



## **City of Spring Lake Park Feasibility Report**

### **2025 Street Improvements Project**

**79<sup>th</sup> Avenue NE** (between Able St. and TH 65)  
and **Taylor Street** (between 79<sup>th</sup> Ave and Osborne Rd.)

October 2024

Stantec Project No. 193807275





Stantec Consulting Services Inc.  
733 Marquette Avenue, Suite 1000  
Minneapolis MN 55402  
Tel: (612) 712-2000

October 29, 2024

Honorable Mayor and City Council  
City of Spring Lake Park  
1301 81st Avenue NE  
Spring Lake Park, MN 55432-2116

Re: Feasibility Report  
2025 Street Improvements Project - 79<sup>th</sup> Avenue and Taylor Street  
Stantec Project No.: 193807275

Dear Mayor and Council:

Submitted herewith is our Report on providing improvements on 79<sup>th</sup> Avenue NE and Taylor Street NE. The 79<sup>th</sup> Avenue portion of the report was authorized by the City Council on September 3, 2024. The Taylor Street portion of the report was authorized by the City Council on October 21, 2024.

The Report includes a discussion of the existing condition of the streets, as well as a description of the improvements recommended for inclusion in this project. The improvements primarily include street rehabilitation (mill and overlay) and select repairs to the existing concrete curb and gutter.

A planning-level cost estimate for the recommended improvements is also included in the Report, along with a possible method of cost allocation for division of costs between the City and properties that will benefit from the improvements.

Note that the report has determined that the segment of 79th Avenue NE between Monroe St. and Able St. that was originally considered is not recommended for improvements in 2025. We would be pleased to meet with the City Council and Staff at any mutually convenient time to discuss the findings of this Report.

Sincerely,  
STANTEC

Phil Gravel, City Engineer

I hereby certify that this report, plan, or specification 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.

Phil Gravel, PE

Date: October 29, 2024 Registration No. 19864

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# Executive Summary

Since the late 1990's, the City of Spring Lake Park has undertaken a comprehensive city-wide street maintenance program. Street Improvement Projects have occurred regularly since that time. Recent projects were completed in 2014-2015, 2022, and 2024. This report presents information for completing improvements on the following:

- 79<sup>th</sup> Avenue NE between Monroe St. and TH-65 (last paved in 1997 and 2003).
- Taylor Street NE between 79<sup>th</sup> Avenue and Osborne Road (last paved in 2003).

The proposed improvements presented herein are similar to previous street improvement projects.

**The estimated total project cost is \$405,000.** The estimated amount to be assessed is \$272,015.63. The net estimated City of Spring Lake Park share of the project \$132,984.37 (total project cost less proposed assessments).

The proposed assessment rates presented herein are consistent with the city's assessment practice. The proposed assessment rates are similar to rates from previous projects when adjusted for inflation. If the Council wishes to proceed with the project, the next steps include preparation of a detailed financial analysis, sharing information with the public, and final preparation of plans and specifications.

## Introduction and Existing Roadway Conditions

The City Council authorized preparation of a Feasibility Report to complete a street improvements project on the streets in the project area on September 3, 2024 and October 21, 2024.

The streets in the project areas are existing urban, bituminous roadways with concrete curb and gutter. The streets are 32-feet wide (face of curb to face of curb).

Taylor Street from 79<sup>th</sup> Avenue to Osborne Road was last paved in 2003 as a mill and overlay.

79<sup>th</sup> Avenue NE between Monroe St. and Able St was last paved in 2003 as part of a full street reconstruction project.

79<sup>th</sup> Avenue NE between Able St. and TH-64 was last paved in 1997. The block between Able Tyler was a 1.5-inch mill and overlay project. The two blocks east of Tyler were fully reconstructed.

Existing street information is presented below.

