

PRELIMINARY REPORT

2024 Street Improvement Projects

(Contracts 24-101 and 24-102)

**Street Reconstruction, Reclamation, and
Rehabilitation and Associated Improvements**



Burnsville

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



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Reg. No. 58721

Date: December 5, 2023

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I. EXECUTIVE SUMMARY

On February 21, 2023, the Burnsville City Council ordered the preparation of a preliminary report for the 2024 Street Improvement Projects (Contracts 24-101 and 24-102). These improvements consist of street reconstruction, reclamation, rehabilitation (mill and overlay), and associated watermain, sanitary sewer, and storm sewer improvements.

This preliminary report will:

- describe the Pavement Management Program and associated background information
- describe existing conditions and specific improvements proposed
- provide estimated project costs
- list funding sources and provide special assessment methodology
- recommend improvements to include in the 2024 street improvement contracts

Street reconstruction areas require watermain replacement and upgrades, which includes full-depth pavement replacement and full replacement of curb and gutter. Street reclamation areas include full-depth pavement replacement and partial replacement of curb and gutter where it is damaged or failing. Street rehabilitation areas include resurfacing by mill and overlay and partial replacement of curb and gutter where it is damaged or failing.

During project planning, all project areas are reviewed for necessary and feasible sanitary sewer repairs, storm sewer repairs/upgrades, hydrant repairs/replacements, gate valve bolt replacements (when a full watermain replacement is not considered), utility casting adjustments/upgrades, Americans with Disabilities Act (ADA) conformance, street lighting repairs/upgrades, traffic signal improvements, and complete streets and multi-modal improvements. These additional project area updates are not funded using special assessments.

2024 Street Reconstruction Project Area:

- Walden/Nordic Area (24-101-A)

2024 Street Reclamation Project Areas:

- Oak Leaf Area (24-102-B)
- The Landings Area (24-102-E)
- Morgan Avenue Area (24-102-F)

2024 Street Rehabilitation Project Areas:

- Gateway Area (24-102-C)

The following are estimated costs for the proposed improvements:

Improvement Area	Total Estimated Project Cost
Street Reconstruction Areas	\$5,850,000
Street Reclamation Areas	\$1,781,000
Street Rehabilitation Areas	\$1,113,000
Total	\$8,744,000

Total project costs include construction, engineering, construction management, legal review, fiscal and administration costs, and a contingency.

Funding sources for the street improvement contracts include:

- Infrastructure Trust Fund (ITF)
- Enterprise Funds
 - Sewer and Water Utility Fund
 - Stormwater Utility Fund
 - Street Light Utility Fund
- Special Assessments

Since the 2024 Street Improvement Projects (Contracts 24-101 and 24-102) are proposed to be partially funded through special assessments, the City will follow Minnesota Statute 429 processes and procedures in order to legally comply with special assessment requirements.

II. INTRODUCTION AND BACKGROUND

A. CAPITAL IMPROVEMENT PLAN

Since 1990, the City Council has considered street improvement projects annually. The City implemented a Pavement Management Plan (PMP) to rate the condition of streets so future improvement projects can be planned and to maximize the life of the streets. Included in this report are streets that the PMP has identified for improvement. Other factors, such as condition of the water main, storm sewer system, sanitary sewer system, and economy of scale are considered when proposing streets for improvement. Final determination of streets proposed for improvements are determined by the Engineering staff, in conjunction with Street Maintenance and Utility Maintenance staff.

B. BACKGROUND DATA

Information and materials used in the preparation of this report include:

- Street and utility record drawings
- Utility repair records
- Storm and sanitary sewer televising reports
- Field observations
- Utility structure inspection records
- Pedestrian Crosswalk Policy 5.090, dated January 17, 2017
- Complete Streets Policy 5.100, dated October 5, 2021
- Multi-Modal Plan, October 2021
- Geotechnical reports, WSB, dated November 21, 2023
- Preliminary stormwater modeling, AE2S, in progress

C. PROPOSED 2024 STREET LISTING

2024 Street Reconstruction Project Area:

- Walden/Nordic Area (24-101-A)
 - Welcome Lane from E 130th Street to Thoreau Drive
 - Woodlawn Court
 - Welcome Court
 - Woodview Court
 - Woodview Drive from Portland Avenue to Welcome Lane
 - Woodview Lane from Woodview Drive to Thoreau Drive
 - Pheasant Run from Woodview Drive to Portland Avenue
 - Thoreau Drive from Pheasant Run to Parkwood Drive

2024 Street Reclamation Project Areas:

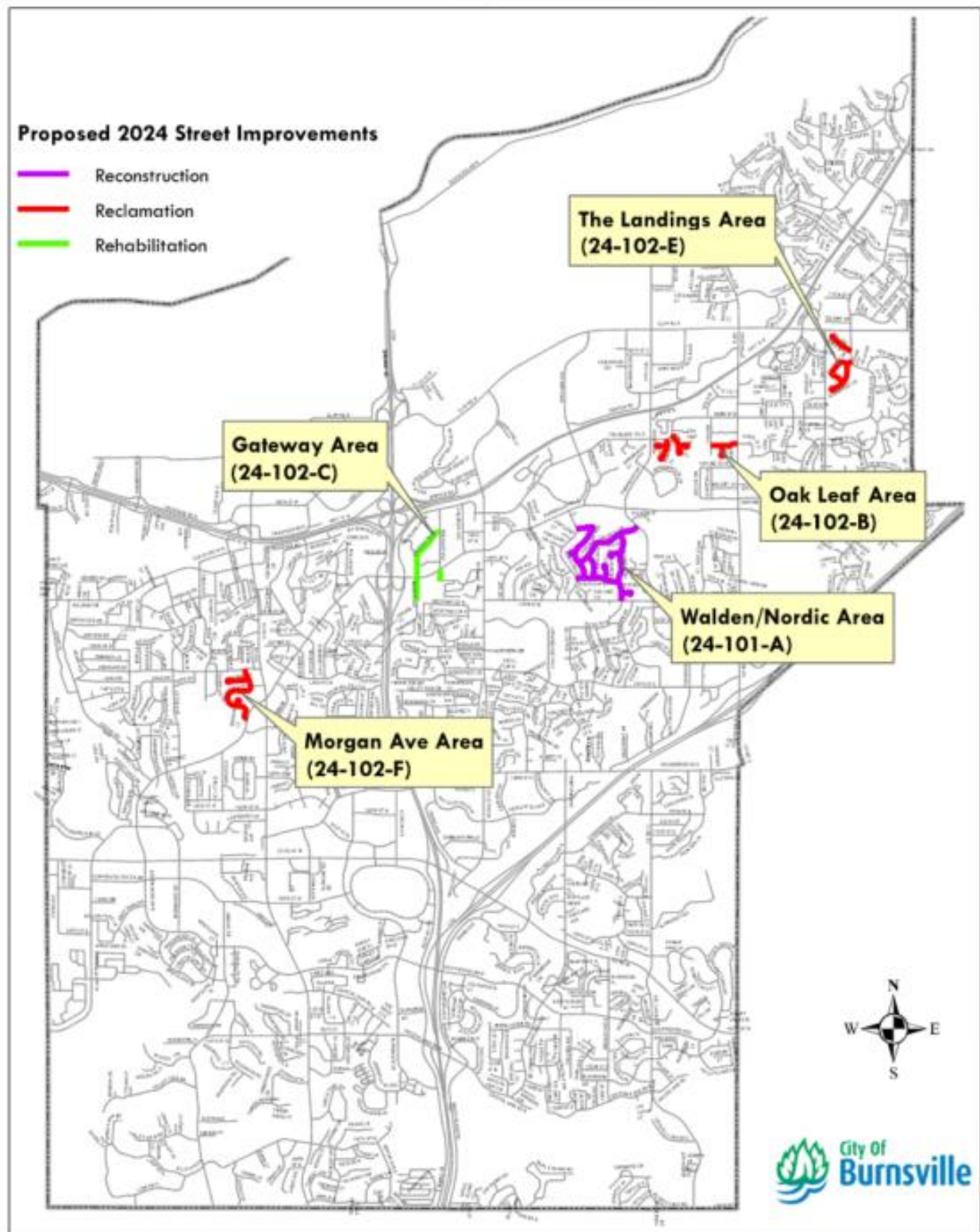
- Oak Leaf Area (24-102-B)
 - Parkwood Court
 - Parkwood Place from the cul-de-sac to East 122nd Street
 - Oak Leaf Court
 - Oak Leaf Lane
 - East 123rd Street from 17th Avenue South to CR 11
 - Michelle Circle
- The Landings Area (24-102-E)
 - Summerset Lane from the cul-de-sac to River Hills Drive
 - Baypoint Drive loop connecting to Summerset Lane on either end
 - Rolling Oaks Road from River Hills Drive to the cul-de-sac
- Morgan Avenue Area (24-102-F)
 - Morgan Avenue from Burnsville Parkway to Highland Drive
 - Morgan Court
 - Raymar Court

2024 Street Rehabilitation Project Areas:

- Gateway Area (24-102-C)
 - Harriet Avenue from the public street limits to Burnsville Parkway
 - Gateway Boulevard from Burnsville Parkway to Pleasant Avenue
 - Pleasant Avenue from the dead-end to Burnsville Parkway

D. OVERVIEW MAP

2024 Street Improvements



III. EXISTING CONDITIONS & PROPOSED IMPROVEMENTS

A. STREET RECONSTRUCTION PROJECT – WALDEN/NORDIC AREA (24-101-A)

Improvement Type	Existing Condition	Proposed Improvements
1. Street	- Urban design, 27' wide (excluding cul-de-sacs) - Mid 1960's construction - Poor pavement condition 1.25-3" asphalt over 2-19" of sand /aggregate base - B618 concrete curb and gutter - Past maintenance includes seal coat, crack seal, and several patches	9-ton standard for local residential streets - Reclamation for areas where existing aggregate base is deep enough to meet design standards - Reclamation and salvage aggregate for street where existing aggregate base is not deep enough to meet design standards - Replace full 4" pavement section and 8" aggregate base - Full curb and gutter replacement - Replace street signs and/or modify signs to meet current standards
	<i>Justification:</i> Streets recommended for reconstruction are too deteriorated or lack sufficient pavement thickness to be rehabilitated with mill and overlay improvements. The existing curb and gutter is in poor condition and cannot be efficiently spot replaced, therefore it is more cost-effective and recommended to replace all curb and gutter.	
2. Sidewalk & Pedestrian Ramps	No existing sidewalks or trails within project area	Upgrade pedestrian ramps at the intersection of Welcome Ln and 130th St, and Thoreau Dr and Parkwood Dr
	<i>Justification:</i> Pedestrian ramps are required to be upgraded where they violate ADA requirements.	
3. Traffic Signals	None	N/A
4. Watermain	6" cast iron watermain pipe installed in the mid to late 1960s pipe with a history of breaks - Valves and hydrants in need of replacement	- Replace cast iron pipe with ductile iron pipe - Replace all gate valves - Replace all hydrants
	<i>Justification:</i> Cast iron pipe has a high likelihood of causing watermain breaks and is not an approved material. Typically, all cast iron watermain is replaced with ductile iron watermain when the street is improved. With the replacement of the watermain, new gate valves and valve boxes are installed. All hydrants in the area are old and in poor condition, requiring replacement.	
5. Sanitary Sewer	Generally 9" clay pipe (VCP) in good condition	- Replace or adjust sanitary sewer manhole castings and adjusting rings - Spot repair of damaged sewer pipes as necessary

		Potential for separate lining project of all sanitary pipes within the project area
	<i>Justification:</i> Sanitary sewer manhole castings will be disturbed by street improvements. Spot repair of sanitary sewers prevents infiltration and extends the life by avoiding the need for replacement. When sanitary sewer pipes are generally in good condition, it is not cost-effective to fully replace the pipes with street improvement projects because pipe lining can be done efficiently and effectively. There is potential for the entire project area to be lined as part of a separate project.	
6. Storm Sewer & Drainage	- Various diameters of reinforced concrete pipe in good condition - Ongoing drainage analysis - Initial results show isolated flooding during heavy rain events is typical - Additional analysis is underway to determine if mitigation is needed - Residents reported minor street flooding	- Replace or adjust storm sewer manhole castings and adjusting rings - Replace or adjust catch basin castings where damaged or not compliant with current standards - Install short liners where cracks or infiltration is observed - Spot repair of observed damaged or failing pipes - Upsize pipes (as feasible) where stormwater modeling/analysis indicates a need and/or the addition of storm sewer to relieve areas of existing flooding.
	<i>Justification:</i> The storm sewer manhole castings will be disturbed by street improvements. Lining or spot repair of storm sewers extends the life by avoiding the need for replacement. The storm sewer system is reviewed in all street improvement areas for pipe size adequacy, pipe condition, and inlet capacity. Localized flooding is analyzed using XP-SWMM modeling software and by soliciting input from adjacent property owners. Drainage system upsizing or expansion is analyzed to determine if the improvements are necessary and feasible, and if so, completed with the project.	
7. Street Light	- No existing on-street lighting - Each residential property has a private front yard light	There is no intention to add street lighting in the project area. Residents could petition to add lighting at 100% resident cost
	<i>Justification:</i> The project area was developed prior to City standard requiring on street lighting. The addition of lighting would be a significant expense that would be borne by the residents. The addition of lighting is outside the scope of the City's proposed improvements.	
8. Complete Streets	No existing multi-modal elements	No multi-modal elements proposed



Woodview Lane looking south to Woodview Dr

B. STREET RECLAMATION PROJECT – OAK LEAF AREA (24-102-B)

Improvement Type	Existing Condition	Proposed Improvements
1. Street	- Urban design, 27' wide (excluding cul-de-sacs) - Parkwood Court and Parkwood Place constructed in 1993 - Oak Leaf Court, Oak Leaf Lane, 123rd Street E, and Michelle Circle constructed in 1977 - Poor pavement condition 2-5" asphalt over 5-15" of aggregate base - B618 concrete curb and gutter - Past maintenance includes seal coat, crack seal, and several patches	9-ton standard for local residential streets - Reclamation for areas where existing aggregate base is deep enough to meet design standards - Reclamation and salvage aggregate for street where existing aggregate base is not deep enough to meet design standards - Replace full 4" pavement section and 8" aggregate base - Spot replacement of significantly damaged or settled curb and gutter - Replace street signs and/or modify signs to meet current standards
	<i>Justification:</i> Streets recommended for reclamation are too deteriorated or lack sufficient pavement thickness to be rehabilitated with mill and overlay improvements. Since the existing curbs are in adequate condition, full reconstruction of streets is not necessary.	
2. Sidewalk & Pedestrian Ramps	- No sidewalks within project area - Sidewalks adjacent to project area along 222nd Street E	Pedestrian ramps within project area will be evaluated and upgraded to meet ADA requirements, as needed
	<i>Justification:</i> Pedestrian ramps are required to be upgraded where they violate ADA requirements.	
3. Traffic Signals	None	N/A
4. Watermain	6" – 16" ductile iron pipe with little break history - Valves and hydrants in fair condition	- Replace or adjust valve boxes, as needed - Replace gate valve bolts - Add gate valves as necessary. Rebuild hydrants, as needed
	<i>Justification:</i> The valve boxes are likely to be disturbed with the street improvements. Replacing gate valve bolts will extend the useful life of the valves. Rebuilding the hydrants will significantly extend their service life and is cost-effective. Having the utility staff purchase and install the kits is more economical than having a contractor do the work. There is an existing 16" main spanning across the Oak Leaf area with very few mainline valves. Several mainline valves may be added with the improvements to make it easier to isolate the main in the future for maintenance/repair.	
5. Sanitary Sewer	- Parkwood Court and Parkwood Place has 8" PVC pipe in good condition - Oak Leaf Court, Oak Leaf Lane, 123rd Street E, and Michelle Circle has 8" clay pipe (VCP)	- Replace or adjust sanitary sewer manhole castings and adjusting rings - Spot repair of pipes where cracks are too large for lining

		Potential for separate lining project of all sanitary pipes within the project area
	<i>Justification:</i> Sanitary sewer manhole castings will be disturbed by street improvements. Lining or spot repair of sanitary sewers prevents infiltration and extends the life by avoiding the need for replacement. When sanitary sewer pipes are generally in good condition, it is not cost-effective to fully replace the pipes with street improvement projects because pipe lining can be done efficiently and effectively. There is potential for the entire project area to be lined as part of a separate project.	
6. Storm Sewer & Drainage	- Various diameters of reinforced concrete pipe in good condition - Ongoing drainage analysis - Initial results show isolated flooding during heavy rain events is typical - Additional analysis is underway to determine if mitigation is needed - Residents reported minor street flooding	- Replace or adjust storm sewer manhole castings and adjusting rings - Replace or adjust catch basin castings where damaged or not compliant with current standards - Install short liners where cracks or infiltration is observed - Spot repair of observed damaged or failing pipes - Upsize pipes (as feasible) where stormwater modeling/analysis indicates a need
	<i>Justification:</i> The storm sewer manhole castings will be disturbed by street improvements. Lining or spot repair of storm sewers extends the life by avoiding the need for replacement. The storm sewer system is reviewed in all street improvement areas for pipe size adequacy, pipe condition, and inlet capacity. Localized flooding is analyzed using XP-SWMM modeling software and by soliciting input from adjacent property owners. Drainage system upsizing or expansion is analyzed to determine if the improvements are necessary and feasible, and if so, completed with the project.	
7. Street Light	- Decorative street lights in area - Owned by Dakota Electric Association - Currently being evaluated for replacement	Work with Dakota Electric Association to replace lights in poor condition with LED fixtures and new poles, as needed. This effort will be done separate from this project.
	<i>Justification:</i> Adequate lighting is important for safety of all roadway users. Replacing poor condition street lights reduces maintenance costs and customer complaints. When replaced, LED street lights are more energy efficient.	
8. Complete Streets	No existing multi-modal elements	No multi-modal elements proposed



Parkwood Court looking east to Parkwood Place

C. STREET RECLAMATION PROJECT – THE LANDINGS AREA (24-102-E)

Improvement Type	Existing Condition	Proposed Improvements
9. Street	- Urban design, 27' wide (excluding cul-de-sacs) - Rolling Oaks Road constructed in 1971 - Baypoint Drive and Summerset Lane constructed in 1985 - Poor pavement condition 2.5-4.5" asphalt over 2.5-15" of aggregate base - B618 concrete curb and gutter - Past maintenance includes seal coat, crack seal, and several patches	9-ton standard for local residential streets - Reclamation for areas where existing aggregate base is deep enough to meet design standards - Reclamation and salvage aggregate for street where existing aggregate base is not deep enough to meet design standards - Replace full 4" pavement section and 8" aggregate base - Spot replacement of significantly damaged or settled curb and gutter - Replace street signs and/or modify signs to meet current standards
	<i>Justification:</i> Streets recommended for reclamation are too deteriorated or lack sufficient pavement thickness to be rehabilitated with mill and overlay improvements. Since the existing curbs are in adequate condition, full reconstruction of streets is not necessary.	
10. Sidewalk & Pedestrian Ramps	- No sidewalks within project area - Sidewalks adjacent to project area along River Hills Drive	Pedestrian ramps within project area will be evaluated and upgraded to meet ADA requirements, as needed
	<i>Justification:</i> Pedestrian ramps are required to be upgraded where they violate ADA requirements.	
11. Traffic Signals	None	N/A
12. Watermain	6" ductile iron pipe with little break history - Valves and hydrants in fair condition	- Replace or adjust valve boxes, as needed - Replace gate valve bolts - Rebuild hydrants, as needed
	<i>Justification:</i> The valve boxes are likely to be disturbed with the street improvements. Replacing gate valve bolts will extend the useful life of the valves. Rebuilding the hydrants will significantly extend their service life and is cost-effective. Having the utility staff purchase and install the kits is more economical than having a contractor do the work.	
13. Sanitary Sewer	- Rolling Oaks Road has 9" clay pipe (VCP) - Baypoint Drive and Summerset Lane has 8" PVC pipe in good condition	- Replace or adjust sanitary sewer manhole castings and adjusting rings - Spot repair of pipes where cracks are too large for lining - Potential for separate lining project of all sanitary pipes within the project area
	<i>Justification:</i> Sanitary sewer manhole castings will be disturbed by street improvements. Lining or spot repair of sanitary sewers prevents infiltration and extends the life by	

	avoiding the need for replacement. When sanitary sewer pipes are generally in good condition, it is not cost-effective to fully replace the pipes with street improvement projects because pipe lining can be done efficiently and effectively. There is potential for the entire project area to be lined as part of a separate project.	
14. Storm Sewer & Drainage	• Various diameters of reinforced concrete pipe in good condition • Ongoing drainage analysis • Initial results show isolated flooding during heavy rain events is typical • Additional analysis is underway to determine if mitigation is needed • Residents reported minor street flooding	• Replace or adjust storm sewer manhole castings and adjusting rings • Replace or adjust catch basin castings where damaged or not compliant with current standards • Install short liners where cracks or infiltration is observed • Spot repair of observed damaged or failing pipes • Upsize pipes (as feasible) where stormwater modeling/analysis indicates a need
	<i>Justification:</i> The storm sewer manhole castings will be disturbed by street improvements. Lining or spot repair of storm sewers extends the life by avoiding the need for replacement. The storm sewer system is reviewed in all street improvement areas for pipe size adequacy, pipe condition, and inlet capacity. Localized flooding is analyzed using XP-SWMM modeling software and by soliciting input from adjacent property owners. Drainage system upsizing or expansion is analyzed to determine if the improvements are necessary and feasible, and if so, completed with the project.	
15. Street Light	• Decorative street lights in area • Owned by Dakota Electric Association • Currently being evaluated for replacement	• Work with Dakota Electric Association to replace lights in poor condition with LED fixtures and new poles, as needed. This effort will be done separate from this project.
	<i>Justification:</i> Adequate lighting is important for safety of all roadway users. Replacing poor condition street lights reduces maintenance costs and customer complaints. When replaced, LED street lights are more energy efficient.	
16. Complete Streets	• No existing multi-modal elements	• No multi-modal elements proposed



Baypoint Drive looking south/west to Summerset Lane

D. STREET RECLAMATION PROJECT – MORGAN AVENUE AREA (24-102-F)

Improvement Type	Existing Condition	Proposed Improvements
17. Street	- Urban design, 27' wide (excluding cul-de-sacs) - Raymar Court and Morgan Avenue constructed in 1974 - Morgan Court constructed in 1988 - Poor pavement condition 2-3.75" asphalt over 2-10" of aggregate base - B618 concrete curb and gutter - Past maintenance includes seal coat, crack seal, and several patches	9-ton standard for local residential streets - Reclamation for areas where existing aggregate base is deep enough to meet design standards - Reclamation and salvage aggregate for street where existing aggregate base is not deep enough to meet design standards - Replace full 4" pavement section and 8" aggregate base - Spot replacement of significantly damaged or settled curb and gutter - Replace street signs and/or modify signs to meet current standards
	<i>Justification:</i> Streets recommended for reclamation are too deteriorated or lack sufficient pavement thickness to be rehabilitated with mill and overlay improvements. Since the existing curbs are in adequate condition, full reconstruction of streets is not necessary.	
18. Sidewalk & Pedestrian Ramps	- No sidewalks within project area - Sidewalks adjacent to project area along Burnsville Parkway and Highland Drive	Pedestrian ramps within project area will be evaluated and upgraded to meet ADA requirements, as needed
	<i>Justification:</i> Pedestrian ramps are required to be upgraded where they violate ADA requirements.	
19. Traffic Signals	None	N/A
20. Watermain	6" – 8" ductile iron pipe with little break history - Some 6" cast iron pipe - Valves and hydrants in fair condition	- Replace or adjust valve boxes, as needed - Replace gate valve bolts - Rebuild hydrants, as needed
	<i>Justification:</i> The valve boxes are likely to be disturbed with the street improvements. Replacing gate valve bolts will extend the useful life of the valves. Rebuilding the hydrants will significantly extend their service life and is cost-effective. Having the utility staff purchase and install the kits is more economical than having a contractor do the work.	
21. Sanitary Sewer	- Raymar Court and portions of Morgan Avenue has 9" clay pipe (VCP) - A majority of Morgan Ave has 8" PVC pipe in good condition	- Replace or adjust sanitary sewer manhole castings and adjusting rings - Spot repair of pipes where cracks are too large for lining - Potential for separate lining project of all sanitary pipes within the project area

	<i>Justification:</i> Sanitary sewer manhole castings will be disturbed by street improvements. Lining or spot repair of sanitary sewers prevents infiltration and extends the life by avoiding the need for replacement. When sanitary sewer pipes are generally in good condition, it is not cost-effective to fully replace the pipes with street improvement projects because pipe lining can be done efficiently and effectively. There is potential for the entire project area to be lined as part of a separate project.	
22. Storm Sewer & Drainage	• Various diameters of reinforced concrete pipe in good condition • Ongoing drainage analysis • Initial results show isolated flooding during heavy rain events is typical • Additional analysis is underway to determine if mitigation is needed • Residents reported minor street flooding	• Replace or adjust storm sewer manhole castings and adjusting rings • Replace or adjust catch basin castings where damaged or not compliant with current standards • Install short liners where cracks or infiltration is observed • Spot repair of observed damaged or failing pipes • Upsize pipes (as feasible) where stormwater modeling/analysis indicates a need
	<i>Justification:</i> The storm sewer manhole castings will be disturbed by street improvements. Lining or spot repair of storm sewers extends the life by avoiding the need for replacement. The storm sewer system is reviewed in all street improvement areas for pipe size adequacy, pipe condition, and inlet capacity. Localized flooding is analyzed using XP-SWMM modeling software and by soliciting input from adjacent property owners. Drainage system upsizing or expansion is analyzed to determine if the improvements are necessary and feasible, and if so, completed with the project.	
23. Street Light	• Decorative street lights in area • Owned by Dakota Electric Association • Currently being evaluated for replacement	• Work with Dakota Electric Association to replace lights in poor condition with LED fixtures and new poles, as needed. This effort will be done separate from this project.
	<i>Justification:</i> Adequate lighting is important for safety of all roadway users. Replacing poor condition street lights reduces maintenance costs and customer complaints. When replaced, LED street lights are more energy efficient.	
24. Complete Streets	• No existing multi-modal elements	• No multi-modal elements proposed



Raymar Court looking east to Morgan Avenue S

E. STREET REHABILITATION PROJECT – GATEWAY AREA (24-102-C)

Improvement Type	Existing Condition	Proposed Improvements
1. Street	- Urban design minor collector 41' wide - Constructed in 1988 4-8" asphalt over 6"-13" aggregate base - B618 concrete curb and gutter - Past maintenance includes seal coat and crack seal	9-ton standard for collector streets 2-3" full width mill and overlay - Remove and replace significantly deteriorated pavement areas prior to paving - Spot replacement of significantly damaged or settled curb and gutter - Replace street signs and/or modify signs to meet current standards
	<i>Justification:</i> Streets recommended for rehabilitation are generally in good enough condition to extend the service life and reduce future maintenance through mill and overlay, which is anticipated to extend the service life by about 20 years.	
2. Sidewalk & Pedestrian Ramps	- Existing sidewalk on the west side and a multi-use trail on the east side of Gateway Blvd. The sidewalk is in generally good condition, and the trail was constructed in 2023 as part of an adjacent site development. - Sidewalk on the east side of Pleasant Avenue in generally good condition. - No sidewalk on Pleasant Avenue, south of Burnsville Parkway	- Pedestrian ramps within project area will be evaluated and upgraded to meet ADA requirements, as needed - Replace significantly damaged or settled sidewalk panels. - See Complete Streets section for new sidewalk / trail construction
	<i>Justification:</i> Pedestrian ramps are required to be upgraded where they violate ADA requirements. Damaged or settled sidewalks are a safety hazard.	
3. Traffic Signals	Existing signals exist along Burnsville Parkway at the limits of the project. No signal improvements are proposed.	
4. Watermain	8" ductile iron pipe with no break history - A private watermain runs along Pleasant Avenue to serve the multi-family residential properties in the area - Valves and hydrants in good condition	- Replace or adjust valve boxes, as needed - Replace gate valve bolts - Rebuild hydrants
	<i>Justification:</i> The valve boxes are likely to be disturbed with the street improvements. Replacing gate valve bolts will extend the useful life of the valves. Rebuilding the hydrants will significantly extend their service life and is cost effective. Having the utility staff purchase and install the kits is more economical than having a contractor do the work.	
5. Sanitary Sewer	8" PVC pipes. - Pipes in good condition	Replace or adjust sanitary sewer manhole castings and adjusting rings

		• Install short liners where cracks or infiltration are observed • Spot repair of pipes where cracks are too large for lining
	<i>Justification:</i> Sanitary sewer manhole castings will be disturbed by street improvements. Lining or spot repair of sanitary sewers prevents infiltration and extends the life by avoiding the need for replacement. When sanitary sewer pipes are generally in good condition, it is not cost-effective to fully replace the pipes with street improvement projects because pipe lining can be done efficiently and effectively.	
6. Storm Sewer & Drainage	• Various diameters of reinforced concrete pipe in good condition • Ongoing drainage analysis	• Replace or adjust storm sewer manhole castings and adjusting rings • Replace or adjust catch basin castings where damaged or not compliant with current standards • Install short liners where cracks or infiltration is observed • Spot repair of observed damaged or failing pipes • No need for upsizing or addition of storm is anticipated.
	<i>Justification:</i> The storm sewer manhole castings will be disturbed by street improvements. Lining or spot repair of storm sewers extends the life by avoiding the need for replacement. The storm sewer system is reviewed in all street improvement areas for pipe size adequacy, pipe condition, and inlet capacity. Localized flooding is analyzed using XP-SWMM modeling software and by soliciting input from adjacent property owners. Drainage system upsizing or expansion is analyzed to determine if the improvements are necessary and feasible, and if so, completed with the project.	
7. Street Light	• No existing public street lights exist along Gateway Boulevard or Pleasant Avenue	• There is no intention to add street lighting in the project area. Residents/business owners could petition to add lighting with 100% of the cost assessed
	The project area was developed prior to City standard requiring on street lighting. The addition of lighting would be a significant expense that would be born by the residents/business owners. The addition of lighting is outside the scope of the City's proposed improvements.	
8. Complete Streets	• An existing bituminous trail on the east side of Gateway Boulevard • An on-street bike lane along Gateway Boulevard is identified in City's Multi-Modal Plan	• A multi-use trail was installed on the east side of Gateway Boulevard as part of the development of an apartment complex in the area. An on-street bike lane on Gateway Boulevard is no longer proposed given the recent construction of the trail. • A trail connecting Pleasant Avenue to Pillsbury Ave is proposed adjacent to Real Life Senior Housing and School

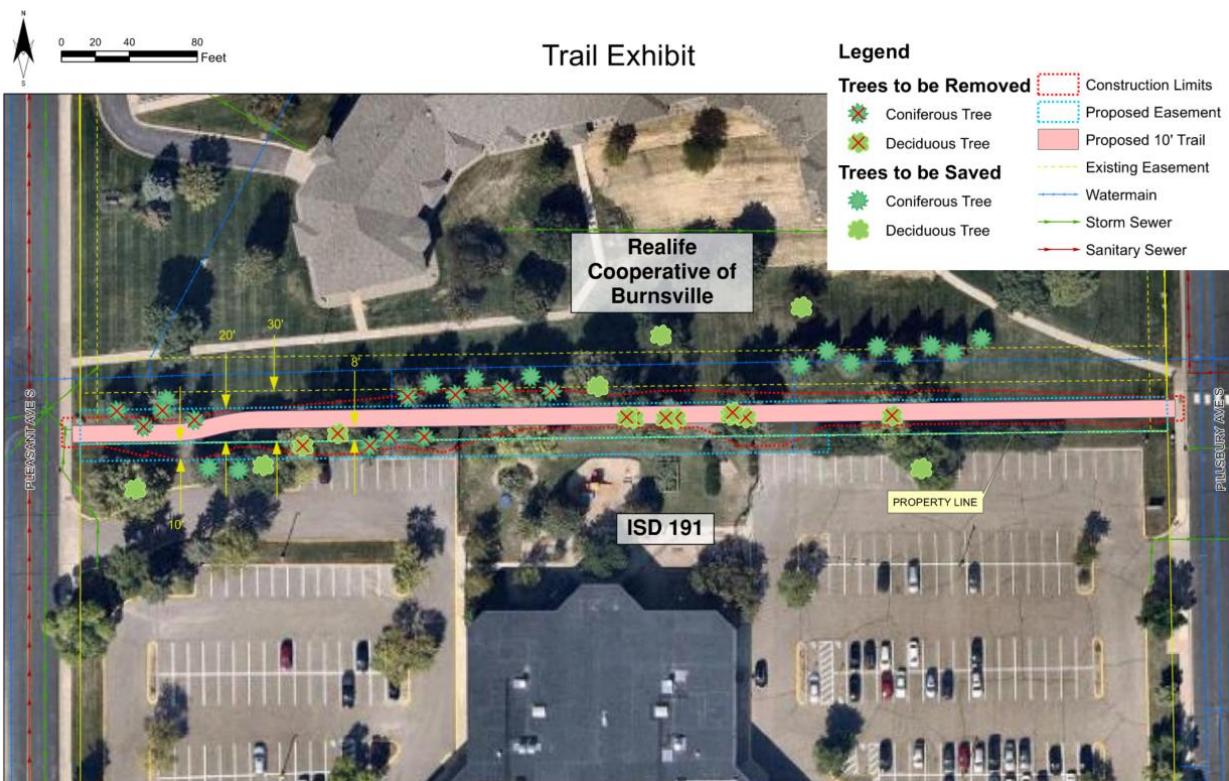
		District 191 property. The implementation of this trail is dependent on easement acquisition.
	<i>Justification:</i> The Complete Street Policy requires staff to review and evaluate all streets in proposed for street improvements to determine if any complete streets enhancements are warranted. The Multi-Modal Plan shows on-street bicycle facilities on Gateway Boulevard between Burnsville parkway and Pleasant Avenue. Implementation of a trail along Gateway Boulevard in 2023 helped the City reach its goal of expanding multi-modal network and thus on-street bike lanes are no longer proposed.	



