#### **AGENDA**

#### **CITY OF DAYTON, MINNESOTA**

#### 12260 S. Diamond Lake Road, Dayton, MN 55327 Tuesday, October 22, 2024

#### **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

0:30	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. Any questions on items should have those items removed from consent agenda and approved separately.
	A. Approval of Council Meeting Minutes of October 08, 2024
	B. Approval of Payment of Claims for October 22, 2024
	c. Approval of Resolution 53-2024; Three Rivers Land Purchase
	<b>p</b> . Approval of Resignation of Officer Bateman
	E. Approval of Conditional Job Offer to Aaron Burns
	F. Approval of Resolution 54-2024; Accepting Donation from the Trost Family
	G. Approval of Sundance Greens 6th Addition Letter of Credit Reduction
	H. Approval of Zachary Villas of Dayton Letter of Credit Release
	I. Approval of Change Order #32 for the Dayton Parkway Interchange Project
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
	COUNCIL BUSINESS
	Public Hearing
7:00	J. Resolution 49-2024 and 50-2024; Unpaid Utilities for Hennepin and Wright County
	New Business
7:20	K. Elsie Stephens Master Plan Update, Request for Proposal
7:30	L. Long Term Plan Discussion
7:50	M. Authorize Preparation of Plans and Specifications for the South Diamond Lake Road Improvements Project
8:10	N. Resolution 55-2024; Comprehensive Plan Amendment and Preliminary Plat of Dayton Creek Addition Ordinance 2024-14; Amending the Zoning Map
8:20	O. Adopting Affordable and Lifecycle Housing Goals for the 2021-2030 Decade
8:25	P. Discussion: Morris Leatherman Survey
	Action Items
9:00	Q. Award Bid for Irrigation Install
9:10	R. Award Bid for Irrigation Well
9:15	<u>ADJOURNMENT</u>

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.

COUNCIL MEETING OCTOBER 8, 2024 6:30 P.M. PAGE 1 OF 8 CITY OF DAYTON, MINNESOTA 12260 SO. DIAMOND LAKE ROAD HENNEPIN/WRIGHT COUNTIES

## 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; Fire Chief, Gary Hendrickson; Police Lieutenant, Greg Burstad; City Administrator/Finance Director, Zach Doud; Assistant City Administrator/City Clerk, Amy Benting; Community Development Director, Jon Sevald; Planner II, Hayden Stensgard;

### **PLEDGE OF ALLEGIANCE**

#### APPROVAL OF AGENDA

Fashant stated that he'd like to add an item to the agenda to have a discussion about the current Sign Ordinance.

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

#### **CONSENT ITEMS:**

- A. Approval of Council Meeting Minutes of September 24, 2024
- B. Approval of Payment of Claims for October 8, 2024
- C. Well Head Treatment Plant Memo
- **D.** Approval of Pay Request 1 for Wellhouse 5
- E. Approval of Pay Request 2 for Wellhouse 5
- **F.** Approval of Change Order 1 for Wellhouse 5
- **G.** Approval of Resolution 51-2024; Crow/Mississippi River Public Water Cooperative Agreement
- H. Approval of Pay Request 2 for Chip and Fog Seal Project
- I. Approval of Accepting Firefighter Brian Villanueva Resignation

Fashant inquired about the charge to Keller Williams. Doud stated that it will be discussed in Item P. The \$1,000 charge is the earnest money.

Fashant inquired about Change Order 1 for Wellhouse 5. Fashant is concerned that there is only 24 hours of fuel, and most emergency management plans require 96 hours of fuel. Farrell stated that the idea is to have a tanker full of fuel to service it, if needed.

Additional discussion ensued.

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

COUNCIL MEETING OCTOBER 8, 2024 6:30 P.M. PAGE 2 OF 8 CITY OF DAYTON, MINNESOTA 12260 SO. DIAMOND LAKE ROAD HENNEPIN/WRIGHT COUNTIES

#### **OPEN FORUM:**

Marcia Grover of 11320 Fernbrook Lane came forward and stated that she has concerns about the gas station being built on the Dehn property because she lives across the street. Grover wants to know what the plans are for the lights and the noise and what will happen to her property value. Grover is concerned about potential pollution seeping into her well. Grover wants to know if any vetting has been completed on the site in question and when will the City begin standing up for the residents who already live in Dayton.

Salonek stated that no gas station is proposed at this time.

Kathy Powers of 11461 Fernbrook Lane came forward and stated she's heard that the Dehn property is going to be split between commercial and residential. Powers asked if that is a true statement.

Fisher stated that there will be two concept plans. Sevald corrected Fisher and stated that right now, there is just one concept plan. Doud stated that there will be different final plats. Salonek stated that there is no actual concrete plan; it is just an idea.

Powers stated that there is going to be an Open House for the Dayton City Center on October 15, 2024. Powers asked who gets to vote on it and who is funding it. Doud stated that this is a Master Plan project, and the City is trying to plan out an area. There are no concrete plans. The purpose of the Open House is to try to put on paper, what the City Council would like to see in the future, for the City of Dayton.

Keith Grover of 11320 Fernbrook Lane came forward and stated that he is really bothered by the development that Dehn is planning. Grover is concerned about the potential of having a gas station located 300 feet from his well. Grover stated that the lot sizes are grossly undersized in the residential section of Dehn's plan. Grover stated that Dayton should look rural as the citizens have asked that the City Council try to keep Dayton as rural as possible.

Kathy Powers of 11461 Fernbrook Lane returned to the podium and stated she was at the Planning Commission meeting and understands the Met Council is going to be requiring Dayton to move from three houses per acre to four houses per acre. Powers and her husband did the calculations, and she thinks the Met Council is crazy comparing their requirements to North Minneapolis. She stated the City Council should tell the Met Council that this is not what Dayton is going to do.

#### STAFF, CONSULTANT AND COUNCIL UPDATES:

Doud stated SHPO has provided a letter of some mitigation factors. The Stantec team believes this is good news. Doud has not heard back from HUD.

COUNCIL MEETING OCTOBER 8, 2024 6:30 P.M. PAGE 3 OF 8 CITY OF DAYTON, MINNESOTA 12260 SO. DIAMOND LAKE ROAD HENNEPIN/WRIGHT COUNTIES

Doud clarified a comment that he made at the last Council Meeting. Doud made mention of "free firefighters," but what he actually meant was the amount of dollars needed for two full-time firefighters and establishing a duty crew is the same as moving all on-call firefighters to \$30 per hour. Doud further stated that there is an increase in tax levy, but no matter the scenario, the cost is the same.

Fisher asked Doud to clarify the impact of the two different pension plans.

Additional discussion ensued.

Doud stated that he worked a full day with the Public Works Department in order to gain insight into what they do. Doud will be doing the same thing with the Police Department and Fire Department.

Benting stated that elections are underway. Direct balloting starts next Friday, October 18, 2024.

Benting reminded everyone that they close at noon on Fridays, and they will also be open on Saturday, October 26, 2024, from 9:00 a.m. until 3:00 p.m., Saturday, November 2, 2024 from 9:00 a.m. until 3:00 p.m., and Sunday, November 3, 2024, from 9:00 a.m. until 3:00 p.m. On Tuesday, October 29, 2024, they will be open until 7:00 p.m. Fashant asked how the turnout has been so far. There have been 100 voters so far.

Farrell stated that the mill and overlay project was completed this afternoon. Striping and turn lanes need to be painted.

Farrell stated that the pump is being rebuild in Well 4 for a cost of about \$33,000. There is currently about 100 feet of sand at the bottom of Well 4. The solution is to pressurize the well and suck it out, which is probably going to be a two-month project. Farrell stated that December is the projected month to begin the project. Fisher asked if using Well 2 is a short-term solution. The answer is yes.

Henderson asked what the backup plan is if Well 2 fails. The answer is that there is no backup plan for that scenario. The original backup plan was to link up to Champlin, but now we know that they cannot supply what Dayton needs.

Farrell stated Higgins had requested that he mention the possibility of a pumpkin trail. Farrell requested the community go to the website and complete a pledge form for the pumpkin trail.

Hendrickson stated that the Fire Department had a very successful Open House on Sunday. On Wednesday, October 9, 2024, the Fire Department will be at Dayton Elementary School providing fire safety education.

COUNCIL MEETING OCTOBER 8, 2024 6:30 P.M. PAGE 4 OF 8 CITY OF DAYTON, MINNESOTA 12260 SO. DIAMOND LAKE ROAD HENNEPIN/WRIGHT COUNTIES

Hendrickson asked the Council if they would support the Fire Department deploying to assist with Hurricane Milton, if asked. Fisher asked how many firefighters would be needed. Hendrickson stated he would not send more than four. Hendrickson also stated that the costs are often reimbursed through FEMA, but there are no guarantees.

There was consensus amongst the Council to support the Chief's request to send up to four firefighters to assist with Hurricane Milton, if asked.

Sevald stated that Met Council wants to increase the number of units per acre from three to four. Sevald stated that Staff responded to the Met Council yesterday, and a copy of the response will be sent to the City Council on Friday with other updates.

Salonek asked if the seal coating would be striped. The answer is yes. Four crosswalks are missing due to the Google Maps that was used.

Salonek asked if Zanzibar would get striped. The answer is no, it has never been striped. Fisher asked how much it would cost to stripe Zanzibar. Doud stated that it would probably be a minimal fee, but Dayton would have to hire a company to do it. Quisberg stated that it would likely cost about \$4,000 or \$5,000.

Henderson stated that the Fire Department Open House was well attended, and he thanked everyone who attended.

#### **COUNCIL BUSINESS**

#### **Public Hearing:**

J. Schedule the Public Hearing for Resolution 49-2024 and 50-2024; Unpaid Utilities Public Hearing will be During the 10-22-24 Council Meeting

Doud stated that notifications were sent out at the beginning of September. The notice stated that the Public Hearing would be held October 8, 2024, but Staff failed to put the notice in the newspaper on time. Therefore, the Public Hearing must be moved to the October 22, 2024, City Council Meeting.

Doud stated that no action is required by the Council at this time.

#### **New Business:**

#### K. Presentation from Morris Leatherman

Doud introduced Peter Leatherman of Morris Leatherman, who will give a presentation on the Quality-of-Life Survey.

Leatherman reminded the Council that 400 randomly selected residents were spoken to across the City. Telephone interviews were conducted between August 1, 2024, and August 21, 2024. The average interview time was 14 minutes. Of their own volition, 6% of the residents spoke for more than 45 minutes. The non-

COUNCIL MEETING OCTOBER 8, 2024 6:30 P.M. PAGE 5 OF 8

# CITY OF DAYTON, MINNESOTA 12260 SO. DIAMOND LAKE ROAD HENNEPIN/WRIGHT COUNTIES

response rate was 5.5%. Cellphone-only households comprised 65% of the interviews. Landline-only households comprised 8% of the interviews. Households with both cellphones and landlines comprised 27% of the interviews.

Leatherman provided additional statistics. The typical resident has lived in Dayton for about 12.5 years, they are about 43 years old. Women outnumbered men by 4% in the sample. The quality of life in Dayton was rated favorably by 95% of the sample and excellent by 42%.

Leatherman stated that the people sampled overwhelmingly valued the small-town attributes. The most serious issue for the sample was too much growth. Overall, 89% of the sample believes the City is heading in the right direction. Most of the sample views Dayton as a small town. In the eyes of the sample, 85% believe that the City services are keeping pace with the growth.

Leatherman stated that 57% of the sample believe the taxes are high. However, 84% of the sample believes there is good or excellent value in their City services.

When asked if the sample members had visited Elsie Stephens Park, 43% stated that they had not. In the past year, 39% of the sample have visited Elm Creek Park Preserve.

Leatherman stated that there is community support for property tax increases for: 1) Veteran's Memorial; 2) Large Community Park; 3) Docks/Fishing Piers; 4) Off-Leash Dog Park; 5) Picnic Shelters; 6) Pedestrian/Bicycling Trails; 7) Splash Pad; 8) Pickleball Courts; 9) Bandshell for Concerts; 10) Snowmobiling Trails; 11) Horseback Riding Trails; and, 12) Indoor/Outdoor Sports Complex.

Leatherman stated that 31% of the sample have not ever attended Dayton Heritage Days, and 54% of the sample have never attended HoliDayton.

Leatherman stated that 69% of the sample feels a sense of empowerment, and 69% of the sample had knowledge of the Mayor and the City Council and there is a 91% approval rating of the City Staff. The City newsletter, City website, and City Facebook page are the top three ways that the sample gets their information.

At the conclusion of the presentation, there was positive feedback from the City Council.

Fisher stated that he would like to see the Council take some actions based on the results of survey.

#### L. Discussion on Water and Sewer Rates for 2025

Doud came forward and stated that there are changes in the projections from 2024 to 2025 based on the reduction in water usage because there has been a sharp reduction in irrigation. Doud explained that when we aren't pumping water the City has a reduction in expenditure.

Doud directed the Council's attention to the fact that the depreciation rate reflected in the numbers is higher than what is needed. This is a safety measure to ensure that funding is available when needed.

Doud stated that the sewer fund is more stable than the water fund because the averages are collected in the winter. The biggest increase in expenditures is in the wastewater from Met Council. There is no need to be concerned because the increase is completely based on flow. If the City has more flow, the City also has more revenue.

Additional discussion ensued.

Doud stated that both funds are healthy. Doud recommended a water user rate increase of 3% and a sewer user rate increase of 2%. The reason for the increase is an attempt to keep up with inflation.

Trost asked why there is no recycling fee listed because the City handles recycling. Doud stated that the "user fee" is part of the tax levy.

#### M. Approval of Park Dedication Cash Fee Policy

Doud stated that this item is a follow-up to the Council's request. There is currently no policy regarding the use of Park Dedication Fees. Doud stated that to date, there is \$1,500,000 in park dedication money for the community park.

Trost recommended that the dollar amount charged to developers for neighborhood parks should be re-visited.

<u>MOTION</u>: Motion was made by Councilmember Trost, seconded by Councilmember Salonek, to approve the Park Dedication Cash Fee Policy. The motion carries unanimously.

#### **Action Items:**

# N. 2024 Park Improvement Projects, Elsie Stephens Park North Pedestrian Bridge Approval to Contractor Bidding

Farrell came forward and stated that the north pedestrian bridge at Elsie Stephens Park was taken out of the 2022 Park Improvements Project due to cost and timing constraints. Farrell stated that if the Council approves the bid, the bid documents will be available October 9, 2024, the advertising will begin on October 10, 2024,

the bid will open October 31, 2024, the project will commence after November 15, 2024, and the project should be substantially complete by June 30, 2025.

Fisher asked how much the box culvert bridge cost the City. Quisberg stated that it was between \$40,000 and \$45,000, and Three Rivers Park District paid for it. Fisher stated that he was under the impression that the bridge would be more ornamental or something that stands out. Fisher stated that it seems rather unimpressive for the amount of money being spent.

There were some technical difficulties that took the City Council Meeting offline.

Other options were explored for the bridge and found unacceptable.

<u>MOTION</u>: Motion was made by Councilmember Salonek, seconded by Councilmember Trost to approve going out for bid on the 2024 Park Improvement Projects, Elsie Stephens Park North Pedestrian Bridge. Motion carries unanimously

#### O. Approval to Explore a Bounce Pillow as a Park Amenity

Farrell stated that Higgins had researched a bounce pillow for a park amenity prior to moving. The Parks Commission was in favor of it. Farrell stated that this would be an outdoor amenity. One of the Parks Commissioners experienced outdoor bounce pillows on a vacation in Iceland.

Salonek stated that vandalism is his greatest concern. Trost stated that the Parks Commission recommended cameras for the purpose of vandalism and for safety.

Fashant stated that he has seen bounce pillows in several campgrounds and they are very popular and always busy. Henderson questioned if Elsie Stephens Park was the best location for the bounce pillow.

**MOTION**: Motion was made by Councilmember Fashant, seconded by Councilmember Henderson, to approve the exploration of a bounce pillow as a park amenity. The motion carries unanimously.

P. Approval of Resolution 52-2024; Purchase Agreement for 29-120-22-44-0002 Doud stated that the property for purchase is located on 117<sup>th</sup> Avenue. The Purchase price is \$570,000.

Fisher stated that even if the City is not looking for a third fire station, this property could be used for other things too.

COUNCIL MEETING OCTOBER 8, 2024 6:30 P.M. PAGE 8 OF 8 CITY OF DAYTON, MINNESOTA 12260 SO. DIAMOND LAKE ROAD HENNEPIN/WRIGHT COUNTIES

**MOTION**: Motion was made by Councilmember Salonek, seconded by Councilmember Trost, to approve Resolution 52-2024; Purchase Agreement for 29-120-22-44-0002. The motion carries unanimously.

#### Q. Sign Ordinance Discussion (Added to the Agenda)

Salonek stated the Fire Department signs went up in the right-of-way, while the City is removing other signs. Salonek asked if it would be possible to limit people to one sign. Fashant stated that the answer is yes, but content cannot be regulated. Benting clarified that the Fire Department signs did get removed. Benting further stated that there may be an option of hiring a company that can assist.

Doud stated that it is important to get away from arbitrary decisions on the part of City Staff. Sevald stated that no signs are allowed in the right-of-way.

Doud stated that in 2008, off-premises signs were added to the Sign Ordinance. Currently, small businesses cannot promote their businesses anywhere other than on their own property. If off-premises signs were allowed, small businesses could ask homeowners for permission to place small signs on their property for the purpose of advertising.

Trost suggested that perhaps only event centers could be afforded the opportunity for off-premises signs.

Salonek stated that a 17-page Sign Ordinance is ridiculous. It should be one or two pages maximum.

Additional discussion ensued.

Benting stated that the Staff has elected to leave all political signs alone.

There was consensus for the City Staff to cease enforcing the current Sign Ordinance.

#### ADJOURNMENT

Respectfully Submitted,

Fisher	declared	tne	meeting	adjourned	at	9:02	p.m.

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

Approved:

Attest: Amy Benting

# Payments to be approved at City Council Meeting October 22, 2024

	Totals
Claims Roster 10-22-2024	\$ 556,799.70
Prepaid 10-10-2024 EB	\$ 131,101.85

Total Payments: \$ 687,901.55

Payroll 10-10-2024 Bi-Weekly 21 \$ 99,382.55

Check # sequence to be approved by City Council from meeting date of 10/22/2024:

Checks # 077737-077825

#### 10/16/2024

# INVOICE REGISTER REPORT FOR CITY OF DAYTON MN EXP CHECK RUN DATES 10/22/2024 - 10/22/2024 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
	ACME TOOLS-PLYMOUTH FD; OTHER EQUIPMENT	10/10/2024 CHOYT	10/22/2024	937.95	937.95 Open	N 10/10/2024
	101-43100-50580 FD; OTHER EQUIPME	NT		937.95		
	ADAMS PEST CONTROL INC AC; PEST CONTROL	10/07/2024 CHOYT	10/22/2024	107.91	107.91 Open	N 10/03/2024
	101-41910-50220 AC; PEST CONTROL			107.91		
	ADAMS PEST CONTROL INC CH; PEST CONTROL	10/07/2024 CHOYT	10/22/2024	143.70	143.70 Open	N 10/03/2024
	101-41810-50223 CH; PEST CONTROL			143.70		
	ALEX MICHELLE STYRBICKI BD Payment Refund	10/07/2024 CHOYT	10/22/2024	101.00	101.00 Open	N 10/07/2024
	101-00000-20200 State Surcharge - \$1 101-00000-20200 Fence Permit Fee < 7 F	eet		1.00 100.00		
	ARCHITECT MECHANICAL INC PW; BUILDINGS AND STRUCTURES	09/30/2024 CHOYT	10/22/2024	650.00	650.00 Open	N 09/30/2024
	101-43100-50520 PW; BUILDINGS AND	STRUCTURES		650.00		
	ASPEN MILLS FD; UNIFORM-J.T. BERNENS	10/10/2024 CHOYT	10/22/2024	254.90	254.90 Open	N 10/10/2024
	101-42260-50217 FD; UNIFORM-J.T. BEF	RNENS		254.90		
	ASPEN MILLS FD; UNIFORM- A MARSHALL	10/10/2024 CHOYT	10/22/2024	254.94	254.94 Open	N 10/10/2024
	101-42260-50217 FD; UNIFORM- A MAR	SHALL		254.94		

ASPEN MILLS PD; UNIFORM- GENERAL 101-42120-50217	PD; UNIFORM- GENERA	10/08/2024 CHOYT	10/22/2024	1,173.12 1,173.12	1,173.12	Open	N 10/08/2024
ASPEN MILLS PD; UNIFORM- ENGA	PD; UNIFORM- ENGA	10/10/2024 CHOYT	10/22/2024	143.95 143.95	143.95	Open	N 10/10/2024
ASPEN MILLS FD; UNIFORM-HOPPE	FD; UNIFORM-HOPPE	10/15/2024 CHOYT	10/22/2024	234.94 234.94	234.94	Open	N 10/15/2024
ASPEN MILLS FD; UNIFORM-SHELBY		10/15/2024 CHOYT	10/22/2024	199.95	199.95	Open	N 10/15/2024
101-42260-50217	FD; UNIFORM-SHELBY			199.95			
BCA PD; SUBSCRIPTIONS/ CJI	DN ACCESS FEE(BCA) 20	10/01/2024 ( CHOYT	10/22/2024	600.00	600.00	Open	N 10/01/2024
101-42120-50205	PD; SUBSCRIPTIONS/ C	JDN ACCESS FEE	(BCA)	600.00			
BEAUDRY PW; UNLEADED 87 572.7	<b>'</b> 0	10/03/2024 CHOYT	10/22/2024	1,449.50	1,449.50	Open	N 10/03/2024
101-43100-50212	PW; UNLEADED 87 572	.70		1,449.50			
BOYER TRUCKS PW; REPAIR/MAINT 2007	TANDEM DOT	10/07/2024 CHOYT	10/22/2024	4,340.96	4,340.96	Open	N 10/02/2024
	PW; REPAIR/MAINT 200	7 TANDEM DOT		4,340.96			
CEMSTONE PRODUCTS ( PARKS; IMPROVEMENTS	OTHER THAN BLDGS	10/07/2024 CHOYT	10/22/2024	283.26	283.26	Open	N 10/02/2024
101-45200-50530	PARKS; IMPROVEMENTS	S OTHER THAN BL	.DGS	283.26			
CEMSTONE PRODUCTS ( PARKS; REPAIR/MAINT-W		10/07/2024 CHOYT	10/22/2024	105.52	105.52	Open	N 09/24/2024
101-45200-50220	PARKS; REPAIR/MAINT-	WOOD STAKES		105.52			
CEMSTONE PRODUCTS OF PARKS; IMPROVEMENTS		09/26/2024 CHOYT	10/22/2024	2,094.50	2,094.50	Open	N 09/26/2024

101-45200-50530 PARKS; IMPROVEMENTS OTHER THAN BLDGS 2,094.50		
CEMSTONE PRODUCTS COMPANY 10/03/2024 10/22/2024 283.26	283.26 Open	N
PW; OPERATING SUPPLIES CHOYT	•	10/03/2024
101-43100-50210 PW; OPERATING SUPPLIES 283.26		
CEMSTONE PRODUCTS COMPANY 10/01/2024 10/22/2024 2,099.35	2,099.35 Open	N
PW; OPERATING SUPPLIES-CONCRETE CHOYT		10/01/2024
101-43100-50210 PW; OPERATING SUPPLIES-CONCRETE 2,099.35		
CEMSTONE PRODUCTS COMPANY 10/03/2024 10/22/2024 1,109.25	1,109.25 Open	N
PW; OPERATING SUPPLIES-CONCRETE CHOYT		10/03/2024
101-43100-50210 PW; OPERATING SUPPLIES-CONCRETE 1,109.25		
CENTERPOINT ENERGY 10/07/2024 10/22/2024 201.92	0.00 Paid	Υ
8000014132-7 GAS SVCS; AUG 2024 CHOYT	0.00 Falu	08/31/2024
101-43100-50383 PW; 5888628-4 49.64		00/31/2024
101-41810-50383 CH; 5895786-1 54.39		
101-41910-50383 AC; 5895789-5 33.56		
101-42260-50383 FD; 5895789-5 33.56		
101-43100-50383 BROCKTON; 5914909-6 30.77		
CENTERPOINT ENERGY 09/30/2024 10/22/2024 369.75	0.00 Paid	Υ
PW/PD FACILITY; 10662228-5 SEPT 2024 CHOYT		09/30/2024
101-43100-50383 PW FACILITY; 10662228-5 SEPT 2024 184.88		
101-42120-50383 PD FACILITY; 10662228-5 SEPT 2024 184.87		
CENTERPOINT ENERGY 09/30/2024 10/22/2024 64.59	0.00 Paid	Υ
RH WELLHOUSE; 11429952-2 SEPT 2024 CHOYT		09/30/2024
601-49400-50383 RH WELLHOUSE; 11429952-2 SEPT 2024 64.59		
CHANDRADEEP BANERJEE 10/05/2024 10/22/2024 300.00	300.00 Open	N
DAC RENTAL DEPOSIT REFUND:EVENT 10/5 CHOYT	000.00 Open	10/05/2024
101-00000-21716 DAC RENTAL DEPOSIT REFUND:EVENT 10/5 300.00		10/00/2024
CHARTER COMMUNICATIONS 10/01/2024 10/22/2024 359.93	0.00 Paid	Υ
243199601- AC NEW; INTERNET CHOYT		10/01/2024
101-41910-50321 243199601- AC NEW; INTERNET 359.93		

CHARTER COMMUNICA 175351601- PD; INTERN 101-42120-50320		10/01/2024 CHOYT	10/22/2024	15.00 15.00	0.00	Paid	Y 10/01/2024
 101 42120 00020	170001001 12,111121			10.00			
CHARTER COMMUNICA 175337501- INTERNET (		10/07/2024 CHOYT	10/22/2024	408.03	408.03	Open	N 10/07/2024
101-42260-50320	175337701- FD2; INTE	RNET		33.09			
101-41820-50308	175337801; CH/INTER		)24	199.98			
601-49400-50321	175337201; WELLHOU	JSE INTERNET; OC	T-NOV	89.98			
101-42260-50320	175337601; FD 1; INTE	RNET OCT-NOV 2	024	84.98			
CINTAS PW; UNIFORMS		10/04/2024 CHOYT	10/22/2024	121.70	121.70	Open	N 10/03/2024
101-43100-50217	PW: UNIFORMS	011011		121.70			10/00/2024
CINTAS		10/10/2024	10/22/2024	121.70	121.70	Open	N
PW; UNIFORMS		CHOYT					10/10/2024
101-43100-50217	PW; UNIFORMS			121.70			
CITY OF ANOKA		09/30/2024	10/22/2024	373.60	373.60	Open	N
22-393200-01 CENTRAL	•	CHOYT					09/30/2024
 101-45200-50381	22-393200-01 CENTRA	AL PARK; SEPT 202	24	373.60			
CITY OF ANOKA		10/08/2024	10/22/2024	23.50	23.50	Onen	N
22-393400-00 SDLR SIR	REN: SEPT 2024	CHOYT	10/22/2024	20.00	20.00	Орсп	10/08/2024
101-42130-50381	22-393400-00 SDLR SI			23.50			10,00,2021
CITY OF ANOKA		10/08/2024	10/22/2024	887.52	887.52	Open	N
22-396000-01 CH; SEPT	Г2024	CHOYT					10/08/2024
101-41810-50381	22-396000-01 CH; SEF	PT 2024		887.52			
CITY OF ANOKA		10/08/2024	10/22/2024	523.50	523.50	Open	N
22-990002-01 STREET L		CHOYT					10/08/2024
 101-43100-50230	22-990002-01 STREET	LIGHTS; SEPT 202	24	523.50			
CITY OF ANOKA		09/30/2024	10/22/2024	75.42	75.42	Open	N
22-396030-00 BALSAM	LANE PED; SEPT 2024	CHOYT					09/30/2024

	101-43100-50230 22-3	96030-00 BALSAM I	LANE PED; SEPT 2	2024	75.42			
	CITY OF MONTICELLO		09/11/2024	10/22/2024	194.00	194.00	Open	N
	PD; ANIMAL CONTROL JUL-AU	G 2024	CHOYT					09/11/2024
	101-42140-50308 PD; A	ANIMAL CONTROL J	UL-AUG 2024		194.00			
	CORNERSTONE		10/07/2024	10/22/2024	368.75	368.75	Open	N
	PW; REPAIR/MAINT- 2008 FD F		CHOYT					09/30/2024
	101-43100-50220 PW;	REPAIR/MAINT- 200	8 FD F550		368.75			
	CS MCCROSSAN		08/07/2024	10/22/2024	57,587.41	57,587.41	Open	N
	DAYTON PARK INTERCHANGE		CHOYT	-0//	07,0071.2	07,0071.12	оро	08/07/2024
		, FON PARK INTERCH,	ANGE; DRAW 28		58,169.11			
	480-00000-20600 RETA	INAGE PAYABLE			(581.70)			
	CSC ERECORDING		10/11/2024	10/22/2024	51.00	51.00	Open	N
	RECORDING FEES; GRANT WE							10/11/2024
	101-41420-50352 REC	ORDING FEES; GRAI	NT WELLHEAD TR	EATMENT	51.00			
	CULLIGAN, INC		10/07/2024	10/22/2024	111.30	111.30	Onen	N
	PD/PW; FILTERATION SVC- OC		CHOYT	10/22/2024	111.50	111.50	Open	09/30/2024
	,	FILTERATION SVC- C			55.65			00/00/2024
	,	FILTERATION SVC- (			55.65			
1	CULLIGAN, INC		09/30/2024	10/22/2024	43.30	43.30	Open	N
	PW; WTR SOFTNER RENTAL- O	CT 2024	CHOYT					09/30/2024
	101-43100-50220 PW; \	WTR SOFTNER REN	TAL- OCT 2024		43.30			
							_	
	CYPRESS COVE HOA		10/10/2024	10/22/2024	150.00	150.00	Open	N
	DAC RENTAL DEPOSIT REFUNI		CHOYT	2/10	150.00			10/10/2024
	101-00000-21716 DAC	RENTAL DEPOSIT R	EFUND: EVENT 10	J/10	150.00			
	DAVID WEEKLEY HOMES		10/15/2024	10/22/2024	3,000.00	3,000.00	Open	N
	16005 116TH AVE LANDSCAPE				-,	5,555	-	10/15/2024
		5 116TH AVE LAND		RELEAES	3,000.00			
	DAVID WEEKLEY HOMES		10/15/2024	10/22/2024	3,000.00	3,000.00	Open	N
	16009 116TH AVE N LANDSCA	APE ESCROW RELE!	CHOYT					10/15/2024

 420-00000-22100 16009 116	TH LANDSCAPE ESCROW RI	ELEASE	3,000.00		
DAVID WEEKLEY HOMES	10/15/2024	10/22/2024	3,000.00	3,000.00 Open	N
16001 116TH AVE LANDSCAPE ESCI			3,000.00	-,	10/15/2024
	TH AVE LANDSCAPE ESCRO	W RELEASE	3,000.00		
DAVID WEEKLEY HOMES	10/15/2024	10/22/2024	3,000.00	3,000.00 Open	N
15901 116TH AVE LANDSCAPE ESCI	ROW RELEAS CHOYT				10/15/2024
420-00000-22100 15901 116	TH AVE LANDSCAPE ESCRO	W RELEASE	3,000.00		
DAVID WEEKLEY HOMES	10/15/2024	10/22/2024	3,000.00	3,000.00 Open	N
15701 116TH AVE N LANDSCAPE ES	CROW RELE! CHOYT				10/15/2024
 420-00000-22100 15701 116	TH LANDSCAPE ESCROW RI	ELEASE	3,000.00		
DAVID WEEKLEY HOMES	10/15/2024	10/22/2024	3,000.00	3,000.00 Open	N
15709 116TH AVE LANDSCAPE ESCI	ROW RELEAS CHOYT				10/15/2024
 420-00000-22100 15709 116	TH AVE LANDSCAPE ESCRO	W RELEASE	3,000.00		
DAVID WEEKLEY HOMES	10/15/2024	10/22/2024	3,000.00	3,000.00 Open	N
15617 116TH AVE LANDSCAPE ESCI		\\\ DEL E40E			10/15/2024
 420-00000-22100 15617 116	TH AVE LANDSCAPE ESCRO	W RELEASE	3,000.00		
DAVID WEEK EV LOMES	10/15/2024	10/22/2024	2,000,00	2 000 00 Onon	NI
DAVID WEEKLEY HOMES	10/15/2024	10/22/2024	3,000.00	3,000.00 Open	N 10/15/2024
15205 116TH AVE LANDSCAPE ESCI 420-00000-22100 15205 116	ROW RELEAS CHOTT TH AVE LANDSCAPE ESCRO	M/ DELEASE	3,000.00		10/15/2024
 420-00000-22100 13203110	IN AVE LANDSCAPE ESCRO	W NELEASE	3,000.00		
DAVID WEEKLEY HOMES	10/15/2024	10/22/2024	3,000.00	3,000.00 Open	N
15201 116TH AVE LANDSCAPE ESCI		10/22/2024	3,000.00	0,000.00 Open	10/15/2024
	TH AVE LANDSCAPE ESCRO	W RFI FASF	3,000.00		10/10/2021
DAVID WEEKLEY HOMES	10/15/2024	10/22/2024	3,000.00	3,000.00 Open	N
15217 116TH AVE LANDSCAPE ESC	ROW RELEAS CHOYT		,	,	10/15/2024
420-00000-22100 15217 116	TH AVE LANDSCAPE ESCRO	W RELEASE	3,000.00		
DAVID WEEKLEY HOMES	10/15/2024	10/22/2024	3,000.00	3,000.00 Open	N
15213 116TH AVE LANDSCAPE ESCI	ROW RELEAS CHOYT				10/15/2024
 420-00000-22100 15213 116	TH AVE LANDSCAPE ESCRO	W RELEASE	3,000.00		

DAVID WEEKI 15209 116TH 420-00000-2:	AVE LANDSCAPE ESCROW RELEAS		10/22/2024 RELEASE	3,000.00 3,000.00	3,000.00 Open	N 10/15/2024
DAVID WEEKI 15221 116TH 420-00000-2:	AVE LANDSCAPE ESCROW RELEAS		10/22/2024 RELEASE	3,000.00 3,000.00	3,000.00 Open	N 10/15/2024
DAVID WEEKI 15222 116TH 420-00000-2:	AVE LANDSCAPE ESCROW RELEAS		10/22/2024 RELEASE	3,000.00 3,000.00	3,000.00 Open	N 10/15/2024
DAVID WEEKL 15225 116TH 420-00000-2:	AVE LANDSCAPE ESCROW RELEAS		10/22/2024 RELEASE	3,000.00	3,000.00 Open	N 10/15/2024
DAVID WEEKL 15226 116TH 420-00000-2:	AVE LANDSCAPE ESCROW RELEAS		10/22/2024 RELEASE	3,000.00	3,000.00 Open	N 10/15/2024
DAVID WEEKL 15229 116TH 420-00000-2:	AVE LANDSCAPE ESCROW RELEAS		10/22/2024 RELEASE	3,000.00	3,000.00 Open	N 10/15/2024
DAVID WEEKI 15230 116TH 420-00000-2:	AVE LANDSCAPE ESCROW RELEAS		10/22/2024 RELEASE	3,000.00	3,000.00 Open	N 10/15/2024
DAVID WEEKI 15237 116TH 420-00000-2:	AVE LANDSCAPE ESCROW RELEAS		10/22/2024 RELEASE	3,000.00 3,000.00	3,000.00 Open	N 10/15/2024
DAVID WEEKI 15234 116TH 420-00000-2:	AVE LANDSCAPE ESCROW RELEAS		10/22/2024 RELEASE	3,000.00 3,000.00	3,000.00 Open	N 10/15/2024
DAVID WEEKI 15233 116TH	EY HOMES AVE LANDSCAPE ESCROW RELEAS	10/15/2024 CHOYT	10/22/2024	3,000.00	3,000.00 Open	N 10/15/2024

 420-00000-22100 15233 116TH	AVE LANDSCAPE ESCROV	V RELEASE	3,000.00		
DAVID WEEKLEY HOMES	10/15/2024	10/22/2024	3,000.00	3,000.00 Open	N
15242 116TH AVE LANDSCAPE ESCROV	V RELEAS CHOYT			•	10/15/2024
 420-00000-22100 15242 116TH	AVE LANDSCAPE ESCROV	V RELEASE	3,000.00		
DAVID WEEKLEY HOMES	10/15/2024	10/22/2024	3,000.00	3,000.00 Open	N
15249 116TH AVE LANDSCAPE ESCROV					10/15/2024
 420-00000-22100 15249 116TH	AVE LANDSCAPE ESCROV	V RELEASE	3,000.00		
DAVID WEEKLEY HOMES	10/15/2024	10/22/2024	3,000.00	3,000.00 Open	N
15238 116TH AVE LANDSCAPE ESCROV		10/22/2024	3,000.00	3,000.00 Open	10/15/2024
	AVE LANDSCAPE ESCROV	V RELEASE	3,000.00		10/10/2024
DAVID WEEKLEY HOMES	10/15/2024	10/22/2024	3,000.00	3,000.00 Open	N
15250 116TH AVE LANDSCAPE ESCROV	V RELEAS CHOYT				10/15/2024
 420-00000-22100 15250 116TH	AVE LANDSCAPE ESCROV	V RELEASE	3,000.00		
DAVID WEEKLEY HOMES	10/15/2024	10/22/2024	3,000.00	3,000.00 Open	N
15246 116TH AVE LANDSCAPE ESCROV					10/15/2024
 420-00000-22100 15246 116TH	AVE LANDSCAPE ESCROV	V RELEASE	3,000.00		
DAVID WEEKLEY HOMES	10/15/2024	10/22/2024	3,000.00	3,000.00 Open	N
15266 116TH AVE LANDSCAPE ESCROV		10/22/2024	3,000.00	3,000.00 Open	10/15/2024
	AVE LANDSCAPE ESCROV	V RELEASE	3,000.00		10/15/2024
 	112 27 11 12 20 7 11 2 20 0 11 0 1	V 11227 (02	5,000.00		
DAVID WEEKLEY HOMES	10/15/2024	10/22/2024	3,000.00	3,000.00 Open	N
15262 116TH AVE LANDSCAPE ESCROV	V RELEAS CHOYT				10/15/2024
420-00000-22100 15262 116TH	AVE LANDSCAPE ESCROV	V RELEASE	3,000.00		
DAVID WEEKLEY HOMES	10/15/2024	10/22/2024	3,000.00	3,000.00 Open	N
15258 116TH AVE LANDSCAPE ESCROV					10/15/2024
 420-00000-22100 15258 116TH	AVE LANDSCAPE ESCROV	V RELEASE	3,000.00		
DAVID WEEKLEY HOMES	10/15/2024	10/22/2024	3,000.00	3,000.00 Open	N
15254 116TH AVE LANDSCAPE ESCROV		10/22/2024	3,000.00	3,000.00 Open	10/15/2024
	AVE LANDSCAPE ESCROV	V RELEASE	3,000.00		10/10/2024

DAVID WEEKLEY HOMES 15257 116TH AVE LAND 420-00000-22100	S SCAPE ESCROW RELEAS 15257 116TH AVE LAND		10/22/2024 RELEASE	3,000.00 3,000.00	3,000.00 Op	en N 10/15/2024
DEHMER FIRE PROTECT REPAIR/MAINT-FIRE EXT 101-41810-50220		09/28/2024 CHOYT INQUISHERS	10/22/2024	1,168.50 1,168.50	1,168.50 Op	en N 09/28/2024
EAGLE GARAGE DOOR C PW; BUILDINGS AND ST 101-43100-50520	·	09/30/2024 CHOYT RUCTURES	10/22/2024	600.00 600.00	600.00 Op	en N 09/30/2024
ECM PUBLISHERS, INC PHN; PARKS IRRIGATION 405-45200-50352		10/03/2024 CHOYT	10/22/2024	250.12 250.12	250.12 Op	en N 10/03/2024
ECM PUBLISHERS, INC PHN; PARKS WATER&EL 601-49400-50352		10/03/2024 CHOYT	10/22/2024	250.12 250.12	250.12 Op	en N 10/03/2024
ECM PUBLISHERS, INC PHN; ELECTIONS 101-41410-50210		10/10/2024 CHOYT	10/22/2024	51.75 51.75	51.75 Op	en N 10/10/2024
ECM PUBLISHERS, INC PHN; 2025 UB ASSESSM 101-41110-50352		10/10/2024 CHOYT 1ENTS	10/22/2024	60.37 60.37	60.37 Op	en N 10/10/2024
ELITE SANITATION PW; PORTABLE RENTAL 101-45200-50410		09/30/2024 CHOYT 09/15-10/5/2024	10/22/2024	1,348.00 1,348.00	1,348.00 Op	en N 09/30/2024
ELK RIVER MUNICIPAL U ELECTRIC SVC; SEPT 20 101-43100-50230 101-42260-50381 602-49400-50381			10/22/2024	1,324.55 393.00 282.21 65.50	1,324.55 Op	en N 09/30/2024

601-49400-50381 PW; WELL #1 6560 602-49400-50381 PW; DNR LIFT 6634 101-45200-50381 PW; BALL FIELD 10223			341.98 104.00 76.00				
EMERGENCY AUTOMOTIVE TECHNOLOGIES PD; REPAIR/MAINT-2023 DODGE #2306	10/05/2024 CHOYT	10/22/2024	215.30	215.30	Open	N 10/05/2024	
101-42120-50220 PD; REPAIR/MAINT-202	3 DODGE #2306		215.30				
EMERGENCY AUTOMOTIVE TECHNOLOGIES PD; MOTOR VEHICLES- 2024 DURANGO	10/05/2024 CHOYT	10/22/2024	15,481.59	15,481.59	Open	N 10/05/2024	
401-42120-50550 PD; MOTOR VEHICLES-	2024 DURANGO		15,481.59				
EMERGENCY AUTOMOTIVE TECHNOLOGIES PD; MOTOR VEHICLES-2017 CHARGER	10/05/2024 CHOYT	10/22/2024	6,149.23	6,149.23	Open	N 10/05/2024	
401-42120-50550 PD; MOTOR VEHICLES-	2017 CHARGER		6,149.23				
ENTERPRISE FM TRUST MOTOR VEHICLES LEASING PROGRAM-OCT 202	10/04/2024 4 CHOYT	10/04/2024	5,941.31	5,941.31	Open	N 10/04/2024	
401-42120-50550 MOTOR VEHICLES LEAS	SING PROGRAM-C	OCT 2024	5,941.31				
FULLY PROMOTED/EMBROIDME FD; UNIFORM-POLOS	10/15/2024 CHOYT	10/22/2024	241.80	241.80	Open	N 10/15/2024	
101-42260-50217 FD; UNIFORM-POLOS			241.80				
GRADYS ACE HARDWARE FD; SUPPLIES-BRASS KEY	10/09/2024 CHOYT	10/22/2024	7.18	7.18	Open	N 10/09/2024	
101-42260-50200 FD; SUPPLIES-BRASS K	ΈΥ		7.18				
GUIDANCEPOINT TECHNOLOGIES IT; PROFESSIONAL SRVS-PERMIT WORKS	10/04/2024 CHOYT	10/22/2024	150.00	150.00	Open	N 10/04/2024	
101-41820-50300 IT; PROFESSIONAL SRV	/S		150.00				
GUIDANCEPOINT TECHNOLOGIES PD; PROFESSIONAL SRVS-BCA COMPLIANCE	10/07/2024 CHOYT	10/22/2024	185.00	185.00	Open	N 09/24/2024	
101-41820-50300 PD; PROFESSIONAL SR	VS-BCA COMPLIA	NCE	185.00				
GUIDANCEPOINT TECHNOLOGIES IT; SUBSCRIPTIONS/MEMBERSHIP-MICROSOFT (	10/09/2024 3 CHOYT	10/22/2024	506.00	506.00	Open	N 10/09/2024	

 101-41820-50205 IT;SUBSCRIPTIONS/	MEMBERSHP-MICE	ROSOFT 365	506.00		
GUIDANCEPOINT TECHNOLOGIES	10/09/2024	10/22/2024	175.00	175.00 Open	N
IT; PROFESSIONAL SRVS-BACKUP	CHOYT				10/09/2024
 101-41820-50300 IT; PROFESSIONAL S	SRVS-BACKUP		175.00		
OURDANICE POINT TECHNIQUOUS	10/00/0001	10/00/0004	205.00	205.00.0000	N
GUIDANCEPOINT TECHNOLOGIES IT; PROFESSIONAL SRVS-BACKUP SERVERS	10/09/2024 CHOYT	10/22/2024	305.00	305.00 Open	N 10/09/2024
101-41820-50300 IT; PROFESSIONAL S		VERS	305.00		10/03/2024
 101 41020 00000 11,11101 E00101AE	DAOROT GEN	VENO			
HAWKINS, INC	10/02/2024	10/22/2024	5,328.54	5,328.54 Open	N
PW; CHEMICALS	CHOYT				10/02/2024
 601-49400-50216 PW; CHEMICALS			5,328.54		
HAWKINS, INC	10/15/2024	10/22/2024	10.00	10.00 Open	N
PW; CHEMICALS	CHOYT		10.00		10/15/2024
 601-49400-50216 PW; CHEMICALS			10.00		
HENNEPIN COUNTY	09/30/2024	10/22/2024	2,294.78	2,294.78 Open	N
PD; RADIO LEASE- SEPT 2024	CHOYT			•	09/30/2024
 101-42120-50320 PD; RADIO LEASE- S	EPT 2024		2,294.78		
HENNEPIN COUNTY	09/30/2024	10/22/2024	3,379.06	3,379.06 Open	N
FD; RADIO LEASE- SEPT 2024	CHOYT		0.070.00		09/30/2024
 101-42260-50320 FD; RADIO LEASE- S	EPT 2024		3,379.06		
HENNEPIN COUNTY HUMAN SERVICES & PH	10/09/2024	10/22/2024	6,059.00	6,059.00 Open	N
EMBEDDED SOCIAL WORKER; JUL-SEPT 2024		10/22/2021	0,000.00	0,000.00 Open	10/09/2024
101-42120-50300 EMBEDDED SOCIAL		T 2024	6,059.00		
HENNEPIN COUNTY SHERIFFS OFFIC	10/01/2024	10/22/2024	75.00	75.00 Open	N
PD; PER DIEM AND PROCESSING-AUG 2024	CHOYT				10/01/2024
 101-42120-50306 PD; PER DIEM AND F	PROCESSING-AUG	2024	75.00		
HENNEPIN COUNTY TREASURER	10/07/2024	10/22/2024	20.00	0 00 Daid	Υ
SUBSCRIPTIONS/MEMBERSHP; K THELEN NO	10/07/2024 STAR KTHELEN	10/22/2024	20.00	0.00 Paid	r 10/07/2024
101-41420-50205 SUBSCRIPTIONS/MI		N NOTARY	20.00		10/0//2024
 101 41420 00200					

INSIDE OUTSIDE ARCHITECTURE PW; PROFESSIONAL SRVS JAN-MAR 20	08/28/2024 024 CHOYT	10/22/2024	4,524.16	4,524.16 Open	N 08/28/2024	
405-41900-50300 PW; PROFES	SIONAL SRVS JAN-MAR 202	24	4,524.16			
INSIDE OUTSIDE ARCHITECTURE PW; PROFESSIONAL SRVS JAN-APR 20	08/28/2024 24 CHOYT	10/22/2024	3,147.50	3,147.50 Open	N 08/28/2024	
405-41900-50300 PW; PROFES	SIONAL SRVS JAN-APR 202	4	3,147.50			
JACKQUELINE BOWER  DAC RENTAL DEPOSIT REFUND: EVEN	10/06/2024 T 10/6 CHOYT	10/22/2024	300.00	300.00 Open	N 10/06/2024	
101-00000-21716 DAC RENTAL	0-21716 DAC RENTAL DEPOSIT REFUND: EVENT 10/6					
KELLY THELEN MILEAGE-TECHNOLOGY SHOW-CBS B	10/03/2024 SURNSVILLI CHOYT	10/22/2024	46.50	46.50 Open	N 10/03/2024	
101-41420-50331 MILEAGE-TEG	CHNOLOGY SHOW-CBS BL	JRNSVILLE	46.50			
KURT KRAMER FD; SUPPLIES EMS TRAINING	09/26/2024 CHOYT	10/22/2024	174.39	174.39 Open	N 09/26/2024	
101-42260-50200 FD; SUPPLIES	S EMS TRAINING		174.39			
LENNAR 10922 GLACIER LN N LANDSCAPE ESC		10/22/2024	3,000.00	3,000.00 Open	N 10/07/2024	
420-00000-22100 10922 GLAC	IER LN N LANDSCAPE ESCI	ROW REL	3,000.00			
LENNAR 14510 112TH AVE N LANDSCAPE ESCF	10/09/2024 ROW RELE/ CHOYT	10/22/2024	3,000.00	3,000.00 Open	N 10/09/2024	
420-00000-22100 14510 112TH	I AVE N LANDSCAPE ESCR	OW REL	3,000.00			
LENNAR 14511 112TH AVE N LANDSCAPE ESCF		10/22/2024	3,000.00	3,000.00 Open	N 10/09/2024	
420-00000-22100 14511 112TH	AVE N LANDSCAPE ESCR	OW REL	3,000.00			
LENNAR 14512 112TH AVE N LANDSCAPE ESCI	10/09/2024 ROW RELE/ CHOYT	10/22/2024	3,000.00	3,000.00 Open	N 10/09/2024	
420-00000-22100 14512 112TH	I AVE N LANDSCAPE ESCR	OW RELEA	3,000.00			
LENNAR 14514 112TH AVE N LANDSCAPE ESCF	10/09/2024 ROW RELE/ CHOYT	10/22/2024	3,000.00	3,000.00 Open	N 10/09/2024	

	420-00000-22100	14514 112TH AVE N LANDSCAPE ESCR	OW RELEA	3,000.00			
	LENNAR	10/09/2024	10/22/2024	3,000.00	3,000.00	Onen	N
		ANDSCAPE ESCROW RELE/ CHOYT	10/22/2021	5,000.00	0,000.00	Орон	10/09/2024
	420-00000-22100	14515 112TH AVE N LANDSCAPE ESCR	OW RELEA	3,000.00			10,00,202
	LENNAR	10/09/2024	10/22/2024	3,000.00	3,000.00	Open	N
	14516 112TH AVE N L	ANDSCAPE ESCROW RELE/ CHOYT					10/09/2024
	420-00000-22100	14516 112TH AVE N LANDSCAPE ESCR	OW RELEA	3,000.00			
	LENNAR	10/09/2024	10/22/2024	3,000.00	3,000.00	Open	N
	14517 112TH AVE N L	ANDSCAPE ESCROW RELE! CHOYT					10/09/2024
	420-00000-22100	14517 112TH AVE N LANDSCAPE ESCR	OW RELEA	3,000.00			
	LENNAR	10/09/2024	10/22/2024	3,000.00	3,000.00	Open	N
		ANDSCAPE ESCROW RELE! CHOYT				10/09/2024	
	420-00000-22100	14520 112TH AVE N LANDSCAPE ESCR	OW RELEA	3,000.00			
	LENNIAD	40/00/0004	40/00/0004	0.000.00	0.000.00	_	
	LENNAR	10/09/2024	10/22/2024	3,000.00	3,000.00	Open	N 10/00/2024
	420-00000-22100	ANDSCAPE ESCROW RELE; CHOYT 14521 112TH AVE N LANDSCAPE ESCR	OW/ DELEA	3,000.00			10/09/2024
	420-00000-22100	14321 1121H AVE N LANDSCAPE ESCR	OW NELEA	3,000.00			
	LENNAR	10/09/2024	10/22/2024	3,000.00	3,000.00	Onen	N
		ANDSCAPE ESCROW RELE/ CHOYT	10/22/2024	3,000.00	0,000.00	Орсп	10/09/2024
	420-00000-22100	14522 112TH AVE N LANDSCAPE ESCR	OW RFI FA	3,000.00			10/00/2024
	LENNAR	10/09/2024	10/22/2024	3,000.00	3,000.00	Open	N
	14523 112TH AVE N L	ANDSCAPE ESCROW RELE/ CHOYT		,	,	•	10/09/2024
	420-00000-22100	14523 112TH AVE N LANDSCAPE ESCR	OW RELEA	3,000.00			
	LENNAR	10/09/2024	10/22/2024	3,000.00	3,000.00	Open	N
	14524 112TH AVE N L	ANDSCAPE ESCROW RELE! CHOYT					10/09/2024
	420-00000-22100	14524 112TH AVE N LANDSCAPE ESCR	OW RELEA	3,000.00			
<b></b>					<b></b>	<b>_</b>	
	LENNAR	10/09/2024	10/22/2024	3,000.00	3,000.00	Open	N
		ANDSCAPE ESCROW RELE! CHOYT					10/09/2024
	420-00000-22100	14525 112TH AVE N LANDSCAPE ESCR	OW RELEA	3,000.00			

LENNAR 14526 112TH AVE N LAN	10/09/2024 NDSCAPE ESCROW RELE/ CHOYT	10/22/2024	3,000.00	3,000.00 Open	N 10/09/2024
 420-00000-22100	14526 112TH AVE N LANDSCAPE ESCRO	)W RELEA	3,000.00		
	10/09/2024 NDSCAPE ESCROW RELE/ CHOYT	10/22/2024	3,000.00	3,000.00 Open	N 10/09/2024
 420-00000-22100	14527 112TH AVE N LANDSCAPE ESCRO	OW RELEA	3,000.00		
LENNAR 14530 112TH AVE N LAN	10/09/2024 NDSCAPE ESCROW RELE/ CHOYT	10/22/2024	3,000.00	3,000.00 Open	N 10/09/2024
 420-00000-22100	14530 112TH AVE N LANDSCAPE ESCRO	)W RELEA	3,000.00		
LENNAR 14536 112TH AVE N LAN	10/09/2024 NDSCAPE ESCROW RELE/ CHOYT	10/22/2024	3,000.00	3,000.00 Open	N 10/09/2024
 420-00000-22100	14536 112TH AVE N LANDSCAPE ESCRO	)W RELEA	3,000.00		
LENNAR 14537 112TH AVE N I AN	10/09/2024 NDSCAPE ESCROW RELE/ CHOYT	10/22/2024	3,000.00	3,000.00 Open	N 10/09/2024
420-00000-22100	14537 112TH AVE N LANDSCAPE ESCRO	OW RELEA	3,000.00		10/00/2021
 LENNAR 14541 112TH AVE N LAN	10/09/2024 NDSCAPE ESCROW RELE/ CHOYT	10/22/2024	3,000.00	3,000.00 Open	N 10/09/2024
 420-00000-22100	14541 112TH AVE N LANDSCAPE ESCRC	)W RELEA	3,000.00		
LENNAR 14543 112TH AVE N LAN	10/09/2024 NDSCAPE ESCROW RELE/ CHOYT	10/22/2024	3,000.00	3,000.00 Open	N 10/09/2024
 420-00000-22100	14543 112TH AVE N LANDSCAPE ESCRO	)W RELEA	3,000.00		
LENNAR 14545 112TH AVE N LAN	10/09/2024 NDSCAPE ESCROW RELE/ CHOYT	10/22/2024	3,000.00	3,000.00 Open	N 10/09/2024
 420-00000-22100	14545 112TH AVE N LANDSCAPE ESCRO	W RELEA	3,000.00		
LENNAR 14546 112TH AVE N LAN	10/09/2024 NDSCAPE ESCROW RELE/ CHOYT	10/22/2024	3,000.00	3,000.00 Open	N 10/09/2024
 420-00000-22100	14546 112TH AVE N LANDSCAPE ESCRO	W RELEA	3,000.00		
LENNAR 14547 112TH AVE N LAN	10/09/2024 NDSCAPE ESCROW RELE/ CHOYT	10/22/2024	3,000.00	3,000.00 Open	N 10/09/2024

 420-00000-22100	14547 112TH AVE N LANDSCAPE ESCF	ROW RELEA	3,000.00		
LENNAR	10/09/2024	10/22/2024	3,000.00	3,000.00 Open	N
14610 112TH AVE N L	ANDSCAPE ESCROW RELE/ CHOYT		.,	.,	10/09/2024
420-00000-22100	14610 112TH AVE N LANDSCAPE ESCF	ROW RELEA	3,000.00		
LENNAR	10/09/2024	10/22/2024	3,000.00	3,000.00 Open	N
14611 112TH AVE N L	ANDSCAPE ESCROW RELE! CHOYT				10/09/2024
 420-00000-22100	14611 112TH AVE N LANDSCAPE ESCE	ROW RELEA	3,000.00		
LENNAR	10/09/2024	10/22/2024	3,000.00	3,000.00 Open	N
	ANDSCAPE ESCROW RELE/ CHOYT	OW DELEA	0.000.00		10/09/2024
 420-00000-22100	14612 112TH AVE N LANDSCAPE ESCE	ROW RELEA	3,000.00		
LENNAR	10/09/2024	10/22/2024	3,000.00	3,000.00 Open	N
	ANDSCAPE ESCROW RELE/ CHOYT	10/22/2024	3,000.00	3,000.00 Open	10/09/2024
420-00000-22100	14613 112TH AVE N LANDSCAPE ESCF	ROW RELEA	3,000.00		10/03/2024
 	14010 112111/WEIV E/WD00/WE E001		0,000.00		
LENNAR	10/09/2024	10/22/2024	3,000.00	3,000.00 Open	N
14614 112TH AVE N L	ANDSCAPE ESCROW RELE! CHOYT				10/09/2024
 420-00000-22100	14614 112TH AVE N LANDSCAPE ESCF	ROW RELEA	3,000.00		
LENNAR	10/09/2024	10/22/2024	3,000.00	3,000.00 Open	N
14615 112TH AVE N L	ANDSCAPE ESCROW RELE! CHOYT				10/09/2024
 420-00000-22100	14615 112TH AVE N LANDSCAPE ESCF	ROW RELEA	3,000.00		
LENDIAB	40/00/0004	40 (00 (000 4			
LENNAR	10/09/2024	10/22/2024	3,000.00	3,000.00 Open	N 10/00/0004
	ANDSCAPE ESCROW RELEACHOYT		2 000 00		10/09/2024
 420-00000-22100	14616 112TH AVE N LANDSCAPE ESCF	OVV RELEA	3,000.00		
LENNAR	10/09/2024	10/22/2024	3,000.00	3,000.00 Open	N
	ANDSCAPE ESCROW RELE/ CHOYT	10/22/2021	3,000.00	0,000.00 000.	10/09/2024
420-00000-22100	14617 112TH AVE N LANDSCAPE ESCF	ROW RELEA	3,000.00		
 			i		
LENNAR	10/09/2024	10/22/2024	3,000.00	3,000.00 Open	N
14620 112TH AVE N L	ANDSCAPE ESCROW RELE/ CHOYT				10/09/2024
 420-00000-22100	14620 112TH AVE N LANDSCAPE ESCF	ROW RELEA	3,000.00		

LENNAR 14622 112TH AVE N LAN	10/09/2024 NDSCAPE ESCROW RELE/ CHOYT	10/22/2024	3,000.00	3,000.00 Open	N 10/09/2024	
 420-00000-22100	14622 112TH AVE N LANDSCAPE ESCRO	W RELEA	3,000.00			
LENNAR 14624 112TH AVE N LAN	10/09/2024 NDSCAPE ESCROW RELE! CHOYT	10/22/2024	3,000.00	3,000.00 Open	N 10/09/2024	
 420-00000-22100	14624 112TH AVE N LANDSCAPE ESCRO	W RELEA	3,000.00			
LENNAR 14626 112TH AVE N LAN	10/09/2024 NDSCAPE ESCROW RELE/ CHOYT	10/22/2024	3,000.00	3,000.00 Open	N 10/09/2024	
 420-00000-22100	14626 112TH AVE N LANDSCAPE ESCRO	W RELEA	3,000.00			
LENNAR 14630 112TH AVE N LAN	10/09/2024 NDSCAPE ESCROW RELE/ CHOYT	10/22/2024	3,000.00	3,000.00 Open	N 10/09/2024	
 420-00000-22100	14630 112TH AVE N LANDSCAPE ESCRO	W RELEA	3,000.00			
LENNAR 14632 112TH AVE N I AN	10/09/2024 NDSCAPE ESCROW RELE/ CHOYT	10/22/2024	3,000.00	3,000.00 Open	N 10/09/2024	
420-00000-22100	14632 112TH AVE N LANDSCAPE ESCRO	W RELEA	3,000.00		10,00,202	
 LENNAR 14634 112TH AVE N LAN	10/09/2024 NDSCAPE ESCROW RELE/ CHOYT	10/22/2024	3,000.00	3,000.00 Open	N 10/09/2024	
 420-00000-22100	14634 112TH AVE N LANDSCAPE ESCRO	W RELEA	3,000.00			
LENNAR 14636 112TH AVE N LAN	10/09/2024 NDSCAPE ESCROW RELE/ CHOYT	10/22/2024	3,000.00	3,000.00 Open	N 10/09/2024	
 420-00000-22100	14636 112TH AVE N LANDSCAPE ESCRO	W RELEA	3,000.00			
LENNAR 14640 112TH AVE N LAN	10/09/2024 NDSCAPE ESCROW RELE/ CHOYT	10/22/2024	3,000.00	3,000.00 Open	N 10/09/2024	
 420-00000-22100	14640 112TH AVE N LANDSCAPE ESCRO	W RELEA	3,000.00			
LENNAR 14642 112TH AVE N LAN	10/09/2024 NDSCAPE ESCROW RELE/ CHOYT	10/22/2024	3,000.00	3,000.00 Open	N 10/09/2024	
 420-00000-22100	14642 112TH AVE N LANDSCAPE ESCRO	W RELEA	3,000.00			
LENNAR 14644 112TH AVE N LAN	10/09/2024 NDSCAPE ESCROW RELE/ CHOYT	10/22/2024	3,000.00	3,000.00 Open	N 10/09/2024	

 420-00000-22100 14644 112TH AV	'E N LANDSCAPE ESCR	ROW RELEA	3,000.00		
LENNAR	10/09/2024	10/22/2024	3,000.00	3,000.00 Open	N
14646 112TH AVE N LANDSCAPE ESCROV		10/22/2024	3,000.00	3,000.00 Open	10/09/2024
	'E N LANDSCAPE ESCR	ROW RELEA	3,000.00		10/03/2024
 420 00000 22100 14040 112111710	214 27114 2007 11 2 2001				
LENNAR	10/09/2024	10/22/2024	3,000.00	3,000.00 Open	N
14513 110TH AVE N LANDSCAPE ESCROV	V RELE! CHOYT				10/09/2024
420-00000-22100 14513 110TH AV	E N LANDSCAPE ESCR	ROW RELEA	3,000.00		
LEVANDER, GILLEN & MILLER, P.A.	09/30/2024	10/22/2024	1,104.50	1,104.50 Open	N
CD; PROFESSIONAL SRVS-EDA 72000E	CHOYT				09/30/2024
 225-41710-50300 CD; PROFESSIO	NAL SRVS-EDA		1,104.50		
LEXIS NEXIS	09/30/2024	10/22/2024	200.00	200.00 Open	N
PD; CONTRACT SERVICES-SEPT 2024	CHOYT				09/30/2024
101-42120-50308 PD; CONTRACT	SERVICES-SEPT 2024		200.00		
LYNDE & MCLEOD INC	10/02/2024	10/22/2024	408.40	408.40 Open	N
YARD WASTE SITE RENTAL; NOV 2024	CHOYT				10/02/2024
 101-41650-50387 YARD WASTE SIT	E RENTAL; NOV 2024		408.40		
LYNDE & MCLEOD INC	09/30/2024	10/22/2024	5,089.60	5,089.60 Open	N
YARD WASTE SITE ACTIVITY; SEPT 2024	CHOYT				09/30/2024
101-43100-50224 PW; BRUSH DISF	POSAL		4,566.60		
101-41650-50387 YARD WASTE DIS	SPOSAL-LEAVE/GRASS		672.60		
 101-41650-50387 PW; YARD WAST	E COMPOST REBATE		(149.60)		
M/I HOMES OF MPLS	10/15/2024	10/22/2024	3,000.00	3,000.00 Open	N
14637 CLOQUET ST LANDSCAPE ESCROV					10/15/2024
 420-00000-22100 14637 CLOQUE	TST LANDSCAPE ESCR	OW RELEAS	3,000.00		
M/I HOMES OF MPLS	10/16/2024	10/22/2024	3,000.00	3,000.00 Open	N
14621 CLOQUET ST LANDSCAPE ESCROV					10/16/2024
 420-00000-22100 14621 CLOQUE	ST LANDSCAPE ESCR	OW RELEAS	3,000.00		
M/LUOMEO OF MDI O	40/40/0004	40/00/0004	0.000.00	0.000.00	N
M/I HOMES OF MPLS	10/16/2024	10/22/2024	3,000.00	3,000.00 Open	N
14645 CLOQUET ST LANDSCAPE ESCROV	V KELE# CHOYI				10/16/2024

 420-00000-22100 14645 CLOQUET ST LANDSCAPE ESCROW RELEAS			3,000.00		
MENARDS - MAPLE GROVE PW; SUPPLIES	10/03/2024 CHOYT	10/22/2024	37.27	37.27 Open	N 10/03/2024
 101-43100-50210 PW; SUPPLIES			37.27		
MEUSER, YACKLEY & ROWLAND P.A SETTLEMENT AGREEMENT	10/03/2024 CHOYT	10/22/2024	75,000.00	0.00 Paid	Y 10/03/2024
 101-49999-50430 SETTLEMENT AGREE			75,000.00		
MIDWEST MACHINERY CO PW; OTHER EQUIPMENT FLAIL MOWER	08/19/2024 CHOYT	10/22/2024	6,930.00	6,930.00 Open	N 08/19/2024
 401-43100-50580 PW; OTHER EQUIPM	ENT FLAIL MOWER		6,930.00		
MIMBACH FLEET SUPPLY INC PW; UNIFORMS/ RAIN GEAR	10/07/2024 CHOYT	10/22/2024	214.92	214.92 Open	N 10/02/2024
 101-43100-50217 PW; UNIFORMS/ RAI			214.92		
MINNESOTA EQUIPMENT PARKS; REPAIR/MAINT-MOWER BLADES 101-45200-50220 PARKS; REPAIR/MAIR	10/07/2024 CHOYT	10/22/2024	158.40 158.40	158.40 Open	N 09/26/2024
 101-43200-30220 FARKS, REPAIR/MAII	NI-MOVVER BLADE	3	130.40		
MINUTEMAN PRESS PW; SUPPLIES-DOOR HANGERS	10/10/2024 CHOYT	10/22/2024	1,007.25	1,007.25 Open	N 10/10/2024
 101-43100-50210 PW; OPERATING SUI 601-49400-50200 PW; SUPPLIES	PPLIES		503.62 503.63		
MN FIRE SERVICE CERT BOARD FD; PROFESSIONAL DEVELOPMENT-APPARAT	10/14/2024 US CHOYT	10/22/2024	2,060.50	2,060.50 Open	N 10/14/2024
 101-42260-50208 FD; PROFESSIONAL	DEVELOPMENT		2,060.50		
MORRIS LEATHERMAN COMPANY PROFESSIONAL SRVS-SURVEY RESEARCH	10/08/2024 CHOYT	10/22/2024	11,000.00	11,000.00 Open	N 10/08/2024
 601-49400-50300 PROFESSIONAL SRVS-SUR			11,000.00		
NAPA AUTO PARTS  PW; OPERATING SUPPLIES	10/07/2024 CHOYT	10/22/2024	106.24	106.24 Open	N 10/02/2024
101-43100-50210 PW; OPERATING SUI	PPLIES		106.24		

NAPA AUTO PARTS PD; REPAIR/MAINT	10/07/2024 CHOYT	10/22/2024	17.57	17.57 Open	N 09/27/2024
101-42120-50220 PD; REPAIR/MAINT			17.57		
OLSEN CHAIN & CABLE PW; OPERATING SUPPLIES	10/11/2024 CHOYT	10/22/2024	165.00	165.00 Open	N 10/11/2024
101-43100-50210 PW; OPERATING SUPF	PLIES		165.00		
OMANN BROTHERS INC PW; PAVING SUPPLIES-SPWEA240B/ 3.24	10/08/2024 CHOYT	10/22/2024	215.46	215.46 Open	N 10/08/2024
101-43100-50224 PW; PAVING SUPPLIES	5-3PVVEAZ4UD/ 3.		215.46		
OP5 BRAYBURN 15717 116TH AVE LANDSCAPE ESCROW	10/15/2024 CHOYT	10/22/2024	3,000.00	3,000.00 Open	N 10/15/2024
420-00000-22100 15717 116TH AVE LAN	IDSCAPE ESCRO	N	3,000.00		
QUALITY FLOW SYSTEMS INC PW; REPAIR/MAINT	10/07/2024 CHOYT	10/22/2024	3,996.00	3,996.00 Open	N 10/07/2024
602-49400-50220 PW; REPAIR/MAINT			3,996.00		
REPUBLIC SERVICES, INC. PW; WASTE/SHREDDING- OCT 2024 & SEPT OV	10/07/2024 ⁄E⊦CHOYT	10/22/2024	578.06	0.00 Paid	Y 09/30/2024
101-43100-50384 PW; WASTE/SHREDDI	NG- SEPT-OCT 20	24	289.03		
101-42120-50384 PD; WASTE/SHREDDI	NG- SEPT-OCT 20	24	289.03		
REPUBLIC SERVICES, INC. CH; WASTE/SHREDDING- SEPT 2024	10/07/2024 CHOYT	10/22/2024	400.31	0.00 Paid	Y 09/30/2024
101-41810-50384 CH; WASTE/SHREDDI	NG- SEPT 2024		400.31		
REPUBLIC SERVICES, INC. AC; WASTE P/U- 18461 DAYTON- SEPT 2024	10/07/2024 CHOYT	10/22/2024	163.87	0.00 Paid	Y 09/30/2024
101-41910-50384 AC; WASTE P/U- 1846	1 DAYTON- SEPT :	2024	163.87		
REPUBLIC SERVICES, INC. PW; REFUSE/GARBAGE DISPOSAL-16471 OCT 2		10/22/2024	181.32	0.00 Paid	Y 09/30/2024
101-43100-50384 PW; REFUSE/GARBAG	E DISPOSAL-164	71 OCT 24	181.32		

REPUBLIC SERVICES, INC CITY RECYCLING- SEPT 2	2024	09/30/2024 CHOYT	10/22/2024	16,909.34	0.00	Paid	Y 09/30/2024	
101-41650-50386	CITY RECYCLING- SEPT	2024		16,909.34				
RPM GRAPHICS, INC PW; SIGN "WOOD CHIPS"	1	10/15/2024 CHOYT	10/22/2024	44.00	44.00	Open	N 10/15/2024	
101-43100-50210	PW; SIGN "WOOD CHIP	S"		44.00				
RPM GRAPHICS, INC AC; SIGNS -PUMPKIN/CH	IRISTMAS INSERT	10/15/2024 CHOYT	10/22/2024	440.00	440.00	Open	N 10/15/2024	
101-41910-50210	AC; SIGNS -PUMPKIN/C	HRISTMAS INSER	T	440.00				
SAI CHENG DAC RENTAL DEPOSIT RE	FUND: EVENT 10/12	10/12/2024 CHOYT	10/22/2024	300.00	300.00	Open	N 10/12/2024	
101-00000-21716	DAC RENTAL DEPOSIT F	REFUND: EVENT 1	0/12	300.00				
SCHALO CONSTRUCTION 14965 143RD AVE LANDS		10/07/2024 CHOYT	10/22/2024	3,000.00	3,000.00	Open	N 10/07/2024	
420-00000-22100	420-00000-22100 14965 143RD AVE LANDSCAPE ESCROW RELEAS			3,000.00				
SITE ONE LANDSCAPE SU PARKS; REPAIR/MAINT	JPPLY	09/26/2024 CHOYT	10/22/2024	344.76	344.76	Open	N 09/26/2024	
101-45200-50220	PARKS; REPAIR/MAINT			344.76				
SQUIRES, WALDSPURGE LEGAL SVCS; AUG 2024	R & MACE P.A.	08/31/2024 CHOYT	10/22/2024	1,008.00	1,008.00	Open	N 08/31/2024	
101-41640-50304	LEGAL SVCS; AUG 2024	1		1,008.00				
STATE FAIR DONUTS PW; OPERATING SUPPLIE	S-HOLIDAYTON	10/10/2024 CHOYT	10/22/2024	272.70	272.70	Open	N 10/10/2024	
101-41910-50210	PW; OPERATING SUPPL	IES-HOLIDAYTON		272.70				
STORM COMBATIVES TRA PD; PROFESSIONAL DEVE		10/10/2024 FCHOYT	10/22/2024	2,198.00	2,198.00	Open	N 10/10/2024	
101-42120-50208	PD; PROFESSIONAL DE	VELOPMENT-INST	RUCTOR	2,198.00				
STRYKER SALES LLC FD; REPAIR/MAINT- LUCA	S MACHINE	09/18/2024 CHOYT	10/22/2024	1,042.80	1,042.80	Open	N 09/18/2024	

101-42260-50220 FD; REPAIR/MAINT- LU	CAS MACHINE		1,042.80			
TJ DVORAK MECHANICAL LLC FD; BUILDING REPAIR- REPLACE 2 BALL VALVE	10/04/2024	10/22/2024	345.00	345.00 Open	N 10/04/2024	
101-42260-50223 FD; BUILDING REPAIR-		/ALVE	345.00		10/04/2024	
TOSHIBA BUSINESS SYSTEMS FD; ESTUDIO 2525- SEPT- OCT 2024	10/01/2024 CHOYT	10/22/2024	193.30	193.30 Open	N 10/01/2024	
101-42260-50308 FD; ESTUDIO 2525- 100			3.40		10/01/2024	
101-42260-50308 FD; ESTUDIO 2525-962 101-42260-50308 FD; ESTUDIO 2525- 48:	BW EXCESS SEP		4.71 185.19			
TOSHIBA BUSINESS SYSTEMS CH; ESTUDIO 4525 BACK PRINTER BW/CLR SEPT	10/01/2024 「CHOYT	10/22/2024	211.58	0.00 Paid	Y 10/01/2024	
101-41820-50308 CH; ESTUDIO 4525 BAG 101-41820-50308 CH; ESTUDIO 4525 BAG			4.37 207.21			
TOTAL CONTROL SYSTEMS, INC PW; WELL #1 & 4 CRADLEPOINT JUL-SEPT 2024	10/07/2024 CHOYT	10/22/2024	405.00	405.00 Open	N 09/30/2024	
601-49400-50321 PW; WELL #1 & 4 CRAD	LEPOINT JUL-SEP	T 24	405.00			
TOTAL CONTROL SYSTEMS, INC PW; REPAIR/MAINT-RIVER HILLS VFD FAULT	10/07/2024 CHOYT	10/22/2024	4,371.08	4,371.08 Open	N 10/07/2024	
602-49400-50220 PW; REPAIR/MAINT-RIV	ER HILLS VFD FAULT		4,371.08			
TOTAL CONTROL SYSTEMS, INC PW; REPAIR/MAINT REPLACE MONITOR	10/08/2024 CHOYT	10/22/2024	1,359.40	1,359.40 Open	N 10/08/2024	
601-49400-50220 PW; REPAIR/MAINT REF	PLACE MONITOR		1,359.40			
TWIN CITY GARAGE DOOR CO FD; BUILDING REPAIR- GARAGE DOOR	09/19/2024 CHOYT	10/22/2024	1,722.50	1,722.50 Open	N 09/19/2024	
101-42260-50223 FD; BUILDING REPAIR-	GARAGE DOOR		1,722.50			
TWIN CITY GARAGE DOOR CO FD; REPAIR/MAINT-GARAGE DOORS	10/16/2024 CHOYT	10/22/2024	2,025.00	2,025.00 Open	N 10/16/2024	
101-42260-50220 FD; REPAIR/MAINT-GAI	RAGE DOORS		2,025.00			
UNIVERSAL SERVICES	10/04/2024	10/22/2024	3,000.00	3,000.00 Open	N	

18350 118TH AVE N 2024 ROW ESCROW RELEAS CHOYT 421-00000-22100 18350 118TH AVE N 2024ROW ESCROW RELEASE 3,000.00					08/23/2024	
 421-00000-22100	10000 11011174 1 1 20.	Z4NOW LOCKOW	TILLLAGE	3,000.00		
UNIVERSAL SERVICES		10/04/2024	10/22/2024	3,000.00	3,000.00 Oper	n N
	ROW ESCROW RELEASE			,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	.,	08/23/2024
421-00000-22100	11771 TROY LANE 2024	4 ROW ESCROW F	RELEASE	3,000.00		
UNUM LIFE INSURANCE	COMPANY	10/14/2024	10/22/2024	1,854.63	1,854.63 Oper	n N
NOV 2024/0471540-00	1	CHOYT				10/14/2024
 101-00000-21705	NOV 2024/0471540-00	01		1,854.63		
VISA-CH		09/30/2024	10/22/2024	3,041.77	0.00 Paid	Υ
5198 VISA CH; SEPT 202	24	CHOYT				09/30/2024
101-41500-50205	CH; ZOOM			43.41		
101-41820-50308	CH; MICROSOFT			4.00		
101-41820-50308	CH; DIGIUM CLOUD			706.72		
101-43100-50212	PW; MOTOR FUELS-FUE	EL CLOUD		122.50		
101-41810-50200	CH; SUPPLIES-AMAZON	N		49.18		
101-41810-50200	CH; SUPPLIES-AMAZON	N		94.54		
101-41810-50200	CH; SUPPLIES-LG			43.40		
101-41810-50205	CH; SUBSCRIPTIONS-W	VORD PRESS 24-2	25	1,150.00		
101-41810-50200	CH; SUPPLIES			63.99		
101-41810-50200	CH; SUPPLIES			47.94		
101-41810-50200	CH; SUPPLIES			612.24		
101-41810-50200	CH; SUPPLIES			32.99		
101-41810-50200	CH; SUPPLIES			12.50		
101-41410-50210	OPERATING SUPPLIES-	ELECTIONS		9.89		
101-41410-50210	OPERATING SUPPLIES-	ELECTIONS		19.79		
101-41820-50308	CH; MICROSOFT			8.70		
 101-41410-50210	OPERATING SUPPLIES-	ELECTIONS		19.98		
VISA-CH		10/01/2024	10/22/2024	369.93	0.00 Paid	Υ
5321 VISA CH; SEPT 2024		CHOYT				10/01/2024
101-41810-50208	EVELOPMENT-HOTELS.COM		339.60			
101-41810-50208	CH; PROFESSIONAL DE		TELS.COM	(339.60)		
101-41810-50200	CH; SUPPLIES-TARGET			39.05		
101-41810-50200	CH; SUPPLIES			(39.05)		
101-41500-50200	CH; SUPPLIES			17.29		

101-41500-50200	CH; SUPPLIES	44.32		
101-41500-50208	CH; PROFESSIONAL DEVELOPMENT	14.69		
101-41310-50200	CH; SUPPLIES	21.17		
101-41500-50208	CH; PROFESSIONAL DEVELOPMENT	272.46		
VISA-FD2	09/30/2024 10/2	2/2024 8,184.14	0.00 Paid	Υ
5396 VISA FD; SEPT 2024	4 CHOYT			09/30/2024
101-42260-50220	FD; MISTER CAR WASH-ASTRUP	35.88		
101-42260-50220	FD; SOTA SHINE-HENDRICKSON	25.06		
101-42260-50207	FD; RECRUITMENT AND RETENTION-KWIK TRIP	7.98		
101-42260-50200	FD; SUPPLIES-SAM'S	88.98		
101-42260-50207	FD; RECRUITMENT AND RETENTION-ETSY	124.81		
101-42260-50207	FD; RECRUITMENT AND RETENTION-ETSY	34.73		
101-42260-50200	FD; SUPPLIES-AMAZON	45.97		
101-42260-50220	FD; REPAIR/MAINT-AMAZON	11.99		
101-42260-50217	FD; UNIFORM-AMAZON	26.33		
101-42260-50217	FD; UNIFORM-AMAZON	47.78		
101-42260-50220	FD; REPAIR/MAINT-AMAZON RETURN	(79.99)		
101-42260-50220	FD; REPAIR/MAINT-AMAZON	80.99		
101-42260-50208	FD; PROFESSIONAL DEVELOPMENT-IFSTA	31.00		
101-42260-50207	FD; -RECRUITMENT AND RETENTION	496.12		
101-42260-50207	FD; RECRUITMENT AND RETENTION-AL ALMAS	5,706.27		
101-42260-50208	FD; PROFESSIONAL DEVELOPMENT-CURTIS	59.63		
101-42260-50200	FD; SUPPLIES-PETFLOW	119.91		
101-42260-50220	FD; REPAIR/MAINT	148.18		
101-42260-50200	FD; SUPPLIES-AMAZON	41.99		
101-42260-50200	FD; SUPPLIES-AMAZON	39.99		
101-42260-50200	FD; SUPPLIES-AMAZON	24.59		
101-42260-50200	FD; SUPPLIES-AMAZON	11.26		
101-42260-50205	FD; SUBSCRIPTIONS/MEMBERSHP DUES	60.00		
101-42260-50207	FD; RECRUITMENT AND RETENTION-AL & ALMA	AS 528.89		
101-42260-50207	FD; RECRUITMENT AND RETENTION-SUNDANC	CE 143.50		
101-42260-50220	FD; REPAIR/MAINT-COSTCO	9.97		
101-42260-50208	FD; PROFESSIONAL DEVELOPMENT-MFSCB	131.25		
101-42260-50200	FD; SUPPLIES	64.29		
101-42260-50200	FD; SUPPLIES -AMAZON	116.79		
VISA-PD	10/01/2024 10/2	2/2024 1,059.78	0.00 Paid	Υ

5081 VISA PD; SEPTEM	IBER 2024	CHOYT				10/01/2024
101-42120-50217	PD; UNIFORM-BURS	ΓAD		166.50		
101-42120-50200	PD; SUPPLIES			23.80		
101-42120-50208	PD:PROFESSIONAL D	DEVELOPMENT-PR	I	279.00		
101-42120-50331	PD; LODGING/MEALS	S/MILEAGE		12.00		
101-42120-50580	PD; OTHER EQUIPME	NT-DIGIKEY		24.72		
101-42120-50331	PD; LODGING/MEALS	S/MILEAGE		55.04		
101-41910-50211	PD; MEALS & FOOD F	OR PROGRAMS-F	IREPOT	34.20		
101-41910-50210	PD; OPERATING SUP	PLIES		138.80		
101-42120-50200	PD; SUPPLIES			20.09		
101-42120-50200	PD; SUPPLIES			13.99		
101-42120-50580	PD; OTHER EQUIPME	NT-STALKER RADA	AR	80.95		
101-42120-50395	PD; CRIME PREVENTI	ION SUPPLIES		159.90		
101-42120-50200	PD; SUPPLIES			4.39		
101-42120-50322	PD; POSTAGE			46.40		
VISA-PW		09/30/2024	10/22/2024	699.98	0.00 Paid	Υ
7665 VISA PW; SEPT 20	024	CHOYT				09/30/2024
 101-43100-50210	PW; OPERATING SUP	PLIES-AMAZON		699.98		
VOLUNTEER FIREFIGH	TERS BENEFIT	03/10/2024	10/22/2024	633.00	633.00 Open	N
FD; 2024 RENEWAL-UI	PDATES	CHOYT				03/31/2024
 101-42260-50205	FD; 2024 RENEWAL-I	UPDATES		633.00		
WATER LABORATORIES	·	10/07/2024	10/22/2024	565.20	565.20 Open	N
WATER TESTING; SEPT	Γ2024	CHOYT				09/30/2024
 601-49400-50300	WATER TESTING; SEI	PT 2024		565.20		
WESTSIDE WHOLESAL		10/15/2024	10/22/2024	1,166.78	1,166.78 Open	N
PW; REPAIR/MAINT-TIF		CHOYT				10/15/2024
 101-42260-50220	PW; REPAIR/MAINT-T	TRES		1,166.78		
WHITE CAP, LP		10/01/2024	10/22/2024	702.00	702.00 Open	N
PW; REPAIR/MAINT		CHOYT				10/01/2024
 101-45200-50210	PW; OPERATING SUP	PLIES		702.00		
VOEL ENERGY		40/07/0004	40,000,000,4	00.07	0.00 P-: 1	V
XCEL ENERGY	004	10/07/2024	10/22/2024	30.87	0.00 Paid	Υ
51-5420841-2 SEPT 2	U <b>2</b> 4	KTHELEN				10/02/2024

 101-43100-50230 51-5420841-2 SEP	T 2024		30.87		
XCEL ENERGY	10/07/2024	10/22/2024	54.13	0.00 Paid	Υ
		10/22/2024	54.15	0.00 Palu	-
51-0013433188-8; 18432 UNIT SIGNAL; SEP		I.CEDT	E / 12		10/01/2024
 101-43100-50230 51-0013433188-8;	18432 UNII SIGNA	54.13			
XCEL ENERGY	10/07/2024	10/22/2024	137.29	0.00 Paid	Υ
51-0013433364-2; ST LGT; SEPT-OCT 2024	KTHELEN				10/02/2024
101-43100-50230 51-0013433364-2;		2024	137.29		
XCEL ENERGY	10/07/2024	10/22/2024	86.63	0.00 Paid	Υ
51-0013433327-7; UNIT SIGNAL; SEP-OCT 2	024 KTHELEN				10/01/2024
101-43100-50230 51-0013433327-7;		OCT 24	86.63		
XCEL ENERGY	10/07/2024	10/22/2024	29.85	0.00 Paid	Υ
51-0013433412-1; HWY 94 LGT; SEP-OCT20	24 KTHELEN				10/01/2024
 101-43100-50230 51-0013433412-1;	HWY 94 LGT; SEP-0	OCT2024	29.85		
XCEL ENERGY	10/07/2024	10/22/2024	941.62	0.00 Paid	Υ
51-6111142-2 ST LGT; SEP-OCT 2024	KTHELEN				10/02/2024
 101-43100-50230 51-6111142-2 ST L	GT; SEP-OCT 2024		941.62		
XCEL ENERGY	09/30/2024	10/22/2024	47.15	0.00 Paid	Υ
51-0014158934-9; 11501 DAYTON/S.L. SEPT					09/30/2024
 101-43100-50230 51-0014158934-9;	11501 DAYTON/S.I	SEPT	47.15		
VOEL ENERGY	10/14/0004	10/00/0004	04.00	04.00. 0	N
XCEL ENERGY	10/14/2024	10/22/2024	21.90	21.90 Open	N 09/18/2024
51-0012400696-3;RUSH CR; AUG-SEPT 2024		OT 0004	21.00		09/18/2024
 101-45200-50381 51-0012400696-3;	nuon CK, AUG-SEF	21.90			
XCEL ENERGY	10/14/2024	10/22/2024	22.06	22.06 Open	N
51-6970693-8 SHED; SEPT- OCT 2024	KTHELEN		00	opo	10/08/2024
101-45200-50381 51-6970693-8 SHE			22.06		
XCEL ENERGY	10/14/2024	10/22/2024	26.02	26.02 Open	N
51-0014444653-6; 146TH AVE S.LIGHTS; SEF	P- OCKTHELEN			•	10/08/2024
101-43100-50230 51-0014444653-6;	146TH AVE S.LIGH	TS; SEP	26.02		

XCEL ENERGY 51-0014423188-8;146TH AVE ST LGT; SEP-OC	10/14/2024 T 2 KTHFI FN	10/22/2024	23.98	23.98 Open	N 10/08/2024
XCEL ENERGY 51-0013923150-3;HOLLY LN; SEPT- OCT 2024		10/22/2024	39.94	39.94 Open	N 10/09/2024
101-43100-50230 51-0013923150-3;HG	OLLY LN; SEPT- OC	1 2024	39.94		
XCEL ENERGY 51-0013211437-0;SDL TRAIL LIFT; SEP-OCT 20	10/14/2024 024 KTHELEN	10/22/2024	33.14	33.14 Open	N 10/09/2024
601-49400-50381 51-0013211437-0;SD	DL TRAIL LIFT; SEP-	ОСТ	33.14		
XCEL ENERGY 51-0011857801-8;PD/PW BLDG; SEP-OCT 202	10/14/2024 24 KTHELEN	10/22/2024	4,210.84	4,210.84 Open	N 10/09/2024
101-42120-50381 51-0011857801-8;PE	D/PW BLDG; SEP-C	4,210.84			
XCEL ENERGY 51-0014444656-9; CHESHIRE CT S.LIGHTS; SE	10/14/2024 EP- KTHELEN	10/22/2024	26.02	26.02 Open	N 10/09/2024
101-43100-50230 51-0014444656-9; C		26.02			
XCEL ENERGY 51-0013433451-8;BROCKTON LGT; SEP-OCT 2	10/14/2024 20: KTHELEN	10/22/2024	61.04	61.04 Open	N 10/09/2024
101-43100-50230 51-0013433451-8;BF	ROCKTON LGT; SE	61.04			
XCEL ENERGY 51-0013565432-4 WELLHOUSE; SEP-OCT 202	10/14/2024 4 KTHELEN	10/22/2024	2,411.03	2,411.03 Open	N 10/09/2024
601-49400-50381 51-0013565432-4 WI	LLHOUSE; SEP-OCT24		2,411.03		
XCEL ENERGY 51-0014297205-1;U.PASS W/RH PKWY; SEP-O	10/14/2024 OCT KTHELEN	10/22/2024	66.51	66.51 Open	N 10/09/2024
101-43100-50230 51-0014297205-1;U.	101-43100-50230 51-0014297205-1;U.PASS W/RH PKWY; SEP-OC				
XCEL ENERGY 51-0013985527-8; CHESHIRE LGT; SEP-OCT 2	10/14/2024 02 KTHELEN	10/22/2024	34.92	34.92 Open	N 10/09/2024
101-43100-50230 51-0013985527-8; C	HESHIRE LGT; SEP	-OCT24	34.92		
XCEL ENERGY 51-0014473382-9 12000.5 W FRENCH LK SEP	09/30/2024 T 2 CHOYT	10/22/2024	49.83	49.83 Open	N 09/30/2024

459-43100-50300-2001 51-00144733	82-9 12000.5 W FRENCH LK SEPT	49.83		
XCEL ENERGY	09/30/2024 10/22/2024	56.05	56.05 Open	N
51-0013348079-5;14430 DAYTON RIVER; SE	PT-0 CHOYT			09/30/2024
	14430 DAYTON RIVER;	56.05		
7IFOLED INO	40/07/0004	404.04	101.01.0	
ZIEGLER INC PW; REPAIR/MAINT GLASS FRONT	10/07/2024 10/22/2024 CHOYT	194.91	194.91 Open	N 10/01/2024
		104.01		10/01/2024
# of Invoices: 225 # Due: 200 Totals:	GLASS FRONT	194.91 556,799.70	447,640.89	
# of Credit Memos: 0 # Due: 0 Totals:		0.00	0.00	
Net of Invoices and Credit Memos:		556,799.70	447,640.89	
* 4 Net Invoices have Credits Totalling:		(1,189.94)		
TOTALS BY FUND				
101 - GENERAL FUND		175,673.00	66,578.78	
225 - EDA		1,104.50	1,104.50	
401 - CAPITAL EQUIPMENT		34,502.13	34,502.13	
405 - PARK DEDICATION		7,921.78	7,921.78	
420 - LANDSCAPE ESCROWS		243,000.00	243,000.00	
421 - ROW ESCROWS		6,000.00	6,000.00	
459 - 2022 TIF STREET IMPROVEMENTS		49.83	49.83	
480 - DAYTON PARKWAY INTERCHANGE		57,587.41	57,587.41	
601 - WATER FUND		22,362.61	22,298.02	
602 - SEWER FUND		8,598.44	8,598.44	
TOTALS BY DEPT/ACTIVITY				
00000 -		251,423.93	251,423.93	
41110 - Council		60.37	60.37	
41310 - Administration		21.17	0.00	
41410 - Elections		101.41	51.75	
41420 - City Clerk		117.50	97.50	
41500 - Finance		392.17	0.00	
41640 - Legal Services		1,008.00	1,008.00	
41650 - Recycling Services		17,840.74	931.40	

41710 - Plannning & Economic Dev	1,104.50	1,104.50
41810 - Central Services	4,761.20	2,199.72
41820 - Information Technology	2,451.98	1,520.98
41900 - General Govt	7,671.66	7,671.66
41910 - Activity Center	1,550.97	820.61
42120 - Patrol and Investigate	46,191.02	44,815.34
42130 - Emergency Mgmt	23.50	23.50
42140 - Animal Control	194.00	194.00
42260 - Fire Suppression	22,554.02	14,336.32
43000 -	58,169.11	58,169.11
43100 - Public Works	29,365.23	26,479.57
45200 - Parks	5,836.17	5,836.17
49400 - Utilities	30,961.05	30,896.46
49999 - Contingency	75,000.00	0.00

Meeting Date: Oct 22, 2024 Item Number: C



#### ITEM:

Approval of Resolution 53-2024 and Resolution 57-2024; Three Rivers Land Purchase

#### **APPLICANT:**

Kelly Grissman, Director of Planning, Three Rivers Park District Ann Rexine, Principal Planner, Three Rivers Park District

#### PREPARED BY:

Jon Sevald, Community Development Director

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

Motion to Approve Resolutions supporting Three Rivers Park District acquisition of property located at 15520 Lawndale Lane (Yancy), and 17700 117<sup>th</sup> Avenue (Boggs)

#### **BACKGROUND:**

Three Rivers Park District has purchase agreements for two properties along the planned West Mississippi River Regional Trail and Diamond Lake Regional Trail.

