

**AGENDA**  
**CITY OF DAYTON, MINNESOTA**  
**12260 S. Diamond Lake Road, Dayton, MN 55327**  
**Tuesday, February 13, 2024**

**Work Session Discussion on 1 and 10**

**REGULAR MEETING OF THE CITY COUNCIL - 6:30 P.M.**

**The invite for Zoom for this meeting can be found on the City's website community calendar**

- 6:30      **CALL TO ORDER**
- 6:30      **PLEDGE OF ALLEGIANCE**
- 6:35      **APPROVAL OF AGENDA**
- 6:35      **CONSENT AGENDA**      *These routine or previously discussed items are enacted with one motion*
- 6:35      **A.** Approval of Council Meeting Minutes of January 23, 2024
- 6:35      **B.** Approval of Payment of Claims for February 13, 2024
- 6:35      **C.** Approval of Resolution 04-2024; Final Plat and Development Agreement of Brayburn Trails East
- 6:35      **D.** Approval of Resolution 05-2024; Accepting Donation from Sundance Entertainment
- 6:35      **E.** Approval of Pay Request #5 for CR 81/Parkway Intersection
- 6:35      **F.** Approval of Pay Request #3 for Zanzibar Lane; Final Payment
- 6:35      **G.** Approval of Resolution 06-2024: Appointing Election Judges and AB Board
- 6:35      **H.** Approval of Change Order #1 for Well 5 Project and Pay Request 5 for Well 5; Final Payment
- 6:35      **I.** Approval of Park Improvement 2022 Final Pay Application
- 6:35      **J.** Approval of Change Order 6,7 and 8 for Park Improvement 2022
- 6:40      **OPEN FORUM**      *Is limited to Three minutes for non-agenda items; state your name and address; No Council Action will be taken and items will be referred back to staff*
- 6:50      **STAFF, CONSULTANT AND COUNCIL UPDATES**
- 6:50      **COUNCIL BUSINESS**
- 6:50      **Action Items**
- 7:05      **K.** Accepting of Pavement Management Plan
- 7:40      **ADJOURNMENT**

The City of Dayton's mission is to promote a thriving community and to provide residents with a safe and pleasant place to live while preserving our rural character, creating connections to our natural resources, and providing customer service that is efficient, fiscally responsible, and responsive.



## MEMORANDUM

To: Honorable Mayor, and City Council  
Cc: Planning Commission  
From: Jon Sevald, Community Development Director  
Subject: Rural Character, and 1:40 vs. 1:10 density  
Date: February 8, 2023

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This memo is intended to preview the City Council Work Session, Tuesday, February 13, 2004, 5:00 – 6:30.

### **Rural Character**

The Council and audience will be subjected to a survey. Using your smartphone, you will be provided a link to an online survey of photos, and asked “*How rural does this [photo] feel?*” There will be photos of various locations in Dayton. The Goal is to identify what about each location feels rural and why? How can we preserve the rural feel as the community changes? What would keep Dayton feeling different than other communities as we develop? You will vote, and we will discuss.

### **1:40 vs. 1:10 (Density)**

The Metropolitan Council manages regional sanitary sewer, in addition to other responsibilities. To plan for its system, the Metcouncil established a Metropolitan Urban Services Area (MUSA) designating areas where sanitary sewer is intended to be extended to. All of Dayton is inside the MUSA (some cities are partially in & out). Therefore, Dayton must plan for a minimum of three households per net acre (net acre = gross acre minus highways, waterways, steep slopes, parks, etc.).

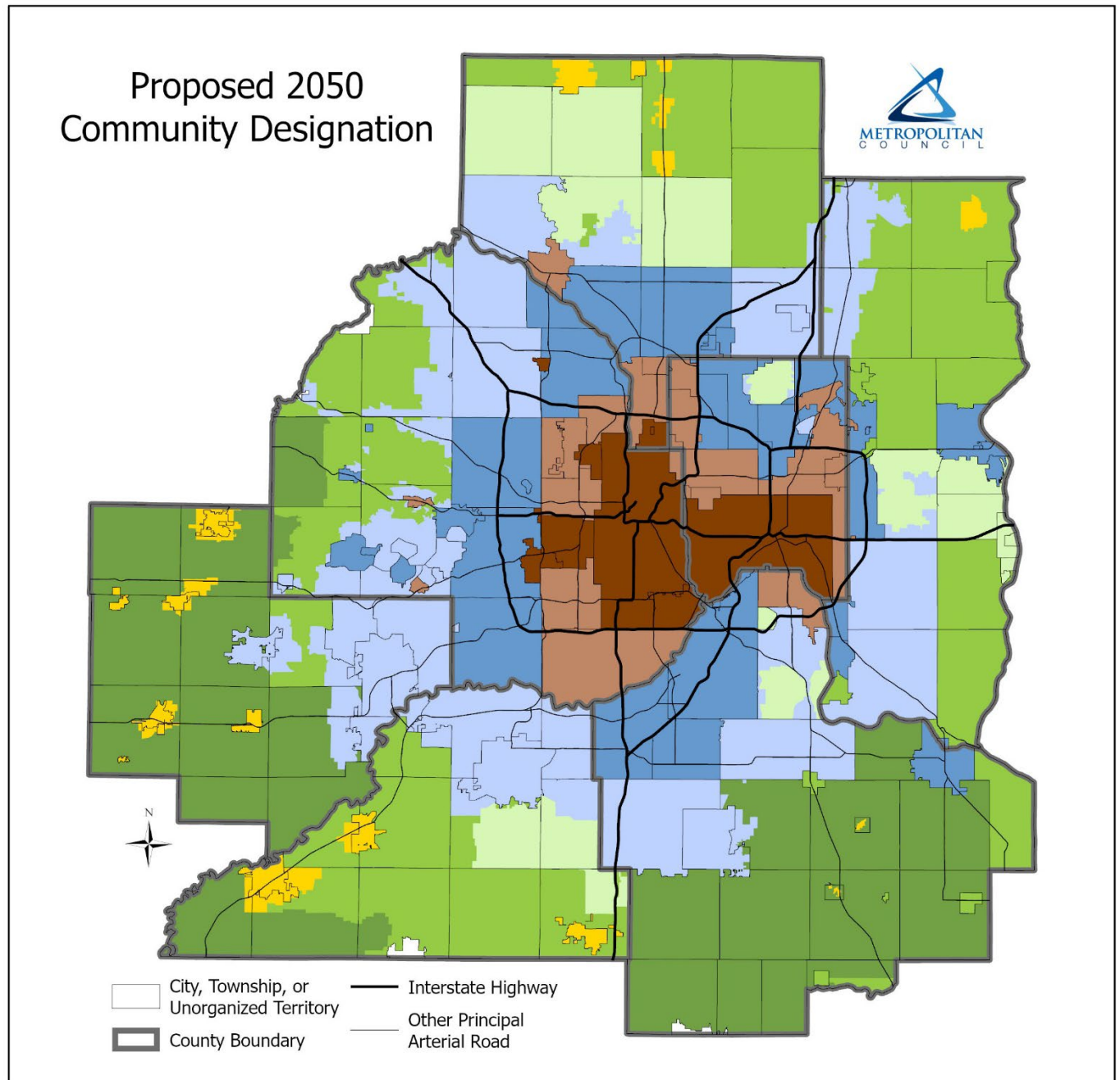
Zoning for acreage lots is not recommended by Met Council but staff is working through how we can make it acceptable. The minimum lot size in the A-1 district is 40-acres. Metcouncil would allow 10-acre lots, and would allow clustering. Clustering is developing 1:10 density, example, subdividing 40-acres for 4 (¼ acre lots), and one 39-acre outlot. The outlot would be unbuildable until sewer/water is available. We have one local example off of 125<sup>th</sup> Ave (Stonehearth Ridge). Previously, the Council has not expressed interest in more of these.

Relating to the “does this feel rural?” discussion, does the Council want to preserve agricultural land for sewer development, and/or reserve land for hobby farms (what does rural feel like)? Where is the most appropriate areas for hobby farms (e.g. flat land for horses vs. hilly land for big yards)? This is the beginning of a longer discussion. There are no decisions needed now, but direction is needed on what problem are we trying to solve as we begin thinking about the 2050 Comprehensive Plan. How will we implement the “Live the Difference” slogan as we review development plans that all look the same.

### **ATTACHED**

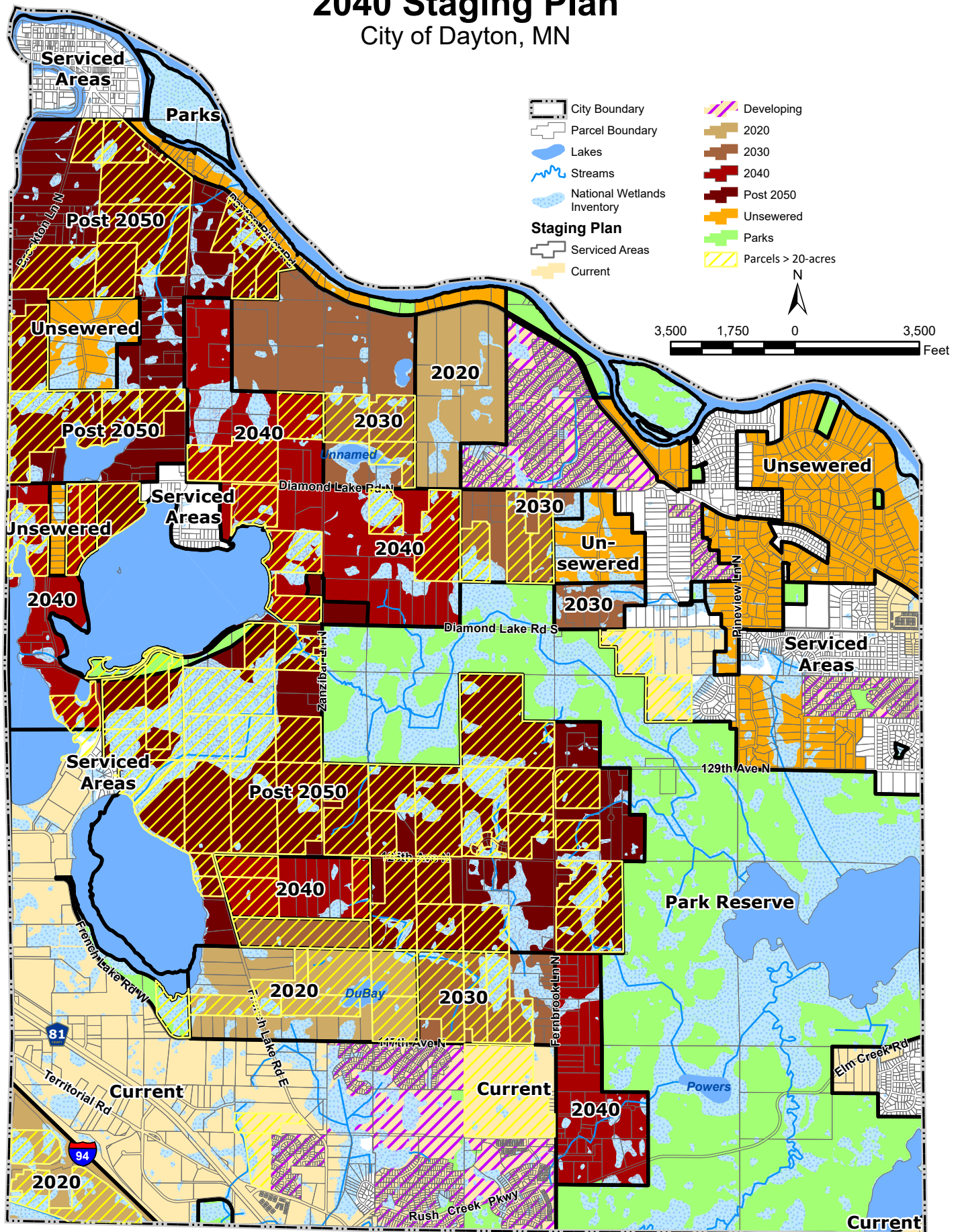
Metcouncil Proposed 2050 Community Designation  
2040 Staging Plan  
Zoning Lot Size Reduction

**Figure 1. Endorsed 2050 Community Designations**



# 2040 Staging Plan

## City of Dayton, MN

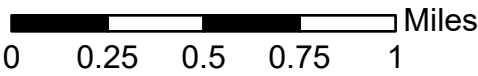


Note: The Staging Plan represents a progression of sewer that is based on location of existing sanitary sewer and anticipated extension as development progresses. The city does not commit to extensions occurring.

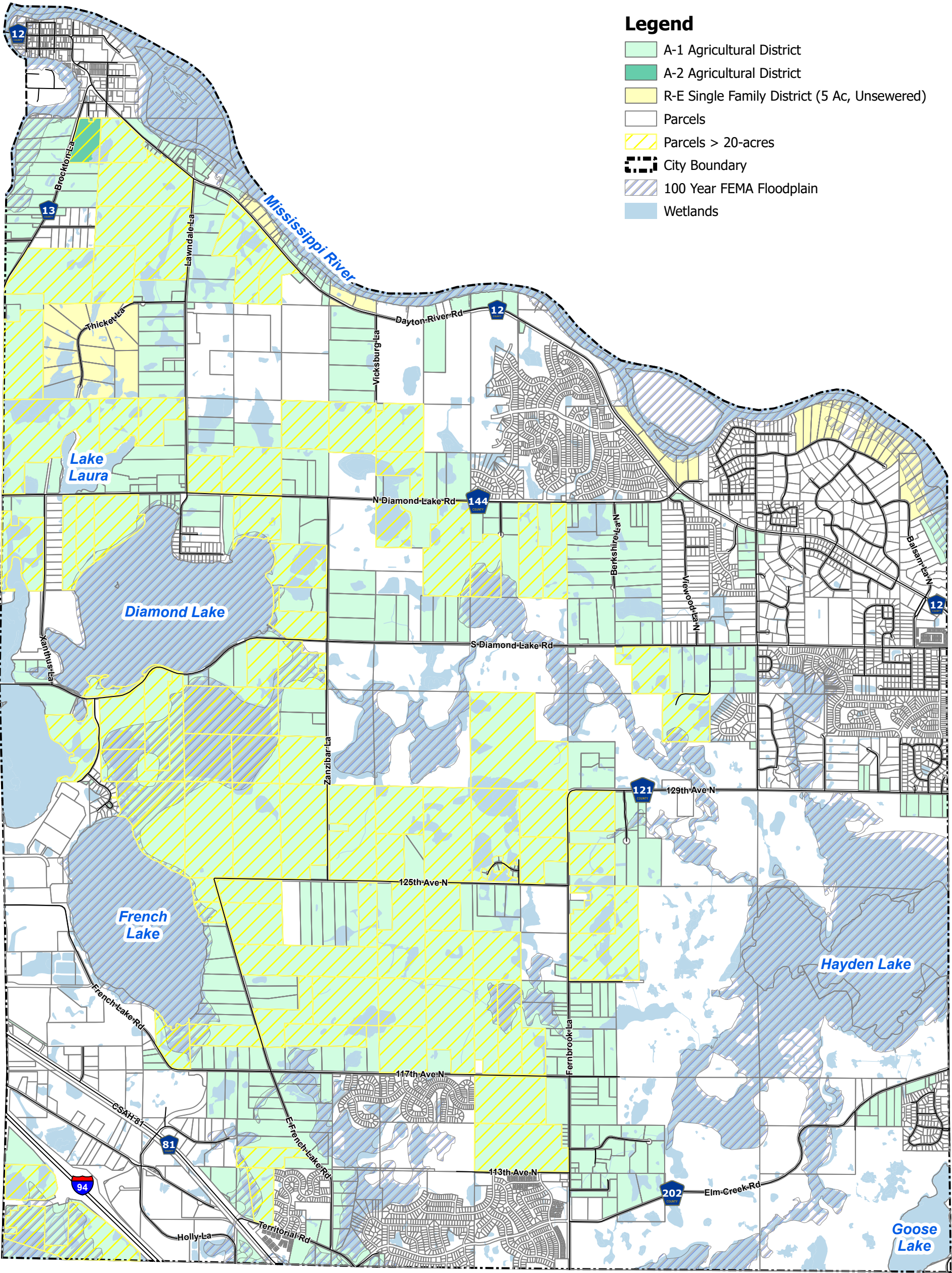


# Zoning Map

## Zoning Lot Size Reduction



- Legend**
- A-1 Agricultural District
  - A-2 Agricultural District
  - R-E Single Family District (5 Ac, Unsewered)
  - Parcels
  - Parcels > 20-acres
  - City Boundary
  - 100 Year FEMA Floodplain
  - Wetlands



***Mayor Fisher called the public meeting to order at 6:30 p.m.***

***PRESENT:*** Mayor Dennis Fisher, David Fashant, Travis Henderson, Scott Salonek, and Matt Trost

***ABSENT:***

***ALSO PRESENT:*** Public Works Superintendent, Marty Farrell; City Engineer, Jason Quisberg; Police Chief, Paul Enga; City Administrator/Finance Director, Zach Doud; Community Development Director, Jon Sevald; City Attorney, Amy Schmidt

### **PLEDGE OF ALLEGIANCE**

### **APPROVAL OF AGENDA**

Fashant requested to remove item D from the Consent Agenda. It will be placed after the Consent Agenda and before Open Forum.

Salonek requested a discussion on item D.

**MOTION:** Motion was made by Councilmember Trost, seconded by Councilmember Henderson to approve the Agenda items, as amended. Motion carries unanimously.

### **CONSENT ITEMS:**

- A. Approval of Council Meeting Minutes of January 9, 2024
- B. Approval of Payment of Claims for January 23, 2024
- C. Approval of Amended EDA Bylaws
- D. ~~Approval of Ordinance 2024-02; Amended Fee Schedule 2024~~ (considered after Consent Items)
- E. Approval of Pay Request 3 for Well Head Treatment
- F. Approval of Purchasing a Woodchipper
- G. Approval to Remodel the Fire Department Office

Fashant raised his concerns regarding the \$22,000 engine upgrade on the bid for the woodchipper. Farrell explained that it is not actually an upgrade. The engine was not part of the base bid, which means the engine is actually considered an option.

Salonek asked that of the three bids for the woodchipper, was price a factor? The answer is yes.

**MOTION:** Motion was made by Councilmember Henderson, seconded by Councilmember Fashant, to approve the Consent Agenda as amended. The motion carries unanimously.

- D. Approval of Ordinance 2024-02; Amended Fee Schedule 2024 (pulled from Consent Agenda)**

Fashant stated that he's having a hard time getting his arms around Dayton's fees. Fashant has looked at other communities, and Dayton is very high. Most of his comparisons were focused on apartments. Fashant stated that his main concern is that whatever the City charges ultimately lands on the rent, which is absorbed by the residents of the apartments. Fashant further stated that Dayton is charging approximately \$53 per unit, per year. Other communities are charging in the \$18 - \$20 range per unit, per year.

Doud asked Fashant if he has a suggested price that he'd like to charge. The answer is no. Fisher stated that he too did some research. The only community that was anywhere close to what Dayton is charging is Maple Grove. Fisher further stated that he definitely has a hard time with Dayton's number.

Sevald stated in the previous cities that he has worked for, these fees are based on the amount of cost to the city, which includes staff time. There are costs associated with this type of business and if the City doesn't charge enough to offset the fees associated, then the city is subsidizing those businesses.

Doud stated that it takes approximately 1.5 hours per year of staff time just to complete the paperwork for each rental. Right now, staff time is about \$75 per hour if you include time plus benefits. Then there is an hour of time for each inspection that Metro West conducts. Doud stated that our cost per unit is at least \$300 per unit. Salonek stated that he too feels the \$500 is way out of line.

Additional conversation ensued.

Salonek proposed \$600 per apartment for a two-year license, plus a \$25 inspection fee per unit. Single-family homes would be \$300 per home for a two-year license, plus a \$25 inspection fee.

Doud stated that on the second to last page of the Amended Fee Schedule, it stated that we updated everything to 65%, but it says 25%. That needs to be amended to follow the Building Code.

Fashant asked about the fee schedule for Braeburn Trails. In the Development Agreement, it calls for 3% in escrow. Doud stated that it needs to be updated to a 4% in escrow. The correction should be made on page 92 of the packet that was provided to Council.

**MOTION:** Motion was made by Councilmember Salonek, seconded by Councilmember Fashant, to Amend the 2024 Fee Schedule. The motion passes 4 ayes, 1 nay (Henderson).

**OPEN FORUM:**

No one present for Open Forum.

**STAFF, CONSULTANT AND COUNCIL UPDATES:**

**Doud** stated that there will be a Work Session before the next City Council meeting that will begin at 5:00 p.m.

This past Thursday, City Staff hosted the Senate Bonding Committee in order to promote our \$7,000,000 worth of requests for well head treatment and the water tower here in Dayton. We have used three different angles to put these requests through. One, is the Community Project Funding (CPF), which is through the State. Another is through the Senate, and the other is through the House.

**Farrell** stated that the basin walls are in process.

The antenna is being installed this week at the Water Tower. The hope is to begin testing in the middle of February. Fisher asked what the purpose of the antenna is. Farrell stated that it will allow for the automatic meter reading.

The ice rinks are open. The lights are on from 5:00 p.m. until 10:00 p.m.

Since there has not been a lot of snow to keep the crew busy, they have been doing a lot of tree trimming. They are also working on several fabrication projects in the shop.

**Sevald** stated that there will be two specific items to consider for the upcoming Work Session. Sevald would like the Council to define what "rural character" means. Sevald would also like the Council to consider reducing the minimum lot size required for the designation of Agricultural District. Currently the lot size is 40 acres. Sevald would like to see it reduced to 10 acres.

**Trost** stated that he listened to the EDA meeting and they discussed hiring a licensed commercial/residential real estate broker. Trost believes that the City needs one as well.

Trost stated EDA is only open to business owners whose actual businesses are within the City of Dayton. He asked if any consideration had been given to opening it up to business owners whose actual businesses are outside the City of Dayton. Doud stated that this is not currently allowable by the EDA's Bylaws.

Additional conversation ensued.

**COUNCIL BUSINESS**

**New Business:**

**H. Spanier Concept Plan**



Sevald came forward to present the proposed expansion of 113<sup>th</sup> Avenue to Dayton Parkway. With this proposed expansion 113<sup>th</sup> Avenue would be accessible to Dayton Parkway by expanding it to the north. City sewer is currently to the southeast and City water is to the northwest. The expansion of these City services is proposed for 2025.

Sevald stated the Planning Commission was concerned about the prospect of having three front yards for the proposed new structure. They suggested to the applicant the prospect of making the office space the “actual” front yard, and the applicant was agreeable. At the Planning Commission Meeting, it was also discussed that a tenant would likely require some outdoor storage. The best location for said storage is on the south side of the structure. As it sits today, the south side is the actual front yard. Once construction is completed, that all changes.

Sevald stated that the bigger discussion needs to focus on the future of 113<sup>th</sup> Avenue. The Comp Plan guides this area as Business Park and before a plat is submitted, Council will need to decide the future of 113<sup>th</sup> Avenue.

Salonek stated that he believes the only way to change the current guidelines is to wait until the current businesses depart.

Salonek asked what the purpose is of bringing the roadway through the Spanier property because there is access from the south. Quisberg stated that the roadway is necessary if and when the Dayton Parkway intersection expands at County Road 81, which will become heavily trafficked. Quisberg stated that this has been discussed for quite a while. This particular plan is much more efficient than other alternatives. Using the opportunity with the redevelopment of the property was seen as an efficiency. The City sewer and water expansion also fits nicely into the design.

Two potential roadway options were presented in a slideshow. One option was outlined in red and one in teal. Quisberg stated that the City and the landowner both agree that the teal option is optimal.

Fashant requested an explanation as to what the Planning Commission intends with regard to “flipping the buildings.” Sevald stated that it would entail moving the current location of the office space from the south side of the proposed building to the north side of the proposed building. Doud further explained that there would be better visibility from Dayton Parkway if the office were on the north side of the proposed building.

Additional conversation ensued regarding an arch versus a sharp turn.

The conversation turned to the potential of having to amend the current Comprehensive Plan.

Fisher asked if paying for the road is a problem. Quisberg stated that there could be an assessment if benefit is demonstrated for the properties. Doud stated the Council should review the Special Assessment Policies before the March meeting.

There was additional conversation regarding the setbacks for the property in question.

**I. Resolution 04-2024; Granting Approval of Final Plat and Developers Agreement for Brayburn Trails East 1<sup>st</sup> Phase**

Doud stated that the applicant has requested that this be tabled because they would like to come to the February 13<sup>th</sup> meeting.

**MOTION:** Motion was made by Councilmember Trost, seconded by Councilmember Salonek, to table Resolution 04-2024; Granting Approval of Final Plat and Developers Agreement for Brayburn Trails East 1<sup>st</sup> Phase. The motion carries unanimously.

**J. Lucero Concept Plan**

Sevald stated that this is a Concept Plan for 163361 Dayton Avenue and 18541 Levee Street. The applicant is proposing two townhome buildings with each building housing three units. The fronts of the buildings face Levee Street and the Mississippi River with the garages in the back that access a private driveway area via Dayton Avenue.

Sevald stated that there are three critical issues: 1) Alley; 2) Design Standards; and 3) Side Yard Setbacks. Sevald stated that the applicant is proposing 2.5 feet on the far sides of the buildings and 8 feet between the two buildings. Staff is requesting that the alleyway of 12 feet paved and 16 feet total alleyway. Sevald stated that the alleyway will benefit redevelopment along Robinson Street in the future. Sevald stated that City sewer and water can come from either of the four corners of the block and run along the alleyway so as to prevent the destruction of current roadways.

Fashant raised the concern of the necessity of sprinkler systems for the new construction because the current hydrant system is rumored to be overly taxed. Hendrickson stated that the sprinklers would run off the residential pressure, but he reiterated that the City is very limited to be able to support something of this capacity.

Additional conversation ensued regarding water pressure and water availability.

Sevald stated that the current Building Code does require wrapping the masonry around one side of the proposed structure and meet a certain percentage. In this particular instance, not meeting the percentage stated in the Building Code does not harm the aesthetics of the proposed structure. Sevald requested Council's direction as to whether to require the specific masonry percentage noted in the Building Code.

Trost stated that he prefers the original building plans that were proposed.

Fisher stated that he likes the plans as they are currently.

Fisher invited the property owners to come forward and asked why the zero setback would not work. Sevald stated that the details matter. There will be soffits and mechanical items that extend beyond the edge of the building.

Mr. Lucero explained that the Fire Code requires at least two feet for the setback. The footprint of the building is 2.5 feet to allow for the 6-inch gable. Between the two buildings, they have to allow four feet on either side to allow for the utilities.

Fashant stated that he likes the current design.

Doud asked if there was any appetite from the Council to push all six units together rather than having the 8-foot space between the two units. Fisher stated that he likes the little bit of green between the two buildings.

Fisher asked if both buildings would be constructed at the same time. Mr. Lucero stated that it would be completely dependent on market conditions. Fashant stated that he prefers two buildings.

Salonek asked if the construction could potentially drag out for 24 months or more. Mr. Lucero stated that the intent would be to have the project completed within 120-150 days of breaking ground.

Sevald summarized that the consensus of the Council is two buildings rather than one, using the proposed layout that was projected, with the 2.5-foot setback on the east side and west side, with 8 feet between the two buildings, the alleyway is okay as proposed, and 43% frontage on Dayton Avenue is okay. The Building Code does require masonry on the street side, but there is consensus to leave that decision up to the property owner.

Mr. Lucero stated that he met with the people handling the utilities. Water would come from each corner so that the street would only be disturbed once, and each unit would have separate cut-off valves in their respective front yards. Electricity would run from the back of the property to the front and hook into a box. Then the

electricity would run back to the individual units. The natural gas would come through the middle of the two buildings and connect from the side.

**K. Parkway Neighborhood Revised Concept Plan**

Sevald stated that the Parkway Neighborhood is located in southwest Dayton and this project requires a number of approvals. Currently, everything is hinging on the Environmental Worksheet Assessment (EAW). Additionally, there is a Comprehensive Plan Amendment, a Zoning Amendment, a Preliminary Plat, a Planned Unit Development (PUD) for a Conservation Development, a Conditional Use Permit (CUP) for a PUD/Multi-Family within a Shoreland District, a review by Elm Creek Watershed Management Commission, and a Wetland Impact Review (US Army Corps Individual Permit). Sevald gave an overview of the completed project.

Sevald stated that the critical issues with the project are as follows: 1) EAW; 2) Wetland/Floodplain Review; 3) Emergency Access; 4) Rush Creek Trail & Trailhead; 5) Reduction in Parking; and 6) Public Benefits (Conservation).

Additional discussion ensued regarding the emergency access.

Fashant invited the applicant to come forward. The applicant came forward, stated that his architect could take any questions that the Council may have, but he has to go to his twin daughters' concert.

Sevald defined a trailhead as being 10 parking stalls, a bathroom, and a directional sign. Sevald asked the Council if they have any opinions as to the location of the trailhead.

Salonek stated that he's assuming Three Rivers Park District would pay for the trailhead. Doud stated that Three Rivers Park District would be responsible for at least a significant portion of the cost associated with the trailhead. Doud further stated that he presumes Three Rivers Park District would look for some sort of partnership with the City, but the trail ultimately belongs to them.

Sevald stated that this project is requesting to deviate from the City Code with regard to parking. The builder is requesting 19 fewer stalls than the City Code requires. Additionally, the builder is asking to reduce the parking stalls size from 10' X 20' to 9' X 18' and add some compact parking that would measure 8' X 16'. The Planning Commission requested that there be some truck parking that would measure the full 10' X 20'. Fisher stated that there would be nothing to preclude someone with a smaller vehicle from parking in the larger parking stalls.

Ben Delwich, the architect for the project, was invited forward to address the Council's questions. Delwich stated that the number that has been agreed to thus



far is .8 uncovered parking stalls, per unit, on site, which yields a total of 1.8 parking stalls total (one is a garage stall) per unit.

Sevald stated that the Council needs to define the public benefit.

Hendrickson asked if the main entrance would be rated for at least 80,000 pounds. Delwich stated that they would see to it that wherever a fire truck would travel, the road would be reinforced. Hendrickson also asked if there is a plan for a center island in the entrance island. The answer is yes. Hendrickson stated that for accessibility reasons, it may need to be removed from the plans. There was consensus that the median should stay, so efforts will be made to make sure that the largest fire truck will be factored into the design plan.

Hendrickson raised some other accessibility concerns, and additional conversation ensued.

Fisher stated that this project needs to be moved into current for staging. Fisher asked if there is any benefit to moving the entire triangle (the shape of the complete project) into current for staging. The answer is yes. Additional conversation ensued.

Fisher stated that this project is going to produce significant park funding, and he asked if the Park Commission is being involved. Doud stated that it will be presented during their February meeting.

**L. Award Contract for the Dayton HMGP Generator**

Quisberg came forward and stated that the scope of this project to install backup power generators at critical City facilities. The project locations are City Hall/Fire Station #2, the Activity Center/Fire Station #1, and Well # 2 (alternate).

Quisberg stated that in the fall of 2023, the design and bid documents were started for this project. In November of 2023, Council approved plans and authorized bids. On January 9, 2024, bids were opened. Two bids were received, and Laketown Electric came in with the lowest bid at \$316,000.

Quisberg stated that the grant amount awarded was \$205,771.75, which is 75% of the total project. The required local match of 25% is \$68,590.58. The minimum project cost to utilize the full grant amount is \$274,362.33. The City would be responsible for 100% of all additional project costs other than what is noted above.

Quisberg stated that this is a large project that would not reach completion until January of 2025.

Quisberg presented two different options and stated that Staff recommends the base bid only in the amount of \$192,000 to Laketown Electric and consider adding a generator at Well # 2 at some point in the future. This particular option does not allow for the full use of all grant money, but it also prevents additional funding by the City.

Additional conversation ensued regarding the “need” for a generator at Well #2.

**MOTION:** Motion was made by Councilmember Trost, seconded by Councilmember Salonek, to award the contract for the Dayton HMGP Generator to Laketown Electric for the Base Bid. The motion carries unanimously.

**Action Items:**

**M. Change Order Number 1 for Well Head Treatment**

Farrell came forward and stated that there is a lot of detail in the Staff report that was provided to the Council members. Farrell stated that the valves were left off the original plan intentionally as a cost-saving effort. The project can be completed without the valves, but we will not be able to isolate issues with future maintenance concerns.

Fashant stated that every mechanical project he’s ever been involved with the valves are in, then they are out, and then they are back in. The valves are important, which is no surprise, so it is worth it to have the valves.

**MOTION:** Motion was made by Councilmember Salonek, seconded by Councilmember Fashant to approve Change Order Number 1 for Well Head Treatment. Motion carries unanimously.

**ADJOURNMENT**

Fisher declared the meeting adjourned at 8:52 p.m.

Respectfully Submitted,

Sandra Major, Recording Secretary  
*TimeSaver Off Site Secretarial, Inc.*

Approved: \_\_\_\_\_

Attest: Amy Benting

**Payments to be approved at City Council Meeting February 13, 2024**

	<u>Totals</u>
<b>Claims Roster 02-13-2024</b>	<b>\$ 1,085,704.17</b>
<b>Prepaid 2-01-2024 EB</b>	<b>\$ 83,452.79</b>
<b>Prepaid 2-08-2024 FB</b>	<b>\$ 2,101.57</b>

<b>Total Payments:</b>	<b>\$ 1,171,258.53</b>
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<b>Payroll 2-01-2024 Bi-Weekly 03</b>	<b>\$ 85,361.73</b>
<b>FD Payroll 2-08-2024 FD</b>	<b>\$ 10,217.91</b>

Check # sequence to be approved by City Council from meeting date of 02/13/2024:

**Checks # 076209-076322**

02/07/2024 01:23 PM

User: CHOYT

DB: Dayton

## INVOICE REGISTER REPORT FOR CITY OF DAYTON MN

EXP CHECK RUN DATES 02/13/2024 - 02/13/2024

BOTH JOURNALIZED AND UNJOURNALIZED

BOTH OPEN AND PAID

Page: 1/21

Inv Num Inv Ref#	Vendor Description GL Distribution	Inv Date Entered By	Due Date	Inv Amt	Amt Due	Status	Jrnlized Post Date
33024 40649	A TOUCH OF MAGIC AC; OPERATING SUPPLIES-EASTER BUNNY 101-41910-50210	01/24/2024 CHOYT AC; OPERATING SUPPLIES-EASTER BUNNY	02/13/2024	660.00  660.00	660.00	Open	N 01/24/2024
548567 40593	A-1 OUTDOOR POWER INC PW; OPERATING SUPPLIES-CHAINSAW 101-43100-50210	01/19/2024 CHOYT PW; OPERATING SUPPLIES-CHAINSAW CHAINS	02/13/2024	52.48  52.48	52.48	Open	N 01/19/2024
12329703 40645	ACME TOOLS-PLYMOUTH PW; REPAIR/MAINT REPLACEMENT BLADE 101-43100-50220	01/24/2024 CHOYT PW; REPAIR/MAINT REPLACEMENT BLADE	02/13/2024	89.00  89.00	89.00	Open	N 01/24/2024
3765152 40585	ADAMS PEST CONTROL INC CH; PEST CONTROL 101-41810-50223	01/19/2024 CHOYT CH; PEST CONTROL	02/13/2024	118.70  118.70	118.70	Open	N 01/19/2024
20227837 40671	ALLSTREAM CH; TELE/COMMUNICATIONS JAN-FEB 2024 101-41810-50321 101-41810-50321 101-41810-50321	01/30/2024 CHOYT CH; 763-427-3708 FAX CH; TELE/COMMUN CH; LATE FEE	02/13/2024	1,983.36  150.00 1,818.56 14.80	1,983.36	Open	N 01/30/2024
INV-175600 40648	AMERICAN ENGINEERING TESTING WELL HEAD WATER TREATMENT 601-00000-16500	01/24/2024 CHOYT WELL HEAD WATER TREATMENT	02/13/2024	1,922.50  1,922.50	1,922.50	Open	N 01/24/2024
25615 40768	ARCHITECT MECHANICAL INC PW; BUILDINGS AND STRUCTURES 101-43100-50520	02/07/2024 CHOYT PW; BUILDINGS AND STRUCTURES	02/13/2024	650.00  650.00	650.00	Open	N 02/07/2024
326528 40606	ASPEN MILLS PD; UNIFORM /NEW HIRE 101-42120-50217	01/22/2024 CHOYT PD; UNIFORM /NEW HIRE	02/13/2024	803.13  803.13	803.13	Open	N 01/22/2024
326333 40607	ASPEN MILLS PD; UNIFORM -MOSER 101-42120-50217	01/22/2024 CHOYT PD; UNIFORM -MOSER	02/13/2024	28.00  28.00	28.00	Open	N 01/22/2024
323886 40608	ASPEN MILLS PD; GENERAL UNIFORM 101-42120-50217	01/22/2024 CHOYT PD; GENERAL UNIFORM	02/13/2024	978.95  978.95	978.95	Open	N 01/22/2024



02/07/2024 01:23 PM

User: CHOYT

DB: Dayton

## INVOICE REGISTER REPORT FOR CITY OF DAYTON MN

EXP CHECK RUN DATES 02/13/2024 - 02/13/2024

BOTH JOURNALIZED AND UNJOURNALIZED

BOTH OPEN AND PAID

Page: 2/21

Inv Num Inv Ref#	Vendor Description GL Distribution	Inv Date Entered By	Due Date	Inv Amt	Amt Due	Status	Jrnlized Post Date
326330 40609	ASPEN MILLS PD; GENERAL UNIFORM 101-42120-50217	01/22/2024 CHOYT PD; GENERAL UNIFORM	02/13/2024	320.00  320.00	320.00	Open	N 01/22/2024
326807 40628	ASPEN MILLS PD; UNIFORM/ NEW EMPLOYEE 101-42120-50217	01/24/2024 CHOYT PD; UNIFORM/ NEW EMPLOYEE	02/13/2024	59.34  59.34	59.34	Open	N 01/24/2024
327195 40686	ASPEN MILLS PD; UNIFORM-ENGA 101-42120-50217	01/30/2024 CHOYT PD; UNIFORM-ENGA	02/13/2024	266.50  266.50	266.50	Open	N 01/30/2024
327283 40707	ASPEN MILLS PD; UNIFORM/NEW EMPLOYEE 101-42120-50217	02/01/2024 CHOYT PD; UNIFORM/NEW EMPLOYEE	02/13/2024	219.00  219.00	219.00	Open	N 02/01/2024
327188 40765	ASPEN MILLS PD; UNIFORM/G.BURSTAD 101-42120-50217	02/07/2024 CHOYT PD; UNIFORM/G.BURSTAD	02/13/2024	84.85  84.85	84.85	Open	N 02/07/2024
408891 40611	BAN-KOE SYSTEMS, INC PD/PW; READER NOT WORKING 101-41810-50223	01/22/2024 CHOYT PD/PW; READER NOT WORKING	02/13/2024	240.00  240.00	240.00	Open	N 01/22/2024
2548770 40658	BEAUDRY PW; ULS DYED KODIAK PLUS 50/50 101-43100-50212	01/26/2024 CHOYT PW; ULS DYED KODIAK PLUS 50/50	02/13/2024	571.32  571.32	571.32	Open	N 01/26/2024
2548771 40659	BEAUDRY PW; UNLEADED 87 101-43100-50212	01/26/2024 CHOYT PW; UNLEADED 87	02/13/2024	1,846.16  1,846.16	1,846.16	Open	N 01/26/2024
02/06/2024 REIMBURSE 40752	BETHANY BENTING AD; MILEAGE FOR BUILDINGS CLEANING 101-41500-50331	02/06/2024 CHOYT AD; MILEAGE FOR BUILDINGS CLEANING TOURS	02/13/2024	30.15  30.15	30.15	Open	N 02/06/2024
1417092 40588	BLACK & VEATCH WELL 4 & 5 FILTRATION DET DES;DEC 601-00000-16500	01/19/2024 CHOYT WELL 4 & 5 FILTRATION DET DES;DEC 23	02/13/2024	26,204.35  26,204.35	26,204.35	Open	N 12/31/2023

02/07/2024 01:23 PM

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## INVOICE REGISTER REPORT FOR CITY OF DAYTON MN

EXP CHECK RUN DATES 02/13/2024 - 02/13/2024

BOTH JOURNALIZED AND UNJOURNALIZED

BOTH OPEN AND PAID

Page: 3/21

Inv Num Inv Ref#	Vendor Description GL Distribution	Inv Date Entered By	Due Date	Inv Amt	Amt Due	Status	Jrnlized Post Date
01/18/2024 40584	BROWN, WENDY UB refund for account: 5905 601-00000-15550	01/18/2024 CHOYT CREDIT FORWARD	02/13/2024	108.15  108.15	108.15	Open	N 01/18/2024
151451 40616	BS&A SVC FEE FOR ONLINE PERMIT 101-41820-50205	01/22/2024 CHOYT SVC FEE FOR ONLINE PERMIT APPLICATION	02/13/2024	213.00  213.00	213.00	Open	N 12/31/2023
138369 40644	C. VISION PRODUCTION VIDEO TECH; JAN 2024 226-41900-50430	01/24/2024 CHOYT VIDEO TECH; JAN 2024	02/13/2024	2,400.00  2,400.00	2,400.00	Open	N 01/24/2024
12/31/2023 40629	CAMPBELL KNUTSON P.A. LEGAL FEES-GENERAL; OPUS DEC 2023 411-43100-50304-6165	01/24/2024 CHOYT LEGAL FEES-GENERAL; OPUS DEC 2023	02/13/2024	90.00  90.00	90.00	Open	N 12/31/2023
12/31/2023 2 40632	CAMPBELL KNUTSON P.A. LEGAL FEES-GENERAL; DEC 2023 101-41640-50304	01/24/2024 CHOYT LEGAL FEES-GENERAL; DEC 2023	02/13/2024	5,490.95  5,490.95	5,490.95	Open	N 12/31/2023
12/31/2023 3 40634	CAMPBELL KNUTSON P.A. LEGAL FEES-DAYTON FIELD 4TH -DEC 411-43100-50304-6187 411-43100-50304-6187	01/24/2024 CHOYT LEGAL FEES DEC 2023 LEGAL FEES-DEC 2023	02/13/2024	2,700.00  1,350.00 1,350.00	2,700.00	Open	N 12/31/2023
5027 40711	CARSON, CLELLAND & SCHREDER CRIMINAL PROSECUTION; JAN 2024 101-41640-50305	02/01/2024 CHOYT CRIMINAL PROSECUTION; JAN 2024	02/13/2024	2,000.00  2,000.00	2,000.00	Open	N 02/01/2024
01/24/2024 40680	CENTERPOINT ENERGY 8000014132-7 GAS SVCS DEC 2023 101-43100-50383 101-41810-50383 101-41910-50383 101-42260-50383	01/30/2024 CHOYT PW; 5888628-4 CH; 5895786-1 AC; 5895789-5 FD; 5895789	02/13/2024	1,161.02  328.34 425.74 318.43 88.51	1,161.02	Open	N 01/30/2023
02/01/2024 40750	CENTERPOINT ENERGY PW/PD FACILITY; 10662228-5 JAN 2024 101-43100-50383 101-42120-50383	02/06/2024 CHOYT PW FACILITY; 10662228-5 PD FACILITY; 10662228-5	02/13/2024	6,938.91  3,469.45 3,469.46	6,938.91	Open	N 02/06/2024

02/07/2024 01:23 PM

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## INVOICE REGISTER REPORT FOR CITY OF DAYTON MN

EXP CHECK RUN DATES 02/13/2024 - 02/13/2024

BOTH JOURNALIZED AND UNJOURNALIZED

BOTH OPEN AND PAID

Page: 4/21

Inv Num Inv Ref#	Vendor Description GL Distribution	Inv Date Entered By	Due Date	Inv Amt	Amt Due	Status	Jrnlized Post Date
02/01/2024A 40751	CENTERPOINT ENERGY RH WELLHOUSE; 11429952-2 JAN 2024 601-49400-50383	02/06/2024 CHOYT	02/13/2024	26.16 26.16	26.16	Open	N 02/06/2024
85633 40767	CENTRAL HYDRAULICS, INC PW; REPAIR/MAINT. 101-43100-50220	02/07/2024 CHOYT	02/13/2024	113.96 113.96	113.96	Open	N 02/07/2024
01/13/2024 40613	CENTURYLINK PW; 763 323-0023 889 JAN-FEB 24 601-49400-50321	01/22/2024 CHOYT	02/13/2024	214.98 214.98	214.98	Open	N 01/22/2024
01/21/2024 40677	CENTURYLINK PW; 763 428-7345 JAN-FEB 2024 101-43100-50321	01/30/2024 CHOYT	02/13/2024	44.90 44.90	44.90	Open	N 01/30/2024
175337901012124 40672	CHARTER COMMUNICATIONS CH; INTERNET JAN-FEB 2024 101-41820-50308	01/30/2024 CHOYT	02/13/2024	542.00 542.00	542.00	Open	N 01/30/2024
4180703863 40587	CINTAS PW; UNIFORMS 101-43100-50217	01/19/2024 CHOYT	02/13/2024	136.32 136.32	136.32	Open	N 01/19/2024
4181409121 40660	CINTAS PW; UNIFORMS AND REPLACEMENT 101-43100-50217	01/26/2024 CHOYT	02/13/2024	177.32 177.32	177.32	Open	N 01/26/2024
4182142407 40717	CINTAS PW; UNIFORMS 101-43100-50217	02/02/2024 CHOYT	02/13/2024	136.32 136.32	136.32	Open	N 02/02/2024
WAC QTR 4 2023 40663	CITY OF MAPLE GROVE WAC FEES; 4TH QTR 2023 601-00000-20805	01/26/2024 CHOYT	02/13/2024	460,655.92 460,655.92	460,655.92	Open	N 12/31/2023
21902 40701	CITY OF MAPLE GROVE 14,319,000 GALLONS WATER USAGE 601-49400-50389	01/31/2024 CHOYT	02/13/2024	31,501.80 31,501.80	31,501.80	Open	N 01/31/2024

02/07/2024 01:23 PM

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## INVOICE REGISTER REPORT FOR CITY OF DAYTON MN

Page: 5/21

EXP CHECK RUN DATES 02/13/2024 - 02/13/2024

BOTH JOURNALIZED AND UNJOURNALIZED

BOTH OPEN AND PAID

Inv Num Inv Ref#	Vendor Description GL Distribution	Inv Date Entered By	Due Date	Inv Amt	Amt Due	Status	Jrnlized Post Date
24-173923 40598	COLLINS BROTHERS TOWING OF ST.CLOUD PD; TOW UNIT 719 101-42120-50220	01/22/2024 CHOYT PD; TOW UNIT 719	02/13/2024	189.75  189.75	189.75	Open	N 01/22/2024
107629 40741	COMFORT MATTERS FD; IMPROVEMENTS OTHER THAN BLDGS 410-42260-50530	02/05/2024 CHOYT FD; IMPROVEMENTS OTHER THAN BLDGS	02/13/2024	6,838.00  6,838.00	6,838.00	Open	N 02/05/2024
1281764 40702	COMPASS MINERALS PW; STREET MAINT-SALT 101-43100-50224	01/31/2024 CHOYT PW; STREET MAINT-SALT	02/13/2024	14,583.16  14,583.16	14,583.16	Open	N 01/31/2024
01/17/2024 40614	CONNEXUS ENERGY 325071; 13699 PINEVIEW LANE; DEC-JAN 101-43100-50230	01/22/2024 CHOYT 325071; 13699 PINEVIEW LANE; DEC-JAN	02/13/2024	29.76  29.76	29.76	Open	N 12/31/2023
01/22/2024 40676	CONNEXUS ENERGY ELECTRIC SERVICES; DEC-JAN 2024 101-43100-50230 101-43100-50230 101-43100-50230 101-43100-50230 101-42130-50381 602-49400-50381 601-49400-50381 602-49400-50381 601-49400-50381 602-49400-50381 602-49400-50381 101-42130-50381 101-43100-50230	01/30/2024 CHOYT 172514 ST LIGHTS; DEC-JAN 2024 172516 ST LIGHTS; DEC-JAN 2024 172802 ST LIGHTS; DEC-JAN 2024 172803 ST LIGHTS; DEC-JAN 2024 173098 SIREN; DEC-JAN 2024 178838 141ST OUTBUILDING; DEC-JAN 2024 299049 WELL#2; DEC-JAN 2024 299195 ROSEWOOD LIFT; DEC-JAN 2024 299380 WATER TOWER; DEC-JAN 2024 303882 PINEVIEW LIFT; DEC-JAN 2024 307062 HACKBERRY LIFT; DEC-JAN 2024 309045 E FRENCH SIREN; DEC-JAN 2024 317271 ST LIGHTS; DEC-JAN 2024	02/13/2024	4,412.49  39.01 2,206.97 61.34 238.61 21.25 33.78 1,306.48 66.55 169.53 54.07 104.56 17.25 93.09	4,412.49	Open	N 01/30/2024
INV357895 40710	COORDINATED BUSINESS SYSTEMS GLOBALSEARCH CLOUD STORAGE 101-41820-50205	02/01/2024 CHOYT GLOBALSEARCH CLOUD STORAGE	02/13/2024	880.20  880.20	880.20	Open	N 02/01/2024
T925267 40724	CORE & MAIN PW; METERS 601-49400-50259	02/05/2024 CHOYT PW; METERS	02/13/2024	33,769.84  33,769.84	33,769.84	Open	N 02/05/2024
15447574 40627	CORNERSTONE PD; REPAIR/MAINT 101-42120-50220	01/24/2024 CHOYT PD; REPAIR/MAINT	02/13/2024	382.31  382.31	382.31	Open	N 01/24/2024



02/07/2024 01:23 PM

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## INVOICE REGISTER REPORT FOR CITY OF DAYTON MN

Page: 6/21

EXP CHECK RUN DATES 02/13/2024 - 02/13/2024

BOTH JOURNALIZED AND UNJOURNALIZED

BOTH OPEN AND PAID

Inv Num Inv Ref#	Vendor Description GL Distribution	Inv Date Entered By	Due Date	Inv Amt	Amt Due	Status	Jrnalized Post Date
16414315/1 40674	CORNERSTONE PD; REPAIR/MAINT 2017 DODGE 101-42120-50220	01/30/2024 CHOYT PD; REPAIR/MAINT 2017 DODGE	02/13/2024	3,753.99  3,753.99	3,753.99	Open	N 01/30/2024
16413905/1 40754	CORNERSTONE PW; REPAIR/MAINT 2019 DODGE CHARGER 101-42120-50220	02/06/2024 CHOYT PW; REPAIR/MAINT 2019 DODGE CHARGER #719	02/13/2024	915.45  915.45	915.45	Open	N 02/06/2024
1-112154 40640	COUNTRY SIDE SERVICES OF PW; REPAIR/MAINT 101-43100-50220	01/24/2024 CHOYT PW; REPAIR/MAINT	02/13/2024	507.00  507.00	507.00	Open	N 01/24/2024
1-109176-01 40692	COUNTRY SIDE SERVICES OF OTHER EQUIPMENT-VIN 6637 F350 PLOW 401-43100-50580	01/31/2024 CHOYT OTHER EQUIPMENT-VIN 6637 F350 PLOW	02/13/2024	12,538.25  12,538.25	12,538.25	Open	N 01/31/2024
01/08/2024 FIRE 40665	CREATIVE HOME SOLUTIONS FD; IMPROVEMENTS OTHER THAN BLDGS 410-42260-50530	01/29/2024 CHOYT FD; IMPROVEMENTS OTHER THAN BLDGS #23	02/13/2024	4,600.00  4,600.00	0.00	Paid	Y 01/29/2024
LC00087277 40651	CRYSTEEL MANUFACTURING PW; REPAIR/MAINT 101-43100-50220	01/24/2024 CHOYT PW; REPAIR/MAINT	02/13/2024	94.13  94.13	94.13	Open	N 01/24/2024
FP194833 40775	CRYSTEEL TRUCK EQUIPMENT PW; REPAIRS 2015 FD F250 101-43100-50220	02/07/2024 CHOYT PW; REPAIRS 2015 FD F250	02/13/2024	950.00  950.00	950.00	Open	N 02/07/2024
100X07967503 40718	CULLIGAN, INC CH; WTR SOFTNER RENTAL- FEB 2024 101-41810-50220	02/02/2024 CHOYT CH; WTR SOFTNER RENTAL- FEB 2024	02/13/2024	43.30  43.30	43.30	Open	N 02/02/2024
100X07967602 40719	CULLIGAN, INC PW; WTR SOFTNER RENTAL- FEB 2024 101-43100-50220	02/02/2024 CHOYT PW; WTR SOFTNER RENTAL- FEB 2024	02/13/2024	40.00  40.00	40.00	Open	N 02/02/2024
100X07967701 40720	CULLIGAN, INC AC; WTR SOFTNER RENTAL- FEB 2024 101-41910-50220	02/02/2024 CHOYT AC; WTR SOFTNER RENTAL- FEB 2024	02/13/2024	43.30  43.30	43.30	Open	N 02/02/2024

02/07/2024 01:23 PM  
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INVOICE REGISTER REPORT FOR CITY OF DAYTON MN  
EXP CHECK RUN DATES 02/13/2024 - 02/13/2024  
BOTH JOURNALIZED AND UNJOURNALIZED  
BOTH OPEN AND PAID

Page: 7/21

Inv Num Inv Ref#	Vendor Description GL Distribution	Inv Date Entered By	Due Date	Inv Amt	Amt Due	Status	Jrnlized Post Date
100X07984300 40770	CULLIGAN, INC PW/PD; FILTRATION SVC-FEB 2024 101-42120-50220 101-43100-50220	02/07/2024 CHOYT PD; FILTRATION SVC-FEB 2024 PW; FILTRATION SVC-FEB 2024	02/13/2024	111.30  55.65 55.65	111.30	Open	N 02/07/2024
01/19/2023 REIMBURSE 40590	DENA BRUNETTE CH; MILEAGE FOR 2023 101-41500-50331	01/19/2024 CHOYT CH; MILEAGE FOR 2023	02/13/2024	159.82  159.82	159.82	Open	N 12/31/2023
981496 40619	ECM PUBLISHERS, INC PHN; ORD 2024-01 101-41110-50352	01/22/2024 CHOYT PHN; ORD 2024-01	02/13/2024	86.25  86.25	86.25	Open	N 01/22/2024
982253 40678	ECM PUBLISHERS, INC 2024 BUDGET SUMMARY 101-41110-50352	01/30/2024 CHOYT 2024 BUDGET SUMMARY	02/13/2024	379.50  379.50	379.50	Open	N 01/30/2024
10-987283 40637	ECONO SIGNS LLC PW; STREET SIGNS 101-43100-50224	01/24/2024 CHOYT PW; STREET SIGNS	02/13/2024	283.82  283.82	283.82	Open	N 01/24/2024
01/30/2024 40733	FARM-RITE EQUIPMENT INC PW; OTHER EQUIPMENT NOVA 8218 2024 401-43100-50580	02/05/2024 CHOYT PW; OTHER EQUIPMENT NOVA 8218 2024	02/13/2024	5,342.31  5,342.31	5,342.31	Open	N 02/05/2024
0253345 40638	FERGUSON ENT- DBA POLLARDWATER PW; OPERATING SUPPLIES 601-49400-50210	01/24/2024 CHOYT PW; OPERATING SUPPLIES	02/13/2024	597.33  597.33	597.33	Open	N 01/24/2024
IN001-1789981 2 40713	FORCE AMERICA DISTRIBUTING LLC PW; REPAIR/MAINT 101-43100-50220	02/01/2024 CHOYT PW; REPAIR/MAINT	02/13/2024	20.00  20.00	20.00	Open	N 02/01/2024
IN001-1796407 40714	FORCE AMERICA DISTRIBUTING LLC PW; REPAIR/MAINT 101-43100-50220	02/01/2024 CHOYT PW; REPAIR/MAINT	02/13/2024	66.99  66.99	66.99	Open	N 02/01/2024
302088 40623	FULLY PROMOTED/EMBROIDME CH; UNIFORM/K.JOHANSEN 101-41660-50200	01/24/2024 CHOYT CH; UNIFORM/K.JOHANSEN	02/13/2024	185.94  185.94	185.94	Open	N 12/31/2023

02/07/2024 01:23 PM

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## INVOICE REGISTER REPORT FOR CITY OF DAYTON MN

EXP CHECK RUN DATES 02/13/2024 - 02/13/2024

BOTH JOURNALIZED AND UNJOURNALIZED

BOTH OPEN AND PAID

Page: 8/21

Inv Num Inv Ref#	Vendor Description GL Distribution	Inv Date Entered By	Due Date	Inv Amt	Amt Due	Status	Jrnlized Post Date
302086 40624	FULLY PROMOTED/EMBROIDME PW; UNIFORM/ D.BRUNETTE 101-41500-50200	01/24/2024 CHOYT PW; UNIFORM/ D.BRUNETTE	02/13/2024	210.92 210.92	210.92	Open	N 12/31/2023
302089 40625	FULLY PROMOTED/EMBROIDME CH; UNIFORM/ Z.DOUD 101-41310-50200	01/24/2024 CHOYT CH; UNIFORM/ Z.DOUD	02/13/2024	281.50 281.50	281.50	Open	N 12/31/2023
302087 40626	FULLY PROMOTED/EMBROIDME CH; UNIFORM/ A.BENTING 101-41310-50200	01/24/2024 CHOYT CH; UNIFORM/ A.BENTING	02/13/2024	351.10 351.10	351.10	Open	N 12/31/2023
302080 40694	FULLY PROMOTED/EMBROIDME AC; CITY MEDALLION 101-41910-50213	01/31/2024 CHOYT AC; CITY MEDALLION	02/13/2024	54.25 54.25	54.25	Open	N 01/31/2024
302027 40709	FULLY PROMOTED/EMBROIDME FD; UNIFORM/ G.HENDRICKSON 101-42260-50217	02/01/2024 CHOYT FD; UNIFORM/ G.HENDRICKSON	02/13/2024	89.00 89.00	89.00	Open	N 02/01/2024
4010335 40721	GOPHER STATE ONE-CALL 81 BILLABLE TICKETS; JAN 2024 601-49400-50220 602-49400-50220	02/05/2024 CHOYT BILLABLE TICKETS; JAN 2024 BILLABLE TICKETS; JAN 2024	02/13/2024	159.35 79.67 79.68	159.35	Open	N 02/05/2024
9954386000 40636	GRAINGER, INC PW; REPAIR/MAINT 601-49400-50220	01/24/2024 CHOYT PW; REPAIR/MAINT	02/13/2024	1,222.42 1,222.42	1,222.42	Open	N 01/24/2024
19360 40667	GUIDANCEPOINT TECHNOLOGIES CH; PROFESSIONAL SRVS 101-41820-50300	01/30/2024 CHOYT CH; PROFESSIONAL SRVS	02/13/2024	150.00 150.00	150.00	Open	N 01/30/2024
19363 40668	GUIDANCEPOINT TECHNOLOGIES CH; PROFESSIONAL SRVS 101-41420-50300	01/30/2024 CHOYT CH; PROFESSIONAL SRVS	02/13/2024	635.00 635.00	635.00	Open	N 01/30/2024
19420 40722	GUIDANCEPOINT TECHNOLOGIES FD; PROFESSIONAL SRVS 101-42260-50300	02/05/2024 CHOYT FD; PROFESSIONAL SRVS	02/13/2024	75.00 75.00	75.00	Open	N 02/05/2024

02/07/2024 01:23 PM

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## INVOICE REGISTER REPORT FOR CITY OF DAYTON MN

EXP CHECK RUN DATES 02/13/2024 - 02/13/2024

BOTH JOURNALIZED AND UNJOURNALIZED

BOTH OPEN AND PAID

Page: 9/21

Inv Num Inv Ref#	Vendor Description GL Distribution	Inv Date Entered By	Due Date	Inv Amt	Amt Due	Status	Jrnlized Post Date
19457 40723	GUIDANCEPOINT TECHNOLOGIES PD; PROFESSIONAL SRVS 101-42120-50300	02/05/2024 CHOYT PD; PROFESSIONAL SRVS	02/13/2024	600.00  600.00	600.00	Open	N 02/05/2024
19387 40725	GUIDANCEPOINT TECHNOLOGIES CH; PROFESSIONAL SRVS 101-41820-50300	02/05/2024 CHOYT CH; PROFESSIONAL SRVS	02/13/2024	305.00  305.00	305.00	Open	N 02/05/2024
19391 40726	GUIDANCEPOINT TECHNOLOGIES PD; PROFESSIONAL SRVS 101-42120-50300	02/05/2024 CHOYT PD; PROFESSIONAL SRVS	02/13/2024	175.00  175.00	175.00	Open	N 02/05/2024
13886862 40736	HACH COMPANY INC PW; CHEMICALS 601-49400-50210	02/05/2024 CHOYT PW; CHEMICALS	02/13/2024	592.31  592.31	592.31	Open	N 02/05/2024
1000217734 40610	HENNEPIN COUNTY SHERIFFS OFFIC PD; JAIL PER DIEM NOV-DEC 2023 101-42120-50306	01/22/2024 CHOYT PD; JAIL PER DIEM NOV-DEC 2023	02/13/2024	173.61  173.61	173.61	Open	N 12/31/2023
019301022400 40708	HOLIDAY COMPANIES PD CARWASHES; 1 WASH 101-42120-50220	02/01/2024 CHOYT PD CARWASHES; 1 WASH	02/13/2024	5.50  5.50	5.50	Open	N 02/01/2024
7023057 40657	HP GROUP HEALTH NON-PATIENT A/R EAP (CUST# 12750101); JAN 2024 101-41810-50205	01/25/2024 CHOYT EAP (CUST# 12750101); JAN 2024	02/13/2024	123.95  123.95	123.95	Open	N 01/25/2024
IN4448752 40691	INNOVATIVE OFFICE SOLUTIONS CH; SUPPLIES 101-41810-50200	01/31/2024 CHOYT CH; SUPPLIES	02/13/2024	115.53  115.53	115.53	Open	N 01/31/2024
23.03 PSA21 40756	INSIDE OUTSIDE ARCHITECTURE PW; CIP PARK IMPROVEMENTS 2024 405-41900-50300	02/06/2024 CHOYT PW; CIP PARK IMPROVEMENTS 2024	02/13/2024	1,132.86  1,132.86	1,132.86	Open	N 12/31/2023
23.11 2022 40757	INSIDE OUTSIDE ARCHITECTURE PW; PARK IMPROVEMENTS 2022 405-41900-50300	02/06/2024 CHOYT PW; PARK IMPROVEMENTS 2022	02/13/2024	1,209.83  1,209.83	1,209.83	Open	N 12/31/2023

02/07/2024 01:23 PM

User: CHOYT

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## INVOICE REGISTER REPORT FOR CITY OF DAYTON MN

Page: 10/21

EXP CHECK RUN DATES 02/13/2024 - 02/13/2024

BOTH JOURNALIZED AND UNJOURNALIZED

BOTH OPEN AND PAID

Inv Num Inv Ref#	Vendor Description GL Distribution	Inv Date Entered By	Due Date	Inv Amt	Amt Due	Status	Jrnlized Post Date
23.02 D-CPF 40758	INSIDE OUTSIDE ARCHITECTURE PW; CIP COMMUNITY PARK 405-41900-50300	02/06/2024 CHOYT	02/13/2024	5,067.74 5,067.74	5,067.74	Open	N 12/31/2023
02-1054693 40712	LANO EQUIPMENT INC PW; REPAIR/MAINT 101-45200-50220	02/01/2024 CHOYT	02/13/2024	304.48 304.48	304.48	Open	N 02/01/2024
02-1054877 40727	LANO EQUIPMENT INC PW; OPERATING SUPPLIES 101-45200-50210	02/05/2024 CHOYT	02/13/2024	172.74 172.74	172.74	Open	N 02/05/2024
398968 40670	LEAGUE OF MINNESOTA CITIES ADOBE ACROBAT PRO DC-ANNUAL 101-41500-50309 101-41500-50309	01/30/2024 CHOYT	02/13/2024	201.60 176.60 25.00	201.60	Open	N 01/30/2024
400190 40753	LEAGUE OF MINNESOTA CITIES PD; PROFESSIONAL DEVELOPMENT 101-42120-50208	02/06/2024 CHOYT	02/13/2024	20.00 20.00	20.00	Open	N 02/06/2024
400328 40777	LEAGUE OF MINNESOTA CITIES COUNCIL; PROFESSIONAL DEVELOPMENT 101-41110-50208	02/07/2024 CHOYT	02/13/2024	250.00 250.00	250.00	Open	N 02/07/2024
21761 40664	LEAGUE OF MN CITIES-INSURANCE DEDUCTIBLE; CLAIM #00462547 101-42120-50361	01/29/2024 CHOYT	02/13/2024	500.00 500.00	0.00	Paid	Y 12/31/2023
01/30/2024 40666	LEAGUE OF MN CITIES-INSURANCE 1ST HALF 2024 WORK COMP PREMIUM 101-41110-50361 101-41310-50361 101-41420-50361 101-41500-50361 101-41710-50361 101-41910-50361 101-42120-50361 101-42130-50361 101-42260-50361 101-43100-50361 101-45200-50361 601-49400-50361	01/30/2024 CHOYT	02/13/2024	92,035.00 29.91 465.76 931.52 465.76 5,402.67 255.62 48,573.99 50.00 11,210.04 15,286.87 6,721.02 1,320.92	0.00	Paid	Y 01/30/2024

02/07/2024 01:23 PM

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DB: Dayton

## INVOICE REGISTER REPORT FOR CITY OF DAYTON MN

Page: 11/21

EXP CHECK RUN DATES 02/13/2024 - 02/13/2024

BOTH JOURNALIZED AND UNJOURNALIZED

BOTH OPEN AND PAID

Inv Num Inv Ref#	Vendor Description GL Distribution	Inv Date Entered By	Due Date	Inv Amt	Amt Due	Status	Jrnalized Post Date
	602-49400-50361	GENERAL & WKR COMP INS		1,320.92			
2021-00024 40703	LANDSCAPE LENNAR 10821 ITHACA LA N LANDSCAPE ESCROW 420-00000-22100	02/01/2024 CHOYT 10821 ITHACA LA N LANDSCAPE ESCROW RELEA	02/13/2024	3,000.00 3,000.00	3,000.00	Open	N 02/01/2024
2021-00049 40704	LANDSCAPE LENNAR 10811 ITHACA LA N LANDSCAPE ESCROW 420-00000-22100	02/01/2024 CHOYT 10811 ITHACA LA N LANDSCAPE ESCROW RELEA	02/13/2024	3,000.00 3,000.00	3,000.00	Open	N 02/01/2024
2020-00996 40705	LANDSCAPE LENNAR 10831 ITHACA LA N LANDSCAPE ESCROW 420-00000-22100	02/01/2024 CHOYT 10831 ITHACA LA N LANDSCAPE ESCROW RELEA	02/13/2024	3,000.00 3,000.00	3,000.00	Open	N 02/01/2024
2020-01111 40706	LANDSCAPE LENNAR 10887 KINGSVIEW LA N LANDSCAPE 420-00000-22100	02/01/2024 CHOYT 10887 KINGSVIEW LA N LANDSCAPE ESCROW RE	02/13/2024	3,000.00 3,000.00	3,000.00	Open	N 02/01/2024
INVLEX1232540 40766	LEXIPOL, LLC PD; CONTRACT SERVICES-POLICY & 101-42120-50308	02/07/2024 CHOYT PD; CONTRACT SERVICES-POLICY & MANUAL	02/13/2024	6,788.19 6,788.19	6,788.19	Open	N 02/07/2024
1681770-20240131 40742	LEXIS NEXIS PD; CONTRACT SERVICES 101-42120-50308	02/05/2024 CHOYT PD; CONTRACT SERVICES	02/13/2024	200.00 200.00	200.00	Open	N 02/05/2024
02/01/2024 40740	RELEASE LYNN REICHSTADT DAC RENTAL DEPOSIT REFUND/EVENT 2-3- 101-00000-21716	02/05/2024 CHOYT DAC RENTAL DEPOSIT REFUND	02/13/2024	300.00 300.00	300.00	Open	N 02/05/2024
W05821 40650	MACQUEEN EMERGENCY GROUP FD; REPAIR/MAINT PUMPER 101-42260-50220	01/24/2024 CHOYT FD; REPAIR/MAINT PUMPER	02/13/2024	7,611.06 7,611.06	7,611.06	Open	N 01/24/2024
02/05/2024 40743	REIMBURSE MARK CARLSON PW; WA SAMPLES-UPS 601-49400-50322	02/05/2024 CHOYT PW; WA SAMPLES-UPS	02/13/2024	15.12 15.12	15.12	Open	N 02/05/2024
01/24/2024 40661	REIMBURSE MATTHEW MEISTER PW; PROFESSIONAL DEVELOPMENT 101-43100-50208	01/26/2024 CHOYT PW; PROFESSIONAL DEVELOPMENT	02/13/2024	135.00 135.00	135.00	Open	N 01/26/2024

02/07/2024 01:23 PM  
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INVOICE REGISTER REPORT FOR CITY OF DAYTON MN  
EXP CHECK RUN DATES 02/13/2024 - 02/13/2024  
BOTH JOURNALIZED AND UNJOURNALIZED  
BOTH OPEN AND PAID

Page: 12/21

Inv Num Inv Ref#	Vendor Description GL Distribution	Inv Date Entered By	Due Date	Inv Amt	Amt Due	Status	Jrnalized Post Date
01/31/2024 REIMURSE 40734	MATTHEW MEISTER PW; OPERATING SUPPLIES-TOOLS 101-45200-50210	02/05/2024 CHOYT PW; OPERATING SUPPLIES-TOOLS	02/13/2024	57.97 57.97	57.97	Open	N 02/05/2024
88938 40643	MENARDS - MAPLE GROVE PW; REPAIR/MAINT 601-49400-50220	01/24/2024 CHOYT PW; REPAIR/MAINT	02/13/2024	364.93 364.93	364.93	Open	N 01/24/2024
27984 40715	MENARDS - MAPLE GROVE PW; SUPPLIES 101-43100-50210	02/01/2024 CHOYT PW; SUPPLIES	02/13/2024	543.42 543.42	543.42	Open	N 02/01/2024
28148 40729	MENARDS - MAPLE GROVE PW; SUPPLIES 101-43100-50210	02/05/2024 CHOYT PW; SUPPLIES	02/13/2024	145.84 145.84	145.84	Open	N 02/05/2024
28452 40761	MENARDS - MAPLE GROVE PW; SUPPLIES 101-43100-50210	02/07/2024 CHOYT PW; SUPPLIES	02/13/2024	183.54 183.54	183.54	Open	N 02/07/2024
28410 40762	MENARDS - MAPLE GROVE PW; BUILDINGS AND STRUCTURES 101-43100-50520	02/07/2024 CHOYT PW; BUILDINGS AND STRUCTURES	02/13/2024	61.92 61.92	61.92	Open	N 02/07/2024
DEC 2023 SAC 40622	METROPOLITAN COUNCIL SAC FEE; DECEMBER 2023 602-00000-20801	01/24/2024 CHOYT SAC FEE; DECEMBER 2023	02/13/2024	34,442.10 34,442.10	0.00	Paid	Y 12/31/2023
0001167851 40716	METROPOLITAN COUNCIL WASTE WATER SERVICE; MAR 2024 602-49400-50313	02/02/2024 CHOYT WASTE WATER SERVICE; MAR 2024	02/13/2024	42,399.58 42,399.58	42,399.58	Open	N 02/02/2024
134788 40700	MIDWAY FORD PW; EQUIPMENT-2024 FORD F350 401-43100-50580	01/31/2024 CHOYT PW; EQUIPMENT-2024 FORD F350 VIN#6637	02/13/2024	51,106.13 51,106.13	51,106.13	Open	N 01/31/2024
14797 40612	MINNESOTA CHIEFS OF POLICE ASSOC. PD; SUBSCRIPTIONS/MEMBERSHP 101-42120-50205	01/22/2024 CHOYT PD; 2024 SUBSCRIPTIONS/MEMBERSHIP	02/13/2024	212.00 212.00	0.00	Paid	Y 12/31/2023

02/07/2024 01:23 PM  
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INVOICE REGISTER REPORT FOR CITY OF DAYTON MN  
EXP CHECK RUN DATES 02/13/2024 - 02/13/2024  
BOTH JOURNALIZED AND UNJOURNALIZED  
BOTH OPEN AND PAID