### **79<sup>th</sup> Avenue NE from Monroe St. to Able St.:** *(note – this segment not recommended for final project)*

Street Width	32-feet (face of curb to face of curb)
Bituminous Wear	1.5-inches (from 2003)
Bituminous Base	2.0-inches (from 2003)
Aggregate Base	Variable depth of reclaimed material from 2003
Number of Driving Lanes	2 (one in each direction)
Sidewalk	On south side of 79 <sup>th</sup> (None on north side)

### **79<sup>th</sup> Avenue NE from Able St. to Tyler Ave.:**

Street Width	32-feet (face of curb to face of curb)
Bituminous Wear	1.5-inches (from 1997)
Bituminous Base	Unknown depth from prior to 1997
Aggregate Base	Unknown depth from prior to 1997
Number of Driving Lanes	2 (one in each direction)
Sidewalk	On north side of 79 <sup>th</sup> (None on south side)

### **79<sup>th</sup> Avenue NE from Tyler Ave. to TH-65.:**

Street Width	32-feet (face of curb to face of curb)
Bituminous Wear	1.5-inches (from 1997)
Bituminous Base	2.0-inches (from 1997)
Aggregate Base	+/- 6-inches of reclaimed material (from 1997)
Number of Driving Lanes	2 (one in each direction)
Sidewalk	On north side of 79 <sup>th</sup> (None on south side)

### **Taylor Street NE from 79<sup>th</sup> Avenue to Osborne Road:**

Street Width	32-feet (face of curb to face of curb)
Bituminous Wear	1.5-inches (from 2003)
Bituminous Base	2.0-inches (from 2003)
Aggregate Base	Variable depth of reclaimed material from prior to 2003
Number of Driving Lanes	2 (one in each direction)
Sidewalk	None

The existing curb and gutter along the roads is generally in fair condition. Minor cracks and settlements exist in spot locations.

In place storm sewer catch basin structures in the project area may need repair or replacement. The Public Works Supt. will determine which structures require repairs or replacement.

## **Geotechnical Investigation**

Because the project is limited to surface replacement work, no geotechnical investigation or environmental sampling has been completed.

## **Roadway Design Considerations**

### **STREET SECTION – 79<sup>th</sup> AVENUE NE**

According to available record documents, the existing bituminous section on 79<sup>th</sup> Avenue NE in the project area is 3.5-inches of bituminous over +/- 6-inches of reclaimed aggregate material and/or Class 5 aggregate.

Upon review as part of the process of preparing this report, the surface condition of 79<sup>th</sup> Avenue between Monroe St. and Able Street was reviewed. It was determined that seal coat and crack repair maintenance should be sufficient to meet the needs of the city's pavement maintenance program.

The proposed construction on 79<sup>th</sup> Avenue Able St. and TH-65 will include removing the top layer of bituminous by milling. The mill thickness will be 2-inches between. After milling, patching of any areas of distress will occur. Finally, the road will be resurfaced by placing a new 2-inch thick bituminous mat.

### **STREET SECTION – TAYLOR STREET NE**

According to available record documents, the existing bituminous section on Taylor Street NE 3.5-inches of bituminous over +/- 6-inches of reclaimed aggregate material and/or Class 5 aggregate.

The proposed construction will include removing the top layer of bituminous by milling. The mill thickness will be 2-inches maximum. After milling, patching of any areas of distress will occur. Finally, the road will be resurfaced by placing a new 2-inch thick bituminous mat.

## CONCRETE CURB AND GUTTER

The streets included in this project have existing B618 (high back) concrete curb and gutter. Based on a field review and discussions with the Public Works Director, the majority of the curb appears to be in satisfactory condition. The City has indicated that they prefer to save the curb and gutter if possible. Therefore, it is proposed to limit the replacement of curb and gutter to spot areas. Proposed curb replacement segments include those sections currently showing damage or deterioration and at those locations where storm sewer repairs and pedestrian ramp replacements are proposed.

## SIDEWALK

Concrete sidewalk currently exists on one side of 79<sup>th</sup> Avenue within the project area. Based on discussions with the Public Works Director, the pedestrian curb ramps that do not presently include truncated domes are to be replaced. The majority of the mainline existing sidewalk appears to be in satisfactory condition. Since the existing sidewalk is in adequate condition, only minimal spot repairs and some pedestrian ramp repairs are proposed.

