 4.7                                | 8.2 | FDR      | Marginal                                                                              | Generally poor pavement integrity, good subgrade stiffness.  |                                                                                       |  |             |  |                        |                                                                                                                                                                                            |                     |
| ALMQUIST WAY                                                    | ALVAREZ AVENUE         | ALGER COURT            | 1025                       | 44.81966693 | -93.08970559 | 894         | 21456        | Bituminous   | Residential-U            | 2000                                | 2000                        | Construction AC-U  | 19                                  | 2012                                  | Seal Coat           | 87                                                                                  | Core   | C224-1025                  | 4 1/4                          | 8                     |                   |        |                            |                                |                    |                                                                                                            | Observed pavement delamination at layer interface. Stripping observed at subgrade/pavement base interface. | 8D                             | 4.7                                | 8.2 | FDR      | Marginal                                                                              | Generally poor pavement integrity, good subgrade stiffness.  |                                                                                       |  |             |  |                        |                                                                                                                                                                                            |                     |
| ALMQUIST WAY                                                    | ALVAREZ AVENUE         | ALGER COURT            | 1026                       | 44.81948607 | -93.08898626 | 894         | 21456        | Bituminous   | Residential-U            | 2000                                | 2000                        | Construction AC-U  | 19                                  | 2012                                  | Seal Coat           | 87                                                                                  | Bore   | 8292-1026                  | 5.0                            | 8.0                   | SP/SM             | 30-25  |                            |                                |                    |                                                                                                            |                                                                                                            | 8D                             | 4.7                                | 8.2 | FDR      | Marginal                                                                              | Generally poor pavement integrity, good subgrade stiffness.  |                                                                                       |  |             |  |                        |                                                                                                                                                                                            |                     |
| ALMQUIST WAY                                                    | ALVAREZ AVENUE         | ALGER COURT            | 1517                       | 44.82193194 | -93.09016263 | 1640        | 39360        | Bituminous   | Residential-U            | 2000                                | 2000                        | Construction AC-U  | 19                                  | 2012                                  | Seal Coat           | 61                                                                                  | Bore   | 8287-1517                  | 6.0                            | 8.0                   | SP                | 30     |                            |                                |                    |                                                                                                            |                                                                                                            | 8D                             | 5.2                                | 0.0 | FDR      | Marginal                                                                              | Generally poor pavement integrity, good subgrade stiffness.  |                                                                                       |  |             |  |                        |                                                                                                                                                                                            |                     |
| ALTA AVENUE EAST                                                | 54TH STREET EAST       | UPPER 55TH STREET EAST | 58                         | 44.8061193  | -93.07877936 | 720         | 28800.0      | Bituminous   | Residential-U            | 1972                                | 1972                        | Construction AC-U  | 47                                  | 1997                                  | Seal Coat           | 85                                                                                  | Core   | C473-58                    | 7                              | 6                     |                   |        |                            |                                |                    |                                                                                                            |                                                                                                            | 8D                             | 8.9                                | 0.0 | PR       | Poor                                                                                  | Weak subgrade.                                               |                                                                                       |  |             |  |                        |                                                                                                                                                                                            |                     |
| ALTA AVENUE EAST                                                | S4TH STREET EAST       | UPPER 55TH STREET EAST | 59                         | 44.87014045 | -93.07878159 | 720         | 28800        | Bituminous   | Residential-U            | 1972                                | 1972                        | Construction AC-U  | 47                                  | 1997                                  | Seal Coat           | 85                                                                                  | Bore   | 8406-59                    | 3.0                            | 6.0                   | ML                | 12     |                            |                                |                    |                                                                                                            |                                                                                                            | 8D                             | 8.9                                | 0.0 | PR       | Poor                                                                                  | Weak subgrade.                                               |                                                                                       |  |             |  |                        |                                                                                                                                                                                            |                     |
| ALTA AVENUE EAST                                                | UPPER 55TH STREET EAST | UPPER 55TH STREET EAST | 60                         | 44.87070898 | -93.07878382 | 720         | 28800        | Bituminous   | Residential-U            | 1972                                | 1972                        | Construction AC-U  | 47                                  | 1997                                  | Seal Coat           | 85                                                                                  | Core   | C474-60                    | 4 3/4                          | 6                     |                   |        |                            |                                |                    |                                                                                                            |                                                                                                            | 8D                             | 8.9                                | 0.0 | PR       | Poor                                                                                  | Weak subgrade.                                               |                                                                                       |  |             |  |                        |                                                                                                                                                                                            |                     |
| ALTMAN COURT                                                    | ALVAREZ AVENUE         | CIA DE SAC             | 1001                       | 44.81702133 | -93.093      |             |              |              |                          |                                     |                             |                    |                                     |                                       |                     |                                                                                     |        |                            |                                |                       |                   |        |                            |                                |                    |                                                                                                            |                                                                                                            |                                |                                    |     |          |                                                                                       |                                                              |                                                                                       |  |             |  |                        |                                                                                                                                                                                            |                     |



| Table 1 - Pavement and Geotechnical Results and Recommendations |                        |                        |                            |             |              |             |              |              |                       |                      |                                     |                             |                    |                                     |                                       |                     |                                                                                     |                            |                                |                       |                   |                                                                                    |                            |                                |                    |              |                                                          |                                |                        |                 |                     |                                    |                                                                       |
|-----------------------------------------------------------------|------------------------|------------------------|----------------------------|-------------|--------------|-------------|--------------|--------------|-----------------------|----------------------|-------------------------------------|-----------------------------|--------------------|-------------------------------------|---------------------------------------|---------------------|-------------------------------------------------------------------------------------|----------------------------|--------------------------------|-----------------------|-------------------|------------------------------------------------------------------------------------|----------------------------|--------------------------------|--------------------|--------------|----------------------------------------------------------|--------------------------------|------------------------|-----------------|---------------------|------------------------------------|-----------------------------------------------------------------------|
| Street                                                          | From                   | To                     | Sample Location Unique ID# | LAT.        | LONG.        | Length (ft) | Area (sq ft) | Surface Type | Functional Class      | Date of Construction | Date of Last Structural Improvement | Latest Type of Major Repair | Pavement Age (yrs) | Date of Last Preventive Maintenance | Latest Type of Preventive Maintenance | Today's Projected C | Boring Data (blank rows indicate a boring was not performed at the sample location) |                            |                                |                       |                   | Coring Data (blank rows indicated a core was not performed at the sample location) |                            |                                |                    |              | GPR Testing                                              |                                | City's Proposed Repair | Project Ranking | Additional Comments |                                    |                                                                       |
|                                                                 |                        |                        |                            |             |              |             |              |              |                       |                      |                                     |                             |                    |                                     |                                       |                     | Boring                                                                              | Bituminous Thickness (in.) | Aggregate Base Thickness (in.) | Subgrade Soil Type(s) | Estimated R-value | Core #                                                                             | Bituminous Thickness (in.) | Aggregate Base Thickness (in.) | Stripping Severity | Notes        | Direction                                                | Avg Bituminous Thickness (in.) |                        |                 |                     | Avg Aggregate Base Thickness (in.) |                                                                       |
| ANNALISA PATH                                                   | ANN MARIE TRAIL        | ANGUS AVENUE           | 424                        | 44.82702065 | -93.07661011 | 415         | 9960         | Bituminous   | Residential-R         | 1977                 | 1977                                | Construction-AC-R           | 42                 | 1999                                | Seal Coat                             | 0                   | Bore                                                                                | B526-424                   | 4.0                            | 12.0                  | SM                | 20                                                                                 |                            |                                |                    |              |                                                          | BD                             | 4.9                    | 6.5             | FDPR                | Marginal                           | Possible thin pavement section, suitable aggregate base and subgrade. |
| ANNETTE AVENUE                                                  | UPPER 55TH STREET EAST | CUL DE SAC             | 66                         | 44.86856353 | -93.07454591 | 1138        | 45632        | Bituminous   | Residential-U         | 1985                 | 1985                                | Construction-AC-U           | 34                 | 1997                                | Seal Coat                             | 50                  | Core                                                                                |                            |                                |                       |                   | C251-66                                                                            | 4                          |                                |                    | Low          | Stripping observed at subgrade/pavement layer interface. | BD                             | 5.0                    | 11.7            | FR                  | Poor                               | Poor pavement integrity, possible variable subgrade stiffness.        |
| ANNETTE AVENUE                                                  | UPPER 55TH STREET EAST | CUL DE SAC             | 67                         | 44.86800782 | -93.07454505 | 1138        | 45632        | Bituminous   | Residential-U         | 1985                 | 1985                                | Construction-AC-U           | 34                 | 1997                                | Seal Coat                             | 50                  | Bore                                                                                | B369-67                    | 5.0                            | 18.0                  | CL                | 12                                                                                 |                            |                                |                    |              |                                                          | BD                             | 5.0                    | 11.7            | FR                  | Poor                               | Poor pavement integrity, possible variable subgrade stiffness.        |
| ANNETTE AVENUE                                                  | UPPER 55TH STREET EAST | CUL DE SAC             | 68                         | 44.86749529 | -93.07454319 | 1138        | 45632        | Bituminous   | Residential-U         | 1985                 | 1985                                | Construction-AC-U           | 34                 | 1997                                | Seal Coat                             | 50                  | Core                                                                                |                            |                                |                       |                   | C250-68                                                                            | 3 3/4                      | 6                              |                    | Low          | Stripping observed at subgrade/pavement layer interface. | BD                             | 5.0                    | 11.7            | FR                  | Poor                               | Poor pavement integrity, possible variable subgrade stiffness.        |
| ANNETTE AVENUE                                                  | UPPER 55TH STREET EAST | CUL DE SAC             | 69                         | 44.86691076 | -93.07454233 | 1138        | 45632        | Bituminous   | Residential-U         | 1985                 | 1985                                | Construction-AC-U           | 34                 | 1997                                | Seal Coat                             | 50                  | Bore                                                                                | B370-69                    | 5.0                            | 6.0                   | SP/SM             | 30-25                                                                              |                            |                                |                    |              |                                                          | BD                             | 5.0                    | 11.7            | FR                  | Poor                               | Poor pavement integrity, possible variable subgrade stiffness.        |
| ANNETTE AVENUE                                                  | UPPER 55TH STREET EAST | CUL DE SAC             | 70                         | 44.86636223 | -93.07451547 | 1138        | 45632        | Bituminous   | Residential-U         | 1985                 | 1985                                | Construction-AC-U           | 34                 | 1997                                | Seal Coat                             | 50                  | Core                                                                                |                            |                                |                       |                   | C249-70                                                                            | 3 3/4                      | 6                              |                    | Low          | Observed pitting.                                        | BD                             | 5.0                    | 11.7            | FR                  | Poor                               | Poor pavement integrity, possible variable subgrade stiffness.        |
| ARALIA COURT                                                    | 90TH STREET EAST       | CUL DE SAC             | 476                        | 44.81942522 | -93.08027269 | 955         | 28201        | Bituminous   | Residential-R         | 1988                 | 1988                                | Construction-AC-R           | 31                 | 1999                                | Seal Coat                             | 51                  | Core                                                                                |                            |                                |                       |                   | C612-476                                                                           | 3 1/4                      | 9                              |                    | Low-Moderate | Observed minor stripping.                                | BD                             | 4.7                    | 8.9             | PR                  | Marginal                           | Possible poor aggregate base quality.                                 |
| ARALIA COURT                                                    | 90TH STREET EAST       | CUL DE SAC             | 477                        | 44.81944888 | -93.07952887 | 955         | 28201        | Bituminous   | Residential-R         | 1988                 | 1988                                | Construction-AC-R           | 31                 | 1999                                | Seal Coat                             | 51                  | Bore                                                                                | B500-477                   | 3.0                            | 9.0                   | SM                | 20-25                                                                              |                            |                                |                    |              |                                                          | BD                             | 4.7                    | 8.9             | PR                  | Marginal                           | Possible poor aggregate base quality.                                 |
| ARALIA COURT                                                    | 90TH STREET EAST       | CUL DE SAC             | 478                        | 44.81947998 | -93.07877333 | 955         | 28201        | Bituminous   | Residential-R         | 1988                 | 1988                                | Construction-AC-R           | 31                 | 1999                                | Seal Coat                             | 51                  | Core                                                                                |                            |                                |                       |                   | C611-478                                                                           | 3 1/4                      | 12                             |                    | Low          |                                                          | BD                             | 4.7                    | 8.9             | PR                  | Marginal                           | Possible poor aggregate base quality.                                 |
| ARALIA COURT                                                    | 90TH STREET EAST       | CUL DE SAC             | 479                        | 44.8197821  | -93.07814045 | 955         | 28201        | Bituminous   | Residential-R         | 1988                 | 1988                                | Construction-AC-R           | 31                 | 1999                                | Seal Coat                             | 51                  | Bore                                                                                | B499-479                   | 2.5                            | 12.0                  | SM                | 25                                                                                 |                            |                                |                    |              |                                                          | BD                             | 4.7                    | 8.9             | PR                  | Marginal                           | Possible poor aggregate base quality.                                 |
| ARGENTA TRAIL                                                   | UPPER 85TH STREET WEST | 88TH STREET WEST       | 1254                       | 44.82314653 | -93.10612347 | 1082        | 28132        | Bituminous   | Community Collector-R | 1980                 | 2005                                | Mill and Overlay-AC-R       | 14                 | 0                                   |                                       | 17                  | Core                                                                                |                            |                                |                       |                   |                                                                                    |                            |                                |                    |              |                                                          |                                | 6.9                    | Undefined       | Not Defined         | Marginal                           | Recommend additional borings/cores.                                   |
| ARGENTA TRAIL                                                   | UPPER 85TH STREET WEST | 88TH STREET WEST       | 1255                       | 44.82371507 | -93.10612549 | 1082        | 28132        | Bituminous   | Community Collector-R | 1980                 | 2005                                | Mill and Overlay-AC-R       | 14                 | 0                                   |                                       | 17                  | Bore                                                                                |                            |                                |                       |                   |                                                                                    |                            |                                |                    |              |                                                          |                                | 6.9                    | Undefined       | Not Defined         | Marginal                           | Recommend additional borings/cores.                                   |
| ARGENTA TRAIL                                                   | UPPER 85TH STREET WEST | 88TH STREET WEST       | 1256                       | 44.82426236 | -93.10612661 | 1082        | 28132        | Bituminous   | Community Collector-R | 1980                 | 2005                                | Mill and Overlay-AC-R       | 14                 | 0                                   |                                       | 17                  | Core                                                                                |                            |                                |                       |                   |                                                                                    |                            |                                |                    |              |                                                          |                                | 6.9                    | Undefined       | Not Defined         | Marginal                           | Recommend additional borings/cores.                                   |
| ARGENTA TRAIL                                                   | UPPER 85TH STREET WEST | 88TH STREET WEST       | 1257                       | 44.82481213 | -93.10612774 | 1082        | 28132        | Bituminous   | Community Collector-R | 1980                 | 2005                                | Mill and Overlay-AC-R       | 14                 | 0                                   |                                       | 17                  | Bore                                                                                |                            |                                |                       |                   |                                                                                    |                            |                                |                    |              |                                                          |                                | 6.9                    | Undefined       | Not Defined         | Marginal                           | Recommend additional borings/cores.                                   |
| ARGENTA TRAIL                                                   | UPPER 85TH STREET WEST | 88TH STREET WEST       | 1258                       | 44.82536067 | -93.10612886 | 1082        | 28132        | Bituminous   | Community Collector-R | 1980                 | 2005                                | Mill and Overlay-AC-R       | 14                 | 0                                   |                                       | 17                  | Core                                                                                |                            |                                |                       |                   |                                                                                    |                            |                                |                    |              |                                                          |                                | 6.9                    | Undefined       | Not Defined         | Marginal                           | Recommend additional borings/cores.                                   |
| ARGENTA TRAIL                                                   | OPPERMAN DRIVE         | UPPER 85TH STREET WEST | 1259                       | 44.82613487 | -93.10612195 | 853         | 22178        | Bituminous   | Community Collector-R | 1980                 | 2005                                | Mill and Overlay-AC-R       | 14                 | 0                                   |                                       | 17                  | Core                                                                                |                            |                                |                       |                   |                                                                                    |                            |                                |                    |              |                                                          |                                | 7.5                    | Undefined       | Not Defined         | Marginal                           | Recommend additional borings/cores.                                   |
| ARGENTA TRAIL                                                   | OPPERMAN DRIVE         | UPPER 85TH STREET WEST | 1260                       | 44.82668338 | -93.10611457 | 853         | 22178        | Bituminous   | Community Collector-R | 1980                 | 2005                                | Mill and Overlay-AC-R       | 14                 | 0                                   |                                       | 17                  | Bore                                                                                |                            |                                |                       |                   |                                                                                    |                            |                                |                    |              |                                                          |                                | 7.5                    | Undefined       | Not Defined         | Marginal                           | Recommend additional borings/cores.                                   |
| ARGENTA TRAIL                                                   | OPPERMAN DRIVE         | UPPER 85TH STREET WEST | 1261                       | 44.82723189 | -93.1061072  | 853         | 22178        | Bituminous   | Community Collector-R | 1980                 | 2005                                | Mill and Overlay-AC-R       | 14                 | 0                                   |                                       | 17                  | Core                                                                                |                            |                                |                       |                   |                                                                                    |                            |                                |                    |              |                                                          |                                | 7.5                    | Undefined       | Not Defined         | Marginal                           | Recommend additional borings/cores.                                   |
| ARGENTA TRAIL                                                   | OPPERMAN DRIVE         | UPPER 85TH STREET WEST | 1262                       | 44.82775807 | -93.10590558 | 853         | 22178        | Bituminous   | Community Collector-R | 1980                 | 2005                                | Mill and Overlay-AC-R       | 14                 | 0                                   |                                       | 17                  | Bore                                                                                |                            |                                |                       |                   |                                                                                    |                            |                                |                    |              |                                                          |                                | 7.5                    | Undefined       | Not Defined         | Marginal                           | Recommend additional borings/cores.                                   |
| ARGENTA TRAIL                                                   | AUBURN PATH            | OPPERMAN DRIVE         | 1263                       | 44.82836087 | -93.10543103 | 921         | 22946        | Bituminous   | Community Collector-R | 1980                 | 2005                                | Mill and Overlay-AC-R       | 14                 | 0                                   |                                       | 17                  | Core                                                                                |                            |                                |                       |                   |                                                                                    |                            |                                |                    |              |                                                          |                                | 7.7                    | Undefined       | Not Defined         | Marginal                           | Recommend additional borings/cores.                                   |
| ARGENTA TRAIL                                                   | AUBURN PATH            | OPPERMAN DRIVE         | 1264                       | 44.82883106 | -93.10503415 | 921         | 22946        | Bituminous   | Community Collector-R | 1980                 | 2005                                | Mill and Overlay-AC-R       | 14                 | 0                                   |                                       | 17                  | Bore                                                                                |                            |                                |                       |                   |                                                                                    |                            |                                |                    |              |                                                          |                                | 7.7                    | Undefined       | Not Defined         | Marginal                           | Recommend additional borings/cores.                                   |
| ARGENTA TRAIL                                                   | AUBURN PATH            | OPPERMAN DRIVE         | 1265                       | 44.8292911  | -93.10461515 | 921         | 22946        | Bituminous   | Community Collector-R | 1980                 | 2005                                | Mill and Overlay-AC-R       | 14                 | 0                                   |                                       | 17                  | Core                                                                                |                            |                                |                       |                   |                                                                                    |                            |                                |                    |              |                                                          |                                | 7.7                    | Undefined       | Not Defined         | Marginal                           | Recommend additional borings/cores.                                   |
| ARGENTA TRAIL                                                   | AUBURN PATH            | OPPERMAN DRIVE         | 1266                       | 44.82965068 | -93.10403817 | 921         | 22946        | Bituminous   | Community Collector-R | 1980                 | 2005                                | Mill and Overlay-AC-R       | 14                 | 0                                   |                                       | 17                  | Bore                                                                                |                            |                                |                       |                   |                                                                                    |                            |                                |                    |              |                                                          |                                | 7.7                    | Undefined       | Not Defined         | Marginal                           | Recommend additional borings/cores.                                   |
| ARGENTA TRAIL                                                   | ASHTON AVENUE          | AUBURN PATH            | 1267                       | 44.8299013  | -93.10302654 | 380         | 9880         | Bituminous   | Community Collector-R | 1980                 | 2005                                | Mill and Overlay-AC-R       | 14                 | 0                                   |                                       | 16                  | Core                                                                                |                            |                                |                       |                   |                                                                                    |                            |                                |                    |              |                                                          |                                | 7.2                    | Undefined       | Not Defined         | Marginal                           | Recommend additional borings/cores.                                   |
| ARGENTA TRAIL                                                   | 82ND STREET WEST       | ASHTON AVENUE          | 1268                       | 44.83000078 | -93.10411176 | 293         | 7618         | Bituminous   | Community Collector-R | 1980                 | 2005                                | Mill and Overlay-AC-R       | 14                 | 0                                   |                                       | 19                  | Core                                                                                |                            |                                |                       |                   |                                                                                    |                            |                                |                    |              |                                                          |                                | 6.7                    | Undefined       | Not Defined         | Marginal                           | Recommend additional borings/cores.                                   |
| ARGENTA TRAIL                                                   | ALBERTA WAY            | 82ND STREET WEST       | 1269                       | 44.83057794 | -93.10066397 | 1591        | 41366        | Bituminous   | Community Collector-R | 1980                 | 2005                                | Mill and Overlay-AC-R       | 14                 | 0                                   |                                       | 42                  | Core                                                                                |                            |                                |                       |                   |                                                                                    |                            |                                |                    |              |                                                          |                                | 7.0                    | Undefined       | Not Defined         | Marginal                           | Recommend additional borings/cores.                                   |
| ARGENTA TRAIL                                                   | ALBERTA WAY            | 82ND STREET WEST       | 1270                       | 44.83112928 | -93.10054937 | 1591        | 41366        | Bituminous   |                       |                      |                                     |                             |                    |                                     |                                       |                     |                                                                                     |                            |                                |                       |                   |                                                                                    |                            |                                |                    |              |                                                          |                                |                        |                 |                     |                                    |                                                                       |

| Table 1 - Pavement and Geotechnical Results and Recommendations |                  |                             |                            |             |              |             |              |              |                  |                      |                                     |                             |                    |                                     |                                       |                     |                      |                                                                                     |                            |                               |                       |                   |                                                                                    |                            |                               |                    |                                                                            |             |                                |                                    |                                                                                                                                                                                   |                                                                         |                                                                         |
|-----------------------------------------------------------------|------------------|-----------------------------|----------------------------|-------------|--------------|-------------|--------------|--------------|------------------|----------------------|-------------------------------------|-----------------------------|--------------------|-------------------------------------|---------------------------------------|---------------------|----------------------|-------------------------------------------------------------------------------------|----------------------------|-------------------------------|-----------------------|-------------------|------------------------------------------------------------------------------------|----------------------------|-------------------------------|--------------------|----------------------------------------------------------------------------|-------------|--------------------------------|------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------|-------------------------------------------------------------------------|
| Street                                                          | From             | To                          | Sample Location Unique ID# | LAT.        | LONG.        | Length (ft) | Area (sq ft) | Surface Type | Functional Class | Date of Construction | Date of Last Structural Improvement | Latest Type of Major Repair | Pavement Age (yrs) | Date of Last Preventive Maintenance | Latest Type of Preventive Maintenance | Today's Projected C | Location Sample Type | Boring Data (blank rows indicate a boring was not performed at the sample location) |                            |                               |                       |                   | Coring Data (blank rows indicated a core was not performed at the sample location) |                            |                               |                    |                                                                            | GPR Testing |                                | City's Proposed Repair             | Project Ranking (Ideal = sufficient pavement, good soil conditions; Marginal = sufficient pavement, marginal soil conditions; Poor = insufficient pavement, poor soil conditions) | Additional Comments                                                     |                                                                         |
|                                                                 |                  |                             |                            |             |              |             |              |              |                  |                      |                                     |                             |                    |                                     |                                       |                     |                      | Boring                                                                              | Bituminous Thickness (in.) | Aggregate Base Thickness (in) | Subgrade Soil Type(s) | Estimated R-value | Core #                                                                             | Bituminous Thickness (in.) | Aggregate Base Thickness (in) | Stripping Severity | Notes                                                                      | Direction   | Avg Bituminous Thickness (in.) | Avg Aggregate Base Thickness (in.) |                                                                                                                                                                                   |                                                                         |                                                                         |
| BAKER COURT                                                     | 96TH STREET EAST | CUL DE SAC                  | 533                        | 44.8108264  | -93.06290625 | 658         | 23612        | Bituminous   | Residential-U    | 1995                 | 1995                                | Construction AC-U           | 24                 | 2003                                | Seal Coat                             | 28                  | Core                 |                                                                                     |                            |                               |                       |                   | C257-533                                                                           | 4 1/2                      | 10                            | Low                | Observed pitting.                                                          | BD          | 4.6                            | 10.4                               | FR                                                                                                                                                                                | Poor                                                                    | Poor pavement integrity, weak subgrade near boring 426.                 |
| BAKER COURT                                                     | 96TH STREET EAST | CUL DE SAC                  | 534                        | 44.81089325 | -93.0626399  | 658         | 23612        | Bituminous   | Residential-U    | 1995                 | 1995                                | Construction AC-U           | 24                 | 2003                                | Seal Coat                             | 28                  | Bore                 | B426-534                                                                            | 3.0                        | 10.0                          | SM/SM-OL              | <12               |                                                                                    |                            |                               |                    | BD                                                                         | 4.6         | 10.4                           | FR                                 | Poor                                                                                                                                                                              | Poor pavement integrity, weak subgrade near boring 426.                 |                                                                         |
| BAKER COURT                                                     | 96TH STREET EAST | CUL DE SAC                  | 535                        | 44.81110237 | -93.0619601  | 658         | 23612        | Bituminous   | Residential-U    | 1995                 | 1995                                | Construction AC-U           | 24                 | 2003                                | Seal Coat                             | 28                  | Core                 |                                                                                     |                            |                               |                       |                   | C256-535                                                                           | 3                          | 10                            | Low                |                                                                            | BD          | 4.6                            | 10.4                               | FR                                                                                                                                                                                | Poor                                                                    | Poor pavement integrity, weak subgrade near boring 426.                 |
| BAKER COURT                                                     | 96TH STREET EAST | CUL DE SAC                  | 1477                       | 44.80987442 | -93.06306119 | 658         | 23612        | Bituminous   | Residential-U    | 1995                 | 1995                                | Construction AC-U           | 24                 | 2003                                | Seal Coat                             | 28                  | Bore                 | B427-1477                                                                           | 4.0                        | 12.0                          | SP/SM                 | 30-25             |                                                                                    |                            |                               |                    | BD                                                                         | 4.6         | 10.4                           | FR                                 | Marginal                                                                                                                                                                          | Poor pavement integrity, weak subgrade near boring 426.                 |                                                                         |
| BANKS COURT                                                     | 78TH STREET      | CUL DE SAC                  | 382                        | 44.83616435 | -93.06408922 | 263         | 15882        | Bituminous   | Residential-U    | 1982                 | 2006                                | Mill and Overlay AC-U       | 13                 | 2017                                | Seal Coat                             | 83                  | Core                 |                                                                                     |                            |                               |                       |                   | C317-382                                                                           | 4                          | 10                            | Moderate           | Stripping observed at subgrade/pavement layer interface.                   | BD          | 4.9                            | 7.7                                | PR or FDRP                                                                                                                                                                        | Marginal                                                                | Subgrade condition unknown, recommend additional borings and cores.     |
| BANKS PATH                                                      | BARBARA AVENUE   | 78TH STREET EAST            | 905                        | 44.83392821 | -93.06391832 | 890         | 30260        | Bituminous   | Residential-U    | 1982                 | 2006                                | Mill and Overlay AC-U       | 13                 | 2017                                | Seal Coat                             | 40                  | Core                 |                                                                                     |                            |                               |                       |                   | C315-905                                                                           | 5                          | 12                            | Moderate           | Stripping observed at subgrade/pavement layer interface.                   | BD          | 5.3                            | 8.7                                | FR                                                                                                                                                                                | Poor                                                                    | Poor subgrade conditions near boring 211.                               |
| BANKS PATH                                                      | BARBARA AVENUE   | 78TH STREET EAST            | 906                        | 44.8344588  | -93.06408863 | 890         | 30260        | Bituminous   | Residential-U    | 1982                 | 2006                                | Mill and Overlay AC-U       | 13                 | 2017                                | Seal Coat                             | 40                  | Bore                 | B211-906                                                                            | 5.0                        | 12.0                          | ML                    | 12                |                                                                                    |                            |                               |                    | BD                                                                         | 5.3         | 8.7                            | FR                                 | Poor                                                                                                                                                                              | Poor subgrade conditions near boring 211.                               |                                                                         |
| BANKS PATH                                                      | BARBARA AVENUE   | 78TH STREET EAST            | 907                        | 44.83511395 | -93.06408009 | 890         | 30260        | Bituminous   | Residential-U    | 1982                 | 2006                                | Mill and Overlay AC-U       | 13                 | 2017                                | Seal Coat                             | 40                  | Core                 |                                                                                     |                            |                               |                       |                   | C316-907                                                                           | 5 1/4                      | 10                            | Moderate           | Stripping observed at subgrade/pavement layer interface.                   | BD          | 5.3                            | 8.7                                | FR                                                                                                                                                                                | Poor                                                                    | Poor subgrade conditions near boring 211.                               |
| BANKS PATH                                                      | BARBARA AVENUE   | 78TH STREET EAST            | 908                        | 44.83619499 | -93.06408618 | 890         | 30260        | Bituminous   | Residential-U    | 1982                 | 2006                                | Mill and Overlay AC-U       | 13                 | 2017                                | Seal Coat                             | 40                  | Bore                 | B209-908                                                                            | 4.0                        | 8.0                           | SP-SM                 | 25-30             |                                                                                    |                            |                               |                    | BD                                                                         | 5.3         | 8.7                            | FR                                 | Poor                                                                                                                                                                              | Poor subgrade conditions near boring 211.                               |                                                                         |
| BANNING WAY (EAST OF BARBARA)                                   | BARBARA AVENUE   | BARBARA AVENUE              | 909                        | 44.84005046 | -93.06254521 | 1148        | 39032        | Bituminous   | Residential-U    | 1982                 | 2006                                | Mill and Overlay AC-U       | 13                 | 2017                                | Seal Coat                             | 84                  | Core                 |                                                                                     |                            |                               |                       |                   | C212-909                                                                           | 4 3/4                      | 12                            | Low                | Observed pitting.                                                          | BD          | 4.8                            | 7.1                                | PR                                                                                                                                                                                | Marginal                                                                | Possible poor pavement integrity, possible poor aggregate base quality. |
| BANNING WAY (EAST OF BARBARA)                                   | BARBARA AVENUE   | BARBARA AVENUE              | 910                        | 44.84012802 | -93.06281234 | 1148        | 39032        | Bituminous   | Residential-U    | 1982                 | 2006                                | Mill and Overlay AC-U       | 13                 | 2017                                | Seal Coat                             | 84                  | Bore                 | B198-910                                                                            | 6.0                        | 12.0                          | SM                    | 25                |                                                                                    |                            |                               |                    | BD                                                                         | 4.8         | 7.1                            | PR                                 | Marginal                                                                                                                                                                          | Possible poor pavement integrity, possible poor aggregate base quality. |                                                                         |
| BANNING WAY (EAST OF BARBARA)                                   | BARBARA AVENUE   | BARBARA AVENUE              | 911                        | 44.83982164 | -93.06213723 | 1148        | 39032        | Bituminous   | Residential-U    | 1982                 | 2006                                | Mill and Overlay AC-U       | 13                 | 2017                                | Seal Coat                             | 84                  | Core                 |                                                                                     |                            |                               |                       |                   | C210-911                                                                           | 4                          | 10                            | Moderate           | Stripping observed at subgrade/pavement layer interface. Observed Pitting. | BD          | 4.8                            | 7.1                                | PR                                                                                                                                                                                | Marginal                                                                | Possible poor pavement integrity, possible poor aggregate base quality. |
| BANNING WAY (EAST OF BARBARA)                                   | BARBARA AVENUE   | BARBARA AVENUE              | 912                        | 44.83930444 | -93.06137617 | 1148        | 39032        | Bituminous   | Residential-U    | 1982                 | 2006                                | Mill and Overlay AC-U       | 13                 | 2017                                | Seal Coat                             | 84                  | Bore                 | B197-912                                                                            | 5.0                        | 10.0                          | SM                    | 25                |                                                                                    |                            |                               |                    | BD                                                                         | 4.8         | 7.1                            | PR                                 | Marginal                                                                                                                                                                          | Possible poor pavement integrity, possible poor aggregate base quality. |                                                                         |
| BANNING WAY (EAST OF BARBARA)                                   | BARBARA AVENUE   | BARBARA AVENUE              | 370                        | 44.83751945 | -93.06342617 | 1166        | 39644        | Bituminous   | Residential-U    | 1982                 | 2006                                | Mill and Overlay AC-U       | 13                 | 2017                                | Seal Coat                             | 81                  | Core                 |                                                                                     |                            |                               |                       |                   | C205-370                                                                           | 4                          | 12                            | Moderate           | Stripping observed at subgrade/pavement layer interface.                   | BD          | 5.0                            | 8.1                                | PR                                                                                                                                                                                | Marginal                                                                | Possible poor base aggregate quality, suitable subgrade stiffness.      |
| BANNING WAY (WEST OF BARBARA)                                   | BARBARA AVENUE   | BARBARA AVENUE              | 371                        | 44.83786022 | -93.06398822 | 1166        | 39644        | Bituminous   | Residential-U    | 1982                 | 2006                                | Mill and Overlay AC-U       | 13                 | 2017                                | Seal Coat                             | 81                  | Bore                 | B201-371                                                                            | 6.0                        | 12.0                          | SM                    | 25                |                                                                                    |                            |                               |                    | BD                                                                         | 5.0         | 8.1                            | PR                                 | Marginal                                                                                                                                                                          | Possible poor base aggregate quality, suitable subgrade stiffness.      |                                                                         |
| BANNING WAY (WEST OF BARBARA)                                   | BARBARA AVENUE   | BARBARA AVENUE              | 372                        | 44.83840211 | -93.06407006 | 1166        | 39644        | Bituminous   | Residential-U    | 1982                 | 2006                                | Mill and Overlay AC-U       | 13                 | 2017                                | Seal Coat                             | 81                  | Core                 |                                                                                     |                            |                               |                       |                   | C206-372                                                                           | 4                          | 10                            | Moderate           | Stripping observed at subgrade/pavement layer interface.                   | BD          | 5.0                            | 8.1                                | PR                                                                                                                                                                                | Marginal                                                                | Possible poor base aggregate quality, suitable subgrade stiffness.      |
| BANNING WAY (WEST OF BARBARA)                                   | BARBARA AVENUE   | BARBARA AVENUE              | 373                        | 44.83849564 | -93.06408457 | 1166        | 39644        | Bituminous   | Residential-U    | 1982                 | 2006                                | Mill and Overlay AC-U       | 13                 | 2017                                | Seal Coat                             | 81                  | Bore                 | B200-373                                                                            | 5.0                        | 8.0                           | SM                    | 25                |                                                                                    |                            |                               |                    | BD                                                                         | 5.0         | 8.1                            | PR                                 | Marginal                                                                                                                                                                          | Possible poor base aggregate quality, suitable subgrade stiffness.      |                                                                         |
| BANNING WAY (WEST OF BARBARA)                                   | BARBARA AVENUE   | BARBARA AVENUE              | 374                        | 44.83946274 | -93.06388408 | 1166        | 39644        | Bituminous   | Residential-U    | 1982                 | 2006                                | Mill and Overlay AC-U       | 13                 | 2017                                | Seal Coat                             | 81                  | Core                 |                                                                                     |                            |                               |                       |                   | C207-374                                                                           | 4                          | 10                            | Low                |                                                                            | BD          | 5.0                            | 8.1                                | PR                                                                                                                                                                                | Marginal                                                                | Possible poor base aggregate quality, suitable subgrade stiffness.      |
| BANNING WAY (WEST OF BARBARA)                                   | BARBARA AVENUE   | BARBARA AVENUE              | 375                        | 44.83975721 | -93.0632497  | 1166        | 39644        | Bituminous   | Residential-U    | 1982                 | 2006                                | Mill and Overlay AC-U       | 13                 | 2017                                | Seal Coat                             | 81                  | Bore                 | B199-375                                                                            | 6.0                        | 12.0                          | SM                    | 25                |                                                                                    |                            |                               |                    | BD                                                                         | 5.0         | 8.1                            | PR                                 | Marginal                                                                                                                                                                          | Possible poor base aggregate quality, suitable subgrade stiffness.      |                                                                         |
| 75TH STREET EAST                                                | BANNING WAY      | BANNING WAY                 | 329                        | 44.84030719 | -93.06328757 | 366         | 12444        | Bituminous   | Residential-U    | 1989                 | 2006                                | Mill and Overlay AC-U       | 13                 | 2017                                | Seal Coat                             | 11                  | Core                 |                                                                                     |                            |                               |                       |                   | C208-329                                                                           | 4 1/4                      | 6                             | Low                | Stripping observed at subgrade/pavement layer interface.                   | BD          | 5.5                            | 0.0                                | PR or FDRP                                                                                                                                                                        | Marginal                                                                | Subgrade condition unknown, recommend additional borings and cores.     |
| BARBARA AVENUE                                                  | BANNING WAY      | BANNING WAY                 | 335                        | 44.83937686 | -93.06299346 | 353         | 12002        | Bituminous   | Residential-U    | 1982                 | 2006                                | Mill and Overlay AC-U       | 13                 | 2017                                | Seal Coat                             | 80                  | Core                 |                                                                                     |                            |                               |                       |                   | C209-335                                                                           | 4 3/4                      | 8                             | Low                | Stripping observed at subgrade/pavement layer interface.                   | BD          | 5.8                            | 8.8                                | PR or FDRP                                                                                                                                                                        | Marginal                                                                | Subgrade condition unknown, recommend additional borings and cores.     |
| BARBARA AVENUE                                                  | BANNING WAY      | BARBARA COURT               | 340                        | 44.83851642 | -93.06267973 | 331         | 11254        | Bituminous   | Residential-U    | 1982                 | 2006                                | Mill and Overlay AC-U       | 13                 | 2017                                | Seal Coat                             | 83                  | Core                 |                                                                                     |                            |                               |                       |                   | C213-340                                                                           | 4 3/4                      | 6                             | Moderate           | Stripping observed at subgrade/pavement layer interface.                   | BD          | 5.3                            | 11.4                               | PR or FDRP                                                                                                                                                                        | Marginal                                                                | Subgrade condition unknown, recommend additional borings and cores.     |
| BARBARA AVENUE                                                  | BARBARA COURT    | BANNING WAY                 | 369                        | 44.83732427 | -93.06268228 | 212         | 7208         | Bituminous   | Residential-U    | 1982                 | 2006                                | Mill and Overlay AC-U       | 13                 | 2017                                | Seal Coat                             | 82                  | Core                 |                                                                                     |                            |                               |                       |                   | C215-369                                                                           | 4                          | 6                             | Moderate           | Stripping observed at subgrade/pavement layer interface.                   | BD          | 5.9                            | 6.3                                | PR or FDRP                                                                                                                                                                        | Marginal                                                                | Subgrade condition unknown, recommend additional borings and cores.     |
| BARBARA AVENUE                                                  | BANNING WAY      | 78TH COURT/78TH STREET EAST | 378                        | 44.83687808 | -93.06272924 | 577         | 19618        | Bituminous   | Residential-U    | 1982                 | 2006                                | Mill and Overlay AC-U       | 13                 | 2017                                | Seal Coat                             | 51                  | Core                 |                                                                                     |                            | </                            |                       |                   |                                                                                    |                            |                               |                    |                                                                            |             |                                |                                    |                                                                                                                                                                                   |                                                                         |                                                                         |



| Table 1 - Pavement and Geotechnical Results and Recommendations |                        |                           |                            |             |              |             |              |              |                  |                      |                                     |                             |                    |                                     |                                       |                       |                      |           |                            |                                |                       |                   |           |                            |                                |                    |                                                                                                             |           |                                |                                    |                        |                                                                                                                                                                                   |                                                                                                      |                                                                                                      |
|-----------------------------------------------------------------|------------------------|---------------------------|----------------------------|-------------|--------------|-------------|--------------|--------------|------------------|----------------------|-------------------------------------|-----------------------------|--------------------|-------------------------------------|---------------------------------------|-----------------------|----------------------|-----------|----------------------------|--------------------------------|-----------------------|-------------------|-----------|----------------------------|--------------------------------|--------------------|-------------------------------------------------------------------------------------------------------------|-----------|--------------------------------|------------------------------------|------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------|
| Street                                                          | From                   | To                        | Sample Location Unique ID# | LAT.        | LONG.        | Length (ft) | Area (sq ft) | Surface Type | Functional Class | Date of Construction | Date of Last Structural Improvement | Latest Type of Major Repair | Pavement Age (yrs) | Date of Last Preventive Maintenance | Latest Type of Preventive Maintenance | Today's Projected C/I | Location Sample Type | Boring    | Bituminous Thickness (in.) | Aggregate Base Thickness (in.) | Subgrade Soil Type(s) | Estimated R-value | Core #    | Bituminous Thickness (in.) | Aggregate Base Thickness (in.) | Stripping Severity | Notes                                                                                                       | Direction | Avg Bituminous Thickness (in.) | Avg Aggregate Base Thickness (in.) | City's Proposed Repair | Project Ranking (Ideal = sufficient pavement, good soil conditions; Marginal = sufficient pavement, marginal soil conditions; Poor = insufficient pavement, poor soil conditions) | Additional Comments                                                                                  |                                                                                                      |
| BARNES WAY EAST                                                 | 102ND STREET EAST      | BARNES AVENUE(ENCL. SEG.) | 1464                       | 44.8018719  | -91.05928869 | 1685        | 40440        | Bituminous   | Residential-R    | 1980                 | 1980                                | Construction-AC-R           | 39                 | 0                                   |                                       | 2                     | Bore                 | 8565-1464 | 3.0                        | Not identified                 | SP                    | 30                |           |                            |                                |                    |                                                                                                             | 8D        | 2.8                            | 8.7                                | FDR                    | Marginal                                                                                                                                                                          | Marginal                                                                                             | This pavement section, suitable aggregate base and subgrade.                                         |
| BARTLEY COURT                                                   | BARNES AVENUE          | CUL DE SAC                | 734                        | 44.79184323 | -91.06169279 | 1036        | 30924        | Bituminous   | Residential-R    | 1982                 | 1982                                | Construction-AC-R           | 37                 | 1999                                | Seal Coat                             | 1                     | Core                 |           |                            |                                |                       |                   | C552-734  | 2                          | 12                             | Low                |                                                                                                             |           | 8D                             | 2.9                                | 10.3                   | FDR                                                                                                                                                                               | Marginal                                                                                             | This pavement section, suitable aggregate base and subgrade.                                         |
| BARTLEY COURT                                                   | BARNES AVENUE          | CUL DE SAC                | 735                        | 44.79184151 | -91.06092247 | 1036        | 30924        | Bituminous   | Residential-R    | 1982                 | 1982                                | Construction-AC-R           | 37                 | 1999                                | Seal Coat                             | 1                     | Bore                 | 8479-735  | 2.0                        | 12.0                           | SP,SM                 | 25                |           |                            |                                |                    |                                                                                                             | 8D        | 2.9                            | 10.3                               | FDR                    | Marginal                                                                                                                                                                          | This pavement section, suitable aggregate base and subgrade.                                         |                                                                                                      |
| BARTLEY COURT                                                   | BARNES AVENUE          | CUL DE SAC                | 736                        | 44.79183979 | -91.06013214 | 1036        | 30924        | Bituminous   | Residential-R    | 1982                 | 1982                                | Construction-AC-R           | 37                 | 1999                                | Seal Coat                             | 1                     | Core                 |           |                            |                                |                       |                   | C551-736  | 2 1/2                      | 12                             | Low                |                                                                                                             |           | 8D                             | 2.9                                | 10.3                   | FDR                                                                                                                                                                               | Marginal                                                                                             | This pavement section, suitable aggregate base and subgrade.                                         |
| BARTLEY COURT                                                   | BARNES AVENUE          | CUL DE SAC                | 737                        | 44.79183805 | -91.05938181 | 1036        | 30924        | Bituminous   | Residential-R    | 1982                 | 1982                                | Construction-AC-R           | 37                 | 1999                                | Seal Coat                             | 1                     | Bore                 | 8478-737  | 2.0                        | 12.0                           | SP,SM                 | 25                |           |                            |                                |                    |                                                                                                             | 8D        | 2.9                            | 10.3                               | FDR                    | Marginal                                                                                                                                                                          | This pavement section, suitable aggregate base and subgrade.                                         |                                                                                                      |
| BARTLEY COURT                                                   | BARNES AVENUE          | CUL DE SAC                | 738                        | 44.79183632 | -91.05861148 | 1036        | 30924        | Bituminous   | Residential-R    | 1982                 | 1982                                | Construction-AC-R           | 37                 | 1999                                | Seal Coat                             | 1                     | Core                 |           |                            |                                |                       |                   | C571-738  | 2 1/2                      | 12                             | Moderate           | Stripping observed at pavement layer interface.                                                             |           | 8D                             | 2.9                                | 10.3                   | FDR                                                                                                                                                                               | Marginal                                                                                             | This pavement section, suitable aggregate base and subgrade.                                         |
| BARTLEY COURT                                                   | BARNES AVENUE          | CUL DE SAC                | 1455                       | 44.79185502 | -91.06243673 | 1036        | 30924        | Bituminous   | Residential-R    | 1982                 | 1982                                | Construction-AC-R           | 37                 | 1999                                | Seal Coat                             | 1                     | Bore                 | 8480-1455 | 2.0                        | 12.0                           | SP                    | 50                |           |                            |                                |                    |                                                                                                             | 8D        | 2.9                            | 10.3                               | FDR                    | Marginal                                                                                                                                                                          | This pavement section, suitable aggregate base and subgrade.                                         |                                                                                                      |
| BEARDLEY COURT                                                  | 9157 STREET EAST       | CUL DE SAC                | 892                        | 44.81772388 | -91.05969087 | 416         | 16259        | Bituminous   | Residential-R    | 1989                 | 1989                                | Construction-AC-R           | 30                 | 2003                                | Seal Coat                             | 26                    | Core                 |           |                            |                                |                       |                   | C514-492  | 3                          | 12                             | Low                | Observed pitting.                                                                                           |           | 8D                             | 2.2                                | 7.6                    | PR                                                                                                                                                                                | Marginal                                                                                             | This pavement section, possible poor aggregate base quality.                                         |
| BEARDLEY COURT                                                  | 9157 STREET EAST       | CUL DE SAC                | 493                        | 44.81823898 | -91.05991025 | 416         | 16259        | Bituminous   | Residential-R    | 1989                 | 1989                                | Construction-AC-R           | 30                 | 2003                                | Seal Coat                             | 26                    | Bore                 | 8516-493  | 2.0                        | 12.0                           | SP,SM                 | 25-30             |           |                            |                                |                    |                                                                                                             | 8D        | 2.2                            | 7.6                                | PR                     | Marginal                                                                                                                                                                          | This pavement section, possible poor aggregate base quality.                                         |                                                                                                      |
| BEARDLEY COURT                                                  | 9157 STREET EAST       | CUL DE SAC                | 1508                       | 44.81724206 | -91.05656774 | 416         | 16259        | Bituminous   | Residential-R    | 1989                 | 1989                                | Construction-AC-R           | 30                 | 2003                                | Seal Coat                             | 26                    | Bore                 | 8515-1508 | 3.0                        | Not identified                 | SM                    | 20-25             |           |                            |                                |                    |                                                                                                             | 8D        | 2.2                            | 7.6                                | PR                     | Marginal                                                                                                                                                                          | This pavement section, possible poor aggregate base quality.                                         |                                                                                                      |
| BECHTEL AVENUE                                                  | CUL DE SAC             | 85TH STREET EAST          | 440                        | 44.82668784 | -91.04275605 | 280         | 12839        | Bituminous   | Residential-U    | 1994                 | 1994                                | Construction-AC-U           | 30                 | 2010                                | Seal Coat                             | 0                     | Core                 |           |                            |                                |                       |                   | C278-440  | 4 1/2                      | 6                              | Low                | Observed pitting.                                                                                           |           | 8D                             | 5.6                                | 9.2                    | PR                                                                                                                                                                                | Marginal                                                                                             | This pavement section, possible poor aggregate base quality.                                         |
| BECHTEL AVENUE                                                  | 85TH STREET EAST       | BECHTEL COURT             | 447                        | 44.82567674 | -91.04311272 | 284         | 6336         | Bituminous   | Residential-U    | 1994                 | 1994                                | Construction-AC-U           | 25                 | 2002                                | Seal Coat                             | 12                    | Core                 |           |                            |                                |                       |                   | C275-447  | 3 1/4                      | 6                              | Low                | Stripping observed at subgrade/pavement layer interface.                                                    |           | 8D                             | 4.8                                | 9.6                    | PR or FDR                                                                                                                                                                         | Marginal                                                                                             | Subgrade condition unknown, recommend additional borings and cores.                                  |
| BECHTEL COURT                                                   | BECHTEL AVENUE         | CUL DE SAC                | 448                        | 44.82565615 | -91.04415532 | 236         | 16342        | Bituminous   | Residential-U    | 1994                 | 1994                                | Construction-AC-U           | 25                 | 2002                                | Seal Coat                             | 0                     | Core                 |           |                            |                                |                       |                   | C274-448  | 4 1/4                      | 6                              | Low                | Observed pavement delamination at layer interface. Stripping observed at subgrade/pavement layer interface. |           | 8D                             | 4.7                                | 9.2                    | PR or FDR                                                                                                                                                                         | Marginal                                                                                             | Subgrade condition unknown, recommend additional borings and cores.                                  |
| BENTON WAY                                                      | BLAINE AVENUE          | BENTON CIRCLE             | 193                        | 44.84958886 | -91.05578224 | 437         | 15295        | Bituminous   | Residential-U    | 1998                 | 1998                                | Construction-AC-U           | 21                 | 2010                                | Seal Coat                             | 81                    | Core                 |           |                            |                                |                       |                   | C403-193  | 5 1/4                      | 10                             | Low                | Observed pitting.                                                                                           |           | 8D                             | 4.9                                | 0.0                    | PR                                                                                                                                                                                | Marginal                                                                                             | Possible poor base aggregate quality.                                                                |
| BENTON WAY                                                      | BLAINE AVENUE          | BENTON CIRCLE             | 194                        | 44.84959024 | -91.05465325 | 437         | 15295        | Bituminous   | Residential-U    | 1998                 | 1998                                | Construction-AC-U           | 21                 | 2010                                | Seal Coat                             | 81                    | Bore                 | 8411-194  | 4.0                        | 12.0                           | SP                    | 30                |           |                            |                                |                    |                                                                                                             | 8D        | 4.9                            | 0.0                                | PR                     | Marginal                                                                                                                                                                          | Possible poor base aggregate quality.                                                                |                                                                                                      |
| BENTON WAY                                                      | SOUTH OF BENTON CIRCLE | BLAINE AVENUE             | 789                        | 44.84906754 | -91.05713426 | 807         | 28245        | Bituminous   | Residential-U    | 1999                 | 1999                                | Construction-AC-U           | 20                 | 2010                                | Seal Coat                             | 78                    | Core                 |           |                            |                                |                       |                   | C402-789  | 4 1/2                      | 10                             | Low                |                                                                                                             |           | 8D                             | 4.7                                | 0.0                    | FDR                                                                                                                                                                               | Marginal                                                                                             | This pavement section, possible poor aggregate base, suitable subgrade stiffness.                    |
| BENTON WAY                                                      | SOUTH OF BENTON CIRCLE | BLAINE AVENUE             | 790                        | 44.84873694 | -91.05666402 | 807         | 28245        | Bituminous   | Residential-U    | 1999                 | 1999                                | Construction-AC-U           | 20                 | 2010                                | Seal Coat                             | 78                    | Bore                 | 8413-790  | 3.0                        | Not identified                 | SP/SM                 | 30-25             |           |                            |                                |                    |                                                                                                             | 8D        | 4.7                            | 0.0                                | FDR                    | Marginal                                                                                                                                                                          | This pavement section, possible poor aggregate base, suitable subgrade stiffness.                    |                                                                                                      |
| BENTON WAY                                                      | SOUTH OF BENTON CIRCLE | BLAINE AVENUE             | 791                        | 44.84869043 | -91.05590495 | 807         | 28245        | Bituminous   | Residential-U    | 1999                 | 1999                                | Construction-AC-U           | 20                 | 2010                                | Seal Coat                             | 78                    | Core                 |           |                            |                                |                       |                   | C401-791  | 3 3/4                      | 10                             | Low                |                                                                                                             |           | 8D                             | 4.7                                | 0.0                    | FDR                                                                                                                                                                               | Marginal                                                                                             | This pavement section, possible poor aggregate base, suitable subgrade stiffness.                    |
| BENTON WAY                                                      | SOUTH OF BENTON CIRCLE | BLAINE AVENUE             | 792                        | 44.84869948 | -91.05511397 | 807         | 28245        | Bituminous   | Residential-U    | 1999                 | 1999                                | Construction-AC-U           | 20                 | 2010                                | Seal Coat                             | 78                    | Bore                 | 8413-792  | 4.0                        | 20.0                           | SM                    | 25                |           |                            |                                |                    |                                                                                                             | 8D        | 4.7                            | 0.0                                | FDR                    | Marginal                                                                                                                                                                          | This pavement section, possible poor aggregate base, suitable subgrade stiffness.                    |                                                                                                      |
| BESTER AVENUE                                                   | 73RD COURT EAST        | 72ND COURT EAST           | 301                        | 44.84475614 | -91.05754847 | 372         | 12648        | Bituminous   | Residential-U    | 1978                 | 2006                                | Mill and Overlay-AC-U       | 13                 | 2017                                | Seal Coat                             | 47                    | Core                 |           |                            |                                |                       |                   | C461-301  | 7                          | 8                              | Low                | Stripping observed at subgrade/pavement layer interface.                                                    |           | 8D                             | 7.4                                | 0.0                    | FR                                                                                                                                                                                | Marginal                                                                                             | Thick pavements section, recommend additional borings and cores.                                     |
| BESTER AVENUE                                                   | 73RD STREET EAST       | 73RD COURT EAST           | 309                        | 44.84367149 | -91.05754852 | 393         | 13862        | Bituminous   | Residential-U    | 1978                 | 2006                                | Mill and Overlay-AC-U       | 13                 | 2017                                | Seal Coat                             | 70                    | Core                 |           |                            |                                |                       |                   | C459-309  | 6                          | 8                              | Low                | Stripping observed at subgrade/pavement layer interface.                                                    |           | 8D                             | 7.3                                | 0.0                    | FR                                                                                                                                                                                | Poor                                                                                                 | Weak subgrade.                                                                                       |
| BESTER AVENUE                                                   | 75TH STREET EAST       | 73RD STREET EAST          | 311                        | 44.84194423 | -91.05719262 | 643         | 21219        | Bituminous   | Residential-U    | 1978                 | 2006                                | Mill and Overlay-AC-U       | 13                 | 2017                                | Seal Coat                             | 70                    | Core                 |           |                            |                                |                       |                   | C457-311  | 7 3/4                      | 8                              | Low                |                                                                                                             |           | 8D                             | 6.9                                | 0.0                    | FDR                                                                                                                                                                               | Ideal to Marginal                                                                                    | Possible poor pavement integrity, good subgrade stiffness.                                           |
| BESTER AVENUE                                                   | 75TH STREET EAST       | 73RD STREET EAST          | 312                        | 44.84249232 | -91.0572366  | 643         | 21219        | Bituminous   | Residential-U    | 1978                 | 2006                                | Mill and Overlay-AC-U       | 13                 | 2017                                | Seal Coat                             | 79                    | Bore                 | 8328-312  | 5.0                        | 8.0                            | SP/SM                 | 30-25             |           |                            |                                |                    |                                                                                                             | 8D        | 6.9                            | 0.0                                | FDR                    | Ideal to Marginal                                                                                                                                                                 | Possible poor pavement integrity, good subgrade stiffness.                                           |                                                                                                      |
| BESTER AVENUE                                                   | 75TH STREET EAST       | 73RD STREET EAST          | 313                        | 44.8425488  | -91.05730618 | 643         | 21219        | Bituminous   | Residential-U    | 1978                 | 2006                                | Mill and Overlay-AC-U       | 13                 | 2017                                | Seal Coat                             | 79                    | Core                 |           |                            |                                |                       |                   | C458-313  | 6 3/4                      | 8                              | Moderate           | Stripping observed at subgrade/pavement layer interface.                                                    |           | 8D                             | 6.9                                | 0.0                    | FDR                                                                                                                                                                               | Ideal to Marginal                                                                                    | Possible poor pavement integrity, good subgrade stiffness.                                           |
| BESTER AVENUE                                                   | 78TH STREET EAST       | 77TH STREET EAST          | 362                        | 44.83886234 | -91.05811103 | 644         | 21896        | Bituminous   | Residential-U    | 1978                 | 2006                                | Mill and Overlay-AC-U       | 13                 | 2017                                | Seal Coat                             | 61                    | Core                 |           |                            |                                |                       |                   | C202-362  | 7                          | 6                              | Low                | Observed pitting.                                                                                           |           | 8D                             | 7.7                                | 6.0                    | PR                                                                                                                                                                                | Marginal                                                                                             | Possible poor base aggregate quality, suitable subgrade stiffness.                                   |
| BESTER AVENUE                                                   | 78TH STREET EAST       | 77TH STREET EAST          | 363                        | 44.83881088 | -91.05813176 | 644         | 21896        | Bituminous   | Residential-U    | 1978                 | 2006                                | Mill and Overlay-AC-U       | 13                 | 2017                                | Seal Coat                             | 61                    | Bore                 | 8193-363  | 7.0                        | 6.0                            | SP/SM/SM              | 30                |           |                            |                                |                    |                                                                                                             | 8D        | 7.7                            | 6.0                                | PR                     | Marginal                                                                                                                                                                          | Possible poor base aggregate quality, suitable subgrade stiffness.                                   |                                                                                                      |
| BESTER AVENUE                                                   | 78TH STREET EAST       | 77TH STREET EAST          | 364                        | 44.83881596 | -91.05829247 | 644         | 21896        | Bituminous   | Residential-U    | 1978                 | 2006                                | Mill and Overlay-AC-U       | 13                 | 2017                                | Seal Coat                             | 61                    | Core                 |           |                            |                                |                       |                   | C201-364  | 6 1/4                      | 6                              | Low                | Observed pitting.                                                                                           |           | 8D                             | 7.7                                | 6.0                    | PR                                                                                                                                                                                | Marginal                                                                                             | Possible poor base aggregate quality, suitable subgrade stiffness.                                   |
| BESTER AVENUE                                                   | 79TH STREET EAST       | BESTER COURT              | 1185                       | 44.84577959 | -91.05757013 | 1270        | 41910        | Bituminous   | Residential-U    | 1978                 | 2006                                | Mill and Overlay-AC-U       | 13                 | 2017                                | Seal Coat                             | 83                    | Core                 |           |                            |                                |                       |                   | C463-1185 | 7                          | 10                             | Low                | Observed pitting.                                                                                           |           | 8D                             | 6.4                                | 9.2                    | PR                                                                                                                                                                                | Marginal                                                                                             | Possible poor pavement integrity, possible poor aggregate base quality, suitable subgrade stiffness. |
| BESTER AVENUE                                                   | 79TH STREET EAST       | BESTER COURT              | 1186                       | 44.84632484 | -91.05757442 | 1270        | 41910        | Bituminous   | Residential-U    | 1978                 | 2006                                | Mill and Overlay-AC-U       | 13                 | 2017                                | Seal Coat                             | 83                    | Bore                 | 8310-1186 | 4.0                        | 10.0                           | SM                    | 25                |           |                            |                                |                    |                                                                                                             | 8D        | 6.4                            | 9.2                                | PR                     | Marginal                                                                                                                                                                          | Possible poor pavement integrity, possible poor aggregate base quality, suitable subgrade stiffness. |                                                                                                      |
| BESTER AVENUE                                                   | 79TH STREET EAST       | BESTER COURT              | 1187                       | 44.84687431 | -91.05751494 | 1270        | 41910        | Bituminous   | Residential-U    | 1978                 | 2006                                | Mill and Overlay-AC-U       | 13                 | 2017                                | Seal Coat                             | 83                    | Core                 |           |                            |                                |                       |                   | C464-1187 | 5 1/4                      | 10                             | Moderate           | Stripping observed at subgrade/pavement layer interface.                                                    |           | 8D                             | 6.4                                | 9.2                    | PR                                                                                                                                                                                | Marginal                                                                                             | Possible poor pavement integrity, possible poor aggregate base quality, suitable subgrade stiffness. |
| BESTER AVENUE                                                   | 79TH STREET EAST       | BESTER COURT              | 1188                       | 44.84741362 | -91.05744688 | 1270        | 41910        | Bituminous   | Residential-U    | 1978                 | 2006                                | Mill and Overlay-AC-U       | 13                 | 2017                                | Seal Coat                             | 83                    | Bore                 | 8311-1188 | 5.0                        | 8.0                            | SP/SM                 | 30-25             |           |                            |                                |                    |                                                                                                             | 8D        | 6.4                            | 9.2                                | PR                     | Marginal                                                                                                                                                                          | Possible poor pavement integrity, possible poor aggregate base quality, suitable subgrade stiffness. |                                                                                                      |
| BESTER AVENUE                                                   | 79TH STREET EAST       | BESTER COURT              | 1189                       | 44.84751384 | -91.0568024  | 1270        | 41910        | Bituminous   | Residential-U    | 1978                 | 2006                                | Mill and Overlay-AC-U       | 13                 | 2017                                | Seal Coat                             | 83                    | Core                 |           |                            |                                |                       |                   | C465-1189 | 5                          | 8                              | Moderate           | Stripping observed at subgrade/pavement layer interface.                                                    |           | 8D                             | 6.4                                | 9.2                    | PR                                                                                                                                                                                | Marginal                                                                                             | Possible poor pavement integrity, possible poor aggregate base quality, suitable subgrade stiffness. |
| BESTER AVENUE                                                   | BESTER COURT           | BLAINE AVENUE             | 1191                       | 44.8470328  | -91.05510474 | 201         | 6633         | Bituminous   | Residential-U    | 1994                 | 2006                                | Mill and Overlay-AC-U       | 13                 | 2017                                | Seal Coat                             | 39                    | Core                 |           |                            |                                |                       |                   | C467-1191 | 6                          | 8                              | Moderate           | Observed pavement delamination at layer interface. Stripping observed at subgrade/pavement layer interface. |           | 8D                             | 5.8                                | 0.0                    | PR                                                                                                                                                                                | Marginal                                                                                             | Subgrade condition unknown, recommend additional borings and cores.                                  |
| BESTER AVENUE                                                   | 73RD STREET EAST       | 73RD COURT EAST           | 1616                       | 44.8432296  | -91.0570356  | 393         | 13862        | Bituminous   | Residential-U    | 1978                 | 2006                                | Mill and Overlay-AC-U       | 13                 | 2017                                | Seal Coat                             | 47                    | Bore                 | 8307-1616 | 6.0                        | 8.0                            | C/SM                  | 12                |           |                            |                                |                    |                                                                                                             | 8D        | 7.3                            | 0.0                                | FR                     | Poor                                                                                                                                                                              | Weak subgrade.                                                                                       |                                                                                                      |
| BESTER AVENUE                                                   | 73RD COURT EAST        | 72ND COURT EAST           | 1618                       | 44.8442049  | -91.0574111  | 372         | 12648        | Bituminous   | Residential-U    | 1978                 | 2006                                | Mill and Overlay-AC-U       | 13                 | 2017                                | Seal Coat                             | 70                    | Bore                 | 8308-1618 | 8.0                        | 8.0                            | SP-SM/SM              | 25                |           |                            |                                |                    |                                                                                                             | 8D        | 7.4                            | 0.0                                | FR                     | Marginal                                                                                                                                                                          | Possible poor aggregate base quality.                                                                |                                                                                                      |
| BESTER COURT                                                    | BESTER AVENUE          | CUL DE SAC                | 998                        | 44.84664128 | -91.05584036 | 343         | 15686        | Bituminous   | Residential-U    | 2000                 | 2000                                | Construction-AC-U           | 19                 | 2017                                | Seal Coat                             | 74                    | Core                 |           |                            |                                |                       |                   | C466-998  | 4 1/4                      | 10                             | Moderate           | Observed pavement delamination at layer interface. Stripping observed at subgrade/pavement layer interface. |           | 8D                             | 4.8                                | 6.3                    | PR                                                                                                                                                                                | Marginal                                                                                             | Possible poor pavement integrity, good subgrade stiffness.                                           |
| BESTER COURT                                                    | BESTER AVENUE          | CUL DE SAC                | 999                        | 44.84609713 | -91.05592451 | 343         | 15686        | Bituminous   | Residential-U    | 2000                 | 2000                                | Construction-AC-U           | 19                 | 2017                                | Seal Coat                             | 74                    | Bore                 | 8313-999  | 4.0                        | 10.0                           | SP/SM                 | 30-25             |           |                            |                                |                    |                                                                                                             | 8D        | 4.8                            | 6.3                                | PR                     | Marginal                                                                                                                                                                          | Possible poor pavement integrity, good subgrade stiffness.                                           |                                                                                                      |
| BIRCH BOULEVARD                                                 | CAMPBELL AVENUE        | CUL DE SAC                | 445                        | 44.82576056 | -91.03913873 | 332         | 19193        | Bituminous   | Residential-U    | 1994                 | 1994                                | Construction-AC-U           | 25                 | 2006                                | Seal Coat                             | 6                     | Core                 |           |                            |                                |                       |                   | C769-445  | 5                          | 10                             | Low                |                                                                                                             |           | 8D                             | 5.3                                | 8.9                    | PR                                                                                                                                                                                | Marginal                                                                                             | Possible poor base aggregate quality, suitable subgrade stiffness.                                   |
| BIRCH BOULEVARD                                                 | CAMPBELL AVENUE        | CUL DE SAC                | 446                        | 44.82571186 | -91.03887099 | 332         | 19193        | Bituminous   | Residential-U    | 1994                 | 1994                                | Construction-AC-U           | 25                 | 2006                                | Seal Coat                             | 6                     | Bore                 | 8147-446  | 6.0                        | 12.0                           | SM                    | 25                |           |                            |                                |                    |                                                                                                             | 8D        | 5.3                            | 8.9                                | PR                     | Marginal                                                                                                                                                                          | Possible poor base aggregate quality, suitable subgrade stiffness.                                   |                                                                                                      |
| BIRCH BOULEVARD                                                 | CAMPBELL AVENUE        | CUL DE SAC                | 450                        | 44.8253773  | -91.04042864 | 311         | 7464         | Bituminous   | Residential-U    | 1994                 | 1994                                | Construction-AC-U           | 25                 | 2006                                | Seal Coat                             | 5                     | Core                 |           |                            |                                |                       |                   | C730-450  | 4 3/4                      | 7                              | Low                |                                                                                                             |           | 8D                             | 5.0                                | 9.2                    | PR or FDR                                                                                                                                                                         | Marginal                                                                                             | Subgrade condition unknown, recommend additional borings and cores.                                  |
| BIRCH BOULEVARD                                                 | CALLAHAN TRAIL         | BIRCH COURT               | 459                        | 44.82491142 | -91.04083388 | 389         | 6936         | Bituminous   | Residential-U    | 1994                 |                                     |                             |                    |                                     |                                       |                       |                      |           |                            |                                |                       |                   |           |                            |                                |                    |                                                                                                             |           |                                |                                    |                        |                                                                                                                                                                                   |                                                                                                      |                                                                                                      |

| Street        | From                        | To                     | Sample Location Unique ID# | LAT.        | LONG.        | Length (ft) | Area (sq ft) | Surface Type | Functional Class      | Date of Last Structural Improvement | Latest Type of Major Repair | Pavement Age (yrs)          | Date of Last Preventive Maintenance | Latest Type of Preventive Maintenance | Today's Projected C-Value | Location Sample Type | Boring Data [blank rows indicate a boring was not performed at the sample location] |                            |                                |                       |                   | Coring Data [blank rows indicated a core was not performed at the sample location] |                            |                                |                    |          | GPR Testing                                              |                                |                                    | City's Proposed Repair | Project Ranking (Ideal = sufficient pavement, good soil conditions; Marginal = sufficient pavement, marginal soil conditions; Poor = insufficient pavement, poor soil conditions) | Additional Comments                                                   |                                                                       |
|---------------|-----------------------------|------------------------|----------------------------|-------------|--------------|-------------|--------------|--------------|-----------------------|-------------------------------------|-----------------------------|-----------------------------|-------------------------------------|---------------------------------------|---------------------------|----------------------|-------------------------------------------------------------------------------------|----------------------------|--------------------------------|-----------------------|-------------------|------------------------------------------------------------------------------------|----------------------------|--------------------------------|--------------------|----------|----------------------------------------------------------|--------------------------------|------------------------------------|------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------|-----------------------------------------------------------------------|
|               |                             |                        |                            |             |              |             |              |              |                       | Date of Construction                |                             |                             |                                     |                                       |                           |                      | Boring                                                                              | Bituminous Thickness (in.) | Aggregate Base Thickness (in.) | Subgrade Soil Type(s) | Estimated R-value | Core #                                                                             | Bituminous Thickness (in.) | Aggregate Base Thickness (in.) | Stripping Severity | Notes    | Direction                                                | Avg Bituminous Thickness (in.) | Avg Aggregate Base Thickness (in.) |                        |                                                                                                                                                                                   |                                                                       |                                                                       |
| BLAINE AVENUE | BLACKBURN LANE              | 52ND STREET EAST       | 809                        | 44.86749911 | -93.05407774 | 2554        | 104714       | Bituminous   | Community Collector-U | 1986                                | 2011                        | Partial Reconstruction-AC-U | 8                                   | 2015                                  | Seal Coat                 | 34                   | Core                                                                                |                            |                                |                       |                   |                                                                                    | C125-809                   | 6                              | 12                 | Low      | Observed pitting.                                        | BD                             | 7.0                                | 9.8                    | M/O/L                                                                                                                                                                             | Ideal                                                                 | Overall good pavement integrity, suitable subgrade.                   |
| BLAINE AVENUE | BLACKBURN LANE              | 52ND STREET EAST       | 810                        | 44.86782788 | -93.0534603  | 2554        | 104714       | Bituminous   | Community Collector-U | 1986                                | 2011                        | Partial Reconstruction-AC-U | 8                                   | 2015                                  | Seal Coat                 | 34                   | Bore                                                                                | B107-810                   | 7                              | 12                    | SM                | 25                                                                                 |                            |                                |                    |          | BD                                                       | 7.0                            | 9.8                                | M/O/L                  | Ideal                                                                                                                                                                             | Overall good pavement integrity, suitable subgrade.                   |                                                                       |
| BLAINE AVENUE | BLACKBURN LANE              | 52ND STREET EAST       | 811                        | 44.86824658 | -93.0529806  | 2554        | 104714       | Bituminous   | Community Collector-U | 1986                                | 2011                        | Partial Reconstruction-AC-U | 8                                   | 2015                                  | Seal Coat                 | 34                   | Core                                                                                |                            |                                |                       |                   |                                                                                    | C126-811                   | 7 3/4                          | 12                 | Low      |                                                          | BD                             | 7.0                                | 9.8                    | M/O/L                                                                                                                                                                             | Ideal                                                                 | Overall good pavement integrity, suitable subgrade.                   |
| BLAINE AVENUE | BLACKBURN LANE              | 52ND STREET EAST       | 812                        | 44.86875742 | -93.05269191 | 2554        | 104714       | Bituminous   | Community Collector-U | 1986                                | 2011                        | Partial Reconstruction-AC-U | 8                                   | 2015                                  | Seal Coat                 | 34                   | Bore                                                                                | B108-812                   | 8                              | 12                    | SP, SP-SM         | 30                                                                                 |                            |                                |                    |          | BD                                                       | 7.0                            | 9.8                                | M/O/L                  | Ideal                                                                                                                                                                             | Overall good pavement integrity, suitable subgrade.                   |                                                                       |
| BLAINE AVENUE | BLACKBURN LANE              | 52ND STREET EAST       | 813                        | 44.86930077 | -93.05260326 | 2554        | 104714       | Bituminous   | Community Collector-U | 1986                                | 2011                        | Partial Reconstruction-AC-U | 8                                   | 2015                                  | Seal Coat                 | 34                   | Core                                                                                |                            |                                |                       |                   |                                                                                    | C127-813                   | 6 3/4                          | 12                 | Low      |                                                          | BD                             | 7.0                                | 9.8                    | M/O/L                                                                                                                                                                             | Ideal                                                                 | Overall good pavement integrity, suitable subgrade.                   |
| BLAINE AVENUE | BLACKBURN LANE              | 52ND STREET EAST       | 814                        | 44.86984913 | -93.05259706 | 2554        | 104714       | Bituminous   | Community Collector-U | 1986                                | 2011                        | Partial Reconstruction-AC-U | 8                                   | 2015                                  | Seal Coat                 | 34                   | Bore                                                                                | B109-814                   | 7                              | 12                    | SP, SP-SM         | 30                                                                                 |                            |                                |                    |          | BD                                                       | 7.0                            | 9.8                                | M/O/L                  | Ideal                                                                                                                                                                             | Overall good pavement integrity, suitable subgrade.                   |                                                                       |
| BLAINE AVENUE | BLACKBURN LANE              | 52ND STREET EAST       | 815                        | 44.87039765 | -93.05259912 | 2554        | 104714       | Bituminous   | Community Collector-U | 1986                                | 2011                        | Partial Reconstruction-AC-U | 8                                   | 2015                                  | Seal Coat                 | 34                   | Core                                                                                |                            |                                |                       |                   |                                                                                    | C128-815                   | 6 1/2                          | 15                 | Moderate | Observed pavement delamination at layer interface.       | BD                             | 7.0                                | 9.8                    | M/O/L                                                                                                                                                                             | Ideal                                                                 | Overall good pavement integrity, suitable subgrade.                   |
| BLAINE AVENUE | BLACKBURN LANE              | 52ND STREET EAST       | 816                        | 44.87092618 | -93.05260118 | 2554        | 104714       | Bituminous   | Community Collector-U | 1986                                | 2011                        | Partial Reconstruction-AC-U | 8                                   | 2015                                  | Seal Coat                 | 34                   | Bore                                                                                | B110-816                   | 7                              | 17                    | SM                | 25                                                                                 |                            |                                |                    |          | BD                                                       | 7.0                            | 9.8                                | M/O/L                  | Ideal                                                                                                                                                                             | Overall good pavement integrity, suitable subgrade.                   |                                                                       |
| BLAINE AVENUE | BLACKBURN LANE              | 52ND STREET EAST       | 817                        | 44.8714947  | -93.05260321 | 2554        | 104714       | Bituminous   | Community Collector-U | 1986                                | 2011                        | Partial Reconstruction-AC-U | 8                                   | 2015                                  | Seal Coat                 | 34                   | Core                                                                                |                            |                                |                       |                   |                                                                                    | C129-817                   | 5 1/2                          | 17                 | Low      |                                                          | BD                             | 7.0                                | 9.8                    | M/O/L                                                                                                                                                                             | Ideal                                                                 | Overall good pavement integrity, suitable subgrade.                   |
| BLAINE AVENUE | BLACKBURN LANE              | 52ND STREET EAST       | 818                        | 44.87204233 | -93.05260521 | 2554        | 104714       | Bituminous   | Community Collector-U | 1986                                | 2011                        | Partial Reconstruction-AC-U | 8                                   | 2015                                  | Seal Coat                 | 34                   | Bore                                                                                | B111-818                   | 7                              | 17                    | SP-SM             | 30                                                                                 |                            |                                |                    |          | BD                                                       | 7.0                            | 9.8                                | M/O/L                  | Ideal                                                                                                                                                                             | Overall good pavement integrity, suitable subgrade.                   |                                                                       |
| BLAINE AVENUE | BLACKBURN LANE              | 52ND STREET EAST       | 819                        | 44.87259176 | -93.05260721 | 2554        | 104714       | Bituminous   | Community Collector-U | 1986                                | 2011                        | Partial Reconstruction-AC-U | 8                                   | 2015                                  | Seal Coat                 | 34                   | Core                                                                                |                            |                                |                       |                   |                                                                                    | C130-819                   | 7 1/2                          | 17                 | Low      |                                                          | BD                             | 7.0                                | 9.8                    | M/O/L                                                                                                                                                                             | Ideal                                                                 | Overall good pavement integrity, suitable subgrade.                   |
| BLAINE AVENUE | BLACKBURN LANE              | 52ND STREET EAST       | 820                        | 44.87314028 | -93.05260921 | 2554        | 104714       | Bituminous   | Community Collector-U | 1986                                | 2011                        | Partial Reconstruction-AC-U | 8                                   | 2015                                  | Seal Coat                 | 34                   | Bore                                                                                | B112-820                   | 7                              | 17                    | SM                | 25                                                                                 |                            |                                |                    |          | BD                                                       | 7.0                            | 9.8                                | M/O/L                  | Ideal                                                                                                                                                                             | Overall good pavement integrity, suitable subgrade.                   |                                                                       |
| BLAINE AVENUE | BLOOMBERG LANE              | BLAYLOCK WAY           | 1160                       | 44.8796332  | -93.05763405 | 315         | 9765         | Bituminous   | Community Collector-U | 2004                                | 2004                        | Construction-AC-U           | 15                                  | 2015                                  | Seal Coat                 | 98                   | Core                                                                                |                            |                                |                       |                   |                                                                                    | C136-1160                  | 6 1/4                          | 10                 | Low      | Observed pitting.                                        | BD                             | 7.0                                | 4.6                    | M/O/L                                                                                                                                                                             | Ideal                                                                 | Subgrade condition unknown, recommend additional borings and cores.   |
| BLAINE AVENUE | BLAYLOCK WAY                | BLAYLOCK WAY           | 1161                       | 44.88232517 | -93.05912721 | 1180        | 36580        | Bituminous   | Community Collector-U | 2004                                | 2004                        | Construction-AC-U           | 15                                  | 2015                                  | Seal Coat                 | 94                   | Core                                                                                |                            |                                |                       |                   |                                                                                    | C511-1161                  | 5 3/4                          | 12                 | Low      |                                                          | BD                             | 6.6                                | 6.1                    | M/O/L                                                                                                                                                                             | Ideal                                                                 | Good pavement thickness, good subgrade stiffness.                     |
| BLAINE AVENUE | BLAYLOCK WAY                | BLAYLOCK WAY           | 1162                       | 44.88178149 | -93.05911399 | 1180        | 36580        | Bituminous   | Community Collector-U | 2004                                | 2004                        | Construction-AC-U           | 15                                  | 2015                                  | Seal Coat                 | 94                   | Bore                                                                                | B120-1162                  | 7                              | 12                    | SM                | 25                                                                                 |                            |                                |                    |          | BD                                                       | 6.6                            | 6.1                                | M/O/L                  | Ideal                                                                                                                                                                             | Good pavement thickness, good subgrade stiffness.                     |                                                                       |
| BLAINE AVENUE | BLAYLOCK WAY                | BLAYLOCK WAY           | 1163                       | 44.88123305 | -93.05912767 | 1180        | 36580        | Bituminous   | Community Collector-U | 2004                                | 2004                        | Construction-AC-U           | 15                                  | 2015                                  | Seal Coat                 | 94                   | Core                                                                                |                            |                                |                       |                   |                                                                                    | C510-1163                  | 5 1/2                          | 12                 | Low      |                                                          | BD                             | 6.6                                | 6.1                    | M/O/L                                                                                                                                                                             | Ideal                                                                 | Good pavement thickness, good subgrade stiffness.                     |
| BLAINE AVENUE | BLAYLOCK WAY                | BLAYLOCK WAY           | 1164                       | 44.8806847  | -93.05913198 | 1180        | 36580        | Bituminous   | Community Collector-U | 2004                                | 2004                        | Construction-AC-U           | 15                                  | 2015                                  | Seal Coat                 | 94                   | Bore                                                                                | B119-1164                  | 7                              | 12                    | SP                | 50                                                                                 |                            |                                |                    |          | BD                                                       | 6.6                            | 6.1                                | M/O/L                  | Ideal                                                                                                                                                                             | Good pavement thickness, good subgrade stiffness.                     |                                                                       |
| BLAINE AVENUE | BLAYLOCK WAY                | BLAYLOCK WAY           | 1165                       | 44.88018206 | -93.05884946 | 1180        | 36580        | Bituminous   | Community Collector-U | 2004                                | 2004                        | Construction-AC-U           | 15                                  | 2015                                  | Seal Coat                 | 94                   | Core                                                                                |                            |                                |                       |                   |                                                                                    | C137-1165                  | 6 3/4                          | 12                 | Low      | Observed pitting.                                        | BD                             | 6.6                                | 6.1                    | M/O/L                                                                                                                                                                             | Ideal                                                                 | Good pavement thickness, good subgrade stiffness.                     |
| BLAINE AVENUE | BLAYLOCK WAY                | CLIA DE SAC            | 1166                       | 44.88303233 | -93.05977525 | 243         | 10954        | Bituminous   | Community Collector-U | 2004                                | 2004                        | Construction-AC-U           | 15                                  | 2015                                  | Seal Coat                 | 98                   | Core                                                                                |                            |                                |                       |                   |                                                                                    | C512-1166                  | 5 1/4                          | 12                 | Low      |                                                          | BD                             | 6.8                                | 0.0                    | M/O/L                                                                                                                                                                             | Ideal                                                                 | Subgrade condition unknown, recommend additional borings and cores.   |
| BLAINE AVENUE | 50TH STREET EAST            | 49TH STREET EAST       | 1171                       | 44.8766159  | -93.05261393 | 296         | 9176         | Bituminous   | Community Collector-U | 2004                                | 2004                        | Construction-AC-U           | 15                                  | 2015                                  | Seal Coat                 | 98                   | Core                                                                                |                            |                                |                       |                   |                                                                                    | C74-1171                   | 7                              | 7                  | Low      |                                                          | BD                             | 7.0                                | 4.4                    | M/O/L                                                                                                                                                                             | Ideal                                                                 | Subgrade condition unknown, recommend additional borings and cores.   |
| BLAINE AVENUE | BISSET LANE                 | BLOOMBERG LANE         | 1183                       | 44.87924361 | -93.05656951 | 562         | 17422        | Bituminous   | Community Collector-U | 2004                                | 2004                        | Construction-AC-U           | 15                                  | 2015                                  | Seal Coat                 | 97                   | Core                                                                                |                            |                                |                       |                   |                                                                                    | C135-1183                  | 6 3/4                          | 12                 | Low      |                                                          | BD                             | 6.3                                | 5.3                    | M/O/L                                                                                                                                                                             | Ideal                                                                 | Good pavement thickness, good subgrade stiffness.                     |
| BLAINE AVENUE | BISSET LANE                 | BLOOMBERG LANE         | 1184                       | 44.87901032 | -93.05587523 | 562         | 17422        | Bituminous   | Community Collector-U | 2004                                | 2004                        | Construction-AC-U           | 15                                  | 2015                                  | Seal Coat                 | 97                   | Bore                                                                                | B114-1184                  | 6                              | 12                    | SP                | 50                                                                                 |                            |                                |                    |          | BD                                                       | 6.3                            | 5.3                                | M/O/L                  | Ideal                                                                                                                                                                             | Good pavement thickness, good subgrade stiffness.                     |                                                                       |
| BLAINE AVENUE | 1100FT S OF UPPER 55TH ST E | UPPER 55TH STREET EAST | 1110                       | 44.86283318 | -93.05137176 | 1100        | 51700        | Bituminous   | Community Collector-U | 1985                                | 1985                        | Construction-AC-U           | 34                                  | 2013                                  | Seal Coat                 | 82                   | Core                                                                                |                            |                                |                       |                   |                                                                                    | C121-1110                  | 6 1/2                          | 12                 | Low      |                                                          | BD                             | 7.1                                | 6.3                    | M/O/L                                                                                                                                                                             | Ideal                                                                 | Possible poor subgrade near boring 91, recommend additional borings.  |
| BLAINE AVENUE | 1100FT S OF UPPER 55TH ST E | UPPER 55TH STREET EAST | 1111                       | 44.86338057 | -93.05132234 | 1100        | 51700        | Bituminous   | Community Collector-U | 1985                                | 1985                        | Construction-AC-U           | 34                                  | 2013                                  | Seal Coat                 | 82                   | Bore                                                                                | B91-1311                   | 6                              | 12                    | SM                | 25                                                                                 |                            |                                |                    |          | BD                                                       | 7.1                            | 6.3                                | M/O/L                  | Ideal                                                                                                                                                                             | Possible poor subgrade near boring 91, recommend additional borings.  |                                                                       |
| BLAINE AVENUE | 1100FT S OF UPPER 55TH ST E | UPPER 55TH STREET EAST | 1314                       | 44.86502496 | -93.05531445 | 1100        | 51700        | Bituminous   | Community Collector-U | 1985                                | 1985                        | Construction-AC-U           | 34                                  | 2013                                  | Seal Coat                 | 82                   | Core                                                                                |                            |                                |                       |                   |                                                                                    | C122-1314                  | 6 1/2                          | 12                 | Low      |                                                          | BD                             | 7.1                                | 6.3                    | M/O/L                                                                                                                                                                             | Ideal                                                                 | Possible poor subgrade near boring 91, recommend additional borings.  |
| BLAINE AVENUE | 49TH STREET EAST            | BOATMAN LANE           | 1426                       | 44.87829007 | -93.05297787 | 652         | 20212        | Bituminous   | Community Collector-U | 2004                                | 2004                        | Construction-AC-U           | 15                                  | 2015                                  | Seal Coat                 | 97                   | Core                                                                                |                            |                                |                       |                   |                                                                                    | C139-1426                  | 6 1/4                          | 8                  | Low      | Observed pitting.                                        | BD                             | 6.9                                | 4.8                    | M/O/L                                                                                                                                                                             | Ideal                                                                 | Good pavement thickness and subgrade stiffness.                       |
| BLAINE AVENUE | 49TH STREET EAST            | BOATMAN LANE           | 1427                       | 44.87779285 | -93.05266445 | 652         | 20212        | Bituminous   | Community Collector-U | 2004                                | 2004                        | Construction-AC-U           | 15                                  | 2015                                  | Seal Coat                 | 97                   | Bore                                                                                | B116-1427                  | 6                              | 8                     | SP                | 50                                                                                 |                            |                                |                    |          | BD                                                       | 6.9                            | 4.8                                | M/O/L                  | Ideal                                                                                                                                                                             | Good pavement thickness and subgrade stiffness.                       |                                                                       |
| BLAINE AVENUE | 49TH STREET EAST            | BOATMAN LANE           | 1428                       | 44.87747218 | -93.05261714 | 652         | 20212        | Bituminous   | Community Collector-U | 2004                                | 2004                        | Construction-AC-U           | 15                                  | 2015                                  | Seal Coat                 | 97                   | Core                                                                                |                            |                                |                       |                   |                                                                                    | C132-1428                  | 6                              | 8                  | Low      | Observed pitting.                                        | BD                             | 6.9                                | 4.8                    | M/O/L                                                                                                                                                                             | Ideal                                                                 | Good pavement thickness and subgrade stiffness.                       |
| BLAINE AVENUE | BOATMAN LANE                | BISSET LANE            | 1429                       | 44.87888734 | -93.05448843 | 461         | 14291        | Bituminous   | Community Collector-U | 2004                                | 2004                        | Construction-AC-U           | 15                                  | 2015                                  | Seal Coat                 | 90                   | Core                                                                                |                            |                                |                       |                   |                                                                                    | C134-1429                  | 6 1/4                          | 8                  | Low      | Observed pitting.                                        | BD                             | 6.4                                | 5.2                    | M/O/L                                                                                                                                                                             | Ideal                                                                 | Good pavement thickness and subgrade stiffness.                       |
| BLAINE AVENUE | BOATMAN LANE                | BISSET LANE            | 1430                       | 44.87874982 | -93.05174469 | 461         | 14291        | Bituminous   | Community Collector-U | 2004                                | 2004                        | Construction-AC-U           | 15                                  | 2015                                  | Seal Coat                 | 90                   | Bore                                                                                | B115-1430                  | 6                              | 8                     | SP                | 50                                                                                 |                            |                                |                    |          | BD                                                       | 6.4                            | 5.2                                | M/O/L                  | Ideal                                                                                                                                                                             | Good pavement thickness and subgrade stiffness.                       |                                                                       |
| BLAINE AVENUE | BISSET LANE                 | BLOOMBERG LANE         | 1486                       | 44.87946442 | -93.05176593 | 562         | 17422        | Bituminous   | Community Collector-U | 2004                                | 2004                        | Construction-AC-U           | 15                                  | 2015                                  | Seal Coat                 | 97                   | Core                                                                                |                            |                                |                       |                   |                                                                                    | B117-1086                  | 6                              | 18                 | SP       |                                                          | BD                             | 6.3                                | 5.3                    | M/O/L                                                                                                                                                                             | Ideal                                                                 | Good pavement section, recommended additional boring/cores.           |
| BLAINE AVENUE | BLOOMBERG LANE              | BLAYLOCK WAY           | 1587                       | 44.87987295 | -93.05262027 | 315         | 9765         | Bituminous   | Community Collector-U | 2004                                | 2004                        | Construction-AC-U           | 15                                  | 2015                                  | Seal Coat                 | 98                   | Bore                                                                                | B118-1587                  | 7                              | 12                    | SP-SM             | 30                                                                                 |                            |                                |                    |          | BD                                                       | 7.0                            | 4.6                                | M/O/L                  | Ideal                                                                                                                                                                             | Good pavement thickness, good subgrade stiffness.                     |                                                                       |
| BLAINE AVENUE | BLAYLOCK WAY                | BLAYLOCK WAY           | 1691                       | 44.88274103 | -93.05499495 | 1180        | 36580        | Bituminous   | Community Collector-U | 2004                                | 2004                        | Construction-AC-U           | 15                                  | 2015                                  | Seal Coat                 | 94                   | Bore                                                                                | B121-1691                  | 9                              | 12                    | SP-SM             | 30                                                                                 |                            |                                |                    |          | BD                                                       | 6.6                            | 6.1                                | M/O/L                  | Ideal                                                                                                                                                                             | Good pavement thickness, good subgrade stiffness.                     |                                                                       |
| BLAINE AVENUE | BLAYLOCK WAY                | CLIA DE SAC            | 1692                       | 44.88339402 | -93.06004652 | 243         | 10954        | Bituminous   | Community Collector-U | 2004                                | 2004                        | Construction-AC-U           | 15                                  | 2015                                  | Seal Coat                 | 94                   | Bore                                                                                | B122-1692                  | 9                              | 12                    | SP                | 30                                                                                 |                            |                                |                    |          | BD                                                       | 6.8                            | 0.0                                | M/O/L                  | Ideal                                                                                                                                                                             | Good pavement thickness, good subgrade stiffness.                     |                                                                       |
| BLAINE COURT  | BLAINE AVENUE               | CLIA DE SAC            | 310                        | 44.84272488 | -93.0553442  | 150         | 11743        | Bituminous   | Residential-U         | 1977                                | 2005                        | Mill and Overlay-AC-U       | 13                                  | 2017                                  | Seal Coat                 | 47                   | Core                                                                                |                            |                                |                       |                   |                                                                                    | C468-310                   | 3 1/2                          | 6                  | Low      | Stripping observed at subgrade/pavement layer interface. | BD                             | 7.9                                | 0.0                    | PR                                                                                                                                                                                | Marginal                                                              | Variable pavement thickness, suitable subgrade stiffness.             |
| BLAINE COURT  | BLAINE AVENUE               | CLIA DE SAC            | 1615                       | 44.84223121 | -93.05571721 | 150         | 11743        | Bituminous   | Residential-U         | 1977                                | 2005                        | Mill and Overlay-AC-U       | 13                                  | 2017                                  | Seal Coat                 | 47                   | Bore                                                                                | B329-1615                  | 6.0                            | 6.0                   | SP/SM             | 30-25                                                                              |                            |                                |                    |          | BD                                                       | 7.9                            | 0.0                                | PR                     | Marginal                                                                                                                                                                          | Possible poor aggregate base quality.                                 |                                                                       |
| BLAIR AVENUE  | BARNES WAY                  | BARNES TRAIL           | 669                        | 44.80045578 | -93.05289981 | 1310        | 32095        | Bituminous   | Residential-R         | 1980                                | 1980                        | Construction-AC-R           | 39                                  | 1999                                  | Seal Coat                 | 0                    | Core                                                                                |                            |                                |                       |                   |                                                                                    | C788-669                   | 2                              | 12                 | Low      |                                                          | BD                             | 5.5                                | 6.9                    | FDR                                                                                                                                                                               | Marginal                                                              | Possible thin pavement section, suitable aggregate base and subgrade. |
| BLAIR AVENUE  | BARNES WAY                  | BARNES TRAIL           | 670                        | 44.80099886 | -93.05281996 | 1310        | 32095        | Bituminous   | Residential-R         | 1980                                | 1980                        | Construction-AC-R           | 39                                  | 1999                                  | Seal Coat                 | 0                    | Bore                                                                                | B595-670                   | 4.0                            | 12.0                  | SC,SM             | 20                                                                                 |                            |                                |                    |          | BD                                                       | 5.5                            | 6.9                                | FDR                    | Marginal                                                                                                                                                                          | Possible thin pavement section, suitable aggregate base and subgrade. |                                                                       |
| BLAIR AVENUE  | BARNES WAY                  | BARNES TRAIL           | 671                        | 44.80154839 | -93.05281746 | 1310        | 32095        | Bituminous   | Residential-R         | 1980                                | 1980                        | Construction-AC-R           | 39                                  | 1999                                  | Seal Coat                 | 0                    | Core                                                                                |                            |                                |                       |                   |                                                                                    | C799-671                   | 3                              | 12                 | Low      |                                                          | BD                             | 5.5                                | 6.9                    | FDR                                                                                                                                                                               | Marginal                                                              | Possible thin pavement section, suitable aggregate base and subgrade. |
| BLAIR AVENUE  | BARNES WAY                  | BARNES TRAIL           | 672                        | 44.80176418 | -93.05334968 | 1310        | 32095        | Bituminous   | Residential-R         | 1980                                | 1980                        | Construction-AC-R           | 39                                  | 1999                                  | Seal Coat                 | 0                    | Bore                                                                                | B594-672                   | 4.0                            | 12.0                  | SP,SM             | 25-30                                                                              |                            |                                |                    |          | BD                                                       | 5.5                            | 6.9                                | FDR                    | Marginal                                                                                                                                                                          | Possible thin pavement section, suitable aggregate base and subgrade. |                                                                       |
| BLAIR AVENUE  | BARNES WAY                  | BARNES TRAIL           | 673                        | 44.80196384 | -93.05405073 | 1310        | 32095        | Bituminous   | Residential-R         | 1980                                | 1980                        | Construction-AC-R           | 39                                  | 1999                                  | Seal Coat                 | 0                    | Core                                                                                |                            |                                |                       |                   |                                                                                    | C800-673                   | 3 1/4                          | 12                 | Low      |                                                          | BD                             | 5.5                                | 6.9                    | FDR                                                                                                                                                                               | Marginal                                                              | Possible thin pavement section, suitable aggregate base and subgrade. |
| BLAIR AVENUE  | BARNES WAY                  | BARNES TRAIL           | 674                        | 44.80246323 | -93.05435743 | 1310        | 32095        | Bituminous   | Residential-R         | 1980                                | 1980                        | Construction-AC-R           | 39                                  | 1999                                  | Seal Coat                 | 0                    | Bore                                                                                | B593-674                   |                                |                       |                   |                                                                                    |                            |                                |                    |          |                                                          |                                |                                    |                        |                                                                                                                                                                                   |                                                                       |                                                                       |



| Table 1 - Pavement and Geotechnical Results and Recommendations |      |    |                                  |      |       |             |              |              |                  |                      |                                           |                                |                       |                                           |                                             |                         |              |                               |                                   | Today's<br>Projected<br>CI | Boring Data (blank rows indicate a boring was not performed at the sample location) |                       |        |                               |                                   |                    |       |           |                                      |                                             | Coring Data (blank rows indicated a core was not performed at the sample location)                                                                                    |       |  |  |  |  |  |  |  |  | GPR Testing |  | City's<br>Proposed<br>Repair | Project Ranking |  | Additional Comments |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
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| Street                                                          | From | To | Sample<br>Location<br>Unique ID# | LAT. | LONG. | Length (ft) | Area (sq ft) | Surface Type | Functional Class | Date of Construction | Date of Last<br>Structural<br>Improvement | Latest Type of Major<br>Repair | Pavement Age<br>(yrs) | Date of Last<br>Preventive<br>Maintenance | Latest Type of<br>Preventive<br>Maintenance | Location Sample<br>Type | Boring<br>Sp | Bituminous<br>Thickness (in.) | Aggregate<br>Base Thickness (in.) |                            | Subgrade Soil<br>Type(s)                                                            | Estimated R-<br>value | Core # | Bituminous<br>Thickness (in.) | Aggregate Base<br>Thickness (in.) | Stripping Severity | Notes | Direction | Avg<br>Bituminous<br>Thickness (in.) | Avg<br>Aggregate<br>Base<br>Thickness (in.) | Ideal = sufficient pavement, good soil conditions;<br>Marginal = sufficient pavement, marginal soil conditions;<br>Poor = insufficient pavement, poor soil conditions | Ideal |  |  |  |  |  |  |  |  |             |  |                              |                 |  |                     |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|                                                                 |      |    |                                  |      |       |             |              |              |                  |                      |                                           |                                |                       |                                           |                                             |                         |              |                               |                                   |                            |                                                                                     |                       |        |                               |                                   |                    |       |           |                                      |                                             |                                                                                                                                                                       |       |  |  |  |  |  |  |  |  |             |  |                              |                 |  |                     |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |

| Table 1 - Pavement and Geotechnical Results and Recommendations |                        |                        |                            |             |              |             |              |              |                  |                      |                                     |                             |                    |                                     |                                       |                     |                      |                                                                                     |                            |                                |                       |                   |                                                                                    |                            |                                |                    |                                                                                                                                 |             |                                |                        |                                                                                                                                                                               |                     |                                                                                                                                                                  |
|-----------------------------------------------------------------|------------------------|------------------------|----------------------------|-------------|--------------|-------------|--------------|--------------|------------------|----------------------|-------------------------------------|-----------------------------|--------------------|-------------------------------------|---------------------------------------|---------------------|----------------------|-------------------------------------------------------------------------------------|----------------------------|--------------------------------|-----------------------|-------------------|------------------------------------------------------------------------------------|----------------------------|--------------------------------|--------------------|---------------------------------------------------------------------------------------------------------------------------------|-------------|--------------------------------|------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Street                                                          | From                   | To                     | Sample Location Unique ID# | LAT.        | LONG.        | Length (ft) | Area (sq ft) | Surface Type | Functional Class | Date of Construction | Date of Last Structural Improvement | Latest Type of Major Repair | Pavement Age (yrs) | Date of Last Preventive Maintenance | Latest Type of Preventive Maintenance | Today's Projected C | Location Sample Type | Boring Data (blank rows indicate a boring was not performed at the sample location) |                            |                                |                       |                   | Coring Data (blank rows indicated a core was not performed at the sample location) |                            |                                |                    |                                                                                                                                 | GPR Testing |                                | City's Proposed Repair | Project Ranking (Ideal = sufficient pavement, good soil conditions; Marginal = sufficient pavement, poor soil conditions; Poor = insufficient pavement, poor soil conditions) | Additional Comments |                                                                                                                                                                  |
|                                                                 |                        |                        |                            |             |              |             |              |              |                  |                      |                                     |                             |                    |                                     |                                       |                     |                      | Boring                                                                              | Bituminous Thickness (in.) | Aggregate Base Thickness (in.) | Subgrade Soil Type(s) | Estimated R-value | Core #                                                                             | Bituminous Thickness (in.) | Aggregate Base Thickness (in.) | Stripping Severity | Notes                                                                                                                           | Direction   | Avg Bituminous Thickness (in.) |                        |                                                                                                                                                                               |                     | Avg Aggregate Base Thickness (in.)                                                                                                                               |
| CLAUDE AVENUE                                                   | UPPER 71ST STREET EAST | 71ST STREET EAST       | 265                        | 44.8464221  | -91.03716593 | 586         | 15629        | Bituminous   | Residential-U    | 1959                 | 2006                                | Reconstruct-AC-U            | 13                 | 2017                                | Seal Coat                             | 85                  | Core                 |                                                                                     |                            |                                |                       |                   | C386-265                                                                           | 5 1/4                      | 10                             | Low                |                                                                                                                                 | BD          | 5.3                            | 10.1                   | PR                                                                                                                                                                            | Marginal            | This pavement section, possible poor base aggregate quality.                                                                                                     |
| CLAUDE AVENUE                                                   | 72ND STREET EAST       | UPPER 71ST STREET EAST | 289                        | 44.84451879 | -91.03863837 | 288         | 7681         | Bituminous   | Residential-U    | 1959                 | 2006                                | Reconstruct-AC-U            | 13                 | 2017                                | Seal Coat                             | 77                  | Core                 |                                                                                     |                            |                                |                       |                   | C398-289                                                                           | 4                          | 8                              | Low                | Stripping observed at subgrade/pavement layer interface.                                                                        | BD          | 5.2                            | 8.8                    | PR or FDRP                                                                                                                                                                    | Marginal            | Subgrade condition unknown, recommend additional borings and cores.                                                                                              |
| CLAUDE AVENUE                                                   | 72ND STREET EAST       | UPPER 71ST STREET EAST | 1621                       | 44.84491507 | -91.0386106  | 288         | 7681         | Bituminous   | Residential-U    | 1959                 | 2006                                | Reconstruct-AC-U            | 13                 | 2017                                | Seal Coat                             | 79                  | Bore                 | 8379-1621                                                                           | 4.0                        | 8.0                            | SP                    | 50                |                                                                                    | BD                         | 5.2                            | 8.8                |                                                                                                                                 | BD          | 5.2                            | 8.8                    | PR                                                                                                                                                                            | Marginal            | Possible thin pavement section.                                                                                                                                  |
| CLAUDE AVENUE                                                   | 71ST STREET EAST       | 70TH STREET EAST       | 1623                       | 44.84732729 | -91.03718903 | 317         | 8454         | Bituminous   | Residential-U    | 1959                 | 2006                                | Reconstruct-AC-U            | 13                 | 2017                                | Seal Coat                             | 77                  | Bore                 | 8388-1623                                                                           | 6.0                        | 12.0                           | SP                    | 30                |                                                                                    | BD                         | 6.2                            | 8.6                |                                                                                                                                 | BD          | 6.2                            | 8.6                    | PR                                                                                                                                                                            | Marginal            | Possible poor aggregate base quality.                                                                                                                            |
| CLAUDE AVENUE                                                   | 71ST STREET EAST       | 71ST STREET EAST       | 1624                       | 44.84671173 | -91.03720566 | 240         | 6401         | Bituminous   | Residential-U    | 1959                 | 2006                                | Reconstruct-AC-U            | 13                 | 2017                                | Seal Coat                             | 88                  | Bore                 | 8389-1624                                                                           | 5.0                        | 12.0                           | SP-SM                 | 30-25             |                                                                                    | BD                         | 5.5                            | 9.5                |                                                                                                                                 | BD          | 5.5                            | 9.5                    | PR                                                                                                                                                                            | Marginal            |                                                                                                                                                                  |
| CLAUDE WAY EAST                                                 | CARMEN AVENUE          | CARMEN AVENUE          | 127                        | 44.86159681 | -91.03974224 | 2698        | 110618       | Bituminous   | Residential-U    | 1970                 | 2007                                | Mill and Overlay-AC-U       | 12                 | 2010                                | Seal Coat                             | 85                  | Core                 |                                                                                     |                            |                                |                       |                   | C55-127                                                                            | 7 3/4                      | 6                              | Low                |                                                                                                                                 | BD          | 7.4                            | 0.0                    | FDR                                                                                                                                                                           | Ideal to Marginal   | Good pavement thickness, good subgrade stiffness. Mill off upper 6 inches of bit., where possible, section below of bit. with positive conditions concrete base. |
| CLAUDE WAY EAST                                                 | CARMEN AVENUE          | CARMEN AVENUE          | 128                        | 44.86173458 | -91.03818789 | 2698        | 110618       | Bituminous   | Residential-U    | 1970                 | 2007                                | Mill and Overlay-AC-U       | 12                 | 2010                                | Seal Coat                             | 85                  | Bore                 | 851-128                                                                             | 7                          | 6                              | SM                    | 20                |                                                                                    | BD                         | 7.4                            | 0.0                |                                                                                                                                 | BD          | 7.4                            | 0.0                    | FDR                                                                                                                                                                           | Ideal to Marginal   | Good pavement thickness, good subgrade stiffness. Mill off upper 6 inches of bit., where possible, section below of bit. with positive conditions concrete base. |
| CLAUDE WAY EAST                                                 | CARMEN AVENUE          | CARMEN AVENUE          | 129                        | 44.86127524 | -91.03799929 | 2698        | 110618       | Bituminous   | Residential-U    | 1970                 | 2007                                | Mill and Overlay-AC-U       | 12                 | 2010                                | Seal Coat                             | 85                  | Core                 |                                                                                     |                            |                                |                       |                   | C53-129                                                                            | 9                          | 6                              | Low                | Observed Pavement Delamination 3" down from surface at Layer interface.                                                         | BD          | 7.4                            | 0.0                    | FDR                                                                                                                                                                           | Ideal to Marginal   | Good pavement thickness, good subgrade stiffness. Mill off upper 6 inches of bit., where possible, section below of bit. with positive conditions concrete base. |
| CLAUDE WAY EAST                                                 | CARMEN AVENUE          | CARMEN AVENUE          | 130                        | 44.86083549 | -91.03795597 | 2698        | 110618       | Bituminous   | Residential-U    | 1970                 | 2007                                | Mill and Overlay-AC-U       | 12                 | 2010                                | Seal Coat                             | 85                  | Bore                 | 850-130                                                                             | 7                          | 6                              | SP-SM                 | 25                |                                                                                    | BD                         | 7.4                            | 0.0                |                                                                                                                                 | BD          | 7.4                            | 0.0                    | FDR                                                                                                                                                                           | Ideal to Marginal   | Good pavement thickness, good subgrade stiffness. Mill off upper 6 inches of bit., where possible, section below of bit. with positive conditions concrete base. |
| CLAUDE WAY EAST                                                 | CARMEN AVENUE          | CARMEN AVENUE          | 131                        | 44.86023376 | -91.03784706 | 2698        | 110618       | Bituminous   | Residential-U    | 1970                 | 2007                                | Mill and Overlay-AC-U       | 12                 | 2010                                | Seal Coat                             | 85                  | Core                 |                                                                                     |                            |                                |                       |                   | C52-131                                                                            | 7 3/4                      | 12                             | Low                |                                                                                                                                 | BD          | 7.4                            | 0.0                    | FDR                                                                                                                                                                           | Ideal to Marginal   | Good pavement thickness, good subgrade stiffness. Mill off upper 6 inches of bit., where possible, section below of bit. with positive conditions concrete base. |
| CLAUDE WAY EAST                                                 | CARMEN AVENUE          | CARMEN AVENUE          | 132                        | 44.85962584 | -91.03729596 | 2698        | 110618       | Bituminous   | Residential-U    | 1970                 | 2007                                | Mill and Overlay-AC-U       | 12                 | 2010                                | Seal Coat                             | 85                  | Bore                 | 849-132                                                                             | 6                          | 18                             | SP-SM/SM              | 25                |                                                                                    | BD                         | 7.4                            | 0.0                |                                                                                                                                 | BD          | 7.4                            | 0.0                    | FDR                                                                                                                                                                           | Ideal to Marginal   | Good pavement thickness, good subgrade stiffness. Mill off upper 6 inches of bit., where possible, section below of bit. with positive conditions concrete base. |
| CLAUDE WAY EAST                                                 | CARMEN AVENUE          | CARMEN AVENUE          | 133                        | 44.85999114 | -91.03745432 | 2698        | 110618       | Bituminous   | Residential-U    | 1970                 | 2007                                | Mill and Overlay-AC-U       | 12                 | 2010                                | Seal Coat                             | 85                  | Core                 |                                                                                     |                            |                                |                       |                   | C51-133                                                                            | 3                          | 18                             | Low                |                                                                                                                                 | BD          | 7.4                            | 0.0                    | FDR                                                                                                                                                                           | Ideal to Marginal   | Good pavement thickness, good subgrade stiffness. Mill off upper 6 inches of bit., where possible, section below of bit. with positive conditions concrete base. |
| CLAUDE WAY EAST                                                 | CARMEN AVENUE          | CARMEN AVENUE          | 134                        | 44.85853124 | -91.03793104 | 2698        | 110618       | Bituminous   | Residential-U    | 1970                 | 2007                                | Mill and Overlay-AC-U       | 12                 | 2010                                | Seal Coat                             | 85                  | Bore                 | 848-134                                                                             | 6                          | 18                             | SM                    | 20                |                                                                                    | BD                         | 7.4                            | 0.0                |                                                                                                                                 | BD          | 7.4                            | 0.0                    | FDR                                                                                                                                                                           | Ideal to Marginal   | Good pavement thickness, good subgrade stiffness. Mill off upper 6 inches of bit., where possible, section below of bit. with positive conditions concrete base. |
| CLAUDE WAY EAST                                                 | CARMEN AVENUE          | CARMEN AVENUE          | 135                        | 44.85802231 | -91.03795648 | 2698        | 110618       | Bituminous   | Residential-U    | 1970                 | 2007                                | Mill and Overlay-AC-U       | 12                 | 2010                                | Seal Coat                             | 85                  | Core                 |                                                                                     |                            |                                |                       |                   | C50-135                                                                            | 7 1/2                      | 18                             | Low                |                                                                                                                                 | BD          | 7.4                            | 0.0                    | FDR                                                                                                                                                                           | Ideal to Marginal   | Good pavement thickness, good subgrade stiffness. Mill off upper 6 inches of bit., where possible, section below of bit. with positive conditions concrete base. |
| CLAUDE WAY EAST                                                 | CARMEN AVENUE          | CARMEN AVENUE          | 136                        | 44.85765013 | -91.03854244 | 2698        | 110618       | Bituminous   | Residential-U    | 1970                 | 2007                                | Mill and Overlay-AC-U       | 12                 | 2010                                | Seal Coat                             | 85                  | Bore                 | 847-136                                                                             | 7                          | 17                             | SP                    | 50                |                                                                                    | BD                         | 7.4                            | 0.0                |                                                                                                                                 | BD          | 7.4                            | 0.0                    | FDR                                                                                                                                                                           | Ideal to Marginal   | Good pavement thickness, good subgrade stiffness. Mill off upper 6 inches of bit., where possible, section below of bit. with positive conditions concrete base. |
| CLAUDE WAY EAST                                                 | CARMEN AVENUE          | CARMEN AVENUE          | 137                        | 44.8578899  | -91.03991479 | 2698        | 110618       | Bituminous   | Residential-U    | 1970                 | 2007                                | Mill and Overlay-AC-U       | 12                 | 2010                                | Seal Coat                             | 85                  | Core                 |                                                                                     |                            |                                |                       |                   | C49-137                                                                            | 6 1/2                      | 17                             | Low                |                                                                                                                                 | BD          | 7.4                            | 0.0                    | FDR                                                                                                                                                                           | Ideal to Marginal   | Good pavement thickness, good subgrade stiffness. Mill off upper 6 inches of bit., where possible, section below of bit. with positive conditions concrete base. |
| CLAUDE WAY EAST                                                 | CARMEN AVENUE          | CARMEN AVENUE          | 138                        | 44.85759361 | -91.04018522 | 2698        | 110618       | Bituminous   | Residential-U    | 1970                 | 2007                                | Mill and Overlay-AC-U       | 12                 | 2010                                | Seal Coat                             | 85                  | Bore                 | 846-138                                                                             | 7                          | 17                             | SP                    | 50                |                                                                                    | BD                         | 7.4                            | 0.0                |                                                                                                                                 | BD          | 7.4                            | 0.0                    | FDR                                                                                                                                                                           | Ideal to Marginal   | Good pavement thickness, good subgrade stiffness. Mill off upper 6 inches of bit., where possible, section below of bit. with positive conditions concrete base. |
| CLAUDE WAY EAST                                                 | CARMEN AVENUE          | CARMEN AVENUE          | 139                        | 44.85735104 | -91.04080808 | 2698        | 110618       | Bituminous   | Residential-U    | 1970                 | 2007                                | Mill and Overlay-AC-U       | 12                 | 2010                                | Seal Coat                             | 85                  | Core                 |                                                                                     |                            |                                |                       |                   | C47-139                                                                            | 9 1/4                      | 17                             | Moderate           | Observed stripping at subgrade pavement interface. Also observed pavement delamination 6" down from surface at layer interface. | BD          | 7.4                            | 0.0                    | FDR                                                                                                                                                                           | Ideal to Marginal   | Good pavement thickness, good subgrade stiffness. Mill off upper 6 inches of bit., where possible, section below of bit. with positive conditions concrete base. |
| CLAUDE WAY EAST                                                 | CARMEN AVENUE          | CARMEN AVENUE          | 1660                       | 44.86198924 | -91.03923964 | 2698        | 110618       | Bituminous   | Residential-U    | 1970                 | 2007                                | Mill and Overlay-AC-U       | 12                 | 2010                                | Seal Coat                             | 85                  | Bore                 | 852-1660                                                                            | 6                          | 18                             | SP-SM                 | 25                |                                                                                    | BD                         | 7.4                            | 0.0                |                                                                                                                                 | BD          | 7.4                            | 0.0                    | M/VOL                                                                                                                                                                         | Ideal to Marginal   | Good pavement thickness, possible poor aggregate base quality.                                                                                                   |
| CLAUDE WAY EAST                                                 | CARMEN AVENUE          | CARMEN AVENUE          | 1661                       | 44.86191139 | -91.03855836 | 2698        | 110618       | Bituminous   | Residential-U    | 1970                 | 2007                                | Mill and Overlay-AC-U       | 12                 | 2010                                | Seal Coat                             | 85                  | Core                 |                                                                                     |                            |                                |                       |                   | C54-1661                                                                           | 7 3/4                      | 12                             | Low                |                                                                                                                                 | BD          | 7.4                            | 0.0                    | FDR                                                                                                                                                                           | Ideal to Marginal   | Good pavement thickness, possible poor aggregate base quality.                                                                                                   |
| CLAY AVENUE                                                     | CLAY COURT             | 71ST STREET EAST       | 234                        | 44.84592904 | -91.03591956 | 287         | 7654         | Bituminous   | Residential-U    | 1959                 | 2006                                | Reconstruct-AC-U            | 13                 | 2017                                | Seal Coat                             | 85                  | Core                 |                                                                                     |                            |                                |                       |                   | C392-234                                                                           | 5                          | 10                             | Moderate           | Observed pavement delamination at layer interface. Stripping observed at subgrade/pavement layer interface.                     | BD          | 5.3                            | 9.1                    | PR or FDRP                                                                                                                                                                    | Marginal            | Subgrade condition unknown, recommend additional borings and cores.                                                                                              |
| CLAY AVENUE                                                     | 72ND STREET EAST       | CLAY COURT             | 296                        | 44.84503007 | -91.0361075  | 490         | 13068        | Bituminous   | Residential-U    | 1958                 | 2006                                | Reconstruct-AC-U            | 13                 | 2017                                | Seal Coat                             | 81                  | Core                 |                                                                                     |                            |                                |                       |                   | C395-296                                                                           | 4 1/4                      | 10                             | Low                |                                                                                                                                 | BD          | 5.0                            | 8.9                    | FDRP                                                                                                                                                                          | Marginal            | This pavement section, suitable subgrade stiffness.                                                                                                              |
| CLAY AVENUE                                                     | 72ND STREET EAST       | CLAY COURT             | 297                        | 44.84534097 | -91.03592697 | 490         | 13068        | Bituminous   | Residential-U    | 1958                 | 2006                                | Reconstruct-AC-U            | 13                 | 2017                                | Seal Coat                             | 81                  | Bore                 | 8393-2-29                                                                           |                            |                                |                       |                   |                                                                                    |                            |                                |                    |                                                                                                                                 |             |                                |                        |                                                                                                                                                                               |                     |                                                                                                                                                                  |



