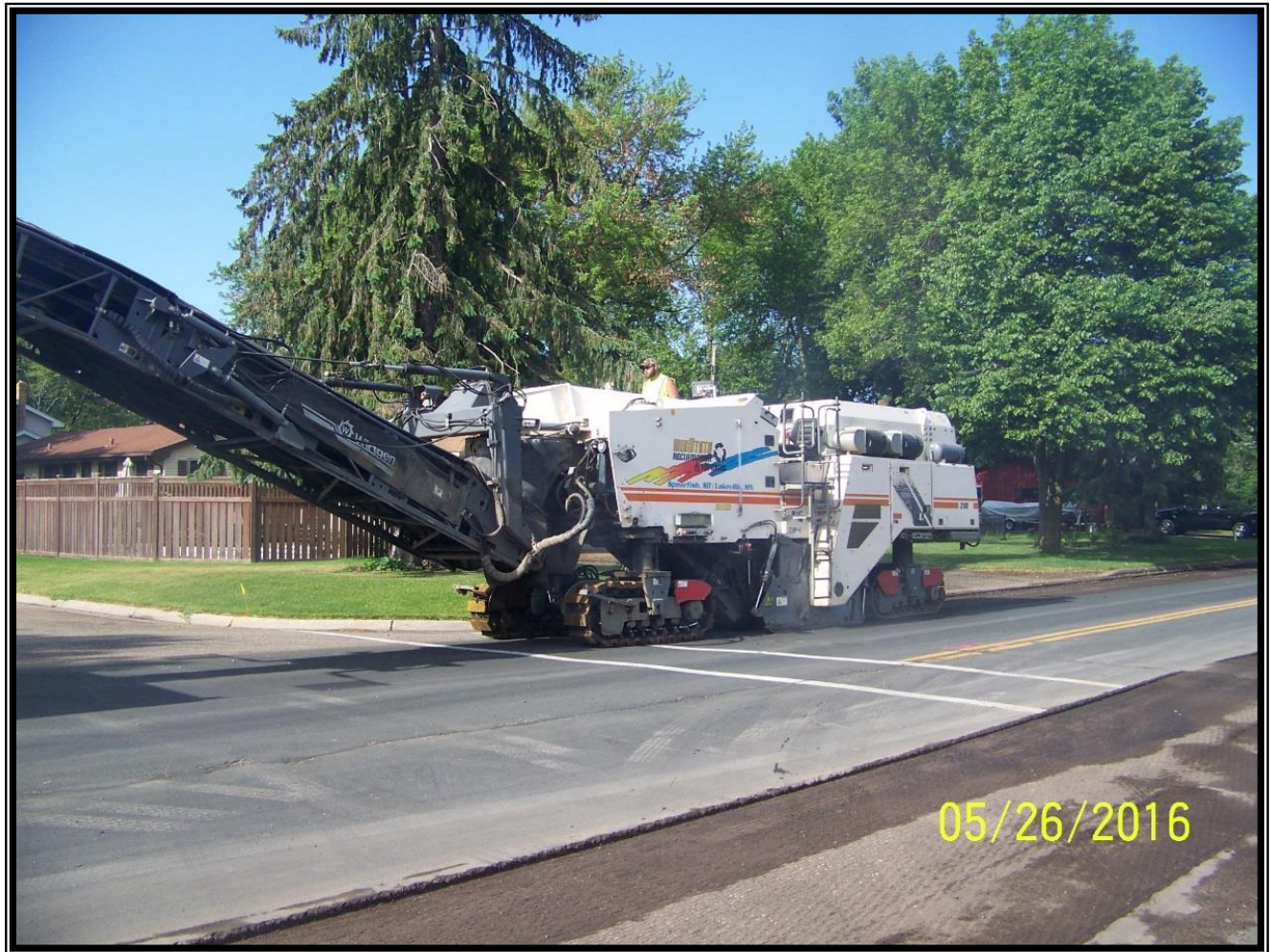


CITY OF WHITE BEAR LAKE
ENGINEERING DEPARTMENT

FEASIBILITY REPORT
for the
2019 MILL AND OVERLAY PROJECT
& 2019 TRAIL REHABILITATION PROJECT

February 7, 2019



City of White Bear Lake
Engineering Department
4701 Highway 61
White Bear Lake, MN 55110



FEASIBILITY REPORT
for the
2019 MILL AND OVERLAY PROJECT & 2019 TRAIL
REHABILITATION PROJECT

CITY PROJECT NO. 19-04

Aspen Court / Glen Oaks Avenue / Sumac Court / Sumac Ridge

CITY PROJECT NO. 19-13

Chicago Avenue / Morehead Avenue / Stewart Avenue / Alley /
Campbell Avenue / Campbell Circle / Debra Street / Eleventh Street /
Lemire Circle / Lemire Lane / Tenth Street / Thury Court /
Walnut Street / Wood Avenue

CITY PROJECT NO. 19-14

County Road 96 Trail / White Bear Avenue Trail

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



Paul Kauppi, P.E.
License No. 41291

February 7, 2019

Date

City of White Bear Lake
Engineering Department
4701 Highway 61
White Bear Lake, MN 55110
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I. INTRODUCTION

The City of White Bear Lake is continuing to improve and monitor the condition of its infrastructure through implementation of a Pavement Management Program. The City's Pavement Management Program includes regular patching, crack sealing and sealcoating as routine maintenance techniques to preserve City streets. In addition, total reconstruction of 2-1/2 to 3 miles of streets is undertaken each year to improve pavements that cannot be maintained by routine techniques. Since the City initiated its street reconstruction program in the 1980's, over 78 miles – or 92 percent – of the City's streets have been reconstructed to current standards with engineered pavement sections and concrete curb and gutter. As these streets age, they are maintained by the City using routine maintenance procedures, which can be expected to keep the pavements in good condition for approximately 20-25 years if undertaken at appropriate intervals. When a pavement reaches the point where routine maintenance techniques are no longer effective (usually at about the 20-25 year point or after 2 to 3 sealcoat applications), a major rehabilitation procedure is necessary. The life of the pavements between major rehabilitations depends largely on traffic types and volumes. Streets which carry larger vehicles with heavy loads and higher daily traffic volumes typically wear out faster than low volume residential streets.

The means of rehabilitating the bituminous pavement structure could range from milling & overlaying to total pavement replacement. This process involves the removal of the top layer of asphalt by grinding (or milling) and then replacement of the upper layer of asphalt (wearing course). Total pavement replacement involves completely removing all of the asphalt layers, re-grading the aggregate base, and then placing new asphalt layers. As streets which have been reconstructed deteriorate to the point where maintenance is no longer effective, these procedures are the next step in the pavement maintenance process.

The streets proposed for rehabilitation in 2019 have deteriorating bituminous pavements, some poor drainage characteristics and some public utility facilities which need upgrading. All of the public infrastructure elements proposed for reconstruction, replacement or upgrading are important to the continuing vitality of the neighborhoods and are necessary improvements to the City's street and utility systems.

The Engineering and Public Works Departments have evaluated the streets proposed in the 2019 Mill & Overlay Project and will recommend in this Feasibility Report that the City Council include all streets described herein and shown on the map in **Exhibit 1**.

The streets proposed for inclusion in the **2019 Mill & Overlay Project**, as shown in detail in **Exhibits 2 -5**, respectively are:

- **Aspen Court** (from Glen Oaks Avenue to End cul-de-sac)
- **Glen Oaks Avenue** (from County Road D to Sumac Ridge)
- **Sumac Ridge** (300' West of Glen Oaks Avenue to End cul-de-sac)
- **Sumac Court** (from Glen Oaks Avenue to End cul-de-sac)

- **Campbell Avenue** (from Tenth Street to Eleventh Street)
- **Campbell Circle** (from Campbell Avenue to End Cul-de-sac)
- **Debra Lane** (from Ninth Street to Parking Lot)
- **Eleventh Street** (from End Cul-de-sac to End Cul-de-sac)
- **Lemire Circle** (from Lemire Lane to End Cul-de-sac)
- **Lemire Lane** (from 10th Street to Garden Lane)
- **Tenth Street** (from Georgia Lane to Wood Avenue)
- **Tenth Street** (from Campbell Avenue to Bald Eagle Avenue)
- **Thury Court** (from Debra Lane to End Cul-de-sac)
- **Walnut Street** (from Ninth Street to Tenth St)
- **Wood Avenue** (from Tenth Street to Garden Ln)

- **Chicago Avenue** (from Stewart Ave to Morehead Ave)
- **Morehead Avenue** (from State 96 to Chicago Ave)
- **Stewart Avenue** (from State 96 to Chicago Ave)
- **Alley** (from Chicago Ave to South)

2019 Mill & Overlay Project 19-04



— Mill & Overlay

2019 Mill & Overlay Project 19-13



— Reconstruction
 — Mill & Overlay

2019 Mill & Overlay Project 19-13



— Mill & Overlay
 — Alley Reconstruction

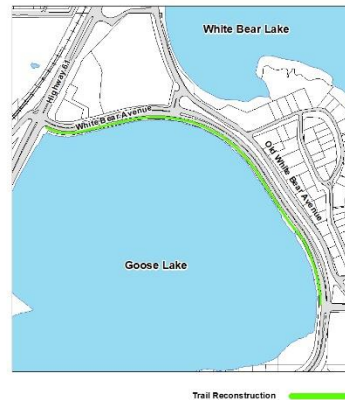
The trails for inclusion in the **2019 Trail Rehabilitation Project**, as shown in detail in **Exhibits 6-7**, respectively are:

- **County Road 96 Trail** (from White Bear Parkway to Birch Lake Blvd South)
- **White Bear Avenue Trail** (from Highway 61 to South Shore Blvd)

2019 Trail Rehabilitation Project 19-14



2019 Trail Rehabilitation Project 19-14



On December 11, 2018, the City Council adopted Resolution No. 12314, ordering preparation of this Feasibility Report for the streets listed above. A copy of the memo and resolution are included in **Appendix A**.

If the Council decides to proceed with these utility and street improvements, the next step in the public improvement process (**Appendix B**) would be to conduct a formal public improvement hearing. A public hearing could be conducted on March 12, 2019, if the City Council were to order the hearing at its February 12, 2019 meeting.

II. PROJECT SCOPE

The scope of this report is to analyze the proposed streets and trails indicated above and to determine the engineering and fiscal feasibility of providing the necessary improvements. The study will discuss the existing conditions, proposed improvements, estimated construction costs, and overhead costs (i.e. administration, engineering, fiscal, and legal expenses). Current public improvement policies adopted by the White Bear Lake City Council will be used as a guideline to discuss financing methods for the proposed improvements.

III. FUTURE MILL AND OVERLAY REHABILITATION PLAN

Overall, if an existing bituminous pavement is in fair condition, milling the 1.5” wearing course off and repaving will provide extended life to the pavement. In areas of significant pavement distress, the project may include some full-depth asphalt and subgrade repair. All projects will require individual evaluations to ensure proper repair procedures are applied.

The City incorporated a mill and overlay component into its comprehensive Pavement Management Program for the first time in 2011. Included in **Appendices C1 & C2** are memos to the City Council from April 7, 2011 and April 21, 2011 regarding establishment of a Mill & Overlay Program and Resolution No. 10836 amending the City's Special Assessment Policy. These memos help to outline the history of our Pavement Management Program and the importance of preventative maintenance on our infrastructure.

As reconstructed pavements age, it is anticipated that the City will need to increase the number of mill and overlay projects in order to maintain the serviceability of its pavement infrastructure, likely with a project each year for the foreseeable future. Streets will generally be ready for mill & overlay about 20-25 years after reconstruction and after 2 to 3 sealcoat applications. In addition to streets which will be included in the mill & overlay projects at 20-25 years of age will be streets that have premature pavement failure due to other factors. The City will be challenged as it works to complete the street reconstruction program while undertaking mill and overlay projects at the same time. We anticipate that the two programs could overlap for 4 to 6 years before the street reconstruction program is completed and we are primarily undertaking mill and overlay projects.

IV. EXISTING CONDITIONS

The streets included in the proposed 2019 Mill & Overlay Project are deteriorating and in need of pavement rehabilitation as well as minor storm sewer repairs. The current condition of the infrastructure is outlined as follows:

A. Storm Sewer

The storm sewer systems on the proposed projects consist of catch basins, manholes, culverts, and storm pipe. The storm sewer system is operating as intended, with only minor repairs to catch basins and manholes expected.

B. Street Pavements

The bituminous street pavements in these proposed projects have been maintained by the City through a regular patching and seal coating program, but the pavements are now at the end of their useful life. They are cracking and exhibiting general pavement failures which can be substantially corrected with a milling and overlaying process.

Streets proposed for rehabilitation in 2019 are shown in **Table 1**. These streets are being recommended due to the deteriorating condition of the top (wearing course) layer of asphalt. These streets can no longer be effectively maintained using routine pavement maintenance techniques (patching, crack sealing and sealcoating). Rehabilitation of these streets is a high priority.

The project maps are shown in **Exhibits 2-5**.

**TABLE 1
 EXISTING STREET WIDTHS & ORIGINAL CONSTRUCTION YEAR**

STREET	SEGMENT	EXISTING WIDTH (Face – Face)	ORIGINAL CONSTRUCTION YEAR
Aspen Court	Glen Oaks Avenue to end cul-de-sac	24 feet	1978
Glen Oaks Avenue	County Road D to Sumac Ridge	30 feet	1978
Sumac Court	Glen Oaks Avenue to end cul-de-sac	24 feet	1978
Sumac Ridge	300' West of Glen Oaks Avenue to end cul-de-sac	24 - 30 feet	1978
Campbell Avenue	Tenth Street to Campbell Circle	32 feet	1983
Campbell Avenue	Campbell Circle to Eleventh Street	32 feet	1989
Campbell Circle	Campbell Avenue to end cul-de-sac	30 feet	1989
Debra Lane	Ninth Street to parking lot	28 feet	1989
Eleventh Street	End cul-de-sac to end cul-de-sac	30 feet	1989
Lemire Circle	Lemire Lane to end cul-de-sac	32 feet	1989
Lemire Lane	Tenth Street to Lemire Circle	32 feet	1989
Lemire Lane	Lemire Circle to Garden Lane	32 feet	1984
Tenth Street	Georgia Lane to Wood Avenue	32 feet	1988
Tenth Street	Campbell Avenue to Bald Eagle Avenue	32 feet	1983
Thury Court	Debra Lane to end cul-de-sac	32 feet	1989
Walnut Avenue	Ninth Street to Tenth Street	26 feet	1984
Wood Avenue	Ninth Street to Garden Lane	32 feet	1988
Chicago Avenue	Stewart Avenue to Morehead Avenue	22 feet	1994
Morehead Avenue	Highway 96 to Chicago Avenue	24 feet	1994
Stewart Avenue	Highway 96 to Chicago Avenue	24 feet	1994
Alley	Chicago Avenue to dead end	10 feet	Circa 1950

C. Trail Pavements

The bituminous trail pavements in these proposed projects have not required maintenance since they were built in 1971 (White Bear Avenue Trail) and 1995 (County Road 96 Trail). The City & County have been hesitant to do maintenance activities on these trails

because they have been performing year after year. The pavements are starting to show cracking and exhibiting early signs of general pavement failures. These can be substantially corrected with a remove and replace process.

V. PROPOSED IMPROVEMENTS

A. Storm Sewer Drainage Improvements

The storm sewer drainage improvements proposed for these projects are minor.

The existing storm sewer systems on these projects are adequate from a street drainage and flood control perspective. These systems will remain unchanged to follow existing drainage patterns. Some repairs or replacements of the manholes and catch basins are needed due to deterioration of structures built of concrete block. The mortar between these blocks and around the manhole adjusting rings has deteriorated due to salt intrusion and traffic loads. As part of this project, the mortar, concrete blocks and concrete adjusting rings will be repaired or replaced.

The storm sewer repairs will be funded with City funds.

B. Street & Alley Improvements

The proposed street rehabilitation for the 2019 Mill & Overlay Project consists of milling the existing deteriorated pavements, construction of new pavements, and spot repair of damaged curb sections. No changes to the curb line are proposed, therefore the street widths will remain unchanged. Although the top 1.5 inch layer (wearing course) for these streets are exhibiting fatigue, the bituminous layer(s) below are not exhibiting any failure characteristics and do not warrant replacement.

The proposed alley reconstruction consists of removal and replacement of the existing deteriorated pavements and construction of new bituminous pavements and 6 inches of Class 5.

Typical street cross sections are shown on **Exhibits 8-13**

Parking conditions are proposed to remain as they currently are as shown below in **Table 2**.

**TABLE 2
CURRENT PARKING RESTRICTIONS IN 2019 PROJECT AREAS**

Aspen Court	Glen Oaks Ave to end cul-de-sac	No Restrictions
Glen Oaks Avenue	County Road D to Sumac Ridge	No Restrictions
Sumac Court	Glen Oaks Ave to end cul-de-sac	No Restrictions
Sumac Ridge	200' East of Sumac Cir to Glen Oaks Ave	No Restrictions
Sumac Ridge	Glen Oaks Ave to end cul-de-sac	No Restrictions *
All Other Roads		No Restrictions

* This roadway does not have parking restrictions, however “No Parking Signs” have been installed without City permission between 2013 and 2018. These signs were never approved by City and therefore are not legally enforceable. Adopting a no parking resolution prior to completion of the proposed project will be required if determined that parking restrictions are warranted.

C. Trail Improvements

This project includes repaving the City/County owned trails along White Bear Avenue and County Road 96. Trails are shown on **Exhibits 6 & 7**. Typical trail cross sections are shown on **Exhibit 14**.

These trails were built in 1971 & 1995. Over the past 48 years minimal maintenance has been required on these trails. The trails are starting to deteriorate. In order to protect the City’s asset, we recommend repaving these trails now, while the base is in good condition. The City’s Engineering Department recommends bidding them as part of the Mill & Overlay Project. There are no assessments proposed to adjacent property owners for this work. The work will be paid with a variety of funds (**Appendix D**).

D. Sidewalk Improvements

City’s 2030 Comprehensive Plan contains a map of existing and proposed sidewalks and trails (see **Exhibit 15** – 2030 Comprehensive Plan Map “Plan for Bicycles, Pedestrians and Trails”). The intent of the proposed routes indicated on this map is to connect to places of pedestrian activity such as parks and schools. It is important to build facilities not only for today, but for the future of our community.

As part of the 2019 Mill & Overlay Project, consideration has been given to the addition of one sidewalk. The proposed sidewalk is along Lemire Lane from 10th Street to Garden Lane, Garden Lane from Lemire Lane to Bald Eagle Avenue. This proposed sidewalk would ultimately connect the existing sidewalk on 9th Street to the existing sidewalk on Bald Eagle Avenue and ultimately White Bear High School North Campus.

Unlike past sidewalk construction projects, the proposed Lemire Lane sidewalk may not fill a major gap in the sidewalk network. There is an existing sidewalk one block away on 9th Street, and the Georgia Lane/10th Street and Bald Eagle Avenue sidewalks may not be built in the near future. The proposed Lemire Lane sidewalk would also connect to a potential sidewalk along Garden Lane which is in the 2019 Reconstruct project area. Other challenges with adding this sidewalk segment include the potential loss of boulevard trees, public and private utility relocation, mailbox relocation, drainage issues and increased project cost.

Staff is looking for guidance from the City Council. The addition of a new sidewalk could be constructed at this time or at a later date.

If the sidewalk were to be constructed it would be most feasible on the west side of Lemire Lane and north side of Garden Lane. This sidewalk configuration is shown in **Exhibit 16**.

VI. PERMITS

City Projects 19-04 and 19-13 are pavement rehabilitation project that are mostly within City Right of Way. There are no MPCA or Watershed permits necessary. City Projects 19-13 and 19-14 will require Mn/DOT and Ramsey County Right of Way permits.

VII. PUBLIC INFORMATIONAL MEETING

A letter introducing the project and announcing the Public Informational Meeting was mailed on December 18, 2018. A copy of this letter is included in **Appendices E1 & E2**.

An initial public information meeting was held on January 16th, 2019. At this meeting, 23 residents attended. Attendance was low, but expected due to the relatively non-intrusive nature and short duration of this project. At this meeting, the Engineering Department discussed details of the proposed project, financing methods, special assessment procedures, and answered questions and concerns about the project. Questions and concerns will continue to be heard throughout the public involvement process and incorporated in the design of the project as necessary.

VIII. ESTIMATED PROJECT COSTS

The estimated improvement costs for the proposed improvements are summarized in **Table 2**. The estimated total project cost proposed (including a 5% contingency) is **\$1,006,000**. Based on past experiences on similar projects in the City, the overhead costs have been estimated at 18% of the total construction cost. The overhead costs include engineering, project administration, fiscal and legal costs. The project will be financed through a combination of City funds and special assessments to benefited properties.

TABLE 2
2019 MILL AND OVERLAY PROJECT COST ESTIMATE

Street Improvements	\$ 600,000
Alley Improvements	\$ 36,000
Storm Sewer Drainage Improvements	\$ 10,000
Watermain Improvements	\$ 30,000
Trail Improvements	\$ 142,000
5% Contingency	\$ 41,000
Engineering, Legal, Fiscal	<u>\$ 147,000</u>
Total Project Improvement Cost	\$ 1,006,000
*Additional Sidewalk	\$ 105,000

*This additional work to be decided by the City Council

IX. FINANCING AND ASSESSMENTS

The improvements discussed in this report for the 2019 Mill and Overlay Project and 2019 Trail Rehabilitation Project are proposed to be funded through a combination of special assessments to benefitted properties according to the City's Assessment Policy, City funds, and County Cooperative Funds. A summary of the total project cost is provided in **Appendix D** with a spreadsheet indicating how the total costs could be allocated through both City funds and special assessments. The proposed special assessment rates are based upon estimated 2019 project costs and the City's practice of assessing 33% of the project cost to the benefitting properties.

The City's Assessment Policy provides for assessment of a portion of the cost of the improvement to benefitting property owners, with the remaining cost funded by the City. The assessment rates for mill & overlay projects will be reviewed and established by the City Council annually. When the Mill & Overlay Program was established in 2011, the City's Assessment Policy was amended to include a means to adjust mill & overlay assessment rates on projects where premature pavement failure occurs (based upon a 25 year expected life for reconstructed pavements). The memos and resolution included in **Appendices C1 & C2** outline the policy amendment adopted in 2011 that established this adjustment. The rate adjustments will keep private property investment in street pavement maintenance uniform and fair. This adjustment chart is shown in **Table 3**.

TABLE 3
MILL & OVERLAY ASSESSMENT ADJUSTMENT CHART

<u>Pavement Life (Years)</u>	<u>% of Full Mill & Overlay rate assessed</u>
0-9	0%
10	5%
11	11.4%
12	17.8%
13	24.2%
14	30.6%
15	37%
16	43.4%
17	49.8%
18	56.2%
19	62.6%
20	69%
21	75.4%
22	81.8%
23	88.2%
24	94.6%
25	100%

All streets are 25+ years old



Assessment rates for the 2019 Mill and Overlay project are proposed to be set at a maximum of \$13.79 per assessable foot for residential properties, \$18.04 for townhomes/apartment property and \$21.96 for commercial properties. The alley assessment rate is proposed to be at \$2,266 per unit. Streets included in the 2019 project were constructed between 1978 and 1994. The alley first showed up on aerial pictures in the 1950s. All streets on this project will be assessed 100% of the maximum rate.

The City’s appraisal consultant states that the assessment rates for similar projects in the metro area are in the range of \$15-20 per assessable foot for residential property on a mill & overlay project and \$25-40 per assessable foot for residential property on a total pavement replacement project.

All of the property owners who would receive benefits from the proposed improvements and who would be assessed for all or a portion of the improvements are listed on the Preliminary Assessment Rolls in **Appendix F** of this report. The assessment spreadsheets indicate the owner, the address of the property, the assessable footage of the property and the amount of the proposed assessment.

The City’s Assessment Policy for public improvements allows for the distribution of the proposed assessments for residential properties over a 10 year period. It is proposed that the

assessment to residential properties included in this project be spread over a 10 year period and that the assessments to commercial and apartment properties are spread over a 15 year period due to the higher cost. A sample breakdown of the annual payments on assessments for several assessment amounts based on an interest rate of five percent (5%) is included in **Appendix G**.

The City's Assessment Policy also allows for deferred payment of special assessments for qualified property owners 65 years of age or older. There may be some property owners who would like to take advantage of this City policy. The City Assessment Policy is included in **Appendix H**.

X. PROJECT SCHEDULE

The proposed project schedule is as follows:

PROPOSED 2019 MILL & OVERLAY PROJECT SCHEDULE

City Council orders Feasibility Report	December 11, 2018
City Council receives Feasibility Report	February 12, 2019
City Council sets date for Public Improvement Hearing	February 12, 2019
City Council holds Public Improvement Hearing	March 12, 2019
City Council approves Plans and Specifications and authorizes Advertisement for Bids	March 12, 2019
Bids Opened	April 4, 2019
City Council awards Bid	April 9, 2019
Begin Construction	May 6, 2019
Construction Substantially Complete	August 4, 2019
City Council sets date for Assessment Hearing	August 27, 2019
City Council holds Assessment Hearing	September 24, 2019

XI. FEASIBILITY, NECESSITY AND COST-EFFECTIVENESS

The proposed improvements included in the 2019 Mill and Overlay Project & 2019 Trail Rehabilitation Project consist of pavement rehabilitation and are feasible from an engineering standpoint, necessary, and cost effective if constructed under a single project/single contract as proposed. These improvements would greatly improve the level of service to the residents of these areas and enhance the safety and appearance of the neighborhoods. The improvements can most effectively and economically be constructed if undertaken through a coordinated contract that would cause the improvements to be installed in the proper sequence.

XII. CONCLUSION

Our recommendation to the City Council is that if mill and overlay improvements are to be constructed, that the streets be rehabilitated as proposed in this Feasibility Report.

The estimated cost of these improvements, including the proposed assessments, is reasonable and comparable with similar improvements being constructed in other cities in the metropolitan area.

APPENDIX A

MEMO and CITY COUNCIL RESOLUTION NO. 12314 ORDERING FEASIBILITY REPORT



City of White Bear Lake
City Engineer's Office

MEMORANDUM

To: Ellen Hiniker, City Manager

From: Paul Kauppi, Public Works Director/City Engineer

Date: December 5, 2018

Subject: **Feasibility Report for Proposed 2019 Street Reconstruction and 2019 Mill & Overlay Projects**
City Project Nos. 19-01, 19-04, 19-06, 19-13

BACKGROUND / SUMMARY

The City of White Bear Lake has been reconstructing streets since the mid-1980's, replacing deteriorated streets with new engineered gravel bases, concrete curb and gutter and bituminous pavements. Street reconstruction projects also include improvements to the storm sewer system and installation of storm water treatment facilities. The reconstruction program is ongoing and with completion of the 2019 street reconstruction project, the City has reconstructed over 92% of its streets (78 miles) which leaves 7 miles remaining to be improved to current engineering standards.

Each year the City Council selects streets for inclusion in the City's Street Reconstruction Program. The Council receives recommendations for reconstruction projects from the Engineering and Public Works Departments based upon pavement conditions among other factors. The proposed 2019 Street Reconstruction is highlighted in the color red on the Proposed Street Reconstruction Project Map included with this memo.

Based upon our analysis, the following streets are recommended to the City Council for inclusion in a Feasibility Report for the 2019 Street Reconstruction:

19-01 Streets being considered:

Morehead Avenue
(Lake Avenue to Seventh Street)

Johnson Avenue
(Fourth Street to Seventh Street)

Fourth Street
(Stewart Avenue to Lake Avenue)

Fifth Street
(Stewart Avenue to Lake Avenue)

Sixth Street
(Stewart Avenue to Lake Avenue)

Seventh Street
(Stewart Avenue to Lake Avenue)

Alleys
(Various Alleys throughout the project area)

19-04 Streets being considered:

Glen Oaks Avenue
(County Road D to Sumac Ridge)

Aspen Court
(Glen Oaks Avenue to Cul-de-sac)

Sumac Court
(Glen Oaks Avenue to Cul-de-sac)

Sumac Ridge
(Glen Oaks Avenue to Cul-de-sac)

19-06 Streets being considered:

Garden Lane
(Lemire Lane to Bald Eagle Avenue)

Once streets have been reconstructed to current engineering standards, they can be maintained by routine maintenance techniques such as crack sealing, sealcoating and minor patching. These maintenance techniques should keep bituminous pavements in good condition for approximately 25 years before another major rehabilitation technique such as milling and overlaying is necessary. The life of the pavements between major rehabilitation techniques depends largely on traffic types and volumes. Streets which carry larger vehicles with heavy loads and higher daily volumes of traffic wear out faster than low volume residential streets.

There are streets in the City in which the wearing course (top surface of pavement) is deteriorating to the point where routine patching is no longer able to maintain the street in an acceptable driving condition, making milling and overlaying necessary. Milling and overlaying is a process where the upper 1-1/2" to 2" of asphalt is "milled" (removed with a large grinding machine) and then a new bituminous wearing course is placed, creating a new road surface. Use of this pavement maintenance technique is necessary to ensure the preservation of our street pavements. This type of project extends the length of time required between street reconstructions. As reconstructed pavements age, the City will need to increase the number of mill and overlay projects in order to maintain the serviceability of its pavement infrastructure.

The City has reached a point in its pavement management program where the implementation of a mill and overlay program is necessary to preserve the investment it has made in its street infrastructure. The City incorporated a mill and overlay component into its overall Pavement Management Program for the first time in 2011. The mill and overlay program is a technique by which streets will be rehabilitated in the future when total reconstruction of the roadway is not necessary but just pavement rehabilitation. The mill & overlay program is starting now even though we have not yet completed the street reconstruction program (approximately 8% or 7 miles

of streets remain). The City will be challenged as it works to complete the street reconstruction program while undertaking mill and overlay projects at the same time to maintain streets reconstructed 20 – 30 plus years ago. We anticipate that the two programs could overlap for 5 to 7 years before the street reconstruction program is completed and we are just undertaking mill and overlay projects.