## Storm Sewer

No storm sewer work is proposed. The existing storm sewer structures have been inspected by the Public Works Director to determine pipe conditions and identify necessary repairs. There are only a few catch basins in the project area, and they are located in the segment of 79<sup>th</sup> Avenue that is not proposed to be in the final project.

## Water Main

No water main work is proposed. The existing water distribution system in the project area is deemed to be in an acceptable condition based on the history of past repairs in the project area and discussions with the Public Works Director. No improvements or extensions will be made to the water distribution system as part of this project. Work on the system will be limited to adjustment of valve boxes or hydrants as part of the street improvements.

## Sanitary Sewer

No sanitary sewer work is proposed. Sanitary sewer mains exist along the length of the streets in the project area. The existing sewer mains have all been lined as part of past sewer lining projects. No extensions or upgrades to the sanitary sewer system are proposed as part of this project.

## Permits

To construct the proposed improvements discussed herein, it is anticipated the following permits will need to be obtained prior to the start of construction:

- Minnesota Pollution Control Agency: A NPDES General Storm Water Permit for Construction Activities will be required from the Minnesota Pollution Control Agency.
- Coon Creek Watershed District (CCWD):  
Per the current CCWD rules (Effective 01/01/2023), an erosion and sediment control plan will be required, but a Rule 3 (Stormwater Management) permit should not be required because the method of construction proposed (milling and patching) does not meet the CCWD definition of Full Reconstruction.

### CCWD Rule 3 - Stormwater Management

- **Fully Reconstructed Impervious Surface.** An area where impervious surface is removed down to the underlying native soil, and the underlying native soil (as distinguished from roadway subbase material) is disturbed. The

following are among those actions that do not constitute impervious surface reconstruction: structure renovation; impervious surface mill, reclamation and overlay; paving of an existing gravel road that will remain rural-section road; hard surface removal and replacement associated with an isolated maintenance activity (as opposed to broader-scale replacement) such as repair of a catch basin or pipe section or replacement at the same hydraulic capacity; and pedestrian ramp installation.

## Project Schedule

The following schedule outlines the major project tasks necessary to complete the project.

Authorize Feasibility Report	September 3 <sup>rd</sup> and October 21 <sup>st</sup>
Accept Report and Call for Improvement Hearing	November 4, 2024
Public Improvement Hearing	December 2 <sup>nd</sup> or December 16 <sup>th</sup>
Authorize Preparation of Plans and Specifications	December 2 <sup>nd</sup> or December 16 <sup>th</sup>
City Council Approve Plans and Specifications	January 21, 2025
Open Bids	February 2025
Declare Costs and Order Final Assessment Roll	March 3, 2025
Receive Assessment Roll & Order Assessment Hearing	February 18, 2025
Public Assessment Hearing	April 21, 2025
Award Contract (Award Bid)	April 21, 2025
Begin Construction	June 2025 (after school year and parade)

## Opinion of Probable Project Costs

An opinion of Probable Project Costs has been prepared for the proposed improvements based on current information, including an allowance for engineering, administrative fees, and financing. Costs are not included for capitalized interest that will accrue. It is understood that a separate financing analysis of the project will be prepared when funding and financing decisions are made.

A detailed list of the estimated improvement costs is included in an attachment to this report. The total estimated project cost is \$405,000.

## Cost Allocation and Assessments

The costs for the improvements will be recovered through a combination of assessments to the properties benefiting from this project and City funding.

### CITY ASSESSMENT POLICY AND PRACTICE

The City Council adopted Resolution 98-48 on November 16, 1998 establishing a Pavement Management Policy. The City adopted an addendum to the policy in January 1999 to clarify construction issues. Resolution 98-48 established assessment policy to be applied to street improvement projects.

The policy provides that commercial, industrial, school, and church properties shall pay 100 percent of the actual cost based on the front footage of the property adjacent to the streets being improved. On previous city improvement projects, public land (city property) is treated the same as school and church properties.