- 1. 15520 Lawndale Ln (6.9 acres) located at the north intersection of Dayton River Road and Lawndale Ln. The property is zoned A-1 Agricultural and guided Rural Estate in the 2040 Comprehensive Plan. The land includes a home and several accessory buildings. The property has 670' of shoreline on the Mississippi River and is in proximity to Goodin Park.
- 2. 17700 117<sup>th</sup> Avenue (23.2 acres) located on the south shore of French Lake. The property is zoned A-1 Agricultural and is guided Park & Open Space in the 2040 Comprehensive Plan. The land is vacant and includes wetland, floodplain and a city stormwater pond.

Prior to Three Rivers Park District purchasing land, they are required to obtain municipal consent.

#### **CRITICAL ISSUES:**

None.

#### **RELATIONSHIP TO COUNCIL GOALS:**

Preserving our Rural Character Create a Sought After Community

#### **RECOMMENDATION:**

Staff recommends Approval

#### **ATTACHMENT(S):**

Aerial Photos Resolution 53-2024 (Yancy) Resolution 57-2024 (Boggs)



15520 Lawndale Lane N. (Yancy property)



17700 117th Avenue N. (Boggs property)

#### **RESOLUTION 53-2024**

## CITY OF DAYON COUNTIES OF HENNEPIN AND WRIGHT STATE OF MINNESOTA

A RESOLUTION OF SUPPORT FOR THE ACQUISITION OF 6.9 ACRES OF PROPERTY ON DAYTON RIVER ROAD IDENTIFIED BY PID 05-120-22-22-0003, 06-120-22-11-0019, 06-120-22-14-0001, and 06-120-22-14-0002 IN THE CITY OF DAYTON

**WHEREAS**, the City of Dayton ("City") participated in and passed Resolution No. 23-2016 in support for the West Mississippi River Regional Trail master plan on June 29, 2016; and

**WHEREAS**, implementation of the West Mississippi River Regional Trail ("Regional Trail") corridor requires acquisition of land sufficient to design, build, operate and maintain a regional trail; and

**WHEREAS**, 15520 Lawndale Lane North, PID's 05-120-22-22-0003, 06-120-22-11-0019, 06-120-22-14-0001, and 06-120-22-14-0002 ("Property") was offered for sale to Three Rivers Park District ("Park District"); and

**WHEREAS**, the property owner has signed a purchase agreement to sell the property to the Park District on a willing seller basis and intends to close in 2024; and

**WHEREAS**, Park District is required to obtain municipal consent via resolution when acquiring property; and

**WHEREAS**, City has reviewed the acquisition of the Property by the Park District and find that it is in conformance with the master plan; and

**THEREFORE** BE IT RESOLVED, that the City Council of the City of Dayton, Minnesota approves the direct purchase of the property rights of the aforementioned property by the Park District for the West Mississippi River Regional Trail.

Adopted by the Council of the City of Dayton on this 22<sup>nd</sup> day of October, 2024.

Dennis Fisher, Mayor

ATTEST:

Amy Benting, City Clerk

Motion made by Councilmember \_\_\_\_\_\_, Second by Councilmember \_\_\_\_\_.

Motion carried \_\_\_\_ - \_\_\_.

#### **RESOLUTION 57-2024**

## CITY OF DAYON COUNTIES OF HENNEPIN AND WRIGHT STATE OF MINNESOTA

### A RESOLUTION OF SUPPORT FOR THE ACQUISITION OF 23.2 ACRES OF PROPERTY ON 117<sup>th</sup> AVENUE IDENTIFIED BY PID 30-120-22-44-0001 IN THE CITY OF DAYTON

**WHEREAS**, the City of Dayton ("City") participated in and passed Resolution No. 23-2016 in support for the Regional Trail master plan on June 29, 2016; and

**WHEREAS**, implementation of the Diamond Lake Regional Trail ("Regional Trail") corridor requires acquisition of land sufficient to design, build, operate and maintain a regional trail; and

**WHEREAS**, 17700 117<sup>TH</sup> Ave North, PID: 30-120-22-44-0001 ("Property") was offered for sale to Three Rivers Park District ("Park District"); and

**WHEREAS**, the property owner has signed a purchase agreement to sell the property to the Park District on a willing seller basis and intends to close in 2024; and

**WHEREAS**, Park District is required to obtain municipal consent via resolution when acquiring property; and

**WHEREAS**, City has reviewed the acquisition of the Property by the Park District and find that it is in conformance with the master plan; and

**THEREFORE BE IT RESOLVED**, that the City Council of the City of Dayton, Minnesota approves the direct purchase of the property rights of the aforementioned property by the Park District for the Diamond Lake Regional Trail.

Adopted by the Council of the City of Dayton on this 22<sup>nd</sup> day of October, 2024.

Dennis Fisher, Mayor

ATTEST:

Amy Benting, City Clerk

Motion made by Councilmember , Second by Councilmember .

Motion carried \_\_\_ - \_\_\_.





**PRESENTER:** Chief Paul Enga

**ITEM:** Staff recommends the City Council accept the letter of resignation of Officer Brandon Bateman

PREPARED BY: Chief Paul Enga

<u>POLICY DECISION / ACTION TO BE CONSIDERED:</u> Accept the letter of resignation of Officer Brandon Bateman

#### **BACKGROUND:**

On Friday October 4<sup>th</sup>, 2024 Officer Brandon Bateman submitted his official notice of resignation effective immediately. Staff is recommending council accept the resignation of Officer Brandon Bateman.

**RECOMMENDATION:** Staff recommends the City Council accepts Officer Brandon Batemans resignation.

#### **ATTACMENTS:**

Letter of resignation from Officer Brandon Bateman

Dear Lieutenant Burstad,

With this letter, I hereby notify you of my resignation from the position of a Police Officer for the Dayton Police Department. My resignation will be effective October 04, 2024.

It has been a pleasure working for the City of Dayton and the Dayton Police Department. It has been a great experience for the past six months. I would like to thank the Staff and Officers for the learning experiences and opportunities I have gained throughout my time here.

I wish for the best future for the Dayton Police Department and City.

Thank You,

**Brandon Bateman** 

Meeting Date:10/22/2024 Item Number: E



#### **PRESENTER:**

Chief Enga

#### ITEM:

Approve Conditional Job Offer to Aaron Burns to fill the vacancy from Officer Bateman's resignation

#### **PREPARED BY:**

Chief Enga

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

Approve Conditional Job Offer to Aaron Burns to fill the vacancy from Officer Bateman's resignation.

#### **BACKGROUND:**

On October 4<sup>th</sup>, 2024, Officer Bateman submitted his resignation letter effective immediately. The Dayton Police Department has had a continuous application process due to the lack of candidates and has interviewed candidates as they apply. The Dayton Police Department would like to offer a Conditional Job Offer to Aaron Burns pending Background, Psychological, and Medical to fill the vacancy from the resignation of Officer Bateman. Aaron Burns started his career with the Robbinsdale Police Department in 2012 as a Part-time Community Service Officer. Aaron was promoted to Police Officer in 2016 with the Robbinsdale Police Department where he worked until 2022. During his time with Robbinsdale Aaron was a Field Training Officer, Firearms Instructor, Taser Instructor, Less Lethal Munitions Instructor, Active Shooter Instructor, and became CIT trained. In 2022 Aaron left Robbinsdale Police Department and accepted a Police Officer Position with Corcoran Police Department where he continues to work. Aaron will bring experience and training to assist not only with the Dayton Police Department but the City of Dayton.

I am recommending the selected candidate Aaron Burns for the full-time officer position beginning November 17, 2024 conditional on Psychological, Physical, and background completion. The full-time police officer position would be placed in pay grade 8 at step 7 which is \$47.80 per hour, per union contract, and would accumulate vacation and sick at the 5-10yr level. There would also be the usual one-year probationary period.

#### **CRITICAL ISSUES:**

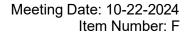
- The selected candidate Aaron Burns will fill the vacancy of Officer Bateman's resignation
- The selected candidate Aaron Burns would start at Pay Grade 8, step 7 which is \$47.80 per hour, per union contract, with one-year probationary period.
- The selected candidate Aaron Burns would begin with 80 hours of vacation and 120 hrs. and would accumulate at the 5-10 yr.
- Conditional offer would be contingent upon completion of Background, Psychological, and Medical.
- Anticipated start date would be December 1<sup>st</sup>, 2024

#### **BUDGET IMPACT:**

Budgeted for in 2024

#### **RECOMMENDATION:**

Approve Conditional Job Offer to Aaron Burns to fill the vacancy of the Resignation of Officer Bateman.





**PRESENTER:** Amy Benting

ITEM: Acceptance of Donation from the Trost Family

PREPARED BY: Amy Benting

POLICY DECISION / ACTION TO BE CONSIDERED: Accepting a Traeger grill donation from

the Trost Family for Employee Appreciation Event

**BACKGROUND:** The Trost Family has donated a grill in the past year for this similar event.

**CRITICAL ISSUES**: N/A

**BUDGET IMPACT:** Donation

**RECOMMENDATION:** Accept donation of Trager Grill

**ATTACHMENT(S):** Resolution 54-2024

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

### RESOLUTION 54-2024 RESOLUTION ACCEPTING DONATION FROM THE TROST FAMILY.

**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,** the Trost Family has offered to contribute two Traeger grill to be used for an Employee Appreciation Event giveaway; and

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

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

- 1. The donation described above is accepted and used to award the raffle at the Employee Appreciation Event.
- 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 October 22, 2024.

Mayor	– Denn	is Fisher	

Meeting Date: 10-22-2024 Item Number: G



#### PRESENTER:

Jason Quisberg

#### ITEM:

Sundance Greens 6th Addition Letter of Credit (LOC) Reduction

#### **PREPARED BY:**

Jason Quisberg, Engineering Nick Findley, Engineering

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

Reduction in the LOC for street and utility improvements for the 6<sup>th</sup> Addition of the Sundance Greens development.

#### **BACKGROUND:**

Work on utilities and streets in the 6<sup>th</sup> Addition of the Sundance Greens development began in Summer 2021. A portion of the work in this addition of the development has been completed, including curb and gutter, base course paving, and wearing course paving. Pond work, punchlist, landscaping, and record plans must be completed throughout the addition of the development.

The current LOC balance for 6<sup>th</sup> Addition streets and utilities is \$679,402.96. The remaining work in the development is valued at approximately \$250,000.00.

We recommend reducing the LOC amount for Sundance Greens 6<sup>th</sup> Addition by an amount of \$429,402.96 from \$679,402.96 to \$250,000.00.

#### **CRITICAL ISSUES:**

There are no outstanding critical issues.

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

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

#### **RELATIONSHIP TO COUNCIL GOALS:**

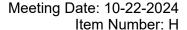
#### **BUDGET IMPACT:**

None

#### **RECOMMENDATION:**

Staff recommends releasing the LOC for the 6<sup>th</sup> Addition of the Sundance Greens development by the amount of \$429,402.96 for a remaining balance of \$250,000.00.

#### **ATTACHMENT(S):**





#### **PRESENTER:**

Jason Quisberg

#### ITEM:

Zachary Villas of Dayton Letter of Credit (LOC) Reduction

#### **PREPARED BY:**

Jason Quisberg, Engineering Nick Findley, Engineering

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

Release of the LOC for public improvements for the Zachary Villas of Dayton development

#### **BACKGROUND:**

Construction of streets and utilities in the Zachary Villas of Dayton development began in 2020. Work has been completed except for final landscaping items.

The current LOC balance is \$20,000.00. A release in the LOC in place for the Zachary Villas development has been requested. We recommend releasing the balance to an amount of \$0.00. Therefore, we recommend a release of \$20,000.00 from the existing letter of credit.

#### **CRITICAL ISSUES:**

There are no outstanding critical issues.

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

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

#### **RELATIONSHIP TO COUNCIL GOALS:**

#### **BUDGET IMPACT:**

None

#### **RECOMMENDATION:**

Staff recommends releasing the LOC for Zachary Villas of Dayton by the amount of \$20,000.00 for a remaining balance of \$0.00.

#### **ATTACHMENT(S):**

Meeting Date: 10-22-2024

Item: I



#### ITEM:

Dayton Parkway Interchange

#### **PREPARED BY:**

Jason Quisberg, Engineering

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

Approve Change Order #32 for the Dayton Parkway Interchange Project

#### **BACKGROUND:**

A quantity of bituminous mixture installed on the project did not satisfy specifications. The deviance from acceptable range was not substantial enough to warrant removal and installation of new; however, a contract price adjustment (reduction) for the out-of-spec material was triggered.

Approval of Change Order #32, results in a <u>decrease</u> of \$1,221.75 to the construction contract amount.

See the attached Change Order form for additional explanation.

#### **RECOMMENDATION:**

Staff recommends approval of Change Order #32

#### ATTACHMENT(S):

Change Order #32

#### Minnesota Department Of Transportation

Report Printed Date: 10/2/2024

Contract: 200502 Change Order No.: 0032 Net Change Order Amount: -\$1,221.75

Prime Contractor: C.S. McCrossan Construction, Inc., 0000193884 Spec Book Year: 18

CO Type: COLevel1 Awarded Contract Amount: \$21,611,939.44 Funding Source: SA

State Proj. No.: 2780-100 Resident Engineer: Dan Penn

Fed. Proj. No.: 2780-100 / STPF 2720(021) Admin Office: MC-Golden Valley North West

District: M Metro County: C027 HENNEPIN Route: T.H. 94, CSAH 81, 101, Dayton arkway

Reason: 1512.1 Unacceptable Work

Location: T.H. 94 FROM 600' EAST TO 5400' EAST OF CSAH 101 OVERPASS. LOCATED ON CSAH 81,660' NW OF DAYTON PKWY TO DAYTON PKWY. CSAH 101, 80' N OF RUSH

CREEK TO 1440' S OF T.H. 94. DAYTON PKWY, CSAH 101 TO 215' SW OF CSAH 81.

**Description:** Asphalt Emulsion Material Test Failure

**Explanation:** 

Issue Tack Sample CO-AE20-0267 has a penetration rate of 227 outside the maximum specification of 90.

**Resolution** In accordance with the Schedule of Price Reductions for Asphalt Emulsions and with concurrence from the MnDOT Bituminous Engineer, a price reduction of 5% of the

bituminous tonnage represented by the sample is assessed with this Change Order.

Entitlement The Engineer has determined entitlement per Specification 1512 Unacceptable Work

**Impact** This change does not impact contract time.

**Cost** The cost is verified by the Engineer.

Payment No payment will be made with this Change Order. Instead a price reduction will be made and a credit to the owner applied.

#### Increases/Decreases

Item Description	Item ID	Project Line	Contract Line	Project	Category	Item Source	Quantity Inc/Dec	Unit	Unit Price	Dollar Amount
									Total:	\$0.00

#### **New Items**

Item Description	Item ID	Item Reason	Project Line	Cont. Line	Project	Category	Quantity	Unit	Unit Price	Dollar Amount
CO #32 - Tack Failure - CHANGE ORDER LUMP SUM	1402601/00010	1512.1(3)	125410	1950	136130	0003 - SP 229-112-002 / SP 027-701-036 (80% STPF / 20% LOCAL)	1.000	LS	-\$1,221.75	-\$1,221.75
									Total:	-\$1,221.75

#### **Time Adjustments**

Time ID	Time Description	Time Type	Original	Current	Adjustment	New
---------	------------------	-----------	----------	---------	------------	-----

#### **Project/Category Summary**

Project Description	Project	Category	Category Description	Dollar Amount
GRADING, CONCRETE & BITUMINOUS SURFACING, SIGNALS, LIGHTING, TMS, ADA IMPROVEMENTS AND BRIDGE #27417.	136130	0003	SP 229-112-002 / SP 027-701-036 (80% STPF / 20% LOCAL)	-\$1,221.75
			Net Change Order Amount:	-\$1,221.75

#### Minnesota Department Of Transportation

Report Printed Date: 10/2/2024

Project Engineer/Project Supervisor	
Contractor	
Commissioner of Transportation Pursuant to Delegation	
Commissioner of Administration Pursuant to Delegation	
Consultant Contract Administrator (recommendation for Approval only)	
Local Agency (if funded wholly or in part by Local Agency)	

ATTACHMENTS: By signing this agreement, the Contractor acknowledges receipt of the specified attachments (if applicable)

SP 2780-100 Dayton Pkwy - CO #32 Asphalt Emulsion Price Reduction

9/25/2020
362. ×
67.5 =
24.435. ×
24.435. ×
5. %
1,321.75 +

Compby: DDG
Vby: KW



State of Minnesota Department of Transportation Office of Materials and Road Research

#### **Asphalt Emulsion Test Report**

Lab Ref. Number:	CO-AE20-0267	Sampled By:	
Project Number:	2780-100	Submitted By:	Kris Westerbur
Engineer:	Brian Porter	Sampled From:	Tack truck
Spec:	CSS-1h	Bill To:	
Refinery:	Flint Hills	Date Sampled:	9/25/2020
Manifest Number:	220037203	Date Received:	9/29/2020
Field ID:	Tack 1	Date Signed:	9/30/2020
Comments:	TH94		

	Test Results	Specif	Teation
		Minimum	Maximum
Weight/Gallon:			
Viscosity:		20	100
Paddle Viscosity:		40	200
Sieve Percent:			0.10
Particle Charge:			POS
Storage Stability:			1.0
Cement Mix Percent:			2.0
Demulsibility Percent:			
Distillation Residue Percent: 500 F, 15 min.	64	57	
Evaporation Residue Percent:			
Oil Percent:	1.0		
Penetration:	227	40	90
Float Test:			
Ash:			1.0
Disposition:	Does Not Meet Requirements		
Comments:	Recheck pen 221		

Test Procedures: AASHTO T59

If you have any questions, please call: (651) 366-5549

Copies To:

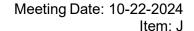
Charge Out: 1110

Brian Porter

Jason Szondy Digitally signed by Jason Szondy Date: 2020.10.05 15:32:38 -05'00'

May 31, 2017 SCHEDULE of PRICE REDUCTIONS for ASPHALT EMULSIONS

Test	Spec. Limits	Substantial	Price	Reduction (% of Mix	x Price)
PENETRATION	Min. Max.	Compliance	1.5%	3.0%	5%
Penetration @77 F	40-90	38-39	36-37	30-35	<30
(Test on Residue from		91-95	96-99	100-113	>113
Distillation test)					
	60-100	57-51	54-56	45-53	<45
		101-105	106-110	111-125	>125
	100-200	95-99	90-94	75-89	<75
		201-210	211-220	221-250	>250
	100-250	95-99	90-94	75-89	<75
	100-250	251-263	264-275	276-312	>312
		251-263	204-275	2/0-312	/312
Test	Spec. Limit	Substantial	Price	 Reduction (% of Mix	x Price)
RESIDUE, %	Min.	Compliance	1.5%	3.0%	5%
CSS-1h	57	55-56	51-54	43-50	<43
000 2					
CSS-1h D30	40	38-39	36-37	30-35	<30
CSS-1h D50	29	27-28	25-26	22-25	<22
Test	Spec. Limits	Substantial		Reduction (% of Mix	
VISCOSITY	Min. Max.	Compliance	1.5%	3.0%	5%
Viscosity SF@77 F	20-100	19	18	15-17	<15
		101-105	106-110	111-125	>125
Viscosity SF@122 F	20-100	As Above			
Viscosity SF@122 F	100-400	95-99	90-94	75-94	<75
VISCUSILY STEM 122 F	100-400	401-420	421-440	441-500	>500
		401-420	421-440	441-300	/300
				<u> </u>	1





ITEM:

Resolution 49-2024 and 50-2024 Approving Certification of Unpaid Utilities to 2025 Property Taxes

#### **PREPARED BY:**

Bethany Benting, Utility Billing Clerk

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

Consider approval of Resolution 49-2024 and 50-2024

#### **BACKGROUND:**

Each fall the City of Dayton sends letters to customers who have outstanding utility bills. This letter was sent on September 03, 2024, with a deadline to pay by 5:00 pm on November 14, 2024. Those remaining delinquent will be certified to the County for collection with property taxes in 2025. The list for Hennepin County is included in Resolution 49-2024 and the list for Wright County is included in Resolution 50-2024.

In 2017 the fee was changed so customers being certified now pay an additional 15% instead of the flat \$150 certification charge.

#### **CRITICAL ISSUES:**

None

#### **RELATIONSHIP TO COUNCIL GOALS:**

This action is part of typical Council business.

#### **RECOMMENDATION:**

Staff recommends approval of Resolutions 49-2024 and 50-2024

#### ATTACHMENT(S):

Resolution 49-2024 Resolution 50-2024

# RESOLUTION NO. 49-2024 RESOLUTION TO ASSESS UNPAID SEWER AND WATER UTILITIES TO THE PROPERTY TAXES PAYABLE IN THE YEAR 2025 FOR HENNEPIN COUNTY

WHEREAS, the City of Dayton (hereinafter the "City") has the ability to levy a special assessment for certain unpaid items; and

WHEREAS, the following properties have unpaid Sewer and Water Utilities in the amount of **\$94,998.31** against them and are owned by and described as the following:

Account Number	Service Address	Customer Name	Parcel Number	Past Due	Fee	Total Assessed
1104	18360 ROBINSON ST	LOTH, ANTHONY	31-121-22-31-0002	\$620.39	\$93.06	\$713.45
1652	17341 138TH AVE	BARBIERI, RON	17-120-22-23-0015	\$183.35	\$27.50	\$210.85
1674	14030 N MAGNOILA LN	JULIE COOK	14-120-22-22-0050	\$14.26	\$2.14	\$16.40
1691	15860 SHADYVIEW LN	WORRELL, MARY	31-121-22-34-0078	\$1,276.13	\$191.42	\$1,467.55
1722	18440 ROBINSON ST	PLAYLE, JODI	31-121-22-32-0135	\$120.21	\$18.03	\$138.24
1726	18470 DAYTON ST	REICHERT, TRAVIS	31-121-22-32-0061	\$129.63	\$19.44	\$149.07
1750	16241 RICHARDSON AVE	PREST, ERIN	36-121-23-41-0014	\$740.21	\$111.03	\$851.24
1774	18480 ROBINSON ST	BRAY, SCOTT	31-121-22-32-0039	\$426.12	\$63.92	\$490.04
1833	14050 N NORWOOD LN	HAMACK, GARY	14-120-22-22-0057	\$618.91	\$92.84	\$711.75
1839	12140 NOON DR	BLANCHETTE, RYAN	14-120-22-24-0010	\$693.80	\$104.07	\$797.87
1845	11421 N 134TH AVE	ROBERT K HAMPTON	14-120-22-43-0013	\$663.65	\$99.55	\$763.20
1853	11500 N 134TH AVE	TOLLEFSON, ERIC & HEATHER	14-120-22-43-0025	\$203.58	\$30.54	\$234.12
1872	14440 RIVER HILLS PKWY	MONSON EDWARDS, NICHOL	09-120-22-41-0022	\$377.02	\$56.55	\$433.57
1879	11920 NOON DR	ROMAN, SCOTT & MICHELLE	14-120-22-24-0028	\$655.82	\$98.37	\$754.19
1972	12920 N DEERWOOD LN	JENNIFER OINES ET AL	23-120-22-14-0021	\$74.33	\$11.15	\$85.48
1973	14040 N OAKVIEW LN	STOTESBERY, CHRISTINA	14-120-22-22-0011	\$309.53	\$46.43	\$355.96
1974	12901 N ZACHARY CIR	SENESCALL, SCOTT & LEAH	23-120-22-14-0065	\$365.10	\$54.77	\$419.87
2096	11501 N 134 1/2 AVE	HATTON-RUDNIK, KERRI	14-120-22-43-0020	\$462.11	\$69.32	\$531.43
2119	13441 N BALSAM LN	GODZALA, NATHAN	14-120-22-44-0036	\$833.52	\$125.03	\$958.55
2127	13430 N ARROWOOD LN	ROCKMAN-AMDAHL, JILLIAN	14-120-22-44-0009	\$679.64	\$101.95	\$781.59
2142	12041 NOON DR	SWEENEY, THERESA	14-120-22-24-0017	\$404.60	\$60.69	\$465.29
2168	12931 N ZACHARY CIR	GEIS, DAVID/ELIZABETH	23-120-22-14-0068	\$349.88	\$52.48	\$402.36
2170	12360 PINEVIEW TRL	ALLEN, DANIEL & JOHANNA	14-120-22-22-0053	\$213.22	\$31.98	\$245.20
2185	12910 STONERIDGE RD	ARNETT, MELISSA	10-120-22-44-0002	\$238.18	\$35.73	\$273.91
2188	12911 STONERIDGE RD	TAYLOR, CRYSTAL	10-120-22-44-0019	\$475.31	\$71.30	\$546.61
2197	11610 N 137TH AVE	COOK, KELLEY	14-120-22-42-0020	\$2,786.15	\$417.92	\$3,204.07
2257	11820 N BLUE SPRUCE CT	KAMBUNI, FRED	14-120-22-34-0051	\$19.87	\$2.98	\$22.85
2259	11851 N BLUE SPRUCE CT	BJERKE, JOHN	14-120-22-43-0065	\$465.81	\$69.87	\$535.68
2376	14245 N JUNEAU LN	WESTREM, BRIAN & LAURA	09-120-22-43-0020	\$725.33	\$108.80	\$834.13

2462	15270 FAIR MEADOWS LN	DWAYNE LANE	33-120-22-34-0060	\$115.07	\$17.26	\$132.33
2490	16011 FAIR MEADOWS LN	ROGAHN, JOSH & AMY	32-120-22-44-0024	\$13.23	\$1.98	\$15.21
2511	16051 FAIR MEADOWS LN	SEITZER, CHARLIE & EMILY	32-120-22-44-0018	\$22.16	\$3.32	\$25.48
		HORSTMAN, BRAD &				
2542	15331 CREEKSIDE LN	KRISTINE	33-120-22-34-0016	\$871.72	\$130.76	\$1,002.48
2632	11991 N PINERIDGE WAY	GASCHO, SARA & JASON	14-120-22-34-0062	\$721.85	\$108.28	\$830.13
2653	13300 N BALSAM LN	SONDERUP, ROBERT	14-120-22-44-0048	\$18.26	\$2.74	\$21.00
2665	13011 N ARROWOOD LN	HOLTHUS, DANIEL & TYLENE	23-120-22-14-0046	\$109.02	\$16.35	\$125.37
2668	13311 N ARROWOOD LN	BROWN, ZACH	14-120-22-44-0034	\$90.94	\$13.64	\$104.58
2677	12911 N ZACHARY CIR	ROPER, DAVID	23-120-22-14-0066	\$109.02	\$16.35	\$125.37
2678	13110 N ZACHARY LN	EISEL, JOHN	23-120-22-11-0074	\$109.02	\$16.35	\$125.37
2720	12800 OAKHILL TRL	MICHAEL A SCHULTZ II	10-120-22-44-0026	\$109.02	\$16.35	\$125.37
2729	12520 PINEVIEW TRL	JOSEPH FITZER	14-120-22-22-0010	\$619.80	\$92.97	\$712.77
2745	12511 OVERLOOK RD	LLOYD, ASHLEY & ROBERT	11-120-22-32-0012	\$109.02	\$16.35	\$125.37
2753	14050 N PINEVIEW LN	SWANSTROM, B & M	14-120-22-22-0018	\$109.02	\$16.35	\$125.37
2785	12171 DAYTON RIVER RD	WILMAR, LAURA	14-120-22-21-0008	\$18.26	\$2.74	\$21.00
2793	13721 VINEWOOD LN	JOHNSON, DAWN	15-120-22-42-0009	\$154.50	\$23.18	\$177.68
2814	13341 VINEWOOD LN	BENDER, GERALD	15-120-22-12-0008	\$54.78	\$8.22	\$63.00
2909	14485 RIVER HILLS PKWY	AUSTIN, MICHAEL & JANELL	09-120-22-41-0065	\$259.32	\$38.90	\$298.22
		CASADECALVO, ANDRE &		4	4	4
2949	13461 N HEMLOCK LN	SARA	14-120-22-43-0073	\$1,104.99	\$165.75	\$1,270.74
2970	11060 SCHERBER LN	BERGSTROM, KENDRA	33-120-22-34-0111	\$887.79	\$133.17	\$1,020.96
3050	16490 TERRITORIAL TRL	ADEKUNLE, NIYI	32-120-22-42-0049	\$329.04	\$49.36	\$378.40
3192	11230 N 131ST AVE	WOOD, CODY	23-120-22-11-0079	\$334.31	\$50.15	\$384.46
3206	11940 134TH AVE	MAROKO, JOSIAH	14-120-22-34-0066	\$1,102.20	\$165.33	\$1,267.53
3274	11951 N BLUE SPRUCE CT	JOHN MESA & JANE MUTIMBA	14-120-22-34-0047	\$57.24	\$8.59	\$65.83
3367	13610 N EVERGREEN LN	VOUGHT, ANDREW	14-120-22-42-0026	\$419.18	\$62.88	\$482.06
3382	12040 PINERIDGE WAY N	NORDNESS, JOELLE	14-120-22-34-0091	\$13.52	\$2.03	\$15.55
3462	12020 PINERIDGE WAY N	LOVDAL, ANN	14-120-22-34-0090	\$397.66	\$59.65	\$457.31
3568	16350 RICHARDSON AVE	SANDERS, ELMA	31-121-22-32-0010	\$433.42	\$65.01	\$498.43
3585	11861 132ND AVE N	MOGIRE, ROSE & RUTH	23-120-22-12-0045	\$868.64	\$130.30	\$998.94
0000	11001102110711211	WINNEKINS, ROSS &	20 120 22 12 00 10	φοσοίσι	Ψ100.00	φοσοιστ
3622	11604 BRAYBURN TR	CAITLIN	33-120-22-22-0011	\$228.12	\$34.22	\$262.34
3644	11860 EVERGREEN CIR	STULC, NATHAN & KELLEY	23-120-22-12-0025	\$1,416.75	\$212.51	\$1,629.26
3646	13260 GRANSTROM CIR	JORGE A O HERNANDEZ & RITA MORALES	22-120-22-11-0055	\$487.25	\$73.09	\$560.34
3689	11200 N 131ST AVE	ORILLO, REBECA	23-120-22-11-0082	\$160.75	\$24.11	\$184.86
3767	12211 PINERIDGE WAY N	KEJLEH, GABRIEL & ANNA	14-120-22-34-0005	\$1,224.02	\$183.60	\$1,407.62
3901	12801 141ST AVE	WRIGHT, AMANDA & WILLIAM	10-120-22-44-0061	\$213.81	\$32.07	\$245.88
3926	11921 NOON DR	ROBERTA SIMPSON BACKSTROM	14-120-22-24-0022	\$101.87	\$15.28	\$117.15
4011	11543 BRAYBURN TR	ASHAMU, AYAN & EZEKIEL	33-120-22-22-0061	\$12,076.29	\$1,811.44	\$13,887.73

4012	11524 BRAYBURN TR	HOLTE, ANDREW & ALYSSA	33-120-22-22-0072	\$257.96	\$38.69	\$296.65
40.44	10004 N. B. U. O. N. L. N.	MEGGY SEMONIS & ROBERT	11 100 00 11 0055	<b>44 400 4</b> 7	4405.00	44 007 50
4044	13321 N BALSAM LN	ANDERSON III	14-120-22-44-0055	\$1,102.17	\$165.33	\$1,267.50
4080	13160 N ZACHARY LN	EVANS, TODD J CHAD SPRINKEL & TANYA	23-120-22-11-0102	\$391.60	\$58.74	\$450.34
4151	11546 BRAYBURN TR	GIARRATANI	33-120-22-21-0015	\$16.20	\$2.43	\$18.63
		JENNIFER DARLING/ALEX				
4221	15333 N 116TH AVE	PETERS	33-120-22-21-0011	\$97.47	\$14.62	\$112.09
4223	11517 N PINERIDGE WAY	MOUSSA, FATHIA	23-120-22-12-0011	\$1,359.67	\$203.95	\$1,563.62
4231	11624 PINERIDGE WAY N	NAFFA, NAFFA	23-120-22-21-0048	\$571.76	\$85.76	\$657.52
4234	11165 N BLACK OAKS CT	ONCHERA, EVELYN & INTENGA	32-120-22-42-0083	\$1,220.51	\$183.08	\$1,403.59
4274	14605 RIVER HILLS PKWY	BRYANT, KAREN	09-120-22-14-0010	\$15.98	\$2.40	\$18.38
4276	11551 BRAYBURN TR	LISA ZAHN	33-120-22-22-0057	\$1,016.28	\$152.44	\$1,168.72
4288	11564 PINERIDGE WAY N	YEBOAH, DORCAS	23-120-22-12-0086	\$334.43	\$50.16	\$384.59
4295	10840 GLACIER LN N	LWANGA-ZAMAN, VERIA	33-120-22-44-0062	\$141.50	\$21.23	\$162.73
4323	11558 BRAYBURN TR	STORMS, JEFFREY	33-120-22-22-0036	\$431.47	\$64.72	\$496.19
4405	10892 HARBOR LN N	LEWIS, HEATHER	33-120-22-44-0049	\$99.47	\$14.92	\$114.39
4437	14513 RIVER HILLS PKWY	KHAMPANYA, THONGBOUN	09-120-22-14-0007	\$292.60	\$43.89	\$336.49
4446	11061 SCHERBER LN	NORASINGH, AIMEE	33-120-22-33-0066	\$465.41	\$69.81	\$535.22
4458	11565 PINERIDGE WAY N	OW, QUAN	23-120-22-12-0085	\$274.00	\$41.10	\$315.10
		BARRIENTES, ALLEN &				
4529	14512 OXBOW CT	AARON	09-120-22-14-0096	\$95.64	\$14.35	\$109.99
4543	14442 DALLAS LN N	FLETCHER, FRANKLIN	10-120-22-32-0004	\$531.34	\$79.70	\$611.04
4550	11501 BRAYBURN TR	MCLEOD, JAHVAVGHN	33-120-22-22-0028	\$504.88	\$75.73	\$580.61
4592	11211 132ND CIR N	PETERSON, ANDREA	23-120-22-11-0084	\$242.80	\$36.42	\$279.22
4609	18131 COUNTY ST	MCGUIRE, GENEVIEVE	31-121-22-43-0006	\$503.54	\$75.53	\$579.07
4613	13152 ZACHARY LN	CASPER, ANTHONY	23-120-22-11-0104	\$13.79	\$2.07	\$15.86
4619	11625 RANCHVIEW LN N	BIESIADA, TAYLOR	33-120-22-22-0046	\$889.13	\$133.37	\$1,022.50
4624	14724 RIVER HILLS PKWY	OLSON, CHRISTINA & BRYAN	09-120-22-14-0039	\$932.56	\$139.88	\$1,072.44
				\$873.05		
4678	14243 DALLAS LN N	SOMASHEKAR, SARAH	10-120-22-33-0042		\$130.96	\$1,004.01 \$89.14
4680	14432 DALLAS LN N	KYANJA, CHARLES	10-120-22-32-0005	\$77.51	\$11.63	
4714	11250 132ND CIR N	ENGLAND, LIZZIE STEPHANIE & KEVIN	23-120-22-11-0090	\$19.52	\$2.93	\$22.45
4716	13140 N 140TH AVE	KUHLMAN	15-120-22-12-0030	\$203.59	\$30.54	\$234.13
4743	10863 HARBOR LN N	DURAN, MARIA	33-120-22-44-0018	\$223.40	\$33.51	\$256.91
		TREUCHEL, THOMAS &				
4751	11633 PINERIDGE WAY N	ANDREINA	23-120-22-21-0038	\$771.21	\$115.68	\$886.89
4896	14729 CHESHIRE CT	VANG, JAMES	09-120-22-14-0059	\$19.71	\$2.96	\$22.67
4942	12161 DAYTON RIVER RD	STORMEON, JENNIFER	14-120-22-21-0009	\$516.20	\$77.43	\$593.63
4977	11231 132ND CIR N	DEMARAIS, REED & BECKY	23-120-22-11-0086	\$862.68	\$129.40	\$992.08
5034	11519 BRAYBURN TR	VANG, PAHCHIE	33-120-22-22-0062	\$109.27	\$16.39	\$125.66
5074	13116 N ZACHARY LN	BORRESON, AMANDA	23-120-22-11-0113	\$1,045.63	\$156.84	\$1,202.47

5248	14201 CHESHIRE LN N	CAPARD, JOHANNAH	10-120-22-33-0019	\$514.89	\$77.23	\$592.12
5271	11507 BRAYBURN TR	ZAVALA, TYLER & LAURA	33-120-22-22-0031	\$482.18	\$72.33	\$554.51
5275	14123 DALLAS LN N	DHAKNE, MOHAMED	10-120-22-33-0051	\$951.99	\$142.80	\$1,094.79
5428	14533 DALLAS LN N	VIDOR, ERIN	10-120-22-32-0027	\$594.98	\$89.25	\$684.23
5467	11183 BALSAM POINTE TRL	INGUTIA, LENAH	14-120-22-41-0118	\$213.62	\$32.04	\$245.66
5555	11115 N QUANTICO LANE	MIRON, LAURA	33-120-22-32-0027	\$1,098.17	\$164.73	\$1,262.90
5609	14010 CHESHIRE LN N	A ISSACK & I A AADAN	10-120-22-33-0066	\$212.69	\$31.90	\$244.59
5682	14444 EMPIRE LN N	DORNAK, KRISTINA	10-120-22-32-0067	\$161.55	\$24.23	\$185.78
		STORHAUG, TYLER &				
5721	15430 N 110TH AVE	ANGELA	33-120-22-31-0041	\$1,917.14	\$287.57	\$2,204.71
5727	13910 N TEAKWOOD LANE	ABODUNRIN, OLUKEMI	15-120-22-13-0028	\$1,943.88	\$291.58	\$2,235.46
5741	14658 CHESHIRE WAY	WARSKO, MICHELLE	10-120-22-23-0017	\$261.33	\$39.20	\$300.53
5865	14355 ANNAPOLIS LN N	MOHAMMED, IBSA	10-120-22-31-0026	\$81.47	\$12.22	\$93.69
5866	14345 ANNAPOLIS LN N	ANDERSON, LESLIE & ASHLEY	10-120-22-31-0027	\$934.38	\$140.16	\$1,074.54
0000	TIO IO / II (II / II O LIO LIVI I	UPWARD AMERICA	10 120 22 01 0027	ψου που	Ψ110110	Ψ2,07 110 1
5881	10900 EVEREST PL N	SOUTHEAST, LP	32-120-22-34-0066	\$325.47	\$48.82	\$374.29
5889	11184 BALSAM POINTE TRL	TURNER, KERRY	14-120-22-41-0078	\$139.07	\$20.86	\$159.93
5040	4.4000 FEDNIDDO OVI NI NI	VALERY NJINJU & SINCLAIRE	10 100 00 00 0075	M4 040 00	φ40 <del>7</del> 00	<b>#4 F40 00</b>
5913	14326 FERNBROOK LN N	AZEMAFEC	10-120-22-33-0075	\$1,318.86	\$197.83	\$1,516.69
5940	14317 FERNBROOK LN N	GRACE FREEMAN	10-120-22-33-0071	\$109.59	\$16.44	\$126.03
5973	13935 146TH AVE N	ANTONIO JOHNSON II	10-120-22-32-0046	\$1,068.16	\$160.22	\$1,228.38
6013	14315 ANNAPOLIS LN N	HAMILTON MATTALDI	10-120-22-34-0023	\$219.84	\$32.98	\$252.82
6037	15221 110TH AVE N	KELLI & DONALD RABY	33-120-22-31-0058	\$1,000.82	\$150.12	\$1,150.94
6048	14050 CHESHIRE LN N	UBUEFE IZI	10-120-22-33-0017	\$734.51	\$110.18	\$844.69
6093	15241 N 116TH AVE	NATALIE & DANNY TRUONG	33-120-22-21-0073	\$1,032.54	\$154.88	\$1,187.42
6132	14366 FERNBROOK LN N	ADAM ALSAADI	10-120-22-32-0074	\$347.20	\$52.08	\$399.28
6137	13451 N EVERGREEN LN	ROBERT RODENBERG	14-120-22-43-0084	\$776.52	\$116.48	\$893.00
6147	10901 EVEREST PL N	ARIE BROWN	32-120-22-34-0065	\$782.04	\$117.31	\$899.35
6184	11158 BALSAM POINTE TRL	WENDY HERAS ANDREW PYNE SR & ANNA	14-120-22-41-0065	\$133.06	\$19.96	\$153.02
6313	14467 FERNBROOK LN N	TOTIMEH	10-120-22-32-0051	\$293.22	\$43.98	\$337.20
6424	12711 STONERIDGE RD	TERESA WITTMANN	10-120-22-44-0014	\$190.16	\$28.52	\$218.68
6491	10890 DUNKIRK CIR N	ROSEMARY MASOKA	32-120-22-43-0043	\$617.99	\$92.70	\$710.69
6503	14522 112TH AVE N	RASHARD KEEN	33-120-22-41-0072	\$716.71	\$107.51	\$824.22
6544	15234 116TH AVE N	CATHERINE BARNES	33-120-22-21-0079	\$133.06	\$19.96	\$153.02
6586	10942 GLACIER LN N	MARK FIERST	33-120-22-41-0038	\$237.21	\$35.58	\$272.79
6587	10884 DUNKIRK CIR N	ONYEKACHI BUZUGBE ALEX	32-120-22-43-0046	\$220.97	\$33.15	\$254.12
6654	10886 GLACIER LN N	MELISSA COCHRANE	33-120-22-44-0053	\$255.78	\$38.37	\$294.15
6734	10905 GARLAND PL N	PAULINE TARQUIO	32-120-22-34-0050	\$154.12	\$23.12	\$177.24
6737	13562 N 141ST AVE	TRAVIS TSCHIDA	10-120-22-34-0096	\$160.72	\$24.11	\$184.83
6742	14685 EMPIRE CT N	JIMMY FAIR	10-120-22-32-0086	\$101.84	\$15.28	\$117.12
6758	11234 BALSAM POINTE TRL	CHRISTINE PFEIFER	14-120-22-41-0030	\$147.92	\$22.19	\$170.11

6759	14675 EMPIRE CT N	FELECIA GBALEA	10-120-22-32-0085	\$136.12	\$20.42	\$156.54
6764	13644 142ND AVE N	RACHEL & CURTIS TRAVIS	10-120-22-34-0082	\$43.78	\$6.57	\$50.35
6775	11621 NIAGARA LN N	JIHAN MOORE	33-120-22-21-0085	\$157.86	\$23.68	\$181.54
6793	11617 NIAGARA LN N	CHRISTOPHER AMSDEN & TAYLOR TRAUTMN	33-120-22-21-0084	\$48.27	\$7.24	\$55.51
6807	12900 ARROWOOD LN N	MICHEAL & WENDY ARMSTRONG	23-120-22-14-0040	\$2,905.43	\$435.81	\$3,341.24
6814	14410 KINGSVIEW LN N	WADE ACHESON	09-120-22-42-0008	\$199.02	\$29.85	\$228.87
6908	11155 ITHACA LN N	CLOVER ANDERSON & ROSEMARY SPIELMAN	33-120-22-42-0093	\$48.30	\$7.25	\$55.55
6912	14636 112TH AVE N	RAOUL DJOMO & LINDA MABA	33-120-22-42-0017	\$59.39	\$8.91	\$68.30
6925	11561 132ND AVE N	CURRENT RESIDENT	23-120-22-12-0066	\$89.53	\$13.43	\$102.96
				\$81,393.80		\$93,602.87

Nature's Crossing Serviced by the City of Champlin					
Service Address Customer Name Parcel Number Past Due Fee Total Assess				Total Assessed	
11480 Arrowood Lane	Timothy & Lindsey Reil	35-12-022-110-019	\$1,213.43	\$182.01	\$1,395.44
\$1,213.43 \$1,395					

WHEREAS, notices were sent to property owners, and property owners were allowed to respond;

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Dayton hereby assesses the above amounts to the property taxes for a period of one (1) year and with the interest rate of 10% (ten percent) and an assessment certification charge of 15% (fifteen percent) of the outstanding amount per property payable with the 2025 property taxes.

Passed this 22nd day	of October 2024 by	the City Council of the City of Dayton
Motion was made by Motion carried unanimously.	_ seconded by	, to approve.
ATTEST:		Mayor Dennis Fisher

Clerk Amy Benting

## RESOLUTION NO. 50-2024 RESOLUTION TO ASSESS UNPAID SEWER AND WATER UTILITIES TO THE PROPERTY TAXES PAYABLE IN THE YEAR 2025 FOR WRIGHT COUNTY

WHEREAS, the City of Dayton (hereinafter the "City") has the ability to levy a special assessment for certain unpaid items; and

WHEREAS, the following properties have unpaid Sewer and Water Utilities in the amount of **\$2,454.88** against them and are owned by and described as the following:

Account Number	Service Address	Parcel Number	Customer Name	Past Due	Fee	Total Assessed
1797	15960 DAYTON AVE	106-010-031010	SOMMERS, SARAH	\$1,205.10	\$180.77	\$1,385.87
4898	18551 BATES ST	106-010-041040	ABIGAIL HILGENDORF	\$929.58	\$139.44	\$1,069.02
				\$2,134.68		\$2,454.88

WHEREAS, notices were sent to property owners, and property owners were allowed to respond;

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Dayton hereby assesses the above amounts to the property taxes for a period of one (1) year and with the interest rate of 10% (ten percent) and an assessment certification charge of 15% (fifteen percent) of the outstanding amount per property payable with the 2025 property taxes.

Passed this 22nd day	of October 2024 by	the City Council of the City of Dayton
Motion was made by Motion carried unanimously.	_ seconded by	, to approve.
ATTEST:		Mayor Dennis Fisher
Clerk Amy Benting		





Item Number: K

**PRESENTER:** Marty Farrell

ITEM: Elsie Stephens Park Master Plan Update, Request for Proposal

**PREPARED BY:** Marty Farrell

**POLICY DECISION / ACTION TO BE CONSIDERED:** Discuss and make recommendations for amenities to be included in the update of the Elsie Stephens Master Plan, RFP document.

**BACKGROUND:** The Master Plan for Elsie Stephens Park was an effort developed between 2016 and 2018, with Staff, Council, Contract Landscape Architects, and a Steering Committee. The project was refined over several meetings and with input from all of the participants at the various stages of development. The City is currently in Phase 3 of the development of the Park, with various elements being installed including, trails and river overlooks, landscaping, bridges, performance area with seating and power, patio, decorative lighting, and trail link into Cloquet Overlook Park, part of the Three Rivers Park District Mississippi Regional Trail.

The City Council has requested that the next phases be identified along with costs and an approximate timeline for the additional phases. Staff is recommending an update of the Master Plan, and requesting proposals documents from interested Landscape Architects.

The discussion should include all of the amenities on the Master Plan and make recommendations for what is not included as well as what is not recommended or appropriate for the Park. These recommendations will be included in the RFP document as preferences for the design and layout of the revised Master Plan.

Below is a list of amenities that the Park Commission discussed in November 2023 subsequent to the commissioners' site visit of Elsie Stephens Park in October 2023. Also included is the SWOT analysis from an early planning meeting for this project.

Bike racks & bike repair station Mini-golf

Sand volleyball Progressive playground see photos below

Restrooms Old barn-turn into small history museum

Silo-lookout over the river Bocce court

Restaurant at the Barn Amphitheater

Golf Driving Range Lawn bowling

Food trucks for events Grain Bins Restaurant/Bar

Additional recommendations were suggested at the August 19 2024 Park Commission meeting

listed below.

Concrete Corn Hole apparatus Event Center, possibly leasing the space to a

business to run while generating funds for the City

Splash pad or water feature

Driving range

Ice rink with refrigeration

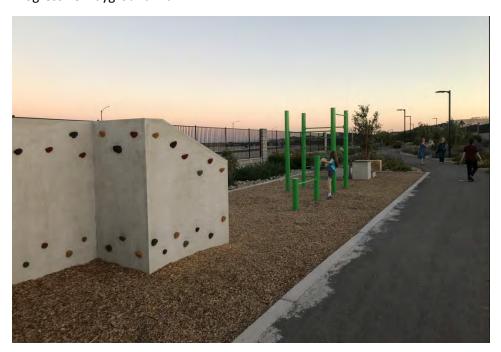
Integrate History into the Park

Veterans Park

**ATTACHMENT(S):** Playground equipment photographs, Copy of Master Plan, SWOT analysis from Steering Committee Meeting in 2016, Park Commission amenities list.



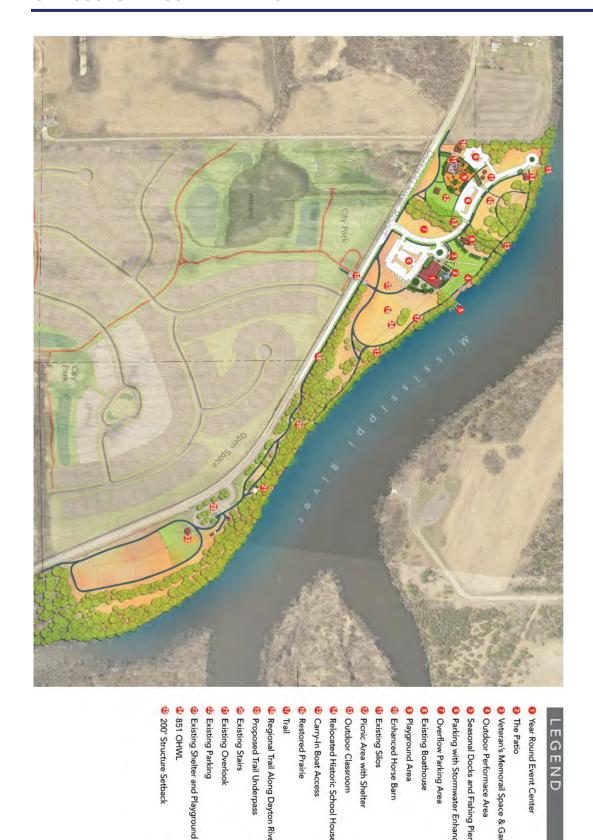
Progressive Playground Pic 1



Progressive Playground Pic 2



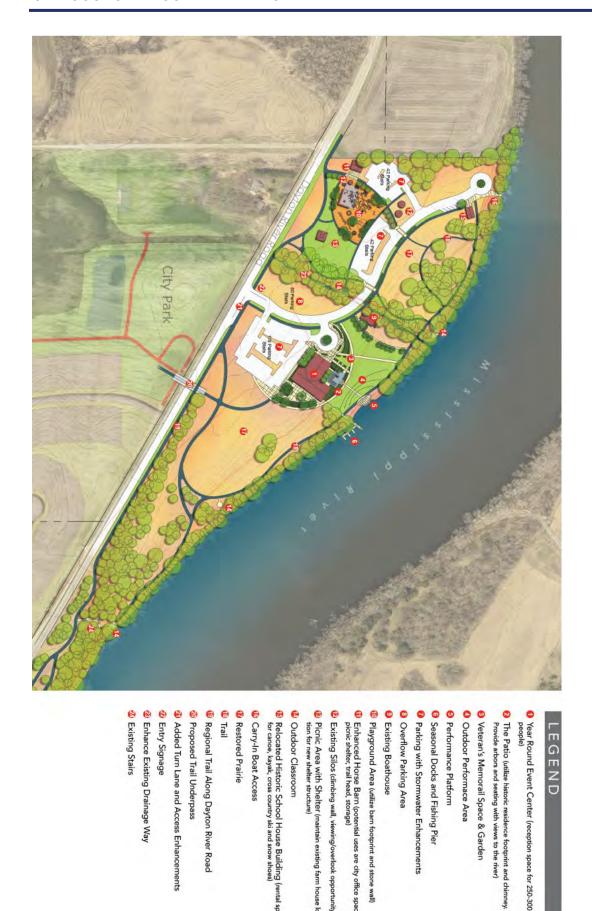




# LEGEND

- Year Round Event Center
- Veteran's Memorail Space & Garden Outdoor Performace Area
- Parking with Stormwater Enhancements Seasonal Docks and Fishing Pier
- Overflow Parking Area
- 8 Existing Boathouse
- Enhanced Horse Barn
- Outdoor Classroom Picnic Area with Shelter
- Relocated Historic School House Building
- Regional Trail Along Dayton River Road

70



# LEGEND

- Year Round Event Center (reception space for 250-300 people)
- Veteran's Memorail Space & Garden
- Outdoor Performace Area
- Performance Platform
- Seasonal Docks and Fishing Pier Parking with Stormwater Enhancements
- Overflow Parking Area
- Existing Boathouse
- Playground Area (utilize barn footprint and stone wall)
- Enhanced Horse Barn (potential uses are city office space, picnic shelter, trail head, storage)
- Existing Silos (climbing wall, viewing/overlook opportunity)
- Picnic Area with Shelter (maintain existing farm house location for new shelter structure)
- Relocated Historic School House Building (rental space for canoe, kayak, cross country ski and snow shoes)
- Carry-In Boat Access
- Restored Prairie

- Proposed Trail Underpass 😉 Regional Trail Along Dayton River Road
- Added Turn Lane and Access Enhancements
- Enhance Existing Drainage Way



# EGEND

to Access the River

-----Phase 2 Regional Trail Connections

Phase 3 -The plan is set up to add any of the remaining park elements as funding allows Phase 1 Parking, Park Entrance Road, The Patio, Trails
to Access the River

## Strengths

- History local and state history (8)
- River access/views (7)
- Path/travels with access to river (7)
- Size to work with (6)
- Preserve horse barn (4)
- Community gathering place (3)
- Connection to Cloquet & River Hills (2)
- Activities all ages (2)
- Year round use with buildings (1)
- Road access (0)
- Farm adjust to river (0)
- Could work as passive area with access (0)
- Trail on Dayton River Road (0)
- National Park connection (0)

## Weaknesses

- Ability to fund (12)
- Limitation of building area (9)
- Ability to maintain the original farm look & feel character (7)
- Amount of clean-up/cost (5)
- Access into site from Dayton River Road
   (Line of site) (5)
- Threat of flooding (1)
- Isolated feel needs to be accessible to all residents (0)
- Creek through the site (0)
- Don't limit to season's (0)

## **Opportunities**

- Community gathering space/event center (9)
- Partner with 3 Rivers, Nat'l Park Service think regionally (7)
- Memorials/tributes to history (5)
- History Center for Dayton & farm (5)
- Open air music facility "Band Shell" (4)
- Water access fishing, canoe (4)
- Activity for seniors (2)
- Connect to Regional Trail System (2)
- Ability to have buildings to rent or large outdoor events (1)
  - Music & cultural events
  - Revenue generating potential
- Historically significant designation help with funding (1)

# Opportunities Continued

- Community garden/farm (0)
- Programmed winter events (0)
- Year round programmed events (0)
- Master plan with Cloquet (0)
- Farmers market location (0)
- Creek with foot bridges (0)
- Non-sports active uses/amenities (0)
- Ice rink (0)
- Use of silos (0)

## **Threats**

- Keeping momentum for implementation (9)
- Lack of funding (8)
- River rules (4)
  - Any loopholes use existing pads
- Dayton itself (4)
  - Getting in our own way short term thinking
- Desire by others for athletic uses/fields (3)
- Loss of historical element (3)
- Limit on uses (3)
  - Flooding / River rules
- Dayton River Road becoming 4-lane (2)
- Future staffing & operational costs & needs (2)
- High expectations of residents (1)
- Timing (0)
- Length of time to build (0)

Amenity	Category	In Daytor	Which Dayton	How many?	Nearby	Cost Est Draw? (A,B, or C)
Baseball/Softball diamonds	Games/Sports	Yes	Central, McNeil,	_	Champ, MG, BP	
			Riversbend			
Basketball Courts	Games/Sports	Yes	River Hills & Sundance		MG	
Chess/checkers tables	Games/Sports	No			No	
Climbing wall/boulders	Games/Sports	No			Champ	
Consessions building/stands	Games/Sports	?	McNeil & Central		Champ, MG	
Driving range	Games/Sports	Yes	Daytona Golf, Sundance Golf			
Fore square & similar parking lot g:	Games/Sports	No				
Frisbee/disc golf	Games/Sports	Yes	Wildwood Springs		Champ, ECPR	
Gaga ball pits	Games/Sports	No				
Hockey ice & warming house	Games/Sports	Yes	Central,		Champ, MG	
Horseshoe pit	Games/Sports	No			BP, MG	
Ice skating oval & warming house	Games/Sports	No	Central & Sundance		MG, Champ	
Open grass area	Games/Sports	Yes	Leathers, Central, River Hills, Riversbend, Stephens Park, Cloquet		Champ, MG	
Pickleball courts	Games/Sports	Yes	River Hills		MG	
Putting green	Games/Sports	Yes	Hayden Hills			
Soccer/Football/LaCrosse fields	Games/Sports	Yes	Leathers, Central, Riversbend		Champ, MG	
Table tennis	Compality	No	miverspend			
Tennis courts	Games/Sports				Ohana MO	
	Games/Sports	No			Champ, MG	
Track & Field area	Games/Sports	?			Olympi FORD	
Volleyball sand courts	Games/Sports	No			Champ, ECPR, MG, CRD	
Walking loop/track	Games/Sports	Yes	Terr. Trail, River Hills, Sundance, Cloquet Overlook		CRD	
Warming house	Games/Sports	Yes	Central		Champ	
Amphitheater/band shell	Gatherings	Yes	Stephens Park		MG, Osseo	
Picnic areas	Gatherings	Yes	Goodin, Cloquet Overlook, River Hills, Sue McLean, Sundance Woods,		Champ, MG, BP, ECPR,	
Fishing pier	Lake/River Parks	No	Stephens Park		Champ, MG, ECPR, CRD	
Small boat rental	Lake/River Parks	No			Champ	
Bird feeders & bird watching	Misc.	No				
Botanical/rose/flower garden	Misc.	Yes	Sue McLean, ROCK PARK IN OV		Champ, MG	
Community vegetable garden	Misc.	No				
Flag poles	Misc.	?			Osseo, MG	
Hammocks	Misc.	No				
Kite/drone/flying toy area	Misc.	No				
Multi-purpose shelter	Misc.	No	Cloquet		Champ	
Pollinator garden	Misc.	Yes	River Hills			
Sculpture art	Misc.	No				
Sculpture garden	Misc.	No				
Sliding hill	Misc.	Yes	River Hills		Champ, ECPR	
Splash pad	Misc.	No			Champ, MG	
Veterans memorial	Misc.	?			Osseo, MG	
Wildflower garden	Misc.	No.	Cloquet Overlook		- zzesej i i i i	
Zip lines	Misc.	Yes	Riversbend, River		ECPR, MG	
Cross country ski & snowshoe trail	Tesile	No	Hills, Sundance		ECPR, CRD,	
Gross country ski & snowsnoe trail Horseback or hiking trail		?				
	Trails				ECPR, CHPR	
Mountain bike trails  Paved trails	Trails Trails	No Yes	River Hills, Terr. Trail, Sundance, Cloquet		ECPR	
Payed trails						

Meeting Date: 10-22-2024 Item Number: L



ITEM:

Review Long-Term Plan

## PREPARED BY:

Zach Doud, City Administrator

## POLICY DECISION / ACTION TO BE CONSIDERED:

Review Long-Term Plan

## **BACKGROUND:**

City Council approved a 16.63% tax levy increase at the September 10, 2024 council meeting. This set the ceiling for the tax levy for the 2025 fiscal year. The preliminary levy was also used as the calculation for the property tax statement that residents will receive in November.

City staff has not brought anything further back to council since this approval and would like to have further discussion on either this meeting to provide additional feedback with the Long Term Plan. The council reviewed at least funds 401-414 which is the Capital Equipment Fund to the Pavement Management Fund at a previous council meeting in July.

City staff was able to review the recently adopted Pavement Management Plan and the Intersection Inventory Study (both completed by Stantec) and implement those into the Pavement Management Fund for 2025 and beyond. Staff would like to discuss the Pavement Management Fund again, along with the Storm Water, Water, and Sewer Funds with the council to make any adjustment as needed or recommended by Council.

There will be discussion about the Long Term Plan on those 4 funds first, before going to the other funds that were provided by staff to the council.

## **CRITICAL ISSUES:**

There are no outstanding issues.

## **RECOMMENDATION:**

Staff recommends having discussion on the Long Term Plan to provide clear vision of what the council would like to accomplish in the future.

## **ATTACHMENT(S):**

Long Term Plan

# City of Dayton, Minnesota Capital Improvement Plan - Capital Equipment Fund 401 Schedule of Planned Capital Outlay 2024 to 2034

Department	Paid By	Funded Year	Purchase Year	e Item	Cost	2024 Estimated Amounts	2025 Estimated Amounts	2026 Estimated Amounts	2027 Estimated Amounts	2028 Estimated Amounts	2029 Estimated Amounts	2030 Estimated Amounts	2031 Estimated Amounts	2032 Estimated Amounts	2033 Estimated Amounts	2034 Estimated Amounts
Parks and Recreation	City	2024	2024	Gator with drag	\$ 55,000	\$ 55,000 \$	- \$	- \$	- \$	- :	\$ - \$	- \$	- \$	-	\$ - 9	<b>5</b> -
Parks and Recreation Parks and Recreation	City	2024 2024	2024 2024	Toro 96" Mower Flail Mower for 4066 Utility Tractor	45,000	45,000	-	-	-	-	-	-	-	-	-	
Parks and Recreation	City City	2024	2024	Wood Chipper	15,000 40,000	15,000 40,000	-	-	-	-	-	-	-	-	-	
Parks and Recreation	City	2024	2024	Slit Seeder	15,000	15,000	-	-	-	-	-	-	-	-	-	
Parks and Recreation	City	2025	2025	Audio/Visual Equipment	10,000	-	10,000	-	-	-	-	-	-	-	-	
Parks and Recreation	City	2025	2025	Broom for Utility Tractor	14,000	-	14,000	-	-	-	-	-	-	-	-	
Parks and Recreation Parks and Recreation	City City	2025 2026	2025 2026	TORO Groundsman 16' mower 4066 Utility Tractor with V Plow and Blower	145,000	-	145,000	130,000	-	-	-	-	-	-	-	
Parks and Recreation	City	2026	2026	Replacement of Utility Trailer	130,000 15,000	-	-	15,000	-	- -	-	-	-	-	-	
Parks and Recreation	City	2027	2027	60" Mower	20,000	-	-	10,000	20,000	-	-	-	-	-	-	
Parks and Recreation	City	2027	2027	Boom Sprayer	30,000	-	-	-	30,000	-	-	-	-	-	-	
Parks and Recreation	City	2027	2027	Field Marking Equipment	20,000	-	-	-	20,000	-	-	-	-	-	-	
Parks and Recreation	City	2027 2027	2027 2027	Garbage Box for Pick-Up  1 Ton Crew Cab Pick-Up	50,000	-	-	-	50,000	-	-	-	-	-	-	
Parks and Recreation Parks and Recreation	City City	2027	2027	Appliance Replacement (Activity Center)	<b>75,000</b> 6,500	•	-	-	75,000	6,500	-	-	-	-	-	
Parks and Recreation	City	2029	2029	Appliance Replacement (Activity Center)	6,500		-	-	-	0,500	6,500	-	-		-	
Parks and Recreation	City	2030	2030	Activity Center Outdoor Improvements	225,000	-	-	-	-	-	-	225,000	-	-	-	
Public Safety - Fire	City	2025	2025	New Grass Rig	100,000	-	100,000	-	-	-	-	=	-	-	-	
Public Safety - Fire	City	2026	2026	Replace tanker 11 (This will fund Engine Tender below)	475,000	-	-	475,000		_	-	-	-	_	-	
Public Safety - Fire Public Safety - Fire	City City	2027 2028	2027 2028	Replace Asst Fire Chief Pickup Purchase New Engine Tender (Previously funded)	100,000	-	-	-	100,000	4 400 004	-	-	-	-	-	
Public Salety - Fire  Public Safety - Fire	City	2028	2028	Purchase Grass Rig for station three	1,186,934 100,000		-	-	-	1,186,934 100,000	-	-	-	-	-	
Public Safety - Fire	City	2028	2028	Purchase Aerial Truck	2,497,749	-	-	-	-	2,497,749	-	-	-	-	-	
Public Safety - Fire	City	2029	2029	Replace Rescue 21 with Grass Rig and SUV	250,000		-	-	-		250,000	-	-	-	-	
Public Safety - Fire	City	2030	2030	Purchase Fire Engine for station three	1,450,000	-	-	-	-	-	-	1,450,000	-	-	-	
Public Safety - Fire	City	2032	2032	Purchase New SCBAS	500,000	-	-	-	-	-	-	-	-	500,000	-	
Public Safety - Fire Public Safety - Fire	City City	2032 2032	2032 2032	Replace Fire Chief Vehicle Replace Engine 12	100,000	-	-	-	-	-	-	-	-	100,000	-	
Public Safety - Police	City	2024	2032	Taser Lease	1,650,000 10,500	10,500	-	-	-	-	-	-	-	1,650,000	-	
Public Safety - Police	City	2024	2024	Squad/Equipment	186.600	186,600	-	-	-	-	-	-	-	-	-	
Public Safety - Police	City	2025	2025	Records Management System	30,000	-	30,000	-	-	-	-	-	-	-	-	
Public Safety - Police	City	2025	2025	Taser Lease	10,500	-	10,500	-	-	-	-	-	-	-	-	
Public Safety - Police	City	2025	2025	Squad/Equipment	230,400	-	230,400		-	-	-	-	-	-	-	
Public Safety - Police Public Safety - Police	City City	2026 2026	2026 2026	Squad/Equipment Taser Lease	239,400	-	-	239,400	-	-	-	-	-	-	-	
Public Safety - Police	City	2024	2027	Records Management System	10,500 30,000	-	-	10,500	30,000	-	-	-	-	-	-	
Public Safety - Police	City	2023	2027	Records Management System	60,000	-	-	-	60,000	-	-	-	-	-	-	
Public Safety - Police	City	2027	2027	Squad/Equipment	272,400	-	-	-	272,400	-	-	-	-	-	-	
Public Safety - Police	City	2027	2027	Taser Lease	10,500	-	-	-	10,500	-	-	-	-	-	-	
Public Safety - Police	City	2028	2028	Squad/Equipment	327,200	-	-	-	-	327,200	-	-	-	-	-	
Public Safety - Police Public Safety - Police	City City	2028 2029	2028 2029	Taser Lease Squad/Equipment	10,500	-	-	-	-	10,500	290.400	-	-	-	-	
Public Safety - Police	City	2030	2030	Squad/Equipment	290,400 328,400	-	-	-	-	-	290,400	328,400	-	-	-	
Public Safety - Police	City	2031	2031	Squad/Equipment	290,400	-	-	-	-	-	-	-	290,400	-	-	
Public Safety - Police	City	2032	2032	Squad/Equipment	290,400	-	-	-	-	-	-	-	-	290,400	-	
Public Safety - Police	City	2034	2034	Armored Vehicle	250,000	-	-	-	-	-	-	-	-	-	-	250,00
Public Works	City	2024	2024	Fork lift/lull	50,000	50,000	-	-	-	-	-	-	-	-	-	
Public Works Public Works	City City	2024 2024	2024 2024	Mini Excavator Bucket Truck	180,000	180,000 150,000	-	-	-	-	-	-	-	-	-	
Public Works	City	2024	2024	Tack Trailer	150,000 20,000	20,000	-	-	-		-	-	-	-	-	
Public Works	City	2025	2025	1 ton Pickup with Plow Package	75,000	-	75,000	-	-	-	-	-	-	-	-	
Public Works	City	2025	2025	Front End Loader	330,000	-	330,000	-	-	-	-	-	-	-	-	
Public Works	City	2025	2025	Skid steer attachment; stump grinder	12,000		12,000	-	-	-	-	-	-	-	-	
Public Works Public Works	City	2024	2026	Shop Floor Scrubber	25,000	-	-	25,000	-	-	-	-	-	-	-	
Public Works Public Works	City City	2026 2026	2026 2026	1 ton Pickup with Plow Package Brine Box for Hook Truck	75,000 55,000	-	-	75,000 55,000	-	-	-	-	-	-	-	
Public Works	City	2027	2027		50,000	-	-	55,000	50,000	-	-	-	-		-	
Public Works	City	2027	2027	1 ton with Hydraulic Sander	120,000	-	-	-	120,000	-	-	-	-	-	-	
Public Works	City	2027	2027	·	20,000	-	-	-	20,000	-	-	-	-	-	-	
Public Works	City	2027	2027	1 Ton with Plow Package	80,000	-	-	-	80,000	-	-	-	-	-	-	
Public Works Public Works	City	2027 2027	2027 2027	Packer for Gravel Roads Road Grader (refurbish)	25,000	-	-	-	25,000	-	-	-	-	-	-	
Public Works	City City	2027	2027	1.5 Ton Utility Body Sign Truck	250,000 180,000		-	-	250,000 180,000	-	-	-	-	-	-	
Public Works	City	2027	2027		15,000	-	-	-	15,000	-	-	-	-	-	-	
Public Works	City	2028	2028		70,000	-	-	-		70,000	-	_	-	-	-	
Public Works	City	2028	2028	1 Ton with Plow Package	70,000	-	-	-	-	70,000	-	-	-	-	-	
Public Works	City	2028	2028		380,000	-	-	-	-	380,000		-	-	-	-	
Public Works	City	2029	2029	Single Axle Hook Truck with Plow Package Roll off box for hook and Box Truck	350,000	-	-	-	-	-	350,000	-	-	-	-	
Public Works	City	2029	2029	MOIL OIL DOX TOT HOOK AND DOX TRUCK	40,000	<u> </u>	-	-	-	-	40,000	-	-	-	•	
						\$ 767,100 \$	956,900 \$	1,024,900 \$	1,407,900 \$	4,648,883	\$ 936,900 \$	2,003,400 \$	290,400 \$	2,540,400	\$ - 5	\$ 250,00
				Total Purchases based on Funded Year	(Not Purchase Year like Above)	\$ 767,100 \$	956,900 \$	999,900 \$	1,407,900 \$	3,461,949	\$ 936,900 \$	2,003,400 \$	290,400 \$	2,540,400	\$ - 9	\$ 250,00

City of Dayton, Minnesota Capital Improvement Plan - Capital Equipment Fund 401 Schedule of Planned Capital Outlay 2024 to 2034

### Notes Page

2025 to 2026 MOVE - 4066 Utility Tractor with V-Plow and Blower for \$130,000 2026 to 2025 MOVE - Toro Groundsman 16' Mower for \$145,000
2025 ADJUST - Broom for Utility Tractor from \$10,000 to \$14,000
2026 ADD - Replace Utility Trailer for \$15,000
2027 ADD - Garbage Box for Pickup for \$50,000
2027 ADD - 1 Ton Crew Cab for \$75,000

2025 to 2028 MOVE - Appliance Replacement for Activity Center for \$6,500 2026 to 2029 MOVE - Appliance Replacement for Activity Center for \$6,500

Public Safety
2024 ADJUST - Squad/Equipment Reduced from \$201,600 to \$186,600
2025 ADJUST - Squad/Equipment Reduced from \$245,400 to \$230,400
2025 REMOVE- Replace Rescue 11 with Suburban or Expedition for \$100,000 2025 to 2026 MOVE - Grass Rig for \$100,000 2026 ADJUST - Squad/Equipment Increased from \$207,400 to \$239,400 2027 ADJUST - Squad/Equipment Increased from \$260,400 to \$272,400 2027 ADJUST - Replace Fire Chief Vehicle Increased from \$70,000 to \$100,000 2028 ADJUST - Squad/Equipment Increased from \$313,400 to \$327,200 2028 REMOVE - Purchase Rescue for Station Three for \$500,000 2028 ADJUST- Purchase Ladder Truck Decreased from \$3,600,000 to \$2,497,749 2028 to 2030 MOVE- Purchase New Engine for Station Three from 2028 to 2030 and Increased Budget from \$1,200,000 to \$1,450,000 2029 ADJUST - Squad/Equipment Increased from \$276,600 to \$290,400 2030 REMOVE - Replace Fire Engine 21 for \$1,000,000

2032 ADD- Replace Engine 12 for \$1,650,000 PW Equipment 2025 REMOVE - Snowblower for Front End Loader of \$80,000 2025 ADJUST - Price of Front End Loader from \$250,000 to \$330,000 2025 ADJUST - Price of 1 Ton with Plow Package from \$70,000 to \$75,000 2025 ADJUST - Price of Skid Steer Attachments from \$60,000 to \$12,000 2025 to 2027 MOVE - 1 Ton Hydraulic Sander and adjust price from \$100,000 to \$120,000 2026 ADJUST - Price of 1 Ton with Plow Package from \$70,000 to \$75,000 2026 ADJUST - Price of 1 Ton with Plow Package from \$70,000 2026 ADD - Brine Box for Hook Truck for \$55,000 2026 to 2028 MOVE - Large Tag Trailer for \$70,000 2024 to 2027 MOVE - Brine Storage and Delivery System 2027 ADD - Replace Towmaster Skid Steer Trailer for \$20,000 2027 ADD - 1 Ton with Plow Package for \$80,000 2027 ADJUST - Sign Truck to 1.5 Ton Utility Body Sign Truck from \$90,000 to \$180,000 2027 REMOVE - F450/550 with Utility Body for \$90,000

Noted for when the funding year and the purchase year do not match, will keep the dollars in the purchase year and not the funded year.

