

Our Mission is to Provide Quality Public Services in a Fiscally Responsible Manner While Preserving the City's Open Space Character

NOTICE OF MEETING City Council Meeting Wednesday, November 6, 2013 7:00 P.M. City of Lake Elmo | 3800 Laverne Avenue North

AGENDA

- 7:00 A. Call to Order
 - B. Pledge of Allegiance
 - C. Roll Call
 - D. Order of Business
 - E. Approval of Agenda
 - F. Accept Minutes
 - 1. Accept September 10, 2013 Special City Council Meeting Minutes
 - 2. Accept October 15, 2013 City Council Meeting Minutes
 - **G.** Council Reports
 - Mayor
 - Council
 - 0 H. Public Comments/Inquiries
 - I. Speak Your Peace Pearson
 - I. Presentations

Quality Star – Cathy Bendel for Growth Pro Forma

7:15 K. Consent Agenda

- 3. Approve Payment of Disbursements and Payroll
- 4. 2013 Crack Seal Project Pay Request No. 1 (FINAL)
- 5. Section 34 Water and Sewer Utility Extension Improvements Change Order No. 1
- 6. Lake Elmo Sewer Infrastructure Improvements: I-94 to 30th St. Change Order No. 2
- 7. Encroachment Agreement 10950 57th St. N
- 8. Encroachment Agreement 5820 Lily Ave. N.
- Establishment and Appointment of Lake Elmo Public Safety Committee (Mayor Pearson Request)
- 10. Approve New Council Memo Format (Per Council Request)
- 11. New Single Axle Plow Truck Purchase
- **12.** Approve Resolution 2013-90 Calling For Public Hearing To Vacate Easement; *Resolution 2013-90A, Resolution 2013-90B*

7:20 L. Regular Agenda

13a. Keats MSA Street and Trunk Watermain Improvements – Final Street Assessment Hearing; *Resolution 2013-91*

13b. Keats MSA Street and Trunk Watermain Improvements – Final Watermain Assessment Hearing; *Resolution 2013-92*

- **14.** Lake Elmo Avenue Trunk Watermain Improvements Accept Feasibility Report; Call Hearing; *Resolution 2013-93*
- 15. Approve Resolution 2013-94, A Resolution Granting Assessment Deferral For Hardship to Eligible Properties; *Resolution 2013-94*
 - 16. Consider Parks Commission Appointment
- 8:00 17. Village Mixed-Use Zoning District; Ordinance 08-091, Resolution 2013-95
 - 18. Dietrich-Rieder Comprehensive Plan Amendment; Resolution 2013-96
 - 19. Design Standards Manual; Resolution 2013-97
- 8:40 20. Design Review Ordinance; Ordinance 08-092, Resolution 2013-98

M. New Business

- 21. Park Commission Mission Statement; Ordinance 08-093
- 22. Feasibility Study for Lake Elmo Regional Trail

9:00 N. Staff Reports and Announcements

- City Administrator
- City Attorney
- Planning Director
- City Engineer
- Finance Director
- City Clerk

9:10 O. Adjourn

LAKE ELMO CITY COUNCIL MINUTES September 10, 2013

CITY OF LAKE ELMO CITY COUNCIL SPECIAL MEETING MINUTES September 10

Mayor Pearson called the Special Meeting to order at 6:28PM

PRESENT: Mayor Pearson, Council Members Nelson, Smith, and Bloyer

ABSENT: Council Member Reeves

Also present: City Administrator Zuleger, Finance Director Bendel, City Clerk Bell, and

Program Assistant Gumatz

PLEDGE OF ALLEGIANCE

APPROVAL OF AGENDA

MOTION: Council Member Smith moved **TO APPROVE THE SEPTEMBER 10, 2013 CITY COUNCIL AGENDA.** Council Member Nelson seconded the motion. **MOTION PASSED 4-0.**

I. 2013 BUDGET WORKSHOP

Finance Director Bendel provided overview of the updated proposed 2014 budget. The final levy must be approved by December 2013. Ms. Bendel gave a summary of the Debt Policy that was created as well as the Revenue and Expenses. Overview of fiscal disparities was discussed. It was noted that they are now being tracked by staff.

City Administrator Zuleger noted explained that with the \$10K reduction and shifting of the Forester request the impact on the general fund was reduced by \$15K. Forestry request was brought down to \$5K and \$5K going to Public Works pruning budget. A forestry consultant would be sought and an RFP would be used in conjunction with recommendations by previous forester. Mr. Zuleger also explained the proposed shifting of the Youth Services Bureau \$5,000 to the Jaycee funds for community improvement. How the proposed changes are formally made was discussed.

Mayor Pearson spoke on the Jaycee's money. Because both organizations are youth oriented, he thinks that move make sense. Mayor Pearson also agreed that a more comprehensive approach for the forestry funds is appropriate. Perhaps someone who can offer additional tree related services would be more beneficial. Council consensus was for approval of the forester change.

ITEM I-A: FORESTER REQUEST

MOTION: Council Member Nelson moved **TO REDUCE THE FORESTER BUDGET TO \$5,000 AND SHIFT THE ADDITIONAL \$5,000 FUNDS TO THE PUBLIC WORKS PRUNING BUDGET.**Council Member Smith seconded the motion. **MOTION PASSED 4-0.**

ITEM I-B: YOUTH SERVICES BUREAU REQUEST

MOTION: Council Member Nelson moved **TO SHIFT THE YOUTH SERVICES BUREAU \$5,000 FROM THE AVAILABLE VILLAGE COMMUNITY IMPROVEMENT FUNDS DONATED BY THE IAYCEES.** Council Member Bloyer seconded the motion. **MOTION PASSED 4-0.**

Council Member Bloyer asked about listed animal control costs. City Administrator Zuleger explained the status of animal enforcement. People are not taking care of their pets, both

LAKE ELMO CITY COUNCIL MINUTES September 10, 2013

cats and dogs. Animals are not being picked up from the shelter. Prior to this year, deputies were really not even picking up dogs. They were not picking up cats at all.

Mr. Bloyer asked if striping rural roads was required. City Administrator Zuleger explained that MSA qualified roads are required to have traffic control measures, which include striping.

Council Member Nelson noted his concern with the amount of health insurance costs. Council Member Smith stated that her memory is that the cost used to be more reasonable, but there were some employee health issues that necessitated adding to plan.

City Administrator Zuleger explained that employee utilization rate is extremely well. The employer ratio of payment is about 85%. Being in the 80-20 range is attractive for staff retention and recruitment. The type of plan was discussed. It was pointed out that a quality health plan does play a role in attracting a talented workforce. City Administrator Zuleger explained that the City is part of a health service co-operative, which greatly reduces costs.

Ms. Bendel gave a short history of the levy, and overview of the General Fund expenditures, and personnel.

Mayor Pearson spoke on the condition of the streets and possibly addressing the repairs in a more aggressive fashion. The Council consensus is to perhaps spend some of the undesignated fund balance on streets repair.

Council Member Smith asked why the employee pay breakdown does not include time staff has spent on issues with the library and asked for an explanation of what the library has spent to date. Ms. Bendel stated that because the library is a different fund and is paid out as the expense occurs that is not reflected. Ms. Smith

ITEM I-C: FIRE RELIEF PENSION AMENDMENT

Council Member Nelson explained his opinion that it would be reasonable to approve plan B , which provides a bump in pension but keeps city solvent through 2017. He noted that any change has to come back to council. Mayor Pearson concurred with the Plan B assessment.

MOTION: Council Member Nelson moved **TO ADOPT FIRE RELIEF PENSION AMENDMENT PLAN B, THEREBY KEEPING THE PENSION BENEFIT AT \$3,100 AND INCREASING TO \$3,400 IN 2014, 2015, 2016, AND 2017.** Mayor Pearson seconded the motion.

Mayor Pearson thanked District Chief Winkels for his efforts.

MOTION PASSED 4-0.

ITEM 1-D. APPROVE PROPOSED GENERAL LEVY AND PROPOSED 2014 BUDGET: RESOLUTION 2013-73

MOTION: Mayor Pearson moved **TO ADOPT 2014 LEVY AND BUDGET.** Council Member Bloyer seconded the motion. **MOTION PASSED 4-0.**

ITEM I-E: BUDGET MEETING CALENDAR UPDATE

Finance Director Bendel explained changes and updates to the budget calendar. There will be workshops on October 8 and November 12 if needed. The need for holding a second meeting in December was discussed. Council Member Smith said she believes we should have two meetings in December, especially with all the business going on in the City. The

LAKE ELMO CITY COUNCIL MINUTES September 10, 2013

consensus of the Council was that there will be a second meeting that month. City Administrator Zuleger asked that one of those meetings include the Truth in Taxation hearing.

No formal action requested.

II. APPROVE RESOLUTION SUPPORTING THE 2014 STATE OF MN BONDING REQUEST; RES. 2013-74

City Administrator Zuleger explained that state law requires the City approve a resolution in support of the bonding request with the state.

MOTION: Council Member Smith moved **TO APPROVE RESOLUTION NO. 2013-74**. Council Member Bloyer seconded the motion. **MOTION PASSED 4-0**.

City Clerk Bell noted that Council Member Reeves wrote letter of support in approving the 2014 Levy and Budget.

III. ANIMAL ORDINANCE AMENDMENT INTRODUCTION

City Clerk Bell provided overview of the proposed animal ordinance and the timeline staff would like to formally bring items to Council. It was explained that the purpose of the proposed amendments was to clarify the current regulation of animals in the city as well as increase the efficiency in administration.

Clerk Bell pointed out the current animal code. He noted that chickens and bees require a minimum of 10 acres. Many metro cities are allowing chickens and bees on smaller lots. The City has received many similar requests in Lake Elmo. Mr. Bell noted that the livestock ordinance was being looked at for amendment in order to allow the keeping of chickens and bees on lots smaller than 10 acres.

Council Member Bloyer said the type of proposal is exactly what he is asking for by submitting the proposal ahead of time and providing the old and proposed code language.

The number of animals was discussed in regards to more rural properties. One option is doing it by zoning area. City Administrator Zuleger explained that the impetus for licensing is a public health and safety reason. It was noted the dangerous dog portions were kept intact. Staff thanked the Council for input and looks forward to more feedback on the proposal. Also discussed was the licensing of cats and nuisance barking. City Clerk Bell invited Council feedback on the proposed ordinance.

No formal action requested.

Mayor Pearson adjourned the meeting at 7:32 p.m.

| ATTEST: | Mike Pearson, Mayor | |
|--------------------------|---------------------|--|
| | | |
| Adam R. Bell, City Clerk | | |

LAKE ELMO CITY COUNCIL

CITY OF LAKE ELMO CITY COUNCIL MINUTES OCTOBER 15, 2013

Mayor Pearson called the meeting to order at 7:00 P.M.

PRESENT: Mayor Pearson, Council Members Nelson, Smith, Bloyer, and Reeves.

ABSENT: Council Member

Also Present: City Administrator Zuleger, Associate City Attorney Brekken, City Engineer Griffin, Finance Director Bendel, and City Clerk Bell.

PLEDGE OF ALLIGENCE

APPROVAL OF AGENDA

MOTION: Council Member Smith moved **TO APPROVE THE OCTOBER 15, 2013 CITY COUNCIL AGENDA AS AMENDED.** Council Member Nelson seconded the motion. **MOTION PASSED 5-0.**

ITEM 1: ACCEPT MINUTES

THE OCTOBER 1, 2013 CITY COUNCIL MINUTES WERE APPROVED AS AMENDED BY CONSENSUS OF THE CITY COUNCIL.

SPEAK YOUR PEACE - REEVES

Council member reeves spoke on Speak Your Peace and "ping pong" discussions, which entails not truly listening, but planning what will be said next. What is needed is effective and active listening. He then explained a few techniques to listen actively: don't interrupt, ask questions, don't be judgmental, use positive body language, and practice, practice, practice. Mr. Reeves also commended Council Member Nelson for his listening and good questions.

PRESENTATIONS

Washington County

a. County Commissioner Gary Kriesel on Highway 5 Traffic Safety Grant

Commissioner Kriesel announced County has received \$462,000 for 2015 FY for right turn lanes and traffic signal for Hwy 15 and CSAH 17. Project will be a benefit to trunk highway system and local community. Washington County has been very pleased with Lake Elmo staff and the working relationship that has been built. Comm. Kriesel introduced some of other Washington County staff with him and thanked citizens for getting involved.

Mayor Pearson thanked Commissioner Kriesel for his work.

b. Gateway Corridor BRT/LRT Planning

Washington County Commissioner Weik spoke about the gateway corridor. Noted the DEIS (draft environmental impact statement). Introduced Andy Gitzlaff explained process and the BRT/LRT study. He explained the differences of Bus Rapid Transit and Light Rail Transit. BRT is half the cost of LRT. Explained what the DEIS is. There is a federally prescribed process. He then presented an overview of EIS issues. Mr. Gitzlaff explained the options and provided a map of the options. Also presented was the timeline and schedule. Group is about to enter scoping phase. The parties involved were noted.

Mayor Pearson commended Commissioner Weik for her well run meetings and hard work.

c. West Side Access Plan for the Lake Elmo Regional Park Reserve

Peter Mott, Washington County Planning Director, spoke on accessing park from the west. Great experience working with staff and community. Study 15 years ago identified two access points. One access point is off Inwood Ave. and one off 15th street. Group held meetings with community members and staff in both Oakdale and Lake Elmo. One of the goals is to promote healthy living by improving access to park. Mr. Mott gave an overview of the trail plans and explained project outcomes.

Council Member Smith asked about whether county was aware that development is planned in the Old Village and that those residents have long been calling for access from downtown. Mr. Mott said that the county wants to conduct another study to look at additional east side access. Both acknowledged that funds are limited. Motts noted that this is also a regional plan.

Council Member Bloyer asked about cost estimates. Mr. Motts said that the costs have been estimated and would be in the several million dollar range. Council thanked Washington County for all their presentations.

CONSENT AGENDA

- 2. Approve Payment of Disbursements and Payroll in the Amount of \$736,431.48
- 3. Accept Financial Report dated September 30, 2013
- 4. Accept Building Permit Report dated September 30, 2013
- 5. Keats MSA Street and Trunk Watermain Improvements Change Order 5.
- 6. Keats MSA Street and Trunk Watermain Improvements Pay Request No. 5.
- 7. Production Well No. 4 Pay Request No. 3.
- 8. Lake Elmo Sewer Infrastructure Improvements: I-94 to 30th St. Pay Request No. 1.
- 9. Lake Elmo Sewer Infrastructure Improvements: I94 to 30th Street Change Order No. 1
- 10. Approve Resolution No. 2013-87, Approving Tax Forfeited Parcels for Public Auction; *MOTION: Council Member Nelson moved TO APPROVE THE CONSENT AGENDA. Council Member Bloyer seconded the motion. MOTION PASSED 5-0.*

REGULAR AGENDA

ITEM 12: VARIANCE - 09.029.21.22.0025 (HILL TRAIL NORTH); RES. 2013-82

Planning Director Klatt provided an update on the variance application and background and current status.

Council Member Bloyer asked Mr. Klatt about a variance denial at 8160 Hill Trail. Council Member Smith said she was a part of the denial back in 2006 or 2008. Parcel in question was tip of peninsula. Application was for 5000-6000 sq. ft. home. Council asked applicants to bring back another more reasonable plan. No plan brought back yet. There were concerns about the septic system impact of that size. Council at that time was hesitant to set a precedent granting the variance.

Mr. Klatt noted another variance south of Lake Jane, but it did not have any shoreline issues.

Council Member Reeves asked why the Planning Commission recommended denial, but staff recommended granting. Mr. Klatt provided explanation. Staff believed application met the comp plan guidance, unique circumstances existed, fit within the traditional neighborhood character, practical difficulties existed, and met eh county septic requirements. Mr. Reeves asked when staff found granting variance would not negatively affect the character, what was the size? Applicant stated that it would be a 2900 foot print resulting in 5800 sq. ft. Mr. Reeves also asked about Washington County's septic approval. Mr. Klatt said resident would be better source for what changed.

Mayor Pearson asked about similar size lots and the domino effect. Mr. Bloyer asked about how many others would come to ask for variance. Mr. Klatt explained the research and staff findings. 12 vacant lots adjacent to other properties and therefore non-buildable. Eight were not tied to other property, but lot sizes and other factors would limit the number to about 3 as eligible for variances. This included all three lakes. Mr. Klatt further explained the septic requirements.

Ms. Smith asked if changing the ordinance was more appropriate instead of granting the ordinance. Associate City Attorney Brekken said that changing the ordinance is an option, but it is ultimately a council policy decision. Mr. Bloyer asked Mr. Klatt which way was better way to go. Grant variance or change allowed lot size to ½ acre. Mr. Klatt noted that at the time the area was plotted, different rules were in place. Whatever is done now, the future considerations of sewer and water need to be carefully considered. County septic requirements are going to limit the number of future variances.

Public comment:

Carl Abrahamson 8061 Hill Trail N., spoke on the 201 systems put in by the county. He gave overview on the surrounding systems that are experiencing problems. He is concerned about the impact of more septic systems. Claims there are already a lot of houses in area.

Mayor Pearson inquired about the 201 systems. Jack said he was not familiar with those systems and the locations. Mayor Pearson asked if Mr. Abrahamson was interested in sewer. He answered in the affirmative. Council Member Smith asked griffin about the downtown 201 systems. Griffin said that the downtown systems are a bit different.

Council Member Bloyer said that his opinion has changed regarding sewer in the lakes area. He noted that the Hanson's land is able to accommodate a septic and it is his land. The City needs to be careful not to take people's land. Also look at providing sewer in the future.

Dick Nelson 8123 Hill Trail N., located right across from parcel. He noted that the Planning Commission determined that the standards were not met. He wants council to take a stand and deny the variance.

Bonnie Weisbrod 8111 Hill Trail N., her opinion is lot is too small for septic system. She explained the problems with water on her low lying lot. She is concerned about the impact of the water that will run on her land as a result of the house being built. He claimed it was unbuildable when the Hanson's bought it.

Steve Iverson 8108 Hill Trail N., concerned about the possibility of there also being a basement. He believes it is a mistake to allow building on lots this size. He claimed that the reasons in favor of granting are opinion based. He alleged the reasons against the variance are fact based.

Gregory Collins representing Amy Gustafson - 8120 Hill Trail N., spoke about the comp plan and the lot's size. He also spoke about the comp plan requiring 20,000 sq. ft. available for sewage treatment and second available drain field site. He claimed that the lot only has 2,400 sq. ft. available and believes council should not grant the variance.

Bruce Malkerson representing Hanson's, noted that his letter submitted laid out the reasons for granting the variance. He noted that the Lake Elmo standards are beyond the state standards and may not even he upheld. He went over a couple points from the letter – reasonableness and uniqueness. He asserted the knowledge of build or unbuild-ability should not be considered for uniqueness.

Council Member Reeves asked about differences between county standards for septic and city standards regarding space. Mr. Klatt said that the city turned over septic regulation about three years ago and adopted by reference the county standards. The differences were: frequency of pumping; and lot sizes. He noted that the county did find that there was space for primary and secondary sites. Mr. Reeves asked the Associate City Attorney which standards the City needs to follow. Mr. Brekken said that it is the council's discretion in granting variances and that the

Council's findings should be directed towards the pertinent questions. Mr. Reeves is empathetic with many of the concerns, but wants to know where city should "hang its hat." He would rather rely on the County, who is responsible for septics, on whether the septic is an issue. Mr. Brekken reiterated that County and City staff would have more expertise on details for septics, but there is state statutory structure.

Council Member Bloyer asked about who is the authority for septics. Mr. Klatt said Washington County; however, variances that involve septics are the purview of the City. Mr. Klatt recalled the discussions regarding the size standards for septics.

Council Member Smith again reiterated her opinion that the ordinance should be changed. She also has concerns about offending the same people who were involved in the water surface use debate. Mr. Pearson noted that the purpose of the variance is to vary from the code. It is his opinion that it is not prudent to amend code every time a variance is needed.

Council Member Reeves reiterated his empathy. He believes that taking a stand would be looking at the rules and the fact before the Council. He is trying hard to apply fact and not emotion. He wants to follow rule of law. Ms. Smith noted she took a walk on property with Mr. Hanson. Great walk, but is basing her decision on what council has done in the past and apply the ordinance. She noted that the property is steep and the surrounding issues with the existing septics.

Council Member Nelson asked about the motion to make. Council Member Bloyer stated he concurred with Mr. Reeves.

Dean Dworak 12325 Upper Heather, Hugo: Variance applicant was in attendance.

Paul Hansen 8024 Hill Trail North: Variance co-applicant and owner was also in attendance.

MOTION: Council Member Bloyer moved **TO APPROVE RESOLUTION 2013-82**, A RESOLUTION GRANTING THE VARIANCE REQUESTED AT 09.029.21.22.0025 (HILL TRAIL NORTH) TO ALLOW FOR THE CONSTRUCTION OF A SINGLE FAMILY HOME ON A LOT THAT IS NOT CONSIDERED A BUILDABLE LOT OF RECORD, BASED UPON MEETING ALL REQUIRED FINDINGS NECESSARY TO GRANT THE VARIANCE AS AMENDED SUBJECT TO CONDITIONS. Council Member Nelson seconded the motion.

Council Member Nelson asked about the staff conditions. Mr. Klatt said those conditions should be a part of the motion. Mr. Nelson asked Mr. Bloyer about a friendly amendment. Council Member Bloyer accepted the friendly amendment.

Council Member Smith said that the Council should amend the ordinance if it wants to grant the variance. Mayor Pearson noted that he voted for denial last time based on a misunderstanding on the purchase situation. He has since received additional information.

Mr. Brekken reminded council to consider that while the owner's knowledge cannot be used solely to grant or deny but can be considered. Mayor Pearson said it does fit the neighborhood and is a reasonable request. Ms. Smith noted that the Hansons bought the parcels separately (4 and 2) and should have known it would not be buildable. Mayor Pearson also noted that additional conditions must be met.

Mr. Bloyer asked about the plan itself. Mr. Klatt said planners have seen a site plan and general overview plans, but not specific house plans. Mr. Bloyer does not think it appropriate to consider the size of the house. Council discussed of what size is appropriate, and whether it fits the character of the neighborhood.

MOTION PASSED 4-1 (SMITH - NAY).

ITEM 13: ADOPT ANIMAL CODE AMENDMENT; ORD. 08-088, RES. 2013-88, ORD. 08-089

City Clerk Bell explained the purpose for bringing the amendment and proposal itself. He noted that the questions received from council have been incorporated in the updated proposal. He explained that the definition of a Kennel will need to be amended to allow a greater number of dogs. This will need to be brought to the Planning Commission because part of the definition is in the Livestock section of the Zoning Code.

Council Member Reeves asked about the different charges for altered versus unaltered dogs. Mr. Bell said that it is a common practice based on the research staff conducted. Staff estimates that less than 5% of the currently licensed dogs are unaltered, and therefore staff does not expect the upcharge to be an onerous burden on the public. Clerk Bell noted that there is a state requirement for licensing of dogs.

Clerk Bell went through the changes that the Council suggested. One was the number of animals. Another question was section 10.99. That section is the city penalty language. Another was concern about 4th Amendment and warrantless entry on property. Additional safeguard language was added. Animals in heat had a typo corrected. Dangerous dog designations were explained. It is done by the Animal Control Officer or Sheriff's Deputies. They follow the state definition.

Clerk Bell noted that there is also a summary publication and fee ordinance included.

Council Member Bloyer voiced his concern about the animal seizure sections and the positive enabling city agents to enter private property. Clerk Bell responded that staff was cognizant of the 4th Amendment and property rights issues while drafting the language, staff also sought to find balance between the ability to enforce the code and creating a situation where the Animal Control Officer could not do his or her job. Mr. Bell stated that despite Council's past unease with trusting City agents, a certain level of trust will be required for provisions such as these. Council Member Nelson said he accepted the fact that it is about practicality, and that he did not believe there would be many instances at all of problem situations. Mr. Reeves also noted that it is ultimately about public health and safety.

MOTION: Council Member Smith moved **TO APPROVE ORDINANCE 09-88, WHICH AMENDS THE ANIMALS CHAPTER OF THE CURRENT CITY CODE.** Council Member Reeves seconded the motion. **MOTION PASSED 4-1 (BLOYER-NAY)**

MOTION: Council Member Smith moved **TO APPROVE Resolution 2013-88, AUTHORIZING SUMMARY PUBLICATION OF ORDINANCE 08-088.** Council Member Reeves seconded the motion. **MOTION PASSED 5-0.**

MOTION: Council Member Smith moved **TO APPROVE ORDINANCE 09-89, AN ORDINANCE AMENDING MUNICIPAL FEES.** Council Member Pearson seconded the motion. **MOTION PASSED 5-0.**

Mayor Pearson noted that he believes that there are a large number of unlicensed dogs and that he hopes that the City can do more to make the public aware and increase compliance. Council Member Nelson thanked staff for answering his questions and noting that the issue is really all about safety.

Council Member Bloyer asked about multiple year licenses. Clerk Bell stated that multiple year licenses can be done, but it would require additional staff resources to monitor the rabies vaccinations that are required for a license.

ITEM 14: STORM WATER ORDINANCE - APPROVING REVISIONS TO CITY CODE SECTION 150.277; ORD. 08-090, RES. 2013-89

City engineer griffin provided overview of proposed amendment and the reasons for the changes. There are many changes occurring in the storm water world. State, federal and local watersheds are all making changes. The EPA is the federal entity and the Minnesota Pollution Control Agency is the

state entity. MPCA Storm Water program has two general storm water permits. Mr. Griffin explained what those two permits were- MS4 permit regulating storm water in urbanized areas, and the construction storm water. He then provided further detail on each permit and what is involved. Lake Elmo is a mandatory MS4 permit City. The City is required to get reauthorized. Our application is due December 29, 2013. He noted any promises made in the application are binding on the city. The City must be careful to not promise something we cannot follow. The Construction storm water is statewide mandatory permit.

Mr. Griffin went over the recent changes. New language: MS4 Permits requires regulation of volume of discharge. Traditionally just the rate of discharge was regulated. Now volume discharge is regulated. The purpose is preserving water quality. Sediment and phosphorus are the main pollutants. Construction storm water permits are required for projects that disturb more than one acre. Now the project must include permanent storm water management regulating volume. Mr. Griffin then explained the differences between the changes for the state and the watershed.

Lake Elmo's ordinance is the most restrictive standard he has seen anywhere and makes it very difficult to manage. It forces developers to hire engineers to calculate storm water two different ways- one for the City and one for the watershed. Proposal adopts the state standard rules, which will remove the regulatory burden of duplicating efforts. The proposal only changes the rate and volume aspects of our criteria.

MOTION: Mayor Pearson moved **TO APPROVE, ORDINANCE 08-090 APPROVING REVISIONS TO SECTION 150.277 OF THE CITY CODE GOVERNING STORM WATER AND EROSION AND SEDIMENT CONTROL IN THE CITY OF LAKE ELMO.** Council Member Nelson seconded the motion. **MOTION PASSED 5-0.**

MOTION: Mayor Pearson moved **TO APPROVE, RESOLUTION 2013-89 AUTHORIZING SUMMARY PUBLICATION OF ORDINANCE 08-090.** Council Member Reeves seconded the motion. **MOTION PASSED 5-0.**

MAYOR PEARSON POINT OF PRIVILEGE 9:28PM

RECONVENED 9:34PM

ITEM 15: ESTABLISH 2014 CITY OF LAKE ELMO GROWTH PROJECTIONS TO SUBMIT TO THE METROPOLITAN COUNCIL

Planning Director Klatt provided overview and background of the discussions held with the Met Council and what Lake Elmo's goals are. He noted that he has worked with Mayor Pearson and Council Member Smith to devise the specific targets, which are 18,000 population by 2040 down from 24,000 by 2030 and 5,000 RECs down from 6,600. Mr. Klatt noted that the new RECs were based on the population target and spread out over the areas where development will occur as opposed to specifically focusing on how many should go where.

Council Member Reeves asked if Council Member Smith was okay with the village numbers as he knows she has worked on the issue for some time. Ms. Smith said she is comfortable with the numbers because they are flexible. She also noted that determining the REC counts is not an exact science because the future is unknown. Her only concern is that the city does not bite off more than it can chew. She is confident with the work that has been done.

MOTION: Council Member Bloyer moved **TO AUTHORIZE STAFF TO PRESENT THE PROPOSED 2040 FORECAST NUMBERS TO THE MET COUNCIL.** Council Member Reeves seconded the motion. **MOTION PASSED 5-0.**

Mr. Reeves thanked everyone who worked on this. Mr. Bloyer thanked everyone for the hard work. *Council Member Smith left at 9:45 PM.*

ITEM 16: CONSIDER PARKS COMMISSION APPOINTMENT

Mayor Pearson noted that he felt very good about Dana Nelson's interview.

MOTION: Council Member Bloyer moved **TO APPOINT DANA NELSON OF 2871 LEGION AVENUE NORTH AS 1**ST **ALTERNATE ON THE LAKE ELMO PARKS COMMISSION, EFFECTIVE IMMEDIATELY.** Council Member Nelson seconded the motion. **MOTION PASSED 4-0.**

ITEM 17: COUNCIL POLICY ON NON-COMPLIANT SEPTIC SYSTEMS IN OLD VILLAGE/POTENTIAL SEWER AREA

City Administrator Zuleger provided overview of the non-compliant septic systems located in the old village due in part to the new regulations. Lake Elmo has sewer coming in the near future, so the city is trying to provide a bridge for the gap between failing/non-compliant systems and the new sewer connection. The two scenarios are 1) septic failure, which is considered an imminent health threat and will require an immediate holding tank; and 2) non-compliant systems, which would be required to connect as soon as sewer is available. Mr. Zuleger explained what the letter. It was noted that Washington County supports. Proposal was reviewed by city attorney and engineer.

Council Member Nelson asked if there was a funding source to help residents bridge the burden to hook up to these systems. Mr. Zuleger explained a couple possible sources but there are no specific funds known. Commissioner Kriesel has noted that legacy dollars may be available to protect surface water. It was explained that the City is not eligible for USDA funds for rural areas because Lake Elmo is part of metro area. Rep. McCollum may have some information federal funding.

City Engineer Griffin explained that most of the funding he knows of go off of median household income. Lake Elmo's median income is too high. Staff will look for and ask about additional sources. Council Member Bloyer asked if the state statutes require two years for connection. Associate City Attorney Brekken said he would check and get back to council. Mr. Griffin stated he believes it is two years.

Council Member Reeves stated that he would like to look into the potential issues near the lakes that residents mentioned during the variance discussion and see if there is anything that can be done.

Mayor Pearson thanked staff for communicating with residents about costs, but asked if there was anything else can be done. The costs and variables with connecting to sewer were discussed. It was estimated to be about \$20,000-\$25,000. Mr. Griffin noted that many of the projects may include multiple assessments because projects overlap (water, sewer, and roads).

MOTION: Council Member Nelson moved **TO ADOPT THE GENERAL PROPERTY NOTICE REGARDING PRIVATE SEPTIC SYSTEMS RESIDING IN THE OLD VILLAGE OF LAKE ELMO DATED OCTOBER 15, 2013.** Council Member Bloyer seconded the motion.

Mayor Pearson thinks it wonderful that City Administrator Zuleger did this. He thinks it's great. He applauds Mr. Zuleger for his efforts.

MOTION PASSED 4-0.

SUMMARY REPORTS AND ANNOUNCEMENTS

Council Member Nelson: no report, but noted his conversations with Mr. Zuleger about sewer for lakes and possible partnership with Oakdale.

Mayor Pearson: after investigation, he thinks that staff did exemplary work and responded appropriately to recent resident issues.

Council Member Bloyer: concurred with Council Member Nelson.

LAKE ELMO CITY COUNCIL

Council Member Reeves: working on parks commission retreat summary. It is going to be outcomes based; preparing for upcoming Human Resources Committee meeting; working with Alyssa on a school project for Speak Your Peace. On October 25th, there is an event at the grade school. Council Member Nelson gave kudos to Mr. Reeves for promoting it. Mr. Reeves gave judos to Mr. Zuleger and Alyssa MacLeod for doing the Speak Your Peace project

Council Member Smith: no report (Absent for reports)

City Administrator Zuleger: HR meeting coming up; EDA meeting on 10/23 at 6:30PM; noted Parks Commission meets next week.

Associate City Attorney Brekken: no report

Planning Director Klatt: Planning Commission approved village mixed use ordinance; staff is hoping to have village comp plan amendment finalized in next 30 days; continuing to work with MNDOT aeronautics and MAC on airport issues.

City Engineer Griffin: several projects are busy; wrapping up Keats Ave; Three feasibility reports are coming to Council; upcoming closure on 30th street for four working days and over the weekend as part of the Lake Elmo Ave sewer project. Notices and mailings are being sent out.

Finance Director Bendel: held initial Finance Committee meeting. The committee outlined expectations and goals; storm water assessments certified to county. About 75% were resolved; 3rd quarter water bills will be going out; street assessments are due by end of November; completing updating capital fund and enterprise budgets.

City Clerk Bell: provided update on tax forfeitures in the city. One commercial property was approved tonight for sale. 12 properties in Whistling Valley are still pending. Staff is working with Washington County to have the HOA take responsibility for them. Council Member Nelson asked if the City could acquire them. Mr. Bell explained that if the City were to acquire them, the lots must be used for a public purpose. However, because of the nature of the lots being subject to conservation easements and several of them including septic systems, the City's options are very limited. At this time, staff recommends that the HOA pay for them. It was explained that the developer agreement is silent on where the properties should go, but the HOA covenants do direct the developer to transfer the lots to the HOA. Unfortunately, that never happened.

Mayor Pearson adjourned the meeting at 10:00 PM.

| ATTEST: | |
|--------------------------|---------------------|
| | Mike Pearson, Mayor |
| | |
| Adam R. Bell, City Clerk | |



MAYOR AND COUNCIL COMMUNICATION

DATE:

11/06/2013

3

CONSENT

ITEM #:

AGENDA ITEM:

Approve Disbursements in the Amount of \$286,015.19

SUBMITTED BY:

Cathy Bendel, Finance Director

REVIEWED BY:

Dean Zuleger, City Administrator

SUMMARY AND ACTION REQUESTED: As part of its Consent Agenda, the City Council is asked to approve disbursements in the amount of \$286,015.19 No specific motion is needed, as this is recommended to be part of the overall approval of the *Consent Agenda*.

BACKGROUND INFORMATION: The City of Lake Elmo has fiduciary authority and responsibility to conduct normal business operation. Below is a summary of current claims to be disbursed and paid in accordance with State law and City policies and procedures.

| Claim# | Amount | Description |
|---------------|---------------|--|
| ACH | \$ 11,846.63 | Payroll Taxes to IRS & MN Dept of Revenue 10/17/13 |
| ACH | \$ 5,915.43 | Payroll Retirement to PERA 10/17/13 |
| DD4997- D5041 | \$ 34,592.20 | Payroll Dated (Direct Deposits) 10/17/13 |
| 40518-40519 | \$ 187.00 | Accounts Payable Manual 10/15/13 & 10/24/13 |
| ACH | \$ 10,652.28 | Payroll Taxes to IRS & MN Dept of Revenue 10/31/13 |
| ACH | \$ 5,910.90 | Payroll Retirement to PERA 10/31/13 |
| DD5042- D5070 | \$ 28,387.87 | Payroll Dated (Direct Deposits) 10/31/13 |
| 40520-40580 | \$ 187,802.88 | Accounts Payable 11/06/13 |
| 2100-2011 | \$ 720.00 | Library Card Reimbursement 11/06/13 |
| TOTAL | \$ 286,015.19 | |

STAFF REPORT: City staff has complied and reviewed the attached set of claims. All appears to be in order and consistent with City budgetary and fiscal policies and Council direction.

RECOMMENDATION: It is recommended that the City Council approve as part of the Consent Agenda proposed disbursements in the amount of \$286,015.19.

Alternatively, the City Council does have the authority to remove this item from the Consent Agenda or a particular claim from this item and further discuss and deliberate prior to taking action. If done so, the appropriate action of the Council following such discussion would be:

"Move to approve the November 06, 2013, Disbursements as

Presented [and modified] herein."

ATTACHMENTS:

1. Accounts Payable – Check Registers

SUGGESTED ORDER OF BUSINESS (if removed from the Consent Agenda):

Page 1

Accounts Payable To Be Paid Proof List

User: JOAN Z Printed: 10/15/2013 - 3:01 PM Batch: 032-10-2013

| Type PO# Close POLine# | No 0000 | |
|------------------------------------|--|---------------|
| #O4 | | |
| Type | | |
| Task | ı | 35 |
| ity Pmt Date Description Reference | ns 9/17/13 | |
| Description | 0.00 10/15/2013 Cable Operations 9/17/13 | |
| Pmt Date | 10/15/2013 | |
| Quantity | 0.00 | |
| Amount Quanti | 55.00 55.00 55.00 | 55.00 |
| Inv Date | TORILLO Fiorillo Megan 10/15/2013 10/15/2013 101-410-1450-43620 Cable Operations 10/15/2013 Total: FIORILLO Total: | Report Total: |
| Invoice # | FIORILLO 10/15/2013 101-410-14: | |

Accounts Payable To Be Paid Proof List

User: denise Printed: 10/24/2013 - 8:57 AM Batch: 033-10-2013

| Inv Date | Amount | Quantity | Pmt Date | Amount Quantity Pint Date Description Reference | Reference | Task | Type | PO# | Type PO# Close POLine# | ine # |
|--|----------------------------|----------|----------|---|------------------|------|------|-----|------------------------|-------|
| MCMA MN City/County Mgmt. Assoc. May 01 2013 10/24/2013 101-410-1320-44330 Dues & Subscriptions May 01 2013 Total: MCMA Total: | 132.00 132.00 132.00 | 0.00 | | 10/24/2013 MCMA-Mbrship 5/1/13 - 4/30/14 | 5/1/13 - 4/30/14 | ï | | | No | 0000 |
| - Report Total: | 132.00 | | | | | | | | | |

Page 1

Accounts Payable To Be Paid Proof List

User: denise Printed: 10/30/2013 - 1:28 PM Batch: 035-10-2013

| Invoice # Inv Date | Amount | Quantity | Pint Date | Description | Reference | Task | Type | # Od | Close POLine# |
|---|--------------------------------------|----------|------------|--|--|-------------|------|------|----------------|
| ADVANCED Advanced Eng & Environ Svs Inc 36088 09/26/2013 601-494-9400-43030 Engineering Services 36088 Total: ADVANCED Total: | 1,504.00 1,504.00 1,504.00 | 0.00 | 10/31/2013 | Production Well#4 Services 9/1-9/30/13 | 4 Services 9/1- | 1 | | | No 0000 |
| AIRGAS Airgas USA, LLC 9912949849 10/01/2013 101-430-3100-43150 Contract Services 9912949849 Total: AIRGAS Total: | 35.78 35.78 35.78 | 0.00 | 10/31/2013 | 02 - C02 Tank/Maintenance Lease | aintenance Lease | 1 | | | 0000 No |
| ANCOM ANCOM Communications, Inc. 101-4202220-432 08/21/2013 101-420-2220-43230 Radio 101-420-2220-43230 Radio 101-420-2220-43230 Radio ANCOM Total: | 125.31 101.77 227.08 227.08 | 0.00 | 10/31/2013 | Pager Repair - Fire Dept Pager Repair - Fire Dept | e Dept e Dept | · · · · · · | | | 00000 00000 No |
| ASPENMI Aspen Mills, Inc. 140755 10/09/2013 101-420-2220-44170 Uniforms 140756 10/09/2013 101-420-2220-44170 Uniforms 140756 Total: ASPENMI Total: | 119.90 119.90 120.88 240.78 | 0.00 | 10/31/2013 | | #140755-Boots, N Malmquist Fire Dpt #140756-Nametags Fire Dpt | | | | 0000 OOO |

| Invoice # Inv Date | Amount | Quantity | Pmt Date | vescription Reference | Task | Type | # Od | Ciuse POLine# | Line # |
|---|--------|----------|------------|--|------|------|------|----------------|--------|
| | 41.40 | 0.00 | 10/31/2013 | Office Supplies - Administration | ı | | | No | 0000 |
| _ | 41.40 | 0.00 | 10/31/2013 | Office Supplies - Administration | ī | | | No | 0000 |
| 101-410-1320-42000 Office Supplies WO-887898-1 Total: BERTELSO Total: | 50.98 | | | | | | | | |
| | 781.29 | 0.00 | 10/31/2013 | Portable Restrooms- Parks | ï | | | N _o | 0000 |
| 101-450-5200-44120 Rentals - Buildings W509178-W509187 Total: BIFFS Total: | 781.29 | | | | | | | | |
| CARDMEMB Cardmember Service 10/22/2013 10/22/2013 | 15.39 | 0.00 | 10/31/2013 | Breakfast 3M- D Zuleger VISA | ī | | | ο̈́Z | 0000 |
| = | 71.24 | 0.00 | 10/31/2013 | Carbone's Pizza - D Zuleger VISA | i) | | | No | 0000 |
| = | 40.00 | 0.00 | 10/31/2013 | Lake Elmo Inn - D Zuleger VISA | ï | | | No | 0000 |
| 101-410-1320-44300 Miscellaneous 10/22/2013 10/22/2013 | 56.41 | 0.00 | 10/31/2013 | Park Retreat Rainbow Food - D | r | | | No | 0000 |
| 107-22/2013 10/22/2013 10/22/2013 10/22/2013 | 100.90 | 0.00 | 10/31/2013 | Zureger Keys Cafe 10/16 & 10/21 - D Zuleger | - JC | | | No | 0000 |
| = | 0.75 | 0.00 | 10/31/2013 | St Paul Public Wks - D Zuleger | ì | | | No | 0000 |
| | 5.00 | 0.00 | 10/31/2013 | Parking Impark 9/18 A Bell | ā | | | No | 0000 |
| _ | 66.9 | 0.00 | 10/31/2013 | Target - Coffee - 9/23/ A Bell | ú | | | No | 0000 |
| - | 351.98 | 0.00 | 10/31/2013 | Tiger Direct 9/20 A Bell | ï | | | No | 0000 |
| - | 144.92 | 0.00 | 10/31/2013 | Tiger Direct 9/20 A Bell | ī | | | No | 0000 |
| 101-410-1320-43180 Information Technology/ Web 10/22/2013 10/22/2013 101 43180 1.5-median Technology/ Web | 144.92 | 0.00 | 10/31/2013 | Tiger Direct 9/20 A Bell | Ü | | | No | 0000 |
| 101-420-2400-45160 IIIlomiation reciniology/ web 10/22/2013 10/22/2013 101 410 1320 44300 Miscallanaeus | 22.54 | 0.00 | 10/31/2013 | Target-NPL PIPO Coffee- A Bell | ĩ | | | No | 0000 |
| - | 22.06 | 0.00 | 10/31/2013 | Target MP Water PIPO - A Bell | 1 | | | No | 0000 |
| - | 408.00 | 0.00 | 10/31/2013 | CTC Email Marketing - C Bendel | 7 | | | No | 0000 |

| Invoice # Inv Date | Amount | Quantity | Pmt Date | Description R | Reference | Task | Type | # Od | (Crose POLine# | ine# |
|---|----------------------|----------|------------|--|--------------------|------|------|------|--------------------|------|
| | | | | | | | | | | |
| 10/22/2013 10/22/2013 | 26.99 | 0.00 | 10/31/2013 | DJ Wall St Journal Dated 10/9 - | ated 10/9 - C | ī | | | No | 0000 |
| = | 189.85 | 0.00 | 10/31/2013 | American Bar Assn Bks Fin - C Bendel | ks Fin - C Bendel | ï | | | No | 0000 |
| _ | 100.00 | 0.00 | 10/31/2013 | 4 Attendees Maint. Expo/Conf -M | kpo/Conf-M | ï | | | No | 0000 |
| | 48.20 | 0.00 | 10/31/2013 | Bouthile Monthly Carwashes CVI & CV2 G | VI & CV2 G | ï | | | No | 0000 |
| - | 273.98 | 0.00 | 10/31/2013 | Malmquist MSFCA Lodging 10/16&10/17-G | 16&10/17-G | t | | | No | 0000 |
| _ | 5.00 | 0.00 | 10/31/2013 | Malmquist Lanier Parking 9/18 Rochester-K Klatt | Rochester-K Klatt | ï | | | No | 0000 |
| - | 198.24 | 0.00 | 10/31/2013 | Kahler Grand Hotel 9/18 Rochester-K | /18 Rochester-K | r | | | No | 0000 |
| | 00.6 | 0.00 | 10/31/2013 | Klat Laneir Parking 9/19 Rochester- K Klatt | Rochester- K Klatt | ī | | | No | 0000 |
| _ | 44.99 | 0.00 | 10/31/2013 | Gander Mtn 10/13- R Chase | Chase | | | | No | 0000 |
| - | 48.16 | 0.00 | 10/31/2013 | Lake Elmo Oil 10/17 - R Chase | - R Chase | 1 | | | No | 0000 |
| _ | 210.00 | 0.00 | 10/31/2013 | ACT*10klakes 2 day seminar 10/21-R | seminar 10/21-R | ï | | | No | 0000 |
| | 95.52 | 0.00 | 10/31/2013 | Chase MLA Annual Conf 10/11-L Orsted |)/11-L Orsted | ¥ | | | No | 0000 |
| - | 5.00 | 0.00 | 10/31/2013 | St. Cloud Parking - L Orsted | Orsted | ı | | | No | 0000 |
| | 1,089.41 | 0.00 | 10/31/2013 | HP Computers, printers, equip-L Orsted | rs, equip-L Orsted | ì | | | No | 0000 |
| 206-450-5300-43180 Information Lechnology 10/22/2013 10/22/2013 | 32.12 | 0.00 | 10/31/2013 | USB Printer Cable - L Orsted | Orsted | ī | | | No | 0000 |
| 206-450-5300-43180 Information Technology 10/22/2013 Total: CARDMEMB Total: | 3,767.56 3,767.56 | | | | | | | | | |
| CARQUEST Car Quest Auto Parts 2055-301631 10/09/2013 | 77.22 | 0.00 | 10/31/2013 | Antifreeze, stop leak & silicone | & silicone | ı | | | No | 0000 |
| 101-450-5200-42120 Fuet, Oil and Fluids 2055-301631 Total: CARQUEST Total: | 77.22 77.22 | | | | | | | | | |
| CENTURYL CenturyLink Oct 19 2013 10/19/2013 | 125.92 | 0.00 | 10/31/2013 | Phone Service - Library | í.) | 1 | | | No | 0000 |
| 200-450-5500-45210 Technolic Oct 19 2013 10/19/2013 206-450-5300-43250 Internet | 37.94 | 0.00 | 10/31/2013 | Internet Service- Library | ary | ı | | | o N | 0000 |

| Invoice # | Inv Date | Amount | Quantity | Pmt Date | Description | Reference | Task | Type | PO # | Close POLine# |
|--|--|----------------------------|----------|------------|--|--------------------------------------|------|------|------|---------------|
| | Oct 19 2013 Total: CENTURYL Total: | 163.86 | | | | | | | | |
| CONLEYMO Conley Morgan Cable Oper1014 10/14/20 101-410-1450-43620 Cable (Cable Oper1014 10/14/20 101-410-1450-43620 Cable (Cable Cable Oper1014 10/14/20 | CONLEYMO Conley Morgan Cable Oper1014 10/14/2013 101-410-1450-43620 Cable Operations Cable Oper1014 10/14/2013 101-410-1450-43620 Cable Operations Cable Oper1014 Total: CONLEYMO Total: | 55.00 61.88 116.88 | 0.00 | 10/31/2013 | Cable Operations-10/14 Planning Com(4hr) Cable Operations-10/28 Planning Com(4.5) | 10/14 Planning 10/28 Planning | 1 1 | | | 0000 ON ONO |
| DWINC D.W. INC. 210410 101-420-2220-44040 | DWINC D.W. INC. 10/15/2013 101-420-2220-44040 Repairs/Maint Eqpt 210410 Total: DWINC Total: | 138.09 | 0.00 | 10/31/2013 | Repair Chain Saw | Repair Chain Saw for Ranger-Fire Dpt | ı | | | 0000 ON |
| EMERGAPP Emergo 71069 101-420-2220-44040 | EMERGAPP Emergency Apparatus Maint. INC 71069 10/16/2013 101-420-2220-44040 Repairs/Maint Eqpt 71069 Total: EMERGAPP Total: | 953.35 953.35 953.35 | 0.00 | 10/31/2013 | Emergency Repair | Emergency Repair Brakes T2-Fire Dept | 1 | | | No 0000 |
| EMERGAUT Emerg 22137 101-420-2220-44040 | EMERGAUT Emergency Automotive Tech, Inc 10/28/2013 101-420-2220-44040 Repairs/Maint Eqpt 22137 Total: EMERGAUT Total: | 963.00 963.00 963.00 | 0.00 | 10/31/2013 | CV1 Siren Repair - Fire Dept | - Fire Dept | (I | | | No 0000 |
| ENVENTIS Enventis Acct 738507 10/01/2013 101-410-1940-43210 Telephone Acct 738 ENVENTIS | s 10/01/2013 9 Telephone Acct 738507 Total: ENVENTIS Total: | 57.05 57.05 57.05 | 0.00 | 10/31/2013 | Telephone/Data Ser - City Hall Oct 2013 | er - City Hall Oct | a. | | | No 0000 |
| FASTENAL Fastenal Company MNOAK4808 10/10/201 101-450-5200-42210 Equipm MNOA | l Company 10/10/2013 Dequipment Parts MNOAK4808 Total: | 11.04 | 0.00 | 10/31/2013 | Hardware | | t. | | | No 0000 |

| Invoice # Inv Date | Amount | Quantity | Pmt Date | Description | Reference | Task | Type | FO # | Cwse POLine # | ine # |
|--|-------------------|----------|------------|---|-------------------|-----------|------|------|---------------|-------|
| FASTENAL Total: | 11.04 | | | | | | | | | |
| 0 _ | 55.00 | 0.00 | 10/31/2013 | Cable Operations 10/15 CC Meeting |)/15 CC Meeting | | | | No | 0000 |
| 101-410-1450-43620 Cable Operations CableOper101513 Total: FIORILLO Total: | 55.00 | | | (4III.5) | | | | | | |
| 2 2 | 2,303.11 | 0.00 | 10/31/2013 | General Engineering | 50 | 1 | | | °Z | 0000 |
| = | 566.50 | 0.00 | 10/31/2013 | General Engineering - Planning | g - Planning | 3 | | | No | 0000 |
| = | 2,869.61 1,675.00 | 0.00 | 10/31/2013 | General Engineering-VRA -Building | g-VRA -Building | 3. | | | °Z | 0000 |
| = | 632.62 | 0.00 | 10/31/2013 | General Engineering-VRA - Planning | g-VRA - Planning | ı | | | No | 0000 |
| \simeq | 81.50 | 0.00 | 10/31/2013 | General Engineering-VRA - Cap Proj | g-VRA - Cap Proj | ı | | | No | 0000 |
| = | 586.75 | 0.00 | 10/31/2013 | Farks General Engineering-VRA - ROW | g-VRA - ROW | 1 | | | No | 0000 |
| = | 683.00 | 0.00 | 10/31/2013 | General Engineering-VRA - Water | g-VRA - Water | Ľ | | | No | 0000 |
| = | 649.00 | 0.00 | 10/31/2013 | General Engineering-VRA - Sewer | g-VRA - Sewer | ı | | | No | 0000 |
| 602-495-9450-43030 Engineering Services 849 10/27/2013 603-496-9500-43030 Engineering Services | 3,558.50 | 0.00 | 10/31/2013 | General Engineering-VRA - Surface Water | g-VRA - Surface | 1 | | | No | 0000 |
| \simeq | 7,866.37 591.06 | 0.00 | 10/31/2013 | Transportation & Traffic Systems | raffic Systems | r | | | No | 0000 |
| \simeq | 147.50 | 0.00 | 10/31/2013 | Street Maintenance | | ε | | | No | 0000 |
| \simeq | 1,156.00 | 0.00 | 10/31/2013 | Capital Improvement Planning | nt Planning | 1 | | | No | 0000 |
| \simeq | 2,530.17 | 0.00 | 10/31/2013 | 2013 Crack Seal Project | oject | 11 | | | No | 0000 |
| $\stackrel{\smile}{=}$ | 662.56 | 0.00 | 10/31/2013 | Trunk Highway 37 Corridor Planning | Corridor Planning | r | | | No | 0000 |
| 409-480-8000-43030 Engineering Services 850 10/27/2013 409-480-8000-43030 Engineering Services | 531.00 | 0.00 | 10/31/2013 | State Hwy 5 Traffic Mgmt & Safety Improv | Mgmt & Safety | ī | | | No | 0000 |
| 850 Total: 851 10/27/2013 409-480-8000-43030 Engineering Services | 5,618.29 88.50 | 0.00 | 10/31/2013 | Village Area Infrastructure Planning | ructure Planning | , | | | No | 0000 |
| | | | | | | | | | | |

| Invoice # Inv Date | Amount | Quantity | Pmt Date | vescription Reference | | Task | Type | # Od | Crose POLine # | ine # |
|--|------------------|----------|------------|---|----------|------|------|------|----------------|-------|
| 851 Total: 10/27/2013 | 88.50 413.00 | 0.00 | 10/31/2013 | 10th Street Infrastructure Planning | ning | | | | No | 0000 |
| 420-480-8000-43030 Engineering Services 852 Total: 853 419-480-8000-43030 Engineering Services | 413.00 | 0.00 | 10/31/2013 | Demontreville Highlands Area Street Imp | a Street | | | | N _o | 0000 |
| 854 Total: 10/27/2013 409-480-8000-43030 Engineering Services | 717.00 | 0.00 | 10/31/2013 | Olson Lake Trail Sewer Ext. Feasibility | | 7 | | | N _o | 0000 |
| 855 10/27/2013 601-494-9400-43030 Engineering Services | 29.50 918.25 | 0.00 | 10/31/2013 | Inwood Ave Trunk Watermain | _ | | | | No | 0000 |
| 855 Total: 856 10/27/2013 601-494-9400-43030 Engineering Services | 918.25 467.50 | 0.00 | 10/31/2013 | Water System Design Phasing Study | Study | 3 | | | No O | 0000 |
| 857 10/27/2013 | 2,430.67 | 0.00 | 10/31/2013 | Keats Ave Watermain 43% | | i | | | No | 0000 |
| 601-494-9400-43030 Engineering Services 857 10/27/2013 409-480-8000-43030 Engineering Services | 3,222.06 | 0.00 | 10/31/2013 | Keats Ave Street 57% | | | | | No | 0000 |
| 857 Total: 858 10/27/2013 203-490-9070-43030 Engineering Services | 5,652.73 | 0.00 | 10/31/2013 | Lennar I-94 West Corridor | | ř | | | No | 0000 |
| 859 10tal. 10/27/2013 409-480-8000-43030 Engineering Services | 23,405.79 | 0.00 | 10/31/2013 | LE Ave Infrastructure 194 to 30th Street | 80th | ř | | | N _o | 0000 |
| 860 10/27/2013 409-480-8000-43030 Engineering Services 860 Total: | 88.50 | 0.00 | 10/31/2013 | Water System Funding Activities (Deeds) | ties | ī | | | No | 0000 |
| ng | 846.50 | 0.00 | 10/31/2013 | Production Well Number 4 | | ï | | | oN. | 0000 |
| 862 10/27/2013 601-494-9400-43030 Engineering Services 862 10/27/2013 602-405-0450-43030 Engineering Services | 7,249.84 | 0.00 | 10/31/2013 | Section 34 Water 40% Section 34 Sewer Extension 60% | %0 | ı i | | | o o | 0000 |
| | 18,124.61 981.62 | 0.00 | 10/31/2013 | CSAH 15(Manning Ave)Corridor Mgmt& Saf | idor | ī | | | No | 0000 |
| 864 10/27/2013 203-490-9070-43030 Engineering Services 864 Total: | 737.50 737.50 | 0.00 | 10/31/2013 | Amaris Homes (Montgomery Property) | | ī | | | °Z | 0000 |

| Invoice # Inv Date | Amount | Quantity | Pmt Date | Description Refer | Reference | Task | Type | # Od | Close POLine# | ine # |
|---|---|----------|------------|--|--------------|------|------|------|----------------|-------|
| 865 10/27/2013 | 442.06 | 00.00 | 10/31/2013 | Landucci Property (Ryland) | (p | , | | | No | 0000 |
| 203-490-9070-43030 Engineering Services 865 Total: 866 10/27/2013 601-494-9400-43030 Engineering Services | 442.06 | 0.00 | 10/31/2013 | Well No 4 Connecting Watermain Imp Feas | atermain Imp | | | | No | 0000 |
| 866 Total: 867 10/27/2013 Forting Services | 447.50 | 0.00 | 10/31/2013 | Pumphouse No 4 | | | | | No | 0000 |
| | 1,190.25 2,852.00 | 0.00 | 10/31/2013 | LE Ave Trunk Watermain Imp Feas | Imp Feas | 1 | | | N _o | 0000 |
| 869 10/27/2013 409-480-8000-43030 Engineering Services 869 Total: FOCUS Total: | 2,852.00 59.00 59.00 75,045.70 | 0.00 | 10/31/2013 | LE Ave Corridor Improvements | sments | ı | | | No | 0000 |
| KAMCO Kamco, Corp 4004 10/26/2013 603-496-9500-43150 Contract Services 4004 Total: KAMCO Total: | 550.00 550.00 550.00 | 0.00 | 10/31/2013 | Cut & Removed Trees & Limbs Section 34 | Limbs | ž , | | | °Z | 0000 |
| LAKEFIRE Lake Elmo Fire Department PettyCash 10/30/2013 | 21.01 | 0.00 | 10/31/2013 | Postage - | | | | | % | 0000 |
| | 15.38 | 0.00 | 10/31/2013 | New Recruit Orientation | | 1 | | | No | 0000 |
| PettyCash 10/30/2018 P. Training | 48.57 | 0.00 | 10/31/2013 | Training Meals | | 31 | | | No | 0000 |
| | 23.56 108.52 108.52 | 0.00 | 10/31/2013 | Equipment Parts | | 1 | | | No V | 0000 |
| LEAGMN League of MN Cities 187524 09/01/2013 | 2,372.32 | 0.00 | 10/31/2013 | Annual Mbrship Dues 9/1/13-12/31/13 | /13-12/31/13 | ı | | | °N | 0000 |
| 18754 9 18754 | 4,744.68 | 0.00 | 10/31/2013 | Annual Mbrship Dues 1/1/14-8/31/14 | /14-8/31/14 | ι | | | No | 0000 |
| 101-000-0000-15500 Prepaid Items 192347 09/01/2013 603-496-9500-44370 Conferences & Training | 7,117.00 620.00 | 0.00 | 10/31/2013 | Storm Water Coalition Contributions | ontributions | 1 | | | ON. | 0000 |

| Invoice # Inv Date | Amount | Quantity | Pmt Date | vescription | Reference | Task | Type | # Od | Crose POLine# | # e |
|---|-------------------------------|----------|------------|-----------------------------------|--|------|------|------|----------------|------|
| 192347 Total: LEAGMN Total: | 620.00 | | | | | | | | | |
| LEOIL Lake Elmo Oil, Inc. 012360 09/30/2013 | 1,042.19 | 0.00 | 10/31/2013 | Fuel | | II. | | | No 00 | 0000 |
| 012361 09/30/2013 09/30/2013 101 430 3120 42120 Fuel, Oil and Fluids | 1,042.19 2,594.20 | 0.00 | 10/31/2013 | Fuel | | 7 | | | No 0K | 0000 |
| 101-450-5120-42120 Fuel, Oll and Fluids 012362 09/30/2013 | 2,594.20 3,665.58 | 0.00 | 10/31/2013 | Fuel | | ï | | | No 00 | 0000 |
| 101-430-3120-42120 rue, Oli anu riuus 012362 Total: LEOIL Total: | 3,665.58 | | | | | | | | | |
| LOFF Loffler Companies, Inc. 1643085 101-410-1940-44040 Repairs/Maint Contractual Eqpt 1643085 Total: LOFF Total: | 879.65 14 879.65 879.65 | 0.00 | 10/31/2013 | Copy Machines O 10/9 | Copy Machines Overage & Base 9/10-10/9 | | | | 0 0 V | 0000 |
| LOGANSTY Logan & Styrbicki Court Report 7698 09/30/2013 101-410-1320-43040 Legal Services 7698 Total: LOGANSTY Total: | 628.00 628.00 628.00 | 0.00 | 10/31/2013 | Legal Services - F | Legal Services - Homing Matter #7698 | · · | | | 0 V | 0000 |
| MADDMN MADD Minnesota 10/07/2013 10/07/2013 101-420-2220-42090 Fire Prevention 10/07/2013 Total: MADDMN Total: | 175.00 175.00 175.00 | 0.00 | 10/31/2013 | Crash Car Fire Prevention/LE Days | evention/LE Days | ι | | | 00 00 00 | 0000 |
| MENARDST Menards - Stillwater 28503 101-420-2220-44370 Conferences & Training 28503 Total: MENARDST Total: | 40.27 | 0.00 | 10/31/2013 | Burn Ignitor for T | Burn Ignitor for Training Burn House | L | | | 0 0 V | 0000 |

| Invoice # Inv Date | Amount | Quantity | Pmt Date | Description Reference | | Task | Type | # Od | Close POLine# | ine # |
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| MESSERLI Messerli & Kramer 290508 10/23/2013 101-410-1320-43150 Contract Services 290508 Total: MESSERLI Total: | 1,000.00 | 0.00 | 10/31/2013 | 2013-2014 Legislative Repre 10/1- 10/31 | -1/(| 1 | | | o _N | 0000 |
| TESTL Midwes 0-1320-43040 | 225.32 | 0.00 | 10/31/2013 | Legal Services - Horning Matter#11474 | | 3 | | | S. | 0000 |
| 11486 10/07/2013 101-410-1320-43040 Legal Services 11486 Total: MIDWESTL Total: | 50.00 50.00 275.32 | 0.00 | 10/31/2013 | Legal Services - Horning Matter#11486 | | ī | | | °N | 0000 |
| MNADMIN State of Minnesota 485972 10/21/2013 101-410-1320-43040 Legal Services 485972 Total: MNADMIN Total: | 247.50 247.50 247.50 | 0.00 | 10/31/2013 | Legal Work-Karl's Horning Sept 2013 | t 2013 | | | | o Z | 0000 |
| MNRURAL MN Rural Water Association Mbrshp Renewal 10/01/2013 601-494-9400-44370 Conferences & Training Mbrshp Renewal Total: MNRURAL Total: | 225.00 225.00 225.00 | 0.00 | 10/31/2013 | MN Rural Water Membership 2013- 2014 | 013- | 1 | | | ° N | 0000 |
| NEXTEL Nextel Communications 771950227-127 10/18/2013 101-410-1940-43210 Telenhone | 59.89 | 0.00 | 10/31/2013 | Cell Phone Service - Administration | ıtion | i. | | | No | 0000 |
| 77195027-127 10/18/2013 101-420-2220-43210 Telephone | 223.00 | 0.00 | 10/31/2013 | Cell Phone Service - Fire Dept | | ī | | | No No | 0000 |
| | 46.04 | 0.00 | 10/31/2013 | Cell Phone Service - Building Dept Cell Phone Service - Public Wks Dpt | dept s Dpt | T I | | | oN oN | 0000 |
| 101-430-3100-43210 Telephone 771950227-127 10/18/2013 | 91.01 | 0.00 | 10/31/2013 | Cell Phone Service - Parks Dpts | | ī | | | No | 0000 |
| | 57.63 | 0.00 | 10/31/2013 | Cell Phone Service - Taxpayer Serviecs | Serviecs | 1 | | | oN o | 0000 |
| | 15.66 | 0.00 | 10/31/2013 | Cell Phone Service - Planning Dpt |)pt | ī | | | o N | 0000 |

| Invoice # Inv Date | Amount | Quantity | Pmt Date | Description | Reference | Task | Type | # Od | Close POLine # | # e # |
|---|-------------------|----------|------------|--------------------------------|----------------------------------|------|------|------|----------------|-------|
| 771950227-127 Total: NEXTEL Total: | 577.46 577.46 | | | | · | | | | | |
| OAKDRC Oakdale Rental Center 10091270 10/13/2013 | 18.16 | 0.00 | 10/31/2013 | Propane | | ć. | | | No OC | 0000 |
| 101-430-3120-42240 Street Maintenance Materials 10091270 10/13/2013 101-430-3120-42240 Street Maintenance Materials | 70.53 | 0.00 | 10/31/2013 | Propane - Patching Trailer | ıg Trailer | 1 | | | No . 0V | 0000 |
| 10091270 Total: OAKDRC Total: | 88.69 | | | | | | | | | |
| OFFICEMX OfficeMax 415413 09/26/2013 | 179.91 | 0.00 | 10/31/2013 | 6CT Reim Case > | 6CT Reim Case X 9x11 Inv#415413 | ì | | | No OC | 0000 |
| 728425 09/26/2013 | 179.91 | 0.00 | 10/31/2013 | 5CT Reim X 9x1 | 5CT Reim X 9x11 Paper Inv#728425 | i | | | No 0 | 0000 |
| 101-410-1320-42000 Office Supplies 728425 Total: OFFICEMX Total: | 182.36 362.27 | | | | | | | | | |
| ORSTEDLI Orsted Linda 10/15/2013 10/15/2013 | 94.35 | 0.00 | 10/31/2013 | Reimbursement Mileage L Orsted | Mileage L Orsted | t) | | | o N | 0000 |
| Z00-450-5500-45510 Mileage 10/15/2013 Total: ORSTEDLI Total: | 94.35 | | | | | | | | | |
| POMPS Pomp's Tire Service, Inc. 210007169 09/27/2013 101-430-3125-44040 Renairs/Maint Egut | -397.88 | 0.00 | 10/31/2013 | Invoice paid twice credit | e credit | | | | o N | 0000 |
| 210080922 09/27/2013 | -397.88 506.90 | 0.00 | 10/31/2013 | Tool Cat Tires - | | X | | | No O | 0000 |
| 210087503 125-44040 Repairs/Maint Eqpt 210087503 10/24/2013 | 506.90 301.96 | 0.00 | 10/31/2013 | Truck Tire Dodge I Ton Dump | e I Ton Dump | 1 | | | No O | 0000 |
| 210087503 Total: POMPS Total: | 301.96 | | | | | | | | | |
| RENLUNDT Renlund Terry 10 101-420-2400-43310 Mileage | 49.72 | 0.00 | 10/31/2013 | Building Inspector Mileage | or Mileage | ř | | | No | 0000 |

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| Invoice # Inv Date | Amount | Quantity | Pmt Date | Description Reference | Task | Type | # Od | Close POLine # | Line # |
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| | 216.00 | 0.00 | 10/31/2013 | Building Inspector Services | , | | | No | 0000 |
| | 265.72 405.00 | 0.00 | 10/31/2013 | Building Inspector Services | ı | | | °Z | 0000 |
| 101-420-2400-43150 Inspector Contract Services 9 10/09/2013 | 86.45 | 0.00 | 10/31/2013 | Building Inspector Mileage | 1 | | | Š | 0000 |
| 101-420-2400-43310 Mileage 9 Total: RENLUNDT Total: | 491.45 | | | | | | | | |
| RIVRCOOP River Country Cooperative 101-420-2220-42 09/30/2013 | 577.39 | 0.00 | 10/31/2013 | Fuell | 1 | | | ^N | 0000 |
| 101-420-2220-42120 Fuel, Oil and Fluids 101-420-2220-42 Total: RIVRCOOP Total: | 577.39 | | | | | | | | |
| | 123.90 | 0.00 | 10/31/2013 | Office Supplies - Administration | 1 | | | S _o | 0000 |
| — | 14.16 | 0.00 | 10/31/2013 | Office Supplies -Building | ar | | | No | 0000 |
| 101-420-2400-42000 Office Supplies 01QA568 10/16/2013 | 138.06 9.53 | 0.00 | 10/31/2013 | Office Supplies -Administration | ï | | | °N _o | 0000 |
| _ | 9.53 | 0.00 | 10/31/2013 | Office Supplies -Administration | r | | | °N O | 0000 |
| _ | 45.27 | 0.00 | 10/31/2013 | Office Supplies -Planning | 1 | | | No | 0000 |
| 101-410-1910-42000 Office Supplies 01QA7742 8217 Total: S&T Total: | 83.41 | | | | | | | | |
| SAFEFAST Safe-Fast, Inc. INV 131826 10/10/2013 101-430-3100-44300 Miscellaneous INV 131826 Total: SAFEFAST Total: | 602.85 602.85 602.85 | 0.00 | 10/31/2013 | Hi-Vis Safety jackets, sweat shirts,hats | - S1 | | | Š | 0000 |
| SAMSCLUB Sam's Club 05331;7727/8110 10/07/2013 204-450-5200-44300 Miscellaneous | 398.56 | 0.00 | 10/31/2013 | Supplies - LE Days #005331 | | | | Z | 0000 |

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| Invoice # Inv Date | Amount | Quantity | Pınt Date | Description Re | Reference | Task | Type PO# | | Close POLine # |
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| | 320.75 | 0.00 | 10/31/2013 | Supplies - LE Days #007727 | 7277(| Ib | | Ν̈́ | 0000 |
| 204-450-5200-44300 Miscellaneous 05331;7727/8110 10/07/2013 204-450-5200-44300 Miscellaneous 05331;7727/8110 Total: SAMSCLUB Total: | -101.47 617.84 617.84 | 0.00 | 10/31/2013 | Supplies Refunded - LE Days #008110 | 3 Days #008110 | i | | No | 0000 |
| SELECTAC SelectAccount 964744 10/05/2013 101-410-1520-43150 Contract Services 964744 Total: SELECTAC Total: | 5.49 5.49 5.49 | 0.00 | 10/31/2013 | Participant Fee- 10/1/2013 10/31/2013 | 013 - | 1 | | °Z | 0000 |
| TASCH T.A. Schifsky & Sons Inc 55681 101-430-3120-42240 Street Maintenance Materials | 2,424.63 | 0.00 | 10/31/2013 | Asphalt 10/15/2013 | | ï | | Š | 0000 |
| | 2,424.63 143.75 143.75 2,568.38 | 0.00 | 10/31/2013 | Asphalt 10/18/2013 | | i | | N _O | 0000 |
| TDS TDS Metrocom - LLC | 146.38 | 0 | 10/31/2013 | Analog Lines Bire | | i | | Z | 0000 |
| 43210 | 236.15 | 0.00 | 10/31/2013 | Analog Lines - Public Works | Works | | | S S | 0000 |
| _ | 135.84 | 0.00 | 10/31/2013 | Analog Lines - Lift Station Alarms | tion Alarms | ī | | No | 0000 |
| _ | 47.48 | 0.00 | 10/31/2013 | Arlarm Well House Station #2 | ıtion #2 | 1 | | No | 0000 |
| 601-494-9400-43210 Telephone 651-779-8882 Total: TDS Total: | 565.85 565.85 | | | | | | | | |
| TORQBUDD Torqbuddy LLC 2219 10/05/2013 601-494-9400-42400 Small Tools & Minor Equipment 2219 Total: TORQBUDD Total: | 4,328.44 nt 4,328.44 4,328.44 | 0.00 | 10/31/2013 | Hydrant/Gate Valve Exceriser | ceriser | ı | | Š | 0000 |
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| Invoice # | Inv Date | Amount | Quantity | Pmt Date | Amount Quantity Pmt Date Description Reference | Reference | Task | Type | # Od | PO # Close POLine # | # |
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| | | | | | | | | | | | |
| WAS-SHER Washington County | nington County | | | | | | | | | | |
| 76931 | 10/10/2013 | 54.50 | 0.00 | 10/31/2013 | 10/31/2013 Code Red 7/2, 7/3, & 7/6 218 min | 3, & 7/6 218 min | ì | | | No 0000 | 0 |
| 101-420-2100-431 | 101-420-2100-43150 Law Enforcement Contract | | | | | | | | | | |
| | 76931 Total: | 54.50 | | | | | | | | | |
| | WAS-SHER Total: | 54.50 | | | | | | | | | |
| | | | | | | | | | | | |
| | Report Total: | 115,240.95 | | | | | | | | | |

Accounts Payable To Be Paid Proof List

User: denise Printed: 10/30/2013 - 2:06 PM Batch: 001-11-2013

| Invoice # Inv Date | Amount | Quantity | Pmt Date | Description | Reference | Task | Type | FO # | Close POLine# | me # |
|--|--|----------|------------|------------------------------------|--|---|----------|------|---------------|------|
| ADVANCED Advanced Eng & Environ Svs Inc 36089' 10/30/2013 601-494-9400-43030 Engineering Services 36089' Total: ADVANCED Total: | 1,197.34 1,197.34 1,197.34 | 0.00 | 11/06/2013 | Water System De Phase | Water System Design Phasing Study- Phase Water System Desi | n Phasing Study- Water System Design Phasing Study-Phase | Phase | | °Z | 0000 |
| AMAZONIN Amazon Inc Acct xxx0320404 10/10/2013 206-450-5300-42500 Library Collection Maintenance Acct xxx0320404 Total: AMAZONIN Total: | 1,033.22 | 0.00 | 11/06/2013 | Books & DVD's-Library Bool | -Library Books & DVD's- Library | - .ibrary | | | °Z | 0000 |
| BANYON Banyon Data Systems, Inc. 150592 11/01/2013 601-494-9400-43180 Software Support 150592 11/01/2013 603-496-9500-43180 Software Support BANYON Total: | 663.00 442.00 1,105.00 1,105.00 | 0.00 | 11/06/2013 | Banyon Annual S Banyon Annual S | Banyon Annual Software Support Banyon Annual Software Support Banyon Annual Software Support Banyon Annual Software Support | ftware Support ftware Support | | | g g | 0000 |
| BASTYRJE Bastry Jed 10/14/2013 803-000-0000-22900 Deposits Payable 10/14/2013 Total: BASTYRJE Total: | 500.00 500.00 500.00 | 0.00 | 11/06/2013 | Refund Escrow# | Refund Escrow #8989 11619 58th St | | | | o V | 0000 |
| BOLTONME Bolton & Menk, Inc 160592 09/30/2013 601-494-9400-43030 Engineering Services | 4,405.88 | 0.00 | 11/06/2013 | 2013.132 Pumph Consultan | 2013.132 Pumphouse No 4 Design Consultan 2013.132 Pumpho | se No 4 Design 2013.132 Pumphouse No 4 Design Consultan | onsultan | | °Z | 0000 |

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| Invoice # Inv Date | Amount | Quantity | Pmt Date | Description | Reference | Task | Type | FO # | Crose POLine n | ine n |
| 160592 Total: BOLTONME Total: | 4,405.88 | | | | | | | | | |
| BRAUN Braun Intertec Corporation 603464 10/11/2013 409-480-8000-43030 Engineering Services 603464 10/11/2013 601-494-9400-43030 Engineering Services BRAUN Total: | 1,951.11 1,471.89 3,423.00 3,423.00 | 0.00 | 11/06/2013 | Keats MSA Street Watermain Impr Keats MSA Street Watermain Impr Keats MSA Street Watermain Impr | Watermain Impr Keats MSA Street and Trunk Watermain Imp Watermain Impr Keats MSA Street and Trunk Watermain Imp | - nd Trunk Watermi - nd Trunk Watermi | ain Imp ain Imp | | s s | 0000 |
| CARDBLDR Cardinal Home Builders, Inc. 10/10/2013 803-000-0000-22900 Deposits Payable Total: CARDBLDR Total: | 5,000.00 | 0.00 | 11/06/2013 | Refund Escrow #8793; 8961 37th Street Refund Escrov | Refund Escrow #8793; 8961 37th Street | - 93; 8961 37th Stre | eet | | °Z | 0000 |
| CREATHOM Creative Home Construction 10/25/2013 10/25/2013 803-000-0000-22900 Deposits Payable 10/25/2013 Total: CREATHOM Total: | 5,000.00 | 0.00 | 11/06/2013 | Refund Escrow #8 Trail | Refund Escrow #8173 2959 Jonquil Trail | | | | °Z | 0000 |
| DELTA Delta Dental Of Minnesota 5279526 10/15/2013 101-000-0000-21706 Medical Insurance 5279526 Total: DELTA Total: | 1,871.20 1,871.20 1,871.20 | 0.00 | 11/06/2013 | November 2013 Dental Coverage November 20 | oental Coverage November 2013 Dental Coverage | ntal Coverage | | | °Z | 0000 |
| EMMONS&O Emmons & Olivier Resources 156562 10/21/2013 803-000-0000-22900 Deposits Payable 156562 Total: EMMONS&O Total: | 2,361.20 2,361.20 2,361.20 2,361.20 | 0.00 | 11/06/2013 | 2012.130 Savona Dev SW Grading Plan Rev 2012.130 Savon | Dev SW Grading - 2012.130 Savona Development SW Grading P | - evelopment SW G | orading P | | N N | 0000 |
| FXL FXL, Inc. November 2013 11/01/2013 101-410-1320-43100 Assessing Services | 2,000.00 | 0.00 | 11/06/2013 | Assessor Services-November 2013 Assessor Servi | -November 2013 Assessor Services-November 2013 | - Vovember 2013 | | | °Z | 0000 |

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|---|--|----------|------------|---|---|-------------------------|--------|-------|------------|-----------|
| Invoice # Inv Date | Amount | Quantity | Pmt Date | Description | Keterence | I ask | Lype | # O.J | Close roi | # allie # |
| November 2013 Total: FXL Total: | 2,000.00 | | | | | | | | | |
| Gophseal Gopher State Sealcoat Inc. 10/31/2013 409-480-8000-43030 Engineering Services Total: Gophseal Total: | 25,765.00 25,765.00 25,765.00 | 0.00 | 11/06/2013 | 2013 Crack Seal I | 2013 Crack Seal Project Final Payment - 2013 Crack Seal Project Final Payment | - oject Final Paymen | ¥ | | °N | 0000 |
| NCPERS 566200-NCPERS Minnesota 5662913 10/22/2013 101-000-0000-21708 Other Benefits 5662913 Total: NCPERS Total: | 176.00 176.00 176.00 | 0.00 | 11/06/2013 | November 2013 Premiums Novem | remiums November 2013 Premiums | - emiums | | | o Z | 0000 |
| PERFORPO Performance Pools & Spa, Inc 10/10/2013 10/10/2013 803-000-02000 Deposits Payable | 500.00 | 0.00 | 11/06/2013 | Refund Escrow # Ave | Refund Escrow #8819 5747 Linden Ave | r | | | °Z | 0000 |
| 10/10/2013 Total: 10/15/2013 10/15/2013 803-000-0000-22900 Deposits Payable 10/15/2013 Total: PERFORPO Total: | 500.00 500.00 500.00 1,000.00 | 0.00 | 11/06/2013 | Refund Escrow# Trail | Refund Escrow #8900 5090 Marquess Trail | T | | | Š | 0000 |
| PETERSBR Peterson, Bryant & Bernadett 10/29/2013 10/29/2013 803-000-0000-22900 Deposits Payable 10/29/2013 Total: PETERSBR Total: | 500.00 500.00 500.00 | 0.00 | 11/06/2013 | Refund Escrow # | Refund Escrow #8800 27th St Court N | ř | | | °Z | 0000 |
| SRFCONSU SRF Consulting Group, Inc 8132.00-3 10/15/2013 409-480-8000-43030 Engineering Services 8132.00-3 Total: SRFCONSU Total: | 827.03 827.03 827.03 | 0.00 | 11/06/2013 | State Highway 36 Study | State Highway 36 South Frontage Rd - Study State Highway 36 South Frontage Road Stu | - South Frontage Roe | ad Stu | | °Z | 0000 |
| TKDA TKDA, Inc. 2013003098 10/10/2013 409-480-8000-43030 Engineering Services | 21.32 | 0.00 | 11/06/2013 | Keats MSA Street Improvement 2012.129 Ke | et Improvement 2012.129 Keats MSA Street & Trunk Waterm | - SA Street & Trunk | Waterm | | °N | 0000 |

| Invoice # | Inv Date | Amount | Quantity | Pmt Date | Amount Quantity Pmt Date Description | Reference | Task | Type | # Od | PO # Crose POLine # | ine # |
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| 2013003098 | 2013003098 10/10/2013 | 16.09 | 0.00 | 11/06/2013 | Keats Trunk Wate | 11/06/2013 Keats Trunk Watermain Improvement - 2012.129 Keats MSA Street & Trunk Waterm | - Street & Tru | ınk Waterm | | No | 0000 |
| 2013003099 | 2013003098 Total: 10/10/2013 | 37.41 110.84 | 0.00 | 11/06/2013 | General Engineer | 11/06/2013 General Engineering Svcs-Records & | 1 | | | No | 0000 |
| 101-410-1930-4303(| 101-410-1930-43030 Engineering Services | | | | Data | General Engineering Services - Records & | Services - Re | cords & | | | |
| 2013003168 | 2013003168 10/11/2013 400 480 8000-43030 Fnotineering Services | 110.84 6,569.62 | 0.00 | 11/06/2013 | 11/06/2013 2013.123 LE Ave Sewer Infr Construction | Sewer Infr | | | | No | 0000 |
| 2013003168 | 10/11/2013 | 9,679,19 | 0.00 | 11/06/2013 | 5th Street Sewer | 2013.123 Lake Elmo Ave Sewer Infr Impr 11/06/2013 5th Street Sewer Re-alignment Services - 2013.123 Lake Flmo Ave Sewer Infr Impr | Ave Sewer II | nfir Impr nfir Impr | | No | 0000 |
| 602-495-9450-43150 | 602-495-9450-43150 Contract Services 2013003168 Total: TKDA Total: | 16,248.81 16,397.06 | | | | | | _ | | | |
| | Report Total: | 72,561.93 | | | | | | | | | |



MAYOR AND COUNCIL COMMUNICATION

DATE:

11/06/2013

CONSENT

ITEM #:

AGENDA ITEM:

2013 Crack Seal Project – Pay Request No. 1 (Final)

SUBMITTED BY:

Ryan Stempski, Project Engineer

THROUGH:

Dean A. Zuleger, City Administrator

REVIEWED BY:

Jack Griffin, City Engineer

Cathy Bendel, Finance Director Mike Bouthilet, Public Works

SUGGESTED ORDER OF BUSINESS (if removed from the Consent Agenda):

| _ | Questions from Council to Staff | Mayor Facilitates |
|---|---------------------------------|----------------------|
| | Public Input, if Appropriate | |
| - | Call for Motion | Mayor & City Council |
| _ | Discussion | Mayor & City Council |
| _ | Action on Motion | Mayor Facilitates |

SUMMARY AND ACTION REQUESTED:

The City Council is respectfully requested to consider accepting the improvements and approving final payment to Gopher State Sealcoat, Inc. in the amount of \$25,765 for the 2013 Crack Seal Project.

STAFF REPORT:

The 2013 Crack Seal Project has been fully completed. The Project Engineer has prepared a Certificate of Completion and is recommending acceptance of the improvements. The two-year warranty period will begin on November 6, 2013, and will extend to November 6, 2015.

Final payment in the amount of \$25,765 has been requested by the Contractor, Gopher State Sealcoat, Inc., based upon the work completed. The original Contract price was a lump sum of \$25,765. The project is being funded through the Public Works Street Maintenance Fund.

RECOMMENDATION:

Staff is recommending that the City Council consider, as part of the Consent Agenda, accepting the improvements for the 2013 Crack Seal Project and approving Pay Request No. 1 (Final) in the amount of \$25,765. If removed from the consent agenda, the recommended motion for this action is as follows:

"Move to accept the improvements for the 2013 Crack Seal Project and approve Pay Request No. 1 (Final) to Gopher State Sealcoat, Inc. in the amount of \$25,765".