Page: 13/21

Inv Num Inv Ref#	Vendor Description GL Distribution	Inv Date Entered By	Due Date	Inv Amt	Amt Due	Status	Jrnlized Post Date
02/06/2024 40755	MINNESOTA DEPARTMENT OF HEALTH AC; PROFESSIONAL DEVELOPMENT- 101-41910-50208	02/06/2024 CHOYT	02/13/2024	35.00 35.00	35.00	Open	N 02/06/2024
35940 40695	MINUTEMAN PRESS UTILITY BILLING; JAN 2024 601-49400-50200 602-49400-50200	01/31/2024 CHOYT	02/13/2024	2,268.50 1,134.25 1,134.25	2,268.50	Open	N 01/31/2024
35941 40697	MINUTEMAN PRESS COMMUNICATOR; JAN 2024 226-41900-50350 101-42260-50200	01/31/2024 CHOYT	02/13/2024	3,976.21 3,943.21 33.00	3,976.21	Open	N 01/31/2024
DEC0530452023 40621	MN DEPT OF LABOR & INDUSTRY BLDG PERMIT SURCHARGE;OCT-DEC 2023 101-00000-22020	01/24/2024 CHOYT	02/13/2024	15,107.26 15,107.26	0.00	Paid	Y 12/31/2023
ABR0324206X 40759	MN DEPT OF LABOR & INDUSTRY FD; 89588 PRESSURE VESSEL-STATION 2 101-42260-50300	02/06/2024 CHOYT	02/13/2024	10.00 10.00	10.00	Open	N 02/06/2024
ABR0323548X 40760	MN DEPT OF LABOR & INDUSTRY PW;PRESSURE VESSELS 101-43100-50300 101-43100-50300	02/06/2024 CHOYT	02/13/2024	20.00 10.00 10.00	20.00	Open	N 02/06/2024
01/24/2024 40635	MN DEPT OF NATURAL RESOURCES 2024 WATER PERMIT 2001-6076 601-49400-50210	01/24/2024 CHOYT	02/13/2024	6,237.11 6,237.11	0.00	Paid	Y 01/24/2024
11988 40737	MN FIRE SERVICE CERT BOARD FD; PROFESSIONAL DEVELOPMENT- 101-42260-50208	02/05/2024 CHOYT	02/13/2024	252.00 252.00	252.00	Open	N 12/31/2023
01/22/2024 40631	MN PUBLIC FACILITIES GO BOND INTEREST 348-41900-50611	01/24/2024 CHOYT	02/13/2024	2,166.74 2,166.74	0.00	Paid	Y 01/24/2024
1213 40771	MONTICELLO ANIMAL CONTROL PD; ANIMAL CONTROL-TEAKWOOD LN/137TH 101-42140-50308	02/07/2024 CHOYT	02/13/2024	55.00 55.00	55.00	Open	N 02/07/2024



02/07/2024 01:23 PM

User: CHOYT

DB: Dayton

## INVOICE REGISTER REPORT FOR CITY OF DAYTON MN

Page: 14/21

EXP CHECK RUN DATES 02/13/2024 - 02/13/2024

BOTH JOURNALIZED AND UNJOURNALIZED

BOTH OPEN AND PAID

Inv Num Inv Ref#	Vendor Description GL Distribution	Inv Date Entered By	Due Date	Inv Amt	Amt Due	Status	Jrnlized Post Date
8230432131 40688	MOTOROLA, INC PD; CONTRACT SERVICES 101-42120-50308	01/30/2024 CHOYT PD; CONTRACT SERVICES	02/13/2024	750.00  750.00	750.00	Open	N 01/30/2024
1411059823 40769	MOTOROLA, INC PD; CONTRACT SERVICES-EVIDENCE 101-42120-50308	02/07/2024 CHOYT PD; CONTRACT SERVICES-EVIDENCE LIBRARY	02/13/2024	4,387.50  4,387.50	4,387.50	Open	N 02/07/2024
1416184-00 40639	MTI DISTRIBUTING PARKS; REPAIR/MAINT 101-45200-50220	01/24/2024 CHOYT PARKS; REPAIR/MAINT	02/13/2024	14.44  14.44	14.44	Open	N 01/24/2024
331555 40591	NAPA AUTO PARTS PW; REPAIR/MAINT 2009 F-350 101-43100-50220	01/19/2024 CHOYT PW; REPAIR/MAINT 2009 F-350	02/13/2024	83.11  83.11	83.11	Open	N 01/19/2024
331022 40592	NAPA AUTO PARTS PW; REPAIR/MAINT 101-43100-50220	01/19/2024 CHOYT PW; REPAIR/MAINT	02/13/2024	11.69  11.69	11.69	Open	N 01/19/2024
331928 40641	NAPA AUTO PARTS PW; REPAIR/MAINT 101-43100-50220	01/24/2024 CHOYT PW; REPAIR/MAINT	02/13/2024	252.66  252.66	252.66	Open	N 01/24/2024
332286 40642	NAPA AUTO PARTS PW; OPERATING SUPPLIES 101-43100-50210 101-43100-50220	01/24/2024 CHOYT PW; OPERATING SUPPLIES PW; REPAIR/MAINT	02/13/2024	338.99  169.50 169.49	338.99	Open	N 01/24/2024
331933 40730	NAPA AUTO PARTS PW; OPERATING SUPPLIES 101-43100-50210	02/05/2024 CHOYT PW; OPERATING SUPPLIES	02/13/2024	618.83  618.83	618.83	Open	N 02/05/2024
333327 40731	NAPA AUTO PARTS PW; REPAIR/MAINT 2012 F-250 101-43100-50220	02/05/2024 CHOYT PW; REPAIR/MAINT	02/13/2024	55.09  55.09	55.09	Open	N 02/05/2024
2488-448219 40732	NAPA AUTO PARTS PW; OPERATING SUPPLIES 101-43100-50210	02/05/2024 CHOYT PW; OPERATING SUPPLIES	02/13/2024	11.99  11.99	11.99	Open	N 02/05/2024

02/07/2024 01:23 PM

User: CHOYT

DB: Dayton

## INVOICE REGISTER REPORT FOR CITY OF DAYTON MN

Page: 15/21

EXP CHECK RUN DATES 02/13/2024 - 02/13/2024

BOTH JOURNALIZED AND UNJOURNALIZED

BOTH OPEN AND PAID

Inv Num Inv Ref#	Vendor Description GL Distribution	Inv Date Entered By	Due Date	Inv Amt	Amt Due	Status	Jrnlized Post Date
331930 40735	NAPA AUTO PARTS PW; OPERATING SUPPLIES 101-43100-50210	02/05/2024 CHOYT PW; OPERATING SUPPLIES	02/13/2024	1,032.23  1,032.23	1,032.23	Open	N 02/05/2024
331580 40739	NAPA AUTO PARTS PW; REPAIR/MAINT. 101-43100-50220	02/05/2024 CHOYT PW; REPAIR/MAINT	02/13/2024	119.72  119.72	119.72	Open	N 02/05/2024
334099 40763	NAPA AUTO PARTS PW; REPAIR/BATTERY & CORE 601-49400-50220	02/07/2024 CHOYT PW; REPAIR/BATTERY & CORE	02/13/2024	379.78  379.78	379.78	Open	N 02/07/2024
334129 40764	NAPA AUTO PARTS PW; REPAIR/CORE DEPOSIT CREDIT 601-49400-50220	02/07/2024 CHOYT PW; REPAIR/CORE DEPOSIT CREDIT	02/13/2024	(54.00)  (54.00)	(54.00)	Open	N 02/07/2024
PAY APP 5; DPE TO 81 40772*	NEW LOOK CONTRACTING INC PAY APP 5; DAYTON PARK EXTENSION TO 459-43100-50530-2000 459-00000-20600	02/07/2024 CHOYT PAY APP 5; DAYTON PARK EXTENSION TO CSAH RETAINAGE PAYABLE	02/13/2024	13,654.35  14,373.00 (718.65)	13,654.35	Open	N 02/07/2024
540503025248242 40728	NORTHERN TOOL & EQUIPMENT PW; SUPPLIES 101-43100-50210	02/05/2024 CHOYT PW; SUPPLIES	02/13/2024	242.67  242.67	242.67	Open	N 02/05/2024
01/18/2024 RELEASE 40693	OAKES AT BAUER FARMS DAC RENTAL DEPOSIT REFUND/EVENT DATE 101-00000-21716	01/31/2024 CHOYT DAC RENTAL DEPOSIT REFUND	02/13/2024	300.00  300.00	300.00	Open	N 01/31/2024
10895 40776	O'MALLEY & KRON LAND SURVEYORS INC. PW;PARK IMPROVEMENTS 2024 405-41900-50300	02/07/2024 CHOYT PW;PARK IMPROVEMENTS 2024	02/13/2024	1,350.00  1,350.00	1,350.00	Open	N 12/31/2023
PAY APP 11 40774	PARKSTONE CONTRACTING, LLC PAY APP 11; 2022 PARK IMPROVEMENT 405-41900-50530 405-00000-20600	02/07/2024 CHOYT PAY APP 11; 2022 PARK IMPROVEMENT RETAINAGE PAYABLE	02/13/2024	45,457.64  34,413.42 11,044.22	45,457.64	Open	N 02/07/2024
01/31/2023 REIMBURSE 40699	PAUL ENGA PD; REIMBURSEMENT 101-42120-50331	01/31/2024 CHOYT PD; REIMBURSEMENT	02/13/2024	119.96  119.96	119.96	Open	N 01/31/2024

02/07/2024 01:23 PM

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## INVOICE REGISTER REPORT FOR CITY OF DAYTON MN

EXP CHECK RUN DATES 02/13/2024 - 02/13/2024

BOTH JOURNALIZED AND UNJOURNALIZED

BOTH OPEN AND PAID

Page: 16/21

Inv Num Inv Ref#	Vendor Description GL Distribution	Inv Date Entered By	Due Date	Inv Amt	Amt Due	Status	Jrnlized Post Date
01/21/2024 40620	REIMBURSE PAUL FIELDSETH PD; PROFESSIONAL DEVELOPMENT 101-42120-50208	01/22/2024 CHOYT PD; PROFESSIONAL DEVELOPMENT	02/13/2024	48.64 48.64	48.64	Open	N 01/22/2024
46212 40586	QUALITY FLOW SYSTEMS INC PW; PUMP REPAIR 602-49400-50220	01/19/2024 CHOYT PW; PUMP REPAIR	02/13/2024	3,786.00 3,786.00	3,786.00	Open	N 01/19/2024
0899-004397558 40744	REPUBLIC SERVICES, INC. CH; WASTE/SHREDDING-JAN 2024 101-41810-50384	02/06/2024 CHOYT CH; WASTE/SHREDDING-JAN 2024	02/13/2024	405.22 405.22	405.22	Open	N 02/06/2024
0899-004397557 40745	REPUBLIC SERVICES, INC. AC;WASTE- JAN 2024 101-41910-50384	02/06/2024 CHOYT AC;WASTE- JAN 2024	02/13/2024	165.88 165.88	165.88	Open	N 02/06/2024
0899-004397871 40746	REPUBLIC SERVICES, INC. PD/PW; WASTE/SHREDDING- JAN 2024 101-43100-50384 101-42120-50384	02/06/2024 CHOYT PW; WASTE/SHREDDING- JAN 2024 PD; WASTE/SHREDDING- JAN 2024	02/13/2024	405.22 202.61 202.61	405.22	Open	N 02/06/2024
0899-004397556 40748	REPUBLIC SERVICES, INC. CH; ORGANICS-JAN 2024 101-41650-50386	02/06/2024 CHOYT CH; ORGANICS-JAN 2024	02/13/2024	183.55 183.55	183.55	Open	N 02/06/2024
0899-004393513 40749	REPUBLIC SERVICES, INC. CITY RECYCLING- JAN 2024 101-41650-50386	02/06/2024 CHOYT CITY RECYCLING- JAN 2024	02/13/2024	16,909.34 16,909.34	16,909.34	Open	N 02/06/2024
24-30320 40696	RITEWAY CH; CITY CHECKS REORDER 101-41500-50200	01/31/2024 CHOYT CH; CITY CHECKS REORDER	02/13/2024	236.74 236.74	236.74	Open	N 01/31/2024
65333 40654	ROGERS PRINTING PD; BUSINESS CARDS 101-42120-50200	01/25/2024 CHOYT PD; BUSINESS CARDS	02/13/2024	152.00 152.00	152.00	Open	N 01/25/2024
27267 40690	ROGERS TRUE VALUE PW; OPERATING SUPPLIES 101-43100-50210	01/31/2024 CHOYT PW; OPERATING SUPPLIES	02/13/2024	43.96 43.96	43.96	Open	N 01/31/2024

02/07/2024 01:23 PM

User: CHOYT

DB: Dayton

## INVOICE REGISTER REPORT FOR CITY OF DAYTON MN

Page: 17/21

EXP CHECK RUN DATES 02/13/2024 - 02/13/2024

BOTH JOURNALIZED AND UNJOURNALIZED

BOTH OPEN AND PAID

Inv Num Inv Ref#	Vendor Description GL Distribution	Inv Date Entered By	Due Date	Inv Amt	Amt Due	Status	Jrnalized Post Date
27276 40698	ROGERS TRUE VALUE PW; OPERATING SUPPLIES 101-43100-50210	01/31/2024 CHOYT PW; OPERATING SUPPLIES	02/13/2024	17.35 17.35	17.35	Open	N 01/31/2024
26858 40747	RPM GRAPHICS, INC FD; UNIFORM 101-42260-50217	02/06/2024 CHOYT FD; UNIFORM	02/13/2024	25.00 25.00	25.00	Open	N 02/06/2024
01/10/2024 40655	SOUTH LAKE MINNETONKA POLICE DEPT PD; OTHER EQUIPMENT RECORDS MGMT 401-42120-50580	01/25/2024 CHOYT PD; OTHER EQUIPMENT RECORDS MGMT	02/13/2024	141.10 141.10	141.10	Open	N 12/31/2023
01/10/2024 PD 40656	SOUTH LAKE MINNETONKA POLICE DEPT PD; OTHER EQUIPMENT RECORDS MGMT 401-42120-50580	01/25/2024 CHOYT PD; OTHER EQUIPMENT RECORDS MGMT	02/13/2024	126.92 126.92	126.92	Open	N 12/31/2023
19075 40630	SQUIRES, WALDSPURGER & MACE P.A. LEGAL SVCS; NOV 2023 101-41640-50304	01/24/2024 CHOYT LEGAL SVCS; NOV 2023	02/13/2024	252.00 252.00	252.00	Open	N 12/31/2023
I1678960 40682	STREICHERS, INC PD; GENERAL UNIFORM 101-42120-50217	01/30/2024 CHOYT PD; GENERAL UNIFORM	02/13/2024	290.99 290.99	290.99	Open	N 01/30/2024
I1677566 40683	STREICHERS, INC PD; OTHER EQUIPMENT/AMMO 101-42120-50580	01/30/2024 CHOYT PD; OTHER EQUIPMENT/AMMO	02/13/2024	746.86 746.86	746.86	Open	N 01/30/2024
I1679173 40684	STREICHERS, INC PD; GENERAL UNIFORM-NEW EMPLOYEE 101-42120-50217	01/30/2024 CHOYT PD; GENERAL UNIFORM-NEW EMPLOYEE	02/13/2024	23.98 23.98	23.98	Open	N 01/30/2024
I1679020 40685	STREICHERS, INC PD; GENERAL UNIFORM-NEW EMPLOYEE 101-42120-50217	01/30/2024 CHOYT PD; GENERAL UNIFORM-NEW EMPLOYEE	02/13/2024	157.99 157.99	157.99	Open	N 01/30/2024
01/21/2024 CH 40675	T MOBILE CH; 990673180 CELL SVC DEC-JAN 2024 101-43100-50321 601-49400-50321 602-49400-50321 101-41910-50321	01/30/2024 CHOYT Tele/Commun PW; CELL SVC PW; CELL SVC AC; CELL SVC	02/13/2024	893.07 583.33 19.62 19.62 78.89	893.07	Open	N 01/30/2024

02/07/2024 01:23 PM

User: CHOYT

DB: Dayton

## INVOICE REGISTER REPORT FOR CITY OF DAYTON MN

Page: 18/21

EXP CHECK RUN DATES 02/13/2024 - 02/13/2024

BOTH JOURNALIZED AND UNJOURNALIZED

BOTH OPEN AND PAID

Inv Num Inv Ref#	Vendor Description	Inv Date Entered By	Due Date	Inv Amt	Amt Due	Status	Jrnalized Post Date
	GL Distribution						
	101-41710-50321	PLANNING; CELL SVC		81.98			
	101-41420-50320	AD; COMMUNICATIONS		39.24			
	101-41500-50320	CH; FINANCE		31.15			
	101-41310-50320	AD; COMMUNICATIONS		39.24			
01/21/2024 PD 40687	T MOBILE	01/30/2024	02/13/2024	880.49	880.49	Open	N 01/30/2024
	PD; 990673330 CELL SVC DEC-JAN 2024 CHOYT						
	101-42120-50320	PD; 990673330 CELL SVC		880.49			
01/21/2023 FD 40689	T MOBILE	01/30/2024	02/13/2024	242.31	242.31	Open	N 01/30/2024
	FD; 983779233 CELL SVC DEC-JAN 2024 CHOYT						
	101-42260-50320	FD; 983779233 CELL SVC		242.31			
M28881 40738	TIMESAVER OFF SITE SECRETARIAL. INC	02/05/2024	02/13/2024	1,102.50	1,102.50	Open	N 02/05/2024
	MINUTES; 1/4 PC, 1/9 CC, 1/16 CHOYT						
	101-41420-50300	MINUTES; 1/4 PC,1/9 CC,1/16 EDA,1/23 CC		1,102.50			
091P3070 40652	TRANSWEST TRUCK TRAILER RV	01/25/2024	02/13/2024	49.90	49.90	Open	N 01/25/2024
	PW; REPAIR/MAINT CHOYT						
	101-43100-50220	PW; REPAIR/MAINT		49.90			
093P8412 40653	TRANSWEST TRUCK TRAILER RV	01/25/2024	02/13/2024	249.01	249.01	Open	N 01/25/2024
	PW; REPAIR/MAINT CHOYT						
	101-43100-50220	Repair/Maint		249.01			
PAY APP 5;WELL 5 40773	TRAUT COMPANIES	02/07/2024	02/13/2024	18,879.87	18,879.87	Open	N 02/07/2024
	RETAINAGE PAYABLE-WELL #5 FINAL CHOYT						
	601-00000-20600	RETAINAGE PAYABLE-WELL #5 FINAL		18,879.87			
01/11/2024 40589	TRAVIS HENDERSON	01/19/2024	02/13/2024	44.58	44.58	Open	N 01/19/2024
	FD; REPAIR/MAINT REIMBURSEMENT CHOYT						
	101-42260-50220	FD; REPAIR/MAINT REIMBURSEMENT		44.58			
227705446 PAY 3 40662	VEIT & COMPANY INC.	01/26/2024	02/13/2024	21,900.37	21,900.37	Open	N 01/26/2024
	RETAINAGE/ PAY RQST 3-FINAL CHOYT						
	414-00000-20600	RETAINAGE/ PAY RQST 3		21,900.37			
9954013155 40615	VERIZON WIRELESS	01/22/2024	02/13/2024	150.12	150.12	Open	N 12/31/2023
	PW;CELL SERVICE;MCM SEWER DEC-JAN CHOYT						
	602-49400-50321	PW;CELL SERVICE;MCM SEWER		150.12			
093082 40605	VESSCO INC	01/22/2024	02/13/2024	5,394.00	5,394.00	Open	N 12/31/2023
	PW; REPAIR WATER TOWER DEC 2023 CHOYT						

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## INVOICE REGISTER REPORT FOR CITY OF DAYTON MN

Page: 19/21

EXP CHECK RUN DATES 02/13/2024 - 02/13/2024

BOTH JOURNALIZED AND UNJOURNALIZED

BOTH OPEN AND PAID

Inv Num Inv Ref#	Vendor Description GL Distribution	Inv Date Entered By	Due Date	Inv Amt	Amt Due	Status	Jrnalized Post Date
	601-49400-50220	PW; REPAIR WATER TOWER DEC 2023		5,394.00			
01/25/2024 REIMBURSE							
40679	VICTOR MARTINEZ	01/30/2024	02/13/2024	32.00	32.00	Open	N
	PW; WATER LICENSE EXAM REIMBURSE	CHOYT					01/30/2024
	101-43100-50208	PW; WATER LICENSE EXAM REIMBURSE		32.00			
200012817							
40669	WRIGHT COUNTY FINANCE AND TAXPAYER	01/30/2024	02/13/2024	5.03	5.03	Open	N
	TNT SUPPLIES/POSTAGE	CHOYT					01/30/2024
	101-41610-50300	TNT SUPPLIES/POSTAGE		5.03			
860728249							
40594	XCEL ENERGY	01/22/2024	02/13/2024	36.01	36.01	Open	N
	51-0013211437-0;SDL TRAIL LIFT; DEC	CHOYT					12/31/2023
	601-49400-50381	51-0013211437-0;SDL TRAIL LIFT; DEC-JAN		36.01			
860683981							
40595	XCEL ENERGY	01/22/2024	02/13/2024	116.58	116.58	Open	N
	51-0011913119-1;LIFT CLOQUET; DEC 23	CHOYT					12/31/2023
	602-49400-50381	51-0011913119-1;LIFT CLOQUET; DEC-JAN		116.58			
860710508							
40596	XCEL ENERGY	01/22/2024	02/13/2024	3,608.24	3,608.24	Open	N
	51-0011857801-8;PD/PW BLDG; DEC 23-	CHOYT					12/31/2023
	101-42120-50381	51-0011857801-8;PD/PW BLDG; DEC-JAN		1,804.12			
	101-43100-50381	51-0011857801-8;PD/PW BLDG; DEC-JAN		1,804.12			
860761857							
40597	XCEL ENERGY	01/22/2024	02/13/2024	7.16	7.16	Open	N
	51-00147129732; 13160 SIREN; NOV 23-	CHOYT					12/31/2023
	101-42130-50381	51-00147129732; 13160 SIREN; NOV-JAN		7.16			
860776047							
40599	XCEL ENERGY	01/22/2024	02/13/2024	26.68	26.68	Open	N
	51-0014444653-6; 146TH AVE S.LIGHTS	CHOYT					12/31/2023
	101-43100-50230	51-0014444653-6; 146TH AVE S.LIGHTS		26.68			
860749432							
40600	XCEL ENERGY	01/22/2024	02/13/2024	26.68	26.68	Open	N
	51-0014444656-9; CHESHIRE CT	CHOYT					12/31/2023
	101-43100-50230	51-0014444656-9; CHESHIRE CT S.LIGHTS		26.68			
860748709							
40601	XCEL ENERGY	01/22/2024	02/13/2024	36.39	36.39	Open	N
	51-0014444656-9; CHESHIRE CT	CHOYT					12/31/2023
	101-43100-50230	51-0013985527-8; CHESHIRE LGT		36.39			
860726352							
40602	XCEL ENERGY	01/22/2024	02/13/2024	46.72	46.72	Open	N
	51-0013923150-3;HOLLY LN; DEC 23-JAN	CHOYT					12/31/2023
	101-43100-50230	51-0013923150-3;HOLLY LN; DEC-JAN		46.72			

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## INVOICE REGISTER REPORT FOR CITY OF DAYTON MN

Page: 20/21

EXP CHECK RUN DATES 02/13/2024 - 02/13/2024

BOTH JOURNALIZED AND UNJOURNALIZED

BOTH OPEN AND PAID

Inv Num Inv Ref#	Vendor Description GL Distribution	Inv Date Entered By	Due Date	Inv Amt	Amt Due	Status	Jrnlized Post Date
860733311 40603	XCEL ENERGY 51-0013565432-4 WELLHOUSE; DEC 23- 601-49400-50381	01/22/2024 CHOYT 51-0013565432-4 WELLHOUSE; DEC-JAN	02/13/2024	1,799.58  1,799.58	1,799.58	Open	N 12/31/2023
860622227 40604	XCEL ENERGY 51-6970693-8 SHED; DEC 23-JAN 24 101-45200-50381	01/22/2024 CHOYT 51-6970693-8 SHED; DEC-JAN	02/13/2024	26.86  26.86	26.86	Open	N 12/31/2023
860747233 40617	XCEL ENERGY 51-0014423188-8;146TH AVE ST LGT DEC CHOYT 101-43100-50230	01/22/2024 CHOYT 51-0014423188-8;146TH AVE ST LGT DEC-JAN	02/13/2024	24.60  24.60	24.60	Open	N 12/31/2023
860768271 40618	XCEL ENERGY 51-0014297205-1;U.PASS W/RH PKWY; 101-43100-50230	01/22/2024 CHOYT 51-0014297205-1;U.PASS W/RH PKWY; DEC	02/13/2024	40.25  40.25	40.25	Open	N 12/31/2023
861214733 40633	XCEL ENERGY 51-0014473382-9 12000.5 W FRENCH LK CHOYT 459-43100-50300-2001	01/24/2024 CHOYT 51-0014473382-9 12000.5 W FRENCH LK	02/13/2024	71.04  71.04	71.04	Open	N 12/31/2023
861552020 40646	XCEL ENERGY 51-0013348079-5; STEPHENS DEC-JAN 24 CHOYT 101-45200-50381	01/24/2024 CHOYT 51-0013348079-5; STEPHENS DEC-JAN 24	02/13/2024	66.55  66.55	66.55	Open	N 12/31/2023
861450357 40647	XCEL ENERGY 51-5815803-3 F SIREN DEC-JAN 24 CHOYT 101-42130-50381	01/24/2024 CHOYT 51-5815803-3 F SIREN DEC-JAN 24	02/13/2024	4.06  4.06	4.06	Open	N 12/31/2023
861914820 40673	XCEL ENERGY 51-0012400696-3;RUSH CR IRR. DEC-JAN CHOYT 101-45200-50381	01/30/2024 CHOYT 51-0012400696-3;RUSH CR IRR.	02/13/2024	23.11  23.11	23.11	Open	N 01/30/2024
862022266 40681	XCEL ENERGY 51-4585810-2 LAWNDAL/ S DIA LK; DEC- CHOYT 101-43100-50381 602-49400-50381 602-49400-50381	01/30/2024 CHOYT 51-4585810-2 S DIA LK; DEC-JAN 2024 51-4585810-2 LAWNDAL/ S DIA LK; DEC-JAN 2024 51-4585810-2 PRO LGT; DEC-JAN 2024	02/13/2024	183.02  59.18 113.43 10.41	183.02	Open	N 12/31/2023

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## INVOICE REGISTER REPORT FOR CITY OF DAYTON MN

EXP CHECK RUN DATES 02/13/2024 - 02/13/2024

BOTH JOURNALIZED AND UNJOURNALIZED

BOTH OPEN AND PAID

Page: 21/21

Inv Num	Vendor	Inv Date	Due Date	Inv Amt	Amt Due	Status	Jrnlized
Inv Ref#	Description	Entered By					Post Date
	GL Distribution						

# of Invoices:	193	# Due:	185	Totals:	1,085,758.17	930,457.96
# of Credit Memos:	1	# Due:	1	Totals:	(54.00)	(54.00)
Net of Invoices and Credit Memos:					1,085,704.17	930,403.96

\* 1 Net Invoices have Credits Totalling: (718.65)

## --- TOTALS BY FUND ---

101 - GENERAL FUND	214,137.40	108,924.98
226 - CABLE	6,343.21	6,343.21
348 - 2009A & 2010 W FRENCH LK RD	2,166.74	0.00
401 - CAPITAL EQUIPMENT	69,254.71	69,254.71
405 - PARK DEDICATION	54,218.07	54,218.07
410 - CAPITAL FACILITIES	11,438.00	6,838.00
411 - DEVELOPER ESCROWS	2,790.00	2,790.00
414 - PAVEMENT MANAGEMENT AND IMPR	21,900.37	21,900.37
420 - LANDSCAPE ESCROWS	12,000.00	12,000.00
459 - 2022 TIF STREET IMPROVEMENTS	13,725.39	13,725.39
601 - WATER FUND	593,898.63	586,340.60
602 - SEWER FUND	83,831.65	48,068.63

## --- TOTALS BY DEPT/ACTIVITY ---

00000 -	602,146.09	552,596.73
41110 - Council	745.66	715.75
41310 - Administration	1,137.60	671.84
41420 - City Clerk	2,708.26	1,776.74
41500 - Finance	1,336.14	870.38
41610 - Assessing Services	5.03	5.03
41640 - Legal Services	7,742.95	7,742.95
41650 - Recycling Services	17,092.89	17,092.89
41660 - Inspection Service	185.94	185.94
41710 - Plannning & Economic Dev	5,484.65	81.98
41810 - Central Services	3,455.80	3,455.80
41820 - Information Technology	2,090.20	2,090.20
41900 - General Govt	51,683.80	49,517.06
41910 - Activity Center	1,611.37	1,355.75
42120 - Patrol and Investigate	78,607.83	29,321.84
42130 - Emergency Mgmt	99.72	49.72
42140 - Animal Control	55.00	55.00
42260 - Fire Suppression	31,118.50	15,308.46
43100 - Public Works	135,492.18	120,205.31
45200 - Parks	7,387.17	666.15
49400 - Utilities	135,517.39	126,638.44



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**APPLICANT:**

TCLD LF2 Brayburn East, LLC.

**ITEMS:**

Resolution 04-2024 Granting Approval of Final Plat and Developers Agreement for Brayburn Trails East (1<sup>st</sup> Phase)

**PREPARED BY:**

Kevin Shay, Consultant Planner

**POLICY DECISION / ACTION TO BE CONSIDERED:**

Consider approval of Resolution 04-2024

**BACKGROUND:**

TCLD LF2 Brayburn East, LLC ("applicant/developer") is requesting final plat approval for the first phase of Brayburn Trails East. The 1<sup>st</sup> phase begins the development on the western portion of the property. The phase includes 47 single family lots and the outlot for dedication of the park in the southwest corner.

Lot 1, Block 6 is shown with a temporary cul-de-sac easement. Staff is requiring that this lot be platted as an outlot at this time. The outlot can be platted as a lot with a future phase when the temporary cul-de-sac is removed. This will reduce the overall lot count by one.

**CRITICAL ISSUES:**

There are no outstanding issues.

**RELATIONSHIP TO COUNCIL GOALS:**

This action is not related to a specific goal but part of typical council action.

**RECOMMENDATION:**

Staff recommends approval of Resolution No. 04-2024 approving the Final Plat and Developers Agreements for Brayburn Trails East. The final plat is consistent with the preliminary plat and the plat is consistent with the R-3 residential zoning district.

**ATTACHMENT(S):**

Resolution 04-2024

**CITY OF DAYTON  
COUNTIES OF HENNEPIN AND WRIGHT  
STATE OF MINNESOTA**

**RESOLUTION NO. 04-2024**

**GRANTING APPROVAL OF FINAL PLAT AND DEVELOPER'S AGREEMENT  
FOR BRAYBURN TRAILS EAST (PHASE 1)**

WHEREAS, TCLD LF2 Brayburn II, LLC (hereinafter referred to as the "Developer"), has submitted a proposal for a Final Plat and final plans (hereinafter referred to as the "Application") for the development of 47 single family homes of the property situated south of 117<sup>th</sup> Avenue N. and west of Fernbrook Lane N. and legally described on attached Exhibit 1 of this resolution (hereinafter referred to as the "Property");

WHEREAS, the City staff studied the matter, reports were issued, and information was provided to the City Council regarding the Application; and

WHEREAS, the City Council at its February 13, 2024 meeting considered the matter and approved it subject to various conditions, including a draft Developer's Agreement attached to such resolutions.

NOW, THEREFORE, the City Council of the City of Dayton makes the following:

**FINDINGS**

- A. The City Council on December 13, 2022 passed Resolution No. 86-2022 granting approval of the Preliminary Plat and Rezoning.
- B. The Applicant proposes to develop the Property pursuant to the Preliminary Plat in multiple phases. This Resolution includes approval for 47 new buildable single family lots, and 3 outlots as shown in Exhibit 2, the Final Plat.
- C. The Plat shall be known as Brayburn Trails East.
- D. The Developer has submitted, for the City's review and approval, the Final Plat prepared by Alliant Engineering, Inc. and final plans for the Property prepared by Alliant Engineering, Inc. (hereinafter referred to as the "Final Plans").
- E. The Final Plat will include private improvements consisting of site grading, installation of sanitary sewer, storm sewer, watermain, and other

utilities. These improvements are detailed on plans drafted by Alliant Engineering, Inc. (hereinafter referred to as the “Construction Plans”).

- F. Minn. Stat. § 462.358, grants the City, for the purpose of protecting and promoting the public health, safety and general welfare, the authority to adopt subdivision regulations providing for the orderly, economic and safe development of land within the City.
- G. The City Council has adopted Subdivision Regulations for the orderly, economic and safe development of land within the City.
- H. Dayton City Code §1002.02 states that “no land shall be subdivided without complying with the provisions of [Chapter 1002]”.
- I. The proposed subdivision of the Property is governed by Dayton City Code Chapter 1002.
- J. The Final Plans are governed by Dayton City Code Section 1001.
- K. The landscaping shall be governed by Dayton City Code Section 1001.24.
- L. The Final Plat is substantially similar to the Preliminary Plat reviewed and approved previously by City Council and meets the City Code requirements and the Final Plans meet the City Code requirements, provided they are subject to and satisfies the conditions set forth in this Resolution.

### DECISION

NOW, THEREFORE, and based upon the information received and the above Findings it is resolved by the City Council of the City of Dayton as follows:

1. That the City Council does hereby conditionally approve the Final Plat and Developer’s Agreement for Brayburn Trails East and the Mayor and City Clerk are hereby authorized to execute the same, subject to conditions set forth below that must be met, to the satisfaction of the City, prior to the release of the Final Plat, unless otherwise stated.
2. The conditions and requirements of City Resolution Number 86-2022 and this Resolution (Res. No. 04-2024 and modifications to the DA) must be satisfied to the satisfaction of the City within the timeframes set forth therein, including, but not limited to, the installation of public improvements pursuant to the Final Plans and Construction Plans.

3. The Construction Plans and Final Plat shall be modified as required based on Engineering prior to a preconstruction meeting. A notice to proceed shall be issued before a preconstruction meeting is scheduled.
4. The Developer shall address all engineering comments identified in the Memo Dated January 8, 2024, and subsequent memos, to the reasonable satisfaction of the City Engineers.
5. Lot 1, Block 6 is shown with a temporary cul-de-sac easement. This lot shall be platted as an outlot at this time. The outlot shall not be platted as a lot until such time as the temporary cul-de-sac is removed and the through street is extended.
6. Construction of the underground electrical service along the south side of 117<sup>th</sup> Avenue N will be completed with this development. The cost of the work will be split evenly between the City and the Developer with a maximum contribution of \$175,000 from the Developer. Should the construction estimate for the work change, City Staff and the Developer shall coordinate on the cost participation.
7. This resolution provides City Staff the ability to modify the Letter of Credit amounts, Construction Escrow and Fees based on construction bids and applicable credits from trunk improvements constructed by the Developer as determined by City Staff or City Consultants.
8. Developer, and all others reasonably required by the City Attorney, shall execute, before release of the Final Plat, the Developer's Agreement attached hereto as Exhibit A subject to minor changes (including dates, fee/credit amounts, and/or surety amounts) approved by the City Attorney, City Administrator, City Engineer, and/or City Planner. The Developer's Agreement shall be recorded against the Property by the Developer contemporaneously with the Final Plat, at the Developer's expense. No permits for the development of the Property, except a grading permit, which may be issued upon submittal of adequate surety, shall be issued until the City is provided with recording information. In addition, the approvals granted herein and the attached Developer's Agreement are conditioned upon the following, subject to review and approval of the City Engineer and the City Planner: (i) an amount to be included for the Improvements Surety at Section 13.a. of the Developer's Agreement; (ii) the amounts for benefit and assessment shall be included at Section 13.d. of the Developer's Agreement; and (iii) Exhibit 2 of the Developer's Agreement shall be inserted.
9. The Developer shall provide, before the Final Plat will be released, an updated and certified Abstract of Title and/or Registered Property Abstract as required by Minn. Stat. §505.03, or in the alternative, the Developer may provide a Commitment for a Title Insurance Policy for the Property naming the City as

the proposed insured and with the amount of coverage for this policy being equal to \$100,000.00 per acre dedicated to the City (including but not limited to streets, rights-of-way, and drainage and utility easements). \$100,000.00 per dedicated acre represents the coverage amount formula approved by the City for the year 2024. If the Final Plat is not released for filing in the year 2024, the above-referenced policy coverage amount shall be adjusted based upon the formula approved by City for the year in which the Final Plat is actually released for filing with the Hennepin County Recorder. The above-mentioned evidence of title shall be subject to the review and approval of the City Attorney to determine what entities must execute the Final Plat and other documents to be recorded against the Property. In the event the Developer provides the City with a Commitment for a Title Insurance Policy, the Developer shall cause a Title Insurance Policy to be issued consistent with the Commitment for a Title Insurance Policy provided by the Developer and the requirements of the City Attorney and with an effective date on which the Final Plat is recorded (the City will not issue any certificate of occupancies until it is provided with said Title Insurance Policy). Further, Developer shall provide the City with evidence, which sufficiency shall be determined by the City, that all documents required to be recorded pursuant to this Resolution and by the City Attorney are recorded and all conditions for release of the Final Plat has been met prior to the City processing or approving any building permits or other permits applicable to the development of the Property with the exception of a grading permit, which may be issued upon submittal of adequate surety.

10. The Developer shall pay at time of final plat an escrow deposit in an amount of 4% of the estimated Construction Costs as determined by the City and City Fee Schedule (\$90,392.71). This escrow shall be used for all reasonable expenses, related to review, analysis, processing, monitoring, administration and approvals as determined by the City, that the City incurs in relation to this development and City Resolutions. Said expenses shall include, but are not limited to, staff time, including, but not limited to, hourly wage, overhead and benefits, engineering, legal and other consulting fees incurred in relation to the development and its construction activities. Should the escrow deposit be exhausted, the Developer shall submit additional deposits of 4% of the remaining work for the phase as determined by the City Engineer(s).

[Signature Page to Follow]

Adopted by the City Council of the City of Dayton this 13th day of February, 2024.

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Mayor, Dennis Fisher

ATTEST:

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City Clerk - Amy Benting

*Motion by Councilmember \_\_\_\_\_, Second by Councilmember \_\_\_\_\_.  
The Motion passes.*

## **EXHIBIT 1**

### **LEGAL DESCRIPTION OF THE PROPERTY**

The West  $\frac{3}{4}$  of the North  $\frac{1}{2}$  of the Northeast  $\frac{1}{4}$  of Section 33, Township 120, Range 22,  
Subject to Road, Hennepin County, Minnesota

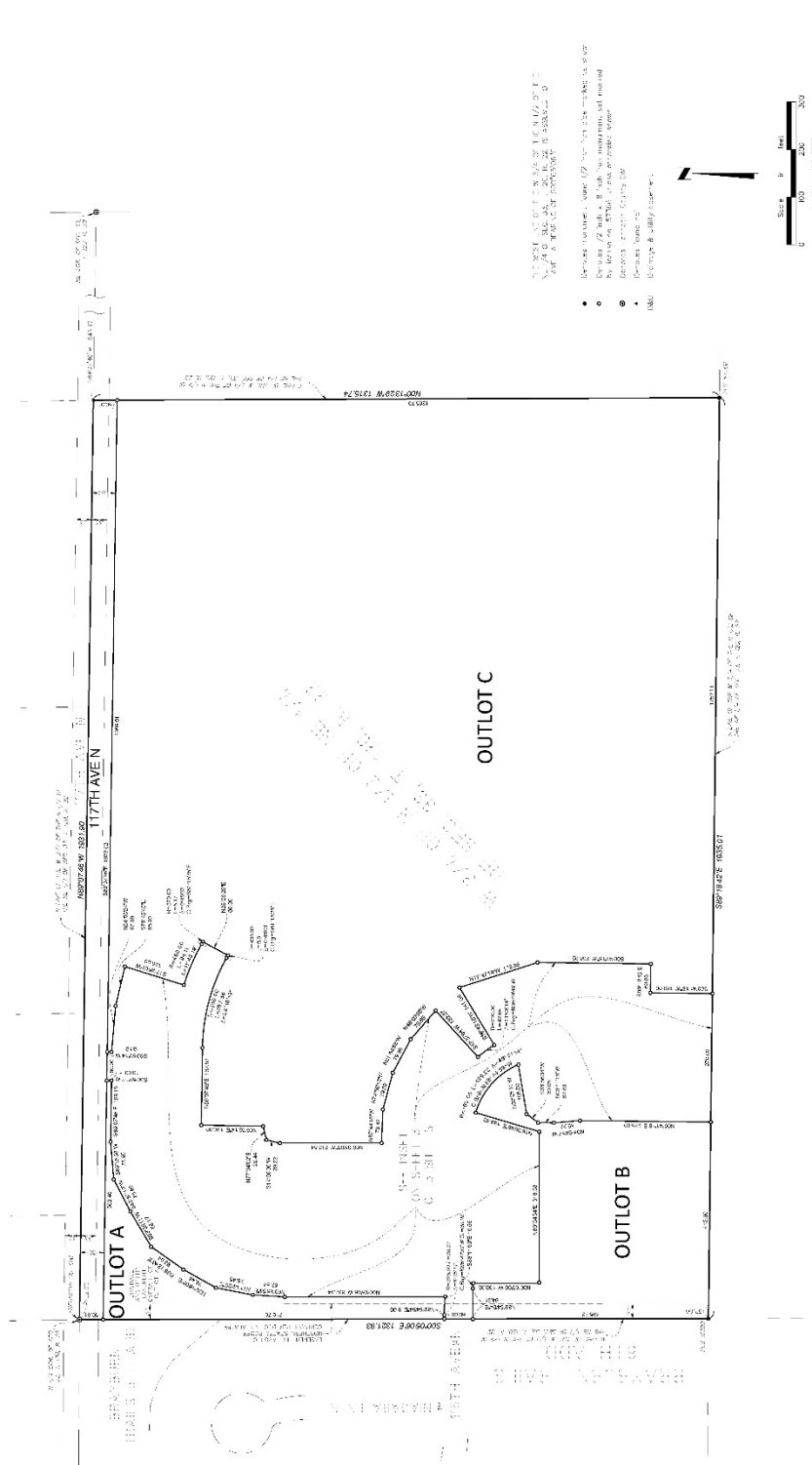
**EXHIBIT 2**

# BRAYBURN TRAILS EAST



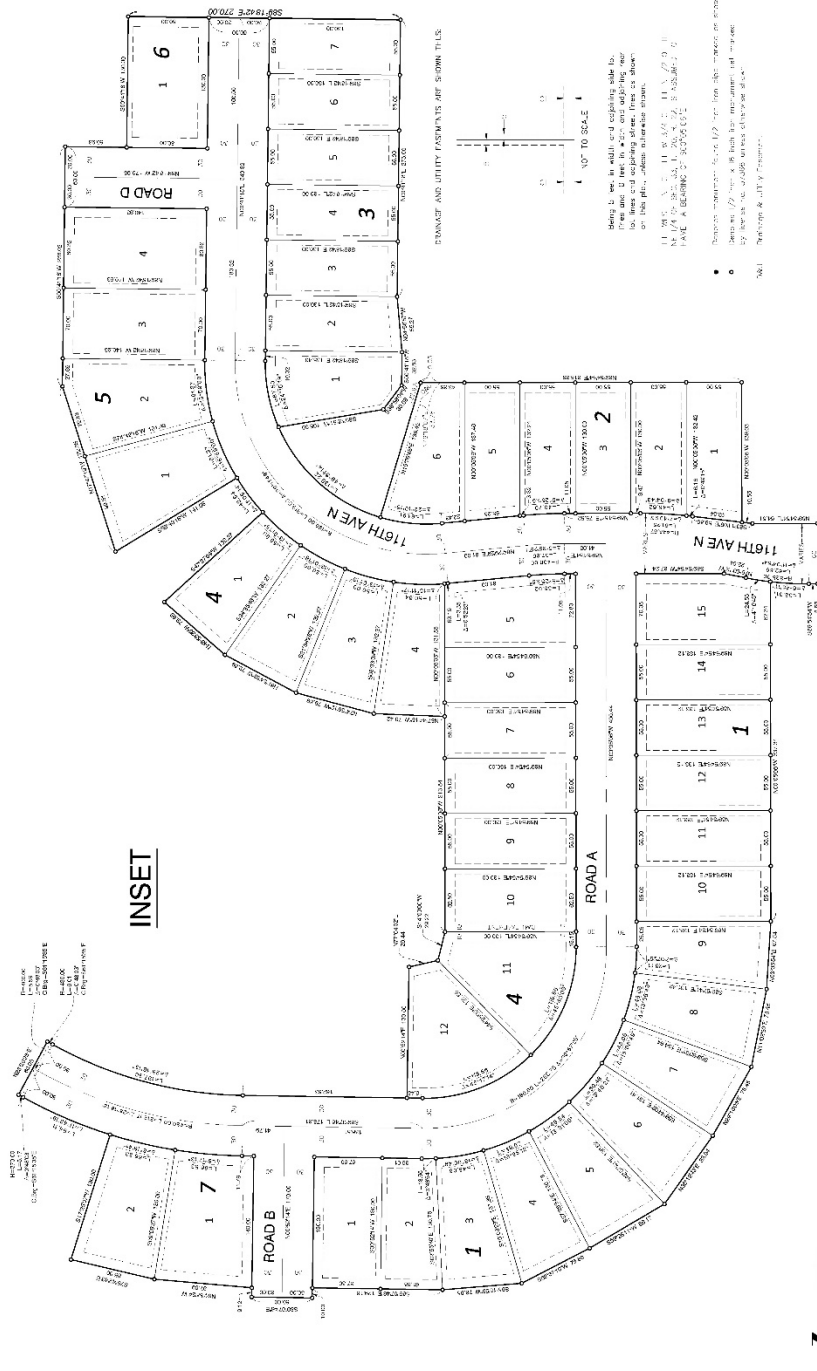
# BRAYBURN TRAILS EAST

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BRAYBURN TRAILS EAST

## INSET



**EXHIBIT A**  
**DEVELOPER'S AGREEMENT FOR BRAYBURN TRAILS EAST**  
**CITY OF DAYTON, COUNTY OF HENNEPIN, STATE OF MINNESOTA**

THIS AGREEMENT made and entered into the \_\_\_\_ day of \_\_\_\_\_, 2024, by and between the City of Dayton, a Minnesota municipal corporation, 12260 S. Diamond Lake Rd., Hennepin and Wright Counties, State of Minnesota (hereinafter referred to as the “**City**”), and TCLD LF2 Brayburn II, LLC, a Minnesota limited liability company, at 4800 Olson Memorial Highway, Suite 100, Golden Valley, MN 55422 (hereinafter referred to as the “**Developer**”).

**RECITALS:**

WHEREAS, Developer is the fee owner and developer of a parcel or parcels of land lying within the City and legally described in Exhibit 1 and which property is proposed to be developed as a subdivision in the City (hereinafter referred to as the “**Property**”); and

WHEREAS, the City Council, on February 13, 2024 passed Resolution No. 04-2024 approving the final plat of Brayburn Trails East drafted by Alliant Engineering, Inc. which is on file with the City (hereinafter referred to as the “**Final Plat**”); and

WHEREAS, this Agreement is entered into for the purpose of setting forth and memorializing for the parties and subsequent owners the understandings and agreements of the parties concerning the development of the Property.

NOW, THEREFORE, it is hereby agreed by and between the City and the Developer as follows:

1. INCORPORATION. The above Recitals, all attached Exhibits and City Resolution Nos. 86-2022 (Preliminary Plat and Rezoning), 04-2024 (Final Plat and DA), (hereinafter referred to as “**City Resolutions**”) are a material part of this Agreement and are incorporated herein.
2. CONSTRUCTION. Construction on the Property shall be completed in accordance with the Plans and any amendments thereto approved by City Staff, the Preliminary Plat, the Final Plat, the City Resolutions, all applicable local, state and federal rules and regulations (including, but not limited to, Dayton City Code §1001.05, subd. 1(6)) and this Agreement. The Developer proposes to develop the Property pursuant to the Preliminary Plat in multiple phases. This Final Plat includes approval for 47 buildable single family lots, and 3 outlots.
3. REPRESENTATIONS AND WARRANTIES OF THE DEVELOPER. The Developer, as an inducement to the City to enter into this Agreement, hereby represents, warrants and covenants to the City as follows:

- a. Authorization. The Developer is a duly organized limited liability company under the laws of the State of Minnesota and is in good standing and authorized to do business in the State of Minnesota and is under no restriction to enter into this Agreement. The Developer has full authority to enter into this Agreement and make it binding on itself and its successors and assigns, and to make this Agreement, and the covenants herein, binding upon and running with the Property.
- b. Ownership. The Developer has a fee ownership interest or is the developer of the parcels within the Property. Developer shall provide evidence of such ownership to the City upon request. This Agreement shall not become effective until executed by the City, the Developer, any underlying fee owners, consented to by any lien holder/lender and any other parties required by the City Attorney after review of title documents. This Agreement may be transferred and assigned to a third-party with the City's and written consent and the assignee's written acceptance of all provisions set forth herein.
- c. Execution No Violation. The execution, delivery and performance of this Agreement does not and will not result in any breach of, or constitute a default under, any indenture, mortgage, contract, agreement or instrument to which the Developer is a party or by which it, or the Property, is bound.
- d. Litigation. There are no pending or, to the knowledge of the Developer, threatened actions or proceedings before any court or administrative agency which will adversely affect the financial condition, business or operation of the Developer or the ability of the Developer to perform its obligations under this Agreement.
- e. Compliance. The Developer will comply with and promptly perform all of the Developer's obligations under this Agreement and all related documents and instruments.
- f. Wetlands. As of the date of the execution of this Agreement, the development of the Property complies with the Wetland Conservation Act. Developer further agrees that the Property shall at all times be in compliance with the Wetland Conservation Act. Wetland buffer signs must be installed prior to any building permits being issued. The wetland buffer signs shall be placed as shown on the final Plans or at a minimum at every property line and at all horizontal intersections unless otherwise approved by the City.
- g. Outlots: All outlots, unless specifically identified, shall be owned and maintained by the Developer until transferred to the HOA. The Developer shall be responsible for the maintenance of all landscaping and irrigation systems

within the outlots including but not limited to the mowing and weed control within these areas (until transferred to the HOA). Upon conveyance of the outlots to the HOA, the HOA shall be responsible for all such maintenance; provided, however, the City shall maintain the stormwater ponds located on any such outlots in accordance with City standards.

- h. Environmental Laws. To the best of the Developer's knowledge, as of the date of the execution of this Agreement, Developer is not in violation of any local, state or federal environmental law, regulation or review procedure, which would give any person a valid claim under the Minnesota Environmental Rights Act with respect to the Property. Developer further agrees that the Property shall at all times be in compliance with any local, state or federal environmental law, regulation or review procedure, which would give any person a valid claim under the Minnesota Environmental Rights Act.

#### 4. INSTALLATION OF IMPROVEMENTS.

- a. Developer to Install. The Developer shall install, or cause to be installed, the public improvements (hereinafter referred to as the "**Public Improvements**") and private improvements (hereinafter referred to as the "**Private Improvements**"; the Public Improvements and the Private Improvements are hereinafter collectively referred to as the "**Improvements**") in, and adjacent to, the Property as set forth in the Plans, City Code and this Agreement, as described on Exhibit 2 attached hereto. All labor and work shall be done and performed in a good and worker like manner and in conformance with the Plans, Final Plat, City Code and this Agreement unless approved in writing by the City Engineer.
  - i. Plans shall incorporate "latest" City of Dayton Details Plates.
  - ii. City Engineer shall approve all final construction plans prior to the start of construction of Improvements. The City approval shall be constituted as the City providing approval to begin construction and that the plans are found to be in substantial compliance with City standards. A notice to proceed shall be issued prior to a pre-construction meeting. If at any time during construction, plan omissions or discrepancy are found to exist between City standards and approved Plans, the most current City standards shall be enforced. Improvements include those shown on the construction plans for internal roads, sidewalks/trails, grading, stormwater facilities, and utilities.

- b. Developer's Engineer. The Developer hereby warrants that it has engaged, at Developer's expense, a duly registered professional civil engineer authorized to practice within the State of Minnesota to prepare the Plans and that said engineer has made representation to Developer that the same have been prepared in accordance with the City's standard specifications for the complete installation of all the Improvements.
- c. Permits. It shall be the responsibility of the Developer to determine and obtain prior to construction all the necessary approvals, permits, and licenses required for this development from any regulatory or jurisdictional agency affected by or having jurisdiction over the Improvements required for this development. Any design requirements of such agencies shall be determined prior to completion and shall be incorporated into the Plans. All costs incurred to obtain said approvals, permits, and licenses and also all fines or penalties levied by any agency due to the failure of the Developer to obtain or comply with the conditions of such approvals, permits, and licenses shall be the sole responsibility of the Developer. The Developer agrees to defend and hold the City, its officers, employees and agents harmless from any action initiated by a regulatory agency resulting from any failure of the Developer.
- d. Time of Performance. The Developer shall install, or cause to be installed, all other to the reasonable satisfaction of the City. Subject to events of force majeure and unless otherwise extended by the City, all Public Improvements (excluding wear course/final lift) located in development shall be completed by November 30, 2024 (hereinafter referred to as the "**Performance Date**"). All Private Improvements in outlots or related to buffering requirements shall be completed by the above specified Performance Date. The Developer may request an extension of time from the City. If an extension is granted, in the reasonable discretion of the City, the City may impose reasonable conditions, which may include updating the security posted by the Developer to reflect cost increases and the extended performance date.
- e. Records. Copies of all documents and information relating to the construction of the Improvements, including, but not limited to, all material bids, change orders, suppliers, subcontractors shall be provided to the City Engineer.
- f. Approval of Contractors. Any contractor selected by the Developer to construct and install the Public Improvements shall be subject to the review and approval of the City, which approval shall not be unreasonably withheld, conditioned or delayed. The City shall be provided, upon request, evidence of competency and adequate financial strength of any contractor selected by the Developer, which evidence shall be subject to the review and approval of the City, which approval

shall not be unreasonably withheld, conditioned or delayed

- g. Additional Work or Materials. The installation of the Improvements and all work to be completed under this Agreement shall be done at no expense to the City, except as otherwise provided in Section 8 hereof. The Developer shall not do any work or furnish any materials not covered by the Plans and this Agreement, for which reimbursement is expected from the City, unless such work is first ordered and reimbursement is approved by the City, prior to the commencement of any such work. Any such work or materials which may be done or furnished by the Developer or its contractor without prior written order are furnished at the Developer's or its contractor's own risk, cost and expense, and the Developer agrees that it will make no claim for compensation for work or materials so done or furnished.
- h. Paving. Prior to commencing paving of streets, the Developer shall give the City seven days (7) written notice of its intention to pave. If, in the reasonable determination of the City, weather conditions are unsuitable for paving said streets, the City shall notify the Developer that it cannot proceed with said paving. The final lift of pavement shall only be commenced after the base course has been subjected to a complete freeze/thaw cycle and after 85% of the homes are occupied within that phase, or with written direction from the City Engineer. Failure of the City to give Developer notification shall not constitute a warranty that conditions are suitable for paving said streets.
- i. License. The Developer hereby grants the City, its agents, employees, officers and contractors a license to enter the Property to perform all work and inspections deemed reasonably appropriate by the City in conjunction with the development of the Property.
- j. Inspection. The Developer shall instruct its engineer to provide adequate field inspection personnel to assure the required level of quality control to the extent that the Developer's engineer will be able to certify that all construction work meets the approved City standards as a condition of City acceptance. In addition, the City may, at the City's reasonable discretion and at the Developer's expense, have one or more City inspectors and a soil engineer inspect the work as necessary. The Developer, its contractors and subcontractors, shall follow all reasonable instructions received from the City's inspectors. The Developer's engineer shall provide for on-site project management. The Developer or its engineer shall schedule a pre-construction meeting at a mutually agreeable time at the Public Works Facility with all parties concerned, including the City staff, to review the program for the construction work.

- k. Final Inspection/Acceptance. All Improvements are subject to the inspection and approval of the City Engineer and City Building Inspector to ensure conformity to the Plans, this Agreement and applicable governmental regulations. The Developer shall promptly correct or cause to be corrected any nonconforming Improvements done, as required by the City Engineer, to conform to the Plans, this Agreement and governmental regulations. The Developer agrees that the City shall have the final right of inspection to determine if all conditions of approval for development of the Property and this Agreement are completed to the reasonable satisfaction of the City Engineer. Upon completion of the Improvements required by this Agreement, the Developer shall provide written request to the City and a final inspection shall occur within a reasonable time thereafter by the City. Prior to acceptance of the Public Improvements, the Public Improvements shall be within easements granted to the City, which form and content shall be subject to the review and approval of the City. Upon acceptance by the City, the Public Improvements lying within public easements shall become City property.
- l. As-built Plans. Upon completion of the Improvements and all work to be completed by the Developer under this Agreement, Developer shall provide the City with two full sets of reproducible record plans and an electronic version of the same, certified by the Developer's engineer that the Improvements are completed and in accordance with the Plans.
- m. Indemnification. Any and all claims that arise or may arise against the Developer, its agents, servants, or employees while engaged in the performance of the development of the Property, shall in no way be the obligation of the City. Furthermore, excluding negligent, reckless or intentional actions by the City, its officers, employees, consultants and agents, the Developer shall indemnify, hold harmless, and defend the City, its officers, employees, consultants and agents against any and all liability, loss, costs, damages, expenses, claims, actions, or judgments, including reasonable attorneys' fees which the City, its officers, employees, consultants and agents may hereafter sustain, incur, or be required to pay, arising out of or connected in any manner to the activities contemplated by this Agreement, the Project or by reason of any act or failure to act by the Developer, its agents, servants and/or employees.
- n. Landscaping. A landscape plan has been approved as part of the Plans. Plant types as presented are consistent with the landscape code (City Code Section 1001.24, Subd. 10) and include a variety of several types of overstory and evergreens. The plant sizes presented in the landscape plan are consistent with zoning ordinance requirements. Each tree must meet minimum size



requirements as indicated in the table in subd. 5(3). All landscaping shall be installed and maintained according to the approved Plans. Plantings shall be subject to a full two-year warranty beginning upon final written acceptance of the applicable planting by the City. Developer or its contractor shall provide written request of City inspection upon completion of planting work to begin the warranty period.

At the conclusion of the warranty period, an inspection of plantings will be made to determine the condition of trees, shrubs, ground cover, and other landscaping elements. All material not evidencing new growth and sound health, as reasonably determined by the City will be noted. This material shall be removed promptly, and new materials shall be supplied and planted within the first 30 days during the current growing season or at the very latest within the first thirty days of the next growing season if close to the end of the growing season when the inspection takes place. All replaced plants will then start a new two-year warranty period.

To guarantee compliance with the landscaping installation and site related items including sod, curbing, driveway installation, sidewalks, and related site improvements are completed, building permits will not be issued until the City is provided with a \$3,000 cash escrow or letter of credit for each building permit (builder responsibility). The City, upon written request of the builder and with approval of the City that the above landscaping and site related requirements have been satisfied, shall refund the escrow amount on a per lot basis.

If the above landscaping does not survive the two (2) year warranty period, the City shall be entitled to retain the applicable portion of the escrow or letter of credit, as hereinafter provided, and, if so elected, shall have the right, to enter the Property to complete all remaining landscaping, or replace landscaping that does not survive said two (2) years from installation and the Developer agrees to waive any claim of trespass against the City, its officers, employees and agents. In that event, the City shall complete or replace the landscaping, the City may reimburse itself for all costs and expenses, including, but not limited to reasonable legal and consulting fees, from the retained escrow. Any landscaping completed by the City pursuant to this Section is not warranted or guaranteed. The Developer, or the applicable builder, shall indemnify, hold harmless, and defend the City, its officers, employees, agents and insurers against any and all liability, loss, costs, damages, expenses, claims, actions, or judgments, including reasonable attorneys' fees which the City, its officers, employees, agents and insurers may hereafter sustain,

incur, or be required to pay, arising out of or by reason of the City exercising its power under this Section.

- o. Insurance. The Developer shall furnish proof of insurance from its contractor, subject to the review and approval of the City, covering any public liability or property damage by reason of operation of the contractor's equipment, laborers and hazard caused by the Improvements at minimum policy amounts of \$2,000,000.00. Stantec Associates shall be named as additional insured. The contractor shall keep the insurance in force at all times that construction of the development is in progress. The insurance must name the City as an additional insured and must provide that the insurer will give the City not less than 30 days written notice prior to cancellation or termination of the insurance policy.
  - p. Warranty. The Developer agrees to guarantee all work performed and all materials supplied for the construction of the Public Improvements referenced in the Plans for a period of one (1) year from final acceptance by the City of the applicable work and to promptly repair or replace or cause to be repaired or replaced any portion of the Public Improvements found to be defective.
5. WETLANDS. Wetland buffer signs, if applicable, must be installed prior to any building permits being issued. The Wetland Buffer signs shall be placed at every property line and at all horizontal intersections unless otherwise approved by the City.
6. PAYMENT OF SEWER AND WATER CONNECTIONS. Developer or the applicable builder shall pay or cause to be paid, prior to the issuance of a building permit for an individual lot, the then current rate, as determined by the City, for connection of the said lot to the City sewer and water system.
7. EASEMENTS. The Developer shall, prior to release of the Final Plat, cause the following easements to be displayed on the Final Plat (unless expressly stated otherwise), subject to the review and approval of the City:
  - a. Drainage and utility on all lot lines, permanent outlots, over ponds, wetlands and other utilities, as required by the City Engineer (temporary drainage and utility easements may be used for temporary outlots reserved for future additions); and
  - b. Proposed public utilities under private streets; and
  - c. Any road right-of-way, access, conservation, or trail easements reasonably required by any governmental agency and/or those shown on the Preliminary Plat.

If for any reason, the required easements cannot be shown on the Final Plat, the Developer shall provide the City with exhibits and descriptions of additional easements to be provided in favor of the City after the Final Plat has been filed. Developer must provide to the City, prior to release of the Final Plat, any such easements required as a condition of Final Plat approval and not displayed on the Final Plat, in recordable form, as reviewed and approved by the City.

8. PAYMENT OF UTILITY FEES. Prior to release of the Final Plat the Developer shall pay to the City the utility fees for the Property in the amount of \$441,690.00 which include utility fees for Trunk Storm, Trunk Water, and Trunk Sewer. The Property has been credited for Trunk Utility Upsizing. All utility fees are itemized on Exhibit 3.
9. RESTRICTIVE COVENANTS. Developer shall record restrictive covenants, subject to the review and approval of the City, against the Property not allowing, among other things, outside storage of any unlicensed vehicles and allowing only, at a maximum, one camper or one recreational trailer or boat.
10. EROSION AND SEDIMENT CONTROL. City Code §1001.33 and other applicable provisions of City Code shall apply to the construction of this Development, including but not limited to storm water management regulations, best management principles and silt fencing requirements. Developer or its builders, as applicable, shall comply with City Code §1001.33 and other applicable provisions of City Code to the reasonable satisfaction of the City. The City shall perform MS4 inspection on the development in accordance with the City of Dayton code Title XV-Land Use, Chapter 151 Storm water Management, Section 151.11.
11. STREET IMPROVEMENTS. The required street improvements include all work, materials and equipment to construct the roadways, utilities, walkways and associated features in accordance with the Final Plans, City of Dayton Standard Details and City Standards.
12. PARK DEDICATION. Developer shall pay \$4,497.00 per lot for park dedication and \$2,796.00 per lot for trail dedication based on the 2024 Fee Schedule. Outlot B is being dedicated to the City as a public park and the developer will be credited for the dedication. Outlot B is 3.85 acres which accounts for 65.8% of the required 5.85 acres of park dedication. The remaining park dedication fee is  $\$206,862.00 \times (1 - 0.658) = \$70,746.80$ . Total Park Dedication required shall be \$70,746.80. Trail Dedication shall receive credits for the trails constructed on 117<sup>th</sup> Avenue and the western boundary of the Project. These trails offset the required trail dedication and no additional fees for trail dedication shall be required. All fees are itemized on Exhibit 3.
13. SURETY. The Developer shall provide financial sureties as follows:

- a. Establishment. Developer shall cause to be provided to the City on or before any Public Improvements, beyond grading, is permitted on the Property or the release of the Final Plat, whichever occurs first, in the discretion of the Developer, an irrevocable letter of credit, with the form and providing institution subject to the review and approval of the City, which review and approval shall not be unreasonably withheld, conditioned or delayed, or a cash escrow, with the escrow agreement being reasonably satisfactory to the City, in the amount of 120% (\$2,711,781.18) of the cost of the Improvements as determined by the City Engineer (hereinafter collectively referred to as the “**Improvements Surety**”) to assure compliance with this Agreement guaranteeing installation of all Improvements in a good and worker like manner and payment of all fees herein. In the event Developer fails to install the Improvements in accordance with the provisions of this Agreement or is otherwise in default of this Agreement, the City shall notify Developer in writing of such default. In the event Developer fails to cure the default required within thirty (30) days of receipt of the City’s written notice the City may declare a default under the Agreement. Thereafter the City may draw upon the Improvements Surety in such amount as is reasonably adequate to cure the default. Said Improvements Surety shall be renewable on an annual basis and shall provide for the City to receive notice of renewal at least thirty (30) days prior to the date of renewal.
- b. Release/Reduction of Improvements Surety. Developer may apply to City for release of all or a portion of the Improvements Surety as follows:
  - i. When another form of surety, reasonably acceptable to the City, is furnished to the City by Developer to replace the Improvements Surety;
  - ii. As and when the Improvements or portions thereof are completed and accepted by the City pursuant to this Agreement; or
  - iii. The Improvements Surety may be reduced, as applicable, from time to time to an amount that is not less than One Hundred Twenty percent (120%) of the amount determined by the City for the costs of the remaining Improvements.

City’s costs for processing said reduction or release request shall be

billed to Developer at \$125.00 per hour with a minimum of one (1) hour per reduction or release, and shall be paid by Developer to the City within thirty (30) days of billing. Any request for reduction or release of the applicable Letters of Credit shall be either approved or denied within thirty (30) days of being made in writing to the City.

- c. Failure to Perform. As it relates to those items covered by the Improvements Surety, it is further agreed that, should the Developer fail to perform any of the duties, conditions or terms of the City Resolutions or this Agreement in the time permitted herein, or in such extended time as may be granted in writing by the City Council the City shall be entitled to draw on the Improvements Surety and shall have the right, but not the obligation, to enter the Property to complete all remaining Improvements. In that event, the City shall complete the performance, acquisition, project or work in accordance with this Agreement or the Plans set forth above, or in such other manner as is deemed reasonable by the City or defend against any claims pursuant to Paragraph 4.m., the City may reimburse itself for all costs and expenses, including, but not limited to reasonable legal and consulting fees, from Improvements Surety funds. Any Improvements completed by the City pursuant to this paragraph are not warranted or guaranteed. The Developer shall indemnify, hold harmless, and defend the City, its officers and employees against any and all liability, loss, costs, damages, expenses, claims, actions, or judgments, including reasonable attorneys' fees which the City, its officers or employees may hereafter sustain, incur, or be required to pay, arising out of or by reason of the City exercising its power under this Paragraph. The City may reimburse itself for all costs and expenses, including, but not limited to reasonable legal and consulting fees, arising out of or related to curing the Developer's default from the Improvements Surety funds.
- d. Deficiency. In the event the Improvements Surety is used by the City in accordance with the terms hereof and found to be deficient in amount to pay or reimburse the City in total as required herein, Developer agrees that upon being billed by the City, Developer will pay said deficiency amount to City within thirty (30) days of receipt of said billings to Developer. If Developer fails to pay, the City may assess all costs, including, but not limited to, reasonable staff time, engineering fees and legal fees against the Property. In the event the City does so specially assess the Property, the Developer agrees that the Property has been benefited in an amount up to 120% of the cost of the Improvements (\$2,711,781.18). Any such assessments shall be for a period of one (1) year. Developer acknowledges that the City has the authority, pursuant to Minnesota Statutes Chapters 412

and 429, to specially assess property benefited by improvements. Developer also expressly waives all rights to hearings before the City afforded under Minn. Stat., Chapter 429, specifically including, but not limited to, hearings under Minn. Stat. §429.031, and §429.061. In addition, Developer waives all rights to appeal in the Courts, any objection to any irregularity or noncompliance with statutory procedure, and any claim that the assessment of 120% of the cost of the Improvements **\$2,711,781.18** being levied against the Property, as provided above, is excessive, as the said rights therein granted relate to the said deficiency. Nevertheless, the amount of the special assessment shall not exceed the deficiency and above-mentioned costs. If there should be an overage in the amount of utilized Improvements Surety, City will, upon making said determination, refund to Developer any monies which City has in its possession which are in excess of the Improvements Surety needed by City. In addition to the above, the City may seek a civil judgment against the Developer for the above amounts demanded by the City.

- e. Expiration. In the event the Improvements Surety which by its terms will become null and void prior to the time at which all money or obligation of Developer is paid or completed pursuant to this Agreement, it is agreed that Developer shall provide City with surety, reasonably acceptable to City prior to the expiration of the said expiring Improvements Surety. If a new irrevocable letter of credit is not received as required above, City may declare a default in the terms of this Agreement and draw in part or in total, at City's discretion, upon the expiring Improvements Surety to avoid the loss of surety for the continued obligations.
- 14. ENGINEERING REQUIREMENTS. Prior to release of the Final Plat, the Developer shall comply, to the reasonable satisfaction of the City Engineer, with the requirements of the City Engineer as set forth in the City Resolutions.
- 15. ACCESS. Prior to the issuance of any permits, access, and temporary construction access, to all lots of the Property must be reviewed and is subject to approval of the Public Works Director, City Engineer and Fire Marshal.
- 16. ESCROW. The Developer shall pay upon demand all reasonable expense, related to review, analysis, processing, monitoring, drafting and approvals as determined by the City, that the City incurs in relation to this development and Resolutions, and shall provide an escrow deposit in an amount of 4% of the estimated Construction Costs as determined by the City and City Fee Schedule. Said expenses shall include, but are not limited to, staff time, including, but not limited to, hourly wage, overhead and benefits, engineering, legal and other consulting fees incurred in relation to the development. Should the escrow deposit be exhausted, the Developer shall submit additional deposits of 4% of the remaining

work for the phase as determined by the City Engineer(s). Additional escrow deposits of 4% of estimated construction costs shall be required for each phase and is due prior to release of subsequent final plats. Any remaining escrow shall be returned at the substantial completion, which includes close out of all punch list items for the development and/or development phase. Upon demand, the City shall provide Developer with an accounting of the said costs. Initial escrow deposit of \$90,392.71 shall be submitted to the City prior to the pre-construction meeting.

17. PROTECTION OF WOODED AREAS AND STEEP SLOPES. During the development of the Property, Developer shall follow all reasonable measures to protect any wooded areas and steep slopes on the Property that are required to be preserved pursuant to the Plans.
18. NOTIFICATION INFORMATION. Any notice to the parties herein shall be deemed to have been given or delivered if sent by certified mail addressed as follows:

If to City:

City of Dayton  
12260 S. Diamond Lake Road  
Dayton MN 55327  
Attn: City Administrator

If to Developer:

TCLD LF2 Brayburn II, LLC  
4800 Olson Memorial Highway, Suite 100  
Golden Valley, MN 55422  
Attn: Ben Schmidt

19. CITY ATTORNEY REVIEW. The Developer shall provide an updated and certified Abstract of Title and/or Registered Property Abstract as required by Minn. Stat. §505.03, or in the alternative, the Developer may provide a Commitment for a Title Insurance Policy naming the City as the proposed insured and with the amount of coverage for this policy being equal to \$100,000.00 per acre dedicated to the City (including but not limited to streets, rights-of-way, park dedication, and drainage and utility easements). \$100,000.00 per dedicated acre represents the coverage amount formula approved by the City for the year 2024. If Final Plat is not released for filing in the year 2024, the above-referenced policy coverage amount shall be adjusted based upon the formula approved by City for the year in which the Final Plat is actually released for filing with the Hennepin County Recorder. The above-mentioned evidence of title shall be subject to the review and approval of the City Attorney to determine what entities must execute the Final Plat and other documents to be recorded against the Property. In the event the

Developer provides the City with a Commitment for a Title Insurance Policy, the Developer shall cause a Title Insurance Policy to be issued consistent with the Commitment for a Title Insurance Policy provided by the Developer and the requirements of the City Attorney and with an effective date on which the Final Plat is recorded (the City will not issue any certificate of occupancies until it is provided with said Title Insurance Policy). Further, Developer shall provide the City with evidence, which sufficiency shall be determined by the City, that all documents required to be recorded pursuant to this Agreement, the City Resolutions and by the City Attorney are recorded and all conditions for release of the Final Plat have been met prior to the City processing or approving any building permits or other permits applicable to the development of the Property.