### City of Dayton, Minnesota Capital Improvement Plan - Capital Equipment Fund 401 Schedule of Projected Revenue, Expenditures and Debt

	2023	2024 Estimated	2025 Estimated	2026 Estimated	2027 Estimated	2028 Estimated	2029 Estimated	2030 Estimated	2031 Estimated	2032 Estimated	2033 Estimated	2034 Estimated
	Actual Amounts	Amounts										
Revenues												-
Property taxes	\$ 750,000 \$	750,000 \$	950,000 \$	1,500,000 \$	2,100,000 \$	1,800,000 \$	1,300,000	1,500,000 \$	1,500,000 \$	1,500,000 \$	1,500,000 \$	1,500,000
Interest on investments	17,436	-	-	-	202	4,471	-	-	-	3,060	-	7,687
Other	<del></del>	-	-	-	-	1,186,934	-	-	-	-	-	-
Total Revenues	767,436	750,000	950,000	1,500,000	2,100,202	2,991,405	1,300,000	1,500,000	1,500,000	1,503,060	1,500,000	1,507,687
Expenditures												
Capital outlay												
Public works	220,887	400,000	417,000	155,000	740,000	520,000	390,000	-	-	-	-	-
Public safety - fire	1,453,474	-	100,000	475,000	100,000	3,784,683	250,000	1,450,000	-	2,250,000	-	-
Public safety - police	80,243	197,100	270,900	249,900	372,900	337,700	290,400	328,400	290,400	290,400	-	250,000
Parks and recreation	8,056	170,000	169,000	145,000	195,000	6,500	6,500	225,000	-	-	-	-
General government	13,642	-	-	-	-	-	-	-	-	-	-	-
Total Expenditures	1,776,302	767,100	956,900	1,024,900	1,407,900	4,648,883	936,900	2,003,400	290,400	2,540,400	-	250,000
Excess (Deficiency) of Revenues												
Over (Under) Expenditures	(1,008,866)	(17,100)	(6,900)	475,100	692,302	(1,657,478)	363,100	(503,400)	1,209,600	(1,037,340)	1,500,000	1,257,687
Other Financing Sources												
Transfers in	-	-	-	-	-	-	-	-	-	-	-	-
Proceeds from sale of capital asset	-	-	-	-		-	-	-	-	-	-	-
Transfers out	-	-	-	-	-	-	-	-	-	-	-	-
Total Other Financing Sources	-	-	-	-	-	-	-	-	-	-	-	-
Net Change in Cash Balances	(1,008,866)	(17,100)	(6,900)	475,100	692,302	(1,657,478)	363,100	(503,400)	1,209,600	(1,037,340)	1,500,000	1,257,687
Cash Balances January 1	759,662	(249,204)	(266,304)	(273,204)	201,896	894,198	(763,280)	(400,180)	(903,580)	306,020	(731,320)	768,680
Cash Balances, December 31	\$ (249,204) \$	(266,304) \$	(273,204) \$	201,896 \$	894,198 \$	(763,280) \$	(400,180)	(903,580) \$	306,020 \$	(731,320) \$	768,680 \$	2,026,367
					Debt Servic	e Fund Related	Activity					

### Debt Service Fund Related Activity

	2023	2024	2025		2026	2027	2028	2029	2030	2031	2032	2033	2034
	Actual	Estimated	Estimate	d Es	stimated	Estimated							
	Amounts	Amounts	Amount	s Aı	mounts	Amounts							
Profession Polymer		•	•	•		•			•	•	•	•	•
Beginning Balance	\$	- \$	- \$	- \$	-	\$	- \$	- \$	- \$	- \$ -	\$ -	\$ -	\$ -
Revenue													
Tax levy		-	-	-	-		-	-	-		-	-	-
Interest		-	-	-	-		-		-		-	-	-
Transfers in		-	-	-	-				-		-	-	-
Total Revenue		-	-	-	-		-		-		-		
Expenditures													
Principal		-	-	-	-				-		-	-	-
Interest		-	-	-	-				-		-	-	-
Total Expenditures		-	-	-	-		-	-	-		-		<u> </u>
Ending Balance	\$	- \$	- \$	- \$	-	\$	- \$	- \$	- \$	- \$ -	\$ -	\$ -	\$ -

City of Dayton, Minnesota Capital Improvement Plan - Park Development Fund 404 Schedule of Planned Capital Outlay 2024 to 2034

						2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034
		Replacement			Es	timated	Estimated									
Department	Paid By	Year	Item	Cost	Aı	mounts	Amounts									
Parks and Recreation	City/CDAA/HYSP	2024	Batting Cages McNeil Park	\$ 25,000	\$	25,000 \$	-	\$	- \$	- \$	- \$	- \$	- \$ -	\$ -	\$ -	\$ -
Parks and Recreation	City/CDAA	2024	Shade/Shelter for Riversbend Park	25,000		25,000	-		-	-	-	-		-	-	-
Parks and Recreation	City/CDAA	2024	Trash and Recycling Containers for Various Parks	15,000		15,000	-		-	-	-	-		-	-	-
Parks and Recreation	City/CDAA	2025	Trash and Recycling Containers for Various Parks	15,000		-	15,000		-	-	-	-		-	-	-
Parks and Recreation	City/CDAA	2025	Shade/Shelter for McNeil Park	25,000		-	25,000		-	-	-	-		-	-	-
Parks and Recreation	City/CDAA	2026	Trash and Recycling Containers for Various Parks	15,000		-	-	15,00	0	-	-	-		-	-	-
					\$	65,000 \$	40,000	\$ 15,00	0 \$	- \$	- \$	- \$	- \$ -	\$ -	\$ -	\$ -

## City of Dayton, Minnesota Capital Improvement Plan - Park Development Fund 404 Schedule of Projected Revenue, Expenditures and Debl

	2023 Actual	2024 Estimated	2025 Estimated	2026 Estimated	2027 Estimated	2028 Estimated	2029 Estimated	2030 Estimated	2031 Estimated	2032 Estimated	2033 Estimated	2034 Estimated
	Actual	Amounts										
Revenues												
Property taxes	\$ - 9	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- :	-
Charges for service	-	-	-	-	-	-	-	-	-	-	-	-
Interest on investments	8,707	167	118	88	78	414	416	419	421	845	854	862
Contributions and donations	17,009	15,000	10,000	5,000	5,000	-	-	-	-	-	-	
Total Revenues	25,716	15,167	10,118	5,088	5,078	414	416	419	421	845	854	862
Expenditures												
Capital outlay												
Parks and recreation	48,360	65,000	40,000	15,000	-	-	-	-	-	-	-	-
Total Expenditures	48,360	65,000	40,000	15,000	-	-	-	-	-	-	-	
Excess (Deficiency) of Revenues												
Over (Under) Expenditures	(22,644)	(49,833)	(29,882)	(9,912)	5,078	414	416	419	421	845	854	862
Other Financing Sources												
Transfers in	-	-	-	-	-	-	-	-	-	-	-	-
Proceeds from sale of capital asset	-	-	-	-	-	-	-	-	-	-	-	-
Transfers out	-	-	-	-	-	-	-	-	-	-	-	-
Total Other Financing Sources		-	-	-	-	-	-	-	-	-	-	
Net Change in Cash Balances	(22,644)	(49,833)	(29,882)	(9,912)	5,078	414	416	419	421	845	854	862
Cash Balances January 1	190,073	167,429	117,596	87,714	77,802	82,880	83,294	83,710	84,129	84,550	85,395	86,249
Cash Balances, December 31	\$ 167,429	117,596 \$	87,714	77,802 \$	82,880 \$	83,294 \$	83,710 \$	84,129 \$	84,550 \$	85,395 \$	86,249	87,111

Beginning Balance Revenue Tax levy Interest Transfers in

Total Revenue

**Total Expenditures** 

Expenditures
Principal
Interest

**Ending Balance** 

## **Debt Service Fund Related Activity**

2023		2024		2025		2026		2027		2028		2029		2030		2031		2032	2033	2034	
Actual		Estimated		Estimated		Estimated	ı	Estimated		Estimated		Estimated		Estimated	E	Estimated		Estimated	Estimated	Estimate	
Amounts		Amounts		Amounts		Amounts		Amounts		Amounts		Amounts		Amounts		Amounts		Amounts	Amounts	Amounts	<u> </u>
\$	- \$		- \$		- \$	-	\$	-	. \$	-	\$		- \$	-	\$	-	- \$	-	\$ -	\$	-
	-				-	-		-		-				-		-		-	-		-
	-				-	-		-		-				-		-		-	-		-
	-				-	-		-		-				-		-		-	-		-
	-		-		-	-		-		-				-		-		-	-		-
	-		•		-	-		-		-			•	-		-	•	-	-		-
	-		-		-	-		-		-			•	-		-	•	-	-		
	-		•		-	-		-		-			-	-		-	•	-	-		
\$	- \$		- \$		- \$	-	\$		. \$		. \$		- \$		\$		- \$	<u> </u>	\$ 	\$	

16

84

City of Dayton, Minnesota Capital Improvement Plan - Park Dedication Fund 405 Schedule of Planned Capital Outlay 2024 to 2034

						024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034
		Replacemen	nt		Esti	mated	Estimated	Estimated	Estimated	Estimated	Estimated	Estimated	Estimated	Estimated	Estimated	Estimated
Department	Paid By	Year	Item	Cost	Am	ounts	Amounts	Amounts	Amounts	Amounts	Amounts	Amounts	Amounts	Amounts	Amounts	Amounts
Parks and Recreation	City/CDAA	2024	Purchase land for Community Park	\$ 150,000	\$	150,000 \$	- (	5 - \$	S - \$	- \$	- \$	- \$	- \$	-	\$ -	\$ -
Parks and Recreation	City	2025	Brayburn Trails/Sundance Neighborhood Park Phase 1	1,000,000		-	1,000,000	-	-	-	-	-	-	-	-	-
Parks and Recreation	City	2025	Ione Gardens/Cypress Cove Park Improvements	100,000		-	100,000	-	-	-	-	-	-	-	-	-
Parks and Recreation	City	2025	Stephens Farm Phase 3	750,000		-	750,000	-	-	-	-	-	-	-	-	-
Parks and Recreation	City/CDAA	2025	Purchase land for Community Park	150,000		-	150,000	-	-	-	-	-	-	-	-	-
Parks and Recreation	City/CDAA	2026	Purchase land for Community Park	150,000		-	-	150,000	-	-	-	-	-	-	-	-
Parks and Recreation	City	2026	Brayburn Trails/Sundance Neighborhood Park Phase 2	200,000		-	-	200,000	-	-	-	-	-	-	-	-
Parks and Recreation	City	2026	Stephens Farm Phase 4	1,000,000		-	-	1,000,000	-	-	-	-	-	-	-	-
Parks and Recreation	City/CDAA	2027	Purchase land for Community Park	250,000		-	-	-	250,000	-	-	-	-	-	-	-
Parks and Recreation	City	2028	Stephens Farm Phase 5	5,000,000		-	-	-	-	5,000,000	-	-	-	-	-	-
Parks and Recreation	City/CDAA	2028	Purchase land for Community Park	250,000		-	-	-	-	250,000	-	-	-	-	-	-
Parks and Recreation	City/CDAA	2029	Purchase land for Community Park	250,000		-	-	-	-	-	250,000	-	-	-	-	-
Parks and Recreation	City/CDAA	2029	Construction of Community Park	2,000,000		-	-	-	-	-	2,000,000	-	-	-	-	-
Parks and Recreation	City/CDAA	2030	Purchase land for Community Park	250,000		-	-	-	-	-	-	250,000	-	-	-	-
Parks and Recreation	City/CDAA	2030	Construction of Community Park	2,000,000		-	-	-	-	-	-	2,000,000	-	-	-	-
Parks and Recreation	City	2031	Splash Pad	450,000		-	-	-	-	-	-	-	450,000	-	-	-
					\$	150,000 \$	2,000,000	3 1,350,000 \$	\$ 250,000 \$	5,250,000 \$	2,250,000 \$	2,250,000 \$	450,000 \$	} -	\$ -	\$ -

## City of Dayton, Minnesota Capital Improvement Plan - Park Dedication Fund 405 Schedule of Projected Revenue, Expenditures and Debt

	2023	2024 Estimated	2025 Estimated	2026 Estimated	2027 Estimated	2028 Estimated	2029 Estimated	2030 Estimated	2031 Estimated	2032 Estimated	2033 Estimated	2034 Estimated
	Actual Amounts	Amounts	Amounts	Amounts	Amounts	Amounts	Amounts	Amounts	Amounts	Amounts	Amounts	Amounts
Revenues	7totaai 7tiiloanto	ranounto	Amounto	Amounto	ranounto	ranounto	Amounto	ranounto	7 anounto	7 illiounito	ranounto	ranounto
Property taxes	\$ - 9	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	-
Charges for service (200 units, annual increase in rate charged to developers)	632,230	899,400	944,370	1,010,476	1,061,000	1,114,050	1,169,752	1,228,240	1,289,652	1,354,134	1,421,841	1,492,933
Interest on investments	108,568	2,593	3,345	2,293	1,956	13,843	(6,767)	(12,202)	(17,372)	(26,521)	(13,245)	841
Intergovernmental	50,000	-	-	-	-	-	-	-	-	-	-	-
Contributions and donations		-	-	-	-	-	-	-	-	-	-	-
Total Revenues	790,798	901,993	947,715	1,012,769	1,062,956	1,127,893	1,162,985	1,216,038	1,272,280	1,327,613	1,408,596	1,493,774
Expenditures												
Capital outlay												
Parks and recreation	69,967	150,000	2,000,000	1,350,000	250,000	5,250,000	2,250,000	2,250,000	450,000	-	-	_
		100,000	2,000,000	1,000,000	200,000	0,200,000	2,200,000	2,200,000	100,000			
Total Expenditures	69,967	150,000	2,000,000	1,350,000	250,000	5,250,000	2,250,000	2,250,000	450,000	-	-	<u> </u>
Excess (Deficiency) of Revenues												
Over (Under) Expenditures	720,831	751,993	(1,052,285)	(337,231)	812,956	(4,122,107)	(1,087,015)	(1,033,962)	822,280	1,327,613	1,408,596	1,493,774
Other Financing Sources												
Transfers in	-	-	-	-	-	-	-	-	-	-	-	-
Proceeds from sale of capital assets	-	-	-	-	-	-	-	-	-	-	-	-
Transfers out	-	-	-	-	-	-	-	-	-	-	-	-
Total Other Financing Sources	-	-	-	-	-	-	-	-	-	-	-	
Net Change in Cash Balances	720,831	751,993	(1,052,285)	(337,231)	812,956	(4,122,107)	(1,087,015)	(1,033,962)	822,280	1,327,613	1,408,596	1,493,774
Cash Balances January 1	1,872,424	2,593,255	3,345,248	2,292,963	1,955,732	2,768,688	(1,353,419)	(2,440,434)	(3,474,397)	(2,652,117)	(1,324,503)	84,093
Cash Balances, December 31	\$ 2,593,255	3,345,248 \$	2,292,963 \$	1,955,732 \$	2,768,688 \$	(1,353,419) \$	(2,440,434) \$	(3,474,397) \$	(2,652,117) \$	(1,324,503) \$	84,093 \$	1,577,867
Park Dedication Rate per Unit Assumption	\$ 4,283	4,497 \$	4,722 \$	5,052 \$	5,305 \$	5,570 \$	5,849 \$	6,141 \$	6,448 \$	6,771 \$	7,109 \$	7,465

## Debt Service Fund Related Activity

	2	023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034
	Actual	Amounts	Estimated Amounts										
Beginning Balance	\$	-	\$ -	\$	\$	- \$	- \$	- \$	- \$	- \$	- \$ -	\$ -	- \$ -
Revenue													
Tax levy		-	-			-	-	-	-	-	-	-	-
Interest		-	-			-	-	-	-	-	-	-	-
Transfers in		-	-			-	-	-	-	-	-	-	-
Total Revenue		-	-			-	-	-	-	-	-	-	
Expenditures													
Principal		-	-			-	-	-	-	-		-	-
Interest		-	-		•	-	-	-	-	-	-	-	-
Total Expenditures		-			•	-	-	-	-			-	
Ending Balance	\$	-	\$ -	\$ .	\$	- \$	- \$	- \$	- \$	- \$	- \$ -	\$ -	- \$ -

# City of Dayton, Minnesota Capital Improvement Plan - Park Capital Replacement Fund 406 Schedule of Planned Capital Outlay 2024 to 2034

					2024	. 2	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034
		Replacement			Estimat	ted Esti	imated	Estimated	Estimated	Estimated	Estimated	Estimated	Estimated	Estimated	Estimated	Estimated
Department	Paid By	Year	Item	Cost	Amoun	nts Am	ounts	Amounts	Amounts	Amounts	Amounts	Amounts	Amounts	Amounts	Amounts	Amounts
5 1 15 "	0"	0007		050.000	•	•			050.000		•	•	•		•	•
Parks and Recreation	City	2027	Replace Structures at Cloquet Overlook Park	250,000	\$	- \$	- \$	- \$	250,000 \$	-	\$ -	\$ -	\$ -	\$ -	\$ - ;	<b>5</b> -
Parks and Recreation	City	2033	Replace Playground Equipment at McNeil Park	250,000		-	-	-	-	-	-	-	-	-	250,000	-
Parks and Recreation	City	2034	Replace Playground Equipment at Cloquet Overlook	250,000		-	-	-	-	-	-	-	-	-	-	250,000
Parks and Recreation	City	2034	Replace Playground Equipment at Riversbend Park	250,000		-	•	-	-	-	-	-	-	-	-	250,000
					\$	- \$	- \$	- \$	250,000 \$	<u> </u>	\$ -	\$ -	\$ -	\$ -	\$ 250,000	\$ 500,000

# City of Dayton, Minnesota Capital Improvement Plan - Park Capital Replacement Fund 406 Schedule of Projected Revenue, Expenditures and Debt

	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034
	Actual	Estimated	Estimated	Estimated	Estimated	Estimated	Estimated	Estimated	Estimated	Estimated	Estimated	Estimated
	Amounts	Amounts	Amounts	Amounts	Amounts	Amounts	Amounts	Amounts	Amounts	Amounts	Amounts	Amounts
Revenues												
Property taxes	\$ 30,000 \$	30,000 \$	45,000 \$	45,000 \$	60,000 \$	60,000 \$	75,000 \$	75,000 \$	90,000 \$	90,000	90,000 \$	90,000
Charges for service	-	-	-	-	-	-	-	-	-	-	-	-
Interest on investments	2,035	(1,344)	(106)	-	-	-	-	-	-	-	-	-
Contributions and donations		-	-	-	-	-	-	-	-	-	-	-
Total Revenues	32,035	28,656	44,894	45,000	60,000	60,000	75,000	75,000	90,000	90,000	90,000	90,000
Expenditures												
Capital outlay												
Parks and Recreation	195,927	-	-	-	250,000	-	-	-	-	-	250,000	500,000
Total Expenditures	195,927	-	-	-	250,000	-	-	-	-	-	250,000	500,000
Excess (Deficiency) of Revenues												
Over (Under) Expenditures	(163,892)	28,656	44,894	45,000	(190,000)	60,000	75,000	75,000	90,000	90,000	(160,000)	(410,000)
Other Financing Sources												
Transfers in	-	-	-	-	-	-	-	-	-	-	-	-
Proceeds from sale of capital asset	-	-	-	-	-	-	-	-	-	-	-	-
Transfers out		-	-	-	-	-	-	-	-	-	-	-
Total Other Financing Sources		-	-	-	-	-	-	-	-	-	-	
Net Change in Cash Balances	(163,892)	28,656	44,894	45,000	(190,000)	60,000	75,000	75,000	90,000	90,000	(160,000)	(410,000)
Cash Balances January 1	29,542	(134,350)	(105,694)	(60,800)	(15,800)	(205,800)	(145,800)	(70,800)	4,200	94,200	184,200	24,200
Cash Balances, December 31	\$ (134,350) \$	(105,694) \$	(60,800) \$	(15,800) \$	(205,800) \$	(145,800) \$	(70,800) \$	4,200 \$	94,200 \$	184,200	24,200 \$	(385,800)

## Debt Service Fund Related Activity

		2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034
		Actual Amounts	Estimated Amounts										
Beginning Balance			•	•		_	_	•	•	- \$ -	•	_	\$ -
Revenue													
Tax levy				-	-						-	-	-
Interest				-	-						-	-	-
Transfers in			-	-	-				•		-	-	-
Total Revenue	_			-		-					-	-	
Expenditures													
Principal				-	-					-	-	-	-
Interest			-	-	-	-		-	•		-	-	-
Total Expenditures	_		-	-	-	-		-	•		-	-	
Ending Balance	\$	;	- \$	\$ -	\$ -	· \$ -	\$ -	- \$ -	· \$	- \$ -	\$ -	\$ -	- \$ -

City of Dayton, Minnesota Capital Improvement Plan - Park Trail Development Fund 408 Schedule of Planned Capital Outlay 2024 to 2034

						2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034
		Replacemen	nt .		E	stimated	Estimated	Estimated	Estimated	Estimated	Estimated	Estimated	Estimated	Estimated	Estimated	Estimated
Department	Paid By	Year	Item	Cost		Amounts	Amounts	Amounts	Amounts	Amounts	Amounts	Amounts	Amounts	Amounts	Amounts	Amounts
Parks and Recreation	City	2024	Easement Acquisition for West Miss Reg Trail	\$ 50,000	\$	50,000 \$	-	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Parks and Recreation	City	2025	Easement Acquisition for West Miss Reg Trail	50,000	•	-	50,000	-	-	-	-	-	-	-		
Parks and Recreation	City	2025	Trail on North Diamond Lake Rd from Berkshire to Vinewood to 140th Ave	900,000		-	900,000	-	-	-	-	-	-	-		-
Parks and Recreation	Fed Grant/NPS/City	2025	Water Trails Construction Phase 1	1,600,000		-	1,600,000	-	-	-	-	-	-	-	-	-
Parks and Recreation	City/TRPD (20/80)	2026	Water Trails Construction Phase 2	2,000,000		-	-	2,000,000	-	-	-	-	-	-		-
Parks and Recreation	City	2026	Easement Acquisition for West Miss Reg Trail	50,000		-	-	50,000	-	-	-	-	-	-		. <u>-</u>
Parks and Recreation	City	2026	Trail on Territorial Road from Territorial Trail to Rush Creek Parkway	830,000		-	-	830,000	-	-	-	-	-	-		
Parks and Recreation	City	2027	Water Trails Construction Phase 3	250,000		-	-	-	250,000	-	-	-	-	-		
Parks and Recreation	City	2028	Pineview Ln Trail (137th-Dayton River Rd)	325,000		-	-	-	-	325,000	-	-	-	-		-
Parks and Recreation	City	2028	Trail along Fernbrook Ln from Rush Creek Pkwy. To 3 Rivers underpass	180,000		-	-	-	-	180,000	-	-	-	-		
Parks and Recreation	County/TRPD (50/50)	2028	Trail Extension along DRR from Balsam to Donnie Galloway Park in Champlin	410,000		-	-	-	-	410,000	-	-	-	-		-
Parks and Recreation	County/TRPD (50/50)	2029	Trail Extension along DRR from 142nd Ave to Cloquet Overlook Park	1,090,000		-	-	-	-	-	1,090,000	-	-	-		-
					\$	50,000 \$	2,550,000	\$ 2,880,000	\$ 250,000	\$ 915,000	\$ 1,090,000	\$ -	\$ -	\$ -	\$ .	. \$ -

## City of Dayton, Minnesota Capital Improvement Plan - Park Trail Development Fund 408 Schedule of Projected Revenue, Expenditures and Debt

	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034
	Actual Amounts	Estimated Amounts										
Revenues	Amounts	Amounts	Amounts	Amounts	Amounts	Amounts	Amounts	Amounts	Amounts	Amounts	Amounts	Amounts
Property taxes	\$ -	\$ -	\$ - 9	<b>.</b>	\$ - \$	- \$	- \$	- 9	- \$	- \$	- ;	\$ -
Charges for service (50% of 200 unit assumption; reduction to account for credits for "developer paid" projects; annual increase in rate charged to developers)	149,128	279,600	293,580	314,131	329,837	346,329	363,645	381,828	400,919	420,965	442,013	464,114
Interest on investments	122,674	2,636	2,869	1,965	1,001	5,410	4,644	6,486	8,427	20,948	25,367	30,041
Contributions and Donations		-	1,350,000	1,600,000	· -	410,000	1,090,000	-	, -	· -	, <u>-</u>	-
Total Revenues	271,802	282,236	1,646,449	1,916,096	330,838	761,739	1,458,289	388,314	409,346	441,913	467,380	494,155
Expenditures												
Capital outlay												
Parks and recreation	61,499	50,000	2,550,000	2,880,000	250,000	915,000	1,090,000	-	-	-	-	-
Total Expenditures	61,499	50,000	2,550,000	2,880,000	250,000	915,000	1,090,000	-	-	-		
Excess (Deficiency) of Revenues												
Over (Under) Expenditures	210,304	232,236	(903,551)	(963,904)	80,838	(153,261)	368,289	388,314	409,346	441,913	467,380	494,155
Other Financing Sources												
Transfers in	-	-	-	-	-	-	-	-	-	-	-	-
Proceeds from sale of capital asset	-	-	-	-	-	-	-	-	-	-	-	-
Transfers out	-	-	-	-	-	-	-	-	-	-	-	-
Total Other Financing Sources		-	-	-	-	-	-	-	-	-	-	
Net Change in Cash Balances	210,304	232,236	(903,551)	(963,904)	80,838	(153,261)	368,289	388,314	409,346	441,913	467,380	494,155
Cash Balances January 1	2,426,164	2,636,467	2,868,703	1,965,152	1,001,248	1,082,086	928,825	1,297,115	1,685,428	2,094,774	2,536,687	3,004,068
Cash Balances, December 31	\$ 2,636,467	\$ 2,868,703	\$ 1,965,152	\$ 1,001,248	\$ 1,082,086 \$	928,825 \$	1,297,115 \$	1,685,428	\$ 2,094,774 \$	2,536,687	3,004,068	\$ 3,498,223
Park Trail Dedication Rate per Unit Assumption	\$ 2,663	\$ 2,796	\$ 2,936	3,141	\$ 3,298 \$	3,463 \$	3,636 \$	3,818	\$ 4,009 \$	4,210	4,420	\$ 4,641

2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	
Actua	l Estimated	-										
Amour	ts Amounts	Amounts	Amounts	Amounts	Amounts	Amounts	Amounts	Amounts	Amounts	Amounts	Amounts	_
\$	- \$	- \$	- \$	- \$ -	\$ -	\$ -	- \$ -	- \$ -	\$ -	\$ -	\$ -	
	-	-	-		-	-		-	-	-	-	
	-	-	-		-	-	-	-	-	-	-	
	-	-	-		-	-		-	-	-	-	
	-	-	-		-	_	-	-	-	-	-	-
	-	-	-		-	-	-	-	-	-	-	
	-	-	-		-	-		-	-	-	-	_
	-	-	-		-	-	-	-	-	-	-	_
\$	- \$	- \$	- \$	- \$ -	\$ -	\$ -	- \$ -	- \$ -	\$ -	\$ -	\$ -	

City of Dayton, Minnesota Capital Improvement Plan - Capital Facilities Fund 410 Schedule of Planned Capital Outlay 2024 to 2034

		Replaceme	nt.		2024 Estimated	2025 Estimated	2026 Estimated	2027 Estimated	2028 Estimated	2029 Estimated	2030 Estimated	2031 Estimated	2032 Estimated	2033 Estimated	2034 Estimated
Danautusant		Year		Cont	Amounts										
Department	Paid By	Teal	Item	Cost	Amounts										
General Government	City	2028	New City Hall	\$ 10,000,000	\$ -	\$ -	\$ - \$	\$ -	\$ 10,000,000 \$	- \$	- \$	- \$	- \$	- \$	ز
Public Safety - Fire	City	2024	Office Expansion - Station 2	25,000	25,000	-	-	-	-	-	-	-	-	-	-
Public Safety - Fire	City	2025	Bathroom Remodel - Station 2	25,000	-	25,000	-	-	-	-	-	-	-	-	-
Public Safety - Fire	City/Grant (50/50)	2026	Fire Training Facility	1,500,000	-	-	1,500,000	-	-	-	-	-	-	-	-
Public Safety - Fire	City	2027	Replace Asphalt parking lot FS #1	200,000	-	-	-	200,000	-	-	-	-	-	-	-
Public Safety - Fire	City	2028	FS#3 New Building	20,000,000	-	-	-	-	20,000,000	-	-	-	-	-	-
Public Safety - Fire	City	2028	Replace Asphalt parking lot FS #2	200,000	-	-	-	-	200,000	-	-	-	-	-	-
Public Works	City	2024	PD/PW Signage	50,000	50,000	-	-	-	-	-	-	-	-	-	-
Public Works	City	2025	Outdoor Storage for Equipment	100,000	-	100,000	-	-	-	-	-	-	-	-	-
Public Works	City	2025	City signage - parks (Elsie Stephens Park)	40,000	-	40,000	-	-	-	-	-	-	-	-	-
Public Works	City	2026	City signage - gateways and parks	50,000	-	-	50,000	-	-	-	-	-	-	-	-
Public Works	City	2027	City signage - gateways and parks	50,000	-	-	-	50,000	-	-	-	-	-	-	-
Public Works	City	2027	City signage - gateways and parks (Activity Center)	20,000	-	-	-	20,000	-	-	-	-	-	-	-
Public Works	City	2028	City Hall Signage	50,000	-	-	-	-	50,000	-	-	-	-	-	-
Public Works	City	2028	City signage - parks (McNeil ball field & Cloquet Overlook)	50,000	-	-	-	-	50,000	-	-	-	-	-	-
Public Works	City	2028	Public works expansion	2,500,000	-	-	-	-	2,500,000	-	-	-	-	-	-
Public Works	City	2029	City signage - parks wayfinding signs	60,000	-	-	-	-	-	60,000	-	-	-	-	-
Public Works	City	2030	City signage - gateways and parks	50,000	-	-	-	-	-	-	50,000	-	-	-	-
Public Works	City	2031	City signage - gateways and parks	150,000	-	-	-	-	-	-	-	150,000	-	-	-
Public Works	City	2032	City signage - gateways and parks	150,000	-	-	-	-	-	-	-	-	150,000	-	-
Public Works	City	2033	City signage - gateways and parks	150,000	-	-	-	-	-	-	-	-	-	150,000	-
					\$ 75,000	\$ 165,000	\$ 1,550,000	\$ 270,000	\$ 32,800,000 \$	60,000	50,000 \$	150,000 \$	150,000 \$	150,000 \$	; -

City of Dayton, Minnesota Capital Improvement Plan - Capital Facilities Fund 410 Schedule of Projected Revenue, Expenditures and Debt

	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034
	Actual	Estimated	Estimated	Estimated	Estimated Amounts	Estimated Amounts	Estimated Amounts	Estimated	Estimated	Estimated Amounts	Estimated Amounts	Estimated
Revenues	Amounts	Amounts	Amounts	Amounts	Amounts	Amounts	Amounts	Amounts	Amounts	Amounts	Amounts	Amounts
Property taxes	\$ 370,000 \$	370,000 \$	370,000	\$ 400,000 \$	400,000	1,700,000	\$ 400,000	\$ 500,000	\$ 500,000	\$ 500,000	500,000	500,000
Contributions and Donations	<u>-</u>	-		-	-	-	-	-	· -	· -	-	-
Interest on investments	52,879	1,282	1,579	1,785	637	3,839	(1,642)	49	2,300	8,122	11,704	15,321
Total Revenues	422,879	371,282	371,579	401,785	400,637	1,703,839	398,358	500,049	502,300	508,122	511,704	515,321
Expenditures												
Capital outlay												
General government	74,211	-	-	-	-	10,000,000	-	-	-	-	-	-
Parks and recreation	-	-	-	-	-	-	-	-	-	-	-	-
Public safety - fire	-	25,000	25,000	1,500,000	200,000	20,200,000	-	-	-	-	-	-
Public works	<del></del>	50,000	140,000	50,000	70,000	2,600,000	60,000	50,000	150,000	150,000	150,000	<u> </u>
Total Expenditures	74,211	75,000	165,000	1,550,000	270,000	32,800,000	60,000	50,000	150,000	150,000	150,000	<u> </u>
Excess (Deficiency) of Revenues												
Over (Under) Expenditures	348,667	296,282	206,579	(1,148,215)	130,637	(31,096,161)	338,358	450,049	352,300	358,122	361,704	515,321
Other Financing Sources (Uses)												
Transfers in		-	-	-	-	-	-	-	-	-	-	-
Bond proceeds		-	-	-	-	30,000,000	-	-	-	-	-	-
Transfers out	-	-	-	-	-	· -	-	-	-	-	-	-
Total Other Financing Sources (Uses)		-	-	-	-	30,000,000	-	-	-	-	-	-
Net Change in Cash Balances	348,667	296,282	206,579	(1,148,215)	130,637	(1,096,161)	338,358	450,049	352,300	358,122	361,704	515,321
Cash Balances January 1	933,750	1,282,417	1,578,699	1,785,278	637,063	767,700	(328,461)	9,897	459,946	812,246	1,170,368	1,532,072
Cash Balances, December 31	\$ 1,282,417	1,578,699 \$	1,785,278	\$ 637,063 \$	767,700	(328,461)	\$ 9,897	\$ 459,946	\$ 812,246	\$ 1,170,368	1,532,072	2,047,393

CITY OF DAYTON, MINNESOTA
CAPITAL IMPROVEMENT PLAN - FACILITIES FUND 410
SCHEDULE OF PROJECTED REVENUE, EXPENDITURES AND DEBT - CONTINUED
\*Potential future projects have not been included in Capital Outlay

	20	J <b>2</b> 3	2024	2025	2026	20	U2 <i>1</i>	2028	2029	2030	2031	2032	2033	2034
	Ac	tual	Estimated	Estimated	Estimate	d Estir	mated	Estimated	Estimated	Estimated	Estimated	Estimated	Estimated	Estimated
	Amo	ounts	Amounts	Amounts	Amounts	s Amo	ounts	Amounts	Amounts	Amounts	Amounts	Amounts	Amounts	Amounts
Beginning Balance	\$	- \$	;	- \$	- \$	- \$	- :	\$ -	\$	- \$ 54,00	0 \$ 168,000 \$	342,000	\$ 576,000	\$ 870,000
Revenue														
Tax levy		-		-	-	-	-	-	2,754,000	2,754,00	2,754,000	2,754,000	2,754,000	2,754,000
Interest		-		-	-	-	-	-		-		-	-	-
Transfers in		-		-	-	-	-	-				-	-	-
Total Revenue		-		-	-	-	-	-	2,754,00	2,808,00	0 2,922,000	3,096,000	3,330,000	3,624,000
Expenditures														
Principal		-		-	-	-	-	-	1,500,00	1,500,00	0 1,500,000	1,500,000	1,500,000	1,500,000
Interest		-		-	-	-	-	-	1,200,00	1,140,00	0 1,080,000	1,020,000	960,000	900,000
Total Expenditures		-		-	-	-	-	-	2,700,00	2,640,00	2,580,000	2,520,000	2,460,000	2,400,000
Ending Balance	\$	- \$	;	- \$	- \$	- \$	- :	\$ -	\$ 54,000	\$ 168,00	0 \$ 342,000 \$	576,000	\$ 870,000	\$ 1,224,000

# City of Dayton, Minnesota Capital Improvement Plan - Pavement Management and Improvements Fund 414 Schedule of Planned Capital Outlay 2024 to 2034

		Replacemer	nt		2024 Estimated	2025 Estimated	2026 Estimated	2027 Estimated	2028 Estimated	2029 Estimated	2030 Estimated	2031 Estimated	2032 Estimated	2033 Estimated	2034 Estimated
Department	Paid By	Year	ltem	Cost	Amounts										
Public Works	City	2024	2024 Street Improvements - 152nd Ave	\$ 200,000	\$ 200,000 \$	-	\$ -	\$ -	\$ - 9	-	\$ -	\$ - 9	5 - 9	; -	\$ -
Public Works	City	2024	Elsie Stephens Turn Lanes	800,000	800,000	-	-	-	-	-	-	-	-	-	
Public Works	City	2024	2024 Street Improvements - Thicket Hills	200,000	200,000	-	-	-	-	-	-	-	-	-	
Public Works	Assessment/Developer (67/33)	2025	Signal Improvement - SW Dayton	1,500,000	· -	1,500,000	-	-	-	-	-	-	-	-	
Public Works	Assessment/Developer (50/50)	2025	Territorial Rd Improvements (Pkwy to Brockton)	1,710,000	-	1,710,000	-	-	-	-	-	-	-	-	
Public Works	City	2025	2025 Street Improvements - S Diamond Lake Rd	1,484,000	-	1,484,000	-	-	-	-	-	-	-	-	
Public Works	City	2025	2025 Chip and Fog Seal	550,000	-	550,000	-	-	-	-	-	-	-	-	•
Public Works	City	2026	2026 Street Improvements - Holly Lane (Pkwy to Border), 125th Ave and E French Lake Rd	1,810,000	-	-	1,810,000	-	-	-	-	-	-	-	
Public Works	City	2026	2026 Chip and Fog Seal	250.000	-	-	250.000	-	-		-	-	-		
Public Works	Developer	2026	Dayton Parkway Extension (117th Ave N - East French Lake Rd)	3,500,000	_	-	3,500,000	-	-	-	-		-	_	
Public Works	City	2026	Crosswalk Improvements for ADA Compliance	150.000	-	-	150.000	-	-	-	-	-	-	-	
Public Works	City/Assessment (50/50)	2027	113th Avenue Reconstruction	1,436,000	-	-	-	1,436,000	-	-	-	-	-	-	
Public Works	City/Assessment (50/50)	2027	113th Avenue Extension/Connection (new)	623,000	-	-	-	623,000	-	-	-	-	-	-	
Public Works	City	2027	2027 Street Improvements - NE Sections 1 of 2 (S of Dayton River Rd)	1,444,000	-	-	-	1,444,000	-	-	-	-	-	-	,
Public Works	City	2027	2027 Chip and Fog Seal	250,000	-	-	-	250,000	-	-	-	-	-	-	
Public Works	City/County (50/50)	2027	Intersection Improvement - Rush Creek Parkway and Fernbrook	2,732,000	-	-	-	2,732,000	-	-	-	-	-	-	•
Public Works	City	2027	Crosswalk Improvements for ADA Compliance	150,000	-	-	-	150,000	-	-	-	-	-	-	
Public Works	City	2028	2028 Street Improvements - NE Sections 2 of 2 (N of Dayton River Rd)	1,742,000	_	-	-	-	1,742,000	-	-	-	-	_	
Public Works	City	2028	2028 Chip and Fog Seal	125,000	-	-	-	-	125,000	-	-	-	-	-	
Public Works	City	2028	Crosswalk Improvements for ADA Compliance	150,000	-	-	-	-	150,000	-	-	-	-		
Public Works	County/TRPD (80/20)	2029	Dayton River Road from N Diamond Lake Rd to Vicksburg including Intersection at N Diamond Lake Rd	7,972,000	-	-	-	-	-	7,972,000	-	-	-	-	
Public Works	County/TRPD (75/25)	2029	Dayton River Road from N Diamond Lake Rd to S Diamond Laek Rd including minor intersection upgrades at Pineview Lane	4,156,000	-	-	-	-	-	4,156,000	-	-	-	-	
Public Works	City	2029	Crosswalk Improvements for ADA Compliance	150,000	-	-	-	-	-	150,000	-	-	-	-	
Public Works	City	2029	Intersection Improvement - Lawndale Realignment	1,550,000	-	-	-	-	-	1,550,000	-	-	-	-	
Public Works	City	2029	2029 Street Improvements - Lawndale and 149th Ave	473,000	-	-	-	-	-	473,000	-	-	-	-	
Public Works	City/County (33/67)	2030	Intersection Improvement - Troy Lane and County Rd 81	3,583,000	-	-	-	-	-	-	3,583,000	-	-	-	
Public Works	City/County (33/67)	2030	Intersection Improvement - Dayton Parkway and County Rd 81	1,493,000	-	-	-	-	-	-	1,493,000	-	-	-	
Public Works	City/County (33/67)	2030	Intersection Improvement - Territorial Road and County Rd 81	2,090,000	-	-	-	-	-	-	2,090,000	-	-	-	
Public Works	City	2030	2030 Street Improvements-Nature's Crossing	1,410,000	-	-	-	-	-	-	1,410,000	-	-	-	•
Public Works	City/County (20/80)	2030	Dayton River Road from Vicksburg to Brockton Lane including Intersection at Brockton Lane	8,293,000	-	-	-	-	-	-	8,293,000	-	-	-	
Public Works	City	2030	Crosswalk Improvements for ADA Compliance	150,000	-	-	-	-	-	-	150,000	-	-	-	
Public Works	City	2031	2031 Street Improvements - Historic Village	1,497,000	-	-	-	-	-	-	-	1,497,000	-	-	,
Public Works	City	2031	Crosswalk Improvements for ADA Compliance	150,000	-	-	-	-	-	-	-	150,000	-	-	
Public Works	City	2032	2032 Street Improvements - Frontage Rd for Manufactured Home Park	988,000	-	-	-	-	-	-	-	-	988,000	-	
Public Works	City	2032	2032 Street Improvements - 118th Ave and Troy Lane	261,000	-	-	-	-	-	-	-	-	261,000	-	
Public Works	City	2032	Crosswalk Improvements for ADA Compliance	150,000	-	-	-	-	-	-	-	-	150,000	-	
Public Works	City	2033	2033 Street Improvements - South Diamond Lake Trail	185,000		-	-	-	-			-	-	185,000	
					\$ 1,200,000	5,244,000	\$ 5,710,000	\$ 6,635,000	\$ 2,017,000 \$	14,301,000	\$ 17,019,000	\$ 1,647,000	1,399,000	185,000	\$

City of Dayton, Minnesota

Capital Improvement Plan - Pavement Management and Improvements Fund 414

Schedule of Projected Revenue, Expenditures and Debt

	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034
	Actual	Estimated	Estimated	Estimated	Estimated	Estimated	Estimated	Estimated	Estimated	Estimated	Estimated	Estimated
	Amounts	Amounts	Amounts	Amounts	Amounts	Amounts	Amounts	Amounts	Amounts	Amounts	Amounts	Amounts
Revenues												
Property taxes	\$ 600,000 \$	600,000 \$	900,000 \$	900,000 \$	1,200,000 \$	1,400,000 \$	1,200,000	\$ 1,400,000 \$	1,500,000 \$	1,600,000 \$	1,700,000 \$	1,700,000
Contributions and donations	218,395	-	1,350,000	3,500,000	1,366,000	-	12,128,000	11,435,620	-	-	-	-
Franchise fees	527,299	639,203	658,379	678,130	698,474	719,428	741,011	763,242	786,139	809,723	834,015	859,035
Interest on investments	131,427	2,986	3,028	2,380	1,849	3,163	4,121	3,372	(13,361)	(16,825)	9,187	36,647
Special assessments		-	-	241,800	236,220	230,640	225,060	219,480	213,900	208,320	202,740	197,160
Total Revenues	1,477,121	1,242,189	2,911,407	5,322,310	3,502,543	2,353,231	14,298,192	13,821,714	2,486,678	2,601,218	2,745,942	2,792,842
Expenditures Capital outlay												
Public works	1,095,746	1,200,000	5,244,000	5,710,000	6,635,000	2,017,000	14,301,000	17,019,000	1,497,000	-	-	-
Total Expenditures	1,095,746	1,200,000	5,244,000	5,710,000	6,635,000	2,017,000	14,301,000	17,019,000	1,497,000	-	-	-
Excess (Deficiency) of Revenues Over (Under) Expenditures	381,374	42,189	(2,332,593)	(387,690)	(3,132,457)	336,231	(2,808)	(3,197,286)	989,678	2,601,218	2,745,942	2,792,842
Other Financing Sources												
Transfers in (2020 from Transportation Area Charges Fund)	-	-	-	-	-	-	-	-	-	-	-	-
Bond proceeds	-	-	1,710,000	-	2,059,000	-	-	-	-	-	-	-
Transfers out (Dayton Parkway Interchange Debt Service Fund)	-	-	(25,724)	(142,617)	(143,287)	(144,752)	(147,038)	(149,195)	-	-	-	-
Total Other Financing Sources	-	-	1,684,276	(142,617)	1,915,713	(144,752)	(147,038)	(149,195)	-	-	-	-
Net Change in Cash Balances	381,374	42,189	(648,317)	(530,307)	(1,216,744)	191,479	(149,846)	(3,346,481)	989,678	2,601,218	2,745,942	2,792,842
Cash Balances January 1	2,604,472	2,985,846	3,028,035	2,379,718	1,849,411	632,667	824,147	674,301	(2,672,180)	(1,682,502)	918,716	3,664,658
Cash Balances, December 31	\$ 2,985,846 \$	3,028,035 \$	2,379,718 \$	1,849,411 \$	632,667 \$	824,147 \$	674,301	\$ (2,672,180) \$	(1,682,502) \$	918,716 \$	3,664,658 \$	6,457,500

# CITY OF DAYTON, MINNESOTA CAPITAL IMPROVEMENT PLAN - PAVEMENT MANAGEMENT FUND 414 SCHEDULE OF PROJECTED REVENUE, EXPENDITURES AND DEBT - CONTINUED \*Potential future projects have not been included in Capital Outlay

		2023	2024	2025	20	2026	2027	2028	2029	2030	2031	2032	2033	2034
	•	Actual	Estimated	Estimated	Esti	mated	Estimated							
		Amounts	Amounts	Amounts	Amo	ounts	Amounts							
Beginning Balance		\$ -	\$ -	- \$	- \$	- \$	4,788 \$	9,439 \$	11,215 \$	12,916 \$	14,544 \$	16,099 \$	17,580	\$ 18,987
Revenue														
Tax levy					-	244,188	237,211	90,540	86,787	83,034	79,281	75,528	71,775	68,022
Tax Increment					-	-	-	-	-	-	-	-	-	-
Special Assessments		-			-	-	-	136,955	133,795	130,634	127,474	124,313	121,153	117,992
Total Revenue		-			-	244,188	241,999	236,935	231,796	226,584	221,299	215,940	210,507	205,001
Expenditures														
Principal		-			-	171,000	171,000	171,000	171,000	171,000	171,000	171,000	171,000	171,000
Interest					-	68,400	61,560	54,720	47,880	41,040	34,200	27,360	20,520	13,680
Total Expenditures					-	239,400	232,560	225,720	218,880	212,040	205,200	198,360	191,520	184,680
Ending Balance		\$ -	. \$ -	- \$	- \$	4,788 \$	9,439 \$	11,215 \$	12,916 \$	14,544 \$	16,099 \$	17,580 \$	18,987	\$ 20,321

City of Dayton, Minnesota Capital Improvement Plan - Stormwater Fund 415 Schedule of Planned Capital Outlay 2024 to 2034

\*Projects denoted with an asterisk indicate a significant future assumption which may include future development and/or federal or state funding for a project.

					202	24	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034
		Replacement			Estim		Estimated	Estimated	Estimated	Estimated	Estimated	Estimated	Estimated	Estimated	Estimated	Estimated
Department	Paid By	Year	Item	Cost	Amou	unts	Amounts	Amounts	Amounts	Amounts	Amounts	Amounts	Amounts	Amounts	Amounts	Amounts
Stormwater	City/Grant (20/80)	2025	City Wide - Water Resource Assessment \$	30,000	\$	- \$	30,000	\$ - \$	- :	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$
Stormwater	City//Watershed (25/75)	2025	French Lake Drawdown	248,000		-	248,000	-	-	-	-	-	-	-	-	
Stormwater	City//Watershed (25/75)	2025	Diamond Lake Drawdown	665,000		-	665,000	-	-	-	-	-	-	-	-	
Stormwater	City//Watershed (25/75)	2025	Diamond Lake Alum Treatment	474,000		-	474,000	-	-	-	-	-	-	-	-	
Stormwater	Developer/Assessment (50/50)	2025	Territorial Rd Improvements (Pkwy to Brockton)	1,060,000		-	1,060,000	-	-	-	-	-	-	-	-	
Stormwater	City/Grant (20/80)	2026	Diamond DO Surveys	27,000		-	-	27,000	-	-	-	-	-	-	-	
Stormwater	City/Grant (20/80)	2026	Diamond Lake Vegetation and Internal Load Mgmt Plans	43,000		-	-	43,000	-	-	-	-	-	-	-	
Stormwater	City/Grant (20/80)	2026	Grass Lake Monitoring and Feasibility Study	51,000		-	-	51,000	-	-	-	-	-	-	-	
Stormwater	City	2026	Update City-Wide Storm Water Modeling	103,000		-	-	103,000	-	-	-	-	-	-	-	
Stormwater	City/Grant (20/80)	2026	Stream & Ditch Assessment (city-wide)	54,000		-	-	54,000	-	-	-	-	-	-	-	
Stormwater	City/Grant (20/80)	2026	Diamond Lake Management Plan	7,000		-	-	7,000	-	-	-	-	-	-	-	
Stormwater	City/Grant (20/80)	2026	Diamond Lake Stormwater Improvements (North Side)	39,000		-	-	39,000	-	-	-	-	-	-	-	
Stormwater	City/Grant (20/80)	2026	French Lake Management Plans	13,000		-	-	13,000	-	-	-	-	-	-	-	
Stormwater	Developer	2026	Dayton Parkway Extension (117th Ave N - East French Lake Rd)	200,000		-	-	200,000	-	-	-	-	-	-	-	
Stormwater	City	2027	113th Avenue Extension/Connection (new)	110,000		-	-	-	110,000	-	-	-	-	-	-	
Stormwater	City/Assessment (50/50)	2027	113th Ave Reconstruction	438,000		-	-	-	438,000	-	-	-	-	-	-	
Stormwater	City/County (50/50)	2027	Intersection Improvement - Rush Creek Parkway and Fernbrook	110,000		-	-	-	110,000	-	-	-	-	-	-	
Stormwater	City	2030	Rush Creek Stabilization	132,000		-	-	-	-	-	-	132,000	-	-	-	
Stormwater	City	2032	2032 Street Improvements - Frontage Rd for Manufactured Home F	381,000		-	-	-	-	-	-	-	-	381,000	-	
Stormwater	City	2032	2032 Street Improvements - 118th Ave and Troy Lane	39,000		-	-	-	-	-	-	-	-	39,000	-	
					\$	- \$	2,477,000	\$ 537,000 \$	658,000	\$ -	\$ -	\$ 132,000	\$ -	\$ 420,000	\$ -	\$ .

City of Dayton, Minnesota Capital Improvement Plan - Stormwater Enterprise 415 Statements of Cash Flows

	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034
	Actual	Estimated	Estimated									
	Amounts	Amounts	Amounts	Amounts	Amounts	Amounts	Amounts	Amounts	Amounts	Amounts	Amounts	Amounts
Cash Flows from Operating Activities												
Receipts from customers and users	\$ - \$	- \$	1,570,250 \$	200,000 \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	-
Payments to suppliers and employees	(130,347)	(134,257)	(138,285)	(142,433)	(146,706)	(151,108)	(155,641)	(160,310)	(165,119)	(170,073)	(175,175)	(180,430)
Net Cash Provided (Used)												
by Operating Activities	(130,347)	(134,257)	1,431,965	57,567	(146,706)	(151,108)	(155,641)	(160,310)	(165,119)	(170,073)	(175,175)	(180,430)
Cash Flows from Noncapital Financing Activities												
Transfer to other funds (Fund 342 - existing debt service)	(216,300)	(206,025)	(275, 153)	(294,413)	(309,134)	(324,591)	(340,820)	-	-	-	-	-
Transfer from other funds (Fund 409 - Temp Financing Fund)	-	-	-	-	-	-	-	-	-	-	-	-
Intergovernmental grants		-	24,000	187,200	-	-	-	-	-	-	-	-
Net Cash Provided (Used) by												
Noncapital Financing Activities	(216,300)	(206,025)	(251,153)	(107,213)	(309,134)	(324,591)	(340,820)	-	-	-	-	<u>-</u>
Cash Flows from Capital and Related Financing Activities												
Acquisition of capital assets	-	-	(2,477,000)	(537,000)	(658,000)	-	-	(132,000)	-	(420,000)	-	-
Connection charges (200 units per year, annual increase in rate charged to developers)  Net Cash Used by Capital and Related	421,737	698,800	733,740	785,102	824,357	865,575	908,853	954,296	1,002,011	1,052,111	1,104,717	1,159,953
Financing Activities	421,737	698,800	(1,743,260)	248,102	166,357	865,575	908,853	822,296	1,002,011	632,111	1,104,717	1,159,953
Cash Flows from Investing Activities												
Investment earnings	141,796	2,879	3,241	2,681	2,883	12,980	14,994	17,131	20,526	49,627	54,744	64,587
Net Increase (Decrease) in Cash and Cash Equivalents	216,886	361,397	(559,207)	201,137	(286,601)	402,856	427,387	679,117	857,418	511,666	984,286	1,044,109
Cash and Cash Equivalents, January 1	2,662,323	2,879,209	3,240,607	2,681,400	2,882,536	2,595,936	2,998,792	3,426,178	4,105,295	4,962,714	5,474,379	6,458,665
Cash and Cash Equivalents, December 31	\$ 2,879,209 \$	3,240,607 \$	2,681,400 \$	2,882,536 \$	2,595,936 \$	2,998,792 \$	3,426,178 \$	4,105,295 \$	4,962,714 \$	5,474,379 \$	6,458,665 \$	7,502,774
Connection Charges (Trunk) Per Unit Assumption	\$ 3,494 \$	3,494 \$	3,669 \$	3,926 \$	4,122 \$	4,328 \$	4,544 \$	4,771 \$	5,010 \$	5,261 \$	5,524 \$	5,800

City of Dayton, Minnesota Capital Improvement Plan - Water Enterprise Fund 601 Schedule of Planned Capital Outlay 2024 to 2034

					2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034
	I	Replacemen	nt		Estimated	Estimated	Estimated	Estimated	Estimated	Estimated	Estimated	Estimated	Estimated	Estimated	Estimated
Department	Paid By	Year	Item	Cost	Amounts	Amounts	Amounts	Amounts	Amounts	Amounts	Amounts	Amounts	Amounts	Amounts	Amounts
Water	City/Grant (28/72)	2024	Wellhead Treatment Well #4	\$ 8,000,000	\$ 8,000,000	- :	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Water	Developer	2024	Territorial Rd Improvements (new)	450,000	450,000	-	-	-	-	-	-	-	-	-	-
Water	City	2025	SCADA Updates	75,000	-	75,000	-	-	-	-	-	-	-	-	-
Water	City	2025	Enclosed Trailer with Emergency Tools and Supplies	20,000	-	20,000	-	-	-	-	-	-	-	-	-
Water	City	2025	Water Tower Maintenance Exterior Repairs	25,000	-	25,000	-	-	-	-	-	-	-	-	-
Water	Developer/Assessment (50/50)	2025	Territorial Rd Improvements (Pkwy to Brockton)	265,000	-	265,000	-	-	-	-	-	-	-	-	-
Water	City	2025	Water Main Connection/Loop from Sundance Greens West to E French Lk Rd	225,000	-	225,000	-	-	-	-	-	-	-	-	-
Water	City/Grant (20/80)	2026	Wellhead Treatment Well #1	6,896,000	-	-	6,896,000	-	-	-	-	-	-	-	-
Water	City/Grant (20/80)	2026	Northwest Water Tower	2,334,000	-	-	2,334,000	-	-	-	-	-	-	-	-
Water	Developer	2026	Dayton Parkway Extension (117th Ave N - East French Lake Rd)	225,000	-	-	225,000	-	-	-	-	-	-	-	-
Water	City	2027	113th Avenue Extension/Connection (new)	312,000	-	-	-	312,000	-	-	-	-	-	-	-
Water	City/Assessment	2027	113th Ave Reconstruction	633,000	-	-	-	633,000	-	-	-	-	-	-	-
Water	City/Grant (10/90)	2027	Permanent Generator for Well #2	175,000		-	-	175,000	-	-	-	-	-	-	-
Water	City	2028	117th Ave Watermain Extension (Dayton Parkway - Brayburn Trails)	845,000	-	-	-	-	845,000	-	-	-	-	-	-
Water	City	2028	Water Loop under 94 to Territorial Road	394,000	-	-	-	-	394,000	-	-	-	-	-	-
Water	City	2029	South Dayton Water System Tower (1.5M Gallon)	5,797,000	-	-	-	-	-	5,797,000	-	-	-	-	-
Water	City	2032	South Dayton Water Treatment Plant	25,000,000	-	-	-	-	-	-	-	-	25,000,000	-	-
Water	City	2032	Water Tower Repaint	150,000	-	-	-	-	-	-	-	-	150,000	-	-
Water	City	2033	South Dayton Wells (2)	5,220,000	-	-	-	-	-	-	-	-	-	5,220,000	
Water	City	2033	North East Wells (2)	5,220,000	-	-	-	-	-	-	-	-	-	0,220,000	
Water	City	2033	North East Wellhead Treatment for Wells (2)	9,000,000		-	-	-	-	-	-	-	-	9,000,000	<u> </u>
					\$ 8,450,000	610,000	\$ 9,455,000	\$ 1,120,000	\$ 1,239,000	\$ 5,797,000	\$ -	\$ -	\$ 25,150,000	\$ 19,440,000	\$ -

City of Dayton, Minnesota Capital Improvement Plan - Water Enterprise Fund 601 Statements of Cash Flows

Part		2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034
Part		Actual	Estimated	Estimated	Estimated	Estimated	Estimated	Estimated	Estimated	Estimated	Estimated	Estimated	Estimated
Recognish from customers and users (leased an most recent utility rate analysis)		Amounts	Amounts	Amounts	Amounts	Amounts	Amounts	Amounts	Amounts	Amounts	Amounts	Amounts	Amounts
Payments to suppliers (34 growth assumption)   (1,006,224)   (1,061,544)   (758,504)   (201,516)   (205,555)   (809,322)   (308,324)   (302,345)   (303,444)   (305,374)   (305,745)   (													
Payments to employees (38 growth assumption)   10,000   12,000													4,340,580
Carbitotions and Denaltonion Medical Productions and Denaltonion Medical Production (Language Woods 1984) 19.00 19													(985,756)
Ne Cash Frovider (User) Procest from One Capital and Related Financing Activities							(306,860)	(316,065)	(325,547)	(335,314)	(345,373)	(355,734)	(366,406)
Properting Activities   State   Stat		10,396	6,200,000	132,500	7,609,000	157,500	-	-	-	-	-	-	-
Cash Flows from Noncapital Financing Activities   Cash Flows from Noncapital Financing Activities   Cash Flows from Capital and Related Financing Activities   Cash Flows from Related Financing Fin	Net Cash Provided (Used)												
Transfer tomber funds (Sundance Woods pregryment)   1	by Operating Activities	841,648	7,162,780	1,596,180	9,291,590	1,973,068	2,015,785	2,170,705	2,302,568	2,476,763	2,625,350	2,821,107	2,988,418
Transfer to ther funds 42 - sustling debt service)  Note Cash Provided (Used) by Note Cash Provided (Us	Cash Flows from Noncapital Financing Activities												
Net Cash Provided (Used) by concapital And Related Financing Activities   16,600, 16,000, 16	Transfer from other funds (Sundance Woods repayment)	-	-	-	-	-	-	-	-	-	-	-	-
September   Sept	Transfer to other funds (Fund 342 - existing debt service)	(560,700)	(690,450)	(738,782)	(775,721)	(814,507)	(855,232)	(897,994)	-	-	-	-	-
Cash Flows from Capital and Related Financing Activities  Acquisition of capital and Related Financing Activities  Acquisition of capital assets  Connection charges (20 units, annual increase in rate charged to developers)  1,817,944	Net Cash Provided (Used) by												<u> </u>
Acquisition of capital assets Connection capital assets Connection charges (200 units, annual increase in rate charged to developers)  Connection charges (200 units, annual increase in rate charged to developers)  Connection charges (200 units, annual increase in rate charged to developers)  Connection charges (200 units, annual increase in rate charged to developers)  Connection charges (200 units, annual increase in rate charged to developers)  Connection charges (200 units, annual increase in rate charged to developers)  Connection charges (200 units, annual increase in rate charged to developers)  Connection charges (200 units, annual increase in rate charged to developers)  Connection charges (200 units, annual increase in rate charged to developers)  Connection charges (200 units, annual increase in rate charged to developers)  Connection charges (200 units, annual increase in rate charged to developers)  Connection charges (200 units, annual increase in rate charged to developers)  Connection charges (200 units, annual increase in rate charged to developers)  Connection charges (200 units, annual increase in rate charged to developers)  Connection charges (200 units, annual increase in rate charged to developers)  Connection charges (200 units, annual increase in rate charged to developers)  Connection charges (200 units, annual increase in rate charged to developers)  Connection charges (200 units, annual increase in rate charged to developers)  Connection charges (200 units, annual increase in rate charged to charge (200 units, and a charge (200 units, and a charged to charged to charged the charged to charge (200 units, and a charged to charged the cha	Noncapital Financing Activities	(560,700)	(690,450)	(738,782)	(775,721)	(814,507)	(855,232)	(897,994)	-	-	-	-	
Acquisition of capital assets Connection capital assets Connection charges (200 units, annual increase in rate charged to developers)  Connection charges (200 units, annual increase in rate charged to developers)  Connection charges (200 units, annual increase in rate charged to developers)  Connection charges (200 units, annual increase in rate charged to developers)  Connection charges (200 units, annual increase in rate charged to developers)  Connection charges (200 units, annual increase in rate charged to developers)  Connection charges (200 units, annual increase in rate charged to developers)  Connection charges (200 units, annual increase in rate charged to developers)  Connection charges (200 units, annual increase in rate charged to developers)  Connection charges (200 units, annual increase in rate charged to developers)  Connection charges (200 units, annual increase in rate charged to developers)  Connection charges (200 units, annual increase in rate charged to developers)  Connection charges (200 units, annual increase in rate charged to developers)  Connection charges (200 units, annual increase in rate charged to developers)  Connection charges (200 units, annual increase in rate charged to developers)  Connection charges (200 units, annual increase in rate charged to developers)  Connection charges (200 units, annual increase in rate charged to developers)  Connection charges (200 units, annual increase in rate charged to developers)  Connection charges (200 units, annual increase in rate charged to charge (200 units, and a charge (200 units, and a charged to charged to charged the charged to charge (200 units, and a charged to charged the cha	Cash Flows from Capital and Related Financing Activities												
Connection charges (200 units, annual increase in rate charged to developers)  Proceeds from bonds and notes issued		(2 003 622)	(8 450 000)	(610,000)	(9 455 000)	(1 120 000)	(1 239 000)	(5 797 000)	_	-	(25 150 000)	(19 440 000)	_
Principal and interest paid on long-term debt									2.514.382	2.640.101			3,056,247
Principal and interest paid on long-term debt Net Cash Used by Capital and Related Financing Activities  Cash Flows from Investing Activities  Avel Increase (Decrease) in Cash and Cash Equivalents, January 1  Cash and Cash Equivalents, December 31  Avel Increase (Decrease)  Ave		-	-	-	-	-	-	-	-	-			_
Net Cash Used by Capital and Related Financing Activities \\ \( \begin{array}{cccccccccccccccccccccccccccccccccccc			-	-	-	-	-	-	-	-	-	(2.000.000)	(1,900,000)
Financing Activities (385,678) (4,208,800) 1,360,084 (7,386,412) 1,052,018 1,041,618 (3,402,351) 2,514,382 2,640,101 2,622,106 (18,529,289) 1,156,244 (2,284) 1,041,041 (3,402,351) 2,514,382 2,640,101 2,622,106 (18,529,289) 1,156,244 (2,284) 1,141,041 (3,402,351) 2												( , = = - , = = - )	( / - / / / / / / / / / / / - / / / / / / / / / / / - / / / / / / / / / / / - / -
Investment earnings         438,164         90,265         75,000         13,673         14,816         17,041         96,303         86,136         110,651         136,789         327,420         173,61           Net Increase (Decrease) in Cash and Cash Equivalents         333,434         2,353,796         2,292,483         1,143,131         2,225,395         2,219,213         (2,033,337)         4,903,086         5,227,516         5,384,245         (15,380,761)         4,318,27           Cash and Cash Equivalents, January 1         8,693,084         9,026,518         11,380,314         13,672,796         14,815,927         17,041,322         19,260,535         17,227,198         22,130,284         27,357,799         32,742,044         17,361,283         21,679,56           Cash and Cash Equivalents, December 31         \$9,026,518         11,380,314         \$13,672,796         \$14,815,927         \$17,041,322         \$19,260,535         \$17,227,198         22,130,284         27,357,799         32,742,044         \$17,361,283         \$21,679,56	·	(385,678)	(4,208,800)	1,360,084	(7,386,412)	1,052,018	1,041,618	(3,402,351)	2,514,382	2,640,101	2,622,106	(18,529,289)	1,156,247
Investment earnings         438,164         90,265         75,000         13,673         14,816         17,041         96,303         86,136         110,651         136,789         327,420         173,61           Net Increase (Decrease) in Cash and Cash Equivalents         333,434         2,353,796         2,292,483         1,143,131         2,225,395         2,219,213         (2,033,337)         4,903,086         5,227,516         5,384,245         (15,380,761)         4,318,27           Cash and Cash Equivalents, January 1         8,693,084         9,026,518         11,380,314         13,672,796         14,815,927         17,041,322         19,260,535         17,227,198         22,130,284         27,357,799         32,742,044         17,361,283         21,679,56           Cash and Cash Equivalents, December 31         \$9,026,518         11,380,314         \$13,672,796         \$14,815,927         \$17,041,322         \$19,260,535         \$17,227,198         22,130,284         27,357,799         32,742,044         \$17,361,283         \$21,679,56	Cash Flows from Investing Activities												
Cash and Cash Equivalents, January 1  8,693,084 9,026,518 11,380,314 13,672,796 14,815,927 17,041,322 19,260,535 17,227,198 22,130,284 27,357,799 32,742,044 17,361,283 21,679,565 21,679,565		438,164	90,265	75,000	13,673	14,816	17,041	96,303	86,136	110,651	136,789	327,420	173,613
Cash and Cash Equivalents, January 1  8,693,084 9,026,518 11,380,314 13,672,796 14,815,927 17,041,322 19,260,535 17,227,198 22,130,284 27,357,799 32,742,044 17,361,283 \$ 21,679,565  11,380,314 13,672,796 14,815,927 17,041,322 19,260,535 17,227,198 17,041,322 19,26	Net Increase (Decrease) in Cash and Cash Equivalents	333.434	2.353.796	2.292.483	1.143.131	2.225.395	2.219.213	(2.033.337)	4.903.086	5.227.516	5.384.245	(15.380.761)	4,318,278
\$ 9,026,518 \$ 11,380,314 \$ 13,672,796 \$ 14,815,927 \$ 17,041,322 \$ 19,260,535 \$ 17,227,198 \$ 22,130,284 \$ 27,357,799 \$ 32,742,044 \$ 17,361,283 \$ 21,679,562	(		_,,	_,,	.,,	_,,	_, ,	(=,===,===)	.,,	-,,	-,,	(,,	.,,
	Cash and Cash Equivalents, January 1	8,693,084	9,026,518	11,380,314	13,672,796	14,815,927	17,041,322	19,260,535	17,227,198	22,130,284	27,357,799	32,742,044	17,361,283
© 0.200 © 0.000 © 10.000 © 14.000 © 44.	Cash and Cash Equivalents, December 31	\$ 9,026,518	\$ 11,380,314	\$ 13,672,796	\$ 14,815,927 \$	17,041,322 \$	19,260,535 \$	17,227,198 \$	22,130,284 \$	27,357,799 \$	32,742,044 \$	17,361,283	21,679,560
	Connection Charges (Water Access Charge and Trunk) Per Unit Assumption	\$ 8.630	\$ 9.206	\$ 9.850	\$ 10.343 \$	10.860 \$	11.403 \$	11.973 \$	12.572 \$	13.201 \$	13.861	14.554	15.281

City of Dayton, Minnesota Capital Improvement Plan - Sewer Enterprise Fund 602 Schedule of Planned Capital Outlay 2024 to 2034

					2024		2025	2026	2027	2028	2029	2030	2031	2032	2033	2034
		Replacemen	nt		Estimate	d I	Estimated	Estimated	Estimate	d Estimated	Estimated	Estimated	Estimated	Estimated	Estimated	Estimated
Department	Paid By	Year	Item	Cost	Amounts	s	Amounts	Amounts	Amount	s Amounts	Amounts	Amounts	Amounts	Amounts	Amounts	Amounts
_																
Sewer	Developer/Assessment (50/50)	2025	Territorial Rd Improvements (Pkwy to Brockton)	380,000	\$	- \$	380,000	\$-	\$	- \$	- \$	- \$	- \$	· \$ -	\$ -	\$ -
Sewer	City	2025	Enclosed Trailer with Emergency Tools and Supplies	20,000		-	20,000	-		-	-	-		-	-	-
Sewer	City	2025	Sewer Main Bulkheading on River Hills	35,000		-	35,000	-		-	-	-			-	-
Sewer	City	2027	113th Avenue Extension/Connection (new)	156,000		-	-	-	156	000	-	-			-	-
Sewer	City/Assessment	2027	113th Ave Reconstruction	317,000		-	_	-	317	000	-	-			-	-
					\$	- \$	435,000	\$ -	\$ 473	000 \$	- \$	- \$	· \$	· \$ -	\$ -	\$ -

City of Dayton, Minnesota Capital Improvement Plan - Sewer Enterprise Fund 602 Statements of Cash Flows

	2023 Actual Amounts	2024 Estimated Amounts	2025 Estimated Amounts	2026 Estimated Amounts	2027 Estimated Amounts	2028 Estimated Amounts	2029 Estimated Amounts	2030 Estimated Amounts	2031 Estimated Amounts	2032 Estimated Amounts	2033 Estimated Amounts	2034 Estimated Amounts
Cash Flows from Operating Activities												
Receipts from customers and users (based on most recent utility rate analysis)	\$ 1,126,84	3 \$ 1,216,996	\$ 1,350,000 \$	1,485,000 \$	1,574,100 \$	1,700,028 \$	1,802,030 \$	1,892,131 \$	2,005,659	\$ 2,105,942	2,232,299	\$ 2,343,913
Payments to suppliers (3% growth assumption)	(642,42	1) (661,694)	(681,544)	(701,991)	(723,050)	(744,742)	(767,084)	(790,097)	(813,800)	(838,214)	(863,360)	(889,261)
Payments to employees (3% growth assumption)	(252,73		(257,370)	(265,091)	(273,044)	(281,235)	(289,672)	(298,362)	(307,313)	(316,533)	(326,029)	(335,809)
Operating grants and contributions  Net Cash Provided (Used)	10,39	-	190,000	-	-	-	-	-	-	-	-	
by Operating Activities	242,09	1 294,988	601,086	517,918	578,006	674,051	745,273	803,672	884,546	951,196	1,042,910	1,118,843
Cash Flows from Noncapital Financing Activities												
Transfers (to) from other funds (Sundance Woods repayment)			-	-	-	-	-	-	-	-	-	-
Transfer to other funds (Fund 342 - existing debt service)  Net Cash Provided (Used) by	(234,52	, , , , , , , , , , , , , , , , , , , ,	(219,201)	(230,161)	(241,669)	(253,753)	(266,441)	-	-	-	-	<u> </u>
Noncapital Financing Activities	(234,52	5) (208,763)	(219,201)	(230,161)	(241,669)	(253,753)	(266,441)	-	-	-	-	
Cash Flows from Capital and Related Financing Activities												
Acquisition of capital assets	(191,27		(435,000)	-	(473,000)	-	-	-	-	-	-	-
Connection charges (200 units, annual increase in rate charged to developers)	340,80	7 703,600	738,780	790,495	830,019	871,520	915,096	960,851	1,008,894	1,059,338	1,112,305	1,167,921
Proceeds from bonds and notes issued		-	-	-	-	-	-	-	-	-	-	-
Principal and interest paid on long-term debt  Net Cash Used by Capital and Related	-		-	-	-	-	-	-	-	-	-	<u> </u>
Financing Activities	149,53	1 703,600	303,780	790,495	357,019	871,520	915,096	960,851	1,008,894	1,059,338	1,112,305	1,167,921
Cash Flows from Investing Activities												
Investment earnings	145,77	28,985	50,000	4,453	5,536	6,235	37,663	44,821	53,868	63,604	147,950	170,981
Net Increase (Decrease) in Cash and Cash Equivalents	302,87	818,810	735,665	1,082,705	698,892	1,298,053	1,431,591	1,809,344	1,947,307	2,074,138	2,303,165	2,457,745
Cash and Cash Equivalents, January 1	2,595,58	3 2,898,458	3,717,268	4,452,932	5,535,637	6,234,529	7,532,581	8,964,173	10,773,517	12,720,824	14,794,962	17,098,127
Cash and Cash Equivalents, December 31	\$ 2,898,45	3 \$ 3,717,268	\$ 4,452,932 \$	5,535,637 \$	6,234,529 \$	7,532,581 \$	8,964,173 \$	10,773,517 \$	12,720,824	\$ 14,794,962	17,098,127	\$ 19,555,872
Connection Charges (Sewer Access Charge and Trunk) Per Unit Assumption	\$ 3,33	1 \$ 3,518	\$ 3,694 \$	3,952 \$	4,150 \$	4,358 \$	4,575 \$	4,804 \$	5,044	\$ 5,297	5,562	\$ 5,840

Meeting Date: 10-22-24 Item:M

## ITEM:

South Diamond Lake Road Improvements

## PREPARED BY:

Jason Quisberg, Engineering

## POLICY DECISION / ACTION TO BE CONSIDERED:

Authorize Preparation of Plans and Specifications for the South Diamond Lake Road Improvements Project

## **BACKGROUND:**

Improvements to South Diamond Lake Road are identified in the City's pavement management plan. Mill and overlay improvements are proposed for the entire length of the road within city limits.

Staff is currently coordinating with the City of Rogers regarding the potential extension of this project to include the segment of road between the city boundary and Brockton Lane. If this extension is included in the project, costs for the portion of the improvements within the City of Rogers would be the responsibility of Rogers.

The attached proposal is for the engineering services to deliver this project. Acceptance of the proposal would authorize the preparation of plans and specifications for a project to improve South Diamond Lake Road.

## **RECOMMENDATION:**

Should Council desire to proceed with the project, it is recommended that the attached proposal be accepted and the preparation of plans and specifications be authorized.

## **ATTACHMENT(S):**

Stantec Proposal for Engineering Services – South Diamond Lake Road Improvements

## Stantec Consulting Services Inc.



One Carlson Parkway North, Suite 100 Plymouth MN 55447-4440

October 15, 2024

**Dayton City Council** 12260 S Diamond Lake Rd Dayton, MN 55327

Reference: 2025 South Diamond Lake Road Improvements

Dear Dayton City Council,

As requested, Stantec has prepared a project scope, schedule, and budget for the 2025 South Diamond Lake Road Improvements project.

## **BACKGROUND AND IMPROVEMENTS**

The 2023 Pavement Condition Assessment and Reporting (Pavement Management Report) provided 5-year rehabilitation recommendations at various construction cost levels. City Council has expressed an interest in following the recommendations to achieve a pavement quality index (PQI) of 70 by 2028. In 2024, a mill and overlay project and a chip and fog seal project were constructed towards achieving the PQI. In 2025, the proposed project includes an overlay of South Diamond Lake Road within the City.

South Diamond Lake Road is a collector/arterial road running east/west through the City approximately 5 miles long. The roadway is mostly a rural section with existing city utilities in the eastern portion of the corridor. In coordination with the City of Rogers, the city has confirmed interest in extending the improvements from the Dayton border to Brockton Lane (approximately 0.25 miles) as part of this project. The City of Rogers will be responsible for the work within the City of Rogers.

The preliminary opinion of probable project costs is in the range of \$1.3 million to \$1.5 million. This is a very high-level calculated cost that will need to be verified through a more detailed design and eventual public bid if the project were to move forward.

### SCOPE OF WORK

The scope for this project is broken down into three tasks.

## TASK 1 - DESIGN/PLANS & SPECIFICATIONS -\$22,500

Task 1 includes services related to the preparations of bidding documents for this project. This includes the collection of existing site data, design, and the production of construction plans and technical specifications.

Deliverables will include construction plans, specifications, and a refined opinion of probable construction cost.

Upon completion of work included in Task 1, City will have the opportunity to direct if the project should continue to the bidding stage.

## **TASK 2 - BIDDING - \$3,500**

This task involves the coordination of soliciting contractor bids or quotes for the construction of the improvement project. This includes advertisement of the project, completion of the bid opening process, and preparation of a tabulation of the received bids along with a recommendation for award.

## Deliverables will include a contractor bid tabulation and award recommendation.

At the completion of bidding, should bids be found favorable, Council can award a contract and proceed with construction of the project. If bids are not found favorable or if other circumstances arise detrimental to the City, Council can reject the bid to avoid any further cost obligations to the project.

## TASK 3 - CONSTRUCTION SERVICES -\$32,000

If the project continues to construction, construction services can be provided to coordinate the project through this stage. Construction activities typically involved in construction projects such as this include:

- Coordinating and leading a preconstruction meeting and routine construction progress meetings
- Construction survey staking (as needed)
- Construction observation to verify compliance with city standards and technical specifications
- Quantity tracking and preparation of contractor pay requests
- Evaluation of contractor change order requests, and processing of these requests as appropriate
- Communications with project stakeholders, impacted property owners, and City staff as needed
- Documentation of material testing, plan deviations, events within the project area, etc.
- Project closeout and preparation of record plan drawings

## Deliverables include record plan drawings.

## **COMPENSATION**

The following is our anticipated budget by task. All tasks will be billed on a time and materials basis not to exceed the total fee listed without prior authorization from the City. Invoices will reflect the actual effort it takes to complete the scope of work proposed. The following are not included within the fee and are the City's responsibility: administrative review, application/permit fees, review fees, and reproduction fees.

No.	Task Name	Estimated Fee
1	Design/Plans & Specifications	\$22,500
2	Bidding	\$3,500
3	Construction Services	\$32,000
	Estimated Total	\$58,000

## **ASSUMPTIONS**

Note the following assumptions were made in preparation of this proposal. If any of these assumptions are found inaccurate, the level of effort required to complete the tasks as outlined may change, potentially with great significance:

- 1. No soil boring data will be collected and no other existing material investigations conducted.
- The project will have less than one acre of land disturbing activity and will not require a SWPPP, NPDES permit, or Elm Creek Watershed Management Organization stormwater/erosion control permit.
- Improvements will be limited to overlay/mill and overlay. More significant improvements will not be warranted.

## **SCHEDULE**

It is expected plans and specifications will be ready for Council approval in late winter. If Council chooses to continue with the project at that time, bids could be solicited and opened in late winter/early spring. Then if awarded, construction could start in the spring, as weather allows.