ATTACHMENT(S):

- 1. Pay Request No. 1 (Final)
- 2. Certificate of Completion

PROJECT PAY FORM

| PARTIAL PAY ESTIMATE NO. 1 (FINAL) | | | | | FOCUS ENGINEERING, inc. | | |
|--|----------|--------------------|------------|--|--|----------------------|--|
| 2013 STREET CRACK SEAL PROJECT PROJECT NO. 2013.119 | | | | PERIOD OF ESTIMATE FROM 10/7/2013 TO 10/31/2013 | | | |
| PROJECT OWNER: CITY OF LAKE ELMO 3800 LAVERNE AVENUE NORTH LAKE ELMO, MN 55042 ATTN: JACK GRIFFIN, P.E., CITY ENGINEER | | | | CONTRACTOR: GOPHER STATE SEALCOAT, INC. 12519 RHODE ISLAND AVENUE 5. SAVAGE, MN 55378 ATTN: CRAIG OLSON, PROJECT MANAGER | | | |
| AND DESCRIPTION | | NICE CODED SUM | NAADV I | PAY ESTIMATE SUMMARY | | | |
| Walter College | | ANGE ORDER SUM | | 10 - VII VII VII VII VII VII VII VII VII V | | | |
| No. | Approval | Amo | | 1. 0. 6.10. | | \$23,763.00 | |
| | Date | Additions | Deductions | | inge Order Sum Contract (1+2) | \$25,765.00 | |
| | | | | | Contract (1+2) | \$25,765.00 | |
| | | | | | Jenness Jenness States and States | \$0.00 | |
| | | | | 5. *Stored Materials 6. Subtotal (4+5) \$25. | | \$25,765.00 | |
| | | | | 7. Retaina | | \$0.00 | |
| | | | | | s Payments | | |
| TOTALS | | \$0.00 | \$0.00 | | t Due (6-7-8) | \$25,765.00 | |
| NET CH | | 50.00 | | | Breakdown Attached | | |
| THE T CH | 1,100 | HOLE STREET, TOTAL | CONTRAC | TTIME | Higgs shift because | reactive of America. | |
| SUBSTANTIAL COMPLETION: N/A REV | | | SINAL DAYS | | | | |
| ENGINEER'S CERTIFICATION: The undersigned certifies that the work has been reviewed and to the best of their knowledge and belief, the quantities shown in this estimate are correct and the work has been performed in accordance with the contract documents. FOCUS Engineering, inc. FOCUS Engineering, inc. ENGINEER DATE | | | | | | | |
| CONTRACTOR'S CERTIFICATION: The undersigned Contractor certifies that to the best of their knowledge, information and belief the work covered by this payment estimate has been completed in accordance with the contract documents, that all amounts have been paid by the contractor for work for which previous payment estimates was issued and payments received from the owner, and that current payment shown herein is now due. | | | | | | | |
| APPROVED BY OWNER: CITY OF LAKE ELMO, MINNESOTA | | | | | | | |
| ВУ | | | ву | | | | |
| DATE | | | DATE | | | | |

FOCUS Engineering, inc.

PROJECT PAYMENT FORM

1 (FINAL) PARTIAL PAY ESTIMATE NO.

FOCUS ENGINEERING, inc.

2013 STREET CRACK SEAL PROJECT CITY OF LAKE ELMO, MINNESOTA PROJECT NO. 2013.119

| 8 4 1 1 | TIMIT | | CONTRACT | | THIS PERIOD | RIOD | TOTAL TO DATE | O DATE |
|---------|--------------------------|----------|-------------|-------------|-------------|-------------|---------------|-------------|
| II EIM | DESCRIPTION OF PAY HEIVI | QUANTITY | UNIT PRICE | AMOUNT | QUANTITY | AMOUNT | QUANTITY | AMOUNT |
| 1 | ROUTE AND SEAL CRACKS | 1.0 | \$25,765.00 | \$25,765.00 | 1.00 | \$25,765.00 | 1.00 | \$25,765.00 |
| | | | | | | | | |

TOTALS - BASE CONTRACT

\$25,765.00

\$25,765.00

\$25,765.00

CERTIFICATE OF COMPLETION

| DATE OF ISSUANCE: | November 6, 2013 | | | | | |
|--|---|--|--|--|--|--|
| OWNER: CONTRACTOR: PROJECT NAME: PROJECT NO.: | CITY OF LAKE ELMO, MN GOPHER STATE SEALCOAT, INC. 2013 CRACK SEAL PROJECT 2013.119 | | | | | |
| ☑ This Certification of Completion applies to all work under the Contract Documents ☑ This Certification of Completion applies to the following specified parts of the Contract Documents | | | | | | |
| accordance with the Cor | t the work to which this Certificate applies has been constructed in attract dated September 17, 2013. The above-mentioned improvement is implete and acceptance of this work is recommended. | | | | | |
| DATE OF COMPLETION | ON: November 6, 2013 | | | | | |
| Ryan Stempski FOCUS Engineering, In | Reg. No. 45395 | | | | | |
| THE WARRANTY PE | RIOD BEGINS November 6, 2013 AND ENDS November 6, 2015 | | | | | |



MAYOR AND COUNCIL COMMUNICATION

DATE:

11/06/2013

CONSENT

ITEM #:

5

AGENDA ITEM: Section 34 Water & Sewer Utility Extension Improvements – Change Order No. 1

SUBMITTED BY: Ryan Stempski, Project Engineer

THROUGH: Dean A. Zuleger, City Administrator

REVIEWED BY: Jack Griffin, City Engineer

Cathy Bendel, Finance Director

SUGGESTED ORDER OF BUSINESS (if removed from the Consent Agenda):

| _ | Questions from Council to Staff | Mayor Facilitates |
|---|---------------------------------|-------------------|
| | Public Input, if Appropriate | |
| | Call for Motion | |
| | Discussion | |
| | Action on Motion | |

SUMMARY AND ACTION REQUESTED:

The City Council is respectfully requested to consider approving, as part of the Consent Agenda, Change Order No. 1 for the Section 34 Water and Sewer Utility Extension Improvements, thereby increasing the Contract Amount by \$11,162.82. If removed from the consent agenda, the recommended motion for this action is as follows:

"Move to approve Change Order No. 1 for the Section 34 Water and Sewer Utility Extension Improvements, thereby increasing the contract amount by \$11,162.82."

STAFF REPORT:

Change Order No. 1 includes changes to the construction contract at the request of the City. The project was originally approved for construction with a temporary lift station location established within utility easements in the northeast corner of the Hammes property. Subsequent to the project approval, City staff worked with the developer for Hammes Estates to identify a County approved Keats Avenue North (CSAH 19) roadway access for the future development. With a revised roadway access plan, the lift station was relocated further north on city-owned property to better accommodate the future development.

This change order includes the relocation of the lift station site from the northeast corner of the Hammes property to the City-owned parcel immediately to the north. The relocation required additional length of gravity sanitary sewer and forcemain, additional depth placement for 300 feet of forcemain and other quantity adjustments for the revised lift station site plan. This change order also includes the Contractor's deduct to not install tracer wire along the gravity sanitary sewer.

Change Order No. 1 incorporates revised plan sheets to alter the project design (Plan Sheets C4.05, C5.01 and C6.01), and revises the contract quantities and contract amount for the project (see attached Change

Order No. 1). With approval of Change Order No. 1, the Contract will be increased by \$11,162.82 for a revised Contract Amount of \$1,713,047.32. The project costs remain within the construction budget for this project.

RECOMMENDATION:

Staff is recommending that the City Council consider approving, as part of the Consent Agenda, Change Order No. 1 for the Section 34 Water and Sewer Utility Extension Improvements, thereby increasing the Contract Amount by \$11,162.82. If removed from the consent agenda, the recommended motion for this action is as follows:

"Move to approve Change Order No. 1 for the Section 34 Water and Sewer Utility Extension Improvements, thereby increasing the contract amount by \$11,162.82."

ATTACHMENT(S):

1. Change Order No. 1

CONTRACT CHANGE ORDER FORM

| CITY OF LAKE ELMO, MINNESOTA SECTION 34 UTILITY EXTENSION IMPROVEMENTS PROJECT NO. 2013.126 | FOCUS | ENGINEERING, inc. |
|--|--|--|
| CHANGE ORDER NO. 1 | DATE: November 6 | 2013 |
| TO: REDSTONE CONSTRUCTION COMPANY, INC. , PO BOX | 218, MORA, MN 55051 | |
| . This Document will become a supplement to the Contract and all period as follows upon execution of this Change Order. | provisions will apply hereto. The Cont | ract Documents are |
| CHANGE ORDER DESCRIPTION / JUSTIFICATION: | | |
| Change Order for moving lift station location from Hammes prope adjustment in gravity sanitary sewer, forcemain and structures alo and sewer service to the Hammes Property. Also includes the Consanitary sewer on the project. Attachments (list documents supporting change): Chan and C6.01 have been replaced. | ng Keats Avenue to accommodate th | e Lift Station relocation /ire along the gravity |
| ITEM DESCRIPTION OF PAYITEM | UNIT OTY UNITE PRICE | NCREASE/(DECREASE) |
| ***SEE ATTACHED ITEMIZATION | A CONTRACTOR OF THE CONTRACTOR | |
| | | |
| | | |
| | | |
| 1 | | 11. |
| | NET CONTRACT CHANGE | \$11,162.82 |
| Amount of Original Contract Sum of Additions/Deductions approved to date Contract Amount to date Amount of this Change Order (ADD) (DEDUCT) (NO CHANGE Revised Contract Amount The Contract Period for Completion will be (UNCHANGED) (H | | \$ 1,701,884.50 \$ 0.00 \$ 1,701,884.50 \$ 11,162.82 \$ 1,713,047.32 0 days |
| APPROVED BY ENGINEER: FOCUS Engineering, inc. ENGINEER 10-30-2013 | APPROVED BY CONTRACTO BY 10/30/201 | 3 13 |
| DATE | DATE | |
| APPROVED BY OWNER: CITY OF LAKE ELMO, MINNESOTA | | |

DATE

DATE

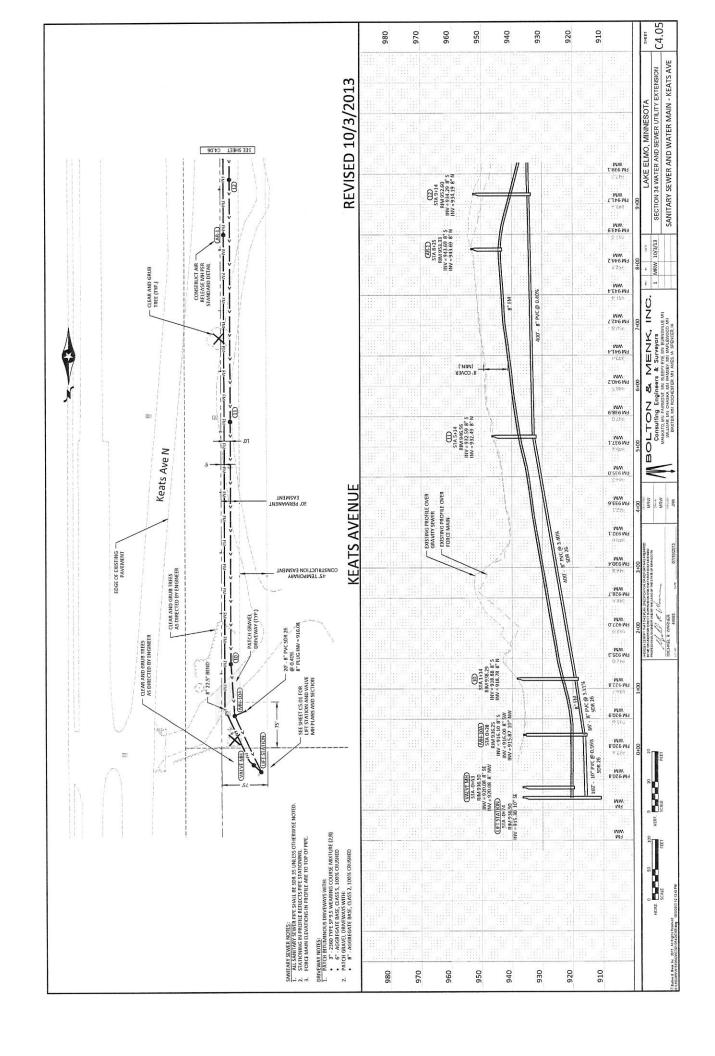
FOCUS ENGINEERING, inc.

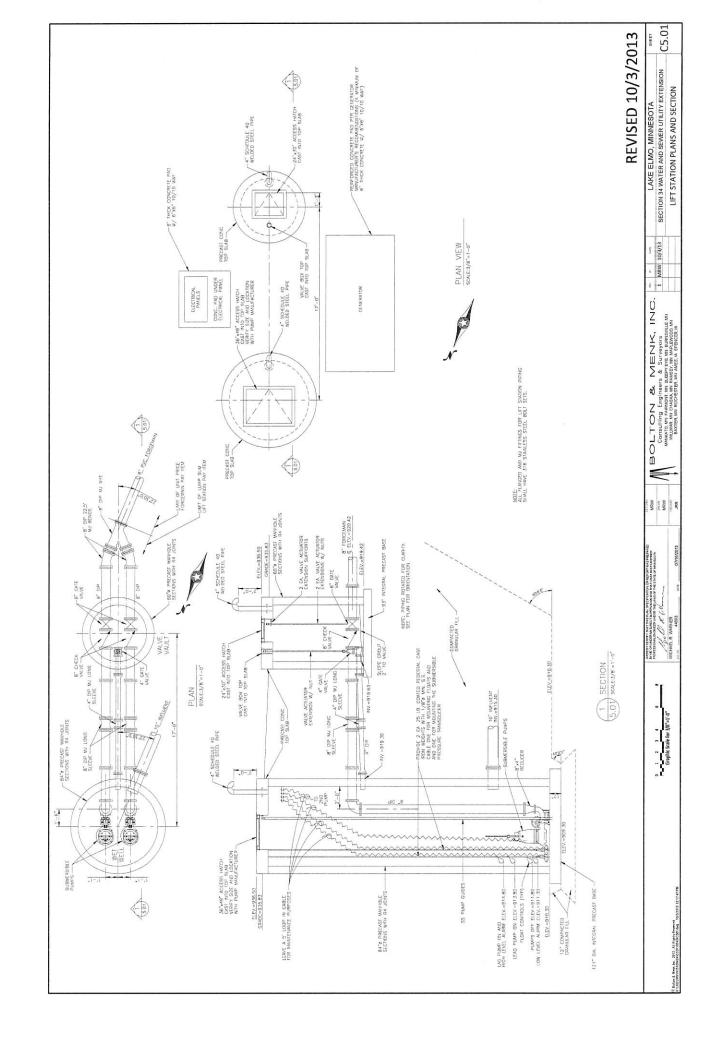
SECTION 34 UTILITY EXTENSION IMPROVEMENTS CITY OF LAKE ELMO, MINNESOTA PROJECT NO. 2013.126

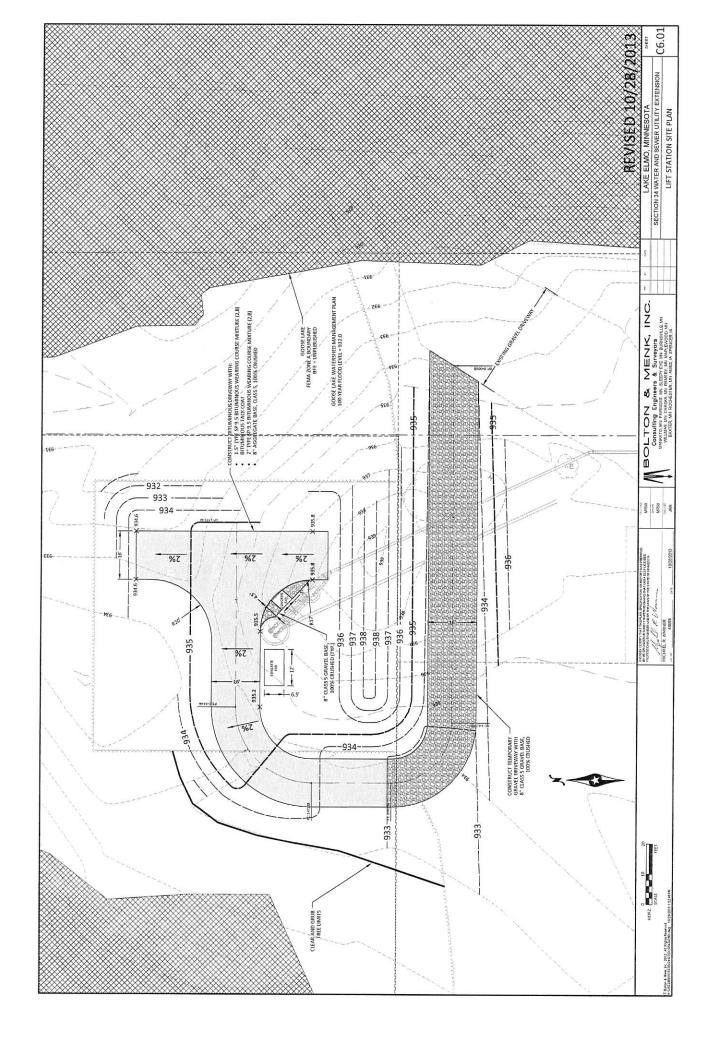
| | | | .1 | ORIGINAL CON | TRACT | CHANGE O | RDER NO. 1 | REVISED CONTRA | CI MINIOUNI |
|--|--|--|--|---|---|---|--|--|---|
| TEM NO. | .ITEM | TINU | -QUANTITY | UNIT-PRICE | - AMOUNT - | QUANTITY | AMOUNT | QUANTITY | AMOUNT |
| | PART1-GENERAL | | | | | | | | 545,000.00 |
| 1 | MOBILIZATION | LS | . 1 | \$48,000.00 | 548,000.00 | .0 | .50.00 .50.00 | 1 | 56,300.00 |
| 2 | TRAFFIC CONTROL | :LS | 1 1 | · S6,300.00 | \$6,300.00 \$19,000.00 | .0 | 30.00 | i | \$19,000.00 |
| .3 | CLEAR AND GRUB TREES | LS | 1 2 | \$19,000.00 \$1,100.00 | 52,200.00 | | \$0.00 | . 2 | \$2,200.00 |
| 4 | TEMPORARY ROCK CONSTRUCTION ENTRANCE | EA HR | 40 | \$175.00 | \$7,000.00 | 0 | 20:00 | 40 | .57,000,00 |
| 5 | STREET SWEEPING TOTAL PART 1 - GENERAL | nn | 1 401 | 3113.00 | \$82,500.00 | | 50.00 | | \$82,500.00 |
| | • | | | | | | | | |
| | PART 2 - SANITARY SEWER (GRAVITY SEWER - HUDSON BLVD) | - LF | 900 | 521.00 | 518,900.00 | .0 | \$0.00 | 900 | 518,900.00 |
| 6 | CONCRETE JERSEY BARRIERS REMOVE AND DISPOSE OF EXISTING BITUMINOUS DRIVEWAY | 27. | 500 | \$2,20 | \$1,100.00 | : 0 | 50.00 | 500 | \$1,100.00 |
| 7 2 | REMOVE PIPE CULVERT | LF | 245 | \$5.50 | \$1,347.50 | 0 | \$0.00 | . 245 | 51,347.50 |
| 9 | REMOVE SANITARY SEWER PIPE | LF | 13 | \$6,55 | .585.15 | 0 | \$0.00 | 13 | \$85,15 |
| 10 | SALVAGE AND REINSTALL 12" RCP, INCL APRONS | LF | 50 | \$22.10 | \$1,105.00 | -D | 50.00 | 50 | \$1,105.00 |
| 11 | PATCH BITUMINOUS DRIVEWAY | SY | 500 | \$35.00 | .\$17,500.00 | D | \$0.00 | 500 | 517,500.00 |
| 12 | PATCH GRAVEL DRIVEWAY | TN | 100 | S15.00 | 51,500.00 | 0 | 50.00 | .100 | \$1,500.00 |
| 13 | 29" X 42" ARCH CMP CULVERT | LF | 69 | \$51.90 | \$3,581.10 | 0 | \$0.00 | .69 71 | .53,581.10 |
| -14 | 30" CMP CULVERT | LF | 71 | \$44,20 | 53,138:20 | D | 50.00 | 35 | 51,816.50 |
| 15 | 35" CMP CULVERT | LF | 35 | \$51.90 \$75.20 | \$1,816.50 \$4,876.80 | 0 | \$0.00 | .64 | \$4,876.80 |
| 15 | 42" CMP CULVERT | LF | 64 | \$498.00 | 5996.00 | .0 | \$0.00 | 2 | 5996.00 |
| -17 | 29" X 42" ARCH CMP APRON | EA EA | 3 | 5389.00 | . \$1,157.00 | 0 | \$0.03 | 3 | \$1,167.00 |
| 18 | BO" CMP.APRON | EA | .2 | 5573.00 | \$1,145,00 | D | 50,00 | 2 | \$1,146.00 |
| 19 20 | 36° CMP APRON 42" CMP APRON | EA | 2 | \$1.110.00 | \$2,220.00 | D | \$0.00 | 2 | \$2,270.00 |
| 21 | CONNECT TO EXISTING SANITARY SEWER MH | EA | 1 1 | . \$993:00 | . :5993.00 | . 0 | \$0.00 | 1 | 5993.00 |
| 22 | 6" PVC SANITARY SEWER, SDR 35, 0' - 10' DEEP | LF | - 25 | \$58,90 | \$972.50 | 0 | \$0.00 | 25 | \$972.50 |
| 23 | 10" PVC SANITARY SEWER, SDR 26, 25' - 80" DEEP | 73 | 20 | \$154.00 | . \$3,080.00 | . :0 | . 50.00 | -20 -885 | \$3,080.00 |
| 24 | 12" PVC SANITARY SEWER, SDR 35, 0' - 10' DEEP | 1.F | . 885 | "S36.20 | \$52,037.00 | . 0 | 50.00 | 675 | 527,000.00 |
| 25 | 12" PVC SANITARY SEWER, SDR 35, 10' - 15' DEEP | LF . | 575 | 540.00 .\$71.40 | \$27,000.00 \$20,705.00 | | 50.00 | .290 | :\$20,705.00 |
| 26 | 12" PVC SANITARY SEWER, SDR 35, 15" - 20" DEEP | LF | 290 | \$23.50 | 320,703.00 | 0 | - \$0.00 | . :65 | 55,434.00 |
| 27 | 12" PVC SANITARY SEWER, SDR 26, 15' - 20' DEEP 12" PVC SANITARY SEWER, SDR 25, 20' -25' DEEP | .LF | : 200 | : S91.20 · | S18,240.00 | :0 | \$0,00 | 200 | 518,240.60 |
| 28 29 | 12" PVC SANITARY SEWER, SDR 26, 25' - 30' DEEP | LF | :560 | \$103.00 | 557,580.00 | 0 | \$0.00 | 550 | 557,680.00 |
| 30 | JACK 12" PVC SANITARY SEWER | LF | -40 | ·\$410.00 | 515,400.00 | 0 | 50.00 : | :40 | 516,400.00 |
| 31 | ROCK FOUNDATION BORROW | LF . | 1,300 | \$0.01 | 513.00 | :0 | . : \$0.00 | 1,300 | - S13.00 - S2.985.00 |
| 32 | INSULATION; 2" THICK | :SY | .150 | 519.90 | \$2,985.00 | 0 | 00.00 | 150 | \$2,985.00 |
| 33 | PLACE FILL OVER SANITARY SEWER PIPE (LV) | CY | 150 | 57.75 | \$1,152.50 | 0 | . 50.00 | 1 | \$2,760.00 |
| 34 | CROSS HIGH PRESSURE GAS PIPE LINE | LS | 1 8 | :\$2,760,00 :\$2,530.00 | .\$2,760.00 \$20,240.00 | 0 | 50.00 | 8 | 520,240.00 |
| 35 | SANITARY SEWER MH, 4' DIAMETER | LF. | 55 | \$97.20 | 55,443.20 | 0. | 50.00 | -56 | . 55,443.20 |
| 35 | EXCESS MANHOLE DEPTH, 4' DIAMETER TELEVISE SANITARY SEWER | LF | 2,572 | 51.75 | \$4,676.00 | 0 | .:50.00 | 2,672 | 54,676.00 |
| 37 | OFF ROAD STRUCTURE:MARKER | EA | 7 | \$55.20 | \$386.40 | ::0 | \$0.00 | . 7 | 5386.40 |
| 35 | SEED MIX 250 & BLANKET | SY | 5,000 | 51.10 | 55;500.00 | | :50.00 | 5,000 | .55,500.09 |
| 40 | SEED MIX 270 & BLANKET | ·SY | 5,200 | 51.34 | 55,926.00 | . 0 | \$0.00 | 5,200 | :\$5,928.00 |
| -41 | SEED:MIX 250 & HYDROMULCH | 51 | 5,000 | \$0.42 | .\$2,109.00 | 0 | : .:\$0:00 | 5,000 5,200 | \$2,100.00 \$2,392.00 |
| -42 | SEED MIX 270 & HYDROMULCH | :27 | 5,200 | :::\$0.46 | \$2,392.00 | . 0 | \$0.00 | 150 | \$2,485.00 |
| 43 | EROSION STABILIZATION MAT | SY . | 150 | \$9.90 \$586.00 | \$1,485.00 \$2,744.00 | . 0 | . SO.00 . | 150 | 52,744.00 |
| .44 | | | | UU.CACE. | | | | | |
| | TEMPORARY SEED MIX 100 AND MULCH | | | | | | \$0.00 | 8 | 5780.00 |
| 45 | DITCH CHECK | · · EA | 8 8 | .S97.50 \$200.00 | :\$780.00 :\$1,500.00 | | 50.00 | 8 | 51,600.05 |
| | DITCH CHECK CULVERT INLET PROTECTION SILT PENCE | | . 8 | .\$97.50 | ::\$780.00 : \$1,500.00 \$2,565.00 | | . '50.00 -50,00 | | \$1,600.05 .\$2,565.00 |
| 45 46 | DITCH CHECK CULVERT INLET PROTECTION | EA : | 8 | .S97.50 \$200.00 | ::\$780.00 ::\$1,500.00 | 1.0 | 50.00 | 8 | 51,600.05 |
| 45 46 | DITCH CHECK CULVERT INLET PROTECTION SILT PENCE TOTAL PART 2 - SANITARY SEWER (GRAVITY SEWER - HUDSON BLVD) PART 3 - SANITARY SEWER (LIFT STATION SYSTEM) | EA EA EF | .1,500 | .597.50 \$200.00 \$1.71 | \$780.00 \$1,500.00 \$2,565.00 .\$305,781.85 | 0 | \$0.00 \$0.00 \$0.00 | 1,500 | \$1,500.05 .\$2,555.00 \$305,781.85 |
| 45 46 47 | DITCH CHECK CULVERT INLET PROTECTION SILT FENCE -TOTAL PART 2 - SANITARY SEWER (GRAVITY SEWER - HUDSON BLVD) PART 3 - SANITARY SEWER (LIFT STATION SYSTEM) -REMOVE AND DISPOSE OF EXISTING BITUMINOUS DRIVEWAY | EA EA LF | | .597.50 \$200.00 \$1.71 | \$1,500.00 \$1,500.00 \$2,555.00 .S305,781.85 | 0 | \$0.00 \$0.00 \$0.00 | 1,500 | \$1,600.05 .\$2,565.00 |
| 45 46 47 48 49 | DITCH CHECK CULVERT INLET PROTECTION SILT PENCE TOTAL PART 2 - SANITARY SEWER IGRAVITY SEWER - HUDSON BLVD) PART 3 - SANITARY SEWER (LIFT STATION SYSTEM) REMOVE AND DISPOSE OF EXISTING BITUMINOUS DRIVEWAY REMOVE AND DISPOSE OF EXISTING CONCRETE DRIVEWAY | EA EA LF SY SY | 1,500 1,500 570 40 | .597.50 \$200.00 \$1.71 .52.75 .5E.75 | :5780.00 :51,500.00 \$2,555.00 .S305,781.85 | 0 0 | \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 | 1,500 | \$1,567.50 \$2,565,00 \$31,567,81.85 |
| 45 46 47 48 49 50 | DITCH CHECK CULVERT INLET PROTECTION SILT PENCE TOTAL PART 2 - SANITARY SEWER (GRAVITY SEWER - HUDSON BLVD) PART 3 - SANITARY SEWER (LIFT STATION SYSTEM) REMOVE AND DISPOSE OF EXISTING BITUMINOUS DRIVEWAY REMOVE AND DISPOSE OF EXISTING CONCRETE ORIVEWAY REMOVE AND DISPOSE OF CONCRETE CURB AND GUTTER | EA EA LF SY SY | 570 40 30 | .597.50 \$200.00 \$1.71 .52.75 .58.75 .\$4.35 | \$780.00 \$1,500.00 \$2,555.00 \$305,781.85 \$1,567.50 \$550.00 \$130.50 | 0 | \$0.00 \$0.00 \$0.00 | 1,500 1,500 | \$1,567.50 \$31,567.50 \$1,567.50 \$350.00 |
| 45 46 47 48 49 50 51 | DITCH CHECK CULYERT INLET PROTECTION SILT PENCE TOTAL PART 2 - SANITARY SEWER IGRAVITY SEWER - HUDSON BLVD) PART 3 - SANITARY SEWER (LIFT STATION SYSTEM) REMOVE AND DISPOSE OF EXISTING BITUMINOUS DRIVEWAY REMOVE AND DISPOSE OF ENISTING CONCRETE DRIVEWAY REMOVE AND DISPOSE OF CONCRETE CURB AND GUTTER REMOVE PARE CULYERT | EA EA LF SY SY LF LF | 570 40 30 165 | .597.50 \$200.00 \$1.71 .52.75 .5E.75 | :5780.00 :51,500.00 \$2,555.00 .S305,781.85 | 0 0 | \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 | | \$1,567.50 \$305,781.85 \$1,567.50 \$350.00 \$130.50 |
| 45 46 47 -48 -49 -50 -51 52 | DITCH CHECK CULVERT INLET PROTECTION SILT PENCE TOTAL PART 2 - SANITARY SEWER (GRAVITY SEWER - HUDSON BLVD) PART 3 - SANITARY SEWER (LIFT STATION SYSTEM) REMOVE AND DISPOSE OF EXISTING BITLMINGUIS DRIVEWAY REMOVE AND DISPOSE OF CONCRETE CURB AND GUTTER REMOVE AND DISPOSE OF CONCRETE CURB AND GUTTER REMOVE AND REMOVE THE CONCRETE CURB AND GUTTER REMOVE PIPE CULVERT SEMOVE PIPE CULVERT SALVAGE AND REINSTALL 28" RCP., INCL APRONS | EA EA LF SY SY | 570 40 30 | .597.50 \$200.00 \$1.71 .52.75 .58.75 .54.35 .55.50 | :5780.00 :51.500.00 \$2.555.00 .5305.781.85 .51,557.50 .5550.00 .5130.50 .5907.50 | 0 0 0 | \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 | 570 40 50 165 .60 | \$1,600.00 \$2,565.00 \$305,781.85 \$1,567.50 \$350.00 \$130.50 \$907.50 \$2,458.00 \$7,000.00 |
| 45 46 47 48 49 50 51 52 53 | DITCH CHECK CULYERT INLET PROTECTION SILT PENCE TOTAL PART 2 - SANITARY SEWER IGRAVITY SEWER - HUDSON BLVD) PART 3 - SANITARY SEWER (LIFT STATION SYSTEM) REMOVE AND DISPOSE OF EXISTING BITUMINOUS DRIVEWAY REMOVE AND DISPOSE OF ENISTING CONCRETE DRIVEWAY REMOVE AND DISPOSE OF CONCRETE CURB AND GUTTER REMOVE PARE CULYERT | EA EA LF SY SY LF LF LF | 570 40 30 165 60 200 250 | .527.50 \$200.00 \$1.71 .52.75 .58.75 .\$4.33 .\$5.50 .\$24.30 | \$1,500.00 \$2,265.00 \$2,265.00 \$305,781.85 \$1,567.50 \$350.00 \$139.50 \$507.50 \$1,458.00 \$7,000.00 \$3,750.00 | 0 0 0 | \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 | 570 40 30 155 60 200 250 | \$1,600.00 .\$2,555.00 \$305,781.85 \$1,567.50 .\$350.00 .\$130.50 .\$907.50 \$2,458.00 .\$7,000.00 .\$3,750.00 |
| 45 46 47 48 49 50 51 52 53 54 | DITCH CHECK CULVERT INLET PROTECTION SILT PENCE TOTAL PART 2 - SANITARY SEWER (GRAVITY SEWER - HUDSON BLVD) PART 3 - SANITARY SEWER (LIFT STATION SYSTEM) REMOVE AND DISPOSE OF EXISTING BITUMINOUS DRIVEWAY REMOVE AND DISPOSE OF EXISTING CONCRETE DRIVEWAY REMOVE AND DISPOSE OF EXISTING CONCRETE DRIVEWAY REMOVE AND DISPOSE OF EXISTING CONCRETE CURB AND GUTTER REMOVE PIPE CULVERT SALVAGE AND REINSTALL 28" RCP, INCL APRONS PATCH BITUMINOUS DRIVEWAY | EA EA LF SY SY LF LF LF TN LF | 570 40 30 165 60 200 250 50 | .597.50 \$200,00 \$1,71 .52,75 .58,75 .53,50 \$24,30 \$35,00 \$13,00 \$30,00 | \$1,500.00 \$1,500.00 \$2,265.00 \$305,781.85 \$1,567.50 \$550.00 \$139.50 \$607.50 \$7,000.00 \$3,750.00 \$500.00 | 0 0 | \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 | 570 40 50 155 60 200 250 30 | \$1,507.50 \$305,781.85 \$1,567.50 \$350.00 \$130.50 \$907.50 \$1,458.00 \$7,000.00 \$5,750.00 \$590.00 |
| 45 46 47 48 49 50 51 52 53 54 55 56 | DITCH CHECK CULVERT INLET PROTECTION SILT PENCE TOTAL PART 2 - SANITARY SEWER (GRAVITY SEWER - HUDSON BLVD) PART 3 - SANITARY SEWER (LIFT STATION SYSTEM) REMOVE AND DISPOSE OF EXISTING BITUMINOUS DRIVEWAY REMOVE AND DISPOSE OF EXISTING CONCRETE DRIVEWAY REMOVE AND DISPOSE OF EXISTING CONCRETE DRIVEWAY REMOVE AND DISPOSE OF EXISTING CONCRETE CURB AND GUTTER REMOVE PIPE CULVERT SALVAGE AND REINSTALL 18° RCP, INCL APRONS PATCH BITUMINGUS DRIVEWAY PATCH GRAVEL DRIVEWAY PATCH GRAVEL DRIVEWAY PATCH GRAVEL ORIVEWAY PATCH GRAVEL CURB AND GUTTER 12° CMP CULVERT | EA EA LF SY SY LF LF LF TN LF | 570 40 30 165 60 200 250 30 30 | .597.50 \$200.00 \$1.71 .52.75 .52.75 .54.35 .55.50 \$24.30 \$35.00 \$35.00 \$30.00 \$20.50 | \$780.00 \$1,500.00 \$2,565.00 \$305,781.85 \$305,781.85 \$350.00 \$350.00 \$390.50 \$1,458.00 \$7,000.00 \$3,750.00 \$900.00 \$515.00 | 0 | \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 | 570 40 30 165 60 200 250 30 | \$1,500,00 .\$2,555,00 \$305,781.85 \$1,567.50 \$350.00 \$130.50 :\$907.50 \$7,000.00 .\$7,000.00 .\$5,750,00 \$900.06 |
| 45 46 47 48 49 50 51 52 53 54 55 56 57 | DITCH CHECK CULVERT INLET PROTECTION SILT PENCE TOTAL PART 2 - SANITARY SEWER (BRAVITY SEWER - HUDSON BLVD) PART 3 - SANITARY SEWER (LIFT STATION SYSTEM) REMOVE AND DISPOSE OF EXISTING BITUMINOUS DRIVEWAY REMOVE AND DISPOSE OF EXISTING CONCRETE DRIVEWAY REMOVE AND DISPOSE OF CONCRETE CURB AND GUTTER REMOVE PIPE CULVERT SALVAGE AND REINSTALL 12" RCP, INCL APRONS PATCH BITUMINIOUS DRIVEWAY PATCH GRAVEL DRIVEWAY PATCH GRAVE | EA EA IF SY SY IF IF SY TN IF | 570 40 30 165 60 200 250 30 30 52 | .597.50 \$200.00 \$1.71 .52.75 .58.73 .54.35 .55.50 \$24.30 .535.00 .531.00 .530.00 .530.00 .530.00 .530.00 .530.00 .530.00 | \$1,500.00 \$1,500.00 \$2,265.00 \$305,781.85 \$1,567.50 \$550.00 \$139.50 \$507.50 \$7,000.00 \$57,000.00 \$50.00 \$51,458.00 \$50.00 \$51,458.00 \$51,458.00 \$51,458.00 \$51,458.00 \$51,458.00 \$51,458.00 \$51,458.00 \$51,458.00 \$51,458.00 | 0 | \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 | 570 40 30 155 60 200 250 30 30 | \$1,500,00 \$22,550,00 \$305,781.85 \$1,567.50 \$350,00 \$130,50 \$507.50 \$2,458.00 \$7,000,00 \$5,750,00 \$900,00 \$615,00 \$13,93,60 |
| 45 46 47 48 49 50 51 52 53 54 55 56 57 | DITCH CHECK CULVERT INLET PROTECTION SILT PENCE TOTAL PART 2 - SANITARY SEWER (GRAVITY SEWER - HUDSON BLVD) PART 3 - SANITARY SEWER (LIFT STATION SYSTEM) REMOVE AND DISPOSE OF EXISTING BITUMINOUS DRIVEWAY REMOVE AND DISPOSE OF EXISTING CONCERTE DRIVEWAY REMOVE AND DISPOSE OF CONCRETE CURB AND GUTTER REMOVE PIPE CULVERT SALVAGE AND REINSTALL 28" RCP, INCL APRONS PATCH BITUMINIOUS DRIVEWAY PATCH GRAVEL DRIVEWAY PATCH GRAVEL DRIVEWAY PATCH GRAVEL DRIVEWAY BOSS CONCRETE CURB AND GUTTER 12" CMP CULVERT 12" CMP CULVERT 21" CMP CULVERT | 54 57 57 57 15 15 17 17 18 18 | 570 40 30 165 60 200 250 30 52 40 | .597.50 \$200.00 \$1.71 .52.75 \$8.75 \$4.35 \$5.50 \$35.00 \$15.00 \$20.50 \$22.50 \$22.50 \$22.50 | \$780.00 \$1,500.00 \$2,265.00 \$305,781.85 \$315,57.50 \$550.00 \$130.50 \$507.50 \$7,000.00 \$3,750.00 \$500.00 \$3,750.00 \$51,293.60 \$1,293.60 \$1,240.00 | 0 0 | \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 | 570 40 30 165 60 200 250 30 | \$1,600,00 \$2,555,00 \$305,781,85 \$1,567,50 \$350,00 \$130,50 \$50,750,00 \$7,000,00 \$50,750,00 \$50,00 \$50,00 \$50,00 \$1,393,60 \$1,393,60 \$1,240,00 |
| 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 | DITCH CHECK CULYERT INLET PROTECTION SILT PENCE TOTAL PART 2 - SANITARY SEWER (GRAVITY SEWER - HUDSON BLVD) PART 3 - SANITARY SEWER (LIFT STATION SYSTEM) REMOVE AND DISPOSE OF EXISTING BITLMINOUS DRIVEWAY REMOVE AND DISPOSE OF EXISTING CONCRETE DRIVEWAY REMOVE AND DISPOSE OF CONCRETE CURB AND GUTTER REMOVE PRE CULVERT SALVAGE AND REINSTALL 128° RCP, INCL APRONS PATCH BITLMINIOUS DRIVEWAY PATCH GRAVEL DRIVEWAY PATCH GRAVE | EA EA LF SY SY LF LF LF TN LF LF LF | 5700 5700 400 300 165 500 200 250 300 52, 400 11 | .597.50 \$200.00 \$1.71 .52.75 .58.75 .54.35 .55.50 .574.30 .535.00 .531.00 .520.50 .520.50 .520.50 .531.00 .531.00 .531.00 .531.00 .531.00 .531.00 .531.00 | \$1,500.00 \$2,265.00 \$2,265.00 \$305,781.85 \$1,357.50 \$350.00 \$139.50 \$507.50 \$7,000.00 \$3,750.00 \$500.00 \$1,498.00 \$1,298.60 \$1,298.60 \$1,298.60 \$1,298.60 | 0 0 0 | \$0.00 | 570 40 30 165 60 200 250 30 52 40 1 | \$1,500.0b \$2,555.00 \$305,781.85 \$1,567.50 \$350.0b \$130.50 \$30.0c \$7,000.00 \$5,750.00 \$900.0b \$1393.60 \$1,393.60 \$1,393.60 \$1,393.60 \$1,340.00 \$133.00 |
| 45 46 47 48 49 50 51 52 53 54 55 57 58 59 60 | DITCH CHECK CULVERT INLET PROTECTION SILT PENCE TOTAL PART 2 - SANITARY SEWER (GRAVITY SEWER - HUDSON BLVD) PART 3 - SANITARY SEWER (LIFT STATION SYSTEM) REMOVE AND DISPOSE OF EXISTING BITLMINGUIS DRIVEWAY REMOVE AND DISPOSE OF CONCRETE CURB AND GUTTER REMOVE AND DISPOSE OF CONCRETE CURB AND GUTTER REMOVE PIPE CULVERT SEMOVE PIPE CULVERT PATCH GRAVEL DRIVEWAY PATCH GRAVEL DRIVEWAY 9618 CONCRETE CURB AND GUTTER 12" CMP CULVERT 12" CMP CULVERT 12" CMP CULVERT 12" CMP APRON 12" CMP APRON | SY SY TH F F F F F F F F F F F F F F F F F F | 570 40 30 165 50 200 250 30 52 40 11 12 | .597.50 \$200.00 \$1.71 .52.75 .58.75 .54.35 .55.50 .535.00 .515.00 .520.50 .520.50 .531.00 .531.00 .531.00 .531.00 .531.00 .531.00 .531.00 .531.00 | \$1,500.00 \$1,500.00 \$2,265.00 \$305,781.85 \$1,567.50 \$350.00 \$139.50 \$907.50 \$7,000.00 \$57,000.00 \$51,500.00 \$5 | 0 0 | \$0.00 | .570 40 .500 .165 .600 .200 .250 .30 .30 .52 | \$1,600,00 \$2,555,00 \$305,781,85 \$1,567,50 \$350,00 \$130,50 \$50,750,00 \$7,000,00 \$50,750,00 \$50,00 \$50,00 \$50,00 \$1,393,60 \$1,393,60 \$1,240,00 |
| 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 | DITCH CHECK CULYERT INLET PROTECTION SILT PENCE TOTAL PART 2 - SANITARY SEWER IGRAVITY SEWER - HUDSON BLVD) PART 3 - SANITARY SEWER (LIFT STATION SYSTEM) REMOVE AND DISPOSE OF EXISTING BITUMINOUS DRIVEWAY REMOVE AND DISPOSE OF EXISTING CONCRETE DRIVEWAY REMOVE AND DISPOSE OF CONCRETE CURB AND GUTTER REMOVE PROFEULVERT SALVAGE AND REINSTALL 28 "RCP, INCL APRONS PATCH BITUMINOUS DRIVEWAY PATCH GRAVEL DRIVEWAY PATCH GRAVEL DRIVEWAY PATCH GRAVEL DRIVEWAY 12" CMP CULVERT 12" CMP CULVERT 12" CMP CULVERT 12" CMP CULVERT 12" CMP APRON 12" CMP APRON | SY SY TN LF | 570 40 30 165 60 200 250 30 30 52 40 11 2 | .597.50 \$200.00 \$1.71 .52.75 .58.75 .54.35 .55.50 .515.00 .515.00 .520.50 .520 | \$780.00 \$1,500.00 \$2,565.00 \$305,781.85 \$305,781.85 \$355.00 \$3550.00 \$319.50 \$507.50 \$1,488.00 \$3,750.00 \$51,50.00 \$1,393.60 \$1,393.60 \$1,240.00 \$31,400 \$314.00 | 0 | \$0.00 | 570 40 50 155 60 200 250 30 52 40 1 | \$1,500.00 \$305,781.85 \$1,567.50 \$350.00 \$130.50 \$130.50 \$7,000.00 \$7,000.00 \$5,750.00 \$615.00 \$131.00 \$131.00 \$131.00 \$131.00 |
| 45 46 47 48 49 55 55 55 55 55 56 66 61 62 | DITCH CHECK SILT PENCE TOTAL PART 2 - SANITARY SEWER (BRAVITY SEWER - HUDSON BLVD) PART 3 - SANITARY SEWER (LIFT STATION SYSTEM) REMOVE AND DISPOSE OF EXISTING BITUMINOUS DRIVEWAY REMOVE AND DISPOSE OF EXISTING CONCRETE DRIVEWAY REMOVE AND DISPOSE OF EXISTING CONCRETE DRIVEWAY REMOVE AND DISPOSE OF CONCRETE CURB AND GUTTER REMOVE PIPE CULVERT SALVAGE AND REINSTALL 18° RCP, INCL APRONS PATCH BITUMINIOUS DRIVEWAY PATCH GRAVEL DRIVEWAY PATCH GRAVEL DRIVEWAY 12" CMP CULVERT 12" CMP CULVERT 12" CMP CULVERT 12" CMP APRON 12" CMP ARRON | EA E | 570 40 30 165 50 200 250 30 52 40 11 12 | .597.50 \$200.00 \$1.71 .52.75 .58.75 .54.35 .55.50 .535.00 .515.00 .520.50 .520.50 .531.00 .531.00 .531.00 .531.00 .531.00 .531.00 .531.00 .531.00 | \$1,500.00 \$1,500.00 \$2,265.00 \$305,781.85 \$1,567.50 \$350.00 \$139.50 \$907.50 \$7,000.00 \$57,000.00 \$51,500.00 \$5 | 0 | \$0.00 | \$ 1,500 | \$1,500.00 \$205,781.85 \$1,557.50 \$350.00 \$130.50 \$130.50 \$507.50 \$7,000.00 \$7,000.00 \$5,750.00 \$131.00 \$131.00 \$334.00 \$334.00 \$334.00 |
| 45 46 47 48 49 50 51 52 53 54 55 56 61 62 63 | DITCH CHECK CULVERT INLET PROTECTION SILT PENCE TOTAL PART 2 - SANITARY SEWER (GRAVITY SEWER - HUDSON BLVD) PART 3 - SANITARY SEWER (LIFT STATION SYSTEM) REMOVE AND DISPOSE OF EXISTING BITUMINOUS DRIVEWAY REMOVE AND DISPOSE OF EXISTING CONCERTE DRIVEWAY REMOVE AND DISPOSE OF CONCRETE CURB AND GUTTER REMOVE PIPE CULVERT SALVAGE AND REINSTALL 28° RCP, INCL APRONS PATCH BITUMINGUS DRIVEWAY PATCH GRAVEL DRIVEWAY PATCH GRAVEL DRIVEWAY PATCH GRAVEL DRIVEWAY 12" CMP CULVERT 12" CMP CULVERT 12" CMP APRON 12" PVC SANITARY SEWER, CLASS 52, 10" -15' DEEP 8" PVC SANITARY SEWER, CLASS 50, 0" -10' DEEP | SY SY TN LF | 8 1.500 1 57 | .597.50 \$200.00 \$1.71 .52.75 .58.75 .54.35 .55.50 .524.30 .535.00 .530.00 .520.50 .530.00 | \$1,500.00 \$1,500.00 \$2,265.00 \$305,781.85 \$1,567.50 \$355.00 \$139.50 \$7,000.00 \$57,000.00 \$57,500.00 \$51,750.00 \$51,293.60 \$1,193.60 \$1,193.60 \$1,193.60 \$1,240.00 \$1,193.60 \$1,240.00 \$1,193.60 \$1,240.00 \$1,193.60 \$1,240.00 \$1,2 | 0 | \$0.00 | 570 40 30 165 60 200 250 30 52 40 1 1 2 2 | \$1,500.00 \$305,781.85 \$1,557.50 \$350.00 \$130.50 \$130.50 \$5,750.00 \$5,750.00 \$51,249.00 \$11.00 \$374.00 \$131.00 \$374.00 \$1772.00 \$17,790.00 |
| 45 46 47 48 49 55 55 55 55 57 58 59 60 61 62 63 64 | DITCH CHECK CULYERT INLET PROTECTION SILT PENCE TOTAL PART 3 - SANITARY SEWER (IRRAVITY SEWER - HUDSON BLVD) PART 3 - SANITARY SEWER (LIFT STATION SYSTEM) REMOVE AND DISPOSE OF EXISTING BITUMINOUS DRIVEWAY REMOVE AND DISPOSE OF EXISTING CONCRETE DRIVEWAY REMOVE AND DISPOSE OF CONCRETE CURB AND GUTTER REMOVE PIPE CULVERT SALVAGE AND REINSTALL 128° RCP, INCL APRONS PATCH BITUMINOUS DRIVEWAY PATCH BITUMINOUS DRIVEWAY PATCH GRAVEL DRIVEWAY PATCH GRAVEL DRIVEWAY 21° CMP CULVERT 12° CMP CULVERT 12° CMP CULVERT 12° CMP APRON 12° | EA E | 500 .570 .40 .30 .165 .60 .200 .250 .50 .50 .50 .50 .50 .50 .50 .50 .50 | .597.50 \$200.00 \$1.71 .52.75 \$8.75 \$4.35 \$5.50 \$31.00 \$30.00 \$20.50 \$31.00 \$31. | \$780.00 \$1,500.00 \$2,265.00 \$305,781.85 \$31,567.50 \$3550.00 \$3130.50 \$507.50 \$1,458.00 \$7,000.00 \$3,750.00 \$515.00 \$131.00 \$131.00 \$314.00 \$374.00 \$374.00 \$374.00 \$374.00 | 0 | \$0.00 | \$ 1,500 | \$1,500.00 \$2,555.00 \$305,781.85 \$1,567.50 \$350.00 \$350.00 \$7,000.00 \$7,000.00 \$5,750.00 \$615.00 \$131.00 \$131.00 \$374.00 \$131.00 \$131.00 \$1374.00 \$1 |
| 45 46 47 48 49 50 55 55 55 56 66 61 62 63 64 65 | DITCH CHECK CULVERT INLET PROTECTION SILT PENCE TOTAL PART 2 - SANITARY SEWER (GRAVITY SEWER - HUDSON BLVD) PART 3 - SANITARY SEWER (LIFT STATION SYSTEM) REMOVE AND DISPOSE OF EXISTING BITUMINOUS DRIVEWAY REMOVE AND DISPOSE OF EXISTING CONCERTE DRIVEWAY REMOVE AND DISPOSE OF CONCRETE CURB AND GUTTER REMOVE PIPE CULVERT SALVAGE AND REINSTALL 28° RCP, INCL APRONS PATCH BITUMINGUS DRIVEWAY PATCH GRAVEL DRIVEWAY PATCH GRAVEL DRIVEWAY PATCH GRAVEL DRIVEWAY 12" CMP CULVERT 12" CMP CULVERT 12" CMP APRON 12" PVC SANITARY SEWER, CLASS 52, 10" -15' DEEP 8" PVC SANITARY SEWER, CLASS 50, 0" -10' DEEP | EA | 570 40 30 165 60 200 250 30 52 40 1 1 2 2 2 60 700 1275 425 | \$97.50 \$200.00 \$1.71 \$2.75 \$8.75 \$4.35 \$55.50 \$24.30 \$30.00 \$20.50 \$20.50 \$31.00 \$131.00 \$137.00 \$44.30 \$55.70 \$25 | \$1,578.00 \$1,500.00 \$2,255.00 \$305,781.85 \$1,557.50 \$350.00 \$133.50 \$57,000.00 \$3,750.00 \$51,936.00 \$11,936.00 \$11,936.00 \$11,936.00 \$11,936.00 \$11,936.00 \$12,500.00 | 0 | \$0.00 | 570 40 50 165 60 200 250 30 52 40 1 1 2 2 40 700 1,275 425 | \$1,500.00 \$25,550.00 \$305,781.85 \$1,567.50 \$350.00 \$130.50 \$7,000.00 \$5,750.00 \$615.00 \$131.00 \$314.00 \$314.00 \$314.00 \$314.00 \$17,720.00 \$17,720.00 \$17,720.00 \$17,720.00 \$17,740.00 \$17,740.00 \$17,740.00 \$17,740.00 \$17,740.00 \$17,740.00 \$17,740.00 \$17,740.00 \$17,740.00 \$17,740.00 \$17,740.00 |
| 45 46 47 48 49 50 55 55 55 56 66 61 65 66 66 66 66 66 66 66 66 66 66 66 66 | DITCH CHECK CULYERT INLET PROTECTION SILT PENCE TOTAL PART 2 - SANITARY SEWER (IGRAVITY SEWER - HUDSON BLVD) PART 3 - SANITARY SEWER (IJET STATION SYSTEM) REMOVE AND DISPOSE OF EXISTING BITUMINOUS DRIVEWAY REMOVE AND DISPOSE OF EXISTING CONCRETE DRIVEWAY REMOVE AND DISPOSE OF CONCRETE CURB AND GUTTER REMOVE PIPE CULVERT SALVAGE AND REINSTALL 18° RCP, INCL APRONS PATCH GRAVEL DRIVEWAY PATCH GRAVEL DRIVEWAY PATCH GRAVEL DRIVEWAY 12" CMP CULVERT 18" CMP CULVERT 12" CMP CULVERT 12" CMP APRON 12" CMP SANITARY SEWER, DR 35, 01 - 10° DEEP 12" PVC SANITARY SEWER, SDR 35, 10′ - 12° DEEP 12" PVC SANITARY SEWER, SDR 35, 10′ - 12° DEEP 12" PVC SANITARY SEWER, SDR 35, 20′ - 12° DEEP 12" PVC SANITARY SEWER, SDR 35, 20′ - 12° DEEP 12" PVC SANITARY SEWER, SDR 35, 20′ - 12° DEEP 12" PVC SANITARY SEWER, SDR 35, 20′ - 12° DEEP 12" PVC SANITARY SEWER, SDR 35, 20′ - 12° DEEP 12" PVC SANITARY SEWER, SDR 35, 20′ - 12° DEEP 12" PVC SANITARY SEWER, SDR 35, 20′ - 12° DEEP 12" PVC SANITARY SEWER, SDR 35, 20′ - 12° DEEP 12" PVC SANITARY SEWER, SDR 35, 20′ - 12° DEEP 12" PVC SANITARY SEWER, SDR 35, 20′ - 12° DEEP 12" PVC SANITARY SEWER, SDR 36, 0′ - 10′ DEEP | EA EA E E E E E E E E E E E E E E E E E | 8 8 1.500 8 1. | .597.50 \$200.00 \$1.71 .52.75 .58.75 .54.35 .55.50 .524.30 .535.00 .520.50 .520.50 .520.50 .531.00 | \$1,500.00 \$1,500.00 \$2,255.00 \$305,781.85 \$1,567.50 \$555.00 \$139.50 \$57,000.00 \$7,000.00 \$1,393.60 \$1,293.60 \$1,293.60 \$1,240.00 \$314.00 \$314.00 \$314.00 \$314.00 \$32,500.00 \$17,990.00 \$35,700.00 \$35, | 0 | \$0.00 | \$ 1,500 | \$1,500.0b \$20,550.00 \$305,781.85 \$1,567.50 \$350.00 \$130.50 \$5,750.00 \$5,750.00 \$51,393.60 \$1339.60 \$13 |
| 45 46 47 48 49 55 55 55 55 55 55 55 56 56 56 56 56 56 | DITCH CHECK CULVERT INLET PROTECTION SILT PENCE TOTAL PART 2 - SANITARY SEWER (GRAVITY SEWER - HUDSON BLVD) PART 3 - SANITARY SEWER (LIFT STATION SYSTEM) REMOVE AND DISPOSE OF EXISTING BITLMINGUIS DRIVEWAY REMOVE AND DISPOSE OF EXISTING CONCERTE DRIVEWAY REMOVE AND DISPOSE OF CONCRETE CURB AND GUTTER REMOVE PIPE CULVERT SEMOVE PIPE CULVERT 12" CMP BUTLMINGUIS DRIVEWAY PATCH GRAVEL DRIVEWAY PATCH GRAVEL DRIVEWAY 12" CMP CULVERT 12" CMP CULVERT 12" CMP APRON 12" CMP SANITARY SEWER, CLASS 52, 10" - 15' DEEP 8" PVC SANITARY SEWER, SDR 35, 15" - 20' DEEP 8" PVC SANITARY SEWER, SDR 35, 15" - 20' DEEP 8" PVC SANITARY SEWER, SDR 35, 15" - 20' DEEP 8" PVC SANITARY SEWER, SDR 35, 15" - 20' DEEP 8" PVC SANITARY SEWER, SDR 35, 15" - 20' DEEP 8" PVC SANITARY SEWER, SDR 35, 10" - 15' DEEP 8" PVC SANITARY SEWER, SDR 35, 10" - 25' DEEP 8" PVC SANITARY SEWER, SDR 35, 10" - 25' DEEP 8" PVC SANITARY SEWER, SDR 36, 10" - 15' DEEP 8" PVC SANITARY SEWER, SDR 36, 10" - 15' DEEP 8" PVC SANITARY SEWER, SDR 26, 0" - 10' DEEP 8" PVC SANITARY SEWER, SDR 26, 10" - 15' DEEP 8" PVC SANITARY SEWER, SDR 26, 10" - 15' DEEP 8" PVC SANITARY SEWER, SDR 26, 10" - 15' DEEP 8" PVC SANITARY SEWER, SDR 26, 10" - 15' DEEP | EA SE SE SE SE SE SE SE SE SE SE SE SE SE | 570 40 30 165 50 200 250 250 30 52 40 11 2 2 60 700 1,275 425 10 50 50 50 700 1,275 425 50 50 700 700 700 700 700 700 700 700 | .597.50 \$200.00 \$1.71 .52.75 .58.75 .54.35 .55.50 .535.00 .535.00 .520.50 .520.50 .531.00 .5137.00 .541.30 | \$7,80.00 \$1,500.00 \$2,555.00 \$305,781.85 \$350.00 \$3305.781.85 \$907.50 \$1,458.00 \$57,000.00 \$51,750.00 \$51,500.00 \$51,500.00 \$13,750.00 \$13,740.00 \$13,74.00 \$13,74.00 \$17,990.00 \$35,700.00 \$17,990.00 \$35,700.00 \$17,990.00 \$35,700.00 \$17,990.00 \$35,700.00 \$17,990.00 \$35,700.00 \$15,400.00 \$15,400.00 \$15,400.00 \$15,400.00 \$15,400.00 \$15,400.00 | 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | \$0.00 | \$ 1.500 | \$1,500.00 \$2,555.00 \$305,781.85 \$1,567.50 \$350.00 \$130.50 \$7,000.00 \$7,000.00 \$5,750.00 \$13,400 \$13,400 \$374.00 \$13,772.00 \$17,792.00 \$17,792.00 \$15,773.00 \$15,773.00 \$15,773.00 \$15,773.00 \$15,773.00 \$15,773.00 \$15,773.00 \$15,773.00 \$15,773.00 \$15,773.00 \$15,773.00 \$15,773.00 \$15,773.00 \$15,773.00 \$15,773.00 \$15,773.00 \$15,773.00 \$15,773.00 |
| 45 46 47 48 48 49 55 55 55 55 56 57 56 66 66 66 66 66 66 66 66 66 66 66 66 | DITCH CHECK CULYERT INLET PROTECTION SILT PENCE TOTAL PART 3 - SANITARY SEWER (IJET STATION SYSTEM) PART 3 - SANITARY SEWER (IJET STATION SYSTEM) REMOVE AND DISPOSE OF EXISTING BITMINIOUS DRIVEWAY REMOVE AND DISPOSE OF EXISTING BOTMORETE DRIVEWAY REMOVE AND DISPOSE OF EXISTING CONCRETE DRIVEWAY REMOVE PRE CULVERT SALVAGE AND REINSTALL 18° RCP, INCL APRONS PATCH BITMINIOUS DRIVEWAY PATCH BITMINIOUS DRIVEWAY PATCH GRAVEL DRIVEWAY PATCH GRAVEL DRIVEWAY 12° CMP CULVERT 12° CMP CULVERT 12° CMP CULVERT 12° CMP CULVERT 12° CMP APRON 12° CMP APRON 12° CMP APRON 12° CMP APRON 12° CMP SANITARY SEWER, CLASS 52, 10° -15' DEEP 15° PVC SANITARY SEWER, SDR 35, 10′ - 15' DEEP 15° PVC SANITARY SEWER, SDR 35, 10′ - 15' DEEP 15° PVC SANITARY SEWER, SDR 35, 10′ - 15' DEEP 16° PVC SANITARY SEWER, SDR 35, 10′ - 15' DEEP 16° PVC SANITARY SEWER, SDR 36, 15′ - 20' DEEP 16° PVC SANITARY SEWER, SDR 36, 10′ - 15' DEEP 17° PVC SANITARY SEWER, SDR 36, 10′ - 15' DEEP 18° PVC SANITARY SEWER, SDR 36, 10′ - 15' DEEP 18° PVC SANITARY SEWER, SDR 36, 10′ - 15' DEEP 18° PVC SANITARY SEWER, SDR 36, 10′ - 15' DEEP 18° PVC SANITARY SEWER, SDR 36, 10′ - 15' DEEP 18° PVC SANITARY SEWER, SDR 36, 10′ - 15' DEEP 18° PVC SANITARY SEWER, SDR 36, 10′ - 15' DEEP 18° PVC SANITARY SEWER, SDR 36, 10′ - 15' DEEP 18° PVC SANITARY SEWER, SDR 36, 10′ - 15' DEEP 18° PVC SANITARY SEWER, SDR 36, 10′ - 15' DEEP 18° PVC SANITARY SEWER, SDR 36, 10′ - 15' DEEP 18° PVC SANITARY SEWER, SDR 36, 10′ - 15' DEEP 18° PVC SANITARY SEWER, SDR 36, 10′ - 15' DEEP | EA E | 30 165 60 200 250 30 30 52 40 720 1275 425 10 50 50 345 345 | \$97.50 \$200.00 \$1.71 \$2.75 \$8.75 \$4.35 \$5.50 \$74.30 \$30.00 \$20.50 \$31.00 \$131.00 \$137.00 \$137.00 \$44.30 \$54 | \$1,578.00 \$1,500.00 \$2,255.00 \$305,781.85 \$1,357,50 \$530.00 \$339.50 \$51,458.00 \$7,000.00 \$53,750.00 \$500.00 \$51,293.60 \$11,293.60 \$11,293.60 \$11,200 \$51,200 | 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | \$0.00 | 570 40 50 155 60 200 250 30 30 52 40 1 1 2 2 40 700 1,275 425 10 50 806 435 | \$1,500.00 \$305,781.85 \$1,557.50 \$350.00 \$130.50 \$507.50 \$1,458.00 \$900.00 \$500.00 \$131.00 \$314.00 \$314.00 \$137.70 \$1,772.00 \$1 |
| 45 46 47 48 49 55 55 55 55 55 56 57 66 61 56 56 57 66 67 66 67 | DITCH CHECK SILT PENCE TOTAL PART 2 - SANITARY SEWER (BRAVITY SEWER - HUDSON BLVD) PART 3 - SANITARY SEWER (LIET STATION SYSTEM) REMOVE AND DISPOSE OF EXISTING BITUMINOUS DRIVEWAY REMOVE AND DISPOSE OF EXISTING CONCRETE DRIVEWAY REMOVE AND DISPOSE OF EXISTING CONCRETE DRIVEWAY REMOVE AND DISPOSE OF CONCRETE CURB AND GUTTER REMOVE PIPE CULVERT SALVAGE AND REINSTALL 12° RCP, INCL APRONS PATCH BITUMINOUS DRIVEWAY PATCH GRAVEL DRIVEWAY PATCH GRAVEL DRIVEWAY 21° CMP CULVERT 12° CMP CULVERT 12° CMP CULVERT 12° CMP APRON 12° CMP APRON 12° CMP APRON 12° CMP ARON 12° CMP ARON 12° CMP SANITARY SEWER, DR 35, 0′ - 12° DEEP 2° PVC SANITARY SEWER, SDR 35, 10′ - 15° DEEP 2° PVC SANITARY SEWER, SDR 36, 0′ - 10′ DEP 2° PVC SANITARY SEWER, SDR 36, 0′ - 10′ DEP 2° PVC SANITARY SEWER, SDR 36, 0′ - 10′ DEP 2° PVC SANITARY SEWER, SDR 36, 0′ - 10′ DEP 2° PVC SANITARY SEWER, SDR 36, 0′ - 10′ DEP 2° PVC SANITARY SEWER, SDR 36, 0′ - 10′ DEP 2° PVC SANITARY SEWER, SDR 36, 0′ - 10′ DEP 2° PVC SANITARY SEWER, SDR 36, 0′ - 10′ DEP 2° PVC SANITARY SEWER, SDR 36, 0′ - 15′ DEEP 2° PVC SANITARY SEWER, SDR 36, 0′ - 15′ DEEP 2° PVC SANITARY SEWER, SDR 36, 0′ - 15′ DEEP 2° PVC SANITARY SEWER, SDR 36, 10′ - 15′ DEEP 2° PVC SANITARY SEWER, SDR 36, 0′ - 10′ DEP 2° PVC SANITARY SEWER, SDR 36, 0′ - 10′ DEEP 2° PVC SANITARY SEWER, SDR 36, 0′ - 10′ DEEP 2° PVC SANITARY SEWER, SDR 36, 0′ - 10′ DEEP 2° PVC SANITARY SEWER, SDR 36, 10′ - 15′ DEEP 2° PVC SANITARY SEWER, SDR 36, 10′ - 15′ DEEP 2° PVC SANITARY SEWER, SDR 36, 10′ - 10′ DEEP 2° PVC SANITARY SEWER, SDR 36, 10′ - 10′ DEEP 2° PVC SANITARY SEWER, SDR 36, 10′ - 10′ DEEP 2° PVC SANITARY SEWER, SDR 36, 20′ - 25′ DEEP | EA EE EE EE EE EE EE EE EE EE EE EE EE E | 8 8 8 8 8 1,500 1,500 1,275 1,000 1,275 1,000 1,275 1,000 1,275 1,000 5, | .597.50 \$200.00 \$1.71 .52.75 .58.75 .54.35 .55.50 .524.30 .535.00 .530.00 .520.50 .531.00 | \$780.00 \$1,500.00 \$2,565.00 \$305,781.85 \$355.00 \$355.00 \$139.50 \$7,000.00 \$57,000.00 \$51,790.00 \$11,290.00 \$11,290.00 \$11,290.00 \$17,900.00 \$17,900.00 \$17 | 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | \$0.00 | \$ 1,500 | \$1,500.00 \$2,555.00 \$305,781.85 \$1,567.50 \$350.00 \$130.50 \$7,000.00 \$7,000.00 \$5,750.00 \$1130.50 \$131.00 \$131.00 \$131.00 \$1374.00 \$1772.00 \$1772.00 \$1772.00 \$15770.00 \$15770.00 \$574.00 \$574.00 \$15770.00 \$55 |
| 45 46 46 47 48 49 50 55 55 55 55 56 66 66 66 67 67 67 67 | DITCH CHECK CULYERT INLET PROTECTION SILT FENCE TOTAL PART 3 - SANITARY SEWER IGRAVITY SEWER - HUDSON BLVD) PART 3 - SANITARY SEWER ILIFT STATION SYSTEM) REMOVE AND DISPOSE OF ENSTING BITUMINDUS DRIVEWAY REMOVE AND DISPOSE OF ENSTING CONCRETE DRIVEWAY REMOVE AND DISPOSE OF CONCRETE CURS AND GUTTER REMOVE PIPE CULVERT SALVAGE AND REINSTALL 128 "RCP, INCL APRONS PATCH BITUMINOUS DRIVEWAY PATCH GRAVEL DRIVEWAY PATCH GRAVEL DRIVEWAY PATCH GRAVEL DRIVEWAY 12" CMP CULVERT 12" CMP SANTARY SEWER, CLASS 52, 10" - 15" DEEP 8" PVC SANITARY SEWER, SDR 35, 0" - 10" DEEP 8" PVC SANITARY SEWER, SDR 35, 10" - 15" DEEP 8" PVC SANITARY SEWER, SDR 35, 10" - 15" DEEP 8" PVC SANITARY SEWER, SDR 35, 10" - 15" DEEP 8" PVC SANITARY SEWER, SDR 35, 10" - 15" DEEP 8" PVC SANITARY SEWER, SDR 35, 10" - 15" DEEP 8" PVC SANITARY SEWER, SDR 35, 10" - 15" DEEP 8" PVC SANITARY SEWER, SDR 35, 10" - 15" DEEP 8" PVC SANITARY SEWER, SDR 35, 20" - 25" DEEP 8" PVC SANITARY SEWER, SDR 35, 20" - 25" DEEP 8" PVC SANITARY SEWER, SDR 36, 26, 10" - 15" DEEP 8" PVC SANITARY SEWER, SDR 35, 26, 10" - 15" DEEP 8" PVC SANITARY SEWER, SDR 35, 20" - 25" DEEP 8" PVC SANITARY SEWER, SDR 35, 20" - 25" DEEP 8" PVC SANITARY SEWER, SDR 36, 26, 10" - 15" DEEP 8" PVC SANITARY SEWER, SDR 36, 26, 10" - 15" DEEP 8" PVC SANITARY SEWER, SDR 36, 26, 10" - 15" DEEP 8" PVC SANITARY SEWER, SDR 36, 26, 10" - 15" DEEP 8" PVC SANITARY SEWER, SDR 36, 26, 10" - 15" DEEP 8" PVC SANITARY SEWER, SDR 36, 26, 20" - 25" DEEP 8" PVC SANITARY SEWER, SDR 36, 26, 20" - 25" DEEP 8" PVC SANITARY SEWER, SDR 36, 26, 25" DEEP 8" PVC SANITARY SEWER, SDR 36, 26, 20" - 25" DEEP 8" PVC SANITARY SEWER, SDR 36, 26, 20" - 25" DEEP 8" PVC SANITARY SEWER, SDR 36, 26, 20" - 25" DEEP 8" PVC SANITARY SEWER, SDR 36, 26, 20" - 25" DEEP | EA SY SY ST | 570 40 30 165 50 200 250 50 30 52 40 1 1 2 2 60 700 1,275 425 10 50 50 700 1,275 425 10 50 50 700 700 700 700 700 700 700 700 | \$97.50 \$200.00 \$1.71 \$2.75 \$8.75 \$4.35 \$55.50 \$24.30 \$30.00 \$20.50 \$30.00 \$131.00 \$131.00 \$137.00 \$44.30 \$52.50 \$5 | \$780.00 \$1,500.00 \$2,255.00 \$305,781.85 \$1,557.50 \$350.00 \$1330.50 \$500.00 \$51,000.00 \$1,293.60 \$1,240.00 \$11,293.60 \$1,240.00 | 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | \$0.00 | \$ 1.500 | \$1,500.00 \$305,781.85 \$1,567.50 \$350.00 \$305,781.85 \$1,567.50 \$350.00 \$507.50 \$7,000.00 \$50,750.00 \$51,240.00 \$131.00 \$314.00 \$314.00 \$314.00 \$51,772.00 \$52,775.00 \$52,775.00 \$52,775.00 \$53,400 \$53, |
| 45 46 46 48 49 55 55 55 56 57 56 66 57 66 66 57 66 67 77 77 | DITCH CHECK CULVERT INLET PROTECTION SILT PENCE TOTAL PART 2 - SANITARY SEWER (IJET STATION SYSTEM) PART 3 - SANITARY SEWER (IJET STATION SYSTEM) REMOVE AND DISPOSE OF EXISTING BITUMINOUS DRIVEWAY REMOVE AND DISPOSE OF EXISTING CONCRETE DRIVEWAY REMOVE AND DISPOSE OF EXISTING CONCRETE DRIVEWAY REMOVE PICE CULVERT SALVAGE AND REINSTALL 128° RCP, INCL APRONS PATCH GRAVEL DRIVEWAY PATCH GRAVEL DRIVEWAY PATCH GRAVEL DRIVEWAY PATCH GRAVEL DRIVEWAY 21° CMP CULVERT 12° CMP CULVERT 12° CMP CULVERT 12° CMP APRON 12° CMP CANITARY SEWER, SDR 26, 10° - 10° DEEP 12° PVC SANITARY SEWER, SDR 26, 10° - 10° DEEP 12° PVC SANITARY SEWER, SDR 26, 20° - 20° DEEP 12° PVC SANITARY SEWER, SDR 26, 20° - 20° DEEP 12° PVC SANITARY SEWER, SDR 26, 20° - 20° DEEP 12° PVC SANITARY SEWER, SDR 26, 20° - 20° DEEP 12° PVC SANITARY SEWER, SDR 26, 20° - 20° DEEP 12° PVC SANITARY SEWER, SDR 26, 20° - 20° DEEP 12° PVC SANITARY SEWER, SDR 26, 20° - 20° DEEP 12° PVC SANITARY SEWER, SDR 26, 20° - 20° DEEP 12° PVC SANITARY SEWER, SDR 26, 20° - 20° DEEP 12° PVC SANITARY SEWER, SDR 26, 20° - 20° DEEP 12° PVC SANITARY SEWER, SDR 26, 20° - 20° DEEP | EA E | 8 8 1.500 | .597.50 \$200.00 \$1.71 .52.75 .58.75 .54.35 .55.50 \$24.30 \$35.00 \$20.50 \$20.50 \$21.30 \$31.00 \$137.00 \$44.30 \$44.30 \$44.30 \$52.70 \$58.00 \$59.00 \$74.30 \$58.00 \$59.00 \$58.00 \$59.00 \$58.00 \$59.00 | \$780.00 \$1,500.00 \$2,255.00 \$305,781.85 \$1,557.50 \$355.00 \$1393.50 \$1,458.00 \$7,000.00 \$51,500.00 \$51,500.00 \$13,750.00 \$11,293.60 \$1,240.00 \$314.00 \$314.00 \$314.00 \$314.00 \$314.00 \$314.00 \$35,750.0 | 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | \$0.00 | 570 40 50 165 60 200 250 30 52 30 52 40 1 1 2 40 700 1275 425 10 50 806 435 -715 85 70 | \$1,500.00 \$305,781.85 \$1,557.50 \$350.00 \$130.50 \$390,781.85 \$1,557.50 \$390,750 \$5,750,00 \$5,750,00 \$50,750 \$131.00 \$1.00 |
| 45 46 46 47 48 49 550 551 553 554 555 661 652 663 663 663 663 663 663 663 663 663 66 | DITCH CHECK SILT PENCE TOTAL PART 2 - SANITARY SEWER (GRAVITY SEWER - HUDSON BLVD) PART 3 - SANITARY SEWER (LIFT STATION SYSTEM) REMOVE AND DISPOSE OF EXISTING BITUMINOUS DRIVEWAY REMOVE AND DISPOSE OF EXISTING CONCERTE DRIVEWAY REMOVE AND DISPOSE OF EXISTING CONCERTE DRIVEWAY REMOVE AND DISPOSE OF CONCRETE CURB AND GUTTER REMOVE PIPE CULVERT SALVAGE AND REINSTALL 28" RCP, INCL APRONS PATCH BITUMINIOUS DRIVEWAY PATCH GRAVEL ORIVEWAY PATCH GRAVEL ORIVEWAY PATCH GRAVEL ORIVEWAY BOLLVERT 21" CMP APRON 12" CMP APRO | EA EE EE EE EE EE EE EE EE EE EE EE EE E | 570 40 30 165 50 200 259 30 52 40 11 2 2 2 60 700 12,75 10 50 80 80 80 80 80 80 80 80 80 80 80 80 80 | .597.50 \$200.00 \$1.71 .52.75 \$E.73 \$4.35 \$5.50 \$32.430 \$33.00 \$33.00 \$33.00 \$31.00 \$131.00 \$157.00 \$157.00 \$28.00 \$31.00 | \$780.00 \$1,500.00 \$2,255.00 \$305,781.85 \$31,557.50 \$355.00 \$3130.50 \$57,000.00 \$57,000.00 \$57,000.00 \$13,93.60 \$11,203.60 \$11,203.60 | 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | \$0.00 | \$ 1.500 | \$1,500.00 \$2,555.00 \$305,781.85 \$1,567.50 \$330.05 \$330.05 \$330.05 \$37,000.00 \$5,750.00 \$5,750.00 \$131.00 \$131.00 \$131.00 \$137,200 \$137,000 \$137,000 \$131.00 \$131.00 \$17,900.00 \$17,900.00 \$17,900.00 \$15,000.00 \$ |
| 45 46 47 48 49 50 55 55 55 55 55 56 57 66 61 52 63 64 56 67 77 77 77 | DITCH CHECK CULYERT INLET PROTECTION SILT PENCE TOTAL PART 3 - SANITARY SEWER (IJET STATION SYSTEM) PART 3 - SANITARY SEWER (IJET STATION SYSTEM) REMOVE AND DISPOSE OF EXISTING BITMINIOUS DRIVEWAY REMOVE AND DISPOSE OF EXISTING BITMINIOUS DRIVEWAY REMOVE AND DISPOSE OF EXISTING CONCRETE DRIVEWAY REMOVE PRE CULVERT SALVAGE AND REINSTALL 18° RCP, INCL APRONS PATCH BITMINIOUS DRIVEWAY PATCH GRAVEL DRIVEWAY PATCH GRAVEL DRIVEWAY PATCH GRAVEL DRIVEWAY 12° CMP CULVERT 12° CMP CULVERT 12° CMP CULVERT 12° CMP CULVERT 12° CMP APRON 12° CMP APRON 12° CMP SANITARY SEWER, SDR 35, 10° - 15° DEEP 5° PVC SANITARY SEWER, SDR 35, 10° - 15° DEEP 5° PVC SANITARY SEWER, SDR 35, 10° - 15° DEEP 5° PVC SANITARY SEWER, SDR 35, 10° - 15° DEEP 5° PVC SANITARY SEWER, SDR 35, 10° - 15° DEEP 5° PVC SANITARY SEWER, SDR 35, 15° - 20° DEEP 6° PVC SANITARY SEWER, SDR 36, 15° - 20° DEEP 6° PVC SANITARY SEWER, SDR 36, 15° - 20° DEEP 6° PVC SANITARY SEWER, SDR 36, 15° - 20° DEEP 6° PVC SANITARY SEWER, SDR 36, 15° - 20° DEEP 6° PVC SANITARY SEWER, SDR 36, 15° - 20° DEEP 6° PVC SANITARY SEWER, SDR 36, 15° - 20° DEEP 10° PVC SANITARY SEWER, SDR 26, 15° - 20° DEEP 10° PVC SANITARY SEWER, SDR 26, 25° - 30° DEEP 10° PVC SANITARY SEWER, SDR 26, 25° - 30° DEEP 10° PVC SANITARY SEWER, SDR 26, 25° - 25° DEEP 10° PVC SANITARY SEWER, SDR 26, 20° - 25° DEEP 10° PVC SANITARY SEWER, SDR 26, 20° - 25° DEEP 10° PVC SANITARY SEWER, SDR 26, 20° - 25° DEEP 10° PVC SANITARY SEWER, SDR 26, 20° - 25° DEEP 10° PVC SANITARY SEWER, SDR 26, 20° - 25° DEEP 10° PVC SANITARY SEWER, SDR 26, 20° - 25° DEEP 10° PVC SANITARY SEWER, SDR 26, 20° - 25° DEEP 10° PVC SANITARY SEWER, SDR 26, 20° - 25° DEEP 10° PVC SANITARY SEWER, SDR 26, 20° - 25° DEEP 10° PVC SANITARY SEWER, SDR 26, 20° - 25° DEEP 10° PVC SANITARY SEWER, SDR 26, 20° - 25° DEEP 10° PVC SANITARY SEWER, SDR 26, 20° - 25° DEEP | EA STATE OF THE ST | 30 165 200 250 30 30 52 425 10 50 50 50 50 50 50 50 50 50 50 50 50 50 | \$97.50 \$200.00 \$1.71 \$2.75 \$8.75 \$4.35 \$55.50 \$24.30 \$35.00 \$30.00 \$20.50 \$31.00 \$31. | \$780.00 \$1,500.00 \$2,255.00 \$305,781.85 \$1,357.50 \$350.00 \$130.50 \$500.00 \$1,458.00 \$7,000.00 \$3,750.00 \$51.50 \$1,240.00 \$13,100 \$11,20 | 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | \$0.00 | \$ 1,500 | \$1,500.00 \$305,781.85 \$1,557.50 \$350.00 \$130.50 \$390,781.85 \$1,557.50 \$390,750 \$5,750,00 \$5,750,00 \$50,750 \$131.00 \$1.00 |
| 45 46 47 48 49 55 55 55 55 55 56 56 56 56 56 56 56 56 | DITCH CHECK CULYERT INLET PROTECTION SILT PENCE TOTAL PART 2 - SANITARY SEWER (IJET STATION SYSTEM) REMOYE AND DISPOSE OF EXISTING BITUMINOUS DRIVEWAY REMOYE AND DISPOSE OF EXISTING BITUMINOUS DRIVEWAY REMOYE AND DISPOSE OF EXISTING CONCRETE DRIVEWAY REMOYE AND DISPOSE OF EXISTING CONCRETE DRIVEWAY REMOYE AND DISPOSE OF CONCRETE CURB AND GUTTER REMOYE PIPE CULVERT SALVAGE AND REINSTALL 18° RCP, INCL APRONS PATCH BITUMINOUS DRIVEWAY PATCH GRAVEL DRIVEWAY PATCH GRAVEL DRIVEWAY 21° CMP CULVERT 18° CMP CULVERT 12° CMP CULVERT 12° CMP APRON 12° CMP APRON 12° CMP APRON 12° CMP APRON 21° PVC SANITARY SEWER, DR 35, 10° - 12° DEEP 21° PVC SANITARY SEWER, SDR 35, 10° - 12° DEEP 21° PVC SANITARY SEWER, SDR 35, 10° - 15° DEEP 21° PVC SANITARY SEWER, SDR 36, 0° - 10° DEEP 21° PVC SANITARY SEWER, SDR 36, 0° - 10° DEEP 21° PVC SANITARY SEWER, SDR 36, 0° - 10° DEEP 21° PVC SANITARY SEWER, SDR 36, 0° - 10° DEEP 21° PVC SANITARY SEWER, SDR 36, 0° - 10° DEEP 21° PVC SANITARY SEWER, SDR 36, 0° - 10° DEEP 21° PVC SANITARY SEWER, SDR 36, 0° - 10° DEEP 21° PVC SANITARY SEWER, SDR 36, 0° - 10° DEEP 21° PVC SANITARY SEWER, SDR 36, 0° - 10° DEEP 21° PVC SANITARY SEWER, SDR 26, 10° - 20° DEEP 21° PVC SANITARY SEWER, SDR 26, 10° - 20° DEEP 21° PVC SANITARY SEWER, SDR 26, 20° - 25° DEEP 21° PVC SANITARY SEWER, SDR 26, 20° - 25° DEEP 21° PVC SANITARY SEWER, SDR 26, 20° - 30° DEEP 10° PVC SANITARY SEWER, SDR 26, 20° - 30° DEEP 10° PVC SANITARY SEWER, SDR 26, 30° - 30° DEEP 10° PVC SANITARY SEWER, SDR 26, 30° - 30° DEEP 10° PVC SANITARY SEWER, SDR 26, 30° - 30° DEEP 10° PVC SANITARY SEWER, SDR 26, 30° - 30° DEEP 10° PVC SANITARY SEWER, SDR 26, 30° - 30° DEEP 10° PVC SANITARY SEWER, SDR 26, 30° - 30° DEEP 10° PVC SANITARY SEWER, SDR 26, 30° - 30° DEEP | EA EA EA EA EA EA EA EA EA EA EA EA EA E | 8 8 1.500 8 1.500 90 1.275 1.500 1.275 1.500 1.275 1.500 1.275 1.500 1.275 1.500 1.275 1.500 1.275 1.500 1.275 1.500 1.275 1.500 1.275 1.500 1.275 1.500 1.275 1.500 1.275 1.500 1.275 1.500 1.500 1.275 1.500 1.500 1.275 1.500 1.500 1.275 1.500 1.5 | .597.50 \$200.00 \$1.71 .52.75 .58.75 .54.35 .55.50 \$24.30 \$35.00 \$30.00 \$20.50 \$31.00 \$31.30 \$137.00 \$137.00 \$54.43 \$52.70 \$28.80 \$53.10 \$52.70 \$52.80 \$53.10 | \$780.00 \$1,500.00 \$2,255.00 \$305,781.85 \$31,557.50 \$355.00 \$3130.50 \$57,000.00 \$57,000.00 \$57,000.00 \$13,93.60 \$11,203.60 \$11,203.60 | 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | \$0.00 | \$ 1.500 | \$1,500.00 \$305,781.85 \$1,557.50 \$350.00 \$3905,781.85 \$1,557.50 \$350.00 \$507.50 \$130.50 \$507.50 \$131.00 \$51,458.00 \$131.00 \$51,40.00 \$51,40.00 \$51,712.00 \$ |
| 45 46 47 48 49 551 55 55 55 55 56 61 2 63 64 55 66 77 77 77 77 77 77 77 77 77 77 77 77 | DITCH CHECK CULYERT INLET PROTECTION SILT FERNCE TOTAL PART 3 - SANITARY SEWER IGRAVITY SEWER - HUDSON BLVD) PART 3 - SANITARY SEWER ILIFT STATION SYSTEM) REMOVE AND DISPOSE OF ENSTING BITUMINOUS DRIVEWAY REMOVE AND DISPOSE OF ENSTING CONCRETE DRIVEWAY REMOVE AND DISPOSE OF ENSTING CONCRETE DRIVEWAY REMOVE AND DISPOSE OF CONCRETE CURS AND GUTTER REMOVE PIPE CULVERT SALVAGE AND REINSTALL 18" R.P., INCL APRONS PATCH BITUMINOUS DRIVEWAY PATCH GRAVEL DRIVEWAY PATCH GRAVEL DRIVEWAY PATCH GRAVEL DRIVEWAY 12" CMP CULVERT 12" CMP CULVERT 12" CMP CULVERT 12" CMP APRON 12" CMP ARNITARY SEWER, SDR 35, 10' - 15' DEEP 1" PVC SANITARY SEWER, SDR 35, 12' - 20' DEEP 1" PVC SANITARY SEWER, SDR 36, 10' - 15' DEEP 1" PVC SANITARY SEWER, SDR 36, 20' - 25' DEEP 1" PVC SANITARY SEWER, SDR 26, 20' - 25' DEEP 10" PVC SANITARY SEWER, SDR 26, 20' - 25' DEEP 10" PVC SANITARY SEWER, SDR 26, 20' - 25' DEEP 10" PVC SANITARY SEWER, SDR 26, 20' - 25' DEEP 10" PVC SANITARY SEWER, SDR 26, 20' - 35' DEEP 10" PVC SANITARY SEWER, SDR 26, 20' - 35' DEEP 10" PVC SANITARY SEWER, SDR 26, 20' - 35' DEEP 10" PVC SANITARY SEWER, SDR 26, 20' - 35' DEEP 10" PVC SANITARY SEWER, SDR 26, 20' - 35' DEEP 10" PVC SANITARY SEWER, SDR 26, 20' - 35' DEEP 10" PVC SANITARY SEWER, SDR 26, 20' - 35' DEEP 10" PVC SANITARY SEWER, SDR 26, 20' - 35' DEEP 10" PVC SANITARY SEWER, SDR 26, 20' - 35' DEEP 10" PVC SANITARY SEWER, SDR 26, 20' - 35' DEEP 10" PVC SANITARY SEWER, SDR 26, 20' - 35' DEEP | EA STATE OF THE ST | 30 165 200 250 30 30 52 425 10 50 50 50 50 50 50 50 50 50 50 50 50 50 | \$97.50 \$200.00 \$1.71 \$2.75 \$8.75 \$4.35 \$55.50 \$24.30 \$35.00 \$30.00 \$20.50 \$31.00 \$31. | \$780.00 \$1,500.00 \$2,555.00 \$305,781.85 \$355.00 \$355.00 \$355.00 \$51,393.50 \$1,498.00 \$13,393.60 \$1,393.60 \$1,393.60 \$1,240.00 \$31,400 \$314.00 \$314.00 \$314.00 \$2,658.00 \$17,990.00 \$17,990.00 \$17,990.00 \$17,405.00 \$35,700. | 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | \$0.00 | \$ 1,500 | \$1,500.00 \$2,555.00 \$305,781.85 \$1,567.50 \$350.05 \$350.05 \$350.05 \$37,000.00 \$7,000.00 \$51,750.00 \$51,750.00 \$51,750.00 \$51,399.00 \$131.00 \$131.00 \$137,000 \$137,000 \$131.00 \$137,000 \$137,000 \$131.00 \$137,000 \$137,000 \$137,000 \$137,000 \$137,000 \$137,000 \$137,000 \$1,000 |
| 45 44 47 48 49 50 551 55 55 55 55 55 56 66 52 63 46 55 66 57 77 77 77 77 77 77 77 77 77 77 77 77 | DITCH CHECK CULVERT INLET PROTECTION SILT PENCE TOTAL PART 2 - SANITARY SEWER (IRRAVITY SEWER - HUDSON BLVD) PART 3 - SANITARY SEWER (ILFT STATION SYSTEM) REMOVE AND DISPOSE OF EXISTING BITUMINOUS DRIVEWAY REMOVE AND DISPOSE OF EXISTING CONCRETE DRIVEWAY REMOVE AND DISPOSE OF EXISTING CONCRETE DRIVEWAY REMOVE AND DISPOSE OF CONCRETE CURB AND GUTTER REMOVE PIPE CULVERT SALVAGE AND REINSTALL 128° RCP, INCL APRONS PATCH GRAVEL DRIVEWAY 12" CMP CULVERT 12" CMP APRON 12" CMP CMP CMP CMP 12" CMP 12" CMP CMP 12" | EA SY SY ST | 8 8 1.500 8 1.500 9 1 1.275 1.70 1.85 1.70 9 1 5.000 1.275 1.70 1.85 1.85 1.85 1.85 1.85 1.85 1.85 1.85 | .597.50 \$200.00 \$1.71 .52.75 \$8.75 \$4.35 \$5.50 \$31.00 \$15.00 \$20.50 \$31.00 \$131.00 \$137.00 \$44.30 \$25.70 \$28.00 \$54.30 \$55.50 \$ | \$780.00 \$1,500.00 \$2,255.00 \$305,781.85 \$1,557.50 \$350.00 \$1330.50 \$500.00 \$51,000.50 \$1,293.60 \$1,293.60 \$1,240.00 \$11,290.00 \$1,240.00 \$1,240.00 \$1,240.00 \$1,240.00 \$1,240.00 \$1,240.00 \$1,240.00 \$1,240.00 \$1,240.00 \$1,240.00 \$1,250.00 | 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$1.00 \$0.00 \$1.00 \$0.00 \$1.00 | \$ 1,500 | \$1,500.00 \$1,507.50 \$310.57.51.85 \$1,567.50 \$330.00 \$330.50 \$330.00 \$37,000.00 \$5,750.00 \$51,349.30 \$131.00 \$374.00 \$134.00 \$374.00 \$51,772.00 |
| 45 44 47 48 49 50 55 55 55 55 55 56 57 58 59 66 15 25 35 45 56 57 77 77 77 77 77 77 77 77 77 77 77 77 | DITCH CHECK CULYERT INLET PROTECTION SILT FERNCE TOTAL PART 3 - SANITARY SEWER IGRAVITY SEWER - HUDSON BLVD) PART 3 - SANITARY SEWER ILIFT STATION SYSTEM) REMOVE AND DISPOSE OF ENSTING BITUMINOUS DRIVEWAY REMOVE AND DISPOSE OF ENSTING CONCRETE DRIVEWAY REMOVE AND DISPOSE OF ENSTING CONCRETE DRIVEWAY REMOVE AND DISPOSE OF CONCRETE CURS AND GUTTER REMOVE PIPE CULVERT SALVAGE AND REINSTALL 18" R.P., INCL APRONS PATCH BITUMINOUS DRIVEWAY PATCH GRAVEL DRIVEWAY PATCH GRAVEL DRIVEWAY PATCH GRAVEL DRIVEWAY 12" CMP CULVERT 12" CMP CULVERT 12" CMP CULVERT 12" CMP APRON 12" CMP ARNITARY SEWER, SDR 35, 10' - 15' DEEP 1" PVC SANITARY SEWER, SDR 35, 12' - 20' DEEP 1" PVC SANITARY SEWER, SDR 36, 10' - 15' DEEP 1" PVC SANITARY SEWER, SDR 36, 20' - 25' DEEP 1" PVC SANITARY SEWER, SDR 26, 20' - 25' DEEP 10" PVC SANITARY SEWER, SDR 26, 20' - 25' DEEP 10" PVC SANITARY SEWER, SDR 26, 20' - 25' DEEP 10" PVC SANITARY SEWER, SDR 26, 20' - 25' DEEP 10" PVC SANITARY SEWER, SDR 26, 20' - 35' DEEP 10" PVC SANITARY SEWER, SDR 26, 20' - 35' DEEP 10" PVC SANITARY SEWER, SDR 26, 20' - 35' DEEP 10" PVC SANITARY SEWER, SDR 26, 20' - 35' DEEP 10" PVC SANITARY SEWER, SDR 26, 20' - 35' DEEP 10" PVC SANITARY SEWER, SDR 26, 20' - 35' DEEP 10" PVC SANITARY SEWER, SDR 26, 20' - 35' DEEP 10" PVC SANITARY SEWER, SDR 26, 20' - 35' DEEP 10" PVC SANITARY SEWER, SDR 26, 20' - 35' DEEP 10" PVC SANITARY SEWER, SDR 26, 20' - 35' DEEP 10" PVC SANITARY SEWER, SDR 26, 20' - 35' DEEP | | 8 8 1.500 | \$97.50 \$200.00 \$1.71 \$2.75 \$8.75 \$4.35 \$55.50 \$24.30 \$35.00 \$30.00 \$20.50 \$20.50 \$21.30 \$31.00 \$137.00 \$22.10 \$34.30 \$25.75 \$25.70 \$25 | \$780.00 \$1,500.00 \$2,2555.00 \$305,781.85 \$1,557.50 \$5550.00 \$319.50 \$550.00 \$51,393.50 \$51,458.00 \$57,000.00 \$53,750.00 \$51,249.00 \$51,249.00 \$51,249.00 \$51,249.00 \$51,249.00 \$51,249.00 \$51,249.00 \$51,249.00 \$51,249.00 \$51,249.00 \$51,495.00 \$51,495.00 \$525,075.00 \$525,075.00 \$520,672.50 \$54,115.50 \$54,115.50 \$54,115.50 \$54,115.50 \$54,115.50 \$54,130.00 \$55,677.00 \$59,577.50 \$51,633.00 \$51,230. | 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | \$0.00 | \$ 1.500 | \$1,500.00 \$310.5781.85 \$1,567.50 \$350.00 \$310.5781.85 \$1,567.50 \$350.00 \$50.750.00 \$50.00 \$50.00 \$50.00 \$51.240.00 \$131.00 \$314.00 \$314.00 \$51.720.00 \$55.700.00 |
| 45 44 47 48 49 50 51 52 53 54 55 56 57 85 99 60 60 52 63 54 55 66 67 71 72 73 74 75 76 77 78 99 | DITCH CHECK CULVERT INLET PROTECTION SILT PENCE TOTAL PART 2 - SANITARY SEWER (IGRAVITY SEWER - HUDSON BLVD) PART 3 - SANITARY SEWER (IGIT STATION SYSTEM) REMOVE AND DISPOSE OF EXISTING BITUMINOUS DRIVEWAY REMOVE AND DISPOSE OF EXISTING CONCRETE DRIVEWAY REMOVE AND DISPOSE OF EXISTING CONCRETE DRIVEWAY REMOVE AND DISPOSE OF CONCRETE CURB AND GUTTER SALVAGE AND DISPOSE OF CONCRETE CURB AND GUTTER SALVAGE AND REINSTALL 12° RCP, INCL APRONS PATCH GRAVEL DRIVEWAY PATCH GRAVEL DRIVEWAY PATCH GRAVEL DRIVEWAY 21° CMP CULVERT 12° CMP CULVERT 12° CMP APRON 12° PVC SANITARY SEWER, SDR 35, 0′ - 12° DEEP 2° PVC SANITARY SEWER, SDR 35, 15′ - 20′ DEEP 2° PVC SANITARY SEWER, SDR 35, 16′ - 15′ DEEP 2° PVC SANITARY SEWER, SDR 36, 0′ - 10′ DEP 2° PVC SANITARY SEWER, SDR 36, 0′ - 10′ DEP 2° PVC SANITARY SEWER, SDR 36, 0′ - 10′ DEP 2° PVC SANITARY SEWER, SDR 36, 0′ - 10′ DEP 2° PVC SANITARY SEWER, SDR 36, 0′ - 10′ DEP 2° PVC SANITARY SEWER, SDR 36, 0′ - 10′ DEP 2° PVC SANITARY SEWER, SDR 36, 0′ - 10′ DEP 2° PVC SANITARY SEWER, SDR 36, 10′ - 15′ DEEP 2° PVC SANITARY SEWER, SDR 36, 10′ - 15′ DEEP 2° PVC SANITARY SEWER, SDR 36, 10′ - 10′ DEEP 2° PVC SANITARY SEWER, SDR 36, 10′ - 10′ DEEP 2° PVC SANITARY SEWER, SDR 36, 10′ - 10′ DEEP 2° PVC SANITARY SEWER, SDR 36, 10′ - 10′ DEEP 2° PVC SANITARY SEWER, SDR 36, 20′ - 25′ DEEP 2° PVC SANITARY SEWER, SDR 36, 20′ - 25′ DEEP 2° PVC SANITARY SEWER, SDR 26, 15′ - 30′ DEEP 10° PVC SANITARY SEWER, SDR 26, 20′ - 25′ DEEP 2° PVC SANITARY SEWER, SDR 36, 20′ - 35′ DEEP 10° PVC SANITARY SEWER, SDR 26, 20′ - 25′ DEEP 2° PVC SANITARY SEWER, SDR 26, 20′ - 25′ DEEP 2° PVC SANITARY SEWER, SDR 26, 20′ - 25′ DEEP 2° PVC SANITARY SEWER, SDR 26, 20′ - 25′ DEEP 2° PVC SANITARY SEWER, SDR 26, 20′ - 25′ DEEP 2° PVC SANITARY SEWER, SDR 26, 20′ - 25′ DEEP 2° PVC SANITARY SEWER, SDR 26, 20′ - 25′ DEEP 2° PVC SANITARY SEWER, SDR 26, 20′ - 25′ DEEP 2° PVC SANITARY SEWER, SDR 26, 20′ - 25′ DEEP 2° | | 8 8 1.500 8 1.500 9 1 1.275 1 15 1 15 1 15 1 15 1 15 1 15 1 15 1 | .597.50 \$200.00 \$1.71 .52.75 \$E.73 \$4.35 \$55.50 \$24.30 \$35.00 \$30.00 \$20.50 \$31.00 \$31.00 \$131.00 \$157.00 \$157.00 \$51.00 \$52.570 \$28.00 \$52.70 \$28.00 \$52.7 | \$780.00 \$1,500.00 \$2,2555.00 \$305,781.85 \$1,557.50 \$5350.00 \$5350.00 \$53750.00 \$57,000.00 \$53,750.00 \$51,458.00 \$57,000.00 \$51,293.60 \$51,240.00 \$51,240.00 \$51,240.00 \$51,240.00 \$51,240.00 \$51,240.00 \$51,240.00 \$51,240.00 \$51,240.00 \$51,240.00 \$51,240.00 \$51,240.00 \$51,240.00 \$51,240.00 \$51,240.00 \$51,240.00 \$51,240.00 \$51,250. | 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | \$0.00 | \$ 1,500 | \$1,500.00 \$2,555.00 \$305,781.85 \$1,567.50 \$350.781.85 \$1,567.50 \$350.00 \$350.750.00 \$7,000.00 \$51,750.00 \$51,750.00 \$51,750.00 \$131.00 \$131.00 \$131.00 \$137.40.00 \$137.00 \$137.00 \$137.00 \$137.00 \$137.00 \$137.00 \$137.00 \$137.00 \$137.00 \$137.00 \$137.00 \$137.00 \$137.00 \$137.00 \$10.00 \$ |
| 45 46 47 48 49 49 55 55 55 55 55 56 57 66 61 62 63 64 65 66 77 77 77 77 77 | DITCH CHECK CULYERT INLET PROTECTION SILT PENCE TOTAL PART 3 - SANITARY SEWER (IJET STATION SYSTEM) PART 3 - SANITARY SEWER (IJET STATION SYSTEM) REMOVE AND DISPOSE OF EXISTING BITDMINDUS DRIVEWAY REMOVE AND DISPOSE OF EXISTING BITDMINDUS DRIVEWAY REMOVE AND DISPOSE OF EXISTING CONCRETE DRIVEWAY REMOVE PRE CULVERT SALVAGE AND REINSTALL 18° RCP, INCL APRONS PATCH BITDMINDUS DRIVEWAY PATCH BITDMINDUS DRIVEWAY PATCH GRAVEL DRIVEWAY PATCH GRAVEL DRIVEWAY PATCH GRAVEL DRIVEWAY 12° CMP CULIVERT 12° CMP CULIVERT 12° CMP CULIVERT 12° CMP CULIVERT 12° CMP SANITARY SEWER, SDR 35, 10° -15° DEEP 8° PVC SANITARY SEWER, SDR 35, 10° -15° DEEP 8° PVC SANITARY SEWER, SDR 35, 10° -15° DEEP 8° PVC SANITARY SEWER, SDR 35, 10° -15° DEEP 8° PVC SANITARY SEWER, SDR 35, 10° -15° DEEP 8° PVC SANITARY SEWER, SDR 35, 15° -20° DEEP 8° PVC SANITARY SEWER, SDR 36, 10° -10° DEEP 8° PVC SANITARY SEWER, SDR 36, 10° -15° DEEP 8° PVC SANITARY SEWER, SDR 36, 15° -20° DEEP 8° PVC SANITARY SEWER, SDR 36, 15° -20° DEEP 10° PVC SANITARY SEWER, SDR 36, 15° -20° DEEP 10° PVC SANITARY SEWER, SDR 26, 10° -15° DEEP 10° PVC SANITARY SEWER, SDR 26, 10° -15° DEEP 10° PVC SANITARY SEWER, SDR 26, 10° -25° DEEP 10° PVC SANITARY SEWER, SDR 26, 20° -30° DEEP 10° PVC SANITARY SEWER, SDR 26, 20° -30° DEEP 10° PVC SANITARY SEWER, SDR 26, 20° -30° DEEP 10° PVC SANITARY SEWER, SDR 26, 20° -30° DEEP 10° PVC SANITARY SEWER, SDR 26, 20° -30° DEEP 10° PVC SANITARY SEWER, SDR 26, 20° -30° DEEP 10° PVC SANITARY SEWER, SDR 26, 20° -30° DEEP 10° PVC SANITARY SEWER, SDR 26, 20° -30° DEEP 10° PVC SANITARY SEWER, SDR 26, 20° -30° DEEP 10° PVC SANITARY SEWER, SDR 26, 20° -30° DEEP 10° PVC SANITARY SEWER, SDR 26, 20° -30° DEEP 10° PVC SANITARY SEWER, SDR 26, 20° -30° DEEP 10° PVC SANITARY SEWER, SDR 26, 20° -30° DEEP 10° PVC SANITARY SEWER, SDR 26, 20° -30° DEEP 10° PVC SANITARY SEWER, SDR 26, 20° -30° DEEP 10° PVC SANITARY SEWER, SDR 26, 20° -30° DEEP 10° PVC SANITARY SEWER, SDR 26, 20° -30° DEEP 10° PVC SANITARY SEWER, SDR 26, 20 | EA ST UT | 8 8 1.500 8 1.500 9 1 1.275 1.500 9 1 1.85 1.500 9 1 1.85 1.500 9 1 1.85 1.500 9 1 1.85 1.500 9 1 1.85 1.500 9 1 1.85 1.500 9 1 1.85 1.500 9 1 1.85 1.500 9 1 1.85 1.500 9 1 1.85 1.500 9 1 1.85 1.500 9 1 1.85 1.500 9 1 1.85 1.500 9 1 1.85 1.500 9 1 1.85 1.500 9 1 1.5 | \$97.50 \$200.00 \$1.71 \$2.75 \$8.75 \$4.35 \$5.50 \$24.30 \$30.00 \$13.00 \$13.00 \$13.00 \$131.00 \$137.00 \$24.30 \$25.70 \$28.00 \$131.00 \$131.00 \$137.00 \$24.30 \$25.70 \$28.00 \$28.00 \$31.00 \$31.00 \$31.00 \$31.00 \$31.00 \$31.00 \$31.00 \$31.00 \$31.00 \$31.00 \$31.00 \$31.00 \$31.00 \$31.00 \$31.00 \$31.00 \$31.00 \$31.00 \$31.10 | \$780.00 \$1,500.00 \$2,255.00 \$305,781.85 \$350.00 \$3305,781.85 \$500.00 \$13,750.00 \$51,000.00 \$3,750.00 \$51,293.60 \$11,293.60 \$12,240.00 \$11,290.00 \$12,507.50 \$14,500.00 \$14,400.00 \$14,400.00 \$14,400.00 \$14,400.00 \$14,400.00 \$14,400.00 \$14,400.00 \$14,400.00 \$14,400.00 \$14,400.00 \$14,400.00 \$14,500.0 | 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$1.00 \$0.00 \$1.00 | 8 1.500 | \$1,500.00 \$2,555.00 \$310,5781.85 \$1,567.50 \$330.00 \$330.50 \$330.00 \$330.50 \$37,000.00 \$5,750.00 \$5,750.00 \$131.00 \$131.00 \$374.00 \$131.00 \$374.00 \$57,700.00 \$57,800.00 \$57,800.00 \$57,800.00 \$51,400.00 \$51,400.00 \$51,400.00 \$51,400.00 \$51,400.00 \$51,400.00 \$51,400.00 \$51,400.00 \$51,400.00 \$51,400.00 \$51,400.00 \$51,400.00 \$50.00 \$50.00 \$50.00 \$50.00 \$50.00 \$50.00 \$53,374.00 \$53,000 \$53,374.00 \$53,000 \$53,374.00 \$53,000 \$5 |
| 45 44 47 48 49 50 51 55 55 55 55 55 56 61 52 63 45 56 67 77 78 78 78 78 78 78 78 78 78 78 78 78 | DITCH CHECK CULVERT INLET PROTECTION SILT PENCE TOTAL PART 2 - SANITARY SEWER (IJET STATION SYSTEM) PART 3 - SANITARY SEWER (IJET STATION SYSTEM) REMOVE AND DISPOSE OF EXISTING BITUMINOUS DRIVEWAY REMOVE AND DISPOSE OF EXISTING CONCRETE DRIVEWAY REMOVE AND DISPOSE OF EXISTING CONCRETE DRIVEWAY REMOVE PICE CULVERT SALVAGE AND REINSTALL 128° RCP, INCL APRONS PATCH GRAVEL DRIVEWAY 12" CMP CULVERT 12" CMP CULVERT 12" CMP APRON 12" CMP CONTRACT 12" CMP APRON 12" CMP CONTRACT 12" CMP APRON 12" CMP AROVER 12" CMP CONTRACT 12" CMP APRON 12" CMP APRON 12" CMP AROVER 12" CMP CONTRACT 12" CMP APRON 12" CMP APRON 12" CMP AROVER 12" CMP CONTRACT 12" CMP CON | | 8 8 1.500 | \$97.50 \$200.00 \$1.71 \$2.75 \$5.75 \$4.35 \$5.50 \$24.30 \$35.00 \$30.00 \$20.50 \$20.50 \$21.00 \$31.7.00 \$31.7.00 | \$780.00 \$1,500.00 \$2,2555.00 \$305,781.85 \$1,557.50 \$5550.00 \$319.50 \$550.00 \$51,393.50 \$51,458.00 \$51,260.00 \$51,260.00 \$51,260.00 \$51,275.00 | 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | \$0.00 | \$ 1.500 | \$1,500.00 \$305,781.85 \$1,557.50 \$350.00 \$3905,781.85 \$1,557.50 \$350.00 \$50,750.00 \$50,750.00 \$51,458.00 \$51,458.00 \$51,458.00 \$51,40.00 \$51,40.00 \$51,40.00 \$51,40.00 \$51,40.00 \$51,40.00 \$51,405.00 \$ |
| 45 44 47 48 49 50 55 55 55 55 55 56 57 58 9 50 61 52 63 44 55 65 77 78 78 08 11 22 83 83 | DITCH CHECK CULVERT INLET PROTECTION SILT PENCE TOTAL PART 2 - SANITARY SEWER (IGRAVITY SEWER - HUDSON BLVD) PART 3 - SANITARY SEWER (IGET STATION SYSTEM) REMOVE AND DISPOSE OF EXISTING BITUMINOUS DRIVEWAY REMOVE AND DISPOSE OF EXISTING CONCRETE DRIVEWAY REMOVE AND DISPOSE OF EXISTING CONCRETE DRIVEWAY REMOVE AND DISPOSE OF CONCRETE CURB AND GUTTER REMOVE PIPE CULVERT SALVAGE AND REINSTALL 18" RCP, INCL APRONS PATCH BITUMINIOUS DRIVEWAY PATCH GRAVEL DRIVEWAY PATCH GRAVEL DRIVEWAY PATCH GRAVEL DRIVEWAY 21" CMP CULVERT 12" CMP APRON 12" PVC SANITARY SEWER, SDR 33, 10" - 15" DEEP 12" PVC SANITARY SEWER, SDR 35, 10" - 15" DEEP 12" PVC SANITARY SEWER, SDR 36, 10" - 15" DEEP 12" PVC SANITARY SEWER, SDR 36, 10" - 15" DEEP 12" PVC SANITARY SEWER, SDR 36, 10" - 15" DEEP 12" PVC SANITARY SEWER, SDR 36, 10" - 15" DEEP 12" PVC SANITARY SEWER, SDR 36, 10" - 15" DEEP 13" PVC SANITARY SEWER, SDR 36, 10" - 15" DEEP 14" PVC SANITARY SEWER, SDR 36, 10" - 15" DEEP 15" PVC SANITARY SEWER, SDR 36, 10" - 15" DEEP 15" PVC SANITARY SEWER, SDR 36, 10" - 15" DEEP 15" PVC SANITARY SEWER, SDR 36, 10" - 15" DEEP 10" PVC SANITARY SEWER, SDR 36, 20" - 25" DEEP 10" PVC SANITARY SEWER, SDR 36, 20" - 25" DEEP 10" PVC SANITARY SEWER, SDR 26, 15" - 30" DEEP 10" PVC SANITARY SEWER, SDR 26, 25" - 30" DEEP 10" PVC SANITARY SEWER, SDR 26, 25" - 30" DEEP 10" PVC SANITARY SEWER, SDR 26, 25" - 30" DEEP 10" PVC SANITARY SEWER, SDR 26, 25" - 35" DEEP 10" PVC SANITARY SEWER, SDR 26, 25" - 35" DEEP 10" PVC SANITARY SEWER, SDR 26, 25" - 35" DEEP 10" PVC SANITARY SEWER, SDR 26, 25" - 35" DEEP 10" PVC SANITARY SEWER, SDR 26, 25" - 35" DEEP 10" PVC SANITARY SEWER, SDR 26, 25" - 35" DEEP 10" PVC SANITARY SEWER, SDR 26, 25" - 35" DEEP 10" PVC SANITARY SEWER, SDR 26, 25" - 35" DEEP 10" PVC SANITARY SEWER, SDR 26, 25" - 35" DEEP 10" PVC SANITARY SEWER, SDR 26, 25" - 35" DEEP | | 8 1.500 8 1.500 9 1 1.500 | .597.50 \$200.00 \$1.71 .52.75 \$E.75 \$4.35 \$5.50 \$24.30 \$35.00 \$30.00 \$20.50 \$31.00 \$31.00 \$131.00 \$157.00 \$157.00 \$25.70 \$25.00 \$34.50 \$34.50 \$34.50 \$34.50 \$34.50 \$34.50 \$34.50 \$34.50 \$35.70 | \$780.00 \$1,500.00 \$2,555.00 \$305,781.85 \$1,567.50 \$5550.00 \$5350.00 \$5390.00 \$5,700.0 | 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | \$0.00 | 8 1.500 | \$1,500.00 \$2,555.00 \$310,5781.85 \$1,567,50 \$330.00 \$330,50 \$330,50 \$330,50 \$37,000,00 \$5,750,00 \$5,750,00 \$5130,00 \$131,00 \$131,00 \$131,00 \$131,00 \$1374,00 |
| 45 44 47 48 49 50 51 52 53 54 55 56 57 58 59 50 61 52 53 54 55 56 57 58 59 50 61 52 53 54 55 56 57 77 77 77 77 77 78 50 18 28 38 34 | DITCH CHECK CULYERT INLET PROTECTION SILT PENCE TOTAL PART 3 - SANITARY SEWER (IJFT STATION SYSTEM) PART 3 - SANITARY SEWER (IJFT STATION SYSTEM) REMOVE AND DISPOSE OF EXISTING BITDMINDUS DRIVEWAY REMOVE AND DISPOSE OF EXISTING BITDMINDUS DRIVEWAY REMOVE AND DISPOSE OF EXISTING CONCRETE DRIVEWAY REMOVE PRE CULVERT SALVAGE AND REINSTALL 18° RCP, INCL APRONS PATCH BITDMINDUS DRIVEWAY PATCH BITDMINDUS DRIVEWAY PATCH GRAVEL | | 8 8 1.500 8 1.500 9 165 15 15 170 9 185 1.500 9 2 185 1.500 9 2 185 1.500 9 2 185 1.500 9 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 | \$97.50 \$200.00 \$1.71 \$2.75 \$8.75 \$4.35 \$55.50 \$524.50 \$31.00 \$31.00 \$131.00 \$137.00 \$44.30 \$25.70 \$58.70 | \$7,80.00 \$1,500.00 \$2,265.00 \$3305,781.85 \$1,357,50 \$3505,781.85 \$51,357,50 \$51,458.00 \$7,000.00 \$51,750.00 \$51,240.00 \$51,240.00 \$51,240.00 \$51,240.00 \$51,240.00 \$51,240.00 \$51,240.00 \$51,240.00 \$51,240.00 \$51,240.00 \$51,240.00 \$51,240.00 \$51,240.00 \$51,240.00 \$51,240.00 \$51,240.00 \$51,250.00 \$51,250.00 \$51,250.00 \$52,577,500 \$52,577,500 \$52,577,500 \$52,577,500 \$51,250,500 | 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | \$0.00 | \$ 1.500 570 40 30 1.55 .60 200 .250 30 50 52 .40 1 1 .2 2 40 700 1.275 .425 10 .50 806 435 -715 .85 .70 .32 0 0 5,000 27 29 27 168 4,733 29 5,5600 2 | \$1,500.00 \$305,781.85 \$1,567.50 \$350.00 \$305,781.85 \$1,567.50 \$350.00 \$507.50 \$300.00 \$50,750.00 \$50,750.00 \$51,240.00 \$131.00 \$131.00 \$131.00 \$51,700.00 \$55,700.00 |
| 45 44 47 48 49 50 55 55 55 55 55 56 66 57 68 9 70 71 72 73 74 75 76 77 80 81 28 3 | DITCH CHECK CULVERT INLET PROTECTION SILT PENCE TOTAL PART 2 - SANITARY SEWER (IGRAVITY SEWER - HUDSON BLVD) PART 3 - SANITARY SEWER (IGET STATION SYSTEM) REMOVE AND DISPOSE OF EXISTING BITUMINOUS DRIVEWAY REMOVE AND DISPOSE OF EXISTING CONCRETE DRIVEWAY REMOVE AND DISPOSE OF EXISTING CONCRETE DRIVEWAY REMOVE AND DISPOSE OF CONCRETE CURB AND GUTTER REMOVE PIPE CULVERT SALVAGE AND REINSTALL 18" RCP, INCL APRONS PATCH BITUMINIOUS DRIVEWAY PATCH GRAVEL DRIVEWAY PATCH GRAVEL DRIVEWAY PATCH GRAVEL DRIVEWAY 21" CMP CULVERT 12" CMP APRON 12" PVC SANITARY SEWER, SDR 33, 10" - 15" DEEP 12" PVC SANITARY SEWER, SDR 35, 10" - 15" DEEP 12" PVC SANITARY SEWER, SDR 36, 10" - 15" DEEP 12" PVC SANITARY SEWER, SDR 36, 10" - 15" DEEP 12" PVC SANITARY SEWER, SDR 36, 10" - 15" DEEP 12" PVC SANITARY SEWER, SDR 36, 10" - 15" DEEP 12" PVC SANITARY SEWER, SDR 36, 10" - 15" DEEP 13" PVC SANITARY SEWER, SDR 36, 10" - 15" DEEP 14" PVC SANITARY SEWER, SDR 36, 10" - 15" DEEP 15" PVC SANITARY SEWER, SDR 36, 10" - 15" DEEP 15" PVC SANITARY SEWER, SDR 36, 10" - 15" DEEP 15" PVC SANITARY SEWER, SDR 36, 10" - 15" DEEP 10" PVC SANITARY SEWER, SDR 36, 20" - 25" DEEP 10" PVC SANITARY SEWER, SDR 36, 20" - 25" DEEP 10" PVC SANITARY SEWER, SDR 26, 15" - 30" DEEP 10" PVC SANITARY SEWER, SDR 26, 25" - 30" DEEP 10" PVC SANITARY SEWER, SDR 26, 25" - 30" DEEP 10" PVC SANITARY SEWER, SDR 26, 25" - 30" DEEP 10" PVC SANITARY SEWER, SDR 26, 25" - 35" DEEP 10" PVC SANITARY SEWER, SDR 26, 25" - 35" DEEP 10" PVC SANITARY SEWER, SDR 26, 25" - 35" DEEP 10" PVC SANITARY SEWER, SDR 26, 25" - 35" DEEP 10" PVC SANITARY SEWER, SDR 26, 25" - 35" DEEP 10" PVC SANITARY SEWER, SDR 26, 25" - 35" DEEP 10" PVC SANITARY SEWER, SDR 26, 25" - 35" DEEP 10" PVC SANITARY SEWER, SDR 26, 25" - 35" DEEP 10" PVC SANITARY SEWER, SDR 26, 25" - 35" DEEP 10" PVC SANITARY SEWER, SDR 26, 25" - 35" DEEP | | 8 1.500 8 1.500 9 1 1.500 | .597.50 \$200.00 \$1.71 .52.75 \$E.75 \$4.35 \$5.50 \$24.30 \$35.00 \$30.00 \$20.50 \$31.00 \$31.00 \$131.00 \$157.00 \$157.00 \$25.70 \$25.00 \$34.50 \$34.50 \$34.50 \$34.50 \$34.50 \$34.50 \$34.50 \$34.50 \$35.70 | \$780.00 \$1,500.00 \$2,555.00 \$305,781.85 \$1,567.50 \$5550.00 \$5350.00 \$5390.00 \$5,700.0 | 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | \$0.00 | 8 1.500 | \$1,500.00 \$2,555.00 \$310,5781.85 \$1,567,50 \$330.00 \$330,50 \$330,50 \$330,50 \$37,000,00 \$5,750,00 \$5,750,00 \$5130,00 \$131,00 \$131,00 \$131,00 \$131,00 \$1374,00 |