Similar to the Street Reconstruction Program, each year the City Council will need to select streets for inclusion in the City’s Mill & Overlay Program. The Council receives recommendations for mill and overlay projects from the Engineering and Public Works Departments based upon pavement conditions among other factors. The proposed 2019 Mill & Overlay Project is highlighted in the color blue on the Proposed Mill & Overlay Program Map included with this memo.

Based upon our analysis, the following streets are recommended to the City Council for inclusion in a Feasibility Report for the 2019 Mill & Overlay Project:

19-13 Streets being considered:

Campbell Avenue
(Tenth Street to Eleventh Street)

Campbell Circle
(Campbell Avenue to End Cul-de-sac)

Debra Lane
(Ninth Street to Parking Lot)

Eleventh Street
(End Cul-de-sac to End Cul-de-sac)

Lemire Circle
(Lemire Lane to End Cul-de-sac)

Lemire Lane
(Tenth Street to Garden Lane)

Tenth Street
(Georgia Lane to Wood Avenue)

Tenth Street
(Campbell Avenue to Bald Eagle Avenue)

Thury Court
(Debra Lane to End Cul-de-sac)

Walnut Street
(Ninth Street to Tenth Street)

Chicago Avenue
(Stewart Avenue to Morehead Avenue)

Morehead Avenue
(State 96 to Chicago Avenue)

Stewart Avenue
(State 96 to Chicago Avenue)

Alley
(Chicago Avenue to South)

Alley
(Chicago Avenue to North)

Also included in the 2019 Mill & Overlay Project, the City will be reconstructing trail segments as part of a Ramsey County Cooperative Project. The trail segments included in the cooperative project are on Hwy 96 (from White Bear Parkway to Speedway) and on White Bear Avenue (from

Highway 61 to South Shore Boulevard). No assessments are anticipated as the part of this trail reconstruction.

The next step in the improvement process is the preparation of a Feasibility Report to determine if the projects are advisable from an engineering standpoint and how they could best be constructed and funded.

A portion of the project cost will be assessed to benefitting properties in accordance with the City's Special Assessment Policy. The assessment rates for 2019 will be reviewed in consultation with the City's appraisal consultant and presented in the Feasibility Report.

The proposed assessment roll is being reviewed by the appraisal firm of Dahlen, Dwyer, Foley and Tinker, Inc. to ensure the proposed assessments are fair, uniform and provide benefit in the amount of the proposed assessments. We have asked the appraiser to specifically look at the large and irregular shaped parcels. Copies of the appraisal reports will be provided to the City Council when it is complete.

RECOMMENDED COUNCIL ACTION

Staff recommends that the Council adopt the resolution and order preparation of a Feasibility Report for the 2019 Street Reconstruction Project and the 2019 Mill & Overlay Project.

ATTACHMENTS

Resolution

Proposed Street Reconstruction Project Maps

Proposed Mill & Overlay Project Maps

RESOLUTION NO.: 12314

**RESOLUTION ORDERING PREPARATION OF A FEASIBILITY REPORT
FOR THE 2019 STREET RECONSTRUCTION PROJECT
AND THE 2019 MILL & OVERLAY PROJECT**

CITY PROJECT NOs. 19-01, 19-04, 19-06 & 19-13

WHEREAS, the City has made a commitment to improving and preserving its bituminous pavement street system by reconstructing deteriorated streets and undertaking maintenance programs such as patching, crack sealing, sealcoating, and milling & overlaying; and

WHEREAS, streets which have been reconstructed and maintained with routine maintenance techniques still require periodic major rehabilitation to maintain a smooth driving surface and protect the integrity of the structural components of the road; and

WHEREAS, it is proposed to improve Morehead Avenue (from Lake Avenue to Seventh Street), Johnson Avenue (from Fourth Street to Seventh Street), Fourth Street (from Stewart Avenue to Lake Avenue), Fifth Street (from Stewart Avenue to Lake Avenue), Sixth Street (from Stewart Avenue to Lake Avenue), Seventh Street (from Stewart Avenue to Lake Avenue), Alleys (Various alleys throughout the project area), Glen Oaks Avenue (from County Road D to Sumac Ridge), Aspen Court (from Glen Oaks Avenue to Cul-de-sac), Sumac Court (from Glen Oaks Avenue to Cul-de-sac), Sumac Ridge (from Glen Oaks Avenue to Cul-de-sac) and Garden Lane (from Lemire Lane to Bald Eagle Avenue) by installation of utility, storm sewer improvements and street reconstruction, and to assess the benefited properties for all or a portion of the cost of the improvements, pursuant to Minnesota Statutes, Chapter 429; and

WHEREAS, it is proposed to improve Campbell Avenue (from Tenth Street to Eleventh Street), Campbell Circle (from Campbell Avenue to End Cul-de-sac), Debra Lane (from Ninth Street to Parking Lot), Eleventh Street (from End Cul-de-sac to End Cul-de-sac), Lemire Circle (from Lemire Lane to End Cul-de-sac), Lemire Lane (from Tenth Street to Garden Lane), Tenth Street (from Georgia Lane to Wood Avenue), Tenth Street (from Campbell Avenue to Bald Eagle Avenue), Thury Court (from Debra Lane to End Cul-de-sac), Walnut Street (from Ninth Street to Tenth Street), Chicago Avenue (from Stewart Avenue to Morehead Avenue), Morehead Avenue (from State 96 to Chicago Avenue), Alley (from Chicago Avenue to South) and Alley (from Chicago Avenue to North) by milling and overlaying the bituminous pavement, and to assess the benefited properties for all or a portion of the cost of the improvements, pursuant to Minnesota Statutes, Chapter 429.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of White Bear Lake, Minnesota that:

The proposed improvements be referred to the City Engineer for study and that he is instructed to report to the City Council with all convenient speed advising the Council in a preliminary way as to whether the proposed improvements are feasible and as to whether they should best be made as proposed or in connection with some other improvements, and the estimated cost of the improvements as recommended.

RESOLUTION NO.: 12314

The foregoing resolution offered by Councilmember **Walsh** and supported by Councilmember **Edberg**, was declared carried on the following

vote:

Ayes: Biehn, Edberg, Engstran, Jones, Walsh
Nays: None
Passed: December 11, 2018


Jo Emerson, Mayor

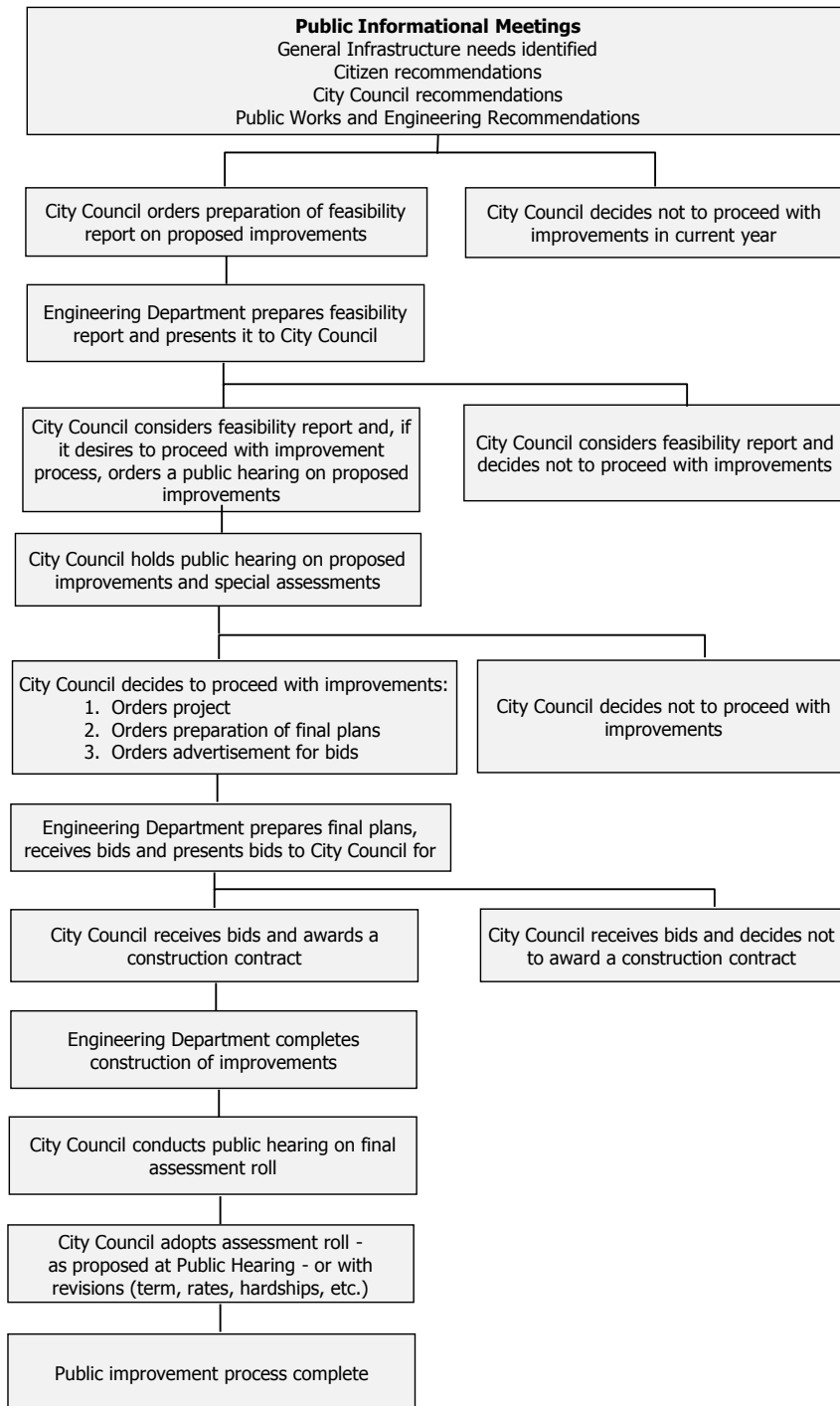
ATTEST:


Kara Coustry, City Clerk

APPENDIX B

PUBLIC IMPROVEMENT PROCESS FLOW CHART

City of White Bear Lake Public Improvement Process



APPENDIX C1

MEMORANDUM ESTABLISHING A MILL & OVERLAY PROGRAM



City of White Bear Lake
Engineering Department

MEMORANDUM

TO: Mark Sather, City Manager

FROM: Mark Burch, P.E., Public Works Director/City Engineer

DATE: April 7, 2011

SUBJECT: Establishment of a Mill & Overlay Program as a component of the City's Pavement Management Program and Revising the City's Assessment Policy to include assessments for Mill & Overlay improvements

INTRODUCTION

The City of White Bear Lake owns and maintains a large network of public infrastructure including pavement, underground utilities, a water treatment plant and storage reservoirs, decorative street lighting, municipal buildings, parks grounds, and much more. Like everything else, public infrastructure facilities have a limited life cycle. Specific life spans for each type of infrastructure system is influenced by design and technology standards, construction methods, materials, amount and type of use, and environmental impacts. Of all of the infrastructure systems, street pavement has the shortest life cycle. This is primarily due to the extreme physical abuse and exposure to harsh environmental elements in addition to the use of economical bituminous asphalt material in construction as compared to the longer lasting reinforced concrete pavement.

This memo will outline the following:

- The Basics of Pavement Management
- Why are some pavements failing prematurely?
- History of funding sources for street improvements
- Current status of funding
- Current Special Assessment Policy
- Assessment Policy Considerations
- Proposed Assessment Model

THE BASICS OF PAVEMENT MANAGEMENT

As with any piece of infrastructure, bituminous pavement requires periodic maintenance and repair. In this regard, pavement must be treated in the same manner as walls, floors, and roofs. Inspection and minor routine maintenance will minimize problems when they

occur and when damage is noted, timely repairs will prevent the damage from deteriorating into more severe problems that will be more expensive to replace. Relatively small scale expenditures on periodic maintenance will actually save money in the long run.

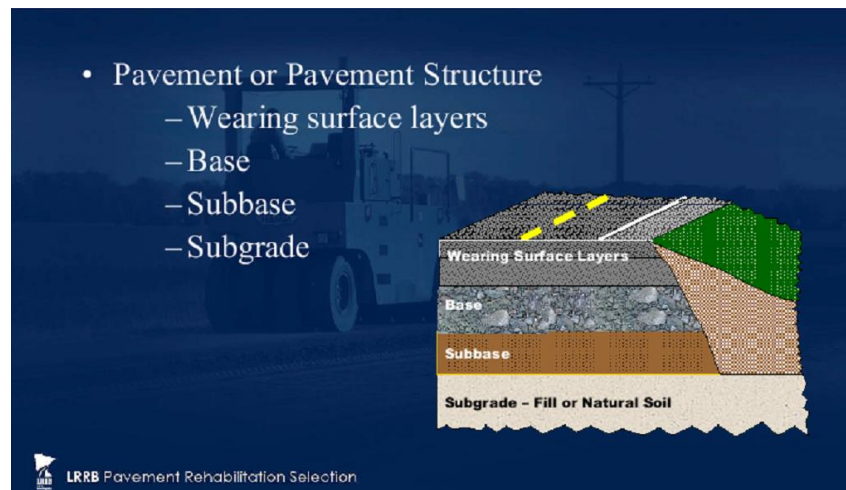
The City's current Pavement Management Program consists of a range of techniques from patching, crack sealing, sealcoating, miscellaneous concrete curb and gutter repair and replacement to full reconstruction of deteriorated streets. With this program the City has been able to maintain its pavements in reasonably good condition while following a regular reconstruction schedule which has over the last 21 years rebuilt 74% or 64 miles of our 86 mile system.

Pavements represent a large capital investment for the City, with a present value of over \$28 million and a replacement cost of approximately \$70 million. Maintaining and operating pavements on a large system such as this typically involves complex decisions about how and when to resurface or apply other treatments to keep the pavement performing and keep operating costs at a reasonable level.

From the moment streets are built they begin to deteriorate. This occurs through a combination of oxidation, temperature changes, water intrusion, freeze/thaw cycles, subgrade failures, and traffic loading. In an effort to prolong the life of a street, both "routine maintenance" and "major maintenance" (rehabilitation), must be performed.

"Routine" maintenance is performed annually on city streets. Routine maintenance includes crack repair, filling potholes, patching, and temporary overlays. New streets typically receive minimal routine maintenance, however, as the roadway ages and becomes more distressed, the required maintenance becomes more frequent and expensive. Routine maintenance is included as part of the Street Division's operating budget.

When streets are reconstructed, the construction includes correction of the soils under the road bed, placement of a gravel base of adequate thickness to support the traffic expected on the road, installation of concrete curb and gutter to protect the edge of the pavement and convey stormwater and placement of a bituminous pavement

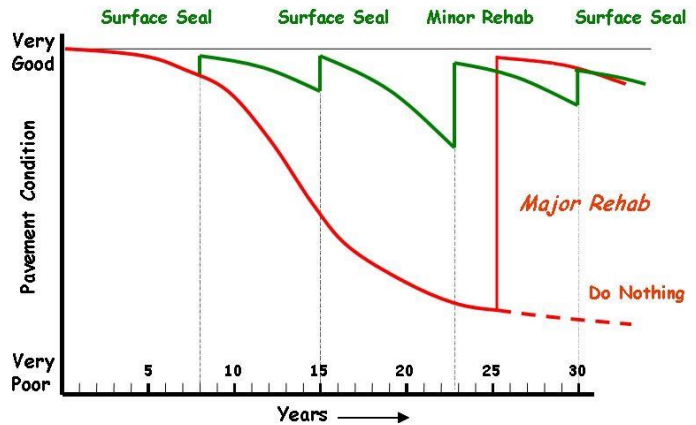


section (usually in two or more layers, the upper most being referred to as a wearing course). When a street has been designed and constructed with these components, it can be expected to last for 20 to 25 years if it receives appropriate and timely routine maintenance throughout this life span. At the end of the 20 to 25 years, routine

maintenance can no longer be expected to preserve the roadway and major maintenance such as milling and overlaying is required.

*Pavement Management with
"Good Roads Cost Less"
Preservation Strategies*

A typical asphalt pavement preservation strategy includes crack sealing, patching, seal coating at 5-7 years, again at 10-14 years, and possibly at 15-21 and then mill & overlay at 20-25 years. This process will ideally be followed through two cycles (40 to 50 years) before reconstruction of the entire pavement is necessary again.



Milling Machine in operation

A Mill and Overlay project consists of milling (grinding) off 1½” of the top surface of asphalt. Then a new layer of asphalt is applied, creating a smooth even driving surface, which extends the overall life of the roadway. This type of project extends the length of time required between street reconstruction. In areas of significant pavement distress the project may include some full-depth asphalt and subgrade repair.



Grinding Drum from Milling Machine

WHY ARE SOME PAVEMENTS FAILING PREMATURELY?

Overall the current status of the City's pavement infrastructure is good. This status report includes the 64 miles which have been reconstructed since 1990 as well as older roads which have not yet been reconstructed to modern standards. There are, however, several roads which were reconstructed between 1991 and 1996 that are failing prematurely (delaminating of the wearing course as seen in the photo) due to mix design and



construction techniques that were in use during that time and have since been changed. The pavement failures exhibited by these roads in White Bear Lake (for example Orchard Lane, Stewart Avenue, Birch Lake Boulevard North) are typical of pavements constructed during this timeframe throughout Minnesota, and other communities are dealing with the same maintenance issues. However, it is important to note that this specific failure is **not** what would normally be

expected of pavements of this age (15-20 years). The deterioration in the 1991 - 1996 pavements is generally in the wearing course (top 1½" - 2" layer of asphalt) and is deteriorating faster than routine maintenance techniques can repair. Removing the wearing course by milling and then replacement with a new layer of asphalt is the recommended rehabilitation procedure for these streets.

The next priority for pavement rehabilitation will be White Bear Parkway, Bellaire Avenue (Orchard Lane to the south) and County Road D. These streets have failing pavements for reasons other than the 1991 - 1996 group.

- White Bear Parkway was constructed in 1985, and while it is 25 years old, it is carrying higher traffic volumes and increased truck traffic than it was designed to accommodate. The increased volume of heavy loads on this road have caused the entire pavement section to break down, and this will likely require removal of the entire pavement section (both the wearing course and base course), redesign of the gravel base and then new bituminous pavement. The new pavement section will be designed to carry the current traffic load plus the expected increases over the next 20 years.
- The Bellaire Avenue (Orchard Lane to the south) and County Road D pavements are roads that the City acquired from Ramsey County as part of a turnback process. These roads were maintained by Ramsey County for many years with a variety of seal coat and overlay projects. These two roads will need to be reconstructed to modern design standards.

Once the pavements described above are reconstructed, the City should be able to proceed with a regular annual program of milling and overlaying streets following the approximate

schedule from which they were originally constructed since the beginning of the street reconstruction program in 1990. This will be programmed into an annual Pavement Management Program which will include some component of reconstruction, mill & overlay, sealcoating, and crack sealing each year. A comprehensive Pavement Management Program includes all of these techniques and applies the right technique at the right time.

HISTORY OF FUNDING SOURCES FOR STREET IMPROVEMENT PROJECTS

For over 30 years, the City of White Bear Lake has undertaken an initiative to upgrade all of its streets with new concrete curb and gutter, new bituminous pavements, and improved drainage and utility infrastructure. Since 1990, over 64 miles of City-owned streets (about 74%) have been reconstructed with improvements to the underground utilities and construction of bituminous pavements with concrete curb and gutter. These projects have been funded in part by assessing adjoining, benefiting properties a portion of the cost according to the City's Assessment Policy. The City Council has been careful to ensure that the reconstruction projects have benefited the assessed properties and that the formal process as specified by State Statute Chapter 429 has been followed. While there have been a couple of challenges to special assessments that were levied since 1983, none of them have been successful. We believe that the City of White Bear Lake's special assessment practices are generally accepted and successful due to the fact that they are lower in dollar amount than most cities in the metro area and that the City ensures that property owners are notified and involved in the improvement process.

The City reconstruction projects have historically been assessed at approximately 33% of the total project cost. The remaining project costs are spread amongst all other taxpayers city-wide. Routine maintenance projects such as patching, crack sealing, and seal coating have been funded through various sources and therefore shared by all taxpayers.

The next issue to consider as the City develops a Mill & Overlay component for its Pavement Management Program is funding. Since 1990 the City it has been the City's practice to assesses approximately 33% of the project cost to benefitting properties. To fund the remaining 67% of the cost of the improvements, the City has relied on Municipal State Aid funds, revenue from the Community Reinvestment Fund, and transfers from other funds. The Community Reinvestment Fund was established as an endowment for reducing the portion of street improvements assessed to property owners. A substantial balance was developed through transfer of funds derived from settlements, interest earned on paid special assessments and debt service savings gained through special assessment debt restructuring.

Today, the Fund has a revenue balance of nearly \$6 million dedicated for assisting in financing street improvements. Since establishment of the Fund, no portion of the original balance has been spent. The Community Reinvestment Fund is divided into a Street Improvement Trust and Park Improvement Trust. The Street Improvement Trust is maintained to earn interest for street improvements.

CURRENT STATUS OF FUNDING



Interest earnings from the Trust has significantly declined over the last 2-3 years due to the Federal Reserve maintaining a near zero discount rate. As such the Street Improvement Trust annual contribution has declined the last few years. Continuing to spend monies from this fund for infrastructure improvements at the historical pace of \$300,000 to \$500,000 will be greater than the current interest earnings provide.

Thus, while the Community Reinvestment Fund, Municipal State Aid funds and special assessments should provide adequate funding for the Street Reconstruction Program for the next 10 to 12 years, a funding source for the Mill & Overlay Program needs to be determined to address the current situation.

One approach the City could take would be to reduce its expenditures on infrastructure improvements; however this is not advised, as continued deferred maintenance will actually cost more in the long run. Staff is projecting an increased need for pavement rehabilitation in the foreseeable future which will require additional resources. One source of this revenue could be assessments to benefitting properties for the rehabilitation projects. Another potential revenue source could be bonding for these projects. A combination of these two scenarios is recommended.

CURRENT SPECIAL ASSESSMENT POLICY

The City's Special Assessment Policy was adopted in 1983 and revised in 2008. It provides a means to levy all or a portion of the cost of certain public improvements to specific benefitting properties. The Special Assessment Policy adopted by the City follows the procedures set forth in MN Statutes: Chapter 429, which gives cities the authority to levy special assessments to benefitting properties. However, Chapter 429 does not specify how the costs should be apportioned. The City's Special Assessment Policy was developed to provide the "how" and to ensure that special assessments are levied uniformly, fairly and that the benefits to the property being assessed are equal to or greater than the amount of the assessment.

The City of White Bear Lake uses special assessments to assist with funding of infrastructure improvement projects such as street reconstruction projects. The City funds the water, sanitary sewer, storm water, street, sidewalk and landscaping components with a variety of funding sources including special assessments to benefitting properties. Typically, special assessments are levied at approximately 33% of the cost of the street reconstruction and storm sewer improvements incorporated into a street reconstruction project. The remaining elements of a street reconstruction project are funded with the following sources:

Water System Improvements	Water Improvement Fund
Sanitary Sewer System Improvements	Sewer Improvement Fund
Sidewalk Improvements	Interim Construction Fund and grants
Storm Sewer and Stormwater Treatment Systems	Special Assessments and General Services Budget, Grants
Street and Curb & Gutter	Special Assessments, Municipal State Aid (MSA) (the City's share of gas taxes collected by the State) and the City's Reinvestment Fund.

ASSESSMENT POLICY CONSIDERATIONS

The City has not undertaken many mill & overlay projects in the past, but will need to increase the use of this pavement rehabilitation practice in order to maintain the life of its pavement infrastructure. The City will also need to look for a funding source to pay for these projects. One source of funding could be special assessments to benefitting property owners.

The Engineering Department researched the Special Assessment Policies of many other metro area municipalities to evaluate how our policy compared. A variety of financing methods are used for street improvement projects, from zero assessments to 100% assessments.

For instance:

- The City of St. Louis Park does not assess for street improvement projects, but instead charges franchise fees to private utility companies which helps to fund approximately 70% of the improvement cost.
- The City of Roseville assesses 25% for reconstruction projects but nothing for mill & overlay projects. The balance is funded by an infrastructure fund endowment.
- The Cities of Maplewood, Stillwater and Vadnais Heights all assess 50% of the project costs to benefitting properties, including reconstruction and mill & overlays.
- The City of Edina assesses 100% of the improvement cost to the benefitting properties for reconstruction projects, but nothing for mill & overlay projects.
- White Bear Township assesses 100% of the cost of their street reconstruction projects to the benefitting properties.
- Consistently, cities are not assessing for crack sealing and seal coating projects, as they are considered routine maintenance.

If the City decides to use special assessments as part of the funding source for Mill & Overlay projects, the City's Special Assessment Policy will need to be amended to provide for this process. As staff has considered alternative funding sources for Mill & Overlay

projects, it seems reasonable and consistent to assess a portion of the project cost to benefitting properties. Assessing 33% of the cost (consistent with practice on Street Reconstruction projects) is recommended. The remaining 67% of the mill & overlay cost will need to be funded by the City. These funding sources would typically come from state aids, interest earnings, or other one time revenue sources. If these sources can not provide sufficient revenue to meet the Mill and Overlay costs, then the City could consider bonding to recover any costs outstanding after all other funding sources have been utilized.

In order to maintain a uniform and fair assessment policy for property owners on Mill & Overlay projects it will be necessary to establish a mechanism for adjusting the assessment rates for streets which are milled and overlaid at different ages (length of time since total reconstruction). There are many factors which affect the life of a pavement, including traffic volume, speed, size and weight of vehicles, increased volume or weight of vehicles due to development or other construction projects, and weather extremes. Another factor which will need to be taken into account is premature pavement failure, as is the case for the streets in the "1991 to 1996 window" discussed previously in this memo.

PROPOSED ASSESSMENT MODEL

A proposed assessment model has been developed which would provide a means to adjust special assessment rates on mill & overlay projects, keeping the process uniform and fair for property owners. The Mill & Overlay assessment model is based on an expected life of a reconstructed street of 25 years. The reconstructed street would be maintained by the City with regular patching, crack sealing and seal coating applications with City funds.

A typical schedule for street maintenance would include patching and crack sealing as necessary and sealcoat applications anticipated at 6 to 7 year intervals. It is anticipated that due to a variety of factors, all streets will not be milled and overlaid at the 25 year point. Some streets will require milling and overlaying earlier and some may last longer. It is anticipated that streets will go through two cycles of the sealcoating and milling and overlaying process before reconstruction of the entire pavement section is necessary.

City staff has given much consideration to the fairness of the proposed policy revision specific to Mill & Overlay Projects. Specifically, the consideration of prorating assessments based on the expected life of a given improvement method as previously discussed. We have considered several methods of prorating the mill and overlay assessment rate to account for reduced pavement service life. One method would be a straight line depreciation model based on a 25 year expected life. A second method would be to use a depreciation model which would not assess property owners for mill & overlay projects if the pavement is less than 10 years old. This model would start at 5% of the mill & overlay assessment rate at 10 years and then increase by 6.4% per year so that at the 25 year life the mill & overlay assessment would be 100% of the current year's mill & overlay assessment rate. The table below illustrates the second model.

Mill & Overlay Assessment Adjustment Chart

<u>Pavement Life (Years)</u>	<u>% of Full Mill & Overlay rate assessed</u>
0-9	0%
10	5%
11	11.4%
12	17.8%
13	24.2%
14	30.6%
15	37%
16	43.4%
17	49.8%
18	56.2%
19	62.6%
20	69%
21	75.4%
22	81.8%
23	88.2%
24	94.6%
25	100%

The Mill & Overlay assessment rate is proposed to be based on assessing 33% of the project cost at the 25 year mark to benefitting properties and the City financing the remaining 67%.

EXAMPLE:

Using estimated 2011 estimated construction prices, a 2011 Mill & Overlay assessment rate could be set at \$12.25 per assessable foot. An example using this assessment method for an 80-foot wide residential lot would be as follows:

<u>Pavement Life (Years)</u>	<u>% of Full Mill & Overlay assessment rate applied (%)</u>	<u>Assessment for 80' wide residential lot (\$)</u>
0-9	0%	\$0.00
10	5%	\$49
15	37%	\$362.60
20	68%	\$666.40
25	100%	\$980.00

(\$12.25 x 80'
x 0.05 = \$49)

(\$12.25 x 80'
x 1.00 = \$980)

CONCLUSION

It's important to again stress that it is more economical to preserve pavements in good condition than it is to replace them when they wear out.

This memo provided information on the need for a mill and overlay component of the City's Pavement Management Program and how such a program could be instituted and funded with a combination of City funds and special assessments to benefitting property owners. The information is intended for use by the City Council as it discusses the development of Mill & Overlay projects and how such projects could be funded. The Engineering Department is currently preparing a Feasibility Report on a proposed Mill & Overlay Project as ordered by the City Council at its March 22, 2011 meeting. Please forward this memo to the City Council for discussion at its April 12, 2011 meeting. We will be prepared to discuss the various components of the proposed Mill & Overlay Program on April 12th and present recommendations along with the Feasibility Report on April 26th.