For residential properties, the policy says that costs will be split, with approximately 45% being assigned to the residential properties, and approximately 55% being funded by the City. The assignment of costs to residential properties will be made on a per single family residential equivalent unit basis. For this method, a single-family lot is assigned a value of one unit. Per the policy, single family corner lots are to be assessed for improvements on the street in front (shorter length side), and not on the side street (longer length side).

There are two corner lots within the 2025 Project that have the side (not front) of the lot facing 79<sup>th</sup> Avenue and are therefore not proposed to be assessed under this project.

Multiple housing lots are counted as proportions of equivalent single-family lots. Duplex units are counted at a rate of 0.8 single-family lots per unit, town homes are counted at a rate of 0.6 single-family lots per unit, and apartments are counted as 0.4 single-family lots per unit. No differentiation is made between attached and detached town home units.

In accordance with recent city practice, costs of public utility improvements incurred on a project (sanitary sewer, water main, and storm sewer), will be completely funded by the City, with no portion assessed.

### **ASSESSMENT RATE ASSUMPTIONS FOR THIS PROJECT**

The 2025 Street Improvement work proposed for 79<sup>th</sup> Avenue NE and Taylor Street NE does not include any oversizing beyond that of a typical residential street. The proposed assessments herein do not include any reduction for oversizing.

The townhomes on Taylor St. include common space Outlot parcels, These Outlots are not proposed to be assessed.

Sidewalk repair and pedestrian curb ramp replacements are not included in the assessable costs.

### **ASSESSMENT RATE CALCULATIONS**

To determine the proposed assessment rates for this project, a cost estimate was determined for the proposed pavement preservation (mill and overlay). A copy of Opinion of Probable Construction Costs is attached to this report. The non-assessable construction costs are separated from the assessable costs. The assessable project costs amount was used as the assessable project cost for determining assessments.

For residential properties, the City assessment practice calls for assessing 45% of the assessable project cost on a per parcel basis.

For non-residential properties, the City Assessment call for assessing on a front foot basis. The front footage assessment rate is based on 100% of the assessable project costs. The total front footage lengths were determined from Anoka County mapping.

### **PROPOSED ASSESSMENT RATES**

Based on the assumptions and methodology presented above, the resulting estimated assessment rates for a standard residential street are shown below. An analysis of financing and funding options should be prepared based on the information contained herein.

<b>Proposed Assessment Rates:</b>	
<b><u>2025 Street Improvements Project</u></b>	
Single Family Unit Rate	\$2,850.00 / parcel
Town Home Unit Rate	\$1,710.00 / parcel
Per Front Foot Rate	\$84.88 per front foot

<b>Estimated Total Assessments:</b>	
<b><u>2025 Street Improvements Project</u></b>	
79 <sup>th</sup> Ave & Taylor St. Assessments	<u>\$275,015.63</u>
<b>Total Estimated Assessments</b>	<b>\$275,015.63</b>



**Assessment Rate Comparison  
Past Projects in Spring Lake Park**

<u>Project</u>	<u>Unit Rate</u>	<u>Frontage Rate</u>
2024 Street Improvements Project	\$2,291.28	\$67.89
2022 Street Improvements Project	\$2,726.00	N / A
2014-2015 Street Imp. Project	\$3,079.55	\$68.22
Able Street/Terrace Road (actual 2011 rates)	\$2,992.93	\$67.92
CSAH 10 Frontage Roads (inflated from 2007)	N / A	\$72.08
81 <sup>st</sup> Avenue (inflated from 2005)	\$3,119.39	\$71.55
2004 Street Improvement Project (inflated)	\$3,055.77	\$70.50
2003 Street Improvement Project (inflated)	\$3,205.53	\$73.55

**AREA TO BE ASSESSED**

The area proposed to be assessed includes the parcels adjacent to the improvements. The area to be assessed is shown on Figures 1 and 2 of this report. The parcels are listed in the Preliminary Assessment Roll.

## Conclusions and Recommendations

This Feasibility Report was ordered by the City Council based on the age and condition of streets included in the project. It has been determined that a capital improvement project to reconstruct these streets should be undertaken.

