

**CITY OF PLYMOUTH
AGENDA
Regular City Council
Council Chambers
3400 Plymouth Boulevard, Plymouth, MN
March 10, 2026, 7:00 PM**

- 1. CALL TO ORDER AND PLEDGE OF ALLEGIANCE**
- 2. ROLL CALL**
- 3. PLYMOUTH FORUM** - Individuals may address the council about any item not contained on the regular agenda. A maximum of three minutes is allotted per individual with a total of 15 minutes for the forum. If the full 15 minutes are not needed for the forum, the City Council will continue with the agenda. The City Council will take no official action on items discussed at the forum, with the exception of referral to staff or commission or committee for future report.
- 4. PRESENTATIONS AND PUBLIC INFORMATION ANNOUNCEMENTS**
 - 4.1** Proclamation recognizing Women's History Month
 1. Proclamation
 - 4.2** Proclamation recognizing Pihlstrom Consulting Group, LLC, and its founder, Armetha Pihlstrom
 1. Proclamation
 - 4.3** Announce Wayzata School District referendum on April 14 (Superintendent Chace Anderson)
 1. Referendum Fact Sheet
 2. High School Addition Fact Sheet
 3. High School Pool Fact Sheet
 4. Technology In Our Schools Flier
- 5. APPROVE AGENDA** - Council members may add items to the agenda including items contained in the Council Information Memorandum for discussion purposes or staff direction only. The council will not normally take official action on items added to the agenda.
- 6. CONSENT AGENDA** - These items are considered to be routine and will be enacted by one motion. There will be no separate discussion of these items unless a council member or individual so requests, in which event the item will be removed from the consent agenda and placed elsewhere on the agenda.
 - 6.1** Adopt proposed minutes
 1. February 24
 - 6.2** Approve disbursements

1. Invoice Expense Distribution
2. City Council Resolution 2026-073

- 6.3** Order and receive preliminary engineering report, order and approve plans and specifications, call for public hearing, order advertisement for bids, declare costs to be assessed, order preparation of proposed assessments and set public improvement and assessment hearings for the Peony Lane and 10th Avenue Area Rehabilitation Project (ST269005)

1. Project Location Maps
2. Preliminary Engineering Report
3. City Council Resolution 2026-074
4. City Council Resolution 2026-075
5. City Council Resolution 2026-076
6. City Council Resolution 2026-077
7. City Council Resolution 2026-078

- 6.4** Support Willow Wood Estates Application to MN Brownfield Gap Financing Program

1. Application
2. City Council Resolution 2026-079

- 6.5** Approve Submission of Plymouth Colony Application for 4d(1) Low Income Rental Classification

1. Request Letter
2. LIRC 2026 Initial Application
3. Participation Agreement
4. Declaration of Restricted Covenants
5. City Council Resolution 2026-080

7. PUBLIC HEARINGS

8. GENERAL BUSINESS

- 8.1** Approve bid and authorize construction of the Plymouth Creek Trail (PR260006)

1. Presentation
2. Concept
3. Bid Tab Summary
4. Award Recommendation Letter
5. City Council Resolution 2026-081

9. REPORTS AND STAFF RECOMMENDATIONS

10. ADJOURNMENT

To: Dave Callister, City Manager

Prepared by: Jodi Gallup, City Clerk

Reviewed by: Amanda Kaufman, Deputy City Manager

Item: **Proclamation recognizing Women's History Month**

1. Action Requested:

The Plymouth City Council may issue proclamations at city council meetings to highlight major local, national or international events that are culturally or historically significant.

2. Background:

Not applicable.

3. Budget Impact:

Not applicable.

4. Attachments:

1. Proclamation



PROCLAMATION

WHEREAS, Women's History Month is observed annually in March to recognize and celebrate the vital contributions, achievements and leadership of women throughout history; and

WHEREAS, women of all backgrounds have long played, and continue to play, a critical role in shaping the social, cultural, economic, scientific and political foundations of our nation, state and local communities; and

WHEREAS, women in Plymouth contribute to the strength, vitality and continued growth of the community as educators, caregivers, business owners, public servants, volunteers, innovators and leaders across all sectors; and

WHEREAS, Plymouth has been shaped by women who have served in elected leadership and helped guide the direction of the community, including those who first broke barriers in municipal office; and

WHEREAS, the first woman Mayor, Joycelyn Tierney, was duly elected to serve Plymouth from 1994-2002; and

WHEREAS, the first woman Council Member, Patricia Hoyt Neils, was duly elected to serve Plymouth from 1978-1985; and

WHEREAS, their leadership represented a significant step forward in broadening representation in local government and continues to inspire future generations of women to pursue public service; and

WHEREAS, Women's History Month provides an opportunity to reflect on the progress made toward gender equity, while acknowledging the work that remains to ensure fairness, representation and opportunity for all.

NOW, THEREFORE, BE IT HEREBY RESOLVED that the Plymouth City Council proclaims March 2026 as

Women's History Month

in the City of Plymouth, and residents are encouraged to honor the achievements of women, celebrate their contributions to our community and support efforts that promote equity and inclusion.

To: Dave Callister, City Manager

Prepared by: Jodi Gallup, City Clerk

Reviewed by: Amanda Kaufman, Deputy City Manager

Item: **Proclamation recognizing Pihlstrom Consulting Group, LLC,
and its founder, Armetha Pihlstrom**

1. Action Requested:

Announce Mayoral Proclamation recognizing Pihlstrom Consulting Group, LLC, and its founder, Armetha Pihlstrom.

2. Background:

Not applicable.

3. Budget Impact:

Not applicable.

4. Attachments:

1. Proclamation



PROCLAMATION

WHEREAS, the City of Plymouth recognizes the important role local businesses and entrepreneurs play in strengthening the community and regional economy; and

WHEREAS, Pihlstrom Consulting Group, LLC, was founded in Plymouth, Minnesota in 2017 by Armetha Pihlstrom; and

WHEREAS, Pihlstrom Consulting Group is a certified woman-owned and minority-owned business, providing strategic consulting, supplier diversity and market development services, with a focus on supporting organizations in the food, agriculture and consumer goods sectors; and

WHEREAS, as a mission-driven firm, Pihlstrom Consulting Group is dedicated to advancing equity, leadership development and inclusive community growth, empowering organizations and leaders to create lasting impact through strategic guidance and partnership; and

WHEREAS, Pihlstrom Consulting Group was recently named to the Minneapolis/St. Paul Business Journal's list of the largest minority-owned businesses, based on 2025 revenue, reflecting the company's strong growth, leadership and regional impact; and

WHEREAS, the success of Pihlstrom Consulting Group reflects the entrepreneurial spirit and values that strengthen the City of Plymouth.

NOW, THEREFORE, BE IT HEREBY RESOLVED that I formally recognize Pihlstrom Consulting Group, LLC, and its founder, Armetha Pihlstrom, for outstanding business leadership and commitment to equity and inclusive growth, as well as the company's meaningful contributions to the community and economic vitality of Plymouth.

DATED: March 10, 2026.

Mayor Jeffrey Wosje

To: Dave Callister, City Manager

Prepared by: Jodi Gallup, City Clerk

Reviewed by: Amanda Kaufman, Deputy City Manager

Item: **Announce Wayzata School District referendum on April 14
(Superintendent Chace Anderson)**

1. Action Requested:

Wayzata School District Superintendent Chace Anderson will provide information on the April 14 referendum and answer any questions.

2. Background:

Not applicable.

3. Budget Impact:

Not applicable.

4. Attachments:

1. Referendum Fact Sheet
2. High School Addition Fact Sheet
3. High School Pool Fact Sheet
4. Technology In Our Schools Flier

Committed to Excellence as We Grow

Wayzata Public Schools will exceed available capacity at every grade level by the 2027-28 school year. Our resident student population has been growing for decades. This growth will continue as more housing developments emerge in our communities.

We need to get ready. Many of our schools are already at capacity. Many of our buildings need essential improvements.

We have a plan, supported by a community task force, to improve and expand our school spaces so all students will have the room to learn and grow.

Vote April 14. We are asking residents to vote on three funding requests so we can provide much-needed space and essential improvements for our students.

Request 1:

Renew the existing \$6.5 million per year technology levy. **No tax increase.**

Request 2:

Consider \$465 million in bond funding for new and improved learning spaces. This includes a new elementary school, a new middle school and an addition to the high school, plus essential improvements to existing buildings. **\$29 per month in taxes.***

Request 3:

Consider \$31 million in bond funding for a new 8-lane swimming pool at the high school. *This request is contingent on the approval of request 2.* **\$4 per month in taxes.***

*Estimated tax impacts are based on the district's \$650,000 average home value.



Excellence. For each and every student.

Our students.
Our schools.
Our future.

VOTE APRIL 14

Vote early by mail

To vote by mail, apply to have an absentee ballot mailed to you.
For more information, visit mnvotes.org.

Vote early in person

District Service Center
13305 12th Avenue N, Plymouth

February 27 – April 13 (M-F)
7:30 a.m. to 4 p.m.

Saturday, April 11
9 a.m. to 3 p.m.

Vote on election day

April 14, 2026
7 a.m. to 8 p.m.

Find your polling location at
pollfinder.sos.state.mn.us.



Strong support for our schools

Results from a March 2025 random sample community phone survey conducted by an independent research firm.

92%

- say the quality of our schools is **excellent or good**
- say our schools are **good value for their investment**
- say the **quality of our schools increases home values**

Aaa
BOND
RATING

Wayzata maintains highest financial rating

Wayzata Public Schools is proud to maintain a Aaa bond rating, the highest possible, from Moody's Investors Service. This top rating helps save taxpayers money by allowing the district to borrow at lower interest rates.

Why this funding is needed

- ✓ Improve safety and security at all schools.
- ✓ Build new schools and spaces to solve capacity needs, including:
 - A high school addition for 900 students that creates one centralized space for all Career and Technical Education (CTE) programs.
 - A new middle school for 800 students.
 - A new elementary school for 900 students.
- ✓ Remodel and expand existing spaces to better meet student needs, including:
 - Early Learning School classrooms.
 - Flexible learning areas at all three current middle schools.
 - Kitchen and cafeteria spaces at Birchview, Greenwood and Sunset Hill Elementary Schools, and East Middle School.
 - Gym spaces at Sunset Hill Elementary School and West Middle School.
 - Special education classrooms across the district.
- ✓ Keep classroom technology up to date, including: equipment, software, support and training.

If this funding is not approved

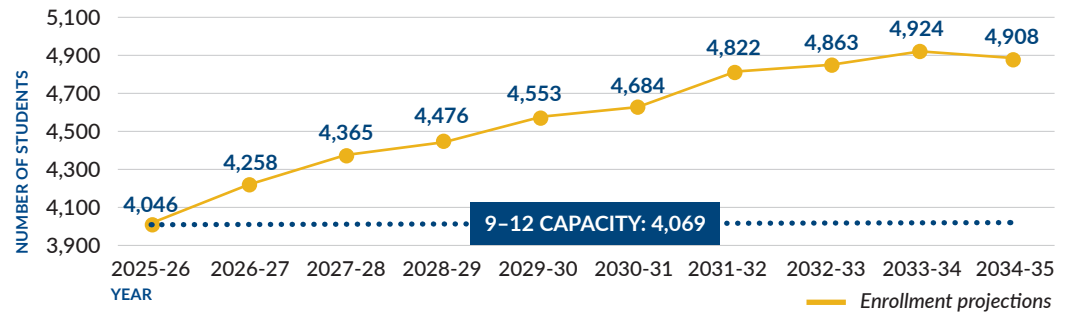
- Schools will become more crowded as our resident student enrollment grows.
- Safety and security upgrades may be delayed or canceled.
- Student programs and support services will be more limited.
- The need for space and essential improvements will grow and construction costs will continue to rise.
- Aging classroom technology won't be replaced and support will be reduced.



We need more space at all grade levels

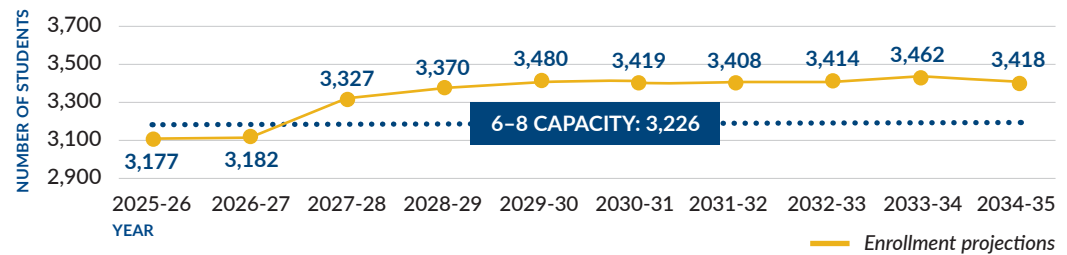
High school

We are asking voters to consider funding for an addition that will support 900 more students.



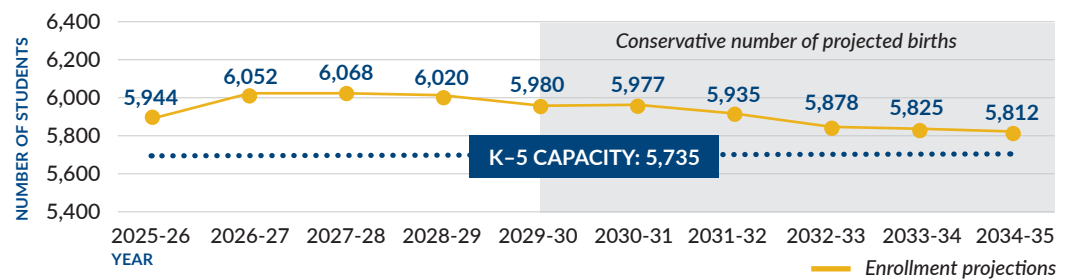
Middle school

We are asking voters to consider funding to build a fourth middle school that will support 800 more students.



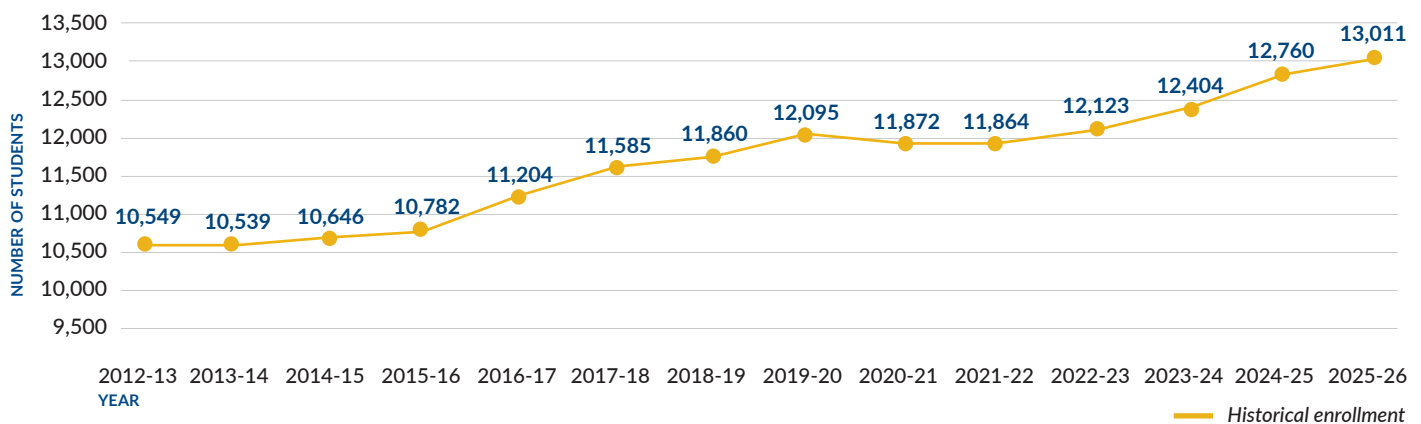
Elementary school

We are asking voters to consider funding to build a tenth elementary school that will support 900 more students.



We have been growing for more than 20 years

Districtwide K-12 enrollment history



Three requests to provide much-needed space and essential improvements for students

Our students.
Our schools.
Our future.

VOTE APRIL 14

Request 1 Renew the existing \$6.5 million per year technology levy. *No tax increase.*

- Keeps schools safe with secure building access, cybersecurity and reliable emergency communication.
- Keeps student, classroom and staff technology up-to-date by maintaining a planned replacement cycle.
- Ensures daily reliability for technology equipment, software, internet and support.

Request 2 Consider \$465 million in bond funding for new and improved learning spaces. *\$29 per month in taxes.*

(Estimated tax impacts are based on the district's \$650,000 average home value.)

New Construction and Remodeling	
New Elementary School New Middle School Wayzata High School, addition and remodel	\$338.6 million
Districtwide Safety and Security	
Modernizing district safety and security infrastructure	\$10.0 million
Essential Improvements to Early Learning, Elementary and Middle Schools	
Early Learning School, 2nd floor remodel Birchview Elementary, kitchen addition, cafeteria renovation, and classroom remodel Gleason Lake Elementary, classroom remodel Greenwood Elementary, kitchen and cafeteria renovation, and classroom remodel Kimberly Lane Elementary, classroom remodel Oakwood Elementary/Early Learning School, old gym, classroom and entryway remodel Plymouth Creek Elementary, site safety improvements, and classroom remodel Sunset Hill Elementary, new gym, kitchen addition/renovation, cafeteria renovation, and classroom remodel Central Middle School, classroom remodel East Middle School, kitchen renovation, cafeteria addition, and classroom remodel West Middle School, new gym and classroom remodel	\$115.3 million
Cost to Finance Projects: bond sales and issuance cost (per Ehlers Financial)	\$9.5 million
Total Amount for Request 2	\$465 million

Request 3 Consider \$31 million in bond funding for a new 8-lane swimming pool at the high school. *\$4 per month in taxes.*

(Estimated tax impacts are based on the district's \$650,000 average home value.)

Wayzata High School has never had a pool on its campus. Our current lease with Life Time Fitness will expire within a decade, so we are planning ahead. Adding an 8-lane competition pool with a diving well to our high school campus would provide significant benefits.

