

MEMO

Date: August 24, 2026
To: Trevor Walter, P.E. - Public Works Director/City Engineer
City of Baxter
13190 Memorywood Drive
Baxter, Minnesota
From: Alex Bitter, P.E. - Contracted Project Engineer
Widseth

Subject: Road Evaluation - 2028 Improvements Project

Dear Mr. Walter

On July 21, 2026, the City Council authorized Widseth to complete a roadway evaluation for the 2028 Mill & Overlay and Full Depth Reclamation Project. Based on the Pavement Management Plan (PMP) and draft Capital Improvement Plan (CIP), the following roadways and improvement type are up for review for the 2028 construction year.

Residential Mill & Overlay

- Grand Oaks Drive
- Grand Oaks Court

Residential Full Depth Reclamation

- Cedar Scenic Road
- Oakwood Drive
- Jasperwood Drive (South of Oakdale Road)
- Paris Road

Commercial Full Depth Reclamation

- Dogwood Drive
- Douglas Fir Drive
- Hastings Road
- Hinckley Road

Widseth completed the field review on August 6th and met with City staff on August 17th. Based on the field review of the roads, our recommendations for the 2028 Improvements Project are outlined below together with brief explanations for the proposed improvement. Additional support information for these roadways will be included in the Feasibility Report.

Residential Full Depth Reclamation

- Grand Oaks Drive and Grand Oaks Court
 - These two roadways were initially considered for a mill & overlay based on the Pavement Management Plan (PMP) and the draft Capital Improvement Plan (CIP). During the field review a large number of pothole patching, stripping of bituminous

and block cracking were observed. The pavement is failing and there are signs of subgrade failure as well. The areas of stripping in the roadway not yet patched is around 1" in depth. At this time, we cannot verify the depth of the stripping and potholes under the patching. Due to the pavement and subgrade failure along advancing stripping, a full depth reclamation is recommended.

- Cedar Scenic Road
 - Cedar Scenic Road was identified as a full depth reclamation in the PMP and draft CIP. The roadway consists of many areas of patching understood to be covering stripping in the bituminous. There are other areas where stripping is ongoing. The road has signs of slight rutting in some areas and sections of moderate to heavy cracking. The numerous patching, slight rutting and cracking patterns demonstrate that completing a full depth reclamation is the correct rehabilitation method.
- Oakwood Drive
 - Oakwood Drive was identified as a full depth reclamation in the PMP and draft CIP. The roadway consists of heavy patching and crack sealing. There is block cracking throughout the roadway indicating subgrade failure. This road has been selected to have a full depth reclamation as the rehabilitation method.

The following roadways are not recommended for improvements in 2027. These roads will be reevaluated in 2028 for the 2030 project. A brief explanation for why these roadways are not being considered for the 2027 project is listed below.

Residential FDR

- Jasperwood Drive and Paris Road both have a large amount of patching and deterioration throughout the roadway. These roads are proposed to be reevaluated in 2028 because there is potential development planned in that area. If the development takes place, utilities may be extended down Jasperwood Drive and Paris Road. At that time, the roads would be reconditioned after the utilities are installed. The delay in the rehabilitating these two roads will also allow for discussion and review of the utility installation. If the utilities are extended off Oakdale Road, Jasperwood Drive and Paris Road will be considered for rehabilitation at that time. Both roads will require full depth reclamation as the rehabilitation method.

Commercial Full Depth Reclamation

- Douglas Fir Drive, Dogwood Drive, Hastings Road and Hinkley Road are located in the industrial park and see heavy amounts of truck traffic. The pavement in this area is in good condition except for large transverse cracking. The curb and gutter on these roads is in poor condition. The bituminous at the curb and gutter is at or slightly below the edge of the gutter and it appears the snowplows are damaging the outside edge of the gutter. The City has been completing mastic crack sealing on these roads. A review of the crack sealing was conducted shortly after completion, the results showing adequate coverage of the crack. If the City were to complete crack sealing with mastic on all the large cracks and sections of curb and gutter this could prolong the lifespan of the pavement. A follow up evaluation of the cracks will be conducted in the spring of 2027 to document how the mastic weathered the

winter and spring thaw.

Widseth is happy to review the above information in more detail if requested. The goal of this memo is to create conversation on the 2028 project areas and identify the roadways included in the project. Widseth has also prepared a resolution ordering the Feasibility Report based on the recommendations in this memo.

Sincerely,



Alex Bitter, PE
Contracted Project Engineer
Widseth, VP

Attachments: Evaluated 2028 Street Improvements Road Exhibit, Proposed 2028 Street Improvements Road Exhibit



LEGEND

- RESIDENTIAL MILL & OVERLAY
- RESIDENTIAL FULL DEPTH RECLAMATION
- COMMERCIAL FULL DEPTH RECLAMATION
- (YEAR) PRIOR YEAR OF EVALUATION