Table 1 - Pavement and Geotechnical Results and Recommendations

| Street                        | From                   | To                 | Sample Location Unique ID# | LAT.        | LONG.        | Length (ft) | Area (sq ft) | Surface Type | Functional Class         | Date of Last Structural Improvement | Latest Type of Major Repair | Pavement Age (yrs)    | Date of Last Preventive Maintenance | Latest Type of Preventive Maintenance | Today's Projected C | Location Sample Type | Boring | Bituminous Thickness (in.) | Aggregate Base Thickness (in) | Subgrade Soil Type(s) | Estimated R-value | Core # | Bituminous Thickness (in.) | Aggregate Base Thickness (in) | Stripping Severity | Notes        | GPR Testing                                                                                                 | City's Proposed Repair | Project Ranking (Ideal = sufficient pavement, good soil conditions; Marginal = sufficient pavement, marginal soil conditions; Poor = insufficient pavement, poor soil conditions) | Additional Comments |                   |                                                                                                                                                                              |                                                                                                                                                                              |
|-------------------------------|------------------------|--------------------|----------------------------|-------------|--------------|-------------|--------------|--------------|--------------------------|-------------------------------------|-----------------------------|-----------------------|-------------------------------------|---------------------------------------|---------------------|----------------------|--------|----------------------------|-------------------------------|-----------------------|-------------------|--------|----------------------------|-------------------------------|--------------------|--------------|-------------------------------------------------------------------------------------------------------------|------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------|-------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                               |                        |                    |                            |             |              |             |              |              |                          | Date of Construction                |                             |                       |                                     |                                       |                     |                      |        |                            |                               |                       |                   |        |                            |                               |                    |              |                                                                                                             |                        |                                                                                                                                                                                   |                     |                   |                                                                                                                                                                              |                                                                                                                                                                              |
| COPPERFIELD WAY               | CORCORAN PATH          | COPPERFIELD COURT  | 436                        | 44.8285917  | -91.0284231  | 1173        | 39882        | Bituminous   | Residential-U            | 1995                                | 1995                        | Construction-AC-U     | 24                                  | 2006                                  | Seal Coat           | 45                   | Core   |                            |                               |                       |                   |        | C94-436                    | 4 1/2                         | 12                 | Moderate     | Stripping observed at subgrade/pavement layer interface.                                                    | BD                     | 5.2                                                                                                                                                                               | 12.0                | PR or FR          | Poor                                                                                                                                                                         | Mostly thin pavement section, possible poor base aggregate quality, weak subgrade near boring 176                                                                            |
| CORCORAN PATH                 | COPPERFIELD WAY        | CORCORAN CIRCLE    | 431                        | 44.8264068  | -91.0265688  | 254         | 8636         | Bituminous   | Residential-U            | 1995                                | 1995                        | Construction-AC-U     | 24                                  | 2006                                  | Seal Coat           | 33                   | Core   |                            |                               |                       |                   |        | C91-431                    | 4 1/2                         | 10                 | Low          |                                                                                                             | BD                     | 5.1                                                                                                                                                                               | 8.4                 | PR or FR          | Marginal                                                                                                                                                                     | Subgrade condition unknown, recommend additional borings and cores.                                                                                                          |
| CORCORAN PATH                 | COOPER PATH            | COPPERFIELD WAY    | 1223                       | 44.8238919  | -91.02025851 | 1220        | 41480        | Bituminous   | Residential-U            | 1992                                | 1992                        | Construction-AC-U     | 27                                  | 2006                                  | Seal Coat           | 54                   | Core   |                            |                               |                       |                   |        | C88-1223                   | 3 1/4                         | 12                 | Low          |                                                                                                             | BD                     | 4.9                                                                                                                                                                               | 9.7                 | PR or FDRP        | Poor                                                                                                                                                                         | Variable pavement thickness, possible poor aggregate base quality, variable subgrade surface.                                                                                |
| COPPERFIELD WAY               | CORCORAN PATH          | COPPERFIELD WAY    | 1224                       | 44.8243647  | -91.02881699 | 1220        | 41480        | Bituminous   | Residential-U            | 1992                                | 1992                        | Construction-AC-U     | 27                                  | 2006                                  | Seal Coat           | 54                   | Bore   | 8166-1224                  | 7.0                           | 12.0                  | SP/GM             | 50     |                            |                               |                    |              | BD                                                                                                          | 4.9                    | 9.7                                                                                                                                                                               | PR or FDRP          | Poor              | Variable pavement thickness, possible poor aggregate base quality, variable subgrade surface.                                                                                |                                                                                                                                                                              |
| CORCORAN PATH                 | COOPER PATH            | COPPERFIELD WAY    | 1225                       | 44.82482127 | -91.02845644 | 1220        | 41480        | Bituminous   | Residential-U            | 1992                                | 1992                        | Construction-AC-U     | 27                                  | 2006                                  | Seal Coat           | 54                   | Core   |                            |                               |                       |                   |        | C89-1225                   | 3 1/4                         | 12                 | Low          |                                                                                                             | BD                     | 4.9                                                                                                                                                                               | 9.7                 | PR or FDRP        | Poor                                                                                                                                                                         | Variable pavement thickness, possible poor aggregate base quality, variable subgrade surface.                                                                                |
| CORCORAN PATH                 | COOPER PATH            | COPPERFIELD WAY    | 1226                       | 44.82530739 | -91.02809937 | 1220        | 41480        | Bituminous   | Residential-U            | 1992                                | 1992                        | Construction-AC-U     | 27                                  | 2006                                  | Seal Coat           | 54                   | Bore   | 8167-1226                  | 4.0                           | 12.0                  | SP/SC             | 20     |                            |                               |                    |              | BD                                                                                                          | 4.9                    | 9.7                                                                                                                                                                               | PR or FDRP          | Poor              | Variable pavement thickness, possible poor aggregate base quality, variable subgrade surface.                                                                                |                                                                                                                                                                              |
| CORCORAN PATH                 | COOPER PATH            | COPPERFIELD WAY    | 1227                       | 44.82578669 | -91.02772517 | 1220        | 41480        | Bituminous   | Residential-U            | 1992                                | 1992                        | Construction-AC-U     | 27                                  | 2006                                  | Seal Coat           | 54                   | Core   |                            |                               |                       |                   |        | C90-1227                   | 2 1/4                         | 12                 | Low          |                                                                                                             | BD                     | 4.9                                                                                                                                                                               | 9.7                 | PR or FDRP        | Poor                                                                                                                                                                         | Variable pavement thickness, possible poor aggregate base quality, variable subgrade surface.                                                                                |
| CORCORAN PATH                 | COOPER PATH            | COPPERFIELD WAY    | 1228                       | 44.82625864 | -91.02723443 | 1220        | 41480        | Bituminous   | Residential-U            | 1992                                | 1992                        | Construction-AC-U     | 27                                  | 2006                                  | Seal Coat           | 54                   | Bore   | 8168-1228                  | 5.0                           | 12.0                  | SP/GM             | 25     |                            |                               |                    |              | BD                                                                                                          | 4.9                    | 9.7                                                                                                                                                                               | PR or FDRP          | Poor              | Variable pavement thickness, possible poor aggregate base quality, variable subgrade surface.                                                                                |                                                                                                                                                                              |
| CORUS WAY                     | UPPER 71ST STREET EAST | 71ST STREET EAST   | 1259                       | 44.84084109 | -91.02739437 | 1395        | 41721        | Bituminous   | Residential-U            | 1965                                | 2006                        | Reconstruct-AC-U      | 13                                  | 2017                                  | Seal Coat           | 87                   | Core   |                            |                               |                       |                   |        | C94-1257                   | 4                             | 8                  | Low          |                                                                                                             | BD                     | 4.8                                                                                                                                                                               | 8.4                 | PR or FDRP        | Marginal                                                                                                                                                                     | Subgrade condition unknown, recommend additional borings and cores.                                                                                                          |
| CORUS WAY                     | UPPER 71ST STREET EAST | 71ST STREET EAST   | 1259                       | 44.8420012  | -91.02826355 | 1395        | 41721        | Bituminous   | Residential-U            | 1965                                | 2006                        | Reconstruct-AC-U      | 13                                  | 2017                                  | Seal Coat           | 87                   | Core   |                            |                               |                       |                   |        | C37-1259                   | 4 1/4                         | 8                  | Moderate     | Observed pavement delamination at layer interface. Stripping observed at subgrade/foamcoat base interface.  | BD                     | 4.8                                                                                                                                                                               | 8.4                 | PR or FDRP        | Marginal                                                                                                                                                                     | Subgrade condition unknown, recommend additional borings and cores.                                                                                                          |
| CORUS WAY                     | UPPER 71ST STREET EAST | 71ST STREET EAST   | 1261                       | 44.84206241 | -91.02826354 | 1395        | 41721        | Bituminous   | Residential-U            | 1965                                | 2006                        | Reconstruct-AC-U      | 13                                  | 2017                                  | Seal Coat           | 87                   | Core   |                            |                               |                       |                   |        | C36-1261                   | 4                             | 8                  | Low          |                                                                                                             | BD                     | 4.8                                                                                                                                                                               | 8.4                 | PR or FDRP        | Marginal                                                                                                                                                                     | Subgrade condition unknown, recommend additional borings and cores.                                                                                                          |
| CORUS WAY                     | UPPER 71ST STREET EAST | 71ST STREET EAST   | 1263                       | 44.84689783 | -91.03040524 | 1395        | 41721        | Bituminous   | Residential-U            | 1965                                | 2006                        | Reconstruct-AC-U      | 13                                  | 2017                                  | Seal Coat           | 87                   | Core   |                            |                               |                       |                   |        | C35-1263                   | 4 1/2                         | 8                  | Low          |                                                                                                             | BD                     | 4.8                                                                                                                                                                               | 8.4                 | PR or FDRP        | Marginal                                                                                                                                                                     | Subgrade condition unknown, recommend additional borings and cores.                                                                                                          |
| RTHOUSE BOULEVARD (FRONTAGE R | HWY 55                 | SOUTH ROBERT TRAIL | 1335                       | 44.83664531 | -91.09738834 | 3800        | 114000       | Bituminous   | Residential-U            | 1995                                | 1995                        | Construction-AC-U     | 24                                  | 0                                     |                     | 70                   | Core   |                            |                               |                       |                   |        | C491-1335                  | 5                             | 8                  | Low          | Observed pavement delamination at layer interface. Stripping observed at subgrade/foamcoat base interface.  | BD                     | 5.4                                                                                                                                                                               | 9.9                 | PR or FDRP        | Marginal                                                                                                                                                                     | Boring Data to be added during rural investigation                                                                                                                           |
| RTHOUSE BOULEVARD (FRONTAGE R | HWY 55                 | SOUTH ROBERT TRAIL | 1336                       | 44.83641298 | -91.09670202 | 3800        | 114000       | Bituminous   | Residential-U            | 1995                                | 1995                        | Construction-AC-U     | 24                                  | 0                                     |                     | 70                   | Bore   | 8552-1336                  | 5.0                           | 12.0                  | SM/ML             | 15     |                            |                               |                    |              | BD                                                                                                          | 5.4                    | 9.9                                                                                                                                                                               | PR or FDRP          | Marginal          | Boring Data to be added during rural investigation                                                                                                                           |                                                                                                                                                                              |
| RTHOUSE BOULEVARD (FRONTAGE R | HWY 55                 | SOUTH ROBERT TRAIL | 1337                       | 44.83620995 | -91.0959911  | 3800        | 114000       | Bituminous   | Residential-U            | 1995                                | 1995                        | Construction-AC-U     | 24                                  | 0                                     |                     | 70                   | Core   |                            |                               |                       |                   |        | C492-1337                  | 4 3/4                         | 8                  | Low          |                                                                                                             | BD                     | 5.4                                                                                                                                                                               | 9.9                 | PR or FDRP        | Marginal                                                                                                                                                                     | Boring Data to be added during rural investigation                                                                                                                           |
| RTHOUSE BOULEVARD (FRONTAGE R | HWY 55                 | SOUTH ROBERT TRAIL | 1338                       | 44.83597181 | -91.09529066 | 3800        | 114000       | Bituminous   | Residential-U            | 1995                                | 1995                        | Construction-AC-U     | 24                                  | 0                                     |                     | 70                   | Bore   | 8551-1338                  | 5.0                           | 12.0                  | SP,SP,SM          | 25-30  |                            |                               |                    |              | BD                                                                                                          | 5.4                    | 9.9                                                                                                                                                                               | PR or FDRP          | Marginal          | Boring Data to be added during rural investigation                                                                                                                           |                                                                                                                                                                              |
| RTHOUSE BOULEVARD (FRONTAGE R | HWY 55                 | SOUTH ROBERT TRAIL | 1339                       | 44.83579897 | -91.09459271 | 3800        | 114000       | Bituminous   | Residential-U            | 1995                                | 1995                        | Construction-AC-U     | 24                                  | 0                                     |                     | 70                   | Core   |                            |                               |                       |                   |        | C493-1339                  | 4 1/4                         | 8                  | Low          |                                                                                                             | BD                     | 5.4                                                                                                                                                                               | 9.9                 | PR or FDRP        | Marginal                                                                                                                                                                     | Boring Data to be added during rural investigation                                                                                                                           |
| RTHOUSE BOULEVARD (FRONTAGE R | HWY 55                 | SOUTH ROBERT TRAIL | 1340                       | 44.83549652 | -91.09390118 | 3800        | 114000       | Bituminous   | Residential-U            | 1995                                | 1995                        | Construction-AC-U     | 24                                  | 0                                     |                     | 70                   | Bore   | 8550-1340                  | 5.0                           | 12.0                  | SP,SM             | 25-30  |                            |                               |                    |              | BD                                                                                                          | 5.4                    | 9.9                                                                                                                                                                               | PR or FDRP          | Marginal          | Boring Data to be added during rural investigation                                                                                                                           |                                                                                                                                                                              |
| RTHOUSE BOULEVARD (FRONTAGE R | HWY 55                 | SOUTH ROBERT TRAIL | 1341                       | 44.83525686 | -91.09320777 | 3800        | 114000       | Bituminous   | Residential-U            | 1995                                | 1995                        | Construction-AC-U     | 24                                  | 0                                     |                     | 70                   | Core   |                            |                               |                       |                   |        | C94-1341                   | 4 1/4                         | 8                  | Low          |                                                                                                             | BD                     | 5.4                                                                                                                                                                               | 9.9                 | PR or FDRP        | Marginal                                                                                                                                                                     | Boring Data to be added during rural investigation                                                                                                                           |
| RTHOUSE BOULEVARD (FRONTAGE R | HWY 55                 | SOUTH ROBERT TRAIL | 1342                       | 44.83502352 | -91.09285002 | 3800        | 114000       | Bituminous   | Residential-U            | 1995                                | 1995                        | Construction-AC-U     | 24                                  | 0                                     |                     | 70                   | Bore   | 8549-1342                  | 4.0                           | 12.0                  | SP,SM             | 30     |                            |                               |                    |              | BD                                                                                                          | 5.4                    | 9.9                                                                                                                                                                               | PR or FDRP          | Marginal          | Boring Data to be added during rural investigation                                                                                                                           |                                                                                                                                                                              |
| RTHOUSE BOULEVARD (FRONTAGE R | HWY 55                 | SOUTH ROBERT TRAIL | 1343                       | 44.83477218 | -91.09182502 | 3800        | 114000       | Bituminous   | Residential-U            | 1995                                | 1995                        | Construction-AC-U     | 24                                  | 0                                     |                     | 70                   | Core   |                            |                               |                       |                   |        | C495-1343                  | 4 1/2                         | 8                  | Low          |                                                                                                             | BD                     | 5.4                                                                                                                                                                               | 9.9                 | PR or FDRP        | Marginal                                                                                                                                                                     | Boring Data to be added during rural investigation                                                                                                                           |
| RTHOUSE BOULEVARD (FRONTAGE R | HWY 55                 | SOUTH ROBERT TRAIL | 1344                       | 44.83451468 | -91.09114435 | 3800        | 114000       | Bituminous   | Residential-U            | 1995                                | 1995                        | Construction-AC-U     | 24                                  | 0                                     |                     | 70                   | Bore   | 8548-1344                  | 5.0                           | 7.0                   | SP,SM             | 30     |                            |                               |                    |              | BD                                                                                                          | 5.4                    | 9.9                                                                                                                                                                               | PR or FDRP          | Marginal          | Boring Data to be added during rural investigation                                                                                                                           |                                                                                                                                                                              |
| RTHOUSE BOULEVARD (FRONTAGE R | HWY 55                 | SOUTH ROBERT TRAIL | 1345                       | 44.83424506 | -91.09047306 | 3800        | 114000       | Bituminous   | Residential-U            | 1995                                | 1995                        | Construction-AC-U     | 24                                  | 0                                     |                     | 70                   | Core   |                            |                               |                       |                   |        | C496-1345                  | 4                             | 8                  | Low          |                                                                                                             | BD                     | 5.4                                                                                                                                                                               | 9.9                 | PR or FDRP        | Marginal                                                                                                                                                                     | Boring Data to be added during rural investigation                                                                                                                           |
| RTHOUSE BOULEVARD (FRONTAGE R | HWY 55                 | SOUTH ROBERT TRAIL | 1346                       | 44.83396334 | -91.08981027 | 3800        | 114000       | Bituminous   | Residential-U            | 1995                                | 1995                        | Construction-AC-U     | 24                                  | 0                                     |                     | 70                   | Bore   | 8547-1346                  | 5.0                           | Not Identified        | SM                | 25     |                            |                               |                    |              | BD                                                                                                          | 5.4                    | 9.9                                                                                                                                                                               | PR or FDRP          | Marginal          | Boring Data to be added during rural investigation                                                                                                                           |                                                                                                                                                                              |
| RTHOUSE BOULEVARD (FRONTAGE R | HWY 55                 | SOUTH ROBERT TRAIL | 1347                       | 44.83366387 | -91.08916626 | 3800        | 114000       | Bituminous   | Residential-U            | 1995                                | 1995                        | Construction-AC-U     | 24                                  | 0                                     |                     | 70                   | Core   |                            |                               |                       |                   |        | C497-1347                  | 5                             | 8                  | Low          |                                                                                                             | BD                     | 5.4                                                                                                                                                                               | 9.9                 | PR or FDRP        | Marginal                                                                                                                                                                     | Boring Data to be added during rural investigation                                                                                                                           |
| RTHOUSE BOULEVARD (FRONTAGE R | HWY 55                 | SOUTH ROBERT TRAIL | 1348                       | 44.8333659  | -91.08851902 | 3800        | 114000       | Bituminous   | Residential-U            | 1995                                | 1995                        | Construction-AC-U     | 24                                  | 0                                     |                     | 70                   | Bore   | 8546-1348                  | 5.0                           | 12.0                  | SP,SM             | 30     |                            |                               |                    |              | BD                                                                                                          | 5.4                    | 9.9                                                                                                                                                                               | PR or FDRP          | Marginal          | Boring Data to be added during rural investigation                                                                                                                           |                                                                                                                                                                              |
| RTHOUSE BOULEVARD (FRONTAGE R | HWY 55                 | SOUTH ROBERT TRAIL | 1349                       | 44.83301435 | -91.08793216 | 3800        | 114000       | Bituminous   | Residential-U            | 1995                                | 1995                        | Construction-AC-U     | 24                                  | 0                                     |                     | 70                   | Core   |                            |                               |                       |                   |        | C498-1349                  | 4 1/2                         | 8                  | Low          |                                                                                                             | BD                     | 5.4                                                                                                                                                                               | 9.9                 | PR or FDRP        | Marginal                                                                                                                                                                     | Boring Data to be added during rural investigation                                                                                                                           |
| RTHOUSE BOULEVARD (FRONTAGE R | HWY 55                 | SOUTH ROBERT TRAIL | 1350                       | 44.83253042 | -91.08758292 | 3800        | 114000       | Bituminous   | Residential-U            | 1995                                | 1995                        | Construction-AC-U     | 24                                  | 0                                     |                     | 70                   | Bore   | 8545-1350                  | 4.5                           | 12.0                  | SP,SM             | 25-30  |                            |                               |                    |              | BD                                                                                                          | 5.4                    | 9.9                                                                                                                                                                               | PR or FDRP          | Marginal          | Boring Data to be added during rural investigation                                                                                                                           |                                                                                                                                                                              |
| RTHOUSE BOULEVARD (FRONTAGE R | HWY 55                 | SOUTH ROBERT TRAIL | 1351                       | 44.83198714 | -91.08753121 | 3800        | 114000       | Bituminous   | Residential-U            | 1995                                | 1995                        | Construction-AC-U     | 24                                  | 0                                     |                     | 70                   | Core   |                            |                               |                       |                   |        | C499-1351                  | 4 3/4                         | 8                  | Low          |                                                                                                             | BD                     | 5.4                                                                                                                                                                               | 9.9                 | PR or FDRP        | Marginal                                                                                                                                                                     | Boring Data to be added during rural investigation                                                                                                                           |
| RTHOUSE BOULEVARD (FRONTAGE R | HWY 55                 | SOUTH ROBERT TRAIL | 1352                       | 44.83143982 | -91.08756736 | 3800        | 114000       | Bituminous   | Residential-U            | 1995                                | 1995                        | Construction-AC-U     | 24                                  | 0                                     |                     | 70                   | Bore   | 8544-1352                  | 5.0                           | 7.0                   | SP                | 30     |                            |                               |                    |              | BD                                                                                                          | 5.4                    | 9.9                                                                                                                                                                               | PR or FDRP          | Marginal          | Boring Data to be added during rural investigation                                                                                                                           |                                                                                                                                                                              |
| RTHOUSE BOULEVARD (FRONTAGE R | HWY 55                 | SOUTH ROBERT TRAIL | 1353                       | 44.83124832 | -91.08697139 | 3800        | 114000       | Bituminous   | Residential-U            | 1995                                | 1995                        | Construction-AC-U     | 24                                  | 0                                     |                     | 70                   | Core   |                            |                               |                       |                   |        | C500-1353                  | 5                             | 8                  | Low          | Observed pavement delamination at layer interface. Stripping observed at subgrade/pavement layer interface. | BD                     | 5.4                                                                                                                                                                               | 9.9                 | PR or FDRP        | Marginal                                                                                                                                                                     | Boring Data to be added during rural investigation                                                                                                                           |
| COURTHOUSE BOULEVARD COURT    | CUL DE SAC             | ANGUS AVENUE       | 391                        | 44.83108401 | -91.0771545  | 646         | 23358        | Bituminous   | Residential-R            | 1940                                | 2008                        | Mill and Overlay-AC-R | 11                                  | 2011                                  | Seal Coat           | 64                   | Core   |                            |                               |                       |                   |        | C634-391                   | 6 1/2                         | 12                 | Low          |                                                                                                             | BD                     | 7.0                                                                                                                                                                               | 8.0                 | M/VOL             | Ideal                                                                                                                                                                        | Good pavement integrity and thickness, suitable aggregate base.                                                                                                              |
| COURTHOUSE BOULEVARD COURT    | CUL DE SAC             | ANGUS AVENUE       | 392                        | 44.83153108 | -91.07760116 | 646         | 23358        | Bituminous   | Residential-R            | 1940                                | 2008                        | Mill and Overlay-AC-R | 11                                  | 2011                                  | Seal Coat           | 64                   | Bore   | 8603-392                   | 5.0                           | 12.0                  | SM                | 20     |                            |                               |                    |              | BD                                                                                                          | 7.0                    | 8.0                                                                                                                                                                               | M/VOL               | Ideal             | Good pavement integrity and thickness, suitable aggregate base.                                                                                                              |                                                                                                                                                                              |
| COURTHOUSE BOULEVARD COURT    | CUL DE SAC             | ANGUS AVENUE       | 393                        | 44.83198609 | -91.07803112 | 646         | 23358        | Bituminous   | Residential-R            | 1940                                | 2008                        | Mill and Overlay-AC-R | 11                                  | 2011                                  | Seal Coat           | 64                   | Core   |                            |                               |                       |                   |        | C633-393                   | 5 1/2                         | 12                 | Low          |                                                                                                             | BD                     | 7.0                                                                                                                                                                               | 8.0                 | M/VOL             | Ideal                                                                                                                                                                        | Good pavement integrity and thickness, suitable aggregate base.                                                                                                              |
| COURTHOUSE BOULEVARD COURT    | ANGUS AVENUE           | ANNALISA PATH      | 394                        | 44.83004002 | -91.07668236 | 482         | 11568        | Bituminous   | Residential-R            | 1940                                | 2008                        | Mill and Overlay-AC-R | 11                                  | 2011                                  | Seal Coat           | 43                   | Core   |                            |                               |                       |                   |        | C642-394                   | 6                             | 12                 | Low-Moderate | Observed pavement delamination at layer interface.                                                          | BD                     | 8.5                                                                                                                                                                               | 7.9                 | M/VOL or FDRP     | Ideal to Marginal                                                                                                                                                            | Good pavement thickness and integrity. Poor pavement quality may be present requiring FDRP. Poor subgrade conditions could be present near boring 73                         |
| COURTHOUSE BOULEVARD COURT    | ANGUS AVENUE           | ANNALISA PATH      | 395                        | 44.83045271 | -91.07652578 | 482         | 11568        | Bituminous   | Residential-R            | 1940                                | 2008                        | Mill and Overlay-AC-R | 11                                  | 2011                                  | Seal Coat           | 43                   | Core   |                            |                               |                       |                   |        | C640-395                   | 7.0                           | 10.0               | SM           | 20-25                                                                                                       | BD                     | 8.5                                                                                                                                                                               | 7.9                 | M/VOL or FDRP     | Ideal to Marginal                                                                                                                                                            | Good pavement thickness and integrity. Poor pavement quality may be present requiring FDRP. Poor subgrade conditions could be present near boring 73                         |
| COURTHOUSE BOULEVARD COURT    | BARNES AVENUE          | CONCORD BOULEVARD  | 846                        | 44.82317166 | -91.06068289 | 5304        | 143208       | Bituminous   | Neighborhood Collector-R | 1940                                | 1940                        | Construction-AC-R     | 79                                  | 2002                                  | Seal Coat           | 53                   | Core   |                            |                               |                       |                   |        | C805-846                   | 8 1/2                         | 12                 | Low          |                                                                                                             | BD                     | 7.2                                                                                                                                                                               | 6.6                 | M/VOL             | Ideal to Marginal                                                                                                                                                            | Good pavement thickness and generally good pavement integrity. Poor pavement quality may be present requiring FDRP. Poor subgrade conditions could be present near boring 73 |
| COURTHOUSE BOULEVARD COURT    | BARNES AVENUE          | CONCORD BOULEVARD  | 847                        | 44.82317829 | -91.06011122 | 5304        | 143208       | Bituminous   | Neighborhood Collector-R | 1940                                | 1940                        | Construction-AC-R     | 79                                  | 2002                                  | Seal Coat           | 53                   | Bore   | 8739-847                   | 6.0                           | 12.0                  | SP,SM             | 25-30  |                            |                               |                    |              | BD                                                                                                          | 7.2                    | 6.6                                                                                                                                                                               | M/VOL               | Ideal to Marginal | Good pavement thickness and generally good pavement integrity. Poor pavement quality may be present requiring FDRP. Poor subgrade conditions could be present near boring 73 |                                                                                                                                                                              |
| COURTHOUSE BOULEVARD COURT    | BARNES AVENUE          | CONCORD BOULEVARD  | 848                        | 44.8232952  | -91.059462   | 5304        | 143208       | Bituminous   | Neighborhood Collector-R | 1940                                | 1940                        | Construction-AC-R     | 79                                  | 2002                                  | Seal Coat           | 53                   | Core   |                            |                               |                       |                   |        | C806-848                   | 6                             | 12                 | Low          |                                                                                                             | BD                     | 7.2                                                                                                                                                                               | 6.6                 | M/VOL             | Ideal to Marginal                                                                                                                                                            | Good pavement thickness and generally good pavement integrity. Poor pavement quality may be present requiring FDRP. Poor subgrade conditions could be present near boring 73 |
| COURTHOUSE BOULEVARD COURT    | BARNES AVENUE          | CONCORD BOULEVARD  | 849                        | 44.82316271 | -91.05861394 | 5304        | 143208       | Bituminous   | Neighborhood Collector-R | 1940                                | 1940                        | Construction-AC-R     | 79                                  | 2002                                  | Seal Coat           | 53                   | Bore   | 8740-849                   | 6.0                           | 12.0                  | SP                | 50     |                            |                               |                    |              | BD                                                                                                          | 7.2                    | 6.6                                                                                                                                                                               | M/VOL               | Ideal to Marginal | Good pavement thickness and generally good pavement integrity. Poor pavement quality may be present requiring FDRP. Poor subgrade conditions could be present near boring 73 |                                                                                                                                                                              |
| COURTHOUSE BOULEVARD COURT    | BARNES AVENUE          | CONCORD BOULEVARD  | 850                        | 44.82288884 | -91.05795477 | 5304        | 143208       | Bituminous   | Neighborhood Collector-R | 1940                                | 1940                        | Construction-AC-R     | 79                                  | 2002                                  | Seal Coat           | 53                   | Core   |                            |                               |                       |                   |        | C807-850                   | 6 1/4                         |                    |              |                                                                                                             |                        |                                                                                                                                                                                   |                     |                   |                                                                                                                                                                              |                                                                                                                                                                              |

| Street                     | From                      | To                        | Sample Location Unique ID# | LAT.        | LONG.        | Length (ft) | Area (sq ft) | Surface Type | Functional Class         | Date of Construction | Date of Last Structural Improvement | Latest Type of Major Repair | Pavement Age (yr) | Date of Last Preventive Maintenance | Latest Type of Preventive Maintenance |
|----------------------------|---------------------------|---------------------------|----------------------------|-------------|--------------|-------------|--------------|--------------|--------------------------|----------------------|-------------------------------------|-----------------------------|-------------------|-------------------------------------|---------------------------------------|
| COURTHOUSE BOULEVARD COURT | ANNALISA PATH             | 86TH COURT EAST           | 1248                       | 44.828268   | -93.0739511  | 3545        | 87480        | Bituminous   | Residential-R            | 1940                 | 2008                                | Mill and Overlay-AC-R       | 11                | 2011                                | Seal Coat                             |
| COURTHOUSE BOULEVARD COURT | ANNALISA PATH             | 86TH COURT EAST           | 1249                       | 44.8283895  | -93.0745198  | 3545        | 87480        | Bituminous   | Residential-R            | 1940                 | 2008                                | Mill and Overlay-AC-R       | 11                | 2011                                | Seal Coat                             |
| COURTHOUSE BOULEVARD COURT | ANNALISA PATH             | 86TH COURT EAST           | 1250                       | 44.8290472  | -93.0795334  | 3545        | 87480        | Bituminous   | Residential-R            | 1940                 | 2008                                | Mill and Overlay-AC-R       | 11                | 2011                                | Seal Coat                             |
| COURTHOUSE BOULEVARD COURT | ANNALISA PATH             | 86TH COURT EAST           | 1251                       | 44.8294651  | -93.0795328  | 3545        | 87480        | Bituminous   | Residential-R            | 1940                 | 2008                                | Mill and Overlay-AC-R       | 11                | 2011                                | Seal Coat                             |
| COURTHOUSE BOULEVARD COURT | BARNES AVENUE             | CONCORD BOULEVARD         | 1504                       | 44.8237479  | -93.06158165 | 5304        | 143200       | Bituminous   | Neighborhood Collector-R | 1940                 | 1940                                | Construction-AC-R           | 79                | 2002                                | Seal Coat                             |
| COURTHOUSE BOULEVARD COURT | ANNALISA PATH             | 86TH COURT EAST           | 1505                       | 44.8253004  | -93.0641083  | 3545        | 87480        | Bituminous   | Residential-R            | 1940                 | 2008                                | Mill and Overlay-AC-R       | 11                | 2011                                | Seal Coat                             |
| COURTHOUSE BOULEVARD COURT | CAHILL AVENUE EAST        | OLD CONCORD BOULEVARD     | 1536                       | 44.8126151  | -93.03747363 | 587         | 14088        | Bituminous   | Neighborhood Collector-R | 1940                 | 1940                                | Construction-AC-R           | 79                | 0                                   | Seal Coat                             |
| DAWN AVENUE                | DAWN COURT                | 70TH STREET EAST          | 203                        | 44.847619   | -93.0244948  | 313         | 10955        | Bituminous   | Neighborhood Collector-U | 1965                 | 2005                                | Reconstruct-AC-U            | 14                | 2017                                | Seal Coat                             |
| DAWN AVENUE                | 72ND STREET EAST          | U 71ST ST. E / DEHRER WAY | 272                        | 44.8494028  | -93.0244768  | 330         | 9750         | Bituminous   | Neighborhood Collector-U | 1965                 | 2007                                | Reconstruct-AC-U            | 12                | 2017                                | Seal Coat                             |
| DAWN AVENUE                | U 71ST ST. E / DEHRER WAY | 71ST STREET EAST          | 1270                       | 44.84583463 | -93.0244729  | 331         | 11585        | Bituminous   | Neighborhood Collector-U | 1965                 | 2005                                | Reconstruct-AC-U            | 14                | 2017                                | Seal Coat                             |
| DAWN AVENUE                | 71ST STREET EAST          | DAWN COURT                | 1271                       | 44.84673966 | -93.0244825  | 334         | 11690        | Bituminous   | Neighborhood Collector-U | 1965                 | 2005                                | Reconstruct-AC-U            | 14                | 2017                                | Seal Coat                             |
| DAWN COURT                 | DAWN AVENUE               | CLU DE SAC                | 208                        | 44.84707145 | -93.02372069 | 227         | 11818        | Bituminous   | Residential-U            | 1964                 | 2006                                | Reconstruct-AC-U            | 13                | 2017                                | Seal Coat                             |
| DAWSON WAY                 | COPPERFIELD WAY           | DAWSON COURT              | 397                        | 44.82915651 | -93.0246722  | 325         | 11050        | Bituminous   | Residential-U            | 1993                 | 1993                                | Construction-AC-U           | 26                | 2006                                | Seal Coat                             |
| DAWSON WAY                 | DAWSON COURT              | CLUSTERS TRAIL            | 400                        | 44.83021884 | -93.02450836 | 961         | 32674        | Bituminous   | Residential-U            | 1982                 | 1993                                | Construction-AC-U           | 26                | 2006                                | Seal Coat                             |
| DAWSON WAY                 | DAWSON COURT              | CLUSTERS TRAIL            | 401                        | 44.82967035 | -93.02449531 | 961         | 32674        | Bituminous   | Residential-U            | 1982                 | 1993                                | Construction-AC-U           | 26                | 2006                                | Seal Coat                             |
| DAWSON WAY                 | DAWSON COURT              | CLUSTERS TRAIL            | 402                        | 44.82915451 | -93.02469525 | 961         | 32674        | Bituminous   | Residential-U            | 1982                 | 1993                                | Construction-AC-U           | 26                | 2006                                | Seal Coat                             |
| DAWSON WAY                 | DAWSON COURT              | CLUSTERS TRAIL            | 403                        | 44.82900387 | -93.02540587 | 961         | 32674        | Bituminous   | Residential-U            | 1982                 | 1993                                | Construction-AC-U           | 26                | 2006                                | Seal Coat                             |
| DEHRER WAY                 | DAWN AVENUE               | DEGRO WAY                 | 302                        | 44.8447654  | -93.02267845 | 829         | 22109        | Bituminous   | Residential-U            | 1964                 | 2006                                | Reconstruct-AC-U            | 13                | 2017                                | Seal Coat                             |
| DEHRER WAY                 | DAWN AVENUE               | DEGRO WAY                 | 303                        | 44.84509178 | -93.02314538 | 829         | 22109        | Bituminous   | Residential-U            | 1964                 | 2006                                | Reconstruct-AC-U            | 13                | 2017                                | Seal Coat                             |
| DEHRER WAY                 | DAWN AVENUE               | DEGRO WAY                 | 304                        | 44.84511019 | -93.02384486 | 829         | 22109        | Bituminous   | Residential-U            | 1964                 | 2006                                | Reconstruct-AC-U            | 13                | 2017                                | Seal Coat                             |
| DEHRER WAY                 | DAWN AVENUE               | DEGRO WAY                 | 305                        | 44.84513985 | -93.02347448 | 829         | 22109        | Bituminous   | Residential-U            | 1964                 | 2006                                | Reconstruct-AC-U            | 13                | 2017                                | Seal Coat                             |
| DELAHY AVENUE              | 70TH STREET EAST          | 71ST STREET EAST          | 231                        | 44.84568815 | -93.02215453 | 668         | 19977        | Bituminous   | Residential-U            | 1964                 | 2006                                | Reconstruct-AC-U            | 13                | 2017                                | Seal Coat                             |
| DELAHY AVENUE              | 70TH STREET EAST          | 71ST STREET EAST          | 232                        | 44.84714232 | -93.02205635 | 668         | 19977        | Bituminous   | Residential-U            | 1964                 | 2006                                | Reconstruct-AC-U            | 13                | 2017                                | Seal Coat                             |
| DELAHY AVENUE              | 70TH STREET EAST          | 71ST STREET EAST          | 233                        | 44.84758609 | -93.02199816 | 668         | 19977        | Bituminous   | Residential-U            | 1964                 | 2006                                | Reconstruct-AC-U            | 13                | 2017                                | Seal Coat                             |
| DELAHY AVENUE              | 70TH STREET EAST          | 71ST STREET EAST          | 234                        | 44.84758609 | -93.02199816 | 668         | 19977        | Bituminous   | Residential-U            | 1964                 |                                     |                             |                   |                                     |                                       |

| Location Sample Type | Boring Data (Blank rows indicate a boring was not performed at the sample location) |                            |                                |                              |                   | Coring Data (Blank rows indicated a core was not performed at the sample location) |                            |                                |                    |                                                                                                             | GPR Testing |                                     |                                    | City's Proposed Repair | Project Ranking<br>Ideal = sufficient pavement, good soil conditions;<br>Marginal = sufficient pavement, marginal soil conditions;<br>Poor = insufficient pavement, poor soil conditions | Additional Comments                                                                             |
|----------------------|-------------------------------------------------------------------------------------|----------------------------|--------------------------------|------------------------------|-------------------|------------------------------------------------------------------------------------|----------------------------|--------------------------------|--------------------|-------------------------------------------------------------------------------------------------------------|-------------|-------------------------------------|------------------------------------|------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------|
|                      | Boring                                                                              | Bituminous Thickness (in.) | Aggregate Base Thickness (in.) | Subgrade Soil Type(s)        | Estimated R-value | Core #                                                                             | Bituminous Thickness (in.) | Aggregate Base Thickness (in.) | Stripping Severity | Notes                                                                                                       | Direction   | Avg Bituminous Base Thickness (in.) | Avg Aggregate Base Thickness (in.) |                        |                                                                                                                                                                                          |                                                                                                 |
| Core                 |                                                                                     |                            |                                |                              |                   | C36-1248                                                                           | 6                          | 12                             | Low                |                                                                                                             | BD          | 7.6                                 | 7.7                                | M/O/L                  | Ideal                                                                                                                                                                                    | Mostly good pavement thickness and integrity, suitable aggregate base and subgrade.             |
| Core                 | B606-1249                                                                           | 6.0                        | 12.0                           | SC/SM                        | 20                |                                                                                    |                            |                                |                    |                                                                                                             | BD          | 7.6                                 | 7.7                                | M/O/L                  | Ideal                                                                                                                                                                                    | Mostly good pavement thickness and integrity, suitable aggregate base and subgrade.             |
| Core                 |                                                                                     |                            |                                |                              |                   | C35-1250                                                                           | 6                          | 12                             | Low                |                                                                                                             | BD          | 7.6                                 | 7.7                                | M/O/L                  | Ideal                                                                                                                                                                                    | Mostly good pavement thickness and integrity, suitable aggregate base and subgrade.             |
| Core                 | B605-1251                                                                           | 5.0                        | 12.0                           | SP                           | 25                |                                                                                    |                            |                                |                    |                                                                                                             | BD          | 7.6                                 | 7.7                                | M/O/L                  | Ideal                                                                                                                                                                                    | Mostly good pavement thickness and integrity, suitable aggregate base and subgrade.             |
| Bore                 | B738-1504                                                                           | 6.0                        | 12.0                           | SP,SM                        | 25-30             |                                                                                    |                            |                                |                    |                                                                                                             | BD          | 7.2                                 | 6.6                                | M/O/L                  | Ideal                                                                                                                                                                                    | Mostly good pavement thickness and integrity, suitable aggregate base and subgrade.             |
| Bore                 | B710-1505                                                                           | 7.0                        | 12.0                           | SP,SM                        | 25-30             |                                                                                    |                            |                                |                    |                                                                                                             | BD          | 7.6                                 | 7.7                                | M/O/L                  | Ideal                                                                                                                                                                                    | Mostly good pavement thickness and integrity, suitable aggregate base and subgrade.             |
| Bore                 | B640-1536                                                                           | 6.0                        | 12.0                           | SP,SM                        | 30                |                                                                                    |                            |                                |                    |                                                                                                             | BD          | 4.1                                 | Undefined                          | FDP/R                  | Marginal                                                                                                                                                                                 | Mostly good pavement thickness and integrity, suitable aggregate base and subgrade.             |
| Core                 |                                                                                     |                            |                                |                              |                   | C359-203                                                                           | 5                          | 6                              | Low                | Stripping observed at subgrade/pavement layer interface.                                                    | BD          | 5.5                                 | 12.0                               | PR or FDP/R            | Marginal                                                                                                                                                                                 | Thin pavement section, suitable aggregate base and subgrade.                                    |
| Core                 |                                                                                     |                            |                                |                              |                   | C356-272                                                                           | 5                          | 6                              | Moderate           | Observed pavement delamination at layer interface.                                                          | BD          | 6.6                                 | 6.8                                | PR or FDP/R            | Marginal                                                                                                                                                                                 | Subgrade condition unknown, recommend additional borings and cores.                             |
| Core                 |                                                                                     |                            |                                |                              |                   | C357-1270                                                                          | 6                          | 8                              | Moderate           | Observed pavement delamination at layer interface.                                                          | BD          | 5.7                                 | 0.0                                | PR or FDP/R            | Marginal                                                                                                                                                                                 | Subgrade condition unknown, recommend additional borings and cores.                             |
| Core                 |                                                                                     |                            |                                |                              |                   | C358-1271                                                                          | 5 1/4                      | 7                              | Low                |                                                                                                             | BD          | 5.4                                 | 10.4                               | PR or FDP/R            | Ideal                                                                                                                                                                                    | Subgrade condition unknown, recommend additional borings and cores.                             |
| Core                 |                                                                                     |                            |                                |                              |                   | C484-208                                                                           | 4 1/4                      | 6                              | Low                |                                                                                                             | BD          | 5.2                                 | 7.3                                | PR or FDP/R            | Marginal                                                                                                                                                                                 | Subgrade condition unknown, recommend additional borings and cores.                             |
| Core                 |                                                                                     |                            |                                |                              |                   | C297-397                                                                           | 4 1/2                      | 8                              | Moderate           | Stripping observed at subgrade/pavement layer interface.                                                    | BD          | 5.0                                 | 11.4                               | PR or FDP/R            | Marginal                                                                                                                                                                                 | Subgrade condition unknown, recommend additional borings and cores.                             |
| Core                 |                                                                                     |                            |                                |                              |                   | C299-400                                                                           | 5                          | 12                             | Low                |                                                                                                             | BD          | 5.0                                 | 11.9                               | M/O/L                  | Ideal to Marginal                                                                                                                                                                        | Good pavement integrity and thickness, suitable subgrade stiffness.                             |
| Bore                 | B175-401                                                                            | 4.0                        | 12.0                           | SP,SM                        | 25                |                                                                                    |                            |                                |                    |                                                                                                             | BD          | 5.0                                 | 11.9                               | M/O/L                  | Ideal to Marginal                                                                                                                                                                        | Good pavement integrity and thickness, suitable subgrade stiffness.                             |
| Core                 |                                                                                     |                            |                                |                              |                   | C298-402                                                                           | 5 1/4                      | 10                             | Low                |                                                                                                             | BD          | 5.0                                 | 11.9                               | M/O/L                  | Ideal to Marginal                                                                                                                                                                        | Good pavement integrity and thickness, suitable subgrade stiffness.                             |
| Bore                 | B174-403                                                                            | 5.0                        | 19.0                           | SM                           | 25                |                                                                                    |                            |                                |                    |                                                                                                             | BD          | 5.0                                 | 11.9                               | M/O/L                  | Ideal to Marginal                                                                                                                                                                        | Good pavement integrity and thickness, suitable subgrade stiffness.                             |
| Core                 |                                                                                     |                            |                                |                              |                   | C347-302                                                                           | 4 1/2                      | 10                             | Moderate           | Observed pavement delamination at layer interface.                                                          | BD          | 4.7                                 | 0.0                                | PR                     | Marginal                                                                                                                                                                                 | Thin pavement section, suitable aggregate base and subgrade.                                    |
| Bore                 | B224-303                                                                            | 3.0                        | 10.0                           | SP                           | 30                |                                                                                    |                            |                                |                    |                                                                                                             | BD          | 4.7                                 | 0.0                                | PR                     | Marginal                                                                                                                                                                                 | Poor pavement integrity, possible poor base aggregate quality, suitable subgrade stiffness.     |
| Core                 |                                                                                     |                            |                                |                              |                   | C348-304                                                                           | 3 1/2                      | 10                             | Moderate           | Observed pavement delamination at layer interface. Stripping observed at subgrade/pavement layer interface. | BD          | 4.7                                 | 0.0                                | PR                     | Marginal                                                                                                                                                                                 | Poor pavement integrity, possible poor base aggregate quality, suitable subgrade stiffness.     |
| Bore                 | B241-305                                                                            | 6.0                        | 18.0                           | SP/SM                        | 30-25             |                                                                                    |                            |                                |                    |                                                                                                             | BD          | 4.7                                 | 0.0                                | PR                     | Marginal                                                                                                                                                                                 | Poor pavement integrity, possible poor base aggregate quality, suitable subgrade stiffness.     |
| Core                 |                                                                                     |                            |                                |                              |                   | C339-221                                                                           | 4                          | 12                             | Low                |                                                                                                             | BD          | 5.3                                 | 9.1                                | PR                     | Marginal                                                                                                                                                                                 | Possible poor base aggregate quality.                                                           |
| Core                 | B222-232                                                                            | 5.0                        | 19.0                           | SP,SM                        | 25                |                                                                                    |                            |                                |                    |                                                                                                             | BD          | 5.3                                 | 9.1                                | PR                     | Marginal                                                                                                                                                                                 | Possible poor base aggregate quality.                                                           |
| Core                 |                                                                                     |                            |                                |                              |                   | C334-233                                                                           | 4 1/4                      | 6                              | Low                |                                                                                                             | BD          | 5.3                                 | 9.1                                | PR                     | Marginal                                                                                                                                                                                 | Possible poor base aggregate quality.                                                           |
| Core                 |                                                                                     |                            |                                |                              |                   | C756-404                                                                           | 2 1/4                      | 12                             | Low                |                                                                                                             | BD          | 2.9                                 | 8.8                                | FDP/R                  | Marginal                                                                                                                                                                                 | Thin pavement section, suitable base aggregate and subgrade.                                    |
| Bore                 | B627-405                                                                            | 4.0                        | 12.0                           | SP,SM,SM                     | 25                |                                                                                    |                            |                                |                    |                                                                                                             | BD          | 2.9                                 | 8.8                                | FDP/R                  | Marginal                                                                                                                                                                                 | Thin pavement section, suitable base aggregate and subgrade.                                    |
| Core                 |                                                                                     |                            |                                |                              |                   | C757-406                                                                           | 2 3/4                      | 12                             | Low                |                                                                                                             | BD          | 2.9                                 | 8.8                                | FDP/R                  | Marginal                                                                                                                                                                                 | Thin pavement section, suitable base aggregate and subgrade.                                    |
| Bore                 | B628-407                                                                            | 4.0                        | 12.0                           | SM,SP                        | 25                |                                                                                    |                            |                                |                    |                                                                                                             | BD          | 2.9                                 | 8.8                                | FDP/R                  | Marginal                                                                                                                                                                                 | Thin pavement section, suitable base aggregate and subgrade.                                    |
| Core                 |                                                                                     |                            |                                |                              |                   | C760-411                                                                           | 2 3/4                      | 12                             | Low                |                                                                                                             | BD          | 2.7                                 | 11.6                               | FDP/R                  | Marginal                                                                                                                                                                                 | Possible thin pavement section, suitable aggregate base and subgrade.                           |
| Bore                 | B637-412                                                                            | 3.0                        | 12.0                           | SP,SM                        | 25-30             |                                                                                    |                            |                                |                    |                                                                                                             | BD          | 2.7                                 | 11.6                               | FDP/R                  | Marginal                                                                                                                                                                                 | Possible thin pavement section, suitable aggregate base and subgrade.                           |
| Core                 |                                                                                     |                            |                                |                              |                   | C759-413                                                                           | 2 3/4                      | 12                             | Low                |                                                                                                             | BD          | 2.7                                 | 11.6                               | FDP/R                  | Marginal                                                                                                                                                                                 | Possible thin pavement section.                                                                 |
| Bore                 | B638-414                                                                            | 3.0                        | 12.0                           | SM                           | 30                |                                                                                    |                            |                                |                    |                                                                                                             | BD          | 2.7                                 | 11.6                               | FDP/R                  | Marginal                                                                                                                                                                                 | Possible thin pavement section.                                                                 |
| Core                 |                                                                                     |                            |                                |                              |                   | C758-415                                                                           | 2                          | 12                             | Low                |                                                                                                             | BD          | 2.7                                 | 11.6                               | FDP/R                  | Marginal                                                                                                                                                                                 | Possible thin pavement section.                                                                 |
| Core                 |                                                                                     |                            |                                |                              |                   | C760-1049                                                                          | 2 1/2                      | 12                             | Low                |                                                                                                             | BD          | 2.6                                 | 7.4                                | FDP/R                  | Marginal                                                                                                                                                                                 | Thin pavement section, suitable aggregate base and subgrade.                                    |
| Bore                 | B629-1050                                                                           | 3.0                        | 12.0                           | SP,SM                        | 25-30             |                                                                                    |                            |                                |                    |                                                                                                             | BD          | 2.6                                 | 7.4                                | FDP/R                  | Marginal                                                                                                                                                                                 | Thin pavement section, suitable aggregate base and subgrade.                                    |
| Core                 |                                                                                     |                            |                                |                              |                   | C768-1051                                                                          | 2                          | 12                             | Low                |                                                                                                             | BD          | 2.6                                 | 7.4                                | FDP/R                  | Marginal                                                                                                                                                                                 | Thin pavement section, suitable aggregate base and subgrade.                                    |
| Bore                 | B630-1052                                                                           | 3.0                        | 12.0                           | SP,SM                        | 25                |                                                                                    |                            |                                |                    |                                                                                                             | BD          | 2.6                                 | 7.4                                | FDP/R                  | Marginal                                                                                                                                                                                 | Thin pavement section, suitable aggregate base and subgrade.                                    |
| Core                 |                                                                                     |                            |                                |                              |                   | C767-1053                                                                          | 2 1/4                      | 12                             | Low                |                                                                                                             | BD          | 2.6                                 | 7.4                                | FDP/R                  | Marginal                                                                                                                                                                                 | Thin pavement section, suitable aggregate base and subgrade.                                    |
| Bore                 | B631-1054                                                                           | 3.0                        | 12.0                           | SP                           | 30                |                                                                                    |                            |                                |                    |                                                                                                             | BD          | 2.6                                 | 7.4                                | FDP/R                  | Marginal                                                                                                                                                                                 | Thin pavement section, suitable aggregate base and subgrade.                                    |
| Core                 |                                                                                     |                            |                                |                              |                   | C766-1055                                                                          | 2 1/4                      | 12                             | Low                |                                                                                                             | BD          | 2.6                                 | 7.4                                | FDP/R                  | Marginal                                                                                                                                                                                 | Thin pavement section, suitable aggregate base and subgrade.                                    |
| Bore                 | B632-1056                                                                           | 3.0                        | 12.0                           | SP,SM                        | 25-30             |                                                                                    |                            |                                |                    |                                                                                                             | BD          | 2.6                                 | 7.4                                | FDP/R                  | Marginal                                                                                                                                                                                 | Thin pavement section, suitable aggregate base and subgrade.                                    |
| Core                 |                                                                                     |                            |                                |                              |                   | C765-1057                                                                          | 2                          | 12                             | Low                |                                                                                                             | BD          | 2.6                                 | 7.4                                | FDP/R                  | Marginal                                                                                                                                                                                 | Thin pavement section, suitable aggregate base and subgrade.                                    |
| Bore                 | B633-1058                                                                           | 3.0                        | 12.0                           | SP,SM,SM                     | 25-30             |                                                                                    |                            |                                |                    |                                                                                                             | BD          | 2.6                                 | 7.4                                | FDP/R                  | Marginal                                                                                                                                                                                 | Thin pavement section, suitable aggregate base and subgrade.                                    |
| Core                 |                                                                                     |                            |                                |                              |                   | C764-1059                                                                          | 2 1/4                      | 12                             | Low                |                                                                                                             | BD          | 2.6                                 | 7.4                                | FDP/R                  | Marginal                                                                                                                                                                                 | Thin pavement section, suitable aggregate base and subgrade.                                    |
| Bore                 | B634-1060                                                                           | 3.0                        | 12.0                           | SP                           | 50                |                                                                                    |                            |                                |                    |                                                                                                             | BD          | 2.6                                 | 7.4                                | FDP/R                  | Marginal                                                                                                                                                                                 | Thin pavement section, suitable aggregate base and subgrade.                                    |
| Core                 |                                                                                     |                            |                                |                              |                   | C763-1061                                                                          | 2 1/4                      | 12                             | Low                |                                                                                                             | BD          | 2.6                                 | 7.4                                | FDP/R                  | Marginal                                                                                                                                                                                 | Thin pavement section, suitable aggregate base and subgrade.                                    |
| Bore                 |                                                                                     |                            |                                |                              |                   | C762-425                                                                           | 5 1/4                      | 12                             | Low                |                                                                                                             | BD          | 5.0                                 | 7.3                                | PR                     | Marginal                                                                                                                                                                                 | Possible poor aggregate base quality.                                                           |
| Core                 | B635-426                                                                            | 4.0                        | 12.0                           | SM                           | 25                |                                                                                    |                            |                                |                    |                                                                                                             | BD          | 5.0                                 | 7.3                                | PR                     | Marginal                                                                                                                                                                                 | Possible poor aggregate base quality.                                                           |
| Bore                 | B636-428                                                                            | 4.0                        | 12.0                           | SP,ML                        | 15                |                                                                                    |                            |                                |                    |                                                                                                             | BD          | 5.0                                 | 7.3                                | PR                     | Marginal                                                                                                                                                                                 | Possible poor aggregate base quality.                                                           |
| Core                 |                                                                                     |                            |                                |                              |                   | C442-123                                                                           | 4 1/2                      | 6                              | Moderate           | Observed pavement delamination at layer interface. Stripping observed at subgrade/pavement layer interface. | BD          | 5.1                                 | 0.0                                | PR                     | Marginal to poor                                                                                                                                                                         | Poor pavement integrity, suitable subgrade stiffness. Base aggregate falls Class 5 Specs.       |
| Bore                 | B354-124                                                                            | 3.0                        | 6.0                            | SP/SP,SM                     | 30                |                                                                                    |                            |                                |                    |                                                                                                             | BD          | 5.1                                 | 0.0                                | PR                     | Marginal to poor                                                                                                                                                                         | Poor pavement integrity, suitable subgrade stiffness. Base aggregate falls Class 5 Specs.       |
| Core                 |                                                                                     |                            |                                |                              |                   | C439-167                                                                           | 4 1/2                      | 6                              |                    | Stripping observed at subgrade/pavement layer interface.                                                    | BD          | 5.2                                 | 0.0                                |                        | Marginal                                                                                                                                                                                 | Good pavement thickness, recommend additional borings and cores.                                |
| Core                 |                                                                                     |                            |                                |                              |                   | C437-156                                                                           | 3 1/2                      | 6                              | Moderate           | Stripping observed at subgrade/pavement layer interface.                                                    | BD          | 4.8                                 | 0.0                                | PR or FDP/R            | Marginal                                                                                                                                                                                 | Poor pavement thickness, recommend additional borings and cores.                                |
| Bore                 | B334-1560                                                                           | 5.0                        | Not identified                 | SP                           | 30                |                                                                                    |                            |                                |                    |                                                                                                             | BD          | 5.2                                 | 0.0                                | PR                     | Marginal                                                                                                                                                                                 | Possible no aggregate base.                                                                     |
| Bore                 | B330-1562                                                                           | 3.0                        | 10.0                           | SC-OL/SM                     | <10               |                                                                                    |                            |                                |                    |                                                                                                             | BD          | 5.5                                 | 0.0                                | PR                     | Marginal                                                                                                                                                                                 | Possible no aggregate base.                                                                     |
| Core                 |                                                                                     |                            |                                |                              |                   | C434-1567                                                                          | 4 3/4                      | 10                             | Moderate           | Stripping observed at subgrade/pavement layer interface.                                                    | BD          | 5.1                                 | 0.0                                | PR                     | Poor                                                                                                                                                                                     | Thin pavement, poor subgrade.                                                                   |
| Core                 |                                                                                     |                            |                                |                              |                   | C351-249                                                                           | 6 3/4                      | 12                             | Low                |                                                                                                             | BD          | 7.9                                 | Undefined                          | M/O/L                  | Ideal                                                                                                                                                                                    | Good pavement integrity, good aggregate base.                                                   |
| Bore                 | B667-250                                                                            | 3.0                        | 12.0                           | SP,SM                        | 20-30             |                                                                                    |                            |                                |                    |                                                                                                             | BD          | 7.9                                 | Undefined                          | M/O/L                  | Ideal                                                                                                                                                                                    | Good pavement integrity, good aggregate base.                                                   |
| Core                 |                                                                                     |                            |                                |                              |                   | C352-251                                                                           | 7                          | 12                             | Low                |                                                                                                             | BD          | 7.9                                 | Undefined                          | M/O/L                  | Ideal                                                                                                                                                                                    | Good pavement integrity, good aggregate base.                                                   |
| Bore                 | B668-252                                                                            | 4.0                        | 12.0                           | SP,SM                        | 25                |                                                                                    |                            |                                |                    |                                                                                                             | BD          | 7.9                                 | Undefined                          | M/O/L                  | Ideal                                                                                                                                                                                    | Good pavement integrity, good aggregate base.                                                   |
| Core                 |                                                                                     |                            |                                |                              |                   | C353-253                                                                           | 7 1/2                      | 12                             | Low                |                                                                                                             | BD          | 7.9                                 | Undefined                          | M/O/L                  | Ideal                                                                                                                                                                                    | Good pavement integrity, good aggregate base.                                                   |
| Core                 |                                                                                     |                            |                                |                              |                   | C343-341                                                                           | 1 3/4                      | Not identified                 | Moderate-High      | Poor Pavement Condition.                                                                                    | BD          | 6.1                                 | Undefined                          | FDP/R                  | Marginal                                                                                                                                                                                 | Possible variable pavement thickness, generally suitable base aggregate and subgrade only.      |
| Bore                 | B658-342                                                                            | 4.0                        | Not identified                 | SP,SM                        | 25-30             |                                                                                    |                            |                                |                    |                                                                                                             | BD          | 6.1                                 | Undefined                          | FDP/R                  | Marginal                                                                                                                                                                                 | Possible variable pavement thickness, generally suitable base aggregate and subgrade only.      |
| Core                 |                                                                                     |                            |                                |                              |                   | C344-343                                                                           | 4 1/4                      | 12                             | Low                |                                                                                                             | BD          | 6.1                                 | Undefined                          | FDP/R                  | Marginal                                                                                                                                                                                 | Possible variable pavement thickness, generally suitable base aggregate and subgrade only.      |
| Core                 |                                                                                     |                            |                                |                              |                   | C345-345                                                                           | 4 1/2                      | 12                             | Low                |                                                                                                             | BD          | 6.1                                 | Undefined                          | FDP/R                  | Marginal                                                                                                                                                                                 | Possible variable pavement thickness, generally suitable base aggregate and subgrade only.      |
| Bore                 | B661-346                                                                            | 4.0                        | 12.0                           | SP,SM                        | 20-25             |                                                                                    |                            |                                |                    |                                                                                                             | BD          | 6.1                                 | Undefined                          | FDP/R                  | Marginal                                                                                                                                                                                 | Possible variable pavement thickness, generally suitable base aggregate and subgrade only.      |
| Core                 |                                                                                     |                            |                                |                              |                   | C346-347                                                                           | 5                          | 12                             | Low                |                                                                                                             | BD          | 6.1                                 | Undefined                          | FDP/R                  | Marginal                                                                                                                                                                                 | Possible variable pavement thickness, generally suitable base aggregate and subgrade only.      |
| Bore                 | B662-348                                                                            | 3.0                        | 12.0                           | SP,SM                        | 20-25             |                                                                                    |                            |                                |                    |                                                                                                             | BD          | 6.1                                 | Undefined                          | FDP/R                  | Marginal                                                                                                                                                                                 | Possible variable pavement thickness, generally suitable base aggregate and subgrade only.      |
| Core                 |                                                                                     |                            |                                |                              |                   | C347-349                                                                           | 4 1/2                      | 12                             | Low                |                                                                                                             | BD          | 6.1                                 | Undefined                          | FDP/R                  | Marginal                                                                                                                                                                                 | Possible variable pavement thickness, generally suitable base aggregate and subgrade only.      |
| Bore                 | B663-350                                                                            | 4.0                        | Not identified                 | SP,SM,SM                     | 20                |                                                                                    |                            |                                |                    |                                                                                                             | BD          | 6.1                                 | Undefined                          | FDP/R                  | Marginal                                                                                                                                                                                 | Possible variable pavement thickness, generally suitable base aggregate and subgrade only.      |
| Core                 |                                                                                     |                            |                                |                              |                   | C348-351                                                                           | 3 1/4                      | Not identified                 | Low                |                                                                                                             | BD          | 6.1                                 | Undefined                          | FDP/R                  | Marginal                                                                                                                                                                                 | Possible variable pavement thickness, generally suitable base aggregate and subgrade only.      |
| Bore                 | B664-352                                                                            | 3.0                        | 12.0                           | SP,SM                        | 25-30             |                                                                                    |                            |                                |                    |                                                                                                             | BD          | 6.1                                 | Undefined                          | FDP/R                  | Marginal                                                                                                                                                                                 | Possible variable pavement thickness, generally suitable base aggregate and subgrade only.      |
| Core                 |                                                                                     |                            |                                |                              |                   | C349-353                                                                           | 8 1/2                      | 12                             | Low                |                                                                                                             | BD          | 6.1                                 | Undefined                          | FDP/R                  | Marginal                                                                                                                                                                                 | Possible variable pavement thickness, generally suitable base aggregate and subgrade only.      |
| Bore                 | B665-354                                                                            | 3.0                        | 12.0                           | SP,SM                        | 25                |                                                                                    |                            |                                |                    |                                                                                                             | BD          | 6.1                                 | Undefined                          | FDP/R                  | Marginal                                                                                                                                                                                 | Possible variable pavement thickness, generally suitable base aggregate and subgrade only.      |
| Core                 |                                                                                     |                            |                                |                              |                   | C350-355                                                                           | 7                          | 12                             | Low                |                                                                                                             | BD          | 6.1                                 | Undefined                          | FDP/R                  | Marginal                                                                                                                                                                                 | Possible variable pavement thickness, generally suitable base aggregate and subgrade only.      |
| Core                 |                                                                                     |                            |                                |                              |                   | C447-1062                                                                          | 5                          | 6                              | Moderate           | Observed pitting. Stripping observed at subgrade/pavement layer interface.                                  | BD          | 6.5                                 | 0.0                                | PR or FDP/R            | Marginal                                                                                                                                                                                 | Subgrade condition unknown, recommend additional borings and cores.                             |
| Core                 |                                                                                     |                            |                                |                              |                   | C448-1064                                                                          | 6                          | 6                              | Low                |                                                                                                             | BD          | 6.5                                 | 0.0                                | PR or FDP/R            | Marginal                                                                                                                                                                                 | Subgrade condition unknown, recommend additional borings and cores.                             |
| Bore                 | B657-1063                                                                           | 5.0                        | 12.0                           | SP                           | 25                |                                                                                    |                            |                                |                    |                                                                                                             | BD          | 8.4                                 | 0.0                                | PR or FDP/R            | Marginal                                                                                                                                                                                 | Subgrade condition unknown, recommend additional borings and cores.                             |
| Core                 |                                                                                     |                            |                                |                              |                   | C354-1077                                                                          | 6 3/4                      | 12                             | Low                |                                                                                                             | BD          | 8.4                                 | 0.0                                | PR                     | Poor                                                                                                                                                                                     | Poor subgrade conditions near boring 670.                                                       |
| Bore                 | B670-1078                                                                           | 5.0                        | 12.0                           | SP,ML,OL                     | 12                |                                                                                    |                            |                                |                    |                                                                                                             | BD          | 8.4                                 | 0.0                                | PR                     | Poor                                                                                                                                                                                     | Poor subgrade conditions near boring 670.                                                       |
| Core                 |                                                                                     |                            |                                |                              |                   | C355-1079                                                                          | 8                          | 12                             | Low                |                                                                                                             | BD          | 8.4                                 | 0.0                                | PR                     | Poor                                                                                                                                                                                     | Poor subgrade conditions near boring 670.                                                       |
| Bore                 | B666-1537                                                                           | 4.0                        | 8.0                            | Possible Bedrock             | 30-50             |                                                                                    |                            |                                |                    |                                                                                                             | BD          | 7.9                                 | Undefined                          | M/O/L or FDP/R         | Ideal                                                                                                                                                                                    | Possible variable pavement section.                                                             |
| Bore                 | B649-1538                                                                           | 3.0                        | 12.0                           | SM                           | 25                |                                                                                    |                            |                                |                    |                                                                                                             | BD          | 8.4                                 | Undefined                          | M/O/L or FDP/R         | Marginal                                                                                                                                                                                 | Possible variable pavement section.                                                             |
| Core                 |                                                                                     |                            |                                |                              |                   | C436-145                                                                           | 3 1/2                      | 6                              | Low                | Stripping observed at subgrade/pavement layer interface.                                                    | BD          | 4.7                                 | 0.0                                | PR or FDP/R            | Marginal                                                                                                                                                                                 | Poor pavement thickness, recommend additional borings and cores.                                |
| Bore                 | B331-146                                                                            | 4.0                        | 10.0                           | SP,SM,SP                     | 30                |                                                                                    |                            |                                |                    |                                                                                                             | BD          | 4.7                                 | 0.0                                | PR or FDP/R            | Marginal                                                                                                                                                                                 | Poor pavement thickness, recommend additional borings and cores.                                |
| Core                 |                                                                                     |                            |                                |                              |                   | C435-147                                                                           | 1 1/4                      | 6                              | Low                | Stripping observed at subgrade/pavement layer interface.                                                    | BD          | 4.7                                 | 0.0                                | PR                     | Marginal                                                                                                                                                                                 | Poor pavement thickness and integrity, good subgrade stiffness.                                 |
| Core                 |                                                                                     |                            |                                |                              |                   | C718-169                                                                           | 2                          | 12                             | Low                | Observed Pitting.                                                                                           | BD          | 4.6                                 | Undefined                          | PR                     | Marginal                                                                                                                                                                                 | Possible thin pavement section, possible poor aggregate base quality, possible shallow bedrock. |
| Bore                 | B681-170                                                                            | 2.0                        | Not identified                 | SP, Possible Shallow Bedrock | 20-50             |                                                                                    |                            |                                |                    |                                                                                                             | BD          | 4.6                                 | Undefined                          | PR                     | Marginal                                                                                                                                                                                 | Possible thin pavement section, possible poor aggregate base quality, possible shallow bedrock. |
| Core                 |                                                                                     |                            |                                |                              |                   | C719-171                                                                           | 2 1/2                      | 12                             | Low                |                                                                                                             | BD          | 4.6                                 | Undefined                          | PR                     | Marginal                                                                                                                                                                                 | Possible thin pavement section, possible poor aggregate base quality, possible shallow bedrock. |
| Core                 |                                                                                     |                            |                                |                              |                   | C715-115                                                                           | 4                          | 8                              | Low                |                                                                                                             | BD          | 3.7                                 | Undefined                          | PR or FDP/R            | Marginal                                                                                                                                                                                 | Possible thin pavement section, possible poor aggregate base quality, possible shallow bedrock. |
| Core                 |                                                                                     |                            |                                |                              |                   | C716-141                                                                           | 2 1/2                      | Not identified                 | Low                |                                                                                                             | BD          | 2.8                                 | Undefined                          | PR                     | Marginal                                                                                                                                                                                 | Thin pavement section, subbase aggregate undefined, possible shallow bedrock.                   |
| Bore                 | B679-142                                                                            | 2.00                       | Not identified                 | SP Possible Shallow Bedrock  | 20-50             |                                                                                    |                            |                                |                    |                                                                                                             | BD          | 2.8                                 | Undefined                          | PR                     | Marginal                                                                                                                                                                                 | Thin pavement section, subbase aggregate undefined, possible shallow bedrock.                   |
| Core                 |                                                                                     |                            |                                |                              |                   | C717-143                                                                           | 2                          | Not identified                 | Low                |                                                                                                             | BD          | 2.8                                 | Undefined                          | PR                     | Marginal                                                                                                                                                                                 | Thin pavement section, subbase aggregate undefined, possible shallow bedrock.                   |
| Core                 |                                                                                     |                            |                                |                              |                   | C720-926                                                                           | 2                          | Not identified                 | Low                |                                                                                                             | BD          | 3.5                                 | Undefined                          | FDP/R or PR            | Marginal                                                                                                                                                                                 | Thin pavement section, subgrade conditions unknown, recommend additional borings.               |
| Bore                 |                                                                                     |                            |                                |                              |                   | C821-928                                                                           | 6                          | Not identified                 | Low                |                                                                                                             | BD          | 3.5                                 | Undefined                          | FDP/R or PR            | Marginal                                                                                                                                                                                 | Thin pavement section, subgrade conditions unknown, recommend additional borings.               |
| Bore                 | B682-1539                                                                           | 3.0                        | Not identified                 | SP Possible Shallow Bedrock  | 20-50             |                                                                                    |                            |                                |                    |                                                                                                             | BD          | 3.5                                 | Undefined                          | FDP/R                  | Marginal                                                                                                                                                                                 | Thin pavement section, no defined aggregate base, possible shallow bedrock.                     |
| Bore                 | B680-1540                                                                           | 2.0                        | 12.0                           | SP, Possible Shallow Bedrock | 20-50             |                                                                                    |                            |                                |                    |                                                                                                             | BD          | 4.6                                 | Undefined                          | PR                     | Marginal                                                                                                                                                                                 | Possible thin pavement section, possible shallow bedrock.                                       |
| Bore                 | B678-1542                                                                           | 2.0                        | Not identified                 | SP,SM                        | 20-25             |                                                                                    |                            |                                |                    |                                                                                                             | BD          | 2.8                                 | Undefined                          |                        |                                                                                                                                                                                          |                                                                                                 |



| Table 1 - Pavement and Geotechnical Results and Recommendations |                   |                   |                            |             |              |             |              |              |                       |                      |                                     |                             |                    |                                     |                                       |                     |                      |                                                                                     |                           |                           |                       |                   |                                                                                    |                           |                           |                    |                                                      |                                                                                                             |                                |                                    |                        |                   |                                                                                                               |                                                                                                               |
|-----------------------------------------------------------------|-------------------|-------------------|----------------------------|-------------|--------------|-------------|--------------|--------------|-----------------------|----------------------|-------------------------------------|-----------------------------|--------------------|-------------------------------------|---------------------------------------|---------------------|----------------------|-------------------------------------------------------------------------------------|---------------------------|---------------------------|-----------------------|-------------------|------------------------------------------------------------------------------------|---------------------------|---------------------------|--------------------|------------------------------------------------------|-------------------------------------------------------------------------------------------------------------|--------------------------------|------------------------------------|------------------------|-------------------|---------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------|
| Street                                                          | From              | To                | Sample Location Unique ID# | LAT.        | LONG.        | Length (ft) | Area (sq ft) | Surface Type | Functional Class      | Date of Construction | Date of Last Structural Improvement | Latest Type of Major Repair | Pavement Age (yrs) | Date of Last Preventive Maintenance | Latest Type of Preventive Maintenance | Today's Projected C | Location Sample Type | Boring Data (Blank rows indicate a boring was not performed at the sample location) |                           |                           |                       |                   | Coring Data (Blank rows indicated a core was not performed at the sample location) |                           |                           |                    |                                                      | GPR Testing                                                                                                 |                                |                                    | City's Proposed Repair | Project Ranking   | Additional Comments                                                                                           |                                                                                                               |
|                                                                 |                   |                   |                            |             |              |             |              |              |                       |                      |                                     |                             |                    |                                     |                                       |                     |                      | Boring Data (Blank rows indicate a boring was not performed at the sample location) | Aggregate Thickness (in.) | Aggregate Thickness (in.) | Subgrade Soil Type(s) | Estimated R-value | Core #                                                                             | Aggregate Thickness (in.) | Aggregate Thickness (in.) | Stripping Severity | Notes                                                | Direction                                                                                                   | Avg Bituminous Thickness (in.) | Avg Aggregate Base Thickness (in.) |                        |                   |                                                                                                               |                                                                                                               |
| INVER GROVE TRAIL                                               | 100TH STREET EAST | RAILROAD CROSSING | 775                        | 44.80460096 | -93.0351638  | 234         | 5636         | Bituminous   | Community Collector-R | 1940                 | 2007                                | Reconstruct-AC-R            | 12                 | 2013                                | Seal Coat                             | 82                  | Core                 |                                                                                     |                           |                           |                       |                   | C735-775                                                                           | 5 1/4                     | 12                        |                    | Low                                                  | BD                                                                                                          | DNC                            | DNC                                | M/O/L                  | Ideal             | Subgrade conditions unknown, recommend additional borings/cores.                                              |                                                                                                               |
| INVER GROVE TRAIL                                               | 102ND STREET EAST | 100TH STREET EAST | 653                        | 44.80404391 | -93.03477165 | 1577        | 37848        | Bituminous   | Community Collector-R | 1940                 | 1940                                | Construction-AC-R           | 79                 | 2013                                | Seal Coat                             | 73                  | Core                 |                                                                                     |                           |                           |                       |                   | C734-653                                                                           | 4 1/2                     | 12                        |                    | Low                                                  | BD                                                                                                          | 5.0                            | 11.9                               | FDRP or M/O/L          | Ideal to Marginal | Possible variable pavement thickness, suitable aggregate base and subgrade.                                   |                                                                                                               |
| INVER GROVE TRAIL                                               | 102ND STREET EAST | 100TH STREET EAST | 654                        | 44.8035063  | -93.0346688  | 1577        | 37848        | Bituminous   | Community Collector-R | 1940                 | 1940                                | Construction-AC-R           | 79                 | 2013                                | Seal Coat                             | 73                  | Bore                 | 8750-654                                                                            | 5.0                       |                           | Not identified        | SP                | 25                                                                                 |                           |                           |                    | Low                                                  | BD                                                                                                          | 5.0                            | 11.9                               | FDRP or M/O/L          | Ideal to Marginal | Possible variable pavement thickness, suitable aggregate base and subgrade.                                   |                                                                                                               |
| INVER GROVE TRAIL                                               | 102ND STREET EAST | 100TH STREET EAST | 655                        | 44.80258825 | -93.03489099 | 1577        | 37848        | Bituminous   | Community Collector-R | 1940                 | 1940                                | Construction-AC-R           | 79                 | 2013                                | Seal Coat                             | 73                  | Core                 |                                                                                     |                           |                           |                       |                   | C733-655                                                                           | 4 3/4                     | 12                        |                    | Low                                                  | BD                                                                                                          | 5.0                            | 11.9                               | FDRP or M/O/L          | Ideal to Marginal | Possible variable pavement thickness, suitable aggregate base and subgrade.                                   |                                                                                                               |
| INVER GROVE TRAIL                                               | 102ND STREET EAST | 100TH STREET EAST | 656                        | 44.80254347 | -93.03533112 | 1577        | 37848        | Bituminous   | Community Collector-R | 1940                 | 1940                                | Construction-AC-R           | 79                 | 2013                                | Seal Coat                             | 73                  | Bore                 | 8749-656                                                                            | 5.0                       |                           | 12.0                  | SP                | 30                                                                                 |                           |                           |                    | Low                                                  | BD                                                                                                          | 5.0                            | 11.9                               | FDRP or M/O/L          | Ideal to Marginal | Possible variable pavement thickness, suitable aggregate base and subgrade.                                   |                                                                                                               |
| INVER GROVE TRAIL                                               | 102ND STREET EAST | 100TH STREET EAST | 657                        | 44.80211953 | -93.03582003 | 1577        | 37848        | Bituminous   | Community Collector-R | 1940                 | 1940                                | Construction-AC-R           | 79                 | 2013                                | Seal Coat                             | 73                  | Core                 |                                                                                     |                           |                           |                       |                   | C732-657                                                                           | 5                         | 12                        |                    | Low                                                  | BD                                                                                                          | 5.0                            | 11.9                               | FDRP or M/O/L          | Ideal to Marginal | Possible variable pavement thickness, suitable aggregate base and subgrade.                                   |                                                                                                               |
| INVER GROVE TRAIL                                               | 102ND STREET EAST | 100TH STREET EAST | 658                        | 44.80169558 | -93.03630894 | 1577        | 37848        | Bituminous   | Community Collector-R | 1940                 | 1940                                | Construction-AC-R           | 79                 | 2013                                | Seal Coat                             | 73                  | Bore                 | 8748-658                                                                            | 5.0                       |                           | 12.0                  | SP,SM             | 25                                                                                 |                           |                           |                    | Low                                                  | BD                                                                                                          | 5.0                            | 11.9                               | FDRP or M/O/L          | Ideal to Marginal | Possible variable pavement thickness, suitable aggregate base and subgrade.                                   |                                                                                                               |
| INVER GROVE TRAIL                                               | 102ND STREET EAST | 100TH STREET EAST | 659                        | 44.80127163 | -93.03679794 | 1577        | 37848        | Bituminous   | Community Collector-R | 1940                 | 1940                                | Construction-AC-R           | 79                 | 2013                                | Seal Coat                             | 73                  | Core                 |                                                                                     |                           |                           |                       |                   | C731-659                                                                           | 4 3/4                     | 12                        |                    | Low                                                  | BD                                                                                                          | 5.0                            | 11.9                               | FDRP or M/O/L          | Ideal to Marginal | Possible variable pavement thickness, suitable aggregate base and subgrade.                                   |                                                                                                               |
| INVER GROVE TRAIL                                               | 90TH STREET EAST  | RIVER HEIGHTS WAY | 929                        | 44.82133317 | -93.02883718 | 1104        | 26496        | Bituminous   | Community Collector-R | 1940                 | 1940                                | Construction-AC-R           | 79                 | 1993                                | Seal Coat                             | 7                   | Core                 |                                                                                     |                           |                           |                       |                   | C839-929                                                                           | 7 3/4                     | 12                        |                    | Low                                                  | BD                                                                                                          | 7.6                            | Undefined                          | FR                     | Poor              | Possible weak subgrade conditions.                                                                            |                                                                                                               |
| INVER GROVE TRAIL                                               | 90TH STREET EAST  | RIVER HEIGHTS WAY | 930                        | 44.82082509 | -93.02109042 | 1104        | 26496        | Bituminous   | Community Collector-R | 1940                 | 1940                                | Construction-AC-R           | 79                 | 1993                                | Seal Coat                             | 7                   | Bore                 | 8769-930                                                                            | 6.0                       |                           | 12.0                  | SP                | 20                                                                                 |                           |                           |                    | Low                                                  | BD                                                                                                          | 7.6                            | Undefined                          | FR                     | Poor              | Possible weak subgrade conditions.                                                                            |                                                                                                               |
| INVER GROVE TRAIL                                               | 90TH STREET EAST  | RIVER HEIGHTS WAY | 931                        | 44.82059701 | -93.02214045 | 1104        | 26496        | Bituminous   | Community Collector-R | 1940                 | 1940                                | Construction-AC-R           | 79                 | 1993                                | Seal Coat                             | 7                   | Core                 |                                                                                     |                           |                           |                       |                   | C838-931                                                                           | 6 1/2                     | 12                        | Moderate           | subgrade/pavement layer interface.                   | BD                                                                                                          | 7.6                            | Undefined                          | FR                     | Poor              | Possible weak subgrade conditions.                                                                            |                                                                                                               |
| INVER GROVE TRAIL                                               | 90TH STREET EAST  | RIVER HEIGHTS WAY | 932                        | 44.81977893 | -93.02215868 | 1104        | 26496        | Bituminous   | Community Collector-R | 1940                 | 1940                                | Construction-AC-R           | 79                 | 1993                                | Seal Coat                             | 7                   | Bore                 | 8768-932                                                                            | 5.0                       |                           | 12.0                  | SP,SM             | 20                                                                                 |                           |                           |                    | Low                                                  | BD                                                                                                          | 7.6                            | Undefined                          | FR                     | Poor              | Possible weak subgrade conditions.                                                                            |                                                                                                               |
| INVER GROVE TRAIL                                               | 90TH STREET EAST  | RIVER HEIGHTS WAY | 933                        | 44.81926085 | -93.02185011 | 1104        | 26496        | Bituminous   | Community Collector-R | 1940                 | 1940                                | Construction-AC-R           | 79                 | 1993                                | Seal Coat                             | 7                   | Core                 |                                                                                     |                           |                           |                       |                   | C837-933                                                                           | 6 1/2                     | 12                        |                    | Low                                                  | BD                                                                                                          | 7.6                            | Undefined                          | FR                     | Poor              | Possible weak subgrade conditions.                                                                            |                                                                                                               |
| INVER GROVE TRAIL                                               | DALTON COURT      | 90TH STREET EAST  | 1272                       | 44.81847265 | -93.02223132 | 774         | 18580        | Bituminous   | Community Collector-R | 1940                 | 1940                                | Construction-AC-R           | 79                 | 1993                                | Seal Coat                             | 10                  | Core                 |                                                                                     |                           |                           |                       |                   | C816-1272                                                                          | 3 3/4                     | 12                        | Moderate           | subgrade/pavement layer interface.                   | BD                                                                                                          | 7.4                            | 10.8                               | FDRP                   | Marginal          | Possible poor pavement integrity, possible variable pavement thickness, suitable aggregate base and subgrade. |                                                                                                               |
| INVER GROVE TRAIL                                               | DALTON COURT      | 90TH STREET EAST  | 1273                       | 44.81795368 | -93.02248093 | 774         | 18580        | Bituminous   | Community Collector-R | 1940                 | 1940                                | Construction-AC-R           | 79                 | 1993                                | Seal Coat                             | 10                  | Bore                 | 8766-1273                                                                           | 8.0                       |                           | 12.0                  | SP,SM             | 25                                                                                 |                           |                           |                    | Low                                                  | BD                                                                                                          | 7.4                            | 10.8                               | FDRP                   | Marginal          | Possible poor pavement integrity, possible variable pavement thickness, suitable aggregate base and subgrade. |                                                                                                               |
| INVER GROVE TRAIL                                               | DALTON COURT      | 90TH STREET EAST  | 1274                       | 44.81742308 | -93.02267488 | 774         | 18580        | Bituminous   | Community Collector-R | 1940                 | 1940                                | Construction-AC-R           | 79                 | 1993                                | Seal Coat                             | 10                  | Core                 |                                                                                     |                           |                           |                       |                   | C815-1274                                                                          | 4 1/4                     | 12                        |                    | Low-Moderate                                         | Observed pavement delamination at layer interface. Stripping observed at subgrade/pavement layer interface. | BD                             | 7.4                                | 10.8                   | FDRP              | Marginal                                                                                                      | Possible poor pavement integrity, possible variable pavement thickness, suitable aggregate base and subgrade. |
| INVER GROVE TRAIL                                               | CAHILL AVENUE     | DALTON COURT      | 1275                       | 44.81640894 | -93.02287505 | 4720        | 113288       | Bituminous   | Community Collector-R | 1940                 | 1940                                | Construction-AC-R           | 79                 | 1993                                | Seal Coat                             | 27                  | Core                 |                                                                                     |                           |                           |                       |                   | C814-1275                                                                          | 3                         | 12                        | Moderate           | Observed pitting and striping at subgrade interface. | BD                                                                                                          | 6.6                            | Undefined                          | FDRP or FR             | Marginal to Poor  | Variable pavement thickness, possible poor pavement integrity, possible poor subgrade in some areas.          |                                                                                                               |
| INVER GROVE TRAIL                                               | CAHILL AVENUE     | DALTON COURT      | 1276                       | 44.81588738 | -93.02110421 | 4720        | 113288       | Bituminous   | Community Collector-R | 1940                 | 1940                                | Construction-AC-R           | 79                 | 1993                                | Seal Coat                             | 27                  | Bore                 | 8764-1276                                                                           | 5.0                       |                           | Not identified        | SP                | 25                                                                                 |                           |                           |                    | Low                                                  | BD                                                                                                          | 6.6                            | Undefined                          | FDRP or FR             | Marginal to Poor  | Variable pavement thickness, possible poor pavement integrity, possible poor subgrade in some areas.          |                                                                                                               |
| INVER GROVE TRAIL                                               | CAHILL AVENUE     | DALTON COURT      | 1277                       | 44.81552606 | -93.02166835 | 4720        | 113288       | Bituminous   | Community Collector-R | 1940                 | 1940                                | Construction-AC-R           | 79                 | 1993                                | Seal Coat                             | 27                  | Core                 |                                                                                     |                           |                           |                       |                   | C813-1277                                                                          | 2 1/4                     | 12                        |                    | Low                                                  | BD                                                                                                          | 6.6                            | Undefined                          | FDRP or FR             | Marginal to Poor  | Variable pavement thickness, possible poor pavement integrity, possible poor subgrade in some areas.          |                                                                                                               |
| INVER GROVE TRAIL                                               | CAHILL AVENUE     | DALTON COURT      | 1278                       | 44.81513928 | -93.02438123 | 4720        | 113288       | Bituminous   | Community Collector-R | 1940                 | 1940                                | Construction-AC-R           | 79                 | 1993                                | Seal Coat                             | 27                  | Bore                 | 8763-1278                                                                           | 4.0                       |                           | 12.0                  | SP,SM             | 25                                                                                 |                           |                           |                    | Low                                                  | BD                                                                                                          | 6.6                            | Undefined                          | FDRP or FR             | Marginal to Poor  | Variable pavement thickness, possible poor pavement integrity, possible poor subgrade in some areas.          |                                                                                                               |
| INVER GROVE TRAIL                                               | CAHILL AVENUE     | DALTON COURT      | 1279                       | 44.81517434 | -93.02125449 | 4720        | 113288       | Bituminous   | Community Collector-R | 1940                 | 1940                                | Construction-AC-R           | 79                 | 1993                                | Seal Coat                             | 27                  | Core                 |                                                                                     |                           |                           |                       |                   | C812-1279                                                                          | 4 1/2                     | 6                         |                    | Low                                                  | BD                                                                                                          | 6.6                            | Undefined                          | FDRP or FR             | Marginal to Poor  | Variable pavement thickness, possible poor pavement integrity, possible poor subgrade in some areas.          |                                                                                                               |
| INVER GROVE TRAIL                                               | CAHILL AVENUE     | DALTON COURT      | 1280                       | 44.8149844  | -93.02184368 | 4720        | 113288       | Bituminous   | Community Collector-R | 1940                 | 1940                                | Construction-AC-R           | 79                 | 1993                                | Seal Coat                             | 27                  | Bore                 | 8762-1280                                                                           | 5.0                       |                           | 12.0                  | SP,SM             | 25                                                                                 |                           |                           |                    | Low                                                  | BD                                                                                                          | 6.6                            | Undefined                          | FDRP or FR             | Marginal to Poor  | Variable pavement thickness, possible poor pavement integrity, possible poor subgrade in some areas.          |                                                                                                               |
| INVER GROVE TRAIL                                               | CAHILL AVENUE     | DALTON COURT      | 1281                       | 44.81466242 | -93.02645927 | 4720        | 113288       | Bituminous   | Community Collector-R | 1940                 | 1940                                | Construction-AC-R           | 79                 | 1993                                | Seal Coat                             | 27                  | Core                 |                                                                                     |                           |                           |                       |                   | C811-1281                                                                          | 3                         |                           | Not identified     | Low-Moderate                                         | Observed pitting and striping at subgrade interface.                                                        | BD                             | 6.6                                | Undefined              | FDRP or FR        | Marginal to Poor                                                                                              | Variable pavement thickness, possible poor pavement integrity, possible poor subgrade in some areas.          |
| INVER GROVE TRAIL                                               | CAHILL AVENUE     | DALTON COURT      | 1282                       | 44.81425324 | -93.02697565 | 4720        | 113288       | Bituminous   | Community Collector-R | 1940                 | 1940                                | Construction-AC-R           | 79                 |                                     |                                       |                     |                      |                                                                                     |                           |                           |                       |                   |                                                                                    |                           |                           |                    |                                                      |                                                                                                             |                                |                                    |                        |                   |                                                                                                               |                                                                                                               |