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|----------------|--|--------|------------|------------|--|-----------|----------------|---------|--------------|
| 88 | SEED MIX 250 & BLANKET | SY | 24,000 | \$1.10 | .525,400.00 | .600 | :S650.00 | 24,600 | \$27,060.0 |
| 89 | SEED MIX 250 & HYDROMULCH | SY . | . 24,000 | 50.42 | | . 0 | 20,00 | 24,000 | \$10,080. |
| 90 | EROSION STABILIZATION MAT | · 5Y : | -50 | ··· S9.90 | 3495.00 | 0 | \$0.00 | 50 | \$495.1 |
| 91 | SEED MIX 250; MULCH, & DISC ANCHOR | AC | . 5 | ·\$929.00 | \$4,545.00 | . 0 | .50.00 | 5 | \$4,545.0 |
| 92 | TEMPORARY SEED MIX 100 AND MULCH | . AC | .15 | : .5585.00 | ::510;290.00 | | 50:00 | 15 | |
| | WETLAND RESTORATION WITH BWSR MIX 34-181 | SY | .80 | \$9.91 | 5792,50 | 0 | 50.00 | . 80 | : 5792.8 |
| 93 | | EA | 17 | \$97.50 | \$1,657.50 | : 0 | · · · 50.00 | 17 | \$1,657.5 |
| 94 | DITCH CHECK | EA | 9 | .S200.00 | .\$1,800.00 | . 0 | 50.00 | 9: | \$1,800.0 |
| 95 | CULVERT INLET PROTECTION | 1.F | 5,050 | 51:71 | \$8,635,50 | '260 | 5444,60 | 5.310 | \$9,080,1 |
| 95 | SILT FENCE TOTAL PART 3 - SANITARY SEWER (LIFT STATION SYSTEM) | 1 1- | . 3,0301 | 24,72 | \$791,513,75 | 1 | 52,218.48 | | 5793,732.2 |
| | TOTAL PART 5 - SARTIART SEWER (EIFT STATION STOTEM) | | | | | | | | |
| | PART 4 - SANITARY SEWER (SERVICE TO CM PROPERTIES) | | 1-1 | 535.20 | 1 · \$1,494.00 | 0 | SO.GD . | 45 | 51,494,0 |
| 97 | -8" PVC SANITARY SEWER, SDR 35, 0' - 10' DEEP | LF | 45 | | | 0 | \$0.00 | 60 | 524,300.0 |
| 95 | JACK E" PVC SANITARY SEWER | . LF | 5 D | .\$405.00 | 524,300.00 | 0 | \$0.00 | 300 | \$330.0 |
| 99 | SEED MIX 250 & BLANKET | SY | 300 | \$1.10 | 5330.00 | 1 | | 50 | 585.5 |
| 100 | SILT FENCE | Į.F | 50 | S1.71 | \$85.50 | 0 | | סמ | 526.709.5 |
| | TOTAL PART 4 - SANITARY SEWER (SERVICE TO CM PROPERTIES) | | | | \$26,209.50 | <u> </u> | .50.00 | | 526,209.5 |
| | PART 5 - SANITARY SEWER (LENNAR AREA SERVICES) | | | | | · | | | |
| 101 | E" X 4" PVC WYE, SDR 26 | EA | :11 | 5127.00 | 51,397.00 | 0 | \$0.00 | 21 | 51,397.0 |
| 102 | 4" PVC SANITARY SEWER SERVICE RISER | LF | 130 | 57.75 | 51,007,50 | 0 | 50,00 | 130 | S1.007.5 |
| 102 | TOTAL PART 5 - SANITARY SEWER (LENNAR AREA SERVICES) | | | | \$2,404.50 | | \$0.00 | | \$2,404.5 |
| | | | | | | 1 | | İ | |
| | PART 6 - WATER MAIN | | | \$404.00 | \$404.00 | 0 | 50.00 | 1 | \$404.0 |
| 103 | CONNECT TO EXISTING 12" WATER MAIN | EA | 1 | | \$6,127,50 | 0 | \$D.00 | 215 | \$6,127,5 |
| 104 | "5" DIP, CL. 52 WATER MAIN | LF | 215 | \$28,50 | | 0 | 5D.D0 | 49 . | \$1,435.0 |
| 205 | 8" DIP, CL. 52 WATER MAIN . | LF. | . 40 | \$35.90 | \$1,436.00 | 970 | | 7,305 | \$357,214.5 |
| 105 | 12" DIP, CL 52 WATER MAIN | LF | 7,305 | \$48.90 | \$357,214.50 | 0 | 50:00 | | |
| 107 | CROSS HIGH PRESSURE GAS PIPE LINE | LS | 1 | 5882.00 | C0.5382 | 0 | 50.00 | 1 | \$862:0 |
| 108 | 6" GATE VALVE AND BOX | EA | 14 | \$1,220,00 | \$17,080.00 | D | \$0.00 | 14 | \$17,080.0 |
| 109 | E* GATE VALVE AND BOX | EA | 4 | \$1,830.00 | \$7,320.00 | 0 | \$0.00 | 4 | 57,320.0 |
| 110 | 12" GATE VALVE AND BOX | EA | 12 | \$3,070.00 | \$35,840.00 | 0 | 50.00 | 12 | \$36,840,0 |
| 111 | VALVE BOX EXTENSION | LF | 15 | \$55,40 | SE31.00 | 0 | \$0.00 | 15 | \$831.0 |
| | | LF | 15 | 537.70 | 5565.50 | 9 | \$0.00 | 15 | 3565.3 |
| 112 | VALVE NUT EXTENSION | EA | 11 | \$4.090.00 | 544,990,00 | 0 | 50.00 | 11 | \$44,990.0 |
| 113 | HYDRANT | LF | 6 | \$665.00 | \$3,995.00 | D. | . 50.00 | -6 | . 53,996.0 |
| 114 | HYDRANT EXTENSION | | 17 | -555.20 | 5938.40 | 0. | 50.00 | .17 | 5938.4 |
| 115 | OFF ROAD STRUCTURE MARKER | EA | 3.000 | \$4.95 | 514,850.00 | 0 | 50.00 | 3,003 | \$14,850.0 |
| 215 | DUCTILE IRON FITTINGS TOTAL PART 6 - WATERIMAIN | , £B | 3,000 | 54.55 | \$493,474,90 | 1 | \$0.00 | 5,000 | \$493,474.9 |
| | TOTAL PART 6 - WATERIMAIN | | | | 3433,474.30 | | | | |
| TOTA | ALS - BASE CONTRACT | | | | .\$1,701,884.50 | 70 | \$2,218.48 | | 51,704,102.9 |
| DESCRIPTION OF | 55000 \$220,000,000,000,000,000,000,000,000,000 | | | - | | | | | 2 |
| CHAN | NGE ORDER NO. 1 | | ** | I V Vi | 9 9 9 | | | (X | 16 |
| CO1-1 | CLEAR & GRUB TREES (LIFT STATION SITE ON CITY PROPERTY) | LS | | \$3,500.00 | | 1.0 | \$3,500.00 | 1.0 | 53,500.0 |
| CO1-2 | EXTRA:8' OF DEPTH AT VALVE MH | 15 | 1 | \$1,631,94 | The state of the s | 1.0 | 51,631.94 | 1.0 | \$1,631.5 |
| CO1-3 | EXTRA DEPTH OF FORCEMAIN | LF . | | :520.56 | 1 1 1 1 | 300.0 | 56,174:00 | 300.0 | 95,174.0 |
| CO1-4 | LIFT STATION GRAVEL-DRIVEWAY | . TN | | · S15.00 | 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 | 138.0 | \$2,070.00 | 138.0 | . S2.070. |
| | | . LF | | -50.60 | 4 | 7,386:0 | -\$4,431,60 | 7.386.0 | -54,431. |
| CO1-5 | DEDUCT FOR GRAVITY SANITARY SEWER TRACER WIRE | 1 17 | | -20,65 | | 1 7,300.0 | 27,702100 | | |

TOTALS - REVISED CONTRACT









MAYOR AND COUNCIL COMMUNICATION

DATE:

11/06/2013

CONSENT

ITEM #:

6

AGENDA ITEM:

Lake Elmo Avenue Sewer Infrastructure Improvements: I-94 to 30th Street -

Change Order No. 2

SUBMITTED BY:

Ryan Stempski, Project Engineer

THROUGH:

Dean A. Zuleger, City Administrator

REVIEWED BY:

Jack Griffin, City Engineer

Cathy Bendel, Finance Director

SUGGESTED ORDER OF BUSINESS (if removed from the Consent Agenda):

| _ | Questions from Council to Staff | Mayor Facilitates |
|---|---------------------------------|----------------------|
| _ | Public Input, if Appropriate | Mayor Facilitates |
| _ | Call for Motion | Mayor & City Council |
| _ | Discussion | Mayor & City Council |
| _ | Action on Motion | Mayor Facilitates |

SUMMARY AND ACTION REQUESTED:

The City Council is respectfully requested to consider approving, as part of the Consent Agenda, Change Order No. 2 for the Lake Elmo Avenue Sewer Infrastructure Improvements: I-94 to 30th Street, thereby increasing the Contract Amount by \$9,070. If removed from the consent agenda, the recommended motion for this action is as follows:

"Move to approve Change Order No. 2 for the Lake Elmo Avenue Sewer Infrastructure Improvements: I-94 to 30th Street, thereby increasing the contract amount by \$9,070."

STAFF REPORT:

Change Order No. 2 includes changes to the construction contract to address three field changes as directed by the City Engineer:

- 1) A deduct in the construction contract is being issued in the amount of \$1,400 for work to salvage and relocate a privately owned irrigation pump house located on the Country Air Golf Course. The contract amount is being provided to the property owner instead of the City's contractor. The City is absolved from any future liability related to damage of the system. The project budget will remain cost neutral related to this item.
- 2) A deduct in the construction contract is being issued in the amount of \$3,500 for work to relocate Manhole 0-1 at the request of the contractor. The relocation benefitted the contractor by providing additional work area for a deep excavation. The \$3,500 represents the amount the City incurred to redesign the manhole location and to acquire additional permanent easement from RECO Properties on PIN No. 36-029-21-33-0004. The project budget will also remain cost neutral related to this item.

3) An increase in the construction contract is being issued in the amount of \$13,970 to increase the watermain pipe size (and related appurtenances) to the lift station site from the minimum 6-inch diameter pipe to a trunk 12-inch diameter pipe. This increase is needed to accommodate an improved future connection location for development in the Village that will result in a lower future water system extension cost.

Change Order No. 2 incorporates revised Plan Sheet C500 and Plan Sheet C517, and revises the contract quantities and amount for the project (see attached Change Order No. 2). With approval of Change Order No. 2, the Contract will be increased by \$9,070 for a revised Contract Amount of \$3,452,667.90.

RECOMMENDATION:

Staff is recommending that the City Council consider approving, as part of the Consent Agenda, Change Order No. 2 for the Lake Elmo Avenue Sewer Infrastructure Improvements: I-94 to 30th Street, thereby increasing the Contract Amount by \$9,070. If removed from the consent agenda, the recommended motion for this action is as follows:

"Move to approve Change Order No. 2 for the Lake Elmo Avenue Sewer Infrastructure Improvements: I-94 to 30th Street, thereby increasing the contract amount by \$9,070."

ATTACHMENT(S):

1. Change Order No. 2

CITY OF LAKE ELMO, MINNESOTA LAKE ELMO AVE SEWER INFRASTRUCTURE IMPROVEMENTS 2013.123

FOCUS ENGINEERING, inc.

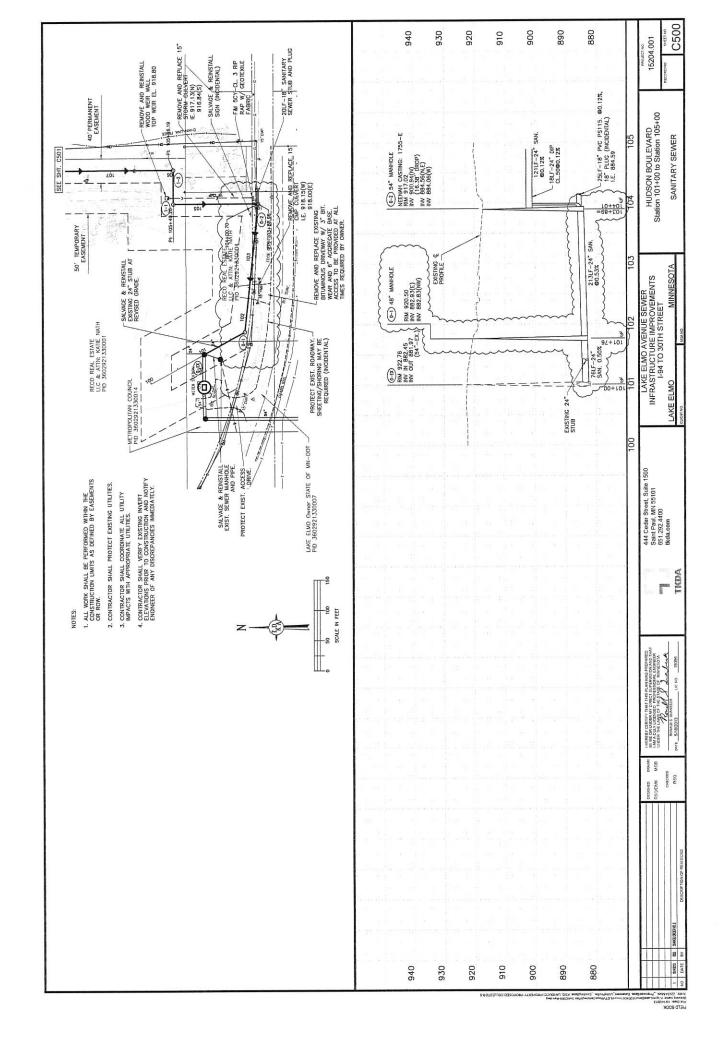
| CHANGE ORDER NO. 2 | | DATE: | _ | November 6 | , 20 | 013 |
|---|---|--|---|--|------------------------------|---|
| TO: Minger Construction , Inc. 2471 Galpin Court, Suite 1 | 110, Cha | inhasse | n, MN | 55317 | | |
| This Document will become a supplement to the Contract and al modified as follows upon execution of this Change Order. | l provisio | ons will | apply h | nereto. The Cont | trac | t Documents are |
| CHANGE ORDER DESCRIPTION / JUSTIFICATION: | | | | | | |
| This change order is being issued (1) due to a request by the Con- Hudson Boulvard to install the manhole. The Contractor has agre No. 36-029-21-33-0004 to accommodate this request. (2) includes item, as this task was completed by the owners of the Country A lift station site from a 6" diameter to a 12" diameter to serve fut revised quantities and contract amounts to reflect these change Attachments (list documents supporting change): Change been replaced. | eed to pa deduction ir Golf Course ure Villa | on for the confor the conformal ourse. (| ost for ne salv 3) inclu lopme | additional perm age existing irrig udes increasing t nt. The attached | ane gation the dite | on pump house bid watermain pipe to the |
| ITEM DESCRIPTION OF PAY ITEM | UNIT | (| QTY | UNITE PRICE | | INCREASE/(DECREASE) |
| ***SEE ATTACHED ITEMIZATION | | | | | | \$9,070.00 |
| Amount of Original Contract Sum of Additions/Deductions approved to date (CO # 1) Contract Amount to date Amount of this Change Order (ADD) (DEDUCT) (NO CHANGE) | | NET CO | NTRA | CT CHANGE | \$ \$ \$ \$ | \$9,070.00 3,463,201.60 (19,603.70) 3,443,597.90 9,070.00 |
| Revised Contract Amount | | | | | \$. | 3,452,667.90 |
| The Contract Period for Completion will be (UNCHANGED) | (INCREA | \SED) ({ | DECRE | \SED) | | 0 days |
| APPROVED BY ENGINEER: FOCUS Engineering, inc. | | APPRO\ | /ED B | Y CONTRACTOR | } | |
| 10-30-2013 | | | | | | |
| DATE | I | DATE | | | | |
| APPROVED BY OWNER: CITY OF LAKE ELMO, MINNESOTA | | | | | | |
| BY | 1 | ВҮ | | | | |
| DATE | | DATE | | | | |

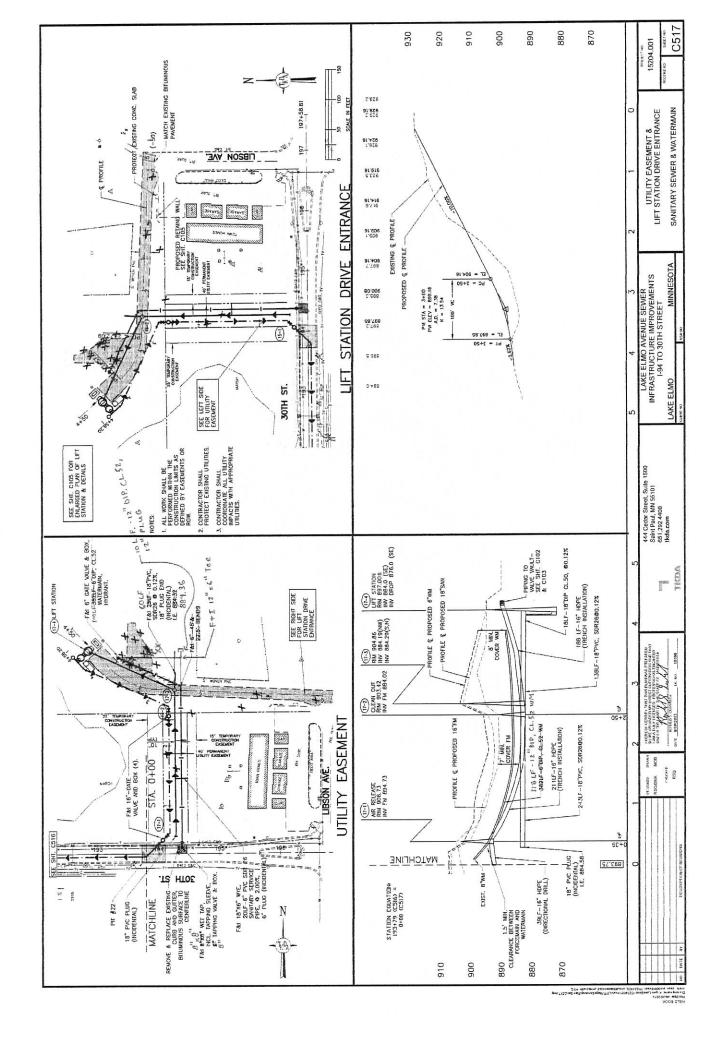
FOCUS ENGINEERING, inc.

LAKE ELMO AVE SEWER INFRASTRUCTURE IMPROVEMENTS CITY OF LAKE ELMO, MINNESOTA 2013.123

| | | | | CURRENT CONT | TRACT | CHANGE O | RDER NO.2 | REVISED COM | NTRACT AMOL |
|--|--|--|---|--|--|---|--------------|--|---|
| ITEM | DESCRIPTION OF PAY ITEM | UNIT | QUANTITY | UNIT PRICE | AMOUNT | QUANTITY | AMOUNT | QUANTITY | AMOU |
| | DIVISION 1 - GENERAL | | 200 | | , | | | | |
| 1 | MOBILIZATION | LS | 1 | \$33,000.00 | \$33,000.00 | 0 | | 1 | 533,000. |
| 2 | TRAFFIC CONTROL | LS | 1 | \$16,500.00 | \$16,500.00 | 0 | | 1 | \$16,500. \$6,029. |
| 3 | SILT FENCE | LF | 3654 | \$1.65 | \$6,029.10 | 0 | | 3.654 | |
| 4 | ROCK CONSTRUCTION ENTRANCE | EA | 3 | 5970.00 | \$2,910.00 | 0 | | 3 | \$2,910. |
| 5 | WATER FOR DUST CONTROL | MGAL | 2 | \$278.00 | \$556.00 | 0 | | 2 | \$556. |
| 6 | TREE REMOVAL | EA | 204.0 | 5266.00 | \$54,264.00 | 2 | 5532.00 | 206 | \$54,796. |
| 7 | CLEARING & GRUBBING | AC | 1.90 | \$4,160.00 | \$7,904.00 | 0 | | 2 | \$7,904. |
| 8 | INLET PROTECTION | EA | 4 | \$350.00 | \$1,400.00 | 0 | | 4 | \$1,400. |
| 9 | HYDRO MULCH W/ SEED & FERTILIZER | AC | 9.49 | 53,700.00 | \$35,113.00 | 0 | | 9 | 535,113. |
| 10 | SEEDING (WETLAND MIX) | AC | 0.2 | \$4,250.00 | \$850.00 | 0 | | 0 | \$850. |
| 11 | EROSION CONTROL BLANKET (WOOD FIBER) | SY | 5625 | \$1.10 | \$6.187.50 | 0 | | 5,625 | \$6,187. |
| 12 | TOPSOIL BORROW | CY | 500 | \$13.00 | \$5,500.00 | 0 | | 500 | \$6,500. |
| 13 | DITCH CHECK | LF | 60 | \$5.25 | 5315.00 | 0 | | 60 | 5315. |
| 14 | MODULAR BLOCK RETAINING WALL | SF | 60 | \$55.00 | \$3,300.00 | 0 | | 60 | \$3,300. |
| | SALVAGE/SALVAGE AND REINSTALL EXISITING IRRIGATION PUMP HOUSE AND | LS | | \$1,400.00 | \$1,400.00 | -1 | ·\$1,400.00 | 0 | \$0. |
| 15 | EQUIPEMENT | LS | 1 | 31,400.00 | 31,400.00 | - | 51,400.00 | | |
| 16 | RAIN GARDEN | LS | 1 | \$11,500.00 | \$11,500.00 | 0 | | 1 | \$11,500. |
| | SUBTOTAL - DIVISION 1 | | | | \$187,728.60 | | -\$868.00 | | \$185,860 |
| ALVO ALVO DE LE CONTRACTOR DE LA CONTRAC | I, and the second secon | | | | | | | | |
| | DIVISION 2 - SANITARY SEWER | | | | • | | | | |
| 1 | CONNECT TO EXISTING MANHOLE | EA | 1 | \$11,600.00 | \$11,600.00 | 0 | | 1 | \$11,600 |
| 2 | SALVAGE & REINSTALL EXISTING SANITARY SEWER MANHOLE | EA | 1 | \$3,760.00 | \$3,760.00 | 0 | | 1 | \$3,760 |
| 3 | SALVAGE & REINSTALL EXISTING SANITARY SEWER | LF | 100 | \$84.00 | \$8,400.00 | 0 | | 100 | \$8,400. |
| 4 | LIFT STATION STRUCTURE, VALVE VAULT, AND PIPING | LS | 1 | \$187,000.00 | \$187,000.00 | 0 | | 1 | \$187,000 |
| 5 | LIFT STATION PUMPS AND ACCESSORIES | LS | 1 | \$66,750.00 | \$66,750.00 | 0 | | 1 | \$66,750 |
| 6 | LIFT STATION ELECTRICAL AND CONTROLS | LS | 1 | \$134,000.00 | \$134,000.00 | 0 | | 1 | \$134,000 |
| 7 | GENERATOR | LS | 1 | \$98,250.00 | \$98,250.00 | 0 | | 1 | \$98,250 |
| 8 | CHEMICAL FEED SYSTEM | LS | 1 | 5243,000.00 | \$243,000.00 | 0 | | 1 | \$243,000 |
| | 16" HDPE FORCEMAIN, INSTALLED BY HDD | LF | 15649 | 581.00 | \$1,267,569.00 | 0 | | 15,649 | \$1,267,569 |
| 9 | 16" HDPE FORCEMAIN, INSTALLED BY OPEN CUT | LF | 399 | 557.00 | \$22,743.00 | 0 | | 399 | \$22,743 |
| 10 | | LF | 15 | \$155.00 | 52,325.00 | 0 | | 15 | \$2,325 |
| 11 | 8" PVC. SDR 35 SANITARY SEWER (10'-15' DEPTH) | LF LF | 2000 | \$155.00 | \$2,325.00 | 0 | | 15 | 52,325 |
| 12 | 8" PVC, SDR 35 SANITARY SEWER (15:-20" DEPTH) | | 15 | | \$0.00 | 0 | | 0 | 50 |
| 13 | S" PVC, SDR 35 SANITARY SEWER (20'-25' DEPTH) | LF | 0 | 5155.00 | | 0 | | 213 | \$19,383 |
| 14 | 18" PVC, SDR 26 SANITARY SEWER (10-15' DEPTH) | LF | 213 | 591.00 | \$19,383.00 | 0 | | 193 | \$17,563 |
| 15 | 18" PVC, SDR 26 SANITARY SEWER (15-20" DEPTH) | LF | 193 | 591.00 | \$17,563.00 | 10.50 | | 25 | \$6,450 |
| 16 | 18" PVC, PS115 SANITARY SEWER (30-35" DEPTH) | LF | 25 | \$258.00 | \$6,450.00 | 0 | | 1 | |
| 17 | 24" SANITARY SEWER (0-10' DEPTH) | LF | 45 | \$116.00 | \$5,220.00 | 0 | | 45 | \$5,220 |
| 18 | 24" SANITARY SEWER (10-15' DEPTH) | LF | 999 | \$116.00 | \$115,884.00 | 0 | | 999 | 5115,684 |
| 19 | 24" SANITARY SEWER (15-20' DEPTH) | LF | 1353 | 5116.00 | \$155,948.00 | 0 | | 1,353 | \$156,948 |
| 20 | 24" SANITARY SEWER (20-25' DEPTH) | LF | 583 | \$116.00 | \$67,628.00 | 0 | | 583 | \$67,628 |
| 21 | 24" SANITARY SEWER (25-30' DEPTH) | LF | 213 | \$116.00 | \$24,708.00 | 0 | | 213 | \$24,708 |
| 22 | 24" SANITARY SEWER (30-35' DEPTH) | LF | 92 | \$116.00 | \$10,672.00 | 0 | | 92 | \$10,672 |
| 23 | 24" SANITARY SEWER (35:-40' DEPTH) | LF | 169 | \$116.00 | \$19,604.00 | 0 | | 169 | \$19,604 |
| 24 | 6" PVC, SDR 26 SOLVENT WELD SERVICE PIPE | LF | 20 | 582.00 | \$1,640.00 | 0 | | 20 | \$1,640 |
| 25 | 6" ON 18" WYE BRANCH | EA | 1 1 | \$1,140.00 | \$1,140.00 | 0 | | 1 | \$1,140 |
| | 48" DIAMETER SAN, MANHOLE, TYPE 301 (0'-10' DEPTH) | EA | 12 | \$4,900.00 | \$58,800.00 | 0 | | 12 | \$58,800 |
| 26 | 54" DIAMETER SAN. MANHOLE, TYPE 301 (0'-10' DEPTH) | EA | 4 | \$8,400.00 | \$33,600.00 | 0 | | 4 | 533,600 |
| 27 | | VF | | \$73.00 | 58,767.30 | 0 | | 120 | \$8,767 |
| 28 | 48" DIAMETER SAN. MANHOLE, TYPE 301 EXTRA DEPTH (>10" DEPTH) | | 120.1 | 100000000000000000000000000000000000000 | | 0 | | 44 | \$5,292 |
| 29 | 54" DIAMETER SAN, MANHOLE, TYPE 301 EXTRA DEPTH (>10' DEPTH) | VF | 44.1 | \$120.00 | \$5,292.00 \$52,000.00 | 0 | | 5 | 552,000 |
| 30 | 72" CLEANOUT MANHOLE | EA | 5 | \$10,400.00 | | 1 | | 4 | \$54,000 |
| 31 | 72" AIR RELEASE MANHOLE | EA | 4 | \$13,500.00 | \$54,000.00 | 0 | | 3 | |
| 32 | 6" DIP CLASS 50 SANITARY SEWER | LF | 0 | \$108.00 | \$0.00 | 0 | | 0 | SO |
| 33 | 18" DIP CLASS 50 SANITARY SEWER | LF | 18 | \$138.00 | \$2,484.00 | 0 | | 18 | \$2,484 |
| 34 | 24" DIP CLASS 50 SANITARY SEWER | LF | 36 | \$301.00 | \$10,836.00 | 0 | | 36 | \$10,836 |
| 35 | EXTERNAL MANHOLE DROP | EA | 3 | \$9,300.00 | \$27,900.00 | 0 | | 3 | \$27,900 |
| 36 | 16" RES. SEAT GATE VALVE & BOX | EA | 18 | \$8,000.00 | 5144,000.00 | 0 | | 18 | \$144,000 |
| 37 | EXCAVATE, SALVAGE, AND STOCKPILE WETLAND SOIL (CV) | CY | 803 | \$1.00 | \$803.00 | 0 | | 803 | 5803 |
| 38 | PLACE SALVAGED WETLAND SOIL (CV) | CY | 803 | \$1.00 | \$803.00 | 0 | | 803 | \$803 |
| 39 | TRENCH STABILIZATION ROCK | LF | 300 | 532.00 | \$9,600.00 | 0 | | 300 | \$9,600 |
| 40 | TELEVISING | LF | 4541 | \$1.25 | \$5,676.25 | 0 | | 4,541 | \$5,676 |
| 41 | HORIZONTAL DIRECTIONAL DRILLING BORE PITS | LS | 1 | \$190,000.00 | 5190,000.00 | 0 | | 1 | \$190,000 |
| 7. | SUBTOTAL - DIVISION 2 | - | | Management of the Control of the Con | \$3,099,123.55 | | \$0.00 | | \$3,099,123 |
| | | | | | | | | | |
| | DIVISION 3 - WATERMAIN | | | | | | <u></u> | | |
| 1 | B"X6" WET TAP (INCLUDE SLEEVE AND VALVE) | EA | 1 | \$5,100.00 | \$5,100.00 | -1 | -\$5,100.00 | 0 | SO |
| 2 | 6" DIF, CL. 52 WATERMAIN | LF | 382 | \$41.00 | \$15,662.00 | -282 | -\$11,562.00 | 100 | \$4,100 |
| 3 | 6" RES. SEAT GATE VALVE & BOX | EA | 1 | \$1,300.00 | \$1,300.00 | 0 | | 1 | \$1,300 |
| 4 | 6" HYDRANT (8'-6" BURY) | EA | 1 | \$4,600.00 | \$4,600.00 | 0 | | 1 | \$4,600 |
| 1070 | 500 C C C C C C C C C C C C C C C C C C | 22.5260 | | | 526,662.00 | | -\$16,662.00 | | \$10,000 |
| The second second | SUBTOTAL - DIVISION 3 | | 1 | | | | | | |
| | SUBTOTAL - DIVISION 3 | | | | | | | | |
| | SUBTOTAL - DIVISION 3 DIVISION 4 - STREETS & RESTORATION | | | | | | | | |
| 1 | DIVISION 4 - STREETS & RESTORATION SAWCUT BITUMINOUS PAVEMENT | LF | 85 | \$5.50 | \$457.50 | 0 | | 85 | |
| 1 2 | DIVISION 4 - STREETS & RESTORATION | LF | 85 178 | \$4.50 | \$801.00 | 0 | | 178 | 5801 |
| | DIVISION 4 - STREETS & RESTORATION SAWCUT BITUMINOUS PAVEMENT | 10 10 10 10 10 10 10 10 10 10 10 10 10 1 | | | | | | 178 1 | \$801 \$1,050 |
| 2 | DIVISION 4 - STREETS & RESTORATION SAWCUT BITUMINOUS PAVEMENT REMOVE PIPE CULVERT (ALL TYPES & SIZES) | LF | 178 | \$4.50 | \$801.00 | 0 | | 178 | \$800 \$1,050 \$348 |
| 2 3 4 | DIVISION 4 - STREETS & RESTORATION SAWCUT BITUMINOUS PAVEMENT REMOVE PIPE CULVERT (ALL TYPES & SIZES) SALVAGE & REINSTALL WOOD WIER | LF EA | 178 1 | \$4.50 \$1,050.00 | \$801.00 \$1,050.00 | 0 | | 178 1 | \$800 \$1,050 \$348 |
| 2 3 4 5 | DIVISION 4 - STREETS & RESTORATION SAWCUT BITUMINOUS PAVEMENT REMOVE PIPE CULVERT (ALL TYPES & SIZES) SALVAGE & REINSTALL WOOD WIER REMOVE & DISPOSE OF EXIST. BITUMINOUS PAVEMENT, DRIVES REMOVE & DISPOSE OF EXIST. BITUMINOUS PAVEMENT, STREETS | LF EA SY | 178 1 120 25 | \$4.50 \$1,050.00 \$2.90 | \$801.00 \$1,050.00 \$348.00 | 0 0 | | 178 1 120 | \$801 \$1,050 \$345 \$72 |
| 2 3 4 5 6 | DIVISION 4 - STREETS & RESTORATION SAWCUT BITUMINOUS PAVEMENT REMOVE PIPE CULVERT (ALL TYPES & SIZES) SALVAGE & REINSTALL WOOD WIER REMOVE & DISPOSE OF EXIST. BITUMINOUS PAVEMENT, DRIVES REMOVE & DISPOSE OF EXIST. BITUMINOUS PAVEMENT, STREETS REMOVE & DISPOSE OF EXIST. CONCRETE CURB & GUTTER | LF EA SY SY LF | 178 1 120 25 20 | \$4.50 \$1,050.00 \$2.90 \$2.90 \$2.50 | \$801.00 \$1,050.00 \$348.00 \$72.50 \$50.00 | 0 0 0 | | 178 1 120 25 | \$801 \$1,056 \$348 \$77 \$56 |
| 2 3 4 5 6 | DIVISION 4 - STREETS & RESTORATION SAWCUT BITUMINOUS PAVEMENT REMOVE PIPE CULVERT I ALL TYPES & SIZES; SALVAGE & REINSTALL WOOD WIER REMOVE & DISPOSE OF EXIST. BITUMINOUS PAVEMENT, DRIVES REMOVE & DISPOSE OF EXIST. BITUMINOUS PAVEMENT, STREETS REMOVE & DISPOSE OF EXIST. CONCRETE CURB & GUTTER LIFT STATION SITE GRADING | LF EA SY SY LF LS | 178 1 120 25 20 | \$4.50 \$1,050.00 \$2.90 \$2.90 \$2.50 \$21,600.00 | \$801.00 \$1.050.00 \$348.00 \$72.50 \$50.00 \$21,600.00 | 0 0 0 | | 178 1 120 25 20 | \$3.050 \$3.45 \$72 \$50 \$21.600 |
| 2 3 4 5 6 7 8 | DIVISION 4 - STREETS & RESTORATION SAWCUT BITUMINOUS PAVEMENT REMOVE PIPE CULVERT (ALL TYPES & SIZES) SALVAGE & REINSTALL WOOD WIER REMOVE & DISPOSE OF EXIST. BITUMINOUS PAVEMENT, DRIVES REMOVE & DISPOSE OF EXIST. BITUMINOUS PAVEMENT, STREETS REMOVE & DISPOSE OF EXIST. CONCRETE CURB & GUTTER LIFT STATION SITE GRADING CL.5 AGGREGATE BASE | LF EA SY SY LF LS TN | 178 1 120 25 20 1 | \$4.50 \$1,050.00 \$2.90 \$2.90 \$2.50 \$21,600.00 \$18.00 | \$801.00 \$1,050.00 \$348.00 \$72.50 \$50.00 \$21,600.00 \$19,818.00 | 0 0 0 0 0 0 | | 178 1 120 25 20 1 1,101 | \$5.050 \$3.45 \$7.2 \$5.0 \$21.600 \$19,818 |
| 2 3 4 5 6 7 8 9 | DIVISION 4 - STREETS & RESTORATION SAWCUT BITUMINOUS PAVEMENT REMOVE PIPE CULVERT (ALL TYPES & SIZES) SALVAGE & REINSTALL WOOD WIER REMOVE & DISPOSE OF EXIST. BITUMINOUS PAVEMENT, DRIVES REMOVE & DISPOSE OF EXIST. BITUMINOUS PAVEMENT, STREETS REMOVE & DISPOSE OF EXIST. CONCRETE CURB & GUTTER LIFT STATION SITE GRADING CL.S AGGREGATE BASE SPWEAZ40B BITUMINOUS WEAR COURSE, DRIVES | LF EA SY SY LF LS TN SY | 178 1 120 25 20 1 1101 120 | \$4.50 \$1,050.00 \$2.90 \$2.90 \$2.50 \$21,600.00 \$18.00 \$44.00 | \$801.00 \$1,050.00 \$348.00 \$72.50 \$50.00 \$21,600.00 \$19,818.00 \$5,280.00 | 0 0 0 0 0 0 0 | | 178 1 120 25 20 1 1,101 120 | \$5,050 \$1,050 \$348 \$72 \$50 \$21,600 \$19,818 \$5,280 |
| 2 3 4 5 6 7 8 9 | DIVISION 4 - STREETS & RESTORATION SAWCUT BITUMINOUS PAVEMENT REMOVE PIPE CULVERT I ALL TYPES & SIZES; SALVAGE & REINSTALL WOOD WIRR REMOVE & DISPOSE OF EXIST. BITUMINOUS PAVEMENT, DRIVES REMOVE & DISPOSE OF EXIST. TUMINOUS PAVEMENT, STREETS REMOVE & DISPOSE OF EXIST. CONCRETE CURB & GUTTER LIFT STATION SITE GRADING CLS AGGREGATE BASE SPWEAZ40B BITUMINOUS WEAR COURSE, DRIVES SPNWEAZ30B BITUMINOUS NON-WEAR COURSE, STREETS | LF EA SY SY LF LS TN SY | 178 1 120 25 20 1 1101 120 165 | \$4.50 \$1,050.00 \$2.90 \$2.90 \$2.50 \$21,600.00 \$18.00 \$44.00 \$154.00 | \$801.00 \$1,050.00 \$348.00 \$72.50 \$50.00 \$21,600.00 \$19,818.00 \$5,280.00 \$32,010.00 | 0 | | 178 1 120 25 20 1 1,101 120 165 | \$3.056 \$3.48 \$77 \$56 \$21.600 \$19.816 \$5.280 \$32.010 |
| 2 3 4 5 6 7 8 9 | DIVISION 4 - STREETS & RESTORATION SAWCUT BITUMINOUS PAVEMENT REMOVE PIPE CULVERT (ALL TYPES & SIZES) SALVAGE & REINSTALL WOOD WIER REMOVE & DISPOSE OF EXIST. BITUMINOUS PAVEMENT, DRIVES REMOVE & DISPOSE OF EXIST. BITUMINOUS PAVEMENT, STREETS REMOVE & DISPOSE OF EXIST. CONCRETE CURB & GUTTER LIFT STATION SITE GRADING CL3 AGGREGATE BASE SPWEAZ40B BITUMINOUS WEAR COURSE, DRIVES SPWEAZ40B BITUMINOUS WEAR COURSE, STREETS SPWEAZ40B BITUMINOUS WEAR COURSE, STREETS | LF EA SY SY LF LS TN SY TN | 178 1 120 25 20 1 1101 120 165 125 | \$4.50 \$1,050.00 \$2.90 \$2.90 \$2.50 \$21,600.00 \$18.00 \$44.00 \$194.00 | \$801.00 \$1,050.00 \$348.00 \$72.50 \$50.00 \$21,600.00 \$19,818.00 \$5,280.00 \$32,010.00 \$24,250.00 | 0 | | 178 1 120 25 20 1 1,101 120 165 125 | \$303 \$1,050 \$348 \$77 \$50 \$21,600 \$19,818 \$5,280 \$32,010 \$24,250 |
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| 2 3 4 5 6 7 8 9 10 11 | DIVISION 4 - STREETS & RESTORATION SAWCUT BITUMINOUS PAVEMENT REMOVE PIPE CULVERT (ALL TYPES & SIZES) SALVAGE & REINSTALL WOOD WIER REMOVE & DISPOSE OF EXIST. BITUMINOUS PAVEMENT, DRIVES REMOVE & DISPOSE OF EXIST. BITUMINOUS PAVEMENT, STREETS REMOVE & DISPOSE OF EXIST. CONCRETE CURB & GUTTER LIFT STATION SITE GRADING CL.5 AGGREGATE BASE SPWEAZ40B BITUMINOUS WEAR COURSE, DRIVES SPNWEAZ60B BITUMINOUS WEAR COURSE, STREETS SPWEAZ60B BITUMINOUS WEAR COURSE, STREETS SPWEAZ60B BITUMINOUS WEAR COURSE, STREETS BITUMINOUS MATERIAL FOR TACK COAT | LF EA SY SY LF LS TN SY TN TN GA | 178 1 120 25 20 1 1101 120 165 125 | \$4.50 \$1,050.00 \$2.90 \$2.90 \$2.50 \$21,600.00 \$18.00 \$44.00 \$184.00 \$194.00 \$4.25 | \$801.00 \$1.050.00 \$348.00 \$72.50 \$50.00 \$21.600.00 \$19.818.00 \$5.280.00 \$32.010.00 \$24.250.00 \$293.25 \$1.100.00 \$2.255.00 | 0 | | 178 1 120 25 20 1 1,101 120 165 125 69 20 | \$801 \$1,050 \$348 \$722 \$50 \$21,600 \$19,818 \$5,280 \$32,010 \$24,250 \$2,938 \$1,100 \$2,595 |
| 2 3 4 5 6 7 8 9 10 11 12 | DIVISION 4 - STREETS & RESTORATION SAWCUT BITUMINOUS PAVEMENT REMOVE PIPE CULVERT I ALL TYPES & SIZES; SALVAGE & REINSTALL WOOD WIRR REMOVE & DISPOSE OF EXIST. BITUMINOUS PAVEMENT, DRIVES REMOVE & DISPOSE OF EXIST. TUMINOUS PAVEMENT, STREETS REMOVE & DISPOSE OF EXIST. CONCRETE CURB & GUTTER LIFT STATION SITE GRADING CLS AGGREGATE BASE SPWEAZ40B BITUMINOUS WEAR COURSE, DRIVES SPWEAZ40B BITUMINOUS WEAR COURSE, STREETS SPWEAZ40B BITUMINOUS WEAR COURSE, STREETS BITUMINOUS MATERIAL FOR TACK COAT CONCRETE CURB & GUTTER | LF EA SY SY LF LS TN SY TN TN GA LF | 178 1 120 25 20 1 1101 120 165 125 69 20 | \$4.50 \$1,050.00 \$2.90 \$2.90 \$2.50 \$21,600.00 \$18.00 \$44.00 \$194.00 \$194.00 \$4.25 \$55.00 | \$801.00 \$1,050.00 \$348.00 \$72,50 \$50.00 \$21,600.00 \$19,818.00 \$5,280.00 \$32,010.00 \$24,250.00 \$24,250.00 \$25,250.00 | 0 | | 178 1 120 25 20 1 1,101 120 165 125 69 20 | \$467 \$301 \$1,050 \$348 \$772 \$50 \$21,600 \$19,818 \$5,280 \$32,010 \$24,250 \$29,33 \$1,100 \$2,535 \$8,366 \$625 |

| 17 OFF ROAD STRUCTURE MARKER | l EA | 25 | 538.00 | \$2,200.00 | 0 | | 25 | \$2,200.00 |
|--|-----------------|------|---------------------------|------------------------|--------------|---------------------------|------------|-------------------------|
| 17 OFF ROAD STRUCTURE MARKER SUBTOTAL - DIVISION 4 | | | | \$120,916.25 | | 50.00 | | 5120,916.2 |
| OTALS - CURRENT CONTRACT | | | | \$3,434,430.40 | | -\$17,530.00 | | \$3,416,900.4 |
| CHANGE ORDER NO. 1 | | | | 60.000.00 | | | 44.0 | 58,800.0 |
| CO1-1 3" PVC. SDR 23.5 SANITARY SEWER (25'-30' DEPTH) | | 44.0 | \$200.00 | \$8,800.00 \$367.50 | | | 10.5 | 5367.5 |
| CO1-2 4" POLYSTYRENE INSULATION | SY | 10.5 | \$35.00 | | | | 10.5 | \$9,167.5 |
| | | | | \$9,167.50 | | | | 45,20715 |
| TOTALS - CHANGE ORDER NO. 1 CHANGE ORDER NO. 2 | 14.6-1 | Г | -\$3,500.00 | \$9,167.50 | 1.00 | -\$3,500.00 | 1.0 | -\$3,500.0 |
| CHANGE ORDER NO. 2 CO2-1 COST FOR ADDITIONAL EASEMENT TO RELOCATE M | | | -\$3,500.00 \$5,500.00 | \$9,167.50 | 1.00 1.00 | -\$3,500.00 \$5,500.00 | 1.0 1.0 | -\$3,500.0 \$5,500.0 |
| TOTALS - CHANGE ORDER NO. 1 CHANGE ORDER NO. 2 | 1H 0-1 LS EA LF | | | \$9,167.50 | | | | -\$3,500.0 |
| CHANGE ORDER NO. 2 CO2-1 CO2-2 B" X S" WET TAP INCL. VALVE & SLEEVE | EA | | \$5,500.00 | \$9,167.50 | 1.00 | \$5,500.00 | 1.0 | -\$3,500.6 \$5,500.6 |







MAYOR AND COUNCIL COMMUNICATION

DATE:

11/06/2013

CONSENT

ITEM #:

7

AGENDA ITEM:

Easement Encroachment Agreement – 10950 57th Street

SUBMITTED BY:

Joan Ziertman, Planning Program Assistant

THROUGH:

Dean Zuleger, City Administrator

REVIEWED BY:

Rick Chase, Building Official

Adam Bell, City Clerk Nick Johnson, City Planner Ryan Stempski, Engineer

SUGGESTED ORDER OF BUSINESS (if removed from the Consent Agenda):

SUMMARY AND ACTION REQUESTED:

The City Council is respectfully requested to authorize as part of tonight's Consent Agenda the execution of an easement encroachment agreement. The City has received a request to install a retaining wall within a drainage and utility easement area at 10950 57th Street North from Gonyea Homes. Approval of the requested agreement would allow the property owners to construct the requested improvement within the City's drainage and utility easements located on their private property.

BACKGROUND AND STAFF REPORT:

The City holds easements of different sizes and for different purposes on many residential and commercial properties throughout the city. When a resident is interested in putting a structure within an easement, the city has requested the property owner provide a site plan showing where the improvement is proposed to be located, a detail of what the improvement will look like and how it will function. After that information is received, Staff reviews the proposed improvement and the use of the easement to determine if the proposed improvement will impede the functionality of the easement. If Staff determines that the improvement will not negatively impact the functionality of the easement, an approved building permit showing the requested work and an Easement Encroachment Agreement is needed before the work may commence.

The Easement Encroachment Agreement that has been submitted for Council consideration is for a retaining wall and has been reviewed by planning staff. The proposed retaining wall meets all city code requirements and Staff would have otherwise authorized construction of the retaining wall if it did not encroach into a drainage and utility easement.

The Easement Encroachment Agreement is a legal document which has been signed by all property owners seeking to install an improvement within an easement. The document, among other things, indemnifies the city from responsibility if damage occurs to the improvement or if it needs to be removed at some point in the future.

RECOMMENDATION:

Based upon the above background information and staff report, it is recommended that the City Council approve the Easement Encroachment Agreement as part of tonight's Consent Agenda.

ATTACHMENT(S):

1. Easement Encroachment Agreement – 10950 57th Street North

ENCROACHMENT AGREEMENT

| THIS AG | REEMENT is made this | day of | , 2013, by and between |
|------------------|---------------------------------|------------------------|----------------------------|
| the CITY OF LA | KE ELMO, a Minnesota mun | icipality (hereinafter | "City"), and Gonyea Homes, |
| (hereinafter "Ow | mer") and their successors in t | itle. | |

WHEREAS, the City has an easement for <u>drainage and utility</u> purposes over that part of the property legally described on the attached Exhibit A, located in Washington County, Minnesota;

WHEREAS, Owner is desirous of constructing <u>a retaining wall</u> ("The Improvements") within the Easement; and,

WHEREAS, the permission granted herein is limited to The Improvement proposed within the easement.

NOW, THEREFORE, in consideration of the premises and for good and valuable consideration, the receipt of which is acknowledged, the City will permit the encroachment on its easement area as set forth herein and subject to the conditions set forth below:

- 1. Owner and successors in title may install and maintain The Improvements in the configuration directed by the City and in accordance herewith.
- 2. Owner must notify the City at least forty-eight (48) hours before construction, repair and/or maintenance work commences within the easement. No such work shall take place without the City staff being given the opportunity to be present at the site. Further, if the City determines in its reasonable estimation that any proposed work may potentially cause an unsafe condition or damage or impair the City's easement area, the City shall have the authority to prevent such work from being done by giving notice to Owner; notwithstanding the foregoing, in

the event of an emergency situation and/or the existence of an unsafe condition of Owner's land, the prescribed forty-eight (48) hour notice requirement shall be waived by the City. However, in the event of such situation, said waiver shall not relieve Owner from their obligation to notify the City in a timely and practical manner. The City shall have no obligation to notify Owner of their intent to do work.

- 3. To the fullest extent permitted by law, Owner, their successors and assigns agree to release, defend, protect, indemnify, save and hold harmless the City, its agents, directors, employees and contractors against any and all claims, costs and liabilities, including the costs of defense for damages, injury or death arising from or in any way connected to the installation, maintenance, repair, removal and/or presence of The Improvements permitted hereunder, regardless of whether such harm is to Owner, the City, the employees or officers of either or any other person or entity, except shall not be liable under this paragraph for loss or damage to the extent resulting from the negligence or intentional acts of the indemnified parties.
- 4. The permission granted herein is limited exclusively to the proposed improvement within the City's easement. Owner shall not alter the grade, perform any other site disturbing activities, or permit such alteration anywhere upon the land upon which the City has reserved its easement without proper express written consent of the City. Owner shall construct and maintain The Improvements in compliance with all applicable laws and in good repair.