## **TERMS AND CONDITIONS**

The scope of services will be performed in accordance with the Master Services agreement between Stantec and the City of Dayton. Please indicate your acceptance of this scope of work by signing the bottom of this page.

We appreciate the opportunity to continue to work with the City of Dayton and to contribute to the success of ongoing roadway infrastructure projects. Please do not hesitate to contact us with any questions.

## Regards,

## STANTEC CONSULTING SERVICES INC.

Jason Quisberg PE

Senior Associate, Senior Civil Engineer

Phone: 763-252-6873 Mobile: 952-334-0542 jason.quisberg@stantec.com

Jun Patro

Mark Schroeher PE

Associate, Senior Civil Engineer Phone: (651) 395-5216

Mobile: 952-334-2838

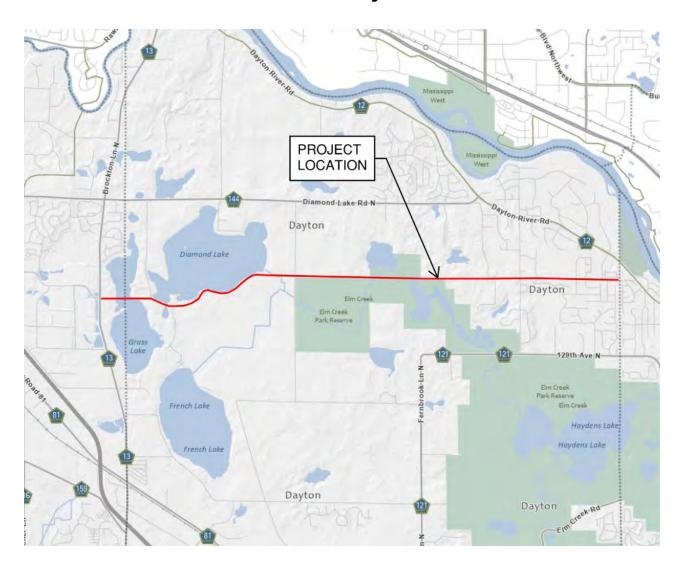
mark.schroeher@stantec.com

October 15, 2024 Dayton City Council Page 5 of 6

Reference: 2025 South Diamond Lake Road Improvements

By signing this proposal, the City of Dayte	on authorizes Stante	ec to proceed with the s	ervices herein				
described.							
This proposal is accepted and agreed on	the of	Month	, Year				
Per: City of Dayton Client Company Name							
	Print Name & T	itle					
	Signature						

## **Attachment A: Project Location**



Meeting Date: October 22, 2024 Item Number: N



## ITEM:

Approval of Comprehensive Plan Amendment, Zoning Map Amendment, and Preliminary Plat of Diamond Creek Addition

## **APLICANT/PRESENTERS:**

Ken Streeter, Streeter Companies Viki VanDell, WSB

## PREPARED BY:

Jon Sevald, Community Development Director

## **BACKGROUND/OVERVIEW:**

The proposed Dayton Creek Addition consists of right-of-way and 11 outlots (4 outlots consist of wetlands). The outlots are intended to be subdivided by others after a known user has been identified. Outlots are non-buildable as-is. Staff's review is primarily focused on the streets and associated stormwater management.

A Concept Plan was reviewed by the Planning Commission on November 3, 2022. The Concept Plan included multi-family and commercial uses on both the north and south portions of the project. The Commission encouraged the Applicant to work with the north landlocked parcel (Brockton Rush Creek Partners) to extend the right-of-way to their property.

A Concept Plan was reviewed by the City Council on November 22, 2022. The Applicant discussed the need for cost participation by Brockton Rush Creek Partners to extend the road and utilities to their property. Additional discussion occurred regarding buffering and the desire for a medical clinic.

Further discussion occurred at the September 12, 2023 City Council meeting. The Applicant requested;

- 1. That the Council <u>not</u> require the north ROW to be extended to the north property line (Council was agreeable).
- 2. That outlots containing wetlands <u>not</u> be required to include wetland buffers (e.g. wetland buffer would extend outside the outlots into the future buildable lots) (Council was agreeable).
- 3. That 60' ROW be allowed instead of 80' on the south cul-de-sac (Council was agreeable, assuming additional ROW could be required at the time the Outlots are replatted).

## Comprehensive Plan Amendment

The 2040 Comprehensive Plan guides the properties as Mixed Use (60% residential, 40% commercial/retail/light industrial), with a density of 12-20 dwelling units per net acre. Portions of the property within the Floodplain are guided Greenway Overlay.<sup>1</sup>

<sup>2040</sup> Comprehensive Plan, Figure 3: Future Land Use Map, Land Use; Table 3 Land Use Categories

Properties southwest of I-94 are within the "2020" sewer staging plan.<sup>2</sup> It is the intent that the Staging Plan be amended from "2020" to "Current". After the City Council Approves the amendment, the amendment must be reviewed by the Metcouncil, who may authorize the City to put the amendment into effect.

## **Zoning Map Amendment**

The properties are zoned A-1 Agricultural, and guided GMU-5 General Mixed Use: Southwest Mixed-Use. The intent of the GMU-5 district is "to provide an appropriate location to allow a diverse mix of compatible uses including high density residential, commercial, office, and employment driven industrial related uses."<sup>3</sup>

## **Preliminary Plat**

All development within the GMU-5 district shall be through a Planned Unit Development (PUD).4

The Preliminary Plat includes street right-of-way (ROW) and 11 outlots. It is the Applicant's intent to construct the street and market the outlots for development by others. Future developers will be required to re-plat the outlots as a PUD, and to obtain applicable land use approvals.

Revised plans were submitted on October 15<sup>th</sup>. Staff has not had sufficient time to review. Therefore, Preliminary Plat Approval is contingent upon complying City Engineer's comments, prior to Final Plat approval.

The south east-west road includes a temporary easement for an emergency access serving Dayton Creek Addition and Parkway Neighborhood. Construction of the access is not needed until a building is built. The first to build will be required to construct the emergency access.

The Final Plat will include approval of a Development Agreement, which will specify development fees, escrows, and letter of credit amounts.

## **CRITICAL ISSUES:**

Revised plans were submitted October 15, 2024. Staff's review is based on a previous plan set.

- 1. Revisions to stormwater plans are needed prior to staff completing its review.
- Stormwater management is limited to the right-of-way only. Not a critical issue, but it needs to be understood that each outlot, when replated, will need to address its own stormwater management.
- 3. The north road does not extend to the north property line. The intent is for a connection to be platted at the time Outlot B is re-plated. It is likely (not guaranteed) that Hennepin

<sup>&</sup>lt;sup>2</sup> 2040 Comprehensive Plan, Figure 4: 2040 Staging Plan.

<sup>3</sup> City Code 1001.065, Subd 5(1) (Purpose)

<sup>&</sup>lt;sup>4</sup> City Code 1001.065, Subd 5(3) (Planned Unit Development Required).

County may allow the north adjacent parcel to access the Brockton Lane roundabout.<sup>5</sup> The county's preference is that there not be a connection to the roundabout.

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

	60-Days	120-Days
Comprehensive Plan Amendment	July 1, 2023	Sep 1, 2023 <sup>6</sup>
Zoning Map Amendment	July 1, 2023	Sep 1, 2023
Preliminary Plat	July 1, 2023	Sep 1, 2023
Final Plat	-	· -

## **RELATIONSHIP TO COUNCIL GOALS:**

Build Quality Infrastructure
Planning Ahead to Manage Thoughtful Development
Create a Sought After Community

## **PLANNING COMMISSION RECOMMENDATION:**

The Planning Commission held a Public Hearing on October 3, 2024, recommending Approval. Recommendations included <u>not</u> requiring the north ROW to extend to the north property line; and reducing the south ROW width from 80' to 60'.

## **RECOMMENDATION:**

- 1. Staff recommends Approval of the Comprehensive Plan Amendment.
- 2. Staff recommends Approval of the Zoning Map Amendment.
- 3. Staff recommends Approval of the Preliminary Plat pending satisfactory compliance with the City Engineer's letter, dated October 22, 2024 prior to City Council approval of the Final Plat.
- 4. Staff recommends the Preliminary Plat be revised such that the south east-west right-of-way be 80' in width (vs. 60', as recommended by Planning Commission). In either case, the road width is the same (36'), but there is less space for utilities and sidewalks, which may require wider Drainage & Utility easements at the time the outlots are re-platted.

## ATTACHMENT(S):

Site Photos
Aerial Photo
Zoning Map
Future Land Use Plan
2040 Staging Plan
Engineering Comments, October 22, 2024
Ordinance 2024-14
Resolution 55-2024
Concept Plan, Aug 16, 2022
Plan Set

<sup>&</sup>lt;sup>5</sup> Email correspondence, Chad Ellos, October 4, 2024

Applications for Comprehensive Plan amendment, Zoning Map amendment, and Preliminary Plat were submitted May 1, 2023. Subsequent extensions of the City's review were granted by the applicant, expiring November 1, 2024 (email from Applicant, August 12, 2024). Such extensions were due in part to mandatory environmental reviews by US Army Corps of Engineers, and Minnesota Board of Water & Soil Resources, completed June 13, 2024.



Dayton Creek Addition, Outlot C, looking north along Dayton Parkway (photo Sep 27, 2024)



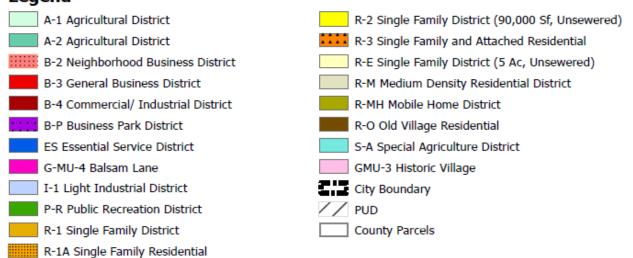
Dayton Creek Addition, south side of Dayton Parkway & Dayton Creek Road, panoramic view looking west (Sep 27, 2024).



## **ZONING MAP**

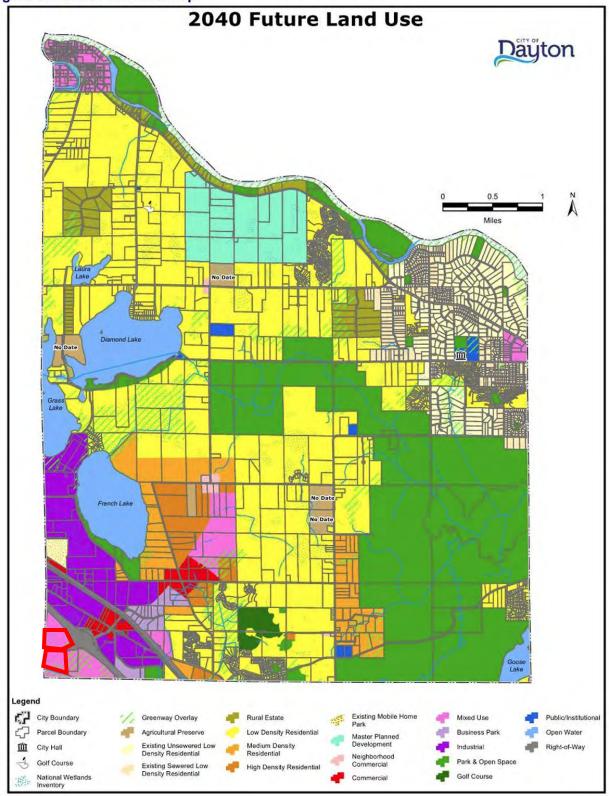


## Legend



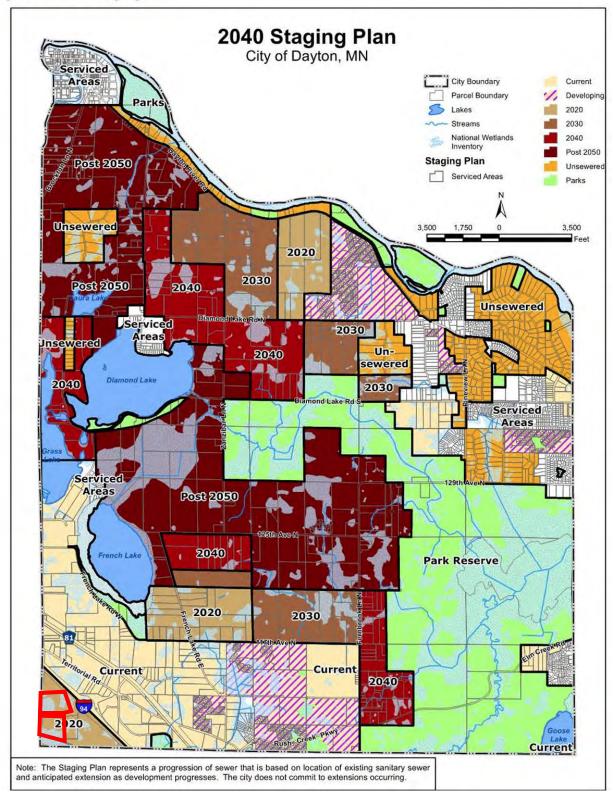
## **FUTURE LAND USE MAP**

Figure 3: Future Land Use Map



## **2040 STAGING PLAN**

Figure 4: 2040 Staging Plan



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

## **ORDINANCE No. 2024-14**

## AN ORDINANCE TO AMEND THE DAYTON ZONING ORDINANCE BY AMENDING ZONING DISTRICTS THEREIN

## THE CITY COUNCIL OF THE CITY OF DAYTON DOES ORDAIN:

SECTION 1. **AMENDMENT.** The zoning classification of the properties described in Section 2, as shown on the Zoning Map referred to in Section 1001.04, Subd 4, subd. 2 of the Dayton Zoning and Subdivision Code, is hereby amended from A-1 Agricultural to GMU-5 General Mixed Use – Southwest Mixed Use.

## SECTION 2. PROPERTY DESCRIPTION.

PID: 31-120-22-32-0014

Outlot A, Brockton Crossing, Hennepin County, Minnesota, except that part described as follows:

That part of said Outlot A described as beginning at the southeast corner of said Outlot A; thence North 21 degrees 20 minutes 58 seconds West, assumed bearing, along the easterly line of said Outlot A a distance of 90.06 feet; thence South 59 degrees 16 minutes 44 seconds West a distance of 289.57 feet; thence North 88 degrees 50 minutes 39 seconds West a distance of 483.55 feet; thence South 01 degree 09 minutes 21 seconds West a distance of 8.00 feet to the southerly line of said Outlot A; thence easterly, southerly, easterly and northeasterly along the southerly lines of said Outlot A to the point of beginning.

## **AND**

That part of Dayton Industrial Boulevard as dedicated on the plat of Brockton Crossing, according to the recorded plat thereof, Hennepin County, Minnesota, which lies northwesterly of the following described line: Commencing at the most easterly corner of Outlot A of said plat; thence North 21 degrees 20 minutes 58 seconds West, along the northeasterly line of said Outlot A a distance of 90.05 feet to the point of beginning of the line to be described; thence North 28 degrees 12 minutes 41 seconds East a distance of 182.06 feet to the northeasterly line of said Dayton Industrial Boulevard and there terminating.

## PID: 31-120-22-33-0009

Outlot B, Brockton Crossing, Hennepin County, Minnesota, except those parts described as follows: That part of said Outlot B described as commencing at the southwest corner of said Outlot B; thence North 01 degree 09 minutes 19 seconds East, assumed bearing, along the west line of said Outlot B a distance of 126.07 feet to the point of beginning; thence South 88 degrees 50 minutes 41 seconds East a distance of 281.06 feet; thence North 74 degrees 03 minutes 42 seconds East a distance of 66.90 feet; thence North 03 degrees 14 minutes 45 seconds West a distance of 160.69 feet; thence South 85 degrees 36 minutes 02 seconds West, a distance of 316.15 feet; thence North 01 degree 09 minutes 19 seconds East a distance of 85.08 feet; thence North 04 degrees 58 minutes 11 seconds East a distance of 254.52 feet; thence South 89 degrees 45 minutes 01 seconds East a distance of 123.08 feet; thence North 01 degrees 09 minutes 21

seconds East a distance of 145.00 feet; thence North 89 degrees 45 minutes 01 seconds East a distance of 202.25 feet; thence North 01 degrees 09 minutes 21 seconds East a distance of 131.21 feet to the northerly line of said Outlot B; thence westerly, southwesterly, southerly, westerly and southerly along the northerly, northwesterly and westerly lines of said Outlot B to the point of beginning. And except that part of said Outlot B described as commencing at the most northerly northwest corner of said Outlot B; thence South 88 degrees 50 minutes 39 seconds East, along the northerly line of said Outlot B, a distance of 548.20 feet to an angle point in said northerly line; thence South 01 degree 09 minutes 21 seconds West, along said northerly line, a distance of 22.00 feet to an angle point in said northerly line and the point of beginning; thence South 88 degrees 50 minutes 39 seconds East, along the northerly line of said Outlot B, a distance of 100.00 feet to an angle point in said northerly line; thence South 01 degree 09 minutes 21 seconds West a distance of 30.00 feet; thence North 88 degrees 50 minutes 39 seconds West a distance of 100.00 feet to the intersection with a line bearing South 01 degree 09 minutes 21 seconds West from the point of beginning; thence North 01 degree 09 minutes 21 seconds East a distance of 30.00 feet to the point of beginning.

SECTION 3. **EFFECTIVE DATE.** This Ordinance shall be in full force and effect from and after its passage.

Adopted this 22<sup>nd</sup> day of October, 2024, by the City of Dayton.

ATTEST	Mayor, Dennis Fisher
City Clerk, Amy Benting	
Motion by Councilmember The Motion passes.	, Second by Councilmember
Published in THE PRESS on	

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

## **RESOLUTION No. 55-2024**

APPROVAL OF COMPREHENSIVE PLAN AMENDMENT TO AMEND THE 2040 STAGING PLAN FROM "2020" TO "CURRENT"; AND, ZONING MAPAMENDMENT, FROM A-1 AGRICLUTURAL TO GMU-5 GENERAL MIXED-USE DISTRICT-5 SOUTHWEST MIXED USE; AND PRELIMINARY PLAT OF DAYTON CREEK ADDITION

**WHEREAS**, Schany Group, LLC (Applicant) has applied for a Comprehensive Plan Amendment, Zoning Map Amendment, and Preliminary Plat approval of Dayton Creek Addition, consisting of 11 outlots; and,

**WHEREAS**, the unaddressed property is generally located at the northeast corner and southeast corner of Dayton Parkway and Brockton Lane, and is legally described as:

PID: 31-120-22-32-0014

Outlot A, Brockton Crossing, Hennepin County, Minnesota, except that part described as follows:

That part of said Outlot A described as beginning at the southeast corner of said Outlot A; thence North 21 degrees 20 minutes 58 seconds West, assumed bearing, along the easterly line of said Outlot A a distance of 90.06 feet; thence South 59 degrees 16 minutes 44 seconds West a distance of 289.57 feet; thence North 88 degrees 50 minutes 39 seconds West a distance of 483.55 feet; thence South 01 degree 09 minutes 21 seconds West a distance of 8.00 feet to the southerly line of said Outlot A; thence easterly, southerly, easterly and northeasterly along the southerly lines of said Outlot A to the point of beginning.

## AND

That part of Dayton Industrial Boulevard as dedicated on the plat of Brockton Crossing, according to the recorded plat thereof, Hennepin County, Minnesota, which lies northwesterly of the following described line: Commencing at the most easterly corner of Outlot A of said plat; thence North 21 degrees 20 minutes 58 seconds West, along the northeasterly line of said Outlot A a distance of 90.05 feet to the point of beginning of the line to be described; thence North 28 degrees 12 minutes 41 seconds East a distance of 182.06 feet to the northeasterly line of said Dayton Industrial Boulevard and there terminating.

PID: 31-120-22-33-0009

Outlot B, Brockton Crossing, Hennepin County, Minnesota, except those parts described as follows: That part of said Outlot B described as commencing at the southwest corner of said Outlot B; thence North 01 degree 09 minutes 19 seconds East, assumed bearing, along the west line of said Outlot B a distance of 126.07 feet to the point of beginning; thence South 88 degrees 50 minutes 41 seconds East a distance of 281.06 feet; thence North 74 degrees 03 minutes 42

seconds East a distance of 66.90 feet; thence North 03 degrees 14 minutes 45 seconds West a distance of 160.69 feet; thence South 85 degrees 36 minutes 02 seconds West, a distance of 316.15 feet; thence North 01 degree 09 minutes 19 seconds East a distance of 85.08 feet; thence North 04 degrees 58 minutes 11 seconds East a distance of 254.52 feet; thence South 89 degrees 45 minutes 01 seconds East a distance of 123.08 feet; thence North 01 degrees 09 minutes 21 seconds East a distance of 145.00 feet; thence North 89 degrees 45 minutes 01 seconds East a distance of 202.25 feet; thence North 01 degrees 09 minutes 21 seconds East a distance of 131.21 feet to the northerly line of said Outlot B; thence westerly, southwesterly, southerly, westerly and southerly along the northerly, northwesterly and westerly lines of said Outlot B to the point of beginning. And except that part of said Outlot B described as commencing at the most northerly northwest corner of said Outlot B; thence South 88 degrees 50 minutes 39 seconds East, along the northerly line of said Outlot B, a distance of 548.20 feet to an angle point in said northerly line; thence South 01 degree 09 minutes 21 seconds West, along said northerly line, a distance of 22.00 feet to an angle point in said northerly line and the point of beginning; thence South 88 degrees 50 minutes 39 seconds East, along the northerly line of said Outlot B, a distance of 100.00 feet to an angle point in said northerly line; thence South 01 degree 09 minutes 21 seconds West a distance of 30.00 feet; thence North 88 degrees 50 minutes 39 seconds West a distance of 100.00 feet to the intersection with a line bearing South 01 degree 09 minutes 21 seconds West from the point of beginning; thence North 01 degree 09 minutes 21 seconds East a distance of 30.00 feet to the point of beginning.

**WHEREAS**, a Public Hearing notice was published by The Press on September 19, 2024 and mailed to property owners within 500' of the subject property. A Public Hearing was held by the City of Dayton Planning Commission on October 3, 2024; and,

#### COMPREHENSIVE PLAN AMENDMENT

**WHEREAS**, the Applicant requests the 2040 Comprehensive Plan, Figure 4: Staging Plan be amended such that the applicable properties (Dayton Creek Addition) change from "2020" to "Current"; and.

**WHEREAS**, City Code 1002.14 establishes a Growth Management Policy and criteria to open the next sewer stage (from "2020" to "Current"). The City Council finds that essential resources, facilities and services are available to serve the area southwest of I-94, including Dayton Creek Addition.

**NOW, THEREFORE BE IT RESOLVED**, the City Council authorizes Staff to solicit adjacent governmental units and affected school districts for their review, and to submit the Comprehensive Plan (2040 Staging Plan) to the Metropolitan Council for review.

## PRELIMINARY PLAT

**WHEREAS**, in consideration of the application, the Staff Report, public testimony, and consistent with City Code 1002.05, Subd 1(2)(f)(4) (Planning Commission Action), the Planning Commission recommended APPROVAL with the following **Findings**;

- (a) That the proposed subdivision is **NOT** in conflict with the City's Comprehensive Plan, Zoning Ordinance, Capital Improvements Program, or other policy or regulation.
- (b) That the proposed subdivision is **NOT** in conflict with the purpose and intent of this chapter.
- (c) That the physical characteristics of the site, including but not limited to topography, vegetation, susceptibility to erosion, and siltation, susceptibility to flooding, water storage, and retention, are such that the site **IS** suitable for the type of development or use contemplated.
- (d) That the site **IS** physically suitable for the intensity or type of development or us contemplated.
- (e) That the design of the subdivision or the proposed improvements are **NOT** likely to cause substantial and irreversible environmental damage.
- (f) That the design of the subdivision or the type of improvements will **NOT** be detrimental to the health, safety or general welfare of the public.
- (g) That the design of the subdivision or the type of improvement will **NOT** conflict with easements on record or with easements established by judgment of a court.
- (h) That the subdivision is **NOT** premature as determined by the standards of Subsection 1002.03 of this section.

**WHEREAS**, the City Council considered the applications at its October 22, 2024 meeting. In consideration of the application, Staff Report, Public Testimony, and Planning Commission recommendation, the City Council APPROVES the Preliminary Plat with the following conditions:

- 1. The Preliminary Plat, dated September 25, 2024 shall be revised to comply with the City Engineer's letter, dated October 22, 2024 to the satisfaction of the City Engineer, prior to Final Plat approval. This includes a 60' right-of-way width for the south east-west road.
- 2. The Development Agreement will include a requirement that the first building construction project (Dayton Creek Addition or Parkway Neighborhood) will construct the emergency access off of the south east-west road.
- 3. The Development Agreement will include requiring an asurity for the realignment of the south eastwest road intersection (realignment of curve, intended to avoid wetland impact).
- 4. The Applicant shall submit the Final Plat within one year of Preliminary Plat Approval, or this Approval shall be void.

Adopted this 22<sup>nd</sup> day of October, 2024, by the City of Dayton.

ATTEST	Mayor, Dennis Fisher
City Clerk, Amy Benting	
Motion by Councilmember, Secondary, Se	ond by Councilmember

## Memo



To: Jon Sevald, Planning From: Jason Quisberg, Stantec

Nick Findley, Stantec Josh Accola, Stantec

Project: Dayton Creek Addition Preliminary Plat Date: October 22, 2024

## **Exhibits:**

This Memorandum is based on a review of the following documents:

- Dayton Creek Addition Schany Group, LLC Plans, dated 10/08/2024 by WSB, 34 sheets
- 2. Dayton Creek Addition Preliminary Plat, dated 10/07/2024 by WSB, 3 sheets
- 3. Dayton Creek Addition Final Plat, undated by WSB, 3 sheets
- 4. Stormwater Management Plan Rush Schany Phase 1, dated 10/08/2024 by WSB, 586 sheets

#### **Comments:**

## **General**

- 1. A preliminary plat submittal has been received by the City of Dayton for the Dayton Creek Addition (Schany property). The properties to be developed are located directly north and directly south of Dayton Parkway, just east of Brockton Lane N.
- 2. The plans provided for the preliminary/final plat submittal provide information for only the streets and utilities serving the properties eventually to be subdivided, not the properties themselves. It is our understanding that future plans would need to go through the platting process for each individual future property and a full review of the plans for those individual sites would be completed at that time.
- 3. Consistent with the review process, a comment response letter shall be provided in response to the following comments provided in this Memorandum in which the applicant provides a written response to each item.
- 4. In addition to engineering related comments per these plans, the proposed plans are subject to addition planning, zoning, land-use, and other applicable codes of the City of Dayton.
- 5. Any underlying easements no longer necessary must be vacated.
- 6. We expect outlots will be covered by drainage and utility easements. This can be accomplished independently of the platting process.
- 7. Compliance with City Standard Detail Plates, along with other ordinances, rules, policies and practices will be required. Update the standard details to be the most recent set. Recently the Dayton Fire Department elected to switch thread configurations for hydrants coordinate with engineer for the updated detail plates.
- 8. The plans appear to be missing details relating to storm sewer manholes, flared end sections, draintile and other items. Provide all applicable Dayton Standard details.
- 9. There are multiple instances of callouts that appear to be no longer needed, covering other items, or not pointing to the correct items. Revise.

October 22, 2024

Dayton Creek Addition
Jon Sevald

Page 2 of 7

10. The roadway alignment was adjusted for the east west road to minimize wetland disturbance until the south roadway is extended. The roadway will have to be reconstructed to the original alignment when the south roadway is extended. Developer is to provide an escrow for the completion of this work.

## <u>Plat</u>

- 11. Right of way to be platted for a roadway and utility extensions to the north property line. After council discussed with the applicant (9/12/2023 council meeting), council suggested that this determining the right of way with the development of Outlot B would be acceptable.
- 12. The boundary lines for the outlots appear to follow the delineated wetland boundaries. The outlots should be adjusted to include also the wetland buffer areas. After council discussed with the applicant (9/12/2023 council meeting), council suggested that wetlands buffers could remain within the outlots listed as buildable.
- 13. Recommendation from engineering is an 80' right of way with 40' roadway for the East West Road. After council discussed with applicant (9/12/2023 council meeting), council suggested a 60' right of way could be considered for the east west road. Currently the roadway is proposed as 60' right of way with a 36' face to face roadway.
- 14. Both the preliminary and final plat shows the ROW for the East-West Road as 50'. Revise to match the 60' shown on the plans.
- 15. Provide 20 ft of easement centered over proposed watermain and storm sewer in any location where it is not provided by ROW. This can be completed using a combination of ROW and easement.
- 16. A 16' wide horizontal alignment for emergency access route has been provided. Formal dedication of the easement over the alignment can be handled through a separate agreement.

## Erosion Control/SWPPP

- 17. Disturbances are over an acre which triggers the requirement of a SWPPP. Please provide for review.
- 18. J-hooking silt fence will be required where silt fence runs perpendicular to contours. Show on plans.
- 19. Silt fence should not be used in channels. Alternative perimeter control that allows flows to overtop should be provided (e.g. biologs, rock bags, hay bales, etc.)

#### Grading/Stormwater

- 20. Elm Creek Watershed review and approval will be required.
- 21. HydroCAD
  - o Hydrograph inflow files are used. Please provide with HydroCAD files so we can run the full model.
  - 16S does not flow through a trapezoidal reach to Blue Heron Filtration BMP but is modeled as such. Revise to directly drain to 3P.
  - Not all inputs could be checked because of limited detail on plans. There may be additional comments on modeling if details from plans do not match modeling inputs.
- 22. The Stormwater Management Plan notes in the 3.0 Proposed Condition section, "Subcatchment PR 6S is the drainage area with the southern proposed road and cul-de-

- sac, discharging to the Southern Proposed Filtration Basin, Pond 7P. The increase in this drainage area due to the change in terrain included all of the proposed southern roadway." However, there is no PR 6S or 7P in the model. Revise accordingly.
- 23. Table 3.1.3 notes that the 50-year headwater is 923.8 and the roadway elevation is 923.92. Please provide at least 1 foot of freeboard between roadway elevation and headwater elevation.
- 24. Table 4.1.1 notes that TP discharge is increased in proposed conditions from Great Blue Heron Pond. This does not meet Elm Creek's no-net-increase provision. Adjust design to meet this requirement. You may overtreat other areas to provide no net increase for the site as a whole.
- 25. Pretreatment is required prior to filtration basins.
  - 5101 and 5001 needs sumps since they're the last catchbasins prior to discharge to filtration basins.
  - o SAFL Baffles should be placed upstream of BMPs not downstream.
- 26. Filtration basin details including outlet structures must be provided within plan set.
  - Add orifice and capping system to allow for drawdown before winter and for maintenance.
  - o All bends or connections shall require clean outs for the underdrain.
  - o Show underdrain in plan view on plans.
  - Bioretention soil media composition does not correspond to known mixes defined by the MN Stormwater Manual.
  - Detail notes Iron Enhanced Sand with Bioretention Soil Media. Provide sufficient detail on mix/design so that it can be evaluated. (e.g., what is the percentage iron? What is the source of the iron? Etc.)
  - Provide elevations on outlet structure and its components or separate detail including this information.
  - Underdrain pipes should have a minimum of 3 inches of washed #57 stone above and on each side of the pipe (stone is not required below the pipe). Above the stone, two inches of choking stone is needed to protect the underdrain from blockage.
- 27. Provide specific details, not general details for SAFL Baffles.
- 28. Cul-du-sac of the east west road drains away from road and therefore does not reach filtration BMP. Revise modeling to show that the cul-du-sac impervious is not treated by the BMP for rate control or water quality.
- 29. No riprap outlet is shown on plans for northern culvert. Show outlet control.
- 30. Stub analysis neglects 0.3 acres of the stub parcel. Update analysis to include entire parcel.
- 31. EOF is noted as 923.34 on grading plan for northern basin, but contours show an elevation lower than 922.0 for the EOF and a top of berm of only ~923.0. Update grading to comply with EOF and top of berm separation requirements.

October 22, 2024

Dayton Creek Addition
Jon Sevald

Page 4 of 7

- 32. EOF is noted as 915.85 on grading plan for southern basin, but contours show an elevation lower than 913.0 for the EOF and a top of berm of only 916.0. Update grading to comply with EOF and top of berm separation requirements.
- 33. Please explain why is there both a proposed BFE and a 100-year floodplain shown on plans? Why are they different?
- 34. Call out and provide details for pedestrian ramps including spot elevations ensuring they meet ADA standards.
- 35. There are multiple instances of contours not tying in, contours having "gaps" and other discrepancies. Below some of these locations are listed, revise all instances throughout the site.
  - Northwest corner of Dayton Parkway and proposed north-south road does not tie into existing contours.
  - Southwest corner of Dayton Parkway and proposed north-south road does not tie into existing contours.
  - Southeast corner of Dayton Parkway and proposed north-south road shos grading within excess of ADA slopes near the ped ramp. Provide additional detail on how the ped ramp will be tied back into existing.
  - The 924 contour along the west side of the north road near station 15+25 ends abruptly without tying in.
  - Grading along the north side of the east west road includes multiple instances of grading greater than 4:1 as well as near vertical slopes at the proposed box culvert.
  - Grading south the intersection of the South Road and East West Road includes slopes greater than 4:1.
  - Grading does not appear to tie in near the existing culvert crossing Dayton Parkway.
- 36. Where feasible provide fill along the future road alignment of the east west road to allow for an easier connection at a future date.
- 37. Provide EOF spot elevations for low point catchbasins and basins.

## <u>Wetlands</u>

- 38. Elm Creek Watershed District will require wetland buffers. Outlots currently don't account for buffers, it should be noted this may lead to potential enforcement issues in the future. Establishment of wetland buffers are required in locations where disturbances are within 50' of wetlands.
- 39. It should be noted that the large wetland complex north of the parkway is known to be under ACOE jurisdiction. This project has been coordinated with the Army Corps and it is believed that no permitting will be required. It appears there is areas where grading and other items encroach wetlands that have not appeared in any mitigations plans to date. Wetland permitting, delineations and impact/mitigation plan are to be confirmed with applicable entities.

October 22, 2024

Dayton Creek Addition
Jon Sevald

Page 5 of 7

## Water Quality

- 40. PDF of area inputs in SWMP doesn't match models provided. SWMP must match modeling. For example, the PDF notes a 2 foot overflow depths, but the model provided shows a 1.5 foot overflow depth. Neither of which match plans.
- 41. Not all inputs could be checked because of limited detail on plans. There may be additional comments on modeling if details from plans do not match.
- 42. Existing modeling doesn't model impermeable liner of Great Blue Heron filter on sides. Sides of filtration basin should be lined with impermeable liner to protect against shallow groundwater.
- 43. Bioretention systems state that they use Media Mix C, but details show a custom mix. Please use a MN Stormwater Manual approved mix.
- 44. Water quality modeling notes iron enhanced layer of which there is no clear evidence of in the plans. Details of bioretention system must be provided with more information on iron enhancement.
- 45. Plans show a detail with 36" or 3 feet of filter media. Water quality inputs only show 1-1.5 feet. Which is it?
- 46. MIDS modeling shows all disturbed areas being treated which is not correct. Only areas routed to BMPs can be modeled as routed to BMPs. Southern cul-du-sac does not drain to filtration basin.

## Storm Sewer

- 47. Not enough detail is provided on storm sewer on plans. Please provide all profiles/inverts/rims/lengths/slopes/etc. so that modeling can be verified. For example, stub to 5002 to 5001 to 5000 is not shown among others.
- 48. Correct figure of subwatersheds to each catchbasin/inlet. Drainage boundaries do not reflect grading shown. This includes drainage to existing inlets along Dayton Parkway if design remains the same. For example, southern road cul-du-sac is not being routed to inlets (draining west) per plan grading but is shown as all draining to inlets on storm sewer drainage map. Drainage boundaries must reflect grading. Fix all instances.
- 49. 5006 is modeled in spreadsheets and shown on drainage map but is not shown on plans anymore. Plans must match drainage map and calculations. Update calculations to match plans.
- 50. Provide areas on drainage map so they can be cross checked with spreadsheet.
- 51. Provide spreadsheets for easier checking.
- 52. 5002 is the only sag inlet modeled for spread although there are more sag inlets. Why? Additionally, 5002 and other sag inlets should have a type VB grate since it's at a low point.
- 53. 5002 shows a flow rate to the inlet of 1.74 on page 228 of 586. But for spread calculation on page 229 of 586 the flow rate is only 0.73. Explain the discrepancy and fix all instances similar to this.
- 54. Show EX inlets/pipe and where inlets will be moved to for intersection with Dayton Parkway on plans. Plans show radii being altered so existing inlet(s)/pipe(s) will need to be adjusted.

55. Only provide VB style castings for catchbasins located at low points. For catchbasins located outside of low points provide V style castings.

## Watermain/Water Supply

- 56. A MDH Water Extension permit will be required.
- 57. Water sourcing is being determined with the adjacent communities of Rogers and Maple Grove. There may be limitations to water availability in the area.
- 58. The plans indicate water supply for both parcels being accomplished via a connection to Rogers from an existing stub at the end of Blue Stem Ct in Rogers. The plans show directionally drilling a 18" carrier pipe with 12" watermain under Brockton Lane (a Hennepin County Road). The method for achieving this connection to the watermain stubbed from Blue Stem Ct must be approved by Hennepin County. The method the County approves for providing the water connection beneath Brockton Lane will also be utilized by the developer and allowed by the City for the connection to the south side of Dayton Parkway.
- 59. No bends greater than 45 degrees will be allowed. All 90-degree bends shown on the plans need to be revised to be two 45-degree bends.
- 60. Ductile iron wyes will not be allowed, revise to be a tee and 45-degree bend.
- 61. Include hydrants and fittings in the profiles.
- 62. Only hydrant leads are to be DIP, revise watermain services to be C-900.
- 63. Include "Maintain a minimum of 18" separation" note to all locations using insulation, similar to the call out shown on sheet 21.
- 64. The watermain is shown offsetting under the proposed box culvert along the east west road but not the north road. Please provide a 4' offset and insulation between the bottom of box culvert and top of pipe.
- 65. Watermain service to the outlot directly to the north of the east west road is shown ending within the proposed roadway, revise to extend to the property line.
- 66. Provide mid span hydrant along North Road.
- 67. Provide gate valve at existing water connection.

## Wastewater Collection/Sanitary Sewer

- 68. A MPCA Sewer Extension permit will be required.
- 69. Include the material type for sanitary sewer based on the depth requirements provided in detail Gen 12.
- 70. Provide a 20' stub out of manhole 6103 to allow for future connection.
- 71. Call out sanitary sewer plugs as needed. An example of this would the stub south of the South Road.

## Transportation

72. A traffic signal will be necessary when the first property in the area develops. City council has initiated a project involving traffic signals at this location. It is expected that at least a portion of the funding will come from special assessments and/or developer participation in the area.

October 22, 2024

Dayton Creek Addition
Jon Sevald

Page 7 of 7

- 73. In areas where existing roadway is being widened, ensure all small utilities are relocated outside of the proposed widening.
- 74. Contractor to provide a minimum of 48-hour notice before removals take place along Dayton Parkway. Appropriate traffic control will be required.
- 75. If boulevard is less than 4' provide a concrete maintenance strip in lieu of turf.
- 76. Provide no parking signs along the proposed roadways.
- 77. Provide road subdrain draintile per standard detail STO-13A.
- 78. Update radius on the northwest corner of the intersection of the South Road and South E-W Road to be a minimum of 20'.
- 79. Provide street signs at the intersection of South Road and South E-W Road.
- 80. Provide a stop sign for the E-W road where it ties into the south road.
- 81. Provide speed limit signs on all roadways.
- 82. A grade break appears to be used at station 35+30, Grade breaks are not to be used in street design. Revise to ensure curves are used.
- 83. Provide taper lengths and curb radii where applicable.
- 84. Curbline shown throughout the plans appears to have the high back portion shown on the street side rather than boulevard side.
- 85. The dimensions shown at approximately 15+40 of the North Road conflicts with the typical section. Provide additional information on if this is due to being located within the taper or needs to be revised.
- 86. Striping for the East West roadway should be revised to reflect a shared turnlane for the middle lane. This includes both the linear striping and pavement messages.
- 87. The sidewalk shown along the east side of the South Road shows extending into the steep slopes tying back into existing. Revise to have trail stop short of steep grading.

## Other Comments

- 88. The City of Dayton owns the adjacent parcel to the east, south of the parkway. Encroachments, access, staging areas, etc. can be discussed as appropriate.
- 89. It may be desirable to provide a looped trail along the north side of the street currently shown as private. The looped trail would connect to a future trail along Brockton, the trail along Dayton Parkway, and the trail along the south Public Road proposed with this preliminary plat. This should be discussed as these properties develop, additional easement may be required at that time.
- 90. The reconfiguration of radii on both the northeast and southwest corners of the intersection of Dayton Parkway appear to affect existing streetlights. Ensure the streetlights are relocated as a part of this work.
- 91. Provide street lighting along all proposed streets.

#### **End of Comments**

**SCHANY** 

DAYTON, MINNESOT

SCHAN

DAYTON, MINNESO

## **L**OUCKS

CIVIL ENGINEERING LAND SURVEYING LANDSCAPE ARCHITECTURE ENVIRONMENTAL

7200 Hemlock Lane, Suite 300 Maple Grove, MN 55369 763.424.5505 www.loucksinc.com

## CADD QUALIFICATION

instruments of the Consultant professional services for use solely with respect to this project. These CADD files shall not be used on other projects, for additions to this project, or for completion of this project by others without written approval by the Consultant. With the Consultant's approval, others may be information and reference only. All intentional or unintentional revisions, additions, or deletions to these CADD files shall be made at the full risk of that party making such revisions, additions or deletions and that party shall hold harmless and indemnify the

## SUBMITTAL/REVISIONS

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

License No.

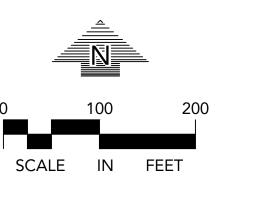
## QUALITY CONTROL Loucks Project No.

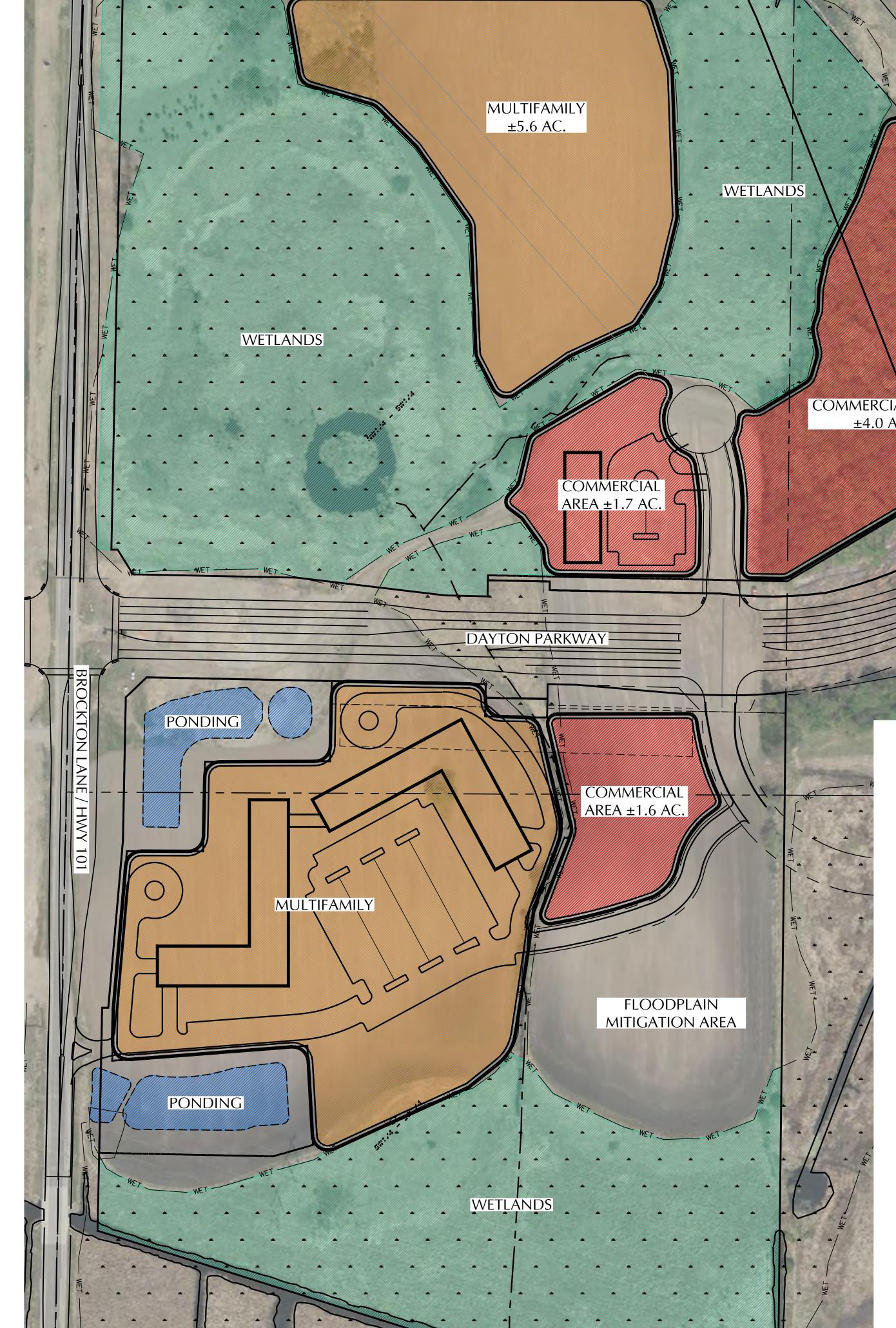
VJV CEF VJV 08/16/22 Project Lead Drawn By Checked By Review Date SHEET INDEX

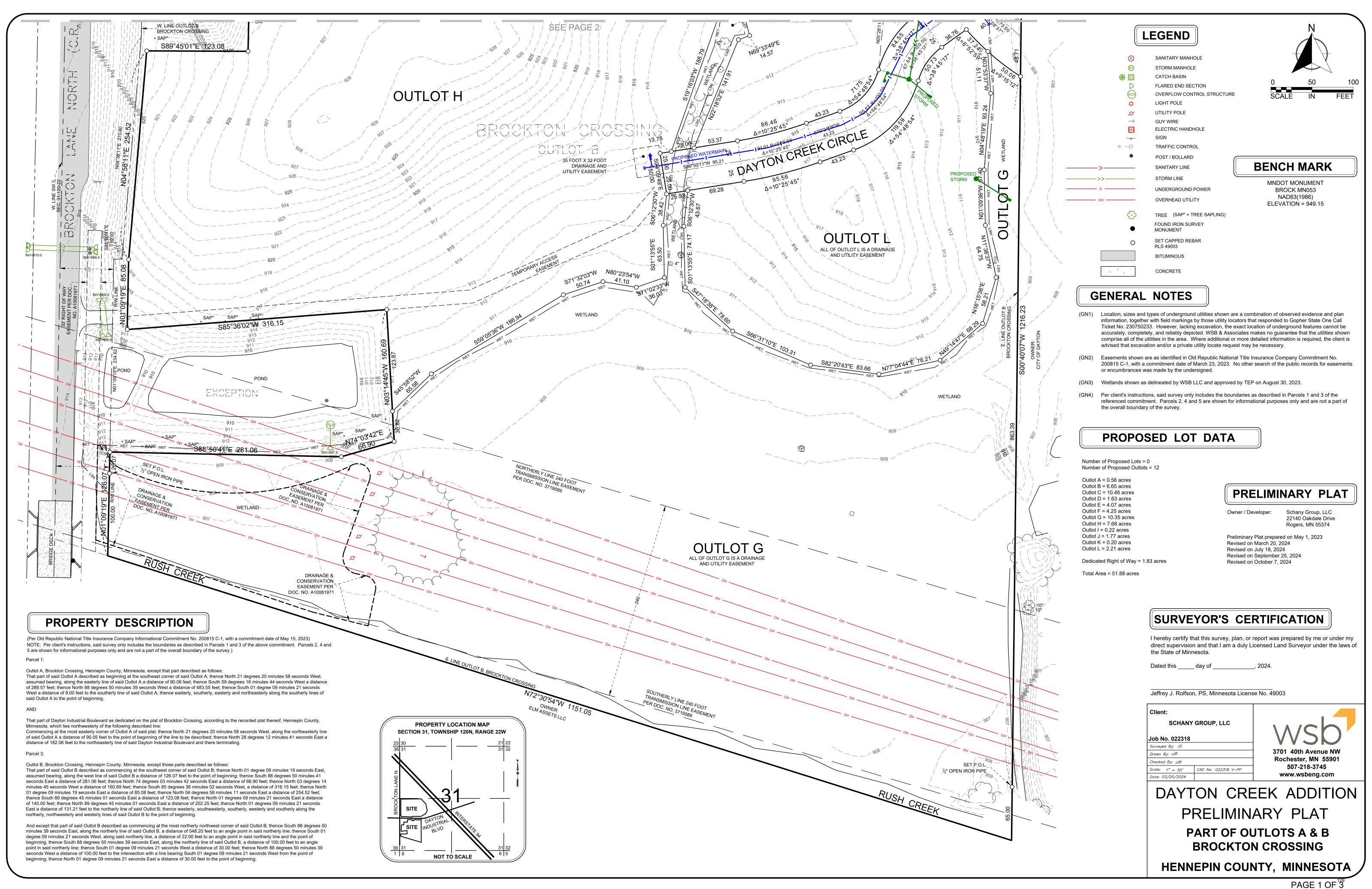
CONCEPT

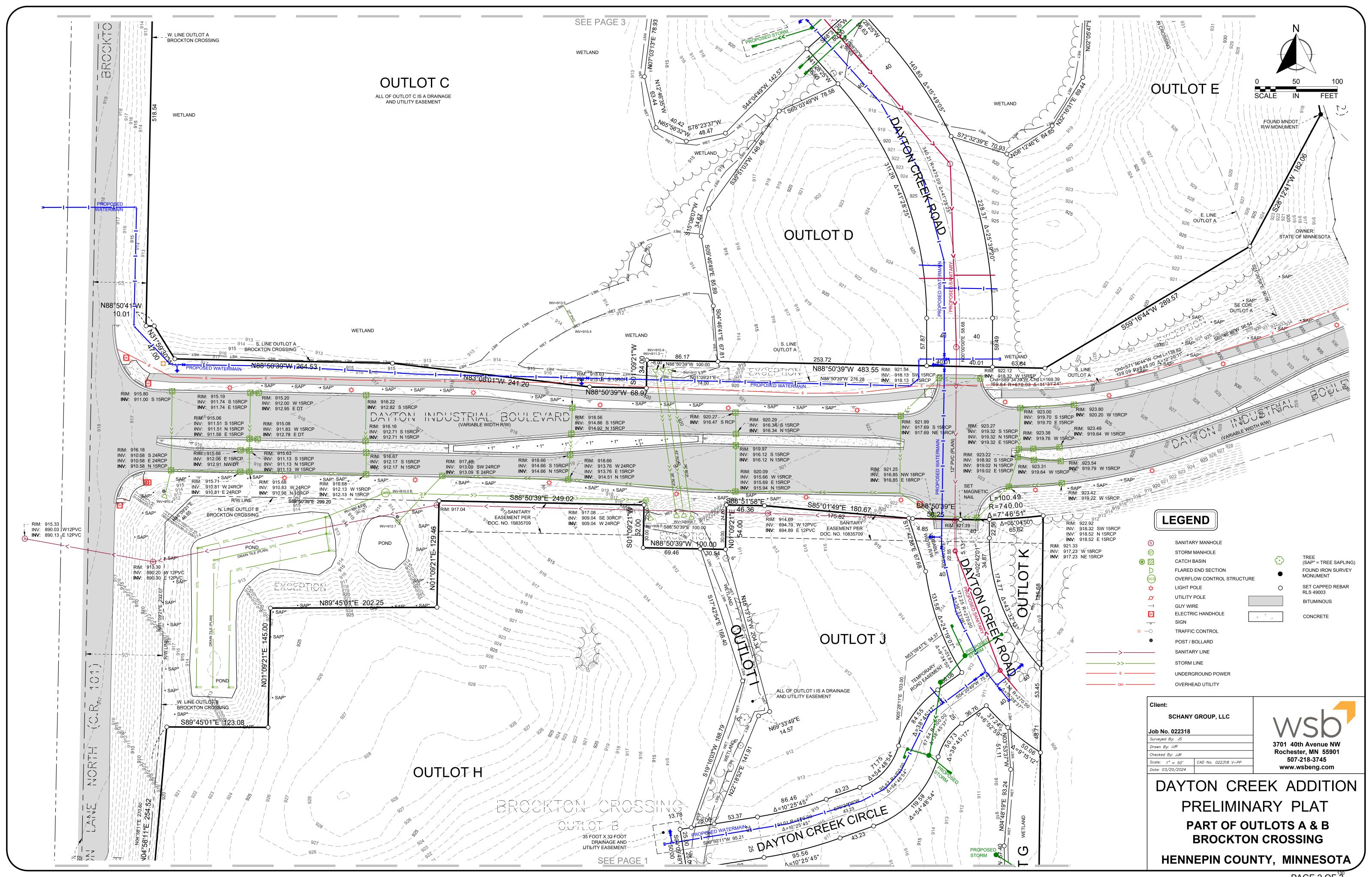
PLAN A

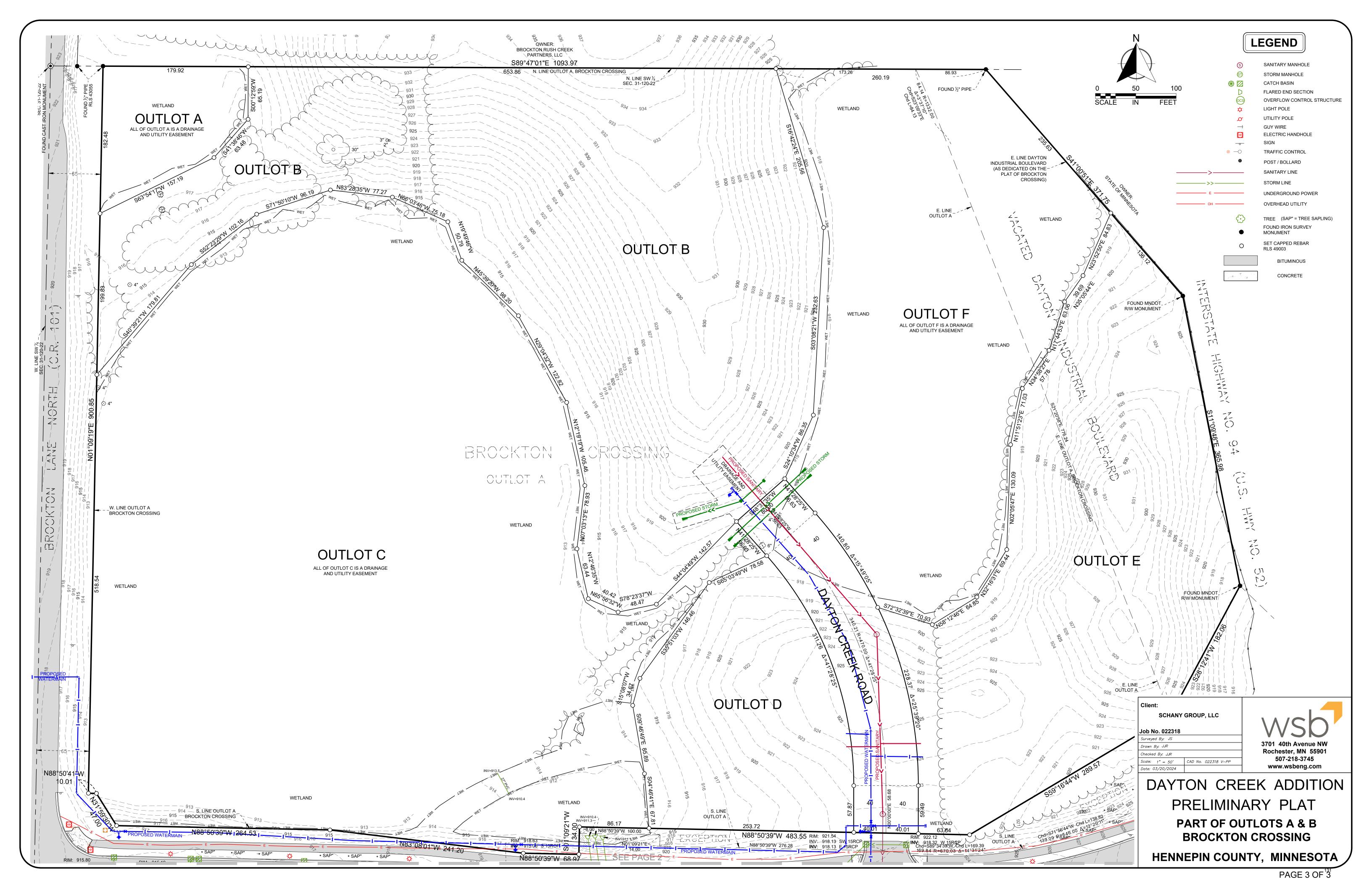


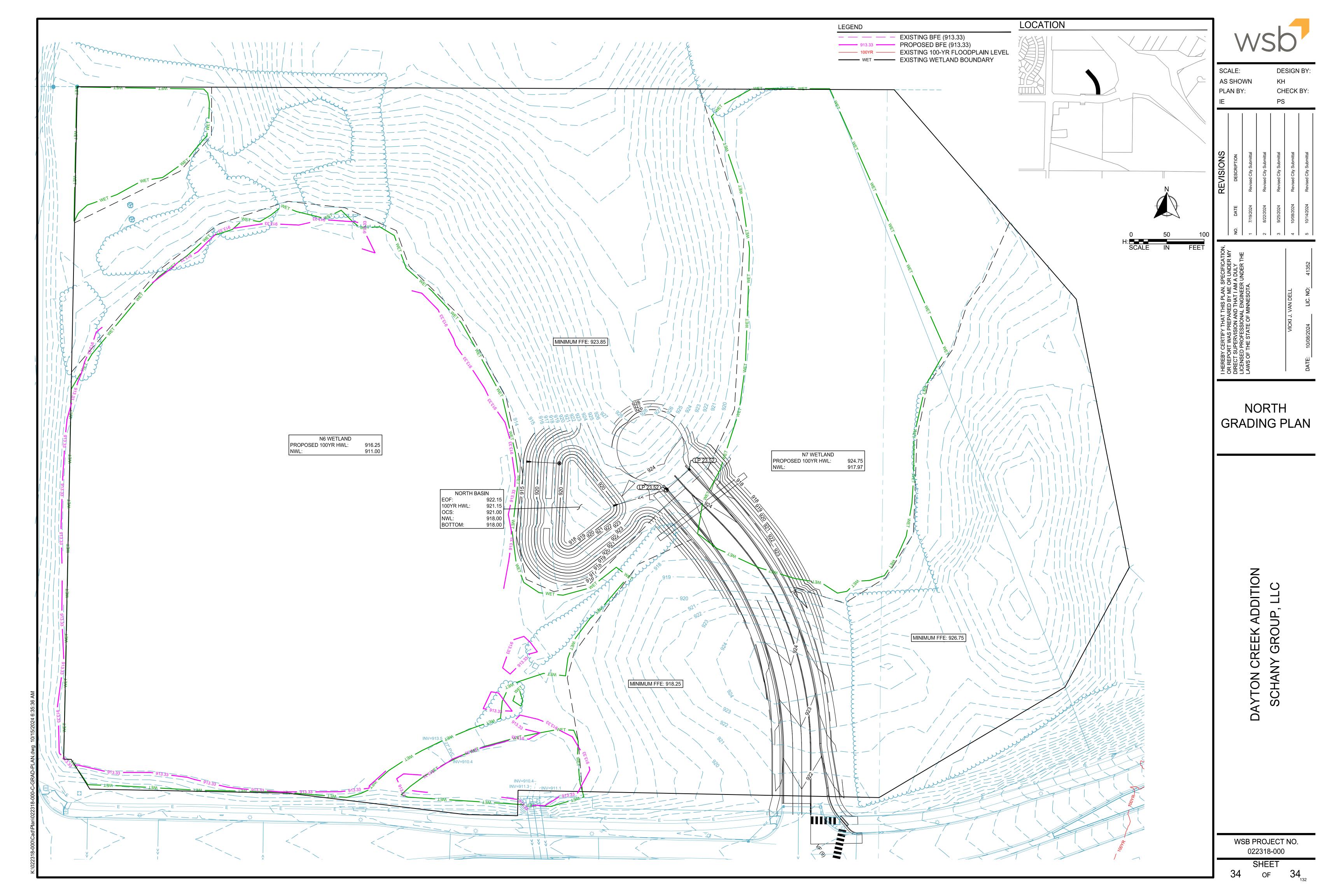


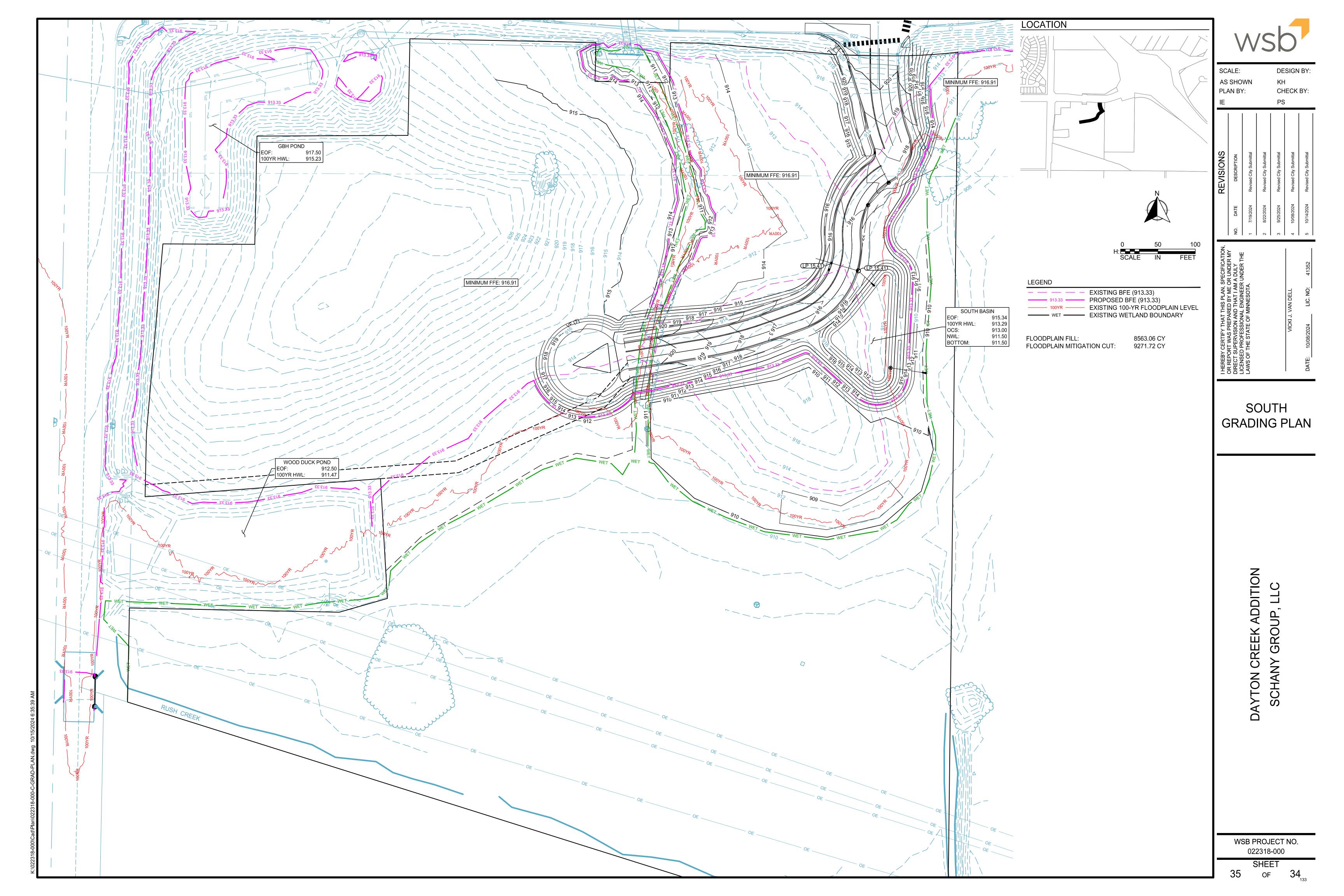


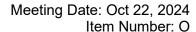














## ITEM:

Adopting Affordable and Lifecycle Housing Goals for the 2021-2030 Decade

## **APPLICANT:**

N/A

## PREPARED BY:

Jon Sevald, Community Development Director

## POLICY DECISION / ACTION TO BE CONSIDERED:

Motion to Approve Resolution Adopting Affordable and Lifecycle Housing Goals for the 2021-2030 Decade.

## **BACKGROUND:**

The Metropolitan Council administers the Livable Communities Act (LCA), providing grants for pre-development, clean-up, development, and policy development. In order for Dayton to be eligible to apply for LCA grants, the City Council (or EDA/HRA) must adopt affordable and lifecycle goals for the 2021-2030 decade <u>before</u> November 15, 2024, in order to qualify to apply for grants in 2025.

Affordable Housing Goals are based on the regional need for affordable housing. Life-cycle Housing Goals are based on the number of acres expected to develop for multi-family (142.5 acres X 8 units per acre = 1,140 units).

2021-2030 Affordable Housing Goals Range: 183 - 333 2021-2030 Life-Cycle Housing Goal: 1,140

Affordable Housing is housing affordable to households with incomes at or below 60% of the Average Median Income (AMI).

2024 Rental Housing				
# Bedrooms	30% AMI	50% AMI <sup>1</sup>	60% AMI	80% AMI
Efficiency	\$652	\$1,087	\$1,304	\$1,739
1	\$699	\$1,165	\$1,398	\$1,864
2	\$838	\$1,397	\$1,676	\$2,235
3	\$969	\$1,615	\$1,938	\$2,584
4	\$1,080	\$1,801	\$2,161	\$2,881

2024 Owner Housing	
Family Income Level	Affordable Home Price
30% AMI (\$37,250)	\$100,800
50% AMI (\$62,100)	\$178,000
60% AMI (\$74,520)	\$217,400
80% AMI (97,800)	\$290,300

<sup>&</sup>lt;sup>1</sup> According to the US Census American Community Survey (2018-2022), 1.9% of Dayton residents live below the poverty level.

LCA grants include (2024):

1.	Livable Communities Demonstration Account (LCDA)	\$9.8 million
2.	Transit Oriented Development	\$5.5 million
3.	Pre-Development	\$2 million
4.	Policy Development	\$200,000
5.	Cleanup/Investigation	\$1.25 million
6.	Affordable Housing	\$2.5 million
7.	Affordable Home Ownership	\$3 million

Seventy-seven communities participate in LCA (2024), including, Ramsey, Maple Grove, Osseo, and Rogers. In 2024, the City of Blaine requested \$175,000 (awarded \$56,500 LCA Pre-Development grant) to conduct an "assessment of building conditions, costs, and financing options to prioritize replacement of an estimated 190 homes out of 851 existing manufactured homes to remain affordable for existing residents."<sup>2</sup>

There are about 217 manufactured homes in Dayton Park, many in disrepair. The LCA program is an option to receive funds to improve or replace these homes.

## **CRITICAL ISSUES:**

By participating in LCA, the city is not obligated to create affordable housing but is obligated not to prohibit affordable housing from occurring. This applies to the 2040 Comprehensive Plan Housing Goals (paraphrased); *Encouraging a variety of housing types; Improving availability of affordable housing and senior housing; Promoting housing rehabilitation.* 

The most recent affordable or life-cycle housing project the city approved was Balsam II (2020), which included 48 units at 50-80% AMI. The proposed Parkway Neighborhood phase 1 is Life-cycle housing (180 units at 20 units per net acre) but will not include Affordable Housing (average rent = \$2,000 p/month).

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

Approve a Resolution adopting Affordable Housing Goals, and Life-Cycle Housing Goals.

## **RELATIONSHIP TO COUNCIL GOALS:**

Create a Sought After Community

## **BUDGET IMPACT:**

N/A

## **EDA RECOMMENDATION:**

The EDA considered the request at its October 15, 2024 meeting, recommending DENIAL. The EDA did not see a benefit to participate in the LCA program.

## **RECOMMENDATION:**

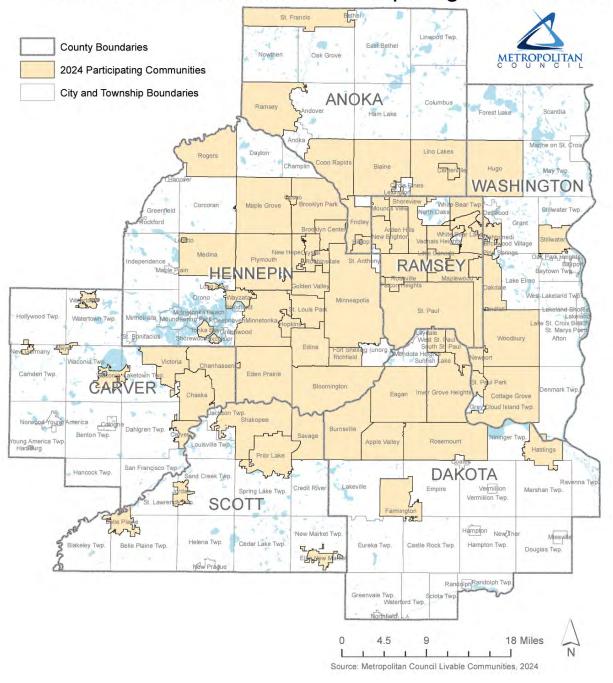
Staff recommends Approval.

<sup>&</sup>lt;sup>2</sup> Metropolitan Council Community Development Committee Report, September 11, 2024.

## ATTACHMENT(S):

Map of Livable Communities Act Participating Communities (2024) Resolution

## Livable Communities Act Participating Communities



## CITY OF DAYTON COUNTIES OF HENNEPIN AND WRIGHT

#### RESOLUTION No. 56-2024

## RESOLTUION ADOPTING AFFORDABLE AND LIFECYCLE HOUSING GOALS FOR THE 2021-2030 DECADE

**WHEREAS**, the Metropolitan Livable Communities Act (Minnesota Statutes sections 473.25 to 473.255) establishes a Metropolitan Livable Communities Fund which is intended to address housing and other development issues facing the metropolitan area defined by Minnesota Statutes section 473.121; and,

**WHEREAS**, the Metropolitan Livable Communities Fund, comprising the Tax Base Revitalization Account, the Livable Communities Demonstration Account, the Local Housing Incentive Account and the Inclusionary Housing Account, is intended to provide certain funding and other assistance to metropolitan-area municipalities; and,

WHEREAS, a metropolitan-area municipality is not eligible to receive grants or loans under the Metropolitan Livable Communities Fund or eligible to receive certain polluted sites cleanup funding from the Minnesota Department of Employment and Economic Development unless the municipality is participating in the Local Housing Incentives Account Program under Minnesota Statutes section 473.254; and,

**WHEREAS**, the Metropolitan Livable Communities Act requires that each municipality establish affordable and life-cycle housing goals for that municipality that are consistent with and promote the policies of the Metropolitan Council as provided in the adopted Metropolitan Development Guide; and,

WHEREAS, a metropolitan-area municipality can participate in the Local Housing Incentives Account Program under Minnesota Statutes section 473.254 if: (a) the municipality elects to participate in the Local Housing Incentives Program; (b) the Metropolitan Council and the municipality successfully negotiate new affordable and life-cycle housing goals for the municipality; (c) the Metropolitan Council adopts by resolution the new negotiated affordable and life-cycle housing goals for the municipality; and (d) the municipality establishes it has spent or will spend or distribute to the Local Housing Incentives Account the required Affordable and Life-Cycle Housing Opportunities Amount (ALHOA) for each year the municipality participates in the Local Housing Incentives Account Program.

**WHEREAS**, the City of Dayton Economic Development Authority, acting as the city's Housing Redevelopment Authority, considered the Resolution at its October 15, 2024 meeting, recommending **DENIAL**; and,

## **NOW, THEREFORE, BE IT RESOLVED THAT** the City of Dayton:

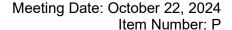
1. Elects to participate in the Local Housing Incentives Program under the Metropolitan Livable Communities Act for calendar years 2024 through 2030.

2. Agrees to the following affordable and life-cycle housing goals for calendar years 2021 through 2030:

Affordable Housing Goals Range	Life-Cycle Housing Goal
183 - 333	1,140

3. Will submit answers to questions in the Metropolitan Council's annual Housing Policy and Production Survey that identify actions taken to meet established housing goals and therefore fulfill the requirement of having a Housing Action Plan.

Adopted by the City Council of the City of Dayton this 22 <sup>th</sup> day of October, 2024.		
	Dennis Fisher, Mayor	
ATTEST:		
Amy Benting, Assistant City Clerk/Administrator		
Motion by Councilmember  Motion passes.	, seconded by Councilmember	





<u>ITEM:</u>

Discussion: Morris Leatherman Survey

## APPLICANT:

N/A

## **PREPARED BY:**

Jon Sevald, Community Development Director

## POLICY DECISION / ACTION TO BE CONSIDERED:

Discussion (no action)

## **BACKGROUND:**

In August 2024, the Morris Leatherman Company completed an opinion survey regarding several topics. A presentation was provided at the October 8, 2024 City Council meeting, intending to discuss further at a future date.

A Councilmember requested that the Council discuss Local Speed Limits and Fire Station 3.

Staff recommends additional topics be discussed as time allows and will assemble research for a future Council meeting.

## **CRITICAL ISSUES:**

## **Speed Limits**

58% of respondents stated that speeding on residential streets is Very Serious or Somewhat Serious. 71% of respondents stated that they Strongly Support or Support reducing the speed limit from 30 MPH to 25 MPH on residential streets. Staff will provide a summary of what studies are required to reduce speed limits. Attached is a MnDOT report, stating an average of 1-2 MPH reduction when speed limits are lowered.

## Fire Station 3

9% of respondents stated that Fire response time is a major concern, while 52% stated no concern, while 58% stated they would be willing to pay \$10 - \$30 per month to fund a new fire station.

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

N/A

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

	60-Days	120-Days
N/A		

## **RELATIONSHIP TO COUNCIL GOALS:**

**Build Quality Infrastructure** 

Planning Head to Manage Thoughtful Development Preserving our Rural Character Create a Sought After Community

## **BUDGET IMPACT:**

various

## **RECOMMENDATION:**

Provide direction to Staff.