APPENDIX C2

MEMO and CITY COUNCIL RESOLUTION NO. 10836 AMENDING CITY'S SPECIAL ASSESSMENT POLICY



City of White Bear Lake
Engineering Department

MEMORANDUM

TO: Mark Sather, City Manager

FROM: Mark Burch, P.E., Public Works Director/City Engineer

DATE: April 21, 2011

SUBJECT: Amendment to the City's Special Assessment Policy to provide for adjustment of special assessment rates for Mill & Overlay improvements

At its meeting on April 12, 2011, the City Council discussed the establishment of a Mill & Overlay component into its overall Pavement Management Program and methods of financing such improvements. (Attached for reference is the memo from this meeting.) The City Council stated it recognized the importance of maintaining the City's pavement infrastructure and directed staff to proceed with preparation of a Feasibility Report regarding future mill and overlay projects.

The City Staff and Council also discussed the expected life of street pavement and various maintenance techniques. It is anticipated that a standard residential street that has been built to current engineering standards will last approximately 25 years before a mill and overlay would be required. Routine maintenance would also be required throughout this 25-year period. A typical asphalt pavement preservation strategy includes crack sealing, patching, seal coating at 5-7 years, again at 10-14 years, and possibly at 15-21 and then mill & overlay at 20-25 years. This process will ideally be followed through two cycles (40 to 50 years) before reconstruction of the entire pavement is necessary again.

The City should be able to proceed with a regular annual program of milling and overlaying streets following the approximate schedule from which they were originally constructed since the beginning of the street reconstruction program in 1990. This will be incorporated into an annual Pavement Management Program which will include some component of reconstruction, mill & overlay, sealcoating, and crack sealing each year. A comprehensive Pavement Management Program includes all of these techniques and applies the right technique at the right time.

CURRENT SPECIAL ASSESSMENT POLICY

The City's Special Assessment Policy was adopted in 1983 and revised in 2008. It provides a means to levy all or a portion of the cost of certain public improvements to specific benefitting properties. The Special Assessment Policy adopted by the City follows the procedures set forth in MN Statutes: Chapter 429, which gives cities the authority to levy special assessments to benefitting properties. However, Chapter 429 does not specify how the costs should be apportioned. The City's Special Assessment Policy was developed to provide the "how" and to ensure that special assessments are levied uniformly, fairly and that the benefits to the property being assessed are equal to or greater than the amount of the assessment.

The City of White Bear Lake uses special assessments to assist with funding of infrastructure improvement projects such as street reconstruction projects. The City reconstruction projects have historically been assessed at approximately 33% of the total project cost. The remaining project costs are spread amongst all other taxpayers city-wide.

ASSESSMENT POLICY CONSIDERATIONS

As staff has considered funding sources for Mill & Overlay projects, it seems reasonable and consistent to assess a portion of the project cost to benefitting properties. Assessing 33% of the cost (consistent with practice on Street Reconstruction projects) is recommended. The remaining 67% of the mill & overlay cost will need to be funded by City funds.

There are many factors which affect the life of a pavement, including traffic volume, speed, size and weight of vehicles, increased volume or weight of vehicles due to development or other construction projects, and weather extremes. Consideration will need to be given for premature pavement failure caused by these or other factors. In order to maintain a uniform and fair assessment policy for property owners on Mill & Overlay projects it will be necessary to establish a mechanism for adjusting the assessment rates for streets which are milled and overlaid at different ages (length of time since total reconstruction).

ASSESSMENT POLICY REVISION

A proposed assessment model has been developed which would provide a means to determine special assessment rates on mill & overlay projects, keeping the process uniform and fair for property owners. The Mill & Overlay assessment model is based on an expected pavement life of 25 years after a street is constructed to current engineering standards. The reconstructed street would be maintained by the City with regular patching, crack sealing and seal coating applications with City funds.

Staff has given much consideration to the fairness of the proposed policy revision specific to Mill & Overlay Projects, namely the concept of prorating assessments based on the expected pavement life as previously discussed. We have considered several methods of

prorating the mill and overlay assessment rate to account for reduced pavement service life. The preferred method would be to use a depreciation model which would not assess property owners for mill & overlay projects if the pavement is less than 10 years old. This model would start at 5% of the mill & overlay assessment rate at 10 years and then increase by 6.4% per year so that at the 25 year life the mill & overlay assessment would be 100% of the current year's mill & overlay assessment rate. The table below illustrates the proposed model.

Mill & Overlay Assessment Adjustment Table

<u>Pavement Life (Years)</u>	<u>% of Full Mill & Overlay rate assessed</u>
0-9	0%
10	5%
11	11.4%
12	17.8%
13	24.2%
14	30.6%
15	37%
16	43.4%
17	49.8%
18	56.2%
19	62.6%
20	69%
21	75.4%
22	81.8%
23	88.2%
24	94.6%
25	100%

The Mill & Overlay assessment rate is proposed to be based on assessing 33% of the total improvement project cost at the 25 year mark to benefitting properties and the City financing the remaining 67%. As is typical for all improvement projects, the assessment rate will be established by the City Council each year.

CONCLUSION

The City of White Bear Lake policies for Public Improvements is proposed to be amended as detailed in this memo. The attached resolution would be incorporated into the Policy as Appendix "D". Please forward this memo and resolution to the City Council for discussion at its April 26, 2011 meeting. Our recommendation is that the Council approve the amendment to the City Assessment Policy regarding adjusting assessment rates for Mill & Overlay projects.

The Engineering Department will also be presenting a Feasibility Report at the April 26th City Council meeting on a proposed Mill & Overlay Project as ordered by the City Council at its March 22, 2011 meeting.

RESOLUTION NO.: 10836

RESOLUTION AMENDING THE CITY'S SPECIAL ASSESSMENT POLICY

WHEREAS, the City Council desires to use special assessments to fund a portion of certain infrastructure improvement projects as provided for in Minnesota State Statutes; Chapter 429; and

WHEREAS, the City has adopted a Special Assessment Policy which specifies how special assessments are levied against various parcels; and

WHEREAS, the City's Special Assessment Policy was last updated in 2008; and

WHEREAS, a residential street built to current engineering standards is expected to have a useful life of 25 years before a mill and overlay may be required; and

WHEREAS, the Council desires to maintain a uniform and fair assessment policy for property owners on Mill & Overlay projects and believes the best method for doing such is to adjust the assessment rates for streets which are milled and overlaid at different ages (length of time since total reconstruction); and

WHEREAS, the Council desires to formally amend the City's Assessment Policy to incorporate revisions which have been made regarding assessing mill and overlay projects.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of White Bear Lake, Minnesota that:

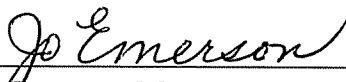
1. The City's Assessment Policy is hereby updated as of April 26, 2011.
2. This resolution is incorporated into the Assessment Policy as Appendix "D".
3. The Mill & Overlay assessment rate is proposed to be based on assessing 33% of the total improvement project cost at the 25 year mark to benefitting properties, with the assessment rate established by the City Council each year.
4. If in the opinion of the City Engineer a street requires milling and overlaying prior to 25 years since its construction to current engineering standards, the assessment rates shall be adjusted based on the following table:

Mill & Overlay Assessment Adjustment Table

<u>Pavement Life (Years)</u>	<u>% of Full Mill & Overlay rate assessed</u>
0-9	0%
10	5%
11	11.4%
12	17.8%
13	24.2%
14	30.6%
15	37%
16	43.4%
17	49.8%
18	56.2%
19	62.6%
20	69%
21	75.4%
22	81.8%
23	88.2%
24	94.6%
25	100%

The foregoing resolution offered by Council Member Belisle and supported by Council Member Tessier, was declared carried on the following vote:

Ayes: BELISLE, BIEHN, EDBERG, JONES, TESSIER
Nays: NONE
Passed: APRIL 26, 2011


Jo Emerson, Mayor

ATTEST:


Ellen Richter, City/Clerk

APPENDIX D

PROJECT FINANCING SUMMARY

**2019 MILL AND OVERLAY/ALLEY PROJECT
2019 TRAIL REHABILITATION PROJECT
PROJECT FINANCING SUMMARY**

IMPROVEMENT COSTS:

	CONSTRUCTION COST
Mill & Overlay	\$ 600,000
Alley	\$ 36,000
Storm Sewer	\$ 10,000
Watermain	\$ 30,000
Trail Rehabilitation #19-14	\$ 142,000
Construction Cost	\$ 818,000
5% Contingency	\$ 41,000
18% Engineering, Legal, Fiscal	\$ 147,000
Total Estimated Improvement Costs:	\$ 1,006,000

FUNDING SUMMARY:

SPECIAL ASSESSMENTS TO PROPERTY OWNERS:

Mill & Overlay Street Assessment	\$ 267,000
Alley Assessment	\$ 36,000
Estimated Special Assessments	\$ 303,000

CITY FUNDS: (Costs Include 18% Engineering, Legal, & Fiscal Costs
& 5% Contingency)

License Bureau	\$ 150,000
Ramsey County Cost Share Program	\$ 90,000
Bonding	\$ 463,000
Estimated City/County Funds:	\$ 703,000

TOTAL MILL & OVERLAY PROJECT FUNDING:

Estimated Special Assessments	\$ 303,000	(37%)
Estimated Other Resources	\$ 519,000	(63%)
TOTAL	\$ 822,000	

TOTAL TRAIL REHAB PROJECT FUNDING:

Ramsey County Cost Share	\$ 92,000	(50%)
Estimated Other City Resources	\$ 92,000	(50%)
TOTAL	\$ 184,000	

APPENDIX E1

LETTERS ANNOUNCING JANUARY 16, 2019 INFORMATIONAL MEETING FOR CITY PROJECT NO. 19-04



2019 PARTIAL RECONSTRUCTION PROJECT

December 18, 2018

RE: Informational Meeting – January 16, 2019 at 6:30 p.m.
Proposed 2019 Partial Reconstruction Project
City Project Nos. 19-04

Dear Property Owners:

During the 2019 construction season, the City of White Bear Lake is considering street rehabilitation projects consisting of reconstructing the street pavements on:

- Glen Oaks Avenue (from County Road D to Sumac Ridge)
- Aspen Court (from Glen Oaks Avenue to Cul-de-sac)
- Sumac Court (from Glen Oaks Avenue to Cul-de-sac)
- Sumac Ridge (from 250' West of Glen Oaks Avenue to Cul-de-sac)

This project would be undertaken in the summer of 2019 if approved by the City Council. We are conducting an informational meeting on January 16th to review the project and answer questions.

The Partial Street Reconstruction Program emphasizes rebuilding existing roads that are at the end of their useful life, expensive to maintain and are not providing good service. Through 2018, over 77 miles (about 91%) of our streets have been improved, including construction of new bituminous pavements with concrete curb and gutter. When streets are reconstructed, other City-owned infrastructure facilities (alleys, watermains, sanitary sewers, storm sewers and stormwater treatment facilities) are also examined and improved as necessary. Private utilities in the street right-of-way are also reviewed by the appropriate companies (electric, gas, telephone and cable TV) for maintenance activities which can be coordinated with a partial street reconstruction project.

In order to prepare plans and estimate construction costs, the Engineering Department has been performing survey work in your neighborhood. We also had a soil boring contractor take soil samples to assist with our design work. You will notice paint markings on various infrastructure components (manholes, gate valves, property irons, etc.) that the survey crew locates and needs to identify. If you have any questions about the work, please ask our engineering technicians in the field or call our office at (651) 429-8531 for more information.

The informational meeting on **Wednesday, January 16th at 6:30 p.m. in the Council Chambers at City Hall** will provide you with information on the proposed improvements, how they may impact your property, and how street rehabilitation projects are funded and financed in the City. We would like to receive comments regarding the project from residents and will provide further information on possible driveway and utility service repairs and upgrades.

The City pays for street rehabilitation projects with a combination of City funds and assessments to property owners. At this meeting, the proposed projects will be discussed in detail, including the formal legal process which the City follows when assessing a portion of the cost of the improvements to adjacent property owners. We will have a preliminary assessment roll detailing the projected amount to be assessed to each parcel, provided the partial street reconstruction project is approved by the City Council. We will discuss the City's assessment policy in detail and answer everyone's questions at the January 16th informational meeting.

We look forward to discussing the City's partial street reconstruction project at the informational meeting on **Wednesday, January 16th at 6:30 p.m. at City Hall**. If you cannot attend the meeting, but would like additional information or have comments to share, there are several ways to do this:

- contact our Engineering Department via phone at (651) 429-8531
- send an email to cvermeersch@whitebearlake.org
- mail written correspondence to City of White Bear Lake, Engineering Department, 4701 Highway 61, White Bear Lake, MN 55110

The Engineering Department staff will be available to answer your questions or meet with you to review any portion of the proposed project. In addition, the information presented at the meeting—as well as ongoing project news—will be posted on the City's website for your review (www.whitebearlake.org → click on "**Your Government**" and then "**Engineering**").

We look forward to meeting with you on January 16th.

Sincerely,



Paul Kauppi, P.E.
Public Works Director/City Engineer

cc: Mayor Jo Emerson
City Council Members

APPENDIX E2

LETTERS ANNOUNCING JANUARY 16, 2019 INFORMATIONAL MEETING FOR CITY PROJECT NO. 19-13



2019 MILL AND OVERLAY PROJECT

December 13, 2018

RE: Informational Meeting – January 16, 2019 at 6:30 p.m.
Proposed 2019 Mill and Overlay Project
City Project No. 19-13

Dear Property Owners:

During the 2019 construction season, the City of White Bear Lake is considering street rehabilitation projects consisting of milling and overlaying the street pavements on:

- Campbell Avenue (from Tenth Street to Eleventh Street)
- Campbell Circle (from Campbell Avenue to End Cul-de-sac)
- Debra Lane (from Ninth Street of Parking Lot)
- Eleventh Street (from End Cul-de-sac to End Cul-de-sac)
- Lemire Circle (from Lemire Lane to End Cul-de-sac)
- Lemire Lane (from Tenth Street to Garden Lane)
- Tenth Street (from Georgia Lane to Wood Avenue)
- Tenth Street (from Campbell Avenue to Bald Eagle Avenue)
- Thury Court (from Debra Lane to End Cul-de-sac)
- Walnut Street (from Ninth Street to Tenth Street)
- Chicago Avenue (from Stewart Avenue to Morehead Avenue)
- Morehead Avenue (from State 96 to Chicago Avenue)
- Stewart Avenue (from State 96 to Chicago Avenue)
- Alley (from Chicago Avenue to South)

The mill and overlay process consists of milling (grinding) the upper layer (wearing course) of bituminous from the street and placing a new wearing course layer of bituminous pavement. The project would be undertaken in the summer of 2019 if approved by the City Council. We are conducting an informational meeting on January 16th to review the project and answer questions.

The informational meeting on **Wednesday, January 16th at 6:30 p.m. in the Council Chambers at City Hall** will provide you with information on the proposed improvements, how they may impact your property and how street rehabilitation projects are funded and financed in the City. We would like to receive comments regarding the project from residents and will provide further information on mill and overlay construction.

The City pays for street rehabilitation projects with a combination of City funds and assessments to property owners. The City assesses approximately one-third of the project cost to property owners. At this meeting, the proposed projects will be discussed in detail,

including the formal legal process which the City follows when assessing a portion of the cost of the improvements to adjacent property owners. We will have a preliminary assessment roll detailing the projected amount to be assessed to each parcel, providing the mill and overlay project is approved by the City Council. We will discuss the City's assessment policy in detail and answer everyone's questions at the informational meeting.

We look forward to discussing the City's street rehabilitation project at the informational meeting on **Wednesday, January 16th at 6:30 p.m. at City Hall**. If you cannot attend the meeting, but would like additional information or have comments to share, there are several ways to do this:

- contact our Engineering Department via phone at (651) 429-8531
- send an email to cvermeersch@whitebearlake.org
- mail written correspondence to City of White Bear Lake, Engineering Department, 4701 Highway 61, White Bear Lake, MN 55110

The Engineering Department staff will be available to answer your questions or meet with you to review any portion of the proposed project. In addition, the information presented at the meeting—as well as ongoing project news—will be posted on the City's website for your review (www.whitebearlake.org → click on "**Your Government**" and then "**Engineering**").

We look forward to meeting with you.

Sincerely,



Paul Kauppi, P.E.
Public Works Director/City Engineer

APPENDIX E3

PUBLIC INFORMATIONAL MEETING OUTLINE



City of White Bear Lake

City Project No.: 19-04 & 19-13
Public Informational Meeting
for 2019 Mill and Overlay Project



January 16, 2019
6:30 p.m.
City Hall Council Chambers
4701 Highway 61 - White Bear Lake, MN

CITY PROJECT No. 19-04 & 19-13

I. OVERVIEW

Annual mill and overlay program is a maintenance technique used to help prolong the overall life of the street. This includes replacing small segments of deteriorated curb and gutter, grinding off the top layer of the street, and placing a new layer of bituminous creating a new road surface.

- Mill/overlay (over 13 miles between 2011 – 2018 = 15%)

Prioritization by rating system (pavement condition, drainage problems, etc), area, special projects and/or request of property owners.

Process includes public informational meeting, preliminary engineering design and estimates, preparation of plans and preliminary assessment rolls.

Provide Feasibility Report to City Council on February 12, 2019. A public improvement hearing could be held by City Council on March 12, 2019 at 7:00 p.m. Notification procedures are adhered to via newspaper, website updates, e-mail notifications, and letters. If project proceeds, the next steps will be final design, plans and specifications, advertisement for bids and award of contract by City Council.

Construction takes place during the summer, followed by a final assessment hearing in the fall of 2019. Assessments will be payable in October 2019 or applied to property taxes for 10 years starting in 2020.

Construction process overview:

- Milling and overlaying construction sequence
- **Vibration from compactors will translate to shaky walls – make sure hanging items are secure or removed.**

Funding:

Street and Curb & Gutter	Special Assessments, Municipal State Aid (MSA) (the City's share of gas taxes collected by the State) and the City's Reinvestment Fund.
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- Assessments may be tax deductible (new law in 2004). Please refer to IRS Publication 530.
- Funding for private utilities (gas, electric, phone, CATV) by utility company.

Communication:

- Construction updates via newsletters on regular basis.

- City website at **www.whitebearlake.org**. Click on YOUR GOVERNMENT tab found on the top right of the home page and then click on ENGINEERING under the Departments heading.
- E-mail the Engineering Department at **cvermeersch@whitebearlake.org**.
- Call the Engineering Department at (651) 429-8531.

II. PROPOSED 2019 MILL AND OVERLAY PROJECT

City Project No. 19-04

- **Glen Oaks Avenue** (from County Road D to Sumac Ridge)
- **Aspen Court** (from Glen Oaks Avenue to Cul-de-sac)
- **Sumac Court** (from Glen Oaks Avenue to Cul-de-sac)
- **Sumac Ridge** (from Glen Oaks Avenue to Cul-de-sac)

City Project No. 19-13

- **Campbell Avenue** (from Tenth Street to Eleventh Street)
- **Campbell Circle** (from Campbell Avenue to End Cul-de-sac)
- **Debra Lane** (from Ninth Street to Parking Lot)
- **Eleventh Street** (from End Cul-de-sac to End Cul-de-sac)
- **Lemire Circle** (from Lemire Lane to End Cul-de-sac)
- **Lemire Lane** (from Tenth Street to Garden Lane)
- **Tenth Street** (from Georgia Lane to Wood Avenue)
- **Tenth Street** (from Campbell Avenue to Bald Eagle Avenue)
- **Thury Court** (from Debra Lane to End Cul-de-sac)
- **Walnut Street** (from Ninth Street to Tenth Street)
- **Wood Avenue** (from Tenth Street to Garden Lane)
- **Chicago Avenue** (from Stewart Avenue to Morehead Avenue)
- **Morehead Avenue** (from State 96 to Chicago Avenue)
- **Stewart Avenue** (from State 96 to Chicago Avenue)
- **Alley** (from Chicago Avenue to South)

Improvements WILL include gas main replacement (Xcel Energy) on all project areas.

Construction Scheduling/Staging/Communication

- **Construction** will be staged in segments to minimize impacts to residents and businesses
- **Communication** includes newsletters, City website, e-mail, telephone, on-site Engineering staff, etc.
- **Construction schedules** are impacted by weather here and elsewhere

III. PROJECT FUNDING/ASSESSMENT POLICY

- Special Assessment Process Overview
 - Chapter 429 and City Assessment Policy
 - Uniform, fair and benefits the property
 - Appraisal report to verify benefit
- Assessment Policy has special considerations for large lots, irregular shaped lots, corner lots, etc. to keep assessments fair and uniform. Assessment must also benefit the property by amount assessed. Assessment rates for 2019 will be determined by the City Council.
 - Proposed rates for mill & overlay:
 - \$13.79 per assessable foot for residential property

- \$18.04 per assessable foot for apartments
- \$21.96 per assessable foot for commercial property
- Proposed rates for alley reconstruction:
 - \$2,266 per lot
- Senior deferments/hardship circumstances.
- Updated property owner's list (Ramsey County records are used).

IV. CONSTRUCTION PROCESS

- Private utility work
- Misc. utility and concrete removal and repairs
- Mill pavement
- Adjust Castings and Valves
- Paving
- Site clean-up and restoration

V. NEXT STEPS

- Feasibility report to City Council on February 12, 2019.
- Public Hearing notice to property owners on March 1, 2019
- Public Hearing on Tuesday, March 12, 2019
- Construction approximately May – September, 2019

VI. COMMENTS

- Design ideas
- Questions?

APPENDIX F

PRELIMINARY ASSESSMENT ROLLS

**PROPOSED ASSESSMENT ROLL
STREET IMPROVEMENTS
CITY PROJECT NO. 19-04**

**CITY OF WHITE BEAR LAKE
2019 STREET MILL & OVERLAY PROJECT
CITY PROJECT NO. 19-04**

CREATED:	10/9/2018
UPDATED:	2/4/2019

County Data Current 12/4/18

Aspen Ct, Glen Oaks Ave, Sumac Ct, & Sumac Rdge

ASSESSMENT CODE 93201904

	PIN	NO *	PROPERTY ADDRESS	STREET ASSESSMENT CALCULATIONS			STORM SEWER ASSESSMENT CALCULATIONS			STORM ASSESSMENT	TOTAL ASSESSMENT	
				FRONT FOOTAGE	ASSESSABLE FOOTAGE	STREET ASSESSMENT	LOT AREA	ASSESSABLE AREA	PREVIOUS STORM SEWER ASSESSMENT			
1	363022430030	1	3150 Glen Oaks Ave 101A		18.49	\$333.56				\$0.00	\$333.56	1
2	363022430032		3150 Glen Oaks Ave 103A		18.49	\$333.56				\$0.00	\$333.56	2
3	363022430033		3150 Glen Oaks Ave 104A		18.49	\$333.56				\$0.00	\$333.56	3
4	363022430034		3150 Glen Oaks Ave 105A		18.49	\$333.56				\$0.00	\$333.56	4
5	363022430035		3150 Glen Oaks Ave 106A		18.49	\$333.56				\$0.00	\$333.56	5
6	363022430036		3150 Glen Oaks Ave 107A		18.49	\$333.56				\$0.00	\$333.56	6
7	363022430037		3150 Glen Oaks Ave 108A		18.49	\$333.56				\$0.00	\$333.56	7
8	363022430038		3150 Glen Oaks Ave 109		18.49	\$333.56				\$0.00	\$333.56	8
9	363022430039		3150 Glen Oaks Ave 110A		18.49	\$333.56				\$0.00	\$333.56	9
10	363022430040		3150 Glen Oaks Ave 111A		18.49	\$333.56				\$0.00	\$333.56	10
11	363022430041		3150 Glen Oaks Ave 112		18.49	\$333.56				\$0.00	\$333.56	11
12	363022430042		3150 Glen Oaks Ave 114		18.49	\$333.56				\$0.00	\$333.56	12
13	363022430043		3150 Glen Oaks Ave 115A		18.49	\$333.56				\$0.00	\$333.56	13
14	363022430044		3150 Glen Oaks Ave 201		18.49	\$333.56				\$0.00	\$333.56	14
15	363022430045		3150 Glen Oaks Ave 202		18.49	\$333.56				\$0.00	\$333.56	15
16	363022430046		3150 Glen Oaks Ave 203A		18.49	\$333.56				\$0.00	\$333.56	16
17	363022430047		3150 Glen Oaks Ave 204A		18.49	\$333.56				\$0.00	\$333.56	17
18	363022430048		3150 Glen Oaks Ave 205A		18.49	\$333.56				\$0.00	\$333.56	18
19	363022430049		3150 Glen Oaks Ave 206A		18.49	\$333.56				\$0.00	\$333.56	19
20	363022430050		3150 Glen Oaks Ave 207A		18.49	\$333.56				\$0.00	\$333.56	20
21	363022430051		3150 Glen Oaks Ave 208A		18.49	\$333.56				\$0.00	\$333.56	21
22	363022430052		3150 Glen Oaks Ave 209		18.49	\$333.56				\$0.00	\$333.56	22
23	363022430053		3150 Glen Oaks Ave 210A		18.49	\$333.56				\$0.00	\$333.56	23
24	363022430054		3150 Glen Oaks Ave 211A		18.49	\$333.56				\$0.00	\$333.56	24
25	363022430055		3150 Glen Oaks Ave 212		18.49	\$333.56				\$0.00	\$333.56	25
26	363022430056		3150 Glen Oaks Ave 214A		18.49	\$333.56				\$0.00	\$333.56	26
27	363022430057		3150 Glen Oaks Ave 215A		18.49	\$333.56				\$0.00	\$333.56	27
28	363022430058		3150 Glen Oaks Ave 301A		18.49	\$333.56				\$0.00	\$333.56	28
29	363022430060		3150 Glen Oaks Ave 303A		18.49	\$333.56				\$0.00	\$333.56	29
30	363022430062		3150 Glen Oaks Ave 305		18.49	\$333.56				\$0.00	\$333.56	30
31	363022430063		3150 Glen Oaks Ave 306		18.49	\$333.56				\$0.00	\$333.56	31
32	363022430065		3150 Glen Oaks Ave 308A		18.49	\$333.56				\$0.00	\$333.56	32
33	363022430066		3150 Glen Oaks Ave 309A		18.49	\$333.56				\$0.00	\$333.56	33
34	363022430067		3150 Glen Oaks Ave 310		18.49	\$333.56				\$0.00	\$333.56	34
35	363022430068		3150 Glen Oaks Ave 311		18.49	\$333.56				\$0.00	\$333.56	35
36	363022430069		3150 Glen Oaks Ave 312A		18.49	\$333.56				\$0.00	\$333.56	36
37	363022430070		3150 Glen Oaks Ave 314A		18.49	\$333.56				\$0.00	\$333.56	37
38	363022430071		3150 Glen Oaks Ave 315A		18.49	\$333.56				\$0.00	\$333.56	38
39	363022430074		3150 Glen Oaks Ave 102A		18.49	\$333.56				\$0.00	\$333.56	39
40	363022430075		3150 Glen Oaks Ave 307A		18.49	\$333.56				\$0.00	\$333.56	40
41	363022430223		3150 Glen Oaks Ave 302A		18.49	\$333.56				\$0.00	\$333.56	41
42	363022430254		3150 Glen Oaks Ave 304A		18.49	\$333.56				\$0.00	\$333.56	42
43	363022430259		2607 Sumac Rdg		13.59	\$245.16				\$0.00	\$245.16	43