Owner shall, at all times, use best efforts to conduct all of activities on said easement area in such a manner as to not interfere with or impede the operation of the City's easement and related activities in any manner whatsoever and shall remove The Improvements at no cost to the City when directed by the City. The work shall be done and The Improvements maintained in conformance with the direction of the City.

[SIGNATURES ON FOLLOWING PAGES]

CITY OF LAKE ELMO

| Ву | Ву |
|---|---|
| Mike Pearson, Mayor | Dean A. Zuleger, City Administrator |
| STATE OF MINNESOTA)) ss. COUNTY OF WASHINGTON) | |
| COUNTY OF WASHINGTON) | |
| within the State of Minnesota, and that | , 2013, before me, a Notary Public, yor of the City of Lake Elmo, a Minnesota municipality said instrument was signed on behalf of the City of Lake moil of the City of Lake Elmo, and acknowledged said City of Lake Elmo. |
| | Notary Public |
| STATE OF MINNESOTA) | |
|) ss. COUNTY OF WASHINGTON) | |
| municipality within the State of Minness City of Lake Elmo by the authority | , 2013, before me, a Notary Public, Ety Administrator of the City of Lake Elmo, a Minnesota ota, and that said instrument was signed on behalf of the of the City Council of the City of Lake Elmo, and ree act and deed of said City of Lake Elmo. |
| | |
| | Notary Public |

| By truth ham | _By |
|---|---|
| (Owner) | (Owner) |
| STATE OF MINNESOTA)) ss. COUNTY OF WASHINGTON) | |
| On this 16th day of 00 personally appeared 1004 Sounce and foregoing instrument and acknowledged said | , 2013, before me, a Notary Public, property owners, who signed the instrument to be his free act and deed. |
| DANIEL DDIAN EDICKCONS | Notary Public |

DANIEL BRIAN ERICKSON NOTARY PUBLIC - MINNESOTA MY COMMISSION EXPIRES 1/31/16

Stillwater, MN 55082

THIS INSTRUMENT DRAFTED BY:
David K. Snyder
Eckberg, Lammers, Briggs, Wolff & Vierling, P.L.L.P.
1809 Northwestern Avenue

Attachment A

Lot 5, Block 2, Discover Crossing (10950 57th Street North)



MAYOR AND COUNCIL COMMUNICATION

DATE:

11/06/2013

CONSENT

ITEM #:

8

AGENDA ITEM:

Easement Encroachment Agreement – 5820 Lily Avenue

SUBMITTED BY:

Nick Johnson, City Planner

THROUGH:

Dean Zuleger, City Administrator

REVIEWED BY:

Rick Chase, Building Official

Adam Bell, City Clerk

SUGGESTED ORDER OF BUSINESS (if removed from the Consent Agenda):

| - | Introduction of Item | Staff |
|---|---------------------------------|----------------------|
| - | Report/Presentation | Staff |
| - | Questions from Council to Staff | Mayor Facilitates |
| - | Public Input, if Appropriate | Mayor Facilitates |
| - | Call for Motion. | Mayor & City Council |
| - | Discussion | Mayor & City Council |
| - | Action on Motion | Mayor Facilitates |

SUMMARY AND ACTION REQUESTED:

The City Council is respectfully requested to authorize as part of tonight's Consent Agenda the execution of an easement encroachment agreement. The City has received a request to install a retaining wall within a drainage and utility easement area at 5820 Lily Avenue North from Ryan & Andrea Anderson. Approval of the requested agreement would allow the property owners to construct the requested improvement within the City's drainage and utility easements located on their private property.

BACKGROUND AND STAFF REPORT:

The City holds easements of different sizes and for different purposes on many residential and commercial properties throughout the city. When a resident is interested in putting a structure within an easement, the city has requested the property owner provide a site plan showing where the improvement is proposed to be located, a detail of what the improvement will look like and how it will function. After that information is received, Staff reviews the proposed improvement and the use of the easement to determine if the proposed improvement will impede the functionality of the easement. If Staff determines that the improvement will not negatively impact the functionality of the easement, an approved building permit showing the requested work and an Easement Encroachment Agreement is needed before the work may commence.

The Easement Encroachment Agreement that has been submitted for Council consideration is for a retaining wall and has been reviewed by planning staff. The proposed retaining wall meets all city code requirements and Staff would have otherwise authorized construction of the retaining wall if it did not encroach into a drainage and utility easement.

The Easement Encroachment Agreement is a legal document which has been signed by all property owners seeking to install an improvement within an easement. The document, among other things, indemnifies the city from responsibility if damage occurs to the improvement or if it needs to be removed at some point in the future.

RECOMMENDATION:

Based upon the above background information and staff report, it is recommended that the City Council approve the Easement Encroachment Agreement as part of tonight's Consent Agenda.

ATTACHMENT(S):

1. Easement Encroachment Agreement – 5820 Lily Avenue N

ENCROACHMENT AGREEMENT

THIS AGREEMENT is made this 3rd day of October, 2013, by and between the CITY OF LAKE ELMO, a Minnesota municipality (hereinafter "City"), and Ryan Anderson & Andrea Anderson, husband and wife, (hereinafter "Owner") and their successors in title.

WHEREAS, the City has an easement for <u>drainage and utility</u> purposes over that part of the property legally described on the attached Exhibit A, located in Washington County, Minnesota;

WHEREAS, Owner is desirous of constructing a retaining wall ("The Improvements") within the Easement; and,

WHEREAS, the permission granted herein is limited to The Improvement proposed within the easement.

NOW, THEREFORE, in consideration of the premises and for good and valuable consideration, the receipt of which is acknowledged, the City will permit the encroachment on its easement area as set forth herein and subject to the conditions set forth below:

- Owner and successors in title may install and maintain The Improvements in the configuration directed by the City and in accordance herewith.
- 2. Owner must notify the City at least forty-eight (48) hours before construction, repair and/or maintenance work commences within the easement. No such work shall take place without the City staff being given the opportunity to be present at the site. Further, if the City determines in its reasonable estimation that any proposed work may potentially cause an unsafe condition or damage or impair the City's easement area, the City shall have the authority to prevent such work from being done by giving notice to Owner; notwithstanding the foregoing, in

the event of an emergency situation and/or the existence of an unsafe condition of Owner's land, the prescribed forty-eight (48) hour notice requirement shall be waived by the City. However, in the event of such situation, said waiver shall not relieve Owner from their obligation to notify the City in a timely and practical manner. The City shall have no obligation to notify Owner of their intent to do work.

- 3. To the fullest extent permitted by law, Owner, their successors and assigns agree to release, defend, protect, indemnify, save and hold harmless the City, its agents, directors, employees and contractors against any and all claims, costs and liabilities, including the costs of defense for damages, injury or death arising from or in any way connected to the installation, maintenance, repair, removal and/or presence of The Improvements permitted hereunder, regardless of whether such harm is to Owner, the City, the employees or officers of either or any other person or entity, except shall not be liable under this paragraph for loss or damage to the extent resulting from the negligence or intentional acts of the indemnified parties.
- 4. The permission granted herein is limited exclusively to the proposed improvement within the City's easement. Owner shall not alter the grade, perform any other site disturbing activities, or permit such alteration anywhere upon the land upon which the City has reserved its easement without proper express written consent of the City. Owner shall construct and maintain The Improvements in compliance with all applicable laws and in good repair.

 Owner shall, at all times, use best efforts to conduct all of activities on said easement area in such a manner as to not interfere with or impede the operation of the City's easement and related activities in any manner whatsoever and shall remove The Improvements at no cost to the City when directed by the City. The work shall be done and The Improvements maintained in conformance with the direction of the City.

[SIGNATURES ON FOLLOWING PAGES]

CITY OF LAKE ELMO

| Ву | Ву |
|---|--|
| Mike Pearson, Mayor | By |
| STATE OF MINNESOTA) | |
| STATE OF MINNESOTA)) ss. COUNTY OF WASHINGTON) | |
| within the State of Minnesota, and that said | , 2013, before me, a Notary Public f the City of Lake Elmo, a Minnesota municipality instrument was signed on behalf of the City of Lake of the City of Lake Elmo, and acknowledged said City of Lake Elmo. |
| | |
| j | Notary Public |
| STATE OF MINNESOTA) | |
|) ss. COUNTY OF WASHINGTON) | |
| municipality within the State of Minnesota, a | , 2013, before me, a Notary Public, dministrator of the City of Lake Elmo, a Minnesota and that said instrument was signed on behalf of the City Council of the City of Lake Elmo, and t and deed of said City of Lake Elmo. |
| N | Notary Public |

| ByRyan Anderson [Owner] | By Andrea Anderson [Owner] |
|---|---|
| STATE OF MINNESOTA) ss. | |
| COUNTY OF WASHINGTON) | |
| On this 2 day of | September, 2013, before me, a Notary Public, and Mira Musson, Husband and Wife, property ment and acknowledged said instrument to be his free act |
| MICHAEL B RIPLEY NOTARY PUBLIC - MINNESOTA MY COMMISSION EXPIRES 01/31/17 | Notary Public |

THIS INSTRUMENT DRAFTED BY:
David K. Snyder
Eckberg, Lammers, Briggs, Wolff & Vierling, P.L.L.P.
1809 Northwestern Avenue
Stillwater, MN 55082

EXHIBIT A

Lot 3 Block 4, St. Croix's Sanctuary (5820 Lily Avenue North, Lake Elmo, MN 55042)

| County Aug | ditor |
|---|---|
| by | puty |
| 13 00 | |
| STATE DEED TAX DUE HEREON: S 1013 U | |
| Date: August 22, 2013 | (reserved for recording data) |
| FOR VALUABLE CONSIDERATION, Lake Elmo Bu conveys and warrants to Ryan Anderson and Andrea A WASHINGTON County, Minnesota, described as follows: | silders Inc. a Corporation under the laws of Minnesota, Grantor, hereby |
| Lot 3, Block 4, St. Croix's Sanctuary | |
| | |
| | |
| together with all hereditaments and annuate and his | |
| together with all hereditaments and appurtenances belonging Subject to restrictions, reservations, covenants, conditions, | |
| enditions, | and easements of record, if any. |
| ☐ The Seller Certifies that the seller does not know of any ☐ A Well Disclosure Certificate accompanies this docume If electronically filed, the Well Disclosure Certificate m ☐ I am familiar with the property described in this instrum property has not changed since the last previously filed ☐ An eCRV has been electronically filed. The eCRV ID m | ent or has been electronically filed. umber is: ent and I certify that the status and number of wells on the described real well disclosure certificate. |
| - To rote the ocean electromodally filed, The ecky for his | umber is: 10 10 12 |
| Affix Deed Tax Stamp Here | Lake Cimo Builders Inc. By Its President |
| STATE OF MINNESOTA | |
| COUNTY OF Ramsey S.S. | |
| The foregoing instrument was acknowledged before me thing Elmo Builders Inc, a Corporation under the laws of Mina | is 22nd day of August, 2013, by Lisa L. Anderson, the President of Lake nesota, on behalf of the Corporation. |
| NOTARIAL STAMP OR SEAL (OR OTHER TITLE OR RANK) | 1 Cally Lyniball |
| CARLA J. SIGELBACH & Nothing Public Minnesota & | SIGNATURE OF PERSON TAKING ACKNOWLEDGMENT Tax Statements for the real property exercibed in this instrument should be sent to Ryan Anderson 5820 Lily Avenue N Lake Elmo, MN 55042 |
| THIS INSTRUMENT WAS DRAFTED BY (NAME AND ADDRESS): | |
| Network Title, Inc. | |
| 371 Commerce Court Vadnais Heights, MN 55127 | |

Receipt# 237886

WAR \$48.00
CONV \$5.00
SDT 51623.60
Transferrad Entered
CRV Filed
No Delinquent Texas

Return to: ERECORDING PARTNERS 400 SECOND AVENUE SOUTH

MINNEAPOLIS MN 55401

3964455



Certified Filed and/or recorded on:

9/17/2013 9:47 AM

3964455

Office of the County Recorder Washington County, Minnesota Jenniler Wegenius County Recorder Kevin Corbid. Auditor Treasurer



MAYOR & COUNCIL COMMUNICATION

DATE:

11/06/2013

CONSENT ITEM #:

9

AGENDA ITEM:

Creation of Administrative Committees / Public Safety

SUBMITTED BY:

Dean Zuleger, City Administrator

THROUGH:

Mayor Mike Pearson

REVIEWED BY:

Dean Zuleger, City Administrator

SUGGESTED ORDER OF BUSINESS:

| - | Introduction of Item | City Administrator |
|---|---------------------------------|----------------------|
| - | Report/Presentation | City Administrator |
| - | Questions from Council to Staff | Mayor Facilitates |
| - | Public Input, if Appropriate | Mayor Facilitates |
| _ | Call for Motion | Mayor & City Council |
| - | Discussion | |

SUMMARY AND ACTION REQUESTED: To further improve the operations of the City of Lake Elmo government, the City Council will create an administrative committees under the general provisions of the Lake Elmo Code of Ordinances. The Public Safety Committee will review the operations of the Fire Department, the service contracts with Washington County Sheriff's Department (police), and the Humane Office Contract as part of the public safety operations of the City. As part of its consent agenda, no formal action is required. If council removes this item from Consent, the recommended motion is as follows:

"Move to create the City of Lake Elmo Public Safety Committee and adopt the attached operational guidelines."

In addition, Staff recommends appointing two of the three Lake Elmo residents to the Lake Elmo Public Safety Committee with the following motion:

"Move to appoint Dave Moore and Al Bevers to the Lake Elmo Public Safety Committee as two of the three Lake Elmo residents."

BACKGROUND INFORMATION: Most statutory cities in Minnesota are organized with a committee structure that encompasses six main areas: Finance, Public Works, Public Safety, Human Resources, Parks, and Land Use (aka Planning Commission). For the most part, the Lake Elmo City Council has taken in upon itself to act as a Committee of the Whole in the area of Finance, Public Works, Public Safety and Parks — often using regular Council Meetings to accomplish the work of traditional municipal committees. This type of oversight has led to longer meetings, and perhaps, cursory reviews of critical issues in each of these five disciplines.

In 2013, the Finance Committee and the Human Resources Committee have been established and are in their infant stages of development. At the Mayor's request it is now being recommended that a Public Safety Committee be established as well.

STAFF REPORT: With the City of Lake Elmo poised to embark on a period of mandated growth, the proper provision for public safety must be reviewed and analyzed as policing and fire services historically make up a large part of municipal budgets. With three main areas of growth (194, Old Village and Open Space Rural) being considered, the size and scope of the operations of all public safety functions needed to be metered to serve the growth. The creation of a Public Safety Committee will help to evaluate staffing, equipping, and infrastructure needs in the areas of police, fire, and humane services. If appropriate, Building Inspections and Code Enforcement could also be placed under the purview of the Public Safety Committee.

<u>RECOMMENDATION</u>: Based on the aforementioned information, the City Staff recommends the following action:

"Move to create the City of Lake Elmo Public Safety Committee and adopt the attached operational guidelines."

In addition, Staff recommends appointing two of the three Lake Elmo residents to the Lake Elmo Public Safety Committee with the following motion:

"Move to appoint Dave Moore and Al Bevers to the Lake Elmo Public Safety Committee as two of the three Lake Elmo residents."

ATTACHMENTS:

1. Public Safety Committee Guidelines



Public Safety Committee Operating Policies & Procedures

Scope & Purpose: To aid the City Council in the administration of public safety policies including but not limited to community policing, fire suppression and emergency services, animal control, liquor licenses and other matters concerning the general health and welfare of Lake Elmo citizens.

Committee Duties:

- a. Review traffic and pedestrian safety matters and recommend needed action for Council approval.
- b. Advise the Council on policies for police and fire protection and advise the Board and Plan Commission on revisions in the Village's building, nuisance properties, health and safety codes.
- c. Advise the Council on matters concerning the Washington County Policing contract, fire department and emergency services programs.
- d. Review and recommend Council action regarding proposed state legislation impacting upon the Village and its residents.
- e. In cooperation with the Administrator, recommend to the Council appropriate policies and procedures regarding public safety operations and the delivery of such services to the public.
- f. Make recommendations to Council on the City's animal control program and humane officer contract.
- h. Consider requests for new retail alcohol licenses, review retail alcohol violations relating to licensing, develop alcohol related policies and make recommendations to the City Council.
- i. Consider any other matter the Council may refer.

Meeting Schedule: The Public Safety Committee will meet every quarter (March, June,

September & December on the second Thursday from 6-7:30 PM or as

needed.

Committee Composition: (2) City Council Members

(3) Lake Elmo Residents w/ an interest in public safety

Submitted: November 6, 2013

DATE: November 6, 2013 CONSENT

ITEM #10 MOTION

AGENDA ITEM: New Council memo Format

SUBMITTED BY: Dean Zuleger

THROUGH: 2014 City Council Retreat

REVIEWED BY: City Council / Staff

SUGGESTED ORDER OF BUSINESS:

POLICY RECCOMENDER: (Council, Commission, Committee, Citizen Group, Staff)

FISCAL IMPACT: (Include Labor and Time Costs)

SUMMARY AND ACTION REQUESTED:

LEGISLATIVE HISTORY: (How we got here)

BACKGROUND INFORMATION (SWOT):

Strengths (Should Include Options for Improvement & Best Practices)

Weaknesses (Should Include Identification of Waste / Inefficiency)

Opportunities (Should Include Areas for Reduction in Bureaucracy /

Obsolescence)

Threats (Should Include Any Major Pitfall / Potholes)

<u>RECOMMENDATION</u>: Based on the aforementioned, the staff recommends and appropriate guiding motion.



MAYOR AND COUNCIL COMMUNICATION

DATE:

11/06/2013

CONSENT

ITEM #:

11

AGENDA ITEM:

Purchase of a New Single Axle Plow Truck

SUBMITTED BY:

Mike Bouthilet, Public Works Director

THROUGH:

Dean Zuleger, City Administrator

REVIEWED BY:

Cathy Bendel, Maintenance Advisory Committee / Finance Director

SUGGESTED ORDER OF BUSINESS: (if removed from consent)

| - | Introduction of Item | Staff |
|---|---------------------------------|-------|
| | Report/Presentation | |
| | Questions from Council to Staff | |
| | Public Input, if Appropriate | |
| | Call for Motion | |
| | Discussion | |
| | Action on Motion | |

SUMMARY AND ACTION REQUESTED:

It is respectfully requested the City Council authorize the purchase of a new single axle truck with dump box, front plow, wing plow, underbody scraper, salt/brine distribution and all hydraulics/controls. As part of its consent agenda, no formal action is required. If Council wishes to remove this item from Consent, the recommended corresponding motion is as follows:

"Move to authorize the purchase of a new Mack GU812 truck equipped with the Towmaster component package for \$197,661.26."

BACKGROUND AND STAFF REPORT:

The additional full time employee added to the Parks Department provides an opportunity to increase the snow plowing fleet. This truck has been programmed into the CIP. The addition of this truck would eliminate the need of contracting one of the PW department's snow plow routes. Full time staff, utilizing City owned equipment, has proven to provide the most expedient, thorough, and proficient means of snow and ice control on our streets.

The Maintenance Advisory Committee held two meetings to discuss the truck and equipment specifications for this purchase. All items discussed were provided from the MN State Cooperative Purchasing Venture. The first meeting established all minimum specifications and components recommended. A second meeting was held to provide firm build out quotes and comparisons of two specific models. The second meeting resulted in the following motion:

M/S/P Gurney/Dege: Recommend to Council, the State Contract CPV purchase, of the specified Mack Truck, equipped with dump box, plows, hydraulic, and component package from Towmaster, at a not to exceed price of \$198,000.00 Motion passed 4-0.

RECOMMENDATION: To authorize the purchase of a new Mack GU812 truck equipped with the Towmaster component package for \$197,661.26. If removed from the Consent Agenda, the recommended motion is as follows:

"Move to authorize the purchase of a new Mack GU812 truck equipped with the Towmaster component package for \$197,661.26."

ATTACHMENT(S):

- 1. MAC Minutes October 14, 2013 and September 25, 2013
- 2. Towmaster Equipment Specs
- 3. Mack Bid
- 4. Towmaster Bid

MINUTES

City of Lake Maintenance Advisory Committee Monday October 14th, 2013

Members Present: R. Gustafson, S. Gurney, D. Moore, and G. Dege (6:50)

Members Absent: Ziertman (Excused)

Others Present: PWS Bouthilet, MO Duddeck, MO Gustafson

The meeting was called to order by S. Gurney at 6:07 PM

A. 2013 Single Axel Dump/Plow Truck Specifications Review

The Committee reviewed the discussion from the previous meeting. The consensus of the Committee was to:

- Confirm the minimum 350 HP and minimum 1200 ft/lbs torque specification.
- Equip the truck with an Allison 4000 rugged duty transmission.
- If a Mack truck is purchased, equip it with a Mack Motor. (Cummings option rejected)
- If a Freightliner is purchased, equip it with the Cummings motor. (Detroit Diesel option rejected)
- Add the salt brine tanks due to availability brine from the City of Mahtomedi.
- Upgrade and utilize a front set back axel, providing a tighter turn radius.

Bouthilet reported that our contract truck mechanic, Dan Larson, said they are all good motors, but it did not make sense to put a Cummings motor in a Mack truck. He added he would recommend the Cummings motor over the more expensive (\$3000) Detroit Diesel, even if the prices were equal.

To meet the requested information from the September 25th MAC meeting, Bouthilet presented the following truck specifications and prices:

Freightliner 370 HP, 1250 ft/lbs torque, Allison 4000 RDS \$95,585.00
 Mack 365 HP, 1340 ft/lbs torque, Allison 4000 RDS \$99,272.00

Both trucks closely matched specifications on frame, axels, and other components. Questions from the Committee included:

- Projected delivery date? Mack, truck and body build out, late Feb. Freightliner, TBD.
- Color? Cab standard white unless green can be added at no cost. Box stainless steel.
- What is primary benefit/value of the Mack vs. Freightliner? Trade-in value.

Consensus of the MAC was because the Mack truck would have a higher trade in value, and exceeded some primary specs of the Freightliner to recommend a Mack truck purchase.

M/S/P Gurney/Dege: Recommend to Council, the State Contract CPV purchase, of the specified Mack Truck, with the box, plow, hydraulic, and component package from Towmaster, at a not to exceed price of \$198,000.00 4-0

Meeting Adjourned: 7:45 PM

Prepared and Submitted By: Mike Bouthilet

MINUTES

City of Lake Maintenance Advisory Committee Wednesday September 25th, 2013

Members Present:

R. Gustafson, S. Gurney, D. Moore, and Ziertman

Members Absent:

Dege

Others Present:

Hydraulic specialist Steve Chlebeck (Force America), Diesel engine and truck mechanic

Daniel Larson (Larson Diesel), PWS Bouthilet, MO Duddeck, MO Gustafson

The meeting was called to order by S. Gurney at 6:05 PM

A. 2013 Single Axel Dump/Plow Truck Specifications Review

Bouthilet gave a brief review and synopsis of State Contract Cooperative Purchasing Venture equipment and specifications provided to the MAC in their packet:

- Itemized specifications and pricing for a Mack GRU 432 (dealer suggested)
- Itemized specifications and pricing for a Mack GRU 712 (dealer suggested)
- Specifications and prices for a Freightliner 114SD (not itemized)
- Specifications and prices for a Kenworth T470 (dealer suggested snow plow set-up)
- Recent truck specs and prices for a GRU 812 purchased by Inver Grove Heights (Specs. by IGH)
- Recent truck specs and prices for a GRU 712 purchased by Maplewood (Dealer built demo.)
- Specifications and pricing for all truck components from Towmaster
- An international truck is also on the state contract, but was not recommended for review.

To help answer questions and provide clarification during the hydraulics and truck components specification review, Bouthilet introduced Steve Chlebeck a 20+ year Lake Elmo resident who has 25+ years working in hydraulics, valves and truck controls. Steve is employed by Force America the company which has supplied hydraulic components for the Lake Elmo and the majority of the municipal trucks in the twin cities.

Steve gave the Commission a brief overview of his company, products, and his experience. He next reviewed the hydraulic and control specifications proposed to the MAC by Bouthilet. Notable comments included:

- 30% Salt savings documented by Dakota County when utilizing the salt controller specified.
- Recommended utilizing the next size up hydraulic pump. It will provide the flow needed under high demand and reduce overall wear. Larson concurred with the recommendation.
- The stainless steel hydraulic tank an oil level warning were noted and accepted by the MAC.
- Chlebeck suggested saving cost by installing the "Road Watch" in the controls, as opposed to the truck console.
- Bouthilet reported he would have to verify the availability of salt brine before the tanks would be added to the truck body.

For the truck motor chassis specification review, Bouthilet introduced Lake Elmo resident Dan Larson from Larson Diesel. Larson has been the department's contract mechanic for DOT inspections and any major truck or diesel engine repairs. Notable comments included:

- Larson- Spec. at least 350 H.P. and Allison 4000 Rugged duty transmission.
- Ziertman/Larson- utilize synthetic fluid in transmission.
- Moore/Larson- Mack truck should have Mack engine.

- Duddeck- Higher trade value with a Mack truck.
- Larson- Highly recommends extended warranty with any truck. Engine, EAF, Harness.
- Larson-Recommended Cumming vs. Detroit Diesel engine.
- Spec the front axle in a set back position-tighter turn radius.

All other specifications on the truck chassis and box & plows were reviewed, deemed appropriate and matched specification/requirements of previously purchased trucks

Consensus of the MAC was to get pricing on the trucks with an upgraded engine, transmission, hyd. motor, set back axle and salt brine availability, and provide quotes at a follow up meeting.

Meeting Adjourned: 7:40 PM

Prepared and Submitted By: Mike Bouthilet



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Equipment Specifications

Ref: Quote # 12229-TGG LAKE ELMO

MODEL: 106 EDGE-RS

DIMENSIONS:

10'6" long x 96" wide O.D.

FRONT PANEL:

46" high, 7ga Stainless Steel const, reinforced top rail with inclined mount & rubber flap seal.

SIDES: (Struck)

36" high, 7ga Stainless Steel panels, 18" radius corners, fully boxed top rails, w/inv angles full length, Board pockets front and rear/DELETED, full depth 7 ga Stainless Steel rear corner posts, dual 2-line sander manifold(s) @ RH & LH REAR corner post, Removable 3-1/2" Bustin (Painted Carbon Steel) walk rail full length both sides, TMTE "FLIP-A-Way" Stainless Steel access ladder - LH REAR, with interior step & upper grab handle.

TAILGATE:

36" high, 3/16" HARDOX-450 Interior main panel, 10 ga Stainless Steel outer reinforcings, 3 panel design, 1-1/4" dia bottom pins, 1" thick upper hinges w/bushings & 1-3/4" dia pins, Lever top-pin release system, 3/8" alloy spreader chains, steel latches, airtrip ready linkage. (See also "SANDER" for flow plates type)

FLOOR:

1/4" HARDOX-450 steel.

UNDERSTRUCTURE:

W8" x 13.0#/ft struct (I-BEAM) longsills, w/8" rear bolster.

PREP/PAINT:

Exterior Acid Washed and left in Stainless Mill Finish. Underside & Carbon Steel parts blasted, Seam-Sealed, Urethane primed and painted w/Gloss black Polyurethane.

LIGHTS/WIRE: (D-Housings)

FMVSS 108 compliant, rubber mounted LED clearance lights, LED Cluster of 3, w/Factory sealed wire harness, Ground strap, Stainless Steel STROBE/ STOP-TAIL-TURN /BACKUP light provisions in corner posts (see D.O.T. Warning Light System below).

MUD FLAPS:

Rear of rear tires, attached to mounts. (SEE ALSO FENDERS)

CABSHIELD: (Stationary)

1/2 type, 24" Stainless steel cabshield Canopy, Stationary "Free-Standing" style, Hot-Dipped Galvanized frame, w/2vert shovel holders, Adj tubing strobe brkts, reservoir mounting brkts, & Full window, Installed. Canopy Acid Washed/blasted, primed, and painted]. (SEE ALSO STROBE SYSTEM)

HOIST:

Omaha Standard-Palfinger Model: 720DH Overhang: (see truck layout form), Dump angle: 50°, Double acting, W/solid block rear hinge point & OSHA approved safety prop.

61381 US Hwy 12 • Litchfield, MN 55355 Toll Free: 888.805.5971 Ph: 320.693.7900 • Fax: 320.693.7921

www.towmaster.com



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JUMP:

Front frame mounted, Engine crank-shaft driven, LS type. Make: Force America Model: FASD34L, 4.67, Including an H.P. ball valve on pressure outlet.

VALVE:

Make: Force America Model: Add-A-Fold MCV-ISO, 9 function, LS type. Providing control for: Box Hoist, Plow Lift, Plow Angle, Wing Toe, Wing Heel, Wing Push-Bar, Scraper Lift, Auger, & Spinner, Including Relief on ON HOIST, Float on PLOW, Wing-Loc valve on wing heel (by Falls)] & external valve Enclosure.

SANDER VALVE/CONTROL: (Integrated)

Force America model SSC-6100 w/auger reverse ground-based closed loop electronic control] Internally mounted in main control console.

CONTROLS: (Electronic)

Force ULTRA- 4 type remote electronic controls, Adjustable Arm-mounted off of the driver's seat. (Note: Control will move up and down with air seat)

RESERVOIR & FILTRATION: (Cabshield)

30 gal Stainless Steel, cabshield mounted w/sight-level gauge, filler-breather, magnetic drain plug, 100 mesh suction screen, gate type shut off valve, & quick drain valve with remote hose. 12 volt DC Low oil indicator system included. Return line type, IN-TANK mounted - hydraulic oil filter w/replaceable element, & 12 volt condition indicator installed, Filled with DEXRON III hydraulic oil.

PLUMBING:

2" suction line, 1" main pressure line, 1-1/4" return line, balance to match component port sizing requirements. All swivel fittings are 37° JIC or dry-seal type.

TOOL BOX:

18" x 18" x 24" long, aluminum construction, with diamond plate door, Twist handle latch & weather seal, installed on LH frame rail, with angle-iron mounts.

CAMERA SYSTEM:

Brigade Electronics model VBV-750-BM-010 camera system (max 3 inputs), including 7" LCD color screen (in cab), infrared "night vision" camera, & all cables, Installed complete for Wing operation/Reverse viewing.

FENDERS:

MINIMIZER model: MIN2260 black poly fender set, w/bolt-on frame brackets, Installed.

VIBRATOR:

Cougar model: DC-3200 12 volt D.C., Installed on Front center underside of body, w/Switch mounted in cab (See CAB LAYOUT Drawing)

TAILGATE TRIP:

3-1/2" x 10" air cylinder, Solenoid air valve, w/piping and fittings, & installed

ROADWATCH:

RWSS ROAD WATCH system installed with Force America cable hooked up to 6100 Salter control.

REAR HITCH: Pintle Height 24"

3/4" Steel pull plate w/bracing to truck frame, Safety chain D-rings, Premier 370 air-cushion Pintle hook, with Transfer of 7 round female electrical socket, & Transfer of air glad-hand connections to rear plate.

www.towmaster.com



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D.O.T. WARNING LIGHT SYS: (w/Wing TIR)

TMTE-1-5 (custom built by Whelen) warning light system, consisting of: (2) 23H 3-light LED Micro-Edges, (2) 5M-400 Linear Super-LEDs, (2) Side TIR3 LEDs, 400 Max B-T-T LEDs, & (2) 400 L.E.D. Backup Lights, in Stainless Steel Housings. System also includes (1) LED Wing Plow light, and (2) 4" dia LED work lights (sander & wing). Installed complete with cables, & switches in cab. Note: Separate switching of Micros, Rear Body Lights, & Wing Warning Light

SNOWPLOW LIGHTS:

Combo HOH headlight w/turn signal, Mirror mounted on Std Alum brackets, w/OEM Selector switch dash mounted.

UNDERBLADE: (SDL App)

Falls model IB-11A Fixed angle 11', RH discharge, **set forward of standard location**, 1" thick moldboard, all mtg hdwe & plbg, w/Pressure gauge cab mounted. Nitrogen accumulator cushion & auto reset w/External adj pressure reducing/relief valve included. Blade auto lift in reverse system provided and installed

SNOWPLOW:

Falls Model PR1243 SPRING TRIP Power Reversible Straight Moldboard snowplow, complete with all std equip, SPRING Trip Mechanism, Rubber Snow Flap, End Markers & plow push unit for Falls X4 PIN AND LOOP hitch system. Painted Falls std Gloss Black paint color. Shipped loose in dump body.

'LOW HITCH:

Falls Model 44XB2 PIN AND LOOP heavy duty hitch system, complete with all std features, all mtg hdwe, wing post provision, Std plbg, S.A. lift cylinder, & Spring Return. Installed and painted gloss black.

SNOW WING:

Falls Model SDL9RL REAR LIFT All Hydraulic Patrol Style snow wing, Scraper Discharge mounted, complete with all std features, Nitro-Cush Hyd Pushbar, all mtg hdwe & Std plbg, installed complete, and Moldboard painted Falls std "BLACK" paint color.

SANDER: (Salt Special)

Falls Model #1ASD-6CDLMSS Salt Special Stainless Steel under-gate sander, 6" dia, 6" pitch 3" inner tube auger, External-Removable, STAINLESS Steel side spill plates, LH poly spinner ass'y, Extra "anti-Salt" plate, plbg, Std couplers, & mtg hardware, Installed. NOTE: Plumbing connections at RH & LH Cornerpost Manifolds.

PRE-WET SYSTEM:

Varitech/Force model LDS-TMR110 EGF-ON/OFF gravity feed; pre-wet system, complete with mounting brackets, & piping Fitted to body Sides, and Installed with all wiring & lines. Manual ON-OFF over-ride switch mounted in cab

WARRANTY:

24 Months (from In-Service/Invoice Date), on all components, equipment, and services sold by and installed by **TOWMASTER** (or its assigned subcontractors). This includes: Dump Body, Hoist, Hydraulic System, Controls, Lighting, & Snow Fighting Equipment. Whelen All L.E.D. light systems carry 5 yr unconditional warranty, with the exception for breakage or water damage due to breakage.

| Specifications Accepted by: | Date: |
|-----------------------------|-------|
| Specifications Accepted by: | Date. |

SEQ 330-113 Date 1-Feb-13

REBID - Single Axle Cab & Chassis

| | VENDOR NAME | NUSS TRUCK & EQUIPMENT |
|-------------|------------------------------------|---------------------------|
| | YEAR, MAKE AND MODEL | 2014 MACK GU812 SBA |
| | This section for use when ordering | |
| WB | 165 | |
| CA | 99" | Grand Total \$ 102,558.26 |
| AF | 62" | |
| Rear Ratio | TBD | |
| Cab Color | GREEN | |
| Wheel Color | WHITE | |
| Notes | CITY OF LAKE ELMO | |

| Code | Spec# | Description | Qty | <u></u> | Price | Subtotal |
|------|-------|---|---|---------|-----------|---|
| | 1.0 | PRICE FOR BASE UNIT: | 1_ | \$ | 77,113.00 | \$ 77,113.00 |
| | 2.0 | FRAME OPTIONS | | | | |
| | 2.1 | Front frame extension | 1 | \$ | 759.00 | \$ 759.00 |
| | 2.2 | Custom hole punching in frame | | \$ | 150.00 | \$ · · · · · · · · · · · · · · · · · · · |
| | 2.3 | Deduct for no front bumper | 1 | \$ | (10.00) | \$ (10.00) |
| | 2.4 | Frame fastener option (huck spun) | 1 | \$ | 0.01 | \$ 0.01 |
| | 2.5 | Frame, R.B.M., S.M., PSI, CA | | | | |
| | 2.6 | 1,880,000 15.7 120,000 87 - 129 CA | | \$ | 0.01 | \$ - |
| | 2.7 | 1,880,000 15.7 120,000 130 - 164 CA | | \$ | 191.00 | \$ - |
| | 2.8 | 2,120,000 17.7 120,000 87 - 129 CA | | \$ | 75.00 | \$ |
| | 2.9 | 2,120,000 17.7 120,000 130 - 164 CA | V | \$ | 266.00 | \$ = |
| | 2.10 | 2,4700,00 20.6 120,000 87 - 129 CA | V | \$ | 292.00 | \$ - |
| | 2.11 | 2,4700,00 20.6 120,000 130 - 164 CA | 1 | \$ | 483.00 | \$ = |
| | 2.12 | 2,820,000 23.5 120,000 87 - 129 CA | 1 | \$ | 606.00 | \$ 606.00 |
| | 2.13 | 2,820,000 23.5 120,000 130 - 164 CA | - | \$ | 797.00 | \$ = |
| | | DOUBLE FRAME - PARTIAL IC REINFORCEMENT | | 01140 | | \$ - |
| | 2.14 | 3,230,000 26.9 120,000 87 - 129 CA | | \$ | 546.00 | \$ - |
| | 2.15 | 3,230,000 26.9 120,000 130 - 164 CA | | \$ | 869.00 | \$ - |
| | 2.16 | 3,580,000 29.8 120,000 87 - 129 CA | | \$ | 763.00 | \$ <u> </u> |
| | 2.17 | 3,580,000 29.8 120,000 130 - 164 CA | | \$ | 1,661.00 | \$ - |
| | 2.18 | 3,920,000 32.7 120,000 87 - 129 CA | VA. 2022 20 20 20 20 20 20 20 20 20 20 20 2 | \$ | 1,077.00 | \$ _ |
| | 2.19 | 3,920,000 32.7 120,000 130 - 164 CA | | \$ | 1,401.00 | \$ |
| | | DOUBLE FRAME - FULL IC REINFORCEMENT | | | | |
| | 2.20 | 3,230,000 26.9 120,000 87 - 129 CA | W | \$ | 727.00 | \$ - |
| | 2.21 | 3,230,000 26.9 120,000 130 - 164 CA | Pis. | \$ | 1,050.00 | \$ (- |
| | 2.22 | 3,580,000 29.8 120,000 87 - 129 CA | | \$ | 944.00 | \$ - |
| | 2.23 | 3,580,000 29.8 120,000 130 - 164 CA | | \$ | 1,267.00 | \$ - |
| | 2.24 | 3,920,000 32.7 120,000 87 - 129 CA | 9000 TO TO TO THE OWNER | \$ | 1,258.00 | \$ - |
| | 2.25 | 3,920,000 32.7 120,000 130 - 164 CA | | \$ | 1,581.00 | \$ - |

| | | PRICING PAGE | | | | | |
|------|-------|---|-------------|----|-----------|----|---|
| Code | Spec# | Description | Qty | | Price | | Subtotal |
| | 2.26 | Flush bright finish channel steel | | \$ | 102.00 | \$ | - |
| | 2.27 | Extended stylized-silver-bright finish steel w/stone guard | | \$ | 1,354.00 | \$ | - |
| | 2.28 | Extended stylized-silver-painted steel w/stone guard | | \$ | 1,074.00 | \$ | - |
| | 2.29 | Extended - swept back steel with stone guard - includes center tow | | | | | |
| | | pin | | \$ | 729.00 | \$ | |
| | 2.30 | Extended - swept back steel, bright finish with stone guard - includes center tow pin | | \$ | 1,031.00 | \$ | Δ. |
| | 2.31 | Mill finish, flush mounted, unpainted aluminum | | \$ | 62.00 | \$ | |
| | 2.32 | Stainless steel clad aluminum flush mounted | | \$ | 305.00 | \$ | |
| | 2.33 | Extended swept back channel steel with bright finish w/painted center | | Ψ | 000.00 | Ψ | |
| | | tow pin | | \$ | 561.00 | \$ | - |
| | 2.34 | Extended swept back steel channel w/bright finish | | \$ | 234.00 | \$ | = |
| | 2.35 | Extended swept back painted steel | | \$ | 327.00 | \$ | - |
| | 2.36 | Plate type radiator guard | | \$ | 90.00 | \$ | - |
| | 2.37 | Bright finish plate type radiator guard | | \$ | 141.00 | \$ | - |
| | 2.38 | Tectyl 185 GW pigmented compound between frame rails | | \$ | 106.00 | \$ | _ |
| | | | | | | | |
| | 3.0 | FRONT AXLE/SUSPENSION/BRAKE/OPTION | 47 Å | | 120 | | |
| | 3.1 | Set back front axle option | 1 | \$ | 0.01 | \$ | 0.01 |
| | 3.2 | 14,600 front axle & matching suspension - Mack FXL14.6 | | \$ | 698.00 | \$ | - |
| | 3.3 | 16,000 front axle and matching suspension - Mack FXL18 | | \$ | 1,523.00 | \$ | 7 - |
| | 3.4 | 18,000 front axle and matching suspension - Mack FXL18 | 1 | \$ | 1,523.00 | \$ | 1,523.00 |
| | 3.5 | 20,000 front axle and matching suspension - Mack FXL20 | | \$ | 2,331.00 | \$ | - |
| | 3.51 | 23,000 front axle and matching suspension - Mack FXL23 | | \$ | 2,553.00 | \$ | - |
| | 3.6 | Heavy duty front axle shocks | 1 | \$ | 0.01 | \$ | 0.0 |
| | 3.7 | Front stabilizer bar | | | | \$ | - |
| - | 3.8 | Right hand air bag suspension per Spec 3.7, | | | | | |
| | | Driver controlled | | | | \$ | |
| | 3.9 | Left air bag suspension per Spec 3.7, Driver controlled | | | | \$ | |
| | 3.10 | Front axle lubrication cap with slotted venthole | | | | \$ | |
| | 3.11 | Front brake dust shields | 1 | \$ | 16.00 | \$ | 16.00 |
| | 3.12 | Dual front auxiliary steering gear | | \$ | 807.00 | \$ | 10.00 |
| | 3.13 | RH spring build up for wing plow application | | \$ | 25.00 | \$ | |
| | 3.14 | LH spring build up for wing plow application | | | | | - |
| | 3.15 | All wheel drive front axle | | \$ | 25.00 | | |
| | 3.16 | Twin Steer Front Axle | | \$ | 43,000.00 | \$ | |
| | 3.17 | Aluminum front hubs | | \$ | 32,210.00 | \$ | |
| | 3.18 | Centerfuse outboard mounted brake drums | | \$ | 48.00 | \$ | |
| | 3.19 | Multileaf front spring ILO taperleaf (2 leaf spring) | | \$ | 197.00 | \$ | |
| | 3.20 | HD mulitileaf front spring ILO taperleaf (2 leaf spring) | | \$ | 32.00 | \$ | |
| | 3.21 | HD taperlead (3 leaf spring) ILO of taperleaf (2 leaf spring) | 4 | \$ | 59.00 | \$ | - - |
| | 3.22 | Meritor front slack adjustors - Need same slack on rear axle | 1 | \$ | 55.00 | \$ | 55.00 |
| | 3.23 | | 1 | \$ | 44.00 | \$ | 44.00 |
| | | Haldex front slack adjustors - eed same slack adjustor on rear axle | | \$ | 47.00 | \$ | - |
| | 3.24 | Meritor front brakes - Need to match same brakes with rear axle | | \$ | 74.00 | \$ | - |

| Code | Spec# | | Qty | <u> </u> | Price | | Subtotal |
|------|--------------|--|-----|----------|---|----|-------------|
| | 4.0 | 4.0 SINGLE REAR AXLE/SUSPENSION/BRAKE/OPTIONS | | 1 | | 1 | |
| | 4.1 | 17,500# driver differential locking rear axle and matching suspension | | | | \$ | - |
| | 4.2 | 19,000# rear axle & matching suspension | | | | \$ | - |
| | 4.3 | 19,000# driver differential locking rear axle and matching suspension | | | | \$ | |
| | 4.4 | 21,000# rear axle and matching suspension | | \$ | (141.00) | | |
| | 4.5 | 21,000# driver differential locking rear axle and matching suspension | | | | | |
| | 4.6 | 22,000# rear axle and matching suspension | | \$ | 195.00 | \$ | |
| | 4.7 | 22,000# driver differential locking rear axle and matching suspension | | | | Ψ | |
| | 4.8 | 23,000# rear axle and matching suspension | | Φ. | 0.04 | \$ | - |
| | 4.9 | The state of the s | | \$ | 0.01 | \$ | |
| | | 23,000# driver differential locking rear axle and matching suspension | | \$ | 439.00 | \$ | |
| | 4.10 4.11 | 26,000 # rear axle and matching suspension | | \$ | 2,364.00 | \$ | |
| | 4.11 | 26,000 # driver differential locking rear axle and matching suspension | | \$ | 2,807.00 | \$ | _ |
| | 4.12 | Meritor RS23160 rear axle and 26,000-31,000# rear suspension, | | _ | | | |
| | 4.13 | driver diff. lock. 17,500# air suspension in lieu of springs | | \$ | 839.00 | \$ | |
| | 4.14 | 19,000# air suspension in lieu of springs | | | | - | _ |
| | 4.15 | 21,000# air suspension in lieu of springs | | | | \$ | |
| | 4.15 | | | | | \$ | |
| | | 22,000# air suspension in lieu of springs | | | | \$ | _ |
| | 4.17 | 23,000# air suspension in lieu of springs | | \$ | 825.00 | \$ | |
| | 4.18 | 26,000# air suspension in lieu of springs | | | | \$ | _ |
| | 4.19 | Dash mounted air dump system | | | | \$ | _ |
| | 4.20 | ½ round universal joints | | \$ | 0.01 | \$ | _ |
| | 4.21 | Spicer 1810 HD drive line with half round universal joints Rear axle heavy duty shocks | | \$ | 77.00 | \$ | - |
| | 4.22 4.23 | Rear auxiliary spring, 4500# | | | | \$ | - |
| | 4.24 | Rear stabilizer bar | | | | \$ | |
| | 4.25 | Rear brake dust shield | | \$ | 16.00 | \$ | |
| | 4.26 | Meritor 18 MXL drive line with half round universal joints | | \$ | 38.00 | \$ | |
| | 4.27 | Mack RA23R 23,000 lbs rear axle & suspension | 1 | \$ | 412.00 | \$ | 412.00 |
| | 4.28 | 30,000 lbs rear spring for Mack RA23R rear axle | • | \$ | 400.00 | \$ | - 12.00 |
| | 4.29 | Meritor RS-30-185 30,000 lbs driver differential locking rear axle & | | | 100.00 | | |
| | | matching suspension | | \$ | 3,218.00 | \$ | := |
| | 4.30 | Dana-Spicier S30-190 30,000 lbs driver differential locking rear axle | | | | | |
| | N 1000 | & matching suspension | | \$ | 2,733.00 | \$ | _ |
| | 4.31 | Mack interwheel power divider | 1 | \$ | | \$ | 965.00 |
| | 4.32 | Mack driver control differential lock | | \$ | | \$ | _ |
| | 4.33 | Helper springs Aluminum rear hubs | 1 | \$ | | \$ | 120.00 |
| | 4.34 | Centerfuse outboard brake drums | | \$ | 250000000000000000000000000000000000000 | \$ | 1-1 |
| | 4.35 4.36 | Meritor rear slack adjustors | 4 | \$ | | \$ | - |
| | 4.37 | Haldex rear slack adjustors | 1 | \$ | | \$ | 44.00 |
| | 4.38 | Dana-spicier SPL170XL extended lube series | | \$ | | \$ | |
| | 4.39 | Dana-spicier SPL250XL extended lube series | | \$ | | \$ | |
| | 4.40 | Dana-spicier SPL250HDXL extended lube series | | \$ | | \$ | |
| | 4.41 | Haldex "Life Seal" | | \$ | | \$ | _ |
| | 4.42 | MGM MDL TR-T (Tamper Resistant Brake Chamber) reclock inlet | | | | | |
| | 9 100 | ports for optimum ground clearance | | \$ | | \$ | _ |
| | 4.43 | Haldex Gold Seal | | \$ | | \$ | |
| | 4.44 | Meritor rear brakes | | \$ | | \$ | - |
| | 4.45 | No spin differential - Spicer axle only | | \$ | 503.00 | \$ | _ |

| Code | Spec# | Description | Qty | Price | | Subtotal |
|------|-------|--|-------|-------------|-------|----------|
| | 446 | 13,500 lbs Hendrickson steerable composilite HLUS-2 pusher axle - | | 0.000.00 | • | |
| | 4.47 | 10,000 lbs Hendrickson steerable composilite HLUS-2 pusher axle - | \$ | 8,289.00 | \$ | |
| | 4.47 | includes tires and rims | \$ | 8,289.00 | \$ | _ |
| | 4.48 | 20,000 lbs Watson-Chalin steerable SL-2089 Thu Track Series | | | Ť | |
| | | pusher axle - includes tire and rims | \$ | 11,678.00 | \$ | - |
| | 4.49 | 13,200 lbs Watson-Chalin steerable SL-1187 Thu Track Series | | | | |
| | 1 -1 | pusher axle - includes tire and rims | \$ | 8,628.00 | \$ | |
| | 4.50 | 8.000 lbs Watson-Chalin steerable SL-0851 Thu Track Series pusher axle - includes tire and rims | \$ | 9 5 1 5 0 0 | æ | |
| | 4.51 | 20,000 lbs Watson-Chalin non-steerable AL-2200 Atlas Series | φ | 8,515.00 | \$ | |
| | 4.51 | pusher axle - includes tire and rims | \$ | 7,763.00 | \$ | - |
| | 4.52 | 20,000 lbs Hendrickson non - steerable composilite HLM pusher axle - | | ,,,,,,,,,, | Ť | |
| | | includes tires and rims | \$ | 7,669.00 | \$ | - |
| | 4.53 | 13,200 lbs Hendrickson steerable HLUS2Z pusher axle - includes | | | | |
| | | tires and rims | \$ | 8,289.00 | \$ | _ |
| | 4.54 | 20,000 lbs Hendrickson Paralift HLP20 steerable pusher axle - | | 0.504.00 | | |
| | | includes tires and rims 13,500 lbs Hendrickson steerable composilite HLUS-2 tag axle - | \$ | 6,531.00 | \$ | |
| | 4.55 | includes tires and rims | \$ | 8,289.00 | \$ | 250 |
| | 4.56 | 10,000 lbs Hendrickson steerable composilite HLUS-2 tag axle - | φ | 6,269.00 | Φ | |
| | 4.50 | includes tires and rims | \$ | 8,289.00 | \$ | - |
| | 4.57 | 20,000 lbs Watson-Chalin steerable SL-2089 Thu Track Series tag | | -, | | |
| | | axle - includes tire and rims | \$ | 11,678.00 | \$ | - |
| | 4.58 | 13,200 lbs Watson-Chalin steerable SL-1187 Thu Track Series tag | | | | |
| | | axle - includes tire and rims | \$ | 8,628.00 | \$ | - |
| | 4.59 | 20,000 lbs Watson-Chalin non-steerable AL-2200 Atlas Series tag | | | 11.20 | |
| | | axle - includes tire and rims | \$ | 7,763.00 | \$ | |
| | 4.60 | 20,000 lbs Hendrickson non - steerable composilite HLM tag axle - includes tires and rims | • | 7 660 00 | æ | |
| | 4.61 | 13,200 lbs Hendrickson steerable HLUS2Z tag axle - includes tires | \$ | 7,669.00 | \$ | |
| | 4.01 | and rims | \$ | 8,289.00 | \$ | _ |
| | 4.62 | 20,000 lbs Hendrickson Paralift HLP20 steerable tag axle - includes | | 0,200.00 | Ψ | |
| | | tires and rims | \$ | 6,531.00 | \$ | _ |
| | 4.63 | Furnish Meritor wide track axle option - Need for Super Singles | \$ | 1,404.00 | \$ | - |
| | | 100 A 1000 E | | | \$ | _ |
| | | • | | | | |
| | 5.0 | INTENTIONALLY LEFT BLANK: | | | | |
| | | so not reconstruction with the control of the contr | | | | |
| | 6.0 | TIRES/RIMS OPTIONS: | 1 100 | | | |
| | 6.1 | Nylon wafers or wheel guards on all wheels (6 ea) | \$ | 39.00 | \$ | _ |
| | 6.2 | Heavier 7500 lb 22.5 x 8.25 Steel rims in lieu of standard 7300# rims | 6 | 0.04 | æ | |
| | 6.3 | (10 ea) Heavier 7500 lb 22.5 x 8.25 Steel rims in lieu of standard 7300# rims | \$ | 0.01 | \$ | |
| | 0.5 | (2 ea) in rear only | \$ | 0.01 | \$ | _ |
| | 6.4 | 11R 22.5 H front tires | \$ | 115.00 | \$ | |
| | 6.5 | 12R 22.5 H front tires | \$ | 253.00 | \$ | _ |
| | 6.6 | 9000 lb 22.5 9" front steel rims, 315/80R 22.5 J front tires | \$ | 440.00 | \$ | _ |
| | 6.7 | 10,000 lb 22.5 9" front steel rims, 315/80R 22.5 J front tires | 1 \$ | 472.00 | \$ | 472.00 |
| | 6.8 | - | · • | 472.00 | Ψ | 472.00 |
| | 0.0 | 10,500 lb 22.5 x 12.25 front steel rims, 385/65R 22.5 J front tires | \$ | 769.00 | \$ | ¥ |
| | 6.9 | | | | | |
| | | 10,500 lb 22.5 x 12.25 front steel rims, 425/65R 22.5 J front tires | \$ | 823.00 | \$ | |
| | 6.10 | 11R 22.5 H rear tires | \$ | 592.00 | | - |
| | 6.11 | 7,300 lb 24.5" x 8.25" steel front rims | \$ | 105.00 | \$ | |
| | 6.12 | 7300 lb 24.5" x 8.25" rear steel rims | \$ | 166.00 | \$ | |
| | 6.13 | 8,000 lb 24.5" x 8.25" steel front rims | \$ | | \$ | |
| | 6.14 | 8,000 lb 24.5" x 8.25" steel rear rims | \$ | 229.00 | \$ | |

| | | PRICING PAGE | | | | | |
|------|------------|---|----------------|----|--|----|--------------|
| Code | Spec# | Description | Qty | | Price | | Subtotal |
| | 6.15 | 11R 24.5 G front tires | | \$ | 97.00 | \$ | - |
| | 6.16 | 11R 24.5 H front tires | | \$ | 171.00 | \$ | - |
| | 6.17 | 11R 24.5 G rear tires | | \$ | 351.00 | \$ | = |
| | 6.18 | 11R 24.5 H rear tires | | \$ | 527.00 | \$ | 7= |
| | 6.19 | Spare rim, size 22.5 x 8.25 | - | \$ | 150.00 | \$ | |
| | 6.20 | Spare rim, size 24.5 x 8.25 | | \$ | 160.00 | \$ | - |
| | 6.21 | Spare rim, size 22.5 x 9.0 | | \$ | 345.00 | \$ | - |
| | 6.22 | Spare rim, size 22.5 x 12.25 | | \$ | 445.00 | \$ | - |
| | 6.23 | 12R22.5 H front tires | • | \$ | 373.00 | \$ | _ |
| | 6.24 | 12R 22.5 H rear tires | | \$ | 1,492.00 | \$ | |
| | 6.25 | Wheel lugwrench - includes handle | | \$ | 44.00 | \$ | |
| | 6.26 | Aluminum front wheel - 22.5 x 8.25 | | \$ | 224.00 | \$ | - |
| | 6.27 | Aluminum front wheel - 24.5 x 8.25 | - | \$ | 261.00 | \$ | - |
| | 6.28 | Aluminum front wheel - 22.5 x 9.0 | - | \$ | 362.00 | \$ | _ |
| | 6.29 | Aluminum front wheel - 22.5 x 12.25 | | \$ | 364.00 | \$ | 1-1 |
| | 6.30 | Polished aluminum front wheel | W | \$ | 44.00 | \$ | - |
| | 6.31 | Dura-bright bright finish front wheels | | \$ | 185.00 | \$ | - |
| | 6.32 | Aluminum rear wheels - 22.5 x 8.25 | - | \$ | 810.00 | \$ | _ |
| | 6.33 | Aluminum rear wheels - 24.5 x 8.25 | - | \$ | 842.00 | \$ | _ |
| | 6.34 | Polished aluminum rear wheel four outboard of dual wheels | - | \$ | 120.00 | \$ | |
| | 6.35 | Polished aluminum rear wheel all eight (4) wheels | | \$ | 241.00 | \$ | |
| | 6.36 | Dura-bright bright finish on all eight 4) rear wheels | - | \$ | 1,209.00 | \$ | |
| | 6.37 | Dura-bright bright finish on all four (4) outboard rear wheels | - | \$ | 605.00 | \$ | |
| | 6.38 | 445/65R22.5 20 ply Michelin XZY3 rear tire in lieu of dual | | \$ | 1,202.00 | \$ | |
| | 6.39 | 22.5 x 13.0 steel rear wheels in lieu of duals | | \$ | 441.00 | \$ | |
| | 6.40 | 22.5 x 13.0 steel alumium rear wheels in lieu of duals | | \$ | 682.00 | \$ | |
| | 6.41 | Power coat paint for steel wheels - each | 6 | \$ | 5.00 | \$ | 30.00 |
| | 7.0 | BRAKE SYSTEM OPTIONS: | | | • | | |
| | 7.0 | Wabco System Saver 1200 E heated air dryer | 4 | 10 | 0.04 | Φ. | 0.01 |
| | 7.1 | Manual cable drain valves on air tanks | 1 | \$ | 0.01 | \$ | 0.01 |
| | 7.2 | Heated air tanks | | \$ | 15.00 | \$ | - |
| | 7.3 7.4 | Auto drain valves on air tanks | | • | 00.00 | \$ | - |
| | | MGM type TR-T rear brake chambers | 1 | \$ | 36.00 | \$ | 36.00 |
| | 7.5 | S.S. pins on slack adjuster yoke (2 ea per yoke) | | \$ | 55.00 | \$ | |
| | 7.6 | For all air brake chambers | | • | 20.00 | Φ. | 00.00 |
| | 7.7 | | 1 | \$ | 22.00 | \$ | 22.00 |
| | 7.7 | Inverted rear brake chamber mounting in lieu of regular mounting Relocate air dryer | | \$ | | \$ | _ |
| | | Bendix AD9 heated air dryer | | \$ | 52.00 | | _ |
| | 7.9 | Bendix AD-IP heated air dryer | | \$ | | \$ | |
| | 7.10 | Meritor/Wabco system twin heated air dryer | | \$ | | \$ | |
| | 7.11 | Auto heated drain valve | | \$ | | \$ | _ |
| | 7.12 | Aluminum air reservoirs | | \$ | | \$ | |
| | 7.13 | Polished aluminum air reservoirs | | \$ | | \$ | |
| | 7.14 | | | \$ | | \$ | |
| | 7.15 | Increase air capacity for installation of extra axles | | \$ | | \$ | _ |
| | 7.16 | Meritor/Wabco ABS system w/o automatic traction control | | \$ | | \$ | - |
| | 7.17 | Bendix ABS system with traction control | 1 | \$ | The second section of the second section of the second section of the second section s | \$ | 264.00 |
| | 7.18 | Meritor/Wabco ABS system w/auto traction control | | \$ | CO. LINCOLD STATE | \$ | - |
| | 7.19 | Lanyard control on supply wet tank | | \$ | | \$ | _ |
| | 7.20 | Lanyard control on all tanks w/manual drain valves | | \$ | 22.00 | \$ | - |

| Code | Spec# | Description | | Qty | Р | rice | · | Subtotal |
|------|----------|--|---------------|-------|----------|---|----|--|
| | 8.0 | ENGINE/EXHAUST AND FUEL TANKS OPTIONS: | | | | ••••••••••••••••••••••••••••••••••••••• | .1 | |
| | | (List Make & Model, H.P., torque of engine and exhau | ust and fuel | | | | | |
| | | tank options) | COLDET - | | | | | |
| | 8.1 | Mack MP7-345A, 345 HP @ 1500 - 1700 RPM, 139 Max Torque @ 1100 - 1300 RPM | 60 LB FT | | ¢. | 244.00 | | |
| | 8.2 | [198] [10] [10] [10] [10] [10] [10] [10] [10 | 60 LB FT | | \$ | 344.00 | \$ | |
| | 0.2 | Max Torque @ 1100 - 130 RPM | OU ED I I | | \$ | 344.00 | \$ | |
| | 8.3 | | 60 LB FT - | | Ψ | 011.00 | 1 | MANAGEMENT AND DESCRIPTION OF THE PARTY OF T |
| | | Max Torque @ 1100 - 1200 RPM | | | \$ | 603.00 | \$ | ·5 |
| | 8.4 | Mack MP7-395C, 395 HP @ 1500 - 1700 RPM, 150 | 60 LB FT | | | | | |
| | | Max Torque @ 1100 - 1200 RPM | _ | | \$ | 861.00 | \$ | _ |
| | 8.5 | | 00 LB FT Max | | | | | |
| | 0.0 | Torque @ 1100 - 1300 RPM | IO L D ET May | | \$ | 0.01 | \$ | |
| | 8.6 | Mack MP7-365M, 365 HP @ 1500 - 1900 RPM, 134 Torque @ 1100 - 1300 RPM | 10 LB FT Max | 4 | ď | E26.00 | | F26 00 |
| | 8.7 | | BO LB FT Max | 1 | \$ | 526.00 | \$ | 526.00 |
| | 0.7 | Torque @ 1100 - 1300 RPM | O LB I I Wax | | \$ | 1,042.00 | \$ | _ |
| | 8.8 | | 0 LB FT Max | | <u> </u> | .,0 .2.00 | Ψ. | |
| | | Torque @ 1100 - 1300 RPM | | | \$ | 2,338.00 | \$ | - |
| | 8.9 | 그 | 60 LB FT | | | | | |
| | | Max Torque @ 1100 - 1300 RPM | | | \$ | 2,855.00 | \$ | - |
| | 8.10 | | 0 LB FT Max | 8 | | | | |
| | 0.44 | Torque @ 1100 - 1500 RPM Mack MP8-425M, 425 HP @ 1500 - 1900 RPM, 157 | OLD ET Max | | \$ | 3,890.00 | \$ | _ |
| | 8.11 | Torque @ 1100 - 1300 RPM | '0 LB FT Max | | r. | 0.540.00 | | |
| | 8.12 | The second of th | 0 LB FT Max | | \$ | 2,519.00 | \$ | |
| | 0.12 | Torque @ 1100 - 1300 RPM | O LD I I WAX | | \$ | 3,036.00 | \$ | _ |
| | 8.13 | | 0 LB FT Max | | <u> </u> | 0,000.00 | Ψ | |
| | | Torque @ 1100 - 1500 RPM | | | \$ | 4,071.00 | \$ | - |
| | 8.14 | Clear Back of Cab - DPF & SCR Frame Mounted , RH Si | ide under | | | | | |
| | | Cab | _ | | \$ | 625.00 | \$ | |
| | 8.15 | No Muffler, Single (R/S) Vertical Exhaust Cab Mounted, I | _ower | | | | | 222.22 |
| | 0.16 | Venturi Diffuser, Turned End No Muffler, Single (R/S) Vertical Exhaust Cab Mounted, I | - | 1 ; | \$ | 227.00 | \$ | 227.00 |
| | 8.16 | Venturi Diffuser, Plain End | Lowel | | \$ | 227.00 | \$ | |
| | 8.17 | Single (R/S) Vertical Straight Exhaust Stack Plain End | ·- | | \$ | (22.00) | | |
| | 8.18 | Single (R/S) Vertical Straight Exhaust Stack Turned Out | _ | | \$ | 0.01 | \$ | 0.01 |
| | 8.19 | Single (R/S) Vertical Straight Exhaust Stack Plain End Pe | erf Stack - | | | | | |
| | | Deffuser | | , | ₿ | 27.00 | \$ | - |
| | 8.20 | Single (R/S) Vertical Straight Exhaust Stack Plain End Si | de Outlet | | | | | |
| | | Deffuser | _ | | B | 114.00 | \$ | _ |
| | 8.21 | Single (R/S) Vertical Straight Exhaust Stack Plain Top O | utlet | | • | 447.00 | • | |
| | 8.22 | Deffuser Dual Vertical Straight Exhaust Stack Plain End - N/A with | Allicon _ | | B | 117.00 | \$ | |
| | 0.22 | Transmission | Allison | | 5 | 965.00 | \$ | |
| | 8.23 | Dual Vertical Straight Exhaust Stack Turned Out End - No | /A with — | | P | 500.00 | Ψ | |
| | 35,337,5 | Allison Transmission | | 5 | 5 | 989.00 | \$ | - |
| | 8.24 | Dual Vertical Straight Exhaust Stack Plain End Perf Stack | k Deffuser - | | | | | en an annual and an annual and an annual and an |
| | | N/A with Allison Transmission | <u></u> | | 6 | 1,072.00 | \$ | |
| | 8.25 | Dual Vertical Straight Exhaust Stack Plain Side Outlet De | effuser - N/A | | | | | |
| | 0.00 | with Allison Transmission | - NI/A | | 5 . | 1,364.00 | \$ | - |
| | 8.26 | Dual Vertical Straight Exhaust Stack Plain Top Outlet Dewith Allison Transmission | nuser - N/A | | | 1 364 00 | œ. | |
| | 8.27 | Single, Bright finish heat shield & stack | | 1 5 | | 1,364.00 59.00 | \$ | 59.00 |
| | 8.28 | Dual, Bright finish heat shield & stack | - | 1 9 | | 117.00 | \$ | - 59.00 |
| | 8.29 | Single, Bright finish heat shield, stack & elbow | - | 9 | | 147.00 | \$ | |
| | 8.30 | Dual, Bright finish heat shield, stack & elbow | - | 9 | | 312.00 | \$ | _ |
| | 8.31 | Single, Bright finish stack only | - | 9 | | 45.00 | \$ | |
| | 8.32 | Dual, Bright finish stack only | - | 9 | 6 | 90.00 | \$ | (= |
| | | | 77 | | | | | |

| Code | Spec# | Description | Qty | | Price | | Subtotal |
|------|-------|--|-----|----|----------------|----|--------------|
| | 8.33 | Single, Bright finish lower elbow & stack | | \$ | 134.00 | \$ | |
| | 8.34 | Dual, Bright finish lower elbow & stack | | \$ | 267.00 | \$ | (=) |
| | 8.35 | Single, Bright finish heat shield only | | \$ | 14.00 | \$ | - |
| | 8.36 | Dual, Bright finish heat shield only | | \$ | 28.00 | \$ | - |
| | 8.37 | Bright finish stainless steel heat shield for frame mounted Mack Cap DPF | | \$ | 155.00 | \$ | ·= |
| | 8.38 | 50 Gallon LH steel 22" Dia fuel tank | | \$ | 0.01 | \$ | |
| | 8.39 | 66 Gallon LH steel 22" Dia fuel tank | | \$ | 24.00 | \$ | |
| | 8.40 | 88 Gallon LH steel 22" Dia fuel tank | | \$ | 282.00 | \$ | _ |
| | 8.41 | 116 Gallon LH steel 22" Dia fuel tank | | \$ | 333.00 | \$ | _ |
| | 8.42 | 50 Gallon LH aluminum 22" Dia fuel tank | | \$ | 61.00 | \$ | - |
| | 8.43 | 66 Gallon LH aluminum 22" Dia fuel tank | | \$ | 83.00 | \$ | - |
| | 8.44 | 88 Gallon LH aluminum 22" Dia fuel tank | | \$ | 342.00 | \$ | - |
| | 8.45 | 116 Gallon LH aluminum 22" Dia fuel tank | | \$ | 398.00 | \$ | - |
| | 8.46 | 50 Gallon LH Steel D-Shape | | \$ | 1.00 | \$ | - |
| | 8.47 | 66 Gallon LH Steel D-Shape | | \$ | 56.00 | \$ | |
| | 8.48 | 88 Gallon LH Steel D-Shape | | \$ | 225.00 | \$ | - |
| | 8.49 | 116 Gallon LH Steel D-Shape | | \$ | 405.00 | \$ | - |
| | 9.50 | 50 Gallon LH Aluminum D-Shape | | \$ | 61.00 | \$ | |
| | 8.51 | 66 Gallon LH Aluminum D-Shape | | \$ | 103.00 | \$ | _ |
| | 8.52 | 88 Gallon LH Aluminum D-Shape | | \$ | 290.00 | \$ | - |
| | 8.53 | 116 Gallon LH Aluminum D-Shape | | \$ | 465.00 | \$ | - |
| | 8.54 | 66 Gallon LH Steel D-Shape with Integral DEF Tank | | \$ | 80.00 | \$ | -3 |
| | 8.55 | 88 Gallon LH Steel D-Shape with Integral DEF Tank | | \$ | 325.00 | \$ | |
| | 8.56 | 111 Gallon LH Steel D-Shape with Integral DEF Tank | | \$ | 427.00 | \$ | - |
| | 8.57 | 66 Gallon LH Aluminum D-Shape with Integral DEF Tank | 1 | \$ | 133.00 | \$ | 133.00 |
| | 8.58 | 72 Gallon LH Aluminum D-Shape 26" Dia. with Integral DEF Tank | | \$ | 288.00 | \$ | _ |
| | 8.59 | 88 Gallon LH Aluminum D-Shape with Integral DEF Tank | | \$ | 350.00 | \$ | _ |
| | 8.60 | 93 Gallon LH Aluminum D-Shape 26" Dia. with Integral DEF Tank | | \$ | 409.00 | \$ | _ |
| | 8.61 | 111 Gallon LH Aluminum D-Shape with Integral DEF Tank | | \$ | 444.00 | \$ | _ |
| | 8.62 | 50 Gallon RH steel 22" Dia fuel tank | | \$ | 456.00 | \$ | _ |
| | 8.63 | 66 Gallon RH steel 22" Dia fuel tank | | \$ | 480.00 | \$ | _ |
| | 8.64 | 88 Gallon RH steel 22" Dia fuel tank | | \$ | 737.00 | \$ | |
| | 8.65 | 116 Gallon RH steel 22" Dia fuel tank | | \$ | 789.00 | \$ | _ |
| | 8.66 | 50 Gallon RH aluminum 22" Dia fuel tank | | \$ | 517.00 | \$ | - |
| | 8.67 | 66 Gallon RH aluminum 22" Dia fuel tank | | \$ | 538.00 | \$ | |
| | 8.68 | 88 Gallon RH aluminum 22" Dia fuel tank | | \$ | 797.00 | \$ | _ |
| | 8.69 | 116 Gallon RH aluminum 22" Dia fuel tank | | \$ | 861.00 | \$ | |
| | 8.70 | 50 Gallon RH Steel D-Shape | | \$ | 456.00 | \$ | - |
| | 8.71 | 66 Gallon RH Steel D-Shape | | \$ | 513.00 | \$ | _ |
| | 8.72 | 88 Gallon RH Steel D-Shape | | \$ | 682.00 | \$ | _ |
| | 8.73 | 116 Gallon RH Steel D-Shape | | \$ | 861.00 | \$ | _ |
| | 8.74 | 50 Gallon RH Aluminum D-Shape | | \$ | 517.00 | \$ | _ |
| | 8.75 | 66 Gallon RH Aluminum D-Shape | | \$ | 559.00 | \$ | _ |
| | 8.76 | 88 Gallon RH Aluminum D-Shape | | \$ | 746.00 | \$ | |
| | 8.77 | 111 Gallon RH Aluminum D-Shape | | \$ | 921.00 | \$ | |
| | 8.78 | Single polished aluminum fuel tank | | \$ | 178.00 | \$ | - |
| | 8.79 | Dual polished aluminum fuel tank | | \$ | 356.00 | \$ | _ |
| | 8.80 | Isolate RH fuel tank from fuel system for hyd oil | | \$ | 27.00 | \$ | - |
| | 8.81 | Isolate LH fuel tank from fuel system for hyd oil | | \$ | 27.00 | \$ | - |
| | 8.82 | Dual draw & return fuel system | | \$ | 74.00 | \$ | |
| | 8.83 | Filter neck screen for fuel tank | | \$ | 64.00 | \$ | _ |
| | 8.84 | Bright finish DEF tank cover - Requires with bright finish tanks | - | \$ | 25.00 | \$ | _ |
| | 8.85 | Bright Finish Fuel Tank Straps - Single Tank | 1 | \$ | | \$ | |
| | 8.86 | Bright Finish Fuel Tank Straps - Dual Tank | 11 | \$ | 27.00 54.00 | \$ | 27.00 |
| | 0.00 | Dirigina i ililotta dei Tank Ottapo - Duai Tank | - | φ | 54.00 | φ | |

| 9.3 Delco 24 SI Alternator, 130 AMP 9.4 Delco 24 SI Alternator, 145 AMP 9.5 Leece-Neville Alternator, 145 AMP 9.6 Dual element air cleaner 9.7 Donaldson Single Stage Air cleaner per spec 12.1 9.8 Thumb screws for Dnldsn. Single Stage Air Cleaner. 9.9 Fuel/water separator/heated/ Thermostatically controlled, (Brand) 9.10 Davco 382 fuel/water separator, non heated 9.11 Non-heated fuel/water separator, Racor 1000 FH 9.12 Coolant spin on filter/conditioner 9.13 Front engine powered take off adapter and radiator cut out 9.14 Air applied fan drive, Borg Warner Cool Logic Fan 9.15 Air applied fan drive, (Brand) 9.16 Viscous fan drive 9.17 Radiator hose package (Silicone) per Spec 12.2 9.18 Curved exhaust pipe end 9.19 Fuel tank per specification12.7 9.20 Engine block heater | 2.00 | \$ 18.00 \$ 93.00 \$ 59.00 |
|---|--|--|
| 9.2 Delco 35 SI Brushless Alternator, 135 AMP 9.3 Delco 24 SI Alternator, 130 AMP 9.4 Delco 24 SI Alternator, 145 AMP 9.5 Leece-Neville Alternator, 145 AMP 9.6 Dual element air cleaner 9.7 Donaldson Single Stage Air cleaner per spec 12.1 9.8 Thumb screws for Dnldsn. Single Stage Air Cleaner. 9.9 Fuel/water separator/heated/ Thermostatically controlled, | 2.00 | \$ - \$ 16.00 \$ - \$ 252.00 \$ - \$ - \$ - \$ - \$ 3.00 \$ 59.00 |
| 9.3 Delco 24 SI Alternator, 130 AMP 9.4 Delco 24 SI Alternator, 145 AMP 9.5 Leece-Neville Alternator, 145 AMP 9.6 Dual element air cleaner 9.7 Donaldson Single Stage Air cleaner per spec 12.1 9.8 Thumb screws for Dnldsn. Single Stage Air Cleaner. 9.9 Fuel/water separator/heated/ Thermostatically controlled, | 0.01 | \$ - \$ 16.00 \$ - \$ 252.00 \$ - \$ - \$ - \$ - \$ 18.00 \$ 93.00 \$ 59.00 |
| 9.4 Delco 24 SI Alternator, 145 AMP 9.5 Leece-Neville Alternator, 145 AMP 9.6 Dual element air cleaner 9.7 Donaldson Single Stage Air cleaner per spec 12.1 9.8 Thumb screws for Dnldsn. Single Stage Air Cleaner. 9.9 Fuel/water separator/heated/ Thermostatically controlled, (Brand) 9.10 Davco 382 fuel/water separator, non heated 9.11 Non-heated fuel/water separator, Racor 1000 FH 9.12 Coolant spin on filter/conditioner 9.13 Front engine powered take off adapter and radiator cut out 9.14 Air applied fan drive, Borg Warner Cool Logic Fan 9.15 Air applied fan drive, (Brand) 9.16 Viscous fan drive 9.17 Radiator hose package (Silicone) per Spec 12.2 9.18 Curved exhaust pipe end 9.19 Fuel tank per specification12.7 9.20 Engine block heater 1 \$ 50 | 6.00 \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | \$ 16.00 \$ - \$ 252.00 \$ - \$ - \$ - \$ - \$ 18.00 \$ 93.00 \$ 59.00 |
| 9.5 Leece-Neville Alternator, 145 AMP 9.6 Dual element air cleaner 9.7 Donaldson Single Stage Air cleaner per spec 12.1 9.8 Thumb screws for Dnldsn. Single Stage Air Cleaner. 9.9 Fuel/water separator/heated/ Thermostatically controlled, (Brand) 9.10 Davco 382 fuel/water separator, non heated 9.11 Non-heated fuel/water separator, Racor 1000 FH 9.12 Coolant spin on filter/conditioner 9.13 Front engine powered take off adapter and radiator cut out 9.14 Air applied fan drive, Borg Warner Cool Logic Fan 9.15 Air applied fan drive, (Brand) 9.16 Viscous fan drive 9.17 Radiator hose package (Silicone) per Spec 12.2 9.18 Curved exhaust pipe end 9.19 Fuel tank per specification12.7 9.20 Engine block heater \$ 56 | 4.00 \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | \$ - \$ 252.00 \$ - \$ - \$ - \$ 18.00 \$ 93.00 \$ 59.00 |
| 9.6 Dual element air cleaner 9.7 Donaldson Single Stage Air cleaner per spec 12.1 9.8 Thumb screws for Dnldsn. Single Stage Air Cleaner. 9.9 Fuel/water separator/heated/ Thermostatically controlled, | 2.00 \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | \$ - \$ 252.00 \$ - \$ - \$ - \$ 18.00 \$ 93.00 \$ 59.00 |
| 9.7 Donaldson Single Stage Air cleaner per spec 12.1 9.8 Thumb screws for Dnldsn. Single Stage Air Cleaner. 9.9 Fuel/water separator/heated/ Thermostatically controlled, | 2.00 \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | \$ 252.00 \$ - \$ - \$ - \$ 18.00 \$ 93.00 \$ 59.00 |
| 9.8 Thumb screws for Dnldsn. Single Stage Air Cleaner. 9.9 Fuel/water separator/heated/ Thermostatically controlled, | 2.00 \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | \$ 252.00 \$ - \$ - \$ - \$ 18.00 \$ 93.00 \$ 59.00 |
| 9.8 Thumb screws for Dnldsn. Single Stage Air Cleaner. 9.9 Fuel/water separator/heated/ Thermostatically controlled, | 6.00 \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | \$ - \$ - \$ - \$ 18.00 \$ 93.00 \$ 59.00 |
| (Brand) 9.10 Davco 382 fuel/water separator, non heated 9.11 Non-heated fuel/water separator, Racor 1000 FH 9.12 Coolant spin on filter/conditioner 9.13 Front engine powered take off adapter and radiator cut out 9.14 Air applied fan drive, Borg Warner Cool Logic Fan 9.15 Air applied fan drive,(Brand) 9.16 Viscous fan drive 9.17 Radiator hose package (Silicone) per Spec 12.2 9.18 Curved exhaust pipe end 9.19 Fuel tank per specification12.7 9.20 Engine block heater \$ 55 | 6.00 \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | \$ - \$ - \$ 18.00 \$ 93.00 \$ 59.00 |
| 9.10 Davco 382 fuel/water separator, non heated 9.11 Non-heated fuel/water separator, Racor 1000 FH 9.12 Coolant spin on filter/conditioner 9.13 Front engine powered take off adapter and radiator cut out 9.14 Air applied fan drive, Borg Warner Cool Logic Fan 9.15 Air applied fan drive, (Brand) 9.16 Viscous fan drive 9.17 Radiator hose package (Silicone) per Spec 12.2 9.18 Curved exhaust pipe end 9.19 Fuel tank per specification12.7 9.20 Engine block heater \$ 55 | 6.00 S 8.00 S 3.00 S 9.00 S 6.00 S 0.01 S | 5 - 5 18.00 5 93.00 5 59.00 |
| 9.11 Non-heated fuel/water separator, Racor 1000 FH 9.12 Coolant spin on filter/conditioner 9.13 Front engine powered take off adapter and radiator cut out 9.14 Air applied fan drive, Borg Warner Cool Logic Fan 9.15 Air applied fan drive, (Brand) 9.16 Viscous fan drive 9.17 Radiator hose package (Silicone) per Spec 12.2 9.18 Curved exhaust pipe end 9.19 Fuel tank per specification12.7 9.20 Engine block heater \$ 31 \$ 31 \$ 31 \$ 20 \$ 51 \$ 52 \$ 52 \$ 53 \$ 53 | 6.00 \$ 8.00 \$ 9. | \$ - \$ 18.00 \$ 93.00 \$ 59.00 |
| 9.12 Coolant spin on filter/conditioner 9.13 Front engine powered take off adapter and radiator cut out 9.14 Air applied fan drive, Borg Warner Cool Logic Fan 9.15 Air applied fan drive,(Brand) 9.16 Viscous fan drive 9.17 Radiator hose package (Silicone) per Spec 12.2 9.18 Curved exhaust pipe end 9.19 Fuel tank per specification12.7 9.20 Engine block heater 1 \$ 11 \$ 11 \$ 99 1 \$ 50 1 \$ 50 1 \$ 50 1 \$ 60 1 | 8.00 S 3.00 S 9.00 S 6.00 S 0.01 S | \$ 18.00 \$ 93.00 \$ 59.00 |
| 9.13 Front engine powered take off adapter and radiator cut out 9.14 Air applied fan drive, Borg Warner Cool Logic Fan 9.15 Air applied fan drive, | 3.00 S 9.00 S 6.00 S 0.01 S | \$ 93.00 \$ 59.00 \$ - |
| 9.14 Air applied fan drive, Borg Warner Cool Logic Fan 9.15 Air applied fan drive,(Brand) 9.16 Viscous fan drive 9.17 Radiator hose package (Silicone) per Spec 12.2 9.18 Curved exhaust pipe end 9.19 Fuel tank per specification12.7 9.20 Engine block heater 1 \$ 59 | 9.00 \$ \$ 6.00 \$ 0.01 \$ | \$ 59.00 \$ - |
| 9.15 Air applied fan drive,(Brand) 9.16 Viscous fan drive 9.17 Radiator hose package (Silicone) per Spec 12.2 1 \$ 20 9.18 Curved exhaust pipe end 1 \$ 00 9.19 Fuel tank per specification12.7 9.20 Engine block heater \$ 55 | 6.00 S 0.01 S | 5 - |
| 9.16 Viscous fan drive 9.17 Radiator hose package (Silicone) per Spec 12.2 9.18 Curved exhaust pipe end 9.19 Fuel tank per specification12.7 9.20 Engine block heater 1 \$ 20 1 \$ 20 1 \$ 20 1 \$ 20 1 \$ 30 1 \$ | 6.00 \$ 0.01 \$ | |
| 9.17 Radiator hose package (Silicone) per Spec 12.2 9.18 Curved exhaust pipe end 9.19 Fuel tank per specification12.7 9.20 Engine block heater 1 \$ 20 1 \$ 0 5 5 | 6.00 S | Ψ – |
| 9.18 Curved exhaust pipe end 9.19 Fuel tank per specification12.7 9.20 Engine block heater \$ 55 | 0.01 | \$ 26.00 |
| 9.19 Fuel tank per specification12.7 9.20 Engine block heater \$ 55 | | |
| 9.20 Engine block heater \$ 59 | 1 0 | 5 - |
| | 9.00 | |
| 9.21 In line fuel heater - Artic Fox in Line Fuel Heater \$ 359 | 9.00 | |
| 9.22 | 9.00 | p - |
| | 8.00 | |
| 9.23 Fuel cooler | 9.00 | |
| | 0.01 \$ | |
| | 5.00 \$ | |
| | 2.00 \$ | |
| | 5.00 \$ | |
| Old San | 0.01 \$ | THE RESIDENCE OF THE PARTY OF T |
| M' 1111 111 111 1055 1 | 5.00 \$ | |
| AL SU ALL COO AND | 5.00 \$ | Contract of the Party of the Pa |
| | _ | |
| Ψ 30 | 3.00 \$ | THE RESIDENCE PARTY AND PERSONS ASSESSED. |
| Ψ 10 | 1.00 \$ | |
| | 5.00 \$ | |
| NA '' DAY I 000 (07 4 07 1) ' | 3.00 \$ | |
| | 9.00 \$ | |
| | 3.00 \$ | |
| | 2.00 \$ | - |
| | 1.00 \$ | 114.00 |
| | 0.00 \$ | - |
| 9.40 Racor fuel filter 1000 FH, 12V electrical heater with Mack integral fuel- | | |
| | 5.00 \$ | - |
| 9.41 120V, 1500W block heater with 150W oil pan heater wired to same | | |
| | 1.00 \$ | - |
| | 3.00 \$ | 48.00 |
| 9.43 Tether device -furnish cap retainer for oil fill, radiator overflow tank, | | |
| | 0.00 \$ | - |
| 9.44 Rear engine PTO (Repto) \$ 1,658 | 3.00 \$ | |
| 9.45 Transmission rear mounted PTO \$ 317 | 7.00 \$ | - |
| 9.46 Furnish transmission thru shaft for local installation of RMPTO for | | |
| | 7.00 \$ | |
| 9.47 Provision for local installation of rear mounted PTO (lower center) | | |
| includes dash mounted indicator light \$ 144 | | |
| | 7.00 \$ | |
| 9.49 PTO switch and light with wiring and piping \$ 142 | 2.00 \$ | |

| | | | ······································ | |
|------|-------|-------------|--|----------|
| Code | Spec# | Description | Qty Price | Subtotal |