## ATTACHMENT(S):

Morris Leatherman Report of Findings Morris Leatherman Survey, August 2024 October 8, 2024 Power Point Impact of Speed Limit Chanes on Urban Streets, MnDOT, June 2023 Fitch and Associates Fire Study, May 2024

# **City of Dayton**

2024 Quality of Life Study

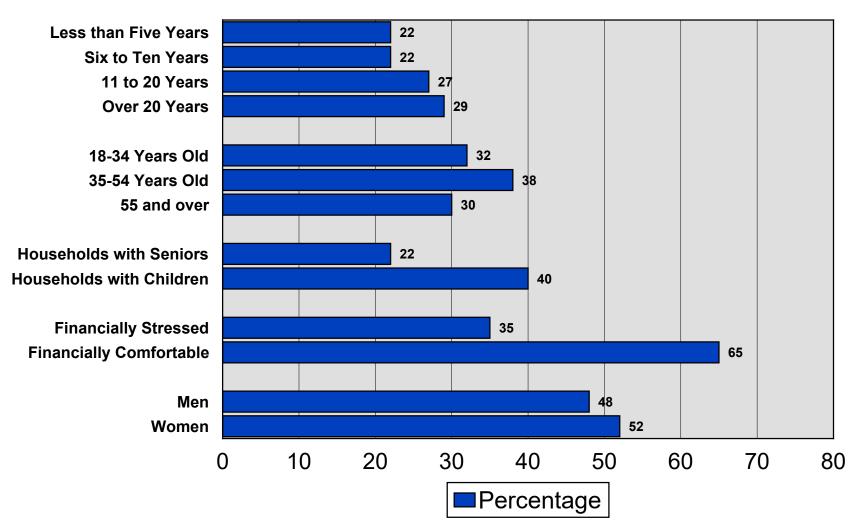
## Survey Methodology

2024 City of Dayton

- 400 random sample of City of Dayton residents
- Telephone interviews conducted between August 1st and 21th, 2024
- Average interview time of 14 minutes
- Non-response rate of 5.5%
- Sample projectable within +/- 5.0% in 95 out of 100 cases
  - ) 65% Cellphone only households
  - 8% Landline only households
  - ) 27% Both cellphone and landline households

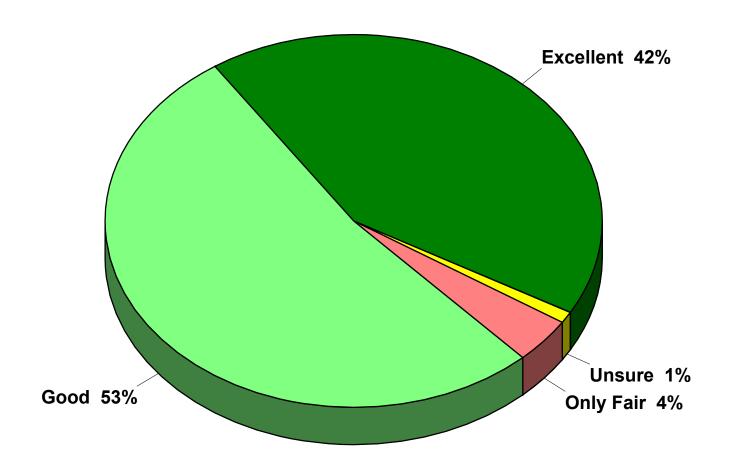
## Demographics

2024 City of Dayton

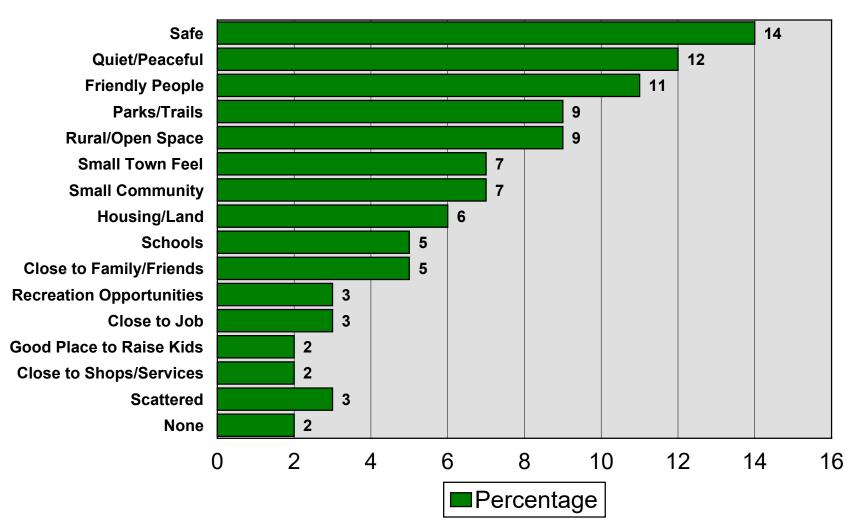


# Quality of Life Rating

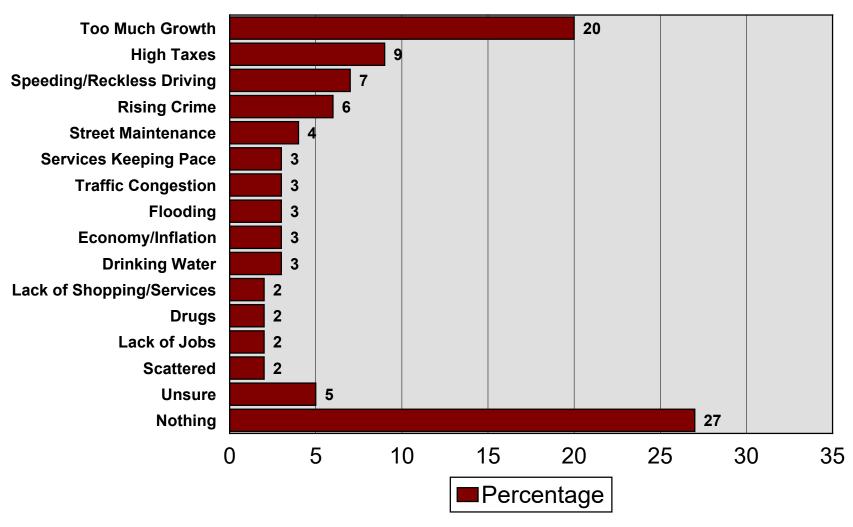
2024 City of Dayton



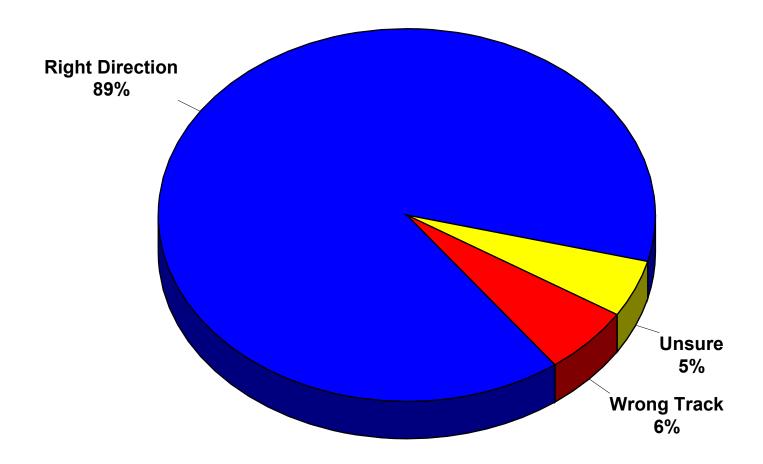
# Like Most about City



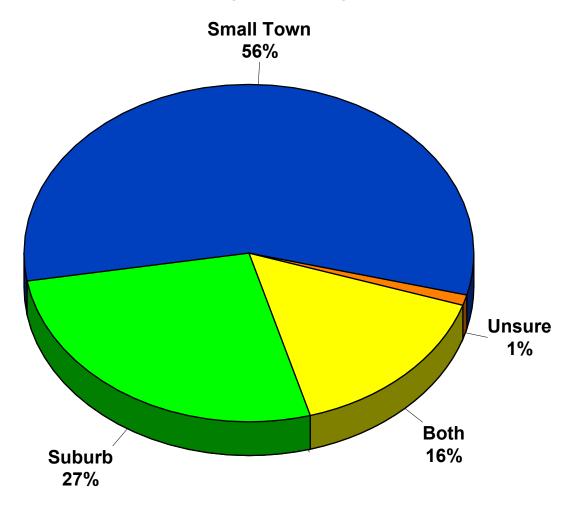
## Most Serious Issue



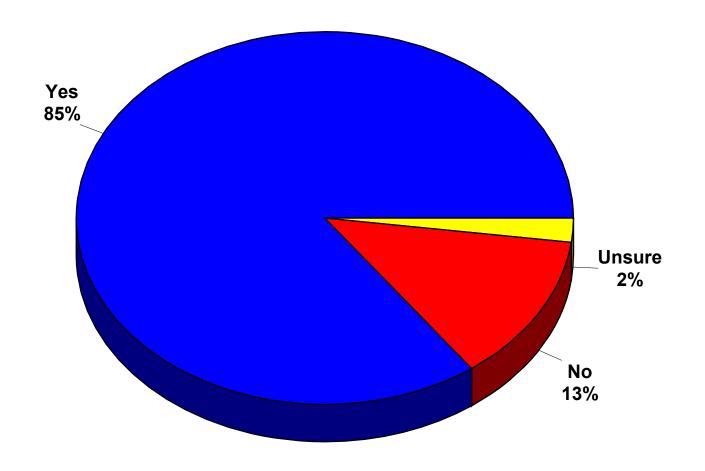
# **Direction of City**



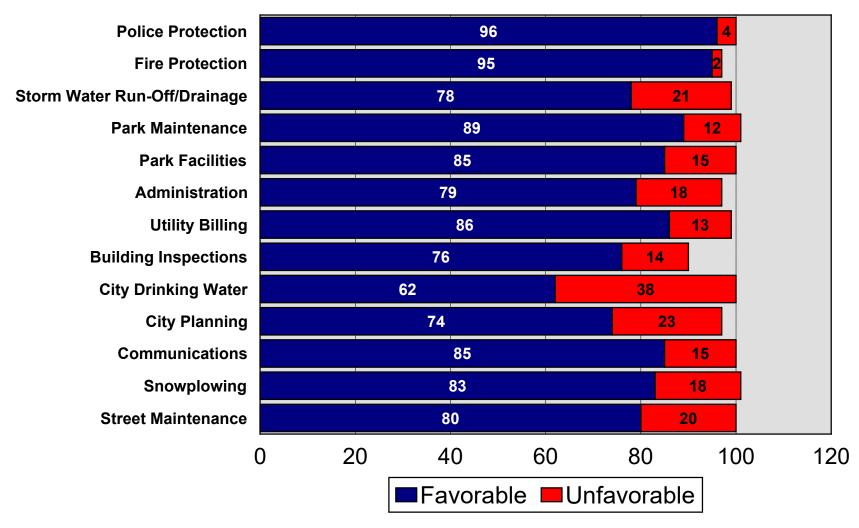
## Small Town vs. Suburb



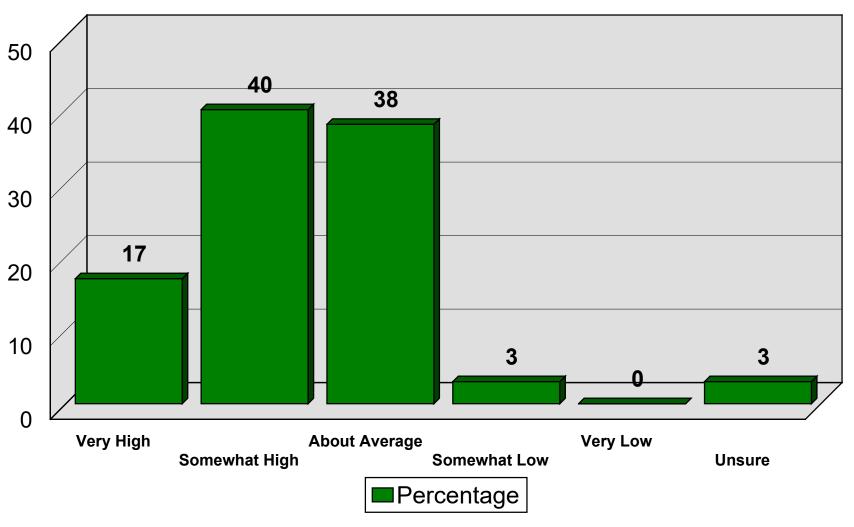
# Services Able to Keep Pace



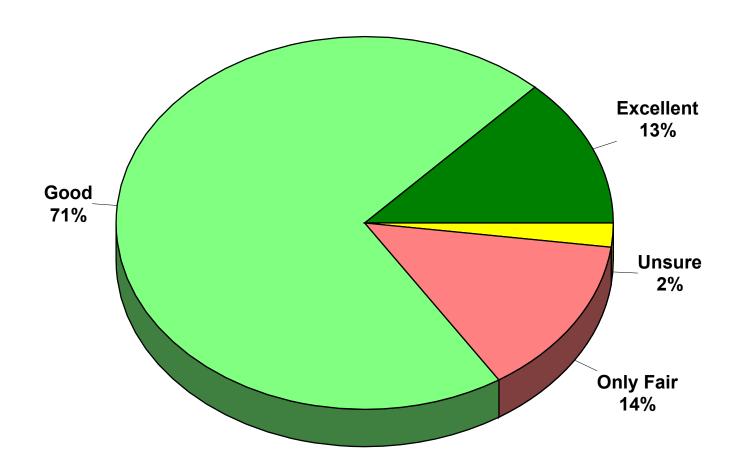
# City Service Ratings



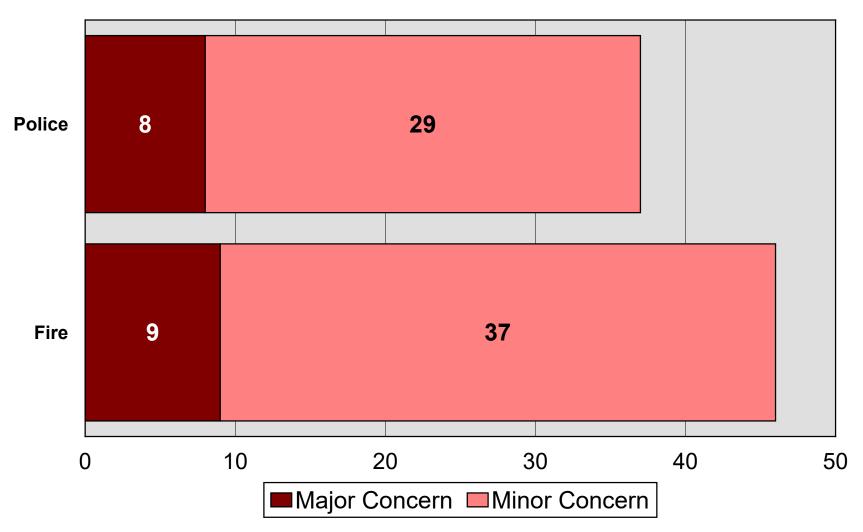
# City Portion Property Taxes



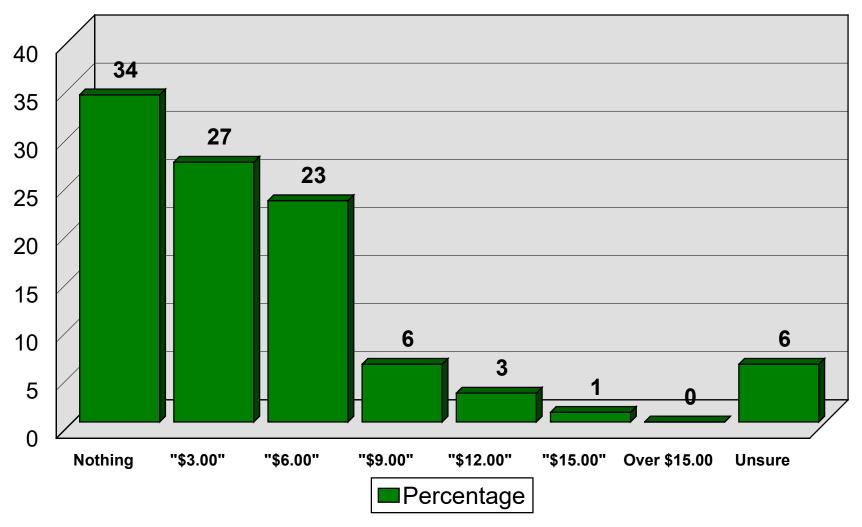
# Value of City Services



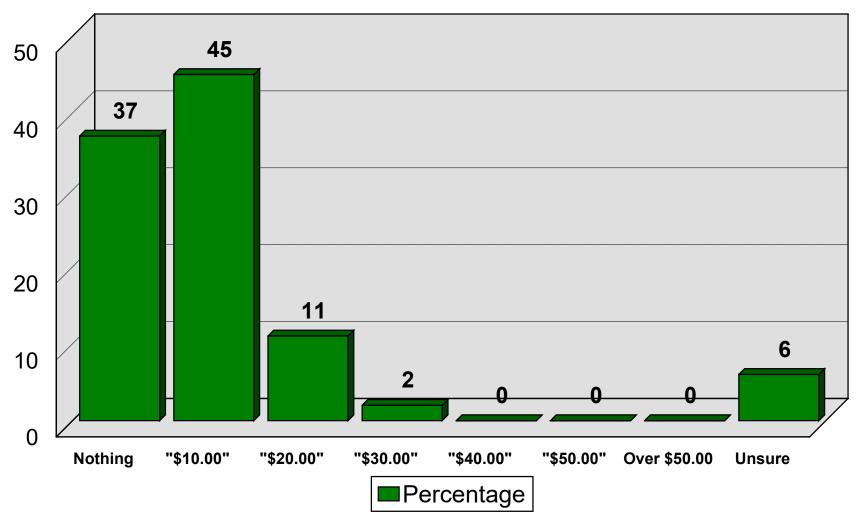
# Concern about Response Time



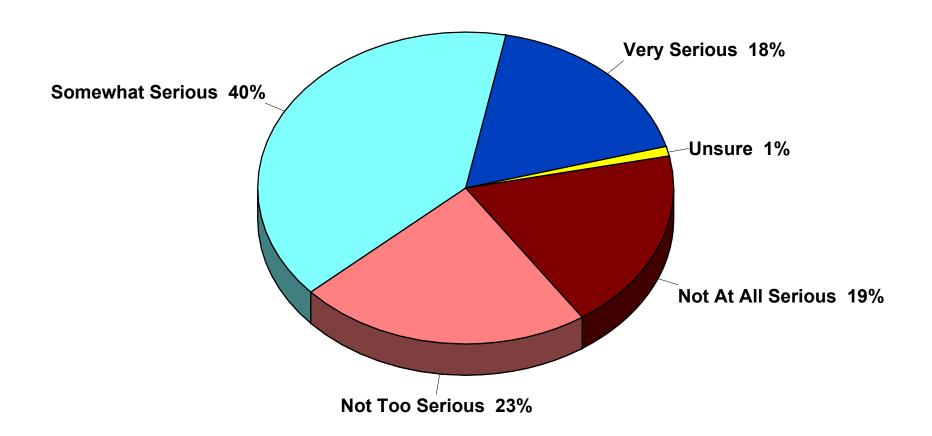
#### Property Tax Increase to Reduce Police Response Time



#### Property Tax Increase for Construction of Fire Station

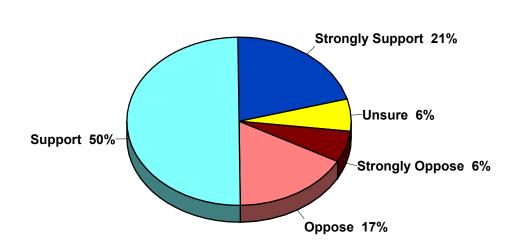


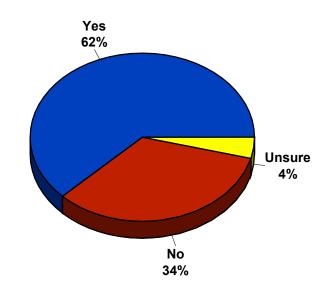
# Speeding on Residential Streets



# 25 MPH Speed Limit

2024 City of Dayton

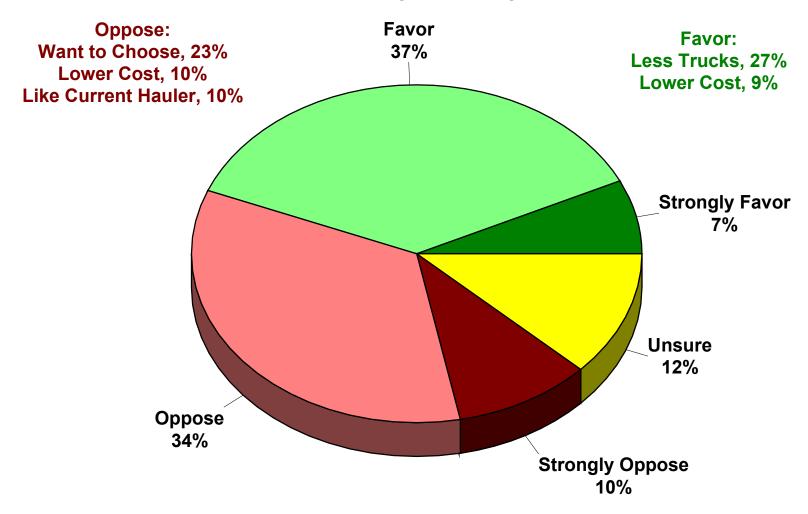




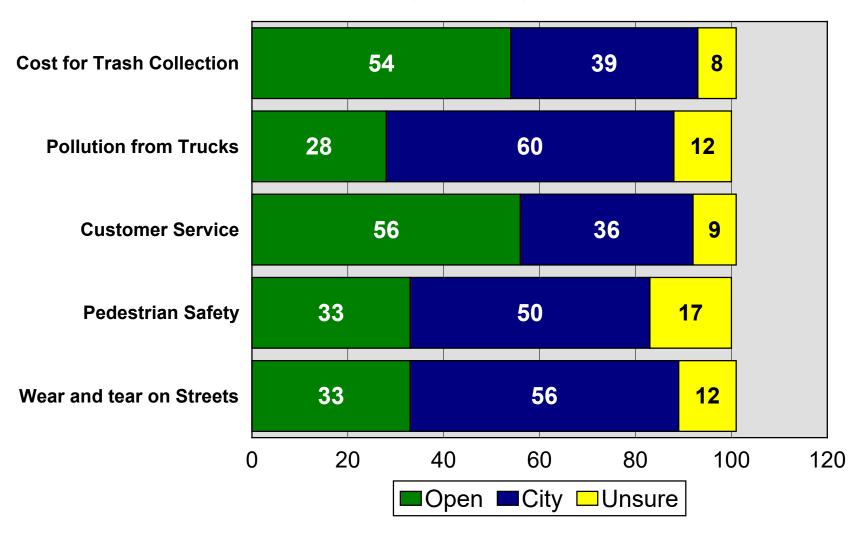
Reducing the speed limit to 25 MPH on residential streets in the city

Support the use of city funding to enforce the 25 MPH speed limit

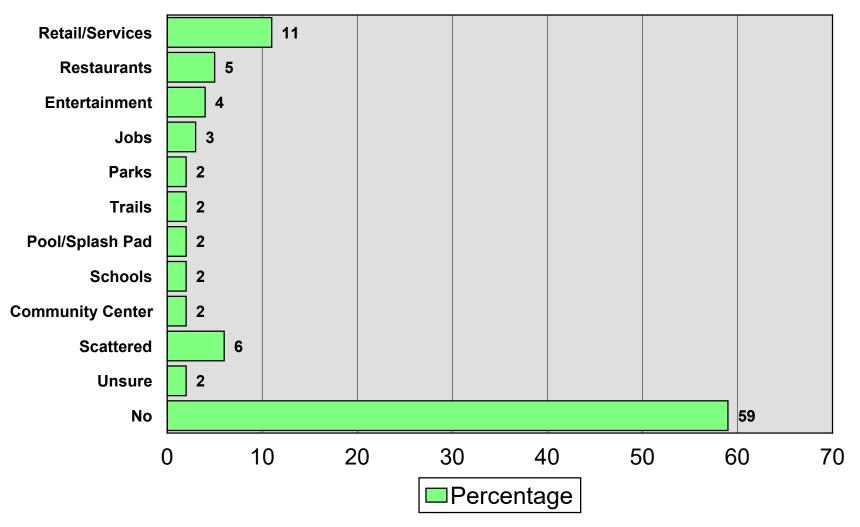
# City Managed Trash Collection



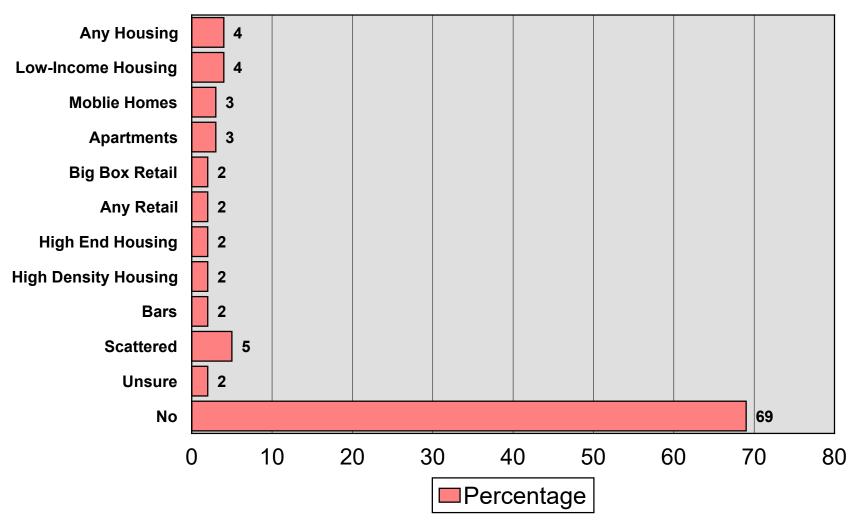
# Open vs. City Managed



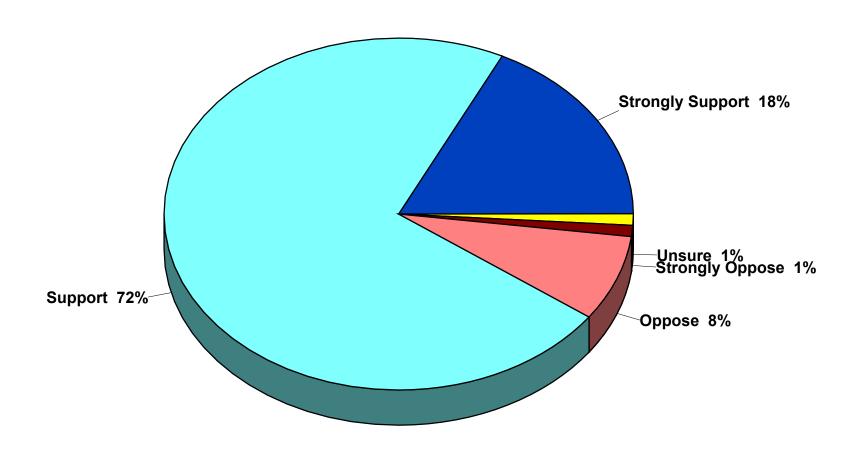
# Development would like to see....



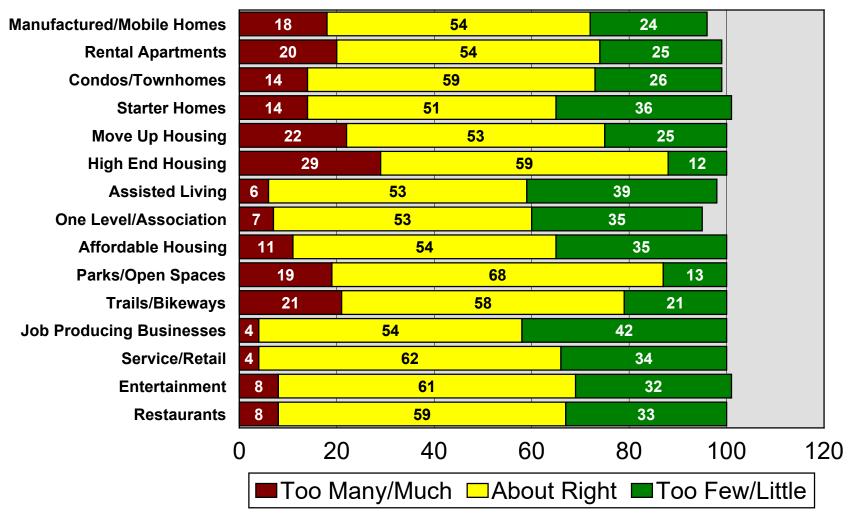
## Development would strongly oppose....



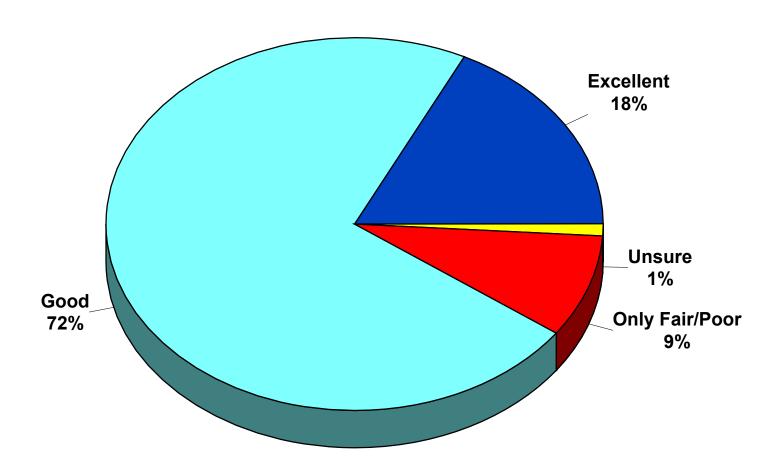
# Providing Financial Incentives



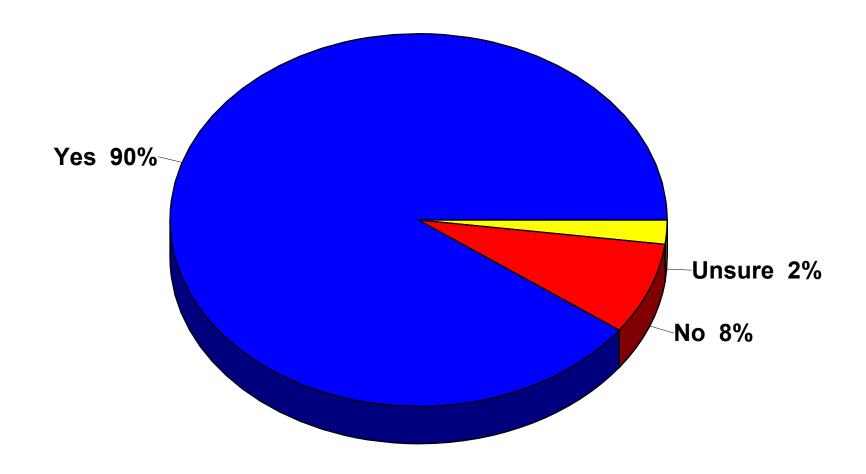
## City Characteristics



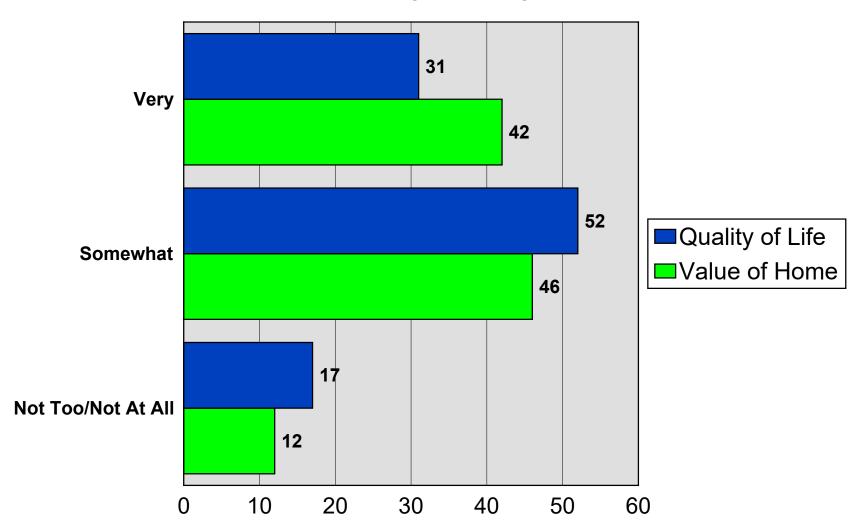
### Park and Recreational Facilities



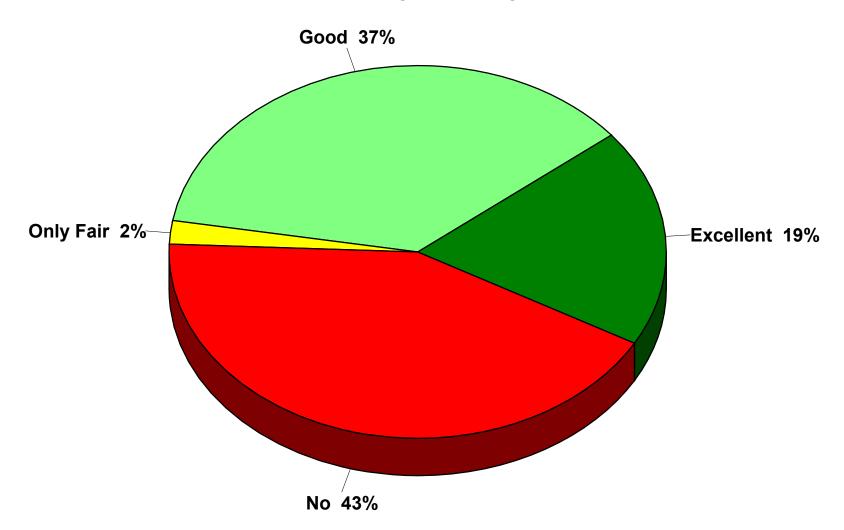
### Amenties Meet Needs of Your Household



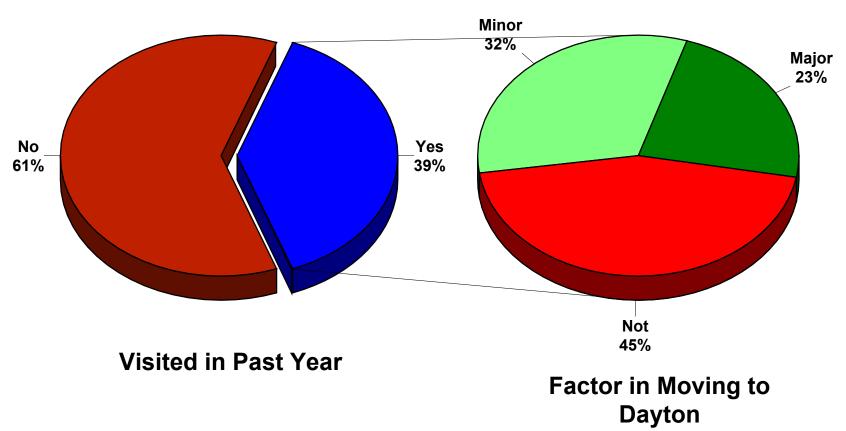
### Importance to....



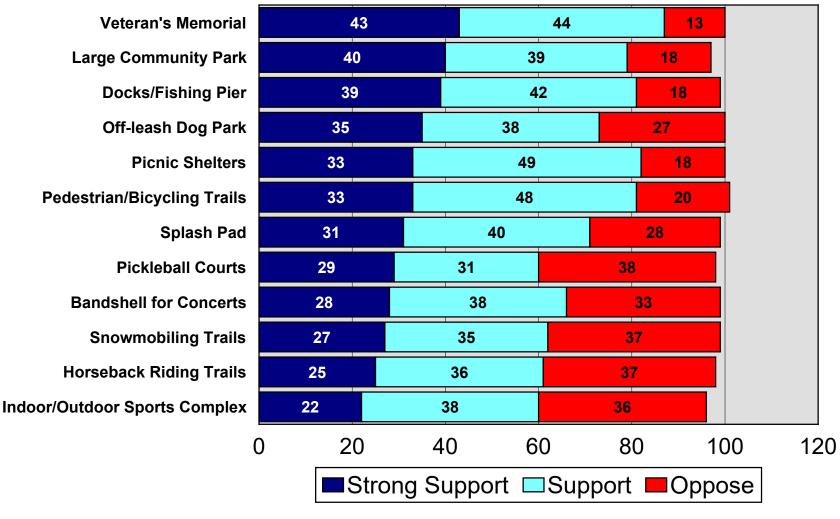
# Elsie Stephens Park



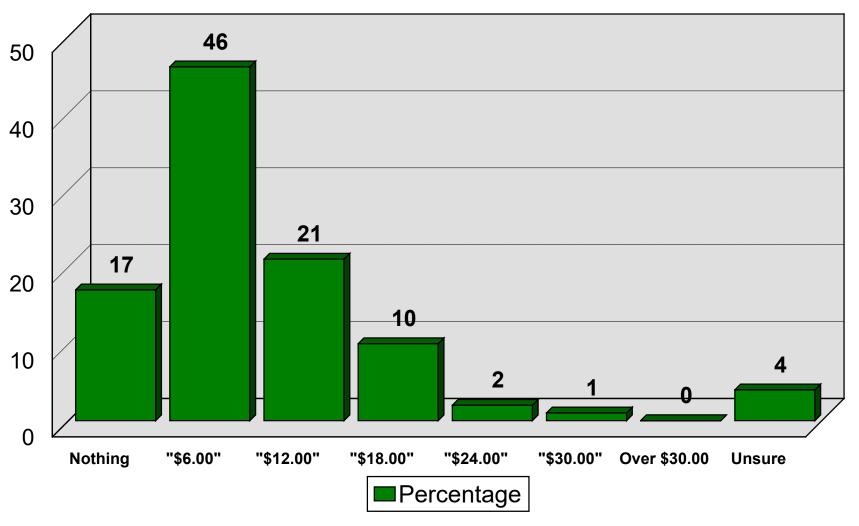
## Elm Creek Park Preserve



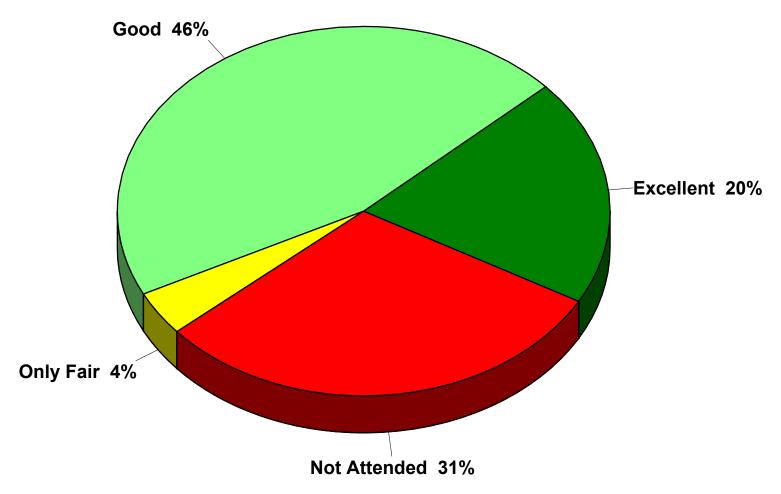
# Property Tax Increase for....



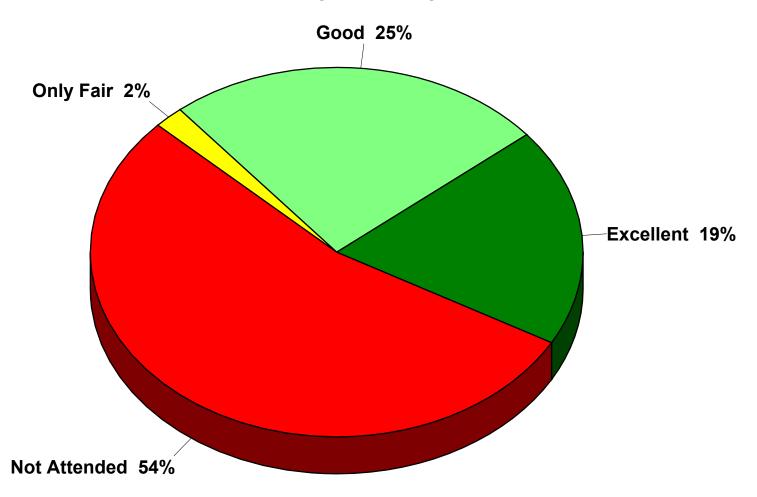
### Property Tax Increase for Park Improvements



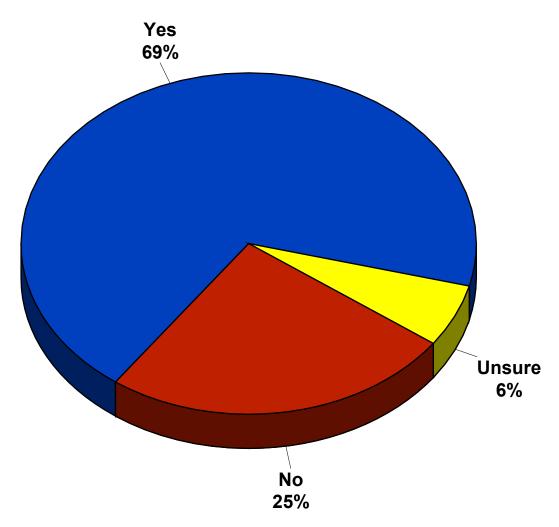
# Dayton Heritage Days



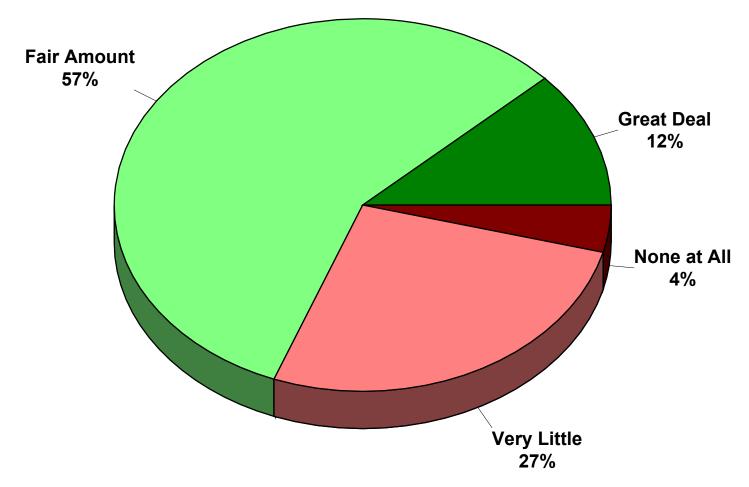
# Holly Dayton



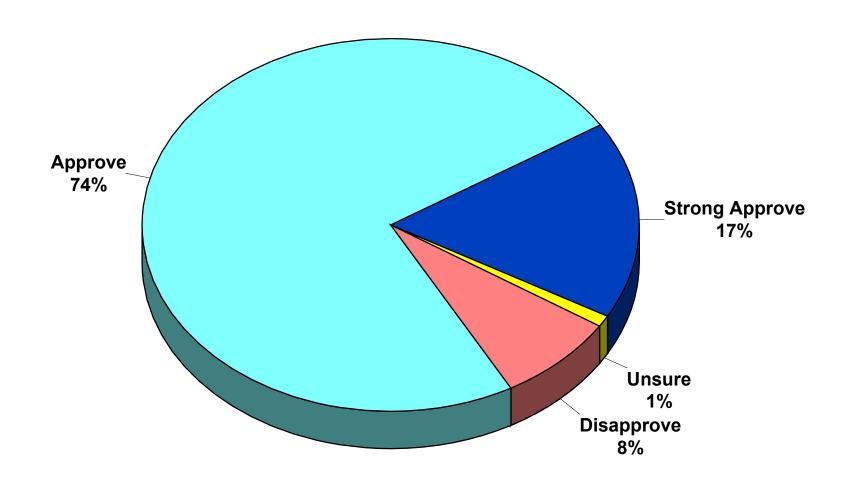
# **Empowerment**



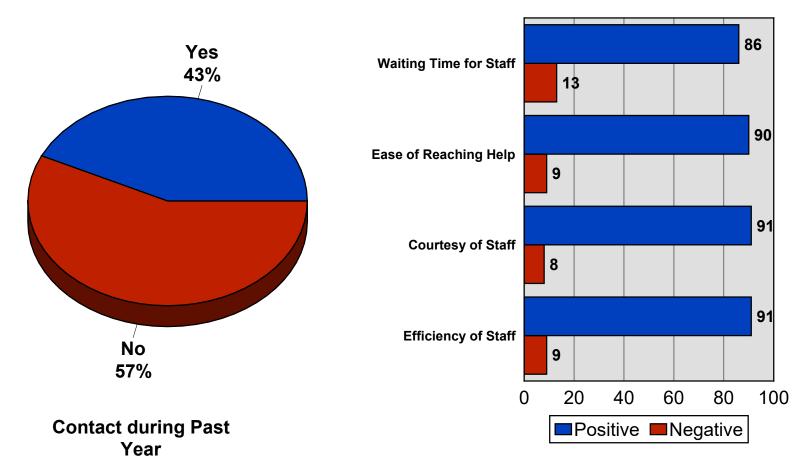
## Knowledge of Mayor & City Council



# City Staff Rating

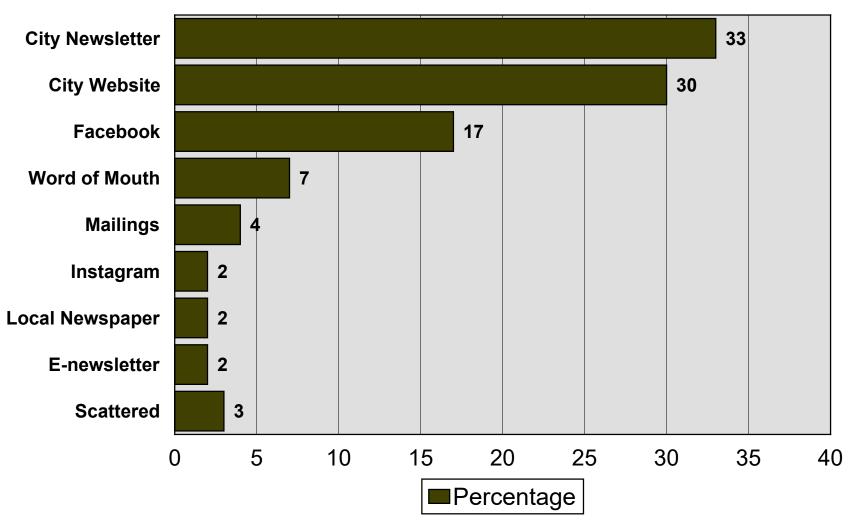


# City Hall Contact

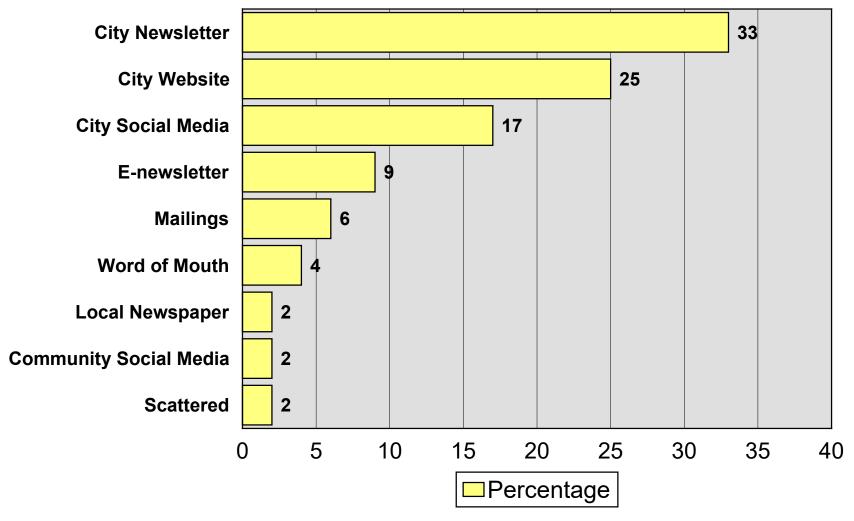


**Service Evaluations** 

# Principal Source of Information

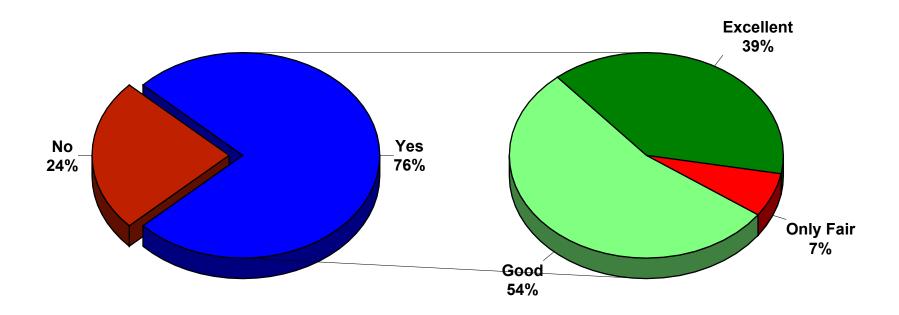


## Preferred Source of Information



# City Newsletter

2024 City of Dayton

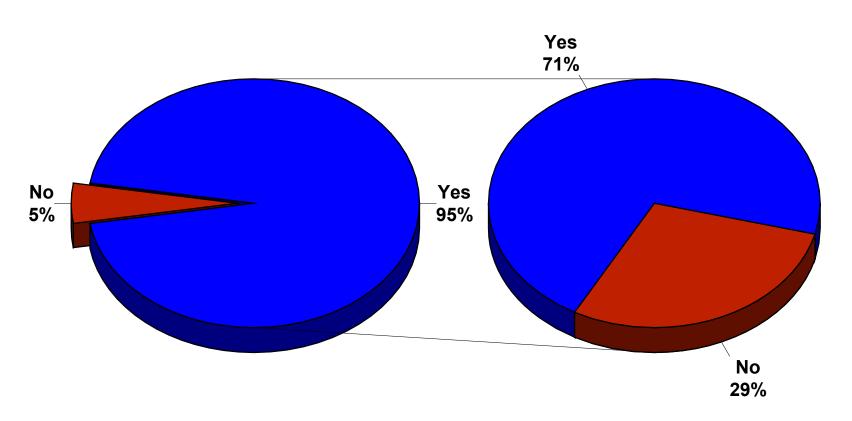


**Regularly Read** 

Rating of Content and Format

# City Website

2024 City of Dayton

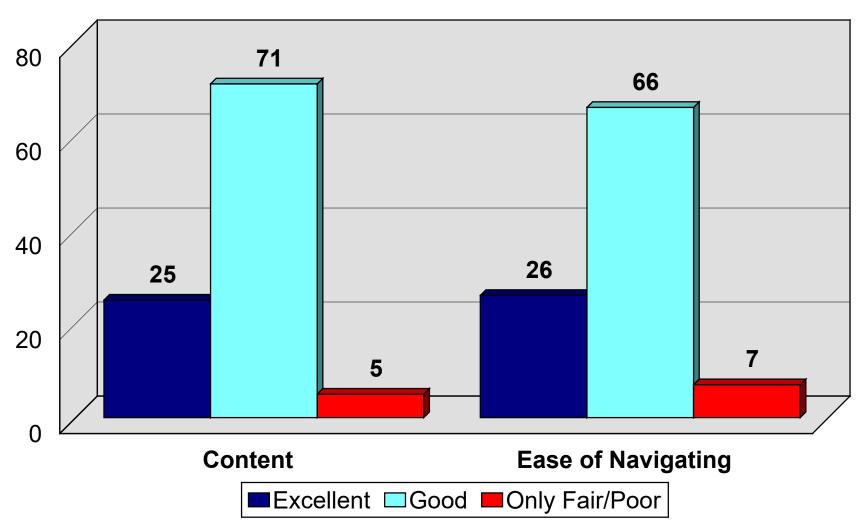


Internet Access from Home

Viewed City's Website

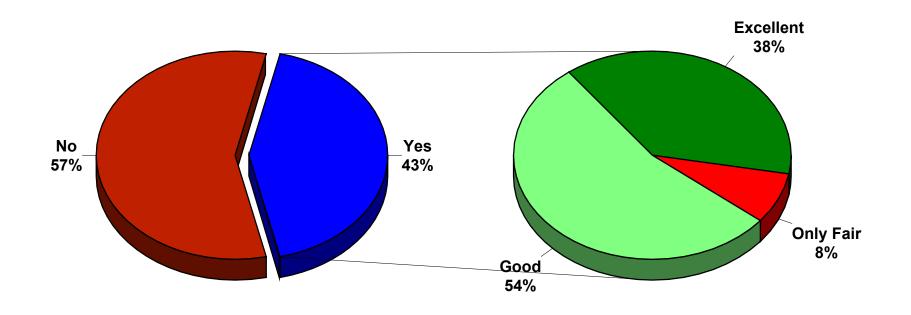
## City Website

2024 City of Dayton



# City of Dayton Social Media

2024 City of Dayton



**Regularly Use** 

Rating

# THE MORRIS LEATHERMAN COMPANY

# 2024 City of Dayton Residential Survey Findings and Implications

#### **Residential Demographics:**

Dayton is a growing community composed of many young families with children. The median longevity of adult residents is 12.9 years, indicative of more recently-arrived residents. Forty-four percent have lived in Dayton for less than ten years; twenty-seven percent have resided there for 11-20 years; twenty-nine percent have lived there for over 20 years. The average age of respondents is 44.2 years old. Thirty-two percent of the sample falls into the 18-34 age range, while 30% are in the over 55 age range.

The city is split between "empty nests," containing no children, at 60%, and households with children at home, 40%. Seventeen percent are totally composed of senior citizens. Fifty-nine percent of the households contain two adults. Thirty-five percent of households report they are "financially stressed," about 12% lower than the Metropolitan Area suburban norm. Sixty-five percent feel they are "financially comfortable." Women outnumber men in the sample by four percent.

Forty-six percent reside in Precinct Three, 30% live in Precinct Two, and 25% reside in Precinct One.

#### **Quality of Life Issues:**

Forty-two percent of residents rate their quality of life as "excellent," while another 52% rate it as "good." Only four percent rate their quality of life lower. The 42% "excellent" rating is almost quadruple the Greater Metropolitan Area norm of 11% and places the community within the top decile of Greater Metropolitan Area suburbs and exurbs.

"Safety" leads the list of what residents like most about living in Dayton, at 14%. "Quiet and peaceful" follows at 12%. "Friendly people" follows at eleven percent, and "rural/open spaces" and "parks and trails" are cited by nine percent each. "Small town feel" and "small community" are indicated by seven percent each. "Close to family and/or friends" rounds out the list of statistically significant responses, at five percent. In grouping resident's opinions into typical "suburban" or "small town" responses, almost two-thirds of Dayton residents point to a "small town" aspect.

In assessing the most serious issue facing the community, 20% point to "too much residential growth" and nine percent cite "high taxes." "Speeding/reckless driving" follows at seven percent, while "rising crime" at six percent completes the list of statistically significant issues. Four percent cite "street maintenance," three percent each mention "economy/inflation," "drinking water," "flooding," and "city services keeping pace with growth." Two percent each

mention the "lack of shopping/services," "lack of jobs," and "drugs." "Boosters" – residents who feel there are no serious issues facing the community – are 27%, almost five times higher than the Greater Metropolitan Area suburban norm.

A comparatively solid 89% think things in Dayton are generally headed in the right direction. Only six percent see the city as off on the wrong track, significantly based on perceived "too much growth." A majority of residents, 57%, see Dayton as a "small town," while 27% think Dayton is a "suburb." Sixteen percent see Dayton as both a "small town" and a "suburb."

#### **Taxes and City Services:**

The percentage of favorable ratings of city services ranges between 62% and 96%. The table below arrays each service with the percentage of respondents who rate it as either "excellent" or "good."

City Service	Favorable Rating
Police protection	96%
Fire protection	95%
Park maintenance	89%
Utility billing	86%
Park facilities	85%
Communications	85%
Snowplowing of city streets	83%
City street maintenance	80%
Administration	79%
Storm water run-off and drainage	78%
Building inspections	76%
City planning	74%
City drinking water	62%

The mean favorable percentage for all city services is 82.2%, about two percent higher than the Greater Metropolitan Area suburban norm. Three city services, highlighted in red, draw down the overall average; the City should review in more depth the micro-issues residents have with these services.

When asked about the city portion of their property taxes in Dayton compared with nearby areas, 57% feel they are "high," while 38% report they are "about average." These ratings indicate a "hostile" tax climate in the community. Even so, 84% think they receive an "excellent" or "good" value in the quality of the city services provided; only 14% rate the value lower.

When asked about their level of concern about response times for city police and fire, 62% indicate no concern about police response times and 52% state no concern about fire response times. Less than 10% cite response times as a major concern for either department. Thirty-four

percent are not willing to pay any additional property taxes to reduce police response time. The typical resident is willing to see a property tax increase of about \$5.00 a month to reduce police response. Thirty-seven percent are not willing to pay any additional property taxes for the construction of a third fire station. The typical resident is willing to see a property tax increase of about \$6.00 a month for this construction project.

A high 85% think the quality of city services has been able to keep pace with growth in Dayton; thirteen percent feel the opposite, focusing on "city drinking water" and "parks and recreation."

Fifty-eight percent of residents regard speeding on residential streets in Dayton to be either "very serious" or "somewhat serious," while 42% disagree. By a 71%-23% majority, interviewees support reducing the speed limit to 25 MPH on residential streets in the city; in fact, 63% support the use of city funding to enforce the 25 MPH speed limit on residential streets.

#### **Development Issues:**

When asked about the types of development they would like to see in Dayton, eleven percent suggest "retail/service businesses" and five percent seek "restaurants." However, 59% indicate there are no types of development they would like to see. In asking the reverse, 69% state there are no types of development they would oppose. There are about 10% more pro-growth residents than anti-growth residents in the community. By a 76%-17% majority, residents support the City providing financial incentives to attract specific types of development.

When examining the number or quantity of various community characteristics, majorities of residents think Dayton has "about the right amount" of the 15 discussed. Even so, eight cases show opinions more heavily skewed in the direction of thinking Dayton has "too few": "job-producing businesses," "assisted living," "service and retail establishments," "one-level housing maintained by an association," "restaurants," "entertainment establishments," "affordable housing," and "starter homes." Only one characteristic shows opinions more heavily skewed in the direction of thinking Dayton has "too many": "executive high-end housing."

#### **Trash Collection:**

City residents are evenly split on the type of trash collection system: forty-four percent prefer the current open collection system and 44% opt for a new City-managed system. Supporters of the current system base their decision on "want to choose," at 23%, "like current hauler," at 10%, "lower cost," also at 10%, and "better service," at six percent. Supporters of a City-managed system cite "less trucks," at 27%, "lower cost," at nine percent, and "better service," at six percent.

By a 64%-29% majority, citizens think an open system would be better on the cost for trash collection. By a 56%-36% majority, residents think an open system would be better for customer service. By a 60%-28% majority, respondents view a city-managed system would be better on

pollution from trucks. By a 56%-33% majority, citizens think a city-managed system would be better on wear and tear on city streets. Finally, by a 50%-33% plurality, respondents think a city-managed system would be better for pedestrian safety.

#### Parks and Recreation Issues:

Overall, 91% rate park and recreation amenities as "excellent" or "good," while only nine percent rate them lower. The favorable rating is about 11% higher than Greater Metropolitan Area norm. Ninety percent think the current mix of park and recreation amenities in the city adequately meets the needs of their household; only eight percent disagree. Statistically significant suggestions for improvements in recreational amenities include: "trails," "dog park," and "pool/splash pad."

Eighty-three percent of respondents view park and recreational facilities as at least "somewhat important" to their current overall quality of life in Dayton; thirty-one percent think they are "very important." Eighty-eight percent think the quality and appearance of city park and recreational facilities is at least "somewhat important" to the value of their home; in fact, 42% see them as "very important."

Fifty-seven percent report household members have visited Elsie Stephens Park on the Mississippi River; among visitors, 97% rate the park as either "excellent" or "good." Thirty-nine percent report household members have visited the Elm Creek Park Reserve; among visitors, 55% report Dayton's proximity as at least a "minor" factor in their decision to move to Dayton.

Residents were asked if they would support or oppose a property tax increase for each of 12 improvements to the parks and trails system. The table below shows each proposed improvement and the percent of residents supporting and opposing a tax increase for that purpose.

Proposed Improvement	Support	Oppose
A Veteran's Memorial	87%	13%
Picnic shelters	82%	18%
Additional pedestrian and bicycling trails	81%	20%
Docks and fishing pier	81%	18%
Construction of a large community park with athletic fields and	79%	18%
playgrounds	1770	1070
An off-leash dog park	73%	27%
Construction of a splash pad	71%	28%
A bandshell for concerts	66%	33%
Additional snowmobiling trails	62%	37%
Additional horseback riding trails	61%	37%
Construction of an indoor and outdoor sports complex, including an	60%	36%
indoor fieldhouse or dome and grass and artificial turf athletic fields	0070	3070
Pickleball courts	60%	38%

Five funding purposes, overlined in green, should be considered as top priorities for inclusion in any referendum package. Four purposes, overlined in red, should be considered low priorities, since they will build greater opposition to the complete referendum as more are added to the package.

Next, respondents were asked by how much they would be willing to see their property taxes increased to fund these projects. A very low 17% reported they would not support any increase, much lower than the normal level of 35% in this kind of a tax election. The typical Dayton resident would support a property tax increase of \$7.17 per month or \$86.04 per year. In fact, thirteen percent would support at least \$15.00 per month.

Sixty-nine percent report household members have attended Dayton Heritage Days; among attendees, 95% rate their experience as either "excellent" or "good." No statistically significant changes or improvements were suggested by residents.

Forty-six percent report household members have attended Holly Dayton; among visitors, 96% rate their experience as either "excellent" or "good." Again, no statistically significant changes or improvements were suggested by citizens.

#### **City Government and Staff:**

Twenty-five percent of Dayton residents think they cannot have a say, if they wanted to, about the way things are run in the community. This level of non-empowerment is under the norm of 30%. Seventy percent report they know "a great deal" or "a fair amount" about the Mayor and City Council. This knowledge level is well above the suburban norm of 45%.

Fifty-seven percent report "quite a lot" or "some" first-hand contact with the Dayton city staff. This contact level is almost double the Greater Metropolitan Area suburban norm. By a 91%-8% split, residents favorably rate the job performance of city staff. The over 11-to-1 ratio of favorable-to-unfavorable ratings is much higher than the Metropolitan Area average.

During the past year, 43% have visited or contacted City Hall either in-person or on the telephone. Ninety-one percent of the respondents rate the courtesy of city staff as either "excellent" or "good," while eight percent see it as "only fair" or "poor." Eighty-six percent judge the wait time for city staff to respond highly, while thirteen percent disagree. Ninety-one percent rate the efficiency of the city staff highly, with nine percent viewing it lower. Ninety percent judge the ease of reaching a city staff member who could help (them) highly, while only nine percent disagree. These ratings are consistently above the 80% threshold signifying high quality customer service in public or government organizations.

#### **Communications Issues:**

The principal and most preferred source of information about Dayton City Government and its

activities is the "City newsletter," selected by 33% each. The "city website" is a second communication channel principally used by 30% and also preferred by 25%. "Facebook" is relied upon by 17% and "word of mouth" is relied upon by seven percent. "City social media" is preferred by 17%, "City e-newsletter," by nine percent, and "mailings," by six percent.

Seventy-six percent of residents read the City newsletter. This readership is within the top decile of Greater Metropolitan Area suburbs. A very high 93% rate its format and content as "excellent" or "good"; seven percent are more critical.

Ninety-five percent have access to the Internet. Among Internet-enabled residents, 71% have accessed the city website. Overall, 67% of the households in the community have visited the website. The typical resident reports visiting the city website "occasionally." Among website visitors, 96% evaluate the content highly and 92% similarly rate the ease of navigating the website highly.

Forty-three percent of Internet-enabled residents report using the City of Dayton Government Facebook or Instagram to receive information from the City. Among users of the two sources, 92% rate them favorably.

#### **Summary and Conclusions:**

Residents enjoy the "small town" aspects of the community: "quiet and peaceful," "small town feel," "rural/open spaces," "small community," and "safe." But they are also concerned about four major issues: "high taxes," "too much residential growth," "speeding/reckless driving," and "rising crime." The community is in the top decile among rated Greater Metropolitan Area suburbs in its overall quality of life. With the exceptions of "city drinking water" and "city planning," residents are very satisfied with the operation of City Government, and regard city services as both solid and cost-efficient. A decisive majority favors the City providing financial incentives to attract specific types of development. In general, residents have high expectations; but the City meets or exceeds most residents' needs. Notably, residents exhibit one of the strongest levels of confidence in the direction of their community found within the Greater Metropolitan Area suburbs.

Even though residential alienation is common in high growth suburbs and exurbs it is not the case here: only twenty-five percent, five percent less than the overall norm, do not feel they can have a say about the way things are run in Dayton, other than voting. Very few growing communities have managed to mitigate residential alienation as well as the City of Dayton.

Knowledge of the work of the Mayor and City Council is very high; similarly first-hand contact with city staff is much higher than the norm. The job performance of Dayton city staff is almost unanimously positively rated. Almost twice as many residents as the norm have visited or contacted Dayton City Hall. The staff ratings on customer service dimensions are well-above the level indicating "high quality" in the public sector.

The park and recreation amenities - both facilities and programs - are deemed both adequate in meeting household needs and are also exceptionally well-regarded as part of the quality of life and an asset for home values. The only statistically significant additional amenities suggested by the sample are "trails," "dog park," and "pool/splash pad." Residents are receptive to a bond referendum for a large array of amenities and would be amenable to a property tax increase of over \$80.00 per year.

Dayton citizens are evenly divided on changing from the current open collection system to a city-managed collection system, 44% favoring each system. On a rating of each system, residents prefer the open system for "cost for trash collection" and "customer service." They prefer the city-managed system for "pollution from trucks," "pedestrian safety," and "wear and tear on city streets." Given no consensus on this issue, the issue is not ripe for determination at this time.

The tax climate in Dayton is "hostile." Fifty-seven percent of the sample view their taxes as "high" in comparison with neighboring communities. Even so, 84% of the respondents rate the value of city services highly.

The key information sources about City Government and its activities revolve around the city website and the city newsletter. The readership of the "Dayton Communicator" is exceptionally high.

Citizens are enthusiastic about their city. At a time when governments at different levels polarize people, Dayton residents are extremely satisfied with their local government and its services. With a 27% "city booster" core, the City possesses a large reservoir of goodwill which will serve it well meeting challenges in the near future.

#### **Methodology:**

This study contains the results of a telephone survey of 400 randomly selected residents of the City of Dayton. Survey responses were assembled by professional interviewers across the community between August 1st and 21st, 2024. The average interview took fourteen minutes. All respondents interviewed in this study were part of a randomly generated sample of the residents of the City of Dayton. In general, random samples such as this yield results projectable to their respective universe within  $\pm$  5.0% in 95 out of 100 cases.

THE MORRIS LEATHERMAN COMPANY 3128 Dean Court Minneapolis, Minnesota 55416

CITY OF DAYTON RESIDENTIAL SURVEY FINAL AUGUST 2024

Hello, I'm \_\_\_\_\_\_ of the Morris Leatherman Company, a polling firm located in Minneapolis. We've been hired by the City of Dayton to speak with a random sample of residents about issues facing the city. The survey is being taken because your local elected leaders and city staff are interested in your opinions and suggestions. I want to assure you that all individual responses will be held strictly confidential; only summaries of the entire sample will be reported. (DO NOT PAUSE)

- 1. Approximately how many years have you lived in the City of Dayton?

  SIX TO TEN YEARS.....22% ELEVEN TO TWENTY YRS....27% 21 TO 30 YEARS......16% OVER THIRTY YEARS.....13% DON'T KNOW/REFUSED.....0%
- 2. Thinking back to when you moved to Dayton, what factors were most important to you in selecting the city?

HOUSING/LAND, 14%; SCHOOLS, 12%; SAFE, 10%; CLOSE TO FAMILY/FRIENDS, 17%; SMALL COMMUNITY, 7%; PARKS/TRAILS, 3%; LOCATION, 3%; GOOD PLACE TO RAISE FAMILY, 4%; QUIET/PEACEFUL, 6%; RURAL/OPEN SPACE, 8%; CLOSE TO JOB, 12%; SMALL TOWN FEEL, 2%; SCATTERED, 2%.

- 4. What do you like most about living in the City of Dayton?

NOTHING, 2%; HOUSING/LAND, 6%; SCHOOLS, 5%; SAFE, 14%; CLOSE TO FAMILY/FRIENDS, 5%; SMALL COMMUNITY, 7%; PARKS/TRAILS, 9%; GOOD PLACE TO RAISE KIDS, 2%; CLOSE TO SHOPS/SERVICES, 2%; QUIET/PEACEFUL, 12%; RURAL/OPEN SPACE, 9%; CLOSE TO JOB, 3%; SMALL TOWN FEEL, 7%; FRIENDLY PEOPLE, 11%; RECREATION OPPORTUNITIES, 3%; SCATTERED, 3%.

5. What do you think is the most serious issue facing the City of Dayton today?

UNSURE, 5%; NOTHING, 27%; TOO MUCH GROWTH, 20%; LACK OF SHOPPING/SERVICES, 2%; HIGH TAXES, 9%; LACK OF JOBS, 2%; ECONOMY/INFLATION, 3%; SPEEDING/RECKLESS DRIVING, 7%; STREET MAINTENANCE, 4%; RISING CRIME, 6%; DRINKING WATER, 3%; FLOODING, 3%; TRAFFIC CONGESTION, 3%; DRUGS, 2%; CITY SERVICES KEEPING PACE, 3%; SCATTERED, 2%.

6. All in all, do you think things in the RIGHT DIRECTION.......89% City of Dayton are generally headed in WRONG TRACK..........6% the right direction, or do you think DON'T KNOW/REFUSED......5% things are off on the wrong track?

#### IF "WRONG TRACK," ASK: (n=22)

7. Why do you think things have gotten off on the wrong track?

TOO MUCH GROWTH, 50%; HIGH TAXES, 4%; RISING CRIME, 9%; DRINKING WATER, 4%; STREET MAINTENANCE, 4%; POOR PLANNING FOR DEVELOPMENT, 14%; ECONOMY/INFLATION, 14%.

8.	Do you see the City of Dayton as a	SMALL TOWN57%
	small town or a suburb?	SUBURB27%
		BOTH (VOL.)16%
		DON'T KNOW/REFUSED1%

#### Turning to city services....

#### IF "NO," ASK: (n=52)

10. What services, in particular, have not been able to keep pace?

UNSURE, 8%; DRINKING WATER, 29%; POLICE, 8%; ALL, 12%; SCHOOLS, 6%; STREET MAINTENANCE, 6%; CITY PLANNING, 8%; PARKS AND RECREATION, 17%; SCATTERED, 6%.

I would like to read you a list of a few city services. For each one, please tell me whether you would rate the quality of the service as excellent, good, only fair, or poor?

		EXCL	GOOD	FAIR	POOR	DKR
11.	Police protection?	48%	48%	4%	0%	0%
12.	Fire protection?	51%	44%	2%	0%	4%
13.	Storm water run-off and					
	drainage?	25%	53%	20%	1%	1%
14.	Park maintenance?	24%	65%	11%	1%	0%
15.	Park facilities?	37%	48%	13%	2%	0%
16.	Administration?	32%	47%	17%	1%	3%
17.	Utility billing?	38%	48%	12%	1%	2%
18.	Building inspections?	27%	49%	14%	0%	10%
19.	City drinking water?	19%	43%	27%	11%	0%
20.	City planning?	16%	58%	21%	2%	4%
21.	Communications?	31%	54%	14%	1%	1%

For the next two city services, please consider only their job on city-maintained streets and roads in neighborhoods. That means you should exclude state and county roads, such as Dayton River Road and Fernbrook Lane, that are taken care of by other levels of government. Keeping that in mind, would you rate each of the following as excellent, good, only fair, or poor.....

		EXC	L GOOD	FAIR	POOR	DKR			
22. 23.	Snowplowing of city streets? City street maintenance?	15: 14:				0% 0%			
Conti	nuing								
24.	Do you consider city property taxes the City of Dayton to be very high, somewhat high, about average, somewlow, or very low?		SOMEWHA' ABOUT A' SOMEWHA' VERY LO	T HIGH VERAGE T LOW. W		17% 40% 38% 0% 3%			
25.	taxes you pay and the quality of city services you receive, would you rate the general value		GOOD						

Let's discuss police and fire service in the City of Dayton....

First, from what you have heard or experienced, please tell me if the response time for each service is a major concern for you, minor concern or not a concern at all.

		MAJ	MIN	NOT	DKR	
26.	Police?	8%	29%	62%	2%	
27.	Fire?	9%	37%	52%	2%	
28.	How much would you be willing to in additional property taxes to r police response time? How about \$ per month? (CHOOSE A RANDOM STARTING POINT; UP OR DOWN DEPENDING ON RESPONSE) How about \$ per month? (REPEAT PROCESS)	educe	\$3.00 \$6.00 \$9.00 \$12.0 \$15.0 MORE	) ) )0 )0 THAN \$	15.00.	34%27%23%6%3%1%0%

Turning to fire service....

good, only fair, or poor?

As the residential growth continues, a recent study done for the City determined there will be a need in the near future for a third fire station in the southwest area of the city. This station would allow

space to grow the department and lower response times for certain areas in the city.

29.	How much would you be willing to see your property taxes increase to fund construction of a fire station? Let's say, would you be willing to see your monthly property taxes increase by \$? (CHOOSE RANDOM STARTING POINT; MOVE UP OR DOWN DEPENDING ON RESPONSE) How about \$ per month?	NOTHING       37%         \$10.00       45%         \$20.00       11%         \$30.00       2%         \$40.00       0%         \$50.00       0%         OVER \$50.00       0%         DON'T KNOW/REFUSED       6%				
Turni	ng to traffic speeding					
30.	How serious of a problem is speeding on residential streets in the City of Dayton - very serious, somewhat serious, not too serious, or not at all serious?	VERY SERIOUS				
31.	Would you support or oppose reducing the speed limit to 25 MPH on residential streets in the city? (WAIT FOR RESPONSE) Do you feel strongly that way?	STRONGLY SUPPORT				
32.	Would you support the use of city funding to enforce the 25 MPH speed limit on residential streets?	YES				
Most communities have one of two systems for trash collection. Dayton has an open collection system, where residents choose any of the haulers licensed by the City. Some cities use a collection system in which the City manages the system, negotiates prices and standardizes services for residential trash collection.						
33.	Would you favor or oppose the City of	STRONGLY FAVOR7%				

IF A RESPONSE IS GIVEN, ASK: (n=351)

Do you feel strongly that way?

 34. Could you tell me one or two reasons for your decision?

#### SUPPORT:

LESS TRUCKS, 27%
LOWER COST, 9%
BETTER SERVICE, 6%
LESS HASSLE FOR RESIDENTS, 4%

#### OPPOSE:

WANT TO CHOOSE, 23% LIKE CURRENT HAULER, 10% LOWER COST, 10% BETTER SERVICE, 6%

SCATTERED, 3% UNSURE, 2%.

I would like to read a list of aspects of trash collection. For each one, please tell me if you think it is better under an open collection system or a City managed collection system. (WAIT FOR RESPONSE) Do you feel strongly that way? If you have no opinion, just say so.... (ROTATE)

STO OPE CIT STC DKR

35.	Cost for trash collection?	27%	37%	25%	4%	8%
36.	Pollution from trucks?	10%	18%	48%	12%	12%
37.	Customer service?	18%	38%	29%	7%	9%
38.	Pedestrian safety?	13%	20%	34%	16%	17%
39.	Wear and tear on city streets?	9%	24%	30%	26%	12%

Changing topics....

40. Are there any types of development you would like to see in the city? (IF "YES," ASK:) What are they?

UNSURE, 2%; NO, 59%; RETAIL/SERVICE BUSINESSES, 11%; PARKS, 2%; TRAILS, 2%; JOBS, 3%; ENTERTAINMENT, 4%; RESTAURANTS, 5%; POOL/SPLASH PAD, 2%; SCHOOLS, 2%; COMMUNITY CENTER, 2%; SCATTERED, 6%.

41. Are there any types of development you would strongly oppose?

UNSURE, 2%; NO, 69%; ANY HOUSING, 4%; BIG BOX RETAIL, 2%; ANY RETAIL, 2%; HIGH END HOUSING, 2%; LOW-INCOME HOUSING, 4%; MOBILE HOMES, 3%; HIGH DENSITY HOUSING, 2%; APARTMENTS, 3%; BARS, 2%; SCATTERED, 5%.

As the City of Dayton continues development....

42.	Do you support or oppose the City	STRONGLY SUPPORT12%
	providing financial incentives to	SUPPORT64%
	attract specific types of develop-	OPPOSE14%
	ment? (WAIT FOR RESPONSE) Do you	STRONGLY OPPOSE3%
	feel strongly that way?	DON'T KNOW/REFUSED8%

I would like to read you a list of characteristics of a community. For each one, please tell me if you think City of Dayton currently has too many or too much, too few or too little, or about the right amount.

		MANY	FEW/	ABT	DK/
		/MCH	LITT	RGHT	REFD
43.	Manufactured or mobile homes?	18%	24%	54%	5%
44.	Rental apartments?	20%	25%	54%	1%
45.	Condominiums and townhouses?	14%	26%	59%	1%
46.	Starter homes?	14%	36%	51%	0%
47.	"Move up" housing for people				
	looking for a larger home?	22%	25%	53%	0%
48.	Executive high-end housing?	29%	12%	59%	0%
49.	Assisted living?	6%	39%	53%	3%
50.	One-level housing maintained by				
	an association?	7%	35%	53%	5%
51.	Affordable housing?	11%	35%	54%	1%
52.	Parks and open spaces?	19%	13%	68%	0%
53.	Trails and bikeways?	21%	21%	58%	0%
54.	Job producing businesses?	4%	42%	54%	0%
55.	Service and retail establishments?	4%	34%	62%	0%
56.	Entertainment establishments?	8%	32%	61%	0%
57.	Restaurants?	8%	33%	59%	0%

#### Changing topics....

- 60. What additional park and recreational amenities would you like to see offered?

UNSURE, 4%; NONE, 42%; PICNIC SHELTERS, 2%; DOG PARK, 6%; FISHING PIER, 2%; TRAILS, 7%; POOL/SPLASH PAD, 5%; PICKLEBALL COURTS, 2%; SPORTS FIELDS, 3%; COMMUNITY CENTER, 3%; CHILDREN'S PROGRAMS, 2%; PLAYGROUNDS, 2%; RESTROOMS, 3%; SCATTERED, 17%.

61.	How important are park and recreational facilities to your overall quality of of life in Dayton - is it very important, somewhat important, not too important, or not at all important?	VERY IMPORTANT
62.	How important is the quality and appearance of city park and recreational facilities to the value of your home very important, somewhat important, not too important, or not at all important?	
63.	During the past year, have you or members of your household visited Elsie Stephens Park on the Mississippi River? (IF "YES," ASK:) How would you rate Elsie Stephens Park - excellent, good, only fair, or poor?	NO.       43%         YES/EXCELLENT.       19%         YES/GOOD.       37%         YES/ONLY FAIR.       2%         YES/POOR.       0%         DON'T KNOW/REFUSED.       0%
64.	During the past year, have you or members of your household visited the Elm Creek Park Reserve?  IF "YES," ASK: (n=155)	YES
	65. Was the City of Dayton's proximity to the Elm Creek Park Preserve as major factor in your decision to move to Dayton, a minor factor, or was it not a factor all?	MAJOR FACTOR

Over the past few years, the City of Dayton has conducted a system wide review of the City's parks and trails system. The purpose of this review was to determine trends, improvements, and community priorities for making improvements to the parks and trails system.

For each of the following, please tell me if you would strongly support a property tax increase for that purpose, somewhat support, somewhat oppose or strongly oppose a property tax increase. (ROTATE)

		STS	SMS	SMO	STO	DKR
66.	Additional pedestrian and bicycling					
	trails?	33%	48%	15%	5%	0%
67.	Additional horseback riding trails?	25%	36%	29%	8%	3%
68.	Additional snowmobiling trails?	27%	35%	27%	10%	1%
69.	Construction of a splash pad?	31%	40%	22%	6%	2%
70.	Construction of an indoor and outdoor sports					
	complex, including an indoor fieldhouse or					
	dome and grass and artificial turf athletic					
	fields?	22%	38%	29%	7%	4%
71.	Pickleball courts?	29%	31%	30%	8%	3%

72.	Construction of a large community park with					
	athletic fields and playground?	40%	39%	14%	4%	3%
73.	A Veteran's Memorial?	43%	44%	11%	2%	1%
74.	A bandshell for concerts?	28%	38%	27%	6%	2%
75.	Docks and fishing pier?	39%	42%	14%	4%	1%
76.	Picnic shelters?	33%	49%	14%	4%	1%
77.	An off-leash dog park?	35%	38%	20%	7%	1%

Suppose the City of Dayton proposed a parks and recreational facilities referendum which you considered to be a reasonable approach. The proposal would be placed on a referendum ballot for approval by the voters. In order to fund construction, residents would be asked to approve a property tax increase for a twenty year period.

78.	How much would you be willing to see your property taxes increase to fund these improvements? Let's say, would you be willing to see your monthly property taxes increase by \$?  (CHOOSE RANDOM STARTING POINT; MOVE UP OR DOWN DEPENDING ON RESPONSE) How about \$ per month?	NOTHING.       17%         \$6.00.       46%         \$12.00.       21%         \$18.00.       10%         \$24.00.       2%         \$30.00.       1%         OVER \$30.00.       0%         DON'T KNOW/REFUSED.       4%
79.	Have you or members of your household attended Dayton Heritage Days? (IF "YES," ASK:) How would you rate your experience - excellent, good, only fair, or poor?	NO.       31%         YES/EXCELLENT.       20%         YES/GOOD.       46%         YES/ONLY FAIR.       4%         YES/POOR.       0%         DON'T KNOW/REFUSED.       0%

80. Are there any changes or improvements you would like to see at Dayton Heritage Days?

UNSURE, 6%; NO, 90%; MORE ADVERTISING, 2%; SCATTERED (LIGHTS/TRAFFIC CONTROL/MORE VENDORS/CARNIVAL), 3%.

- 82. Are there any changes or improvements you would like to see at Holly Dayton?

UNSURE, 8%; NO, 87%; SCATTERED (MORE PARKING/MORE VENDORS/CAROLING/ADVERTISE), 5%.

Moving on....

83.	Other than voting, do you feel that if you wanted to, you could have a say about the way things are run in the City of Dayton?	YES
84.	How much do you think you know about the work of the Mayor and City Council - a great deal, a fair amount, very little, or none at all?	A GREAT DEAL
85.	How much first hand contact have you had with the Dayton City Staff - quite a lot, some, very little, or none?	QUITE A LOT.       .9%         SOME.       .48%         VERY LITTLE.       .41%         NONE.       .3%         DON'T KNOW/REFUSED.       .0%
86.	From what you have heard or seen, how would you rate the job performance of the Dayton City staff - excellent, good, only fair, or poor?	EXCELLENT       17%         GOOD       74%         ONLY FAIR       8%         POOR       0%         DON'T KNOW/REFUSED       1%
87.	During the past year, have you visited or contacted Dayton City Hall in person, on the telephone, or using the website?	
	IF "YES," ASK: (n=171)	
	Thinking about your last contact with the following characteristics, please ra	= ·

excellent, good, only fair, or poor....

		EXC	GOO	FAI	P00	DKR
88.	Wait time for city staff to					
	respond?	26%	60%	12%	1%	1%
89.	Ease of reaching a city Staff					
	member who could help you?	30%	60%	7%	2%	1%
90.	Courtesy of the city staff?	34%	57%	7%	1%	1%
91.	Efficiency of the city staff?	32%	59%	9%	0%	1%

Turning to city communications....

92. What is your principal source of information about Dayton City Government and its activities?

CITY NEWSLETTER, 33%; CITY WEBSITE, 30%; FACEBOOK, 17%; INSTAGRAM, 2%; WORD OF MOUTH, 7%; LOCAL NEWSPAPER, 2%; MAILINGS, 4%; E-NEWSLETTER, 2%; SCATTERED, 3%.

93. If you could choose the best way for you to receive information about your City Government and the issues facing the community, what would it be?

CITY NEWSLETTER, 33%; CITY WEBSITE, 25%; CITY SOCIAL, 17%; WORD OF MOUTH, 4%; LOCAL NEWSPAPER, 2%; COMMUNITY SOCIAL MEDIA, 2%; MAILINGS, 6%; E-NEWSLETTER, 9%; SCATTERED, 2%.

The City publishes a newsletter called the "Dayton Communicator," which is mailed to all residents.

94.	Do you	ı read	this newsletter?	YES
	IF "Y	ZES," A	ASK: (n=302)	
	95.	conte	rould you evaluate its nt and format - excellent, only fair, or poor?	EXCELLENT.       39%         GOOD.       54%         ONLY FAIR.       6%         POOR.       1%         DON'T KNOW/REFUSED.       0%
96.	Do yo	ou have	e access to the Internet?	YES
	IF IN	TERNET	T ACCESS, ASK: (n=379)	
	97.	house	you or any member of your hold accessed the City of n website?	YES
		IF "Y	ES," ASK: (n=268)	
		98.	How often do you visit the City's website - frequently, occasional- ly, rarely, or whenever needed?	FREQUENTLY
		99.	How would you evaluate the content of the City's website - excel- lent, good, only fair, or poor?	EXCELLENT       25%         GOOD       71%         ONLY FAIR       4%         POOR       11%         DON'T KNOW/REFUSED       0%
		100.	How would you rate the ease of navigating the City's website and finding information you sought - excellent, good, only fair, or poor?	EXCELLENT

	G t	overnment Facebook or Instagra o receive information from the ity?	am NO57%
	I	F "YES," ASK: (n=161)	
	1	02. How would you rate the city's social media - ex- cellent, good, only fair, poor?	EXCELLENT
Now,	just a f	ew more questions for demogra	aphic purposes
group			n each of the following age to with the oldest. Be sure to
103.	First,	persons 65 or over?	NONE       .78%         ONE       .8%         TWO OR MORE       .14%         REFUSED       .1%
104.	Adults	under 65?	NONE       .17%         ONE       .17%         TWO       .59%         THREE OR MORE       .7%         REFUSED       .0%
105.	School- childre	aged or pre-school n?	NONE       60%         ONE       15%         TWO       20%         THREE OF MORE       5%         REFUSED       0%
106.	What is	your age, please?	18-34
107.	househo describ would y A) Your ceed B) You expe litt C) You whil	thinking about your old finances, how would you be your financial situation, you say that - monthly expenses are exing your income; are meeting your monthly enses but are putting aside are managing comfortably e putting some money aside; ging very well?	STATEMENT A

101. Have you used the City of Dayton YES......43%

108.	Gender (BY OBSERVATION)	MALE	
109.	Precinct (FROM LIST)	ONE	30%
		TWO	25%
		THREE	46%



# Impact of Speed Limit Changes on Urban Streets

### Gary Davis, Principal Investigator

Civil, Environmental, and Geo- Engineering University of Minnesota

**JUNE 2023** 

Research Project Final Report 2023-22



To request this document in an alternative format, such as braille or large print, call <u>651-366-4718</u> or <u>1-800-657-3774</u> (Greater Minnesota) or email your request to <u>ADArequest.dot@state.mn.us</u>. Please request at least one week in advance.

**Technical Report Documentation Page** 

1. Report No. MN 2023-22	2.	3. Recipients Accession No.		
4. Title and Subtitle		5, Report Date	_ 7	
Impact of Speed Limit Ch	langes on Urban Streets	June 2023		
		6.		
7. Author(s)		8. Performing Organization Report No.		
Gary A. Davis				
9, Performing Organization Name	and Address	10, Project/Task/Work Unit No.		
Dept. of Civil, Environmental, and Geo-Engineering		CTS #2021007		
University of Minnesota		11. Contract (C) or Grant (G) No.		
500 Pillsbury Drive SE		(c) 1036213		
Minneapolis, MN 55455		(6,1833213		
12. Sponsoring Organization Nam	e and Address	13. Type of Report and Period Covered		
Minnesota Department	of Transportation	Final Report		
Office of Research & Inn	ovation	14. Sponsoring Agency Code		
395 John Ireland Bouleva	ard, MS 330			
St. Paul, Minnesota 551	55-1899			
15. Supplementary Notes				
http://mdl.mndot.gov/				

16. Abstract (Limit: 250 words)

In 2019 the Minnesota Legislature amended that state's statutes to allow cities to set speed limits on city-owned streets. In February 2021 we surveyed 33 cities within the Twin Cities metro area and identified the city of St. Louis Park as planning to implement a city-wide change in speed limits, with a default speed limit of 20 mph but with selected roads being signed for limits ranging from 25 mph to 35 mph. Speed data was collected using road tube traffic recorders in the summer of 2021, 2-4 months before the speed limit change, and in the summer of 2022, 6-8 months after the change. There was considerable variability regarding what was seen at individual locations, with before/after differences in mean speed ranging from a decrease of 7 mph to an increase of 2.4 mph. On average, mean speeds were slightly lower (1-2 mph) in the after period, both on streets where the speed limit was lowered and on streets where the limit was unchanged. This pattern, modest reductions in mean speeds following a reduction in speed limit, with possible spillover, was consistent with what has been seen in other cities in North America and Great Britain.