Gateway Boulevard looking south to Burnsville Parkway

F. 126TH STREET TRAIL

The City has identified a potential trail extension to be implemented with this project. Trail projects are not assessed or funded by special assessments. The City has received feedback from the public as well as the property owners of the Realife Cooperative of Burnsville and ISD 191 desiring a trail connecting Pleasant Avenue and Pillsbury Avenue. The trail alignment would be located on Realife Cooperative of Burnsville's property within an easement, adjacent to the property line shared with ISD 191. Staff are actively discussing the potential improvements with both property owner. The implementation of this trail would close a gap in the City's walking and biking network. The trail would serve as a safe and accessible route for pedestrians and bicyclists, consistent with the City's multi-modal plan.



IV. STREET CONSTRUCTION PROCESSES

Full depth reclamation consists of:

- Grinding up the existing pavement and aggregate to a depth of 9 to 12 inches creating a salvaged aggregate base
- Excavation and grading of salvaged aggregate
- Localized subgrade excavation, as needed
- Finish aggregate base section for paving of all asphalt layers

Full depth reclamation and salvage aggregate consists of:

- Grinding up the existing pavement and aggregate to a depth of 9 to 12 inches creating a salvaged aggregate base
- Excavation and hauling of the salvaged aggregate base material to a stockpile
- Excavation and grading of the subgrade to the proposed aggregate base section
- Hauling and placing of the salvaged aggregate base material that was stockpiled
- Finish aggregate base section for paving of all asphalt layers

Street reclamation promotes sustainability by:

- Using existing pavement and aggregate
- Reducing the need for importing aggregate
- Being cost effective

Full width mill and overlay consist of:

- Milling the top layer of asphalt
- Removal and patching of the asphalt that is left in place, as needed, to repair significantly deteriorated spots
- Paving of top asphalt layer(s)

Street rehabilitation promotes sustainability by:

- Leaving most of the existing pavement in place
- Prolonging pavement life and to defer the need for reconstruction
- Being cost effective

V. RIGHT-OF-WAY, EASEMENTS, AND PERMITS

A National Pollutant Discharge Elimination System (NPDES) construction stormwater permit will be necessary and obtained from the Minnesota Pollution Control Agency for the reconstruction/reclamation projects.

All of the street improvement and utility work is within the City's right-of-way. The proposed addition of an off-street trail between Pleasant Avenue and Pillsbury Avenue will be located within an easement. Staff are currently coordinating with the adjacent property owners in the area on acquiring easements for the trail.

VI. COST ESTIMATES AND BUDGET

The estimated total project costs include construction costs plus 28% indirect costs. The estimated construction costs are based on past construction costs with an increase for inflation. The 28% indirect costs consist of:

- 15% Engineering
- 5% Administration
- 5% Construction Contingency
- 3% Legal and Fiscal Costs

The following table summarizes the total estimated project costs for each street improvement project area:

Improvement Type	Reconstruction Area	Reclamation Areas	Rehabilitation Areas	Total
Streets	\$2,574,000	\$1,341,000	\$540,000	\$4,455,000
Storm Sewer	\$427,000	\$164,000	\$22,000	\$613,000
Sanitary Sewer	\$355,000	\$89,000	\$17,000	\$461,000
Watermain	\$2,494,000	\$187,000	\$28,000	\$2,709,000
Multi-Modal			\$506,000	\$376,000
Totals	\$5,850,000	\$1,781,000	\$1,113,000	\$8,744,000

The following table shows the estimated costs for the project broken down by funding source compared to the Capital Improvement Plan (CIP) budget for each funding source.

Funding Source	Estimated Total Cost	CIP Budget
Infrastructure Trust Fund (ITF), Streets	\$3,141,000	\$2,765,000
Park Dedication	\$506,000	\$600,000
Special Assessments	\$1,314,000	\$1,605,000
Storm Water Utility Fund	\$613,000	\$679,000
Sanitary Sewer Utility Fund	\$461,000	\$370,000
Water Utility Fund	\$2,709,000	\$2,700,000
Totals	\$8,744,000	\$8,719,000

The total estimated project costs are slightly more than the CIP budget. The current bidding environment is uncertain due to a number of factors, including inflation, labor shortages, and unstable prices on various materials. Once bids are received, staff will evaluate and future Capital Improvement Plans will be adjusted, if necessary, to ensure all funds have adequate fund balances.

VII. FINANCING

A. FUNDING SOURCES

The following table identifies the funding sources for each type of improvement within the street improvement project areas:

Improvement Type	Funding Source(s)
Streets	Infrastructure Trust Fund (ITF) Special Assessments
Storm Sewer	Storm Water Utility Fund
Sanitary Sewer	Sanitary Sewer Utility Fund
Watermain	Water Utility Fund
Multi-Modal	Park Dedication

B. SPECIAL ASSESSMENTS

1. Policy

Appendix B contains a copy of City Policy 5.010 – Public Improvements Special Assessment Policy. This policy:

- Classifies projects as street reconstruction, reclamation, or rehabilitation
- Sets minimum standards for street reconstruction, reclamation, and rehabilitation
- Sets assessment rates at 40% of the rolling average of the past three years' actual street improvement costs for street reconstruction, rehabilitation and reclamation
- Allows the balance of the costs for the projects to come from the City's Storm Water Utility Fund, Water and Sewer Utility Funds, Street Light Utility Fund, Infrastructure Trust Fund and the City's Municipal State Aid Street apportionment
- Allows for 100% special assessment on items that were not included on the original street such as concrete curb and gutter, sidewalks, and on-street parking

2. Rates

Frontage Rates

In accordance with City Policy 5.010, the assessment rates for the street reclamation and rehabilitation projects are listed below. The rates are reduced for streets that are narrower than prescribed in the assessment policy. Single family land use properties that have additional roadway frontages are removed from street rehabilitation project assessment rolls.

2023 Street Reconstruction Assessment Rates

Single Family Residential, Parks/Recreation and Open Space Land Use:

\$41.25/ft abutting

Multi-Family Residential & Manufactured Housing Land Use:

\$57.74/ft abutting

All Other Land Uses:

\$74.24/ft abutting

2023 Street Reclamation Assessment Rates

Single Family Residential, Parks/Recreation and Open Space Land Use:	\$24.08/ft abutting
Multi-Family Residential & Manufactured Housing Land Use:	\$36.12/ft abutting
All Other Land Uses:	\$48.16/ft abutting

2023 Street Rehabilitation Assessment Rates

Single Family Residential, Parks/Recreation and Open Space Land Use:	\$20.89/ft abutting
Multi-Family Residential & Manufactured Housing Land Use:	\$27.16/ft abutting
All Other Land Uses:	\$33.43/ft abutting

Single Family Per-Unit Rate

Single family detached and attached properties are assessed on a per-unit basis. Single family detached and attached units are defined as follows:

- Single Family (Detached): a stand-alone residence with a free-standing building that occupies its own lot and without shared walls or common land.
- Single Family (Attached): a single-family residence that is built to the edge of the lot line next to another similar residence, such that the residences share a common wall. These are typically duplexes, three-plexes, and four-plexes where each structure is on its own lot and there is no shared common land.

Single family detached properties are assessed 1 unit each. Single family attached properties are assessed 0.6 units each. The per-unit rate is calculated as follows:

$$\frac{\text{Total Single Family (SF) Frontage} \times \text{Single Family Rate}}{\text{Number of Units}} = \text{SF Per-Unit Rate}$$

There are 3 separate rates for the street reconstruction areas due to the presence of common land units within sub-division areas (plats) of the project. The street reconstruction SF Per-Unit Rate calculations are as follows:

Standard Reconstruction Area without common land units within the plat

$$\frac{18,861 \text{ ft} \times \$41.25/\text{ft}}{157 \text{ units}} = \$4,955.52 \text{ per unit}$$

Walden 1st Addition Reconstruction Area: 3 areas of Common Land within the plat

$$\frac{3 \text{ Common Land Units} \times \$4,955.52/\text{unit}}{52 \text{ units (in the association)}} + \$4,955.52 = \$5,241.41 \text{ per unit}$$

Walden 3rd Addition Reconstruction Area: 3 areas of Common Land within the plat

$$\frac{2 \text{ Common Land Units} \times \$4,955.52/\text{unit}}{28 \text{ units (in the association)}} + \$4,955.52 = \$5,309.48 \text{ per unit}$$

The street reclamation SF Per-Unit Rate calculation is as follows:

$$\frac{18,080 \text{ ft} \times \$24.08/\text{ft}}{223 \text{ units}} = \$1,952.32 \text{ per unit}$$

3. Areas

Pursuant to the above discussions and City Policy 5.010 regarding Special Assessments, the following areas are proposed for assessment:

The 2024 street reconstruction projects include the following street segments:

Walden/Nordic Area Reconstruction (24-101-A)

Welcome Lane from E 130th Street to Thoreau Drive
Woodlawn Court
Welcome Court
Woodview Court
Woodview Drive from Portland Avenue to Welcome Lane
Woodview Lane from Woodview Drive to Thoreau Drive
Pheasant Run from Woodview Drive to Portland Avenue
Thoreau Drive from Pheasant Run to Parkwood Drive

The 2024 street reclamation projects include the following street segments:

Oak Leaf Area Reclamation (24-102-B)

Parkwood Court
Parkwood Place from the cul-de-sac to East 122nd Street
Oak Leaf Court
Oak Leaf Lane
East 123rd Street from 17th Avenue South to CR 11
Michelle Circle

The Landings Area Reclamation (24-102-E)

Summerset Lane from the cul-de-sac to River Hills Drive
Baypoint Drive loop connecting to Summerset Lane on either end
Rolling Oaks Road from River Hills Drive to the cul-de-sac

Morgan Avenue Area Reclamation (24-102-F)

Morgan Avenue from Burnsville Parkway to Highland Drive

Morgan Court

Raymar Court

The 2024 street rehabilitation projects include the following street segments:

Gateway Area Rehabilitation (24-102-C)

Harriet Avenue from the public street limits to Burnsville Parkway

Gateway Boulevard from Burnsville Parkway to Pleasant Avenue

Pleasant Avenue from the dead-end to Burnsville Parkway

Appendix A contains preliminary assessment maps and assessment rolls for each of the projects.

4. Bonding

Bonding for these projects is likely going to be Assessment Bonds under State Statute 429.

The City will follow the requirements of the Statute 429 process for assessments and the possibility of issuing assessment bonds.

VIII. SCHEDULE

The tentative project schedule is as follows:

Order Preparation of Preliminary Report (429)	February 21, 2023
Open House, 4 pm – 6 pm at Nordic Park	October 10, 2023
Open House, 4 pm – 6 pm at City Hall	October 11, 2023
Receive Preliminary Report, Order Plans and Specifications, Call Public Hearing (429)	December 5, 2023
Public Hearing, Order Improvement, Approve Plans and Specifications and Order Ad for Bids (429)	February 6, 2024
Receive Bids	March 2024
Assessment Hearing and Consider Award of Contract	April/May 2024
Pre-Construction Meeting with Stakeholders	May 2024
Construction Season	May-October 2024
Post-Construction Customer Satisfaction Survey	October 2024
Final Cleanup Completed	June 2025

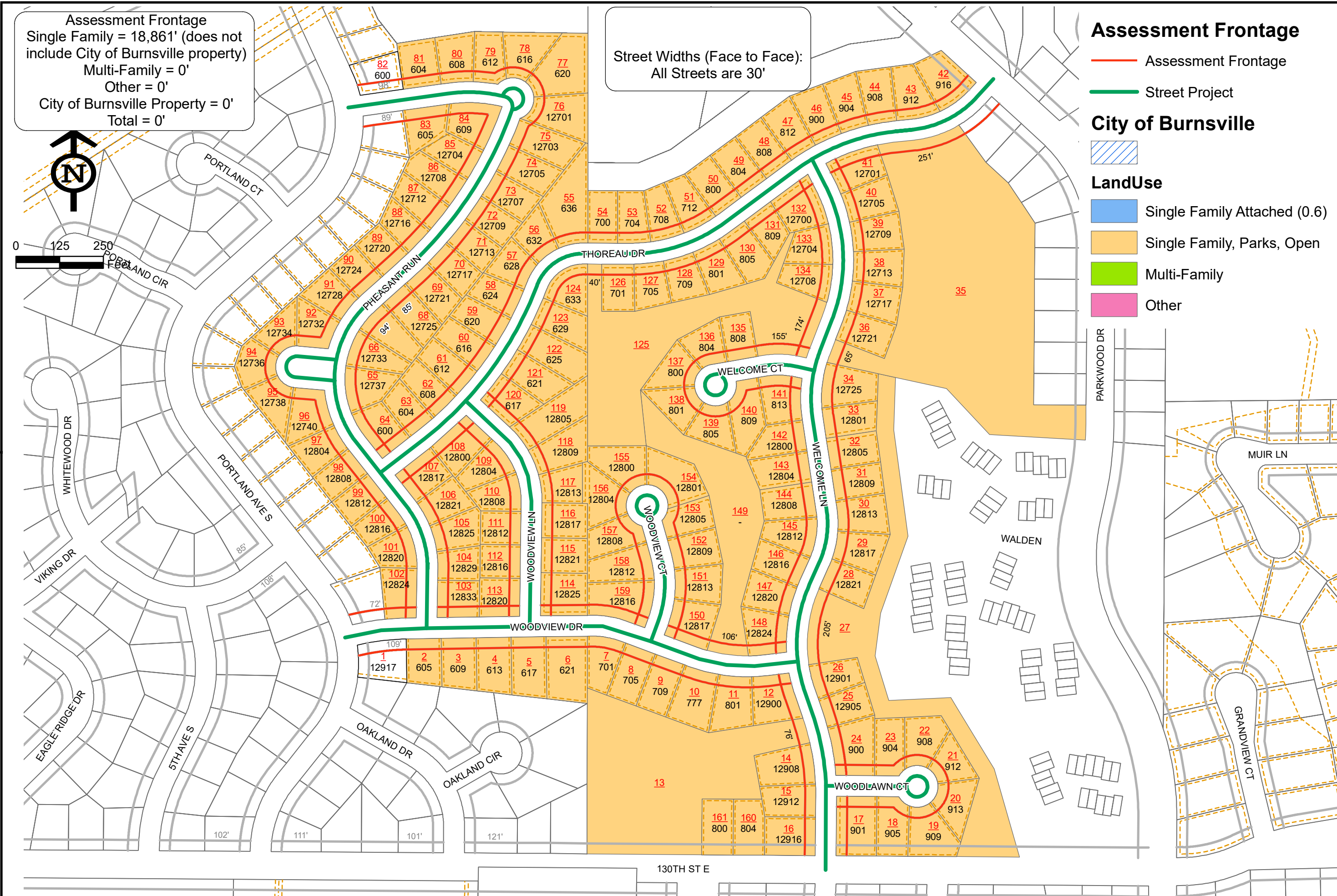
IX. CONCLUSION

All of the projects listed in this report are feasible, cost-effective, and necessary improvement projects for the City of Burnsville. It is recommended that these public improvements be constructed as listed in this report.

Appendix A

Preliminary Assessment Maps and Roll

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Path: G:\ENGINEER\Assessments\2020\2024 Assessments\Assessment Rols & Maps\24-A_Nordic24-A_assessment.mxd



Assessment Frontage

- Assessment Frontage
- Street Project

City of Burnsville



LandUse

- Single Family Attached (0.6)
- Single Family, Parks, Open
- Multi-Family
- Other

City of Burnsville

100 Civic Center Parkway
Burnsville, MN 55337-3817
Phone (952) 895-4400 Fax (952) 895-4404

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

Date

Revision

Design By

Drawn By

Check By

Proj. No.

LMV

DDK

JDS

24-A

54197

Reg. No.

Date

1/18/22

Assessment Map

Nordic Estates/Walden Area

Street Reconstruction

Sheet

1

PRELIMINARY ASSESSMENT ROLL - Reconstruction
Project 24-A

Single Family Rate:	\$	41.25
Single Family - Detached Per Unit Rate:	\$	4,955.52
Walden 1st Single Family Comon Land - Detached Per Unit Rate:	\$	285.90
Walden 3rd Single Family Comon Land - Detached Per Unit Rate:	\$	353.98
Multi-Family Rate	\$	57.74
Other Rate:	\$	74.24

PIN	SITE ADDRESS	OWNER	Joint Owner	ADDRESS1	CITY/STATE/ZIP	Plat	Lot	Block	S/A Rate	Footage/ Units	Prelim S/A	S/A Term
1	INTENTIONALLY LEFT BLANK											
2	02-52001-06-010	605 WOODVIEW DR	NICHOLAS & BILLIE RETZLAFF	605 WOODVIEW DR	BURNSVILLE MN 55337	NORDIC ESTATES 2ND ADD	1	6	SFD	1 \$	4,955.52	15
3	02-52001-06-020	609 WOODVIEW DR	JANINE ANGELA KOLCZ	609 WOODVIEW DR	BURNSVILLE MN 55337-3644	NORDIC ESTATES 2ND ADD	2	6	SFD	1 \$	4,955.52	15
4	02-52001-06-030	613 WOODVIEW DR	JAN MALCHESKI	613 WOODVIEW DR	BURNSVILLE MN 55337-3644	NORDIC ESTATES 2ND ADD	3	6	SFD	1 \$	4,955.52	15
5	02-52001-06-040	617 WOODVIEW DR	VICKY MAKKY	617 WOODVIEW DR	BURNSVILLE MN 55337	NORDIC ESTATES 2ND ADD	4	6	SFD	1 \$	4,955.52	15
6	02-52002-01-010	621 WOODVIEW DR	DONALD L JR SAMSAL	621 WOODVIEW DR	BURNSVILLE MN 55337-3644	NORDIC ESTATES 3RD ADD	1	1	SFD	1 \$	4,955.52	15
7	02-83300-04-060	701 WOODVIEW DR	DEVON SEIRA	701 WOODVIEW DR	BURNSVILLE MN 55337	WALDEN 1ST ADDITION	6	4	SFD	1 \$	5,241.42	15
8	02-83300-04-050	705 WOODVIEW DR	RICHARD O TSTE ELLSWORTH	705 WOODVIEW DR	BURNSVILLE MN 55337-3643	WALDEN 1ST ADDITION	5	4	SFD	1 \$	5,241.42	15
9	02-83300-04-040	709 WOODVIEW DR	JOHN N & KATHLEEN A RADMER	709 WOODVIEW DR	BURNSVILLE MN 55337	WALDEN 1ST ADDITION	4	4	SFD	1 \$	5,241.42	15
10	02-83300-04-030	777 WOODVIEW DR	JACOB WELLINGTON	777 WOODVIEW DR	BURNSVILLE MN 55337	WALDEN 1ST ADDITION	3	4	SFD	1 \$	5,241.42	15
11	02-83300-04-020	801 WOODVIEW DR	JAMES D & BARBARA R MCCULLY	801 WOODVIEW DR	BURNSVILLE MN 55337-3642	WALDEN 1ST ADDITION	2	4	SFD	1 \$	5,241.42	15
12	02-83300-04-010	12900 WELCOME LN	PAUL W & JACQUELYN L SCZEPANSKI	12900 WELCOME LN	BURNSVILLE MN 55337-3626	WALDEN 1ST ADDITION	1	4	SFD	1 \$	5,241.42	15
13	INTENTIONALLY LEFT BLANK											
14	02-83300-05-010	12908 WELCOME LN	JOHN W & SUSAN A TSTES CAMPBELL	12908 WELCOME LN	BURNSVILLE MN 55337	WALDEN 1ST ADDITION	1	5	SFD	1 \$	5,241.42	15
15	02-83300-05-020	12912 WELCOME LN	MIRANDA BETH HASSLER	12912 WELCOME LN	BURNSVILLE MN 55337	WALDEN 1ST ADDITION	2	5	SFD	1 \$	5,241.42	15
16	02-83300-05-030	12916 WELCOME LN	AMANDA A SOLOMON	12916 WELCOME LN	BURNSVILLE MN 55337	WALDEN 1ST ADDITION	3	5	SFD	1 \$	5,241.42	15
17	02-83300-06-100	901 WOODLAWN CT	CHRISTOPHER & AMBY ELKINS	909 WOODLAWN CT	BURNSVILLE MN 55337	WALDEN 1ST ADDITION	10	6	SFD	1 \$	5,241.42	15
18	02-83300-06-090	905 WOODLAWN CT	WALDEMAR M & ARDITH LYSLO	913 WOODLAWN CT	BURNSVILLE MN 55337-3627	WALDEN 1ST ADDITION	9	6	SFD	1 \$	5,241.42	15
19	02-83300-06-080	909 WOODLAWN CT	GREGORY & KORTNEY L DICK	912 WOODLAWN CT	BURNSVILLE MN 55337-3627	WALDEN 1ST ADDITION	8	6	SFD	1 \$	5,241.42	15
20	02-83300-06-070	913 WOODLAWN CT	BONNIE FEATHERSTONE	908 WOODLAWN CT	BURNSVILLE MN 55337	WALDEN 1ST ADDITION	7	6	SFD	1 \$	5,241.42	15
21	02-83300-06-060	912 WOODLAWN CT	DELORES JAYNE TRUEBLOOD	904 WOODLAWN CT	BURNSVILLE MN 55337-3627	WALDEN 1ST ADDITION	6	6	SFD	1 \$	5,241.42	15
22	02-83300-06-050	908 WOODLAWN CT	JEFFREY SMIEDING	900 WOODLAWN CT	BURNSVILLE MN 55337	WALDEN 1ST ADDITION	5	6	SFD	1 \$	5,241.42	15
23	02-83300-06-040	904 WOODLAWN CT	NICK E & SHEILA C PETTIS	12905 WELCOME LN	BURNSVILLE MN 55337-3625	WALDEN 1ST ADDITION	4	6	SFD	1 \$	5,241.42	15
24	02-83300-06-030	900 WOODLAWN CT	KATHRYN MORGART	12901 WELCOME LN	BURNSVILLE MN 55337	WALDEN 1ST ADDITION	3	6	SFD	1 \$	5,241.42	15
25	02-83300-06-020	12905 WELCOME LN	TUYET BECKWITH	800 130TH ST E	BURNSVILLE MN 55337	WALDEN 1ST ADDITION	2	6	SFD	1 \$	5,241.42	15
26	02-83300-06-010	12901 WELCOME LN	JACQUELINE VILLARD	804 130TH ST E	BURNSVILLE MN 55337	WALDEN 1ST ADDITION	1	6	SFD	1 \$	5,241.42	15
27	INTENTIONALLY LEFT BLANK											
28	02-83300-01-070	12821 WELCOME LN	THOMAS J DICKHAUSEN	12821 WELCOME LN	BURNSVILLE MN 55337-3623	WALDEN 1ST ADDITION	7	1	SFD	1 \$	5,241.42	15
29	02-83300-01-060	12817 WELCOME LN	DONALD & ELIZABETH CANTRELL	12817 WELCOME LN S	BURNSVILLE MN 55337-3623	WALDEN 1ST ADDITION	6	1	SFD	1 \$	5,241.42	15
30	02-83300-01-050	12813 WELCOME LN	MITCHELL H MILLER	12813 WELCOME LN	BURNSVILLE MN 55337-3623	WALDEN 1ST ADDITION	5	1	SFD	1 \$	5,241.42	15
31	02-83300-01-040	12809 WELCOME LN	KRISTI SMITH LARSON	12809 WELCOME LN	BURNSVILLE MN 55337	WALDEN 1ST ADDITION	4	1	SFD	1 \$	5,241.42	15
32	02-83300-01-030	12805 WELCOME LN	DAN C & MARY MCELROY	12805 WELCOME LN	BURNSVILLE MN 55337-3623	WALDEN 1ST ADDITION	3	1	SFD	1 \$	5,241.42	15
33	02-83300-01-020	12801 WELCOME LN	KYLE CADA	12801 WELCOME LN	BURNSVILLE MN 55337	WALDEN 1ST ADDITION	2	1	SFD	1 \$	5,241.42	15
34	02-83300-01-010	12725 WELCOME LN	AARON BRANCHAUD	12725 WELCOME LN	BURNSVILLE MN 55337	WALDEN 1ST ADDITION	1	1	SFD	1 \$	5,241.42	15
35	INTENTIONALLY LEFT BLANK											
36	02-83302-02-060	12721 WELCOME LN	AMINA M HARUN	12713 WELCOME LN	BURNSVILLE MN 55337	WALDEN 3RD ADDITION	6	2	SFD	1 \$	5,309.50	15
37	02-83302-02-050	12717 WELCOME LN	KYLE & NICOLE DARST	12709 WELCOME LN	BURNSVILLE MN 55337	WALDEN 3RD ADDITION	5	2	SFD	1 \$	5,309.50	15
38	02-83302-02-040	12713 WELCOME LN	MARIEL L WOLTER	12705 WELCOME LN	BURNSVILLE MN 55337	WALDEN 3RD ADDITION	4	2	SFD	1 \$	5,309.50	15
39	02-83302-02-030	12709 WELCOME LN	DANIEL M MONTAG	12701 WELCOME LN	BURNSVILLE MN 55337-3621	WALDEN 3RD ADDITION	3	2	SFD	1 \$	5,309.50	15
40	02-83302-02-020	12705 WELCOME LN	NANCY A NICHOLS	916 THOREAU DR	BURNSVILLE MN 55337-3619	WALDEN 3RD ADDITION	2	2	SFD	1 \$	5,309.50	15
41	02-83302-02-010	12701 WELCOME LN	MOLLY EDLUND	912 THOREAU DR	BURNSVILLE MN 55337	WALDEN 3RD ADDITION	1	2	SFD	1 \$	5,309.50	15
42	02-83302-01-130	916 THOREAU DR	JEFFREY R BORCHARDT	908 THOREAU DR	BURNSVILLE MN 55337	WALDEN 3RD ADDITION	13	1	SFD	1 \$	5,309.50	15
43	02-83302-01-120	912 THOREAU DR	ULUGBEK I AZIMOV	904 THOREAU DR	BURNSVILLE MN 55337	WALDEN 3RD ADDITION	12	1	SFD	1 \$	5,309.50	15
44	02-83302-01-110	908 THOREAU DR	BRADLEY L & SARAH L ERBES	900 THOREAU DR	BURNSVILLE MN 55337	WALDEN 3RD ADDITION	11	1	SFD	1 \$	5,309.50	15
45	02-83302-01-100	904 THOREAU DR	JAMES R & JULIE B POSTHUMUS	812 THOREAU DR	BURNSVILLE MN 55337-3618	WALDEN 3RD ADDITION	10	1	SFD	1 \$	5,309.50	15
46	02-83302-01-090	900 THOREAU DR	RENEE JACKSON	808 THOREAU DR	BURNSVILLE MN 55337	WALDEN 3RD ADDITION	9	1	SFD	1 \$	5,309.50	15
47	02-83302-01-080	812 THOREAU DR	ALEXANDER & TAYLOR ELLENDSON	804 THOREAU DR	BURNSVILLE MN 55337	WALDEN 3RD ADDITION	8	1	SFD	1 \$	5,309.50	15
48	02-83302-01-070	808 THOREAU DR	FRANCES COFFEY	800 THOREAU DR	BURNSVILLE MN 55337-3618	WALDEN 3RD ADDITION	7	1	SFD	1 \$	5,309.50	15
49	02-83302-01-060	804 THOREAU DR	TIMOTHY & SONJA LAUGHLIN	712 THOREAU DR	BURNSVILLE MN 55337	WALDEN 3RD ADDITION	6	1	SFD	1 \$	5,309.50	15
50	02-83302-01-050	800 THOREAU DR	ALDO MONTESINOS URBINA	708 THOREAU DR	BURNSVILLE MN 55337	WALDEN 3RD ADDITION	5	1	SFD	1 \$	5,309.50	15
51	02-83302-01-040	712 THOREAU DR	RICHARD P & KAY L TSTES HANSEN	704 THOREAU DR	BURNSVILLE MN 55337	WALDEN 3RD ADDITION	4	1	SFD	1 \$	5,309.50	15
52	02-83302-01-030	708 THOREAU DR	TIMOTHY R JOHNSON	700 THOREAU DR	BURNSVILLE MN 55337-3648	WALDEN 3RD ADDITION	3	1	SFD	1 \$	5,309.50	15
53	02-83302-01-020	704 THOREAU DR	RAYMOND W JR & KITTIE S TSTES ALEXANDER	901 WOODLAWN CT	BURNSVILLE MN 55337	WALDEN 3RD ADDITION	2	1	SFD	1 \$	5,309.50	15
54	02-83302-01-010	700 THOREAU DR	TAMARA L GREWENOW	905 WOODLAWN CT	BURNSVILLE MN 55337-3627	WALDEN 3RD ADDITION	1	1	SFD	1 \$	5,309.50	15
55	02-52002-03-010	636 THOREAU DR	GERALD ROSENZWEIG	636 THOREAU DR	BURNSVILLE MN 55337	NORDIC ESTATES 3RD ADD	1	3	SFD	1 \$	4,955.52	15
56	02-52001-09-280	632 THOREAU DR	EDWARD W NANSON	632 THOREAU DR	BURNSVILLE MN 55337-3650	NORDIC ESTATES 2ND ADD	28	9	SFD	1 \$	4,955.52	15
57	02-52001-09-270	628 THOREAU DR	JOSE EUSEBIO RENTERIA SORIA	628 THOREAU DR	BURNSVILLE MN 55337	NORDIC ESTATES 2ND ADD	27	9	SFD	1 \$	4,955.52	15
58	02-52001-09-260	624 THOREAU DR	KIRSTIN ANN BUCK	624 THOREAU DR	BURNSVILLE MN 55337	NORDIC ESTATES 2ND ADD	26	9	SFD	1 \$	4,955.52	15
59	02-52001-09-250	620 THOREAU DR	BRUCE A LUCKE	620 THOREAU DR	BURNSVILLE MN 55337	NORDIC ESTATES 2ND ADD	25	9	SFD	1 \$	4,955.52	15
60	02-52001-09-240	616 THOREAU DR	JOHN J & MELISSA PAHL	616 THOREAU DR	BURNSVILLE MN 55337	NORDIC ESTATES 2ND ADD	24	9	SFD	1 \$	4,955.52	15
61	02-52001-09-230	612 THOREAU DR	JUDITH GARLINGTON	612 THOREAU DR	BURNSVILLE MN 55337	NORDIC ESTATES 2ND ADD	23	9	SFD	1 \$	4,955.52	15
62	02-52001-09-220	608 THOREAU DR	CHAD & CARIN MANBECK	608 THOREAU DR	BURNSVILLE MN 55337	NORDIC ESTATES 2ND ADD	22	9	SFD	1 \$	4,955.52	15
63	02-52001-09-210	604 THOREAU DR	JEFFERY A & LAUREN E HUGHES	604 THOREAU DR	BURNSVILLE MN 55337	NORDIC ESTATES 2ND ADD	21	9	SFD	1 \$	4,955.52	15
64	02-52001-09-200	600 THOREAU DR	SCOTT A & VICKI J TINTES	600 THOREAU DR	BURNSVILLE MN 55337-3650	NORDIC ESTATES 2ND ADD	20	9	SFD	1 \$	4,955.52	15

PRELIMINARY ASSESSMENT ROLL - Reconstruction
Project 24-A

Single Family Rate:	\$	41.25
Single Family - Detached Per Unit Rate:	\$	4,955.52
Walden 1st Single Family Comon Land - Detached Per Unit Rate:	\$	285.90
Walden 3rd Single Family Comon Land - Detached Per Unit Rate:	\$	353.98
Multi-Family Rate	\$	57.74
Other Rate:	\$	74.24