Table 1 - Pavement and Geotechnical Results and Recommendations

| Street            | From              | To                     | Sample Location Unique ID# | LAT.        | LONG.        | Length (ft) | Area (sq ft) | Surface Type | Functional Class | Date of Construction | Date of Last Preventive Improvement | Latest Type of Major Repair | Pavement Age (yrs) | Date of Last Preventive Maintenance | Latest Type of Preventive Maintenance | Today's Projected C | Boring Data (blank rows indicate a boring was not performed at the sample location) |                            |                               |                       |                             | Coring Data (blank rows indicated a core was not performed at the sample location) |                            |                               |                    |            | GPR Testing                                              |                                                                                                                | City's Proposed Repair | Project Ranking<br>Ideal = sufficient pavement, good soil conditions;<br>Marginal = sufficient pavement, marginal soil conditions;<br>Poor = insufficient pavement, poor soil conditions | Additional Comments |                                    |                                                                                                                |
|-------------------|-------------------|------------------------|----------------------------|-------------|--------------|-------------|--------------|--------------|------------------|----------------------|-------------------------------------|-----------------------------|--------------------|-------------------------------------|---------------------------------------|---------------------|-------------------------------------------------------------------------------------|----------------------------|-------------------------------|-----------------------|-----------------------------|------------------------------------------------------------------------------------|----------------------------|-------------------------------|--------------------|------------|----------------------------------------------------------|----------------------------------------------------------------------------------------------------------------|------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------|------------------------------------|----------------------------------------------------------------------------------------------------------------|
|                   |                   |                        |                            |             |              |             |              |              |                  |                      |                                     |                             |                    |                                     |                                       |                     | Boring                                                                              | Bituminous Thickness (in.) | Aggregate Base Thickness (in) | Subgrade Soil Type(s) | Estimated R-value           | Core #                                                                             | Bituminous Thickness (in.) | Aggregate Base Thickness (in) | Stripping Severity | Notes      | Direction                                                | Avg Bituminous Thickness (in.)                                                                                 |                        |                                                                                                                                                                                          |                     | Avg Aggregate Base Thickness (in.) |                                                                                                                |
|                   |                   |                        |                            |             |              |             |              |              |                  |                      |                                     |                             |                    |                                     |                                       |                     |                                                                                     |                            |                               |                       |                             |                                                                                    |                            |                               |                    |            |                                                          |                                                                                                                |                        |                                                                                                                                                                                          |                     |                                    |                                                                                                                |
| RIVER HEIGHTS WAY | INVER GROVE TRAIL | INVER GROVE TRAIL      | 960                        | 44.82121066 | -93.01598289 | 5225        | 125400       | Bituminous   | Residential-R    | 1983                 | 1983                                | Construction-AC-R           | 36                 | 2000                                | Seal Coat                             | 44                  | Core                                                                                | C688-960                   | 2                             | 12                    | Low                         |                                                                                    | BD                         | 4.7                           | 7.5                | FDRR to FR | Marginal to poor                                         | Possible thin pavement section with overall poor pavement integrity, weak subgrade conditions near boring E15. |                        |                                                                                                                                                                                          |                     |                                    |                                                                                                                |
| RIVER HEIGHTS WAY | INVER GROVE TRAIL | INVER GROVE TRAIL      | 961                        | 44.82066313 | -93.01595508 | 5225        | 125400       | Bituminous   | Residential-R    | 1983                 | 1983                                | Construction-AC-R           | 36                 | 2000                                | Seal Coat                             | 44                  | Bore                                                                                | B613-961                   | 4.0                           | 12.0                  | SC,SM                       | 20                                                                                 | C689-962                   | 4 1/2                         | 12                 | Low        |                                                          | BD                                                                                                             | 4.7                    | 7.5                                                                                                                                                                                      | FDRR to FR          | Marginal to poor                   | Possible thin pavement section with overall poor pavement integrity, weak subgrade conditions near boring E15. |
| RIVER HEIGHTS WAY | INVER GROVE TRAIL | INVER GROVE TRAIL      | 962                        | 44.82015447 | -93.01616216 | 5225        | 125400       | Bituminous   | Residential-R    | 1983                 | 1983                                | Construction-AC-R           | 36                 | 2000                                | Seal Coat                             | 44                  | Core                                                                                | C689-962                   | 4 1/2                         | 12                    | Low                         |                                                                                    | BD                         | 4.7                           | 7.5                | FDRR to FR | Marginal to poor                                         | Possible thin pavement section with overall poor pavement integrity, weak subgrade conditions near boring E15. |                        |                                                                                                                                                                                          |                     |                                    |                                                                                                                |
| RIVER HEIGHTS WAY | INVER GROVE TRAIL | INVER GROVE TRAIL      | 963                        | 44.81995872 | -93.01684657 | 5225        | 125400       | Bituminous   | Residential-R    | 1983                 | 1983                                | Construction-AC-R           | 36                 | 2000                                | Seal Coat                             | 44                  | Bore                                                                                | B612-963                   | 4.0                           | 12.0                  | SM                          | 20                                                                                 | C690-964                   | 2 3/4                         | 12                 | Moderate   | Observed minor pavement delamination at layer interface. | BD                                                                                                             | 4.7                    | 7.5                                                                                                                                                                                      | FDRR to FR          | Marginal to poor                   | Possible thin pavement section with overall poor pavement integrity, weak subgrade conditions near boring E15. |
| RIVER HEIGHTS WAY | INVER GROVE TRAIL | INVER GROVE TRAIL      | 964                        | 44.82022502 | -93.01747774 | 5225        | 125400       | Bituminous   | Residential-R    | 1983                 | 1983                                | Construction-AC-R           | 36                 | 2000                                | Seal Coat                             | 44                  | Core                                                                                | B611-965                   | 4.0                           | 12.0                  | SM                          | 20                                                                                 | C691-966                   | 3                             | 12                 | Low        | Observed minor pavement delamination at layer interface. | BD                                                                                                             | 4.7                    | 7.5                                                                                                                                                                                      | FDRR to FR          | Marginal to poor                   | Possible thin pavement section with overall poor pavement integrity, weak subgrade conditions near boring E15. |
| RIVER HEIGHTS WAY | INVER GROVE TRAIL | INVER GROVE TRAIL      | 965                        | 44.82065759 | -93.01794904 | 5225        | 125400       | Bituminous   | Residential-R    | 1983                 | 1983                                | Construction-AC-R           | 36                 | 2000                                | Seal Coat                             | 44                  | Core                                                                                | B610-967                   | 4.0                           | Not identified        | SP-SM,SM                    | 25                                                                                 | C692-968                   | 3                             | 12                 | Low        | Observed Pitting.                                        | BD                                                                                                             | 4.7                    | 7.5                                                                                                                                                                                      | FDRR to FR          | Marginal to poor                   | Possible thin pavement section with overall poor pavement integrity, weak subgrade conditions near boring E15. |
| RIVER HEIGHTS WAY | INVER GROVE TRAIL | INVER GROVE TRAIL      | 966                        | 44.82105522 | -93.018479   | 5225        | 125400       | Bituminous   | Residential-R    | 1983                 | 1983                                | Construction-AC-R           | 36                 | 2000                                | Seal Coat                             | 44                  | Core                                                                                | B609-969                   | 4.0                           | 12.0                  | SP,SM                       | 20-25                                                                              | C692-968                   | 3                             | 12                 | Low        | Observed Pitting.                                        | BD                                                                                                             | 4.7                    | 7.5                                                                                                                                                                                      | FDRR to FR          | Marginal to poor                   | Possible thin pavement section with overall poor pavement integrity, weak subgrade conditions near boring E15. |
| RIVER HEIGHTS WAY | INVER GROVE TRAIL | INVER GROVE TRAIL      | 967                        | 44.8213881  | -93.01909158 | 5225        | 125400       | Bituminous   | Residential-R    | 1983                 | 1983                                | Construction-AC-R           | 36                 | 2000                                | Seal Coat                             | 44                  | Bore                                                                                | B622-1530                  | 3.0                           | 12.0                  | ML-GI                       | 12                                                                                 | C856-235                   | 3 3/4                         | 12                 | Moderate   | subgrade/pavement layer interface.                       | BD                                                                                                             | 4.7                    | 7.5                                                                                                                                                                                      | FDRR                | Poor                               | Possible weak subgrade.                                                                                        |
| RIVER HEIGHTS WAY | INVER GROVE TRAIL | INVER GROVE TRAIL      | 968                        | 44.82165645 | -93.01976149 | 5225        | 125400       | Bituminous   | Residential-R    | 1983                 | 1983                                | Construction-AC-R           | 36                 | 2000                                | Seal Coat                             | 44                  | Core                                                                                | B622-1530                  | 3.0                           | 12.0                  | ML-GI                       | 12                                                                                 | C856-235                   | 3 3/4                         | 12                 | Moderate   | subgrade/pavement layer interface.                       | BD                                                                                                             | 4.7                    | 7.5                                                                                                                                                                                      | FDRR                | Poor                               | Possible weak subgrade.                                                                                        |
| RIVER HEIGHTS WAY | INVER GROVE TRAIL | INVER GROVE TRAIL      | 969                        | 44.82182966 | -93.02049279 | 5225        | 125400       | Bituminous   | Residential-R    | 1983                 | 1983                                | Construction-AC-R           | 36                 | 2000                                | Seal Coat                             | 44                  | Bore                                                                                | B622-1530                  | 3.0                           | 12.0                  | ML-GI                       | 12                                                                                 | C856-235                   | 3 3/4                         | 12                 | Moderate   | subgrade/pavement layer interface.                       | BD                                                                                                             | 4.7                    | 7.5                                                                                                                                                                                      | FDRR                | Poor                               | Possible weak subgrade.                                                                                        |
| RIVER HEIGHTS WAY | INVER GROVE TRAIL | INVER GROVE TRAIL      | 1530                       | 44.82275294 | -93.02013822 | 5225        | 125400       | Bituminous   | Residential-R    | 1983                 | 1983                                | Construction-AC-R           | 36                 | 2000                                | Seal Coat                             | 44                  | Bore                                                                                | B622-1530                  | 3.0                           | 12.0                  | ML-GI                       | 12                                                                                 | C856-235                   | 3 3/4                         | 12                 | Moderate   | subgrade/pavement layer interface.                       | BD                                                                                                             | 4.7                    | 7.5                                                                                                                                                                                      | FDRR                | Poor                               | Possible weak subgrade.                                                                                        |
| RIVER ROAD        | 66TH STREET EAST  | UPPER 71ST STREET EAST | 235                        | 44.85282862 | -93.01836314 | 2950        | 64900        | Bituminous   | Residential-R    | 1965                 | 1965                                | Construction-AC-R           | 54                 | 2000                                | Seal Coat                             | 16                  | Core                                                                                | C856-235                   | 3 3/4                         | 12                    | Moderate                    |                                                                                    | BD                         | 3.1                           | Undefined          | FDRR       | Marginal                                                 | Thin pavement section, suitable subbase aggregate, possible shallow bedrock.                                   |                        |                                                                                                                                                                                          |                     |                                    |                                                                                                                |
| RIVER ROAD        | 66TH STREET EAST  | UPPER 71ST STREET EAST | 236                        | 44.85229254 | -93.01815252 | 2950        | 64900        | Bituminous   | Residential-R    | 1965                 | 1965                                | Construction-AC-R           | 54                 | 2000                                | Seal Coat                             | 16                  | Core                                                                                | C857-237                   | 3                             | 12                    | Low                         |                                                                                    | BD                         | 3.1                           | Undefined          | FDRR       | Marginal                                                 | Thin pavement section, suitable subbase aggregate, possible shallow bedrock.                                   |                        |                                                                                                                                                                                          |                     |                                    |                                                                                                                |
| RIVER ROAD        | 66TH STREET EAST  | UPPER 71ST STREET EAST | 237                        | 44.85176681 | -93.01793304 | 2950        | 64900        | Bituminous   | Residential-R    | 1965                 | 1965                                | Construction-AC-R           | 54                 | 2000                                | Seal Coat                             | 16                  | Core                                                                                | C857-237                   | 3                             | 12                    | Low                         |                                                                                    | BD                         | 3.1                           | Undefined          | FDRR       | Marginal                                                 | Thin pavement section, suitable subbase aggregate, possible shallow bedrock.                                   |                        |                                                                                                                                                                                          |                     |                                    |                                                                                                                |
| RIVER ROAD        | 66TH STREET EAST  | UPPER 71ST STREET EAST | 238                        | 44.85124522 | -93.01769485 | 2950        | 64900        | Bituminous   | Residential-R    | 1965                 | 1965                                | Construction-AC-R           | 54                 | 2000                                | Seal Coat                             | 16                  | Bore                                                                                | B673-238                   | 3.0                           | 12.0                  | SP,SM                       | 25                                                                                 | C832-239                   | 2 1/4                         | 12                 | Low        |                                                          | BD                                                                                                             | 3.1                    | Undefined                                                                                                                                                                                | FDRR                | Marginal                           | Thin pavement section, suitable subbase aggregate, possible shallow bedrock.                                   |
| RIVER ROAD        | 66TH STREET EAST  | UPPER 71ST STREET EAST | 239                        | 44.85072981 | -93.0174333  | 2950        | 64900        | Bituminous   | Residential-R    | 1965                 | 1965                                | Construction-AC-R           | 54                 | 2000                                | Seal Coat                             | 16                  | Core                                                                                | C832-239                   | 2 1/4                         | 12                    | Low                         |                                                                                    | BD                         | 3.1                           | Undefined          | FDRR       | Marginal                                                 | Thin pavement section, suitable subbase aggregate, possible shallow bedrock.                                   |                        |                                                                                                                                                                                          |                     |                                    |                                                                                                                |
| RIVER ROAD        | 66TH STREET EAST  | UPPER 71ST STREET EAST | 240                        | 44.85020096 | -93.0172258  | 2950        | 64900        | Bituminous   | Residential-R    | 1965                 | 1965                                | Construction-AC-R           | 54                 | 2000                                | Seal Coat                             | 16                  | Bore                                                                                | B672-240                   | 2.0                           | 12.0                  | SM,Possible Bedrock         | 20-50                                                                              | C823-241                   | 2 1/4                         | 12                 | Low        |                                                          | BD                                                                                                             | 3.1                    | Undefined                                                                                                                                                                                | FDRR                | Marginal                           | Thin pavement section, suitable subbase aggregate, possible shallow bedrock.                                   |
| RIVER ROAD        | 66TH STREET EAST  | UPPER 71ST STREET EAST | 241                        | 44.84967093 | -93.01702737 | 2950        | 64900        | Bituminous   | Residential-R    | 1965                 | 1965                                | Construction-AC-R           | 54                 | 2000                                | Seal Coat                             | 16                  | Core                                                                                | C823-241                   | 2 1/4                         | 12                    | Low                         |                                                                                    | BD                         | 3.1                           | Undefined          | FDRR       | Marginal                                                 | Thin pavement section, suitable subbase aggregate, possible shallow bedrock.                                   |                        |                                                                                                                                                                                          |                     |                                    |                                                                                                                |
| RIVER ROAD        | 66TH STREET EAST  | UPPER 71ST STREET EAST | 242                        | 44.84913778 | -93.01684605 | 2950        | 64900        | Bituminous   | Residential-R    | 1965                 | 1965                                | Construction-AC-R           | 54                 | 2000                                | Seal Coat                             | 16                  | Bore                                                                                | B673-242                   | 2.0                           | 12.0                  | SP,SM                       | 20-25                                                                              | C824-243                   | 3 1/4                         | 12                 | Low        |                                                          | BD                                                                                                             | 3.1                    | Undefined                                                                                                                                                                                | FDRR                | Marginal                           | Thin pavement section, suitable subbase aggregate, possible shallow bedrock.                                   |
| RIVER ROAD        | 66TH STREET EAST  | UPPER 71ST STREET EAST | 243                        | 44.84860463 | -93.01666473 | 2950        | 64900        | Bituminous   | Residential-R    | 1965                 | 1965                                | Construction-AC-R           | 54                 | 2000                                | Seal Coat                             | 16                  | Core                                                                                | C824-243                   | 3 1/4                         | 12                    | Low                         |                                                                                    | BD                         | 3.1                           | Undefined          | FDRR       | Marginal                                                 | Thin pavement section, suitable subbase aggregate, possible shallow bedrock.                                   |                        |                                                                                                                                                                                          |                     |                                    |                                                                                                                |
| RIVER ROAD        | 66TH STREET EAST  | UPPER 71ST STREET EAST | 244                        | 44.84806754 | -93.01650998 | 2950        | 64900        | Bituminous   | Residential-R    | 1965                 | 1965                                | Construction-AC-R           | 54                 | 2000                                | Seal Coat                             | 16                  | Bore                                                                                | B674-244                   | 2.0                           | 12.0                  | SP,Weathered Bedrock        | 20-30                                                                              | C825-245                   | 2 3/4                         | 12                 | Low        |                                                          | BD                                                                                                             | 3.1                    | Undefined                                                                                                                                                                                | FDRR                | Marginal                           | Thin pavement section, suitable subbase aggregate, possible shallow bedrock.                                   |
| RIVER ROAD        | 66TH STREET EAST  | UPPER 71ST STREET EAST | 245                        | 44.84752725 | -93.01637686 | 2950        | 64900        | Bituminous   | Residential-R    | 1965                 | 1965                                | Construction-AC-R           | 54                 | 2000                                | Seal Coat                             | 16                  | Core                                                                                | C825-245                   | 2 3/4                         | 12                    | Low                         |                                                                                    | BD                         | 3.1                           | Undefined          | FDRR       | Marginal                                                 | Thin pavement section, suitable subbase aggregate, possible shallow bedrock.                                   |                        |                                                                                                                                                                                          |                     |                                    |                                                                                                                |
| RIVER ROAD        | 66TH STREET EAST  | UPPER 71ST STREET EAST | 246                        | 44.84698905 | -93.01624373 | 2950        | 64900        | Bituminous   | Residential-R    | 1965                 | 1965                                | Construction-AC-R           | 54                 | 2000                                | Seal Coat                             | 16                  | Bore                                                                                | B675-246                   | 2.0                           | 12.0                  | SP,Possible Shallow Bedrock | 20-50                                                                              | C826-247                   | 2 1/2                         | 12                 | Low        |                                                          | BD                                                                                                             | 3.1                    | Undefined                                                                                                                                                                                | FDRR                | Marginal                           | Thin pavement section, suitable subbase aggregate, possible shallow bedrock.                                   |
| RIVER ROAD        | 66TH STREET EAST  | UPPER 71ST STREET EAST | 247                        | 44.84644448 | -93.01612396 | 2950        | 64900        | Bituminous   | Residential-R    | 1965                 | 1965                                | Construction-AC-R           | 54                 | 2000                                | Seal Coat                             | 16                  | Core                                                                                | C826-247                   | 2 1/2                         | 12                    | Low                         |                                                                                    | BD                         | 3.1                           | Undefined          | FDRR       | Marginal                                                 | Thin pavement section, suitable subbase aggregate, possible shallow bedrock.                                   |                        |                                                                                                                                                                                          |                     |                                    |                                                                                                                |
| RIVER ROAD        | 66TH STREET EAST  | UPPER 71ST STREET EAST | 248                        | 44.84590182 | -93.01601711 | 2950        | 64900        | Bituminous   | Residential-R    | 1965                 | 1965                                | Construction-AC-R           | 54                 | 2000                                | Seal Coat                             | 16                  | Bore                                                                                | B676-248                   | 2.0                           | Not identified        | SP,SM                       | 25                                                                                 | C830-1091                  | 2                             | 12                 | Low        |                                                          | BD                                                                                                             | 3.1                    | Undefined                                                                                                                                                                                | FDRR                | Marginal                           | Thin pavement section, suitable subbase aggregate, possible shallow bedrock.                                   |
| RIVER ROAD        | 77TH STREET EAST  | SOUTH TO END           | 1091                       | 44.83740263 | -93.01479189 | 3981        | 71658        | Bituminous   | Residential-R    | 1986                 | 1986                                | Construction-AC-R           | 33                 | 2000                                | Seal Coat                             | 12                  | Core                                                                                | C830-1091                  | 2                             | 12                    | Low                         |                                                                                    | BD                         | 2.4                           | 8.5                | FDRR       | Marginal                                                 | Thin pavement section, suitable aggregate base and subgrade, possible shallow bedrock.                         |                        |                                                                                                                                                                                          |                     |                                    |                                                                                                                |
| RIVER ROAD        | 77TH STREET EAST  | SOUTH TO END           | 1092                       | 44.83687644 | -93.01458231 | 3981        | 71658        | Bituminous   | Residential-R    | 1986                 | 1986                                | Construction-AC-R           | 33                 | 2000                                | Seal Coat                             | 12                  | Bore                                                                                | B653-1092                  | 2.5                           | 12.0                  | Weathered Bedrock           | 20-25                                                                              | C831-1093                  | 2 3/4                         | 12                 | Low        |                                                          | BD                                                                                                             | 2.4                    | 8.5                                                                                                                                                                                      | FDRR                | Marginal                           | Thin pavement section, suitable aggregate base and subgrade, possible shallow bedrock.                         |
| RIVER ROAD        | 77TH STREET EAST  | SOUTH TO END           | 1093                       | 44.83636067 | -93.01432226 | 3981        | 71658        | Bituminous   | Residential-R    | 1986                 | 1986                                | Construction-AC-R           | 33                 | 2000                                | Seal Coat                             | 12                  | Core                                                                                | C831-1093                  | 2 3/4                         | 12                    | Low                         |                                                                                    | BD                         | 2.4                           | 8.5                | FDRR       | Marginal                                                 | Thin pavement section, suitable aggregate base and subgrade, possible shallow bedrock.                         |                        |                                                                                                                                                                                          |                     |                                    |                                                                                                                |
| RIVER ROAD        | 77TH STREET EAST  | SOUTH TO END           | 1094                       | 44.83618149 | -93.01426075 | 3981        | 71658        | Bituminous   | Residential-R    | 1986                 | 1986                                | Construction-AC-R           | 33                 | 2000                                | Seal Coat                             | 12                  | Bore                                                                                | B652-1094                  | 3.0                           | Not identified        | SM                          | 25-30                                                                              | C832-1095                  | 2 1/2                         | 10                 | Low        |                                                          | BD                                                                                                             | 2.4                    | 8.5                                                                                                                                                                                      | FDRR                | Marginal                           | Thin pavement section, suitable aggregate base and subgrade, possible shallow bedrock.                         |
| RIVER ROAD        | 77TH STREET EAST  | SOUTH TO END           | 1095                       | 44.83527022 | -93.01416596 | 3981        | 71658        | Bituminous   | Residential-R    | 1986                 | 1986                                | Construction-AC-R           | 33                 | 2000                                | Seal Coat                             | 12                  | Core                                                                                | C832-1095                  | 2 1/2                         | 10                    | Low                         |                                                                                    | BD                         | 2.4                           | 8.5                | FDRR       | Marginal                                                 | Thin pavement section, suitable aggregate base and subgrade, possible shallow bedrock.                         |                        |                                                                                                                                                                                          |                     |                                    |                                                                                                                |
| RIVER ROAD        | 77TH STREET EAST  | SOUTH TO END           | 1096                       | 44.83472195 | -93.01414854 | 3981        | 71658        | Bituminous   | Residential-R    | 1986                 | 1986                                | Construction-AC-R           | 33                 | 2000                                | Seal Coat                             | 12                  | Bore                                                                                | B651-1096                  | 3.0                           | 12.0                  | SP,Weathered Bedrock        | 20-25                                                                              | C833-1097                  | 2                             | 10                 | Low        |                                                          | BD                                                                                                             | 2.4                    | 8.5                                                                                                                                                                                      | FDRR                | Marginal                           | Thin pavement section, suitable aggregate base and subgrade, possible shallow bedrock.                         |
| RIVER ROAD        | 77TH STREET EAST  | SOUTH TO END           | 1097                       | 44.83418634 | -93.01398822 | 3981        | 71658        | Bituminous   | Residential-R    | 1986                 | 1986                                | Construction-AC-R           | 33                 | 2000                                | Seal Coat                             | 12                  | Core                                                                                | C833-1097                  | 2                             | 10                    | Low                         |                                                                                    | BD                         | 2.4                           | 8.5                | FDRR       | Marginal                                                 | Thin pavement section, suitable aggregate base and subgrade, possible shallow bedrock.                         |                        |                                                                                                                                                                                          |                     |                                    |                                                                                                                |
| RIVER ROAD        | 77TH STREET EAST  | SOUTH TO END           | 1098                       | 44.83365573 | -93.01381585 | 3981        | 71658        | Bituminous   | Residential-R    | 1986                 | 1986                                | Construction-AC-R           | 33                 | 2000                                | Seal Coat                             | 12                  | Bore                                                                                | B650-1098                  | 2.0                           | 12.0                  | SP,Weathered Bedrock        | 20-25                                                                              | C834-1099                  | 1 1/2                         | 12                 | Low        |                                                          | BD                                                                                                             | 2.4                    | 8.5                                                                                                                                                                                      | FDRR                | Marginal                           | Thin pavement section, suitable aggregate base and subgrade, possible shallow bedrock.                         |
| RIVER ROAD        | 77TH STREET EAST  | SOUTH TO END           | 1099                       | 44.83311512 | -93.01364952 | 3981        | 71658        | Bituminous   | Residential-R    | 1986                 | 1986                                | Construction-AC-R           | 33                 | 2000                                | Seal Coat                             | 12                  | Core                                                                                | C834-1099                  | 1 1/2                         | 12                    | Low                         |                                                                                    | BD                         | 2.4                           | 8.5                | FDRR       | Marginal                                                 | Thin pavement section, suitable aggregate base and subgrade, possible shallow bedrock.                         |                        |                                                                                                                                                                                          |                     |                                    |                                                                                                                |
| RIVER ROAD        | 77TH STREET EAST  | SOUTH TO END           | 1100                       | 44.83257951 | -93.01348118 | 3981        | 71658        | Bituminous   | Residential-R    | 1986                 | 1986                                | Construction-AC-R           | 33                 | 2000                                | Seal Coat                             | 12                  | Bore                                                                                | B649-1100                  | 3.0                           | 12.0                  | Weathered Bedrock           | 20-25                                                                              | C835-1101                  | 2                             | 12                 | Low        |                                                          | BD                                                                                                             | 2.4                    | 8.5                                                                                                                                                                                      | FDRR                | Marginal                           | Thin pavement section, suitable aggregate base and subgrade, possible shallow bedrock.                         |
| RIVER ROAD        | 77TH STREET EAST  | SOUTH TO END           | 1101                       | 44.83204349 | -93.01331684 | 3981        | 71658        | Bituminous   | Residential-R    | 1986                 | 1986                                | Construction-AC-R           | 33                 | 2000                                | Seal Coat                             | 12                  | Core                                                                                | C835-1101                  | 2                             | 12                    | Low                         |                                                                                    | BD                         | 2.4                           | 8.5                | FDRR       | Marginal                                                 | Thin pavement section, suitable aggregate base and subgrade, possible shallow bedrock.                         |                        |                                                                                                                                                                                          |                     |                                    |                                                                                                                |
| RIVER ROAD        | 77TH STREET EAST  | SOUTH TO END           | 1102                       | 44.83150839 | -93.01315051 | 3981        | 71658        | Bituminous   | Residential-R    | 1986                 | 1986                                | Construction-AC-R           | 33                 | 2000                                | Seal Coat                             | 12                  | Bore                                                                                | B648-1102                  | 3.0                           | 12.0                  | SP,Weathered Bedrock        | 20-25                                                                              | C836-1103                  | 1 3/4                         | 12                 | Low        |                                                          | BD                                                                                                             | 2.4                    | 8.5                                                                                                                                                                                      | FDRR                | Marginal                           | Thin pavement section, suitable aggregate base and subgrade, possible shallow bedrock.                         |
| RIVER ROAD        | 77TH STREET EAST  | SOUTH TO END           | 1103                       | 44.83097358 | -93.01297858 | 3981        | 71658        | Bituminous   | Residential-R    | 1986                 | 1986                                | Construction-AC-R           | 33                 | 2000                                | Seal Coat                             | 12                  | Core                                                                                | C836-1103                  | 1 3/4                         | 12                    | Low                         |                                                                                    | BD                         | 2.4                           | 8.5                | FDRR       | Marginal                                                 | Thin pavement section, suitable aggregate base and subgrade, possible shallow bedrock.                         |                        |                                                                                                                                                                                          |                     |                                    |                                                                                                                |
| RIVER ROAD        | 77TH STREET EAST  | SOUTH TO END           | 1104                       | 44.83043985 | -93.01280075 | 3981        | 71658        | Bituminous   | Residential-R    | 1986                 | 1986                                | Construction-AC-R           | 33                 | 2000                                | Seal Coat                             | 12                  | Bore                                                                                | B647-1104                  | 2.0                           | Not identified        | SP,SM                       | 20                                                                                 | C837-1105                  | 1 1/4                         | 12                 | Low        |                                                          | BD                                                                                                             | 2.4                    | 8.5                                                                                                                                                                                      | FDRR                | Marginal                           | Thin pavement section, suitable aggregate base and subgrade, possible shallow bedrock.                         |
| RIVER ROAD        | 77TH STREET EAST  | SOUTH TO END           | 1105                       | 44.82990612 | -93.01262292 | 3981        | 71658        | Bituminous   | Residential-R    | 1986                 | 1986                                | Construction-AC-R           | 33                 | 2000                                | Seal Coat                             | 12                  | Core                                                                                | C837-1105                  | 1 1/4                         | 12                    | Low                         |                                                                                    | BD                         | 2.4                           | 8.5                | FDRR       | Marginal                                                 | Thin pavement section, suitable aggregate base and subgrade, possible shallow bedrock.                         |                        |                                                                                                                                                                                          |                     |                                    |                                                                                                                |
| RIVER ROAD        | 77TH STREET EAST  | SOUTH TO END           | 1106                       | 44.82937238 | -93.0124451  | 3981        | 71658        | Bituminous   | Residential-R    | 1986                 | 1986                                | Construction-AC-R           | 33                 | 2000                                | Seal Coat                             | 12                  | Bore                                                                                | B646-1106                  | 2.0                           | 12.0                  | SP,SM                       |                                                                                    |                            |                               |                    |            |                                                          |                                                                                                                |                        |                                                                                                                                                                                          |                     |                                    |                                                                                                                |

## EXCERPT FROM:

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January 17, 2020

### Professional Certification:

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.



John Starke, P.E.  
Senior Geotechnical Engineer  
MN Reg. No. 23546

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January 17, 2020

Mr. Steve W. Dodge, P.E.  
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RE: 2019 Pavement Management Program (PMP) – Final Geotechnical Report  
City of Inver Grove Heights, Minnesota  
Element Materials Technology St. Paul Inc. Project No. ESP031598P

Dear Mr. Dodge:

We have completed the geotechnical and pavement exploration programs along with the resulting analysis for the above referenced project. This report presents the results of our field investigation and laboratory testing programs and provides recommendations for the City of Inver Grove Heights 2019 Pavement Management Program (PMP).

Element has conducted a field investigation program that consisted of soil borings, pavement cores, and Ground Penetrating Radar (GPR) to evaluate existing roadway pavement thicknesses and subgrade conditions to support City future roadway pavement rehabilitation and reconstruction goals.

Element will retain the field soil and bituminous samples until March 1, 2020 at which time the City will need to retrieve and store them at their location, unless we receive a written request from the City to hold them for a longer period. Additional costs would apply for long term storage and/or soil sample container replacement.

We are pleased to be of service to you in this important phase of the project. If there are any questions regarding the information contained in this report or if we can be of further service to you, please contact John Starke at (651) 659 7429, email: [john.starke@element.com](mailto:john.starke@element.com) or Mark Straight at (651) 659-7447, e-mail: [mark.straight@element.com](mailto:mark.straight@element.com).

Respectfully Submitted,

**ELEMENT MATERIALS TECHNOLOGY ST. PAUL INC.**

  
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## **1.0 Introduction**

This report presents the results of our recent geotechnical exploration program and pavement analysis conducted for the City of Inver Grove Heights 2019 Pavement Management Program (PMP). Element understands the City of Inver Grove Heights is developing a long term Pavement Management Program which includes the rehabilitation of approximately 135 miles of urban and rural roadways. As part of this program the City is evaluating existing pavement thicknesses and subgrade conditions of designated roadways to make an informed decision regarding street rehabilitation and reconstruction options for long term road improvement planning goals. As part of this project, Element submitted previously to the City four (4) Technical Memorandums describing the results of our geotechnical program performed for the 2020 priority streets. These Technical Memorandums are provided in Appendix A.

### **1.1 Project Background**

We understand the City is in the process of planning the reconstruction of approximately 135 miles of rural and urban roads. Some of the urban roads have sections with bituminous and concrete curbs. We understand some of these roads were initially constructed as early as the 1940's, with the majority being constructed in the 1980's and 1990's. Seal coat, bituminous patching, and resurfacing has been applied to many of the roads over the years. Many of the roadways currently show signs of significant distress including pavement cracking and layer separation with bituminous displacement. We understand the City has recently conducted a Pavement Conditions Index (PCI) analysis for the project roadways that evaluated existing pavement surface conditions. The City believes that given the current state of the pavement quality along these roadways, pavement repairs are required to support the City long term pavement improvement goals. The City's Pavement Management Plan (PMP) requires an assessment of current roadway pavement integrity and thickness as well as a determination of existing pavement aggregate base and subgrade to support the design and construction of new pavement sections.

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## **1.2 Scope of Work**

We recently performed a geotechnical exploration program and a pavement assessment in accordance with our proposal dated July 10, 2019 and subsequent authorization by the City of Inver Grove Heights. Element's scope of work for this project was as stated below:

1. Meet with the City project team to establish project goals and objectives.
2. Locate and mark the boring and core locations along the designated roadways. Contact Gopher-State-One-Call utility clearance to locate public utilities they may be present at and near the boring locations.
3. Conduct Standard Penetration Testing (SPT) at approximately 807 boring locations identified by the City. Eight hundred and six (806) borings would be drilled to a nominal depth of approximately 6 feet. One (1) boring would be drilled to a nominal depth of approximately 10 feet. Element drilled a total of 777 borings. Thirty (30) borings could not be drilled due to utility obstructions or other subgrade obstructions. Backfilling of the boreholes was performed in general accordance with Minnesota Department of Health (MDH) procedures as applicable.
4. Element performed 200 laboratory tests on selected pavement aggregate base and subgrade samples including moisture content, mechanical analysis and Atterberg Limits. As agreed upon with the City, Element performed an additional 130 laboratory tests on aggregate base or subgrade soil samples to aid in identifying soil and aggregate characteristics which was used in evaluating pavement repair options.
5. Element would extract a total of 887, 4-inch diameter bituminous cores at locations identified by the City. Due to utility obstructions and presence of concrete Element extracted a total 866 bituminous cores along the designated roadways. Element patched the core locations with bituminous cold patch to match the existing roadway bituminous thickness.
6. Element would conduct air-coupled Ground Penetrating Radar (GRP) to determine pavement and base aggregate thickness along approximately 135

miles of designated roadways. Element performed this service using an approved subcontractor, Infrasense.

7. Element prepared Technical Memorandums and a Final Geotechnical Report containing the following information:
  - Soil boring and pavement core location maps.
  - Soil boring logs with standard penetration readings, soil classification (color, relative moisture content, density and/or consistency), results of laboratory tests, existing pavement thickness and aggregate base thickness, and groundwater conditions, if present.
  - Pavement core photographs showing thickness and noting the core general physical condition.
  - Ground Penetrating Radar (GPR) survey results (Final Geotechnical Report Only).
  - Update the City supplied Pavement Matrix Table with information collected during the field and laboratory programs including bituminous and aggregate base thicknesses and provide estimated R-values for subgrade soils.
  - Laboratory test reports of soil samples selected for laboratory testing.
  - A summary table of the laboratory test results.
  - Pavement construction considerations including subgrade preparation, backfilling procedures, and groundwater management.
  - Identify possible pavement repair options based upon the field and laboratory test programs and City identified roadway reconstruction criteria.

The scope of our work is intended for geotechnical purposes only. This scope is not intended to explore for the presence or extent of environmental contamination within the various pavement areas explored. Based on normal human sensing, product odors were not detected within the soil samples collected. This does not eliminate the possibility that petroleum based products may be present in the future or at other locations within the reconstruction project areas away from our boring locations. Environmental screening and laboratory tests were not included in our work scope for

this project. If environmentally impacted soils are encountered during construction we recommend additional testing be performed and the soils are properly handled and if needed disposed of.

## **2.0 Field Investigation Program**

The field investigation program consisting of 777 SPT borings, 866 pavement cores and approximate 135 miles of GPR pavement survey was conducted between August 5 and December 6, 2019. Overhead utilities mainly electric services are present along some of the project roadways. During the utility clearance process through the Gopher-State-One-Call system, several below grade utilities were identified and marked on the pavement by utility locate contractors. These included water, gas, sanitary sewer, storm sewer, phone and cable.

### **2.1 Standard Penetration Test Borings**

A total of seven-hundred and seventy seven (777) SPT borings were drilled along the project roadways by Element from August 5, 2019 through December 6, 2019. The approximate boring locations are shown on the attached Boring/Coring maps provided in Appendix B. Element or its subcontractor (AMI Consulting Engineers) located and marked the borings along the designated roadways based upon coordinate information provided by the City. At certain locations the borings were off-set from the marked locations due to utility obstructions. The off-set dimensions are noted on the boring logs provided in Appendix C. An additional thirty (30) borings were eliminated due to conflicts with major utility services or as directed by the City Utility Department. A tabulation of borings eliminated from the field program is also provided in Appendix C.

The borings were performed using either an All-Terrain Vehicle (ATV) mounted drill rig or by a truck mounted drill rig. Boring advancement consisted of having the drill crew auger through the bituminous pavement and aggregate base followed by continuous SPT to the specified boring depth. The pavement and aggregate base thicknesses were measured in each borehole. Continuous SPT sampling was performed in general accordance with ASTM Standards D6151/D6151M, and D1586. Selected soil

samples obtained during split spoon sampling were collected and taken to the Element testing laboratory in Saint Paul, Minnesota for further review and analysis. During the field operations, the drill crew maintained logs of the subsurface conditions including changes in stratigraphy and the observed groundwater levels.

After completion of the drilling operations the boreholes were backfilled using soil auger cuttings and cement/bentonite amendment if needed. The top of the boreholes were capped with bituminous cold patch matching the thickness of the existing bituminous roadway.

Boring logs were prepared for each boring location showing pavement section thickness, soil stratigraphy, groundwater depth if encounter, SPT N-values (blow counts) and other pertinent information. Each boring is referenced with the City identified Unique ID number. The boring logs are provided in Appendix C.

Although the soil conditions varied somewhat across the project roadways, in general the soil profile beneath the pavement consisted of approximately 6 to 12 inches of sand with gravel aggregate base underlain by 6 to 12 inches of sand and sand with gravel fill. The fill depth beneath the pavement section varied across the different roadways, generally being deeper under some urban roadways. Generally beneath the fill soils and extending to the maximum depth of the boreholes was glacial outwash soils consisting of either Sand (SP) or Sand with Silt (SP-SM) or Silty Sand (SM). The relative density of the naturally occurring sand deposits ranged from loose to medium dense based upon SPT blow counts (N-values). Naturally occurring fine alluvium soils consisting of Lean Clays (CL) and Silts (ML) were present below the upper fill zone extending to the maximum depth of the boreholes at selected boring locations. Buried topsoil was encountered at a few boring locations as noted on specific boring logs. More detailed information regarding soil stratigraphy at each boring location is provided in the attached boring logs, Appendix C. We also observed shallow limestone bedrock or weathered limestone bedrock conditions in eleven (11) borings as listed in the Following Table 1.

**Table 1 – Observed Depth to Bedrock**

| <b>Boring-<br/>Unique ID #</b> | <b>Approximate<br/>Depth to Bedrock<br/>(nearest ½ ft.)</b> |
|--------------------------------|-------------------------------------------------------------|
| B671-170                       | 2'                                                          |
| B679-142                       | 2'                                                          |
| B672-240                       | 2'                                                          |
| B674-244                       | 4', weathered<br>bedrock @ 3 ½'                             |
| B675-246                       | 1 ½'                                                        |
| B653-1092                      | 2'                                                          |
| B651-1096                      | 2 ½'                                                        |
| B650-1098                      | 6', weathered<br>bedrock @ 2'                               |
| B649-1100                      | 4', weathered<br>bedrock @ 1 ½'                             |
| B648-1102                      | 4', weathered<br>bedrock @ 2'                               |
| B644-1110                      | 5', weathered<br>bedrock @ 3'                               |

At some boring locations, primarily noted in the urban roadway borings, asphalt pieces were encountered in the base aggregate material. We believe the presence of broken asphalt pieces in the base aggregate is the result of a breakdown of the bituminous under wheel loadings into the underlying aggregate base over many years of pavement service. We believe the presence of asphalt pieces would affect the quality of the aggregate base (possible more fragmentation over time) and diminish long term pavement durability and therefore should not be reused for new pavement sections.

Groundwater conditions were recorded during the drilling program. Groundwater was observed in 25 borings during drilling at depths ranging from approximately 2' to 5'. The following Table 2 lists the borings and observed approximate groundwater depth.



**Table 2 – Observed Depth to Groundwater**

| <b>Boring-Unique ID<br/>Number</b> | <b>Approximate Depth<br/>to Groundwater<br/>(nearest ½ ft.)</b> |
|------------------------------------|-----------------------------------------------------------------|
| B56-777                            | 5                                                               |
| B86-458                            | 3½                                                              |
| B87-768                            | 2                                                               |
| B88-461                            | 3                                                               |
| B90-761                            | 3                                                               |
| B107-810                           | 2                                                               |
| B115-1430                          | 3                                                               |
| B153-1580                          | 3                                                               |
| B154-1579                          | 4                                                               |
| B156-1582                          | 2                                                               |
| B157-1581                          | 3½                                                              |
| B159-822                           | 3                                                               |
| B163-1587                          | 2½                                                              |
| B164-1540                          | 2½                                                              |
| B166-1224                          | 2                                                               |
| B179-988                           | 2½                                                              |
| B181-1600                          | 2½                                                              |
| B182-1598                          | 2½                                                              |
| B183-835                           | 3½                                                              |
| B184-1597                          | 2½                                                              |
| B193-363                           | 2                                                               |
| B363-878                           | 5                                                               |
| B364-880                           | 4½                                                              |
| B415-49                            | 2                                                               |
| B544-1352                          | 2                                                               |

The elevated groundwater observed in these borings we believe, is perched groundwater caused by low permeable soils in the pavement subgrade. It should be noted that groundwater conditions can seasonally change based upon a number of environmental factors including precipitation, snow pack melt, and surface water runoff that could result in higher groundwater conditions then observed during our field program. Considering the subgrade soils encountered in the boreholes predominately consisting of silty sands, perched groundwater conditions could exist beneath the project roadways not observed during our drilling program.

---

## **2.2 Pavement Cores**

Element extracted eight hundred and sixty six (866), 4-inch diameter pavement cores along the project roadways from August 5, 2019 to November 19, 2019. The approximate core locations are shown on the attached Boring/Coring maps provided in Appendix B. Element or its subcontractor (AMI) located and marked the coring locations along the designated roadways based upon the coordinate information provided by the City. The cores were drilled using a 4-inch diameter diamond bit drill barrel attached to a hydraulic drill rig mounted on a pick-up truck. After drilling, the cores were removed from the core barrel, photographed, bagged, and then taken to Element's testing laboratory in Saint Paul, Minnesota for further review and storage. Core photographs are provided in Appendix D.

Core integrity and thickness was quite variable across the project roadways. Pavement cores showed to be thicker across the urban roadways compared to the rural roadways but also showed more stripping and less integrity. This is probably due to higher traffic loads that occurs on the urban roads causing more distress to the pavement section over time. Across many rural roadways we measured pavement thickness less than 3 inches. We believe compared to current minimum road standards, 3-inches of bituminous pavement is not adequate to meet current City pavement standards. Additional core descriptions are noted on the core photograph logs provided in Appendix D.

## **2.3 Ground Penetrating Radar (GPR)**

A total of approximately 135 miles of roadways were surveyed using air-coupled GPR to evaluate bituminous pavement and aggregate base thicknesses. The GPR survey was performed under subcontract by Infrasense, out of Woburn, Massachusetts. The GPR data was collected on September 17<sup>th</sup> and 18<sup>th</sup>, 2019. The GPR survey was performed using a single 1-GHz horn antenna system. The survey vehicle was equipped with a distance-based data collection system and GPS to synchronize with the collected GPR data. The GPR survey data was then calibrated using bituminous thicknesses collected from 50 cores and 22 borings. The Infrasense Final GPR Summary Report is provided in Appendix E. The results of the GPR survey showed

that in some areas the pavement thickness agreed well with the measured borehole/core data in other areas however, the GPR data did not agree well to the borehole/core data. GPR data collection and processing can have some limitations due to variable soil conditions, presence of elevated groundwater, unknown obstructions and biased correlation which may affect the quality of the results. We recommend for those street locations where the GPR and bore/core data do not correlate well, additional bores/cores be performed to better support the City reconstruction option.

### **3.0 Soil Laboratory Testing**

The soil samples obtained during the drilling operations were logged, labeled, sealed and delivered to our laboratory for further review and testing. An Element Materials Technology St. Paul Inc. geotechnical engineer classified the soil samples in general conformance with ASTM standards. Representative samples were submitted to the laboratory for mechanical analysis (gradation), moisture content testing, and Atterberg Limits (if appropriate). The results of laboratory test are provide in Appendix F. A summary tabulation of the test results is also provide in Appendix F.

### **4.0 Pavement Reconstruction Design Basis**

Selection of the best reconstruction option needs to consider the current state of the roadway bituminous integrity and pavement subgrade conditions, expected future traffic loads and service life, funding and community support, as well as construction logistics. For our review presented herein, we have only considered the existing pavement and subgrade conditions based upon our field investigation program as related to the design basis to assess possible roadway reconstruction options.

The City identified design basis for pavement reconstruction is summarized in the following Table 3.

**Table 3 – Design Basis for Pavement Reconstruction Methods**

| Pavement Section                             | Mill & Overlay (M/OL)                                                                  | Partial Reconstruction (PR)                                                      | Full-Depth Reclamation Urban and Rural (FDR) <sup>(1)</sup>                      | Full Depth Pavement Replacement (FDPR)                                                       | Full Reconstruction (FR)                                     |
|----------------------------------------------|----------------------------------------------------------------------------------------|----------------------------------------------------------------------------------|----------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------|--------------------------------------------------------------|
| <b>Existing Bituminous Base Course Layer</b> | - No or Minor Stripping from Bottom<br>- Generally Bituminous >5" Thick                | - Moderate to Severe Stripping from Bottom<br>- Generally Bituminous <6" Thick   | - Moderate to Severe Stripping from Bottom<br>- Generally Bituminous >6" Thick   | - Minor to Moderate Stripping from Bottom<br>- <1½" base Thickness<br>- Bituminous <6" Thick | - Moderate to Severe Stripping from Bottom                   |
| <b>Existing Base Aggregate</b>               | - Meets Class 5 Spec. no Asphalt present<br>- Min. 6" Thick<br>- 25%<Recycle Conc.<50% | - Fails Class 5 Spec. or contains Asphalt<br>- ≥6" Thick<br>- >50% Recycle Conc. | - Fails Class 5 Spec. or contains Asphalt<br>- <6" Thick<br>- >50% Recycle Conc. | - Meets Class 5 Spec. no Asphalt present<br>- Min. 6" Thick<br>- 25%<Recycle Conc.<50%       | - Fails Class 5 Spec.<br>- <6" Thick<br>- >50% Recycle Conc. |
| <b>Existing Subgrade</b>                     | - Sand <16% p200                                                                       | - Sand <16% p200                                                                 | - Sand <16% p200                                                                 | - Sand <16% p200                                                                             | - Sand >16% p200                                             |

<sup>(1)</sup>Urban roads may include side curbs.

Element used the above criteria with existing road conditions to determine the most feasible roadway reconstruction plan. However, as noted above many additional factors would contribute to a selected roadway reconstruction plan including pavement life expectancy and serviceability, future traffic loads, project construction costs/funding, local citizen acceptance, project scheduling and timing, and construction methods. Element used the field collected data and assessed the possible roadway reconstruction options using the criteria defined above in Table 3. It should be noted that selected roadway reconstruction options may yield different results and the City should select the best option for all factors considered. We caution that existing cracks may reflect upward through new pavement sections placed. Reflective cracking in mill/overlay projects can be especially apparent in a short time frame (2 to 5 years) depending on how thick the mill/overlay is and subject weather conditions. While full depth reclamation (FDR) and full reconstruction (FR) projects reduces the potential for reflective cracking by disrupting existing crack patterns. Additional maintenance to seal cracks should be expected especially on mill/overlay projects.

## 5.0 Pavement Reconstruction Recommendations

The proposed pavement repair method is provided in the Pavement Condition Matrix and Recommendation Table (Matrix Table), Appendix G. As much as practicable we grouped the roadways under review having similar ICON UNISEC ID's. The recommended repair is based upon the criteria stated in the above Table 3, estimated R-values values relating to the subgrade stiffness, and results of the field and laboratory test programs. Cost analysis was not considered with the recommended repair. We recommend the City with the selection of the final repair conduct a comparative analysis of the different repair methods considering cost, traffic load factors, expected service life, construction period and limitations, traffic relocation patterns, and other City, County, and State factors which could affect the project implementation. Furthermore, we recommend the City review and update the Pavement Condition Index (PCI) supported by the pavement repair recommendations and with data collected during the field and laboratory programs. The following Table 4 presents the recommended full pavement reconstruction for Urban and Rural roads based upon a 20 year service life and moderate density road traffic.

**Table 4 – Proposed Full Pavement Reconstruction Section**

| <b>Full Pavement Reconstruction</b>                                                    | <b>Urban<br/>Pavement<br/>Section<br/>Thickness (in)</b> | <b>Rural<br/>Pavement<br/>Section<br/>Thickness (in)</b> |
|----------------------------------------------------------------------------------------|----------------------------------------------------------|----------------------------------------------------------|
| Mn/DOT Spec. 2360 Type SP 9.5 Bituminous or SPWEA 330C Wear Course <sup>(2)</sup>      | 2                                                        | 1½                                                       |
| Mn/DOT Spec. 2360 Type SP 12.5 Bituminous or SPNWB 330C Non-wear Course <sup>(2)</sup> | 2                                                        | 2                                                        |
| Mn/DOT Spec. 3138 Class 5 Aggregate Base <sup>(2)</sup>                                | 6                                                        | 6                                                        |
| Select Granular Subgrade, MnDOT 3149.2B2 or City Approved                              | 24                                                       | 24                                                       |
| Geotextile Fabric, MnDOT Spec 3733 Type V                                              | Required                                                 | Not Required                                             |
| Approved Granular Subgrade Proofroll Per MNDOT Specifications 2111 <sup>(1)</sup>      | Required                                                 | Required                                                 |

<sup>(1)</sup> We recommended the upper 3 feet of the subgrade have an estimated R-value of 20 or greater.

- (2) Additional pavement and aggregate base thickness may be required where higher pavement loading conditions and increased traffic is expected. This should be evaluated on an individual roadway basis at the time of reconstruction activities.

We recommend a full pavement reconstruction be performed where organic and/or weak fine alluvium soils are present within the upper 3 feet of the subgrade. Please review the Matrix Table (Appendix F) where these conditions exist beneath the project roadways. Generally, we recommend removal of the upper 3 feet of the subgrade soils if the estimated R-value is less than 20. We further recommend that subgrade backfill consist of select granular fill meeting MnDOT requirements 3149.2B2, compacted to at least 100% of the Standard Proctor maximum density (ASTM: D698).

We recommend additional borings and cores be performed in roadways where data collection was limited to a single boring or core and/or where the collected data was more variable over the areas explored. A single roadway boring or core does not provide adequate information regarding existing pavement quality or subgrade conditions to support pavement repair decision making. Additional engineering review should be performed once selected street areas are defined for pavement rehabilitation and/or reconstruction. This is especially important as pavements age and are subjected to weathering and additional traffic loadings prior to planned rehabilitation and/or reconstruction.

## **6.0 Construction Considerations**

We recommend thoroughly surface compacting the exposed soil within the excavation base prior to any additional fill placement. A proofroll test should be performed prior to base aggregate and pavement placement to detect any potential unstable zones in the subgrade. The proofroll should be performed with a heavy, rubber tired vehicle traveling at walking speed over the subgrade. If excessive yielding or rutting is noticed, additional soil corrections below subgrade elevation should be performed. Areas that show yielding should be corrected prior to continued construction. This may include moisture conditioning (i.e. scarifying, drying, and recompacting, etc.) soils as needed or additional soil replacement as needed.



A qualified Element inspector should be present during proofroll operations to aid the City in identifying soft/weak subgrade conditions. We recommend that all geotechnical related work, including subgrade preparation, and engineered fill placement, be observed by the project geotechnical engineer or their representatives. The geotechnical engineer will perform appropriate testing to verify the geotechnical conditions that have been anticipated during preparation of this report.

As variations in soil conditions may exist at locations and elevations other than those of our borings, we recommend the geotechnical engineer be retained to observe the soil conditions during roadway rehabilitation and reconstruction activities. We recommend in-place field density testing be performed in the compacted fill as needed for the various roadway rehabilitation and reconstruction projects.

The design specifications should include that the aggregate base and upper 3' of subgrade be compacted to a minimum of 100% of the Standard Proctor density (ASTM D698) as per Mn/DOT 2111 pavement subgrade specifications.

Transition zone tapers should be constructed where the new construction connects with existing pavement sections and where pavement section thicknesses vary to minimize differential movement between differing pavement sections. The transition tapers should begin at the bottom of the lowest section and transition to the higher section at an inclination of 20 horizontal to 1 vertical (20:1). Depending on the actual site conditions at the time of construction the transition zones may need to be adjusted to properly support the new pavement.

A regular, conscientious maintenance program should be performed on all pavements. It is possible that seal coating may somewhat extend the pavement life. We caution that reduced minimum pavement thicknesses and lack of pavement maintenance may result in a reduced service life and increased maintenance.

The City should evaluate anticipated wheel loading conditions on the proposed pavement, encountered soil conditions, life cycle cost benefit analysis, and determine



actual pavement design for the project per MNDOT project design details and specifications.

As noted in Table 1 shallow bedrock and/or weathered bedrock was encountered in a number of borings that could affect pavement reconstruction plans. The City should evaluate potential shallow bedrock conditions with possible construction complications. Shallow bedrock if encountered during construction can result in large construction cost overruns if not anticipated. We recommend roadways where shallow bedrock was encountered, further borings should be performed to fully characterize bedrock depth below the pavement section. This information should be used by the City to select the appropriate pavement repair method to limit bedrock excavation.

Perched groundwater may be present under some pavement roadways during construction. Perch groundwater conditions could be present below the pavement in certain roadways depending upon the soil subgrade permeability and climatic conditions as described above in Section 2.1. Elevated or perched groundwater condition could affect the roadway repair method. If standing water is present in the pavement subgrade the contractor should attempt to dewater as practicable, grading the subgrade to promote drainage to the edges of the pavement section. If needed temporary sumps(s) should be installed and spaced along the roadway under construction to promote subgrade dewatering.

In areas where high groundwater is persistent and/or granular soils are placed over impermeable soil types or bedrock, draitiles should be installed at the edges of the pavement section to promote effective dewatering of the pavement subgrade. The draitiles should be installed in a trench at the edges of the pavement section and allowed to gravity drain to the storm sewer system and/or suitable outfall where applicable.

If the subgrade soil is saturated and soft, we recommend removing the soft soil in the upper 3 feet of the pavement subgrade and replacing with clean sand fill as specified above in Section 6. If the subgrade remains saturated and/or soft we recommend installing a heavy duty geotextile separating fabric over the subgrade and placing clear crushed limestone to a point above the saturation zone. To further reinforce the pavement section if needed, a second geotextile fabric could be installed over the crushed stone layer. The geotextile fabric should meet MnDOT standards as specified above in Table 4. The geotextile fabrics should be properly overlapped and sewn at edges per manufactures and MNDOT specifications. Additional draitiles encapsulated with clear rock should be installed at pavement edges and directed to storm sewers and/or suitable outfalls where applicable to aid in diverting excess groundwater away from pavement subgrade areas.

All excavations should comply with the requirements of O.S.H.A. 29 CFR, Part 1926, Subpart P, "Excavation and Trenches". This document states that excavation safety is the responsibility of the contractor. Reference to these O.S.H.A. requirements should be included in the project specifications for the roadway rehabilitation and reconstruction projects.

The silty and clayey soils where encountered during the subsurface explorations are susceptible to disturbance from construction traffic, especially in wet conditions. If the soils become disturbed, additional excavation may be required during reconstruction activities. Therefore, proper excavation equipment during roadway rehabilitation and reconstruction projects should be used to minimize the potential for disturbance and the need for additional excavation and soil replacement.

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## **7.0 Geotechnical Investigation Limitations**

The analysis and recommendations presented herein are based upon our understanding of the project construction, results of the field investigation and laboratory testing, and review of project information supplied by the City. We recommend that Element review changes to the project design, construction staging and sequencing or other project design basis/criteria that may influence the recommendations presented herein. Soil conditions may change between borings that could not be evaluated given the limitations of our scope of work, budget and schedule. Should conditions differ from those present herein, Element should be contacted to review and confirm the recommendations presented herein remain valid. The geotechnical investigations and analysis provided by Element and subcontractors were performed in general conformance with industry approved standards and specifications using generally accepted engineering best practice. No warranty, express or implied, is made.

**CITY OF INVER GROVE HEIGHTS**

**REQUEST FOR COUNCIL ACTION**

**Consider Resolution Accepting Quotes and Awarding Potholing and Geotechnical Testing Contracts for City Project Nos. 2022-09D and 2023-09D – Dawn Way South and North Neighborhood Street Improvements**

|               |                                                    |                                                                                                                                       |
|---------------|----------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------|
| Meeting Date: | October 12, 2020                                   | <b>Fiscal/FTE Impact:</b>                                                                                                             |
| Item Type:    | Consent                                            | <input type="checkbox"/> None                                                                                                         |
| Contact:      | Thomas J. Kaldunski, 651.315.6336                  | <input type="checkbox"/> Amount included in current budget                                                                            |
| Prepared by:  | Steve W. Dodge, Assistant City Engineer <i>SWD</i> | <input type="checkbox"/> Budget amendment requested                                                                                   |
| Reviewed by:  | Scott D. Thureen, Public Works Director            | <input type="checkbox"/> FTE included in current complement                                                                           |
|               |                                                    | <input type="checkbox"/> New FTE requested – N/A                                                                                      |
|               |                                                    | <input checked="" type="checkbox"/> Other: Pavement Management Fund, Franchise Fee Funds, Assessments, Utility Funds, State Aid Funds |

**PURPOSE/ACTION REQUESTED**

Consider resolution accepting quotes and awarding potholing and geotechnical testing contracts for City Project Nos. 2022-09D and 2023-09D – Dawn Way South and North Neighborhood Street Improvements

**SUMMARY**

On August 24, 2020, the City Council ordered a feasibility study to be prepared by Bolton & Menk for City Project No. 2022-09D – Dawn Way South Neighborhood Street Improvements and City Project No. 2023-09D – Dawn Way North Neighborhood Street Improvements. The Engineering Division has requested quotes for potholing the gravel and subgrade soils to have a geotechnical firm provide observation and testing. The geotechnical results will provide information to propose the most feasible pavement rehabilitation strategy for each neighborhood.

Four contractors were solicited and two provided quotes for up to 60 potholes:

|                       |             |
|-----------------------|-------------|
| Max Steininger, Inc.  | \$42,600.00 |
| Valley-Rich Co., Inc. | \$87,000.00 |

Staff has reviewed the quotes and recommends awarding the potholing to Max Steininger, Inc. in the amount of \$42,600.00. Staff has also received a proposal for geotechnical observation and testing from American Engineering Testing, Inc. (AET), selected from the consultant pool, in the amount of \$15,447.50. The work is expected to be completed within a month, weather permitting.

I recommend that the City Council adopt the resolution accepting the quotes and awarding the potholing contract to Max Steininger, Inc in the amount of \$42,600.00 and authorizing AET to provide geotechnical testing for potholing in the amount of \$15,447.50 for City Project Nos. 2022-09D and 2023-09D – Dawn Way South and North Neighborhood Street Improvements. This work will be funded through the Pavement Management Fund.

SDT/swd

Attachments: Resolution  
Potholing Location Map  
Quotes and Proposal

**CITY OF INVER GROVE HEIGHTS  
DAKOTA COUNTY, MINNESOTA**

**RESOLUTION ACCEPTING QUOTES AND AWARDING POTHOLING CONTRACT AND  
AUTHORIZING GEOTECHNICAL TESTING FOR CITY PROJECT  
NOS. 2022-09D AND 2023-09D – DAWN WAY SOUTH AND NORTH NEIGHBORHOOD STREET  
IMPROVEMENTS**

**RESOLUTION NO. 2020-215**

**WHEREAS**, On August 24, 2020, the City Council ordered a feasibility study to be prepared by Bolton & Menk for City Project No. 2022-09D – Dawn Way South Neighborhood Street Improvements and City Project No. 2023-09D – Dawn Way North Neighborhood Street Improvements; and

**WHEREAS**, pursuant to a request for potholing quotes for City Project Nos. 2022-09D and 2023-09D – Dawn Way South and North Neighborhood Street Improvements, quotes were received as follows:

| <u>Contractor</u>     | <u>Quote</u> |
|-----------------------|--------------|
| Max Steining, Inc.    | \$42,600.00  |
| Valley-Rich Co., Inc. | \$87,000.00  |

**WHEREAS**, Max Steining, Inc. submitted the low quote for potholing for City Project Nos. 2022-09D and 2023-09D in the amount of \$42,600.00; and

**WHEREAS**, City staff has requested and received a proposal for potholing geotechnical observation and testing from American Engineering Testing, Inc. (AET), selected from the consultant pool, in the amount of \$15,447.50.

**NOW, THEREFORE BE IT RESOLVED BY THE CITY COUNCIL OF INVER GROVE HEIGHTS, MINNESOTA:**

1. The City hereby awards a contract Max Steining, Inc. submitted for potholing for City Project Nos. 2022-09D and 2023-09D in the amount of \$42,600.00.
2. City staff is authorized to enter a contract with American Engineering Testing, Inc. (AET), selected from the consultant pool, in the amount of \$15,447.50 for potholing geotechnical observation and testing.
3. Funding shall be from the pavement management fund.

Adopted by the City Council of Inver Grove Heights this 12<sup>th</sup> day of October 2020

AYES:

NAYS:

ATTEST:

\_\_\_\_\_  
George Tourville, Mayor

\_\_\_\_\_  
Rebecca Kiernan, City Clerk







# Max Steininger, Inc.

3080 S. Lexington Ave.  
Eagan, MN 55121

Phone: 651-454-6620  
Fax: 651-454-6716

|                          |                                                            |                    |                |
|--------------------------|------------------------------------------------------------|--------------------|----------------|
| <b>To:</b>               | City Of Inver Grove Heights                                | <b>Contact:</b>    |                |
| <b>Address:</b>          | 8150 Barbara Avenue<br>Inver Grove Heights, MN 55077       | <b>Phone:</b>      | (651) 450-2500 |
|                          |                                                            | <b>Fax:</b>        | (651) 450-2502 |
| <b>Project Name:</b>     | Dawn Way N & Dawn Way S- Geotechnical Test Pits- Updated   | <b>Bid Number:</b> |                |
| <b>Project Location:</b> | Dawn Way & 64th St E Neighborhood, Inver Grove Heights, MN | <b>Bid Date:</b>   | 10/2/2020      |

| Item # | Item Description                                                                                  | Estimated Quantity | Unit | Unit Price | Total Price |
|--------|---------------------------------------------------------------------------------------------------|--------------------|------|------------|-------------|
| 1      | 4x4 Potholes (Sawcut, Asphalt Removals, Dig & Backfill<br>3-4', Compaction & Bituminous Patching) | 60.00              | EACH | \$710.00   | \$42,600.00 |

**Total Bid Price: \$42,600.00**

## Notes:

- Price shown include Performance and Payment bond.
- Traffic cones around patches are included
- Testing not included.
- Locations will be removed, and backfilled the same day. No re-digging and backfilling is included. Samples need to be taken concurrently when digging and backfilling is being performed.
- Locations will be backfilled with insitu materials. No gravel supplementation is included.
- Patching is limited to areas removed. Damage to adjoining pavement if the existing roadway is in poor condition is not included.
- Mix is assumed to be 3" thick and we have price SP 12.5 Wear 340 B mix placed in one lift.
- Potholing for utilities is not included. Location of patches need to be adjusted to avoid underground utilities.
- Identification of patch locations after utilities are marked to be made by others. Our foreman can work hand in hand prior to digging
- Compaction done by Ordinary compaction. We don't assume density tests will be taken and we be held to density compliance of compaction of hot mix.
- Any sweeping required is not included. We are anticipating if any is needed City can take care of it.

## ACCEPTED:

The above prices, specifications and conditions are satisfactory and are hereby accepted.

**Buyer:** \_\_\_\_\_

**Signature:** \_\_\_\_\_

**Date of Acceptance:** \_\_\_\_\_

## CONFIRMED:

**Max Steininger, Inc.**

**Authorized Signature:** \_\_\_\_\_

**Estimator:** Bobby Kathuria

651-454-6620 bobby@maxsteininger.net



**Date: 9.17.20**  
**Bid: #20428 M**



**Project: Dawn Way Potholing**  
**Location: Inver Grove Heights, MN**

### **Site Utilities**

Valley-Rich Co., Inc. will provide all labor equipment and materials needed to break out a 4'x4' area of asphalt and pothole 4' down at each location. The hole will be backfilled and compacted with class 5. Saw cutting and restoration of asphalt is included. Haul out of rubble is included. ***Note: At least 12 pothole locations need to be done in the same mobilization for price to be valid.***

**Cost Per Pothole: \$1,450**

### **Note:**

This proposal is good for 30 days from the bid date in order to lock in our material prices with our vendors. Maximum depth of trenches and structures is assumed to be 10 feet when information is not provided.

Respectfully,

Matt Miklya

### **Exclusions:**

Land/Lane use permits, SAC and/or other connection charges, water meters, dewatering, soil correction and/or replacement, pipe support, removal of buried obstructions, jacking, frost charges, rock excavation, construction staking, restoration (other than listed above), compaction tests, hauling of excess soils, erosion control/inlet protection, hazardous material handling, wall sleeves, utility cut-offs and/or removals, cut and patch floors, culverts, irrigation, trench drains, perimeter drain tile, tree removal and/or replacement, grubbing, sheeting, shoring, bracing, and private utility locates.

**147 Jonathan Blvd. N., Ste. 4**  
**Office: (952) 448-3002**

**Chaska, Minnesota 55318**  
**Fax: (952) 448-3362**



October 7, 2020

City of Inver Grove Heights  
8150 Barbara Avenue  
Inver Grove Heights, MN 55077

Attn: Mr. Steve Dodge  
[sdodge@invergroveheights.org](mailto:sdodge@invergroveheights.org)

RE: Construction Observation & Testing Services Proposal  
Dawn Way – Pavement Potholing  
Inver Grove Heights, MN  
AET Proposal No. 20-23234

Dear Mr. Dodge:

American Engineering Testing, Inc. (AET) is pleased to offer construction observation and testing services to the City of Inver Grove Heights (hereafter referred to as the Client) for the referenced project. This proposal has been prepared in response to Mr. Eric Seaburg with Bolton & Menk's email request on October 5, 2020 and describes our understanding of the project, our anticipated scope of services, our unit rates, and an estimated total fee to perform these services.

#### **PROJECT INFORMATION**

We understand the City of Inver Grove Heights will hire a contractor to perform a shallow test pit investigation of the Dawn Way area to gain additional information for future street rehabilitation. The pot holes will be excavated through the pavement, aggregate base and in to the subgrade material.

#### **AVAILABLE BID INFORMATION**

Project documents provided to assist us in preparing this proposal included the following:

- Scope email from Eric Seaburg, dated October 5, 2020.
- Dawn Way Potholing Location Diagram, dated September 2020.
- 2019 Pavement Management Program Final Geotechnical Report prepared by Element Materials Technology, dated January 17, 2020.
- Geotechnical and Pavement Evaluation Report for Various City Streets prepared by Braun Intertec Corp., dated February 14, 2014.

## **SCOPE OF SERVICES**

Based on correspondence with Mr. Eric Seaburg with Bolton & Menk, our anticipated scope of services is outlined as follows.

### **Excavation Observations and Aggregate/Soil Testing**

During excavation for the street potholing, a Staff Engineer from our firm will visit the site on a full-time basis to perform the following services:

- Observe, take pictures, and document the approximate location of each pothole excavation.
- Measure the bituminous pavement and aggregate base thickness at each location.
- Classify the subgrade soil type.
- Obtain samples of the aggregate base and subgrade for gradation testing.
- Prepare a summary report presenting our findings.

We understand that 60 potholes will be performed and we are to assume up to 5 days of full-time field observation. Per your request we have included up to 20 aggregate base gradation tests and 20 subgrade gradation tests. We have assumed that up to 5 of the subgrade tests will be performed on clayey soils that will require a sieve/hydrometer analysis to be performed.

## **ESTIMATED FEES**

Our services will be provided on a unit cost basis according to the unit rates provided in the attached Fee Schedule tabulation. Our monthly invoices will be determined by multiplying the number of personnel hours or tests by their respective unit rates. We have also estimated a total cost which we anticipate will be required to complete the previously described observations and testing services. This estimated total cost is based on the above information. Our estimated total cost will be \$15,447.50. We refer you to the attached Fee Schedule for an itemization of how we arrived at this estimated cost.

We caution that this is only an estimated cost. Often, variations in the overall cost of the services occur due to reasons beyond our control, such as construction change orders, weather delays, changes in the contractor's schedule, unforeseen conditions or retesting of services. These variations will affect the actual invoice totals, either increasing or decreasing our total costs for the project from those estimated in this proposal. If more time or tests are required, additional fees may be needed to complete the project testing services. If less time or tests are needed, a cost savings will be realized. We will not, however, exceed the estimated total cost for the project without first obtaining your authorization.

## **TERMS AND CONDITIONS**

All AET Services are provided subject to the Terms and Conditions set forth in the enclosed Construction Service Agreement—Terms and Conditions, which, upon acceptance of this proposal, are binding upon you as the Client requesting Services, and your successors, assignees,

joint venturers and third-party beneficiaries. Please be advised that additional insured status is granted only upon written acceptance of the proposal.

### ACCEPTANCE

AET requests written acceptance of this proposal in the Proposal Acceptance box below, but the following actions shall constitute your acceptance of this proposal together with the Terms and Conditions: 1) issuing an authorizing purchase order for any of the Services described in this proposal, 2) authorizing AET's presence on site, or 3) written or electronic notification for AET to proceed with any of the Services described in this proposal. Please indicate your acceptance of this proposal by signing below and returning a copy to us. When you accept this proposal, you represent that you are authorized to accept on behalf of the Client.

### GENERAL REMARKS

AET appreciates the opportunity to provide this service for you and looks forward to working with you on this project. If you have any questions or need additional information, please contact me.

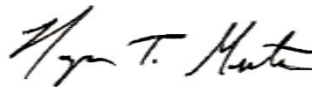
Sincerely,  
American Engineering Testing, Inc.

Prepared By:



Ryan F. Schmidt, PE  
Senior Engineer  
Phone: (651) 789-4657  
Email: [rschmidt@amengtest.com](mailto:rschmidt@amengtest.com)

Reviewed By:



Ryan T. Menter, PE  
Senior Engineer

Attachments: Fee Schedule Tabulation  
Construction Service Agreement – Terms and Conditions  
W9 & Certificate of Insurance

### AET PROPOSAL No. 20-23234 ACCEPTANCE AND AUTHORIZATION

Signature \_\_\_\_\_ Date \_\_\_\_\_

Typed/Printed Name: \_\_\_\_\_

Client Name: \_\_\_\_\_

FEE SCHEDULE  
PROJECT TESTING SERVICES  
DAWN WAY PAVEMENT POTHOLING  
INVER GROVE HEIGHTS, MINNESOTA  
AET PROPOSAL NO. 20-23234



| SERVICE DESCRIPTION                                                                                                                                                                                    | PROJECT BUDGET     |              |                    |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------|--------------|--------------------|
|                                                                                                                                                                                                        | ESTIMATED<br>UNITS | UNIT<br>RATE | BUDGET<br>AMOUNT   |
| <i>Excavation Observations and Aggregate/Soils Testing</i>                                                                                                                                             |                    |              |                    |
| 1. Staff Engineer I for observations of excavations, sampling, taking pictures, and preparing field logs and reports <b>(services provided on a full-time basis - assumes 5 trips to the jobsite).</b> | 50 hours           | \$132.00     | \$6,600.00         |
| 2. Personal or Company vehicle mileage.                                                                                                                                                                | 150 miles          | \$0.75       | \$112.50           |
| 3. Sieve analysis of aggregate base.                                                                                                                                                                   | 20 tests           | \$110.00     | \$2,200.00         |
| 4. Sieve analysis of granular subgrade soils.                                                                                                                                                          | 15 tests           | \$110.00     | \$1,650.00         |
| 5. Sieve/Hydrometer analysis of fine-grained subgrade soils.                                                                                                                                           | 5 tests            | \$225.00     | \$1,125.00         |
| 6. Extraction to determine oil content of reclaimed aggregate base.                                                                                                                                    | 10 tests           | \$225.00     | \$2,250.00         |
| <i>Project Management &amp; Coordination</i>                                                                                                                                                           |                    |              |                    |
| 1. Project Manager for coordination of AET personnel and activities, attending meetings (if requested), consultation, and report preparation.                                                          | 5 hours            | \$152.00     | \$760.00           |
| 2. Staff Engineer I for attending meetings (if requested), consultation, and report preparation.                                                                                                       | 5 hours            | \$132.00     | \$660.00           |
| 3. Principal Engineer for special consultation and report review.                                                                                                                                      | 0.5 hour           | \$180.00     | \$90.00            |
| <b>ESTIMATED BUDGET</b>                                                                                                                                                                                |                    |              | <b>\$15,447.50</b> |

**SECTION 1 - RESPONSIBILITIES**

**1.1** – This Service Agreement – Terms and Conditions (“terms and conditions”) is applicable to all services (“Services”) provided by American Engineering Testing, Inc. (AET). As used herein “Services” refer to the scope of Services described in the proposal submitted by AET to Client. The proposal, these terms and conditions and any appendices attached hereto shall comprise the agreement (“Agreement”) between AET and Client for Services described in the proposal and are binding upon the Client, its successors, assignees, joint ventures and third-party beneficiaries. **AET requests written acceptance of the Agreement, but the following actions shall also constitute Client’s acceptance of the Agreement: 1) issuing an authorizing purchase order, task order or service order for any of the Services, 2) authorizing AET’s presence on site, or 3) written or electronic notification for AET to proceed with any of the Services.** Issuance of a purchase order, task order or service order by Client which contains separate terms and conditions will not take precedence or modify the terms and conditions contained in this Service Agreement.

**1.2** – Prior to AET performing Services, Client will provide AET with all information that may affect the cost, progress, safety and performance of the Services. This includes, but is not limited to, information on proposed and existing construction, all pertinent sections of contracts between Client and their Client and/or Owner which contain flow-down provisions to AET, site safety plans or other documents which may control or affect AET’s Services. If new information becomes available or changes are made during AET’s Services, Client will provide such information to AET in a timely manner. Earthwork and construction activities are done to support a particular structure (type, size, and shape) or facility at a specific location and elevation. If the type of structure or facility (structural type, size, shape, location, elevation, etc.) changes, the earthwork or construction activities completed may no longer provide suitable structural support or be capable of supporting the intended construction. Additional earthwork or redesign of all or a part of the structure or facility may be needed. Failure of Client to timely notify AET of changes to the project including, but not limited to, location, elevation, loading, or configuration of the structure or improvement will constitute a release of any liability of AET. Client will provide a representative for timely answers to project-related questions by AET.

**1.3** – AET observes and tests earthwork and other construction operations and materials, and may provide opinions, conclusions and recommendations regarding the same. However, AET’s Services do not relieve the contractors of their contractual responsibility to perform their work in accordance with approved plans, specifications and building code requirements.

**1.4** – AET personnel do not have authority to accept, reject, direct or otherwise approve the work of the contractor. AET cannot stop work or waive or alter the requirements of the project documents. Any authority given to AET by Client must be in writing prior to the start of Services.

**1.5** – AET does not perform construction management, general contracting or surveying services and our involvement with the project does not constitute any assumption of those responsibilities.

**1.6** – Services performed by AET often include sampling at specific locations. Client acknowledges the limitations inherent in sampling. Variations in conditions occur between and beyond sampled/tested locations. The passage of time, natural occurrences and direct or indirect human activities at the site or distant from it may alter the actual conditions. Client assumes all risks associated with such variations.

**1.7** – AET is not responsible for interpretations or modifications of AET’s recommendations by other persons.

**1.8** – Should change in conditions be alleged, Client agrees to notify AET before evidence of alleged change is no longer accessible for evaluation.

**1.9** – Test borings and/or cone penetration test soundings to a proper depth below foundation grade and the base of suitable bearing soils are recommended for projects where supporting soils will be subjected to increased loads to explore the deeper unseen soil and ground water conditions. Judgments made by AET personnel regarding the suitability of materials and ground water conditions below the bottom of an excavation are limited if sufficiently deep test borings/soundings are not provided by the Client prior to our observations and judgments. AET’s opinions, conclusions and recommendations are qualified to that extent.

**1.10** – Pricing in the proposal assumes use of these terms and conditions. AET reserves the right to amend pricing if Client requests modifications to the Agreement or use of Client’s alternate contract format. Any contract amendments made after Client has authorized the Services shall be applicable only to Services performed after the effective date of such amendment. The proposal and these terms and conditions, including terms of payment, shall apply to all Services performed prior to the effective date of such amendment.

**1.11** – The AET proposal accompanying these terms and conditions is valid for ninety (90) days after the proposal issuance date to the Client. Any attempt to authorize Services after the expiration date is subject to AET’s right to revise the proposal as necessary.

**SECTION 2 – ON CALL SERVICES**

**2.1** – If AET’s Services are performed on an on-call basis at the direction of the Client or its authorized representatives, Client acknowledges the inherent limitations associated with performing engineering judgments and testing Services on an on-call basis, including without limitation, the inability to completely evaluate, document or judge work and conditions not directly observed or tested by AET. AET’s opinions, conclusions, and recommendations are qualified to the extent of those limitations.

**2.2** – Density tests of fill soils represent conditions only at the locations and elevations tested and do not necessarily represent conditions laterally or below. AET can only provide judgments regarding the engineered fill system to adequately support the design construction loadings by monitoring the filling process on a continuous basis for consistency of soil type, moisture content, lift thickness, and compaction effort.

**2.3** – AET requires a minimum of 24 hours’ notice of the need for Services. AET will not be liable for claims, damages, or delays related to failure of Client to provide adequate advance notice to AET.

**SECTION 3 - SITE ACCESS, UNDERGROUND FACILITIES AND CONSTRUCTION STAKING**

**3.1** – Client will furnish AET safe and legal site access.

**3.2** – With the exception of public utilities which AET will contact state “call before you dig” notification centers (e.g. Gopher State One call in Minnesota), Client will mark or cause to be marked the location of all other underground utilities and structures (Facilities) that service or are located on the site. AET shall be entitled to rely upon the accuracy of all location information supplied by any source.

**3.3** – Client shall hold harmless, indemnify and defend AET from all claims, damages, losses, fines, penalties and expenses (including attorney’s fees) arising out of or related to the following: a) Facilities that are not shown or vary from the locations shown on any plans or drawings, b) Facilities that are not located by or vary from the locations marked by Client, governmental or quasi-governmental locator programs, or private utility locating services, or c) any other Facilities that are not disclosed or vary from locations provided by the Client. The obligation to defend AET shall be independent of the obligation to indemnify and hold harmless AET and shall be with independent counsel acceptable to AET.

**3.4** - The location and elevation of a proposed structure or facility shall be staked (with offsets) and controlled by surveying or GPS equipment by others. AET's measurements are made in relation to that information. The reliability of any opinions, conclusions, and recommendations based on those measurements is strictly dependent on the accuracy of the staking or GPS information provided by others.

**3.5** - During construction, observations and testing Services are based on the positioning of the formwork by the contractor or its subcontractor. AET will not be responsible for any errors or damages resulting from improper location or positioning of the formwork.

#### **SECTION 4 - SAFETY**

**4.1** - Client shall inform AET of any known or suspected hazardous materials or unsafe conditions at the site. Client or its authorized representative(s) is responsible for the safety of the jobsite. If, during the course of AET's Services, such materials or conditions are discovered, AET reserves the right to take measures to protect AET personnel and equipment or to immediately terminate Services. Client shall be responsible for payment of such additional protection costs.

**4.2** - AET shall only be responsible for safety of AET employees at the site; the safety of all others shall be Client's or other persons' responsibility.

#### **SECTION 5 - SAMPLES**

**5.1** - Client shall inform AET of any known or suspected hazardous materials prior to submittal to AET. All samples obtained by or submitted to AET remain the property of the Client during and after the Services. Any known or suspected hazardous material samples will be returned to the Client at AET's discretion.

**5.2** - Non-hazardous samples will be held for thirty (30) days and then discarded unless, within thirty (30) days of the report date, the Client requests in writing that AET store or ship the samples. Storage and shipping costs shall be borne solely by Client.

#### **SECTION 6 - PROJECT RECORDS**

The original project records prepared by AET will remain the property of AET. AET shall retain these original records for a minimum of three years following submission of the report, during which period the project records can be made available to Client at AET's office at reasonable times.

#### **SECTION 7 - STANDARD OF CARE**

AET performs its Services consistent with the level of care and skill normally performed by other firms in the profession at the time of this service and in this geographic area, under similar budgetary constraints.

#### **SECTION 8 - INSURANCE**

AET maintains insurance with coverage and limits shown below. AET will furnish certificates of insurance to Client upon request.

**8.1** – AET maintains the following insurance coverage and limits of liability:

|                                               |                                                                                                                  |
|-----------------------------------------------|------------------------------------------------------------------------------------------------------------------|
| Workers' Compensation<br>Employer's Liability | Statutory Limits<br>\$100,000 each accident<br>\$500,000 disease policy limit<br>\$100,000 disease each employee |
| Commercial General Liability                  | \$1,000,000 each occurrence<br>\$1,000,000 aggregate                                                             |
| Automobile Liability                          | \$1,000,000 each accident                                                                                        |
| Professional/Pollution Liability Insurance    | \$1,000,000 per claim<br>\$1,000,000 aggregate                                                                   |

**8.2** - Commercial General Liability insurance will include coverage for Products/Completed Operations extending one (1) year after completion of AET's Services, Property Damage including Completed Operations, Personal Injury, and Contractual Liability insurance applicable to AET's indemnity obligations under this Agreement.

**8.3** - Automobile Liability insurance shall include coverage for all owned, hired and non-owned automobiles.

**8.4** - Professional Liability Insurance is written on a claims-made basis and coverage will be maintained for one (1) year after completion of AET's Services. Renewal policies during this period shall maintain the same retroactive date.

**8.5** - To the extent permitted by applicable state law, and upon Client's signing of the proposal, which includes these Terms and Conditions, and return of the same to AET, or Client provided forms of acceptance as defined in Section 1.1; Client and Owner shall be named an "additional insured" on AET's Commercial General Liability Policy (Form CG D4 14 04 08, which includes blanket coverage for Products/Completed Operations and on a Primary and Non-Contributory basis). Client and Owner shall also be named an "additional insured" on a Primary and Non-contributory basis on AET's Automobile Liability Policy (Form CA T4 74 02 12). Any other endorsement, coverage or policy requirement shall result in additional charges.

**8.6** - AET will maintain in effect all insurance coverage required by this Agreement at its sole expense, provided such insurance is reasonably available, with insurance carriers licensed to do business in the state in which the project is located and having a current A.M. Best rating of no less than A minus (A-). Such insurance shall provide for thirty (30) days prior written notice to Client for notice of cancellation or material limitations for the policy or ten (10) days' notice for non-payment of premium.

**8.7** - AET reserves the right to charge Client for AET's costs for additional coverage requirements unknown on the date of the proposal, e.g., coverage limits or policy modification including waiver of subrogation, additional insured endorsements and other project specific requirements.



**SECTION 9 - DELAYS**

If delays to AET's Services are caused by Client or Owner, other parties, strikes, natural causes, weather, or other items beyond AET's control, a reasonable time extension for performance of the Services shall be granted, and AET shall receive an equitable fee adjustment.

**SECTION 10 - PAYMENT, INTEREST AND BREACH**

**10.1** - Invoices are due net thirty (30) days from the date of receipt of an undisputed invoice, but not greater than 45 days from the date of the invoice. Client will inform AET of invoice questions or disagreements within fifteen (15) days of invoice date; unless so informed, invoices are deemed correct.

**10.2** - Invoices remaining unpaid for sixty (60) days shall constitute a material breach of this Agreement, permitting AET, in its sole discretion and without limiting any other legal or equitable remedies for such breach, to terminate performance of this Agreement and be relieved of any associated duties to the Client or other persons. Further, AET may withhold from Client data and reports in AET's possession. If Client fails to cure such breach, all reports associated with the unpaid invoices shall immediately upon demand be returned to AET and Client may neither use nor rely upon such reports or the Services.

**10.3** - AET reserves the right to secure any unpaid invoice utilizing available remedies at law. AET explicitly reserves its Mechanic Lien or Bond Claim rights for nonpayment of an undisputed invoice. Client is responsible for paying AET expenses and attorney fees related to collection of past due invoices.

**SECTION 11 - CHANGE ORDERS**

AET's proposal associated with this project provides an estimated cost for the work. If the proposal amount is a time and material estimate, or if changes occur affecting the project scope, estimated quantities, project schedule or other unforeseen conditions, AET will communicate with Client if AET's fees are approaching the proposal amount and request a change order. However, nothing in this agreement shall be construed in any way as a waiver of payment by Client to AET for Services ordered under this agreement. Approval of a change order may be in writing or by electronic communication.

**SECTION 12 - MEDIATION**

**12.1** - Except for enforcement of AET's rights to payment for Services rendered or to assert and/or enforce its lien rights, including without limitation assertion and enforcement of mechanic's lien rights and foreclosure of the same, Client and AET agree that any claim, dispute or other matter in question arising out of or related to this Agreement shall be subject to mediation as a condition precedent to arbitration or the institution of legal or equitable proceedings by either party; provided however that if either party fails to respond to a request for mediation within sixty (60) days, the party requesting mediation may without further notice, proceed to arbitration or the institution of legal or equitable proceedings.

**12.2** - Mediation shall be in accordance with the Construction Industry Mediation Rules of the American Arbitration Association. Request for mediation shall be in writing and the parties shall share the mediator's fee and any filing fees equally and each party shall pay their own legal fees. The mediator shall be acceptable to both parties and shall have experience in commercial construction matters.

**SECTION 13 - LITIGATION REIMBURSEMENT**

Except for matters relating to non-payment of fees, which is governed by Section 10 hereof, payment of attorney's fees and costs associated with lawsuits or arbitration of disputes between AET and Client, which are dismissed or are judged substantially in either party's favor, shall be paid by the non-prevailing party. Applicable costs include, but are not limited to, attorney and expert witness fees, court costs, and AET costs.

**SECTION 14 - MUTUAL INDEMNIFICATION**

**14.1** - Subject to the limitations contained in Sections 14 and 15, AET agrees to indemnify Client from and against damages and costs to the extent caused by AET's intentional acts or negligent performance of the Services.

**14.2** - Client agrees to indemnify AET from and against damages and costs to the extent caused by the intentional acts or negligence of the Client, Owner, Client's contractors and subcontractors or other third parties.

**14.3** - If Client has an indemnity agreement with other persons or entities relating to the project for which AET's Services are performed, the Client shall include AET as a beneficiary.

**14.4** - AET's indemnification to the Client, including any indemnity required or implied by law, is limited solely to losses or damages caused by its failure to meet the standard of care and only to the extent of its negligence or intentional acts.

**SECTION 15 - NON-SOLICITATION**

Each party to this Agreement (a "Party") agrees that it will not encourage, induce, or actively solicit any employee of the other party to leave their employment for any reason, provided that neither Party is precluded from (a) hiring any such employee who has been terminated by a Party or its subsidiaries prior to commencement of employment discussions between a Party and such employee, or (b) soliciting any such employee by means of a general advertisement or through an employment agency that does not specifically pursue the employee, or (c) hiring employees or former employees of the other Party who contact the Party on its own accord. This Non-Solicitation provision shall be effective and enforceable for six (6) months following termination of this Agreement.

**SECTION 16- MUTUAL WAIVER OF CONSEQUENTIAL DAMAGES**

Except as specifically set forth herein and to the extent permitted by applicable law, Client and AET waive against each other, and each other's officers, directors, members, subcontractor, agents, assigns, successors, partners, and employees any and all claims for or entitlement to special, incidental, indirect, punitive, or consequential damages arising out of, resulting from, or in any way related to the Services provided by AET under this Agreement. This mutual waiver of consequential damages includes, but is not limited to, the following: loss of profits; loss of revenue; rental costs/expenses incurred; loss of income; loss of use of property, equipment, materials or services; loss of opportunity; loss of rent; loss of good will; loss of financing; loss of credit; diminution of value; loss of business and reputation; loss of management or employee productivity or the services of such persons; increased financing costs; cost of substitute facilities; cost of substitute goods/property/equipment; cost of substitute services; and/or cost of capital. This mutual waiver is applicable, without limitation, to all consequential damages due to either party's termination of this Agreement in accordance with the provisions of the Agreement and related documents and shall survive any such termination.

**SECTION 17 - LIMITATION OF LIABILITY**

To the fullest extent permitted by applicable law, the total aggregate liability of AET and its officers, directors, partners, employees, subcontractors, agents, and sub-consultants, to Client and/or Client's employees, officers, directors, members, agents, assigns, successors, or partners, or anyone claiming through Client, for any and all injuries, damages, claims, losses, or expenses (including attorney's fees and costs) arising out of, resulting from or in any way related to Services provided by AET from any cause or causes, including, but not limited to, its negligence, professional errors and omissions, strict liability, breach of contract, or breach of warranty shall not exceed the total compensation in excess of costs received by AET for Services or \$50,000, whichever is greater. The limitation of liability set forth herein does not apply to claims arising solely out of or related to the willful or intentional acts of AET.

**SECTION 18 – UNIONIZATION**

AET reserves the right to negotiate an appropriate fee increase or to terminate this Agreement on three (3) days written notice to Client without incurring penalties or costs from Client, Owner and their successors, assignees, joint-venturers, contractors and subcontractors, or any other parties involved with the project for claims, liabilities, damages or consequential damages, directly or indirectly related to AET being required to provide unionized personnel on the project. Reservation of this right on the part of AET represents neither approval nor disapproval of unions in general or the use of collective bargaining agreements.

**SECTION 19 - POSTING OF NOTICES ON EMPLOYEE RIGHTS**

Effective June 21, 2010, prime contracts with a value of \$100,000 or more and signed by federal contractors on projects with any agency of the United States government must comply with 29 CFR Part 471, which requires physical posting of a notice to employees of their rights under Federal labor laws. The required notice may be found at [29 Code of Federal Regulations Part 471, Appendix A to Subpart A](#). The regulation also has a "flow-down" requirement for subcontractors under the prime agreement for subcontracts with a value of \$10,000 or more. AET requires strict compliance of its subcontractors working on federal contracts subject to this regulation. The regulation has specific requirements for location of posting and language(s) for the poster.

**SECTION 20 - TERMINATION**

After 7 days' written notice, either party may elect to terminate work for justifiable reasons. In this event, the Client shall pay AET for all Services performed, including demobilization and reporting costs to complete the file.

**SECTION 21 - SEVERABILITY**

Any provisions of this Agreement later held to violate a law or regulation shall be deemed void, and all remaining provisions shall continue in force. However, Client and AET will in good faith attempt to replace an invalid or unenforceable provision with one that is valid and enforceable, and which comes as close as possible to expressing the intent of the original provision.

**SECTION 22 - GOVERNING LAW**

This Agreement shall be construed in accordance with the Laws of the State of Minnesota without regard to its conflicts of law provisions.

**SECTION 23 - ENTIRE AGREEMENT**

This Agreement, including these terms and conditions and attached proposal and appendices, is the entire agreement between AET and Client. Regardless of method of acceptance of this Agreement by the Client, this Agreement supersedes any previous written or oral agreements, including purchase/work orders or other Client agreements submitted to AET after the start of our Services. Any modifications to this Agreement must be mutually acceptable to both parties and accepted in writing. No considerations will be given to revisions to AET's terms and conditions or alternate contract format submitted by the Client as a condition for payment of AET's accrued Services.



AMERCON-12

KREYNOLDS1

# CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY)

12/2/2019

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

**IMPORTANT:** If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must have ADDITIONAL INSURED provisions or be endorsed. If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer rights to the certificate holder in lieu of such endorsement(s).

|                                                                                                                                                                                                           |                                                                                                                                                                                                                                                                                                                                                                                                                                       |  |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|
| <b>PRODUCER</b><br><b>HUB International Mountain States Limited</b><br>245 E. Roselawn Avenue, Suite 31<br>Saint Paul, MN 55117-1940                                                                      | <b>CONTACT NAME:</b> Ann Ross<br><b>PHONE (A/C, No, Ext):</b> (651) 288-5137<br><b>FAX (A/C, No):</b> (651) 286-0560<br><b>E-MAIL ADDRESS:</b> ann.ross@hubinternational.com                                                                                                                                                                                                                                                          |  |
|                                                                                                                                                                                                           | <b>INSURER(S) AFFORDING COVERAGE</b><br><b>INSURER A :</b> The Phoenix Insurance Company <b>NAIC #</b> 25623<br><b>INSURER B :</b> The Travelers Indemnity Company of America <b>25666</b><br><b>INSURER C :</b> Travelers Property Casualty Company of America <b>25674</b><br><b>INSURER D :</b> The Travelers Indemnity Company <b>25658</b><br><b>INSURER E :</b> Continental Casualty Company <b>20443</b><br><b>INSURER F :</b> |  |
| <b>INSURED</b><br><b>AMERICAN CONSULTING SERVICES INC</b><br><b>dba AMERICAN ENGINEERING TESTING INC</b><br><b>AM PETROGRAPHIC SERVICE</b><br><b>550 CLEVELAND AVE N</b><br><b>ST PAUL, MN 55114-1804</b> |                                                                                                                                                                                                                                                                                                                                                                                                                                       |  |

## COVERAGES

## CERTIFICATE NUMBER:

## REVISION NUMBER:

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

| INSR LTR | TYPE OF INSURANCE                                                                                                                                                                                                                                                                                                     | ADDL INSD         | SUBR WVD | POLICY NUMBER            | POLICY EFF (MM/DD/YYYY) | POLICY EXP (MM/DD/YYYY) | LIMITS                                                                                                                                                                                                                                                                                      |
|----------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------|----------|--------------------------|-------------------------|-------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>A</b> | <input checked="" type="checkbox"/> <b>COMMERCIAL GENERAL LIABILITY</b><br><input type="checkbox"/> CLAIMS-MADE <input checked="" type="checkbox"/> OCCUR<br>GEN'L AGGREGATE LIMIT APPLIES PER:<br><input type="checkbox"/> POLICY <input checked="" type="checkbox"/> PROJECT <input type="checkbox"/> LOC<br>OTHER: |                   |          | <b>P630539K8896PHX20</b> | <b>1/1/2020</b>         | <b>1/1/2021</b>         | EACH OCCURRENCE \$ <b>2,000,000</b><br>DAMAGE TO RENTED PREMISES (Ea occurrence) \$ <b>1,000,000</b><br>MED EXP (Any one person) \$ <b>10,000</b><br>PERSONAL & ADV INJURY \$ <b>2,000,000</b><br>GENERAL AGGREGATE \$ <b>4,000,000</b><br>PRODUCTS - COMP/OP AGG \$ <b>4,000,000</b><br>\$ |
| <b>B</b> | <b>AUTOMOBILE LIABILITY</b><br><input checked="" type="checkbox"/> ANY AUTO<br><input type="checkbox"/> OWNED AUTOS ONLY <input type="checkbox"/> SCHEDULED AUTOS<br><input type="checkbox"/> HIRED AUTOS ONLY <input type="checkbox"/> NON-OWNED AUTOS ONLY                                                          |                   |          | <b>8102L6457121943G</b>  | <b>1/1/2020</b>         | <b>1/1/2021</b>         | COMBINED SINGLE LIMIT (Ea accident) \$ <b>2,000,000</b><br>BODILY INJURY (Per person) \$<br>BODILY INJURY (Per accident) \$<br>PROPERTY DAMAGE (Per accident) \$<br>\$                                                                                                                      |
| <b>C</b> | <input checked="" type="checkbox"/> <b>UMBRELLA LIAB</b> <input checked="" type="checkbox"/> OCCUR<br><input type="checkbox"/> EXCESS LIAB <input type="checkbox"/> CLAIMS-MADE<br><input type="checkbox"/> DED <input checked="" type="checkbox"/> RETENTION \$ <b>0</b>                                             |                   |          | <b>CUP3K2260091943</b>   | <b>1/1/2020</b>         | <b>1/1/2021</b>         | EACH OCCURRENCE \$ <b>10,000,000</b><br>AGGREGATE \$ <b>10,000,000</b><br>\$                                                                                                                                                                                                                |
| <b>D</b> | <b>WORKERS COMPENSATION AND EMPLOYERS' LIABILITY</b><br>ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? (Mandatory in NH)<br>If yes, describe under DESCRIPTION OF OPERATIONS below                                                                                                                         | Y / N<br><b>N</b> | N / A    | <b>UB9H9151011943G</b>   | <b>1/1/2020</b>         | <b>1/1/2021</b>         | <input checked="" type="checkbox"/> PER STATUTE <input type="checkbox"/> OTH-ER<br>E.L. EACH ACCIDENT \$ <b>1,000,000</b><br>E.L. DISEASE - EA EMPLOYEE \$ <b>1,000,000</b><br>E.L. DISEASE - POLICY LIMIT \$ <b>1,000,000</b>                                                              |
| <b>E</b> | <b>PROF/POLL LIABILITY</b>                                                                                                                                                                                                                                                                                            |                   |          | <b>ECH254066939</b>      | <b>1/1/2020</b>         | <b>1/1/2021</b>         | <b>EACH CLAIM</b> <b>10,000,000</b>                                                                                                                                                                                                                                                         |
| <b>E</b> | <b>RETRO: 070287</b>                                                                                                                                                                                                                                                                                                  |                   |          | <b>ECH254066939</b>      | <b>1/1/2020</b>         | <b>1/1/2021</b>         | <b>AGGREGATE</b> <b>15,000,000</b>                                                                                                                                                                                                                                                          |

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (ACORD 101, Additional Remarks Schedule, may be attached if more space is required)  
 RENEWALS: contracts@amengtest.com

## CERTIFICATE HOLDER

## CANCELLATION

ILLUSTRATION CERTIFICATE

SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS.

AUTHORIZED REPRESENTATIVE

# Request for Taxpayer Identification Number and Certification

► Go to [www.irs.gov/FormW9](http://www.irs.gov/FormW9) for instructions and the latest information.

Give Form to the  
requester. Do not  
send to the IRS.

Print or type.  
See Specific Instructions on page 3.

1 Name (as shown on your income tax return). Name is required on this line; do not leave this line blank.

American Engineering Testing, Inc.

2 Business name/disregarded entity name, if different from above

3 Check appropriate box for federal tax classification of the person whose name is entered on line 1. Check only **one** of the following seven boxes.

☐ Individual/sole proprietor or single-member LLC ☐ C Corporation ☒ S Corporation ☐ Partnership ☐ Trust/estate

☐ Limited liability company. Enter the tax classification (C=C corporation, S=S corporation, P=Partnership) ►

**Note:** Check the appropriate box in the line above for the tax classification of the single-member owner. Do not check LLC if the LLC is classified as a single-member LLC that is disregarded from the owner unless the owner of the LLC is another LLC that is **not** disregarded from the owner for U.S. federal tax purposes. Otherwise, a single-member LLC that is disregarded from the owner should check the appropriate box for the tax classification of its owner.

☐ Other (see instructions) ►

4 Exemptions (codes apply only to certain entities, not individuals; see instructions on page 3):

Exempt payee code (if any) \_\_\_\_\_

Exemption from FATCA reporting code (if any) \_\_\_\_\_

(Applies to accounts maintained outside the U.S.)

5 Address (number, street, and apt. or suite no.) See instructions.

550 Cleveland Avenue North

6 City, state, and ZIP code

Saint Paul, MN 55114

Requester's name and address (optional)

7 List account number(s) here (optional)

## Part I Taxpayer Identification Number (TIN)

Enter your TIN in the appropriate box. The TIN provided must match the name given on line 1 to avoid backup withholding. For individuals, this is generally your social security number (SSN). However, for a resident alien, sole proprietor, or disregarded entity, see the instructions for Part I, later. For other entities, it is your employer identification number (EIN). If you do not have a number, see *How to get a TIN*, later.

**Note:** If the account is in more than one name, see the instructions for line 1. Also see *What Name and Number To Give the Requester* for guidelines on whose number to enter.

Social security number

\_\_\_\_ - \_\_\_\_ - \_\_\_\_

or

Employer identification number

4 1 - 0 9 7 7 5 2 1

## Part II Certification

Under penalties of perjury, I certify that:

1. The number shown on this form is my correct taxpayer identification number (or I am waiting for a number to be issued to me); and
2. I am not subject to backup withholding because: (a) I am exempt from backup withholding, or (b) I have not been notified by the Internal Revenue Service (IRS) that I am subject to backup withholding as a result of a failure to report all interest or dividends, or (c) the IRS has notified me that I am no longer subject to backup withholding; and
3. I am a U.S. citizen or other U.S. person (defined below); and
4. The FATCA code(s) entered on this form (if any) indicating that I am exempt from FATCA reporting is correct.

**Certification instructions.** You must cross out item 2 above if you have been notified by the IRS that you are currently subject to backup withholding because you have failed to report all interest and dividends on your tax return. For real estate transactions, item 2 does not apply. For mortgage interest paid, acquisition or abandonment of secured property, cancellation of debt, contributions to an individual retirement arrangement (IRA), and generally, payments other than interest and dividends, you are not required to sign the certification, but you must provide your correct TIN. See the instructions for Part II, later.

Sign  
Here

Signature of  
U.S. person ►

*Phillip [Signature]*

Date ►

1/1/20

## General Instructions

Section references are to the Internal Revenue Code unless otherwise noted.

**Future developments.** For the latest information about developments related to Form W-9 and its instructions, such as legislation enacted after they were published, go to [www.irs.gov/FormW9](http://www.irs.gov/FormW9).

## Purpose of Form

An individual or entity (Form W-9 requester) who is required to file an information return with the IRS must obtain your correct taxpayer identification number (TIN) which may be your social security number (SSN), individual taxpayer identification number (ITIN), adoption taxpayer identification number (ATIN), or employer identification number (EIN), to report on an information return the amount paid to you, or other amount reportable on an information return. Examples of information returns include, but are not limited to, the following.

- Form 1099-INT (interest earned or paid)

- Form 1099-DIV (dividends, including those from stocks or mutual funds)
  - Form 1099-MISC (various types of income, prizes, awards, or gross proceeds)
  - Form 1099-B (stock or mutual fund sales and certain other transactions by brokers)
  - Form 1099-S (proceeds from real estate transactions)
  - Form 1099-K (merchant card and third party network transactions)
  - Form 1098 (home mortgage interest), 1098-E (student loan interest), 1098-T (tuition)
  - Form 1099-C (canceled debt)
  - Form 1099-A (acquisition or abandonment of secured property)
- Use Form W-9 only if you are a U.S. person (including a resident alien), to provide your correct TIN.
- If you do not return Form W-9 to the requester with a TIN, you might be subject to backup withholding. See What is backup withholding, later.



**CITY OF INVER GROVE HEIGHTS**

**REQUEST FOR COUNCIL ACTION**

**Consider Resolution Accepting Quotes and Awarding Potholing and Geotechnical Testing Contracts for City Project No. 2021-09D Bryant Lane Area Improvements**

Meeting Date: October 12, 2020

Item Type: Consent

Contact: Thomas J. Kaldunski, 651.315.6336

Prepared by: Steve W. Dodge, Assistant City Engineer

Reviewed by: Scott D. Thureen, Public Works Director

**Fiscal/FTE Impact:**

|                                     |                                                                                  |
|-------------------------------------|----------------------------------------------------------------------------------|
| <input type="checkbox"/>            | None                                                                             |
| <input type="checkbox"/>            | Amount included in current budget                                                |
| <input type="checkbox"/>            | Budget amendment requested                                                       |
| <input type="checkbox"/>            | FTE included in current complement                                               |
| <input type="checkbox"/>            | New FTE requested – N/A                                                          |
| <input checked="" type="checkbox"/> | Other: Pavement Management Fund, Franchise Fee Funds, Assessments, Utility Funds |

**PURPOSE/ACTION REQUESTED**

Consider resolution accepting quotes and awarding potholing and geotechnical testing contracts for City Project No. 2021-09D Bryant Lane Area Improvements

**SUMMARY**

On September 14<sup>th</sup>, 2020, the City Council ordered a feasibility study to be prepared by Short Elliot Hendrickson, Inc. (SEH) for City Project No. 2021-09D Bryant Lane Area Improvements. The Engineering Division has requested quotes for potholing the gravel and subgrade soils to have a geotechnical firm provide observation and testing. The geotechnical results will provide the information to propose the most feasible pavement rehabilitation strategy for the neighborhood.

Four contractors were solicited and three provided quotes for up to 8 potholes:

|                      |             |
|----------------------|-------------|
| Max Steininger, Inc. | \$12,360.00 |
| McNamara             | \$13,320.00 |
| Valley Rich Paving   | \$17,600.00 |

Staff has reviewed the quotes and recommends awarding the potholing to Max Steininger, Inc. in the amount of \$12,360.00. Staff has also received a proposal for geotechnical observation and testing from Braun Intertec, selected from the consultant pool, in the amount of \$8,791.00. The work is expected to be completed within a month, weather permitting.

I recommend that the City Council adopt the resolution accepting the quotes and awarding the potholing contract to Max Steininger, Inc in the amount of \$12,360.00 and authorizing Braun Intertec to provide geotechnical testing for potholing in the amount of \$8,791.00 for City Project No. 2021-09D Bryant Lane Area Improvements. This work will be funded through the Pavement Management Fund.

TJK/swd

Attachments: Resolution  
Project Location Map  
Quotes and Proposal

**CITY OF INVER GROVE HEIGHTS  
DAKOTA COUNTY, MINNESOTA**

**RESOLUTION ACCEPTING QUOTES AND AWARDING POTHOLING CONTRACT AND  
AUTHORIZING GEOTECHNICAL TESTING FOR CITY PROJECT  
NO. 2021-09D – BRYANT LANE AREA IMPROVEMENTS**

**RESOLUTION NO. 2020-216**

**WHEREAS**, On September 14<sup>th</sup>, 2020, the City Council ordered a feasibility study to be prepared by Short Elliot Hendrickson, Inc. (SEH) for City Project No. 2021-09D Bryant Lane Area Improvements; and

**WHEREAS**, pursuant to a request for potholing quotes for City Project No. 2021-09D Bryant Lane Area Improvements, quotes were received as follows:

| <u>Contractor</u>  | <u>Quote</u> |
|--------------------|--------------|
| Max Steinger, Inc. | \$12,360.00  |
| McNamara           | \$13,320.00  |
| Valley Rich Paving | \$17,600.00  |

**WHEREAS**, Max Steinger, Inc. submitted the low quote for potholing for City Project No. 2021-09D in the amount of \$12,360.00; and

**WHEREAS**, City staff has requested and received a proposal for potholing geotechnical observation and testing from Braun Intertec, selected from the consultant pool, in the amount of \$8,791.00.

**NOW, THEREFORE BE IT RESOLVED BY THE CITY COUNCIL OF INVER GROVE HEIGHTS, MINNESOTA:**

1. The City hereby awards a contract Max Steinger, Inc. submitted for potholing for City Project No. 2021-09D in the amount of \$12,360.00.
2. City staff is authorized to enter a contract with Braun Intertec, selected from the consultant pool, in the amount of \$8,791.00 for potholing geotechnical observation and testing.
3. Funding shall be from the pavement management fund.

Adopted by the City Council of Inver Grove Heights this 12<sup>th</sup> day of October 2020

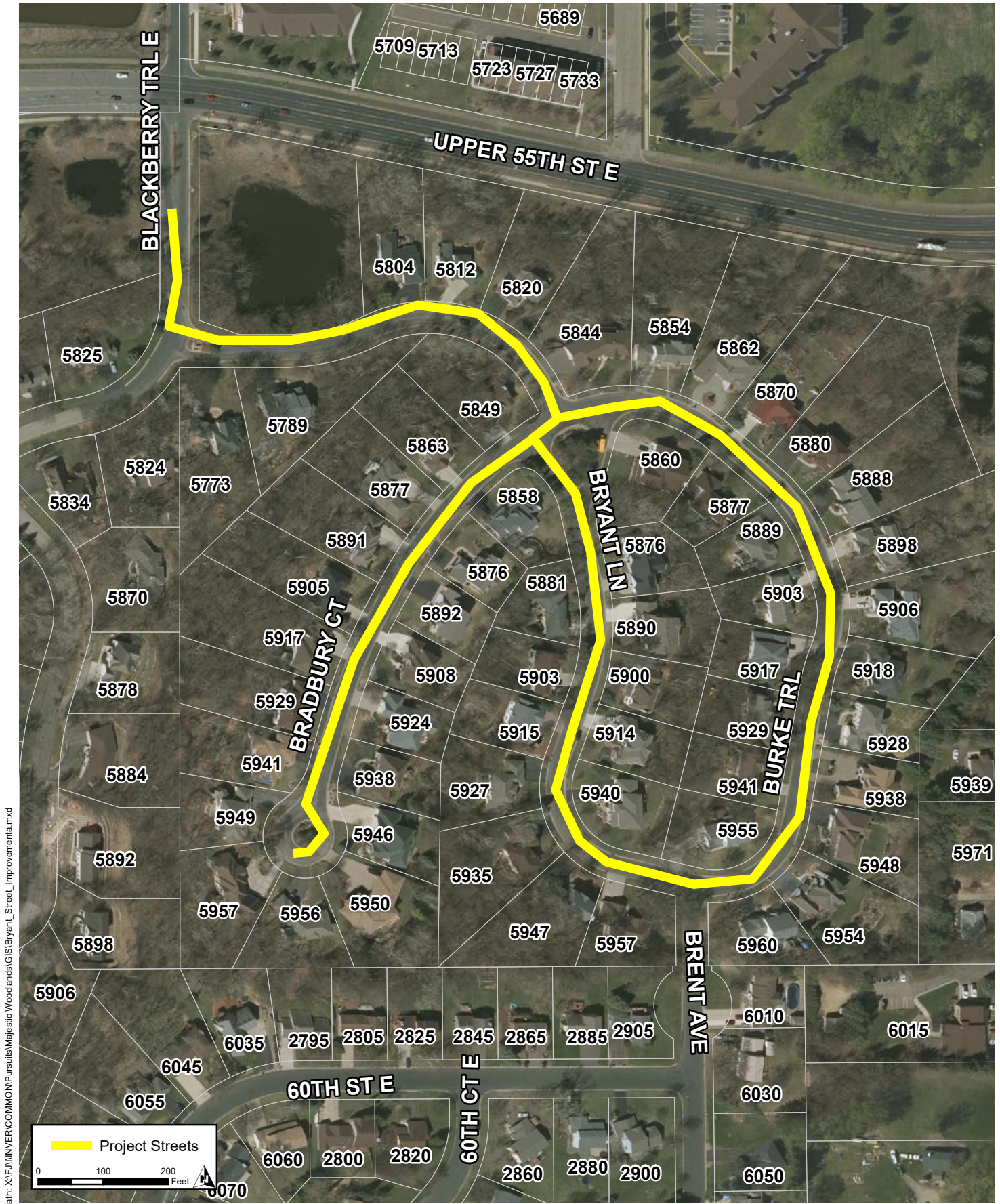
AYES:

NAYS:

ATTEST:

\_\_\_\_\_  
George Tourville, Mayor

\_\_\_\_\_  
Rebecca Kiernan, City Clerk



Print Date: 9/8/2020

## Bryant Lane Area Improvements Inver Grove Heights, Minnesota

City Project Number: 2021-09D

FIGURE 1

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.



# Max Steininger, Inc.

3080 S. Lexington Ave.  
Eagan, MN 55121

Phone: 651-454-6620  
Fax: 651-454-6716

|                          |                                                            |                    |                |
|--------------------------|------------------------------------------------------------|--------------------|----------------|
| <b>To:</b>               | City Of Inver Grove Heights                                | <b>Contact:</b>    |                |
| <b>Address:</b>          | 8150 Barbara Avenue<br>Inver Grove Heights, MN 55077       | <b>Phone:</b>      | (651) 450-2500 |
|                          |                                                            | <b>Fax:</b>        | (651) 450-2502 |
| <b>Project Name:</b>     | Bryant Lane Area Geotechnical Test Pits- IGH               | <b>Bid Number:</b> |                |
| <b>Project Location:</b> | Dawn Way & 64th St E Neighborhood, Inver Grove Heights, MN | <b>Bid Date:</b>   | 10/7/2020      |

| Item # | Item Description                                                                                  | Estimated Quantity | Unit | Unit Price | Total Price |
|--------|---------------------------------------------------------------------------------------------------|--------------------|------|------------|-------------|
| 1      | 4x4 Potholes (Sawcut, Asphalt Removals, Dig & Backfill<br>3-4', Compaction & Bituminous Patching) | 8.00               | EACH | \$1,545.00 | \$12,360.00 |

**Total Bid Price: \$12,360.00**

## Notes:

- Price shown include Performance and Payment bond if needed. No credit provided if not required.
- Traffic cones around patches are included
- Testing not included.
- Locations will be removed, and backfilled the same day. No re-digging and backfilling is included. Samples need to be taken concurrently when digging and backfilling is being performed.
- Locations will be backfilled with insitu materials. No gravel supplementation is included.
- Patching is limited to areas removed. Damage to adjoining pavement if the existing roadway is in poor condition is not included.
- Mix is assumed to be 3" thick and we have price SP 12.5 Wear 340 B mix placed in one lift.
- Potholing for utilities is not included. Location of patches need to be adjusted to avoid underground utilities.
- Identification of patch locations after utilities are marked to be made by others. Our foreman can work hand in hand prior to digging
- Compaction done by Ordinary compaction. We don't assume density tests will be taken and we be held to density compliance of compaction of hot mix.
- Any sweeping required is not included. We are anticipating if any is needed City can take care of it.