20. BUILDING PERMITS. No building permits shall be issued until the plat legal description is approved by the City Attorney, the Final Plat is recorded, the Developer is not in default of this Agreement, this Agreement is executed and recorded, restrictive covenants, park dedication, utility fees paid and other fees and/or escrow due as required herein or as due for City review and/or inspection of development have been paid and the escrow account is current. No building permits shall be issued until completion of first lift of asphalt with the exception of model permits provided full access is available to the site for building inspections and emergency vehicles.
21. RESPONSIBILITY FOR DAMAGE TO PUBLIC PROPERTY. Subject to damage caused by the City itself or its representatives, agents or employees, Developer agrees to assume full financial responsibility for any damage that may occur to public property when said damage occurs as a result of the development activity which takes place during the development of the Property. Developer further agrees to pay or cause to be paid all costs required to repair the streets and/or utility systems damaged or cluttered with debris when occurring as a direct result of the construction that takes place in the Property. In the event the Developer fails to maintain or repair the damaged public property referred to aforesaid, Developer agrees that City may, but is under no obligation to, undertake making and causing said damage or clutter to be repaired or cleaned. When City undertakes such repair, Developer shall reimburse the City for all of its expenses within thirty (30) days of City's billing to Developer. Failure to make such timely payment shall be cause for default under this Agreement.
22. STREET CLEANING. During the development of the Property, Developer shall keep the streets adjoining its development reasonably free of dirt and debris caused by its development of the Property. In the event dirt and/or debris has accumulated on streets within or adjacent to the Property, City is hereby authorized to immediately commence street cleaning operation if streets are not cleaned by the Developer after twenty-four (24) hours of the notification of violation. Street cleaning shall be defined as the use of any equipment specifically designed for sweeping, necessary for cleaning dirt, mud and debris from the City right-of-way. If conditions are such that street cleaning operation is immediately necessary, City may perform the necessary street cleaning. City will then bill Developer, as the



delinquent party for all associated street cleaning costs. Failure to reimburse City for street cleaning costs within thirty (30) days of such billing shall be cause for default under this Agreement.

23. DUST CONTROL. During the development of the Property, Developer shall be responsible for ensuring that dust control is reasonably maintained within the development Property. In the event that dust is determined to be unreasonable present at the project boundary, City is hereby authorized to immediately commence dust control operation if not initiated by the Development after twenty four (24) hours of the notification of violation. If conditions are such that dust control measures are immediately necessary, City may perform the necessary operations. City will then bill Developer, as the delinquent party for all associated costs reasonably incurred. Failure to reimburse City for dust control costs within thirty (30) days of such billing shall be cause for default under this Agreement.
24. HOA. City staff and City Attorney shall review and approve the HOA documents prior to recording the Final Plat. The HOA shall be responsible for the maintenance of all common areas including: all site entry landscaping, monument and other features; landscaping in cul-de-sac islands; any other miscellaneous areas not deeded to the City.
25. MISCELLANEOUS.
  - a. Runs with the Property. The terms and conditions of this Agreement shall be binding on the parties hereto, their respective successors and assigns and the benefits and burdens shall run with the Property. Notwithstanding the foregoing, no conveyance of the Property or any part thereof shall relieve the Developer of its personal liability for full performance of this Agreement unless the City expressly so releases the Developer in writing.
  - b. Recording. No building permits shall be issued until the City is provided with recording information for this Agreement. The terms and provisions of this Agreement shall not be binding upon the owners of the individual lots, and shall not be deemed to run with the title of the individual lots of the subdivision. This provision does not release any future developer or the developer's successors or assignees from the terms and provisions of this Agreement. In the event that the Developer believes it is necessary to file a record evidence that a particular lot is not bound by or is released from the terms of this Agreement, the City Administrator shall be authorized to execute the necessary documents to reflect this on behalf of the City.
  - c. Integration. This Agreement, any attached exhibits and any addenda or amendments signed by the parties shall constitute the entire agreement between the parties as it relates to the specific terms and

obligations herein, and supersedes any other such written or oral agreements between the parties.

- d. Warrant of Authority. Developer warrants and guarantees that it has the authority to enter into this Agreement and to make it a covenant on the Property binding all current and future owners, except as otherwise provided herein.
- e. Default. In the event the Developer, its successors or assigns violates any of the covenants and agreements herein contained, the City is hereby granted the right and privilege to immediately and without further notice declare the Developer in default of this Agreement subject to the notice and cure provisions set forth herein. City may thence bring legal action against Developer as a result of the default.
- f. Attorney's Fees. The City may recover reasonable attorney's fees to be fixed by the Court in the event a successful suit or action is brought to enforce the terms of this Agreement.
- g. Severability. In case any one or more of the provisions contained in this Agreement shall be invalid, illegal or unenforceable in any respect, the validity, legality and enforceability of the remaining provisions contained herein and any other application thereof shall not in any way be affected or impaired thereby.
- h. Governing Law. It is agreed that this Agreement shall be governed by, construed, and enforced in accordance with the laws of the State of Minnesota.
- i. Time is of the Essence. Time is of the essence in the performance of the terms and obligations of this Agreement.
- j. Modification. Any modification of this Agreement or additional obligation assumed by either party in connection with this Agreement shall be binding only if evidenced in writing signed by each party or an authorized representative of each party. It is understood that subsequent agreements may be necessary to complete the understandings of the parties relating to necessary improvements and uses of the Property.
- k. Non-Waiver. The action or inaction of the City shall not constitute a waiver or amendment of the provisions of this Agreement. The waiver by or the failure of the City to enforce any particular section, portion or requirement of this Agreement at any particular time shall not in any way constitute a waiver of any other section, provision, requirement, time element, or the right to enforce such provision at

a subsequent time. To be binding, any amendments or waivers shall be in writing, signed by the parties and approved by written resolution of the City Council. The City's failure to promptly take legal action to enforce this Agreement shall not be a waiver or release.

1. Cumulative Rights. Each right, power, or remedy herein conferred upon the City is cumulative and in addition to every other right, power, or remedy, express or implied, now or hereinafter arising, available to the City, at law or in equity, or under any other agreement, and each and every right, power, and remedy herein set forth or otherwise so existing may be exercised from time to time as often and in such order as may be deemed expedient by the City and will not be a waiver of the right to exercise at any time thereafter any other right, power, or remedy.

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

CITY OF DAYTON

TCLD LF2 BRAYBURN II, LLC

By: \_\_\_\_\_  
Its: Mayor

By: \_\_\_\_\_  
Its: President

By: \_\_\_\_\_  
Its: Clerk

STATE OF MINNESOTA    )  
  ) ss.  
COUNTY OF HENNEPIN    )

The foregoing instrument was acknowledged before me this \_\_ day of \_\_\_\_\_, 2024, Dennis Fisher, Mayor, and Amy Benting, City Clerk, of the City of Dayton, a Minnesota municipal corporation, on behalf of the corporation.

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

STATE OF MINNESOTA )  
  ) ss.  
COUNTY OF HENNEPIN)

The foregoing instrument was acknowledged before me this \_\_ day of \_\_\_\_\_, 2024 by Benjamin Schmidt, the President of TCLD LF2 Brayburn II, Inc., on behalf of said company.

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

*[Insertion of Lender's Consent if required by the City Attorney after Title review]*

*[Other land owners consent if required by the City Attorney after title review]*

## **EXHIBIT 1**

### **LEGAL DESCRIPTION OF THE PROPERTY**

The West  $\frac{3}{4}$  of the North  $\frac{1}{2}$  of the Northeast  $\frac{1}{4}$  of Section 33, Township 120, Range 22,  
Subject to Road, Hennepin County, Minnesota

## EXHIBIT 2

### IMPROVEMENTS AND COST

The Public Improvements and Private Improvements are the following improvements: (i) those Improvements that are in the Plans; and (ii) Improvements that are not in the Plans, but are required by City Code. A summary of the Improvements costs that is calculated in determining the Improvements Surety in Section 13 of this Agreement are as follows:

To be determined at 120% of the Total Site Improvements (\$2,711,781.18) as determined by the City Engineer. This Letter of Credit (LOC) shall be provided prior to the start of construction of Public Improvements beyond initial grading.

<b><u>Improvement</u></b>	<b><u>Amount</u></b>
Sanitary Sewer	\$378,493.15
Water Main	\$280,174.00
Storm Sewer	\$800,198.86
Streets	\$800,951.64
<i>Sub Total Construction</i>	<i>\$2,259,817.65</i>
LOC(120%)	\$2,711,781.18

While the LOC amounts do not reflect the costs of common area or per lot landscaping to guarantee the trees for a period of 2 years (per section 4.n. of the DA), the City reserves the right to hold \$15,000 to ensure landscaping can be guaranteed through two years (or two growing seasons) as required by the DA and section 1001.24 and 1001.25 of the City's zoning code.

### EXHIBIT 3

#### FEES

#### CURRENT RATE SCHEDULE

#Lots/units 47

#Acres

<u>FEE</u>	<u>PER</u>	<u>RATE</u>	<u>CREDIT ELIGIBLE</u>	<u>ADJUSTED FEE TOTAL</u>
Storm	Unit	\$3,494	\$ 24,750	\$135,974.00
Sanitary	Unit	\$2,597	\$ -	\$119,462.00
Water	Unit	\$4,049	\$ -	\$186,254.00
Park Dedication	Unit	\$4,497	\$139,072.22	\$72,284.78
Trail Dedication	Unit	\$2,796	\$ 128,616.00	\$0

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TOTAL UTILITY FEES	\$441,690.00
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TOTAL PARK/TRAIL FEES	\$72,284.78
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<b>TOTAL FEES</b>	<b>\$513,974.78</b>
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<b>NOTES:</b>
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## C.R. DCC, NO.



1782-2023 3286211



**CITY OF DAYTON  
COUNTIES OF HENNEPIN AND WRIGHT  
STATE OF MINNESOTA**

**RESOLUTION 05-2024  
RESOLUTION ACCEPTING \$50 GIFT CARD DONATION FROM SUNDANCE  
ENTERTAINMENT.**

**WHEREAS,** The City of Dayton is generally authorized to accept donations of real and personal property pursuant to Minnesota Statutes Section 465.03 for the benefit of its citizens, and is specifically authorized to accept gifts and bequests for the benefit of its citizens; and

**WHEREAS,** Brian at Sundance Entertainment donor has offered to contribute a \$50 gift card for the Medallion Hunt winner to support the community they serve; and

**WHEREAS,** All such donations have been contributed to assist the city in the engagement of residents and operation of recreational events and programs either alone or in cooperation with others, as allowed by law; and

**WHEREAS,** The City Council finds that it is appropriate to accept the donations offered.

**NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL THE CITY OF DAYTON, MINNESOTA, AS FOLLOWS:**

1. The donations described above are accepted and shall be used to award the winner of the medallion hunt.
2. The City Clerk is hereby directed to issue receipts to each donor acknowledging the city's receipt of the donor's donation.

Adopted by the City Council of the City of Dayton on January 25, 2024.

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Mayor – Dennis Fisher

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Clerk – Amy Benting

**ITEM:**

Dayton Parkway Extension at CSAH 81 – Pay Request #5

**PREPARED BY:**

Jason Quisberg, Engineering

**POLICY DECISION / ACTION TO BE CONSIDERED:**

Approve Pay Request #5 for the Dayton Parkway Extension at CSAH 81 project

**BACKGROUND:**

The City contracted with SRF Consulting to design and coordinate the Dayton Parkway Extension at CSAH 81 project; and with New Look Contracting to construct the improvements included in the project. Construction is substantially complete, and the contractor has submitted a request for payment on improvements completed to date.

New Look is requesting payment for \$13,654.35 for work completed, per the contract terms, since the previous payment was processed.

SRF and staff recommend approval of this request.

**RECOMMENDATION:**

Staff recommends approval of Pay Request #5

**ATTACHMENT(S):**

Pay Request #5

Pay Request Number: 5

Project Number	Project Description
16075	Dayton Parkway

<b>Contractor:</b> NEW LOOK CONTRACTING, INC 14045 NORTHDALE BLVD ROGERS, MN 55374	<b>Vendor Number:</b> N/A  <b>Up To Date:</b> 01/16/2024
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**Contract Amount****Funds Encumbered**

Original Contract	\$1,385,848.00	Original	\$1,385,848.00
Contract Changes	\$61,963.00	Additional	N/A
Revised Contract	\$1,447,811.00	Total	\$1,385,848.00

**Work Certified To Date**

Base Bid Items	\$1,355,137.25
Contract Changes	\$75,163.00
Material On Hand	\$0.00
Total	\$1,430,300.25


Work Certified This Request	Work Certified To Date	Less Amount Retained	Less Previous Payments	Amount Paid This Request	Total Amount Paid To Date
\$14,373.00	\$1,430,300.25	\$71,515.01	\$1,345,130.89	\$13,654.35	\$1,358,785.24
Percent: Retained: 5%			Percent Complete: 98.79%		

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

Project Engineer (SRF Consulting Group, Inc.)

 Date 1-16-23

New Look Contracting, inc.

 Date 1/16/2024

City of Dayton

\_\_\_\_\_ Date \_\_\_\_\_

Payment Summary				
No.	Up To Date	Work Certified Per Request	Amount Retained Per Request	Amount Paid Per Request
1	2022-10-28	\$682,449.75	\$34,122.49	\$648,327.26
2	2022-12-29	\$501,002.60	\$25,050.13	\$475,952.47
3	2023-06-04	\$139,740.00	\$6,987.00	\$132,753.00
4	2023-07-11	\$92,734.90	\$4,636.74	\$88,098.16
5	2024-01-16	\$14,373.00	\$718.65	\$13,654.35

Funding Category Name	Funding Category Number	Work Certified to Date	Less Amount Retained	Less Previous Payments	Amount Paid this Request	Total Amount Paid to Date
Roadway	1	\$1,344,559.25	\$67,227.96	\$1,263,676.94	\$13,654.35	\$1,277,331.29
Storm Sewer	2	\$85,741.00	\$4,287.05	\$81,453.95	\$0.00	\$81,453.95

Accounting Number	Funding Source	Amount Paid this Request	Revised Contract Amount	Funds Encumbered to Date	Paid Contractor to Date
1	Local	\$13,654.35	\$1,364,290.00	\$1,302,327.00	\$1,277,331.29
2	Local	\$0.00	\$83,521.00	\$83,521.00	\$81,453.95

Contract Item Status										
Base/Alt	Line	Item	Description	Units	Unit Price	Contract Quantity	Quantity This Request	Amount This Request	Quantity To Date	Amount To Date
Base Bid	1	2021.501	MOBILIZATION	LS	\$50,000.00	1	0	\$0.00	1	\$50,000.00
Base Bid	2	2101.502	CLEARING	EACH	\$415.00	16	0	\$0.00	16	\$6,640.00
Base Bid	3	2101.502	GRUBBING	EACH	\$275.00	16	0	\$0.00	16	\$4,400.00
Base Bid	4	2102.502	PAVEMENT MARKING REMOVAL	L F	\$1.50	550	200	\$300.00	200	\$300.00
Base Bid	5	2102.518	PAVEMENT MARKING REMOVAL	S F	\$3.50	100	30	\$105.00	30	\$105.00
Base Bid	6	2104.502	REMOVE MISCELLANEOUS STRUCTURES	EACH	\$350.00	1	0	\$0.00	1	\$350.00
Base Bid	7	2104.502	REMOVE SIGN	EACH	\$55.00	2	0	\$0.00	2	\$110.00
Base Bid	8	2104.502	SALVAGE SIGN	EACH	\$55.00	2	0	\$0.00	1	\$55.00
Base Bid	9	2104.502	SALVAGE MAIL BOX SUPPORT	EACH	\$250.00	1	0	\$0.00	1	\$250.00
Base Bid	10	2104.503	SAWING BITUMINOUS PAVEMENT (FULL DEPTH)	L F	\$2.00	860	0	\$0.00	933	\$1,866.00
Base Bid	11	2104.503	REMOVE PIPE CULVERTS	LIN FT	\$20.00	82	0	\$0.00	80	\$1,600.00
Base Bid	12	2104.503	REMOVE CHAIN LINK FENCE	LIN FT	\$8.50	180	0	\$0.00	210	\$1,785.00
Base Bid	13	2104.503	REMOVE WOOD FENCE	LIN FT	\$12.00	60	0	\$0.00	97	\$1,164.00

Contract Item Status										
Base/Alt	Line	Item	Description	Units	Unit Price	Contract Quantity	Quantity This Request	Amount This Request	Quantity To Date	Amount To Date
Base Bid	14	2104.503	REMOVE CURB & GUTTER	LIN FT	\$6.00	140	0	\$0.00	229	\$1,374.00
Base Bid	15	2104.504	REMOVE BITUMINOUS PAVEMENT	S Y	\$5.00	3620	0	\$0.00	3947	\$19,735.00
Base Bid	16	2104.504	REMOVE BITUMINOUS DRIVEWAY PAVEMENT	S Y	\$4.50	370	0	\$0.00	397.9	\$1,790.55
Base Bid	17	2104.518	REMOVE CONCRETE SIDEWALK	S F	\$25.00	20	0	\$0.00	20	\$500.00
Base Bid	18	2106.507	EXCAVATION - SUBGRADE	CY	\$19.50	3933	0	\$0.00	3739	\$72,910.50
Base Bid	19	2106.507	COMMON EMBANKMENT (CV)	C Y	\$9.50	1717	0	\$0.00	1717	\$16,311.50
Base Bid	20	2106.507	EXCAVATION - COMMON	CU YD	\$19.50	6577	0	\$0.00	6770	\$132,015.00
Base Bid	21	2106.507	SELECT GRANULAR EMBANKMENT (CV)	C Y	\$14.00	4004	0	\$0.00	3806	\$53,284.00
Base Bid	22	2118.507	AGGREGATE SURFACING (CV) CLASS 2	C Y	\$75.00	140	0	\$0.00	168	\$12,600.00
Base Bid	23	2130.523	WATER	MGAL	\$1.00	10	0	\$0.00	0	\$0.00
Base Bid	24	2211.507	AGGREGATE BASE (CV) CLASS 5	C Y	\$35.00	2160	0	\$0.00	2160	\$75,600.00
Base Bid	25	2301.602	DRILL & GROUT REINF BAR (EPOXY COATED)	EACH	\$29.00	25	0	\$0.00	24	\$696.00
Base Bid	26	2360.509	TYPE SP 12.5 WEARING COURSE MIX (3,F)	TON	\$110.00	1610	0	\$0.00	1584.05	\$174,245.50
Base Bid	27	2360.509	TYPE SP 12.5 NON WEAR COURSE MIX (3,F)	TON	\$105.00	1210	0	\$0.00	1313.19	\$137,884.95
Base Bid	28	2411.618	PREFABRICATED MODULAR BLOCK WALL	S F	\$70.00	1145	0	\$0.00	758	\$53,060.00
Base Bid	29	2503.503	15" RC PIPE SEWER DES 3006 CL V	L F	\$86.00	455	0	\$0.00	462	\$39,732.00
Base Bid	30	2503.503	18" RC PIPE SEWER DES 3006	L F	\$107.00	103	0	\$0.00	127	\$13,589.00
Base Bid	31	2503.602	CONNECT TO EXISTING STORM SEWER	EACH	\$950.00	1	0	\$0.00	0	\$0.00
Base Bid	32	2504.602	HYDRANT	EACH	\$9,350.00	1	0	\$0.00	1	\$9,350.00
Base Bid	33	2504.602	12" PIPE PLUG	EACH	\$700.00	1	0	\$0.00	1	\$700.00
Base Bid	34	2504.602	20" BUTTERFLY VALVE & BOX	EACH	\$15,000.00	1	0	\$0.00	0	\$0.00
Base Bid	35	2504.602	12" GATE VALVE & BOX	EACH	\$8,000.00	1	0	\$0.00	1	\$8,000.00



Contract Item Status										
Base/Alt	Line	Item	Description	Units	Unit Price	Contract Quantity	Quantity This Request	Amount This Request	Quantity To Date	Amount To Date
Base Bid	36	2504.602	CONNECT TO EXISTING WATER MAIN	EACH	\$1,500.00	1	0	\$0.00	1	\$1,500.00
Base Bid	37	2504.603	6" PVC WATERMAIN	L F	\$52.00	20	0	\$0.00	20	\$1,040.00
Base Bid	38	2504.603	12" PVC WATERMAIN	L F	\$125.00	47	0	\$0.00	47	\$5,875.00
Base Bid	39	2504.603	20" PVC WATERMAIN	L F	\$248.00	199	0	\$0.00	199	\$49,352.00
Base Bid	40	2504.603	24" PVC WATERMAIN	L F	\$375.00	296	0	\$0.00	308	\$115,500.00
Base Bid	41	2504.608	DUCTILE IRON FITTINGS	POUND	\$8.00	3805	0	\$0.00	3805	\$30,440.00
Base Bid	42	2506.502	CASTING ASSEMBLY	EACH	\$900.00	8	0	\$0.00	8	\$7,200.00
Base Bid	43	2506.503	CONST DRAINAGE STRUCTURE DESIGN SPEC 1	L F	\$650.00	10.9	0	\$0.00	10.9	\$7,085.00
Base Bid	44	2506.503	CONST DRAINAGE STRUCTURE DESIGN SPEC 2	L F	\$775.00	13.8	0	\$0.00	13.8	\$10,695.00
Base Bid	45	2506.503	CONST DRAINAGE STRUCTURE DESIGN SPEC 3	L F	\$600.00	12.4	0	\$0.00	12.4	\$7,440.00
Base Bid	46	2521.518	4" CONCRETE WALK	S F	\$8.50	2130	0	\$0.00	1779	\$15,121.50
Base Bid	47	2521.518	6" CONCRETE WALK	S F	\$17.50	640	20	\$350.00	818.5	\$14,323.75
Base Bid	48	2531.503	CONCRETE CURB & GUTTER DESIGN B624	L F	\$27.50	1440	0	\$0.00	1588	\$43,670.00
Base Bid	49	2531.618	TRUNCATED DOMES	S F	\$80.00	88	0	\$0.00	92	\$7,360.00
Base Bid	50	2533.503	PORTABLE PRECAST CONC BARRIER DES 8337	L F	\$15.00	870	0	\$0.00	788	\$11,820.00
Base Bid	51	2533.503	RELOCATE PORT PRECAST CONC BAR DES 8337	L F	\$5.50	120	0	\$0.00	75	\$412.50
Base Bid	52	2540.602	INSTALL MAIL BOX SUPPORT	EACH	\$550.00	1	0	\$0.00	0	\$0.00
Base Bid	53	2557.503	WIRE FENCE DESIGN 60V-9322	L F	\$85.00	105	0	\$0.00	110	\$9,350.00
Base Bid	54	2557.603	WOODEN FENCE	L F	\$55.00	46	0	\$0.00	70	\$3,850.00
Base Bid	55	2563.601	TRAFFIC CONTROL	LUMP SUM	\$6,000.00	1	0	\$0.00	1	\$6,000.00
Base Bid	56	2563.615	TEMPORARY IMPACT ATTENUATOR	ASSEMBLY	\$2,200.00	4	0	\$0.00	4	\$8,800.00
Base Bid	57	2563.615	RELOCATE TEMPORARY IMPACT ATTENUATOR	ASSEMBLY	\$550.00	2	0	\$0.00	2	\$1,100.00

Contract Item Status										
Base/Alt	Line	Item	Description	Units	Unit Price	Contract Quantity	Quantity This Request	Amount This Request	Quantity To Date	Amount To Date
Base Bid	58	2564.602	INSTALL SIGN	EACH	\$875.00	2	0	\$0.00	2	\$1,750.00
Base Bid	59	2564.618	SIGN	S F	\$120.00	63	43	\$5,160.00	63	\$7,560.00
Base Bid	60	2565.616	REVISE SIGNAL SYSTEM	SYSTEM	\$32,000.00	1	0.15	\$4,800.00	1	\$32,000.00
Base Bid	61	2573.502	STORM DRAIN INLET PROTECTION	EACH	\$165.00	17	0	\$0.00	6	\$990.00
Base Bid	62	2573.502	CULVERT END CONTROLS	EACH	\$150.00	3	0	\$0.00	0	\$0.00
Base Bid	63	2573.502	SILT FENCE, TYPE MS	L F	\$5.35	1020	0	\$0.00	1590	\$8,506.50
Base Bid	64	2573.503	SEDIMENT CONTROL LOG TYPE STRAW	L F	\$10.00	170	0	\$0.00	376	\$3,760.00
Base Bid	65	2574.505	SOIL BED PREPARATION	ACRE	\$235.00	1.3	0	\$0.00	1	\$235.00
Base Bid	66	2574.508	FERTILIZER, TYPE 3	POUND	\$1.40	440	0	\$0.00	440	\$616.00
Base Bid	67	2574.508	FERTILIZER, TYPE 4	POUND	\$1.40	20	0	\$0.00	20	\$28.00
Base Bid	68	2575.504	SODDING TYPE SALT TOLERANT	S Y	\$20.00	950	0	\$0.00	775	\$15,500.00
Base Bid	69	2575.504	ROLLED EROSION PREVENTION CATEGORY 25	S Y	\$6.00	620	0	\$0.00	544	\$3,264.00
Base Bid	70	2575.505	SEEDING	ACRE	\$1,500.00	1.1	0	\$0.00	1	\$1,500.00
Base Bid	71	2575.505	MOWING	ACRE	\$105.00	2.6	1	\$105.00	1	\$105.00
Base Bid	72	2575.505	WEED SPRAYING	ACRE	\$40.00	0.8	0	\$0.00	0	\$0.00
Base Bid	73	2575.506	WEED SPRAY MIXTURE	GAL	\$40.00	0.4	0	\$0.00	0	\$0.00
Base Bid	74	2575.508	SEED MIXTURE 25-141	LB	\$10.00	70	0	\$0.00	70	\$700.00
Base Bid	75	2575.508	SEED MIXTURE 33-261	LB	\$45.00	5	0	\$0.00	5	\$225.00
Base Bid	76	2575.508	HYDRAULIC STABILIZED FIBER MATRIX	LB	\$1.50	3120	0	\$0.00	3120	\$4,680.00
Base Bid	77	2581.503	REMOVABLE PREFORM PAVEMENT MARKING TAPE	L F	\$2.00	2850	0	\$0.00	1552	\$3,104.00
Base Bid	78	2582.503	4" SOLID LINE MULTI COMP	L F	\$1.00	1420	0	\$0.00	1285	\$1,285.00
Base Bid	79	2582.503	24" SOLID LINE MULTI COMP	L F	\$8.00	640	0	\$0.00	152	\$1,216.00
Base Bid	80	2582.503	4" BROKEN LINE MULTI COMP	L F	\$15.00	60	0	\$0.00	40	\$600.00

Contract Item Status										
Base/Alt	Line	Item	Description	Units	Unit Price	Contract Quantity	Quantity This Request	Amount This Request	Quantity To Date	Amount To Date
Base Bid	81	2582.503	4" DOTTED LINE MULTI COMP	L F	\$25.00	20	0	\$0.00	20	\$500.00
Base Bid	82	2582.503	6" DOTTED LINE MULTI COMP	L F	\$4.00	250	0	\$0.00	72	\$288.00
Base Bid	83	2582.503	4" DBLE SOLID LINE MULTI COMP	L F	\$2.00	880	0	\$0.00	852	\$1,704.00
Base Bid	84	2582.503	6" SOLID LINE MULTI COMP GR IN	L F	\$2.00	910	0	\$0.00	994	\$1,988.00
Base Bid	85	2582.518	PAVT MSSG PREF THERMO GR IN	S F	\$45.00	77	0	\$0.00	67	\$3,015.00
Base Bid	86	2582.518	CROSSWALK PREF THERMO GR IN	S F	\$14.00	690	0	\$0.00	720	\$10,080.00
<b>Base Bid Totals:</b>								<b>\$10,820.00</b>		<b>\$1,355,137.25</b>

Project Category Totals			
Project	Category	Amount This Request	Amount To Date
16075		\$10,820.00	\$1,355,137.25

Contract Change Item Status											
Project	CC	Line	Item	Unit Price	Contract Quantity	Contract Amount	New Item or Adj to Existing	Quantity This Request	Amount This Request	Quantity To Date	Amount To Date
16075	BK1	2115	2545.602 ADJUST HANDHOLE (EACH)	\$1,776.50	2	\$3,553.00	ITM	2.00	\$3,553.00	2	\$3,553.00
16075	CO1	2108	2108.504 GEOTEXTILE FABRIC TYPE 5 (S Y)	\$4.00	7000	\$28,000.00	ITM	0.00	\$0.00	6550	\$26,200.00
16075	CO1	2109	2504.602 20" BUTTERFLY VALVE AND BOX (EACH)	(\$15,000.00)	1	(\$15,000.00)	ITM	0.00	\$0.00	0	\$0.00
16075	CO1	2110	2504.602 20" butterfly valve with box (each)	\$20,350.00	1	\$20,350.00	ITM	0.00	\$0.00	1	\$20,350.00
16075	CO1	2111	2504.602 20" plug with blow-off (each)	\$2,980.00	1	\$2,980.00	ITM	0.00	\$0.00	1	\$2,980.00
16075	CO1	2112	2504.602 24" pipe sleeve (each)	\$2,400.00	1	\$2,400.00	ITM	0.00	\$0.00	1	\$2,400.00
16075	CO1	2113	2504.603 20" PVC WATERMAIN (L F)	\$248.00	60	\$14,880.00	ITM	0.00	\$0.00	60	\$14,880.00
16075	CO1	2114	2503.608 DUCTILE IRON FITTINGS (POUND)	\$8.00	600	\$4,800.00	ITM	0.00	\$0.00	600	\$4,800.00
<b>Contract Change Totals:</b>									<b>\$3,553.00</b>		<b>\$75,163.00</b>

Contract Change Totals			
Number	Description	Effective Date	Amount
1	Contractor raised two electrical handholes at Northeast and NorthWest of Dayton Pkwy	12/31/2023	\$3,553.00

1	<p>Road and water extensions are under construction to “close the gap” between CSAH 81 and the segment of Dayton Parkway being constructed by The Cubes development (connecting to 117th Avenue). This is a city contracted project.</p> <p>1. The design included provisions for geotextile fabric under the road section, as is typical; however, a Bid Item for the work was omitted from the Bid Form. That is, the contractor’s bid did not include costs to provide and install geotextile fabric. The expected price to add this work to the contract is \$28,000. It should be noted that, had the geotextile fabric bid item been included in the Bid Form at the time of Bids, the contractor bid price would have been \$28,000 higher than it was.</p> <p>2. In response to the project site conditions and activities, modifications to the water extension were directed. These modifications allow:</p> <ul style="list-style-type: none"> <li>a. necessary coordination with water improvements being completed as part of The Cubes development,</li> <li>b. improved ability for phasing of the construction, therefore, streamlining project timelines,</li> <li>c. more thorough testing and reduced shutdown durations than original thought achievable.</li> </ul> <p>The additional pipe, fittings, freight, labor, etc. required for these modifications are estimated to result in an additional cost of \$30,410. These changes are important to allow construction of the project as intended, while minimizing risk to project timeline and potential future infrastructure concerns. Together, these changes result in an increase of \$58,410 to the contract amount, from \$1,385,848 to \$1,444,258 (+4.2%). See the attached Change Order form for additional explanation</p>	11/28/2022	\$58,410.00
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**Material On Hand Additions**

Line	Item	Description	Date	Added	Comments

**Material On Hand Balance**

Line	Item	Description	Date	Added	Used	Remaining

<b>Contract Total</b>	<b>\$1,430,300.25</b>
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**PRESENTER:**

Jason Quisberg

**ITEM:**

Zanzibar Lane Street Improvements – Pay Estimate No. 3 (Final)

**PREPARED BY:**

Jason Quisberg, Engineering  
Lauren Pierce, Engineering

**POLICY DECISION / ACTION TO BE CONSIDERED:**

None

**BACKGROUND:**

Construction of the Zanzibar Lane Street Improvements project began in 2023. Work on the project has been completed. IC134s for the prime contractor, Veit, and all subcontractors have been collected.

Veit has submitted Pay Application #3 for the work completed to date in the amount of \$21,900.37. Attached is the payment request form, along with a tabulated summary of the work completed to date. This payment request would release all retainage held, in accordance with state law and the contract documents.

**CRITICAL ISSUES:**

**COMMISSION REVIEW / ACTION (IF APPLICABLE):**

**60/120-DAY RULE (IF APPLICABLE):**

**RELATIONSHIP TO COUNCIL GOALS:**

**BUDGET IMPACT:**

The work completed is within the previously approved budget for the project.

**RECOMMENDATION:**

We recommend issuing final payment for the work completed on the Zanzibar Lane Improvements project in the amount of \$21,900.37.

**ATTACHMENT(S):**

Zanzibar Lane Street Improvements Pay Estimate No. 3 Application for Payment  
Zanzibar Lane Street Improvements Pay Estimate No. 3 Tabulation

**SECTION 00 62 76**  
**APPLICATION FOR PAYMENT FORM**

OWNER: City of Dayton  
PROJECT: Zanzibar Lane North Street Improvements  
PROJECT NO.: 227705446  
CONTRACTOR: Veit and Company, Inc.

**PAY ESTIMATE NO. 3**

Original Contract Amount	\$ <u>1,005,904.00</u>
Contract Changes approved to Date	\$ <u>-</u>
Revised Contract Price	\$ <u>1,005,904.00</u>
Work Completed to Date (attached)	\$ <u>940,037.65</u>
Retainage to Date (revised to 0%)	\$ <u>-</u>
Work Completed to Date Less Retainage to Date	\$ <u>940,037.65</u>
Total Amount Previously Certified	\$ <u>918,137.28</u>
Payment Request This Estimate	\$ <u>21,900.37</u>

I declare under penalty of perjury that this account, claim, or demand is just and correct and that no part of it has been paid.

  
\_\_\_\_\_  
CONTRACTOR

**CERTIFICATE OF CONTRACTOR**

I hereby certify that the work and the materials supplied to date, as shown on the request for payment, represents the actual value of accomplishment under the terms of the contract dated

April 11th, 2023 between the City of Dayton (OWNER)

and Veit & Company, Inc. (CONTRACTOR) and all authorized changes thereto.

By Sam Staate  
Title Project Manager

Approval:

(CONTRACTOR)

Sam Staate Date 1/17/24

(ENGINEER)

Jason P. Quisberg Date 01/17/2024  
Jason Quisberg, P.E.

City of Dayton

\_\_\_\_\_ Date \_\_\_\_\_

END OF SECTION



ZANZIBAR LANE STREET IMPROVEMENTS  
PAYMENT REQUEST TABULATION

NO.	ITEM DESCRIPTION	UNIT	BID QUANTITY	UNIT PRICE	TOTAL PRICE	COMPLETED TO DATE		LESS PREVIOUS PAYMENTS		PAY REQUEST 3 FEBRUARY 2024			
						QTY	PRICE	QTY	PRICE	QTY	PRICE		
BASE BID SCHEDULE													
1	MOBILIZATION AND DEMOBILIZATION	LUMP SUM	1	\$ 59,480.00	\$ 59,480.00	1	\$ 59,480.00	1	\$ 59,480.00		\$ -		
2	TRAFFIC CONTROL	LUMP SUM	1	\$ 1,366.00	\$ 1,366.00	1	\$ 1,366.00	1	\$ 1,366.00		\$ -		
3	REMOVE BITUMINOUS PAVEMENT	SQ YD	920	\$ 3.80	\$ 3,496.00	1235	\$ 4,693.00	1235	\$ 4,693.00		\$ -		
4	SAWING BITUMINOUS PAVEMENT (FULL DEPTH)	LIN FT	80	\$ 6.80	\$ 544.00	80	\$ 544.00	80	\$ 544.00		\$ -		
5	SALVAGE AND RESPREAD TOPSOIL	LUMP SUM	1	\$ 7,335.00	\$ 7,335.00	1.33	\$ 9,755.55	1.33	\$ 9,755.55		\$ -		
6	COMMON EXCAVATION - OFFSITE (EV) (P)	CU YD	7360	\$ 13.95	\$ 102,672.00	7360	\$ 102,672.00	7360	\$ 102,672.00		\$ -		
7	BITUMINOUS MATERIAL FOR SHOULDER TACK	GAL	425	\$ 4.00	\$ 1,700.00	425	\$ 1,700.00	425	\$ 1,700.00		\$ -		
8	BITUMINOUS MATERIAL FOR TACK COAT	GAL	870	\$ 4.00	\$ 3,480.00	810	\$ 3,240.00	810	\$ 3,240.00		\$ -		
9	TYPE 12.5 NON-WEARING COURSE MIXTURE (SPNWB330B)	TON	2600	\$ 72.85	\$ 189,410.00	2398	\$ 174,694.30	2398	\$ 174,694.30		\$ -		
10	TYPE 9.5 WEARING COURSE MATERIAL (SPWEA340B)	TON	2080	\$ 75.90	\$ 157,872.00	2029	\$ 154,001.10	2029	\$ 154,001.10		\$ -		
11	BITUMINOUS CURB	LIN FT	310	\$ 4.55	\$ 1,410.50	310	\$ 1,410.50	310	\$ 1,410.50		\$ -		
12	AGGREGATE BASE CLASS 5, 100% CRUSHED	TON	8600	\$ 17.85	\$ 153,510.00	6254	\$ 111,633.90	6254	\$ 111,633.90		\$ -		
13	PORTLAND CEMENT	TON	510	\$ 255.00	\$ 130,050.00	478	\$ 121,890.00	478	\$ 121,890.00		\$ -		
14	SUBGRADE PREPARATION (PLACE, MIX AND COMPACT)	SQ YD	21500	\$ 1.80	\$ 38,700.00	21500	\$ 38,700.00	21500	\$ 38,700.00		\$ -		
15	AGGREGATE SURFACING CLASS 2	TON	850	\$ 35.70	\$ 30,345.00	825	\$ 29,452.50	825	\$ 29,452.50		\$ -		
16	GEOTEXTILE FABRIC TYPE V NON-WOVEN	SQ YD	21500	\$ 1.80	\$ 38,700.00	21500	\$ 38,700.00	21500	\$ 38,700.00		\$ -		
17	4" PERFORATED PVC SCH 40 DRAIN TILE PIPE	LIN FT	2570	\$ 21.35	\$ 54,869.50	2570	\$ 54,869.50	2570	\$ 54,869.50		\$ -		
18	INSTALL SIGN AND POST	EACH	4	\$ 465.00	\$ 1,860.00	4	\$ 1,860.00	4	\$ 1,860.00		\$ -		
19	STRUCTURE SIGN POST AND MARKER	EACH	14	\$ 148.00	\$ 2,072.00	14	\$ 2,072.00	14	\$ 2,072.00		\$ -		
20	RANDOM RIPRAP, CLASS II, GRANITE	TON	110	\$ 81.00	\$ 8,910.00	93	\$ 7,533.00	93	\$ 7,533.00		\$ -		
21	STABILIZED CONSTRUCTION EXIT - MAINTAINED	EACH	2	\$ 1,630.00	\$ 3,260.00	2	\$ 3,260.00	2	\$ 3,260.00		\$ -		
22	SEDIMENT CONTROL LOG TYPE STRAW - MAINTAINED	LIN FT	1400	\$ 3.15	\$ 4,410.00	1320	\$ 4,158.00	1320	\$ 4,158.00		\$ -		
23	CULVERT PROTECTION - MAINTAINED	EACH	4	\$ 288.00	\$ 1,152.00	4	\$ 1,152.00	4	\$ 1,152.00		\$ -		
24	HYDROSEED MnDOT SEED MIX 25-131	SQ YD	6000	\$ 1.55	\$ 9,300.00	7226	\$ 11,200.30	7226	\$ 11,200.30		\$ -		
TOTAL BASE BID				\$	1,005,904.00	\$	940,037.65	\$	940,037.65	\$	-		
						GENERAL CONTRACTOR		COMPLETED TO DATE		LESS PREVIOUS PAYMENTS		PAYMENT REQUEST 3	
						Veit & Company, Inc.		Subtotal: \$ 940,037.65		Subtotal: \$ 940,037.65		Subtotal: \$ -	
						14000 Veit Place		Revised retainage \$ -		Previous retainage \$ 21,900.37		Retainage release \$ 21,900.37	
						Rogers, MN 55374		Total: \$ 940,037.65		Total: \$ 918,137.28		Total: \$ 21,900.37	

**CITY OF DAYTON  
COUNTIES OF HENNEPIN AND WRIGHT**

**RESOLUTION 06-2024**

**RESOLUTION APPOINTING ABSENTEE BALLOT BOARD ELECTION  
JUDGES  
FOR THE MARCH 05, 2024 PRESIDENTIAL PRIMARY ELECTION AND  
AUGUST 13, 2024 PRIMARY ELECTION AND  
THE NOVEMBER 05, 2024 GENERAL ELECTION**

**WHEREAS**, Minnesota Election Law 204B.21 requires that persons serving as election judges be appointed by the Council at least 25 days before the election.

**BE IT RESOLVED** by the Dayton City Council that the individuals named on Exhibit A, and on file in the office of the City Clerk be appointed as the City of Dayton Election Judges and Absentee Ballot Board Election Judges for the March 05, 2024 Presidential Primary and August 13, 2024 Primary Election and the November 05, 2024 General Election; and

**BE IT FURTHER RESOLVED** the Dayton City Council also appoints other individuals and all members appointed to the Hennepin County Absentee Ballot Board as authorized under Minn. Stat. 204B.21, subd. 2 under the direction of the Election Manager to serve as members of the Dayton Absentee Ballot Board; and

**BE IT FURTHER RESOLVED** that the City Clerk is with this, authorized to make any substitutions or additions as deemed necessary.

Passed and adopted by the Dayton City Council this 13th day of February 2024.

\_\_\_\_\_  
Mayor, Dennis Fisher

Attest \_\_\_\_\_  
City Clerk, Amy Benting

Motion was made by \_\_\_\_\_, seconded by \_\_\_\_\_.  
Motion carried unanimously.

## **Exhibit A to Resolution 06-2024**

Ann Johnson  
Jeanne Darveau  
Charles Wagner  
Janice Koep  
Belinda Wohlever  
Terrienne Sipe  
Peter Sipe  
Vicent Johnson  
Elaine Wagner  
Tammi Oliver-Vaught  
Mary Holen  
Jerry Holen  
Patricia Lehn  
Barbara Klingbeil  
Kara Schmidt  
Jillian Welch  
Jen Foley  
Ann Faulds  
Julie Schoephoerster  
George Liegakos  
Jon Nelson  
Sonja Nelson  
John Knutson  
Mahad Gelle  
Bob Hernz  
Cathryn Kennedy  
Erin Omberg  
Yvonne Carlton  
Elizabeth Nash  
Wayne Vandenboom  
Stephen Schmidt  
Barbara Klingbeil  
Gary McCarney  
Jon Sevald  
Dena Brunette  
Carissa Hoyt  
Tori Leonhardt  
Amy Benting  
Karen Johansen

**PRESENTER:**

Jason Quisberg

**ITEM:**

Well #5 – Change Order and Pay Request No. 5 & Final

**PREPARED BY:**

Jason Quisberg, Engineering

**POLICY DECISION / ACTION TO BE CONSIDERED:**

Approve Change Order No. 1 and Pay Request No. 5 & Final for the Well #5 project

**BACKGROUND:**

Traut Companies has drilled and developed municipal production Well #5 for the City of Dayton. All work has been completed and approved, and all project closeout documentation received. The contractor has requested final payment (release of the retainage) for the project.

Additionally, Council requested that a change order be processed to adjust contract bid quantities to the values used for completion of the work. Council may recall that an overrun in quantities associated with the development of the well caused the value of work to exceed the originally estimated contract amount. Change Order #1 reconciles the estimated vs. final contract quantities.

See the attached letter and documentation for additional detail.

**RECOMMENDATION:**

We recommend approval of Change Order #1 and approval of Final Payment (release of retainage) for the project in the amount of \$18,879.87.

**ATTACHMENT(S):**

Engineer's cover letter  
Change Order No. 1  
Pay Request No. 5 & Final  
Project closeout documentation



**Stantec Consulting Services Inc.**  
733 Marquette Avenue Suite 1000, Minneapolis, Mn 55402

January 19, 2024  
File: 227704874

Attention: Mr. Martin Farrell

**City of Dayton**  
12260 South Diamond Lake Road  
Dayton, MN 55327

Reference: Well No. 5  
Stantec Project No. 227704874

Dear Mr. Farrell,

Enclosed is Change Order No. 1 for the Well No. 5 drilling project. This Change Order includes all additions and unit quantity adjustments that were required to complete the well drilling. Adjustments and additions to units were made to adapt to the geological conditions encountered when drilling and developing the well.

Also attached is Pay Request No. 5 for the same project. This is the final Pay Request for the project, releasing the 5% retainage that was being held until all final submittals are received from Traut. Included with this pay request is the IC-134 form and Consent of Surety form required to close out the contract with Traut. We recommend payment for the amount of \$18,879.87.

Please have the appropriate people sign where indicated and distribute to:

1 copy	City of Dayton
2 copies	Traut Companies, attn: David Traut
1 copy	Stantec, attn: Mark Janovec

The copy returned to Stantec may be transmitted electronically, if desired. Please call me at 651-775-6532 if you have any questions or comments.

Regards,

**STANTEC CONSULTING SERVICES INC.**

A handwritten signature in black ink, appearing to read "Mark Janovec", written over a white background.

Mark Janovec  
Senior Hydrogeologist  
Phone: (651) 775-6532  
Mark.janovec@stantec.com

Attachment: Change Order No. 1, Pay Request No. 5

Design with community in mind



Owner: City of Dayton, 12260 South Diamond Lake Road, Dayton, MN 55327	<b>Date</b> January 12, 2024
Contractor: Traut Companies, 32640 County Road 133, St. Joseph, MN 56374	
Bond Company: Nationwide Mutual Insurance Co., 1100 Locust Street, Dept 2006, Des Moines, IA 50391	
Bond No: BD7901115564	

**CHANGE ORDER NO. 1**  
DEEP WELL NO. 5  
STANTEC FILE NO. 227704874

**Description of Work**

This Change Order provides for additional services and makes adjustments for unit quantities.

No.	Item	Unit	Contract Quantity	Unit Price	Total Amount
<b>CHANGE ORDER NO. 1</b>					
1	DECREASE DRILL/DRIVE 24" STEEL CASING	LF	40	(\$215.00)	(\$8,600.00)
2	INCREASE DRILL 24" OPEN HOLE	LF	250	\$100.00	\$25,000.00
3	INCREASE GROUT ANNULAR SPACE WITH NEAT CEMENT	CY	4	\$670.00	\$2,680.00
4	REMOVE DRILL 18" OPEN HOLE	LF	185	(\$100.00)	(\$18,500.00)
5	INCREASE DYNAMITE DEVELOPMENT	LB	49	\$55.00	\$2,695.00
6	DECREASE VIBRATION MONITORING ALLOWANCE	LS	0.24	(\$10,000.00)	(\$2,400.00)
7	INCREASE BAIL	CY	100	\$115.00	\$11,500.00
8	INCREASE DEVELOPMENT	HR	149.5	\$395.00	\$59,052.50
9	DECREASE TEST PUMPING	HR	44	(\$195.00)	(\$8,580.00)
10	ADD FURNISH AND INSTALL PEA ROCK	LF	205	\$39.00	\$7,995.00
11	ADD REMOVE PEA ROCK	LF	205	\$38.00	\$7,790.00
<b>TOTAL CHANGE ORDER NO. 1:</b>					<b>\$78,632.50</b>





Owner: City of Dayton, 12260 South Diamond Lake Road, Dayton, MN 55327	Date: January 12, 2024
For Period: 11/15/2023 to 1/12/2024	Request No: 5 (FINAL)
Contractor: Traut Companies, 32640 County Road 133, St. Joseph, MN 56374	

**CONTRACTOR'S REQUEST FOR PAYMENT**  
WELL NO. 5 PROJECT  
STANTEC PROJECT NO. 227704874

SUMMARY

1	Original Contract Amount		\$ 298,965.00
2	Change Order - Addition	\$ 78,632.50	
3	Change Order - Deduction	\$ 0.00	
4	Revised Contract Amount		\$ 377,597.50
5	Value Completed to Date		\$ 377,597.50
6	Material on Hand		\$ 0.00
7	Amount Earned		\$ 377,597.50
8	Less Retainage 5%		\$ 0.00
9	Subtotal		\$ 377,597.50
10	Less Amount Paid Previously		\$ 358,717.63
11	Liquidated damages -		\$ 0.00
12	AMOUNT DUE THIS REQUEST FOR PAYMENT NO. 5 (FINAL)		\$ 18,879.87

Recommended for Approval by:  
**STANTEC**

Approved by Contractor:  
**TRAUT COMPANIES**

Approved by Owner:  
**CITY OF DAYTON**

Date:

Specified Contract Completion Date:



No.	Item	Unit	Contract Quantity	Unit Price	Current Quantity	Quantity to Date	Amount to Date
<b>DAYTON WELL 5 PRODUCTION WELL:</b>							
1	MOBILIZATION	LS	1	\$19,000.00	1	1	\$19,000.00
2	INSTALL AND MAINTAIN ROCK CONSTRUCTION	LS	1	\$850.00	0	1	\$850.00
3	FURNISH, INSTALL, AND MAINTAIN SILT FENCE, HEAVY	LF	200	\$5.00	0	200	\$1,000.00
4	DRILL/DRIVE 24" STEEL CASING	LF	170	\$215.00	0	130	\$27,950.00
5	DRILL 24" OPEN HOLE	LF	80	\$100.00	0	330	\$33,000.00
6	PLACE 18" STEEL CASING (INCLUDING STICKUP)	LF	255	\$115.00	0	255	\$29,325.00
7	GROUT ANNULAR SPACE WITH NEAT CEMENT	CY	18	\$670.00	5	22	\$14,740.00
8	DRILL 18" OPEN HOLE	LF	185	\$100.00	0	0	\$0.00
9	GAMMA LOG WELL	LS	1	\$1,800.00	0	1	\$1,800.00
10	FURNISH, INSTALL, AND REMOVE DEVELOPMENT	LS	1	\$5,400.00	0.5	1	\$5,400.00
11	DYNAMITE DEVELOPMENT	LB	600	\$55.00	0	649	\$35,695.00
12	VIBRATION MONITORING ALLOWANCE	LS	1	\$10,000.00	0.00	0.76	\$7,600.00
13	BAIL	CY	400	\$115.00	0	500	\$57,500.00
14	DEVELOPMENT	HR	120	\$395.00	0.0	269.5	\$106,452.50
15	FURNISH, INSTALL, AND REMOVE TEST PUMP	LS	1	\$6,500.00	1	1	\$6,500.00
16	FURNISH, INSTALL, AND REMOVE DISCHARGE PIPING	LS	150	\$7.00	150	150	\$1,050.00
17	TEST PUMPING	HR	80	\$195.00	36	36	\$7,020.00
18	WATER QUALITY TESTING	LS	1	\$3,080.00	1	1	\$3,080.00
19	TELEWISE WELL	LS	1	\$1,400.00	0	1	\$1,400.00
20	SITE CLEANUP AND RESTORATION	LS	1	\$2,450.00	0	1	\$2,450.00
<b>ADDITIONAL ITEMS:</b>							
21	FURNISH AND INSTALL PEA ROCK IN OPEN HOLE	LF	185	\$39.00	0	205	\$7,995.00
22	REMOVE PEA ROCK FOLLOWING GROUTING	LF	185	\$38.00	0	205	\$7,790.00
<b>TOTAL - PRODUCTION WELL 5</b>							<b>\$377,597.50</b>

**PROJECT PAYMENT STATUS**

OWNER CITY OF DAYTON  
 STANTEC PROJECT NO. 227704874  
 CONTRACTOR TRAUT COMPANIES

**CHANGE ORDERS**

No.	Date	Description	Amount
1	1/12/2024	Additional Services, Adjustments to Unit Quantities	\$78,632.50
<b>Total Change Orders</b>			<b>\$78,632.50</b>

**PAYMENT SUMMARY**

No.	From	To	Payment	Retainage	Completed
1	6/1/2023	6/30/2023	\$116,669.50	\$6,140.50	\$122,810.00
2	7/1/2023	7/31/2023	\$41,994.75	\$2,210.25	\$167,015.00
3	8/1/2023	9/29/2023	\$171,695.88	\$9,036.63	\$347,747.50
4	9/30/2023	11/14/2023	\$28,357.50	\$10,529.13	\$377,597.50
5 (FINAL)	9/30/2023	11/14/2023	\$18,879.87		\$377,597.50

Total Payment to Date	\$377,597.50	Original Contract	\$298,965.00
Retainage Pay		Change Orders #	\$78,632.50
Total Amount Earned	\$377,597.50	Revised Contract	\$377,597.50



## Contractor Affidavit Submitted

Thank you, your Contractor Affidavit has been approved.

### Confirmation Summary

Confirmation Number:	1-827-801-440
Submitted Date and Time:	21-Dec-2023 2:29:01 PM
Legal Name:	TRAUT COMPANIES
Federal Employer ID:	41-1429889
User Who Submitted:	KelliCommerford
Type of Request Submitted:	Contractor Affidavit

## Affidavit Summary

<b>Affidavit Number:</b>	<b>360534016</b>
Minnesota ID:	4477266
Project Owner:	CITY OF DAYTON
Project Number:	227704874
Project Begin Date:	12-Jun-2023
Project End Date:	19-Dec-2023
Project Location:	DAYTON, MN
Project Amount:	\$377,597.50
Subcontractors:	No Subcontractors

### Important Messages

A copy of this page must be provided to the contractor or government agency that hired you.

### Contact Us

If you need further assistance, contact our Withholding Tax Division at 651-282-9999, (toll-free) 800-657-3594, or (email) [withholding.tax@state.mn.us](mailto:withholding.tax@state.mn.us). Business hours are Monday through Friday 8:00 a.m. to 4:30 p.m. Central Time.

Please [print this page](#) for your records using the print or save functionality built into your browser.

**CONSENT OF SURETY  
TO FINAL PAYMENT**

AIA Document G707

(Instructions on reverse side)

OWNER ☐

ARCHITECT ☐

CONTRACTOR ☐

SURETY ☐

OTHER ☐

TO OWNER:

(Name and address)

City of Dayton  
12260 South Diamond Lake Road  
Dayton, MN 55327

ARCHITECT'S PROJECT NO.:

CONTRACT FOR: Construction

PROJECT:

(Name and address)

Deep Well No. 5  
Dayton, MN

CONTRACT DATED: January 31st, 2023

In accordance with the provisions of the Contract between the Owner and the Contractor as indicated above, the  
(Insert name and address of Surety)

Nationwide Mutual Insurance Company  
1100 Locust Street, Dept. 2006  
Des Moines, IA 50391-2006

, SURETY,

on bond of

(Insert name and address of Contractor)

Traut Companies  
32640 County Road 133  
St. Joseph, MN 56374

, CONTRACTOR,

hereby approves of the final payment to the Contractor, and agrees that final payment to the Contractor shall not relieve the Surety of  
any of its obligations to

(Insert name and address of Owner)

City of Dayton  
12260 South Diamond Lake Road  
Dayton, MN 55327

, OWNER,

as set forth in said Surety's bond.

IN WITNESS WHEREOF, the Surety has hereunto set its hand on this date: December 21st, 2023

(Insert in writing the month followed by the numeric date and year)

Nationwide Mutual Insurance Company

(Surety)

(Signature of authorized representative)

Nicole M. Coty, Attorney-in-fact

(Printed name and title)

Attest:  
(Seal)

**CAUTION:** You should sign an original AIA document that has this caution printed in red. An original assures that changes will not be obscured as may occur when documents are reproduced. See Instruction Sheet for Limited License for Reproduction of this document.



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G707—1994

## Power of Attorney

KNOW ALL MEN BY THESE PRESENTS THAT:

Nationwide Mutual Insurance Company, an Ohio corporation

hereinafter referred to severally as the "Company" and collectively as "the Companies" does hereby make, constitute and appoint:

DEB GEISLINGER; DENA GRUNHOVD; HOLLY MARIE SENS; JESSICA ANN OLSON; JON F LAUNSTEIN; JON MICHALETZ; NICOLE M COTY;  
SCOTT G MICHALETZ; SIERRA MCQUOID;

each in their individual capacity, its true and lawful attorney-in-fact, with full power and authority to sign, seal, and execute on its behalf any and all bonds and undertakings, and other obligatory instruments of similar nature, in penalties not exceeding the sum of

**UNLIMITED**

and to bind the Company thereby, as fully and to the same extent as if such instruments were signed by the duly authorized officers of the Company; and all acts of said Attorney pursuant to the authority given are hereby ratified and confirmed.

This power of attorney is made and executed pursuant to and by authority of the following resolution duly adopted by the board of directors of the Company:

"RESOLVED, that the president, or any vice president be, and each hereby is, authorized and empowered to appoint attorneys-in-fact of the Company, and to authorize them to execute and deliver on behalf of the Company any and all bonds, forms, applications, memorandums, undertakings, recognizances, transfers, contracts of indemnity, policies, contracts guaranteeing the fidelity of persons holding positions of public or private trust, and other writings obligatory in nature that the business of the Company may require; and to modify or revoke, with or without cause, any such appointment or authority; provided, however, that the authority granted hereby shall in no way limit the authority of other duly authorized agents to sign and countersign any of said documents on behalf of the Company."

"RESOLVED FURTHER, that such attorneys-in-fact shall have full power and authority to execute and deliver any and all such documents and to bind the Company subject to the terms and limitations of the power of attorney issued to them, and to affix the seal of the Company thereto; provided, however, that said seal shall not be necessary for the validity of any such documents."

This power of attorney is signed and sealed under and by the following bylaws duly adopted by the board of directors of the Company.

Execution of Instruments. Any vice president, any assistant secretary or any assistant treasurer shall have the power and authority to sign or attest all approved documents, instruments, contracts, or other papers in connection with the operation of the business of the company in addition to the chairman of the board, the chief executive officer, president, treasurer or secretary; provided, however, the signature of any of them may be printed, engraved, or stamped on any approved document, contract, instrument, or other papers of the Company.

IN WITNESS WHEREOF, the Company has caused this instrument to be sealed and duly attested by the signature of its officer the 20th day of August, 2021.



Antonio C. Albanese, **Vice President** of Nationwide Mutual Insurance Company

### ACKNOWLEDGMENT

STATE OF NEW YORK COUNTY OF NEW YORK: ss

On this 20th day of August, 2021, before me came the above-named officer for the Company aforesaid, to me personally known to be the officer described in and who executed the preceding instrument, and he acknowledged the execution of the same, and being by me duly sworn, deposes and says, that he is the officer of the Company aforesaid, that the seal affixed hereto is the corporate seal of said Company, and the said corporate seal and his signature were duly affixed and subscribed to said instrument by the authority and direction of said Company.



Stephanie Rubino McArthur  
Notary Public, State of New York  
No. 02MC6270117  
Qualified in New York County  
Commission Expires October 19, 2024

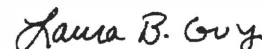


Notary Public  
My Commission Expires  
October 19, 2024

### CERTIFICATE

I, Laura B. Guy, Assistant Secretary of the Company, do hereby certify that the foregoing is a full, true and correct copy of the original power of attorney issued by the Company; that the resolution included therein is a true and correct transcript from the minutes of the meetings of the boards of directors and the same has not been revoked or amended in any manner; that said Antonio C. Albanese was on the date of the execution of the foregoing power of attorney the duly elected officer of the Company, and the corporate seal and his signature as officer were duly affixed and subscribed to the said instrument by the authority of said board of directors; and the foregoing power of attorney is still in full force and effect.

IN WITNESS WHEREOF, I have hereunto subscribed my name as Assistant Secretary, and affixed the corporate seal of said Company this 21st day of December 2023



Assistant Secretary

**PRESENTER:** Marty Farrell

**ITEM:** Park Improvement Projects 2022 Final Pay Request 11

**PREPARED BY:** Marty Farrell

**POLICY DECISION/ACTION TO BE CONSIDERED:** Approval of Pay Request #11 for the sum of \$45,457.64.

**BACKGROUND:** Council approved the Park Improvements Projects for 2022, the total budget was set at \$1,669,633.09 (Including contingency).

**BUDGET IMPACT:** Pay Request 11.

Revised Contract including COs	\$1,410,108.37
Minus Total billed amount	\$1,364,650.73
Minus Pay Request 11 total	\$45,457.64
Outstanding amount	\$0

Total funding including grants and revised TRPD funding	\$1,664,000.00
Total billed to date	\$1,410,108.37

Total Remaining funds	\$253,891.63
-----------------------	--------------

**RECOMMENDATION:** Approve Pay request #11 for the sum of \$45,457.64

**ATTACHMENT(S):** Pay request sheets.

**APPLICATION AND CERTIFICATION FOR PAYMENT**

CUSTOMER: City of Dayton PROJECT: 2022 Parks Improvement I APPLICATION NO: 11

12260 South Diamond Lake Road  
Dayton, MN 55327

Distribution to:

<input checked="" type="checkbox"/>	OWNER
<input type="checkbox"/>	ARCHITECT
<input type="checkbox"/>	CONTRACTOR
<input checked="" type="checkbox"/>	ENGINEER

CONTRACTOR: Parkstone Contracting, LLC ARCH/ENG.: Inside Outside Architecture

8270 Foothill Road S  
Cottage Grove, MN 55016 14165 James Road Suite ;  
Rogers, MN 55374PERIOD TO: 12/31/2023  
PROJECT NO: Parkstone Project No 22-02

CONTRACT FOR: Parkstone Project No 22-02

CONTRACT DATE: 5/12/2022

**CONTRACTOR'S APPLICATION FOR PAYMENT**Application is made for payment, as shown below, in connection with the Contract.  
Continuation Sheet, Page 2, is attached.

The undersigned Contractor certifies that to the best of the Contractor's knowledge, information and belief the Work covered by this Application for Payment has been completed in accordance with the Contract Documents, that all amounts have been paid by the Contractor for Work for which previous Certificates for Payment were issued and payments received from the Owner, and that current payment shown herein is now due.