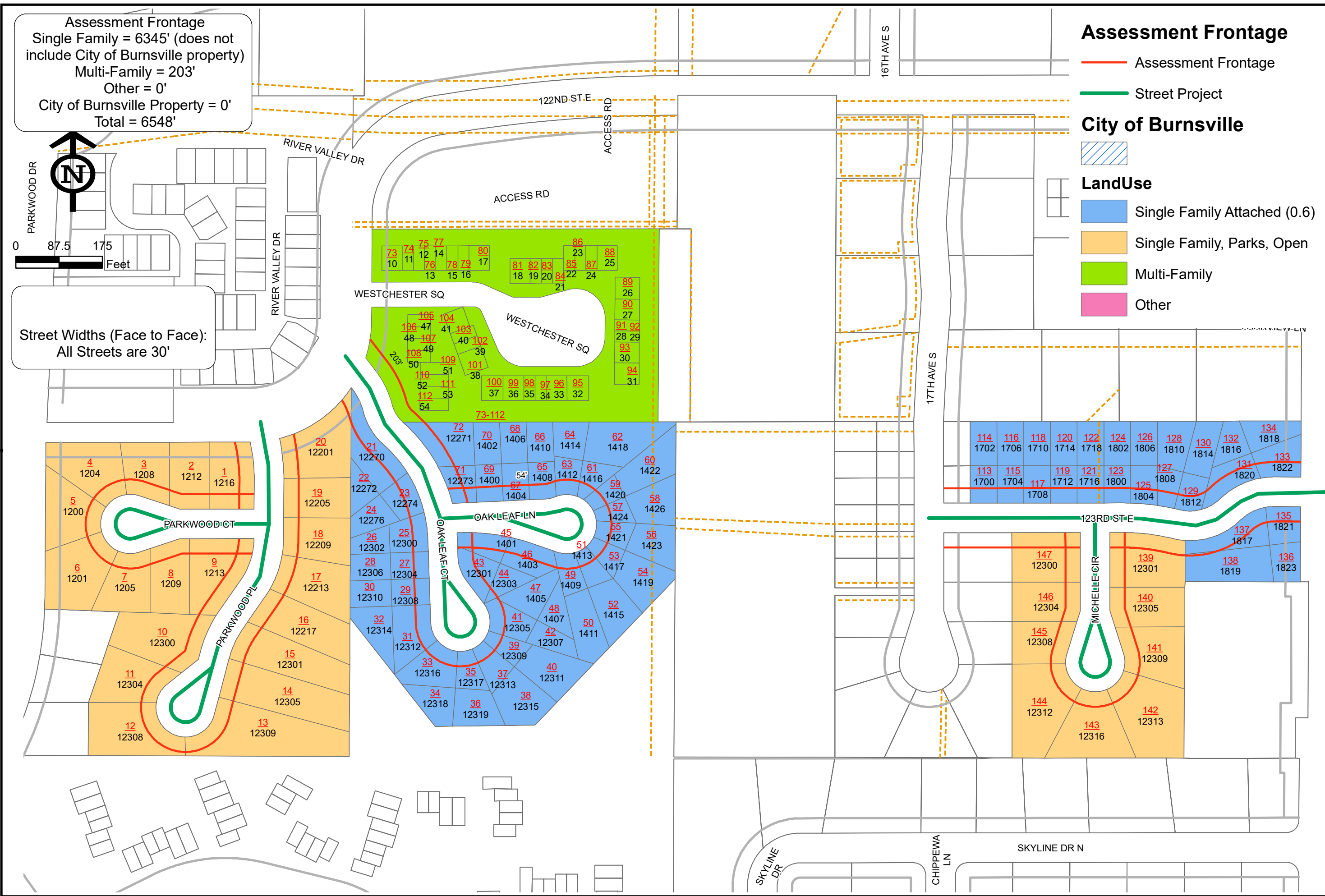
PIN	SITE ADDRESS	OWNER	Joint Owner	ADDRESS1	CITY/STATE/ZIP	Plat	Lot	Block	S/A Rate	Footage/ Units	Prelim S/A	S/A Term
65	02-52001-09-190	12737 PHEASANT RUN	MINNESOTA HOLDINGCOMPANY LLC	10800 LYNDALE AVE S STE 275	BLOOMINGTON MN 55420	NORDIC ESTATES 2ND ADD	19	9	SFD	1	\$ 4,955.52	15
66	02-52001-09-180	12733 PHEASANT RUN	CHARLES M & SUSAN R FISH	12733 PHEASANT RUN	BURNSVILLE MN 55337	NORDIC ESTATES 2ND ADD	18	9	SFD	1	\$ 4,955.52	15
67	02-52001-09-170	12729 PHEASANT RUN	MAI TONG THAO	12729 PHEASANT RUN	BURNSVILLE MN 55337	NORDIC ESTATES 2ND ADD	17	9	SFD	1	\$ 4,955.52	15
68	02-52001-09-160	12725 PHEASANT RUN	NICHOLAS NYSTROM	12725 PHEASANT RUN	BURNSVILLE MN 55337-3656	NORDIC ESTATES 2ND ADD	16	9	SFD	1	\$ 4,955.52	15
69	02-52001-09-150	12721 PHEASANT RUN	PAUL L & SANDRA J NADON	12721 PHEASANT RUN	BURNSVILLE MN 55337-3656	NORDIC ESTATES 2ND ADD	15	9	SFD	1	\$ 4,955.52	15
70	02-52001-09-140	12717 PHEASANT RUN	JACOB & JORDAN NORSTEN	12717 PHEASANT RUN	BURNSVILLE MN 55337	NORDIC ESTATES 2ND ADD	14	9	SFD	1	\$ 4,955.52	15
71	02-52001-09-130	12713 PHEASANT RUN	LOGAN M VLASATY	12713 PHEASANT RUN	BURNSVILLE MN 55337	NORDIC ESTATES 2ND ADD	13	9	SFD	1	\$ 4,955.52	15
72	02-52001-09-120	12709 PHEASANT RUN	ALEXANDER THOMAS HERME	12709 PHEASANT RUN	BURNSVILLE MN 55337	NORDIC ESTATES 2ND ADD	12	9	SFD	1	\$ 4,955.52	15
73	02-52001-09-110	12707 PHEASANT RUN	SUZANNE S HAMANN	12707 PHEASANT RUN	BURNSVILLE MN 55337	NORDIC ESTATES 2ND ADD	11	9	SFD	1	\$ 4,955.52	15
74	02-52001-09-100	12705 PHEASANT RUN	GARY L JR & ANDREA K CRAMPTON	12705 PHEASANT RUN	BURNSVILLE MN 55337-3656	NORDIC ESTATES 2ND ADD	10	9	SFD	1	\$ 4,955.52	15
75	02-52001-09-090	12703 PHEASANT RUN	JOSHUA J BITTNER	12703 PHEASANT RUN	BURNSVILLE MN 55337	NORDIC ESTATES 2ND ADD	9	9	SFD	1	\$ 4,955.52	15
76	02-57200-01-090	12701 PHEASANT RUN	MICHAEL & BROOKE MUELLER	1712 140TH ST W	BURNSVILLE MN 55337	PHEASANT RUN	9	1	SFD	1	\$ 4,955.52	15
77	02-57200-01-080	620 PHEASANT RUN	JEREMY & ANGELA SINGLETON	620 PHEASANT RUN	BURNSVILLE MN 55337	PHEASANT RUN	8	1	SFD	1	\$ 4,955.52	15
78	02-57200-01-070	616 PHEASANT RUN	BONNIE S TSTE LUNSFORD	616 PHEASANT RUN	BURNSVILLE MN 55337	PHEASANT RUN	7	1	SFD	1	\$ 4,955.52	15
79	02-57200-01-060	612 PHEASANT RUN	ALLEN C & DIANE GRAY	612 PHEASANT RUN	BURNSVILLE MN 55337-3606	PHEASANT RUN	6	1	SFD	1	\$ 4,955.52	15
80	02-57200-01-050	608 PHEASANT RUN	MICHAEL C HALL	608 PHEASANT RUN	BURNSVILLE MN 55337	PHEASANT RUN	5	1	SFD	1	\$ 4,955.52	15
81	02-57200-01-040	604 PHEASANT RUN	SHANNON L MUEDEKING	604 PHEASANT RUN	BURNSVILLE MN 55337-3606	PHEASANT RUN	4	1	SFD	1	\$ 4,955.52	15
82	INTENTIONALLY LEFT BLANK											
83	02-52001-04-213	605 PHEASANT RUN	ROBERT MILLER	605 PHEASANT RUN	BURNSVILLE MN 55337	NORDIC ESTATES 2ND ADD	21	4	SFD	1	\$ 4,955.52	15
84	02-52001-04-200	609 PHEASANT RUN	RYAN & ANDREA BERKNES	609 PHEASANT RUN	BURNSVILLE MN 55337	NORDIC ESTATES 2ND ADD	20	4	SFD	1	\$ 4,955.52	15
85	02-52001-04-211	12704 PHEASANT RUN	CONNER POPPKE	12704 PHEASANT RUN	BURNSVILLE MN 55337	NORDIC ESTATES 2ND ADD	21	4	SFD	1	\$ 4,955.52	15
86	02-52001-04-220	12708 PHEASANT RUN	SOTHEA SUON	12708 PHEASANT RUN	BURNSVILLE MN 55337	NORDIC ESTATES 2ND ADD	22	4	SFD	1	\$ 4,955.52	15
87	02-52001-04-230	12712 PHEASANT RUN	RAYMOND H & JACQUELINE M TSTES ZUHARS	12712 PHEASANT RUN	BURNSVILLE MN 55337	NORDIC ESTATES 2ND ADD	23	4	SFD	1	\$ 4,955.52	15
88	02-52001-04-240	12716 PHEASANT RUN	JESUS PARRA PEREA	12716 PHEASANT RUN	BURNSVILLE MN 55337	NORDIC ESTATES 2ND ADD	24	4	SFD	1	\$ 4,955.52	15
89	02-52001-04-250	12720 PHEASANT RUN	MICHAEL C FINN	12720 PHEASANT RUN	BURNSVILLE MN 55337	NORDIC ESTATES 2ND ADD	25	4	SFD	1	\$ 4,955.52	15
90	02-52001-04-260	12724 PHEASANT RUN	ROBERT C JABLONSKI	12724 PHEASANT RUN	BURNSVILLE MN 55337-3636	NORDIC ESTATES 2ND ADD	26	4	SFD	1	\$ 4,955.52	15
91	02-52001-04-270	12728 PHEASANT RUN	VICTOR BAHENA BENITEZ	12728 PHEASANT RUN	BURNSVILLE MN 55337	NORDIC ESTATES 2ND ADD	27	4	SFD	1	\$ 4,955.52	15
92	02-52001-04-280	12732 PHEASANT RUN	MICHAEL NORRIS	12732 PHEASANT RUN	BURNSVILLE MN 55337-3636	NORDIC ESTATES 2ND ADD	28	4	SFD	1	\$ 4,955.52	15
93	02-52001-04-290	12734 PHEASANT RUN	ARACELI TORRES-GARCIA	12734 PHEASANT RUN	BURNSVILLE MN 55337	NORDIC ESTATES 2ND ADD	29	4	SFD	1	\$ 4,955.52	15
94	02-52001-04-300	12736 PHEASANT RUN	GERALD L KAPLAN	12736 PHEASANT RUN	BURNSVILLE MN 55337-3636	NORDIC ESTATES 2ND ADD	30	4	SFD	1	\$ 4,955.52	15
95	02-52001-04-310	12738 PHEASANT RUN	WUBITU AYANA SIMA	12738 PHEASANT RUN	BURNSVILLE MN 55337-3636	NORDIC ESTATES 2ND ADD	31	4	SFD	1	\$ 4,955.52	15
96	02-52001-04-320	12740 PHEASANT RUN	FAISAL GELLE	12740 PHEASANT RUN	BURNSVILLE MN 55337	NORDIC ESTATES 2ND ADD	32	4	SFD	1	\$ 4,955.52	15
97	02-52001-04-330	12804 PHEASANT RUN	ANDREW & PEGGY AMOROSO	12804 PHEASANT RUN	BURNSVILLE MN 55337-3637	NORDIC ESTATES 2ND ADD	33	4	SFD	1	\$ 4,955.52	15
98	02-52001-04-340	12808 PHEASANT RUN	AMONI INVESTMENTSLLC	8607 TESSMAN CIR N	BROOKLYN PARK MN 55445	NORDIC ESTATES 2ND ADD	34	4	SFD	1	\$ 4,955.52	15
99	02-52001-04-350	12812 PHEASANT RUN	STEVEN R & ANGELIQUE RAUSCH	12812 PHEASANT RUN	BURNSVILLE MN 55337-3637	NORDIC ESTATES 2ND ADD	35	4	SFD	1	\$ 4,955.52	15
100	02-52001-04-360	12816 PHEASANT RUN	JJARED & HEATHER ANNE VAN RAVENHORST	12816 PHEASANT RUN	BURNSVILLE MN 55337	NORDIC ESTATES 2ND ADD	36	4	SFD	1	\$ 4,955.52	15
101	02-52001-04-370	12820 PHEASANT RUN	EDWARD A TSTE PANYK	421 ELM ST	FARMINGTON MN 55024	NORDIC ESTATES 2ND ADD	37	4	SFD	1	\$ 4,955.52	15
102	02-52001-04-380	12824 PHEASANT RUN	ZACHARY M KUJAWA	12824 PHEASANT RUN	BURNSVILLE MN 55337	NORDIC ESTATES 2ND ADD	38	4	SFD	1	\$ 4,955.52	15
103	02-52001-07-070	12833 PHEASANT RUN	PETER J LYNCH	12833 PHEASANT RUN	BURNSVILLE MN 55337-3655	NORDIC ESTATES 2ND ADD	7	7	SFD	1	\$ 4,955.52	15
104	02-52001-07-080	12829 PHEASANT RUN	BARBARA J & STEPHEN LEVIE	12829 PHEASANT RUN	BURNSVILLE MN 55337-3655	NORDIC ESTATES 2ND ADD	8	7	SFD	1	\$ 4,955.52	15
105	02-52001-07-090	12825 PHEASANT RUN	BLANCA FELIX BELTRAN	12825 PHEASANT RUN	BURNSVILLE MN 55337	NORDIC ESTATES 2ND ADD	9	7	SFD	1	\$ 4,955.52	15
106	02-52001-07-100	12821 PHEASANT RUN	ILZE B CERS	3639 LYNDALE AVE S	MINNEAPOLIS MN 55409	NORDIC ESTATES 2ND ADD	10	7	SFD	1	\$ 4,955.52	15
107	02-52001-07-110	12817 PHEASANT RUN	SAMANTHA A CARTER	12817 PHEASANT RUN	BURNSVILLE MN 55337	NORDIC ESTATES 2ND ADD	11	7	SFD	1	\$ 4,955.52	15
108	02-52001-07-010	12800 WOODVIEW LN	TIMOTHY A LAURANCE	12800 WOODVIEW LN	BURNSVILLE MN 55337-3611	NORDIC ESTATES 2ND ADD	1	7	SFD	1	\$ 4,955.52	15
109	02-52001-07-020	12804 WOODVIEW LN	KEVIN F & JANE F KALAL	12804 WOODVIEW LN	BURNSVILLE MN 55337	NORDIC ESTATES 2ND ADD	2	7	SFD	1	\$ 4,955.52	15
110	02-52001-07-030	12808 WOODVIEW LN	ROBT B & LUCILLE PETERMEIER	12808 WOODVIEW LN	BURNSVILLE MN 55337-3611	NORDIC ESTATES 2ND ADD	3	7	SFD	1	\$ 4,955.52	15
111	02-52001-07-040	12812 WOODVIEW LN	ALICE MARIE SACHS	12812 WOODVIEW LN	BURNSVILLE MN 55337	NORDIC ESTATES 2ND ADD	4	7	SFD	1	\$ 4,955.52	15
112	02-52001-07-050	12816 WOODVIEW LN	TARREN J ANDERSON	12816 WOODVIEW LN	BURNSVILLE MN 55337	NORDIC ESTATES 2ND ADD	5	7	SFD	1	\$ 4,955.52	15
113	02-52001-07-060	12820 WOODVIEW LN	ESUENDAL SENBETA	12820 WOODVIEW LN	BURNSVILLE MN 55337	NORDIC ESTATES 2ND ADD	6	7	SFD	1	\$ 4,955.52	15
114	02-52002-02-110	12825 WOODVIEW LN	BARBARA E TSTE NAATJES	12825 WOODVIEW LN	BURNSVILLE MN 55337	NORDIC ESTATES 3RD ADD	11	2	SFD	1	\$ 4,955.52	15
115	02-52002-02-100	12821 WOODVIEW LN	THOMAS TSTE MACFARLAND	12821 WOODVIEW LN	BURNSVILLE MN 55337	NORDIC ESTATES 3RD ADD	10	2	SFD	1	\$ 4,955.52	15
116	02-52002-02-090	12817 WOODVIEW LN	THOMAS ORLIE TRUST MARLOW	12817 WOODVIEW LN	BURNSVILLE MN 55337	NORDIC ESTATES 3RD ADD	9	2	SFD	1	\$ 4,955.52	15
117	02-52002-02-081	12813 WOODVIEW LN	FREDERICK R & CAROL FOX	12813 WOODVIEW LN	BURNSVILLE MN 55337-3641	NORDIC ESTATES 3RD ADD	8	2	SFD	1	\$ 4,955.52	15
118	02-52002-02-070	12809 WOODVIEW LN	CHRISTOPHER A ANDREIKA	12809 WOODVIEW LANE	BURNSVILLE MN 55337	NORDIC ESTATES 3RD ADD	7	2	SFD	1	\$ 4,955.52	15
119	02-52002-02-060	12805 WOODVIEW LN	SUSAN KAY MILLER	12805 WOODVIEW LANE	BURNSVILLE MN 55337	NORDIC ESTATES 3RD ADD	6	2	SFD	1	\$ 4,955.52	15
120	02-52002-02-050	617 THOREAU DR	ROBERT & REBECCA FREDRICKSON	617 THOREAU DR	BURNSVILLE MN 55337-3649	NORDIC ESTATES 3RD ADD	5	2	SFD	1	\$ 4,955.52	15
121	02-52002-02-040	621 THOREAU DR	RANDALL & K A MICKELSEN	621 THOREAU DR	BURNSVILLE MN 55337-3649	NORDIC ESTATES 3RD ADD	4	2	SFD	1	\$ 4,955.52	15
122	02-52002-02-030	625 THOREAU DR	PETER & LAURA ROSE BULLER	625 THOREAU DR	BURNSVILLE MN 55337	NORDIC ESTATES 3RD ADD	3	2	SFD	1	\$ 4,955.52	15
123	02-52002-02-020	629 THOREAU DR	TASHIA BETH WEISENBURGER POMROY	629 THOREAU DR	BURNSVILLE MN 55337	NORDIC ESTATES 3RD ADD	2	2	SFD	1	\$ 4,955.52	15
124	02-52002-02-010	633 THOREAU DR	ADAM H RAYBIN	633 THOREAU DR	BURNSVILLE MN 55337	NORDIC ESTATES 3RD ADD	1	2	SFD	1	\$ 4,955.52	15
125	INTENTIONALLY LEFT BLANK											
126	02-83302-03-010	701 THOREAU DR	TIMOTHY M & CRISTINE L EMERSON	12717 WELCOME LN	BURNSVILLE MN 55337	WALDEN 3RD ADDITION	1	3	SFD	1	\$ 5,309.50	15
127	02-83302-03-020	705 THOREAU DR	REBECCA TSTE DAVISON	12721 WELCOME LN	BURNSVILLE MN 55337	WALDEN 3RD ADDITION	2	3	SFD	1	\$ 5,309.50	15
128	02-83302-03-030	709 THOREAU DR	JANET S SEIM	701 THOREAU DR	BURNSVILLE MN 55337-3647	WALDEN 3RD ADDITION	3	3	SFD	1	\$ 5,309.50	15

PRELIMINARY ASSESSMENT ROLL - Reconstruction Project 24-A

Single Family Rate:	\$ 41.25
Single Family - Detached Per Unit Rate:	\$ 4,955.52
Walden 1st Single Family Common Land - Detached Per Unit Rate:	\$ 285.90
Walden 3rd Single Family Common Land - Detached Per Unit Rate:	\$ 353.98
Multi-Family Rate	\$ 57.74
Other Rate:	\$ 74.24

	PIN	SITE ADDRESS	OWNER	Joint Owner	ADDRESS1	CITY/STATE/ZIP	Plat	Lot	Block	S/A Rate	Footage/ Units	Prelim S/A	S/A Term
129	02-83302-03-040	801 THOREAU DR	ROSS & BRIDGET REAGAN		705 THOREAU DR	BURNSVILLE MN 55337-3647	WALDEN 3RD ADDITION	4	3	SFD	1	\$ 5,309.50	15
130	02-83302-03-050	805 THOREAU DR	ANTHONY ABBOTT	KATHERINE ABBOTT	709 THOREAU DR	BURNSVILLE MN 55337	WALDEN 3RD ADDITION	5	3	SFD	1	\$ 5,309.50	15
131	02-83302-03-060	809 THOREAU DR	PETER B & MICHELLE L GAWINIOWSKI		801 THOREAU DR	BURNSVILLE MN 55337	WALDEN 3RD ADDITION	6	3	SFD	1	\$ 5,309.50	15
132	02-83302-03-070	12700 WELCOME LN	GREGG D HATLELI	CHRISTOPHER M MALONE	805 THOREAU DR	BURNSVILLE MN 55337	WALDEN 3RD ADDITION	7	3	SFD	1	\$ 5,309.50	15
133	02-83302-03-080	12704 WELCOME LN	LAURA ELIZABETH WAGNER	MEGAN ROSEMARY-PARKE WAGNER	809 THOREAU DR	BURNSVILLE MN 55337	WALDEN 3RD ADDITION	8	3	SFD	1	\$ 5,309.50	15
134	02-83302-03-090	12708 WELCOME LN	JEFFREY A MAXON	JACKI P MAXON	12700 WELCOME LN	BURNSVILLE MN 55337	WALDEN 3RD ADDITION	9	3	SFD	1	\$ 5,309.50	15
135	02-83300-02-010	808 WELCOME CT	KAREN J CRAGO DECLARATION OF TRUST		808 WELCOME CT	BURNSVILLE MN 55337	WALDEN 1ST ADDITION	1	2	SFD	1	\$ 5,241.42	15
136	02-83300-02-020	804 WELCOME CT	STEVEN BRANTAL	TORI BRANTAL	804 WELCOME CT	BURNSVILLE MN 55337	WALDEN 1ST ADDITION	2	2	SFD	1	\$ 5,241.42	15
137	02-83300-02-030	800 WELCOME CT	BRIAN C & CHERYL L JOHNSON		800 WELCOME CT	BURNSVILLE MN 55337-3620	WALDEN 1ST ADDITION	3	2	SFD	1	\$ 5,241.42	15
138	02-83300-02-040	801 WELCOME CT	MARION R TSTE WALLIS	RICHARD D TSTE WALLIS	18193 LAS CRUCES DR W	GOODYEAR AZ 85338	WALDEN 1ST ADDITION	4	2	SFD	1	\$ 5,241.42	15
139	02-83300-02-050	805 WELCOME CT	MARYANN B BRUCE		805 WELCOME CT	BURNSVILLE MN 55337-3620	WALDEN 1ST ADDITION	5	2	SFD	1	\$ 5,241.42	15
140	02-83300-02-060	809 WELCOME CT	SCOTT E KOELFGEN		809 WELCOME CT	BURNSVILLE MN 55337-3620	WALDEN 1ST ADDITION	6	2	SFD	1	\$ 5,241.42	15
141	02-83300-02-070	813 WELCOME CT	EVA L CHENEY-HATCHER	RICHARD T HATCHER	813 WELCOME CT	BURNSVILLE MN 55337	WALDEN 1ST ADDITION	7	2	SFD	1	\$ 5,241.42	15
142	02-83300-02-080	12800 WELCOME LN	DONNA BUSEMAN		12800 WELCOME LN	BURNSVILLE MN 55337-3624	WALDEN 1ST ADDITION	8	2	SFD	1	\$ 5,241.42	15
143	02-83300-02-090	12804 WELCOME LN	CESAR ESTRADA	KRISTEN BAREGI ESTRADA	12804 WELCOME LN	BURNSVILLE MN 55337-3624	WALDEN 1ST ADDITION	9	2	SFD	1	\$ 5,241.42	15
144	02-83300-02-100	12808 WELCOME LN	ERIC L & JONI M BUFFALOHEAD		12808 WELCOME LN	BURNSVILLE MN 55337	WALDEN 1ST ADDITION	10	2	SFD	1	\$ 5,241.42	15
145	02-83300-02-110	12812 WELCOME LN	GERALD M THORSON	CHERYL A THORSON	12812 WELCOME LN	BURNSVILLE MN 55337-3624	WALDEN 1ST ADDITION	11	2	SFD	1	\$ 5,241.42	15
146	02-83300-02-120	12816 WELCOME LN	BRUCE A & JILL L COPP		12816 WELCOME LN	BURNSVILLE MN 55337-3624	WALDEN 1ST ADDITION	12	2	SFD	1	\$ 5,241.42	15
147	02-83300-02-130	12820 WELCOME LN	ROBERT R & ANN B LEIBROCK		12820 WELCOME LN	BURNSVILLE MN 55337-3624	WALDEN 1ST ADDITION	13	2	SFD	1	\$ 5,241.42	15
148	02-83300-02-140	12824 WELCOME LN	DONALD E & PATRICIA GERLACH		12824 WELCOME LN	BURNSVILLE MN 55337-3624	WALDEN 1ST ADDITION	14	2	SFD	1	\$ 5,241.42	15
149	INTENTIONALLY LEFT BLANK												
150	02-83300-03-010	12817 WOODVIEW CT	WM D & MILDRED JOHNSON		12817 WOODVIEW CT	BURNSVILLE MN 55337-3607	WALDEN 1ST ADDITION	1	3	SFD	1	\$ 5,241.42	15
151	02-83300-03-020	12813 WOODVIEW CT	RASHAD GABOSE		12813 WOODVIEW CT	BURNSVILLE MN 55337	WALDEN 1ST ADDITION	2	3	SFD	1	\$ 5,241.42	15
152	02-83300-03-030	12809 WOODVIEW CT	KAREN L NELSON	LAWRENCE S NELSON	12809 WOODVIEW CT	BURNSVILLE MN 55337-3607	WALDEN 1ST ADDITION	3	3	SFD	1	\$ 5,241.42	15
153	02-83300-03-040	12805 WOODVIEW CT	KALEB KIER	LAUREN BRINKMAN	12805 WOODVIEW CT	BURNSVILLE MN 55337	WALDEN 1ST ADDITION	4	3	SFD	1	\$ 5,241.42	15
154	02-83300-03-050	12801 WOODVIEW CT	BROOKE LYNN MCWETHY	CHRISTOPHER LEE MCWETHY	12801 WOODVIEW CT	BURNSVILLE MN 55337	WALDEN 1ST ADDITION	5	3	SFD	1	\$ 5,241.42	15
155	02-83300-03-060	12800 WOODVIEW CT	NELSON E TSTE SCHMIDT	FRANCES C TSTE SCHMIDT	12800 WOODVIEW CT	BURNSVILLE MN 55337-3607	WALDEN 1ST ADDITION	6	3	SFD	1	\$ 5,241.42	15
156	02-83300-03-071	12804 WOODVIEW CT	JON P & JENNIFER O KREKELBERG		12804 WOODVIEW CT	BURNSVILLE MN 55337-3607	WALDEN 1ST ADDITION	7	3	SFD	1	\$ 5,241.42	15
157	02-83300-03-080	12808 WOODVIEW CT	LEXIA D BOSCH		12808 WOODVIEW CT	BURNSVILLE MN 55337-3607	WALDEN 1ST ADDITION	8	3	SFD	1	\$ 5,241.42	15
158	02-83300-03-090	12812 WOODVIEW CT	REBECCA ASLAKSON	TONIA ASLAKSON	12812 WOODVIEW CT	BURNSVILLE MN 55337	WALDEN 1ST ADDITION	9	3	SFD	1	\$ 5,241.42	15
159	02-83300-03-100	12816 WOODVIEW CT	CRAIG J & MELISSA A HABERLACK		12816 WOODVIEW CT	BURNSVILLE MN 55337-3607	WALDEN 1ST ADDITION	10	3	SFD	1	\$ 5,241.42	15
160	02-83300-05-040	804 130TH ST E	TIMOTHY PATRICK SHEA	NICOLE ELIZABETH JAU SHEA	12704 WELCOME LN	BURNSVILLE MN 55337	WALDEN 1ST ADDITION	4	5	Walden 1st CL Only	1	\$ 285.90	5
161	02-83300-05-050	800 130TH ST E	LINDEN C TSTE SUTTON	KAREN E TSTE BOCK	12708 WELCOME LN	BURNSVILLE MN 55337	WALDEN 1ST ADDITION	5	5	Walden 1st CL Only	1	\$ 285.90	5
												\$ 778,017.28	

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Assessment Frontage
Single Family = 6345' (does not include City of Burnsville property)
Multi-Family = 203'
Other = 0'
City of Burnsville Property = 0'
Total = 6548'

Street Widths (Face to Face):
All Streets are 30'

- ### Assessment Frontage
- Assessment Frontage
 - Street Project
- ### City of Burnsville
-
- ### LandUse
- Single Family Attached (0.6)
 - Single Family, Parks, Open
 - Multi-Family
 - Other

City of Burnsville
100 Civic Center Parkway
Burnsville, MN 55337-3817
Phone (952) 895-4400 Fax (952) 895-4404

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

Date	Revision	Design By	Drawn By	Check By	Proj. No.
		LMV	DDK	JDS	24-A

Date: 1/18/22 Reg. No. 94197

Assessment Map
Oak Leaf Area
Street Reclamation

Sheet
1

PRELIMINARY ASSESSMENT ROLL - Reclamation
Project 24-B

Single Family Rate:	\$	24.08
Single Family - Detached Per Unit Rate:	\$	1,952.32
Single Family - Attached Per Unit Rate:	\$	1,171.40
Multi-Family Rate	\$	36.12
Other Rate:	\$	48.16
Westchester Square	\$	183.32