17. Document Analysis/Descriptors Speed limits, Traffic speed, Streets		18. Availability Statement No restrictions. Document available from: National Technical Information Services, Alexandria, Virginia 22312		
19. Security Class (this report) Unclassified	20. Security Class (this page) Unclassified	21. No. of Pages 44	22. Price	

### Impact of Speed Limit Changes on Urban Streets

#### **FINAL REPORT**

Prepared by:

Gary A. Davis

Department of Civil, Environmental, and Geo-Engineering
University of Minnesota

#### June 2023

Published by:

Minnesota Department of Transportation Office of Research & Innovation 395 John Ireland Boulevard, MS 330 St. Paul, Minnesota 55155-1899

This report represents the results of research conducted by the authors and does not necessarily represent the views or policies of the Minnesota Department of Transportation or the University of Minnesota. This report does not contain a standard or specified technique.

The authors, the Minnesota Department of Transportation, and the University of Minnesota do not endorse products or manufacturers. Trade or manufacturers' names appear herein solely because they are considered essential to this report.

#### **ACKNOWLEDGMENTS**

The author would like to thank the engineering staff at the city of St. Louis Park for their assistance. He would also like to thank graduate student Christopher Cheong and undergraduate student Josh Klavins for their assistance in collecting and processing the speed data. Finally, he would like to acknowledge the project's technical advisory panel: Victor Lund (TL), Joe Gustafson, Kent Exner, Brad Estochen, Tracey Von Bargen, Chelsea Palmateer, John Hourdos, Tim Plath, Derek Lauer, Kristi Sebastian, Taryn Erickson, Randy Newton, and Marcus Berkele (AP).

### **TABLE OF CONTENTS**

CHAPTER 1: Introduction
CHAPTER 2: Study Design
CHAPTER 3: Data Collection
CHAPTER 4: Data analysis
CHAPTER 5: Conclusions and Recommendations28
References
APPENDIX A Letter Sent to Metro-Area Traffic Engineers
APPENDIX B Summary Tables Showing Speed Statistics

### LIST OF FIGURES

Figure 2.1: Speed limits in St. Louis Park prior to city-wide change. Courtesy of the City of St. Louis Park. 6
Figure 2.2: Speed limits in St. Louis Park following the city-wide change. Courtesy of the City of St. Louis
Park
Figure 3.1: Scatterplot showing radar and traffic recorder speed measurements, along with the fitted
regression line
Figure 3.2: Setting up a traffic recorder
Figure 3.3: Data collection sites north of Minnetonka Boulevard
Figure 3.4: Data collection sites on, and south of, Minnetonka Boulevard14
Figure 4.1: Estimated mean speeds, 90% confidence intervals for the estimated means, and speed limits,
both before and after the speed limit changes
Figure 4.2: Estimated 85th percentile speeds, 90% confidence intervals for the estimates, and speed
limits, both before and after the speed limit changes18
Figure 4.3: Estimated 10 mph pace for each site and direction, both before and after the speed limit
changes
Figure 4.4: Differences in mean speeds after vs before the speed limit changes. A positive difference
corresponds to the mean speed being higher after the speed limit change, a negative difference
corresponds to a decrease in mean speed21

Figure 4.5: Estimated variance ratios and approximate 90% confidence intervals for all sites/directions. A variance ratio greater than 1.0 indicates that variance was greater after the speed limit change, a ratio
less than 1.0 indicates that variance was smaller after the change
Figure 4.6: Changes in mean speed for the Lake Street treatment/comparison pair, sites 5A and 5B. The speed limit was changed from 30 mph to 25 mph on the St. Louis Park section but stayed at 30 mph on the Hopkins section.
Figure 4.7: Changes in mean speed for the Louisiana/Texas treatment/comparison pair, sites 9A and 9B.
The speed limit was reduced from 30 mph to 25 mph on Texas but stayed at 30 mph on Louisiana 25
Figure 4.8: Changes in mean speed for the Cedar Lake Rd/Minnetonka Blvd treatment/comparison pair sites 12B and 12D. The speed limit was reduced from 35 mph to 30 mph on Cedar Lake Rd but stayed at 35 mph on Minnetonka Blvd
LIST OF TABLES
Table 2.1: Treatment/Comparison pairs in final sample. The speed limit change was implemented during November-December 2021
Table 2.2: Additional treatment sites. The speed limit change was implemented during November-
December 20219
Table 3.1: Results from fitting a regression line, with traffic recorder speed as the independent variable and radar speed as the dependent variable
Table 3.2: Dates and locations for speed data collection. The speed limit change was implemented during November-December 2021.
Table 4.1: Counts for numbers of sites where speed summaries fell above, at, or below the site's speed
limit, both before and after the speed limit changes
Table 4.2: Numbers of sites/directions showing decreases, increases, or no change in mean speed and in
speed variance following the speed limit change23
Table 4.3: Average changes in mean speed and speed variance for different road types and speed limit changes
Table 4.4: Sites/Directions with largest decreases in mean speed. Bold face font highlights those sites, 1A
and 10B, where both directions showed consistent decreases

#### **EXECUTIVE SUMMARY**

In 2019, the Minnesota Legislature amended that state's statutes to allow cities to set speed limits on city-owned streets and in February 2021, we surveyed 33 cities within the Twin Cities metro area to see if any were planning to take advantage of this change. From this survey, we identified the city of St. Louis Park as planning to implement a city-wide change in speed limits and as willing to partner with us to investigate the effect of this change on free-flow vehicle speeds. St. Louis Park planned to implement a default speed limit of 20 mph, with selected roads being signed for limits ranging from 25 mph to 35 mph. After obtaining information on the city's current and proposed speed limits, we designed a study plan aimed at collecting speed data on a sample of 28 streets in St. Louis Park and adjacent cities, all being two-lane, two-way roads. Speed data was then collected using road tube traffic recorders in the summer of 2021, 2-4 months before the speed limit change, and in the summer of 2022, 6-8 months after the change. Ultimately, it was possible to obtain complete before and after data for 24 of the streets.

We found considerable variability in what was seen at individual locations, with before/after differences in mean speed ranging from a decrease of 7 mph to an increase of 2.4 mph. On average, mean speeds were slightly lower (1-2 mph) in the after period, both on streets where the speed limit was lowered and on streets where the limit was unchanged. This pattern, modest reductions in mean speeds following a reduction in speed limit, with possible spillover, was consistent with what has been reported for other cities in North America and Great Britain.

We note that, for many of us, driving is an overlearned, habitual, behavior, and it might be that in the absence of physical changes in a roadway, or strict enforcement, a driver's adaptation to a lowered speed limit takes place over a longer time horizon than has been typically investigated. We recommend that, in subsequent years, comparable data be collected on at least a subset of our sample streets to track this adaptation process.

#### CHAPTER 1: INTRODUCTION

In Minnesota before 2019, the statutory speed limit in urban districts was 30 mph, but a limit of 25 mph could be applied on a "...residential roadway if adopted by the road authority having jurisdiction." Variances from the statutory limits were at the discretion of the Commissioner of Transportation, with consideration given to a road's 85th percentile speed along with other factors as determined by an "engineering and traffic investigation" (MnDOT 2015, p. 14-18). In 2019, however, the Minnesota legislature added the following paragraph to Section 169 of the Minnesota statutes:

Subd. 5h. Speed limits on city streets. A city may establish speed limits for city streets under the city's jurisdiction other than the limits provided in subdivision 2 without conducting an engineering and traffic investigation. This subdivision does not apply to town roads, county highways, or trunk highways in the city. A city that establishes speed limits pursuant to this section must implement speed limit changes in a consistent and understandable manner. The city must erect appropriate signs to display the speed limit. A city that uses the authority under this subdivision must develop procedures to set speed limits based on the city's safety, engineering, and traffic analysis. At a minimum, the safety, engineering, and traffic analysis must consider national urban speed limit guidance and studies, local traffic crashes, and methods to effectively communicate the change to the public.

That is, a city could now establish speed limits on certain streets within the city's jurisdiction without going through the Commissioner of Transportation, provided the city had developed appropriate procedures for setting and implementing the limits. During summer 2020, MnDOT and Minnesota's Local Road Research Board issued Research Needs Statement 580, which stated: "Further study should be completed to examine the relationship between changing the posted speed limit sign and the change in vehicle speeds when there is no change in the roadway environment." This report describes research addressing this request.

Although it is widely recognized that, given one has been involved in a road crash, the chances of serious injury increase as the speeds of the involved vehicles increase, the relationship between vehicles' speeds and the chance of being involved in crashes in the first place, especially on urban roads, has been more difficult to pin down. "The relationship between speed and road safety is controversial. Although it is widely accepted that impact speed exerts a decisive influence on injury severity, there is more controversy about the relationship between speed and the probability of accident occurrence" (Elvik 2005, p. 68). This is due at least in part to the variety of ways that crashes can occur and the need to distinguish the different mechanisms underlying crash occurrences. "Driving slowly in congested urban traffic is associated with many fender benders and very few severe crashes, whereas driving fast on expressways is associated with very few fender benders and a small but significant number of severe crashes. On the basis of these two situations, if all crashes are counted, it appears that speed is inversely related to crashes. However, if only severe crashes are examined, the relationship between speed and crashes is direct" (Shinar 1998, p. 225). Because controlled experiments are rarely feasible in road

safety, reliance is placed on observational studies that can identify correlations between, for example, speeds and crash incidence, but are of limited value in identifying causal relationships. One especially provocative set of findings concerns observed correlations between aggregated measures of crash risk, such as roads' estimated crash rates, and measures of the variability of vehicle speeds on the roads. Such correlations were given prominence by Lave (1985, 1989), but similar results have been reported by, for example, Garber and Ehrhart (2000) and recently by Park et al. (2021). Shortly after Lave's original publication, Gaber and Gadiraju (1988) reported correlations between speed variance and differences between roads' speed limits and their design speeds, leading to the conjecture that setting speed limits below a road's design speed might actually increase crash risk by increasing the variability in vehicle speeds. This conjecture remains a conjecture, however, because the causal connection between speed variability and crash risk has yet to be established. In fact, it can be shown (Rodriguez 1990; Davis 2002) that positive correlations between crash rate measures and speed variance can be expected when an individual's crash risk increases with speed, when it decreases with speed, or when it takes a Ushaped form, even in situations where there is never more than one vehicle on a road at a time. That is, positive correlations between estimated crash rates and speed variance can appear as mathematical consequences of data aggregation and so do not, of themselves, have implications regarding safety.

Given it has been decided that livability or other social goals might be reached by reducing vehicle speeds on a road, the question of how to accomplish that reduction is also a subject for debate. Physical modifications to a roadway, such as speed humps, or strict police enforcement of a reduced speed limit tend to be effective, but the effectiveness of simply changing a speed limit is open to question. For example, Minnesota's *Traffic Safety Fundamentals Handbook* reports results from several roads where changes in speed limits, both increases and decreases, had marginal effects on observed 85th percentile speeds (Preston et al, 2015, p. C-45). In a review of studies published prior to 2012, Islam et al. (2014) reported that drivers often treated posted speed limits as recommended speeds, rather than maximum speeds, and that reductions of posted speed limits on roads where the original speed limits were in the range of 31 mph – 36 mph (50 kph-60 kph) resulted in modest (1 mph – 3 mph) reductions in mean speeds.

This trend also appears in more recent studies focusing on urban streets. Heydari et al (2014) investigated the effect of lowering speed limits in Montreal from 50 kph to 40 kph (31 mph to 25 mph) as part of a program aimed at improving safety for pedestrians. The authors identified 19 road sections where speed limits were reduced (treatment sites) and 9 similar sites where limits were not reduced (comparison sites). Individual vehicle speed measurements were collected using sensors placed on the pavement for five-day periods in 2009 (before) and 2011 (after). The authors then applied sophisticated statistical methods to determine if the changed speed limits affected the fractions of vehicle speeds exceeding 40 kph, exceeding 50 kph, and exceeding 80 kph (50 mph). Probably the most striking finding in this study was that on both the treatment and comparison sites, the fractions of speeds exceeding the three thresholds (40 kph, 50, kph, 80 kph) increased substantially on both the treatment and comparison sites. After controlling for this trend, the authors reported modest decreases in the fractions exceeding 40 kph and 50 kph but no change in the fraction exceeding 80 kph.

In 2009, the city of Bristol, in the United Kingdom, initiated a phased city-wide reduction of speed limits from 30 mph to 20 mph (Bornioli et al. 2018). The city was divided into seven clusters, with reductions being implemented for the first cluster in 2010 and for the last two clusters midway through 2015. Using automatic radar equipment, speeds were monitored for two-week periods, twice a year, at 106 sites. The only physical changes in the roadways were changes in speed limit signs; no traffic calming measures were used. The study's authors had access to data obtained between the start of the last half of 2014 and the end of the first half of 2017, with two clusters providing 6 months of before data, two clusters providing 1 year of before data, and three clusters providing only after data, for a total of almost 37,000,000 individual vehicle speed measurements. Overall, after adjusting for differences in location, time-of-day, day-of-week, year, and season, the authors reported a 2.6-mph reduction in mean speed that could be attributed to the change in speed limit signs, with indications that the effect was stronger at those locations where the change had been in place longer.

Islan et al. (2014) investigated the effect of a similar change (lowering speed limits from 50 kph to 40 kph) implemented in Edmonton, Canada. Six communities within Edmonton were selected for implementation of the speed-reduction program where, in addition to changes in posted speed limits, "a variety of educational and enforcement measures were taken" (p. 485), including a limited use of photo enforcement. Three additional communities that did not experience changes in speed limits were selected as controls. At 65 locations within the nine communities, traffic data was collected continuously from April 1 to October 31, 2010, with data from April being used to characterize the "before" condition. To capture the effect of free-flow speeds, vehicles with headways less than 2.0 seconds were removed from the analysis. Overall, the authors found reductions in mean speeds in the range of 3.2 – 6.9 kph (1.9 – 4.1 mph) depending on vehicle type, roadway type (collector vs local), and time of day.

Finally, in 2017, the city of Boston, Massachusetts, reduced the default speed limit of city streets from 30 mph to 25 mph, and an evaluation of the effect of this change was conducted by researchers at the Insurance Institute for Highway Safety (Hu and Cicchino 2019). Fifty sites within Boston were selected for data collection, and 50 similar sites in nearby Providence, Rhode Island were selected as control sites. At each site, road tube traffic recorders were used to collect speed data on two weekdays having dry weather, during a before period running from October to December 2016 and an after period running from September to November 2017. Only data collected during a daytime off-peak period from 10 AM to 3 PM was used in the analyses. In Boston, the overall off-peak mean speed was 24.8 mph before the speed limit change and 24.8 mph after the change, while 85th percentile speeds were 31 mph both before and after. The authors also reported that the percent of vehicles travelling above 35 mph changed from 4.9% to 3.8%.

Overall then, research to date indicates that, on urban streets, changes in posted speed limits unaccompanied by either physical changes in roads or vigorous enforcement are associated with, at best, statistically significant but practically modest reductions of mean speeds. At this point, it is helpful to consider how drivers might respond to a change in a road's speed limit. As has been suggested elsewhere (Lave 1985), one effect of an "artificially" low speed limit, such as the old National Maximum Speed Limit of 55 mph, could be to divide drivers into subgroups depending on how closely they follow

the new limit. Arguably, the simplest model for this effect would be one where, after a speed limit change, the population of drivers on a road divides into two subgroups, one where the drivers continue as they did before the change and another where the drivers attempt to comply with the new limit. Over time, one might then expect to see a gradual increase in the fraction of drivers in the compliance group. More formally, if we let  $\mu_0$ ,  $\sigma_0^2$  denote the mean speed and speed variance on the road before the speed limit change,  $\mu_1$ ,  $\sigma_1^2$  denote the mean speed and speed variance for the complying drivers after the change, and p denote the fraction of complying drivers, then the overall mean speed after the change would be

$$\tilde{\mu} = p\mu_1 + (1 - p)\mu_0 = \mu_0 + p(\mu_1 - \mu_0) \tag{1.1}$$

and the overall speed variance after the change would be

$$\tilde{\sigma}^2 = p\sigma_1^2 + (1-p)\sigma_0^2 + p(1-p)(\mu_1 - \mu_0)^2 = \sigma_0^2 + p(\sigma_1^2 - \sigma_0^2) + p(1-p)(\mu_1 - \mu_0)^2 \tag{1.2}$$

If  $\mu_1 < \mu_0$ , then equation (1.1) implies that the overall mean after the change will be lower than the mean before, with the magnitude of the change depending both on the fraction of complying drivers and on the difference between the mean speeds for the two groups. The overall speed variance could possibly increase or decrease, depending on p and the difference between the variances in the compliant and non-compliant groups, but the term  $p(1-p)(\mu_1-\mu_0)^2$  indicates that any change in mean speeds will tend to increase overall variance. For the case where both groups have the same variance,  $\sigma_0^2 = \sigma_1^2$ , and whenever  $\mu_1 \neq \mu_0$ , equation (1.2) shows that the overall variance will increase, and this seems like a more likely outcome. Based on this model, we would predict that, after a speed limit reduction, we should see a decrease in mean speed and, unless the fraction of complying drivers is large and the variance for the complying group substantially less than that of the non-compliers, an increase in speed variance.

#### CHAPTER 2: STUDY DESIGN

In February 2020, after being notified that our proposed project had been selected for support, we compiled a list of municipalities within the Twin Cities region:

Vadnais Heights, Shoreview, Saint Paul, Medina, Brooklyn Center, Edina, Eden Prairie, St. Louis Park, Maple Wood, Roseville, Arden Hills, Little Canada, New Brighton, White Bear Lake, North Saint Paul, Minnetonka, Bloomington, Maple Grove, Brooklyn Park, Golden Valley, Plymouth, Richfield, Hopkins, Dayton, Greenfield, Independence, Minnetrista, Orono, Wayzata, Deephaven, Crystal, Shorewood, Tonka Bay, Mound

We then contacted the city engineers for each of these cities by email and asked (1) if their city was planning to change speed limits and, (2) if so, were they interested in partnering with our team to evaluate the speed-related impacts of the change. A copy of our cover letter can be found in Appendix A. Eight cities, Vadnais Heights, Shoreview, St. Paul, Medina, Brooklyn Center, Edina, Eden Prairie, and St. Louis Park, responded to our query. The City of Minneapolis had earlier expressed interest in our study but it turned out that both Minneapolis and St. Paul both planned to implement speed limit changes early in Fall 2020, which was too soon for us to collect before-implementation data. Of the remaining seven respondents three, Edina, Eden Prairie, and St. Louis Park indicated an interest in participating in our study. Staff at St. Louis Park also indicated that they were preparing a proposed citywide speed limit policy for presentation to the City Council later in the year. This initial proposal was presented to the City Council at study sessions in August 2020 and January 2021. In June 2021, the St. Louis Park City Council passed an ordinance, to take effect on July 16, 2021, calling for the City's Engineering Department to establish speed limits "in accordance with the provisions set forth at Minnesota Statutes Section 169.14." A process of installing or replacing speed limit signs and retiming traffic signals was begun during the Fall of 2021 and completed in December 2021.

Figure 2.1 shows the speed limits on St. Louis Park's streets prior to the city-wide speed limit change. Most streets followed the statutory 30 mph limit for urban areas, but with some notable exceptions:

- (1) Several primarily residential streets had had their speed limits lowered to 25 mph.
- (2) Cedar Lake Rd, a city street, and Minnetonka and Excelsior Blvds, both county roads, had speed limits of 35 mph.
- (3) A short section of the service road east of MNTH 100 had a 40 mph speed limit.

Figure 2.2 shows the speed limits on St. Louis Park streets after implementation of the city-wide change. The default speed limit is now set at 20 mph, with the following exceptions:

- (1) The speed limit on Cedar Lake Rd was changed from 35 mph to 30 mph
- (2) Speed limits on Louisiana Ave and several roads on the edges of the city, such as Ford Rd and Park Place Blvd, were left at 30 mph

- (3) Several roads, such as Texas Ave, Walker St, Lake St. and France Ave had speed limits reduced from 30 mph to 25 mph.
- (4) The speed limit on the section of MNTH 100 service road was reduced from 40 mph to 35 mph.



Figure 2.1: Speed limits in St. Louis Park prior to city-wide change. Courtesy of the City of St. Louis Park.

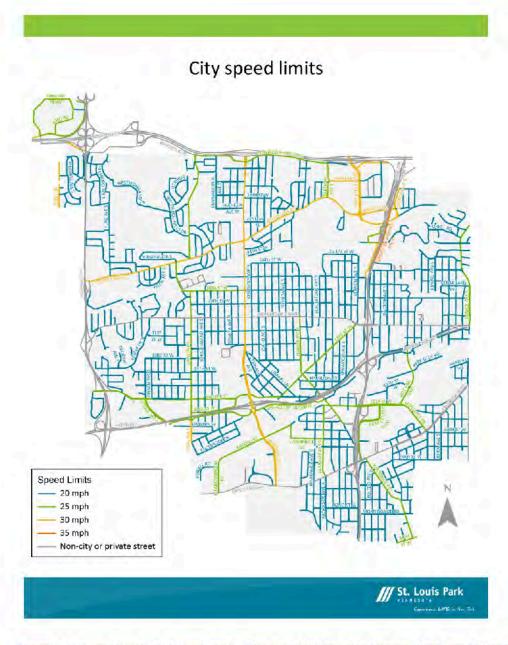


Figure 2.2: Speed limits in St. Louis Park following the city-wide change. Courtesy of the City of St. Louis Park.

During Spring 2021 the City of St. Louis Park provided project staff with the map shown in Figure 2.1 along with a second map showing the initial proposed speed limit changes. Using these maps we developed an initial sampling plan with three components:

- (1) A set of treatment/comparison pairs. These were roads scheduled for speed limit changes, where each was paired with a roughly similar road where the speed limit was not scheduled to change.
- (2) One site in the Westwood Hills neighborhood scheduled for a change in speed limit from 30 mph to 20 mph, paired with a similar road scheduled for a change of from 25 mph to 20 mph.
- (3) Additional unpaired sites scheduled for changes from 30 mph to either 25 mph or 20 mph.

During the initial data collection phase, from June 2021-August 2021, each proposed site was visited by the project's PI to assess its suitability for data collection using our road tube equipment. In cases where the pavement surface was unsuited to anchoring the road tubes, or where a suitable fixed object was not available for securing the traffic recorder, the initial placement was modified or, in some cases, deleted. The final sampling scheme consisted of four treatment-comparison pairs for component (1) (eight sites), one pair for component (2) (2 sites), and 18 sites for component (3), for a total of 28 sites. These, along with their locations were our equipment was placed, are listed in Tables 2.1 and 2.2.

Table 2.1: Treatment/Comparison pairs in final sample. The speed limit change was implemented during November-December 2021.

Street	Latitude	Longitude	Speed	Limit
			Before Change	After Change
Cedar Lake Rd	44°57'31.25"N	93°22'35.22"W	35	30
Minnetonka Blvd	44°56'57.95"N	93°22'39.54"W	35	35
Cedar Lake Rd	44°57'45.11"N	93°21′53.57"W	35	30
Minnetonka Blvd	44°56'58.63"N	93°21'50.94"W	35	35
Texas Ave S	44°58'0.48"N	93°22'48.11"W	30	25
Louisiana Ave S,	44°57'59.22"N	93°22'15.60"W	30	30
Lake St	44°56'7.62"N	93°22'24.53"W	30	20
Lake St	44°55'54.23"N	93°23'04.20"W	30	30
Morningside Rd	44°55'24.60"N	93°20'38.51"W	30	20
Morningside Rd	44°55'24.06"N	93°19'59.45"W	30	30
Franklin Ave	44°57'49.97"N	93°23'13.20"W	30	20
Westmoreland Dr	44°57′51.41″N	93°23′20.76"W	25	20

Table 2.2: Additional treatment sites. The speed limit change was implemented during November-December 2021.

Street	Longitude	Latitude	Speed	Limit
		12-3 3 -	Before Change	After Change
Jersev Ave	44°57'59.11"N	93°22'05.95"W	30	20
W 18 <sup>th</sup> Street	44°57'55.26"N	93°22'00.96"W	30	20
1 <sup>st</sup> Street	44°56′26.09″N	93°22'01.13"W	30	20
Library Ln	44°56'28.07"N	93°21'52.81"W	30	20
33rd	44° 56′ 48.8″ N	93° 23′ 16.4″ W	30	20
Xylon Ave	44°56'34.01"N	93°23'09.06"W	30	20
1394 S Frontage	44°58′13.51″N	93°21'36.90"W	30	25
Zarthan Ave S	44°58'8.58"N	93°21′18.6″W	30	30
W 28 <sup>th</sup> Street	44°57'10.80"N	93°22'44.11"W	30	25
W 28 <sup>th</sup> Street	44°57'11.05"N	93°22'9.66"W	30	20
Louisiana Ave S,	44°57′59.22″N	93°22'15.60"W	30	30
Texas Ave S	44°58'0.48"N	93°22'48.11"W	30	25
France Ave S	44°57'32.04"N	93°19'49.91"W	30	25
W 26 <sup>th</sup> street	44°57'20.63"N	93°20'31.02"W	30	25
Walker Street	44°56'19.86"N	93°22'30.18"W	30	25
W 36 <sup>th</sup> Street	44°56'19.07"N	93°23'6.83"W	30	25
Alabama Ave S	44°56'5.82"N	93°21'22.25"W	30	25
Brookside Ave	44°55'29.39"N	93°21′20.59"W	30	20

#### CHAPTER 3: DATA COLLECTION

Early in 2021 we acquired two Timemark Delta NT traffic recorders, along with associated hardware, and in July 2021 we acquired additional recorders. The Timemark recorders use pneumatic tubes placed across the road to identify times when vehicle axles cross the tube. Parallel tubes placed a known distance apart can then in principle give speed measurements, but in practice different types of axle configurations, and vehicles travelling in different directions, must also be accounted for. Timemark provides proprietary software that takes a raw file of tube strike times as input and gives estimates vehicles' speeds, headways and classifications as outputs. June 10, 2021 we conducted an initial test to verify the accuracy of the recorder/software system's speed estimates. One of our recorders was set up on Pillsbury Drive, next the Civil Engineering building at the University of Minnesota, while a member of our research team was located in an unobtrusive position with a Falcon radar gun and a watch synchronized with the traffic recorder's clock. This observer recorded speeds and times at which vehicle crossed the road tubes, and these were later compared to speed estimates from the recorder. 30 radar speed measurements could be reliably matched with speeds from the recorder, and Figure 3.1 shows a scatterplot of the radar and recorder speeds, along with a best-fit line relating the two sets of speed measurements. The scatterplot suggests that one observation, highlighted by the box, was an outlier and, after removing this from the data, linear regression was used to estimate the intercept and slope of a line relating the recorder speed to the radar speed. The results of this exercise are shown in Table 3.1.

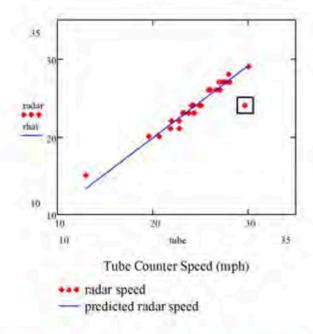


Figure 3.1: Scatterplot showing radar and traffic recorder speed measurements, along with the fitted regression line.

Table 3.1: Results from fitting a regression line, with traffic recorder speed as the independent variable and radar speed as the dependent variable.

Coefficient	Estimate	Standard Error	T-statistic	p-value
Intercept	1.22	1.59	0.77	0.45
Slope	0.9288	0.0649	14.3	0.00

If the traffic recorder and the radar were giving essentially similar speed measurements one would expect (a) the estimated intercept to be not different from zero, (b) the estimated slope to be not different from 1.0, and (c) the standard deviation of the differences between predicted and measured speeds to be approximately 1.0, the resolution of the radar gun. The T-statistic column in Table 3.1 indicates that the estimated intercept was not significantly different from 0, while a T-statistic comparing the estimated slope to 1.0 was T=-1.097, with a p-value of 0.14, indicating that the estimated slope was not significantly different from 1.0. The estimated error variance was 1.073 and a test for whether or not this was significantly different from 1.0 yielded a p-value of 0.59. Overall then, for this sample, the traffic recorder and the radar gave statistically indistinguishable speed measurements.

The initial expectation was that St. Louis Park would implement the speed limit change in late Summer/early Fall of 2021, so starting in June 2021 we began collecting "Before" data, with the goal of completing data collection by early August 2021. The following procedure was used:

- (1) Several days prior to setting out the traffic recorders the project's PI scouted proposed locations and adjacent areas, to identify placement sites. An acceptable location was somewhere near midblock, where a recorder's road tubes could be placed so as to not interfere with a resident's driveway or cross a sidewalk, and where a road sign or utility pole was available to secure the recorder. Depending on the outcome of this reconnaissance, an initial proposed site might be changed or deleted.
- (2) On the scheduled day the project team setup and initialized the recorders.
- (3) 1-2 days later the team downloaded the data from the recorders and removed them.



Figure 3.2: Setting up a traffic recorder

Table 3.2: Dates and locations for speed data collection. The speed limit change was implemented during November-December 2021.

	Coun	ter Locations		Speed	Limit	Data Collec	tion Dates
Code	Street	Longitude	Latitude	Before	After	Before (2021)	After (2022)
1A	Franklin Ave	44°57'49.97"N	93°23'13.20"W	30	20	6/17-18	6/21-23
1B	Westmoreland	44°57'51.41"N	93°23'20.76"W	25	20	6/17-18	6/21-23
2A	Jersey Ave	44°57'59.11"N	93°22'05.95"W	30	20	6/22-23	6/21-23
2B	W 18 <sup>th</sup> Street	44°57'55.26"N	93°22'00.96"W	30	20	6/22-23	6/21-23
3A	1 <sup>st</sup> Street	44°56'26.09"N	93°22'01.13"W	30	20	6/23-24	6/29-7/1
3B	Library Ln	44°56'28.07"N	93°21'52.81"W	30	20	6/23-24	6/29-7/1
4A	33rd	44° 56′ 48.8″ N	93° 23′ 16.4″ W	30	20	6/24-25	6/29-7/1
4B	Xylon Ave	44°56'34.01"N	93°23'09.06"W	30	20	6/24-25	6/29-7/1
5A	Lake St	44°56'7.62"N	93°22'24.53"W	30	20	6/29-30	7/13-15
5B	Lake St (Hopkins)	44°55'54.23"N	93°23'04.20"W	30	30	6/29-30	7/13-15
6A	1394 S Frontage	44°58'13.51"N	93°21'36.90"W	30	25	7/7-8	7/6-8
6B	Zarthan Ave S	44°58'8.58"N	93°21'18.6"W	30	30	7/7-8	7/6-8
7A	Morningside Rd	44°55'24.60"N	93°20'38.51"W	30	20	7/8-9	
7B	Morningside Rd	44°55'24.06"N	93°19'59.45"W	30	30	7/8-9	144

8A	W 28 <sup>th</sup> Street	44°57'10.80"N	93°22'44.11"W	30	25	7/13-14	7/26-28
8B	W 28 <sup>th</sup> Street	44°57'11.05"N	93°22'9.66"W	30	20	7/13-14	7/26-28
9A	Louisiana Ave S,	44°57'59.22"N	93°22'15.60"W	30	30	7/14-15	6/1-2
9B	Texas Ave S	44°58'0.48"N	93°22'48.11"W	30	25	7/14-15	6/1-2
10A	France Ave S	44°57'32.04"N	93°19'49.91"W	30	25	7/20-21	7/26-28
10B	W 26 <sup>th</sup> street	44°57'20.63"N	93°20'31.02"W	30	25	7/20-21	7/26-28
11A	Walker Street	44°56'19.86"N	93°22'30.18"W	30	25	7/21-22	7/13-15
11B	W 36 <sup>th</sup> Street	44°56'19.07"N	93°23'6.83"W	30	25	7/21-22	7/13-15
11C	Alabama Ave S	44°56'5.82"N	93°21'22.25"W	30	25	7/21-22	
							7/20-22
11D	Brookside Ave	44°55'29.39"N	93°21'20.59"W	30	20	7/21-22	7/20-22
12A	Cedar Lake Rd	44°57'31.25"N	93°22'35.22"W	35	30	8/3-5	6/7-9
12B	Cedar Lake Rd	44°57'45.11"N	93°21'53.57"W	35	30	8/3-5	6/7-9
12C	Minnetonka Blvd	44°56'57.95"N	93°22'39.54"W	35	35	8/3-5	
12D	Minnetonka Blvd	44°56'58.63"N	93°21'50.94"W	35	35	8/3-5	6/7-9

Our object was to collect data on typical weekdays, mainly Tuesday-Thursday, but on occasion data was also collected on a Friday morning. Holidays such as the Fourth of July were avoided, as were weekends. Days with heavy rain were also avoided but on a few occasions very light rain was observed during data collection. Table 3.2 lists the locations and dates where data was collected for the "Before" period in 2021, and the "After" period in 2022, while Figures 3.3 and 3.4 show Google Earth views depicting the locations of our data collections sites. All sites were on two-lane, two-way, roads.

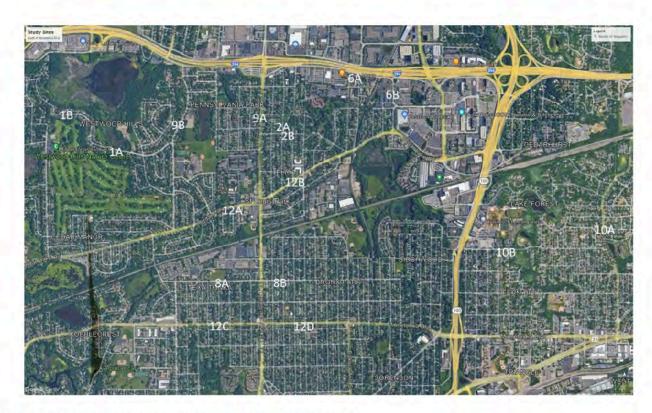


Figure 3.3: Data collection sites north of Minnetonka Boulevard.

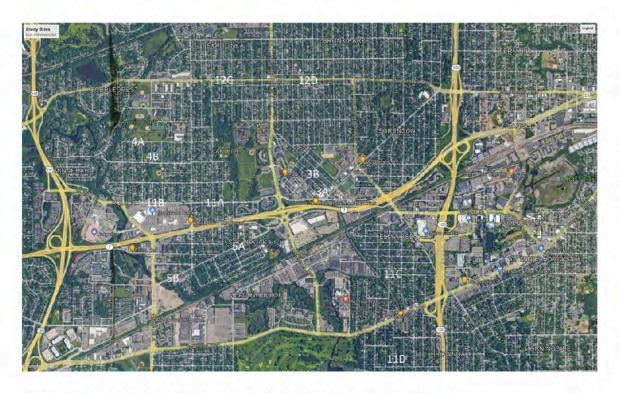


Figure 3.4: Data collection sites on, and south of, Minnetonka Boulevard.

#### Some comments are in order:

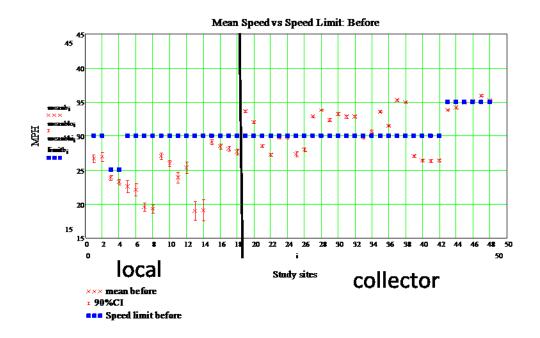
- 1. Our goal generally was to set the recorders out between 9 AM and noon, and to remove them roughly 24 or 48 hours later.
- 2. As noted above, we started out with two recorders, each set out for about 24 hours at a site. After we acquired additional recorders we began setting them out for about 48 hours at a time.
- 3. We initially expected the speed limit change to be in place by early Fall 2021, which would allow for a limited "After" data collection in 2021 before winter weather. Since the speed limit change was not implemented until November-December 2021 data collection was suspended until June 2022.
- 4. Sites 7A and 7B were originally selected as a treatment/comparison pair. However, the City of Edina also implemented a speed limit change that applied to site 7B, so "After" data collection at 7A and 7B was scrapped.
- 5. We originally planned to collect "After" data at site 12C on June 7-9, 2022, but emergency work on water mains was underway that week. We revisited the site on both August 8 and 9, but maintenance activities were again taking place and data collection was not possible.

#### CHAPTER 4: DATA ANALYSIS

After downloading data from the recorders, Timemark's VIAS 2 software was used to compute individual vehicle speeds and headways, classified by direction, from the raw tube strike data. In order to obtain samples more likely to represent drivers' freely chosen speeds, rather than speeds governed by carfollowing or congested conditions, vehicles with following headways less than 4 seconds were removed from our samples. No additional filtering of the speed data, for example to identify trucks or buses, was done. This produced, for each site and each data collection period, samples of individual, unhindered, speeds classified by direction. For each site, each data collection period, and each direction, summary statistics describing the distributions of speeds were then computed, and these are presented in two tables displayed in Appendix B.

The statistical summary Tables B2 and B3 show a substantial amount of information and to help understand the trends in these results several figures were constructed. Figure 4.1 shows the estimated mean speeds for each site and direction, 90% confidence intervals bracketing the estimated means, and the roads' speed limits, during both the "Before" and "After" periods. A 90% confidence interval is a range computed using a rule that will contain an unknown true value in 9 out of 10 samples. Figure 4.2 shows similar information for the estimated 85<sup>th</sup> percentile speeds, while Figure 4.3 shows how the 10-mph pace (the 10 mph range containing the greatest fraction of sample values) varied across the sites, both "Before" and "After". (The entries in the "On Graph" columns in Tables B2 and B3 correspond to the site/direction plotting positions in Figures 4.1-4.3.)

Looking first at Figure 4.1, before the speed limit change the mean speeds on all our sampled local streets were below the streets' speed limits, while on our sampled collectors mean speeds could be above or below the speed limits, with a tendency toward being above. After the speed limit change, however, mean speeds tended to be higher than the speed limits on the local roads, and this trend was even more pronounced on the collectors. Looking next at Figure 4.2, which shows the relation between 85<sup>th</sup> percentile speeds and speed limits, only the local roads before the speed limit change showed cases where the 85<sup>th</sup> percentile speeds were below speed limits, while after the speed limit change the 85<sup>th</sup> percentile speeds exceeded the speed limits at all our data collection locations. Figure 4.3, which compares the 10-mph pace to speed limits, confirms what we have seen in Figures 4.1 and 4.2, with vehicle speeds on a road being more likely to exceed the road's speed limit after the speed limit change.



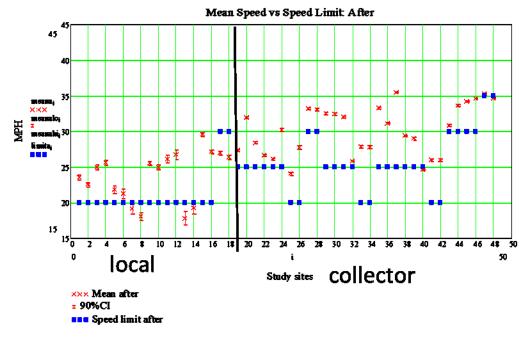
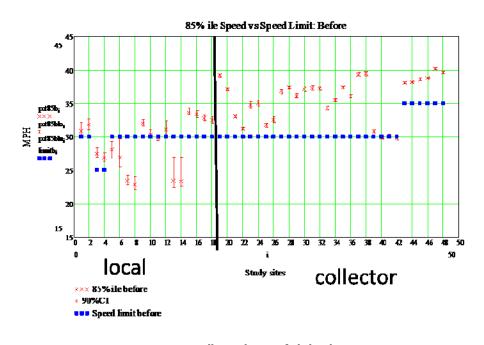


Figure 4.1: Estimated mean speeds, 90% confidence intervals for the estimated means, and speed limits, both before and after the speed limit changes.



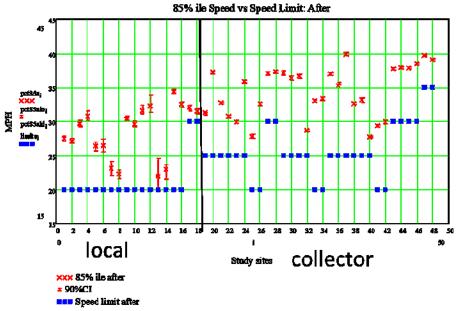
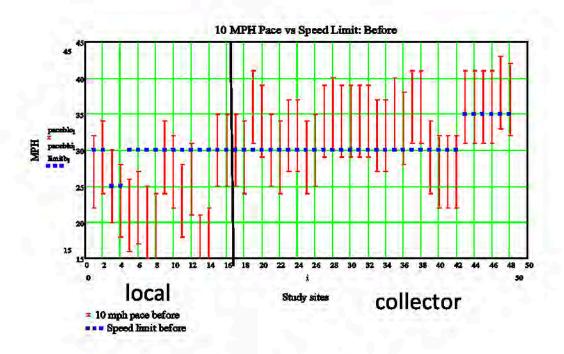


Figure 4.2: Estimated 85th percentile speeds, 90% confidence intervals for the estimates, and speed limits, both before and after the speed limit changes.



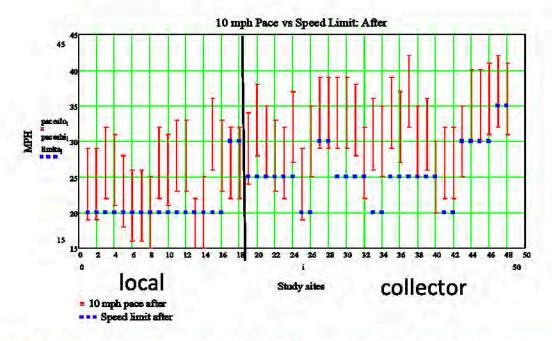


Figure 4.3; Estimated 10 mph pace for each site and direction, both before and after the speed limit changes.

Table 4.1, below, summarizes the trends shown in Figures 4.1-4.3. Overall, it is reasonable to conclude that during Summer 2021 drivers' free-flow speeds were, on average, roughly consistent with the existing speed limits, but with considerable variability across the sites. Before the speed limits were changed in 2021 the 85<sup>th</sup> percentile speeds tended to be higher than the existing speed limits, while the 10 mph pace tended to contain the existing speed limits. During Summer 2022, after many speed limits had been reduced, drivers on average tended to exceed the new speed limits, especially on roads with

the 20 mph limit. The tendency for the 85<sup>th</sup> percentile speeds to be higher than the speed limits was exacerbated, and there were frequent instances where the new speed limit fell below the 10 mph pace.

Table 4.1: Counts for numbers of sites where speed summaries fell above, at, or below the site's speed limit, both before and after the speed limit changes.

	Relation	between Mean Sp	eeds and Speed Limits	
Road Class	Time Period	Below Limit	No Difference	Above Limit
Local	Before	18	0	0
	After	6	0	12
Collector	Before	10	3	17
	After	2	0	28
	Relation bet	ween 85 <sup>th</sup> Percenti	le Speeds and Speed L	imits
Road Class	Time Period	Below Limit	No Difference	Above Limit
Local	Before	6	4	8
	After	0	0	18
Collector	Before	0	3	27
	After	0	0	30
	Relation	between 10-mph	Pace and Speed Limits	
		Below	Within	Above
Local	Before	6	12	0
	After	0	10	8
Collector	Before	0	25	3
	After	0	15	15

A major objective of this research is to quantify changes in speed behavior attributable to the changes in speed limits. This issue has two components: (1) quantifying the differences, if any, between the Before vs After periods, and (2) determining to what extent any reliable differences can be said to have been caused by the speed limit changes.

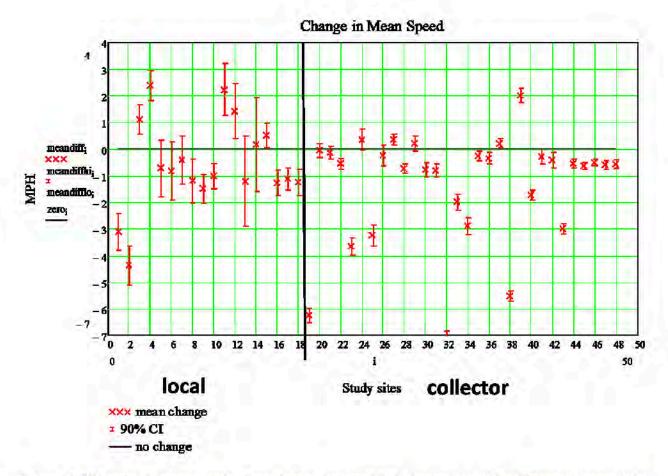


Figure 4.4: Differences in mean speeds after vs before the speed limit changes. A positive difference corresponds to the mean speed being higher after the speed limit change, a negative difference corresponds to a decrease in mean speed.

Figure 4.4 shows the estimated changes in mean speed for each site and direction in our sample, along with approximate 90% confidence intervals for the estimated changes. A positive difference corresponds to an increase in mean speed after the speed limit change, a negative difference corresponds to a decrease. Figure 4.4 shows cases where the mean speed was higher after the speed limit change, cases where the change in mean speed was not significantly different from zero, and cases where the mean speed was lower after the speed limit change. Overall though there appears to be tendency for negative instances, where mean speeds decreased, to be more frequent than positive instances, where means speeds increased.

Finally, as we noted in our Introduction, there is an ongoing concern that when the speed limit on a road is set at an "artificially" low value there can be an increase in the speed variability, and that since some research has reported correlations between aggregate crash risk and measures of speed variability, this leads to a concern that lowering speed limits might make a road less safe. As we pointed in the Introduction, however, correlations between speed variance and aggregated measures of crash risk can be expected even when speed variability has no causal effect on an individual's crash risk. If, when a speed limit is lowered, there is tendency for drivers to divide into those who attempt to comply with the

new limit and those who do not there is likely to be an increase in speed variability. To look into this possibility Figure 4.5 shows the estimated variance ratios for our sample, along with approximate 90% confidence intervals for these estimates. A variance ratio greater than 1.0 indicates that speed variance was higher after the speed limit change, a ratio less than 1.0 indicates that a speeds variance was lower after the change. As with the other summary statistics there is considerable variation across the sites, with instances of increase, decrease, and no change in variance. Table 4.2 tabulates the numbers of sites/directions showing increases, decreases, and no change in mean speed and in speed variance following the speed limit change.

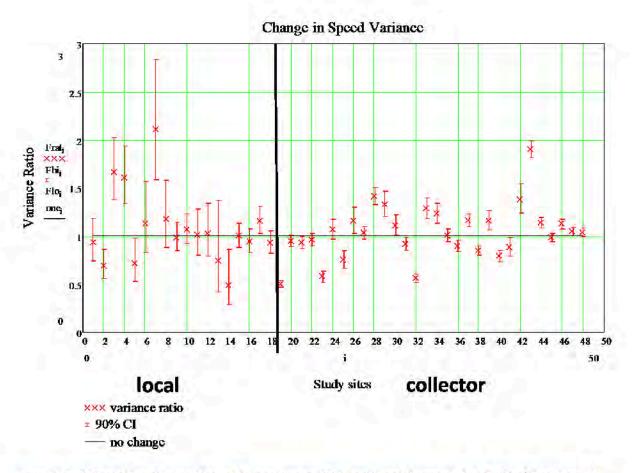


Figure 4.5: Estimated variance ratios and approximate 90% confidence intervals for all sites/directions. A variance ratio greater than 1.0 indicates that variance was greater after the speed limit change, a ratio less than 1.0 indicates that variance was smaller after the change.

Table 4.2: Numbers of sites/directions showing decreases, increases, or no change in mean speed and in speed variance following the speed limit change.

		Mean Speed	
Collector	Decrease	No Change	Increase
Local	8	5	5
Collector	21	6	3
		Speed Varian	ce
<b>•</b> - I	Decrease	No Change	Increase
Local	3	12	3
Collector	11	6	13

Table 4.3: Average changes in mean speed and speed variance for different road types and speed limit changes.

	Speed Limit Before	Speed Limit After	Instances	Average Mean Difference (mph)	Average Variance Ratio
Local	30	20	14	-0.81	1.32
	25	20	2	1.75	1.985
	30	30	2	-1.19	1.185
Collector	30	20	6	-1.52	1,235
	30	25	16	-1.53	1,00
	35	30	4	-1.18	1.35
	30	30	2	-0.19	1.30
	35	35	2	-0.59	1.085

Table 4.3 shows the differences in mean speeds and in the variance ratios averaged over those sites/directions having similar changes in speed limit. For example, on local roads where the speed limit was reduced from 30 mph to 20 mph, we had 14 instances (7 sites with 2 directions/site) and the average change in mean speed was a reduction of 0.81 mph, while the variance increased by about 32% (i.e. the standard deviation increased by about 5.7%). At our local road site where the speed limit was 30 mph both before and after, the mean speed was about 1.19 mph lower and the variance was about 18.5 percent higher.

Overall, a case can be made that mean speeds were, on average, around 1-2 mph lower in summer 2022 compared to 2021, but with substantial variability over different sites and directions. The next question is to determine to what extent the speed limit changes can be said to have caused these reductions. As

noted previously, our sample of sites included several treatment/comparison pairs, where a road due for a speed limit reduction was paired with a similar road where the speed limit did not change. Originally, these were to be sites 5A/5B, 7A/7B, 9A/9B, 12A/12C and 12B/12D. However, comparison site 7B, in Edina, also had its speed limit reduced when the City of Edina implemented speed limit reductions, while comparison site 12C, on Minnetonka Blvd, was undergoing repairs on the three occasions we visited it. This left us with three treatment comparison pairs, 5A/5B, 9A/9B, and 12B/12D. Figures 4.6, 4.7, and 4.8 show the estimated mean speeds before and after the speed limit change for the treatment/comparison pairs.

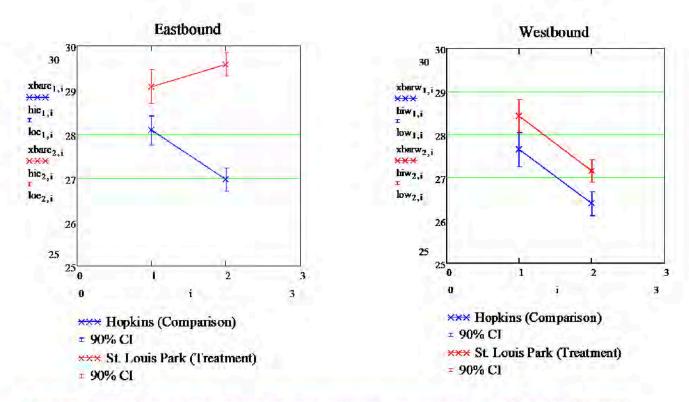


Figure 4.6: Changes in mean speed for the Lake Street treatment/comparison pair, sites 5A and 5B. The speed limit was changed from 30 mph to 25 mph on the St. Louis Park section but stayed at 30 mph on the Hopkins section.

Figure 4.6 shows the changes in estimated mean speed observed on Lake Street, sites 5A and 5B. The speed limit was changed from 30 mph to 25 mph on the St. Louis Park section of Lake Street but stayed at 30 mph on the Hopkins section. For the eastbound direction, the treatment site showed an increase in mean speed after the speed limit change while the comparison site showed a decrease. For the westbound direction, both the treatment and comparison sites showed decreases. Figure 4.7 shows the changes in estimated mean speed observed on Texas and Louisiana Avenues, sites 9A and 9B. The speed limit was reduced from 30 mph to 25 mph on Texas but stayed at 30 mph on Louisiana. For the northbound direction, both the treatment and comparison sites showed increases in mean speed, while for the southbound direction both the treatment and comparison sites showed decreases. Finally, Figure

4.8 shows the changes in mean speed for the Cedar Lake Rd/Minnetonka Blvd treatment/comparison pair, sites 12B and 12D. The speed limit was reduced from 35 mph to 30 mph on Cedar Lake Rd but stayed at 35 mph on Minnetonka. Here, both the eastbound and westbound directions, and both the treatment and comparison sites, showed decreases in mean speed.

Overall, the results from our detailed analyses of the treatment/comparison pairs were consistent with our more aggregated analyses. There was a general tendency for mean speeds to be slightly lower in summer 2022 compared to summer 2021, but with noticeable between-site variability, and this pattern was seen both for sites where the speed limit was changed and for sites were it was not changed.

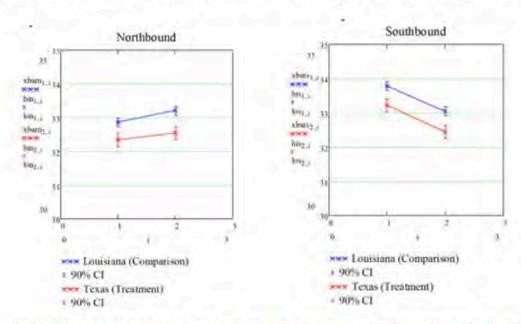


Figure 4.7: Changes in mean speed for the Louisiana/Texas treatment/comparison pair, sites 9A and 9B. The speed limit was reduced from 30 mph to 25 mph on Texas but stayed at 30 mph on Louisiana.

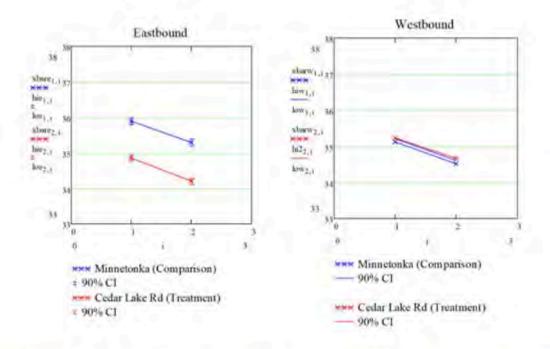


Figure 4.8: Changes in mean speed for the Cedar Lake Rd/Minnetonka Blvd treatment/comparison pair sites 12B and 12D. The speed limit was reduced from 35 mph to 30 mph on Cedar Lake Rd but stayed at 35 mph on Minnetonka Blvd.

Finally, if we define a "practically significant" reduction in mean speed as one of 2 mph or more, Table 4.4 displays the sites and directions showing such deceases after their speed limits were reduced. Also shown are the changes for the companion directions, and if drivers on a road are attempting to comply with the changed speed limit one would expect to see similar effects in both directions. Of the eight sites listed in Table 4.4, however, only two, Franklin Ave and 26<sup>th</sup> St, showed similar reductions for both directions. Since the 26<sup>th</sup> St results were compromised by road construction taking place about two block west of the site during the "After" data collection, which could account for the observed reduction in mean speed at this site, we have only one site out of 24 showing consistent, practically significant, reductions in both directions.

Table 4.4: Sites/Directions with largest decreases in mean speed. Bold face font highlights those sites, 1A and 10B, where both directions showed consistent decreases.

Site ID	Street	Direction	Mean Difference	Comments				
10A	France Ave.	SB	-7.0	Reduction in SB direction but little				
		NB	-0.8	change for NB direction				
6A	I 394 Frontage Rd	EB	-6.3	Reduction in EB direction but little				
		WB	-0.1	change in WB direction				
11B	W 36 <sup>th</sup> St	WB	-5.5	Reduction in WB, but little change in				
		EB	0.2	EB				
1A	Franklin Ave	WB	-4.4	Reduction in both EB and WB				
		EB	-3.1	directions				
8A	W 28 St	EB	-3.7	Reduction in EB but little change in				
		WB	0.3	WB				
8B	W 28 St	EB	-3.2	Reduction in EB but little change in				
		WB	-0.3	WB				
12A	Cedar Lake Rd west	EB	-3.0	Reduction in EB but little change in				
	of Louisiana	EB	-0.6	WB				
10B	W 26 <sup>th</sup> St	WB	-2.9	Reduction in both directions, but				
		EB	-2.0	road construction during "After"				

#### CHAPTER 5: CONCLUSIONS AND RECOMMENDATIONS

In 2021, the city of St. Louis Park lowered the default speed limit on city streets from 30 mph to 20 mph, with certain streets being given posted limits of 25 mph, 30 mph, and in one case, 35 mph. In the summer of 2021, before this change went into effect, we collected speed data on a sample of these streets, and then in the summer of 2022, we again collected speed data on these sample streets. At our study sites, the mean free-flow speeds in the summer of 2022 appeared to be, on average, slightly lower than those seen on the same roads during the summer of 2021, while speed variances were, on average, slightly higher. This pattern was what one would expect if some, but not all, drivers were making at least limited efforts to comply with the new limits. This pattern was seen, on average, on both local streets and collectors and at both treatment and comparison sites. The observed reductions in mean speed were, on average, considerably less than the reductions in the speed limits, but roughly consistent with reports by researchers in other cities. Regarding our treatment/comparison pairs, if there was a clear, straightforward, causal effect due to the speed limit change, we would expect to see no changes on roads where speed limits were not reduced, and similar reductions for the different directions at the treatment sites, but this did not occur. Overall, this study found no evidence that the changes in posted speed limits led to decreases in mean speeds roughly equal in magnitude to the changes in the speed limit, and the modest decreases that were seen tended to occur at both treatment and comparison sites.

So what, if any, effect did the speed limit change have on driver behavior? One assumption underlying our analysis is that if drivers intend to comply with the reduced speed limits, they will do so quickly and completely after the reduction is in place. But driving is largely an overlearned, habitual, activity, and it is reasonable to assume that many of the drivers on our sample roads drive these roads on a regular basis. The assumption of quick and complete compliance then might not be accurate, and a driver who has been in the habit of travelling at a given speed on a road might need a period of consciously recalling and choosing to follow the lower speed limit before a new habit develops. Under this hypothesis, speeds observed fairly soon after a speed limit change would tend to underestimate the long-run effect of the change. We recommend then that comparable speed samples be collected in subsequent years, on at least a subset of our sampled sites to track any development of new habits.

#### REFERENCES

- Bornioli, A., Bray, I., Pilkington, P., & Bird, E. (2008). The effectiveness of a 20 mph speed limit intervention on vehicle speeds in Bristol, UK: A non-randomized stepped wedge design. *Journal of Transport and Health*, 11, 47-55.
- Davis, G. (2002). Is the claim that 'variance kills' an ecological fallacy? Accident Analysis and Prevention, 34, 343-346.
- Elvik, R. (2005). Speed and safety: Synthesis of evidence from evaluation studies. Transportation Research Record, 1908, 59-69.
- Garber, N., & Gadariju, R. (1990). Factors affecting speed variance and its influence on accidents. Transportation Research Record, 1213, 64-71.
- Garber, N., & Ehrhart, A. (2000). Effects of speed, flow, and geometric characteristics on crash frequency on two-lane highways, Transportation Research Record, 1717, 76-83.
- Heydari, S., Miranda-Moreno, L., & Fu., L. (2014). Speed limit reduction in urban areas: A before-after study using Bayesian generalized mixed linear models. Accident Analysis and Prevention, 73, 252-261.
- Hu, W., & Cicchino, J. (2020). Lowering the speed limit from 30 mph to 25 mph in Boston: Effects on vehicle speeds. *Injury Prevention*, 26(2), 99-104.
- Islam, M., El-Basyouny, K., & Ibrahim, S. (2014). The impact of lowered residential speed limits on vehicle speed behavior. *Safety Science*, *62*, 483-494.
- Lave, C. (1985). Speeding, coordination, and the 55 mph limit. American Economic Review, 75, 1159-1164.
- Lave, C. (1989). Speeding, coordination, and the 55 mph limit: A reply. *American Economic Review*, 79(4), 926-931.
- McCarthy, P. (1998). Effect of speed limits on speed distributions and highway safety: A survey of the literature. In *Managing speed: Review of current practice for setting and enforcing speed limits* (Special Report 254). Washington, DC: Transportation Research Board.
- MnDOT. (2015). Traffic engineering manual, chapter 14. St. Paul, MN: Minnesota Dept. of Transportation.
- Park, E., Fitzpatrick, K., Das, S., & Avelar, R. (2021). Exploration of the relationship among roadway characteristics, operating speed, and crashes for city streets using path analysis. Accident Analysis, and Prevention, 150, 105896.

- Preston, H., Richfield, V., & Farmington, N. (2015). *Traffic safety fundamentals handbook*. St. Paul, MN: Minnesota Dept. of Transportation.
- Rodriguez, R. (1990). Speed, speed dispersion and the highway fatality rate. *Southern Economic Journal*, 57(2), 249-356.
- Shinar, D. (1998). Speed and crashes: A controversial topic and an elusive relationship. In *Managing speed: Review of current practice for setting and enforcing speed limits* (Special Report 254). Washington, DC: Transportation Research Board

#### **APPENDIX A**

#### LETTER SENT TO METRO-AREA TRAFFIC ENGINEERS

#### University of Minnesota

Twin Cities Compus

inquestment of Civit, Environmental and Geo-Engineering

College of Science and Engineering

1001 Priislaure Enrive 3E. Minimipalis, MN 15457 (Office: 612-625-5322) 1-as; 612-626-7730 www.soge.mm.edu

Vebruary 5, 2020

To Whom It May Concern:

As you probably know, last year the Minnesota Legislature changed our speed limit law to allow eities increased freedom in setting speed limits. As part of a research project sponsored by the Local Road Research Board we are investigating how changes in speed limits on roads affect the speeds chosen by drivers. Our study design calls for identifying a sample of roads where speed limits will be changed and then collecting speed data both before and after the changes. To help identify roads for possible inclusion in our sample we would like to know if your city is planning on taking advantage of the new law and, if so, if you are interested in partnering with us. More particularly, we would like to know:

- (1) Does your city plan on changing speed limits on some of your roads?
- (2) If the answer to (1) is yes, is your city interested in partnering with us?
- (3) If the answers to (1) and (2) are yes, on what roads do you plan to change speed limits and when do you expect that these changes will be made?

This information can be sent electronically to Mr. Christopher Cheong at cheon028@umn.edu. or by regular mail to

Christopher Cheong
Dept, of Civil, Environmental, and Geo-Engineering
University of Minnesota
122 Civil.
500 Pillsbury Drive SE

Minneapolis, MN 55455

If you have any questions or comments feel free to contact Mr. Cheong or me. My email address is <a href="mailto:drtrips@umn.edu">drtrips@umn.edu</a> and my office phone is 612 625 2598.

Thank you for your time.

Sincerely

Gary A. Davis

Professor

Principal Investigator

**Driven to Discover** 

#### **APPENDIX B**

#### SUMMARY TABLES SHOWING SPEED STATISTICS

Table B1. Definitions of summary statistics computed for each site and direction and listed in Tables B2 and B3.

Column Heading	Description
Street	Name of street
locID	Location identifier
Dir	Direction of travel
Class	Local or collector
On Graph	Plotting position of site/direction on report figures
Limit0	Speed limit during "before" period
N0	Sample size for "before" data
Mean0	Estimated mean speed for "before" data
SD0	Standard deviation for "before" speeds
Lower0	Lower and upper bounds of 90% confidence interval for "before" mean
Upper0	speed
Limit1	Speed limit during "after" period
N1	Sample size for "after" data
Mean1	Estimated mean speed for "after" data
SD1	Standard deviation for "after" speeds
Lower1	Lower and upper bounds of 90% confidence interval for "after" mean
Upper1	speed
Meandiff	Difference between "before" and "after" mean speeds
DiffSE	Standard error for mean difference
Difflower	Lower and upper bounds of 90% confidence interval for mean
Diffupper	difference
Fratio	F ratio statistic comparing "before" and "after" variances
Fratlo	Lower and upper bound of 90% confidence interval for F ratio
Frathi	
Median0	Median speed for "before" data
85%ile0	85 <sup>th</sup> percentile speed for "before" data
85%low0	Lower and upper bounds of 90% confidence interval around the 85 <sup>th</sup>
85%hi0	percentile speed, "before" data
Pacelo0	Lower and upper bounds of 10 mph pace, "before" data
Paceup0	
Median1	Median speed for "after" data
85%ile1	85 <sup>th</sup> percentile speed for "after" data
85%low1	Lower and upper bounds of 90% confidence interval around the 85 <sup>th</sup>
85%hi1	percentile speed, "after" data
Pacelo1	Lower and upper bounds of 10 mph pace, "after" data
Paceup1	1

Table B2. Summary statistics part 1

Street	locID	Class	dir	On Graph	LimitO	NO	mean0	SDO	Lower0	Upper0	Limit1 N	1	mean1	SD1	Lower1	Upper1	meanDiff	DIffSE	diffLower	diffUpper	Fratio	Fratlo	Frathi
Franklin Ave	1A	local	EB	1	3	0	136 26.63	4.26	26.03	27.23	3 20	419	23.52	4.1	23.19	23.85	-3.11			-2.43		0.75	5 1.18
	1A	local	WB	2	3	10	164 26.91	5.11	26.25	27.56	5 20	411	22.53	4.2	22.19	22.88	-4.30	0.4.	12	-3.63	0.63	0.5	6 0.36
We tmoreland Dr	18	local	EB	3	2		209 23.84	3.70	23.42	24.26	5 20	4.1	24.95	4.,	24.59	25.31	1.11	0.34	0.5.	1.66	1.66	1.3	8 2.03
	18	local	WB	4	. 2		241 23.21	3.85	22.50	232		456	25.50	4.0					1.84	2.9	1.60		
Jer e. Ave	2A	local			3	0	88 22.55	5.20	214	23.46	5 20	1.0	21.83	4.40	21.29	22.3,	-0./2	0.64	-1./8	0.34	0.71	0.5	3 0.98
	2A	local	SB	6	3	10	82 22.08	47	21.21	22.94	20	156	21.24	5.0	20.5,	21.91	-0.83	0.66	-1.93	0.26	1.13	0.8	3 1.57
1 tSt	3A	local	1.8				10 19.5					1,5		5.39						0.4			
	3A	local	SB	8	3	0	10 19.26	3.86	184	19.38	3 20	175	106	4.19	1,.54	1. J	-1.19	0.49	-2.00	-0.38	1.1	0.89	
Jibrar / Ln	38	local	EB	9	3	0	384 27.01	5.10	26.58	27.44	20	645	25.52	5.03	25.19	25.85	-1.49	0.33	-2.03	-0.9	0.98	0.83	5 1.14
,	38	local	WB	10			42 25.95			26.34		J97	24.94	4.9					-11	-0.52			
33rd S .	4Ar	local	EB	11	3	0	156 23.89	5.95	23.11	247	7 20	289	210	5.9	25.53	253	2.21	0. 9		3.13	1.01	0.8	
	4Ar	local	WB	12			119 25.32		24.48			225	26.,3	5.64				0.63	0.37	2.46			
X.I n Ave	48	local	1.B	13		0	27 18.96					42	17.,5	3.,				1.02	-2.90	0.4			
	48	local	SB	14		0	29 19.05					57	19.21	3.5				1.06	-1. 9	1.91	-		
Lake St_SL )	5A	local	EB	1	_		509 29.07					1059	29.58	5.2				0.28	0.0	0.9			
20,000	5A	local	WB	16	_	-	484 28.43					952	27.15	5.03					-1.,	-0.81			
ake St Ji opkinsi	5B	local	EB	1/			571 28.09					1041	20.9,	5.1					-1. 4	-0.70			
and st grophins,	58	local	WB	18		-	501 27.65					944	20.39	5.3			-1.2-	0.30	-1. '	-0.76		-	
394 Fronta⊾e	vA	collector	EB	19			J60 33.60		33.36			3834	27.34	4.30						93			
334 Prolitage	J.A	collector	WB	20			/87 32.00					4098	31.95	5.3					-0.30	0.20		0.89	
	6B			21			779 28.51					3946	28.3,	4.5					-0.30	0.03			
car.can A /e	JB	collector	SB	22			.74 27.20					3728	26.55	4.3					-0.76	-0.34			
W 28 h. twe t	uA.	collector		23			J91 29.81					1825	20.03	3.9			-0. 5 -3.58		-4.00	-3.36			
w zo n. twe t				24											_								
	یA uB	collector	WB	24			839 29.85 539 27.25					1,99	30.19	5.J					-0.04	0.73			
W28.h steat	88	collector	EB	26									24.05						-3.54	-2.8	0.7	0.6	
		collector	WB	2.0			J01 27.97		27.65			1239	2,2	5.13					-0.6	0.1	1.16		
Lo Jislana - Ye	9A	collector	4.5		_	-	28 32.86					27.73	33.21	4.20					0.17	0.54			
	9A	collector		28			380 33.79		33.67	33.90		2,98	33.04	4.0					-0.93	-0.56			
e a Ave	98	collector		29			91 32.34					1409	32.54	4.41					-0.09	0.49			
_	98	collector	SB	30			075 33.22					1358	32.44	4.19					-1.06	-0.51			
France. ve	10A	collector	5	31			561 32.85					3348	32.03	4.5					-1.06	-0.5			
	10A	collector		32		-	,'39 32.84					395.	251	3.35					-7.23	-6.83		-	
W 26.h .t	10B	collector	EB	33			224 29.83					2315	27.14	5.0					-2.29	-1.68			
	108	collector	WB	34	_		253 30.67					2129	27.,7	5.,		2,.98			-3.22	-2.58	-		
Walker St	11A	collector	_	3			949 33.54					39,1	33.2,	3.5		33.37	-0.27	0.11	-0.44	-0.03			
	11A	collector	WB	36			585 31.48					3423	31.13	4.4	31.00				-08	-0.12			
W 36.h . t	11Br	collector	EB	3 '			361 35.27					4729	35.40	4.4					0.03	0.38			
	11Br	collector	_	38		_	288 34.93					4658	29.39	4.2					/2	3	8.0	0.80	
labama Aze	11_	collector	B	39			J56 27.03			27.19		11.7	29.03	4.3					1.73	2.26			
	11_	collector	SB	40			314 26.35					2590	24.51	3.2					-1.93	-1.54			
_rook Ide Ave	11D	collector	د	41			JB 26.28					1434	25.99	3.50	_				-0. 8	0.00			
	11D	collector	SB	42			550 26.40					13 ـ 3	25.9,	4.0					-0. '1	-0.14			
Cedar Lakee:		collector	EB	43			33.80					0.7	30.00	J.43					-3.18	-2.81			
	12Ar	collector	WB	44	_		269 34.16	4.51	34.04	34.27	7 30	4453	33.61	4.80	33.49	33./3	-0. 5	0.10	-0./1	-0.38	1.14	1.0	
Cejar Lake _ ea.		collector	EB	4	3	_	082 34.85					,242	34.20	3.9					-0.77	-0.51			
	128	collector	WB	46		_	025 35.12					4.8	34.50	4.1.					-0.5	-0.39			
n Innetonna Blvd e	e#12D	collector	EB	4 '	3	U	157 35.89	5.06	35.79	36.00	35	5115	35.29	5.18	35.18	35.39	-0.61	0.09	-0.76	-0.45	1.09	1.0	1 1.09
	12D	collector	WB	48	3	5 6	376 35.22	5.12	35.12	35.33	3 35	6112	34.66	5.2	34.55	34.77	-0.57	0.09	-0.72	-0.42	2 1.04	0.99	9 1.08

Table B3. Summary statistics part 2

Street	locID	dir	Class	On Graph	Limito	NO	mean	SDD		median0 8	5%ile0 8	5%low0 83	5%up0 p	acelow0 s	DaceupO	Limit1 N1		mean1 S	5D1	median1	85%/le1	85%low1 8	35%up1 p	acelow1 t	paceup1
Franklin Ave	1A	EB	local	1		30	136 2	5.63	4.25	26.92	30.85	29.82	32.20	22.00	32.00	20	419	23.52	4.11	23.65	27.52	27.09	27.93	19.00	29.00
	1A	WB	local	2		30	154 2	5.91	5.11	27,44	31.77	31.02	32.67	24.00	34.00	20	411	22.53	4.24	22.59	27.08	26.82	27.60	19.00	29.00
we tmoreland Dr	18	EB	local	3				3.84	3.70	23.85	27.44	26.97	28.31	20.00	30.00	20	471		4.77	2 .95	29.68	29.34	30.18	22.00	32.00
	18	WB	local	4				3.21	3.85	23.47	26.81	25.38	27.53	18.00	28.00	20	456		4.87	25.54	30.76	30.21	31.59	21.00	31.00
.er e. Ave	2A	NI	local	5		30		2.55	5.20	22.17	28.04	25.72	29.3	15.00	26.00	20	180		4.40	21. 7	26.37	25.73	27.02	18.00	28.00
	2A	SB	local	- 6		30		2.08	4.77	22.06	26.90	25.54	29.62	17.00	27.00	20	156		5.07	21.14	26.46	25.53	27.47	16.00	26.00
1 t t	3A	No	local	7				9.51	3.71	19.74	23.39	22.75	24.23	15.00	25.00	20	176		5.39	19.19	23.11	22.19	24.17	16.00	26.00
	3A	58	local	8				9.26	3.85	19.59	22.79	22.14	24.07	14.00	24.00	20	175		4.19	18.30	22.28	21.64	22.95	15.00	25.00
tb ar n	38	EB	local	9				7.01	5.10	27.70	32.01	31.54	32.59	24.00	34.00	20	645		5.05	25. 9	30.37	30.18	30.81	22.00	32.00
	38	WB	local	10		30	27 2	5.95	4.80	26.11	30.33	29.98	31.05	22.00	32.00	20	697	24.94	4.95	25.16	29.63	29.29	30.13	21.00	31.00
33rd St	Δr	EB	local	11		30		3.89	5.95	24.01	29.84	29. 0	30.39	18.00	28.00	20	289	26.10	5.98	26.70	31.58	31.12	32.40	23.00	33.00
	Ar	WB	local	12				5.32	5.57	25.07	31.05	29.89	32.40	21.00	31.00	20	225		5.64	26. 4	32.27	31.43	33.96	23.00	33.00
. Ion Ave	В	No	local	13		30		8.96	4.38	18.64	23.38	22. 1	26.95	11.00	21.00	20	42		3.77	16.95	21.9	19.77	24.58	12.00	22.00
	В	58	local	14		30		9.05	5.12	18.13	23.27	22.61	26.97	12.00	22.00	20	57		3.57	19. 5	22.9	21.52	23.68	15.00	25.00
ake t SL	5A	EB	local	15				9.07	5.21	29.45	33.63	33.31	34.23	25.00	35.00	20	1059		5.22	29.92	34.37	34.18	34.69	25.00	36.00
and type,	5A	WB	local	16		30		8. 3	5.20	28.47	33.31	32.84	33.89	25.00	35.00	20	952		5.05	27.12	32.49	32.08	32.84	23.00	33.00
ake t Hop-Ins.	58	EB	local	17				8.09	4.81	28,44	32.78	32. 0	33.21	25.00	35.00	30	1041	26.97	5.17	27.07	32.07	31.59	32.42	22.00	32.00
ane t j. openia,	58	WB	local	18				7.65	5.51	27.93	32.46	32.07	33.07	24.00	34.00	30	948		5.32	26. 5	31.49	31.10	31.96	22.00	32.00
394 . ontake	5A	EB	collector	19				3.60	6.07	34.39	39.25	38.95	39.4	31.00	1.00	25	383	27.34	4.30	27.65	31.33	30.98	31.33	2 .00	34.00
334. Untage	6A	WB	collector	20				2.00	5.46	32.40	37.16	36.87	37.36	29.00	39.00	25	4098		5.31	32.21	37.2	37.01	37.41	28.00	38.00
_a t, an Ave	6B	Ni	collector	21				8.51	4.86	29.00	33.03	32.84	33.23	25.00	35.00	25	3946		4.69	28.85	32.72	32.59	32.92	25.00	35.00
La ti ali Mire	68	SB	collector	22				7.20	4.38	27.52	31.19	31.02	31.43	24.00	34.00	25	3728		4.30	25.92	30.75	30.59	30.93	23.00	33.00
W 28 St	8A	EB	collector	23				9.81	5.15	30.31	34.72	3 .31	35.22	27.00	37.00	25	1825		3.91	26.29	29.90	29.73	30.15	22.00	32.00
W 20 3t	8A	WB	collector	24				9.85	5.51	30.51	34.72	3 .59	35.49	27.00	37.00	25	1699		5.69	30.61	35.87	35.64	36.13	27.00	37.00
w 28 h St	88	EB	collector	25				7.29	4.85	27.95	31.76	31.38	32.08	24.00	34.00	20	1172		4.21	23.87	27.78	27.53	28.13	19.00	29.00
WZ6 FISL	88	WB	collector	26				7.97	4.00	28.33	32.51	32.14	33.05	25.00	35.00	20	1239		5.13	28.02	32.59	32.34	32.82	25.00	35.00
au tana Aua	9A	NI Ni	collector	27				2.86	4.77	32.76	36.87	35.37	37.05	29.00	39.00	30	2773		4.20	33.09	37.0	36.82	37.29	29.00	39.00
ou Iana Ave	9A	SB	collector	28				3.79	3.87	33.69	37.39	37.24	37.56	30.00	0.00	30	2898		4.50	33.05	37.3	37.06	37.54	29.00	39.00
									$\rightarrow$																
re as Ave	98 98	N:	collector	29				2.34	3.89	32.61	36.06	35.80	35.41	29.00	39.00	25	1409		4.48	33.25	37.09	35.82	37.54	29.00	39.00
	98 10A	SB	collector	30				3.22	3.98	33.25	37.09 37.31	36.82 36.99	37.5	29.00	39.00	25	1358		4.19	32. 4	36.41	36.13	36.72	29.00 28.00	39.00
Francee	10A	N: SB	collector	31				2.85	4.85	32.88	37.24	36.99	37.6 37.49	29.00	39.00	25	3348		4.65 3.35	31.99	36.65	36.39 28.56	36.92 28.81	22.00	32.00
	_		collector	32				2.84		32.95				29.00	39.00	25	3956			25.79	28.70				
W 26 ., St	108	EB	collector	33				9.83	4.98	30.26	34.27	33.98	34.59	27.00	37.00	20	2315		5.65	28.84	33.03	32.88	33.25	25.00	36.00
- II Fa	108	WB	collector	34				0.67	5.18	31.05	35.46	35.20	35.76	27.00	37.00	20	2129		5.75	28.52	33.33	33.09	33.59	25.00	35.00
vvalker St	11A 11A	EB WB	collector	35				3.54 1. 8	3.85 4.73	33.53	37.39 36.08	37.14 35.83	37.61 36.32	30.00 28.00	0.00	25 25	3971		3.86 4.47	33.27 30.98	36.97 35.28	36.84	37.11 35.76	29.00 27.00	39.00
				-						31.58							3423					35.37			37.00
vv 36 St	11Br	EB	collector	37				5.27	4.10	35.11	39.30	39.14	39.67	31.00	1.00	25	4729		4.41	35.37	39.87	39.67	0.09	32.00	42.00
	11Br	WB	collector	38				.93	4.62	34.72	39.47	39.17	39.78	31.00	1.00	25	4658		4.25	29.00	32.61	32.49	32.78	25.00	35.00
Alacama Ave	110	NI CD	collector	39				7.03	4.05	27.10	30.80	30.62	31.03	24.00	34.00	25	1167	29.03	4.35	29.19	33.17	32.82	33.51	26.00	36.00
Bean of a c	110	SB	collector	40				5.35	3.63	26.48	29.80	29.62	30.05	22.00	32.00	25	2598		3.23	2 .67	27.7	27.63	27.89	20.00	30.00
Brookslue e	11D	Ni	collector	41				5.28	3.90	26.31	30.02	29.75	30.4	22.00	32.00	20	143	25.99	3.66	26.17	29.39	29.23	29.60	22.00	32.00
	11D	SB	collector	42				5. 0	3.46	26.54	29.76	29. 5	30.13	22.00	32.00	20	1388		4.06	26.29	29.95	29.63	30.21	22.00	32.00
Ceda ake west	12Ar	EB	collector	43				3.80	4.65	34.16	38.07	37.92	38.18	31.00	1.00	30	5087	30.80	5.41	30.07	37.7	37.56	37.92	25.00	35.00
	12Ar	WB	collector	44				.15	4.51	34.42	38.15	38.05	38.31	31.00	1.00	30	4453		4.80	33.96	37.92	37.76	38.12	30.00	40.00
Ceda aked ea.		EB	collector	45			_	.85	3.99	34.91	38.57	38. 1	38.68	31.00	1.00	30	5242		3.96	3 .21	37.87	37.74	38.02	30.00	40.00
	128	WB	collector	46				5.12	3.9	35.20	38.76	38.60	38.95	31.00	1.00	30	5478		4.18	3 .51	38.47	38.31	38.63	31.00	41.00
Inneton_ail dv		EB	collector	47				5.89	5.06	36.20	0.12	40.01	40.30	33.00	3.00	35	6116		5.18	35.76	39.70	39.59	39.84	32.00	42.00
	12D	WB	collector	48		35 6	376 3	5.22	5.12	35.69	39.61	39.50	39.75	32.00	2.00	35	6112	34.66	5.22	35.13	39.05	38.92	39.25	31.00	41.00

# City of Dayton, MN Fire Department Master Plan



Page 1 May 2024

# **Executive Summary**

he City of Dayton Fire Department contracted with *Fitch & Associates* to objectively evaluate the operations, deployment, and staffing of the fire department. The department was motivated by the desire to ensure that the current level of performance was meeting the communities demand for service now and into the future. Fitch & Associates has completed an evaluation of the department utilizing four years of historical data between 2019 and 2022. The evaluation included comprehensive quantitative data and Geographic Information System (GIS) analyses to determine the distribution, concentration, and reliability of fixed and mobile response forces. An assessment of the operation of the department was also evaluated. This executive summary highlights the most substantive recommendations and alternatives developed for the department.