**PROPOSED ASSESSMENT ROLL
STREET IMPROVEMENTS
CITY PROJECT NO. 19-04**

**CITY OF WHITE BEAR LAKE
2019 STREET MILL & OVERLAY PROJECT
CITY PROJECT NO. 19-04**

CREATED:	10/9/2018
UPDATED:	2/4/2019

County Data Current 12/4/18

Aspen Ct, Glen Oaks Ave, Sumac Ct, & Sumac Rdge

ASSESSMENT CODE 93201904

	PIN	NO *	PROPERTY ADDRESS	STREET ASSESSMENT CALCULATIONS			LOT AREA	STORM SEWER ASSESSMENT CALCULATIONS		STORM ASSESSMENT	TOTAL ASSESSMENT	
				FRONT FOOTAGE	ASSESSABLE FOOTAGE	STREET ASSESSMENT		ASSESSABLE AREA	PREVIOUS STORM SEWER ASSESSMENT			
44	363022430260		2608 Sumac Rdg		13.59	\$245.16				\$0.00	\$245.16	44
45	363022430261		2609 Sumac Rdg		13.59	\$245.16				\$0.00	\$245.16	45
46	363022430262		2590 Sumac Rdg		13.59	\$245.16				\$0.00	\$245.16	46
47	363022430263		2589 Sumac Rdg		13.59	\$245.16				\$0.00	\$245.16	47
48	363022430264		2588 Sumac Rdg		13.59	\$245.16				\$0.00	\$245.16	48
49	363022430265		2587 Sumac Rdg		13.59	\$245.16				\$0.00	\$245.16	49
50	363022430266		2586 Sumac Rdg		13.59	\$245.16				\$0.00	\$245.16	50
51	363022430267		2605 Sumac Rdg		13.59	\$245.16				\$0.00	\$245.16	51
52	363022430268		2604 Sumac Rdg		13.59	\$245.16				\$0.00	\$245.16	52
53	363022430269		2603 Sumac Rdg		13.59	\$245.16				\$0.00	\$245.16	53
54	363022430270		2602 Sumac Rdg		13.59	\$245.16				\$0.00	\$245.16	54
55	363022430271		2601 Sumac Rdg		13.59	\$245.16				\$0.00	\$245.16	55
56	363022430272		2600 Sumac Rdg		13.59	\$245.16				\$0.00	\$245.16	56
57	363022430273		2599 Sumac Rdg		13.59	\$245.16				\$0.00	\$245.16	57
58	363022430274		2598 Sumac Rdg		13.59	\$245.16				\$0.00	\$245.16	58
59	363022430275		2597 Sumac Rdg		13.59	\$245.16				\$0.00	\$245.16	59
60	363022430276		2596 Sumac Rdg		13.59	\$245.16				\$0.00	\$245.16	60
61	363022430277		2595 Sumac Rdg		13.59	\$245.16				\$0.00	\$245.16	61
62	363022430278		2594 Sumac Rdg		13.59	\$245.16				\$0.00	\$245.16	62
63	363022430279		2593 Sumac Rdg		13.59	\$245.16				\$0.00	\$245.16	63
64	363022430280		2592 Sumac Rdg		13.59	\$245.16				\$0.00	\$245.16	64
65	363022430281		2591 Sumac Rdg		13.59	\$245.16				\$0.00	\$245.16	65
66	363022430290		2585 Sumac Rdg		45.50	\$820.82				\$0.00	\$820.82	66
67	363022430291		2584 Sumac Rdg		45.50	\$820.82				\$0.00	\$820.82	67
68	363022430292		2583 Sumac Rdg		45.50	\$820.82				\$0.00	\$820.82	68
69	363022430293		2582 Sumac Rdg		45.50	\$820.82				\$0.00	\$820.82	69
70	363022430294		2581 Sumac Rdg		45.50	\$820.82				\$0.00	\$820.82	70
71	363022430295		2580 Sumac Rdg		45.50	\$820.82				\$0.00	\$820.82	71
72	363022440129		2610 Sumac Rdg		13.59	\$245.16				\$0.00	\$245.16	73
73	363022440130		2611 Sumac Rdg		13.59	\$245.16				\$0.00	\$245.16	74
74	363022440131		2612 Sumac Rdg		13.59	\$245.16				\$0.00	\$245.16	75
75	363022440132		2613 Sumac Rdg		13.59	\$245.16				\$0.00	\$245.16	76
76	363022440133		2614 Sumac Rdg		13.59	\$245.16				\$0.00	\$245.16	77
77	363022440134		2615 Sumac Rdg		13.59	\$245.16				\$0.00	\$245.16	78
78	363022440135		2616 Sumac Rdg		13.59	\$245.16				\$0.00	\$245.16	79
79	363022440136		2638 Sumac Rdg		13.59	\$245.16				\$0.00	\$245.16	80
80	363022440137		2637 Sumac Rdg		13.59	\$245.16				\$0.00	\$245.16	81
81	363022440138		2636 Sumac Rdg		13.59	\$245.16				\$0.00	\$245.16	82
82	363022440139		2635 Sumac Rdg		13.59	\$245.16				\$0.00	\$245.16	83
83	363022440140		2634 Sumac Rdg		13.59	\$245.16				\$0.00	\$245.16	84
84	363022440141		2633 Sumac Rdg		13.59	\$245.16				\$0.00	\$245.16	85
85	363022440142		2628 Sumac Rdg		13.59	\$245.16				\$0.00	\$245.16	86
86	363022440143		2627 Sumac Rdg		13.59	\$245.16				\$0.00	\$245.16	87

**PROPOSED ASSESSMENT ROLL
STREET IMPROVEMENTS
CITY PROJECT NO. 19-04**

**CITY OF WHITE BEAR LAKE
2019 STREET MILL & OVERLAY PROJECT
CITY PROJECT NO. 19-04**

CREATED:	10/9/2018
UPDATED:	2/4/2019

County Data Current 12/4/18

Aspen Ct, Glen Oaks Ave, Sumac Ct, & Sumac Rdge

ASSESSMENT CODE 93201904

	PIN	NO *	PROPERTY ADDRESS	STREET ASSESSMENT CALCULATIONS			STORM SEWER ASSESSMENT CALCULATIONS			STORM ASSESSMENT	TOTAL ASSESSMENT	
				FRONT FOOTAGE	ASSESSABLE FOOTAGE	STREET ASSESSMENT	LOT AREA	ASSESSABLE AREA	PREVIOUS STORM SEWER ASSESSMENT			
87	363022440144		2626 Sumac Rdg		13.59	\$245.16				\$0.00	\$245.16	88
88	363022440145		2625 Sumac Rdg		13.59	\$245.16				\$0.00	\$245.16	89
89	363022440146		2624 Sumac Rdg		13.59	\$245.16				\$0.00	\$245.16	90
90	363022440147		2623 Sumac Rdg		13.59	\$245.16				\$0.00	\$245.16	91
91	363022440148		2622 Sumac Rdg		13.59	\$245.16				\$0.00	\$245.16	92
92	363022440149		2621 Sumac Rdg		13.59	\$245.16				\$0.00	\$245.16	93
93	363022440150		2620 Sumac Rdg		13.59	\$245.16				\$0.00	\$245.16	94
94	363022440151		2619 Sumac Rdg		13.59	\$245.16				\$0.00	\$245.16	95
95	363022440152		2618 Sumac Rdg		13.59	\$245.16				\$0.00	\$245.16	96
96	363022440153		2617 Sumac Rdg		13.59	\$245.16				\$0.00	\$245.16	97
97	363022440154		2632 Sumac Rdg		13.59	\$245.16				\$0.00	\$245.16	98
98	363022440155		2631 Sumac Rdg		13.59	\$245.16				\$0.00	\$245.16	99
99	363022440156		2630 Sumac Rdg		13.59	\$245.16				\$0.00	\$245.16	100
100	363022440157		2629 Sumac Rdg		13.59	\$245.16				\$0.00	\$245.16	101
101	363022440159		2663 Sumac Rdg		13.59	\$245.16				\$0.00	\$245.16	102
102	363022440160		2662 Sumac Rdg		13.59	\$245.16				\$0.00	\$245.16	103
103	363022440161		2661 Sumac Rdg		13.59	\$245.16				\$0.00	\$245.16	104
104	363022440162		2660 Sumac Rdg		13.59	\$245.16				\$0.00	\$245.16	105
105	363022440163		2659 Sumac Rdg		13.59	\$245.16				\$0.00	\$245.16	106
106	363022440164		2658 Sumac Rdg		13.59	\$245.16				\$0.00	\$245.16	107
107	363022440166		2664 Sumac Rdg		13.59	\$245.16				\$0.00	\$245.16	108
108	363022440167		2665 Sumac Rdg		13.59	\$245.16				\$0.00	\$245.16	109
109	363022440168		2666 Sumac Rdg		13.59	\$245.16				\$0.00	\$245.16	110
110	363022440169		2667 Sumac Rdg		13.59	\$245.16				\$0.00	\$245.16	111
111	363022440170		2668 Sumac Rdg		13.59	\$245.16				\$0.00	\$245.16	112
112	363022440171		2669 Sumac Rdg		13.59	\$245.16				\$0.00	\$245.16	113
113	363022440172		2670 Sumac Rdg		13.59	\$245.16				\$0.00	\$245.16	114
114	363022440173		2671 Sumac Rdg		13.59	\$245.16				\$0.00	\$245.16	115
115	363022440174		2672 Sumac Rdg		13.59	\$245.16				\$0.00	\$245.16	116
116	363022440175		2673 Sumac Rdg		13.59	\$245.16				\$0.00	\$245.16	117
117	363022440176		2674 Sumac Rdg		13.59	\$245.16				\$0.00	\$245.16	118
118	363022440177		2675 Sumac Rdg		13.59	\$245.16				\$0.00	\$245.16	119
119	363022440178		2676 Sumac Rdg		13.59	\$245.16				\$0.00	\$245.16	120
120	363022440179		2677 Sumac Rdg		13.59	\$245.16				\$0.00	\$245.16	121
121	363022440180		2678 Sumac Rdg		13.59	\$245.16				\$0.00	\$245.16	122
122	363022440181		2679 Sumac Rdg		13.59	\$245.16				\$0.00	\$245.16	123
123	363022440182		2680 Sumac Rdg		13.59	\$245.16				\$0.00	\$245.16	124
124	363022440183		2681 Sumac Rdg		13.59	\$245.16				\$0.00	\$245.16	125
125	363022440184		2682 Sumac Rdg		13.59	\$245.16				\$0.00	\$245.16	126
126	363022440185		2686 Sumac Rdg		13.59	\$245.16				\$0.00	\$245.16	127
127	363022440186		2687 Sumac Rdg		13.59	\$245.16				\$0.00	\$245.16	128
128	363022440187		2688 Sumac Rdg		13.59	\$245.16				\$0.00	\$245.16	129
129	363022440188		2689 Sumac Rdg		13.59	\$245.16				\$0.00	\$245.16	130

**PROPOSED ASSESSMENT ROLL
STREET IMPROVEMENTS
CITY PROJECT NO. 19-04**

**CITY OF WHITE BEAR LAKE
2019 STREET MILL & OVERLAY PROJECT
CITY PROJECT NO. 19-04**

CREATED:	10/9/2018
UPDATED:	2/4/2019

County Data Current 12/4/18

Aspen Ct, Glen Oaks Ave, Sumac Ct, & Sumac Rdge

ASSESSMENT CODE 93201904

	PIN	NO	PROPERTY ADDRESS	STREET ASSESSMENT CALCULATIONS			STORM SEWER ASSESSMENT CALCULATIONS		STORM ASSESSMENT	TOTAL ASSESSMENT	
				FRONT FOOTAGE	ASSESSABLE FOOTAGE	STREET ASSESSMENT	LOT AREA	ASSESSABLE AREA			
130	363022440189		2691 Sumac Rdg		13.59	\$245.16			\$0.00	\$245.16	131
131	363022440190		2690 Sumac Rdg		13.59	\$245.16			\$0.00	\$245.16	132
132	363022440191		2685 Sumac Rdg		13.59	\$245.16			\$0.00	\$245.16	133
133	363022440192		2684 Sumac Rdg		13.59	\$245.16			\$0.00	\$245.16	134
134	363022440193		2683 Sumac Rdg		13.59	\$245.16			\$0.00	\$245.16	135
135	363022440195		2613 Sumac Ct		45.50	\$820.82			\$0.00	\$820.82	136
136	363022440196		2612 Sumac Ct		45.50	\$820.82			\$0.00	\$820.82	137
137	363022440197		2614 Sumac Ct		45.50	\$820.82			\$0.00	\$820.82	138
138	363022440198		2615 Sumac Ct		45.50	\$820.82			\$0.00	\$820.82	139
139	363022440199		2617 Sumac Ct		45.50	\$820.82			\$0.00	\$820.82	140
140	363022440200		2616 Sumac Ct		45.50	\$820.82			\$0.00	\$820.82	141
141	363022440201		2618 Sumac Ct		45.50	\$820.82			\$0.00	\$820.82	142
142	363022440202		2619 Sumac Ct		45.50	\$820.82			\$0.00	\$820.82	143
143	363022440203		2629 Sumac Ct		45.50	\$820.82			\$0.00	\$820.82	144
144	363022440204		2628 Sumac Ct		45.50	\$820.82			\$0.00	\$820.82	145
145	363022440205		2630 Sumac Ct		45.50	\$820.82			\$0.00	\$820.82	146
146	363022440206		2631 Sumac Ct		45.50	\$820.82			\$0.00	\$820.82	147
147	363022440207		2625 Sumac Ct		45.50	\$820.82			\$0.00	\$820.82	148
148	363022440208		2624 Sumac Ct		45.50	\$820.82			\$0.00	\$820.82	149
149	363022440209		2626 Sumac Ct		45.50	\$820.82			\$0.00	\$820.82	150
150	363022440210		2627 Sumac Ct		45.50	\$820.82			\$0.00	\$820.82	151
151	363022440211		2621 Sumac Ct		45.50	\$820.82			\$0.00	\$820.82	152
152	363022440212		3162 Glen Oaks Ave		45.50	\$820.82			\$0.00	\$820.82	153
153	363022440213		3160 Glen Oaks Ave		45.50	\$820.82			\$0.00	\$820.82	154
154	363022440214		2623 Sumac Ct		45.50	\$820.82			\$0.00	\$820.82	155
155	363022440215		2613 Aspen Ct		45.50	\$820.82			\$0.00	\$820.82	156
156	363022440216		2612 Aspen Ct		45.50	\$820.82			\$0.00	\$820.82	157
157	363022440217		2614 Aspen Ct		45.50	\$820.82			\$0.00	\$820.82	158
158	363022440218		2615 Aspen Ct		45.50	\$820.82			\$0.00	\$820.82	159
159	363022440219		2618 Aspen Ct		45.50	\$820.82			\$0.00	\$820.82	160
160	363022440220		2616 Aspen Ct		45.50	\$820.82			\$0.00	\$820.82	161
161	363022440221		2617 Aspen Ct		45.50	\$820.82			\$0.00	\$820.82	162
162	363022440222		2619 Aspen Ct		45.50	\$820.82			\$0.00	\$820.82	163
163	363022440223		2622 Aspen Ct		45.50	\$820.82			\$0.00	\$820.82	164
164	363022440224		2620 Aspen Ct		45.50	\$820.82			\$0.00	\$820.82	165
165	363022440225		2621 Aspen Ct		45.50	\$820.82			\$0.00	\$820.82	166
166	363022440226		2623 Aspen Ct		45.50	\$820.82			\$0.00	\$820.82	167
167	363022440227		2626 Aspen Ct		45.50	\$820.82			\$0.00	\$820.82	168
168	363022440228		2624 Aspen Ct		45.50	\$820.82			\$0.00	\$820.82	169
169	363022440229		2625 Aspen Ct		45.50	\$820.82			\$0.00	\$820.82	170
170	363022440230		2627 Aspen Ct		45.50	\$820.82			\$0.00	\$820.82	171
171	363022440231		2628 Aspen Ct		45.50	\$820.82			\$0.00	\$820.82	172
172	363022440232		2630 Aspen Ct		45.50	\$820.82			\$0.00	\$820.82	173

**PROPOSED ASSESSMENT ROLL
STREET IMPROVEMENTS
CITY PROJECT NO. 19-04**

**CITY OF WHITE BEAR LAKE
2019 STREET MILL & OVERLAY PROJECT
CITY PROJECT NO. 19-04**

CREATED:	10/9/2018
UPDATED:	2/4/2019

County Data Current 12/4/18

Aspen Ct, Glen Oaks Ave, Sumac Ct, & Sumac Rdg

ASSESSMENT CODE 93201904

	PIN	NO *	PROPERTY ADDRESS	STREET ASSESSMENT CALCULATIONS			STORM SEWER ASSESSMENT CALCULATIONS			STORM ASSESSMENT	TOTAL ASSESSMENT	
				FRONT FOOTAGE	ASSESSABLE FOOTAGE	STREET ASSESSMENT	LOT AREA	ASSESSABLE AREA	PREVIOUS STORM SEWER ASSESSMENT			
173	363022440233		2631 Aspen Ct		45.50	\$820.82				\$0.00	\$820.82	174
174	363022440234		2629 Aspen Ct		45.50	\$820.82				\$0.00	\$820.82	175
175	363022440235		2632 Aspen Ct		45.50	\$820.82				\$0.00	\$820.82	176
176	363022440236		2634 Aspen Ct		45.50	\$820.82				\$0.00	\$820.82	177
177	363022440237		2635 Aspen Ct		45.50	\$820.82				\$0.00	\$820.82	178
178	363022440238		2633 Aspen Ct		45.50	\$820.82				\$0.00	\$820.82	179
179	363022440239		2636 Aspen Ct		45.50	\$820.82				\$0.00	\$820.82	180
180	363022440240		2638 Aspen Ct		45.50	\$820.82				\$0.00	\$820.82	181
181	363022440241		2639 Aspen Ct		45.50	\$820.82				\$0.00	\$820.82	182
182	363022440242		2637 Aspen Ct		45.50	\$820.82				\$0.00	\$820.82	183
183	363022440286		3100 Glen Oaks Ave		235.50	\$4,248.42				\$0.00	\$4,248.42	185
										\$83,666.27	\$0.00	\$83,666.27

	Residential street assessment	
1	Corner lot	
2	Bound by streets on 3 or all sides	
3	Interior lot 100 ft maximum	
4	Maximum residential corner lot assessment	
5	1/2 maximum residential corner lot assessment	
6	Commercial lot per front foot assessment	
7	Apartment/Townhome per foot assessment	
8	Lot splits in future to be assessed at future rate per front foot	
9	Lot split in future will be assessed at future rate per sq ft	
10	Cul de sac lot	
11	Residential irregular interior lot	
12	Lot has been assessed maximum storm sewer rate	
13	Alley Assessment (Each)	
14	Residential storm sewer rate	
15	Commercial storm sewer rate	
16	Park & public storm sewer rate	
17	Sanitary sewer service repair	
18	Assessment in lieu of charges	
19	Residential Street Mill & Overlay Rate	\$ 13.79
20	Apartment/Town Home Mill & Overlay Rate	\$ 18.04
21	Commercial Mill and Overlay Rate	\$ 21.96
22	Appraiser's Opinion	

ASSESSMENT PERIOD - 15 YEARS FOR RESIDENTIAL - 20 YEARS FOR APARTMENTS AND COMMERCIAL

**PROPOSED ASSESSMENT ROLL
STREET IMPROVEMENTS
CITY PROJECT NO. 19-04**

**CITY OF WHITE BEAR LAKE
2019 STREET MILL & OVERLAY PROJECT
CITY PROJECT NO. 19-04**

CREATED:	10/9/2018
UPDATED:	2/4/2019

County Data Current 12/4/18

Aspen Ct, Glen Oaks Ave, Sumac Ct, & Sumac Rdge

ASSESSMENT CODE 93201904

PIN	NO *	PROPERTY ADDRESS	STREET ASSESSMENT CALCULATIONS		STREET ASSESSMENT	LOT AREA	STORM SEWER ASSESSMENT CALCULATIONS		PREVIOUS STORM SEWER ASSESSMENT	STORM ASSESSMENT	TOTAL ASSESSMENT
			FRONT FOOTAGE	ASSESSABLE FOOTAGE			ASSESSABLE AREA	STORM SEWER ASSESSMENT			
INTEREST RATE TBD (2018 - 5.25%) RAMSEY COUNTY ADMINISTRATIVE FEE (\$2.50 PER YEAR FOR 15 YEARS = \$37.50) RAMSEY COUNTY ADMINISTRATIVE FEE (\$2.50 PER YEAR FOR 20 YEARS = \$50.00)											

NON-RESIDENT PROPERTY ADDRESS		
7	363022430037	3068 Copper Oaks Trl, Woodbury MN 55125
11	363022430041	17059 W Links Dr, Surprise AZ 85387
33	363022430066	9705 Lake Bess Rd Lot 812, Winter Haven FL 33884-3236
34	363022430067	5980 Grey Fox Run, Fort Myers FL 33912-2234
59	363022430275	300 Floral Dr W, Shoreview MN 55126-2307
61	363022430277	2405 W Country Club Dr S, Fargo ND 58103-5738
67	363022430291	4800 Division Ave Apt. 310, White Bear Lake MN 55110-5946
72	363022430296	Po Box 729, Willemie MN 55090-0729
79	363022440136	3077 Milton St N, Roseville MN 55113-1930
95	363022440152	2959 Lake Blvd, North St Paul MN 55109-1652
98	363022440155	2663 Sumac Rdg, WBL MN 55110
107	363022440166	2410 Orchard Ln, White Bear Lk MN 55110-7528
112	363022440171	5480 157th St N, Hugo MN 55038-8794
118	363022440177	8402 Foxtail Loop, Pensacola FL 32526-3240
119	363022440178	3150 Glen Oaks Ave Unit 206, White Bear Lake MN 55110-5672
120	363022440179	2585 South Shore Blvd, White Bear Town MN 55110-3934
124	363022440183	6366 Otter Lake, Saint Paul MN 55110-1018
130	363022440189	4615 Victor Path Unit 8, Hugo MN 55308-6031
141	363022440201	760 Eldridge Ave E, Maplewood MN 55117-0528
144	363022440204	195 5th St E Unit 1505, St. Paul MN 55101-2916
155	363022440215	5124 Millenia Waters Dr Unit 2309, Orlando FL 32839-1987
158	363022440218	1428 Sargent Ave, Saint Paul MN 55105-2329
164	363022440224	5741 Willow Trl, Shoreview MN 55126-4786
179	363022440239	53 Glen Edge Rd, Dellwood MN 55110-1419
180	363022440240	65205 E Canyon Dr, Tucson AZ 85739-3025
	363022440243	Po Box 729, Willemie MN 55090-0729
183	363022440286	3564 Rolling View Dr, White Bear Lake MN 55110-5676

**PROPOSED ASSESSMENT ROLL
STREET IMPROVEMENTS
CITY PROJECT NO. 19-13**

**CITY OF WHITE BEAR LAKE
2019 STREET MILL & OVERLAY PROJECT
CITY PROJECT NO. 19-13**

CREATED:	11/14/2018
UPDATED:	1/24/2019

County Data Current 12/4/18

Debra Street, Thury Court, Lemire Lane, Lemire Circle, Wood Avenue,
Campbell Avenue, Campbell Circle, 10th Street, 11th Street,
Walnut Street, Chicago Avenue, Morehead Avenue, & Stewart Avenue

ASSESSMENT CODE 93201913

**STREET ASSESSMENT
CALCULATIONS**

	PIN	NO *	PROPERTY ADDRESS	FRONT FOOTAGE	ASSESSABLE FOOTAGE	STREET ASSESSMENT	STORM ASSESSMENT	ALLEY ASSESSMENT	TOTAL ASSESSMENT
1	113022330040	3,19	1895 Garden Ln	100.00	100.00	\$1,379.00	\$0.00		\$1,379.00
2	113022330041	19	1885 Garden Ln	70.00	80.00	\$1,103.20	\$0.00		\$1,103.20
3	113022330042	19	5057 Lemire Ln	71.44	80.00	\$1,103.20	\$0.00		\$1,103.20
4	113022330043	19	5047 Lemire Ln	80.23	80.23	\$1,106.37	\$0.00		\$1,106.37
5	113022330044	3, 19	5048 Lemire Ln	203.51	100.00	\$1,379.00	\$0.00		\$1,379.00
6	113022340060	19	5051 Wood Ave	87.32	87.32	\$1,204.14	\$0.00		\$1,204.14
7	113022340061	19	5050 Wood Ave	86.29	86.29	\$1,189.94	\$0.00		\$1,189.94
8	113022440108	21	5065 Stewart Ave	100.00	154.95	\$3,402.70	\$0.00		\$3,402.70
9	123022330002	3, 19	5104 Stewart Ave	140.00	100.00	\$1,379.00	\$0.00		\$1,379.00
10	123022330003	3, 19	2295 Chicago Ave	140.00	100.00	\$1,379.00	\$0.00		\$1,379.00
11	123022330013	19	0 Morehead Ave	0.00	0.00	\$0.00	\$0.00		\$0.00
12	123022330062	21	5051 Stewart Ave	209.90	154.95	\$3,402.70	\$0.00		\$3,402.70
13	123022330063	1, 13, 19	5092 Stewart Ave	220.00	140.00	\$1,930.60	\$0.00	\$2,266.00	\$4,196.60
14	123022330064	13, 19	5088 Stewart Ave	40.00	40.00	\$551.60	\$0.00	\$2,266.00	\$2,817.60
15	123022330065	13, 19	5084 Stewart Ave	60.00	60.00	\$827.40	\$0.00	\$2,266.00	\$3,093.40
16	123022330068	13, 19, 25	5026 Stewart Ave	40.00	40.00	\$551.60	\$0.00	\$2,266.00	\$2,817.60
17	123022330069	13, 19	5060 Stewart Ave	80.00	80.00	\$1,103.20	\$0.00	\$2,266.00	\$3,369.20
18	123022330072	3, 19	5043 Morehead Ave	111.30	100.00	\$1,379.00	\$0.00		\$1,379.00
19	123022330073	13, 19	5053 Morehead Ave	81.84	81.84	\$1,128.57	\$0.00	\$2,266.00	\$3,394.57
20	123022330074	3, 13, 19	5065 Morehead Ave	107.76	100.00	\$1,379.00	\$0.00	\$2,266.00	\$3,645.00
21	123022330075	13, 19	5073 Morehead Ave	96.84	96.84	\$1,335.42	\$0.00	\$2,266.00	\$3,601.42
22	123022330076	13, 19	5077 Morehead Ave	81.84	81.84	\$1,128.57	\$0.00	\$2,266.00	\$3,394.57
23	123022330077	1	5085 Morehead Ave	321.93	163.68	\$2,257.15	\$0.00	\$2,266.00	\$4,523.15
24	123022330078		0 Morehead Ave		0.00	\$0.00	\$0.00		\$0.00
25	123022330094	3,19	5071 Stewart Ave	109.90	100.00	\$1,379.00	\$0.00		\$1,379.00
26	123022330095	19, 25	0 Morehead Ave	317.59	158.80	\$2,189.78	\$0.00		\$2,189.78
27	123022330096	19	5054 Stewart Ave	70.00	70.00	\$965.30	\$0.00		\$965.30
28	123022330097	13, 19	5064 Stewart Ave	60.00	60.00	\$827.40	\$0.00	\$2,266.00	\$3,093.40
29	123022330098	13, 19	5066 Stewart Ave	60.00	60.00	\$827.40	\$0.00	\$2,266.00	\$3,093.40
30	123022330099	13, 19	5070 Stewart Ave	70.00	70.00	\$965.30	\$0.00	\$2,266.00	\$3,231.30
31	123022330100	13, 19	5080 Stewart Ave	70.00	70.00	\$965.30	\$0.00	\$2,266.00	\$3,231.30
32	133022220004	1	0 Morehead Ave	237.00	75.00	\$1,034.25	\$0.00		\$1,034.25
33	133022220005	1	5044 Stewart Ave	232.00	75.00	\$1,034.25	\$0.00		\$1,034.25
34	143022210007	1, 19	4971 Bald Eagle Ave	295.55	98.03	\$1,351.83	\$0.00		\$1,351.83

**PROPOSED ASSESSMENT ROLL
STREET IMPROVEMENTS
CITY PROJECT NO. 19-13**

**CITY OF WHITE BEAR LAKE
2019 STREET MILL & OVERLAY PROJECT
CITY PROJECT NO. 19-13**

CREATED:	11/14/2018
UPDATED:	1/24/2019

County Data Current 12/4/18

Debra Street, Thury Court, Lemire Lane, Lemire Circle, Wood Avenue,
Campbell Avenue, Campbell Circle, 10th Street, 11th Street,
Walnut Street, Chicago Avenue, Morehead Avenue, & Stewart Avenue

ASSESSMENT CODE 93201913

**STREET ASSESSMENT
CALCULATIONS**

	PIN	NO *	PROPERTY ADDRESS	FRONT FOOTAGE	ASSESSABLE FOOTAGE	STREET ASSESSMENT	STORM ASSESSMENT	ALLEY ASSESSMENT	TOTAL ASSESSMENT
35	143022210008	3, 19	1995 10th St	109.00	100.00	\$1,379.00	\$0.00		\$1,379.00
36	143022210009	3, 19	1985 10th St	109.00	100.00	\$1,379.00	\$0.00		\$1,379.00
37	143022210010	3, 19	1975 10th St	109.00	100.00	\$1,379.00	\$0.00		\$1,379.00
38	143022210011	1, 19	4970 Campbell Ave	194.74	110.00	\$1,516.90	\$0.00		\$1,516.90
39	143022210012	19	4971 Campbell Ave	81.00	81.00	\$1,116.99	\$0.00		\$1,116.99
40	143022210013	10, 19	4961 Campbell Ave	67.78	80.00	\$1,103.20	\$0.00		\$1,103.20
41	143022210014	10, 19	1950 10th St	55.81	80.00	\$1,103.20	\$0.00		\$1,103.20
42	143022210015	3, 19	1960 10th St	111.75	100.00	\$1,379.00	\$0.00		\$1,379.00
43	143022210019	3, 19	2000 10th St	109.00	100.00	\$1,379.00	\$0.00		\$1,379.00
44	143022210020	1, 19	2010 10th St	205.54	54.50	\$751.56	\$0.00		\$751.56
45	143022210027	1, 19	1977 9th St	177.17	54.29	\$748.66	\$0.00		\$748.66
46	143022210049	1, 19	5030 Wood Ave	233.76	132.00	\$1,820.28	\$0.00		\$1,820.28
47	143022210050	1, 19	1934 11th St	240.00	140.00	\$1,930.60	\$0.00		\$1,930.60
48	143022210051	3, 19	5005 Wood Ave	121.76	100.00	\$1,379.00	\$0.00		\$1,379.00
49	143022210052	10, 19	1926 11th St	53.37	80.00	\$1,103.20	\$0.00		\$1,103.20
50	143022210053	10, 19	1922 11th St	49.03	80.00	\$1,103.20	\$0.00		\$1,103.20
51	143022210054	10, 19	1921 11th St	49.08	80.00	\$1,103.20	\$0.00		\$1,103.20
52	143022210055	10, 19	1927 11th St	53.02	80.00	\$1,103.20	\$0.00		\$1,103.20
53	143022210056	1, 19	5041 Wood Ave	253.57	142.66	\$1,967.28	\$0.00		\$1,967.28
54	143022210057	1, 19	5040 Wood Ave	275.52	143.52	\$1,979.14	\$0.00		\$1,979.14
55	143022210063	1, 19	1990 10th St W	248.54	152.00	\$2,096.08	\$0.00		\$2,096.08
56	143022210064	1, 19	4940 Walnut St	88.58	88.58	\$1,221.52	\$0.00		\$1,221.52
57	143022210065	1, 19	4930 Walnut St	88.59	88.59	\$1,221.66	\$0.00		\$1,221.66
58	143022210066	1, 19	1970 10th St	211.54	115.00	\$1,585.85	\$0.00		\$1,585.85
59	143022210067	19	4941 Walnut St	83.58	83.58	\$1,152.57	\$0.00		\$1,152.57
60	143022210068	19	4931 Walnut St	83.59	83.59	\$1,152.71	\$0.00		\$1,152.71
61	143022210071	3, 19, 25	5020 Wood Ave	160.00	100.00	\$1,379.00	\$0.00		\$1,379.00
62	143022210079	1, 19	1985 9th St	217.17	68.59	\$945.86	\$0.00		\$945.86
63	143022210090	10, 19	1915 Lemire Cir	53.08	80.00	\$1,103.20	\$0.00		\$1,103.20
64	143022210091	10, 19	1925 Lemire Cir	55.55	80.00	\$1,103.20	\$0.00		\$1,103.20
65	143022210092	10, 19	1920 Lemire Cir	54.12	80.00	\$1,103.20	\$0.00		\$1,103.20
66	143022210093	10, 19	1910 Lemire Cir	55.35	80.00	\$1,103.20	\$0.00		\$1,103.20
67	143022210094	3, 19	1925 10th St	101.29	100.00	\$1,379.00	\$0.00		\$1,379.00
68	143022210095	1, 19	4945 Wood Ave	212.00	132.00	\$1,820.28	\$0.00		\$1,820.28