1. ORIGINAL CONTRACT SUM \$ 1,590,126.75

2. Net change by Change Orders \$ (180,018.38)

3. CONTRACT SUM TO DATE \$ 1,410,108.37

4. TOTAL COMPLETED &amp; STORED TO DATE \$ 1,410,108.37

5. RETAINAGE:

a. 0 % of Completed Work \$ -

b. 0 % of Stored Material \$ -

TOTAL RETAINAGE: \$ -

6. TOTAL EARNED LESS RETAINAGE \$ 1,410,108.37

7. LESS PREVIOUS CERTIFICATES FOR PAYMENT \$ 1,364,650.73


8. CURRENT PAYMENT DUE \$ 45,457.64

9. BALANCE TO FINISH, INCLUDING RETAINAGE \$ -

CONTRACTOR: Parkstone Contracting, LLC

By:  Date: 12/20/2023

ARCHITECT/ENGINEER:

By:  Date: 12-21-2023

OWNER/OWNER'S REP:

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



**CONTINUATION SHEET**

APPLICATION AND CERTIFICATION FOR PAY

APPLICATION NO: 11

PERIOD TO: 12/31/2023

PROJECT NO: 22-02

CATEGORY	ITEM NO.	DESCRIPTION	UNITS	PLAN QUANTITY	UNIT COST	CONTRACT SUM	PREVIOUS QUANTITY	CURRENT QUANTITY	QUANTITY TO DATE	MATERIALS STORED	WORK PERFORMED THIS PERIOD	TOTAL WORK PERFORMED
HAYDEN	1	GENERAL & EROSION CONTROL										
HAYDEN	2	Temporary Signage, Fencing, and Security	LS	1	\$ 6,500.00	\$ 6,500.00	1	0	1	\$ -	\$ -	\$ 6,500.00
HAYDEN	3	Mobilization	LS	1	\$ 52,000.00	\$ 52,000.00	1	0	1	\$ -	\$ -	\$ 52,000.00
HAYDEN	4	Construction Surveying & Staking	LS	1	\$ 12,500.00	\$ 12,500.00	1	0	1	\$ -	\$ -	\$ 12,500.00
HAYDEN	5	Sawing Bituminous Pavement	LF	144	\$ 4.00	\$ 576.00	144	0	144	\$ -	\$ -	\$ 576.00
HAYDEN	6	Rock Entrance Pad	LS	1	\$ 2,500.00	\$ 2,500.00	1	0	1	\$ -	\$ -	\$ 2,500.00
HAYDEN	7	Silt Fence & Removal	LF	270	\$ 6.00	\$ 1,620.00	270	0	270	\$ -	\$ -	\$ 1,620.00
HAYDEN	8	EARTHWORK										
HAYDEN	9	Common Excavation	BCY	3000	\$ 7.00	\$ 21,000.00	3000	0	3000	\$ -	\$ -	\$ 21,000.00
HAYDEN	10	Fine Grading	AC	4.5	\$ 2,000.00	\$ 9,000.00	4.5	0	4.5	\$ -	\$ -	\$ 9,000.00
HAYDEN	11	Subcut for Trails (waste excavated material on-site)	BCY	135	\$ 9.00	\$ 1,215.00	135	0	135	\$ -	\$ -	\$ 1,215.00
HAYDEN	12	Subcut for Agline Surfacing - Waste material on site	BCY	100	\$ 9.00	\$ 900.00	100	0	100	\$ -	\$ -	\$ 900.00
HAYDEN	13	Subut for Half Basketball Court	BCY	182	\$ 9.00	\$ 1,638.00	182	0	182	\$ -	\$ -	\$ 1,638.00
HAYDEN	14	Subcut for Concrete Surfaces (waste excavated material on-site)	BCY	100	\$ 9.00	\$ 900.00	100	0	100	\$ -	\$ -	\$ 900.00
HAYDEN	15	Subcut for Play Area	BCY	390	\$ 9.00	\$ 3,510.00	390	0	390	\$ -	\$ -	\$ 3,510.00
HAYDEN	16	PLAYGROUND AND SEATING AREA										
HAYDEN	17	5" Thick Concrete Parking Type 'B' including Base	SF	1200	\$ 18.00	\$ 21,600.00	1200	0	1200	\$ -	\$ -	\$ 21,600.00
HAYDEN	18	Park Shelter - 24' x 24'	LS	1	\$ 53,000.00	\$ 53,000.00	1	0	1	\$ -	\$ -	\$ 53,000.00
HAYDEN	19	8 x 18" Concrete Play Area Cub	LF	350	\$ 35.00	\$ 12,250.00	350	0	350	\$ -	\$ -	\$ 12,250.00
HAYDEN	20	4" Draintile - Perforated and Non-Perforated with Backfill & Fabric	LF	400	\$ 14.00	\$ 5,600.00	400	0	400	\$ -	\$ -	\$ 5,600.00
HAYDEN	21	MISCELLANEOUS SITE IMPROVEMENTS										



**CONTINUATION SHEET**

APPLICATION AND CERTIFICATION FOR PAY

APPLICATION NO: 11

PERIOD TO: 12/31/2023

PROJECT NO: 22-02

CATEGORY	ITEM NO.	DESCRIPTION	UNITS	PLAN QUANTITY	UNIT COST	CONTRACT SUM	PREVIOUS QUANTITY	CURRENT QUANTITY	QUANTITY TO DATE	MATERIALS STORED	WORK PERFORMED THIS PERIOD	TOTAL WORK PERFORMED
HAYDEN	22	Benches	EA	4	\$ 1,745.00	\$ 6,980.00	0	4	4	\$ -	\$ 6,980.00	\$ 6,980.00
HAYDEN	23	Tables with Attached Sealing	EA	4	\$ 2,215.00	\$ 8,860.00	0	4	4	\$ -	\$ 8,860.00	\$ 8,860.00
HAYDEN	24	Trash Receptacles	EA	2	\$ 1,305.00	\$ 2,610.00	0	2	2	\$ -	\$ 2,610.00	\$ 2,610.00
HAYDEN	25	HALF BASKETBALL COURT										
HAYDEN	26	Geotextile Fabric	SY	242	\$ 2.50	\$ 605.00	242	0	242	\$ -	\$ -	\$ 605.00
HAYDEN	27	15" Compacted 1.5" Granite Base	CY	101	\$ 92.00	\$ 9,292.00	101	0	101	\$ -	\$ -	\$ 9,292.00
HAYDEN	28	8" Compacted Class Five Base	CY	54	\$ 66.00	\$ 3,564.00	54	0	54	\$ -	\$ -	\$ 3,564.00
HAYDEN	29	3" Bituminous Court Paving including Base	SY	204	\$ 29.00	\$ 5,916.00	204	0	204	\$ -	\$ -	\$ 5,916.00
HAYDEN	30	Concrete Court Edger	LF	182	\$ 29.00	\$ 5,278.00	182	0	182	\$ -	\$ -	\$ 5,278.00
HAYDEN	31	4" Perforated Drain Tile at Perimeter with Backfill & Fabric	LF	130	\$ 16.00	\$ 2,080.00	130	0	130	\$ -	\$ -	\$ 2,080.00
HAYDEN	32	4" Solid Drain Tile to Daylight with Backfill	LF	20	\$ 22.00	\$ 440.00	20	0	20	\$ -	\$ -	\$ 440.00
HAYDEN	33	Basketball Post Assembly with Concrete Footing	EA	1	\$ 5,100.00	\$ 5,100.00	1	0	1	\$ -	\$ -	\$ 5,100.00
HAYDEN	34	Colorcoat / Striping	LS	1	\$ 5,000.00	\$ 5,000.00	1	0	1	\$ -	\$ -	\$ 5,000.00
HAYDEN	35	INFORMAL BALLFIELD										
HAYDEN	36	Complete Chain Link Backstop Including Post Footings	LS	1	\$ 11,000.00	\$ 11,000.00	1	0	1	\$ -	\$ -	\$ 11,000.00
HAYDEN	37	Concrete Mow Strip	LF	60	\$ 48.00	\$ 2,880.00	60	0	60	\$ -	\$ -	\$ 2,880.00
HAYDEN	38	Aglime Surfacing (75 x 75')	CY	100	\$ 86.00	\$ 8,600.00	100	0	100	\$ -	\$ -	\$ 8,600.00
HAYDEN	39	BITUMINOUS TRAILS										
HAYDEN	40	Bituminous Trail surfacing - 8' Width with Base	SY	540	\$ 32.00	\$ 17,280.00	540	0	540	\$ -	\$ -	\$ 17,280.00
HAYDEN	41	MISCELLANEOUS SITE IMPROVEMENTS										
HAYDEN	42	Culverts under Trail Extensions with Rip Rap on Outflow	LF	32	\$ 107.00	\$ 3,424.00	32	0	32	\$ -	\$ -	\$ 3,424.00

**CONTINUATION SHEET**

APPLICATION AND CERTIFICATION FOR PAY

APPLICATION NO: 11

PERIOD TO: 12/31/2023

PROJECT NO: 22-02

CATEGORY	ITEM NO.	DESCRIPTION	UNITS	PLAN QUANTITY	UNIT COST	CONTRACT SUM	PREVIOUS QUANTITY	CURRENT QUANTITY	QUANTITY TO DATE	MATERIALS STORED	WORK PERFORMED THIS PERIOD	TOTAL WORK PERFORMED
<b>HAYDEN</b>	<b>43</b>	<b>LANDSCAPING</b>										
HAYDEN	44	Turf Hydro-Seeding	SY	19680	\$ 1.30	\$ 25,584.00	19680	0	19680	\$ -	\$ -	\$ 25,584.00
HAYDEN	45	Straw Erosion Blanket	SY	1200	\$ 2.25	\$ 2,700.00	1200	0	1200	\$ -	\$ -	\$ 2,700.00
HAYDEN	46	Overstory Trees - 2.5" cal	EA	25	\$ 800.00	\$ 20,000.00	25	0	25	\$ -	\$ -	\$ 20,000.00
HAYDEN	47	Coniferous Trees - 6' ht	EA	5	\$ 750.00	\$ 3,750.00	5	0	5	\$ -	\$ -	\$ 3,750.00
HAYDEN	48	Ornamental Trees - 1-1/2" cal	EA	2	\$ 750.00	\$ 1,500.00	2	0	2	\$ -	\$ -	\$ 1,500.00
HAYDEN	49	Coniferous Shrubs with Mulch	EA	5	\$ 85.00	\$ 425.00	5	0	5	\$ -	\$ -	\$ 425.00
HAYDEN	50	Perennials with Mulch	EA	17	\$ 60.00	\$ 1,020.00	17	0	17	\$ -	\$ -	\$ 1,020.00
HAYDEN	51	Ornamental Grasses with Mulch	EA	59	\$ 40.00	\$ 2,360.00	59	0	59	\$ -	\$ -	\$ 2,360.00
HAYDEN	52	Landscape Edger	LF	250	\$ 17.00	\$ 4,250.00	250	0	250	\$ -	\$ -	\$ 4,250.00
<b>HAYDEN</b>	<b>53</b>	<b>BASE BID PROJECT TOTAL</b>										
<b>DONAHUE</b>	<b>54</b>	<b>GENERAL</b>										
DONAHUE	55	Mobilization	LS	1	\$ 16,500.00	\$ 16,500.00	1	0	1	\$ -	\$ -	\$ 16,500.00
DONAHUE	56	Removals	LS	1	\$ 5,500.00	\$ 5,500.00	1	0	1	\$ -	\$ -	\$ 5,500.00
DONAHUE	57	Construction Surveying & Staking	LS	1	\$ 4,000.00	\$ 4,000.00	1	0	1	\$ -	\$ -	\$ 4,000.00
DONAHUE	58	Silt Fence & Removal	LF	200	\$ 6.00	\$ 1,200.00	580	0	580	\$ -	\$ -	\$ 3,480.00
DONAHUE	59	Rock Entrance Pad	EA	1	\$ 2,500.00	\$ 2,500.00	1	0	1	\$ -	\$ -	\$ 2,500.00
<b>DONAHUE</b>	<b>60</b>	<b>EARTHWORK</b>										
DONAHUE	61	Rough Grading & Backfill - Very Limited Scope	LS	1	\$ 3,650.00	\$ 3,650.00	1	0	1	\$ -	\$ -	\$ 3,650.00
DONAHUE	62	Fine Grading	LS	1	\$ 2,200.00	\$ 2,200.00	1	0	1	\$ -	\$ -	\$ 2,200.00
<b>DONAHUE</b>	<b>63</b>	<b>CONCRETE PATHS</b>										



**CONTINUATION SHEET**

APPLICATION AND CERTIFICATION FOR PAY

APPLICATION NO: 11

PERIOD TO: 12/31/2023

PROJECT NO: 22-02

CATEGORY	ITEM NO.	DESCRIPTION	UNITS	PLAN QUANTITY	UNIT COST	CONTRACT SUM	PREVIOUS QUANTITY	CURRENT QUANTITY	QUANTITY TO DATE	MATERIALS STORED	WORK PERFORMED THIS PERIOD	TOTAL WORK PERFORMED
DONAHUE	64	Excavation for Paving (waste excavated material on-site)	CY	42	\$ 18.00	\$ 756.00	42	0	42	\$ -	\$ -	\$ 756.00
DONAHUE	65	5" Deep Concrete Walk Paving - 6' Wide with Base Material	SF	1130	\$ 12.00	\$ 13,560.00	1130	0	1130	\$ -	\$ -	\$ 13,560.00
DONAHUE	66	New ADA Curb Cuts with Tactile Warning Strips	EA	3	\$ 235.00	\$ 705.00	3	0	3	\$ -	\$ -	\$ 705.00
DONAHUE	67	PLAYGROUND & PATIO SEATING AREA										
DONAHUE	68	Excavation for Playground (waste excavated material on-site)	CY	120	\$ 15.00	\$ 1,800.00	120	0	120	\$ -	\$ -	\$ 1,800.00
DONAHUE	69	4" Perforated Drain Tile at Perimeter	LF	130	\$ 16.00	\$ 2,080.00	130	0	130	\$ -	\$ -	\$ 2,080.00
DONAHUE	70	4" Solid Drain Tile to Daylight	LF	20	\$ 22.00	\$ 440.00	20	0	20	\$ -	\$ -	\$ 440.00
DONAHUE	71	Concrete Paving Type 'A' - 5" Thickened Edge Walk - 8' Wide with Base	SF	1886	\$ 12.00	\$ 22,632.00	1886	0	1886	\$ -	\$ -	\$ 22,632.00
DONAHUE	72	Concrete Paving Type 'B'	SF	336	\$ 12.00	\$ 4,032.00	336	0	336	\$ -	\$ -	\$ 4,032.00
DONAHUE	73	8 x 18" Concrete Play Curb	LF	32	\$ 42.00	\$ 1,344.00	32	0	32	\$ -	\$ -	\$ 1,344.00
DONAHUE	74	SITE FURNITURE										
DONAHUE	75	Tables	EA	1	\$ 2,215.00	\$ 2,215.00	0	1	1	\$ -	\$ 2,215.00	\$ 2,215.00
DONAHUE	76	Benches	EA	1	\$ 1,745.00	\$ 1,745.00	0	1	1	\$ -	\$ 1,745.00	\$ 1,745.00
DONAHUE	77	Trash Receptacle	EA	1	\$ 1,305.00	\$ 1,305.00	0	1	1	\$ -	\$ 1,305.00	\$ 1,305.00
DONAHUE	78	SEEDING, SODDING & EROSION CONTROL										
DONAHUE	79	Turf Hydro-Seeding	SY	55	\$ 11.00	\$ 605.00	55	0	55	\$ -	\$ -	\$ 605.00
DONAHUE	80	Straw Erosion Blanket	SY	10	\$ 55.00	\$ 550.00	10	0	10	\$ -	\$ -	\$ 550.00
DONAHUE	81	LANDSCAPING										
DONAHUE	82	Perennials with Mulch	EA	25	\$ 60.00	\$ 1,500.00	25	0	25	\$ -	\$ -	\$ 1,500.00
DONAHUE	83	BASE BID PROJECT TOTAL										
ELSIE	84	GENERAL COSTS & EROSION CONTROL										

**CONTINUATION SHEET**

APPLICATION AND CERTIFICATION FOR PAY

APPLICATION NO: 11

PERIOD TO: 12/31/2023

PROJECT NO: 22-02

CATEGORY	ITEM NO.	DESCRIPTION	UNITS	PLAN QUANTITY	UNIT COST	CONTRACT SUM	PREVIOUS QUANTITY	CURRENT QUANTITY	QUANTITY TO DATE	MATERIALS STORED	WORK PERFORMED THIS PERIOD	TOTAL WORK PERFORMED
ELSIE	85	Temporary Signage, Fencing, and Security	LS	1	\$ 6,000.00	\$ 6,000.00	1	0	1	\$ -	\$ -	\$ 6,000.00
ELSIE	86	Mobilization	LS	1	\$ 83,000.00	\$ 83,000.00	1	0	1	\$ -	\$ -	\$ 83,000.00
ELSIE	87	Construction Surveying & Staking	LS	1	\$ 12,500.00	\$ 12,500.00	1	0	1	\$ -	\$ -	\$ 12,500.00
ELSIE	88	Rock Construction Entrance Pad	LS	1	\$ 2,500.00	\$ 2,500.00	1	0	1	\$ -	\$ -	\$ 2,500.00
ELSIE	89	Sawing Bituminous Pavement	LF	133	\$ 4.00	\$ 532.00	133	0	133	\$ -	\$ -	\$ 532.00
ELSIE	90	Silt Fence & Removal	LF	2710	\$ 3.00	\$ 8,130.00	2710	0	2710	\$ -	\$ -	\$ 8,130.00
ELSIE	91	Wood Fiber Log & Removal	LF	140	\$ 5.00	\$ 700.00	140	0	140	\$ -	\$ -	\$ 700.00
ELSIE	92	REMOVALS										
ELSIE	93	Clearing and Grubbing - One Acre Total in Multiple Areas	LS	1	\$ 40,000.00	\$ 40,000.00	1	0	1	\$ -	\$ -	\$ 40,000.00
ELSIE	94	Remove Existing Gravel Drives to a Depth of 4"	CY	120	\$ 17.00	\$ 2,040.00	120	0	120	\$ -	\$ -	\$ 2,040.00
ELSIE	95	EARTHWORK										
ELSIE	96	Common Excavation - Including Subcutting for Trails and Roads	CY	11160	\$ 6.25	\$ 69,750.00	11160	0	11160	\$ -	\$ -	\$ 69,750.00
ELSIE	97	Fine Grading	AC	3	\$ 3,000.00	\$ 9,000.00	3	0	3	\$ -	\$ -	\$ 9,000.00
ELSIE	98	Density Testing for Grading Items	EA	15	\$ 150.00	\$ 2,250.00	15	0	15	\$ -	\$ -	\$ 2,250.00
ELSIE	99	Riprap, Class 3	CY	55	\$ 124.00	\$ 6,820.00	55	0	55	\$ -	\$ -	\$ 6,820.00
ELSIE	100	Geotextile Fabric under Riprap	SY	150	\$ 6.00	\$ 900.00	150	0	150	\$ -	\$ -	\$ 900.00
ELSIE	101	STORM SEWER										
ELSIE	102	8" HDPE Dual Wall Pipe	LF	44	\$ 35.00	\$ 1,540.00	44	0	44	\$ -	\$ -	\$ 1,540.00
ELSIE	103	6' Wide x 4' Height Precast Concrete Box Culvert	LF	56	\$ 1,400.00	\$ 78,400.00	56	0	56	\$ -	\$ -	\$ 78,400.00
ELSIE	104	Inlet Protection	EA	1	\$ 150.00	\$ 150.00	1	0	1	\$ -	\$ -	\$ 150.00
ELSIE	105	RIVER OVERLOOK										



**CONTINUATION SHEET**

APPLICATION AND CERTIFICATION FOR PAY

APPLICATION NO: 11

PERIOD TO: 12/31/2023

PROJECT NO: 22-02

CATEGORY	ITEM NO.	DESCRIPTION	UNITS	PLAN QUANTITY	UNIT COST	CONTRACT SUM	PREVIOUS QUANTITY	CURRENT QUANTITY	QUANTITY TO DATE	MATERIALS STORED	WORK PERFORMED THIS PERIOD	TOTAL WORK PERFORMED
ELSIE	106	5" Thick Concrete Paving with Base	SF	294	\$ 18.00	\$ 5,292.00	294	0	294	\$ -	\$ -	\$ 5,292.00
ELSIE	107	Stabilized Granite Pathway Surfacing	SF	470	\$ 23.00	\$ 10,810.00	470	0	470	\$ -	\$ -	\$ 10,810.00
ELSIE	108	Boulder Retaining Walls	SFF	40	\$ 88.00	\$ 3,520.00	40	0	40	\$ -	\$ -	\$ 3,520.00
ELSIE	109	Picnic Table	EA	1	\$ 2,215.00	\$ 2,215.00	0	1	1	\$ -	\$ 2,215.00	\$ 2,215.00
ELSIE	110	Trash Receptacle	EA	1	\$ 1,305.00	\$ 1,305.00	0	1	1	\$ -	\$ 1,305.00	\$ 1,305.00
ELSIE	111	<b>ROADS, PARKING, &amp; RAVINE CROSSING</b>										
ELSIE	112	6" Class 5 Gravel Road Surfacing	TON	1680	\$ 29.00	\$ 48,720.00	1680	0	1680	\$ -	\$ -	\$ 48,720.00
ELSIE	113	Curb and Gutter at Entry & Median	LF	464	\$ 32.00	\$ 14,848.00	464	0	464	\$ -	\$ -	\$ 14,848.00
ELSIE	114	Asphalt Surfacing at Main Entrance	TON	92	\$ 130.00	\$ 11,960.00	92	0	92	\$ -	\$ -	\$ 11,960.00
ELSIE	115	Guardrail at Ravine Crossing - MNDOT B8338	LF	120	\$ 122.00	\$ 14,640.00	120	0	120	\$ -	\$ -	\$ 14,640.00
ELSIE	116	Rip Rap on Sideslopes of Ravine Crossing	CY	55	\$ 124.00	\$ 6,820.00	55	0	55	\$ -	\$ -	\$ 6,820.00
ELSIE	117	Boulder Retaining Wall at Lower Parking Area	SFF	180	\$ 78.00	\$ 14,040.00	180	0	180	\$ -	\$ -	\$ 14,040.00
ELSIE	118	Large Boulders Barriers Separating Trail from Lower Drive	EA	15	\$ 575.00	\$ 8,625.00	15	0	15	\$ -	\$ -	\$ 8,625.00
ELSIE	119	<b>PEDESTRIAN TRAILS AND BRIDGES</b>										
ELSIE	120	9' Wide Gravel Trail Surfaces	LF	2625	\$ 9.00	\$ 23,625.00	2625	0	2625	\$ -	\$ -	\$ 23,625.00
ELSIE	121	9' x 24' Pedestrian Bridge	LS	1	\$ 52,000.00	\$ 52,000.00	0.1	0.9	1	\$ -	\$ 46,800.00	\$ 52,000.00
ELSIE	122	Concrete Abutments & Footings	LS	2	\$ 27,000.00	\$ 54,000.00	0.25	1.75	2	\$ -	\$ 47,250.00	\$ 54,000.00
ELSIE	123	Rip Rap Below Abutments	CY	40	\$ 128.00	\$ 5,120.00	0	40	40	\$ -	\$ 5,120.00	\$ 5,120.00
ELSIE	124	<b>SITE FURNITURE</b>										
ELSIE	125	Picnic Table	EA	1	\$ 2,215.00	\$ 2,215.00	0	1	1	\$ -	\$ 2,215.00	\$ 2,215.00
ELSIE	126	Trash Receptacle	EA	1	\$ 1,305.00	\$ 1,305.00	0	1	1	\$ -	\$ 1,305.00	\$ 1,305.00

**CONTINUATION SHEET**

APPLICATION AND CERTIFICATION FOR PAY

APPLICATION NO: 11

PERIOD TO: 12/31/2023

PROJECT NO: 22-02

CATEGORY	ITEM NO.	DESCRIPTION	UNITS	PLAN QUANTITY	UNIT COST	CONTRACT SUM	PREVIOUS QUANTITY	CURRENT QUANTITY	QUANTITY TO DATE	MATERIALS STORED	WORK PERFORMED THIS PERIOD	TOTAL WORK PERFORMED
ELSIE	127	<b>LANDSCAPING</b>										
ELSIE	128	Hydroseeded Turf Seed - MnDOT Mixture 25-131	SY	12700	\$ 1.30	\$ 16,510.00	12700	0	12700	\$ -	\$ -	\$ 16,510.00
ELSIE	129	Hydroseeded Native Seed Mix - MnDOT Mixture 36-711	SY	2300	\$ 3.15	\$ 7,245.00	2300	0	2300	\$ -	\$ -	\$ 7,245.00
ELSIE	130	Deciduous Overstory Tree - 2.5" Cal.	EA	46	\$ 775.00	\$ 35,650.00	46	0	46	\$ -	\$ -	\$ 35,650.00
ELSIE	131	Perennials with Mulch	EA	48	\$ 60.00	\$ 2,880.00	48	0	48	\$ -	\$ -	\$ 2,880.00
ELSIE	132	Ornamental Grasses with Mulch	EA	22	\$ 40.00	\$ 880.00	22	0	22	\$ -	\$ -	\$ 880.00
ELSIE	133	<b>BASE BID PROJECT TOTAL</b>										
HH-A	134	<b>Alternate Bid HH-A: ADD ARTIFICIAL TURF GOLF ELEMENT</b>										
HH-A	135	ADD Subcut for Alternate Area (8")	CY	38	\$ 11.00	\$ 418.00	38	0	38	\$ -	\$ -	\$ 418.00
HH-A	136	ADD Artificial Turf Putting Green with Base	SF	375	\$ 21.25	\$ 7,968.75	375	0	375	\$ -	\$ -	\$ 7,968.75
HH-A	137	ADD Artificial Turf Chipping/Fringe Area with Base and Edging	SF	860	\$ 21.25	\$ 18,275.00	860	0	860	\$ -	\$ -	\$ 18,275.00
HH-A	138	ADD 6" Wide Asphalt Trails with Base	SY	156	\$ 40.00	\$ 6,240.00	156	0	156	\$ -	\$ -	\$ 6,240.00
HH-A	139	ADD Stepping Stone Paving with Base	SF	270	\$ 27.00	\$ 7,290.00	270	0	270	\$ -	\$ -	\$ 7,290.00
HH-A	140	ADD Perennial Plantings with Mulch	EA	41	\$ 60.00	\$ 2,460.00	41	0	41	\$ -	\$ -	\$ 2,460.00
HH-A	141	ADD Ornamental Grasses with Mulch	EA	30	\$ 40.00	\$ 1,200.00	30	0	30	\$ -	\$ -	\$ 1,200.00
HH-A	142	ADD Deciduous Schnubs with Mulch	EA	16	\$ 85.00	\$ 1,360.00	16	0	16	\$ -	\$ -	\$ 1,360.00
HH-A	143	ADD Coniferous Schnubs with Mulch	EA	8	\$ 85.00	\$ 680.00	8	0	8	\$ -	\$ -	\$ 680.00
HH-A	144	ADD Steel Edger	LF	62	\$ 17.00	\$ 1,054.00	62	0	62	\$ -	\$ -	\$ 1,054.00
HH-A	145	DEDUCT Turf Seeding	SY	-302	\$ 1.30	\$ (392.60)	-302	0	-302	\$ -	\$ -	\$ (392.60)
HH-B	146	<b>Alternate Bid HH-B: ADD DOUBLE PICKLEBALL COURT</b>										
HH-B	147	ADD Subcut for Pickleball Court (27")	CY	332	\$ 9.00	\$ 2,988.00	332	0	332	\$ -	\$ -	\$ 2,988.00



**CONTINUATION SHEET**

APPLICATION AND CERTIFICATION FOR PAY

APPLICATION NO: 11

PERIOD TO: 12/31/2023

PROJECT NO: 22-02

CATEGORY	ITEM NO.	DESCRIPTION	UNITS	PLAN QUANTITY	UNIT COST	CONTRACT SUM	PREVIOUS QUANTITY	CURRENT QUANTITY	QUANTITY TO DATE	MATERIALS STORED	WORK PERFORMED THIS PERIOD	TOTAL WORK PERFORMED
HH-B	148	ADD 3" Bituminous Court Paving including Base	SY	411	\$ 26.00	\$ 10,686.00	411	0	411	\$ -	\$ -	\$ 10,686.00
HH-B	149	ADD 15" Compacted 1.5" Granite Base	CY	185	\$ 89.00	\$ 16,465.00	185	0	185	\$ -	\$ -	\$ 16,465.00
HH-B	150	ADD 8" Compacted Class Five Base	CY	99	\$ 61.00	\$ 6,039.00	99	0	99	\$ -	\$ -	\$ 6,039.00
HH-B	151	ADD Pickleball Post and Net Systems	EA	2	\$ 2,750.00	\$ 5,500.00	2	0	2	\$ -	\$ -	\$ 5,500.00
HH-B	152	ADD Concrete Court Edger	LF	248	\$ 29.00	\$ 7,192.00	248	0	248	\$ -	\$ -	\$ 7,192.00
HH-B	153	4" Perforated Drain Tile at Perimeter	LF	240	\$ 14.00	\$ 3,360.00	240	0	240	\$ -	\$ -	\$ 3,360.00
HH-B	154	4" Solid Drain Tile to Daylight	LF	30	\$ 16.00	\$ 480.00	30	0	30	\$ -	\$ -	\$ 480.00
HH-B	155	ADD Colorcoat / Striping	LS	1	\$ 6,300.00	\$ 6,300.00	1	0	1	\$ -	\$ -	\$ 6,300.00
HH-B	156	ADD 5' Chain Link Fencing - Black Vinyl Coated	LF	242	\$ 51.00	\$ 12,342.00	242	0	242	\$ -	\$ -	\$ 12,342.00
HH-B	157	ADD Chain Link Gates - 3' Width	EA	2	\$ 700.00	\$ 1,400.00	2	0	2	\$ -	\$ -	\$ 1,400.00
HH-B	158	ADD 5" Thick Concrete Paving with Base	SF	400	\$ 18.00	\$ 7,200.00	400	0	400	\$ -	\$ -	\$ 7,200.00
HH-B	159	ADD Picnic Table	EA	1	\$ 2,285.00	\$ 2,285.00	0	1	1	\$ -	\$ 2,285.00	\$ 2,285.00
HH-B	160	ADD Trash Receptacle	EA	1	\$ 1,345.00	\$ 1,345.00	0	1	1	\$ -	\$ 1,345.00	\$ 1,345.00
HH-B	161	ADD Bike Racks	EA	2	\$ 310.00	\$ 620.00	0	2	2	\$ -	\$ 620.00	\$ 620.00
HH-B	162	DEDUCT Turf Seeding	SY	-473	\$ 1.30	\$ (614.90)	-473	0	-473	\$ -	\$ -	\$ (614.90)
DD-A	165	Alternate Bid 'DD-A': ADD ALTERNATE PLAY & SEATING AREA										
DD-A	166	ADD Excavation for Playground (waste excavated material on-site)	CY	35	\$ 21.00	\$ 735.00	35	0	35	\$ -	\$ -	\$ 735.00
DD-A	167	ADD 4" Perforated Drain Tile at Perimeter	LF	68	\$ 20.00	\$ 1,360.00	68	0	68	\$ -	\$ -	\$ 1,360.00
DD-A	168	ADD 4" Solid Drain Tile to Daylight	LF	44	\$ 20.00	\$ 880.00	44	0	44	\$ -	\$ -	\$ 880.00
DD-A	169	ADD 8 x 18" Concrete Play Curb	LF	72	\$ 36.00	\$ 2,592.00	72	0	72	\$ -	\$ -	\$ 2,592.00
DD-A	170	ADD Concrete Paving Type 'B'	SF	178	\$ 17.00	\$ 3,026.00	178	0	178	\$ -	\$ -	\$ 3,026.00

**CONTINUATION SHEET**

APPLICATION AND CERTIFICATION FOR PAY

APPLICATION NO: 11

PERIOD TO: 12/31/2023

PROJECT NO: 22-02

CATEGORY	ITEM NO.	DESCRIPTION	UNITS	PLAN QUANTITY	UNIT COST	CONTRACT SUM	PREVIOUS QUANTITY	CURRENT QUANTITY	QUANTITY TO DATE	MATERIALS STORED	WORK PERFORMED THIS PERIOD	TOTAL WORK PERFORMED
DD-A	171	ADD Site Furniture - Bench	EA	1	\$ 1,800.00	\$ 1,800.00	0	1	1	\$ -	\$ 1,800.00	\$ 1,800.00
DD-A	172	DEDUCT Concrete Paving Type 'A'	SF	-128	\$ 14.00	\$ (1,792.00)	-128	0	-128	\$ -	\$ -	\$ (1,792.00)
<b>ESP-A</b>	<b>175</b>	<b>Alternate Bid 'ESP-A': ADD REGIONAL TRAIL AND BRIDGE</b>										
ESP-A	176	ADD Subcut for Trail Surface	CY	1140	\$ 9.00	\$ 10,260.00	1140	0	1140	\$ -	\$ -	\$ 10,260.00
ESP-A	177	ADD 10' Wide 3" Depth Asphalt Trail with Base	SY	1380	\$ 35.00	\$ 48,300.00	1206	0	1206	\$ -	\$ -	\$ 42,210.00
ESP-A	178	ADD 30' Long x 14' Clear Width Pedestrian Bridge and Abutments	LS	1	\$ 128,000.00	\$ 128,000.00	0.1	0.9	1	\$ -	\$ 115,200.00	\$ 128,000.00
ESP-A	179	ADD Rip Rap Below Abutments	CY	100	\$ 113.00	\$ 11,300.00	0	100	100	\$ -	\$ 11,300.00	\$ 11,300.00
ESP-A	180	ADD Removals of Existing Trail	SY	310	\$ 7.00	\$ 2,170.00	310	0	310	\$ -	\$ -	\$ 2,170.00
ESP-A	181	ADD Seeding of Disturbed Edges along Trail	SY	1500	\$ 1.30	\$ 1,950.00	1500	0	1500	\$ -	\$ -	\$ 1,950.00
<b>ESP-B</b>	<b>184</b>	<b>Alternate Bid 'ESP-B': ADD ASPHALT TRAIL SURFACING</b>										
ESP-B	185	ADD 8' Wide 2.5" Depth Asphalt Paving on All City Trail Surfaces - NO BASE	SY	2335	\$ 21.50	\$ 50,202.50	1979	0	1979	\$ -	\$ -	\$ 42,548.50
<b>ESP-C</b>	<b>186</b>	<b>Alternate Bid 'ESP-C': ADD ASPHALT ROAD SURFACING</b>										
ESP-C	187	ADD 3" Deep Asphalt Paving on All Drive Surfaces	TON	636	\$ 115.00	\$ 73,140.00	633.46	0	633.46	\$ -	\$ -	\$ 72,847.90
<b>CO-01</b>	<b>188</b>	<b>CHANGE ORDER 01</b>										
CO-01	189	HH - Subcut for Play Area	BCY	-100	\$ 9.00	\$ (900.00)	-100	0	-100	\$ -	\$ -	\$ (900.00)
CO-01	190	HH - 8 x 18" Concrete Play Area Curb	LF	-61	\$ 35.00	\$ (2,135.00)	-61	0	-61	\$ -	\$ -	\$ (2,135.00)
CO-01	191	HH - 4" Drainile - Perforated and Non-Perforated with Backfill & Fabric	LF	-100	\$ 14.00	\$ (1,400.00)	-100	0	-100	\$ -	\$ -	\$ (1,400.00)
CO-01	192	HH - Benches	EA	-2	\$ 1,745.00	\$ (3,490.00)	0	-2	-2	\$ -	\$ (3,490.00)	\$ (3,490.00)
CO-01	193	HH - Tables with Attached Seating	EA	-1	\$ 2,215.00	\$ (2,215.00)	0	-1	-1	\$ -	\$ (2,215.00)	\$ (2,215.00)
CO-01	194	HH - Trash Receptacles	EA	1	\$ 1,305.00	\$ 1,305.00	0	1	1	\$ -	\$ 1,305.00	\$ 1,305.00
CO-01	195	HH - Charcoal Grill	EA	1	\$ 700.00	\$ 700.00	1	0	1	\$ -	\$ -	\$ 700.00



**CONTINUATION SHEET**

APPLICATION AND CERTIFICATION FOR PAY

APPLICATION NO: 11

PERIOD TO: 12/31/2023

PROJECT NO: 22-02

CATEGORY	ITEM NO.	DESCRIPTION	UNITS	PLAN QUANTITY	UNIT COST	CONTRACT SUM	PREVIOUS QUANTITY	CURRENT QUANTITY	QUANTITY TO DATE	MATERIALS STORED	WORK PERFORMED THIS PERIOD	TOTAL WORK PERFORMED
CO-01	196	HH - Bike Racks	EA	3	\$ 310.00	\$ 930.00	0	3	3	\$ -	\$ 930.00	\$ 930.00
CO-01	197	HH - Bituminous Trail surfacing - 8' Width with Base	SY	-22	\$ 32.00	\$ (704.00)	-22	0	-22	\$ -	\$ -	\$ (704.00)
CO-01	198	HH - Turf Hydro-Seeding	SY	345	\$ 1.30	\$ 448.50	345	0	345	\$ -	\$ -	\$ 448.50
CO-01	199	HH - Add Sod	SY	220	\$ 11.42	\$ 2,512.40	220	0	220	\$ -	\$ -	\$ 2,512.40
CO-01	200	HH - Add Geotextile Fabric at Pickleball	SY	430	\$ 2.50	\$ 1,075.00	430	0	430	\$ -	\$ -	\$ 1,075.00
CO-01	201	HH - 4" Perforated Drain Tile at Perimeter with Backfill & Fabric @ BB Court	LF	50	\$ 16.00	\$ 800.00	50	0	50	\$ -	\$ -	\$ 800.00
CO-01	202	HH - 4" Solid Drain tile to Daylight with Backfill at BB Court	LF	80	\$ 22.00	\$ 1,760.00	80	0	80	\$ -	\$ -	\$ 1,760.00
CO-01	203	HH - 4" Solid Drain Tile to Daylight @ Pickleball	LF	50	\$ 16.00	\$ 800.00	50	0	50	\$ -	\$ -	\$ 800.00
CO-01	204	DD - Add Limestone Seat Blocks	EA	5	\$ 1,310.00	\$ 6,550.00	5	0	5	\$ -	\$ -	\$ 6,550.00
CO-01	205	ES - Stabilized Granite Pathway Surfacing	SF	-470	\$ 23.00	\$ (10,810.00)	-470	0	-470	\$ -	\$ -	\$ (10,810.00)
CO-01	206	ES - 8' Wide Gravel Trail Surfaces	LF	67	\$ 9.00	\$ 603.00	67	0	67	\$ -	\$ -	\$ 603.00
CO-01	207	ES - Add Asphalt Trail Surfacing	SY	68	\$ 21.50	\$ 1,462.00	68	0	68	\$ -	\$ -	\$ 1,462.00
CO-01	208	ES - Picnic Tables	EA	-1	\$ 2,215.00	\$ (2,215.00)	0	-1	-1	\$ -	\$ (2,215.00)	\$ (2,215.00)
CO-01	209	ES - Trash Receptacle	EA	-1	\$ 1,305.00	\$ (1,305.00)	0	-1	-1	\$ -	\$ (1,305.00)	\$ (1,305.00)
CO-01	210	ES - Eliminate Large Granite Boulders	EA	-15	\$ 575.00	\$ (8,625.00)	-15	0	-15	\$ -	\$ -	\$ (8,625.00)
CO-01	211	ES - Add Large Fieldstone Boulders	EA	27	\$ 350.00	\$ 9,450.00	27	0	27	\$ -	\$ -	\$ 9,450.00
CO-01	212	ALL SITES - Picnic Table Switch	EA	6	\$ 130.00	\$ 780.00	0	6	6	\$ -	\$ 780.00	\$ 780.00
CO-02	213	CHANGE ORDER 02										
CO-02	214	HH - Subcut for Trails (waste excavated material on-site)	CY	184	\$ 9.00	\$ 1,656.00	184	0	184	\$ -	\$ -	\$ 1,656.00
CO-02	215	HH - Bituminous Trail surfacing - 8' Width with Base	SY	736	\$ 32.00	\$ 23,552.00	736	0	736	\$ -	\$ -	\$ 23,552.00
CO-03		CHANGE ORDER 03										

**CONTINUATION SHEET**

APPLICATION AND CERTIFICATION FOR PAY

APPLICATION NO: 11

PERIOD TO: 12/31/2023

PROJECT NO: 22-02

CATEGORY	ITEM NO.	DESCRIPTION	UNITS	PLAN QUANTITY	UNIT COST	CONTRACT SUM	PREVIOUS QUANTITY	CURRENT QUANTITY	QUANTITY TO DATE	MATERIALS STORED	WORK PERFORMED THIS PERIOD	TOTAL WORK PERFORMED
CO-03	219	HH - ADDITIONAL 5" CONCRETE PAVING W/BASE	SF	1120	\$ 18.00	\$ 20,160.00	1120	0	1120	\$ -	\$ -	\$ 20,160.00
CO-03	220	HH - LESS 8" x 18" CONCRETE PLAY CURB	LF	-87	\$ 35.00	\$ (3,045.00)	-87	0	-87	\$ -	\$ -	\$ (3,045.00)
CO-03	221	HH - CONCRETE CREDIT	LS	1	\$ (8,000.00)	\$ (8,000.00)	1	0	1	\$ -	\$ -	\$ (8,000.00)
<b>CO-04</b>		<b>CHANGE ORDER 04</b>										
CO-04	223	DD - CONCRETE CREDIT	LS	1	\$ (2,000.00)	\$ (2,000.00)	1	0	1	\$ -	\$ -	\$ (2,000.00)
CO-04	224	HH - REDUCE AGLIME THICKNESS	CY	-25	\$ 86.00	\$ (2,150.00)	-25	0	-25	\$ -	\$ -	\$ (2,150.00)
CO-04	225	HH - REDUCE OVERSTORY TREES - 2.5" CAL	EA	-6	\$ 800.00	\$ (4,800.00)	-6	0	-6	\$ -	\$ -	\$ (4,800.00)
CO-04	226	HH - REDUCE CONIFEROUS TREES - 6' HT	EA	-2	\$ 750.00	\$ (1,500.00)	-2	0	-2	\$ -	\$ -	\$ (1,500.00)
CO-04	227	HH - REDUCE CONIFEROUS SHRUBS WITH MULCH	EA	-1	\$ 85.00	\$ (85.00)	-1	0	-1	\$ -	\$ -	\$ (85.00)
CO-04	228	HH - REDUCE PERENNIALS WITH MULCH	EA	-4	\$ 60.00	\$ (240.00)	-4	0	-4	\$ -	\$ -	\$ (240.00)
CO-04	229	HH - REDUCE ORNAMENTAL GRASSES WITH MULCH	EA	-15	\$ 40.00	\$ (600.00)	-15	0	-15	\$ -	\$ -	\$ (600.00)
CO-04	230	HH - ALT A - REDUCE CONIFEROUS SHRUBS WITH MULCH	EA	-2	\$ 85.00	\$ (170.00)	-2	0	-2	\$ -	\$ -	\$ (170.00)
CO-04	231	HH - ALT A - REDUCE DECIDUOUS SHRUBS WITH MULCH	EA	-4	\$ 85.00	\$ (340.00)	-4	0	-4	\$ -	\$ -	\$ (340.00)
CO-04	232	HH - ALT A - REDUCE PERENNIAL PLANTINGS WITH MULCH	EA	-10	\$ 60.00	\$ (600.00)	-10	0	-10	\$ -	\$ -	\$ (600.00)
CO-04	233	HH - ALT A - REDUCE ORNAMENTAL GRASSES WITH MULCH	EA	-7	\$ 40.00	\$ (280.00)	-7	0	-7	\$ -	\$ -	\$ (280.00)
CO-04	234	ES - REDUCE DECIDUOUS OVERSTORY TREE - 2.5" CAL	EA	-11	\$ 775.00	\$ (8,525.00)	-11	0	-11	\$ -	\$ -	\$ (8,525.00)
CO-04	235	ES - REDUCE PERENNIALS WITH MULCH	EA	-12	\$ 60.00	\$ (720.00)	-12	0	-12	\$ -	\$ -	\$ (720.00)
CO-04	236	ES - REDUCE ORNAMENTAL GRASSES WITH MULCH	EA	-4	\$ 40.00	\$ (160.00)	-4	0	-4	\$ -	\$ -	\$ (160.00)
<b>CO-05</b>		<b>CHANGE ORDER 05</b>										
CO-05	238	DD - ADDITIONAL FINE GRADING	LS	1	\$ 1,100.00	\$ 1,100.00	1	0	1	\$ -	\$ -	\$ 1,100.00
CO-05	239	DD - ADDITIONAL TURF HYDRO-SEEDING	SY	1680	\$ 2.38	\$ 3,998.40	1680	0	1680	\$ -	\$ -	\$ 3,998.40



**CONTINUATION SHEET**

APPLICATION AND CERTIFICATION FOR PAY

APPLICATION NO: 11

PERIOD TO: 12/31/2023

PROJECT NO: 22-02

CATEGORY	ITEM NO.	DESCRIPTION	UNITS	PLAN QUANTITY	UNIT COST	CONTRACT SUM	PREVIOUS QUANTITY	CURRENT QUANTITY	QUANTITY TO DATE	MATERIALS STORED	WORK PERFORMED THIS PERIOD	TOTAL WORK PERFORMED
CO-05	240	ES - ADDITIONAL FINE GRADING	AC	2.75	\$ 3,000.00	\$ 8,250.00	2.75	0	2.75	\$ -	\$ -	\$ 8,250.00
CO-05	241	ES - ADDITIONAL HYDROSEEDED TURF SEED - MNDOT MIXTURE 25-131	SY	13300	\$ 2.38	\$ 31,654.00	13300	0	13300	\$ -	\$ -	\$ 31,654.00
CO-05	242	ES - GEOTEXTILE FABRIC UNDER RIP RAP AT ABUTMENTS	SY	300	\$ 3.25	\$ 975.00	0	0	0	\$ -	\$ -	\$ -
CO-05	243	ES - GEOTEXTILE FABRIC UNDER RIP RAP AT BOX CULVERT	SY	100	\$ 3.25	\$ 325.00	100	0	100	\$ -	\$ -	\$ 325.00
CO-06		CHANGE ORDER 06										
CO-06	245	ES-ELIMINATE SOME SUBCUT FOR TRPD TRAIL SURFACE	CY	-803	\$ 9.00	\$ (7,227.00)	0	-803	-803	\$ -	\$ (7,227.00)	\$ (7,227.00)
CO-06	246	ES-ELIMINATE 30' LONG x 14' CLEAR WIDTH PEDESTRIAN BRIDGE AND ABUTMENTS	LS	-1	\$ 128,000.00	\$ (128,000.00)	0	-1	-1	\$ -	\$ (128,000.00)	\$ (128,000.00)
CO-06	247	ES-ELIMINATE RIP RAP BELOW ABUTMENTS	CY	-100	\$ 113.00	\$ (11,300.00)	0	-100	-100	\$ -	\$ (11,300.00)	\$ (11,300.00)
CO-06	248	ES-SOUTH BRIDGE ABUTMENT ENGINEERING	LS	1	\$ 13,054.80	\$ 13,054.80	0	1	1	\$ -	\$ 13,054.80	\$ 13,054.80
CO-06	249	ES-SOUTH BRIDGE BRIDGE ENGINEERING	LS	1	\$ 5,208.91	\$ 5,208.91	0	1	1	\$ -	\$ 5,208.91	\$ 5,208.91
CO-07		CHANGE ORDER 07										
CO-07	251	ES-ELIMINATE 9' x 24' PEDESTRIAN BRIDGE	LS	-1	\$ 52,000.00	\$ (52,000.00)	0	-1	-1	\$ -	\$ (52,000.00)	\$ (52,000.00)
CO-07	252	ES-ELIMINATE CONCRETE ABUTMENTS & FOOTINGS	EA	-2	\$ 27,000.00	\$ (54,000.00)	0	-2	-2	\$ -	\$ (54,000.00)	\$ (54,000.00)
CO-07	253	ES-ELIMINATE RIP RAP BELOW ABUTMENTS	CY	-40	\$ 128.00	\$ (5,120.00)	0	-40	-40	\$ -	\$ (5,120.00)	\$ (5,120.00)
CO-07	254	ES-NORTH BRIDGE ABUTMENT ENGINEERING	LS	1	\$ 13,054.80	\$ 13,054.80	0	1	1	\$ -	\$ 13,054.80	\$ 13,054.80
CO-07	255	ES-NORTH BRIDGE BRIDGE ENGINEERING	LS	1	\$ 5,208.91	\$ 5,208.91	0	1	1	\$ -	\$ 5,208.91	\$ 5,208.91
CO-08		CHANGE ORDER 08										
CO-08	257	58 - DD - SILT FENCE & REMOVAL	LF	380	\$ 6.00	\$ 2,280.00	0	0	0	\$ -	\$ -	\$ -
CO-08	258	177 - ES - ADD 10' WIDE 3' DEPTH ASPHALT TRAIL WITH BASE	SY	-174	\$ 35.00	\$ (6,090.00)	0	0	0	\$ -	\$ -	\$ -
CO-08	259	185 - ES - ADD 8' WIDE 2.5' DEPTH ASPHALT PAVING ON ALL CITY TRAIL	SY	-356	\$ 21.50	\$ (7,654.00)	0	0	0	\$ -	\$ -	\$ -
CO-08	260	187 - ES - ADD 3' DEEP ASPHALT PAVING ON ALL DRIVE SURFACES	TON	-2.54	\$ 115.00	\$ (292.10)	0	0	0	\$ -	\$ -	\$ -

**CONTINUATION SHEET**

APPLICATION AND CERTIFICATION FOR PAY

APPLICATION NO: 11

PERIOD TO: 12/31/2023

PROJECT NO: 22-02

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CO-08	261	242 - ES - GEOTEXTILE FABRIC UNDER RIP RAP AT ABUTMENTS	SY	-300	\$ 3.25	\$ (975.00)	0	0	0	\$ -	\$ -	\$ -
TOTALS						\$1,410,108.37					\$ 35,145.42	\$1,410,108.37

**PRESENTER:** Marty Farrell

**ITEM:** Park Improvement Projects 2022 Change Order 6, 7, 8

**PREPARED BY:** Marty Farrell

**POLICY DECISION/ACTION TO BE CONSIDERED:** Approval of Change Order #6 #7 #8 for a total reduction of \$233,850.68.

**BACKGROUND:** Change Orders #6, #7, #8 relate to removal of the Bridges from the project due to escalating construction costs. The North bridge is going to be incorporated into phase 3 of the project scheduled for 2024 construction. The South bridge is going to be constructed by Three Rivers Park at a later date.

Total Change Order reduction of \$233,850.68

**BUDGET IMPACT:** The project is significantly under budget due to the removal of the 2 bridges.

Final contract Total including change orders	\$1,410,108.37
Project total funding including adjusted TRPD funding	\$1,664,000.00
Final project balance	\$253,891.63

**RECOMMENDATION:** Approve Change Orders #6, #7, #8

**ATTACHMENT(S):** Change Order sheets

# **PARKSTONE** CONTRACTING


## CHANGE ORDER REQUEST

To: Paul Kangas, Inside Outside Architecture, Inc.  
 Project: Dayton, 2022 Parks Improvement Project  
 Date: Monday, November 20, 2023  
 Change Order #: 6

ITEM #	BID ITEM	UNITS	QUANTITY	UNIT PRICE	EXTENSION
245	ES-ELIMINATE SOME SUBCUT FOR TRPD TRAIL SURFACE	CY	-803	\$ 9.00	\$ (7,227.00)
246	ES-ELIMINATE 30' LONG x 14' CLEAR WIDTH PEDESTRIAN BRIDGE AND ABUTMENTS FOR TRPD	LS	-1	\$ 128,000.00	\$ (128,000.00)
247	ES-ELIMINATE RIP RAP BELOW ABUTMENTS	CY	-100	\$ 113.00	\$ (11,300.00)
248	ES-SOUTH BRIDGE ABUTMENT ENGINEERING	LS	1	\$ 13,054.80	\$ 13,054.80
249	ES-SOUTH BRIDGE BRIDGE ENGINEERING	LS	1	\$ 5,208.91	\$ 5,208.91

**TOTAL CHANGE ORDER: \$ (128,263.29)**

The original contract sum was.....	\$ 1,590,126.75
The net change by previously authorized Change Orders was.....	\$ 53,832.30
The contract sum prior to this Change Order was.....	\$ 1,643,959.05
The contract sum will be increased by this Change Order.....	\$ (128,263.29)
The new contract sum will be.....	\$ 1,515,695.76

CONTRACTOR: Parkstone Contracting, LLC  
 SIGNATURE:   
 PRINTED NAME: Brooks Dueterhoeft  
 DATE: 11/20/2023

OWNER/ENGINEER/GC:  
 SIGNATURE:  
 PRINTED NAME:  
 DATE:

Contact: Brooks Dueterhoeft  
 Phone: 651.346.9376  
 Email: [brooks@parkstonecontracting.com](mailto:brooks@parkstonecontracting.com)

Parkstone Contracting, LLC  
 8270 Foothill Road S  
 Cottage Grove, MN 55016




## CHANGE ORDER REQUEST

To: Paul Kangas, Inside Outside Architecture, Inc.  
 Project: Dayton, 2022 Parks Improvement Project  
 Date: Monday, November 20, 2023  
 Change Order #: 7

ITEM #	BID ITEM	UNITS	QUANTITY	UNIT PRICE	EXTENSION
251	ES-ELIMINATE 9' x 24' PEDESTRIAN BRIDGE	LS	-1	\$ 52,000.00	\$ (52,000.00)
252	ES-ELIMINATE CONCRETE ABUTMENTS & FOOTINGS	EA	-2	\$ 27,000.00	\$ (54,000.00)
253	ES-ELIMINATE RIP RAP BELOW ABUTMENTS	CY	-40	\$ 128.00	\$ (5,120.00)
254	ES-NORTH BRIDGE ABUTMENT ENGINEERING	LS	1	\$ 13,054.80	\$ 13,054.80
255	ES-NORTH BRIDGE BRIDGE ENGINEERING	LS	1	\$ 5,208.91	\$ 5,208.91

**TOTAL CHANGE ORDER: \$ (92,856.29)**

The original contract sum was.....	\$ 1,590,126.75
The net change by previously authorized Change Orders was.....	\$ (74,430.99)
The contract sum prior to this Change Order was.....	\$ 1,515,695.76
The contract sum will be increased by this Change Order.....	\$ (92,856.29)
The new contract sum will be.....	\$ 1,422,839.47

CONTRACTOR: Parkstone Contracting, LLC  
 SIGNATURE:   
 PRINTED NAME: Brooks Dueterhoeft  
 DATE: 11/20/2023

OWNER/ENGINEER/GC:  
 SIGNATURE:  
 PRINTED NAME:  
 DATE:

Contact: Brooks Dueterhoeft  
 Phone: 651.346.9376  
 Email: [brooks@parkstonecontracting.com](mailto:brooks@parkstonecontracting.com)

Parkstone Contracting, LLC  
 8270 Foothill Road S  
 Cottage Grove, MN 55016



# PARKSTONE CONTRACTING

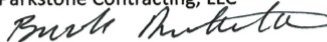
## CHANGE ORDER REQUEST

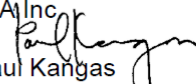
To: Paul Kangas, Inside Outside Architecture, Inc.  
 Project: Dayton, 2022 Parks Improvement Project  
 Date: Wednesday, December 20, 2023  
 Change Order #: 8

ITEM #	BID ITEM	UNITS	QUANTITY	UNIT PRICE	EXTENSION
257	58 - DD - SILT FENCE & REMOVAL	LF	380	\$ 6.00	\$ 2,280.00
258	177 - ES - ADD 10' WIDE 3" DEPTH ASPHALT TRAIL WITH BASE	SY	-174	\$ 35.00	\$ (6,090.00)
259	185 - ES - ADD 8' WIDE 2.5" DEPTH ASPHALT PAVING ON ALL CITY TRAIL SURFACES - NO BASE	SY	-356	\$ 21.50	\$ (7,654.00)
260	187 - ES - ADD 3" DEEP ASPHALT PAVING ON ALL DRIVE SURFACES	TON	-2.54	\$ 115.00	\$ (292.10)
261	242 - ES - GEOTEXTILE FABRIC UNDER RIP RAP AT ABUTMENTS	SY	-300	\$ 3.25	\$ (975.00)

**TOTAL CHANGE ORDER: \$ (12,731.10)**

The original contract sum was..... \$ 1,590,126.75  
 The net change by previously authorized Change Orders was..... \$ (167,287.28)  
 The contract sum prior to this Change Order was..... \$ 1,422,839.47  
 The contract sum will be increased by this Change Order..... \$ (12,731.10)  
 The new contract sum will be..... \$ 1,410,108.37

CONTRACTOR: Parkstone Contracting, LLC  
 SIGNATURE:   
 PRINTED NAME: Brooks Duesterhoeft  
 DATE: 12/20/2023

OWNER/ENGINEER/GC: IOA Inc.  
 SIGNATURE:   
 PRINTED NAME: Paul Kangas  
 DATE: 12-21-2023

Contact: Brooks Duesterhoeft  
 Phone: 651.346.9376  
 Email: [brooks@parkstonecontracting.com](mailto:brooks@parkstonecontracting.com)

Parkstone Contracting, LLC  
 8270 Foothill Road S  
 Cottage Grove, MN 55016



**PRESENTER:**

Jason Quisberg

**ITEM:**

Pavement Management Plan

**PREPARED BY:**

Jason Quisberg, Engineering

**POLICY DECISION / ACTION TO BE CONSIDERED:**

Accept the 2023 Pavement Condition Assessment and Reporting

**BACKGROUND:**

A Pavement Management Plan has been developed for the City of Dayton. Project recommendations for the next five years have been provided based on four budget scenarios:

1. Do nothing.
2. Invest \$1M per year in maintaining existing pavement.
3. Invest \$1.5M per year in maintaining existing pavement.
4. Invest the amount necessary to achieve an average, overall rating of 70 in five years.

The analysis can be based on either a fixed budget, “what can be done with a specific dollar amount”, or, on a performance goal, “how much money is required to achieve a goal?” Scenarios 2 & 3 above are based on fixed budgets, scenario 4 is based on a performance goal.

For reference, Dayton currently spends roughly \$1M per year in improving roads. It can also be noted that, as documented in the report, scenario 4 requires about \$2M per year for a budget.

The general findings and recommendations will be presented at the meeting. Staff will be looking for Council feedback regarding the desired scenario to pursue. Some things to keep in mind as the report is reviewed:

- This is not a rigid document. Adjustments can be made to project recommendations – scope added or reduced, projects delayed or accelerated based on other influences (such as anticipated development, other projects, etc.).
- Selection of a Scenario does not lock anything in place. If Council wishes to be more aggressive with projects in future years, projects can be adjusted (example: Scenario 2 could be followed in 2025 but then Scenario 4 in 2026...recommended projects not completed in 2025 could just carry forward)
- This is a five year plan; however, pavement conditions should be reassessed every three years. Meaning, the report will be regenerated every three years – keeping the document fluid, and more representative of actual conditions.

**RELATIONSHIP TO COUNCIL GOALS:**

Maintaining and enhancing city infrastructure, economically, for the benefit of residents and users.

**BUDGET IMPACT:**

None.

**RECOMMENDATION:**

It is recommended that the City Council accept the report and utilize it as a guide for planning road improvement projects.

**ATTACHMENT(S):**

2023 Pavement Condition Assessment and Reporting



**CITY OF DAYTON, MN - 2023 PAVEMENT  
CONDITION ASSESSMENT AND  
REPORTING – FINAL REPORT**

January 8, 2024

Prepared for:  
City of Dayton  
12260 South Diamond Lake Road  
Dayton, MN 55327

Prepared by:  
Stantec Consulting Services Inc.  
3133 West Frye Road, Suite 300  
Chandler, AZ 85226

## CITY OF DAYTON, MN - 2023 PAVEMENT CONDITION ASSESSMENT AND REPORTING – FINAL REPORT

The conclusions in the Report titled City of Dayton, MN 2023 Pavement Condition Assessment and Reporting – Final Report are Stantec’s professional opinion, as of the time of the Report, and concerning the scope described in the Report. The opinions in the document are based on conditions and information existing at the time the scope of work was conducted and do not take into account any subsequent changes. The Report relates solely to the specific project for which Stantec was retained and the stated purpose for which the Report was prepared. The Report is not to be used or relied on for any variation or extension of the project, or for any other project or purpose, and any unauthorized use or reliance is at the recipient’s own risk.

Stantec has assumed all information received from City of Dayton (the “Client”) and third parties in the preparation of the Report to be correct. While Stantec has exercised a customary level of judgment or due diligence in the use of such information, Stantec assumes no responsibility for the consequences of any error or omission contained therein.

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Author and Project  
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\_\_\_\_\_  
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Printed Name

Independent Reviewer:

\_\_\_\_\_  
Signature  
Jason Quisberg, P.E.

## Table of Contents

<b>ABBREVIATIONS .....</b>	<b>III</b>
<b>EXECUTIVE SUMMARY .....</b>	<b>IV</b>
<b>1 PROJECT OVERVIEW .....</b>	<b>1.1</b>
1.1 Background .....	1.1
1.2 Project Scope and Objectives .....	1.1
1.3 Report Organization .....	1.2
1.4 Initial Database Setup .....	1.2
<b>2 DATA COLLECTION .....</b>	<b>2.1</b>
2.1 2023 Field Survey Scope .....	2.1
2.2 Untested Sections .....	2.1
2.3 Data Collection Methodology .....	2.1
2.3.1 Roughness Data Collection .....	2.1
2.3.2 Surface Distress Data Collection .....	2.2
2.3.3 Laser - Transverse Profile / Rutting Data Collection .....	2.4
<b>3 ROADMATRIX™ ANALYSIS MODELS .....</b>	<b>3.1</b>
3.1 Pavement Performance Indices .....	3.1
3.1.1 Roughness – Ride Comfort Index (RCI) .....	3.1
3.1.2 Surface Distress – Surface Distress Index (SDI) .....	3.1
3.1.3 Structural Adequacy Index (SAI) .....	3.2
3.1.4 Pavement Quality Index (PQI) .....	3.2
3.2 Pavement Deterioration Models .....	3.3
3.2.1 Deterioration Curves .....	3.3
3.3 Maintenance and Rehabilitation Analysis .....	3.3
3.3.1 Needs Assessment Analysis .....	3.3
3.3.2 Recommended Treatments Analysis .....	3.4
3.4 Analysis Types .....	3.10
3.4.1 Overview .....	3.10
<b>4 ANALYSIS RESULTS .....</b>	<b>4.1</b>
4.1 Present Status Results .....	4.1
4.1.1 Lane-Length Weighted Performance .....	4.1
4.1.2 Ride Comfort Index (RCI) .....	4.2
4.1.3 Surface Distress Index (SDI) .....	4.4
4.1.4 Pavement Quality Index (PQI) .....	4.6
4.2 Budget Analysis Results .....	4.8
4.2.1 Committed Projects .....	4.8
4.2.2 Super-Sections .....	4.9
4.2.3 Annual Budget Network Performance Results .....	4.10
4.2.4 Budget Recommended Rehabilitations .....	4.12
<b>5 CONCLUSIONS .....</b>	<b>5.1</b>
5.1 Present Status .....	5.1
5.2 Budget Analysis .....	5.2
<b>6 RECOMMENDATIONS .....</b>	<b>6.1</b>



# CITY OF DAYTON, MN - 2023 PAVEMENT CONDITION ASSESSMENT AND REPORTING – FINAL REPORT

## LIST OF TABLES

Table ES.1: 2023 Present Status Analysis Results – City Paved Sections.....	v
Table ES.2: Budget Analysis Results 2024 – 2028 – City-Maintained Paved Sections.....	vii
Table 2.1: Distress Types – Flexible Pavement.....	2.3
Table 3.1: City of Dayton – 2023 M&R Treatments Summary.....	3.6
Table 4.1: 2023 Present Status Analysis Results – City Paved Sections .....	4.1
Table 4.2: 2023 RCI Distribution – City Paved Sections .....	4.3
Table 4.3: 2023 RCI Distribution – City Paved Sections by Functional Class.....	4.3
Table 4.4: 2023 SDI Distribution – City Paved Sections.....	4.5
Table 4.5: 2023 SDI Distribution – City Paved Sections by Functional Class .....	4.5
Table 4.6: 2023 PQI Distribution – City Paved Sections .....	4.7
Table 4.7: 2023 PQI Distribution – City Paved Sections by Functional Class.....	4.7
Table 4.8: List of Committed Projects for 2024 and 2025.....	4.8
Table 4.9: Budget Analysis Results 2024 – 2028 – City Paved Sections.....	4.9
Table 4.10: Do Nothing Budget Scenario Results .....	4.10
Table 4.11: \$1.0M/Year - SS - Committed=Y .....	4.10
Table 4.12: \$1.5M/Year - SS - Committed=Y .....	4.10
Table 4.13: Achieve a PQI of 70 by 2028 - SS - Committed=Y .....	4.11
Table D.1: Failed Sections List (PQI < 20) .....	D.1

## LIST OF FIGURES

Figure ES.1: City of Dayton 2023 Pavement Surface Distress Condition (SDI).....	vi
Figure 3.1: Rehabilitation Benefit on Performance Curve .....	3.4
Figure 3.2: Local-Flexible Pavement Decision Tree .....	3.8
Figure 3.3: Collector-Flexible Pavement Decision Tree .....	3.9
Figure 4.1: 2023 RCI Distribution - City Paved Sections .....	4.2
Figure 4.2: 2023 SDI Distribution - City Paved Sections .....	4.4
Figure 4.3: 2023 PQI Distribution - City Paved Sections .....	4.6
Figure 4.4: Funding Impact on Network Predicted PQI .....	4.11
Figure 4.5: Funding Impact on Network Predicted % Deficiency.....	4.12
Figure 4.6: Recommended Rehabilitations by Treatment - \$1.0M/Year–SS–Committed=Y.....	4.13
Figure 4.7: Recommended Rehabilitations by Treatment - \$1.5M/Year–SS–Committed=Y.....	4.14
Figure 4.8: Recommended Rehabilitations by Treatment – Achieve a PQI of 70 by 2028 .....	4.15

## LIST OF APPENDICES

APPENDIX A: RIDE COMFORT INDEX MAP .....	A.1
APPENDIX B: SURFACE DISTRESS INDEX MAP.....	B.1
APPENDIX C: PAVEMENT QUALITY INDEX MAP .....	C.1
APPENDIX D: FAILED SECTIONS LIST (PQI < 20) .....	D.1
APPENDIX E: 5-YEAR NETWORK REHABILITATION RECOMMENDATIONS .....	E.1
APPENDIX F: PERFORMANCE INDICES OF ALL SECTIONS.....	F.1



## ABBREVIATIONS

ABC	Aggregate Base Course
ACP	Asphalt Concrete Pavement
ALG	Alligator Cracking
CL-MI	Centerline Miles
FDR	Full Depth Reclamation
FWD	Falling Weight Deflectometer
GPR	Ground Penetrating Radar
IRI	International Roughness Index
LL-PQI	Lane-Length Weighted PQI
LL-Def.	Lane-Length Weighted Deficiency
LN-MI	Lane Miles
Lon/TCr	Longitudinal /Transverse Cracking
M&R	Maintenance and Rehabilitation
M <sub>R</sub>	Subgrade Soil Resilient Modulus
OL	Overlay
PCC	Portland Cement Concrete
PMS	Pavement Management System
PQI	Pavement Quality Index
RCI	Ride Comfort Index
SAI	Structural Adequacy Index
SDI	Surface Distress Index



## EXECUTIVE SUMMARY

The City of Dayton, MN (City) is responsible for the administration of a roadway network of approximately 61 centerline-miles (CL-MI) or 124 lane -miles (LN-MI). This network forms a valuable asset to be managed in a cost-effective manner. Providing a desirable level of service to the stakeholders is also important.



The City retained Stantec Consulting Services Inc. (Stantec) in 2023 to conduct a citywide pavement condition assessment and to provide a comprehensive report that summarizes the present condition of the network and recommended work programs for the next five years. This report was prepared based on the 2023 data collection effort. Worth mentioning is that a key component of an effective pavement management system is to regularly (every three years) assess the condition of the road network, which can then be used to assess the performance of the network over time.

The 2023 scope of work included the following tasks:

- Conduct a semi-automated pavement surface distress and roughness survey on approximately 64 survey-miles of the City's paved road network.
- Implement Stantec's RoadMatrix™ Pavement Management System (PMS) internally on Stantec servers to host the City's road inventory and condition data.
- Conduct present status and budget analyses to determine the current condition of the road network and develop 5-year cost effective work programs for various budget scenarios.
- Provide a final report outlining the field-testing procedures, network present status results, recommended work programs, as well as project conclusions and recommendations.



The collected condition data was used to identify the present status of the road network in terms of three (3) performance indicators:

- Ride Comfort Index (RCI) – Represents the smoothness (ride quality) of the road.
- Surface Distress Index (SDI) – Represents the surface condition of the road (cracking, rutting, etc.)
- Pavement Quality Index (PQI) – Overall condition index, a function of the above-noted indices.

It should be noted that the Structural Adequacy Index, which represents the capacity of a road to carry its traffic loading, was not included in the scope of the 2023 work. The SAI was assumed to be at mid-point, i.e., 50, for the calculations of the PQI.

The first three indices are presented on a scale of 0-100. A value of 0 represents a pavement section in the worst possible condition, whereas an index value of 100 represents the best possible condition. The SAI ratings are evaluated based on the mid-point of 50. Sections with an SAI  $\geq$  50 are considered adequate to carry the anticipated traffic loading, including commercial traffic, whereas pavement sections





# CITY OF DAYTON, MN - 2023 PAVEMENT CONDITION ASSESSMENT AND REPORTING – FINAL REPORT

## Executive Summary

with a calculated SAI < 50 are considered inadequate to carry the anticipated traffic loading and will require structural enhancements. The SAI can be collected in the future if needed.

The results of the 2023 Present Status Analysis, weighted by lane-miles are presented below in Table ES.1 and on the following page in Figure ES.1.

**Table ES.1: 2023 Present Status Analysis Results – City Paved Sections**

Functional Class	No. of Sections	Length (CL-MI)	Lane Length (LN-MI)	LL-RCI	LL-SDI	LL-SAI	LL-PQI
Collector	121	24.0	49.0	72	61	--	56
Local	334	37.2	74.4	58	59	--	52
<b>City-Paved Sections</b>	<b>455</b>	<b>61.2</b>	<b>123.4</b>	<b>64</b>	<b>60</b>	<b>--</b>	<b>54</b>

## Present Status Results

- The City's road network is in "Fair" overall condition in 2023 as noted by the overall network LL-weighted PQI of 54. Similarly, the network is rated as "Fair" for ride quality (RCI) with a score of 64 and also rated as "Fair" in terms of the surface condition (SDI) with a score of 60.
- The results by functional class indicate that the Collector road network has the best average ride quality rating at 72, followed by Local roads at 58. These results are to be expected considering that roads with more traffic, are usually given more attention in terms of M&R work.

— Failed (PQI1 < 20)  
— Poor (20 ≤ PQI1 < 50)  
— Fair (50 ≤ PQI1 < 70)  
— Good (PQI1 ≥ 70)

Figure ES.1 below presents the SDI results on the City map. The SDI results exclude the assumed SAI values and hence are more representative of the City's network condition.



# CITY OF DAYTON, MN - 2023 PAVEMENT CONDITION ASSESSMENT AND REPORTING – FINAL REPORT

## Executive Summary

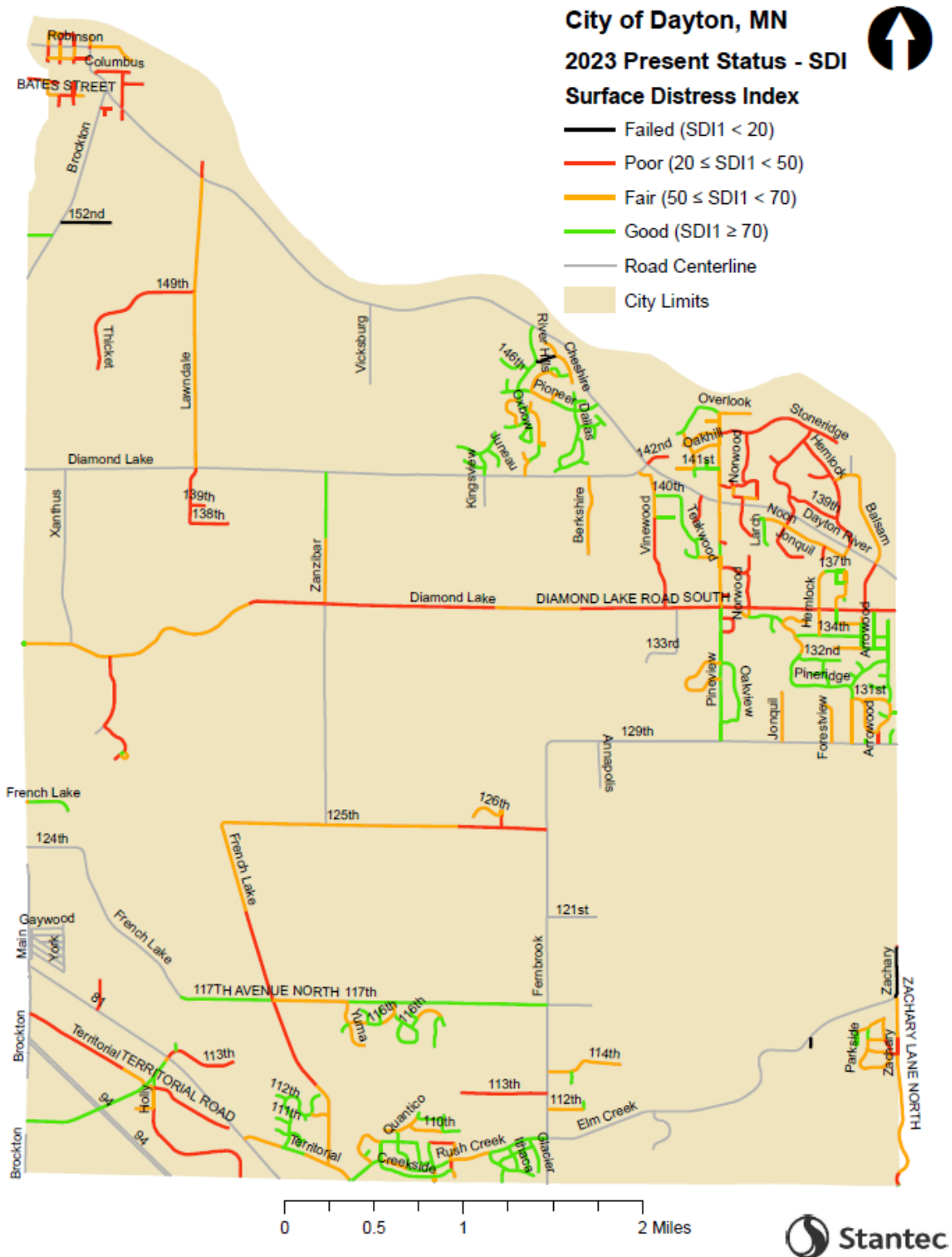


Figure ES.1: City of Dayton 2023 Pavement Surface Distress Condition (SDI)

# CITY OF DAYTON, MN - 2023 PAVEMENT CONDITION ASSESSMENT AND REPORTING – FINAL REPORT

## Executive Summary

### Budget Analysis Results

A summary of the budget analysis results for three (3) scenarios along with their predicted performance results are presented below in Table ES.2 for the 5-year analysis period from 2024 to 2028. A “Do Nothing” scenario has been also added as a hypothetical case. The “Deficiency” results presented in Table ES.2 represent the percentage of road sections with a PQI less than the minimum acceptable level. The minimum acceptable levels (PQI Min) have been set as follows: **PQI = 60 for Collector roads and PQI = 55 for Local roads**. It is worth mentioning that the analyses were completed based on Super-Sections which were created to aggregate short road sections together based on neighborhoods, pavement type, and functional class so that the recommended work programs are practical.

**Table ES.2: Budget Analysis Results 2024 – 2028 – City-Maintained Paved Sections**

Budget	Total Cost Over 5 Years (\$ million)	LL-PQI <sup>1</sup>		LL-Def. <sup>2</sup> (%)	
		2024	2028	2024	2028
Do Nothing	0.00	50	34	61	92
\$1.0M/Year - SS - Committed=Y	4.993	54	50	53	68
\$1.5M/Year - SS - Committed=Y	7.493	55	59	50	53
Achieve a PQI of 70 by 2028 - SS - Committed=Y	10.253	57	71	52	33

<sup>1</sup> LL-PQI = Lane-length-weighted PQI; <sup>2</sup> LL-Def. = Lane-length-weighted Deficiency.

The following observations can be made based on the information presented in the table above:

- The City needs \$1.5 million per year to improve the network performance to 59 by the end of 2028. The % Deficiency is predicted to slightly increase from 50 % by the end of 2024 to 53 % by the end of 2028.
- To gradually achieve a PQI of 70 by 2028 (A PQI of 71 is actually predicted), the City needs to invest approximately \$2.0 million per year over the next 5 years. This performance-based scenario is predicted to decrease the deficiency to 33 % by the end of 2028.

### RECOMMENDATIONS

The following recommendations are developed based on our understanding of the City’s network condition, available funding, and current practices:

- It is recommended that the City survey the road network once every 3 years (industry standard), to ensure accurate condition data and to validate the benefits of maintenance and rehabilitation (M&R) programs completed by the City.
- It is recommended that the City continue to prioritize preventive maintenance because it is much more cost-effective to keep good roads in good condition as opposed to spending the majority of the available funds on roads that have already deteriorated past the preventive maintenance threshold.



# CITY OF DAYTON, MN - 2023 PAVEMENT CONDITION ASSESSMENT AND REPORTING – FINAL REPORT

## Executive Summary

RoadMatrix™ decision trees have been customized for the City to allow them to focus on preventive maintenance.

- It is recommended that the City consider validating the layer thickness information currently in RoadMatrix™ using either as-built drawings or by conducting GPR testing. GPR is used to determine the layer thickness information non-destructively. It is worth noting that the layer thickness information will need to be determined only once, provided that the City keeps updating the work history annually as needed. Furthermore, layer thickness information, along with traffic levels and subgrade stiffness, is used within RoadMatrix™ to determine the rate of pavement performance deterioration. This allows for the prediction of pavement performance over time, which in turn affects the selection and planning of short- and long-term projects.
- Traffic data is one of the elements that helps determine the performance deterioration rate and influences SAI calculations. It is recommended that the City continue to validate traffic data, including AADT and % commercial traffic, and update as needed.
- M&R treatment unit costs, and base year, should be reviewed and updated at the beginning of each calendar year to reflect any changes to those costs. Unit cost information affects the work program recommendations that are possible with the available funding.
- The treatment inflation rate of 2 % that was used for this analysis should be reviewed at the beginning of each calendar year and updated, if needed, for future analyses, in order to reflect anticipated future increases in treatment unit costs. The inflation rate can also be defined independently for each treatment type.
- Pavement management analysis is a network-level analysis that optimizes spending over the entire road network. It is therefore important that recommended treatments are field-verified before implementation to ensure suitability and to consider project specific conditions.

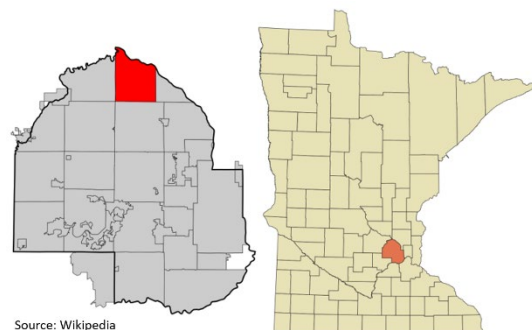


# 1 PROJECT OVERVIEW

## 1.1 BACKGROUND

The City of Dayton (City) is located in Hennepin and Wright Counties, Minnesota. The City is committed to fund sustainable infrastructure to improve the quality of life and economic development for its community.

The City is responsible for the administration of a roadway network of approximately 61 centerline-miles (CL-MI) or 124 lane -miles (LN-MI). This network forms a valuable asset to be managed in a cost-effective manner. Providing a desirable level of service to the stakeholders is also important.



The City retained Stantec Consulting Services Inc. (Stantec) in 2023 to conduct a citywide pavement condition assessment and to provide a comprehensive report that summarizes the present condition of the network and recommended work programs for the next five years. This report was prepared based on the 2023 data collection effort. Worth mentioning is that a key component of an effective pavement management system is to regularly (every three years) assess the condition of the road network, which can then be used to assess the performance of the network over time.

## 1.2 PROJECT SCOPE AND OBJECTIVES

The 2023 project scope included the following tasks:

- Conduct a semi-automated pavement surface distress and roughness survey on approximately 64 survey-miles of the City's paved road network.
- Implement Stantec's RoadMatrix™ Pavement Management System (PMS) internally on Stantec servers to host the City's road inventory and condition data.
- Conduct present status and budget analyses to determine the current condition of the road network and develop 5-year cost effective work programs for various budget scenarios.
- Provide a final report outlining the field-testing procedures, network present status results, recommended work programs, as well as project conclusions and recommendations.

The condition data that was collected was used to identify the present status of the road network in terms of three (3) performance indicators:

- Ride Comfort Index (RCI) – Represents the smoothness (ride quality) of the road.
- Surface Distress Index (SDI) – Represents the surface condition of the road (cracking, rutting, etc.)
- Pavement Quality Index (PQI) – Overall condition index, a function of the above-noted indices.



# CITY OF DAYTON, MN - 2023 PAVEMENT CONDITION ASSESSMENT AND REPORTING – FINAL REPORT

## Project Overview

It should be noted that the Structural Adequacy Index, which represents the capacity of a road to carry its traffic loading, was not included in the scope of the 2023 work. The SAI was assumed to be at mid-point, i.e., 50, for the calculations of the PQI.

The first three indices are presented on a scale of 0-100. A value of 0 represents a pavement section in the worst possible condition, whereas an index value of 100 represents the best possible condition. The SAI ratings are evaluated based on the mid-point of 50. Sections with an SAI  $\geq 50$  are considered adequate to carry the anticipated traffic loading, including commercial traffic, whereas pavement sections with a calculated SAI  $< 50$  are considered inadequate to carry the anticipated traffic loading and will require structural enhancements. The SAI can be collected in the future if needed.

The significance of each of these indices is discussed further below in Section 3.1.