Note that this report has determined that the segment of 79th Avenue NE between Monroe St. and Able St. that was originally considered is not recommended for improvements in 2025. The preliminary cost and assessment information contained herein assumes that 79th Avenue NE between Monroe St. and Able St. is not part of the 2025 project.

The proposed improvements described in this report are feasible as they relate to general engineering principals and construction procedures. The feasibility of the project as a whole is subject to financial review. The improvements proposed are necessary to improve the condition of the roadway per the City's city-wide street maintenance practice. The improvements proposed are cost effective and feasible based on proven methods for street construction.

A project schedule has been presented for completing the improvements in one construction season. The following recommendations are presented for consideration by the Spring Lake Park City Council:

- A financing analysis for the project should be prepared.
- The City should accept this Report and adopt it as a guide for completion of the proposed improvements.
- The City should consider assessing a portion of the cost of this project to abutting properties in accordance with approved City policy.
- The City should schedule a public improvement hearing to receive input on the proposed improvements.
- Upon completion of the public hearing, if the City wishes to proceed, the City Council should formally order the project.

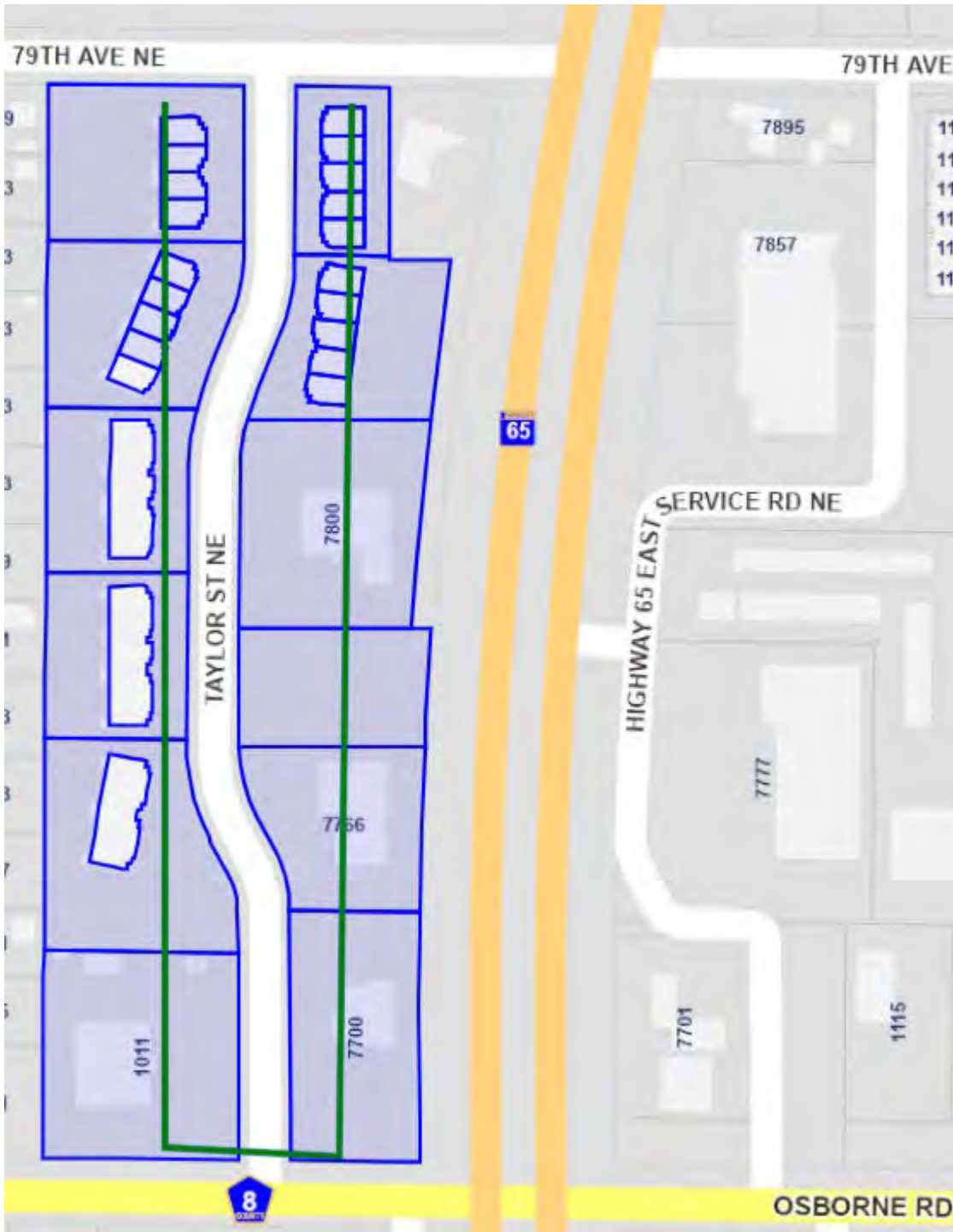
Figure 1.