**PROPOSED ASSESSMENT ROLL
STREET IMPROVEMENTS
CITY PROJECT NO. 19-13**

**CITY OF WHITE BEAR LAKE
2019 STREET MILL & OVERLAY PROJECT
CITY PROJECT NO. 19-13**

CREATED:	11/14/2018
UPDATED:	1/24/2019

County Data Current 12/4/18

Debra Street, Thury Court, Lemire Lane, Lemire Circle, Wood Avenue,
Campbell Avenue, Campbell Circle, 10th Street, 11th Street,
Walnut Street, Chicago Avenue, Morehead Avenue, & Stewart Avenue

ASSESSMENT CODE 93201913

**STREET ASSESSMENT
CALCULATIONS**

	PIN	NO *	PROPERTY ADDRESS	FRONT FOOTAGE	ASSESSABLE FOOTAGE	STREET ASSESSMENT	STORM ASSESSMENT	ALLEY ASSESSMENT	TOTAL ASSESSMENT
69	143022210096	19	4955 Wood Ave	78.53	78.53	\$1,082.93	\$0.00		\$1,082.93
70	143022210097	19	4965 Wood Ave	78.53	78.53	\$1,082.93	\$0.00		\$1,082.93
71	143022210098	19	4975 Wood Ave	78.53	78.53	\$1,082.93	\$0.00		\$1,082.93
72	143022210099	19	4985 Wood Ave	78.53	78.53	\$1,082.93	\$0.00		\$1,082.93
73	143022210100	19	4995 Wood Ave	80.00	80.00	\$1,103.20	\$0.00		\$1,103.20
74	143022210101	3, 19	4940 Wood Ave	134.16	100.00	\$1,379.00	\$0.00		\$1,379.00
75	143022210102	19	4950 Wood Ave	80.00	80.00	\$1,103.20	\$0.00		\$1,103.20
76	143022210103	19	4960 Wood Ave	80.00	80.00	\$1,103.20	\$0.00		\$1,103.20
77	143022210104	19	4970 Wood Ave	80.00	80.00	\$1,103.20	\$0.00		\$1,103.20
78	143022210105	19	4980 Wood Ave	80.00	80.00	\$1,103.20	\$0.00		\$1,103.20
79	143022210106	19	4990 Wood Ave	80.00	80.00	\$1,103.20	\$0.00		\$1,103.20
80	143022210107	19	1920 10th St	100.26	100.00	\$1,379.00	\$0.00		\$1,379.00
81	143022210113	19	4979 Campbell Ave	88.15	88.15	\$1,215.59	\$0.00		\$1,215.59
82	143022210114	19	4987 Campbell Ave	85.00	85.00	\$1,172.15	\$0.00		\$1,172.15
83	143022210115	19	4995 Campbell Ave	80.00	80.00	\$1,103.20	\$0.00		\$1,103.20
84	143022210116	19	5003 Campbell Ave	92.08	92.08	\$1,269.78	\$0.00		\$1,269.78
85	143022210117	19	5011 Campbell Ave	85.00	85.00	\$1,172.15	\$0.00		\$1,172.15
86	143022210118	1, 19	5019 Campbell Ave	216.90	131.90	\$1,818.90	\$0.00		\$1,818.90
87	143022210119	1, 19	4986 Campbell Ave	213.00	131.50	\$1,813.39	\$0.00		\$1,813.39
88	143022210120	19	4978 Campbell Ave	81.50	81.50	\$1,123.89	\$0.00		\$1,123.89
89	143022210121	19	1980 Campbell Cir	80.00	80.00	\$1,103.20	\$0.00		\$1,103.20
90	143022210122	19	1988 Campbell Cir	84.87	84.87	\$1,170.36	\$0.00		\$1,170.36
91	143022210123	3, 19	1996 Campbell Cir	50.47	80.00	\$1,103.20	\$0.00		\$1,103.20
92	143022210124	3, 19	1997 Campbell Cir	56.73	80.00	\$1,103.20	\$0.00		\$1,103.20
93	143022210127	19	1973 Campbell Cir	80.00	80.00	\$1,103.20	\$0.00		\$1,103.20
94	143022210128	1, 19	1965 Campbell Cir	211.50	131.50	\$1,813.39	\$0.00		\$1,813.39
95	143022210129	19	5010 Campbell Ave	80.30	80.30	\$1,107.34	\$0.00		\$1,107.34
96	143022210130	1, 19	1972 11th St	211.50	131.50	\$1,813.39	\$0.00		\$1,813.39
97	143022210131	19	1980 11th St	80.00	80.00	\$1,103.20	\$0.00		\$1,103.20
98	143022210132	3, 19	1988 11th St	100.92	80.00	\$1,103.20	\$0.00		\$1,103.20
99	143022210133	3, 19	1996 11th St	69.09	80.00	\$1,103.20	\$0.00		\$1,103.20
100	143022210134	3, 19	1997 11th St	100.42	80.00	\$1,103.20	\$0.00		\$1,103.20
101	143022210135	3, 19	1989 11th St	79.49	80.00	\$1,103.20	\$0.00		\$1,103.20
102	143022210136	19	1981 11th St	82.97	80.00	\$1,103.20	\$0.00		\$1,103.20

**PROPOSED ASSESSMENT ROLL
STREET IMPROVEMENTS
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**STREET ASSESSMENT
CALCULATIONS**

	PIN	NO *	PROPERTY ADDRESS	FRONT FOOTAGE	ASSESSABLE FOOTAGE	STREET ASSESSMENT	STORM ASSESSMENT	ALLEY ASSESSMENT	TOTAL ASSESSMENT
103	143022210137	19	1973 11th St	80.00	80.00	\$1,103.20	\$0.00		\$1,103.20
104	143022210138	19	1965 11th St	80.00	80.00	\$1,103.20	\$0.00		\$1,103.20
105	143022210139	19	1957 11th St	80.00	80.00	\$1,103.20	\$0.00		\$1,103.20
106	143022210140	19	1949 11th St	80.00	80.00	\$1,103.20	\$0.00		\$1,103.20
107	143022210142	10, 19	1981 Campbell Cir	82.30	80.00	\$1,103.20	\$0.00		\$1,103.20
108	143022210143	10, 19	5005 Bald Eagle Ave	52.87	80.00	\$1,103.20	\$0.00		\$1,103.20
109	143022210146	3, 19	0 10th Street	110.00	100.00	\$1,379.00	\$0.00		\$1,379.00
110	143022210147	3, 19	0 10th Street	125.00	100.00	\$1,379.00	\$0.00		\$1,379.00
111	143022220016	1, 19	4952 Georgia Ln	230.00	67.50	\$930.83	\$0.00		\$930.83
112	143022220017	1, 19	4936 Georgia Ln	235.00	67.50	\$930.83	\$0.00		\$930.83
113	143022220100	19	5041 Lemire Ln	80.00	80.00	\$1,103.20	\$0.00		\$1,103.20
114	143022220101	19	5033 Lemire Ln	80.00	80.00	\$1,103.20	\$0.00		\$1,103.20
115	143022220102	19	5025 Lemire Ln	80.00	80.00	\$1,103.20	\$0.00		\$1,103.20
116	143022220103	19	5017 Lemire Ln	80.00	80.00	\$1,103.20	\$0.00		\$1,103.20
117	143022220104	19	5009 Lemire Ln	80.00	80.00	\$1,103.20	\$0.00		\$1,103.20
118	143022220105	19	5001 Lemire Ln	80.00	80.00	\$1,103.20	\$0.00		\$1,103.20
119	143022220106	19	5042 Lemire Ln	84.00	84.00	\$1,158.36	\$0.00		\$1,158.36
120	143022220107	19	5034 Lemire Ln	84.00	84.00	\$1,158.36	\$0.00		\$1,158.36
121	143022220108	19	5026 Lemire Ln	84.00	84.00	\$1,158.36	\$0.00		\$1,158.36
122	143022220109	19	5018 Lemire Ln	84.00	84.00	\$1,158.36	\$0.00		\$1,158.36
123	143022220110	19	5010 Lemire Ln	84.00	84.00	\$1,158.36	\$0.00		\$1,158.36
124	143022220111	19	5002 Lemire Ln	84.00	84.00	\$1,158.36	\$0.00		\$1,158.36
125	143022220116	1, 19	4945 Lemire Ln	220.39	140.39	\$1,935.98	\$0.00		\$1,935.98
126	143022220117	19	4955 Lemire Ln	78.50	78.50	\$1,082.52	\$0.00		\$1,082.52
127	143022220118	19	4965 Lemire Ln	78.50	78.50	\$1,082.52	\$0.00		\$1,082.52
128	143022220119	19	4975 Lemire Ln	78.50	78.50	\$1,082.52	\$0.00		\$1,082.52
129	143022220120	19	4985 Lemire Ln	78.49	78.49	\$1,082.38	\$0.00		\$1,082.38
130	143022220121	19	4995 Lemire Ln	80.00	80.00	\$1,103.20	\$0.00		\$1,103.20
131	143022220122	1, 19	1905 Lemire Cir	237.52	128.00	\$1,765.12	\$0.00		\$1,765.12
132	143022220123	1, 19	1900 Lemire Cir	237.98	125.36	\$1,728.71	\$0.00		\$1,728.71
133	143022220124	19	4950 Lemire Ln	80.00	80.00	\$1,103.20	\$0.00		\$1,103.20
134	143022220125	1, 19	4940 Lemire Ln	245.64	163.14	\$2,249.70	\$0.00		\$2,249.70
135	143022220126	19	1910 10th St	82.50	82.50	\$1,137.68	\$0.00		\$1,137.68
136	143022220127	19	1900 10th St	82.50	82.50	\$1,137.68	\$0.00		\$1,137.68

**PROPOSED ASSESSMENT ROLL
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**STREET ASSESSMENT
CALCULATIONS**

	PIN	NO *	PROPERTY ADDRESS	FRONT FOOTAGE	ASSESSABLE FOOTAGE	STREET ASSESSMENT	STORM ASSESSMENT	ALLEY ASSESSMENT	TOTAL ASSESSMENT
137	143022220128	19	1890 10th St	82.50	82.50	\$1,137.68	\$0.00		\$1,137.68
138	143022220129	19	1880 10th St	82.50	82.50	\$1,137.68	\$0.00		\$1,137.68
139	153022110010	1, 19, 25	1755 Thury Ct	225.38	80.00	\$1,103.20	\$0.00		\$1,103.20
140	153022110011	10, 19	1765 Thury Ct	60.26	80.00	\$1,103.20	\$0.00		\$1,103.20
141	153022110012	10, 19	1775 Thury Ct	55.33	80.00	\$1,103.20	\$0.00		\$1,103.20
142	153022110013	10, 19	1785 Thury Ct	55.15	80.00	\$1,103.20	\$0.00		\$1,103.20
143	153022110015	10, 19	1763 9th St	55.31	80.00	\$1,103.20	\$0.00		\$1,103.20
144	153022110016	1, 19, 25	1759 9th St	277.81	80.00	\$1,103.20	\$0.00		\$1,103.20
145	153022110019	19	0 9th St	367.00	367.00	\$8,059.32	\$0.00		\$8,059.32
146	153022110020		0 9th St	0.00	0.00	\$0.00	\$0.00		\$0.00
						\$187,819.80	\$0.00	\$31,724.00	\$219,543.80

	Residential street assessment	\$ 39.34
1	Corner lot	
2	Bound by streets on 3 or all sides	
3	Interior lot 100 ft maximum	
4	Maximum residential corner lot assessment	\$ 5,384.40
5	1/2 maximum residential corner lot assessment	\$ 2,692.42
6	Commercial lot per front foot assessment	\$ 62.78
7	Apartment/Townhome per foot assessment	\$ 51.73
8	Lot splits in future to be assessed at future rate per front foot	
9	Lot split in future will be assessed at future rate per sq ft	
10	Cul de sac lot	
11	Residential irregular interior lot	
12	Lot has been assessed maximum storm sewer rate	
13	Alley Assessment	\$ 2,266.00
14	Residential storm sewer rate	\$ 0.12
15	Commercial storm sewer rate	\$ 0.24
16	Park & public storm sewer rate	\$ 0.06
17	Sanitary sewer service repair	varies on repairs
18	Assessment in lieu of charges	

**PROPOSED ASSESSMENT ROLL
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**STREET ASSESSMENT
CALCULATIONS**

PIN	NO *	PROPERTY ADDRESS	FRONT FOOTAGE	ASSESSABLE FOOTAGE	STREET ASSESSMENT	STORM ASSESSMENT	ALLEY ASSESSMENT	TOTAL ASSESSMENT
	19	Residential Street Mill & Overlay Rate			\$ 13.79			
	20	Apartment/Town Home Mill & Overlay Rate			\$ 18.04			
	21	Commercial Mill and Overlay Rate			\$ 21.96			
	22	Residential Total Pavement Replacement Rate			\$ 27.58			
	23	Apartment Total Pavement Replacement Rate			\$ 35.85			
	24	Commercial Total Pavement Replacement Rate			\$ 44.14			
	25	Appraiser's Opinion						

ASSESSMENT PERIOD - 15 YEARS FOR RESIDENTIAL - 20 YEARS FOR APARTMENTS AND COMMERCIAL
INTEREST RATE (2018) - 5.25%
RAMSEY COUNTY ADMINISTRATIVE FEE (\$2.50 PER YEAR FOR 15 YEARS = \$37.50)
RAMSEY COUNTY ADMINISTRATIVE FEE (\$2.50 PER YEAR FOR 20 YEARS = \$50.00)

NON-RESIDENT PROPERTY ADDRESS	
6	113022340060
11	123022330013
16	123022330068
17	123022330069
18	123022330072
19	123022330073
24	123022330078
25	123022330094
26	123022330095
27	123022330096
32	133022220004
45	143022210027
70	143022210097
92	143022210124

			NON-RESIDENT PROPERTY ADDRESS
	19		1717 Main St Ste 2000, Dallas TX 75201-4657
			4701 Highway 61, WBL MN 55110
			9590 Jamaca Ave N, Mahtomedi MN 55115
			9590 Jamaca Ave N, Mahtomedi MN 55115
			6230 10th St N Unit 430, Oakdale MN 55128
			5065 Morehead Ave, St. Paul MN 55110
			4701 Highway 61 N, WBL MN 55110
			3662 Auger Ave, St. Paul MN 55110
			2327 Isalona Ln, South St. Paul MN 55075
			5051 Stewart Ave Unit 3, WBL MN 55110
			8996 110th St N, Stillwater MN 55082
	1		3951 Stockdale Dr, Vadnais Heights MN 55127-7519
			262 Bruening Ct, Mahtomedi MN 55115-6811
	3		5842 Hobe Ln, WBT MN 55110-6477

APPENDIX G

SAMPLE ASSESSMENT BREAKDOWNS

SAMPLE Assessment Breakdown

(based on 10 years with an **assumed** interest rate of 5.0%)

ASSESSMENT AMOUNT	\$500.00		ASSESSMENT AMOUNT	\$1,000.00	
COUNTY FEE \$2.50/15YR	\$37.50		COUNTY FEE \$2.50/15YR	\$37.50	
TOTAL ASSESSMENT	\$537.50		TOTAL ASSESSMENT	\$1,037.50	
PRINCIPAL PER YEAR	\$53.75		PRINCIPAL PER YEAR	\$103.75	
ASSUMED INTEREST RATE	5.0%		ASSUMED INTEREST RATE	5.0%	
	ANNUAL	PRINCIPAL		ANNUAL	PRINCIPAL
YEAR	PAYMENT	BALANCE	YEAR	PAYMENT	BALANCE
		\$537.50			\$1,037.50
1	\$87.34	\$483.75	1	\$168.59	\$933.75
2	\$77.94	\$430.00	2	\$150.44	\$830.00
3	\$75.25	\$376.25	3	\$145.25	\$726.25
4	\$72.56	\$322.50	4	\$140.06	\$622.50
5	\$69.88	\$268.75	5	\$134.88	\$518.75
6	\$67.19	\$215.00	6	\$129.69	\$415.00
7	\$64.50	\$161.25	7	\$124.50	\$311.25
8	\$61.81	\$107.50	8	\$119.31	\$207.50
9	\$59.13	\$53.75	9	\$114.13	\$103.75
10	\$56.44	\$0.00	10	\$108.94	\$0.00
ASSESSMENT AMOUNT	\$1,500.00		ASSESSMENT AMOUNT	\$2,000.00	
COUNTY FEE \$2.50/15YR	\$37.50		COUNTY FEE \$2.50/15YR	\$37.50	
TOTAL ASSESSMENT	\$1,537.50		TOTAL ASSESSMENT	\$2,037.50	
PRINCIPAL PER YEAR	\$153.75		PRINCIPAL PER YEAR	\$203.75	
ASSUMED INTEREST RATE	5.0%		ASSUMED INTEREST RATE	5.0%	
	ANNUAL	PRINCIPAL		ANNUAL	PRINCIPAL
YEAR	PAYMENT	BALANCE	YEAR	PAYMENT	BALANCE
		\$1,537.50			\$2,037.50
1	\$249.84	\$1,383.75	1	\$331.09	\$1,833.75
2	\$222.94	\$1,230.00	2	\$295.44	\$1,630.00
3	\$215.25	\$1,076.25	3	\$285.25	\$1,426.25
4	\$207.56	\$922.50	4	\$275.06	\$1,222.50
5	\$199.88	\$768.75	5	\$264.88	\$1,018.75
6	\$192.19	\$615.00	6	\$254.69	\$815.00
7	\$184.50	\$461.25	7	\$244.50	\$611.25
8	\$176.81	\$307.50	8	\$234.31	\$407.50
9	\$169.13	\$153.75	9	\$224.13	\$203.75
10	\$161.44	\$0.00	10	\$213.94	\$0.00
ASSESSMENT AMOUNT	\$3,000.00		ASSESSMENT AMOUNT	\$4,000.00	
COUNTY FEE \$2.50/15YR	\$37.50		COUNTY FEE \$2.50/15YR	\$37.50	
TOTAL ASSESSMENT	\$3,037.50		TOTAL ASSESSMENT	\$4,037.50	
PRINCIPAL PER YEAR	\$303.75		PRINCIPAL PER YEAR	\$403.75	
ASSUMED INTEREST RATE	5.0%		ASSUMED INTEREST RATE	5.0%	
	ANNUAL	PRINCIPAL		ANNUAL	PRINCIPAL
YEAR	PAYMENT	BALANCE	YEAR	PAYMENT	BALANCE
		\$3,037.50			\$4,037.50
1	\$493.59	\$2,733.75	1	\$656.09	\$3,633.75
2	\$440.44	\$2,430.00	2	\$585.44	\$3,230.00
3	\$425.25	\$2,126.25	3	\$565.25	\$2,826.25
4	\$410.06	\$1,822.50	4	\$545.06	\$2,422.50
5	\$394.88	\$1,518.75	5	\$524.88	\$2,018.75
6	\$379.69	\$1,215.00	6	\$504.69	\$1,615.00
7	\$364.50	\$911.25	7	\$484.50	\$1,211.25
8	\$349.31	\$607.50	8	\$464.31	\$807.50
9	\$334.13	\$303.75	9	\$444.13	\$403.75
10	\$318.94	\$0.00	10	\$423.94	\$0.00

APPENDIX H

LOCAL IMPROVEMENT GUIDE (CITY ASSESSMENT POLICY)

City of White Bear Lake

LOCAL IMPROVEMENT GUIDE

Adopted by the City Council
April 1983

REVISED
January 22, 2008

REVISED
April 26, 2011



Policies for Public Improvements

INTRODUCTION

The City Charter of the City of White Bear Lake assigns to the City Council the responsibility for making public improvements. It has been and will continue to be the policy of the City Council of White Bear Lake that when such improvements are made which are of benefit to certain areas, special assessments will be levied not to exceed benefits received. The procedures used by the City are those specified for Minnesota Statutes, Chapter 429, which provide that all, or part, of the cost of improvements may be assessed against benefiting properties in accordance up to the benefits received. The statute, however, provides no statutory guide as to how these benefits are measured or how the costs are to be apportioned. Those actual assessment apportionments must be made in accordance with policies adopted by the City Council. The purpose of this general policy is to establish a consistent standard for the apportionment of special assessments, and to provide the public with basic information on the improvement process and financing procedures. Therefore, it is understood the following shall constitute a statement of the policy of the City Council regarding improvements and assessments. It is also intended that the policies shall be applicable to all land within the City, platted or unplatted, and shall be complimentary to the City Subdivision Regulations, City Code Sections 1101-1105 and Ordinance No. 438, as amended.

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1 GENERAL POLICIES

1.1 Types of Improvements

This policy shall relate only to those public improvements allowable under Chapter 429, Minnesota Statutes. These public improvements may include the following:

- a) Sanitary sewer utility system improvements
- b) Water utility system improvements
- c) Storm sewer, holding pond and drainage systems
- d) Streets, curb and gutters, grading, graveling
- e) Pedestrian ways
- f) Tree trimming, care and removal
- g) Abatement of nuisances
- h) Public malls, plazas and courtyards
- i) Service charges which are unpaid for the cost of rubbish removal from sidewalks, weed elimination, and the elimination of public health or safety hazards, upon passage of appropriate ordinances (M.S.A. 429.101).

1.2 Definitions

Special Assessment – A charge against a property which benefits from the existence of a public capital improvement, the amount of which may reach the value of the benefit.

Project Cost – The cost of actually constructing the improvement, and to include, but not limited to, the following: Engineering, Legal, Administrative, Land or Easement Acquisition, Fiscal, Capitalized Interest, Data Processing, and Publication Fees.

Assessable Cost – Up to the value of the benefit received by properties affected by the improvement, which may or may not equal the project cost.

Assessment Rate – A charge per property (or per property dimension) which is determined by dividing the total dollars to be assessed by all properties (or by the sum of a particular property dimension) benefiting from the improvement on a uniform basis.

Connection Charge – A lump-sum charge collected at the time a property connects to the sewer or water system, the proceeds of which go to finance system-wide improvements not readily identifiable to particular properties.

Operating Revenue – A fee for consumption of the water utility’s product of the sanitary sewer utility’s service paid by the user.

1.3 Initiation of Public Improvement Project

The public improvement project may be initiated by petition of affected property owners or by direct action of the City Council. Petitions for public improvement should be received by the City Council until the first day of February each year for action in that year. Petitions for public improvement submitted after that date may be received and acted upon during that year only by special consent of the Council, or may be received and considered the following year. The annual improvement calendar below is incorporated into this policy, and applies to both petitioned and Council initiated improvements.

CONSTRUCTION IMPROVEMENT PROGRAM TIME SCHEDULE

1.	Deadline for Petition Submittal	February 1
2.	Petition Review with the City Council and Council Authorization of Feasibility Report	February Council Meeting
3.	Completion of Engineer’s Feasibility Report	March 1
4.	City Council Receipt of Engineer’s Report and Ordering of Improvement Hearing	March Council Meeting
5.	Preparation for Improvement Hearing	Last two weeks of March and first week of April
6.	Improvement Hearing	April Council Meeting
7.	Preparation of Plans and Specifications, Advertisement for Bids, Taking of Bids	Month of April
8.	Opening of Bids	Late May
9.	Award of Bids	June Council Meeting
10.	Construction Begins and Proceeds	July 1 through August 1 (following year: 14 month construction)
11.	Assessment Hearing Process	August 1 through September 10 (year following initiation of construction)
12.	Certification of Assessment Roll to County	October 10 (year following initiation of construction)

1.4 Developer’s Agreements

Private property owners may elect to construct certain public improvements themselves without participation in the City's improvement process. Such improvements shall only be constructed upon execution of a developer's agreement between the City and the private party. This developer's agreement shall be in a form prescribed by the City Attorney, but shall include sections on City review and approval of construction plans, and City inspection and approval of the construction process. The agreement shall also provide for a fee to the private party in the amount of five (5) percent of the estimated construction cost as reimbursement for these services.

2 GUIDELINES FOR DETERMINING ASSESSABLE AMOUNT

2.1 General Statement

When an improvement is constructed which benefits properties within a definable area, the City Council intends that special assessments be levied against the benefiting properties within that area. The total of all special assessments levied shall not exceed the value of the benefit to all assessed properties. The base for determining the value of benefit received shall be the cost of providing the improvement, namely, the project cost. This base may be adjusted by consideration of other available revenues or a determination that the benefit of the project extends beyond the immediate project area.

2.2 Determination of Project Cost

The project cost of an improvement shall be the actual cost of construction plus associated costs as listed below. Associated costs shall be determined either on an actual cost basis or as a percentage of construction cost. As a general rule, the project cost shall be calculated as follows:

1.	Final Construction Contract	\$ _____
2.	Engineering Consultant _____ In-House _____	_____
3.	Project Administration (1% of line 1)	_____
4.	Bonding Cost (Fiscal and Legal)	_____
5.	Land and Easement Acquisition	_____
6.	Legal Cost	_____
7.	Capitalized Interest (1% on bonds)	_____
8.	Miscellaneous Costs	_____
	TOTAL PROJECT COST	\$ _____

2.3 Determination of Assessable Cost

The project cost shall form the basis for determining the benefit and then the assessable cost. The value of the benefit received related directly to the cost of providing the benefit, while the benefit may greatly exceed the project costs. However, improvements may occur which provide a benefit to an area extending beyond the immediate project area. In such cases, the City shall pursue other funding options and, where available, the assessable cost shall be reduced below the project cost to a point equaling but not exceeding the benefit received. When other funding options are not available, the City shall determine advisability of constructing the project as originally designed or consult with property owners in the project area as to the value of the benefit they place on the improvement.

The City has available a number of funding options, each of which is limited as to both, and applicability to certain types of improvements and the monies available to participate in project financing. Generally, these options reduce the overall assessable cost, while, as a general rule, increase the benefit to the affected property.

a) General Property Taxation: If an improvement extends a benefit to all property owners in the City, the Council could supplement assessable cost with property taxation. By Chapter 429, the City must assess at least 20 percent of the project cost, leaving a maximum of 80 percent to be otherwise funded. Also, this option would not be allowable for utility system improvements. A tax levy affects all property owners, and not all property owners benefit from these public utilities. This option must be carefully considered because, first, few improvements proved City-wide benefit and, secondly, increasing controls by the State of tax levies may cause a reduction in basic services if this source is used for improvement cost participation.

b) Utility Connection Funds: Connection charges as previously defined are lump sum fees paid by property owners at the time the property connects to the utility system. The purpose of these funds is two-fold: First, to provide funding for improvements which enhance the operation of the entire system "looping"; and, second, to provide a contingency reserve for immediate financing of improvements where non-anticipated or accidental loss of the system has occurred. In the former case, smaller scale improvements are here defined as looping of a utility system, which causes properties to abut a utility system which would not have otherwise abutted the utility system had not the looping proved necessary. In such cases, the utility connection fund would contribute to financing the project cost either in the full amount of the assessments on relevant abutting properties, or in the amount of the incremental increase in project cost necessitated by the looping with all abutting properties being assessed a basic benefit.

c) Utility Operating Revenues: Once individuals are connected to the utility systems, their usage of the water product or sewer service is charged per unit of consumption. These fees are primarily dedicated to meet operational expenditures. The utility system requires certain public improvements to be made which benefit all users of the system, i.e., water towers, treatment plants, sewer lift stations. Minnesota Statutes, Chapter 444, provide the City with the authority to issue bonds for such improvements and use the proceeds of user fee to retire the bonds. Utility operating revenues, therefore, shall not be used to reduce the assessable cost below the project cost for improvements constructed under the Improvement Guide.

d) Minnesota State Aid Road Funds (MSA): The City is eligible for and annually receives funds from the State for the construction of roadways and related systems which are designed to specific standards. The State Aid procedures do not dictate how the City expends its annual appropriation, but rather it approves proposed City expenditures for eligible projects. Therefore, the City has the latitude to define how much MSA funding could be used in a given project. Stated differently, the City has the ability to define a project's assessable cost, and if the assessable cost is below the project cost, fund the difference with MSA monies. This policy shall provide for two standards of defining assessable costs for MSA eligible roadways; one of which is for residential, and one of which is for commercial/industrial roadways. The assessable cost for residential roadways shall be the project cost of providing a 5 ton, 32 feet in width, street surface with associated concrete curb and gutter. The assessable cost for commercial/industrial roadways shall be the project cost of providing a 7 or 9 ton, 36 feet in width, street surface with associated concrete curb and gutter. The project costs for improvements providing more than those basic benefits shall be funded by MSA financing for that portion which is not assessable cost. Properties abutting any road improvements shall be assessed according to the present zoning of property (see Section 3.B.i.). Generally, State Aid funds will reduce the cost on assessable property while increasing and not reducing the benefit to said property.