- Physical education classes, competition teams and club athletes would have a safe, convenient space for learning, practices and events.
- We could offer year-round programming for students and the broader community.
- We would have full control over safety, security and scheduling.

This request is contingent on the approval of Request 2.

Wayzata High School Proposed Addition Overview

If voters approve the April 14 referendum, Wayzata High School would add a new space that brings our Career and Technical Education (CTE) programs together in one location. This addition would give students hands-on, real-world learning opportunities and create a place where educational innovation connects with careers, local businesses and the larger community.

The new addition will provide critical expansion capacity to support an anticipated 900 additional students, ensuring growth and sustainability for WHS programs.

Purpose & rationale

Wayzata High School is among the leading schools in the state in student engagement and CTE participation. The new addition will build on this strength by:

- Expanding access to applied learning in high-demand, high-skilled fields.
- Creating authentic business and community partnerships that prepare students for college, career and life.
- Providing flexible, industry-grade spaces that evolve with future workforce trends.

Program integration

The new space will bring together existing and emerging career pathways including:

- WHS Compass: An Advanced Professional Studies Program
- Aviation and Drone Technology
- Culinary Services
- Hospitality and Tourism
- Early Childhood Education
- Engineering, Architecture and Design
- Information Technology, Robotics and Automation
- Construction, Manufacturing and Trades
- Health Science, Nursing and Wellness
- Business, Marketing and Entrepreneurship

The high school expansion could also include new programs such as veterinary science, and an event and hospitality operations center with a student-run commercial café. These programs would focus on preparing students for industry-standard licenses and real-world experiences, while expanding hands-on learning opportunities that benefit both the district and the community.

Our students.
Our schools.
Our future.

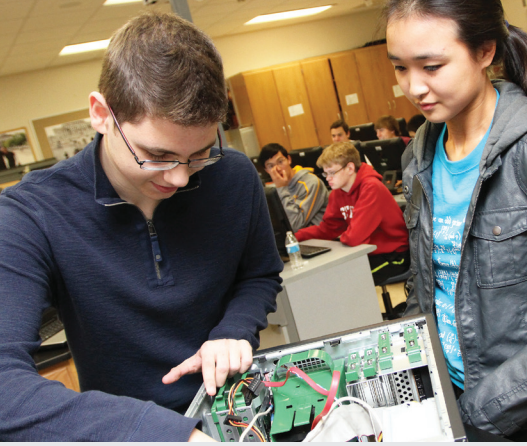
VOTE APRIL 14

Adding a new space for Career and Technical Education at Wayzata High School would give students hands-on, real-world learning opportunities and create a place where educational innovation connects with careers, local businesses and the larger community.



Excellence. For each and every student.





Key features

- Flexible labs, maker spaces, and studios for hands-on, experience-based learning.
- Industry-standard technology and equipment.
- Business innovation suites for student and community partner collaboration.
- Community-accessible meeting and training areas for stronger school-to-community partnerships.

Community & business partnerships

Wayzata High School invites local industries, higher education, and civic organizations to:

- Co-design programming aligned to workforce demand.
- Provide mentorships, internships, and apprenticeships.
- Sponsor charter and capstone projects providing direct application for our students.
- Collaborate on projects that directly benefit the Wayzata Public Schools community.



Why it matters

Aligned with the Portrait of a Wayzata High School Graduate, this new space would be more than just an addition to the building. It rethinks how school connects learning to real opportunities. The goal is to make sure every Wayzata High School student graduates ready for the future, with the skills, credentials, and confidence needed to succeed in an ever-changing world.

*Prepared and paid for by Wayzata Public Schools, 13305 12th Avenue N, Plymouth, MN 55441.
This publication is not circulated on behalf of any candidate or ballot question.*



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Wayzata High School Proposed Swimming Pool Overview

Wayzata High School has never had a swimming pool on its campus. This proposal would change that by adding an 8-lane competition pool with a diving well. The pool would support boys' and girls' swim and dive teams, as well as synchronized swimming, and would give about 200 student-athletes a true home to practice and compete. It would also provide a space for high-level training and meets, while building school pride and creating opportunities for the community to come together.

Why it matters

Wayzata High School is committed to providing students with access to highly functional and safe facilities. With our current Life Time contract set to expire within a decade, a new on-campus competition pool will not only meet these expectations of effective function and safety, but will also allow student-athletes to better develop discipline, teamwork, resilience and confidence, while training and competing in their own safe and secure facility.

Key benefits

Competitive athletics: Provides a home venue for boys' and girls' swim and dive teams, synchronized swimming, and hosting interscholastic competitions.

Physical education and curriculum integration: Enhances the physical education program with additional opportunities for water safety, aquatic fitness and other skill development.

Club and development programs: Offers a training base for competitive club swimmers and diving programs, expanding pathways for student-athlete achievement.

Year-round access: Facilitates programming across seasons for both school and community use and full internal control on scheduling of school district programs that is sustainable and not subject to external partnerships.

Enhanced safety and improved ability to supervise the venue: Leasing pool space at Life Time, that is simultaneously open to the public, has limited the district's ability to provide maximum supervision and security. Having a practice and swim meet venue located on the WHS campus will add peace of mind for our student athletes, parents, coaches and staff.

Impact

This facility will create a highly functional and essential resource for student-athletes, physical education students and community members alike. By centralizing aquatic programming on campus, Wayzata High School can continue its tradition of excellence through providing equitable access to athletic and educational opportunities for our high school students. It will also provide opportunities for all district learners, including those in pre-k through ages 100+, by welcoming residents to enjoy year round swimming opportunities.

Prepared and paid for by Wayzata Public Schools, 13305 12th Avenue N, Plymouth, MN 55441.
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Our students.
Our schools.
Our future.

VOTE APRIL 14

A new Wayzata High School 8-lane competition pool with a diving well will create a highly functional and essential resource for student-athletes, physical education students and community members alike.



Excellence. For each and every student.



Technology in Our Schools

Technology plays an important role in supporting learning, safety, and daily operations in Wayzata Public Schools. Our approach is guided by a commitment to reliability, safety, and balance, ensuring technology enhances learning without replacing effective instruction or healthy student experiences.



What technology provides

Technology in our schools helps us:

- Keep schools safe through secure building access, cybersecurity protections and reliable emergency communication.
- Support learning every day with dependable devices, software, internet access and technical support.
- Maintain up-to-date tools through a planned replacement cycle for student, classroom and staff technology.
- Prepare students for the future by building digital skills needed for learning, work and life.

Our commitment to balanced use of technology

We are committed to using technology intentionally and thoughtfully. Research and experience show that learning is strongest when technology complements, rather than replaces, effective teaching, peer interaction, hands-on learning and critical thinking.

This means we will:

- Prioritize instructional purpose over screen time.
- Support developmentally appropriate use, especially for younger learners.
- Ensure students experience a healthy balance of digital and non-digital learning.



Looking ahead

As technology continues to evolve, we will regularly review how it is used in classrooms to ensure it aligns with our core values, supports student well-being, and strengthens academic excellence, while remaining fiscally responsible. Technology is a tool, not the goal. Our focus remains on student learning, connection and success.



Excellence. For each and every student.



To: Dave Callister, City Manager

Prepared by: Jodi Gallup, City Clerk

Reviewed by: Amanda Kaufman, Deputy City Manager

Item: **Adopt proposed minutes**

1. Action Requested:

Adopt proposed minutes.

2. Background:

Not applicable.

3. Budget Impact:

Not applicable.

4. Attachments:

1. February 24

Proposed Minutes Regular City Council Meeting February 24, 2026

Mayor Wosje called a Regular Meeting of the Plymouth City Council to order at 7:00 p.m. in the Council Chambers of City Hall, 3400 Plymouth Boulevard, on February 24, 2026.

COUNCIL PRESENT: Mayor Wosje, Councilmembers Peterson, Pointner, Aldrich, Nelson, Spoonheim, and Gregor.

COUNCIL ABSENT: None.

STAFF PRESENT: City Manager Callister, Public Works Director Thompson, Public Safety Director Fadden, Community and Economic Development Director Fernelius, Finance Director Rich, Human Resources Director Timpone, Fire Chief Etzel, Parks and Recreation Director Tomlinson, Planning Manager Sommers, Housing Manager Schmidt, Recreation Manager Hemp, Destination Marketing Organization Coordinator Langland, Economic Development Coordinator Erickson, Water Resources Supervisor Scharenbroich, Fleet and Facilities Manager Hanson, City Attorney Mattick and City Clerk/Administrative Coordinator Gallup.

Plymouth Forum

Scott Johnson, Ward 2 resident, provided historical background on the City of Plymouth and noted the dates, times and locations of future council listening sessions.

Presentations and Public Information Announcements

(4.1) Recognize outgoing advisory board members

Mayor Wosje recognized and congratulated outgoing advisory board members and provided them with a certificate of appreciation.

(4.2) Receive presentations from board/committee chairs on 2026 work plans

Mr. Williams, HRA Chair, shared highlights of 2025 and discussed upcoming projects for 2026.

Mr. Boo, Planning Commission Chair, shared highlights of 2025 and discussed upcoming projects for 2026.

Mr. Tinjum, Environmental Quality Committee Chair, shared highlights of 2025 and discussed upcoming projects for 2026.

Ms. Ellingson, Destination Marketing Organization Advisory Board Chair, shared highlights of 2025 and discussed upcoming projects for 2026.

Ms. Wegner, Parks & Recreation Advisory Commission Chair, shared highlights of 2025 and discussed upcoming projects for 2026.

Approval of Agenda

Motion was made by Councilmember Gregor, and seconded by Councilmember Nelson, to approve the agenda. With all members voting in favor, the motion carried.

Consent Agenda

Motion was made by Councilmember Pointner, and seconded by Councilmember Aldrich, to adopt the Consent Agenda that included the following items:

- (6.1) Council minutes from special and regular meeting of February 10, 2026.
- (6.2) Resolution approving disbursements ending February 13, 2026 (Res2026-061).
- (6.3) Approve the 2026 Work Plans and Advisory Board Officer Appointments for the Planning Commission, Environmental Quality Committee, Housing and Redevelopment Authority, Destination Marketing Organization Advisory Board and Park and Recreation Advisory Commission.
- (6.4) Resolution to approve yard waste contracts with the City of Long Lake, the City of Medicine Lake and the City of Wayzata (Res2026-062).
- (6.5) Resolution approving final closeout for the outlet structure improvements at 6105 Vicksburg Lane North Project (WR180006) (Res2026-063).
- (6.6) Resolution approving the time period to file a written request for the recording of write-in votes for city offices (Res2026-064).
- (6.7) Resolution approving updates to Title VI Program and Language Assistance Plan for Plymouth Metrolink (Res2026-065).
- (6.8) Resolution approving purchase of fire engine to support fire services (Res2025-066).
- (6.9) Resolution awarding contract for the Wood Creek stream stabilization project (WR260002) (Res2026-067).
- (6.10) Resolution approving a joint partnership between the City of Plymouth and the City of Corcoran to join the Plymouth SWAT team (Res2026-068).

(6.11) Resolution amended policy establishing the Plymouth Environmental Quality Committee mission/organization statement (Res2026-069).

(6.12) Resolution approving two check signatures on city disbursements (Res2026-070).

With all members voting in favor, the motion carried.

Public Hearings

(7.1) Public hearing on establishing Tax Increment Financing District 7-13 (Plymouth Plaza)

Economic Development Coordinator Erickson introduced this item, shared the purpose of the public hearing and explained the current and future necessary actions. She provided background information on the property and detailed the timeline for the TIF request.

Schane Rudlang, Ehlers, provided a high-level project overview of the TIF request. He detailed costs, payment processes and provided a flow chart explaining the TIF process. He defined general TIF regulations and reviewed the specific TIF plan for the Plymouth Plaza.

Mayor Wosje opened the public hearing.

Mayor Wosje closed the public hearing.

Motion was made by Councilmember Spoonheim, and seconded by Councilmember Peterson, to adopt Resolution approving the modification to the Development Program for Development District No. 7; establishing Tax Increment Financing District No. 7-13 (Plymouth Plaza) within Development District No. 7; approving the tax increment financing plan therefor and authorizing the terms of an interfund loan (Res2026-071). With all those voting in favor, the motion carried.

(7.2) Public hearing on vacation of easement areas of Lots 1, 2, 3, 4, 5, and 6, Block 2, The Boulevard

Public Works Director Thompson presented this item and stated that the easement vacation is in conjunction with lot line adjustments. He added that new easement areas would be created as part of the lot line adjustments.

Mayor Wosje opened the public hearing.

Mayor Wosje closed the public hearing.

Motion was made by Councilmember Spoonheim, and seconded by Councilmember Peterson, to adopt Resolution approving the vacation of easements of lots 1, 2, 3, 4, 5, and 6, block 2, The Boulevard (Res2026-072). With all those voting in favor, the motion carried.

General Business

There were no general business items.

Reports and Staff Recommendations

Council scheduled the following special meeting:

- 2050 Comprehensive Plan Workshop with Planning Commission on May 12 at 5 p.m.

Adjournment

Mayor Wosje adjourned the regular meeting at 7:36 p.m.

Jodi Gallup, City Clerk/Administrative Coordinator

To: Dave Callister, City Manager

Prepared by: Tammy Geurkink, Accounting Specialist

Reviewed by: Andrea Rich, Finance Director

Item: **Approve disbursements**

1. Action Requested:

Approve disbursements ending February 27, 2026.

2. Background:

Not applicable.

3. Budget Impact:

Not applicable.

4. Attachments:

1. Invoice Expense Distribution
2. City Council Resolution 2026-073

Invoice Expense Distribution for Period Ended 2/27/26 Council Meeting 3/10/26

FUND	100	General Fund	382,738.76
	200	Recreation Fund	49,854.52
	210	Parker's Lake Cemetery Maint	0.00
	215	Destination Marketing Org Fund	6,835.91
	220	Transit System Fund	1,602.07
	234	Economic Development Fund	0.00
	240	Lawful Gambling	0.00
	250	Comm Dev Block Grant Fund	0.00
	254	HRA Section 8 Fund	164.98
	254	HAP Check Summary	317,742.97
	258	HRA General Fund	622.40
	280	Opioid Settlement Fund	0.00
	308	2005A TIF #1-1	0.00
	310	2009A TIF #7-5A Refund 1998A	0.00
	312	2010A GO Open Space	0.00
	314	2012A GO Refunding 2004A	0.00
	315	2015A GO Open Space	0.00
	316	Plymouth Creek Center Bonds	0.00
	400	General Capital Projects Fund	286,162.88
	401	Minnesota State Aid Fund	0.00
	404	Community Improvement	0.00
	405	Park Replacement Fund	275.34
	406	Street Reconstruction Fund	0.00
	407	Project Administration Fund	0.00
	408	Park Construction	0.00
	409	Capital Improvement Fund	0.00
	412	Water Sewer Replace	0.00
	413	Improvement Project Construction	424,847.83
	417	Project Warranty Repairs	0.00
	418	Utility Trunk System Expansion	0.00
	420	Water Sewer Construction	0.00
	421	ENT-Water Resources Constrctn	0.00
	422	TIF 7-4 PTP Construction	0.00
	423	TIF 7-5 Rottlund (Const)	0.00
	424	TIF 7-6 Berkshire	0.00
	425	TIF Housing Assistance Program	0.00
	426	TIF 7-7 Stonecreek	0.00
	427	TIF 1-1 Shops at Plymth Crk	0.00
	428	TIF 1-2 Vicksburg Commons	0.00
	429	TIF HRA 1-3 Crossroads Station	0.00
	432	TIF 7-8 Quest	0.00
	433	TIF 7-9 Four Seasons	0.00
	434	TIF 7-10 Sands	0.00
	435	Plymouth Creek Center Expansion	0.00
	436	Doran Bassett Creek	1,262.50
	437	CON - Fire Stations	0.00
	438	TIF 7-12-Prudential/Blvd	0.00
	500	Water Fund	309,529.88
	510	Water Resources Fund	61,715.96
	520	Sewer Fund	886,863.18
	530	Solid Waste Management Fund	11,757.50
	540	Ice Center Fund	121,468.77
	550	Field House Fund	2,545.43
	600	Central Equipment Fund	344,176.30
	610	Public Facilities Fund	96,240.04
	620	Information Technology Fund	119,638.08
	630	Risk Management Fund	14,053.63
	640	Employee Benefits Fund	458,626.51
	660	Resource Planning	0.00
	700	Parkers's Lake Cemetery	0.00
	800	Investment Trust Fund	0.00
	850	Plymouth Town Square	0.00
	851	Vicksburg Crossing	0.00

Total Invoice Expense Distribution:

3,898,725.44

CITY OF PLYMOUTH

RESOLUTION No. 2026-073

RESOLUTION APPROVING DISBURSEMENTS ENDING FEBRUARY 27, 2026

WHEREAS, a list of disbursements for the period ending February 27, 2026 was presented to the City Council for approval.

NOW, THEREFORE, BE IT HEREBY RESOLVED BY THE CITY COUNCIL OF THE CITY OF PLYMOUTH, MINNESOTA that the payment of the list of disbursements of the following funds is approved.

US Bank – Check Register

General & Special Revenue	\$ 441,031.26
Construction & Debt Service	\$ 712,548.55
Enterprise & Internal Service	\$ 2,426,615.28
Housing Redevelopment	<u>\$ 787.38</u>
Check Register Total	\$ 3,580,982.47

US Bank – Housing Assistance Payments

Housing & Redevelopment Authority	<u>\$ 317,742.97</u>
	\$ 317,742.97
GRAND TOTAL FOR ALL FUNDS	\$ 3,898,725.44

Additionally, the US Bank Check Register amounts split by type of payment follow:

EFT	175,260.95
Check (#182034-182336)	3,405,721.52
Total	\$ 3,580,982.47

APPROVED by the City Council on this 10th day of March, 2026.