PIN	SITE ADDRESS	OWNER	Joint Owner	ADDRESS1	CITY/STATE/ZIP	Plat	Lot	Block	S/A Rate	Footage/ Units	Prelim S/A	S/A Term
1	02-56595-01-230	1216 PARKWOOD CT	BRETT DANIEL WARD	1216 PARKWOOD CT	BURNSVILLE MN 55337	PARKWOOD PONDS	23	1	1 SFD	1	\$ 1,952.32	10
2	02-56595-01-220	1212 PARKWOOD CT	DOUGLAS W GRAHAM	1212 PARKWOOD CT	BURNSVILLE MN 55337-6863	PARKWOOD PONDS	22	1	1 SFD	1	\$ 1,952.32	10
3	02-56595-01-210	1208 PARKWOOD CT	CHEYANNE OPAL MESSER	1208 PARKWOOD CT	BURNSVILLE MN 55337	PARKWOOD PONDS	21	1	1 SFD	1	\$ 1,952.32	10
4	02-56595-01-200	1204 PARKWOOD CT	SOPORN N & HAASICA PHAN	1204 PARKWOOD CT	BURNSVILLE MN 55337-6863	PARKWOOD PONDS	20	1	1 SFD	1	\$ 1,952.32	10
5	02-56595-01-190	1200 PARKWOOD CT	ANNIE KLITZKE	1200 PARKWOOD CT	BURNSVILLE MN 55337	PARKWOOD PONDS	19	1	1 SFD	1	\$ 1,952.32	10
6	02-56595-01-180	1201 PARKWOOD CT	JENNIFER D MATSUMOTO	1201 PARKWOOD CT	BURNSVILLE MN 55337	PARKWOOD PONDS	18	1	1 SFD	1	\$ 1,952.32	10
7	02-56595-01-170	1205 PARKWOOD CT	DAVID NIELSEN	1205 PARKWOOD CT	BURNSVILLE MN 55337	PARKWOOD PONDS	17	1	1 SFD	1	\$ 1,952.32	10
8	02-56595-01-160	1209 PARKWOOD CT	LORA L BIEBER	1209 PARKWOOD CT	BURNSVILLE MN 55337-6863	PARKWOOD PONDS	16	1	1 SFD	1	\$ 1,952.32	10
9	02-56595-01-150	1213 PARKWOOD CT	JEAN A WATLAND	1213 PARKWOOD CT	BURNSVILLE MN 55337-6863	PARKWOOD PONDS	15	1	1 SFD	1	\$ 1,952.32	10
10	02-56595-01-140	12300 PARKWOOD PL	VAN VINH NGUYEN	12300 PARKWOOD PL	BURNSVILLE MN 55337	PARKWOOD PONDS	14	1	1 SFD	1	\$ 1,952.32	10
11	02-56595-01-130	12304 PARKWOOD PL	AUROSMIT AMIYAKUMAR PANI	12304 PARKWOOD PL	BURNSVILLE MN 55337	PARKWOOD PONDS	13	1	1 SFD	1	\$ 1,952.32	10
12	02-56595-01-090	12308 PARKWOOD PL	SANDRA WENSTROM	12308 PARKWOOD PL	BURNSVILLE MN 55337	PARKWOOD PONDS	9	1	1 SFD	1	\$ 1,952.32	10
13	02-56595-01-080	12309 PARKWOOD PL	THOMAS M & VALARIE J HANSON	12309 PARKWOOD PL	BURNSVILLE MN 55337-6862	PARKWOOD PONDS	8	1	1 SFD	1	\$ 1,952.32	10
14	02-56595-01-070	12305 PARKWOOD PL	ACACIO PINTO & MARIA ROSCA CAMARGO	12305 PARKWOOD PL	BURNSVILLE MN 55337	PARKWOOD PONDS	7	1	1 SFD	1	\$ 1,952.32	10
15	02-56595-01-060	12301 PARKWOOD PL	STEPHEN H KIM	12301 PARKWOOD PL	BURNSVILLE MN 55337	PARKWOOD PONDS	6	1	1 SFD	1	\$ 1,952.32	10
16	02-56595-01-050	12217 PARKWOOD PL	CAROLYN ANGELA WOELFEL	12217 PARKWOOD PL	BURNSVILLE MN 55337	PARKWOOD PONDS	5	1	1 SFD	1	\$ 1,952.32	10
17	02-56595-01-040	12213 PARKWOOD PL	JOHN A & KATHLEEN V KAZ	12213 PARKWOOD PL	BURNSVILLE MN 55337-6861	PARKWOOD PONDS	4	1	1 SFD	1	\$ 1,952.32	10
18	02-56595-01-030	12209 PARKWOOD PL	EMILY KWAMBOKA NGANYWA	12209 PARKWOOD PL	BURNSVILLE MN 55337	PARKWOOD PONDS	3	1	1 SFD	1	\$ 1,952.32	10
19	02-56595-01-020	12205 PARKWOOD PL	BRADLEY M & KAREN M ANDERSON	12205 PARKWOOD PL	BURNSVILLE MN 55337-6861	PARKWOOD PONDS	2	1	1 SFD	1	\$ 1,952.32	10
20	02-56595-01-010	12201 PARKWOOD PL	BENJAMIN P CHURILLA	12201 PARKWOOD PL	BURNSVILLE MN 55337	PARKWOOD PONDS	1	1	1 SFD	1	\$ 1,952.32	10
21	02-53701-01-520	12270 OAK LEAF CT	CHAU BANG NGUYEN	12270 OAK LEAF CT	BURNSVILLE MN 55337	OAK LEAF PLAT 2	52	1	1 SFA	1	\$ 1,171.40	10
22	02-53701-01-510	12272 OAK LEAF CT	LUIS ORLANDO ROJAS PINTO	12272 OAK LEAF CT	BURNSVILLE MN 55337	OAK LEAF PLAT 2	51	1	1 SFA	1	\$ 1,171.40	10
23	02-53701-01-490	12274 OAK LEAF CT	BARBARA SWEENEY	12274 OAK LEAF CT	BURNSVILLE MN 55337	OAK LEAF PLAT 2	49	1	1 SFA	1	\$ 1,171.40	10
24	02-53701-01-500	12276 OAK LEAF CT	RHONDA B WILKIE	12276 OAK LEAF CT	BURNSVILLE MN 55337-2960	OAK LEAF PLAT 2	50	1	1 SFA	1	\$ 1,171.40	10
25	02-53701-01-480	12300 OAK LEAF CT	GERALD M & MARY E GUPTILL	12300 OAK LEAF CT	BURNSVILLE MN 55337-2961	OAK LEAF PLAT 2	48	1	1 SFA	1	\$ 1,171.40	10
26	02-53701-01-470	12302 OAK LEAF CT	ALAINA WITT	12302 OAK LEAF CT	BURNSVILLE MN 55337	OAK LEAF PLAT 2	47	1	1 SFA	1	\$ 1,171.40	10
27	02-53701-01-450	12304 OAK LEAF CT	SUSAN MARIE & ERIK GORDON OLSON	12304 OAK LEAF CT	BURNSVILLE MN 55337-2961	OAK LEAF PLAT 2	45	1	1 SFA	1	\$ 1,171.40	10
28	02-53701-01-460	12306 OAK LEAF CT	HAI Q NGUYEN	1835 SWITCHGRASS LANE	SHAKOPEE MN 55379	OAK LEAF PLAT 2	46	1	1 SFA	1	\$ 1,171.40	10
29	02-53701-01-440	12308 OAK LEAF CT	LINDA L TSSTE LEICHT	217 KRAFT RD W	WEST SAINT PAUL MN 55118	OAK LEAF PLAT 2	44	1	1 SFA	1	\$ 1,171.40	10
30	02-53701-01-430	12310 OAK LEAF CT	JO ELLEN DIERS	12310 OAK LEAF CT	BURNSVILLE MN 55337	OAK LEAF PLAT 2	43	1	1 SFA	1	\$ 1,171.40	10
31	02-53701-01-410	12312 OAK LEAF CT	KEVIN J WATSON	12312 OAK LEAF CT	BURNSVILLE MN 55337	OAK LEAF PLAT 2	41	1	1 SFA	1	\$ 1,171.40	10
32	02-53701-01-420	12314 OAK LEAF CT	CODY J YARD	12314 OAK LEAF CT	BURNSVILLE MN 55337	OAK LEAF PLAT 2	42	1	1 SFA	1	\$ 1,171.40	10
33	02-53701-01-400	12316 OAK LEAF CT	CAROLYN A BRAUN	12316 OAK LEAF CT	BURNSVILLE MN 55337-2961	OAK LEAF PLAT 2	40	1	1 SFA	1	\$ 1,171.40	10
34	02-53701-01-390	12318 OAK LEAF CT	SUMMER MAO	12318 OAK LEAF CT	BURNSVILLE MN 55337-2961	OAK LEAF PLAT 2	39	1	1 SFA	1	\$ 1,171.40	10
35	02-53701-01-370	12317 OAK LEAF CT	RICHARD W VAIL	12317 OAK LEAF CT	BURNSVILLE MN 55337-2969	OAK LEAF PLAT 2	37	1	1 SFA	1	\$ 1,171.40	10
36	02-53701-01-380	12319 OAK LEAF CT	BRIAN K JERVE	12319 OAK LEAF CT	BURNSVILLE MN 55337	OAK LEAF PLAT 2	38	1	1 SFA	1	\$ 1,171.40	10
37	02-53701-01-360	12313 OAK LEAF CT	NICOLE A OURADNIK	12313 OAK LEAF CT	BURNSVILLE MN 55337	OAK LEAF PLAT 2	36	1	1 SFA	1	\$ 1,171.40	10
38	02-53701-01-350	12315 OAK LEAF CT	LAURA RUIZ	12315 OAK LEAF CT	BURNSVILLE MN 55337	OAK LEAF PLAT 2	35	1	1 SFA	1	\$ 1,171.40	10
39	02-53701-01-330	12309 OAK LEAF CT	LAURA LEWANDOWSKI	12309 OAK LEAF CT	BURNSVILLE MN 55337	OAK LEAF PLAT 2	33	1	1 SFA	1	\$ 1,171.40	10
40	02-53701-01-340	12311 OAK LEAF CT	KRAIG KASPER	12311 OAK LEAF CT	BURNSVILLE MN 55337	OAK LEAF PLAT 2	34	1	1 SFA	1	\$ 1,171.40	10
41	02-53701-01-320	12305 OAK LEAF CT	MEGAN K GRANT	12305 OAK LEAF CT	BURNSVILLE MN 55337	OAK LEAF PLAT 2	32	1	1 SFA	1	\$ 1,171.40	10
42	02-53701-01-310	12307 OAK LEAF CT	MARSHA HALL	12307 OAK LEAF CT	BURNSVILLE MN 55337	OAK LEAF PLAT 2	31	1	1 SFA	1	\$ 1,171.40	10
43	02-53701-01-270	12301 OAK LEAF CT	CAROL M JENSEN LIVING TRUST	12301 OAK LEAF CT	BURNSVILLE MN 55337	OAK LEAF PLAT 2	27	1	1 SFA	1	\$ 1,171.40	10
44	02-53701-01-280	12303 OAK LEAF CT	CHARLES BAKER	12303 OAK LEAF CT	BURNSVILLE MN 55337	OAK LEAF PLAT 2	28	1	1 SFA	1	\$ 1,171.40	10
45	02-53701-01-260	1401 OAK LEAF LN	CHRISTOPHER P JOHNSON	1401 OAK LEAF LANE	BURNSVILLE MN 55337	OAK LEAF PLAT 2	26	1	1 SFA	1	\$ 1,171.40	10
46	02-53701-01-250	1403 OAK LEAF LN	DAWN R WELTER	1403 OAK LEAF LN	BURNSVILLE MN 55337-2918	OAK LEAF PLAT 2	25	1	1 SFA	1	\$ 1,171.40	10
47	02-53701-01-290	1405 OAK LEAF LN	WACHANA BUNNITHI	1405 OAK LEAF LN	BURNSVILLE MN 55337	OAK LEAF PLAT 2	29	1	1 SFA	1	\$ 1,171.40	10
48	02-53701-01-300	1407 OAK LEAF LN	JEFFREY R MOHR	1407 OAK LEAF LN	BURNSVILLE MN 55337	OAK LEAF PLAT 2	30	1	1 SFA	1	\$ 1,171.40	10
49	02-53701-01-240	1409 OAK LEAF LN	TOBA & IBUKUNOLUWA ABIODUN	1409 OAK LEAF LN	BURNSVILLE MN 55337	OAK LEAF PLAT 2	24	1	1 SFA	1	\$ 1,171.40	10
50	02-53701-01-230	1411 OAK LEAF LN	CANDICE ANDERSON	1411 OAK LEAF LN	BURNSVILLE MN 55337	OAK LEAF PLAT 2	23	1	1 SFA	1	\$ 1,171.40	10
51	02-53701-01-210	1413 OAK LEAF LN	TAYLOR L AKERS	1413 OAK LEAF LN	BURNSVILLE MN 55337	OAK LEAF PLAT 2	21	1	1 SFA	1	\$ 1,171.40	10
52	02-53701-01-220	1415 OAK LEAF LN	MOHAMAD ISMAIL RAMZAN	1415 OAK LEAF LN	BURNSVILLE MN 55337	OAK LEAF PLAT 2	22	1	1 SFA	1	\$ 1,171.40	10
53	02-53701-01-200	1417 OAK LEAF LN	SARAH AMATO	1417 OAK LEAF LN	BURNSVILLE MN 55337	OAK LEAF PLAT 2	20	1	1 SFA	1	\$ 1,171.40	10
54	02-53701-01-190	1419 OAK LEAF LN	JEROLD A & JENNIFER IRWIN	1419 OAK LEAF LN	BURNSVILLE MN 55337-2918	OAK LEAF PLAT 2	19	1	1 SFA	1	\$ 1,171.40	10
55	02-53701-01-170	1421 OAK LEAF LN	KATHLEEN L GROVER	1421 OAK LEAF LN	BURNSVILLE MN 55337-2918	OAK LEAF PLAT 2	17	1	1 SFA	1	\$ 1,171.40	10
56	02-53701-01-180	1423 OAK LEAF LN	JULIE M SWANSON	11 COCAMO ST	PALM SPRINGS CA 92264	OAK LEAF PLAT 2	18	1	1 SFA	1	\$ 1,171.40	10
57	02-53701-01-160	1424 OAK LEAF LN	SOLIDCRETE LLC	1960 CLIFF LAKE RD STE 129-231	EAGAN MN 55122	OAK LEAF PLAT 2	16	1	1 SFA	1	\$ 1,171.40	10
58	02-53701-01-150	1426 OAK LEAF LN	EMMI NIELSON-GUNNING	1426 OAK LEAF LN	BURNSVILLE MN 55337	OAK LEAF PLAT 2	15	1	1 SFA	1	\$ 1,171.40	10
59	02-53701-01-130	1420 OAK LEAF LN	VALENCIA PERRYMAN	1420 OAK LEAF LN	BURNSVILLE MN 55337	OAK LEAF PLAT 2	13	1	1 SFA	1	\$ 1,171.40	10
60	02-53701-01-140	1422 OAK LEAF LN	TRACI DUTCHER	1422 OAK LEAF LN	BURNSVILLE MN 55337	OAK LEAF PLAT 2	14	1	1 SFA	1	\$ 1,171.40	10
61	02-53701-01-120	1416 OAK LEAF LN	JENNIFER J MOORE	1416 OAK LEAF LANE	BURNSVILLE MN 55337	OAK LEAF PLAT 2	12	1	1 SFA	1	\$ 1,171.40	10

PRELIMINARY ASSESSMENT ROLL - Reclamation
Project 24-B

Single Family Rate:	\$	24.08
Single Family - Detached Per Unit Rate:	\$	1,952.32
Single Family - Attached Per Unit Rate:	\$	1,171.40
Multi-Family Rate	\$	36.12
Other Rate:	\$	48.16
Westchester Square	\$	183.32

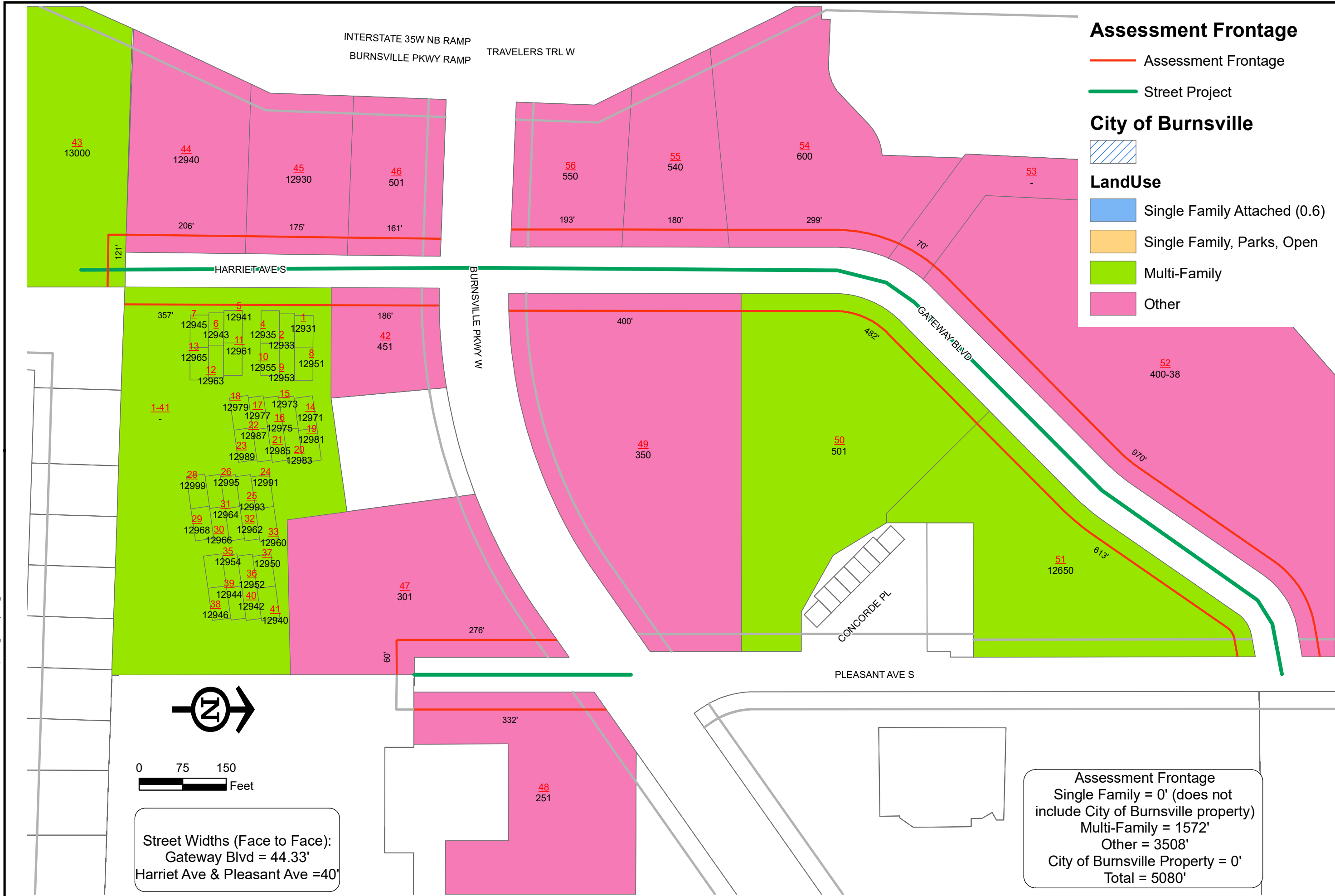
PIN	SITE ADDRESS	OWNER	Joint Owner	ADDRESS1	CITY/STATE/ZIP	Plat	Lot	Block	S/A Rate	Footage/ Units	Prelim S/A	S/A Term
62	02-53701-01-110	1418 OAK LEAF LN	RES HOLDING LLC	7900 INTERNATIONAL DR STE 510	BLOOMINGTON MN 55425	OAK LEAF PLAT 2	11	1	1 SFA	1	\$ 1,171.40	10
63	02-53701-01-090	1412 OAK LEAF LN	LINDSEY E SWANSON	1412 OAK LEAF LN	BURNSVILLE MN 55337	OAK LEAF PLAT 2	9	1	1 SFA	1	\$ 1,171.40	10
64	02-53701-01-100	1414 OAK LEAF LN	GRUMAN PROPERTIESLLC	12775 FOLIAGE AVE	APPLE VALLEY MN 55124	OAK LEAF PLAT 2	10	1	1 SFA	1	\$ 1,171.40	10
65	02-53701-01-080	1408 OAK LEAF LN	JAMES VINCENT CAMMARATO	1408 OAK LEAF LN	BURNSVILLE MN 55337-2918	OAK LEAF PLAT 2	8	1	1 SFA	1	\$ 1,171.40	10
66	02-53701-01-070	1410 OAK LEAF LN	JEFFREY PECKHAM	11166 26TH ST NE	SAINT MICHAEL MN 55376	OAK LEAF PLAT 2	7	1	1 SFA	1	\$ 1,171.40	10
67	02-53701-01-050	1404 OAK LEAF LN	JOSEPH W KLAERS	1404 OAK LEAF LN	BURNSVILLE MN 55337-2918	OAK LEAF PLAT 2	5	1	1 SFA	1	\$ 1,171.40	10
68	02-53701-01-060	1406 OAK LEAF LN	DAVID R MOSTROM	1406 OAK LEAF LN	BURNSVILLE MN 55337	OAK LEAF PLAT 2	6	1	1 SFA	1	\$ 1,171.40	10
69	02-53701-01-040	1400 OAK LEAF LN	TARA M GRANSEE	1400 OAK LEAF LN	BURNSVILLE MN 55337	OAK LEAF PLAT 2	4	1	1 SFA	1	\$ 1,171.40	10
70	02-53701-01-030	1402 OAK LEAF LN	DANIEL J & JAYNE A CARRINGTON	1402 OAK LEAF LN	BURNSVILLE MN 55337-2918	OAK LEAF PLAT 2	3	1	1 SFA	1	\$ 1,171.40	10
71	02-53701-01-010	12273 OAK LEAF CT	SOTERO ALEJANDRO ROJAS	12273 OAK LEAF CT	BURNSVILLE MN 55337	OAK LEAF PLAT 2	1	1	1 SFA	1	\$ 1,171.40	10
72	02-53701-01-020	12271 OAK LEAF CT	NGUYEN N HUYNH	12271 OAK LEAF CT	BURNSVILLE MN 55337	OAK LEAF PLAT 2	2	1	1 SFA	1	\$ 1,171.40	10
73	02-83551-01-010	10 WESTCHESTER SQ	CYNTHIA A LUGGETT	10 WESTCHESTER SQUARE	BURNSVILLE MN 55337-2991	WESTCHESTER 2ND ADDITION	1	1	1 MF	1	\$ 183.32	1
74	02-83551-01-020	11 WESTCHESTER SQ	ALINA SLUTSKY	11 WESTCHESTER SQ	BURNSVILLE MN 55337-2991	WESTCHESTER 2ND ADDITION	2	1	1 MF	1	\$ 183.32	1
75	02-83551-01-030	12 WESTCHESTER SQ	JUILE L HOLDEN	12 WESTCHESTER SQ	BURNSVILLE MN 55337	WESTCHESTER 2ND ADDITION	3	1	1 MF	1	\$ 183.32	1
76	02-83551-01-040	13 WESTCHESTER SQ	JAY L DEKKO	13 WESTCHESTER SQ	BURNSVILLE MN 55337-2991	WESTCHESTER 2ND ADDITION	4	1	1 MF	1	\$ 183.32	1
77	02-83551-01-050	14 WESTCHESTER SQ	BARBARA J GEISEL	14 WESTCHESTER SQ	BURNSVILLE MN 55337-2991	WESTCHESTER 2ND ADDITION	5	1	1 MF	1	\$ 183.32	1
78	02-83551-01-060	15 WESTCHESTER SQ	ANDRE BASHALE	15 WESTCHESTER SQ	BURNSVILLE MN 55337	WESTCHESTER 2ND ADDITION	6	1	1 MF	1	\$ 183.32	1
79	02-83551-01-070	16 WESTCHESTER SQ	MARIA SHROYER	16 WESTCHESTER SQ	BURNSVILLE MN 55337	WESTCHESTER 2ND ADDITION	7	1	1 MF	1	\$ 183.32	1
80	02-83551-01-080	17 WESTCHESTER SQ	KELLY K BOWERS	17 WESTCHESTER SQ	BURNSVILLE MN 55337-2991	WESTCHESTER 2ND ADDITION	8	1	1 MF	1	\$ 183.32	1
81	02-83551-01-090	18 WESTCHESTER SQ	MURTICE C SHEREK	18 WESTCHESTER SQ	BURNSVILLE MN 55337	WESTCHESTER 2ND ADDITION	9	1	1 MF	1	\$ 183.32	1
82	02-83551-01-100	19 WESTCHESTER SQ	TIBEBE S TEKLEMARIAM	19 WESTCHESTER SQ	BURNSVILLE MN 55337	WESTCHESTER 2ND ADDITION	10	1	1 MF	1	\$ 183.32	1
83	02-83551-01-110	20 WESTCHESTER SQ	LUANN K NOVAK	20 WESTCHESTER SQ	BURNSVILLE MN 55337-2998	WESTCHESTER 2ND ADDITION	11	1	1 MF	1	\$ 183.32	1
84	02-83551-01-120	21 WESTCHESTER SQ	DIANE C ANDERSON	21 WESTCHESTER SQ	BURNSVILLE MN 55337-2998	WESTCHESTER 2ND ADDITION	12	1	1 MF	1	\$ 183.32	1
85	02-83551-01-130	22 WESTCHESTER SQ	JOSALIND DELONEY	22 WESTCHESTER SQ	BURNSVILLE MN 55337	WESTCHESTER 2ND ADDITION	13	1	1 MF	1	\$ 183.32	1
86	02-83551-01-140	23 WESTCHESTER SQ	JENNIFER M KING	23 WESTCHESTER SQ	BURNSVILLE MN 55337-2998	WESTCHESTER 2ND ADDITION	14	1	1 MF	1	\$ 183.32	1
87	02-83551-01-150	24 WESTCHESTER SQ	SAMUEL DUNLEVY	24 WESTCHESTER SQ	BURNSVILLE MN 55337	WESTCHESTER 2ND ADDITION	15	1	1 MF	1	\$ 183.32	1
88	02-83551-01-160	25 WESTCHESTER SQ	JANAE ST MARIE	25 WESTCHESTER SQ	BURNSVILLE MN 55337	WESTCHESTER 2ND ADDITION	16	1	1 MF	1	\$ 183.32	1
89	02-83552-01-010	26 WESTCHESTER SQ	DIANNE K SOVIS	26 WESTCHESTER SQUARE	BURNSVILLE MN 55337-2998	WESTCHESTER 3RD ADDITION	1	1	1 MF	1	\$ 183.32	1
90	02-83552-01-020	27 WESTCHESTER SQ	FRANCIS AVORGBEDOR	27 WESTCHESTER SQ	BURNSVILLE MN 55337	WESTCHESTER 3RD ADDITION	2	1	1 MF	1	\$ 183.32	1
91	02-83552-01-030	28 WESTCHESTER SQ	TERESA M MAHONEY	28 WESTCHESTER SQ	BURNSVILLE MN 55337-2998	WESTCHESTER 3RD ADDITION	3	1	1 MF	1	\$ 183.32	1
92	02-83552-01-040	29 WESTCHESTER SQ	PATRICK C EDREY	29 WESTCHESTER SQ	BURNSVILLE MN 55337	WESTCHESTER 3RD ADDITION	4	1	1 MF	1	\$ 183.32	1
93	02-83552-01-050	30 WESTCHESTER SQ	DAVID E & LAURIE A BAWIDAMANN	30 WESTCHESTER SQ	BURNSVILLE MN 55337	WESTCHESTER 3RD ADDITION	5	1	1 MF	1	\$ 183.32	1
94	02-83552-01-060	31 WESTCHESTER SQ	BONNIE J MARKUN	31 WESTCHESTER SQ	BURNSVILLE MN 55337-2998	WESTCHESTER 3RD ADDITION	6	1	1 MF	1	\$ 183.32	1
95	02-83552-02-010	32 WESTCHESTER SQ	GREGORY M VEACH	32 WESTCHESTER SQ	BURNSVILLE MN 55337	WESTCHESTER 3RD ADDITION	1	2	2 MF	1	\$ 183.32	1
96	02-83552-02-020	33 WESTCHESTER SQ	JANICE M SCHULTZ	33 WESTCHESTER SQ	BURNSVILLE MN 55337-6844	WESTCHESTER 3RD ADDITION	2	2	2 MF	1	\$ 183.32	1
97	02-83552-02-030	34 WESTCHESTER SQ	CLARICE M ANDERSON	34 WESTCHESTER SQ	BURNSVILLE MN 55337-6844	WESTCHESTER 3RD ADDITION	3	2	2 MF	1	\$ 183.32	1
98	02-83552-02-040	35 WESTCHESTER SQ	SARA CORWIN	35 WESTCHESTER SQ	BURNSVILLE MN 55337	WESTCHESTER 3RD ADDITION	4	2	2 MF	1	\$ 183.32	1
99	02-83552-02-050	36 WESTCHESTER SQ	JUDY B GLASS	36 WESTCHESTER SQ	BURNSVILLE MN 55337	WESTCHESTER 3RD ADDITION	5	2	2 MF	1	\$ 183.32	1
100	02-83552-02-060	37 WESTCHESTER SQ	DIANE ELVERUD	37 WESTCHESTER SQ	BURNSVILLE MN 55337	WESTCHESTER 3RD ADDITION	6	2	2 MF	1	\$ 183.32	1
101	02-83552-03-010	38 WESTCHESTER SQ	LAVONNE SCHAEFER	38 WESTCHESTER SQ	BURNSVILLE MN 55337	WESTCHESTER 3RD ADDITION	1	3	3 MF	1	\$ 183.32	1
102	02-83552-03-020	39 WESTCHESTER SQ	DANIELLE GANTT	39 WESTCHESTER SQ	BURNSVILLE MN 55337	WESTCHESTER 3RD ADDITION	2	3	3 MF	1	\$ 183.32	1
103	02-83552-03-030	40 WESTCHESTER SQ	WHITE TOPAZ HOLDING LLC	40 WESTERCHESHER SQ	BURNSVILLE MN 55337	WESTCHESTER 3RD ADDITION	3	3	3 MF	1	\$ 183.32	1
104	02-83552-03-040	41 WESTCHESTER SQ	KURT D DANIELSON	41 WESTCHESTER SQ	BURNSVILLE MN 55337-6844	WESTCHESTER 3RD ADDITION	4	3	3 MF	1	\$ 183.32	1
105	02-83550-01-380	47 WESTCHESTER SQ	DIANNE M WARGIN	47 WESTCHESTER	BURNSVILLE MN 55337-2988	WESTCHESTER	38	1	1 MF	1	\$ 183.32	1
106	02-83550-01-390	48 WESTCHESTER SQ	JOHN W & VALERIE JO QUALLEY	48 WESTCHESTER LN	BURNSVILLE MN 55337-2988	WESTCHESTER	39	1	1 MF	1	\$ 183.32	1
107	02-83550-01-400	49 WESTCHESTER SQ	JOSEPH M SCHULTZ	49 WESTCHESTER SQ	BURNSVILLE MN 55337	WESTCHESTER	40	1	1 MF	1	\$ 183.32	1
108	02-83550-01-410	50 WESTCHESTER SQ	CAMILLE M LENLING	50 WESTCHESTER SQ	BURNSVILLE MN 55337	WESTCHESTER	41	1	1 MF	1	\$ 183.32	1
109	02-83550-01-420	51 WESTCHESTER SQ	ZAW LIN	51 WESTCHESTER LN	BURNSVILLE MN 55337-2988	WESTCHESTER	42	1	1 MF	1	\$ 183.32	1
110	02-83550-01-430	52 WESTCHESTER SQ	HOPE A GROVER	52 WESTCHESTER LN	BURNSVILLE MN 55337-2988	WESTCHESTER	43	1	1 MF	1	\$ 183.32	1
111	02-83550-01-440	53 WESTCHESTER SQ	DONNA CALA	53 WESTCHESTER SQ	BURNSVILLE MN 55337	WESTCHESTER	44	1	1 MF	1	\$ 183.32	1
112	02-83550-01-450	54 WESTCHESTER SQ	RICHARD WILLIAMS	54 WESTCHESTER SQ	BURNSVILLE MN 55337	WESTCHESTER	45	1	1 MF	1	\$ 183.32	1
113	02-53702-01-220	1700 123RD ST E	JULIE S DUBOIS	1700 123RD ST E	BURNSVILLE MN 55337-2904	OAK LEAF PLAT 3	22	1	1 SFA	1	\$ 1,171.40	10
114	02-53702-01-210	1702 123RD ST E	COLORADO 3 LLC	3033 EXCELSIOR BLVD STE 100	MINNEAPOLIS MN 55416	OAK LEAF PLAT 3	21	1	1 SFA	1	\$ 1,171.40	10
115	02-53702-01-190	1704 123RD ST E	PATRICIA A WELLS	1704 123RD ST E	BURNSVILLE MN 55337-2904	OAK LEAF PLAT 3	19	1	1 SFA	1	\$ 1,171.40	10
116	02-53702-01-200	1706 123RD ST E	MONA L MIKOLICH	1706 123RD ST E	BURNSVILLE MN 55337-2904	OAK LEAF PLAT 3	20	1	1 SFA	1	\$ 1,171.40	10
117	02-53702-01-180	1708 123RD ST E	KAREN J VOLK	1708 123RD ST E	BURNSVILLE MN 55337-2904	OAK LEAF PLAT 3	18	1	1 SFA	1	\$ 1,171.40	10
118	02-53702-01-170	1710 123RD ST E	NANCY AGUILAR ESPINOZA	1710 123RD ST E	BURNSVILLE MN 55337	OAK LEAF PLAT 3	17	1	1 SFA	1	\$ 1,171.40	10
119	02-53702-01-150	1712 123RD ST E	GEOFFREY B GARWICK	13657 OAKWOOD CURV	BURNSVILLE MN 55337	OAK LEAF PLAT 3	15	1	1 SFA	1	\$ 1,171.40	10
120	02-53702-01-160	1714 123RD ST E	JONATHAN LEROY ARNOLD	1714 123RD ST E	BURNSVILLE MN 55337	OAK LEAF PLAT 3	16	1	1 SFA	1	\$ 1,171.40	10
121	02-53702-01-140	1716 123RD ST E	ANNA SANFORD	1716 123RD ST E	BURNSVILLE MN 55337	OAK LEAF PLAT 3	14	1	1 SFA	1	\$ 1,171.40	10
122	02-53702-01-130	1718 123RD ST E	CHARLEY ENDO	1718 123RD ST E	BURNSVILLE MN 55337	OAK LEAF PLAT 3	13	1	1 SFA	1	\$ 1,171.40	10

PRELIMINARY ASSESSMENT ROLL - Reclamation
Project 24-B

Single Family Rate:	\$	24.08
Single Family - Detached Per Unit Rate:	\$	1,952.32
Single Family - Attached Per Unit Rate:	\$	1,171.40
Multi-Family Rate	\$	36.12
Other Rate:	\$	48.16
Westchester Square	\$	183.32

	PIN	SITE ADDRESS	OWNER	Joint Owner	ADDRESS1	CITY/STATE/ZIP	Plat	Lot	Block	S/A Rate	Footage/ Units	Prelim S/A	S/A Term	
123	02-53702-01-110	1800 123RD ST E	RICHARD ROSENWINKEL	JAYME HAULTON	1800 123RD ST E	BURNSVILLE MN 55337	OAK LEAF PLAT 3	11	1	1 SFA		1 \$	1,171.40	10
124	02-53702-01-120	1802 123RD ST E	KRISTIN M HAUGEN		1802 123RD ST E	BURNSVILLE MN 55337-2906	OAK LEAF PLAT 3	12	1	1 SFA		1 \$	1,171.40	10
125	02-53702-01-100	1804 123RD ST E	REBECCA MARIE BONESTEEL		1804 123RD ST E	BURNSVILLE MN 55337	OAK LEAF PLAT 3	10	1	1 SFA		1 \$	1,171.40	10
126	02-53702-01-090	1806 123RD ST E	J A HOGAN PROPERTIES LLC		2140 260TH ST E	WEBSTER MN 55088	OAK LEAF PLAT 3	9	1	1 SFA		1 \$	1,171.40	10
127	02-53702-01-070	1808 123RD ST E	ELIZABETE A GIZAW		1808 123RD ST	BURNSVILLE MN 55337	OAK LEAF PLAT 3	7	1	1 SFA		1 \$	1,171.40	10
128	02-53702-01-080	1810 123RD ST E	BUTTER HOLDINGS LLC		5100 EDINA INDUSTRIAL BLVD STE 2	EDINA MN 55439	OAK LEAF PLAT 3	8	1	1 SFA		1 \$	1,171.40	10
129	02-53702-01-060	1812 123RD ST E	JASON JR WHITE		1812 123RD ST E	BURNSVILLE MN 55337	OAK LEAF PLAT 3	6	1	1 SFA		1 \$	1,171.40	10
130	02-53702-01-050	1814 123RD ST E	GREGORY A & JANICE K VASSAR		1814 123RD ST E	BURNSVILLE MN 55337-2906	OAK LEAF PLAT 3	5	1	1 SFA		1 \$	1,171.40	10
131	02-53702-01-030	1820 123RD ST E	WILLIAM H & RAYDELLE BRUENTRUP		10605 JOLIET AVE N	STILLWATER MN 55082-9435	OAK LEAF PLAT 3	3	1	1 SFA		1 \$	1,171.40	10
132	02-53702-01-040	1816 123RD ST E	TERESA M SPEAR		1816 123RD ST E	BURNSVILLE MN 55337	OAK LEAF PLAT 3	4	1	1 SFA		1 \$	1,171.40	10
133	02-53702-01-020	1822 123RD ST E	DUSTY TYLER WILKINS		4032 STOCKDALE DR	VADNAIS HEIGHTS MN 55127	OAK LEAF PLAT 3	2	1	1 SFA		1 \$	1,171.40	10
134	02-53702-01-010	1818 123RD ST E	ARTURO HERNANDEZ ROSALES		1818 123RD ST E UNIT 7	BURNSVILLE MN 55337	OAK LEAF PLAT 3	1	1	1 SFA		1 \$	1,171.40	10
135	02-53702-02-010	1821 123RD ST E	CATHY F TERRACINA		1821 123RD ST E	BURNSVILLE MN 55337	OAK LEAF PLAT 3	1	2	2 SFA		1 \$	1,171.40	10
136	02-53702-02-020	1823 123RD ST E	JANET DREWISKE		1823 123RD ST E	BURNSVILLE MN 55337	OAK LEAF PLAT 3	2	2	2 SFA		1 \$	1,171.40	10
137	02-53702-02-040	1817 123RD ST E	ANDRIS JANIS VALDMANIS		5405 SHORE TRL NE	PRIOR LAKE MN 55372-1260	OAK LEAF PLAT 3	4	2	2 SFA		1 \$	1,171.40	10
138	02-53702-02-030	1819 123RD ST E	BRANDON L TUEL		1819 123RD ST E	BURNSVILLE MN 55337	OAK LEAF PLAT 3	3	2	2 SFA		1 \$	1,171.40	10
139	02-53702-02-050	12301 MICHELLE CIR	CHRISTOPHER D & KASEY MEYER		12301 MICHELLE CIR	BURNSVILLE MN 55337-2916	OAK LEAF PLAT 3	5	2	2 SFD		1 \$	1,952.32	10
140	02-53702-02-060	12305 MICHELLE CIR	FERNANDO G SANCHEZ	DANAE L CARDENAS	12305 MICHELLE CIR	BURNSVILLE MN 55337	OAK LEAF PLAT 3	6	2	2 SFD		1 \$	1,952.32	10
141	02-53702-02-070	12309 MICHELLE CIR	DANNY M & JODI M MADSEN		12309 MICHELLE CIR	BURNSVILLE MN 55337-2916	OAK LEAF PLAT 3	7	2	2 SFD		1 \$	1,952.32	10
142	02-53702-02-080	12313 MICHELLE CIR	AMY L FULIN	THOMAS J FULIN	12313 MICHELLE CIR	BURNSVILLE MN 55337	OAK LEAF PLAT 3	8	2	2 SFD		1 \$	1,952.32	10
143	02-53702-02-090	12316 MICHELLE CIR	BYRON J & ASHLEY M VIERK		12316 MICHELLE CIR	BURNSVILLE MN 55337	OAK LEAF PLAT 3	9	2	2 SFD		1 \$	1,952.32	10
144	02-53702-02-100	12312 MICHELLE CIR	PAUL & DANA LUEDTKE		12312 MICHELLE CIR	BURNSVILLE MN 55337	OAK LEAF PLAT 3	10	2	2 SFD		1 \$	1,952.32	10
145	02-53702-02-110	12308 MICHELLE CIR	NAFIZA KHAYOUM		12308 MICHELLE CIR	BURNSVILLE MN 55337	OAK LEAF PLAT 3	11	2	2 SFD		1 \$	1,952.32	10
146	02-53702-02-120	12304 MICHELLE CIR	HOWARD TSTE LUNDIN	REBECCA TSTE LUNDIN	12304 MICHELLE CIR	BURNSVILLE MN 55337	OAK LEAF PLAT 3	12	2	2 SFD		1 \$	1,952.32	10
147	02-53702-02-130	12300 MICHELLE CIR	ROSS M FREDRICKSON		12300 MICHELLE CIR	BURNSVILLE MN 55337	OAK LEAF PLAT 3	13	2	2 SFD		1 \$	1,952.32	10
												\$	155,319.24	