## 1.3 REPORT ORGANIZATION

This report is made up of the following six (6) sections:

- Section 1 contains an introduction and overview of the project scope and objectives as well as a summary of the parametric setup and sources of information.
- The data collection efforts are summarized in Section 2.
- Section 3 contains pavement performance models information.
- Section 4 presents RoadMatrix™ analysis results.
- Conclusions are provided in Section 5.
- Section 6 provides the recommendations based on the work completed in 2023.

## 1.4 INITIAL DATABASE SETUP

The RoadMatrix™ initial database parametric setup and sources of information for documentation purposes is presented in this section.

- The City's RoadMatrix™ database was created following the same section definitions as found in a GIS shapefile for Hennepin County that was clipped to Dayton's municipal boundary by Stantec. A field called "RM\_NO" was added to the GIS shapefile to match the unique section identifier in RoadMatrix™ called "sect\_no". These two fields form the link between the RoadMatrix™ database and the GIS layer. This link is used to generate all of the colored maps presented in this report. The final map/road network was reviewed and accepted by the City for accuracy, before beginning the data collection.
- Most mandatory and optional section attributes were provided by our Stantec local office in Plymouth. These include functional class, pavement type, number of lanes, divided or not, AADT, % Commercial, % Traffic Growth, neighborhood, subgrade strength (weak, fair, strong), drain tile presence and geotextile fabric presence.
- Curb presence information on both sides of the road was picked up by the Stantec crew during the survey. For road sections with partial curb presence, the Stantec crew decided whether a curb is present or not based on the estimated coverage.



# CITY OF DAYTON, MN - 2023 PAVEMENT CONDITION ASSESSMENT AND REPORTING – FINAL REPORT

## Project Overview

- Dead-end and Cul-de-Sac assignments were collected in the field by the data collection crew.
- Pavement width information was estimated by Stantec as part of this project using satellite imagery and the GIS Road Centerline layer.
- The Maintenance and Rehabilitation (M&R) Treatments and associated unit costs presented in Table 3.1 were verified by our local Stantec office in Plymouth.
- An inflation rate of 2% was assumed for all treatments in this analysis. This rate was verified by our local Stantec office in Plymouth. The inflation rate can be updated in the future when/if needed to reflect the expected rise in treatment unit costs. In addition, RoadMatrix™ allows for unique inflation rates to be assigned for each individual treatment type, if justified. This can be completed in the Treatments table.
- Default performance deterioration curves were used for this implementation. RoadMatrix™ allows for customized deterioration curves to be created, if needed.



## 2 DATA COLLECTION

### 2.1 2023 FIELD SURVEY SCOPE

The 2023 field survey scope consisted of the following:

- Roughness and pavement surface distresses on approximately 64 survey miles of paved roads. Condition data was collected between April 14 and April 18, 2023.

### 2.2 UNTESTED SECTIONS

The following two sections have been identified in the field as gravel roads and have not been tested:

- Section No.: 1680 - 141ST AVENUE NORTH from BALSAM LANE NORTH to END (162 ft).
- Section No: 310 - UNNAMED STREET from 62<sup>ND</sup> LANE to RICHARSON AVENUE (384.2 ft).

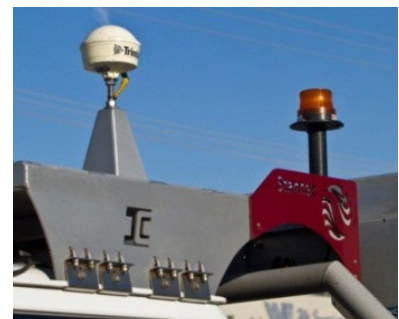
### 2.3 DATA COLLECTION METHODOLOGY

A Stantec RT-3000 unit equipped with accelerometers, laser sensors, cameras, and inertial global position system (IGPS) was used to conduct the 2023 pavement condition survey for surface distress and roughness. The following subsections summarize the data collection methodologies.

The survey was generally conducted in the outer-most lane of each road segment, with the direction of travel referenced in the observed data, through lane codes: “P” lanes indicate the direction defined in the network definition was followed during the survey; whereas the “M” lanes indicate the survey was conducted in the opposite direction of the network definition limits. Road sections with four or more traffic lanes, and/or divided road sections, were tested in both directions of travel. Where possible, the RT-3000 unit was operated at a minimum speed of 15 mph to ensure the accuracy and reliability of the roughness data. The total surveyed mileage was approximately 64 miles.

#### 2.3.1 Roughness Data Collection

The roughness (ride quality) of each section was measured using a specialized profile measurement system, mounted on the front bumper of the RT-3000 vehicle. The system in the front bumper is equipped with accelerometers and laser sensors which were used to measure the longitudinal profile of the pavement surface in each wheel path of the survey travel lane. The profile data was then used to calculate an International Roughness Index (IRI), in units of inches/mile, summarized at 100-ft intervals.





# CITY OF DAYTON, MN - 2023 PAVEMENT CONDITION ASSESSMENT AND REPORTING – FINAL REPORT

## Data Collection

The profiler is certified according to ASTM E950 as a Class I profilometer. The collection of the longitudinal profile of roughness data is fully automated. The specialized profile measurement system employs two sensing devices:

1. Laser height sensors that measure the distance between the vehicle and the pavement surface, while the vehicle is traveling at up to posted speed limits; and
2. An accelerometer that measures the vertical acceleration of the vehicle as it bounces in response to the pavement surface profile.



These two measurements are used during post-processing, to eliminate the effects of vertical vehicle motion, and thereby define the vertical profile of the pavement surface.

The RT-3000 is also equipped with a distance measurement instrument (DMI) to provide a linear reference measurement of the vehicle as it traverses the road. This measurement provides stationing references for the profile data.

The IRI measurements obtained from the RT-3000 have been correlated with those obtained from other valid profilometers, as well as IRI-calculated values from rod and level, and dipstick surveys. The IRI data is further converted into a Ride Comfort Index (RCI) within the City's RoadMatrix™ pavement management system (PMS) for each road section.

### 2.3.2 Surface Distress Data Collection

Pavement surface condition is evaluated based on the type, severity, and extent of pavement surface distresses. Each surface distress is evaluated based on two components:

- **Severity:** defined as 'How bad is the defect?' and is expressed in terms of the width or degree of wear associated with a particular pavement condition. An example of a severity measurement includes the opening width of a crack.
- **Extent:** or 'How much is there?' is expressed in terms of the quantity of the surface that a particular defect or distress covers. Examples of measures used for extent would include the number and length of transverse cracks, length of longitudinal cracking, or the pavement area affected by an alligator cracking.

The data collection used for this assignment uses the following RT-3000 sub-systems:



# CITY OF DAYTON, MN - 2023 PAVEMENT CONDITION ASSESSMENT AND REPORTING – FINAL REPORT

## Data Collection

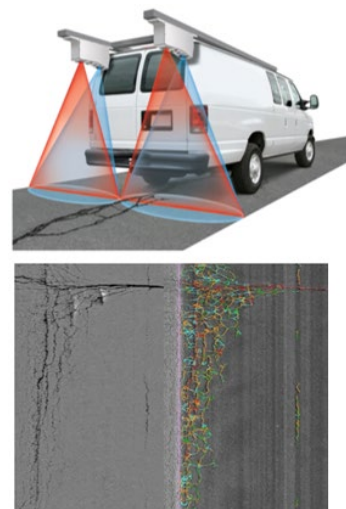
### 2.3.2.1 LASER CRACK MEASURING SYSTEM (LCMS)

All physical pavement cracks were collected utilizing our RT-3000's Laser Crack Measuring system (LCMS) and downward imaging technology.

Stantec's LCMS uses laser line projectors, high speed cameras, and advanced optics, to acquire high resolution 3D profiles of the road. This unique 3D vision technology allows for automatic pavement condition assessments of asphalt, porous asphalt, chip seal, and concrete surfaces.

The LCMS acquires both 3D and 2D image data of the road surface with 1-mm (0.04 inches) resolution, over a 13-foot lane width, at survey speeds up to 60 mph. This data collection technique does not impact road users as the vehicle travels at posted speeds.

The pavement imagery captured by the RT-3000 is subsequently post-processed through Stantec's imaging workstation. This system was specifically designed for pavement surface analysis, using both the 3D and 2D pavement imagery components of the LCMS, as well as the collected right-of-way (ROW) images. The imaging workstation expedites the distress rating process with built-in tools and synchronized images, from multiple cameras. As a result, each distress is measured, not estimated, and tagged with a linear reference and corresponding GPS coordinates. The distress data is collected continuously and summarized at 100-foot intervals.



Trained technicians categorized, rated, and measured pavement distress information from the linescan imagery captured in the driven pavement lane. Each distress is tagged with a linear reference and corresponding GPS coordinates.. It is worth mentioning that a number of pavement surface deficiencies have been collected visually using a special keyboard inside the vehicle. These deficiencies, e.g., raveling, are difficult to accurately measure with automated techniques.

A total of thirteen (13) distresses were inventoried on asphalt (flexible) pavement as part of the 2023 field distress survey as shown below in Table 2.1. There were no PCC (rigid) pavement roads in the network.

**Table 2.1: Distress Types – Flexible Pavement**

Flexible Pavement Distresses		
<ul style="list-style-type: none"><li>• Patching</li><li>• Rippling &amp; Shoving</li><li>• Raveling/Streaking</li><li>• Flushing &amp; Bleeding</li><li>• Distortion</li></ul>	<ul style="list-style-type: none"><li>• Excessive Crown</li><li>• Progressive Edge Cracking</li><li>• Alligator Cracking</li><li>• Potholes</li><li>• Block/Map Cracking</li></ul>	<ul style="list-style-type: none"><li>• Longitudinal Cracking</li><li>• Transverse Cracking</li><li>• Wheel Track Rutting</li></ul>



# CITY OF DAYTON, MN - 2023 PAVEMENT CONDITION ASSESSMENT AND REPORTING – FINAL REPORT

## Data Collection

### 2.3.3 Laser - Transverse Profile / Rutting Data Collection

Rutting data is simultaneously collected along with surface distress and roughness data. The RT-3000 measures transverse profile and rut depths, using a minimum of five high-precision, laser-based height-measuring sensors. The two lasers on either end of the rut bar are angled, to provide a full width transverse profile across the traveled lane. From the laser measurements, the average rut depths are computed for each wheel path for upload to RoadMatrix™. Calculations of rut depth simulate the straight edge method and are made in accordance with ASTM E 1703E/1703M-95 “Standard Test Method for Measuring Rut Depth of Pavement Surface Using a Straightedge”.



## 3 ROADMATRIX™ ANALYSIS MODELS

### 3.1 PAVEMENT PERFORMANCE INDICES

#### 3.1.1 Roughness – Ride Comfort Index (RCI)

One of the primary operating characteristics of a road, from the user's perspective, is the rideability, or the RCI. The RCI represents the traveling public's opinion of the pavement's smoothness and, hence, the quality of service it provides. Rating panels composed of drivers/citizens were used at the onset of the initial implementation of pavement management systems 30+ years ago, to calibrate the public's perspective of ride quality against the roughness measurements obtained from a profiler. The RT-3000 unit was used to determine the longitudinal profile of the pavement surface, reported as an IRI value (inches/mile).

The RCI Analysis within RoadMatrix™ is used to calculate the sectional RCI from IRI measurements that were collected in the field. The following model is used to convert IRI measurements to RCI values:

$$RCI = 10 * (22.993 - 3.281 * \ln(1 * IRI))$$

where, IRI is the International Roughness Index from the longitudinal profile of the average of the left and right wheel paths summarized at 100-ft intervals, collected at a minimum speed of 15 miles per hour.

The RCI value for each section ranges from zero (0) to 100, where 100 is indicative of an extremely smooth pavement and an index of zero is indicative of an extremely rough/bumpy pavement.

#### 3.1.2 Surface Distress – Surface Distress Index (SDI)

The SDI is a performance measure of the physical pavement surface cracking, deformations, and surface defects, collectively referred to as surface distresses. SDI provides an excellent indicator of material deficiency, rate of deterioration, structural adequacy, environment, and subgrade-related issues. The SDI is, therefore, a key indicator of pavement performance. The SDI is assessed by identifying and rating the type, severity, and extent of surface distresses.

The RT3000 surface distress survey provided a rating of the severity and extent for thirteen surface distresses within each station (i.e., 100-ft intervals) of each section of the network. These distress ratings were then transformed into SDI values ranging from zero (0) to 100, for each of the thirteen distress types, and weighted for an overall SDI.

The SDI Analysis is used to calculate the sectional SDI from detailed field collected measurements (a set of distress types) based on the Deduct Value Model (DVM) SDI rating system.

An SDI index of 100 indicates a pavement surface in the best possible condition, whereas an index of zero (0) indicates a pavement surface in the worst possible condition.



### 3.1.3 Structural Adequacy Index (SAI)

The SAI is a performance measure of the pavement's ability to carry expected traffic loads while providing an acceptable level of service. The structural adequacy of a pavement is assessed by comparing pavement deflection measurements under controlled loading conditions, to the maximum tolerable deflection for the anticipated traffic loading.

Falling Weight Deflectometer (FWD) equipment is typically used to measure the deflection of the pavement sections produced by a series of load applications. **This structural testing was not included in the scope but can be performed in the future is needed.**

The Structural Adequacy Index (SAI) Analysis is used to calculate the sectional SAI from detailed field collected measurements (FWD), seasonally adjusted deflection measurements, and the specified SAI model.

The SAI is represented by a value on a scale of zero (0) to 100, where a value of 50 represents a structural strength that just adequately supports the current traffic loads; a value less than 50 represents inadequate structural support; and a value greater than 50 represents more than adequate structural support.

### 3.1.4 Pavement Quality Index (PQI)

PQI is an overall performance index for the pavement section and is a function of the sectional RCI, SDI and SAI values.

During the Pavement Quality Index (PQI) Analysis, the following tasks were performed.

- Calculate PQI based on prescribed models.
- Predict future pavement performance based on pavement deterioration models.
- Determine need year based on prescribed thresholds; and
- Estimate remaining service life (RSL).

Two different RoadMatrix™ default PQI models were implemented for the City's performance analysis:

$PQI = f(SDI, RCI, SAI)$ ; where SDI has the highest weight in the calculation of PQI

$PQI = f(RCI, SDI, SAI)$ ; where RCI has the highest weight in the calculation of PQI

The first model (SDI weighted) was used to calculate PQI for all Collector and Local sections, since the surface condition is more critical on these slower roadways.

The second model (RCI weighted) is used to calculate PQI for Arterial roads since ride quality is more pronounced on roads with higher posted speeds. This model was not assigned to any sections.



# CITY OF DAYTON, MN - 2023 PAVEMENT CONDITION ASSESSMENT AND REPORTING – FINAL REPORT

RoadMatrix™ Analysis Models

## ***Need Year***

The Need Year is determined from the current condition of the section, the appropriate PQI deterioration curve, and the established PQI minimum acceptable level (trigger level). The year in which the section will reach the PQI minimum acceptable level is termed the Need Year.

## ***Remaining Service Life (RSL)***

The Remaining Service Life (RSL) is calculated based on the current condition of the section, the appropriate PQI deterioration curve, and the PQI terminal value. The difference in years between the current condition and the year that the section will reach its PQI terminal value is estimated to be the RSL.

## **3.2 PAVEMENT DETERIORATION MODELS**

### **3.2.1 Deterioration Curves**

The PQI/RCI/SDI/SAI values of a pavement typically decrease over time. To estimate future rehabilitation requirements of a pavement network, it is necessary to model the deterioration of PQI/RCI/SDI/SAI values. While the rate of deterioration depends on multiple factors, it can be demonstrated that the principal factors are the traffic loading conditions, the properties and thickness of the pavement structure layers, and the stiffness of the underlying subgrade. The factors used to model pavement performance within the RoadMatrix™ PMS are:

- Structure: expressed in Equivalent Granular Thickness (EGT) - 3 levels (thin, medium, thick)
- Traffic: AADT - 3 levels (low, medium, high)
- Subgrade: Subgrade strength - 2 levels (weak/fair, strong)

A deterioration curve is defined for each combination of thickness/subgrade/traffic. There are 18 thickness/subgrade/traffic combination (classes); therefore, there are 18 deterioration curves for each pavement type.

## **3.3 MAINTENANCE AND REHABILITATION ANALYSIS**

### **3.3.1 Needs Assessment Analysis**

The needs assessment analysis is used to determine the optimal rehabilitation strategy for each section in the need year, based on PQI trigger and according to its decision tree. The need year is determined by the appropriate deterioration curve, and the PQI trigger level, while the treatment is chosen based on the selected decision tree. A decision tree is defined in RoadMatrix™ PMS for each combination of pavement type and functional class.



### 3.3.2 Recommended Treatments Analysis

The recommended treatment analysis determines the optimal rehabilitation strategies and implementation years for each section, according to the selected analysis method and the section's decision tree.

The optimal rehabilitation strategy is determined using life cycle economic analysis techniques, which involves an assessment of both the effectiveness of each strategy (area between the after-rehabilitation performance curve and the do-nothing performance curve) and an estimate of the capital cost to implement the strategy (refer to Figure 3:1 below). The ratio of treatment benefit to cost produces a cost-effectiveness (CE) number (or more accurately a net benefit/cost number), which allows rehabilitation strategies to be compared to each other on a relative basis. Traffic level is also a factor that is considered in the calculation of the CE factor. The higher the AADT, i.e., more users, the higher the CE factor.

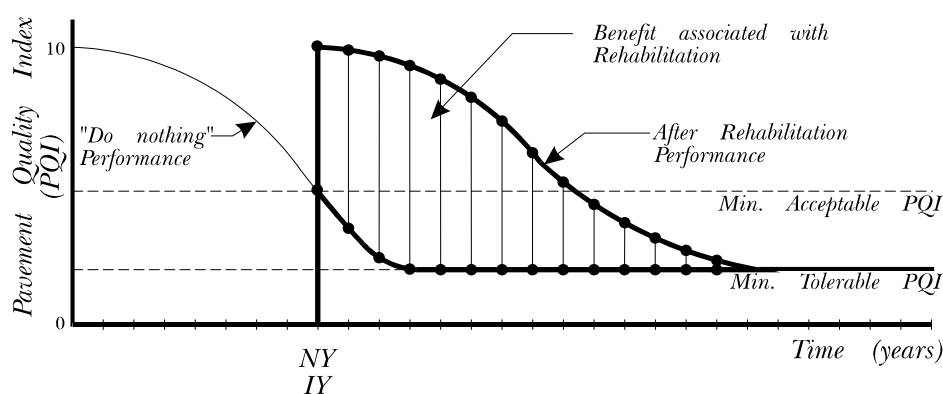


Figure 3:1: Rehabilitation Benefit on Performance Curve

The economic analysis procedure analyzes each potential rehabilitation strategy recommended by the decision trees (also including committed/overridden strategies) for each section in the current network subset. Each strategy is, in turn, analyzed for each possible implementation year since, due to budgetary or performance constraints, it may not be possible to implement a strategy in the implementation year determined from the decision tree.

It should be noted that the “implementation” need year distribution varies from the traditional / PQI need year distribution, since the selected treatment for any road segment can potentially occur before or after the actual need year. The PQI need year is based on the appropriate performance curve and minimum acceptable PQI level defined for each functional class, while the implementation year is based on the analysis methods and the triggers setup through the decision trees. The implementation year will generally occur prior to PQI reaching the PQI Trigger Value when attempting to incorporate pavement preventive maintenance treatments in the recommended work programs.



# CITY OF DAYTON, MN - 2023 PAVEMENT CONDITION ASSESSMENT AND REPORTING – FINAL REPORT

RoadMatrix™ Analysis Models

## 3.3.2.1 MAINTENANCE AND REHABILITATION (M&R)

The rehabilitation setup within RoadMatrix™ PMS defines treatment strategies (i.e., general maintenance, preventive maintenance, or rehabilitation activities), unit cost of an activity, and the benefit levels (increase/reset/hold values) for each performance index (RCI/SDI/SAI/EGT) as a result of implementing the treatment strategy.

A summary of the maintenance and rehabilitation (M&R) treatments, costs, and benefits (structural and performance) established in the City's RoadMatrix™ database is provided below in Table 3.1. The treatments list and associated unit costs have been provided and verified by the local Stantec office in Plymouth. The benefits of each treatment type have been assigned by Stantec's implementation team.





# CITY OF DAYTON, MN - 2023 PAVEMENT CONDITION ASSESSMENT AND REPORTING – FINAL REPORT

RoadMatrix™ Analysis Models

**Table 3.1: City of Dayton – 2023 M&R Treatments Summary**

Code	Full Description	Category	Unit Cost (\$/ft2)	Base Year	EGT Increase	EGT Value	Increases			Max Value			Hold Years		
							RCI	SDI	SAI	RCI	SDI	SAI	RCI	SDI	SAI
0	Do Nothing		0	2023						85	100	100			
1	Route and Bitumen Crack Seal	GM	0.10	2023				5		85	100	100		1	
30	Chip 1/4" + Fog Seal	PM	0.60	2023			5	35		85	100	100	1	1	1
65	Edge Mill + HMA OL 1.5"	RE	2.10	2023	1.5		29	80	5	85	100	100			
70	Edge Mill + HMA OL 2.0"	RE	2.80	2023	2		38	100	7	85	100	100			
90	Full Mill + HMA OL 1.5"	RE	2.10	2023	0.8		34	80	2	85	100	100			
95	Full Mill + HMA OL 2.0"	RE	2.80	2023	1		46	100	3	85	100	100			
115	HMA OL 1.5"	RE	1.70	2023	3		29	86	8	85	100	100			
120	HMA OL 2.0"	RE	2.30	2023	4		38	100	10	85	100	100			
155	Full Depth Reclamation (FDR) LOC - 3.5" HMA	RE	4.50	2023		15	70	100	75	85	100	100			
156	Full Depth Reclamation (FDR) COL - 5.0" HMA	RE	6.10	2023		22	70	100	75	85	100	100			
160	Full Reconstruction LOC -3.5" HMA+8" AB+12" SGB	CO	9.10	2023		15	85	100	100	85	100	100			
165	Full Reconstruction COL- 4.0" HMA+12" AB+12" SGB	CO	11.20	2023		20	85	100	100	85	100	100			
170	Full Reconstruction ART-6.0" HMA+12" AB+12" SGB	CO	13.10	2023		24	85	100	100	85	100	100			



# CITY OF DAYTON, MN - 2023 PAVEMENT CONDITION ASSESSMENT AND REPORTING – FINAL REPORT

## RoadMatrix™ Analysis Models

### 3.3.2.2 DECISION TREES

RoadMatrix™ uses a decision tree approach to determine technically feasible rehabilitation strategies for each section requiring maintenance or rehabilitation during the programming period. The decision trees are completely user-defined to ensure that they accurately model the decision process employed by the City. RoadMatrix™ allows for a unique decision tree to be developed for each combination of pavement type and functional class. RoadMatrix™ evaluates the cost-effectiveness (ratio of treatment benefit to cost) to select the most cost-effective treatment and timing.

The decision trees used in this analysis were created by the Stantec implementation team based on our understanding of available treatment types and local practice.

The implemented decision trees are illustrated below in Figure 3:2 for “Local -Flexible Pavement” and in Figure 3:3 for “Collector - Flexible Pavement”.



# CITY OF DAYTON, MN - 2023 PAVEMENT CONDITION ASSESSMENT AND REPORTING – FINAL REPORT

## RoadMatrix™ Analysis Models

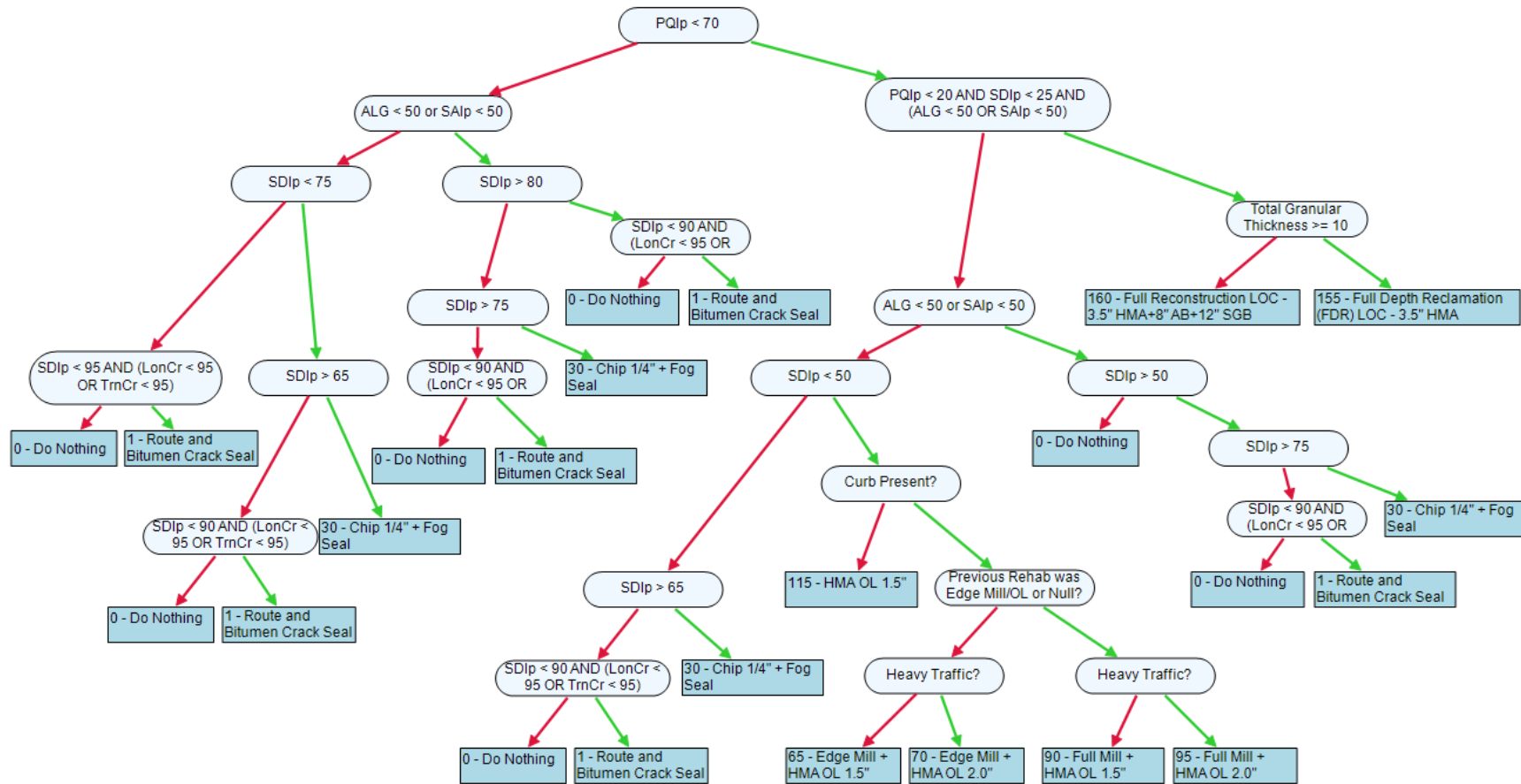


Figure 3.2: Local-Flexible Pavement Decision Tree



# CITY OF DAYTON, MN - 2023 PAVEMENT CONDITION ASSESSMENT AND REPORTING – FINAL REPORT

## RoadMatrix™ Analysis Models

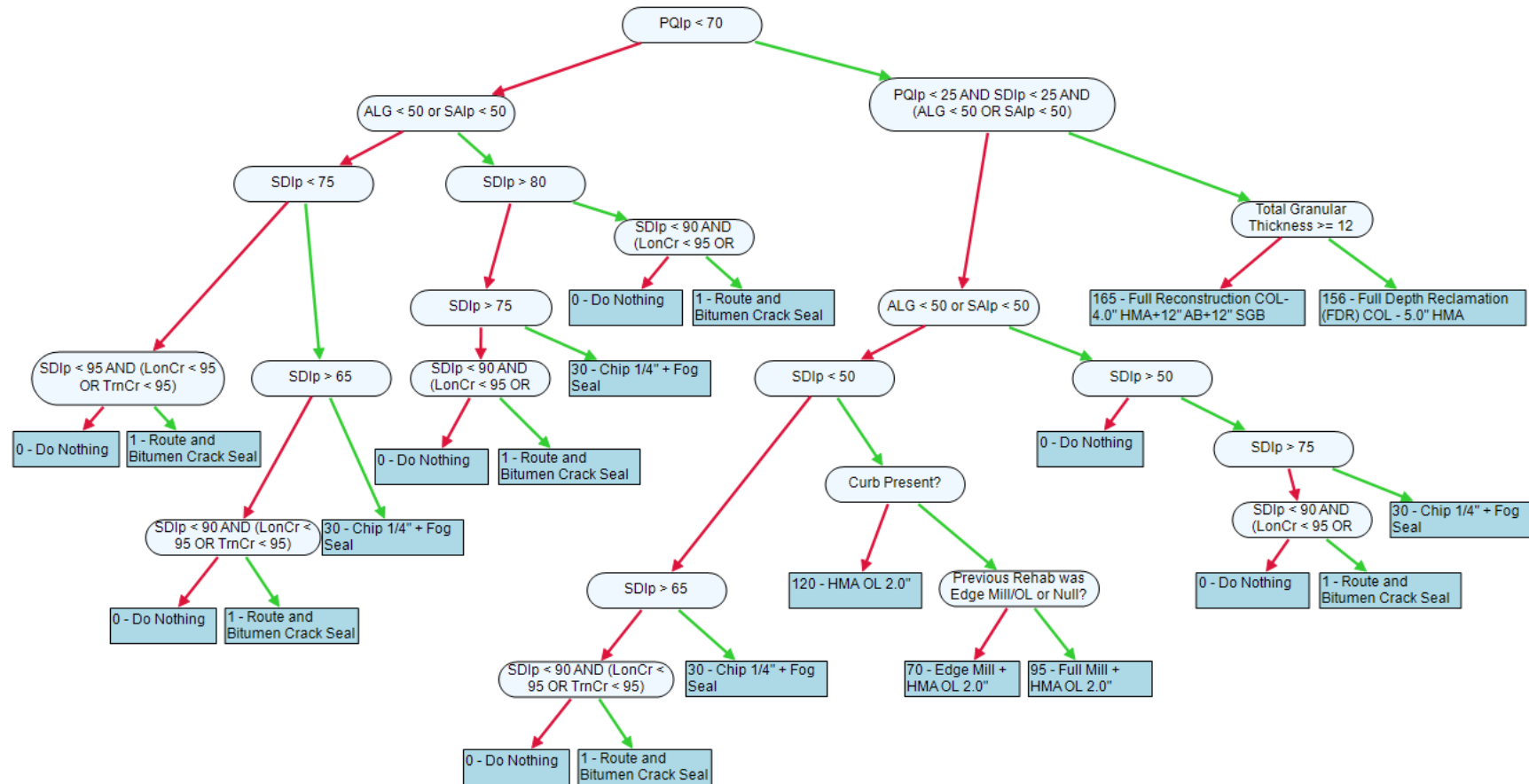


Figure 3.3: Collector-Flexible Pavement Decision Tree



## **3.4 ANALYSIS TYPES**

### **3.4.1 Overview**

In a perfect world, pavement sections would be maintained and/or rehabilitated whenever required. In other words, the optimal rehabilitation strategy determined by economic analysis would be implemented in the “need year”. In the real world, however, budgetary constraints and coordination issues determine the implementation of M&R strategies. To accommodate this real-world requirement, RoadMatrix™ offers various budget and performance-based analysis options to prioritize the implementation of M&R strategies in the most cost-effective manner through a virtually unlimited number of scenarios that users can create.

There are several analysis types available within RoadMatrix™:

1. Budget Limits – used to define specific budget limits for a given subset.
2. Weighted Deficiency – used to define a network performance target based on deficiency (percentage less than PQI minimum acceptable level) weighted by the area, lane-length, length, vehicle-area, vehicle-lane-length, or vehicle-length of the sections.
3. Weighted PQI – used to define network performance target based on PQI (average PQI from all sections) weighted by the area, lane-length, length, vehicle-area, vehicle-lane-length, or vehicle-length of the sections.
4. Need-Driven (based on PQI Trigger) Rehabilitation Cost – used to determine the rehabilitation costs associated with the network needs and decision tree selections. Depending on the analysis mode used, this scenario will report needs based on either PQI trigger or cost-effective rehabilitation selections.
5. Super-Budget – used to combine the results of more than one budget scenario on different subsets. For example, assigning specific budgets for specific functional classes.
6. Super-Budget (Dynamic) – used to combine the results of more than one budget scenario for a specific subset. This analysis type is typically used with treatment constraints. For example, assigning specific funding for specific treatment groups (e.g., preventive maintenance program, overlay program, etc.). This type of analysis is also used to combine funding spending based on a combination of worst-first and cost-effectiveness approaches. For example, the City may have an annual budget of \$2M. This analysis allows the City to spend \$0.5M on a worst-first basis and \$1.5M based on a cost-effectiveness basis.



## 4 ANALYSIS RESULTS

This section presents a summary of the present status of the City of Dayton’s road network based on the 2023 field survey. Also presented in this section are the budget analysis results including the predicted performance and the recommended work programs over the next five (5) years for various analysis scenarios.

### 4.1 PRESENT STATUS RESULTS

#### 4.1.1 Lane-Length Weighted Performance

The condition of the City of Dayton road network is summarized in this section. A summary of the present status results for 2023 is presented below in Table 4.1. It should be noted that only paved sections are included in the analysis results.

Performance indices (PQI, PCI, RCI) of all road sections are provided in Appendix F.

**Table 4.1: 2023 Present Status Analysis Results – City Paved Sections**

Functional Class	No. of Sections	Length (CL-MI)	Lane Length (LN-MI)	LL <sup>1</sup> -RCI	LL-SDI	LL-SAI	LL-PQI
Collector	121	24.0	49.0	72	61	--	56
Local	334	37.2	74.4	58	59	--	52
<b>City-Paved Sections</b>	<b>455</b>	<b>61.2</b>	<b>123.4</b>	<b>64</b>	<b>60</b>	<b>--</b>	<b>54</b>

<sup>1</sup> LL = Lane-length-weighted

The following observations can be made based on the performance results presented in Table 4.1:

- The City’s road network is in “Fair” overall condition in 2023 as noted by the overall network LL-weighted PQI of 54. Similarly, the network is rated as “Fair” for ride quality (RCI) with a score of 64 and also rated as “Fair” in terms of the surface condition (SDI) with a score of 60.
- Collector road sections offer a “Fair” overall performance rating (PQI = 56).
- Local road sections also offer a “Fair” overall performance rating (PQI of 52).
- The results by functional class indicate that the Collector road network has the best average ride quality rating at 72, followed by Local roads at 58. The results are to be expected considering that roads with more traffic, are usually given more attention in terms of M&R work.
- The SDI results indicate that collector and local networks both share a “Fair” surface condition rating as indicated by the LL-weighted SDI of 61 and 59, respectively.

— Failed (PQI < 20)  
— Poor (20 ≤ PQI < 50)  
— Fair (50 ≤ PQI < 70)  
— Good (PQI ≥ 70)

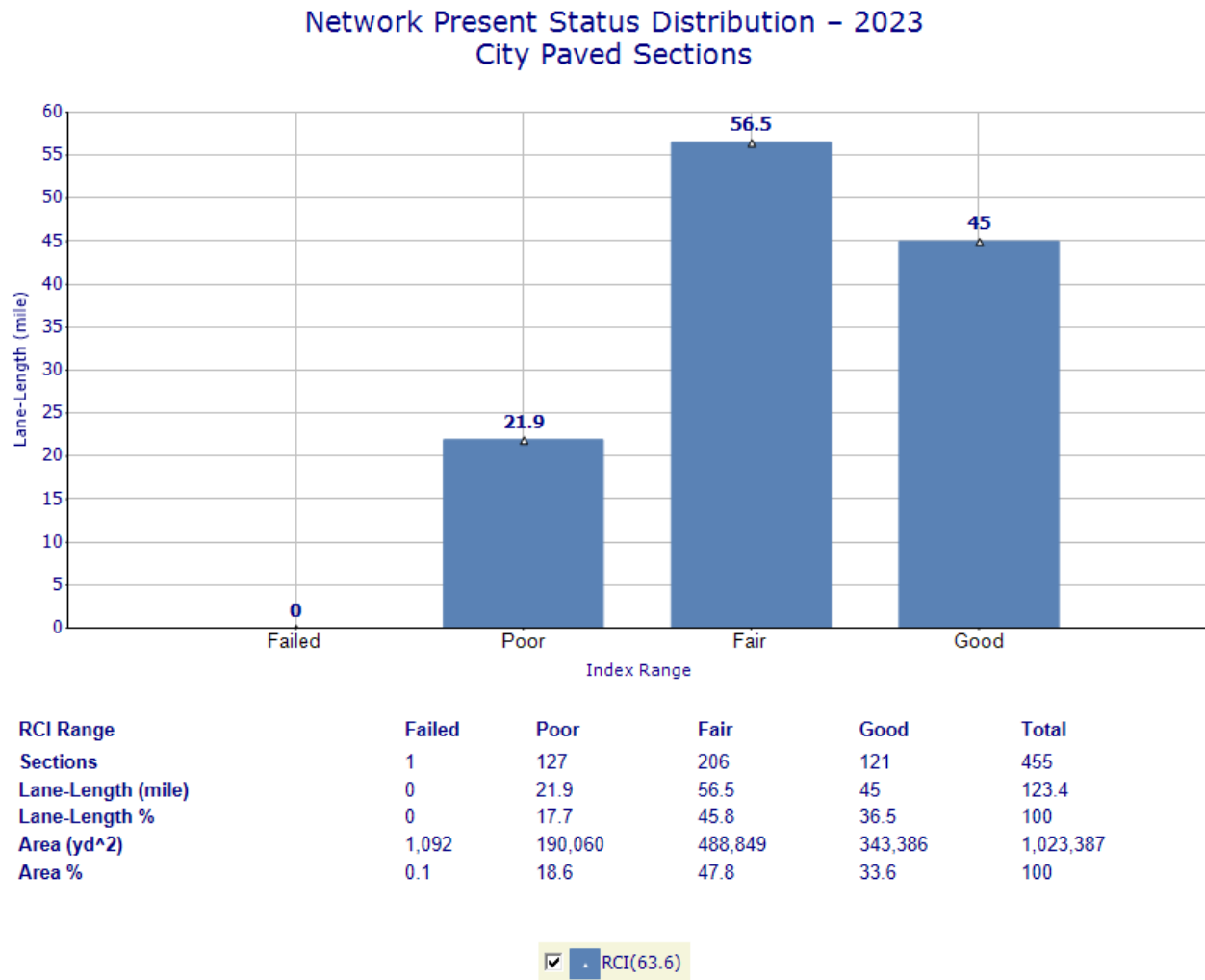


# CITY OF DAYTON, MN - 2023 PAVEMENT CONDITION ASSESSMENT AND REPORTING – FINAL REPORT

## Analysis Results

### 4.1.2 Ride Comfort Index (RCI)

A chart showing the distribution of RCI values, weighted by lane-length miles, is presented below in Figure 4:1.



**Figure 4:1: 2023 RCI Distribution - City Paved Sections**



# CITY OF DAYTON, MN - 2023 PAVEMENT CONDITION ASSESSMENT AND REPORTING – FINAL REPORT

## Analysis Results

The distribution of the network RCI values by condition category is shown below in Table 4.2.

**Table 4.2: 2023 RCI Distribution – City Paved Sections**

RCI Ranges	Ride Quality Rating	# of Sections	Length (LN-MI)	% of Network
RCI < 20	Failed	1	0.05	< 0.1
20 ≤ RCI < 50	Poor	127	21.9	17.7
50 ≤ RCI < 70	Fair	206	56.5	45.8
RCI ≥ 70	Good	121	45.0	36.5

The network RCI results indicate that only one road section (DAYTON PKWY from 120 FT SW OF CO ROAD 81 to COUNTY ROAD 81 & 113TH AVENUE NO) which is approximately 0.05 lane miles (< 0.1 % of the network) exhibit “Failed” ride quality. Approximately 17.7 % of the network exhibit “Poor” ride quality. The majority of the roads (approximately 56.5 lane miles or 45.8 % of the network) exhibit “Fair” ride quality. Approximately 45 lane miles (36.5 %) of the network exhibit “Good” ride quality.

The RCI results are presented by the RCI range on a color-coded map in Appendix A.

A summary of the 2023 RCI distribution by functional class results are provided below in Table 4.3.

**Table 4.3: 2023 RCI Distribution – City Paved Sections by Functional Class**

Functional Class	LL RCI	RCI Ranges	Ride Quality Rating	# of Sections	Length (LN-MI)	% of Network
Collector	72	RCI < 20	Failed	1	0.05	< 0.1
		20 ≤ RCI < 50	Poor	9	1.3	2.7
		50 ≤ RCI < 70	Fair	51	18.3	37.3
		RCI ≥ 70	Good	60	29.4	60.0
Local	58	RCI < 20	Failed	0	0.0	0.0
		20 ≤ RCI < 50	Poor	118	20.6	27.7
		50 ≤ RCI < 70	Fair	155	38.2	51.3
		RCI ≥ 70	Good	61	15.6	21.0

LL-RCI = Lane-length-weighted RCI





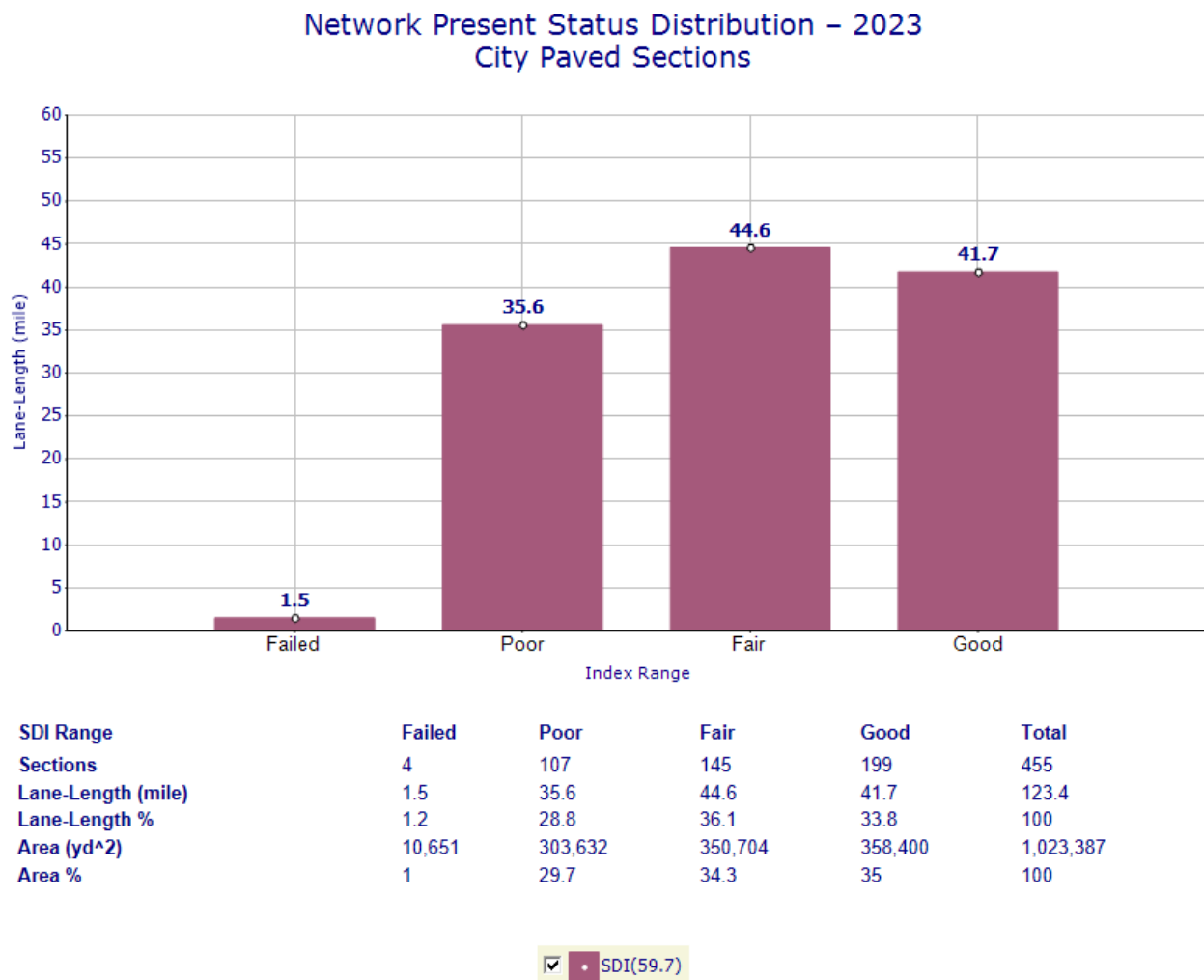
# CITY OF DAYTON, MN - 2023 PAVEMENT CONDITION ASSESSMENT AND REPORTING – FINAL REPORT

## Analysis Results

The results by functional class indicate that the majority of Collector roads exhibit either a “Good” ride quality (60 %) or a “Fair” ride quality (37.3 %). There are approximately 1.3 lane miles of Collector roads that exhibit a “Poor” ride quality and only 1 section (DAYTON PKWY from 120 FT SW OF CO ROAD 81 to COUNTY ROAD 81 & 113TH AVENUE NO) that exhibits a “Failed” ride quality. The majority of the Local roads (51.3 %) exhibit a “Fair” ride quality and approximately 21 % exhibit a “Good” ride quality. On the other hand, approximately 28 % of the local roads network exhibit a “Poor” ride quality.

### 4.1.3 Surface Distress Index (SDI)

A chart showing the distribution of SDI values, weighted by lane-length miles, is presented below in Figure 4:2.



**Figure 4:2: 2023 SDI Distribution - City Paved Sections**



# CITY OF DAYTON, MN - 2023 PAVEMENT CONDITION ASSESSMENT AND REPORTING – FINAL REPORT

## Analysis Results

The distribution of the network SDI values by condition category is shown in Table 4.4 below.

**Table 4.4: 2023 SDI Distribution – City Paved Sections**

SDI Ranges	Surface Distress Rating	# of Sections	Length (LN-MI)	% of Network
SDI < 20	Failed	4	1.5	1.2
20 ≤ SDI < 50	Poor	107	35.6	28.9
50 ≤ SDI < 70	Fair	145	44.6	36.1
SDI ≥ 70	Good	199	41.7	33.8

The network SDI results indicate that there are 4 road sections (1.5 lane miles) with a “Failed” pavement surface condition rating. Approximately 35.6 lane miles (28.9 % of the network) exhibit “Poor” surface condition and approximately 36.1 % of the network (44.6 lane miles) exhibits a “Fair” pavement surface condition rating. Approximately a third of the network (33.8 %) exhibits a “Good” pavement surface condition rating.

The SDI results are presented by the SDI range on a color-coded map in Appendix B.

A summary of the 2023 SDI distribution by functional class results are provided below in Table 4.5.

**Table 4.5: 2023 SDI Distribution – City Paved Sections by Functional Class**

Functional Class	LL-SDI	SDI Ranges	Surface Distress Rating	# of Sections	Length (LN-MI)	% of Network
Collector	61	SDI < 20	Failed	1	0.6	1.2
		20 ≤ SDI < 50	Poor	26	13	26.5
		50 ≤ SDI < 70	Fair	47	20.4	41.6
		SDI ≥ 70	Good	47	15.1	30.7
Local	59	SDI < 20	Failed	3	0.9	1.3
		20 ≤ SDI < 50	Poor	81	22.7	30.5
		50 ≤ SDI < 70	Fair	98	24.2	32.5
		SDI ≥ 70	Good	152	26.6	35.8

LL-SDI. = Lane-length-weighted SDI



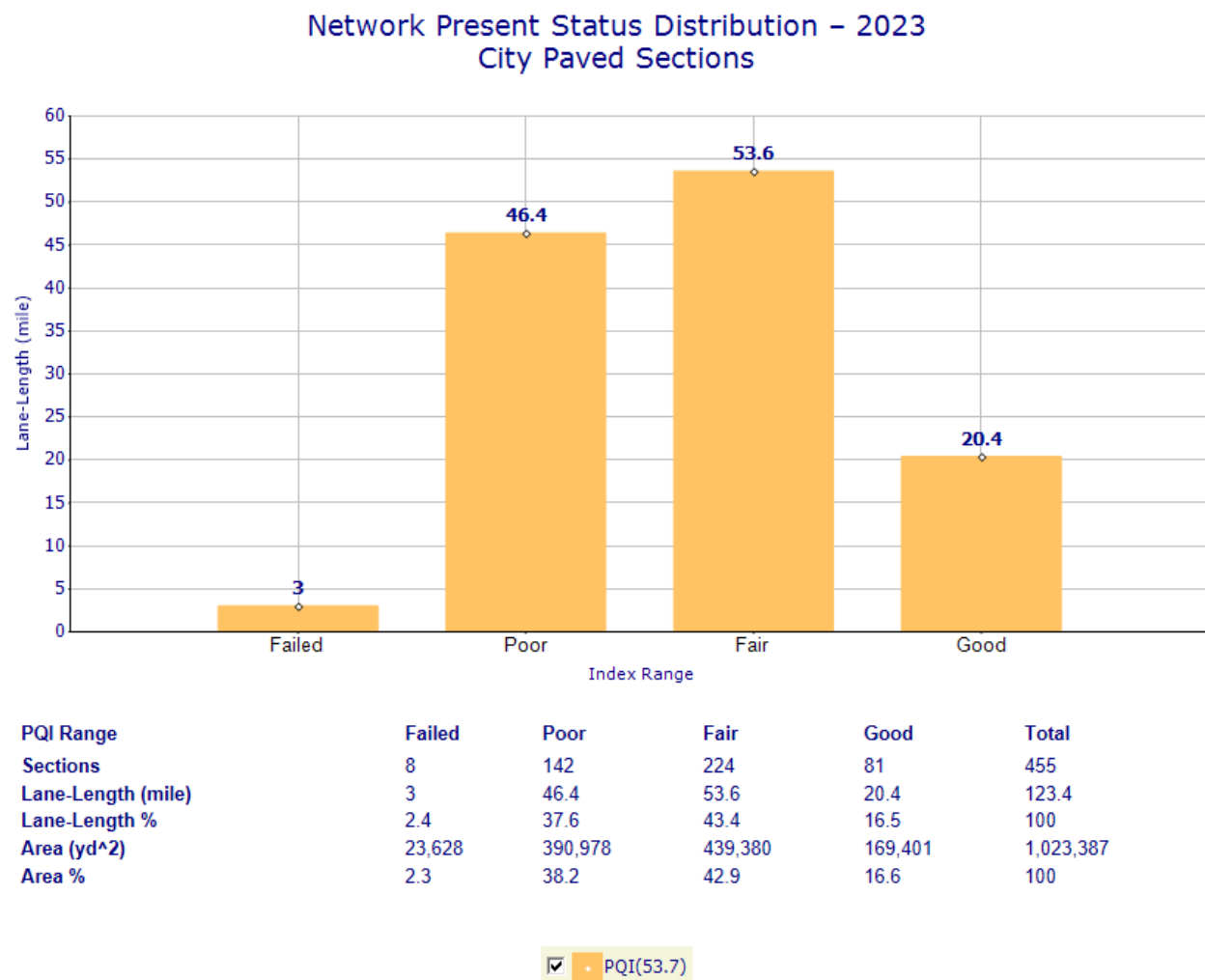
# CITY OF DAYTON, MN - 2023 PAVEMENT CONDITION ASSESSMENT AND REPORTING – FINAL REPORT

## Analysis Results

The results by functional class indicate that the majority of the Collector roads (41.6 %) exhibit a “Fair” surface condition rating ( $50 \leq \text{SDI} < 70$ ) whereas the majority of the Local roads exhibit a “Good” surface condition rating. Approximately a third of the roads in the Local network exhibit a “Good” surface condition rating. There is 1 Collector road (ZACHARY LANE NORTH from ELM CREEK ROAD to ZACHARY LANE NORTH) that exhibits a “Failed” surface condition rating. There are also 3 Local road sections (0.9 lane miles) that exhibit a “Failed” surface condition rating.

### 4.1.4 Pavement Quality Index (PQI)

A chart showing the distribution of PQI values, weighted by lane-length miles, is presented below in Figure 4:3.



**Figure 4:3: 2023 PQI Distribution - City Paved Sections**



# CITY OF DAYTON, MN - 2023 PAVEMENT CONDITION ASSESSMENT AND REPORTING – FINAL REPORT

## Analysis Results

The distribution of the network PQI values by condition category is shown in Table 4.6 below.

**Table 4.6: 2023 PQI Distribution – City Paved Sections**

PQI Ranges	Overall Performance Rating	# of Sections	Length (LN-MI)	% of Network
PQI < 20	Failed	8	3.0	2.4
20 ≤ PQI < 50	Poor	142	46.4	37.6
50 ≤ PQI < 70	Fair	224	53.6	43.5
PQI ≥ 70	Good	81	20.4	16.5

The overall network condition (PQI) results indicate that there are 8 road sections (approximately 3 lane miles) with a “Failed” overall condition rating. Approximately 37.6 % of the network exhibits a “Poor” overall condition rating. Approximately 43.5 % of the network (53.6 lane miles) exhibits a “Fair” overall condition rating and approximately 16.5 % (20.4 lane miles) exhibits a “Good” overall condition rating.

The PQI results are presented by the PQI range on a color-coded map in Appendix C.

A list of the 8 road sections that are classified as “Failed” is provided in Appendix D.

A summary of the 2023 PQI distribution by functional class results are provided below in Table 4.7.

**Table 4.7: 2023 PQI Distribution – City Paved Sections by Functional Class**

Functional Class	LL-PQI	PQI Ranges	Overall Performance Rating	# of Sections	Length (LN-MI)	% of Network
Collector	56	PQI < 20	Failed	1	0.6	1.2
		20 ≤ PQI < 50	Poor	35	18.6	37.9
		50 ≤ PQI < 70	Fair	55	18.6	38.0
		PQI ≥ 70	Good	30	11.2	22.9
Local	52	PQI < 20	Failed	7	2.4	3.2
		20 ≤ PQI < 50	Poor	107	27.8	37.4
		50 ≤ PQI < 70	Fair	169	35.0	47.1
		PQI ≥ 70	Good	51	9.2	12.3

LL-PQI = Lane-length-weighted PQI



# CITY OF DAYTON, MN - 2023 PAVEMENT CONDITION ASSESSMENT AND REPORTING – FINAL REPORT

## Analysis Results

The results by functional class indicate that the majority of the Local roads (47.1 %) exhibit a “Fair” overall condition rating and approximately 37.4 % exhibit a “Poor” overall rating. Only 12.3 % of the Local roads exhibit a “Good” overall condition rating and approximately 3 % exhibit a “Failed” rating. The Collector road network shows a similar percentage (approximately 38 %) of roads in “Fair” and “Poor” condition.. Approximately 22.9 % of the Collector roads exhibit a “Good” overall condition rating and only one section exhibits a “Failed” rating.

## 4.2 BUDGET ANALYSIS RESULTS

### 4.2.1 Committed Projects

To run a realistic analysis, the City was asked to provide a list of projects that the City is committed to implementing in 2024 and in 2025. Table 4.8 below provides a summary of the committed projects for the next 2 years along with the source of funding for each of the projects.

**Table 4.8: List of Committed Projects for 2024 and 2025**

Section #	Street	From	To	CL Length (ft)	Rehab Year	Committed Rehab	Estimated Rehab Cost	Funding Source
3100 (SS-S6-130-1)	113TH AVENUE NORTH	COUNTY ROAD 81 & HOLLY LANE NORTH	LAWNDALE LANE NORTH	312.1	2025	Full Reconstruction COL- 4.0" HMA+12" AB+12" SGB	170,930	City
3110 (SS-S6-130-1)	113TH AVENUE NORTH	LAWNDALE LANE NORTH	END	1860	2025	Full Reconstruction COL- 4.0" HMA+12" AB+12" SGB	768,574	City
4340 (SS-113TH AVE N)	113TH AVENUE NORTH	490 FT E OF END	1782 FT E OF END	1293	2024	Full Reconstruction COL- 4.0" HMA+12" AB+12" SGB	TBD	Other
4350 (SS-113TH AVE N)	113TH AVENUE NORTH	1782 FT E OF END	FERNBROOK LANE NORTH	1294.3	2024	Full Reconstruction COL- 4.0" HMA+12" AB+12" SGB	TBD	Other
410 (SS-410)	152ND AVENUE NORTH	BROCKTON LANE NORTH	END	1510.4	2024	Full Mill + HMA OL 2.0"	91,883	City
500	THICKET LANE NORTH	END	149TH AVENUE NORTH	3299.1	2024	Full Mill + HMA OL 2.0"	228,017	City



# CITY OF DAYTON, MN - 2023 PAVEMENT CONDITION ASSESSMENT AND REPORTING – FINAL REPORT

## Analysis Results

### 4.2.2 Super-Sections

In order to have aggregated work program recommendations, super-sections were created in RoadMatrix™ based on neighborhood, functional class, and pavement type. Road sections that are not located within any neighborhood were aggregated based on logical project limits. These super-sections are identified in RoadMatrix™ through a Section ID that starts with the letters “SS”.

In addition to the default “Do Nothing” scenario, three (3) budget and performance-based scenarios have been analyzed as part of this project. A summary of the budget analysis results for each of the 4 scenarios along with their predicted performance results are presented below in Table 4.9 for the 5-year analysis period from 2024 to 2028. Note that the reported analysis results below assume that all of the committed projects presented above in Table 4.8 are completed in the committed rehab year.

The “Deficiency” results presented in Table 4.9 represent the percentage of road sections with a PQI less than the minimum acceptable level. These minimum acceptable levels (PQI Min) have been set as follows: **PQI = 60 for Collector roads and PQI = 55 for Local roads.**

**Table 4.9: Budget Analysis Results 2024 – 2028 – City Paved Sections**

Budget	Total Cost Over 5 Years (\$ million)	LL-PQI <sup>1</sup>		LL-Def. <sup>2</sup> (%)	
		2024	2028	2024	2028
Do Nothing - SS	0.00	50	34	61	92
\$1.0M/Year - SS - Committed=Y	4.993	54	50	53	68
\$1.5M/Year - SS - Committed=Y	7.493	55	59	50	53
Achieve a PQI of 70 by 2028 - SS - Committed=Y	10.253	57	71	52	33

<sup>1</sup> LL-PQI = Lane-length-weighted PQI; <sup>2</sup> LL-Def. = Lane-length-weighted Deficiency.

The following observations can be made based on the information presented in the table above:

- Should no work be performed on the network for the next 5 years, the average network PQI is predicted to drop from 50 in 2024 to 34 by the end of 2028. The network deficiency is predicted to increase from 61 % in 2024 to 92 % by the end of 2028.
- The \$1.0 million per year budget scenario is predicted to decrease the network performance to 50 by the end of 2028. The % Deficiency is predicted to increase from 53 % by the end of 2024 to 68 % by the end of 2028.
- The \$1.5 million per year budget scenario is predicted to increase the network performance to 59 by the end of 2028. The % Deficiency is predicted to slightly increase from 50 % by the end of 2024 to 53 % by the end of 2028.
- To gradually achieve a PQI of 70 by 2028 (A PQI of 71 is actually predicted), the City needs to invest approximately \$2.0 million per year over the next 5 years. This performance-based scenario is predicted to decrease the deficiency to 33 % by the end of 2028.



# CITY OF DAYTON, MN - 2023 PAVEMENT CONDITION ASSESSMENT AND REPORTING – FINAL REPORT

## Analysis Results

### 4.2.3 Annual Budget Network Performance Results

The annual prioritization targets/limits in terms of budget or performance, the estimated cost, resulting LL-PQI, and the lane length-weighted deficiency percentage (LL-Def. %) are provided below in Table 4.10 through Table 4.13 for each analysis scenario. The costs in the tables are rounded to the nearest \$1,000 and PQI and % Deficiency are rounded to the nearest whole number.

**Table 4.10: Do Nothing Budget Scenario Results**

Year	Cost (\$)	LL-PQI	LL-Def. (%)
2024	0	50	61
2025	0	45	77
2026	0	41	82
2027	0	38	92
2028	0	34	92
<b>Total</b>	<b>\$0</b>		

**Table 4.11: \$1.0M/Year - SS - Committed=Y**

Year	Cost (\$)	LL-PQI	LL-Def. (%)
2024	\$999,000	54	53
2025	\$1,000,000	51	65
2026	\$997,000	51	67
2027	\$999,000	50	72
2028	\$999,000	50	68
<b>Total</b>	<b>\$4,993,000</b>		

**Table 4.12: \$1.5M/Year - SS - Committed=Y**

Year	Cost (\$)	LL-PQI	LL-Def. (%)
2024	\$1,499,000	55	50
2025	\$1,500,000	55	62
2026	\$1,499,000	56	58
2027	\$1,499,000	58	57
2028	\$1,496,000	59	53
<b>Total</b>	<b>\$7,493,000</b>		



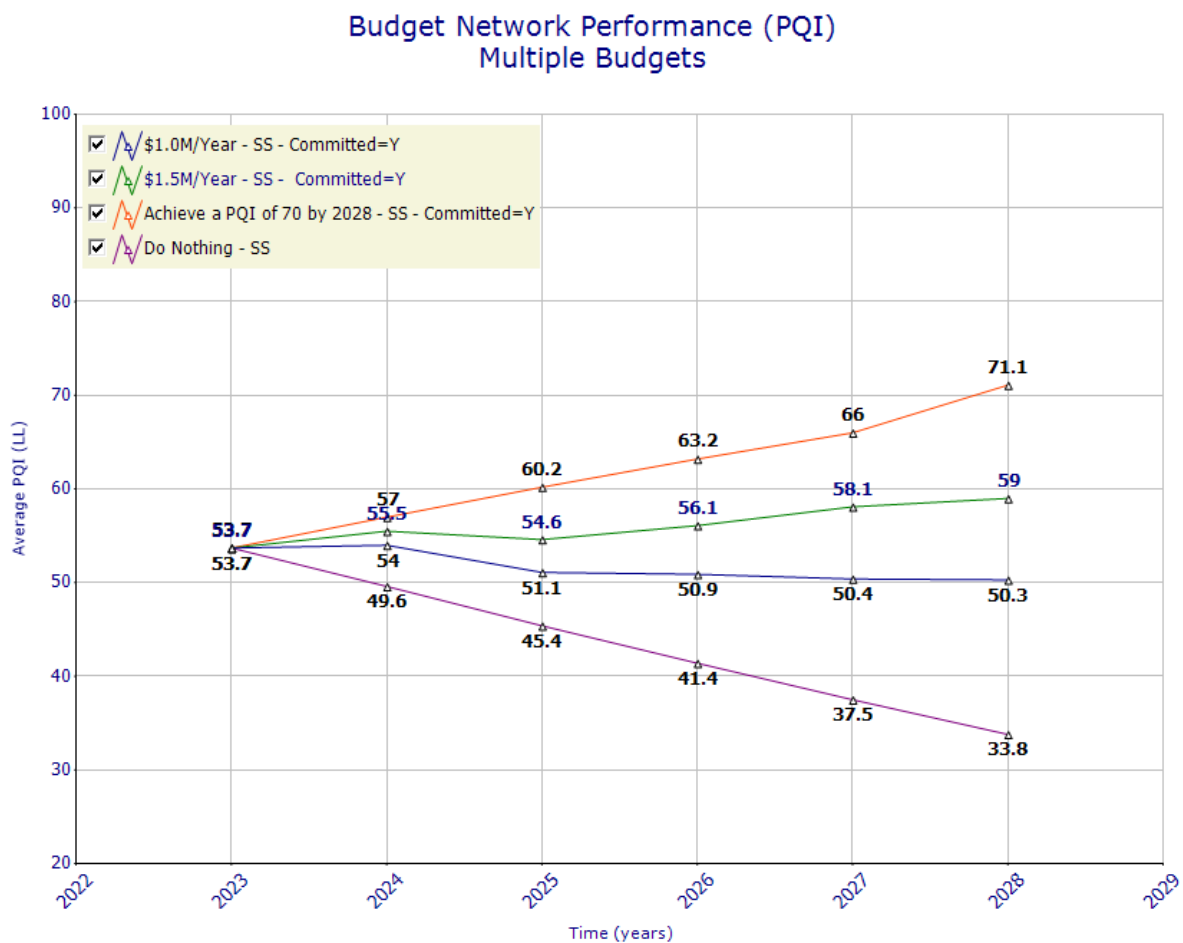
# CITY OF DAYTON, MN - 2023 PAVEMENT CONDITION ASSESSMENT AND REPORTING – FINAL REPORT

## Analysis Results

**Table 4.13: Achieve a PQI of 70 by 2028 - SS - Committed=Y**

Year	Cost (\$)	LL-PQI	LL-Def. (%)
2024	\$1,777,000	57	52
2025	\$2,840,000	60	54
2026	\$2,035,000	63	49
2027	\$1,564,000	66	43
2028	\$2,036,000	71	33
<b>Total</b>	<b>\$10,253,000</b>		

The results of the aforementioned analysis scenarios, in terms of both the network LL-PQI and network LL-Def. percentages, are illustrated below in Figure 4:4 and Figure 4:5, respectively.



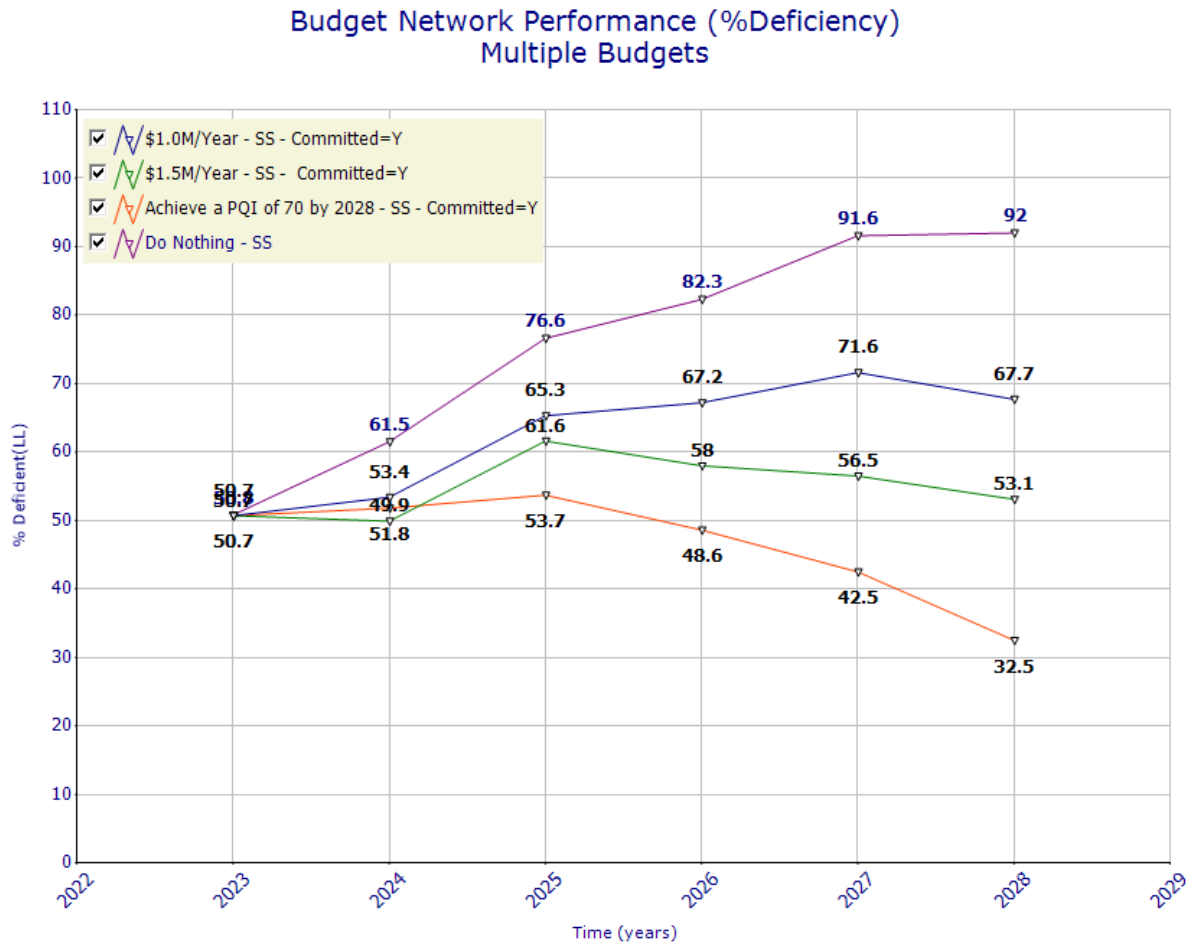
**Figure 4:4: Funding Impact on Network Predicted PQI**





# CITY OF DAYTON, MN - 2023 PAVEMENT CONDITION ASSESSMENT AND REPORTING – FINAL REPORT

## Analysis Results



**Figure 4:5: Funding Impact on Network Predicted % Deficiency**

### 4.2.4 Budget Recommended Rehabilitations

The distribution of the M&R treatments for each analysis scenario, in terms of both the lane length and total cost over the 5-year analysis period are presented below in Figure 4:6 through Figure 4:8. The results indicate that the “HMA OL 2.0” and the “Chip 1/4” + Fog Seal” are the top recommended treatments in terms of lane-length and cost.

The detailed recommended work programs are provided in tabulated and graphical formats under Appendix E.