To: Dave Callister, City Manager

Prepared by: Joe Shamla, Assistant City Engineer

Reviewed by: Michael Thompson, Public Works Director

Item: **Order and receive preliminary engineering report, order and approve plans and specifications, call for public hearing, order advertisement for bids, declare costs to be assessed, order preparation of proposed assessments and set public improvement and assessment hearings for the Peony Lane and 10th Avenue Area Rehabilitation Project (ST269005)**

1. Action Requested:

Adopt attached resolutions ordering preliminary engineering report, receiving preliminary engineering report, ordering plans and specifications, approving plans and specifications, calling for public hearing, ordering advertisement for bids, declaring cost to be assessed, ordering preparation of proposed assessments and setting public improvement and special assessment hearings for the Peony Lane and 10th Avenue Area Rehabilitation Project (ST269005).

2. Background:

This project includes streets in multiple areas throughout the city, including Peony Lane north of Highway 55 to 250 feet north of 51st Avenue, 10th Avenue east of Trenton Circle to Kilmer Lane, Nathan Lane from 10th Avenue to 13th Avenue and 13th Avenue from Nathan Lane to Highway 169. Location maps showing the streets included in the project are attached.

This project is one of two pavement rehabilitation projects included in the 2025-2034 Capital Improvement Plan (CIP), with construction scheduled for 2026. Peony Lane improvements include a mill and overlay and rehabilitation of the bridge over the Canadian Pacific Railroad. The rehabilitation of the bridge will require a closure of Peony Lane and will be done during the period when school is out to minimize disruption to the area. Improvements to the 10th Avenue area streets include a full

depth pavement reclamation. 10th Avenue is also proposed to be converted from a 4-lane roadway to a 3-lane roadway. Additional improvements include utility repairs, replacement of curb and gutter, traffic signal improvements, trail replacement along Peony Lane and replacement of pedestrian ramps to comply with the Americans with Disabilities Act (ADA).

Bids for the project are scheduled to be received on April 7, 2026, and the public improvement and assessment hearing is scheduled for May 12, 2026. In accordance with state statute, notice of the proposed improvement hearing and assessment hearing for this project will be sent to all affected property owners and will be posted in the city's official newspaper as required. Included with the notice will be a recommended assessment, which will be calculated based on the lowest responsible bid for the non-residential parcels.

3. Budget Impact:

The Peony Lane and 10th Avenue Area Rehabilitation Project is one of two pavement rehabilitation projects included in the 2025-2034 CIP and 2026 Budget at a total estimated cost of \$10,150,000. The estimated project costs and funding sources are shown below.

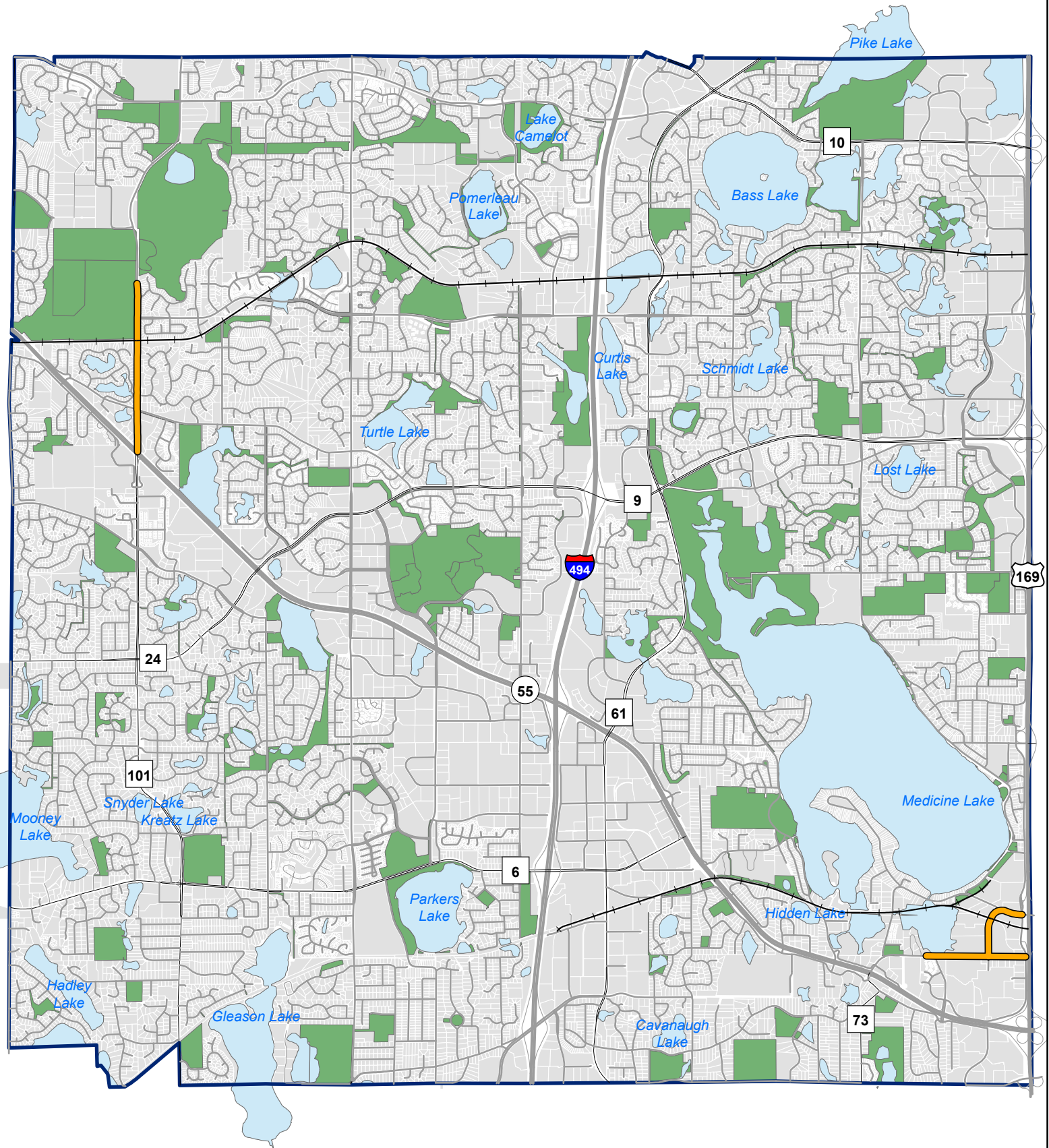
Project cost	Amount
Improvements	\$ 5,277,000
Engineering and Administration	\$ 1,186,000
Contingency	\$ 264,000
Total Cost	\$ 6,727,000

Project funding	Amount
Municipal State Aid Fund	\$ 2,875,000
Street Reconstruction Fund	\$ 2,128,000
Water Fund	\$ 496,000
Water Resources Fund	\$ 160,000
Special Assessments	\$ 1,068,000
Total Funding	\$ 6,727,000

4. Attachments:

1. Project Location Maps

2. Preliminary Engineering Report
3. City Council Resolution 2026-074
4. City Council Resolution 2026-075
5. City Council Resolution 2026-076
6. City Council Resolution 2026-077
7. City Council Resolution 2026-078

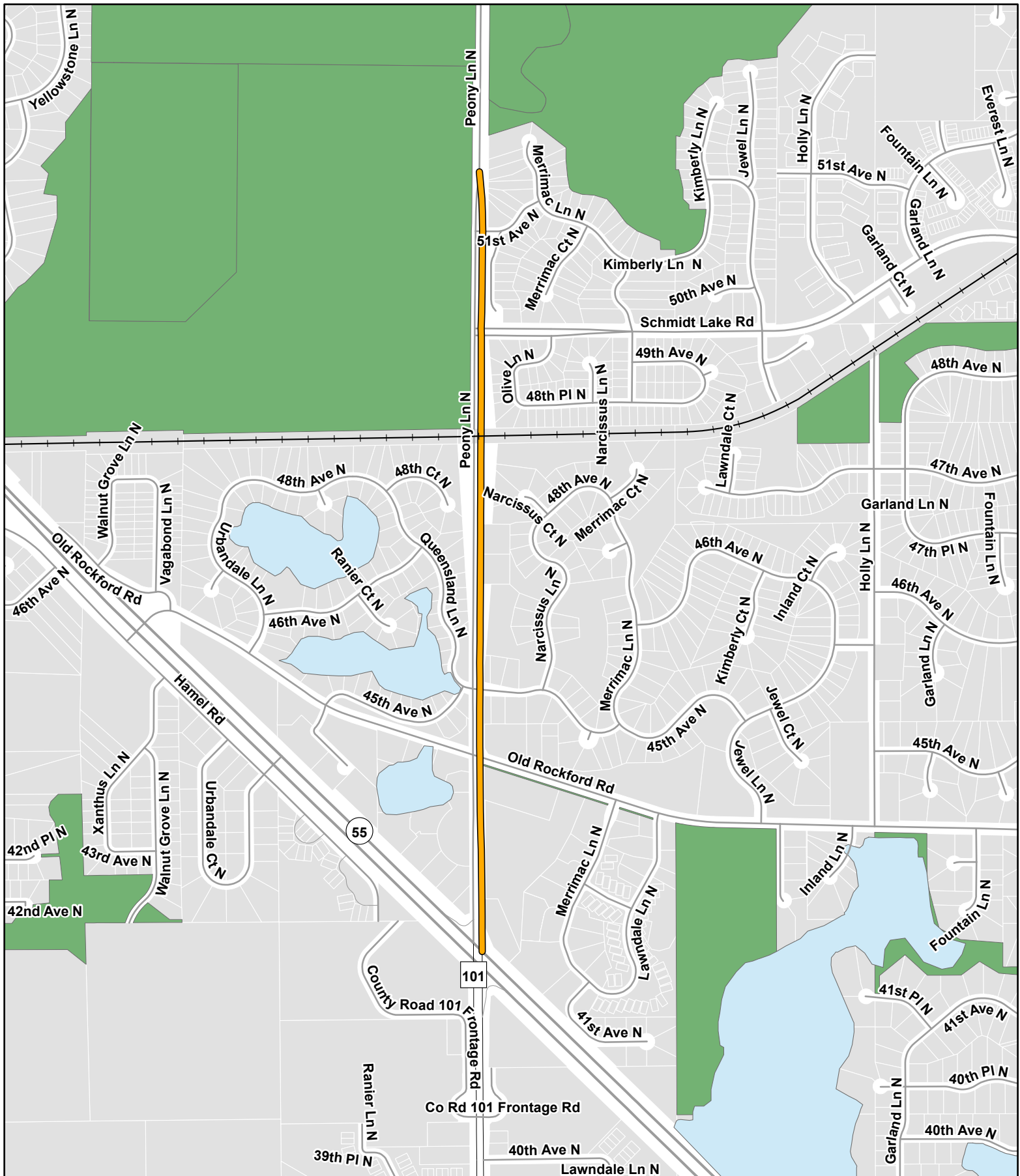


0 1 Miles

Peony Lane and 10th Avenue Area Rehabilitation **City Project #ST269005**

 Project Area



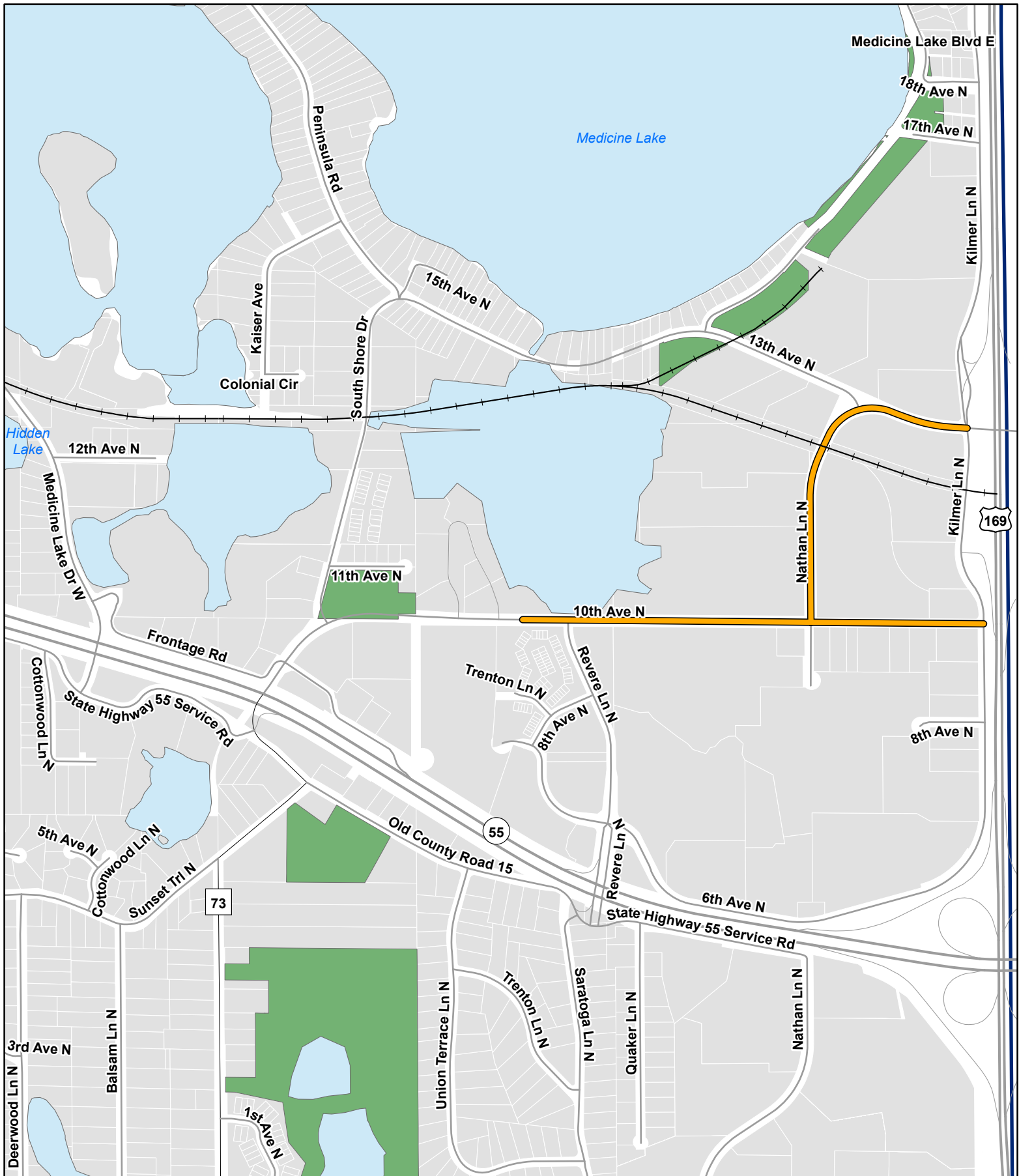


0 1,000 Feet

Peony Lane Rehabilitation City Project #ST269005

Project Area





0 1,000 Feet

10th Avenue Area Rehabilitation City Project #ST269005

 Project Area





Feasibility Report

Peony Lane and 10th Ave Rehabilitation Project

City Project No. ST269005

March 4, 2026

I certify that this report was prepared by me or under my direct supervision, and that I am a licensed professional engineer under the laws of the State of Minnesota.

Kyle Imholte

3/4/2026

56719

Kyle T. Imholte, P.E.

Date

License No.

Kimley»Horn

Table of Contents

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Right-of-Way and Access.....	5
Estimated Project Schedule	5
Estimated Costs	5
Project Funding.....	6
Conclusion.....	7

Appendix

- Appendix A: Project Location Maps
- Appendix B: Street Ratings
- Appendix C: Typical Sections
- Appendix D: Preliminary Cost Estimate
- Appendix E: Preliminary Assessment Roll & Maps
- Appendix F: Geotechnical Reports

Introduction

The City Council ordered the preparation of a preliminary engineering report for the Peony Lane and 10th Ave Rehabilitation Project on March 10, 2026. This project is included in the City's Capital Improvement Plan based on the condition and age of the roadways in the proposed project area. The purpose of this report is to investigate, in a preliminary manner, the existing condition of the roadways within the project area, improvements proposed with the project, estimated costs for the proposed improvements, and anticipated funding of the project, including special assessments.

Proposed roadway improvements for the following roadways are included in this report:

- **10th Ave Area:** Local roadways west of Highway 169. Along 10th Ave from Trenton Circle to Kilmer Lane. Along Nathan Lane and 13th Ave from 10th Ave to Kilmer Lane.
- **Peony Lane Area:** Along Peony Lane from Highway 55 through 1,100 ft north of the Schmidt Lake Road intersection.

Project location maps can be found in **Appendix A** of this report.

Existing Conditions

Peony Lane is classified by Hennepin County as a minor arterial road while 10th Avenue and Nathan Lane are both classified as local roadways. The Peony Lane typical section south of Schmidt Lake Road is a divided four lane section, with two lanes of travel in each direction. North of Schmidt Lake Road, Peony Lane is a three-lane undivided section, with paved shoulders, one lane of travel in each direction and a shared center turn lane. 10th Ave is a four-lane undivided roadway with two lanes of travel in each direction. Nathan Lane is a two lane undivided roadway.

Outside of the existing roadway, there are several trails and other features of note. Along 10th Ave a bituminous trail exists on the south side of 10th Ave between Trenton Circle and Revere Lane, and on the north side of 13th Ave. Along Peony Lane, approximately 600' south of Schmidt Lake Road, Peony Lane crosses Canadian Pacific Kansas City Railroad at bridge number 27A31. Bituminous trails exist on both the east and west side of Peony Lane.

Roadways in the project area are constructed near City standards with bituminous pavement in various stages of deterioration and in need of repair along with the bridge deck of bridge number 27A31. Peony Lane was last reconstructed in 1997, 10th Ave was reconstructed in 1981, and Nathan Lane was reconstructed in 1989. The roadways have been overlayed, or undergone some other form of rehabilitation, at least once since being constructed.

The City's pavement rating system shows that the 2024 street ratings are either a 4/10 or 5/10 for 10th Ave/Nathan Lane/13th Ave and either a 6/10 or 8/10 for Peony Lane. All roadways in the project areas are constructed with concrete curb and gutter, which is generally in good condition with isolated areas that show signs of settlement or expansion joint separation. Spot replacements are being evaluated for both areas of the project, and it's estimated that there will be about 1,300 ft of curb replacement along Peony Lane and 2,800 ft along 10th Ave, 13th Ave, and Nathan Lane. Pavement condition rating maps can be found in **Appendix B** of this report.