Date Saved: 7/19/2023 11:20:11 AM
Path: G:\ENGINEER\Assessments\2020\2024 Assessments\Assessment Rolls & Maps\24-C_Gateway\24-C_assessment.mxd



City of Burnsville
100 Civic Center Parkway
Burnsville, MN 55337-3817
Phone (952) 895-4400 Fax (952) 895-4404

I hereby certify that this plan, Specification or report was prepared by me or under my direct supervision and that I am a duly Registered Professional Engineer under the laws of the State of Minnesota	
Date	Revision
Design By LMV	Drawn By DDK
Check By JDS	Proj. No. 24-A
Reg. No. 54197	
Date: 1/18/22	

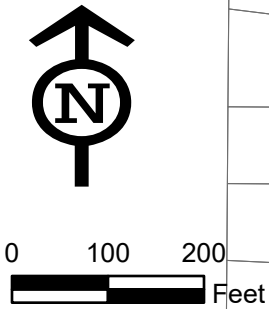
Assessment Map
Gateway Area
Street Reclamation

Sheet
1

**PRELIMINARY ASSESSMENT ROLL - Rehabilitation
Project 24-C**

Single Family Rate:	\$	20.89
Single Family - Detached Per Unit Rate:		
Multi-Family Rate	\$	27.16
Other Rate:	\$	33.43
Brittany Heights	\$	242.40

	PIN	SITE ADDRESS	OWNER	Joint Owner	ADDRESS1	ADDRESS2	CITY/STATE/ZIP	Plat	Lot	Block	S/A Rate	Footage/ Units	Prelim S/A	S/A Term
1	02-15180-01-010	12931 HARRIET AVE S	OLAWUNMI K SULAIMON		12931 HARRIET AVE S		BURNSVILLE MN 55337	BRITTANY HEIGHTS	1	1	MF	1	\$ 242.40	5
2	02-15180-01-020	12933 HARRIET AVE S	LOIS E PIOSKE		12933 HARRIET AVE S		BURNSVILLE MN 55337-2677	BRITTANY HEIGHTS	2	1	MF	1	\$ 242.40	5
3	Intentionally Left Blank													
4	02-15180-01-030	12935 HARRIET AVE S	ZERIHUM T BEYENE	DIBABE W ALEMU	12935 HARRIET AVE S		BURNSVILLE MN 55337	BRITTANY HEIGHTS	3	1	MF	1	\$ 242.40	5
5	02-15180-02-010	12941 HARRIET AVE S	MANISH VIRMANI	BHAVNOR LAMBA	7312 GLOUCESTER DR		EDINA MN 55435	BRITTANY HEIGHTS	1	2	MF	1	\$ 242.40	5
6	02-15180-02-020	12943 HARRIET AVE S	JENA SCURRY		12943 HARRIET AVE S		BURNSVILLE MN 55337	BRITTANY HEIGHTS	2	2	MF	1	\$ 242.40	5
7	02-15180-02-030	12945 HARRIET AVE S	DEBORAH K COBBINS		12945 HARRIET AVE S		BURNSVILLE MN 55337-2677	BRITTANY HEIGHTS	3	2	MF	1	\$ 242.40	5
8	02-15180-01-060	12951 HARRIET AVE S	STEVEN R BRIGHT		12951 HARRIET S		BURNSVILLE MN 55337	BRITTANY HEIGHTS	6	1	MF	1	\$ 242.40	5
9	02-15180-01-050	12953 HARRIET AVE S	EVAN BASKERVILLE		12953 HARRIET AVE S		BURNSVILLE MN 55337	BRITTANY HEIGHTS	5	1	MF	1	\$ 242.40	5
10	02-15180-01-040	12955 HARRIET AVE S	CHRISTIAN JACKSON		12955 HARRIET AVE S		BURNSVILLE MN 55337	BRITTANY HEIGHTS	4	1	MF	1	\$ 242.40	5
11	02-15180-02-060	12961 HARRIET AVE S	THI LAM	DUC TANG	12961 HARRIET AVE S		BURNSVILLE MN 55337	BRITTANY HEIGHTS	6	2	MF	1	\$ 242.40	5
12	02-15180-02-050	12963 HARRIET AVE S	ALEX M LUND		12963 HARRIET AVE S		BURNSVILLE MN 55337	BRITTANY HEIGHTS	5	2	MF	1	\$ 242.40	5
13	02-15180-02-040	12965 HARRIET AVE S	DONNIE DANIELS		12965 HARRIET AVE S		BURNSVILLE MN 55337	BRITTANY HEIGHTS	4	2	MF	1	\$ 242.40	5
14	02-15180-03-010	12971 HARRIET AVE S	LUCAS I III & DIANE M SMITH		12971 HARRIET AVE S		BURNSVILLE MN 55337	BRITTANY HEIGHTS	1	3	MF	1	\$ 242.40	5
15	02-15180-03-020	12973 HARRIET AVE S	MARC JOSEPH JOLICOEUR		4949 CHICAGO AVE		MINNEAPOLIS MN 55417	BRITTANY HEIGHTS	2	3	MF	1	\$ 242.40	5
16	02-15180-03-030	12975 HARRIET AVE S	ELIZABETH D BUOY		12975 HARRIET AVE S		BURNSVILLE MN 55337	BRITTANY HEIGHTS	3	3	MF	1	\$ 242.40	5
17	02-15180-03-040	12977 HARRIET AVE S	MICHAEL T GRENDZINSKI		12977 HARRIET AVE S		BURNSVILLE MN 55337-2671	BRITTANY HEIGHTS	4	3	MF	1	\$ 242.40	5
18	02-15180-03-050	12979 HARRIET AVE S	ALEX J RUSHO		12979 HARRIET AVE S		BURNSVILLE MN 55337	BRITTANY HEIGHTS	5	3	MF	1	\$ 242.40	5
19	02-15180-03-100	12981 HARRIET AVE S	ELVIA ARIZA		12981 HARRIET AVE S		BURNSVILLE MN 55337	BRITTANY HEIGHTS	10	3	MF	1	\$ 242.40	5
20	02-15180-03-090	12983 HARRIET AVE S	SABAH AHMED		12983 HARRIET AVE S		BURNSVILLE MN 55337	BRITTANY HEIGHTS	9	3	MF	1	\$ 242.40	5
21	02-15180-03-080	12985 HARRIET AVE S	LAUREN JOHNSON		12985 HARRIET AVE S		BURNSVILLE MN 55337	BRITTANY HEIGHTS	8	3	MF	1	\$ 242.40	5
22	02-15180-03-070	12987 HARRIET AVE S	ZACHARY KUNESH	KRISTIN PERZEL	12987 HARRIET AVE S		BURNSVILLE MN 55337	BRITTANY HEIGHTS	7	3	MF	1	\$ 242.40	5
23	02-15180-03-060	12989 HARRIET AVE S	SOUKSAY SOUKSEUM		12989 HARRIET AVE S		BURNSVILLE MN 55337	BRITTANY HEIGHTS	6	3	MF	1	\$ 242.40	5
24	02-15180-04-010	12991 HARRIET AVE S	ANSELMO A PEREZ		12991 HARRIET AVE S		BURNSVILLE MN 55337	BRITTANY HEIGHTS	1	4	MF	1	\$ 242.40	5
25	02-15180-04-020	12993 HARRIET AVE S	JOSEPH B LEE		12993 HARRIET AVE S		BURNSVILLE MN 55337	BRITTANY HEIGHTS	2	4	MF	1	\$ 242.40	5
26	02-15180-04-030	12995 HARRIET AVE S	MARY STORMS		12995 HARRIET AVE S		BURNSVILLE MN 55337	BRITTANY HEIGHTS	3	4	MF	1	\$ 242.40	5
27	02-15180-04-040	12997 HARRIET AVE S	TIFFANY LINDSEY		12997 HARRIET AVE S		BURNSVILLE MN 55337	BRITTANY HEIGHTS	4	4	MF	1	\$ 242.40	5
28	02-15180-04-050	12999 HARRIET AVE S	EDGAR OCTAVIO DAVILA VIGSTOL		12999 HARRIET AVE S		BURNSVILLE MN 55337	BRITTANY HEIGHTS	5	4	MF	1	\$ 242.40	5
29	02-15180-04-060	12968 PLEASANT AVE S	CLAUDIA P CASTRO	ANDREW S ETTESVOLD	12968 PLEASANT AVE		BURNSVILLE MN 55337-2693	BRITTANY HEIGHTS	6	4	MF	1	\$ 242.40	5
30	02-15180-04-070	12966 PLEASANT AVE S	JAMES M SCHIPRETT		12966 PLEASANT AVE		BURNSVILLE MN 55337-2693	BRITTANY HEIGHTS	7	4	MF	1	\$ 242.40	5
31	02-15180-04-080	12964 PLEASANT AVE S	JESSICA SINGEWALD		12964 PLEASANT AVE S		BURNSVILLE MN 55337	BRITTANY HEIGHTS	8	4	MF	1	\$ 242.40	5
32	02-15180-04-090	12962 PLEASANT AVE S	SCOTT & EDNA HUSTON		12962 PLEASANT AVE		BURNSVILLE MN 55337-2693	BRITTANY HEIGHTS	9	4	MF	1	\$ 242.40	5
33	02-15180-04-100	12960 PLEASANT AVE S	WORKU B WORKE	TSEGERADA HAILE	12960 PLEASANT AVE		BURNSVILLE MN 55337-2693	BRITTANY HEIGHTS	10	4	MF	1	\$ 242.40	5
34	02-15180-05-040	12956 PLEASANT AVE S	MINNESOTA CAPITALMANAGEMENT LLC		% NORTHWOODS SERVICING	1012 5TH ST N	MINNEAPOLIS MN 55411	BRITTANY HEIGHTS	4	5	MF	1	\$ 242.40	5
35	02-15180-05-030	12954 PLEASANT AVE S	DALE & EMILY L HAUGEN		12954 PLEASANT AVE		BURNSVILLE MN 55337	BRITTANY HEIGHTS	3	5	MF	1	\$ 242.40	5
36	02-15180-05-020	12952 PLEASANT AVE S	LEMOYNE C BADER		12952 PLEASANT AVE		BURNSVILLE MN 55337-2679	BRITTANY HEIGHTS	2	5	MF	1	\$ 242.40	5
37	02-15180-05-010	12950 PLEASANT AVE S	NAJIEH SEKHNI	BAYAN TAWAKALNA	12950 PLEASANT AVE		BURNSVILLE MN 55337	BRITTANY HEIGHTS	1	5	MF	1	\$ 242.40	5
38	02-15180-05-050	12946 PLEASANT AVE S	NEBIYU ELIAS		12946 PLEASANT AVE		BURNSVILLE MN 55337-2679	BRITTANY HEIGHTS	5	5	MF	1	\$ 242.40	5
39	02-15180-05-060	12944 PLEASANT AVE S	WILLIAM & KAYE STERLING	ADRIANNE REISCOLL	9600 EDGEWOOD RD		BLOOMINGTON MN 55438	BRITTANY HEIGHTS	6	5	MF	1	\$ 242.40	5
40	02-15180-05-070	12942 PLEASANT AVE S	MISBA REHMAN	SUMAIRA ZARRIN	13738 CROSSMOOR AVE		ROSEMOUNT MN 55068	BRITTANY HEIGHTS	7	5	MF	1	\$ 242.40	5
41	02-15180-05-080	12940 PLEASANT AVE S	SMJ INVESTMENTS LLC		14504 WILDS PKWY NW		PRIOR LAKE MN 55372	BRITTANY HEIGHTS	8	5	MF	1	\$ 242.40	5
42	02-01300-22-034	451 BURNSVILLE PKWY W	451 BURNSVILLE PARKWAY LLC		% SIMEK REALTY	5353 WAYZATA BLVD STE 211	SAINT LOUIS PARK MN 55416	SECTION 13 TWN 11S RANGE 21		0		186	\$ 6,217.98	15
43	02-63100-01-010	13000 HARRIET AVE S	PRCP-MINNESOTA STONE LLC	SOTA STONEY LLC RAILSPITTER-MINNE	10455 RIVERSIDE DR STE 200		WEST PALM BEACH FL 33410	RAVEN HILL	1	1	MF	121	\$ 3,286.36	15
44	02-01300-23-013	12940 HARRIET AVE S	SKYLINE SQUARE LLC		% IAG COMMERCIAL	222 9TH ST S STE 1600	MINNEAPOLIS MN 55402	SECTION 13 TWN 11S RANGE 21		0		206	\$ 6,886.58	15
45	02-01300-23-014	12930 HARRIET AVE S	MC REAL ESTATE LLC		4801 HIGHWAY 61 STE 204		WHITE BEAR LAKE MN 55110	SECTION 13 TWN 11S RANGE 21		0		175	\$ 5,850.25	15
46	02-01300-23-012	501 BURNSVILLE PKWY W	TOWNSEND PROPERTIES LLC		4445 HWY 13 W		SAVAGE MN 55378	SECTION 13 TWN 11S RANGE 21		0		161	\$ 5,382.23	15
47	02-01300-22-022	301 BURNSVILLE PKWY W	HARLEE LLC		% ZAKIA INC - RITA PALASHIEWSKI	14001 BURNHAVEN DR	BURNSVILLE MN 55337	SECTION 13 TWN 11S RANGE 21		0		336	\$ 11,232.48	15
48	02-64033-01-010	251 BURNSVILLE PKWY	251 BURNSVILLE PKWY LLC		BURNSVILLE PKWY		BURNSVILLE MN 55337	RIDGEVIEW 3RD ADDITION	1	1	0	332	\$ 11,098.76	15
49	02-18150-01-021	350 BURNSVILLE PKWY W	GATEWAY INVESTORSLLC		5151 INDUSTRIAL BLVD STE 525		EDINA MN 55439	CONCORDE CENTRE	2	1	0	400	\$ 13,372.00	15
50	02-28820-01-020	501 GATEWAY BLVD	CONCORDE FLATS LLC		7645 LYNDALE AVE S		MINNEAPOLIS MN 55423	GATEWAY HOUSING	2	1	MF	482	\$ 13,091.12	15
51	02-28820-01-010	12650 PLEASANT AVE S	PLEASANT VILLAS LIMITED PARTNERSHIP		7645 LYNDALE AVE S		MINNEAPOLIS MN 55423	GATEWAY HOUSING	1	1	MF	613	\$ 16,649.08	15
52	02-28800-01-030	400-38 GATEWAY BLVD	KRAUS-ANDERSON INC		ATTN ACCOUNTS PAYABLE	501 8TH ST S	MINNEAPOLIS MN 55404	GATEWAY BUSINESS PARK	3	1	0	970	\$ 32,427.10	15
53	02-28800-00-010		KRAUS-ANDERSON INC		ATTN ACCOUNTS PAYABLE	501 8TH ST S	MINNEAPOLIS MN 55404	GATEWAY BUSINESS PARK	A	0	0	70	\$ 2,340.10	15
54	02-01300-21-011	600 TRAVELERS TRL W	AAA MINNESOTA IOWA		600 TRAVELERS TRL		BURNSVILLE MN 55337-2518	SECTION 13 TWN 11S RANGE 21		0		299	\$ 9,995.57	15
55	02-64700-01-010	540 GATEWAY BLVD	540 GATEWAY LLC		701 XENIA AVE S STE 300		MINNEAPOLIS MN 55416	ROVICK PLACE	1	1	0	180	\$ 6,017.40	15
56	02-11475-01-010	550 BURNSVILLE PKWY W	CEDARWOOD BURNSVILLE LLC		3241 BDE MAKA SAKA PKWY E APT 1		MINNEAPOLIS MN 55408	ANCHOR 1ST ADDITION	1	1	0	193	\$ 6,451.99	15
													\$ 159,995.12	



Street Widths (Face to Face):
All Streets = 30'



Lots 55, 60, 61 & 62 are duplexes and
should be assessed for two lots (1.2)

Assessment Frontage
Single Family = 5901' (does not
include City of Burnsville property)
Multi-Family = 143'
Other = 0'
City of Burnsville Property = 10'
Total = 6054'

City of Burnsville



Assessed Parcels

LandUse

- Single Family Attached (0.6)
- Single Family, Parks, Open
- Multi-Family
- Other
- Assessment Frontage
- Reclamation Street Project

Date	Revision	Design By	Drawn By	Check By	Prior No.
		LMV	DDK	JDS	24-E

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

**PRELIMINARY ASSESSMENT ROLL - Reclamation
Project 24-E**

Single Family Rate:	\$	24.08
Single Family - Detached Per Unit Rate:	\$	1,952.32
Single Family - Attached Per Unit Rate:	\$	1,171.40
Multi-Family Rate:	\$	36.12
Other Rate:	\$	48.16

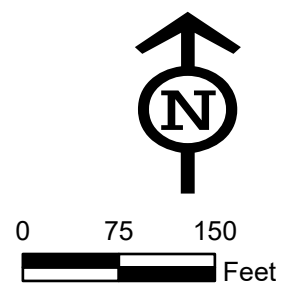
	PIN	SITE ADDRESS	OWNER	Joint Owner	ADDRESS1	CITY/STATE/ZIP	Plat	Lot	Block	S/A Rate	Footage/ Units	Prelim S/A	S/A Term
1	02-75877-01-010	11900 BAYPOINT DR	DUSTIN ZIESKA		11900 BAYPOINT DR	BURNSVILLE MN 55337	THE LANDINGS PLAT 3	1	1	SFD	1	\$ 1,952.32	10
2	02-75877-01-021	11904 BAYPOINT DR	JON M ASHENBRENER	MARILYN B ASHENBRENER	11904 BAYPOINT DR	BURNSVILLE MN 55337	THE LANDINGS PLAT 3	2	1	SFD	1	\$ 1,952.32	10
3	02-75877-01-031	11908 BAYPOINT DR	JAMES EILERS		11908 BAYPOINT DR	BURNSVILLE MN 55337	THE LANDINGS PLAT 3	3	1	SFD	1	\$ 1,952.32	10
4	02-75877-01-040	11912 BAYPOINT DR	ANDREW KIESER	JESSICA J JOHNSON	11912 BAYPOINT DR	BURNSVILLE MN 55337	THE LANDINGS PLAT 3	4	1	SFD	1	\$ 1,952.32	10
5	02-75877-01-050	11916 BAYPOINT DR	JUSTIN ALEX & CALYNN MW SCHUCK		11916 BAYPOINTE DR	BURNSVILLE MN 55337	THE LANDINGS PLAT 3	5	1	SFD	1	\$ 1,952.32	10
6	02-75877-01-060	11920 BAYPOINT DR	MAHIN ABBASSI RAHBAR		11920 BAYPOINT DR	BURNSVILLE MN 55337-3367	THE LANDINGS PLAT 3	6	1	SFD	1	\$ 1,952.32	10
7	02-75877-01-070	11924 BAYPOINT DR	MELVIN THOMAS TSTE HENDERSON	JUDY MERCEDES TSTE HENDERSON	11924 BAYPOINT DR	BURNSVILLE MN 55337	THE LANDINGS PLAT 3	7	1	SFD	1	\$ 1,952.32	10
8	02-75877-01-080	11928 BAYPOINT DR	DARREN A SILVERNESS	JANET L SILVERNESS	11928 BAYPORT DR	BURNSVILLE MN 55337	THE LANDINGS PLAT 3	8	1	SFD	1	\$ 1,952.32	10
9	02-75877-01-090	11932 BAYPOINT DR	DOUGLAS J & RITA A RICKABAUGH		11932 BAYPOINT DR	BURNSVILLE MN 55337-3367	THE LANDINGS PLAT 3	9	1	SFD	1	\$ 1,952.32	10
10	02-75877-01-100	11936 BAYPOINT DR	CYRUS ZAESKE	KELSEY NELSON	11936 BAYPOINT DR	BURNSVILLE MN 55337	THE LANDINGS PLAT 3	10	1	SFD	1	\$ 1,952.32	10
11	02-75877-01-110	11940 BAYPOINT DR	TOSSIA S BROWN		11940 BAYPOINT DR	BURNSVILLE MN 55337	THE LANDINGS PLAT 3	11	1	SFD	1	\$ 1,952.32	10
12	02-75876-01-150	11944 BAYPOINT DR	MATTHEW & SARINA MORRISON		11944 BAYPOINT DR	BURNSVILLE MN 55337	THE LANDINGS PLAT 2	15	1	SFD	1	\$ 1,952.32	10
13	02-75876-01-140	12000 SUMMERSET LN	LLOYD & REBECCA HYDE		12000 SUMMERSET LN	BURNSVILLE MN 55337	THE LANDINGS PLAT 2	14	1	SFD	1	\$ 1,952.32	10
14	02-75876-01-130	12004 SUMMERSET LN	VICTOR V & IRYNA A SLOBODYAN		12004 SUMMERSET LN	BURNSVILLE MN 55337	THE LANDINGS PLAT 2	13	1	SFD	1	\$ 1,952.32	10
15	02-75876-01-120	12008 SUMMERSET LN	ADAM GILBERTSON	ADELIA ACEVEDO	12008 SUMMERSET LN	BURNSVILLE MN 55337	THE LANDINGS PLAT 2	12	1	SFD	1	\$ 1,952.32	10
16	02-75876-01-110	12012 SUMMERSET LN	PATRICK A BOTZ	ANGELA D BENGTON	12012 SUMMERSET LN	BURNSVILLE MN 55337-3356	THE LANDINGS PLAT 2	11	1	SFD	1	\$ 1,952.32	10
17	02-75876-01-100	12016 SUMMERSET LN	MADELINE GIBSON	CRAIG HARDIE	12016 SUMMERSET LN	BURNSVILLE MN 55337	THE LANDINGS PLAT 2	10	1	SFD	1	\$ 1,952.32	10
18	02-75876-01-090	12020 SUMMERSET LN	SHAWN D BJONFALD	MARY K PALMER BJONFALD	12020 SUMMERSET LN	BURNSVILLE MN 55337-3356	THE LANDINGS PLAT 2	9	1	SFD	1	\$ 1,952.32	10
19	02-75876-01-080	12024 SUMMERSET LN	PETER S WEBSTER		12024 SUMERSET LN	BURNSVILLE MN 55337	THE LANDINGS PLAT 2	8	1	SFD	1	\$ 1,952.32	10
20	02-75876-01-070	12029 SUMMERSET LN	BAKHODIR KAMBAROV	ZARNIGOR GANIEVA	12029 SUMMERSET LN	BURNSVILLE MN 55337	THE LANDINGS PLAT 2	7	1	SFD	1	\$ 1,952.32	10
21	02-75876-01-060	12025 SUMMERSET LN	BABETTE & SCOTT SCHOENIG		12025 SUMMERSET LN	BURNSVILLE MN 55337-3357	THE LANDINGS PLAT 2	6	1	SFD	1	\$ 1,952.32	10
22	02-75876-01-050	12021 SUMMERSET LN	KIMBERLY A HELM		12021 SUMMERSET LN	BURNSVILLE MN 55337	THE LANDINGS PLAT 2	5	1	SFD	1	\$ 1,952.32	10
23	02-75876-01-040	12017 SUMMERSET LN	LARRY TSTE J KOEHLER	CYNTHIA TSTE A KOEHLER	12017 SUMMERSET LN	BURNSVILLE MN 55337-3357	THE LANDINGS PLAT 2	4	1	SFD	1	\$ 1,952.32	10
24	02-75876-01-030	12013 SUMMERSET LN	STEVEN DEAN HUNTSMAN	CAROLYN DECKER MITCHELL	12013 SUMMERSET LN	BURNSVILLE MN 55337	THE LANDINGS PLAT 2	3	1	SFD	1	\$ 1,952.32	10
25	02-75876-01-020	12009 SUMMERSET LN	GLENN & KIMBERLY HUEBNER		12009 SUMMERSET LN	BURNSVILLE MN 55337-3357	THE LANDINGS PLAT 2	2	1	SFD	1	\$ 1,952.32	10
26	02-75876-01-010	12005 SUMMERSET LN	ANDREW R & MOLLY M G GEHRKE		12005 SUMMERSET LN	BURNSVILLE MN 55337-3357	THE LANDINGS PLAT 2	1	1	SFD	1	\$ 1,952.32	10
27	02-75875-03-040	12001 SUMMERSET LN	KRISTIN DEMARAY SASSE		12001 SUMMERSET LN	BURNSVILLE MN 55337	THE LANDINGS	4	3	SFD	1	\$ 1,952.32	10
28	02-75875-03-030	11935 SUMMERSET LN	MICHAEL R DENNIS	REBECCA A SWENSON DENNIS	11935 SUMMERSET LN	BURNSVILLE MN 55337-3345	THE LANDINGS	3	3	SFD	1	\$ 1,952.32	10
29	02-75875-03-020	11931 SUMMERSET LN	DANIEL P SCHMIDT	STEPHANIE M TURNER	11931 SUMMERSET LN	BURNSVILLE MN 55337	THE LANDINGS	2	3	SFD	1	\$ 1,952.32	10
30	02-75875-03-010	11927 SUMMERSET LN	NANCY PHAM	ROHAN SINGH	11927 SUMMERSET LN	BURNSVILLE MN 55337	THE LANDINGS	1	3	SFD	1	\$ 1,952.32	10
31	02-75875-00-040		CITY OF BURNSVILLE		100 CIVIC CENTER PKWY	BURNSVILLE MN 55337-3817	THE LANDINGS	3	SF		10	\$ 240.80	5
32	02-75875-01-040	11923 SUMMERSET LN	DONNA C SCHELLER		11923 SUMMERSET LN	BURNSVILLE MN 55337	THE LANDINGS	4	1	SFD	1	\$ 1,952.32	10
33	02-75875-01-030	11919 SUMMERSET LN	ZACHARIAH DAWSON	HALEY DAWSON	11919 SUMMERSET LN	BURNSVILLE MN 55337	THE LANDINGS	3	1	SFD	1	\$ 1,952.32	10
34	02-75875-01-020	11915 SUMMERSET LN	MARK D & JOLENE A HASSLINGER		11915 SUMMERSET LN	BURNSVILLE MN 55337-3345	THE LANDINGS	2	1	SFD	1	\$ 1,952.32	10
35	02-75875-01-010	11911 SUMMERSET LN	BRADLEY SCHMID		11911 SUMMERSET LN	BURNSVILLE MN 55337-3345	THE LANDINGS	1	1	SFD	1	\$ 1,952.32	10
36	02-75875-02-010	11910 SUMMERSET LN	JAY ENGESWICK	EMILY ENGESWICK	11910 SUMMERSET LN	BURNSVILLE MN 55337	THE LANDINGS	1	2	SFD	1	\$ 1,952.32	10
37	02-75875-02-020	11914 SUMMERSET LN	STEVEN D & LORRIE K HAACK		11914 SUMMERSET LN	BURNSVILLE MN 55337-3346	THE LANDINGS	2	2	SFD	1	\$ 1,952.32	10
38	02-75875-02-030	11918 SUMMERSET LN	ABDIKARIM MOHAMUD	FAUZIA MOHAMUD	11918 SUMMERSET LN	BURNSVILLE MN 55337	THE LANDINGS	3	2	SFD	1	\$ 1,952.32	10
39	02-75875-02-040	11922 SUMMERSET LN	JEANNE-ANN JULENE DAVIS		11922 SUMMERSET LN	BURNSVILLE MN 55337-3346	THE LANDINGS	4	2	SFD	1	\$ 1,952.32	10
40	02-75875-02-050	11926 SUMMERSET LN	BLAKE L WILLWERSCHIED		11926 SUMMERSET LANE	BURNSVILLE MN 55337	THE LANDINGS	5	2	SFD	1	\$ 1,952.32	10
41	02-75875-02-060	11930 SUMMERSET LN	LAURA NABITY		11930 SUMMERSET LN	BURNSVILLE MN 55337-3346	THE LANDINGS	6	2	SFD	1	\$ 1,952.32	10
42	02-75877-02-060	11941 BAYPOINT DR	LISA M & MISAEI E JORDAN		10959 AKRON AVE	INVER GROVE HEIGHTS MN 55077	THE LANDINGS PLAT 3	6	2	SFD	1	\$ 1,952.32	10
43	02-75877-02-050	11925 BAYPOINT DR	DOUGLAS & JODY KEEZER		11925 BAYPOINT DR	BURNSVILLE MN 55337-3368	THE LANDINGS PLAT 3	5	2	SFD	1	\$ 1,952.32	10
44	02-75877-02-040	11921 BAYPOINT DR	MARK H MEYTHALER		11921 BAYPOINT DR	BURNSVILLE MN 55337-3368	THE LANDINGS PLAT 3	4	2	SFD	1	\$ 1,952.32	10
45	02-75877-02-030	11917 BAYPOINT DR	SAMMY PHETDARA	PAMELA PHETDARA	11917 BAYPOINT DR	BURNSVILLE MN 55337	THE LANDINGS PLAT 3	3	2	SFD	1	\$ 1,952.32	10
46	02-75877-02-020	11913 BAYPOINT DR	DUSTIN M & KIMBERLY A CESAREK		11913 BAYPOINT DR	BURNSVILLE MN 55337	THE LANDINGS PLAT 3	2	2	SFD	1	\$ 1,952.32	10
47	02-75877-02-010	11909 BAYPOINT DR	ROSE MAKUMBI		11909 BAYPOINT DR	BURNSVILLE MN 55337	THE LANDINGS PLAT 3	1	2	SFD	1	\$ 1,952.32	10
48	02-64111-070-20	2805 ROLLING OAKS RD	VISTA VIEW APARTMENTS LLC		1612 CLIFF RD E	BURNSVILLE MN 55337	RIVER HILLS 12TH ADDITION	2	7	MF	143	\$ 6,886.88	15
49	02-64111-070-12	2803 ROLLING OAKS RD	RONALD H MACHEL		1946 ORMOND DR	SHAKOPEE MN 55379	RIVER HILLS 12TH ADDITION	1	7	SFA	1	\$ 1,171.40	10
50	02-64111-070-11	2801 ROLLING OAKS RD	DANIEL DE LA TORRE ARELLANO		2801 ROLLING OAK RD	BURNSVILLE MN 55337	RIVER HILLS 12TH ADDITION	1	7	SFA	1	\$ 1,171.40	10
51	02-64600-010-60	2717 ROLLING OAKS RD	DWIGHT D & REBECCA L FORSTIE		2717 ROLLING OAK RD	BURNSVILLE MN 55337	ROLLING OAKS	6	1	SFD	1	\$ 1,952.32	10
52	02-64600-010-50	2713 ROLLING OAKS RD	ROBERT B JR & BETTY ANN FAHS		2713 ROLLING OAK RD	BURNSVILLE MN 55337	ROLLING OAKS	5	1	SFD	1	\$ 1,952.32	10
53	02-64600-010-40	2709 ROLLING OAKS RD	DEREK J WILLMAN	JESSICA D ROSS	2709 ROLLING OAKS RD	BURNSVILLE MN 55337	ROLLING OAKS	4	1	SFD	1	\$ 1,952.32	10
54	02-64600-010-30	2705 ROLLING OAKS RD	MICHAEL L BRETTSCHEIDER		2705 ROLLING OAK RD	BURNSVILLE MN 55337-3324	ROLLING OAKS	3	1	SFD	1	\$ 1,952.32	10
55	02-64111-060-90	2700 ROLLING OAKS RD	GREG C THUNSTROM		2700 ROLLING OAKS RD	BURNSVILLE MN 55337	RIVER HILLS 12TH ADDITION	9	6	SFA	2	\$ 2,342.80	15
56	02-64111-060-82	2704 ROLLING OAKS RD	MICHELLE DEUERMEYER		2704 ROLLING OAK RD	BURNSVILLE MN 55337	RIVER HILLS 12TH ADDITION	8	6	SFA	1	\$ 1,171.40	10

**PRELIMINARY ASSESSMENT ROLL - Reclamation
Project 24-E**

Single Family Rate:	\$ 24.08
Single Family - Detached Per Unit Rate:	\$ 1,952.32
Single Family - Attached Per Unit Rate:	\$ 1,171.40
Multi-Family Rate	\$ 36.12
Other Rate:	\$ 48.16

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Street Widths (Face to Face):
All Streets = 30'

HIGHLAND DR

OLIVER AVE S

RAYMAR CT

MORGAN AVE S

MORGAN CT

MORGAN AVE

COUNTY ROAD 5

BURNSVILLE PKWY W

FOX DR

Assessment Frontage

— Assessment Frontage

— Street Project

City of Burnsville



LandUse

Single Family Attached (0.6)

Single Family, Parks, Open

Multi-Family

Other

Assessment Frontage
Single Family = 5834' (does not include City of Burnsville property)
Multi-Family = 856'
Other = 0'
City of Burnsville Property = 99'
Total = 6789'

Assessment Map
Hidden Glen Area
Street Reclamation

Sheet
1

Date	Revision	Design By	Drawn By	Check By	Proj. No.
		LMW	DDK	IMS	24-F

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

Reg. No. 54197
Date: 1/18/22

PRELIMINARY ASSESSMENT ROLL - RECLAMATION
Project 24-F

Single Family Rate:	\$	24.08
Single Family - Detached Per Unit Rate:	\$	1,952.32
Multi-Family Rate	\$	36.12
Other Rate:	\$	48.16
Highland Five	\$	555.78