3 METHOD OF ASSESSMENT AND APPORTIONMENT

3.1 Method of Assessment by Type of Improvement

The nature of an improvement lends itself to a particular manner in determining the apportionment of the assessable cost to benefiting properties. Besides the nature of the improvement, consideration of the apportionment of assessable cost must be given to both an equitable treatment of properties and an efficient manner of administration. This policy employs three bases for apportionment of assessable cost to benefiting properties. The front footage basis divides the assessable cost by the total front footage of all benefiting properties at a distance of 30 feet from the public right-of-way to determine the assessment rate. The area basis divides the assessable cost by the total square footage of all benefiting properties to determine the assessment rate. The unit basis divides the assessable cost by the total number of units benefiting, urban lots or urban lot equivalent for unplatted areas, to determine the assessment rate. These methods shall define the standard situation; however, particular cases are defined in Part B of this section. In no case shall benefiting properties be defined as extending beyond the existent jurisdictional limits of the City.

Improvements provided for in this policy, Section 1-A, the following methods of apportionment shall be used:

1. Sanitary sewer utility system improvements:
 - a. New and replacement mains and services – front footage basis or unit basis
2. Main oversizing – area basis
 - a) Water utility system improvements:

- i. New and replacement mains and services – front footage basis or unit basis
 - ii. Main oversizing – area basis
- b) Storm sewer systems – area basis and/or tax district
- c) Street systems:
 - i. Streets – front footage or unit basis
 - ii. Curb and Gutter – front footage or unit basis
- d) Pedestrian ways (sidewalks) – front footage and/or area basis and/or tax district
- e) Tree trimming – unit basis
- f) Abatement of nuisances – unit basis
- g) Public malls, plazas – individual situation
- h) Service charges – unit basis

Certain improvements allow the Council discretion as to the method of apportionment used. Also, in the cases of tree trimming, abatement of nuisances, and service charges, the assessable cost is attributable to individual properties and, therefore, the unit should normally be on an individual parcel.

3.2 Apportionment of Non-Standard and Public Parcels

The character of this City is such that many parcels are of irregular configuration or have particular circumstances. This section establishes a policy for apportionment of assessments to these properties in conjunction with standard parcels.

a) For rectangular corner lots: The “frontage” shall be equal to the dimension of the smaller of the two sides of the lot abutting the improvement. If both sides of the lot are improved, the “frontage” shall be the dimension of the smaller of the two sides of the lot plus one-half of the dimension of the larger of the two sides provided, however, that in no case shall the sum of the two dimensions exceed the long side dimension of the lot. When a corner lot has the abutting streets improved in different years, the total assessable footage is determined and one half (1/2) assessed with each project.

b) For irregular shaped interior lots: (non-cul de sac parcels): The “frontage” shall be equal to the average width of the lot measured in at least two locations preferably along the front lot line and the rear lot line. Cul-de-sac lots shall be assessed 80 feet of assessable footage. For platted interior lots with frontage less than 80 feet and rear lot dimensions greater than 80 feet so that when assessment policy rules are applied for irregular shaped lots the assessable footage would be greater than

80 feet; such lots shall be assessed as standard 80 foot lots for street reconstruction assessments.

c) For irregular shaped corner lots: The “frontage” shall be equal to the average width of the lot as determined in “b” above plus one-half of the average length of the lot as determined in “be” above, provided, however, that the total “frontage” shall not exceed the dimension of the average length of the long side as determined in “b” above.

d) For interior lots less than 220 feet in depth, which abut two parallel improvements: The ‘frontage’ shall be equal to the lot width abutting the street, plus one-half of the lot width abutting the other street. Where the two lot widths are not equal, the full width of the smaller of the two shall be added to one-half of the other width.

e) For end lots less than 220 feet in depth, which abut three improvements: The “frontage” for a given type of surface improvement shall be calculated on the same basis as if such lot were a corner lot abutting the improvement on two sides only.

f) For lots greater than 220 feet in depth, which abut two parallel improvements: The “frontage” for improvements shall be calculated independently for each “frontage” unless other City regulations prohibit the use of the lot for anything but a single-family residence, in which case the average width is the total “frontage”.

g) In the above cases, a, c, e and f, the assessment practices noted in such sections shall apply in the event that improvements do not occur simultaneously. The assessment of a replacement improvement shall be determined using the same dimensions as the original improvement which would be replaced.

h) City properties with the exception of street rights-of-way shall not be considered as part of the project area in cases where the total relevant physical dimension of such properties do not exceed 25 percent of the total project’s relevant physical dimension. In such cases where City properties exceed 25 percent, the City shall participate in calculation of projected area.

i) In cases where the improvement installed is designed to satisfy a particular land use, the assessment shall be based on the current zoning of the property or where a specially permitted use exists at that use.

j) Improvements benefiting unplatted properties where necessary shall be assessed on the basis of equivalent platted lots with minimum lot area as defined by the zoning ordinances.

k) Properties abutting street system improvements shall have a basic benefit for special assessment purposes. Properties having a residential zoning use shall have a basic benefit defined as a 5 ton, 32 feet wide street surface with associated concrete curb and gutter. Properties having a commercial-industrial zoning use shall have a basic benefit defined as a 7 to 9 ton, 36 feet wide street surface with associated concrete curb and gutter.

4 DESIGN STANDARDS

4.1 Surface Improvements

Surface improvements shall include grading and base construction, sidewalks, curb and gutter, surfacing, resurfacing, and ornamental street lighting in the downtown business district area.

a.) Standards for surface improvements – In all streets prior to street construction and surfacing, or prior to resurfacing, all utilities and utility service lines (including sanitary sewer, water lines, storm sewers, gas and electric service) shall be installed to serve each known or assumed building location. No surface improvements to less than both sides of a full block of street shall be approved except as necessary to finish the improvement of a block which has previously been partially completed. Concrete curbing or curb and gutter shall be installed at the same time as the street surfacing except that where a permanent “rural” street design is approved by the City Council, concrete curb or curb and gutter will not be required. In this instance, no curb or a lesser type curb may be installed for “rural” streets at the City Council direction.

b.) Arterial Streets – shall be of “9 ton” design of adequate width to accommodate projected 20-year traffic volumes. Sidewalks shall be provided on at least one side of all arterial streets unless specifically omitted by the City Council, and the sidewalk shall be at least 5 feet in width unless otherwise approved by the City Council. Arterial streets shall be resurfaced at or near their expected service life depending upon existing conditions.

c.) Collector Streets (including commercial and industrial access streets) – shall be of “7 ton” design based on anticipated usage and traffic, and shall normally be 44 feet in width measured between faces of curbs unless permanent parking restrictions are imposed on the roadway or the roadway is a limited access industrial roadway, in which case the roadway width shall be reduced in width to 36 feet. Sidewalks may be installed when required by the City Council on collector streets and shall be at least 5 feet in width unless otherwise approved by the City Council. Wherever feasible a boulevard at least 5 feet in width shall be provided measured from the street face of curb to the street face of the sidewalk, or the property line. Collector streets shall be resurfaced at or near their expected service life or at such time as the Council determines it is necessary to raise the structure value of the street.

d.) Residential Streets – shall be of “5 ton” design, 32 feet in width measured between faces of curb unless specifically required by the Council. Sidewalks shall not be provided on residential streets. Residential streets shall be resurfaced at or near their expected service life depending upon existing conditions.

e.) Alleys – Residential areas shall be constructed of sufficient design based on the anticipated usage of the alley. Alleys which are surfaced shall be resurfaced at or near their expected service life depending upon existing conditions.

f.) Ornamental Street Lighting – When installed shall be installed in accordance with the most recent standards as established by the Illuminating Engineers Society.

4.2 Subsurface Improvements

Subsurface improvements shall include water distribution lines, sanitary sewer lines and storm sewer lines.

a.) Standards – Subsurface improvement shall be made to serve current and projected land use based upon current zoning. All installations shall conform to the minimum standards as established by those State or Federal agencies having jurisdiction over the proposed installations. All installations shall also comply, to the maximum extent feasible, to such quasi-official nationally recognized standards as those of the American Insurance Association (formerly National Board of Fire Underwriters). Service lines to every known or assumed location should be installed in conjunction with the construction of the mains and assessed in a manner similar to the mains. This service line construction shall, to the maximum extent feasible, be completed prior to the installation of planned surface improvements. Minimum standard for residential utility main service shall be an 8” main for water and a 9” main for sanitary sewer.

5 STORM SEWER ASSESSMENT

Storm sewer improvements present particular problems for assessment in terms of defining project area, drainage coefficients, and contributing drainage area. The particular problem of defining the project area is aggravated by the fact that often times a number of individual project are required to solve one drainage problem.

5.1 Project Area

The project area shall be defined as either a specific improvement or a series of improvements coordinated to solve one drainage problem.

5.2 Specific Land Use

In recognition of the fact that different land uses contribute separate drainage problems, the assessment rates for specific land uses shall be weighted according to such contributions. The weighting factors to be applied are as follows:

- a.) Commercial, multiple and industrial land uses – 2.0
- b.) Residential uses including property zoned R1, R2, R3, R4, and public property including schools and churches -1.0
- c.) Open space including parks, golf courses and other public open areas -0.5

This weighted area computation shall apply to all properties including platted property and all unplatted parcels according to the current property zoning (see Section 3.B.i.)

6 CONDITIONS OF PAYMENT OF ASSESSMENT

Minnesota Statutes, Chapter 429, provide the City with considerable discretion in establishing the terms and conditions of payment of special assessment by property owners. Chapter 429 does establish two precise requirements regarding payment. First, the property owner has 30 days from the date of adoption of the assessment roll to

pay the assessment in full without interest charge (429.061, subd. 3). Second, all assessments shall be payable in equal annual installments extending over a period not exceeding 30 years from the date of adoption of the assessment roll (429.061, subd. 2). The conditions of payment established in this section follow the requirements of Chapter 429 and seek to balance the burden of payment of the property owner with the financing requirements imposed by debt issuance.

6.1 Term of Assessment

The City shall collect payment of special assessments in equal annual installments of principal for the period of years indicated from the year of adoption of the assessment roll by the following types of improvements:

- a) Sanitary sewer system improvements – 10 years*
- b) Water system improvements – 10 years*
- c) Storm sewer systems – 10 years*
- d) Street systems: Street, alley, curb and gutter – 10 years*
- e) Pedestrian ways – 10 years*
- f) Tree trimming and removal – 1 year
- g) Abatement of nuisance – 1 year
- h) Public malls, plazas – up to 30 years
- i) Service charges, delinquent utilities – 1 year

* Or a term coincident with the duration of the debt issued to finance the improvement.

6.2 Interest Rate

The City most often finds itself required to issue debt in order to finance improvements. Such debt requires that the City pay an interest cost to the holders of the debt with such interest cost varying on the timing, bond rating, size and type of bond issue. In addition, the city experiences problems with delinquencies in payment of assessment by property owners or the inability to invest prepayments of assessments at an interest rate sufficient to meet the interest cost of the debt. These situations create immediate cash flow problems in the timing and ability to make scheduled bond payments. Therefore, for all projects financed by debt issuance, the interest rate charged on assessments shall be 2.0 percent greater than the rate allowable on the bond issue as determined by the State Commissioner of Finance (M.S.A. 475.55, Subd. 1 and 4). This interest rate shall be defined as the current rate for all improvements assessed in that year.

The assessment of certain improvements, such as tree trimming and removal, abatement of nuisances, and service charges, to include delinquent utilities, does not

usually require debt issuance. However, the City is making expenditures in one year and not receiving payment until the following year for improvements having a benefit to a specific property owner. In such cases, the City is not able to earn interest on the amount of the expenditures. State Statute provides the interest rate charge on such improvements shall not exceed eight (8) percent

6.3 Connection Charge in Lieu of Assessment (Ordinance 638)

At various times properties request to join the City utility system which have no record of ever being specially assessed for a public improvement abutting the property. The parcel is receiving a benefit from the existence of the improvement. Properties in such cases shall be charged a connection charge in lieu of assessment. The amount of this connection charge shall be the current assessment rate for that type of improvement discounted to allow for depreciation of the improvement. In the case of utility systems, the useful life is defined as 40 years with the discount allowed on a straight-line depreciation method for the years of useful life expended. The term of the assessment here shall be 10 years. The interest rate charged shall be the current rate.

6.4 Deferment of Current Payment of Special Assessment

Deferment of Current Payment of Special Assessment: State law permits property owners to be deferred from the current payment of special assessment in three cases: agricultural uses "green acres", senior citizens, and disabled retired persons. Green acres is administered by the County and is beyond the control of the City. Senior citizen deferments are at the jurisdiction of the City, and this City has adopted such policy in Ordinance 612. Disabled, retired persons are provided deferments under conditions established in Resolution 4131. The City at times has gone beyond State law to grant deferments in other cases. The two present policies regarding deferments shall continue; first, that all existent deferments and any future deferments would be subject to an interest charge payable with the amount of the deferment equal to the current rate on the assessment roll, and that the payment term of deferment plus accumulated interest charges would coincide with the debt service schedule of the original financing. However, in no case would the term exceed 30 years from the date of assessment adoption. Furthermore, with the exception of senior citizen deferments, this policy provides that for any deferment granted after the adoption of this document, the term of such deferment shall not exceed five years.

6.5 Assessment of Connection Charges

Assessment of Connection Charges: The City has adopted a policy (Resolution 3958) which allows the special assessment of the one-time fee for connection to the City sewer and water utilities. To be eligible for such assessment, the property owner must demonstrate a financial hardship in the immediate payment. The following conditions must be met in order for a hardship to exist: one, the applicant must satisfy be a resident of the City and reside at the affected property; two, applicant must satisfy the income requirements for eligibility under the Minnesota Housing Finance Agency guidelines as witnessed by Federal Income Tax return; three, the applicant must agree to the conditions of assessment. Application is made to the City Finance Director. The term of assessment under this provision is two years. State Statute provides that the interest rate shall not exceed eight (8) percent.

7 RELATED ISSUES

7.1 Connection to Utility System

This policy provides that all properties abutting the City utility system, whether such system is new or a replacement shall connect to such system within one year from date of availability. All such properties not so connecting shall be connected by the City with the costs of such connection being assessed against the property over a one-year term at the current rate. The sole exception to this provision is properties which abut a utility system as a result of system-wide looping requirements, which shall have five years to make such connections.

7.2 Payment of Connection Fees

This policy provides that each property connecting to the utility system, whether such system is new or a replacement, shall be charged a connect fee for water and for sewer, if said property has not previously paid such a connection fee or if the improvement replaces a system which has completed its useful life. The useful life of a sewer or water lateral system is here defined as 40 years.

Payment of connection fees shall not be affected by existent or anticipated area assessments for sewer and water utilities. No reduction in the amount charged for these fees shall occur as a result of an area assessment because the present dedicated use of each financing method is independent of the other.

7.3 Replacement of Previously Constructed Improvements

The need may arise to rebuild a previously constructed public improvement before the conclusion of its intended service life. If such replacement is caused by actions of a contractor, the City shall make every effort to finance such replacement by actions on the contractor. If financing by the responsible contractor is not found possible, the replacement project shall be treated in a manner similar to any other project with related financing following the policies in the relevant sections of this guide.

8 AMENDMENTS

8.1 Resolution Updating the City's Special Assessment Policy – January 22, 2008 (see Appendix C)

APPENDIX A

Ordinance Allowing Deferment of the Payment of Special Assessments for Local Improvements on Certain Homestead Property

APPENDIX B

Resolution Establishing Guidelines for Senior Citizen or Disabled Retiree Hardship Deferral

APPENDIX C

Resolution Updating the City's Special Assessment Policy – January 22, 2008

APPENDIX D

Resolution Amending the City's Assessment Policy – April 26, 2011

ORDINANCE NO. 612

AN ORDINANCE ALLOWING DEFERMENT OF THE PAYMENT OF SPECIAL ASSESSMENTS FOR LOCAL IMPROVEMENTS ON CERTAIN HOMESTEAD PROPERTY.

The Council of the City of White Bear Lake does ordain:

1. That the Municipal Code of the City of White Bear Lake be and is hereby amended so as to add a new section thereto to read as follows:

Deferred Assessments; Senior Citizens.

Pursuant to the authority granted by Minnesota Statutes, Section 435.193, any person 65 years of age or older owning and homesteading property, which property is subject to the levying of a special assessment after the effective date of this ordinance, and which person meets the qualifications of hardship as defined herein, may apply for and receive deferred payment of special assessments so levied by making application therefor to the Department of Property Taxation, Ramsey County, Minnesota in accordance with Minnesota Statutes, Section 435.194. A hardship shall be deemed to exist when the average annual payment for all assessments levied against the subject property exceeds one percent of the adjusted gross income of the applicant as evidenced by the applicant's most recent Federal Income Tax return.

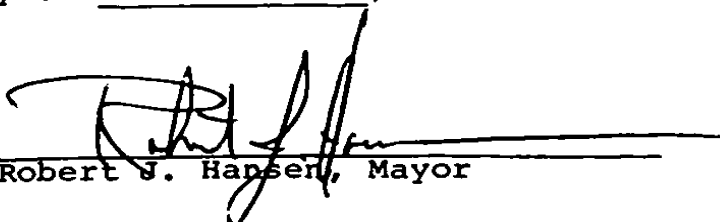
Deferred assessments shall be subject to interest at the rate of 8% per annum on the remaining unpaid balance. The option to defer payment of special assessments shall terminate and all amounts accumulated, including accrued interest, shall become due upon the occurrence of any of the following events:

APPENDIX A

- (a) the death of the owner, provided that the spouse is otherwise not eligible for the benefits hereunder;
- (b) the sale, transfer or subdivision of the property or any part thereof; or
- (c) if the property should for any reason lose its homestead status.

2. This Ordinance shall take effect and be in force after its passage, approval and publication.

Passed by the City Council of the City of White Bear Lake, Minnesota this 13th day of June, 1978.


Robert J. Hansen, Mayor

ATTEST:


Raymond R. Siebenaler, City Clerk

RESOLUTION ESTABLISHING GUIDELINES FOR SENIOR CITIZEN
OR DISABLED RETIREE HARDSHIP DEFERRAL

APPENDIX B

WHEREAS, Minnesota Statutes 435.193 through 435.195 provides that deferment of a special assessment may be granted to a senior citizen or a person retired because of a permanent and total disability;

WHEREAS, the Statutes provide that this privilege of deferment shall be extended only to those for whom it would be a hardship to pay the special assessment;

WHEREAS, it is the responsibility of the City to specify the terms;

NOW, THEREFORE BE IT RESOLVED BY the City Council of White Bear Lake that:

1. A hardship may be granted only on the homestead property of a person at least 65 years of age or a person retired because of a permanent and total disability.

2. A hardship shall be deemed to exist if at the time of application the sum of all annual installments levied against the homestead property exceeds one percent (1%) of the adjusted gross income of the property owner(s). Evidence of adjusted gross income will be as shown on the most recent Federal or State Income Tax return.

3. Interest shall accrue on the unpaid principal amount deferred from the date of the deferment until December 31st of the year when the deferment shall cease. The interest rate shall be as specified in the resolution originally adopting the assessment.

4. The deferment shall cease when any one of the following occurs:

(a) Death of the property owner provided the spouse is not eligible.

(b) The sale, transfer or subdivision of the property.

(c) If the property should for any reason lose its homestead status.

5. Nothing in this resolution shall be construed to prohibit the determination of hardship on the basis of exceptional and unusual circumstance not covered by the above guidelines.

6. This resolution shall supersede all earlier resolutions or ordinances.

The foregoing resolution, offered by Chesebrough and supported by Rask was declared carried on the following vote:

Ayes: Auger, Rask, Chesebrough, Ditzrich, McCarty

Nays: None

Passed: October 13, 1981


Brad Stanus, Mayor

ATTEST:


Raymond R. Siebenaler, City Clerk


An owner may appeal an assessment to District Court pursuant to Minnesota Statutes Section 429.081 by serving notice of the appeal upon the Mayor or Clerk of the City within thirty (30) days after the adoption of the assessment and filing such notice with the District Court within ten (10) days after service upon the Mayor or Clerk; however, no appeal may be taken as to the amount of any individual assessment unless a written objection signed by the affected property owner is filed with the City Clerk prior to the assessment hearing or presented to the presiding officer at the hearing.

Pursuant to the authority granted by Minnesota Statutes, Section 435.193, any person 65 years of age or older owning and homesteading property, and which person meets the qualifications of hardship as defined herein, may apply for and receive deferred payment of special assessments so levied by making application therefor to the City of White Bear Lake, Minnesota in accordance with Minnesota Statutes 435.194. A hardship shall be deemed to exist when the average annual payment for all assessments levied against the subject property exceeds one percent of the adjusted gross income of the applicant as evidenced by the applicant's most recent Federal Income Tax return. Deferred assessments shall be subject to interest at the rate of 8.28 percent per annum of the remaining unpaid balance. The option to defer payment of special assessments shall terminate and all amounts accumulated, including accrued interest, shall become due upon the occurrence of any of the following events:

- (a) The death of the owner, provided that the spouse is otherwise not eligible for the benefits hereunder;
- (b) The sale, transfer or subdivision of the property or any part thereof;
or,
- (c) If the property should for any reason lose its homestead status.

If you have any questions regarding the proposed assessment, please contact Diana Miller, Assessment Clerk at 429-8565 or Steve Duff, Engineering Technician at 429-8531.

Sincerely,


Sharon Legg
Finance Director

SL/el
Attachments

RESOLUTION NO.: 10261

RESOLUTION UPDATING THE CITY'S SPECIAL ASSESSMENT POLICY

WHEREAS, the City Council desires to use special assessments to fund a portion of certain infrastructure improvement projects as provided for in Minnesota State Statutes; Chapter 429; and

WHEREAS, the City has adopted a Special Assessment Policy which specifies how special assessments are levied against various parcels; and

WHEREAS, the City's Special Assessment Policy was last updated in 1983; and


WHEREAS, the Council desires to formally update the City's Assessment Policy to incorporate revisions which have been made to accommodate non-standard parcels.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of White Bear Lake, Minnesota that:


- 1. The City's Assessment Policy is hereby updated as of January, 2008.

The foregoing resolution offered by Council Member BELISLE, and supported by Council Member JONES, was declared carried on the following vote:

Ayes: BELISLE, FRAZER, JOHNSON, JONES, TESSIER
Nays: NONE
Passed: JANUARY 22, 2008


Paul L. Auger, Mayor

ATTEST:


Cory L. Vadnais, City Clerk

RESOLUTION NO.: 10836

RESOLUTION AMENDING THE CITY’S SPECIAL ASSESSMENT POLICY

WHEREAS, the City Council desires to use special assessments to fund a portion of certain infrastructure improvement projects as provided for in Minnesota State Statutes; Chapter 429; and

WHEREAS, the City has adopted a Special Assessment Policy which specifies how special assessments are levied against various parcels; and

WHEREAS, the City’s Special Assessment Policy was last updated in 2008; and

WHEREAS, a residential street built to current engineering standards is expected to have a useful life of 25 years before a mill and overlay may be required; and

WHEREAS, the Council desires to maintain a uniform and fair assessment policy for property owners on Mill & Overlay projects and believes the best method for doing such is to adjust the assessment rates for streets which are milled and overlaid at different ages (length of time since total reconstruction); and

WHEREAS, the Council desires to formally amend the City’s Assessment Policy to incorporate revisions which have been made regarding assessing mill and overlay projects.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of White Bear Lake, Minnesota that:

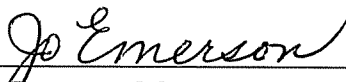
1. The City’s Assessment Policy is hereby updated as of April 26, 2011.
2. This resolution is incorporated into the Assessment Policy as Appendix “D”.
3. The Mill & Overlay assessment rate is proposed to be based on assessing 33% of the total improvement project cost at the 25 year mark to benefitting properties, with the assessment rate established by the City Council each year.
4. If in the opinion of the City Engineer a street requires milling and overlaying prior to 25 years since its construction to current engineering standards, the assessment rates shall be adjusted based on the following table:

Mill & Overlay Assessment Adjustment Table

<u>Pavement Life (Years)</u>	<u>% of Full Mill & Overlay rate assessed</u>
0-9	0%
10	5%
11	11.4%
12	17.8%
13	24.2%
14	30.6%
15	37%
16	43.4%
17	49.8%
18	56.2%
19	62.6%
20	69%
21	75.4%
22	81.8%
23	88.2%
24	94.6%
25	100%

The foregoing resolution offered by Council Member Belisle and supported by Council Member Tessier, was declared carried on the following vote:

Ayes: BELISLE, BIEHN, EDBERG, JONES, TESSIER
Nays: NONE
Passed: APRIL 26, 2011


Jo Emerson, Mayor

ATTEST:


Ellen Richter, City Clerk

EXHIBITS

- | | |
|-------------------|--|
| EXHIBIT 1 | 2019 PAVEMENT CONDITION MAP |
| EXHIBIT 2 | MILL & OVERLAY PROJECT MAP –
CITY PROJECT 19-04 |
| EXHIBIT 3 | MILL & OVERLAY MAP –
CITY PROJECT 19-13 |
| EXHIBIT 4 | MILL & OVERLAY MAP –
CITY PROJECT 19-13 |
| EXHIBIT 5 | MILL & OVERLAY MAP –
CITY PROJECT 19-13 |
| EXHIBIT 6 | TRAIL REHABILITATION PROJECT–
CITY PROJECT 19-14 |
| EXHIBIT 7 | TRAIL REHABILITATION PROJECT–
CITY PROJECT 19-14 |
| EXHIBIT 8 | TYPICAL STREET CROSS SECTIONS
CITY PROJECT 19-04 |
| EXHIBIT 9 | TYPICAL STREET CROSS SECTIONS
CITY PROJECT 19-04 |
| EXHIBIT 10 | TYPICAL STREET CROSS SECTIONS
CITY PROJECT 19-13 |

EXHIBIT 11	TYPICAL STREET CROSS SECTIONS CITY PROJECT 19-13
EXHIBIT 12	TYPICAL STREET CROSS SECTIONS CITY PROJECT 19-13
EXHIBIT 13	TYPICAL STREET CROSS SECTIONS CITY PROJECT 19-13
EXHIBIT 14	TYPICAL TRAIL CROSS SECTIONS CITY PROJECT 19-14
EXHIBIT 15	NON-MOTORIZED TRANSPORTATION PLAN
EXHIBIT 16	PROPOSED LEMIRE LANE SIDEWALK

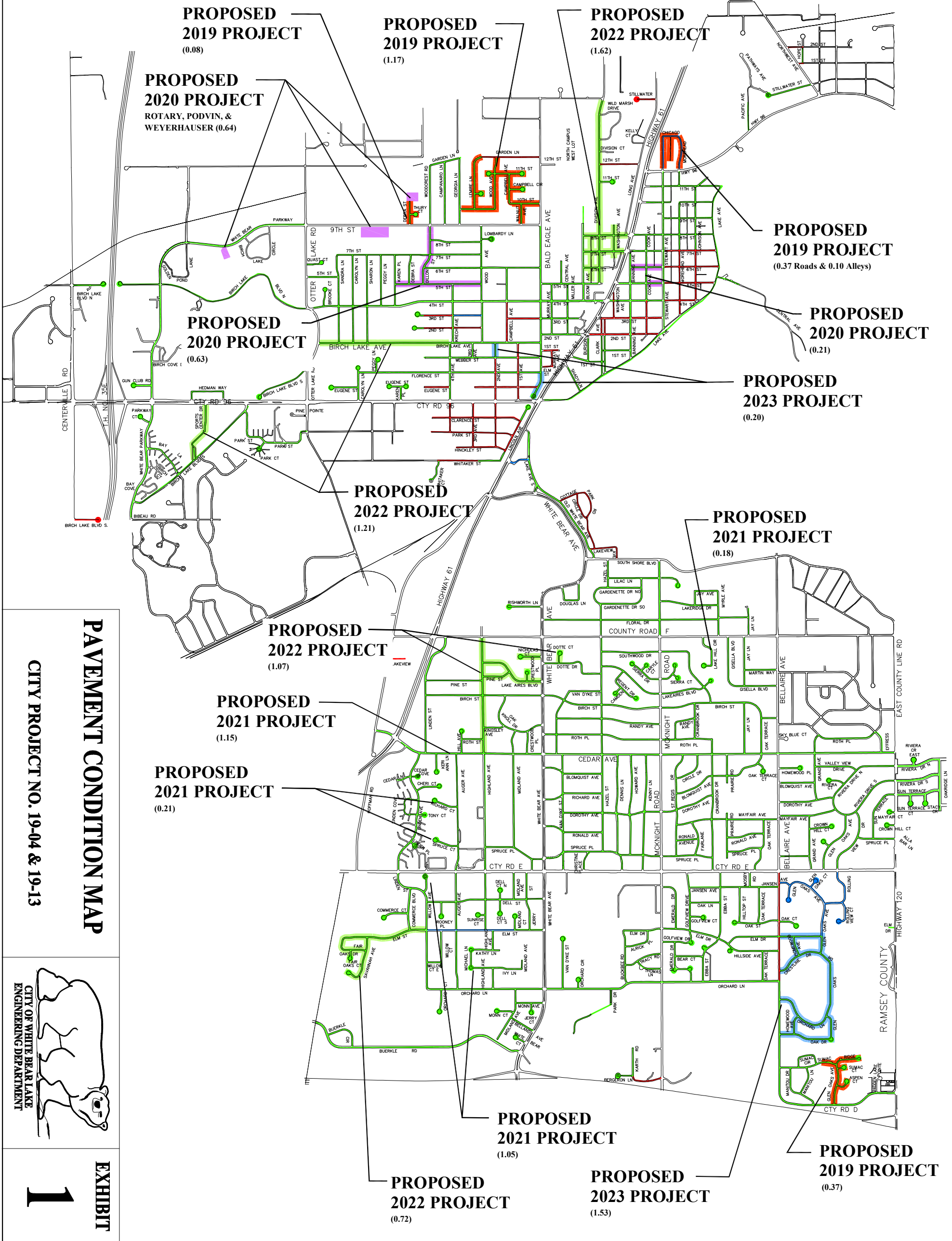
CITY OF WHITE BEAR LAKE PROPOSED MILL & OVERLAY REHABILITATION PROGRAM 2019-2023