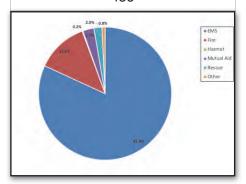
Overall the department provides a good, reliable service to the community. There are opportunities that have been identified to provide a more effective, reliable service to the community. The department provides service to the community with a primarily paid-on-call workforce with the exception of the career fire chief.

One of the biggest opportunities for the department is to ensure that it adapts as the community develops. The community is positioned to transition from a rural to a suburban community when considering population density. The department is well positioned to cover the northern portion of the community, yet the southern portion of the community is where much of the development is slated to occur. A second topic for consideration is monitoring and adjusting the staffing model of the department as the demands grow and challenges of recruiting and retaining paid-on-call firefighters grow.

### **Top Five Priorities**

- 1. Improve data collection and quality assurance.
- 2. Develop a strategic implementation plan for fire station 3.
- Consider adding a fulltime assistant chief and fire inspector/fire marshal as funding is available.
- 4. Monitor effectiveness of staffing model and potentially shift to a duty crew.
- 5. Evaluate multi-purpose vehicles.

2022 Total Number of Incidents: 459





Page 2 May 2024

### **Citywide Future**

The 2040 Comprehensive Plan for the City of Dayton, MN outlines the current and projected future demographics, infrastructure, and development within the community. This plan is helpful in determining the future needs of the fire department. Determining the exact demand of the fire department into the future depends on numerous variables. Some of the variables include the types of development that occurs within the city. For example, a senior apartment complex will have a higher risk and demand for the fire department services compared to a market rate apartment complex. The Comprehensive Plan is helpful in determining the need for fixed facilities, water supply, and types of risk the department may need to be prepared to mitigate.

The 2040 Comprehensive Plan identified population projections for 2020 at 5,900, 2030 at 7,900 and 2040 at 10,400. Based on the census information the 2020 population was reported to be 7,262 which is 1,362 higher than projected. The current projection from the Dayton Community Development data places the 2023 population of Dayton at 10,295 which is much closer to the 2040 population projection than the 2030 projection. Based on the current rate of growth, Dayton will far exceed its current population projections. Using the 2010 and 2020 census population data the 2023 Dayton Community Development data a projection was created. This projection places the population of Dayton at 12,206 in 2030 and 16,095 in 2040. Depending on the type of population growth that occurs the impact on the demand for the fire department services can vary drastically. If there is not initial significant growth in the fire department demand as the population develops, the department will experience the growth over the long term as the infrastructure, housing, and population ages.

#### Population Projections

Year	Comp Plan	Projection	Difference
2010	4,617	N/A	N/A
2020	5,900	7,262	1,362
2023	N/A	10,295*	N/A
2030	7,900	12,206	3,208
2040	10,400	16,095	3,991
2050	N/A	19,985	N/A

Italics are projections based on 2010, 2020, and 2023 population.

#### 2040 Comprehensive Plan Community Forecast

Forecast Year	Population	Households	Employment
2010	4,617	1,619	921
2018	6,072	2,158	1,230
2020	5,900	2,200	2,000
2030	7,900	3,200	2,490
2040	10,400	4,400	3,000

\*Note: The table above represents the Hennepin County part of Dayton. There is a northwest corner of Dayton in Wright County with an addition 19 households, 54 population and 0 jobs.

<sup>\*</sup> Based on City of Dayton Community Development numbers provided by city staff and using the Metropolitan Council 2020 figure of 2.96 people per household



Page 3 May 2024

### **Citywide Future**

The National Fire Academy has identified eight high risk populations that are likely to drive the risk and demand for the fire department. These populations include:

- Older adults
- Younger children
- People with disabilities
- People who smoke
- Low-income groups
- Ethnic minority groups
- Low-education groups
- College students

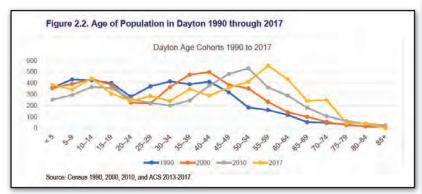
Figure 2.2 in the city of Dayton 2040 Comprehensive Plan shows the age of the population increasing since 1990. This aging population will likely increase the fire and EMS service demand in the next ten years. In 2017, the largest population group was 55-59. That population group is now 62-66 years old. The figure shows that Dayton has not experienced a significant amount of the population being age 75 or older.

The community has a mix of municipal water supply and private wells. This requires the fire department to be prepared to provide its own water supply in the event of a fire, with equipment such as a water tender. As the community develops, there will be less area where water must be hauled to provide fire suppression services. The municipal water supply in the northwest corner of the community has a pressurized water tank that holds 1,000 gallons of water. One thousand gallons of water is not enough water to supply any significant fire suppression effort. In order to affect a fire suppression effort in the northwest corner of the city will require the fire department to bring water to the scene with water tenders.

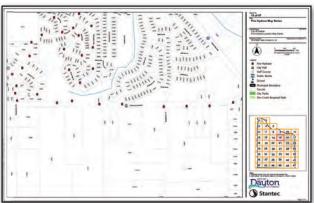
#### **Observations**

- 1. Dayton, MN is a developing community.
- 2. The development is at a steady pace.
- 3. Only part of the community has fire hydrants and municipal water supply.
- 4. The municipal water supply in the northwest corner of Dayton has no capacity to provide emergency responders with an immediate high water flow.

#### Age of Population 1990 through 2017



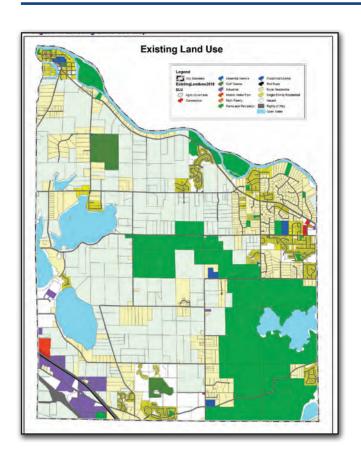
#### Fire Hydrant Map Section

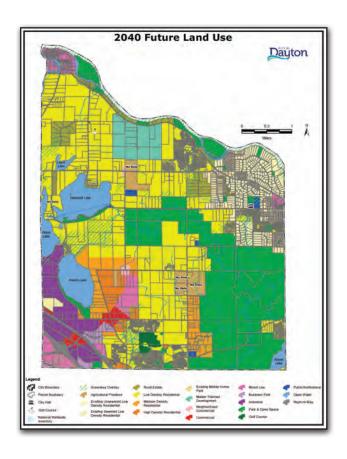




Page 4 May 2024

### **Citywide Future**





### **Community Forecast**

### **Observations**

- 1. Dayton's development appears to be aimed at keeping a primarily residential community with areas of commercial, industrial, mixed-use and a small high-density residential area.
- 2. The development is anticipated to occur over the next three decades leading to a steady growth strategy.
- 3. There are limited north/south transportation network options currently which challenge a timely response to the southern portion of the community.
- 4. The 2040 comprehensive plan estimates a population of 10,400 while the growth rate of Dayton since 2010 project the population is closer to 16,095 or 5,695 higher than the comprehensive plan.



Page 5 May 2024

### **Efficacy of EMS Response Time Objectives**

A sensitivity to response time has long been a primary driver of EMS system design and resourcing. The prevailing result is an institutional belief that faster is better, where patient outcomes are positively correlated with response times. A 1979 study out of King County, Washington became a foundational piece for the development of NFPA 1710 and the CFAI Accreditation Standards. The study concluded that BLS delivered in 4 minutes and ALS delivered within 8 minutes, which positively correlated with patient outcomes. Thus, this set the bar for the standards still influencing system design today. However, the King County study only focused on non-traumatic sudden cardiac arrest (SCA), yet its standards were extrapolated out to all call types. A follow-up study by Weaver et al (1984) became the foundation for the 90th percentile standard of 8 minutes 59 seconds adopted by the American Ambulance Association (AAA). Again, this study focused on witnessed SCA presenting with V-Fib, yet the standard was extrapolated out to all call types.

#### **Observations**

Evidenced-based clinical research coalesces around a response time of 5-minutes or less to have a statistically significant impact on the risk of mortality for the small proportion of high-acuity incidents.

Much has changed in EMS since these studies, including an expanded body of research regarding the influence of response time on patient outcomes. Empirical research has expanded the scope to include a much wider representation of call types and responses while still considering response times in comparison to patient outcomes. The culmination of the research indicates that the threshold for response time to influence patient outcome resides around the 5-minute mark. In other words, if a system cannot respond in less than 5 minutes, then they are unlikely to positively influence patient outcomes purchasing any level of performance that cannot meet 5 minutes. However, it is important to recognize that the 5-minute threshold is associated with high-acuity incidents that account for a small proportion of the total calls. A summary of the relevant research is provided below.

Author	Density	Sample Size	Response Time Threshold	Does Response Time Impact Patient Outcome
Blackwell (2002)	ALS Urban	5,424	5 minutes	Yes < 5 minutes; No > 5 minutes
Pons (2005)	ALS Urban	9,559	4 minutes & 8 minutes	No < 8 minutes; Yes < 4 minutes in intermediate/high risk of mortality
Blackwell (2009)	ALS Urban; BLS MFR	746	10:59	No > or < 10:59
Blanchard (2012)	ALS Urban	7,760	8 minutes	No > or < 8 minutes
Weiss (2013)	Metro/Urban and Rural	559	N/A Continuous Variable	No relationship between time and clinica outcomes
Pons (2002)	ALS Urban	3,490	8 minutes	No > or < 8 minutes after controlling for severity of injury
Newgard (2010)	ALS Urban	3,656	4 minutes & 8 minutes and Golden Hour	No time intervals were statistically related to mortality including response time, on- scene time, transport time, or total EMS time
Band (2014)	ALS Urban; BLS MFR	4,122	N/A Continuous Variable	Adjusted for severity of injury, no significant difference between PD and EMS. In patients with severe injuries, gunshot, or stabbing more likely to survive if transported by POLICE.

Additional research has been conducted to examine the efficacy of emergency, or lights and sirens, responses. While emergency responses do produce statistically quicker responses and transports, very few have clinical implications to patient outcome. Studies also found that emergency responses were warranted in less than 10% of ambulance transports, and hospitals didn't utilize the time savings created upon arrival to the emergency department. At the same time, community risk increases with emergency responses as units navigate against the established traffic practices. Research has shown that most accidents involving emergency vehicles occur while they are responding lights and sirens.

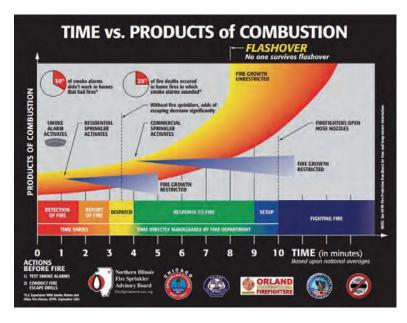


Page 6 May 2024

# Response Time Considerations for the Modern Fire Environment

The number one priority with structural fire incidents is to save lives followed by the minimization of property damage. A direct relationship exists between the timeliness of the response and the survivability of unprotected occupants and property damage. The most identifiable point of fire behavior is flashover.

Flashover is the point in fire growth where the contents of an entire area, including the smoke, reach their ignition temperature, resulting in a rapid-fire growth rendering the area un-survivable by civilians and untenable for firefighters. Best practices would result in the fire department arriving and attacking the fire prior to the point of flashover. A representation of the **traditional time temperature curve** and the cascade of events is provided. (below)



be applied to the fire prior to ventilation and the subsequent flashover.

The research conducted by UL and the National Institute of Standards and Technology (NIST) have found that the modern fire environment with synthetic materials (plastics and hydrocarbons) and improved energy efficient insulated structures achieve flashover in 4 minutes after ignition as compared to legacy materials (hard wood, natural fibers, etc) would not flashover for more than 29 minutes.

#### **Observations**

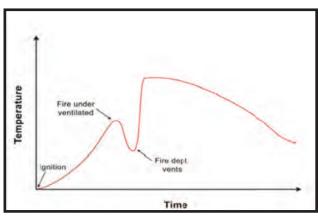
Conservatively, the total elapsed time from the ignition of the fire until active fire fighting would need to be 8 minutes or less.

Currently, the DFD total response time is ~12 minutes.

Continuous staffing strategies would improve overall performance.

Recent studies by Underwriter's Laboratories (UL) have

found that <u>flashover occurs within four</u> <u>minutes in a modern fire environment</u> in compartment fires such as structure fires. In addition, the UL research has identified an updated time temperature curve due to fires being ventilation-controlled rather than fuel-controlled, as represented in the traditional time temperature curve. (below) While this ventilation-controlled environment continues to provide a high risk to unprotected occupants to smoke and high heat, it does provide some advantages to property conservation efforts, as water may





Page 7 May 2024

### **Response Time Overview**

When an incident occurs there are a number of steps that are taken to get the fire department to the incident scene. The first step is for the incident to be discovered (Incident Timeline Table Item B). Discovering the incident must occur whether it is a fire, medical, or other type of incident. The department has the least amount of control over the incident discovery time.

Once the incident is discovered, 911 is called (Incident Timeline Table Item C). 911 calls are sent to the Hennepin County Sheriff's Office Dispatch Center. The dispatch center confirms the address of the incident, asks the caller questions to determine the type of incident, and then notifies the appropriate resources of the incident (Incident Timeline Table Item D). The best practice times for dispatch centers is to answer the 911 phone call within 10 seconds 95% of the time and to process the incident within 60 seconds 90% of the time. Processing the incident at the dispatch center includes the address confirmation, incident type determination, and notification of the appropriate resources.

With the current paid-on-call fire department response model the next step requires staff to drive to the fire station in their personal vehicle (Incident Timeline Table Item E). The firefighters park their personal vehicles, go inside the fire station, pick up their fire gear, and board an apparatus. Currently firefighters can live up to ten minutes away from the fire station.

Once enough firefighters arrive at the fire station the firefighters need to obtain their fire gear, don their equipment, and board the fire apparatus (Incident Timeline Table Item F). The fire apparatus then leaves the fire station to respond to the incident scene (Incident Timeline Table Item G). Firefighters are allowed to live up to ten minutes from the fire station. With an eight minute drive time to the incident scene from the fire station, the response time could be at least eighteen minutes if the firefighters that live ten minutes from the fire station are needed to respond to the incident.

As the fire apparatus arrives on the incident scene the response time measure ends (Incident Timeline Table Item H). A wholistic response time measures from the 911 call time until the fire apparatus arrives at the incident scene (Incident Timeline Table Items C-H). The firefighters then set up for the operation. If that is a medical incident it may be bringing medical gear from the fire apparatus to the patients side. For a fire incident that would include positioning the fire apparatus and deploying hose lines to the location of the fire.

Any other staffing model would decrease the maximum turnout time (time between Incident Timeline Table Items D-G) from over ten minutes to under two minutes. The reason for this dramatic decrease in the turnout time is by eliminating the time it takes firefighters to drive to the fire station. This could be accomplished through numerous different staffing models that are spoken to later in the report.

#### Incident Timeline-1

	Current Model	Staffed Model
Α	Incident	Incident
	Occurs	Occurs
В	Incident	Incident
	Discovered	Discovered
С	911 Called	911 Called
D	Fire	Fire
	Department	Department
	Notified	Notified
Е	Firefighters	
	Drive to Fire	
	Station	
F	Firefighters	Firefighters
	Board	Board
	Apparatus	Apparatus
G	Fire Unit	Fire Unit
	Drives to	Drives to
	Incident	Incident
Н	Fire Unit	Fire Unit
	Arrives at	Arrives at
	Incident	Incident
1	Fire Unit Set	Fire Unit Set
	Up for	Up for
	Operation	Operation
J	Incident	Incident
	Mitigated	Mitigated



Page 8 May 2024

## **Industry Standard Response Times**

### Response Timeline Response Time Marker **Incident Occurs** Incident Discovered В 911 Called C D Fire Department Notified Firefighters Drive to Fire Station Firefighters Board Apparatus F Fire Unit Drives to Incident G Н Fire Unit Arrives at Incident ı Fire Unit Set Up for Operation **Incident Mitigated** J

### **Industry Standard Comparable Measures**

Total Response Time Measure	Time (Minutes)	Population Sq/ Mi
Current Average	12:54	310
Current 90th Percentile	12:00	310
NFPA 1720 - Rural 80%	14:00	< 500
NFPA 1720 - Suburban 80%	10:00	500-1000
NFPA 1710 - Suburban	6:24	500-1000

A response time is most commonly and comprehensively measured from the 911 call time (Response Timeline C) through the fire unit arriving at the incident (Response Timeline H). Measuring from 911 call until the fire unit arriving at the incident is how most industry standard comparables are measured. Currently Dayton's average response time is 12 minutes and 54 seconds. The 90th percentile response time is 12:00 minutes. 90th percentile helps determine the amount of reliability within the response system. The 90th percentile shows the response time that nine out of ten residents will be receive or better.

The National Fire Protection Association (NFPA) 1720 is the "Standard on Organization and Deployment of Fire Suppression Operations, Emergency Medical Operations, and Special Operations to the Public by Volunteer Fire Departments." This standard applies to fire departments who are staffed by volunteer or combination fire departments. The only fire departments that do not fall into the NFPA 1720 standard are those who are staffed by all career full-time fire department staff.

The NFPA 1720 stratifies the response time standard based on the population density using residents per square mile. Currently Dayton falls into the NFPA 1720 rural response time as the population per square mile is 310 which is below the threshold of 500 people per square mile. The rural response standard states the fire department should get six responders on scene within 14 minutes 80 percent of the time. Currently the department is getting the first arriving unit on scene within 12 minutes.

As the city of Dayton continues to develop it is likely the department will be considered in the suburban response time standard which states there should be ten responders on scene within ten minutes 80 percent of the time. The threshold for the suburban classification is based on 500-1000 people per square mile. Based on the US Census geography defining the city of Dayton as 23.42 square miles the suburban threshold will be met when the population reaches 11,710. It is likely based on the current population trend that the suburban threshold will be by 2030.



Page 9 May 2024

## **Fire Department Response Times**

The Dayton Fire Department currently has an average response time of 12 minutes and 54 seconds. The department also has a 90th percentile response time of 12 minutes. Currently the department is best aligned with the NFPA 1720 rural response time standard. The development of the city will bring the department to NFPA 1720 suburban response time standard.

When looking at the response times and maps of Dayton, the service to the south end of the city is where the most elongated response times occur. The south end of the city is also where the 2040 plan shows the greatest growth. In order to meet the suburban response time standard the department will likely need a fire station in the southern portion of the community and a potentially a change in the staffing model.

The city and department have the most control over the staffing model and fixed facilities which affect the response time. Those two factors can be levers to reducing the response time of the fire department.

Pages 33 through 38 of the data report provide some visuals and discuss the available research on the impacts of a response time. Communities have latitude to establish their own response time expectations for fire department response.

### **Observations**

- Dayton is currently considered a rural community and meets the NFPA 1720 industry standard.
- As the community develops, Dayton will likely be classified as a suburban community. The industry standards for a suburban community have shorter response times and the current fire department staffing model will not meet those standards.

### 2022 90th Percentile Response Times

Program	Dispatch Time	Turnout Time	Travel Time	Response Time	Sample Size
ŭ	(Minutes)	(Minutes)	(Minutes)	(Minutes)	•
EMS	9.4	_	8.1	11.1	336
Fire	12.6	<del>_</del>	5.6	10.8	67
Hazmat	12.6	<u> </u>	7.0	14.1	29
Mutual Aid	_	<u> </u>	_	_	0
Rescue	_	<u> </u>	_		6
Total	11.5	_	6.9	12.0	438

Research has demonstrated that the overwhelming majority of requests for EMS are not time sensitive between five minutes and 11 minutes for emergency responses and 13 minutes for non-emergency responses. [1] The 12-minute upper threshold is only the upper limit of the available research and is not a clinically significant time measure, as patients were not found to have a significantly different clinical outcome when the 12-minute threshold was exceeded. [2]

Ell Blackwell, T.H., & Kaufman, J.S. (April 2002). Response time effectiveness: Comparison of response time and survival in an urban emergency medical services system. *Academic Emergency Medicine*, 9(4): 289-295.

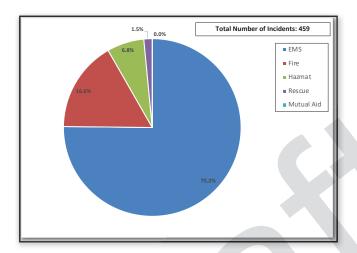
Blackwell, T.H., et al. (Oct-Dec 2009). Lack of association between prehospital response times and patient outcomes. *Prehospital Emergency Care*, 13(4): 444-450.



Page 10 May 2024

## **Community Demand for Service**

Dayton's largest driver of demand for service is Emergency Medical Services (EMS) accounting for 75.2 percent of the 2022 demand. In *FITCH*'s experience, most departments are experiencing 70-80 percent of their calls for service being EMS related. Fire calls are the next greatest driver with 16.6 percent of the calls for service. There was no mutual aid reported and rescue accounted for 1.5 percent of the calls for service.



### **Observations**

- 75% of the communities demand for services is related to medical emergencies.
- The type of development that occurs within the city may impact the rate at which the communities demand for fire service will increase.
- 3. Future community demand is projected to be approximately 700 calls for service in 2030 based on historical demand trends.

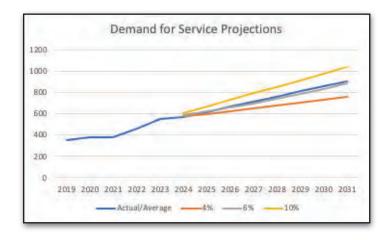
## **Future Demand for Service**

DFD's demand for service is likely to continue to grow. This demand will likely grow the greatest in the EMS program. In *FITCH*'s experience, many departments are experiencing a 3-7 percent year over year increase in demand for service. Much of the

demand is attributed to aging within a community which will naturally increase the demand for EMS. The other driver of demand for service is likely attributed to high-risk populations such as those identified by the National Fire Academy(1):



- Younger children
- People with disabilities (physical or mental)
- People who smoke
- Low-income groups
- Ethnic minority groups
- Low-education groups
- College students



The demand for service over the next decade will likely increase the demand where the department is handling closer to two calls per day.

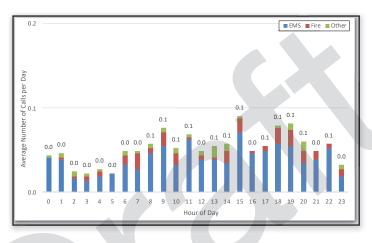


Page 11 May 2024

## **Evaluating the Current System**

The current system design includes having DFD responding to and providing EMS first response along with the Police Department to all EMS incidents within Dayton. The EMS incidents represent over 75 percent of the community demand for the department's service. The majority of both fire and EMS incidents occur during the daytime and evening hours when most members of the community are awake.

### Service Demand by Hour



### **Observations**

- 1. The highest demand for service occurs between 8am and 8pm.
- The lowest average paidon-call staff turnout is during the 7am-3pm Monday-Friday.

While the highest demand for service occurs during the waking hours, these are also the hours with the least amount of fire staff turning out for calls. This is a common occurrence as many paid-on-call staff have full-time jobs that are Monday through Friday during the day. The difference in demand for service and availability of paid-on-call fire staff can lead to reliability challenges. Currently, the department is able to meet the demand for service reliably. It is likely that in the future the department will experience weekday daytime reliability challenges.

## Fire Staff Turnout by Day of Week and Hour of Day

	23:00-02:59	3:00-6:59	7:00-10:59	11:00-14:59	15:00-18:59	19:00-22:59
Sunday	5.5	7.5	7.5	7.7	8	8.8
Monday	5.9	4.4	5.4	4.5	7.5	11.3
Tuesday	9	7	5	4	8.5	13
Wednesday	6.1	4.4	4.7	4.5	8.3	11.9
Thursday	7.9	8.3	3.2	4.5	12.6	18.5
Friday	5.2	6.2	6.8	4.9	7.6	8.3
Saturday	6.3	7	7.1	7.2	7.4	6.8



Page 12 May 2024

## **Evaluating the Current System**

The current system alerts both fire stations and all of the fire staff for any calls for service regardless on the number of staff needed to mitigate the incident. This is a common practice with paid-on-call departments as they are not able to guarantee how many staff will respond when alerted to an incident. Unit Rescue 21 was the first arriving unit on the most incidents with an average travel time of 4.3 minutes.

#### First Unit Arrival

Unit Type	Travel Time (Minutes)	Number of First Arrivals	Number of First Arrivals with Travel Times
Captain	-	2	2
Chief 1	6.1	73	62
Engine 11	5-5	25	21
Engine 21	5.3	46	41
Rescue 11	3.5	60	50
Rescue 21	4.3	201	154
Utility	4.9	29	18
Total	4-9	437	348

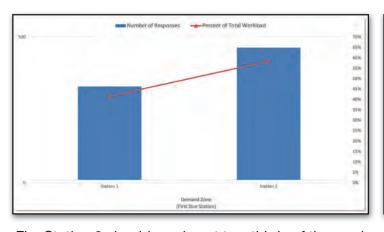
### **Observations**

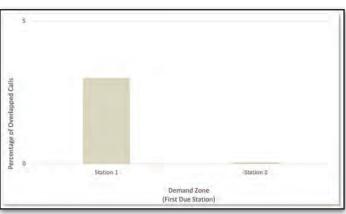
- 1. The average travel time of the first arriving unit is 4.9 minutes.
- 2. Fire Station 2 is closest to approximately 58% of the calls for service.
- 3. Overlapped calls are a rare occurrence with 3% at Station 2 and 0.5% at Station 1. This allows the department to focus on the first call for service.

## **Demand by Fire Station**

Workload by Primary Fire Station

Concurrent Calls by Fire Station





Fire Station 2 shoulders almost two thirds of the service demand while Fire Station 1 experiences under 40 percent of the service demand. The demand for service is low enough that both stations experience very low concurrent calls for service (multiple calls at one time) with Station 1 at three percent and Station 2 at 0.5 percent. With the low overlapped call volume, the department can focus on being prepared to respond to single call for service and rely on mutual aid if needed for the rare occurrence of a concurrent call for service.



Page 13 May 2024

## **Geographical Demand**

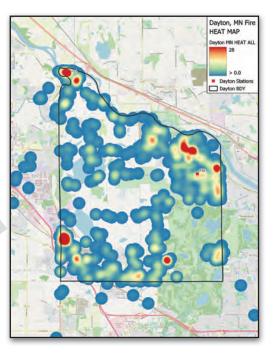
The department experiences a geographically disparate demand for service. The corners of the service area tend to have the greatest concentration of demand for service (2022 Incident Heat Map). Given the current transportation network with limited north/south roadways, this leads to an elongation of travel times particularly for the southern portion of the city (8-Minute Drive Time Current Stations). As the community develops, the concentration of demand for service may become more consistent throughout the community. There are also areas that are difficult to access from within the community, such as the southeast corner.

The city of Dayton 2040 Comprehensive Plan identifies development in the southern portion of the community. The southwestern portion of the community is the most challenging for the fire department to reach in its current fire station configuration. The current fire station configuration also has a significant amount of overlap on the very northern portion of the city with an eight minute drive time.

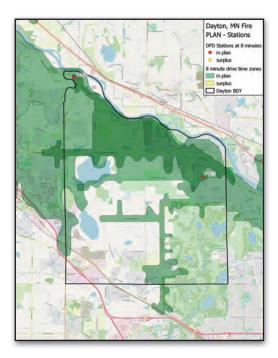
Of note Zanzibar Lane is described as a "highway:unclassified" in the TIGER GIS base maps which are used for the drive time modeling. Zanzibar Lane also has a feature class of "A41 Local, neighborhood, and rural road, city street, unseparated." When running the drive time modeling the GIS did not find an incident response that would have been served by Zanzibar Lane. This would help explain why there is no connection of the response time coverage area on Zanzibar Lane between 125th Avenue North and South Diamond Lake Road. Zanzibar Lane was recently paved and as the community develops this route may become a route the fire department can use to get to the southwest corner of the city.

The GIS analysis was run in the ESRI platform as well and the response map covered Zanzibar Lane. With the ESRI GIS analysis there was not change in the call capture numbers within the designated drive time. While the visual analysis was inconsistent between the two GIS platforms, it will likely become more consistent now that Zanzibar Lane is paved and more GIS maps are picking up the change in road conditions.

### 2022 Incident Heat Map



8-Minute Drive Time Current Stations





Page 14 May 2024

## **Geographical Demand**

The industry standards base their response time categories on population density. Population density does not always equate to service demand within the community. To evaluate Urban/Suburban/Rural density levels of demand for service *FITCH* utilizes a risk map to evaluate incident activity. This model is helpful in making decisions not only based on population density but actual demand for service. The community is divided into 1km squares to evaluate the incident density. The table below explains the demand criteria for each categorization:

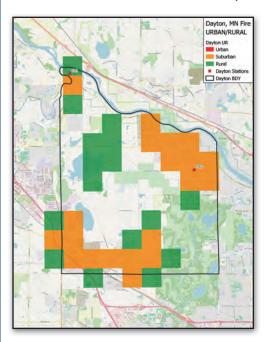
### Demand Base Risk Map Definitions

Category	Incident Demand	Adjacent Incident Demand	Map Color Coding
Rural	.5 calls per month or less	.25 calls per month	Green
Suburban	.51199 calls per month	.2699 calls per month	Orange
Urban	2+ calls per month	1 call per month	Red

The demand based risk map analysis found that much of the geography does not meet the demand for service threshold to be considered rural. The analysis also found a mix of suburban and rural demand density throughout the community. Much of the most distant response area from the current two fire stations is considered suburban. None of the areas within the community have a demand for service that meet the urban density.

This analysis can help create context for policy makers to determine the appropriate level of service for the community. It is likely that based on future development plans that the community will see more suburban area and some urban areas once full developed.

### 2022 Demand Based Risk Map



## **Observations**

- 1. Service demand is highest in the corners of the community.
- 2. The community is still considered rural by population density.
- 3. There is a limited north/south road network.
- Much of the denser development is slated for southern portion of the community.
- 5. Portions of the area are difficult to access from within the community.



Page 15 May 2024

## **Fixed Facilities**

Currently DFD operates from two fixed facilities located within the community. Both fire stations are staffed with paid-on-call firefighters who respond from home when they are notified of a call for service. The only career staff member of the department is the Fire Chief. The current configuration is able to provide an 8-minute drive time to over 72 percent of the demand for service within the

Dayton, MN Fire PLAN - Stations
OTO Stations at 8 minutes

In plan

Surplus

8 minute drive time zones

In plan

Option BDY

community. The map below shows the geographic coverage with an 8-minute drive time from each of the two stations. The table below shows the capture rate within an eight minute drive time. Fire Station 2 alone is able to reach 57.50 percent of the calls for service within an 8-minute drive time. Fire Station 1 can

capture an additional 15.11 percent of the calls for service within that 8-minute drive time.

## **Observations**

- 72 percent of incidents can be reached with an 8-minute drive time.
- 2. The current two fire stations are located in the north end of the community.
- 3. With optimized station locations, up to 23 percent more calls for service can be reached in an 8-minute drive time.

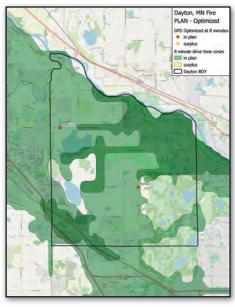
#### Current 8-Minute 2 Fire Station Drive Time

Rank	Station	Station Capture	Percent Capture
1	FS 2	1,039	57.50%
2	FS 1	273	72.61%

An optimized GIS analysis was completed. This analysis removed any limitations on where to locate a fire station within the community and does not account for the current fire stations. This analysis revealed that two optimally located fire stations within the community could reach over 96 percent of the calls for service within an eight-minute drive time. The analysis does not take into account the location of the paid-on-call staff or the future development that could change the location of the community's demand. The importance of this analysis is to show that, long term, the community could be served by two strategically located fire stations.

### Optimized 8-Minute 2 Fire Station Arrangement

Rank	Location	Station Capture	Percent Capture
1	Fernbrook/125 St	1,433	79.30%
2	Diamond Lake/ Xanathus	303	96.07%





Page 16 May 2024

## Strategically Adding a Fixed Facilities

With the addition of a third fire station in the southwest portion of the community, almost 18 percent more of the service demand can be reached within an 8-minute drive time. The drive time

Dayton, MN Fire
PLAN - 3 Station
DPD 3-Station at 8 minutes
in plan
surplus
Implies
Surplus
Dayton BDY

captured with three stations within an 8-minute drive time increases from 72.61 to 90.20 percent. This percentage will likely increase as much of the development is in southern portion of the community where a third station would be located.

This analysis used the existing two fire stations and a third fire station located on the 18000 block of Territorial Road.

### **Observations**

- 1. A third fire station may bring 18 percent more responses within an 8-minute drive time.
- A third fire station would also allow more responses to be reached within a 6-minute drive time compared to the current arrangement.

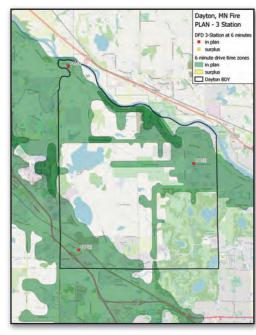
### 8-Minute Drive Time 3 Fire Station

Rank	Station	Station Capture	Percent Capture
1	FS 2	1,039	57.50%
2	FS 3	492	84.73%
3	FS 1	99	90.20%

It is also notable that a higher percentage of incidents will be reached within a 6-minute drive time with a three station arrangement. Besides the drive time, the other significant variable in the current system is the turnout time which is the time from when the department is notified of an incident to when a unit is driving towards the incident. In a paid-on-call department; that turnout time is inclusive of the amount of time it takes for the staff to drive to the fire station and assemble to respond on the apparatus.

#### 6-Minute Drive Time 3 Fire Stations

Rank	Station	Station Capture	Percent Capture
1	FS 2	810	44.83%
2	FS 3	442	69.29%
3	FS 1	215	81.18%





Page 17 May 2024

## **Strategically Adding a Fixed Facility**

If the city determines that adding an additional fixed facility would benefit achieving the desired service level within the community, there are a number of steps that *FITCH* would recommend be considered.

- 1. Land Procurement Determining the appropriate location for the facility is important as it will be a long term investment. The location should be considered based on the future development within the community, as a facility's useful life is usually multiple decades. It would be prudent to consider the long term staffing model of the fire department as well. With the current model of paid-on-call staffing, it is important that a fire station is located close to the residential developments where the staff resides. If there is a desire to move to a paid staffing model, whether that is duty crew, part-time or career staff, the location of the fire station may be best suited based on the future service demand and access to key roadways.
- 2. Pilot Facility Once land is procured it would be beneficial to build a small facility to pilot a new fire station and ensure you are able to recruit enough staff to operate the new fire station. A small facility that would hold one or two vehicles and basic operational supplies such as fire gear would work to pilot an additional facility. This facility could be used for a few years until there is stability in the operation of the additional fire station. If the pilot is successful a larger more permanent structure can be designed and built. Once the permanent fire station is built the pilot facility could be used for storage or other city purposes.
- 3. Staffing Adding a new fire station will require additional staff to provide service from that station. Finding a way to engage the community around the new fire station to start recruiting and ensuring you have adequate staff for that station would be helpful to ensure the station's success. In FITCH's experience, at least 12 paid-on-call staff members should be located at a fire station to ensure a response is likely to occur from that fire station. A goal for staffing a paid-on-call station is usually around 20-25 paid-on-call staff to increase the reliability and to accommodate for the turnover and training. It would be important to add the paid-on-call staff to the department before a permanent fire station is built. It is also important to consider the leadership at the new fire station. Each fire station should have its own line level leadership such as Lieutenants or Captains. It is best practice to not have brand new fire staff operating in those leadership capacities and to have more seasoned staff with at least three years experience with a best practice being closer to five years experience. In order to set the future staff up for success, start the onboarding process of future leaders at least three years before the either the pilot or permanent fire station is set to open. An option would be to have the future leaders operate from one of the other two fire stations during until a pilot facility is opened.
- 4. Training It will take time to onboard new fire staff and get them trained to an entry level capacity. Generally, that can take approximately one year to complete the initial training of new firefighters and EMTs. In addition to the initial training the firefighters will have ongoing training with the existing fire department staff.
- 5. Design Permanent Facility Once a pilot fire station is established and stable designing a permanent fire station would be prudent. The permanent fire station should have additional capacity for vehicles and personnel as well as incorporating health, wellness, and training features. This design can take up to a year depending on the level of involvement with the design the city desires.
- 6. Build Permanent Facility Upon completion of the facility design construction can be started. Usually construction takes at least a year to complete.



Page 18 May 2024

## Strategically Adding a Fixed Facility

- 7. Equipment Ensuring that the staff have the equipment needed will be vital to the stations operation. This equipment can include the fire gear for new staff, additional self-contained breathing apparatus (SCBA), radios, thermal imager, gear extractor and medical equipment to name a few of the items.
- 8. Fleet Additional fire apparatus will likely be necessary to ensure all three fire stations are adequately equipped to respond to calls for service. An additional fire engine or a quint (combination fire engine/ladder truck) would ensure each of the three stations have a primary fire engine to respond, leaving one fire engine available as a back up when one of the fire apparatus is unavailable while being maintained or repaired. Speciality fleet items may be requested from neighboring agencies through mutual-aid or auto-aid until a large enough need arises and the resources are available to purchase and maintain those pieces of equipment. Currently, many manufactures are about three years from order to delivery time on fire apparatus, which may impact the timeframe the city wants to consider placing an order for any additional apparatus.
- 9. Operations The size of the facility may want to be considered based on the future operations of the fire department. Whether the station has sleeping facilities and the number and size of apparatus bays are key considerations. A new fire station also has the ability to incorporate additional health and safety components that the existing fire stations do not have due to their age. The addition of a third station also has the opportunity to enhance the efficiency of the operation if thoroughly planned for implementation. Stations could be alerted individually instead of having all of the stations responding to an incident that only requires a four staff members.



Page 19 May 2024

## **Fixed Facilities Summary**

### **Observations**

- 1. Current fire stations have some of the health and safety features such as direct exhaust capture systems from the vehicles and gear washer/extractors.
- 2. Neither fire station has sleeping quarters that could house staff overnight.
- 3. Neither fire station has the fire gear stored in a separate room from the vehicles bays.
- 4. Both fire stations have very little room between the fire apparatus. Vehicles are very close in the apparatus bays.
- 5. Both fire stations are attached to other city operations which allow multiple-use spaces in the facility.
- 6. The department has no dedicated training space for skill based fire training.

## **Short-Term Recommendations (1-3 years)**

- 1. Consider purchasing land and building a pilot facility for a Fire Station 3 in the southern area of the community.
- 2. Engage the community to determine the available paid-on-call staff for a new Station 3.
- 3. Onboard new staff in the southern area of the community that could be the leadership of the new Fire Station 3.
- 4. Continue to maintain the existing two fire stations to ensure they serve the community into the future.

## Mid-Term Recommendation (4-7 years)

Consider designing and building a Fire Station 3 once there is adequate funding and paid-on-call staff resources available. The type and amount of development in the southern portion of the community should be considered to determine the appropriate timing of a third fire station. Cost at least \$12 million in 2024.

## **Long-Term Recommendation (8+ years)**

The existing two fire facilities will likely need a remodel to meet the future demand and operation of the department as resources are available. The remodel may include an addition to meet a different model of service and an opportunity to include components such as training and additional health and safety features. A best practice option would be to consolidate the two existing stations into a geographically centralized northern fire station.



Page 20 May 2024

## **Personnel**

The current organization of the DFD uses primarily paid-on-call staff and a full-time Fire Chief. The paid-on-call staff respond to incidents from home when their pager is alerted to an incident. When staff respond they drive their personal vehicle to the fire station to board a fire response vehicle then respond to the incident scene. It is expected that paid-on-call staff respond when they are available and to attend a minimum percentage of the calls for service. Currently Fire Station 1 has 13 paid-on-call firefighters and Fire Station 2 has 16 paid-on-call firefighters to cover all emergency response within the community 24 hours a day, seven days a week.

The current operation pages all of the staff for a call for service regardless of the type of incident or number of staff needed to respond to the incident. This is a common practice in paid-on-call fire departments as you are not guaranteed how many staff will respond when you alert them to a call for service. This leaves the department with more responders at the fire station than it needs for some calls for service.

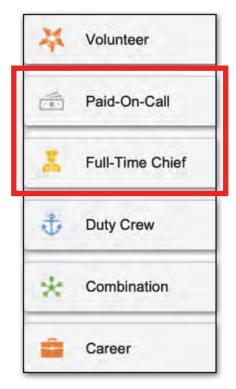
Another consideration is the time of day that the majority of the paid-on-call staff are available. Earlier in the report it compared the average number of staff responding by time of day and day of week. Many of the paid-on-call staff work a traditional workweek at their full-time job and are unavailable to respond to calls for service within the community. This is usually the first place a volunteer or paid-on-call department starts to see a decrease in the reliability of response. The department is not currently seeing a lack of reliability, but with an average of 3.4 to 5 personnel responding to weekday daytime responses, it is likely the department will see weekday daytime reliability challenges in the near future.

Many volunteer and paid-on-call departments experience recruitment and retention challenges. There are many reasons this occurs but it is widely reported across the country as a challenge. A recently released report from the United State Fire Administration on the Recruitment and Retention for the Volunteer Emergency Services (FA-361) shows that from 1984 to 2020 there has been a 25% decrease in volunteer firefighters across the country. Some of the reasons reported externally for the recruitment and retention challenges include: reduction in available time to volunteer, more dual income households, less businesses allowing workers to leave for fire calls during work hours, and employees who commute further to work. Internally, some of the dynamics include: increasing demand for service, increasing training requirements, and health risks. It is usually not just one of the challenges, but multiple, that keep residents from volunteering at their local fire department. It is also notable that it usually takes 12-18 months to get firefighters their initial training completed.

## **Observations**

- 1. DFD primary uses paid-oncall staff to respond to calls for service.
- 2. The only full-time staff member is the Fire Chief.
- Recruitment and retention challenges are a national trend that many departments are experiencing.

#### Fire Staffing Continuum



US Fire Administration, Recruitment and Retention for Emergency Services, May 2023. https://www.usfa.fema.gov/downloads/pdf/publications/retention-and-recruitment-for-volunteer-emergency-services.pdf

265



Page 21 May 2024

## Personnel (cont.)

It will be important that the city plans for alternative staffing models in the event that the paid-on-call staff are unable to meet the community demand for service. With the lowest number of paid-on-call staff responding during the day during the week considering the addition of full-time staff during that timeframe would be prudent. Besides the Fire Chief the next two full-time positions that would prove to be beneficial would be to add a Fire Marshal or Fire Inspector and an Assistant Fire Chief. The Fire Marshal or Fire Inspector can be responsible for construction plan review and fire inspections while being available to respond to emergency incidents during the day during the week. The Assistant Fire Chief position can be responsible for training and logistics. The Assistant Fire Chief would work during the day during the week and be available to respond to emergency incidents during that day during the week as well. With addition of the two full-time positions you could ensure that at least two of the three are available to respond to emergency incidents while accomplishing other important work for the department.

Planning and implementing a duty crew would be the next natural step in the staffing continuum. Most departments implement a duty crew incrementally starting with a few hours a day and slowly increasing the coverage. Departments have tried to start with weekday daytime duty crews and many of those programs have struggled as those are the same hours when you have the least number of paid-on-call staff members available to work on the duty crew. Another limitation of a duty crew program is the fire stations are not equipped to handle staffing sleeping overnight at the fire stations. With the planned addition of two full-time staff members who can help cover weekday daytime hours, a duty crew may be best served in the evenings and weekend daytime hours.

Following the implementation of the duty crew, it would be recommended to reconfigure the dispatching protocols. The changes would allow the duty crew to be alerted for calls that don't need more than two or three responders to handle such as most medical calls and fire alarms. This would allow you to reduce the need to call out all of the paid-on-call staff for more serious calls for service when the duty crew or full-time staff are available. Another benefit to the duty crew program is that it allows paid-on-call staff to schedule their time and receive credit toward the minimum call percentage that is required. An hourly pay rate would need to be established for the duty crew as many paid-on-call staff are paid by the call and not the hour. There are many steps to successfully implementing a duty crew model. One of the first steps to implementing a duty crew model should be to solicit input and implementation planning assistance from the current paid-on-call staff.

Widening the recruitment geography would be possible with the full implementation of the duty crew. The geographic distance of the paid-on-call staff becomes less important as you can rely on the duty crew for the initial response. Departments have reported mixed results with the widening of the recruitment geography. With the complete removal of the geographic distance for recruiting new fire staff members, it eliminates the connection to the community which can decrease the desire to be involved in community events for the department, and at times the loyalty to the department. As many fire departments are hiring part-time staff, it is not uncommon for firefighters to work multiple part-time firefighter jobs at multiple fire departments across the metro area until they can obtain a full-time job.

There are rapidly changing dynamics within the fire industry and within Minnesota, particularly in the metro area, with more departments moving down the fire staffing continuum rapidly. Many departments have implemented either duty crews or full-time staff over the past five years. This can exacerbate the recruitment and retention challenges of the department regardless of the staffing model that is operated.

It would be prudent for the City of Dayton to establish reserve funds that are available for a fire department staffing transition if the current system becomes unreliable sooner than anticipated or there is a critical failure of the current staffing system.

266



Page 22 May 2024

## **Personnel Summary**

## **Observations**

- 1. Currently there are 29 staff within the fire department.
- 2. The lowest turnout of paid-on-call staff occurs during the day during the week.
- 3. Neither fire station can accommodate staff overnight.

## **Short-Term Recommendations (1-3 years)**

- 1. Implement two additional full-time staff (Fire Marshal/Fire Inspector and Assistant Fire Chief). Approximately \$120,000-\$150,000 each.
- 2. Determine the interest in paid-on-call staff in the southern portion of the community. Onboard those interested to start building capacity and experience for a third fire station.
- 3. Solicit input and start planning for the implementation of a duty crew during select hours of the day. Implementation of the duty crew may be a short-or mid-term timeframe for implementation based on available resources and need. Approximately \$219,000 per 24/7 position at \$25 per hour.
- 4. The city should establish reserve funds that would be available if the current staffing system becomes unreliable and the fire department staffing needs to transition to a more reliable model sooner than anticipated.

## Mid-Term Recommendations (4-7 years)

- 1. Implement or expand duty-crew hours as needed to maintain a reliable response.
- Prepare stations to accommodate overnight staff.

## Long-Term Recommendations (8+ years)

- 1. Plan for 24/7 duty crews.
- 2. Evaluate the need for additional full-time staff.

As the department looks to plan for duty-crew model implementation, some important context to consider is the minimum hours that will be required to be worked. If a paid-on-call staff member is required to work an average of 12 hours a week, it will take 14 paid-on-call staff to cover one seat of an emergency response vehicle 24/7. It would take 42 staff to cover one three person response vehicle.



Page 23 May 2024

## **Dispatch Center Operations**

The fire department is dispatched by Hennepin County Sheriffs Office 911 Dispatch Division. This dispatch center is a consolidated dispatch center that provides services to over 50 public safety agencies within Hennepin County. The city and fire department have no control over the dispatch center but the dispatch center is a vital part of the departments operation. Hennepin County's dispatch center handles over 600,000 calls annually, of which 36,000 were fire-related calls for service. All of the fire departments who are dispatched by Hennepin County are on one fire channel, with second fire channel available for emergency situations. The dispatch center operates in a two stage model where one tele-communicator answers the 911 call and a different tele-communicator dispatches the fire department resources. This two-stage model is a best practice in dispatch centers of this size.

A site visit of the dispatch center allowed *FITCH* staff to meet with the dispatch center director. *FITCH* found that the dispatch center has many of the modern technologies, redundancies and operational processes. Many of the best practices that were not in place are being worked on, such as the implementation of auto alerting of fire

## **Observations**

- 1. The dispatch center dispatches for over 50 agencies.
- 2. They operate in a two stage model.
- 3. Many of the best practices are in place and others are being worked on.
- 4. Tele-communicator recruitment and retention is reported to be a challenge like many dispatch centers.

departments once the tele-communicator takes the 911 call. This auto alerting is best practices and reduces the need for a tele-communicator to manually alert the fire department, saving time and increasing consistency.

For EMS calls the dispatch center takes the 911 call and transfers the caller to the transporting EMS agency for pre-arrival instructions such as CPR or airway obstruction assistance. There is not currently a computer aided dispatch (CAD) integration between dispatch center. This requires the tele-communicator to call between dispatch centers with any call for service or updates, rather than leveraging technology that would automatically communicate between systems. For example North Memorial Ambulance Service is responsible for approximately 40,000 calls for service from Hennepin County Dispatch Center. The tele-communicator must make a phone call to make North Memorial aware of the incident. If there are updates, such as the patients condition when first responders arrive, another phone call must be made. This manual phone call process is time consuming and can create unnecessary and unintentional human errors. Hennepin County Dispatch is working on implementing the CAD to CAD integration between agencies.

Hennepin County Dispatch also reports that they don't have a formal quality assurance (QA) process due to staffing levels. A QA process is important to ensure that timeliness, accuracy, and procedures are followed. The dispatch center also lacks a standardized call taking protocol. A standardized call taking protocol is important so tele-communicators are consistent in how 911 calls are answered and classified to ensure the appropriate resources are sent to the incident scene. It is a best practice to have a call taking protocol for the tele-communicators.

Within Hennepin County Dispatch, fire departments set up alarm assignments that dispatches resources based on the call type and geography. This allows the fire department to preset automatic aid and mutual aid from neighboring agencies. For example when a structure fire is dispatched in an area of Dayton without municipal water supply, water tankers are automatically dispatched from neighboring agencies to assist.

The dispatch center reports a 1:30-2:00 minute call processing time. Tele-communicators are trained to work on the fire channel after about 2 years of experience. Approximately half of the staff is trained for fire channel operations.



Page 24 May 2024

## **Dispatch Operations Summary**

## **Observations**

- 1. Dayton Fire Department dispatches all staff for every call for service.
- 2. There is not a call taking protocol for tele-communicators to use.
- 3. There is not a formal quality assurance program for tele-communicators.
- 4. The city and department do not control or own the dispatch center but the dispatch center is vital to the department's operation.

## **Short-Term Recommendations (1-3 years)**

- 1. Work to dispatch Dayton Fire Department by units instead of the generic department alert. This will help to improve the response time and call processing data.
- 2. Add an alert that will just notify the full-time staff when they are working for calls for service that do not need more than two to three responders, once the additional sworn full-time staff are implemented.
- 3. Advocate for call-taking protocols and quality assurance at the dispatch center.
- 4. Monitor call-taking times and process to identify opportunities for improvement.

## Mid-Term Recommendation (4-7 years)

Ensure CAD to CAD integrations with other agencies that may respond to Dayton.

## **Long-Term Recommendation (8+ years)**

Evaluate the implementation of future technology to improve processes and communication between the 911 call, tele-communicators and public safety responders.



Page 25 May 2024

## **Fleet**

The current fleet is housed between the two fire stations. Given the current arrangement of the two fire stations there is no additional room to house any additional apparatus. The apparatus are very tightly parked in the current fire stations. Vehicles have to be moved at times in order to get the correct apparatus out of the station to respond to the emergency incident. Any addition to the fleet would require additional apparatus bay space at one of the fire stations.

A fleet replacement schedule shows the vehicles are planned to be replaced between 10 and 20 years. The current fleet has a third fire engine, which ensures that there is a backup fire engine when either front line fire engine is unavailable due to things like maintenance. The current grass rigs are combination units that respond to both grass fires and medical incidents. The grass rigs have equipment that allows the department to use the vehicle for both types of incidents.

While considering adding a Fire Station 3, there are investments related to right-sizing the fleet to accommodate the third station. An additional fire engine is likely the biggest investment outside of the building itself. Currently, the lead times on fire apparatus can be up to four years based on the type of apparatus, specifications, and manufacturer.

As the community develops and additional multi-story buildings are built, procuring an aerial apparatus will be needed. The community is transitioning from a rural to a suburban community. Most suburban communities have an aerial apparatus to ensure the fire department can maximize their access to multi-story buildings.

There may be an opportunity to combine a few vehicles when considering replacement and purchasing of apparatus. For example, the next fire engine could be a quint, which combines a ladder truck and fire engine, rather than purchasing two separate vehicles. Outside of the Fire Chief Pick Up, the vehicle utilization is low enough that combined vehicles when feasible may help create efficiency while ensuring the department is equipped to meet the community service demand. A combined fire engine and rescue truck could be purchased when the next fire engine is due to be replaced.

### **Current Fleet**

Apparatus Type	Current	W/FS 3	Replacement Years
Engine	3	3	20
Ladder	0	0	20
Grass Rig	2	2	20
Heavy Rescue	1	1	10
Boat	2	2	10
Tanker	1	1	20
SUV	2	2	10
UTV	1	1	



Page 26 May 2024

## **Fleet**

A best practice fleet ensures that the department has the vehicles needed to effectively provide service to the community in a reliable fashion. For rare incidents it is common for departments to rely on mutual-aid or regional response teams for those speciality resources. Some examples include rehab trucks with air compressors, specialized rescue (confined space, high angle rope rescue, trench collapse, and structural collapse), and hazardous materials mitigation.

A best practice replacement plan for a departments fleet includes more variables other than the age of the vehicle. The industry standards recommend that vehicles are not used for more than 20 years. There are many changes over 20 years from the safety features on the emergency vehicle to the types of incidents the department is responding to. Therefore it is prudent to ensure vehicles are replaced within the 20 year timeframe. To determine if a vehicle needs to be replaced before the 20 year timeframe the following variables could be considered:

- · Age of vehicle
- Miles/Hours
- · Reliability
- Maintenance and Repair Costs
- Condition of Vehicle (rust, accidents, anticipated repairs)

The following table has the best practice fleet that would anticipate the addition of two full-time staff and a third fire station. The additional SUVs ensure that Fire Marshal/Fire Inspector and Assistant Chief have SUV response vehicles. Replacement years are suggested to be the longest the vehicle should be in the fleet while using the variables above to determine if the vehicle should be replaced sooner.

### **Observations**

- 1. The current fleet is tightly housed between two fire stations.
- 2. There is a replacement schedule based on age of vehicle.
- 3. Replacement is solely based on age of the vehicle.
- 4. Grass rigs are used for both grass fires and medical responses.
- 5. Additional vehicles will be needed for Fire Station 3.
- 6. Current utilization of vehicles is low enough to consider combination vehicles.
- 7. There is a need for an aerial apparatus as the community develops and more multi-story buildings are built.

#### **Best Practice Fleet**

Apparatus Type	Current	Future	Replacement Years
Engine	3	3	20
Quint	0	1	20
Grass Rig	2	2	20
Heavy Rescue	1	0	N/A
Boat	2	2	15
Tanker	1	1	20
SUV	2	5	10
UTV	1	1	15



Page 27 May 2024

## **Fleet Summary**

## **Short-Term Recommendations (1-3 years)**

- 1. Evaluate the need for a ladder truck and additional fire engine versus a combined quint (combination ladder and engine). Engine \$1-1.2 million, Ladder \$2-2.5 million, Quint \$1.8-2.2 million with a 2-4 year lead time.
- 2. Consider purchasing the apparatus for Fire Station 3 once a construction plan is identified. Some of the fire apparatus have a longer lead time than building construction.
- 3. Consider adjusting fleet replacement schedules to include additional variables such as vehicle reliability, cost of ownership and condition.

## Mid-Term Recommendation (4-7 years)

Consider replacing the heavy rescue and fire engine with one dual role apparatus.

## **Long-Term Recommendation (8+ years)**

Re-evaluate the size of the fleet if the department is able to return to a two station model by building a combined northern fire station.



Page 28 May 2024

## **Equipment**

A fire department uses a significant amount of equipment to successfully carry out its mission. This equipment includes items like protective fire gear, self-contained breathing apparatus (SCBA), and automated external defibrillators (AEDs). All of the equipment has a life cycle which could be based on a number of factors including:

- Age
- Industry standard
- Use
- Reliability
- Obsolescence
- Cost of ownership
- Surplus due to change in approach to service provision
- New safety features

## **Observations**

- 1. The department is well equipped.
- 2. There is health and safety equipment at both stations.
- 3. If a third station is added, additional equipment will need to be procured.

Of important note, the department has items dedicated to the health and safety of the fire staff to include gear washers and direct capture exhaust systems. These types of equipment help provide a safer working environment by reducing exposure to known toxins to firefighters.

When approaching equipment purchasing and replacement, it is important to evaluate options for procurement, specifications and future use of the equipment. Having a methodic approach to equipment replacement will ensure the effective and efficient use of those resources into the future. For example, you could buy SCBA's at a lower cost under a current standard when a new standard is coming out the following year. You may have a lower purchase cost but the life span of SCBA's may be shortened since they were purchased at the end of a standard cycle. Another consideration is how many SCBA's you need to own and operate based on the staffing model.

If a third station were to be added. additional equipment would need to be procured to operate that additional fire station. If it is a transient or short amount of time that three stations would be operated as a new consolidated central north fire station was built, some equipment may not need to be purchased. An example may be that gear extractor could be used at another fire station until the department was operating at a two fire stations model again. Other equipment is driven more based on the staffing or fleet size such as fire gear, radios, or thermal imagers.

#### **Equipment Replacement**

Equipment Type	Current	W/FS 3	Replacement Years
Extrication	2	3	20
SCBA Compressor	2	3	20
Gas Detectors	5	6	4
SCBA		TBD	15
Gear Washer	2	TBD	20
AEDs	5	TBD	10
LUCAS CPR	2	3	10
Thermal Imager	3	4	8
Fire Gear	30	TBD	10



Page 29 May 2024

## **Equipment Summary**

## **Short-Term Recommendations (1-3 years)**

- 1. A comprehensive list of equipment and replacement schedule should be established.
- 2. A list of equipment needed for a Fire Station 3 should be developed, including lead times for procurement.



Page 30 May 2024

## **Training**

Training is a critical component of a fire department to ensure firefighters have the knowledge, skills, and abilities to provide service to the community. This training is key to keeping both the public and firefighters safe during a response. There are a number of references within the fire services regarding training. The most prominent is the National Fire Protection Association (NFPA) which has standards and job performance requirements (JPRs) for each position within the fire department. Another reference is the Insurance Service Office (ISO) that rates fire services. There are also opportunities to obtain training and certifications for many of the roles and responsibilities within a fire department. Training is even more important for DFD as it has a less tenured staff than previously and the only way to prepare these firefighters for success is by robust training evaluations.

DFD requires all department members to attend 66% of the training sessions in any given quarter. Many volunteer or paid-on-call fire departments focus their training requirements on the number of hours of training completed by staff member and the percentage of training. Training a volunteer or paid-on-call workforce is challenging for a number of reasons. One reason is the number of

## **Observations**

- 1. The department requires members to attend 66% of the training in a guarter.
- 2. There are opportunities for the department to modernize its training program.
- 3. There is no dedicated training space and while the department continues to have less experienced staff that need additional training opportunities to ensure competence.

staff members that are showing up to a training session can be unpredictable. When setting up a training session and not knowing how many people to plan for creates planning and logistics challenges. Another challenge is providing training to a wide variety of staff experience at the same training session. An important last example is creating a training schedule that works for volunteers or paid-on-call staff. For example a firefighter who works their full-time job on the evening shift may not be able to attend trainings in the evenings when most volunteer or paid-on-call staff are available but that firefighter is available during the daytime to respond to emergencies when the least number of volunteer or paid-on-call staff are available.

A best practice for providing a modern and high-performing training program includes leveraging a hybrid approach. This hybrid approach includes using both in-person and virtual training components. This allows the fire department staff to complete much of the didactic training online at a time and place of their own convenience. That leaves the in person training time to focus on more hands on tactile training and competency evaluation.

A second step to the hybrid approach includes placing less emphasis on the number of hours of training and more of a focus on competency based training. The competency based training has more focus on ensuring each individual firefighter is able to complete each job performance requirement. A competency based training program can also be created for each role and responsibility within the department. For example a training program can be created for firefighter, apparatus operator, and fire officer for the different roles and responsibilities. In order to successfully implement a best practice model there needs to be clear expectations and communication. Some of the best practices to implementing a competency based approach include creating operating guidelines, task books, and how-to videos that are all in alignment.

Currently there is no dedicated training space. This requires the department to try to makeshift the fire station or another facility to practice skills in an unrealistic environment. For example practicing ground ladders, neither station has a second story or windows that the ladder can be set to rescue a victim. Practicing the ground ladders at the fire station can lead to damage of the exterior of the fire station<sub>275</sub>



Page 31 May 2024

## **Training Summary**

Having appropriate training space is even more important as the department has less experienced firefighters that need additional training opportunities to ensure an adequate level of competence is present when an emergency incident occurs. A new firefighter takes up to 18 months to complete their entry level training. It is also notable that Dayton does not have a water supply system that would allow firefighters to train flowing water without affecting residents and businesses.

Most modern fire facilities include training features within the fire station with the exception of a live fire training facility. With adequate planning almost all fire skills can be accomplished at a well designed fire station. The more convenient the training is made to the fire staff, the more likely the training features will be used by the fire staff. Live fire training is best accomplished in a dedicated live fire training facility as it is difficult to incorporate all of the safety features of a fire station with a live fire training facility.

### Sample Department Training Schedule

Day					Dayton 2024 Training Schedule	
	Date	Location	Time	# of Hours	Topic	Lead
Thur	4-Jan	DFD	19:00-22:00	3	Haz-Mat Deep Dive Four Gas Monitor	Kirk Maroushek
Thur	18-Jan	DFD	19:00-22:00	3	Emergencies in Heavy-Content Buildings	Century College
Thur	1-Feb	DFD	19:00-22:00	3	The Importance of Good Report Writing	Jeff St. Martin HCFIT
Thur	15-Feb	DFD	19:00-22:00	3	EMS Training	Brian Junkin North Memoria
Thur	7-Mar	DFD	19:00-22:00	3	New Tanker Training	MaQueen
Thur	28-Mar	DFD	19:00-22:00	3	North EMR Refresher	North Memorial
Thur	4-Apr	DFD	19:00-22:00	3	Building Preplans	Jason Elasky
Thur	18-Apr	DFD	19:00-22:00	3	North EMR Refresher	North Memorial
Thur	2-May	DFD	19:00-22:00	3	Know Your SCBA	Century College
Thur	16-May	DFD	19:00-22:00	3	Minnesota State Fire Marshal's Sprinkler Trailer	MN State Fire Marshal's Office
Saturday	1-Jun	DFD	07:00-15:00	8	Live Burn	Gary Hendrickson

## **Short-Term Recommendations (1-3 years)**

- 1. Maximize the hybrid approach to delivering training content.
- 2. Consider implementing a competency-based training program.
- 3. Ensure training is provided specific to each responsibility in accordance with industry best practices.
- 4. Ensure alignment between policies/quidelines, training, and competency checks.
- 5. Identify a training facility to ensure staff are able to train in a realistic and safe environment

## Mid-Term Recommendation (4-7 years)

Evaluate and adjust training program based on changing risks within the community.



Page 32 May 2024

## **Considerations for Fire Prevention**

DFD currently uses contracted fire inspection services from a private contractor. The current private contractor provides inspection services to many local units of government. While this service provides the important service to the community, it does not connect back to the fire department. Each fire inspection is an opportunity to capture pre-planing information that is vital for the fire department when responding to an emergency incident. This is also an important connection between the inspector and fire department when evaluating a construction plan, not only for code compliance but also emergency response. There are many areas of the fire code that leave discretion up to the authority having jurisdiction, which is the local fire official. This is an opportunity to work with a building owner, developer and architect to determine which tradeoffs work for both the owner and fire department to build a safe building that allows for an effective fire response.

The department would be served by prioritizing the hiring of a fire inspector or fire marshal. The city is witnessing the construction of numerous large commercial and industrial buildings. At the time of construction is the best opportunity to ensure a building is constructed with fire protection features that work effectively for a fire response. Hiring a fire inspector and fire marshal would allow someone dedicated to implementing a community risk reduction program. Plan reviews could be contracted to a subject matter expert out when it is a complex development or there is a high workload.

The first phase of implementation of a community risk reduction program is to inventory and assess the community risk. The four steps to inventorying and assessing community risk are:

- Inventorying the community, which includes identifying all of the structures within the community, fire systems within the structures, and current fire code compliance.
- A risk assessment should be completed while inventorying the community based on life hazards, property loss, and potential impact to the environment and community.
- Analyzing the inventory should be used to determine impacts and trends.
- Then prioritizing the risk based on life hazards, property loss, and impact on the environment and community.

The second phase of community risk implementation is to identify the appropriate mitigating strategies. There are five common mitigation strategies with the first four being proactive and the last option being the responsive safety net:

- Education Educating a specific target audience can help reduce risk. Some examples include educating seniors on fall prevention or apartment managers common impactful fire code violations.
- Enforcement Enforcement generally is about gaining compliance with fire code and/or local ordinances.
   The best practice approach is to start with education for first violations unless there is an egregious life safety risk present.
- Engineering Engineering controls can include programs like installing fire stops above stoves to control cooking fires or ensuring fire doors close when a fire alarm sounds.
- Economic incentives These incentives could be both incentives or disincentives. An incentive might be
  waiving a permit or inspection fee if no code violations are found. A disincentive could be an escalating
  fee for multiple false fire alarms within a year.
- Emergency response Emergency response is a post incident mitigation strategy. This is usually costly both in the response and the loss that is created by an incident.

The most effective community risk reduction program focuses on reducing occurrences or decreasing the impact of the risks.

The last phase of the community risk reduction program is to implement the necessary policy and procedures. This phase may include council level policy decisions such as ordinance changes or a fee schedule adoption. Much of this phase will include operational level policy and procedure development and implementation.

277



Page 33 May 2024

## **Fire Prevention Summary**

## **Observations**

- 1. Current fire inspections and plan reviews are provided by a private provider.
- 2. The pre-incident plan information and operational impacts of plan reviews do not appear to be part of the current approach to fire inspections and plan review.

## **Short-Term Recommendations (1-3 years)**

- 1. Consider hiring a fire inspector or fire marshal as funding becomes available.
- 2. Implement a comprehensive community risk reduction program.
- 3. Evaluate and implement a pre-incident plan program that ensures all responders have access to important information about the buildings they are responding to.

## Mid-Term Recommendation (4-7 years)

Reevaluate the risk within the community and adjust risk reduction and response programs as needed.



Page 34 May 2024

## **Administration**

The fire department currently operates with one full-time fire chief and the remainder of the staff is paid-on-call. There are five paid-on-call officer positions. Currently there is one officer position filled at Fire Station 1.

The department has signed up with an online policy manual provider. Only a couple of the policies have been established and communicated to the entire department. An example of a policy would be to have a guideline on alarm assignments and which apparatus should respond to each type of incident. This would be helpful for staff to have clarity in expectations. The online policy manual has a template to start from but requires work to personalize many of the templates to meet the departments needs.

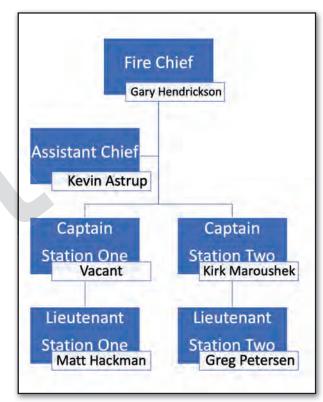
As an organization moves to a best practice model, it is important that staff are involved in that change. Change needs to occur at a rate that is digestible and bought into by the staff. One way to increase staff engagement is to create a committee that has firefighters and fire officers on it that work to identify and implement change to improve the organization. When staff at all levels of the organization are consulted on issues and engaged in resolving on the issues there is usually a better outcome and buy in.

Looking towards the future, bolstering the administrative function of the fire department is important to helping support the current paid-on-call model. Having one full-time staff member responsible for all the administrative functions becomes challenging. Adding a full-time assistant chief as funding is available would assist in splitting up the duties of the administrative function. Many departments use the assistant chief as the training officer and keep the fire chief focused on the strategic level operation of the fire department.

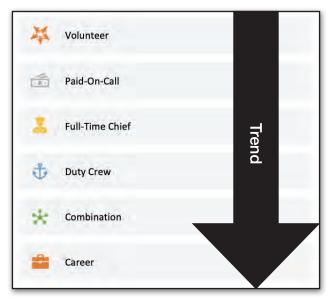
Adding a full-time assistant chief and a fire inspector or fire marshal would also assist in providing additional coverage for emergency responses during the daytime weekday hours where the lowest number of responders are currently able to respond. Fire departments are somewhere on the staffing continuum and it is common for fire departments to move toward adding full-time staff. Some of the first full-time staff in a paid-on-call fire department are commonly chiefs and inspectors.

A regulatory item of note is that Federal OSHA recently published an 800+ page update to the regulation for fire and EMS departments. There may be a resource and administrative impact based on what the final OSHA rules get adopted in the short-term.

Current Dayton Fire Department Organizational Chart



Fire Department Staffing Continuum





Page 35 May 2024

## **Administration Summary**

## **Observations**

- 1. There is currently a full-time fire chief and five paid-on-call officer positions.
- 2. There is one paid-on-call officer positions filled at Fire Station 1.

## **Short-Term Recommendations (1-3 years)**

- 1. Work to develop officers at Fire Station 1.
- 2. Develop a policy and procedure model that meets current fire service regulations and expectations.
- 3. Implement a committee to provide input and assist with implementing change within the department.
- 4. Consider adding a full-time assistant chief when funding becomes available.
- Consider adding a civilian administrative assistant when funding becomes available.

## Mid-Term Recommendation (4-7 years)

Create a strategic plan to evaluate priorities for the next 3-5 years.

## **Long-Term Recommendation (8+ years)**

Evaluate staffing model and sustainable future service delivery to the community.



Page 36 May 2024

### **Data**

Data is vital to the current and future operation of the fire department. It is important that data is not only collected but there is quality assurance of the data. That data is used to inform decisions both within the department and at the policy level. Data can also be used to provide transparency of service provided to the community.

There are many sources of data that are important to modern fire departments. Some of the data sources include:

- Construction plans and reviews
- Fire inspection and permit records
- County assessor office data
- GIS
- Computer aided dispatch from Hennepin County
- Records management of fire and EMS responses
- Training records
- Firefighter turnout data

Currently Dayton Fire Department gets only limited information from the Computer Aided Dispatch (CAD) system Hennepin County Sheriffs Office 911 Center directly imported into the department's records management system. This requires department staff to manually enter information such as response date/ times and responding units. The manual translation of that information can lead to incomplete data and errors being made inadvertently. A best practice is to have the information directly fed into the departments records management system.

The use of quality data is imperative to making informed decisions on how to provide reliable and effective fire and EMS services to the community. During this operational review it became apparent that the data system within the department likely does not serve the department and city as well as it could. It did not appear that there is a robust data set with fire, EMS, staffing, and fire prevention data that can be easily evaluated.

In order to have quality data, there are a number of steps that must occur in order to be effective. The following steps can be a framework for effective data implementation:

- 1. Staff must understand the importance of the data collection and how the data will be used to improve decision making. Quality data starts with the line staff buying into the need to enter data accurately.
- 2. The department needs to have the technical resources to implement data collection and analysis. This step usually entails evaluating the current systems versus the needs to identify the gaps. Then the department can evaluate potential technology systems or resources to fill the gaps.
- 3. The implementation of the systems need to include writing specific processes and rules within the systems to ensure the data being collected is complete. An evaluation is then needed to find the effectiveness of the processes and rules and also determines if additional processes and rules need to be implemented. The implementation is iterative and ongoing. Many departments implement systems with little customization and evaluation following the rollout. This leaves the department using a small percentage of the systems capabilities. It is important that line staff through administration are part of this process.
- 4. Quality assurance of data collection needs to occur. Departments often may conduct clinical quality assurance (QA) to make sure the care provided to patients was appropriate. While the clinical QA is important, there also needs to be QA of the documentation on fire, EMS and fire prevention documentation. Without the QA on the documentation, most departments find themselves with many outliers when data analysis occurs. This steps ensures that you will have accurate data to inform decision making.



Page 37 May 2024

5. Analysis and reporting can occur once the data is in the system. This reporting can be used for many audiences. It is important that performance reporting is shared internally so staff can see the value of the data. The data analysis can be shared with administration and elected officials to inform policy decisions around fire and EMS service delivery. Just as important, the information can be used for public transparency and education on the services provided to the community.

## **Data Summary**

### **Observations**

- 1. It does not appear there is a robust data set with fire, EMS, staffing, and fire prevention data within the department.
- 2. Reporting is limited based on available data and administrative bandwidth.

## **Short-Term Recommendations (1-3 years)**

- 1. Enhance the use of the records management system(s) within the department to collect and evaluate data as outlined.
- 2. Capture risk information during fire inspections, low acuity calls for service, and preplan activities.
- 3. Implement a full CAD to RMS interface to automatically download CAD data.
- 4. Implement data quality assurance to ensure data is complete and accurate.

## Mid-Term Recommendation (4-7 years)

Aggregate and trend data following multiple years of comprehensive data collection.

## Long-Term Recommendation (8+ years)

Evaluate systems to ensure they meet the department and community's needs for data collection, analysis, and reporting.



Page 38 May 2024

## **Observation Summary**

#### **Current Planning**

- 1. Three full-time positions are planned over the next three years.
- 2. The current stations have multi-million dollar costs to keep operating.
- 3. Eight apparatus are planned for replacement/purchase totaling \$5.9 million.

### **Citywide Future Plans**

- 1. Dayton, MN is a developing community.
- 2. The development is at a steady pace.
- 3. Only part of the community has fire hydrants and municipal water supply.
- 4. The municipal water supply in the northwest corner of Dayton has limited capacity to provide emergency responders with an immediate high water flow.
- 5. Dayton's development appears to be aimed at keeping a primarily residential community with areas of commercial, industrial, mixed use and a small high-density residential area.
- 6. The development is anticipated to occur over the next three decades leading to a steady growth strategy.
- 7. There are limited north/south transportation network options currently which challenge a timely response to the southern portion of the community.
- 8. The 2040 comprehensive plan estimates a population of 10,400 while the growth rate of Dayton since 2010 project the population is closer to 16,095 or 5,695 higher than the comprehensive plan.

#### **Fire Department Overview**

- 1. Dayton is currently considered a rural community and meets the NFPA 1720 industry standard.
- 2. As the community develops, Dayton will likely be classified as a suburban community. The industry standards for a suburban community have shorter response times and the current fire department staffing model will not meet those standards.

### **Community Demand for Service**

- 1. 75% of the communities demand for services is related to medical emergencies.
- 2. The type of development that occurs within the city may impact the rate at which the community's demand for fire service will increase.
- 3. Future community demand is projected to be approximately 700 calls for service in 2030 based on historical demand trends.

#### **Evaluating the Current System**

- 1. The highest demand for service occurs between 8am and 8pm.
- 2. The lowest average paid-on-call staff turnout is during the 7am-3pm Monday-Friday.
- 3. The average travel time of the first arriving unit is 4.9 minutes.
- 4. Fire Station 2 is closest to approximately 58% of the calls for service.
- 5. Overlapped calls are a rare occurrence with 3% at Station 2 and 0.5% at Station 1. This allows the department to focus on the first call for service.

#### **Geographical Demand**

- 1. Service demand is highest in the corners of the community.
- 2. The community is still considered rural.
- 3. There is a limited north/south road network.
- 4. Much of the denser development is slated for southern portion of the community.
- 5. Portions of the area are difficult to access from within the community.



Page 39 May 2024

## **Observation Summary (cont.)**

#### **Fixed Facilities**

- 1. 72 percent of incidents can be reached with an 8-minute drive time.
- 2. The current two fire stations are located in the north end of the community.
- 3. With optimized station locations, up to 23 percent more calls for service can be reached in an 8-minute drive time.
- 4. A third fire station may bring 18 percent more responses within an 8-minute drive time.
- 5. A third fire station would also allow more responses to be reached within a 6-minute drive time compared to the current arrangement.
- 6. Current fire stations have some of the health and safety features such as direct exhaust capture systems from the vehicles and gear washer/extractors.
- 7. Neither fire station has sleeping quarters that could house staff overnight.
- 8. Neither fire station has the fire gear stored in a separate room from the vehicles bays.
- 9. Both fire stations have very little room between the fire apparatus and vehicles are very close in the apparatus bays.
- 10. Both fire stations are attached to other city operations which allow multiple-use spaces in the facility.
- 11. The department has no dedicated training space for skill based fire training.

#### **Personnel**

- 1. DFD primary uses paid-on-call staff to respond to calls for service.
- 2. The only full-time staff member is the Fire Chief.
- 3. Recruitment and retention challenges are a national trend that many departments are experiencing.
- 4. Currently there are 29 staff within the fire department.
- 5. The lowest turnout of paid-on-call staff occurs during the day during the week.
- 6. Neither fire station can accommodate staff overnight.

#### **Dispatch Center Operations**

- 1. The dispatch center dispatches for over 50 agencies.
- 2. They operate in a two stage model.
- 3. Many of the best practices are in place and others are being worked on.
- 4. Tele-communicator recruitment and retention is reported to be a challenge like many dispatch centers.
- 5. Dayton Fire Department dispatches all staff for every call for service.
- 6. There is not a call taking protocol for tele-communicators to use.
- 7. There is not a formal quality assurance program for tele-communicators.
- 8. The city and department do not control or own the dispatch center but the dispatch center is vital to the department's operation.

#### Fleet

- 1. The current fleet is tightly housed between two fire stations.
- 2. There is a replacement schedule based on age of vehicle.
- 3. Replacement is solely based on age of the vehicle.
- 4. Grass rigs are used for both grass fires and medical responses.
- 5. The long term plan identifies vehicles for Fire Station 3.
- 6. Current utilization of vehicles is low enough to consider combination vehicles.
- 7. There is a need for an aerial apparatus as the community develops and more multi-story buildings are built.

#### **Equipment**

- 1. The department is well equipped.
- 2. There is health and safety equipment at both stations.
- 3. If a third station is added, additional equipment will need to be procured.



Page 40 May 2024

## **Observation Summary (cont.)**

#### **Training**

- 1. The department requires members to attend 66% of the training in a quarter.
- 2. There are opportunities for the department to modernize its training program.

#### **Fire Prevention**

- 1. Current fire inspections and plan reviews are provided by a private provider.
- 2. The pre-incident plan information and operational impacts of plan reviews do not appear to be part of the current approach to fire inspections and plan review.

#### Administration

- 1. There is currently a full-time fire chief and five paid-on-call officer positions.
- 2. There is only one paid-on-call officer positions filled at Fire Station 1.

#### Data

- 1. It does not appear there is a robust data set with fire, EMS, staffing, and fire prevention data within the department.
- 2. Reporting is limited based on available data and administrative bandwidth.



Page 41 May 2024

## Short-Term Recommendations (1-3 years)

#### **Fixed Facilities**

- 1. Consider purchasing land and building a pilot facility for a Fire Station 3 in the southern area of the community.
- 2. Engage the community to determine the available paid-on-call staff for a new Station 3.
- 3. Onboard new staff in the southern area of the community that could be the leadership of the new Fire Station 3.
- 4. Continue to maintain the existing two fire stations to ensure they serve the community into the future.

#### Personnel

- 1. Implement two additional full-time staff (Fire Marshal/Fire Inspector and Assistant Fire Chief). Approximately \$120,000-\$150,000 each.
- 2. Determine the interest in paid-on-call staff in the southern portion of the community. Onboard those interested to start building capacity and experience for a third fire station.
- 3. Solicit input and start planning for the implementation of a duty crew during select hours of the day. Implementation of the duty may be a short or mid-term timeframe for implementation based on available resources and need. Approximately \$219,000 per 24/7 position at \$25 per hour.
- 4. The city should establish reserve funds that would be available if the current staffing system becomes unreliable and the fire department staffing needs to transition to a more reliable model sooner than anticipated.

#### **Dispatch Operations**

- 1. Work to dispatch Dayton Fire Department by units instead of the generic department alert. This will help to improve the response time and call processing data.
- 2. Once the additional sworn full-time staff are implemented, add an alert that will notify just the full-time staff when they are working for calls for service that do not need more than two to three responders.
- 3. Advocate for call-taking protocols and quality assurance at the dispatch center.
- 4. Monitor call-taking times and process to identify opportunities for improvement.

#### **Fleet**

- 1. Evaluate the need for a ladder truck and additional fire engine versus a combined quint (combination ladder and engine). Engine \$1-1.2 million, Ladder \$2-2.5 million, Quint \$1.8-2.2 million with a 2-4 year lead time.
- 2. Consider purchasing the apparatus for Fire Station 3 once a construction plan is identified. Some of the fire apparatus have a longer lead time than building construction.
- 3. Consider adjusting fleet replacement schedules to include additional variables such as vehicle reliability, cost of ownership and condition.

#### **Equipment**

- 1. A comprehensive list of equipment and replacement schedule should be established.
- 2. A list of equipment needed for a Fire Station 3 should be developed, including lead times for procurement.

#### **Training**

- 1. Maximize the hybrid approach to delivering training content.
- 2. Consider implementing a competency based training program.
- 3. Ensure training is provided specific to each responsibility in accordance with industry best practices.
- 4. Ensure alignment between policies/guidelines, training, and competency checks.
- 5. Identify a training facility to ensure staff are able to train in a realistic and safe environment

#### **Fire Prevention**

- 1. Consider hiring a fire inspector or fire marshal as funding becomes available.
- 2. Implement a comprehensive community risk reduction program.
- 3. Evaluate and implement a pre-incident plan program that ensures all responders have access to important information about the buildings they are responding to.



Page 42 May 2024

## **Short-Term Recommendations (cont.)**

#### **Administration**

- 1. Work to develop officers at Fire Station 1.
- 2. Develop a policy and procedure model that meets current fire service regulations and expectations.
- 3. Implement a committee to provide input and assist with implementing change within the department.
- 4. Consider adding a full-time assistant chief when funding becomes available.
- 5. Consider adding a civilian administrative assistant when funding becomes available.