	PIN	SITE ADDRESS	OWNER	Joint Owner	ADDRESS1	CITY/STATE/ZIP	Plat	Lot	Block	S/A Rate	Footage/ Units	Prelim S/A	S/A Term
1	02-32850-01-020	13309 MORGAN AVE S	MINA HASSANPOUR	MOHAMMED MAZHARY	6500 WOOD LAKE DRIVE APT 1113	RICHFIELD MN 55423	HIGHLAND FIVE ESTATES	2	1	MF	1	\$ 555.78	5
2	02-32850-01-030	13311 MORGAN AVE S	DMITRIY P KOVDIY	GINA IRENE KOVDIY	13311 MORGAN AVE S	BURNSVILLE MN 55337	HIGHLAND FIVE ESTATES	3	1	MF	1	\$ 555.78	5
3	02-32850-01-040	13313 MORGAN AVE S	JAMES L & JENNIFER J WALSH		13313 MORGAN AVE S	BURNSVILLE MN 55337	HIGHLAND FIVE ESTATES	4	1	MF	1	\$ 555.78	5
4	02-32850-01-050	13315 MORGAN AVE S	RYAN & LISA FUDALA		13315 MORGAN AVE S	BURNSVILLE MN 55337	HIGHLAND FIVE ESTATES	5	1	MF	1	\$ 555.78	5
5	02-32850-01-060	13317 MORGAN AVE S	JOHNNY MASSEY		13317 MORGAN AVE S	BURNSVILLE MN 55337	HIGHLAND FIVE ESTATES	6	1	MF	1	\$ 555.78	5
6	02-32850-01-070	13319 MORGAN AVE S	RUSSELL THEIS	DEBORAH THEIS	13319 MORGAN AVE S	BURNSVILLE MN 55337	HIGHLAND FIVE ESTATES	7	1	MF	1	\$ 555.78	5
7	02-32850-01-080	13321 MORGAN AVE S	TUAN KIM NGUYEN	HIEP NGOC THI TRAN	13321 MORGAN AVE S	BURNSVILLE MN 55337	HIGHLAND FIVE ESTATES	8	1	MF	1	\$ 555.78	5
8	02-32850-01-090	13323 MORGAN AVE S	KRISTINA POGORELC		13323 MORGAN AVE S	BURNSVILLE MN 55337	HIGHLAND FIVE ESTATES	9	1	MF	1	\$ 555.78	5
9	02-32850-01-100	13325 MORGAN AVE S	DONALD K & GAIL A HAYES		13325 MORGAN AVE S	BURNSVILLE MN 55337	HIGHLAND FIVE ESTATES	10	1	MF	1	\$ 555.78	5
10	02-32850-01-110	13327 MORGAN AVE S	TIMOTHY M GREGORY		13327 MORGAN AVE S	BURNSVILLE MN 55337	HIGHLAND FIVE ESTATES	11	1	MF	1	\$ 555.78	5
11	02-32850-01-120	13307 MORGAN AVE S	DIEGO & ERIN CISNEROS		13307 MORGAN AVE S	BURNSVILLE MN 55337	HIGHLAND FIVE ESTATES	12	1	MF	1	\$ 555.78	5
12	02-32850-01-130	13305 MORGAN AVE S	CAROLEE M WESTLIND		13305 MORGAN AVE S	BURNSVILLE MN 55337-2095	HIGHLAND FIVE ESTATES	13	1	MF	1	\$ 555.78	5
13	02-32850-01-140	13303 MORGAN AVE S	ANDREW R SMALL		13303 MORGAN AVE S	BURNSVILLE MN 55337-2095	HIGHLAND FIVE ESTATES	14	1	MF	1	\$ 555.78	5
14	02-32850-01-150	13301 MORGAN AVE S	SARWAN & ANEESA BALACK		13301 MORGAN AVE S	BURNSVILLE MN 55337	HIGHLAND FIVE ESTATES	15	1	MF	1	\$ 555.78	5
15	02-32850-01-160	13335 MORGAN AVE S	DALLAS & JOAN M KNIGHT		13335 MORGAN AVE S	BURNSVILLE MN 55337-6605	HIGHLAND FIVE ESTATES	16	1	MF	1	\$ 555.78	5
16	02-32850-01-170	13333 MORGAN AVE S	JOHN W SHOSTEN		13333 MORGAN AVE S	BURNSVILLE MN 55337-6605	HIGHLAND FIVE ESTATES	17	1	MF	1	\$ 555.78	5
17	02-32850-01-180	13331 MORGAN AVE S	AUSTIN BLATTI	ASHLY POLZIN	13331 MORGAN AVE S	BURNSVILLE MN 55337	HIGHLAND FIVE ESTATES	18	1	MF	1	\$ 555.78	5
18	02-32850-01-190	13329 MORGAN AVE S	RACHEL ANNE WEXLER		6103 LAVAQUE RD	DULUTH MN 55803	HIGHLAND FIVE ESTATES	19	1	MF	1	\$ 555.78	5
19	02-32850-01-230	13343 MORGAN AVE S	JEFFREY J & DOROTHY E HENTGES		13343 MORGAN AVE S	BURNSVILLE MN 55337	HIGHLAND FIVE ESTATES	23	1	MF	1	\$ 555.78	5
20	02-32850-01-220	13341 MORGAN AVE S	DAVID J BAILEY	ELSA NOEMI BAILEY	13341 MORGAN AVE S	BURNSVILLE MN 55337	HIGHLAND FIVE ESTATES	22	1	MF	1	\$ 555.78	5
21	02-32850-01-210	13339 MORGAN AVE S	RICHARD J PAULOS		13339 MORGAN AVE S	BURNSVILLE MN 55337	HIGHLAND FIVE ESTATES	21	1	MF	1	\$ 555.78	5
22	02-32850-01-200	13337 MORGAN AVE S	JO ANN HATKINS	LAUREN IRENE MOSBERG	13337 MORGAN AVE S	BURNSVILLE MN 55337	HIGHLAND FIVE ESTATES	20	1	MF	1	\$ 555.78	5
23	02-32850-01-280	13353 MORGAN AVE S	CHERYL L GROTE		13353 MORGAN AVE S	BURNSVILLE MN 55337	HIGHLAND FIVE ESTATES	28	1	MF	1	\$ 555.78	5
24	02-32850-01-290	13355 MORGAN AVE S	NETSANET NIDA		13355 MORGAN AVE S	BURNSVILLE MN 55337	HIGHLAND FIVE ESTATES	29	1	MF	1	\$ 555.78	5
25	02-32850-01-300	13357 MORGAN AVE S	CHRISTOPHER T KNOWLES		20596 JUSTICE PATH	LAKEVILLE MN 55044	HIGHLAND FIVE ESTATES	30	1	MF	1	\$ 555.78	5
26	02-32850-01-310	13359 MORGAN AVE S	ANNE T DUDLEY		13359 MORGAN AVE S	BURNSVILLE MN 55337-6606	HIGHLAND FIVE ESTATES	31	1	MF	1	\$ 555.78	5
27	02-32850-01-240	13351 MORGAN AVE S	RYAN BRADLEY BRAUN		13351 MORGAN AVE S	BURNSVILLE MN 55337	HIGHLAND FIVE ESTATES	24	1	MF	1	\$ 555.78	5
28	02-32850-01-250	13349 MORGAN AVE S	JOHN D & NANCY J KATHAN		13349 MORGAN AVE S	BURNSVILLE MN 55337-6606	HIGHLAND FIVE ESTATES	25	1	MF	1	\$ 555.78	5
29	02-32850-01-260	13347 MORGAN AVE S	GERKEN CHRISTOPHER T		13347 MORGAN AVE S	BURNSVILLE MN 55337-6606	HIGHLAND FIVE ESTATES	26	1	MF	1	\$ 555.78	5
30	02-32850-01-270	13345 MORGAN AVE S	TYLER JON STONE		13345 MORGAN AVE S	BURNSVILLE MN 55337	HIGHLAND FIVE ESTATES	27	1	MF	1	\$ 555.78	5
31	02-17100-01-010	13401 MORGAN AVE S	WILLOWAY APARTMENTS LIMITED PARTNERSHI		1107 HAZELTINE BLVD	CHASKA MN 55318	CHEROKEE SOUTHWEST	1	1	MF	379	\$ 13,689.48	15
32	02-32750-02-010	13409 MORGAN AVE S	ZINASH TAYE BEYENE		13409 MORGAN AVE S	BURNSVILLE MN 55337	HIDDEN GLEN OF BURNSVILLE	1	2	SFD	1	\$ 1,952.32	10
33	02-32750-02-020	13413 MORGAN AVE S	THOMAS A AHERN	KELSEY M HOLSCHBACH	13413 MORGAN AVE S	BURNSVILLE MN 55337	HIDDEN GLEN OF BURNSVILLE	2	2	SFD	1	\$ 1,952.32	10
34	02-32750-02-030	13417 MORGAN AVE S	WILLIAM E & KERALYN M POWERS		13417 MORGAN AVE S	BURNSVILLE MN 55337	HIDDEN GLEN OF BURNSVILLE	3	2	SFD	1	\$ 1,952.32	10
35	02-32750-02-040	13421 MORGAN AVE S	PATRICK EBENSTEINER		13421 MORGAN AVE S	BURNSVILLE MN 55337	HIDDEN GLEN OF BURNSVILLE	4	2	SFD	1	\$ 1,952.32	10
36	02-32750-02-050	13425 MORGAN AVE S	JESSICA M ORTEGA		13425 MORGAN AVE S	BURNSVILLE MN 55337	HIDDEN GLEN OF BURNSVILLE	5	2	SFD	1	\$ 1,952.32	10
37	02-32750-02-060	13431 MORGAN AVE S	GREGORY S & HOLLY A MOSKWA		13431 MORGAN AVE S	BURNSVILLE MN 55337-2023	HIDDEN GLEN OF BURNSVILLE	6	2	SFD	1	\$ 1,952.32	10
38	02-32750-02-070	13437 MORGAN AVE S	BEBE & LALLBAHADUR CECIL		13437 MORGAN AVE S	BURNSVILLE MN 55337	HIDDEN GLEN OF BURNSVILLE	7	2	SFD	1	\$ 1,952.32	10
39	02-32750-02-080	13443 MORGAN AVE S	ATHENA AFFORD		13443 MORGAN AVE S	BURNSVILLE MN 55337	HIDDEN GLEN OF BURNSVILLE	8	2	SFD	1	\$ 1,952.32	10
40	02-32750-02-090	13501 MORGAN AVE S	DALE S & SHERI JO BOYUM		13501 MORGAN AVE S	BURNSVILLE MN 55337-2069	HIDDEN GLEN OF BURNSVILLE	9	2	SFD	1	\$ 1,952.32	10
41	02-32750-02-100	13505 MORGAN CT	DARRELL A GRIEPP		13505 MORGAN CT	BURNSVILLE MN 55337-2040	HIDDEN GLEN OF BURNSVILLE	10	2	SFD	1	\$ 1,952.32	10
42	02-32750-02-110	13509 MORGAN CT	CONNALLEE RAE JESME		13509 MORGAN CT	BURNSVILLE MN 55337	HIDDEN GLEN OF BURNSVILLE	11	2	SFD	1	\$ 1,952.32	10
43	02-32750-02-120	13513 MORGAN CT	HYON U & HYUNG M KIM		13513 MORGAN CT	BURNSVILLE MN 55337-2040	HIDDEN GLEN OF BURNSVILLE	12	2	SFD	1	\$ 1,952.32	10
44	02-32750-02-130	13517 MORGAN CT	NICKOLAS R MAYER		13517 MORGAN CT	BURNSVILLE MN 55337	HIDDEN GLEN OF BURNSVILLE	13	2	SFD	1	\$ 1,952.32	10
45	02-32750-02-140	13521 MORGAN AVE S	GOOLCHARAN & RAMDAYE ROOPNARINE		13521 MORGAN AVE S	BURNSVILLE MN 55337-2000	HIDDEN GLEN OF BURNSVILLE	14	2	SFD	1	\$ 1,952.32	10
46	02-32750-02-150	13525 MORGAN AVE S	TASHONDA L HANSFARD	JAMES DARRELL TIPTON	13525 MORGAN AVE S	BURNSVILLE MN 55337	HIDDEN GLEN OF BURNSVILLE	15	2	SFD	1	\$ 1,952.32	10
47	02-32750-02-160	13529 MORGAN AVE S	ILIJ GARSTEA	CINDY BLOOMFIELD	13529 MORGAN AVE S	BURNSVILLE MN 55337	HIDDEN GLEN OF BURNSVILLE	16	2	SFD	1	\$ 1,952.32	10
48	02-32750-02-170	13533 MORGAN AVE S	MICHAEL KIRK		13533 MORGAN AVE S	BURNSVILLE MN 55337	HIDDEN GLEN OF BURNSVILLE	17	2	SFD	1	\$ 1,952.32	10
49	02-17100-00-061		CITY OF BURNSVILLE		100 CIVIC CENTER PKWY	BURNSVILLE MN 55337-3817	CHEROKEE SOUTHWEST	F		SF	99	\$ 2,383.92	15
50	02-32750-01-200	13524 MORGAN AVE S	GANG & LOUISA Z LI		13524 MORGAN AVE S	BURNSVILLE MN 55337-6635	HIDDEN GLEN OF BURNSVILLE	20	1	SFD	1	\$ 1,952.32	10
51	02-32750-01-190	13520 MORGAN AVE S	CANDACE D SCHMIDT		13520 MORGAN AVE S	BURNSVILLE MN 55337-6635	HIDDEN GLEN OF BURNSVILLE	19	1	SFD	1	\$ 1,952.32	10
52	02-32750-01-180	13516 MORGAN AVE S	JACOB D LENORT	JESSICA L FISCHER	13516 MORGAN AVE	BURNSVILLE MN 55337	HIDDEN GLEN OF BURNSVILLE	18	1	SFD	1	\$ 1,952.32	10
53	02-32750-01-170	13512 MORGAN AVE S	MOHAMED KASSAB	MARWA BORGHOL	13512 MORGAN AVE S	BURNSVILLE MN 55337	HIDDEN GLEN OF BURNSVILLE	17	1	SFD	1	\$ 1,952.32	10
54	02-32750-01-160	13508 MORGAN AVE S	MATTHEW D & SHELBY L BATEMAN		13508 MORGAN AVE S	BURNSVILLE MN 55337	HIDDEN GLEN OF BURNSVILLE	16	1	SFD	1	\$ 1,952.32	10
55	02-32750-01-150	13504 MORGAN AVE S	JOHN E & ILENE N GRIMALDI		13504 MORGAN DR	BURNSVILLE MN 55337-6635	HIDDEN GLEN OF BURNSVILLE	15	1	SFD	1	\$ 1,952.32	10
56	02-32750-01-140	13500 MORGAN AVE S	THOMAS R WEISS	SANDRA A SIMON WEISS	13500 MORGAN AVE S	BURNSVILLE MN 55337-6635	HIDDEN GLEN OF BURNSVILLE	14	1	SFD	1	\$ 1,952.32	10

PRELIMINARY ASSESSMENT ROLL - RECLAMATION
Project 24-F

Single Family Rate:	\$	24.08
Single Family - Detached Per Unit Rate:	\$	1,952.32
Multi-Family Rate	\$	36.12
Other Rate:	\$	48.16
Highland Five	\$	555.78

[illegible]

Appendix B

City Policy 5.010 – Special Assessment Policy

PUBLIC IMPROVEMENT SPECIAL ASSESSMENT POLICY

I. PURPOSE AND NEED FOR POLICY

City streets, utilities, and other infrastructure have a finite useful life. To provide continued or expanded service by these facilities, there must be a prescribed method of programming, constructing, maintaining, and financing needed public improvements. As part of the financing for improvement projects, special assessments may be used to share the cost with benefitting properties.

The City must have a standard method for applying its levied special assessments to benefitting properties within the City. Without a standard method and formula, special assessments may not be applied consistently, fairly, and uniformly and could result in an undue number of appeals. The City shall utilize this special assessment policy in accordance with Minnesota Statute 429.

The City shall utilize standard assessment rates to recognize that oversized public improvements benefit more than those properties that directly abut and benefit from the construction. The calculations set forth below recognize that there are greater impacts and use of public infrastructure by different land uses.

II. POLICY

All public streets under the jurisdiction of the City shall be inventoried and analyzed for the purpose of prioritizing the reconstruction, reclamation, rehabilitation, maintenance overlay, and preventative maintenance programs of the City. This inventory and analysis will be referred to as the Pavement Management Program or PMP. The PMP is a system whereby all streets are inventoried and analyzed using a deterioration model. This system takes into account factors such as structural and surface conditions, traffic volumes, ride-ability, age, and past maintenance experience.

In conjunction with the preparation of the budget and Capital Improvements Plan, the Public Works Department shall annually update the PMP, and utilizing this tool, formulate the reconstruction, reclamation, rehabilitation, maintenance overlay, and preventative maintenance programs for the following fiscal year.

A) For the purposes of this policy, the following definitions will apply:

- 1) **RECONSTRUCTION** - will be defined as a project whereby all meaningful elements of a street are analyzed for removal and replacement. These include curb and gutter, bituminous or concrete pavement, gravel base, subgrade replacement as necessary, and items appurtenant to these elements. Spot replacement of sidewalk and portions of driveways may be replaced with the project.
- 2) **RECLAMATION** - will be defined as a project whereby the pavement, gravel base and other roadway items are reclaimed or replaced. These elements include bituminous or concrete pavement, gravel base and subgrade replacement as necessary, spot replacement of concrete curb and gutter, sidewalk, and portions of driveways.
- 3) **REHABILITATION** - will be defined as a project in which one or more of the aforementioned elements are modified or supplemented in-place, to restore the serviceability of the entire street. This work generally involves spot repair of

sidewalk, concrete curb and gutter, and resurfacing of the pavement surface. This type of project will likely occur when extensive underground utility work and full depth pavement is not necessary, but resurfacing of the pavement is required.

- 4) **MAINTENANCE OVERLAY** – will be defined as resurfacing of residential streets previously reconstructed or reclaimed under the PMP. Residential streets are streets with primarily single family land use adjacent to them and are classified as “Local Roads” on the City’s Road Functional Classification Map. Streets where adjacent land use is primarily not single family residential or streets that are classified as “Collectors” or “Arterials” are not eligible for Maintenance Overlay.
 - 5) **PREVENTATIVE MAINTENANCE** - will be defined as work that involves a level of effort less than that involved in reconstruction, reclamation, or rehabilitation, the intent of which is to extend the life of the existing pavement. Preventative maintenance will include, but not be limited to, residential/local neighborhood maintenance overlays, crack sealing, seal coating, and patching. These activities are designed to extend the life of the pavement to prevent the need for premature reconstruction, reclamation, or rehabilitation projects.
 - 6) **SINGLE FAMILY (DETACHED)** – a stand-alone residence with a free-standing building that occupies its own lot and without shared walls or common land.
 - 7) **SINGLE FAMILY (ATTACHED)** – a single family residence that is built to the edge of the lot line next to another similar residence, such that the residences share a common wall. There are typically duplexes, three-plexes, and four-plexes where each structure is on its own lot and there is no shared common land.
- B) Maintenance Overlay and Preventative Maintenance, when recommended by the PMP, shall be funded entirely from the City’s Infrastructure Trust Fund and Street Revolving Fund except for storm sewer and sanitary sewer/watermain items that are affected by the preventative maintenance may be funded by those utility’s enterprise funds.
- C) Reconstruction, Reclamation, and Rehabilitation work may be financed by the use of special assessments and other sources such as ad valorem taxes (Infrastructure Trust Fund), enterprise funds, municipal state aid street funds, Tax Increment Funds (TIF), etc., as provided under MSA 429.
- D) When the reconstruction, reclamation or rehabilitation involves construction of a significant construction element that was not previously in place, such as storm sewer or concrete curb and gutter, the entire cost of this element may be levied as a special assessment in accordance with the other applicable City special assessment policies. In the case of concrete curb and gutter being added where none previously existed, the street assessment rate will be calculated as described within this policy, plus an additional amount which covers the cost of constructing new concrete curb and gutter. This curb and gutter rate will be applicable to all reconstruction or rehabilitation projects and will be levied on a specific project based upon actual bid costs for that particular element.
- E) Interest will be charged to customers who choose to not pay their assessments in full by November 15th in the year the special assessment is levied. The interest rate is determined by adding 2% to the cost the City encountered when most previously selling bonds for special assessments. The rate will be rounded up to the nearest 0.5%. Assessments may be deferred under state law (§435.193) and city ordinance (§1-9-1) upon application by the owner and approval of the Council.

- F) The length of time that assessments are to be paid varies according to the following table:

\$1.00 to \$199.99	1 year
\$200 to \$999.99	5 years
\$1000 to \$1999.99	10 years
\$2000 and over	15 years

- G) In situations where the land adjacent to the road being improved is common land owned by all property owners in a Home Owners Association ("HOA"), all property owners in the HOA will be assessed an equal share of the total assessment. In situations where there is no common land owned by all of the property owners in the HOA, the City will assess all properties that receive access from the street being improved even if not directly adjacent to the street being improved.

- H) Private hydrant owners who petition the City for installation of a STORZ adaptor or repair of a private hydrant shall have the following payment length for assessment:

\$1.00 to \$4,999.99	1 year
\$5,000.00 and over	5 years

III. PROCEDURE/CALCULATIONS

A) Reconstruction, Reclamation, and Rehabilitation

- 1) Summary: Parcels to be assessed for reconstruction, reclamation, or rehabilitation shall be assessed based upon land use classifications. An assessment rate shall be established for each construction method and for each land use classification. For single family residential (detached and attached), a per unit assessment will be calculated based upon the assessment rate and total assessable footage. For all other property types, the assessment rate shall be applied to the assessable footage for each individual property. Detailed procedures and calculations are set forth below.
- 2) Land Use Classifications: Land use classifications and corresponding street widths and pavement characteristics listed below. If the subject road is a lesser width, the rate shall be reduced proportionately. Street reconstruction, reclamation, or rehabilitation proceeding under the terms of this policy shall provide for the following minimum standards:
 - **Single Family Residential (detached and attached), Parks/Recreation and Open Space Land Uses - 30'** Face-to-Face, urban cross section, curb and gutter and 7-ton pavement.
 - **Multi-Family Residential (including townhomes, apartments, condominiums, and cooperatives) and Manufactured Housing Land Uses - 36'** Face-to-Face, urban cross section, with curb and gutter and 9-ton pavement.
 - **All Other Land Uses - 44'** Face-to-Face, urban cross section, curb and gutter and 9 or 10-ton pavement as determined by the City Engineer.
- 3) Assessment Rate: Work proceeding under the terms of this policy shall utilize special assessment rates as set forth with other rates and fees periodically adopted

by the City Council, usually at its annual organizational meeting. This rate is based upon 40% of the three year running average of actual street reconstruction, reclamation, and rehabilitation costs necessary to complete that width of street. This average construction cost shall be increased by 18% to recognize the engineering, legal, financing, and administration costs necessary to complete these projects. This shall be known as the "Three Year Average Rate."

- 4) **Special Assessment Verification:** Special assessments shall be checked to ensure that the total special assessment using the Three Year Average Rate is not greater than 40% of the actual street improvement costs. After opening of bids for the project each year, the City Staff shall recalculate the total assessable amount based upon the actual costs from bid prices submitted from the lowest responsible bidder plus 18% to recognize the engineering, legal, financing, and administration costs necessary to complete these projects. This shall be calculated for all reconstruction, reclamation, and rehabilitation projects to develop a special assessment cap for all three types of projects. If 40% of the total street improvement costs calculated based on the project bids + 18% is less than the total special assessment amount based upon the adopted Three Year Average rate for any of the three types of projects, the City Engineer shall reduce the assessment rate prior to notifying affected property owners of their final assessment amount and conducting the assessment hearing. For street improvement projects that have more than one project area, each separate project area shall be aggregated together by construction method to determine one rate for each construction method and each land use classification.
- 5) **Assessment Footage:** For street improvement projects, the assessments will generally be based on lineal footages of property abutting the street. The assessable footage is the lineal footage at the 30-foot setback line, measured perpendicular from the right of way. Single family (detached) and single family (attached) lots will have a per unit assessment based upon the assessable footage and all other property types will be assessed based upon the assessable frontage adjacent to the property.
- 6) **Single Family (Detached and Attached):** The single family (detached and attached) per-unit assessment calculation will be completed as follows:
 - a) The assessable frontage as determined by measuring the length at the 30-foot setback will be totaled for each construction method.
 - b) The Three Year Average Rate for single family properties will be applied to the total single family assessment per construction method.
 - c) Single family detached lots will each count as one unit and single family attached properties will each count as 0.6 units. This is based upon the 2019 Special Benefit Consultation in which the report estimated that single family attached properties benefited at 60% of what single family detached properties benefited from street improvement projects. The total units for each construction type will be totaled.
 - d) The total single family assessment will be divided by the total units for each construction method to provide the per unit assessment for each unit. Single family detached properties will be assessed for one unit and single family attached properties will be assessed for 0.6 units.

For single family (detached and attached) lots with more than one frontage, the lot will be included in the assessment roll only if they receive their access from the street being improved. If the lot has multiple accesses to multiple streets, the lot

will be included in the assessment roll for the street they are addressed from. In cases where the single family property does not have direct frontage to a street being improved, but gains access to that street, that property will be included in an assessment roll for an improvement project to the street utilized for access.

- 7) Exceptions: In situations in which the City Council determines to use a different methodology for apportioning assessments, the Council will direct the City engineer to evaluate as part of the feasibility report whether a departure from the standard policy is warranted and consider the expressed requests of the affected property owners, past departures from policy, and other factors. The deviation from standard policy will be noted in project documents and hearings.
- 8) Southwest Burnsville: Due to its unique aspects and historical treatment, public Improvements located in Southwest Burnsville shall be undertaken as determined in the Southwest Area Public Services Study and according to City Policy 5.035 - Street and Utility Improvements in the Southwest Area.

B) New Construction

Street, water main, storm drain facilities, and sanitary sewer assessments constructed under Chapter 429 shall be assessed at the construction contract cost plus engineering, legal, financing (including capitalized interest), and administration costs. If costs are to be spread to more than one property owner, the assessments shall be spread on the basis of assessable footage at the 30-foot setback line on the project unless a different methodology is agreed to through an assessment agreement with the City Council.

The City shall pay for oversizing of public facilities constructed by a developer where larger facilities are required for future development as determined by the City Engineer.

The City shall assess 100% of the Streetscape costs to any area of the City that requests and petitions for those improvements, except the streetlights which are covered under Policy 5.080 - Street Lighting. The additional operating and maintenance costs associated with streetscaping shall be negotiated with the petitioners. Operation and Maintenance of any associated street lighting shall be determined according to Policy 5.080.

IV. RESPONSIBILITY

The Public Works Department maintains the Pavement Management Program, updates this policy, and prepares the special assessments for consideration by the City Council. All minor issues and discrepancies shall be resolved by the City Engineer.

V. AUTHORITY

Administrative implementation of policy. Minnesota State Statute Chapter 429.

Submitted by: _____	Jen Desrude	Date: _____	06/02/2020
Reviewed by: _____	Ryan Peterson	Date: _____	06/02/2020

This policy replaces Policy 5.010 dated January 5, 2016.

This policy is effective on October 1, 2020. Policy 5.010 dated January 5, 2016 shall remain in effect until then.

Appendix C

Geotechnical Reports



GEOTECHNICAL REPORT

2024 STREET REHABILITATION

CITY OF BURNSVILLE | DAKOTA COUNTY | MINNESOTA

NOVEMBER 10, 2023

Prepared for:
City of Burnsville
100 Civic Center Parkway
Burnsville, MN 55337

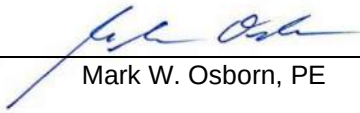
CITY PROJECT NO. 24-A
WSB PROJECT NO. 023518-000



GEOTECHNICAL REPORT

CERTIFICATION

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



Mark W. Osborn, PE

Date: November 21, 2023

Lic. No. 41362

GEOTECHNICAL REPORT

2024 STREET RECONSTRUCTION CITY PROJECT 24-A WALDEN / NORDIC AREAS

**FOR
CITY OF BURNSVILLE**

November 21, 2023



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TITLE SHEET

CERTIFICATION SHEET

LETTER OF TRANSMITTAL

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Appendix A

Coring Field Data

Notice to Report Users Boring Log Information

Unified Soil Classification System (USCS)

1. INTRODUCTION

1.1 Project Location

The site is located along portions of Pheasant Run, Thoreau Drive, Woodview Lane, Woodview Drive, Woodview Court, Welcome Lane, Welcome Court, and Woodlawn Court in Burnsville, Minnesota. The approximate soil boring locations can be found on the Soil Boring Exhibit in **Appendix A**.

1.2 Project Description

We understand that the city would like to reconstruct these roadways including subgrade improvements and new curb and gutter.

We also understand that the vertical and horizontal alignment of the pavement will remain similar to existing conditions.

WSB has developed pavement recommendations for this project in consideration of the proposed layout, loadings, and configurations as understood at this time. When the designer develops additional information about final design, configuration, or other significant factors, the recommendations presented herein may no longer apply. WSB should be made aware of the revised or additional information in order to evaluate the recommendations for continued applicability.

1.3 Purpose and Project Scope of Services

The City of Burnsville authorized this scope of service. In order to assist the design team in preparing plans and specifications, we have developed recommendations for the pavement areas. As such, we have completed a subsurface exploration program and prepared a geotechnical report for the referenced site. This stated purpose was a significant factor in determining the scope and level of service provided. Should the purpose of the report change the report immediately ceases to be valid and use of it without WSB's prior review and written authorization should be at the user's sole risk.

Our authorized scope of work has been limited to:

1. Clearing underground utilities utilizing Gopher State One Call.
2. Mobilization / demobilization of a truck mounted drill rig.
3. Coring the pavement at 12 locations and completing hand augers to depths of up to 3 feet below grade.
4. Perform soil classification and analysis.
5. Providing this geotechnical report containing:
 - a. Summary of our findings.
 - b. Discussion of subsurface soil and groundwater conditions and how they may affect the proposed excavations.
 - c. Discussion of pavement options.
 - d. A discussion of soils for use as structural fill and site fill.

2. PROCEDURES

2.1 Coring Layout and Soil Sampling Procedures

WSB completed 12 pavement cores and hand augers of the pavement section. WSB recommended the boring depths and selected the desired coring locations. The approximate boring locations are shown on the Soil Boring Exhibit in **Appendix A** which is an aerial photo.

The bituminous core drilling was completed during September and October of 2024 with a pick-up truck mounted pavement coring rig operated by a two-person crew utilizing a 4-inch diameter core barrel. The bituminous cores were labeled, photographed, and retained for further review at the laboratory. After extracting the bituminous core, a hand auger was used to recover samples from the underlying subgrade. During coring operations, the field crew also noted the conditions witnessed in the field including surface distresses and drainage conditions. A spreadsheet containing this information is included in **Appendix A**.

The samples were visually observed to estimate the distribution of grain sizes, plasticity, consistency, moisture condition, color, presence of lenses and seams. We classified the soils according to type using the Unified Soil Classification System (USCS). A chart describing the USCS is included in **Appendix A**.

2.2 Groundwater Measurements and Borehole Abandonment

The crew observed the borings for free groundwater while drilling and after completion of the borings. These observations and measurements are noted on the Coring Field Data. The crew then backfilled the borings to comply with Minnesota Department of Health regulations.

2.3 Procedures and Qualifications

The subsurface conditions encountered by the borings are illustrated on the Logs of Test Borings in **Appendix A**. The depths and thickness of the subsurface strata indicated on the boring logs were estimated from the drilling results.

The transition between materials (horizontal and vertical) is approximate and is usually far more gradual than shown. Information on actual subsurface conditions exists only at the specific locations indicated and is relevant only to the time exploration was performed. Subsurface conditions and groundwater levels at other locations may differ from conditions found at the indicated locations. The nature and extent of these conditions would not become evident until exposed by construction excavation. These stratification lines were used for our analytical purposes and due to the aforementioned limitations, should not be used as a basis of design or construction cost estimates.

3. EXPLORATION RESULTS

3.1 Site and Geology

The borings were completed in the pavement areas as indicated on the Soil Boring Exhibit in **Appendix A**.

3.2 Subsurface Soil and Groundwater Conditions

The boring profile generally consisted of bituminous pavement, overlying an assumed aggregate base material with topsoil and or existing fills below that overly glacial deposits.

The boring profile generally consisted of bituminous, aggregate base, subbase sand and subgrade materials.

Boring Profiles

Table 1 below presents the existing roadway pavement section and subgrade profiles.

Table 1: Existing Profiles

Core ID	Bituminous Thickness (inches)	Aggregate Base Thickness (inches)	Subgrade Soils (Upper 4 feet)
1	3	6	Sand with trace of gravel. Moisture Content = 5%
2	3	5	Sand with trace of gravel
3	1.25	2	Sand with trace of gravel. Moisture Content = 4%
4	2	10	Sand with trace of gravel
5	2.25	2	Sand with trace of gravel. Moisture Content = 6%
6	2	> 19	No noticeable change in material
7	2.5	16	No noticeable change in material. Moisture Content = 7%
8	2	9	Sand
9	2	8	Sand. Moisture Content = 3%
10	3	11	Sand
11	3	10	Sand. Moisture Content = 8%
12	2.5	9	Sand

3.3 Groundwater Conditions

WSB took groundwater level readings in the exploratory borings, reviewed the data obtained, and discussed its interpretation of the data in the text of the report. Note that groundwater levels may fluctuate due to seasonal variations (e.g. precipitation, snowmelt, and rainfall) and/or other factors not evident at the time of measurement.

No groundwater was encountered during the drilling process.

The bore holes were only left open a short period of time, and groundwater levels may not have stabilized.

4. ENGINEERING ANALYSIS AND RECOMMENDATIONS

4.1 Discussion

Based on the results of our borings, the existing subgrade soils generally appear capable of supporting the roadway.

Generally, the soils in the upper 4 feet of the subgrade influence pavement performance the most. The soils within the pavement subgrade included some clayey sands which are frost susceptible soils.