## ACCEPTED:

The above prices, specifications and conditions are satisfactory and are hereby accepted.

**Buyer:** \_\_\_\_\_

**Signature:** \_\_\_\_\_

**Date of Acceptance:** \_\_\_\_\_

## CONFIRMED:

**Max Steininger, Inc.**

**Authorized Signature:** \_\_\_\_\_

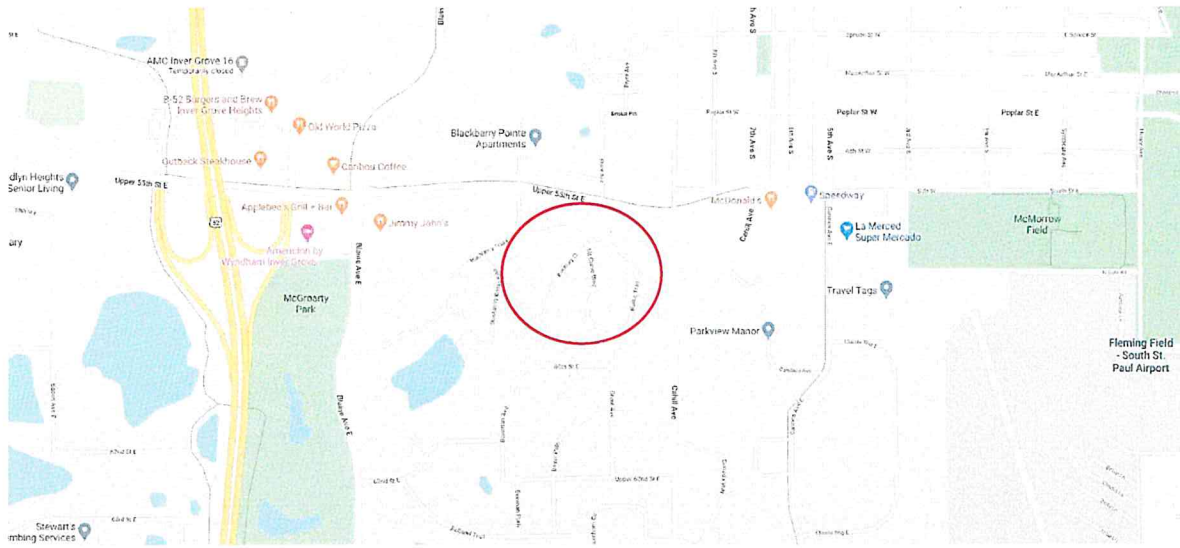
**Estimator:** Bobby Kathuria

651-454-6620 bobby@maxsteininger.net

**City of Inver Grove Heights  
Bryant Lane Area Improvements  
RFP for Test Pit Services**

**1 Project Site**

The project is located south of Upper 55<sup>th</sup> Street between Blaine Avenue and Cahill Avenue in Inver Grove Heights, Minnesota.



**1.1 Right of Way**

All work is expected to occur within public right of way along the roadway.

**1.2 Traffic Control**

Provide traffic control measures necessary to complete the work and ensure safety of the traveling public in compliance with the most current Minnesota Manual on Uniform Traffic Control Devices including Temporary Traffic Control Zone Layouts Field Manual.

**1.3 Utilities**

Test pit crew is responsible for contacting Gopher State One Call and clearing utilities both public and private prior to commencing excavation. Coordinate clearing utilities with SEH staff.

**1.4 Access**

All test pit locations are anticipated to be accessible via paved roadways.

**1.5 Permits**

Obtain all permits necessary to complete the work.

**2 Test Pit Information**

Perform eight (8) test pits. Test pits anticipated to 4 foot x 4 foot in size, to a depth of 4 feet.

**2.1 Locations**

A test pit location diagram showing approximate proposed locations will be provided prior to test pit excavation.

SEH is responsible for marking proposed locations prior to drilling. Coordinate with SEH geotechnical staff to ensure test pit locations are marked prior to clearing utilities and excavating.

Notify SEH within 24 hours of any changes to the locations, whether due to utility conflicts, overhead wires, or other reasons.

## **2.2 Depths**

Excavate all test pits to a depth of 4 feet.

## **2.3 Drilling and Sampling Methods**

Excavate each test pit at the direction of the test pit logger. The excavator will dig down to the bottom of each distinct soil layer. The bottom of the each layer will be measured and noted in the logs. A bulk sample of each layer or a minimum of every 2 feet will be taken by the test pit logger for future laboratory testing.

Alternatively, the excavator will dig down to the bottom of the test pit keeping distinct soil layers in separate spoil piles. The test pit logger will measure to the bottom of each distinct soil layer and take bulk samples from each separate soil pile or a minimum of every 2 feet.

Test pit side slopes are required to meet the minimum OSHA requirements for excavations in the event entry is necessary to log and sample the soils.

## **2.4 Pavement Section Measurement**

Measure and record the in place thickness of any bituminous pavement, concrete pavement, aggregate base, and all other material sections encountered.

## **2.5 Contaminated Soils and/or Groundwater**

It is not part of this scope to look for contaminated soils and/or groundwater. However, notify SEH immediately if during the course of excavating, any conditions indicating the possible presence of contaminated soil or groundwater. Note accordingly in the logs.

## **2.6 Test Pit Completion and Site Clean Up**

Backfill test pits in accordance with Minnesota Department of Health requirements. Place Class 5 backfill in 12-inch loose lifts and compact to 100% of the Standard Proctor maximum dry density.

Provide a 3-inch bituminous patch at the roadway surface.

Contractor is responsible for removal and disposal of existing pavement removed from the test pit holes.

## **2.7 Groundwater Measurement**

Measure and record the depth to any groundwater within the test pit.

## **3 Survey**

Survey information for each test pit location will be collected by SEH and shared for inclusion in final logs.

4 **Contact Information**

4.1 **SEH Project Manager**

Dustin Cesafsky  
Project Manager  
Short Elliott Hendrickson Inc.  
3535 Vadnais Center Drive  
St. Paul, MN 55110  
651.256.0430  
dcesafsky@sehinc.com

4.2 **SEH Geotechnical Staff**

Hector Flores  
Geotechnical Engineer  
Short Elliott Hendrickson Inc.  
3535 Vadnais Center Drive  
St. Paul, MN 55110  
651.490.2147  
[hflores@sehinc.com](mailto:hflores@sehinc.com)

**Potholing needs to be completed by October 16<sup>th</sup>, 2020. Patching of potholes shall be done by October 23, 2020.**

5 **Contractor Bid and Information**

*McNamara Contracting*

| Item No.        | Description | Unit | Est. Quantity | Bid Unit Price                 | Bid Price                      |
|-----------------|-------------|------|---------------|--------------------------------|--------------------------------|
| 1               | Potholes    | Each | 8             | \$ <u>1665.<sup>00</sup></u>   | \$ <u>13,320.<sup>00</sup></u> |
| TOTAL BID PRICE |             |      |               | \$ <u>13,320.<sup>00</sup></u> |                                |

**Contact Information**

Bidder's Business Address: McNamara Contracting  
16700 Chippendale Ave, Rosemount Mn 55068

Phone: 612-964-2762 Facsimile: 651-322-5550 E-mail: markf@mcnamara

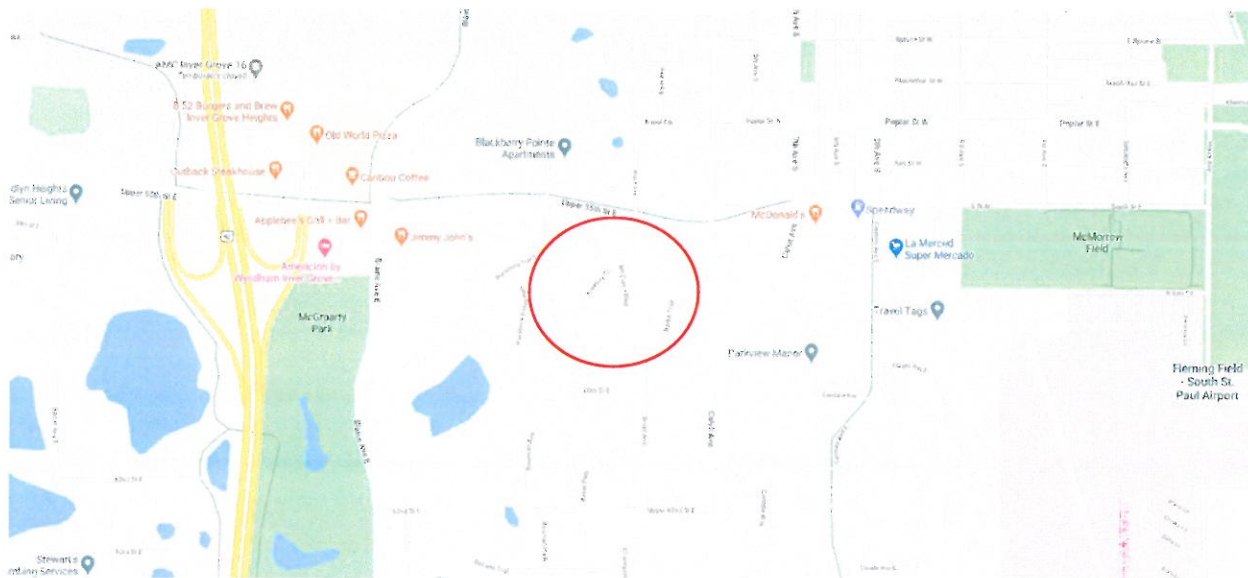
Submitted on 10/1, 2020. contracting.com

Contractor Signature:  Mark Fischer  
Authorized signature

**City of Inver Grove Heights  
Bryant Lane Area Improvements  
RFP for Test Pit Services**

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Dustin Cesafsky  
Project Manager  
Short Elliott Hendrickson Inc.  
3535 Vadnais Center Drive  
St. Paul, MN 55110  
651.256.0430  
dcesafsky@sehinc.com

4.2 **SEH Geotechnical Staff**

Hector Flores  
Geotechnical Engineer  
Short Elliott Hendrickson Inc.  
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St. Paul, MN 55110  
651.490.2147  
[hflores@sehinc.com](mailto:hflores@sehinc.com)

**Potholing needs to be completed by October 16<sup>th</sup>, 2020. Patching of potholes shall be done by October 23, 2020.**

5 **Contractor Bid and Information**

| Item No.        | Description | Unit | Est. Quantity | Bid Unit Price | Bid Price |
|-----------------|-------------|------|---------------|----------------|-----------|
| 1               | Potholes    | Each | 8             | \$ 2,200       | \$ 17,600 |
| TOTAL BID PRICE |             |      |               | \$ 17,600      |           |

**Contact Information**

Bidder's Business Address: 147 N JONATHAN BLVD  
CHASKA, MN 55318

Phone: 952-448-3002 Facsimile: 952-448-3362 E-mail: MATT@VALLEYEICH.COM

Submitted on OCT. 1<sup>ST</sup>, 2020.

Contractor Signature: \_\_\_\_\_

Authorized signature

October 7, 2020

Proposal QTB128045

Greg Anderson, PE  
Short Elliott Hendrickson, Inc  
3535 Vadnais Center Drive  
St. Paul, MN 55110

Re: Proposal for Test Pit Observations and Laboratory Testing  
Inver Grove Heights – Bryant Lane Area  
Bryant Lane – Bradbury Court – Burke Trail  
Inver Grove Heights, Minnesota

Dear Mr. Anderson:

Braun Intertec Corporation respectfully submits this proposal to complete test pit observations and laboratory testing services for the above referenced project.

## **Our Understanding of Project**

We understand Short Elliot Hendrickson, Inc. (SEH) has been contracted by the City of Inver Grove Heights to provide design documents for a proposed residential roadway reconstruction. As part of design and planning, the City and SEH have requested test pit observation and laboratory testing services for the project.

The test pits will be located within the existing roadway and will be approximately 4 feet by 4 feet and will extend approximately 4 feet below grade. SEH will coordinate with a contractor to perform, backfill, and patch the excavations as needed.

## **Scope of Services**

The following tasks are proposed to help meet the project goals. If unfavorable or unforeseen conditions are encountered at any point during the completion of the tasks that lead us to recommend an expanded scope of services, we will contact you to discuss the conditions before resuming work.

### **Staking**

We understand SEH will stake the proposed test pit locations, determine the ground surface elevation at each location, and provide us with the surface elevations, coordinates, and an exploration location map.

### **Permits, Utility Clearance, and Traffic Control**

The excavation contractor will be responsible for obtaining the necessary permits, coordinating the clearing of public utilities prior to excavation, and providing proper traffic control measures.

### Test Pit Observations

We understand a total of eight test pit locations are planned. We will have a member of our engineering staff on-site during the excavation to log the soil conditions encountered in the sidewalls and the spoils removed from the excavation. We will measure and record the approximate thickness of the pavement material, aggregate base, and underlying subgrade soil layers encountered. If groundwater enters the excavation, we will record the observed depth. As requested, we will also collect samples of the aggregate base (if present) and representative samples of the underlying subgrade soil layers. At a minimum we will collect one subgrade sample for each 2-foot depth of excavation. Therefore, we anticipate a minimum of three samples (aggregate base and two subgrade samples) per test pit location.

Upon completion of the excavation, it is our understanding the contractor will backfill each test pit with spoils from the excavation as directed by SEH. Braun Intertec is not responsible for observing the backfilling and compaction of the test pit backfill or any patching of pavements. We understand SEH will have a representative onsite for this purpose.

### Sample Review and Laboratory Testing

Recovered samples will be returned to our laboratory, where they will be visually classified and logged by a geotechnical engineer. Laboratory testing will then be performed on select recovered samples as requested by SEH. We have budgeted for laboratory testing as summarized in the table below. The actual schedule of lab testing will be determined by SEH based on actual conditions encountered.

**Table 1. Requested Laboratory Testing Schedule and Unit Rates**

| Lab Test                                 | Quantity | Unit Rate |
|------------------------------------------|----------|-----------|
| Mechanical sieve analysis with #200 wash | 10       | \$144     |
| Standard Proctor density                 | 3        | \$198     |
| R-value (Hveem stabilometer)             | 3        | \$500     |

### Reporting

A letter-style factual report will be prepared after completion of the field exploration and requested laboratory testing. The report will include a test pit location sketch (provided by SEH) and summarize the field work and laboratory testing results and procedures. No recommendations will be provided at this time.

Only an electronic (PDF) copy of our report will be submitted to you upon completion.

### Fees

We will furnish the services described in this proposal for on a time and materials basis for an estimated total fee of **\$8,791**. Table 2 provides a breakdown of the proposed fees.

**Table 2. Estimated Fees**

| <b>Service</b>                                  | <b>Fee</b>     |
|-------------------------------------------------|----------------|
| Field work                                      | \$3,364        |
| Laboratory testing                              | 3,534          |
| Sample review, coordination, and factual report | 1,893          |
| <b>Project Total</b>                            | <b>\$8,791</b> |

Our work may extend over several invoicing periods. As such, for work that is performed during the course of each invoicing period, we will submit partial progress invoices.

## **Schedule**

We anticipate our work can be performed according to the following schedule:

- Field Work – Anticipated to occur in October 2020 and take two days on site to complete.
- Classification and Laboratory Testing – Within two weeks following completion of the field exploration.
- Report Submittal – Within two to three weeks of fieldwork, after laboratory testing is complete.

If our proposed scope of services cannot be completed according to this schedule due to circumstances beyond our control, we may need to revise this proposal prior to completing the remaining tasks.

## **General Remarks**

We appreciate the opportunity to present this proposal. If acceptable after your review, please sign the signature block below and return a copy to us in its entirety.

All services will be performed under our General Services Agreement with Short Elliott Hendrickson, Inc. dated July 2, 2008; our General Services Agreement is considered a part of this proposal.

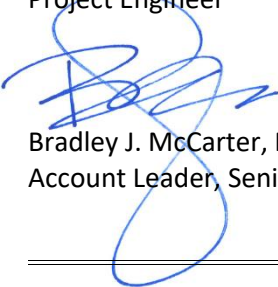
To have questions answered or schedule a time to meet and discuss our approach to this project further, please call Jeff Casmer at 952.995.2314.

Sincerely,

BRAUN INTERTEC CORPORATION



Jeffrey D. Casmer, PE  
Project Engineer



Bradley J. McCarter, PE  
Account Leader, Senior Engineer

---

The proposal is accepted, and you are authorized to proceed.

---

**Authorizer's Firm**

---

**Authorizer's Signature**

---

**Authorizer's Name (please print or type)**

---

**Authorizer's Title**

---

**Date**

CITY OF INVER GROVE HEIGHTS

REQUEST FOR COUNCIL ACTION

**Consider Resolution Establishing Parking Restrictions on Austin Way within the Scenic Hills subdivision**

|               |                                                 |                                     |                                    |
|---------------|-------------------------------------------------|-------------------------------------|------------------------------------|
| Meeting Date: | October 12, 2020                                |                                     | Fiscal/FTE Impact:                 |
| Item Type:    | Consent                                         | <input type="checkbox"/>            | None                               |
| Contact:      | Thomas Kaldunski, City Engineer<br>651.315.6336 | <input type="checkbox"/>            | Amount included in current budget  |
| Prepared by:  | Steve W. Dodge, Assistant City Engineer         | <input type="checkbox"/>            | Budget amendment requested         |
| Reviewed by:  | Scott Thureen, Public Works Director            | <input type="checkbox"/>            | FTE included in current complement |
|               |                                                 | <input type="checkbox"/>            | New FTE requested – N/A            |
|               |                                                 | <input checked="" type="checkbox"/> | Other: Developer Escrow Funds      |

**PURPOSE/ACTION REQUESTED**

Consider resolution establishing parking restrictions within the Scenic Hills Subdivision.

**SUMMARY**

The Scenic Hills final plat was approved by City Council on August 13, 2018. Austin Way is a 32-foot wide road. Parking is restricted on one side of a 32-foot wide road for public safety access. Typically, signs are placed on the hydrant side of the street to maximize parking spaces.

Public Works and Public Safety have reviewed phase 1 of the subdivision plans and agree with the proposed sign placement. Once streets are constructed no parking signs will be placed on the westerly side of Austin Way (see Exhibit A).

I recommend passage of the attached resolution which would authorize the posting of no parking signs on Austin Way for phase 1 of the Scenic Hills Subdivision.

SWD/np

Attachments: Resolution  
Exhibit A – Parking Restrictions



**CITY OF INVER GROVE HEIGHTS  
DAKOTA COUNTY, MINNESOTA**

**RESOLUTION RELATING TO PARKING RESTRICTIONS ON AUSTIN WAY FOR THE  
SCENIC HILLS SUBDIVISION**

**RESOLUTION NO.** 2020-217

**WHEREAS**, this resolution was passed this 12<sup>th</sup> day of October 2020 by the City of Inver Grove Heights in Dakota County, Minnesota. The municipal corporation shall hereinafter be called the "City", WITNESSETH:

**WHEREAS**, parking is to be restricted in a new subdivision to one side of a 32-foot wide street; and

**WHEREAS**, the proposed 32-foot wide Austin Way in the Scenic Hills Subdivision must meet City Policy on parking restrictions; and

**WHEREAS**, Public Works Department and the Public Safety Departments staff has reviewed and concur with proposed parking restrictions; and

**WHEREAS**, City Code Title 6, Chapter 3, and Minnesota State Statute 169.04 does authorize "Regulatory and Warning Sign Placement"; and

**WHEREAS**, Minnesota Statutes, Chapter 169.04, has been adopted by the City Council of Inver Grove Heights by reference as part of said City Code; and

**NOW, THEREFORE, IT IS HEREBY RESOLVED**, that the City shall ban the parking of motor vehicles on the westerly side of Austin Way in the Scenic Hills Subdivision (see Exhibit A)

- (1) All such signs, upon placements, shall be in full force and effect under the Laws of the State of Minnesota, Chapter 169.04, and the Highway Traffic Regulation Act.
- (2) Staff is authorized to sign the westerly side of Austin Way in accordance with City standard practices.
- (3) Funding is provided through an escrow account as provided by the developer.

Adopted by the City Council of the City of Inver Grove Heights this 12<sup>th</sup> day of October 2020

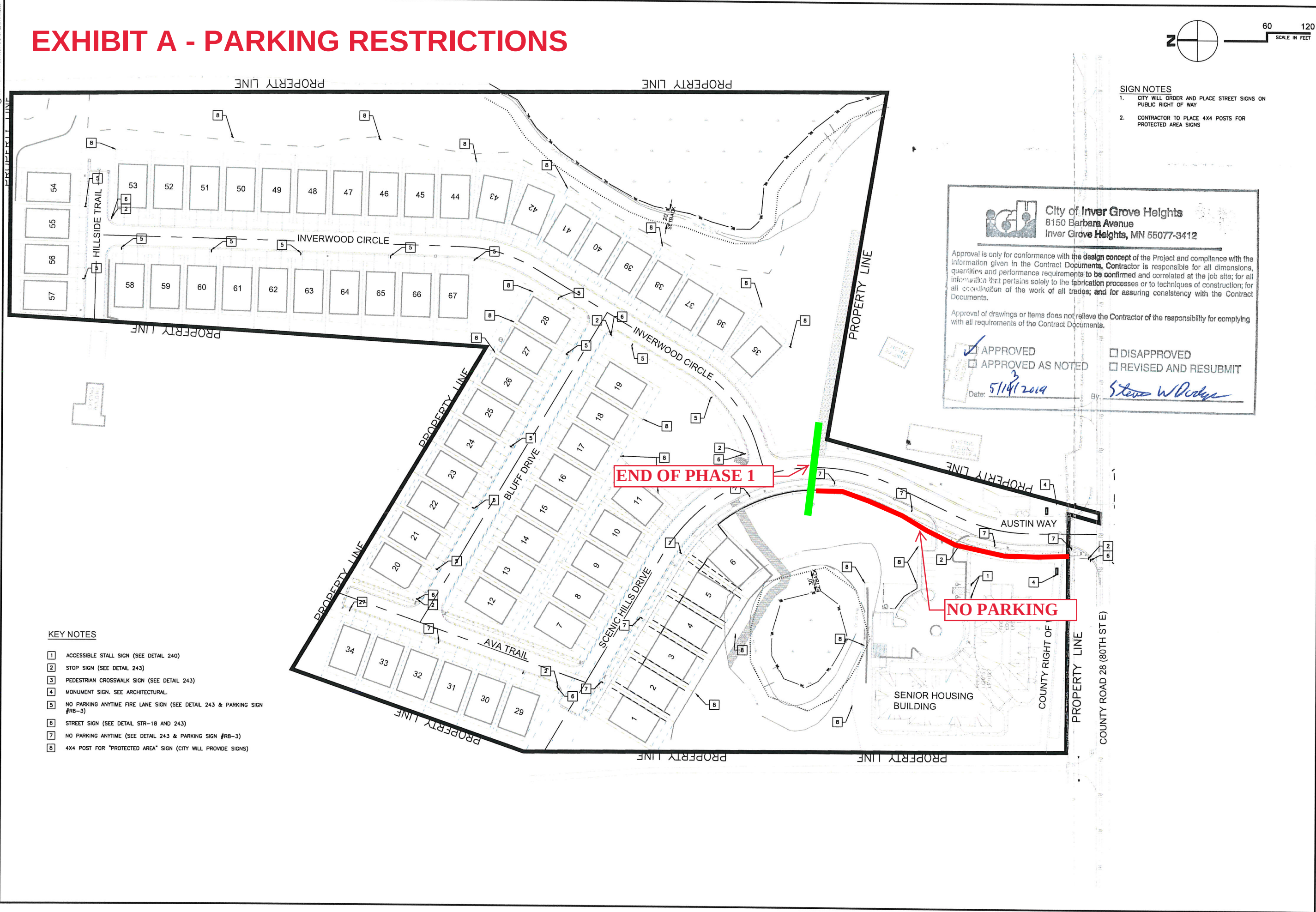
\_\_\_\_\_  
George Tourville, Mayor

ATTEST:

\_\_\_\_\_  
Rebecca Kiernan, City Clerk

# EXHIBIT A - PARKING RESTRICTIONS

11/22/2017 4:08 PM T:\3016\161078-Hampton-Senior-Housing\Drawings\CD\12\_CADD\161078-C7.0.sgn d:\p\am\



**AMI**  
Consulting Engineers P.A.  
3640 TALMAGE CIR. VADNAIS HEIGHTS  
651.337.9259 - amengineers.com  
SUPERIOR - IRON RANGE

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

NAME: ELI RUPNOW  
SIGNATURE: [Signature]  
DATE: 05.13.2019  
LIC. NO.: 46681

| REV. BY: | DESCRIPTION | REV. | DATE |
|----------|-------------|------|------|
|          |             |      |      |
|          |             |      |      |
|          |             |      |      |
|          |             |      |      |

SCENIC HILLS  
HAMPTON PROPERTIES IV, LLC  
140X 80TH STREET EAST  
INVER GROVE HEIGHTS, MN

SIGNAGE PLAN

JOB No: 161078  
DATE: 05.13.2019  
DRAWN BY: AJP  
DESIGNED BY: ECR

SHEET:  
**C7.0**

CITY OF INVER GROVE HEIGHTS

REQUEST FOR COUNCIL ACTION

**Appointment of Board Member to the Eagan-Inver Grove Heights Watershed Management Organization (E-IGHWMO)**

Meeting Date: October 12, 2020  
 Item Type: Consent  
 Contact: Steve Dodge, 651-450-2541 *SWD*  
 Prepared by: Steve Dodge, Assistant City Engineer  
 Reviewed by: Scott D. Thureen, Public Works Director

**Fiscal/FTE Impact:**

|                                     |                                    |
|-------------------------------------|------------------------------------|
| <input checked="" type="checkbox"/> | None                               |
| <input type="checkbox"/>            | Amount included in current budget  |
| <input type="checkbox"/>            | Budget amendment requested         |
| <input type="checkbox"/>            | FTE included in current complement |
| <input type="checkbox"/>            | New FTE requested – N/A            |
| <input type="checkbox"/>            | Other:                             |

**PURPOSE/ACTION REQUESTED**

Consider re-appointment of Ms. Sharon Lencowski as the City's representative on the Board of Managers for E-IGHWMO.

**SUMMARY**

The E-IGHWMO is one of two watershed management organizations that cover the City.

The City has two regular board seats in the E-IGHWMO. The term for the seat expires in 2022. The position was advertised in the Southwest Review. We received an application from Ms. Lencowski. Ms. Lencowski is currently serving as the City's representative.

Ms. Lencowski has been an active member of the board. I recommend that the City Council re-appoint Ms. Sharon Lencowski to a three-year term on the Board of Managers for the E-IGHWMO.

SDT/kf

Attachment: Application

CITY OF INVER GROVE HEIGHTS  
8150 BARBARA AVENUE  
INVER GROVE HEIGHTS, MN 55077

---

**WATERSHED MANAGEMENT ORGANIZATION BOARD**

---

FULL NAME (Print or Type): Sharon Lencowski

ADDRESS: 4000 E 66<sup>th</sup> Street

YEARS AT ABOVE ADDRESS: 30 YEARS LIVED IN IGH: 50+

HOME PHONE: [REDACTED] <sup>Cell</sup> WORK PHONE: [REDACTED]

EMPLOYMENT, OCCUPATION OR OTHER EXPERIENCE: \_\_\_\_\_

Project Management, Digital Communications  
WMO Boards

MEMBERSHIPS, QUALIFICATIONS, OTHER ACCOMPLISHMENTS: \_\_\_\_\_

PMIP- Project Management Institute

MASTER WATER STEWARDS | MN MASTER Naturalist

LIST SKILLS & INTERESTS: Outreach Communications,

environmental Stewardship & WATER Resources

PLEASE STATE REASONS FOR INTEREST IN SERVING ON BOARD:

Help community with water quality activities

Your response to any of the above may be continued on the back of this form and you may attach other materials you would like the Council to review with this application.

Signature: Sharon Lencowski Date: 2/7/19

The City of Inver Grove Heights is committed to the policy that all persons shall have equal access to its programs, facilities, and employment without regard to race, creed, color, sex, age, national origin, or handicap.



**CITY OF INVER GROVE HEIGHTS**

**REQUEST FOR COUNCIL ACTION**

**SCHEDULE PUBLIC HEARING ON DEVELOPMENT FEES**

Meeting Date: October 12, 2020  
 Item Type: Consent  
 Contact: Amy Hove, Finance Director  
 Prepared by: Amy Hove, Finance Director  
 Reviewed by: N/A

Fiscal/FTE Impact:  
☒ None  
☐ Amount included in current budget  
☐ Budget amendment requested  
☐ FTE included in current complement  
☐ New FTE requested – N/A  
☐ Other

**PURPOSE/ACTION REQUESTED** Schedule a Public Hearing on November 9, 2020, at 7:00 p.m. in the Council Chambers to consider the amendment of City Code Title 3, Chapter 4, Section 3-4-2-2, 3-4-2-3 Fees, and 10-3-8 Planning Fees. These are the fees associated with Water and Sanitary Sewer Utility Connections, Storm Water Utility Connection Fees, and Planning Fees. The third and final reading is scheduled for December 14, 2020.

**SUMMARY** Minnesota Statutes 462.353 directs that all changes to fees associated with municipal planning activities are required to be heard at a public hearing. This includes not only the fees and charges for planning activities, but those associated with building permits and water and sewer connection charges. While it is not explicitly required under State Statute yet, the City Attorney has advised staff that it would be prudent to put all fees associated with development activities into the City's Code.

Staff proposes changes to the fees that address water and sanitary sewer connection fees, etc. The water and sewer connection fees are proposed to increase between 3.5% and 5%. These proposed fees are based on financial projections supplied in Ehlers and Associates May 2016 Update.

**CITY OF INVER GROVE HEIGHTS**

**REQUEST FOR COUNCIL ACTION**

Schedule Public Hearing on City Host Approval

Meeting Date: October 12, 2020  
 Item Type: Consent  
 Contact: Amy Hove, Finance Director  
 Prepared by: Amy Hove, Finance Director  
 Reviewed by: Tim Kuntz, City Attorney  
 Jenny Boulton, Bond Counsel  
 Tom Kaldunski, City Engineer

Fiscal/FTE Impact:  
☒ None  
☐ Amount included in current budget  
☐ Budget amendment requested  
☐ FTE included in current complement  
☐ New FTE requested – N/A  
☐ Other

**PURPOSE/ACTION REQUESTED**

Schedule a Public Hearing on October 26, 2020, at 7:00 p.m. in the Council Chambers to consider granting host approval to the issuance by the City of Deephaven, Minnesota (the “Issuer” or “Deephaven”), of its taxable and/or tax-exempt revenue bonds in a principal amount not to exceed \$58,500,000 (the “Bonds”), on behalf of State Housing Holdings of Minnesota LLC, a Wyoming limited liability company (the “Borrower”), the sole member of which is State Housing & Community Services Corporation, a California nonprofit public benefits corporation.

**SUMMARY**

Proceeds of the Deephaven bonds will be loaned to the Borrower and applied to finance or refinance costs of acquisition, construction and/or improvement, of new and existing senior living facilities located in the City, and the Cities of Little Canada, North St. Paul, Roseville and Vadnais Heights, Minnesota (each a “Facility,” and collectively, the “Facilities”).

Because one of the facilities included in this issuance, Suite Living Senior Care of Inver Grove Heights, is located within the boundaries of Inver Grove Heights, the City of Deephaven must acquire host approval from the City for the issuance. Engineering staff have provided the borrower, State Housing Holding of Minnesota LLC with a list of conditions that should be completed prior to staff recommendation of host approval.

CERTIFICATE

CITY OF INVER GROVE HEIGHTS

I, the undersigned, being a duly qualified and acting officer of the City of Inver Grove Heights, Minnesota, hereby attest and certify that:

1. As such officer, I have the legal custody of the original record from which the attached resolution was transcribed.

2. I have carefully compared the attached resolution with the original record of the meeting at which the resolution was acted upon.

3. I find the attached resolution to be a true, correct and complete copy of the original:

RESOLUTION RELATING TO FINANCING SENIOR LIVING  
DEVELOPMENTS UNDER MINNESOTA STATUTES, CHAPTER  
462C; CALLING A PUBLIC HEARING THEREON

4. I further certify that the affirmative vote on said resolution was \_\_\_\_\_ ayes, \_\_\_\_\_ nays, and \_\_\_\_\_ absent/abstention.

5. Said meeting was duly held, pursuant to call and notice thereof, as required by law, and a quorum was present.

WITNESS my hand officially as such officer this \_\_\_\_\_ day of October, 2020.

\_\_\_\_\_  
City Clerk



RESOLUTION NO. 2020-218

RESOLUTION RELATING TO FINANCING SENIOR LIVING  
DEVELOPMENTS UNDER MINNESOTA STATUTES, CHAPTER 462C;  
CALLING A PUBLIC HEARING THEREON

BE IT RESOLVED by the City Council of the City of Inver Grove Heights, Minnesota (the “City”), as follows:

Section 1. Recitals.

1.1. The City is authorized by Minnesota Statutes, Chapter 462C, as amended (the “Act”), to adopt a program to finance multifamily housing and healthcare facilities within its boundaries.

1.2. The City has been requested to conduct a public hearing on a proposal that the City grant host city approval to the issuance by the City of Deephaven, Minnesota (the “Issuer” or “Deephaven”), of its taxable and/or tax-exempt revenue bonds in a principal amount not to exceed \$58,500,000 (the “Bonds”), on behalf of State Holdings of Minnesota LLC, a Wyoming limited liability company (the “Borrower”), the sole member of which is State Housing & Community Services Corporation, a California nonprofit public benefits corporation. Proceeds of the Bonds will be loaned to the Borrower and applied to finance or refinance costs of acquisition, construction and/or improvement, of new and existing senior living facilities located in the City, and the Cities of Little Canada, North St. Paul, Roseville and Vadnais Heights, Minnesota (each a “Facility,” and collectively, the “Facilities”).

1.3. The Facility located in the City consists of a new 32-unit senior housing facility located at 7900 Austin Way, (the “Inver Grove Heights Facility”). The Inver Grove Heights Facility will be owned by the Borrower.

1.4. In connection with the issuance of the Bonds, and pursuant to the Act, the City has developed and there is attached as Exhibit A hereto a Housing Program (the “Housing Program”).

Section 2. Public Hearing.

2.1. The Act provides that the City may adopt the Housing Program upon the conditions specified in the Act, including the holding of a public hearing following not fewer than fifteen (15) days’ published notice.

2.2. Section 147(f) of the Internal Revenue Code of 1986, as amended, and regulations thereunder, further requires that, as a condition to the exemption from federal income taxation of interest on all or a portion of the Bonds, a public hearing be conducted by the City on the proposed issuance of the Bonds by the Issuer.

2.3. A public hearing on the Housing Program and the issuance of the Bonds is hereby called and shall be held on Monday, October 26, 2020, at 7:00 P.M., at the City Hall.

2.4. The City Clerk shall cause notice of the public hearing, substantially in the form attached as Exhibit B, to be published in a newspaper of general circulation in the City at least once not less than fifteen (15) days prior to the date fixed for the public hearing.

Passed this 12th day of October, 2020.

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Mayor

Attest:

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City Clerk

## EXHIBIT A

### PROGRAM FOR SENIOR LIVING DEVELOPMENTS UNDER MINNESOTA STATUTES, CHAPTER 462C

Proposal; Authority. The City of Inver Grove Heights, Minnesota (the “City”), proposes to: (a) adopt a Housing Program pursuant to Minnesota Statutes, Chapter 462C, as amended (the “Act”), (b) authorize the issuance by the City of Deephaven, Minnesota (the “Issuer”) of taxable and/or tax-exempt revenue bonds under the Act, and (c) pursuant to applicable authority conferred upon the City by the laws of the State of Minnesota, including without limitation the Act, take such other actions as may be necessary or desirable in furtherance of the objective of financing the acquisition, construction and/or improvement of new and existing senior living facilities described as follows (each a multifamily housing development under the Act, and collectively, the “Developments”):

1. 7900 Austin Way, Inver Grove Heights, Minnesota
  - a. 20-units of assisted living
  - b. 12-units of memory care
2. 2740 Rice Street, Little Canada, Minnesota
  - a. 18-units of assisted living
  - b. 14-units of memory care
3. 2710 13<sup>th</sup> Avenue East, North St. Paul, Minnesota
  - a. 18-units of assisted living
  - b. 14-units of memory care
4. 197 County Road B2 West, Roseville, Minnesota
  - a. 17-units of assisted living
  - b. 8-units of memory care
5. 580 Liberty Way, Vadnais Heights, Minnesota
  - a. 18-units of assisted living
  - b. 14-units of memory care

This Housing Program is subject to amendment or waiver by the City.

Purposes. In creating this Housing Program, the City is acting in furtherance of its findings that the preservation of the quality of life in the City is in part dependent upon the maintenance and provision of adequate, decent, safe, sanitary, and affordable housing stock, including housing for the elderly, within the meaning of the Act; that accomplishing the goals of this Housing Program is a public purpose and will benefit the residents of the City; that the need exists within the City to provide housing facilities to and for the benefit of elderly persons; that there exist or are expected to exist elderly persons and families within the City who are and will be able to benefit from and are in need of this Housing Program; that this Housing Program is necessary in view of the limited resources that may be available to such persons relative to the expenses involved in accomplishing the type of objectives outlined in this Housing Program in the absence of one or more of the forms of assistance described herein or otherwise available pursuant to the Act; and that the City hereby finds that such forms of assistance are often necessary for the benefit of such persons, families, and goals and that, furthermore, the successful implementation of the objectives of the kind described in this Housing Program has

been found to provide impetus for the development of other housing and health care facilities, as well as the general development of the City, by other persons who are not the beneficiaries of such governmentally sponsored or assisted activities.

Housing Purposes. More particularly, the City finds that there exists a need for senior housing facilities for elderly persons, due to a variety of factors, including that the cost of new construction may in many cases prove economically unfeasible, given the high costs of construction and prevailing area rental levels, and that therefore appropriate levels of public assistance may be helpful and necessary in bridging that gap.

General Description of the Program. This Housing Program consists of assisting in financing the acquisition, construction and/or improvement of the Developments; *however, this Housing Program is limited to the facility located in the City.* The owner and operator of the Developments will be State Holdings of Minnesota LLC, a Wyoming limited liability company (the “Borrower”), the sole member of which is State Housing & Community Services Corporation, a California nonprofit public benefits corporation. The Developments are intended for residency solely by elderly and disabled persons pursuant to Section 462C.05, Subd. 4, of the Act, and consequently, no income limits apply under the Act or other state law.

Revenue Bonds. Financing for the Developments will be obtained through the issuance of taxable and/or tax-exempt revenue bonds by the City of Deephaven, Minnesota (the “Issuer”) pursuant to the Act (the “Bonds”). The maximum principal amount of Bonds to be issued by the Issuer is expected not to exceed \$58,500,000. The proceeds of the Bonds will be loaned to the Borrower under a loan agreement. Loan repayments made by the Borrower under the loan agreement will be applied to payments of principal of and interest and premium, if any, owing on the Bonds. The proceeds of the Bonds will provide financing for (i) the acquisition, construction and/or improvement of the Developments; (ii) certain capital expenditures and working capital costs related to the Developments, as necessary; (iii) the funding of one or more reserve funds to secure the timely payment of the Bonds, as necessary; and (iv) the payment of certain costs of issuing the Bonds.

Monitoring Methods. It is believed the oversight exercised by the trustee bank and certain other parties will be adequate to ensure the Housing Program as presented is in fact carried out. The Developments must be operated by the Borrower in accordance with various operating covenants (relating to such things as maintenance, insurance, etc.) to be contained in the loan agreement(s) and related documents to be entered into by the Issuer, the Borrower and certain other parties, which loan agreement(s) and related documents will be assigned by the Issuer, to the extent of the Issuer’s interests, to the trustee bank as security for the holders of the Bonds.

Meeting Needs. The City believes that this Housing Program will meet the need identified by the City for ongoing availability of senior housing facilities. The specific methods anticipated to be used include the issuance of revenue bonds under the Act to provide feasible financing for the Developments.

Authorization. This Housing Program is undertaken pursuant to Minnesota Statutes, Chapter 462C.

Costs. The costs of the Developments and this Housing Program, including specifically the costs of the City generally, will be paid or reimbursed by the Borrower.

EXHIBIT B

NOTICE OF PUBLIC HEARING  
ON SENIOR LIVING DEVELOPMENTS  
AND THE ISSUANCE OF SENIOR LIVING REVENUE BONDS  
BY THE CITY OF DEEPHAVEN, MINNESOTA, AND ADOPTION  
OF A HOUSING PROGRAM RELATED THERETO UNDER  
MINNESOTA STATUTES, CHAPTER 462C, AS AMENDED

NOTICE IS HEREBY GIVEN that a public hearing shall be conducted by the City Council of the City of Inver Grove Heights, Minnesota (the “City”) on a housing program (the “Program”) providing for the issuance of taxable and/or tax-exempt revenue bonds, in an aggregate principal amount not to exceed \$58,500,000 (the “Bonds”) at the request of State Holdings of Minnesota LLC, a Wyoming limited liability company (the “Borrower”), the sole member of which is State Housing & Community Services Corporation, a California nonprofit public benefits corporation, pursuant to Minnesota Statutes, Chapter 462C, as amended (the “Act”). The Bonds will not be issued by the City.

The Bonds will be issued by the City of Deephaven, Minnesota (the “Issuer” or “Deephaven”) at the request of the Borrower. The proceeds of the Bonds will be loaned to the Borrower to provide financing for (i) the construction, acquisition and/or improvement of certain senior housing developments located in the City, and the Cities of Vadnais Heights, Little Canada, North St. Paul and Roseville, Minnesota (each individually, a “Development” and together, the “Developments”), (ii) certain capital expenditures and working capital costs related to the Developments, as necessary, (iii) the funding of one or more reserve funds to secure the timely payment of the Bonds, as necessary, and (iv) the payment of certain costs of issuing the Bonds, all pursuant to the Act. The Development in the City consist of a 32-unit senior housing facility located at 7900 Austin Way in the City. The hearing will be held at City Hall, 8150 Barbara Avenue in the City of Inver Grove Heights, on Monday, October 26, 2020, at 7:00 P.M. At said time and place the City Council shall give all parties who appear or submit written comments an opportunity to express their views with respect to the proposal. Copies of the Program are available at the offices of the City. The Borrower will be the initial owner of the Developments.

The Developments involve assistance for housing and the Bonds are issued for the benefit of an organization described in Section 501(c)(3) of the Internal Revenue Code of 1986, as amended. Accordingly, the issuance of the Bonds is not a business subsidy, within the meaning of Minnesota Statutes, Sections 116J.993 to 116J.995, as amended.

Dated:October 11, 2020.

CITY OF INVER GROVE HEIGHTS,  
MINNESOTA

By /s/ Rebecca Kiernan  
City Clerk





**CITY OF INVER GROVE HEIGHTS**  
**MEMORANDUM**

TO: Mayor & City Council

FROM: Amy Looze, Communications Manager

SUBJECT: Contract with Beth Holmes

DATE: Oct. 8, 2020

Encl: Executed Contract

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**Background:**

Beth Holmes has been designing our Parks and Recreation brochures. We are now engaging her to coordinate and execute some of the posters, flyers, ads, graphics and signage we need to promote Parks and Recreation programs and events, with the goal of designing templates for reuse in upcoming years, when programs repeat. She will also be coordinating and routing the approval of materials with Parks and Recreation staff, and tracking when pieces are approved, completed and ready to be used for marketing.

**Recommendation**

Staff recommends accepting the executed contract.

## **AGREEMENT FOR PROFESSIONAL SERVICES**

This contract (the "Agreement") is made and entered into this 12<sup>th</sup> day of October, 2020, by and between the City of Inver Grove Heights, 8150 Barbara Avenue, Inver Grove Heights, Minnesota, 55077 (the "City") and Beth Holmes, 4152 320th Street West, Northfield MN 55057 (the "Contractor").

The City and the Contractor are referred to herein individually as a "Party" and collectively as the "Parties."

1. Purpose. The purpose of this agreement is to set forth the terms and conditions under which the Contractor will provide certain services to the City.

2. Scope of Services. The Contractor agrees to perform the following services: design and marketing coordination for the City, including Parks and Recreation posters, flyers, and other marketing collateral (the "Services").

The Contractor agrees to comply with all federal, state, and local laws and ordinances applicable to the Services to be performed under this Agreement, including all safety standards. The Contractor shall be solely and completely responsible for conditions of the job site, including the safety of all persons and property during the performance of the Services. The Contractor represents and warrants that it has the requisite training, skills, and experience necessary to provide the Services and is appropriately licensed by all applicable agencies and governmental entities and will perform the Services with reasonable care and skill.

The Contractor shall not perform any additional Services without the express written permission of the City.

3. Term. This Agreement shall be effective on the date hereof and shall continue, unless terminated sooner in accordance with the terms of this Agreement, until the Completion Date.

A. Start date: The Contractor shall commence the provision of Services on October 12, 2020.

B. Completion Date: The Contractor shall complete the Services by December 31, 2020.

The City may terminate this Agreement for convenience at any time. Termination shall be effective upon ten (10) days' written notice to the Contractor.

The Contractor may terminate this Agreement if the City is in breach of any material obligation contained in this Agreement, which is not remedied by the City within ten (10) days of written notice.

The Parties may voluntarily terminate this Agreement at any time by mutual agreement.

In the event of termination, the City shall only be responsible to pay for the Services satisfactorily performed by the Contractor to the effective date of termination, as described in the final invoice to the City.

4. Compensation. As consideration for the provision of the Services, the City agrees to pay the Contractor as follows: thirty-five dollars (\$35.00) per hour, no more than 20 hours of work per week. Total hours to be worked during the Term of this Agreement shall not exceed 228.

Contractor shall submit monthly payment invoices to the City after such Services have been completed.

Each invoice shall include in detail the hours worked and a description of the Services performed.

The invoice shall be submitted to the City Council for approval at the first City Council meeting following receipt of the invoice. The City shall pay Contractor within one (1) week after the invoice has been approved for payment by the City Council.

If the City objects to all or any portion of any invoice, the City shall notify the Contractor of the dispute with ten (10) days from the date of receipt and shall pay that portion of the invoice not in dispute. Any dispute shall be settled in accordance with Paragraph 8 of this Agreement.

5. Independent Contractor Relationship. It is expressly understood that the Contractor is an "independent contractor" and not an employee of the City. The Contractor shall have control over the manner in which the Services are performed under this Agreement. The Contractor shall supply, at its own expense, all materials, supplies, equipment and tools required to accomplish the Services contemplated by this Agreement. The Contractor shall not be entitled to any benefits from the City, including, without limitation, insurance benefits, sick and vacation leave, workers' compensation benefits, unemployment compensation, disability, severance pay, or retirement benefits. Nothing in this Agreement shall be deemed to constitute a partnership, joint venture or agency relationship between the Parties.

6. Insurance Requirements.

The Contractor, at its expense, shall procure and maintain in force for the duration of this Agreement the following minimum insurance coverages:

- A. Automobile Liability. If the Contractor operates a motor vehicle in performing the Services under this Agreement, the Contractor shall maintain Commercial Automobile Liability Insurance, including owned, hired, and non-owned automobiles, with a minimum combined single liability limit of \$1,000,000.

- B. Workers' Compensation. The Contractor agrees to provide Workers' Compensation insurance for all its employees in accordance with the statutory requirements of the State of Minnesota. The Contractor shall also carry Employers' Liability Coverage with minimum limits as follows:

- ☒ \$500,000 – Bodily Injury by Disease per employee
- ☒ \$500,000 – Bodily Injury by Disease aggregate
- ☒ \$500,000 – Bodily Injury by Accident

The Contractor's policies and Certificate of Insurance shall contain a provision that coverage afforded under the policies shall not be cancelled without at least thirty (30) days' advanced written notice to the City, or ten (10) days' written notice for non-payment of premium.

7. Indemnification. To the fullest extent permitted by law, the Contractor agrees to defend, indemnify and hold harmless the City, and its employees, officials, and agents from and against all claims, actions, damages, losses and expenses, including reasonable attorney fees, arising out of the Contractor's negligence or the Contractor's performance or failure to perform its obligations under this Agreement. The Contractor's indemnification obligation shall apply to the Contractor's subcontractor(s), or anyone directly or indirectly employed or hired by the Contractor, or anyone for whose acts the Contractor may be liable. The Contractor agrees this indemnity obligation shall survive the completion or termination of this Agreement.

8. Dispute Resolution. The Parties shall cooperate and use their best efforts to ensure that the various provisions of the Agreement are fulfilled. The Parties agree to act in good faith to undertake resolution of disputes, in an equitable and timely manner and in accordance with the provisions of this Agreement. If disputes cannot be resolved informally by the Parties, the following procedures shall be used:

- A. Whenever there is a failure between the Parties to resolve a dispute on their own, the Parties shall first attempt to mediate the dispute. The parties shall agree upon a mediator, or if they cannot agree, shall obtain a list of court-approved mediators from the Dakota County District Court Administrator and select a mediator by alternately striking names until one remains. The City shall strike the first name followed by the Contractor, and shall continue in that order until one name remains.
- B. If the dispute is not resolved within thirty (30) days after the end of mediation proceedings, the Parties may pursue any legal remedy.

9. General Provisions.

- A. Entire Agreement. This Agreement supersedes any prior or contemporaneous representations or agreements, whether written or oral, between the Parties and contains the entire agreement.
- B. Assignment. The Contractor may not assign this Agreement to any other person unless written consent is obtained from the City.

- C. Amendments. Any modification or amendment to this Agreement shall require a written agreement signed by both Parties.
- D. Nondiscrimination. In the hiring of employees to perform work under this Agreement, the Contractor shall not discriminate against any person by reason of any characteristic or classification protected by state or federal law.
- E. Governing Law. This Agreement shall be governed by and interpreted in accordance with the laws of the State of Minnesota. All proceedings related to this Agreement shall be venued in Dakota County, Minnesota.
- F. Ownership of Documents. All designs, graphics, art, data, and other documents produced by the Contractor in the performance of services under this Agreement shall be the property of the City.
- G. Government Data/Privacy. The Contractor agrees to abide by the applicable provisions of the Minnesota Government Data Practices Act, Minnesota Statutes, Chapter 13, and all other applicable state or federal rules, regulations or orders pertaining to privacy or confidentiality. The Contractor understands that all of the data created, collected, received, stored, used, maintained or disseminated by the Contractor in performing those functions that the City would perform is subject to the requirements of Chapter 13, and the Contractor must comply with those requirements as if it were a government entity. This does not create a duty on the part of the Contractor to provide the public with access to public data if the public data is available from the City, except as required by the terms of this Agreement.
- H. Waiver. The waiver by either party of any breach or failure to comply with any provision of this Agreement by the other Party shall not be construed as, or constitute a continuing waiver of such provision or a waiver of any other breach of or failure to comply with any other provision of this Agreement.
- I. Notices. All notices and other communications pursuant to this Agreement must be in writing and must be given by registered or certified mail, postage prepaid, or delivered by hand at the addresses set forth below:

Notice to City: Amy Looze  
8150 Barbara Ave.  
Inver Grove Heights, MN 55077

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Notice to Contractor: Beth Holmes  
4152 320<sup>th</sup> Street West  
Northfield, MN 55057

- J. Force Majeure. Except for payment of sums due, neither Party shall be liable to the other or deemed in default under this Agreement, if and to the extent that Party's performance

is prevented by reason of *force majeure*. "*Force majeure*" includes war, an act of terrorism, a pandemic or epidemic, fire, earthquake, flood and other circumstances which are beyond the control and without the fault or negligence of the Party affected and which by the exercise of reasonable diligence the Party affected was unable to prevent.

K. Savings Clause. If any court finds any portion of this Agreement to be contrary to law, invalid, or unenforceable, the remainder of the Agreement will remain in full force and effect.

L. Counterparts. This Agreement may be signed in counterparts, each of which shall be deemed an original, and which taken together shall be deemed to be one and the same document.

IN WITNESS WHEREOF, the Parties, have caused this Agreement to be approved on the date above.

**City of Inver Grove Heights**

By: \_\_\_\_\_

George Tourville

Its: Mayor

Attest: \_\_\_\_\_

Rebecca Kiernan

Its: City Clerk

**Contractor**

Beth A Holmes 11/6/2020  
Beth Holmes



**CITY OF INVER GROVE HEIGHTS**

**REQUEST FOR CITY COUNCIL ACTION**

**RESOLUTION APPROVING A TAX ABATEMENT AGREEMENT BY AND BETWEEN THE CITY OF INVER GROVE HEIGHTS AND TITAN LAND LLC**

Meeting Date: October 12, 2020  
Item Type: regular  
Prepared by: Heather Rand  
Community Development Director  
Contact: 651-450-2546

**Fiscal/FTE Impact:**

|                                     |                                    |
|-------------------------------------|------------------------------------|
| <input type="checkbox"/>            | None                               |
| <input type="checkbox"/>            | Amount included in current budget  |
| <input type="checkbox"/>            | Budget amendment requested         |
| <input type="checkbox"/>            | FTE included in current complement |
| <input type="checkbox"/>            | New FTE requested – N/A            |
| <input checked="" type="checkbox"/> | Other (property tax abatement)     |

**PURPOSE/ACTION REQUESTED:**

Adopt a resolution approving a tax abatement agreement by and between the city of Inver Grove Heights and Titan Land LLC and authorizing appropriate city officials to execute said agreement for the purpose of advancing the development of a 152-unit market rate multi-family project 1462 80<sup>th</sup> Street.

**SUMMARY:**

Last spring, the city council and the city's EDA adopted a new process for reviewing real estate developer requests for public assistance whereby formal written applications must be submitted to the city, evaluated by the city's public financial advisor Ehlers and staff, and then city staff report a preliminary finding back to the city council as to if there appears to be a financial gap pertaining to the project with a recommended next course of action.

In compliance with such process, attached (Exhibit A) please find an analysis memo prepared by Ehlers Public Finance Advisors to the city, in response to a financial assistance application submitted by Titan Land, LLC on August 20, 2020 for a proposed 142-unit market rate apartment building development to be located on property at 1462 80<sup>th</sup> Street.

The memo outlines the preliminary analysis of the financial assistance request and finds that a financial gap of \$1.6 million for the estimated \$22+ million assessed value project does exist, the project warranting further consideration by the city council for a public subsidy. As such, city staff recommend that the city council authorize staff, with Ehlers and legal counsel assistance, perform more detailed analysis in the coming weeks on the financial assistance request for the purpose of developing a tax abatement agreement for city council consideration, a limited level of project tax abatement being the means by which the city would fund the up to \$1.6 million financial gap. Tax abatement allows the higher city developer fees for the NW area to still be paid by the developer, but the developer then receives some level of rebate of part of the fees over a period of years in the form of city (not state, county or school district) property tax abatement.

On September 14, 2020 the Inver Grove Heights City Council approved a non-binding term sheet with Titan Land LLC (Exhibit B) which laid out development expectations of both parties to advance the project and the City Council called for a Public Hearing to be scheduled at its October 12, 2020 meeting in conformance with state statute to allow for public input and



transparency in decision-making. The public notice was issued for the public hearing via newspaper and city website.

At the close of the of the October 12, 2020 public hearing, the City Council with deliberate and consider formalizing the non-binding term sheet between the city and developer with the potential approval of an city tax abatement agreement. A summary of the terms of the abatement agreement is as follows:

**City of Inver Grove Heights  
Titan Land LLC (Crossings at Inver Woods Apartments)  
Tax Abatement Agreement Summary**

1. Developer: Titan Land LLC
2. Property: Approximately 6.3 acres of the real property located in the City currently identified as Parcel Identification Numbers 20-01700-26-010 and 20-01700-05-013, Dakota County, Minnesota
3. Developer Representations and Warranties:
  - a. The Developer has the power to enter into the Agreement
  - b. The Developer has, or will acquire, fee title to the Development Property.
  - c. Construction of the Project would not be undertaken by or on behalf of the Developer without City assistance
  - d. No conflicts of interest exist
  - e. The Developer will cooperate fully with the City with respect to any litigation
4. City Representations and Warranties:
  - a. City has the power to enter into the Agreement
  - b. City will create the Tax Abatement Program and has made the required findings per statute.
  - c. The City proposes to provide certain financial assistance to the Developer for certain Eligible Costs
5. The Project: acquisition, construction and equipping of a residential rental housing facility with approximately 152 market rate units, and related amenities and improvements.
6. Construction of the Project: The Developer will commence construction of the Project by May 1, 2021 and be substantially completed by December 31, 2022.

The developer will construct the project in accordance with the approved plans and adhere to all applicable local, state and federal requirements. Nothing in the Agreement shall be deemed to impair or limit any of the City's rights or procedures under its zoning laws or construction permit processes and policies.
7. Public Assistance: The City shall reimburse the Developer for Eligible Costs actually incurred and paid in connection with the Project in an amount not to exceed \$1,600,000 by issuing the Tax Abatement Note. Eligible Costs means land acquisition, site

improvement costs, and infrastructure costs incurred in connection with the Project Payments on the Tax Abatement Note will be made to the Developer on each August 1 and February 1 commencing on August 1, 2023 and ending by February 1, 2034 with an interest rate of 0%. Payments on the note will be made only from the increased City portion of property taxes resulting from the Project.

8. Miscellaneous:

- a. (The Developer shall comply with all applicable local, state, and federal environmental laws and regulations.
- b. No Assignment of Agreement or Note without City consent.
- c. Developer covenants to pay property taxes.
- d. Developer may appeal market value during the term of the agreement but must notify the City within 10 days to allow for any potential adjustments to tax abatement payment amounts.
- e. The Developer will pay all the City's reasonable out of pocket costs incurred by the City (including legal, financial adviser, etc.) in connection with establishing the Tax Abatement Program.
- f. The Developer will pay all other fees for the project in accordance with the City's planning, zoning, and building fee schedules.

Recommendation:

Strong evidence indicates demand for the type of housing the developer is proposing and further, the preliminary plat has been unanimously recommended for approval by the Planning Commission. Staff find that the developer has a positive track record of success. Given that the developer submitted a financial assistance application that has been judiciously reviewed by the city and it was found that but for some city assistance, the project would not advance, city staff recommend that the city council formalize the September 14, 2020 term sheet with the developer and provide term limited tax abatement.

As such, city staff recommend approval of the tax abatement agreement with Titan Land LLC and appropriate parties be authorized to execute said agreement.

Enc: Resolution  
Tax Abatement Agreement  
Exhibit A – Ehlers Memo  
Exhibit B – Term Sheet

**CITY OF INVER GROVE HEIGHTS, MINNESOTA**

**RESOLUTION NO. \_\_\_\_\_**

**RESOLUTION APPROVING PROPERTY TAX ABATEMENTS  
AND AUTHORIZING EXECUTION OF A TAX ABATEMENT AGREEMENT**

BE IT RESOLVED by the City Council (the "City Council") of the City of Inver Grove Heights, Minnesota (the "City"), as follows:

1. Recitals.

(a) Titan Land LLC or a related entity, (the "Developer") proposes to construct an approximately 152-unit market rate residential rental housing facility, and related improvements in the City (the "Project") on an approximately 6.3 acre portion of the real property located in the City currently identified as Parcel Identification Numbers 20-01700-26-010 and 20-01700-05-013, Dakota County, Minnesota, to be platted as Lot 1 Block 1 as shown in **Exhibit A** (the "Tax Abatement Property"). The Developer has requested that the City provide financial assistance to the Developer for the Project. The City proposes to use the abatement, from the property taxes to be levied by the City on the Tax Abatement Property, for the purposes provided for in Minnesota Statutes, Sections 469.1812 through 469.1815, as amended (the "Abatement Law"), including the Project and certain public improvements.

(b) The proposed term of the abatement will be for up to 11 years in an amount not to exceed \$1,600,000. The proposed abatement will apply to a portion of the City's share of real estate taxes which relate to the construction of the Project on the Tax Abatement Property by the Developer and not the real estate taxes on the Tax Abatement Property that relate to the value of the land. The "Abatement" authorized herein means 100% of the City's share of annual real estate taxes received by the City with respect to the Tax Abatement Property in an amount calculated in each tax-payable year as follows: the City tax rate for such tax-payable year multiplied by the difference between the Net Tax Capacity of the Tax Abatement Property as improved by the Project, as of January 2 in the prior year, and \$3,352 (i.e. the prorated Net Tax Capacity of the Tax Abatement Property, as established by the Dakota County assessor on January 2, 2020 for taxes payable in 2021). The prorated Net Tax Capacity of the Tax Abatement Property is based on 100% of the estimated market value of Parcel Identification Number 20-01700-26-013 and 15% of the estimated market value of Parcel Identification Number 20-01700-05-010 totaling \$268,130 and assuming a conversion to rental tax classification ( $268,130 * 1.25\% = \$3,352$ ).

(c) On the date hereof, the City Council held a public hearing on the question of the Abatement, and said hearing was preceded by public notice published more than 10 days but not less than 30 days prior thereto.

(d) The Abatement is authorized under the Abatement Law.

2. Findings for the Abatement. The City Council hereby makes the following findings:

(a) The City Council expects the benefits to the City of the Abatement to at least equal or exceed the costs to the City thereof.

(b) Granting the Abatement is in the public interest because it will increase the tax base and provide additional housing opportunities in the City which helps satisfy a housing goal and need for the City.

(c) The Tax Abatement Property is not located in a tax increment financing district.

(d) In any year, the total amount of property taxes abated by the City by this and other resolutions and agreements, if any, does not exceed the greater of 10% of the net tax capacity of the City or \$200,000.

3. Terms of Abatement. The Abatement is hereby approved. The terms of the Abatement are as follows:

(a) The Abatement shall be for up to 11 years beginning with real estate taxes payable in 2023 and continuing through real estate taxes payable in 2033, inclusive.

(b) The City will abate and pay to the Developer the Abatement as provided in the Abatement Agreement, defined below, the terms of which, as executed by both parties, are incorporated herein by reference.

(c) The maximum amount of Abatement authorized under this resolution is \$1,600,000.

(d) The Abatement shall be subject to all the terms and limitations of the Abatement Law.

4. Approval of Tax Abatement Agreement.

(a) The Developer has presented the City with a proposal for the construction by the Developer of the Project, and there has been prepared and presented to the City Council for its consideration the Tax Abatement Agreement between the City and the Developer (the "Tax Abatement Agreement"), stating the Developer's responsibilities and the terms and conditions of the City's assistance with the financing of certain costs of the Project.

(b) The City Council hereby approves the Tax Abatement Agreement in substantially the form submitted, together with any related documents necessary in connection therewith, including without limitation issuance of a tax abatement revenue note and all documents or certifications referenced in or attached to the Tax Abatement Agreement (collectively, the "Development Documents") and hereby authorizes the Mayor and the City Administrator to negotiate the final terms thereof and, in their discretion and at such time as they may deem appropriate, to execute the Development Documents on

behalf of the City, and to carry out, on behalf of the City, the City's obligations thereunder when all conditions precedent thereto have been satisfied.

(c) The approval hereby given to the Development Documents includes approval of such additional details therein as may be necessary and appropriate and such modifications thereof, deletions therefrom and additions thereto as may be necessary and appropriate and approved by legal counsel to the City and by the officers authorized herein to execute said documents prior to their execution; and said officers are hereby authorized to approve said changes on behalf of the City. The execution of any instrument by the appropriate officers of the City herein authorized shall be conclusive evidence of the approval of such document in accordance with the terms hereof. This resolution shall not constitute an offer and the Development Documents shall not be effective until the date of execution thereof as provided herein. In the event of absence or disability of the officers, any of the documents authorized by this resolution to be executed may be executed without further act or authorization of the City Council by any duly designated acting official, or by such other officer or officers of the City Council as, in the opinion of the City Attorney, may act in their behalf.

Approved by the City Council of the City of Inver Grove Heights this 12<sup>th</sup> day of October, 2020.

---

Mayor

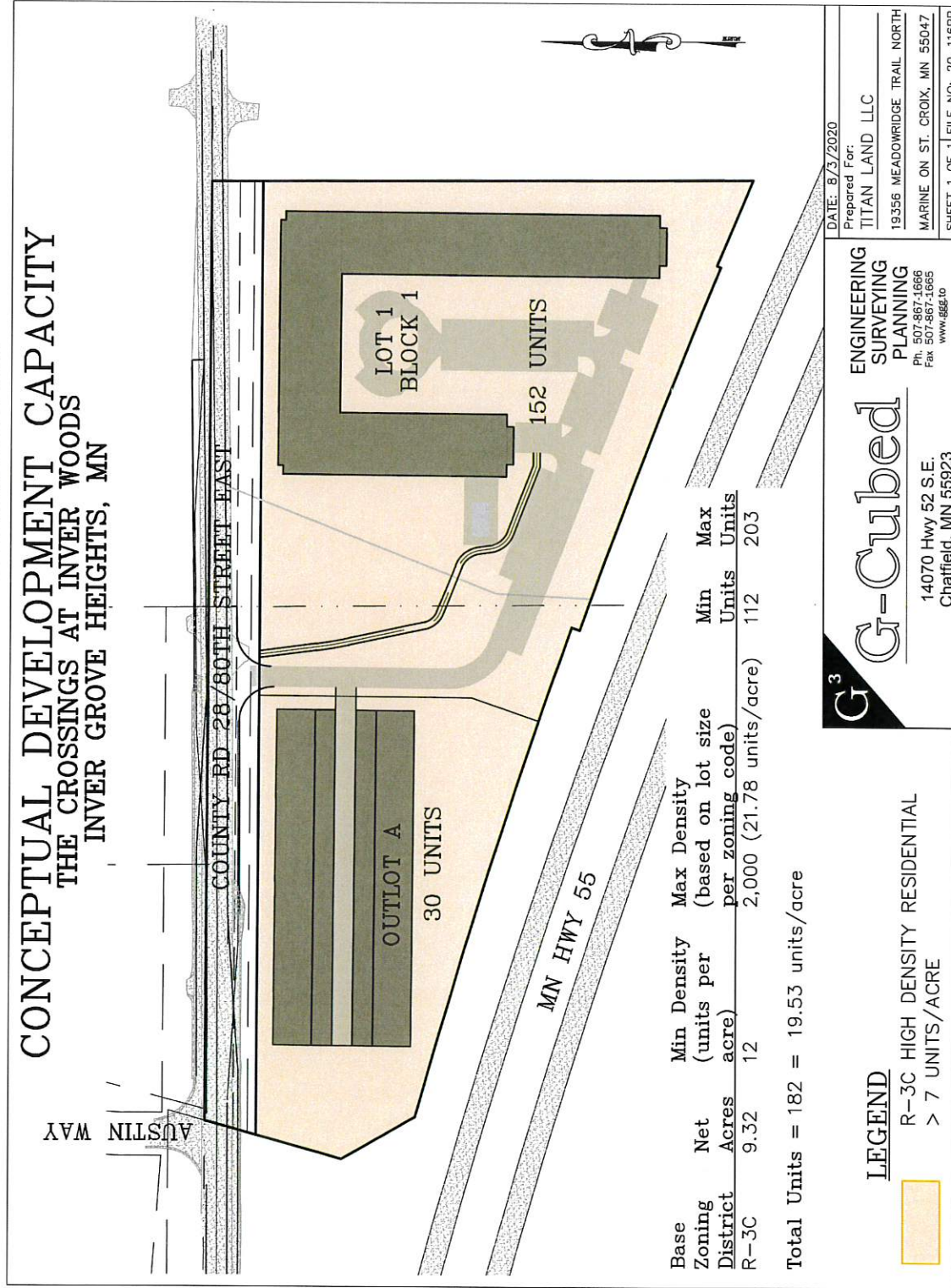
ATTEST:

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City Clerk

**EXHIBIT A**  
**DEPICTION OF TAX ABATEMENT PROPERTY**

**CONCEPTUAL DEVELOPMENT CAPACITY**  
**THE CROSSINGS AT INVER WOODS**  
**INVER GROVE HEIGHTS, MN**



**LEGEND**

- R-3C HIGH DENSITY RESIDENTIAL
- > 7 UNITS/ACRE

**G<sup>3</sup> G-Cubed**

ENGINEERING  
SURVEYING  
PLANNING

14070 Hwy 52 S.E.  
Chatfield, MN 55923

Ph: 507-867-1666  
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DATE: 8/3/2020

Prepared For:  
TITAN LAND LLC

19356 MEADOWRIDGE TRAIL NORTH  
MARINE ON ST. CROIX, MN 55047

SHEET 1 OF 1 FILE NO: 20-116PP

TAX ABATEMENT AGREEMENT  
BY AND BETWEEN  
CITY OF INVER GROVE HEIGHTS, MINNESOTA  
AND  
TITAN LAND LLC

This document drafted by:  
KENNEDY & GRAVEN, CHARTERED (JSB)  
150 S 5<sup>th</sup> Street, Suite 700  
Minneapolis, MN 55402



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## TAX ABATEMENT AGREEMENT

THIS TAX ABATEMENT AGREEMENT (this “Agreement”), made as of the \_\_\_\_ day of October, 2020, between the City of Inver Grove Heights, Minnesota (the “City”), a municipal corporation and political subdivision of the State of Minnesota, and Titan Land LLC, a Minnesota limited liability company (the “Developer”).

WITNESSETH:

WHEREAS, pursuant to Minnesota Statutes, Sections 469.1812 through 469.1815, as amended, the City has established a Tax Abatement Program (as defined herein); and

WHEREAS, the City believes that the development and construction of a certain Project (as defined herein), and fulfillment of this Agreement are vital and are in the best interests of the City, will result in preservation and enhancement of the tax base, provide employment opportunities, expand housing options for residents, and are in accordance with the public purpose and provisions of the applicable state and local laws and requirements under which the Project has been undertaken and is being assisted; and

WHEREAS, the subsidy granted to the Developer pursuant to this Agreement is assistance for housing and therefore the provisions of Minnesota Statutes, Section 116J.993 through 116J.995, as amended, do not apply.

NOW, THEREFORE, in consideration of the premises and the mutual obligations of the parties hereto, each of them does hereby covenant and agree with the other as follows:

### ARTICLE I

#### DEFINITIONS

Section 1.1 Definitions. All capitalized terms used and not otherwise defined herein shall have the following meanings unless a different meaning clearly appears from the context:

Administrative Costs shall have the meaning set forth in Section 3.13;

Affiliate means a corporation, partnership, association, limited liability company or similar entity organized under the laws of the United States of America or a state thereof which is directly controlled by or under common control with the Developer. For purposes of this definition, control means the power to direct management and policies through the ownership of at least a majority of its voting securities, or the right to designate or elect at least a majority of the members of its governing body by contract or otherwise;

Agreement means this Tax Abatement Agreement, as the same may be from time to time modified, amended or supplemented;

Applicable Regulations means building code, health or safety regulation, zoning regulation, environmental law or other law or regulation applicable to the Development Property, the Project or the Developer;

Business Day means any day except a Saturday, Sunday or a legal holiday or a day on which banking institutions in the City are authorized by law or executive order to close;

Certificate of Completion means the certification provided to the Developer in accordance with Section 3.5;

City means the City of Inver Grove Heights, Minnesota;

Construction Costs means the capital costs of the construction of the Project, including the costs of labor and materials; construction management and supervision expenses; insurance and payment or performance bond premiums; architectural and engineering fees and expenses; property taxes; usual and customary fees or costs payable to the City or any other public body with regulatory authority over construction of the Project (e.g. building permits and inspection fees); the developer fee; and all other costs chargeable to the capital account of the Project under generally accepted accounting principles;

Construction Plans means the plans, specifications, drawings and related documents for the construction of the Project which shall be as detailed as the plans, specifications, drawings and related documents which are submitted to the building inspector of the City which are provided to and approved by the City pursuant to this Agreement;

County means Dakota County, Minnesota;

Developer means Titan Land LLC, a Minnesota limited liability company, its successors and assigns;

Development Property means an approximately 6.3 acre portion of the real property located in the City currently identified as Parcel Identification Numbers 20-01700-26-010 and 20-01700-05-013, Dakota County, Minnesota, to be platted as Lot 1 Block 1 as shown in **Exhibit D**;

Eligible Costs means land acquisition, site improvement costs, and infrastructure costs incurred in connection with the Project;

Event of Default means any of the events described in Section 4.1;

Net Tax Capacity has the meaning provided in Minnesota Statutes, Section 273.13, subdivision 21b, as it may be amended from time to time;

Project means the acquisition, construction and equipping of a residential rental housing facility with approximately 152 market rate units, and related amenities and improvements, to be owned by the Developer and located on the Development Property;

State means the State of Minnesota;

Tax Abatement Act means Minnesota Statutes, Sections 469.1812 through 469.1815, as amended;

Tax Abatement Note means the Taxable Abatement Revenue Note (Crossings at Inverwood Project), substantially in the form set forth in **Exhibit A** attached hereto, to be issued by the City to the Developer;

Tax Abatement Program means the actions by the City pursuant to the Tax Abatement Act, and undertaken in support of the Project, including without limitation this Agreement and the resolution of the City authorizing the Tax Abatements and the findings of fact set forth therein;

Tax Abatements means 100% of the City's share of annual real estate taxes received by the City with respect to the Development Property in an amount calculated in each tax-payable year as follows: the City tax rate for such tax-payable year multiplied by the difference between the Net Tax Capacity of the Development Property as improved by the Project, as of January 2 in the prior year, and \$3,352 (i.e. the prorated Net Tax Capacity of the Development Property, as established by the County assessor on January 2, 2020 for taxes payable in 2021), then abated in accordance with the Tax Abatement Program. The prorated Net Tax Capacity of the Development Property is based on 100% of the estimated market value of Parcel Identification Number 20-01700-26-013 and 15% of the estimated market value of Parcel Identification Number 20-01700-05-010 totaling \$268,130 and assuming a conversion to rental tax classification ( $268,130 \times 1.25\% = \$3,352$ );

Termination Date means the earlier of (i) February 1, 2034; or (ii) any earlier date this Agreement is cancelled in accordance with the terms hereof; or (iii) the date the principal of the Tax Abatement Note is paid or deemed paid in full in accordance with the terms hereof;

Total Development Costs means all Construction Costs and any other costs of the development of the Project to be incurred by the Developer as set forth in **Exhibit C** attached hereto; and

Unavoidable Delays means delays, outside the control of the Developer, which are the direct result of strikes, other labor troubles, unusually severe or prolonged bad weather, acts of God, acts of war or terrorism, fire or other casualty to the Project, litigation commenced by third parties which, by injunction or other similar judicial action or by the exercise of reasonable discretion, directly results in delays, or acts of any federal, state or local governmental unit (other than the City) which directly result in delays, acts of the public enemy or acts of terrorism, events or acts of governmental authorities or third parties in connection with a declared state of Minnesota or national emergency or pandemic (such as an Executive Order from the Governor) which directly result in delays, including, without limitation a mandatory quarantine or shelter in place of equivalent order, and discovery of unknown hazardous materials or other concealed site conditions or delays of contractors due to such discovery.

## ARTICLE II

### REPRESENTATIONS AND WARRANTIES

Section 2.1 Representations and Warranties of the City. The City makes the following representations and warranties:

(1) The City is a municipal corporation and a political subdivision of the State and has the power to enter into this Agreement and carry out its obligations hereunder.

(2) The Tax Abatement Program was created, adopted and approved in accordance with the terms of the Tax Abatement Act.

(3) The City proposes, subject to the further provisions of this Agreement, to provide certain financial assistance to the Developer for certain Eligible Costs incurred in connection with the Project as further provided in this Agreement.

(4) The City has made the findings required by the Tax Abatement Act for the Tax Abatement Program.

(5) The City makes no representation or warranty, either express or implied, as to the Development Property or its condition, or that the Development Property shall be suitable for the Developer's purposes or needs.

Section 2.2 Representations and Warranties of the Developer. The Developer makes the following representations and warranties:

(1) The Developer has the power to enter into this Agreement and to perform its obligations hereunder and is not in violation of its articles, operating agreement or member control agreement or any local, state or federal laws.

(2) The Developer is a limited liability company validly existing under the laws of this State and has full power to enter into this Agreement and carry out the covenants contained herein.

(3) The Developer has, or will acquire, fee title to the Development Property.

(4) Construction of the Project would not be undertaken by or on behalf of the Developer, and in the opinion of the Developer would not be economically feasible within the reasonably foreseeable future, without the assistance and benefit to the Developer provided for in this Agreement.

(5) Neither the execution and delivery of this Agreement, the consummation of the transactions contemplated hereby, nor the fulfillment of or compliance with the terms and conditions of this Agreement is prevented, limited by or conflicts with or results in a breach of, the terms, conditions or provisions of any contractual restriction, evidence of indebtedness,

agreement or instrument of whatever nature to which the Developer is now a party or by which it is bound, or constitutes a default under any of the foregoing.

(6) The Developer will cooperate fully with the City with respect to any litigation commenced with respect to the Project but only to the extent that the City and the Developer are not adverse parties to the litigation.

(7) To the knowledge of the undersigned, no Councilmember or officer of the City, will benefit financially from this Agreement within the meaning of Minnesota Statutes, Sections 412.311 and 471.87.

(8) The Developer understands that the City may subsidize or encourage the development of other developments in the City, including properties that compete with the Development Property and the Project, and that such subsidies may be more favorable than the terms of this Agreement, and that the City has not represented that development of the Development Property will be favored over the development of other properties.

## ARTICLE III

### UNDERTAKINGS BY DEVELOPER AND CITY

#### Section 3.1 Abatement Assistance.

(1) *Generally.* The City shall reimburse the Developer for Eligible Costs actually incurred and paid in connection with the Project in an amount not to exceed \$1,600,000 (the “Reimbursement Amount”) by issuing the Tax Abatement Note to the Developer in a principal amount equal to the Reimbursement Amount, in substantially the form set forth in **Exhibit A** attached hereto, only when: (A) the City has issued a certificate of occupancy for all residential units of the Project, (B) the City has issued the Certificate of Completion in accordance with Section 3.5 hereof, (C) the Developer has submitted to the City paid invoices for Eligible Costs of the Project, and (D) the Developer has paid all of the City’s Administrative Costs required to have been paid as of such date in accordance with Section 3.13 hereof (collectively, the “Issue Date”). The Tax Abatement Note shall be secured solely by Tax Abatements. No interest shall accrue or be payable on the Tax Abatement Note.

(2) *Payment Dates.* The City will pay the Tax Abatements to the Developer on each August 1 and February 1 (each a “Payment Date”), provided that if any such Payment Date is not a Business Day the Payment Date shall be the next succeeding Business Day, commencing on the later of August 1, 2023 or the first February 1 or August 1 after the Issue Date, through and including the Termination Date.

(3) *Tax Abatements, Semi-Annual Amount.* Tax Abatements will be paid in semi-annual installments equal to the Tax Abatements actually received by the City in the 6-month period before each Payment Date. Notwithstanding anything to the contrary herein, the payments of Tax Abatements under this paragraph in each year may not exceed the Statutory Cap described in paragraph (5) of this Section and the payment on each Payment Date shall be subject to the qualification described in Section 3.11 in the case of a pending Tax Appeal (as defined in Section 3.11).

(4) *Qualifications.* The Developer acknowledges that:

(a) it has not relied on any representations of the City, or any of its officers, agents, or employees, and has not relied on any opinion of any attorney of the City, as to the Federal or State income tax consequences relating to the payment of Tax Abatements under this Section.

(b) the City shall in no event be obligated to make any Tax Abatement payments under this Section to the Developer unless and until (i) all ad valorem property taxes due and payable with respect to the Development Property as of the applicable Payment Date have been paid in full and (ii) the City has received from the County or any other source as provided by law an ad valorem property tax distribution that includes all or any portion of the Tax Abatements.



(c) all estimates of Tax Abatements that have been prepared by or on behalf of the City have been done for the City's use only and neither the City nor its consultants shall have liability to the Developer if the actual Tax Abatements are less than the amounts estimated.

(5) *Statutory Cap.* The Developer further acknowledges that the total Tax Abatements attributable to any calendar year (i.e., the combined payments on Payment Dates of August 1 and the following February 1) may not exceed the greater of \$200,000 or 10% of the City's Net Tax Capacity for that tax-payable year (the "Statutory Cap"), all pursuant to Section 469.1813, Subdivision 8 of the Abatement Act. The City has previously utilized abatements under the Abatement Act for other projects in the City. The City reasonably expects that the Statutory Cap will not cause the Tax Abatements under this Agreement to be reduced; however, the Developer acknowledges that, during the term of the Tax Abatement under this Section, if the total abatements payable by the City under the Tax Abatement Act in any year would exceed the Statutory Cap, the Statutory Cap is allocated first to the City's existing abatement obligations, second to the Tax Abatements payable under this Agreement, and third to any other tax abatements granted after the date of this Agreement.

### Section 3.2 Construction of Project.

(1) The costs of the Development Property and the construction of the Project shall be paid by the Developer and none of such costs shall be paid by the City except as reimbursed as specifically provided in this Agreement.

(2) The Developer will construct the Project or cause the Project to be constructed in accordance with the Construction Plans approved by the City and the terms of this Agreement and all local, state and federal laws and regulations (including, but not limited to, environmental, zoning, energy conservation, building code and public health laws and regulations).

(3) The Developer will obtain or cause to be obtained, in a timely manner, all required permits, licenses and approvals, and will meet, in a timely manner, all requirements of all applicable local, state, and federal laws and regulations which must be obtained or met before the Project may be lawfully constructed.

(4) Nothing in this Agreement shall be deemed to impair or limit any of the City's rights or procedures under its zoning laws or construction permit processes and policies.

(5) The Developer will not construct any building or other structures on, over, or within the boundary lines of any public utility easement unless such construction is provided for in such easement or has been approved by the utility involved.

(6) The Developer will cooperate fully with the City in resolving, in accordance with any Applicable Regulations, any traffic, parking, trash removal or public safety problems which may arise in connection with the construction and operation of the Project.

(7) The Developer, at its own expense, will replace any public facilities and public utilities damaged during the construction of the Project, in accordance with the technical specifications, standards and practices of the owner thereof.

(8) The Developer at all times prior to the termination of this Agreement will operate and maintain, preserve and keep the Project or cause the Project to be maintained, preserved and kept with the appurtenances and every part and parcel thereof, in commercially reasonable good repair and condition.

(9) The Developer will provide and maintain or cause to be maintained at all times and, from time to time at the request the City, furnish the City with proof of payment of premiums on insurance of amounts and coverages customarily held by Developer's affiliates for their multi-family residential projects.

Section 3.3 Commencement and Completion of Construction. Subject to the terms and conditions of this Agreement and to Unavoidable Delays, the Developer will commence construction of the Project by May 1, 2021 and be substantially completed by December 31, 2022. For the purposes of this Agreement, "Commence" shall mean beginning of physical improvement to the Development Property, including demolition, grading, excavation, or other physical site preparation work, and "Complete" shall mean that the Project is sufficiently complete to meet the qualifications of the issuance of a certificate of occupancy and the Certificate of Completion in accordance with Section 3.5 hereof. If the performance of the obligations of the Developer hereunder are prevented or delayed because of an Unavoidable Delay, the time for performance of such obligation shall be extended for the period of the necessary stoppage in work. If Developer is unable to timely perform an obligation, the Developer must provide written notice to the City within 5 Business Days of such event. Such written notice shall include a reasonably full description of the Unavoidable Delay. Written notification of the termination of such Unavoidable Delay shall be delivered by the Developer within 5 Business Days of the termination of such Unavoidable Delay, and, thereafter, the Developer shall immediately take steps to meet the delayed obligation, as extended by the Unavoidable Delay.

The Project will be constructed by the Developer on the Development Property in conformity with this Agreement and the Construction Plans approved by the City. No changes shall be made to the Construction Plans for the Project without the City's prior written approval, unless the aggregate of such changes do not increase or decrease the Total Development Costs of the Project by more than 10%. No changes which materially alter (a) the Project's site plan, (b) exterior appearance, (c) quality, (d) exterior materials, (e) the purposes of the Project as a residential rental housing facility with approximately 152 market rate units or (f) the quality, materials, appearance, architectural design and amenities described in Section 3.4(1)(v) shall be made without the City's prior written consent. The approval of the City will not be unreasonably withheld, unreasonably conditioned or unreasonably delayed. Prior to completion, upon the request of the City, and subject to applicable safety rules, the Developer will provide the City reasonable access to the Development Property. "Reasonable access" means at least one site inspection per week during regular business hours. During construction, marketing and rentals of the Project, the Developer will deliver progress reports to the City from time to time as mutually agreed upon by the City and the Developer.

#### Section 3.4 Construction Plans.

(1) Prior to the commencement of construction of the Project, the Developer will deliver to the City the Construction Plans. The City shall promptly review any Construction Plans upon submission and deliver to the Developer a written statement approving the Construction Plans or a written statement rejecting the Construction Plans and specifying the deficiencies in the Construction Plans. The City shall approve the Construction Plans if the Construction Plans (i) substantially conform to the terms and conditions of this Agreement; (ii) are consistent with the goals and objectives of the Tax Abatement Program; (iii) comply with the site plan, including without limitation using consistent construction materials and architectural style; (iv) do not violate any applicable federal, State or local laws, ordinances, rules or regulations; and (v) are consistent with the quality, materials, appearance, architectural design and amenities as have been presented by the Developer to the City Council of the City. If the Construction Plans are not approved by the City, then the Developer shall make such changes as the City may reasonably require and resubmit the Construction Plans to the City for approval. If the City has not rejected the Construction Plans in writing within 15 calendar days of submission, such Construction Plans shall automatically be deemed approved by the City.

(2) The approval of the Construction Plans, or any proposed amendment to the Construction Plans, by the City does not constitute a representation or warranty by the City that the Construction Plans or the Project comply with any Applicable Regulations, or that the Project will meet the qualifications for issuance of a certificate of occupancy, or that the Project will meet the requirements of the Developer or any other users of the Project. Approval of the Construction Plans, or any proposed amendment to the Construction Plans, by the City will not constitute a waiver of an Event of Default. Nothing in this Agreement shall be construed to relieve the Developer of its obligations to receive any required approval of the Construction Plans from any City department.

Section 3.5 Certificate of Completion. The Developer shall notify the City when construction of the Project has been substantially completed. The City shall within 15 Business Days thereafter inspect the Project in order to determine whether the Project has been constructed in substantial conformity with this Agreement and the approved Construction Plans. If the City determines that the Project has not been constructed in substantial conformity with this Agreement and the approved Construction Plans, the City shall deliver a written statement to the Developer indicating in adequate detail the specific respects in which the Project has not been constructed in substantial conformity with the approved Construction Plans and Developer shall promptly remedy such deficiencies. Promptly upon determining that the Project has been constructed in substantial conformity with this Agreement and the approved Construction Plans, the City will furnish to the Developer a Certificate of Completion in the form set forth in **Exhibit B** attached hereto certifying the completion of the Project. The Certificate of Completion issued for the Project shall conclusively satisfy and terminate the agreements and covenants of the Developer in this Agreement to construct the Project and any provisions under this Agreement which state that they terminate upon the delivery of the Certificate of Completion. The Developer may cause the Certificate of Completion to be recorded in the proper office for recordation of deeds and other instruments pertaining to the Development Property.

### Section 3.6 Compliance with Environmental Requirements.

(1) The Developer shall comply with all applicable local, state, and federal environmental laws and regulations, and will obtain, and maintain compliance under, any and all necessary environmental permits, licenses, approvals or reviews.

(2) The City makes no warranties or representations regarding, nor does it indemnify the Developer with respect to, the existence or nonexistence on, anywhere within or in the vicinity of the Development Property of any toxic or hazardous substances or wastes, pollutants or contaminants (including, without limitation, asbestos, urea formaldehyde, the group of organic compounds known as polychlorinated biphenyls, petroleum products including gasoline, fuel oil, crude oil and various constituents of such products, or any hazardous substance as defined in the Comprehensive Environmental Response, Compensation and Liability Act of 1980 ("CERCLA"), 42 U.S.C. §§ 961-9657, as amended) (collectively, the "Hazardous Substances").

(3) The Developer agrees to take all necessary action to remove or remediate any Hazardous Substances located on the Development Property to the extent required by and in accordance with all applicable local, state and federal environmental laws and regulations.

(4) The Developer waives any claims against the City, for indemnification, contribution, reimbursement or other payments arising under federal and state law and the common law or relating to the environmental condition of the land comprising the Development Property.

Section 3.7 Limitations on Undertaking of the City. Notwithstanding the provisions of Section 3.1, the City shall have no obligation to reimburse the Developer for the Eligible Costs, if the City, at the time or times such payment is to be made, is entitled under Section 4.2 to exercise any of the remedies set forth therein as a result of an Event of Default which has not been cured.

Section 3.8 Change in Use of Project. The City's obligations pursuant to this Agreement shall be subject to the continued operation of the Project by the Developer or permitted assigns, subject to closure for commercially reasonable periods of time to repair the Project following a casualty loss or remodel.

Section 3.9 Damage and Destruction. In the event of damage or destruction of the Project the Developer shall repair or rebuild the Project or cause the Project to be repaired or rebuild.

Section 3.10 Prohibition Against Transfer of Project and Assignment of Agreement. The Developer represents and agrees that prior to the Termination Date the Developer shall not transfer this Agreement, the Tax Abatement Note, or the Development Property or the Project or any part thereof or any interest therein, except to an Affiliate with written notice to the City and to tenants in the ordinary course, without the prior written approval of the City, which approval shall not be unreasonably withheld, conditioned or delayed. The City shall be entitled to require as conditions to any such approval that:

(1) Any proposed transferee shall have the qualifications and financial responsibility, in the reasonable judgment of the City, necessary and adequate to fulfill the obligations undertaken in this Agreement by the Developer.

(2) Any proposed transferee, by instrument in writing satisfactory to the City shall, for itself and its successors and assigns, and expressly for the benefit of the City, have expressly assumed all of the obligations of the Developer under this Agreement and agreed to be subject to all the conditions and restrictions to which the Developer is subject.

(3) There shall be submitted to the City for review and prior written approval all instruments and other legal documents involved in effecting the transfer of any interest in this Agreement or the Project.

(4) Any proposed transferee of the Tax Abatement Note shall execute and deliver to the City an acknowledgment regarding the limitations of the Tax Abatement Note in a form satisfactory to the City.

(5) There shall be submitted to the City for review all instruments and other legal documents involved in effecting transfer, and if approved by the City, its approval shall be indicated to the Developer in writing.

(6) The Developer shall have paid all reasonable legal fees and expenses of the City, including fees of the City Attorney's office and outside counsel retained by the City to review the documents submitted to the City in connection with any transfer.

If the City does not respond to the request for approval of the assignment within 30 days from the date when the City receives the Developer's request, the assignment will be deemed approved. If the City rejects the request for approval of an assignment as inadequate, it will do so in writing specifying the basis for the rejection.

In the event the foregoing conditions are satisfied, then the Developer will be released from its obligations under this Agreement.

**Section 3.11 Real Property Taxes.** The Developer agrees that prior to the Termination Date it will not cause a reduction in the real property taxes paid in respect of the Development Property through: (i) willful destruction of the Development Property or any part thereof; or (ii) willful refusal to reconstruct damaged or destroyed property. The Developer also agrees that it will not, prior to the Termination Date, apply for an exemption from or a deferral of property tax on the Development Property pursuant to any law, or transfer or permit transfer of the Development Property to any entity whose ownership or operation of the property would result in the Development Property being exempt from real property taxes under State law. The Developer shall, so long as this Agreement remains in effect, pay or cause to be paid all real property taxes with respect to all parts of the Development Property acquired, owned or leased by it or which are payable pursuant to any statutory or contractual duty that shall accrue subsequent to the date of its acquisition of title to the Development Property (or part thereof). The Developer further acknowledges that failure of the Developer to commence and complete the Project as set forth in Section 3.3 hereof could reduce the Tax Abatements below the Reimbursement Amount. The Developer agrees that for tax assessments so long as this Agreement remains in effect:

(a) It will not seek administrative review or judicial review of the applicability of any tax statute relating to the ad valorem property taxation of real property contained on

the Development Property determined by any tax official to be applicable to the Project or the Developer or raise the inapplicability of any such tax statute as a defense in any proceedings with respect to the Development Property, including delinquent tax proceedings; provided, however, "tax statute" does not include any local ordinance or resolution levying a tax;

(b) It will not seek administrative review or judicial review of the constitutionality of any tax statute relating to the taxation of real property contained on the Development Property determined by any tax official to be applicable to the Project or the Developer or raise the unconstitutionality of any such tax statute as a defense in any proceedings, including delinquent tax proceedings with respect to the Development Property; provided, however, "tax statute" does not include any local ordinance or resolution levying a tax;

(c) The Developer shall notify the City within 10 days of filing any petition to seek reduction in market value or property taxes on any portion of the Development Property under any State law (referred to as a "Tax Appeal"). If as of any Payment Date, any Tax Appeal is then pending, the City will continue to make payments on the Tax Abatement Note but only to the extent that the Tax Abatements relate to property taxes paid with respect to the market value of the Development Property not being challenged as part of the Tax Appeal as determined by the City in its sole discretion and the City will withhold the Tax Abatements related to property taxes paid with respect to the market value of the Development Property being challenged as part of the Tax Appeal as determined by the City in its sole discretion. The City will apply any withheld amount to the extent not reduced as a result of the Tax Appeal promptly after the Tax Appeal is fully resolved and the amount of Tax Abatements, as applicable, attributable to the disputed tax payments is finalized.

Section 3.12 Encumbrance of the Development Property. Until the issuance of a Certificate of Completion, without the prior written consent of the City, which will not be unreasonably withheld or delayed, neither the Developer nor any successor in interest to the Developer will engage in any financing or any other transaction creating any mortgage or other encumbrance or lien upon the Development Property, or portion thereof, whether by express agreement or operation of law, or suffer any encumbrance or lien to be made on or attach to the Development Property except for the purpose of obtaining funds only to the extent necessary for financing or refinancing the acquisition, construction and operation of the Project (including, but not limited to, land and building acquisition, labor and materials, professional fees, development fees, real estate taxes, reasonably required reserves, construction interest, organization and other direct and indirect costs of development and financing, costs of constructing the Project, and an allowance for contingencies) including without limitation land use restriction agreements in connection with such financings.

Section 3.13 Developer to Pay City Fees and Expenses. The Developer will pay all the City's Administrative Costs (as defined below). For the purposes of this Agreement, the term "Administrative Costs" means reasonable out of pocket costs incurred by the City together with staff and consultant (including legal, financial adviser, etc.) costs of the City, all attributable to or

incurred in connection with establishing the Tax Abatement Program and review, negotiation and preparation of this Agreement (together with any other agreements entered into between the parties hereto contemporaneously therewith) and review and approvals of other documents and agreements in connection with the Project and any amendments thereto.

The City acknowledges that the Developer has made a \$10,000 escrow deposit with the City for the payment of Administrative Costs. If Administrative Costs exceed such amount, then the Developer shall deposit additional funds as requested by the City to cover ongoing Administrative Costs. The Developer agrees to pay all reasonable Administrative Costs within 15 days of the City's written request, supported by suitable billings, receipts or other evidence of the amount and nature of Administrative Costs incurred. Upon termination of this Agreement in accordance with its terms, the Developer remains obligated under this section for Administrative Costs incurred through the Termination Date. Any funds deposited by Developer and not expended by the City for Administrative Costs on or before the date of issuance of the Tax Abatement Note will be returned to the Developer without interest.

In addition, certain engineering, environmental advisor, legal, land use, zoning, subdivision and other costs related to the development of the Development Property are required to be paid, or additional funds deposited in escrow, as provided in accordance with the City's planning, zoning, and building fee schedules. The Developer shall pay all other normal and customary City fees and expenses, unless otherwise specified in this Agreement, for the approval and construction of the Project.



## ARTICLE IV

### EVENTS OF DEFAULT

Section 4.1 Events of Default Defined. The following shall be “Events of Default” under this Agreement and the term “Event of Default” shall mean whenever it is used in this Agreement any one or more of the following events:

(1) Failure by the Developer to timely pay or cause to be paid any ad valorem real property taxes, special assessments, utility charges or other governmental impositions with respect to the Project or the Development Property.

(2) Failure by the Developer to construct or cause the construction of the Project to be completed pursuant to the terms, conditions and limitations of this Agreement.

(3) Failure by the Developer to observe or perform any other covenant, condition, obligation or agreement on its part to be observed or performed under this Agreement.

Section 4.2 Remedies on Default. Whenever any Event of Default referred to in Section 4.1 occurs and is continuing, the City, as specified below, may take any one or more of the following actions after the giving of 30 days’ written notice to the Developer citing with specificity the item or items of default and notifying the Developer that it has 30 days within which to cure said Event of Default. If the Event of Default has not been cured within said 30 days or a reasonable period of time, not exceeding 90 days, if the Event of Default cannot be reasonably cured within such 30-day period and Developer has commenced and is diligently pursuing a cure of the default:

(a) The City may suspend its performance under this Agreement and the Tax Abatement Note, without interest, until the default is cured or, in the discretion of the City, if it receives assurances from the Developer, deemed adequate by the City, that the Developer will cure its default and continue its performance under this Agreement.

(b) The City may terminate the Tax Abatement Program and cancel and rescind this Agreement and the Tax Abatement Note; provided, however, the City agrees that it will not exercise this remedy for a period of up to 180 days after giving written notice to the Developer if the Developer has commenced to cure the Event of Default within the 30-day period after such notice and is diligently pursuing a cure of the default and the Event of Default cannot be reasonably cured within the 90-day period after such notice.

(c) The City may take any action, including legal or administrative action, in law or equity, which may appear necessary or desirable to enforce performance and observance of any obligation, agreement, or covenant of the Developer under this Agreement.

Section 4.3 No Remedy Exclusive. No remedy herein conferred upon or reserved to the City is intended to be exclusive of any other available remedy or remedies, but each and every such remedy shall be cumulative and shall be in addition to every other remedy given under this

Agreement or now or hereafter existing at law or in equity or by statute. No delay or omission to exercise any right or power accruing upon any default shall impair any such right or power or shall be construed to be a waiver thereof but any such right and power may be exercised from time to time and as often as may be deemed expedient.

Section 4.4 No Implied Waiver. In the event any agreement contained in this Agreement should be breached by any party and thereafter waived by the other party, such waiver shall be limited to the particular breach so waived and shall not be deemed to waive any other concurrent, previous or subsequent breach hereunder.

Section 4.5 Agreement to Pay Attorneys' Fees and Expenses. If the Developer shall default under any of the provisions of this Agreement, and the City shall employ attorneys or incur other reasonable expenses for the collection of payments due hereunder, or for the enforcement of performance or observance of any obligation or agreement on the part of the Developer contained in this Agreement, the Developer will on demand therefor reimburse the City for the reasonable fees of such attorneys and such other reasonable expenses so incurred.

Section 4.6 Release and Indemnification Covenants.

(1) The Developer releases from and covenants and agrees that the City, and its governing bodies' members, officers, agents, including the independent contractors, consultants and legal counsel, servants and employees thereof (hereinafter, for purposes of this Section, collectively the "Indemnified Parties") shall not be liable for and agrees to indemnify and hold harmless the Indemnified Parties against any loss or damage to property or any injury to or death of any person occurring at or about or resulting from any defect in the Project, except to the extent caused by any willful misrepresentation or any willful or wanton misconduct of the Indemnified Parties.

(2) Except for any willful misrepresentation or any willful or wanton misconduct of the Indemnified Parties, the Developer agrees to protect and defend the Indemnified Parties, now and forever, and further agrees to hold the aforesaid harmless from any claim, demand, suit, action or other proceeding whatsoever by any person or entity whatsoever arising or purportedly arising from the actions or inactions of the Developer (or if other persons acting on its behalf or under its direction or control) under this Agreement, or the transactions contemplated hereby or the acquisition, construction, installation, ownership, and operation of the Project; provided, that this indemnification shall not apply to the warranties made or obligations undertaken by the City in this Agreement.

(3) All covenants, stipulations, promises, agreements and obligations of the City, respectively, contained herein shall be deemed to be the covenants, stipulations, promises, agreements and obligations of the City, respectively, and not of any governing body member, officer, agent, servant or employee of the City, respectively.

## ARTICLE V

### ADDITIONAL PROVISIONS

Section 5.1 Conflicts of Interest. No member of the governing body or other official of the City shall have any financial interest, direct or indirect, in this Agreement, the Development Property or the Project, or any contract, agreement or other transaction contemplated to occur or be undertaken thereunder or with respect thereto, nor shall any such member of the governing body or other official participate in any decision relating to this Agreement which affects his or her personal interests or the interests of any corporation, partnership or association in which he or she is directly or indirectly interested. No member, official or employee of the City shall be personally liable to the City in the event of any default or breach by the Developer or successor or on any obligations under the terms of this Agreement.

Section 5.2 Titles of Articles and Sections. Any titles of the several parts, articles and sections of this Agreement are inserted for convenience of reference only and shall be disregarded in construing or interpreting any of its provisions.

Section 5.3 Notices and Demands. Except as otherwise expressly provided in this Agreement, a notice, demand or other communication under this Agreement by any party to any other shall be sufficiently given or delivered if it is dispatched by registered or certified mail, postage prepaid, return receipt requested, or delivered personally, and

- (1) in the case of the Developer is addressed to or delivered personally to:

Titan Land LLC  
19356 Meadowridge Trail N  
Marine, MN 55047  
Attention: Peter Stalland

- (2) in the case of the City is addressed to or delivered personally to the City at:

City of Inver Grove Heights  
8150 Barbara Ave  
Inver Grove Heights, MN 55077  
Attn: City Administrator

or at such other address with respect to any such party as that party may, from time to time, designate in writing and forward to the other, as provided in this Section.

Section 5.4 Counterparts. This Agreement may be executed in any number of counterparts, each of which shall constitute one and the same instrument.

Section 5.5 Law Governing. This Agreement will be governed and construed in accordance with the laws of the State.

Section 5.6 Duration. This Agreement shall terminate on the Termination Date.

Section 5.7 Provisions Surviving Rescission or Expiration. Sections 4.5 and 4.6 shall survive any rescission, termination or expiration of this Agreement with respect to or arising out of any event, occurrence or circumstance existing prior to the date thereof

Section 5.8 Superseding Effect. This Agreement reflects the entire agreement of the parties with respect to the development of the Development Property, and supersedes in all respects all prior agreements of the parties, whether written or otherwise, with respect to the development of the Development Property

Section 5.9 Relationship of Parties. Nothing in this Agreement is intended, or shall be construed, to create a partnership or joint venture among or between the parties hereto, and the rights and remedies of the parties hereto shall be strictly as set forth in this Agreement. All covenants, stipulations, promises, agreements and obligations of the City contained herein shall be deemed to be the covenants, stipulations, promises, agreements and obligations of the City and not of any governing body member, officer, agent, servant or employee of the City.

IN WITNESS WHEREOF, the City has caused this Agreement to be duly executed in its name and on its behalf, and the Developer has caused this Agreement to be duly executed in its name and on its behalf, on or as of the date first above written.

DEVELOPER:

TITAN LAND LLC

By \_\_\_\_\_  
Name: \_\_\_\_\_  
Its \_\_\_\_\_

This is a signature page to the Tax Abatement Agreement

CITY OF INVER GROVE HEIGHTS,  
MINNESOTA

By \_\_\_\_\_  
Its Mayor

By \_\_\_\_\_  
Its City Administrator

This is a signature page to the Tax Abatement Agreement

**EXHIBIT A**

**FORM OF TAX ABATEMENT NOTE**

**UNITED STATES OF AMERICA  
STATE OF MINNESOTA  
COUNTY OF DAKOTA  
CITY OF INVER GROVE HEIGHTS**

No. R-1

**TAXABLE ABATEMENT REVENUE NOTE  
(CROSSINGS AT INVERWOOD PROJECT)**

|                         |                       |
|-------------------------|-----------------------|
| Original                | Date of               |
| <u>Principal Amount</u> | <u>Original Issue</u> |
| \$ _____                | _____                 |

The City of Inver Grove Heights, Minnesota (the "Issuer"), hereby acknowledges itself to be indebted and, for value received, promises to pay to the order of Titan Land LLC, or registered assigns (the "Owner"), solely from the source, to the extent and in the manner hereinafter provided, the principal sum in an amount not to exceed \$\_\_\_\_\_, without interest. This Note is given in accordance with that certain Tax Abatement Agreement between the Issuer and the Owner, dated as of October \_\_, 2020 (the "Agreement"). Capitalized terms used and not otherwise defined herein shall have the meaning provided for such terms in the Agreement unless the context clearly requires otherwise.

Payments of principal on this Note (each a "Payment") shall be payable in semi-annual installments payable on each February 1 and August 1, (the "Payment Dates") provided that if any such Payment Date is not a Business Day the Payment Date shall be the next succeeding Business Day, commencing on August 1, 2023 and ceasing the earlier of (i) February 1, 2034; or (ii) any earlier date the Agreement is cancelled in accordance with the terms thereof; or (iii) the date the principal of this Note is paid or deemed paid in full in accordance with the terms hereof, the "Final Maturity Date."

Each Payment shall be in an amount equal to the amount of Tax Abatements (as defined in the Agreement) actually received by the City in the 6-month period before each Payment Date. Notwithstanding anything to the contrary herein, the payments of Tax Abatements under this paragraph in each year may not exceed the Statutory Cap (as defined in the Agreement) and the payment on each Payment Date shall be subject to the qualification described in Section 3.11 of the Agreement in the case of a pending Tax Appeal. Payments are subject to prepayment at the option of the Issuer in whole or in part on any date after the Date of Original Issue stated above. All payments shall be applied to principal.

Each payment on this Note is payable in any coin or currency of the United States of America which on the date of such payment is legal tender for public and private debts and shall



be made by check or draft made payable to the Owner and mailed to the Owner at its postal address within the United States which shall be designated from time to time by the Owner.