### City of Spring Lake Park 2025 Street Improvements Project 79<sup>th</sup> Avenue NE Area to be Assessed



Figure 2.

### City of Spring Lake Park 2025 Street Improvements Project Taylor Street NE Area to be Assessed



Opinion of Probable Project Costs - 2025 Street Improvements Project  
 City of Spring Lake Park  
 October 2024

Item	Item	Units	Quantity	Opinion of Probable Costs	
				Unit Price	Total
1	MOBILIZATION	LS	1	\$25,000.00	\$25,000.00
2	TRAFFIC CONTROL	LS	1	\$5,000.00	\$5,000.00
3	SAW BITUMINOUS (FULL DEPTH)	LF	1700	\$5.00	\$8,500.00
4	SAW CONCRETE	LF	600	\$10.00	\$6,000.00
5	INLET PROTECTION	EACH	5	\$100.00	\$500.00
6	ADJUST EX VALVE BOX	EACH	4	\$500.00	\$2,000.00
7	ADJUST EX FRAME & RING CASTING	EACH	5	\$1,200.00	\$6,000.00
8	REMOVE BITUMINOUS PAVEMENT	SQ YD	1000	\$24.00	\$24,000.00
9	REMOVE CONCRETE CURB AND GUTTER	LIN FT	510	\$10.00	\$5,100.00
10	CONCRETE CURB AND GUTTER	LIN FT	510	\$40.00	\$20,400.00
11	MILL BITUMINOUS PAVEMENT	SQ YD	8200	\$2.00	\$16,400.00
12	PREPARE BITUMINOUS PAVEMENT FOR OVERLAY	SQ YD	8200	\$0.50	\$4,100.00
13	TYPE SP 9.5 WEARING COURSE MIXTURE (3,C)	TON	990	\$100.00	\$99,000.00
14	BITUMINOUS TACK COAT	GAL	550	\$1.00	\$550.00
15	TYPE SP 12.5 NON WEAR 3 INCH STREET PATCH	SQ YD	1000	\$61.00	\$61,000.00
16	5" LOAM TOPSOIL, SEED, FERTILIZER, & HYDROMULCH	SQ YD	300	\$15.00	\$4,500.00
17	PAVEMENT MARKINGS - EPOXY	LS	1	\$1,050.00	\$1,050.00
18	CONTINGENCY	LS	1	\$11,300.00	\$11,300.00
<b>TOTAL ESTIMATED CONSTRUCTION</b>					<b>\$300,400.00</b>
<b>Administration</b>					<b>\$95,000.00</b>
<b>Total Estimated Assessable Project Cost</b>					<b>\$395,400.00</b>
<b>Non-assessable sidewalk and storm sewer</b>					<b>\$ 10,000.00</b>
<b>TOTAL ESTIMATED PROJECT COST</b>					<b>\$405,400.00</b>

Assumes standard SLP street.  
 2.0-inch mill and overlay. 10% curb repair. 12% base patch.