4.2 Backfill and Fill Selection and Compaction

The on-site non-organic soils may be reused as backfill and fill provided they are moisture conditioned and can be compacted to their specified densities. Wet soils that are excavated would need to be dried before reuse as an engineered fill. We recommend use of a minimum of 2 feet of clean coarse sand with less than 50 percent passing the #40 sieve and less than 5 percent passing the #200 sieve when backfilling the bottom of a wet excavation.

Gravel or cobbles larger than 2 inches in diameter should not be placed within 2 feet of grading grade or utilities. We recommend that clayey soils be moisture conditioned to within ± 2 percent of the optimum moisture content as determined from their standard Proctor tests (ASTM D-698). Granular fills should be moisture conditioned to between -4% and +2% of the optimum moisture content. Fill should be spread in lifts of 6 inches, depending on the size and type of compaction equipment used.

Table 2 provides the recommended compaction levels.

Table 2: Recommended Level of Compaction for Backfill and Fill

Area	Percent of Standard Proctor Maximum Dry Density
Pavement: Within 3 feet of bottom of aggregate base and any area where total depth of fill exceeds 10 feet	100
Pavement: Greater than 3 feet below aggregate base	95
Utility Trench and Utility Structure Backfill	100
Landscaping (non-structural)	90

4.3 Pavement Section Design - Reconstruction

The subgrade consists mainly of sands. The MnDOT Flexible Pavement Design Guidance Memo from May 2020 indicates that subgrade soils such as those encountered in the borings have estimated R-values of 70.

No traffic data was available for these roadways. Based on similar residential projects, we assumed traffic Equivalent Single Axle Loads (ESAL's) for roadway design would be under 50,000. Our design is based on a standard twenty (20) year design life of the urban pavement section and a 10-ton road design.

Therefore, we have provided pavement recommendations well above the minimum required values as they were estimated and not based on actual traffic data. Our recommendations are provided below in Table 3.

Table 3: Recommended Flexible Pavement Section

Section	Thickness (inches)	Granular Equivalent
Bituminous Course, MnDOT 2360 SPWEA440C	2	4.5
Bituminous Course, MnDOT 2360 SPWEA440C	2	4.5
Aggregate Base, MnDOT 3138 (Class 5, 5Q, or 6)	8	8
Subgrade Preparation, MnDOT 2112	Yes, 12 inches	-
TOTAL	-	17

4.4 Construction Considerations

Good surface drainage should be maintained throughout the work so that the site is not vulnerable to ponding during or after a rainfall. If water enters the excavations, it should be promptly removed prior to further construction activities. Under no circumstances should fill be placed into standing water.

Soil corrections at this site for pavement subgrades may not be continuous. We recommend tapering any fills back to native soils at a ten to one (10H:1V) slope.

4.5 Construction Safety

All excavations should comply with the requirements of OSHA 29 CFR, Part 1926, Subpart P "Excavations and Trenches". This document states that excavation safety is the responsibility of the contractor. Reference to this OSHA requirement should be included in the job specifications.

The responsibility to provide safe working conditions on this site, for earthwork, building construction, or any associated operations is solely that of the contractor. This responsibility is not borne in any manner by WSB.

4.6 Plan Review and Remarks

The observations, recommendations and conclusions described in this report are based primarily on information provided to WSB, obtained from our subsurface exploration, our experience, several assumptions and the scopes of service developed for this project and are for the sole use of our client. We recommend that WSB be retained to perform a review of final design drawing and specifications to evaluate that the geotechnical engineering report has not been misinterpreted. Should there be changes in the design or location of the structures related to this project or if there are uncertainties in the report we should be notified. We would be pleased to review project changes and modify the recommendations in this report or provide clarification in writing.

The entire report should be kept together; for example, core data should not be removed and placed in the specifications separately.

The core data and related information included in this report are indicators of the subsurface conditions only at the specific locations indicated on the Core Field Data and at the time the field work was completed. The subsurface conditions, including groundwater levels, at other locations on the site may differ significantly from conditions that existed at the time of sampling and at the sample locations.

The cores and borings were completed by WSB solely to obtain indications of subsurface conditions as part of a geotechnical exploration program. No services were performed to evaluate subsurface environmental conditions.

WSB has not performed observations, investigations, explorations, studies or testing that are not specifically listed in the scope of service. WSB should not be liable for failing to discover any condition whose discovery required the performance of services not authorized by the Agreement.

5. STANDARD OF CARE

The recommendations and opinions contained in this report are based on our professional judgment. The soil testing and geotechnical engineering services performed for this project have been performed with the level of skill and diligence ordinarily exercised by reputable members of the same profession under similar circumstances, at the same time and in the same or a similar locale. No warranty, either expressed or implied, is made.

APPENDIX A

Soil Borings Exhibit
Logs of Test Borings
Symbols and Terminology on Test Boring Log
Notice to Report Users Boring Log Information
Unified Soil Classification Sheet (USCS)

Walden/Nordic Area 24-A



Table 1: Existing Pavement Observations

Core ID	Location	Number of Lanes	Lane Width (ft)	Functional Classification	Curb and Gutter	Surface Distresses	Drainage Condition
1	Thoreau Dr	2	13	Residential Street	Yes	Transverse Cracking, Patching	Good
2	Welcome Lane	2	13	Residential Street	Yes	Transverse Cracking, Patching	Good
3	Welcome Lane	2	13	Residential Street	Yes	Transverse and Longitudinal Cracking, Patching	Good
4	Woodlawn Ct	2	13	Residential Street	Yes	Transverse, Longitudinal, and Alligator Cracking, Patching	Good
5	Woodview Dr	2	13	Residential Street	Yes	Transverse, Longitudinal, and Alligator Cracking, Patching	Good
6	Woodview Ct	2	13	Residential Street	Yes	Transverse, Longitudinal, and Alligator Cracking, Patching	Good
7	Woodview Dr	2	13	Residential Street	Yes	Transverse, Longitudinal, and Alligator Cracking, Patching	Good
8	Woodview Lane	2	13	Residential Street	Yes	Transverse, Longitudinal, and Alligator Cracking, Patching	Good
9	Pheasant Run	2	13	Residential Street	Yes	Transverse, Longitudinal, and Alligator Cracking, Patching	Good
10	Pheasant Run	2	13	Residential Street	Yes	Transverse, Longitudinal, and Alligator Cracking, Patching	Good
11	Pheasant Run	2	13	Residential Street	Yes	Transverse, Longitudinal, and Alligator Cracking, Patching	Good
12	Thoreau Dr	2	13	Residential Street	Yes	Transverse, Longitudinal, and Alligator Cracking, Patching	Good

Table 2: Existing Pavement Section Details

Core ID	Location	Bituminous Depth (in)	Lift Thickness (in) and Condition	Base Depth and Type	Subbase or Subgrade Type
1	Thoreau Dr	3	1 Apparent Lift Fair - Some raveling throughout core	6" - Sand with gravel, Brown	Sand with trace gravel, Brown
2	Welcome Lane	3	1" Wear 2" Base Fair - Some raveling in base layer	5" - Sand with gravel, Brown	Sand with trace gravel, Brown
3	Welcome Lane	1.25	1 Apparent Lift Poor - Raveling throughout core	2" - Sand with gravel, Brown	Sand with trace gravel, Brown
4	Woodlawn Ct	2	1 Apparent Lift Poor - Raveling throughout core	10" - Sand with gravel, Brown	Sand with trace gravel, Brown
5	Woodview Dr	2.25	1 Apparent Lift Poor - Raveling throughout core	2" - Sand with gravel, Brown	Sand with trace gravel, Brown
6	Woodview Ct	2	1 Apparent Lift Fair - Some raveling throughout core	>19" - Sand with gravel, Brown	No noticable change in material
7	Woodview Dr	2.5	1 Apparent Lift Fair - Some raveling throughout core	16" - Sand with gravel, Brown	No noticable change in material
8	Woodview Lane	2	1 Apparent Lift Poor - Raveling throughout core	9" - Sand with trace gravel, Brown	Sand, Fine to medium grained, Brown
9	Pheasant Run	2	1 Apparent Lift Poor - Raveling throughout core	8" - Sand with trace gravel, Brown	Sand, Fine to medium grained, Brown
10	Pheasant Run	3	1.5" Wear 1.5" Base Fair - Some raveling throughout core	11" - Sand with trace gravel, Brown	Sand, Fine to medium grained, Brown
11	Pheasant Run	3	1.5" Wear 1.5" Base Fair - Some raveling throughout core	10" - Sand with trace gravel, Brown	Sand, Fine to medium grained, Brown
12	Thoreau Dr	2.5	1 Apparent Lift Poor - Raveling throughout core	9" - Sand with trace gravel, Brown	Sand, Fine to medium grained, Brown

Core 1



Core 1



Core 2



Core 2



Core 3



Core 3



Core 4



Core 4



Core 5



Core 5



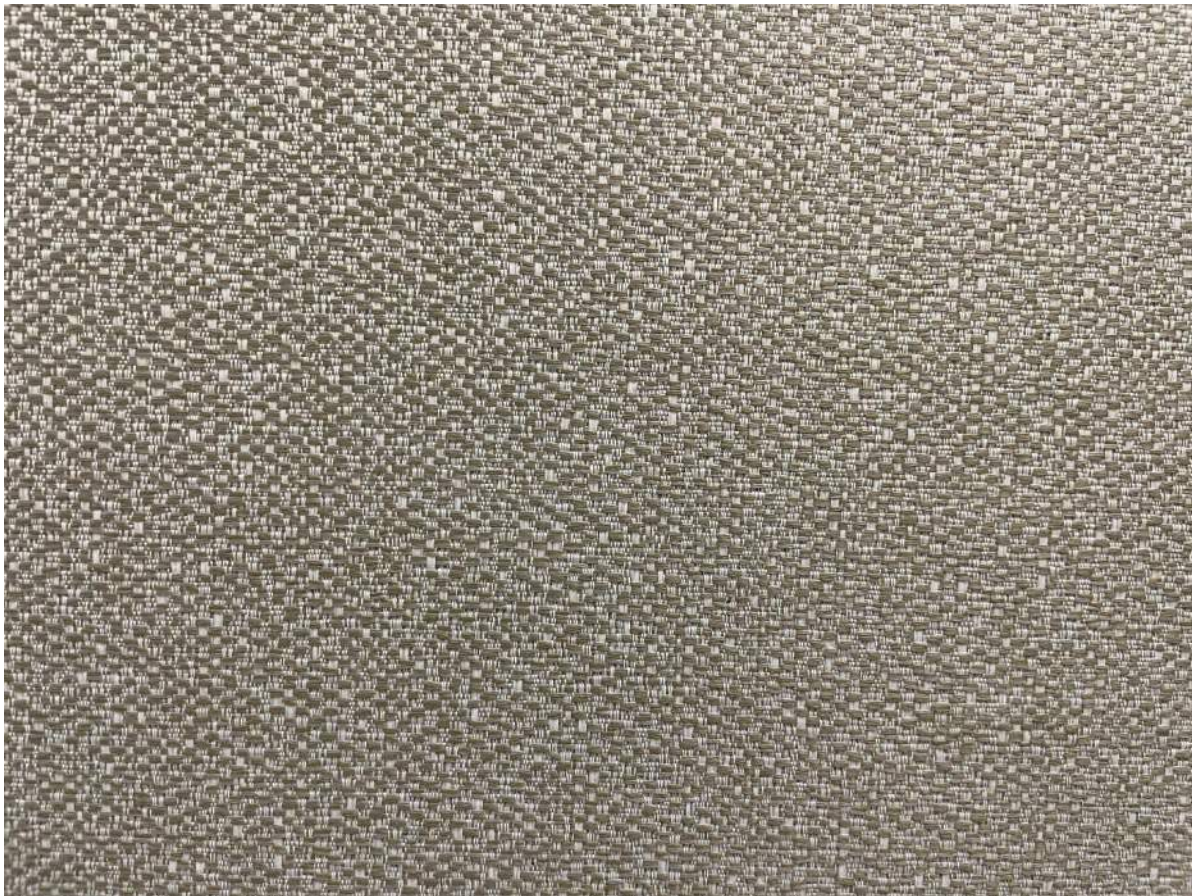
Core 6



Core 6



Core 7



Core 7



Core 8



Core 8



Core 9



Core 9



Core 10



Core 10



Core 11



Core 11



Core 12



Core 12



GEOTECHNICAL REPORT

2024 Pavement Reclamation City Project 24-B

**FOR
City of Burnsville**

November 21, 2023



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Appendix A

Coring Field Data

Notice to Report Users Boring Log Information

Unified Soil Classification System (USCS)

1. INTRODUCTION

1.1 Project Location

The site is located in the Oak Leaf Area in Burnsville, Minnesota. Cores were taken on Parkwood Court, Parkwood Place, Oak Leaf Court, Oak Leaf Lane, 17th Avenue South, East 123rd Street and Michelle Circle. The approximate core locations can be found on the Core Exhibit in **Appendix A**.

1.2 Project Description

We understand the City of Burnsville (City) plans to perform pavement reclamation and maintenance overlays. The improvements are planned to take place in 2024.

The vertical and horizontal alignment of the roadway are not planned to be significantly altered.

WSB has developed recommendations for this project in consideration of the proposed layout and configurations as understood at this time. When the design team develops additional information about final layout or other significant factors, the recommendations presented herein may no longer apply. WSB should be made aware of the revised or additional information in order to evaluate the recommendations for continued applicability.

1.3 Purpose and Project Scope of Services

Logan Vlasaty with the City of Burnsville authorized this scope of service. In order to assist the design team in preparing plans and specifications, we have developed recommendations for pavement reclamation. As such, we have completed a pavement coring program and prepared a geotechnical report for the referenced site. This stated purpose was a significant factor in determining the scope and level of service provided. Should the purpose of the report change the report immediately ceases to be valid and use of it without WSB's prior review and written authorization should be at the user's sole risk.

Our authorized scope of work has been limited to:

1. Mobilization / demobilization of a pick-up mounted pavement coring rig.
2. Core bituminous pavement at 8 locations.
3. Drilling 8 hand augers to depths of about 3 to 5 feet below grade.
4. Sealing the borings per Minnesota Department of Health procedures.
5. Perform soil classification and analysis.
6. Providing this geotechnical report containing:
 - a. Summary of our findings.
 - b. Discussion of subsurface soil and groundwater conditions and how they may affect the proposed pavements.
 - c. Core data and site pictures
 - d. Discussion of pavement reclamation.

2. PROCEDURES

2.1 Boring Layout and Soil Sampling Procedures

WSB drilled 8 bituminous cores and performed 8 hand augers at the project site. WSB recommended the hand auger depths and selected the desired coring locations. Our field crew located the borings and cores with a handheld GPS device for horizontal locations. The approximate coring locations are shown in **Appendix A** which is an aerial photo.

The bituminous core drilling was completed during September and October of 2024 with a pick-up truck mounted pavement coring rig operated by a two-person crew utilizing a 4-inch diameter core barrel. The bituminous cores were labeled, photographed, and retained for further review at the laboratory. After extracting the bituminous core, a hand auger was used to recover samples from the underlying subgrade. During coring operations, the field crew also noted the conditions witnessed in the field including surface distresses and drainage conditions. A spreadsheet containing this information is included in **Appendix A**.

The samples were visually observed to estimate the distribution of grain sizes, plasticity, consistency, moisture condition, color, presence of lenses and seams. We classified the soils according to type using the Unified Soil Classification System (USCS). A chart describing the USCS is included in **Appendix A**.

2.2 Groundwater Measurements and Borehole Abandonment

The crew observed the borings for free groundwater while drilling and after completion of the borings. These observations and measurements are noted on the Coring Field Data. The crew then backfilled the borings to comply with Minnesota Department of Health regulations.

2.3 Boring Procedures and Qualifications

The subsurface conditions encountered by the borings are illustrated in the Coring Field Data in **Appendix A**, and the appropriate estimated USCS classifications were also added. The depths and thickness of the aggregate base layer was estimated from the drilling results.

The transition between materials (horizontal and vertical) is approximate and is usually far more gradual than shown. Information on actual subsurface conditions exists only at the specific locations indicated and is relevant only to the time exploration was performed. Subsurface conditions and groundwater levels at other locations may differ from conditions found at the indicated locations. The nature and extent of these conditions would not become evident until exposed by construction excavation. These stratification lines were used for our analytical purposes and due to the aforementioned limitations, should not be used as a basis of design or construction cost estimates.

3. EXPLORATION RESULTS

3.1 Site

The pavement cores and borings were taken at the locations indicated on the Coring Field Data in **Appendix A**.

3.2 Subsurface Soil and Groundwater Conditions

The boring profile generally consisted of bituminous, aggregate base, subbase sand and subgrade materials.

Boring Profiles

Table 1 below presents the existing roadway pavement section and subgrade profiles.

Table 1: Existing Profiles

Core ID	Bituminous Thickness (inches)	Aggregate Base Thickness (inches)	Subgrade Soils (Upper 4 feet)
1	2	5.5	Sand
2	2	5	Sand
3	3	15	Sand with trace of gravel
4	5	9	Clayey Sand
5	2.5	8	Sand with trace of gravel
6	2.25	11	Sand with travel of gravel
7	3.5	x > 8	Auger refusal at 8 inches
8	4	10	Sand with trace of gravel

3.3 Groundwater Conditions

WSB took groundwater level readings in the exploratory borings, reviewed the data obtained, and discussed its interpretation of the data in the text of the report. Note that groundwater levels may fluctuate due to seasonal variations (e.g. precipitation, snowmelt and rainfall) and/or other factors not evident at the time of measurement.

No groundwater was encountered during the core and drilling process.

The bore holes were only left open a short period of time, and groundwater levels may not have stabilized.

4. ENGINEERING ANALYSIS AND RECOMMENDATIONS

4.1 Discussion

Based on the results of our borings, the existing subgrade soils generally appear capable of supporting the roadway.

Generally, the soils in the upper 4 feet of the subgrade influence pavement performance the most. The soils within the pavement subgrade included some clayey sands which are frost susceptible soils.

4.2 Pavements

Full Depth Reclamation (FDR)

The full bituminous pavement section and a portion of the underlying aggregate base and/or subbase is pulverized, crushed, and blended producing a new homogeneous base course that will provide support for new bituminous pavements.

WSB reviewed the data obtained and feel FDR may be a feasible rehabilitation technique. Since FDR allows for “add rock” and typically reduces fines content during blending the aggregate base and pulverized bituminous, this option would allow for changes to the fine content of the base material without requiring removal. In addition, this method removes any risk associated with leaving existing bituminous in place that shows sign of deterioration or raveling. Lastly, memory cracking is virtually eliminated during this process.

It's our understanding that the existing grade is to be maintained, and only spot curb and gutter repairs/replacements are planned. Be aware that an FDR will convert the existing bituminous pavement into a new gravel base, and a portion of this FDR material will need to be removed/hailed away in order to make room for the new pavement and avoid a grade raise.

Based on the MnDOT Flexible Pavement Guide from 2020, the R-values of the subgrade soils would be 70 for sands and 12 for clayey sands.

We estimated Equivalent Single Axle Loads (ESAL's) for roadway design to be approximately 50,000. Our design is based on a standard twenty (20) year design life of the urban pavement section and a 10-ton road design.

Based on MnDOT's FlexPave excel design utilizing granular equivalent charts, we recommend the reclamation sections indicated below in Table 2. We recommend reclaiming the pavement at a depth of 6" in accordance with MnDOT 2215. Then haul away excess material in order to place a bituminous layer 4" thick in accordance with MnDOT 2360.

Table 2: Reclaimed Pavements

Core ID	New Bituminous Thickness (inches)	Reclaimed Material Thickness (inches)
1	4	3
2	4	3
5	4	6
6	4	8
7	4	8
8	4	8

We recommend the new bituminous course material consist of a MnDOT 2360 SPWEA340C material.

Within several years after initial paving, some thermal shrinkage cracks will develop. We recommend routine maintenance be performed to improve pavement performance and increase pavement life. Pavement should be sealed with a liquid bitumen sealer to retard water intrusion into the base course and subgrade. Localized patch failures may also develop where trucks or buses turn on the pavement. When these occur, they should be cut out and patch repaired.

Maintenance Overlay

An overlay is adding a new bituminous pavement section on top of the existing pavement section. Some surface preparation or repairs can be performed before the overlay is performed. Full depth patching, followed by sweeping and application of a bituminous tack coat (MnDOT 2357) are recommended minimum preparation.

We recommend a bituminous overlay mix be constructed in accordance with MnDOT 2360, Type SP 9.5 (3,B) SPWEA340B.

This option should be considered only a temporary method for pavement improvements. Based on the transverse and longitudinal cracking noted along the roadway, reflective cracking will likely occur within a few years.

4.3 Construction Considerations

Good surface drainage should be maintained throughout the work so that the site is not vulnerable to ponding during or after a rainfall. If water enters the excavations, it should be promptly removed prior to further construction activities. Under no circumstances should fill or concrete be placed into standing water.

Soil corrections at this site for foundations and pavement subgrades may not be continuous. We recommend tapering the fills back to native soils at a ten to one (10H:1V) slope.

4.4 Construction Safety

All excavations should comply with the requirements of OSHA 29 CFR, Part 1926, Subpart P "Excavations and Trenches". This document states that excavation safety is the responsibility of the contractor. Reference to this OSHA requirement should be included in the job specifications.

The responsibility to provide safe working conditions on this site, for earthwork, building construction, or any associated operations is solely that of the contractor. This responsibility is not borne in any manner by WSB.

4.5 Cold Weather Construction

It is our understanding that construction is unlikely to occur during the winter months. However, if the construction does continue into the winter months we recommend the following guidelines.

Roadbeds should not be constructed during periods when the material freezes while being placed and compacted, nor should material be placed on soil that is frozen to a depth greater than 4 inches. When the soils are frozen to a depth exceeding 4 inches, at a time when weather conditions are such that construction could be continued without the material freezing as it is being placed and compacted, the contractor may be permitted to excavate the frozen soil and proceed with the construction for so long as the weather will permit. The frozen soils should be pulverized or replaced with other suitable soils. Only unfrozen fill should be used.

4.6 Field Observation and Testing

The soil conditions illustrated on the Coring Field Data in **Appendix A** are indicative of the conditions only at the boring locations. For this reason, we recommend that excavations at this site be observed by a soil engineer or technician prior to fill or backfill placement or construction of foundation elements to determine if the soils are capable of supporting the fill backfill and/or foundation loads. These observations are recommended to judge if the unsuitable materials have been removed from within the planned construction area and an appropriate degree of lateral oversize has been provided.

WSB would be pleased to provide the advised field observation, monitoring and testing services during construction.

4.7 Plan Review and Remarks

The observations, recommendations and conclusions described in this report are based primarily on information provided to WSB, obtained from our subsurface exploration, our experience, several assumptions and the scopes of service developed for this project and are for the sole use of our client. We recommend that WSB be retained to perform a review of final design drawing and specifications to evaluate that the geotechnical engineering report has not been misinterpreted. Should there be changes in the design or location of the structures related to this project or if there are uncertainties in the report we should be notified. We would be pleased to review project changes and modify the recommendations in this report or provide clarification in writing.

The entire report should be kept together; for example, coring logs should not be removed and placed in the specifications separately.

The coring logs and related information included in this report are indicators of the subsurface conditions only at the specific locations indicated on the Coring Field Data noted on the Existing Pavement Section Details sheet in **Appendix A**. The subsurface conditions, including groundwater levels, at other locations on the site may differ significantly from conditions that existed at the time of sampling and at the boring locations.

The test borings were completed by WSB solely to obtain indications of subsurface conditions as part of a geotechnical exploration program. No services were performed to evaluate subsurface environmental conditions.

WSB has not performed observations, investigations, explorations, studies or testing that are not specifically listed in the scope of service. WSB should not be liable for failing to discover any condition whose discovery required the performance of services not authorized by the Agreement.

5. STANDARD OF CARE

The recommendations and opinions contained in this report are based on our professional judgment. The soil testing and geotechnical engineering services performed for this project have been performed with the level of skill and diligence ordinarily exercised by reputable members of the same profession under similar circumstances, at the same time and in the same or a similar locale. No warranty, either expressed or implied, is made.

APPENDIX A

Coring Field Data
Symbols and Terminology on Test Boring Log
Notice to Report Users Boring Log Information
Unified Soil Classification Sheet (USCS)

Oak Leaf Area 24-B



Table 1: Existing Pavement Observations

Core ID	Location	Number of Lanes	Lane Width (ft)	Functional Classification	Curb and Gutter	Surface Distresses	Drainage Condition
1	E 123rd St	2	13	Residential Street	Yes	Transverse and Longitudinal Cracking, Patching	Good
2	Michelle Circle	2	13	Residential Street	Yes	Transverse, Longitudinal, and Alligator Cracking, Patching	Good
3	17th Ave S	2	13	Residential Street	Yes	Transverse Cracking	Good
4	17th Ave S	2	13	Residential Street	Yes	Transverse and Longitudinal Cracking	Good
5	Oak Leaf Lane	2	13	Residential Street	Yes	Transverse, Longitudinal, and Alligator Cracking, Patching	Good
6	Oak Leaf Court	2	13	Residential Street	Yes	Transverse, Longitudinal, and Alligator Cracking, Patching	Good
7	Parkwood Place	2	13	Residential Street	Yes	Transverse, Longitudinal, and Alligator Cracking, Patching	Good
8	Parkwood Court	2	13	Residential Street	Yes	Transverse, Longitudinal, and Alligator Cracking, Patching	Good

Table 2: Existing Pavement Section Details

Core ID	Location	Bituminous Depth (in)	Lift Thickness (in) and Condition	Base Depth and Type	Subbase or Subgrade Type
1	E 123rd St	2	1 Apparent lift of material Fair - Some raveling throughout core	5.5" - Sand with gravel, Brown	Sand, Fine-medium grained, Brown
2	Michelle Circle	2	1 Apparent lift of material Fair - Some raveling throughout core	5" - Sand with gravel, Brown	Sand, Fine-medium grained, Brown
3	117th Ave S	3	1.5" Wear 1.5" Base Good	15" - Sand with gravel, Brown	Sand with trace gravel, Brown
4	117th Ave S	5	3" Wear 2" Base Fair - Some raveling in base layer	9" - Sand with gravel, Light Brown	Clayey sand, Brown
5	Oak Leaf Lane	2.5	1 Apparent lift of material Good	8" - Sand with gravel, Brown	Sand with trace gravel, Brown
6	Oak Leaf Court	2.25	1 Apparent lift of material Good	11" - Sand with gravel, Brown	Sand with trace gravel, Brown
7	Parkwood Place	3.5	1.5" Wear 2" Base Poor - Raveling throughout core	>8" - Sand with gravel, Brown	Auger refusal at 8"
8	Parkwood Court	4	2" Wear 2" Base Poor - Raveling throughout core	10" - Sand with gravel, Brown	Sand with trace gravel, Brown

Core 1



Core 1



Core 2



Core 2



Core 3



Core 3



Core 4



Core 4



Core 5



Core 5



Core 6



Core 6



Core 7



Core 7



Core 8



Core 8



GEOTECHNICAL REPORT

**2024 Pavement Reclamation
City Project 24-C
Gateway Area**

**FOR
City of Burnsville**

November 21, 2023

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Appendix A

Coring Field Data

Notice to Report Users Boring Log Information

Unified Soil Classification System (USCS)

1. INTRODUCTION

1.1 Project Location

The site is located in the Gateway Area in Burnsville, Minnesota. Cores were taken on Gateway Boulevard and Pleasant Avenue. The approximate coring locations can be found on the Core Field Data in **Appendix A**.

1.2 Project Description

We understand the City of Burnsville (City) plans to perform pavement reclamation. The improvements are planned to take place in 2024.

The vertical and horizontal alignment of the roadway were not planned to be significantly altered.

WSB has developed recommendations for this project in consideration of the proposed layout and configurations as understood at this time. When the design team develops additional information about final layout or other significant factors, the recommendations presented herein may no longer apply. WSB should be made aware of the revised or additional information in order to evaluate the recommendations for continued applicability.

1.3 Purpose and Project Scope of Services

Logan Vlasaty with the City of Burnsville authorized this scope of service. In order to assist the design team in preparing plans and specifications, we have developed recommendations for designing pavements. As such, we have completed a subsurface exploration program and prepared a geotechnical report for the referenced site. This stated purpose was a significant factor in determining the scope and level of service provided. Should the purpose of the report change the report immediately ceases to be valid and use of it without WSB's prior review and written authorization should be at the user's sole risk.

Our authorized scope of work has been limited to:

1. Mobilization / demobilization of a pick-up mounted pavement coring rig.
2. Core bituminous pavement at 5 locations.
3. Drilling 5 hand augers to depths of about 3 to 5 feet below grade.
4. Sealing the borings per Minnesota Department of Health procedures.
5. Perform soil classification and analysis.
6. Providing this geotechnical report containing:
 - a. Summary of our findings.
 - b. Discussion of subsurface soil and groundwater conditions and how they may affect the proposed pavements.
 - c. Core data and site pictures.
 - d. Recommended pavement section.

2. PROCEDURES

2.1 Boring Layout and Soil Sampling Procedures

WSB drilled 8 bituminous cores and 8 hand augers at the project site. WSB recommended the boring depths and selected the desired coring locations. Our field crew located the borings and cores with a handheld GPS device for horizontal locations. The approximate coring locations are shown in **Appendix A** which is an aerial photo.

The bituminous core drilling was completed during September and October of 2024 with a pick-up truck mounted pavement coring rig operated by a two-person crew utilizing a 4-inch diameter core barrel. The bituminous cores were labeled, photographed, and retained for further review at the laboratory. After extracting the bituminous core, a hand auger was used to recover samples from the underlying subgrade. During coring operations, the field crew also noted the conditions witnessed in the field including surface distresses and drainage conditions. A spreadsheet containing this information is included in **Appendix A**.

The samples were visually observed to estimate the distribution of grain sizes, plasticity, consistency, moisture condition, color, presence of lenses and seams. We classified the soils according to type using the Unified Soil Classification System (USCS). A chart describing the USCS is included in **Appendix A**.

2.2 Groundwater Measurements and Borehole Abandonment

The drill crew observed the borings for free groundwater while drilling and after completion of the borings. These observations and measurements are noted on the boring logs. The crew then backfilled the borings to comply with Minnesota Department of Health regulations.

2.3 Boring Log Procedures and Qualifications

The subsurface conditions encountered by the borings are illustrated on the Logs of Test Borings in **Appendix A**. Similar soils were grouped into the strata shown on the boring logs, and the appropriate estimated USCS classification symbols were also added. The depths and thickness of the subsurface strata indicated on the boring logs were estimated from the drilling results.

The transition between materials (horizontal and vertical) is approximate and is usually far more gradual than shown. Information on actual subsurface conditions exists only at the specific locations indicated and is relevant only to the time exploration was performed. Subsurface conditions and groundwater levels at other locations may differ from conditions found at the indicated locations. The nature and extent of these conditions would not become evident until exposed by construction excavation. These stratification lines were used for our analytical purposes and, due to the aforementioned limitations, should not be used as a basis of design or construction cost estimates.

3. EXPLORATION RESULTS

3.1 Site

The pavement cores and borings were taken at the locations indicated on the Coring Field Data in **Appendix A**.

3.2 Subsurface Soil and Groundwater Conditions

The boring profile generally consisted of bituminous, aggregate base, subbase sand and subgrade materials.

Boring Profiles

Table 1 below presents the existing roadway pavement section and subgrade profiles.

Table 1: Existing Profiles

Core ID	Bituminous Thickness (inches)	Aggregate Base Thickness (inches)	Subgrade Soils (Upper 4 feet)
1	5.5	10.5	Sand with trace of gravel
2	5	10.5	Sand with trace of gravel
3	5.5	8	Sand with trace of gravel
4	4	> 6	Auger refusal at 6 inches
5	8	13	Clayey Sand

3.3 Groundwater Conditions

WSB took groundwater level readings in the exploratory borings, reviewed the data obtained, and discussed its interpretation of the data in the text of the report. Note that groundwater levels may fluctuate due to seasonal variations (e.g. precipitation, snowmelt and rainfall) and/or other factors not evident at the time of measurement.

No groundwater was encountered during the drilling process.

The bore holes were only left open a short period of time, and groundwater levels may not have stabilized.

4. ENGINEERING ANALYSIS AND RECOMMENDATIONS

4.1 Discussion

Based on the results of our borings, the existing subgrade soils generally appear capable of supporting the roadway.

Generally, the soils in the upper 4 feet of the subgrade influence pavement performance the most. The soils within the pavement subgrade consist of clays and silts, which are frost susceptible soils.

4.2 Pavements

Full Depth Reclamation (FDR)

The full bituminous pavement section and a portion of the underlying aggregate base and/or subbase is pulverized, crushed, and blended producing a new homogeneous base course that will provide support for new bituminous pavements.

WSB reviewed the data obtained and feel FDR may be a feasible rehabilitation technique. Since FDR allows for “add rock” and typically reduces fines content during blending the aggregate base and pulverized bituminous, this option would allow for changes to the fine content of the base material without requiring removal. In addition, this method removes any risk associated with leaving existing bituminous in place that shows sign of deterioration or raveling. Lastly, memory cracking is virtually eliminated during this process.

Based on the MnDOT Flexible Pavement Guide from 2020, the R-values of the subgrade soils would be 70 for sands and 12 for clayey sands.

We estimated Equivalent Single Axle Loads (ESAL's) for roadway design to be approximately 100,000. Our design is based on a standard twenty (20) year design life of the urban pavement section and a 10-ton road design.

Based on MnDOT's FlexPave excel design utilizing granular equivalent charts, we recommend the reclamation sections indicated below in Table 2. We recommend reclaiming the pavement at a depth of 6" in accordance with MnDOT 2215. Then haul away excess material in order to place a new bituminous layer 4" thick in accordance with MnDOT 2360.

Table 2: Reclaimed Pavements

Core ID	New Bituminous Thickness (inches)	Reclaimed Material Thickness (inches)
1	4	8
2	4	8
3	4	8
4	4	6
5	4	8

We recommend the new bituminous course material consist of a MnDOT 2360 SPWEA340C material.

Within several years after initial paving, some thermal shrinkage cracks will develop. We recommend routine maintenance be performed to improve pavement performance and increase pavement life. Pavement should be sealed with a liquid bitumen sealer to retard water intrusion into the base course and

subgrade. Localized patch failures may also develop where trucks or buses turn on the pavement. When these occur, they should be cut out and patch repaired.