Payments on this Note are payable solely from Tax Abatements (as defined in the Agreement). The pledge of Tax Abatements is subject to all the terms and conditions of the Agreement.

The Issuer shall have no obligation to make any Payment on any Payment Date if, as of such date there has occurred and is continuing any Event of Default on the part of the Owner as defined in the Agreement. If the Event of Default is thereafter cured in accordance with the Agreement, the Tax Abatements as of such Payment Date shall be deferred, without interest, and paid on the next Payment Date after the Event of Default is cured. If an Event of Default is not timely cured and the Issuer elects to terminate its obligation under the Agreement, the Issuer shall have no further obligations to make Payments hereunder. If an Event of Default is not timely cured and the Issuer terminates its obligation under the Agreement, the Agreement and the Note shall be deemed terminated and the Issuer shall have no further obligations hereunder. Payments under this Note may also be suspended or reduced as otherwise provided in the Agreement, in which case the Owner shall deliver this Note in exchange for a new note in the adjusted principal amount upon the request of the Issuer.

This Note shall terminate and be of no further force and effect as of, and the Issuer shall have no obligation to pay any portion of the Payments that remains unpaid after, the Final Maturity Date. Any estimates of Tax Abatements prepared by the Issuer or its municipal advisor in connection with the Tax Abatements and the Agreement are for the benefit of the Issuer only, and are not intended as representations on which the Developer may rely. THE ISSUER MAKES NO REPRESENTATION OR COVENANT, EXPRESS OR IMPLIED, THAT THE TAX ABATEMENTS WILL BE SUFFICIENT TO PAY, IN WHOLE OR IN PART, THE AMOUNTS WHICH ARE OR MAY BECOME DUE AND PAYABLE HEREUNDER.

This Note is issued pursuant to Minnesota Statutes, Sections 469.1812 through 469.1815, as amended, and pursuant to the resolution of the Issuer adopted on October 12, 2020 (the "Resolution") duly adopted by the City Council of the Issuer pursuant to and in full conformity with the Constitution and laws of the State of Minnesota. This Note is a limited obligation of the Issuer, payable solely from moneys pledged to the payment of this Note under the Resolution. The Note shall not be deemed to constitute a general obligation of the State of Minnesota, or any political subdivision thereof, including, without limitation, the Issuer. Neither the State of Minnesota, nor any political subdivision thereof, including, without limitation, the Issuer, shall be obligated to pay the principal of this Note or other costs incident hereto except from the revenues and receipts pledged therefor, and neither the full faith and credit nor the taxing power of the State of Minnesota or any political subdivision thereof, including, without limitation, the Issuer, is pledged to the payment of the principal of this Note or other costs incident hereto.

This Note is issuable only as a fully registered note without coupons. This Note is transferable upon the books of the Issuer kept for that purpose at the principal office of the Registrar, by the Owner hereof in person or by such owner's attorney duly authorized in writing, upon surrender of this Note together with a written instrument of transfer satisfactory to the Issuer,

duly executed by the Owner. Upon such transfer or exchange and the payment by the Owner of any tax, fee, or governmental charge required to be paid by the Issuer with respect to such transfer or exchange, there will be issued in the name of the transferee a new Note of the same aggregate principal amount and maturing on the same dates.

This Note shall not be transferred to any person or entity except in accordance with Section 3.10 of the Agreement and unless the Issuer has been provided with an opinion of counsel or a certificate of the transferor, in a form satisfactory to the Issuer, that such transfer is exempt from registration and prospectus delivery requirements of federal and applicable state securities laws. Transfer of the ownership of this Note to a person other than one permitted by this paragraph without the written consent of the Issuer shall relieve the Issuer of all of its obligations under this Note.

IT IS HEREBY CERTIFIED AND RECITED that all acts, conditions, and things required by the Constitution and laws of the State of Minnesota to be done, to have happened, and to be performed precedent to and in the issuance of this Note have been done, have happened, and have been performed in regular and due form, time, and manner as required by law; and that this Note, together with all other indebtedness of the Issuer outstanding on the date hereof and on the date of its actual issuance and delivery, does not cause the indebtedness of the Issuer to exceed any constitutional or statutory limitation thereon.

IN WITNESS WHEREOF, the City Council of the City of Inver Grove Heights, Minnesota has caused this Note to be executed by the manual signatures of the Mayor and City Administrator of the Issuer and has caused this Note to be dated as of the Date of Original Issue specified above.

**CITY OF INVER GROVE HEIGHTS,  
MINNESOTA**

By: \_\_\_\_\_  
Its: Mayor

By: \_\_\_\_\_  
Its: City Administrator

## REGISTRATION PROVISIONS

The ownership of the unpaid balance of the within Note is registered in the bond register of the City Administrator in the name of the person last listed below.

Date of Registration

Registered Owner

Signature of  
City Administrator

Titan Land LLC

Federal ID # \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

## **EXHIBIT B**

### **CERTIFICATE OF COMPLETION OF PROJECT**

THIS CERTIFICATE, made this \_\_\_\_ day of \_\_\_\_\_, 20\_\_ from the City of Inver Grove Heights, Minnesota, a municipal corporation existing under the Constitution and laws of the State of Minnesota (the “City”), for the benefit Titan Land LLC, a Minnesota limited liability company (the “Developer”).

WHEREAS, the City entered into a Tax Abatement Agreement (the “Agreement”), dated October \_\_ 2020, with the Developer, which requires the Developer to acquire certain real property located in the City legally described as \_\_\_\_\_, Dakota County, Minnesota (the “Development Property”) and construct a residential rental housing facility with approximately 152 market rate units, and related amenities and improvements, to be owned by the Developer and located on the Development Property (the “Project”);

WHEREAS, the Developer has constructed the Project in a manner deemed sufficient by the City to permit the execution of this certification;

NOW THEREFORE, the City does hereby certify that the Developer has satisfactorily completed the construction of the Project in accordance with Sections 3.3 through 3.5 of the Agreement. The Developer is released and forever discharged from its obligations with respect to construction of the Project under Sections 3.3 through 3.5 of the Agreement. Any remaining obligations under the Agreement shall be solely contractual obligations of the Developer and parties to whom the Developer expressly assigns, and who expressly assume, the Developer’s obligations under the Agreement.

The City has, as of the date and year first above written, set its hand hereon.

CITY OF INVER GROVE HEIGHTS, MINNESOTA

By: \_\_\_\_\_

Its: City Administrator

STATE OF MINNESOTA    )  
                                          ) ss  
COUNTY OF DAKOTA    )

On this \_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_, before me a Notary Public within and for said County, personally appeared \_\_\_\_\_, to me personally known, who, being by me duly sworn, did say that she/he is the City Administrator of the City of Inver Grove Heights, Minnesota, the municipal corporation named in the foregoing instrument, and said instrument was signed on behalf of said municipal corporation by authority of its City Council, and said \_\_\_\_\_ acknowledged said instrument to be the free act and deed of said municipal corporation.

\_\_\_\_\_  
Notary Public

THIS INSTRUMENT WAS DRAFTED BY:  
KENNEDY & GRAVEN, CHARTERED (JSB)

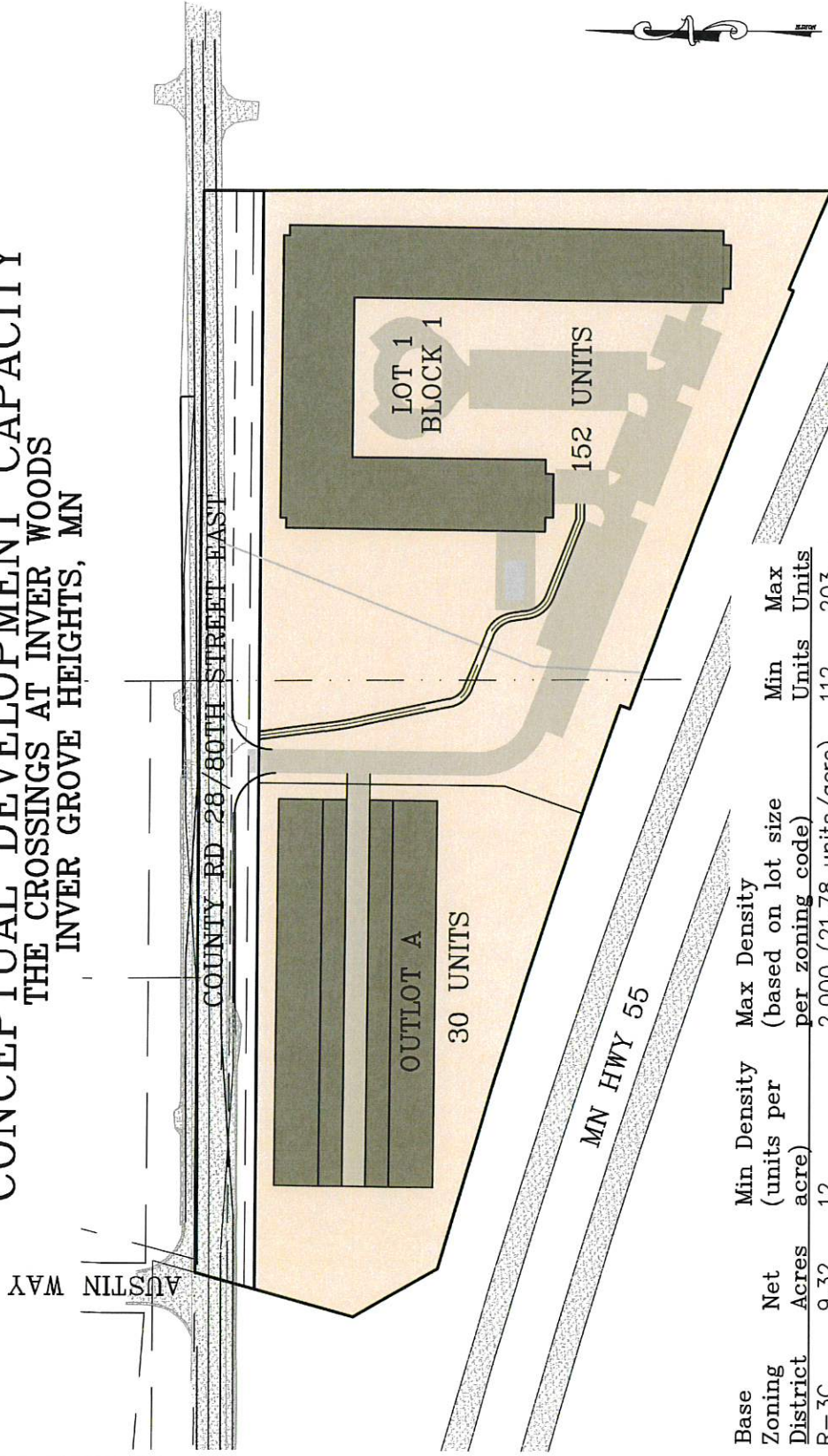
150 S 5<sup>th</sup> Street, Suite 700  
Minneapolis, MN 55402

**EXHIBIT C**  
**PROJECT SOURCES AND USES**



EXHIBIT D  
DEPICTION OF DEVELOPMENT PROPERTY

CONCEPTUAL DEVELOPMENT CAPACITY  
THE CROSSINGS AT INVER WOODS  
INVER GROVE HEIGHTS, MN



| Base Zoning District | Net Acres | Min Density (units per acre) | Max Density (based on lot size per zoning code) | Min Units | Max Units |
|----------------------|-----------|------------------------------|-------------------------------------------------|-----------|-----------|
| R-3C                 | 9.32      | 12                           | 2,000 (21.78 units/acre)                        | 112       | 203       |

Total Units = 182 = 19.53 units/acre

LEGEND

-  R-3C HIGH DENSITY RESIDENTIAL
- > 7 UNITS/ACRE



ENGINEERING  
SURVEYING  
PLANNING

14070 Hwy 52 S.E.  
Chatfield, MN 55923

Ph. 507-867-1666  
Fax. 507-867-1665  
www.ggc.io

DATE: 8/3/2020

Prepared For:  
TITAN LAND LLC

19356 MEADOWRIDGE TRAIL NORTH  
MARINE ON ST. CROIX, MN 55047

SHEET 1 OF 1 | FILE NO: 20-116PP

**EXHIBIT A**  
**(Memo from Ehlers)**

## MEMORANDUM

TO: Heather Rand, Community Development Director  
 FROM: Jason Aarsvold, Ehlers  
 Jessica Cook, Ehlers  
 DATE: 9-10-2020  
 SUBJECT: Crossings at Inverwood – Tax Abatement Request

The City of Inver Grove Heights received a proposal from Titan Land, LLC (the “Developer”) to construct a 152-unit market rate apartment building. The project, located at 1462 80<sup>th</sup> Street East, would contain a mix of studio, 1-bedroom and 2-bedroom units with amenities such as a pool, lounge, playground, dog run and passive recreation areas.

Citing a financial gap in the project related predominantly to fees in the NW area of the City, the Developer is requesting tax abatement in the amount of \$2,423,000 to make the project financially feasible. This memo reviews the need for tax abatement based on our analysis of the developer’s project budget and projections, generally known as a pro forma. We have reviewed the project based on general industry standards for construction, land, and project costs; market rate rents; operating expenses; developer fees; underwriting and financing criteria; and, cash flow/return on investment.

In addition, we compared the fees required in the NW area of Inver Grove Heights for this project to the average fees that would be charged for this project by surrounding cities.

The table below depicts the Developer’s proposed sources and uses for the project.

| SOURCES                |                   |             |                |
|------------------------|-------------------|-------------|----------------|
|                        | Amount            | Pct.        | Per Unit       |
| First Mortgage         | 20,992,546        | 63%         | 138,109        |
| Tax Abatement Mortgage | 2,423,000         | 7%          | 15,941         |
| Equity                 | 10,035,234        | 30%         | 66,021         |
| <b>TOTAL SOURCES</b>   | <b>33,450,780</b> | <b>100%</b> | <b>220,071</b> |

| USES                           |                   |             |                |
|--------------------------------|-------------------|-------------|----------------|
|                                | Amount            | Pct.        | Per Unit       |
| Acquisition Costs              | 1,100,000         | 3%          | 7,237          |
| Construction Costs             | 28,525,780        | 85%         | 187,670        |
| Professional Services          | 650,000           | 2%          | 4,276          |
| Financing Costs                | 1,375,000         | 4%          | 9,046          |
| Developer Fee                  | 1,000,000         | 3%          | 6,579          |
| Cash Accounts/Escrows/Reserves | 800,000           | 2%          | 5,263          |
| <b>TOTAL USES</b>              | <b>33,450,780</b> | <b>100%</b> | <b>220,071</b> |



## Pro Forma Analysis

- The Developer proposes to finance the project with a mortgage in the amount of \$23.42 million (including the tax abatement portion), which is 70% of the total development costs. Based on current underwriting conditions, the Developer is maximizing its amount of first mortgage debt. The Developer is proposing to bring \$10 million in equity, which is 30% of total project costs. The proposed financing meets expectations for a project of this nature.
- The total development costs are \$33,450,780, or \$220,000 per unit. For market rate rental projects like this one, we would anticipate total development costs would range between \$200,000 and \$225,000 per unit. Based on our review, we conclude the projected total development cost for this project is within an acceptable range.
- The developer fee of \$1 million is 3% of total development costs. For projects requesting City assistance, we would expect to see a developer fee of no more than 3% to 5%. The proposed developer fee is acceptable.
- Proposed rents range between \$1,210 per month for a studio unit, to \$1,760 per month for a 2-bedroom unit. On a per square foot basis, rents range between \$1.53 to \$2.05, averaging \$1.70. Projected rents for recent suburban market rate rental projects are ranging between \$1.80 and \$2.25 per square foot depending on location, unit size and amenities. The proposed rents are below the anticipated range of other suburban rental projects.

The Developer provided a market study prepared by an independent third party supporting the projected rents. Ehlers accepted the conclusions of the market study and used the projected rents for purposes of the analysis.

- The Developer's total projected operating expenses (before management fees, property taxes, and replacement reserves) are \$512,891 per year. This equates to approximately \$3,374 per housing unit per year. For a project of this nature, we would expect operating costs to range between \$3,000 and \$4,000 per unit per year. The proposed operating costs for the project are within industry standards.
- The proposed management fee is assumed at 3% of effective gross income (EGI) and reasonable for the product type. The typical range is between 3% to 5% of EGI. Replacement reserves are \$175 per unit, which is below the typical range of \$300 to \$500 per unit per year.

## Projected Return on Investment

As part of this analysis, we want to make sure that any public assistance in the project does not result in a return on investment greater than what is typical within the industry. The most common measure we use is the cash on cash rate of return. This measure is simply the projected annual cash flow ÷ the Developer's equity in the project. For projects receiving public assistance, we would expect the average cash on cash return on investment *over the term of assistance* to be no more than 10%

Based on current estimates, it would take approximately 15.5 years to repay the Developer's requested tax abatement amount of \$2,423,000. In year 15 of the project, the projected cash on cash return based on the Developer's request is over 12%. This return is higher than the typical range for a project requesting City assistance and indicates a potential to reduce the amount of the request.

### City Fee Analysis

In addition to sizing the need for assistance based on the Developer's pro forma, Ehlers also compared the City fees for this project to the fees that would be charged by surrounding communities for the same project. The analysis is attached to this memorandum.

As the analysis shows, the City's projected development fees for this project, excluding building permit fees, are \$2,765,650 in the NW area of Inver Grove Heights. The average fees for this project among the other cities in the analysis (excluding the NW area in Inver Grove Heights) is \$992,152. This is a difference of \$1,773,498.

### Recommendation

Based on our review of the Developer's pro forma and under current market conditions, the proposed development may not reasonably be expected to occur solely through private investment within the reasonably near future. The cost associated with developing the site as market rate rental housing make the project feasible only through assistance, in part, from City contributions.

We recommend, however, limiting the City's tax abatement assistance to a total of \$1.6 million, rather than the requested \$2.423 million. The table below depicts a proposed revision to the Developer's sources and uses.

| <b>SOURCES</b>         |                   |             |                 |
|------------------------|-------------------|-------------|-----------------|
|                        | <b>Amount</b>     | <b>Pct.</b> | <b>Per Unit</b> |
| First Mortgage         | 21,815,546        | 65%         | 143,523         |
| Tax Abatement Mortgage | 1,600,000         | 5%          | 10,526          |
| Equity                 | 10,035,234        | 30%         | 66,021          |
| <b>TOTAL SOURCES</b>   | <b>33,450,780</b> | <b>100%</b> | <b>220,071</b>  |

| <b>USES</b>                    |                   |             |                 |
|--------------------------------|-------------------|-------------|-----------------|
|                                | <b>Amount</b>     | <b>Pct.</b> | <b>Per Unit</b> |
| Acquisition Costs              | 1,100,000         | 3%          | 7,237           |
| Construction Costs             | 28,525,780        | 85%         | 187,670         |
| Professional Services          | 650,000           | 2%          | 4,276           |
| Financing Costs                | 1,375,000         | 4%          | 9,046           |
| Developer Fee                  | 1,000,000         | 3%          | 6,579           |
| Cash Accounts/Escrows/Reserves | 800,000           | 2%          | 5,263           |
| <b>TOTAL USES</b>              | <b>33,450,780</b> | <b>100%</b> | <b>220,071</b>  |

The revised analysis assumes more first mortgage financing and reduces the City's tax abatement contribution to \$1.6 million (approximately 11 years of abatement payments). Based on this revision, the cash on cash return in year 11 (when abatement payments would end) is 10%. In addition, the recommended level of assistance nearly off-sets the average difference in fees in the northwest area as compared to other surrounding cities. We conclude that providing tax abatement assistance in the amount of \$1.6 million is supportable for the project and should provide enough return to attract private investment in the project.

Please contact either of us at 651-697-8500 if you have questions or comments.

## The Crossings at Inverwood

### Comparison of 2020 Development Fees for a 152-unit Multi-Family Housing Development

6.3 Net Developable Acres and 7.6 gross acres

Excludes lateral installation, permit fees and meter costs. Assumes a 3" meter.

|                                                                  | Water Trunk Fee* | Water Connection Fee** | Total Water  | Sanitary Sewer Trunk Fee* | Sanitary Sewer Connection Fee** | Total Sanitary Sewer | Storm Water | Park Dedication | Total Fees   | Total Fees per Unit | Comments                                                                                                                                                   |
|------------------------------------------------------------------|------------------|------------------------|--------------|---------------------------|---------------------------------|----------------------|-------------|-----------------|--------------|---------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Apple Valley                                                     | \$ 17,823        | \$ 151,240             | \$ 169,063   | \$ 49,096                 | \$ 55,480                       | \$ 104,576           | \$ 49,858   | See Comment     | \$ 323,497   | \$ 2,128            | Park Dedication and Ponding Dedication established on a case by case basis, based on need, and detailed in Development Agreement                           |
| Burnsville                                                       | \$ -             | \$ 213,256             | \$ 213,256   | \$ -                      | \$ 68,704                       | \$ 68,704            | \$ 87,817   | \$ 716,400      | \$ 1,086,177 | \$ 7,146            |                                                                                                                                                            |
| Chanhassen                                                       | \$ 363,584       | \$ 848,464             | \$ 1,212,048 | \$ 105,032                | \$ 244,872                      | \$ 349,904           | \$ 32,099   | \$ 577,600      | \$ 2,171,851 | \$ 14,287           | Assumes development receives 50% credit for stormwater fee for on-site ponding                                                                             |
| Cottage Grove                                                    | \$ 15,845        | \$ 176,320             | \$ 192,165   | \$ 9,009                  | \$ 54,720                       | \$ 63,729            | \$ 61,110   | \$ 247,760      | \$ 564,764   | \$ 3,716            |                                                                                                                                                            |
| Cottage Grove East Ravine/Upper Ravine                           | \$ 20,040        | \$ 176,320             | \$ 196,360   | \$ 46,374                 | \$ 54,720                       | \$ 101,094           | \$ 31,960   | \$ 247,760      | \$ 577,175   | \$ 3,797            |                                                                                                                                                            |
| Eagan                                                            | \$ 22,982        | \$ 383,815             | \$ 406,798   | \$ 21,773                 | \$ 18,149                       | \$ 39,922            | \$ 54,886   | \$ 579,120      | \$ 1,080,725 | \$ 7,110            | Park Dedication Fees include Trailway Dedication. If developer does not construct stormwater pond on-site, additional Water Quality Dedication Fee is due. |
| Hastings                                                         | \$ -             | \$ 350,550             | \$ 350,550   | \$ -                      | \$ 107,730                      | \$ 107,730           | \$ -        | \$ 167,200      | \$ 625,480   | \$ 4,115            |                                                                                                                                                            |
| Inver Grove Heights                                              | \$ 37,240        | \$ 284,280             | \$ 321,520   | \$ 37,240                 | \$ 77,520                       | \$ 114,760           | \$ -        | \$ 744,800      | \$ 1,181,080 | \$ 7,770            |                                                                                                                                                            |
| Inver Grove Heights Northwest Area                               | \$ 97,524        | \$ 728,660             | \$ 826,184   | \$ 168,588                | \$ 934,350                      | \$ 1,102,938         | \$ 91,728   | \$ 744,800      | \$ 2,765,650 | \$ 18,195           |                                                                                                                                                            |
| Lakeville                                                        | \$ -             | \$ 311,600             | \$ 311,600   | \$ 49,704                 | \$ 125,400                      | \$ 175,104           | \$ 54,337   | \$ 357,504      | \$ 898,545   | \$ 5,911            |                                                                                                                                                            |
| Rosemount                                                        | \$ 40,950        | \$ 372,400             | \$ 413,350   | \$ 6,773                  | \$ 182,400                      | \$ 189,173           | \$ 57,551   | \$ 375,000      | \$ 1,035,073 | \$ 6,810            |                                                                                                                                                            |
| Woodbury Water District No. 2 and Sanitary Sewer District No. 12 | \$ 56,543        | \$ 110,200             | \$ 166,743   | \$ 19,026                 | \$ 104,120                      | \$ 123,146           | \$ 120,227  | \$ 532,000      | \$ 942,115   | \$ 6,198            |                                                                                                                                                            |
| Average (excluding Northwest Area)                               | \$ 55,916        | \$ 320,213             | \$ 376,129   | \$ 33,502                 | \$ 103,909                      | \$ 137,411           | \$ 48,873   | \$ 429,738      | \$ 992,152   | \$ 6,527            |                                                                                                                                                            |

\* For purposes of comparison, fees that other cities charge at time of plat are characterized as water trunk fees.

\*\* For purposes of comparison, fees that other cities collect at time of building permit are characterized as water connection fees.



**EXHIBIT B**  
**(Term Sheet)**

## Term Sheet

This Term Sheet is executed as of this 14<sup>th</sup> day of September, 2020 by and between the Developer and the City of Inver Grove Heights (the "City") and is intended to set forth the general terms upon which the parties hereto may be willing to enter into a Development Agreement. Except for Section 9 below (which shall be binding upon the Developer), this Term Sheet shall not be deemed conclusive or legally binding upon either party and neither party shall have any obligations regarding the property defined below unless and until a definitive Development Agreement is approved by the City and executed by both parties.

1. Developer: Titan Land, LLC
2. Property: 1462 80th Street East – PIDs: 20-01700-26-010 and 20-01700-05-013
3. Key Business Terms – Developer:
  - a. Execution of Development Agreement
  - b. Acquisition of Property
  - c. Preparation and Submittal of Construction Plans
4. Key Business Terms – City:
  - a. Authorize the use of City tax abatement for the project
  - b. Approval of Construction Plans
  - c. Execution of Development Agreement
  - d. Determination that Developer has sufficient financial means to construct Minimum Improvements
5. Minimum Improvements: Construction of up to 152 units of market rate rental housing
6. Construction Schedule: Commence construction by May 1, 2021, and complete by December 31, 2022. For the purpose hereof, "Commence" shall mean beginning of physical improvement to the Property, including demolition, grading, excavation, or other physical site preparation work. "Complete" shall mean that the Minimum Improvements are sufficiently complete for the issuance of a Certificate of Occupancy.
7. Public Assistance: Subject to all terms and conditions of the Development Agreement, the City will reimburse the Developer through Available Tax Abatement for up to a total of approximately \$1,600,000 of Qualified Costs related to the Minimum Improvements. "Qualified Costs" shall mean acquisition, site improvement and infrastructure costs incurred in connection with the construction of the Minimum Improvements. Payments will be made through a Note issued on a pay-as-you-go basis at a rate of 0% per annum.
8. Building Value: The building to be constructed upon the Property are anticipated to have an assessed value of approximately \$22,040,000.
9. Fees: Upon execution of this Term Sheet, the Developer will be required to make an escrow deposit of \$10,000 for reasonable out-of-pocket expenses for legal and financial consultant services related to tax abatement authorization, drafting the Development Agreement, analysis, and administrative fees associated with this transaction. This includes costs related to the above incurred to date as well as future expenditures.

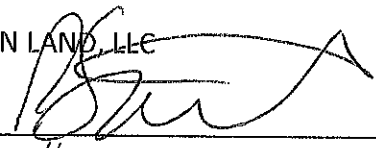
The Developer will be required to deposit additional funds if the initial deposit is fully drawn. Any funds deposited by Developer and not expended by the City for its legal, financial advisor, or other consultant fees on or before the date of execution of the Development Agreement will be returned to the Developer without interest. The Developer shall pay all other normal and customary City fees and expenses, unless otherwise specified in the Development Agreement, for the approval and construction of the Minimum Improvements.

10. Miscellaneous:

- a. No transfer of Property or Development Agreement without City consent.
- b. Developer covenants to pay property taxes and maintain customary insurance.

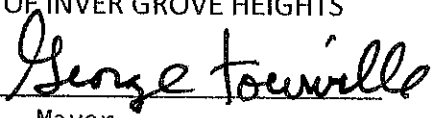
IN WITNESS WHEREOF, the parties have executed this Term Sheet as of the date first set forth above.

TITAN LAND, LLC

By: 

Its: Manager

CITY OF INVER GROVE HEIGHTS

By: 

Its: Mayor

**CITY OF INVER GROVE HEIGHTS**

**REQUEST FOR COUNCIL ACTION**

**Public Hearing to Consider Resolution Adopting the Final Assessment Roll for the 2020 Pavement Management Program, City Project No. 2019-09C – Cahill Avenue Mill and Overlay (Concord Boulevard to Inver Grove Trail)**

Meeting Date: October 12, 2020  
 Item Type: Assessment Hearing  
 Contact: Thomas J. Kaldunski, 651-315-6336  
 Prepared by: Jacob Moser, Civil Engineer  
 Reviewed by: Scott D. Thureen, Public Works Director

| Fiscal/FTE Impact:                  |                                                                                                   |
|-------------------------------------|---------------------------------------------------------------------------------------------------|
| <input type="checkbox"/>            | None                                                                                              |
| <input type="checkbox"/>            | Amount included in current budget                                                                 |
| <input type="checkbox"/>            | Budget amendment requested                                                                        |
| <input type="checkbox"/>            | FTE included in current complement                                                                |
| <input type="checkbox"/>            | New FTE requested – N/A                                                                           |
| <input checked="" type="checkbox"/> | Other: Special Assessments, Pavement Management Fund, Franchise Fee Funds, Water Fund, Sewer Fund |

**PURPOSE/ACTION REQUESTED**

Public Hearing to consider resolution adopting the final assessment roll for the 2020 Pavement Management Program, City Project No. 2019-09C – Cahill Avenue Mill and Overlay (Concord Boulevard to Inver Grove Trail).

**SUMMARY**

The project construction is complete. Improvements included mill and overlay, spot curb replacement, utility adjustments and improvements, pedestrian ramp improvements, and appurtenances. The streets improved include Cahill Avenue from Concord Boulevard to Inver Grove Trail, Cafferty Court from Cahill Avenue to its west terminus, and Old Concord Boulevard from Cahill Avenue to 400-feet east of Cahill Avenue.

The improvements were ordered as part of the 2020 Pavement Management Program. The contract was awarded in the amount of \$632,310.20 to Valley Paving, Inc., on April 27, 2020 for City Project No. 2019-09C – Cahill Avenue Mill and Overlay (Concord Boulevard to Inver Grove Trail).

Based on the final contract price and including indirect project costs, the total project cost for City Project No. 2019-09C is \$643,595 and proposed final assessments are \$246,766. A final assessment roll has been prepared per City policy. The proposed assessments fund 47% of the cost for the street and stormwater portion of the project. An amount equivalent to what abutting MnDOT right-of-way would be assessed, if it could be assessed, will be paid by City Pavement Management Fund.

The per-policy assessment amount of \$45.92/front foot for a non-single-family parcel averages \$0.09/square-foot (ranging from \$0.04 - \$0.33/square-foot) for street and storm water facility improvements. The independent appraiser's special benefit analysis recommended an assessment cap of \$1.00/square-foot of non-single-family parcel for street and storm water improvements. The proposed assessments are the lower amount between the per policy and assessment cap. The assessment rate is proposed at 3.15 percent for a five-year term. The resolution is drafted to begin accruing interest starting on January 1, 2021.

The total project cost of \$643,595 is lower than the \$951,066 Revised feasibility study estimate. The total project cost savings is the result of field conditions not warranting full depth pavement corrections or use of construction contingencies.

A video presentation using informational slides was made available on the City Website project page, in place of an in-person resident informational meeting. No residents or property owner comments were received by staff in response to final assessment notice letters and published information.

I recommend approval of the resolution adopting the final assessment roll for the 2020 Pavement Management Program, City Project No. 2019-09C – Cahill Avenue Mill and Overlay (Concord Boulevard to Inver Grove Trail).

JDM

Attachments: Resolution  
 Assessment Map  
 Final Assessment Roll

**CITY OF INVER GROVE HEIGHTS  
DAKOTA COUNTY, MINNESOTA**

**RESOLUTION ADOPTING FINAL ASSESSMENT ROLL FOR THE 2020 PAVEMENT MANAGEMENT  
PROGRAM, CITY PROJECT NO. 2019-09C – CAHILL AVENUE MILL AND OVERLAY (CONCORD  
BOULEVARD TO INVER GROVE TRAIL)**

**RESOLUTION NO. \_\_\_\_\_**

**WHEREAS**, pursuant to proper notice duly given as required by law, the Council has met, heard and passed upon all objections to the proposed assessment for the improvements on City Project No. 2019-09C – Cahill Avenue Mill and Overlay (Concord Boulevard to Inver Grove Trail). The streets improved include Cahill Avenue from Concord Boulevard to Inver Grove Trail, Cafferty Court from Cahill Avenue to its west terminus, and Old Concord Boulevard from Cahill Avenue to 400-feet east of Cahill Avenue.

**NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF INVER GROVE HEIGHTS, MINNESOTA THAT:**

1. Such proposed assessment, a copy of which is attached hereto and made a part hereof, is hereby accepted and shall constitute the special assessment levied against the lands herein, and each tract of land therein included is hereby found to be benefited by the proposed assessment levied against it.
2. Such assessment shall be payable in equal installments extending over a period of five (5) years beginning in 2021 and shall bear interest at the rate of 3.15 percent per annum beginning on January 1, 2021.
3. The owner of any property, so assessed, may at any time prior to certification of the assessment to the County Auditor, pay the whole of the assessment on such property with interest accrued to the date of payment, to the City Treasurer, except that no interest shall be charged if the entire assessment is paid within thirty days from the adoption of this resolution; and the owner may, at any time thereafter, pay to the County Treasurer the entire amount of the assessment remaining unpaid, with interest accrued to December 31 of the year in which such payment is made. Such payment must be made before November 15, or interest will be charged through December 31 of the next succeeding year (or such later date determined by the Council). No interest accrual will occur in 2020.
4. The Clerk, shall, forthwith, transmit a certified duplicate of this assessment to the County Auditor to be extended on the property tax lists of the County, and such assessments shall be collected and paid over the same manner as other municipal taxes.

Adopted by the City Council of Inver Grove Heights, Minnesota this 12<sup>th</sup> day of October 2020

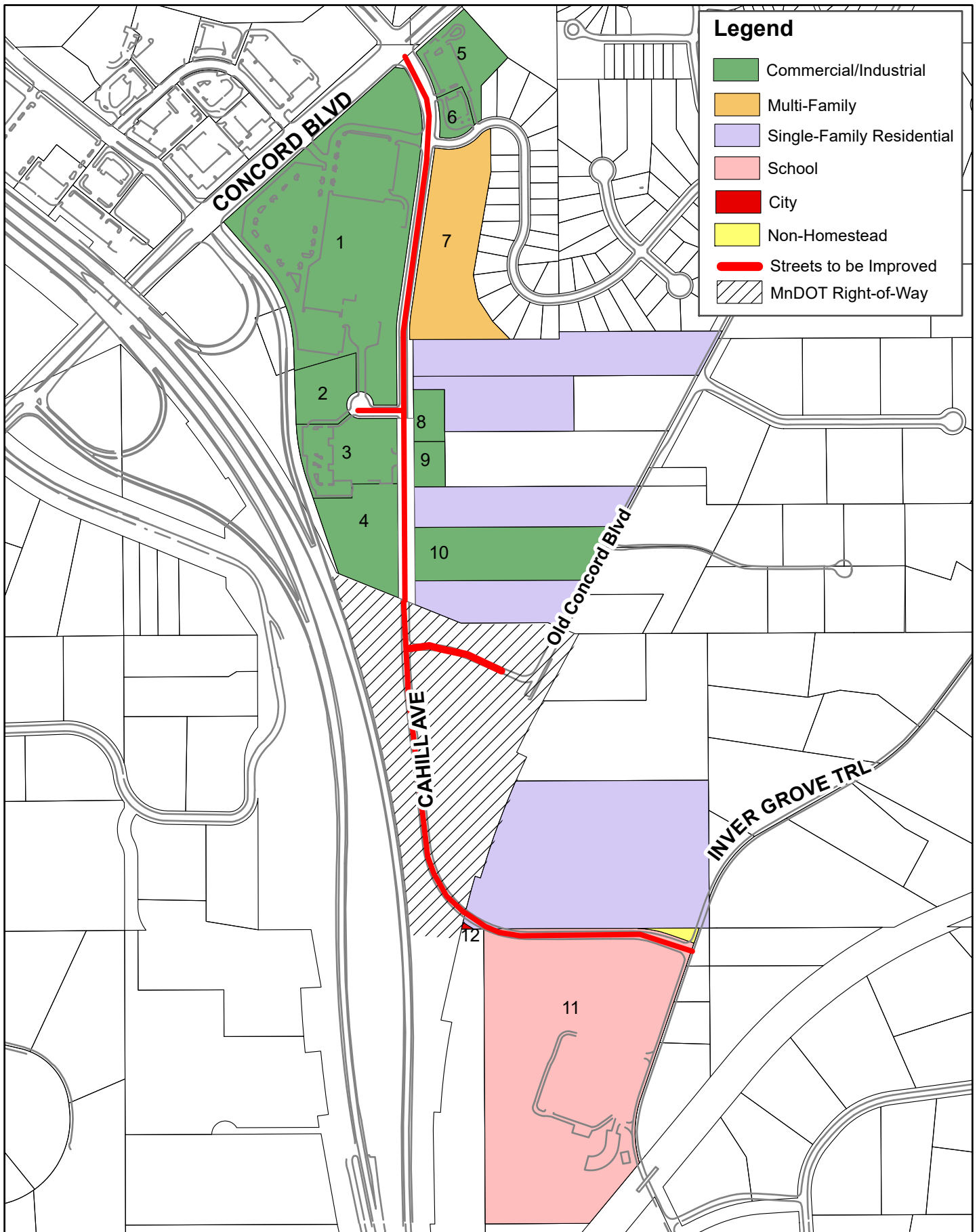
AYES:

NAYS:

\_\_\_\_\_  
George Tourville, Mayor

ATTEST:

\_\_\_\_\_  
Rebecca Kiernan, City Clerk



9/9/20

City Project No. 2019-09C  
 Mill and Overlay - Cahill Avenue  
 (Concord Blvd. to Inver Grove Trl.)  
 Final Assessment Map

THIS DRAWING IS NEITHER A LEGALLY RECORDED MAP NOR A SURVEY AND IS NOT INTENDED TO BE USED AS ONE. THIS DRAWING IS A COMPILATION OF RECORDS, INFORMATION AND DATA LOCATED IN VARIOUS CITY, COUNTY AND STATE OFFICES AND OTHER SOURCES AND IS TO BE USED FOR REFERENCE PURPOSES ONLY. THE CITY OF INVER GROVE HEIGHTS IS NOT RESPONSIBLE FOR ANY INACCURACIES HEREIN CONTAINED

**CITY PROJECT NO. 2019-09C - CAHILL MILL AND OVERLAY  
(CONCORD BLVD. TO INVER GROVE TRL)  
FINAL ASSESSMENT ROLL**

**ASSESSMENT TERM: 5 YEARS; INTREST RATE 3.15% BEGINS ACCRUAL IN 2021**

| PID NO.      | MAP NO. | PROPERTY TYPE | NAME                        | HOUSE NO. | STREET NAME      | PER POLICY ASSESSMENT | ESTIMATED BENEFIT CAP | PROPOSED ASSESSMENT |
|--------------|---------|---------------|-----------------------------|-----------|------------------|-----------------------|-----------------------|---------------------|
| 201190001010 | 1       | COMM          | WAL-MART STORES INC         | 9165      | CAHILL AVE       | \$75,447.00           | \$731,364.84          | \$75,447.00         |
| 201190000010 | 2       | COMM          | WAL-MART STORES INC         |           |                  | \$5,493.76            | \$70,783.66           | \$5,493.76          |
| 201190101010 | 3       | COMM          | 9273 CAHILL AVE LLC         | 9273      | CAFFERTY CT      | \$17,226.48           | \$134,449.83          | \$17,226.48         |
| 201100001010 | 4       | INDUSTRIAL    | HALLBLADE PROPERTIES LLC    | 9485      | CAHILL AVE       | \$23,463.60           | \$137,039.82          | \$23,463.60         |
| 201831001010 | 5       | COMM          | CONCORD CROSSROADS 2004 LLC | 9008--72  | CAHILL           | \$10,117.88           | \$98,411.50           | \$10,117.88         |
| 201831001020 | 6       | COMM          | RIVER COUNTRY COOPERATIVE   | 9072      | CAHILL AVE       | \$8,234.90            | \$27,697.18           | \$8,234.90          |
| 201177601010 | 7       | MFR           | DAKOTA COUNTY CDA           | 9170      | CAHILL AVE       | \$38,002.20           | \$248,321.79          | \$38,002.20         |
| 206777501020 | 8       | COMM          | SHORT PROPERTIES LLC        | 9332      | CAHILL AVE       | \$10,673.91           | \$32,400.20           | \$10,673.90         |
| 206777500010 | 9       | COMM          | CHRIS SHORT (VACANT LOT)    |           |                  | \$9,346.51            | \$4,000.00            | \$4,000.00          |
| 200220027040 | 10      | COMM          | MICHAEL E CASSIDY           | 9431      | OLD CONCORD BLVD | \$11,019.66           | \$202,589.04          | \$11,019.66         |
| 200220055011 | 11      | SCHOOL        | INDEPENDENT SCHOOL DIST 199 | 9875      | INVER GROVE TRL  | \$40,498.16           | \$980,467.86          | \$40,498.16         |
| 200220054012 | 12      | CITY          | CITY OF INVER GROVE HEIGHTS |           |                  | \$2,588.24            | N/A                   | \$2,588.24          |
| ROW          | N/A     | MnDOT         | MnDOT RIGHT-OF-WAY          |           |                  | \$168,784.41          | N/A*                  | \$0.00              |

**\$420,896.70**

**\$246,765.78**

**STREET & STORM PROJECT COST: \$526,121**

**80.00%**

**46.90%**

\*Note: There is 3,676-feet of Mn/DOT right-of-way on this project. Mn/DOT right-of-way is non-assessable. An amount equivalent to what the MnDOT property would be assessed will be paid by City Pavement Management Fund.



**CITY OF INVER GROVE HEIGHTS**

**REQUEST FOR COUNCIL ACTION**

**WATERMARK PROPERTIES – CASE NO. 20-27PUD**

Meeting Date: October 12, 2020  
 Item Type: Regular Agenda  
 Contact: Allan Hunting 651.450.2554  
 Prepared by: Allan Hunting, City Planner  
 Reviewed by:

**Fiscal/FTE Impact:**

|                                     |                                    |
|-------------------------------------|------------------------------------|
| <input checked="" type="checkbox"/> | None                               |
| <input type="checkbox"/>            | Amount included in current budget  |
| <input type="checkbox"/>            | Budget amendment requested         |
| <input type="checkbox"/>            | FTE included in current complement |
| <input type="checkbox"/>            | New FTE requested – N/A            |
| <input type="checkbox"/>            | Other                              |

**PURPOSE/ACTION REQUESTED**

Consider the following requests for property located at the northeast corner of Hwy 3 and 70<sup>th</sup> Street;

- a) An Ordinance relating to Rezoning the property to R-1C, Single Family PUD, R-3B, Multiple Family PUD and R-3C, Multiple Family PUD.
- b) A Resolution relating to a Preliminary Plat for a 120 single family lots, one lot for an apartment building and six outlots;
- c) A Resolution relating to a Preliminary PUD for 120 single family and 100-150 unit apartment building for development to be known as Canvas at Inver Grove Heights.
  - All Requires 3/5th's vote.
  - 60-day deadline: October 17, 2020 (first 60 days)

**SUMMARY**

The applicant is proposing to develop the property with a project consisting of 120 detached single family units and a future 100-150 unit apartment building. The entire project is unique in that it will be all rental units with no owner occupied units.

**ANALYSIS**

Rezoning:

- The requested rezoning would be consistent with the proposed comprehensive plan designation for the property. The three different zoning categories coincide with the different lot sizes for the neighborhoods. There are 69 units on 30 foot wide lots, 51 units on 50 foot wide lots and a 100-150 unit apartment building.

Preliminary Plat:

- The preliminary plat consists of 120 lots for the detached units, one lot for the future apartment building and six outlots. Outlots A, B and F are for regional basin storm water purposes and would be owned by the City.

Preliminary PUD Development Plan:

- Applicant is requesting flexibility from code requirements for; a) separation between units, b) setback flexibility along the collector street, c) setback flexibility for rear yards.

- Engineering and city consultants have reviewed the Preliminary plans and continue to work through the details of the preliminary plan set to formulate conditions of approval.

**RECOMMENDATION**

Planning Staff. Recommends approval of the rezoning and preliminary plat/preliminary PUD development plans with the conditions listed in the attached ordinance and resolution.

Planning Commission. Had discussion on the separation flexibility, future apartment building details, and fencing on top of retaining walls. Planning Commission recommended approval of the requests (9-0) with an added condition to clarify tall retaining walls to require fencing where code requires (included as condition #19).

Attachments: Rezoning Ordinance  
Resolution Approving the Preliminary Plat and Preliminary PUD Development Plan  
Planning Commission Recommendation (September 15 meeting)  
Planning Report

**CITY OF INVER GROVE HEIGHTS  
DAKOTA COUNTY, MINNESOTA**

**ORDINANCE NO. \_\_\_\_**

**AN ORDINANCE AMENDING TITLE 10, CHAPTER 4 (ZONING MAP) OF THE  
INVER GROVE HEIGHTS CITY CODE**

**CASE NO. 20-27PUD**  
**(Watermark Properties)**

The City Council of Inver Grove Heights ordains as follows:

SECTION I. Ordinance No. 1190 adopted July 27, 2009, entitled, "AN ORDINANCE ADOPTING THE RECODIFICATION OF THE INVER GROVE HEIGHTS CITY CODE INCLUDING THE CITY ZONING ORDINANCE, is hereby amended to rezone the following described property located within the City of Inver Grove Heights from Planned Unit Development to R-1C/Single Family Planned Unit Development, R-3B, Multiple Family Planned Unit Development and R-3C, Multiple Family Planned Unit Development to wit:

**All Lots within Block 1, Block 3, Outlots A and G to R-1C, Planned Unit Development**  
**All Lots within Block 2, Outlots B, C and D to R-3B, Multiple Family Planned Unit**  
**Development**  
**Outlots E and F to R-3C, Multiple Family Planned Unit Development**

**All within the plat of Canvas of Inver Grove Heights**

SECTION II. The Zoning Map of the City of Inver Grove Heights referred to and described in said Ordinance No. 1190 as that certain map entitled "Inver Grove Heights Zoning Map, June 24, 2002", together with all amendments thereto, hereinafter referred to as the "zoning map", shall not be republished to show the aforesaid rezoning, but the Clerk shall appropriately mark the said zoning map on file in the Clerk's Office for the

Ordinance No. \_\_\_\_\_  
Page 2

purpose of indicating the rezoning hereinabove provided for in this ordinance and all of the notations, references and other information shown thereon are hereby incorporated by reference and made a part of this ordinance.

SECTION III. This Ordinance shall be in full force and effect from and after its publication according to law.

Enacted and ordained into an Ordinance this 12th day of October, 2020.

Ayes:  
Nays:

\_\_\_\_\_  
George Tourville, Mayor

ATTEST:

\_\_\_\_\_  
Rebecca Kiernan, City Clerk

**CITY OF INVER GROVE HEIGHTS  
DAKOTA COUNTY, MINNESOTA**

**RESOLUTION NO. 20-**

**A RESOLUTION APPROVING A PRELIMINARY PLAT AND PRELIMINARY PUD  
DEVELOPMENT PLAN CONSISTING OF 120 SINGLE FAMILY LOTS, ONE LOT FOR 100-  
150 UNIT APARTMENT BUILDING AND SIX OUTLOTS FOR THE PLANNED  
DEVELOPMENT TO BE KNOWN AS CANVAS OF INVER GROVE HEIGHTS**

**CASE NO. 20-27PUD**

**WHEREAS**, a preliminary plat and preliminary PUD development plan application has been submitted to the City for property legally described as;

**The Southwest Quarter of the Southwest Quarter of Section 5, Township 27, Range  
22, Dakota County, Minnesota**

**WHEREAS**, a public hearing concerning the preliminary plat and preliminary PUD development plan was held before the Inver Grove Heights Planning Commission in accordance with Minnesota Statutes, Section 462.357, Subdivision 3 on September 15 and October 6, 2019;

**NOW, THEREFORE BE IT RESOLVED BY THE CITY COUNCIL OF INVER GROVE HEIGHTS that**, the Preliminary Plat and Preliminary PUD development plan for the planned development of Canvas of Inver Grove Heights is hereby approved subject to the following conditions:

1. The final plat and accompanying site plans shall be in substantial conformance with the following plans on file with the Planning Department except as may be modified by the conditions below.
  1. Canvas at Inver Grove Heights Preliminary Plat and PUD Submittal plan set dated 9/3/2020 (34 sheets).
  2. Natural Area/Open Space Plan dated 9/23/2020
  3. Hard Surface Exhibit Plan dated 9/3/2020
  4. Parking Exhibit Plan dated 9/3/2020
  5. Public Road Access Exhibit 9/23/20
  6. Trails and Sidewalk Exhibit 9/25/20
  7. Pipeline Trail Exhibit 9/23/20

8. Fire Access Exhibit 9/23/20

**\*The final list of approved plans and date of plans shall be identified in the development contract.**

2. Lots 6-14, Block 1 shall maintain the required 30 foot rear yard setback. All other setbacks shall be consistent with those listed on the preliminary site plan.
3. Prior to final plat and plan approval, the final grading, drainage and erosion control, and utility plans shall be approved by the City Engineer and subject to all conditions noted by the City Engineer and consultants.
4. Drainage and utility easements shall be provided on the final plat as required by the City Engineer.
5. The developer shall be responsible for installing marker posts at reasonable locations to define the boundary of the open space. This provides identification for future land owners to know boundaries of the open space areas. The final PUD plans must show the location of the marker posts.
6. Plan approval shall be subject to the recommendations of the Park and Recreation Commission from their meeting September 9, 2020. A summary is listed in this staff report. Outlot G is no longer needed for a future park.
7. The final plan set shall be subject to the city Fire Marshal review memo dated 8/27/20 including, but not limited to providing fire lanes and providing a temporary fire lane access for a secondary access to the site.
8. The approval of the preliminary Plat and PUD development plans are subject to the review and comment from Dakota County and MnDOT.
9. Public street stub to the east shall be required as shown on the public road access easement. Perpendicular street parking shown shall be relocated away from the public street.
10. A wetland mitigation plan for the impacted wetlands shall be submitted per the Wetland Conservation Act and must be approved by the TEP review panel and the city. Any wetland impact shall be approved prior to or at time of City Council action on the final plans.
11. Prior to execution of the plat by the City and prior to recording of the plat with the County, the Owner shall execute a Storm Water Facilities Maintenance Agreement with the City whereby the developer shall be responsible for the maintenance of storm water improvements on such lots.

12. The developer shall be responsible to ensure the undisturbed area shown on the Open Space Plan remains undisturbed through all construction grading. Prior to execution of the plat by the City and prior to recording of the plat with the County, the Developer must pay the City utility plat connection fees consisting of a Water Utility Fee, Sanitary Sewer Utility fee and Storm Water Sewer Utility fee according to the formulas adopted by city ordinance.
13. In the Development Contract, the Developer and Owner shall agree that the following elements of the Planned Unit Development shall not be altered, changed or removed without first obtaining the following consents:

| Site Plan Element                                | Consent Required By    |
|--------------------------------------------------|------------------------|
| Building Location                                | City Council           |
| Driveways and Private Roads                      | Planning Department    |
| Landscaping                                      | Planning Department    |
| Location of Utilities                            | Engineering Department |
| Location of Conservation Easement and Open Space | City Council           |

14. The Developer and Owner shall execute an Acknowledgement of Planned Unit Development Zoning. This Acknowledgement shall state that property within the plat is subject to the approved PUD plans and PUD zoning and that the development on the property must conform to the PUD plans and PUD zoning. This Acknowledgement shall be recorded when the plat is recorded.
15. The Developer and Owner shall enter into a Development Contract with the City. The form of Development Contract shall substantially comply with the model Development Contract which is part of the Administrative Code, taking into account the particular requirements of the Planned Unit Development plans.
16. The following documents shall be recorded when the plat is recorded:
- Development Contract;
  - Storm Water Facilities Maintenance Agreement;
  - Acknowledgement of PUD Zoning.
17. Northwest Area plat connection fees are due at time of final plat release for each phase. The connection fees will be listed in the development contract. The Northwest Area building permit connection fees are due with building permit for each unit. Final details of the amounts to be paid shall be part of the final PUD plan review.
18. Street lighting shall be required along all public streets. The street lighting plans shall be approved by the City prior to installation.
19. Retaining walls shall require fencing on top of wall per City Code requirements.



Resolution No. \_\_\_\_\_

Page 4

Passed this 12th day of October, 2020.

AYES:

NAYS:

\_\_\_\_\_  
George Tourville, Mayor

ATTEST:

\_\_\_\_\_  
Rebecca Kiernan, City Clerk

## **RECOMMENDATION TO CITY OF INVER GROVE HEIGHTS**

**TO:** Mayor and City Council of Inver Grove Heights

**FROM:** Planning Commission

**DATE:** September 15, 2020

**SUBJECT: WATERMARK PROPERTIES – CASE NO. 20-27PUD**

### **Reading of Public Notice**

Commissioner Simon read the public hearing notice to consider the request for a rezoning of the property to R-1C, Single-Family PUD, R-3B, Multiple-Family PUD and R-3C, Multiple-Family PUD, a preliminary plat for a 120-unit single-family villa development and a 100-150 unit apartment, for the property located at the NE corner of South Robert Trail and 70<sup>th</sup> Street. 15 notices were mailed.

### **Presentation of Request**

Allan Hunting, City Planner, explained the request as detailed in the report. He advised that the property is located on the northeast corner of 70<sup>th</sup> Street and Highway 3. The project includes 120 single-family detached homes and a future 100-150-unit apartment building. This project is similar to the Hannah Meadows development that received preliminary plat and preliminary PUD approval in 2015. The rezoning would be in three parts. The larger lot single-family in the northeast corner would be zoned R-1C, the narrower single-family lots would be zoned R-3B, and the future apartment area would be zoned R-3C. The natural area/open space has been calculated and meets or exceeds requirements. The project complies with the minimum and maximum densities allowed in the Northwest Area. The applicant is proposing three flexibilities from setbacks, including 1) 8- and 10-foot separation between units whereas 20 feet is required. Since all the units will be rentals and not owned there should be no future requests for building additions. Staff supports this request. 2) The applicant is proposing a 20-foot setback for front and side yards to collector street. The project is proposed with all garage access onto the private roads that act like alleys, with the fronts of the houses being on the opposite side. Based on the unique design of the project, staff would support the request. The NWA overlay district requires 30-foot rear yard setbacks. The applicant is proposing 20 feet. Staff would support this on all lots, with the exception of Lots 6-14, Block 1 since their rear yard setbacks are a project perimeter setback. Outlot G (formerly Outlot F) is anticipated to be deeded to the city for a future park. They are also working towards construction of a trail in the pipeline easement if feasible. The Street Plan shows a collector street which was identified in the 2012 Collector Street Plan. The balance of the streets in the project would be private roads and are proposed at 20-foot widths with no parking on either side. They have agreed to provide guest parking spaces throughout the neighborhoods. Staff recommends that the developer provide a public street connection to the property to the east. The plans have been sent to Dakota County and MNDOT and the City has not received any comment to date. The plan meets the landscape and tree preservation requirements. There are three wetlands on the site. A portion of Wetland 1 in the southeast corner would be impacted. Wetland 2 in the northwest corner would not be impacted. Wetland 3 in the eastern half of the site would be impacted. A wetland mitigation plan will be required as part of the final PUD. Engineering and its consultants have not yet finished their review and staff suggests that this item be tabled to October 6, 2020.

Chair Maggi asked staff to address impervious surface.

Mr. Hunting advised that the impervious surface is below the overall allowed by code if you combine all the neighborhoods like Council did with the Blackstone developments.

Chair Maggi asked if a traffic study was planned for this development.

Mr. Hunting replied there has not been a request from any agency at this point for a traffic study, likely because the County has already looked at the access point on Allen Way and the general traffic counts, and the fact that 70<sup>th</sup> Street and Highway 3 are high-volume streets. The County would be looking at that more as they do their upgrades to 70<sup>th</sup> Street on the east side of Highway 3.

Chair Maggi noted that the reference in the conditions to Outlot F needs to be changed to Outlot G.

Mr. Hunting agreed that he had inadvertently forgotten to change the condition in the report after the outlots were re-alphabetized.

Chair Maggi asked if the packet included a layout of the actual homes proposed on the 30-foot wide lots and questioned how they could realistically fit a two-car garage on those lots while maintaining an 8-foot setback.

Commissioner Simon replied that Map 7 showed typical building pads on the 30-foot lots as being 22' x 60', with a 4-foot setback on each side of the building pads.

Commissioner Niemioja asked if the Housing Committee had reviewed this project.

Mr. Hunting replied that they were informed of the project but did not provide a specific recommendation.

Commissioner Robertson asked who would be responsible for maintenance of the private alleys that the garages open onto.

Mr. Hunting replied that could be answered best by the applicant.

Commissioner Robertson asked if the outlot for the park could potentially be removed to create a right-of-way for the property to the east should it be determined that the proposed right-of-way location was not viable.

Mr. Hunting stated it was his understanding that a road connection for the property to the east would most likely occur in the southern part of the plat as there were too many elevation changes in the northern portion for a public street.

Chair Maggi asked how large Outlot G was because generally they wanted a minimum of 5-6 acres for a park.

Mr. Hunting replied the intent was to acquire additional land in this particular area for a park;

Outlot G was not intended to serve as a park on its own.

Commissioner Simon asked why they used the 2003 NRI rather than an updated one.

Mr. Hunting replied that it has not had any updates since 2003.

Commissioner Simon asked if the report included comments from the Fire Marshal.

Commissioner Niemioja replied that it was attached to the report, just not identified as being from the Fire Marshal.

Commissioner Simon asked what the setbacks were from the pipeline.

Mr. Hunting replied that there were no setbacks from the 100-foot wide pipeline easement; you just could not construct any buildings in the easement.

Commissioner Simon noted that the pipeline easement went through many of the backyards of the proposed homes.

Mr. Hunting advised that lots can be over an easement, just not buildings.

Commissioner Simon asked if the people renting the units would be advised of the pipeline.

Mr. Hunting suggested that the applicant address that question.

Commissioner Simon noted that the plan shows trees being planted in the undisturbed/open space areas.

Mr. Hunting advised that trees are allowed in the undisturbed areas.

Commissioner Simon stated that area has been disturbed consistently over the years as crops were planted there.

Mr. Hunting advised that they do not look at how the land was used before; all the City can do is prohibit the developer from disturbing the land.

Commissioner Challeen asked how the timing of the upgrades to 70<sup>th</sup> Street related to the feasibility of the proposed development.

Mr. Hunting stated they were not dependent upon each other and, in fact, when Hannah Meadows was approved there was nothing known about the upgrades to 70<sup>th</sup> Street. The existing volumes of traffic, plus the potential additional traffic from this development, would still be far below any of the existing capacity constraints.

Commissioner Weber asked for clarity on the proposed retaining walls, stating some of them appeared to be excessive in size.

Mr. Hunting replied that retaining walls were being proposed on the lots along the north line,

east line, and the southeast corner.

Commissioner Weber stated he did not see any fencing on top of the retaining walls and asked if they were considered impervious surface.

Mr. Hunting replied they were not counted as impervious surface because the city considers the flat space, not the height.

Commissioner Weber noted that the retaining wall on the east side looked very thick in certain areas.

Mr. Hunting suggested the applicant address the width of that retaining wall.

Commissioner Clancy asked how the density capacity for this quadrant of 70<sup>th</sup> Street and Highway 3 was determined.

Mr. Hunting replied that it was based off studies done when the State and County were researching the design for the roundabout. The City's 2030 Comprehensive Plan looked at this area as mixed use and hoped there would be some type of loop road construction; however, after further clarification of the State's spacing and separation requirements the loop road was no longer viable. Also, the only entrance point the County would allow was at Allen Way. The hope for a right in/right out disappeared with the ultimate design of the roundabout.

Commissioner Robertson referred to concerns expressed in emails from the neighbors regarding traffic. Considering the potential population density of this development, she suggested perhaps requesting a traffic study.

Chair Maggi asked if the Planning Commission had the authority to recommend a traffic study be done.

Mr. Hunting replied in the affirmative.

Commissioner Wippermann asked if the applicant provided the City with a rendering of the proposed homes on the 30 and 50-foot-wide lots.

Mr. Hunting replied in the affirmative.

Chair Maggi asked if the City could take any action if the developer never completed the apartment building planned for Phase 3.

Mr. Hunting replied the City cannot force any landowner or private developer to do their project beyond perhaps public improvements, such as streets or sewer and water.

### **Opening of Public Hearing**

Ian Peterson, Watermark Equity Group, 4000 Shoreline Drive, Spring Park, advised he was available to answer any questions.

Chair Maggi asked the applicant if he read and understood the report.

Mr. Peterson replied in the affirmative. Mr. Peterson provided additional information and answered questions posed by Commissioners. He advised that Outlot F, in the northeast corner of the site, has been changed to Outlot G and is 2.88 acres in size. The Parks Commission intends to acquire additional land to make that park 5 acres or more. Because they are donating land for a public park, they may request some relief from park dedication fees. They can agree to providing 30-foot rear yard setbacks for Lots 6-14, Block 1. The pipeline easement is a 100-foot wide corridor. The desire was to have a bituminous pedestrian trail along that corridor; however, over 30% of the topography throughout that corridor is greater than 8% and typically no more than a 5% grade is desired for a trail. Because it is a gas pipeline, they are very limited in grade changes they can make over that pipeline. They will continue to work with the City and the gas company as it relates to potentially building a trail through that corridor, but it is unlikely it will materialize. He advised that the previous Hannah Meadows plat did not have public right-of-way going to the east, and it is not their desire to do so either. However, they did provide a concept today. There is over 97 feet in topographical grade change on the site overall, and they are further limited by South Robert Trail and 70<sup>th</sup> Street, a 44 foot wide main collector street, nearly two acres of wetland, and the 100-foot gas pipeline. It is a very difficult site to design and develop. He advised that they submitted their plans on August 17 and he is disheartened that Engineering does not yet have their comments ready for tonight's September 15 Planning Commission meeting. He proposed that Commissioners look at this project from a planning and land use standpoint tonight, take a vote and then address the engineering comments at the City Council meeting. He advised that they handle all snow removal on the private streets and driveways. If needed, they will haul snow offsite. The wetlands were formerly delineated and approved on June 8. The retaining wall in the middle of the plat is significantly thicker because that will be 16 feet tall. The taller the wall the more step backs you have to do, and they have not yet decided if they will go with modular blocks or a boulder wall. As noted by Commissioner Weber, there was no fencing shown on top of the wall. They will add that and it will be part of the building permit for the retaining walls. He displayed renderings of the proposed homes.

Commissioner Simon stated that the proposed connection to the east looked like it erased some of their parking.

Mr. Peterson replied that the parking for the clubhouse facility would be pushed north so those parking spaces would still be there. He advised that the homes on the 30 foot lots were essentially row townhomes that had been pulled apart. They were all alley loaded with the garages being on the private streets. There are sidewalk connections in the front, and they have two car garages and additional parking spaces for two cars in the driveway as well.

Chair Maggi asked the applicant to address square footage and the rental cost.

Mr. Peterson advised that square footage on these units ranged from 875 to 2,100 square feet. The more traditional home product ranged from 1,550 to 3,000 square feet. The rents average about \$3,000 a month, which includes all lawncare, irrigation, trash, furnace filter changing, water softener filling, etc. He showed a rendering of the clubhouse, including a workout room, swimming pool, and club room.

Chair Maggi asked Mr. Peterson his affiliation to this project.

Mr. Peterson advised they are the developer and the owner/operator as well.

Commissioner Wippermann asked what demographic they anticipated renting these units.

Mr. Peterson replied that typically projects such as this have a third split; a third are 55 and older, a third are millennials, and the other third are 40-somethings.

Commissioner Wippermann asked if the future apartment building would also have access to the clubhouse facility.

Mr. Peterson replied at this point they do not anticipate that.

Commissioner Weber noted that most of the homes were slab-on-grade and asked if this development would have a storm shelter.

Mr. Peterson replied it did not.

Commissioner Kramer asked if the homes could potentially be converted from rentals to owner-occupied.

Mr. Peterson replied they do not contemplate that.

Commissioner Robertson suggested that the availability of storm protection be further investigated. She asked for clarification of the homes shown in the rendering.

Mr. Peterson explained that the massing difference was somewhat because of a one-story home surrounded by two story homes.

Paul Cotterman, 1271 – 70<sup>th</sup> Street East, stated the proposed development had more units than the previously approved Hannah Meadows so the traffic patterns established with that project should not be compared to the Watermark proposal. He questioned how neighbors could socially distance in the homes with only a four-foot setback on each side, stating both neighbors would likely have to have a shoulder against the house to avoid meeting in the middle. He questioned if these were ADA compliant since most of them seemed to be built vertically and asked if any of them were low income or subsidized, stating \$3,000 a month rents was a significant rent for the average person. He noted that Outlot G, which is designated as a public park, is on a private road with no parking.

Keith Vorderbruggen, 7477 Cahill Avenue, stated his biggest concern is removing any of the wetlands as they are very important to the communities drinking water.

Commissioner Robertson asked the applicant to address Mr. Cotterman's question regarding parking and access to proposed public park.

Mr. Peterson replied that the City's big picture plan is to acquire additional properties to make this a 5 plus acre park with access from a different point where the grades would be less challenging.



Mr. Hunting agreed that Outlot G would be part of a larger acquisition for a park and would likely not be developed until the collector street continues further north.

Chair Maggi asked if Outlot G would be appropriate for a park with its severe topography.

Mr. Hunting advised that the Parks Director is aware of the topographical challenges but is still looking at it for some type of park.

Commissioner Niemioja stated she appreciated the parkland dedication but did not feel quite ready to make a recommendation on this request tonight.

Commissioner Robertson stated she hoped the City would move forward soon on acquiring the additional parkland needed so as to ensure there would be a park in this location.

Chair Maggi closed the public hearing.

### **Planning Commission Discussion**

Chair Maggi asked for a show of hands and the consensus was that they were not prepared as a commission to make a recommendation tonight. She asked what additional information commissioners would need for the October 6 meeting besides detailed information regarding traffic in and out of this area, and the Park Director's thoughts on the likelihood of securing additional property to form a 5- or 6-acre park.

Commissioner Weber stated it would be impossible for him to move this forward without an engineering report.

Commissioner Niemioja stated as far as she knows there is no other project like this in the City and she feels it is important to get the Housing Committee involved and hear their thoughts on this project.

Commissioner Robertson would like to see firmer commitment by the developer on providing a public street right-of-way to the property to the east rather than the vague language in Condition 9.

Commissioner Simon stated she is looking for comments from MNDOT and Dakota County regarding the future plan for 70<sup>th</sup> Street east of Highway 3 (i.e. will there be a barrier, right in right outs, etc.) as this development will put a big traffic load on the east side of the roundabout.

Chair Maggi summarized the request from the Planning Commission for the following to be addressed for the October 6 meeting: traffic, parks and potentially attendance by the Parks Director, the engineering report, a response from the Housing Committee, addressing more concretely the street to the east, and Dakota County and MNDOT review.

Motion by Commissioner Weber, second by Commissioner Simon, to table the request to the October 6 planning commission meeting.

Motion carried (9/0).



**P L A N N I N G     R E P O R T**  
**CITY OF INVER GROVE HEIGHTS**

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**CASE NO.:** 20-27PUD

*Revised Report for October 6 meeting*  
**Revisions in bold**

**APPLICANT:** Watermark Properties

**PROPERTY OWNER:** IMH Special Asset 175

**REQUEST:** Preliminary Plat and PUD, Rezoning

**LOCATION:** Northeast corner of 70<sup>th</sup> Street and Hwy 3

**HEARING DATE:** September 15, 2020 **and October 6, 2020**

**COMPREHENSIVE PLAN:** LMDR and Mixed Use

**ZONING:** Planned Unit Development

**REVIEWING DIVISIONS:** Planning  
Engineering

**PREPARED BY:** Allan Hunting  
City Planner

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**BACKGROUND**

The applicant is proposing a development with three product types consisting of: 69 single family units on 30 foot wide lots, 51 single family units on 50 foot wide lots and a site for a 100-150 unit apartment building. The applicant is proposing the development as all rental units with common open space and shared club amenities.

**REQUESTS**

The specific requests for the development project include the following:

1. Rezoning of the property to R-1C/PUD Single Family Residential District, R-3B/PUD Single Family Residential District and R-3C/PUD Multiple Family Residential District.
2. Preliminary Plat approval of Canvas at Inver Grove Heights resulting in 120 single family lots, one lot for future 100-150 unit apartment building and 6 outlots.
3. Preliminary PUD approval of the Canvas at Inver Grove Heights PUD as required by the Northwest Overlay District.

## ***EVALUATION OF THE REQUEST***

### **SURROUNDING USES**

The subject property is surrounded by:

|        |                                                                                                |
|--------|------------------------------------------------------------------------------------------------|
| North: | Farmland, vacant land; zoned A, Agricultural; guided LMDR and LDR                              |
| East:  | Large lot residential; zoned A; guided LMDR.                                                   |
| West:  | Large lot single family residential/farmland; zoned A, Agricultural; guided Mixed Use and HDR. |
| South: | Commercial, large lot residential; zoned B-3 and A; guided Mixed Use and MDR.                  |

### **IDENTIFICATION OF NATURAL RESOURCES**

In 2003, a Natural Resource Inventory and Management Plan were completed for the Northwest Area. The NRI inventoried and qualified natural resources systems within the area and established a management classification system to guide the preferred treatment of these features.

The site contains primarily Manage 3 and 4 uplands and wetlands. There is a DNR protected wetland on the northwest corner of the site (247W). The wetland in the northwest corner of the site would not be disturbed and additional open space is being preserved around it. The wetland in the southeast corner of the site will be impacted by the collector street that will run north south through the project.

### **NET DEVELOPABLE AREA**

*Note: the numbers that are referenced within this staff report are approximate based on preliminary plan submittals. They will likely change slightly between preliminary and final plat. The numbers provided are sufficient for preliminary plat review.*

Net developable area is defined as the area of a property remaining after excluding those portions that are either: a) encumbered by right-of-way for arterials roads as defined in the IGH Comprehensive Plan; or b) lying below the ordinary high water level of public waters; or c) lying within the boundaries of delineated wetlands; or d) bluffs in shoreland areas; or e) land to be dedicated for public park needs. Based on this definition, the proposed project area contains approximately 32.93 net developable acres. The request has been sent to MnDOT and Dakota County for their review on right-of-way needs. There may be some additional right-of-way to be dedicated along Hwy 3, but we don't expect any more along 70<sup>th</sup> Street (Co Rd 26).

| <b>General Project Data</b> | <b>Acres</b> |
|-----------------------------|--------------|
| Gross Project Area          | 39.54        |
| Delineated Wetlands         | 1.70         |
| Public Water Bodies (PWI)   | 0.00         |
| Bluffs in Shoreland Area    | 0.00         |

|                                      |              |
|--------------------------------------|--------------|
| Planned “Arterial” Road Right of Way | 4.91         |
| <b>Total Net Developable Area</b>    | <b>32.93</b> |

### **NATURAL AREA/OPEN SPACE**

Section 10-13J-5. D. establishes requirements for open space preservation within the Northwest Area Overlay. Based on the net developable area the project contains the following:

|                                                                                              | <b>Required Acres</b> | <b>Proposed Acres</b> |
|----------------------------------------------------------------------------------------------|-----------------------|-----------------------|
| <b><i>Total Net Developable Area</i></b>                                                     | <b><i>32.93</i></b>   | <b><i>NA</i></b>      |
| Minimum Open Space Required = 20% of net area                                                | 6.58                  | 11.43 (35%)           |
| Required contiguous area = 75% of required open space with a minimum 100 foot corridor width | 4.94                  | 4.95 (75%)            |
| Area to be undisturbed = 50% of required open space                                          | 3.29                  | 4.67 (72%)            |

The site design has prioritized the open space areas along the perimeters of the site including the wetlands and pipeline easement. The site complies with or exceeds all the open space requirements.

The developer shall be responsible for installing marker posts at reasonable locations to define the boundary of the open space. The final PUD plans must show the location of the marker posts.

### **DEVELOPMENT CAPACITY PLAN**

Section 10-13J-5. E. of the Northwest Area Overlay Ordinance outlines a process by which a site’s development capacity is determined as a means to allocate development across a site. This exercise only determines the number of units that would be permissible on the site and not the actual proposed development.

The development capacity plan was established for the proposed project utilizing the base zoning district of R-1C , R-3B and R-3C. When applying the base district and factoring in the open space as part of the R-1C district, the development capacity plan yields a range of 29 to 53 possible units. This equates to a density range of 1.9 to 3.6 units per net acre. When applying the base district and factoring in the open space as part of the R-3B district, the development capacity plan yields a range of 61 to 92 possible units. This equates to a density range of 7.9 to 11.9 units per net acre. When applying the base district and factoring in the open space as part of the R-3C district, the development capacity plan yields a range of 99 to 180 possible units. This equates to a density range of 12.0 to 21.7 units per net acre.

| Base Zoning District | Net Acres* | Min Density (units per acre) | Max Density (based on lot size per zoning code) | Min Units | Max Units |
|----------------------|------------|------------------------------|-------------------------------------------------|-----------|-----------|
| R-1C                 | 14.59      | 2                            | 12,000                                          | 29        | 53        |
| R-3B                 | 7.70       | 8                            | 3,630                                           | 61        | 92        |
| R-3C                 | 8.29       | 12                           | 2,000                                           | 99        | 180       |

The proposed net density for the R-1C district would be 3.5 units/acre, the proposed density for the R-3B district would be 8.9 units/acre and the proposed net density for the R-3C district would be 12 to 18 units/acre.

The project is proposed with all residential development and no commercial which is the same as was approved for Hannah Meadows in 2015. Once it was determined that there would be only one access onto 70<sup>th</sup> Street and no direct access onto Hwy 3, the viability of commercial greatly diminished. The best use of land is to maximize residential development at this location with potential for commercial opportunities at the other quadrants of this intersection.

### **PROPOSED DEVELOPMENT MAGNITUDE, DENSITY AND BULK STANDARDS**

#### **Building setbacks and separation.**

The Northwest Area Zoning Overlay establishes suggested guidelines for building separation and setbacks. The objectives for establishing such regulations are to ensure adequate area for certain uses on a site such as storm water management, parking, buffering of mechanical equipment and landscaping. The Northwest Area setbacks and structure separation standards consider compact development and reduced setbacks in order to minimize hard surface coverage and enable greater ability to leave larger areas of intact open space.

Units within the proposed development comply with the required setbacks, except for the following situations listed below:

- Building separation. Building setbacks within the development are proposed with a separation of eight and ten feet. The code requires a minimum 20 foot separation. The intent of the code requirement was to provide space between houses for infiltration basins or rain gardens. In order for this to work, houses would have to be built at the same time so an infiltration system could be installed between the houses on both lots. This typically will not occur because houses are not always built at the same time and the infiltration feature must be constructed all at the same time in order for it to function correctly. The applicant is not proposing any storm water features between houses, but in larger basin areas. The setback separation proposed is similar to that approved with the villa homes in Scenic Hills. Since all of the units are rental and not owned, there will be no future requests for building additions or improvements in backyards. Since this is not the case with this

development, staff supports this request to help achieve the densities assumed for this parcel.

- Setbacks to collector street. Applicant is proposing 20 foot setback for front and side yard. The project is proposed with all garage access onto the private roads acting like alleys. There are no individual access points proposed to the collector street. The front of the units would face the collector street and would have a sidewalk access to the trail and sidewalk along the collector. Reduced setbacks have been approved in other developments. Based on the unique design of the project, staff would support the request.
- Rear yard setbacks. The NWA overlay district requires 30 foot rear yard setbacks. Applicant is proposing 20 feet. Since nearly all rear yards are internal and most face the pipeline easement, staff would support. The exception would be for Lots 6-14, Block 1. Since their rear yard setbacks are a project perimeter setback, the 30 foot requirement must be adhered to. Staff recommends the lots on this block meet the required 30 foot setback.

#### Impervious surface coverage.

Impervious surface coverage standards are applied to give the city the authority to ensure sufficient areas for infiltration. Impervious surface areas include roads, sidewalks, parking areas, buildings, and other hard surface areas that do not allow infiltration.

The applicant has provided impervious surface calculations for the entire project.

| Impervious Surface | Maximum Allowed | Proposed |
|--------------------|-----------------|----------|
| R-1C               | 25%             | 32.3%    |
| R-3B               | 55%             | 47.5%    |
| R-3C               | 65%             | 14.8%    |

Including the impervious surface area for the collector street, the total site impervious surface would be 35.36%. Overall, the project provides less impervious surface than would be allowed by code.

#### **PRELIMINARY PLAT**

The applicant is proposing a preliminary plat which consists of 120 single family lots, , one common lot for the club amenities and 5 outlots. Outlot E is for the future apartment building and the rest of the outlots are for storm water purposes. There are 51 single family lots with 50 foot wide lot widths and range from approximately 6,028 square feet to 12,335 square feet. There are 69 single family lots with 30 foot lot widths. This neighborhood would look like a detached townhome development. Those lots range from 3,525 square feet to 8,596 square feet in size.

The plat has been sent to MnDOT and Dakota County for their review on right-of-way needs. We expect MnDOT will require a 60 foot dedication from centerline of Hwy 3. We believe all right-of-



way has already been dedication for the existing round-a-bout and along 70<sup>th</sup> Street. In any case, approval of the preliminary plat would be subject to review and comments from MnDOT and Dakota County.

### **PARKS/TRAILS**

The site plan identifies sidewalk and trail along both sides the collector street as required by the Northwest Ordinance.

The Parks and Recreation Commission met on September 9 to discuss the project for park and trail needs. The Commission recommended:

1. Developer to provide cash dedication at the rate in effect at the time of final plat for the 120 single family lots and the apartment lot.
2. Dedicate an approximate five foot easement along the east boundary for a future trail once the land to the east develops.
3. Dedicate enough right-of-way in the southeast corner of the site for a future underpass of 70<sup>th</sup> Street to be constructed if feasible when 70<sup>th</sup> is reconstructed.
4. Work towards construction of a trail in the pipeline easement if feasible.
5. Outlot G to be conveyed to the city for future park purposes. City and developer continue discussions about city purchasing one or two lots adjacent to Outlot F for expanded park opportunities.

The plan should also provide an easement along Hwy 3 for a future trail. Easement expected to be 10 feet wide. There should also be some internal sidewalk connections to both 70<sup>th</sup> Street and Hwy 3 for those future trails.

The City's Park and Recreation Department has taken a closer look at the concept of turning Outlot G into a public park and based on current plans the developer has for the site and the existing topography of Outlot G, a public park in this area is not feasible due to the steep slopes. Outlot G would remain as undisturbed open space. The City will focus its efforts to acquire 5.0 acres from the parcel to the north for a future park. The condition to obtain a five foot trail easement along the eastern boundary of the site is important so there can be a trail link from 70<sup>th</sup> to a future park on the north side of this development.

The developer has provided a concept plan with grades of a possible trail along the pipeline easement. The trail would connect to the existing segment in the round-a-bout and traverse the easement to the eastern boundary. The applicant has noted there would be a considerable amount of fill to be placed on the easement in order for the trail to achieve reasonable grades. Any work inside the easement would require approval from the pipeline company. Both staff and the applicant will continue to work on the concept.

### **STREETS & CONNECTIVITY**

The project consists of a series of private streets to serve the neighborhood. Road A is a collector street that is identified in the city collector street study. The street will continue north along the east side of Hwy 3 to serve all properties to the north. The apartment and single family lots would be served by a series of private roads/drives. The intersection points along the collector are

acceptable. The internal private streets function like alleys as all the garage doors face the private roads and front of the buildings would have sidewalks connecting to the internal sidewalk system.

**Engineering has noted the intersection of Allen Way and 70<sup>th</sup> will require some turn lane stripping for left and right turning movements. More details will be identified in the final engineering comments.**

Street right-of-way widths meet standards as identified in the Northwest Area Overlay. ROW widths are adequate to accommodate travel lanes, storm water management systems, landscaping and sidewalks on major streets.

Staff has looked at access from this project to the land to the east. Since the County controls access on to 70<sup>th</sup>, there will probably be only one access point allowed for the property to the east once it develops. Staff has recommended to the applicant that they analyze a potential public street connection to the property to the east. This would provide a local street connection offering alternate access rather than all trips going to 70<sup>th</sup> Street. Staff recommends the applicant explore this option as part of the approved plan. It was noted that the plat of Hannah Meadows did not contain a connection to the east. Since that previous approval, staff has looked at the internal road connection again and feels this is necessary.

**The applicant has provided a public road exhibit that shows the public road to the east. This road complies with right-of-way width standards, road standards and provides sidewalk on the south side. Engineering has reviewed the location and concurs with design. The parking shown by the club lot will have to be relocated as back up parking would not be allowed on the public street and it is also too close to the Road A and Road B intersection.**

### **PARKING**

The development is proposed with 24 foot wide private roads. Roads of this width would not allow any on street parking. The proposed units provide the required parking with two car garages and two-wide driveways but is not sufficient for guest parking. The applicant has prepared a parking plan which shows an additional 56 off street spaces scattered throughout the project.

### **DAKOTA COUNTY/MnDOT REVIEW**

The plans have been sent to Dakota County and MnDOT for their review and comment. As stated earlier, the plans should be consistent with the County's needs for right-of-way. There may some comment on turn lanes on 70<sup>th</sup>. We expect MnDOT to comment on and recommend at least a 60 foot half right-of-way dedication along Hwy 3. A condition of approval would be that the plans satisfy the conditions set forth by both Dakota County and MnDOT.

**At the meeting there was discussion regarding future improvements to 70<sup>th</sup> Street and traffic generation from the site. Staff contacted the County transportation department and learned that the project traffic volumes on 70<sup>th</sup> will be lower than previously expected and a three lane design road is most likely on the east side of Hwy 3. Construction at the earliest would occur in 2023. Allen Way has been the determined location for a full intersection for the new collector. Traffic volumes from the collector road would be within acceptable volumes for a county road. It would**

likely be several years until a traffic control change from side street stop sign would be warranted. Expected improvements for this project to 70<sup>th</sup> would include left and right turn lanes.

### **LANDSCAPING/TREE PRESERVATION**

#### **Landscape/Tree Preservation & Reforestation Plan:**

The developer has provided a tree inventory of the site. The Code allows a tree removal of 40% for the project. The code allows removal beyond the threshold and requires replacement for those trees over the limit. Tree removal threshold would exceed 40%, thus reforestation is required. In this case, a total of 1,491 caliper inches or 597 trees are required to be replanted.

The proposed landscape plan provides for the required plantings overstory and coniferous trees planted all over the site. The reforestation and landscape plans comply with city standards.

### **WETLANDS**

The preliminary plans identify 3 wetlands on the site. Wetland 1 located in the southeast corner, Wetland 2 located in the northwest corner and Wetland 3 located on the eastern half of the site. Preliminary numbers indicate Wetland 1 would be impacted by the construction of the collector street. Wetland fill would be about 6,710 square feet of the 22,941 square foot wetland. Wetland 2 would not be impacted. Wetland 3 would have impact on its entire 966 square feet.

The collector street location is dictated by County spacing guidelines which set up the location to line up and intersect with Allen Way on the south side of 70 Street. A wetland mitigation plan will be required as part of the final PUD plans for the project to approve the wetland mitigation. Mitigation is typically accomplished through purchase of wetland bank credits.

### **GRADING, DRAINAGE, STORMWATER AND UTILITIES**

Engineering continues to work with the applicant and city consulting engineers on the plans. A meeting was held this week with all parties and the comments from the city were shared. Engineering is expected to have a final comment memo next week. Conditions of preliminary approval are that the final plan set shall address all comments from the city engineering department and consultants.

### **FIRE MARSHAL REVIEW**

The Fire Marshal has reviewed the plans and notes that since there may be some time before roads are extended and there are other ways in and out of the site, a temporary fire lane access be provided possibly in the southwest corner of the site. The final plan set must include a temporary fire lane access at a location and design approved by the city Fire Marshal. See attached comments from the Fire Marshal.

### **NORTHWEST AREA TRUNK UTILITY CHARGES**

To fund the utility improvements in the Northwest Area, the Council adopted a funding resource of collecting connection fees at time of development rather than assess properties. To cover the cost of the sewer, water and storm water improvements, there are connection fees paid at time of final

plat and connection fees paid at time of building permit. Plat connection fees are due at time of final plat release for each phase. A break down of the fees are listed in the development contract. The building permit connection fees are due with building permit for each unit.

### **DEVELOPMENT CONTRACT**

The Developer and Owner shall enter into a Development Contract and other associated agreements with the City. The list of agreements and details of the contract will be discussed with the applicant, city attorney and staff as part of the final PUD review. All of the agreements will be approved by the City Council as part of the final PUD review.

### **ALTERNATIVES**

The Planning Commission has the following actions available on the proposed project:

- A. **Approval:** If the proposed request is found to be acceptable, approval of the applicable following actions should be taken:

Approval of the Preliminary Plat, Preliminary PUD and Rezoning subject to the following conditions:

1. The final plat and accompanying site plans shall be in substantial conformance with the following plans on file with the Planning Department except as may be modified by the conditions below.
  1. Canvas at Inver Grove Heights Preliminary Plat and PUD Submittal plan set dated 9/3/2020 (34 sheets).
  2. Natural Area/Open Space Plan dated 9/23/2020
  3. Hard Surface Exhibit Plan dated 9/3/2020
  4. Parking Exhibit Plan dated 9/3/2020
  5. Public Road Access Exhibit 9/23/20
  6. Trails and Sidewalk Exhibit 9/25/20
  7. Pipeline Trail Exhibit 9/23/20
  8. Fire Access Exhibit 9/23/20

**\*The final list of approved plans and date of plans shall be identified in the development contract.**

2. Lots 6-14, Block 1 shall maintain the required 30 foot rear yard setback. All other setbacks shall be consistent with those listed on the preliminary site plan.
3. Prior to final plat and plan approval, the final grading, drainage and erosion control, and utility plans shall be approved by the City Engineer and subject to all conditions noted by the City Engineer and consultants.

4. Drainage and utility easements shall be provided on the final plat as required by the City Engineer.
5. The developer shall be responsible for installing marker posts at reasonable locations to define the boundary of the open space. This provides identification for future land owners to know boundaries of the open space areas. The final PUD plans must show the location of the marker posts.
6. Plan approval shall be subject to the recommendations of the Park and Recreation Commission from their meeting September 9, 2020. A summary is listed in this staff report. **Outlot G is no longer needed for a future park.**
7. The final plan set shall be subject to the city Fire Marshal review memo dated 8/27/20 including, but not limited to providing fire lanes and providing a temporary fire lane access for a secondary access to the site.
8. The approval of the preliminary Plat and PUD development plans are subject to the review and comment from Dakota County and MnDOT.
9. **Public street stub to the east shall be required as shown on the public road access easement. Perpendicular street parking shown shall be relocated away from the public street.**
10. A wetland mitigation plan for the impacted wetlands shall be submitted per the Wetland Conservation Act and must be approved by the TEP review panel and the city. Any wetland impact shall be approved prior to or at time of City Council action on the final plans.
11. Prior to execution of the plat by the City and prior to recording of the plat with the County, the Owner shall execute a Storm Water Facilities Maintenance Agreement with the City whereby the developer shall be responsible for the maintenance of storm water improvements on such lots.
12. The developer shall be responsible to ensure the undisturbed area shown on the Open Space Plan remains undisturbed through all construction grading. Prior to execution of the plat by the City and prior to recording of the plat with the County, the Developer must pay the City utility plat connection fees consisting of a Water Utility Fee, Sanitary Sewer Utility fee and Storm Water Sewer Utility fee according to the formulas adopted by city ordinance.
13. In the Development Contract, the Developer and Owner shall agree that the following elements of the Planned Unit Development shall not be altered, changed or removed without first obtaining the following consents:

| Site Plan Element                                | Consent Required By    |
|--------------------------------------------------|------------------------|
| Building Location                                | City Council           |
| Driveways and Private Roads                      | Planning Department    |
| Landscaping                                      | Planning Department    |
| Location of Utilities                            | Engineering Department |
| Location of Conservation Easement and Open Space | City Council           |

14. The Developer and Owner shall execute an Acknowledgement of Planned Unit Development Zoning. This Acknowledgement shall state that property within the plat is subject to the approved PUD plans and PUD zoning and that the development on the property must conform to the PUD plans and PUD zoning. This Acknowledgement shall be recorded when the plat is recorded.
  15. The Developer and Owner shall enter into a Development Contract with the City. The form of Development Contract shall substantially comply with the model Development Contract which is part of the Administrative Code, taking into account the particular requirements of the Planned Unit Development plans.
  16. The following documents shall be recorded when the plat is recorded:
    - Development Contract;
    - Storm Water Facilities Maintenance Agreement;
    - Acknowledgement of PUD Zoning.
  17. Northwest Area plat connection fees are due at time of final plat release for each phase. The connection fees will be listed in the development contract. The Northwest Area building permit connection fees are due with building permit for each unit. Final details of the amounts to be paid shall be part of the final PUD plan review.
  18. Street lighting shall be required along all public streets. The street lighting plans shall be approved by the City prior to installation.
- B. Denial:** Should the proposed request or portions thereof, not be found to be acceptable, the appropriate requests described above should be denied. The basis for denial must be stated in any such motion.

### **RECOMMENDATION**

The project complies with nearly all performance standards of the Northwest Area. Flexibility requests have been made for building separation and setbacks. Staff supports these requests.

Engineering has noted items to be addressed in the final plan set and there is a condition of approval addressing this.

Staff is recommending approval of the preliminary plan set subject to the conditions listed in this report.

**Attachments:**

Location Map

Applicant Narrative

Fire Marshal Comment Memo

Canvas at Inver Grove Heights Preliminary Plat and PUD Submittal plan set dated 9/3/2020 (34 sheets).

Natural Area/Open Space Plan dated 9/23/2020

Hard Surface Exhibit Plan dated 9/3/2020

Parking Exhibit Plan dated 9/3/2020

Public Road Access Exhibit 9/23/20

Trails and Sidewalk Exhibit 9/25/20

Pipeline Trail Exhibit 9/23/20

Fire Access Exhibit 9/23/20

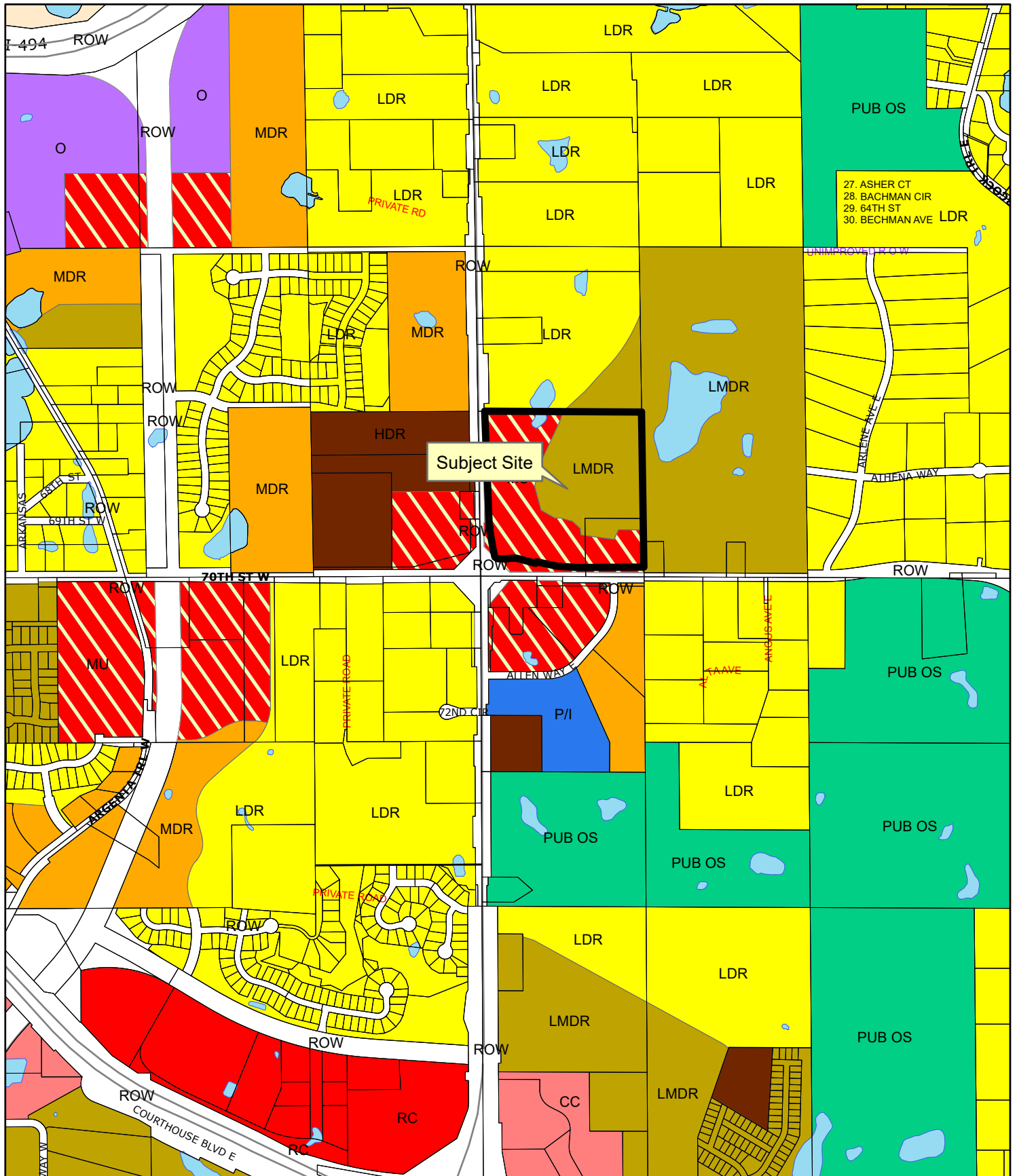
Letter from Housing Committee





# Location Map

## Case No. 20-27PUD



**PLANNED UNIT DEVELOPMENT / PRELIMINARY PLAT  
REVIEW  
SUBMITTAL NARRATIVE**

**CANVAS AT INVER GROVE HEIGHTS  
Inver Grove Heights, Minnesota  
August 17, 2020  
Updated September 3, 2020**

**DEVELOPMENT TEAM**

Applicant/Developer/Builder: Watermark Equity Group, Ian Peterson  
Civil Engineer: Alliant Engineering, Inc., Mark Rausch  
Surveyor: Alliant Engineering, Inc., Peter Goers  
Landscape Architect: Alliant Engineering, Inc., Mark Kronbeck

**SITE INFORMATION**

Legal Description:

The Southwest Quarter of the Southwest Quarter of Section 5, Township 27, Range 22, Dakota County, Minnesota.

Abstract Property

Address: Unassigned

PID: 200050052011 and 200050052012

Total Acres: 39.542 ac

**PLANNED UNIT DEVELOPMENT REQUEST**

The proposed development request consists of a PUD, consisting of 69-30' wide and 51-50' wide single family lots in addition to a 100-150 unit apartment site.

**COMPREHENSIVE PLAN DESIGNATION**

The development property is guided as Mixed Use and Low-Medium Residential within the City's 2040 Land Use Plan. The City's Mixed Use land use designation targets a residential dwelling unit density range of 12-35 units per acre. The Low-Medium Density Residential targets a residential dwelling unit density range of 4-8 residential units/net acre. See Site Plan for statistics.

## **ZONING DESIGNATION**

The development site currently zoned (PUD) Planned Unit Development. The requested zoning for the site will establish a PUD zoning for the entire development site, compatible and consistent with the City's goals and objectives for the property.

## **EXISTING SITE DESCRIPTION**

The development property is located within the City of Inver Grove Heights's Northwest Area Overlay District and is currently undeveloped with a mixture of 'treeless meadow' growth and portions wooded. The property is a combination of 2 parcels totaling 39.542 acres and bound by Robert Trail S to the West, 70<sup>th</sup> St E to the South and private properties to the North and East. The site is adjacent to available public infrastructure including: sanitary sewer, water main, and roadways for servicing the proposed development.

The proposed plat boundary contains three wetland areas that were previously delineated and have been confirmed by an environmental specialist at Alliant Engineering. Two of the wetlands on site have been identified as landlocked basins by the city as part of the Northwest Area Stormwater Management Plan. Two of three wetlands on site will show impacts, Wetland 1 will be impacted as part of the construction of collector road for the proposed development and Wetland 2 will be impacted due to site constraints.

## **PROPOSED RESIDENTIAL PUD DEVELOPMENT PLAN**

The applicant proposes to provide the City of Inver Grove Heights with phased residential development of diverse housing styles that preserves natural site features, extends public infrastructure and provides for stormwater management goals. The current application proposes for a neighborhood of 50' wide lots and 30' wide lots surrounding a private club house/amenity area. It is proposed that an environmental area generally encompass the two neighborhoods and separate an additional single family neighborhood to the north in addition to an apartment building to the northwest. All neighborhoods and the apartment building are to be provided with access via the extension of public roadway with sidewalks and trails. It is proposed that the public roadway extend north from 70<sup>th</sup> Street and be provided with public utilities sized to accommodate future development to the north.

It is the applicants respectful opinion that the proposed development plan is consistent with the City of Inver Grove Heights Northwest Area Overlay District. The following is a summary of primary project elements currently proposed:

- Diverse housing styles
  - 51-50' wide single family homes with multiple product styles.
  - 69-30' wide single family homes with multiple product styles.
  - 100-150 unit apartment
- Central club house & amenity area
- Preservation of environmental features and dedication of open space.

- HOA maintained community
- HOA maintained open areas
- Extension of collector roadway with trails and walks
- Extension of sanitary sewer and water for future development to the north and east
- Preservation of wetland areas with limited impacts
- Multiple stormwater management areas
- Enhanced development landscaping

#### Development Plan Area

|                         |                   |
|-------------------------|-------------------|
| Gross Acreage           | 39.54 acres       |
| Arterial ROW            | 4.91 acres        |
| <u>Wetland Area</u>     | <u>1.70 acres</u> |
| Net Development Acreage | 32.93 acres       |

| Northwest Area Overlay District Criteria | Required | Provided                     |
|------------------------------------------|----------|------------------------------|
| Open Area (20%)                          | 6.59 AC  | 11.59 AC                     |
| Non-Disturbed Open Area (10%)            | 3.29 AC  | 4.77 AC                      |
| Contiguous Area (75% open space)         | 4.94AC   | 4.95 AC (largest cont. area) |

#### Other

|                        |            |
|------------------------|------------|
| Pipeline Easement Area | 3.12 acres |
| Collector ROW Area     | 2.75 acres |

|                       |                      |
|-----------------------|----------------------|
| <u>Lot Dimensions</u> | <u>30'/50'</u>       |
| Width                 | 30'/50' min.         |
| Depth                 | 117'/120' min.       |
| Lot Size Minimum      | See Preliminary Plat |
| Lot Area average      | See Preliminary Plat |

|                                                     |                      |
|-----------------------------------------------------|----------------------|
| <u>Structure Setbacks</u>                           | <u>30' Wide Lots</u> |
| Front                                               | 20'                  |
| Side (internal)                                     | 4'                   |
| Side to Private Drive B/C                           | 15'                  |
| Any Side to Public ROW                              | 20'                  |
| To Private Parking Stalls                           | 5'                   |
| Rear/Garage Side                                    | 34'                  |
| Garage to Private Drive B/C/D (min driveway length) | 22'                  |
| Setback to Robert Trail and 70 <sup>th</sup> Street | 50'                  |

|                                                  |                      |
|--------------------------------------------------|----------------------|
| <u>Structure Setbacks</u>                        | <u>50' Wide Lots</u> |
| Rear                                             | 20'                  |
| Side (internal)                                  | 5'                   |
| Side to Private Drive B/E                        | 15'                  |
| Any Side to Public ROW                           | 20'                  |
| To Private Parking Stalls                        | 5'                   |
| Front/Garage Side                                | 34'                  |
| Front to Private Drive B/C (min driveway length) | 22'                  |

PUD/Preliminary Plat Review

Upd. September 3, 2020

**CANVAS AT INVER GROVE HEIGHTS**

Page 3 of 6

## Architecture

It is currently anticipated that architecture be compatible for different housing types in addition to the club house, apartment building and amenity area. Refer to single family building elevations.

## Site Access, Pedestrian Circulation and Parking

Vehicular access from public right of way to the proposed development will occur via a proposed road access to 70<sup>th</sup> St E / CSAH 26.

The development will be providing a sidewalk and trail along the proposed collector road.

The development will have ample parking to support the future residents and their guests. The plan as proposed provides the following parking:

### Parking Summary

|                              |                                |
|------------------------------|--------------------------------|
| Private Driveway (2/home)    | 240                            |
| Private Garage (2/home)      | 240                            |
| <u>Private Guest Parking</u> | <u>56</u>                      |
| Total Available Parking      | 536 Stalls (4.5 stalls / unit) |

Apartment building will be required to meet all City of Inver Grove Heights parking requirements.

## Grading

The existing site area will be re-graded to shape in the proposed roadways, lot configurations, stormwater management basin and common area. The site is graded to match elevations at the site perimeter and to drain to a proposed infiltration basin throughout the development. Low floor elevations satisfy all requirements per the City of Inver Grove Heights for freeboard from EOF's and HWL's. Roadways are designed to meet all City requirements.

## Sanitary Sewer and Watermain

The development site currently contains a sanitary sewer stub provided at the southern edge of the property on 70<sup>th</sup> St E. The site will provide sanitary sewer stubs to the East and North per the City's Northwest Area Planned Utility Map. The remainder of the site will be served by 8" sanitary sewer.

The development will connect to and extend a watermain service at the western edge of the property along Robert Trail S. The connection will require the removal of a hydrant. Stubs will be provided to the East and North per the City's Northwest Area Planned Utility map. The remainder of the site will be served by 8" watermain and hydrants will be spread through the development to meet city requirements.

## Stormwater Management

The development site falls within the City's Northwest Area and will have to meet the Northwest Area Stormwater Management requirements. To meet these requirements the site will utilize multiple infiltration basins and will use proprietary and sediment forebays as means of pretreatment. The site drains to two landlocked basins EP-027 and EP-034. All storage at both the 50 yr and 100 yr HWL has been replaced for the roadway connection that impacts EP-034. See stormwater management plan for more detailed calculations and explanations.

### Wetlands

Two of the wetlands on site have been identified as landlocked basins by the city as part of the Northwest Area Stormwater Management Plan. Two of three wetlands on site will show impacts, Wetland 1 will be impacted as part of the construction of collector road for the proposed development and Wetland 2 will be impacted due to site constraints.

#### Wetland Summary:

- |                |                                |
|----------------|--------------------------------|
| 1) Wetland 1 - | 22,941 sf – Impact proposed    |
| 2) Wetland 2 - | 51,152 sf – No Impact proposed |
| 3) Wetland 3 - | 965 sf – Impact proposed       |

### Tree Preservation/Replacement

A tree inventory was completed on behalf of the City of Inver Grove Heights and that information is included in the proposed development plans. The tree inventory was performed on the full development parcel from the western boundary of Robert Trail S to 70<sup>th</sup> St E to the South and private properties to the North and East. The development site contains a mixture of 'treeless meadow' as well as several stands of significant trees. Trees will generally be preserved in the south east around existing wetland, in the north east, and the north west around existing wetland. Trees within the center of the site will be removed to grade the subdivision.

As the submittal is a PUD and includes a mixture of compact 30' lots, 50' single family lots and an apartment building, a tree removal limit of 40% of significant or heritage caliper inches was suggested based on overall density. Beyond the 40% allowable removal, caliper inches are to be replaced at a rate of 50% for Category A trees, and 100% for Categories B and C. Any preserved significant or heritage tree damaged by construction within 30' of the tree preservation boundary shall be replaced by the applicant on a 1:1 DBH basis. Replacement trees shall be a minimum of 2 ½ diameter deciduous or 6' coniferous. The development plan does require the removal of 1,491 caliper inches which require mitigation; to mitigate the loss the landscape plan proposes reforestation of 1,491 caliper inches equal to 597 new trees.

### Landscaping and Amenities

The project proposes a significant landscape plan including an amenity/club area which will feature plant material organized to suit the program once developed in further detail. A portion of trees proposed to mitigate existing tree loss are located at least 2 overstory trees per lot, with the exception

of block 1 lots 15-25 due to pad proximity to the gas easement. Additional mitigation trees are used to create a conifer buffer on the south along 70<sup>th</sup> St. as well as portions of S. Robert Trail and to enhance stormwater features. Final lot build-out will also include foundation planting to be provided by owner. The apartment site, once developed in future, will feature landscaping to compliment the building foundation, parking lot areas, and buffering as needed.

## **TIMING/PHASING**

The Applicant will likely mass grade the project in one phase. If the City reviews and approves the requested PUD request, it is the Applicant's desire to proceed with an application for Final PUD/Plat for the project's first phase in Spring of 2021. Refer to phasing plan for further details on phasing of overall site.

## **CONCLUSION**

The applicant respectfully concludes that the request for a planned unit development/subdivision approval will allow for a residential land use consistent with City's goals and objectives for this area. The single-family community and apartment site will provide a unique housing option for the City of Inver Grove Heights



**From:** [Heather Botten](#)  
**To:** [Allan Hunting](#)  
**Subject:** FW: IGH PRC 8/27/20 – Watermark Properties (Preliminary Plat and PUD)- Case NO. 20-27PUD  
**Date:** Thursday, August 27, 2020 1:21:15 PM

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I save a copy of Jeff's comments in the planning folder - I did NOT send to the applicant.