Front foot assmt. rate is total assessable cost divided by 4658.5 front feet = **\$84.88** per front foot

Per parcel assessment rate for residential lot of 74.63-feet frontage and city policy of assessing 45% of cost is 0.45 \* front foot rate \* 74.63 = \$2,850.47  
 Round to: **\$2,850.00** per single family parcel

Townhome rate is 60% of single family rate = **\$1,710.00** per townhome

**PRELIMINARY ASSESSMENT ROLL**  
**79th Avenue - 2025 STREET IMPROVEMENTS PROJECT**  
 SPRING LAKE PARK, MINNESOTA  
 OCTOBER 2024

Property ID	Property Address	Owner	Frontage	Assessment	Notes	other address
PIN: 01-30-24-32-0001	1100 81ST AVE NE	IND SCHOOL DISTRICT 16	1162	\$ 98,630.56		1415 81ST AVE NE ... 55432
PIN: 01-30-24-33-0029	900 79TH AVE NE	SAXE, SHAWN	74.9	\$ 2,850.00		
PIN: 01-30-24-33-0030	910 79TH AVE NE	TURNER, ANDREW	74.63	\$ 2,850.00		
PIN: 01-30-24-33-0031	920 79TH AVE NE	CARRIGAN, RICHARD & DARLEEN	74.63	\$ 2,850.00		
PIN: 01-30-24-33-0032	930 79TH AVE NE	HARLAN, BARBARA J TRUSTEE	74.63	\$ 2,850.00		
PIN: 01-30-24-33-0047	7892 TYLER ST NE	PATTERSON, MYRA	132.9	\$ -	long side corner lot	
PIN: 01-30-24-33-0033	7899 TYLER ST NE	BUZZELLI, JEFFERY & C M	132.9	\$ -	long side corner lot	
PIN: 01-30-24-33-9901	7890-7872 Taylor St NE	townhome association	226.66	\$ -		
PIN: 01-30-24-33-9901	7897-7873 Taylor St NE	townhome association	110.0	\$ -		
PID 01-30-24-33-0003	7890 HIGHWAY 65 NE	JOHNSON, STEVEN D	124	\$ 10,525.12		3012 109TH LN NW, COON RAPIDS, 55433
PIN: 01-30-24-33-0079	7890 TAYLOR ST NE	BUDILOVSKY TRUSTEE, JOAN		\$ 1,710.00		
PIN: 01-30-24-33-0080	7884 TAYLOR ST NE	SOLLIE, DANIEL L		\$ 1,710.00		
PIN: 01-30-24-33-0081	7878 TAYLOR ST NE	COOK, DARLENE K		\$ 1,710.00		
PIN: 01-30-24-33-0082	7872 TAYLOR ST NE	CAZA, TIMOTHY R	182.68	\$ 1,710.00		
PIN: 01-30-24-33-9901						
PIN: 01-30-24-33-0083	7866 TAYLOR ST NE	ASPENSON, JAKE		\$ 1,710.00		
PIN: 01-30-24-33-0084	7860 TAYLOR ST NE	LIVDAHL TRUSTEE, BARBARA J		\$ 1,710.00		
PIN: 01-30-24-33-0085	7854 TAYLOR ST NE	WITKOWSKI ROSEANN		\$ 1,710.00		
PIN: 01-30-24-33-0086	7848 TAYLOR ST NE	BIRR, DOUGLAS J		\$ 1,710.00		
PIN: 01-30-24-33-0087	7842 TAYLOR ST NE	OYEWUMI, OYEBANKE	202.51	\$ 1,710.00		
PIN: 01-30-24-33-9901						
PIN: 01-30-24-33-0088	7836 TAYLOR ST NE	HUESER, DARLENE		\$ 1,710.00		
PIN: 01-30-24-33-0089	7830 TAYLOR ST NE	MCCARTHY BRIAN J		\$ 1,710.00		
PIN: 01-30-24-33-0090	7824 TAYLOR ST NE	ANDERSON, KRISTENE J		\$ 1,710.00		
PIN: 01-30-24-33-0091	7818 TAYLOR ST NE	CORDES, JOANN M		\$ 1,710.00		
PIN: 01-30-24-33-0092	7812 TAYLOR ST NE	SKWAREK DAWN E	190.86	\$ 1,710.00		
PIN: 01-30-24-33-9901						
PIN: 01-30-24-33-0093	7806 TAYLOR ST NE	COCCHIARELLA, CHRISTINE A		\$ 1,710.00		
PIN: 01-30-24-33-0094	7800 TAYLOR ST NE	SCHENDEL, CAROLE		\$ 1,710.00		
PIN: 01-30-24-33-0095	7790 TAYLOR ST NE	SHANOR, MATTHEW		\$ 1,710.00		
PIN: 01-30-24-33-0096	7778 TAYLOR ST NE	HANSEN, LINDA		\$ 1,710.00		
PIN: 01-30-24-33-0097	7766 TAYLOR ST NE	PERAULT JAMES A & LOIS A	193.14	\$ 1,710.00		
PIN: 01-30-24-33-9901						
PIN: 01-30-24-33-0098	7754 TAYLOR ST NE	OCHU TRUSTEE, BRUCE R		\$ 1,710.00		
PIN: 01-30-24-33-0099	7742 TAYLOR ST NE	WYNNE TRUSTEE, ROBERT W		\$ 1,710.00		