Braun Intertec collected borings and performed ground penetrating radar in the project area. This information was incorporated into a geotechnical recommendation report. Braun Intertec found that the pavement cores had variable severity stripping with many including debonding, plus some breakage due to cracks and other distresses. The Geotechnical reports detailing the condition of the existing pavement can be found in **Appendix F**.

Utilities in the project area are aging but generally do not show signs of failure or deterioration to a point of requiring full replacement at this time. One exception is that there has been multiple watermain breaks along Peony Lane between Schmidt Lake Road to 51st Ave. This project will replace approximately 300 ft of watermain just north of Schmidt Lake Road. Select water main valves are in need of repair or replacement. City maintenance records indicate no significant issues with the sanitary sewer system. Storm sewer infrastructure exists and select catch basins are in need of repair or replacement.

Bituminous trails in the project area vary in age and condition, with the majority being in fair to good condition. Areas of the trail along Peony lane have a PACER rating of 4/10 or 5/10, which indicates a need for replacement. The portion of the trail on the south side of 10th Ave has a PACER rating of 6/10, indicating a need for replacement. The trail on the north side of 13th Ave is a part of the Medicine Lake Regional Trail system and does not require reconstruction as it recently underwent preventative maintenance by Three Rivers Park District.

Pedestrian ramps throughout the project vary in age and design standards. Some ramps meet current Americans with Disability Act (ADA) standards and others do not. Pedestrian ramps were field inspected with City staff in the fall of 2025 to identify which ramps should be replaced.

Guardrails extend along both sides of Peony Lane from approximately 500 ft to the north and 1500 ft to the south of the Peony Lane Bridge crossing the Canadian Pacific Railway corridor. The guardrails provide protection to pedestrians using the adjacent trails and protect vehicles from going down the adjacent steep slopes of the roadway embankment.

A wooden split rail fence runs adjacent to the trails along Peony Lane. This fence provides some protection to pedestrians and bikers from going down the adjacent steep embankment slope.

A box culvert crosses 10th Ave just east of Revere Lane. This box culvert conveys flow from Bassett Creek and was constructed in 1988. Inspection of the box culvert has shown accumulation of fine soil particles at multiple joints. In 2025 a small sink hole developed in the roadway surface due to the fine soil particles making their way into the box culvert.

Proposed Improvements

The proposed improvements are consistent with the City's Pavement Management Program, which includes mill and overlay and full depth reclamation to preserve the initial investments in the roadway surfaces. The geotechnical report prepared by Braun Intertec has pavement recommendations for the project are and can be found in **Appendix F**.

Full depth reclamation improvements are proposed for the 10th Ave, Nathan Lane, and 13th Ave Area. Mill and overlay improvements are proposed for Peony Lane. Typical pavement sections for these improvements can be found in **Appendix C** of this report.

All roadways within the project limits are proposed to remain at their current widths. Curb and gutter that is being removed due to poor condition will be replaced at the existing location. Lane configuration along Peony Lane and Nathan Lane shall remain unchanged. 10th Avenue shall be reduced from a four lane section to a three lane section. The proposed three lane section shall have paved shoulders, one lane of travel in each direction and a shared center turn lane.

The Peony Lane bridge over the Canadian Pacific Railway corridor (bridge number 27A31) is to be improved as part of this project. Maintenance items include concrete overlay replacement, concrete approach panel replacement, expansion joint replacement, ornamental railing replacement, and sidewalk crack sealing. The guardrail connections at all four quadrants of the bridge are out of compliance and these connections will be upgraded. A chain link fence will also be added to the bridge to meet current railroad requirements.

Utility improvements and repairs will be included in select locations as needed. This work includes repair or replacement of water main valves, installation of infiltration and inflow barriers on sanitary sewer manholes, and repairs to catch basins.

Guardrail along Peony Lane will be replaced in select locations. Locations include new end treatments to meet current standards and spot replacement of guardrail at locations that are in poor condition.

Pedestrian ramps that are not compliant will be replaced as part of this project.

Making repairs to the box culvert that crosses 10th Ave, will require excavating soil adjacent to the box culvert to expose the structure. Joints will then be sealed and wrapped with a plastic tarp to prevent soil from entering the box culvert.

Surface Water Protection

The project is proposed to include erosion control practices during construction to protect downstream water bodies. The project is anticipated to require a Minnesota Pollution Control Agency (MPCA) permit. Portions of the project (10th Ave, Nathan Lane, and 13th Ave) are in the Basset Creek Watershed Management Commission, other portions of the project (Peony Lane) are in the Elm Creek Watershed Management Commission. The mill and overlay of the Peony Lane area doesn't trigger Elm Creek Watershed's water quality and rate control requirements. The full depth reclamation of the 10th Ave, Nathan Lane, and 13th Ave area doesn't trigger Basset Creek Watershed's water quality or rate control requirements. Treatment of stormwater is not required as part of this project per the watershed requirements.

Right-of-Way and Access

It is anticipated that all roadway and trail improvements will be constructed within existing right-of-way and easements. Temporary right of entries will be obtained where temporary construction impacts exceed available right of way or easements. Access for local traffic and at least one driveway will be maintained during construction, although this may be a milled or gravel surface at times. Roadways may be closed to non-local traffic to facilitate construction. Closure of Peony Lane will be required for construction activities on the Peony Lane bridge. This closure shall not occur while Wayzata High School is in session. The project will include deadlines to minimize the overall duration of construction in each area. Staff will work with the contractor to minimize disruption to the general area whenever possible and will coordinate the timing of the work along Peony Lane to be during summer break for Wayzata high school.

Estimated Project Schedule

Order and receive feasibility report, order and accept plans and specifications, calls for Public Improvement Hearing, order advertisement for bids, declare costs to be assessed, and set the Assessment Hearing	March 10, 2026
Receive bids	April 7, 2026
Public Improvement Hearing, Assessment Hearing, award contract	May 12, 2026
Begin construction	Late May, 2026
Substantial Completion (including all utility, trail, and pavement work)	September 18, 2026
Final Completion (including final restoration)	October 1, 2026

Estimated Costs

The estimated project cost for the Peony Lane and 10th Avenue Area Rehabilitation Project is \$6,727,000, which includes construction costs plus engineering, administration, and inspection, and a construction contingency. A detailed summary of estimated construction costs can be found in **Appendix D** of this report. The table below provides an overview of the total project costs.

Estimated Project Cost	
Improvements by Contractor	\$5,277,000
Design, Administration, & Inspection	\$1,186,000
Construction Contingency	\$264,000
Total Estimated Cost:	\$6,727,000

Project Funding

The Peony Lane and 10th Avenue Area Pavement Rehabilitation Project is one of two pavement rehabilitation projects scheduled for construction in 2026. The Capital Improvement Plan (2025-2034) (CIP) has designated \$10,150,000 for those projects. Funding of the projects is proposed to be from a mixture of sources including the street reconstruction fund, utility funds, bridge fund, and special assessments to benefiting property owners.

The adjacent benefiting property owners who directly access roadways to be improved are proposed to be assessed for a portion of the project costs, consistent with the City's assessment policy.

Assessments for properties guided or zoned for single-family use shall be made on a per parcel (unit) basis. The current assessment rates for single-family properties approved by the City Council applicable to this project are included in the table below.

Table 3 – Single Family Street Improvement Special Assessment Fees		
<u>Type of Improvement</u>	<u>Single Family Detached Assessment</u>	<u>Single Family Attached Assessment</u>
Full Depth Reclamation	\$4,250.00	\$2,125.00
Mill and Overlay	\$1,500.00	\$750.00

The City shall calculate equivalent units for properties guided or zoned for other than single-family use and the amount of assessment will be based on the lowest responsible bid received. The equivalent units may be based on front footage, area, a combination of the two, or another method depending upon the guided or zoned use and parcel configuration.

Only the costs for street improvements that are proposed to be completed with this project are proposed to be assessed. The properties proposed to be assessed with this project are included in **Appendix E** of this report.

The overall funding for Peony Lane and 10th Avenue Area Rehabilitation Project is detailed in the table below.

Anticipated Funding Source	
Fund	Amount
Municipal State Aid Fund	\$2,875,000
Street Reconstruction Fund	\$2,128,000
Water Fund	\$496,000
Water Resources Fund	\$160,000
Special Assessments	\$1,068,000
Total Funding:	\$6,727,000

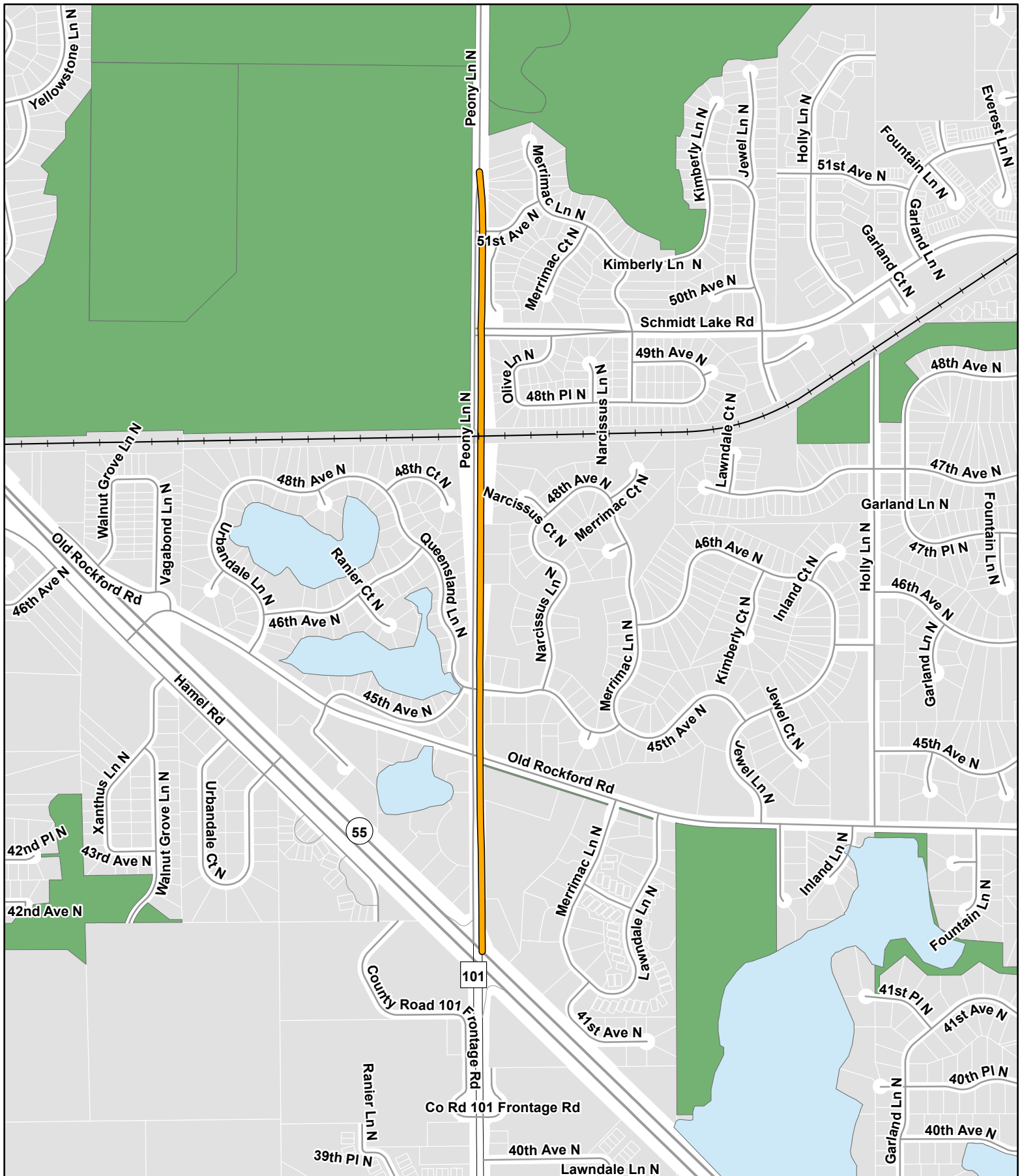
Conclusion

The 2026 Peony Lane and 10th Ave Rehabilitation Project includes mill and overlay, full depth reclamation, bridge rehabilitation, box culvert maintenance, and utility improvements and repairs.

The total estimated cost for the 2026 Peony Lane and 10th Ave Rehabilitation Project is \$6,727,000 with proposed funding for the project through a combination of Special Assessments to benefiting property owners and City Funds.

This proposed project is feasible, necessary, and cost-effective from an engineering standpoint. Based on the information contained in this document, it is recommended to proceed with the improvements as outlined in this report.

Appendix A: Project Location Maps

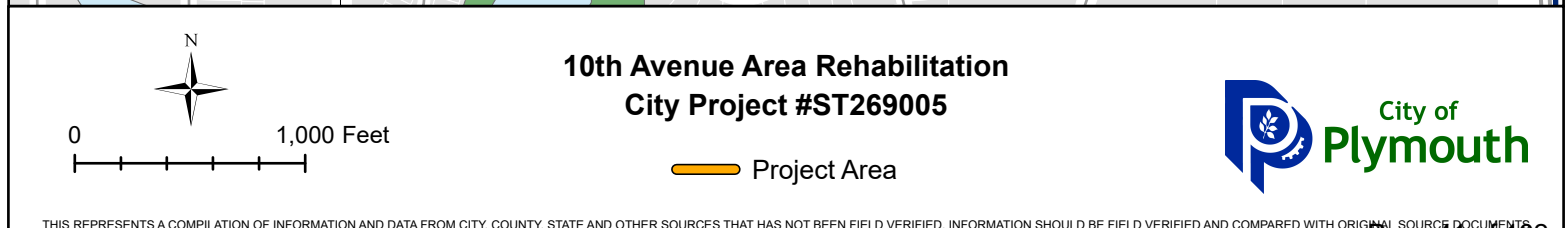


0 1,000 Feet

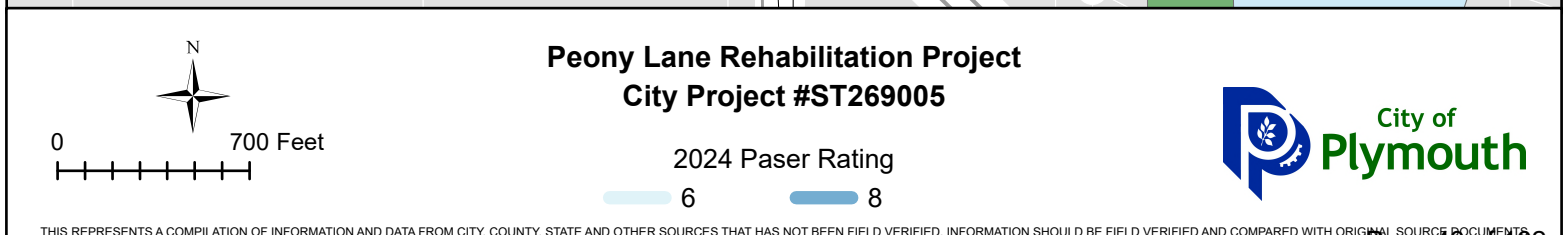
Peony Lane Rehabilitation City Project #ST269005

Project Area





Appendix B: Street Ratings





0 500 Feet

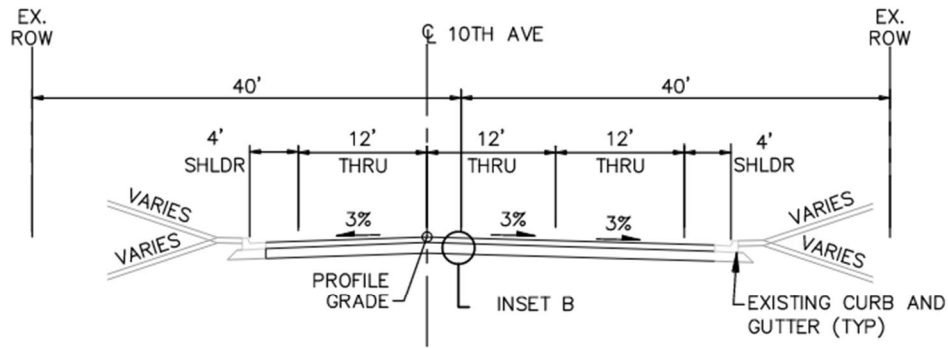
10th Avenue Area Rehabilitation Project City Project #ST269005