10.0 TRANSMISSION OPTIONS:

(After the first five listed options, list manual and automatic transmission options. List make and model, # of speeds, type of shifting and whether or not transmission includes PTO gear(s) or not). Example:Allison 3000 HS, 5 speed, push button, no PTO.

| | | | 5 | | |
|-------|---|-----|----|-----------|--------------------|
| 10.1 | 2 plate 14" ceramic clutch option for manual transmission | | | | \$ _ |
| 10.2 | 2 plate 15½" ceramic clutch option for manual transmission | | \$ | 0.01 | \$ _ |
| 10.3 | External grease fitting for throw out bearing | | \$ | 7.00 | \$ - |
| 10.4 | Adjustment free option for 2 plate clutches | | \$ | 105.00 | \$ - |
| 10.5 | Synthetic (TranSynd) lubrication for Automatic Transmission | 1 | \$ | 336.00 | \$ 336.00 |
| 10.6 | Synthetic lubrication for manual transmission | | \$ | 64.00 | \$ _ |
| 10.7 | Allison 3000-RDS 6 spd push button, PTO | | \$ | 5,300.00 | \$ - |
| 10.8 | Allison 3000-RDS 6 spd with retarder push button, PTO | | \$ | 8,700.00 | \$ - |
| 10.9 | Allison 3000-EVS 6 spd push button, PTO | | \$ | 6,192.00 | \$ - |
| 10.10 | Allison 4500-RDS 6 spd, push button, PTO | | \$ | 11,600.00 | \$ - |
| 10.11 | Allison 4500-RDS-R 6 spd, with retarder, push button, PTO | 4 | \$ | 16,850.00 | \$ - |
| 10.12 | Allison 4000-RDS 5/6 spd, push button, PTO | 1 | \$ | 11,200.00 | \$ 11,200.00 |
| 10.13 | Allison 4000-EVS 6 spd, push button, PTO | | \$ | 13,664.00 | \$ - |
| 10.14 | Allison 4500-EVS 6 spd, push button, PTO | | \$ | 14,273.00 | \$ - |
| 10.15 | Mack TM308M, 8 speed manual transmission, PTO | | \$ | 918.00 | \$ _ |
| 10.17 | Mack TM309M, 9 speed manual transmission, PTO | - | \$ | 1,405.00 | \$ _ |
| 10.18 | Mack T309, 9 speed manual transmission, PTO | | \$ | 902.00 | \$ - |
| 10.19 | Mack T309LR, 9 speed manual transmisssion, PTO | | \$ | 1,093.00 | \$ - |
| 10.20 | Fuller RTX-14609B, 9 speed manual trans, PTO | | \$ | 366.00 | \$ - |
| 10.21 | Fuller RTX-16709B, 9 speed manual trans, PTO | | \$ | 1,006.00 | \$ - |
| 10.22 | Mack T310, 10 speed manual transmission, PTO | | \$ | 926.00 | \$ - |
| 10.23 | Mack T310M, 10 speed manual transmission, PTO | | \$ | 1,794.00 | \$ - |
| 10.24 | Mack T310ME, 10 speed manual trans, PTO | | \$ | 1,890.00 | \$ - |
| 10.25 | Mack T310MLR, 10 speed manual trans, PTO | | \$ | 1,986.00 | \$ - |
| 10.26 | Fuller FRO-14210C, 10 speed manual trans, PTO | | \$ | 400.00 | \$ _ |
| 10.27 | Fuller RTO-14908LL, 10 speed manual trans, PTO | | \$ | 1,514.00 | \$ |
| 10.28 | Fuller FRO-12210C, 10 speed manual trans, PTO | | \$ | 31.00 | \$ - |
| 10.29 | Fuller FRO-13210C, 10 speed manual trans, PTO | | \$ | 157.00 | \$ - |
| 10.30 | Fuller FRO-15210C, 10 speed manual trans, PTO | | \$ | 719.00 | \$ - |
| 10.31 | Fuller FRO-16210C, 10 speed manual trans, PTO | VA. | \$ | 1,017.00 | \$ <u>-</u> |
| 10.32 | Fuller RTO-16908LL, 10 speed manual trans, PTO | | \$ | 2,053.00 | \$ - |
| 10.33 | Fuller FRO-18210C, 10 speed manual trans, PTO | | \$ | 1,931.00 | \$ - |
| 10.34 | Fuller RTO-14908ALL, 11 spd manual trans, PTO | | \$ | 1,163.00 | \$ - |
| 10.35 | Fuller RTO-16908ALL, 11 spd manual trans, PTO | | \$ | 1,686.00 | \$ - |
| 10.36 | Mack T313LR, 13 speed manual transmission, PTO | | \$ | 2,033.00 | \$ |
| 10.37 | Mack T313, 13 speed manual transmission, PTO | | \$ | 1,890.00 | \$ - |
| 10.38 | Fuller RTLO-14913A, 13 spd manual trans, PTO | | \$ | 2,512.00 | \$ - |
| 10.39 | Fuller RTLO-16913A, 13 spd manual trans, PTO | | \$ | 2,711.00 | \$ - |
| 10.40 | Fuller RTLO-18913A, 13 spd manual trans, PTO | | \$ | 3,230.00 | \$ - |
| 10.41 | Fuller RTO-14915, 15 spd manual trans, PTO | | \$ | 891.00 | \$ - |
| 10.42 | Fuller RTO-16915, 15 spd manual trans, PTO | | \$ | 1,603.00 | \$ _ |
| 10.43 | Mack T318LR, 18 speed manual transmission, PTO | | \$ | 2,150.00 | \$ |
| 10.44 | Mack T318, 18 speed manual transmission, PTO | | \$ | 2,057.00 | \$ - |
| 10.45 | Fuller RTLO-14918B, 18 spd manual trans, PTO | | \$ | 2,663.00 | \$ - |
| 10.46 | Fuller RTLO-16918B, 18 spd manual trans, PTO | | \$ | 3,138.00 | \$ |
| 10.47 | Fuller RTLO-18918B, 18 spd manual trans, PTO | | \$ | 3,635.00 | \$ _ |
| 10.48 | Spicier clutch 15.5" for manual trans 1700 lbs | | \$ | 38.00 | \$ - |
| 10.49 | Air assist clutch | | \$ | 180.00 | \$ - |
| 10.50 | Open grated clutch pedal | | \$ | 4.00 | \$ 1- |
| 10.51 | Transmission oil cooler | 1 | \$ | 291.00 | \$ 291.00 |
| 10.52 | Driveshaft guard for center bearing | | \$ | 24.00 | \$ |
| 10.53 | Transmission dust proofing | | \$ | 32.00 | \$ |
| 10.54 | Allison shift to neutral when park brake engaged | | \$ | 166.00 | \$ - |
| 10.55 | Shift lever control for Allison | | \$ | 138.00 | \$ - |
| | 3rd or 4th gear hold for Allison transmission | | \$ | 300.00 | \$ |

| 11.10 | Code | Spec# | Description | Qty | <u></u> | Price | | Subtotal |
|---|------|-------|--|-----|----------|--|--|----------|
| 1.1.1 Resettable circuit breaker electrical protection | | 11.0 | ELECTRICAL OPTIONS: | | | | | |
| 1 | - | | Resettable circuit breaker electrical protection | 1 | \$ | 0.01 | \$ | 0.01 |
| 1.1,3 Solid state circuit protection | | | Automatic reset circuit breakers - Some | 1 | _ | 0.01 | \$ | 0.01 |
| 1.1.4 Circuit box under hood or end of frame, each 1 \$ 0.01 \$ 0.01 | | | Solid state circuit protection | | | | \$ | _ |
| 11.5 | | | | 1 | \$ | 0.01 | | 0.01 |
| 11.6 Remote jump start terminals | | | | | | | _ | |
| 11.7 | | | | | | | _ | _ |
| 11.8 | | | | | <u> </u> | 101.00 | | - |
| 11.9 3000 CCA batteries in lieu of 1950 CCA | | | | | \$ | 24.00 | | - |
| 1.10 3 each 650/1950 CCA batteries in lieu of 2 each batteries 1 \$ 0.01 \$ 0.01 | | | | | | | - | - |
| 1.1.11 Battery box aft of cab | | | A CONTROL OF THE PROPERTY OF T | 1 | 1000 | | | 0.01 |
| 11.12 Grote 44710 flasher | | | | | Ψ | 0.01 | _ | |
| 11.13 Signal Stat 935 turn signal per Spec 12.6 S 90.00 S | | | | | \$ | 20.00 | - | |
| 1.1.14 Auxiliary customer access circuits | | | - 17:10:17:70; | | | | | |
| 1.1.15 | | | | _ | Ψ | 00.00 | | |
| ### wiring terminated near headlights, for customer mounted auxiliary snowplow lights. 1.1.16 Power source terminal-2 stud type-mounted on firewall or inside cab with ground to frame rail and to starter, with 6 gauge wire. 11.17 ighted switches, ignition control; switches will control relays which will feed stud type juction block mounted inside cab. 11.18 Vehicle speed sensor with speed signal at fuse panel for sander ground speed control system. 11.19 Dash mounted indicator body/hoist up body builder lamp \$ 65.00 \$ 11.20 RH/LH led work light on both side of truck \$ 10.00 \$ 11.21 Polished aluminum battery box cover \$ 47.00 \$ 11.22 Battery shock pad \$ 4.00 \$ 11.23 Body Link w/cab floor pass thru hole/rubber bot \$ 1.00 \$ 11.24 Body Link w/cab floor pass thru hole/rubber bot \$ 0.01 \$ 0.01 \$. 11.25 2 Extra dash mounted illuminated toggle switches \$ 14.00 \$ 11.26 One extra dash mounted rocker switch thru battery for local installed items \$ 8.00 \$ 11.29 Eight switches - rotate light, bat switch, strobe light, sander light, load light, tail gate lock, chain light, alternating light \$ 8.00 \$ 1.00 \$. 11.29 Eight switches - rotate light, bat switch, strobe light, sander light, load light, tail gate lock, chain light, alternating light \$ 8.00 \$ \$. 11.30 Back up alarm with intermittent feature (Ambient noise sensitive) \$ 8.90 \$ \$. 11.31 Ecco back-up alarm S78 constant sound level \$ 8.90 \$ \$. 11.33 Pollak 41-722 constant audible (mounted on rear crossmenber) \$ 72.00 \$ 11.34 Fog lights provisions - includes dash control & wiring for local installed installation of fog lights \$ 8.00 \$ \$. 11.35 Control of the switch of th | | | 197/ | | | | Ψ | |
| 1.16 Power source terminal-2 stud type-mounted on firewall or inside cab with ground to frame rail and to starter, with 6 gauge wire. | | 11.15 | | | 100 | | | |
| 11.16 Power source terminal-2 stud type-mounted on firewall or inside cab with ground to frame rail and to starter, with 6 gauge wire. | | | | 1 | \$ | 72.00 | \$ | 72.00 |
| 11.17 | | 11 16 | | | + | . 2.00 | Ť | |
| 11.17 lighted switches, ignition control; switches will control relays which will feed stud type juction block mounted inside cab. 1.18 Vehicle speed sensor with speed signal at fuse panel for sander ground speed control system. 1 \$ 10.00 \$ 10.00 \$ 11.00 11.19 Dash mounted indicator body/hoist up body builder lamp \$ 65.00 \$ - 11.20 RH/LH led work light on both side of truck \$ 103.00 \$ - 11.21 Polished aluminum battery box cover \$ 47.00 \$ - 11.22 Battery shock pad \$ 4.00 \$ - 11.23 Body Link w/cab floor pass thru hole/rubber boot \$ 1.00 \$ - 11.24 Body Link w/cab floor pass thru hole/rubber boot \$ 0.01 \$ 0 | | 11.10 | | | | | \$ | := |
| 11.18 Vehicle speed sensor with speed signal at fuse panel for sander ground speed control system. 1 \$ 10.00 \$ 10.00 | | 11 17 | | | | | <u> </u> | |
| 11.18 Vehicle speed sensor with speed signal at fuse panel for sander ground speed control system. 1 | | | | | g I e | | \$ | - |
| ground speed control system. 1 \$ 10.00 \$ 10.00 11.19 Dash mounted indicator body/hoist up body builder lamp 11.20 RH/LH led work light on both side of truck 11.21 Polished aluminum battery box cover 11.22 Battery shock pad 11.23 Body Link wicab floor pass thru hole/rubber boot 11.24 Body Link wicab floor pass thru hole/rubber boot 11.25 Cover extra dash mounted illuminated toggle switches 11.26 One extra dash mounted rocker switch thru battery for local installed items 11.27 One extra dash mounted rocker switch thru ignition for local installed items 11.28 Six extra switches 2-15A ignition, 1-20A ignition, 1-10A ignition, 1-5A battery, & 1-20A battery 11.29 Eight switches - rotate light, bat switch, strobe light, sander light, load light, tail gate lock, chain light, alternating light 11.30 Back up alarm with intermittent feature (Ambient noise sensitive) 11.31 Ecco back-up alarm S75 constant sound level 11.32 Ecco back-up alarm S75 constant sound level 11.33 Pollak 41-722 constant audible (mounted on rear crossmenber) 11.34 Fog lights provisions - includes dash control & wiring for local installation of fog lights 11.35 Rear brake lights circuit activated when spring brakes are applied and key in run position - no tail lights 11.36 Rear brake lights circuit activated when spring brakes are applied and key in run position - no tail lights 11.36 Rear brake lights circuit activated when spring brakes are applied and key in run position - no tail lights 11.35 Omit rear tail lights 11.36 Dry et all lights 11.37 Omit rear tail lights 11.38 Leco by et all lights 11.39 Leco by et all lights 11.30 Leco by et all lights 11.31 Tridon EL12 electro/mechanical option signal flasher 11.42 Trailer hook-up light 11.43 Three Mack 800 CCA AGM Long Life Batteries 11.34 Chassis & power harmess with heavy duty casing 11.35 Leco back-up alarm solid state heavy duty flasher 11.40 Trailer hook-up light 11.41 Truckilte ultraflash solid state heavy duty flasher 11.42 Trailer hook-up light | | 11.18 | | | | | | |
| 11.20 RH/LH led work light on both side of truck \$ 103.00 \$ -1 | | | | 1 | \$ | 10.00 | \$ | 10.00 |
| 11.20 RH/LH led work light on both side of truck \$ 103.00 \$ - 11.21 | | 11.19 | Dash mounted indicator body/hoist up body builder lamp | | | 65.00 | \$ | - |
| 11.21 Polished aluminum battery box cover | | | RH/LH led work light on both side of truck | | \$ | 103.00 | \$ | _ |
| 11.22 Battery shock pad | | | Polished aluminum battery box cover | | \$ | 47.00 | \$ | - |
| 11.23 Body Link w/cab floor pass thru hole/rubber boot 1 \$ 0.01 \$ 0.01 | | | | | | 4.00 | \$ | _ |
| 11.24 Body Link w/o cab floor pass thru hole/rubber boot 1 | | | | | | 1.00 | \$ | - |
| 11.25 2 Extra dash mounted illuminated toggle switches \$ 14.00 \$ - 11.26 One extra dash mounted rocker switch thru battery for local installed items \$ 8.00 \$ - 11.27 One extra dash mounted rocker switch thru ignition for local installed items \$ 8.00 \$ - 11.27 One extra dash mounted rocker switch thru ignition for local installed items \$ 8.00 \$ - 12.27 Six extra switches 2-15A ignition, 1-20A ignition, 1-10A ignition, 1-5A battery, & 1-20A battery \$ 101.00 \$ - 12.29 Eight switches - rotate light, bat switch, strobe light, sander light, load light, tail gate lock, chain light, alternating light \$ 163.00 \$ 163.00 \$ 1 | | | The second was a contract to the second of t | 1 | \$ | 0.01 | \$ | 0.01 |
| 11.26 One extra dash mounted rocker switch thru battery for local installed items 11.27 One extra dash mounted rocker switch thru ignition for local installed items 11.28 Six extra switches 2-15A ignition, 1-20A ignition, 1-10A ignition, 1-5A battery, & 1-20A battery 11.29 Eight switches - rotate light, bat switch, strobe light, sander light, load light, tall gate lock, chain light, alternating light 11.30 Back up alarm with intermittent feature (Ambient noise sensitive) 11.31 Ecco back-up alarm 575 constant sound level 11.32 Ecco back-up alarm S75 constant sound level 11.33 Pollak 41-722 constant audible (mounted on rear crossmenber) 11.34 Fog lights 11.35 Fog lights provisions - includes dash control & wiring for local installation of fog lights 11.36 Rear brake lights circuit activated when spring brakes are applied and key in run position - no tail lights 11.37 Omit rear tail lights 11.38 Incandescent tail lights 11.39 LED type tail lights 11.30 LED type tail lights 11.31 Tridon EL12 electro/mechanical option signal flasher 11.40 Tridon EL12 electro/mechanical option signal flasher 11.41 Trucklite ultraflash solid state heavy duty flasher 11.42 Trailer nook-up light 11.43 Three Mack 800 CCA AGM Long Life Batteries 11.44 Chassis & power harness with heavy duty casing | | | | | | 14.00 | \$ | - |
| Second S | | | One extra dash mounted rocker switch thru battery for local installed | | | | | |
| Six extra switches 2-15A ignition, 1-20A ignition, 1-10A ignition, 1-5A battery, & 1-20A battery \$ 101.00 \$ | | | 10 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | | \$ | 8.00 | \$ | - |
| 11.28 Six extra switches 2-15A ignition, 1-20A ignition, 1-10A ignition, 1-5A battery, & 1-20A battery \$ 101.00 \$ - 11.29 Eight switches - rotate light, bat switch, strobe light, sander light, load light, tail gate lock, chain light, alternating light 1 \$ 163.00 \$ 163.00 11.30 Back up alarm with intermittent feature (Ambient noise sensitive) \$ 89.00 \$ - 11.31 Ecco back-up alarm 575 constant sound level 1 \$ 68.00 \$ 68.00 11.32 Ecco back-up alarm SA917 ambient noise sensitive 1 \$ 68.00 \$ 68.00 11.33 Pollak 41-722 constant audible (mounted on rear crossmenber) \$ 72.00 \$ - 11.34 Fog lights \$ 84.00 \$ - 11.35 Fog lights provisions - includes dash control & wiring for local installation of fog lights \$ 11.00 \$ - 11.36 Rear brake lights circuit activated when spring brakes are applied and key in run position - no tail lights \$ 11.00 \$ - 11.37 Omit rear tail lights \$ (39.00) \$ - 11.38 Incandescent tail lights \$ (39.00) \$ - 11.39 LED type tail lights \$ 83.00 \$ - 11.30 Tridon EL12 electro/mechanical option signal flasher \$ 46.00 \$ - 11.41 Trucklite ultraflash solid state heavy duty flasher \$ 46.00 \$ - 11.42 Trailer hook-up light \$ 33.00 \$ - 11.43 Three Mack 800 CCA AGM Long Life Batteries \$ 238.00 \$ - 13.44 Chassis & power harness with heavy duty casing \$ 139.00 \$ - | | 11.27 | One extra dash mounted rocker switch thru ignition for local installed | | | | | |
| battery, & 1-20A battery \$ 101.00 \$ - | | | items | | \$ | 8.00 | \$ | - |
| Eight switches - rotate light, bat switch, strobe light, sander light, load light, tail gate lock, chain light, alternating light 1 \$ 163.00 \$ 163.00 11.30 Back up alarm with intermittent feature (Ambient noise sensitive) 11.31 Ecco back-up alarm 575 constant sound level 1 \$ 68.00 \$ 68.00 11.32 Ecco back-up alarm SA917 ambient noise sensitive 11.33 Pollak 41-722 constant audible (mounted on rear crossmenber) 12.34 Fog lights 13.35 Fog lights provisions - includes dash control & wiring for local installation of fog lights 13.36 Rear brake lights circuit activated when spring brakes are applied and key in run position - no tail lights 13.37 Omit rear tail lights 13.38 Incandescent tail light module 14.39 LED type tail lights 15.40 S 180.00 17.40 Tridon EL12 electro/mechanical option signal flasher 17.41 Trucklite ultraflash solid state heavy duty flasher 17.42 Trailer hook-up light 18.40 S 238.00 \$ - 17.44 Three Mack 800 CCA AGM Long Life Batteries 18.40 S 238.00 \$ - 18.40 S 238.00 \$ - 18.40 S 33.00 \$ - 18.40 S 33.00 \$ - 18.40 S 33.00 \$ - 18.41 Three Mack 800 CCA AGM Long Life Batteries 18.42 S 33.00 \$ - 19.44 Chassis & power harness with heavy duty casing | | 11.28 | Six extra switches 2-15A ignition, 1-20A ignition, 1-10A ignition, 1-5A | | | | | |
| light, tail gate lock, chain light, alternating light | | | | | \$ | 101.00 | \$ | |
| 11.30 Back up alarm with intermittent feature (Ambient noise sensitive) \$ 89.00 \$ - 1 | | 11.29 | | | | | | |
| 11.31 Ecco back-up alarm 575 constant sound level 1 \$ 68.00 \$ 68.00 11.32 Ecco back-up alarm SA917 ambient noise sensitive \$ 89.00 \$ - 11.33 Pollak 41-722 constant audible (mounted on rear crossmenber) \$ 72.00 \$ - 11.34 Fog lights \$ 84.00 \$ - 11.35 Fog lights provisions - includes dash control & wiring for local installation of fog lights \$ 11.00 \$ - 11.36 Rear brake lights circuit activated when spring brakes are applied and key in run position - no tail lights \$ 47.00 \$ - 11.37 Omit rear tail lights \$ (39.00) \$ - 11.38 Incandescent tail light module \$ 83.00 \$ - 11.39 LED type tail lights 1 \$ 180.00 \$ 180.00 11.40 Tridon EL12 electro/mechanical option signal flasher \$ 4.00 \$ - 11.41 Trucklite ultraflash solid state heavy duty flasher \$ 46.00 \$ - 11.42 Trailer hook-up light \$ 33.00 \$ - 11.43 Three Mack 800 CCA AGM Long Life Batteries \$ 238.00 \$ - 13.44 Chassis & power harness with heavy duty casing \$ 139.00 | | | | 1 | | | | 163.00 |
| 11.32 Ecco back-up alarm SA917 ambient noise sensitive \$89.00 \$ - 11.33 Pollak 41-722 constant audible (mounted on rear crossmenber) \$72.00 \$ - 11.34 Fog lights \$84.00 \$ - 11.35 Fog lights provisions - includes dash control & wiring for local installation of fog lights \$11.00 \$ - 11.36 Rear brake lights circuit activated when spring brakes are applied and key in run position - no tail lights \$11.00 \$ - 11.37 Omit rear tail lights \$139.00 \$ - 11.38 Incandescent tail light module \$83.00 \$ - 11.39 LED type tail lights \$180.00 \$ 180.00 11.40 Tridon EL12 electro/mechanical option signal flasher \$4.00 \$ - 11.41 Trucklite ultraflash solid state heavy duty flasher \$46.00 \$ - 11.42 Trailer hook-up light \$33.00 \$ - 11.43 Three Mack 800 CCA AGM Long Life Batteries \$238.00 \$ - 13.44 Chassis & power harness with heavy duty casing \$139.00 \$ - | | | | | 1000 | | | - |
| 11.33 Pollak 41-722 constant audible (mounted on rear crossmenber) 11.34 Fog lights Fog lights provisions - includes dash control & wiring for local installation of fog lights 11.35 Rear brake lights circuit activated when spring brakes are applied and key in run position - no tail lights 11.37 Omit rear tail lights 11.38 Incandescent tail light module 11.39 LED type tail lights 10.00 \$ | | 11.31 | | 1 | | Andreaning | | 68.00 |
| Fog lights Fog lights provisions - includes dash control & wiring for local installation of fog lights 11.35 Fog lights provisions - includes dash control & wiring for local installation of fog lights 11.36 Rear brake lights circuit activated when spring brakes are applied and key in run position - no tail lights 11.37 Omit rear tail lights 11.38 Incandescent tail light module 11.39 LED type tail lights 1 \$ 180.00 \$ - 180.00 11.40 Tridon EL12 electro/mechanical option signal flasher 11.41 Trucklite ultraflash solid state heavy duty flasher 11.42 Trailer hook-up light 11.43 Three Mack 800 CCA AGM Long Life Batteries 13.44 Chassis & power harness with heavy duty casing \$ 44.00 \$ - 180. | | | Ecco back-up alarm SA917 ambient noise sensitive | | \$ | 89.00 | \$ | - |
| Fog lights provisions - includes dash control & wiring for local installation of fog lights 11.36 Rear brake lights circuit activated when spring brakes are applied and key in run position - no tail lights 11.37 Omit rear tail lights 11.38 Incandescent tail light module 11.39 LED type tail lights 1 \$ 180.00 \$ - 11.40 Tridon EL12 electro/mechanical option signal flasher 11.41 Trucklite ultraflash solid state heavy duty flasher 11.42 Trailer hook-up light 13.44 Chassis & power harness with heavy duty casing 11.39 LED type tail lights 1 \$ 180.00 \$ - 180.0 | | 11.33 | Pollak 41-722 constant audible (mounted on rear crossmenber) | | \$ | 72.00 | \$ | _ |
| installation of fog lights Rear brake lights circuit activated when spring brakes are applied and key in run position - no tail lights 11.37 Omit rear tail lights 11.38 Incandescent tail light module 11.39 LED type tail lights 11.40 Tridon EL12 electro/mechanical option signal flasher 11.41 Trucklite ultraflash solid state heavy duty flasher 11.42 Trailer hook-up light 11.43 Three Mack 800 CCA AGM Long Life Batteries 13.44 Chassis & power harness with heavy duty casing 11.36 Rear brake lights solid state when spring brakes are applied and separate spring brakes are applied and spring brakes a | | 11.34 | Fog lights | | \$ | 84.00 | \$ | - |
| Rear brake lights circuit activated when spring brakes are applied and key in run position - no tail lights 11.37 Omit rear tail lights 11.38 Incandescent tail light module 11.39 LED type tail lights 1 \$ 180.00 \$ - 180.00 11.40 Tridon EL12 electro/mechanical option signal flasher 11.41 Trucklite ultraflash solid state heavy duty flasher 11.42 Trailer hook-up light 11.43 Three Mack 800 CCA AGM Long Life Batteries 13.44 Chassis & power harness with heavy duty casing \$ 47.00 \$ - 1 | | 11.35 | | | | | | |
| key in run position - no tail lights \$ 47.00 \$ - 11.37 Omit rear tail lights \$ (39.00) \$ - 11.38 Incandescent tail light module \$ 83.00 \$ - 11.39 LED type tail lights 1 \$ 180.00 \$ 180.00 11.40 Tridon EL12 electro/mechanical option signal flasher \$ 4.00 \$ - 11.41 Trucklite ultraflash solid state heavy duty flasher \$ 46.00 \$ - 11.42 Trailer hook-up light \$ 33.00 \$ - 11.43 Three Mack 800 CCA AGM Long Life Batteries \$ 238.00 \$ - 13.44 Chassis & power harness with heavy duty casing \$ 139.00 \$ - | | | | | \$ | 11.00 | \$ | - |
| 11.37 Omit rear tail lights \$ (39.00) \$ - 11.38 Incandescent tail light module \$ 83.00 \$ - 11.39 LED type tail lights 1 \$ 180.00 \$ 180.00 11.40 Tridon EL12 electro/mechanical option signal flasher \$ 4.00 \$ - 11.41 Trucklite ultraflash solid state heavy duty flasher \$ 46.00 \$ - 11.42 Trailer hook-up light \$ 33.00 \$ - 11.43 Three Mack 800 CCA AGM Long Life Batteries \$ 238.00 \$ - 13.44 Chassis & power harness with heavy duty casing \$ 139.00 \$ - | | 11.36 | | | | | | |
| 11.38 Incandescent tail light module \$ 83.00 \$ - 11.39 LED type tail lights 1 \$ 180.00 \$ 180.00 11.40 Tridon EL12 electro/mechanical option signal flasher \$ 4.00 \$ - 11.41 Trucklite ultraflash solid state heavy duty flasher \$ 46.00 \$ - 11.42 Trailer hook-up light \$ 33.00 \$ - 11.43 Three Mack 800 CCA AGM Long Life Batteries \$ 238.00 \$ - 13.44 Chassis & power harness with heavy duty casing \$ 139.00 \$ - | | | | | | | | _ |
| 11.39 LED type tail lights 1 \$ 180.00 \$ 180.00 11.40 Tridon EL12 electro/mechanical option signal flasher \$ 4.00 \$ - 11.41 Trucklite ultraflash solid state heavy duty flasher \$ 46.00 \$ - 11.42 Trailer hook-up light \$ 33.00 \$ - 11.43 Three Mack 800 CCA AGM Long Life Batteries \$ 238.00 \$ - 13.44 Chassis & power harness with heavy duty casing \$ 139.00 \$ - | | 11.37 | · | | _ | | - | _ |
| Tridon EL12 electro/mechanical option signal flasher 11.41 Trucklite ultraflash solid state heavy duty flasher 11.42 Trailer hook-up light 11.43 Three Mack 800 CCA AGM Long Life Batteries 13.44 Chassis & power harness with heavy duty casing \$ 4.00 \$ - \$ 46.00 \$ - \$ 33.00 \$ - \$ 238.00 \$ - \$ 139.00 \$ - | | 11.38 | | | | The second secon | | - |
| 11.41 Trucklite ultraflash solid state heavy duty flasher \$ 46.00 \$ - 11.42 Trailer hook-up light \$ 33.00 \$ - 11.43 Three Mack 800 CCA AGM Long Life Batteries \$ 238.00 \$ - 13.44 Chassis & power harness with heavy duty casing \$ 139.00 \$ - | | 11.39 | | 1 | | 5.5.17.190°-V.030,6V.HV | - | 180.00 |
| 11.42 Trailer hook-up light \$ 33.00 \$ - 11.43 Three Mack 800 CCA AGM Long Life Batteries \$ 238.00 \$ - 13.44 Chassis & power harness with heavy duty casing \$ 139.00 \$ - | | | | · | 1000 | | - | - |
| 11.43 Three Mack 800 CCA AGM Long Life Batteries \$ 238.00 \$ - 13.44 Chassis & power harness with heavy duty casing \$ 139.00 \$ - | | | | | | | | _ |
| 13.44 Chassis & power harness with heavy duty casing \$ 139.00 \$ - | | 11.42 | | | | | THE OWNER OF THE OWNER, | _ |
| | | | | | | | _ | |
| 13.45 Dash mounted switch for strobe light \$ 74.00 \$ - | | | | | | | | |
| | | 13.45 | Dash mounted switch for strobe light | | \$ | /4.00 | \$ | |

| Code | Spec# | Description | Qty | ······ | Price | | Subtotal |
|------|-------|--|-----|---------|--------|----|----------|
| Coue | 12.0 | CAB EXTERIOR OPTIONS: | i | i | 1 1100 | | Captotai |
| | 12.1 | Dual electric horns | - | \$ | 4.00 | \$ | |
| _ | 12.2 | Air horns, dual, round, with snow shields | | \$ | 86.00 | \$ | |
| | 12.3 | Dual rectangular air horns | - | \$ | 66.00 | \$ | _ |
| | 12.4 | Fender mirrors per Spec 12.4 | | \$ | 108.00 | \$ | _ |
| | 12.5 | Heated mirrors per Spec 12.5XBulldogWest Coast | | Ψ- | 100.00 | Ψ | |
| | 12.0 | Areo | 1 | \$ | 99.00 | \$ | 99.00 |
| | 12.6 | Remote control for R.H. mirror & heatedBulldog | | - | 00.00 | | |
| | 12.0 | West CoastAreo | | \$ | 343.00 | \$ | |
| | 12.7 | Remote control for dual mirrors & heatedBulldog | | | | | |
| | | West CoastAreo | | \$ | 430.00 | \$ | - |
| | 12.8 | Upcharge for cab extension or larger cab | | | | \$ | _ |
| | 12.9 | Severe duty aluminum cab option | - | | | \$ | - |
| | 12.10 | Dupont Highway orange paint or equal | | \$ | 32.00 | \$ | =: |
| | 12.11 | Premium paint color option | | \$ | 137.00 | \$ | - |
| | 12.12 | Imron paint option | | \$ | 0.01 | \$ | - |
| | 12.13 | Imron and clear coat paint option | 1 | \$ | 128.00 | \$ | 128.00 |
| | 12.14 | Top of hood painted flat black | | \$ | 501.00 | \$ | _ |
| | 12.15 | Cab Air Ride Suspension | 1 | \$ | 0.01 | \$ | 0.01 |
| | 12.16 | Tilting hood per Spec 12.8 | | \$ | 0.01 | \$ | - |
| | 12.17 | Butterfly option on hood | - | \$ | 374.00 | \$ | - |
| | 12.18 | Transverse hood opening w/setback axle | | | | \$ | |
| | 12.19 | Front fender mounted turn signals | | o'lle i | | \$ | - |
| | 12.20 | Cab visor, external, painted to match cab color | 1 | \$ | 131.00 | \$ | 131.00 |
| | 12.21 | Front fender extensions | 1 | \$ | 95.00 | \$ | 95.00 |
| | 12.22 | Front fender mud flaps | - | | | \$ | _ |
| | 12.23 | Arctic winter wiper blades | 1 | \$ | 16.00 | \$ | 16.00 |
| | 12.24 | Optional windshield washer tank | 1 | \$ | 24.00 | \$ | 24.00 |
| | 12.25 | Per truck charge for all trucks, key identical | | \$ | 18.00 | \$ | |
| | 12.26 | RH observation prism window in door | vi | \$ | 44.00 | \$ | - |
| | 12.27 | Spotlight LH, RH, or roof mounted each | | 11/1 | | \$ | - |
| | 12.28 | Front tow hooks | 1 | \$ | 0.01 | \$ | 0.01 |
| | 12.29 | Rear tow hooks | | \$ | 20.00 | \$ | = |
| | 12.30 | Heated electric wiper blades | | \$ | 107.00 | \$ | 20 |
| | 12.31 | Heated windshield | 1 | \$ | 399.00 | \$ | 399.00 |
| | 12.32 | One piece windshield | | \$ | 75.00 | \$ | - |
| | 12.33 | Tinted windshield and sides w/50% transmittance gray, tinted rear | | | | | |
| | | window | | \$ | 16.00 | \$ | <u>-</u> |
| | 12.34 | Bright finish hood intake | 1 | \$ | 13.00 | - | 13.00 |
| | 12.35 | Bright finish bars with surround grille | | \$ | 81.00 | \$ | _ |
| | 12.36 | Bright finish bars with surround grille with front frame extension | | \$ | 218.00 | \$ | - |
| | 12.37 | Bright finish grille | | \$ | 29.00 | \$ | |
| | 12.38 | Bullet type chrome marker & clearance lights | | \$ | 42.00 | \$ | _ |
| | 12.39 | Led type marker & clearance lights | 1 | \$ | 69.00 | \$ | 69.00 |
| | 12.40 | RH tool box mounted on frame rail | | \$ | 201.00 | \$ | |
| | 12.41 | Bug deflector mounted on hood - N/A with butterfly hood | | \$ | 68.00 | \$ | 2 |
| | 12.42 | Hood insulation - N/A with inspection hatch | | \$ | 0.01 | \$ | _ |
| | 12.43 | Heated convex mirrors | | \$ | 30.00 | \$ | |
| | 12.44 | Electronic keyless entry | | \$ | 118.00 | \$ | |
| | 12.45 | Bright finish RH fender mirror | | \$ | 52.00 | \$ | |
| | 12.46 | Stainless steel exterior sun visor | | \$ | 225.00 | \$ | |
| | 12.47 | Bright Finsh hood latches | | \$ | 81.00 | \$ | |
| | 12.48 | 10" round bright finish heated fender mirrors | 1 | \$ | 223.00 | \$ | 223.00 |
| | | | | | | | |

| 13.0 CAB INTERIOR OPTIONS: | | | - · · · · · · · · · · · · · · · · · · · | ., | | | | |
|--|------|--------|--|-----|--------|--|--------------------|--|
| 13.1 Medium grade interior trim package | Code | Spec# | Description | | | | | |
| 13.1 A Sendstone Color with woodgrain instrument panel \$ 310.00 \$ | | 13.0 | | _ | | | | |
| 13.16 Sindstone Color with brushed metalic instrument panel 1 5 310.00 \$. | | 13.1 | Medium grade interior trim package | 8 | | | | |
| 13.16 Sandstone Color with broshed metalic instrument panel \$ 310.00 \$ | | 13.1A | Sandstone Color with woodgrain instrument panel | | \$ | 310.00 | \$ | - |
| 13.10 Slate Gray Color with brushed metalic instrument panel 1 \$ 310.00 \$ 310.00 | | 13.1 B | Sandstone Color with brushed metalic instrument panel | | | | \$ | _ |
| 13.22 Premium grade interior trim package | | 13.1C | Slate Gray Color with woodgrain instrument panel | | \$ | 310.00 | \$ | - |
| 13.28 Sandstone Color with brushed metalic instrument panel \$ 1,031,00 \$ 5 | | 13.1D | | 1 | \$ | | \$ | 310.00 |
| 13.28 Sandstone Color with woodgrain instrument panel | | 13.2 | | | | | - | |
| 13.28 Sandstone Color with brushed metalic instrument panel \$ 1,031.00 \$ | | 13.2∆ | | - | 2 | 1 031 00 | - | |
| 13.20 Slate Gray Color with woodgrain instrument panel | | | | | | | _ | |
| 13.2D Slate Gray Color with brushed metalic instrument panel \$ 1,031.00 \$ 2.01 13.4 Power window, passenger side \$ 191.00 \$ 294.00 13.5 Power window, passenger side \$ 191.00 \$ 294.00 13.6 O.E.M factory installed, AlMFM/CD with weatherband 1 \$ 149.00 \$ 149.00 13.7 AMFM premium stereo CD wiveatherband, MP3, WMA, & bluetooth \$ 330.00 \$ - 0.01 13.8 O.E.M factory installed, AlMFM/CD with weatherband 1 \$ 0.01 \$ 0.01 13.9 Cab mounted non-resetable hour meter 1 \$ 0.01 \$ 0.01 13.10 Dash mounted air cleaner air restriction gauge 1 \$ 0.01 \$ 0.01 13.11 Transmission temp gauges 1 \$ 0.01 \$ 0.01 13.12 Transmission temp gauges 1 \$ 0.01 \$ 0.01 13.13 Windshield defroster fan wiswlich dash mounted \$ 56.00 \$ - 0.01 13.16 C8 hot jacks dash mounted \$ 56.00 \$ - 0.01 13.17 Tilk & telescope steering wheel 1 \$ 0.01 \$ 0.01 13.18 Self canceling turn signalis 1 \$ 0.01 \$ 0.01 13.19 Self canceling turn signalis 1 \$ 0.01 \$ 0.01 13.20 Alf-Sears Aldas 7 to hi-back with black fabriform cushions \$ 223.00 \$ 0.01 13.21 Bostrom Talladega 915 wide ride Hi-Back air driver seat \$ 24.00 \$ - 0.01 13.22 Self-Sears Aldas 7 to hi-back with hitegral storage compartment \$ 96.00 \$ - 0.01 13.23 Mack fixed rider seat thi-back with integral storage compartment \$ 96.00 \$ - 0.01 13.24 Bostrom Talladega 915 wide ride rider seat \$ 24.00 \$ - 0.01 13.25 Self-canceling turn signalis \$ 0.00 \$ 0.00 13.26 Self-canceling turn signalis \$ 0.00 \$ 0.00 13.27 Mack fixed rider seat hi-back with integral storage compartment \$ 96.00 \$ 0.00 13.26 Self-canceling turn signalis \$ 0.00 \$ 0.00 13.27 Mack fixed rider seat hi-back with integral storage compartment \$ 96.00 \$ 0.00 13.28 Self-canceling turn signalis \$ 0.00 \$ 0.00 13.29 Self-canceling turn signalis \$ 0.00 \$ 0.00 13.20 Self-canceling turn signalis \$ 0.00 | | | | | | | - | |
| 13.4 Power window/ passenger side | | | | | | | _ | |
| 13.4 Power window, passenger side | | | | - 1 | 50,877 | ., | | |
| 1,5 Power window/both driver and passenger window 1 \$ 294.00 \$ 294.00 \$ 148.00 | | | | - 1 | 0.50 | | | |
| 1 | | | | | | COLUMN TOWNSHIP | _ | |
| AMFM premium stereo CD w/weatherband, MP3, WMA, & bluetooth 3.8 O.E.M factory installed, air conditioning Cab mounted nor-resettable hour meter 1 \$ 0.01 \$ 0.01 13.10 Dash mounted air cleaner air restriction gauge 1 \$ 0.01 \$ 0.01 13.11 AMFM premium stereo CD w/weather band and MP3 & WMA 13.12 Transmission temp gauges 13.13 Windshield defroster fan w/switch dash mounted 13.14 Between seats mounted console 13.15 Transmission oil sensor (check & fill) Allison only 13.16 CB hot jacks dash mounted 13.17 Till & telescope steering wheel 13.18 Till t seering wheel 13.19 Self canceling turn signals 13.20 List seating options for driver and passenger seats. Use as many options as you need to offer seat variations customers have been buying. 13.21 Bostrom Talladega 915 Hi-Back air driver seat 13.22 Bostrom Talladega 915 Mide ride Hi-Back air driver seat 13.23 Air-Sears Atlas 70 hi-back with black fabriform cushions 13.24 National 2000 hi-back air driver seat - single chamber air lumbar, 2 position front cushion adjustable front cushion adjustable rear cushion 13.26 Mack fixed rider seat mid-back with integral storage compartment 13.29 Extended non suspension rider seat 13.29 Bostrom Talladega 915 Mide Rock with integral storage compartment 13.20 Mack fixed rider seat mid-back with integral storage compartment 13.21 Bostrom Talladega 915 Mide Rock with integral storage compartment 13.22 Mack fixed hi-back rider seat 13.23 Bostrom Talladega 915 Mide back air rider seat 13.24 National 2000 mid-back air rider seat 13.25 National 2000 mid-back air rider seat 13.26 Mack fixed rider seat mid-back with integral storage compartment 13.30 Bostrom Talladega 915 Mide back air rider seat 13.31 South mack fixed hi-back rider seat 13.32 Bostrom Talladega 915 Mide back air rider seat 13.33 Mack fixed hi-back rider seat 13.34 National 2000 mid-back air rider seat 13.35 Omit rider seat 13.36 Mide Seat | | | | | 1000 | 2/04/05/ 1/1/05/05/05/05/05/05/05/05/05/05/05/05/05/ | - | THE RESIDENCE OF THE PERSON NAMED IN |
| AMFM premium stereo CD wweestherband, MP3, WMA, & bluetooth \$ 330,00 \$ -0.01 | | | O.E.M factory installed, AM/FM/CD with weatherband | | Ф | 149.00 | Ф | 149.00 |
| 13.8 | | 13.7 | AM/FM premium stereo CD w/weatherband MP3 WMA & bluetooth | | • | 330.00 | œ. | |
| 13.9 Cab mounted non-resettable hour meter 1 \$ 0.01 \$ 0.01 \$ 0.01 \$ 1.01 \$ 1.01 \$ 1.01 \$ 0. | | 13.8 | | 1 | | | | 0.01 |
| 13.10 | | | | | - | | - | In the Law Company of the Company of |
| 13.11 AM-FM premium stereo CD w/weather band and MP3 & WMA \$ 282.00 \$ - 1 | | | | | | The second secon | - | |
| 13.12 Transmission temp gauges | | | | - 1 | - | | - | 0.01 |
| 13,13 Windshield defroster fan w/switch dash mounted \$ 55,00 \$ - 1 | | | | | _ | | - | - |
| 13.14 Between seats mounted console | | | | 1 | | | | 0.01 |
| 13.15 Transmission oil sensor (check & fill) Allison only | | | | | \$ | 56.00 | _ | - |
| 13.16 CB hot jacks dash mounted 13.17 Till & telescope steering wheel 1 \$ 0.01 \$ 0.01 \$ 0.01 \$ 13.18 Till steering wheel 1 \$ 0.01 \$ 0.01 \$ 0.01 \$ 13.19 Self canceling turn signals 1 \$ 23.00 \$ 23.00 \$ 23.00 \$ 13.20 List seating options for driver and passenger seats. Use as many options as you need to offer seat variations customers have been buying. 13.21 Bostrom Talladega 915 Hi-Back air driver seat 24.00 \$ - 13.22 Bostrom Talladega 915 Hi-Back air driver seat 3 24.00 \$ - 13.23 Air-Sears Atlas 70 hi-back with black fabriform cushions 23.20 \$ 23.00 \$ - 13.24 National 2000 hi-back air driver seat - single chamber air lumbar, 2 position front cushion adjustable 1 \$ 96.00 \$ 96.00 \$ 96.00 \$ 13.25 National 2000 hi-back air driver seat - three chamber air lumbar, 2 position front cushion adjustable front cushion with adjustable rear cushion 13.26 Mack fixed rider seat mid-back with integral storage compartment 2 | | | | | | | | |
| 13.17 Tilt & telescope steering wheel 1 \$ 0.01 \$ 0.01 \$ 1.31.8 13.18 Tilt steering wheel 1 \$ 0.01 \$ 0.01 \$ 1.31.8 13.19 Self cancelling turn signals 1 \$ 23.00 \$ 23.00 \$ 1.32.0 13.20 List seating options for driver and passenger seats. Use as many options as you need to offer seat variations customers have been buying. 2 | | | | 1 | | | | 0.01 |
| 13.18 Tilt steering wheel Self canceling turn signals 1 \$ 23.00 \$ 23.00 | | | | | | | | - |
| 13.19 Self canceling turn signals 1 | | | | 1 | \$ | 0.01 | | 0.01 |
| 13.20 List seating options for driver and passenger seats. Use as many options as you need to offer seat variations customers have been buying. 13.21 Bostrom Talladega 915 Hi-Back air driver seat \$ 24.00 \$ - 13.22 Air-Sears Atlas 70 hi-back with black fabriform cushions \$ 223.00 \$ - 13.24 National 2000 hi-back air driver seat - single chamber air lumbar, 2 position front cushion adjustable front cushion with adjustable rear cushion 13.25 National 2000 hi-back air driver seat - three chamber air lumbar, 2 position front cushion adjustable front cushion with adjustable rear cushion 13.26 Mack fixed rider seat mid-back with integral storage compartment 13.27 Mack fixed rider seat hi-back with integral storage compartment 13.28 Extended non suspension rider seat 13.29 Mack fixed hi-back air rider seat 13.30 Bostrom Talladega 900R mid-back non suspension rider seat 13.31 Bostrom Talladega 915 mid back air rider seat 13.32 Bostrom Talladega 915 mid back air rider seat 13.33 National 2000 hi-back air rider seat 13.34 National 2000 hi-back air rider seat 13.35 Omit rider seat 13.36 Inboard mounted driver arm rest 13.37 Omit rider seat 13.38 Cloth with vinyl driver & rider seat 13.39 Driver seat dust cover - Not Available with fix passenger seat 13.40 Passenger seat dust cover - Not Available with fix passenger seat 13.41 Orange driver & rider seat belt 13.42 Co-pilot driver display (enhanced 4.5° diagonal graphic LCD display w/4-button stalk control - includes guardog routtine maintenance | | | | | | | \$ | S=3 |
| options as you need to offer seat variations customers have been buying. 13.21 Bostrom Talladega 915 Hi-Back air driver seat 13.22 Bostrom Talladega 915 wide ride Hi-Back air driver 13.23 Air-Sears Atlas 70 hi-back with black fabriform cushions 13.24 National 2000 hi-back air driver seat - single chamber air lumbar, 2 position front cushion adjustable 13.25 National 2000 hi-back air driver seat - three chamber air lumbar, 2 position front cushion adjustable front cushion with adjustable rear cushion 13.26 Mack fixed rider seat mid-back with integral storage compartment 13.27 Mack fixed rider seat hi-back with integral storage compartment 13.28 Extended non suspension rider seat 13.30 Mack fixed hi-back rider seat 13.31 Bostrom Talladega 905 mid-back non suspension rider seat 13.32 Bostrom Talladega 915 hi-back air rider seat 13.33 Bostrom Talladega 915 hi-back air rider seat 13.34 National 2000 mid-back air rider seat 13.35 Omit rider seat 13.36 Inboard mounted driver arm rest 13.37 Inboard mounted driver arm rest - Air Ride Seat Only 13.38 Cloth with vinyl driver & rider seat belt 13.40 Passenger seat dust cover - Not Available with fix passenger seat 13.41 Orange driver & rider seat belt 13.42 Roof vent ventilation 13.45 Co-pilot driver display (enhanced 4.5" diagonal graphic LCD display w/4-button stalk control - includes guardog routine maintenance | - | | | 1 | \$ | 23.00 | \$ | 23.00 |
| 13.21 Bostrom Talladega 915 Hi-Back air driver seat \$ 24.00 \$ - 1 | | 13.20 | options as you need to offer seat variations customers have been | | | | \$ | _ |
| 13.22 Bostrom Talladega 915 wide ride Hi-Back air driver \$ 174.00 \$ - 1 | | 13.21 | | | \$ | 24.00 | | _ |
| 13.23 Air-Sears Atlas 70 hi-back with black fabriform cushions \$ 223.00 \$ - 1 | | | | | | All the Property of the Control of t | | |
| 13.24 National 2000 hi-back air driver seat - single chamber air lumbar, 2 position front cushion adjustable 1 \$ 96.00 \$ 96.00 | | | Air-Sears Atlas 70 hi-back with black fabriform cushions | | | | THE REAL PROPERTY. | _ |
| position front cushion adjustable National 2000 hi-back air driver seat - three chamber air lumbar, 2 position front cushion adjustable front cushion with adjustable rear cushion 13.26 Mack fixed rider seat mid-back with integral storage compartment 13.27 Mack fixed rider seat hi-back with integral storage compartment 13.28 Extended non suspension rider seat 13.29 Mack fixed hi-back rider seat 13.30 Bostrom Talladega 900R mid-back non suspension rider seat 13.31 Bostrom Talladega 915 mid back air rider seat 13.32 Bostrom Talladega 915 mid back air rider seat 13.33 National 2000 mid-back air rider seat 13.34 National 2000 mid-back air rider seat 13.35 Omit rider seat 13.36 Inboard mounted driver arm rest 13.37 Inboard mounted driver arm rest - Air Ride Seat Only 13.38 Cloth with vinyl driver & rider seat 13.39 Driver seat dust cover 13.40 Passenger seat dust cover - Not Available with fix passenger seat 13.41 Orange driver & rider seat belt 13.42 Roof vent ventilation 13.45 Co-pilot driver display (enhanced 4.5" diagonal graphic LCD display w/4-button stalk control - includes guardog routine maintenance | | | 900 1000 AND | | + | 220.00 | Ψ | |
| National 2000 hi-back air driver seat - three chamber air lumbar, 2 position front cushion adjustable front cushion with adjustable rear cushion 13.26 Mack fixed rider seat mid-back with integral storage compartment 13.27 Mack fixed rider seat hi-back with integral storage compartment 13.28 Extended non suspension rider seat 13.29 Mack fixed hi-back rider seat 13.30 Bostrom Talladega 900R mid-back non suspension rider seat 13.31 Bostrom Talladega 915 mid back air rider seat 13.32 Bostrom Talladega 915 hi-back air rider seat 13.33 National 2000 mid-back air rider seat 13.34 National 2000 mid-back air rider seat 13.35 Omit rider seat 13.36 Inboard mounted driver arm rest 13.37 Inboard mounted driver arm rest - Air Ride Seat Only 13.38 Cloth with vinyl driver & rider seat 13.39 Driver seat dust cover 13.40 Passenger seat dust cover - Not Available with fix passenger seat 13.41 Orange driver & rider seat belt 13.42 Roof vent ventilation 13.45 Push button type starter 13.46 Diagonal grab handle on inside of driver door 13.47 Diagonal grab handle on inside of driver door 13.48 Co-pilot driver display (enhanced 4.5" diagonal graphic LCD display w/4-button stalk control - includes guardog routine maintenance | | | | 1 | \$ | 96.00 | \$ | 96.00 |
| Mack fixed rider seat mid-back with integral storage compartment 13.27 Mack fixed rider seat hi-back with integral storage compartment 13.28 Extended non suspension rider seat 13.29 Mack fixed hi-back rider seat 13.20 Mack fixed hi-back rider seat 13.30 Bostrom Talladega 900R mid-back non suspension rider seat 13.31 Bostrom Talladega 915 mid back air rider seat 13.32 Bostrom Talladega 915 hi-back air rider seat 13.33 National 2000 mid-back air rider seat 13.34 National 2000 hi-back air rider seat 13.35 Omit rider seat 13.36 Inboard mounted driver arm rest 13.37 Inboard mounted rider arm rest - Air Ride Seat Only 13.38 Cloth with vinyl driver & rider seat 13.39 Driver seat dust cover 13.40 Passenger seat dust cover - Not Available with fix passenger seat 13.41 Orange driver & rider seat belt 13.42 Roof vent ventilation 13.45 Diagonal grab handle on inside of driver door 13.46 Co-pilot driver display (enhanced 4.5" diagonal graphic LCD display w/4-button stalk control - includes guardog routine maintenance | | 13.25 | National 2000 hi-back air driver seat - three chamber air lumbar, 2 position front cushion adjustable front cushion with adjustable rear | | 11 | | | 00.00 |
| 13.27 Mack fixed rider seat hi-back with integral storage compartment \$ 96.00 \$ - 13.28 Extended non suspension rider seat \$ 91.00 \$ - 13.29 Mack fixed hi-back rider seat \$ 41.00 \$ - 13.30 Bostrom Talladega 900R mid-back non suspension rider seat \$ 49.00 \$ - 13.31 Bostrom Talladega 915 mid back air rider seat \$ 174.00 \$ - 13.32 Bostrom Talladega 915 hi-back air rider seat \$ 225.00 \$ - 13.33 National 2000 mid-back air rider seat \$ 194.00 \$ - 13.34 National 2000 hi-back air rider seat \$ 226.00 \$ - 13.35 Omit rider seat \$ (58.00) \$ - 13.36 Inboard mounted driver arm rest \$ (58.00) \$ - 13.37 Inboard mounted driver arm rest \$ (58.00) \$ - 13.38 Cloth with vinyl driver & rider seat \$ (0.01 \$ | | 13.26 | 3.00 | | | | _ | |
| 13.28 Extended non suspension rider seat \$ 91.00 \$ - 13.29 Mack fixed hi-back rider seat \$ 41.00 \$ - 13.30 Bostrom Talladega 900R mid-back air rider seat \$ 49.00 \$ - 13.31 Bostrom Talladega 915 mid back air rider seat \$ 174.00 \$ - 13.32 Bostrom Talladega 915 hi-back air rider seat \$ 225.00 \$ - 13.33 National 2000 mid-back air rider seat \$ 225.00 \$ - 13.34 National 2000 hi-back air rider seat \$ 226.00 \$ - 13.35 Omit rider seat \$ 226.00 \$ - 13.36 Inboard mounted driver arm rest \$ 0.01 \$ 0.01 \$ 0.01 \$ 13.37 Inboard mounted driver arm rest - Air Ride Seat Only \$ 0.01 \$ - 13.38 Cloth with vinyl driver & rider seat \$ 0.01 \$ 0.01 \$ 0.01 \$ 13.39 Driver seat dust cover - Not Available with fix passenger seat \$ 0.01 \$ - 13.40 Passenger seat dust cover - Not Available with fix passenger seat \$ 0.01 \$ - 13.42 Roof vent ventilation \$ 12.00 \$ - 13.43 Push button type starter \$ 12.00 \$ - 13.44 Diagonal grab handle on inside of driver door \$ 27.00 \$ 27.00 \$ 27.00 \$ 13.45 Co-pilot driver display (enhanced 4.5" diagonal graphic LCD display w/4-button stalk control - includes guardog routine maintenance \$ 0.01 | | | | | | | - | _ |
| 13.29 Mack fixed hi-back rider seat \$ 41.00 \$ - 13.30 Bostrom Talladega 900R mid-back non suspension rider seat \$ 49.00 \$ - 13.31 Bostrom Talladega 915 mid back air rider seat \$ 174.00 \$ - 13.32 Bostrom Talladega 915 hi-back air rider seat \$ 225.00 \$ - 13.33 National 2000 mid-back air rider seat \$ 194.00 \$ - 13.34 National 2000 hi-back air rider seat \$ 226.00 \$ - 13.35 Omit rider seat \$ (58.00) \$ - 13.36 Inboard mounted driver arm rest \$ (58.00) \$ - 13.36 Inboard mounted driver arm rest - Air Ride Seat Only \$ 0.01 \$ 0.01 13.37 Inboard mounted rider arm rest - Air Ride Seat Only \$ 0.01 \$ 0.01 13.38 Cloth with vinyl driver & rider seat \$ 0.01 \$ 0.01 13.39 Driver seat dust cover 1 \$ 0.01 \$ 0.01 13.40 Passenger seat dust cover - Not Available with fix passenger seat \$ 0.01 \$ 0.01 13.41 Orange driver & rider seat belt \$ 12.00 \$ - 13.42 Roof vent ventilation \$ 145.00 \$ - 13.43 Push button type starter \$ 12.00 \$ - 13.44 Diagonal grab handle on inside of driver door 1 \$ 27.00 \$ 27.00 13.45 Co-pilot driver display (enhanced 4.5" diagonal graphic LCD display w/4-button stalk control - includes guardog routine maintenance \$ 0.00 \$ 0.00 1 \$ 0 | | | Mack fixed rider seat hi-back with integral storage compartment | | | | | - |
| 13.30 Bostrom Talladega 900R mid-back non suspension rider seat 13.31 Bostrom Talladega 915 mid back air rider seat 13.32 Bostrom Talladega 915 hi-back air rider seat 13.33 National 2000 mid-back air rider seat 13.34 National 2000 hi-back air rider seat 13.35 Omit rider seat 13.36 Inboard mounted driver arm rest 13.37 Inboard mounted rider arm rest - Air Ride Seat Only 13.38 Cloth with vinyl driver & rider seat 13.39 Driver seat dust cover 13.40 Passenger seat dust cover - Not Available with fix passenger seat 13.41 Orange driver & rider seat belt 13.42 Roof vent ventilation 13.43 Push button type starter 13.44 Diagonal grab handle on inside of driver door 13.45 Co-pilot driver display (enhanced 4.5" diagonal graphic LCD display w/4-button stalk control - includes guardog routine maintenance | | | | | | | | _ |
| 13.31 Bostrom Talladega 915 mid back air rider seat \$ 174.00 \$ - 13.32 Bostrom Talladega 915 hi-back air rider seat \$ 225.00 \$ - 13.33 National 2000 mid-back air rider seat \$ 194.00 \$ - 13.34 National 2000 hi-back air rider seat \$ 226.00 \$ - 13.35 Omit rider seat \$ 226.00 \$ - 14.36 Inboard mounted driver arm rest \$ (58.00) \$ - 14.37 Inboard mounted driver arm rest \$ 0.01 \$ 0. | | | | | | | - | _ |
| 13.32 Bostrom Talladega 915 hi-back air rider seat \$ 225.00 \$ - | | | | | | 127-2003-00-1 | 0.0 | _ |
| 13.33 National 2000 mid-back air rider seat \$ 194.00 \$ - 13.34 National 2000 hi-back air rider seat \$ 226.00 \$ - 13.35 Omit rider seat \$ (58.00) \$ - 13.36 Inboard mounted driver arm rest 1 \$ 0.01 \$ 0.01 13.37 Inboard mounted rider arm rest - Air Ride Seat Only \$ 0.01 \$ - 13.38 Cloth with vinyl driver & rider seat 1 \$ 0.01 \$ 0.01 13.39 Driver seat dust cover 1 \$ 0.01 \$ 0.01 13.40 Passenger seat dust cover - Not Available with fix passenger seat \$ 0.01 \$ - 13.41 Orange driver & rider seat belt \$ 12.00 \$ - 13.42 Roof vent ventilation \$ 145.00 \$ - 13.43 Push button type starter \$ 12.00 \$ - 13.44 Diagonal grab handle on inside of driver door 1 \$ 27.00 \$ 27.00 13.45 Co-pilot driver display (enhanced 4.5" diagonal graphic LCD display w/4-button stalk control - includes guardog routine maintenance \$ 194.00 \$ - 14.40 \$ 194.00 \$ - 15.40 \$ 194.00 \$ - 16.40 \$ 194.00 \$ - 17.40 \$ 194.00 \$ - 18.40 \$ 194.00 \$ - 1 | | | - | | | 5.40 0000000 | THE RESERVE | - |
| 13.34 | | | | | | 1400 1000 11000 | _ | - |
| 13.35 Omit rider seat 13.36 Inboard mounted driver arm rest 13.37 Inboard mounted rider arm rest - Air Ride Seat Only 13.38 Cloth with vinyl driver & rider seat 1 \$ 0.01 \$ 0.01 13.39 Driver seat dust cover 1 \$ 0.01 \$ 0.01 13.40 Passenger seat dust cover - Not Available with fix passenger seat 1 \$ 0.01 \$ 0.01 13.41 Orange driver & rider seat belt 13.42 Roof vent ventilation 13.43 Push button type starter 13.44 Diagonal grab handle on inside of driver door 13.45 Co-pilot driver display (enhanced 4.5" diagonal graphic LCD display w/4-button stalk control - includes guardog routine maintenance | | | | | | | | - |
| Inboard mounted driver arm rest Inboard mounted rider arm rest - Air Ride Seat Only Inboard mounted rider arm rest - Air Ride Seat Only Inboard mounted rider arm rest - Air Ride Seat Only Inboard mounted rider arm rest - Air Ride Seat Only Inboard mounted rider arm rest - Air Ride Seat Only Inboard mounted driver & rider seat Only Inboard mounted driver & rider seat Only Inboard mounted driver & Only Inboard mounted driver & Only Inboard mounted driver arm rest Inboard mounted driver & Only Inboard mounted driver Air Ride Seat Only Inboard mounted driver & Only Inboard mounted rider arm rest - Air Ride Seat Only Inboard mounted rider arm rest - Air Rider Seat Only Inboard mounted rider arm rest - Air Rider Seat Only Inboard mounted rider arm rest - Air Rider Seat Only Inboard mounted r | | | The state of the s | | | | | _ |
| Inboard mounted rider arm rest - Air Ride Seat Only 13.38 Cloth with vinyl driver & rider seat Driver seat dust cover 1 \$ 0.01 \$ 0.01 13.40 Passenger seat dust cover - Not Available with fix passenger seat Orange driver & rider seat belt Roof vent ventilation Push button type starter 13.41 Diagonal grab handle on inside of driver door 13.42 Co-pilot driver display (enhanced 4.5" diagonal graphic LCD display w/4-button stalk control - includes guardog routine maintenance | | | - Control of the Cont | | | | | |
| 13.38 Cloth with vinyl driver & rider seat 1 \$ 0.01 \$ 0.01 13.39 Driver seat dust cover 1 \$ 0.01 \$ 0.01 13.40 Passenger seat dust cover - Not Available with fix passenger seat 1 \$ 0.01 \$ 0.01 | | | State of the control | 1 | | | | 0.01 |
| 13.39 Driver seat dust cover 13.40 Passenger seat dust cover - Not Available with fix passenger seat 13.41 Orange driver & rider seat belt 13.42 Roof vent ventilation 13.43 Push button type starter 13.44 Diagonal grab handle on inside of driver door 13.45 Co-pilot driver display (enhanced 4.5" diagonal graphic LCD display w/4-button stalk control - includes guardog routine maintenance | | | | | _ | | | _ |
| 13.40 Passenger seat dust cover - Not Available with fix passenger seat 13.41 Orange driver & rider seat belt 13.42 Roof vent ventilation 13.43 Push button type starter 13.44 Diagonal grab handle on inside of driver door 13.45 Co-pilot driver display (enhanced 4.5" diagonal graphic LCD display w/4-button stalk control - includes guardog routine maintenance | | | | | - | | | |
| 13.41 Orange driver & rider seat belt \$ 12.00 \$ - 13.42 Roof vent ventilation \$ 145.00 \$ - 13.43 Push button type starter \$ 12.00 \$ - 13.44 Diagonal grab handle on inside of driver door 1 \$ 27.00 \$ 27.00 13.45 Co-pilot driver display (enhanced 4.5" diagonal graphic LCD display w/4-button stalk control - includes guardog routine maintenance | | | Driver seat dust cover | 1 | \$ | 0.01 | \$ | 0.01 |
| 13.42 Roof vent ventilation \$ 145.00 \$ - 13.43 Push button type starter \$ 12.00 \$ - 13.44 Diagonal grab handle on inside of driver door 1 \$ 27.00 \$ 27.00 13.45 Co-pilot driver display (enhanced 4.5" diagonal graphic LCD display w/4-button stalk control - includes guardog routine maintenance | | 13.40 | Passenger seat dust cover - Not Available with fix passenger seat | | \$ | 0.01 | \$ | - |
| 13.42 Roof vent ventilation \$ 145.00 \$ - 13.43 Push button type starter \$ 12.00 \$ - 13.44 Diagonal grab handle on inside of driver door 1 \$ 27.00 \$ 27.00 13.45 Co-pilot driver display (enhanced 4.5" diagonal graphic LCD display w/4-button stalk control - includes guardog routine maintenance | | 13.41 | Orange driver & rider seat belt | | | 12.00 | | - |
| 13.43 Push button type starter \$ 12.00 \$ - 13.44 Diagonal grab handle on inside of driver door 1 \$ 27.00 \$ 27.00 \$ 13.45 Co-pilot driver display (enhanced 4.5" diagonal graphic LCD display w/4-button stalk control - includes guardog routine maintenance | | 13.42 | Roof vent ventilation | | | | _ | - |
| 13.44 Diagonal grab handle on inside of driver door 1 \$ 27.00 \$ 27.00 13.45 Co-pilot driver display (enhanced 4.5" diagonal graphic LCD display w/4-button stalk control - includes guardog routine maintenance | | | Push button type starter | | | | | |
| 13.45 Co-pilot driver display (enhanced 4.5" diagonal graphic LCD display w/4-button stalk control - includes guardog routine maintenance | | | Diagonal grab handle on inside of driver door | 1 | | | | 27.00 |
| w/4-button stalk control - includes guardog routine maintenance | | | | - | | | | |
| | | | w/4-button stalk control - includes guardog routine maintenance | 1 | \$ | 0.01 | \$ | 0.01 |

| 1,5,00 Reflector kit parallel to inside of rider base seat | Code | Spec# | Description | Qty | | Price | | Subtotal |
|--|------|--------|--|-----|------|--|--------------------|--|
| 13.47 Roadwatch ambielt at temp gauge for outside and road temps with out display in-includes cable to D panel with "6" oxtra wire in specific to the property of the "6" oxtra wire in specific to the property of the pr | | 13.46 | | | Φ. | 588.00 | · · | |
| 13.48 Roadwatch ambielt air temp gauge for outside and road temps with display on dash panel 13.49 Stb fire extinguisher between LH seat base and door with valve aimed rearward 1 | | 13.47 | Roadwatch ambieit air temp gauge for outside and road temps | | Φ | 366.00 | Φ | |
| 13.49 Sib fire exclingulater between LH seat base and door with valve aimed review are a survard Sib fire exclingulater between LH seat base and door with valve aimed review are a survard Sib fire exclingulater between LH seat base and door with valve aimed review and survard Sib fire exclination Sib fire survard Sib fire sub fire Sib | | 13 48 | | | \$ | 876.00 | \$ | |
| 1 | | | display on dash panel | | \$ | 980.00 | \$ | <u> </u> |
| 1.9.50 | | 13.49 | | 1 | \$ | 60.00 | \$ | 60.00 |
| 13.51 Air conditioning blend air HVAC wipads \$ 120.00 \$ | | 13.50 | Reflector kit parallel to inside of rider base seat | 1 | 2005 | 0.2255.2.1265551 | | 21.00 |
| 13.52 Cab cleanout - includes in cab pneumatic line \$ 42.00 \$ 1.35 In dash large storage pocket - not available with dash mounted shifter for Allison \$ 267.00 \$ 3.54 40 Channel CB Radio \$ 267.00 \$ 3.55 Single CB Tarillo antenna \$ 280.00 \$ 3.56 Dual multiband antenna \$ 280.00 \$ 3.57 Single CB Tarillo antenna - driver side \$ 250.00 \$ 3.58 Dual CB radio antenna - driver side \$ 250.00 \$ 3.59 CB radio mounting in console & external speakers \$ 480.00 \$ 3.59 CB radio mounting in console & external speakers \$ 97.00 \$ 3.60 Auto shutoff for radio when truck is in reverse \$ 43.00 \$ 3.61 Exhaust pyrometer, transmission oil temperature, manifold pressure and air application gauges \$ 0.01 \$ 3.62 Exhaust pyrometer, transmission oil temperature, manifold pressure and air application gauges, Air Suspension \$ 91.00 \$ 3.63 Exhaust pyrometer, transmission oil temperature, manifold pressure and air application gauges, Air Suspension \$ 91.00 \$ 3.64 Rad floor lighting wiswitch plus (4) door lamps wiswitches \$ 93.00 \$ 3.67 Interior storage console mounted on floor between seats w/12 volt power outlet \$ 220.00 \$ 3.68 Bodybuilder interior console mounted to floor between seats w/12 volt power outlet \$ 220.00 \$ 4.10 MN/DOT OPTIONS: | | | Air conditioning blend air HVAC w/pads | | | | \$ | - |
| 13.53 In dash large storage pocket - not available with dash mounted shifter for Allison | | 13.52 | Cab cleanout - includes in cab pneumatic line | | | | | |
| 13,54 40 Channel CB Radio | | | | | | | | |
| 13.55 Single multiband antenna | | 10 = 1 | | | | | | _ |
| 1,566 | | | | | | The state of the s | | _ |
| 13.57 Single CB radio antenna - driver side | | | | | 250 | AND DESCRIPTION OF THE PROPERTY OF THE PROPERT | | - |
| 13.58 | | | | 1 | | 717000000000000000000000000000000000000 | | 29.00 |
| 13.59 | | | | | _ | | | |
| 13.60 | | | | | | | | |
| 13.61 | | | | | | | | |
| ### Exhaust pyrometer, transmission oil temperature, manifold pressure and air application gauges 1 | | | | | | | | - |
| and air application gauges 13.63 Exhaust pyrometer, transmission oil temperature, manifold pressure and air application gauges, Air Suspension 13.64 Rear Axle temperature gauge 13.66 Red floor lighting wiswitch plus (4) door lamps w/switches 13.67 Interior storage console mounted on floor between seats w/12 volt power outlet 13.68 Bodybuilder interior console mounted to floor between seats w/12 volt power outlet 13.68 Bodybuilder interior console mounted to floor between seats 14.10 Manufacture Warranty Term - Chassis - 12 months or 100,000 miles, Engine - 24 months or 250,000 miles 14.1A List extended warranty options (include terms and conditions with the proposal.) 14.1A Buildog Black Engine Warranty 60 months 150,000 miles 14.1B Buildog Black Engine Warranty 84 months 250,000 miles 14.1C Buildog Black Engine Warranty 80 months 100,000 miles 14.1B Buildog Bronze Engine Warranty 60 months 100,000 miles 14.1F Buildog Bronze Engine Warranty 60 months 100,000 miles 14.1B Buildog Bronze Engine Warranty 60 months 100,000 miles 14.1F Buildog Bronze Engine Warranty 60 months 100,000 miles 14.1B Buildog Bronze Engine Warranty 60 months 100,000 miles 14.1B Buildog Bronze Engine Warranty 60 months 100,000 miles 14.1B Buildog Bronze Engine Warranty 60 months 100,000 miles 14.1B Buildog Bronze Engine Warranty 60 months 200,000 miles 14.1B Buildog Bronze Engine Warranty 72 months 200,000 miles 14.1B Buildog Bronze Engine Warranty 72 months 200,000 miles 14.1B Buildog Bronze Engine Warranty 72 months 200,000 miles 15.2500.00 \$ 2.500.00 | | | | | \$ | 0.01 | \$ | |
| and air application gauges, Air Suspension 13.64 Rear Axle temperature gauge 13.65 Light & buzzer for seat belt 13.66 Red floor lighting w/switch plus (4) door lamps w/switches 13.67 Interior storage console mounted on floor between seats w/12 volt power outlet 13.68 Bodybuilder interior console mounted to floor between seats w/12 volt power outlet 13.68 Bodybuilder interior console mounted to floor between seats 14.0 MN/DOT OPTIONS: 14.1 Manufacture Warranty Term - Chassis - 12 months or 100,000 miles, Engine - 24 months or 250,000 miles 14.1A List extended warranty options (include terms and conditions with the proposal.) 14.1B Bulldog Black Engine Warranty 60 months 150,000 miles 14.1B Bulldog Black Engine Warranty 72 months 250,000 miles 14.1D Bulldog Black Engine Warranty 60 months 100,000 miles 14.1E Bulldog Bronze Engine Warranty 60 months 100,000 miles 14.1E Bulldog Bronze Engine Warranty 60 months 150,000 miles 14.1B Bulldog Bronze Engine Warranty 60 months 150,000 miles 14.1B Bulldog Bronze Engine Warranty 60 months 150,000 miles 14.1B Bulldog Bronze Engine Warranty 60 months 250,000 miles 14.1B Bulldog Bronze Engine Warranty 60 months 250,000 miles 14.1H Bulldog Bronze Engine Warranty 72 months 250,000 miles 14.1H Bulldog Bronze Engine Warranty 72 months 150,000 miles 14.1H Bulldog Bronze Engine Warranty 72 months 150,000 miles 14.1H Bulldog Bronze Engine Warranty 72 months 250,000 miles 14.1H Bulldog Bronze Engine Warranty 72 months 250,000 miles 14.1L Bulldog Bronze Engine Warranty 72 months 250,000 miles 14.1L Bulldog Bronze Engine Warranty 72 months 250,000 miles 14.1L Bulldog Bronze Engine Warranty 72 months 250,000 miles 15.2500.00 \$ 14.1L Bulldog Bronze Engine Warranty 72 months 250,000 miles 16.55.00 \$ 17.50 \$ 18.11 Bulldog Bronze Engine Warranty 84 months 250,000 miles 18.50 \$ 18.50 \$ 18.50 \$ 18.50 \$ 18.50 \$ 18.50 \$ 18.50 \$ 18.50 \$ 18.50 \$ 18.50 \$ 18.50 \$ 18.50 \$ 18.50 \$ 18.50 \$ | | | and air application gauges | 1 | \$ | 69.00 | \$ | 69.00 |
| 13.64 Rear Axle temperature gauge | | 13.63 | | | \$ | 91.00 | 4 | |
| 13.65 Light & buzzer for seat belt \$ 25.00 \$ - 13.66 Red floor lighting w/switch plus (4) door lamps w/switches \$ 93.00 \$ - 13.67 Interior storage console mounted on floor between seats w/12 volt power outlet \$ 280.00 \$ - 13.68 Bodybuilder interior console mounted to floor between seats \$ 189.00 \$ - 14.00 MN/DOT OPTIONS: | | 13.64 | | | | | | |
| 13.66 Red floor lighting w/switch plus (4) door lamps w/switches \$93.00 \$ - | | | | | | | _ | |
| 13.67 Interior storage console mounted on floor between seats w/12 volt power outlet \$ 280.00 \$ - 13.68 Bodybuilder interior console mounted to floor between seats \$ 189.00 \$ - 14.00 \$ 189.00 \$ - 14.10 MN/DOT OPTIONS: Manufacture Warranty Term - Chassis - 12 months or 100,000 miles \$ 0.01 \$ - 14.14 List extended warranty options (include terms and conditions with the proposal.) | | | A100 - A000 A000 A000 A000 A000 A000 A00 | | | | - | |
| 13.68 Bodybuilder interior console mounted to floor between seats \$ 280.00 \$ - 189 | | | _ | | φ | 93.00 | Φ | |
| 13.68 Bodybuilder interior console mounted to floor between seats \$ 189.00 \$ - 14.0 MN/DOT OPTIONS: 14.1 Manufacture Warranty Term - Chassis - 12 months or 100,000 miles \$ 0.01 \$ - 14.1A List extended warranty options (include terms and conditions with the proposal.) \$ 0.01 \$ - 14.1A Bulldog Black Engine Warranty 60 months 150,000 miles \$ 1,400.00 \$ - 14.1B Bulldog Black Engine Warranty 72 months 250,000 miles \$ 2,100.00 \$ - 14.1C Bulldog Black Engine Warranty 84 months 250,000 miles \$ 2,400.00 \$ - 14.1D Bulldog Bronze Engine Warranty 60 months 150,000 miles \$ 2,400.00 \$ - 14.1F Bulldog Bronze Engine Warranty 60 months 200,000 miles \$ 2,400.00 \$ - 14.1F Bulldog Bronze Engine Warranty 60 months 250,000 miles \$ 2,500.00 \$ - 14.1B Bulldog Bronze Engine Warranty 72 months 150,000 miles \$ 2,500.00 \$ - 14.1B Bulldog Bronze Engine Warranty 72 months 250,000 miles \$ 2,500.00 \$ - 14.1B Bulldog Bronze Engine Warranty 72 months 250,000 miles \$ 3,200.00 \$ - <t< td=""><td></td><td>10.07</td><td></td><td></td><td>\$</td><td>280.00</td><td>\$</td><td>31</td></t<> | | 10.07 | | | \$ | 280.00 | \$ | 31 |
| 14.1 Manufacture Warranty Term - Chassis - 12 months or 100,000 miles, Engine - 24 months or 250,000 miles 14.1A List extended warranty options (include terms and conditions with the proposal.) 14.1A Bulldog Black Engine Warranty 60 months 150,000 miles 14.1B Bulldog Black Engine Warranty 72 months 250,000 miles 14.1C Bulldog Black Engine Warranty 80 months 150,000 miles 14.1D Bulldog Bronze Engine Warranty 60 months 150,000 miles 14.1E Bulldog Bronze Engine Warranty 60 months 150,000 miles 14.1F Bulldog Bronze Engine Warranty 60 months 200,000 miles 14.1G Bulldog Bronze Engine Warranty 60 months 200,000 miles 14.1H Bulldog Bronze Engine Warranty 60 months 250,000 miles 14.1B Bulldog Bronze Engine Warranty 70 months 250,000 miles 14.1B Bulldog Bronze Engine Warranty 72 months 150,000 miles 14.1B Bulldog Bronze Engine Warranty 72 months 150,000 miles 14.1B Bulldog Bronze Engine Warranty 72 months 200,000 miles 14.1B Bulldog Bronze Engine Warranty 72 months 200,000 miles 14.1L Bulldog Bronze Engine Warranty 72 months 250,000 miles 14.1L Bulldog Bronze Engine Warranty 84 months 250,000 miles 14.1L Bulldog Bronze Engine Warranty 84 months 250,000 miles 14.1L Bulldog Bronze Engine Warranty 84 months 250,000 miles 14.1L Bulldog Bronze Engine Warranty 84 months 250,000 miles 14.1L Bulldog Bronze Engine Warranty 84 months 250,000 miles 14.1L Bulldog Bronze Engine Warranty 84 months 250,000 miles 14.1L Bulldog Bronze Engine Warranty 84 months 250,000 miles 14.1L Engine after-treatment systems (EATS) 60 months 150,000 miles 15. 625.00 \$ 6 | | 13.68 | · | | | | _ | |
| 14.1 Manufacture Warranty Term - Chassis - 12 months or 100,000 miles, Engine - 24 months or 250,000 miles 14.1A List extended warranty options (include terms and conditions with the proposal.) 14.1A Bulldog Black Engine Warranty 60 months 150,000 miles 14.1B Bulldog Black Engine Warranty 72 months 250,000 miles 14.1C Bulldog Black Engine Warranty 80 months 150,000 miles 14.1D Bulldog Bronze Engine Warranty 60 months 150,000 miles 14.1E Bulldog Bronze Engine Warranty 60 months 150,000 miles 14.1F Bulldog Bronze Engine Warranty 60 months 200,000 miles 14.1G Bulldog Bronze Engine Warranty 60 months 200,000 miles 14.1H Bulldog Bronze Engine Warranty 60 months 250,000 miles 14.1B Bulldog Bronze Engine Warranty 70 months 250,000 miles 14.1B Bulldog Bronze Engine Warranty 72 months 150,000 miles 14.1B Bulldog Bronze Engine Warranty 72 months 150,000 miles 14.1B Bulldog Bronze Engine Warranty 72 months 200,000 miles 14.1B Bulldog Bronze Engine Warranty 72 months 200,000 miles 14.1L Bulldog Bronze Engine Warranty 72 months 250,000 miles 14.1L Bulldog Bronze Engine Warranty 84 months 250,000 miles 14.1L Bulldog Bronze Engine Warranty 84 months 250,000 miles 14.1L Bulldog Bronze Engine Warranty 84 months 250,000 miles 14.1L Bulldog Bronze Engine Warranty 84 months 250,000 miles 14.1L Bulldog Bronze Engine Warranty 84 months 250,000 miles 14.1L Bulldog Bronze Engine Warranty 84 months 250,000 miles 14.1L Bulldog Bronze Engine Warranty 84 months 250,000 miles 14.1L Engine after-treatment systems (EATS) 60 months 150,000 miles 15. 625.00 \$ 6 | | | | | | | | |
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| | | | | | Ψ | 5,0.00 | <u> </u> | |
| | | | | | \$ | | | |
| 14.3 Pilot inspection meeting per person \$ 900.00 \$ - | | 14.3 | Pilot inspection meeting per person | | \$ | 900.00 | \$ | |

| Code | Spec# | Description | Qty | <u> </u> | Price | Subtotal |
|------|-------|--|-----|----------|-------------|------------------|
| | 15.0 | TRAILER TOW OPTIONS: | | | | |
| | 15.1 | Trailer tow package extended to rear of frame | 1 | \$ | 326.00 | \$ 326.00 |
| | 15.2 | Trailer package extend to rear of frame per Spec 12.12 | | \$ | 348.00 | \$ - |
| | 15.3 | Single 7 pins Std SAE type, end of frame | 1 | \$ | 108.00 | \$ 108.00 |
| | 16.0 | MANUALS / INTEREST FEE: | | | | |
| | 16.1 | Percent interest per month (non-compounding) on unpaid cab & chassis balance. Applies only to CPV Members. (Payable after trade- | | | | |
| | | in is delivered to vendor). Percentage/per month. | | | 1.50% | \$ - |
| | | SEE Special Terms and Conditions re interest to State agencies. | | 2 | | |
| | 16.2 | Manuals in print form, parts repair and service, per set | | \$ | 900.00 | \$ - |
| | 16.3 | Manuals in CD form, parts repair and service, per set | | \$ | 500.00 | \$ |
| | 16.4 | VCADS | | \$ | 2,500.00 | \$ _ |
| | 17.0 | Delivery Charges: | | | | |
| | 17.1 | Price per loaded mile | | \$ | 2.00 | \$ |
| | 18.0 | Maintence/ Body Shop Labor rates | | | | |
| | 18.1 | Rate for Initial Inspection/Diagnostoce | | \$ | 118.00 | \$ _ |
| | 18.2 | Rate for Mechanical Work | | \$ | 118.00 | \$ - |
| | 18.3 | Rate for Body Work | | \$ | 118.00 | \$ - |
| | 19.0 | Quantity Discounts: | | | | |
| | | Enter the number of units that must be purchased and the | | | | |
| | | corresponding discount offered to the purchaser. More than one quantity discount may be entered. | | | | |
| | 19.1 | | | | | \$ - |
| | 19.2 | Stanless steel transmission coolant pipes | 1 | \$ | 165.00 | \$ 165.00 |
| | | | | | Total Cost: | \$ 102,558.26 |
| | 20.0 | Upcharge for the following Model Year | | | | |
| | 20.1 | Up Charge for the 2015 Production Model Year (%) | | | 1.50% | \$ |
| | 20.2 | Up Charge for the 2015Production Model Year Options (%) | | | 1.50% | \$ - |



Towmaster, Inc. 61381 US Hwy. 12, Litchfield, MN Phone: 800-462-4517 / 320-693-7900



FX: 320-693-7921

STATE CONTRACT 61353

Parts FX: 320-593-5703

FAX:

Bill To:

Cust#: P287

Phone:

Ship To:

Phone:

LAKE ELMO, CITY OF 3445 IDEAL AVE NORTH LAKE ELMO, MN 55042

651-770-2537 FAX:

LAKE ELMO, CITY OF 3445 IDEAL AVE NORTH 651-770-2537

651-777-6530

LAKE ELMO, MN 55042

651-777-6530

Contact:

Contact:

| PO# | Reference No. | Terms | | Date Created | Order Date | Appx. Ship Date |
|----------------------|---------------|---------------------|------|--------------|------------|-----------------|
| | 12229-TGG | NET 30 DAYS | | 09/24/2013 | 9/23/2013 | |
| Trk VIN | | MO# | CO# | | Salesman | Tom Gertgen |
| Freight Instructions | s: | Build Instructions: | 1007 | Other Credit | Other | Charge: |

ATTENTION: MIKE BOUTHILET

61353

| Qty | Part No. | Description Discount Rate: 0.00% | Price Each | Net Amt |
|-----|----------|---|------------|-----------|
| 1 | 9900118 | Body 106EDGE-RS/SCIS-46-36-RAW | 11,545.00 | 11,545.00 |
| 1 | 9901701 | Installation of Dump Body to hoist | 1,023.00 | 1,023.00 |
| 1 | 9900145 | Body acc'y TMTE Air trip kit, w/solenoid valve, | 249.00 | 249.00 |
| 1 | 9901702 | Installation of air operated tailgate latch kit | 289.00 | 289.00 |
| 1 | 9900147 | Body acc Box Vibrator - Cougar model DC3200 | 727.00 | 727.00 |
| 1 | 9901703 | Installation of Box Vibrator | 337.00 | 337.00 |
| 1 | 9900156 | Cabshield, 1/2 type Stationary Free-Standing style,w/plain STAINLESS STEEL canopy, Hot-Dipped Galvanized tubing construction support stand, , (2) shovel holders, & reservoir mounts, Installed. | 2,214.00 | 2,214.00 |
| 1 | 9900181 | Walkrail removable both sides of 10' RC & RS body, Installed | 893.00 | 893.00 |
| 1 | 9900207 | Ladder Flip-A-Way Access ladder (STAINLESS STEEL) ea, Installed | 453.00 | 453.00 |
| 1 | 9900211 | Body acc'y Dual "split" sander manifolds in rear corner posts | 192.00 | 192.00 |
| 1 | 9900214 | Body acc'y Tailgate LEVER TOP PIN release (Single Axle bodies only) | 388.00 | 388.00 |
| 1 | 9900217 | Light Warning TMTE-1-5 PKG: (2) 23H 3-light LED Micro-Edge, (2) 5M-400 Super-LED, (2) Side TIR3 LED, (2) 400 Max B-T-T LED, & (2) 400 LED BU Lights, in Stainless M Housings, (1) TIR3 LED Wing light, and (2) 4" LED work lights Installed | 3,661.00 | 3,661.00 |
| 1 | 9900244 | Light Mirror mt HOH plow light pkg INSTALLED | 561.00 | 561.00 |
| 1 | 9900266 | Fender set Minimizer MIN2260, for Single Axle, black Poly, Installed | 787.00 | 787.00 |
| 1 | 9900290 | Tool Box PRO-TECH Alum 18" x 18" x 24" tool box & Brackets Installed | 687.00 | 687.00 |
| 1 | 9901028 | Camera System, Brigade model VBV-750-BM-010, w/color LCD screen, Night vision Camera, & Cables, INSTALLED | 767.00 | 767.00 |
| 1 | 9901691 | RoadWatch RWSS Sensor only INSTALLED | 450.00 | 450.00 |



Towmaster, Inc. 61381 US Hwy. 12, Litchfield, MN Phone: 800-462-4517 / 320-693-7900



| | ~~~ | | | |
|---|---------|---|-----------|-----------|
| 1 | 9902930 | RoadWatch Force America Interface CABLE ONLY for 6100, installed | 133.00 | 133.00 |
| 1 | 9900958 | Pre-Wet Towmaster/Varitech LDS-TMR-110-EGF Body Side Mt Sys for Elliptical body W/EXISTING REMOVABLE WALKRAIL (2) 55 gal tanks, mtg hardware, plumbing, Electric Gravity Feed valve | 1,303.00 | 1,303.00 |
| 1 | 9901834 | Hoist OSP/Towmaster 720DH, Double Acting, W/Solid block rear hinge point, & OSHA approved saftey props | 2,283.00 | 2,283.00 |
| 1 | 9901712 | Installation of SCISSORS TYPE double acting hoist | 1,467.00 | 1,467.00 |
| 1 | 9900931 | Scraper FALLS IB-11A 1" MB, w/single lift cylinder | 5,480.00 | 5,480.00 |
| 1 | 9901705 | Installation of underbody fixed angle scraper w/single lift cylinder | 2,182.00 | 2,182.00 |
| 1 | 9900351 | Scraper FORCE reverse/Auto-Lift system, ADD-A-FOLD valve, installed | 341.00 | 341.00 |
| 1 | 9900361 | Wing Falls RHSDL9A-HYDPB Primed | 8,831.00 | 8,831.00 |
| 1 | 9900387 | Installation Falls SDL Series Wing - Standard | 3,147.00 | 3,147.00 |
| 1 | 9901431 | Wing Falls RL (REAR LIFT) up charge SDL/TDL WING | 378.00 | 378.00 |
| 1 | 9900479 | Wing Falls Gloss Black - Paint Moldboard | 269.00 | 269.00 |
| 1 | 9900555 | Plow Hitch Falls 44XB2/STD/STD/SA/SPR-RET/HITCH | 2,661.00 | 2,661.00 |
| 1 | 9900588 | Installation Falls Plow Hitch - 40 SERIES-STD | 1,150.00 | 1,150.00 |
| 1 | 9900625 | Plow Push Unit Falls 24/44 Series Std | 777.00 | 777.00 |
| 1 | 9900637 | Plow Falls High Visibility Marker Set | 82.00 | 82.00 |
| 1 | 9900639 | Plow Falls Rubber Belt Deflector Kit - Installed | 296.00 | 296.00 |
| 1 | 9900702 | Plow Falls PR1243/SPR-TRP/NOSHU/Plow PRI-E1/10GA | 5,798.00 | 5,798.00 |
| 1 | 9900681 | Plow Falls Gloss Black Paint, Rev Plow, w/installation | 355.00 | 355.00 |
| 1 | 9900757 | Hitch TMTE Heavy Duty plate assembly, | 248.00 | 248.00 |
| 1 | 9901716 | Hitch Installation of Pup Hitch (weld in style) | 768.00 | 768.00 |
| 1 | 9900760 | Hitch PREMIER 370 Air Cushion Pintle, installed | 736.00 | 736.00 |
| 1 | 9900791 | Sander Falls 1ASD-6CDSS-6P-1D-1S-LM, Salt Special 6", Stainless Steel Unit, LH Discharge, Single Poly Spinner Ass'y, complete sander (includes extra salt shield) | 4,332.00 | 4,332.00 |
| 1 | 9901718 | Sander Install & dual manifold RH & LH rear | 814.00 | 814.00 |
| 1 | 9900823 | Sander TMTE Exterior (removable) sander/tailgate spill plates, Stainless Steel | 360.00 | 360.00 |
| 1 | 9900851 | Valve System, Force Add-A-Fold MCV-ISO Valve 9 Functions , INSTALLED | 9,273.00 | 9,273.00 |
| 1 | 9902497 | Control System Force ULTRA-4-6100 Commander control, Installed | 11,469.00 | 11,469.00 |
| 1 | 9900874 | Filter Force IN-TANK mounted filter installed | 439.00 | 439.00 |
| 1 | 9900882 | Reservoir TMTE Cabshield mt (stainless steel) w/intank filter provision, installed | 1,599.00 | 1,599.00 |



Towmaster, Inc. 61381 US Hwy. 12, Litchfield, MN Phone: 800-462-4517 / 320-693-7900

Other Charge (see

Freight

Total:



\$0.00

\$0.00

\$101,641.33

| 1 | 9900888 | Pump Force FASD45L LS (6 ci) installed | | 2,687.00 | 2,687.00 |
|--|------------------------|---|------------------|----------|-----------------------|
| 1 | 9900884 | Sensor Force Low oil indicator system, SLIM-LINE A MOUNTED w/light mounted in cab installed | ND CABSHIELD | 222.00 | 222.00 |
| NOTE: If changes are made to an order after a P.O. has | | | | | |
| - | | | Price: Discount: | | \$95,103.00 \$0.00 |
| | been issued, | nanges are made to an order after a P.O. has a FEE may be assessed and a revised or new MUST BE submitted to reflect changes. | 1 11550 | above): | |
| | been issued, P.O. M | a FEE may be assessed and a revised or new | Discount: | above): | \$0.00 |

Date:

Accepted By:



MAYOR AND COUNCIL COMMUNICATION

DATE:

11/06/2013

CONSENT

ITEM #:

12

AGENDA ITEM:

Approve Resolution Nos. 2013-90A & 2013-90B, Resolutions Calling For

Public Hearing To Vacate Easements

SUBMITTED BY:

Adam Bell, City Clerk

THROUGH:

Dean A. Zuleger, City Administrator

REVIEWED BY:

Dave Snyder, City Attorney

Jack Griffin, City Engineer

SUGGESTED ORDER OF BUSINESS

| _ | Introduction of Item | Staff |
|---|---------------------------------|-------|
| | Report/Presentation | |
| | Questions from Council to Staff | |
| | Public Input, if Appropriate | |
| | Call for Motion | |
| | Discussion | |
| | Action on Motion | |

<u>SUMMARY AND ACTION REQUESTED</u>: The City Council is respectfully requested to approve two related resolutions. The first is Resolution No. 2013-90A, A Resolution Calling For Public Hearing To Vacate Easement for the Permanent Public Utility Easement and Agreement. As part of the Consent Agenda, no formal motion is required. However, if Council wishes to remove item from the Consent Agenda for further discussion, it can then pass the resolution by taking the following action:

"Move to approve Resolution No. 2013-90A, A Resolution Calling For Public Hearing To Vacate Easement"

In addition, Council is also respectfully requested to approve as part of the Consent Agenda Resolution No. 2013-90B, A Resolution Calling For Public Hearing To Vacate Easement for the Temporary Construction Easement and Agreement. Again, as part of the Consent Agenda, no formal motion is required. However, if Council wishes to remove item from the Consent Agenda for further discussion, it can then pass the resolution by taking the following action: by taking the following action:

"Move to approve Resolution No. 2013-90B, A Resolution Calling For Public Hearing To Vacate Easement"

<u>FINANCIAL IMPACT:</u> The consideration given for the initial easements was \$16,141.71. City staff is working out the details of the repayment of those funds to the City in regards to the location change. Specific questions about the financial impact should be directed to the Finance Director.