# CITY OF DAYTON, MN - 2023 PAVEMENT CONDITION ASSESSMENT AND REPORTING – FINAL REPORT

## Analysis Results

### Budget M&R Recommendations \$1.0M/Year - SS - Committed=Y

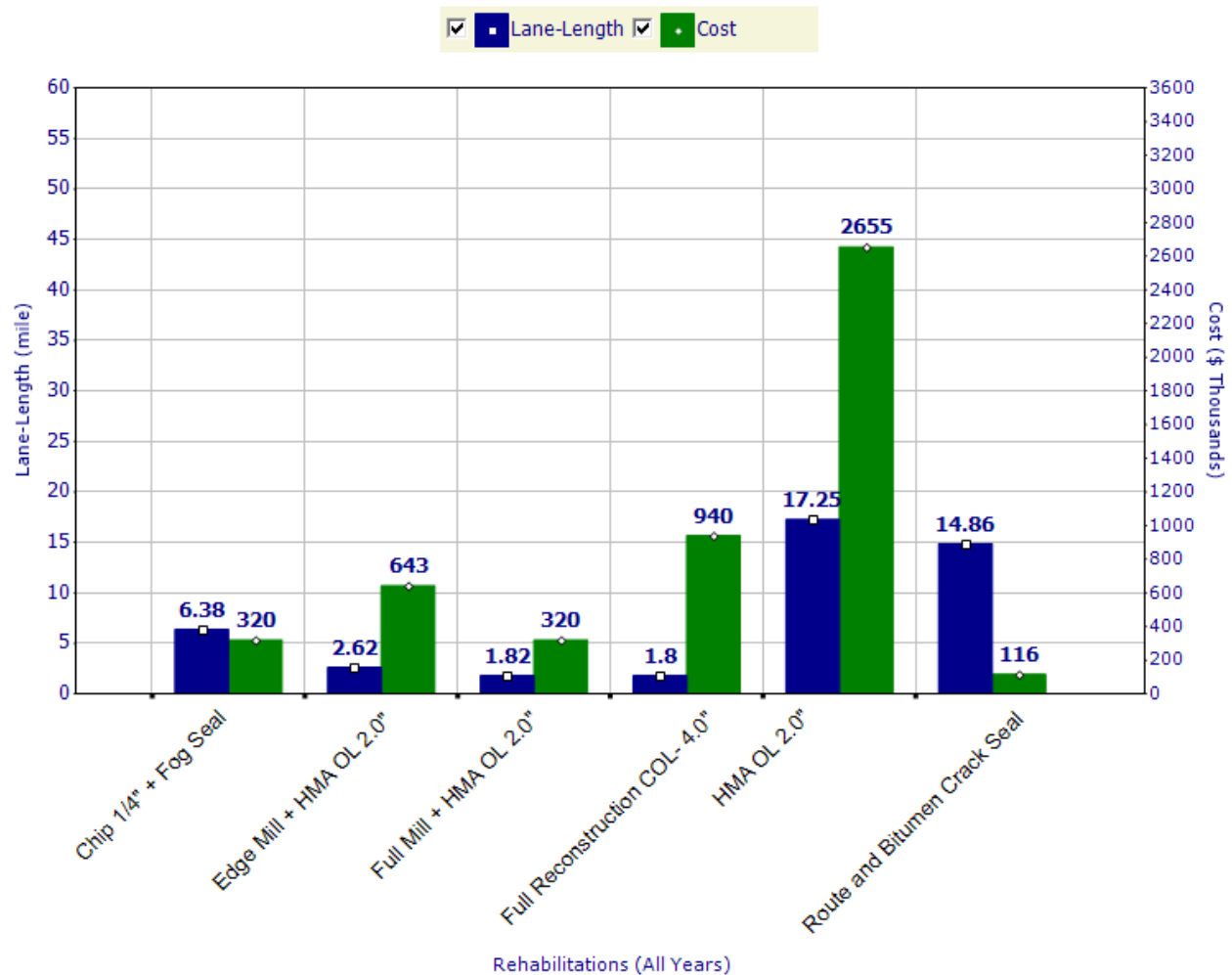
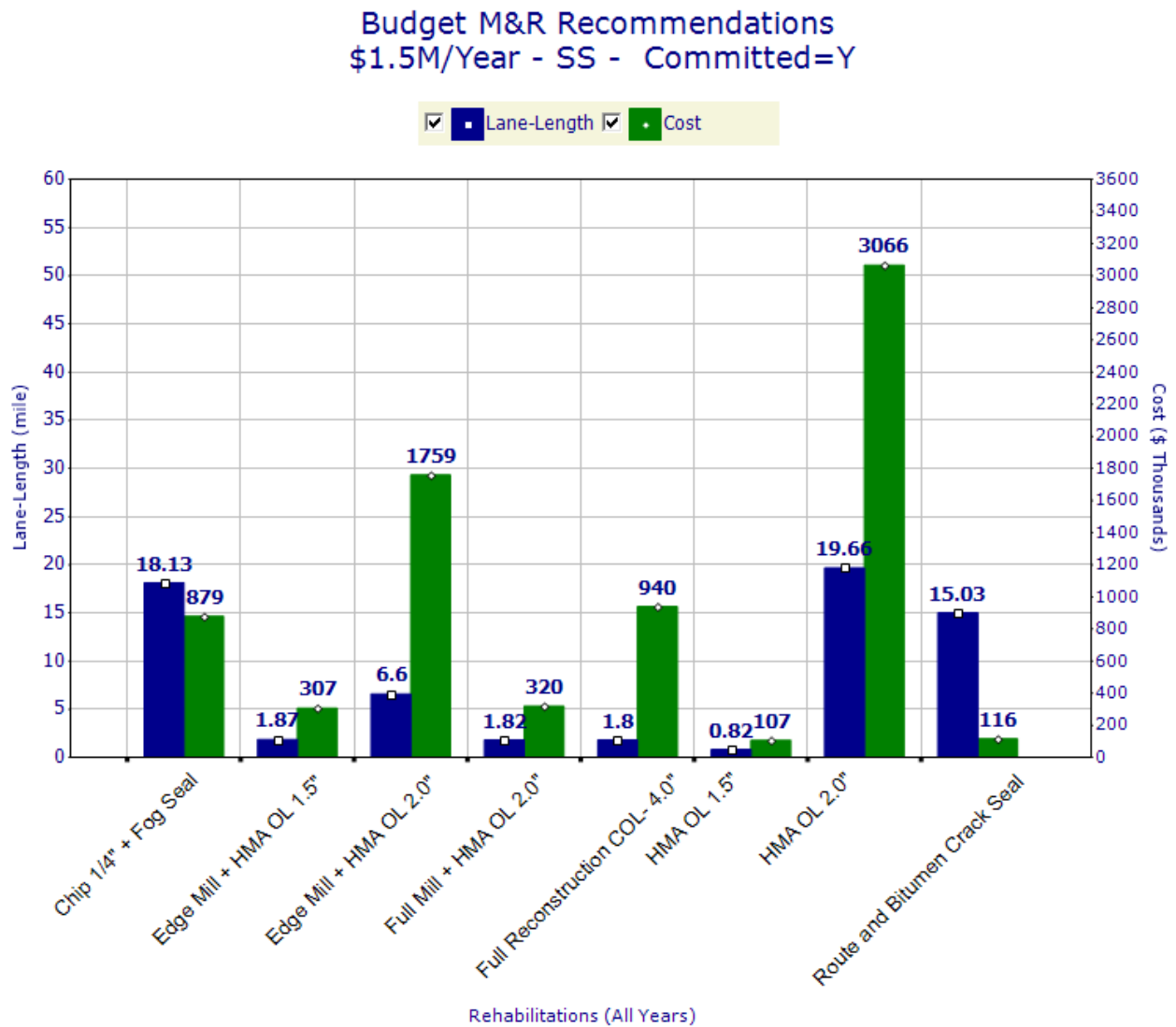


Figure 4:6: Recommended Rehabilitations by Treatment - \$1.0M/Year-SS-Committed=Y



# CITY OF DAYTON, MN - 2023 PAVEMENT CONDITION ASSESSMENT AND REPORTING – FINAL REPORT

## Analysis Results



**Figure 4:7: Recommended Rehabilitations by Treatment - \$1.5M/Year-SS-Committed=Y**



# CITY OF DAYTON, MN - 2023 PAVEMENT CONDITION ASSESSMENT AND REPORTING – FINAL REPORT

## Analysis Results

### Budget M&R Recommendations Achieve a PQI of 70 by 2028 - SS - Committed=Y

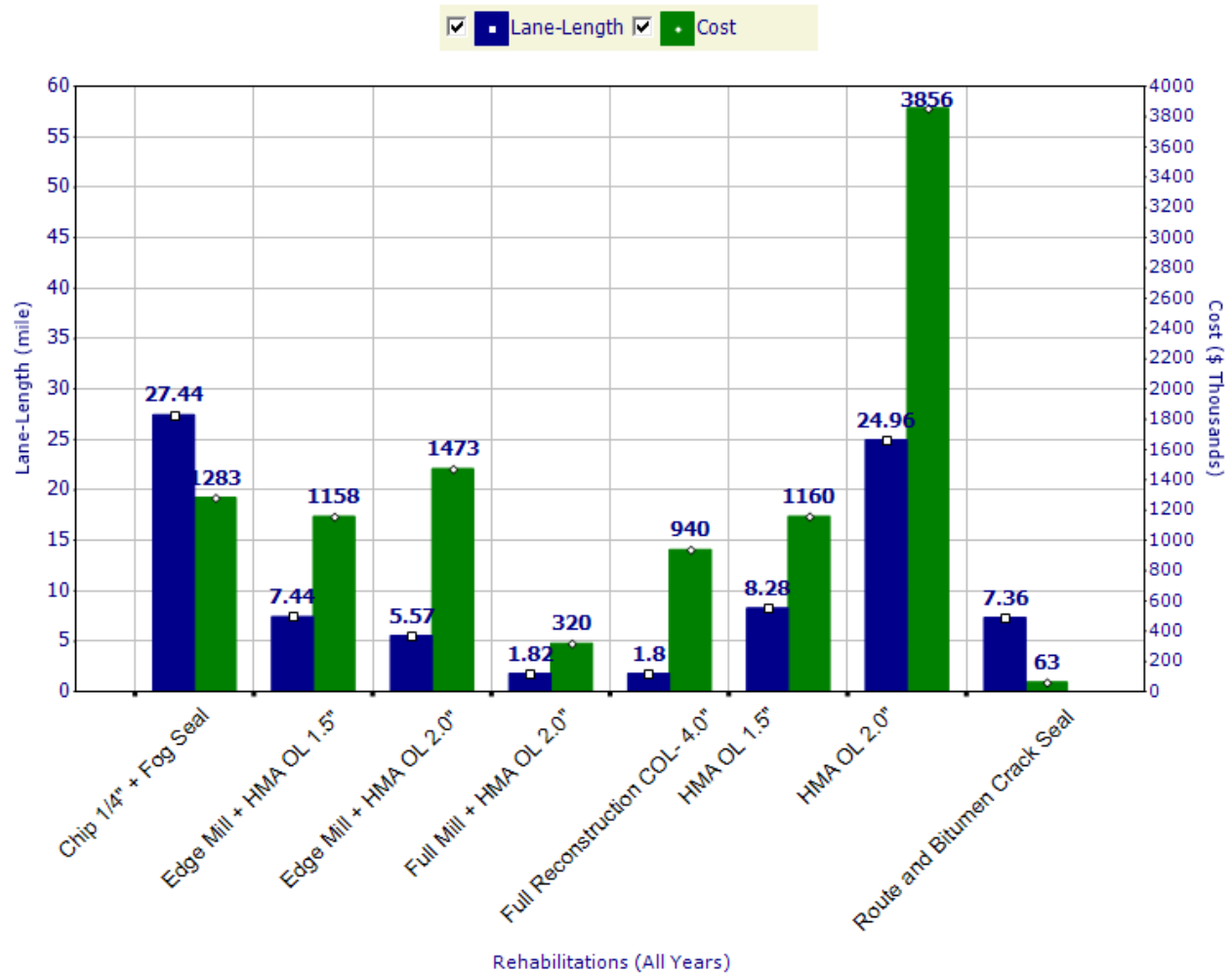


Figure 4:8: Recommended Rehabilitations by Treatment – Achieve a PQI of 70 by 2028



## 5 CONCLUSIONS

As part of the 2023 City of Dayton Pavement Condition Assessment and Reporting project, the City's road network, approximately 64 survey-miles (62 centerline miles) were surveyed for roughness and surface distress. Stantec's RoadMatrix™ PMS was implemented locally on Stantec's servers and was used to host the City's network information and to run analyses. Section attributes were obtained through field data collection and input from the local Stantec office in Plymouth. A summary of this project's findings is provided in the following sub-sections.

### 5.1 PRESENT STATUS

- The City's road network is in "Fair" overall condition in 2023 as noted by the overall network LL-weighted PQI of 54. Similarly, the network is rated as "Fair" for ride quality (RCI) with a score of 64 and also rated as "Fair" in terms of the surface condition (SDI) with a score of 60.
- Collector road sections offer a "Fair" overall performance rating (PQI = 56).
- Local road sections also offer a "Fair" overall performance rating (PQI of 52).
- The results by functional class indicate that the Collector road network has the best average ride quality rating at 72, followed by Local roads at 58. The results are to be expected considering that roads with more traffic, are usually given more attention in terms of M&R work.
- The SDI results indicate that collector and local networks both share a "Fair" surface condition rating as indicated by the LL-weighted SDI of 61 and 59, respectively.
- The network RCI results indicate that only one road section (DAYTON PKWY from 120 FT SW OF CO ROAD 81 to COUNTY ROAD 81 & 113TH AVENUE NO) which is approximately 0.05 lane miles (< 0.1 % of the network) exhibits a "Failed" ride quality. Approximately 17.7 % of the network exhibits "Poor" ride quality. The majority of the roads (approximately 56.5 lane miles or 45.8 % of the network) exhibit "Fair" ride quality. Approximately 45 lane miles (36.5 %) of the network exhibits a "Good" ride quality.
- The network SDI results indicate that there are 4 road sections (1.5 lane miles) with a "Failed" pavement surface condition rating. Approximately 35.6 lane miles (28.9 % of the network) exhibit "Poor" surface condition and approximately 36.1 % of the network (44.6 lane miles) exhibits a "Fair" pavement surface condition rating. Approximately a third of the network (33.8 %) exhibits a "Good" pavement surface condition rating.
- The network overall condition (PQI) results indicate that there are 8 road sections (approximately 3 lane miles) with a "Failed" overall condition rating. Approximately 37.6 % of the network exhibits a "Poor" overall condition rating. Approximately 43.5 % of the network (53.6 lane miles) exhibits a "Fair" overall condition rating and approximately 16.5 % (20.4 lane miles) exhibits a "Good" overall condition rating.



Conclusions

## **5.2 BUDGET ANALYSIS**

The following observations can be made based on the budget analysis results:

- Should no work be performed on the network for the next 5 years, the average network PQI is predicted to drop from 50 in 2024 to 34 by the end of 2028. The network deficiency is predicted to increase from 61 % in 2024 to 92 % by the end of 2033.
- The \$1.0 million per year budget scenario is predicted to decrease the network performance to 50 by the end of 2028. The % Deficiency is predicted to increase from 53 % by the end of 2024 to 68 % by the end of 2028.
- The \$1.5 million per year budget scenario is predicted to increase the network performance to 59 by the end of 2028. The % Deficiency is predicted to slightly increase from 50 % by the end of 2024 to 53 % by the end of 2028.
- To gradually achieve a PQI of 70 by 2028 (A PQI of 71 is actually predicted), the City needs to invest approximately \$2.0 million per year over the next 5 years. This performance-based scenario is predicted to decrease the deficiency to 33 % by the end of 2028.



## 6 RECOMMENDATIONS

The following recommendations are developed based on our understanding of the City's network condition, available funding, and current practices:

- It is recommended that the City survey the road network once every 3 years (industry standard), to ensure accurate condition data and to validate the benefits of maintenance and rehabilitation (M&R) programs completed by the City.
- It is recommended that the City continue to prioritize preventive maintenance because it is much more cost-effective to keep good roads in good condition as opposed to spending the majority of the available funds on roads that have already deteriorated past the preventive maintenance threshold. RoadMatrix™ decision trees have been customized for the City to allow them to focus on preventive maintenance.
- It is recommended that the City consider validating the layer thickness information currently in RoadMatrix™ using either as-built drawings or by conducting GPR testing. GPR is used to determine the layer thickness information non-destructively. It is worth noting that the layer thickness information will need to be determined only once, provided that the City keeps updating the work history annually as needed. Furthermore, layer thickness information, along with traffic levels and subgrade stiffness, is used within RoadMatrix™ to determine the rate of pavement performance deterioration. This allows for the prediction of pavement performance over time, which in turn affects the selection and planning of short and long-term projects.
- Traffic data is one of the elements that helps determine the performance deterioration rate and influences SAI calculations. It is recommended that the City continue to validate traffic data, including AADT and % commercial traffic, and update as needed.
- M&R treatment unit costs, and base year, should be reviewed and updated at the beginning of each calendar year to reflect any changes to those costs. Unit cost information affects the work program recommendations that are possible with the available funding.
- The treatment inflation rate of 2 % that was used for this analysis should be reviewed at the beginning of each calendar year and updated, if needed, for future analyses, to reflect anticipated future increases in treatment unit costs. The inflation rate can also be defined independently for each treatment type.
- Pavement management analysis is a network-level analysis that optimizes spending over the entire road network. It is therefore important that recommended treatments are field-verified before implementation to ensure suitability and to consider project specific conditions.



# **APPENDIX A**

## **Ride Comfort Index Map**



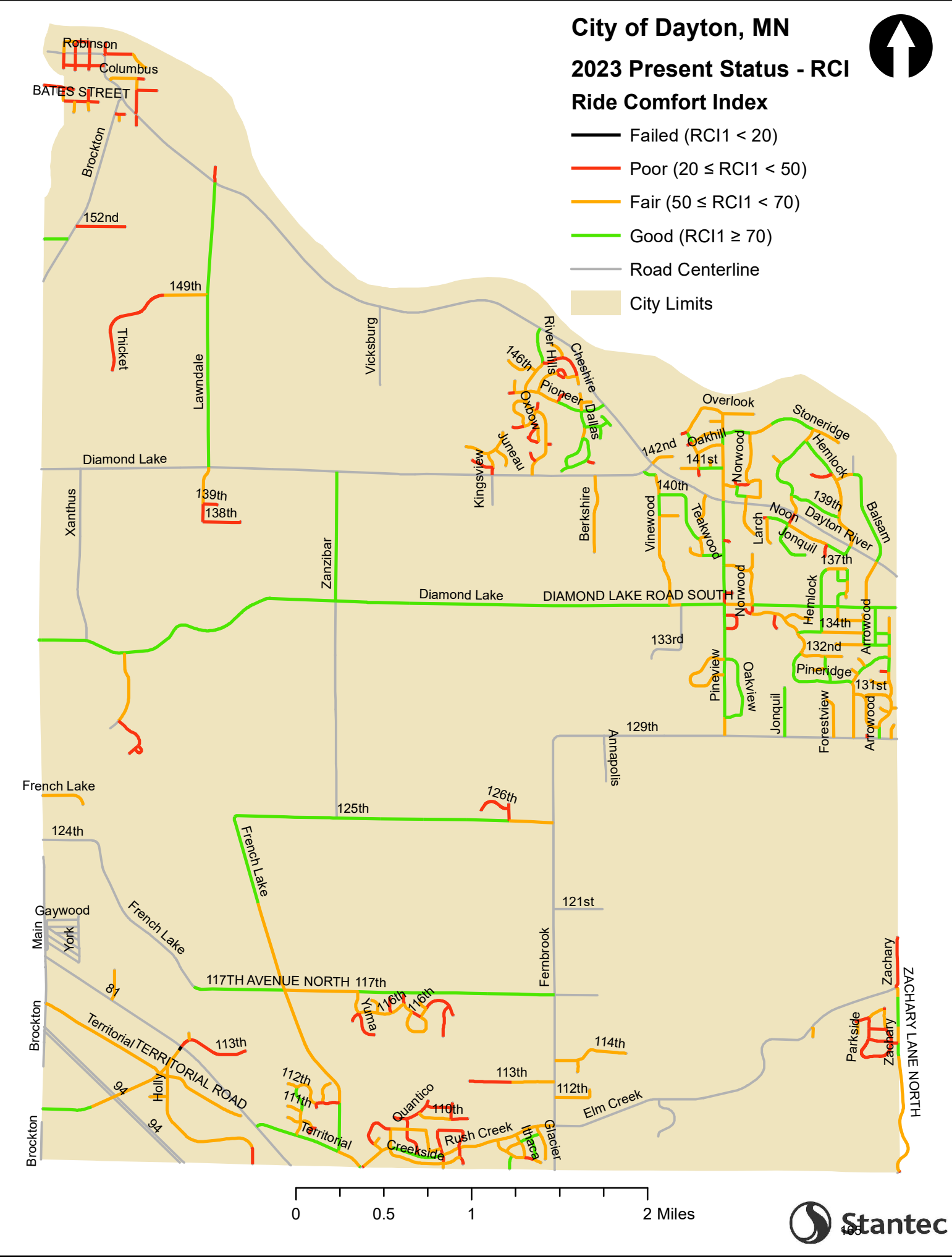
City of Dayton, MN



2023 Present Status - RCI

Ride Comfort Index

- Failed (RCI1 < 20)
- Poor (20 ≤ RCI1 < 50)
- Fair (50 ≤ RCI1 < 70)
- Good (RCI1 ≥ 70)
- Road Centerline
- City Limits



# **APPENDIX B**

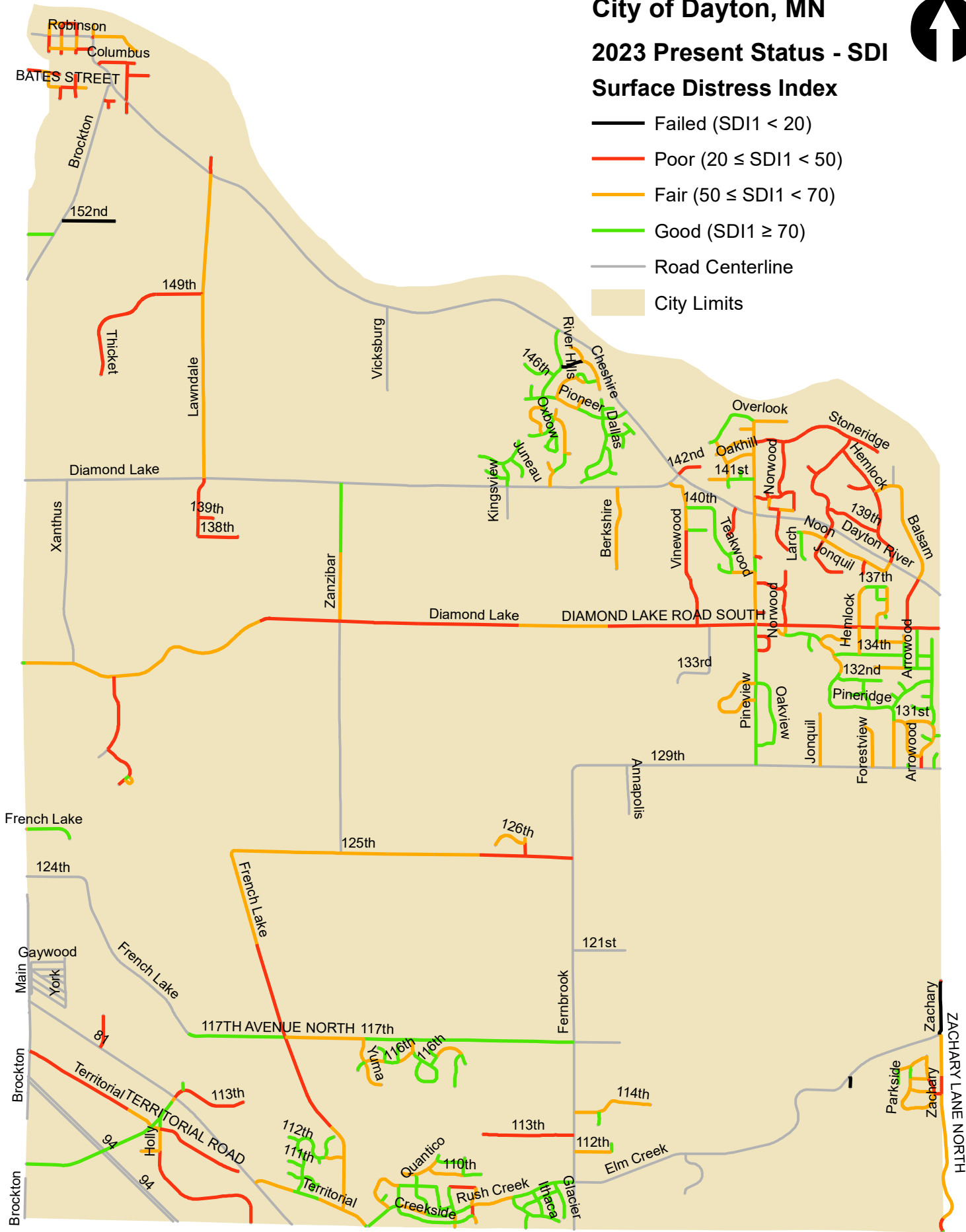
## **Surface Distress Index Map**

# City of Dayton, MN



## 2023 Present Status - SDI Surface Distress Index

- Failed (SDI1 < 20)
- Poor (20 ≤ SDI1 < 50)
- Fair (50 ≤ SDI1 < 70)
- Good (SDI1 ≥ 70)
- Road Centerline
- City Limits



0 0.5 1 2 Miles

# **APPENDIX C**

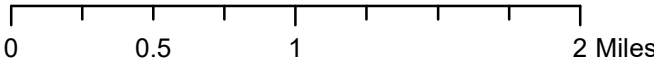
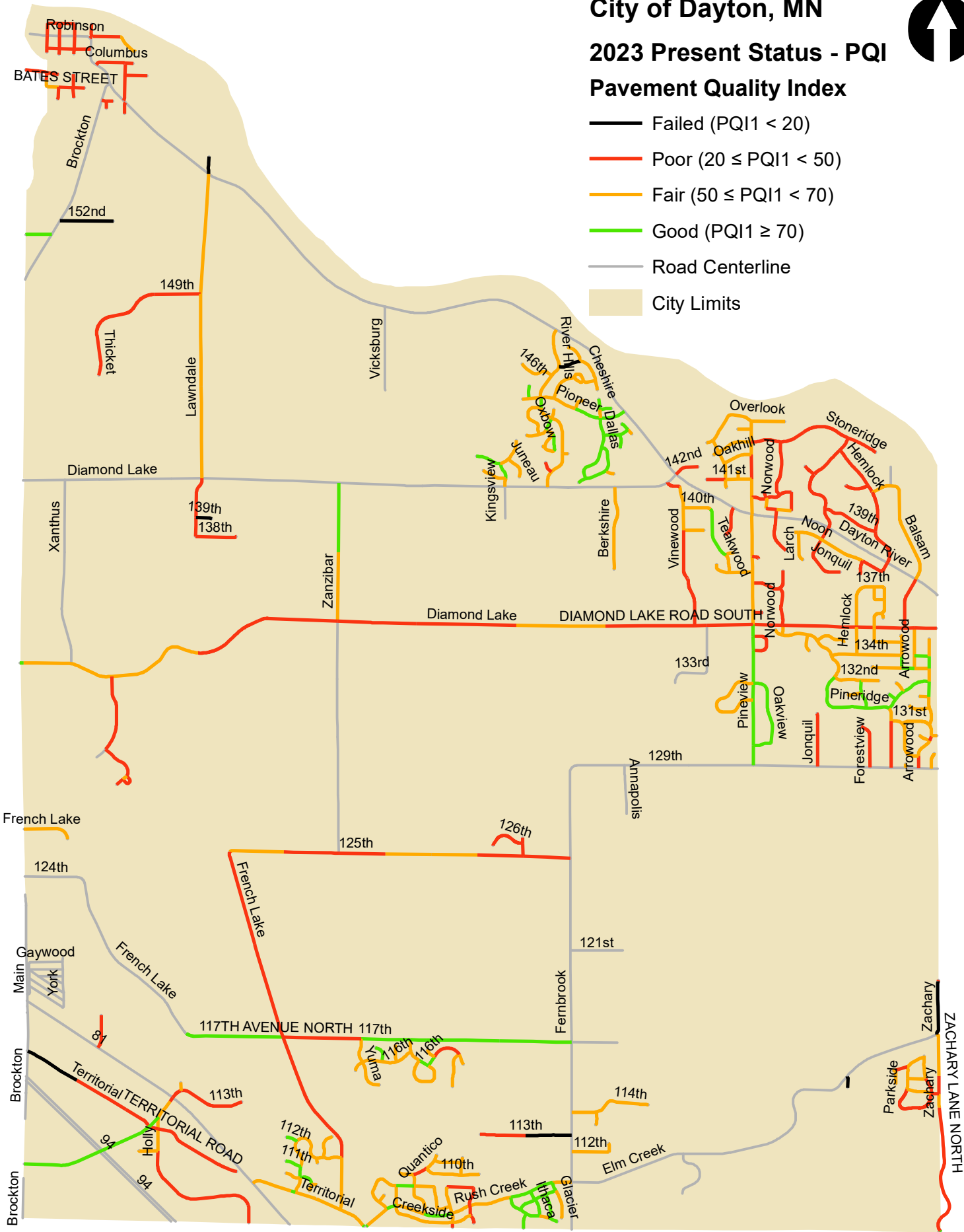
## **Pavement Quality Index Map**

City of Dayton, MN



2023 Present Status - PQI  
Pavement Quality Index

- Failed (PQI1 < 20)
- Poor (20 ≤ PQI1 < 50)
- Fair (50 ≤ PQI1 < 70)
- Good (PQI1 ≥ 70)
- Road Centerline
- City Limits



## **APPENDIX D**

### **Failed Sections List (PQI < 20)**

## APPENDIX D: FAILED SECTIONS LIST (PQI < 20)

Table D.1: Failed Sections List (PQI &lt; 20)

Section #	Street	From	To	CL Length (ft)	Fun. Class	PaveType	PQI	RCI	SDI
410	152ND AVENUE NORTH	BROCKTON LANE NORTH	END	1510.4	Local	Flexible	0.5	33.8	0.6
4330	HEMLOCK LANE NORTH	ELM CREEK ROAD	END	332.2	Local	Flexible	11.6	53.5	13.4
2900	CHESHIRE WAY	RIVER HILLS PARKWAY	CHESHIRE COURT	621.4	Local	Flexible	12.1	29.8	15.6
4180	ZACHARY LANE NORTH	ELM CREEK ROAD	ZACHARY LANE NORTH	1520.9	Collector	Flexible	13.2	32.7	16.8
3160	TERRITORIAL ROAD	BROCKTON LANE NORTH	1609 FT E OF BROCKTON LANE	1609.7	Local	Flexible	18.2	57.1	20.7
4350	113TH AVENUE NORTH	1782 FT E OF END	FERNBROOK LANE NORTH	1294.3	Local	Flexible	18.6	55.0	21.4
520	139TH AVENUE NORTH	LAWNDALE LANE NORTH	END	457.3	Local	Flexible	19.1	24.8	25.5
490	LAWNDALE LANE NORTH	DAYTON RIVER ROAD	END	499.7	Local	Flexible	19.3	37.2	24.0



# **APPENDIX E**

## **5-Year Network Rehabilitation Recommendations**





# City of Dayton, MN

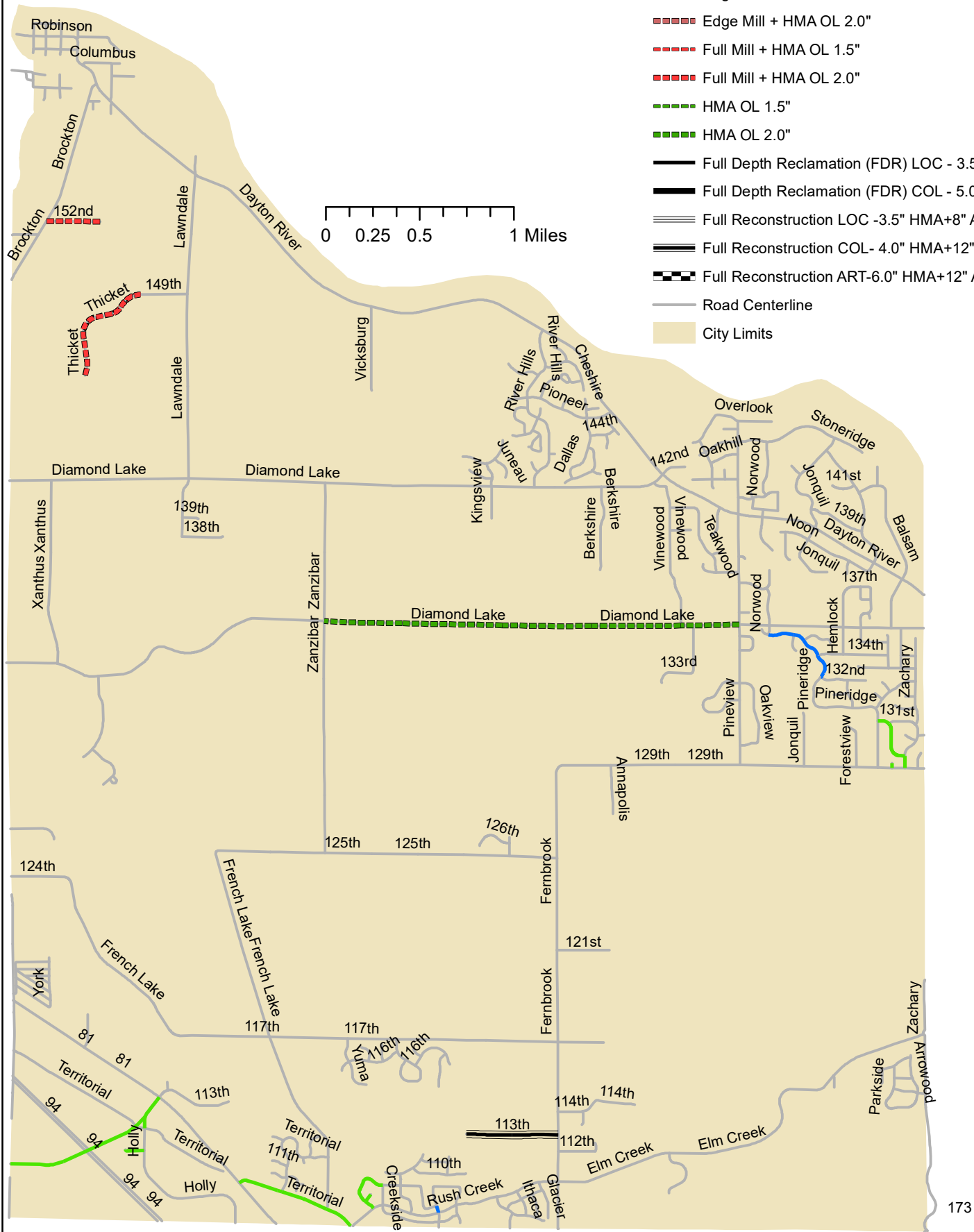


## \$1.0M Work Recommendations - 2024

### Program

#### M&R Treatment Description

- Route and Bitumen Crack Seal
- Chip 1/4" + Fog Seal
- Edge Mill + HMA OL 1.5"
- Edge Mill + HMA OL 2.0"
- Full Mill + HMA OL 1.5"
- Full Mill + HMA OL 2.0"
- HMA OL 1.5"
- HMA OL 2.0"
- Full Depth Reclamation (FDR) LOC - 3.5" HMA
- Full Depth Reclamation (FDR) COL - 5.0" HMA
- Full Reconstruction LOC -3.5" HMA+8" AB+12" SGB
- Full Reconstruction COL - 4.0" HMA+12" AB+12" SGB
- Full Reconstruction ART-6.0" HMA+12" AB+12" SGB
- Road Centerline
- City Limits





# City of Dayton, MN

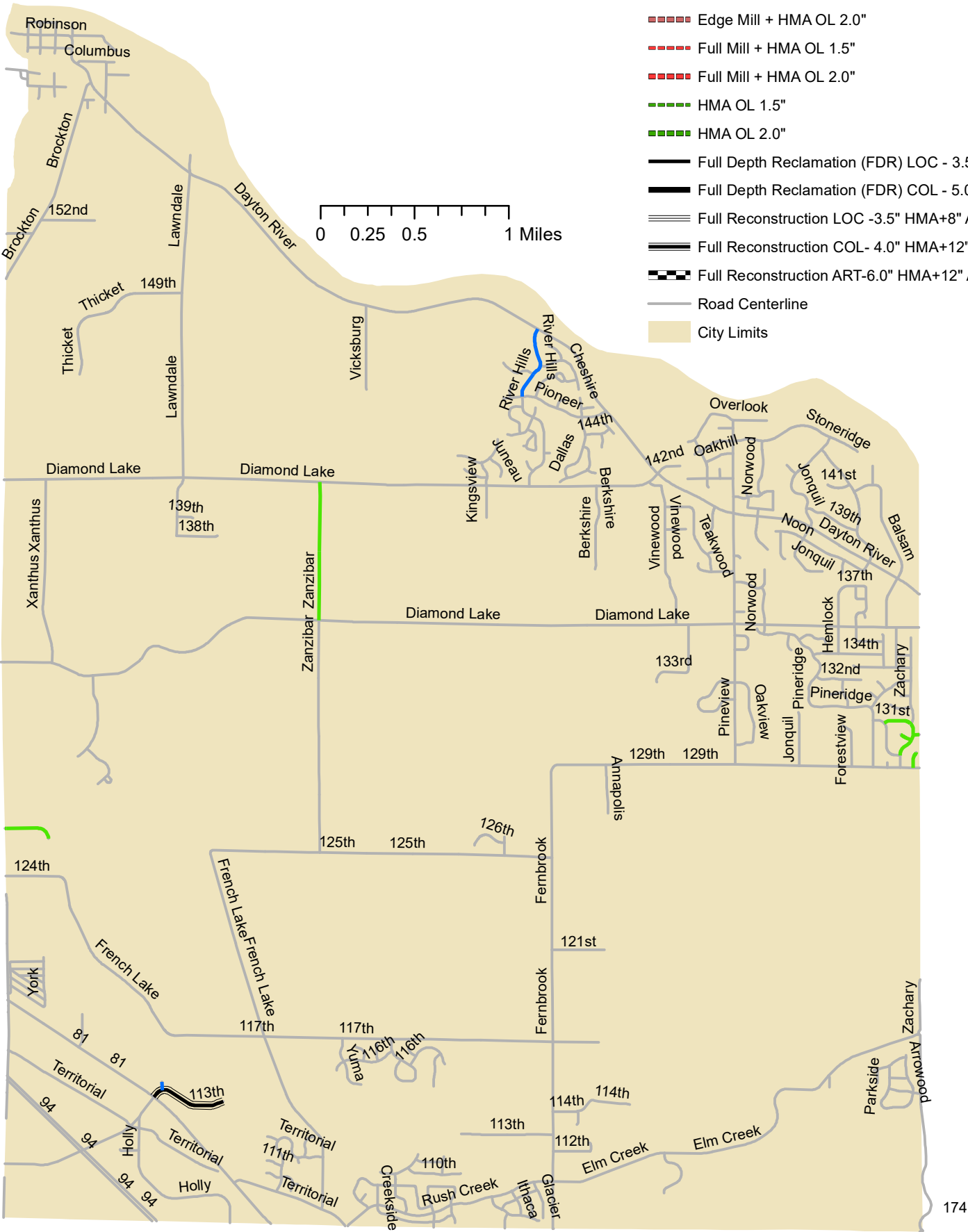


## \$1.0M Work Recommendations - 2025

### Program

### M&R Treatment Description

- Route and Bitumen Crack Seal
- Chip 1/4" + Fog Seal
- Edge Mill + HMA OL 1.5"
- Edge Mill + HMA OL 2.0"
- Full Mill + HMA OL 1.5"
- Full Mill + HMA OL 2.0"
- HMA OL 1.5"
- HMA OL 2.0"
- Full Depth Reclamation (FDR) LOC - 3.5" HMA
- Full Depth Reclamation (FDR) COL - 5.0" HMA
- Full Reconstruction LOC -3.5" HMA+8" AB+12" SGB
- Full Reconstruction COL- 4.0" HMA+12" AB+12" SGB
- Full Reconstruction ART-6.0" HMA+12" AB+12" SGB
- Road Centerline
- City Limits


















## City of Dayton, MN

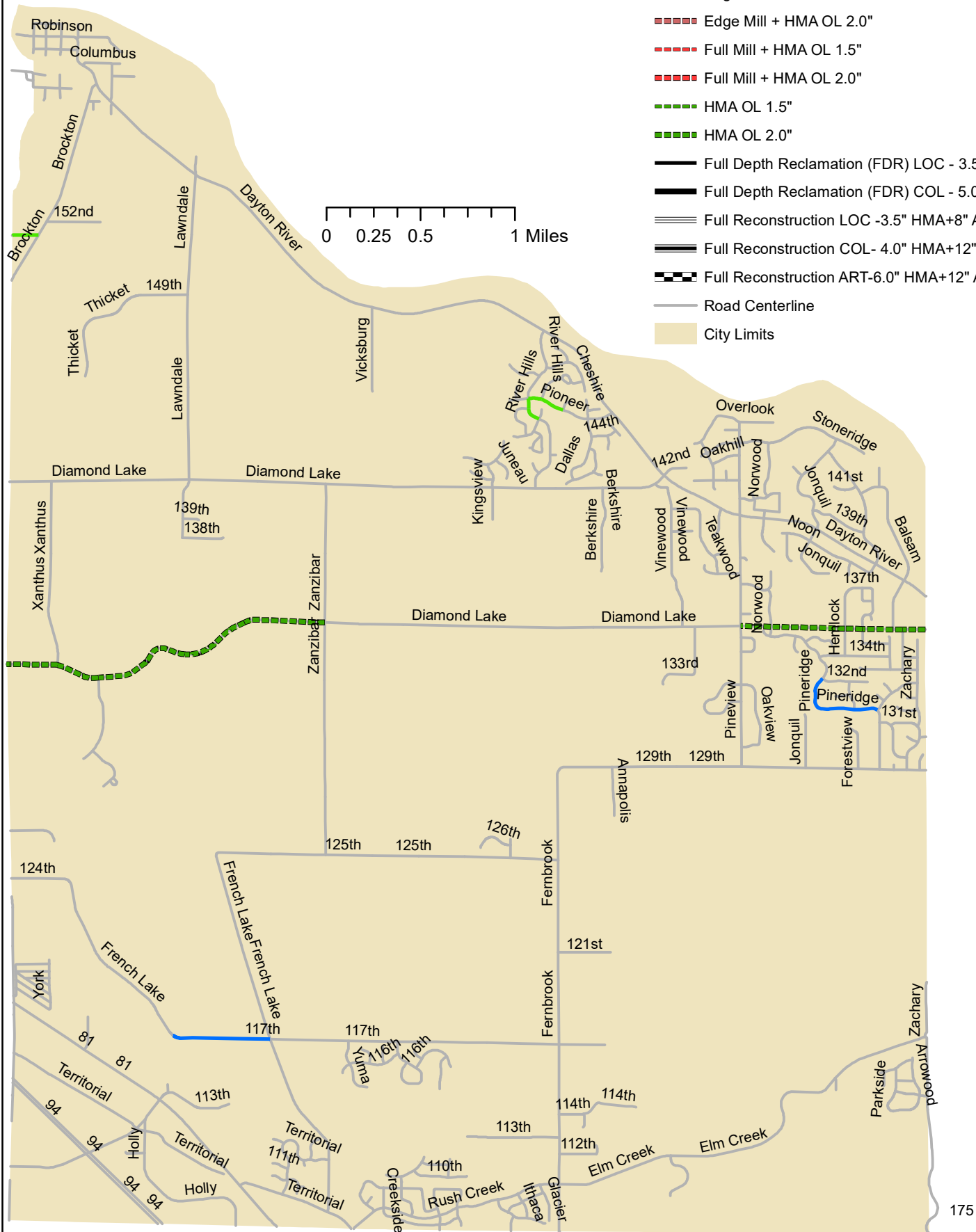


### \$1.0M Work Recommendations - 2026

## Program

### M&R Treatment Description

-  Route and Bitumen Crack Seal
-  Chip 1/4" + Fog Seal
-  Edge Mill + HMA OL 1.5"
-  Edge Mill + HMA OL 2.0"
-  Full Mill + HMA OL 1.5"
-  Full Mill + HMA OL 2.0"
-  HMA OL 1.5"
-  HMA OL 2.0"
-  Full Depth Reclamation (FDR) LOC - 3.5" HMA
-  Full Depth Reclamation (FDR) COL - 5.0" HMA
-  Full Reconstruction LOC -3.5" HMA+8" AB+12" SGB
-  Full Reconstruction COL- 4.0" HMA+12" AB+12" SGB
-  Full Reconstruction ART-6.0" HMA+12" AB+12" SGB
-  Road Centerline
-  City Limits





# City of Dayton, MN

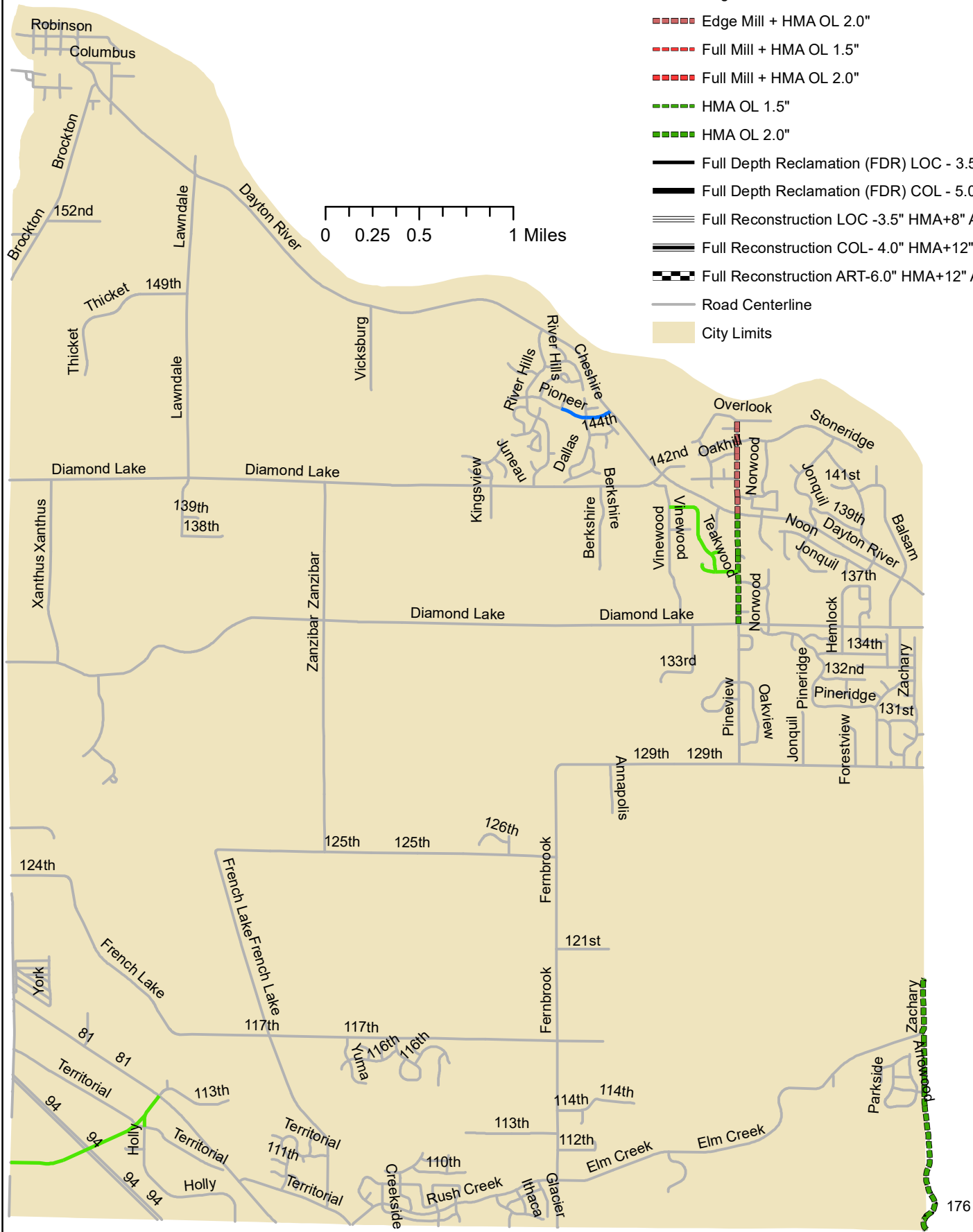


## \$1.0M Work Recommendations - 2027

### Program

#### M&R Treatment Description

- Route and Bitumen Crack Seal
- Chip 1/4" + Fog Seal
- Edge Mill + HMA OL 1.5"
- Edge Mill + HMA OL 2.0"
- Full Mill + HMA OL 1.5"
- Full Mill + HMA OL 2.0"
- HMA OL 1.5"
- HMA OL 2.0"
- Full Depth Reclamation (FDR) LOC - 3.5" HMA
- Full Depth Reclamation (FDR) COL - 5.0" HMA
- Full Reconstruction LOC -3.5" HMA+8" AB+12" SGB
- Full Reconstruction COL - 4.0" HMA+12" AB+12" SGB
- Full Reconstruction ART-6.0" HMA+12" AB+12" SGB
- Road Centerline
- City Limits


















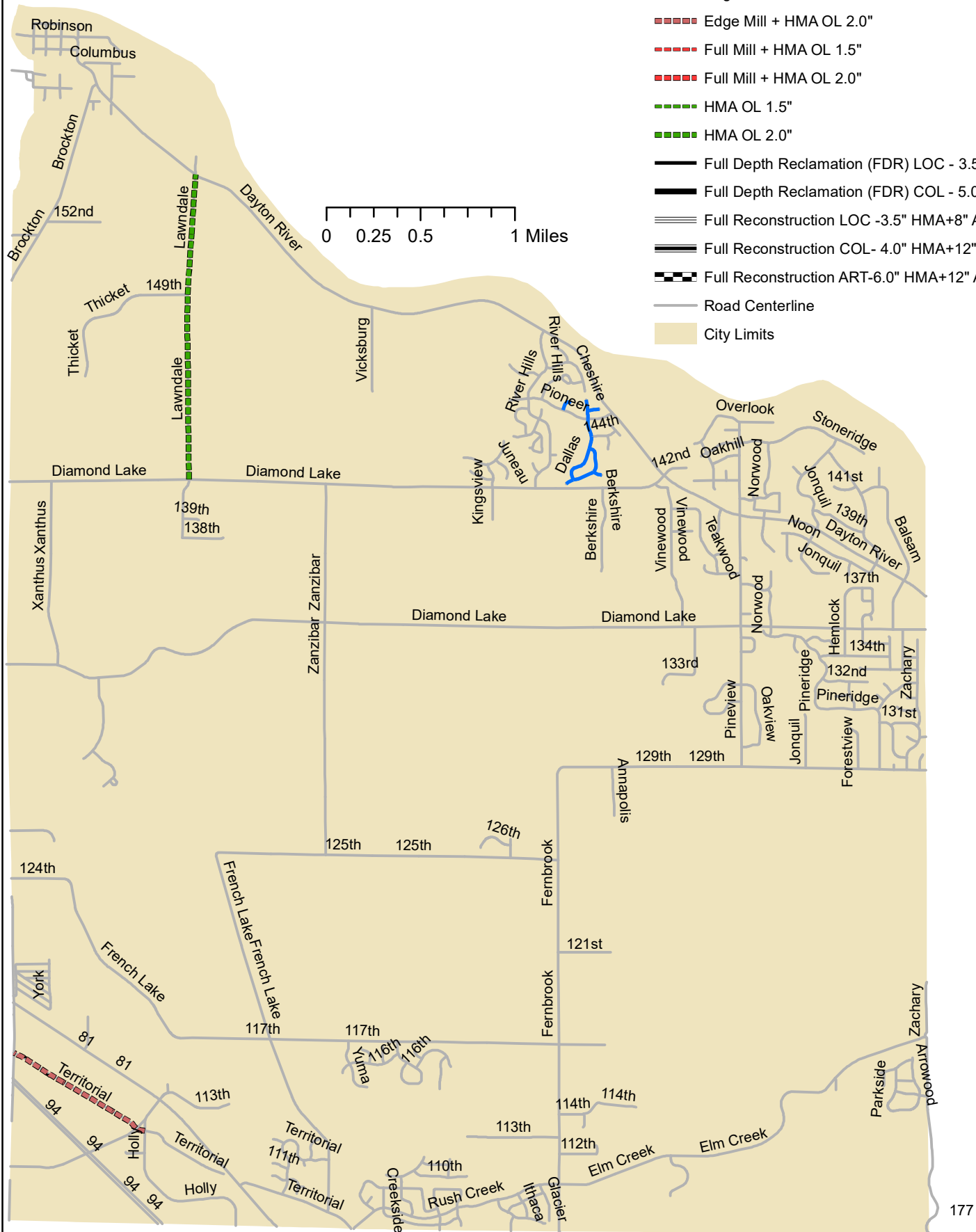
# City of Dayton, MN

### \$1.0M Work Recommendations - 2028

## Program

### M&R Treatment Description

-  Route and Bitumen Crack Seal
-  Chip 1/4" + Fog Seal
-  Edge Mill + HMA OL 1.5"
-  Edge Mill + HMA OL 2.0"
-  Full Mill + HMA OL 1.5"
-  Full Mill + HMA OL 2.0"
-  HMA OL 1.5"
-  HMA OL 2.0"
-  Full Depth Reclamation (FDR) LOC - 3.5" HMA
-  Full Depth Reclamation (FDR) COL - 5.0" HMA
-  Full Reconstruction LOC -3.5" HMA+8" AB+12" SGB
-  Full Reconstruction COL- 4.0" HMA+12" AB+12" SGB
-  Full Reconstruction ART-6.0" HMA+12" AB+12" SGB
-  Road Centerline
-  City Limits



CITY OF DAYTON, MN - 2023 PAVEMENT CONDITION ASSESSMENT AND REPORTING – FINAL REPORT

Table E.1: \$1.0M/Year - SS - Committed=Y (Sorted by Year-Street)  
\* Section # starting with "SS" denotes a Super-Section.

*Section #	Street	From	To	CL Length (ft)	Area (yd^2)	Func. Class	Pavement Type	Implement. Year	Treatment Description	Treatment Cost (\$)
SS-113TH AVE N	113TH AVENUE NORTH	FIRNBROOK LN N	END	2587.3	8,279	Local	Flexible	2024	Full Reconstruction COL- 4.0" HMA+12" AB+12" SGB	0
SS-410	152ND AVENUE NORTH	BROCKTON LANE NORTH	END	1510.4	3,575	Local	Flexible	2024	Full Mill + HMA OL 2.0"	91,883
SS-DAYTON PKWY	DAYTON PKWY	BROCKTON LANE	COUNTY ROAD 81 & 113TH AVENUE NO	5162.8	28,516	Collector	Flexible	2024	Route and Bitumen Crack Seal	26,178
SS-DIAMOND LK2	DIAMOND LAKE ROAD SOUTH	ZANZIBAR LANE NORTH	PINEVIEW LANE NORTH	11690	27,861	Collector	Flexible	2024	HMA OL 2.0"	588,262
SS-S6-180-1	DONAHUE DELLS 2ND ADDN	DONAHUE DELLS 2ND ADDN	DONAHUE DELLS 2ND ADDN	2004.9	5,549	Local	Flexible	2024	Route and Bitumen Crack Seal	5,094
SS-S6-220-1	Gove	Gove	Gove	543.5	1,926	Local	Flexible	2024	Route and Bitumen Crack Seal	1,768
SS-S6-455-1	Rush Creek Landing	Rush Creek Landing	Rush Creek Landing	1834.1	5,321	Local	Flexible	2024	Route and Bitumen Crack Seal	4,885
SS-S6-535-2	SUNDANCE WOODS 3RD ADDN	SUNDANCE WOODS 3RD ADDN	SUNDANCE WOODS 3RD ADDN	204.3	602	Collector	Flexible	2024	Chip 1/4" + Fog Seal	3,313
SS-TERRITORIAL2	TERRITORIAL ROAD	COUNTY ROAD 81	END	3453.2	9,849	Collector	Flexible	2024	Route and Bitumen Crack Seal	9,042
SS-S6-596-2	THE PINES AT BLES! FARMS AND 2ND AND 3RD ADDNS	THE PINES AT BLES! FARMS AND 2ND AND 3RD ADDNS	THE PINES AT BLES! FARMS AND 2ND AND 3RD ADDNS	2,368.2	7,281	Collector	Flexible	2024	Chip 1/4" + Fog Seal	40,103
500	THICKET LANE NORTH	END	149TH AVENUE NORTH	3,299.1	8,871	Local	Flexible	2024	Full Mill + HMA OL 2.0"	228,017
3100	113TH AVENUE NORTH	COUNTY ROAD 81 & HOLLY LANE NORT	LAWNDALE LANE NORTH	312.1	1,630	Local	Flexible	2025	Full Reconstruction COL- 4.0" HMA+12" AB+12" SGB	170,930
3110	113TH AVENUE NORTH	LAWNDALE LANE NORTH	END	1,860.0	7,329	Local	Flexible	2025	Full Reconstruction COL- 4.0" HMA+12" AB+12" SGB	768,574
SS-S6-185-1	DONAHUE DELLS 3RD ADDN	DONAHUE DELLS 3RD ADDN	DONAHUE DELLS 3RD ADDN	2,797.1	7,866	Local	Flexible	2025	Route and Bitumen Crack Seal	7,366
SS-S6-205-2	FRENCH LAKE INDUSTRIAL CENTER FOUR (GRACO)	FRENCH LAKE INDUSTRIAL CENTER FOUR (GRACO)	FRENCH LAKE INDUSTRIAL CENTER FOUR (GRACO)	1,394.2	6,142	Collector	Flexible	2025	Route and Bitumen Crack Seal	5,751
3120	LAWNDALE LANE NORTH	113TH AVENUE NORTH	END	238.1	616	Local	Flexible	2025	Chip 1/4" + Fog Seal	3,463
SS-S6-431-2	River Hills 7th and 9th Additions	River Hills 7th and 9th Additions	River Hills 7th and 9th Additions	2,122.1	6,300	Collector	Flexible	2025	Chip 1/4" + Fog Seal	35,396
SS-ZANZIBAR LN	ZANZIBAR LANE NORTH	DIAMOND LAKE ROAD SOUTH	DIAMOND LAKE ROAD NORTH	3,895.6	9,025	Collector	Flexible	2025	Route and Bitumen Crack Seal	8,450
SS-4390	117TH AVENUE NORTH	FRENCH LAKE ROAD WEST	FRENCH LAKE ROAD EAST	2,739.9	7,946	Collector	Flexible	2026	Chip 1/4" + Fog Seal	45,533
SS-DIAMOND LK1	DIAMOND LAKE ROAD SOUTH	WEST CITY LIMITS	ZANZIBAR LANE NORTH	9,632.7	26,083	Collector	Flexible	2026	HMA OL 2.0"	572,970
SS-DIAMOND LK3	DIAMOND LAKE ROAD SOUTH	PINEVIEW LANE NORTH	EAST CITY LIMITS	5,179.2	14,634	Collector	Flexible	2026	HMA OL 2.0"	321,468
SS-400	EVERGREEN LANE NORTH	205 FT E OF PARK DRIVE	BROCKTON LANE NORTH	732.0	2,822	Local	Flexible	2026	Route and Bitumen Crack Seal	2,749
SS-S6-433-2	River Hills 5th and 6th Additions	River Hills 5th and 6th Additions	River Hills 5th and 6th Additions	1,779.4	5,366	Collector	Flexible	2026	Route and Bitumen Crack Seal	5,125
SS-S6-581-2	THE ENCLAVE AT HAYDEN HILLS WEST	THE ENCLAVE AT HAYDEN HILLS WEST	THE ENCLAVE AT HAYDEN HILLS WEST	2,599.4	8,607	Collector	Flexible	2026	Chip 1/4" + Fog Seal	49,322
SS-S6-76-2	CYPRESS COVE 3RD and 4TH ADDN	CYPRESS COVE 3RD and 4TH ADDN	CYPRESS COVE 3RD and 4TH ADDN	1,477.9	7,895	Collector	Flexible	2027	Chip 1/4" + Fog Seal	46,149
SS-DAYTON PKWY	DAYTON PKWY	BROCKTON LANE	COUNTY ROAD 81 & 113TH AVENUE NO	5,162.8	28,516	Collector	Flexible	2027	Route and Bitumen Crack Seal	27,780
SS-PINEVIEW LN2	PINEVIEW LANE NORTH	DIAMOND LAKE ROAD SOUTH	DAYTON RIVER ROAD	3,105.8	8,479	Collector	Flexible	2027	HMA OL 2.0"	189,981
SS-PINEVIEW LN3	PINEVIEW LANE NORTH	DAYTON RIVER ROAD	OVERLOOK ROAD	2,618.5	7,279	Collector	Flexible	2027	Edge Mill + HMA OL 2.0"	198,564
SS-S6-361-1	PINEVIEW MEADOWS AND 2ND, 3RD ADDN	PINEVIEW MEADOWS AND 2ND, 3RD ADDN	PINEVIEW MEADOWS AND 2ND, 3RD ADDN	4,134.7	12,409	Local	Flexible	2027	Route and Bitumen Crack Seal	12,088
SS-ZACHARY LANE	ZACHARY LANE NORTH	ROUNDABOUT	END	7,353.9	23,410	Collector	Flexible	2027	HMA OL 2.0"	524,530
SS-S6-70-1	Cypress Cove 2nd Addition	Cypress Cove 2nd Addition	Cypress Cove 2nd Addition	3,847.1	12,589	Local	Flexible	2028	Chip 1/4" + Fog Seal	75,053
SS-S6-76-1	CYPRESS COVE 3RD and 4TH ADDN	CYPRESS COVE 3RD and 4TH ADDN	CYPRESS COVE 3RD and 4TH ADDN	1,251.9	3,650	Local	Flexible	2028	Chip 1/4" + Fog Seal	21,761
SS-LAWNDALE LN1	LAWNDALE LANE NORTH	DIAMOND LAKE ROAD NORTH	DAYTON RIVER ROAD	8,568.6	20,022	Collector	Flexible	2028	HMA OL 2.0"	457,592
SS-TERRITORIAL1	TERRITORIAL ROAD	BROCKTON LANE NORTH	HOLLY LANE NORTH	4,288.6	15,968	Local	Flexible	2028	Edge Mill + HMA OL 2.0"	444,272





# City of Dayton, MN

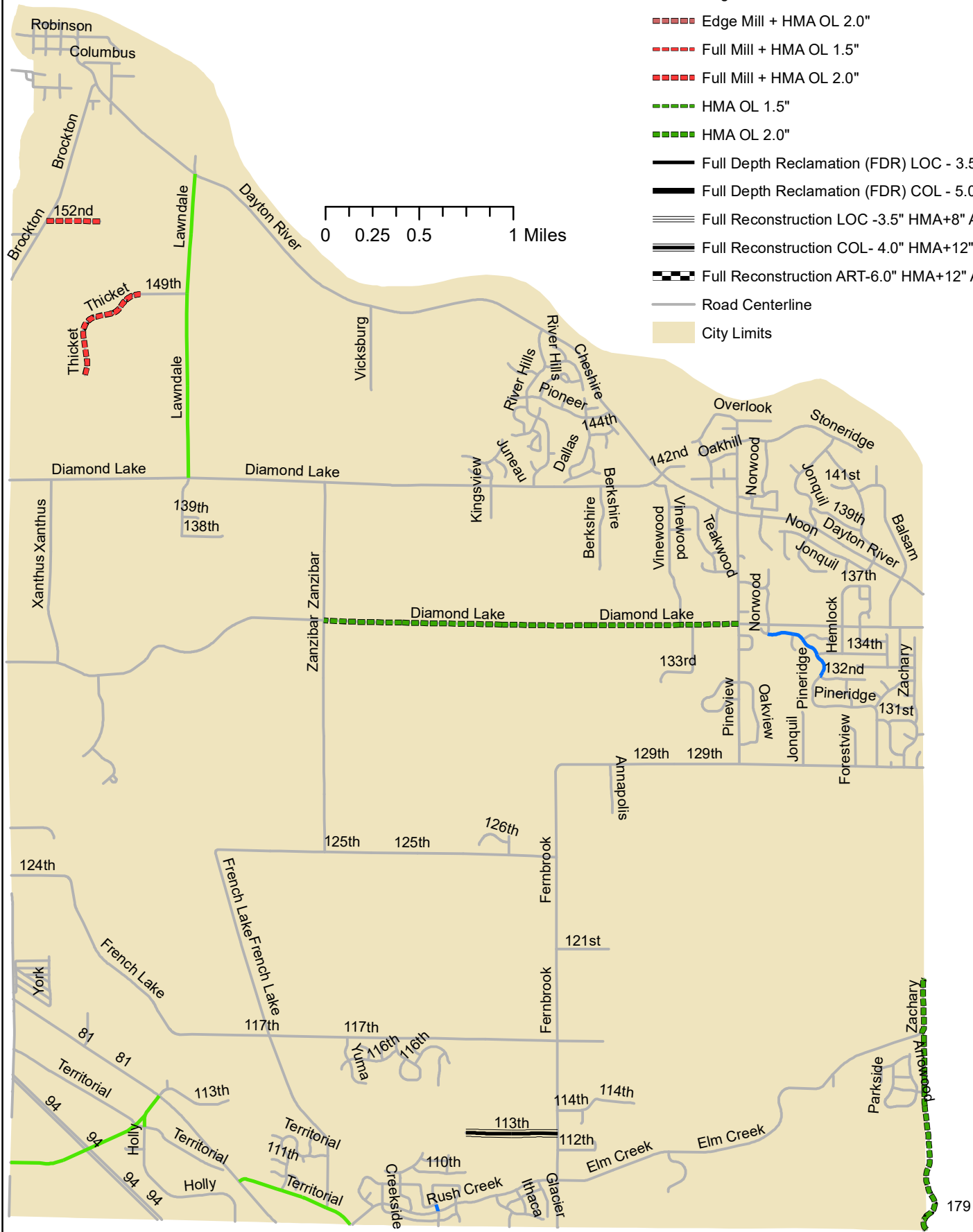


## \$1.5M Work Recommendations - 2024

### Program

### M&R Treatment Description

- Route and Bitumen Crack Seal
- Chip 1/4" + Fog Seal
- Edge Mill + HMA OL 1.5"
- Edge Mill + HMA OL 2.0"
- Full Mill + HMA OL 1.5"
- Full Mill + HMA OL 2.0"
- HMA OL 1.5"
- HMA OL 2.0"
- Full Depth Reclamation (FDR) LOC - 3.5" HMA
- Full Depth Reclamation (FDR) COL - 5.0" HMA
- Full Reconstruction LOC -3.5" HMA+8" AB+12" SGB
- Full Reconstruction COL - 4.0" HMA+12" AB+12" SGB
- Full Reconstruction ART-6.0" HMA+12" AB+12" SGB
- Road Centerline
- City Limits







# City of Dayton, MN

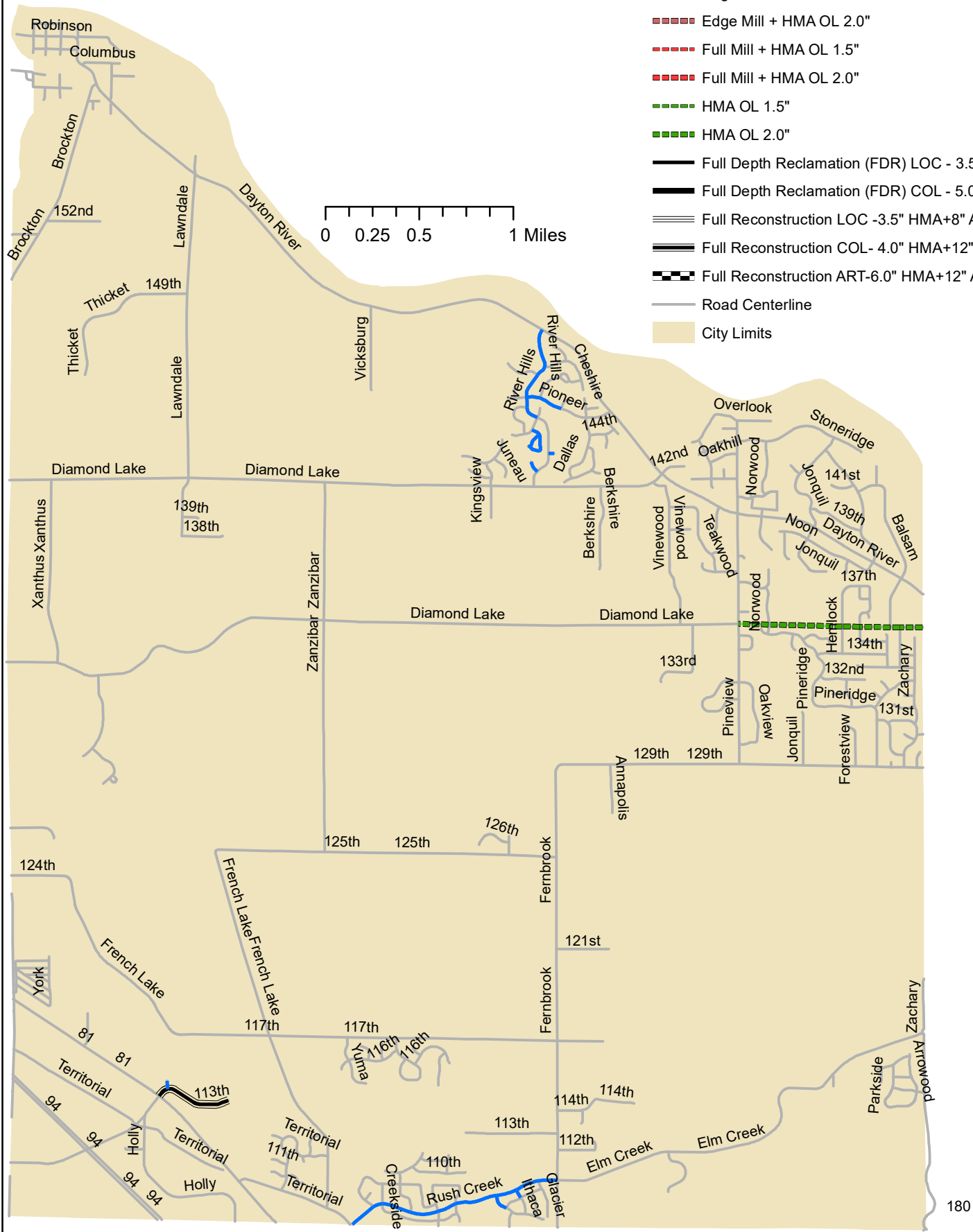


## \$1.5M Work Recommendations - 2025

### Program

#### M&R Treatment Description

- Route and Bitumen Crack Seal
- Chip 1/4" + Fog Seal
- Edge Mill + HMA OL 1.5"
- Edge Mill + HMA OL 2.0"
- Full Mill + HMA OL 1.5"
- Full Mill + HMA OL 2.0"
- HMA OL 1.5"
- HMA OL 2.0"
- Full Depth Reclamation (FDR) LOC - 3.5" HMA
- Full Depth Reclamation (FDR) COL - 5.0" HMA
- Full Reconstruction LOC -3.5" HMA+8" AB+12" SGB
- Full Reconstruction COL- 4.0" HMA+12" AB+12" SGB
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- City Limits







# City of Dayton, MN

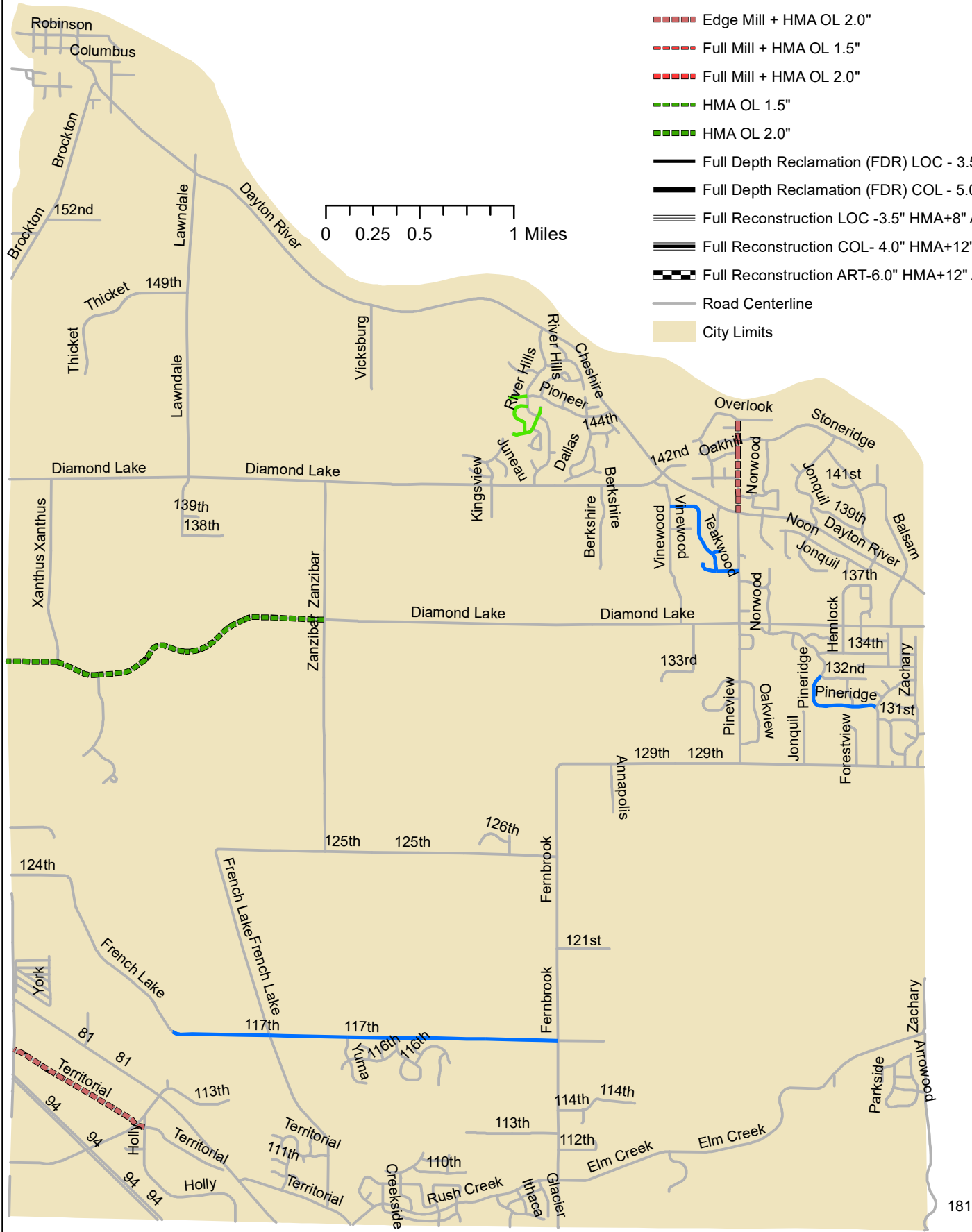


## \$1.5M Work Recommendations - 2026

### Program

#### M&R Treatment Description

- Route and Bitumen Crack Seal
- Chip 1/4" + Fog Seal
- Edge Mill + HMA OL 1.5"
- Edge Mill + HMA OL 2.0"
- Full Mill + HMA OL 1.5"
- Full Mill + HMA OL 2.0"
- HMA OL 1.5"
- HMA OL 2.0"
- Full Depth Reclamation (FDR) LOC - 3.5" HMA
- Full Depth Reclamation (FDR) COL - 5.0" HMA
- Full Reconstruction LOC -3.5" HMA+8" AB+12" SGB
- Full Reconstruction COL- 4.0" HMA+12" AB+12" SGB
- Full Reconstruction ART-6.0" HMA+12" AB+12" SGB
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# City of Dayton, MN

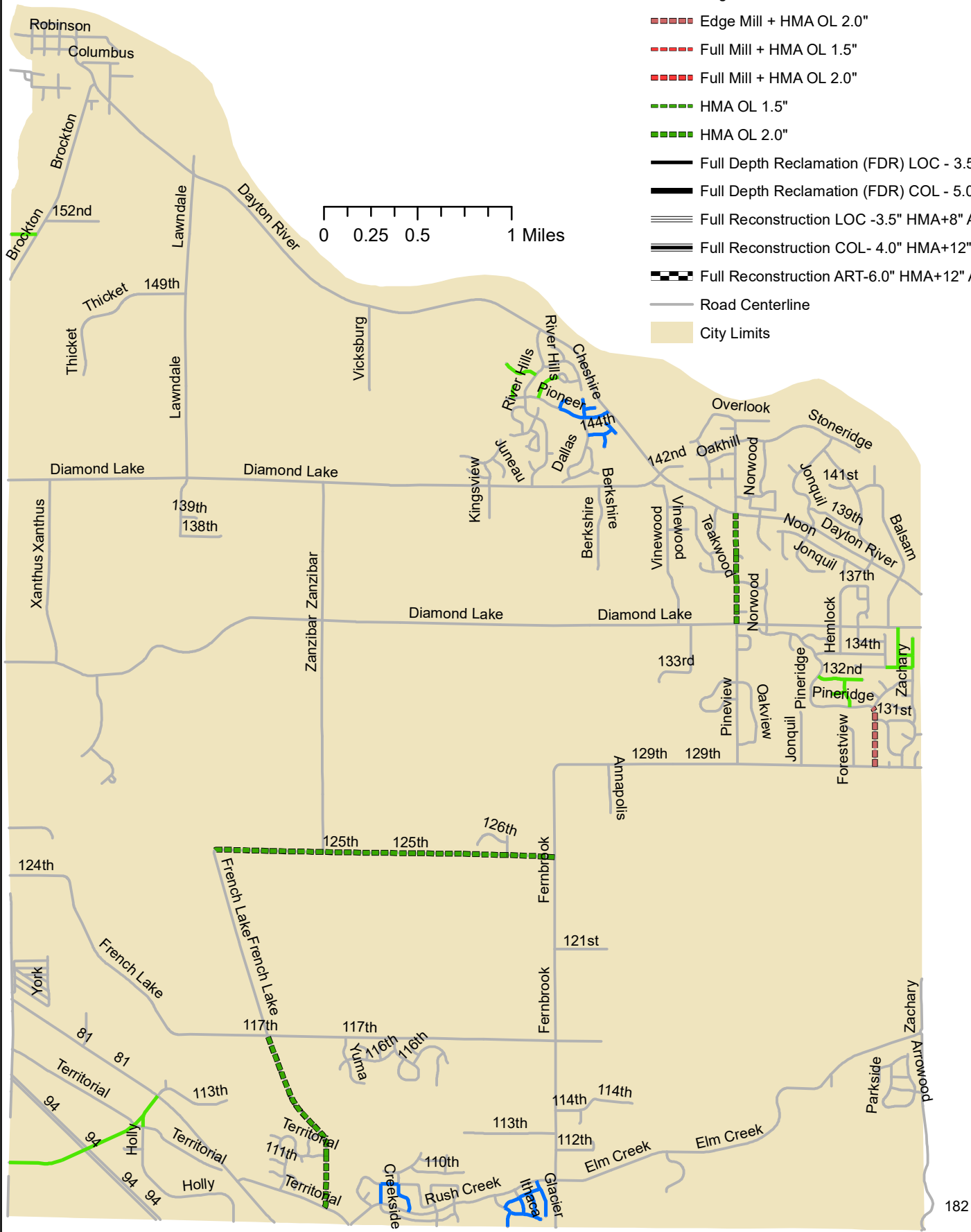


## \$1.5M Work Recommendations - 2027

### Program

#### M&R Treatment Description

- Route and Bitumen Crack Seal
- Chip 1/4" + Fog Seal
- Edge Mill + HMA OL 1.5"
- Edge Mill + HMA OL 2.0"
- Full Mill + HMA OL 1.5"
- Full Mill + HMA OL 2.0"
- HMA OL 1.5"
- HMA OL 2.0"
- Full Depth Reclamation (FDR) LOC - 3.5" HMA
- Full Depth Reclamation (FDR) COL - 5.0" HMA
- Full Reconstruction LOC -3.5" HMA+8" AB+12" SGB
- Full Reconstruction COL- 4.0" HMA+12" AB+12" SGB
- Full Reconstruction ART-6.0" HMA+12" AB+12" SGB
- Road Centerline
- City Limits





# City of Dayton, MN

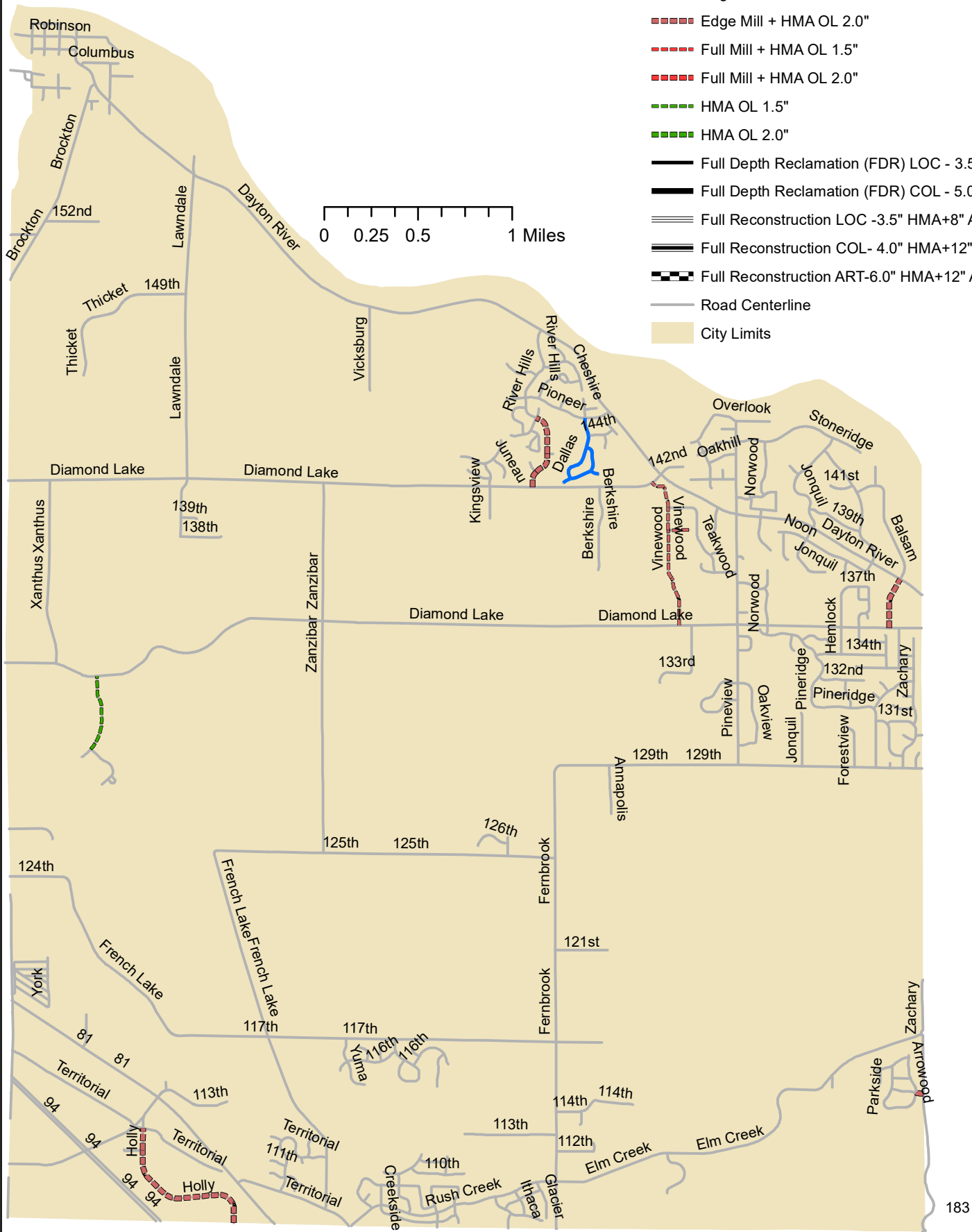


## \$1.5M Work Recommendations - 2028

### Program

#### M&R Treatment Description

- Route and Bitumen Crack Seal
- Chip 1/4" + Fog Seal
- Edge Mill + HMA OL 1.5"
- Edge Mill + HMA OL 2.0"
- Full Mill + HMA OL 1.5"
- Full Mill + HMA OL 2.0"
- HMA OL 1.5"
- HMA OL 2.0"
- Full Depth Reclamation (FDR) LOC - 3.5" HMA
- Full Depth Reclamation (FDR) COL - 5.0" HMA
- Full Reconstruction LOC -3.5" HMA+8" AB+12" SGB
- Full Reconstruction COL - 4.0" HMA+12" AB+12" SGB
- Full Reconstruction ART-6.0" HMA+12" AB+12" SGB
- Road Centerline
- City Limits



CITY OF DAYTON, MN - 2023 PAVEMENT CONDITION ASSESSMENT AND REPORTING – FINAL REPORT

Table E.2: \$1.5M/Year - SS - Committed=Y (Sorted by Year-Street)  
\* Section # starting with "SS" denotes a Super-Section.