-HB

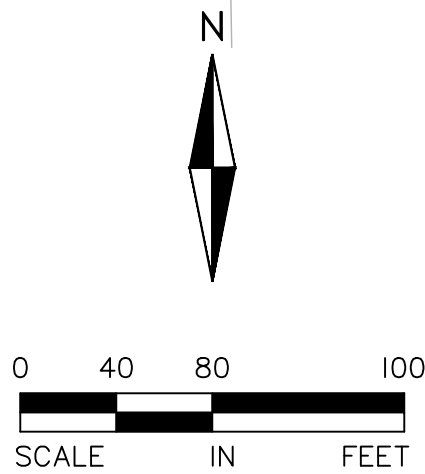
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**From:** Jeff Schadeegg <[jschadeegg@invergroveheights.org](mailto:jschadeegg@invergroveheights.org)>  
**Sent:** Thursday, August 27, 2020 11:45 AM  
**To:** Heather Botten <[hbotten@invergroveheights.org](mailto:hbotten@invergroveheights.org)>  
**Subject:** IGH PRC 8/27/20 – Watermark Properties (Preliminary Plat and PUD)- Case NO. 20-27PUD

I have reviewed the submittal and have the following concerns:

- The entire subdivision has only one access unit the property to the north develops. There should be a second access into the subdivision. This can be accomplished in either a permanent or temporary manner.
- The road to the north should completed to the edge of the property and it should be identified as a street that will continue on in the future.
- The twenty four foot private roads must be posted no parking fire lane on both sides. If parking on one side is desired they should be widened to 28'.
- The north end of Road A and the T on Road F appear to be provided to meet turn around requirements for fire lanes. Each leg must be at least 70' with a 28' turning radius. An example can be found in 2020 MSFC Appendix D – Acceptable Alternated to 120 – Foot Hammerhead

Drawing name: C:\new\_working\projectwise\mregion\dm\07844\2000092\site.dwg Sep 08, 2020 7:53am



SITE LEGEND:

- |       |                   |           |                                                   |
|-------|-------------------|-----------|---------------------------------------------------|
| —     | PROPERTY LINE     | — WL —    | EXISTING WETLAND                                  |
| - - - | RIGHT-OF-WAY LINE | - - -     | WETLAND BUFFER                                    |
| —     | LOT LINE          |           |                                                   |
| - - - | EASEMENT LINE     | [Pattern] | WETLAND BUFFER AREA (SEE WETLAND MANAGEMENT PLAN) |
| - - - | SETBACK LINE      | [Pattern] | WETLAND IMPACT AREA (SEE WETLAND MANAGEMENT PLAN) |
|       |                   | —         | PROPOSED CURB AND GUTTER                          |
|       |                   | —         | PROPOSED RETAINING WALL                           |

FOR REVIEW ONLY  
PRELIMINARY  
NOT FOR CONSTRUCTION

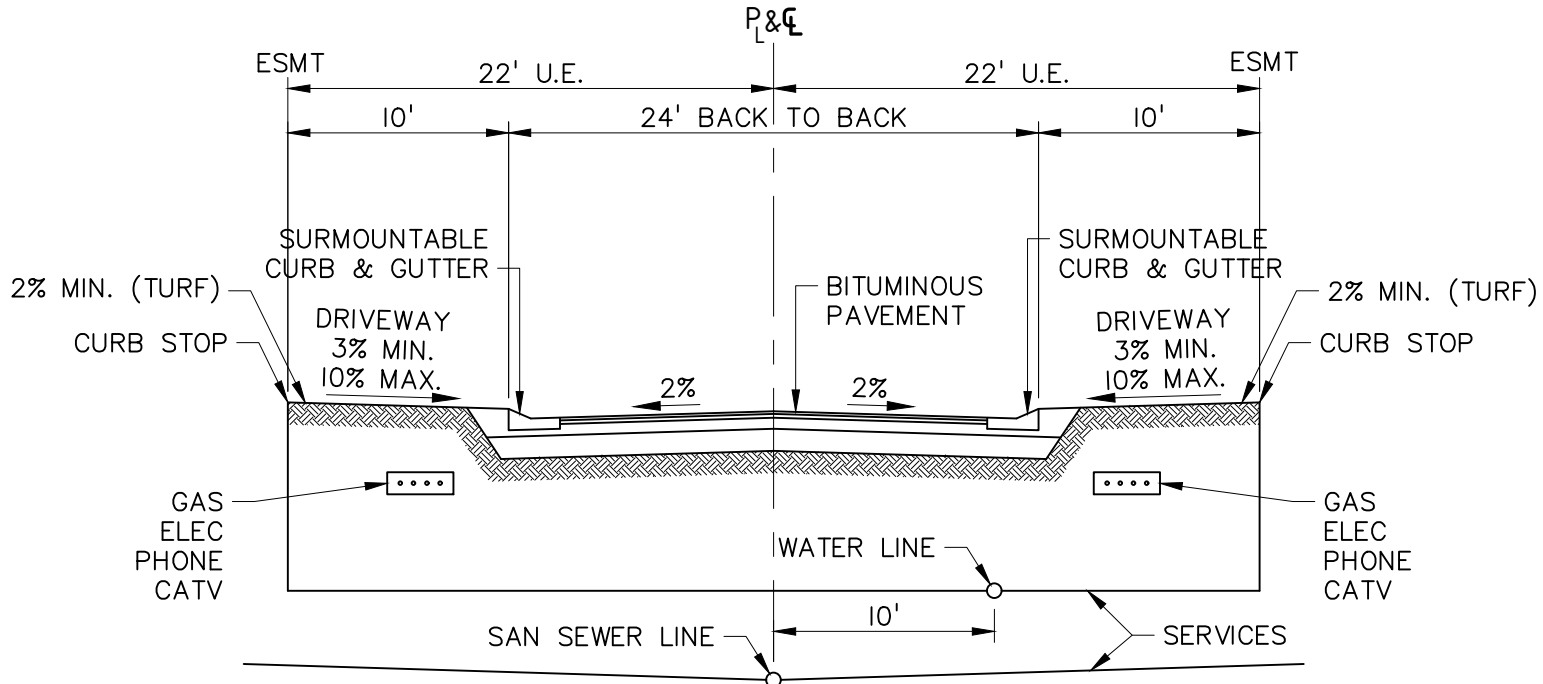
SITE PLAN DATA:

|                                                    |               |
|----------------------------------------------------|---------------|
| AREA AND DENSITY                                   |               |
| CURRENT ZONING                                     | PUD           |
| PROPOSED ZONING                                    | PUD           |
| GROSS SITE AREA                                    | 39.54 AC      |
| ARTERIAL ROW AREA (ROBERT TRAIL S, & EAST 70TH ST) | 4.91 AC       |
| COLLECTOR ROW AREA                                 | 2.74 AC       |
| PIPELINE EASEMENT AREA *                           | 3.12 AC       |
| EX. 100 YEAR FLOOD AREA *                          | 6.23 AC       |
| * EXCLUDES R/W AND EASEMENT OVERLAPS               |               |
| LOT TYPE                                           |               |
| 30' WIDE                                           | 69 LOTS       |
| 50' WIDE                                           | 51 LOTS       |
| APARTMENT SITE                                     | 100-150 UNITS |
| SETBACKS                                           |               |
| FRONT                                              | 34 FT         |
| REAR                                               | 20 FT         |
| SIDE (30' WIDE)                                    | 4 FT          |
| SIDE (50' WIDE)                                    | 5 FT          |
| SIDE TO PUBLIC ROW (TYPICAL)                       | 20 FT         |

PARKING SUMMARY  
2 GARAGE STALLS PER UNIT  
2 DRIVEWAY STALLS PER UNIT  
56 ADDITIONAL GUEST STALLS  
= 4\*69 + 4\*51 + 56 = 536 TOTAL PARKING STALLS

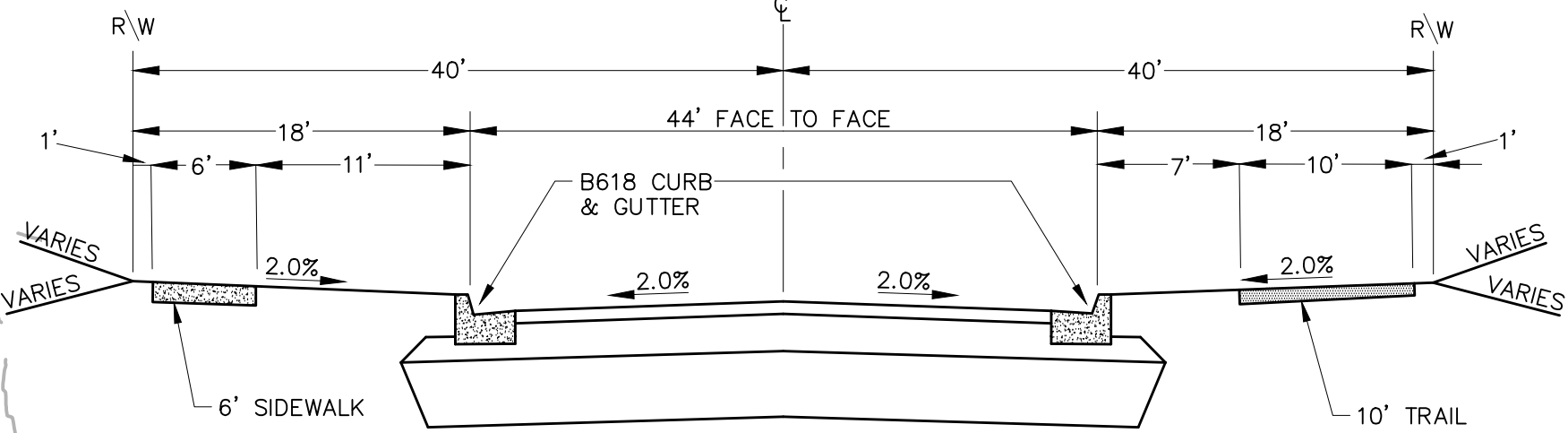
NATURAL AREA/ OPEN SPACE DATA:

|                                                    |            |
|----------------------------------------------------|------------|
| GROSS SITE AREA                                    | 39.54 AC   |
| ARTERIAL ROW AREA (ROBERT TRAIL S, & EAST 70TH ST) | 4.91 AC    |
| WETLAND AREA                                       | 1.70 AC    |
| NET DEVELOPABLE AREA                               | 32.93 AC   |
| REQUIRED                                           |            |
| OPEN AREA (20%)                                    | 6.586 AC   |
| NON-DISTURBED OPEN AREA (10%)                      | 3.293 AC   |
| CONTIGUOUS AREA (75%)                              | 4.940 AC   |
| PROVIDED                                           |            |
| OPEN AREA                                          | 11.594 AC  |
| NON-DISTURBED OPEN AREA (A1-A4)                    | 4.774 AC   |
| CONTIGUOUS AREA (B1)                               | 4.945 AC + |
| CONTIGUOUS AREA (B2)                               | 2.729 AC   |



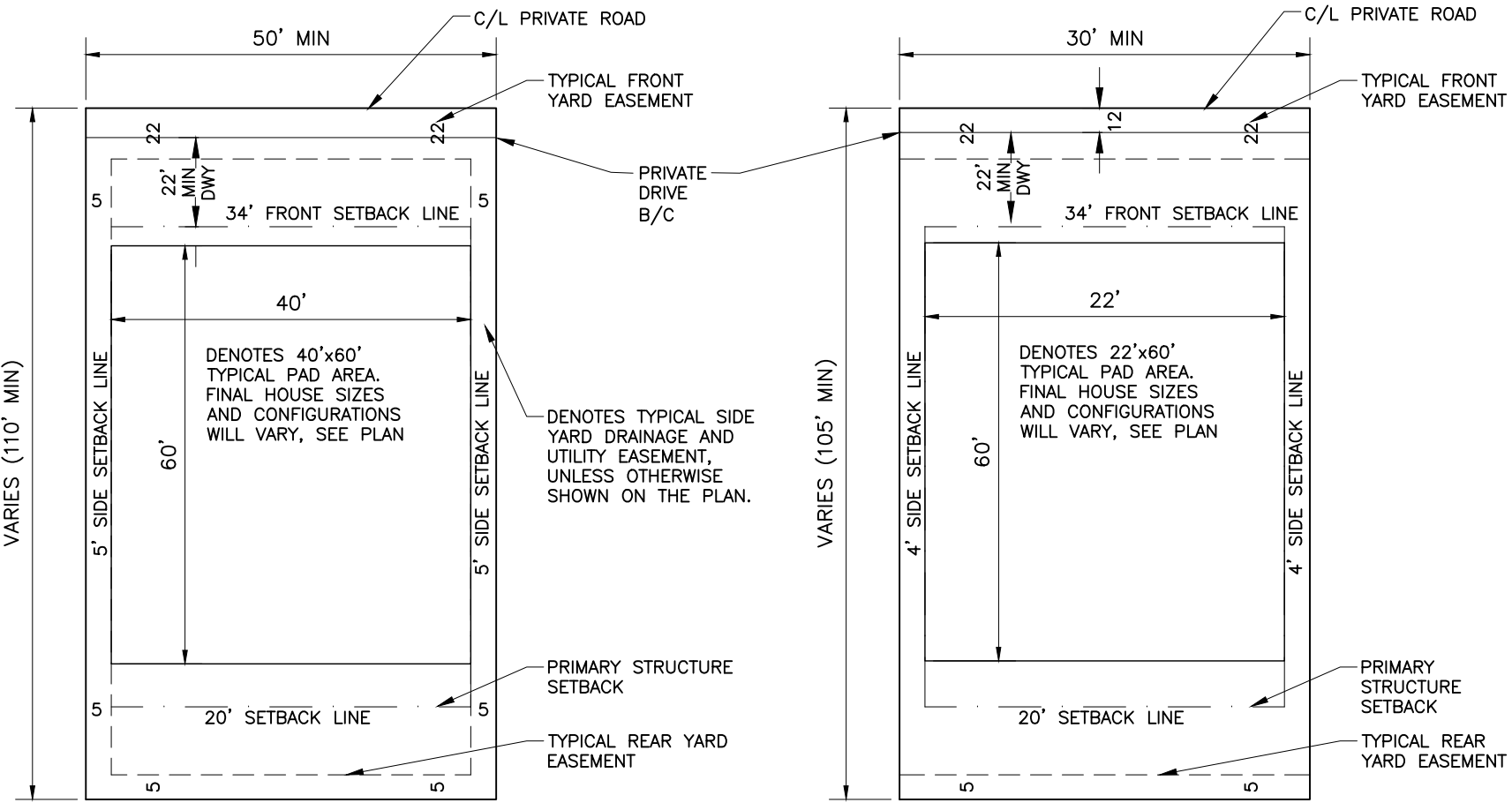
TYPICAL PRIVATE ROAD SECTION

NOT TO SCALE



TYPICAL 80' PUBLIC ROW ROAD SECTION

NOT TO SCALE



TYPICAL 50' LOT DETAIL

NOT TO SCALE

TYPICAL 30' LOT DETAIL

NOT TO SCALE



ALLIANT

733 Marquette Avenue  
Suite 700  
Minneapolis, MN 55402  
612.758.3080  
www.alliant-inc.com

CANVAS AT INVER GROVE HEIGHTS

INVER GROVE HEIGHTS, MINNESOTA

PRELIMINARY PLAT AND PUD SUBMITTAL

SITE PLAN

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

MARK RAUSCH, PE  
Date License No.

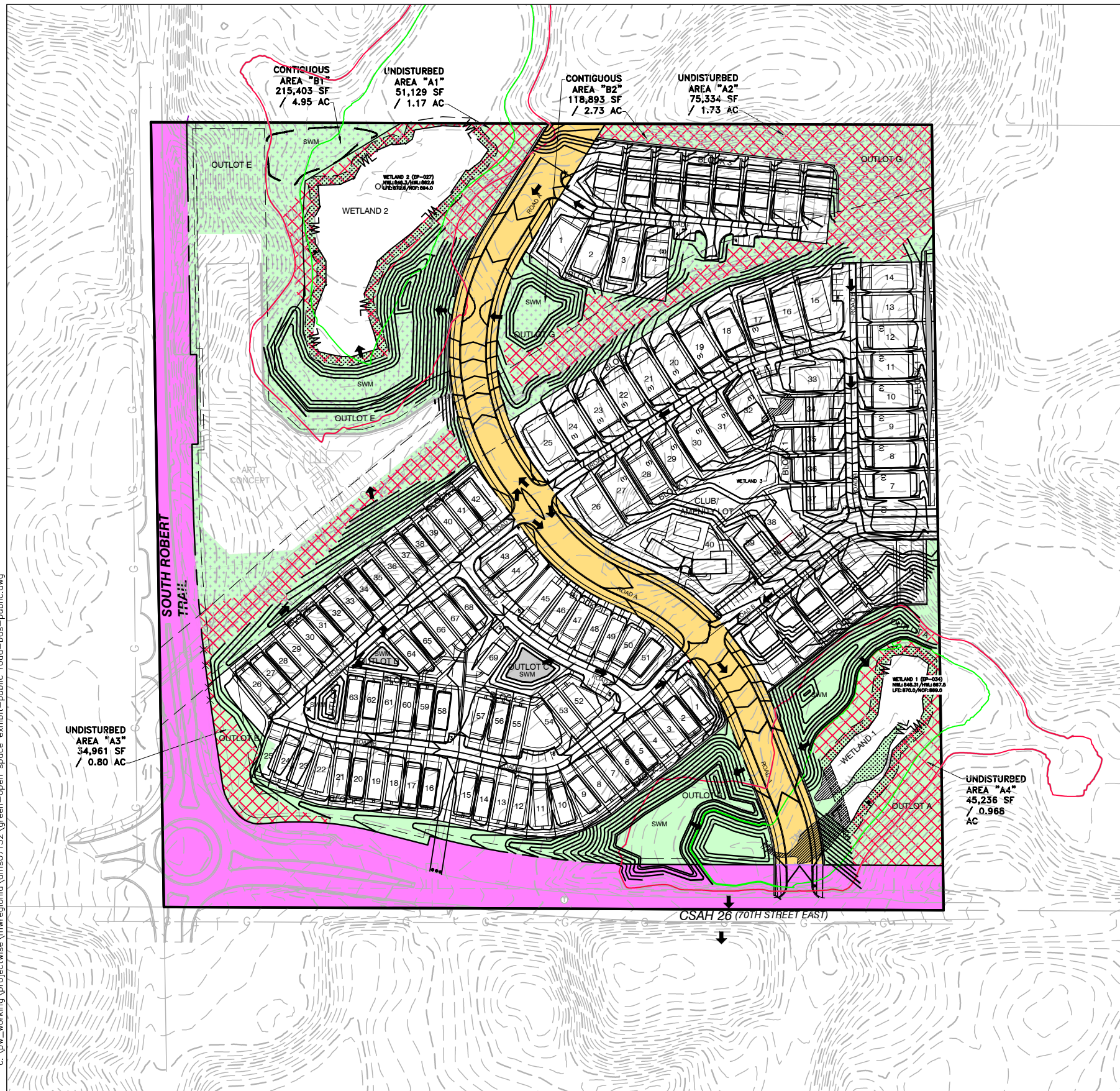
QUALITY ASSURANCE/CONTROL

|           |                       |
|-----------|-----------------------|
| BY        | DATE                  |
| DATE      | ISSUE                 |
| 8-17-2020 | CITY SUBMITTAL        |
| 9-3-2020  | CITY COMMENTS UPDATES |

|                   |          |
|-------------------|----------|
| PROJECT TEAM DATA |          |
| DESIGNED:         | MPR      |
| DRAWN:            | TAS      |
| PROJECT NO:       | 220-0092 |



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## SITE PLAN DATA:

|  |                                                    |
|--|----------------------------------------------------|
|  | GROSS SITE AREA                                    |
|  | ARTERIAL ROW AREA (ROBERT TRAIL S, & EAST 70TH ST) |
|  | COLLECTOR ROW AREA                                 |
|  | WETLAND AREA                                       |
|  | OPEN AREA                                          |
|  | CONTIGUOUS OPEN AREA                               |
|  | NON-DISTURBED OPEN AREA                            |

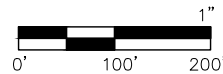
|                                                    |          |
|----------------------------------------------------|----------|
| GROSS SITE AREA                                    | 39.54 AC |
| ARTERIAL ROW AREA (ROBERT TRAIL S, & EAST 70TH ST) | 4.91 AC  |
| WETLAND AREA                                       | 1.70 AC  |

|                      |          |
|----------------------|----------|
| NET DEVELOPABLE AREA | 32.93 AC |
|----------------------|----------|

|                               |          |
|-------------------------------|----------|
| REQUIRED                      |          |
| OPEN AREA (20%)               | 6.586 AC |
| NON-DISTURBED OPEN AREA (10%) | 3.293 AC |
| CONTIGUOUS AREA (75%)         | 4.940 AC |

|                                 |            |
|---------------------------------|------------|
| PROVIDED                        |            |
| OPEN AREA                       | 11.428 AC  |
| NON-DISTURBED OPEN AREA (A1-A4) | 4.673 AC   |
| CONTIGUOUS AREA (B1)            | 4.945 AC + |
| CONTIGUOUS AREA (B2)            | 2.729 AC   |

## NATURAL AREA/OPEN SPACE CANVAS AT INVER GROVE HEIGHTS

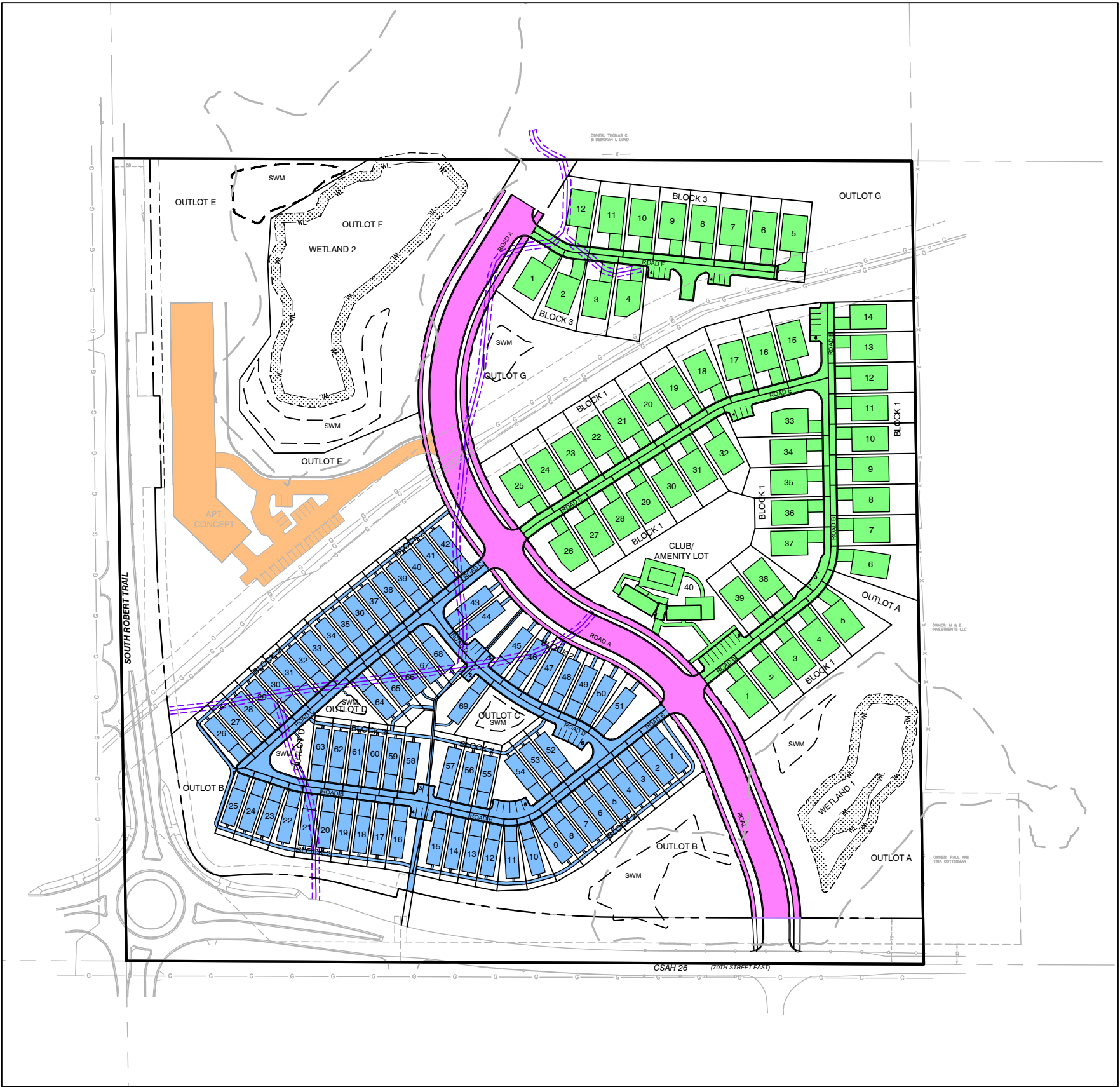


DATE: 9/23/2020  
DRAWN BY: TAS,MPR  
SCALE: 200





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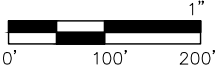
**LEGEND:**

- EAST OF CORRIDOR AREA
- WEST OF CORRIDOR AREA
- COLLECTOR CORRIDOR AREA
- APARTMENT AREA

**HARD SURFACE SUMMARY:**

| AREA                    | HARD SURFACE | %      | TOTAL        |
|-------------------------|--------------|--------|--------------|
| EAST OF CORRIDOR AREA   | 205,749 SF   | 32.30% | 637,052 SF   |
| WEST OF CORRIDOR AREA   | 185,626 SF   | 47.50% | 390,780 SF   |
| COLLECTOR CORRIDOR AREA | 88,431 SF    | 73.96% | 119,569 SF   |
| APARTMENT AREA          | 53,580 SF    | 14.83% | 361,211 SF   |
| TOTAL AREA              | 533,386 SF   | 35.36% | 1,508,611 SF |

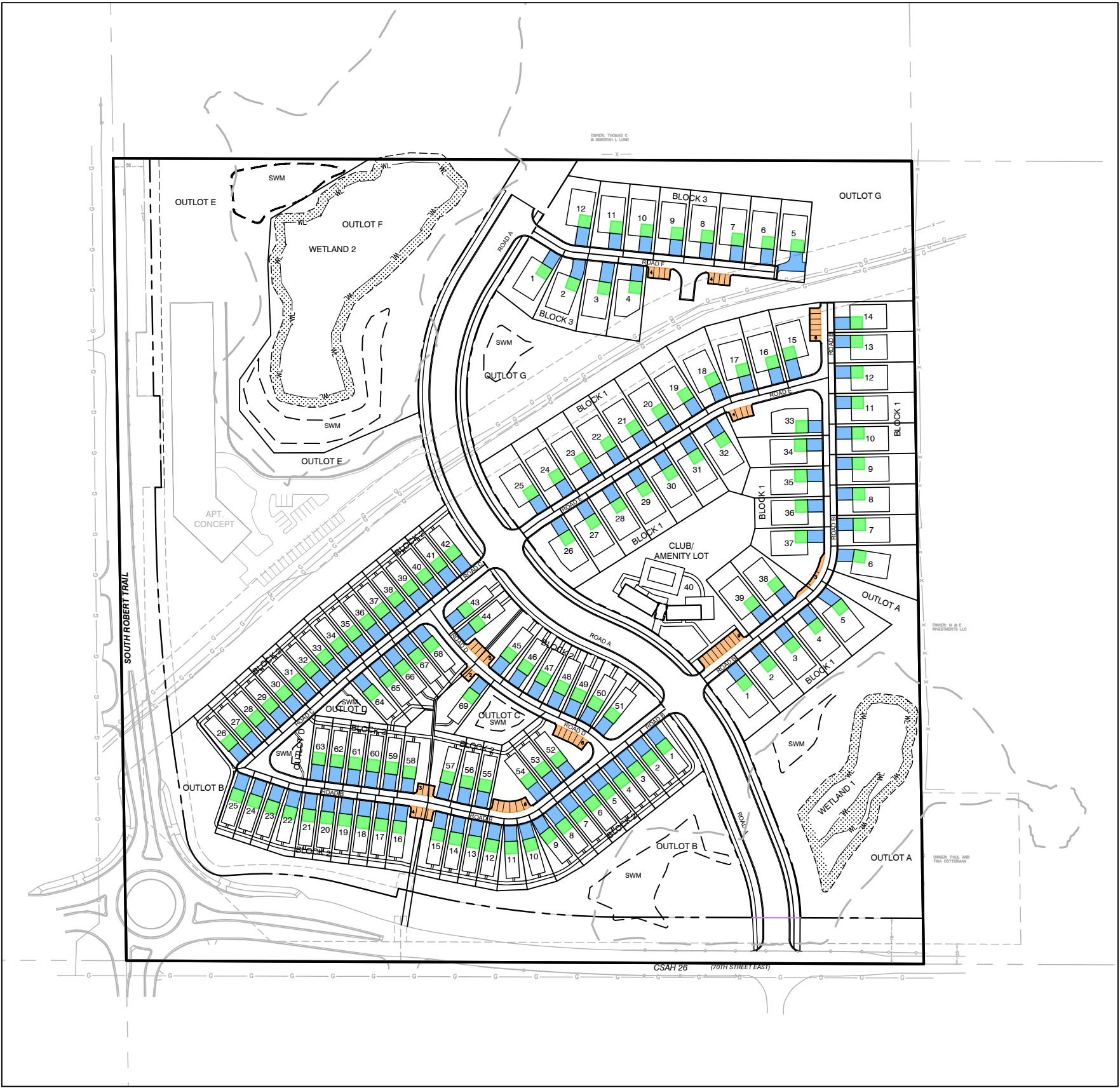
**CANVAS AT INVER GROVE HEIGHTS - HARD SURFACE EXHIBIT**  
**INVER GROVE HEIGHTS, MINNESOTA**



DATE: 9-3-2020  
DRAWN BY: ELL, MPR



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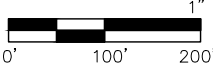
**LEGEND:**

- PRIVATE GARAGE PARKING
- PRIVATE DRIVEWAY PARKING
- PRIVATE OFF-STREET PARKING

**PARKING SUMMARY:**

|                                              |                  |
|----------------------------------------------|------------------|
| PRIVATE GARAGE PARKING (2 stalls per unit)   | 2 * 120 = 240    |
| PRIVATE DRIVEWAY PARKING (2 stalls per unit) | 2 * 120 = 240    |
| PRIVATE OFF-STREET PARKING                   | = 56             |
| TOTAL AVAILABLE PARKING                      | = 536 (4.5/Unit) |

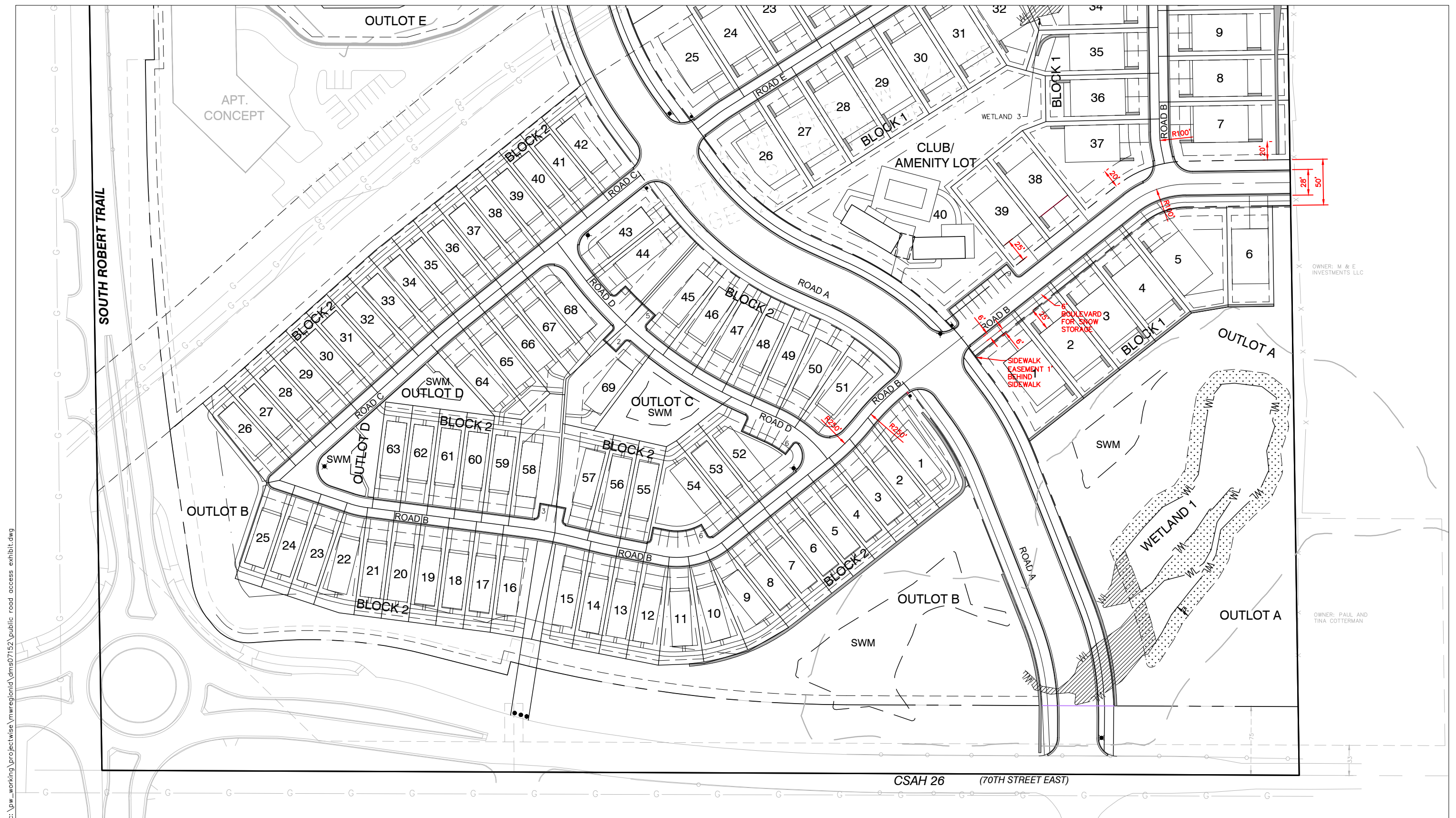
**CANVAS AT INVER GROVE HEIGHTS - PARKING EXHIBIT**  
**INVER GROVE HEIGHTS, MINNESOTA**



DATE: 9-3-2020  
DRAWN BY: ELL,MPR



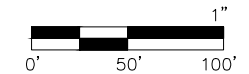




# CANVAS AT INVER GROVE HEIGHTS - PUBLIC ROAD ACCESS EXHIBIT

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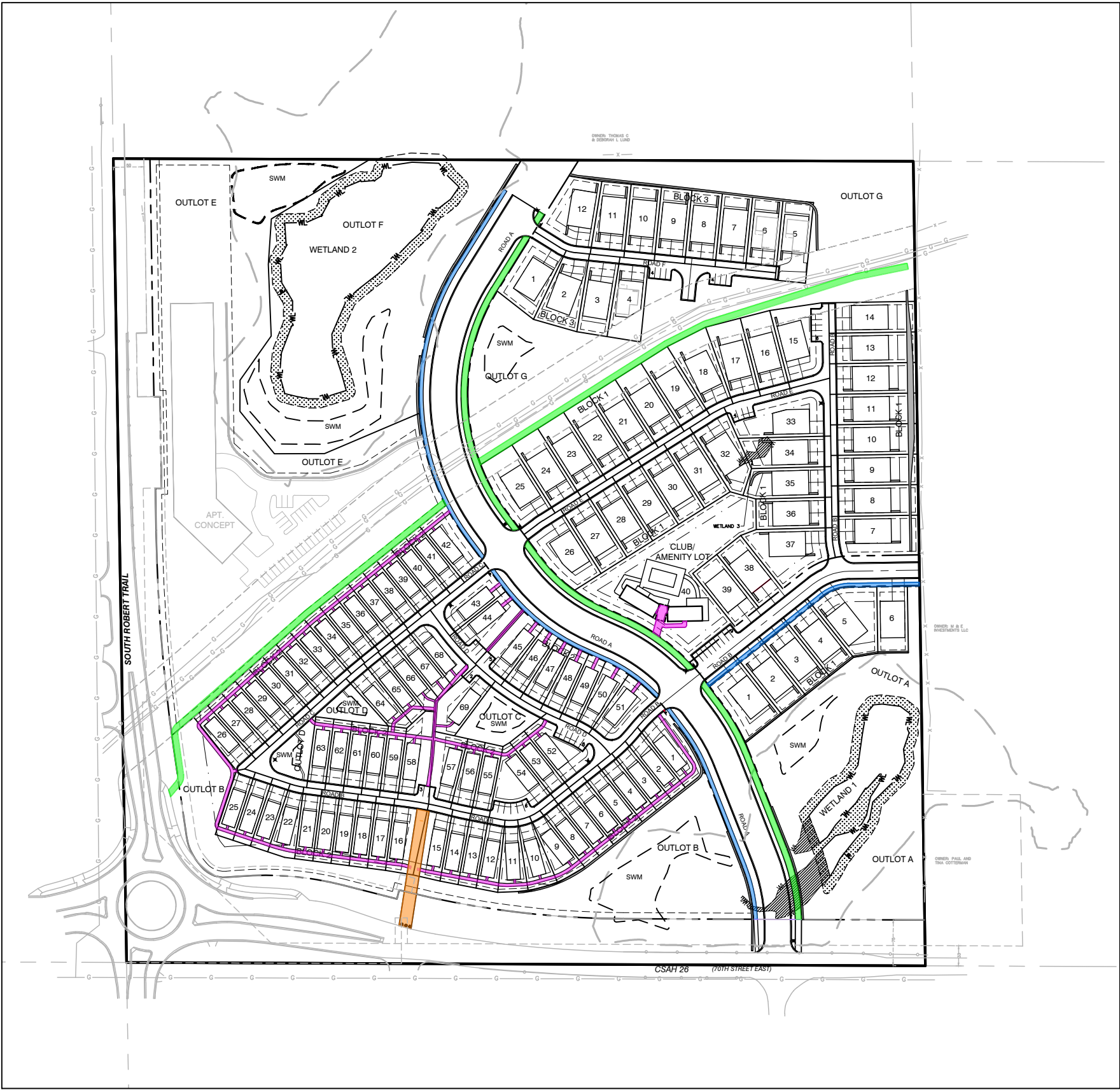
## INVER GROVE HEIGHTS, MINNESOTA



DATE: 9-23-20  
DRAWN BY: ELL

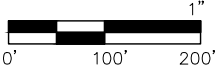


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# CANVAS AT INVER GROVE HEIGHTS - TRAILS AND SIDEWALK EXHIBIT

## INVER GROVE HEIGHTS, MINNESOTA

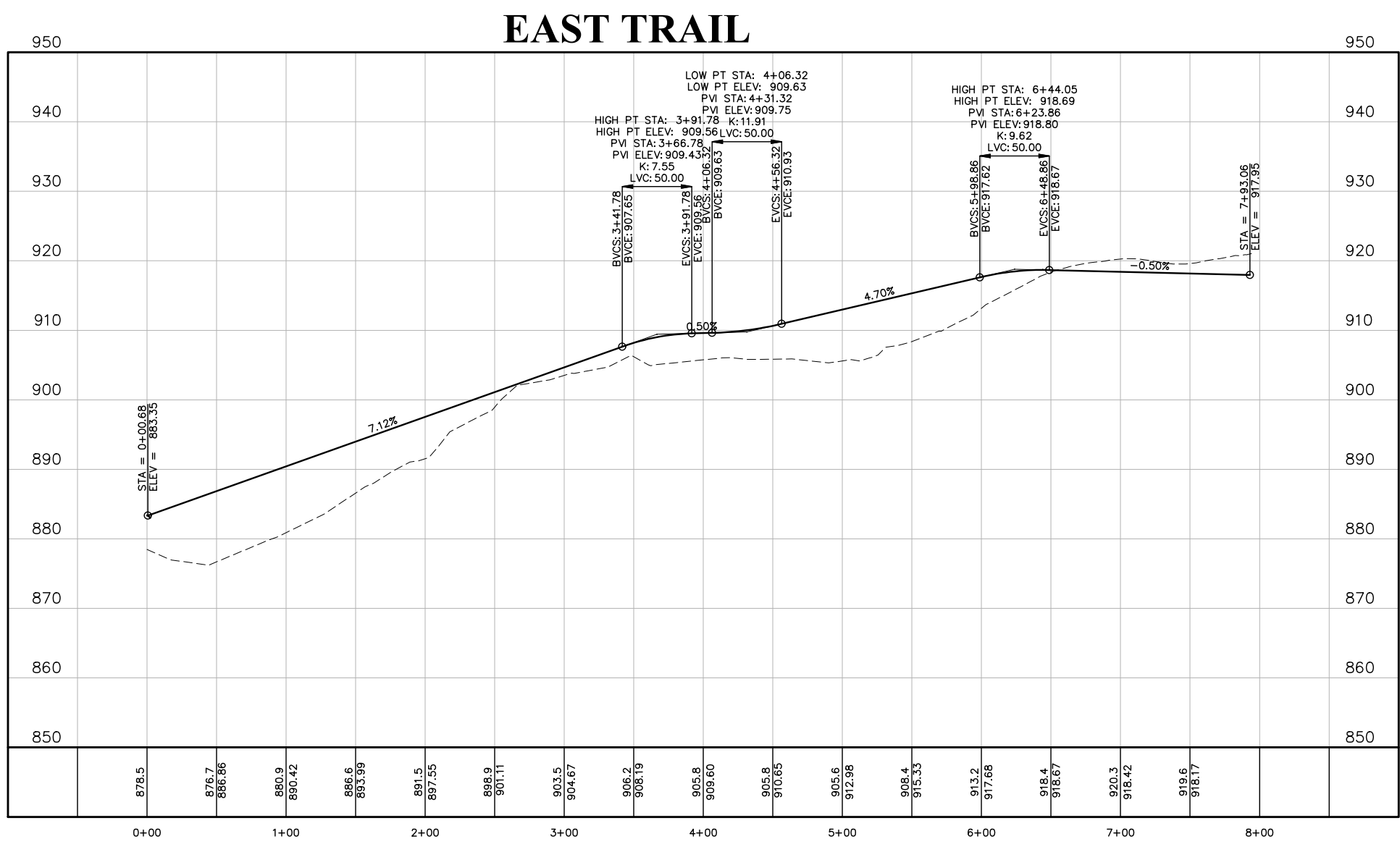
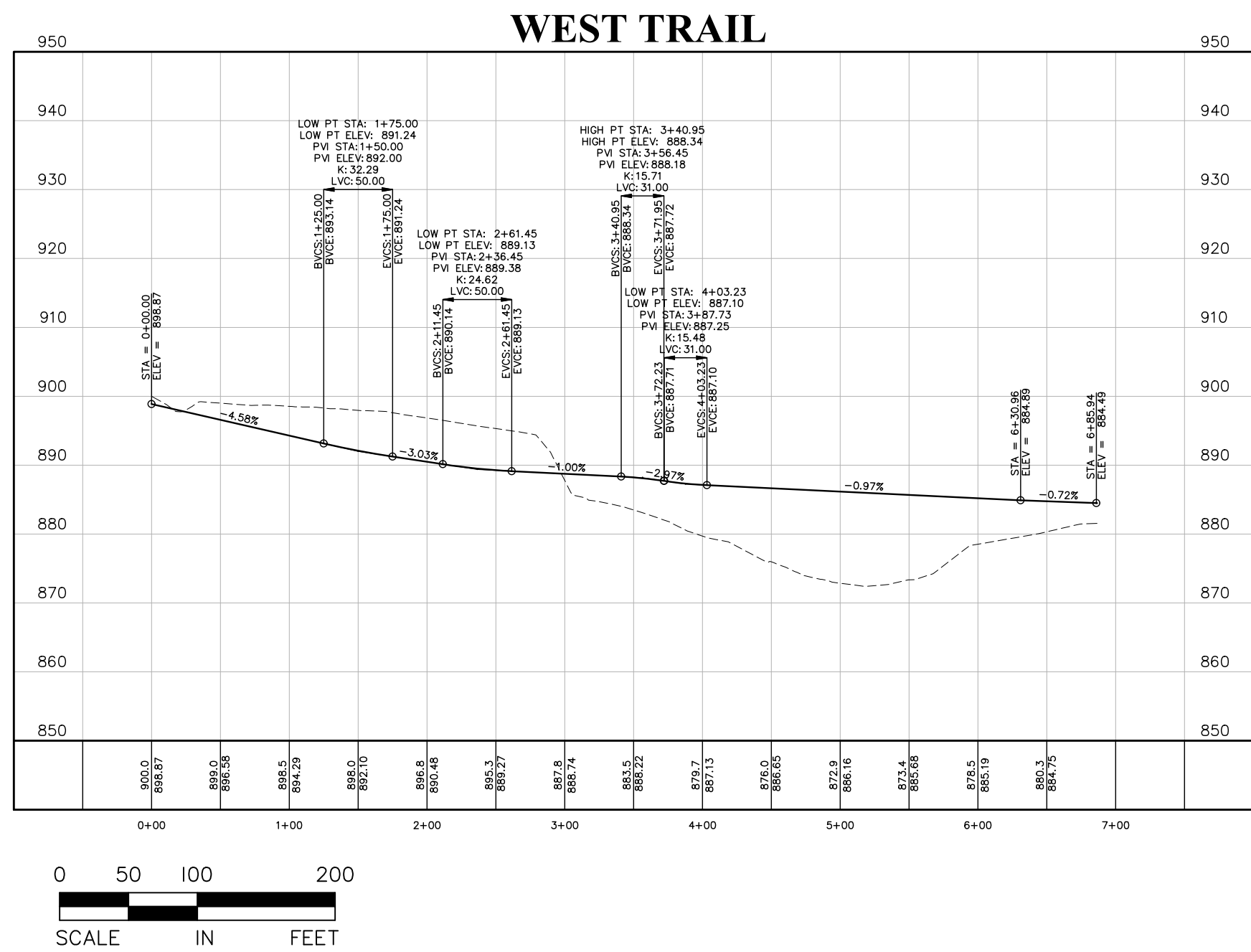
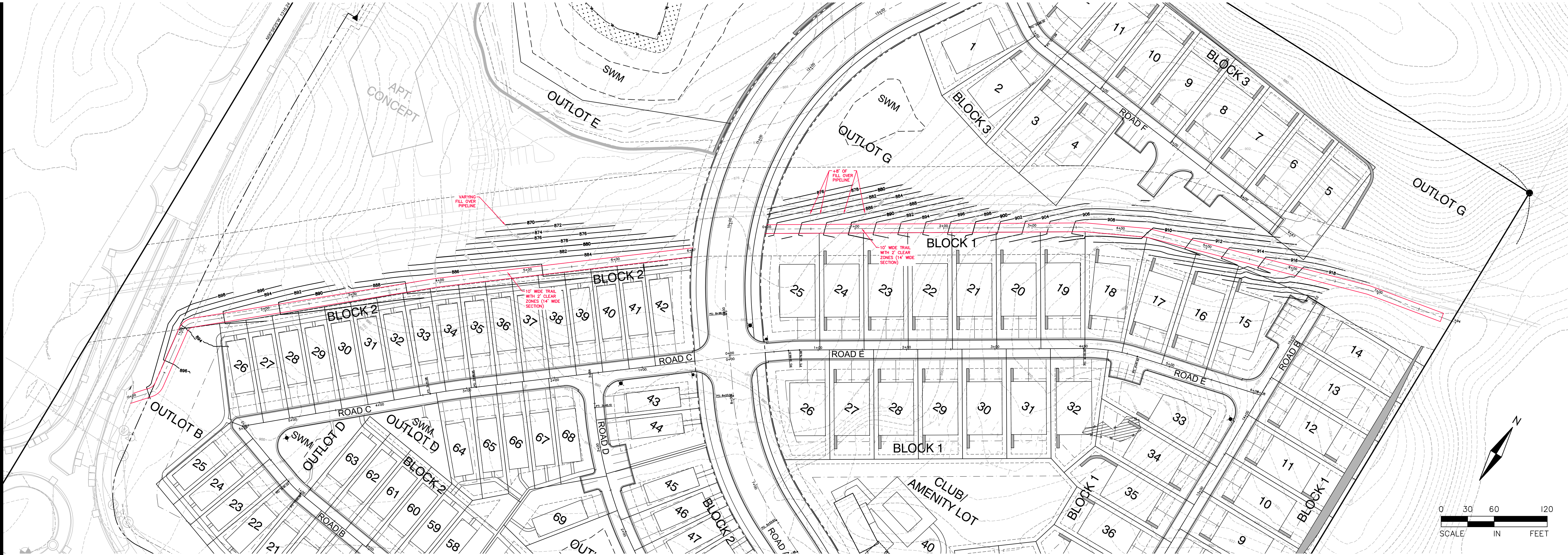


DATE: 9-25-20  
DRAWN BY: ELL





Drawing name: C:\new\_working\projectwise\mregion\dwg\07152\Canvas Pipeline Trail.dwg Sep 25, 2020 3:45pm



**CANVAS AT INVER GROVE HEIGHTS**  
**PIPELINE TRAIL AND PROFILE EXHIBIT**

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

MARK RAUSCH, PE

Date License No.

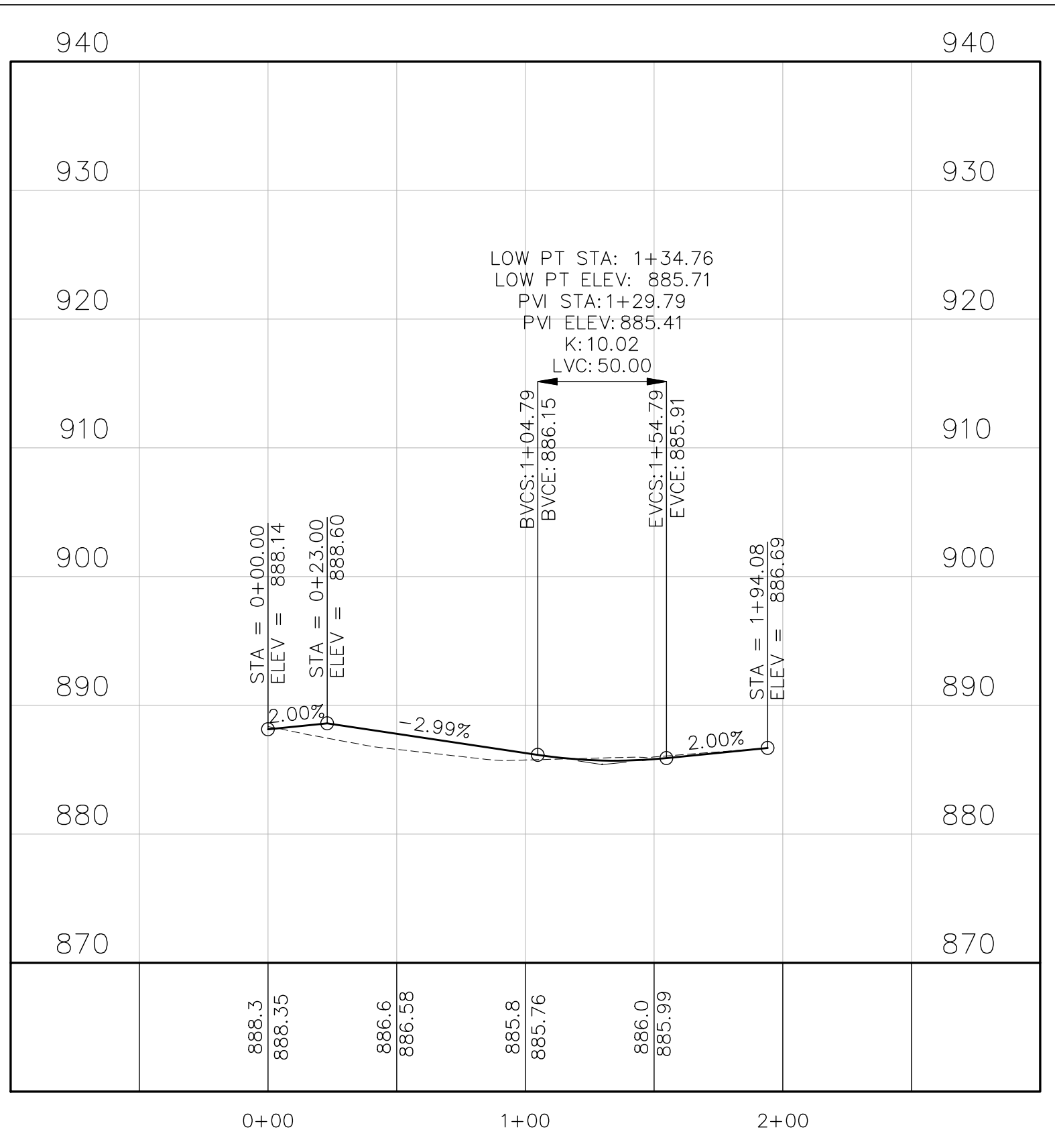
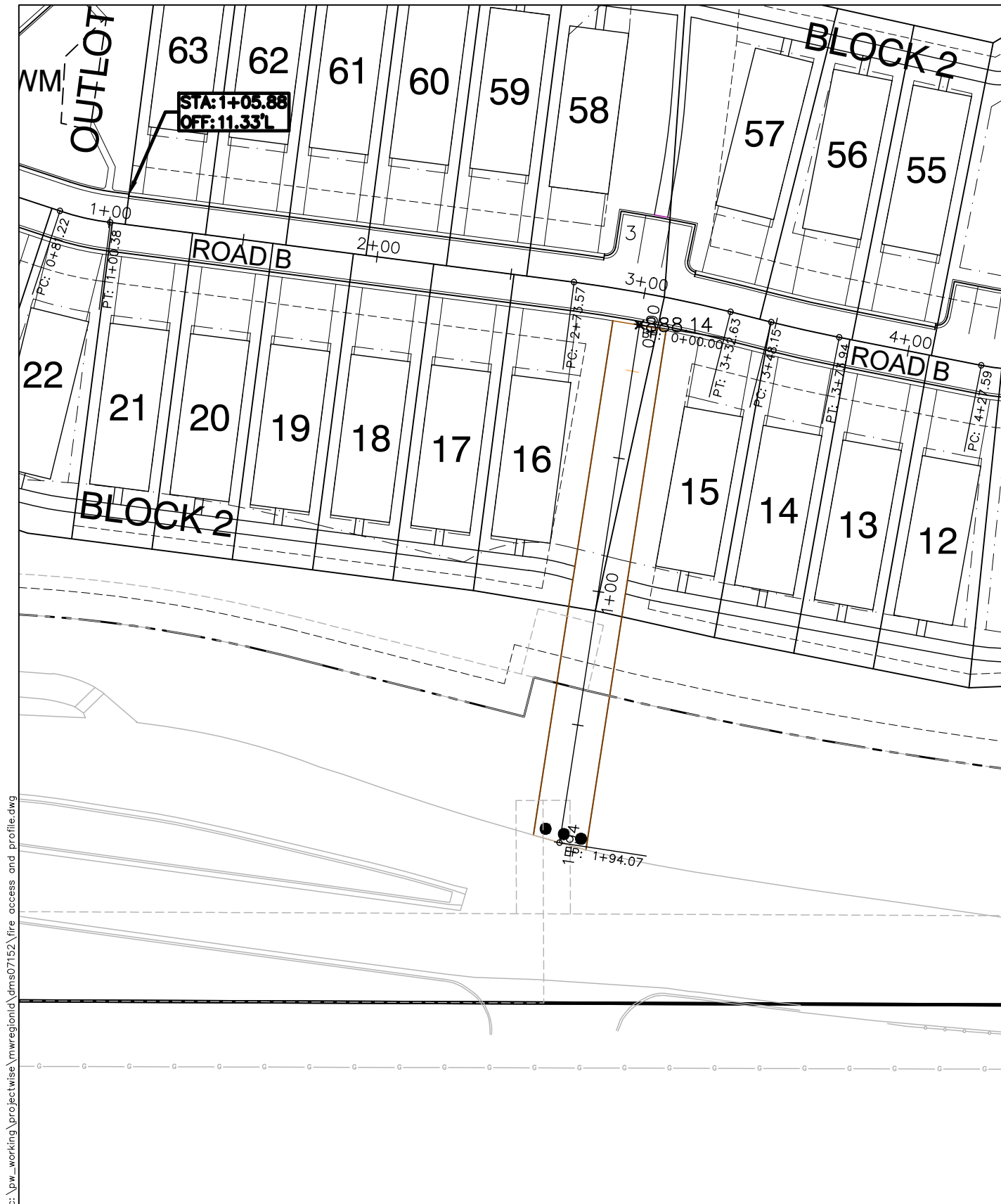
QUALITY ASSURANCE/CONTROL

BY DATE

DATE ISSUE

PROJECT TEAM DATA  
DESIGNED: MPR  
DRAWN: TAS  
PROJECT NO: 220-0092





# CANVAS AT INVER GROVE HEIGHTS - FIRE ACCESS PROFILE

## INVER GROVE HEIGHTS, MINNESOTA



DATE: 9-25-20  
DRAWN BY: SIL



**To:** The Inver Grove Heights Planning Commission  
**From:** The Housing Committee of Inver Grove Heights  
**Re:** Canvas at Inver Grove Heights  
**Date:** September 29, 2020

The Housing Committee (HC) of Inver Grove Heights, is committed to the development of a strong community where people of all ages, cultures and economic levels can contribute in making our city a desirable place to live. The HC at it latest meeting, affirmed our role in supporting Inver Grove Heights's 2040 Comprehensive Plan and being attentive to the diverse housing needs for our city detailed in that plan.

The HC is also committed to supporting and working with the Planning Commission (PC), the City Council, and all the other leaders of our city to assure that together we can create and sustain a vital community.

The HC applauds the development of rental townhomes and apartment home rental units in this plan as the need for diverse housing types, including rental units in Inver Grove Heights was detailed and recognized as crucial in Section 4 of the city's 2040 Comprehensive Plan.

The HC has some questions related to this proposal.

- What mechanism(s) will the city use to require the construction of apartments as part of the "Canvas at Inver Grove Heights" development if the townhomes are built prior to the apartments? We have a concern that the townhomes may become owner-occupied and thus create a "not in my backyard" pressure on city leadership to forgo the development of an apartment building.
- Could the city require a clause in the development agreement that keeps these townhomes as rental for at least 10-15 years?
- Since we see no detail in the plan for the size or positioning of the apartment units therefore having no way to know if the apartment building will fit on this site, could these apartments be included in the Phase Two of the plan?
- Will there be any affordable or workforce units included in the project? If so, how will they be sustained as affordable over time?

The project can meet the goal for much needed diverse types of rental units in the city, as well as affordable housing needs so that teachers, care givers, young people, police officers, retail workers and support staff and retirees can live and work in Inver Grove Heights.

The HC will refrain from endorsing this project until we hear from the PC. We again, are committed to working with you on this proposal so that together we can shape a city that works for everybody.

Sincerely,

The Housing Committee of Inver Grove Heights:

Chris Becker–Chair;     Jeanne Zimmer–Co-chair;     James Clausen;  
Paul Mandell;     Matt Schaefer;     Mary T'Kach;     Dan Ward

**CITY OF INVER GROVE HEIGHTS**

**REQUEST FOR COUNCIL ACTION**

**TITAN LAND – CASE NO. 20-24PUD**

Meeting Date: October 12, 2020  
 Item Type: Regular Agenda  
 Contact: Allan Hunting 651.450.2554  
 Prepared by: Allan Hunting, City Planner  
 Reviewed by:

|                                     |                                    |
|-------------------------------------|------------------------------------|
| <b>Fiscal/FTE Impact:</b>           |                                    |
| <input checked="" type="checkbox"/> | None                               |
| <input type="checkbox"/>            | Amount included in current budget  |
| <input type="checkbox"/>            | Budget amendment requested         |
| <input type="checkbox"/>            | FTE included in current complement |
| <input type="checkbox"/>            | New FTE requested – N/A            |
| <input type="checkbox"/>            | Other                              |

**PURPOSE/ACTION REQUESTED**

Consider the following requests for property located at 1462 80<sup>TH</sup> Street;

- b) A Resolution relating to a Preliminary Plat for a one lot, one outlot subdivision;
- c) A Resolution relating to a Preliminary PUD for a 152 unit apartment building and 30 townhomes for development to be known as The Crossings at Inver Wood.
  - All Requires 3/5th's vote.
  - 60-day deadline: December 1, 2020 (second 60 days)

**SUMMARY**

The applicant is proposing to develop the property with a project consisting of a four story 152 unit apartment building and future 30 townhomes.

**ANALYSIS**

Preliminary Plat:

The preliminary plat consists of one lot for the apartment building and one outlot for the future townhomes. All stormwater basins and open space would be on the respective lots and no outlots for city ownership.

Preliminary PUD Development Plan:

- Applicant is requesting flexibility from code requirements for; a) setback along 80<sup>th</sup> Street. Building proposed at 20 feet while required from an arterial road is 50 feet. Plan optimizes setback from highway and building design and elevation would not have first floor balconies at street level. Unique design hides most parking behind building, b) maximum building coverage to exceed by 2.7%. Overall the site has low impervious surface so building coverage would not have an impact.
- Engineering and city consultants have reviewed the Preliminary plans and continue to work through the details of the preliminary plan set to formulate conditions of approval.

**RECOMMENDATION**

Planning Staff. Project has unique design elements to warrant the reduced street setback. Staff recommends approval of the preliminary plat/preliminary PUD development plans with the conditions listed in the attached ordinance and resolution.

Planning Commission. Had discussion on building setback but overall supported the design because of feature to hide most of the parking lot. Planning Commission recommended approval of the requests (9-0).

Attachments: Resolution Approving the Preliminary Plat and Preliminary PUD Development Plan  
Planning Commission Minutes not available  
Planning Report

**CITY OF INVER GROVE HEIGHTS  
DAKOTA COUNTY, MINNESOTA**

**RESOLUTION NO. 20-**

**A RESOLUTION APPROVING A PRELIMINARY PLAT AND PRELIMINARY PUD  
DEVELOPMENT PLAN CONSISTING OF A 152 UNIT APARTMENT BUILDING AND 20  
TOWNHOMES FOR THE PLANNED DEVELOPMENT TO BE KNOWN AS THE  
CROSSINGS OF INVER WOOD**

**CASE NO. 20-24PUD**

**WHEREAS**, a preliminary plat and preliminary PUD development plan application has been submitted to the City for property legally described as;

**SEE EXHIBIT A**

**WHEREAS**, a public hearing concerning the preliminary plat and preliminary PUD development plan was held before the Inver Grove Heights Planning Commission in accordance with Minnesota Statutes, Section 462.357, Subdivision 3 on October 6, 2020;

**NOW, THEREFORE BE IT RESOLVED BY THE CITY COUNCIL OF INVER GROVE HEIGHTS that**, the Preliminary Plat and Preliminary PUD development plan for the planned development of The Crossings of Inver Wood is hereby approved subject to the following conditions:

1. The final plat and accompanying site plans shall be in substantial conformance with the following plans on file with the Planning Department except as may be modified by the conditions below.

|                            |         |
|----------------------------|---------|
| Preliminary Plat           | 9/3/20  |
| Preliminary Site Plan      | 9/3/20  |
| Preliminary Grading Plan   | 9/11/20 |
| Construction Plan Set      | 9/11/20 |
| Preliminary Landscape Plan | 9/25/20 |
| Building Elevations        | 9/3/20  |

**\*The final list of approved plans and date of plans shall be identified in the development contract.**

2. Prior to final plat and plan approval, the final grading, drainage and erosion control, and utility plans shall be approved by the Director of Public Works.
3. Drainage and utility easements shall be provided on the final plat as required by the Director of Public Works.
4. The developer shall be responsible for installing marker posts at reasonable locations to define the boundary of the open space. This provides identification for future landowners to know boundaries of the open space areas. The final PUD plans must show the location of the marker posts.
5. Park dedication shall consist of a cash contribution in the amount of the rates in effect at the time the final plat is approved.
6. All plans shall be subject to the review and approval of the Fire Marshal.
7. Prior to execution of the plat by the City and prior to recording of the plat with the County, the Owner shall execute a Storm Water Facilities Maintenance Agreement with the City whereby the developer shall be responsible for the maintenance of storm water improvements on such lots.
8. Prior to execution of the plat by the City and prior to recording of the plat with the County, the Developer must pay the City utility plat connection fees consisting of a Water Utility Fee, Sanitary Sewer Utility fee and Storm Water Sewer Utility fee according to the formulas adopted by city ordinance.
9. In the Development Contract, the Developer and Owner shall acknowledge that at the time the building permits are obtained additional connection fees for the water utility system and sanitary sewer utility system are due and owing. Final details of the amounts to be paid shall be part of the final PUD plan review.
10. In the Development Contract, the Developer and Owner shall agree that the following elements of the Planned Unit Development shall not be altered, changed or removed without first obtaining the following consents:

| Site Plan Element                                | Consent Required By    |
|--------------------------------------------------|------------------------|
| Building Location                                | City Council           |
| Driveways and Private Roads                      | Planning Department    |
| Landscaping                                      | Planning Department    |
| Location of Utilities                            | Engineering Department |
| Location of Conservation Easement and Open Space | City Council           |



11. The Developer and Owner shall execute an Acknowledgement of Planned Unit Development Zoning. This Acknowledgement shall state that property within the plat is subject to the approved PUD plans and PUD zoning and that the development on the property must conform to the PUD plans and PUD zoning. This Acknowledgement shall be recorded when the plat is recorded.
12. The Developer and Owner shall enter into a Development Contract with the City. The form of Development Contract shall substantially comply with the model Development Contract which is part of the Administrative Code, taking into account the particular requirements of the Planned Unit Development plans.
13. The following documents shall be recorded when the plat is recorded:
  - Development Contract;
  - Storm Water Facilities Maintenance Agreement;
  - Acknowledgement of PUD Zoning.
14. Prior to City Council review of the final PUD development plans, the Developer shall respond to all the comments of City Engineering and consultants memos.
15. The approval of the preliminary Plat and PUD development plans are subject to the review and comment from Dakota County and MnDOT.
16. The developer shall be responsible to ensure the undisturbed area shown on the Open Space Plan remains undisturbed through all construction grading.
17. Northwest Area plat connection fees are due at time of final plat release for each phase. The connection fees will be listed in the development contract. The Northwest Area building permit connection fees are due with building permit for each unit. Final details of the amounts to be paid shall be part of the final PUD plan review.
18. Street lighting shall be required at the driveway access point.
19. A revised tree inventory listed total caliper inches, inches removed, and inches saved must be submitted with the final plans to determine compliance with the tree protection ordinance. If the threshold is exceeded, additional plantings will be required.
20. Engineering requiring the need for perimeter easements around Lot 1. Subdivision Code 11-3-5. A, requires utility and drainage easements on rear and side lot lines.

Passed this 12th day of October, 2020.

AYES:

Resolution No. \_\_\_\_\_

Page 4

NAYS:

\_\_\_\_\_  
George Tourville, Mayor

ATTEST:

\_\_\_\_\_  
Rebecca Kiernan, City Clerk

## EXHIBIT A

### LEGAL DESCRIPTION

#### Parcel 1:

That part of the Northeast Quarter of the Northwest Quarter of Section 17, Township 27, Range 22, Dakota County, Minnesota, lying Easterly and Northerly of the new State Trunk Highway No. 52 and 55;

And

That part of the Northwest Quarter of the Northeast Quarter of Section 17, Township 27, Range 22, Dakota County, Minnesota, described as follows:

Beginning at the northwest corner of said Northwest Quarter of the Northeast Quarter of Section 17; thence Easterly along the north line of said Northwest Quarter of the Northeast Quarter of Section 7 a distance of 148.4 feet; thence South 21 degrees 18 minutes West a distance of 362.4 feet; thence South 2 degrees 56 minutes West a distance of 132.7 feet to the northwesterly right-of-way line a distance of 8.0 feet to the west line of said Northwest Quarter of the Northeast Quarter of Section 17; thence northerly along said west line of said Northwest Quarter of Section 17 a distance of 467.9 feet to the point of beginning.

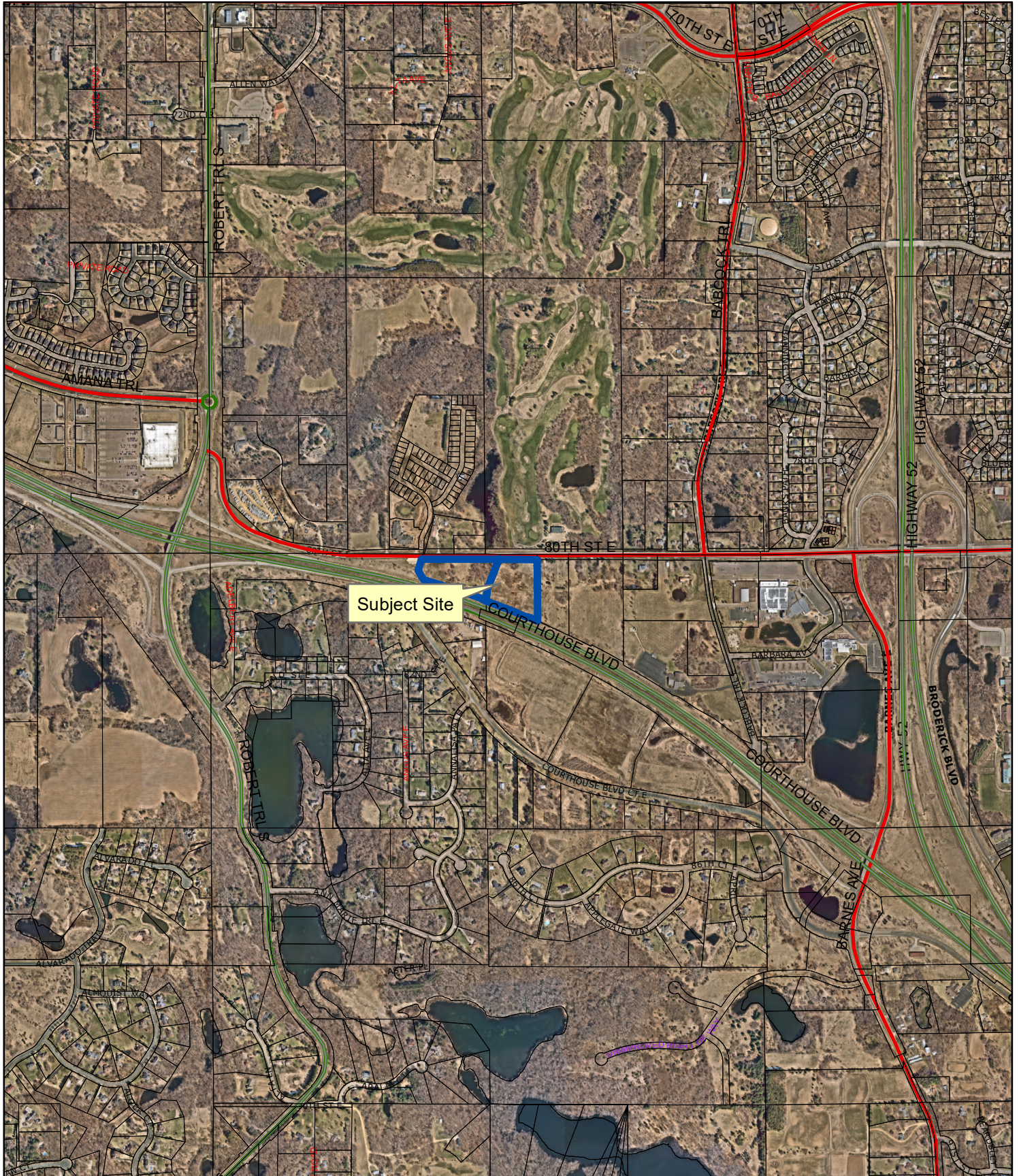
Subject to easements of record.

#### Parcel 2:

That part of the West Half of the Northeast Quarter of Section 17, Township 27, Range 22, Dakota County, Minnesota, lying West of the East 820.0 feet thereof and lying North of the northerly right-of-way line of State Trunk Highway No. 52-55, being the northerly line of Parcel No. 201 on Minnesota Department of Transportation Right of Way Plat No. 19-111, and lying Easterly of the following described line:

Commencing at the northwest corner of the said West Half of the Northeast Quarter; thence on an assumed bearing of East along the north line of said Section 17 a distance of 148.4 feet to the point of beginning of the line to be described; thence South 21 feet 18 minutes West 362.4 feet; thence South 2 degrees 56 minutes West, 132.14 feet, more or less, to the northerly right of way of State Trunk Highway No. 52-55 and there terminating.









August 3<sup>rd</sup>, 2020 – Updated September 3rd, 2020

City of Inver Grove Heights  
8150 Barbara Avenue  
Inver Grove Heights, MN 55077

RE: Preliminary Plat and Northwest Area Overlay District Preliminary Planned Unit Development Application and Conditional Use Permit for The Crossings at Inver Woods

Dear Planning Staff,

We have been working with Titan Land LLC on a Preliminary Plat and Preliminary Planned Unit Development Application for a project to be named The Crossing at Inver Woods. The project is proposed in two phases. Phase One will consist of a 152-unit apartment building with underground parking and a combination of three and four stories of residences along with amenities. Phase Two will consist of up to 30 townhomes constructed in two rows (often referenced as row homes in this narrative).

This narrative provides explanation of the overall plan for development of the property along with calculations as related to sections to the City Ordinance such as Section 10-13A Planned Unit Development District, Section 10-13J Northwest Area Overlay District and Section 11-2-3 Preliminary Plat as well as portions pertaining to the site development such Section 10-6-1 which requires a Conditional Use permit (Section 10-3A) for multi-family development in excess of 7+ units in the R-3C zoning district and Section 10-15A Off Street Parking. Completed site development calculations are limited to the 152-unit apartment building. The development of the row homes will need to be addressed under a separate application when Phase Two commences.

## OVERVIEW

The property is currently two metes and bounds described parcels located between the convergence of Hwy 55 and 80<sup>th</sup> Street (CR 28). Platting in Phase One will combine the parcels and allow for dedication of right of way for 80<sup>th</sup> Street. The plat will create Lot 1, Block 1 for the apartment building and Outlot A for the future development of the townhomes. Drainage and utility easements for the project are depicted on the preliminary plat along with controlled access. Per discussions with Dakota County, if a future emergency access is required at the time of development of Outlot A, it will be addressed at the time of replatting of Outlot A.

Access to the site will be via a private access road off 80<sup>th</sup> Street. In discussions with Dakota County Highway Department, they have requested a total right of way width of 60 feet from centerline to accommodate future reconstruction of 80<sup>th</sup> Street. This reduction in developable area has been accounted for in the calculations of the Net Developable Area below:

The apartment building design is for a three-stories in the east and west legs and four-stories in the connecting section which parallels 80<sup>th</sup> Street. The building will have garages beneath the apartment units. In order to ensure each unit has at minimum one garage parking space and minimize exterior space requirements, the garage pedestal will be extended between the east and

west legs. Above this pedestal will be the drive to the front door drop off, handicap parking spaces, sidewalks and landscaping. Stacking of the drives and parking reduces the total impervious surfacing required for the project.

The building is comprised of 152 apartment units ranging in size from 589 sf studio apartments to 1326 sf two-bedroom apartments. The garage contains 165 indoor parking stalls. Level 1 contains 43 units, Level 2 and 3 contain 47 units each and Level 4 contains 15 units. The layout supports a mix of Studio, 1 and 2 bedroom units. Each unit hosts a large private deck. Common resident amenity spaces include the lobby, a fitness center, community room, roof top deck, exterior pool, and outdoor recreation area.

The structure consists of poured-in-place concrete foundations below grade and precast concrete at the first floor to accommodate the proper fire separation between the parking and housing. The upper three/four floors will be Type V, wood frame construction. The three level east and west legs of the roof will be sloped asphalt shingles with the four level connection section having a flat membrane-roof. The building will be fully sprinklered.

The exterior skin of the building will include veneer masonry with manufactured stone detailing, and painted composite siding utilizing board-and-batten as well as lap siding installation. Certain accent areas will use aluminum metal panels with a wood look finish. This high-end product has the appearance of stained wood with the durability and longevity of a metal panel. The windows will be vinyl or fiberglass construction.

## **SURROUNDING USES**

The subject property is surrounded by:

North: 80<sup>th</sup> Street with the Scenic Hills development and a single-family residential lot (potentially proposed to be redeveloped for medium density residential) and Inver Grove Golf Course owned by the City of Inver Grove Heights, all located across 80<sup>th</sup> Street.

East: undeveloped land zoned A, Agricultural with an IOP, Industrial Office Park comp plan designation.

South and West: Divided Highway 55 with commercial/industrial uses mixed with residences and undeveloped land, all located across from Hwy 55.

## **NATURAL RESOURCE INVENTORY** (see attached exhibit)

We reviewed the 2003 Natural Resource Inventory and Management Plan completed for the Northwest Area. No resources were identified in the plan. The site appears to fit the definition of having a designation of Not Applicable due to prior disturbances.

The area of basin EP-059b, east of the existing farm entrance where a culvert conveys stormwater under 80<sup>th</sup> Street and offsite and the area of basin EP-079B where a culvert conveys stormwater under 80<sup>th</sup> Street and onto the site, were both delineated for wetlands. Soil samples and transects were flagged in the field as the soils were marginal by hydric definition. The Dakota County SWCD sampled the soils the week of August 17<sup>th</sup>, 2020 and confirmed that the soils were not hydric and there are not wetlands on the site. A No-Loss application has been completed and submitted to the Dakota County SWCD for this project.

The property is a 100 plus year-old farm building site and fields. Photos back to 1991 were reviewed and the only trees at that time were a stand of elms either side of the driveway and some ash and elms along the fence near EP-059b. A reduction in the active farming has allowed more trees to become established. Most of these trees are low quality box elder. A tree inventory was performed at the site

G-Cubed Inc., 14070 Highway 52 Southeast,  
Phone 507-867-1666 ♦ Fax 507-867-1665

Chatfield, Minnesota 55923  
♦ [www.ggg.to](http://www.ggg.to)

by Jeff Weber of LandSight, Inc. A preliminary landscape plan exhibit is included in this submittal. The current plan would avoid removing the majority of the quality trees within the site.

# **NET DEVELOPABLE AREA** (see attached exhibit)

Net developable area is defined as the area of a property remaining after excluding those portions that are either: a) encumbered by right-of-way for arterials roads as defined in the IGH Comprehensive Plan; or b) lying below the ordinary high water level of public waters as identified in the Shoreland Overlay District; or c) lying within the boundaries of delineated wetlands; or d) bluffs in Shoreland Overlay Districts abutting public waters; or e) land to be dedicated for public park needs. Based on this definition, we calculated 9.17 net developable acres.

| <b>General Project Data</b>                               | <b>Square Feet</b> | <b>Acres</b> |
|-----------------------------------------------------------|--------------------|--------------|
| Gross Project Area                                        | 475,128            | 10.907       |
| Delineated Wetlands                                       | -                  | 0.00         |
| Public Water Bodies (PWI)                                 | -                  | 0.00         |
| Bluffs in Shoreland Area                                  | -                  | 0.00         |
| Existing Right of Way (currently 50 feet from centerline) | 64,655             | 1.484        |
| Planned "Arterial" Road Right of Way (expand to 60 feet)  | 11,117             | 0.255        |
| <b>Total Net Developable Area</b>                         | <b>399,356</b>     | <b>9.168</b> |

## **PROPOSED DEVELOPMENT MAGNITUDE, DENSITY AND BULK STANDARDS**

### **10-13J – NORTHWEST AREA OVERLAY DISTRICT**

10-13J-1: Findings – Noted

10-13J-2: Purpose and Intent – Noted

10-13J-3: Sewer and Water Issues – Not Applicable – Site has access to municipal sewer and water

10-13J-4: Boundaries: Application of Provisions – Noted

#### **10-13J-5: Planned Unit Development:**

**A: MINIMUM AREA** – No minimum area which negates Section 10-13A-4

**B: OWNERSHIP** – Both phases of development will be planned as a single entity with common authority and common responsibility.

#### **C: BULK STANDARDS:**

Phase One - Lot 1, Block 1 The Crossings at Inver Woods – 6.30 Acres

| 152 Unit Apartment          | PROPOSED                         | REQUIRED             |
|-----------------------------|----------------------------------|----------------------|
| Front                       | 20 feet                          | 20-30 feet (min/max) |
| Side yard separation        | Not applicable                   | 20 feet (min)        |
| Side                        | 31.16 feet to east property line | 30 feet (min)        |
| Rear                        | 62.28 feet to Hwy 55 R/W         | 30 feet (min)        |
| Impervious Surface Coverage | 2.70 acres = 42.9%               | 65% (maximum)        |
| Building Coverage - Garage  | 1.42 acres = 22.6%*              | 20% (maximum)        |
| Building Coverage - Units   | 1.12 acres = 17.7%               | 20% (maximum)        |



Phase Two - Future row homes on Outlot A The Crossings at Inver Woods – 2.87 acres

| 30 Row Home units           | PROPOSED                | REQUIRED              |
|-----------------------------|-------------------------|-----------------------|
| Front                       | 24 feet (private drive) | 20-30 feet (min/ max) |
| Side yard separation        | 0 feet                  | 20 feet (minimum)     |
| Side                        | To be determined        | 30 feet (minimum)     |
| Rear                        | To be determined        | 30 feet (minimum)     |
| Impervious Surface Coverage | To be determined        | 65% (maximum)         |
| Building Coverage           | To be determined        | 20% (maximum)         |

\*Provisions of the standards that are not met:

1. Maximum building coverage. The garage footprint exceeds the 20% maximum as identified in the ordinance. The exceedance in square footage is due to providing more parking spaces and storage area in the garage area (165 parking spaces vs 152 units). The footprint of just the apartments is 1.12 acres which equates to 17.7% of the lot area. We are officially requesting the exceedance in building coverage be approved as a flexibility request from the Northwest Area Planned Unit Development ordinance. An exception to this standard is warranted for providing more under story parking and the total impervious surfacing coverage is over 20% less than allowable (43% vs 65%).
2. Additional Street and Lot Line Setbacks. Per Section 10-9C-1: R-3A Multiple Family Residential District Part C Bulk Standards, Subpart 2 Additional Street and Lot Line Setbacks, the Principal Structure is to have a 50 foot setback from an arterial street (100 foot right of way or greater). Our layout follows the local street standards of the Northwest Areas ordinance which requires a minimum of 20 feet and a maximum of 30 feet. This site has Trunk Hwy 55 located to the south and having the building closer to that expressway is undesirable. We have set the building at 20 feet from the proposed 80<sup>th</sup> Street right of way. Note that we have adjusted the proposed right of way by 10 feet to provide Dakota County room for a future pathway in front of the building. There is a total of 60 feet of right of way south of the centerline of 80<sup>th</sup> Street (CR28). This property has also been shorted in the fact right of way is based on the existing centerline and in this instance the centerline of the road extends into the property by as much as 14 feet on the west side. That is nearly a quarter of an acre of additional right of way from if right of way were measured from the property line.

**D: NATURAL AREA/OPEN SPACES** (see attached exhibit)

Based on the net developable areas, the project requires the following:

| Natural Area/Open Spaces                                                                     | Square Feet    | Required Acres | Proposed Acres |
|----------------------------------------------------------------------------------------------|----------------|----------------|----------------|
| <i>Total Net Developable Area</i>                                                            | <i>399,356</i> | <i>9.168</i>   | <i>NA</i>      |
| Minimum Open Space Required = 20% of net area                                                | 79,871         | 1.83           | 2.04           |
| Required contiguous area = 75% of required open space with a minimum 100-foot corridor width | 59,903         | 1.375          | 1.61           |
| Area to be undisturbed = 50% of required open space                                          | 39,935         | 0.917          | 1.08           |

The site layout has placed the open space near basins with City ID's of EP-059B and EP-079B. The majority of the open space and all of the undisturbed open space will be near basin EP-059B which is directly east of the original driveway into the former farmstead and central to the site. The remainder of the open space will be on the far west end of the site in the area of basin EP-079B.

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Phone 507-867-1666 ♦ Fax 507-867-1665

Chatfield, Minnesota 55923  
♦ www.ggg.to

The primary open space contains 70,054 sq ft which is 88.7% of the required open space. It is bound on the west side by the new access drive to the project, 80<sup>th</sup> Street on the north side and the building and parking/drives on the east and south side. The undisturbed area natural area contains 36,338 sq ft which is 91.0% of the required undisturbed area for the entire parcel. It includes an area located just west of west side of the former farmstead driveway where most of the tall Siberian Elm trees along the driveway will be protected and undisturbed. It is our intent to retain the tree lined driveway as a natural area which will become a pedestrian pathway from the apartment building to 80<sup>th</sup> Street. Other site features in the general open space will be a swimming pool/patio and amenities such as picnic tables and grills. Some of the greenspace will be graded for dry basins for short duration stormwater storage and discharge to basin EP-059B.

The remaining open space is provided on the west end of the property. It is bound by Hwy 55 and 80<sup>th</sup> Street on the south, west and north and the row homes will be located on the east side. It contains 18,761 sq ft required to meet the open space criteria. Of that area, 10,638 sq ft will be undisturbed natural area and located on the far west end of the property where grading can be avoided. Adjustments to the open space in Outlot A can be applied at the time of the development of Outlot A.

Note that the project area does not have any slopes exceeding 25% for over 50 feet. Open space will need to be identified with marker posts to define the boundary. It will be owned and maintained by the proprietor of the land which the building and open space are on.

#### **E: DEVELOPMENT CAPACITY PLAN** (see attached exhibit)

The Northwest Area Overlay Ordinance outlines a process by which a site's development capacity is determined as a means to allocate development across a site. This exercise only determines the number of units that would be permissible on the site and not the actual proposed development.

The development capacity plan was established for The Crossings at Inver Woods utilizing R-3C categories (buildings with 7+ units).

| <b>Base Zoning District</b> | <b>Net Acres</b> | <b>Min Density (units per acre)</b> | <b>Max Density (based on lot size per zoning code)</b> | <b>Min Units</b> | <b>Max Units</b> |
|-----------------------------|------------------|-------------------------------------|--------------------------------------------------------|------------------|------------------|
| R-3C                        | 9.17             | 12                                  | 2,000 (21.78 units/acre)                               | 110              | 200              |

The project proposes a total of 152 apartment units in a single building with understory parking garage (Phase One) and 30 row home townhomes (Phase Two). 182 units across 9.17 developable acres calculates to an average 19.85units/acre. Note that Section 10-9C-3 Part 3b, allows the maximum density to increase for units with understory garage parking. In those scenarios, the minimum square footage per dwelling unit can be reduced by 300 sq ft or 1700 sq ft for a maximum number of units per acre of 25.62 units/acre. Application of this provision was not required as the capacity proposed on the property falls between the minimum and maximum thresholds.

#### **F: ALLOWED USES – Site is compliant**

#### **G: INTERIM USES – Not applicable**

#### **H: STORM WATER MANAGEMENT**

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Chatfield, Minnesota 55923  
♦ [www.ggg.to](http://www.ggg.to)

1. Design – The best soils to allow for infiltration are located in a strip of land paralleling Trunk Hwy 55. After reviewing options for surfacing infiltration, it was determined the best use of land was to install a chamber system beneath the drive and parking area. The chamber system allows for infiltration of the 5-year storm event per City requirements. A preliminary design infiltration rate of 0.30in/hr which is based on the SM-Silty Sand soils that were encountered in that strip. Additional field work and testing during construction will be required. Prior to Final PUD submittal, we will continue to work with City Staff and EOR on the modeling and construction plans and details to ensure the stormwater requirements of the Northwest Areas are achieved. Phase Two treatment options and requirements will be addressed at that time. There are areas in Phase One that will be able to provide the required infiltration and stormwater treatment.
2. Ownership – All stormwater treatment features are proposed to be located on the parcel requiring the treatment (Phase One and Phase Two) though crossing of properties will likely be required similar to the access agreement that will be required for Phase Two. These details will be addressed and documents prior to Final PUD submittal.
3. Maintenance – The owner of the building will own the stormwater features within that lot.
4. Inspections – Noted
5. Stormwater Manual Adopted – Noted

## **I: PROCEDURES**

1. Sketch Plan – The property is relatively small with two distinct and proposed forms of development. Due to time constraints, the full sketch plan review was omitted for this project. However, the property required a Comprehensive Plan Amendment and Rezone which included a sketch plan very similar to the plan being submitted. During the prior applications, conversations with MnDOT, Dakota County, the Inver Grove Heights Planners and City Engineer and other parties were contacted and provided input that would have been gained during a sketch plan.
2. Preliminary Development Plan. – Current submittal
3. Final Development Plan – Submittal pending Preliminary Development Plan and Preliminary Plat comments.

## **10-13J-6 PERFORMANCE STANDARDS**

- A. Landscaping – In the open space, natives can be planted along the west side of the building on the slope up to the building.
- B. Off Street Parking and Loading
  1. Joint Parking – not applicable
  2. Offsite or Remote Parking Facilities – not applicable
  3. Parking Surfaces – We are not proposing pervious pavers in the parking lot and drives but they may be incorporated into walkways and patio areas. The final determination will be part of the final stormwater calculations and Final PUD application.
  4. Thickened edge sidewalks are provided along the parking spaces nearest the building. Curbing is required for capture of runoff from the parking lot. It is only along the 24 foot wide access drive without parking that the ribbon curb preferred by the City can be implemented. Those area sheet flow into grass areas without concentrating runoff.
  5. Minimum and Maximum Number of Permitted Off Street Parking Spaces
    - a. Calculation of the required number parking spaces is based on 10-15A-3J which is calculated at 2.5 spaces per dwelling unit.  $152 \times 2.5 = 380$  spaces.
    - b. For Northwest Areas, the minimum is 75% of this number which calculates to 285 spaces and pervious parking is requisite for all spaces in excess of the 285 spaces. The apartment building will provide 285 off street parking spaces.
    - c. The maximum number of spaces shall not exceed the required number of 375 spaces.

- d. This section pertains to exceeding the maximum which is not applicable for this project.
- 6. Parking for Multi-Family Residential – 50% of total parking spaces shall be underground which the site plan meets: 165 spaces within the structure (58%), 120 exterior spaces (42%).
- 7. Proof of Parking – future parking – not applicable
- 8. On Street Parking – not applicable
- 9. Parking Lot Landscaping – There is in excess of 100 exterior parking spaces. The layout does not have contiguous bays requiring the landscaping islands for parking.
- C. Driveways – the site doesn't have driveways as defined in this section of the ordinance. The private access and parking lot drives are 24 feet in width which is the City standard for this form of development. The access drive will be shared with the future row home development on Outlot A.
- D. Downspouts and Sump Pumps
  - 1. All of the roofs will have gutters which will have the downspouts connected to underground chambers. The chambers will be part of the stormwater treatment system and will encourage infiltration of roof runoff.
  - 2. Refers to non-residential aspects – not applicable.

### **10-13J-7 SUBDIVISION REGULATIONS**

- A. Refers to streets designated as collectors and arterials being designed based on city standards – This project will not be constructing public streets but Dakota County has notified us that additional right of way is likely to be required and our building setback has been set based on Northwest Areas criteria.
- B. Refers to local streets and right of way – no applicable as no public streets are proposed.
- C. Refers to local streets and right of way – Part 3 applies and the design incorporates the required 24-foot-wide private street/access with no parking.
- D. Access to the development has the capacity for the number of units proposed. The access is located near the low point of 80<sup>th</sup> Street in that area. The sight distance has been measured and it meets MnDOT standards. The access location was preliminarily reviewed by Dakota County. Safety components will be the installation of a turning and bypass lane on 80<sup>th</sup> Street.
- E. The private street/access does not have a cul-de-sac as turn arounds are available within the site either at the apartment buildings main entrance or within the parking lot where the intersecting drives provides the necessary geometry for emergency vehicles to maneuver.
- F. Refers to connections with existing streets – not applicable to this project.

### **ADDITIONAL INFORMATION:**

#### **NEIGHBORHOOD MEETING**

A meeting was offered to neighbors on July 23<sup>rd</sup> at 6pm at the site. No neighbors attended the meeting. Prior to that meeting, we were able to contact nearly all of the property owners within 350 feet of the site. A summary of testimony has been created for the record.

#### **WELLS, PUBLIC WATER LINES AND FIRE PROTECTION**

The property has an existing well serving the farmstead. This will need to be capped by a licensed well driller at the time of construction. The project area falls within the Well Head Protection but outside the Emergency Response Area. The closest City Well is Well No. 7.

A document created by Stantec denoted as Figure 4 – Proposed Water System Average Day Demand Water Pressure shows the hydrants along the project at 80<sup>th</sup> Street to have pressures ranging between 80 to 95 psi. Pressure reduction valves may be required within the building. The watermain serving the property is a 16" line approved for installation in 2010. Wet tapping sleeves and valves will

allow for connection of the service line to serve the apartment building and for a line that will follow the new access drive and if determined to be required by Public Works, may extend east to the adjoining property for a future loop when that parcel is developed. A stub and flushing hydrant are proposed for service to Phase Two. A hydrant is proposed on the south side of the building which will provide a connection for fire flow.

We have been in contact with Fire Marshall Jeff Schadeegg and have discussed fire protection needs within the site and are confident the layout and sprinkling of the building provides the required protections.

#### SANITARY SEWER SYSTEMS

There is an existing gravity sanitary sewer system in front of the property which the apartment can be connected to. The rows of townhomes has a gravity stub from 80<sup>th</sup> but that line does not connect to the waste water treatment plant at this time and a timeline for construction is unknown. Provisions for a system connecting to the Scenic Hills lift station will need to be designed. If an interim and long term gravity system cannot be designed due to elevation issues, a small private lift station to serve the townhomes may be an option.