2024 Paser Rating

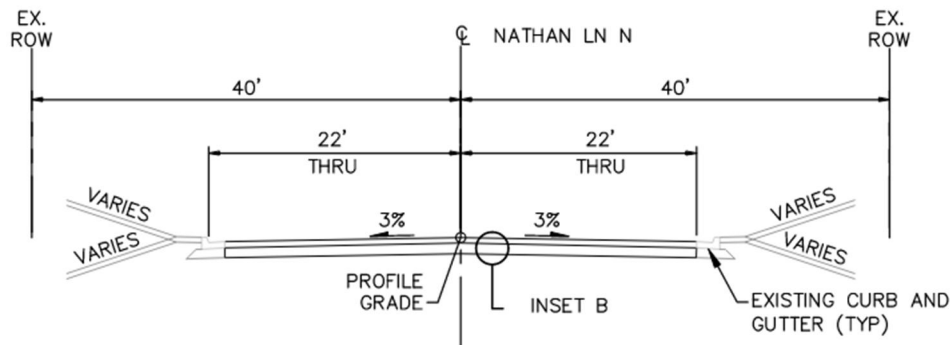
4 5



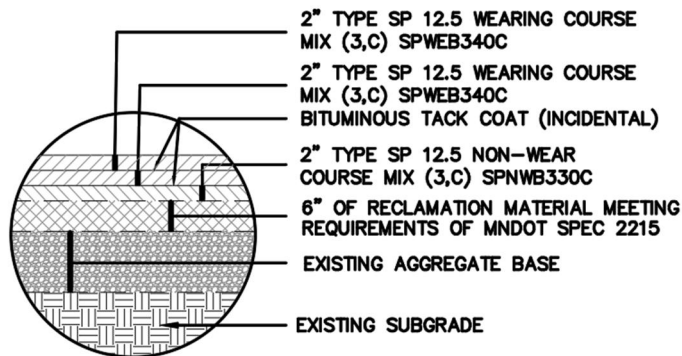
Appendix C: Typical Sections



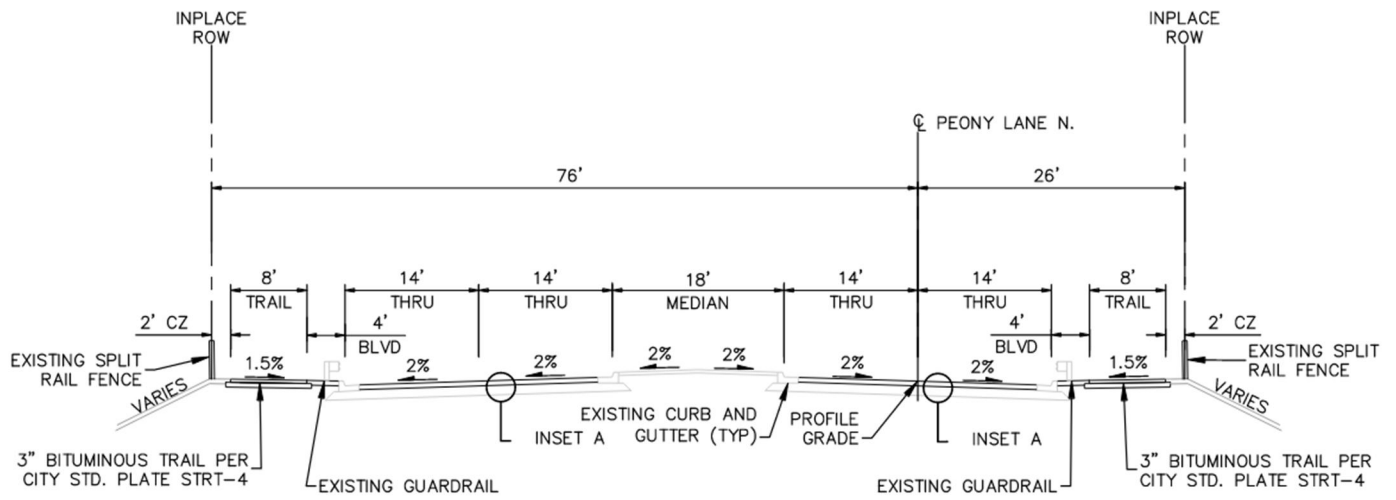
10TH AVE



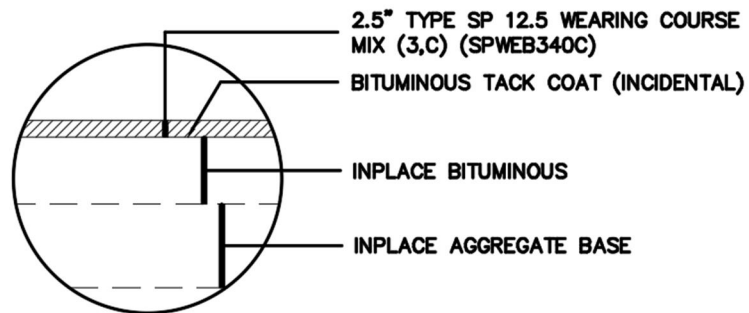
NATHAN LANE & 13TH AVE



INSET B BITUMINOUS PAVEMENT
(FULL DEPTH RECLAMATION)



PEONY LANE



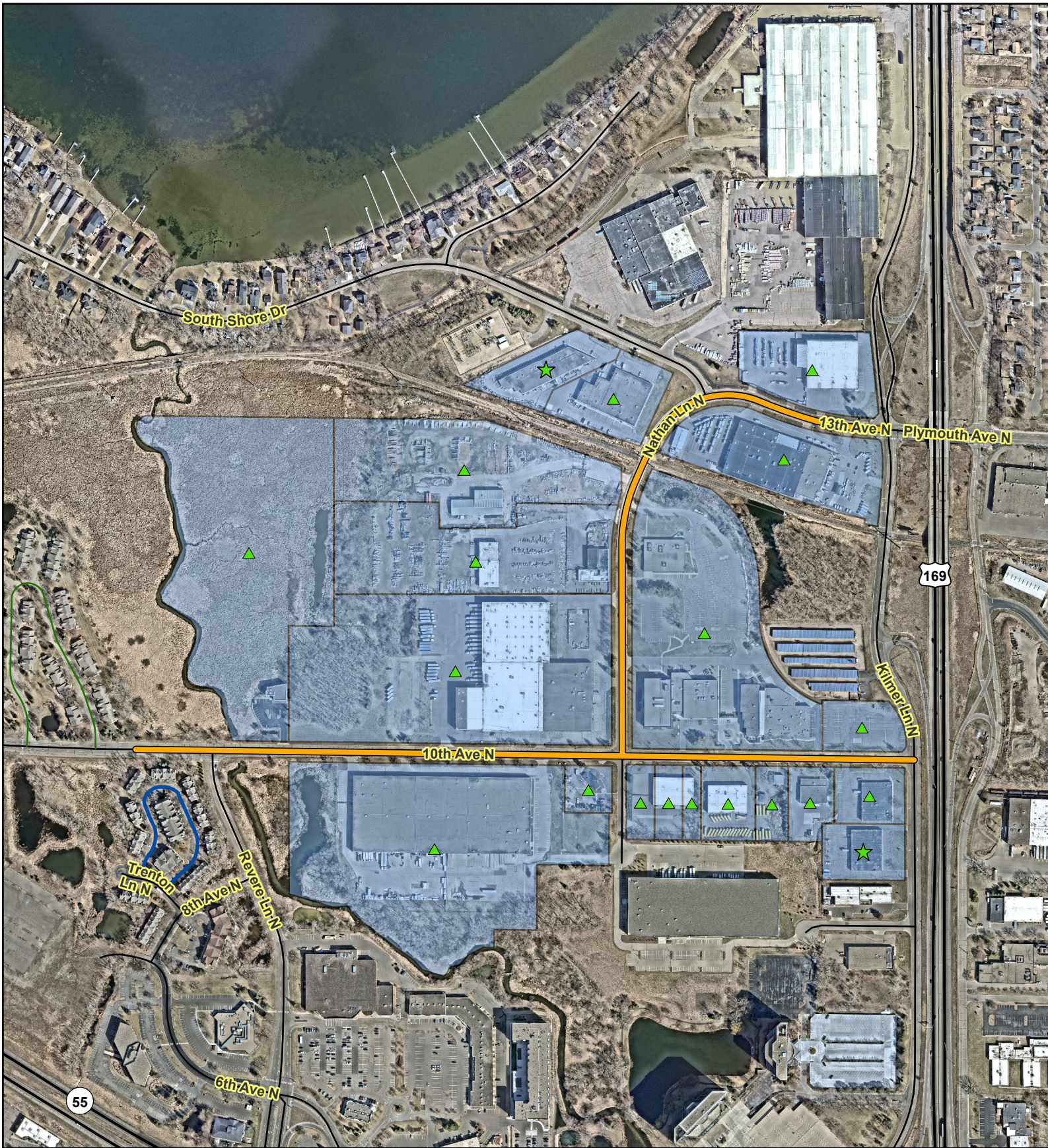
INSET A – BITUMINOUS PAVEMENT (2.5" MILL AND OVERLAY)

Appendix D: Preliminary Cost Estimate

						PEONY LANE AND 10TH AVE IMPROVEMENTS - 02/05/2026 - 90% COST ESTIMATE																			
						PEONY LANE										10TH AVENUE						CHANKADA TRAIL			
						ROADWAY		WATERMAIN		LANDSCAPE		UTILITIES		BRIDGE		ROADWAY		UTILITIES & WATERMAIN		BOX CULVERT		BOX CULVERT			
ITEM NO.	ITEM DESCRIPTION	UNIT	TOTAL ESTIMATED QUANTITY	UNIT COST	TOTAL COST	ESTIMATED QUANTITY	COST	ESTIMATED QUANTITY	COST	ESTIMATED QUANTITY	COST	ESTIMATED QUANTITY	COST	ESTIMATED QUANTITY	COST	ESTIMATED QUANTITY	COST	ESTIMATED QUANTITY	COST	ESTIMATED QUANTITY	COST	ESTIMATED QUANTITY	COST		
2011.610	UNDERGROUND UTILITY EXPLORATION	HOURL	15	\$ 500.00	\$ 7,500.00							7	\$ 3,500.00					8	\$ 4,000.00						
2021.501	MOBILIZATION	LUMP SUM	1	\$ 425,000.00	\$ 425,000.00	0.38	\$ 161,500.00	0.01	\$ 4,250.00	0.01	\$ 4,250.00	0.04	\$ 17,000.00	0.15	\$ 63,750.00	0.32	\$ 136,000.00	0.06	\$ 25,500.00	0.02	\$ 8,500.00	0.01	\$ 4,250.00		
2101.505	CLEARING	ACRE	0.48	\$ 10,000.00	\$ 4,800.00	0.43	\$ 4,300.00									0.05	\$ 500.00								
2101.505	GRUBBING	ACRE	0.48	\$ 10,000.00	\$ 4,800.00	0.43	\$ 4,300.00									0.05	\$ 500.00								
2101.610	TREE TRIMMING	HOURL	4	\$ 200.00	\$ 800.00	4	\$ 800.00																		
2102.503	PAVEMENT MARKING REMOVAL	LIN FT	200	\$ 1.50	\$ 300.00											200	\$ 300.00								
2102.518	PAVEMENT MARKING REMOVAL	SQ FT	150	\$ 5.00	\$ 750.00											150	\$ 750.00								
2104.502	REMOVE MANHOLE OR CATCH BASIN	EACH	2	\$ 600.00	\$ 1,200.00													2	\$ 1,200.00						
2104.502	REMOVE GATE VALVE & BOX	EACH	10	\$ 400.00	\$ 4,000.00							1	\$ 400.00					9	\$ 3,600.00						
2104.502	REMOVE HYDRANT	EACH	1	\$ 1,000.00	\$ 1,000.00													1	\$ 1,000.00						
2104.502	REMOVE SIGN	EACH	101	\$ 30.00	\$ 3,030.00	57	\$ 1,710.00									44	\$ 1,320.00								
2104.502	SALVAGE SIGN	EACH	4	\$ 30.00	\$ 120.00	2	\$ 60.00									1	\$ 30.00								
2104.502	REMOVE TRASH GUARD	EACH	1	\$ 200.00	\$ 200.00																				
2104.503	SAWING CONCRETE PAVEMENT (FULL DEPTH)	LIN FT	40	\$ 7.00	\$ 280.00	40	\$ 280.00													1	\$ 200.00				
2104.503	SAWING BIT PAVEMENT (FULL DEPTH)	LIN FT	3092	\$ 3.00	\$ 9,276.00	2090	\$ 6,270.00									802	\$ 2,406.00					200	\$ 600.00		
2104.503	REMOVE WATER MAIN	LIN FT	289	\$ 25.00	\$ 7,225.00			72	\$ 1,800.00									217	\$ 5,425.00						
2104.503	REMOVE SEWER PIPE (STORM)	LIN FT	119	\$ 35.00	\$ 4,165.00							11	\$ 385.00					108	\$ 3,780.00						
2104.503	REMOVE CURB & GUTTER	LIN FT	4310	\$ 4.00	\$ 17,240.00	1450	\$ 5,800.00									2820	\$ 11,280.00					40	\$ 160.00		
2104.503	REMOVE GUARDRAIL	LIN FT	870	\$ 11.00	\$ 9,570.00											870	\$ 9,570.00								
2104.503	SALVAGE FENCE	LIN FT	120	\$ 20.00	\$ 2,400.00	120	\$ 2,400.00																		
2104.504	REMOVE CONCRETE WALK	SQ YD	460	\$ 8.00	\$ 3,680.00	400	\$ 3,200.00									60	\$ 480.00								
2104.504	REMOVE CONCRETE DRIVEWAY PAVEMENT	SQ YD	130	\$ 15.00	\$ 1,950.00											130	\$ 1,950.00								
2104.504	REMOVE BITUMINOUS DRIVEWAY PAVEMENT	SQ YD	225	\$ 7.00	\$ 1,575.00											225	\$ 1,575.00								
2104.504	REMOVE BITUMINOUS PAVEMENT	SQ YD	950	\$ 12.00	\$ 11,400.00	450	\$ 5,400.00									500	\$ 6,000.00								
2104.518	REMOVE BITUMINOUS WALK	SQ FT	77300	\$ 0.50	\$ 38,650.00	73000	\$ 36,500.00									4000	\$ 2,000.00					300	\$ 150.00		
2104.518	REMOVE CONCRETE APPROACH PANEL	SQ FT	4880	\$ 8.00	\$ 39,040.00											4880	\$ 39,040.00								
2104.601	REMOVE REGULATED WASTE MATERIAL (BRIDGE)	LUMP SUM	1	\$ 5,500.00	\$ 5,500.00											1	\$ 5,500.00								
2104.601	REGULATED WASTE EVALUATION	LUMP SUM	1	\$ 5,000.00	\$ 5,000.00																				
2104.602	REMOVE CASTING AND CASTING ASSEMBLY	EACH	16	\$ 700.00	\$ 11,200.00							1	\$ 700.00					15	\$ 10,500.00						
2104.603	ABANDON WATER MAIN	LIN FT	330	\$ 20.00	\$ 6,600.00			330	\$ 6,600.00																
2106.507	EXCAVATION - COMMON	CU YD	5300	\$ 40.00	\$ 212,000.00											4600	\$ 184,000.00					480	\$ 19,200.00		
2106.507	EXCAVATION - SUBGRADE	CU YD	150	\$ 25.00	\$ 3,750.00											150	\$ 3,750.00								
2106.507	SELECT GRANULAR EMBANKMENT (CV)	CU YD	680	\$ 30.00	\$ 20,400.00															480	\$ 14,400.00	200	\$ 6,000.00		
2106.507	COMMON EMBANKMENT (CV)	CU YD	10	\$ 20.00	\$ 200.00																	10	\$ 200.00		
2106.601	DEWATERING	LUMP SUM	1	\$ 35,000.00	\$ 35,000.00											1	\$ 35,000.00								
2106.609	CRUSHED ROCK	TON	10	\$ 500.00	\$ 5,000.00											10	\$ 5,000.00								
2123.610	STREET SWEEPER (WITH PICKUP BROOM)	HOURL	100	\$ 200.00	\$ 20,000.00	50	\$ 10,000.00									50	\$ 10,000.00								
2130.523	WATER	M GALLON	300	\$ 40.00	\$ 12,000.00	150	\$ 6,000.00									150	\$ 6,000.00								
2211.507	AGGREGATE BASE (CV) CLASS 5	CU YD	1287	\$ 35.00	\$ 45,045.00	727	\$ 25,445.00							40	\$ 1,400.00	490	\$ 17,150.00						30	\$ 1,050.00	
2215.504	FULL DEPTH RECLAMATION	SQ YD	27825	\$ 3.00	\$ 83,475.00	27825	\$ 83,475.00																		
2232.504	MILL BITUMINOUS SURFACE (2.5")	SQ YD	33750	\$ 2.00	\$ 67,500.00	33750	\$ 67,500.00																		
2301.504	CONCRETE PAVEMENT 9.0"	SQ YD	350	\$ 125.00	\$ 43,750.00	350	\$ 43,750.00																		
2301.602	DRILL & GROUT DOWEL BAR (EPOXY COATED)	EACH	430	\$ 15.00	\$ 6,450.00	355	\$ 5,325.00									75	\$ 1,125.00								
2360.504	TYPE SP 12.5 WEARING COURSE MIX (3.C)	SQ YD	30	\$ 150.00	\$ 4,500.00																	30	\$ 4,500.00		
2360.509	TYPE SP 9.5 WEARING COURSE MIX (2.B)	TON	35	\$ 150.00	\$ 5,250.00											35	\$ 5,250.00								

Appendix E: Preliminary Assessment Roll & Maps





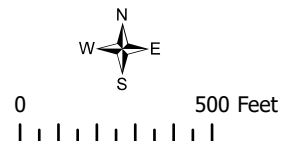
Peony Lane and 10th Avenue Area Rehabilitation Project
City Project #ST269005 - 10th Avenue Area
Assessment Map

Project Area

Assessed Parcels

Other, Direct Access Via Private Driveway (Street FDR, spot utility repair/replacement)

Other, Indirect Access Via Private Driveway (Street FDR, spot utility repair/replacement)