BACKGROUND INFORMATION: On April 19, 2013 the City obtained permanent and temporary easements from Tammy Diedrich and Gerhard Rieder for consideration as part of the Lake Elmo sewer and water infrastructure project. Those easements were subsequently recorded in the Washington County Property Records. A copy of those recorded easements is attached to this memo.

The location of the easements was changed at the request of the land owners to facilitate development and make for more efficient infrastructure placement. New easements with the updated information were obtained by staff; however the city has been requested to vacate the previously recorded easements.

STAFF REPORT: Pursuant to Minn. Stat. §§ 412.861 and 462.358, subd. 7, a city may vacate a public utility easement in the same manner as vacating streets. By law, in order to vacate a recorded easement, Council must hold a public hearing on the vacation and then pass a resolution vacating the easement. Presently before the council is a resolution calling for the required public hearing. Notice of the hearing is required to be published and posted by the City Clerk at least two weeks prior to the hearing and mailed by the City Clerk to affected property owners at least 10 days prior to the hearing. The soonest that a public hearing can be held is on December 3, 2013 at 7:00 p.m.

A resolution granting a vacation commenced solely on the initiative of the city council requires a four-fifths majority vote in favor of the resolution. The call for the public hearing only needs a simple majority vote. Both the City Engineer and City Attorney have reviewed this process.

RECOMMENDATION:

Staff recommends the City Council, as part of the Consent Agenda, approve Resolution No. 2013-90A, A Resolution Calling For Public Hearing To Vacate Easement for the Permanent Public Utility Easement And Agreement. As part of the Consent Agenda, no formal motion is required. However, if Council wishes to remove item from the Consent Agenda for further discussion, it can then pass the resolution by taking the following action:

"Move to approve Resolution No. 2013-90A, A Resolution Calling For Public Hearing To Vacate Easement"

In addition, staff recommends Council approve, as part of the Consent Agenda, Resolution No. 2013-90B, A Resolution Calling For Public Hearing To Vacate Easement for the Temporary Construction Easement and Agreement. Again, as part of the Consent Agenda, no formal motion is required. However, if Council wishes to remove item from the Consent Agenda for further discussion, it can then pass the resolution by taking the following action: by taking the following action:

"Move to approve Resolution No. 2013-90B, A Resolution Calling For Public Hearing To Vacate Easement"

ATTACHMENTS:

- 1) Resolution No. 2013-90A, A Resolution Calling For Public Hearing To Vacate Easement
- 2) Resolution No. 2013-90B, A Resolution Calling For Public Hearing To Vacate Easement
- 3) Public Notice to be published
- 4) Recorded Diedrich-Rieder Public Utility Easement and Agreement

CITY OF LAKE ELMO WASHINGTON COUNTY STATE OF MINNESOTA

RESOLUTION NO. 2013 - 90A

A RESOLUTION SETTING A PUBLIC HEARING ON A VACATION

THE CITY COUNCIL OF THE CITY OF LAKE ELMO, MINNESOTA DOES HEREBY RESOLVE AS FOLLOWS:

WHEREAS, the City Council pursuant to Minnesota Statute § 412.861 desires to consider the vacation of a Permanent Public Utility Easement and Agreement on the subject property legally described as:

The north 474.06 feet of the Northwest Quarter of the Southwest Quarter of Section 36, Township 29 North, Range 21 West, according to the United States Government Survey thereof and situated in Washington County, Minnesota.

; and

WHEREAS, that said public utility easement located in the City of Lake Elmo, County of Washington, State of Minnesota is described as follows, to-wit:

A perpetual easement for public utility purposes over, under and across the following described property:

Over, under and across that part of the north 474.06 feet of the Northwest Quarter of the Southwest Quarter of Section 36, Township 29 North, Range 21 West, Washington County, Minnesota, except the west 50 feet thereof. Said perpetual easement lies northerly and easterly of the following described line:

Commencing at the northwest corner of said Northwest Quarter of the Southwest Quarter; thence on an assumed bearing of South 00 degrees 02 minutes 54 seconds West, along the west line of said Northwest Quarter of the Southwest Quarter, a distance of 40.00 feet to the point of beginning of the line to be described; thence North 89 degrees 48 minutes 29 seconds East a distance of 597.64 feet; thence South 87 degrees 08 minutes 18 seconds East a distance of 187.72 feet; thence North 89 degrees 48 minutes 29 seconds East a distance of 483.28 feet; thence South 00 degrees 01 minutes 17 seconds East a distance of 424.06 feet to the south line of said north 474,06 feet of the Northwest Quarter of the Southwest Quarter and said line there terminating.

NOW THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF LAKE ELMO, COUNTY OF WASHINGTON, MINNESOTA:

- 1. The Council will consider the vacation of such Permanent Public Utility Easement and Agreement and a public hearing shall be held on such proposed vacation on the 3rd day of December, 2013, before the City Council in the City Hall located at 3800 Laverne Avenue North, Lake Elmo, MN 55042 at 7:00 p.m.
- 2. The City Clerk is hereby directed to give published, posted and mailed notice of such hearing as required by law.

ADOPTED BY THE LAKE ELMO CITY COUNCIL ON THE SIXTH DAY OF NOVEMBER, 2013.

CITY OF LAKE ELMO

(Seal)

By:______

Mike Pearson

Mayor

ATTEST:

Adam Bell
City Clerk

CITY OF LAKE ELMO WASHINGTON COUNTY STATE OF MINNESOTA

RESOLUTION NO. 2013 - 90B

A RESOLUTION SETTING A PUBLIC HEARING ON A VACATION

THE CITY COUNCIL OF THE CITY OF LAKE ELMO, MINNESOTA DOES HEREBY RESOLVE AS FOLLOWS:

WHEREAS, the City Council pursuant to Minnesota Statute § 412.861 desires to consider the vacation of a Temporary Construction Easement and Agreement legally described as:

A temporary easement for construction purposes over, under and across that part of the north 474.06 feet of the Northwest Quarter of the Southwest Quarter of Section 36, Township 29 North, Range 21 West, Washington County, Minnesota, except the west 50 feet thereof. Said temporary easement lies northerly and easterly of the following described line:

Commencing at the northwest corner of said Northwest Quarter of the Southwest Quarter; thence on an assumed bearing of South 00 degrees 02 minutes 54 seconds West, along the west line of said Northwest Quarter of the Southwest Quarter, a distance of 90.00 feet to the point of beginning of the line to be described; thence North 89 degrees 48 minutes 29 seconds East a distance of 597.85 feet; thence South 79 degrees 36 minutes 58 seconds East a distance of 190.69 feet; thence North 89 degrees 48 minutes 29 seconds East a distance of 408.06 feet; thence South 00 degrees 01 minutes 17 seconds East a distance of 349.06 feet to the south line of said north 474.06 feet of the Northwest Quarter of the Southwest Quarter and said line there terminating.

NOW THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF LAKE ELMO, COUNTY OF WASHINGTON, MINNESOTA:

- 1. The Council will consider the vacation of such Temporary Construction Easement and Agreement and a public hearing shall be held on such proposed vacation on the 3rd day of December, 2013, before the City Council in the City Hall located at 3800 Laverne Avenue North, Lake Elmo, MN 55042 at 7:00 p.m.
- 2. The City Clerk is hereby directed to give published, posted, and mailed notice of such hearing as required by law.

ADOPTED BY THE LAKE ELMO CITY COUNCIL ON THE SIXTH DAY OF NOVEMBER, 2013.

CITY OF LAKE ELMO

| | By: |
|-------------------------|---------------------|
| ATTEST: | Mike Pearson, Mayor |
| | |
| Adam Bell, City Clerk | |
| Resolution No. 2013-90B | |

CITY OF LAKE ELMO WASHINGTON COUNTY STATE OF MINNESOTA

NOTICE OF PUBLIC HEARING ON VACATION OF EASEMENTS PURSUANT TO MINNESOTA STATUTE § 412.861

NOTICE IS HEREBY GIVEN that a hearing will be held before the City Council on the third day of December, 2013, in the City Hall located at 3800 Laverne Avenue North, Lake Elmo, MN 55042 at 7:00 p.m. to consider a proposed vacation of a Permanent Public Utility Easement and Agreement on the subject property legally described as:

The north 474.06 feet of the Northwest Quarter of the Southwest Quarter of Section 36, Township 29 North, Range 21 West, according to the United States Government Survey thereof and situated in Washington County, Minnesota.

; and

a public utility easement located in the City of Lake Elmo, County of Washington, State of Minnesota described as follows, to-wit:

A perpetual easement for public utility purposes over, under and across the following described property:

Over, under and across that part of the north 474.06 feet of the Northwest Quarter of the Southwest Quarter of Section 36, Township 29 North, Range 21 West, Washington County, Minnesota, except the west 50 feet thereof. Said perpetual easement lies northerly and easterly of the following described line:

Commencing at the northwest corner of said Northwest Quarter of the Southwest Quarter; thence on an assumed bearing of South 00 degrees 02 minutes 54 seconds West, along the west line of said Northwest Quarter of the Southwest Quarter, a distance of 40.00 feet to the point of beginning of the line to be described; thence North 89 degrees 48 minutes 29 seconds East a distance of 597.64 feet; thence South 87 degrees 08 minutes 18 seconds East a distance of 187.72 feet; thence North 89 degrees 48 minutes 29 seconds East a distance of 483.28 feet; thence South 00 degrees 01 minutes 17 seconds East a distance of 424.06 feet to the south line of said north 474,06 feet of the Northwest Quarter of the Southwest Quarter and said line there terminating.

FURTHERMORE, NOTICE IS HEREBY GIVEN that a hearing will be held before the City Council on the third day of December, 2013, in the City Hall located at 3800 Laverne Avenue

North, Lake Elmo, MN 55042 at 7:00 p.m. to consider a proposed vacation of a Temporary Construction Easement and Agreement legally described as:

A temporary easement for construction purposes over, under and across that part of the north 474.06 feet of the Northwest Quarter of the Southwest Quarter of Section 36, Township 29 North, Range 21 West, Washington County, Minnesota, except the west 50 feet thereof. Said temporary easement lies northerly and easterly of the following described line:

Commencing at the northwest corner of said Northwest Quarter of the Southwest Quarter; thence on an assumed bearing of South 00 degrees 02 minutes 54 seconds West, along the west line of said Northwest Quarter of the Southwest Quarter, a distance of 90.00 feet to the point of beginning of the line to be described; thence North 89 degrees 48 minutes 29 seconds East a distance of 597.85 feet; thence South 79 degrees 36 minutes 58 seconds East a distance of 190.69 feet; thence North 89 degrees 48 minutes 29 seconds East a distance of 408.06 feet; thence South 00 degrees 01 minutes 17 seconds East a distance of 349.06 feet to the south line of said north 474.06 feet of the Northwest Quarter of the Southwest Quarter and said line there terminating.

| Dated this sixth day of November, 2013. | SIGNED BY: |
|---|---------------------------|
| | By: Adam Bell Clerk |

Receipt:# 224811

EAS

\$46.00 CRV Not Required Exempt from Tax

Return to: JOHNSON/TURNER 56 E BROADWAY AVE #206 FOREST LAKE MN 55025

3947069



5/23/2013 3:32 PM

3947069

Office of the County Recorder Washington County, Minnesota Jennifer Wagenius, County Recorder Kevin Corbid, Auditor Treasurer

Return to:

Johnson & Turner, P.A. Attn: David K. Snyder 56 East Broadway Avenue, Suite 206 Forest Lake, MN 55025

PUBLIC UTILITY EASEMENT AND AGREEMENT

PERMANENT PUBLIC UTILITY EASEMENT AND AGREEMENT

THIS INDENTURE, made this 19 day of Apple, 2013, by and between TAMMY DIEDRICH AND GERHARD RIEDER, joint tenants, parties of the first part; and the CITY OF LAKE ELMO, Washington County, Minnesota, party of the second part.

WITNESSETH:

WHEREAS, the above-named party of the first part is the owner in fee simple of the real estate being located in the City of Lake Elmo, County of Washington and State of Minnesota, being described as follows:

The north 474.06 feet of the Northwest Quarter of the Southwest Quarter of Section 36, Township 29 North, Range 21 West, according to the United States Government Survey thereof and situate in Washington County, Minnesota.

That for and in consideration of the sum of SIXTEEN THOUSAND ONE HUNDRED FORTY-ONE AND 71/100 DOLLARS (\$16,141.71), and other good and valuable consideration, the receipt of which is hereby acknowledged, the party of the first part has this day bargained and sold, and by these presents do bargain, sell and transfer unto the CITY OF LAKE ELMO its successors and assigns the following:

A perpetual easement for public utility purposes with the right to enter upon the real estate hereinafter described at any time that the CITY OF LAKE ELMO may see fit, and construct, maintain and repair any lines, equipment, materials, or other items for public municipal utility purposes, for the purpose of maintaining, repairing or replacing the said municipal utility facilities

over, across, through and under the lands hereinafter described, together with the right to excavate and refill ditches and/or trenches for the location of said public utilities, drainage and related facilities, and the further right to remove trees, bushes, undergrowth, and other obstructions interfering in the location, construction and maintenance of said public drainage and utilities.

That said public utility easement located in the City of Lake Elmo, County of Washington, State of Minnesota, and is described as follows, to-wit:

A perpetual easement for public utility purposes over, under and across the following described property:

Over, under and across that part of the north 474.06 feet of the Northwest Quarter of the Southwest Quarter of Section 36, Township 29 North, Range 21 West, Washington County, Minnesota, except the west 50 feet thereof. Said perpetual easement lies northerly and easterly of the following described line:

Commencing at the northwest corner of said Northwest Quarter of the Southwest Quarter; thence on an assumed bearing of South 00 degrees 02 minutes 54 seconds West, along the west line of said Northwest Quarter of the Southwest Quarter, a distance of 40.00 feet to the point of beginning of the line to be described; thence North 89 degrees 48 minutes 29 seconds East a distance of 597.64 feet; thence South 87 degrees 08 minutes 18 seconds East a distance of 187.72 feet; thence North 89 degrees 48 minutes 29 seconds East a distance of 483.28 feet; thence South 00 degrees 01 minutes 17 seconds East a distance of 424.06 feet to the south line of said north 474.06 feet of the Northwest Quarter of the Southwest Quarter and said line there terminating.

TO HAVE AND TO HOLD, said perpetual easement unto the City of Lake Elmo, its successors and assigns, forever.

The parties of the first part do hereby covenant with the CITY OF LAKE ELMO, that they are lawfully seized and possessed of the real estate above described.

IN WITNESS WHEREOF, the said parties have caused this instrument to be executed the day and year first above written.

IN PRESENCE OF:

PARTIES OF THE FIRST PART:

Tammy Diedrich

Gerhard Rieder

STATE OF MINNESOTA

) ss.

COUNTY OF WASHINGTON

On this day of 2013, before me, a Notary Public, in and for said County and State, appeared Tammy Diedrich and Gerhard Rieder, joint tentants, to me personally known, who being by me first duly sworn, did say that they acknowledged said instrument to be the free act and deed of said Tammy Diedrich and Gerhard Rieder.

JOAN MARIE ZIERTMAN S Notary Public-Minnesota My Commission Expires Jan 31, 2016

Notary Public

PARTY OF THE SECOND PART:

| CITY OF LAKE ELMO |
|-------------------|
| By: |
| By: De G2 |
| Its Administrator |
| |

Approved as to form:

Lake Elmo City Attorney

STATE OF MINNESOTA)
) ss
COUNTY OF WASHINGTON)

On this day of ________, 2013, before me, a notary public within and for said County and State, personally appeared MIKE PEARSON and DEAN ZULEGER to me personally known, who, being each by me duly sworn did say that they are respectively the Mayor and Administrator of the CITY OF LAKE ELMO, by authority of the City Council of the City of Lake Elmo, and said Mayor and Administrator acknowledged said instrument to be the free act and deed of said City of Lake Elmo.



Notary Public

THIS INSTRUMENT DRAFTED BY: DAVID K. SNYDER JOHNSON & TURNER, P.A. 56 East Broadway Avenue, Suite 206 Forest Lake, MN 55025 (651) 464-7292

PERPETUAL & TEMPORARY EASEMENT EXHIBIT

~for~ City of Lake Elmo

LAKE ELMO INFRASTRUCTURE IMP. I-94 to 30th Street

TKDA Project No. 13857.000

Parcel PIN No. 36-029-21-32-0002 Owner: Tammy Diedrich and Gerhard Rieder

EXISTING PROPERTY DESCRIPTION

(Per Doc. No. 3193933)

The north 474.06 feet of the Northwest Quarter of the Southwest Quarter of Section 36, Township 29 North, Ronge 21 West, according to the United States Government Survey thereof and situate in Washington County, Minnesoto.

PROPUSED PERPETUAL AND TEMPORARY EASEMENT DESCRIPTION

A perpetual easement for utility purposes over, under and across that part of the north 474.05 feet of the Northwest Guarter of the Southwest Guarter of Section 15, Township 29 North, Range 21 West, Waghington County, Minnesota, except the west 50 feet thereof. Said perpetual sassment lies northerly and easterly of the following described fine:

following described line:

Commencing of the northwest corner of soid Northwest Quarter of the Southwest Quarter; thence on an example bearing of South 80 dayness 82 minutes 54 seconds West, along the west line of soid Northwest Quarter of the Southwest Quarter, a distance of 40.00 feet to the point of beginning of the feet to be described; themse North 89 dayness 46 minutes 23 seconds East a distance of 59.74 feet; there is Southwest Outer of 463.78 feet; there is North 89 dayness 48 minutes 16 seconds East a distance of 58.772 feet; there is North 89 dayness 61 minutes 17 seconds East a distance of 463.78 feet; there South 90 dayness 61 minutes 17 seconds East a distance of 424.06 feet to the south line of soid north 474.06 feet of the Northwest Quarter of the Southwest Quarter and soid into there terminating.

Together with a temporary essement for construction purposes over, under one corpos that pers of the north 474 GB feet of the Northwest Querter of the Southwest Querter of Section 36, Township 29 Acrit, Range 21 West, Washington County, Minescola, accept the west 50 feet that oil. 36 and temporary essement lies northerly and adularly of the following described line, except that part herebelore basicised as perpetual resonances.

ment:
Commencing of the northwest corner of said Northwest Quarter of the Southwest Quarter: theree on an assumed braining of South 60 degrees 02 minutes 54 seconds west, clong the west line of said Northwest Quarter at the Southwest Quarter, a sistence of 90.00 feet to the soint of beginning of the fine to be described; thence North 89 degrees 48 minutes 29 seconds East a distance of 99.26 feet; thence South 79 degrees 36 minutes 58 seconds East a distance of 190.69 feet; thence North 89 degrees 48 minutes 25 seconds East a distance of 408.06 feet; thence South 00 degrees 01 minutes 17 seconds East a distance of 39.06 feet to the south fine of East for north 474.06 feet of the Northwest Quarter of the Southwest Quarter and sold line there terminoling.

LEGEND

DENOTES PARCEL PROPERTY LINE
DENOTES PERRETUAL EASEMENT
DENOTES TEMPORARY EASEMENT
DENOTES ADJACENT PROPERTY LINE
BENOTES SCORN LINE

DENOTES PROPOSED PERPETUAL UTILITY EASEMENT

DENOTES PROPOSED TEMPORARY CONSTRUCTION EASEMENT

PROPERTY & EASEMENT AREAS:

FOTAL AREA OF PARCEL: 625,117 S.F. AREA EXCLUDING CSAH NO. 17: 601,414 S.F.

TOTAL AREA OF PERPETUAL EASEMENT: 78,209 S.F. TOTAL AREA OF TEMPGRARY EASEMENT: 101,520 S.F.

TEMPORARY EASEMENT TO EXPIRE

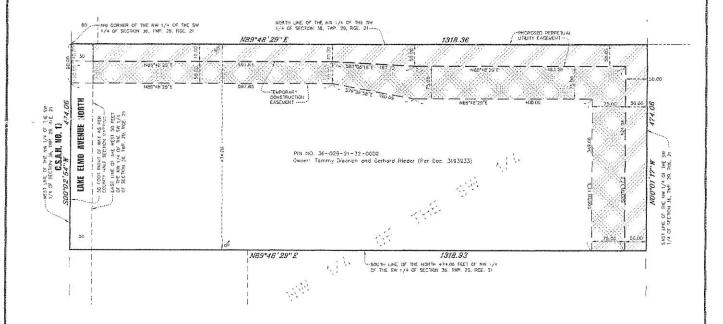
SURVEY NOTES

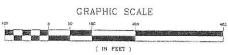
- No field survey work was completed for this survey.
 Bearings shown are on Washington County Coordinate System.
- Bearings shown are bit maximiques county coolumnic ayasem.

 (ADS) (1966).

 This survey was prepared without the benefit of title work.

 Additional eosements, restrictions and/or encumbrances may exist other than those shown herean. Survey subject to revision upon receipt of a current title commitment or an attorney's title opinion.





E.G. RUD & SONS, INC.

151,1871 Professional Land Surveyors
6776 Lake Drive NE, Suite 110
Lino Lakes, MN 55014

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| NO : | DATE | DESCRIPTION | 27 |

DRAWN BY, JEH | JOB NO: 11081EC | DATC: 03/15/13

I hereby certify that this survey, plan or report was prepared by me or unde my direct supervision and that I am a duty Registered Land Surveyor under the lows of the State of Minnesoto.

DANIEL W. OBERMILLER
Date: 3/15/13 License No. 25341

Tel. (651) 361-8200 Fax (651) 361-8701

RETURN TO: DAVID K. SNYDER Johnson & Turner, P.A. 56 East Broadway Avenue, Suite 206 Forest Lake, MN 55025

TEMPORARY CONSTRUCTION EASEMENT AND AGREEMENT

THIS INDENTURE, made this 19th day of April , 2013, by and between TAMMY DIEDRICH AND GERHARD RIEDER, joint tenants, parties of the first part; and the CITY OF LAKE ELMO, a municipal corporation organized under the laws of the State of Minnesota, party of the second part.

WITNESSETH:

WHEREAS, the above-named parties of the first part are the owners in fee simple of the real estate hereinafter described.

That for and in consideration of the sum of ONE DOLLAR (\$1.00) and other good and valuable consideration, the receipt of which is hereby acknowledged, the parties of the first part have this day bargained and sold, and by these presents do bargain, sell and transfer unto the CITY OF LAKE ELMO, its successors and assigns the following:

A temporary construction easement, including the right to enter upon the real estate hereinafter described and grade and excavate land for the purpose of constructing municipal utilities, and the further right to remove bushes, trees, undergrowth, and other obstructions interfering in the location and construction of said public utilities.

That said easement located in the County of Washington, State of Minnesota, is described as follows, to-wit:

A temporary easement for construction purposes over, under and across that part of the north 474.06 feet of the Northwest Quarter of the Southwest Quarter of Section 36, Township 29 North, Range 21 West, Washington County, Minnesota, except the west 50 feet thereof. Said temporary easement lies northerly and easterly of the following described line:

Commencing at the northwest corner of said Northwest Quarter of the Southwest Quarter; thence on an assumed bearing of South 00 degrees 02 minutes 54 seconds West, along the west line of said Northwest Quarter of the Southwest Quarter, a distance of 90.00 feet to the point of beginning of the line to be described; thence North 89 degrees 48 minutes 29 seconds East a distance of 597.85 feet; thence South 79 degrees 36 minutes 58 seconds East a distance of 190.69 feet; thence North 89 degrees 48 minutes 29 seconds East a distance of 408.06 feet; thence South 00 degrees 01 minutes 17 seconds East a distance of 349.06 feet to the south line of said north 474.06 feet of the Northwest Quarter of the Southwest Quarter and said line there terminating.

TO HAVE AND TO HOLD, said temporary easement unto the City of Lake Elmo, Washington County, Minnesota, its successors and assigns, until December 31, 2014, at which time said easement shall expire.

The parties of the first part do hereby covenant with the City of Lake Elmo, that they are lawfully seized and possessed of the real estate above described.

It is understood and agreed that the party of the second part will restore said land to as good or better a condition as it was prior to the time of any excavation for public water and sewer and storm sewer utilities or any other purpose, however the party of the second part will

not be required to restore any fencing that it is necessary to remove or becomes damaged during the process of any excavation.

It is further understood and agreed that the party of the second part will forthwith re-seed all areas, where necessary, on said lands from which it is necessary to remove or damage the turf thereon, during the process of any excavation.

IN WITNESS WHEREOF, the said parties have caused this instrument to be executed the day and year first above written.

IN PRESENCE OF:

PARTIES OF THE FIRST PART:

Tammy Diedfich

Gerhard Rieder

STATE OF MINNESOTA) ss.
COUNTY OF WASHINGTON)

On this 16th day of April , 2013, before me, a Notary Public, in and for said County and State, appeared Tammy Diedrich and Gerhard Rieder, joint tenants, to me personally known, who being by me first duly sworn, did say that they acknowledged said instrument to be the free act and deed of said Tammy Diedrich and Gerhard Rieder.

JOAN MARIE ZIERTMAN &
Notary Public-Minnesota
My Commission Expires Jan 31, 2016 &

Notary Public

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PARTY OF THE SECOND PART:

CITY OF LAKE ELMO

Its Mayo

By:

Its Administrator

Approved as to form:

Lake Elmo City Attorney

STATE OF MINNESOTA

) ss.

COUNTY OF WASHINGTON

On this <u>19</u> day of <u>2000</u>, 2013, before me, a notary public within and for said County and State, personally appeared MIKE PEARSON and DEAN ZULEGER, to me personally known, who, being each by me duly sworn did say that they are respectively the Mayor and Administrator of the CITY OF LAKE ELMO, by authority of the City Council of the City of Lake Elmo, and said Mayor and Administrator acknowledged said instrument to be the free act and deed of said City of Lake Elmo.



Notary Public

THIS INSTRUMENT DRAFTED BY: DAVID K. SNYDER JOHNSON & TURNER, P.A. 56 East Broadway Avenue, Suite 206 Forest Lake, MN 55025 (651) 464-7292

PERPETUAL & TEMPORARY EASEMENT EXHIBIT

~for~ City of Lake Elmo

LAKE ELMO INFRASTRUCTURE IMP. 1-94 to 30th Street

TKDA Project No. 13857.000

Parcel PIN No. 36-029-21-32-0002 Owner: Tammy Diedrich and Gerhard Rieder

EXISTING PROPERTY DESCRIPTION

(Per Doc. No. 3193933)

The north 474,05 fact of the Northwest Quarter of the Southwest Quarter of Section 36, Township 29 North, Ronge 29 West, according to the United States Government Survey thereof and situate in Washington County, Minnese

PROPOSED PERPETUAL AND TEMPORARY EASEMENT DESCRIPTION

A perpetual easement for utility purposes over, under and across that part of the north 474.06 feet of the Northwest Ouartee of Section 36. Township 29 North, Ronge 21 West, Washington County, Minnesda, except the west 50 feet thereof. Said perpetual assement lies northerly and easterly of the following described line:

following executed lines:

Commencing at the northwest corner of said farthwest Quarter of the Southwest Quarter; thence on an assumed bearing of South 30 degrees 02 minutes 54 seconds West, along the west line of said Northwest Quarter of the Southwest Quarter; a distance of 40,00 feet to the point of beginning of the line to be described; thence North 89 degrees 48 minutes 29 seconds East a distance of 597.64 feet; thence South 67 degrees 68 minutes 18 seconds East and 618 72 feet; thence North 89 degrees 48 minutes 29 seconds East a distance of 483.26 feet; thence South 00 degrees 01 minutes 18 records East and of the Month of Southwest Quarter of the Southwes

Together with a temporary assement for construction purposes over, under and across that part of the north 474.06 feet of the Northwest Cuarter of the Southwest Quarter of Section 36, flowwising 26 North, Rengo 21 West, Washington County, Whensoto, except the west 50 feet careful. Soil temporary assement lies northerly and easterly of the following described life, except that part herebefore described as perpetual easement:

Commencing at the northwest corner of sold hortness Guarter of the Southwest Guarter; thence on on assumed bearing of Shuth 60 degrees 02 minutes 54 seconds West, along the west line of Northwest Guarter of the Southwest Guarter; a distance of SGD0 test to the peint of beginning of the line to be described; thence North 68 degrees 48 minutes 29 seconds East a distance of 50.7.85 feet; thence South 79 degrees 36 minutes 58 seconds East o elstones of 90.66 feet; thence North 89 degrees 48 minutes 29 seconds East a distance of 408.06 feet; thence South 00 degrees 01 minutes 17 seconds (SML), a distance of 349.06 feet to the south line of sold prior 474.06 feet of the Northwest Guarter of the Southwest Quarter and sold line there terminating.

LEGEND

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DENOTES PROPOSED PERPETUAL UTILITY EASEMENT

DENOTES PROPOSED TEMPORARY CONSTRUCTION EASEMENT

PROPERTY & EASEMENT AREAS:

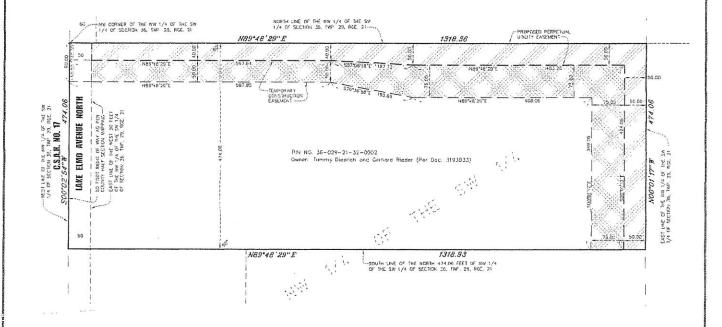
TOTAL AREA OF PARCEL: 625,117 S.F. AREA EXCLUDING CSAN NO. 17: 801,414 S.F.

TOTAL AREA OF PERPETUAL EASEMENT: 78,209 S.F... TOTAL AREA OF TEMPORARY EASEMENT: 101,520 S.F.

TEMPORARY EASEMENT TO EXPIRE:_____

SURVEY NOTES

- No field survey work was completed for this survey.
 Bearings shown are on Washington County Coordinate System.
 NADB3 (1986).
 This survey was prepared allowed the prooffs of the control of the co
- This survey was prepared without the benefit of title work. Additional easements, restrictions and/or enzumarances may exist other than those snown heroon. Survey subject to revision upon receipt of a current title commitment or an attorney's title opinion.



GRAPHIC SCALE

192 C 50 106 Spc 40

(in Feet)

Professional Land Surveyors 6776 Lake Drive NE, Suite 110 Lino Lakes, MN 55014 Tel. (651) 361-8200 Fax (651) 361-8701

| A | | JOB 40: 1108/ED DATE: 63/15 | |
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I neceby certify that this survey, plan or report was prepared by me or under my direct supervision and that I am a duly Registered Land Surveyor under the lows of the State of Minnesoto.

DANIEL W. OBERMALER
Date: 3/15/13 License No. 25341



MAYOR AND COUNCIL COMMUNICATION

DATE:

11/06/2013

REGULAR

ITEM #:

13A

AGENDA ITEM: Keats MSA Street and Trunk Watermain Improvements – Assessment

Hearing on Street Improvements and Adopting the Final Assessment Roll

SUBMITTED BY: Jack Griffin, City Engineer

THROUGH: Dean A. Zuleger, City Administrator

REVIEWED BY: Adam Bell, City Clerk

Cathy Bendel, Finance Director

Chad Isakson, Engineering Project Manager

SUGGESTED ORDER OF BUSINESS:

| - | Introduction of Item | City Engineer |
|---|---------------------------------|----------------------|
| _ | Report/Presentation | City Engineer |
| _ | Questions from Council to Staff | Mayor Facilitates |
| - | Public Input, if Appropriate | Mayor Facilitates |
| - | Call for Motion | Mayor & City Council |
| _ | Discussion | Mayor & City Council |
| _ | Action on Motion | Mayor Facilitates |

SUMMARY AND ACTION REQUESTED:

The City Council is respectfully requested to conduct the Final Assessment Hearing for street improvements completed as a part of the Keats MSA Street and Trunk Watermain Improvements. Pursuant to Minnesota Statutes, Section 429 the Council must conduct a final assessment hearing to declare the amounts to be assessed to the benefitting properties. The Council will also present and hear upon any objections to the proposed assessment whether presented verbally or in writing. The recommended motion for this action is as follows:

"Move to approve Resolution No. 2013-91, Adopting the Final Assessment Roll for the street improvements for the Keats MSA Street and Trunk Watermain Improvements."

STAFF REPORT:

On October 1, 2013, the City Council approved a Resolution declaring the costs to be assessed, ordering the preparation of the proposed assessment, and calling for the hearing on proposed assessment for the street improvements for the Keats MSA Street and Trunk Watermain Improvements. The Project is substantially complete and the special assessments for this project

were established as fixed amounts for a Collector Roadway. Therefore the unit assessments remain unchanged with the final project costs.

Pursuant to Minnesota Statutes, Section 429 the Council must declare the final amount to be assessed against the benefitting properties and the hearing on the proposed assessment for these improvements must be conducted. Staff has attached a proposed Final Assessment Roll. The final unit assessment amount for each benefiting property is \$3,400.

Mailed notice has been provided to each assessed property and notice of the public hearing has been published in the local paper in accordance with Minnesota Statutes, Section 429. The Final Assessment Roll must be certified to the County Auditor by November 30, 2013.

RECOMMENDATION:

Staff is recommending that the City Council adopt Resolution No. 2013-91, thereby Adopting the Final Assessment Roll for the street improvements for the Keats MSA Street and Trunk Watermain Improvements. The recommended motion for this action is as follows:

"Move to approve Resolution No. 2013-91, Adopting the Final Assessment Roll for the street improvements for the Keats MSA Street and Trunk Watermain Improvements."

ATTACHMENT(S):

- 1. Resolution No. 2013-91, Adopting the Final Assessment Roll on Street Improvements
- 2. Final Assessment Roll
- 3. Notice of Hearing on Street Improvements

CITY OF LAKE ELMO WASHINGTON COUNTY STATE OF MINNESOTA

RESOLUTION NO. 2013-91

A RESOLUTION ADOPTING THE FINAL ASSESSMENT ROLL FOR THE STREET IMPROVEMENTS FOR THE KEATS MSA STREET AND TRUNK WATERMAIN IMPROVEMENTS

WHEREAS, pursuant to proper notice duly given as required by law, the Council has met and heard and passed upon all objections to the proposed assessment for the street improvements for the Keats MSA Street and Trunk Watermain Improvements.

NOW, THEREFORE, BE IT RESOLVED,

- Such proposed assessment, a copy of which is attached hereto and made a part hereof, is herby accepted and shall constitute the special assessment against the lands named therein, and each tract of land therein included is hereby found to be benefited by the proposed improvement in the amount of the assessment levied against it.
- 2. Such assessment shall be payable in equal annual installments extending over a period of 10 years, the first of the installments to be payable on or before the first Monday in January, 2014, and shall bear interest at the rate of 4.50% percent per annum from the date of the adoption of the assessment resolution. To the first installment shall be added interest on the entire assessment from the date of this resolution until December 31, 2013. To each subsequent installment, when due, shall be added interest for one year on all unpaid installments.
- 3. The owner of any property so assessed may, at any time prior to the certification of the assessment to the county auditor, pay the whole of the assessment on such property, with the interest accrued to the date of payment, to the City Clerk, except that no interest shall be charged if the entire assessment is paid within 30 days from the adoption of this resolution; and he/she may, at any time thereafter, pay to the City Clerk 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.

4. The City 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. Such assessments shall be collected and paid over in the same manner as other municipal taxes.

ADOPTED BY THE LAKE ELMO CITY COUNCIL ON THE SIXTH DAY OF NOVEMBER, 2013.

CITY OF LAKE ELMO

| | By: Mike Pearson Mayor |
|-------------------------|------------------------------|
| (Seal) ATTEST: | au y 0 |
| Adam Bell City Clerk | |

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| 4890 KEATS AVE LAKE ELMO 55042 1002921110005 1 \$ 4950 KEATS AVE LAKE ELMO 55042 1002921110004 1 \$ 4855 KEATS AVE LAKE ELMO 55042 1102921220001 1 \$ TOTAL 20 \$ | SCHUBERT ROLF & KARIN A | NA | 5222 | KEATS | AVE | LAKE ELMO | 55042 | 0302921440003 | Н | \$ | 3,400.00 |
| 4950 KEATS AVE LAKE ELMO 55042 1002921110004 1 \$ 4855 KEATS AVE LAKE ELMO 55042 1102921220001 1 \$ TOTAL 20 \$ | EDER MELVIN J & JANE R | ~ | 4890 | KEATS | AVE | LAKE ELMO | 55042 | 1002921110005 | 1 | \$ | 3,400.00 |
| KEATS AVE LAKE ELMO 55042 1102921220001 1 \$ TOTAL 20 \$ | CARLSON JOHN F & CARRIE E | RRIE E | 4950 | KEATS | AVE | LAKE ELMO | 55042 | 1002921110004 | Н | \$ | 3,400.00 |
| 20 \$ | KELCH JOYCE E | | 4855 | KEATS | AVE | LAKE ELMO | 55042 | 1102921220001 | 1 | \$ | 3,400.00 |
| | | | | | | | | TOTAL | 20 | \$ | 68,000.00 |

CITY OF LAKE ELMO NOTICE OF HEARING ON PROPOSED ASSESSMENT KEATS MSA STREET AND TRUNK WATERMAIN IMPROVEMENTS

Notice is hereby given that the City Council of Lake Elmo will meet in the Council Chambers of the City Hall at or approximately after 7:00 P.M. on Wednesday, November 6, 2013, to consider, and possibly adopt, the proposed assessment against abutting property for the Keats MSA Street and Trunk Watermain Improvements. Adoption by the Council of the proposed assessment may occur at the hearing. The following are the areas proposed to be assessed:

Keats Avenue Street Improvements: The amount to be specially assessed against each particular lot, piece, or parcel of land located along Keats Avenue (from Trunk Highway 36 to 47th Street), is \$3,400.

You may at any time prior to certification of the assessment to the county auditor on November 15, 2013, pay the entire assessment on such property to the City Clerk with interest accrued to the date of payment. No interest shall be charged if the entire assessment is paid to the City Clerk 30 days from the adoption of this assessment. You may at any time thereafter, pay to the City Clerk 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 (date assessment certified to County Auditor) or interest will be charged through December 31 of the succeeding year. If you decide not to prepay the assessment before the date given above the rate of interest that will apply is 4.50 percent per year.

Once assessments are certified to the County, the assessments are payable in equal annual installments extending over a period of 10 years, the first of the installments to be payable on or before the first Monday in January 2014, and will bear interest at the rate of 4.50 percent per annum from the date of adoption of the assessment resolution. To the first installment shall be added interest on the entire assessment from the date of the assessment resolution until December 31, 2013. To each subsequent installment when due shall be added interest for one year on all unpaid installments.

The proposed assessment roll is on file for public inspection at the City Clerk's office. The total amount of the proposed street improvement assessment is \$74,800. The City contribution for the street improvement project is \$1,244,120. Written or oral objections will be considered at the meeting. No appeal may be taken as to the amount of an assessment unless a written objection signed by the affected property owner is filed with the municipal clerk prior to the assessment hearing or presented to the presiding officer at the hearing. The Council may upon such notice consider any objection to the amount of a proposed individual assessment at an adjourned meeting upon such further notice to the affected property owners as it deems advisable.

An owner may appeal an assessment to district court pursuant to Minnesota Statutes, Section 429.081 by serving notice of the appeal upon the Mayor or Clerk within 30 days

after the adoption of the assessment and filing such notice with the district court within ten days after service upon the Mayor or Clerk.

The City Council is authorized in its discretion to defer the payment of an assessment for any homestead property owned by a person for whom it would be a hardship to make payment if the owner is 65 years of age or older and/or the owner is a person retired by virtue of a permanent and total disability or by a person who is a member of the Minnesota National Guard or other military reserves who is ordered into active military service, as defined in section 190.05 subdivision 5b or 5c, as stated in the person's military orders, for whom it would be a hardship to make the payments. The owner must request a deferment of the assessment at or before the public hearing at which the assessment is adopted and make application on forms prescribed by the City Clerk within 30 days after the adoption.

Notwithstanding the standards and guidelines established by the City for determining a hardship, a deferment of an assessment may be obtained pursuant to Minnesota Statutes Section 435.193.

DATED: October 1, 2013

BY ORDER OF THE LAKE ELMO CITY COUNCIL Mike Pearson, Mayor

(Published in the Oakdale-Lake Elmo Review on October 9, 2013)



MAYOR AND COUNCIL COMMUNICATION

DATE:

11/06/2013

REGULAR

ITEM #:

13B

AGENDA ITEM:

Keats MSA Street and Trunk Watermain Improvements – Assessment

Hearing on Water Improvements and Adopting the Final Assessment Roll

SUBMITTED BY:

Jack Griffin, City Engineer

THROUGH:

Dean A. Zuleger, City Administrator

REVIEWED BY:

Adam Bell, City Clerk

Cathy Bendel, Finance Director

Chad Isakson, Engineering Project Manager

SUGGESTED ORDER OF BUSINESS:

| - | Introduction of Item | City Engineer |
|----|---------------------------------|----------------------|
| | Report/Presentation | |
| | Questions from Council to Staff | |
| - | Public Input, if Appropriate | Mayor Facilitates |
| -0 | Call for Motion | Mayor & City Council |
| - | Discussion | Mayor & City Council |
| | Action on Motion. | |

SUMMARY AND ACTION REQUESTED:

The City Council is respectfully requested to conduct the Final Assessment Hearing for watermain improvements completed as a part of the Keats MSA Street and Trunk Watermain Improvements. Pursuant to Minnesota Statutes, Section 429 the Council must conduct a final assessment hearing to declare the amounts to be assessed to the benefitting properties. The Council will also present and hear upon any objections to the proposed assessment whether presented verbally or in writing. The recommended motion for this action is as follows:

"Move to approve Resolution No. 2013-92, Adopting the Final Assessment Roll for the watermain improvements for the Keats MSA Street and Trunk Watermain Improvements."

STAFF REPORT:

On October 1, 2013, the City Council approved a Resolution declaring the costs to be assessed, ordering the preparation of the proposed assessment, and calling for the hearing on proposed assessment for the trunk watermain improvements for the Keats MSA Street and Trunk Watermain Improvements. The Project is substantially complete and the special assessments for this project were established as fixed amounts for a trunk watermain extension. Therefore the unit assessments remain unchanged with the final project costs.

Pursuant to Minnesota Statutes, Section 429 the Council must declare the final amount to be assessed against the benefitting properties and the hearing on the proposed assessment for these improvements must be conducted. Staff has attached a proposed Final Assessment Roll. The final unit assessment amount for each benefiting property is \$2,900.

Mailed notice has been provided to each assessed property and notice of the public hearing has been published in the local paper in accordance with Minnesota Statutes, Section 429. The Final Assessment Roll must be certified to the County Auditor by November 30, 2013.

RECOMMENDATION:

Staff is recommending that the City Council adopt Resolution No. 2013-92, thereby Adopting the Final Assessment Roll for the watermain improvements for the Keats MSA Street and Trunk Watermain Improvements. The recommended motion for this action is as follows:

"Move to approve Resolution No. 2013-92, Adopting the Final Assessment Roll for the watermain improvements for the Keats MSA Street and Trunk Watermain Improvements."

ATTACHMENT(S):

- 1. Resolution No. 2013-92, Adopting the Final Assessment Roll on Watermain Improvements
- 2. Final Assessment Roll
- 3. Notice of Hearing on Watermain Improvements

CITY OF LAKE ELMO WASHINGTON COUNTY STATE OF MINNESOTA

RESOLUTION NO. 2013-92

A RESOLUTION ADOPTING THE FINAL ASSESSMENT ROLL FOR THE WATERMAIN IMPROVEMENTS FOR THE KEATS MSA STREET AND TRUNK WATERMAIN IMPROVEMENTS

WHEREAS, pursuant to proper notice duly given as required by law, the Council has met and heard and passed upon all objections to the proposed assessment for the watermain improvements for the Keats MSA Street and Trunk Watermain Improvements.

NOW, THEREFORE, BE IT RESOLVED,

- Such proposed assessment, a copy of which is attached hereto and made a part hereof, is
 hereby accepted and shall constitute the special assessment against the lands named
 therein, and each tract of land therein included is hereby found to be benefited by the
 proposed improvement in the amount of the assessment levied against it.
- 2. Such assessment shall be payable in equal annual installments extending over a period of 10 years, the first of the installments to be payable on or before the first Monday in January, 2014, and shall bear interest at the rate of 4.50% percent per annum from the date of the adoption of the assessment resolution. To the first installment shall be added interest on the entire assessment from the date of this resolution until December 31, 2013. To each subsequent installment, when due, shall be added interest for one year on all unpaid installments.
- 3. The owner of any property so assessed may, at any time prior to the certification of the assessment to the county auditor, pay the whole of the assessment on such property, with the interest accrued to the date of payment, to the City Clerk, except that no interest shall be charged if the entire assessment is paid within 30 days from the adoption of this resolution; and he/she may, at any time thereafter, pay to the City Clerk 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.

4. The City 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. Such assessments shall be collected and paid over in the same manner as other municipal taxes.

ADOPTED BY THE LAKE ELMO CITY COUNCIL ON THE SIXTH DAY OF NOVEMBER, 2013.

CITY OF LAKE ELMO

| | By: |
|-------------------|--------------|
| | Mike Pearson |
| | Mayor |
| (Seal) ATTEST: | |
| Adam Bell | |
| City Clerk | |

KEATS AVE NORTH WATERMAIN IMPROVEMENTS FINAL ASSESSMENT ROLL

| NO. | NAME | | | ADDRESS | SS | | PID | UNITS | A | AMOUNT |
|-----|--------------------------------------|------|-------|---------|-----------|-------|---------------|-------|----|-----------|
| 1 | ZIERTMAN STEVEN R & JOAN M | 5761 | KEATS | AVE | LAKE ELMO | 55042 | 0202921220001 | 1 | \$ | 2,900.00 |
| 2 | SLOMKOWSKI LEEANN M | 5415 | KEATS | AVE | LAKE ELMO | 55042 | 0202921310003 | П | \$ | 2,900.00 |
| 3 | CROCKER GEORGE W & CYNTHIA L FOUSHEE | 5093 | KEATS | AVE | LAKE ELMO | 55042 | 0202921330003 | 1 | s | 2,900.00 |
| 4 | SESSING DIANE L | 2699 | KEATS | AVE | LAKE ELMO | 55042 | 0202921230003 | 1 | ❖ | 2,900.00 |
| 2 | VOGEL WILLIAM J & CHERYL | 5055 | KEATS | AVE | LAKE ELMO | 55042 | 0202921330002 | П | \$ | 2,900.00 |
| 9 | MAGILL JOSEPH M & MAUREEN M | 5275 | KEATS | AVE | LAKE ELMO | 55042 | 0202921310005 | 1 | \$ | 2,900.00 |
| 7 | MENZ RICHARD J | 5615 | KEATS | AVE | LAKE ELMO | 55042 | 0202921230001 | 1 | ş | 2,900.00 |
| ∞ | BERGER KATHLEEN A & DUSTIN M | 5435 | KEATS | AVE | LAKE ELMO | 55042 | 0202921320002 | 1 | ς, | 2,900.00 |
| 6 | HERMANSON CHRISTINE L | 5545 | KEATS | AVE | LAKE ELMO | 55042 | 0202921230005 | 1 | ş | 2,900.00 |
| 10 | EGERSDORF RICHARD J | 0966 | 57TH | ST | LAKE ELMO | 55042 | 0302921140002 | 1 | ş | 2,900.00 |
| 11 | BOETTCHER JEFFREY A & KARISSA | 5630 | KEATS | AVE | LAKE ELMO | 55042 | 0302921140008 | 1 | ş | 2,900.00 |
| 12 | EGGEN PETER D & PAMELA K | 5250 | KEATS | AVE | LAKE ELMO | 55042 | 0302921410002 | 1 | ς٠ | 2,900.00 |
| 13 | SPAETH KEVIN & KARI | 5010 | KEATS | AVE | LAKE ELMO | 55042 | 0302921440017 | 1 | s | 2,900.00 |
| 14 | NELSON CYNTHIA JANE | 5240 | KEATS | AVE | LAKE ELMO | 55042 | 0302921410003 | 1 | ş | 2,900.00 |
| 15 | MEYER ROBERT F & MARIE | 5220 | KEATS | AVE | LAKE ELMO | 55042 | 0302921440004 | 1 | ş | 2,900.00 |
| 16 | SCHUBERT ROLF & KARIN A | 5222 | KEATS | AVE | LAKE ELMO | 55042 | 0302921440003 | 1 | Υ, | 2,900.00 |
| 17 | EDER MELVIN J & JANE R | 4890 | KEATS | AVE | LAKE ELMO | 55042 | 1002921110005 | 1 | ₹, | 2,900.00 |
| 18 | CARLSON JOHN F & CARRIE E | 4950 | KEATS | AVE | LAKE ELMO | 55042 | 1002921110004 | 1 | ↔ | 2,900.00 |
| 19 | KELCH JOYCE E | 4855 | KEATS | AVE | LAKE ELMO | 55042 | 1102921220001 | 1 | ş | 2,900.00 |
| 20 | EDER RICHARD F & JANET M | 9825 | 47TH | ST | LAKE ELMO | 55042 | 1002921140004 | 1 | Υ, | 2,900.00 |
| 21 | EDER DELMAR F & JOAN | 4515 | JULEP | AVE | LAKE ELMO | 55042 | 1002921140007 | 1 | ❖ | 2,900.00 |
| | | | | | | | TOTAL | 21 | \$ | 00.006,09 |

CITY OF LAKE ELMO NOTICE OF HEARING ON PROPOSED ASSESSMENT KEATS MSA STREET AND TRUNK WATERMAIN IMPROVEMENTS

Notice is hereby given that the City Council of Lake Elmo will meet in the Council Chambers of the City Hall at or approximately after 7:00 P.M. on Wednesday, November 6, 2013, to consider, and possibly adopt, the proposed assessment against abutting property for the Keats MSA Street and Trunk Watermain Improvements. Adoption by the Council of the proposed assessment may occur at the hearing. The following are the areas proposed to be assessed:

Keats Avenue Trunk Water Improvements: The amount to be specially assessed against each particular lot, piece, or parcel of land receiving an individual service stub located along Keats Avenue (from Trunk Highway 36 to 47th Street) and along 47th Street from Keats Avenue to 45th Street, is \$2,900.

You may at any time prior to certification of the assessment to the county auditor on November 15, 2013, pay the entire assessment on such property to the City Clerk with interest accrued to the date of payment. No interest shall be charged if the entire assessment is paid to the City Clerk 30 days from the adoption of this assessment. You may at any time thereafter, pay to the City Clerk 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 (date assessment certified to County Auditor) or interest will be charged through December 31 of the succeeding year. If you decide not to prepay the assessment before the date given above the rate of interest that will apply is 4.50 percent per year.

Once assessments are certified to the County, the assessments are payable in equal annual installments extending over a period of 10 years, the first of the installments to be payable on or before the first Monday in January 2014, and will bear interest at the rate of 4.50 percent per annum from the date of adoption of the assessment resolution. To the first installment shall be added interest on the entire assessment from the date of the assessment resolution until December 31, 2013. To each subsequent installment when due shall be added interest for one year on all unpaid installments.

The proposed assessment roll is on file for public inspection at the City Clerk's office. The total amount of the proposed watermain improvement assessment is \$63,800. The City contribution for the watermain improvement project is \$762,214. Written or oral objections will be considered at the meeting. No appeal may be taken as to the amount of an assessment unless a written objection signed by the affected property owner is filed with the municipal clerk prior to the assessment hearing or presented to the presiding officer at the hearing. The Council may upon such notice consider any objection to the amount of a proposed individual assessment at an adjourned meeting upon such further notice to the affected property owners as it deems advisable.

An owner may appeal an assessment to district court pursuant to Minnesota Statutes, Section 429.081 by serving notice of the appeal upon the Mayor or Clerk within 30 days after the adoption of the assessment and filing such notice with the district court within ten days after service upon the Mayor or Clerk.

The City Council is authorized in its discretion to defer the payment of an assessment for any homestead property owned by a person for whom it would be a hardship to make payment if the owner is 65 years of age or older and/or the owner is a person retired by virtue of a permanent and total disability or by a person who is a member of the Minnesota National Guard or other military reserves who is ordered into active military service, as defined in section 190.05 subdivision 5b or 5c, as stated in the person's military orders, for whom it would be a hardship to make the payments. The owner must request a deferment of the assessment at or before the public hearing at which the assessment is adopted and make application on forms prescribed by the City Clerk within 30 days after the adoption.

Notwithstanding the standards and guidelines established by the City for determining a hardship, a deferment of an assessment may be obtained pursuant to Minnesota Statutes Section 435.193.

DATED: October 1, 2013

BY ORDER OF THE LAKE ELMO CITY COUNCIL Mike Pearson, Mayor

(Published in the Oakdale-Lake Elmo Review on October 9, 2013)



MAYOR AND COUNCIL COMMUNICATION

DATE:

11/06/2013

REGULAR

ITEM #:

14

AGENDA ITEM:

Lake Elmo Avenue Trunk Watermain Improvements – Resolution

Receiving Feasibility Report and Calling Hearing on Improvement

SUBMITTED BY:

Jack Griffin, City Engineer

THROUGH:

Dean A. Zuleger, City Administrator

REVIEWED BY:

Adam Bell, City Clerk

Cathy Bendel, Finance Director Dave Snyder, City Attorney Chad Isakson, Project Engineer

SUGGESTED ORDER OF BUSINESS:

| - | Introduction of Item | City Engineer |
|---|---------------------------------|----------------------|
| | Report/Presentation | |
| | Questions from Council to Staff | |
| - | Public Input, if Appropriate | Mayor Facilitates |
| | Call for Motion | |
| - | Discussion | Mayor & City Council |
| - | Action on Motion | Mayor Facilitates |

SUMMARY AND ACTION REQUESTED:

The City Council is respectfully requested to consider adopting Resolution No. 2013-93 receiving the Feasibility Report and calling for a Public Improvement Hearing to be held on December 3, 2013. The recommended motion for this action is as follows:

"Move to adopt Resolution No. 2013-93, receiving the Feasibility Report and calling Hearing on Lake Elmo Avenue Trunk Watermain Improvements."

STAFF REPORT:

In September, 2013 the City received a written request to have municipal water available by the fall of 2014 to serve two active residential development projects and one pending commercial development. In response to this request, the City Council authorized the preparation of a feasibility study to be completed in order to identify the necessary improvements, the estimated project costs, and to consider the assessment of a portion of the project costs to properties adjacent to and benefitting from the improvements.

The proposed improvements include the extension of trunk watermain along Lake Elmo Avenue, from the existing Village water system, south approximately 2.5 miles to the future intersection location of Lake Elmo Avenue and 5th Street. The improvements are identified for construction in 2014 and are consistent with the draft capital improvement plan.

Individual home service stubs and fire hydrants will be installed as a part of the project as the trunk watermain is extended past existing residential properties. The improvements will benefit the property owners by providing them the opportunity to connect to the municipal water system and will provide increased fire protection for the property. The feasibility report is necessary to satisfy the state required process to assess the benefiting property owners if the City wishes to levy assessments as part of the project.

This project is being installed as part of the overall water system capital improvement plan, and not as a project to specifically deliver municipal water to the adjacent properties. Therefore the adjacent properties are not required to pay 100% of the infrastructure extension costs as is seen in other utility extension projects, but the properties will receive benefit.

Staff will present the findings and recommendations of the Feasibility Report at the meeting. The report identifies 32 resident properties (1 unit each) and 1 commercial property (3 units) as benefiting from the proposed improvements. It is recommended each benefiting property be assessed a \$2,900 lateral benefit for the improvements, with an additional \$2,900 lateral benefit charge deferred until the property chooses to connect to the water system.

RECOMMENDATION:

Staff is recommending that the City Council adopt Resolution No. 2013-93, receiving the Feasibility Report and calling Hearing on Lake Elmo Avenue Trunk Watermain Improvements. The recommended motion for this action is as follows:

"Move to adopt Resolution No. 2013-93, receiving the Feasibility Report and calling Hearing on Lake Elmo Avenue Trunk Watermain Improvements."

ATTACHMENT(S):

- 1. Resolution 2013-93, Receiving the Feasibility Report for the Lake Elmo Avenue Trunk Watermain Improvements and Calling Hearing on Improvement.
- 2. Notice of Hearing on Improvement.
- 3. Project Schedule.
- 4. Location Map.
- 5. Feasibility Report (available for review at City Hall)

CITY OF LAKE ELMO WASHINGTON COUNTY STATE OF MINNESOTA

RESOLUTION NO. 2013-93

A RESOLUTION RECEIVING A FEASIBILITY REPORT FOR THE LAKE ELMO AVENUE TRUNK WATERMAIN IMPROVEMENTS AND CALLING HEARING ON IMPROVEMENT

WHEREAS, pursuant to City Council authorization, adopted on September 17, 2013, a feasibility report has been prepared by FOCUS Engineering, Inc. to extend the Village water system approximately 2.5 miles south along Lake Elmo Avenue, from 30th Street North to the future intersection of Lake Elmo Avenue and 5th Street, to provide municipal water service to developing properties in the southeast part of the City; and

WHEREAS, the feasibility report recommends that connection service stubs be installed to properties located adjacent to the watermain improvements and recommends that a portion of the cost of the improvements be assessed pursuant to the City's Special Assessment Policy and Minnesota Statutes, Chapter 429; and

WHEREAS, the feasibility report provides information regarding whether the proposed improvement is necessary, cost-effective, and feasible; whether it should best be made as proposed or in connection with some other improvement; the estimated cost of the improvements as recommended; and a description of the methodology used to calculate individual assessments for affected parcels.

NOW, THEREFORE, BE IT RESOLVED,

- 1. That the City Council will consider the improvements in accordance with the report and the assessments of the abutting properties for all or a portion of the cost of the improvements pursuant to Minnesota Statues, Chapter 429 at an estimated total project cost of \$2,894,000.
- 2. A public hearing shall be held on such proposed improvements on the 3rd day of December, 2013, in the council chambers of the City Hall at or approximately after 7:00 P.M. and the clerk shall give mailed and published notice of such hearing and improvement as required by law.

ADOPTED BY THE LAKE ELMO CITY COUNCIL ON THE SIXTH DAY OF NOVEMBER, 2013.

CITY OF LAKE ELMO

| | By: | |
|-------------------------|--------------|--|
| | Mike Pearson | |
| | Mayor | |
| (Seal) ATTEST: | | |
| | * | |
| Adam Bell City Clerk | | |

CITY OF LAKE ELMO NOTICE OF HEARING ON IMPROVEMENT LAKE ELMO AVENUE TRUNK WATERMAIN IMPROVEMENTS

Notice is hereby given that the City Council of Lake Elmo will meet in the council chambers of the city hall at or approximately after 7:00 P.M. on Tuesday, December 3, 2013, to consider the making of the following improvements, pursuant to Minnesota Statutes, Sections 429.011 to 429.111;

The improvement will consist of extending the Village water system approximately 2.5 miles south along Lake Elmo Avenue, from 30th Street North to the future intersection of Lake Elmo Avenue and 5th Street, to provide municipal water service to developing properties in the southeast part of the City. Individual service stubs will be installed to properties with existing homes that are located adjacent to the watermain improvements. Fire hydrants will be installed along the corridor, providing increased fire suppression capabilities in the extended service area.

The area proposed to be assessed for these improvements include the properties with existing residences and located along Lake Elmo Avenue, directly abutting the location of the proposed watermain improvements. The estimated total cost of the improvements is \$2,894,000. A reasonable estimate of the impact of the assessment will be available at the hearing. Such persons as desire to be heard with reference to the proposed improvements will be heard at this meeting.

DATED: November 6, 2013

BY ORDER OF THE LAKE ELMO CITY COUNCIL

Mike Pearson, Mayor

(Published in the Oakdale-Lake Elmo Review on November 13, 2013 and November 20, 2013)

PROJECT SCHEDULE CITY OF LAKE ELMO

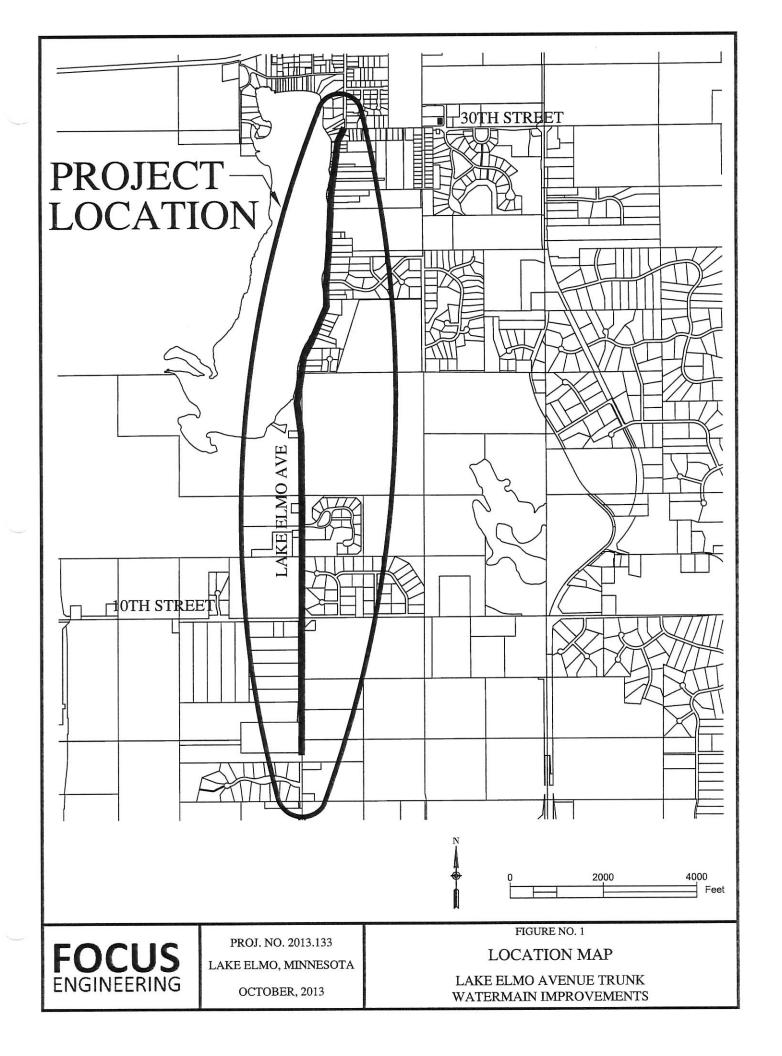


LAKE ELMO AVENUE TRUNK WATERMAIN IMPROVEMENTS PROJECT NO. 2013.133

Cara Geheren, P.E. 651.300.4261
Jack Griffin, P.E. 651.300.4264
Ryan Stempski, P.E. 651.300.4267
Chad Isakson, P.E. 651.300.4283

SEPTEMBER 2013

| September 17, 2013 | Council authorizes Feasibility Report. |
|--------------------|---|
| November 6, 2013 | Presentation of Feasibility Report. Council accepts Report and Calls Hearing. |
| November, 2013 | Property owner meeting. Presentation of Report findings and recommendations. |
| December 3, 2013 | Public Improvement Hearing. Council orders Preparation of plans and specifications. |
| March 4, 2014 | Council approves Plans and Specifications; Orders Advertisement for Bids. |
| April 8, 2014 | Receive Contractor Bids. |
| April 15, 2014 | Council accepts bids and awards Contract. |
| May 12, 2014 | Conduct Pre-construction Meeting and Issue Notice to Proceed. |
| September, 2014 | Substantial completion (estimated 10-13 weeks). |
| October, 2014 | Final Completion. |





MAYOR AND COUNCIL COMMUNICATION

DATE:

11/06/2013

REGULAR

ITEM #:

15

AGENDA ITEM:

Approve Resolution 2013-94, A Resolution Granting Assessment Deferral

For Hardship to Eligible Properties

SUBMITTED BY:

Adam Bell, City Clerk

THROUGH:

Dean A. Zuleger, City Administrator

REVIEWED BY:

Cathy Bendel, Finance Director

SUGGESTED ORDER OF BUSINESS

| _ | Introduction of Item | Staff |
|---|---------------------------------|-------|
| - | Report/Presentation | Staff |
| | Questions from Council to Staff | |
| | Public Input, if Appropriate | 1/5: |
| | Call for Motion | |
| | Discussion | |
| | Action on Motion | |

SUMMARY AND ACTION REQUESTED:

The City Council is respectfully requested to approve Resolution No. 2013-94, A Resolution Granting Assessment Deferral For Hardship to Eligible Properties by taking the following action:

"Move to approve Resolution No. 2013-94, A Resolution Granting Assessment Deferral For Hardship to Eligible Properties pending eligibility verification"

FINANCIAL IMPACT:

The financial impact of granting the deferral is that the deferred amount of the respective assessments will be delayed for the duration of the deferment. In this case, the deferment is valid until one of the following conditions set forth in the special assessment policy: (1) The death of the owner when there is no spouse whom is eligible for deferment, (2) The sale, transfer or subdivision of the property or any part thereof, (3) The property should lose its homestead status, (4) The City Council should determine that the hardship no longer exists. A review of the hardship will be conducted every three to five years.

The proposed deferments include \$6,000 total assessment - \$3,000 each - assuming both owners are eligible for deferral. The City would book those funds as long-term receivables.

BACKGROUND INFORMATION:

On November 16, 2010 the City adopted Resolution No. 2010-063, Special Assessment Policies and Procedures for Public Improvements. Pursuant to that adopted policy, "the City Council will consider deferment for the payment of special assessments on any homestead property, owned by a person 65 years of age or older, or retired by virtue of permanent and total disability." The excerpted portion of the policy is attached to this memo.

The City recently adopted the 2012 Street and Water Quality Improvement Final Assessment Roll on October 1, 2013. The adopted assessment for this project is \$3,000 per parcel. Notices of the final assessment was mailed to all affected property owners and legally published. The notice included information for the legal option for deferral. The City will certify the unpaid assessment roll to Washington County on November 15, 2013, for addition to the respective property taxes.

STAFF REPORT:

Staff has received requests from two property owners for deferral under the 65 years of age or older provision of the assessment policy. City Staff is currently verifying the eligibility of those applications, and upon verification, will classify those properties as deferred in its certification to the County if the Council elects to grant the deferral.

RECOMMENDATION:

Staff recommends the City Council approve Resolution No. 2013-94, A Resolution Granting Assessment Deferral For Hardship to Eligible Properties by taking the following action:

"Move to approve Resolution No. 2013-94, A Resolution Granting Assessment Deferral For Hardship to Eligible Properties Pending Eligibility Verification"

ATTACHMENTS:

- 1) Resolution No. 2013-94
- 2) Special Assessment Policy (deferral excerpt)

CITY OF LAKE ELMO WASHINGTON COUNTY STATE OF MINNESOTA

RESOLUTION 2013-94

A RESOLUTION GRANTING ASSESSMENT DEFERRAL FOR HARDSHIP TO ELIGIBLE PROPERTIES

WHEREAS, the City of Lake Elmo is; and

WHEREAS, the City recently approved the 2012 Street and Water Quality Improvement Final Assessment Roll on October 1, 2013, and the City will certify the unpaid assessment roll to Washington County on November 15, 2013, for addition to the respective property taxes; and

WHEREAS, under the City's assessment policy, certain assessments are eligible for deferral under certain circumstances; and

WHEREAS, the City Council will consider deferment for the payment of special assessments on any homestead property, owned by a person 65 years of age or older, or retired by virtue of permanent and total disability. A hardship may be deemed to exist when the annual principal installment of all assessments levied against the property exceeds two percent (2%) of the adjusted gross income of the applicant as evidenced by the applicant's most recent federal income tax return, and total assets (excluding the homestead property) do not exceed six times the adjusted gross income; and

WHEREAS, the City Council may also determine, on a case by case basis, the existence of a hardship on the basis of exceptional and unusual circumstances not covered by these standards and guidelines, if done in a non-discriminatory manner and without giving the applicant an unreasonable preference or advantage over other property owners; and

WHEREAS, during the period of deferral, interest shall be applied annually to the unpaid principal balance at the rate established on the original special assessment, or as adopted by resolution of the City Council at the time the original assessment is adopted; and

WHEREAS, the deferment shall terminate and all principle and interest becomes due and payable upon the occurrence of any of the following events: (1) The death of the owner when there is no spouse whom is eligible for deferment, (2) The sale, transfer or subdivision of the property or any part thereof, (3) The property should lose its homestead status, (4) The City Council should determine that the hardship no longer exists. A review of the hardship will be conducted every three to five years; and

WHEREAS, the City has received applications for deferral from certain property owners claiming eligibility for deferral under the 65 years of age or older provision of the policy. City Staff is currently verifying the eligibility of those applications, and upon verification, will

classify those properties as deferred in its certification to the County if the Council elects to grant the deferral.

NOW THEREFORE BE IT RESOLVED, that the City of Lake Elmo grants a special assessment deferral to the following property owners, upon verification of eligibility:

Property Owner:

John B. & Barbara L. Thill

Property Address:

8330 59th Street, Lake Elmo

Parcel ID#:

04.029.21.21.0015

Original Assessment: \$3,000.00

¢2 000 00

Property Owner:

Marlene Lee

Property Address:

5920 Highlands Trail, Lake Elmo

Parcel ID#:

04.029.21.22.0002

Original Assessment: \$3,000.00

ADOPTED BY THE CITY COUNCIL OF THE CITY OF LAKE ELMO THIS SIXTH DAY OF NOVEMBER 2013.

CITY COUNCIL CITY OF LAKE ELMO

| | Ву: | |
|------------|--------------|--|
| | Mike Pearson | |
| | Mayor | |
| ATTEST: | • | |
| | | |
| A 1 D-11 | | |
| Adam Bell | | |
| City Clerk | | |

CITY OF LAKE ELMO SPECIAL ASSESSMENT POLICIES AND PROCEDURES FOR PUBLIC IMPROVEMENTS

- J. City-owned properties, including municipal building sites, parks and playgrounds, but not including public streets and alleys, shall be regarded as being assessable on the same basis as if such property was privately-owned.
- K. Improvements specifically designed for or shown to be of direct benefit to one or more properties may be constructed by the City. The costs for these improvements will be assessed directly to such properties, and not included in the assessments for the remainder of the project. An example of this would be utility service lines running from the main lines to the property.
- L. Benefit Appraisals: In the event that City staff has doubt as to whether or not the proposed assessments exceed the special benefits to the property in question (increased property value as defined by State law), the City Council may order benefit appraisals as deemed necessary to support the proposed assessments.
- M. A property owner may elect to offset Special Assessments against condemnation awards by executing a Net Assessment Agreement with the City Council.
- N. Assessment Deferral Procedure for Green Acres Parcels: In cases where improvement projects are determined to benefit properties that have been certified to qualify for Green Acres exemption, the City will determine that portion of the project cost that benefits those properties, and finance that portion of the project cost as a system cost. During the period of deferral, interest shall be applied annually to the unpaid principal balance of the deferred amount at the rate established on the original special assessment, or as adopted by resolution of the City Council at the time the original assessment is adopted. Once the benefiting properties no longer qualify for Green Acres status, the City may recover the unpaid principal balance plus interest either through assessments or connection charges.
- O. Assessment Deferral for Hardships: The City Council will consider deferment for the payment of special assessments on any homestead property, owned by a person 65 years of age or older, or retired by virtue of permanent and total disability. A hardship may be deemed to exist when the annual principal installment of all assessments levied against the property exceeds two percent (2%) of the adjusted gross income of the applicant as evidenced by the applicant's most recent federal income tax return, and

total assets (excluding the homestead property) do not exceed six times the adjusted gross income.

The City Council may also determine, on a case by case basis, the existence of a hardship on the basis of exceptional and unusual circumstances not covered by these standards and guidelines, if done in a non-discriminatory manner and without giving the applicant an unreasonable preference or advantage over other property owners.

During the period of deferral, interest shall be applied annually to the unpaid principal balance at the rate established on the original special assessment, or as adopted by resolution of the City Council at the time the original assessment is adopted.

The deferment shall terminate and all principle and interest becomes due and payable upon the occurrence of any of the following events: (1) The death of the owner when there is no spouse whom is eligible for deferment, (2) The sale, transfer or subdivision of the property or any part thereof, (3) The property should lose its homestead status, (4) The City Council should determine that the hardship no longer exists. A review of the hardship will be conducted every three to five years.