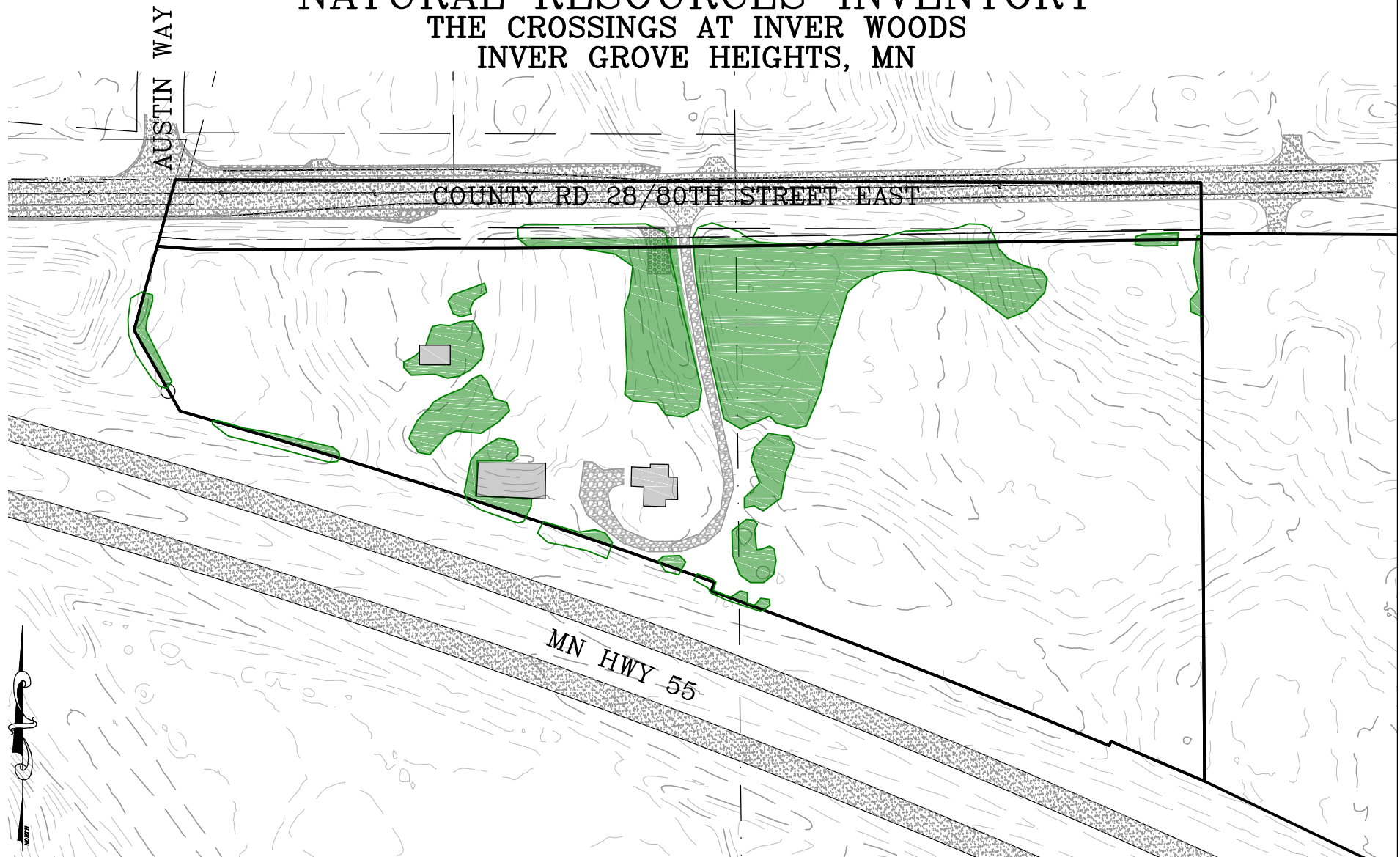
Thank you,

Mark Welch  
[markw@ggg.to](mailto:markw@ggg.to)  
507-867-1666 ext.105

# NATURAL RESOURCES INVENTORY

## THE CROSSINGS AT INVER WOODS

### INVER GROVE HEIGHTS, MN



#### LEGEND



EXISTING TREES

G<sup>3</sup>

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DATE: 9/3/2020

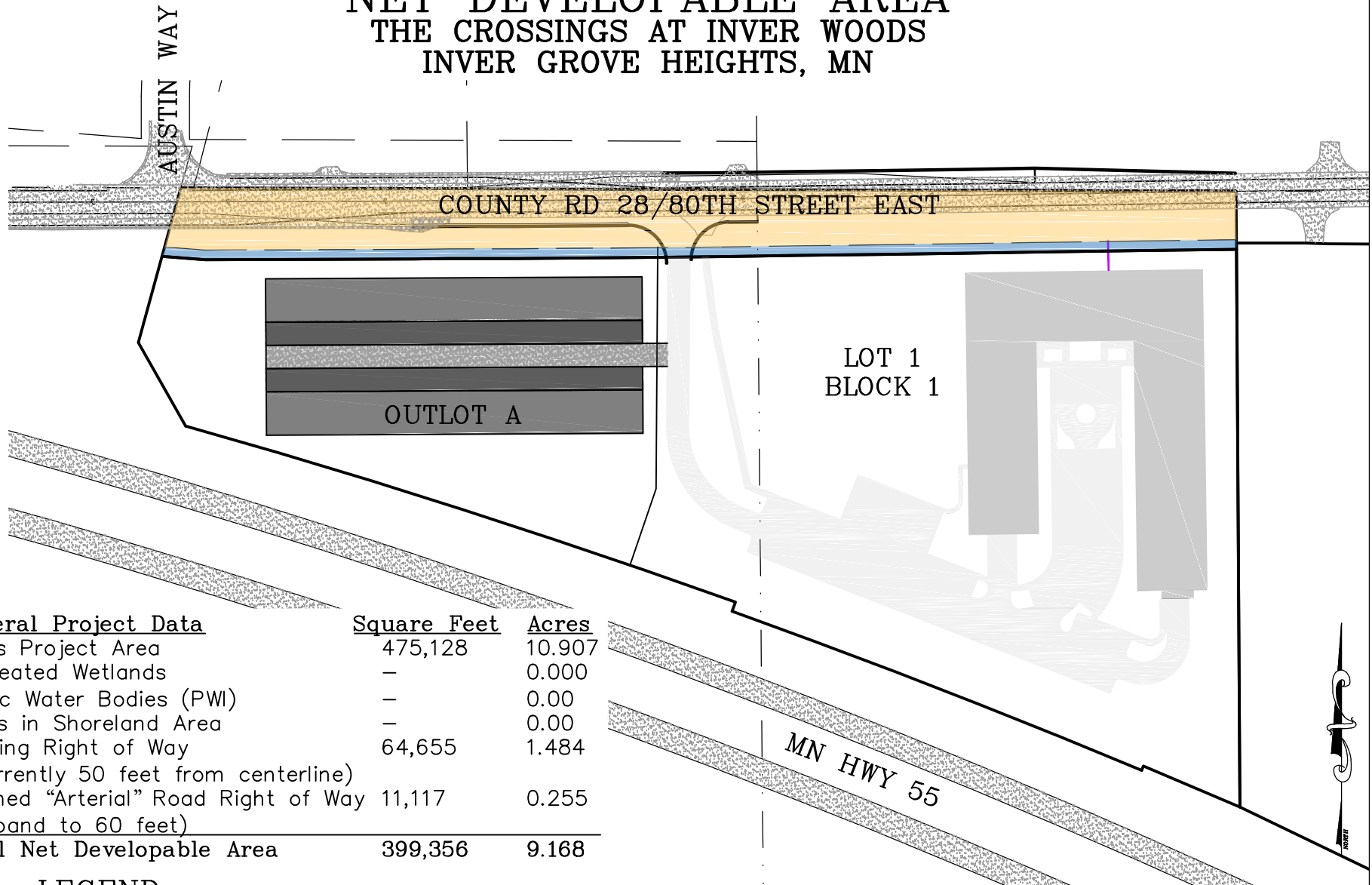
Prepared For:  
TITAN LAND LLC

19356 MEADOWRIDGE TRAIL NORTH

MARINE ON ST. CROIX, MN 55047

SHEET 1 OF 1 | FILE NO: 20-116PP

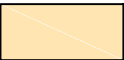
# NET DEVELOPABLE AREA THE CROSSINGS AT INVER WOODS INVER GROVE HEIGHTS, MN



## General Project Data

|                                                              | Square Feet    | Acres        |
|--------------------------------------------------------------|----------------|--------------|
| Gross Project Area                                           | 475,128        | 10.907       |
| Delineated Wetlands                                          | —              | 0.000        |
| Public Water Bodies (PWI)                                    | —              | 0.00         |
| Bluffs in Shoreland Area                                     | —              | 0.00         |
| Existing Right of Way<br>(currently 50 feet from centerline) | 64,655         | 1.484        |
| Planned "Arterial" Road Right of Way<br>(expand to 60 feet)  | 11,117         | 0.255        |
| <b>Total Net Developable Area</b>                            | <b>399,356</b> | <b>9.168</b> |

## LEGEND

|                                                                                     |                                   |
|-------------------------------------------------------------------------------------|-----------------------------------|
|  | EXISTING RIGHT OF WAY             |
|  | POTENTIAL ADDITIONAL RIGHT OF WAY |



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DATE: 9/3/2020

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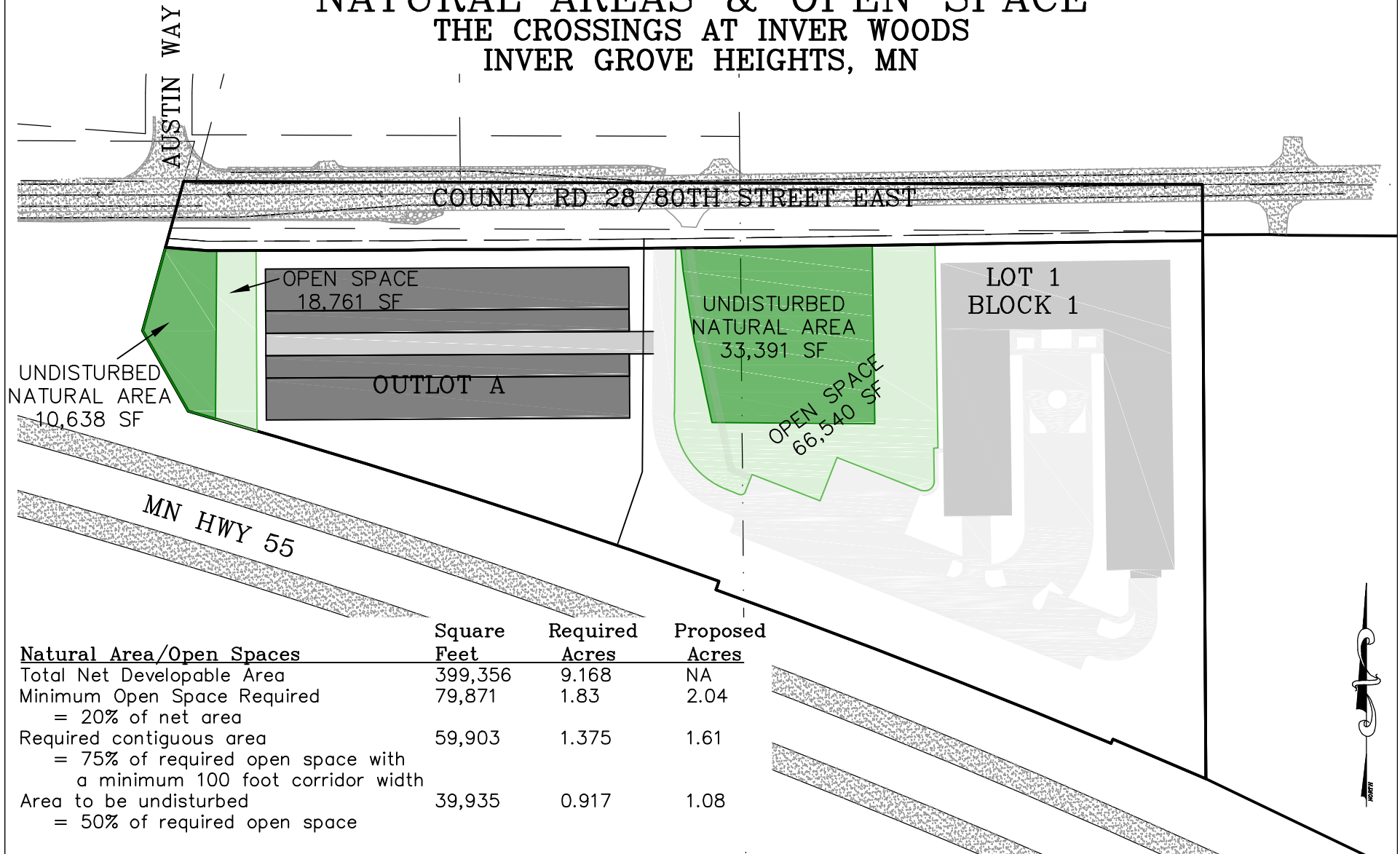
SHEET 1 OF 1 | FILE NO: 20-116PP



# NATURAL AREAS & OPEN SPACE

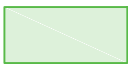
## THE CROSSINGS AT INVER WOODS

### INVER GROVE HEIGHTS, MN



| Natural Area/Open Spaces                                                                           | Square Feet | Required Acres | Proposed Acres |
|----------------------------------------------------------------------------------------------------|-------------|----------------|----------------|
| Total Net Developable Area                                                                         | 399,356     | 9.168          | NA             |
| Minimum Open Space Required<br>= 20% of net area                                                   | 79,871      | 1.83           | 2.04           |
| Required contiguous area<br>= 75% of required open space with<br>a minimum 100 foot corridor width | 59,903      | 1.375          | 1.61           |
| Area to be undisturbed<br>= 50% of required open space                                             | 39,935      | 0.917          | 1.08           |

#### LEGEND

|                                                                                     |                          |
|-------------------------------------------------------------------------------------|--------------------------|
|  | OPEN SPACE               |
|  | NATURAL UNDISTURBED AREA |

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DATE: 9/3/2020

Prepared For:  
TITAN LAND LLC

19356 MEADOWRIDGE TRAIL NORTH

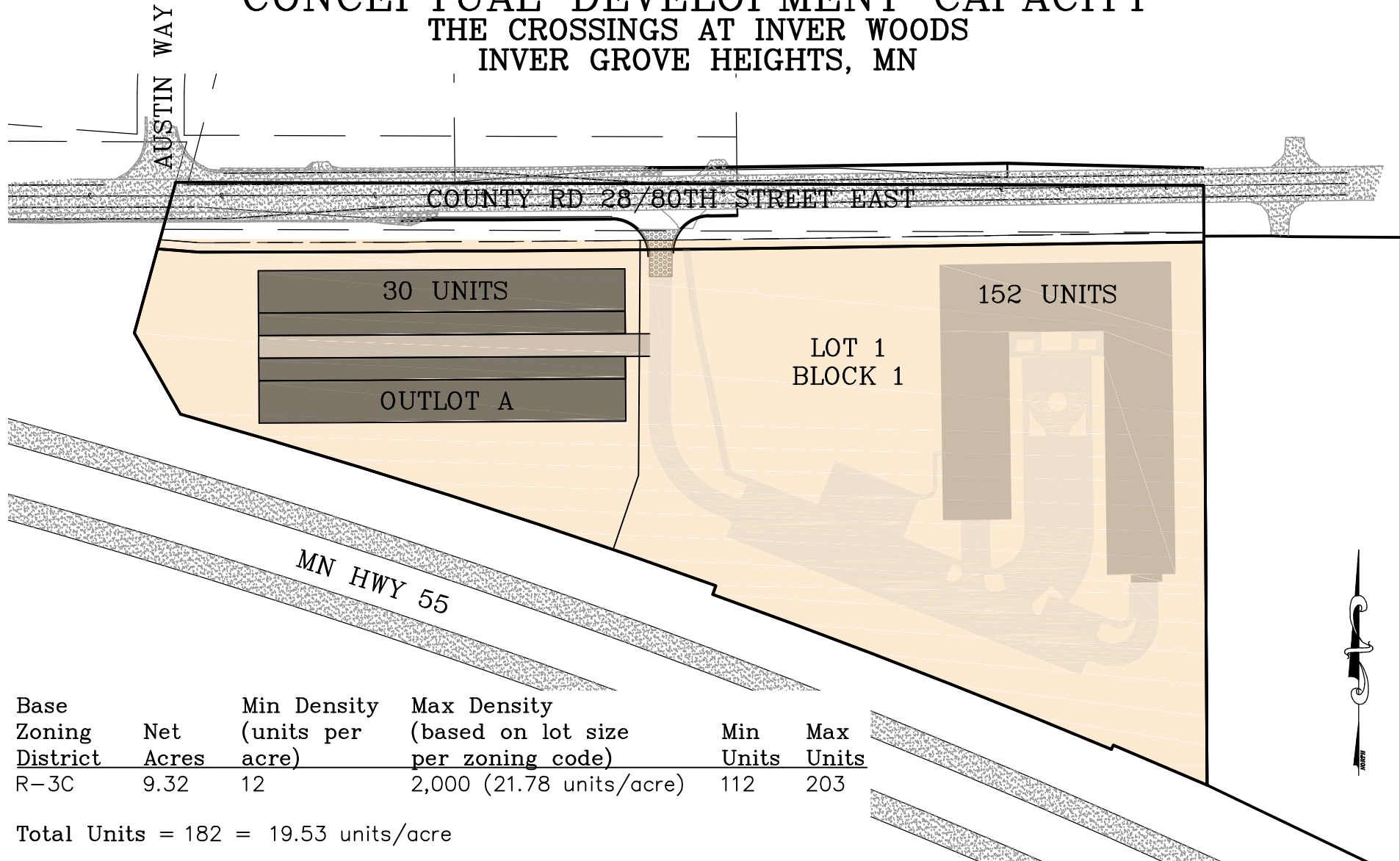
MARINE ON ST. CROIX, MN 55047

SHEET 1 OF 1 | FILE NO: 20-116PP

# CONCEPTUAL DEVELOPMENT CAPACITY

## THE CROSSINGS AT INVER WOODS

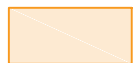
### INVER GROVE HEIGHTS, MN



| Base Zoning District | Net Acres | Min Density (units per acre) | Max Density (based on lot size per zoning code) | Min Units | Max Units |
|----------------------|-----------|------------------------------|-------------------------------------------------|-----------|-----------|
| R-3C                 | 9.32      | 12                           | 2,000 (21.78 units/acre)                        | 112       | 203       |

Total Units = 182 = 19.53 units/acre

#### LEGEND



R-3C HIGH DENSITY RESIDENTIAL  
> 7 UNITS/ACRE

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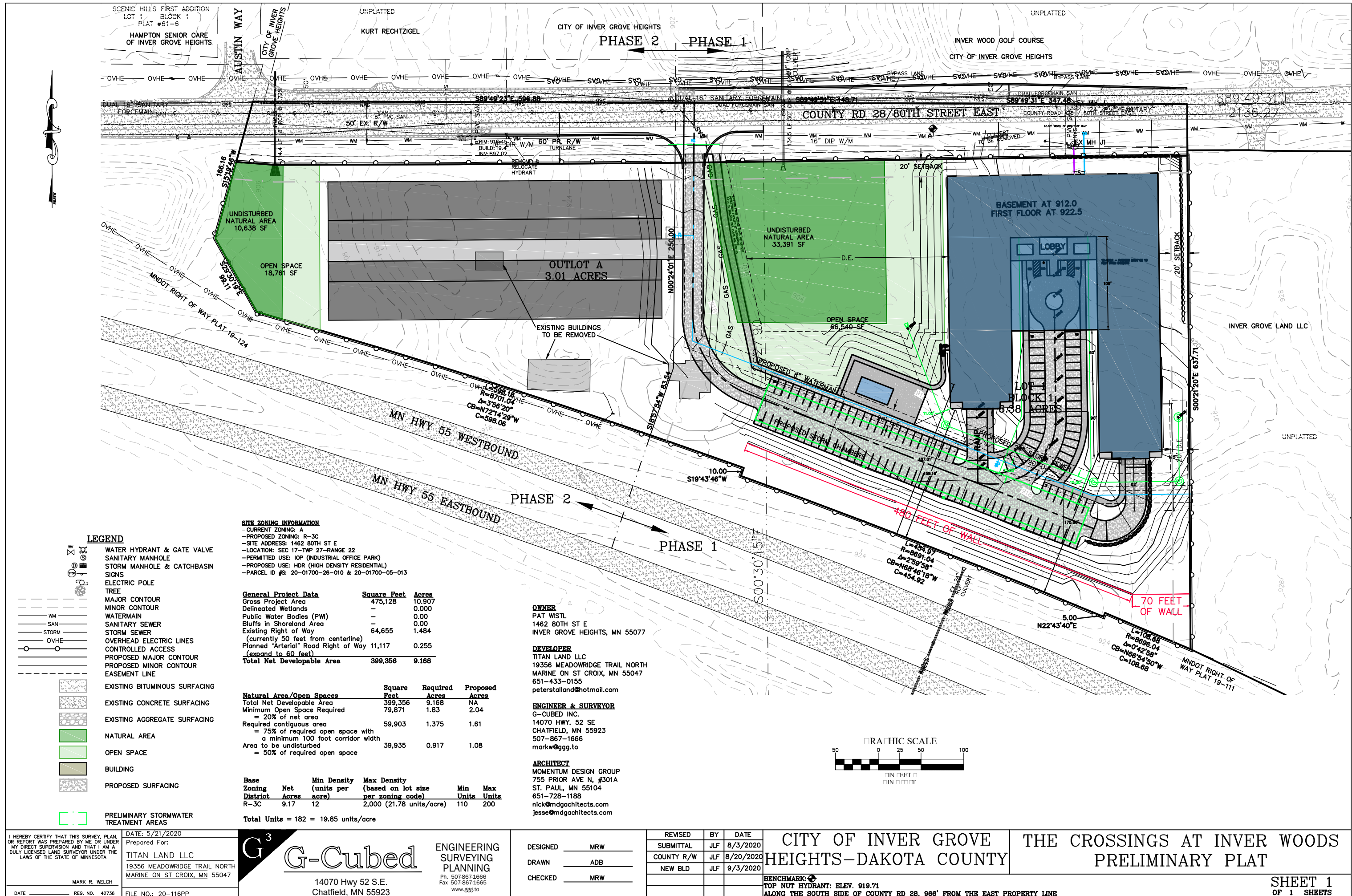
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MARINE ON ST. CROIX, MN 55047

SHEET 1 OF 1 | FILE NO: 20-116PP





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

DATE: 5/21/2020  
Prepared For:  
TITAN LAND LLC  
19356 MEADOWRIDGE TRAIL NORTH  
MARINE ON ST CROIX, MN 55047

MARK R. WELCH  
REG. NO. 42736  
FILE NO.: 20-116PP

G<sup>3</sup>

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Fax 507-867-1665  
www.gcg.to

DESIGNED MRW  
DRAWN ADB  
CHECKED MRW

| REVISED    | BY  | DATE      |
|------------|-----|-----------|
| SUBMITTAL  | JLF | 8/3/2020  |
| COUNTY R/W | JLF | 8/20/2020 |
| NEW BLD    | JLF | 9/3/2020  |

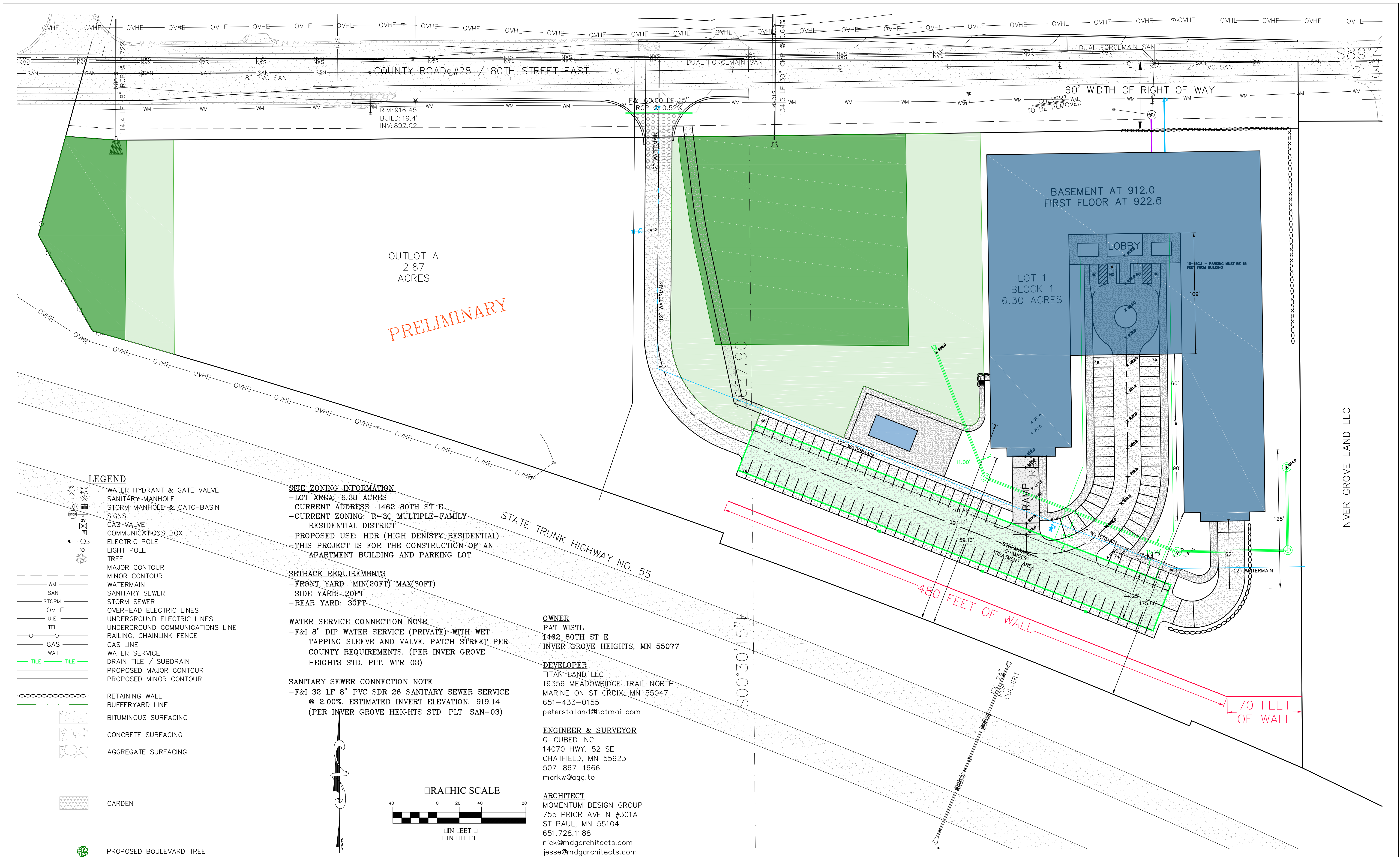
CITY OF INVER GROVE  
HEIGHTS-DAKOTA COUNTY

BENCHMARK: TOP NUT HYDRANT: ELEV. 919.71  
ALONG THE SOUTH SIDE OF COUNTY RD 28, 966' FROM THE EAST PROPERTY LINE

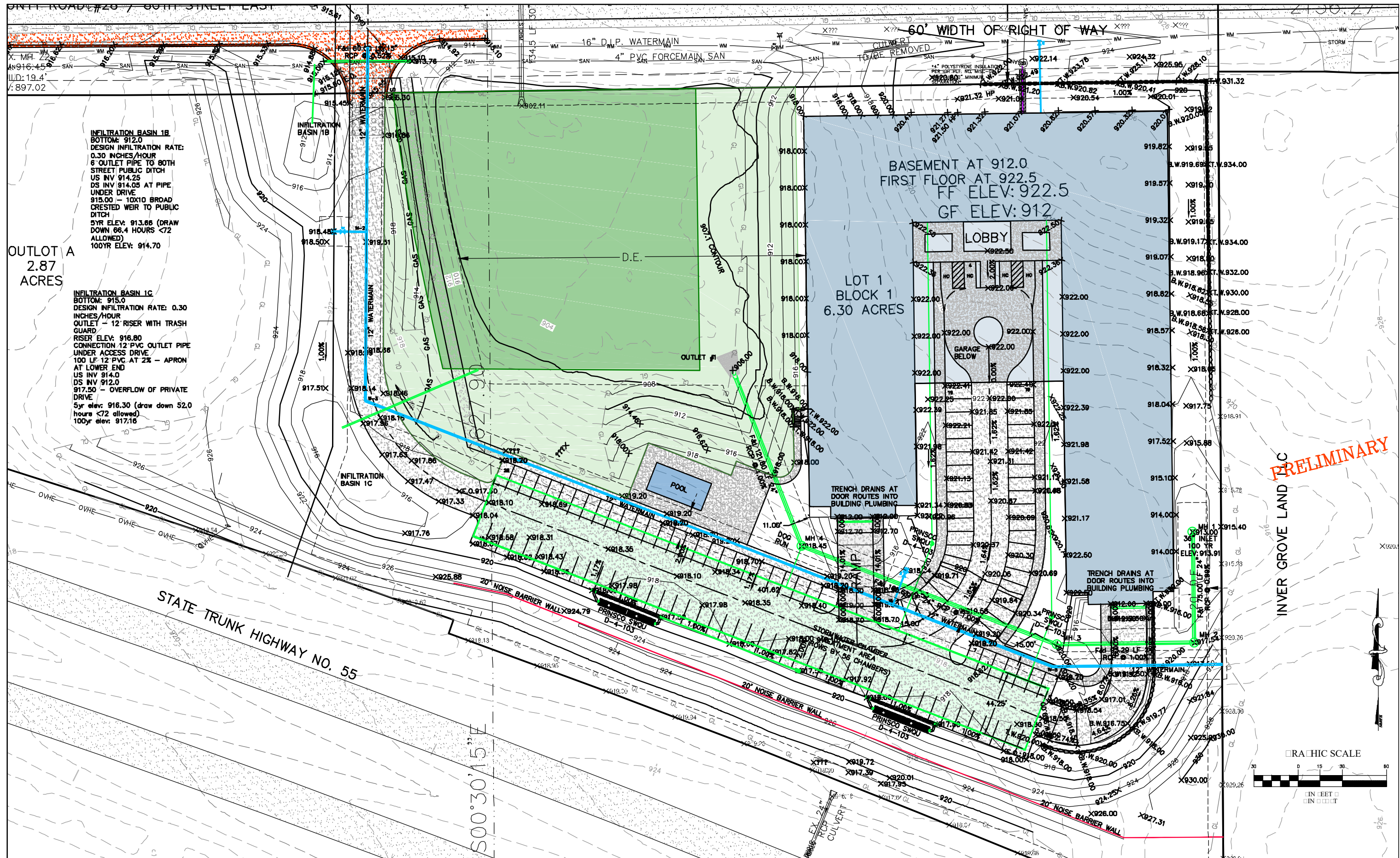
THE CROSSINGS AT INVER WOODS  
PRELIMINARY PLAT

SHEET 1  
OF 1 SHEETS









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.

DATE: 5/21/2020  
Prepared For:  
**TITAN LAND LLC**  
19356 MEADOWRIDGE TRAIL NORTH  
MARINE ON ST CROIX, MN 55047

MARK R. WELCH  
REG. NO. 42736  
FILE NO.: 20-116 BASE

**G<sup>3</sup>**  
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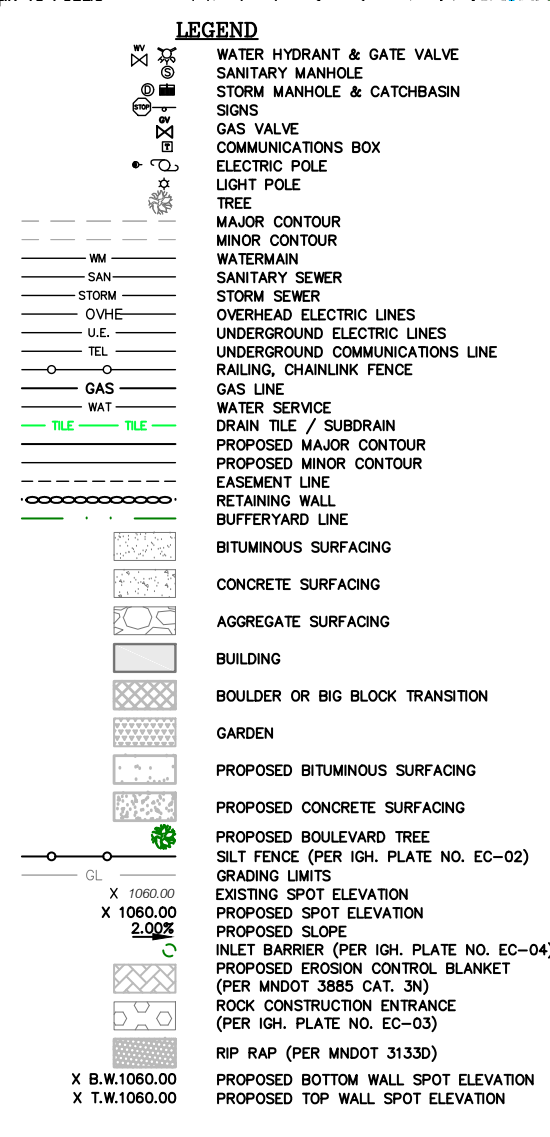
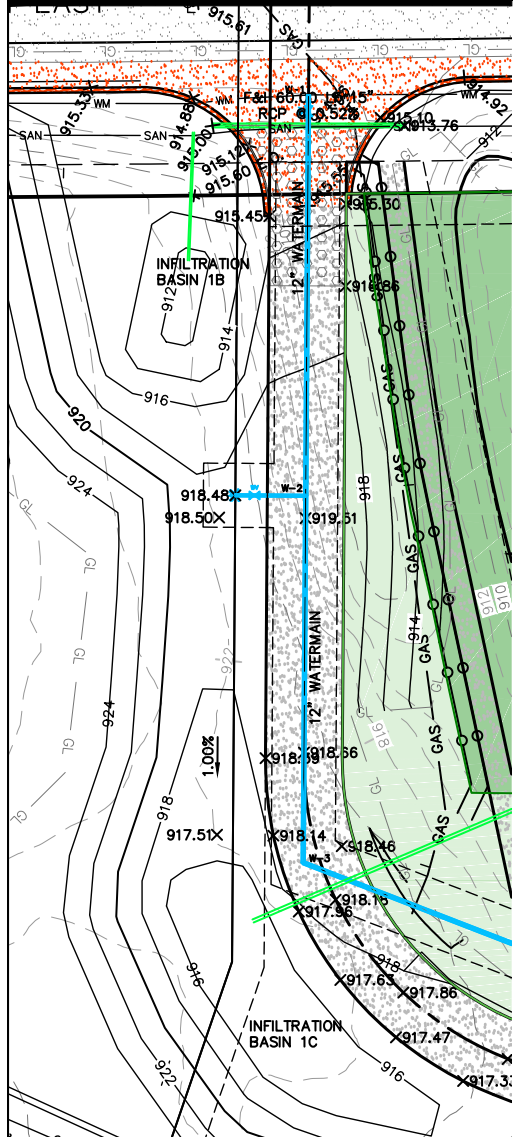
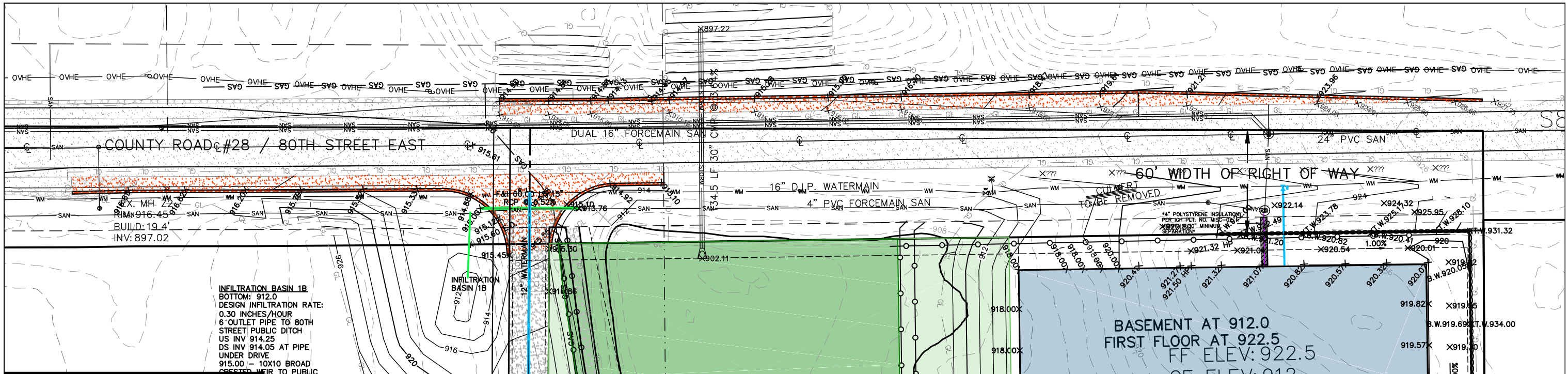
DESIGNED: **MRW**  
DRAWN: **ADB**  
CHECKED: **MRW**

| REVISED     | BY  | DATE      |
|-------------|-----|-----------|
| PRELIMINARY | ADB | 8/3/2020  |
| RESUBMITTAL | ADB | 8/24/2020 |
| RESUBMITTAL | ADB | 9/3/2020  |
| RESUBMITTAL | ADB | 9/11/2020 |

CITY OF INVER GROVE  
HEIGHTS-DAKOTA COUNTY  
BENCHMARK:

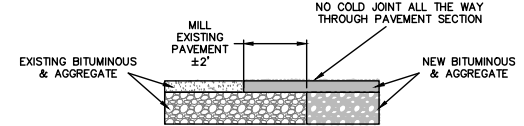
THE CROSSINGS AT INVER WOODS  
LOT 1 BLOCK 1 GRADING PLAN  
SHEET 1  
OF 5 SHEETS



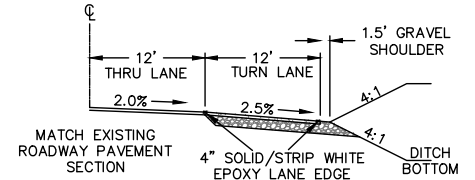


**GENERAL EROSION CONTROL AND CONSTRUCTION NOTES:**

- 1) PLACE MACHINE SLICED SILT FENCE AS SHOWN ON THE PLANS AND WHERE DIRECTED BY THE ENGINEER, AT TOE OF FILL SLOPES AND MAINTAIN UNTIL TURF HAS BEEN WELL ESTABLISHED. (INSTALLATION OF SILT FENCE MUST TAKE PLACE PRIOR TO DISTURBING THE WATERSHED). INSTALL AND MAINTAIN INLET PROTECTION AT ALL CATCHBASINS AND INLETS LOCATED WITHIN THE PROJECT AND IMMEDIATELY DOWNSTREAM OF THE PROJECT.
- 2) CONSTRUCT AND MAINTAIN TEMPORARY ROCK CONSTRUCTION ENTRANCE AT ALL CONSTRUCTION ENTRANCES USED DURING CONSTRUCTION TO CONTROL SEDIMENT FROM LEAVING SITE PER CITY OF INVER GROVE HEIGHTS PLATE NO. EC-03, CLOSE OTHER ENTRANCES WITH SILT FENCE.
- 3) REMOVE ALL TOPSOIL AND ORGANIC MATERIAL. STOCKPILE IN APPROVED LOCATIONS ON-SITE. PROVIDE PERIMETER CONTROL AROUND ALL STOCKPILES. PROVIDE TEMPORARY COVER IF STOCKPILE WILL BE INPLACE MORE THAN 7 DAYS.
- 4) ALL EXCAVATED MATERIAL SHALL BE PLACED ON SITE AS DIRECTED BY THE ENGINEER OR HAULED TO AN APPROVED LOCATION. ANY TEMPORARY STOCKPILES SHALL HAVE SILT FENCE INSTALLED AROUND THE DOWN SLOPE EDGE TO PREVENT DOWNSTREAM SEDIMENTATION. TEMPORARY COVER SHALL BE ESTABLISHED AFTER 7 DAYS.
- 5) ALL EXPOSED SOIL AREAS MUST BE STABILIZED AS SOON AS POSSIBLE TO LIMIT SOIL EROSION BUT IN NO CASE LATER THAN SEVEN (7) DAYS AFTER THE CONSTRUCTION ACTIVITY IN THAT PORTION OF THE SITE HAS TEMPORARILY OR PERMANENTLY CEASED.
- 6) THE CONTRACTOR SHALL ROUTINELY INSPECT THE CONSTRUCTION SITE ONCE EVERY 7 DAYS DURING ACTIVE CONSTRUCTION AND WITHIN 24 HOURS AFTER A RAINFALL EVENT GREATER THAN 0.5 INCHES IN 24 HOURS. ALL INSPECTIONS AND MAINTENANCE CONDUCTED DURING CONSTRUCTION MUST BE RECORDED IN WRITING.
- 7) THIS PROJECT DOES REQUIRE AN NPDES PERMIT BASED ON AREA DISTURBED AND DOES REQUIRE A PERMANENT STORM WATER MANAGEMENT SYSTEM/TREATMENT DUE TO THE INCREASE IN IMPERVIOUS SURFACING BEING MORE THAN ONE ACRE. A SWPPP HAS BEEN PREPARED FOR THIS PROJECT AND SHALL BE PART OF THESE PLANS. BEST MANAGEMENT PRACTICES BEYOND WHAT MAY BE SHOWN ON THIS PLAN OR WITHIN THE SWPPP SHOULD BE CONSIDERED IF GRADING CAUSES EROSION NOT CONTAINED BY MEASURES SHOWN ON THIS PLAN.
- 8) RESPREAD TOPSOIL (4" MIN.), FERTILIZE, SEED, & DISK ANCHOR MULCH ALL DISTURBED AREAS. SOD OR SEED WITH MNDOT MIXTURE 25-131 WITH THE FOLLOWING ADDITIONS:  
FERTILIZER SHALL 24-12-24 AND BE APPLIED AT A RATE OF 300 LBS/ACRE.  
MIXTURE 25-131 SEEDING SHALL BE APPLIED AT A RATE OF 220 LBS/ACRE.  
MIXTURE 33-261 SEEDING SHALL BE APPLIED AT A RATE OF 35 LBS/ACRES. (STORMWATER FACILITIES)  
MULCH SHALL BE APPLIED AT A RATE OF 2 TONS/ACRE.  
\*THE SEASON FOR SEEDING SHALL BE FROM APRIL 1ST - JUNE 1ST AND JULY 20TH - SEPTEMBER 20TH, AND AS DORMANT SEEDING AFTER NOV. 1ST. ONLY TEMPORARY SEEDING WILL BE ALLOWED SEPT. 20TH - NOV. 1ST) (REFERENCE MNDOT SEEDING MANUAL FOR ADDITIONAL SEEDING INFORMATION)
- 9) TEMPORARY SEED WITH MNDOT MIX 22-111 (MAY 1ST THRU AUGUST 1ST) OR MNDOT MIX 22-112 (AUGUST 1ST THRU OCTOBER 1ST) AT A RATE OF 100LB/ACRE. INCLUDING DISK ANCHORED MULCH ON ALL SLOPES GREATER THAN 200' OR 5%.
- 10) PER CURRENT MPCA REQUIREMENTS. CONCRETE WASHOUTS, WHICH PROHIBIT WASHOUT LIQUID AND SOLID WASTES FROM CONTACTING THE GROUND AND ENTERING THE GROUNDWATER, MAY BE; APPROVED FACILITIES OFFSITE, PORTABLE ONSITE FACILITIES, OR FACILITIES CONSTRUCTED ONSITE. ON SITE CONSTRUCTED FACILITIES SHALL HAVE A LEAK-PROOF, IMPERMEABLE LINER AND FOLLOW THE CONSTRUCTION, MAINTENANCE AND REMOVAL PROCESSES AS RECOMMENDED ON THE MPCA WEBSITE ([HTTP://WWW.PCA.STATE.MN.US/PUBLICATIONS/WQ-STRM2-24.PDF](http://www.pca.state.mn.us/publications/wq-strm2-24.pdf)).
- 11) OWNER HAS BEEN MADE AWARE THAT THERE ARE DESIGN SLOPES LESS THAN 2% AND ACCEPTS ANY ISSUES THAT MAY RESULT FROM THIS DESIGN.
- 12) DITCHES WITHIN 200' OF SURFACE WATER OR PROPERTY LINE STABILIZED IN 24 HOURS AFTER CONNECTION.
- 13) SLOPES STEEPER THAN 4:1 AND 4:1 SLOPES LONGER THAN 30' ARE SEEDED AND PROTECTED WITH EROSION CONTROL BLANKETS OR SODDED AND STAKED. BLANKET CATEGORY 3N PER MNDOT 3885. SLOPES STEEPER THAN 4:1 ARE STABLE FROM LAND-SLIDING AND SURFACE EROSION.
- 14) MINIMIZE CONSTRUCTION TRAFFIC OVER UNPAVED AREAS OF THE SITE.
- 15) FINAL GRADING OF THE INFILTRATION BASINS SHALL BE COMPLETED AFTER MASS GRADING UPSTREAM IS COMPLETE AND STABILIZED.
- 16) INSTALL A DOUBLE ROW OF SILT FENCE BETWEEN WETLANDS AND THE DISTURBED AREAS.
- 17) **GOVERNING SPECIFICATIONS** - THE MOST RECENT EDITION OF THE MINNESOTA DEPARTMENT OF TRANSPORTATION "STANDARD SPECIFICATIONS FOR CONSTRUCTION" SUBJECT TO ANY AMENDMENTS & THEN 2018 EDITION OF THE "STANDARD UTILITIES SPECIFICATIONS" AS PER THE CITY ENGINEER'S ASSOCIATION OF MINNESOTA SHALL GOVERN, ALONG WITH ANY DESIGN CRITERIA LOCATED WITHIN THE DAKOTA COUNTY ZONING ORDINANCE. UNLESS OTHERWISE SPECIFIED WITHIN THIS PLAN.
- 18) UPON COMPLETION OF THE PROJECT, A CERTIFICATION LETTER AND AS-BUILT SURVEY, FROM A REGISTERED ENGINEER OR LAND SURVEYOR SHALL BE PROVIDED TO THE CITY CERTIFYING THAT THE SITE GRADES ARE SHOWN.
- 19) ALL RETAINING WALLS SHOWN ON THE GRADING PLAN SHALL BE CONSTRUCTED DURING THE GRADING PHASE.
- 20) ALL RETAINING WALLS SUPPORTING A SURCHARGE AND/OR 4 FEET AND HIGHER REQUIRE A SEPARATE BUILDING PERMIT.



**PAVEMENT TYPICAL**  
NOT TO SCALE



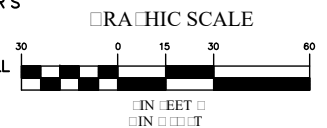
**TURN LANE TYPICAL SECTION**  
NOT TO SCALE

**OWNER**  
PAT WISTL  
1462 80TH ST E  
INVER GROVE HEIGHTS, MN 55077

**DEVELOPER**  
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DATE: 5/21/2020  
Prepared For:  
TITAN LAND LLC  
19356 MEADOWRIDGE TRAIL NORTH  
MARINE ON ST CROIX, MN 55047

MARK R. WELCH  
REG. NO. 42736

FILE NO.: 20-116 BASE

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**ENGINEERING SURVEYING PLANNING**  
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DESIGNED: MRW  
DRAWN: ADB  
CHECKED: MRW

| REVISED     | BY  | DATE      |
|-------------|-----|-----------|
| PRELIMINARY | ADB | 8/3/2020  |
| RESUBMITTAL | ADB | 8/24/2020 |
| RESUBMITTAL | ADB | 9/3/2020  |
| RESUBMITTAL | ADB | 9/11/2020 |

**CITY OF INVER GROVE HEIGHTS-DAKOTA COUNTY**

BENCHMARK:

**THE CROSSINGS AT INVER WOODS**  
**LOT 1 BLOCK 1 GRADING PLAN**

**SHEET 2**  
OF 5 SHEETS



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# TRENCH DRAINS AT DOOR ROUTES INTO BUILDING PLUMBING

# BRAN

GARAGE  
BELOW

# LOBBY

PRINSCD  
SWOL

# TRENCH DRAINS AT DOOR ROUTES INTO BUILDING PLUMBING

PRELIMINAR

12" WATERMA  
B.W.914.50X

20' NOISE BARRIER WALL

I HEREBY CERTIFY THAT THIS PLAN,  
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AND THAT I AM A DULY LICENSED  
PROFESSIONAL ENGINEER UNDER THE LAWS OF  
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\_\_\_\_\_  
DATE \_\_\_\_\_

MARK R WELCH  
REG. NO. 42736

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MARINE ON ST CROIX, MN 55047  
FILE NO: 20-116 BASE

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|          |            |
|----------|------------|
| DESIGNED | <u>MRW</u> |
| DRAWN    | <u>ADB</u> |
| CHECKED  | <u>MRW</u> |

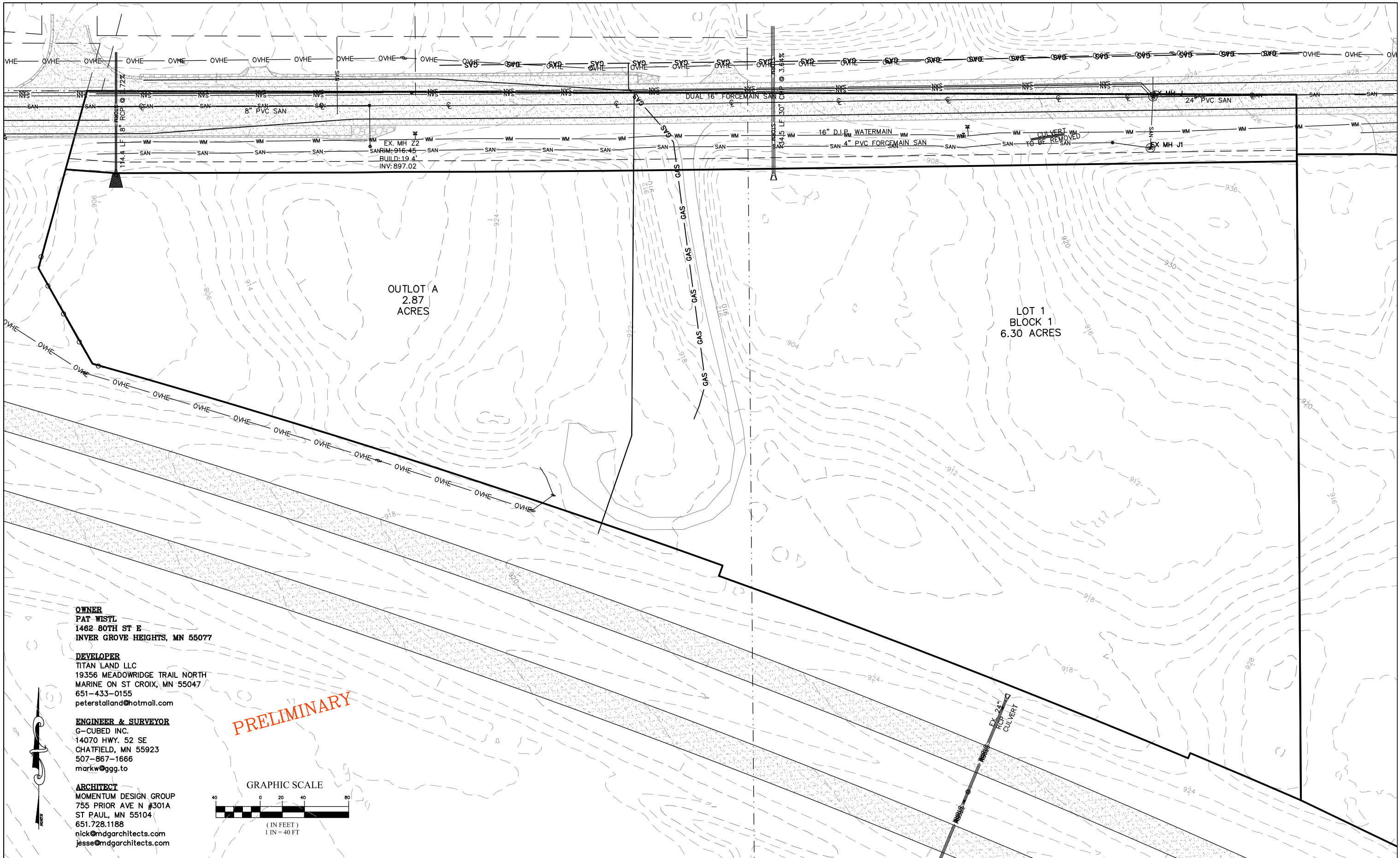
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| RESUBMITTAL | ADB | 9/11/2020 |
|             |     |           |

# CITY OF INVER GROVE HEIGHTS—DAKOTA COUNTY

THE CROSSINGS AT INVER WOODS  
LOT 1 BLOCK 1 GRADING PLAN

SHEET 3  
OF 5 SHEETS





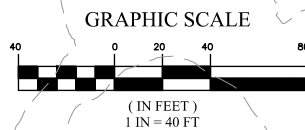
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INVER GROVE HEIGHTS, MN 55077

**DEVELOPER**  
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nick@mdgarchitects.com  
jesse@mdgarchitects.com

**PRELIMINARY**



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DATE XX/XX/XXXX REG. NO. 21940

Geoffrey G. Griffin

FILE NO.: 20-116 BASE

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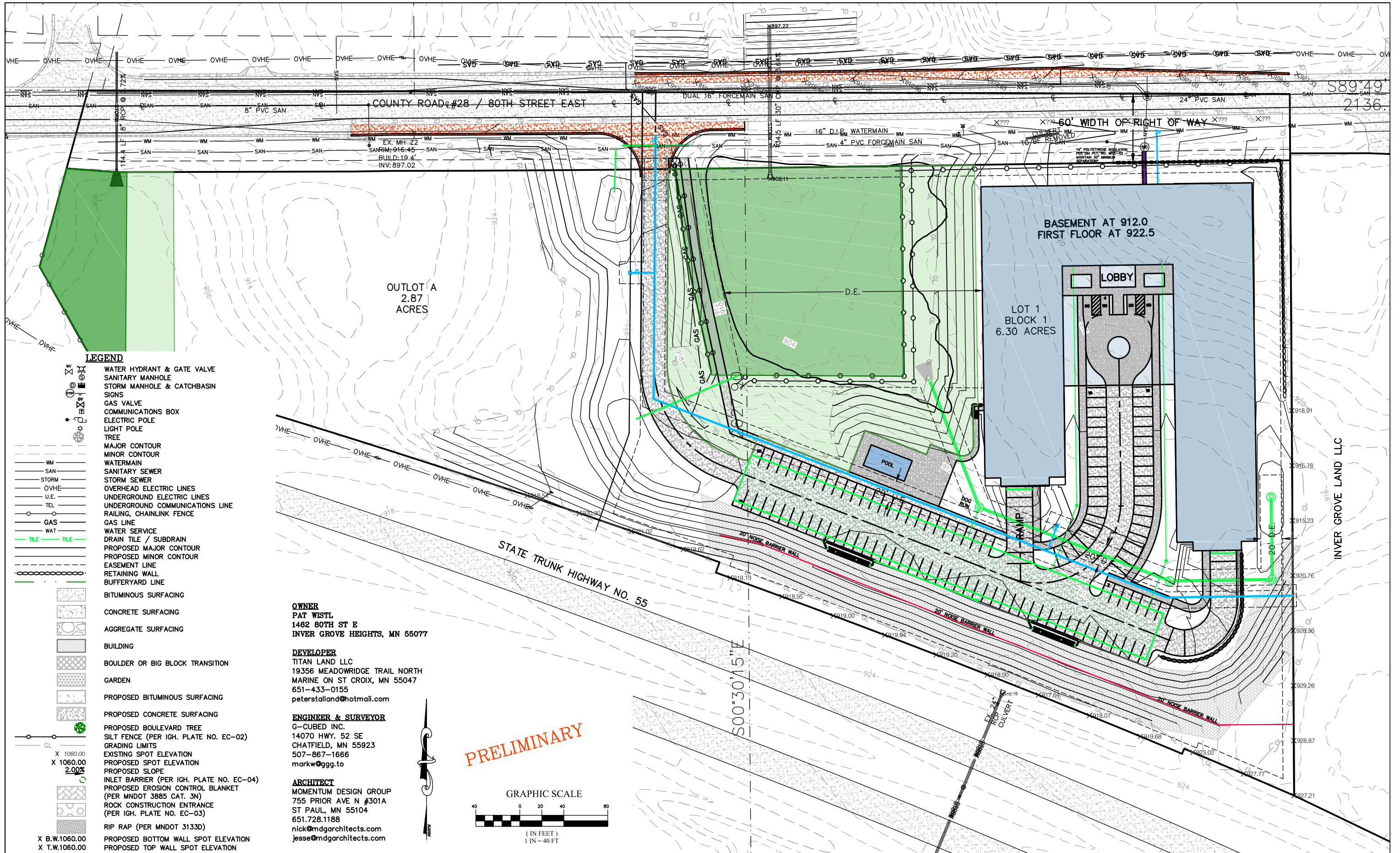
**CITY OF INVER GROVE  
HEIGHTS-DAKOTA COUNTY**

BENCHMARK:

**THE CROSSINGS AT INVER WOODS  
EXISTING TOPOGRAPHY**

**SHEET 4  
OF 5 SHEETS**





- LEGEND**
- WATER HYDRANT & GATE VALVE
  - SANITARY MANHOLE
  - STORM MANHOLE & CATCHBASIN
  - SIGNS
  - GAS VALVE
  - COMMUNICATIONS BOX
  - ELECTRIC POLE
  - LIGHT POLE
  - TREE
  - MAJOR CONTOUR
  - MINOR CONTOUR
  - WATERMAIN
  - SANITARY SEWER
  - STORM SEWER
  - OVERHEAD ELECTRIC LINES
  - UNDERGROUND ELECTRIC LINES
  - UNDERGROUND COMMUNICATIONS LINE
  - RAILING, CHAINLINK FENCE
  - GAS LINE
  - WATER SERVICE
  - DRAIN TILE / SUBDRAIN
  - PROPOSED MAJOR CONTOUR
  - PROPOSED MINOR CONTOUR
  - EASEMENT LINE
  - RETAINING WALL
  - BUFFERYARD LINE
  - BITUMINOUS SURFACING
  - CONCRETE SURFACING
  - AGGREGATE SURFACING
  - BUILDING
  - BOULDER OR BIG BLOCK TRANSITION
  - GARDEN
  - PROPOSED BITUMINOUS SURFACING
  - PROPOSED CONCRETE SURFACING
  - PROPOSED BOULEVARD TREE
  - SILT FENCE (PER IGH. PLATE NO. EC-02)
  - GRADING LIMITS
  - EXISTING SPOT ELEVATION
  - PROPOSED SPOT ELEVATION
  - PROPOSED SLOPE
  - INLET BARRIER (PER IGH. PLATE NO. EC-04)
  - PROPOSED EROSION CONTROL BLANKET (PER MNDOT 3885 CAT. 3N)
  - ROCK CONSTRUCTION ENTRANCE (PER IGH. PLATE NO. EC-03)
  - RIP RAP (PER MNDOT 3133D)
  - PROPOSED BOTTOM WALL SPOT ELEVATION
  - PROPOSED TOP WALL SPOT ELEVATION
- WM  
SAN  
STORM  
OVHE  
U.E.  
TEL  
GAS  
WAT  
TILE  
TILE
- GL  
X 1060.00  
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X T.W.1060.00

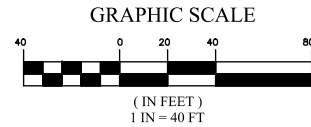
**OWNER**  
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INVER GROVE HEIGHTS, MN 55077

**DEVELOPER**  
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**PRELIMINARY**



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MARK R. WELCH  
DATE \_\_\_\_\_ REG. NO. 42736

DATE: 5/21/2020  
Prepared For:  
**TITAN LAND LLC**  
19356 MEADOWRIDGE TRAIL NORTH  
MARINE ON ST CROIX, MN 55047  
FILE NO.: 20-116 BASE

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CHECKED MRW

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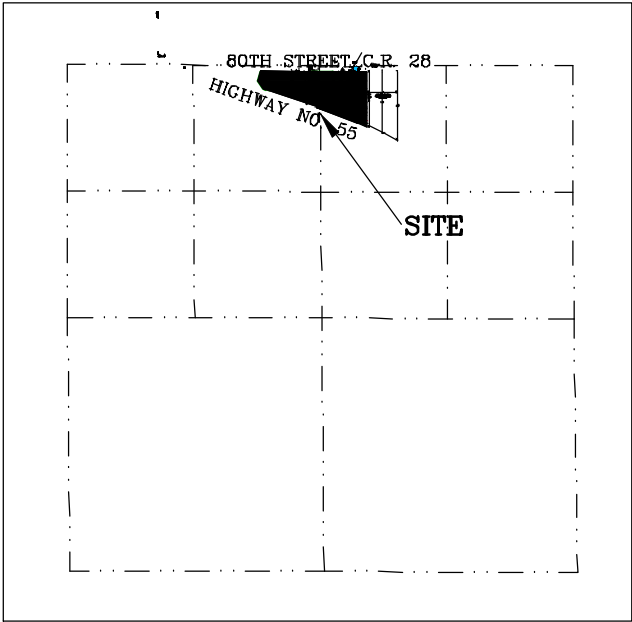
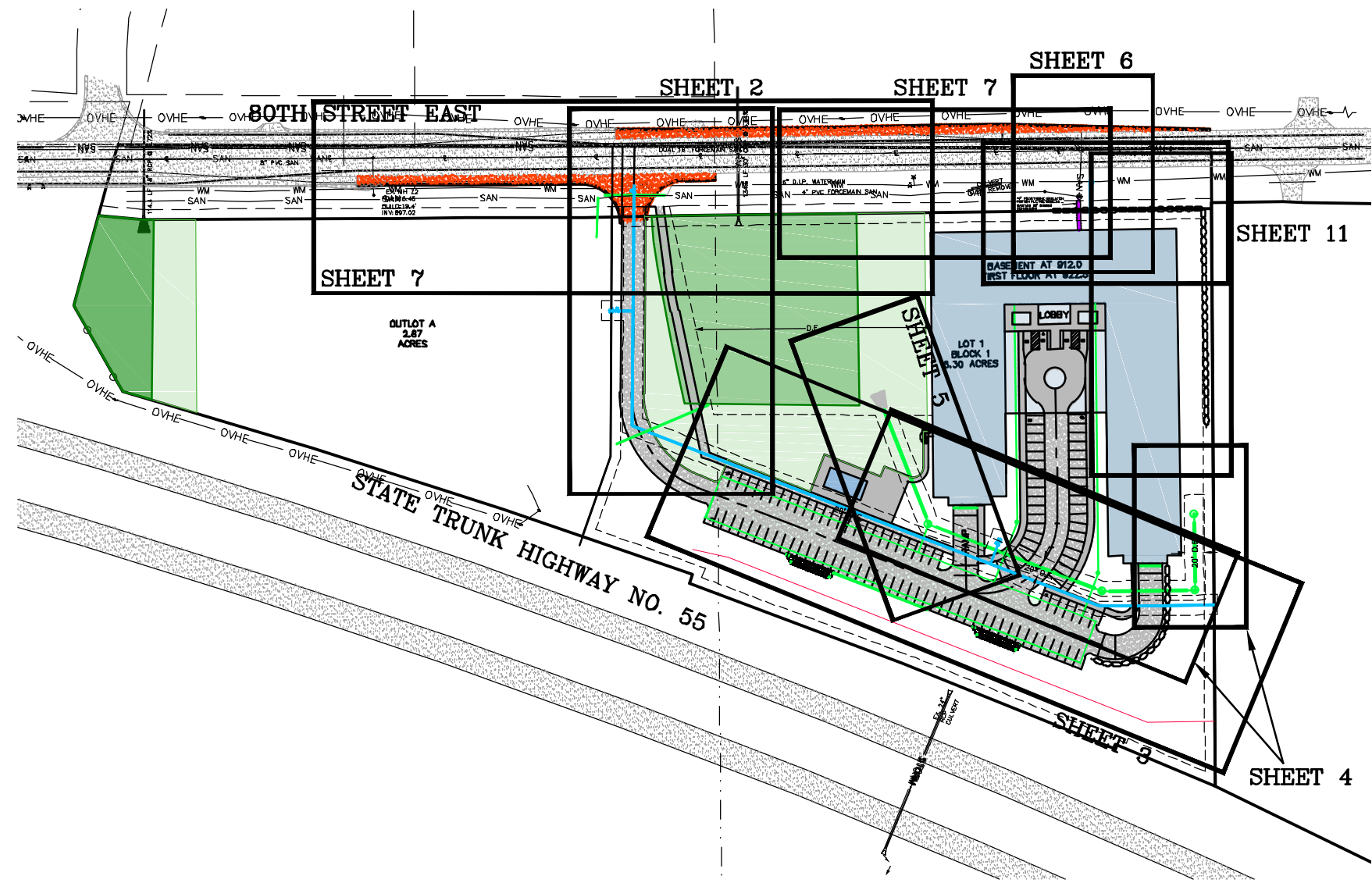
**CITY OF INVER GROVE HEIGHTS-DAKOTA COUNTY**  
BENCHMARK:

**THE CROSSINGS AT INVER WOODS**  
**EROSION CONTROL PLAN**  
**SHEET 5**  
**OF 5 SHEETS**



**WARNING**  
BEFORE DIGGING CALL Gopher  
STATE ONE CALL FOR LOCATIONS  
DIAL - 1-800-252-1166  
REQUIRED BY LAW

CONSTRUCTION PLANS FOR THE CROSSINGS AT INVER WOODS  
CITY OF INVER GROVE HEIGHTS PROJECT



**VICINITY MAP**  
T. 27 N., R. 22 W., SEC. 17  
"NOT TO SCALE"

PRELIMINARY

| SHEET INDEX |                                          |
|-------------|------------------------------------------|
| SHEET 1     | TITLE SHEET, SHEET INDEX, & VICINITY MAP |
| SHEET 2&3   | PLAN & PROFILE FOR WATERMAIN             |
| SHEET 4&5   | PLAN & PROFILE FOR STORM SEWER           |
| SHEET 6     | PLAN & PROFILE FOR SANITARY SERVICE      |
| SHEET 7     | PLAN & PROFILE FOR BYPASS & TURNLANE     |
| SHEET 8-10  | STANDARD PLATES                          |
| SHEET 11    | RETAINING WALL PLAN & PROFILE            |

APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_  
CITY ENGINEER

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DATE \_\_\_\_\_ MARK R. WELCH  
REG. NO. 42736

DATE: 5/21/2020  
Prepared For:  
TITAN LAND LLC  
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MARINE ON ST CROIX, MN 55047  
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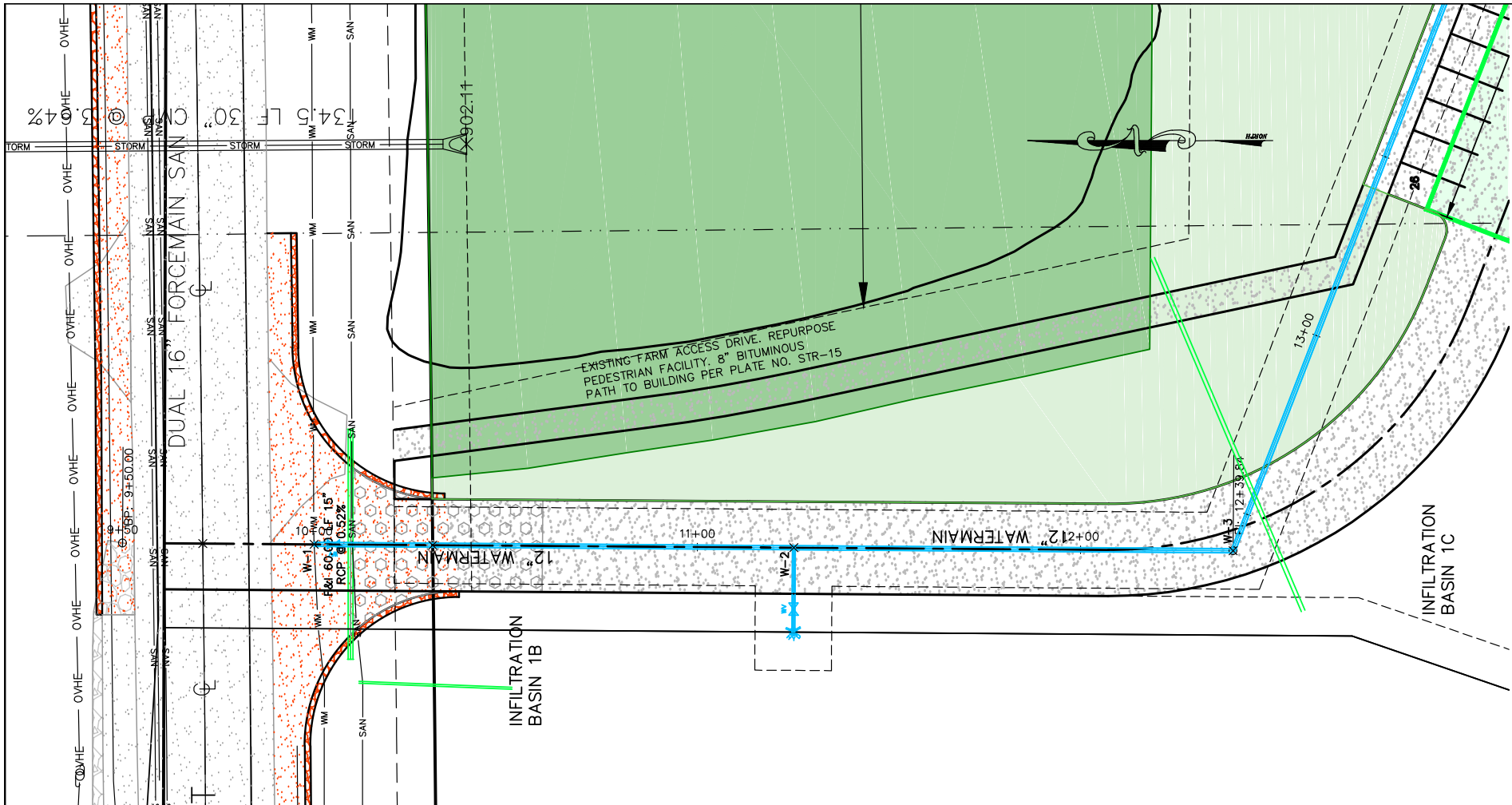
DESIGNED \_\_\_\_\_ MRW  
DRAWN \_\_\_\_\_ ADB  
CHECKED \_\_\_\_\_ MRW

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CITY OF INVER GROVE  
HEIGHTS-DAKOTA COUNTY

BENCHMARK:

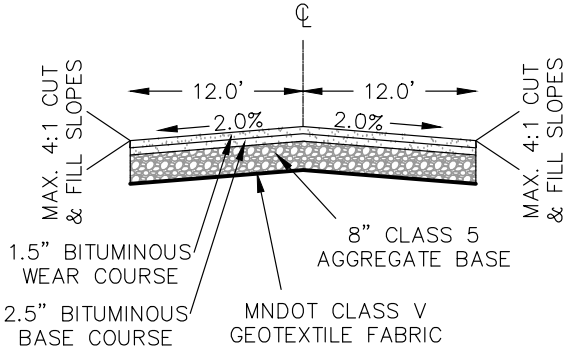
THE CROSSINGS AT INVER WOODS  
TITLE SHEET



| THE CROSSINGS AT INVER GROVE WATERMAIN NOTES |               |           |                                                                                  | Date 9/8/2020 |
|----------------------------------------------|---------------|-----------|----------------------------------------------------------------------------------|---------------|
| NUMBER                                       | STATION       | ALIGNMENT | ITEMS & NOTES                                                                    | BREAKOFF ELEV |
| W-1                                          | 10+00.00 - CL | Watermain | Connect to Existing, Wet-tap 12" line into Ex. 16" main, F&I 12" GATE VALVE 5' S |               |
| W-2                                          | 11+25.21 - CL | Watermain | F&I: 8"x12" TEE, 8" GATE VALVE 16' R, 8"x6" REDUCER 19' R, 6" TEMP HYDRANT 22' R | 919.53        |
| W-3                                          | 12+39.84 - CL | Watermain | F&I: 12" - 90° BEND                                                              |               |
| W-4                                          | 16+23.68 - CL | Watermain | F&I: 6"x12" TEE, 6" GATE VALVE 22' N, 6" HYDRANT 25' N                           | 917.05        |
| W-5                                          | 17+40.18 - CL | Watermain | F&I: 12" - 22.5° BEND, 12" PLUG                                                  |               |

PRELIMINARY

DRIVEWAY TYPICAL SECTION  
NOT TO SCALE



**OWNER**  
PAT WISTL  
1462 80TH ST E  
INVER GROVE HEIGHTS, MN 55077

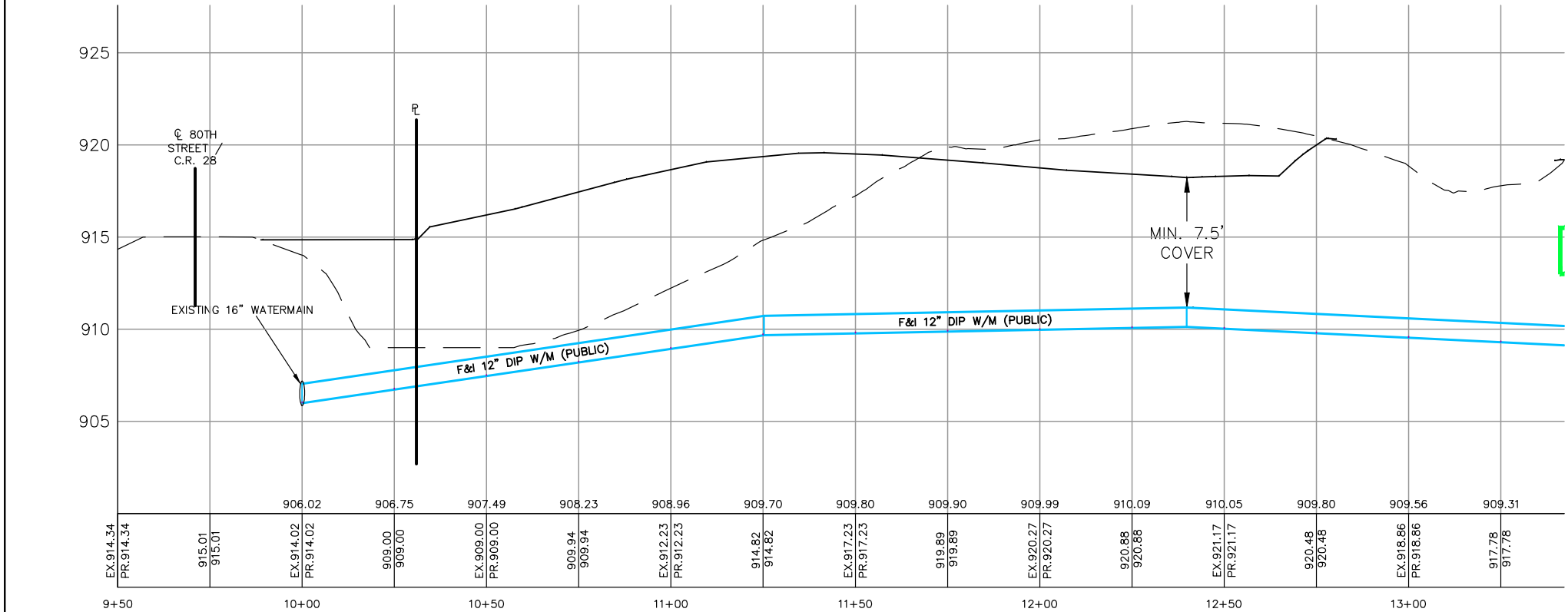
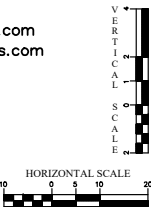
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**GENERAL NOTES:**  
1. SANITARY SEWER UMBRELLAS REQUIRED DURING CONSTRUCTION.

STORM SCHEDULE



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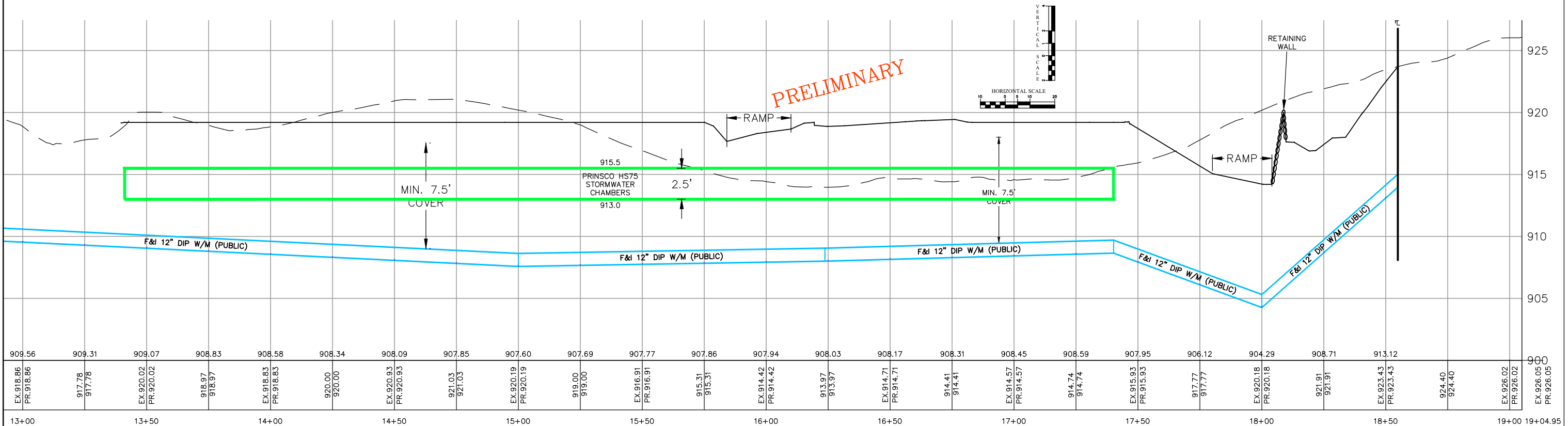
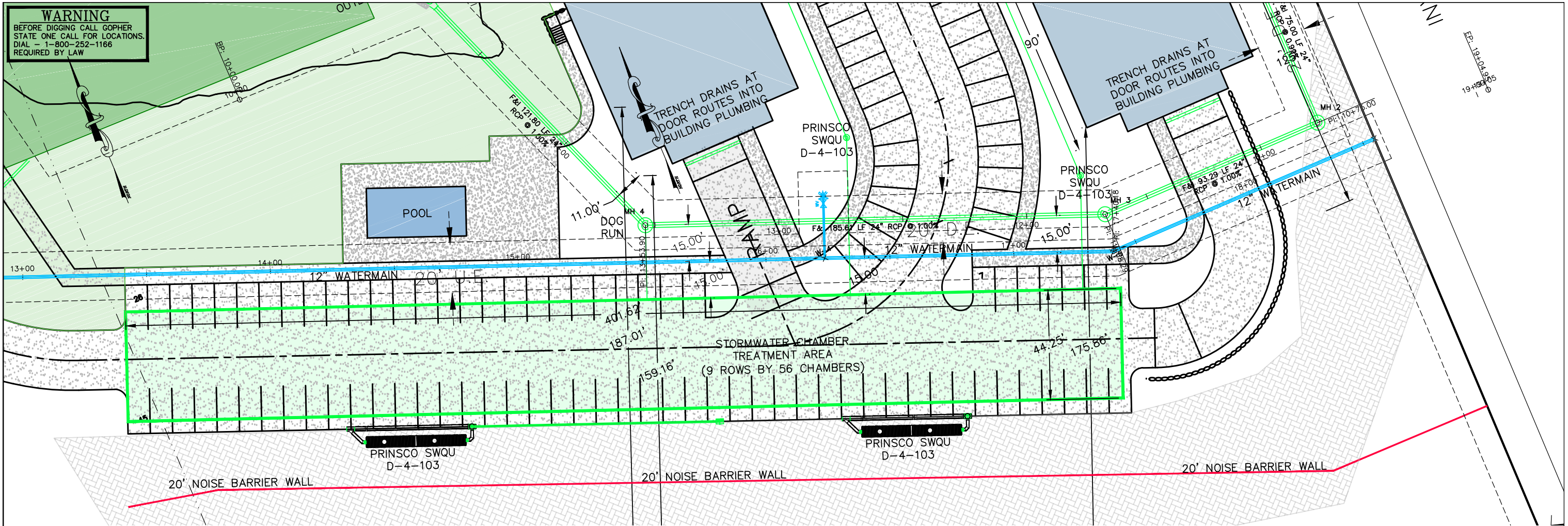
CITY OF INVER GROVE  
HEIGHTS-DAKOTA COUNTY

BENCHMARK:

THE CROSSINGS AT INVER WOODS  
PLAN & PROFILE WATERMAIN

SHEET 2  
OF 12 SHEETS



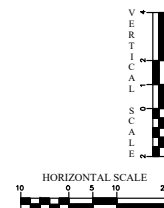
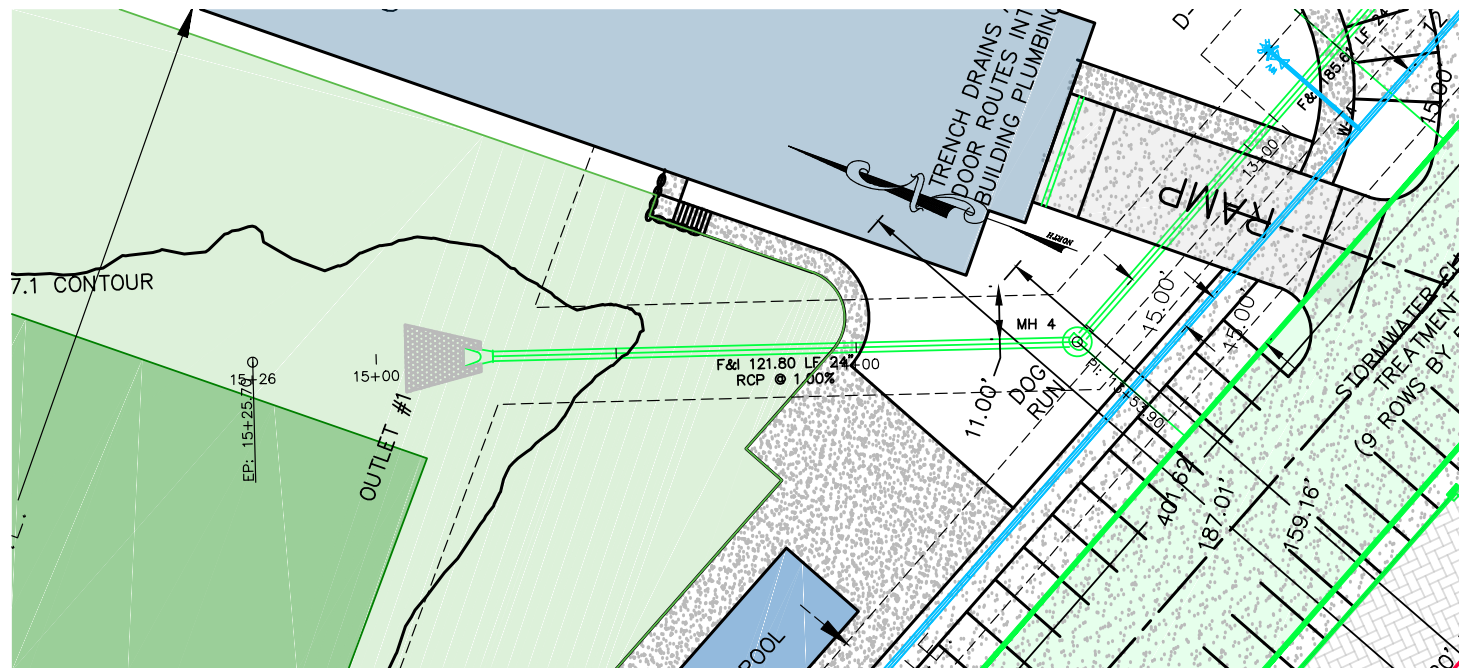




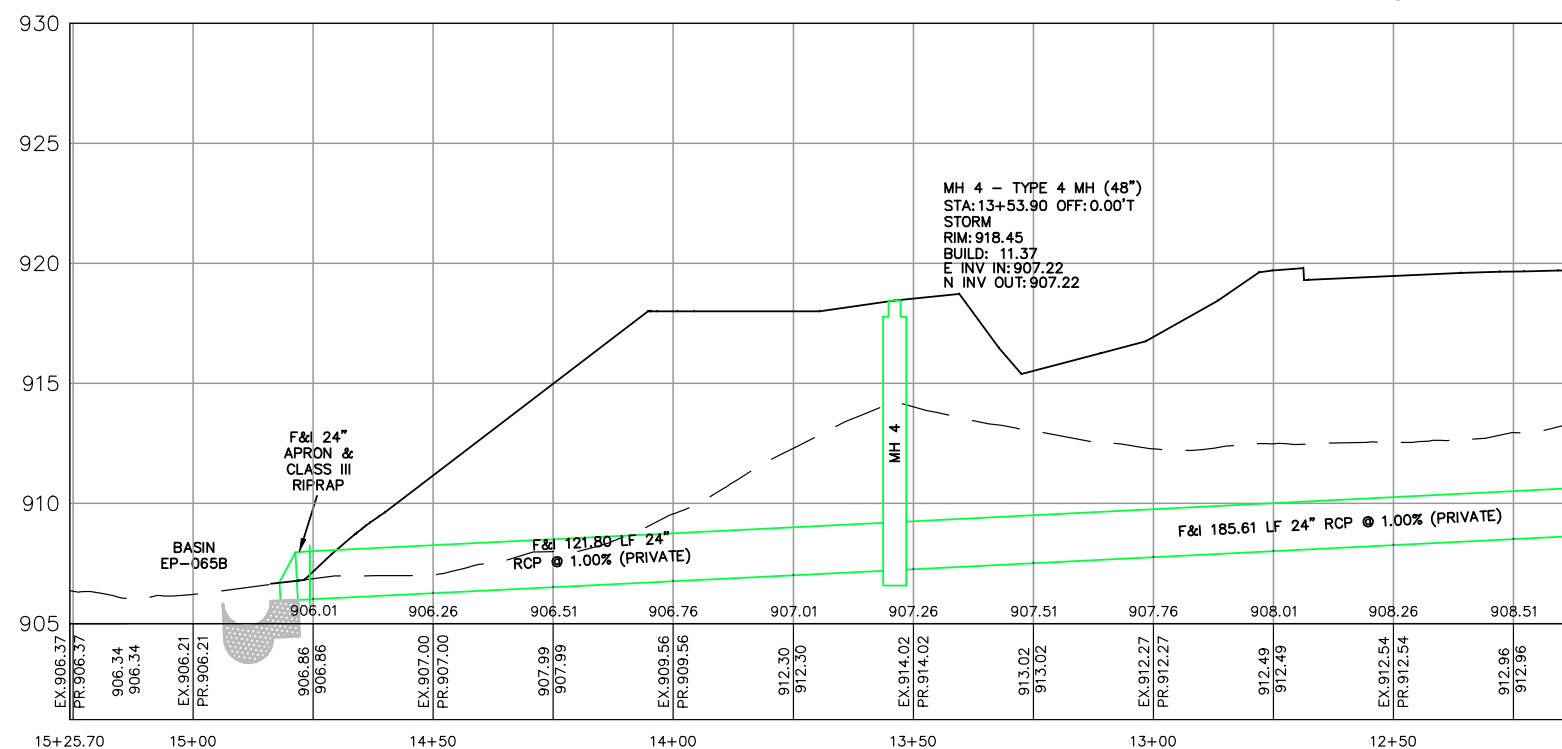




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STORM  
Align: STORM



PRELIMINARY

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MARK R. WELCH  
DATE \_\_\_\_\_ REG. NO. 42736

DATE: 5/21/2020  
Prepared For:  
TITAN LAND LLC  
19356 MEADOWRIDGE TRAIL NORTH  
MARINE ON ST CROIX, MN 55047  
FILE NO.: 20-116 BASE

**G<sup>3</sup>**  
**G-Cubed**  
14070 Hwy 52 S.E.  
Chatfield, MN 55923

ENGINEERING  
SURVEYING  
PLANNING  
Ph: 507-867-1666  
Fax: 507-867-1665  
www.gcg.to

DESIGNED: MRW  
DRAWN: ADB  
CHECKED: MRW

| REVISED     | BY  | DATE      |
|-------------|-----|-----------|
| PRELIMINARY | ADB | 8/3/2020  |
| RESUBMITTAL | ADB | 8/24/2020 |
| RESUBMITTAL | ADB | 9/11/2020 |

CITY OF INVER GROVE  
HEIGHTS-DAKOTA COUNTY

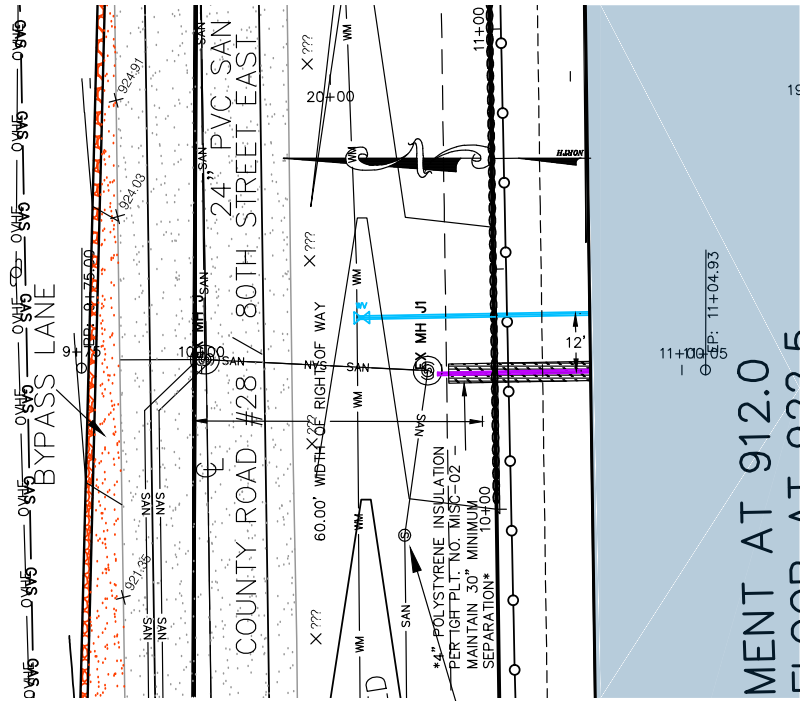
BENCHMARK:

THE CROSSINGS AT INVER WOODS  
PLAN & PROFILE OFFSTREET STORM

SHEET 5  
OF 12 SHEETS

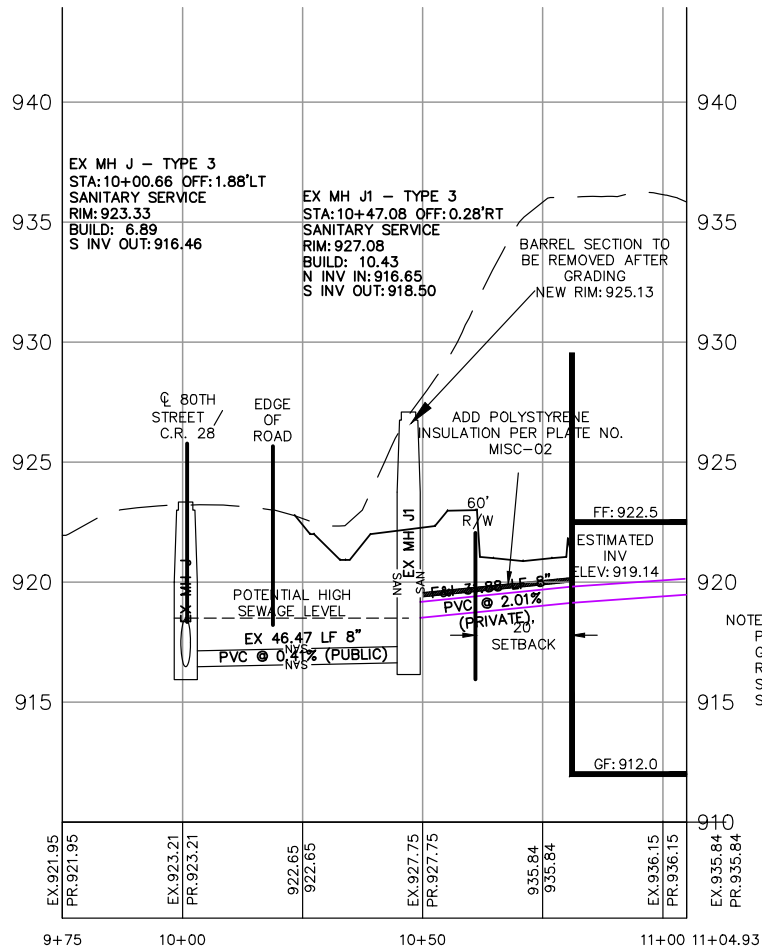
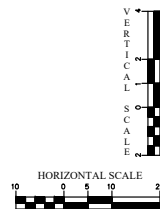
**WARNING**  
BEFORE DIGGING CALL GOPHER  
STATE ONE CALL FOR LOCATIONS.  
DIAL - 1-800-252-1166  
REQUIRED BY LAW

21+00



SANITARY MH - TO  
BE VERIFIED

PRELIMINARY



NOTE: BASEMENT DRAINS WILL REQUIRE  
PUMPING TO THE SUSPENDED  
GRAVITY LINE SERVING THE  
RESIDENTIAL UNITS. ALL SANITARY  
SEWER SEWAGE EXITING THE BUILDING  
SHALL BE VIA GRAVITY FLOW.

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DESIGNED MRW  
DRAWN ADB  
CHECKED MRW

| REVISED     | BY  | DATE      |
|-------------|-----|-----------|
| PRELIMINARY | ADB | 8/3/2020  |
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**CITY OF INVER GROVE  
HEIGHTS-DAKOTA COUNTY**

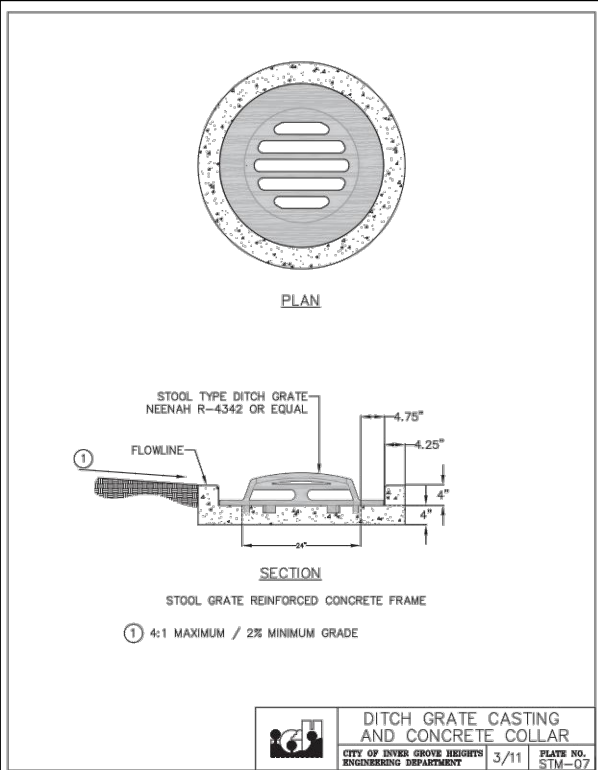
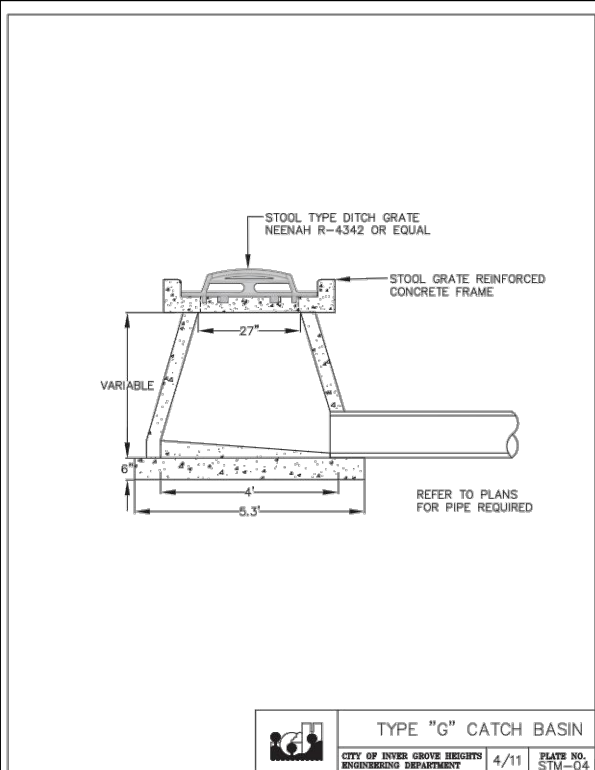
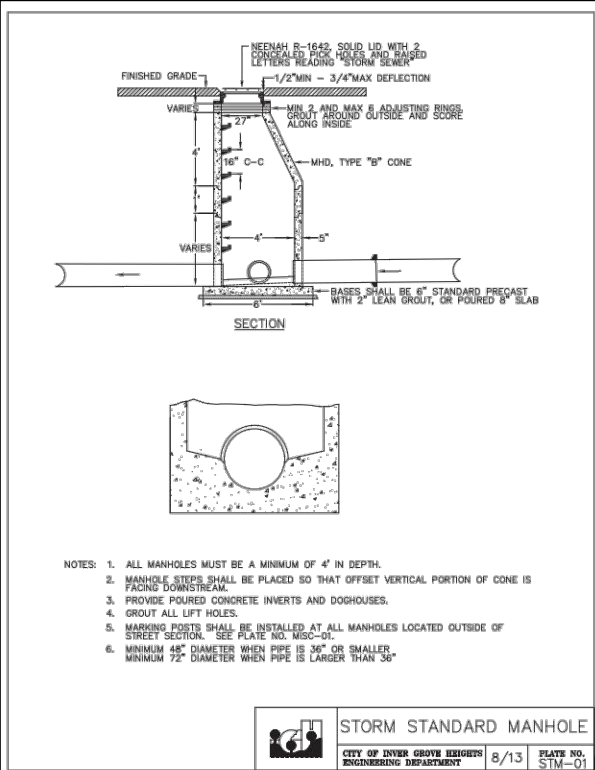
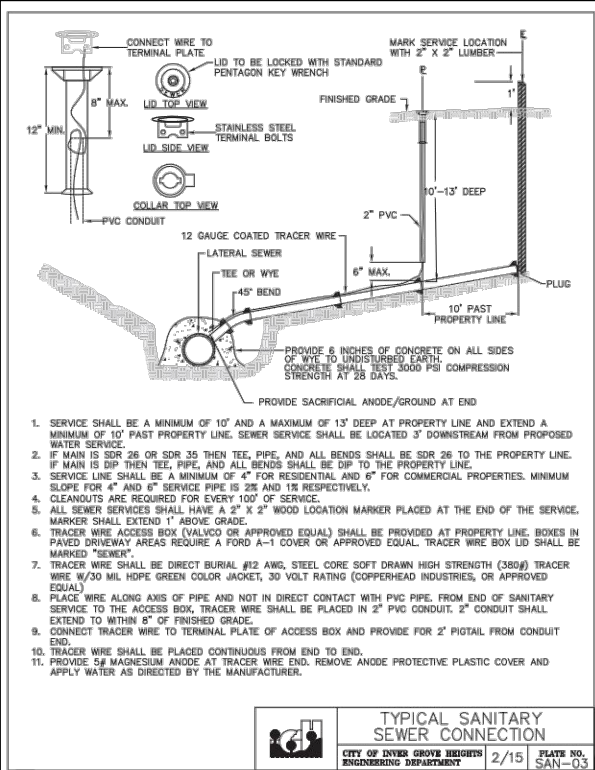
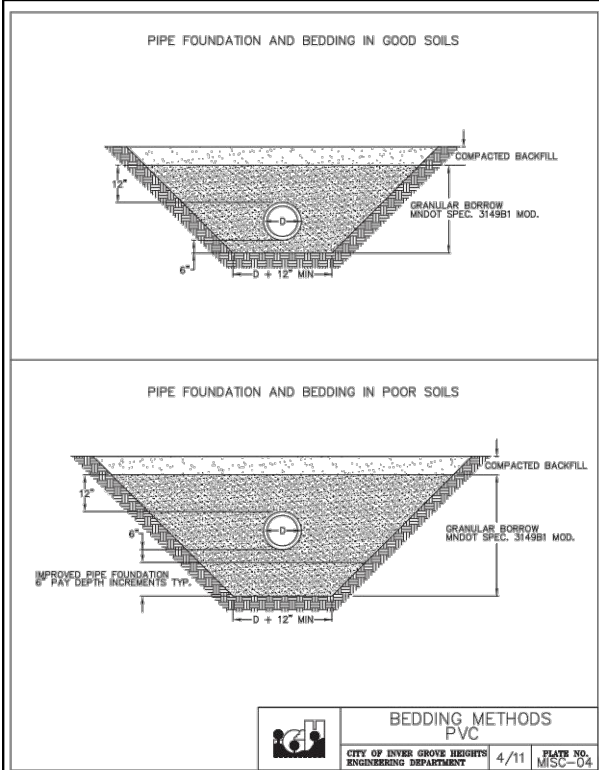
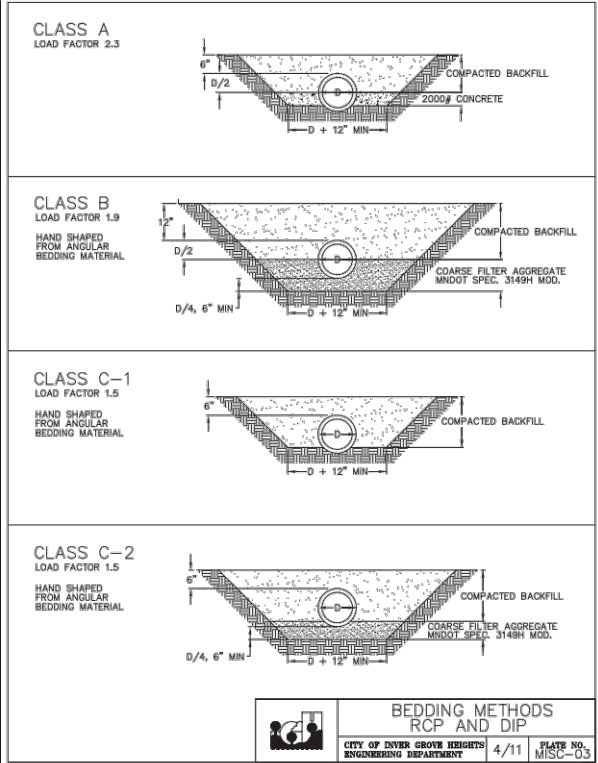
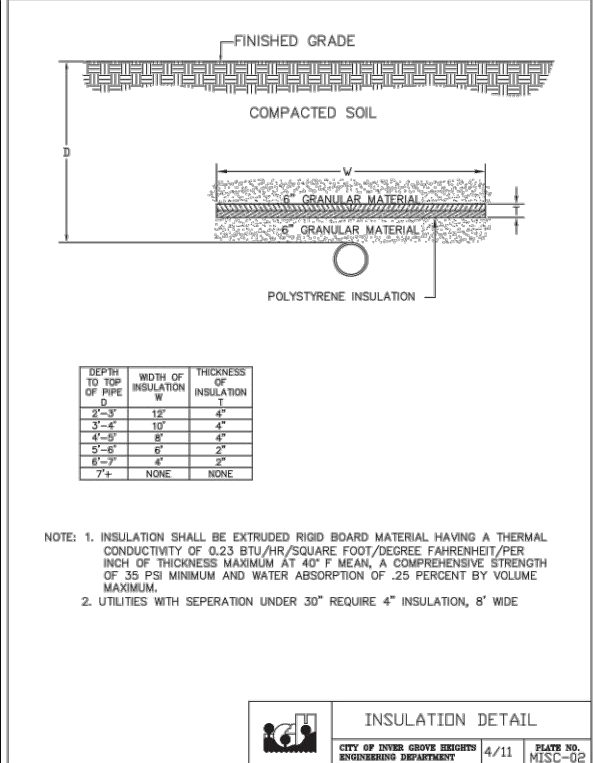
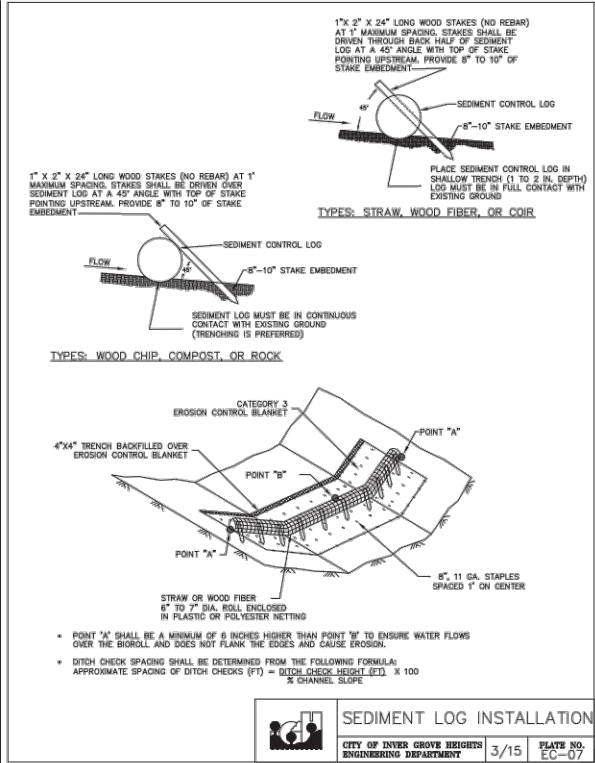
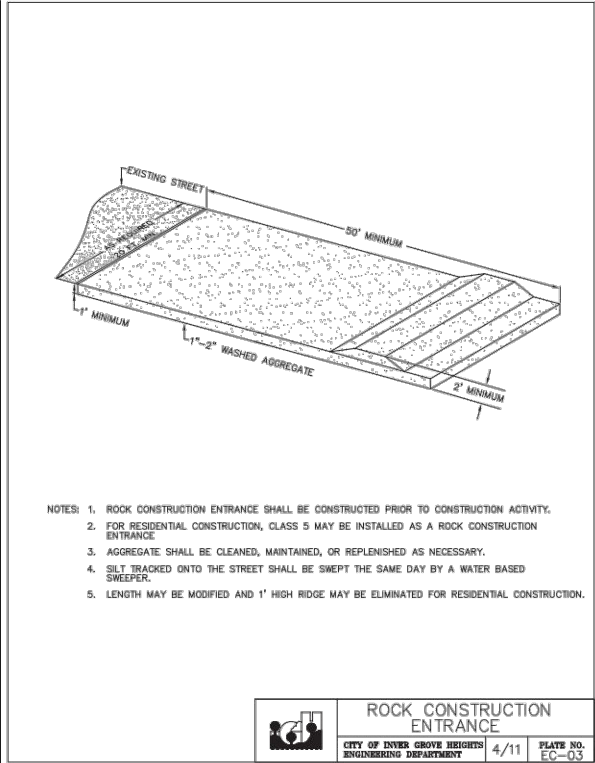
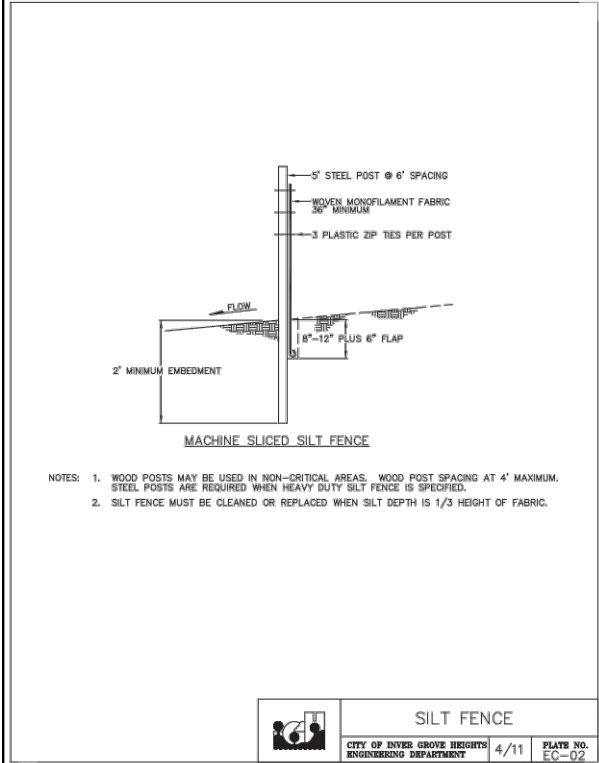
**THE CROSSINGS AT INVER WOODS  
PLAN & PROFILE SANITARY SERVICE**

BENCHMARK:

**SHEET 6  
OF 12 SHEETS**







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MARK R. WELCH  
DATE \_\_\_\_\_ REG. NO. 42736

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TITAN LAND LLC  
19356 MEADOWRIDGE TRAIL NORTH  
MARINE ON ST CROIX, MN 55047  
FILE NO.: 20-116 BASE

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DESIGNED **MRW**  
DRAWN **ADB**  
CHECKED **MRW**

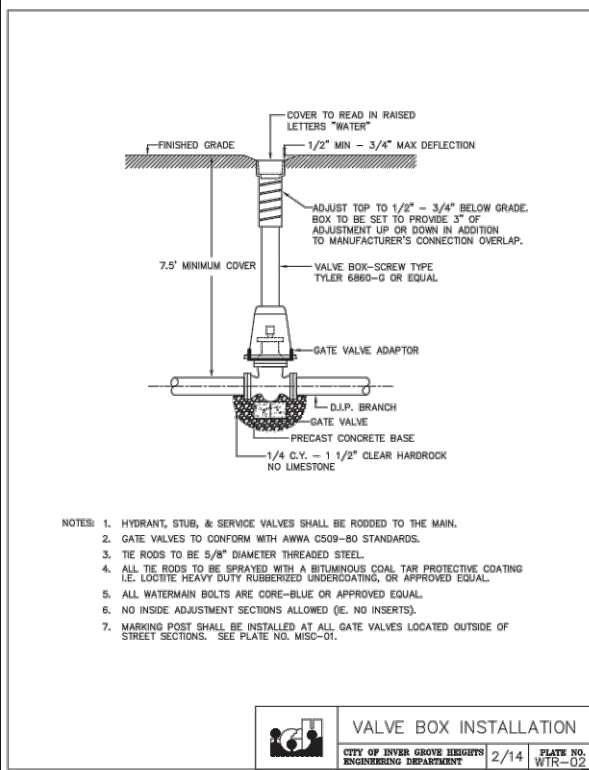
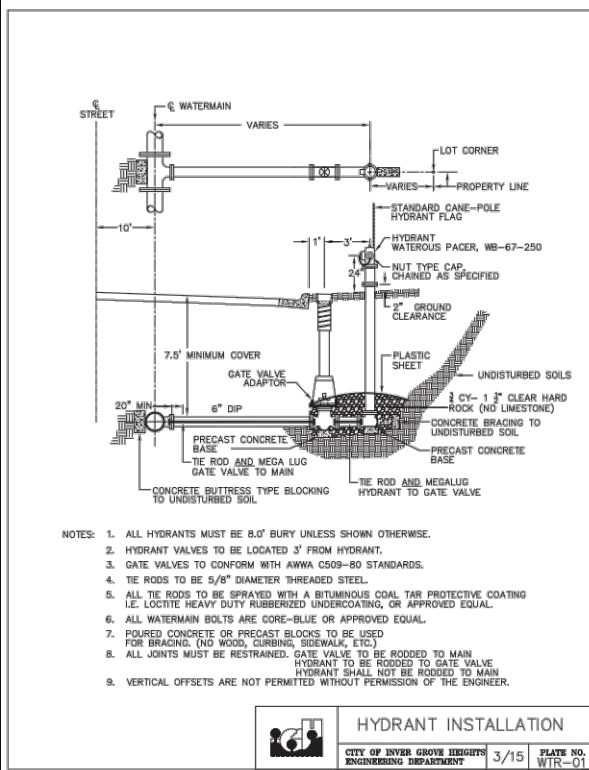
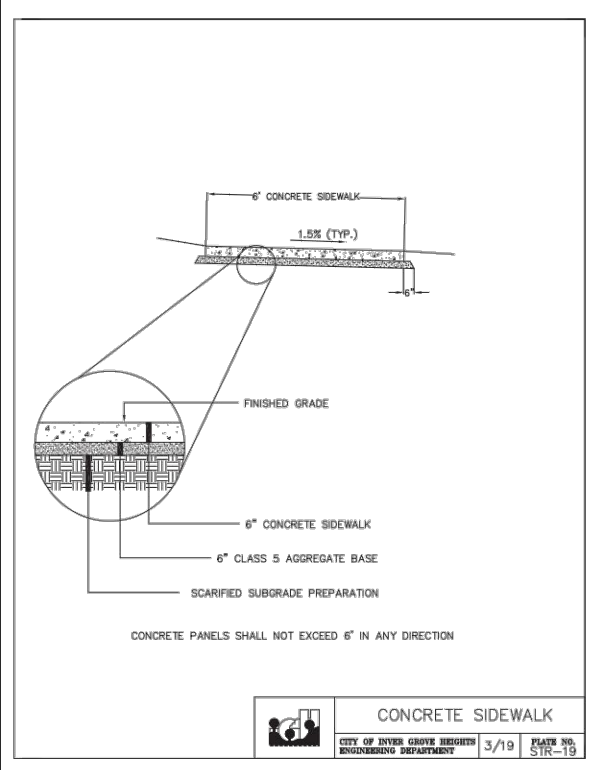
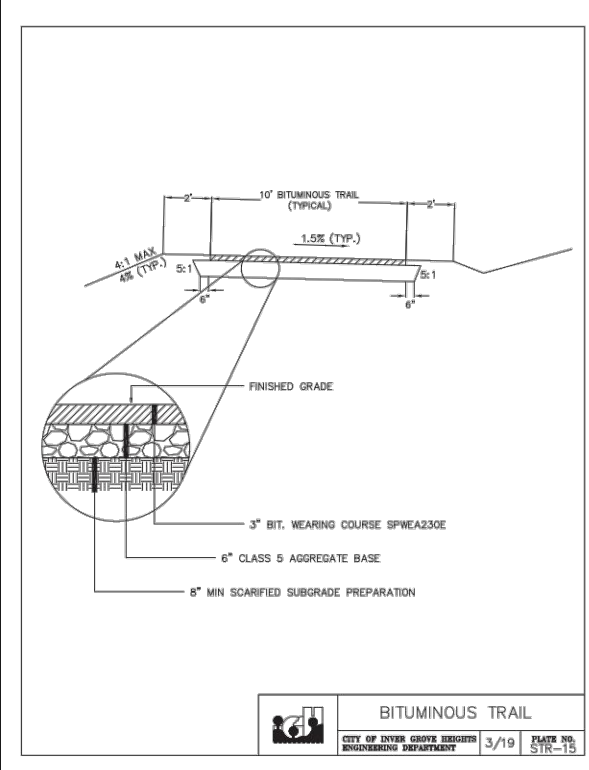
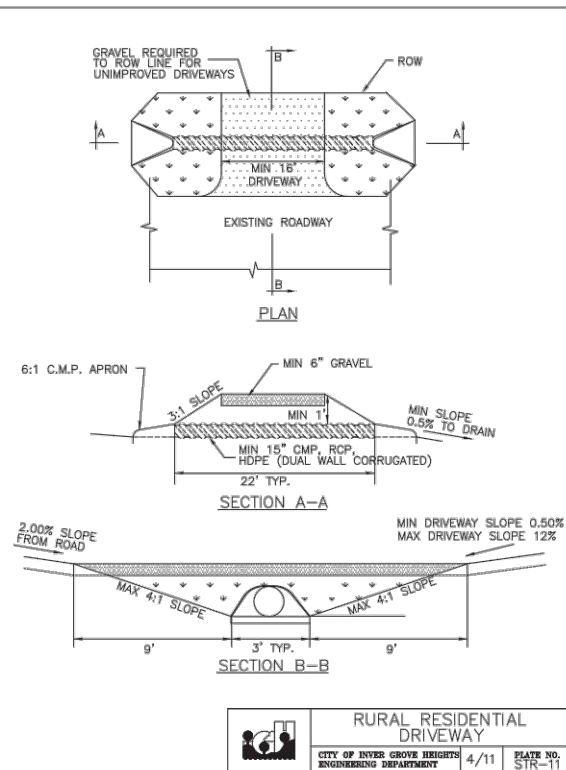
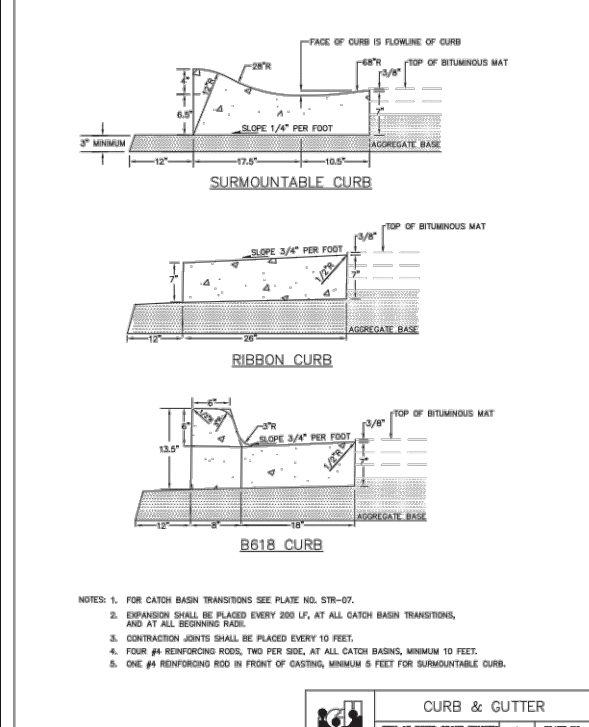
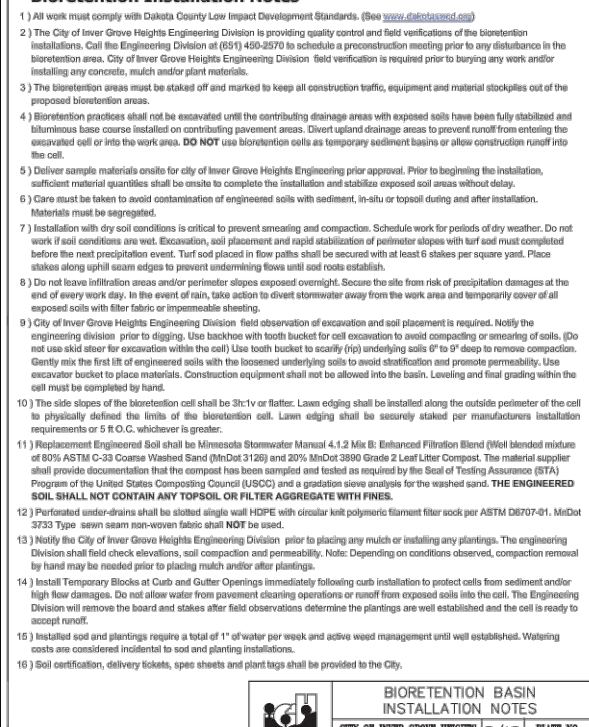
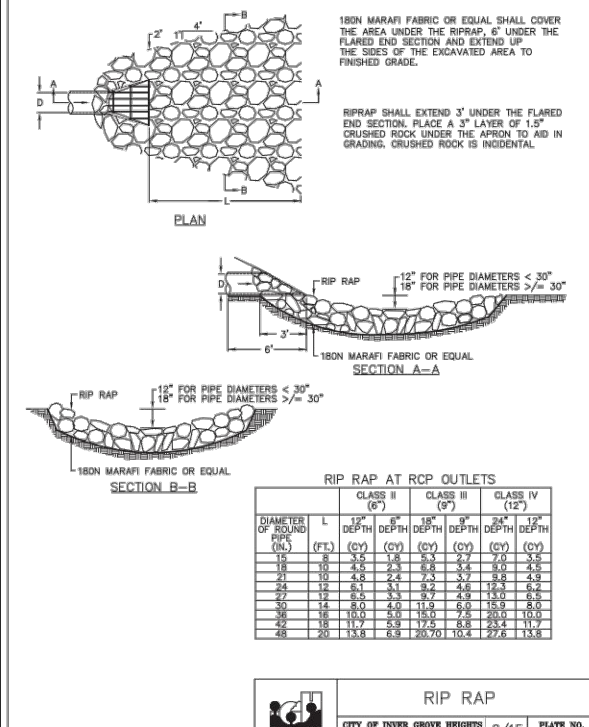
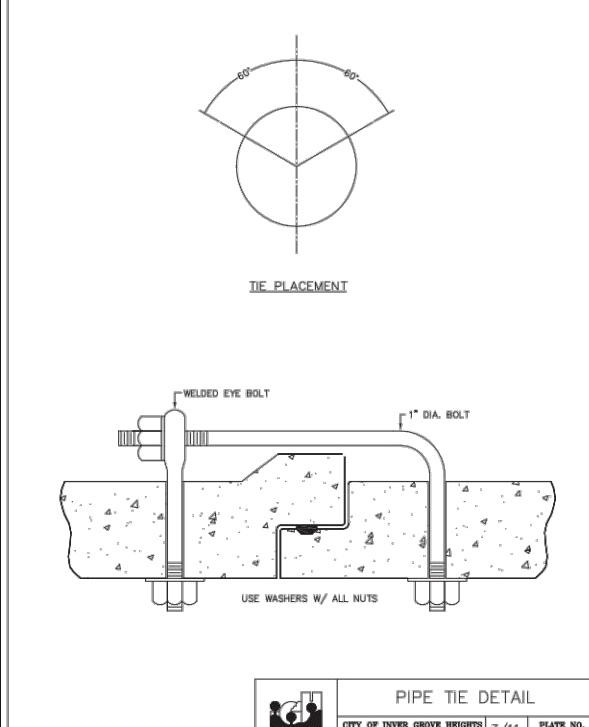
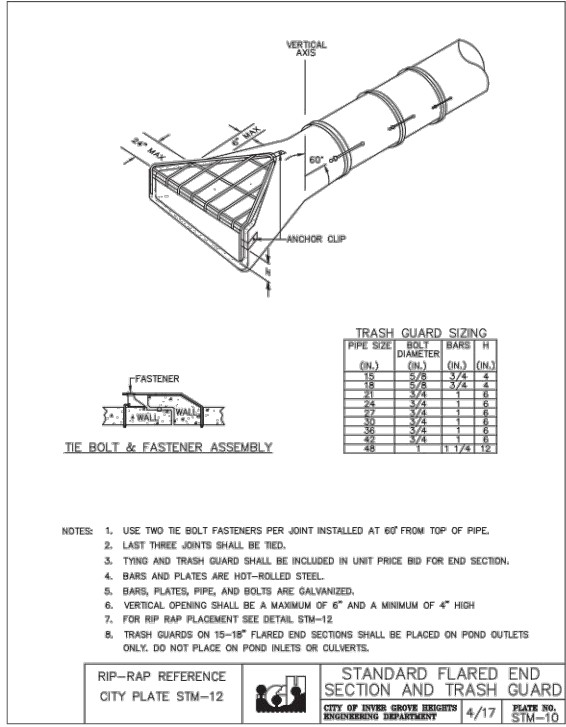
| REVISED     | BY  | DATE      |
|-------------|-----|-----------|
| PRELIMINARY | ADB | 7/23/2020 |
| RESUBMITTAL | ADB | 8/24/2020 |
| RESUBMITTAL | ADB | 9/11/2020 |