Preliminary Assessment Roll

Peony Lane and 10th Avenue Area Rehabilitation
City Project No. ST269005

PID	PROPERTY OWNER 1	PROPERTY OWNER 2	PROPERTY ADDRESS	PROPERTY CITY, STATE, ZIP	TAXPAYER ADDRESS	TAXPAYER CITY, STATE, ZIP
07-118-22-13-0003	INDEPENDENT SCHOOL DIST #284		4955 PEONY LA N	PLYMOUTH MN 55446	210 CO RD 101 N	PLYMOUTH MN 55447
07-118-22-24-0002	CITY OF PLYMOUTH		4905 PEONY LA N	PLYMOUTH MN 55446	3400 PLYMOUTH BLVD	PLYMOUTH MN 55447
18-118-22-12-0010	SUMIT DHAWAN & JUAN URIBE		4435 PEONY LA N	PLYMOUTH MN 55446	3315 W 45TH ST	MINNEAPOLIS MN 55410
18-118-22-12-0020	SDR REALTY LLC		4335 PEONY LA N	PLYMOUTH MN 55446	6252 EDGEMONT BLVD	BROOKLYN PARK MN 55428
18-118-22-12-0021	NEW HORIZN R/E DEVELPMNT LLP		4345 PEONY LA N	PLYMOUTH MN 55446	3405 ANNAPOLIS LA STE 100	PLMOUTH MN 55447
18-118-22-12-0022	VJD PEONY TIC LLC		4325 PEONY LA N	PLYMOUTH MN 55446	5201 EDEN AVENUE STE 370	EDINA MN 55436
18-118-22-12-0023	VJD PEONY TIC LLC		4315 PEONY LA N	PLYMOUTH MN 55446	5201 EDEN AVENUE STE 370	EDINA MN 55436
18-118-22-12-0024	VJD PEONY TIC LLC		4305 PEONY LA N	PLYMOUTH MN 55446	5201 EDEN AVENUE STE 370	EDINA MN 55436
25-118-22-43-0039	SOUTH SHORE LLC	10850 OLD CO RD 15	9905 13TH AVE N	PLYMOUTH MN 55441	STE 200	PLYMOUTH MN 55441
25-118-22-43-0040	SOUTH SHORE LLC		9835 13TH AVE N	PLYMOUTH MN 55441	10850 OLD CO RD 15 #200	PLYMOUTH MN 55441
25-118-22-44-0003	HERITAGE JABEZ XV LLC	ATTN CARL JOHNSON	9700 13TH AVE N	PLYMOUTH MN 55441	14235 42ND AVE NE	ST MICHAEL MN 55376
36-118-22-11-0007	BANNER ENGINEERING CORP		1005 STATE HWY NO 169	PLYMOUTH MN 55441	9714 10TH AVE N	MINNEAPOLIS MN 55441
36-118-22-11-0029	AREC 24 LLC	TAX DEPARTMENT	1225 STATE HWY NO 169	PLYMOUTH MN 55441	P O BOX 21517	PHOENIX AZ 85036
36-118-22-11-0031	BANNER ENGINEERING CORP	ATTN: JASON PITTS	1200 NATHAN LA N	PLYMOUTH MN 55441	9714 10TH AVE N	PLYMOUTH MN 55441
36-118-22-12-0010	1205 NATHAN LANE LLC		1205 NATHAN LA N	PLYMOUTH MN 55441	PO BOX 130850	ROSEVILLE MN 55113
36-118-22-12-0012	CORE-MARK INT'L MPLS DIV	ATTN: HELEN HAYES	1035 NATHAN LA N	PLYMOUTH MN 55441	1500 SOLANO BLVD	WESTLAKE TX 76262
36-118-22-12-0013	1125 LLP		0 1125 NATHAN LA N	PLYMOUTH MN 55441	14185 47TH AVE N	PLYMOUTH MN 55446
36-118-22-13-0008	PLYMOUTH LLC		9905 10TH AVE N	PLYMOUTH MN 55441	1309 COFFEEN AVE #1200	SHERIDAN WY 82801
36-118-22-13-0012	NICOLA MSP III LP		975 NATHAN LA N	PLYMOUTH MN 55441	1600 UTICA AVE S STE 300	ST LOUIS PARK MN 55416
36-118-22-14-0025	E & O ENTERPRISES LLC		825 STATE HWY NO 169	PLYMOUTH MN 55441	825 STATE HWY NO 169	PLYMOUTH MN 55441
36-118-22-14-0026	BANNER ENGINEERING CORP		945 STATE HWY NO 169	PLYMOUTH MN 55441	945 STATE HWY NO 169	PLYMOUTH MN 55441
36-118-22-14-0027	RICHARD L LINDSTROM	9621 TENTH AVENUE N	9621 10TH AVE N	PLYMOUTH MN 55441	PLYMOUTH	MN 55441
36-118-22-14-0028	BRECK SCHOOL		9707 10TH AVE N	PLYMOUTH MN 55441	123 OTTAWA AVE N	MINNEAPOLIS MN 55422
36-118-22-14-0029	BRECK SCHOOL		9715 10TH AVE N	PLYMOUTH MN 55441	123 OTTAWA AVE N	MINNEAPOLIS MN 55422
36-118-22-14-0030	BIG RIVER PLYMOUTH LLC	RYAN P MALLERY	9805 10TH AVE N	PLYMOUTH MN 55441	5353 WAYZATA BLVD #502	MINNEAPOLIS MN 55416
36-118-22-14-0031	BIG RIVER PLYMOUTH LLC	RYAN P MALLERY	9811 10TH AVE N	PLYMOUTH MN 55441	5353 WAYZATA BLVD#502	MINNEPOLIS MN 55416
36-118-22-14-0032	BIG RIVER PLYMOUTH LLC	RYAN P MALLERY	9817 10TH AVE N	PLYMOUTH MN 55441	5353 WAYZATA BLVD #502	MINNEAPOLIS MN 55416
36-118-22-21-0068	NCSQUARED LLC		10300 10TH AVE N	PLYMOUTH MN 55441	13 KAISER AVE	MEDICINE LAKE MN 55441

Appendix F: Geotechnical Reports

Revised Geotechnical Evaluation Report

Peony Lane Street Improvements

Peony Lane North from TH 55 to north of 51st Avenue North
Plymouth, Minnesota

Prepared for

Kimley-Horn and Associates, Inc.

Professional 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.

Kevin S. Zalec

Kevin S. Zalec, PE
Senior Manager, Senior Engineer
License Number: 47909
March 2, 2026



Braun Intertec Corporation

Project B2505379

March 2, 2026

Project B2505379

Kyle Imholte, PE
Kimley-Horn and Associates, Inc.
11995 Singletree Lane, Suite 225
Eden Prairie, MN 55344

Re: Revised Geotechnical Evaluation
Peony Lane Street Improvements
Peony Lane North from TH 55 to north of 51st Avenue North
Plymouth, Minnesota

Dear Mr. Imholte:

We are pleased to present this geotechnical evaluation report for the Peony Lane Street Improvements Project located in Plymouth, Minnesota.

Thank you for making Braun Intertec Corporation (Braun Intertec) your geotechnical consultant for this project. If you have questions about this report, or if there are other services that we can provide in support of our work to date, please contact Jesse Hill-Male at 763.248.0148 (jhill-male@braunintertec.com).

Sincerely,
Braun Intertec Corporation



Jesse O. Hill-Male, EIT
Staff Engineer



Kevin S. Zalec, PE
Senior Manager, Senior Engineer

c: Chadd B. Larson, Kimley-Horn and Associates, Inc.



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Appendix

- Soil Boring Location Sketch
- Log of Boring Sheets ST-1 to ST-6
- GPR Test Results
- Photographic Pavement Core Log
- Descriptive Terminology of Soil

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1.0 Introduction

1.1 Project Description

This geotechnical evaluation report addresses the proposed design and rehabilitation of Peony Lane North from Trunk Highway (TH) 55 to north of 51st Avenue North located in Plymouth, Minnesota. We understand that the project team is considering mill-and-overlay as the proposed rehabilitation method for Peony Lane North within the referenced project area, and Table 1-1 provides further project information.

Table 1-1. Site Aspects and Grading Description

Aspect	Description	Source
Pavement type	Bituminous	Assumed based on existing pavements
Pavement loads	Peony Lane North from HWY-55 to Old Rockford Road: 1,732,000 ESALs* Peony Lane North from Old Rockford Road to north of 51st Avenue North: 916,000 ESALs*	Peony Lane North: Estimated from the MnDOT Traffic Data and using the MnDOT State Aid ESAL Forecast Calculator assuming the Urban pavement loading default
Grade changes	≤ 1-foot	Assumed
Proposed rehabilitation method	Mill-and-overlay	Kimley-Horn and Associates, Inc. Email Correspondence

*Equivalent 18,000-lb single axle loads based on 20-year design.

The figure below shows an illustration of the proposed site layout.

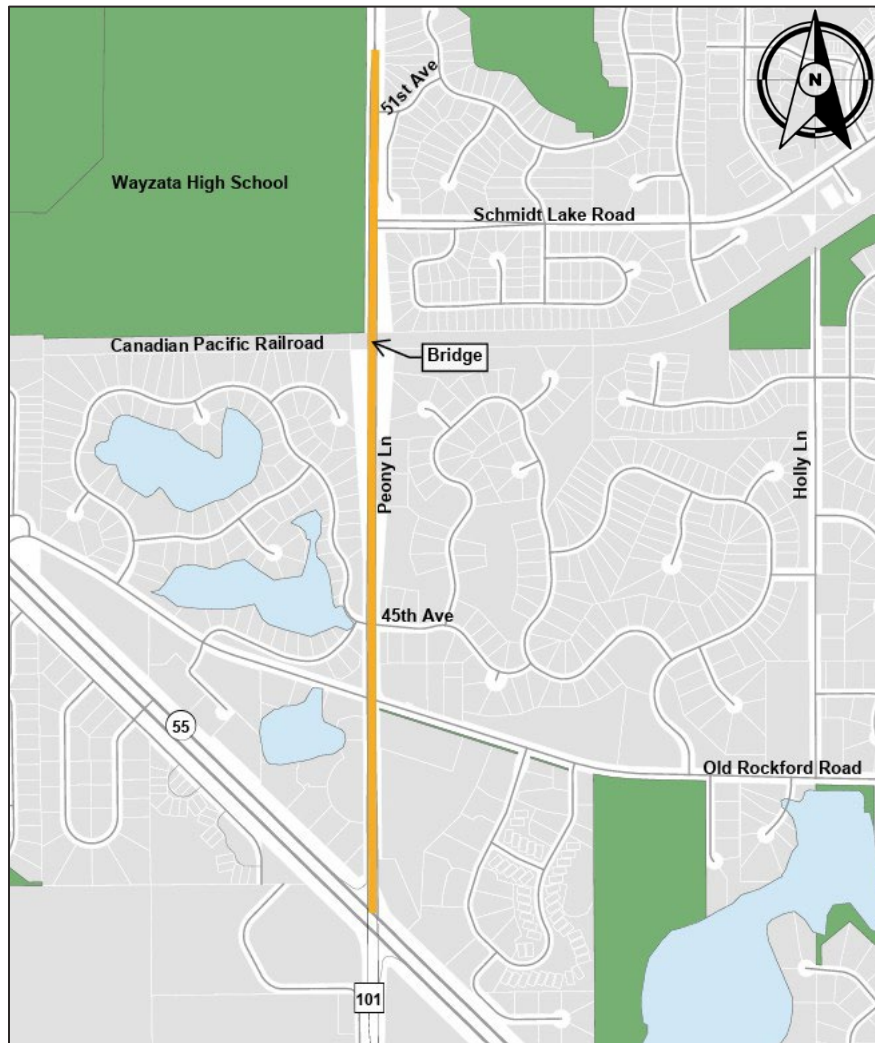


Figure 1-1. Site Layout

Figure provided by Kimley-Horn and Associates, Inc., undated.

1.2 Site Conditions and History

The existing street consists of bituminous-surfaced urban sections with curb and gutter. The roadway primarily serves residential neighborhoods throughout the project area as well as access to the Wayzata High School.

Current grades range from 994.4 feet at Boring ST-6 to 1,042.5 feet at Boring ST-4. Generally, the site is downward sloping, from north to south from the Canadian Pacific Railroad Bridge to TH 55 and then downward sloping from south to north from north of the Canadian Pacific Railroad Bridge to the northern limits of the project area.



1.3 Purpose

The purpose of our geotechnical evaluation will be to characterize subsurface geologic conditions at selected exploration locations, evaluate their impact on the project, and provide geotechnical recommendations for the design and rehabilitation of Peony Lane North at the referenced project site.

1.4 Background Information and Reference Documents

We reviewed the following information:

- Plate 3, Surficial Geology, from the Hennepin County Geologic Atlas prepared by the Minnesota Geological Survey, dated 2018.
- Peony Lane and 10th Avenue Area Rehabilitation Project Location Maps, provided by Kimley-Horn and Associates, Inc. and undated.
- Communications with Kimley-Horn and Associates, Inc. regarding the proposed project.

We have described our understanding of the proposed construction and site to the extent others reported it to us. Depending on the extent of available information, we may have made assumptions based on our experience with similar projects. If we have not correctly recorded or interpreted the project details, the project team should notify us. New or changed information could require additional evaluation, analyses, and/or recommendations.

1.5 Scope of Services

We performed our scope of services for the project in accordance with our Proposal QTB212420 to Kimley-Horn and Associates, Inc., dated March 18, 2025, and authorized on July 23, 2025. The following list describes the geotechnical tasks completed in accordance with our authorized scope of services.

- Reviewing the background information and reference documents previously cited.
- Staking and clearing the exploration location of underground utilities. Braun Intertec selected and we staked the new exploration locations. We acquired the surface elevations and locations with GPS technology using the State of Minnesota's permanent GPS base station network. The Soil Boring Location Sketch included in the Appendix shows the approximate locations of the borings and pavement cores.
- Performing 6 standard penetration test (SPT) borings, denoted as ST-1 to ST-6, to depths of 6 feet below grade. Prior to advancing the borings, each location was cored and a shallow hand auger was performed to better determine the in-place pavement section thicknesses.



- Estimating pavement and aggregate base thickness data with an air-coupled Ground Penetrating Radar (GPR) unit.
- Performing laboratory testing on select samples to aid in soil classification and engineering analysis.
- Preparing this report containing a boring location sketch, logs of soil borings, a summary of the soils encountered, results of laboratory tests, pavement core results (including photos), GPR test results in graph form depicting pavement and aggregate base thickness with pavement core data included, and recommendations for mill-and-overlay rehabilitation including pavement section design.

Our scope of services did not include environmental services or testing and our geotechnical personnel performing this evaluation are not trained to provide environmental services or testing. We can provide environmental services or testing at your request.

2.0 Results

2.1 Geologic Overview

A review of Plate 3, Surficial Geology from the Hennepin County Geologic Atlas indicates the project area is generally underlain by loam to clay loam glacial till deposits that contain scattered pebbles and cobbles.

We based the geologic origins used in this report on the soil types, laboratory testing, and available common knowledge of the geological history of the site. Because of the complex depositional history, geologic origins can be difficult to ascertain. We did not perform a detailed investigation of the geologic history for the site.

2.2 Pavement Core Results

We performed pavement cores prior to drilling soil borings at the locations shown on the sketch attached to this report. Photographs, core condition notes, and measurements of the pavement cores are also provided in the Pavement Core Photo Log found in the Appendix.



A complete summary of average core measurements are provided in [Table 2-1](#). Many of the cores exhibited variable stripping, including debonding, plus some breakage due to cracks and other distresses.

Table 2-1. Core and Hand Auger Boring Pavement Thickness Summary

Core/Boring	Direction	Thickness* (inches)			Core Notes
		Bituminous (core)	Apparent Aggregate Base (hand auger)	Total	
ST-1	NB	7 1/2	12 1/4	19 3/4	Low severity stripping.
ST-2	SB	8 1/2	4	12 1/2	Minor degradation from 2 to 4 inches from the top of core, transverse crack along top of core penetrating 1 1/2 inches into the core.
ST-3	NB	13	18	31	Debonded at 6 1/2 inches from the top of core, bottom 7 1/2 inches highly degraded with high severity stripping.
ST-4	SB	8 1/2	12	20 1/2	Good condition, potentially 2 1/2 inches of cement stabilized aggregate base underlying the pavement.
ST-5	NB	9 1/2	11 1/2	21	Debonded and degraded at 2 inches from the top of core, low severity stripping.
ST-6	SB	8 1/2	12	20 1/2	Good condition.
Averages		9 1/4	11 1/2	20 3/4	---

*Pavement section thicknesses rounded to the nearest quarter-inch

We did not perform gradation analysis on the apparent aggregate base material encountered as part of the pavement section, in accordance with our scope of work. Therefore, we cannot conclusively determine if the encountered material satisfies a particular specification.

As noted in the table above, many of the pavement cores had variable severity stripping. When present, stripping represents deterioration of the asphalt/aggregate bond in bituminous pavement due to the presence of moisture. Stripping often begins at the bottom of the bituminous layer, where it may be in contact with saturated aggregate base material or soil and proceeds upward.

Low severity stripping is common in bituminous pavement over time. However, pavement cores that have experienced medium to severe degrees of stripping are typically not considered for rehabilitation such as mill-and-overlay damaged portions of the pavement are left in place. If an existing pavement is cracked or provides inadequate structural support, these defects will often reflect through even the best-constructed overlay and cause premature pavement failure in the form of cracks and deformations.



2.3 Ground Penetrating Radar (GPR) Results

GPR data was collected at a nominal 1-foot interval in both travel directions. Where “ground truth” data (pavement coring and hand auger borings) was performed within the right drive lanes, the interpreted layers from the GPR scan were compared directly to the measured thicknesses to validate the accuracy of the GPR analysis.

Based on our analysis using the RADAN software program, the average pavement layer thicknesses are provided in [Table 2-2](#). GPR data in graphical form can be found in the Appendix. We highly recommend referring to the graphical results to see how thicknesses vary along the roadway.

Table 2-2. GPR Results

Direction	Average Bituminous Thickness* (inches)	Average Apparent Aggregate Base Thickness* (inches)
NB Inside lane	8 1/2	6 3/4
NB Outside lane	8 1/4	7 1/4
SB Inside lane	8 1/2	7 1/4
SB Outside lane	8 1/4	7 1/2

*Bituminous and Apparent Aggregate Base thicknesses are rounded to the nearest quarter-inch

Within some of the GPR scans, a discernible layer of apparent aggregate base could not be detected. This can occur when underlying subbase materials are similar to the base materials, or when those materials have become intermixed over time.

2.4 Boring Results

[Table 2-3](#) provides a summary of the soil boring results, in the general order we encountered the strata. Please refer to the Log of Boring sheets in the Appendix for additional details. The Descriptive Terminology sheets in the Appendix include definitions of abbreviations used in the table below.

For simplicity, we define fill to mean existing, uncontrolled or undocumented fill.



Table 2-3. Subsurface Profile Summary

Strata	Soil Type -ASTM Classification	Range of N-Value(s)	Commentary and Details
Pavement Section	---	---	- Bituminous thicknesses ranged from about 7 1/2 to 13 inches. - Apparent aggregate base thicknesses ranged from about 4 to 18 inches. - Pavement section thicknesses ranged from 12 1/2 to 31 inches. - See Table 2-1 and 2-2 above for details.
Fill	SM, CL	6 to 26	- Encountered underlying the pavement section to the termination depth of the borings (6 feet below the existing surface) except Boring ST-6. - Boring ST-5 met auger refusal at about 5 3/4 feet below the existing surface. - Moisture condition generally moist above the water table and wet below the water table. - Intermixed SM and CL soil layers within Borings ST-3, ST-4, and ST-5. - Slightly organic CL encountered within Boring ST-1 from about 3 to 5 feet below the existing surface.
Glacial Till	CL	7	- Encountered in Boring ST-6 from 5 feet to the termination depth of the boring (6 feet). - N-Value indicates a medium consistency. - Generally light brown in color.