*Section #	Street	From	To	CL Length (ft)	Area (yd^2)	Func. Class	Pavement Type	Implement. Year	Treatment Description	Treatment Cost (\$)
SS-113TH AVE N	113TH AVENUE NORTH	FIRNBROOK LN N	END	2587.3	8,279	Local	Flexible	2024	Full Reconstruction COL- 4.0" HMA+12" AB+12" SGB	0
SS-410	152ND AVENUE NORTH	BROCKTON LANE NORTH	END	1510.4	3,575	Local	Flexible	2024	Full Mill + HMA OL 2.0"	91,883
SS-DAYTON PKWY	DAYTON PKWY	BROCKTON LANE	COUNTY ROAD 81 & 113TH AVENUE NO	5162.8	28,516	Collector	Flexible	2024	Route and Bitumen Crack Seal	26,178
SS-DIAMOND LK2	DIAMOND LAKE ROAD SOUTH	ZANZIBAR LANE NORTH	PINEVIEW LANE NORTH	11690	27,861	Collector	Flexible	2024	HMA OL 2.0"	588,262
SS-LAWNDALE LN1	LAWNDALE LANE NORTH	DIAMOND LAKE ROAD NORTH	DAYTON RIVER ROAD	8568.6	20,022	Collector	Flexible	2024	Route and Bitumen Crack Seal	18,380
SS-S6-535-2	SUNDANCE WOODS 3RD ADDN	SUNDANCE WOODS 3RD ADDN	SUNDANCE WOODS 3RD ADDN	204.3	602	Collector	Flexible	2024	Chip 1/4" + Fog Seal	3,313
SS-TERRITORIAL2	TERRITORIAL ROAD	COUNTY ROAD 81	END	3453.2	9,849	Collector	Flexible	2024	Route and Bitumen Crack Seal	9,042
SS-S6-596-2	THE PINES AT BLES1 FARMS AND 2ND AND 3RD ADDNS	THE PINES AT BLES1 FARMS AND 2ND AND 3RD ADDNS	THE PINES AT BLES1 FARMS AND 2ND AND 3RD ADDNS	2368.2	7,281	Collector	Flexible	2024	Chip 1/4" + Fog Seal	40,103
500	THICKET LANE NORTH	END	149TH AVENUE NORTH	3299.1	8,871	Local	Flexible	2024	Full Mill + HMA OL 2.0"	228,017
SS-ZACHARY LANE	ZACHARY LANE NORTH	ROUNDABOUT	END	7,353.9	23,410	Collector	Flexible	2024	HMA OL 2.0"	494,276
3100	113TH AVENUE NORTH	COUNTY ROAD 81 & HOLLY LANE NORT	LAWNDALE LANE NORTH	312.1	1,630	Local	Flexible	2025	Full Reconstruction COL- 4.0" HMA+12" AB+12" SGB	170,930
3110	113TH AVENUE NORTH	LAWNDALE LANE NORTH	END	1,860.0	7,329	Local	Flexible	2025	Full Reconstruction COL- 4.0" HMA+12" AB+12" SGB	768,574
SS-DIAMOND LK3	DIAMOND LAKE ROAD SOUTH	PINEVIEW LANE NORTH	EAST CITY LIMITS	5,179.2	14,634	Collector	Flexible	2025	HMA OL 2.0"	315,164
3120	LAWNDALE LANE NORTH	113TH AVENUE NORTH	END	238.1	616	Local	Flexible	2025	Chip 1/4" + Fog Seal	3,463
SS-S6-432-1	River Hills 2nd and 3rd Additions	River Hills 2nd and 3rd Additions	River Hills 2nd and 3rd Additions	2,028.5	5,950	Local	Flexible	2025	Chip 1/4" + Fog Seal	33,429
SS-S6-433-2	River Hills 5th and 6th Additions	River Hills 5th and 6th Additions	River Hills 5th and 6th Additions	1,779.4	5,366	Collector	Flexible	2025	Chip 1/4" + Fog Seal	30,146
SS-S6-431-2	River Hills 7th and 9th Additions	River Hills 7th and 9th Additions	River Hills 7th and 9th Additions	2,122.1	6,300	Collector	Flexible	2025	Chip 1/4" + Fog Seal	35,396
SS-RUSH CREEK	RUSH CREEK RD AND PKWY	TERRITORIAL ROAD	CATTAIL PATH	3,209.3	12,377	Collector	Flexible	2025	Chip 1/4" + Fog Seal	69,537
SS-S6-500-2	SUNDANCE GREENS 2ND ADDN	SUNDANCE GREENS 2ND ADDN	SUNDANCE GREENS 2ND ADDN	3,727.4	12,980	Collector	Flexible	2025	Chip 1/4" + Fog Seal	72,922
SS-117TH AVENUE	117TH AVENUE NORTH	FRENCH LAKE ROAD EAST	FERNBROOK LANE NORTH	8,123.4	22,637	Collector	Flexible	2026	Chip 1/4" + Fog Seal	129,723
SS-4390	117TH AVENUE NORTH	FRENCH LAKE ROAD WEST	FRENCH LAKE ROAD EAST	2,739.9	7,946	Collector	Flexible	2026	Chip 1/4" + Fog Seal	45,533
SS-DIAMOND LK1	DIAMOND LAKE ROAD SOUTH	WEST CITY LIMITS	ZANZIBAR LANE NORTH	9,632.7	26,083	Collector	Flexible	2026	HMA OL 2.0"	572,970
SS-PINEVIEW LN3	PINEVIEW LANE NORTH	DAYTON RIVER ROAD	OVERLOOK ROAD	2,618.5	7,279	Collector	Flexible	2026	Edge Mill + HMA OL 2.0"	194,670
SS-S6-361-1	PINEVIEW MEADOWS AND 2ND, 3RD ADDN	PINEVIEW MEADOWS AND 2ND, 3RD ADDN	PINEVIEW MEADOWS AND 2ND, 3RD ADDN	4,134.7	12,409	Local	Flexible	2026	Chip 1/4" + Fog Seal	71,108
SS-S6-433-1	River Hills 5th and 6th Additions	River Hills 5th and 6th Additions	River Hills 5th and 6th Additions	3,001.7	9,082	Local	Flexible	2026	Route and Bitumen Crack Seal	8,674
SS-TERRITORIAL1	TERRITORIAL ROAD	BROCKTON LANE NORTH	HOLLY LANE NORTH	4,288.6	15,968	Local	Flexible	2026	Edge Mill + HMA OL 2.0"	427,020
SS-S6-581-2	THE ENCLAVE AT HAYDEN HILLS WEST	THE ENCLAVE AT HAYDEN HILLS WEST	THE ENCLAVE AT HAYDEN HILLS WEST	2,599.4	8,607	Collector	Flexible	2026	Chip 1/4" + Fog Seal	49,322
SS-125 AVENUE N	125TH AVENUE NORTH	FRENCH LAKE ROAD EAST	FERNBROOK LANE NORTH	9,596.9	26,359	Collector	Flexible	2027	HMA OL 2.0"	590,619
SS-S6-76-1	CYPRESS COVE 3RD and 4TH ADDN	CYPRESS COVE 3RD and 4TH ADDN	CYPRESS COVE 3RD and 4TH ADDN	1,251.9	3,650	Local	Flexible	2027	Chip 1/4" + Fog Seal	21,335
SS-S6-76-2	CYPRESS COVE 3RD and 4TH ADDN	CYPRESS COVE 3RD and 4TH ADDN	CYPRESS COVE 3RD and 4TH ADDN	1,477.9	7,895	Collector	Flexible	2027	Chip 1/4" + Fog Seal	46,149
SS-S6-126-1	DAYTON HIGHLANDS 1ST ADDN AND ZACHARY VILLAS	DAYTON HIGHLANDS 1ST ADDN AND ZACHARY VILLAS	DAYTON HIGHLANDS 1ST ADDN AND ZACHARY VILLAS	3,157.0	8,969	Local	Flexible	2027	Route and Bitumen Crack Seal	8,738
SS-DAYTON PKWY	DAYTON PKWY	BROCKTON LANE	COUNTY ROAD 81 & 113TH AVENUE NO	5,162.8	28,516	Collector	Flexible	2027	Route and Bitumen Crack Seal	27,780
SS-S6-175-1	DONAHUE DELLS 1ST ADDN	DONAHUE DELLS 1ST ADDN	DONAHUE DELLS 1ST ADDN	1,677.9	4,765	Local	Flexible	2027	Edge Mill + HMA OL 2.0"	129,982
SS-400	EVERGREEN LANE NORTH	205 FT E OF PARK DRIVE	BROCKTON LANE NORTH	732.0	2,822	Local	Flexible	2027	Route and Bitumen Crack Seal	2,749
SS-FRENCH LAKE1	FRENCH LAKE ROAD EAST	TERRITORIAL ROAD	117TH AVENUE NORTH	5,332.2	14,059	Collector	Flexible	2027	HMA OL 2.0"	315,016
SS-S6-260-1	IONE GARDENS	IONE GARDENS	IONE GARDENS	1,552.7	5,039	Local	Flexible	2027	Chip 1/4" + Fog Seal	29,456
SS-PINEVIEW LN2	PINEVIEW LANE NORTH	DIAMOND LAKE ROAD SOUTH	DAYTON RIVER ROAD	3,105.8	8,479	Collector	Flexible	2027	HMA OL 2.0"	189,981
SS-S6-431-1	River Hills 7th and 9th Additions	River Hills 7th and 9th Additions	River Hills 7th and 9th Additions	2,273.0	6,685	Local	Flexible	2027	Route and Bitumen Crack Seal	6,513
SS-S6-500-1	SUNDANCE GREENS 2ND ADDN	SUNDANCE GREENS 2ND ADDN	SUNDANCE GREENS 2ND ADDN	4,959.0	14,508	Local	Flexible	2027	Chip 1/4" + Fog Seal	84,800
SS-S6-530-1	SUNDANCE WOODS 6TH ADDN	SUNDANCE WOODS 6TH ADDN	SUNDANCE WOODS 6TH ADDN	2,016.6	6,516	Local	Flexible	2027	Chip 1/4" + Fog Seal	38,086
SS-S6-581-1	THE ENCLAVE AT HAYDEN HILLS WEST	THE ENCLAVE AT HAYDEN HILLS WEST	THE ENCLAVE AT HAYDEN HILLS WEST	2,510.3	7,676	Local	Flexible	2027	Route and Bitumen Crack Seal	7,478
SS-S6-70-1	Cypress Cove 2nd Addition	Cypress Cove 2nd Addition	Cypress Cove 2nd Addition	3,847.1	12,589	Local	Flexible	2028	Chip 1/4" + Fog Seal	75,053
SS-S6-140-2	Dayton River Commercial Park	Dayton River Commercial Park	Dayton River Commercial Park	1,454.2	8,531	Collector	Flexible	2028	Edge Mill + HMA OL 2.0"	237,366
SS-590	DIAMOND LAKE TRAIL SOUTH	DIAMOND LAKE COURT SOUTH	DIAMOND LAKE ROAD SOUTH	2,152.3	6,337	Local	Flexible	2028	HMA OL 1.5"	107,053
3050	HOLLY LANE NORTH	CITY LIMITS [S]	525.1 FT N OF CITY LIMITS [S]	525.1	2,165	Collector	Flexible	2028	Edge Mill + HMA OL 2.0"	60,224
SS-S6-285-2	NATURES CROSSING	NATURES CROSSING	NATURES CROSSING	216.9	831	Collector	Flexible	2028	Edge Mill + HMA OL 2.0"	23,133
SS-S6-340-1	Old Orchards	Old Orchards	Old Orchards	4,941.9	14,699	Local	Flexible	2028	Edge Mill + HMA OL 1.5"	306,735
SS-S6-432-2	River Hills 2nd and 3rd Additions	River Hills 2nd and 3rd Additions	River Hills 2nd and 3rd Additions	2,255.3	7,901	Collector	Flexible	2028	Edge Mill + HMA OL 2.0"	219,831
SS-S6-610-2	Wicht Industrial Park	Wicht Industrial Park	Wicht Industrial Park	4,149.8	16,770	Collector	Flexible	2028	Edge Mill + HMA OL 2.0"	466,583





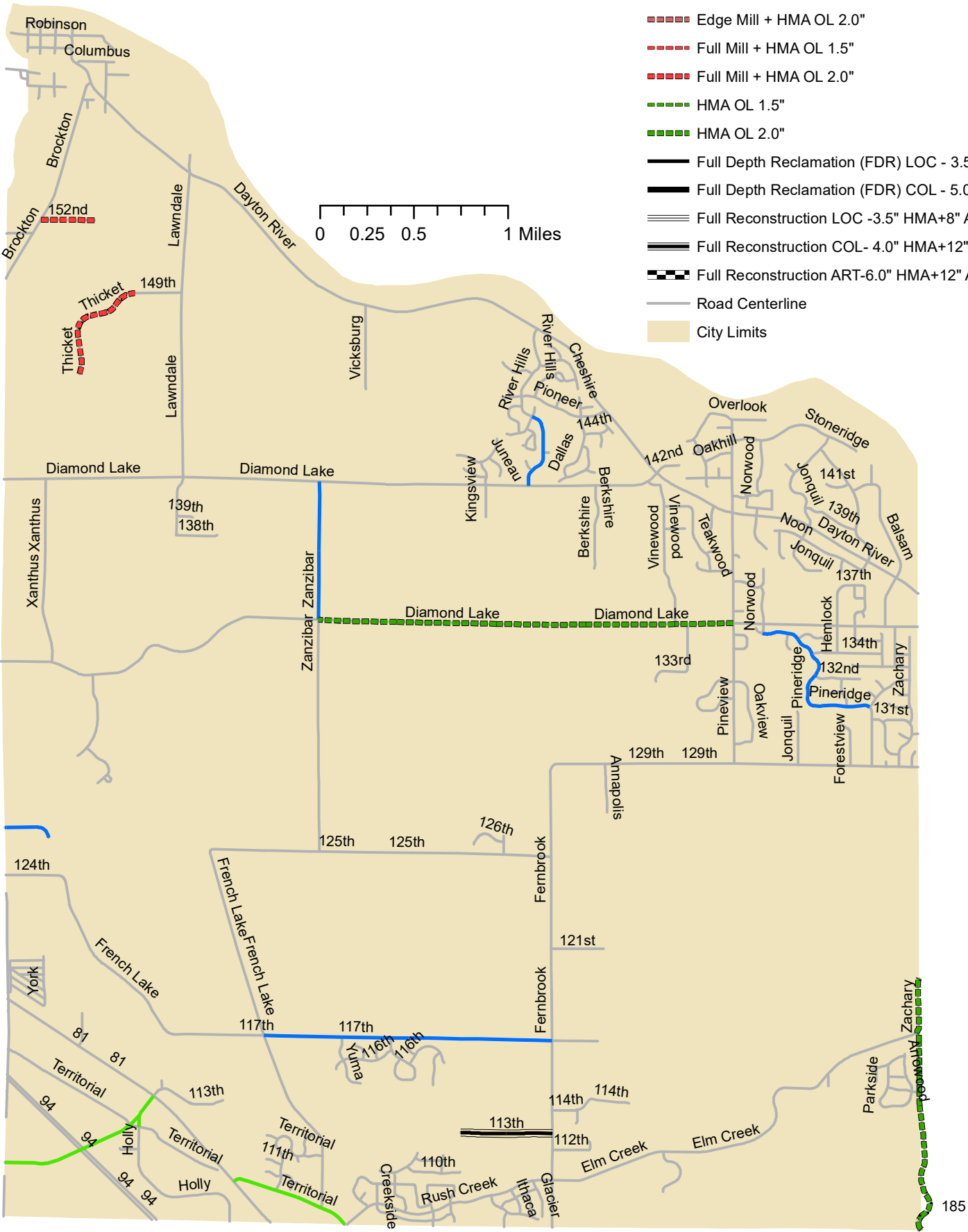
# City of Dayton, MN

Achieve PQI by 2028 - 2024 (\$1.78 M)

## Program

### M&R Treatment Description

- Route and Bitumen Crack Seal
- Chip 1/4" + Fog Seal
- Edge Mill + HMA OL 1.5"
- Edge Mill + HMA OL 2.0"
- Full Mill + HMA OL 1.5"
- Full Mill + HMA OL 2.0"
- HMA OL 1.5"
- HMA OL 2.0"
- Full Depth Reclamation (FDR) LOC - 3.5" HMA
- Full Depth Reclamation (FDR) COL - 5.0" HMA
- Full Reconstruction LOC -3.5" HMA+8" AB+12" SGB
- Full Reconstruction COL - 4.0" HMA+12" AB+12" SGB
- Full Reconstruction ART-6.0" HMA+12" AB+12" SGB
- Road Centerline
- City Limits





# City of Dayton, MN

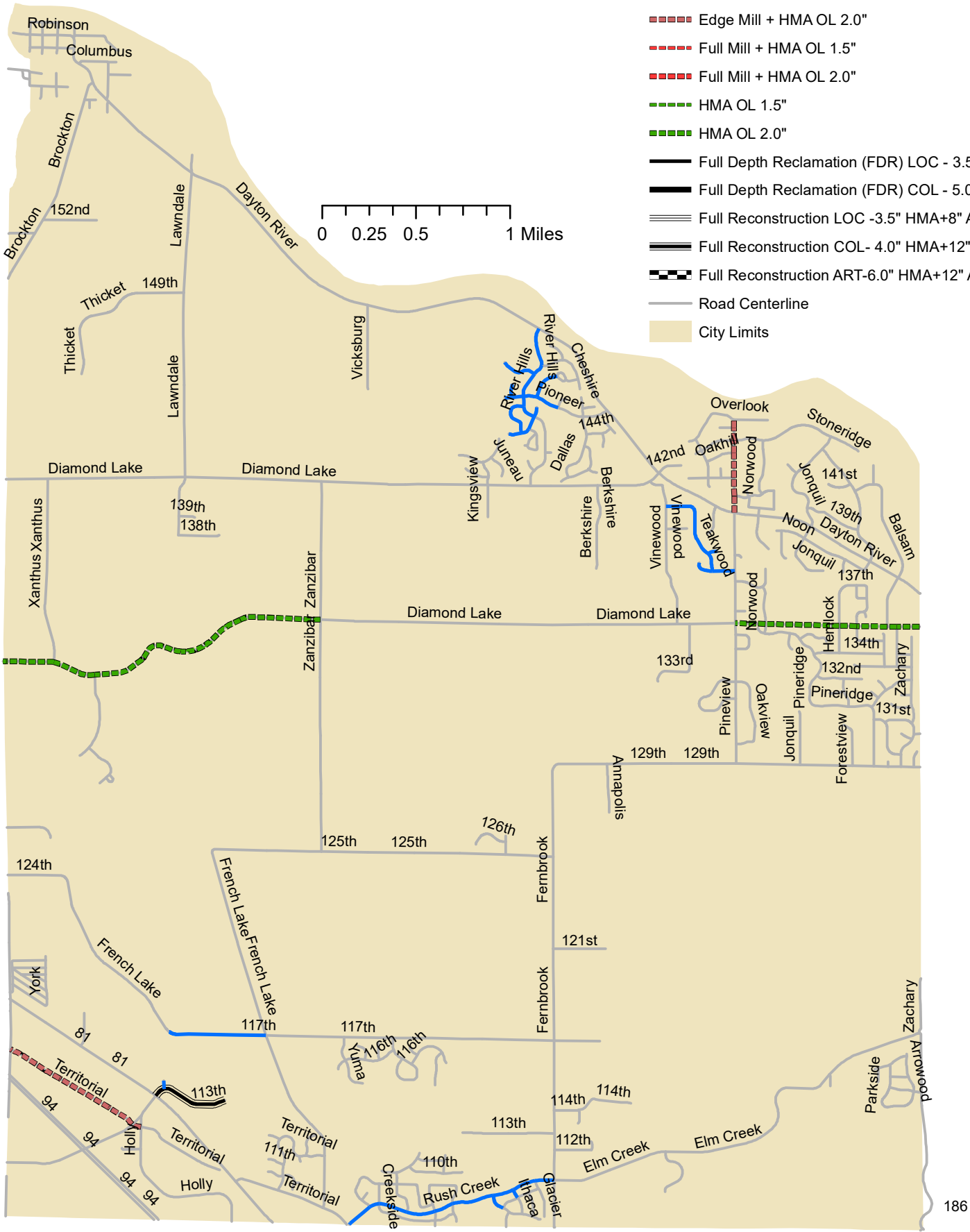
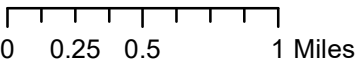


Achieve PQI by 2028 - 2025 (\$2.84 M)

## Program

### M&R Treatment Description

- Route and Bitumen Crack Seal
- Chip 1/4" + Fog Seal
- Edge Mill + HMA OL 1.5"
- Edge Mill + HMA OL 2.0"
- Full Mill + HMA OL 1.5"
- Full Mill + HMA OL 2.0"
- HMA OL 1.5"
- HMA OL 2.0"
- Full Depth Reclamation (FDR) LOC - 3.5" HMA
- Full Depth Reclamation (FDR) COL - 5.0" HMA
- Full Reconstruction LOC -3.5" HMA+8" AB+12" SGB
- Full Reconstruction COL - 4.0" HMA+12" AB+12" SGB
- Full Reconstruction ART-6.0" HMA+12" AB+12" SGB
- Road Centerline
- City Limits







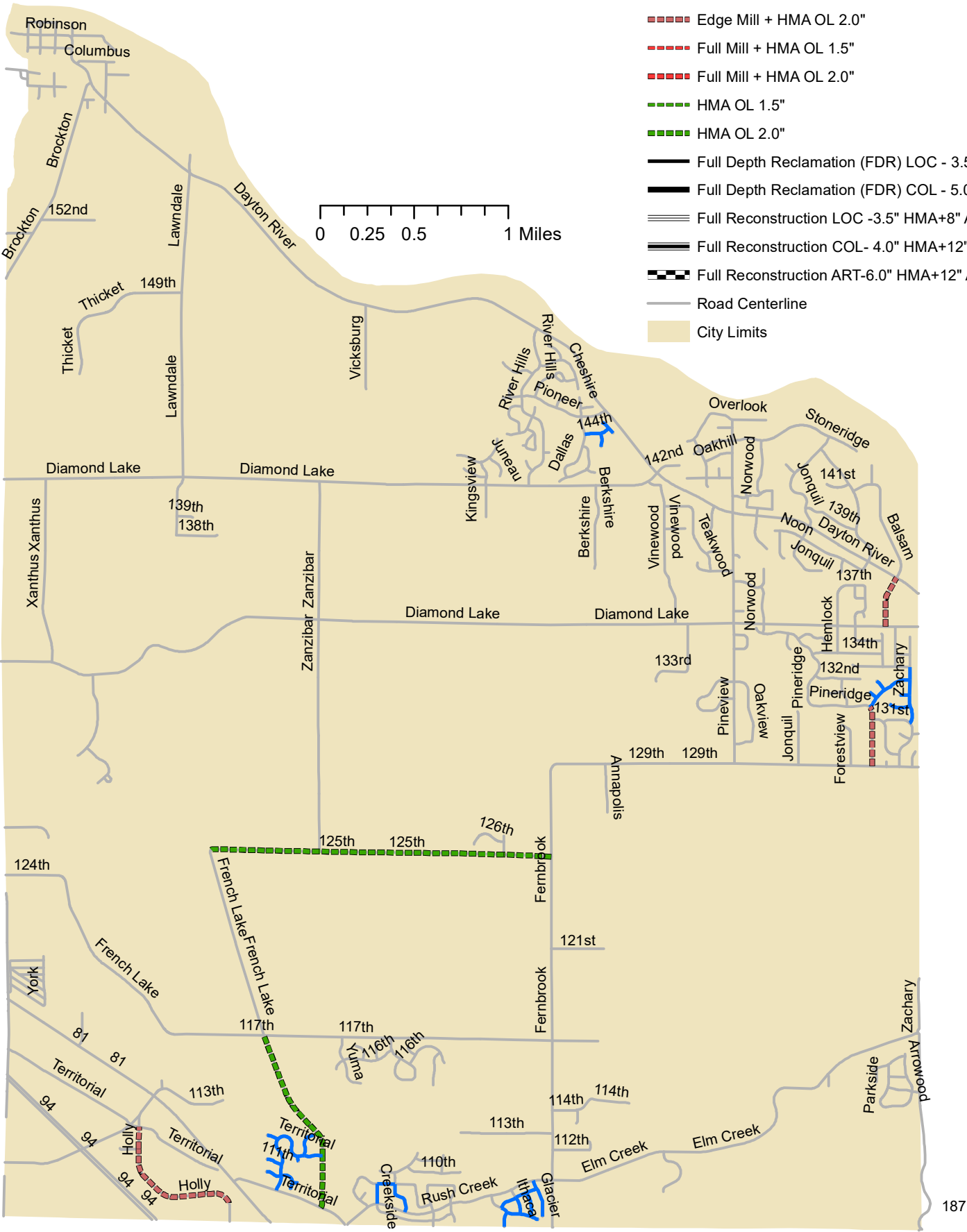
# City of Dayton, MN

Achieve PQI by 2028 - 2026 (\$2.03 M)

## Program

### M&R Treatment Description

- Route and Bitumen Crack Seal
- Chip 1/4" + Fog Seal
- Edge Mill + HMA OL 1.5"
- Edge Mill + HMA OL 2.0"
- Full Mill + HMA OL 1.5"
- Full Mill + HMA OL 2.0"
- HMA OL 1.5"
- HMA OL 2.0"
- Full Depth Reclamation (FDR) LOC - 3.5" HMA
- Full Depth Reclamation (FDR) COL - 5.0" HMA
- Full Reconstruction LOC -3.5" HMA+8" AB+12" SGB
- Full Reconstruction COL - 4.0" HMA+12" AB+12" SGB
- Full Reconstruction ART-6.0" HMA+12" AB+12" SGB
- Road Centerline
- City Limits





# City of Dayton, MN

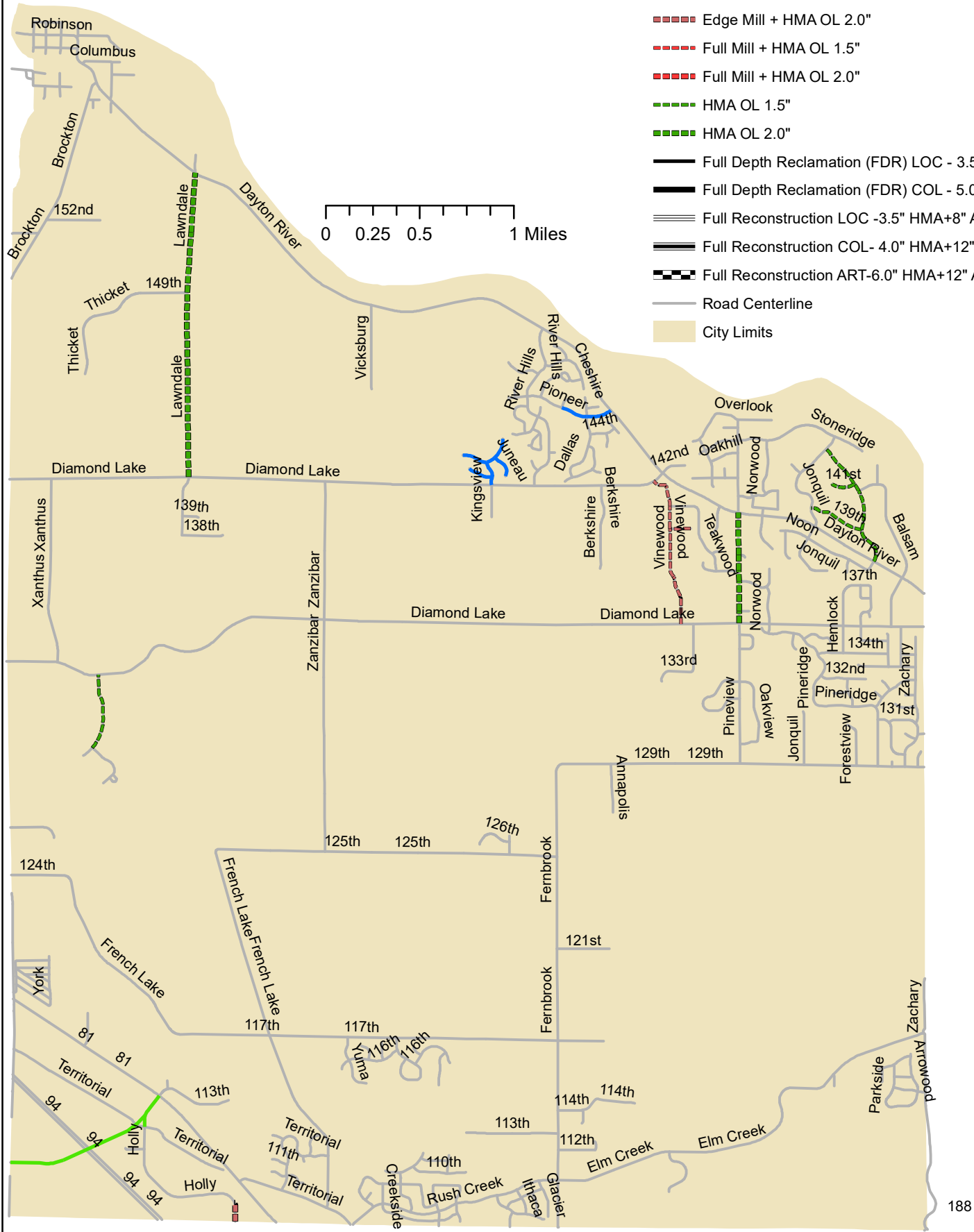


Achieve PQI by 2028 - 2027 (\$1.56 M)

## Program

### M&R Treatment Description

- Route and Bitumen Crack Seal
- Chip 1/4" + Fog Seal
- Edge Mill + HMA OL 1.5"
- Edge Mill + HMA OL 2.0"
- Full Mill + HMA OL 1.5"
- Full Mill + HMA OL 2.0"
- HMA OL 1.5"
- HMA OL 2.0"
- Full Depth Reclamation (FDR) LOC - 3.5" HMA
- Full Depth Reclamation (FDR) COL - 5.0" HMA
- Full Reconstruction LOC -3.5" HMA+8" AB+12" SGB
- Full Reconstruction COL- 4.0" HMA+12" AB+12" SGB
- Full Reconstruction ART-6.0" HMA+12" AB+12" SGB
- Road Centerline
- City Limits







# City of Dayton, MN

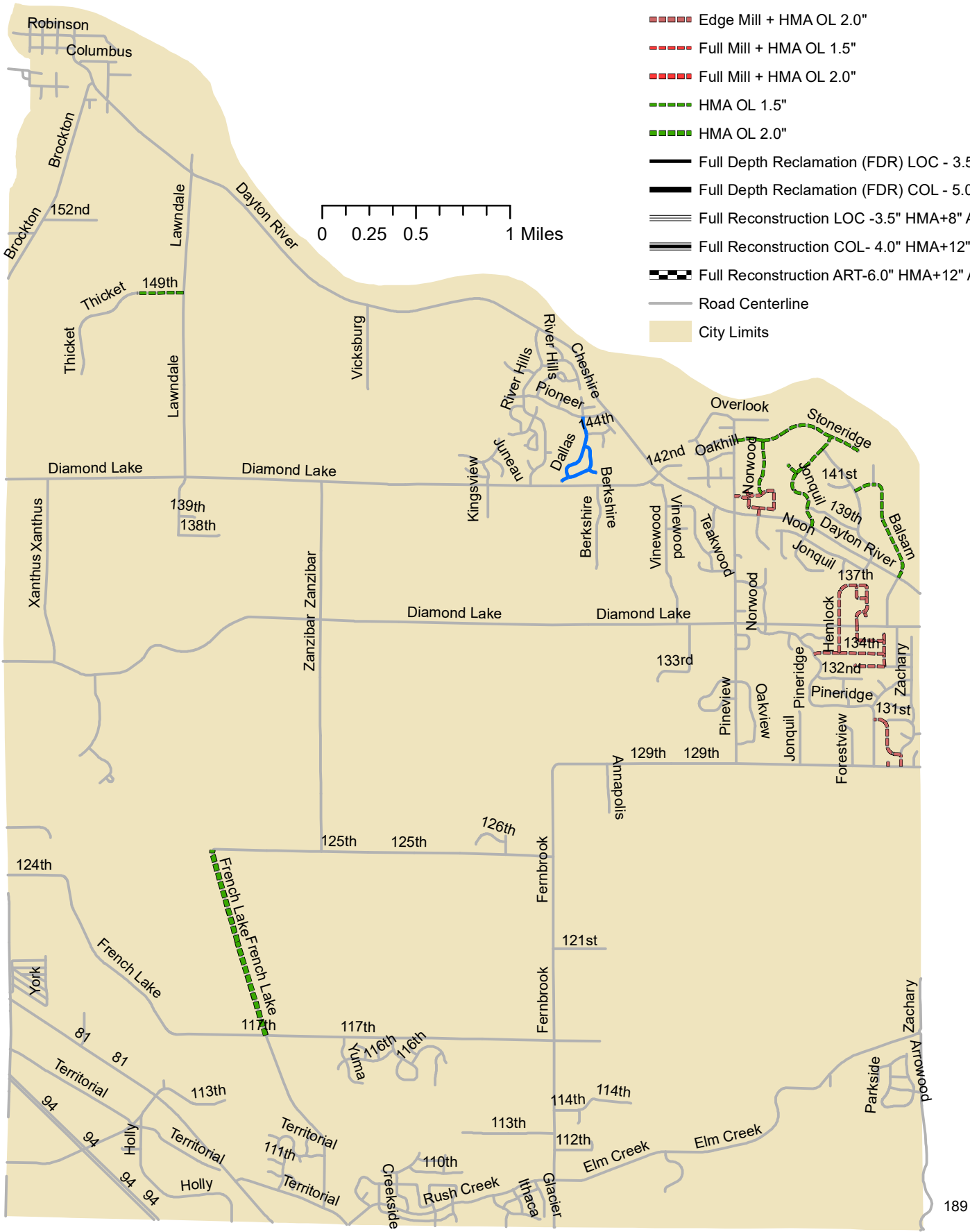


Achieve PQI by 2028 - 2028 (\$2.04 M)

## Program

### M&R Treatment Description

- Route and Bitumen Crack Seal
- Chip 1/4" + Fog Seal
- Edge Mill + HMA OL 1.5"
- Edge Mill + HMA OL 2.0"
- Full Mill + HMA OL 1.5"
- Full Mill + HMA OL 2.0"
- HMA OL 1.5"
- HMA OL 2.0"
- Full Depth Reclamation (FDR) LOC - 3.5" HMA
- Full Depth Reclamation (FDR) COL - 5.0" HMA
- Full Reconstruction LOC -3.5" HMA+8" AB+12" SGB
- Full Reconstruction COL - 4.0" HMA+12" AB+12" SGB
- Full Reconstruction ART-6.0" HMA+12" AB+12" SGB
- Road Centerline
- City Limits



CITY OF DAYTON, MN - 2023 PAVEMENT CONDITION ASSESSMENT AND REPORTING – FINAL REPORT

Table E.3: Achieve a PQI of 70 by 2028 - SS - Committed=Y (Sorted by Year-Street)  
\* Section # starting with "SS" denotes a Super-Section.

*Section #	Street	From	To	CL Length (ft)	Area (yd^2)	Func. Class	Pavement Type	Implement. Year	Treatment Description	Treatment Cost (\$)
SS-113TH AVE N	113TH AVENUE NORTH	FIRNBROOK LN N	END	2587.3	8,279	Local	Flexible	2024	Full Reconstruction COL- 4.0" HMA+12" AB+12" SGB	0
SS-117TH AVENUE	117TH AVENUE NORTH	FRENCH LAKE ROAD EAST	FERNBROOK LANE NORTH	8123.4	22,637	Collector	Flexible	2024	Chip 1/4" + Fog Seal	124,686
SS-410	152ND AVENUE NORTH	BROCKTON LANE NORTH	END	1510.4	3,575	Local	Flexible	2024	Full Mill + HMA OL 2.0"	91,883
SS-DAYTON PKWY	DAYTON PKWY	BROCKTON LANE	COUNTY ROAD 81 & 113TH AVENUE NO	5162.8	28,516	Collector	Flexible	2024	Route and Bitumen Crack Seal	26,178
SS-DIAMOND LK2	DIAMOND LAKE ROAD SOUTH	ZANZIBAR LANE NORTH	PINEVIEW LANE NORTH	11690	27,861	Collector	Flexible	2024	HMA OL 2.0"	588,262
SS-S6-205-2	FRENCH LAKE INDUSTRIAL CENTER FOUR (GRACO)	FRENCH LAKE INDUSTRIAL CENTER FOUR (GRACO)	FRENCH LAKE INDUSTRIAL CENTER FOUR (GRACO)	1394.2	6,142	Collector	Flexible	2024	Chip 1/4" + Fog Seal	33,831
SS-S6-432-2	River Hills 2nd and 3rd Additions	River Hills 2nd and 3rd Additions	River Hills 2nd and 3rd Additions	2255.3	7,901	Collector	Flexible	2024	Chip 1/4" + Fog Seal	43,519
SS-TERRITORIAL2	TERRITORIAL ROAD	COUNTY ROAD 81	END	3453.2	9,849	Collector	Flexible	2024	Route and Bitumen Crack Seal	9,042
SS-S6-581-2	THE ENCLAVE AT HAYDEN HILLS WEST	THE ENCLAVE AT HAYDEN HILLS WEST	THE ENCLAVE AT HAYDEN HILLS WEST	2599.4	8,607	Collector	Flexible	2024	Chip 1/4" + Fog Seal	47,407
SS-S6-596-2	THE PINES AT BLES1 FARMS AND 2ND AND 3RD ADDNS	THE PINES AT BLES1 FARMS AND 2ND AND 3RD ADDNS	THE PINES AT BLES1 FARMS AND 2ND AND 3RD ADDNS	2,368.2	7,281	Collector	Flexible	2024	Chip 1/4" + Fog Seal	40,103
500	THICKET LANE NORTH	END	149TH AVENUE NORTH	3,299.1	8,871	Local	Flexible	2024	Full Mill + HMA OL 2.0"	228,017
SS-ZACHARY LANE	ZACHARY LANE NORTH	ROUNDAABOUT	END	7,353.9	23,410	Collector	Flexible	2024	HMA OL 2.0"	494,276
SS-ZANZIBAR LN	ZANZIBAR LANE NORTH	DIAMOND LAKE ROAD SOUTH	DIAMOND LAKE ROAD NORTH	3,895.6	9,025	Collector	Flexible	2024	Chip 1/4" + Fog Seal	49,708
3100	113TH AVENUE NORTH	COUNTY ROAD 81 & HOLLY LANE NORT	LAWNDALE LANE NORTH	312.1	1,630	Local	Flexible	2025	Full Reconstruction COL- 4.0" HMA+12" AB+12" SGB	170,930
3110	113TH AVENUE NORTH	LAWNDALE LANE NORTH	END	1,860.0	7,329	Local	Flexible	2025	Full Reconstruction COL- 4.0" HMA+12" AB+12" SGB	768,574
SS-4390	117TH AVENUE NORTH	FRENCH LAKE ROAD WEST	FRENCH LAKE ROAD EAST	2,739.9	7,946	Collector	Flexible	2025	Chip 1/4" + Fog Seal	44,640
SS-DIAMOND LK1	DIAMOND LAKE ROAD SOUTH	WEST CITY LIMITS	ZANZIBAR LANE NORTH	9,632.7	26,083	Collector	Flexible	2025	HMA OL 2.0"	561,736
SS-DIAMOND LK3	DIAMOND LAKE ROAD SOUTH	PINEVIEW LANE NORTH	EAST CITY LIMITS	5,179.2	14,634	Collector	Flexible	2025	HMA OL 2.0"	315,164
3120	LAWNDALE LANE NORTH	113TH AVENUE NORTH	END	238.1	616	Local	Flexible	2025	Chip 1/4" + Fog Seal	3,463
SS-PINEVIEW LN3	PINEVIEW LANE NORTH	DAYTON RIVER ROAD	OVERLOOK ROAD	2,618.5	7,279	Collector	Flexible	2025	Edge Mill + HMA OL 2.0"	190,853
SS-S6-361-1	PINEVIEW MEADOWS AND 2ND, 3RD ADDN	PINEVIEW MEADOWS AND 2ND, 3RD ADDN	PINEVIEW MEADOWS AND 2ND, 3RD ADDN	4,134.7	12,409	Local	Flexible	2025	Chip 1/4" + Fog Seal	69,714
SS-S6-433-1	River Hills 5th and 6th Additions	River Hills 5th and 6th Additions	River Hills 5th and 6th Additions	3,001.7	9,082	Local	Flexible	2025	Chip 1/4" + Fog Seal	51,023
SS-S6-433-2	River Hills 5th and 6th Additions	River Hills 5th and 6th Additions	River Hills 5th and 6th Additions	1,779.4	5,366	Collector	Flexible	2025	Chip 1/4" + Fog Seal	30,146
SS-S6-431-1	River Hills 7th and 9th Additions	River Hills 7th and 9th Additions	River Hills 7th and 9th Additions	2,273.0	6,685	Local	Flexible	2025	Chip 1/4" + Fog Seal	37,558
SS-S6-431-2	River Hills 7th and 9th Additions	River Hills 7th and 9th Additions	River Hills 7th and 9th Additions	2,122.1	6,300	Collector	Flexible	2025	Chip 1/4" + Fog Seal	35,396
SS-RUSH CREEK	RUSH CREEK RD AND PKWY	TERRITORIAL ROAD	CATTAIL PATH	3,209.3	12,377	Collector	Flexible	2025	Chip 1/4" + Fog Seal	69,537
SS-S6-500-2	SUNDANCE GREENS 2ND ADDN	SUNDANCE GREENS 2ND ADDN	SUNDANCE GREENS 2ND ADDN	3,727.4	12,980	Collector	Flexible	2025	Chip 1/4" + Fog Seal	72,922
SS-TERRITORIAL1	TERRITORIAL ROAD	BROCKTON LANE NORTH	HOLLY LANE NORTH	4,288.6	15,968	Local	Flexible	2025	Edge Mill + HMA OL 2.0"	418,647
SS-125 AVENUE N	125TH AVENUE NORTH	FRENCH LAKE ROAD EAST	FERNBROOK LANE NORTH	9,596.9	26,359	Collector	Flexible	2026	HMA OL 2.0"	579,038
SS-S6-140-2	Dayton River Commercial Park	Dayton River Commercial Park	Dayton River Commercial Park	1,454.2	8,531	Collector	Flexible	2026	Edge Mill + HMA OL 2.0"	228,149
SS-S6-175-1	DONAHUE DELLS 1ST ADDN	DONAHUE DELLS 1ST ADDN	DONAHUE DELLS 1ST ADDN	1,677.9	4,765	Local	Flexible	2026	Edge Mill + HMA OL 2.0"	127,434
SS-FRENCH LAKE1	FRENCH LAKE ROAD EAST	TERRITORIAL ROAD	117TH AVENUE NORTH	5,332.2	14,059	Collector	Flexible	2026	HMA OL 2.0"	308,839
SS-S6-260-1	IONE GARDENS	IONE GARDENS	IONE GARDENS	1,552.7	5,039	Local	Flexible	2026	Chip 1/4" + Fog Seal	28,878
SS-S6-500-1	SUNDANCE GREENS 2ND ADDN	SUNDANCE GREENS 2ND ADDN	SUNDANCE GREENS 2ND ADDN	4,959.0	14,508	Local	Flexible	2026	Chip 1/4" + Fog Seal	83,137
SS-S6-530-1	SUNDANCE WOODS 6TH ADDN	SUNDANCE WOODS 6TH ADDN	SUNDANCE WOODS 6TH ADDN	2,016.6	6,516	Local	Flexible	2026	Chip 1/4" + Fog Seal	37,339
SS-S6-550-1	TERRITORIAL TRAIL	TERRITORIAL TRAIL	TERRITORIAL TRAIL	6,176.7	18,564	Local	Flexible	2026	Chip 1/4" + Fog Seal	106,384
SS-S6-582-1	THE ENCLAVE AT HAYDEN HILLS EAST	THE ENCLAVE AT HAYDEN HILLS EAST	THE ENCLAVE AT HAYDEN HILLS EAST	4,523.4	15,224	Local	Flexible	2026	Chip 1/4" + Fog Seal	87,240
SS-S6-610-2	Wicht Industrial Park	Wicht Industrial Park	Wicht Industrial Park	4,149.8	16,770	Collector	Flexible	2026	Edge Mill + HMA OL 2.0"	448,465
SS-S6-76-2	CYPRESS COVE 3RD and 4TH ADDN	CYPRESS COVE 3RD and 4TH ADDN	CYPRESS COVE 3RD and 4TH ADDN	1,477.9	7,895	Collector	Flexible	2027	Chip 1/4" + Fog Seal	46,149
SS-DAYTON PKWY	DAYTON PKWY	BROCKTON LANE	COUNTY ROAD 81 & 113TH AVENUE NO	5162.8	28,516	Collector	Flexible	2027	Route and Bitumen Crack Seal	27,780
SS-590	DIAMOND LAKE TRAIL SOUTH	DIAMOND LAKE COURT SOUTH	DIAMOND LAKE ROAD SOUTH	2152.3	6,337	Local	Flexible	2027	HMA OL 1.5"	104,954
SS-S6-165-1	DIAMOND VIEW ESTATES	DIAMOND VIEW ESTATES	DIAMOND VIEW ESTATES	3637.2	11,174	Local	Flexible	2027	Chip 1/4" + Fog Seal	65,315
3050	HOLLY LANE NORTH	CITY LIMITS [S]	525.1 FT N OF CITY LIMITS [S]	525.1	2,165	Collector	Flexible	2027	Edge Mill + HMA OL 2.0"	59,043
SS-LAWNDALE LN1	LAWNDALE LANE NORTH	DIAMOND LAKE ROAD NORTH	DAYTON RIVER ROAD	8568.6	20,022	Collector	Flexible	2027	HMA OL 2.0"	448,620
SS-S6-340-1	Old Orchards	Old Orchards	Old Orchards	4941.9	14,699	Local	Flexible	2027	Edge Mill + HMA OL 1.5"	300,721
SS-PINEVIEW LN2	PINEVIEW LANE NORTH	DIAMOND LAKE ROAD SOUTH	DAYTON RIVER ROAD	3105.8	8,479	Collector	Flexible	2027	HMA OL 2.0"	189,981
SS-S6-623-1	Wildwood Springs and Wildrose East	Wildwood Springs and Wildrose East	Wildwood Springs and Wildrose East	5935.4	19,435	Local	Flexible	2027	HMA OL 1.5"	321,869
510	149TH AVENUE NORTH	THICKET LANE NORTH	LAWNDALE LANE NORTH	1311.4	3,410	Local	Flexible	2028	HMA OL 1.5"	57,598
SS-S6-70-1	Cypress Cove 2nd Addition	Cypress Cove 2nd Addition	Cypress Cove 2nd Addition	3,847.1	12,589	Local	Flexible	2028	Chip 1/4" + Fog Seal	75,053
SS-S6-101-1	DAYTON HIGHLANDS 2ND AND 3RD ADDN	DAYTON HIGHLANDS 2ND AND 3RD ADDN	DAYTON HIGHLANDS 2ND AND 3RD ADDN	5,713.0	16,168	Local	Flexible	2028	Edge Mill + HMA OL 1.5"	337,375
SS-S6-180-1	DONAHUE DELLS 2ND ADDN	DONAHUE DELLS 2ND ADDN	DONAHUE DELLS 2ND ADDN	2,004.9	5,549	Local	Flexible	2028	Edge Mill + HMA OL 1.5"	115,794
SS-FRENCH LAKE2	FRENCH LAKE ROAD EAST	117TH AVENUE NORTH	125TH AVENUE NORTH	5,428.0	16,200	Collector	Flexible	2028	HMA OL 2.0"	370,232
SS-S6-316-1	Nicole Lachinski and Northland Holding Additions	Nicole Lachinski and Northland Holding Additions	Nicole Lachinski and Northland Holding Additions	3,877.7	10,763	Local	Flexible	2028	Edge Mill + HMA OL 1.5"	224,588
SS-S6-330-1	Norwood Meadow	Norwood Meadow	Norwood Meadow	3,108.8	8,608	Local	Flexible	2028	Edge Mill + HMA OL 1.5"	179,622
SS-S6-450-1	Rolling River Estates	Rolling River Estates	Rolling River Estates	3,502.7	9,909	Local	Flexible	2028	HMA OL 1.5"	167,383



Table E.3: Achieve a PQI of 70 by 2028 - SS - Committed=Y (Sorted by Year-Street)  
\* Section # starting with "SS" denotes a Super-Section.

*Section #	Street	From	To	CL Length (ft)	Area (yd^2)	Func. Class	Pavement Type	Implement. Year	Treatment Description	Treatment Cost (\$)
SS-S6-622-1	Wildwood Springs and Wildrose Central	Wildwood Springs and Wildrose Central	Wildwood Springs and Wildrose Central	3,610.8	12,180	Local	Flexible	2028	HMA OL 1.5"	205,757
SS-S6-621-1	Wildwood Springs and Wildrose West	Wildwood Springs and Wildrose West	Wildwood Springs and Wildrose West	5,355.7	17,918	Local	Flexible	2028	HMA OL 1.5"	302,675



# **APPENDIX F**

## **Performance Indices of All Sections**



Table F.1: Performance Indices of All Sections (Sorted by Street Name and PQI)

Section #	Street	From	To	CL Length (ft)	Fun. Class	PaveType	PQI	RCI	SDI	Area (yd^2)	Performance Date
3420	109TH AVENUE NORTH	KINGSVIEW LANE NORTH	ITHACA LANE NORTH	521	Local	Flexible	74.9	63.7	83.3	1,394	04/17/2023
3430	109TH AVENUE NORTH	ITHACA LANE NORTH	HARBOR LANE NORTH	334	Local	Flexible	76.5	70.3	83.2	965	04/17/2023
3440	109TH AVENUE NORTH	HARBOR LANE NORTH	GLACIER LANE NORTH	303	Local	Flexible	81.1	72.9	87.5	868	04/17/2023
3760	110TH AVENUE NORTH	QUANTICO LANE NORTH	NIAGARA LANE NORTH	1,022	Local	Flexible	56.7	52.1	65.9	3,372	04/17/2023
3900	110TH AVENUE NORTH	110TH CIRCLE	END	152	Local	Flexible	57.2	32.9	72.7	392	04/17/2023
3770	110TH AVENUE NORTH	NIAGARA LANE NORTH	END	531	Local	Flexible	61.2	36.9	76.2	1,540	04/17/2023
3890	110TH AVENUE NORTH	TERRITORIAL TRAIL	END	446	Local	Flexible	64.0	57.8	72.7	1,129	04/17/2023
3880	110TH AVENUE NORTH	110TH CIRCLE	TERRITORIAL TRAIL	446	Local	Flexible	71.0	65.9	78.4	1,244	04/17/2023
3870	110TH CIRCLE	END	110TH AVENUE NORTH	207	Local	Flexible	68.5	49.3	80.5	833	04/17/2023
3780	111TH AVENUE NORTH	QUANTICO LANE NORTH	NIAGARA LANE NORTH	775	Local	Flexible	61.1	49.2	71.8	2,161	04/17/2023
3910	111TH AVENUE NORTH	TERRITORIAL TRAIL	END	461	Local	Flexible	70.7	60.1	79.7	1,178	04/17/2023
3500	112TH AVENUE NORTH	FERNBROOK LANE NORTH	CHESHIRE LANE NORTH	1,051	Local	Flexible	55.0	61.8	61.6	2,850	04/17/2023
3940	112TH AVENUE NORTH	TERRITORIAL TRAIL	END	334	Local	Flexible	73.0	53.7	84.3	790	04/17/2023
4350	113TH AVENUE NORTH	1782 FT E OF END	FERNBROOK LANE NORTH	1,294	Local	Flexible	18.6	55.0	21.4	3,940	04/17/2023
3110	113TH AVENUE NORTH	LAWNDALE LANE NORTH	END	1,860	Local	Flexible	22.7	44.4	27.2	7,329	04/18/2023
4340	113TH AVENUE NORTH	490 FT E OF END	1782 FT E OF END	1,293	Local	Flexible	24.1	49.2	28.3	4,339	04/17/2023
3100	113TH AVENUE NORTH	COUNTY ROAD 81 & HOLLY LANE NORT	LAWNDALE LANE NORTH	312	Local	Flexible	35.4	36.2	44.2	1,630	04/18/2023
4360	114TH AVENUE NORTH	FERNBROOK LANE NORTH	DALLAS LANE NORTH	690	Local	Flexible	56.2	55.8	64.3	1,762	04/17/2023
4370	114TH AVENUE NORTH	DALLAS LANE NORTH	END	1,608	Local	Flexible	60.5	63.7	67.3	5,332	04/17/2023
4580	116TH AVENUE NORTH	RANCHVIEW LANE NORTH	POLARIS LANE NORTH	860	Local	Flexible	48.2	34.5	60.7	2,188	04/17/2023
4500	116TH AVENUE NORTH	UPLAND LANE NORTH	BRAYBURN TRAIL	489	Local	Flexible	55.6	51.8	64.7	1,368	04/17/2023
4590	116TH AVENUE NORTH	POLARIS LANE NORTH	END	312	Local	Flexible	57.8	37.0	71.9	1,063	04/17/2023
4470	116TH AVENUE NORTH	END	YUMA LANE NORTH	327	Local	Flexible	58.9	38.0	72.9	1,565	04/17/2023
4480	116TH AVENUE NORTH	YUMA LANE NORTH	WESTON LANE NORTH	562	Local	Flexible	59.3	53.0	68.6	1,487	04/17/2023
4490	116TH AVENUE NORTH	WESTON LANE NORTH	UPLAND LANE NORTH	423	Local	Flexible	67.9	56.0	77.7	1,129	04/17/2023
4570	116TH AVENUE NORTH	BRAYBURN TRAIL	RANCHVIEW LANE NORTH	310	Local	Flexible	70.0	54.9	80.4	878	04/17/2023
4400	117TH AVENUE NORTH	FRENCH LAKE ROAD EAST	YUMA LANE NORTH	2,210	Collector	Flexible	48.2	68.5	52.8	5,745	04/17/2023
4390	117TH AVENUE NORTH	FRENCH LAKE ROAD WEST	FRENCH LAKE ROAD EAST	2,740	Collector	Flexible	73.4	85.0	76.4	7,946	10/30/2023
4440	117TH AVENUE NORTH	2504 FT E OF BRAYBURN TRAIL	FERNBROOK LANE NORTH	2,033	Collector	Flexible	76.2	81.5	80.1	6,437	04/17/2023
4420	117TH AVENUE NORTH	BRAYBURN TRAIL	476 ft e of brayburn trail	476	Collector	Flexible	77.9	78.1	82.7	1,238	04/17/2023
4410	117TH AVENUE NORTH	YUMA LANE NORTH	BRAYBURN TRAIL	1,376	Collector	Flexible	78.5	76.1	83.8	3,579	04/17/2023
4430	117TH AVENUE NORTH	476 ft e of brayburn trail	2504 FT E OF BRAYBURN TRAIL	2,028	Collector	Flexible	81.0	81.4	85.2	5,634	04/17/2023
4060	125TH AVENUE NORTH	KINGSVIEW LANE NORTH	FERNBROOK LANE NORTH	1,337	Collector	Flexible	40.4	69.9	44.0	5,198	04/17/2023



Table F.1: Performance Indices of All Sections (Sorted by Street Name and PQI)

Section #	Street	From	To	CL Length (ft)	Fun. Class	PaveType	PQI	RCI	SDI	Area (yd^2)	Performance Date
4050	125TH AVENUE NORTH	3904 FT E OF ZANZIBAR LANE	KINGSVIEW LANE NORTH	1,283	Collector	Flexible	44.4	80.7	46.8	3,321	04/17/2023
4020	125TH AVENUE NORTH	ZANZIBAR LANE NORTH	1316 ft e of zanzibar lane	1,317	Collector	Flexible	47.3	75.6	50.6	3,832	04/17/2023
4010	125TH AVENUE NORTH	1530 E OF FRENCH LAKE ROAD	ZANZIBAR LANE NORTH	1,541	Collector	Flexible	49.7	75.8	53.1	3,647	04/17/2023
4040	125TH AVENUE NORTH	2612 FT E OF ZANZIBAR LANE	3904 FT E OF ZANZIBAR LANE	1,293	Collector	Flexible	50.5	73.3	54.4	3,246	04/17/2023
4030	125TH AVENUE NORTH	1316 ft e of zanzibar lane	2612 FT E OF ZANZIBAR LANE	1,297	Collector	Flexible	50.7	81.4	53.3	3,458	04/17/2023
4000	125TH AVENUE NORTH	FRENCH LAKE ROAD EAST	1530 E OF FRENCH LAKE ROAD	1,531	Collector	Flexible	51.2	77.4	54.5	3,657	04/17/2023
4090	126TH AVENUE NORTH	KINGSVIEW LANE NORTH	END	1,043	Local	Flexible	47.0	44.4	56.4	3,772	04/17/2023
1080	130TH AVENUE NORTH	ARROWOOD LANE NORTH	END	170	Local	Flexible	65.7	61.0	73.8	467	04/14/2023
840	130TH AVENUE NORTH	OAKVIEW LANE NORTH	PINEVIEW LANE NORTH	495	Local	Flexible	82.1	76.3	87.6	1,436	04/14/2023
1100	131ST AVENUE NORTH	DEERWOOD LANE NORTH	BALSAM LANE NORTH	336	Local	Flexible	53.7	55.8	61.5	955	04/14/2023
1070	131ST AVENUE NORTH	ARROWOOD LANE NORTH & ZACHARY LA	BALSAM LANE NORTH	785	Local	Flexible	56.4	69.6	61.5	2,207	04/14/2023
1350	131ST CIRCLE NORTH	END	ZACHARY LANE NORTH	611	Local	Flexible	68.8	62.4	76.9	723	04/14/2023
820	132 1/2 AVENUE NORTH	PINEVIEW LANE NORTH & GRANSTROM	OAKVIEW LANE NORTH	312	Local	Flexible	81.8	72.7	88.3	903	04/14/2023
1280	132ND AVENUE NORTH	EVERGREEN LANE NORTH	END	517	Local	Flexible	68.0	68.6	74.4	1,962	04/14/2023
1270	132ND AVENUE NORTH	PINERIDGE WAY NORTH	EVERGREEN LANE NORTH	769	Local	Flexible	68.3	69.7	74.4	2,434	04/14/2023
1360	132ND CIRCLE NORTH	END	ZACHARY LANE NORTH	280	Local	Flexible	62.6	48.1	73.9	1,626	04/14/2023
1420	133RD AVENUE NORTH	END	BALSAM LANE NORTH	854	Local	Flexible	61.4	69.6	67.0	1,620	04/14/2023
1440	133RD AVENUE NORTH	ARROWOOD LANE NORTH	ZACHARY LANE NORTH	410	Local	Flexible	69.7	74.1	74.9	1,184	04/14/2023
1430	133RD AVENUE NORTH	BALSAM LANE NORTH	ARROWOOD LANE NORTH	360	Local	Flexible	72.3	73.0	78.0	1,020	04/14/2023
600	133RD AVENUE NORTH	1200 FT E OF BROCKTON LANE	1300 FT E OF BROCKTON LANE	103	Collector	Flexible	76.7	95.3	77.6	258	04/14/2023
1610	134 1/2 AVENUE NORTH	EVERGREEN LANE NORTH	BALSAM LANE NORTH	770	Local	Flexible	60.2	66.8	66.2	2,232	04/14/2023
1520	134TH AVENUE NORTH	HEMLOCK LANE NORTH	BALSAM LANE NORTH	1,262	Local	Flexible	64.1	66.6	70.6	3,465	04/14/2023
1510	134TH AVENUE NORTH	PINERIDGE WAY NORTH	HEMLOCK LANE NORTH	725	Local	Flexible	65.3	71.8	70.7	2,136	04/14/2023
1450	134TH AVENUE NORTH	ARROWOOD LANE NORTH	ZACHARY LANE NORTH	410	Local	Flexible	71.0	71.7	76.9	1,139	04/14/2023
1700	135 1/2 AVENUE NORTH	PINEVIEW LANE NORTH	END	278	Local	Flexible	39.8	49.0	46.8	1,476	04/14/2023
1630	136TH AVENUE NORTH	EVERGREEN LANE NORTH	FORESTVIEW LANE NORTH	285	Local	Flexible	68.2	74.5	73.2	776	04/14/2023
1710	137TH AVENUE NORTH	PINEVIEW LANE NORTH	NORWOOD LANE NORTH	811	Local	Flexible	39.3	66.1	43.3	2,488	04/14/2023
1840	137TH AVENUE NORTH	TEAKWOOD LANE NORTH	END	510	Local	Flexible	62.0	56.0	70.9	1,882	04/18/2023
1550	137TH AVENUE NORTH	HEMLOCK LANE NORTH	FORESTVIEW LANE NORTH	334	Local	Flexible	63.5	63.1	70.8	929	04/14/2023
1830	137TH AVENUE NORTH	PINEVIEW LANE NORTH	TEAKWOOD LANE NORTH	648	Local	Flexible	63.5	70.3	69.1	1,952	04/18/2023
1560	137TH AVENUE NORTH	FORESTVIEW LANE NORTH	EVERGREEN LANE NORTH	278	Local	Flexible	65.9	68.3	72.2	719	04/14/2023
1820	138TH AVENUE NORTH	PINEVIEW LANE NORTH	END	197	Local	Flexible	39.0	34.8	49.1	1,213	04/18/2023
420	138TH AVENUE NORTH	LAWNDALE LANE NORTH	END	1,158	Local	Flexible	41.2	49.2	48.4	3,242	04/18/2023



Table F.1: Performance Indices of All Sections (Sorted by Street Name and PQI)