PAVEMENT CONDITION

LEVEL 1 █
(RECONSTRUCTED TO CURRENT
ENGINEERING STANDARDS)

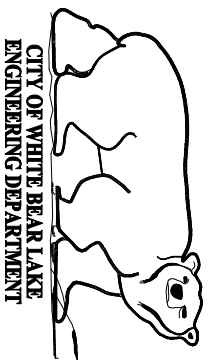
LEVEL 2 █
(DEVELOPER-BUILT STREETS WITH
CONCRETE CURB & GUTTER)

LEVEL 3 █
(BITUMINOUS STREETS)



PAVEMENT CONDITION MAP

CITY PROJECT NO. 19-04 & 19-13



1

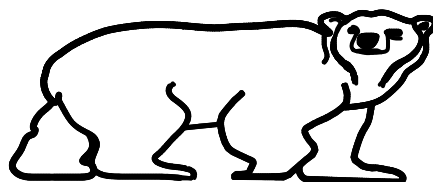
EXHIBIT

CITY PROJECT 19-04



STREET MILL & OVERLAY PROJECT MAP

CITY PROJECT NO. 19-04



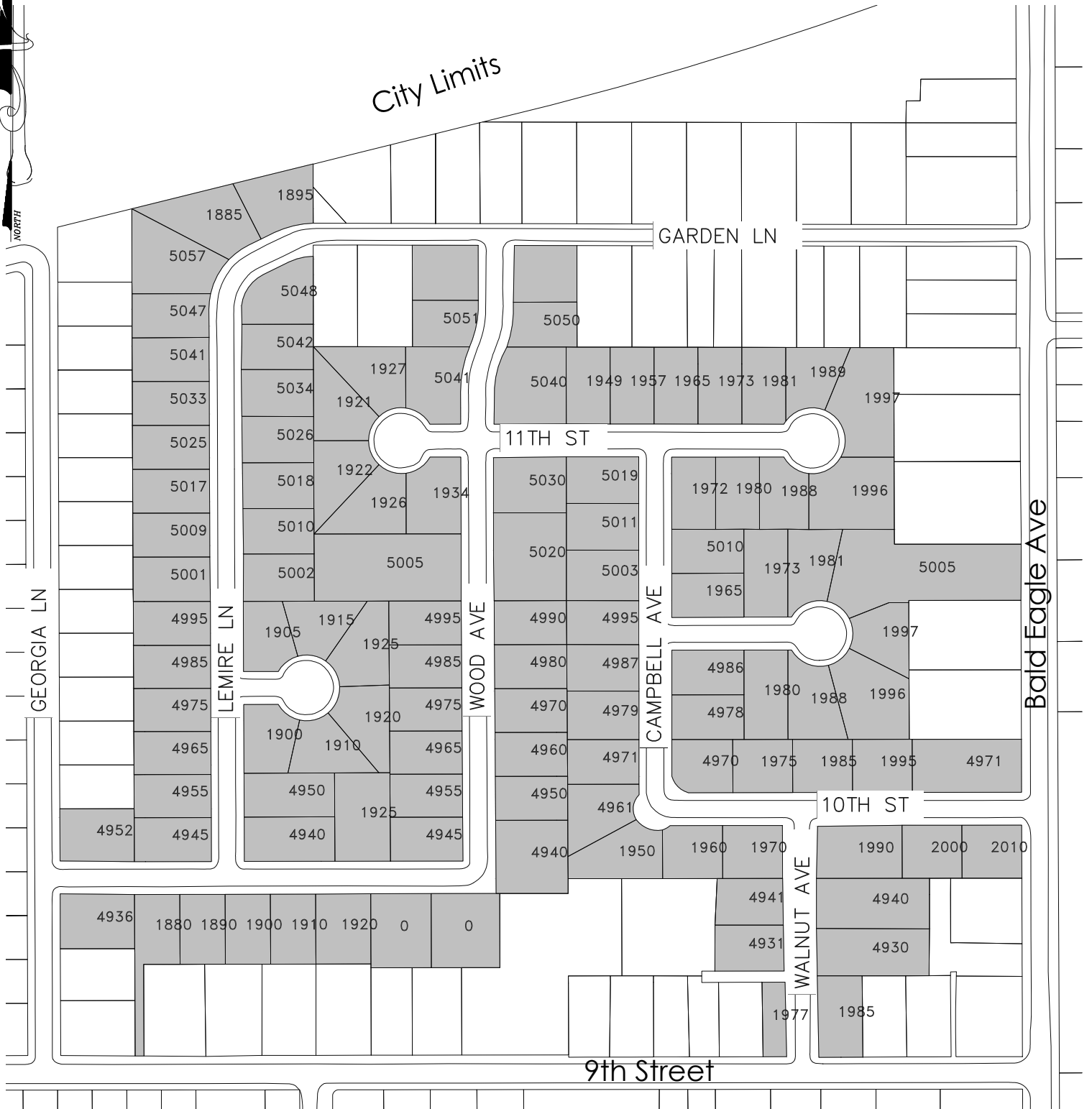
CITY OF WHITE BEAR LAKE
ENGINEERING DEPARTMENT

EXHIBIT

2

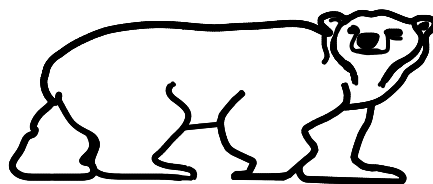
CITY PROJECT 19-13

City Limits



STREET MILL & OVERLAY PROJECT MAP

CITY PROJECT NO. 19-13

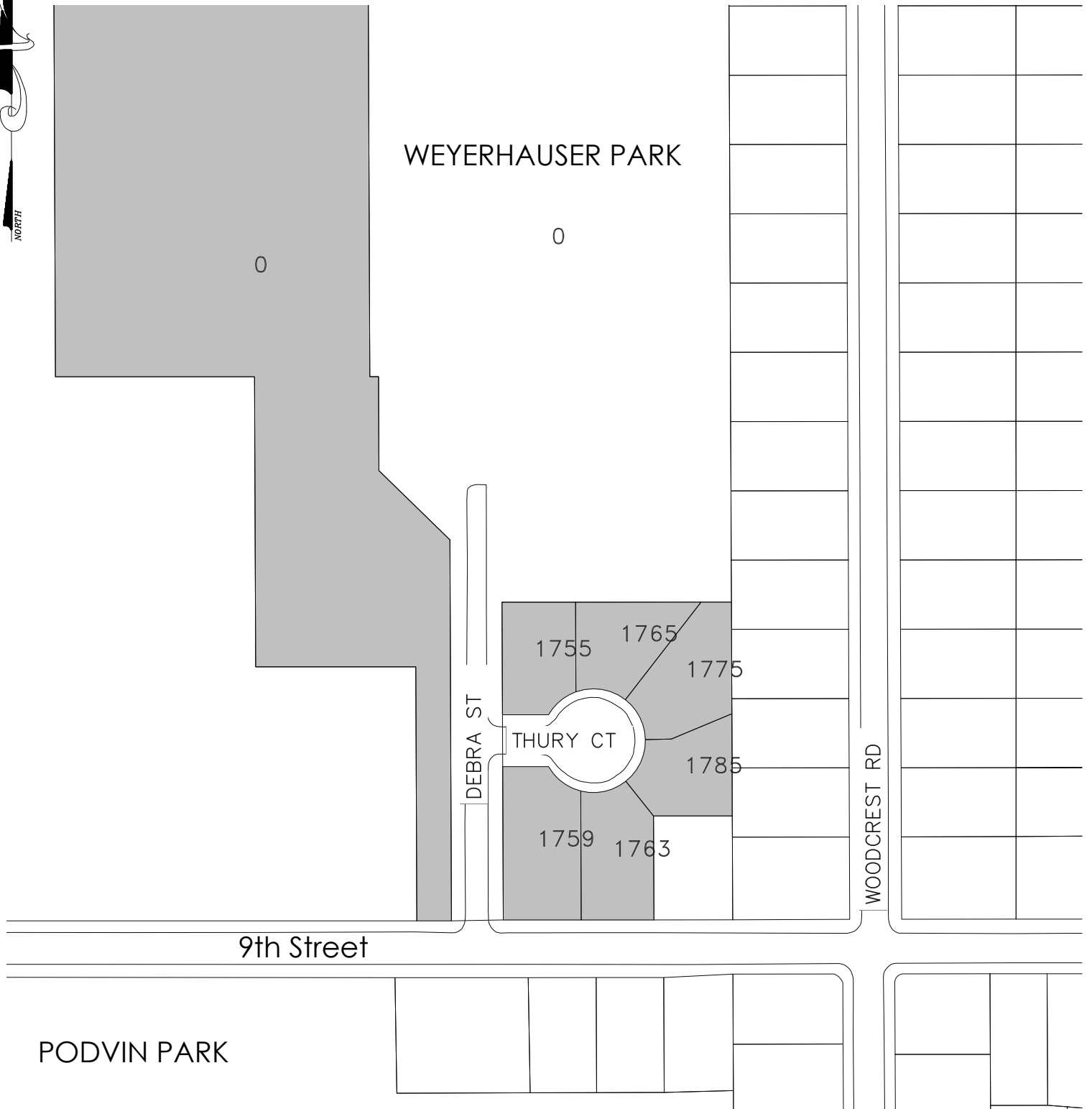


CITY OF WHITE BEAR LAKE
ENGINEERING DEPARTMENT

EXHIBIT

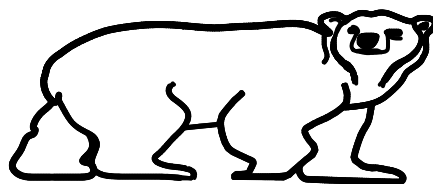
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CITY PROJECT 19-13



STREET MILL & OVERLAY PROJECT MAP

CITY PROJECT NO. 19-13

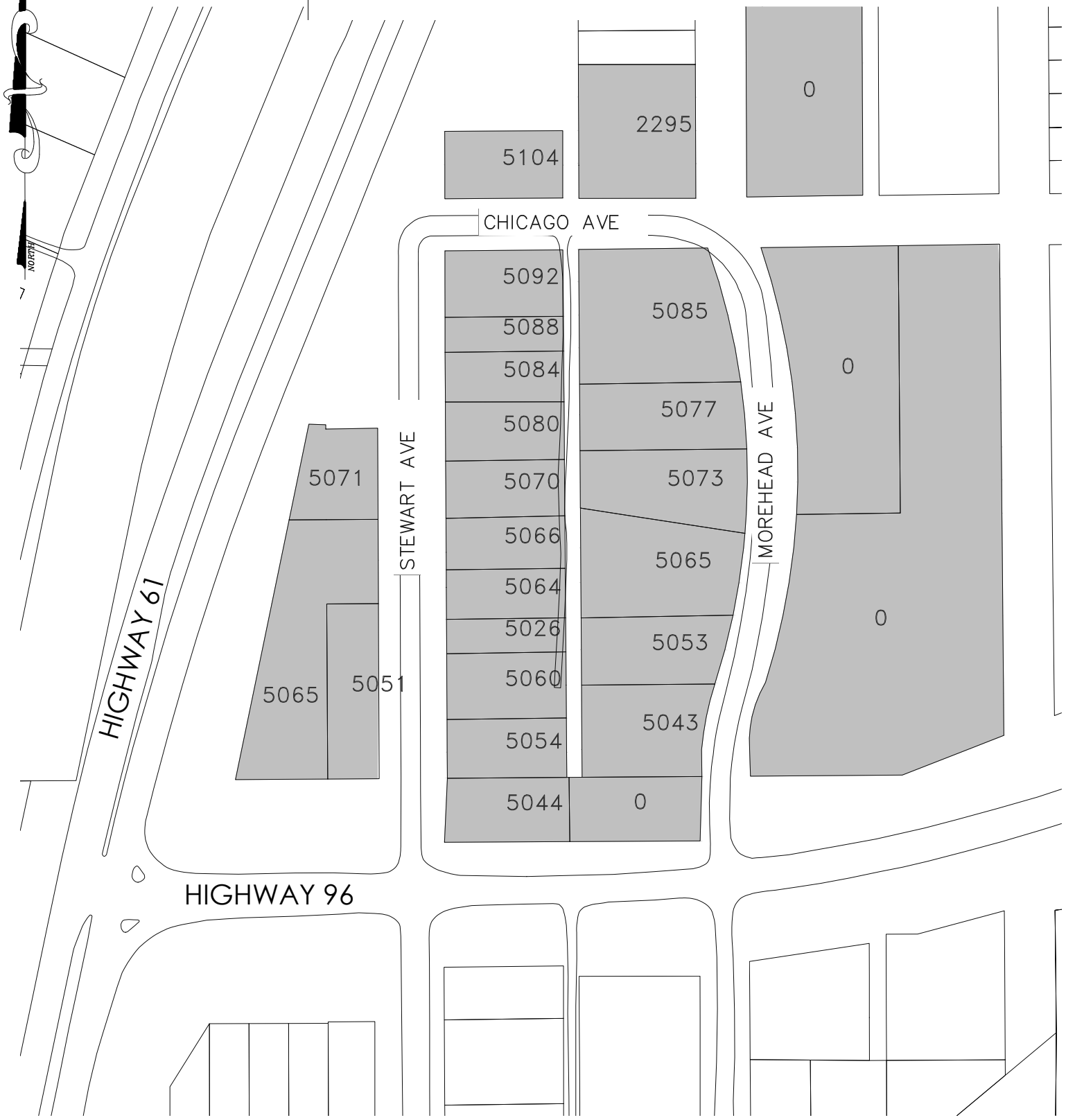


CITY OF WHITE BEAR LAKE
ENGINEERING DEPARTMENT

EXHIBIT

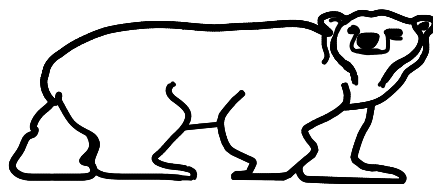
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CITY PROJECT 19-13



STREET MILL & OVERLAY PROJECT MAP

CITY PROJECT NO. 19-13



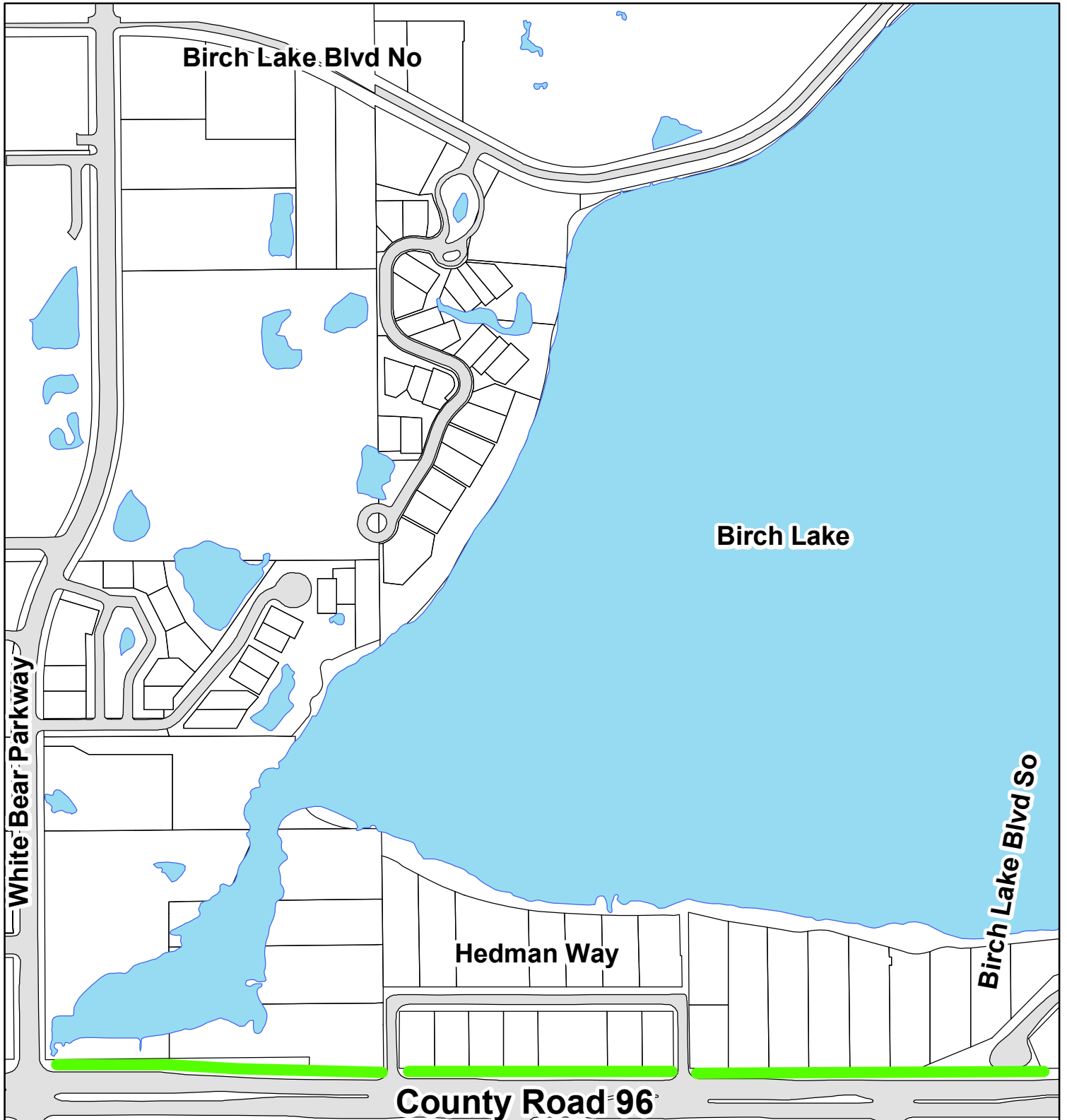
CITY OF WHITE BEAR LAKE
ENGINEERING DEPARTMENT

EXHIBIT

5



2019 Trail Rehabilitation Project 19-14



Trail Reconstruction





2019 Trail Rehabilitation Project 19-14

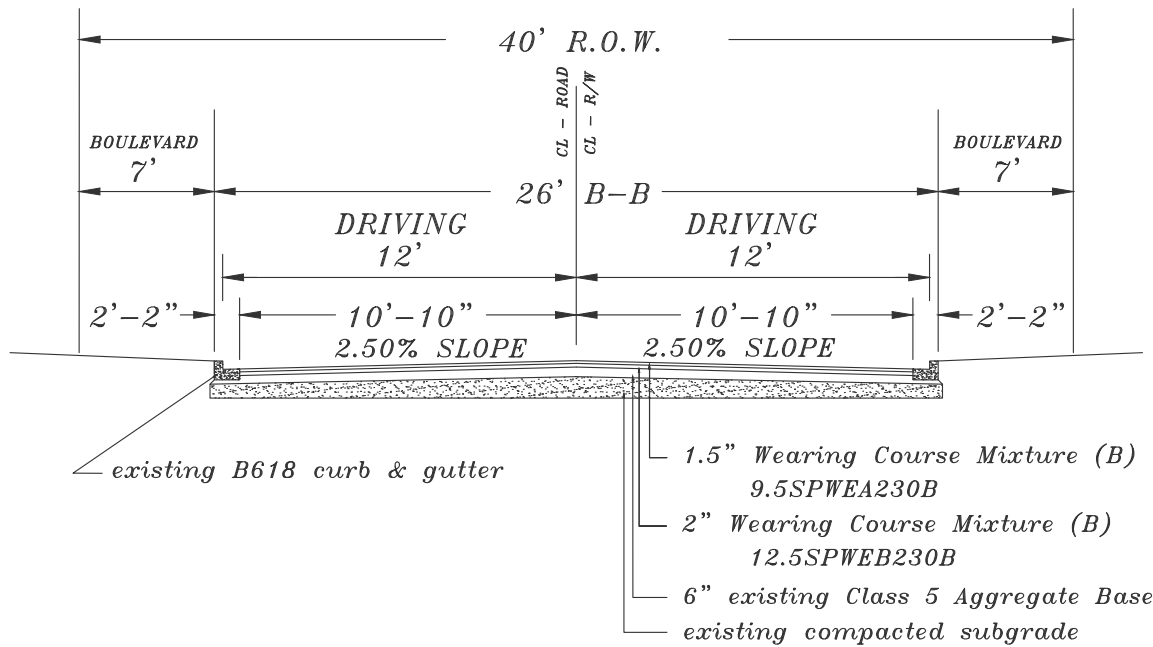


Trail Reconstruction



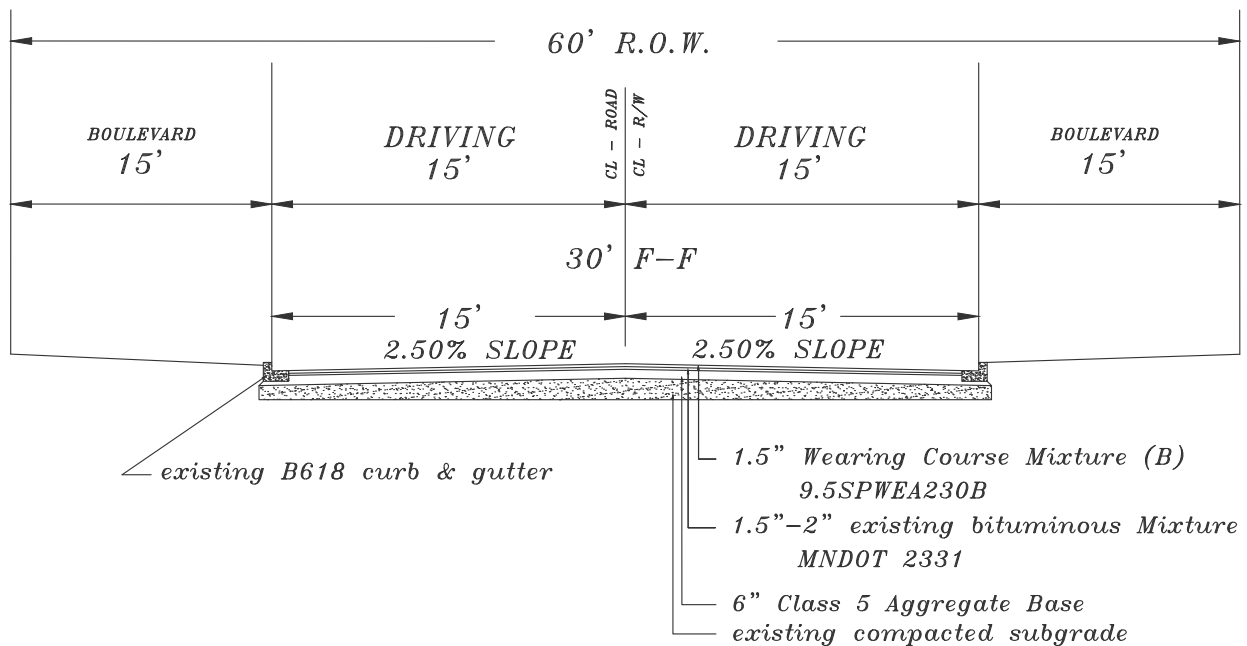
ASPEN COURT & SUMAC COURT

GLEN OAKS AVENUE TO END CUL-DE-SAC
26' BACK TO BACK



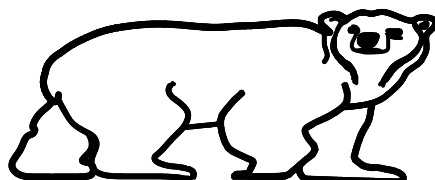
GLEN OAKS AVENUE

COUNTY RD "D" TO SUMAC RIDGE
30' FACE TO FACE



TYPICAL STREET
CROSS SECTIONS

CITY PROJECT NO. 19-04



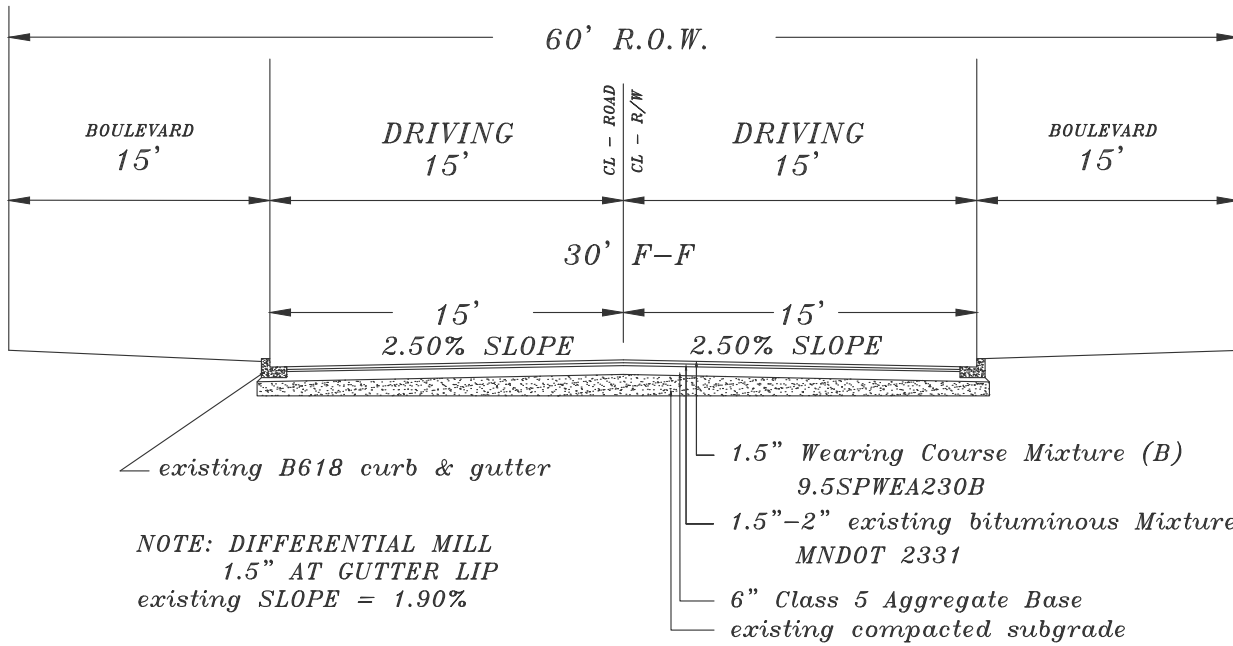
CITY OF WHITE BEAR LAKE
ENGINEERING DEPARTMENT