2.5 Groundwater

Table 2-4 summarizes the depths where we observed groundwater; the attached Log of Boring sheets in the Appendix also include this information and additional details.

Table 2-4. Groundwater Summary

Locations	Surface Elevation	Measured or Estimated Depth to Groundwater (ft)	Corresponding Groundwater Elevation (ft)
ST-2	1,014.0	4	1,010
ST-4	1,042.5	4	1,038 1/2

The water level of at the time of drilling was encountered at elevations ranging from 1,010 feet to 1,038 1/2 feet in Borings ST-2 and ST-4. In our opinion, the soil borings indicate a layered soil profile that likely represents a perched water condition. Project planning should expect seasonal and annual fluctuations of groundwater.



2.6 Laboratory Test Results

The boring logs show the results of the laboratory testing we performed, next to the tested sample depth. Tests were performed in general conformance with ASTM Standards. [Table 2-5](#) below presents the results of our laboratory tests.

Table 2-5. Laboratory Classification Test Results

Laboratory Test	Range of Results (%)	Comments
Moisture Content (MC) tests, % (per ASTM D2216)	8 to 35	---
Organic Content (OC) tests, % (per ASTM D2974)	1.6 to 2	Soils tested classified as non-organic to slightly organic
Percent of particles passing the #200 Sieve, % (per ASTM D1140)	50 to 53	CL

3.0 Recommendations

3.1 Design and Construction Discussion

The recommendations provided herein are based on the information provided to us at the time of this report. Limited information was available at the time of this report, so we have made several assumptions that we note throughout the report. As the project progresses through final design and elements of the project are adjusted, we should revisit our recommendations.

References to the MnDOT Specification in this report are to MnDOT's Standard Specification for Construction, 2025 edition.

3.1.1 Rehabilitation Approaches

We understand that the City of Plymouth is considering rehabilitating Peony Lane North via a mill-and-overlay approach. Based on the observed bituminous conditions and thicknesses, it is our opinion that this approach is suitable for the project area as long as the minimum mill depth does not exceed 2 1/2 inches.

3.1.2 Reuse of Pavement Materials

From a geotechnical standpoint, milling the bituminous pavement material for reuse as recycled aggregate base or as a component to new pavements is acceptable, assuming the product meets the applicable project specifications, and these practices are acceptable to the City.



3.2 Mill-and-Overlay Approach

We recommend milling the pavement in accordance with MnDOT Specification 2232. Based on the thickness and condition of the pavement cores and the condition of the existing roadway, we recommend a minimum mill depth of 2 1/2 inches for Peony Lane North, within the project area. We recommend using a replacement mix meeting SPWEB330C.

Pavement depth can vary between coring locations and the contractor may need to adjust the mill depth to account for the unexpected conditions such as areas with thin pavement or debonded bituminous materials.

The surface condition prior to milling can indicate where deeper repairs to the milled surface may be necessary to improve the life of the overlay. This includes distresses such as severe longitudinal and transverse cracking, alligator/fatigue cracking of any severity, potholes, edge cracking, and similar failures. MnDOT defines these distresses in their surface rating procedure as follows:

- High-severity transverse cracking: Any crack running transverse to the centerline of the roadway with significant adjacent random cracking (12 inches or more apart), have large areas of spalling, missing material, and/or potholes.
- High-severity longitudinal cracking: Any crack running parallel to the centerline of the roadway with significant adjacent random cracking (12 inches or more apart), have large areas of spalling, missing material, and/or potholes.
- Alligator cracking: A series of interconnected cracks forming many-sided, sharp-angled pieces, 6 inches or less in size, typically located in the wheel paths and under concentrated traffic loads.

A mill-and-overlay will normally have a service life between 11 and 15 years. Over that time maintenance will be required, which may include crack seal, surface treatments, and patching.

We recommend full-depth milling or sawcutting and complete removal of pavements exhibiting high-severity distress conditions, recompaction of the exposed soils and replacement with the same thickness of existing bituminous materials used for the overlay.

Pavement milling should proceed as described in MnDOT Specification 2232. We recommend having an experienced engineer walk the milled surface to delineate areas where further repair may be warranted based on conditions exposed by the milling process.

All the mixes should meet the requirements outlined in MnDOT Specification 2360. We recommend tack coat meeting MnDOT Specification 2357 be placed between the lifts and along vertical faces where paving will match adjacent pavement. We recommend Gyratory tests on bituminous mixes to evaluate strength and air voids, and density tests to evaluate compaction.



4.0 Procedures

4.1 Pavement Cores

We obtained core samples of the pavement using a portable coring machine advancing a 4-inch diameter core barrel. We utilized a hand auger to determine the in-place apparent aggregate base thickness. Immediately after completing the coring and hand auger, we performed our SPT borings in the same hole. We measured the cores to obtain bituminous thickness and noted their material conditions based on visual observation. The Appendix includes images of the cores.

4.2 Penetration Test Borings

We drilled the penetration test borings with a truck-mounted core and auger drill equipped with hollow-stem auger. We performed the borings in general accordance with ASTM D6151 taking penetration test samples continuously in general accordance with ASTM D1586. The boring logs show the actual sample intervals and corresponding depths.

We repaired the bituminous pavement with a cold-mix bituminous patch.

4.3 Exploration Logs

4.3.1 Log of Boring Sheets

The Appendix includes Log of Boring sheets for our penetration test borings. The logs identify and describe the penetrated geologic materials and present the results of penetration resistance tests performed. The logs also present the results of laboratory tests performed on penetration test samples, and groundwater measurements.

We inferred strata boundaries from changes in the penetration test samples and the auger cuttings. The boundary depths likely vary away from the boring locations, and the boundaries themselves may occur as gradual rather than abrupt transitions.

4.3.2 Geologic Origins

We assigned geologic origins to the materials shown on the logs and referenced within this report, based on: (1) a review of the background information and reference documents cited above, (2) visual classification of the various geologic material samples retrieved during the course of our subsurface exploration, (3) penetration resistance and other testing performed for the project, (4) laboratory test results, and (5) available common knowledge of the geologic processes and environments that have impacted the site and surrounding area in the past .



4.4 Material Classification and Testing

4.4.1 Visual and Manual Classification

We visually and manually classified the geologic materials encountered based on ASTM D2488. When we performed laboratory classification tests, we used the results to classify the geologic materials in accordance with ASTM D2487. The [Appendix](#) includes a chart explaining the classification system we used.

4.4.2 Laboratory Testing

The exploration logs in the [Appendix](#) note the results of the laboratory tests performed on geologic material samples. We performed the tests in general accordance with ASTM procedures.

4.5 Groundwater Measurements

The drillers checked for groundwater while advancing the penetration test borings, and again after auger withdrawal. We then filled the boreholes or allowed them to remain open for an extended period of observation, as noted on the boring logs.

5.0 Qualifications

5.1 Variations in Subsurface Conditions

5.1.1 Material Strata

We developed our evaluation, analyses, and recommendations from a limited amount of site and subsurface information. It is not standard engineering practice to retrieve material samples from exploration locations continuously with depth. Therefore, we must infer strata boundaries and thicknesses to some extent. Strata boundaries may also be gradual transitions, and project planning should expect the strata to vary in depth, elevation, and thickness, away from the exploration locations.

Variations in subsurface conditions present between exploration locations may not be revealed until performing additional exploration work or starting construction. If future activity for this project reveals any such variations, you should notify us so that we may reevaluate our recommendations. Such variations could increase construction costs, and we recommend including a contingency to accommodate them.

5.1.2 Groundwater Levels

We made groundwater measurements under the conditions reported herein and shown on the exploration logs and interpreted in the text of this report. Note that the observation periods were relatively short, and project planning can expect groundwater levels to fluctuate in response to rainfall, flooding, irrigation, seasonal freezing and thawing, surface drainage modifications and other seasonal and annual factors.



5.2 Continuity of Professional Responsibility

5.2.1 Plan Review

We based this report on a limited amount of information, and we made a number of assumptions to help us develop our recommendations. We should be retained to review the geotechnical aspects of the designs and specifications. This review will allow us to evaluate whether we anticipated the design correctly, if any design changes affect the validity of our recommendations, and if the design and specifications correctly interpret and implement our recommendations.

5.2.2 Construction Observations and Testing

We recommend retaining us to perform the required observations and testing during construction as part of the ongoing geotechnical evaluation. This will allow us to correlate the subsurface conditions exposed during construction with those encountered by the borings and provide professional continuity from the design phase to the construction phase. If we do not perform observations and testing during construction, it becomes the responsibility of others to validate the assumption made during the preparation of this report and to accept the construction-related geotechnical engineer-of-record responsibilities.

5.3 Use of Report

This report is for the exclusive use of the addressed parties. Without written approval, we assume no responsibility to other parties regarding this report. Our evaluation, analyses and recommendations may not be appropriate for other parties or projects.

5.4 Standard of Care

In performing its services, Braun Intertec used that degree of care and skill ordinarily exercised under similar circumstances by reputable members of its profession currently practicing in the same locality. No warranty, express or implied, is made.

Appendix

Soil Boring Location Sketch

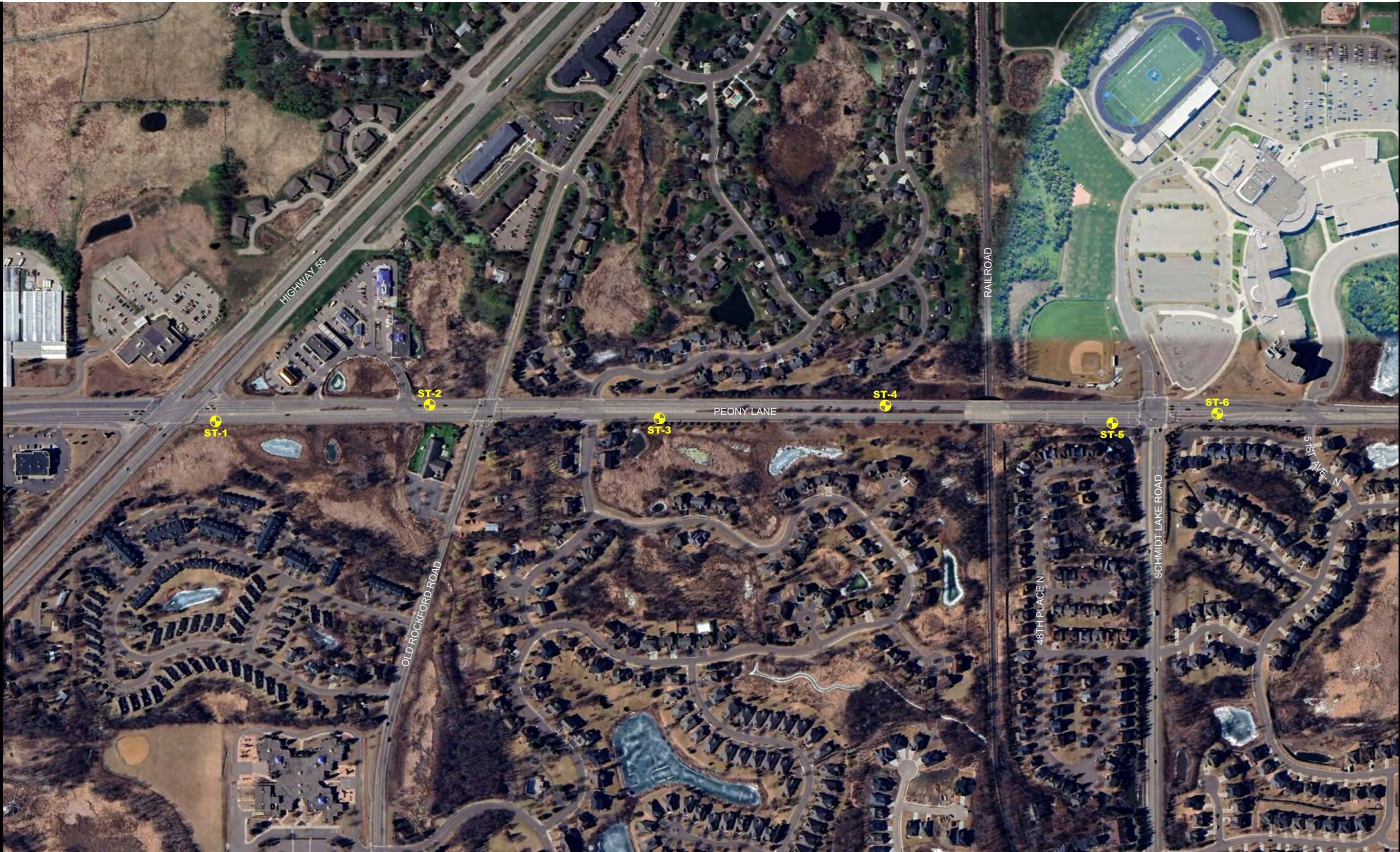
Log of Boring Sheets ST-1 to ST-6

GPR Test Results

Photographic Pavement Core Log

Descriptive Terminology of Soil

F:\2025\B2505379\CAD\B2505379.dwg, Geotech, 7/1/2025 2:10:14 PM



 **DENOTES APPROXIMATE LOCATION OF
STANDARD PENETRATION TEST BORING**



200' 0 400'
SCALE: 1"= 400'

Drawing Information

Project No:
B2505379

Drawing No:
B2505379

Drawn By: JAG
Date Drawn: 6/16/25
Checked By: JHM
Last Modified: 7/11/25

Project Information

Peony Lane Street
Improvements Project

Peony Lane N. from
Highway 55 to North
of 51st Avenue N.

Plymouth, Minnesota

**Soil Boring
Location Sketch**

See Descriptive Terminology sheet for explanation of abbreviations

[illegible]

Project Number B2505379 Geotechnical Evaluation City of Plymouth - Peony Lane Improvements Peony Lane North and 51st Avenue North Plymouth, Minnesota					BORING: ST-2				
					LOCATION: Captured with RTK GPS.				
					DATUM: NAD 1983 HARN Adj MN Hennepin (US Feet)				
					NORTHING: 188969.3	EASTING: 467890.9			
DRILLER: D. Michalski		LOGGED BY: J. Hill-Male		START DATE: 06/26/25		END DATE: 06/26/25			
SURFACE ELEVATION: 1014.0 ft		RIG: 7516B		METHOD: 3 1/4" HSA		SURFACING: Bituminous		WEATHER: Light Rain	
Elev./ Depth ft	Water Level	Description of Materials (Soil-ASTM D2488 or 2487; Rock-USACE EM 1110-1-2908)	Sample	Blows (N-Value) Recovery	q _p tsf	MC %	Tests or Remarks		
1013.0		PAVEMENT, 8.5 inches of bituminous over 4 inches of apparent aggregate base	18-19-19-17 (38) 18"						
1.0		FILL: SILTY SAND (SM), fine to medium-grained, trace Gravel, brown, moist	9-7-12-8 (19) 4"						
		wet at 4 feet	5-5-5-5 (10) 2"						
1008.0		END OF BORING	5				Water observed at 4.0 feet while drilling.		
6.0		Boring then backfilled with auger cuttings	10				Water not observed immediately after withdrawal of auger.		
			15						
			20						
			25						
			30						

See Descriptive Terminology sheet for explanation of abbreviations

[illegible]

See Descriptive Terminology sheet for explanation of abbreviations

[illegible]

Project Number B2505379 Geotechnical Evaluation City of Plymouth - Peony Lane Improvements Peony Lane North and 51st Avenue North Plymouth, Minnesota					BORING: ST-5				
					LOCATION: Captured with RTK GPS.				
					DATUM: NAD 1983 HARN Adj MN Hennepin (US Feet)				
					NORTHING: 191874.6	EASTING: 467968.8			
DRILLER: D. Michalski		LOGGED BY: J. Hill-Male		START DATE: 06/26/25		END DATE: 06/26/25			
SURFACE ELEVATION: 1009.3 ft		RIG: 7516B		METHOD: 3 1/4" HSA		SURFACING: Bituminous		WEATHER: Light Rain	

Elev./ Depth ft	Water Level	Description of Materials (Soil-ASTM D2488 or 2487; Rock-USACE EM 1110-1-2908)	Sample	Blows (N-Value) Recovery	q _p tsf	MC %	Tests or Remarks
1007.5		PAVEMENT, 9.5 inches of bituminous over 11.5 inches of apparent aggregate base		12-9-8-8 (17) 14"			Auger met refusal at 5.8 feet Water not observed while drilling.
1.8		FILL: SILTY SAND (SM), fine to medium-grained, trace Gravel, brown, moist		3-5-8-7 (13) 24"		12	
1006.3		FILL: SANDY LEAN CLAY (CL), with Silty Sand seams, trace Gravel,, brown, moist		9-12-14-50/4 "		13	
3.0		FILL: SILTY SAND (SM), fine to medium-grained, little to with Clay seams, brown, moist		(26) 24"			
1005.3		FILL: SANDY LEAN CLAY (CL), trace Gravel, brown, moist					
4.0			5				
1003.8							
5.5							
1003.5							
5.8		END OF BORING					
		Boring then backfilled with auger cuttings					
			10				
			15				
			20				
			25				
			30				

Project Number B2505379 Geotechnical Evaluation City of Plymouth - Peony Lane Improvements Peony Lane North and 51st Avenue North Plymouth, Minnesota					BORING: ST-6				
					LOCATION: Captured with RTK GPS.				
					DATUM: NAD 1983 HARN Adj MN Hennepin (US Feet)				
					NORTHING: 192321.1	EASTING: 467927.6			
DRILLER: D. Michalski		LOGGED BY: J. Hill-Male		START DATE: 06/26/25		END DATE: 06/26/25			
SURFACE ELEVATION: 994.4 ft		RIG: 7516B		METHOD: 3 1/4" HSA		SURFACING: Bituminous		WEATHER: Light Rain	
Elev./ Depth ft	Water Level	Description of Materials (Soil-ASTM D2488 or 2487; Rock-USACE EM 1110-1-2908)	Sample	Blows (N-Value) Recovery	q _p tsf	MC %	Tests or Remarks		
992.7		PAVEMENT, 8.5 inches of bituminous over 12 inches of apparent aggregate base		12-13-13-8 (26) 14"			Water not observed while drilling.		
1.7		FILL: LEAN CLAY (CL), trace Gravel, light brown, moist		6-3-3-6 (6) 14"		35			
989.4		SILTY SAND layers at 4 feet		3-3-4-6 (7) 24"		21			
5.0		SANDY LEAN CLAY (CL), trace Gravel, light brown, moist, medium (GLACIAL TILL)	5						
988.4		END OF BORING							
6.0		Boring then backfilled with auger cuttings							
			10						
			15						
			20						
			25						
			30						