Section #	Street	From	To	CL Length (ft)	Fun. Class	PaveType	PQI	RCI	SDI	Area (yd^2)	Performance Date
1880	138TH AVENUE NORTH	TEAKWOOD LANE NORTH	END	259	Local	Flexible	67.3	53.3	77.8	1,177	04/18/2023
520	139TH AVENUE NORTH	LAWNDALE LANE NORTH	END	457	Local	Flexible	19.1	24.8	25.5	1,907	04/18/2023
2070	139TH AVENUE NORTH	JONQUIL LANE NORTH	HEMLOCK LANE NORTH	1,590	Local	Flexible	28.6	72.5	30.9	5,300	04/14/2023
1810	139TH AVENUE NORTH	VINEWOOD LANE NORTH	END	579	Local	Flexible	69.1	68.3	75.7	2,311	04/18/2023
2150	140TH AVENUE NORTH	NORWOOD LANE NORTH	OAKVIEW LANE NORTH	298	Local	Flexible	46.8	83.0	49.0	811	04/14/2023
2140	140TH AVENUE NORTH	MAGNOLIA LANE NORTH	NORWOOD LANE NORTH	423	Local	Flexible	52.1	69.4	56.8	1,474	04/14/2023
1870	140TH AVENUE NORTH	TEAKWOOD LANE NORTH	VINEWOOD LANE NORTH	774	Local	Flexible	67.8	75.8	72.5	2,459	04/18/2023
2200	141ST AVENUE NORTH	END	ROSEWOOD LANE NORTH	550	Local	Flexible	48.2	62.8	53.8	1,496	04/14/2023
1670	141ST AVENUE NORTH	BALSAM LANE NORTH	HEMLOCK LANE NORTH	563	Local	Flexible	54.5	57.0	62.1	1,971	04/14/2023
2750	141ST AVENUE NORTH	CHESHIRE LANE NORTH	END	263	Local	Flexible	63.3	47.9	74.8	795	04/18/2023
2210	141ST AVENUE NORTH	ROSEWOOD LANE NORTH	QUINWOOD LANE NORTH	357	Local	Flexible	68.3	70.1	74.3	1,050	04/14/2023
2220	141ST AVENUE NORTH	QUINWOOD LANE NORTH	PINEVIEW LANE NORTH	373	Local	Flexible	68.3	76.6	72.8	1,004	04/14/2023
1990	141ST CIRCLE NORTH	END	HEMLOCK LANE NORTH	660	Local	Flexible	24.8	49.7	29.1	2,799	04/14/2023
1800	142ND AVENUE NORTH	DAYTON RIVER ROAD & DIAMOND LAKE	END	704	Local	Flexible	26.5	56.0	30.3	2,850	04/18/2023
2420	142ND AVENUE NORTH	END	KINGSVIEW LANE NORTH	705	Local	Flexible	62.1	47.3	73.6	2,668	04/18/2023
2430	143RD AVENUE NORTH	END	KINGSVIEW LANE NORTH	726	Local	Flexible	71.1	61.8	79.6	2,160	04/18/2023
2700	144TH AVENUE NORTH	BERKSHIRE LANE NORTH	ANNAPOLIS LANE NORTH	272	Local	Flexible	79.5	75.7	85.0	853	04/18/2023
2690	144TH AVENUE NORTH	DALLAS LANE NORTH	BERKSHIRE LANE NORTH	457	Local	Flexible	79.6	74.7	85.4	1,503	04/18/2023
2550	146TH AVENUE	END	RIVER HILLS PARKWAY	987	Local	Flexible	65.8	68.7	72.0	2,939	04/18/2023
2670	146TH AVENUE NORTH	DALLAS LANE NORTH	END	342	Local	Flexible	75.0	54.6	86.3	1,294	04/18/2023
510	149TH AVENUE NORTH	THICKET LANE NORTH	LAWNDALE LANE NORTH	1,311	Local	Flexible	43.1	63.3	48.0	3,410	04/18/2023
410	152ND AVENUE NORTH	BROCKTON LANE NORTH	END	1,510	Local	Flexible	0.5	33.8	0.6	3,575	04/18/2023
280	62ND LANE	END	UNNAMED STREET	399	Local	Flexible	30.5	37.0	37.9	878	04/18/2023
290	62ND LANE	UNNAMED STREET	RICHARDSON AVENUE	219	Local	Flexible	49.0	40.1	60.0	482	04/18/2023
2760	ANNAPOLIS LANE NORTH	END	144TH AVENUE NORTH	183	Local	Flexible	69.8	91.0	71.4	607	04/18/2023
2770	ANNAPOLIS LANE NORTH	144TH AVENUE NORTH	END	251	Local	Flexible	81.0	74.4	87.0	1,288	04/18/2023
1090	ARROWOOD CIRCLE NORTH	ARROWOOD LANE NORTH	END	343	Local	Flexible	64.3	53.6	74.2	1,702	04/14/2023
4280	ARROWOOD LANE NORTH	PARKSIDE TRAIL NORTH & GOOSE LAK	BASSWOOD LANE NORTH	454	Local	Flexible	38.2	47.1	45.3	1,330	04/17/2023
1030	ARROWOOD LANE NORTH	129TH AVENUE NORTH	BALSAM LANE NORTH	346	Local	Flexible	39.3	71.5	42.6	960	04/14/2023
1050	ARROWOOD LANE NORTH	ARROWOOD CIRCLE NORTH	130TH AVENUE NORTH	153	Local	Flexible	49.7	58.6	56.3	426	04/14/2023
4300	ARROWOOD LANE NORTH	HACKBERRY LANE NORTH	END	65	Local	Flexible	50.9	35.9	63.7	606	04/17/2023
4290	ARROWOOD LANE NORTH	BASSWOOD LANE NORTH	HACKBERRY LANE NORTH	580	Local	Flexible	57.9	51.2	67.5	1,733	04/17/2023
1040	ARROWOOD LANE NORTH	BALSAM LANE NORTH	ARROWOOD CIRCLE NORTH	560	Local	Flexible	59.1	68.7	64.6	1,543	04/14/2023



Table F.1: Performance Indices of All Sections (Sorted by Street Name and PQI)

Section #	Street	From	To	CL Length (ft)	Fun. Class	PaveType	PQI	RCI	SDI	Area (yd^2)	Performance Date
1060	ARROWOOD LANE NORTH	130TH AVENUE NORTH	ZACHARY LANE NORTH & 131ST AVENU	328	Local	Flexible	59.1	66.1	65.2	948	04/14/2023
1460	ARROWOOD LANE NORTH	133RD AVENUE NORTH	134TH AVENUE NORTH	350	Local	Flexible	66.9	74.0	71.9	1,035	04/14/2023
1470	ARROWOOD LANE NORTH	134TH AVENUE NORTH	DIAMOND LAKE ROAD SOUTH	782	Local	Flexible	68.3	75.7	73.0	2,216	04/14/2023
1650	BALSAM LANE NORTH	DIAMOND LAKE ROAD SOUTH	DAYTON RIVER ROAD	1,454	Collector	Flexible	34.3	61.0	38.5	8,531	04/14/2023
1660	BALSAM LANE NORTH	DAYTON RIVER ROAD	141ST AVENUE NORTH	2,940	Local	Flexible	53.6	72.5	57.9	7,937	04/14/2023
1110	BALSAM LANE NORTH	131ST AVENUE NORTH	ARROWOOD LANE NORTH	1,195	Local	Flexible	60.0	56.1	68.6	3,187	04/14/2023
1500	BALSAM LANE NORTH	134 1/2 AVENUE NORTH	END	213	Local	Flexible	62.9	68.7	68.8	1,139	04/14/2023
1490	BALSAM LANE NORTH	134TH AVENUE NORTH	134 1/2 AVENUE NORTH	360	Local	Flexible	69.3	73.4	74.6	1,011	04/14/2023
1480	BALSAM LANE NORTH	133RD AVENUE NORTH	134TH AVENUE NORTH	360	Local	Flexible	72.9	77.4	77.6	1,019	04/14/2023
4240	BASSWOOD LANE NORTH	PARKSIDE TRAIL NORTH	ARROWOOD LANE NORTH	513	Local	Flexible	57.8	48.3	68.2	1,475	04/17/2023
350	BATES STREET	BAXTER AVENUE	DAYTON AVENUE	423	Local	Flexible	41.2	43.5	49.7	1,007	04/18/2023
360	BATES STREET	DAYTON AVENUE	END	314	Local	Flexible	45.5	32.8	57.8	726	04/18/2023
340	BATES STREET	BATES STREET	BAXTER AVENUE	318	Local	Flexible	52.8	35.0	66.4	746	04/18/2023
40	BAXTER AVENUE	END	DAYTON STREET	166	Local	Flexible	28.4	37.4	35.3	439	04/18/2023
60	BAXTER AVENUE	ROBINSON STREET	LEVEE STREET	357	Local	Flexible	36.4	37.9	45.0	1,112	04/18/2023
50	BAXTER AVENUE	DAYTON STREET	ROBINSON STREET	358	Local	Flexible	47.6	47.7	56.3	1,114	04/18/2023
370	BAXTER AVENUE NE	END	BATES STREET	350	Local	Flexible	32.8	57.6	37.3	1,150	04/18/2023
2390	BERKSHIRE LANE NORTH	END	DIAMOND LAKE ROAD NORTH	2,355	Local	Flexible	54.8	68.6	59.9	7,326	04/18/2023
2710	BERKSHIRE LANE NORTH	END	144TH AVENUE NORTH	390	Local	Flexible	77.2	72.2	83.5	1,322	04/18/2023
3930	BLACK OAKS COURT NORTH	TERRITORIAL TRAIL	END	736	Local	Flexible	66.4	51.0	77.5	2,423	04/17/2023
1230	BLUE SPRUCE COURT NORTH	PINERIDGE WAY NORTH	END	873	Local	Flexible	59.4	57.3	67.6	2,672	04/14/2023
4540	BRAYBURN TRAIL	116TH AVENUE NORTH	117TH AVENUE NORTH	347	Local	Flexible	50.8	45.2	60.8	1,606	04/17/2023
4510	BRAYBURN TRAIL	BRAYBURN TRAIL	116TH AVENUE NORTH	1,555	Local	Flexible	68.5	59.5	77.3	3,748	04/17/2023
4530	BRAYBURN TRAIL	BRAYBURN TRAIL	116TH AVENUE NORTH	338	Local	Flexible	69.5	59.1	78.6	970	04/17/2023
4520	BRAYBURN TRAIL	116TH AVENUE NORTH	BRAYBURN TRAIL	309	Local	Flexible	72.6	44.2	87.2	998	04/17/2023
3640	CATTAIL PATH	RUSH CREEK PARKWAY	CREEKSIDE LANE	273	Local	Flexible	24.8	41.8	30.1	828	04/17/2023
3630	CATTAIL PATH	FAIR MEADOWS LANE	RUSH CREEK PARKWAY	529	Local	Flexible	41.9	45.8	50.0	1,556	04/17/2023
3650	CATTAIL PATH	CREEKSIDE LANE	END	249	Local	Flexible	46.6	31.4	59.7	1,175	04/17/2023
2320	CEDARWOOD COURT NORTH	END	PINEVIEW LANE NORTH	400	Local	Flexible	59.6	63.1	66.4	1,403	04/14/2023
2930	CHESHIRE COURT	CHESHIRE WAY	END	579	Local	Flexible	57.3	59.8	64.6	2,071	04/18/2023
3510	CHESHIRE LANE NORTH	112TH AVENUE NORTH	END	242	Local	Flexible	66.4	54.7	76.3	1,304	04/17/2023
2730	CHESHIRE LANE NORTH	DALLAS LANE NORTH	141ST AVENUE NORTH	621	Local	Flexible	79.1	73.0	85.3	1,930	04/18/2023
2740	CHESHIRE LANE NORTH	141ST AVENUE NORTH	DALLAS LANE NORTH	761	Local	Flexible	80.7	75.0	86.5	2,258	04/18/2023





Table F.1: Performance Indices of All Sections (Sorted by Street Name and PQI)

Section #	Street	From	To	CL Length (ft)	Fun. Class	PaveType	PQI	RCI	SDI	Area (yd^2)	Performance Date
2720	CHESHIRE LANE NORTH	END	DALLAS LANE NORTH	232	Local	Flexible	86.8	70.4	94.4	1,058	04/18/2023
2900	CHESHIRE WAY	RIVER HILLS PARKWAY	CHESHIRE COURT	621	Local	Flexible	12.1	29.8	15.6	2,002	04/18/2023
2910	CHESHIRE WAY	CHESHIRE COURT	CLOQUET STREET	749	Local	Flexible	50.5	43.9	60.8	2,172	04/18/2023
2920	CHESHIRE WAY	CLOQUET STREET	END	276	Local	Flexible	51.6	50.7	60.3	1,360	04/18/2023
2830	CLOQUET COURT	RIVER HILLS PARKWAY & CLOQUET ST	END	274	Local	Flexible	51.4	48.5	60.6	1,294	04/18/2023
2870	CLOQUET STREET	CLOQUET STREET	CLOQUET STREET	300	Local	Flexible	57.1	41.3	69.5	823	04/18/2023
2880	CLOQUET STREET	CLOQUET STREET	CLOQUET STREET	426	Local	Flexible	61.0	47.0	72.4	1,368	04/18/2023
2800	CLOQUET STREET	END	OXBOW LANE	367	Local	Flexible	61.9	49.5	72.7	1,564	04/18/2023
2860	CLOQUET STREET	PIONEER PARKWAY	CLOQUET STREET	909	Local	Flexible	62.6	66.8	68.9	2,606	04/18/2023
2890	CLOQUET STREET	CLOQUET STREET	CHESHIRE WAY	366	Local	Flexible	66.3	63.4	73.8	1,122	04/18/2023
2810	CLOQUET STREET	OXBOW LANE	ITASCA BAY	247	Local	Flexible	68.7	54.1	79.2	675	04/18/2023
2820	CLOQUET STREET	ITASCA BAY	RIVER HILLS PARKWAY & CLOQUET CO	377	Local	Flexible	71.7	67.0	78.8	1,060	04/18/2023
200	COLUMBUS STREET	SHADYVIEW LANE NORTH	END	233	Local	Flexible	30.3	26.9	39.9	512	04/18/2023
190	COLUMBUS STREET	DIVISION STREET & DAYTON RIVER R	SHADYVIEW LANE NORTH	848	Local	Flexible	39.8	52.8	46.1	3,089	04/18/2023
3920	COMSTOCK LANE NORTH	TERRITORIAL TRAIL	END	154	Local	Flexible	61.1	46.8	72.6	391	04/17/2023
790	COTTONWOOD CIRCLE NORTH	129TH AVENUE NORTH	END	128	Local	Flexible	60.3	34.9	75.8	874	04/14/2023
210	COUNTY STREET	SHADYVIEW LANE NORTH	END	628	Local	Flexible	29.9	37.0	37.2	1,892	04/18/2023
300	COUNTY STREET NE	RICHARDSON AVENUE	END	346	Local	Flexible	32.8	27.8	42.9	803	04/18/2023
3670	CREEKSIDE LANE	SUNDANCE WOODS BOULEVARD	RUSH CREEK PARKWAY	1,786	Local	Flexible	61.3	56.1	70.1	4,962	04/17/2023
3660	CREEKSIDE LANE	CATTAIL PATH	SUNDANCE WOODS BOULEVARD	565	Local	Flexible	64.7	52.6	75.0	1,727	04/17/2023
3680	CREEKSIDE LANE	RUSH CREEK PARKWAY	FAIR MEADOWS LANE	566	Local	Flexible	67.6	51.4	78.8	2,031	04/17/2023
4380	DALLAS LANE NORTH	END	114TH AVENUE NORTH	382	Local	Flexible	67.9	68.0	74.4	1,468	04/17/2023
2650	DALLAS LANE NORTH	PIONEER PARKWAY	146TH AVENUE NORTH	238	Local	Flexible	68.1	58.3	77.2	734	04/18/2023
2640	DALLAS LANE NORTH	144TH AVENUE NORTH	PIONEER PARKWAY	503	Local	Flexible	76.5	80.7	80.6	1,504	04/18/2023
2630	DALLAS LANE NORTH	CHESHIRE LANE NORTH	144TH AVENUE NORTH	347	Local	Flexible	76.8	68.9	83.9	1,204	04/18/2023
2620	DALLAS LANE NORTH	CHESHIRE LANE NORTH	CHESHIRE LANE NORTH	1,120	Local	Flexible	80.5	70.4	87.5	4,230	04/18/2023
2660	DALLAS LANE NORTH	146TH AVENUE NORTH	END	307	Local	Flexible	81.5	51.0	95.1	1,256	04/18/2023
390	DAYTON AVENUE	BATES STREET	END	379	Local	Flexible	22.4	36.7	27.9	910	04/18/2023
120	DAYTON AVENUE	END	DAYTON STREET	147	Local	Flexible	32.6	39.9	39.9	248	04/18/2023
140	DAYTON AVENUE	ROBINSON STREET	LEVEE STREET	356	Local	Flexible	40.7	44.6	48.8	1,143	04/18/2023
380	DAYTON AVENUE	END	BATES STREET	284	Local	Flexible	41.0	57.7	46.6	274	04/18/2023
130	DAYTON AVENUE	DAYTON STREET	ROBINSON STREET	359	Local	Flexible	41.8	43.7	50.3	1,316	04/18/2023
3090	DAYTON PKWY	120 FT SW OF CO ROAD 81	COUNTY ROAD 81 & 113TH AVENUE NO	128	Collector	Flexible	44.5	19.9	61.5	1,092	04/17/2023



Table F.1: Performance Indices of All Sections (Sorted by Street Name and PQI)

Section #	Street	From	To	CL Length (ft)	Fun. Class	PaveType	PQI	RCI	SDI	Area (yd^2)	Performance Date
3080	DAYTON PKWY	TERRITORIAL ROAD	120 FT SW OF CO ROAD 81	879	Collector	Flexible	66.9	62.1	74.8	5,179	04/17/2023
3020	DAYTON PKWY	BROCKTON LANE	1499 FT E OF BROCKTON LANE	1,499	Collector	Flexible	75.9	72.9	81.9	7,663	04/17/2023
3030	DAYTON PKWY	1499 FT E OF BROCKTON LANE	HOLLY LANE	2,656	Collector	Flexible	85.8	65.7	94.8	14,579	04/17/2023
30	DAYTON STREET	DAYTON AVENUE	DIVISION STREET	467	Local	Flexible	35.2	39.7	43.2	1,680	04/18/2023
20	DAYTON STREET	BAXTER AVENUE	DAYTON AVENUE	424	Local	Flexible	41.6	32.7	52.9	1,324	04/18/2023
10	DAYTON STREET	RICHARDSON AVENUE	BAXTER AVENUE	347	Local	Flexible	44.2	39.2	54.4	1,068	04/18/2023
1400	DEERWOOD CIRCLE NORTH	DEERWOOD LANE NORTH	END	252	Local	Flexible	81.6	51.3	95.1	1,216	04/14/2023
1120	DEERWOOD LANE NORTH	129TH AVENUE NORTH	131ST AVENUE NORTH	1,318	Local	Flexible	49.6	69.7	54.1	3,661	04/14/2023
4200	DEERWOOD LANE NORTH	END	HACKBERRY LANE NORTH	394	Local	Flexible	62.5	51.6	72.8	1,458	04/17/2023
1130	DEERWOOD LANE NORTH	131ST AVENUE NORTH	PINERIDGE WAY NORTH	360	Local	Flexible	68.7	63.4	76.5	1,104	04/14/2023
1370	DEERWOOD LANE NORTH	PINERIDGE WAY NORTH	DEERWOOD CIRCLE NORTH	322	Local	Flexible	70.6	68.6	77.2	985	04/14/2023
1380	DEERWOOD LANE NORTH	DEERWOOD CIRCLE NORTH	HAYDEN CIRCLE NORTH	306	Local	Flexible	70.9	77.9	75.3	897	04/14/2023
1390	DEERWOOD LANE NORTH	HAYDEN CIRCLE NORTH	ZACHARY LANE NORTH	807	Local	Flexible	74.8	82.9	78.3	2,475	04/14/2023
570	DIAMOND LAKE COURT SOUTH	DIAMOND LAKE COURT SOUTH	DIAMOND LAKE TRAIL SOUTH	1,047	Local	Flexible	34.0	44.1	40.9	2,860	04/14/2023
550	DIAMOND LAKE COURT SOUTH	END	DIAMOND LAKE COURT SOUTH	232	Local	Flexible	34.5	33.3	43.8	1,352	04/14/2023
3010	DIAMOND LAKE COURT SOUTH	DIAMOND LAKE COURT SOUTH	DIAMOND LAKE COURT SOUTH	458	Local	Flexible	43.7	40.5	53.4	1,242	04/14/2023
560	DIAMOND LAKE COURT SOUTH	DIAMOND LAKE COURT SOUTH	DIAMOND LAKE COURT SOUTH	140	Local	Flexible	57.3	32.0	73.2	393	04/14/2023
1790	DIAMOND LAKE ROAD NORTH	VINEWOOD LANE NORTH	DIAMOND LAKE ROAD	380	Local	Flexible	48.4	71.6	52.4	1,073	04/18/2023
710	DIAMOND LAKE ROAD SOUTH	TEAKWOOD LANE NORTH	PINEVIEW LANE NORTH	1,290	Collector	Flexible	33.2	71.9	35.9	2,981	04/14/2023
660	DIAMOND LAKE ROAD SOUTH	ZANZIBAR LANE NORTH	2207 FT E OF ZANZIBAR LANE	2,207	Collector	Flexible	33.4	90.0	34.3	5,126	04/14/2023
690	DIAMOND LAKE ROAD SOUTH	2486 W OF VINEWOOD LANE	VINEWOOD LANE NORTH	2,506	Collector	Flexible	34.9	72.9	37.7	6,041	04/14/2023
700	DIAMOND LAKE ROAD SOUTH	VINEWOOD LANE NORTH	TEAKWOOD LANE NORTH	352	Collector	Flexible	36.8	67.9	40.4	818	04/14/2023
730	DIAMOND LAKE ROAD SOUTH	NORWOOD LANE NORTH	HEMLOCK LANE NORTH	2,079	Collector	Flexible	37.0	82.9	38.7	5,290	04/14/2023
670	DIAMOND LAKE ROAD SOUTH	2207 FT E OF ZANZIBAR LANE	5025 FT E OF ZANZIBAR LANE	2,819	Collector	Flexible	39.1	86.8	40.5	6,827	04/14/2023
770	DIAMOND LAKE ROAD SOUTH	ARROWOOD LANE NORTH	633 E OF ARROWOOD LANE	634	Collector	Flexible	39.4	76.6	42.0	1,408	04/14/2023
720	DIAMOND LAKE ROAD SOUTH	PINEVIEW LANE NORTH	NORWOOD LANE NORTH	842	Collector	Flexible	39.8	66.1	43.9	3,490	04/14/2023
650	DIAMOND LAKE ROAD SOUTH	2245 FT W OF ZANZIBAR LANE	ZANZIBAR LANE NORTH	2,260	Collector	Flexible	39.9	77.2	42.5	6,103	04/14/2023
750	DIAMOND LAKE ROAD SOUTH	EVERGREEN LANE NORTH	BALSAM LANE NORTH	859	Collector	Flexible	39.9	78.7	42.3	2,481	04/14/2023
760	DIAMOND LAKE ROAD SOUTH	BALSAM LANE NORTH	ARROWOOD LANE NORTH	271	Collector	Flexible	43.7	74.6	46.9	680	04/14/2023
740	DIAMOND LAKE ROAD SOUTH	HEMLOCK LANE NORTH	EVERGREEN LANE NORTH	495	Collector	Flexible	44.0	77.6	46.8	1,286	04/14/2023
640	DIAMOND LAKE ROAD SOUTH	2755 FT E OF DIAMOND LAKE TRAIL	2245 FT W OF ZANZIBAR LANE	1,954	Collector	Flexible	48.2	83.5	50.4	5,731	04/14/2023
610	DIAMOND LAKE ROAD SOUTH	1300 FT E OF BROCKTON LANE	XANTHUS LANE NORTH	1,341	Collector	Flexible	53.8	82.1	56.4	3,486	04/14/2023
630	DIAMOND LAKE ROAD SOUTH	DIAMOND LAKE TRAIL SOUTH	2755 FT E OF DIAMOND LAKE TRAIL	2,755	Collector	Flexible	54.2	78.3	57.5	7,561	04/14/2023



Table F.1: Performance Indices of All Sections (Sorted by Street Name and PQI)

Section #	Street	From	To	CL Length (ft)	Fun. Class	PaveType	PQI	RCI	SDI	Area (yd^2)	Performance Date
680	DIAMOND LAKE ROAD SOUTH	5025 FT E OF ZANZIBAR LANE	2486 W OF VINEWOOD LANE	2,516	Collector	Flexible	55.4	89.6	56.9	6,067	04/14/2023
620	DIAMOND LAKE ROAD SOUTH	XANTHUS LANE NORTH	DIAMOND LAKE TRAIL SOUTH	1,220	Collector	Flexible	60.3	79.9	63.7	2,941	04/14/2023
590	DIAMOND LAKE TRAIL SOUTH	DIAMOND LAKE COURT SOUTH	DIAMOND LAKE ROAD SOUTH	2,152	Local	Flexible	41.5	53.7	47.9	6,337	04/14/2023
180	DIVISION STREET	ROBINSON STREET	LEVEE STREET	364	Local	Flexible	45.9	30.7	59.1	1,180	04/18/2023
2680	EMPIRE COURT NORTH	PIONEER PARKWAY	END	365	Local	Flexible	56.1	42.8	67.8	1,392	04/18/2023
1620	EVERGREEN CIRCLE NORTH	EVERGREEN LANE NORTH	END	156	Local	Flexible	63.9	52.3	74.2	914	04/14/2023
1260	EVERGREEN CIRCLE NORTH	END	EVERGREEN LANE NORTH	409	Local	Flexible	68.0	61.7	76.2	1,616	04/14/2023
1580	EVERGREEN LANE NORTH	136TH AVENUE NORTH	EVERGREEN CIRCLE NORTH	409	Local	Flexible	60.6	61.4	68.0	1,103	04/14/2023
1590	EVERGREEN LANE NORTH	EVERGREEN CIRCLE NORTH	DIAMOND LAKE ROAD SOUTH	558	Local	Flexible	63.0	70.5	68.5	1,549	04/14/2023
1570	EVERGREEN LANE NORTH	137TH AVENUE NORTH	136TH AVENUE NORTH	344	Local	Flexible	63.5	71.4	68.8	994	04/14/2023
1600	EVERGREEN LANE NORTH	DIAMOND LAKE ROAD SOUTH	134 1/2 AVENUE NORTH	404	Local	Flexible	65.2	65.0	72.2	1,110	04/14/2023
1250	EVERGREEN LANE NORTH	EVERGREEN CIRCLE NORTH	132ND AVENUE NORTH	348	Local	Flexible	70.5	79.9	74.4	1,049	04/14/2023
1240	EVERGREEN LANE NORTH	PINERIDGE WAY NORTH	EVERGREEN CIRCLE NORTH	467	Local	Flexible	72.0	75.1	77.1	1,417	04/14/2023
400	EVERGREEN LANE NORTH	205 FT E OF PARK DRIVE	BROCKTON LANE NORTH	732	Local	Flexible	75.4	87.8	77.9	2,822	04/18/2023
3690	FAIR MEADOWS COURT	FAIR MEADOWS LANE	END	249	Local	Flexible	62.5	54.7	71.9	1,181	04/17/2023
3620	FAIR MEADOWS LANE	SUNDANCE WOODS BOULEVARD	CATTAIL PATH	736	Local	Flexible	41.2	49.6	48.4	3,401	04/17/2023
3530	FAIR MEADOWS LANE	FAIR MEADOWS COURT	CREEKSIDE LANE	1,290	Local	Flexible	56.2	47.4	66.6	3,871	04/17/2023
3520	FAIR MEADOWS LANE	RUSH CREEK PARKWAY & RUSH CREEK	FAIR MEADOWS COURT	295	Local	Flexible	57.4	52.2	66.6	734	04/17/2023
3550	FAIR MEADOWS LANE	SUNDANCE RIDGE	SCHERBER LANE	559	Local	Flexible	64.6	54.5	74.3	2,968	04/17/2023
3540	FAIR MEADOWS LANE	CREEKSIDE LANE	SUNDANCE RIDGE	499	Local	Flexible	71.9	61.3	80.7	1,628	04/17/2023
800	FORESTVIEW CIRCLE NORTH	129TH AVENUE NORTH	END	1,277	Local	Flexible	48.6	58.6	55.0	5,375	04/14/2023
1640	FORESTVIEW LANE NORTH	136TH AVENUE NORTH	137TH AVENUE NORTH	343	Local	Flexible	67.2	74.0	72.3	971	04/14/2023
3980	FRENCH LAKE ROAD EAST	117TH AVENUE NORTH	2739 FT NW OF 117TH AVENUE	2,740	Collector	Flexible	31.5	60.4	35.4	8,553	04/17/2023
3970	FRENCH LAKE ROAD EAST	1008 ft nw of territorial trail	117TH AVENUE NORTH	2,861	Collector	Flexible	35.9	55.9	41.1	6,612	04/17/2023
3990	FRENCH LAKE ROAD EAST	2739 FT NW OF 117TH AVENUE	125TH AVENUE NORTH	2,689	Collector	Flexible	47.0	75.7	50.3	7,647	04/17/2023
3960	FRENCH LAKE ROAD EAST	TERRITORIAL TRAIL	1008 ft nw of territorial trail	1,009	Collector	Flexible	47.7	68.1	52.3	3,351	04/17/2023
3950	FRENCH LAKE ROAD EAST	TERRITORIAL ROAD	TERRITORIAL TRAIL	1,463	Collector	Flexible	60.0	73.3	64.6	4,095	04/17/2023
530	FRENCH LAKE ROAD WEST	END	46 FT E OF END	46	Collector	Flexible	58.6	65.6	64.7	285	04/14/2023
540	FRENCH LAKE ROAD WEST	46 FT E OF END	END	1,348	Collector	Flexible	64.6	64.5	71.6	5,856	04/14/2023
3480	GLACIER LANE NORTH	END	109TH AVENUE NORTH	825	Local	Flexible	69.0	64.0	76.7	2,392	04/17/2023
3490	GLACIER LANE NORTH	109TH AVENUE NORTH	RUSH CREEK PARKWAY	237	Local	Flexible	75.8	63.2	84.5	748	04/17/2023
4320	GOOSE LAKE PARKWAY	ARROWOOD LANE NORTH & PARKSIDE T	ZACHARY LANE NORTH	217	Collector	Flexible	37.0	35.7	46.3	831	04/17/2023
4310	GOOSE LAKE PARKWAY	PARKSIDE TRAIL NORTH	ARROWOOD LANE NORTH & PARKSIDE T	699	Local	Flexible	52.6	33.4	66.7	1,942	04/17/2023



Table F.1: Performance Indices of All Sections (Sorted by Street Name and PQI)

Section #	Street	From	To	CL Length (ft)	Fun. Class	PaveType	PQI	RCI	SDI	Area (yd^2)	Performance Date
810	GRANSTROM CIRCLE	PINEVIEW LANE NORTH & 132 1/2 AV	PINEVIEW LANE NORTH	2,666	Local	Flexible	61.6	58.4	69.8	7,967	04/14/2023
4220	HACKBERRY LANE NORTH	DEERWOOD LANE NORTH	PARKSIDE TRAIL NORTH	335	Local	Flexible	48.7	45.3	58.2	965	04/17/2023
4230	HACKBERRY LANE NORTH	PARKSIDE TRAIL NORTH	ARROWOOD LANE NORTH	551	Local	Flexible	54.7	52.3	63.5	1,572	04/17/2023
4210	HACKBERRY LANE NORTH	END	DEERWOOD LANE NORTH	104	Local	Flexible	69.0	26.2	91.3	301	04/17/2023
3470	HARBOR LANE NORTH	KINGSVIEW LANE NORTH	109TH AVENUE NORTH	698	Local	Flexible	78.4	73.2	84.5	1,916	04/17/2023
1410	HAYDEN CIRCLE NORTH	DEERWOOD LANE NORTH	END	343	Local	Flexible	67.5	53.5	78.0	1,511	04/14/2023
2000	HEMLOCK CIRCLE NORTH	END	NOON DRIVE	376	Local	Flexible	39.7	48.2	46.9	1,600	04/14/2023
4330	HEMLOCK LANE NORTH	ELM CREEK ROAD	END	332	Local	Flexible	11.6	53.5	13.4	849	04/17/2023
1950	HEMLOCK LANE NORTH	DAYTON RIVER ROAD & NOON DRIVE	139TH AVENUE NORTH	1,056	Local	Flexible	31.2	69.3	34.1	3,461	04/14/2023
1980	HEMLOCK LANE NORTH	141ST CIRCLE NORTH	JONQUIL LANE NORTH	1,271	Local	Flexible	32.8	71.1	35.6	4,179	04/14/2023
1960	HEMLOCK LANE NORTH	139TH AVENUE NORTH	141ST AVENUE NORTH	1,125	Local	Flexible	39.6	68.2	43.4	3,500	04/14/2023
1970	HEMLOCK LANE NORTH	141ST AVENUE NORTH	141ST CIRCLE NORTH	234	Local	Flexible	42.4	60.1	47.8	720	04/14/2023
1530	HEMLOCK LANE NORTH	134TH AVENUE NORTH	DIAMOND LAKE ROAD SOUTH	765	Local	Flexible	58.9	70.2	64.1	2,177	04/14/2023
1540	HEMLOCK LANE NORTH	DIAMOND LAKE ROAD SOUTH	137TH AVENUE NORTH	1,171	Local	Flexible	60.4	70.8	65.6	3,318	04/14/2023
3060	HOLLY LANE NORTH	1164 FT N OF DUNKIRK LANE	MAPLE COURT	3,525	Collector	Flexible	35.2	56.6	40.2	13,472	04/17/2023
3050	HOLLY LANE NORTH	CITY LIMITS [S]	525.1 FT N OF CITY LIMITS [S]	525	Collector	Flexible	41.7	49.4	49.0	2,165	04/17/2023
3070	HOLLY LANE NORTH	MAPLE COURT	TERRITORIAL ROAD	625	Collector	Flexible	57.0	66.7	62.7	3,300	04/17/2023
2940	ITASCA BAY	END	ITASCA BAY	80	Local	Flexible	52.5	23.0	70.9	711	04/18/2023
2980	ITASCA BAY	ITASCA BAY	CLOQUET STREET	242	Local	Flexible	60.3	41.9	73.2	731	04/18/2023
2950	ITASCA BAY	ITASCA BAY	ITASCA BAY	321	Local	Flexible	62.1	47.1	73.6	948	04/18/2023
2970	ITASCA BAY	ITASCA BAY	ITASCA BAY	423	Local	Flexible	63.0	49.9	73.8	1,415	04/18/2023
2960	ITASCA BAY	ITASCA BAY	ITASCA BAY	466	Local	Flexible	70.0	58.8	79.2	1,280	04/18/2023
3460	ITHACA LANE NORTH	109TH AVENUE NORTH	RUSH CREEK PARKWAY	260	Collector	Flexible	71.8	50.2	84.1	701	04/17/2023
3450	ITHACA LANE NORTH	KINGSVIEW LANE NORTH	109TH AVENUE NORTH	491	Local	Flexible	75.6	60.7	85.0	1,379	04/17/2023
250	JOHNSON STREET	BROCKTON LANE NORTH	MARIA AVENUE	137	Local	Flexible	26.4	28.3	34.4	355	04/18/2023
260	JOHNSON STREET	MARIA AVENUE	END	182	Local	Flexible	37.4	46.7	44.4	463	04/18/2023
2190	JONQUIL CIRCLE NORTH	JONQUIL LANE NORTH	END	354	Local	Flexible	23.7	52.7	27.5	1,715	04/14/2023
2050	JONQUIL LANE NORTH	JONQUIL CIRCLE NORTH	HEMLOCK LANE NORTH	994	Local	Flexible	26.9	71.8	29.1	3,391	04/14/2023
2040	JONQUIL LANE NORTH	139TH AVENUE NORTH	JONQUIL CIRCLE NORTH	1,272	Local	Flexible	29.8	72.6	32.2	4,268	04/14/2023
2030	JONQUIL LANE NORTH	DAYTON RIVER ROAD	139TH AVENUE NORTH	565	Local	Flexible	30.6	59.3	34.6	1,839	04/14/2023
2060	JONQUIL LANE NORTH	HEMLOCK LANE NORTH	STONERIDGE ROAD & STONERIDGE CIR	426	Local	Flexible	34.8	68.2	38.1	1,482	04/14/2023
2020	JONQUIL LANE NORTH	NOON DRIVE	DAYTON RIVER ROAD	385	Local	Flexible	40.0	47.2	47.4	1,092	04/14/2023
2010	JONQUIL LANE NORTH	100 FT W OF NOON DRIVE	NOON DRIVE	1,512	Local	Flexible	43.5	70.1	47.3	5,388	04/14/2023



Table F.1: Performance Indices of All Sections (Sorted by Street Name and PQI)

Section #	Street	From	To	CL Length (ft)	Fun. Class	PaveType	PQI	RCI	SDI	Area (yd^2)	Performance Date
1020	JONQUIL LANE NORTH	129TH AVENUE NORTH	END	1,500	Local	Flexible	47.8	72.9	51.6	5,067	04/14/2023
2460	JUNEAU LANE NORTH	END	KINGSVIEW LANE NORTH	666	Local	Flexible	69.3	59.8	78.2	2,624	04/18/2023
3360	JUNEAU LANE NORTH	END	KINGSVIEW LANE NORTH	435	Local	Flexible	75.9	70.8	82.4	1,873	04/17/2023
4070	KINGSVIEW LANE NORTH	125TH AVENUE NORTH	126TH AVENUE NORTH	371	Local	Flexible	37.6	37.7	46.6	1,092	04/17/2023
4080	KINGSVIEW LANE NORTH	126TH AVENUE NORTH	END	153	Local	Flexible	39.8	33.8	50.3	377	04/17/2023
2400	KINGSVIEW LANE NORTH	DIAMOND LAKE ROAD NORTH	142ND AVENUE NORTH	223	Local	Flexible	65.4	47.5	77.4	834	04/18/2023
2440	KINGSVIEW LANE NORTH	143RD AVENUE NORTH	JUNEAU LANE NORTH	264	Local	Flexible	67.4	55.5	77.3	773	04/18/2023
2450	KINGSVIEW LANE NORTH	JUNEAU LANE NORTH	END	586	Local	Flexible	69.0	53.4	79.7	1,804	04/18/2023
3400	KINGSVIEW LANE NORTH	ITHACA LANE NORTH	HARBOR LANE	271	Local	Flexible	69.4	40.7	84.7	814	04/17/2023
2410	KINGSVIEW LANE NORTH	142ND AVENUE NORTH	143RD AVENUE NORTH	468	Local	Flexible	70.3	60.5	79.1	1,415	04/18/2023
3390	KINGSVIEW LANE NORTH	JUNEAU LANE NORTH	ITHACA LANE NORTH	378	Local	Flexible	72.7	58.5	82.4	1,059	04/17/2023
3370	KINGSVIEW LANE NORTH	RUSH CREEK PARKWAY	109TH AVENUE NORTH	490	Collector	Flexible	72.9	69.1	79.6	1,475	04/17/2023
3410	KINGSVIEW LANE NORTH	HARBOR LANE	END	266	Local	Flexible	77.3	65.3	85.5	1,083	04/17/2023
3380	KINGSVIEW LANE NORTH	109TH AVENUE NORTH	JUNEAU LANE NORTH	201	Local	Flexible	78.5	68.9	85.8	590	04/17/2023
1900	LARCH LANE NORTH	END	NOON DRIVE	827	Local	Flexible	67.0	57.0	76.3	1,985	04/14/2023
490	LAWNDALE LANE NORTH	DAYTON RIVER ROAD	END	500	Local	Flexible	19.3	37.2	24.0	1,210	04/18/2023
440	LAWNDALE LANE NORTH	139TH AVENUE NORTH	DIAMOND LAKE ROAD NORTH	1,141	Collector	Flexible	38.1	51.7	44.3	3,295	04/18/2023
430	LAWNDALE LANE NORTH	138TH AVENUE NORTH	139TH AVENUE NORTH	540	Collector	Flexible	40.5	43.3	48.8	1,668	04/18/2023
480	LAWNDALE LANE NORTH	1705 FT N OF 149TH AVENUE	DAYTON RIVER ROAD	1,691	Collector	Flexible	60.4	79.5	63.9	4,246	04/18/2023
470	LAWNDALE LANE NORTH	149TH AVENUE NORTH	1705 FT N OF 149TH AVENUE	1,688	Collector	Flexible	60.8	80.5	64.1	3,752	04/18/2023
450	LAWNDALE LANE NORTH	DIAMOND LAKE ROAD NORTH	2592 FT N OF DIAMOND LAKE ROAD	2,593	Collector	Flexible	61.0	82.3	64.0	6,511	04/18/2023
460	LAWNDALE LANE NORTH	2592 FT N OF DIAMOND LAKE ROAD	149TH AVENUE NORTH	2,597	Collector	Flexible	61.7	77.4	65.6	5,511	04/18/2023
3120	LAWNDALE LANE NORTH	113TH AVENUE NORTH	END	238	Local	Flexible	66.4	61.8	74.3	616	04/18/2023
110	LEVEE STREET	BAXTER AVENUE	DAYTON AVENUE	426	Local	Flexible	36.6	40.8	44.7	1,032	04/18/2023
100	LEVEE STREET	RICHARDSON AVENUE	BAXTER AVENUE	346	Local	Flexible	49.3	51.4	57.4	818	04/18/2023
2130	MAGNOLIA LANE NORTH	PINEVIEW TRAIL	140TH AVENUE NORTH	517	Local	Flexible	43.9	65.1	48.6	1,477	04/14/2023
3130	MAPLE COURT	HOLLY LANE NORTH	END	544	Local	Flexible	55.2	60.0	62.2	2,521	04/17/2023
270	MARIA AVENUE	END	JOHNSON STREET	218	Local	Flexible	38.1	55.1	43.7	693	04/18/2023
3800	NIAGARA LANE NORTH	111TH AVENUE NORTH	END	173	Local	Flexible	61.7	46.5	73.4	700	04/17/2023
3790	NIAGARA LANE NORTH	110TH AVENUE NORTH	111TH AVENUE NORTH	345	Local	Flexible	67.4	47.6	79.8	1,130	04/17/2023
1940	NOON DRIVE	HEMLOCK CIRCLE NORTH	DAYTON RIVER ROAD & HEMLOCK LANE	883	Local	Flexible	47.5	71.5	51.5	2,788	04/14/2023
1920	NOON DRIVE	LARCH LANE NORTH	JONQUIL LANE NORTH	684	Local	Flexible	60.3	74.4	64.7	1,900	04/14/2023
1930	NOON DRIVE	JONQUIL LANE NORTH	HEMLOCK CIRCLE NORTH	1,317	Local	Flexible	60.5	69.0	66.1	3,645	04/14/2023



Table F.1: Performance Indices of All Sections (Sorted by Street Name and PQI)

Section #	Street	From	To	CL Length (ft)	Fun. Class	PaveType	PQI	RCI	SDI	Area (yd^2)	Performance Date
1910	NOON DRIVE	125 ft w of larch lane north	LARCH LANE NORTH	126	Local	Flexible	68.5	48.2	80.9	876	04/14/2023
2080	NORWOOD LANE NORTH	END	DAYTON RIVER ROAD	1,060	Local	Flexible	23.0	57.9	26.1	4,068	04/14/2023
2180	NORWOOD LANE NORTH	PINEVIEW TRAIL	STONERIDGE ROAD	1,558	Local	Flexible	27.2	67.0	29.9	5,592	04/14/2023
1720	NORWOOD LANE NORTH	137TH AVENUE NORTH	END	522	Local	Flexible	32.6	63.1	36.3	2,333	04/14/2023
2090	NORWOOD LANE NORTH	DAYTON RIVER ROAD	140TH AVENUE NORTH	220	Local	Flexible	33.6	58.0	38.1	604	04/14/2023
1740	NORWOOD LANE NORTH	DIAMOND LAKE ROAD SOUTH	137TH AVENUE NORTH	1,080	Collector	Flexible	36.7	67.0	40.4	3,863	04/14/2023
1730	NORWOOD LANE NORTH	PINERIDGE WAY NORTH	DIAMOND LAKE ROAD SOUTH	268	Local	Flexible	50.5	42.0	61.3	1,214	04/14/2023
2280	OAKHILL TRAIL NORTH	ROSEWOOD LANE NORTH	PINEVIEW LANE NORTH	817	Local	Flexible	52.2	67.1	57.4	2,341	04/14/2023
2170	OAKVIEW LANE NORTH	PINEVIEW TRAIL	END	195	Local	Flexible	39.5	45.8	47.1	1,125	04/14/2023
2160	OAKVIEW LANE NORTH	140TH AVENUE NORTH	PINEVIEW TRAIL	283	Local	Flexible	53.1	70.2	57.8	836	04/14/2023
830	OAKVIEW LANE NORTH	132 1/2 AVENUE NORTH	130TH AVENUE NORTH	1,683	Local	Flexible	88.8	79.1	94.0	5,611	04/14/2023
2310	OVERLOOK ROAD	PINEVIEW LANE NORTH	END	948	Local	Flexible	55.9	67.8	61.3	3,141	04/14/2023
2290	OVERLOOK ROAD	END	ROSEWOOD LANE NORTH	199	Local	Flexible	61.9	36.2	77.3	562	04/14/2023
2300	OVERLOOK ROAD	ROSEWOOD LANE NORTH	PINEVIEW LANE NORTH	1,511	Local	Flexible	65.9	65.9	72.7	4,466	04/14/2023
2850	OXBOW COURT	PIONEER PARKWAY	END	377	Local	Flexible	72.2	52.8	83.6	1,538	04/18/2023
2840	OXBOW LANE	CLOQUET STREET	RIVER HILLS PARKWAY	1,207	Local	Flexible	60.0	53.6	69.3	3,582	04/18/2023
4270	PARKSIDE TRAIL NORTH	GOOSE LAKE PARKWAY	GOOSE LAKE PARKWAY	1,704	Local	Flexible	45.8	41.6	55.7	5,168	04/17/2023
4260	PARKSIDE TRAIL NORTH	BASSWOOD LANE NORTH	GOOSE LAKE PARKWAY	302	Local	Flexible	53.1	39.2	65.3	895	04/17/2023
4250	PARKSIDE TRAIL NORTH	HACKBERRY LANE NORTH	BASSWOOD LANE NORTH	340	Local	Flexible	60.7	44.9	72.7	1,028	04/17/2023
1210	PINERIDGE WAY NORTH	NORWOOD LANE NORTH	END	264	Local	Flexible	54.4	43.1	65.7	1,238	04/14/2023
1180	PINERIDGE WAY NORTH	134TH AVENUE NORTH	BLUE SPRUCE COURT NORTH	602	Collector	Flexible	62.3	62.3	69.6	1,805	04/14/2023
1170	PINERIDGE WAY NORTH	130 FT N OF 132ND AVENUE	134TH AVENUE NORTH	576	Collector	Flexible	63.5	67.4	69.7	1,844	04/14/2023
1200	PINERIDGE WAY NORTH	WHITE PINE COURT NORTH	NORWOOD LANE NORTH	728	Collector	Flexible	64.6	63.7	71.9	2,216	04/14/2023
1190	PINERIDGE WAY NORTH	BLUE SPRUCE COURT NORTH	WHITE PINE COURT NORTH	332	Collector	Flexible	66.0	65.6	72.9	1,026	04/14/2023
1160	PINERIDGE WAY NORTH	132ND AVENUE NORTH	130 FT N OF 132ND AVENUE	130	Collector	Flexible	66.6	55.8	76.3	390	04/14/2023
1150	PINERIDGE WAY NORTH	EVERGREEN LANE NORTH	132ND AVENUE NORTH	1,931	Collector	Flexible	70.5	74.4	75.7	5,966	04/14/2023
1140	PINERIDGE WAY NORTH	DEERWOOD LANE NORTH	EVERGREEN LANE NORTH	668	Collector	Flexible	74.8	76.5	79.8	2,643	04/14/2023
1690	PINEVIEW COURT NORTH	PINEVIEW LANE NORTH	PINEVIEW LANE NORTH	1,029	Local	Flexible	41.2	48.5	48.6	3,157	04/14/2023
980	PINEVIEW LANE NORTH	141ST AVENUE NORTH	OAKHILL TRAIL NORTH	689	Collector	Flexible	45.3	65.2	50.1	1,937	04/14/2023
1000	PINEVIEW LANE NORTH	STONERIDGE ROAD	CEDARWOOD COURT NORTH	358	Collector	Flexible	50.6	65.2	56.0	983	04/14/2023
970	PINEVIEW LANE NORTH	PINEVIEW TRAIL	141ST AVENUE NORTH	517	Collector	Flexible	51.2	63.1	57.1	1,418	04/14/2023
910	PINEVIEW LANE NORTH	DIAMOND LAKE ROAD SOUTH	135 1/2 AVENUE NORTH	336	Collector	Flexible	53.3	45.3	63.7	844	04/14/2023
1010	PINEVIEW LANE NORTH	CEDARWOOD COURT NORTH	OVERLOOK ROAD	230	Collector	Flexible	55.2	69.4	60.2	638	04/14/2023



Table F.1: Performance Indices of All Sections (Sorted by Street Name and PQI)

Section #	Street	From	To	CL Length (ft)	Fun. Class	PaveType	PQI	RCI	SDI	Area (yd^2)	Performance Date
990	PINEVIEW LANE NORTH	OAKHILL TRAIL NORTH	STONERIDGE ROAD	355	Collector	Flexible	57.3	72.3	61.9	998	04/14/2023
960	PINEVIEW LANE NORTH	DAYTON RIVER ROAD	PINEVIEW TRAIL	470	Collector	Flexible	57.9	63.0	64.6	1,306	04/14/2023
930	PINEVIEW LANE NORTH	137TH AVENUE NORTH	137TH AVENUE NORTH	304	Collector	Flexible	59.0	77.0	62.8	821	04/14/2023
950	PINEVIEW LANE NORTH	138TH AVENUE NORTH	DAYTON RIVER ROAD	1,196	Collector	Flexible	60.4	80.9	63.6	3,189	04/14/2023
920	PINEVIEW LANE NORTH	135 1/2 AVENUE NORTH	137TH AVENUE NORTH	834	Collector	Flexible	60.6	73.5	65.3	2,492	04/14/2023
940	PINEVIEW LANE NORTH	137TH AVENUE NORTH	138TH AVENUE NORTH	436	Collector	Flexible	68.8	82.3	72.2	1,134	04/14/2023
850	PINEVIEW LANE NORTH	129TH AVENUE NORTH	130TH AVENUE NORTH	549	Collector	Flexible	76.5	56.2	87.4	1,800	04/14/2023
900	PINEVIEW LANE NORTH	PINEVIEW COURT NORTH	DIAMOND LAKE ROAD SOUTH	330	Collector	Flexible	77.2	73.7	83.1	1,148	04/14/2023
890	PINEVIEW LANE NORTH	PINEVIEW COURT NORTH	PINEVIEW COURT NORTH	396	Collector	Flexible	83.3	72.2	90.1	1,030	04/14/2023
880	PINEVIEW LANE NORTH	132 1/2 AVENUE NORTH & GRANSTROM	PINEVIEW COURT NORTH	931	Collector	Flexible	88.3	73.3	95.1	2,513	04/14/2023
870	PINEVIEW LANE NORTH	GRANSTROM CIRCLE	GRANSTROM CIRCLE & 132 1/2 AVENU	471	Collector	Flexible	89.9	77.4	95.7	1,319	04/14/2023
860	PINEVIEW LANE NORTH	130TH AVENUE NORTH	GRANSTROM CIRCLE	1,278	Collector	Flexible	91.4	84.9	95.1	3,591	04/14/2023
2100	PINEVIEW TRAIL	PINEVIEW LANE NORTH	OAKVIEW LANE NORTH	419	Local	Flexible	33.1	56.3	37.8	1,137	04/14/2023
2120	PINEVIEW TRAIL	NORWOOD LANE NORTH	MAGNOLIA LANE NORTH	348	Local	Flexible	34.4	63.0	38.4	1,290	04/14/2023
2110	PINEVIEW TRAIL	OAKVIEW LANE NORTH	NORWOOD LANE NORTH	405	Local	Flexible	36.8	49.8	43.1	1,048	04/14/2023
2590	PIONEER PARKWAY	CLOQUET STREET	EMPIRE COURT NORTH	672	Collector	Flexible	61.0	68.9	66.7	1,874	04/18/2023
2560	PIONEER PARKWAY	END	OXBOW COURT	194	Local	Flexible	64.3	43.9	77.3	528	04/18/2023
2570	PIONEER PARKWAY	OXBOW COURT	RIVER HILLS PARKWAY	335	Local	Flexible	65.1	55.2	74.7	1,230	04/18/2023
2580	PIONEER PARKWAY	RIVER HILLS PARKWAY	CLOQUET STREET	374	Collector	Flexible	65.4	63.4	72.8	1,294	04/18/2023
2610	PIONEER PARKWAY	DALLAS LANE NORTH	DAYTON RIVER ROAD	718	Collector	Flexible	70.9	75.4	75.9	4,189	04/18/2023
2600	PIONEER PARKWAY	EMPIRE COURT NORTH	DALLAS LANE NORTH	760	Collector	Flexible	74.8	76.5	79.8	3,706	04/18/2023
4610	POLARIS LANE NORTH	END	116TH AVENUE NORTH	991	Local	Flexible	57.8	41.8	70.2	3,248	04/17/2023
3730	QUANTICO LANE NORTH	SUNDANCE RIDGE	110TH AVENUE NORTH	412	Local	Flexible	46.4	32.7	59.0	1,337	04/17/2023
3740	QUANTICO LANE NORTH	110TH AVENUE NORTH	111TH AVENUE NORTH	316	Local	Flexible	54.0	42.1	65.5	1,006	04/17/2023
3720	QUANTICO LANE NORTH	END	SUNDANCE RIDGE	418	Local	Flexible	55.1	37.0	68.5	1,803	04/17/2023
3750	QUANTICO LANE NORTH	111TH AVENUE NORTH	END	163	Local	Flexible	67.6	48.8	79.6	117	04/17/2023
2230	QUINWOOD LANE NORTH	141ST AVENUE NORTH	END	264	Local	Flexible	64.5	55.3	74.0	1,365	04/14/2023
4600	RANCHVIEW LANE NORTH	116TH AVENUE NORTH	END	302	Local	Flexible	68.2	50.4	79.8	1,260	04/17/2023
80	RICHARDSON AVENUE	DAYTON STREET	ROBINSON STREET	360	Local	Flexible	39.3	46.1	46.8	1,159	04/18/2023
70	RICHARDSON AVENUE	END	DAYTON STREET	117	Local	Flexible	39.4	36.3	49.2	506	04/18/2023
90	RICHARDSON AVENUE	ROBINSON STREET	LEVEE STREET	351	Local	Flexible	44.2	51.4	51.5	1,169	04/18/2023
320	RICHARDSON AVENUE NE	62ND LANE	UNNAMED STREET	195	Local	Flexible	48.3	32.7	61.5	469	04/18/2023
330	RICHARDSON AVENUE NE	UNNAMED STREET	BATES STREET	200	Local	Flexible	55.9	52.7	64.8	479	04/18/2023



Table F.1: Performance Indices of All Sections (Sorted by Street Name and PQI)

Section #	Street	From	To	CL Length (ft)	Fun. Class	PaveType	PQI	RCI	SDI	Area (yd^2)	Performance Date
2780	RIVER HILLS COURT	RIVER HILLS PARKWAY	END	336	Local	Flexible	49.4	39.8	60.6	1,430	04/18/2023
2470	RIVER HILLS PARKWAY	DIAMOND LAKE ROAD NORTH	RIVER HILLS COURT	459	Collector	Flexible	58.0	50.0	67.9	2,652	04/18/2023
2480	RIVER HILLS PARKWAY	RIVER HILLS COURT	VALLEY VIEW	650	Collector	Flexible	60.8	53.3	70.3	1,833	04/18/2023
2490	RIVER HILLS PARKWAY	VALLEY VIEW	CLOQUET STREET & CLOQUET COURT	1,147	Collector	Flexible	61.9	61.2	69.5	3,415	04/18/2023
2500	RIVER HILLS PARKWAY	CLOQUET COURT & CLOQUET STREET	OXBOW LANE	451	Collector	Flexible	64.6	57.1	73.6	1,359	04/18/2023
2520	RIVER HILLS PARKWAY	PIONEER PARKWAY	146TH AVENUE	718	Collector	Flexible	64.7	63.3	72.1	2,217	04/18/2023
2530	RIVER HILLS PARKWAY	146TH AVENUE	CHESHIRE WAY	327	Collector	Flexible	66.2	60.2	74.5	1,007	04/18/2023
2540	RIVER HILLS PARKWAY	CHESHIRE WAY	DAYTON RIVER ROAD	1,077	Collector	Flexible	68.3	71.1	74.1	3,076	04/18/2023
2510	RIVER HILLS PARKWAY	OXBOW LANE	PIONEER PARKWAY	282	Collector	Flexible	83.5	59.9	94.1	840	04/18/2023
170	ROBINSON CIRCLE	ROBINSON STREET	END	610	Local	Flexible	55.0	58.6	62.3	2,167	04/18/2023
150	ROBINSON STREET	DIVISION STREET	DIVISION STREET	64	Local	Flexible	37.9	37.3	47.0	208	04/18/2023
160	ROBINSON STREET	DIVISION STREET	ROBINSON CIRCLE	804	Local	Flexible	44.4	48.0	52.5	2,420	04/18/2023
1890	ROSEWOOD LANE NORTH	END	DAYTON RIVER ROAD	844	Local	Flexible	35.2	65.4	38.9	3,149	04/18/2023
2250	ROSEWOOD LANE NORTH	141ST AVENUE NORTH	OAKHILL TRAIL NORTH	472	Local	Flexible	50.0	62.3	55.9	1,362	04/14/2023
2260	ROSEWOOD LANE NORTH	OAKHILL TRAIL NORTH	STONERIDGE ROAD	342	Local	Flexible	53.9	56.4	61.6	958	04/14/2023
2270	ROSEWOOD LANE NORTH	STONERIDGE ROAD	OVERLOOK ROAD	364	Local	Flexible	58.1	80.6	61.2	1,078	04/14/2023
2240	ROSEWOOD LANE NORTH	END	141ST AVENUE NORTH	250	Local	Flexible	65.1	43.2	78.6	1,302	04/14/2023
3320	RUSH CREEK PARKWAY	CATTAIL PATH	KINGSVIEW LANE NORTH	1,186	Collector	Flexible	54.8	63.1	61.1	4,085	04/17/2023
3290	RUSH CREEK PARKWAY	CREEKSIDE LANE	SUNDANCE RIDGE	815	Collector	Flexible	62.0	72.7	66.9	3,394	04/17/2023
3310	RUSH CREEK PARKWAY	SUNDANCE WOODS BOULEVARD	CATTAIL PATH	543	Collector	Flexible	62.6	62.0	70.0	2,182	04/17/2023
3350	RUSH CREEK PARKWAY	GLACIER LANE NORTH	FERNBROOK LANE NORTH & ELM CREEK	539	Collector	Flexible	64.9	61.5	72.7	2,145	04/17/2023
3300	RUSH CREEK PARKWAY	SUNDANCE RIDGE	SUNDANCE WOODS BOULEVARD	805	Collector	Flexible	71.6	73.6	77.1	3,284	04/17/2023
3280	RUSH CREEK PARKWAY	FAIR MEADOWS LANE & RUSH CREEK P	CREEKSIDE LANE	281	Collector	Flexible	72.6	56.7	82.8	1,112	04/17/2023
3330	RUSH CREEK PARKWAY	KINGSVIEW LANE NORTH	ITHACA LANE NORTH	582	Collector	Flexible	75.0	66.4	82.6	2,127	04/17/2023
3340	RUSH CREEK PARKWAY	ITHACA LANE NORTH	GLACIER LANE NORTH	671	Collector	Flexible	77.0	66.2	84.9	2,445	04/17/2023
3270	RUSH CREEK ROAD	103 NE OF TRADITIONAL ROAD	FAIR MEADOWS LANE & RUSH CREEK P	718	Collector	Flexible	67.5	64.2	74.9	2,258	04/17/2023
3260	RUSH CREEK ROAD	55 FT NE OF TRADITIONAL ROAD	103 NE OF TRADITIONAL ROAD	48	Collector	Flexible	77.2	42.6	93.4	147	04/17/2023
3560	SCHERBER LANE	FAIR MEADOWS LANE	SCHERBER LANE	611	Local	Flexible	61.7	51.5	71.9	3,077	04/17/2023
3570	SCHERBER LANE	SCHERBER LANE	SUNDANCE WOODS BOULEVARD	367	Local	Flexible	67.3	61.9	75.3	1,065	04/17/2023
220	SHADYVIEW LANE NORTH	END	DAYTON RIVER ROAD	323	Local	Flexible	24.3	43.2	29.3	1,008	04/18/2023
240	SHADYVIEW LANE NORTH	COUNTY STREET	COLUMBUS STREET	343	Local	Flexible	30.4	51.3	35.4	1,151	04/18/2023
230	SHADYVIEW LANE NORTH	DAYTON RIVER ROAD	COUNTY STREET	711	Local	Flexible	31.6	32.8	40.2	2,345	04/18/2023
2380	STONERIDGE CIRCLE NORTH	JONQUIL LANE NORTH	END	883	Local	Flexible	36.5	60.6	41.0	3,385	04/14/2023





Table F.1: Performance Indices of All Sections (Sorted by Street Name and PQI)

Section #	Street	From	To	CL Length (ft)	Fun. Class	PaveType	PQI	RCI	SDI	Area (yd^2)	Performance Date
2350	STONERIDGE ROAD	PINEVIEW LANE NORTH	NORWOOD LANE NORTH	831	Local	Flexible	20.2	74.2	21.7	2,796	04/14/2023
2360	STONERIDGE ROAD	NORWOOD LANE NORTH	710 FT E OF NORWOOD LANE	711	Local	Flexible	22.5	66.3	24.8	2,457	04/14/2023
2370	STONERIDGE ROAD	710 FT E OF NORWOOD LANE	JONQUIL LANE NORTH	1,374	Local	Flexible	30.0	71.4	32.5	4,289	04/14/2023
2330	STONERIDGE ROAD	END	ROSEWOOD LANE NORTH	187	Local	Flexible	53.3	42.2	64.6	1,128	04/14/2023
2340	STONERIDGE ROAD	ROSEWOOD LANE NORTH	PINEVIEW LANE NORTH	997	Local	Flexible	54.4	64.6	60.3	2,790	04/14/2023
3700	SUNDANCE RIDGE	RUSH CREEK PARKWAY	FAIR MEADOWS LANE	952	Local	Flexible	63.0	36.2	78.7	2,857	04/17/2023
3710	SUNDANCE RIDGE	FAIR MEADOWS LANE	QUANTICO LANE NORTH	323	Local	Flexible	65.0	39.7	79.8	947	04/17/2023
3580	SUNDANCE WOODS BOULEVARD	END	CREEKSIDE LANE	155	Local	Flexible	48.9	64.6	54.2	463	04/17/2023
3590	SUNDANCE WOODS BOULEVARD	CREEKSIDE LANE	RUSH CREEK PARKWAY	255	Local	Flexible	50.3	43.0	60.7	704	04/17/2023
3600	SUNDANCE WOODS BOULEVARD	RUSH CREEK PARKWAY	SCHERBER LANE	204	Collector	Flexible	58.4	38.1	72.2	602	04/17/2023
3610	SUNDANCE WOODS BOULEVARD	SCHERBER LANE	FAIR MEADOWS LANE	551	Local	Flexible	59.3	41.5	72.1	2,967	04/17/2023
1850	TEAKWOOD LANE NORTH	137TH AVENUE NORTH	138TH AVENUE NORTH	504	Local	Flexible	66.0	67.6	72.4	1,600	04/18/2023
1860	TEAKWOOD LANE NORTH	138TH AVENUE NORTH	140TH AVENUE NORTH	1,440	Local	Flexible	75.2	79.8	79.4	4,032	04/18/2023
3160	TERRITORIAL ROAD	BROCKTON LANE NORTH	1609 FT E OF BROCKTON LANE	1,610	Local	Flexible	18.2	57.1	20.7	5,920	04/17/2023
3170	TERRITORIAL ROAD	1609 FT E OF BROCKTON LANE	823 FT W OF DAYTON INDUSTRIAL BL	1,601	Local	Flexible	30.8	53.3	35.6	5,977	04/17/2023
3190	TERRITORIAL ROAD	HOLLY LANE NORTH	COUNTY ROAD 81	2,576	Local	Flexible	38.7	58.3	43.9	10,417	04/17/2023
3180	TERRITORIAL ROAD	823 FT W OF DAYTON INDUSTRIAL BL	HOLLY LANE NORTH	1,078	Local	Flexible	45.7	65.3	50.6	4,072	04/17/2023
3240	TERRITORIAL ROAD	FRENCH LAKE ROAD EAST	43 FT NW OF END	797	Collector	Flexible	57.3	62.3	64.0	2,125	04/17/2023
3200	TERRITORIAL ROAD	COUNTY ROAD 81	110 FT W OF TERRITORIAL TRAIL	1,139	Collector	Flexible	57.6	71.8	62.4	3,265	04/17/2023
3230	TERRITORIAL ROAD	626 FT E OF TERRITORIAL TRAIL	FRENCH LAKE ROAD EAST	722	Collector	Flexible	59.9	72.3	64.7	2,030	04/17/2023
3220	TERRITORIAL ROAD	TERRITORIAL TRAIL	626 FT E OF TERRITORIAL TRAIL	627	Collector	Flexible	66.6	70.9	72.3	1,992	04/17/2023
3210	TERRITORIAL ROAD	110 FT W OF TERRITORIAL TRAIL	TERRITORIAL TRAIL	125	Collector	Flexible	72.9	72.6	78.7	321	04/17/2023
3250	TERRITORIAL ROAD	43 FT NW OF END	END	44	Collector	Flexible	82.0	75.5	87.8	115	04/17/2023
3860	TERRITORIAL TRAIL	BLACK OAKS COURT NORTH	FRENCH LAKE ROAD EAST	526	Local	Flexible	56.9	49.9	66.7	2,038	04/17/2023
3850	TERRITORIAL TRAIL	COMSTOCK LANE NORTH	BLACK OAKS COURT NORTH	181	Local	Flexible	61.2	37.8	75.8	551	04/17/2023
3810	TERRITORIAL TRAIL	TERRITORIAL ROAD	110TH AVENUE NORTH	438	Local	Flexible	63.8	60.9	71.7	1,848	04/17/2023
3840	TERRITORIAL TRAIL	112TH AVENUE NORTH	COMSTOCK LANE NORTH	1,008	Local	Flexible	66.6	56.1	76.2	3,091	04/17/2023
3830	TERRITORIAL TRAIL	111TH AVENUE NORTH	112TH AVENUE NORTH	769	Local	Flexible	69.7	70.7	75.7	2,307	04/17/2023
3820	TERRITORIAL TRAIL	110TH AVENUE NORTH	111TH AVENUE NORTH	321	Local	Flexible	70.5	60.0	79.5	1,025	04/17/2023
500	THICKET LANE NORTH	END	149TH AVENUE NORTH	3,299	Local	Flexible	21.2	47.6	25.1	8,871	04/18/2023
3140	TROY LANE NORTH	COUNTY ROAD 81	END	939	Local	Flexible	26.4	56.9	30.1	4,240	04/17/2023
4550	UPLAND LANE NORTH	116TH AVENUE NORTH	END	487	Local	Flexible	58.7	32.5	74.8	1,821	04/17/2023
2790	VALLEY VIEW	RIVER HILLS PARKWAY	END	160	Local	Flexible	52.2	26.9	68.7	448	04/18/2023



Table F.1: Performance Indices of All Sections (Sorted by Street Name and PQI)

Section #	Street	From	To	CL Length (ft)	Fun. Class	PaveType	PQI	RCI	SDI	Area (yd^2)	Performance Date
1750	VINEWOOD LANE NORTH	DIAMOND LAKE ROAD SOUTH	1367 FT N OF DIAMOND LAKE ROAD S	1,367	Local	Flexible	42.5	64.7	47.1	4,298	04/18/2023
1760	VINEWOOD LANE NORTH	1367 FT N OF DIAMOND LAKE ROAD S	139TH AVENUE NORTH	1,382	Local	Flexible	43.7	59.0	49.4	4,285	04/18/2023
1770	VINEWOOD LANE NORTH	139TH AVENUE NORTH	140TH AVENUE NORTH	630	Local	Flexible	50.5	72.4	54.6	1,730	04/18/2023
1780	VINEWOOD LANE NORTH	140TH AVENUE NORTH	DIAMOND LAKE ROAD NORTH	603	Local	Flexible	56.0	68.9	61.2	1,723	04/18/2023
4190	WEST HAYDEN LAKE ROAD	ZACHARY LANE NORTH	END	31	Collector	Flexible	24.8	40.2	30.3	73	04/17/2023
4560	WESTON LANE NORTH	116TH AVENUE NORTH	END	522	Local	Flexible	70.3	54.1	81.0	1,773	04/17/2023
1220	WHITE PINE COURT NORTH	END	PINERIDGE WAY NORTH	490	Local	Flexible	62.0	47.7	73.3	1,755	04/14/2023
4450	YUMA LANE NORTH	END	116TH AVENUE NORTH	931	Local	Flexible	55.4	48.3	65.4	3,182	04/17/2023
4460	YUMA LANE NORTH	116TH AVENUE NORTH	117TH AVENUE NORTH	684	Collector	Flexible	58.1	54.0	67.0	1,924	04/17/2023
780	ZACHARY CIRCLE NORTH	129TH AVENUE NORTH & FRENCH LAKE	END	457	Local	Flexible	67.3	66.1	74.2	1,994	04/14/2023
4180	ZACHARY LANE NORTH	ELM CREEK ROAD	ZACHARY LANE NORTH	1,521	Collector	Flexible	13.2	32.7	16.8	4,225	04/17/2023
4120	ZACHARY LANE NORTH	109TH AVENUE NORTH	404 FT N OF 109TH AVENUE	405	Collector	Flexible	32.5	52.4	37.7	1,259	04/17/2023
4150	ZACHARY LANE NORTH	GOOSE LAKE PARKWAY	500 FT N OF GOOSE LAKE	501	Collector	Flexible	37.9	68.1	41.5	1,548	04/17/2023
4130	ZACHARY LANE NORTH	404 FT N OF 109TH AVENUE	380 FT S OF GOOSE LAKE PKWY	3,290	Collector	Flexible	46.1	66.0	50.9	11,625	04/17/2023
4170	ZACHARY LANE NORTH	270 FT S OF ELM CREEK ROAD	ELM CREEK ROAD	289	Collector	Flexible	55.3	63.2	61.6	814	04/17/2023
4160	ZACHARY LANE NORTH	500 FT N OF GOOSE LAKE	270 FT S OF ELM CREEK ROAD	900	Collector	Flexible	58.2	75.4	62.3	2,649	04/17/2023
4140	ZACHARY LANE NORTH	380 FT S OF GOOSE LAKE PKWY	GOOSE LAKE PARKWAY	385	Collector	Flexible	64.2	76.7	68.5	1,154	04/17/2023
1290	ZACHARY LANE NORTH	131ST AVENUE NORTH & ARROWOOD LA	131ST CIRCLE NORTH	501	Local	Flexible	64.3	62.1	71.9	1,409	04/14/2023
1320	ZACHARY LANE NORTH	DEERWOOD LANE NORTH	133RD AVENUE NORTH	362	Local	Flexible	65.5	50.6	76.6	1,089	04/14/2023
1300	ZACHARY LANE NORTH	131ST CIRCLE NORTH	132ND CIRCLE NORTH	309	Local	Flexible	68.2	65.2	75.5	1,252	04/14/2023
1340	ZACHARY LANE NORTH	134TH AVENUE NORTH	END	495	Local	Flexible	68.9	57.3	78.4	2,167	04/14/2023
1310	ZACHARY LANE NORTH	132ND CIRCLE NORTH	DEERWOOD LANE NORTH	431	Local	Flexible	74.2	80.5	78.2	1,748	04/14/2023
1330	ZACHARY LANE NORTH	133RD AVENUE NORTH	134TH AVENUE NORTH	350	Local	Flexible	75.3	70.2	81.9	984	04/14/2023
4110	ZACHARY LANE NORTH	ROUNDABOUT	109TH AVENUE NORTH	33	Collector	Flexible	75.5	45.5	90.2	64	04/17/2023
2990	ZANZIBAR LANE NORTH	DIAMOND LAKE ROAD SOUTH	1940 FT NORTH OF DIAMOND LAKE RO	1,941	Collector	Flexible	63.2	74.3	67.9	4,788	04/18/2023
3000	ZANZIBAR LANE NORTH	1940 FT NORTH OF DIAMOND LAKE RO	DIAMOND LAKE ROAD NORTH	1,955	Collector	Flexible	73.2	77.0	78.0	4,235	04/18/2023