MAYOR AND COUNCIL COMMUNICATION

DATE:

11/06/2013

REGULAR

ITEM #:

16

AGENDA ITEM:

Consider Parks Commission Appointment

SUBMITTED BY:

Adam Bell, City Clerk

THROUGH:

Dean A. Zuleger, City Administrator

REVIEWED BY:

Beckie Gumatz, Deputy Clerk

SUGGESTED ORDER OF BUSINESS:

| - | Introduction of Item | Staff |
|---|---------------------------------|-------------------|
| - | Report/Presentation | Staff |
| | Questions from Council to Staff | |
| | Public Input, if Appropriate | |
| | Call for Motion | |
| | Discussion | |
| - | Action on Motion | Mayor Facilitates |

SUMMARY AND ACTION REQUESTED:

The City Council is respectfully requested to formally appoint a 2nd Alternate on the Parks Commission. The options before the Council are as follows:

a) If the Council desires to approve the appointment of Mary Frick, it can do so by taking the following action:

"Move to appoint Mary Frick of 2773 Lisbon Ave N as 2nd Alternate on the Lake Elmo Parks Commission, effective immediately."

b) If the Council desires to approve the appointment of George Johnson, it can do so by taking the following action:

"Move to appoint George Johnson of 3070 Lake Elmo Avenue as 2nd Alternate on the Lake Elmo Parks Commission, effective immediately."

c) If the Council desires to further deliberate the appointment, it can do so by taking the following action:

"Move to postpone making any appointment until a later City Council Meeting."

BACKGROUND INFORMATION:

With the recent departures from the Parks Commission, there is currently one position open. It is recommended that the Council makes an appointment without much delay so that the Parks Commission can be fully staffed and operational as soon as possible.

Applicants Mary Frick and George Johnson recently applied for the vacant Commission seat. They were interviewed for the position on October 15, 2013. Council interviewed one additional candidate immediately prior to this meeting and he has since withdrawn his application. At the Mayor's request, staff prepared action for one appointment tonight so as to move forward filling the Parks Commission. The question of this appointment is now before the Council. The Council has the option to appoint Ms. Frick, appoint Mr. Johnson, or postpone any appointment decision until a later City Council Meeting.

RECOMMENDATION:

Staff is requesting the City Council formally appoint a 2nd Alternate on the Parks Commission. The options before the Council are as follows:

a) If the Council desires to approve the appointment of Mary Frick, it can do so by taking the following action:

"Move to appoint Mary Frick of 2773 Lisbon Ave N as 2nd Alternate on the Lake Elmo Parks Commission, effective immediately."

- b) If the Council desires to approve the appointment of George Johnson, it can do so by taking the following action:
 - "Move to appoint George Johnson of 3070 Lake Elmo Avenue as 2nd Alternate on the Lake Elmo Parks Commission, effective immediately."
- c) If the Council desires to further deliberate the appointment, it can do so by taking the following action:

"Move to postpone making any appointment until a later City Council Meeting."

ATTACHMENTS:

- 1. Mary Frick Parks Commission Application
- 2. George Johnson Parks Commission Application



Application for Park Commission Appointment

Please return to City Clerk's Office - Thank You for your interest in the Lake Elmo Park Commission

| Maryfrick@live.com | | Resume Attached (Optional): Yes D No D' |
|---------------------------------|----------------------------|---|
| Email: mary friek@live.com | | Resume Attached (Optional): Yes D No 💢 |
| Phone Number: H) 651-773-7052 | _{W)} 651-773-7052 | c) 651-308-1778 |
| Address: 2773 Lisbon Ave N, Lak | te Elmo, MN 55042 | |
| Name: Mary L Frick | -, | |
| Date: 09/27/2013 | | |

1. Why are you interested in serving on the Lake Elmo Parks Commission? What personal interests and expertise will you bring?

I view serving on the Lake Elmo Parks Commission as a way to give back to the community and to our parks. I place tremendous value in our parks and have used them extensively all year round for many years. My involvement is cross-generational, as my children have used the parks for outdoor recreation and sports activities. I know the parks don't exist without considerable work. I'm an outdoors advocate and have an advanced degree in Ecology. I'm very familiar with our surrounding County and State Parks and I'm knowledgeable of their strengths and useage. I bring business savy and knowledge, having had an extensive career in business.

2. How will those skills and interests be of service to the development and management of the city's parks, trails and natural areas?

Being routinely in the parks, I've first hand knowledge of their condition; how the parks are being used, by whom and how frequent. This provides insight on how to improve and optimally maintain these areas. As an outdoor's advocate and trained in ecology, I'm vested in developing and maintaining our natural areas. I'm able to assist in how the trails are developed and used, as I'm on them all year long; either walking, running, snow shoeing or cross-country skiing. My long time in business has taught me the value of good communication and working well with individuals and teams. I'm skilled in developing departments and organizations and well versed in budgets. Through my work, I'm adept at dealing with government regulations, which may bring value in dealing with park policies.

3. What do you see as the role and function of the Parks Commission? How does this relate to the role and responsibility of the City Council in Park matters?

The Commission should strategically plan, direct and oversee the development and maintenance of our parks, so that our citizens and future generations may be provided optimal use and enjoyment of our parks. The Commission should actively seek input from the community on interests and desires regarding our parks, analyze community needs and come to consensus on how best to develop and maintain our parks. The Commission should prioritize park needs and work within budget limits. The Commission should serve to advise and direct the City Council on park matters and provide assistance if conflicts occur.

4. What value do parks and trails have to our citizens? What role or function do they provide?

Studies have shown the mental and physical health benefits of spending time outdoors. Our parks and trails provide our citizens an opportunity to be exposed to the natural environment and their benefits. There is a vast array of opportunities to enjoy our parks. With our theater of seasons, there is much to do and can be provided to our citizens. The trails provide many varied physical activities whether it be a walk, a jog, horseback riding or skiing or snow shoeing in the winter. Socially, there might be a picnic or games played in the parks. There our game fields for competitive sports. For the young and old, there is much to see and do outdoors. It might be orienteering, fishing, swimming or canoeing. There is the opportunity to observe nature and to take in it's many wonders, perhaps bird watch or to photograph nature.

5. How much time do you have or are you willing to devote to Parks Commission activities?

I could provide as much as 4 to 8 hours a week. I've recently become semi-retired, and now work as a part-time consultant in a medical field.



Application for Park Commission Appointment
Please return to City Clerk's Office - Thank You for your interest in the Lake Elmo Park Commission

| Date: 10-3-13 | |
|--|--|
| Name: George Johnson | |
| Address: 3070 Lake Elmo | |
| Phone Number: H) 773-5195 W) | ci 757-5610 |
| Email: george@envisionplanet.com | Resume Attached (Optional): Yes D No B |
| 1. Why are you interested in serving on the Lake Elmo Parks Commission bring? I love the Lake Elmo Parks, in particular I go to Suntish 2-3 times per week. M | |
| I am an experienced business leader having started and run over 10 compani | æs: |
| I am now a business coach and advisor. My expenies is vision and planning. It 2. How will those skills and interests be of service to the development a areas? | have conducted over 50 strategic planning eassions. nd management of the city's parks, trails and natural |
| I am excellent in helping people reach concensus and moving forward in excit | ing directions |
| I am great at keeping things tocused | |
| I make every meeting tun and light hearted | |
| 3. What do you see as the role and function of the Parks Commission? the City Council in Park matters? | How does this relate to the role and responsibility of |
| Set a vision for the parks in conjunction with the City Council and implement it | |
| | |
| 4. What value do parks and trails have to our citizens? What role or fund | ction do they provide? |
| The more crazy the world gets the more important it is to be out in nature. | |
| | |
| | |
| 5. How much time do you have or are you willing to devote to Parks Com | rmission activities? |

I have been the president of 4 non-profit groups. In ech one I inherited a distunctional board and within three years helped them prosper. I'm not saying we are disfunctional, only that I help an organization and do it in less then 3 years.



MAYOR AND COUNCIL COMMUNICATION

DATE:

11/06/2013

REGULAR

ITEM #:

17

AGENDA ITEM:

VMX – Village Mixed Use District Zoning Text Amendment

SUBMITTED BY:

Kyle Klatt, Planning Director

THROUGH:

Dean A. Zuleger, City Administrator

REVIEWED BY:

Planning Commission

Nick Johnson, City Planner

SUGGESTED ORDER OF BUSINESS:

| - | Introduction of Item | Community Development Director |
|---|---------------------------------|--------------------------------|
| - | Report/Presentation | Community Development Director |
| | Questions from Council to Staff | |
| - | Public Input, if Appropriate | Mayor Facilitates |
| _ | Call for Motion | Mayor & City Council |
| - | Discussion | Mayor & City Council |
| _ | Action on Motion | Mayor Facilitates |

PUBLIC POLICY STATEMENT

The recently approved Comprehensive Plan update for the Village Planning Area calls for the creation of a new mixed-use zoning district that will replace the existing intermingling of commercial, residential, and public zoning classifications within the central portion of the Village area. Upon approval of the City's Comprehensive Plan update by the Met Council, the City will be able to adopt a zoning map amendment to rezone those portions of the Village that are designated for mixed use in accordance with this plan.

<u>FISCAL IMPACT</u>: None – the adoption of the VMX – Village Mixed Use District is one of the steps necessary to implement the land use plan for the Village Planning Area.

SUMMARY AND ACTION REQUESTED:

The City Council is being asked to consider adopting a new VMX – Village Mixed Use Zoning District that would be added as one of the urban service zoning districts in the Lake Elmo Zoning Ordinance. Specifically, this district would be incorporated into Article 11 of the revised Ordinance, which is the section of the code that contains the standards for each of the City's zoning districts. The City has previously approved new urban residential districts, revised the rural zoning districts to match the new format, and updated the general commercial districts within Article 11. The VMX ordinance has been drafted in order to help implement the recently adopted land use plan for Village Planning Area.

The Planning Commission recommends that the City Council approve the proposed text amendments to the Zoning Ordinance to add a VMX – Village Mixed Use District by undertaking the following action:

"Move to approve Ordinance 08-091 amending Chapter 154 of the City Code and adding the VMX Village Mixed Use District to the Zoning Ordinance"

In addition, Staff is recommending that the City Council approve summary publication of the ordinance through the following motion:

"Move to approve Resolution No. 2013-95, authorizing summary publication of Ordinance 08-091."

BACKGROUND INFORMATION:

A major component of the land use plan for the Village Planning Area, which is scheduled to be reviewed by the Met Council later this month, is the creation of a mixed-use development area around the existing downtown core. The intent of the VMX ordinance is to facilitate development that is consistent with a compact, walkable environment that builds upon the historical land use patterns of the Village. It has also been designed to allow a wide range of uses and activities and encourages the mixing of different use types. The ordinance includes standards for specific development types with provisions that address the unique character of the Village.

In general, the proposed ordinance standards will allow a much higher degree of flexibility for building and activity in the Village than is presently permitted under current ordinances. There are presently three distinct districts in the Village for commercial, residential, and public development, and none of these districts are structured in a manner that is consistent with the goals and objectives of the Comprehensive Plan. By creating a new VMX district within the Village Planning Area, the City will better be able to plan for future development that meets the objectives of the Village Land Use Plan.

PLANNING COMMISSION REPORT:

The Planning Commission has reviewed the proposed VMX zoning district on multiple occasions dating back to March of 2013, including a Planning Commission Workshop on 10/7/13 with representatives of the Village Work Group, who established the vision for the Village Land Use Plan. Through reviewing the proposed VMX district over several months, the Planning Commission provided significant input, and staff has refined the zoning district through multiple iterations. The Planning Commission held a public hearing on the VMX District on 9/23/13 and continued the hearing on 10/14/13. No testimony was received on either date. The Planning Commission did recommend several amendments to the proposed draft, all of which are reflected in Ordinance 08-091. Upon reaching consensus over the various minor amendments to the VMX district, the Planning Commission unanimously recommended the ordinance for approval (Vote: 6-0).

PLANNING COMMISSION RECCOMENDATION:

The Planning Commission recommends that the City Council approve the proposed text amendments to the Zoning Ordinance to add a VMX – Village Mixed Use District by undertaking the following action:

"Move to approve Ordinance 08-091 amending Chapter 154 of the City Code and adding the VMX Village Mixed Use District to the Zoning Ordinance"

In addition, Staff is recommending that the City Council approve summary publication of the ordinance through the following motion:

"Move to approve Resolution No. 2013-95, authorizing summary publication of Ordinance 08-091."

ATTACHMENTS:

- 1. Ordinance 08-091
- 2. Resolution No. 2013-95
- 3. Draft Village Land Use Plan Map 3-5
- 4. Draft Village Land Use Plan Excerpt Regarding Implementation

CITY OF LAKE ELMO COUNTY OF WASHINGTON STATE OF MINNESOTA

ORDINANCE NO. 08-091

AN ORDINANCE AMENDING THE LAKE ELMO CITY CODE OF ORDINANCES BY ADDING A VMX - VILLAGE MIXED USE ZONING DISTRICT TO THE ZONING ORDINANCE

SECTION 2. The City Council of the City of Lake Elmo hereby amends Title XV: Land Usage; Chapter 154: Zoning Code, by adding the following language:

Article 11 - VILLAGE MIXED USE DISTRICT

| §154.500 | Purpose and District Description |
|----------|---|
| §154.501 | Permitted and Conditional Uses |
| §154.502 | Lot Dimensions and Building Bulk Requirements |
| §154.503 | Dimensional Requirements and Preservation of Open Space |
| §154.504 | General Site Design Considerations - LMX District |
| §154.505 | Development Standards for Specific Uses |
| §154.506 | VMX District Design and Demolition Review |
| §154.507 | Accessory Uses and Structures |
| §154.508 | Residential Accessory Structures |
| §154.509 | Accessory Uses |
| §154.510 | Accessory Uses and Structures Not Listed |
| | |

§154.500 Purpose.

The purpose of the VMX district is to provide an area for compact, mixed use development made mutually compatible through a combination of careful planning and urban design and coordinated public and private investment. This district is intended to continue the traditional mixed use development that has occurred in the Village area by allowing retail, service, office, civic and public uses as well as residential units. The mixture of land uses within the district is essential to establishing the level of vitality and intensity needed to support retail and service uses. The placement of building edges and treatment of building, parking, landscaping, and pedestrian spaces is essential to creating the pedestrian friendly environment envisioned for the VMX district. The standards in this chapter are intended to implement and effectuate the principles and relationships established in the Village Master Plan, which will be carried out through specific standards related to site planning, signage, architecture, building materials, and landscaping. Renovation and infill of traditional storefront-type buildings is encouraged, and parking standards may be waived to recognize the availability of on-street and shared parking facilities.

§154.501 Permitted and Conditional Uses.

Table 11-1 lists all permitted and conditional uses allowed in the urban residential districts. "P" indicates a permitted use, "C" a conditional use. Uses not so indicated shall be considered prohibited. Cross-references listed in the table under "Standards" indicate the location within this Ordinance of specific development standards that apply to the listed use.

- A. Combinations of uses. The following use types may be combined on a single parcel:
 - 1. Principal and accessory uses may be combined on a single parcel.

- 2. A principal and secondary dwelling unit may be combined according to the standards of Section 155.137.
- 3. Single-family attached or multi-family complexes designed for rental or condominium occupancy, since these typically include multiple units and buildings on a single parcel.
- 4. Other permitted or conditional uses allowed within the district may be combined on a single parcel, provided that a unified and integrated site plan is approved. The entire development must be approved as a conditional use.
- 5. A mixed-use building that combines permitted or conditionally permitted residential, service, retail and civic uses may be developed meeting the form standards of this Article. Office or studio uses on upper stories are encouraged.

Table 11-1: Permitted and Conditional Uses, VMX Districts

| | VMX | Standard |
|---------------------------------|-----|---------------------------------|
| Residential Uses | | |
| Household Living | | |
| Single-family detached dwelling | P* | * See Restrictions in 155.504.A |
| Two-family dwelling | P | * See Restrictions in 155.504.A |
| Single-family attached dwelling | С | 154.505.B |
| Multifamily dwelling | С | 154.505.C |
| Secondary dwelling | С | 154.505.D |
| Live-work unit | Р | 155.505.J |
| Group Living | | |
| Group Home | Р | 155.102.C |
| Group Residential Facility | С | 155.102.D |
| Congregate Housing | С | 155.102.E |
| Semi-Transient Accommodations | C | 155.102.F |
| Public and Civic Uses | | |
| Community Services | Р | 155.103.C |
| Day Care Center | Р | 155.103.D |
| Public Assembly | С | 155.505.M |
| Religious Institutions | С | 155.505.N |
| Schools, Public and Private | С | 155.505.0 |
| Services | | |
| Business Services | Р | |
| Business Center | Р | |
| Offices | P | |
| Communications Services | Р | |
| Education Services | Р | |
| Financial Institution | Р | 155.505.P |
| Funeral Home | С | |

| Lodging | С | 155.505.Q |
|---|---|-------------|
| Medical Facility | С | 155.505.R |
| Membership Organization | С | 155.505.N |
| Nursing and Personal Care | С | 155.104.C |
| Personal Services | Р | |
| Repair and Maintenance Shop | С | 155.505.E |
| Trade Shop | С | 155.505.F |
| Veterinary Services | С | 154.505.G |
| Food Services | | |
| Standard Restaurant | Р | 155.505.S |
| Restaurant with Drive-through | С | 155.505.S |
| Drinking and Entertainment | Р | 155.505.S |
| Sales of Merchandise | | |
| Retail Trade ¹ | P | 155.505.T |
| Farmer's Market | С | 155.505.AA |
| Garden Center | С | 155.505.U |
| Neighborhood Convenience Store | Р | 155.505.V |
| Shopping Center | С | 155.505.W |
| Wayside Stand | Р | |
| Automotive/Vehicular Uses | | |
| Automobile Maintenance Service | C | 155.505.X |
| Automobile Parts/Supply | P | 155.505.X |
| Gasoline Station | C | 155.505.X |
| Parking Facility | С | 155.505.X |
| Sales and Storage Lots | С | 155.505.X |
| Outdoor Recreation | | |
| Outdoor Recreation Facility | С | 155.505.Y |
| Parks and Open Areas | Р | |
| Indoor Recreation/Entertainment | | |
| Indoor Athletic Facility | С | 155.505.Z |
| Indoor Recreation | С | 155.505.Z |
| Transportation and Communications | | |
| Broadcasting or Communications Facility | C | 155.110.B |
| broadcasting or communications racinty | | 133.110.0 |
| Accessory Uses | | |
| Home Occupation | P | 155.111.A,B |
| Bed and Breakfast | С | 155.111.C |
| Domestic Pets | Р | |
| Family Day Care | P | 155.111.G |

| Group Family Day Care | C | 155.111.G |
|--|---|-----------|
| Temporary Sales | Р | 155.107.B |
| Parking Facility | Р | |
| Solar Equipment | Р | 155.111.1 |
| Swimming Pools, Hot Tubs, Etc. | Р | 155.111.J |
| Other Structures Typically Incidental and Clearly Subordinate to Permitted Uses | Р | |

Note: Standards listed in Table 11-1 are listed by Article, Section and Subsection.

§154.502 Lot dimensions and building bulk requirements.

Lot area and setback requirements shall be as specified in Table 11-2, Lot Dimension and Setback Requirements.

Table 11-2: Lot Dimension and Setback Requirements, VMX District

| | VMX |
|--|---------------|
| Minimum Lot Area (sq. ft.) ^a | |
| Non-Residential Use | None |
| Single Family Detached Dwelling | 5,000 |
| Two-Family Dwelling (per unit) ^b | 3,000 |
| Single-Family Attached (per unit) c | 2,500 |
| Multi-Family Dwelling (per unit) | 1,800 |
| Secondary Dwelling | See 154.454.C |
| Live-Work Unit | 3,000 |
| Congregate Housing | See 155.102 |
| Other Structures | 3,500 |
| Maximum Lot Area (acres) | |
| Residential Structures | N/A |
| Other Structures | 5 |
| Minimum Lot Width (feet) | |
| Single Family Detached Dwelling | 50 |
| Two-Family Dwelling (per unit) b | 30 |
| Single-Family Attached (per unit) ^c | 25 |
| Multi-Family Dwelling (per building) | 75 |

¹ Retail Trade in the VMX District includes all uses and activities defined as Retail Trade in §155.507.B.5 with the exception of building supplies sales and warehouse club sales.

| Live-Work Unit | 25 |
|----------------------------------|-------------------|
| Maximum Height (feet/stories) | 35/3 ^d |
| Maximum Impervious Coverage | |
| Residential Structures | 75% |
| Other Structures | No Limit |
| Minimum Building Setbacks (feet) | |
| Front Yard ^e | See 155.506 |
| Interior Side Yard ^f | 10 |
| Corner Side Yard ^g | · 0 |
| Rear Yard | 10 |

Notes to VMX District Table

- a. No development may exceed the residential density range as specified in the Comprehensive Plan for the Village Mixed Use land use category.
- b. Two-family units may be side-by-side with a party wall between them ("twin") or located on separate floors in a building on a single lot ("duplex"). The per-unit measurements in this table apply to "twin" units, whether on a single lot or separate lots. The standards for single-family detached dwelling shall apply to a "duplex" containing two vertically-separated units on a single lot.
- c. In the case of single-family attached dwellings that are not situated on individual lots, minimum lot size shall be applied to each unit as a measure of density; i.e. 1 unit per 2,500 square feet. This standard is also used for multifamily dwellings.
- d. Buildings up to 45 feet in height may be permitted as part of a PUD.
- e. The front yard setback for single family homes shall be 25 feet.
- f. Side yard setbacks in the VMX District apply only along lot lines abutting residentially zoned parcels or those parcels with residential uses as the sole use.
- g. Corner properties: the side yard façade of a corner building adjoining a public street shall maintain the front setback of the adjacent property fronting upon the same public street, or the required front yard setback, whichever is less. If no structure exists on the adjacent property, the setback shall be shown in the table.

§154.503 Dimensional Requirements and Preservation of Open Space

A. Averaging of Lot Area. When lots are clustered within a development to provide common open space, the open space may be used to calculate an average density per lot to determine compliance with the individual lot area requirements.

B. Lot Dimension Reductions. Other reductions in dimensional standards may be considered as part of a Planned Unit Development if these reductions provide for common open space within a development.

§154.504 General Site Design Considerations VMX District

Development of land within the VMX District shall follow established standards for traffic circulation, landscape design, and other considerations as specified in Articles 5, 6 and 7.

- A. *Circulation*. New access points to State Highway 5 may be refused or restricted to right-in right-out movement if alternatives exist. Internal connections shall be provided between parking areas on adjacent properties wherever feasible.
 - 1. The number and width of curb-cuts shall be minimized. To promote pedestrian circulation, existing continuous curb-cuts shall be reduced to widths necessary for vehicular traffic, and unnecessary or abandoned curb cuts shall be removed as parcels are developed.
- B. Fencing and screening. Fencing and screening walls visible from the public right-of-way shall be constructed of materials compatible with the principal structure.
- C. Lighting design. Lighting shall be integrated into the exterior design of new or renovated structures to create a greater sense of activity, security, and interest to the pedestrian, and shall comply with §150.035-150.038 Lighting, Glare Control, and Exterior Lighting Standards.
- D. Exterior Storage. Exterior materials storage must be screened from view from adjacent public streets and adjacent residential properties, by a wing of the principal structure or a screen wall constructed of the same materials as the principal structure. Height of the structure or screen wall must be sufficient to completely conceal the stored materials from view at eye level (measured at six feet above ground level) on the adjacent street or property.
- E. Screening of Existing Residential Structures. When a new development is proposed adjacent to an existing single family residential structure, screening shall be provided in accordance with \$154.258.F. The City may require buffering or screening above and beyond this section in cases where the required screening will not provide an adequate separation between incompatible uses.

§154.505 Development Standards for Specific Uses

Development of land within the VMX District shall follow established standards for traffic circulation, landscape design, parking, signs and other considerations as specified in Articles 5, 6 and 7. The following standards apply to specific uses; other standards related to design and building type may be found at \$154.506.

- A. Single-Family and Two-Family Dwellings.
 - 1. Single-Family Dwellings are limited to those existing at the time of adoption of this Ordinance. Existing single-family dwellings shall be considered permitted uses, rather than nonconforming uses.
 - 2. Unless otherwise specified in this Article, Single and Two Family dwellings in the VMX district shall adhere to the MDR district setbacks as specified in §154.452
- B. Single-Family Attached Dwellings.
 - 1. A maximum of eight (8) units shall be permitted within a single building.
 - 2. Townhouse dwellings shall be located on lots in such a way that each individual unit has a minimum of twenty-five (25) feet of public street frontage. No parking shall be located in the front yard or between the front façade and the street.

- 3. The primary entrance to each unit shall be located on the façade fronting a public street; an additional entrance may be provided on the rear or side façade.
- 4. Common open space for use by all residents or private open space adjacent to each unit shall be provided. Such open space shall comprise a minimum of three hundred (300) square feet per unit.
- C. Multi-Family Dwelling Units. Dwelling units (both condominium and rental) are restricted to the upper floors or rear or side ground floors of a mixed-use building.
 - 1. No parking shall be located in the front yard or between the front façade and the street
- D. Secondary Dwellings. Restricted to lots occupied by single-family dwellings, and must meet the standards for secondary dwellings in residential districts, §154.134.C.
- E. Repair and Maintenance Shop. No outdoor storage is permitted unless fully screened from public view.
- F. Trade Shop. Exterior materials storage must be totally screened from view from adjacent public streets and adjacent residential properties by a wall of the principal structure or a screen wall constructed of the same materials as the principal structure.
- G. Veterinary Services. All activities must be conducted within an enclosed building.
- H. Garden Center.
 - 1. The storage or display of any materials or products shall meet all setback requirements of a structure, and shall be maintained in an orderly manner. Screening along the boundaries of adjacent residential properties may be required, meeting the standards of Article 6, Section 155.89.F.
 - 2. All loading and parking shall be provided off-street.
 - 3. The storage of any soil, fertilizer or other loose, unpackaged materials shall be contained so as to prevent any effects on adjacent uses.
- I. Automobile Maintenance Service and Automobile Parts/Supply.
 - 1. All vehicle repairs shall be conducted in a completely enclosed building.
 - 2. The storage or display of inoperable or unlicensed vehicles or other equipment shall meet all setback requirements of a structure, and shall be totally screened from view from adjacent public streets and adjacent residential properties.
- J. Live-Work Unit. The purpose of a live-work unit is to provide a transitional use type between a home occupation and a larger commercial enterprise, and to provide neighborhood-oriented commercial services, while maintaining a generally residential character in which the work space is subordinate to the residential use.
 - 1. The work space component shall be located on the first floor or basement of the building.
 - 2. The dwelling unit component shall maintain a separate entrance located on the front or side facade and accessible from the primary abutting public street.
 - 3. The work space component of the unit shall not exceed thirty (30) percent of the total gross floor area of the unit.
 - 4. A total of two (2) off-street parking spaces shall be provided for a live-work unit, located to the rear of the unit, or underground/enclosed.
 - 5. The size and nature of the work space shall be limited so that the building type may be governed by residential building codes. An increase in size or intensity beyond the specified limit on floor area would require the building to be classified as a mixed-use building.

- 6. The business component of the building may include offices, small service establishments, home crafts which are typically considered accessory to a dwelling unit, or limited retailing (by appointment only) associated with fine arts, crafts, or personal services. It may not include a wholesale business, a manufacturing business, a commercial food service requiring a license, a limousine business or auto service or repair for any vehicles other than those registered to residents of the property.
- 7. The business of the live-work unit must be conducted by a person who resides on the same lot. The business shall not employ more than two (2) workers on-site at any one time who live outside of the live-work unit.
- K. Parking Facility. Structured parking is permitted as a ground floor use within a mixed-use building, provided that it is located on side or rear facades, not facing the primary abutting street. The primary street-facing façade shall be designed for retail, office or residential use. The primary street façade may include an entrance into the parking facility.
- L. Outdoor Dining Accessory to Food Services. Outdoor dining is allowed as an accessory use in the commercial districts, provided that tables do not block the sidewalk. A minimum of five (5) feet of sidewalk must remain open.

§154.506 VMX District Design Review and Demolition Review

- A. Review of Design or Demolition. For certain development activity as specified in the Lake Elmo Design Standards Manual, design review is required as part of the approval process for a permit or certificate under this Ordinance. All projects subject to design review shall be reviewed for conformance with the Lake Elmo Design Standards Manual. Demolition review is also required prior to the demolition of structures in the VMX District as provided for in \$154.506.B. A separate process for design review or demolition review is not established.
 - Review Authority and Process. Design review shall be the responsibility of the individual or body authorizing the permit or certificate and shall be incorporated in the established review of the applicable permit or certificate. For those applications under this Ordinance that require review by the Planning Commission, the Planning Commission shall consider the standards in the Lake Elmo Design Standards Manual as part of its recommendation to the City Council.
 - 2. Review by Professional. The authorizing body may request review by a design professional of the proposed design or demolition. The cost of review by such design professional shall be charged to the applicant, and shall not exceed \$1,000 unless otherwise agreed to by the applicant.
 - 3. Development Activity Defined. Development Activity consists of new construction and redevelopment activities, including remodeling, altering, or repairing a structure in any manner that will change the exterior appearance of said structure. Development activity also includes the construction of new parking lots and installation of signage.
 - a. *Exempt Activities*. The following activities shall be exempt from review under this Section:
 - Ordinary repairs and maintenance that will not change the exterior appearance of a structure;
 - Removal of existing signage without replacement unless said signs are an integral part of the building;
 - iii. Emergency repairs ordered by the Director of Planning in order to protect public health and safety;
 - iv. Exterior alteration, addition, or repair of a structure used as a single-family residence, duplex, or two-family residence.

- v. Temporary signage, installed in accordance with §154.212 of this Ordinance, or during which time an application for permanent signage is pending under this Ordinance;
- vi. Maintenance of existing signage advertising an on-site business;
- vii. Alterations only to the interior of a structure.
- A. Demolition Review. The Planning Commission shall review any application for the demolition of structure within the VMX Village Mixed Use District in accordance with the following standards. No demolition permits shall be issued in the VMX District until this review has been completed.
 - 1. Demolition Defined. The demolition review process shall be required for any work that requires a demolition permit in accordance with Section 155.34 (A) of this Chapter. Demolition does not include the removal of non-structural components of a building, including, but not limited to, ornamental features, staircases, decks, balconies, and other features.
 - 2. Applications to demolish any structure or portion thereof built prior to 1950 shall be reviewed in accordance with the following:
 - a. That the rehabilitation of a structure or construction of a new structure will have a greater positive impact upon the District's economic vitality and appearance than the preservation of the structure proposed to be demolished and the rehabilitation of the structure or the construction of the new structure would not be possible or economically feasible without the demolition of the structure proposed to be demolished; or
 - b. That the applicant cannot obtain a reasonable economic return from the property or structure unless the structure is demolished; or
 - c. That the structure has serious structural defects or represents a threat to public health and safety, and that it is not economically feasible to repair these defects in a manner consistent with this Ordinance.
 - 3. No application for demolition shall be approved without concurrent approval of a plan for construction of a new structure to replace the demolished structure that shall reinforce and enhance the character of the District.

§154.507 Accessory Uses and Structures.

Accessory uses are listed in the VMX District Use Table as permitted or conditional accessory uses. Accessory uses and structures in the VMX District shall comply with the following standards and all other applicable regulations of this ordinance:

- A. *Phasing*. No accessory use or structure shall be constructed or established on any lot prior to the time of construction of the principal use to which it is accessory.
- B. *Incidental to Principal Use*. The accessory use or structure shall be incidental to and customarily associated with the principal use or structure served.
- C. Subordinate to Principal Use. The accessory use or structure shall be subordinate in area, extent, and purpose to the principal use or structure served.
- D. Function. The accessory use or structure shall contribute to the comfort, convenience, or necessity of the occupants of the principal use or structure served.
- E. Location. The accessory use or structure shall be located on the same zoning lot as the principal use or structure.

§154.508 Residential Accessory Structures.

On parcels used for residential structures within the VMX District, the design and construction of any garage, carport, or storage building shall be similar to or compatible with the design and construction of the main building. The exterior building materials, roof style, and colors shall be similar to or compatible with the main building or shall be commonly associated with residential construction.

- A. Attached structures. An accessory structure shall be considered attached, and an integral part of, the principal structure when it is connected by an enclosed passageway. All attached accessory structures shall be subject to the following requirements:
 - 1. The structure shall meet the required yard setbacks for a principal structure, as established for the zoning district in which it is located.
 - 2. The structure shall not exceed the height of the principal building to which it is attached.

B. Attached Garages.

- 1. Attached garages are encouraged to be side or rear loaded. If facing the primary street, garages shall be designed using one of the following techniques, unless specific physical conditions on the lot in question require a different approach:
 - a. The front of the garage is recessed at least four (4) feet behind the plane of the primary façade; or
 - b. The front of the garage is recessed at least four (4) feet behind a porch if the garage is even with the primary façade; or
 - c. The width of the attached garage shall not exceed 40% of the width of the entire principal building façade (including garage) fronting the primary street.
- 2. Attached garages shall not exceed one thousand (1,000) square feet in area at the ground floor level except by conditional use permit.
- 3. Garage doors or openings shall not exceed fourteen (14) feet in height.
- C. Detached structures. Detached accessory structures for permitted residential structures in the VMX District accordance with the following requirements:
 - Detached accessory structures shall be located to the side or rear of the principal building, and are not permitted within the required front yard or within a side yard abutting a street.
 - Detached garages shall not exceed one thousand (1,000) square feet at ground floor level and shall not exceed a height of twenty-two (22) feet or the height of the principal structure, whichever is higher. The maximum size and height may be increased upon approval of a conditional use permit, provided that lot coverage requirements are satisfied.
 - 3. Pole barns, as defined herein, shall be prohibited.
 - 4. No more than thirty (30) percent of the rear yard area may be covered by accessory structures.
 - 5. Garage doors or openings shall not exceed fourteen (14) feet in height.

§154.509 Accessory Uses.

- A. Exterior Storage on Residential Parcels. All materials and equipment shall be stored within a building or be fully screened so as not to be visible from adjoining properties, except for the following:
 - 1. Laundry drying,

- 2. Construction and landscaping materials and equipment currently being used on the premises. Materials kept on the premises for a period exceeding six (6) months shall be screened or stored out of view of the primary street on which the house fronts.
- 3. Agricultural equipment and materials, if these are used or intended for use on the premises.
- 4. Off-street parking and storage of vehicles and accessory equipment, as regulated in Article 5, Section 155.67.
- 5. Storage of firewood shall be kept at least ten (10) feet from any habitable structure and screened from view from adjacent properties.
- 6. Outdoor parking.
- B. Temporary Sales. Temporary sales, also known as yard or garage sales, are permitted in all residential districts, limited to two (2) per calendar year per residence, not to exceed four (4) days in length for each event.

§154.510 Accessory Uses and Structures Not Listed.

Standards for accessory uses and structures that are permitted in all districts, or in all residential buildings in any district, are listed in Article 7, Specific Development Standards. These include uses such as family and group family day care, bed and breakfast facilities, and home occupations, and structures such as swimming pools and solar equipment.

SECTION 2. Effective Date. This ordinance shall become effective immediately upon adoption and publication in the official newspaper of the City of Lake Elmo.

SECTION 3. Adoption Date. This Ordinance 08-091 was adopted on this 6th day of November 2013, by a vote of ____ Ayes and ____ Nays.

| | LAKE ELMO CITY COUNCIL |
|--|------------------------|
| | Mike Pearson, Mayor |
| ATTEST: | |
| Adam Bell, City Clerk | |
| This Ordinance 08-091 was published on | the day of, 2013 |

CITY OF LAKE ELMO COUNTY OF WASHINGTON STATE OF MINNESOTA

RESOLUTION NO. 2013-95

RESOLUTION AUTHORIZING PUBLICATION OF ORDINANCE 08-091 BY TITLE AND SUMMARY

WHEREAS, the City Council of the City of Lake Elmo has adopted Ordinance No. 08-091, an ordinance establishing the Village Mixed-Use (VMX) zoning district in the City's Zoning Code; and

WHEREAS, the ordinance is lengthy; and

WHEREAS, Minnesota Statutes, section 412.191, subd. 4, allows publication by title and summary in the case of lengthy ordinances or those containing charts or maps; and

WHEREAS, the City Council believes that the following summary would clearly inform the public of the intent and effect of the ordinance.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Lake Elmo, that the City Clerk shall cause the following summary of Ordinance No. 08-091 to be published in the official newspaper in lieu of the entire ordinance:

Public Notice

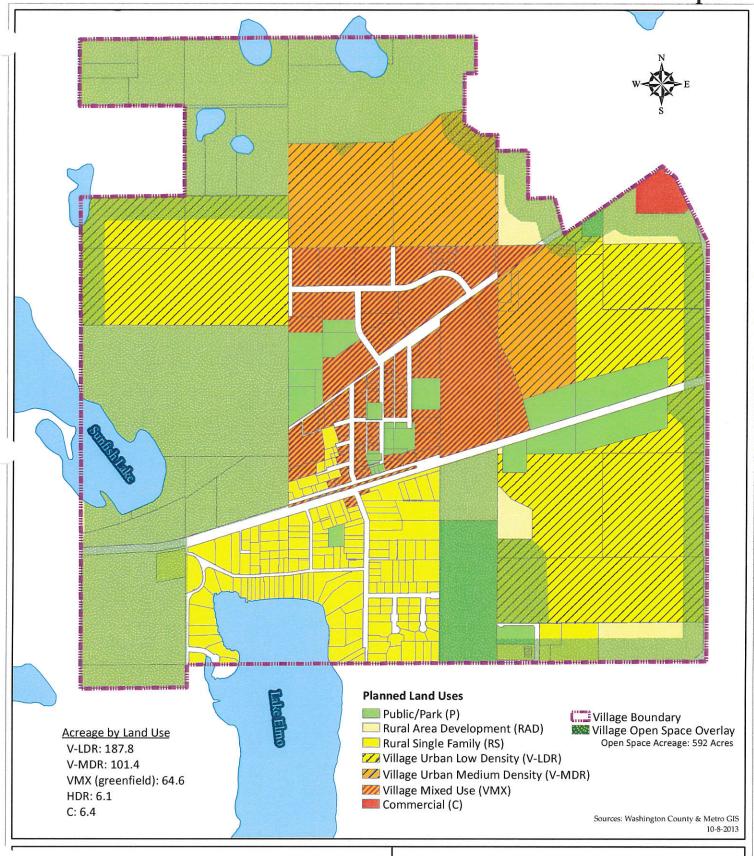
The City Council of the City of Lake Elmo has adopted Ordinance No. 08-091, which adopts the Village Mixed-Use (VMX) zoning district into the City's Zoning Code and includes the following provisions:

- The ordinance establishes the purpose of the VMX zoning district.
- The ordinance establishes permitted and conditional uses within the VMX zoning district.
- The ordinance specifies dimensional and building bulk requirements in the VMX district.
- The ordinance includes general site design provisions that specifically relate to the mixed-use areas.
- The ordinance includes standards for specific use classifications within the VMX zoning district.
- The ordinance establishes design review procedures and integrates the Lake Elmo Design Standards Manual by reference.
- The ordinance specifies dimensional and bulk requirements for accessory structures and standards for accessory uses within the VMX zoning district

The full text of Ordinance No. 08-091 is available for inspection at Lake Elmo city hall during regular business hours.

BE IT FURTHER RESOLVED by the City Council of the City of Lake Elmo that the City

| Administrator keep a copy of the ordinance at City Hall for public inspection and that a full copy of the ordinance be placed in a public location within the City. | | |
|---|--|--|
| Dated: November 6, 2013. | | |
| Mayor Mike Pearson ATTEST: | | |
| Adam Bell, City Clerk | | |
| (SEAL) | | |
| The motion for the adoption of the foregoing resolution was duly seconded by member | | |
| and upon vote being taken thereon, the following voted in favor thereof: | | |
| and the following voted against same: | | |
| Whereupon said resolution was declared duly passed and adopted | | |



Village Planned Land Use

Lake Elmo Comprehensive Plan 2030



extensions into the Village Planning Area. Future sewer extensions can be divided into three distinct phasing areas as follows:

- New development areas east of existing residential and commercial development, north of 30th
 Street, and South of State Highway 5;
- New development areas located north of 39th Street and west of Lake Elmo Avenue; and
- Existing homes and businesses within the Village Planning Area served by a new sewer line within or parallel to Lake Elmo Avenue.

Water and other municipal services are already present in those portions of the Village Planning Area that are already developed, and these other services will be extended into future developments concurrent with sewer service.

The City intends to be flexible with the timing of each of the project phases described above in order to remain responsive to market conditions. Developments within each phase may occur independently of the other phases; however, the City's ability to efficiently serve a proposed area with municipal services (including public sanitary sewer and water) must be addressed by potential developers. In general, a development must either be contiguous as much as possible to areas that have already been served, or as an alternative, there must be an approved plan for extending services that also addresses the financing related to these improvements. All projects will be evaluated for continuity with existing service areas and whether or not the City can efficiently provide services to a site.

The Existing and Planned Land Use Table (Table 3-B) includes the updated projections for land use changes based on the Village Land Use Plan. Urban services will be extended to the Village starting in 2014. Following the availability of services, development is expected to occur in the Village throughout the planning time period in response to market conditions.

Implementation

The City of Lake Elmo will use a wide variety of tools to implement the vision for development within the Village Planning Area, specifically focusing on the following:

Zoning

In order to achieve the desired vision for the Village Center, the City will adopt a mixed-use zoning district. The purpose of the mixed-use district is to establish land use and performance standards with the intent of enhancing the existing "main-street" character and aesthetic found within the Old Village. The mixed-use district will allow for a variety of use classifications, as long as the various land uses can be integrated into the context of a traditional downtown. These land use classifications include various types of residential and commercial uses, as well as multiple land uses integrated into the same site or structure, such as multi-family housing above retail or office space. With the intent of maintaining a pedestrian friendly downtown in the Village Center, different use classifications will be evaluated based upon their impact on the built environment. Use classifications that are more auto-oriented in nature and do not conform to the form found in traditional downtown developments will be subject to special performance standards to ensure that these uses can coexist in the downtown setting. The City may also identify the areas of the Village Center that are more conducive to auto-oriented uses.

It is important to recognize that there are many existing single family homes located within the Village Center. Similar to many other historic downtown areas, the City values these properties as an integral part of the aesthetic and character of the area. Akin to other historic districts, these properties will have

the opportunity to transition or redevelop to other land uses. However, single family residential uses will continue in the mixed-use area as well. In order to provide the necessary protections so that these different uses can coexist in the downtown, the mixed-use (VMX) zoning district shall include performance standards aimed at buffering residential properties from other more intensive uses. In addition, existing single family homes in the mixed-use district will not be given non-conforming status. These properties may continue to be used in a manner that is consistent with their existing zoning classification.

Finally, the City will consider drafting performance standards specific to the LDR and MDR zoning districts in the Village Planning Area. These standards would be informed by the objectives and goals of the Village Planning Area, translating the vision towards implementation. To achieve the desired vision for the Village, it is important to integrate performance standards that are consistent with the vision and can be implemented into the built environment.

Form-Based Zoning

In addition to standard zoning, the City will pursue the adoption of a form-based code, or hybrid code, in the Village Center or mixed-use area. The purpose of this code is to more effectively regulate the form and street pattern in the Village Center, providing more concrete guidance for the downtown. At a base level, this form-based code will be aimed at extending the traditional main street development pattern that currently exists in downtown Lake Elmo. The City views the continuation of this development pattern as crucial to establishing downtown Lake Elmo as a destination, evoking a unique and inspiring sense of place. As part of the form-based code, the City will consider different standards for pedestrian-oriented uses and automobile-oriented uses, possibly resulting in two transects within the mixed-use area. The ultimate goal for the Village Center is to create a pedestrian-friendly district that provides excellent opportunities to live, work and play. The form-based or hybrid code may be critical in making the downtown district a success.

Design Standards

Considering the fact that it is difficult to transform the built environment once it has already been established, it is important to incorporate quality design elements from the onset. As a result, it is important to provide guidance or standards related to site and building design as the City proceeds with growth and development. To ensure that the newly developed areas of Lake Elmo are of a high quality in both form and function, the City will pursue the adoption of design guidelines or standards. These standards will be applicable to the higher intensity uses in the community. More specifically, design guidelines or standards will be established for high-density residential, commercial, business park and mixed-use development in Lake Elmo. These higher intensity uses will have a larger impact on the built environment and public spaces of the community. Creating a set of uniform guidelines ensures that everyone is playing by the same rules, thereby protecting the property values of all who invest in the community. In addition to guidelines aimed at site and building design, the design standards may encourage other guidelines related to environmentally sensitive design or site specific considerations, such as acoustical standards near the Lake Elmo Airport. These considerations will be offered as guidance as opposed to strict standards. To ensure the success of the newly developed areas over the long-term, it is important to promote high quality site and building design.

Greenbelt/Open Space

The provision of open space is a critical component of fulfilling the vision of the Village Land Use Plan. Equally important is the method of implementation. If the implementation of the Village Open Space



MAYOR AND COUNCIL COMMUNICATION

DATE:

11/06/2013

REGULAR

ITEM #:

18

AGENDA ITEM:

Diedrich/Reider Property Comprehensive Plan Amendment

SUBMITTED BY:

Nick Johnson, City Planner

THROUGH:

Dean A. Zuleger, City Administrator

REVIEWED BY:

Planning Commission

Kyle Klatt, Community Development Director

Washington County

SUGGESTED ORDER OF BUSINESS:

| - | Introduction of Item | Staff |
|---|---------------------------------|----------------------|
| _ | Report/Presentation | Staff |
| | Questions from Council to Staff | |
| | Public Input, if Appropriate | |
| - | Call for Motion | Mayor & City Council |
| _ | Discussion | Mayor & City Council |
| | Action on Motion | |

PUBLIC POLICY STATEMENT

The City of Lake Elmo has received a request to amend the City's Comprehensive Plan, and specifically the Future Land Use Map, for a 14.3 acre parcel located within the I-94 Corridor. The City Council may consider such an amendment after review by the Planning Commission. Please note that this would be considered a minor comprehensive amendment but would still be subject to review and approval by the Metropolitan Council.

FISCAL IMPACT: None – City review costs will be reimbursed through application or escrow fees.

SUMMARY AND ACTION REQUESTED:

The City Council is being asked to consider a request from Tammy Diedrich and Gary Reider, the property owners, for a Comprehensive Plan Amendment to change the future land use designation of property (36.029.21.32.0002) north of Interstate 94 and east of Lake Elmo Avenue from High Density Residential (HDR) to Medium Density Residential (MDR). This property is located within the I-94 Corridor Planning Area and was therefore part of the area that was included in the last Comprehensive Plan update approved by the City. The property is presently under contract for purchase by Pratt Homes. Pratt would like to develop the property as a single attached/detached residential townhome development at a density that is much lower than the future land use guidance of HDR (7.5 to 15 units per acre) that was approved as part of the Comprehensive Plan Update.

To support the Comprehensive Plan Amendment application, the applicants have submitted a Preliminary Sketch Plan for the property. The Preliminary Sketch Plan includes 48 single family townhome units (22 attached and 26 detached). Given the size of the parcel and the proposed number of units, staff expects that the proposed development will meet the net density requirements for the MDR zoning district (4.5-7.0 units per acre). It is anticipated that the applicants will submit a Sketch Plan for formal review by the Planning Commission and City Council at some point in the future.

Staff and the Planning Commission are recommending that the City Council approve the Comprehensive Plan Amendment as described in the attached resolution through the following motion:

"Motion to adopt Resolution No. 2013-96 approving the request by Tammy Diedrich and Gary Reider to amend the Lake Elmo Comprehensive Plan"

BACKGROUND INFORMATION:

Attached is the original detailed Staff report that was provided to the Planning Commission regarding the applicant's request for a Comprehensive Plan Amendment, which includes general information about the application, details concerning the request, a summary of the relevant planning and zoning issues, a review and analysis of the requested amendment, draft findings, and the Staff recommendation to the Planning Commission. This report also includes a map depicting the specific area that would be changed from the MDR to LDR land use category if approved by the Council.

PLANNING COMMISSION REPORT:

The Planning Commission reviewed the Comprehensive Plan Amendment at its October 28, 2013 meeting and conducted a public hearing on the request at this time. The Commission generally discussed how the potential impacts of the requested change and how it may impact the City's Memorandum of Understanding with the Met Council. Staff noted that the proposed amendment area was small enough that it would not have a significant impact on the City's overall population and household projections.

During the public hearing, the Commission received testimony as follows:

- Tammy Diedrich, the property owner and applicant, and Len Pratt, the prospective developer, spoke about the reason for the request. They noted that there is minimal market interest in multifamily housing at the densities required by the HDR High Density Residential land use guidance (7.5-15 units per acre). They are making the amendment request to pursue future plans that would include a townhome development that is consistent with the City's MDR Medium Density Residential land use category.
- Steve DeLapp, 8468 Lake Jane Trail, noted his support for the Comprehensive Plan Amendment request.

The Commission did not make any modifications to the findings of fact as drafted by Staff and unanimously recommended approval of the Comprehensive Plan amendment as presented.

PLANNING COMMISSION RECCOMENDATION:

Based upon the above background information, Staff report and Planning Commission recommendation, it is recommended that the City Council approve the request by Tammy Diedrich and Gary Reider to amend the Lake Elmo Comprehensive Plan by changing the future land use designation of property immediately east of Lake Elm Avenue from HDR – High Density Residential to MDR – Medium Density Residential.

The Planning Commission is recommending that the City Council approve the Comprehensive Plan Amendment as described in the attached resolution through the following motion:

"Motion to adopt Resolution No. 2013-96 approving the request by Tammy Diedrich and Gary Reider to amend the Lake Elmo Comprehensive Plan"

ATTACHMENTS:

- 1. Resolution No. 2013-96
- 2. Detailed Staff Report to Planning Commission (10/28/13)
- 3. Application Materials w/Narrative and Preliminary Sketch Plan
- 4. Location Map
- 5. City's Future Land Use Map (Comprehensive Plan)
- 6. Proposed Amendment: HDR to MDR
- 7. Washington County Review Comments

CITY OF LAKE ELMO WASHINGTON COUNTY, MINNESOTA

RESOLUTION NO. 2013-96

RESOLUTION APPROVING AN AMENDMENT TO THE CITY OF LAKE ELMO COMPREHENSIVE PLAN

WHEREAS, the City of Lake Elmo has established a Comprehensive Plan that provides a compilation of background data, policy statements, standards, and maps, which help to guide the future physical, social, and economic development of the City; and

WHEREAS, Tammy Diedrich and Gary Redier, 7401 Wyndham Way, Woodbury, MN, ("Applicant") has submitted an application to the City of Lake Elmo ("City") to amend the Lake Elmo Comprehensive Plan, a copy of which is on file in the City Planning Department; and

WHEREAS, the request to amend the Comprehensive Plan was submitted along with a preliminary sketch plan for a proposed single-family attached/detached residential townhome subdivision; and

WHEREAS, the Lake Elmo Planning Commission held a public hearing on October 28, 2013 to consider the request to amend the Comprehensive Plan; and

WHEREAS, on October 28, 2013 the Lake Elmo Planning Commission adopted a motion to recommend that the City Council approve the request to amend the Comprehensive Plan; and

WHEREAS, the City Council reviewed the recommendation of the Planning Commission and the proposed amendment to the Comprehensive Plan at a meeting on November 6, 2013; and.

NOW, THEREFORE, based upon the testimony elicited and information received, the City Council makes the following:

FINDINGS

- 1) That the Applicant has submitted a request to amend the Comprehensive Plan in accordance with the procedures as established by the Lake Elmo Planning Department and Lake Elmo Planning Commission.
- 2) That the request to is to amend the Future Land Use Map (Map 3-3 in Chapter III Land Use Plan) in the Lake Elmo Comprehensive Plan, and to specifically change the future land use designation a parcel of land located east of Lake Elmo Avenue and approximately ½ mile south of 10th Street North (CSAH 10) (PID 36.029.21.32.0002) from HDR High Density Residential to MDR Medium Density Residential.

- 3) That the Comprehensive Plan Amendment will apply to property legally described in the attached Exhibit "A".
- 4) That the proposed area impacted by the proposed amendment is relatively small and will not have a significant impact on the City's ability to achieve its 2030 household and population forecasts.
- 5) That current market conditions are not favorable for multi-family housing, yet it is in the City's interests to accommodate market-driven development at present in order to provide a reasonable return on recent major infrastructure improvements.
- 6) That the City is continuing to work towards potential reductions to the 2030 growth targets specified in the Met Council MOU that will likely reduce the amount of areas in the community that are guided for high density housing.

NOW, THEREFORE, BE IT RESOLVED, that based on the foregoing, the Lake Elmo City Council hereby approves the Applicant's request to amend the Lake Elmo Comprehensive Plan, subject to and contingent upon the following:

1) Submission of the Comprehensive Plan Amendment to the Metropolitan Council and the receipt of formal notification from the Metropolitan Council that its review has been completed and approved. Acknowledgement of these comments and final adoption of the Comprehensive Plan Amendment will require formal action by the City Council.

Passed and duly adopted this 6th day of November 2013 by the City Council of the City of Lake Elmo, Minnesota.

| ATTEST: | Mike Pearson, Mayor | |
|----------------------|---------------------|--|
| Adam Bell City Clerk | _ | |

EXHIBIT A

Legal Description (PID 36.029.21.32.0002)

The north 474.06 feet of the Northwest Quarter of the Southwest Quarter of Section 36, Township 29 North, Range 21 West, according to the United States Government Survey thereof and situated in Washington County, Minnesota.



PLANNING COMMISSION

DATE: 10/28/13

AGENDA ITEM: 4A – PUBLIC HEARING

CASE # 2013-35

ITEM:

Comprehensive Plan Amendment – Diedrich Property

SUBMITTED BY:

Nick Johnson, City Planner

REVIEWED BY:

Kyle Klatt, Community Development Director

Washington County

SUMMARY AND ACTION REQUESTED:

The Planning Commission is being asked to consider a request to amend the Lake Elmo Comprehensive Plan to change the future land use designation of property immediately east of Lake Elmo Avenue and approximately 2,200 feet north of Interstate 94 from HDR - Urban High Density Residential to MDR – Urban Medium Density Residential. The applicant has submitted a Preliminary Sketch Plan for a proposed residential subdivision to support the Comprehensive Plan Amendment (CPA) request. It is anticipated that the applicants will be presenting a formal Sketch Plan at an upcoming Planning Commission meeting. Staff is recommending that the Planning Commission recommend approval of the request.

GENERAL INFORMATION

Applicant:

Tammy Diedrich and Gary Reider, 7401 Wyndham Way, Woodbury, MN

Property Owners: Tammy Diedrich and Gary Reider, 7401 Wyndham Way, Woodbury, MN

Location:

Part of Section 36 in Lake Elmo, north of I-94, east of Lake Elmo Avenue, and

south of the Cimarron Manufactured Home Park. PID Number

36.029.21.32.0002

Request:

Application for Comprehensive Plan Amendment – HDR to MDR

Existing Land Use:

Vacant

Existing Zoning:

RT - Rural Transitional Zoning

Surrounding Land Use:

North – manufactured home park; west – vacant/agricultural land, south - single family home and golf practice facility, and east - light industrial

Surrounding Zoning:

RT – Rural Transitional; RS – Single Family Residential; MDR – Urban

Medium Residential

Comprehensive Plan:

Urban High Density (7.5 - 15 units per acre)

Proposed Zoning:

MDR – Urban Medium Density Residential

History:

The subject property is currently vacant.

Deadline for Action:

Application Complete – 10/2/13

60 Day Deadline – 12/1/13 Extension Letter Mailed – No 120 Day Deadline – 1/30/14

Applicable Regulations:

Article 10 – Urban Residential Districts (MDR)

REQUEST DETAILS

The City of Lake Elmo has received a request from Tammy Diedrich and Gary Reider for a Comprehensive Plan Amendment to change the future land use designation of property north of Interstate 94 and east of Lake Elmo Avenue from High Density Residential (HDR) to Medium Density Residential (MDR). This property is located within the I-94 Corridor Planning Area, and was included in the previous Comprehensive Plan Amendment to incorporate the I-94 Land Use Plan. The property is presently owned by Tammy Diedrich and Gary Reider and is under contract for purchase by Pratt Homes. Pratt would like to develop the property as a single family attached/detached townhome development at a density that is lower than the future land use guidance of HDR (7.5 to 15 units per acre) that was approved as part of the Comprehensive Plan Update.

In addition to the request for a Comprehensive Plan Amendment, the applicant has submitted a preliminary sketch plan to aid the review of the CPA. The preliminary sketch plan includes 48 total residential units (22 attached, 26 detached). While it is difficult to calculate an accurate figure for net density at this time, it is anticipated that the proposed townhome development will have a net density that is consistent with the City's Urban Medium Density Residential – MDR land use category. Finally, it is likely that the applicants will be presenting a Sketch Plan for formal review at an upcoming Planning Commission meeting in the future.

BACKGROUND

The applicant's site is currently vacant and is approximately ½ mile south of 10th Street (CSAH 10), and just south of Cimarron Manufactured Home Park and Golf Course. Water services have been requested by the applicant, but would need to be installed as part of a larger City project to extend water down Lake Elmo Avenue.

When the City drafted the future land use map for this area as part of the I-94 Comprehensive Plan Update last year, this site was guided for high density residential development at a density of 7.5 to 15 units per acre. The applicants have stated that the existing HDR – High Density Residential guidance for this site is not consistent with plans to develop the site as proposed in the submitted preliminary sketch plan. Due to this inconsistency, the applicants are petitioning the City to change the future land use map for this area to MDR – Medium Density Residential. Based upon a similar request for the property to the south of the Diedrich property, as well as other feedback from the development community in general, the market for high density multi-family housing does not appear strong for this location at this time.

Finally, it should be noted that the property to the south the Diedrich property, the Landucci property, is currently under contract by Ryland Homes. Ryland also petitioned the City for an amendment of the future land use map in the Comprehensive Plan for this property, changing the land use designation from Urban Medium Density Residential – MDR to Urban Low Density Residential – LDR. The City Council approved this request on 10/1/13 (Resolution #2013-086) contingent upon Met Council approval. In addition, Ryland completed a Sketch Plan review with the Planning

Commission and City Council on 9/23/13 and 10/1/13 respectively. As part of the Ryland submittal process for the Landucci property, the alignment of the 5th Street minor collector road was relocated to the south to accommodate all parties. This alignment has been mutually agreed upon by all parties and is included in both the sketch plan for the Landucci property (Ryland) and preliminary sketch plan for the Diedrich property (Pratt).

PLANNING AND ZONING ISSUES

The City undertook a lengthy process to update the Comprehensive Plan for the I-94 Corridor, which included establishing a work group to help craft the overall land use plan and conducting a series of meetings in order to receive public comments concerning the plan. The updated plan made several modifications from the City's earlier plans, and most significantly, created several different categories of residential development. The approved plan now establishes three distinct residential planning categories that use increasing densities to separate each of these residential areas ranging from low density to high density. The City was also able to successfully negotiate a lower threshold at the bottom end of the density scale in order to better respond to current market conditions.

In order to achieve the growth targets as specifies in the City's Memorandum of Understanding (MOU) with the Met Council, the City did need guide a certain portion of the I-94 Corridor for medium and high density residential development. The applicant's site was determined to be an appropriate location for high density housing. This decision was partly based on comments from the impacting property owners stating their desire to guide their properties for the higher density residential development.

The applicant's parcel and parcel to the south are somewhat unique because they are isolated from the larger residential areas within the I-94 corridor. The subject parcel is located immediately adjacent to land that is guided for Business Park development, while the remaining property it borders is guided for high density residential. The property is also close in proximity to The Forest single family residential neighborhood. Given the surrounding land uses, a rational argument could be made to either keep this area guided for higher density residential development in order to provide for additional buffering from future business park uses, or to change the designation to medium density in order to better fit with the existing neighborhood across the street and the single family development expected on the Landucci property to the south.

In order to consider a Comprehensive Plan Amendment, the Planning Commission should take into account any changes that may have occurred in the community since the Comprehensive Plan was adopted that would warrant an amendment. In this case, it has been a very short time since the I-94 Corridor Land Use plan was adopted; however, Staff would like to note that in the time since adoption there has been considerable interest in development from the market that was either lacking or non-existent in the recent past. Based upon the nature of the development interest generated thus far, there has been little interest in multi-family residential projects in the areas that have been guided for such uses. Obviously the market can and will change in the future, but the City will be faced with significant infrastructure costs (and potential penalties under the MOU) should projects fail to materialize.

REVIEW AND ANALYSIS

The applicant's site is 14.34 acres in size, representing a small portion of the total I-94 development area. Given the size of the parcel, the proposed reduction in overall density will not have a significant impact on the overall projections for residential units in this area. Additionally, the three residential categories that are used in the Comprehensive Plan are defined by a range of units, which provides some additional room for the City to achieve its City's growth targets while taking into account the uncertainty surrounding the true development potential for any given parcel of land. The City did not perform any detailed studies to identify how much of each parcel in the corridor was developable (i.e. not wetland, heavily wooded, located on steep slopes, etc.), and the range will allow some leeway for allowing an appropriate level of development that is consistent with the City's overall goals and objectives for growth and development.

Staff is also continuing to work with the Met Council to achieve the City Council's stated objective of reducing the overall residential unit counts that are mandated under the MOU. Given recent conversations with the Met Council, the City anticipates that some relief will be granted, reducing the overall projected REC unit and population figures as part of the upcoming 2040 projections. It is Staff's initial opinion that any reductions would likely occur in the areas of the City that are guided for the denser residential categories since it may be difficult to develop the entirety of these areas at the planned higher densities.

Finally, it should be noted that Washington County submitted review comments related to the requested Comprehensive Plan Amendment. Washington County's review comments can be found in attachment #5. While the majority of the review comments are applicable to the Preliminary Sketch Plan submitted by the applicants, it should be noted that Washington County does not offer any objection to the request to amend the City's Comprehensive Plan.

DRAFT FINDINGS

Given the relatively small size of the applicant's parcel (taking into account potential changes in the vicinity) and the current lack of interest in high density, or multi-family, residential development, Staff is supportive of the proposed amendment and is recommending approval of the requested change to the Comprehensive Plan based on the following findings:

- 1. That the proposed area impacted by the proposed amendment is relatively small and will not have a significant impact on the City's ability to achieve its 2030 household and population forecasts.
- 2. That current market conditions are not favorable for multi-family housing, yet it is in the City's interests to accommodate market-driven development at present in order to provide a reasonable return on recent major infrastructure improvements.
- 3. That the City is continuing to work towards potential reductions to the 2030 growth targets specified in the Met Council MOU that will likely reduce the amount of areas in the community that are guided for high density housing.

RECCOMENDATION:

Staff recommends that the Planning Commission recommend approval of request by Tammy Diedrich and Gary Reider to amend the Lake Elmo Comprehensive Plan by changing the future land use designation of property immediately east of Lake Elmo Avenue and approximately ½ mile south

of 10th Street North (PID: 36.029.21.32.0002) from HDR – Urban High Density Residential to MDR – Urban Medium Density Residential. Suggested motion:

"Move to recommend approval of the request by Tammy Diedrich and Gary Reider to amend the Lake Elmo Comprehensive Plan based upon the findings outlined in the Staff Report"

ATTACHMENTS:

- 1. Application w/Narrative and Preliminary Sketch Plan
- 2. Location Map
- 3. Future Land Use Map (Map 3-3 from Comprehensive Plan)
- 4. Proposed Amendment: MDR to LDR
- 5. Washington County Review Comments

ORDER OF BUSINESS:

| - | Introduction |
|---|---|
| - | Report by StaffCommunity Development Director |
| - | Questions from the Commission |
| - | Open the Public Hearing |
| _ | Close the Public Hearing |
| - | Discussion by the Commission |
| _ | Action by the Commission |

| Date Received: | |
|----------------|--|
| Received By. | |
| Permit # | |



651-747-3900 3800 Laverne Avenue North Lake Elmo, MN 55042

| LAND USE APPLICATION |
|--|
| Amendment Comprehensive Plan Zoning District Amend Zoning Text Amend Variance*(see below) Zoning Appeal |
| ☐ Conditional Use Permit (C.U.P.) ☐ Flood Plain C.U.P. ☐ Interim Use Permit (I.U.P.) ☐ Excavating/Grading |
| Lot Line Adjustment Minor Subdivision Applicant Gary Reider and Tamony Diedrich Address: 7401 Wynchan Way, Woodbury MN 55125 Phone # 612-328-6115 Email Address: Gary. Reider@ Co. Lennepin.mn.us and Tamony. Diedrich@minneapolismn.g Fee Owner: Same as about |
| Address: |
| Phone #Email Address: |
| Property Location (Address and Complete (long) Legal Description: P10 36029 21 32 0002 See attacked legal |
| Detailed Reason for Request: See attached letter "Variance Requests: As outlined in Section 301.060 C. of the Lake Eimo Municipal Code, the applicant must demonstrate |
| practical difficulties before a variance can be granted. The practical difficulties related to this application are as follows: |
| In signing this application, I hereby acknowledge that I have read and fully understand the applicable provisions of the Zoning ordinance and current administrative procedures. I further acknowledge the fee explanation as outlined in the application procedures and hereby agree to pay all statements received from the City pertaining to additional application expense. Signature of applicant: Turning Declar |
| Bed fla |
| City Use Only Planning: Zoning District: Reviewed by: Date: Subject to the following conditions: |
| Engineering: Reviewed by: Date: |
| |

LEGAL DESCRIPTION

The north 474.06 feet of the Northwest Quarter of the Southwest Quarter of Section 36, Township 29 North, Range 21 West, according to the United States Government Survey thereof and situate in Washington County, Minnesota.

Gary Reider and Tammy Diedrich 7401 Wyndham Way Woodbury, MN 55125

September 27, 2013

Kyle Klatt Planning Director City of Lake Elmo 3800 Laverne Avenue N Lake Elmo, MN 55042

Re: Comp Plan Amendment Request

Dear Mr. Klatt:

Enclosed please find our Comp Plan Amendment Request, along with a sketch plan for our property located on the east side of Lake Elmo Avenue, N., approximately ½ mile north of Intestate Hwy 94. With this application, we are requesting a Comprehensive Plan Amendment from High Density Residential to Medium Density Residential, which will allow for the new neighborhood's proposed density.

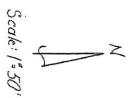
The proposed new neighborhood would include 48 townhomes and right-of-way for Lake Elmo's new east/west collector road (5th Street). Access to the new neighborhood would be from the new east/west collector road.

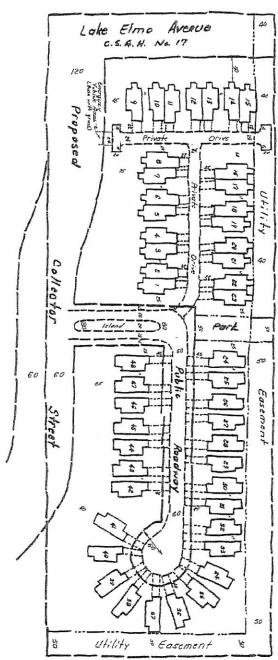
We have appreciated City Staff's comments and direction so far with this project and we look forward to continuing to work with City Staff to make this a successfully new neighborhood for the City of Lake Elmo. Please feel free to contact us with any questions.

Tanny Decelrail

Sincerely,

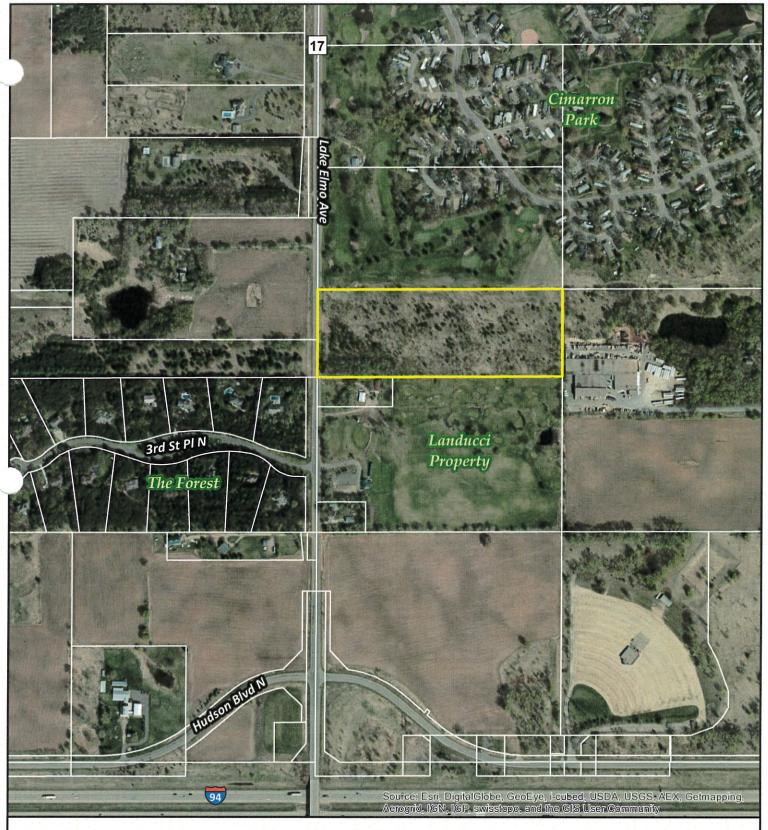
Gary Rieder and Tammy Diedrich





Preliminary Skatch Plan

- 22-2013



Location Map: Diedrich Property (PIN: 36.029.21.32.0002)



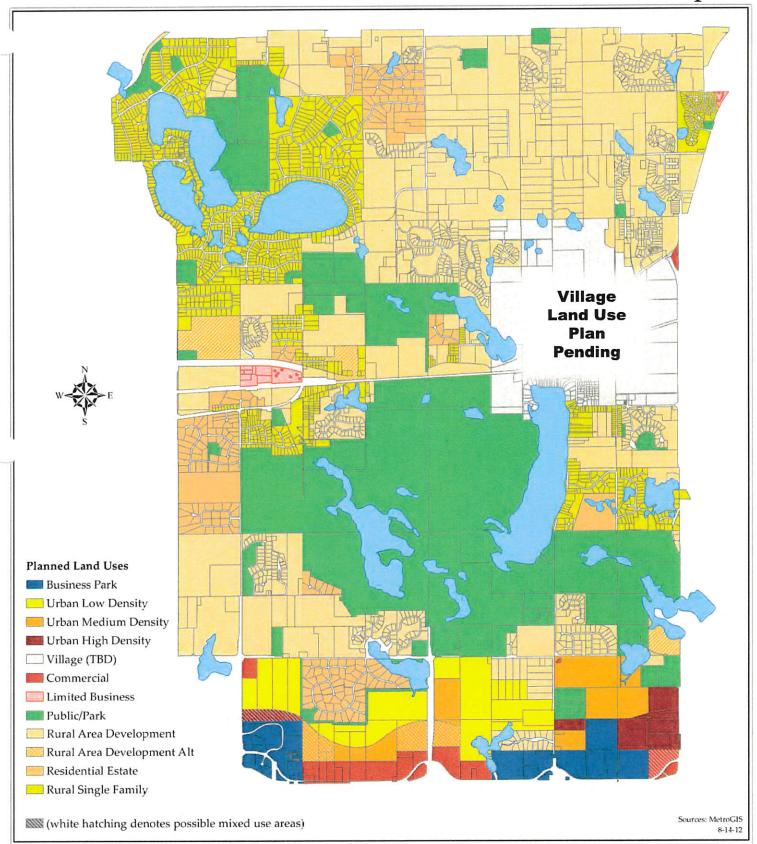
Data Scource: Washington County, MN 10-22-2013



Diedrich Property

0 250 500 1,000 Feet 1"=500'



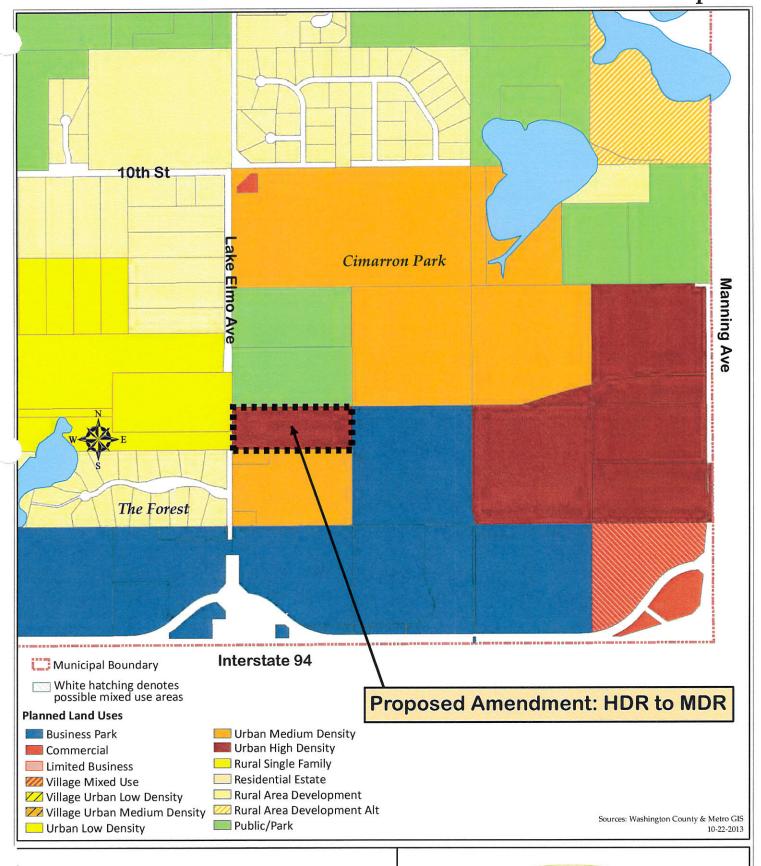


Planned Land Use

Lake Elmo Comprehensive Plan 2030



This map was created using MFRA Geographic Information Systems (GLS), it is a compilation of information and data from various sources. This map is not a surveyor legally recorded map and is intended to b used as a reference. MFRA is not responsible



Planned Land Use

Lake Elmo Comprehensive Plan 2030





October 23, 2013

Public Works Department

Donald J. Theisen, P.E. Director

Wayne H. Sandberg, P.E. Deputy Director/County Engineer

Nick Johnson City Planner City of Lake Elmo 3600 Laverne Avenue North Lake Elmo, MN 55042

RE: Washington County comments on the Comprehensive Plan Amendment, concept plan for a 48 Unit single family detached townhome development on 14 acres of property, PID: 3602921320002.

Dear Mr. Johnson:

Thank you for providing the county with the concept plan for the detached townhome subdivision, Section 36, Township 29N, Range 21W along County Road (CR) 17B/Lake Elmo Avenue in the City of Lake Elmo. The project consists of 48 single family detached townhome units on 14 acres of land. Based on the plan provided, we have the following comments:

- The development plan is consistent with the Washington County Comprehensive Plan 2030, A Policy Guide to 2030, Land Use, The development implements Goal 3-2, which states "support the growth of attractive urban communities while preserving rural functions and appearances." The development will implement strategies such as utilizing the Municipal Urban Service Area (MUSA), and development along the Gateway Transitway Corridor."
- According to the Washington County Comprehensive Plan 2030, CR 17 B is classified as an "A" Minor arterial roadway with 184 feet future right-of-way necessary. There is currently 50 feet of right-of-way from the center line of the road; therefore, an additional 42 feet should be dedicated on the plat or the same dedication as the Landucci Plat located south of this property. Their preliminary concept has identified 40 feet.
- Local street connections from the development to the north and east should be considered even though there is an existing golf course to the north and a commercial/warehouse use to the east.
- Future improvements on 17 B are required for the new collector road intersection
 which include left and right turn lanes. Washington County and the City of Lake
 Elmo will continue to work towards an acceptable roadway /intersection plan. A
 Washington County Right of Way Permit and Access Permit will be required for
 the improvements and connection to 17B which will be constructed based on
 traffic impacts from new development in the area.
- Any grading within County right of way will require a Washington County Right of Way Permit.

- All utility connections for the development require Washington County Right of Way permits. Typically, these are the responsibility of the utility companies.
- Washington County's policy is to assist local governments in promoting compatibility between land use and highways. Residential uses located adjacent to highways often result in complaints about traffic noise. Traffic noise from this highway could exceed noise standards established by the Minnesota Pollution Control Agency (MPCA), the U.S. Department of Housing and Urban Development, and the U.S. Department of Transportation. Minnesota Rule 7030.0030 states that municipalities are responsible for taking all reasonable measures to prevent land use activities listed in the MPCA's Noise Area Classification (NAC) where the establishment of the land use would result in violations of established noise standards. Minnesota Statute 116.07, Subpart 2a exempts County Roads and County State Aid Highways from noise thresholds. County policy regarding development adjacent to existing highways prohibits the expenditure of highway funds for noise mitigation measures in such areas. The developer should assess the noise situation and take any action outside of County right of way deemed necessary to minimize the impact of any highway noise.

Thank you for the opportunity to comment on this comprehensive plan amendment. If you have any questions, please contact me at 651-430-4362 or ann.pung-terwedo@co.washington.mn.us

Ann Pung-Terwedo Senior Planner

Regards,

Cc: Carol Hanson, Office Specialist Joe Gustafson, Traffic Engineer

R/Plat Reviews/City of lake Elmo/Reider/Dietrich10-23-2013



MAYOR AND COUNCIL COMMUNICATION

DATE:

11/06/2013

REGULAR

ITEM #:

19

AGENDA ITEM:

Lake Elmo Design Standards Manual

SUBMITTED BY:

Nick Johnson, City Planner

THROUGH:

Dean A. Zuleger, City Administrator

REVIEWED BY:

Planning Commission

Kyle Klatt, Community Development Director

SUGGESTED ORDER OF BUSINESS:

| - | Introduction of Item | Staff |
|---|---------------------------------|----------------------|
| - | Report/Presentation | Staff |
| | Questions from Council to Staff | |
| | Public Input, if Appropriate | |
| | Call for Motion | |
| _ | Discussion | Mayor & City Council |
| | Action on Motion | |

PUBLIC POLICY STATEMENT

The adoption of the Lake Elmo Design Standards Manual will establish a comprehensive review process related to site and architectural design for four development types in Lake Elmo: High Density Residential, Commercial, Business Park and Mixed-Use.

FISCAL IMPACT: None – City review costs will be reimbursed through application or escrow fees.

SUMMARY AND ACTION REQUESTED:

The City Council is being asked to consider the adoption of the Lake Elmo Design Standards Manual. The purpose of the manual is to promote high quality development outcomes through site and architectural design. As proposed, the design standards manual would be adopted by reference into the Zoning Code and replace existing design related performance standards in the Code. The adoption of design standards is a supported policy under the Lake Elmo Comprehensive Plan (Chapter III – Land Use).

Staff and the Planning Commission are recommending that the City Council adopt the Lake Elmo Design Standards Manual through the following motion:

"Motion to adopt Resolution No. 2013-97 approving the Lake Elmo Design Standards Manual"

BACKGROUND INFORMATION:

In addition to the recent Comprehensive Plan Amendments to prepare the community for future growth, the City has been working on multiple efforts to better define the City's vision for future development.

These efforts include the Lake Elmo Branding and Theming Study, form-based codes, and comprehensive design standards. Within the City's Comprehensive Plan (Chapter III - Land Use), the adoption of design standards is a noted policy intended to ensure quality development outcomes. As the effort to develop design standards has progressed over the last year, a comprehensive manual with guidelines related to site and architectural design has taken shape.

Throughout the effort, the manual has undergone significant review from multiple parties, especially the Planning Commission. The content of the manual was developed through a mixture of researching the design guidelines of several other communities and integrating or shaping them to fit Lake Elmo's context and desired characteristics and vision. As multiple drafts of the document have been reviewed, the manual has been refined in multiple iterations. One critical form of review that was initiated by the City was a Stakeholder Workshop, held on October 29, 2012. At the workshop, the City invited multiple members of the development community to provide feedback on the proposed document. The feedback from the guests who attended was overall very positive and helpful in identifying the possible pitfalls that may be present at the time. Through the feedback and review of the Planning Commission and members of the development community, it is the goal of the manual to reach a good balance point between good design and practical application.

Regarding the structure of the Lake Elmo Design Standards Manual, the document is broken into 5 sections: 1) Introduction, 2) High Density Residential, 3) Commercial, 4) Business Park and 5) Mixed-Use. Under each development type, the design standards or guidelines are broken into two categories: Site Design and Building Design. Within these two categories, design standards and guidelines are organized under various subsections (e.g. streetscapes, parking, form and façade, lighting, signage, etc.).

Finally, further background as to how the design review process will be administered must be provided. The manual is designed to allow design review to integrate directly into whichever development or building permit process that is being initiated. For example, if a development application was submitted before the City for final approval, design review would be integrated into the already established process for final development or plat approval. It is the intention of integrating design review to not to create additional meeting or process requirements outside the bounds of the already established procedure. In addition, the review authority for conducting the design review will be the body or individual responsible to issuing the certificate or permit. In other words, for approval of a development application, the Planning Commission and City Council would be authorized review authorities, whereas for a major renovation (requiring only a building permit), staff would be responsible to conduct the design review. Finally, to integrate the design standards manual into the City's established review procedures, staff and the Planning Commission are recommending that the manual be adopted by reference in the Zoning Code. The code language proposed to execute this strategy would replace the existing design related performance standards found in the City's commercial zoning districts (§154.555 – Attachment #3). The final goal, procedurally speaking, it to adopt the design standards by reference and seamlessly integrate design review into the existing permit review procedures.

PLANNING COMMISSION REPORT:

The Planning Commission has formally reviewed the Lake Elmo Design Standards Manual a total of 7 times on the following dates:

- August 27, 2012 (staff research and proposed template presented)
- October 10, 2012 (staff presented first draft of proposed standards)
- October 22, 2012 (staff presented updated draft of proposed standards)
- October 29, 2012 (Design Standards Stakeholder Workshop Planning Commission in attendance)
- October 7, 2013 (staff presented first draft of Design Standards Manual (w/pictures and layout)
- October 14, 2013 (Planning Commission review of Design Standards Manual)
- October 28, 2013 (Planning Commission recommend Design Standards Manual for approval)

The Commission did make some minor amendments to the document at the meeting on 10/28/13 and unanimously recommended the Lake Elmo Design Standards Manual for approval (Vote 7-0).

PLANNING COMMISSION RECCOMENDATION:

The Planning Commission is recommending that the City Council adopt the Lake Elmo Design Standards Manual through the following motion:

"Motion to adopt Resolution No. 2013-97 approving the Lake Elmo Design Standards Manual"

ATTACHMENTS:

- 1. Resolution No. 2013-97
- 2. Lake Elmo Design Standards Manual
- 3. Existing Commercial District Design Standards (§154.555)

CITY OF LAKE ELMO WASHINGTON COUNTY STATE OF MINNESOTA

RESOLUTION NO. 2013-97

RESOLUTION ADOPTING THE LAKE ELMO DESIGN STANDARDS MANUAL

WHEREAS, the City of Lake Elmo adopted a revised Comprehensive Plan in March of 2013 that calls for the adoption of design standards to promote quality development outcomes in Lake Elmo; and

WHEREAS, the Planning Commission has reviewed multiple drafts of the design standards manual at several formal meetings dating back to August of 2012; and

WHEREAS, the City of Lake Elmo held a Stakeholder Workshop on October 29, 2012 to gather feedback from members of the development community and

WHEREAS, the Lake Elmo Planning Commission held a meeting on October 28, 2013 to consider the adoption of the Lake Elmo Design Standards Manual; and

WHEREAS, on October 28, 2013 the Lake Elmo Planning Commission adopted a motion to recommend that the City Council approve the Lake Elmo Design Standards Manual; and

WHEREAS, the City Council reviewed the recommendation of the Planning Commission and the Lake Elmo Design Standards Manual at a meeting on November 6, 2013; and.

NOW, THEREFORE, based upon the information received, the City Council makes the following:

FINDINGS

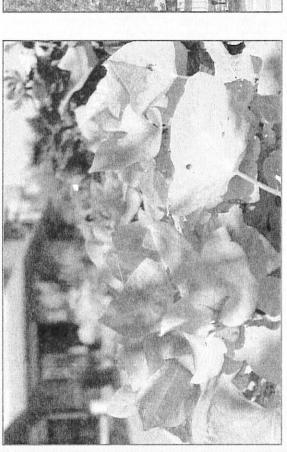
- 1) That the adoption of the Lake Elmo Design Standards Manual is consistent with the policy guidance of Chapter III Land Use Plan of the City's Comprehensive Plan, specifically:
 - "Following the completion of the Comprehensive Plan, the City will adopt design standards to ensure the look and feel of future development is compatible with the community vision of a small town within a rural setting. Standards for building materials, building articulation, design variety and other requirements should be upheld to ensure the quality of the built environment is distinctly Lake Elmo."
- 2) That the Lake Elmo Design Standards Manual meets the intent of establishing design review provisions and procedures that promote quality development outcomes in Lake Elmo that are consistent with the City's desired vision for the community.