608 W 5TH ST Adrian MN 56110

PIN: 01-30-24-33-0100	7730 TAYLOR ST NE	KLARKOWSKI, PATRICIA		\$ 1,710.00	
PIN: 01-30-24-33-0101	7718 TAYLOR ST NE	KAHLE E GILBERT		\$ 1,710.00	
PIN: 01-30-24-33-9901			5		
PIN: 01-30-24-33-0071	1011 OSBORNE RD NE	MINN. YOUTH ATHLETIC SERVICES INC		\$ 250.00	south 45-feet not assessed
PIN: 01-30-24-33-0104	7897 TAYLOR ST NE	SCHULTZ GARY J		\$ 1,710.00	
PIN: 01-30-24-33-0105	7891 TAYLOR ST NE	SMITH MICHAEL B		\$ 1,710.00	
PIN: 01-30-24-33-0106	7885 TAYLOR ST NE	BEELEN, JOHN G		\$ 1,710.00	
PIN: 01-30-24-33-0107	7879 TAYLOR ST NE	PAYTON, CAROLYN		\$ 1,710.00	
PIN: 01-30-24-33-0108	7873 TAYLOR ST NE	WASHINGTON, ERICK		\$ 1,710.00	
PIN: 01-30-24-33-9901			1-5	196.04	
PIN: 01-30-24-33-0109	7867 TAYLOR ST NE	LIDBERG, IRENE IRIS		\$ 1,710.00	
PIN: 01-30-24-33-0110	7861 TAYLOR ST NE	HANKA, LINDA		\$ 1,710.00	
PIN: 01-30-24-33-0111	7855 TAYLOR ST NE	REICHSTAFT TRUSTEE, MELVIN A		\$ 1,710.00	
PIN: 01-30-24-33-0112	7849 TAYLOR ST NE	LIESER PAUL C & JUDITH A		\$ 1,710.00	
PIN: 01-30-24-33-0113	7843 TAYLOR ST NE	POTTER, KARI		\$ 1,710.00	
PIN: 01-30-24-33-9901			6-10	200.40	
PIN: 01-30-24-33-0063	7800 HIGHWAY 65 NE	ENTERPRISE LEASING COMPANY		\$ 242.35	2775 BLUE WATER RD, Eagan MN 55121
PIN: 01-30-24-33-0064		ENTERPRISE LEASING COMPANY		\$ 136.65	2775 BLUE WATER RD, Eagan MN 55121
PIN: 01-30-24-33-0065	7766 HIGHWAY 65 NE	GRAHAM ENTERPRISES LLC		\$ 202.58	3110 PRIOR CIRCLE, Roseville MN 55113
PIN: 01-30-24-33-0002	7700 HIGHWAY 65 NE	CITI GROUP AUTO INC		\$ 333.00	200 UNIVERSITY AVE, St Paul MN 55103
				<u>4517.5</u>	
		79th Avenue NE total assessments		\$ 272,015.63	

Frontage is 4517.5-feet plus 141-feet for cross streets = 4658.50