EXHIBIT

8

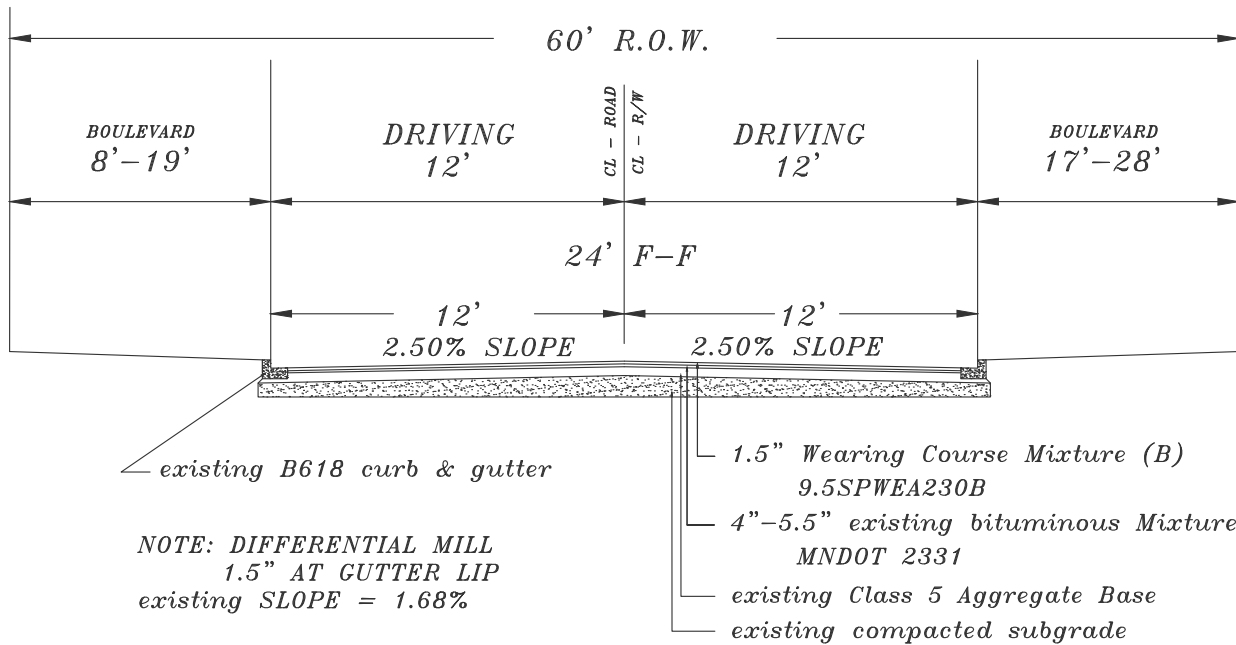
SUMAC RIDGE

WEST END TO GLEN OAKS AVENUE
30' FACE TO FACE



SUMAC RIDGE

GLEN OAKS AVE TO END CUL-DE-SAC
24' FACE TO FACE



TYPICAL STREET
CROSS SECTIONS

CITY PROJECT NO. 19-04



CITY OF WHITE BEAR LAKE
ENGINEERING DEPARTMENT

EXHIBIT

9

CAMPBELL AVENUE

TENTH STREET TO ELEVENTH STREET

CAMPBELL CIRCLE

CAMPBELL AVENUE TO EAST CUL-DE-SAC

ELEVENTH STREET EAST

WOOD AVENUE TO EAST CUL-DE-SAC

LEMIRE CIRCLE

LEMIRE LANE TO EAST CUL-DE-SAC

LEMIRE LANE

TENTH STREET TO LEMIRE CIRCLE

TENTH STREET WEST

GEORGIA LANE TO WOOD AVENUE

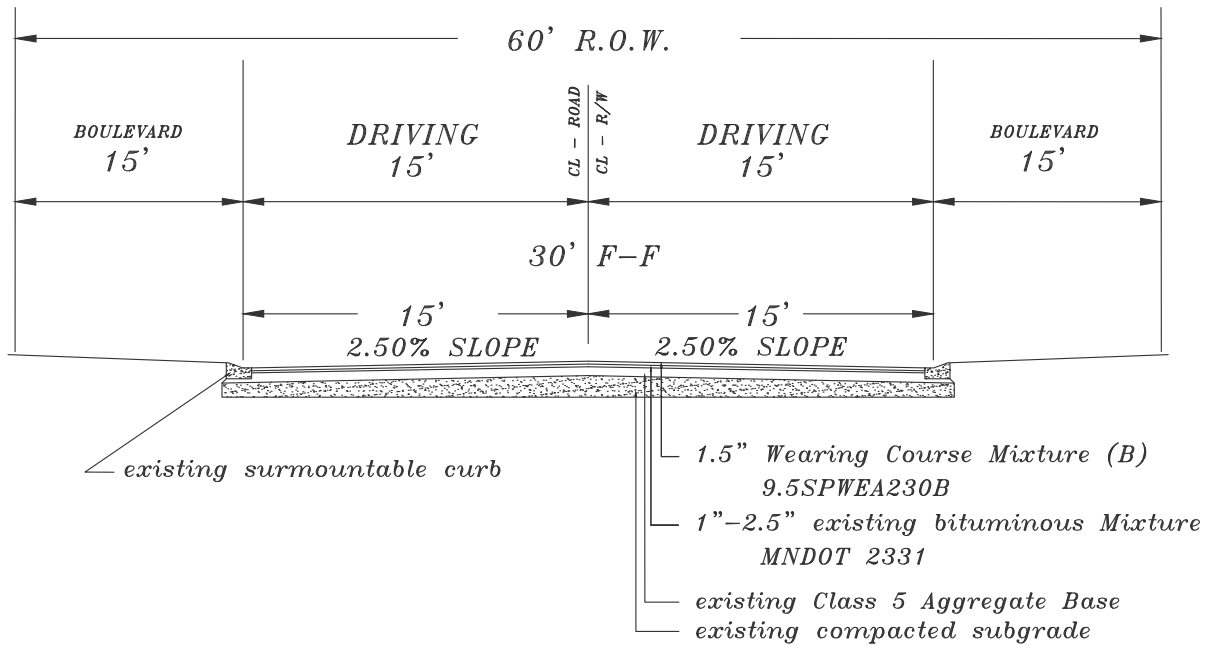
THURY COURT

DEBRA STREET TO EAST CUL-DE-SAC

WOOD AVENUE

TENTH STREET TO ELEVENTH STREET

30' FACE TO FACE



TYPICAL STREET
CROSS SECTIONS

CITY PROJECT NO. 19-13



CITY OF WHITE BEAR LAKE
ENGINEERING DEPARTMENT

EXHIBIT

10

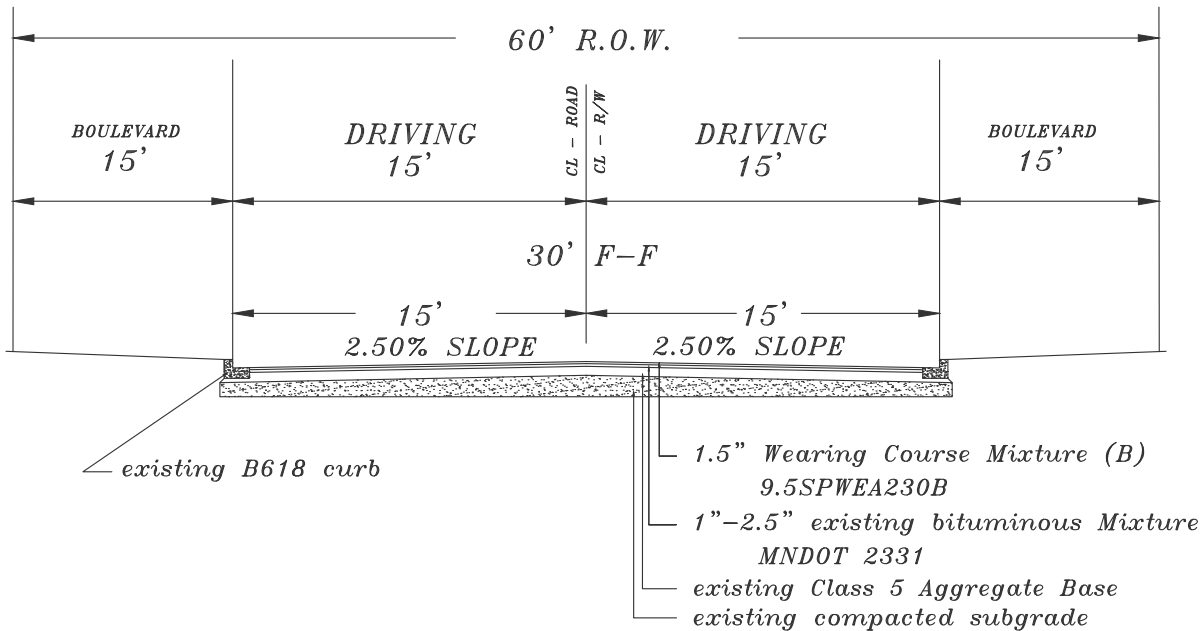
CAMPBELL AVENUE
TENTH STREET TO CAMPBELL CIRCLE

LEMIRE LANE
LEMIRE CIRCLE TO GARDEN LANE

TENTH STREET EAST
BALD EAGLE AVENUE TO CAMPBELL AVENUE

WALNUT AVENUE
NINTH STREET TO TENTH STREET

WOOD AVENUE
ELEVENTH STREET TO GARDEN LANE
 30' FACE TO FACE



TYPICAL STREET
 CROSS SECTIONS

CITY PROJECT NO. 19-13



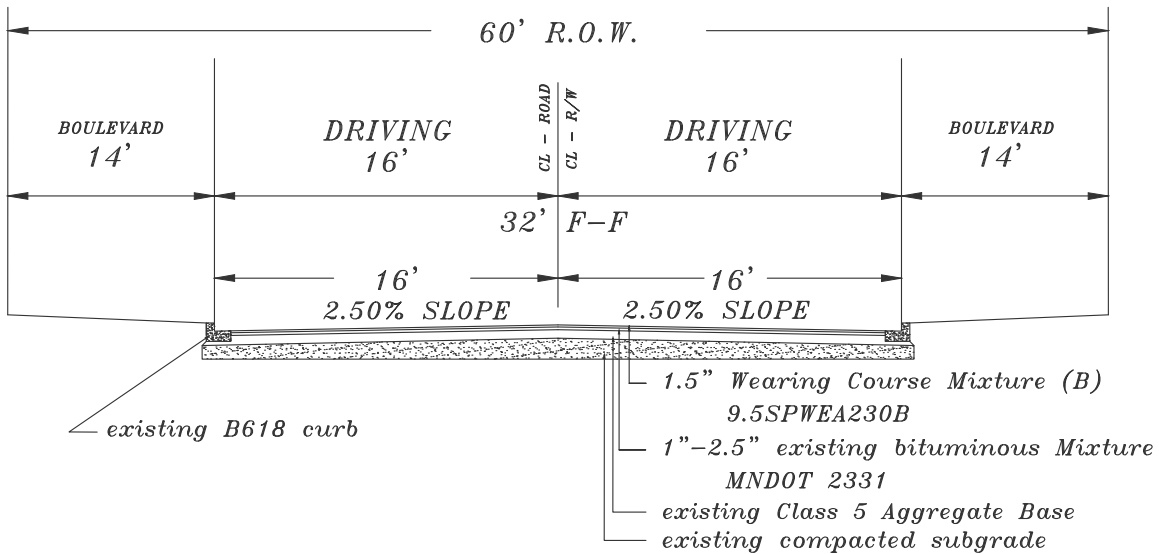
CITY OF WHITE BEAR LAKE
 ENGINEERING DEPARTMENT

EXHIBIT

11

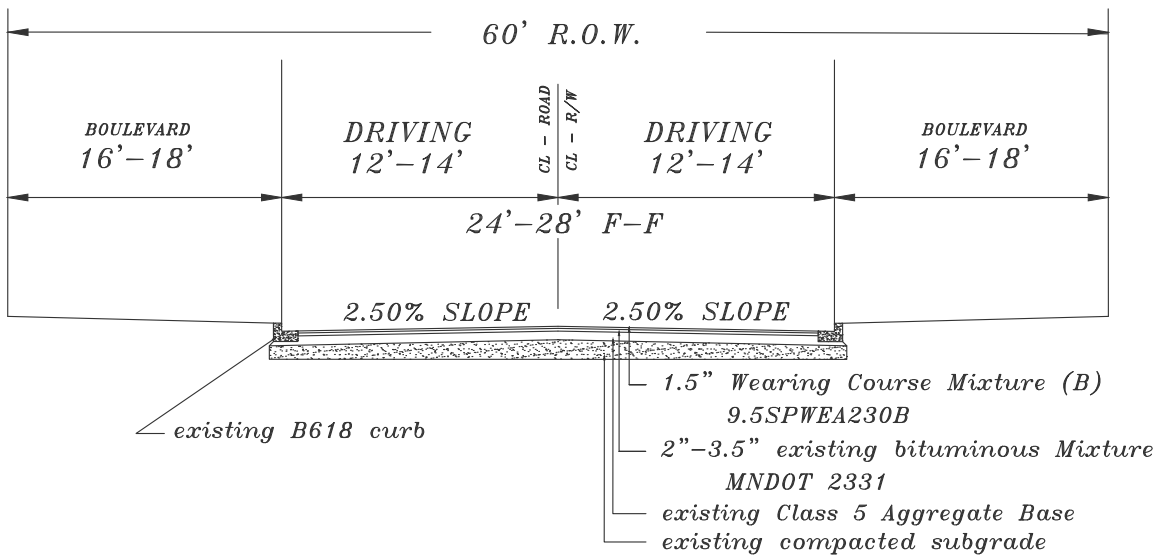
ELEVENTH STREET WEST

WOOD AVENUE TO WEST CUL-DE-SAC
32' FACE TO FACE



DEBRA STREET

NINTH STREET TO THURY COURT
24' FACE TO FACE



TYPICAL STREET
CROSS SECTIONS

CITY PROJECT NO. 19-13



CITY OF WHITE BEAR LAKE
ENGINEERING DEPARTMENT

EXHIBIT

12

CHICAGO AVENUE

STEWART AVE TO MOREHEAD AVE

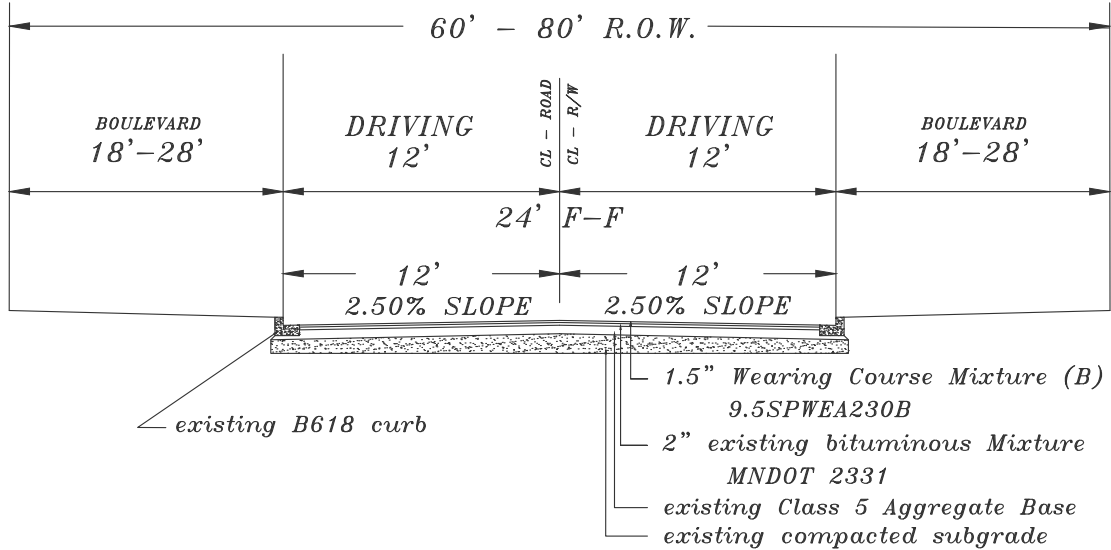
MOREHEAD AVENUE

CHICAGO AVE TO HIGHWAY 96

STEWART AVENUE

HIGHWAY 96 TO CHICAGO AVE

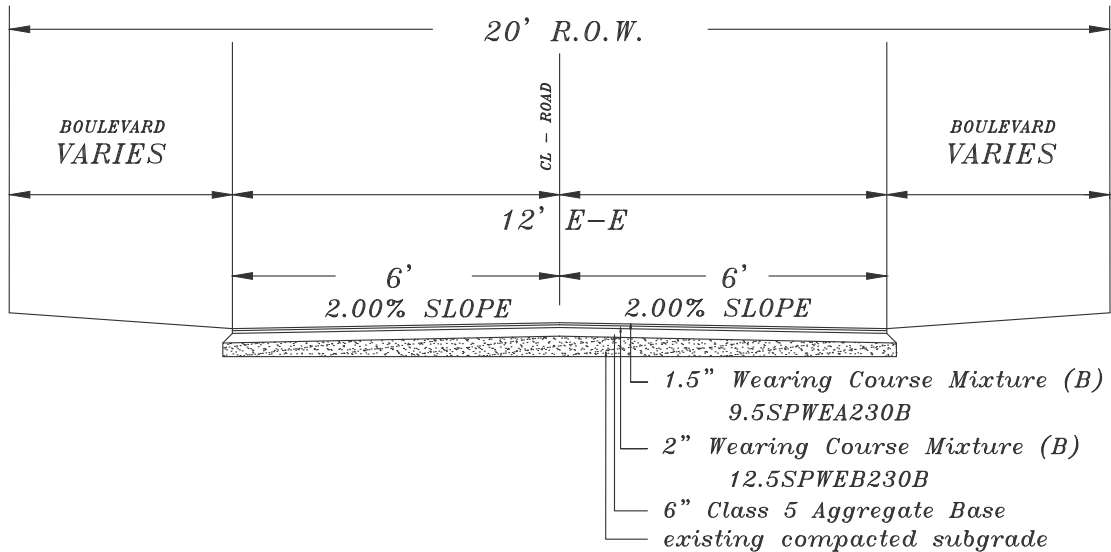
24' FACE TO FACE



ALLEY

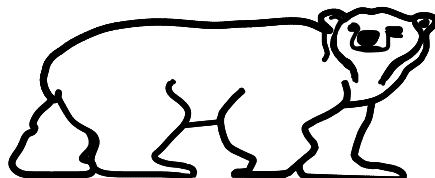
CHICAGO AVENUE TO DEAD END SOUTH

12' EDGE TO EDGE



TYPICAL STREET
CROSS SECTIONS

CITY PROJECT NO. 19-13



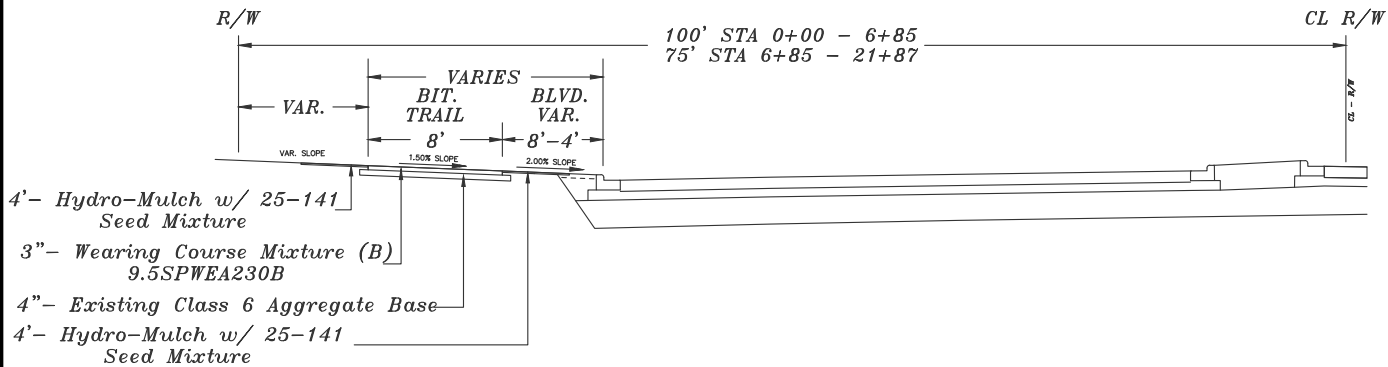
CITY OF WHITE BEAR LAKE
ENGINEERING DEPARTMENT

EXHIBIT

13

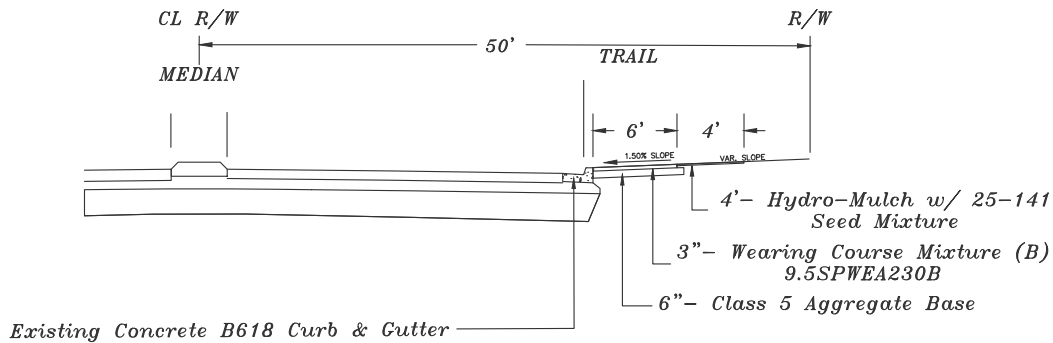
COUNTY ROAD 96

WHITE BEAR PARKWAY TO BIRCH LAKE BOULEVARD SOUTH
 0+60 TO 24+90
 8' TRAIL EDGE TO EDGE



WHITE BEAR AVENUE

HIGHWAY 61 TO SOUTH SHORE BOULEVARD
 0+60 TO 30+30
 6' TRAIL EDGE TO EDGE



TYPICAL TRAIL
 CROSS SECTIONS

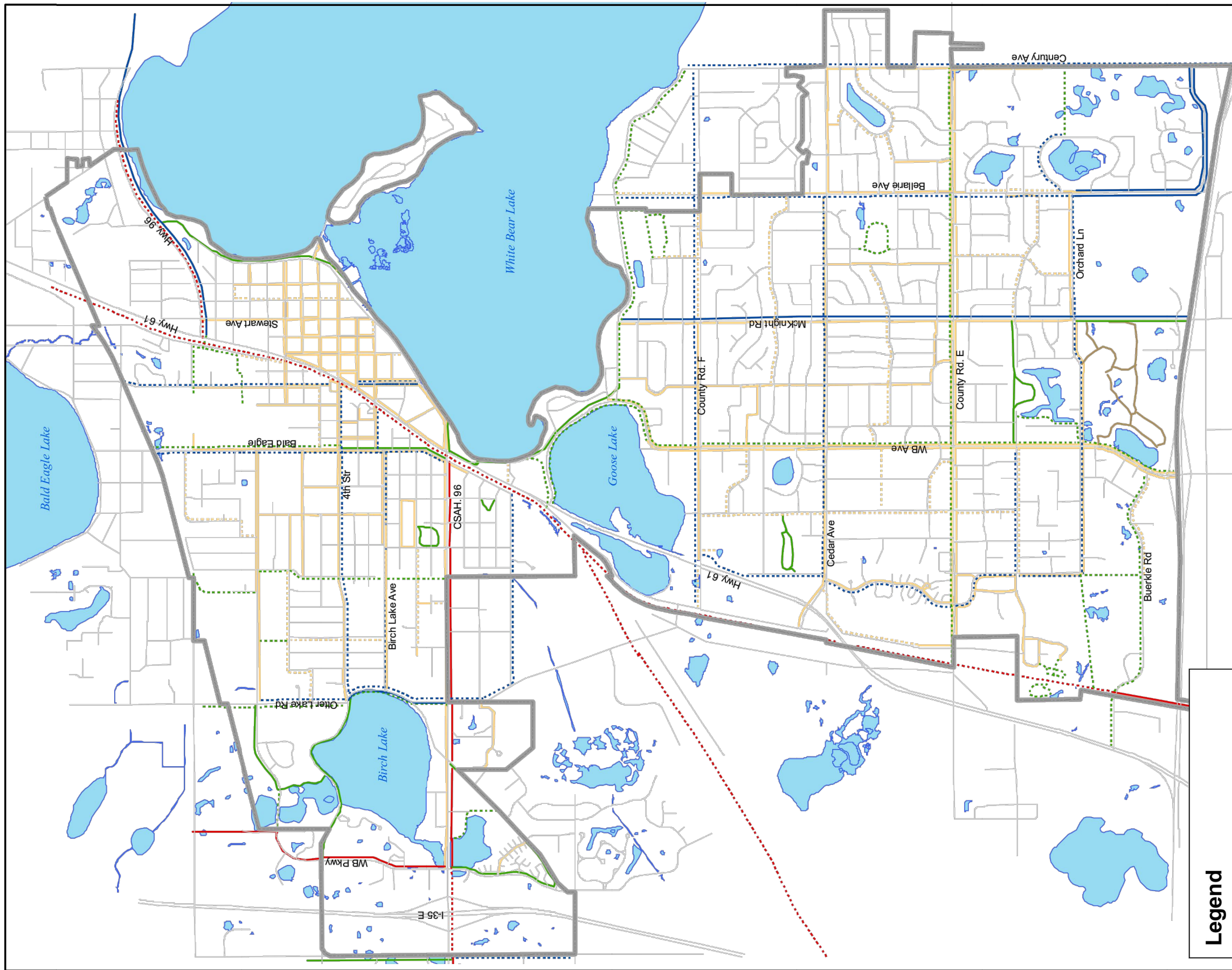
CITY PROJECT NO. 19-14



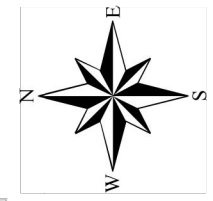
CITY OF WHITE BEAR LAKE
 ENGINEERING DEPARTMENT

EXHIBIT

14



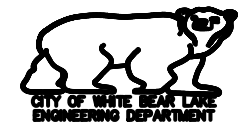
CITY OF WHITE BEAR LAKE
NON-MOTORIZED
TRANSPORTATION PLAN
 Updated June 9, 2015
 Community Development Dept.
 For More Info, Call 651-429-8561

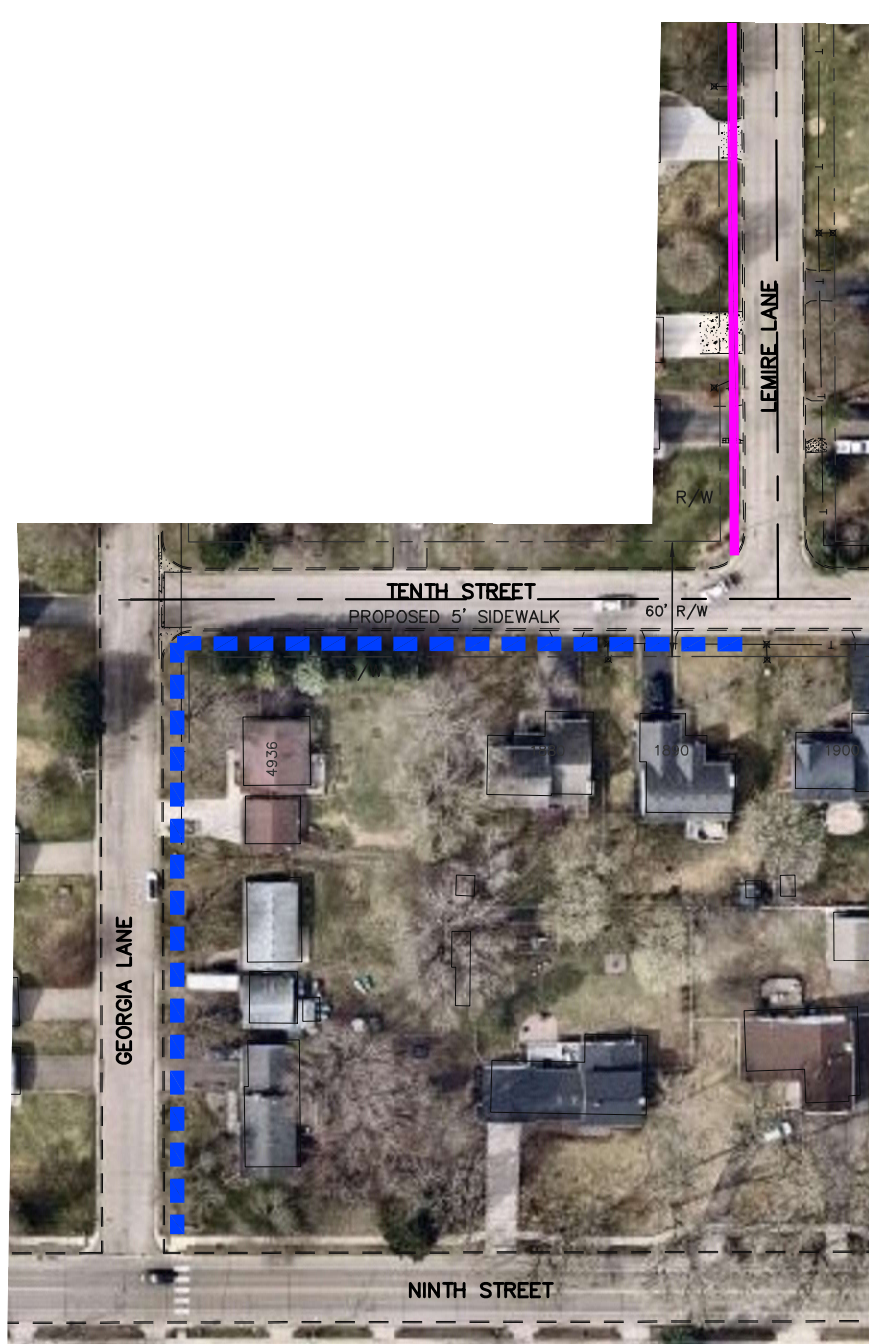
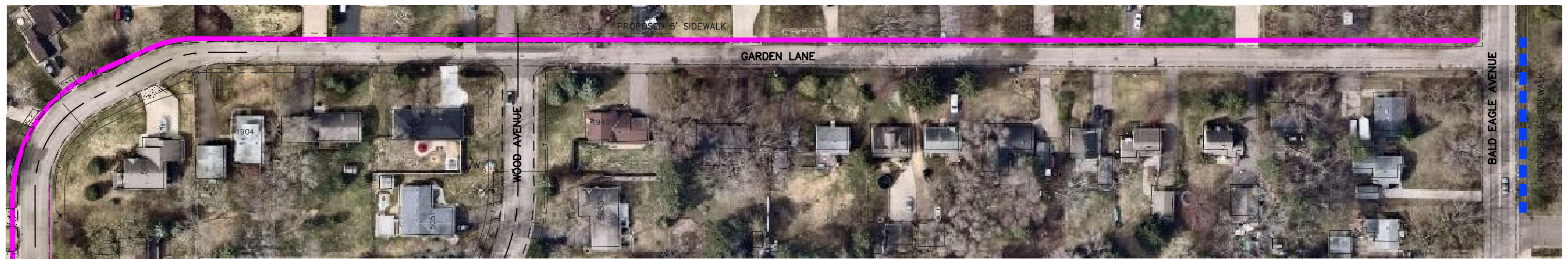


This plan is part of the City's long-range vision. All proposed routes are conceptual and may or may not be built depending upon a variety of factors.

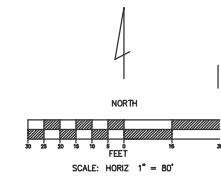
Legend

- Existing Regional Trail (Met-Council Approved)
- - - Proposed Regional Trail
- Existing Mixed-Use Trail
- - - Proposed Mixed-Use Trail
- Existing On-Road Bike Lane
- - - Proposed On-Road Bike Lane
- Existing Sidewalk
- - - Proposed Sidewalk
- Woodchip or Gravel





PROPOSED SIDEWALK 2019
 PROPOSED SIDEWALK FUTURE



19-06
LEMIRE LANE
 LEMIRE LANE - BALD EAGLE AVENUE
 30' FACE TO FACE