CITY OF INVER GROVE HEIGHTS-DAKOTA COUNTY

BENCHMARK:

THE CROSSINGS AT INVER WOODS  
STANDARD PLATES

SHEET 8  
OF 12 SHEETS



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19356 MEADOWRIDGE TRAIL NORTH  
MARINE ON ST CROIX, MN 55047  
FILE NO.: 20-116 BASE

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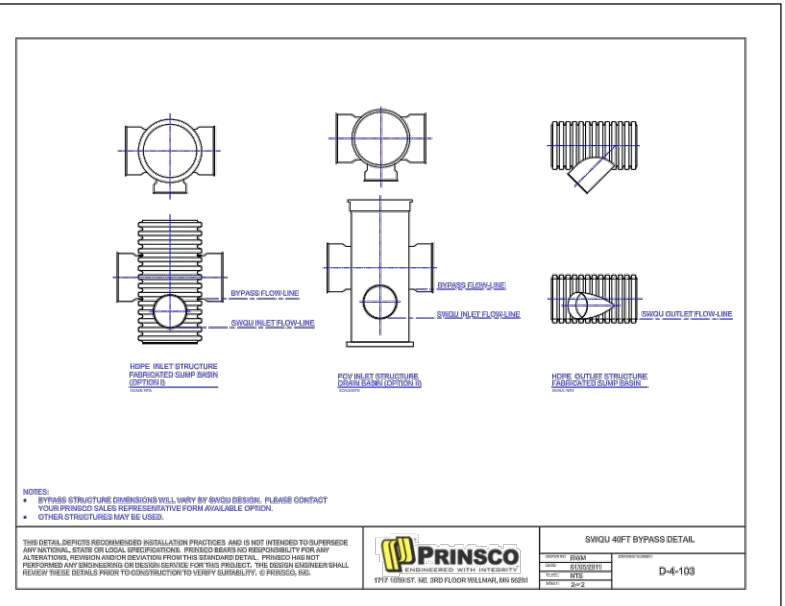
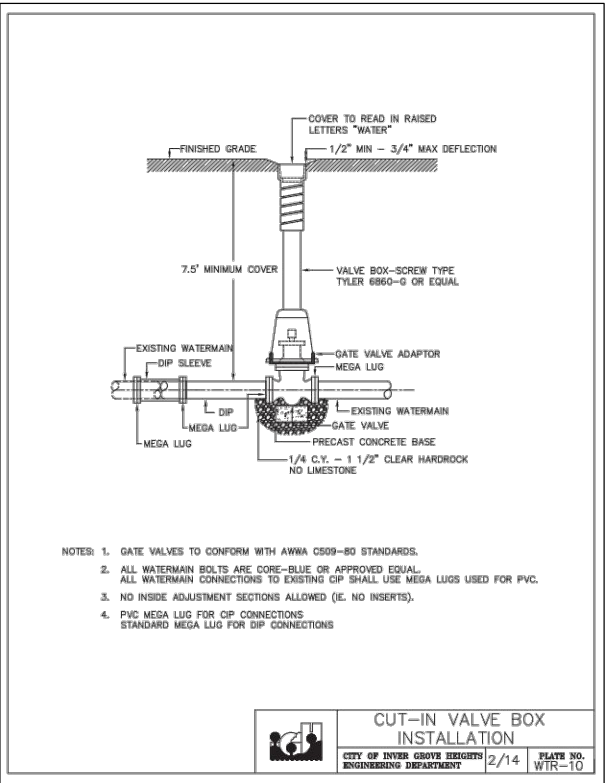
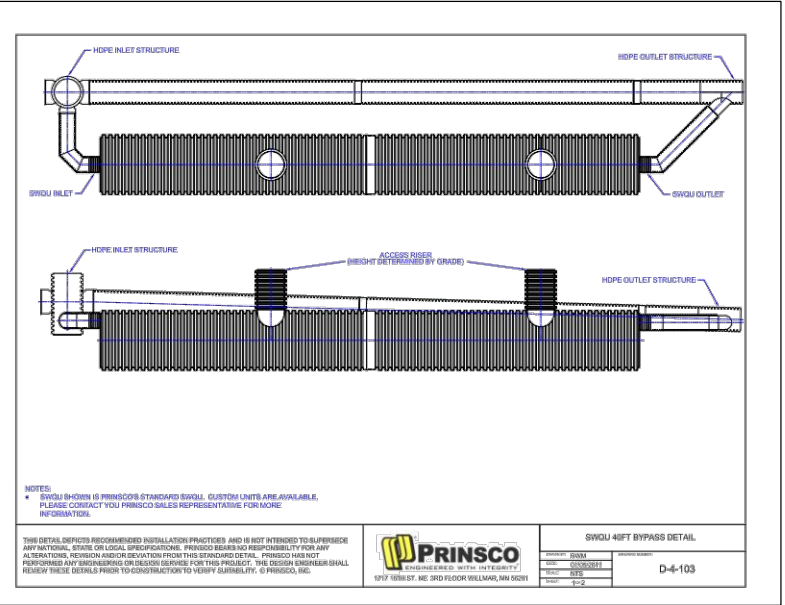
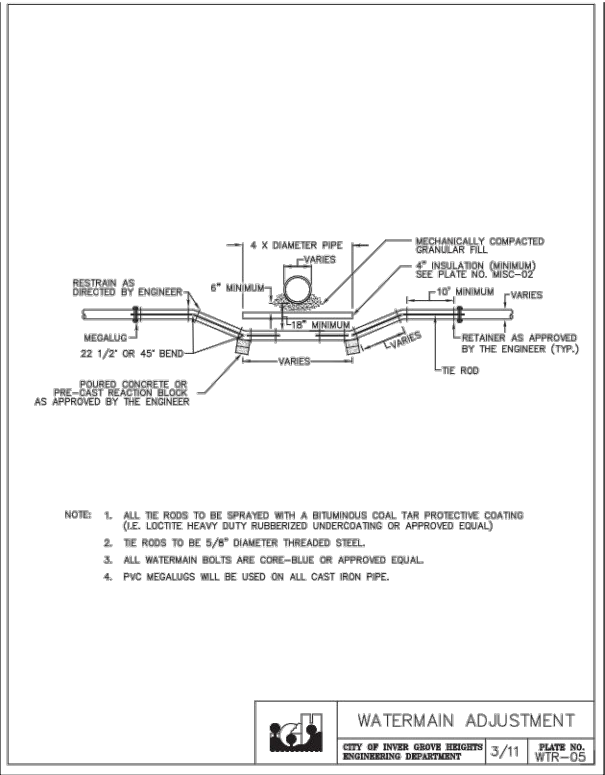
DESIGNED: MRW  
DRAWN: ADB  
CHECKED: MRW

REVISED BY DATE  
PRELIMINARY ADB 7/23/2020  
RESUBMITTAL ADB 8/24/2020  
RESUBMITTAL ADB 9/11/2020

CITY OF INVER GROVE HEIGHTS-DAKOTA COUNTY

THE CROSSINGS AT INVER WOODS  
STANDARD PLATES  
SHEET 9 OF 12 SHEETS





PRELIMINARY

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|          |     |
|----------|-----|
| DESIGNED | MRW |
| DRAWN    | ADB |
| CHECKED  | MRW |

|             |     |           |
|-------------|-----|-----------|
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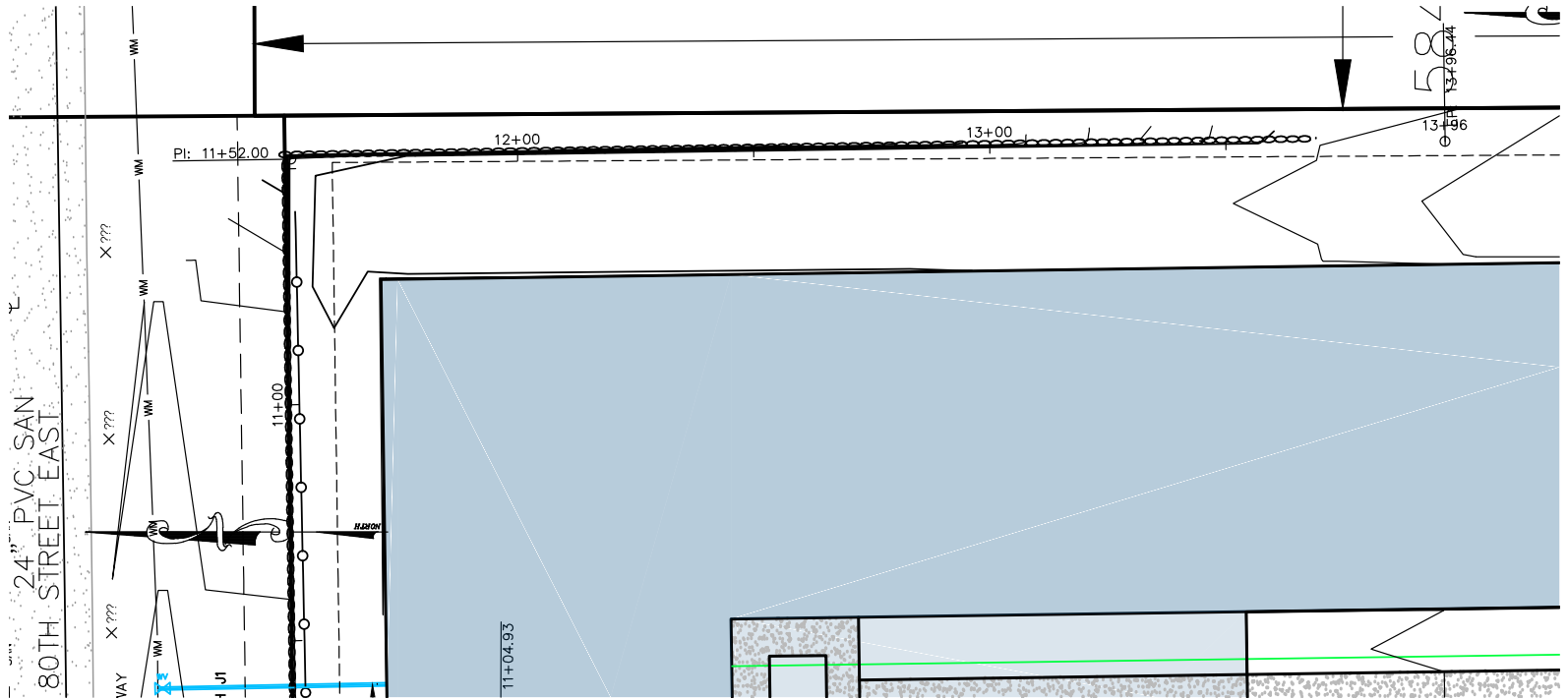
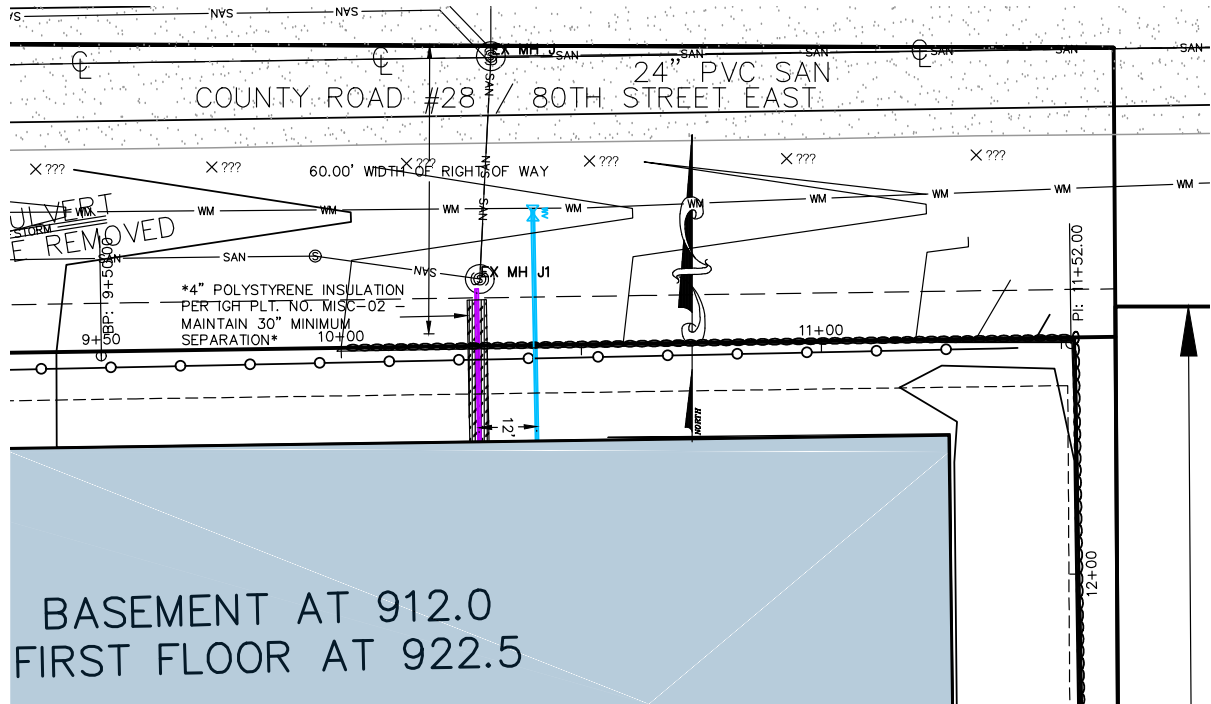
CITY OF INVER GROVE  
HEIGHTS-DAKOTA COUNTY

THE CROSSINGS AT INVER WOODS  
STANDARD PLATES

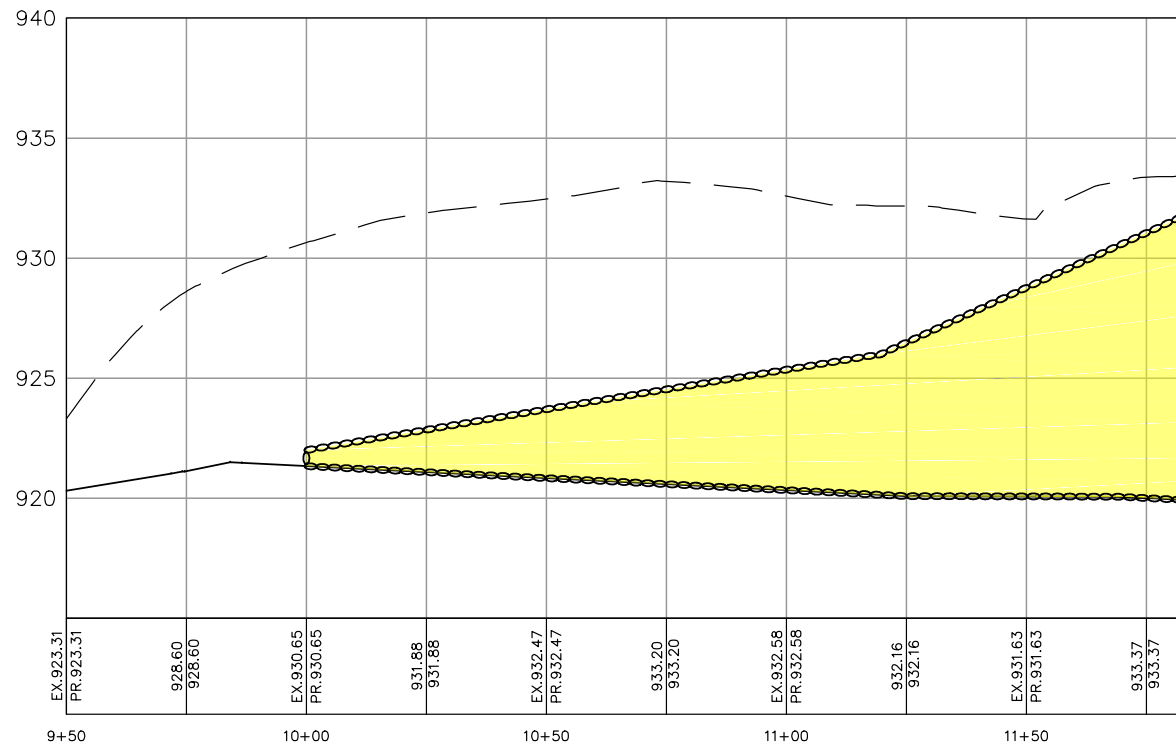
SHEET 10  
OF 12 SHEETS



**WARNING**  
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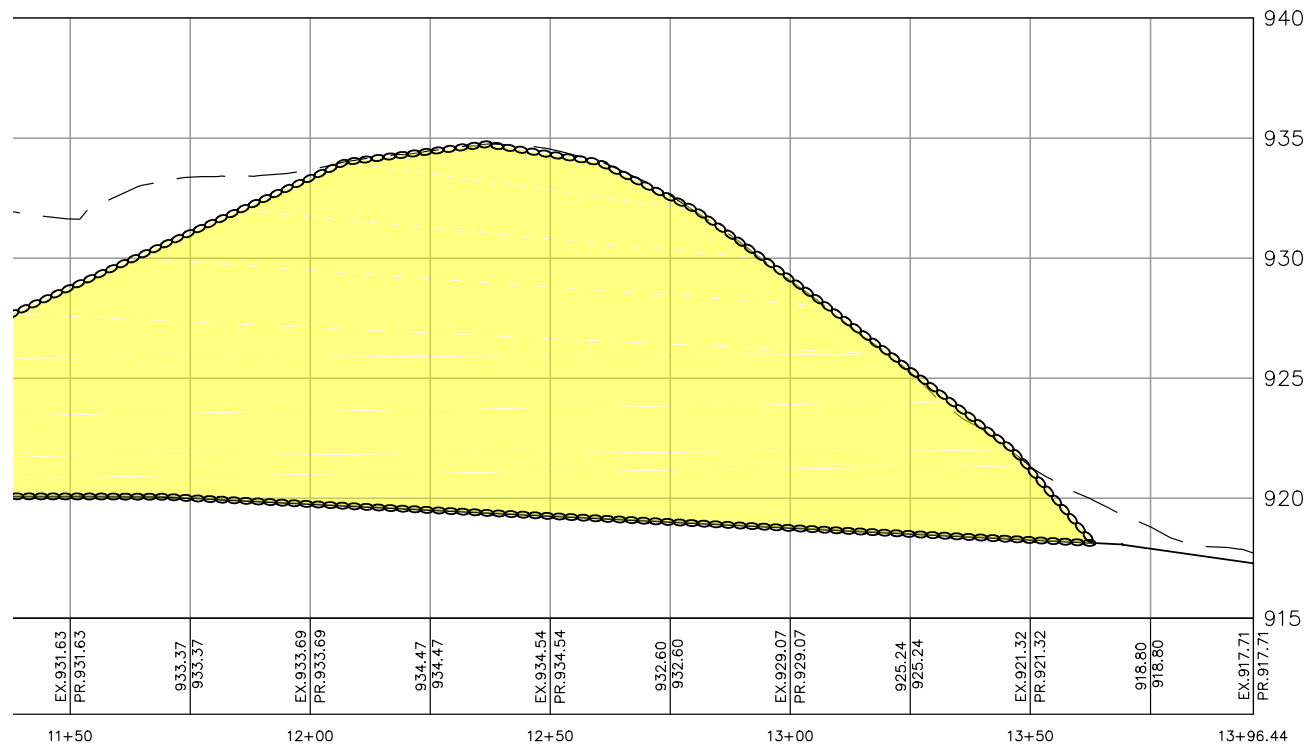
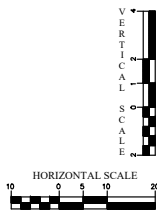


RETAINING WALL  
Align: RETAINING WALL



PRELIMINARY

RETAINING WALL  
Align: RETAINING WALL



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19356 MEADOWRIDGE TRAIL NORTH  
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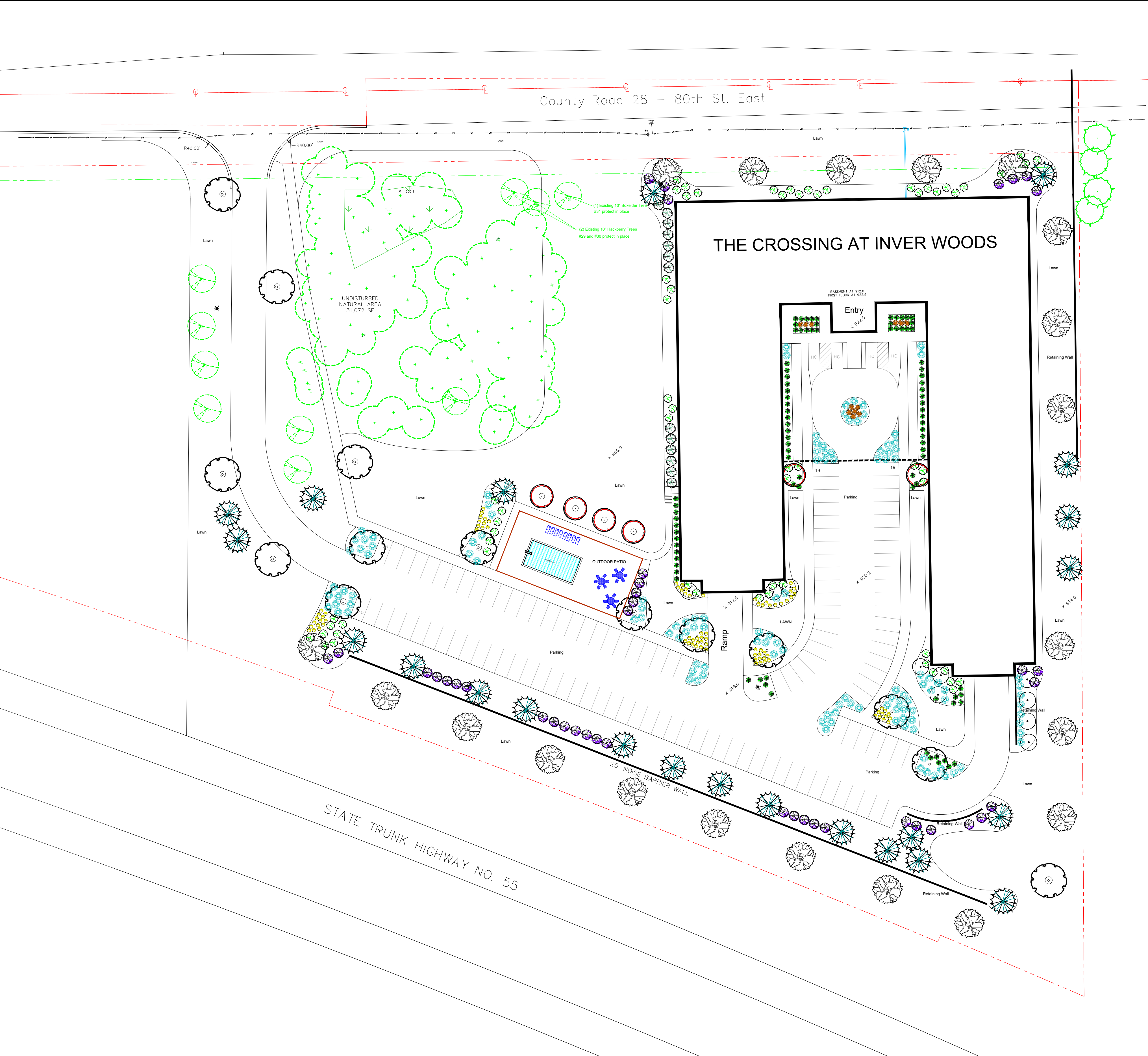
CITY OF INVER GROVE  
HEIGHTS-DAKOTA COUNTY

BENCHMARK:

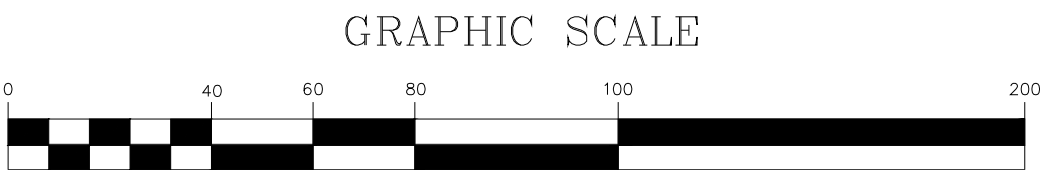
THE CROSSINGS AT INVER WOODS  
RETAINING WALL PLAN & PROFILE

SHEET 11  
OF 12 SHEETS





| Material List                                                                            |                                          |                                     |           |           |
|------------------------------------------------------------------------------------------|------------------------------------------|-------------------------------------|-----------|-----------|
| Symbol                                                                                   | Plant Name                               | Latin Name                          | Size      | Number    |
|                                                                                          | Existing Trees (Protect in place)        |                                     |           | 3         |
| New Trees                                                                                |                                          |                                     |           |           |
|                                                                                          | Red Maple (Native Blvd Tree)             | Acer rubrum 'Autumn Radiance'       | 2.5" Dia  | 12        |
|                                                                                          | Princeton Elm                            | Ulmus americana 'Princeton'         | 2.5" Dia  | 20        |
|                                                                                          | Matador Maple                            | Acer x freemanii 'Baillston'        | 2.5" Dia  | 6         |
|                                                                                          | Japanese Lilac (Ornamental Tree)         | Syringa reticulata 'Ivory Silk'     | 2" Dia    | 9         |
|                                                                                          | Black Hills Spruce (Native Conifer Tree) | Picea glauca densata                | 10' tall  | 22        |
| Total number of Trees                                                                    |                                          |                                     | 110       |           |
| New Shrubs                                                                               |                                          |                                     |           |           |
|                                                                                          | Broadmoor Juniper (Evergreen Shrub)      | Juniperus sabina 'Broadmoor'        | #3        | 101       |
|                                                                                          | Viburnum 'Blue Muffin'                   | Physocarpus opulifolius 'Monio'     | #3        | 40        |
|                                                                                          | Bridal Weath Spirea (Decid. Shrub)       | Spirea x vanhouttei 'Renaissance'   | #3        | 13        |
|                                                                                          | Spirea Golden (Decid Shrub)              | Spirea x 'Goldmound'                | #2        | 83        |
| Total number of Shrubs                                                                   |                                          |                                     | 237       |           |
|                                                                                          | Grass- Fountain Grass                    | Miscanthus sinensis 'Purpurescens'  | #1        | 12        |
|                                                                                          | Grass - Eldorado Feather Reed Grass      | Calamagrostis acutiflora 'Eldorado' | #1        | 74        |
| 4" average depth supplemental topsoil over all planting areas (utilize existing on site) |                                          |                                     |           |           |
| 1 1/2" Buff Limestone Landscape Rock (sub-fabric around plants/poly where no plants)     |                                          |                                     |           |           |
| Dark Brown Cocco Wood Mulch (4' tree circle each tree in lawn )                          |                                          |                                     |           |           |
| Vinyl Edging around all landscape beds (none around trees in lawn)                       |                                          |                                     |           |           |
| Tree Mitigation                                                                          |                                          |                                     |           |           |
| One Tree for every 1,000 sf. 150,000 gross sq feet requires                              |                                          |                                     | 150 trees |           |
| One Tree for every 10 parking spaces 126 spaces requires                                 |                                          |                                     | 13 trees  |           |
| Total number of trees required                                                           |                                          |                                     |           | 163 trees |
| 2 trees for each Ornamental tree 16 trees equal 8 overstory trees                        |                                          |                                     | 8 trees   |           |
| 1 tree for each 6 shrubs 240 shrubs equal                                                |                                          |                                     | 40 trees  |           |
| Overstory Deciduous and Evergreen Trees per plan                                         |                                          |                                     | 115 trees |           |
| Total number of trees included in landscape plan                                         |                                          |                                     |           | 163 trees |



1"=40'

Developer : Titan Land LLC  
K.Peter Salland, Esq.  
19356 Meadowridge Trail N., Marine Mn. 55047  
Cell: 651-245-7222  
Office 651-433-0155  
Peterstalland@hotmail.com

Engineering:  
G-Cubed Inc.  
285 Westview Dr. West St. Paul, MN 55118  
796-300-1213  
Daniel Tilsen, Lead Design Project Manager  
651-283-7546  
dtilsen@gmail.com  
Geoffrey G. Griffin, Surveyor  
507-867-1666, ex 102  
geoffg@ggg.to  
Mark Welch, Engineer  
507-867-1666 ex 105  
markw@ggg.to



Site Planning and Landscape Design:

Jeff Weber - Landscape Designer MNLA ASLA  
9665 Howard Lake Dr. NE. Forest Lake, MN 55025  
651-260-6206  
jgw1@comcast.net

I hereby certify that this plan, specification, or report was prepared by me or under supervision and I am duly licensed Professional

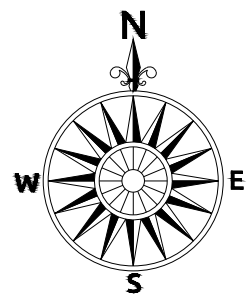
Designed : Jeff Weber  
Drawn : Jeff Weber

| Revised                      | By         | Date         |
|------------------------------|------------|--------------|
| add 3 existing trees to keep | Jeff Weber | 25 Sept 2020 |
|                              |            |              |
|                              |            |              |

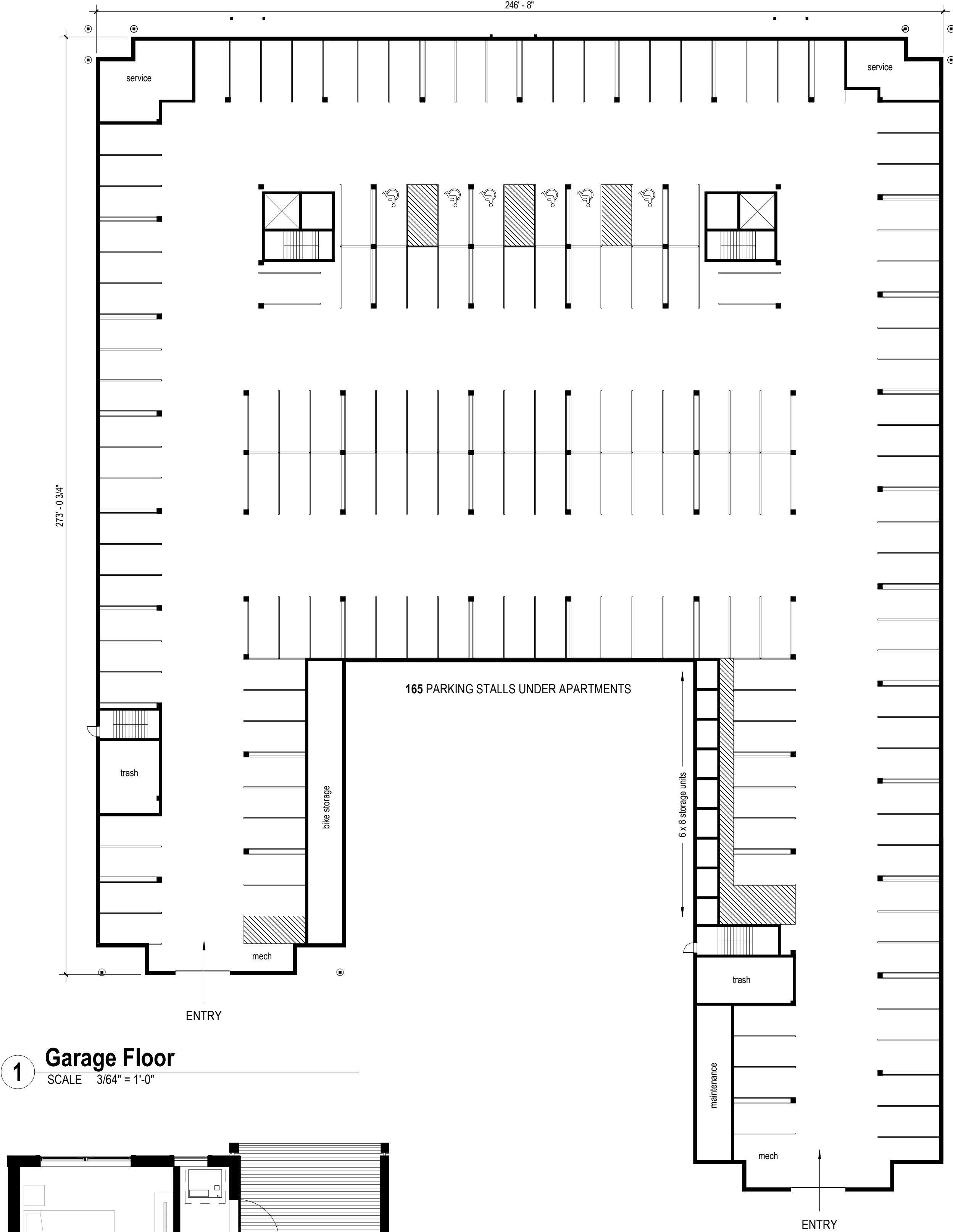
Latest Revision : 25 Sept 2020  
by me or under supervision and I am duly licensed Professional

Prepared For : Peter Stalland

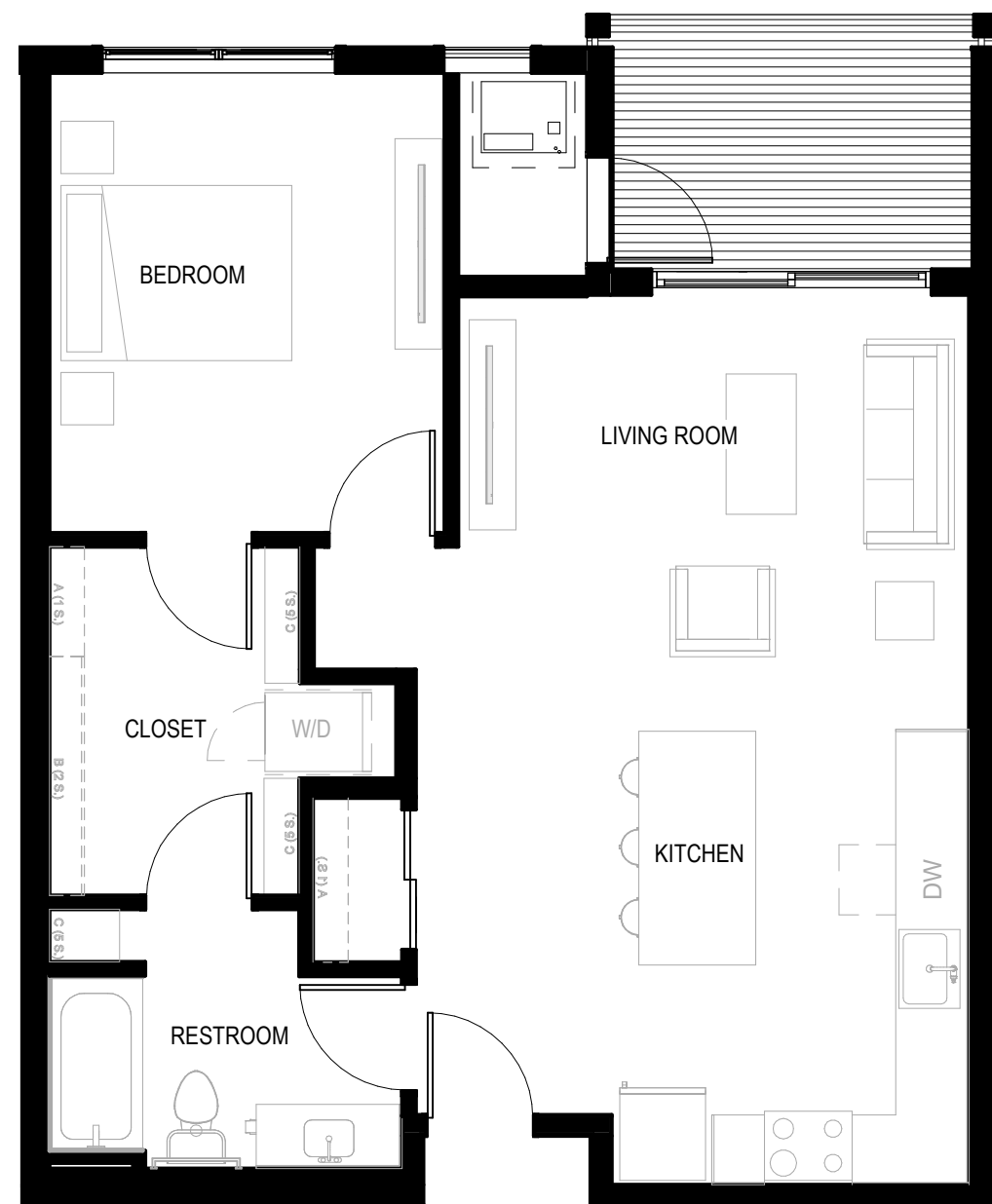
THE CROSSING AT INVER WOODS  
APARTMENTS  
PRELIMINARY LANDSCAPE PLAN  
1462 80TH STREET EAST , INVER GROVE HGHTS  
DAKOTA COUNTY, MINNESOTA







1 **Garage Floor**  
SCALE 3/64" = 1'-0"



3 **Typical Unit (1 Bedroom)**  
SCALE 3/16" = 1'-0"

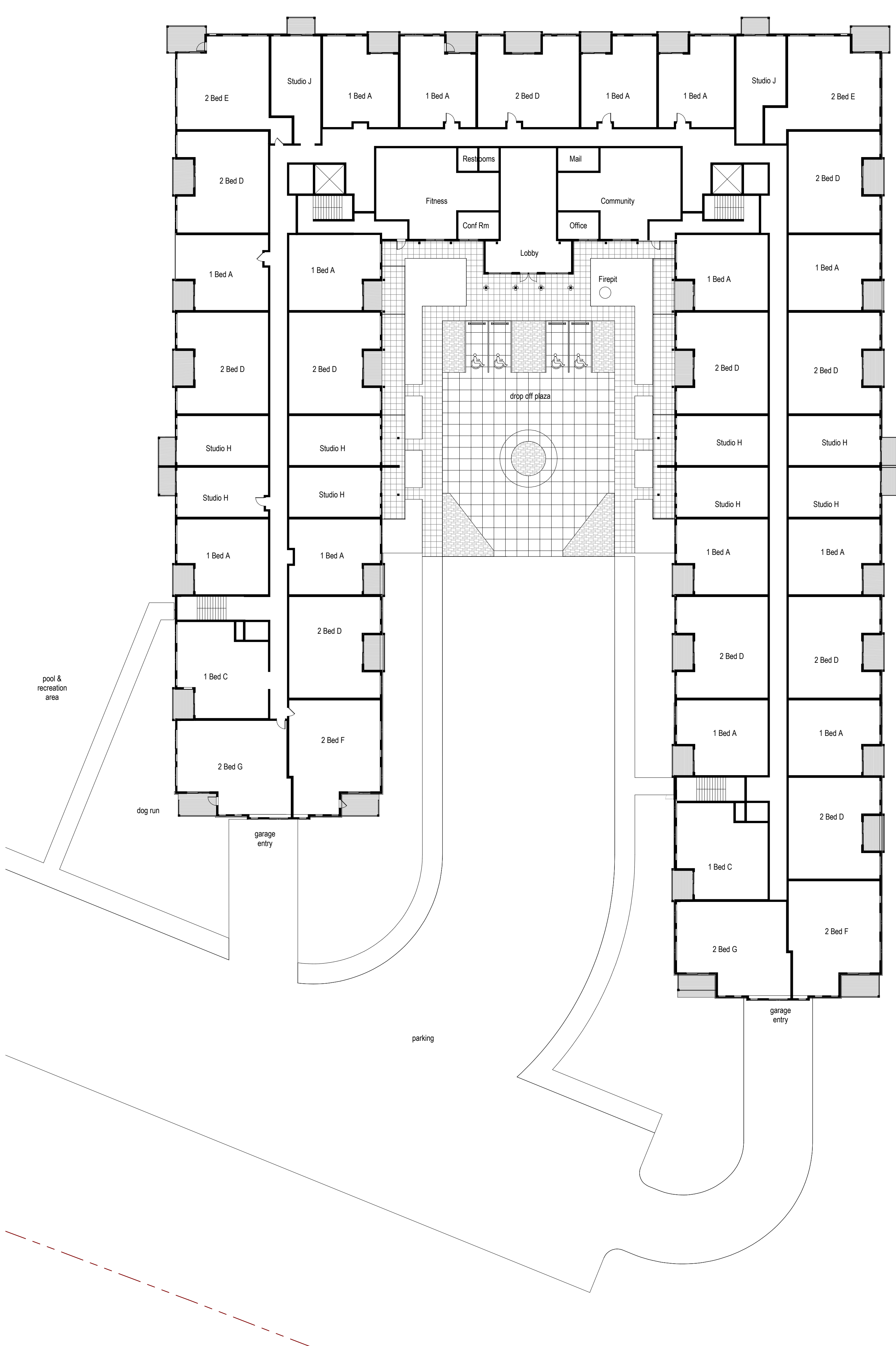
| APARTMENT AREA BY FLOOR |  |           |
|-------------------------|--|-----------|
| -1 LEVEL                |  | 62130 SF  |
| 1 LEVEL                 |  | 49017 SF  |
| 2 LEVEL                 |  | 48172 SF  |
| 3 LEVEL                 |  | 48392 SF  |
| 4 LEVEL                 |  | 16246 SF  |
| TOTAL                   |  | 223957 SF |

| F.A.R. SITE AREA 420,124 SF  |        |  |
|------------------------------|--------|--|
| Gross Area Excluding Garages | F.A.R. |  |
| 219377 SF                    | 0.52   |  |

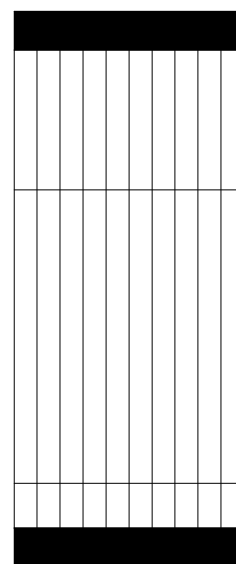
| PARKING                 |     |
|-------------------------|-----|
| Apartment Garage Stalls | 165 |
| TOTAL PARKING           | 165 |

| APARTMENT AREA BY USE |           |        |
|-----------------------|-----------|--------|
| Amenity               | 3680 SF   | 2.3%   |
| Circulation           | 16561 SF  | 10.2%  |
| Leasable Residential  | 136302 SF | 84.2%  |
| Trash                 | 500 SF    | 0.3%   |
| Utilities             | 911 SF    | 0.6%   |
| Vertical Circulation  | 3874 SF   | 2.4%   |
| TOTAL (w/o GARAGE)    | 161827 SF | 100.0% |

| APARTMENT UNITS |          |         |
|-----------------|----------|---------|
| 54              | 1 Bed A  | 816 SF  |
| 4               | 1 Bed B  | 996 SF  |
| 6               | 1 Bed C  | 973 SF  |
| 36              | 2 Bed D  | 1102 SF |
| 3               | 2 Bed E  | 1122 SF |
| 1               | 2 Bed E  | 1123 SF |
| 4               | 2 Bed E  | 1151 SF |
| 6               | 2 Bed F  | 1210 SF |
| 6               | 2 Bed G  | 1247 SF |
| 24              | Studio H | 589 SF  |
| 4               | Studio J | 585 SF  |
| 1               | Studio J | 613 SF  |
| 3               | Studio J | 614 SF  |
| Total: 152      |          |         |



4 **First Floor**  
SCALE 3/64" = 1'-0"



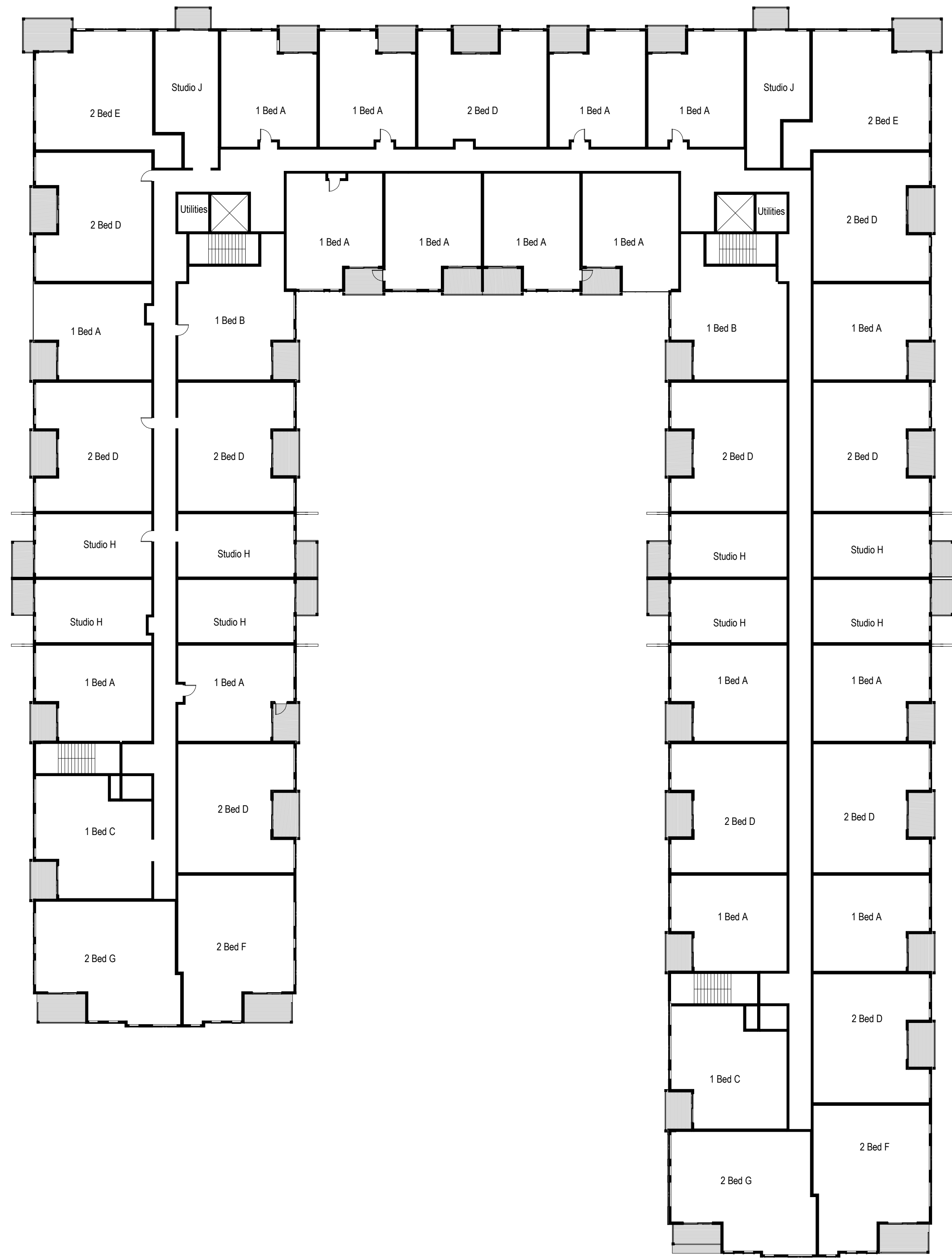
NOT FOR CONSTRUCTION

|                   |          |
|-------------------|----------|
| Date              | 09/11/20 |
| Project Architect | JEH      |
| Project Number    | 20029    |

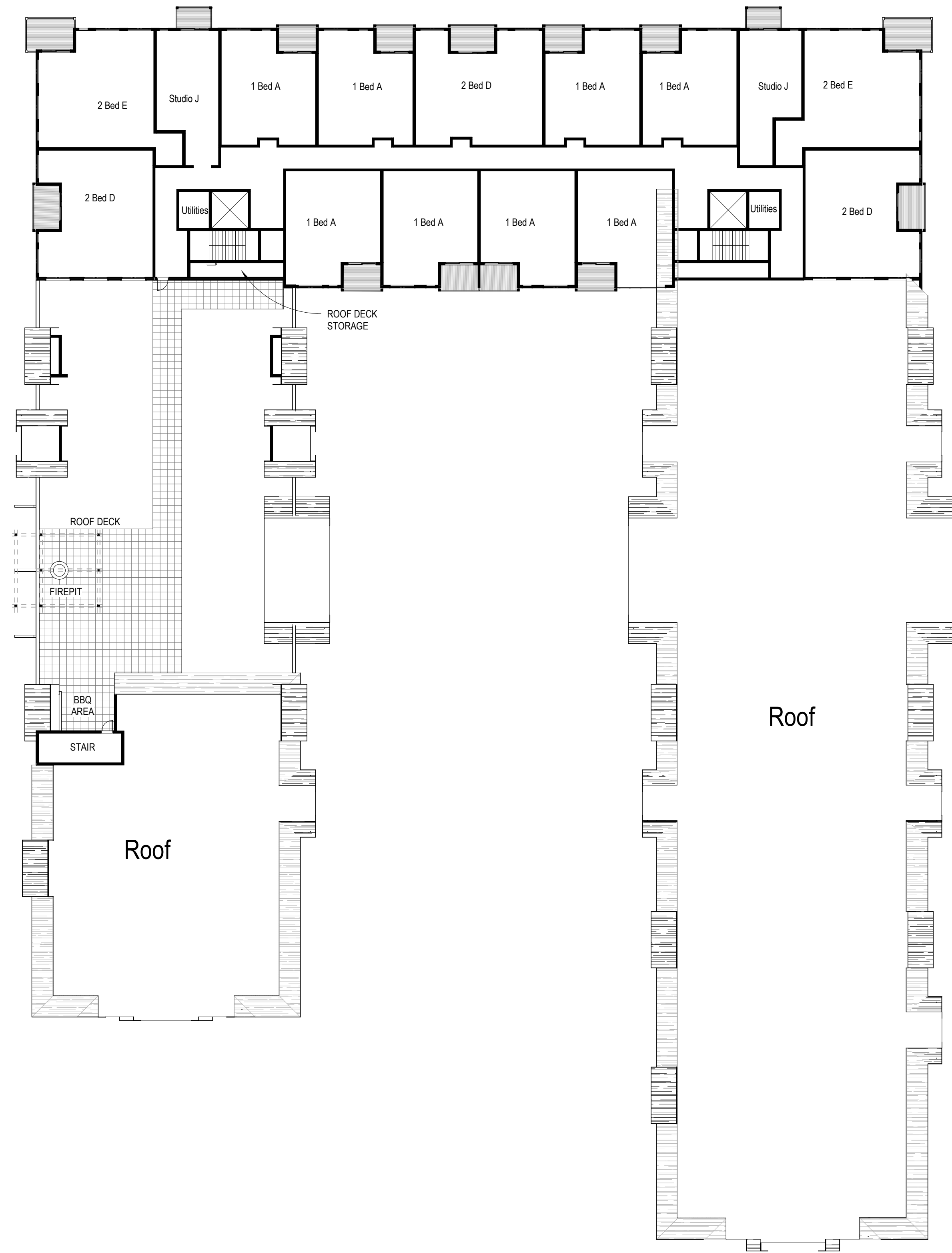
FLOOR PLANS  
- APTS

**X01**

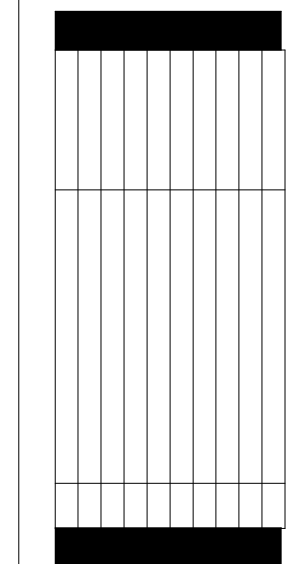




**1** Second & Third Floor (Typ.)  
SCALE 3/64" = 1'-0"



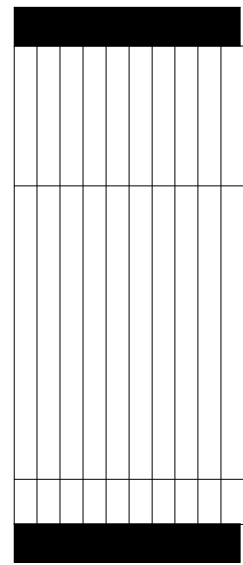
**2** Fourth Floor  
SCALE 3/64" = 1'-0"



NOT FOR CONSTRUCTION



**The Crossings at Inver Woods**  
**1462 80th St E**  
Inver Grove Heights, Minnesota



NOT FOR CONSTRUCTION

|                   |          |
|-------------------|----------|
| Date              | 09/11/20 |
| Project Architect | Checker  |
| Project Number    | 20029    |

EXTERIOR  
ELEVATIONS -  
APTS

**X10**

| MATERIALS       | PERCENTAGES   |
|-----------------|---------------|
| COMPOSITE BOARD | 2265 SF (24%) |
| ALUMINUM PANEL  | 2246 SF (23%) |
| LAP SIDING      | 3063 SF (32%) |
| MASONRY         | 2065 SF (21%) |

COMPOSITE LAP SIDING

ALUMINUM PANEL, WOOD TEXTURED

COMPOSITE BOARD & BATTEN PANELING

MASONRY BASE

ROOF BRG  
42' - 0"

4 LEVEL  
33' - 0"

3 LEVEL  
22' - 0"

2 LEVEL  
11' - 0"

1 LEVEL  
0"

-1 LEVEL  
-10' - 0"

**2 South Elevation**  
SCALE 3/32" = 1'-0"

| MATERIALS       | PERCENTAGES   |
|-----------------|---------------|
| COMPOSITE BOARD | 2791 SF (37%) |
| ALUMINUM PANEL  | 3380 SF (44%) |
| LAP SIDING      | 1326 SF (17%) |
| MASONRY         | 131 SF (2%)   |

COMPOSITE BOARD & BATTEN PANELING

ALUMINUM PANEL, WOOD TEXTURED

ROOF BRG  
42' - 0"

COMPOSITE LAP SIDING

MASONRY BASE

4 LEVEL  
33' - 0"

3 LEVEL  
22' - 0"

2 LEVEL  
11' - 0"

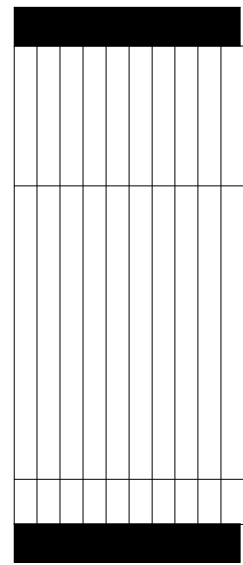
1 LEVEL  
0"

-1 LEVEL  
-10' - 0"

**1 North Elevation**  
SCALE 3/32" = 1'-0"



The Crossings at Inver Woods  
1462 80th St E  
Inver Grove Heights, Minnesota



NOT FOR CONSTRUCTION

|                            |          |
|----------------------------|----------|
| Date                       | 09/11/20 |
| Project Architect          | Checker  |
| Project Number             | 20029    |
| EXTERIOR ELEVATIONS - APTS |          |
| X11                        |          |

| MATERIALS                | PERCENTAGES   |
|--------------------------|---------------|
| COMPOSITE BOARD PANELING | 5858 SF (39%) |
| ALUMINUM PANEL           | 252 SF (1%)   |
| LAP SIDING               | 5647 SF (38%) |
| MASONRY                  | 3278 SF (22%) |



2 West Elevation  
SCALE 3/32" = 1'-0"

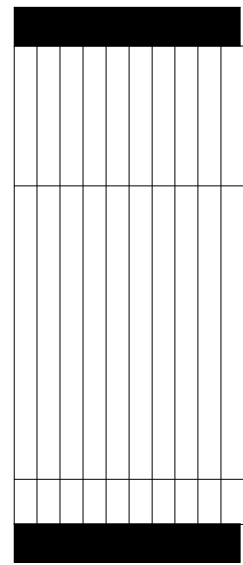
| MATERIALS       | PERCENTAGES   |
|-----------------|---------------|
| COMPOSITE BOARD | 3172 SF (43%) |
| ALUMINUM PANEL  | 30 SF (1%)    |
| LAP SIDING      | 3659 SF (50%) |
| MASONRY         | 434 SF (6%)   |



1 Inside Courtyard Elevation (West Leg)  
SCALE 3/32" = 1'-0"



**The Crossings at Inver Woods**  
**1462 80th St E**  
Inver Grove Heights, Minnesota



NOT FOR CONSTRUCTION

|                   |          |
|-------------------|----------|
| Date              | 09/11/20 |
| Project Architect | Checker  |
| Project Number    | 20029    |

EXTERIOR  
ELEVATIONS -  
APTS

**X12**

| MATERIALS       | PERCENTAGES   |
|-----------------|---------------|
| COMPOSITE BOARD | 6220 SF (46%) |
| ALUMINUM PANEL  | 231 SF (2%)   |
| LAP SIDING      | 5360 SF (39%) |
| MASONRY         | 1758 SF (13%) |



**1 East Elevation**  
SCALE 3/32" = 1'-0"

| MATERIALS       | PERCENTAGES   |
|-----------------|---------------|
| COMPOSITE BOARD | 4325 SF (44%) |
| ALUMINUM PANEL  | 35 SF (1%)    |
| LAP SIDING      | 4306 SF (44%) |
| MASONRY         | 1097 SF (11%) |



**2 Inside Courtyard Elevation (East Leg)**  
SCALE 3/32" = 1'-0"

**CITY OF INVER GROVE HEIGHTS****REQUEST FOR COUNCIL ACTION**

CONSIDER FIRST READING OF AN ORDINANCE AMENDING CITY CODE TITLE 3, CHAPTER 4, SECTIONS 3-4-2-2 and 3-4-2-3 and 10-3-8 ADJUSTING DEVELOPMENT FEES FOR 2021

Meeting Date: October 12, 2020  
 Item Type: Regular Agenda  
 Contact: Amy Hove, Finance Director  
 Prepared by: Amy Hove, Finance Director  
 Reviewed by: Scott Thureen, PW Director  
 Allan Hunting, City Planner  
 Heather Rand, CD Director

Fiscal/FTE Impact:

|                                     |                                    |
|-------------------------------------|------------------------------------|
| <input checked="" type="checkbox"/> | None                               |
| <input type="checkbox"/>            | Amount included in current budget  |
| <input type="checkbox"/>            | Budget amendment requested         |
| <input type="checkbox"/>            | FTE included in current complement |
| <input type="checkbox"/>            | New FTE requested – N/A            |
| <input type="checkbox"/>            | Other                              |

**PURPOSE/ACTION REQUESTED** Council is asked to consider the first reading of an ordinance to amend the City Code to adjust the fees and charges associated with development activities. This includes water and sanitary sewer connection fees, and fees associated with planning activities (such as rezoning, variance, conditional use permits, etc.).

**SUMMARY** Minnesota State Statutes 462.353 sets forth the requirements with respect to a municipality's authority to prescribe fees associated with planning activities.

While Statute 462 does not speak to building permit fees or water or sanitary sewer connection fees, the City Attorney's advice is to set forth the fees in the Code given the scope of development that is anticipated to take place over the next several years in the northwest area.

The required public hearing has been set for the second reading on November 9, 2020 and will be continued to the third and final reading on December 14, 2020.

Staff proposes changes to the fees that address water and sanitary sewer connection fees, etc. The water and sewer connection fees are proposed to increase between 3.5% and 5%. These proposed fees are based on financial projections supplied in Ehlers and Associates May 2016 Update.

The proposed changes are reflected on the attached.

**CITY OF INVER GROVE HEIGHTS  
DAKOTA COUNTY, MINNESOTA**

**ORDINANCE NO. \_\_\_\_\_**

**AN ORDINANCE AMENDING TITLE 3, CHAPTER 4, SECTION 3-4-2-2 AND SECTION 3-4-2-3 AND SECTION 3-4-3 AND TITLE 10, CHAPTER 3, SECTION 10-3-8 B OF THE INVER GROVE HEIGHTS CITY CODE RELATING TO FEES**

The City Council of Inver Grove Heights does hereby ordain as follows:

**Section 1. Amendment No. 1.** Inver Grove Heights City Code Title 3, Chapter 4, Section 3-4-2-2 is hereby amended in its entirety to read as follows:

**3-4-2-2: WATER, SANITARY SEWER AND STORM WATER SYSTEMS CONNECTION FEES:**

**A. Purpose and Intent.** Minn. Stat. § 444.075, subd 3. and IGH City Code Title 8 allows the City to impose just and equitable charges for connection to the City water utility system to pay for the construction, reconstruction, repair, enlargement, improvement, or other obtainment, the maintenance, operation and use of the facilities, and of obtaining and complying with permits required by law.

Minn. Stat. § 444.075, subd. 3. and IGH City Code Title 8 allows the City to impose just and equitable charges for connection to the City sanitary sewer utility system to pay for the construction, reconstruction, repair, enlargement, improvement, or other obtainment, the maintenance, operation and use of the facilities, and of obtaining and complying with permits required by law.

Minn. Stat. § 444.075, subd. 3. and IGH City Code Title 8 allows the City to impose just and equitable charges for connection to the City storm sewer utility system to pay for the construction, reconstruction, repair, enlargement, improvement, or other obtainment, the maintenance, operation and use of the facilities, and of obtaining and complying with permits required by law.

The City has installed water, sewer, and storm sewer improvements in the Northwest Area without assessing the costs against benefitting properties. The City intends to recover its costs through the collection of utility system connection fees.

The purpose and intent of this Title 3, Chapter 4, Section 3-4-2-2 is to impose connection fees for the water utility system and the sanitary sewer utility system and the storm water sewer utility system, also known as the storm water system.

**B. Definitions.** For purposes of this Title 3, Chapter 4, Section 3-4-2-2, the following terms shall have the following meanings:

**Northwest Area** means that certain geographic area within the City of Inver Grove Heights defined, established and referred to as the Northwest Area Overlay District pursuant to the City's zoning regulations.

**Net Developable Area** means the number of acres within a property remaining after excluding those portions that are either: a) encumbered by right of way for arterial roads as defined in the Inver Grove Heights Comprehensive Plan; or b) lying below the ordinary high water level of public waters as identified in the Shoreland Overlay District; or c) lying within the boundaries of wetlands delineated according to the Minnesota Wetland Conservation Act; or d) bluffs in Shoreland Overlay Districts abutting public waters; or e) land to be dedicated to the City of Inver Grove Heights for public park/recreation area purposes. Net Developable Area does

not include outlots within a plat that are intended to be replatted at a later date into developable lots.

**Gross Acres** means the total acres within a plat, subdivision or parcel. Gross Acres do not include outlots within a plat that are intended to be replatted at a later date into developable lots.

**SAC Unit** means a unit as determined by the Metropolitan Council Environmental Services according to the Metropolitan Council Service Availability Charge Manual.

**C. Connection Fees For Water Utility System For Land Outside of Northwest Area.** The following connection fees for the water utility system are hereby imposed and required to be paid with respect to land outside of the Northwest Area that is within the Metropolitan Urban Service Area (MUSA).

**Fees Payable At Time of Plat**

The following fee must be paid when the property is subdivided or the property is platted or a building permit is obtained or when connection is made to the municipal water system, whichever occurs first. The fee is not payable if the property has been previously specially assessed on an area basis for a trunk water line.

|                           |                                                                                                   |
|---------------------------|---------------------------------------------------------------------------------------------------|
| Water Plat Connection Fee | <del>\$1,400</del> <b>\$1,450</b> multiplied by a density factor of 3.5 multiplied by Gross Acres |
|---------------------------|---------------------------------------------------------------------------------------------------|

**Fees Payable At Time of Building Permit**

The following fees must be paid by the landowner when a building permit is obtained or when connection is made to the municipal water system, whichever occurs first.

|                                                         |                                            |
|---------------------------------------------------------|--------------------------------------------|
| Water Building Permit Connection Unit Fee               | <del>\$930</del> <b>\$960</b> per SAC Unit |
| Water Treatment Plant Fee                               | <del>\$820</del> <b>\$850</b> per SAC Unit |
| Water Core Connection Fee (based on water service size) |                                            |
| 1 inch                                                  | <del>\$1,940</del> <b>\$2,010</b>          |
| 1 ½ inch                                                | <del>\$4,350</del> <b>\$4,500</b>          |
| 2 inch                                                  | <del>\$7,710</del> <b>\$7,980</b>          |
| 3 inch                                                  | <del>\$18,280</del> <b>\$18,920</b>        |
| 4 inch                                                  | <del>\$30,850</del> <b>\$31,930</b>        |
| 6 inch (or larger)                                      | <del>\$72,320</del> <b>\$74,850</b>        |

**D. Connection Fees For Sanitary Sewer Utility System For Land Outside of Northwest Area.** The following connection fees for the sanitary sewer utility system are hereby imposed and required to be paid with respect to land outside of the Northwest Area that is within the Metropolitan Urban Service Area (MUSA).

**Fees Payable At Time of Plat**

The following fee must be paid when the property is subdivided or the property is platted or a building permit is obtained or connection is made to the municipal sanitary sewer system, whichever occurs first. The fee is not payable if the property has been previously specially assessed on an area basis for a trunk sanitary sewer line.

|                                    |                                                                                                   |
|------------------------------------|---------------------------------------------------------------------------------------------------|
| Sanitary Sewer Plat Connection Fee | <del>\$1,400</del> <b>\$1,450</b> multiplied by a density factor of 3.5 multiplied by Gross Acres |
|------------------------------------|---------------------------------------------------------------------------------------------------|

**Fees Payable At Time of Building Permit**



The following fees must be paid by the landowner when a building permit is obtained or when connection is made to the municipal sanitary sewer system, whichever occurs first. The B-Line special connection charge only applies to that area of the City served by the B-Line sanitary system; for properties in the B-Line area, the B-Line special connection charge is payable in addition to the other fees set forth below.

|                                                                  |                                                                                    |
|------------------------------------------------------------------|------------------------------------------------------------------------------------|
| M.C.E.S. SAC Unit Fee                                            | \$2,485 per SAC Unit                                                               |
| Sanitary Sewer Building Permit Connection Unit Fee               | <del>\$510</del> <b>\$530</b> per SAC Unit                                         |
| B-Line Special Connection Charge                                 | <del>\$1,300</del> <b>\$1,350</b> per SAC Unit<br>(applicable only to B-Line Area) |
| Sewer Core Connection Fee (based on building sewer service size) |                                                                                    |
| 4 inch                                                           | <del>\$620</del> <b>\$640</b>                                                      |
| 6 inch                                                           | <del>\$1,050</del> <b>\$1,090</b>                                                  |
| 8 inch                                                           | <del>\$1,860</del> <b>\$1,930</b>                                                  |
| 10 inch                                                          | <del>\$2,900</del> <b>\$3,000</b>                                                  |
| 12 inch                                                          | <del>\$4,200</del> <b>\$4,350</b>                                                  |

**E. Connection Fees For Water Utility System For Northwest Area.** The following connection fees for the water utility system are hereby imposed and required to be paid with respect to land within the Northwest Area.

**Fees Payable At Time of Plat  
(Northwest Area)**

The following fees must be paid when the property is subdivided or the property is platted or a building permit is obtained or when connection is made to the municipal water system, whichever occurs first. The fee is not payable if the property is being platted as an agricultural planned unit development with no connection to the municipal water system.

|                                             |                                                                                                                                                                                                                                                                                                                        |
|---------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Water Plat Connection Fee (Northwest Area)  |                                                                                                                                                                                                                                                                                                                        |
| In the R-1 and R-2 Zoning Districts         | <del>\$1,290</del> <b>\$1,340</b> multiplied by a density factor of 2.0 multiplied by the Net Developable Area                                                                                                                                                                                                         |
| In the R-3A Zoning District                 | <del>\$1,290</del> <b>\$1,340</b> multiplied by a density factor of 4.0 multiplied by the Net Developable Area                                                                                                                                                                                                         |
| In the R-3B Zoning District                 | <del>\$1,290</del> <b>\$1,340</b> multiplied by a density factor of 6.5 multiplied by the Net Developable Area                                                                                                                                                                                                         |
| In the R-3C Zoning District                 | <del>\$1,290</del> <b>\$1,340</b> multiplied by a density factor of 12.0 multiplied by the Net Developable Area                                                                                                                                                                                                        |
| In the B-1 and Office Park Zoning Districts | The fee shall be calculated as follows. First, multiply the Net Developable Area by 43,560 to express in square feet. Then multiply the square footage by 0.25 (the minimum Floor Area Ratio – FAR required by the Northwest Area Overlay District). The result is the minimum building area required by the Northwest |

|                                                                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
|------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                                                  | <p>Area Overlay District. Divide the minimum building area by the density factor of 2,400 square feet to arrive at density units. Then multiply the density units by <del>\$1,290</del> \$1,340</p>                                                                                                                                                                                                                                                                                                                        |
| In the B-2, B-3 and B-4 Zoning Districts                         | <p>The fee shall be calculated as follows. First, multiply the Net Developable Area by 43,560 to express in square feet. Then multiply the square footage by 0.25 (the minimum Floor Area Ratio – FAR required by the Northwest Area Overlay District). The result is the minimum building area required by the Northwest Area Overlay District. Divide the minimum building area by the density factor of 3,000 square feet to arrive at density units. Then multiply the density units by <del>\$1,290</del> \$1,340</p> |
| In the I-1 and I-2 and Industrial – Office Park Zoning Districts | <p>The fee shall be calculated as follows. First, multiply the Net Developable Area by 43,560 to express in square feet. Then multiply the square footage by 0.25 (the minimum Floor Area Ratio – FAR required by the Northwest Area Overlay District). The result is the minimum building area required by the Northwest Area Overlay District. Divide the minimum building area by the density factor of 7,000 square feet to arrive at density units. Then multiply the density units by <del>\$1,290</del> \$1,340</p> |
| In the P-Institutional Zoning Districts                          | <p>The fee shall be calculated as follows. First, multiply the Net Developable Area by 43,560 to express in square feet. Then multiply the square footage by 0.25 (the minimum Floor Area Ratio – FAR required by the Northwest Area Overlay District). The result is the minimum building area required by the Northwest Area Overlay District. Divide the minimum building area by the density factor of 2,400 square feet to arrive at density units. Then multiply the density units by <del>\$1,290</del> \$1,340</p> |



|                                                                                   |                                                                                                                                                                                                                                                                                                               |
|-----------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| In the Mixed Use – Residential and in the Mixed Use - Commercial Zoning Districts | The fee shall be calculated with respect to each pro-ratable area component of the mixed use development using the appropriate fee calculations set forth above in relation to the respective land use of the component. The respective fees for each component shall then be added to compute the total fee. |
|-----------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

### **Fees Payable At Time of Building Permit (Northwest Area)**

The following fees must be paid by the landowner when a building permit is obtained or when connection is made to the municipal water system, whichever occurs first.

|                                                                          |                                         |
|--------------------------------------------------------------------------|-----------------------------------------|
| Water Building Permit Connection Unit Fee (Northwest Area)               | <del>\$3,570</del> \$3,710 per SAC Unit |
| Water Treatment Plant Fee (Northwest Area)                               | <del>\$760</del> \$790 per SAC Unit     |
| Water Core Connection Fee (based on water service size) (Northwest Area) |                                         |
| 1 inch                                                                   | <del>\$1,880</del> \$1,960              |
| 1 ½ inch                                                                 | <del>\$4,230</del> \$4,400              |
| 2 inch                                                                   | <del>\$7,520</del> \$7,820              |
| 3 inch                                                                   | <del>\$16,900</del> \$17,580            |
| 4 inch                                                                   | <del>\$30,080</del> \$31,280            |
| 6 inch (or larger)                                                       | <del>\$70,500</del> \$73,320            |

### **F. Connection Fees For Sanitary Sewer Utility System For Northwest Area.**

The following connection fees for the sanitary sewer utility system are hereby imposed and required to be paid with respect to land within the Northwest Area:

### **Fees Payable At Time of Plat (Northwest Area)**

The following fee must be paid when the property is subdivided or the property is platted or a building permit is obtained or when connection is made to the municipal sanitary sewer system, whichever occurs first. The fee is not payable if the property is being platted as an agricultural planned unit development with no connection to the municipal water system.

|                                                     |                                                                                                          |
|-----------------------------------------------------|----------------------------------------------------------------------------------------------------------|
| Sanitary Sewer Plat Connection Fee (Northwest Area) |                                                                                                          |
| In the R-1 and R-2 Zoning Districts                 | <del>\$2,230</del> \$2,340 multiplied by a density factor of 2.0 multiplied by the Net Developable Area  |
| In the R-3A Zoning District                         | <del>\$2,230</del> \$2,340 multiplied by a density factor of 4.0 multiplied by the Net Developable Area  |
| In the R-3B Zoning District                         | <del>\$2,230</del> \$2,340 multiplied by a density factor of 6.5 multiplied by the Net Developable Area  |
| In the R-3C Zoning District                         | <del>\$2,230</del> \$2,340 multiplied by a density factor of 12.0 multiplied by the Net Developable Area |

|                                                                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
|------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| In the B-1 and Office Park Zoning Districts                      | <p>The fee shall be calculated as follows. First, multiply the Net Developable Area by 43,560 to express in square feet. Then multiply the square footage by 0.25 (the minimum Floor Area Ratio – FAR required by the Northwest Area Overlay District). The result is the minimum building area required by the Northwest Area Overlay District. Divide the minimum building area by the density factor of 2,400 square feet to arrive at density units. Then multiply the density units by <del>\$2,230</del> \$2,340.</p> |
| In the B-2, B-3 and B-4 Zoning Districts                         | <p>The fee shall be calculated as follows. First, multiply the Net Developable Area by 43,560 to express in square feet. Then multiply the square footage by 0.25 (the minimum Floor Area Ratio – FAR required by the Northwest Area Overlay District). The result is the minimum building area required by the Northwest Area Overlay District. Divide the minimum building area by the density factor of 3,000 square feet to arrive at density units. Then multiply the density units by <del>\$2,230</del> \$2,340.</p> |
| In the I-1 and I-2 and Industrial – Office Park Zoning Districts | <p>The fee shall be calculated as follows. First, multiply the Net Developable Area by 43,560 to express in square feet. Then multiply the square footage by 0.25 (the minimum Floor Area Ratio – FAR required by the Northwest Area Overlay District). The result is the minimum building area required by the Northwest Area Overlay District. Divide the minimum building area by the density factor of 7,000 square feet to arrive at density units. Then multiply the density units by <del>\$2,230</del> \$2,340.</p> |
| In the P-Institutional Zoning Districts                          | <p>The fee shall be calculated as follows. First, multiply the Net Developable Area by 43,560 to express in square feet. Then multiply the square footage by 0.25 (the minimum Floor Area Ratio – FAR required by the Northwest Area Overlay District).</p>                                                                                                                                                                                                                                                                 |

|                                                                                   |                                                                                                                                                                                                                                                                                                               |
|-----------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                                                                   | The result is the minimum building area required by the Northwest Area Overlay District. Divide the minimum building area by the density factor of 2,400 square feet to arrive at density units. Then multiply the density units by <del>\$2,230</del> \$2,340.                                               |
| In the Mixed Use – Residential and in the Mixed Use - Commercial Zoning Districts | The fee shall be calculated with respect to each pro-ratable area component of the mixed use development using the appropriate fee calculations set forth above in relation to the respective land use of the component. The respective fees for each component shall then be added to compute the total fee. |

### **Fees Paid At Time of Building Permit (Northwest Area)**

The following fees must be paid by the landowner when a building permit is obtained or when connection is made to the municipal sanitary sewer system, whichever occurs first.

|                                                                     |                                         |
|---------------------------------------------------------------------|-----------------------------------------|
| M.C.E.S. SAC Unit Fee (Northwest Area)                              | \$2,485 per SAC Unit                    |
| Sanitary Sewer Building Permit Connection Unit Fee (Northwest Area) | <del>\$6,420</del> \$6,430 per SAC Unit |
| Sewer Core Connection Fee (based on building sewer service size)    |                                         |
| 4 inch                                                              | <del>\$640</del> \$640                  |
| 6 inch                                                              | <del>\$1,020</del> \$1,070              |
| 8 inch                                                              | <del>\$1,830</del> \$1,920              |
| 10 inch                                                             | <del>\$2,870</del> \$3,010              |
| 12 inch                                                             | <del>\$4,110</del> \$4,320              |

**G. Connection Fees For Storm Water Sewer Utility System For Northwest Area.** The following connection fees for the storm water sewer utility system also known as the storm water system are hereby imposed and required to be paid with respect to land within the Northwest Area:

### **Fees Payable At Time of Plat (Northwest Area)**

The following fees must be paid by the landowner when the property is subdivided or the property is platted or a building permit is obtained, whichever occurs first.

The fees are not payable for outlots if the property is being platted as an agricultural planned unit development.

|                                                  |                                                                              |
|--------------------------------------------------|------------------------------------------------------------------------------|
| Storm Water Plat Connection Fee (Northwest Area) |                                                                              |
| In the R-1 and R-2 and R-3A Zoning Districts     | <del>\$14,560</del> \$15,290 per acre multiplied by the Net Developable Area |

|                                                    |                                                                              |
|----------------------------------------------------|------------------------------------------------------------------------------|
| In the R-3B and R-3C Zoning Districts              | <del>\$14,560</del> \$15,290 per acre multiplied by the Net Developable Area |
| In the B-1 and Office Park Zoning Districts        | <del>\$16,730</del> \$17,570 per acre multiplied by the Net Developable Area |
| In the B-2, B-3 and B-4 Zoning Districts           | <del>\$16,280</del> \$17,090 per acre multiplied by the Net Developable Area |
| In the I-1, I-2 and I-Office Park Zoning Districts | <del>\$15,820</del> \$16,610 per acre multiplied by the Net Developable Area |
| In the P-Institutional Zoning District             | <del>\$14,910</del> \$15,660 per acre multiplied by the Net Developable Area |
| In the Mixed Use - Residential Zoning District     | <del>\$14,910</del> \$15,660 per acre multiplied by the Net Developable Area |
| In the Mixed Use - Commercial Zoning District      | <del>\$15,820</del> \$16,610 per acre multiplied by the Net Developable Area |

**H. Outlots.** With respect to calculating the fees payable at the time of platting, the acreage within the outlots that are intended to be replatted into buildable lots at a later date shall not be included within the calculations. When the acreage within the outlots are subsequently replatted into buildable lots, the fees for such acreage shall then be paid at the time of the replat.

**Section 2. Amendment No. 2.** Inver Grove Heights City Code Title 3, Chapter 4, Section 3-4-2-3 is hereby amended in its entirety to read as follows:

**3-4-2-3: SANITARY SEWER AND WATER TRUNK AREA ASSESSMENTS:** With respect to special assessments under Chapter 429 of the Minnesota Statutes, the assessments rolls for sanitary sewer and water trunk lines shall initially be calculated using the following per acre assessment amounts for trunk line area benefit.

~~\$4,860~~ \$5,030 per acre for water trunk line area benefit

~~\$4,860~~ \$5,030 per acre for sanitary sewer trunk line area benefit

The Council may adjust the assessment roll and special assessments after public hearing pursuant to Minn. Stat. § 429.061 and the Council shall determine the final assessment roll and special assessments by resolution.

**Section 3. Amendment No. 4.** Inver Grove Heights City Code Title 3, Chapter 4, Section 10-3-8 is hereby amended to read as follows:

- B. **Fee Amounts and Escrow Deposit:** The city may require that applicants deposit in escrow with the city, together with the application filing fees, the sums required by the city toward prepayment of the attorney, planning and engineering costs. The prepayment amounts shall be a credit toward the fees for the attorney, planning and engineering and other professional consultant fees to be reimbursed by the applicant. All such fees, if not paid by the escrow, shall be paid by the applicant within sixty (60) days of final action on the matter by the city council. If such fees are less than the escrowed amount, such escrow will be returned to the applicant within sixty (60) days of the final action on the matter by the city council. The following escrow amounts shall be deposited, together with land use approval applications: (Ord. 1098, 11-8-2004)

| TYPE OF LAND USE APPROVAL                                            | BASE FEE            | GIS FEE    | ESCROW  |
|----------------------------------------------------------------------|---------------------|------------|---------|
| Conditional Use Permit, single family residential                    | \$250               |            |         |
| Conditional Use Permit, Impervious surface single family residential | \$250               |            | \$1,500 |
| Conditional Use Permit, other                                        | \$500               |            | \$5,000 |
| Conditional Use Permit, other – amendment                            | \$150               |            | \$1,000 |
| Comprehensive Plan Amendment                                         | \$500               | \$50       | \$2,500 |
| Comprehensive Plan Amendment - minor                                 | \$200               |            | \$250   |
| Zoning Code Amendment                                                | \$500               |            | \$500   |
| Zoning Code Amendment – minor                                        | \$100               |            | \$250   |
| Rezoning                                                             | \$500               | \$50       | \$500   |
| Variance - Residential                                               | \$200               |            |         |
| Variance - Commercial                                                | \$200               |            |         |
| Planned Unit Development Preliminary                                 | \$1,000 + plat fees |            | \$5,000 |
| Final                                                                | \$500               |            | \$3,000 |
| Planned Unit Development Amendment                                   | \$250               |            | \$1,000 |
| Determination of Substantially Similar Use                           | \$200               |            | \$200   |
| Major Site Plan Review                                               | \$500               |            | \$5,000 |
| Preliminary Plat                                                     | \$500/+ \$5 per lot |            | \$5,000 |
| Final Plat – single family                                           | \$500               | \$25/lot   | \$5,000 |
| Final Plat - other                                                   | \$200               | \$100/acre | \$5,000 |
| Waiver of Plat                                                       | \$300               | \$25       |         |
| Administrative Subdivision                                           | \$100               | \$25/lot   |         |
| Street Easement Vacation                                             | \$150               | \$50       | \$500   |
| Street Dedication                                                    | \$150               | \$50       |         |
| Wetland Conservation Act Certification                               | \$75                |            |         |
| Wetland Replacement Plan                                             | \$200               | \$100/acre | \$2,500 |
| Northwest Area Sketch Plan Review                                    |                     |            | \$1,000 |
| Northwest Area Environmental Studies Fee                             | \$80/gross acre     |            |         |
| Abstract Fee                                                         | \$46                |            |         |
| Interim Use Permit                                                   | \$500               |            | \$1,250 |
| Non Conforming Use Certificate                                       | \$500               |            | \$1,250 |

(Ord. 1180, 12-10-2007)

**Section 4. Effective Date.** This Ordinance shall be in full force and effect on January 1, 2021 and after its passage and publication according to law.

Passed this 14<sup>th</sup> day of December, 2020.

\_\_\_\_\_  
George Tourville, Mayor

ATTEST:

\_\_\_\_\_  
Rebecca Kiernan, City Clerk

October 12, 2020

Pre-Sale Report for

# City of Inver Grove Heights, Minnesota

\$1,675,000 General Obligation Improvement  
Refunding Bonds, Series 2020A



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**Prepared by:**

Ehlers  
3060 Centre Pointe Drive  
Roseville, MN 55113

**Advisors:**

Jason Aarsvold, Senior Municipal Advisor  
Jessica Cook, Economic Development Advisor  
Keith Dahl, Financial Specialist

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**BUILDING COMMUNITIES. IT'S WHAT WE DO.**



## EXECUTIVE SUMMARY OF PROPOSED DEBT

### Proposed Issue:

\$1,675,000 General Obligation Improvement Refunding Bonds, Series 2020A

### Purposes:

The proposed issue includes financing for a current refunding the City's Series 2010B Improvement Bonds for interest cost savings. The City issued the 2010B Bonds to finance the South Grove Area 5 Street Reconstruction Project.

Interest rates on the obligations proposed to be refunded are 3.00% to 3.15%. The refunding is expected to reduce debt service expense by approximately \$80,391 over the next 6.5 years. The Net Present Value Benefit of the refunding is estimated to be \$78,876.29, equal to 3.974% of the refunded principal.

This refunding is considered a Current Refunding as the obligations being refunded are callable (pre-payable) now.

### Authority:

The Bonds are being issued pursuant to Minnesota Statutes, Chapters 429 and 475. The Bonds will be general obligations of the City for which its full faith, credit and taxing powers are pledged.

### Term/Call Feature:

The Bonds are being issued for a term of 6 years, 2 months. Principal on the Bonds will be due on February 1 in the years 2022 through 2027. Interest is payable every six months beginning August 1, 2021.

The Bonds will be subject to prepayment at the discretion of the City on February 1, 2025 or any date thereafter.

### Bank Qualification:

Because the City is expecting to issue no more than \$10,000,000 in tax exempt debt during the calendar year, the City will be able to designate the Bonds as "bank qualified" obligations. Bank qualified status broadens the market for the Bonds, which can result in lower interest rates.

### Rating:

The City's most recent bond issues were rated by S&P Global Ratings. The current ratings on those bonds are "AA+". The City will request a new rating for the Bonds.

If the winning bidder on the Bonds elects to purchase bond insurance, the rating for the issue may be higher than the City's bond rating in the event that the bond rating of the insurer is higher than that of the City.

### **Basis for Recommendation:**

The proposed Bond issue is the most cost-efficient means of achieving the desired refunding and is expected to yield the lowest possible interest cost.

### **Method of Sale/Placement:**

We will solicit competitive bids for the purchase of the Bonds from underwriters and banks.

We will include an allowance for discount bidding in the terms of the issue. The discount is treated as an interest item and provides the underwriter with all or a portion of their compensation in the transaction.

If the Bonds are purchased at a price greater than the minimum bid amount (maximum discount), the unused allowance may be used to reduce your borrowing amount.

### **Premium Pricing:**

In some cases, investors in municipal bonds prefer "premium" pricing structures. A premium is achieved when the coupon for any maturity (the interest rate paid by the issuer) exceeds the yield to the investor, resulting in a price paid that is greater than the face value of the bonds. The sum of the amounts paid in excess of face value is considered "reoffering premium." The underwriter of the bonds will retain a portion of this reoffering premium as their compensation (or "discount") but will pay the remainder of the premium to the City. The amount of the premium varies, but it is not uncommon to see premiums for new issues in the range of 2.00% to 10.00% of the face amount of the issue. This means that an issuer with a \$2,000,000 offering may receive bids that result in proceeds of \$2,040,000 to \$2,200,000.

For this issue of Bonds we have been directed to use the net premium to reduce the size of the issue/increase the net proceeds for the project. The resulting adjustments may slightly change the true interest cost of the issue, either up or down.

The amount of premium can be restricted in the bid specifications. Restrictions on premium may result in fewer bids, but may also eliminate large adjustments on the day of sale and unintended impacts with respect to debt service payment. Ehlers will identify appropriate premium restrictions for the Bonds intended to achieve the City's objectives for this financing.

### **Review of Existing Debt:**

We have reviewed all outstanding City indebtedness for other refunding opportunities. The City's 2014B bonds (callable on 2-1-2022), 2015A and 2015B Bonds (both callable on 2-1-2023) present an additional refunding opportunity. Because these bonds are not callable within 90 days, they would need to be done as a taxable advance refunding.

Based on discussions with City staff, the recommended strategy for these refunding opportunities is to continue monitoring the market and wait to refund the bonds as a tax-

exempt current refunding. The intent with strategy is to provide a refunding solution that has the potential to lead to greater savings for the City.

We will also continue to monitor the market and the call dates for the City's remaining outstanding debt and will alert you to any future refunding opportunities.

### **Continuing Disclosure:**

Because the City has more than \$10,000,000 in outstanding debt (including this issue) and this issue is over \$1,000,000, the City will be agreeing to provide certain updated Annual Financial Information and its Audited Financial Statement annually, as well as providing notices of the occurrence of certain reportable events to the Municipal Securities Rulemaking Board (the "MSRB"), as required by rules of the Securities and Exchange Commission (SEC). The City is already obligated to provide such reports for its existing bonds, and has contracted with Ehlers to prepare and file the reports.

### **Arbitrage Monitoring:**

Because the Bonds tax-exempt obligations, the City must ensure compliance with certain Internal Revenue Service (IRS) rules throughout the life of the issue. These rules apply to all gross proceeds of the issue, including initial bond proceeds and investment earnings in construction, escrow, debt service, and any reserve funds. How issuers spend bond proceeds and how they track interest earnings on funds (arbitrage/yield restriction compliance) are common subjects of IRS inquiries. Your specific responsibilities will be defined in the Tax Certificate prepared by your Bond Attorney and provided at closing. You have retained Ehlers to assist you in complying with these rules.

### **Investment of Bond Proceeds:**

To maximize interest earnings, we recommend using an SEC registered investment advisor to assist with the investment of bond proceeds until they are needed to pay project costs. Ehlers is a registered investment advisor and can assist the City in developing an appropriate investment strategy if needed.

### **Risk Factors:**

**Current Refunding:** The Bonds are being issued to finance a current refunding of prior City debt obligations. Those prior debt obligations are callable now. The new Bonds will not be pre-payable until February 1, 2025.

This refunding is being undertaken based in part on an assumption that the City does not expect to pay off this debt prior to the new call date and that market conditions warrant the refunding at this time.

### **Other Service Providers:**

This debt issuance will require the engagement of other public finance service providers. This section identifies those other service providers, so Ehlers can coordinate their engagement on your behalf. Where you have previously used a particular firm to provide a service, we have assumed that you will continue that relationship. For services you have not previously required,

we have identified a service provider. Fees charged by these service providers will be paid from proceeds of the obligation, unless you notify us that you wish to pay them from other sources. Our pre-sale bond sizing includes a good faith estimate of these fees, but the final fees may vary. If you have any questions pertaining to the identified service providers or their role, or if you would like to use a different service provider for any of the listed services please contact us.

**Bond Counsel:** Kennedy & Graven, Chartered

**Paying Agent:** Wells Fargo Bank, National Association

**Rating Agency:** S&P Global Ratings (S&P)

### **Summary:**

The decisions to be made by the City Council are as follows:

- Accept or modify the finance assumptions described in this report
- Adopt the resolution attached to this report.

This presale report summarizes our understanding of the City's objectives for the structure and terms of this financing as of this date. As additional facts become known or capital markets conditions change, we may need to modify the structure and/or terms of this financing to achieve results consistent with the City's objectives.

## PROPOSED DEBT ISSUANCE SCHEDULE

|                                                     |                          |
|-----------------------------------------------------|--------------------------|
| Pre-Sale Review by City Council:                    | October 12, 2020         |
| Due Diligence Call to review Official Statement:    | Week of October 26, 2020 |
| Distribute Official Statement:                      | Week of November 9, 2020 |
| Conference with Rating Agency:                      | Week of November 9, 2020 |
| City Council Meeting to Award Sale of the Bonds:    | November 23, 2020        |
| Estimated Closing Date:                             | December 15, 2020        |
| Redemption Date for the Obligations Being Refunded: | December 29, 2020        |

### Attachments

Estimated Sources and Uses of Funds

Estimated Proposed Debt Service Schedule

Estimated Debt Service Comparison

Resolution Authorizing Ehlers to Proceed with Bonds Sale

## EHLERS' CONTACTS

|                                            |                |
|--------------------------------------------|----------------|
| Jason Aarsvold, Senior Municipal Advisor   | (651) 697-8512 |
| Jessica Cook, Economic Development Advisor | (651) 697-8546 |
| Keith Dahl, Financial Specialist           | (651) 697-8595 |
| Silvia Johnson, Public Finance Analyst     | (651) 697-8580 |
| Alicia Gage, Senior Financial Analyst      | (651) 697-8551 |

The Preliminary Official Statement for this financing will be sent to the City Council at their home or email address for review prior to the sale date.



# City of Inver Grove Heights, Minnesota

\$1,675,000 General Obligation Improvement Refunding Bonds, Series 2020A

Proposed Current Refunding of Series 2010B

Assuming Current GO BQ "AA+" Market Rates plus 10bps

## Sources & Uses

Dated 12/15/2020 | Delivered 12/15/2020

### Sources Of Funds

|                                               |                       |
|-----------------------------------------------|-----------------------|
| Par Amount of Bonds                           | \$1,675,000.00        |
| Transfers from Prior Issue Debt Service Funds | 400,253.13            |
| <b>Total Sources</b>                          | <b>\$2,075,253.13</b> |

### Uses Of Funds

|                                       |                       |
|---------------------------------------|-----------------------|
| Total Underwriter's Discount (1.200%) | 20,100.00             |
| Costs of Issuance                     | 43,000.00             |
| Deposit to Current Refunding Fund     | 2,009,874.79          |
| Rounding Amount                       | 2,278.34              |
| <b>Total Uses</b>                     | <b>\$2,075,253.13</b> |

# City of Inver Grove Heights, Minnesota

\$1,675,000 General Obligation Improvement Refunding Bonds, Series 2020A

Proposed Current Refunding of Series 2010B

Assuming Current GO BQ "AA+" Market Rates plus 10bps

## Debt Service Schedule

| Date         | Principal             | Coupon   | Interest           | Total P+I             | Fiscal Total |
|--------------|-----------------------|----------|--------------------|-----------------------|--------------|
| 12/15/2020   | -                     | -        | -                  | -                     | -            |
| 08/01/2021   | -                     | -        | 4,601.61           | 4,601.61              | -            |
| 02/01/2022   | 405,000.00            | 0.300%   | 3,665.00           | 408,665.00            | 413,266.61   |
| 08/01/2022   | -                     | -        | 3,057.50           | 3,057.50              | -            |
| 02/01/2023   | 255,000.00            | 0.350%   | 3,057.50           | 258,057.50            | 261,115.00   |
| 08/01/2023   | -                     | -        | 2,611.25           | 2,611.25              | -            |
| 02/01/2024   | 250,000.00            | 0.350%   | 2,611.25           | 252,611.25            | 255,222.50   |
| 08/01/2024   | -                     | -        | 2,173.75           | 2,173.75              | -            |
| 02/01/2025   | 250,000.00            | 0.450%   | 2,173.75           | 252,173.75            | 254,347.50   |
| 08/01/2025   | -                     | -        | 1,611.25           | 1,611.25              | -            |
| 02/01/2026   | 255,000.00            | 0.550%   | 1,611.25           | 256,611.25            | 258,222.50   |
| 08/01/2026   | -                     | -        | 910.00             | 910.00                | -            |
| 02/01/2027   | 260,000.00            | 0.700%   | 910.00             | 260,910.00            | 261,820.00   |
| <b>Total</b> | <b>\$1,675,000.00</b> | <b>-</b> | <b>\$28,994.11</b> | <b>\$1,703,994.11</b> | <b>-</b>     |

## Yield Statistics

|                                   |             |
|-----------------------------------|-------------|
| Bond Year Dollars                 | \$5,714.03  |
| Average Life                      | 3.411 Years |
| Average Coupon                    | 0.5074198%  |
| Net Interest Cost (NIC)           | 0.8591857%  |
| True Interest Cost (TIC)          | 0.8656124%  |
| Bond Yield for Arbitrage Purposes | 0.5068426%  |
| All Inclusive Cost (AIC)          | 1.6544733%  |

## IRS Form 8038

|                           |             |
|---------------------------|-------------|
| Net Interest Cost         | 0.5074198%  |
| Weighted Average Maturity | 3.411 Years |

# City of Inver Grove Heights, Minnesota

\$1,675,000 General Obligation Improvement Refunding Bonds, Series 2020A

Proposed Current Refunding of Series 2010B

Assuming Current GO BQ "AA+" Market Rates plus 10bps

## Debt Service Comparison

| Date         | Total P+I             | Net New D/S           | Old Net D/S           | Savings            |
|--------------|-----------------------|-----------------------|-----------------------|--------------------|
| 02/01/2021   | -                     | (2,278.34)            | -                     | 2,278.34           |
| 02/01/2022   | 413,266.61            | 413,266.61            | 424,406.26            | 11,139.65          |
| 02/01/2023   | 261,115.00            | 261,115.00            | 273,156.26            | 12,041.26          |
| 02/01/2024   | 255,222.50            | 255,222.50            | 271,106.26            | 15,883.76          |
| 02/01/2025   | 254,347.50            | 254,347.50            | 268,906.26            | 14,558.76          |
| 02/01/2026   | 258,222.50            | 258,222.50            | 271,250.00            | 13,027.50          |
| 02/01/2027   | 261,820.00            | 261,820.00            | 273,281.26            | 11,461.26          |
| <b>Total</b> | <b>\$1,703,994.11</b> | <b>\$1,701,715.77</b> | <b>\$1,782,106.30</b> | <b>\$80,390.53</b> |

## PV Analysis Summary (Net to Net)

|                                                          |              |
|----------------------------------------------------------|--------------|
| Gross PV Debt Service Savings.....                       | 476,851.08   |
| Net PV Cashflow Savings @ 0.507%(Bond Yield)....         | 476,851.08   |
| Transfers from Prior Issue Debt Service Fund.....        | (400,253.13) |
| Contingency or Rounding Amount.....                      | 2,278.34     |
| Net Present Value Benefit                                | \$78,876.29  |
| Net PV Benefit / \$2,151,851.08 PV Refunded Debt Service | 3.666%       |
| Net PV Benefit / \$1,985,000 Refunded Principal...       | 3.974%       |
| Net PV Benefit / \$1,675,000 Refunding Principal..       | 4.709%       |

## Refunding Bond Information

|                         |            |
|-------------------------|------------|
| Refunding Dated Date    | 12/15/2020 |
| Refunding Delivery Date | 12/15/2020 |

# Inver Grove Heights, MN

\$4,885,000 G.O. Improvement Bonds, Series 2010B

## Debt Service To Maturity And To Call

| Date         | Refunded Bonds        | Refunded Interest  | D/S To Call           | Principal             | Coupon   | Interest            | Refunded D/S          |
|--------------|-----------------------|--------------------|-----------------------|-----------------------|----------|---------------------|-----------------------|
| 12/15/2020   | -                     | -                  | -                     | -                     | -        | -                   | -                     |
| 12/29/2020   | 1,985,000.00          | 24,874.79          | 2,009,874.79          | -                     | -        | -                   | -                     |
| 02/01/2021   | -                     | -                  | -                     | 370,000.00            | 3.000%   | 30,253.13           | 400,253.13            |
| 08/01/2021   | -                     | -                  | -                     | -                     | -        | 24,703.13           | 24,703.13             |
| 02/01/2022   | -                     | -                  | -                     | 375,000.00            | 3.000%   | 24,703.13           | 399,703.13            |
| 08/01/2022   | -                     | -                  | -                     | -                     | -        | 19,078.13           | 19,078.13             |
| 02/01/2023   | -                     | -                  | -                     | 235,000.00            | 3.000%   | 19,078.13           | 254,078.13            |
| 08/01/2023   | -                     | -                  | -                     | -                     | -        | 15,553.13           | 15,553.13             |
| 02/01/2024   | -                     | -                  | -                     | 240,000.00            | 3.000%   | 15,553.13           | 255,553.13            |
| 08/01/2024   | -                     | -                  | -                     | -                     | -        | 11,953.13           | 11,953.13             |
| 02/01/2025   | -                     | -                  | -                     | 245,000.00            | 3.125%   | 11,953.13           | 256,953.13            |
| 08/01/2025   | -                     | -                  | -                     | -                     | -        | 8,125.00            | 8,125.00              |
| 02/01/2026   | -                     | -                  | -                     | 255,000.00            | 3.125%   | 8,125.00            | 263,125.00            |
| 08/01/2026   | -                     | -                  | -                     | -                     | -        | 4,140.63            | 4,140.63              |
| 02/01/2027   | -                     | -                  | -                     | 265,000.00            | 3.125%   | 4,140.63            | 269,140.63            |
| <b>Total</b> | <b>\$1,985,000.00</b> | <b>\$24,874.79</b> | <b>\$2,009,874.79</b> | <b>\$1,985,000.00</b> | <b>-</b> | <b>\$197,359.43</b> | <b>\$2,182,359.43</b> |

## Yield Statistics

|                                                   |             |
|---------------------------------------------------|-------------|
| Base date for Avg. Life & Avg. Coupon Calculation | 12/15/2020  |
| Average Life                                      | 2.853 Years |
| Average Coupon                                    | 3.0870197%  |
| Weighted Average Maturity (Par Basis)             | 2.853 Years |
| Weighted Average Maturity (Original Price Basis)  | 2.853 Years |

## Refunding Bond Information

|                         |            |
|-------------------------|------------|
| Refunding Dated Date    | 12/15/2020 |
| Refunding Delivery Date | 12/15/2020 |

# City of Inver Grove Heights, Minnesota

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\$1,675,000 General Obligation Improvement Refunding Bonds, Series 2020A

Proposed Current Refunding of Series 2010B

Assuming Current GO BQ "AA+" Market Rates plus 10bps

## Detail Costs Of Issuance

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Dated 12/15/2020 | Delivered 12/15/2020

### COSTS OF ISSUANCE DETAIL

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|                   |                    |
|-------------------|--------------------|
| Municipal Advisor | \$20,000.00        |
| Bond Counsel      | \$10,000.00        |
| Rating Agency Fee | \$12,000.00        |
| Miscellaneous     | \$1,000.00         |
| <b>TOTAL</b>      | <b>\$43,000.00</b> |

Resolution No. \_\_\_\_\_

Councilmember \_\_\_\_\_ introduced the following resolution and moved its adoption:

**Resolution Providing for the Sale of  
\$1,675,000 General Obligation Improvement Refunding Bonds, Series 2020A**

- A. WHEREAS, the City Council of the City of Inver Grove Heights, Minnesota has heretofore determined that it is necessary and expedient to issue the City's \$1,675,000 General Obligation Improvement Refunding Bonds, Series 2020A (the "Bonds"), to finance a current refunding of the City's Series 2010B Improvement Bonds in the City; and
- B. WHEREAS, the City has retained Ehlers & Associates, Inc., in Roseville, Minnesota ("Ehlers"), as its independent municipal advisor for the Bonds in accordance with Minnesota Statutes, Section 475.60, Subdivision 2(9);

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Inver Grove Heights, Minnesota, as follows:

1. Authorization; Findings. The City Council hereby authorizes Ehlers to assist the City for the sale of the Bonds.
2. Meeting; Proposal Opening. The City Council shall meet at 7:00 P.M. on November 23, 2020, for the purpose of considering proposals for and awarding the sale of the Bonds.
3. Official Statement. In connection with said sale, the officers or employees of the City are hereby authorized to cooperate with Ehlers and participate in the preparation of an official statement for the Bonds and to execute and deliver it on behalf of the City upon its completion.

The motion for the adoption of the foregoing resolution was duly seconded by City Council Member \_\_\_\_\_ and, after full discussion thereof and upon a vote being taken thereon, the following City Council Members voted in favor thereof:

and the following voted against the same:

Whereupon said resolution was declared duly passed and adopted.

Dated this \_\_\_\_\_ day of \_\_\_\_\_, \_\_\_\_.

\_\_\_\_\_  
City Administrator