Maintenance Overlay

An overlay is adding a new bituminous pavement section on top of the existing pavement section. Some surface preparation or repairs can be performed before the overlay is performed.

We recommend a bituminous overlay mix be constructed in accordance with MnDOT 2360, Type SP 9.5 (3,B) SPWEA340B.

This option should be considered only a temporary method for pavement improvements. Based on the transverse and longitudinal cracking noted along the roadway, reflective cracking will likely occur within a few years.

4.3 Construction Considerations

Good surface drainage should be maintained throughout the work so that the site is not vulnerable to ponding during or after a rainfall. If water enters the excavations, it should be promptly removed prior to further construction activities. Under no circumstances should fill or concrete be placed into standing water.

Soil corrections at this site for foundations and pavement subgrades may not be continuous. We recommend tapering the fills back to native soils at a ten to one (10H:1V) slope.

4.4 Construction Safety

All excavations should comply with the requirements of OSHA 29 CFR, Part 1926, Subpart P "Excavations and Trenches". This document states that excavation safety is the responsibility of the contractor. Reference to this OSHA requirement should be included in the job specifications.

The responsibility to provide safe working conditions on this site, for earthwork, building construction, or any associated operations is solely that of the contractor. This responsibility is not borne in any manner by WSB.

4.5 Cold Weather Construction

It is our understanding that construction is unlikely to occur during the winter months. However, if the construction does continue into the winter months we recommend the following guidelines.

Roadbeds should not be constructed during periods when the material freezes while being placed and compacted, nor should material be placed on soil that is frozen to a depth greater than 4 inches. When the soils are frozen to a depth exceeding 4 inches, at a time when weather conditions are such that construction could be continued without the material freezing as it is being placed and compacted, the contractor may be permitted to excavate the frozen soil and proceed with the construction for so long as the weather will permit. The frozen soils should be pulverized or replaced with other suitable soils. Only unfrozen fill should be used.

Placement of fill and/or foundation concrete should not be permitted on frozen soil, and the bearing soils under footings or under the floor slab should not be allowed to freeze after concrete is placed, because excessive post-construction settlement could occur as the frozen soils thaw.

4.6 Field Observation and Testing

The soil conditions illustrated on the Coring Field Data in **Appendix A** are indicative of the conditions only at the boring locations. For this reason, we recommend that excavations at this site be observed by a soil engineer or technician prior to fill or backfill placement or construction of foundation elements to determine if the soils are capable of supporting the fill backfill and/or foundation loads. These

observations are recommended to judge if the unsuitable materials have been removed from within the planned construction area and an appropriate degree of lateral oversize has been provided.

WSB would be pleased to provide the advised field observation, monitoring and testing services during construction.

4.7 Plan Review and Remarks

The observations, recommendations and conclusions described in this report are based primarily on information provided to WSB, obtained from our subsurface exploration, our experience, several assumptions and the scopes of service developed for this project and are for the sole use of our client. We recommend that WSB be retained to perform a review of final design drawing and specifications to evaluate that the geotechnical engineering report has not been misinterpreted. Should there be changes in the design or location of the structures related to this project or if there are uncertainties in the report we should be notified. We would be pleased to review project changes and modify the recommendations in this report or provide clarification in writing.

The entire report should be kept together; for example, boring logs should not be removed and placed in the specifications separately.

The boring logs and related information included in this report are indicators of the subsurface conditions only at the specific locations indicated on the Soil Boring Exhibit and times noted on the Logs of Test Boring sheets in **Appendix A**. The subsurface conditions, including groundwater levels, at other locations on the site may differ significantly from conditions that existed at the time of sampling and at the boring locations.

The test borings were completed by WSB solely to obtain indications of subsurface conditions as part of a geotechnical exploration program. No services were performed to evaluate subsurface environmental conditions.

WSB has not performed observations, investigations, explorations, studies or testing that are not specifically listed in the scope of service. WSB should not be liable for failing to discover any condition whose discovery required the performance of services not authorized by the Agreement.

5. STANDARD OF CARE

The recommendations and opinions contained in this report are based on our professional judgment. The soil testing and geotechnical engineering services performed for this project have been performed with the level of skill and diligence ordinarily exercised by reputable members of the same profession under similar circumstances, at the same time and in the same or a similar locale. No warranty, either expressed or implied, is made.

APPENDIX A

Coring Field Data
Symbols and Terminology on Test Boring Log
Notice to Report Users Boring Log Information
Unified Soil Classification Sheet (USCS)

Gateway Area 24-C



Table 1: Existing Pavement Observations

Core ID	Location	Number of Lanes	Lane Width (ft)	Functional Classification	Curb and Gutter	Surface Distresses	Drainage Condition
1	Gateway Blvd	2	12' Lane 8' Shoulder	Residential/Commercial Street	Yes	Transverse, Longitudinal, and Alligator Cracking, Patching	Good
2	Gateway Blvd	2	12' Lane 8' Shoulder	Residential/Commercial Street	Yes	Transverse, Longitudinal, and Alligator Cracking, Patching	Good
3	Gateway Blvd	2	12' Lane 8' Shoulder	Residential/Commercial Street	Yes	Transverse, Longitudinal, and Alligator Cracking, Patching	Good
4	Harriet Ave S	2	16' Lane	Residential/Commercial Street	Yes	Transverse, Longitudinal, and Alligator Cracking, Patching	Good
5	Pleasant Ave	2	14' Lane	Residential/Commercial Street	Yes	Transverse, Longitudinal, and Alligator Cracking, Patching	Good

Table 2: Existing Pavement Section Details

Core ID	Location	Bituminous Depth (in)	Lift Thickness (in) and Condition	Base Depth and Type	Subbase or Subgrade Type
1	Gateway Blvd	5.5	3" Wear 2.5" Base Poor - Raveling throughout core	10.5" - Sand with gravel, Light Brown	Sand with trace gravel, Brown
2	Gateway Blvd	5	2" Wear 3" Base Good	10.5" - Sand with gravel, Light Brown	Sand with trace gravel, Brown
3	Gateway Blvd	5.5	2" Wear 3.5" Base Fair - Some raveling throughout core	8" - Sand with gravel, Light Brown	Sand with trace gravel, Brown
4	Harriet Ave S	4	2" Wear 2" Base Fair - Some raveling throughout core	>6" - Sand with gravel, Brown	Auger refusal at 6"
5	Pleasant Ave	8	2" Wear (3+ Lifts) Fair - Base of core raveling	13" - Sand with trace gravel, Brown	Clayey sand, Brown

Core 1



Core 1



Core 2



Core 2



Core 3



Core 3



Core 4



Core 4



Core 5



Core 5



GEOTECHNICAL REPORT

**2024 Street Reclaim
City Project 24-E**

**FOR
City of Burnsville**

November 21, 2023



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Appendix A

Coring Field Data

Symbols and Terminology on Test Boring Log

Notice to Report Users Boring Log Information

Unified Soil Classification Sheet (USCS)

1. INTRODUCTION

1.1 Project Location

The site is located in the Landings Area of Burnsville, Minnesota. Cores were taken on Baypoint Drive and Summerset Lane. The approximate soil boring locations can be found on the Core Exhibit in **Appendix A**.

1.2 Project Description

We understand the City of Burnsville (City) plans to perform pavement reclamation. The improvements are planned to take place in 2024.

The vertical and horizontal alignment of the roadway are not planned to be significantly altered.

WSB has developed recommendations for this project in consideration of the proposed layout and configurations as understood at this time. When the design team develops additional information about final layout or other significant factors, the recommendations presented herein may no longer apply. WSB should be made aware of the revised or additional information in order to evaluate the recommendations for continued applicability.

1.3 Purpose and Project Scope of Services

Logan Vlasaty with the City of Burnsville authorized this scope of service. In order to assist the design team in preparing plans and specifications, we have developed recommendations for pavement reclamation. As such, we have completed a pavement coring program and prepared a geotechnical report for the referenced site. This stated purpose was a significant factor in determining the scope and level of service provided. Should the purpose of the report change the report immediately ceases to be valid and use of it without WSB's prior review and written authorization should be at the user's sole risk.

Our authorized scope of work has been limited to:

1. Mobilization / demobilization of a pick-up mounted pavement coring rig.
2. Core bituminous pavement at 5 locations.
3. Drilling 5 hand augers to depths of about 3 to 5 feet below grade.
4. Sealing the borings per Minnesota Department of Health procedures.
5. Perform soil classification and analysis.
6. Providing this geotechnical report containing:
 - a. Summary of our findings.
 - b. Discussion of subsurface soil and groundwater conditions and how they may affect the proposed pavements.
 - c. Core data and site pictures
 - d. Discussion of pavement reclamation.

2. PROCEDURES

2.1 Boring Layout and Soil Sampling Procedures

WSB drilled 5 bituminous cores and performed 5 hand augers at the project site. WSB recommended the hand auger depths and selected the desired coring locations. Our field crew located the borings and cores with a handheld GPS device for horizontal locations. The approximate coring locations are shown in **Appendix A** which is an aerial photo.

The bituminous core drilling was completed during September and October of 2024 with a pick-up truck mounted pavement coring rig operated by a two-person crew utilizing a 4-inch diameter core barrel. The bituminous cores were labeled, photographed, and retained for further review at the laboratory. After extracting the bituminous core, a hand auger was used to recover samples from the underlying subgrade. During coring operations, the field crew also noted the conditions witnessed in the field including surface distresses and drainage conditions. A spreadsheet containing this information is included in **Appendix A**.

The samples were visually observed to estimate the distribution of grain sizes, plasticity, consistency, moisture condition, color, presence of lenses and seams. We classified the soils according to type using the Unified Soil Classification System (USCS). A chart describing the USCS is included in **Appendix A**.

2.2 Groundwater Measurements and Borehole Abandonment

The drill crew observed the borings for free groundwater while drilling and after completion of the borings. These observations and measurements are noted on the boring logs. The crew then backfilled the borings to comply with Minnesota Department of Health regulations.

2.3 Boring Log Procedures and Qualifications

The subsurface conditions encountered by the borings are illustrated on the Logs of Test Borings in **Appendix A**. Similar soils were grouped into the strata shown on the boring logs, and the appropriate estimated USCS classification symbols were also added. The depths and thickness of the subsurface strata indicated on the boring logs were estimated from the drilling results.

The transition between materials (horizontal and vertical) is approximate and is usually far more gradual than shown. Information on actual subsurface conditions exists only at the specific locations indicated and is relevant only to the time exploration was performed. Subsurface conditions and groundwater levels at other locations may differ from conditions found at the indicated locations. The nature and extent of these conditions would not become evident until exposed by construction excavation. These stratification lines were used for our analytical purposes and, due to the aforementioned limitations, should not be used as a basis of design or construction cost estimates.

3. EXPLORATION RESULTS

3.1 Site and Geology

The pavement cores and borings were taken at the locations indicated on the Coring Field Data in **Appendix A**.

3.2 Subsurface Soil and Groundwater Conditions

The boring profile generally consisted of bituminous, aggregate base, subbase sand and subgrade materials.

Boring Profiles

Table 1 below presents the existing roadway pavement section and subgrade profiles.

Table 1: Existing Profiles

Boring No.	Bituminous Thickness (inches)	Aggregate Base Thickness (inches)	Subgrade Soils (Upper 4 feet)
1	4	2.5	Sand with trace of gravel. Moisture Content = 9%
2	2.5	10	Sand with trace of gravel. Moisture Content = 4%
3	3.5	15	Clayey Sand. Moisture Content = 17%
4	4.5	8	Sandy Clay
5	4	7	Sand with trace of gravel

3.3 Groundwater Conditions

WSB took groundwater level readings in the exploratory borings, reviewed the data obtained, and discussed its interpretation of the data in the text of the report. Note that groundwater levels may fluctuate due to seasonal variations (e.g. precipitation, snowmelt and rainfall) and/or other factors not evident at the time of measurement.

No groundwater was encountered during the drilling process.

The bore holes were only left open a short period of time, and groundwater levels may not have stabilized.

4. ENGINEERING ANALYSIS AND RECOMMENDATIONS

4.1 Discussion

Based on the results of our borings, the existing subgrade soils generally appear capable of supporting the roadway.

Generally, the soils in the upper 4 feet of the subgrade influence pavement performance the most. The soils within the pavement subgrade included some clayey sands which are frost susceptible soils.

4.2 Pavement Area

Full Depth Reclamation (FDR)

The full bituminous pavement section and a portion of the underlying aggregate base and/or subbase is pulverized, crushed, and blended producing a new homogeneous base course that will provide support for new bituminous pavements.

WSB reviewed the data obtained and feel FDR may be a feasible rehabilitation technique. Since FDR allows for “add rock” and typically reduces fines content during blending the aggregate base and pulverized bituminous, this option would allow for changes to the fine content of the base material without requiring removal. In addition, this method removes any risk associated with leaving existing bituminous in place that shows sign of deterioration or raveling. Lastly, memory cracking is virtually eliminated during this process.

It's our understanding that the existing grade is to be maintained, and only spot curb and gutter repairs/replacements are planned. Be aware that an FDR will convert the existing bituminous pavement into a new gravel base, and a portion of this FDR material will need to be removed/hailed away in order to make room for the new pavement and avoid a grade raise.

Based on the MnDOT Flexible Pavement Guide from 2020, the R-values of the subgrade soils would be 70 for sands and 12 for clayey sands.

We estimated Equivalent Single Axle Loads (ESAL's) for roadway design to be approximately 50,000. Our design is based on a standard twenty (20) year design life of the urban pavement section and a 10-ton road design.

Based on MnDOT's FlexPave excel design utilizing granular equivalent charts, we recommend the reclamation sections indicated below in Table 2. We recommend reclaiming the pavement at a depth of 6" in accordance with MnDOT 2215. Then haul away excess material in order to place a bituminous layer 4" thick in accordance with MnDOT 2360.

Table 2: Reclaimed Pavements

Core ID	New Bituminous Thickness (inches)	Reclaimed Material Thickness (inches)
1	4	2.5
2	4	8
3	4	8
4	4	8
5	4	7

We recommend the new bituminous course material consist of a MnDOT 2360 SPWEA340C material.

Within several years after initial paving, some thermal shrinkage cracks will develop. We recommend routine maintenance be performed to improve pavement performance and increase pavement life. Pavement should be sealed with a liquid bitumen sealer to retard water intrusion into the base course and subgrade. Localized patch failures may also develop where trucks or buses turn on the pavement. When these occur, they should be cut out and patch repaired.

Maintenance Overlay

An overlay is adding a new bituminous pavement section on top of the existing pavement section. Some surface preparation or repairs can be performed before the overlay is performed. Full depth patching, followed by sweeping and application of a bituminous tack coat (MnDOT 2357) are recommended minimum preparation.

We recommend a bituminous overlay mix be constructed in accordance with MnDOT 2360, Type SP 9.5 (3,B) SPWEA340B.

This option should be considered only a temporary method for pavement improvements. Based on the transverse and longitudinal cracking noted along the roadway, reflective cracking will likely occur within a few years.

4.3 Construction Considerations

Good surface drainage should be maintained throughout the work so that the site is not vulnerable to ponding during or after a rainfall. If water enters the excavations, it should be promptly removed prior to further construction activities. Under no circumstances should fill or concrete be placed into standing water.

Soil corrections at this site for foundations and pavement subgrades may not be continuous. We recommend tapering the fills back to native soils at a ten to one (10H:1V) slope.

4.4 Construction Safety

All excavations should comply with the requirements of OSHA 29 CFR, Part 1926, Subpart P "Excavations and Trenches". This document states that excavation safety is the responsibility of the contractor. Reference to this OSHA requirement should be included in the job specifications.

The responsibility to provide safe working conditions on this site, for earthwork, building construction, or any associated operations is solely that of the contractor. This responsibility is not borne in any manner by WSB.

4.5 Cold Weather Construction

It is our understanding that construction is unlikely to occur during the winter months. However, if the construction does continue into the winter months we recommend the following guidelines.

Roadbeds should not be constructed during periods when the material freezes while being placed and compacted, nor should material be placed on soil that is frozen to a depth greater than 4 inches. When the soils are frozen to a depth exceeding 4 inches, at a time when weather conditions are such that construction could be continued without the material freezing as it is being placed and compacted, the contractor may be permitted to excavate the frozen soil and proceed with the construction for so long as the weather will permit. The frozen soils should be pulverized or replaced with other suitable soils. Only unfrozen fill should be used.

4.6 Field Observation and Testing

The soil conditions illustrated on the Logs of Test Borings in **Appendix A** are indicative of the conditions only at the boring locations. For this reason, we recommend that excavations at this site be observed by a soil engineer or technician prior to fill or backfill placement or construction of foundation elements to

determine if the soils are capable of supporting the fill backfill and/or foundation loads. These observations are recommended to judge if the unsuitable materials have been removed from within the planned construction area and an appropriate degree of lateral oversize has been provided.

WSB would be pleased to provide the advised field observation, monitoring and testing services during construction.

4.7 Plan Review and Remarks

The observations, recommendations and conclusions described in this report are based primarily on information provided to WSB, obtained from our subsurface exploration, our experience, several assumptions and the scopes of service developed for this project and are for the sole use of our client. We recommend that WSB be retained to perform a review of final design drawing and specifications to evaluate that the geotechnical engineering report has not been misinterpreted. Should there be changes in the design or location of the structures related to this project or if there are uncertainties in the report we should be notified. We would be pleased to review project changes and modify the recommendations in this report or provide clarification in writing.

The entire report should be kept together; for example, boring logs should not be removed and placed in the specifications separately.

The boring logs and related information included in this report are indicators of the subsurface conditions only at the specific locations indicated on the Soil Boring Exhibit and times noted on the Logs of Test Boring sheets in **Appendix A**. The subsurface conditions, including groundwater levels, at other locations on the site may differ significantly from conditions that existed at the time of sampling and at the boring locations.

The test borings were completed by WSB solely to obtain indications of subsurface conditions as part of a geotechnical exploration program. No services were performed to evaluate subsurface environmental conditions.

WSB has not performed observations, investigations, explorations, studies or testing that are not specifically listed in the scope of service. WSB should not be liable for failing to discover any condition whose discovery required the performance of services not authorized by the Agreement.

5. STANDARD OF CARE

The recommendations and opinions contained in this report are based on our professional judgment. The soil testing and geotechnical engineering services performed for this project have been performed with the level of skill and diligence ordinarily exercised by reputable members of the same profession under similar circumstances, at the same time and in the same or a similar locale. No warranty, either expressed or implied, is made.

APPENDIX A

Coring Field Data
Symbols and Terminology on Test Boring Log
Notice to Report Users Boring Log Information
Unified Soil Classification Sheet (USCS)

The Landings Area 24-E (Alternate)



Table 1: Existing Pavement Observations

Core ID	Location	Number of Lanes	Lane Width (ft)	Functional Classification	Curb and Gutter	Surface Distresses	Drainage Condition
1	Summerset Lane	2	13	Residential Street	Yes	Transverse, Longitudinal, and Alligator Cracking, Patching	Good
2	Baypoint Dr	2	13	Residential Street	Yes	Transverse, Longitudinal, and Alligator Cracking, Patching	Good
3	Baypoint Dr	2	13	Residential Street	Yes	Transverse, Longitudinal, and Alligator Cracking, Patching	Good
4	Summerset Lane	2	13	Residential Street	Yes	Transverse, Longitudinal, and Alligator Cracking, Patching	Good
5	Summerset Lane	2	13	Residential Street	Yes	Transverse, Longitudinal, and Alligator Cracking, Patching	Good

Table 2: Existing Pavement Section Details

Core ID	Location	Bituminous Depth (in)	Lift Thickness (in) and Condition	Base Depth and Type	Subbase or Subgrade Type
1	Summerset Lane	4	2.25" Wear 1.75" Base Fair - Some raveling in base layer	2.5" - Sand with gravel, Light Brown	Sand with trace gravel, Brown
2	Baypoint Dr	2.5	1.5" Wear 1" Base Poor - Base layer completely raveled	10" - Sand with gravel, Light Brown	Sand with trace gravel, Brown
3	Baypoint Dr	3.5	1.75" Wear 1.75" Base Poor - Base layer completely raveled	15" - Sand with gravel, Light Brown	Clayey Sand, Grayish Brown
4	Summerset Lane	4.5	2.5" Wear 2" Base Fair - Raveling in base layer	8" - Sand with gravel, Light Brown	Sandy clay, Brown
5	Summerset Lane	4	2" Wear 2" Base Fair - Raveling in base layer	7" - Sand with gravel, Light Brown	Sand with trace gravel, Brown

Core 1



Core 1



Core 2



Core 2



Core 3



Core 3



Core 4



Core 4



Core 5



Core 5



GEOTECHNICAL REPORT

**2024 Street Reclaim
City Project 24-F**

**FOR
City of Burnsville**

November 21, 2023



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Appendix A

Coring Field Data

Symbols and Terminology on Test Boring Log

Notice to Report Users Boring Log Information

Unified Soil Classification Sheet (USCS)

1. INTRODUCTION

1.1 Project Location

The site is located in the Hidden Glen / Raymar Area of Burnsville, Minnesota. Cores were taken on Morgan Avenue South, Morgan Court, and Raymar Court. The approximate soil boring locations can be found on the Core Exhibit in **Appendix A**.

1.2 Project Description

We understand the City of Burnsville (City) plans to perform pavement reclamation. The improvements are planned to take place in 2024.

The vertical and horizontal alignment of the roadway are not planned to be significantly altered.

WSB has developed recommendations for this project in consideration of the proposed layout and configurations as understood at this time. When the design team develops additional information about final layout or other significant factors, the recommendations presented herein may no longer apply. WSB should be made aware of the revised or additional information in order to evaluate the recommendations for continued applicability.

1.3 Purpose and Project Scope of Services

Logan Vlasaty with the City of Burnsville authorized this scope of service. In order to assist the design team in preparing plans and specifications, we have developed recommendations for pavement reclamation. As such, we have completed a pavement coring program and prepared a geotechnical report for the referenced site. This stated purpose was a significant factor in determining the scope and level of service provided. Should the purpose of the report change the report immediately ceases to be valid and use of it without WSB's prior review and written authorization should be at the user's sole risk.

Our authorized scope of work has been limited to:

1. Mobilization / demobilization of a pick-up mounted pavement coring rig.
2. Core bituminous pavement at 5 locations.
3. Drilling 5 hand augers to depths of about 3 to 5 feet below grade.
4. Sealing the borings per Minnesota Department of Health procedures.
5. Perform soil classification and analysis.
6. Providing this geotechnical report containing:
 - a. Summary of our findings.
 - b. Discussion of subsurface soil and groundwater conditions and how they may affect the proposed pavements.
 - c. Core data and site pictures
 - d. Discussion of pavement reclamation.

2. PROCEDURES

2.1 Boring Layout and Soil Sampling Procedures

WSB drilled 5 bituminous cores and performed 5 hand augers at the project site. WSB recommended the hand auger depths and selected the desired coring locations. Our field crew located the borings and cores with a handheld GPS device for horizontal locations. The approximate coring locations are shown in **Appendix A** which is an aerial photo.

The bituminous core drilling was completed during September and October of 2024 with a pick-up truck mounted pavement coring rig operated by a two-person crew utilizing a 4-inch diameter core barrel. The bituminous cores were labeled, photographed, and retained for further review at the laboratory. After extracting the bituminous core, a hand auger was used to recover samples from the underlying subgrade. During coring operations, the field crew also noted the conditions witnessed in the field including surface distresses and drainage conditions. A spreadsheet containing this information is included in **Appendix A**.

The samples were visually observed to estimate the distribution of grain sizes, plasticity, consistency, moisture condition, color, presence of lenses and seams. We classified the soils according to type using the Unified Soil Classification System (USCS). A chart describing the USCS is included in **Appendix A**.

2.2 Groundwater Measurements and Borehole Abandonment

The drill crew observed the borings for free groundwater while drilling and after completion of the borings. These observations and measurements are noted on the boring logs. The crew then backfilled the borings to comply with Minnesota Department of Health regulations.

2.3 Boring Log Procedures and Qualifications

The subsurface conditions encountered by the borings are illustrated on the Logs of Test Borings in **Appendix A**. Similar soils were grouped into the strata shown on the boring logs, and the appropriate estimated USCS classification symbols were also added. The depths and thickness of the subsurface strata indicated on the boring logs were estimated from the drilling results.

The transition between materials (horizontal and vertical) is approximate and is usually far more gradual than shown. Information on actual subsurface conditions exists only at the specific locations indicated and is relevant only to the time exploration was performed. Subsurface conditions and groundwater levels at other locations may differ from conditions found at the indicated locations. The nature and extent of these conditions would not become evident until exposed by construction excavation. These stratification lines were used for our analytical purposes and due to the aforementioned limitations, should not be used as a basis of design or construction cost estimates.

3. EXPLORATION RESULTS

3.1 Site and Geology

The pavement cores and borings were taken at the locations indicated on the Coring Field Data in **Appendix A**.

3.2 Subsurface Soil and Groundwater Conditions

The boring profile generally consisted of bituminous, aggregate base, subbase sand and subgrade materials.

Boring Profiles

Table 1 below presents the existing roadway pavement section and subgrade profiles.

Table 1: Existing Profiles

Boring No.	Bituminous Thickness (inches)	Aggregate Base Thickness (inches)	Subgrade Soils (Upper 4 feet)
1	3.5	6	Sand with trace of gravel
2	2.5	5	Sand with trace of gravel. Moisture Content = 10%
3	3.75	2	Sand with trace of gravel
4	2	10	Sand with trace of gravel. Moisture Content = 3%
5	2.5	2	Sand with trace of gravel

3.3 Groundwater Conditions

WSB took groundwater level readings in the exploratory borings, reviewed the data obtained, and discussed its interpretation of the data in the text of the report. Note that groundwater levels may fluctuate due to seasonal variations (e.g., precipitation, snowmelt and rainfall) and/or other factors not evident at the time of measurement.

No groundwater was encountered during the drilling process.

The bore holes were only left open a short period of time, and groundwater levels may not have stabilized.

4. ENGINEERING ANALYSIS AND RECOMMENDATIONS

4.1 Discussion

Based on the results of our borings, the existing subgrade soils generally appear capable of supporting the roadway.

Generally, the soils in the upper 4 feet of the subgrade influence pavement performance the most. The soils within the pavement subgrade included some clayey sands which are frost susceptible soils.

4.2 Pavement Area

Full Depth Reclamation (FDR)

The full bituminous pavement section and a portion of the underlying aggregate base and/or subbase is pulverized, crushed, and blended producing a new homogeneous base course that will provide support for new bituminous pavements.

WSB reviewed the data obtained and feel FDR may be a feasible rehabilitation technique. Since FDR allows for “add rock” and typically reduces fines content during blending the aggregate base and pulverized bituminous, this option would allow for changes to the fine content of the base material without requiring removal. In addition, this method removes any risk associated with leaving existing bituminous in place that shows sign of deterioration or raveling. Lastly, memory cracking is virtually eliminated during this process.

It is our understanding that the existing grade is to be maintained, and only spot curb and gutter repairs/replacements are planned. Be aware that an FDR will convert the existing bituminous pavement into a new gravel base, and a portion of this FDR material will need to be removed/hailed away in order to make room for the new pavement and avoid a grade raise.

Based on the MnDOT Flexible Pavement Guide from 2020, the R-values of the subgrade soils would be 70 for sands.

We estimated Equivalent Single Axle Loads (ESAL's) for roadway design to be approximately 50,000. Our design is based on a standard twenty (20) year design life of the urban pavement section and a 10-ton road design.

Based on MnDOT's FlexPave excel design utilizing granular equivalent charts, we recommend the reclamation sections indicated below in Table 2. We recommend reclaiming the pavement at a depth of 6" in accordance with MnDOT 2215. Then haul away excess material in order to place a bituminous layer 4" thick in accordance with MnDOT 2360.

Table 2: Reclaimed Pavements

Core ID	New Bituminous Thickness (inches)	Reclaimed Material Thickness (inches)
1	4	5.5
2	4	3.5
3	3.75	2
4	4	8
5	3	2

We recommend the new bituminous course material consist of a MnDOT 2360 SPWEA340C material.

Within several years after initial paving, some thermal shrinkage cracks will develop. We recommend routine maintenance be performed to improve pavement performance and increase pavement life. Pavement should be sealed with a liquid bitumen sealer to retard water intrusion into the base course and subgrade. Localized patch failures may also develop where trucks or buses turn on the pavement. When these occur, they should be cut out and patch repaired.

4.3 Construction Considerations

Good surface drainage should be maintained throughout the work so that the site is not vulnerable to ponding during or after a rainfall. If water enters the excavations, it should be promptly removed prior to further construction activities. Under no circumstances should fill or concrete be placed into standing water.

Soil corrections at this site for foundations and pavement subgrades may not be continuous. We recommend tapering the fills back to native soils at a ten to one (10H:1V) slope.

4.4 Construction Safety

All excavations should comply with the requirements of OSHA 29 CFR, Part 1926, Subpart P "Excavations and Trenches". This document states that excavation safety is the responsibility of the contractor. Reference to this OSHA requirement should be included in the job specifications.

The responsibility to provide safe working conditions on this site, for earthwork, building construction, or any associated operations is solely that of the contractor. This responsibility is not borne in any manner by WSB.

4.5 Cold Weather Construction

It is our understanding that construction is unlikely to occur during the winter months. However, if the construction does continue into the winter months we recommend the following guidelines.

Roadbeds should not be constructed during periods when the material freezes while being placed and compacted, nor should material be placed on soil that is frozen to a depth greater than 4 inches. When the soils are frozen to a depth exceeding 4 inches, at a time when weather conditions are such that construction could be continued without the material freezing as it is being placed and compacted, the contractor may be permitted to excavate the frozen soil and proceed with the construction for so long as the weather will permit. The frozen soils should be pulverized or replaced with other suitable soils. Only unfrozen fill should be used.

4.6 Field Observation and Testing

The soil conditions illustrated on the Logs of Test Borings in **Appendix A** are indicative of the conditions only at the boring locations. For this reason, we recommend that excavations at this site be observed by a soil engineer or technician prior to fill or backfill placement or construction of foundation elements to determine if the soils are capable of supporting the fill backfill and/or foundation loads. These observations are recommended to judge if the unsuitable materials have been removed from within the planned construction area and an appropriate degree of lateral oversize has been provided.

WSB would be pleased to provide the advised field observation, monitoring, and testing services during construction.

4.7 Plan Review and Remarks

The observations, recommendations and conclusions described in this report are based primarily on information provided to WSB, obtained from our subsurface exploration, our experience, several assumptions, and the scopes of service developed for this project and are for the sole use of our client. We recommend that WSB be retained to perform a review of final design drawing and specifications to evaluate that the geotechnical engineering report has not been misinterpreted. Should there be changes in the design or location of the structures related to this project or if there are uncertainties in the report

we should be notified. We would be pleased to review project changes and modify the recommendations in this report or provide clarification in writing.

The entire report should be kept together; for example, boring logs should not be removed and placed in the specifications separately.

The boring logs and related information included in this report are indicators of the subsurface conditions only at the specific locations indicated on the Soil Boring Exhibit and times noted on the Logs of Test Boring sheets in **Appendix A**. The subsurface conditions, including groundwater levels, at other locations on the site may differ significantly from conditions that existed at the time of sampling and at the boring locations.

The test borings were completed by WSB solely to obtain indications of subsurface conditions as part of a geotechnical exploration program. No services were performed to evaluate subsurface environmental conditions.

WSB has not performed observations, investigations, explorations, studies or testing that are not specifically listed in the scope of service. WSB should not be liable for failing to discover any condition whose discovery required the performance of services not authorized by the Agreement.

5. STANDARD OF CARE

The recommendations and opinions contained in this report are based on our professional judgment. The soil testing and geotechnical engineering services performed for this project have been performed with the level of skill and diligence ordinarily exercised by reputable members of the same profession under similar circumstances, at the same time and in the same or a similar locale. No warranty, either expressed or implied, is made.

APPENDIX A

Coring Field Data
Symbols and Terminology on Test Boring Log
Notice to Report Users Boring Log Information
Unified Soil Classification Sheet (USCS)

Hidden Glen/Raymar Area 24-F (Alternate)



Table 1: Existing Pavement Observations

Core ID	Location	Number of Lanes	Lane Width (ft)	Functional Classification	Curb and Gutter	Surface Distresses	Drainage Condition
1	Morgan Ave S	2	13	Residential Street	Yes	Transverse, Longitudinal, and Alligator Cracking, Patching	Good
2	Raymar Ct	2	13	Residential Street	Yes	Transverse, Longitudinal, and Alligator Cracking, Patching	Good
3	Morgan Ave S	2	13	Residential Street	Yes	Transverse, Longitudinal, and Alligator Cracking, Patching	Good
4	Morgan Ave S	2	13	Residential Street	Yes	Transverse, Longitudinal, and Alligator Cracking, Patching	Good
5	Morgan Ct	2	13	Residential Street	Yes	Transverse, Longitudinal, and Alligator Cracking, Patching	Good

Table 2: Existing Pavement Section Details

Core ID	Location	Bituminous Depth (in)	Lift Thickness (in) and Condition	Base Depth and Type	Subbase or Subgrade Type
1	Morgan Ave S	3.5	1.5" Wear 2" Base Fair - Some raveling in base layer	6" - Sand with gravel, Brown	Sand with trace gravel, Brown
2	Raymar Ct	2.5	1 Apparent Lift Poor - Raveling throughout core	5" - Sand with gravel, Brown	Sand with trace gravel, Brown
3	Morgan Ave S	3.75	1.5" Wear 2.25" Base Fair - Some raveling throughout core	2" - Sand with gravel, Brown	Sand with trace gravel, Brown
4	Morgan Ave S	2	1 Apparent Lift Fair - Some raveling throughout core	10" - Sand with gravel, Brown	Sand with trace gravel, Brown
5	Morgan Ct	2.5	1.25" Wear 1.25" Base Fair - Some raveling throughout core	2" - Sand with gravel, Brown	Sand with trace gravel, Brown

Core 1



Core 1



Core 2



Core 2



Core 3



Core 3



Core 4



Core 4



Core 5



Core 5