#### Data

- 1. Enhance the use of the records management system(s) within the department to collect and evaluate data as outlined
- 2. Capture risk information during fire inspections, low acuity calls for service, and preplan activities.
- 3. Implement a full CAD to RMS interface to automatically download CAD data.
- 4. Implement data quality assurance to ensure data is complete and accurate.



Page 43 May 2024

## Mid-Term Recommendations (4-7 years)

#### **Fixed Facilities**

1. Consider designing and building a Fire Station 3 once there is adequate funding and paid-on-call staff resources available. The type and amount of development in the southern portion of the community should be considered to determine the appropriate timing of a third fire station. Cost at least \$12 million in 2024.

#### Personnel

- 1. Implement or expand duty crew hours as needed to maintain a reliable response.
- 2. Prepare stations to accommodate overnight staff.

#### **Dispatch Operations**

Ensure CAD to CAD integrations with other agencies that may respond to Dayton.

#### Fleet

Consider replacing the heavy rescue and fire engine with one dual role apparatus.

#### **Training**

Evaluate and adjust training program based on changing risks within the community.

#### **Fire Prevention**

Reevaluate the risk within the community and adjust risk reduction and response programs as needed.

#### Administration

Create a strategic plan to evaluate priorities for the next 3-5 years.

#### Data

Aggregate and trend data following multiple years of comprehensive data collection.

## City of Dayton Fire Department



Page 44 May 2024

## Long-Term Recommendations (8+ years)

### **Fixed Facilities**

The existing two fire facilities will likely need a remodel to meet the future demand and operation of the
department as resources are available. The remodel may include an addition to meet a different model of service
and an opportunity to include components such as training and additional health and safety features. A best
practice option would be to consolidate the two existing stations into a geographically centralized northern fire
station.

### Personnel

- 1. Plan for 24/7 duty crews.
- 2. Evaluate the need for additional full-time staff.

### **Dispatch Operations**

Evaluate the implementation of future technology to improve processes and communication between the 911 call, tele-communicators and public safety responders.

### Fleet

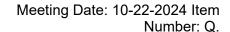
Re-evaluate the size of the fleet if the department is able to return to a two station model by building a combined northern fire station.

### Administration

Evaluate staffing model and sustainable future service delivery to the community.

### **Data**

Evaluate systems to ensure they meet the department and communities needs for data collection, analysis, and reporting.





PRESENTER: Marty Farrell/Paul Kangas

ITEM: 2024 Park Improvement Projects, Parks Irrigation installation, contract award.

PREPARED BY: Marty Farrell/Paul Kangas

**POLICY DECISION / ACTION TO BE CONSIDERED:** Approve low bid from Peterson Companies for \$311,022 for the Park Improvements Irrigation project.

**BACKGROUND:** Staff have been contacted by numerous residents over the last couple of years about the quality of the grass in the open spaces in the newly developed parks. The City when developing parks has generally not included irrigation, unless there was an active sports field being used for regular practice or competitive games. With the recent resident requests for improvements staff has explored installation or improvement of irrigation systems in five City Parks, Elsie Stephens Park, River Hills Park, Ione Gardens, Hayden Hills and Sundance Woods. The irrigation project has been split into 2 distinct areas Irrigation system installation, and water supply, the work will be conducted by different contractors with the City coordinating the project.

Council approved advertising for bids at the September 24 meeting. Bids were received from Friedges, Peterson Companies, and Albrecht Company.

### **CRITICAL ISSUES:**

Staff would like to complete as much of the project as possible this year, so the system is available for the 2025 irrigation season.

### **Project Timeline**

Bidding documents available after September 24<sup>th</sup> 2024 Complete Bid opening October 15 2024 Complete Contract award October 22 2024 Project Commence after October 22 2024 Substantial completion June 1 2025

**BUDGET IMPACT:** Contract for \$311,022 from Fund 601.

**RECOMMENDATION:** Approve low bid from Peterson Companies.

**ATTACHMENT(S):** Bid analysis, contractor bid documents

## Inside Outside Architecture, Inc.

October 15, 2024

Zach Doud – City Administrator City of Dayton 12260 South Diamond Lake Road Dayton, MN 55327

RE: Dayton Parks Irrigation Project Bid Results

### Mr. Doud:

Bids were received for the above referenced project at 3:00 pm on October 15th, 2024. Three bids were submitted from a variety of contractors. A full synthesis of the bid results, compared to the previous IOA estimate, is attached. The total bids, ranked in order from low to high, are as follows:

Peterson Companies \$ 311,022.00 Apparent low bidder Friedges Landscaping \$ 312,331.00 plus \$ 1,309 Albrecht Companies \$ 510,513.00 plus \$ 199,491

The results had two very close bids well under the IOA estimate of \$353,398.50. The third number was considerably higher and was quickly removed from consideration. All three companies are well known in the local site development industry and could be viewed as excellent choices.

Given the clear bid results, I would make a recommendation to award the project to Peterson Companies as the apparent low bidder. I have personal experience working them on multiple projects; most recently two campground construction projects in Wright County. Their quality of work and responsiveness was appreciated during both of those prior projects.

It is important to note that this project was bid as a lump sum project including of all five park sites. Awarding only a portion of the project would run afoul of the public bid process and is not recommended. The City's legal counsel would need to weigh in on how to proceed if you were to opt to attempt to fund only portions of the work.

Please contact me with any questions.

Sincerely.

Paul Kangas - L Vice President

Director of Landscape Architecture

and lighter of the second second second									
MEM	TINU	OTY	Pete	Peterson Co.	P	Friedges	Alb	Albrecht Co.	IOA Estimate
lone Gardens Neighborhood Park Irrigation	LS	1	*	61,500.00	**	74,220.00	*	114,303.00 \$	\$ 80,070.00
New municipal connection from existing ourb stop							1		
Include costs to get power for controller from adjacent sites transformer to enclosure/controller tooation									
Sundance Woods Neighborhood Park Irrigation	LS	1	**	43,816.00	*	48,115.00	*	57,303.00 \$	\$ 62,014.50
Connect to existing irrigation system									
Size new controller to accommodate existing zones									
Elsie Stephens Memorial Park Irrigation	LS	-	**	41,663.00	•	30,263.00	*	66,635.00 \$	\$ 33,415.50
Connect to existing well					13				
Locate controller on wood panel (outlet available) at location shown									
River Hills Neighborhood Park Irrigation	LS	1	*	48,900.00	*	38,193.00	*	105,637.00	\$ 46,102.00
Connect to new well - timing to be determined									
Hayden Hills Neighborhood Park Irrigation	LS	+	**	115,143.00	\$	121,540.00	*	166,635.00 \$	\$ 131,796.50
Connect to new well - fiming to be determined									
ALL Parks			\$	311,022.00	*	312,331.00 \$	**	510,513.00 \$	\$ 353,398.50
Difference from Apparent Low Bidder			1	0	60	1.309.00 \$	69	199,491.00 \$	\$ (42.376.50)

Contractor: Peterson Companies, Inc.

Bids Due: 3:00 pm – October-8, 2024

### PARKS IRRIGATION PROJECT

Dayton, Minnesota

City of Dayton - Parks & Recreation Attn: Zach Doud - City Administrator 12260 South Diamond Lake Road Dayton, MN 55327

To Whom It may Concern:

The undersigned, being familiar with the local conditions, having made the field inspections and investigations deemed necessary, having studied the plans and specifications for the work including Addenda No(s). email #1\_\_\_, and being familiar with all factors and others conditions affecting the work and cost thereof, hereby proposes to furnish all labor, tools, materials, skills, equipment and all else necessary to completely construct the project in accordance with the plans and specifications on file with the County as follows (bidder shall verify quantities to his/her satisfaction):

### SEE BID FORM NEXT PAGE

The low bidder shall be determined by the lowest, qualified Grand Total Base Bid entered on this Bid Form. This bid is a combination of both Lump Sum and Installed Quantity payment line items as noted on the bid form. The estimated quantities on the Proposal Form are provided for the convenience of the Bidder. Bidders are responsible for verifying quantities to their satisfaction. Unit prices entered on the Proposal Form will be used to calculate total payments during construction and to aid in determining values for possible changes in the work. If unit prices are judged to be unreasonable by the Owner, the Owner reserves the right to negotiate revisions to the prices.

Accompanying this bid is a bidder's bond, certified check, or cash deposit in the amount of at least five (5%) of the amount of my/our bid made payable to City of Dayton. The same is subject to forfeiture in the event of default on the part of the undersigned, or failure on the part of the undersigned to execute the prescribed contract and bond within fifteen (15) days after it is submittal to me/us.

In submitting this bid, it is understood that the Owner retains the right to reject any and all bids and to waive irregularities and informalities therein and to award the contract to the best interest of the Owner.

It is understood that bids may not be withdrawn for a period of 30 days after the date and time set for the opening of bids. It is understood that the Owner reserves the right to retain the certified check or bond of the three lowest bidders as determined by the Owner for a period not to exceed 30 days after the date set for the opening of the bids.

Respectfully submitted by:	
Peterson Companies, Inc.	(A Corporation)
Jonathan M. Peterson, President	(An Individual)
	(Title)
41-1934913	(Bidder's E.I. Number)

Bid Form

Page v

Parks Irrigation Project City of Dayton

ITEM	UNIT	QTY	BID \$	TOTAL COST
Ione Gardens Neighborhood Park	LS	4		\$ 61,500.00
New connection from existing curb stop Include costs to get power for controller from adjacent sites transformer to enclosure/controller location				
Sundance Woods Neighborhood Park	LS	1		\$43,816.00
Connect to existing irrigation system Size new controller to accommodate existing zones				
Elsie Stephens Memorial Park Irrigation	LS	1		\$ 41,663.00
Connect to existing well Locate controller on wood panel (outlet available) at location shown				
River Hills Neighborhood Park Irrigation	LS	1		\$ 48,900.00
Connect to new well - timing to be determined				
Hayden Hills Neighborhood Park Irrigation	LS	1		\$115,143.00
Connect to new well - timing to be determined				
ALL Parks	1000			
Supply and install all new irrigation equipment, master valve, flow sensor, and connection associated equipment as shown on plans & details  Provide and install new Baseline 1000X Decoder Controller at new sites, Baseline 1000R for existing systems. On existing systems connect existing zones to R board and run two-wire path to all new zones. Provide OptConnect cellular modem - for Baseline controller, Contractor to supply cell modem service for 5 years and BaseManager service for 2 years.				
Provide and install new main line & two-wire poth to all new zones based on irrigation design layout. Install single station decoders as required, moisture sensors, and surge suppressors/grounding as shown.  Install new valves, lateral lines, heads as shown in design documents				
Refer to irrigation design plans, specs, and details for additional information				
BASE BID PROJECT TOTAL				\$ 311,022.00

Bld Form	Page vi	Parks Irrigation Project
		City of Dayton

### AFFIRMATIVE ACTION DECLARATION

### PARKS IRRIGATION PROJECT

Dayton, Minnesota

Please complete the questionnaire shown below and attach this completed and properly executed sheet to the bid proposal. This sheet along with the Affirmative Action Certificate (If applicable) must be submitted with the bid. Failure to do so may, at the City's discretion, cause the bid to be rejected. If, however, the bid is not rejected for your failure to attach these documents, the bid shall absolutely be rejected if you have not provided the said documents within seventy-two (72) hours after the City has deposited in the US Mall written demand therefore.

I hereby certify the following (must continue to the following to the foll	nat I have reviewed the Affirmative Action requirements as set forth in the specifications and declare the heck one):
	We have fewer than twenty (20) employees and are therefore exempt from the Affirmative Action Requirement.
	or
x	We have attached a certified copy of our Affirmative Action Certification
	or
	We do not have a Certificate.
Signed:	Jonathan M. Peterson, President
Firm Name:	Peterson Companies, Inc.



# WORKFORCE CERTIFICATE OF COMPLIANCE

The Commissioner of the Minnesota Department of Human Rights by the signature below attests that PETERSON COMPANIES, INC. is hereby certified as a contractor under the Minnesota Human Rights Act, § 363A.

Certificate start date: 9/6/2023

Certificate expiration date: 9/5/2027

Minnesota Department of Human Rights

FOR THE DEPARTMENT BY:

Rebecca Lucero, Commissioner

AN EQUAL OPPORTUNITY EMPLOYER
540 Fairview Ave N, Suite 201 of St. Paul, MN 55104 of Tel 651.539.1100
MN Relay 711 or 1.800.627.3529 of Toll Free 1.800.657.3704 of mn.gov/mdhr

### AFFIDAVIT OF NON-COLLUSION

### PARKS IRRIGATION PROJECT

Dayton, Minnesota

(information Required of Bidder)

I hereby riwear (or affirm) under the penalty for perjury:

- 1 That I am the bidder (if the bidder is an individual), a partner in the bidder (if the bidder is a partnership), or an officer or employee of the bidding corporation having authority to sign on its' behalf (if the bidder is a corporation);
- 2 That the attached bid or bids have been arrived at, by the bidder, independently, and have been submitted without collusion with, and without any agreement, understanding, or planned common course of action with any other vendor of materials, supplies, equipment, or services described in the invitation to bid, designed to limit independent bidding or competition;
- 3. That the contents of the bid or bids have not been communicated by the bidder or its employees or agents to any person not an employee or agent of the bidder or its surety on any bond furnished with the bid or bids, and will not be communicated to any such person prior to the official opening of the bid or bids;

4,	That I have	ull informed myself regarding the accuracy of the statements made in this affidavit.
	Signed:	11
		Jonathan M. Peterson, President
	Firm Names	Peterson Companies Inc

Subscribed and sword to belong this 19th

day of October

20 24

JANELLE & MILLER-COULTER

NOTARY PUBLIC
MINNESOTA
Aly Comunication Expline 01/31/2022

Notary Public

My Commission Expires: January 31, 2027

A. S. SERVEY

Bidder's E.I. Number: 41-1934913

(Number used on Employer's Quarterly Federal Tax Return, US Treasury Dept. Form #941)



### Bid Bond

### CONTRACTOR:

(Name, legal status and achivess) Peterson Companies, Inc.

8326 Wyoming Trail Chisago City, MN 55013 OWNER: (Name, legal status and address)

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

BOND AMOUNT: Five Percent of the Total Amount Bid (5%)

Intt.

(Name, location or address, and Project number, if any) Parks Irrigation Project, Dayton, MN

SURETY:

(Name, logal status and principal place

of business)

One Tower Square

Hartford, CT 06183

Travelers Casualty and Surety Company of America

This document has important legal consequences. Consultation with an alterney is encouraged with respect to its completion or

modification

Any singular reference to Contractor, Surety, Owner or other party shall be considered ulural where applicable.

(Seal)

(Sesul)

The Contractor and Surety are bound to the Owner in the amount ser forth above, for the payment of which the Contractor and Surety bind themselves, their heirs, executors, administrators, successors and assigns, jointly and severally, as provided herein. The conditions of this Band are such that if the Owner necepts the bid of the Contractor within the time specified in the bid documents, or within such time period as may be agreed to by the Owner and Contractor, and the Contractor either (1) enters into a contract with the Owner in accordance with the terms of such bid, and gives such bond or bonds as may be specified in the bidding or Contract Documents, with a surety admitted in the jurisdiction of the Project and otherwise acceptable to the Owner, for the faithful performance of such Contract and for the prompt payment of labor and material furnished in the prosecution thereof; or (2) pays to the Owner the difference, not to exceed the amount of this Bond, between the amount specified in said bid and such larger amount. for which the Owner may in good faith contract with another party to perform the work covered by said bid, then this obligation shall be null and void, otherwise to remain in full force and effect. The Surety hereby waives any notice of in agreement between the Owner and Contractor to extend the time in which the Owner may accept the bird. Waiver of notice by the Surety shall not apply to any extension exceeding sixty (60) days in the aggregate beyond the time for acceptance of bids specified in the bid documents, and the Owner and Contractor shall obtain the Surety's consent for an extension beyond sixty (60) days.

If this Bond is issued in connection with a subcontractor's bid to a Contractor, the term Contractor in this Bond shall he deemed to be Subcontractor and the term Owner shall be deemed to be Contractor.

When this Bond has been furnished to comply with a statutory or other legal requirement in the location of the Project, any provision in this Bond conflicting with said statutory or legal requirement shall be deemed deleted herefrom and provisions conforming to such statutory or other legal requirement shall be deemed incorporated herein. When so furnished, the intent is that this Bond shall be construed as a statutory bond and not as a common law bond.

day of October, 2024 Mened

Melinda C. Blodgett, Witness as to Surary

Peterson Companies, Inc.

(Title) M. Potersom-Plesident

Travelers Casualty and Surety Company of America (Surety)

(Title) Nathan C Weaver, Atturney-in-Fact

CAUTION: You enough any are unignorally Contract Cooperant, or, which this fact appears in RED: An original assures that

changes will not be absorred.

AIA Document A315<sup>th</sup> = 2010, Copyright & 1963, 1970 and 2010 by The American isolines of Architects. All rights reserved, warming This Air Document is precised by U.S. Copyright Law and informational treates, unput and a production of distribution of finite Air Document, or any partial ad it, may result in severe give and stiminal possibles, and will be proceeded to be previously examined possible under the law.

Partializes are partitled to reproduce to (10) copies of this document when completed, To report copyright violations of AIA Control Documents, a real Tile American institute of Architects' legal courses, copyright @ala.org.

(01) 9

### ACKNOWLEDGEMENT OF PRINCIPAL

STATE OF Minnesota )	
COUNTY OF Chisago	
on this 10th day of October in the	ne year 2024 before me personally
appeared Jonathan M. Peterson	
President	of
Peterson Companies, inc.	, known to me to be
the person whose name is subscribed to the instrument, and	acknowledge that he/she executed the same.
In WITNESS WHEREOF, I have hereunto set my this certificate first above written.  JANELLE K MILLER-COULTER  NOTARY PUBLIC	hands and affixed my official scal, the day and year in
MINNESOTA Ny Commission Expires Dual/2027  ACKNOWLEDGEN	My Commission Expires: [ - 5(-00)]  IENT OF SURETY
COUNTY OF Hannepin )	
	the year 2024 before me personally come(s)
Nathan C Weaver	, Attorney-in-Fact of
Travelers Casualty and Surety Company of America	, with whom
I am personally acquainted, and who, being by me duly swi	
Travelers Casualty and Surety Company of America	, the company described in and
which executed the within instrument; that he/she know(s)	그리고 가다리 하고, 되는 사람으로는 그 이렇게 다녀 생각하는데 아니라요요! [25]
affixed to the within instrument is such corporate seal and	
said Company, and that he/she signed said instrument as At	formey-in-Fact of the said Company by like order.
In WITNESS WHEREOF, I have hereunto set my	hands and affixed my official seal, the day and year in
this certificate first above written.	
MISLINDA C. BLODGETT Notery Public Minnesota	Melinda C. Blodgett, Notary Public  My Commission Expires: January 31, 2028



Travelers Casualty and Surety Company of America Travelers Casualty and Surety Company St. Paul Fire and Marine Insurance Company

#### POWER OF ATTORNEY

KNOW ALL MEN BY THESE PRESENTS: That Travelers Casualty and Surety Company of America, Travelers Casualty and Surety Company, and St. Paul First and Marino Insurance Company are corporations duly organized under the laws of the State of Communication therein collectively collec

IN WITNESS WHEREOF, the Companies have caused the instrument to be signed, and they epigurate seals to be hereto allived, this 21st day of April, 5004







State of Connecticut

City of Hartford ss.

By: Robert L. Rancy, Senior Vice President

On this the 21st day of April, 2021, believe me personally appeared Robert L. Raney, who acknowledged nimiself to be the Senior Vice President of each of the Companies, and that he, its such, being authorized so to do, executed the foregoing instrument for the purposes therein contained by signing on behalf of said Companies by himself as a duly authorized officer.

IN WITNESS WHEREOF, I be early set my hand and official seed

My Commission expires the 30th day of June, 2028



Anna P. Nowik, Notary Public

This Proves of Attorney is granted under and by the authority or the following resolutions adopted by the Goards of Elizators of each of the Companies, which resolutions are now in full force and effect reading as follows:

RESOLVED, that the Chairman, the President, any Vice Chairman, any Executive Vice President, any Senior Vice President, any Senior Vice President, any Senior Vice President, any Senior Vice President, the President Secretary may appear Afformation of the President Secretary may appear the Company and may give such appointed such authority as the or har certificate of authority may prescribe to sign with the Company's harme and seal with the Company's seal bonds, recognizances, contracts of indemnity, and other writings obligatory in the nature of a bond, recognizance, or constitional undertaking, and also of said officers or the Board of Directors at any time may remove any such appointed and revoke the power given him of her, and it is

FURTHER RESOLVED, that the Chairman, the President, any Vice Chairman, any Executive Vice President, any Senior Vice President or any part of the foregoing authority to one or more officers or employees of this Company, provided that each such delegation is in writing and a copy thereof is filed in the office of the Seuretery; and it is

PURTHER RESOLVED, that any bond, recognizance, control of indomnity, or writing obligatory in the nature of a bond, recognizance, or conditional undertaking draff by wall and blinking upon the Company when (a) signed by the President; any Vice Chairman, any Executive Vice President, any Senior Vice President or any Vica President any Second Vice President, the Treasurer, any Assistant Treasurer, the Corporate Secretary or any Assistant Secretary and duty affected and sealed with the Company's seal by a Secretary or Assistant Secretary; or (i) duty executed (under seal, if required) by one or more Attorneys-in-Pact and Agents pursuant to the power prescribed in his or tier certificate or their certificates of authority or by one or more Company officers pursuant to a written delegation of authority; and it is

FURTHER RESOLVED, that the signature of each of the following officers: President, any Executive Vice President, any Series Vice President, any Assistant Vice President, any Secretary, and the weal of the Company may be affixed by face-inter to any Power of Attorney or to any certificate relating thereto appointing Resident Vice Presidents, Resident Assistant Secretaries or Attorneys-in-Fact for purposes only of executing and attesting bords and undertakings and other writings obligatory in the nature thereof, and any such Power of Attorney or certificate bearing such face-interesting signature or facelimits as a shall be valid and binding upon the Company and any such power so executed and certified by such facelimits signature and face-interesting and binding on the Company in the future with respect to any bond or understanding to which it is attached.

 Kevin E. Hughes, the Endersigned, Assistant Secretary of each of the Companies, so hereby certify that the above and fixegoing a of true and correct copy of the Power of Allomey executed by said Companies, which remains in full force and effect.

Dated this Bill day of October 2024







Kovin E. Hughes, Assistant Secretary

To verify the authenticity of this Power of Attorney, please call us at 1-800-421-3880. Please refer to the above-named Attorney(s)-in-Fact and the details of the bond to which this Power of Attorney is attached.

Contractor: Friedges Landscaping, Inc.
Bids Due: 3:00 pm - October 8, 2024

### PARKS IRRIGATION PROJECT

Dayton, Minnesota

City of Dayton - Parks & Recreation Attn: Zach Doud - City Administrator 12260 South Diamond Lake Road Dayton, MN 55327

To Whom it may Concern:

The undersigned, being familiar with the local conditions, having made the field inspections and investigations deemed necessary, having studied the plans and specifications for the work including Addenda No(s). \_\_\_\_\_\_\_, and being familiar with all factors and others conditions affecting the work and cost thereof, hereby proposes to furnish all labor, tools, materials, skills, equipment and all else necessary to completely construct the project in accordance with the plans and specifications on file with the County as follows (bidder shall verify quantities to his/her satisfaction):

### SEE BID FORM NEXT PAGE

The low bidder shall be determined by the lowest, qualified Grand Total Base Bid entered on this Bid Form. This bid is a combination of both Lump Sum and Installed Quantity payment line items as noted on the bid form. The estimated quantities on the Proposal Form are provided for the convenience of the Bidder. Bidders are responsible for verifying quantities to their satisfaction. Unit prices entered on the Proposal Form will be used to calculate total payments during construction and to aid in determining values for possible changes in the work. If unit prices are judged to be unreasonable by the Owner, the Owner reserves the right to negotiate revisions to the prices.

Accompanying this bid is a bidder's bond, certified check, or cash deposit in the amount of at least five (5%) of the amount of my/our bid made payable to City of Dayton. The same is subject to forfeiture in the event of default on the part of the undersigned, or failure on the part of the undersigned to execute the prescribed contract and bond within fifteen (15) days after it is submittal to me/us.

In submitting this bid, it is understood that the Owner retains the right to reject any and all bids and to waive irregularities and informalities therein and to award the contract to the best interest of the Owner.

It is understood that bids may not be withdrawn for a period of 30 days after the date and time set for the opening of bids. It is understood that the Owner reserves the right to retain the certified check or bond of the three lowest bidders as determined by the Owner for a period not to exceed 30 days after the date set for the opening of the bids.

Respectfully submitted by:

Friedges Landscaping. Inc (A Corporation)

Kurt Hadter (An Individual)

Project Manager (Title)

41-1544221 (Bldder's E.I. Number)

Bid Form Page v

Parks Irrigation Project City of Dayton

ITEM	UNIT	QTY	BIDS	TOTAL COST
lone Gardens Neighborhood Park	LS	1		\$74,220.0
New connection from existing curb stop Include costs to get power for controller from adjacent sites transformer to enclosure/controller location				
Sundance Woods Neighborhood Park	LS	to the		\$48,115.00
Connect to existing irrigation system Size new controller to accommodate existing zones				
Elsie Stephens Memorial Park Irrigation	LS	1		\$ 30,243.
Connect to existing well Locate controller on wood panel (outlet available) at location shown				
River Hills Neighborhood Park Irrigation	LS	1		\$ 38, 193,
Connect to new well - timing to be determined Hayden Hills Neighborhood Park Irrigation	LS	4		\$ 121,540.5
Connect to new well - timing to be determined				,
ALL Parks				
Supply and install all new irrigation equipment, master valve, flow sensor, and connection associated equipment as shown on plans & details				
Provide and install new Baseline 1000X Decoder Controller at new sites, Baseline 1000R for existing systems. On existing systems connect existing zones to R board and run two-wire path to all new zones. Provide OptConnect cellular modem - for Baseline controller, Contractor to supply cell modem service for 5 years and BaseManager service for 2 years.				
Provide and install new main line & two-wire path to all new zones based on irrigation design layout. Install single station decoders as required, moisture sensors, and surge suppressors/grounding as shown.				
Install new valves, lateral lines, heads as shown in design documents				
Refer to irrigation design plans, specs, and details for additional information				
BASE BID PROJECT TOTAL				\$ 312, 331

Bid Form Page vi Parks Irrigation Project. City of Dayton

### AFFIRMATIVE ACTION DECLARATION

### PARKS IRRIGATION PROJECT

Dayton, Minnesota

Please complete the questionnaire shown below and attach this completed and properly executed sheet to the bid proposal. This sheet along with the Affirmative Action Certificate (if applicable) must be submitted with the bid. Failure to do so may, at the City's discretion, cause the bid to be rejected. If, however, the bid is not rejected for your failure to attach these documents, the bid shall absolutely be rejected if you have not provided the said documents within seventy-two (72) hours after the City has deposited in the US Mail written demand therefore.

I hereby certify the following (must co	nat I have reviewed the Affirmative Action requirements as set forth in the specifications and declare the heck one):
	We have fewer than twenty (20) employees and are therefore exempt from the Affirmative Actio Requirement.
	or
	We have attached a certified copy of our Affirmative Action Certification
	or
	We do not have a Certificate.
Signed:	Megin fryenn
Firm Name:	Friedges Landscaping, inc



# WORKFORCE CERTIFICATE OF COMPLIANCE

The Commissioner of the Minnesota Department of Human Rights by the signature below attests that FRIEDGES LANDSCAPING, INC. AND FRIEDGES EXCAVATING, INC. is hereby certified as a contractor under the Minnesota Human Rights Act, § 363A.

Certificate start date: 5/30/2023

Certificate expiration date: 5/29/2027

Minnesota Department of Human Rights

FOR THE DEPARTMENT BY:

Rebecca Lucero, Commissioner

AN EQUAL OPPORTUNITY EMPLOYER
540 Fairview Ave N, Suite 201 cs St. Paul, MN 55104 cs Tel 651.539.1100
MN Relay 711 or 1.800.627.3529 cs Toll Free 1.800.657.3704 cs mn.gov/mdhr



### Bid Bond

### CONTRACTOR:

(Name, legal status and address) Friedges Landscaping, Inc. 9380 West 202nd Street Lakeville, MN 55044 OWNER:

(Name, legal status and address)

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

BOND AMOUNT: Five Percent of Amount Bid (5%)

### PROJECT:

Wimens

(Name, location or address, and Project number, if any) Park Irrigation project

### SURETY:

(Name, legal status and principal place of business) Merchants Bonding Company (Mutual) 6700 Westown Parkway West Des Moines, IA 50266

This document has important legal consequences. Consultation with an altomey is encouraged with respect to its completion or modification.

Any singular reference to Contractor, Surety. Owner or other party shall be considered. plural where applicable.

The Contractor and Surety are bound to the Owner in the amount set forth above, for the payment of which the Contractor and Surety bind themselves, their heirs, executors, administrators, successors and assigns, jointly and severally, as provided herein. The conditions of this Bond are such that if the Owner accents the hid of the Contractor within the time specified in the bid documents, or within such time period as may be agreed to by the Owner and Contractor, and the Contractor either (1) enters into a contract with the Owner in accordance with the terms of such bid, and gives such bond or bonds as may be specified in the bidding or Contract Documents, with a surety admitted in the jurisdiction of the Project and otherwise acceptable to the Owner, for the faithful performance of such Contract and for the prompt payment of labor and material furnished in the prosecution thereof; or (2) pays to the Owner the difference, not to exceed the amount of this Bond, between the amount specified in said bid and such larger amount for which the Owner may in good faith contract with another party to perform the work covered by said bid, then this obligation shall be full and void, otherwise to remain in full force and effect. The Surety hereby waives any notice of an agreement between the Owner and Contractor to extend the time in which the Owner may accept the bid. Waiver of notice by the Surety shall not apply to any extension exceeding sixty (60) days in the aggregate beyond the time for acceptance of bids specified in the bid documents, and the Owner and Contractor shall obtain the Surety's consent for an extension beyond sixty (60) days

If this Bond is issued in connection with a subcontractor's bid to a Contractor, the term Contractor in this Bond shall be deemed to be Subcontractor and the term Owner shall be deemed to be Contractor.

When this Bond has been furnished to comply with a statutory or other legal requirement in the location of the Project, any provision in this Bond conflicting with said statutory or legal requirement shall be deemed defeted herefrom and provisions conforming to such statutory or other legal requirement shall be deemed incorporated herein. When so furnished, the intent is that this Bond shall be construed as a statutory bond and not as a common law bond.

day of October, 2024 15th Signed and sealed this

> Friedges Landscaping Inc Priheinell

(Seal)

(Seal)

(Title)

(Surety)

Merchants Bonding Company (Mutual

Nicole M Coty

Attorney-in-fact CAUTION: You should sign an original AIA Commot Document on which this text appears in RED, An original assurant that

changes will not be obscured.

AlA Dacument A310<sup>TM</sup> = 2010. Copyright © 1963, 1970 and 2010 by The American Institute of Architects. All rights reserved. WARNING: The Ala? Occurrent is protected by U.S. Copyright Law and International Treaties, Unauthorized reproduction or distribution of this Ala? Occurrent in any portion of 0, may result in severe divit and crievinal condition and will be prosecuted to the maximum expect possible under the law. Purchasers are permitted to reproduce (en (10) copies of this document when completed. To report copyright violations of AlA Contract Documents, e-mail. The American Institute of Architects' legal counsel, copyright@ala.org.

### CORPORATE ACKNOWLEDGMENT

STATE OF Minnesota
COUNTY OF Dakota
On the 14th day of October 2024 before me personally
appeared, Justin Fridges to me, who being duly sworn, did depose and
say: that s/he resides in minnesota that s/he is the Project Monager
of the the corporatio
described in and which executed the foregoing instrument; that s/he knows the seal of said
corporation; that the seal affixed to said instrument is such corporate seal; that it was so
affixed by order of the board of directors of said corporation; and that s/he signed her/his name thereto by like order.
name thereto by fixe order.
(SEAL) MEGAN MARIA POSENSEN LEGUM Myenen
MINNESSTA TOUR TOUR
My Commission Expired an 31
ACKNOWLEDGMENT OF CORPORATE SURETY
STATE OF MINNESOTA
COUNTY OF Dakota
COCITI OI BUNDA
On the 15th day of October , 2024 befor
me personally appeared, Nicole M Coty to me known, who bein
duly sworn, did say: that s/he resides in Minnesota that s/he is the aforesai
officer or attorney in fact of Merchants Bonding Company (Mutual)
a corporation, that the seal affixed to the foregoing instrument is the corporate seal of sai
corporation; and that said instrument as signed and sealed on behalf of said corporation behalf of sai
the aforesaid officer, by authority of its board of directors; and the aforesaid office acknowledged said instrument to be the free act and deed of said corporation.
(SEAL) Supre
Notary Public
DREW BOEHNE
Notary Public Minnesota
My Commission Expires Jan. 31, 2029



Know All Persons By These Presents, that MERCHANTS BONDING COMPANY (MUTUAL) and MERCHANTS NATIONAL BONDING, INC., both being corporations of the State of lows, d/b/s Merchants National Indemnity Company (in California only) (herein collectively called the "Companies") do hereby make, constitute and appoint, individually,

AJ Krist; Alice M Johnson; Carrie L Pyzick; DeeAnn Swanson; Erin Pohlman; Holly Sens; Jacqueline Riley; Jami L Johnson; Jeffrey T Moat; Jessica A Olson; Lesile Seehusen; Litton E S Field J r; Lori Hilmoe; Lori Hubbard; Mark Hayford; Martha Hoven; Michelle J Sinclair; Nicole M Coty; Sarah C Lorenzen; Scott G Michaletz; Sierra McQuoid; Tamara J Amos; Tara Schwartz; Valeri J Eide

their true and lawful Attorney(s)-in-Fact, to sign its name as surety(ies) and to execute, seal and acknowledge any and all bonds, undertakings, contracts and other written instruments in the nature thereof, on behalf of the Companies in their business of guaranteeing the fidelity of persons, guaranteeing the performance of contracts and executing or guaranteeing bonds and undertakings required or permitted in any actions or proceedings allowed by law.

This Power-of-Attorney is granted and is signed and sealed by facsimile under and by authority of the following By-Laws adopted by the Board of Directors of Merchants Bonding Company (Mutual) on April 23, 2011 and amended August 14, 2015 and adopted by the Board of Directors of Merchants National Bonding, Inc., on October 16, 2015.

"The President, Secretary, Treasurer, or any Assistant Treasurer or any Assistant Secretary or any Vice President shall have power and authority to appoint Attorneys-in-Fact, and to authorize them to execute on behalf of the Company, and attach the seal of the Company thereto, bonds and undertakings, recognizances, contracts of indemnity and other writings obligatory in the nature thereof."

"The signature of any authorized officer and the seal of the Company may be affixed by facsimile or electronic transmission to any Power of Attorney or Certification thereof authorizing the execution and delivery of any bond, undertaking, recognizance, or other suretyship obligations of the Company, and such signature and seal when so used shall have the same force and effect as though manually fixed."

In connection with obligations in favor of the Florida Department of Transportation only, it is agreed that the power and aut hority hereby given to the Attorney-in-Fact includes any and all consents for the release of retained percentages and/or final estimates on engineering and construction contracts required by the State of Florida Department of Transportation. It is fully understood that consenting to the State of Florida Department of Transportation making payment of the final estimate to the Contractor and/or its assignee, shall not relieve this surety company of any of its obligations under its bond.

In connection with obligations in favor of the Kentucky Department of Highways only, it is agreed that the power and authority hereby given to the Attorney-in-Fact cannot be modified or revoked unless prior written personal notice of such intent has been given to the Commissioner-Department of Highways of the Commorwealth of Kentucky at least thirty (30) days prior to the modification or revocation.

In Witness Whereof, the Companies have caused this instrument to be signed and sealed this 22nd day of July , 2024.



MERCHANTS BONDING COMPANY (MUTUAL) MERCHANTS NATIONAL BONDING, INC.

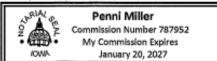
d/b/a MERCHANTS NATIONAL INDEMNITY COMPANY

President

STATE OF IOWA COUNTY OF DALLAS ss.

On this 22nd day of july 2024, before me appeared Larry Taylor, to me personally known, who being by me duly sworn did say that he is President of MERCHANTS BONDING COMPANY (MUTUAL) and MERCHANTS NATIONAL BONDING, INC.; and that the seals affixed to the foregoing instrument are the Corporate Seals of the Companies; and that the said instrument was signed and sealed in behalf of the Companies by authority of their respective Boards of Directors.

Ву



(Expiration of notary's commission does not invalidate this instrument)

I, William Warner, Jr., Secretary of MERCHANTS BONDING COMPANY (MUTUAL) and MERCHANTS NATIONAL BONDING, INC., do hereby certify that the above and foregoing is a true and correct copy of the POWER-OF-ATTORNEY executed by said Companies, which is still in full force and effect and has not been amended or revoked.

In Witness Whereof, I have hereunto set my hand and affixed the seal of the Companies on this 15th day of Octob



POA 0018 (1/24)

Contractor: Albrecht Enterprises, LLC dba Albrecht Company

Bids Due: 3:00 pm - October 8, 2024

### PARKS IRRIGATION PROJECT

Dayton, Minnesota

City of Dayton - Parks & Recreation Attn: Zach Doud - City Administrator 12260 South Diamond Lake Road Dayton, MN 55327

### To Whom it may Concern:

The undersigned, being familiar with the local conditions, having made the field inspections and investigations deemed necessary, having studied the plans and specifications for the work including Addenda No(s). \_\_\_\_O\_\_\_\_\_\_, and being familiar with all factors and others conditions affecting the work and cost thereof, hereby proposes to furnish all labor, tools, materials, skills, equipment and all else necessary to completely construct the project in accordance with the plans and specifications on file with the County as follows (bidder shall verify quantities to his/her satisfaction):

### SEE BID FORM NEXT PAGE

The low bidder shall be determined by the lowest, qualified Grand Total Base Bid entered on this Bid Form. This bid is a combination of both Lump Sum and Installed Quantity payment line items as noted on the bid form. The estimated quantities on the Proposal Form are provided for the convenience of the Bidder. Bidders are responsible for verifying quantities to their satisfaction. Unit prices entered on the Proposal Form will be used to calculate total payments during construction and to aid in determining values for possible changes in the work. If unit prices are judged to be unreasonable by the Owner, the Owner reserves the right to negotiate revisions to the prices.

Accompanying this bid is a bidder's bond, certified check, or cash deposit in the amount of at least five (5%) of the amount of my/our bid made payable to City of Dayton. The same is subject to forfeiture in the event of default on the part of the undersigned, or failure on the part of the undersigned to execute the prescribed contract and bond within fifteen (15) days after it is submittal to me/us.

In submitting this bid, it is understood that the Owner retains the right to reject any and all bids and to waive irregularities and informalities therein and to award the contract to the best interest of the Owner.

It is understood that bids may not be withdrawn for a period of 30 days after the date and time set for the opening of bids. It is understood that the Owner reserves the right to retain the certified check or bond of the three lowest bidders as determined by the Owner for a period not to exceed 30 days after the date set for the opening of the bids.

Respectfully submitted by:	
Albrecht Enterprises, LLC dba Albrecht Company	(A Corporation)
M	(An Individual)
Matt Johnson, General Manager	(Title)
06-1737963	(Bidder's E.I. Number)

Bid Form

Page v

Parks Irrigation Project City of Dayton

ITEM	UNIT	QTY	BIDS	TOTAL COST
Ione Gardens Neighborhood Park	LS	1	0	\$ 114,303
New connection from existing curb stop Include costs to get power for controller from adjacent sites transformer to enclosure/controller location				
Sundance Woods Neighborhood Park	LS	1		\$ 57.303
Connect to existing irrigation system Size new controller to accommodate existing zones				
Elsie Stephens Memorial Park Irrigation	LS	1		\$ 66,635
Connect to existing well Locate controller on wood panel (outlet available) at location shown				
River Hills Neighborhood Park Irrigation	LS	1		\$ 105,637
Connect to new well - timing to be determined				
Hayden Hills Neighborhood Park Irrigation	LS	1		\$ 166,635
Connect to new well - timing to be determined				
ALL Parks				
Supply and install all new irrigation equipment, master valve, flow sensor, and connection associated equipment as shown on plans & details				
Provide and Install new Baseline 1000X Decoder Controller at new sites, Baseline 1000R for existing systems. On existing systems connect existing zones to R board and run two-wire path to all new zones. Provide OptConnect cellular modem - for Baseline controller, Contractor to supply cell modem service for 5 years and BaseManager service for 2 years.				
Provide and install new main line & two-wire path to all new zones based on irrigation design layout. Install surgle station decoders as required, moisture sensors, and surge suppressors/grounding us shown.				
Install new valves, lateral lints, heads as shown in design documents				
Refer to irrigation design plans, specs, and details for additional information				
BASE BID PROJECT TOTAL				\$510.513

Bis Form

Page V

Parks Irrigation Project City of Dayton

### AFFIRMATIVE ACTION DECLARATION

### PARKS IRRIGATION PROJECT

Dayton, Minnesota

Please complete the questionnaire shown below and attach this completed and properly executed sheet to the bid proposal. This sheet along with the Affirmative Action Certificate (if applicable) must be submitted with the bid. Failure to do so may, at the City's discretion, cause the bid to be rejected. If, however, the bid is not rejected for your failure to attach these documents, the bid shall absolutely be rejected if you have not provided the said documents within seventy-two (72) hours after the City has deposited in the US Mall written demand therefore.

I hereby certify that I have reviewed the Affirmative Action requirements as set forth in the specifications and declare the following (must check one):

	We have fewer than twenty (20) employees and are therefore exempt from the Affirmative Action Requirement.
	or
	We have attached a certified copy of our Affirmative Action Certification
	or
	We do not have a Certificate.
Signed:	M
Firm Name:	Albrecht Enterprises, LLC dba Albrecht Company

### AFFIDAVIT OF NON-COLLUSION

### PARKS IRRIGATION PROJECT

Dayton, Minnesota

(Information Required of Bidder)

I hereby swear (or affirm) under the penalty for perjury:

4.

- That I am the bidder (if the bidder is an individual), a partner in the bidder (if the bidder is a partnership), or an officer
  or employee of the bidding corporation having authority to sign on its' behalf (if the bidder is a corporation);
- That the attached bid or bids have been arrived at, by the bidder, independently, and have been submitted without collusion with, and without any agreement, understanding, or planned common course of action with any other vendor of materials, supplies, equipment, or services described in the invitation to bid, designed to limit independent bidding or competition;
- That the contents of the bid or bids have not been communicated by the bidder or its employees or agents to any person not an employee or agent of the bidder or its surety on any bond furnished with the bid or bids, and will not be communicated to any such person prior to the official opening of the bid or bids;

That I have full informed myself regarding the accura-	cy of the statements ma	nde in this affidavit.
Signed:		
Firm Name: Albrecht Enterprises, LLC dba All	brecht Company	
Subscribed and sworn to before this 15	_day of_October	, 20_24
Notary Public: Luster		
My Commission Expires: 1/31/2030		VERONICA OMAN Notary Public
Bidder's E.I. Number: 06-1737963		State of Minnesota My Commission Expires January 31, 2030
(Number used on Employer's Quarterly Federal Tax	Return, US Treasury De	ept. Form #941)

## A Document A310™ - 2010

Brind No. FB0004093

### Bid Bond

CONTRACTOR:

Name, legal status and address)

Albrecht Enterprises, LLC dba Albrecht Company surety

1408 W Co Rd C

huxinessi GRANITE RE, INC.

14001 Qualibrook Drive

Oklahoma City, OK 73134

(Name, legal giants and principal place of This document has important to consequences. Consultation with an attorney is enemuraged willing respect to its completion or modification.

Roseville, MN 55113

Any singular reference to Contractor, Surety, Owner or other party stall be considered pluwhere applicable.

OWNER:

(Nume, legal trains and address)

\*City of Dayton Parks & Recreation

Bond Amount: The Percent

of the Bid Amount ( 5% of Bid Amount)

PROJECT: Project No. 070124 - Parks Irrigation Project

(Norm, location or address, and Protect number, if any)

The Contractor and Surery are bound to the Owner in the amount set forth above, for the payment of which the Contractor and Surety bind themselves, their heirs, executors, administrators, successors and assigns, jointly and severally, as provided herein. The conditions of this Bond are such that if the Owner accepts the bid of the Contractor within the time specified in the bid documents, or within such time period as may be agreed to by the Owner and Contractor, and the Contractor either (1) enters into a contract with the Owner in apportance with the terms of such bid, and gives such bond or bonds as may be specified in the hidding or Contract Documents, with a surety admitted in the jurisdiction of the Project and otherwise acceptable to the Owner, for the faithful performance of such Contract and for the prompt payment of lubor and material Turnished in the prosecution thereof; or (2) pays to the Owner the difference, not to exceed the amount of this Bond, between the amount specified in said bid and such larger amount for which the Owner may in good faith contract with another party to perform the work covered by said bid, then this obligation shall be null and void, otherwise to remain in full force and effect. The Surety hereby waives any notice of an agreement between the Owner and Contractor to extend the time in which the Owner may accept the bid. Waiver of notice by the Surety shall not apply to any extension exceeding sixty (60) days in the aggregate beyond the time for acceptance of bids specified in the bid documents, and the Owner and Contractor shall obtain the Surety's consent for an extension beyond sixty (60) days.

if this Band is issued in connection with a subcontractor's bid to a Contractor, the term Contractor in this Band shall be deemed to be Subcontractor and the term Owner shall be deemed to be Contractor.

When this Bond has been furnished to comply with a slatutory or other legal requirement in the location of the Project, any provision in this Bond conflicting with said statutory or legal requirement shall be deemed deleted herefrom and provisions conforming to such statutory or other legal requirement shall be deemed incorporated herein. When so furnished, the intent is that this Bond shall be construed as a studyory bond and not as a common law bond.

day of October 15th 7 Witnes

Albrecht Enterprises, LLC dos Abrecht Company (Seal) (Principal)

(Title) DEMNUTE RECK (Surety)

(Yitle) Attorney-in-Fact Troy Staples

CAUTION: You should sign at acquired ALA Contract Document, on which this test allogate in RED. An accurate acquirer two charries will not be obscured

AIA Document A318 - 2010, Copyright @1963, 1970 and 2010 by The American Indihee of Archects. All rights reserved. WARKING THE WAR unchanges are permitted to reproduce sen (10) copies of this document when comclained. For report converted molatimes of ALA Contract Document The American Institute of Architects' legal countel, copyright Gala, erg.

312

(Seal)

Init

(Witness)

ACKNOWLEDGMENT OF PRINCIPAL (Individual)
State of Minnesota
County of Ramsey
On this 15 day of October in the year 2024, before me personally corne(s)  Matt Jahnson , to me known and known to be the person(s) who (is) (are) described in
and executed the foregoing instrument and packet selected to me that he she executed the same  VERONICA OMAN  Notary Public  State of Minnesota  My Commission Expiritually Public  January 31, 2030
ACKNOWLEDGMENT OF PRINCIPAL (Partnership)
State of)
County of
On this day of in the year, before me personally come(s) a member of the co-partnership of to me known and known to me to be the person who is described in and
executed the foregoing instrument and acknowledges to me that he/she executed the same as for the act and deed of the said co-partnership.
Notary Public
ACKNOWLEDGMENT OF PRINCIPAL (Corporation)
State of
County of)
On this day of in the year before me personally come(s to me known, who, being outly sworn, deposes and says that he/she is
tne of the
the corporation described in and which executed the foregoing instrument; that he/she knows the sea
of the said corporation; the seal affixed to the said instrument is such corporate seal; that it was so affixed by the order of the Board of Directors of said corporation, and that he/s is signed his/her name thereto by like order.
Notary Public
ACKNOWLEDGMENT OF SURETY
State of Minnesota )
County of Dakota
On this 15th day of October, in the year 2024, before me personally conte(s) Troy Staples, Attorney(s) in-Fact of Granite Re. Inc. with whom
am personally acquainted, and who, being by me duly swam, says that he/she is (are) the Attorney(s)-in-Fact of Granite Re, Inc. company described in and which executed the within instrument, that he/she know(s) the corporate seal of such company; and that seal affixed to the within instrument.
such corporate seal and that it was affixed by order of the Board of Directors of seid company, and that he/she signed said instrument as Attorney(s)-in
Fact of the said company by like order,
TONY L PENGRIL  NOTARY PUBLIC - NUMBERSOTA  Ny Commission Experies Jen 31, 2027

### GRANITE RE, INC. GENERAL POWER OF ATTORNEY

### Know all Men by these Presents:

That GRANITE RE, INC., a corporation organized and existing under the laws of the State of MINNESOTA and having its principal office at the City of OKLAHOMA CITY in the State of OKLAHOMA does hereby constitute and appoint:

TOM LAHL; TOM KEMP: LISA M. FRANCOUR; JENNIFER BOYLES; ZACHARY PATE; TROY STAPLES; NICHOLAS HOCHBAN; NICK DENN its true and lawful Attorney-in-Fact(s) for the following purposes, to wit:

To sign its name as surety to, and to execute, seal and acknowledge any and all bonds, and to respectively do and perform any and all acts and things set forth in the resolution of the Board of Directors of the said GRANITE RE, INC. a certified copy of which is hereto annexed and made a part of this Power of Attorney; and the said GRANITE.RE, INC. through us, its Board of Directors, hereby ratifies and confirms all and whatsoever the said:

TOM LAHL; TOM KEMP; LISA M. FRANCOUR; JENNIFER BOYLES; ZACHARY PATE; TROY STAPLES; NICHOLAS HOCHBAN; NICK DENN may lawfully do in the premises by virtue of these presents.

In Witness Whereof, the said CRANITE RE, INC. has caused this instrument to be sealed with its corporate seal, duly attested by the signatures of its President and Assistant Secretary, this 31st day of July, 2023.

STATE OF OKLAHOMA SS: COUNTY OF OKLAHOMA )



. McDonald, Assistant Secretary

On this 31st day of July, 2023, before me personally came Kenneth D. Whittington, President of the GRANITE RE, INC. Company and Kyle P. McDonald, Assistant Secretary of said Company, with both of whom I am personally acquainted, who being by me severally duly sworn, said, that they, the said Kenneth D. Whittington and Kyle P. McDonald were respectively the President and the Assistant Secretary of GRANITE RE, INC., the corporation described in and which executed the foregoing Power of Attorney; that they each knew the seal of said corporation; that the seal affixed to said Power of Attorney was such corporate seal, that it was so fixed by order of the Board of Directors of said corporation, and that they signed their name thereto by like order as President and Assistant Secretary, respectively, of the Company.

My Commission Expires: April 21, 2027 Commission #: 11003620



### GRANITE RE, INC.

Certificate

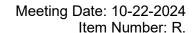
THE UNDERSIGNED, being the duly elected and acting Assistant Secretary of Granite Re, Inc., a Minnesota Corporation, HEREBY CERTIFIES that the following resolution is a true and correct excerpt from the July 15, 1987; minutes of the meeting of the Board of Directors of Granite Re, Inc. and that said Power of Attorney has not been revoked and is now in full force and effect.

"RESOLVED, that the President, any Vice President, the Assistant Secretary, and any Assistant Vice President shall each have authority to appoint individuals as attorneys-in-fact or under other appropriate titles with authority to execute on behalf of the company fidelity and surety bonds and other documents of similar character issued by the Company in the course of its business. On any instrument making or evidencing such appointment, the signatures may be affixed by facsimile. On any instrument conferring such authority or on any bond or undertaking of the Company, the seal, or a facsimile thereof, may be impressed or affixed or in any other manner reproduced; provided. however, that the seal shall not be necessary to the validity of any such instrument or undertaking."

stificide sod affixed the corporate seal of the Corporation this IN WITNESS WHEREOF, the undersigned has subject 2024

15th day of October

GR0800-1





**PRESENTER:** Marty Farrell/Paul Kangas

ITEM: 2024 Park Improvement Projects, Parks well and power installation, contract award.

PREPARED BY: Marty Farrell/Paul Kangas

**POLICY DECISION / ACTION TO BE CONSIDERED:** Approve low bid from Renner Well Drilling for \$177,100 for the Park Improvements Irrigation project.

**BACKGROUND:** Staff have been contacted by numerous residents over the last couple of years about the quality of the grass in the open spaces in the newly developed parks. The City when developing parks has generally not included irrigation, unless there was an active sports field being used for regular practice or competitive games. With the recent resident requests for improvements staff has explored installation or improvement of irrigation systems in five City Parks, Elsie Stephens Park, River Hills Park, Ione Gardens, Hayden Hills and Sundance Woods. The irrigation project has been split into 2 distinct areas Irrigation system installation, and water supply, the work will be conducted by different contractors with the City coordinating the project.

Council approved advertising for bids at the September 24 meeting. Bids were received from Renner Well Drilling, and Steffl Drilling and Pump.

### **CRITICAL ISSUES:**

Staff would like to complete as much of the project as possible this year, so the system is available for the 2025 irrigation season.

### **Project Timeline**

Bidding documents available after September 24<sup>th</sup> 2024 Complete Bid opening October 15 2024 Complete Contract award October 22 2024 Project Commence after October 22 2024 Substantial completion May 1 2025

**BUDGET IMPACT:** Contract for \$177,100 from Fund 601.

**RECOMMENDATION:** Approve low bid from Renner Well Drilling.

**ATTACHMENT(S):** Bid analysis, contractor bid documents

## INSIDE OUTSIDE ARCHITECTURE, INC.

October 15, 2024

Zach Doud – City Administrator City of Dayton 12260 South Diamond Lake Road Dayton, MN 55327

RE:

Dayton Parks Water and Electrical Supply Project Bid Results

### Mr. Doud:

Bids were received for the above referenced project at 2:00 pm on October 15th, 2024. Two bids were submitted. A full synthesis of the bid results, compared to the previous IOA estimate, is attached. The total bids, ranked in order from low to high, are as follows:

Renner Well \$ 177,100.00 Apparent low bidder Steffl Drilling & Pump \$ 250,000.00 plus \$ 72,900

The results were under the IOA estimate of \$186,100.00 for this project.

Due to the specialty nature of this work, IOA sought assistance from Renner Well (and others) to prepare an applesto-apples bid document that was publicly noticed and available to any qualified company. Renner also provided information that was used to generate a preliminary cost estimate. Their assistance was voluntary, done without any expectation of preferential treatment, and they received no financial compensation for their help.

I would make a recommendation to award the project to EJ Renner & Sons, Inc. as the apparent low bidder. They have previously provided work for the City of Dayton and are very familiar with the local issues affecting the well drilling projects.

Please contact me with any questions.

Sincerely,

Paul Kangas - LA Vice President

Director of Landscape Architecture

ITEM	TINU	OTY		RENNER	STEFFL		IOAESTIMATE
On-Site Investigation and Testing at Elsie Stephens Park	LS	.4	\$	3,000.00 \$	25,000.00	\$	3,000.00
To be completed ASAP upon contract award:							
System Design and Permitting	ıs	+		3,600.00 \$	60,000,00	S	3,600.00
Elsie Stephens Park - Assuming Existing Well Casing Can be Re-Used	S	4	69	1,200.00 \$	20,000.00	69	1,200.00
River Hills Park	ls.	1	\$			\$	1,200.00
Hayden Hills Park	LS.	1	\$	1,200.00 \$	\$ 20,000.00	\$	1,200.00
Submit written description of proposed system on each park site							
Water Supply	ıs	4	55	152,000.00 \$	135,000.00	\$	161,000.00
Elsie Stephens Park - Assuming Existing Well Casing Can be Re-Used	SJ	1	49	18,000.00 \$	\$ 20,000.00	60	21,000.00
River Hills Park	LS.	1	69	42,000.00 \$	no.	S	45,000.00
Hayden Hills Park	S.	1	€9	92,000.00 \$	\$ 60,000.00	Ś	95,000.00
Submit written description of proposed system on each park site							
Power Supply	LS	4	S	18,500.00 \$	30,000.00	\$	18,500.00
Elsie Stephens Park - Assuming Existing Power Supply Can be Re-Used	SJ	1	69	4,500.00 \$	\$ 10,000.00	69	4,500.00
River Hills Park	LS.	1	69	6,500.00 \$		69	6,500.00
Hayden Hills Park	LS.	1	49	7,500.00 \$	\$ 10,000.00	69	7,500.00
Submit written description of proposed system on each park site			4				50 F.S.
BASE BID PROJECT TOTAL			44	177,100,00 \$	\$ 250,000.00 \$	S	186,100,00
Difference from Apparent Low Bidder			5		\$ 72,900.00 \$	69	(9,000.00)
ALTERNATE PRICING	LS	4	-				
Drilling of New Well at Elsie Stephens Park (if necessary)	LS	1	60	38,000.00	\$ 50,000.00	S	38,500.00
	7	_	es.	6,500.00	\$ 1,000.00	69	6,500.00

### City of Dayton Parks & Recreation

# Parks Irrigation Water and Electrical Supply Project

BIDS CLOSE: October 8, 2024 @ 2:00 p.m.

Prepared By:



All questions are to be directed to: Paul Kangas – Landscape Architect Inside Outside Architecture, Inc. Cell: 612-237-8355 Email: paul@ioainc.net

City Staff Contact:

Martin Farrell – Director of Public Works
City of Dayton, Minnesota
Cell: 612-751-8847
Email: mfarrell@cityofdaytonmn.com

### ADVERTISEMENT FOR BIDS

## PARKS IRRIGATION WATER AND ELECTRICAL SUPPLY PROJECT Dayton, Minnesota

BIDDING/CONTRACT REQUIREMENTS	PAGE
COVER PAGE	
CERTIFICATION PAGE	
TABLE OF CONTENTS  ADVERTISEMENT FOR BIDS	
INFORMATION FOR BIDDERS	
BID FORM & ALTERNATE BID FORM	
AFFIRMATIVE ACTION DECLARATION	
AFFIDAVIT OF NON-COLLUSION	
FORM OF AGREEMENT	
CERTIFICATE OF ACKNOWLEDGMENT	xvi-xvii
CONTRACTOR'S PERFORMANCE BOND	
CONTRACTOR'S PAYMENT BOND	xx-xxi
TECHNICAL SPECIFICATIONS Project Narrative	1-8 1-22
PLAN SHEETS	
W #1 Elsie Stephens Memorial Park Site & W #2 River Hills Neighborhood Park Site & W #3 Hayden Hills Neighborhood Park Site &	Well Location Plan

### ADVERTISEMENT FOR BIDS

### PARKS IRRIGATION WATER AND ELECTRICAL SUPPLY PROJECT Dayton, Minnesota

Notice is hereby given that sealed bids will be received until 2:00 PM, Tuesday, October 8th, 2024, at

Olty of Dayton Attn: Martin Farrell

12280 South Diamond Lake Road

Dayton, MN 55327

The bids received will be publicly opened and read aloud, for the furnishing of all labor and material for the construction of the Parks Irrigation Water and Electrical Supply Project. Major components of the work include:

1. New water well drilling

2. Existing water well renovation

3. Electrical and plumbing connections

Work shall begin after October 15th, 2024 and be substantially completed by May 1th, 2025.

Each bloder shall submit as a general contractor and partial bids are not allowed. You shall retain subcontractors as needed to provide the full services required of the project. The City will engage in only one contract to complete this work.

Bids must be submitted on the forms provided in the Project Manual and Construction Documents.

No pre-bid conference will be held for this project.

Project bidding documents will be available after September 24", 2024 either at the City or through IOA, Inc. via email. Questions regarding the project should be directed to:

Paul Kangas, Landscape Architect

IOA Inc.

Direct Dial: 612-237-8355 Email: paul@IOAinc.net

Bid security in the amount of 5% percent of the Bid must accompany each Bid in accordance with the instructions to Bidders.

All bidders for this contract, including subcontractors and suppliers that have 40 or more full-time employees, shall submit a certified copy of their current Affirmative Action Certificate with their bid.

Bids shall be directed to the City Administrator, be securely sealed, and be labeled on the outside wrapper, "BID | FOR WATER AND ELECTRICAL SUPPLY PROJECT"

The City of Dayton reserves the right to reject any and all Bids, to waive irregularities and informalities therein and to award the Contract in the best interests of the City of Dayton.

Zach Doud City Administrator Dayton, Minnesota

Advenisement for Bid

Page W

Parks Imgetion Water and Electrical Supply Project City of Dayton

Contrac	tor: E.H. Renner & Sons, Inc.
Bids Due:	2:00 pm - October 8th, 2024

## PARKS IRRIGATION WATER AND ELECTRICAL SUPPLY PROJECT Dayton, Minnesota

City of Dayton - Parks & Recreation Attn: Zach Doud - City Administrator 12260 South Diamond Lake Road Dayton, MN 55327

To Whom it may Concern:

The undersigned, being familiar with the local conditions, having made the field inspections and investigations deemed necessary, having studied the plans and specifications for the work including Addenda No(s). \_\_\_\_\_\_, and being familiar with all factors and others conditions affecting the work and cost thereof, hereby proposes to furnish all labor, tools, materials, skills, equipment and all else necessary to completely construct the project in accordance with the plans and specifications on file with the County as follows (bidder shall verify quantities to his/her satisfaction):

### SEE BID FORM NEXT PAGE

The low bidder shall be determined by the lowest, qualified Grand Total Base Bid entered on this Bid Form. This bid is a combination of both Lump Surn and Installed Quantity payment line items as noted on the bid form. The estimated quantities on the Proposal Form are provided for the convenience of the Bidder. Bidders are responsible for verifying quantities to their satisfaction. Unit prices entered on the Proposal Form will be used to calculate total payments during construction and to aid in determining values for possible changes in the work. If unit prices are judged to be unreasonable by the Owner, the Owner reserves the right to negotiate revisions to the prices.

Accompanying this bid is a bidder's bond, certified check, or cash deposit in the amount of at least five (5%) of the amount of my/our bid made payable to City of Dayton. The same is subject to forfeiture in the event of default on the part of the undersigned, or failure on the part of the undersigned to execute the prescribed contract and bond within fifteen (15) days after it is submittal to me/us.

In submitting this bid, it is understood that the Owner retains the right to reject any and all bids and to waive irregularities and informalities therein and to award the contract to the best interest of the Owner.

It is understood that bids may not be withdrawn for a period of 30 days after the date and time set for the opening of bids. It is understood that the Owner reserves the right to retain the certified check or bond of the three lowest bidders as determined by the Owner for a period not to exceed 30 days after the date set for the opening of the bids.

Respectfully submitted by:	
E.H. Renner & Sons, Inc.	(A Corporation)
Ed Renner	(An Individual)
Secretary	(Title)
41-0798285	(Bidder's E.I. Number)

3,000

Bid Form

Page v

Parks Irrigation Water and Electrical Supply Project City of Dayton

ITEM	UNIT	QTY	BID \$	TOTAL COST
On-Site Investigation and Testing at Elsie Stephens Park	LS	1		\$ 3,000
To be completed ASAP upon contract award	-			
System Design and Permitting	LS	i	Total of Below >	\$ 3,600
Elsie Stephens Park - Assuming Existing Well Casing Can be Re-Used	LS	1	§ 1,200	
River Hills Park	LS	1	\$ 1,200	
Hayden Hills Park Submit written description of proposed system on each park site	LS	1	\$ 1,200	
Water Supply	LS	1	Total of Below >	\$ 152,000
Elsie Stephens Park - Assuming Existing Well Casing Can be Re-Used	LS	1	s 8,000	
River Hills Park	LS	1	S 42,000	
Hayden Hills Park	LS	1	\$ 92,000	
Submit written description of proposed system on each park site				
Power Supply	LS	1	Total of Below >	\$ 18,500
Elsie Stephens Park - Assuming Existing Power Supply Can be Re-Used	LS	1	s 4,500	
River Hills Park	LS	1	§ 6,500	
Hayden Hills Park Submit written description of proposed system on each park site	LS	1	\$ 7,500	
BASE BID PROJECT TOTAL				\$177,100
ALTERNATE PRICING	LS	1		
Drilling of New Well at Elsie Stephens Park (if necessary)	LS	1	\$ 38,000	
New Power Supply at Elsie Stephens Park (if necessary)	LS	1	\$ 6,500	

Bid Form

Page vi

Parks Imgation Water and Electrical Supply Project City of Dayton

### AFFIRMATIVE ACTION DECLARATION

### PARKS IRRIGATION WATER AND ELECTRICAL SUPPLY PROJECT

Dayton, Minnesota

Please complete the questionnaire shown below and attach this completed and properly executed sheet to the bid proposal. This sheet along with the Affirmative Action Certificate (if applicable) must be submitted with the bid. Failure to do so may, at the City's discretion, cause the bid to be rejected. If, however, the bid is not rejected for your failure to attach these documents, the bid shall absolutely be rejected if you have not provided the said documents within seventy-two (72) hours after the City has deposited in the US Mail written demand therefore.

I hereby certify that I have reviewed the Affirmative Action requirements as set forth in the specifications and declare the

following (must check one):

We have fewer than twenty (20) employees and are therefore exempt from the Affirmative Action Requirement.

or

We have attached a certified copy of our Affirmative Action Certification

or

We do not have a Certificate.

E.H. Renner & Sons, Inc.

Signed:

Firm Name:

### AFFIDAVIT OF NON-COLLUSION

### PARKS IRRIGATION WATER AND ELECTRICAL SUPPLY PROJECT

Dayton, Minnesota

(Information Required of Bidder)

I hereby swear (or affirm) under the penalty for perjury:

4.

- That I am the bidder (if the bidder is an individual), a partner in the bidder (if the bidder is a partnership), or an officer
  or employee of the bidding corporation having authority to sign on its' behalf (if the bidder is a corporation);
- That the attached bid or bids have been arrived at, by the bidder, independently, and have been submitted without collusion with, and without any agreement, understanding, or planned common course of action with any other vendor of materials, supplies, equipment, or services described in the invitation to bid, designed to limit independent bidding or competition;
- That the contents of the bid or bids have not been communicated by the bidder or its employees or agents to any person not an employee or agent of the bidder or its surety on any bond furnished with the bid or bids, and will not be communicated to any such person prior to the official opening of the bid or bids;

That I have full informed myself regarding the accuracy of the statements made in this affidavit.
Signed: Dalat Kenn
Firm Name: E.H. Renner & Sons, Inc.
Subscribed and sworn to before this 8th day of October, 20 24  Notary Public: Cracy Panson
Subscribed and sworn to before this
Notary Public: Cracy Panson
\1
My Commission Expires: 01 31 12025
Bidder's E.I. Number: 41-0798285
piego e est trottipos.
(Number used on Employer's Quarterly Federal Tax Return, US Treasury Dept. Form #941)



### CERTIFICATION PAGE

### PARKS IRRIGATION WATER AND ELECTRICAL SUPPLY PROJECT City of Dayton, Minnesota

I hereby certify that this Project Manual was prepared by me or under my direct supervision and that I am a duly licensed professional Landscape Architect under the laws of State of Minnesota.

Name: Paul A. Kangas

Signature

Registration: MN #26017

Date:

09-10-202

Contractor: STEFFL DRILLING & PUMP

Bids Due: 2:00 pm - October 8th, 2024

### PARKS IRRIGATION WATER AND ELECTRICAL SUPPLY PROJECT Dayton, Minnesota

City of Dayton - Parks & Recreation Attn: Zach Doud - City Administrator 12260 South Diamond Lake Road Dayton, MN 55327

To Whom it may Concern:

The undersigned being familiar with the local conditions, having made the field inspections and investigations deemed necessary, having studied the plans and specifications for the work including Addenda No(s) AT I /ANV and being familiar with all factors and others conditions affecting the work and cost thereof, hereby proposes to furnish all labor, tools, materials, skills, equipment and all else necessary to completely construct the project in accordance with the plans and specifications on file with the County as follows (bidder shall verify quantities to his/her satisfaction).

### SEE BID FORM NEXT PAGE

The low bidder shall be determined by the lowest, qualified Grand Total Base Bid entered on this Bid Furm. This bid is a combination of both Lump Sum and Installed Quantity payment line items as noted on the rind form. The estimated quantities on the Proposal Form are provided for the convenience of the Bidder. Bidders are responsible for verifying quantities to their satisfaction. Unit prices entered on the Proposal Form will be used to calculate total payments during construction and to aid in determining values for possible changes in the work. If unit prices are judged to be unreasonable by the Owner, the Owner reserves the right to negotiate revisions to the prices.

Accompanying this bid is a bidder's bond, certified check, or cash deposit in the amount of at least five (6%) of the amount of my/our bid made payable to City of Dayton. The same is subject to forfeiture in the event of default on the part of the undersigned to execute the prescribed contract and bond within fifteen (15) days after it is submitted to me/us.

in submitting this bid, it is understood that the Owner retains the right to reject any and all bids and to waive irregularities and informalities therein and to award the confract to the best interest of the Owner.

It is understood that bids may not be withdrawn for a period of 30 days after the date and time set for the opening of bids. It is understood that the Owner reserves the right to retain the certified sheck or bond of the three lowest bidders as determined by the Owner for a period not to exceed 30 days after the date set for the opening of the bids.

Respectfully submitted by: STEFFL DRILLING & PUMP		(A Corporation)
SAM STEFFL		(An Individual)
BUSINESS DIRECTOR		(Title)
41-17112214		(Bidder's E.) Number
Bid Form	Dhan	Fredrika bergeren anteren er all Erichten der Bergeren Bergeren ber
DIQ FORM	Page V	Parks Imgalion Water and Electrical Supply Project City of Dayton

ITEM	UNIT	QTY	BID \$	TOTAL COST
On-Site Investigation and Testing at Elsie Stephens Park	LS	1	25,000	\$ 25,000
To be completed ASAP upon contract award	-			
System Design and Permitting	LS	1	Total of Below >	\$ 60,000
Elsie Stephens Park - Assuming Existing Well Casing Can be Re-Used	LS	1	\$ 20,000	
River Hills Park	LS	1	\$ 20,000	
Hayden Hills Park Submit written description of proposed system on each park site	1.5	1	\$ 20,000	
Water Supply	LS	1	Total of Below >	\$ 135,000
Elsie Stephens Park - Assuming Existing Well Casing Can be Re-Used	LS	1	\$ 20,000	
River Hills Park	LS	1	\$ 55,000	
Hayden Hills Park	LS	1	\$ 60,000	
Submit written description of proposed system on each park site		7		
Power Supply	LS	1	Total of Below >	\$ 30,000
Elsie Stephens Park - Assuming Existing Power Supply Can be Re-Used	LS	1	\$ 10.000	
River Hills Park	LS	1	\$ 10,000	
Hayden Hills Park Submit written description of proposed system on each park site	LS	1	\$ 10,000	
BASE BID PROJECT TOTAL				\$250,000
ALTERNATE PRICING	LS	1		
Drilling of New Well at Elsie Stephens Park (if necessary)	LS	1	50,000	
New Power Supply at Elsie Stephens Park (if necessary)	LS	1	10,000	

Bid Form

Page vi

Parks Irrigation Water and Electrical Supply Project City of Dayton

### AFFIRMATIVE ACTION DECLARATION

## PARKS IRRIGATION WATER AND ELECTRICAL SUPPLY PROJECT Dayton, Minnesota

Please complete the questionnaire shown below and attach this completed and properly executed sheet to the bid proposal This sheet along with the Affirmative Action Certificate (if applicable) must be submitted with the bid. Failure to do so may, at the City's discretion, cause the bid to be rejected. If however, the bid is not rejected for your failure to attach these documents, the bid shall absolutely be rejected if you have not provided the said documents within seventy-two (72) hours. after the City has deposited in the US Mail written demand therefore. I hereby certify that I have reviewed the Affirmative Action requirements as set forth in the specifications and declare the following (must check one) We have fewer than twenty (20) employees and are therefore exempt from the Affirmative Action Requirement. We have attached a certified copy of our Attimative Action Certification 170 We do not have a Certificate Sinned STEFFL DRILLING & PUMP Firm Name

Affirmative Action Declaration

Page vii

Parks Imgalion Water and Electrical Supply Project City of Dayton

### AFFIDAVIT OF NON-COLLUSION

## PARKS IRRIGATION WATER AND ELECTRICAL SUPPLY PROJECT Dayton, Minnesota

### (Information Required of Bidder)

I heraby swear (or affirm) under the penalty for perjury.

- That I am the bidder (if the bidder is an individual), a partner in the bidder (if the bidder is a partnership), or an officer or employee of the bidding corporation having authority to sign on its' behalf (if the bidder is a corporation).
- 2. That the attached bid or bids have been arrived at, by the bidder, independently, and have been submitted without collusion with, and without any agreement, understanding, or planned common course of action with any other vendor of materials, supplies, equipment, or services described in the invitation to bid, designed to limit independent bidding or competition.
- 3. That the contents of the bid or bids have not been communicated by the bidder or its employees or agents to any person not an employee or agent of the bidder or its surety on any bond furnished with the bid or bids, and will not be communicated to any such person prior to the official opening of the bid or bids.

be commission wanty about person prior to the district opening of the old or olds.
That I have full informed myself regarding the accuracy of the statements made in this affidavit.  Signed
Erm.Name STEFFL DRILLING & PUMP
LAURIE WISCHMAN NOTARY PUBLIC MINNESOTA Wy Connectod Experiment 2025 Subscribed and sworm to before this 2.7 and day of Santenbell 20.24
Notary Public Faure Wiechman
My Commission Expires: Jan 31, 2025
Bidder's E.I. Number, 41-17112214
(Number used on Employer's Quarterly Federal Tax Return, US Treasury Dept. Form #941)



Bond No. FB0004056

### Bid Bond

CONTRACTOR: Name, legal status und uadress) Steffi Drilling & Pump Inc. 2295 66th Ave NE

Willmar, MN 56201

OWNER:

(Nume, legal status and address)

City Of Dayton

SURETY

(Name, legal status and principal place of This document has important legal business)

GRANITE RE, INC. 14001 Quailbrook Drive

Oklahoma City, OK 73134

consequences. Consultation with an attorney is encouraged with respect to its completion or modification:

Any singular reference to Contractor, Surety, Owner or other party shall be considered nlural where applicable.

Bond Amount: Fee Person

of the Bid Amount ( 5% of Bid Amount)

PROJECT: Parks Imigation Water & Electrical Supply Project - Dnll New Wells at Three Park Sites

Name, Invalina or address, and Project monher, if any).

The Contractor and Surety are bound to the Owner in the amount set forth above, for the payment of which the Contractor and Surery bind themselves, their heirs, executors, administrators, successors and assigns, jointly and severally, as provided herein. The conditions of this Bond are such that if the Owner accepts the bid of the Contractor within the time specified in the bid documents, or within such time period as may be agreed to by the Owner and Contractor, and the Contractor either (I). enters into a contract with the Owner in accordance with the terms of such bid, and gives such bond or bonds as may be specified in the hidding or Centract Documents, with a surety admirted in the jurisdiction of the Project and otherwise acceptable to the Owner, for the faithful performance of such Contract and for the prompt payment of later and material furnished in the prosecution thereof; or (2) pays to the Owner the difference, not to exceed the amount of this Bond, between the amount specified in said bid and such larger amount for which the Owner may in good faith contract with another party to perform the work covered by said bid, then this obligation shall be null and void, otherwise to remain in full force and effect, The Surety hereby waives any notice of an agreement between the Owner and Contractor to extend the time in which the Owner may accept the bid. Waiver of notice by the Surety shall not apply to any extension exceeding sixty (60) days in the aggregate beyond the time for acceptance of hids specified in the bid documents, and the Owner and Contractor shall obtain the Surety's consent for an extension beyond sixty (60) days

If this Bond is issued in connection with a subcontractor's bid to a Contractor, the term Contractor in this Bond shall be deemed to be Subcontractor and the term Owner shall be deemed to be Comractor.

When this Bond has been furnished to comply with a statutory or other legal requirement in the location of the Project, any provision in this Bond conflicting with said statutory or legal requirement shall be deemed deleted herefrom and provisions conforming to such statutory or other legal requirement shall be deemed incorporated herein. When so furnished, the intent is that this Bond shall be construed as a statutory band and not as a common law bond.

(Witness)

Init.

day of September

Steffi Drillipe (Principal)

GRANITE RE (Surety)

(Title) Attorney-in-Fact

(Sun!)

(Seal)

(Witness) Zachary Pate

EAUTION Tou should sign an original A)A Compact flor impact, or which this has bapicars to REO, an original assume that

AIA Document A310" - 2010. Copyright @1963, 1970 ard 7010 by The Winescan Institute of Arthresis. All rights reserved. WARNING: may 61 A The Art Straightened. and the company of

Purchasers and permitted to reproduce ten (10) copies of this document when committed. To report copyright industrials of ATA Contract becoming a man-The American Institute of Accidents' legal counsel, copyright@alu.org.

	ACKNOWLEDGM	IENT OF PRINCIPAL (Individual)
State of		
County of		
On this	day of	
and executed the forego	oing instrument and acknowledge(s) t	o me that he/she executed the same.
		Notary Public
	ACKNOWLEDGM	ENT OF PRINCIPAL (Partnership)
State of	)	
County of	)	
On this	day of	, in the year, before me personally come(s), a member of the co-partnership of
		to me known and known to me to be the person who is described in and
executed the foregoing	instrument and acknowledges to me	that he/she executed the same as for the act and deed of the said co-partnership.
		Notary Public
	LOUNIAND PRODU	ENT OF PRINCIPAL (Corporation)
County of Kandic  On this Micha the CEC		to me known, who, being duly swom, deposes and says that he/she is the secure of the secure of the Board of Directors of said it is such corporate seal; that it was so affixed by the order of the Board of Directors of said
LAUR LAUR	e/she signed his/her name thereto by TIE WIECHMAN TARY PUBLIC	Rike order. Laurie Wiechman
A CARTINGSOFFEE	INNESOTA	WLEDGMENT OF SURETY
State of Minnesota )		
County of Dakota		
On this 27th	day of September, in the year 2024	, before me personally come(s) Zachary Pate, Attorney(s)-in-Fact of Granite Re. Inc. with
	The Artistance of the Artistan	duly sworn, says that he/she is (are) the Attorney(s)-in-Fact of Granite Re, Inc. company
described in and which	executed the within instrument; that	at he/she know(s) the corporate seal of such company; and that seal affixed to the within
instrument is such corp	orate seal and that it was affixed by	order of the Board of Directors of said company, and that he/she signed said instrument as
Attorney(s)-In-Fact of the	ne said company by like order.	
	TONIL FERRILL  201 NOVERY PUBLIC MANAGEMENT  My Confined on Expires and \$1, 2077	Notary Public

### GRANITE RE, INC. GENERAL POWER OF ATTORNEY

### Know all Men by these Presents:

That GRANITE RE, INC., a corporation organized and existing under the laws of the State of MINNESOTA and having its principal office at the City of OKLAHOMA CITY in the State of OKLAHOMA does hereby constitute and appoint:

WANDA FRANZ; TOM LAHL; TOM KEMP: LISA M. FRANCOUR; JENNIFER BOYLES; ZACHARY PATE; TROY STAPLES; NICHOLAS HOCHBAN its true and lawful Attorney-in-Fact(s) for the following purposes, to wit:

To sign its name as surety to, and to execute, seal and acknowledge any and all bonds, and to respectively do and perform any and all acts and things set forth in the resolution of the Board of Directors of the said GRANITE RE, INC. a certified copy of which is hereto annexed and made a part of this Power of Attorney; and the said GRANITE RE, INC. through us, its Board of Directors, hereby ratifies and confirms all and whatsoever the said:

WANDA FRANZ; TOM LAHL; TOM KEMP: LISA M. FRANCOUR; JENNIFER BOYLES; ZACHARY PATE; TROY STAPLES; NICHOLAS HOCHBAN may lawfully do in the premises by virtue of these presents.

In Witness Whereof, the said GRANITE RE, INC. has caused this instrument to be sealed with its corporate seal, duly attested by the signatures of its President and Assistant Secretary, this 31st day of July, 2023.

STATE OF OKLAHOMA )
SS:

COUNTY OF OKLAHOMA )
Kyle P. McDonald, Assistant Set

On this 31st day of July, 2023, before me personally came Kenneth D. Whittington, President of the GRANITE RE, INC. Company and Kyle P. McDonald, Assistant Secretary of said Company, with both of whom I am personally acquainted, who being by me severally duly sworn, said, that they, the said Kenneth D. Whittington and Kyle P. McDonald were respectively the President and the Assistant Secretary of GRANITE RE, INC., the corporation described in and which executed the foregoing Power of Attorney; that they each knew the seal of said corporation; that the seal affixed to said Power of Attorney was such corporate seal, that it was so fixed by order of the Board of Directors of said corporation, and that they signed their name thereto by like order as President and Assistant Secretary, respectively, of the Company.

My Commission Expires: April 21, 2027 Commission #: 11003620



Notary Public

### GRANITE RE, INC.

Certificate

THE UNDERSIGNED, being the duly elected and acting Assistant Secretary of Granite Re, Inc., a Minnesota Corporation, HEREBY CERTIFIES that the following resolution is a true and correct excerpt from the July 15, 1987, minutes of the meeting of the Board of Directors of Granite Re, Inc. and that said Power of Attorney has not been revoked and is now in full force and effect.

"RESOLVED, that the President, any Vice President, the Assistant Secretary, and any Assistant Vice President shall each have authority to appoint individuals as attorneys-in-fact or under other appropriate titles with authority to execute on behalf of the company fidelity and surety bonds and other documents of similar character issued by the Company in the course of its business. On any instrument making or evidencing such appointment, the signatures may be affixed by facsimile. On any instrument conferring such authority or on any bond or undertaking of the Company, the seal, or a facsimile thereof, may be impressed or affixed or in any other manner reproduced; provided, however, that the seal shall not be necessary to the validity of any such instrument or undertaking."

IN WITNESS WHEREOF, the undersigned has subscribed this Certificate and affixed the corporate seal of the Corporation this

27th day of September , 2024

SEAL)

Kyle P. McDonald, Assistant Secretary

GR0800-1