NOW, THEREFORE, BE IT RESOLVED, that based on the foregoing, the Lake Elmo City Council hereby approves the Lake Elmo Design Standards Manual.

Passed and duly adopted this 6th day of November 2013 by the City Council of the City of Lake Elmo, Minnesota.

| | CITY OF LAKE ELMO | |
|-----------------------|---------------------|--|
| ATTEST: | Mike Pearson, Mayor | |
| Adam Bell, City Clerk | | |

City of Lake Elmo DESIGN STANDARDS MANUAL



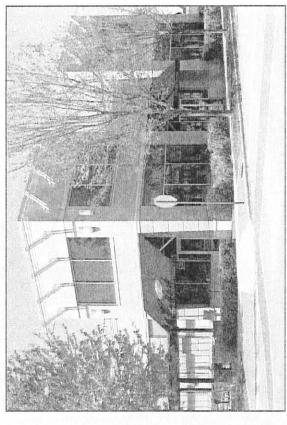




TABLE OF CONTENTS

| Chapter 1: | Chapter 3: | Chapter 5: Mixed Hea Davelonment |
|---|--|--|
| Intent and Purpose | A. Site Design | |
| Areas of Growth Structure of the Standards | nent | Building Placement |
| Compliance | Landscaping | Landscaping |
| | Parking | Parking |
| Chapter 2: | Delivery, Service, Storage and Utility Areas | Delivery, Service, Storage and Utility Areas |
| High Density Residential Development 7 | , B. Building Design15 B. | |
| A. Site Design | Form and Facade Building Materials | Form and Facade Building Materials |
| Streetscape | Scale and Mass | Scale and Mass |
| Landscaping | Roof Design | Roof Design |
| Parking | Entries | Entries Lighting |
| Delivery, service, storage and utility Areas B. Building Design 9 | | Signage |
| | | |
| Building Materials | Chapter 4: | |
| Scale and Mass | Business Park Development19 | |
| Roof Design | A. Site Design19 | |
| Entries | Building Placement | |
| Lighting | Streetscape | |
| Signage | Landscaping | |
| | Parking | |
| | Delivery, Service, Storage and Utility Areas | |
| | B. Building Design21 | |
| | Form and Facade | |
| | Building Materials | |
| | Scale and Mass | |
| | Roof Design | |
| | Entries | |
| | Lighting | |
| | Signage | |

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Intent and Purpose

The City of Lake Elmo is currently preparing for a significant amount of growth and development in two areas of the city: the I-94 Corridor and Old Village. To ensure that growth is carried out in a manner reflective of the goals and principles of Lake Elmo, measures are being taken to ensure development outcomes of a high quality. Included in these measures is the creation of design standards, establishing requirements and guidelines related to site design and building form. The purpose of these standards is to incorporate the following principles in residential and commercial development outcomes in the I-94 Corridor and Old Village:

- To ensure high quality site design and building materials, supporting both function and form
- To provide open space in future areas of growth, building off of Lake Elmo's existing character and environment
- To accommodate automobile traffic in a manner that respects the pedestrian environment
- 4. To utilize natural and ecological systems into public and private development, particularly in the realm of storm water management

- To encourage site design that is mindful and conscientious of the existing landscape and topography
- 6. To foster connections between the new and existing areas of Lake Elmo through consistent standards and theming, resulting in an identity that is unique to this community

The two areas guided for sewered residential and commercial development in Lake Elmo are the I-94 Corridor and Old Village. While both of these areas are guided for future growth and have ample greenfield development opportunity, it is important to recognize the differences between these districts as they pertain to geography and character. These differences will play a major role in the types of development that are realized in each area.

Areas of Growth

1-94 Corridor. The I-94 Corridor is geographically bounded by CR-10 (10th St.) and I-94 from north to south and CR-15 (Manning Ave.) to CR-13 (Inwood Ave.) from east to west. The City has guided this corridor for residential development of various densities, as well as commercial and business park development. Given its location and high level of access, the vision for this corridor is more

highway-oriented by nature, offering good opportunities for higher density and commercial development. In addition, the City has envisioned this area to provide increased employment opportunities in Lake Elmo.

Old Village. The Old Village is located in the heart of Lake Elmo, centered along State Highway 5 and bordered to the east by CR-15 (Manning Ave.) and to the south by 30th St. As the historic center of Lake Elmo, the Old Village is guided for residential and mixed-use development types, which are consistent with historic downtown areas. In order to reinforce the identity of the Old Village as a destination, it is the City's goal to emphasize a positive pedestrian environment, consistent with main street character. Given this vision and the historic context, the Old Village will most likely attract different development types than the I-94 Corridor.

Considering the character, geography, and visions for these two growth areas, it is unreasonable to expect that the development types will be the same. However, in order to establish standards for high quality sites and buildings in Lake Elmo, the design standards laid out in this manual will be applicable to development within both the I-94 Corridor and Old Village.

Structure of the Standards

The standards contained within this manual are structured in a manner that establishes standards and desired outcomes for private development sites within four land use types guided for the I-94 or development types, addressed in this manual Corridor and Old Village. The four land use types, are as follows:

- High Density Residential
- Commercial;
- Business Park; and
- Mixed-Use.

In addition to land use types, the standards are and Building Design. The standards contained within these categories are organized using the organized into two primary categories: Site Design following sub-categories:

- 1. Site Design
- **Building Placement**
- Streetscape
- Landscaping
 - Parking
- Delivery, Service, Storage and Utility Areas
- 2. Building Design
- Form and Facade
- **Building Materials**
- Scale and Mass
- Roof Design
- Entries
- Signage
- Lighting

are intended to organize the specific standards These categories and respective sub-categories within each land use or development type.

Compliance

dards within the manual, it is the responsibility of the applicant to demonstrate why a specific standard presents an unreasonable burden in the con-

text of the proposed site or project.

Exceptions to the standards contained within the renovation within the I-94 Corridor and Old Village will be reviewed for compliance to the standards contained within this manual. Design review will be completed within the established review process nanual may be granted by the Review Authority any new development, redevelopment, or major at the stage of final development or building approval. This review will be conducted by the indiunder at least one of, but not limited to, the follow-As part of the City's development review process, idual or body authorizing the permit or certificate. ng circumstances:

- The proposed project is found to be of an architectural value above and beyond the accepted standard and therefore a community asset.
- character, thereby supporting Lake Elmo's ment to theming elements and open-space The proposed project demonstrates a commitunique identity.
- pedestrian circulation and safety, including The proposed project is found to prioritize streetscape treatments above the minimum standards that contribute to a positive pedestrian environment.
- The proposed project demonstrates a significant commitment to natural storm water management practices.
- similar to the standards required for LEED cer-The proposed project includes a significant commitment to sustainable building practices, tification.

In order to receive relief or exception to the stan-

tigh Density Residential Development

Applicable Zoning Districts:

Urban Medium Density Residential (MDR)
 Urban High Density Residential (HDR)

Both the I-94 Corridor and Old Village are expected to experience growth in the form of high density residential development. This growth will be comprised of single-family attached (townhome) development and multi-family residential development, including apartments and condominiums. For residential development, the intent of the design standards is to provide housing of a high aesthetic quality with open or recreational spaces integrated directly into the site.

A. Site Design

Building Placement

Goal: Structures should be located and oriented in a manner that allows for pedestrian accessibility and provides visual interest from the public right of way.

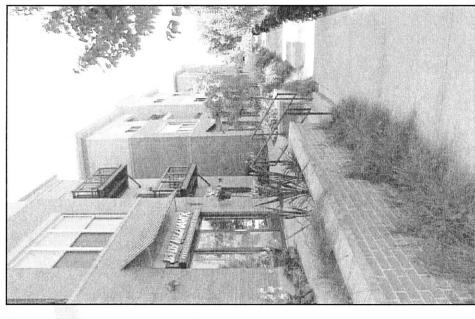
- a. Buildings are encouraged to be located as close to the public street as possible while still meeting the setback requirement. In addition, the setbacks of adjacent residential buildings are encouraged to be varied slightly to contribute to an interesting streetscape, avoiding monotonous facade or wall depth.
- b. Buildings should be easily accessed from the street, particularly near commercial or mixeduse development.
- c. The area fronting the main public street, or front-yard setback area, should be utilized for



Common open or recreation spaces should be located to the interior or rear of the site.

entryways, landscaping, porches, patios and other amenities that may be utilized by residents and provide visual interest or a sense of place.

- d. Recreational and common spaces should be located at the interior or rear of the site to promote access and safety for residents. Keeping these spaces out of the front of the site also helps maintain visual interest and attractive sight lines.
- e. Some provision of open or common space on the site is required to maintain Lake Elmo's open space character. This provision can be found in §154.454 of the Lake Elmo City Code.

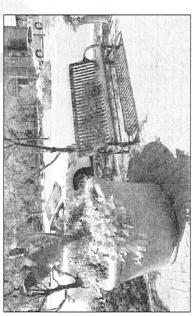


Buildings are encouraged to be sited closer to public streets to promote access and visual interest.

HIGH DENSITY RESIDENTIAL DEVELOPMENT



Decorative fencing provides a nice transition from the public right of way to the entryway.



At left: Pedestrian amenities contribute to an inviting and functional streetscape.

Streetscape

Goal: Residential streetscapes should provide for pedestrian accessibility and safety while offering aesthetically pleasing environments.

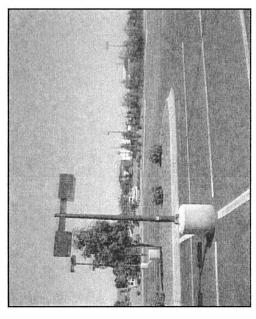
- Sidewalks shall be provided parallel to public streets in order to ensure pedestrian accessibility and circulation.
- Sidewalk materials should be attractive and low-maintenance, such as concrete or decorative pavers.
 - c. Boulevard areas should planted with turf grass and/or other attractive, low-maintenance ground cover. In addition, boulevard trees should be provided in regular intervals.
 - d. Site furnishings such as benches, pedestrianscaled lighting, decorative fencing, trash receptacles and other amenities are recommended. Applicants are encouraged to utilize design elements and site amenities from the Lake Elmo Branding & Theming Study.
 - Paths and access points/entryways should be clearly visible and well lit at night.

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Landscaping

Goal: To enhance the visual aesthetic of the built environment and reduce impervious surface, thereby aiding storm water management practice.

- Shade and ornamental trees and other plant material should be installed within the front setback area.
 - b. Bare soils should be planted or mulched with bark, stone or other suitable material to avoid unnecessary runoff.
- Plant species are encouraged to be native, low-maintenance and suitable to the Lake Elmo climate.
- d. Making use of similar plant materials as adjacent properties and public spaces is encouraged to create continuity.
- e. Mature trees located on building sites should be retained whenever possible.
- f. Service, storage, utility and parking areas should be buffered by plantings to reduce visual impact.
- g. Parking areas should include landscaped islands or plant beds to reduce the visual impact, break up monotonous hardscape and retain storm water.
- h. The installation of rain gardens is encouraged to improve on-site storm water infiltration.



Lighting should be down-cast and shielded to prevent glare or spill-over onto adjacent properties.

Parking

Goal: To accommodate automobile parking in a manner that reduces visual impact, supports pedestrian circulation and maintains good sight lines along the public right of way.

- Parking areas should be located to the rear, side or within primary buildings whenever possible.
 - b. Structured or underground parking is encour-
- c. The linear measurement of surface parking areas parallel to the public street may not exceed more than 50% of primary street frontages. Sites or projects that are unable to meet this requirement will be required to install berms and/or additional landscaping to buffer areas of surface parking adjacent to the primary street frontage.

- d. Access to parking areas should be designed in a way that does not impede pedestrian traffic.
- Parking should be screened from adjacent structures with landscaping strips not exceeding 4 feet in height in order to ensure pedestrian safety.
- f. Lighting must be provided in parking areas at night for safety purposes. However, direct glare, spillover or other forms of light pollution directed at adjacent properties are prohibited.
- g. The installation of rain gardens within parking areas is encouraged for storm water infiltration purposes.
- h. Parking facilities must be ADA compliant when deemed necessary.

Delivery, Service, Storage and Utility Areas

Goal: To minimize the visual impact of storage and utility areas within residential developments.

- Exterior storage and utility areas should be located in low trafficked areas and screened from adjacent properties.
- b. Trash enclosures should be located so that noise and odor do not affect nearby residents or adjacent properties.
- Screening of storage and utility areas may include landscaping and architectural features that match the primary structure.
- d. Storage areas should match the architectural design of the primary structure.
- Utilize directional signage for storage and trash areas when appropriate.

B. Building Design

Form and Facade

Goal: Standards are intended to ensure high quality design, encourage creativity and promote visually appealing development, thereby cultivating a sense of place and identity.

- a. No blank facades without windows and doors are allowed. All sides of the structures shall have architectural treatments.
- Window and door styles should reflect the prevailing architectural style of the structure.
- c. Window sills and trim are required for all exterior windows.d. Flat panel exterior and garage doors are dis-
- couraged.
 e. Garages should be recessed from the facade of the principal structure whenever possible to
- draw visual attention away from parking areas.

 f. If there are multiple garages within a structure, they should be varied in their location to minimize the visual impact of a row of garage doors.



Attached units on a public street benefit from individual entries.

HIGH DENSITY RESIDENTIAL DEVELOPMENT

- g. Detached garages shall be architecturally consistent with the principal structure.
- h. Finished exterior materials shall be applied to all wall facades above 18 inches from the finished grade line, where unfinished exterior foundation may be visible.
- i. Ground level of multi-family structures should be distinguished architecturally from upper levels to provide human-scale elements for pedestrians.
- Living space below the main building level, such as a walkout structure, may not be visible from the front side of the structure facing the main public street.
- . Split entry type structures are discouraged.
- Where individual units face a public street, each unit should be designed with a walkway from the sidewalk to the front entry feature.
- m. Entryways to individual units should contain an entryway feature, such as a porch or portico.

Building Materials

Goal: To offer a variety of attractive and quality building materials that will shape the identity and visual interest of residential development in Lake Elmo.

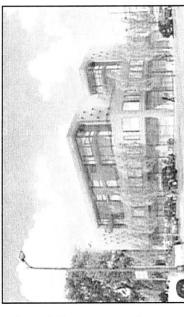
- a. All structure facades should utilize multiple building materials.
- b. Changes in facade building materials should occur at clean horizontal and vertical separations, such as at building levels or architectural features.
- c. Siding materials should emphasize horizontal lines to reduce the appearance of height and mass.
- d. Multiple facade colors are encouraged as long

- as they are balanced and consistent.
- e. Primary building materials for residential structures should include brick, finished wood, stone, quality metals, glass, cast-stone, or precast concrete panels with aggregate, banding, testuring, or other similar decorative finish.
- f. Exposed exterior building materials such as brick, stone, wood, or stucco should be authentic. Simulated materials may also be used if demonstrated to be of high quality and approved by the City.
- g. Materials which are prohibited as the primary facade material include the following:
 - Vinyl siding
- Unpainted galvanized metal
- Corrugated metal, plastic, or fiberglass
 - Plain, unpainted, or painted concrete block
- Prefabricated concrete panels
- h. Roofing materials should consist of composition shingles, wood shakes, or clay or stone tiles. Metal used as a roofing material must incorporate ribs or standing seams to be acceptable.
 - i. Samples of facade and roof materials must be submitted to the City prior to the approval of the building permit.

Scale and Mass

Goal: To establish parameters for building horizontally and vertically with a human scale in mind. Building volume should be broken up with recesses and projections such as balconies, bay windows, dormers, porches, and other features

- that provide variation and identity.
- b. Mass should be reduced through facade articulation, breaking up the wall area into smaller sections.
- c. Architectural elements, such as dormers, decorative windows and trim, porch details, decorative shutters, and wainscoting, can reduce the appearance of bulk and mass by providing visual interest.
- d. Building mass should be broken up with multiple roof and ridgelines perpendicular with one another.
- e. Structures of two-stories or higher should have articulated facades to minimize the appearance of mass, as well as multiple roof lines with corresponding gables.
- Scale should be reduced by utilizing "stepdown" methods towards the public street. Porches, entries, window-bays or bump-out are effective in this regard.



Building Mass is reduced by breaking the building up into smaller sections and "stepping-back" levels above the ground floor. Source: www.minnpost.com

HIGH DENSITY RESIDENTIAL DEVELOPMENT

Roof Design

Goal: To break up monotonous roof lines, add architectural detail and screen rooftop equipment.

- a. All rooftop equipment and must be screened using materials consistent with the overall architecture, particularly on roofs that are visible from adjacent buildings.
- Multiple peaks and ridgelines are encouraged to promote greater visual interest.
- c. Dormers are encouraged to break up continuous rooftop.
 - d. Providing architectural detail on soffits and fascias are encouraged.

Entries

Goal: To encourage entryways of high architectural quality that emphasize access, safety, and a human scale.

- a. Primary building entries shall be visible and connected to the street sidewalk by the most direct route practical. However, some curvature in design for aesthetic purposes is allowed.
- b. Each building should have one or more clearly identifiable "front doors" that address the street and include signage denoting property address.
- Building entries should incorporate design elements or architectural treatments, such as awnings, columns or cornices to emphasize the primary entryway.
- d. Primary communal entryways are encouraged to be recessed to offer shelter from inclement weather. Units with individual exterior entries

are encouraged to include porches, covered recesses or covered stoops.

- e. Ground floor residences that adjoin a public street or open space shall have direct access to the public street or open space.
- f. For units with individual exterior entries, small, landscaped private entry yards afford an attractive appearance on the street side and allow residents to take pride in these areas.

Lighting

Goal: To provide for safety and visual interest, while respecting the City's dark sky ordinance.

- a. Lighting should be provided in all common areas, including parking, vehicular and pedestrian entries, walkways and common facilities (mailboxes, pools, etc.).
- Lighting height shall be consistent with the City's exterior lighting standards.
- c. Service area lighting shall be confined within the service yard boundaries and enclosure walls.
 - d. Spill-over light from storage or service areas is not allowed. Lights at service or exit doors shall be limited to low wattage, downcast or low cut-off fixtures that remain on throughout the night.
- e. Accent lighting should be used to draw interest to architectural features or entryways and not to exhibit or advertise buildings. Architectural lighting must be downcast and shielded to prevent light pollution.
- Bare bulb or exposed neon lighting is not allowed for accentuating building form.

Signage

Goal: Residential signage should be subtle in nature and utilized to promote building identity and to properly direct automobile and pedestrian traffic.

- a. Signs shall be consistent with the architectural style of the building on which they are placed, including scale, lighting levels, color and material.
 b. Signs shall be constructed of quality materials.
 - c. All signage should be illuminated and clearly visible after dark.
- d. Signs are encouraged to be creative in the use of two and three-dimensional forms, lighting and graphic design, and use of color, patterns, typography, and materials.
- e. Interior vehicle and pedestrian routes should be clearly marked.
- f. All buildings are encouraged to incorporate elements of community theming in appropriate signage, supporting district and city identity.

S Commercial Development

Applicable Zoning Districts:

Commercial (C)
 Convenience Commercial (CC)

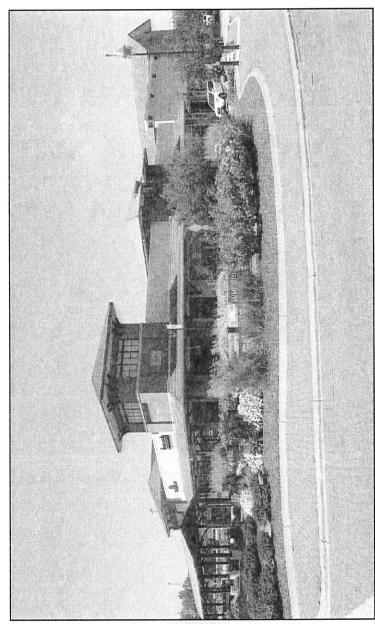
The future commercial areas within the I-94 Corridor and Old Village will include a variety of service, office, retail and other uses that will serve existing and future Lake Elmo residents and beyond. While the differences in character and geography of these two growth areas may attract different types of commercial uses, it is important to establish standards that will ensure quality development outcomes regardless of location and use classification. In the commercial districts, quality development outcomes consist of buildings of high architectural quality and sites that function well for all users, both drivers and pedestrians.

A. Site Design

Building Placement

Goal: To ensure access and circulation for all users in a manner that minimizes traffic disruption and safety concerns, as well as maintains good sightlines from the public street.

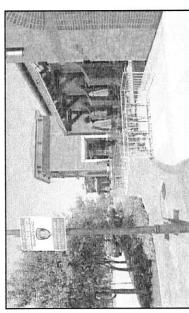
- a. Buildings must be setback at least 30 feet from the public right of way. Buildings are encouraged to be located as close to the public street as possible while still meeting the setback requirement.
- b. The orientation of multiple buildings on one site must be clearly coordinated.



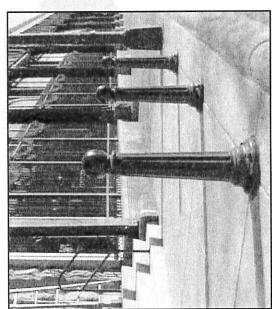
Landscaped gathering spaces provide a distinctive and welcoming space for visitors.

- c. Buildings should be oriented parallel or perpendicular to the street they front, promoting continuity of design.
- d. Buildings should be arranged to provide convenient access to entrances and efficient on-site circulation for vehicles and pedestrians.
- Shared access points from the public ROW are encouraged. Vehicular access points should be limited to minimize traffic disruption.
- . For master planned development, the provision of landscaped open or gathering spaces is encouraged within commercial developments.

COMMERCIAL DEVELOPMENT



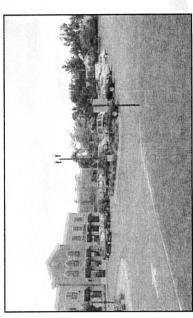
Fencing around outdoor dining areas helps delineate pedestrian walkways and patio space.



Bollards are an effective tool in delineating the pedstrian space. This style of bollard is drawn from the Lake Elmo Branding and Theming Study.

Streetscape

Goal: To create safe, pleasant and functional pedestrian spaces within commercial development, improving access and district identity.



Streetscapes should include plant beds with trees to provide shade and add aesthetic value along sidewalks.

- a. Sidewalks are required along primary street frontages, unless a suitable alternative that promotes pedestrian access safety is approved. In addition, pedestrian access to the building from the public street shall be provided.
 - Street trees shall be installed at regular intervals along the public right of way.
- Ornamental or bollard lighting is encouraged to increase safety, as well as add visual interest.
- d. Fencing shall be installed around outdoor dining areas that are adjacent to pedestrian areas or streets.
- e. Site furnishings such as decorative fencing, trash receptacles, planters, bicycle racks, and benches are recommended. Applicants are encouraged to utilize design elements and site amenities from the Lake Elmo Branding & Theming Study.

Landscaping

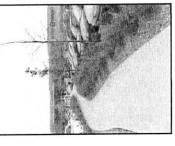
Goal: To ensure development of a high aesthetic quality, and to reduce the amount of impervious

surface at commercial sites.

- Parking, public and streetscape areas should utilize trees, plant beds, and potted plants to add visual interest and break up continuous hardscape.
- b. Parking, service, storage and utility areas should be buffered by plantings. Near areas of pedestrian circulation, these plantings shall not exceed 4 feet in height for safety purposes.
 - c. Hardy and native plant materials that are resistant to the climate, disease and salt are encouraged.
- d. Making use of similar plant materials as adjacent properties and public spaces is encouraged to create continuity.
 - e. Mature trees located on building sites should be retained whenever possible.
- f. Bare soils should be planted or mulched with bark, stone or other suitable material to avoid unnecessary runoff.
- g. The installation of rain gardens is encouraged to increase on-site storm water infiltration, particularly in parking areas.

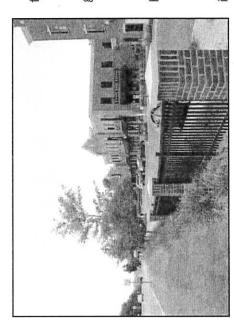
Parking

Goal: To provide parking facilities that adequately serve the needs of commercial properties, while ensuring pedestrian safety and maintaining a positive visual aesthetic from the public right of way.



Sidewalks within larger parking lots improve pedestrian circulation and

14



Landscaping strips along public streets add a visual separation between parking areas and the public right-of-way.

- a. The linear measurement of surface parking areas parallel to the public street may not exceed more than 60% of primary street frontages. Sites or projects that are unable to meet this requirement will be required to install berms and/or additional landscaping along areas of surface parking adjacent to the primary street frontage.
- b. The entrance to parking facilities should be located on secondary streets when possible.
- c. Shared parking facilities between adjacent uses or businesses are strongly encouraged when possible to avoid excessive amounts of parking.
- d. Structure parking is encouraged, and should be located behind or beneath primary buildings when possible.
- Structure parking or parking areas located beneath the primary structure should be screened with architectural elements that match the pri-

- mary building.
- . Parking areas should be screened from view of public streets by means of grading and/or landscaping.
 - g. Parking areas should be screened from adjacent structures with landscaping strips not exceeding 4 feet in height in order to ensure pedestrian safety.
- h. Landscaped islands should be installed within surface parking areas to break up continuous hardscape and reduce concentration of impervious surface.
- The installation of rain gardens within parking areas is encouraged for storm water infiltration purposes.
- Lighting must be provided in parking areas at night for safety purposes. However, direct glare, spillover or other forms of light pollution directed at adjacent properties are prohibited.
- k. Parking facilities must be ADA compliant when deemed necessary.

Delivery, Service, Storage and Utility Areas Goal: To provide physical and visual separation between delivery, service and storage areas and areas of pedestrian and automobile circulation.

- Service, storage, maintenance or trash collection areas should be located out of the view from the public right of way, or significantly screened through landscaping or architectural features.
- Service, storage and trash collection areas are not allowed in the setback areas.
- The location of delivery, storage and service areas should be clearly marked with signage and

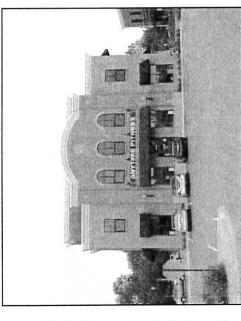
- should not interfere with other automobile or pedestrian circulation.
- d. Storage and delivery areas should be hard surface, minimizing the dispersal of dust.

Bulding Design

Form and Facade

Goal: To ensure structures of high architectural quality that promote visual interest, thereby supporting district identity.

a. No blank facades without windows and doors are allowed. All sides of structures should have architectural treamtent. Variety and creativity in building facade is encouraged through changes in building materials, fenestration height, and roof lines, especially on primary facades that face the public right of way.



Facade articulation and windows with architectural detail add visual interest and break up long expanses of continuous façade.

COMMERCIAL DEVELOPMENT



High quality and durable building materials add aesthetic value and create a more attractive environment.

- Window and door styles shall reflect the prevailing architectural style of the structure.
- c. Ground level retail and commercial uses should employ a significant amount of transparent glass in the form of windows and doors, particularly near pedestrian entrances.
- d. Minimizing continuous expanses of wall through facade articulation, recession and projection is encouraged.
- e. Structures that are oriented towards the public street are encouraged to provide multiple access points or entrances if the parking area is located to the rear of the structure.
 - f. Architects and builders are encouraged to incorporate topographical features into the form of the structure when possible, utilizing natural grades to create unique design.

Building Materials

Goal: To promote quality development through durability and visual aesthetics, thereby supporting district identity.

- High-quality and durable materials should be used in street facing facades.
- b. Primary building materials for commercial structures should include brick, finished wood, stone, cast stone, or pre-cast concrete panels with exposed aggregate, banding, texturing, or other similar decorative finish treatment.
 - High quality synthetic materials that adequately duplicate natural materials may be acceptable if approved by the City.
- d. The following building materials are not allowed to be used as the primary facade for commercial development:
- Unpainted galvanized metal
- Unfinished "green-treated" lumber
 - Unfinished wood
- Plain or unpainted concrete
- Cast-in-place concrete
- "Tilt-up" concrete panels
- Painted concrete block may be used on the rear of the building or sides not visible from the public right of way.
 - Vinyl siding
- e. Facade colors should reflect subtle earth tones. However, other primary facade colors will be considered by the Review Authority. Accent materials should complement the colors of the primary facade.
- Samples of facade and roof materials shall be submitted to the City prior to the approval of the building permit.

Scale and Mass

Goal: To establish standards for building with a human scale in mind.

- a. Buildings should be broken down into smaller parts to avoid monotonous or continuous design and the appearance of mass.
- Exterior design that provides the appearance of multiple structures is encouraged to reduce scale and minimize mass.
- Building mass should be broken up with multiple roof and ridgelines perpendicular with one another.
- d. Structures of two-stories or higher should have



Parapets of varying heights add architectural interest and accentuate building entries.

articulated facades to minimize the appearance of mass, as well as multiple roof lines with corresponding gables.

e. Scale should be reduced by utilizing "step-down" methods towards the public street. Entries and other bump out features are effective in this regard.

Roof Design

Goal: To ensure architectural consideration and consistency in roof design in relation to the structure, and to reduce the visual impact of rooftop equipment.

- a. The design of the roof must be consistent with the overall architecture or design of the structure.
 - b. Parapets of varying heights are required for large commercial buildings with flat roofs.
- Rooftop equipment, particularly on flat roofs, must be screened by the parapet or other architectural features.

Entries

Goal: To provide identifiable entryways that emphasize access, pedestrian safety, architectural quality and a human scale.

- a. Entryways to commercial structures should be accessible for pedestrians from the public right of way. Large retail sites in particular should consider installing a dedicated pedestrian way.
- b. Architectural features should be incorporated into entryways, such as facade detailing or prominent windows.
- c. The use of canopies, awnings and other sheltering features are encouraged.
- d. Pedestrian amenities such as trash recepta-

cles, benches, or lighted bollards are encouraged near entryways to commercial buildings.

Lighting

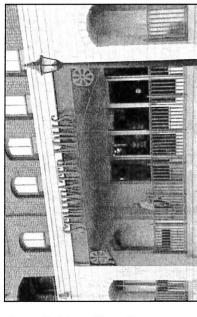
Goal: To ensure safety of patrons, employees, pedestrians and automobiles, as well as providing visual interest and aesthetic value to a site, while limiting light polution of the night sky to the best extent possible.

- a. Lighting must be provided in entryways, parking areas, pedestrian ways, storage and service areas, and other locations that require additional safety lighting.
 - b. Lighting height shall be consistent with the City's exterior lighting standards.
- Lighting styles should be complementary to the architectural style of the building.
- d. Lighting of architectural features should be used to provide accent and interest, as well as identify the building entryway. Architectural lighting must be downcast and shielded to prevent light pollution.
- Bollard lighting is encouraged for pedestrian areas.
- Overhead lighting must be shielded to prevent light trespass and spill-over onto adjacent properties.
- g. Commercial uses near residential zones must utilize lighting that minimizes light trespass.
- h. Bare bulb and exposed neon lighting are not allowed.

Signage

Goal: To provide signage that clearly identifies businesses within the Commercial district, while promoting quality and consistency in terms of design and materials.

- a. Building signage should be complementary to the architecture of the structure, as well as consistent with the style of the surrounding buildings or district.
- Sign elements that will be evaluated for consistency include scale, color, lighting and materials
- Signs must be constructed of high-quality, durable materials.delivery, service and
 - a. Directional signage to delivery, service and storage areas is required.
 e. Two and three-dimensional signs are encouraged to promote creativity and district identity.
- f. All buildings are encouraged to incorporate elements of community theming in appropriate signage, supporting district and city identity.



Signage should complement the architectural style of the building.

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Business Park Development

Applicable Zoning Districts:

Business Park/Light Manufacturing (BP)

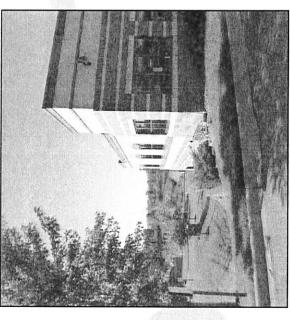
The intent of this zoning district is to provide opportunities for high quality business park development for office, light manufacturing, and other non-retail uses. In terms of design, this manual establishes consistent architectural standards between various users in the BP district. These architectural standards are intended to promote a coordinated identity and avoid mismatched design. In addition, the manual ensures the installation of open-space character within business park development through effective site design and landscaping.

A. Site Design

Building Placement

Goal: To establish standards for building location that ensure effective automobile and pedestrian circulation and promote coordination of buildings between adjacent sites and structures.

- a. Buildings must be setback at least 50 feet from the public right of way.
- b. Buildings should be located in a manner that allows for effective automobile and pedestrian circulation.
- c. Shared access points from the public ROW are encouraged. Vehicular access points should be limited to minimize traffic disruption.
- d. The orientation of buildings should be compat-



Utilizing natural topography within business park development adds aesthetic value and reinforces Lake Elmo's open space character.

ible with adjacent structures and sites.

- e. Utilizing the natural topography or features of the site is encouraged to create unique landscapes and add visual interest and value to the design.
- The provision of common and open spaces to the rear of the site is encouraged for the use of employees and visitors, reinforcing Lake Elmo's open-space character.

Street trees provide an attractive streetscape, as well as help screen and provide shade within parking areas.

Streetscape

Goal: To provide high quality landscaping in areas visible from the public view, as well as promote pedestrian connections in the BP district.

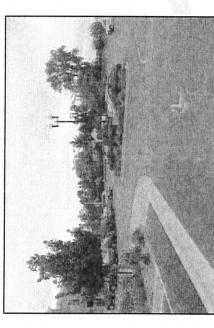
- Street trees shall be installed at regular intervals along the public right of way. Species of street trees should be selected according to root zone and salt tolerance.
- Additional landscaping along public streets is encouraged. Landscape materials should be lowmaintenance and native to ensure heartiness.
- c. Sidewalks along the public right of way are encouraged to extend pedestrian connections throughout the BP district.
- d. Utilizing site amenities as guided by Lake Elmo Theming Study is encouraged.

BUSINESS PARK DEVELOPMENT

Landscaping

Goal: To reduce continuous hardscape and impervious surface, as well as ensure development of a high visual quality.

- a. Trees, plant beds, and potted plants should be installed in parking, sidewalk, and other hard surfaced areas to add visual interest and break up continuous impervious surface.
- b. Parking, service, storage and utility areas should be buffered by plantings, particularly when in view of public streets. Near areas of pedestrian circulation, these plantings shall not exceed 4 feet in height for safety purposes.
 - Hardy and native plant materials that are resistant to the climate, disease and salt are encouraged.
- d. Making use of similar plant materials as adjacent properties and public spaces is encouraged to create continuity.
 - Mature trees located on building sites should be retained whenever possible.
- Bare soils should be planted or mulched with bark, stone or other suitable material to avoid unnecessary runoff.
- g. The installation of rain gardens is encouraged to increase on-site storm water infiltration, particularly in parking areas.



Landscape islands greatly improve that character of surface parking lots.

Parking

Goal: To adequately serve the parking needs of businesses in the BP district, while ensuring pedestrian safety, reduced impervious surface, and a high quality visual aesthetic and appearance.

- a. The linear measurement of surface parking areas parallel to the public street may not exceed more than 75% of primary street frontages. Sites or projects that are unable to meet this requirement will be required to install berms and/or additional landscaping to buffer areas of surface parking adjacent to the primary street frontage.
 - b. The entrance to parking facilities should be located on secondary streets when possible.
- c. Shared parking facilities between adjacent uses or businesses are strongly encouraged when possible to avoid excessive amounts of parking.

- d. Structure parking is encouraged, and should be located behind or beneath primary buildings when possible.
- e. Structure parking or parking areas located beneath the primary structure should be screened with architectural elements that match the primary building.
 - Parking areas should be screened from view of public streets by means of grading and/or landscaping.
- g. Parking areas should be screened from adjacent structures with landscaping strips not exceeding 4 feet in height in order to ensure pedestrian safety.
- h. Landscaped islands should be installed within surface parking areas to break up continuous hardscape and reduce concentration of impervious surface.
- The installation of rain gardens within parking areas is encouraged for storm water infiltration purposes.
- Lighting must be provided in parking areas at night for safety purposes. However, direct glare, spillover or other forms of light pollution directed at adjacent properties are prohibited.
 - k. Parking facilities must be ADA compliant when deemed necessary.

Delivery, Service, Storage and Utility Areas Goal: To provide physical and visual separation of delivery, service, storage and utility areas from the public right of way and areas of automobile and pedestrian circulation.

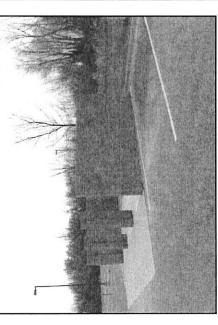
BUSINESS PARK DEVELOPMENT

- a. Delivery, service, storage, maintenance or trash collection areas should be located out of the view from the public right of way, or significantly screened through landscaping or architectural features that match the primary structure.
- Service, storage and trash collection areas are not allowed in the setback areas.
- c. The location of delivery, storage and service areas should be clearly marked with signage and should not interfere with other automobile or pedestrian circulation.
- d. Storage and delivery areas should be hard surface, minimizing the dispersal of dust.

B. Building Design

Form and Facade

Goal: To promote buildings of high architectural quality and creativity in design.



Garbage collection areas should be located to the rear of the site and screened using materials that match the principal structure.

- a. No blank facades without windows and doors are allowed. All sides of the structures should have architectural treatments.
 - Window and door styles should reflect the prevailing architectural style of the structure.
- c. Variety and creativity in building facade is encouraged through changes in building materials, fenestration height, and roof lines. Primary facades should not present a continuous wall without architectural details that add visual interest.
- d. Minimizing continuous expanses of wall through facade articulation, recession or projection is encouraged.
- e. Architects and builders are encouraged to incorporate topographical features into the form of the structure when possible, utilizing natural grades to create unique design.

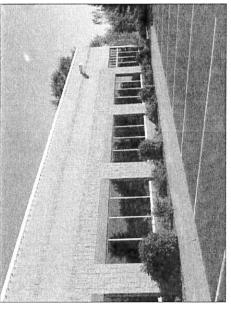


Corner treatments to larger structures add visual interest and break up monotonous design.

Building Materials

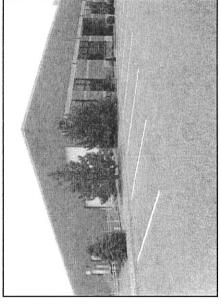
Goal: To promote quality development through durability and visual aesthetics, thereby supporting district identity.

- High-quality and durable materials should be used in street facing facades.
- b. Primary building materials for structures in the BP district should include brick, stone, cast stone, quality metals, glass, Exterior Insulation Finish Systems (EFIS), or pre-cast concrete panels with exposed aggregate, banding, texturing or other similar decorative finish treatment.
- c. Synthetic materials that adequately duplicate natural materials may be acceptable.
- d. The following building materials are not allowed to be used as primary finished facade material for business park development:
- Unpainted galvanized metal



Long expanses of wall can be broken up using windows and other treatments.

BUSINESS PARK DEVELOPMENT



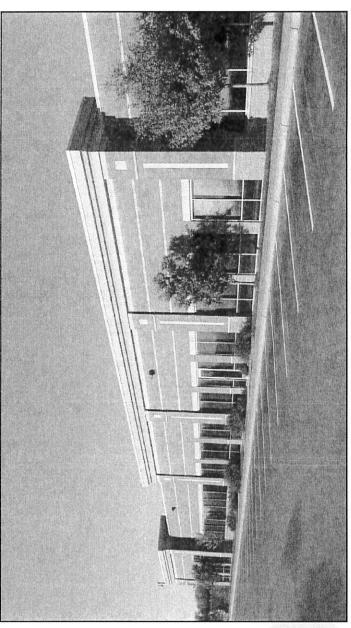
High quality building materials are required for street-facing facades.

Unfinished "green-treated" lumber

- Unfinished wood
- Plain or unpainted concrete
- Cast-in-place concrete
- "Tilt-up" concrete panels
- Painted concrete block may be used on the rear of the building or sides not visible from the public right of way.
- g. Facade colors should reflect subtle earth tones. However, other primary facade colors will be considered by the Review Authority. Accent materials shall complement the colors of the primary facade.
 - h. Samples of facade and roof materials should be submitted to the City prior to the approval of the building permit.

Scale and Mass

Goal: To reduce the appearance of mass in the BP district.



Parapets of varying height provide additional architectural detail that add aesthetic value.

- a. Scale should be reduced by utilizing "stepdown" methods, particularly near areas of pedestrian circulation. Entries and other bump out features are effective in this regard.
 - b. Structures of two-stories or higher should utilize facade treatments, such as multiple building materials or additional windows, to minimize the appearance of mass.

Roof Design

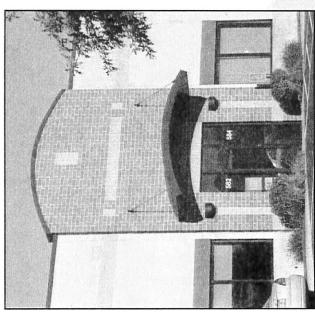
Goal: To ensure architectural consideration and consistency in roof design in relation to the architecture of the building, and to reduce the visual

impact of rooftop equipment.

- a. The design of the roof must be consistent with the overall architecture or design of the structure.
- b. Parapets of varying heights are required for buildings in the BP district with flat roofs.
- c. Rooftop equipment, particularly on flat roofs, must be screened by the parapet or other architectural features.

Entries

Goal: To provide identifiable entryways that emphasize access, pedestrian safety, architectural quality and a human scale.



Canopies and changes in building materials help accentuate entryways.

- a. Entryways to buildings in the BP district should be accessible for pedestrians from the public right of way.
- Architectural features should be incorporated into entryways, such as facade detailing or prominent windows.
- The use of canopies, awnings and other sheltering features are encouraged.
- d. Pedestrian amenities such as ornamental trash receptacles, benches or lighted bollards are encouraged near entryways to buildings in the BP district.

Lighting

Goal: To ensure safety of patrons, employees, pedestrians and automobiles, as well as providing visual interest and aesthetic value to a site, while limiting light pollution of the night sky to the best extent possible.

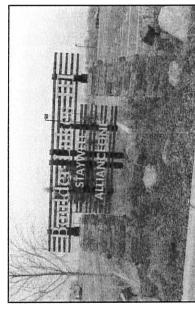
- a. Lighting must be provided in entryways, parking areas, pedestrian ways, storage and service areas, and other locations that require additional safety lighting.
- Lighting height shall be consistent with City's exterior lighting standards.
 - c. Lighting styles should be complementary to the architectural style of the building.
 - d. Lighting of architectural features should be used to provide accent and interest, as well as identify the building entryway. Architectural lighting must be downcast and shielded to prevent light pollution.
- Bollard lighting is encouraged for pedestrian areas.
- Overhead lighting must be shielded to prevent light trespass and spill-over onto adjacent properties.
- g. Buildings near residential zones must utilize lighting that minimizes light trespass.
 - h. Bare bulb and exposed neon lighting are not allowed.

Signage

Goal: To provide signage that clearly identifies businesses within the BP district, while promoting quality and consistency in terms of design and materials.

- a. Building signage shall be complementary to the architecture of the structure, as well as consistent with the style of the surrounding buildings or district as a whole.
- Sign elements that will be evaluated for consistency include scale, color, lighting and materials.
- Signs must be constructed of high quality, durable materials.
 d. Directional signage to delivery, service and
- d. Directional signage to delivery, service and storage areas is required.
 e. Two and three-dimensional signs are encour-
- aged to promote creativity and district identity.

 f. All buildings are encouraged to incorporate elements of community theming in appropriate signage, supporting district and city identity.



Two and three-dimensional signage provides creativity and visual interest.

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Mixed-Use Development

Applicable Zoning Districts:

Village Mixed-Use

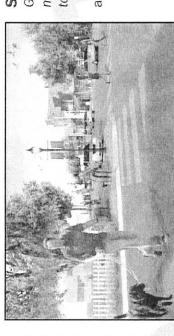
important function as a unique gathering place velop as an extension of Lake Elmo's historic resents quintessential small-town charm. It is the downtown area on Lake Elmo Ave. south of State culation and safety. In addition, the development in the community. For that reason, it is critical to standards that ensure creativity and an attractive The Village Mixed-Use district is expected to de-Highway 5. The downtown area of Lake Elmo rep-City's goal to build off this old, small-town character to the best extent possible. The standards of the Mixed-Use district place a high emphasis on walkability, streetscapes, and the overall pedestrian environment. For this district to be successful, site design must be conducive to pedestrian cirthat occurs in the Mixed-Use district will serve an establish consistent and high quality architectural aesthetic

A. Site Design

Building Placement

Goal: To promote compact development that is consistent with Lake Elmo's vision for a pedestrian-oriented downtown.

a. Buildings in the Mixed-Use district may meet a zero lot line setback, but may not be setback further than 20 feet from the public right of way.



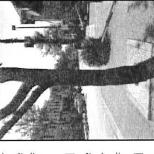
It is the goal of the mixed use development area to build off of the existing charm of Downtown Lake Elmo.

- If buildings do not meet a zero lot line orientation, plazas, patios, outdoor dining areas and landscaped entries are encouraged in the setback area.
- lar or parallel to the street they front, with the primary facade being parallel to the sidewalk.
 - Gaps and openings between buildings should be minimized in order to preserve a compact pedestrian environment.
- e. Off-street parking areas should be located to the rear or side of buildings in the Mixed-Use district and accessed from secondary streets or parking alleys. On-street parking may be available on public streets in the front of buildings.
- Ground floor uses of structures in the Mixed-Use district should encourage pedestrian activity.

Streetscape

Goal: To provide a pleasing pedestrian environment that promotes a vibrant and walkable downtown area.

- a. Sidewalks are required parallel to public streets in the Mixed-Use district. Larger sidewalks are encouraged to support the amount of pedestrian activity that is conducive to downtown areas. The minimum sidewalk width in the Mixed-Use district is 6 feet.
- b. Sidewalk materials should be attractive, durable and low-maintenance, such as concrete and pavers. Special paving materials are encouraged to add visual interest and promote a unique identity.
- c. Pedestrian space may be maximized through the use of permeable pavers or tree grates at the base of street trees.
- d. Street or boulevard trees should be planted at regular intervals. Species of street trees should be selected according to root zone and salt tolerance.



Tree gates help maximize pedestrian space in areas of high pedestrian activity.

MIXED-USE DEVELOPMENT

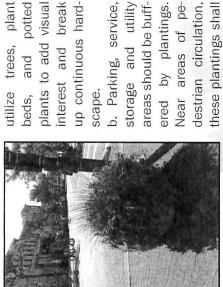


Creating inviting pedestrian spaces increases pedestrian traffic and activity.

- Planting beds and other type of street landscaping are encouraged as long as they do not conflict with pedestrian circulation. e.
- ceptacles and other site furnishings are encouraged. Applicants are encouraged to utilize design elements and site amenities from the Benches, bicycle racks, ornamental trash re-Lake Elmo Branding & Theming Study.
 - Pedestrian scaled lighting in the form of bollard or ornamental lighting promotes district identity and pedestrian safety. io
- outdoor dining areas to provide separation Ornamental fencing shall be installed around from pedestrian routes. =

Landscaping

trian environment through landscaping, as well as reduce the amount of impervious surface in the Goal: To promote an aesthetically pleasing pedes-Mixed-Use district. a. Parking, public and streetscape areas should



Seasonal planters attract more creating a pleasant pedestrian activity to mixed-use areas by

not exceed 4 feet in

c. Hardy and native poses.

plant materials that are resistant to the climate, disease and salt are encouraged.

- properties and public spaces is encouraged to d. Making use of similar plant materials as adjacent create continuity.
- Mature trees should be retained when possible. ej.
- Bare soils should be planted or mulched with bark, stone or other suitable material to avoid unnecessary runoff.
- to increase on-site storm water infiltration, par-The installation of rain gardens is encouraged ticularly in parking areas. io

Parking

Off-street surface parking is not allowed in front of the building along the primary street frontage. However, opportunities for on-street parking on the public street should be available. ö,

or beneath the building is encouraged in the Structured parking located to the side, rear Mixed-Use district. þ.

plant

and

- Structure parking should be screened with architectural elements that match the primary o.
- The entrance to parking facilities should be located on secondary streets when possible. d.
- Shared parking facilities between adjacent



Parking is encouraged in the rear of the site to accentuate front building elevations.

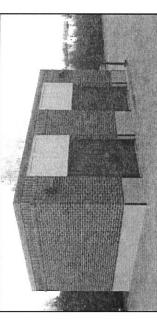


and provides a greater buffer between pedestrian and auto-mobile areas. Angled parking promotes traditional main-street character

MIXED-USE DEVELOPMENT

- uses or businesses are strongly encouraged when possible to avoid excessive amounts of parking.
 - Surface parking areas should be screened from view of public streets by means of grading and/or landscaping.
- g. Landscaped islands should be installed within surface parking areas to break up continuous hardscape and reduce concentration of impervious surface.
- The installation of rain gardens within parking areas is encouraged for storm water infiltration purposes.
- i. Lighting must be provided in parking areas at night for safety purposes. However, direct glare, spillover or other forms of light pollution directed at adjacent properties are prohibited.
 - directed at adjacent properties are prohibited.j. Parking facilities must be ADA compliant when deemed necessary.

Delivery, Service, Storage and Utility Areas Goal: To provide physical and visual separation between delivery, service and storage areas and areas of pedestrian circulation.



Trash and utility areas should be located out of the view of the right-of-way and screened using materials that match the principal structure.

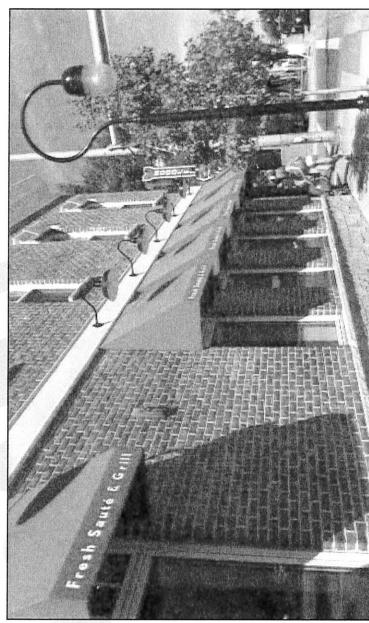
- a. Service, storage, maintenance or trash collection areas should be located out of the view from the public right of way, or significantly screened through landscaping or architectural features.
- Delivery areas should be located in the rear of the building whenever possible.
- c. Service, storage and trash collection areas are not allowed in the setback areas.
 - d. Delivery, service, storage, maintenance and utilities should be located in a way that does not interfere with pedestrian circulation.
 - These areas should be marked with directional

- signage when appropriate.
- Delivery, storage and trash collection areas should be hard surface, minimizing the dispersal of dust.

B. Budag Design

Form and Facade

Goal: To promote buildings of high architectural quality and old-town character that are oriented towards the primary street frontage and pedestrian environment.



Canopies, windows, lighting and high-quality building materials all provide architectural detail at the pedestrian level.

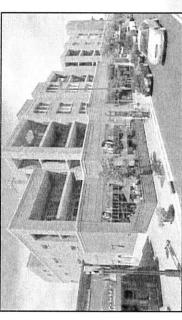
MIXED-USE DEVELOPMENT

- No blank facades without windows and doors are allowed. All sides of the structures should have architectural treatments.
- Variety and creativity in building facade is encouraged through changes in building materials, fenestration height, and roof lines.
- c. Minimizing continuous expanses of wall through facade articulation, recession or projection is encouraged.
- d. Window and door styles should reflect the prevailing architectural style of the structure.
- e. Architecture should be conscious of the design of surrounding structures and overall district identity, including facade treatments, windows, building materials and entries.
- f. Buildings should be designed to provide human scale.
- g. The highest level of architectural detail should occur adjacent to areas of pedestrian activity.
- h. Auto-oriented uses, such as garages, delivery areas or bay should be oriented away from the primary street frontage.

Building Materials

Goal: To promote quality development through durability and visual aesthetics, thereby supporting district identity.

- High quality and durable materials should be used on all facades.
- b. Primary building materials for commercial structures should include brick, finished wood, glass, stone, cast stone, or pre-cast concrete panels with exposed aggregate, banding, texturing, or other similar decorative finish treatment.
 - c. Synthetic materials that adequately duplicate



Brick is a high quality material that is consistent with an old downtown mixed-use area.

natural materials may be acceptable pending approval of the City of Lake Elmo.

- d. The following building materials are not allowed to be used as the primary facade for development in the Mixed-Use district:
- Unpainted galvanized metal
- Unfinished "green-treated" lumber
 - Unfinished wood
- Concrete block (painted or unpainted)
- Cast-in-place concrete
- "Tilt-up" concrete panels
- e. Facade colors should reflect muted earth tones. However, other primary facade colors will be considered by the Review Authority. Accent materials should complement the colors of the primary facade.
- Samples of facade and roof materials shall be submitted to the City prior to building permit approval.

Mass and Scale

Goal: To establish standards for building with a human scale in mind.

- a. Buildings should be broken down into smaller parts to avoid monotonous or continuous design and the appearance of mass.
- Exterior design that provides the appearance of multiple structures is encouraged to reduce scale and minimize mass.
- c. Scale should be reduced by utilizing "step-down" methods towards the public street. Entries and other bump out features are effective in this regard.
- d. Structures of two-stories or higher should have articulated facades to minimize the appearance of mass.
- e. Building mass should be broken up by multiple roof and ridgelines perpendicular with one another.

Roof Design

Goal: To encourage creativity and architectural treatments in roof design, and to reduce the visual impact of rooftop equipment.



Step-down techniques and variation in building materials help reduce the scale of the building and accentuate the street/pedestrian area.

28

MIXED-USE DEVELOPMENT

- The design of the roof must be consistent with the overall architecture or design of the structure.
- b. Creativity and variety in roof design is encouraged in the Mixed-Use district to support district identity.
- c. Flat roofs should include variation in parapet height, materials, and architectural detailing to avoid monotonous roof lines.
- d. Rooftop equipment, particularly on flat roofs, must be screened by the parapet or other architectural features.
- Rooftops that are visible from adjacent buildings should minimize the visual impact of rooftop equipment and give consideration to rooftop aesthetics.

Futrios

Goal: To provide identifiable entryways that emphasize access, pedestrian safety, architectural quality and a human scale.

- a. Entryways must be provided on the side of the building fronting the primary street.
- Entryways should receive the highest level of architectural treatments. This may include facade treatments, prominent windows or other features.
- c. The use of canopies, awnings and other sheltering features are encouraged.
- d. Pedestrian amenities such as ornamental trash receptacles, benches, bicycle racks or lighted bollards are encouraged near entryways of buildings in the Mixed-Use district.

Lighting

Goal: To ensure safety of patrons, employees, pe-

destrians and automobiles, as well as providing visual interest and aesthetic value to a site, while limiting light polution of the night sky to the best extent possible.

- Lighting must be provided in entryways, parking areas, pedestrian ways, storage and service areas, and other locations that require additional safety lighting.
 - b. Lighting styles should be complementary to the architectural style of the building and surrounding district.
 - c. Lighting of architectural features should be used to provide accent and interest, as well as identify the building entryway. Architectural lighting must be downcast and shielded to prevent light pollution.
- d. Bollard lighting is encouraged for pedestrian areas.
- e. Overhead lighting must be shielded to prevent light trespass and spill-over onto adjacent properties.
- f. Bare bulb and exposed neon lighting are not allowed.

Signage

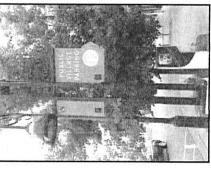
Goal: To provide durable, quality signage that identifies businesses and supports district identity.

- a. Building signage must be complementary to the architecture of the structure, as well as consistent with the style of the surrounding buildings or district.
 - Sign elements that will be evaluated for consistency include scale, color, lighting and materials.

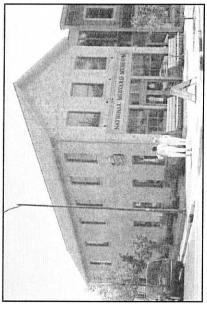
- Signs must be constructed of high-quality, durable materials.
- d. Directional signage to delivery, service and storage areas is required.
 - e. Two and three-dimensional signs are encour-

aged to promote creativity and district identity.

All buildings are encouraged to incorporate elements of community theming in appropriate signage, supporting district and city identity.



Directional signage helps facilitate good traffic circulation and flow.



Signage design should be complimentary to the materials of the building.

§ 154.555 COMMERCIAL DISTRICT DESIGN STANDARDS.

- (A) Purpose and Intent. It is the purpose and intent of the city, by the adoption of the performance standards of this article, to ensure commercial buildings constructed within the city are of a high quality of exterior appearance and consistent with the Comprehensive Plan. These standards shall apply to all commercial districts within the city.
- (1) It is the finding of the city that a limited selection of primary exterior surfacing materials meets this standard of quality.
- (2) It is the further finding of the city that several specific exterior surfacing materials are appropriate, and of sufficient quality, to be utilized only as accent materials in varying percentages. The variations of percentage of specific accent materials relates to a finding by the city as to the relative quality and rural character of those respective accent materials.
- (B) Architectural and Site Plan Submittals. New building proposals shall include architectural and site plans prepared by registered architect and shall show the following as a minimum:
 - (1) Elevations of all sides of the buildings;
 - (2) Type and color of exterior building materials;
 - (3) Typical general floor plans;
 - (4) Dimensions of all structures; and
- (5) Location of trash containers, heating, cooling and ventilation equipment and systems.
 - (C) Applicability Structure Additions and Renovation.
- (1) Additions to existing structures resulting in an increase of gross floor area of the structure of less than 100%; and/or installation of replacement exterior surfacing of any portion of an existing structure shall be exempt from the standards of this division where it is found that the new or replacement exterior surfacing proposed is identical to that of the existing structure.
- (2) Where additions to an existing structure result in an increase in the gross floor area of the existing structure of 100% or greater, the entire structure (existing structure and structure addition) shall be subject to the standards of this section.
 - (D) Performance Standards Primary Exterior Surfacing.
- (1) The primary exterior surfacing of structures shall be limited to natural brick, stone, or glass. Artificial or thin veneer brick or stone less than nominal 4 inches thick shall not qualify as complying with this performance standard.
 - (2) Primary Exterior Surface shall be defined as not less than 70% of the sum of the area

of all exterior walls of a structure nominally perpendicular to the ground. All parapet or mansard surfaces extending above the ceiling height of the structure shall be considered exterior surface for the purposes of this division. Windows and glass doors shall be considered a primary surface, but the sum area of this glass shall be deducted from the wall area for purposes of the 70% primary/30% accent formulas of this chapter. Doors of any type of material, except glass, shall not be considered a primary exterior surface.

- (3) Each wall of the structure shall be calculated separately and, individually comply with the 70/30 formula.
- (E) Performance Standards Exterior Surfacing Accents. Not more than 30% of the exterior wall surfacing, as defined by division (D) of this section, may be of the following listed accent materials, but no single accent material, except natural wood, may comprise more than 20% of the total of all accent materials; and, no combustible materials shall be used:
 - (1) Cedar, redwood, wood siding;
 - (2) Cement fiber board;
 - (3) Standing seam metal;
 - (4) Architectural metal;
 - (5) Stucco:
 - (6) Poured in place concrete (excluding "tilt-up" panels);
 - (7) Architectural metal panels; and
 - (8) Porcelain or ceramic tile.
- (F) Performance Standard Accessory Structures. All accessory structures shall comply with the exterior surfacing requirements specified by division (D) of this section.
- (G) Performance Standard HVAC Units and Exterior Appurtenances. All exterior equipment, HVAC and trash/recycling and dock areas shall be screened from view of the public with the primary exterior materials used on the principal structure.
- (H) Performance Standard Visible Roofing Materials. Any roofing materials that are visible from ground level shall be standing seam metal, fire-treated cedar shakes, ceramic tile, clay tile, concrete or slate.
- (I) Applicability New Construction. The standards of this division shall be applicable to all structures and buildings constructed in the city, on and after the effective date of this chapter. The performance standards of this division shall not be in any manner minimized by subsequent planned unit development plans or agreement.

(Ord. 2012-062, passed 9-18-2012)



MAYOR AND COUNCIL COMMUNICATION

DATE:

11/06/2013

REGULAR

ITEM #:

20

AGENDA ITEM:

Design Review Ordinance

SUBMITTED BY:

Nick Johnson, City Planner

THROUGH:

Dean A. Zuleger, City Administrator

REVIEWED BY:

Planning Commission

Kyle Klatt, Community Development Director

SUGGESTED ORDER OF BUSINESS:

| - | Introduction of Item | Staff |
|---|---------------------------------|----------------------|
| - | Report/Presentation | Staff |
| | Questions from Council to Staff | |
| | Public Input, if Appropriate | |
| _ | Call for Motion | Mayor & City Council |
| | Discussion | |
| | Action on Motion | |

PUBLIC POLICY STATEMENT

The Design Review Ordinance adopts the Lake Elmo Design Standards Manual by reference and establishes procedures for design review in the Urban Residential and Commercial zoning districts.

FISCAL IMPACT: None

SUMMARY AND ACTION REQUESTED:

The City Council is being asked to consider the adoption of the Design Review Ordinance. The Ordinance is intended to integrate the new design review procedures related to the Lake Elmo Design Standards Manual into the Urban Residential and Commercial zoning districts. In addition, the ordinance adopts the Lake Elmo Design Standards Manual into the City's Zoning Code by reference.

Staff and the Planning Commission are recommending that the City Council adopt the Design Review Ordinance through the following motion:

"Motion to adopt Ordinance 08-092, integrating the Lake Elmo Design Standards Manual by reference and establishing design review procedures in the Urban Residential and Commercial zoning districts"

In addition, Staff recommends that the City Council approve Resolution No. 2013-98, authorizing summary publication of Ordinance 08-092, through the following motion (a 4/5 vote is required):

"Motion to adopt Resolution No. 2013-98, authorizing summary publication of Ordinance 08-092"

BACKGROUND INFORMATION:

The City has been working to complete a design standards manual since the adoption of the last major Comprehensive Plan Amendment for the I-94 Corridor. The purpose of the design standards manual is to establish a comprehensive design review process that promotes quality development outcomes in the areas of site and architectural design. The Design Review Ordinance is intended to adopt the manual by reference into the City's Zoning Code and replace existing design related performance standards. The proposed ordinance adopts the manual by reference in the Urban Residential and Commercial zoning districts. The manual is also adopted by reference in the proposed ordinance establishing the Village Mixed-Use (VMX) zoning district. In addition, procedures related to design review are also specified in the VMX district. For the interim period, the proposed ordinance links to the proposed design review procedures in the VMX district. Ultimately, staff would recommend moving the design review procedures to Article III – Zoning Administration and Enforcement of the City's Zoning Code. If the procedures are eventually relocated, the links in the proposed Design Review Ordinance can be changed to reflect the correct reference or link.

PLANNING COMMISSION REPORT:

The Planning Commission reviewed the proposed ordinance and held a public hearing on 10/28/13. The following testimony was received

 Greg McGrath, 1509 15th St. Ct. N., inquired as to who was responsible to administer design review. Staff explained that under the proposed Design Standards Manual and proposed review procedures, the review authority that is responsible to issue the applicable permit or certificate would be responsible for conducting design review within the existing review process.

The Commission accepted the proposed Design Review Ordinance as drafted and unanimously recommended the ordinance for approval (Vote 7-0).

PLANNING COMMISSION RECCOMENDATION:

The Planning Commission is recommending that the City Council adopt the Design Review Ordinance through the following motion:

"Motion to adopt Ordinance 08-092, integrating the Lake Elmo Design Standards Manual by reference and establishing design review procedures in the Urban Residential and Commercial zoning districts"

In addition, Staff recommends that the City Council approve Resolution No. 2013-98, authorizing summary publication of Ordinance 08-092, through the following motion (a 4/5 vote is required):

"Motion to adopt Resolution No. 2013-98, authorizing summary publication of Ordinance 08-092"

ATTACHMENTS:

- 1. Ordinance 08-092
- Resolution No. 2013-98

CITY OF LAKE ELMO COUNTY OF WASHINGTON STATE OF MINNESOTA

ORDINANCE NO. 08-092

AN ORDINANCE ADOPTING THE LAKE ELMO DESIGN STANDARDS MANUAL AND ESTABLISHING DESIGN REVIEW PROCEDURES IN THE URBAN RESIDENTIAL AND COMMERCIAL ZONING DISTRICTS

<u>SECTION 1</u>. The City Council of the City of Lake Elmo hereby amends Title XV: Land Usage; Chapter 154: Zoning Code, City Code Section 154.455 by adding the following language:

§154.455 Residential District Design Standards

Review of Design. For certain development activity as specified in the Lake Elmo Design Standards Manual, design review is required as part of the approval process for a permit or certificate under this Ordinance. All projects subject to design review shall be reviewed for conformance with the Lake Elmo Design Standards Manual and shall follow the review procedures specified in §154.506.A.

<u>SECTION 2</u>. The City Council of the City of Lake Elmo hereby amends Title XV: Land Usage; Chapter 154: Zoning Code, City Code Section 154.555 by removing the following language:

§154.555 Commercial District Design Standards

- (A) Purpose and Intent. It is the purpose and intent of the city, by the adoption of the performance standards of this article, to ensure commercial buildings constructed within the city are of a high quality of exterior appearance and consistent with the Comprehensive Plan. These standards shall apply to all commercial districts within the city.
- (1) It is the finding of the city that a limited selection of primary exterior surfacing materials meets this standard of quality.
- (2) It is the further finding of the city that several specific exterior surfacing materials are appropriate, and of sufficient quality, to be utilized only as accent materials in varying percentages. The variations of percentage of specific accent materials relates to a finding by the city as to the relative quality and rural character of those respective accent materials.
- (B) Architectural and Site Plan Submittals. New building proposals shall include architectural and site plans prepared by registered architect and shall show the following as a minimum:
 - (1) Elevations of all sides of the buildings;
 - (2) Type and color of exterior building materials;
 - (3) Typical general floor plans;
 - (4) Dimensions of all structures; and
- (5) Location of trash containers, heating, cooling and ventilation equipment and systems.

- (C) Applicability Structure Additions and Renovation.
- (1) Additions to existing structures resulting in an increase of gross floor area of the structure of less than 100%; and/or installation of replacement exterior surfacing of any portion of an existing structure shall be exempt from the standards of this division where it is found that the new or replacement exterior surfacing proposed is identical to that of the existing structure.
- (2) Where additions to an existing structure result in an increase in the gross floor area of the existing structure of 100% or greater, the entire structure (existing structure and structure addition) shall be subject to the standards of this section.
 - (D) Performance Standards Primary Exterior Surfacing.
- (1) The primary exterior surfacing of structures shall be limited to natural brick, stone, or glass. Artificial or thin veneer brick or stone less than nominal 4 inches thick shall not qualify as complying with this performance standard.
- (2) Primary Exterior Surface shall be defined as not less than 70% of the sum of the area of all exterior walls of a structure nominally perpendicular to the ground. All parapet or mansard surfaces extending above the ceiling height of the structure shall be considered exterior surface for the purposes of this division. Windows and glass doors shall be considered a primary surface, but the sum area of this glass shall be deducted from the wall area for purposes of the 70% primary/30% accent formulas of this chapter. Doors of any type of material, except glass, shall not be considered a primary exterior surface.
- (3) Each wall of the structure shall be calculated separately and, individually comply with the 70/30 formula.
- (E) Performance Standards Exterior Surfacing Accents. Not more than 30% of the exterior wall surfacing, as defined by division (D) of this section, may be of the following listed accent materials, but no single accent material, except natural wood, may comprise more than 20% of the total of all accent materials; and, no combustible materials shall be used:
 - (1) Cedar, redwood, wood siding;
 - (2) Cement fiber board;
 - (3) Standing seam metal;
 - (4) Architectural metal;
 - (5) Stucco;
 - (6) Poured in place concrete (excluding "tilt-up" panels);
 - (7) Architectural metal panels; and
 - (8) Porcelain or ceramic tile.
- (F) Performance Standard Accessory Structures. All accessory structures shall comply with the exterior surfacing requirements specified by division (D) of this section.
- (G) Performance Standard HVAC Units and Exterior Appurtenances. All exterior equipment, HVAC and trash/recycling and dock areas shall be screened from view of the public with the primary exterior materials used on the principal structure.
- (H) Performance Standard Visible Roofing Materials. Any roofing materials that are visible from ground level shall be standing seam metal, fire-treated cedar shakes, ceramic tile,

clay tile, concrete or slate.

| (I) Applicability - New Construction. The standards of this division shall be applicable to |
|---|
| all structures and buildings constructed in the city, on and after the effective date of this chapter |
| The performance standards of this division shall not be in any manner minimized by subsequent |
| planned unit development plans or agreement. |

(Ord. 2012-062, passed 9-18-2012)

<u>SECTION 3</u>. The City Council of the City of Lake Elmo hereby amends Title XV: Land Usage; Chapter 154: Zoning Code, City Code Section 154.555 by adding the following language:

§154.555 Commercial District Design Standards

Review of Design. For certain development activity as specified in the Lake Elmo Design Standards Manual, design review is required as part of the approval process for a permit or certificate under this Ordinance. All projects subject to design review shall be reviewed for conformance with the Lake Elmo Design Standards Manual and shall follow the review procedures specified in §154.506.A.

<u>SECTION 4</u>. Effective Date. This ordinance shall become effective immediately upon adoption and publication in the official newspaper of the City of Lake Elmo.

| SECTION 5. Adoption Date. This Ordina November 2013, by a vote of Ayes | ance 08-092 was adopted on this sixth day o and Nays. | f |
|--|---|---|
| | LAKE ELMO CITY COUNCIL | |
| ATTEST: | Mike Pearson Mayor | |
| Adam Bell City Clerk | | |
| This Ordinance 08-092 was published on the | day of | |

CITY OF LAKE ELMO COUNTY OF WASHINGTON STATE OF MINNESOTA

RESOLUTION NO. 2013-98

RESOLUTION AUTHORIZING PUBLICATION OF ORDINANCE 08-092 BY TITLE AND SUMMARY

WHEREAS, the City Council of the City of Lake Elmo has adopted Ordinance No. 08-092, an ordinance to the City's regulations pertaining to Design Review; and

WHEREAS, the ordinance is lengthy; and

WHEREAS, Minnesota Statutes, section 412.191, subd. 4, allows publication by title and summary in the case of lengthy ordinances or those containing charts or maps; and

WHEREAS, the City Council believes that the following summary would clearly inform the public of the intent and effect of the ordinance.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Lake Elmo, that the City Clerk shall cause the following summary of Ordinance No. 08-092 to be published in the official newspaper in lieu of the entire ordinance:

Public Notice

The City Council of the City of Lake Elmo has adopted Ordinance No. 08-092, which adopts the Lake Elmo Design Standards Manual by reference and establishes design review procedures for certain types of development activity in the Urban Residential and Commercial zoning districts.

The full text of Ordinance No. 08-092 is available for inspection at Lake Elmo city hall during regular business hours.

BE IT FURTHER RESOLVED by the City Council of the City of Lake Elmo that the City Administrator keep a copy of the ordinance at City Hall for public inspection and that a full copy of the ordinance be placed in a public location within the City.

| Dated: November 6, 2013. | | | | | |
|---|---|--|--|--|--|
| ATTEST: | Mayor Mike Pearson | | | | |
| Adam Bell, City Clerk | | | | | |
| (SEAL) | | | | | |
| The motion for the adoption of the foregoing resolution was duly seconded by member | | | | | |
| and upon vote being taken there | on, the following voted in favor thereof: | | | | |
| and the following voted against same: | | | | | |

Whereupon said resolution was declared duly passed and adopted.



MAYOR & COUNCIL COMMUNICATION

DATE:

11/06/2013

REGULAR

ITEM #:

21

AGENDA ITEM:

Parks Commission Mission Statement

SUBMITTED BY:

Parks Commission / Council Member Reeves

THROUGH:

Mayor Mike Pearson

REVIEWED BY:

Dean Zuleger, City Administrator

SUGGESTED ORDER OF BUSINESS:

<u>SUMMARY AND ACTION REQUESTED:</u> The City of Lake Elmo Parks Commission recently completed a one day retreat where they focused on their current role, a review of parks, and the creation of a 2014 Program of Work & Budget. During the course of the retreat the Commission developed a new Mission Statement that centered on their role in the future. It is requested that the City Council ratify this mission statement and amend the Lake Elmo City Code 32.081 to read: "The Lake Elmo Parks Commission serves as an advisory committee to the City Council and city staff and makes recommendations to the Council on all matters relating to parks, trails, park development, and recreational uses of the city's open space" The motion for this action is as follows:

"Move to approve Ordinance 08-093, ratifying a new mission statement for the Lake Elmo Parks Commission"

BACKGROUND INFORMATION: The Parks Commission spent much of the AM session of their retreat talking about their roles and responsibilities as it affects both the physical nature of the parks and the respective use of the parks. Similarly, they labored over defining their role of advisor to the City Council. Out of this work came four main policy objectives:

- Maintaining Current Parks

City Council Meeting November 6, 2013

- Developing a utilized trail system
- Developing New Parks
- Determining Recreational Uses for City Open Space

Since the last revision of the City Code, trail development and recreational use / programming have come to the forefront of needed focus by the Commission. At the October 21, 2013 Parks Commission monthly meeting, the Commission adopted the above mission statement (crafted by Council Member Reeves) to best reflect the group's current understanding of their role.

STAFF REPORT: The Staff believes that this mission statement is consistent with the current program of work and reflective of the role of park's commission's or committees in the East Metro.

<u>RECOMMENDATION</u>: To amend City Ordinance 32.081 to read: "The Lake Elmo Parks Commission serves as an advisory committee to the City Council and city staff and makes recommendations to the Council on all matters relating to parks, trails, park development, and recreational uses of the city's open space" The motion for this action is as follows:

"Move to approve Ordinance 08-093, ratifying a new mission statement for the Lake Elmo Parks Commission."

CITY OF LAKE ELMO COUNTY OF WASHINGTON STATE OF MINNESOTA

ORDINANCE NO. 08-093

AN ORDINANCE AMENDING SECTION 32.081 OF THE LAKE ELMO CITY CODE OF ORDINANCES GOVERNING CITY ORGANIZATIONS

<u>SECTION 1</u>. The City Council of the City of Lake Elmo hereby ordains that Section 32.081 is hereby amended to read as follows:

The Parks Commission is established to review and make recommendations to the Council on the future development of city parks, including the establishment of and improvements to the parks, and to make recommendations to the Council on policies governing the maintenance and public use of the parks within the city.

<u>SECTION 2</u>. Effective Date. This ordinance shall become effective immediately upon adoption and publication in the official newspaper of the City of Lake Elmo.

| SECTION 3. Adoption Date. This Ordinan October 2013, by a vote of Ayes an | ce 08-093 was adopted on this fift d Nays. | eenth day of |
|---|--|--------------|
| | LAKE ELMO CITY COUNCIL | |
| ATTEST: | Mike Pearson Mayor | |
| Adam Bell City Clerk | | |
| This Ordinance 08-093 was published on the | day of | _, 2013. |



MAYOR AND COUNCIL COMMUNICATION

DATE:

11/06/2013

REGULAR

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ITEM #:

22

AGENDA ITEM:

Feasibility Study for Lake Elmo Regional Trail

SUBMITTED BY:

City of Lake Elmo Parks Commission

THROUGH:

Dean Zuleger, City Administrator

REVIEWED BY:

Shane Weiss, Chair, City of Lake Elmo Parks Commission

Parks Commission Trail Committee

SUGGESTED ORDER OF BUSINESS (if removed from the Consent Agenda):

Questions from Council to Staff
 Public Input, if Appropriate
 Call for Motion
 Discussion
 Action on Motion
 Mayor Facilitates
 Mayor & City Council
 Mayor Facilitates

SUMMARY AND ACTION REQUESTED:

To allocate \$12,000 of Parkland Dedication Funds to complete a feasibility study of a multi-use trail corridor, to be known as the Lake Elm Regional Trail, that would extend from Oakdale (at the corner of Inwood & Stillwater Avenue) to the Stillwater Senior High School. This trail segment has been endorsed by the Parks Commission as their priority trail project. The motion for this action is as follows:

"Move to approve the allocation of parkland dedication funds, not to exceed \$12,000 for a study to determine the feasibility of an east-west regional trail connecting Oakdale to the Stillwater Senior High School in reasonable proximity to the Highway 5 Cooridor."

STAFF REPORT:

In 2013, the City of Lake Elmo Parks Commission conducted a community survey to assess park & recreational needs. The survey results noted that community connectivity and trail development was a priority with respondents. The Park Commission created a Committee to study trail needs that incorporated the survey results, the City's Trail Plan and traffic safety needs of the community. At the conclusion of their study they determined that the creation of a trail from Oakdale to the Stillwater High School with tangential access to Sunfish Lake, the Lake Elmo Park Reserve and downtown Lake Elmo was a priority in the implementation of a trail plan. This trail would interconnect with the County's plan to provide west-side access to the LEPR as well. This plan would also utilize existing public land, ROW, and other public lands to minimize the cost of right of way acquisition. The project would be constructed in two phases — Oakdale to the Old Village and then the Old Village to the Stillwater Senior High. It is the intention of the Park Commission to apply for a Minnesota Legacy Grant through Washington County to the met Council for the funding of this project. Currently former Mayor Dean Johnston serves as the Chairman of the Met Council's Parks & Open Space Commission and community advocate Jennifer

Pelletier serves as a member of the Washington County Parks Commission – both are supportive of this project and will play key roles in the advocacy of this plan.

In order to make proper application for the Legacy Grant, a feasibility study needs to be completed of the trail to identify ADA issues, right of way issues, safety needs, and potential interface conflicts with the rail line, STH 5, and use of the Lake Elmo Park Reserve. It is anticipated that this study will cost \$12,000 to complete to determine feasibility. The study would be coordinated by Focus Engineering.

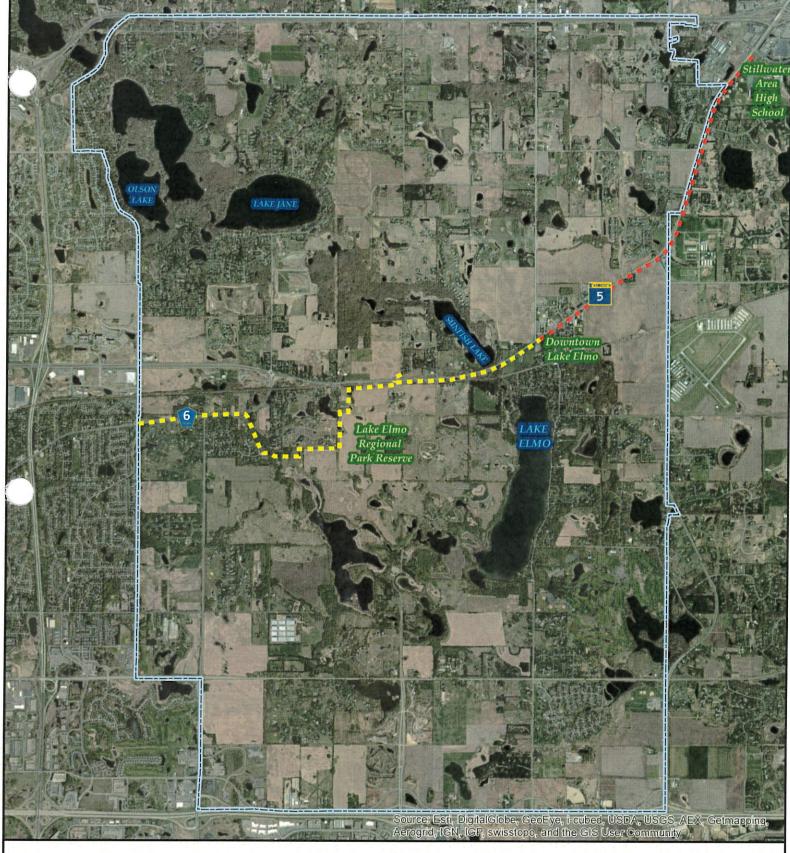
RECOMMENDATION:

Staff Recommends the following action:

Move to approve the allocation of parkland dedication funds, not to exceed \$12,000, for a study to determine the feasibility of an east-west regional trail connecting Oakdale to the Stillwater Senior High School in reasonable proximity to the Highway 5 Corridor.

ATTACHMENT(S):

1. Lake Elmo Regional Trail Concept Map



Lake Elmo Regional Trail - Feasibility



Phase 1

Phase 2

Municipal Boundary

City of Lake Elmo 10-31-2013 Data Scource: Washington County, MN



George W. Crocker & Cynthia L. Foushee 5093 Keats Ave. N Lake Elmo, MN 55042

Keats Avenue North Watermain Assessment Objection

November 6, 2013

Relevant facts relative to the construction of the Keats Avenue North Watermain and subsequent watermain assessment, as we understand them, are as follows:

- 1. Groundwater contamination resulting from the irresponsible, if not illegal dumping of hazardous waste by 3M Corporation required the original construction of a city water system north of Highway 5 in Lake Elmo. 3M paid for most or all of that construction.
- 2. Without groundwater contamination caused by 3M dumping hazardous waste, there would be no city water system north of Highway 5 in Lake Elmo to which a Keats Avenue North Watermain could connect, and no need for such a system.
- 3. The initial stage or stages of the city water system north of Highway 5 in Lake Elmo were incompletely, if not poorly designed, such that stagnant water accumulates in dead ends. The Keats Avenue North Watermain is required to correct this flaw in the city water system.
- 4. The Keats Avenue North Watermain, on the north end of Lake Elmo, provides systems benefits, and benefits to residents connected elsewhere to the system. More importantly, it provides benefits to businesses, including new businesses to be developed along the I-94 strip on the south end of Lake Elmo.
- 5. The Keats Avenue North Watermain provides no benefit to the property at 5093 Keats Ave. N. in that we, the property owners, have no interest in connecting, or desire to connect to the system.
- 6. Instead, the Keats Avenue North Watermain threatens the value of the property at 5093 Keats Ave. N. because the watermain is supplied with water from a new industrial well drilled within approximately one mile of the well that provides water at 5093 Keats Ave. N. It is now common knowledge that groundwater levels throughout the region are low and dropping because, in significant part, industrial-scale wells are already pumping too much groundwater from the underlying aquifer. Much has been publicly made of this fact as it pertains to areas surrounding White Bear Lake. Further stressing the groundwater resource with this new, industrial scale extraction

about 5 miles south and east of White Bear Lake only makes an already serious problem worse, and does so as thoughtlessly as the original dumping by 3M that initiated this sordid chain of events. This degradation of the groundwater resource in the local area increases the probability of well failure at 5093 Keats Ave. N., thereby degrading the value of that property.

7. The Lake Elmo City Council has considered facts 1 through 5 above, and recognized their validity such that that it reduced the Keats Avenue North Watermain Assessment of property owners along Keats Ave. N. to 50% of the originally proposed watermain assessment. It is unreasonable and corrupting to acknowledge the validity of the circumstances as described above, and in the face of that acknowledgement, still attempt to extract \$2,900.00. The only fair action after acknowledging these circumstances is to eliminate all assessment for Keats Avenue North Watermain Improvements.

Based on the above facts, we conclude that as a practical matter, the intended Keats Avenue North Watermain Assessment would produce the following unfair and perverse consequences while providing no benefit to the property owners at 5093 Keats Ave. N.:

- It would require the property owners at 5093 Keats Avenue North to pay for the devaluation of their own property as facilities attached to the Keats Avenue North Watermain increase the potential for well failure at 5093 Keats Ave. N.;
- It would require the property owners at 5093 Keats Avenue North to subsidize residents, and more importantly, new businesses in other parts of Lake Elmo, who would benefit from the correction to the design flaws in the city water system that the Keats Avenue North Watermain provides.; and,
- It would require the property owners at 5093 Keats Avenue North, including a Senior Citizen on a fixed income, to pay for the reprehensible behavior of 3M, while 3M accrues greater corporate profits by avoiding responsibility for the damage its business management practices have inflicted on the public health and to our environment.

We therefore object to the assessment of \$2,900.00 on the property at 5093 Keats Ave. N for costs associated with Keats Avenue North Watermain Improvements.

George W. Crocker

Cynthia L. Foushee