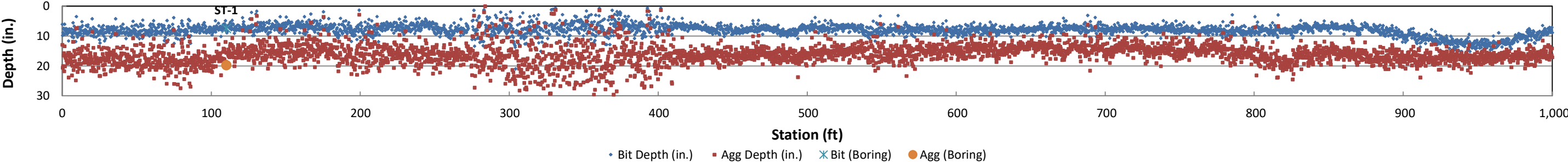
GPR Results - Peony Lane from Highway 55 to north of 51st Avenue (Outside Lanes)

Location	City of Plymouth Peony Lane
Project No.	B2505379
Roadway	Peony Lane
From	Highway 55
To	North of 51st Avenue

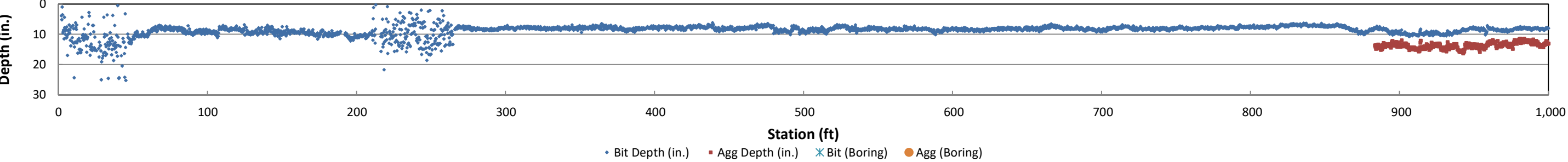
Note: stations are positive in the NB or EB direction; SB or WB scans have been reversed



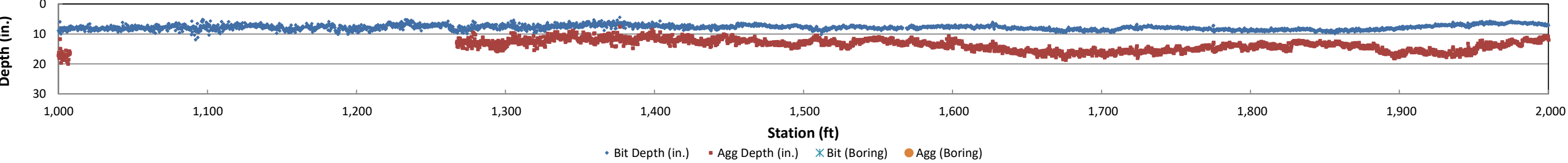
Peony Lane NB Outside Lane



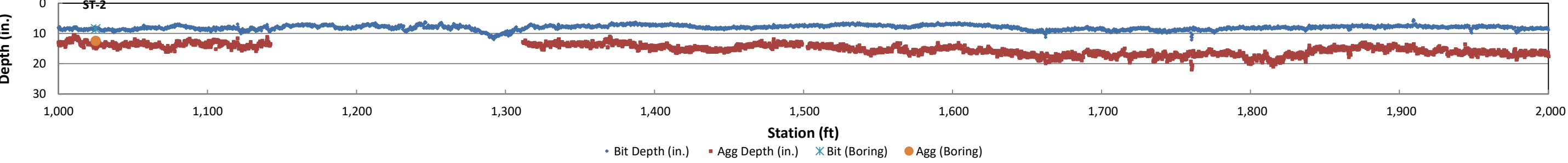
Peony Lane SB Outside Lane



Peony Lane NB Outside Lane



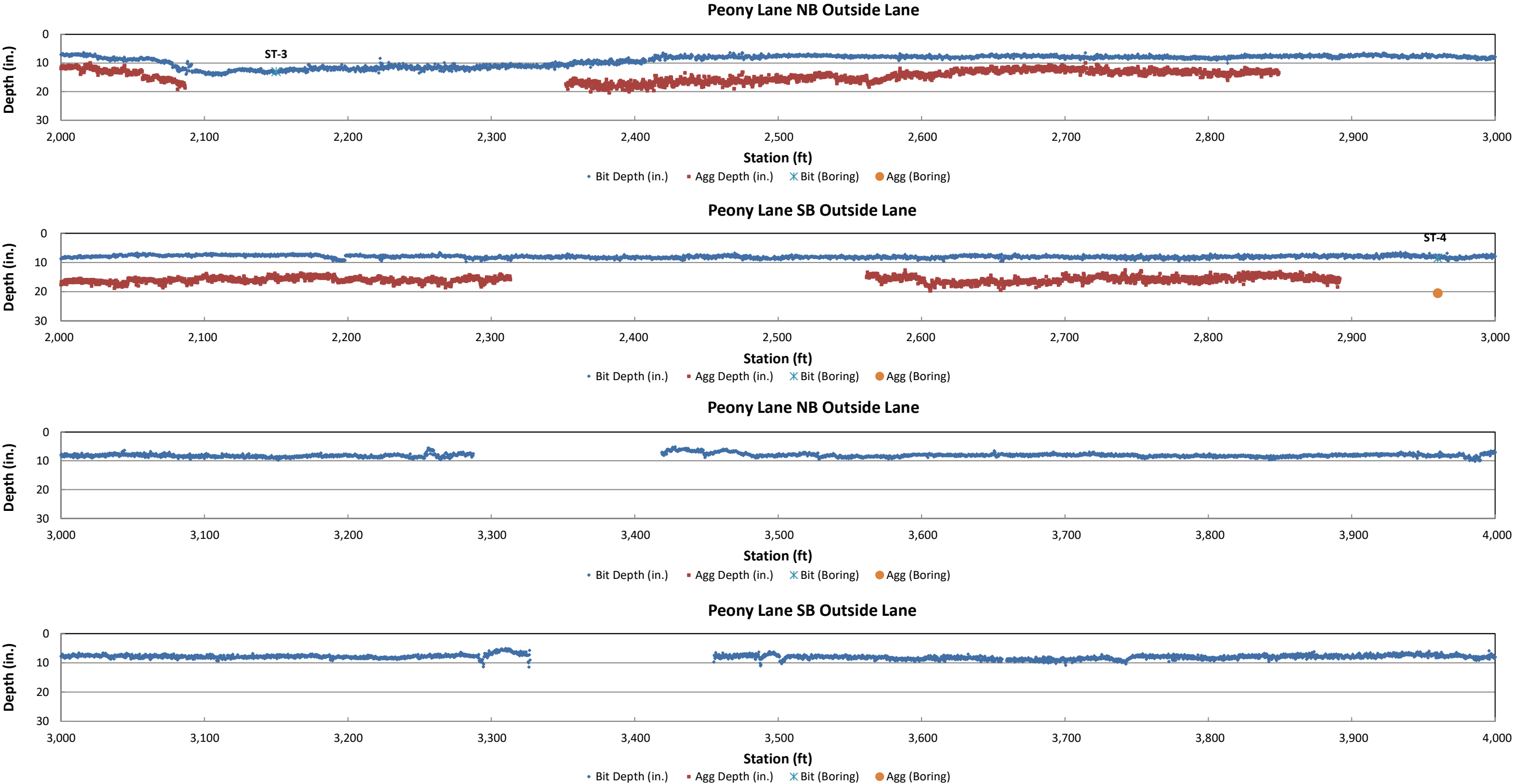
Peony Lane SB Outside Lane



GPR Results - Peony Lane from Highway 55 to north of 51st Avenue (Outside Lanes)

Location	City of Plymouth Peony Lane
Project No.	B2505379
Roadway	Peony Lane
From	Highway 55
To	North of 51st Avenue

Note: stations are positive in the NB or EB direction; SB or WB scans have been reversed

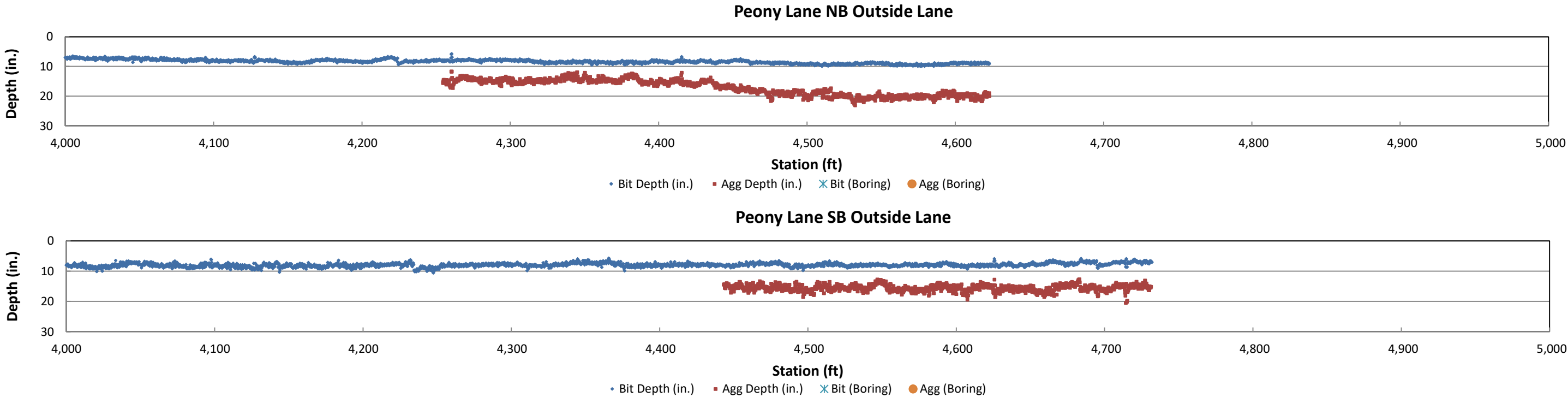


Location
Project No.
Roadway
From
To

City of Plymouth Peony Lane
B2505379
Peony Lane
Highway 55
North of 51st Avenue

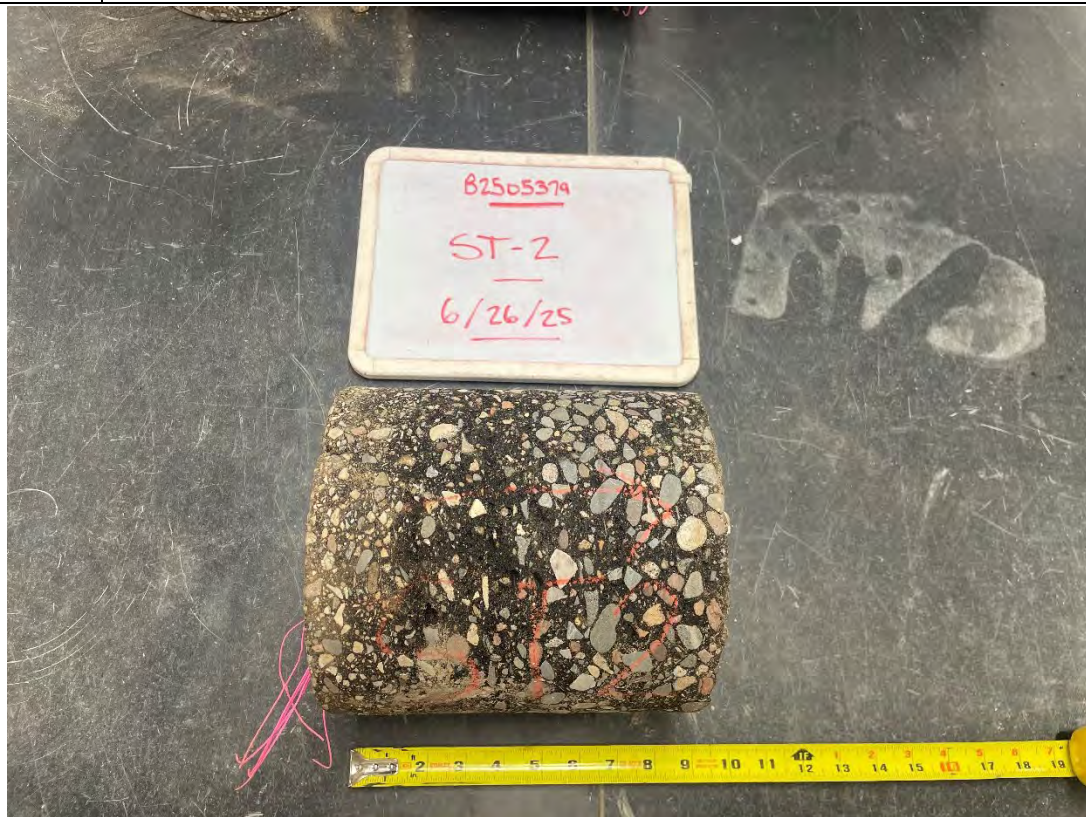
Note: stations are positive in the NB or EB direction; SB or WB scans have been reversed

GPR Results - Peony Lane from Highway 55 to north of 51st Avenue (Outside Lanes)





Core #:	ST-1	Project: B2505379 
Pavement thickness:	Bituminous: 7 1/2 inches, Apparent Aggregate Base: 12 1/4 inches	
Location:	Peony Lane North (NB)	
Date:	June 26, 2025	
Notes:	Low severity stripping.	



Core #:	ST-2	Project: B2505379 
Pavement thickness	Bituminous: 8 1/2 inches, Apparent Aggregate Base: 4 inches	
Location:	Peony Lane North (SB)	
Date:	June 26, 2025	
Notes:	Minor degradation from 2-4 inches from the top of core, transverse crack along top of core, penetrating 1 1/2 inches into the core.	



Core #:	ST-3	Project: B2505379 
Pavement thickness:	Bituminous: 13 inches, Apparent Aggregate Base: 18 inches	
Location:	Peony Lane North (NB)	
Date:	June 26, 2025	
Notes:	Debonded at 6 1/2 inches from the top of core, bottom 7 1/2 inches highly degraded with high severity stripping.	



Core #:	ST-4	Project: B2505379 
Pavement thickness	Bituminous: 8 1/2 inches, Apparent Aggregate Base: 12 inches	
Location:	Peony Lane North (SB)	
Date:	June 26, 2025	
Notes:	Good condition, potentially 2 1/2 inches of cement stabilized aggregate base underlying the pavement.	



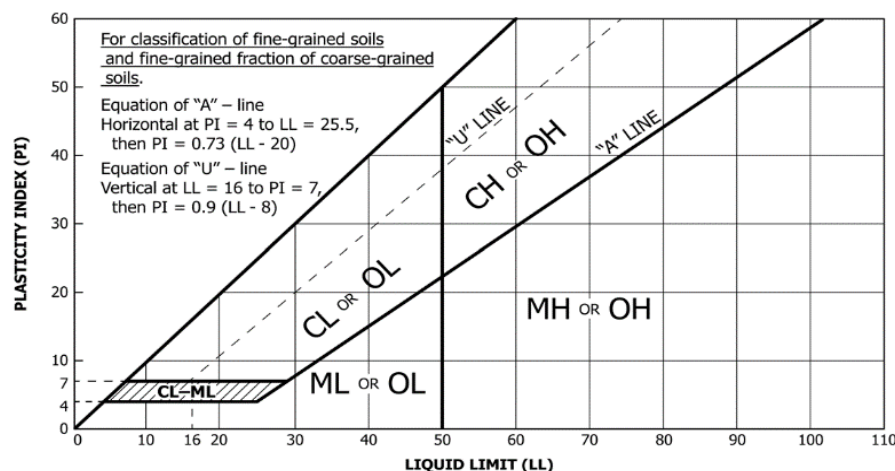
Core #:	ST-5	Project: B2505379 
Pavement thickness:	Bituminous: 9 1/2 inches, Apparent Aggregate Base: 11 1/2 inches	
Location:	Peony Lane North (NB)	
Date:	June 26, 2025	
Notes:	Debonded and degraded at 2 inches from the top of core, low severity stripping.	



Core #:	ST-6	Project: B2505379 BRAUN INTERTEC
Pavement thickness	Bituminous: 8 1/2 inches, Apparent Aggregate Base: 12 inches	
Location:	Peony Lane North (SB)	
Date:	June 26, 2025	
Notes:	Good condition.	

Criteria for Assigning Group Symbols and Group Names Using Laboratory Tests ^A				Soil Classification	
				Group Symbol	Group Name ^B
Coarse-grained Soils (more than 50% retained on No. 200 sieve)	Gravels (More than 50% of coarse fraction retained on No. 4 sieve)	Clean Gravels (Less than 5% fines ^C)	$C_u \geq 4$ and $1 \leq C_c \leq 3^D$	GW	Well-graded gravel ^E
			$C_u < 4$ and/or ($C_c < 1$ or $C_c > 3$) ^D	GP	Poorly graded gravel ^E
		Gravels with Fines (More than 12% fines ^C)	Fines classify as ML or MH	GM	Silty gravel ^{EFG}
			Fines Classify as CL or CH	GC	Clayey gravel ^{EFG}
	Sands (50% or more coarse fraction passes No. 4 sieve)	Clean Sands (Less than 5% fines ^H)	$C_u \geq 6$ and $1 \leq C_c \leq 3^D$	SW	Well-graded sand ^I
			$C_u < 6$ and/or ($C_c < 1$ or $C_c > 3$) ^D	SP	Poorly graded sand ^I
		Sands with Fines (More than 12% fines ^H)	Fines classify as ML or MH	SM	Silty sand ^{FGI}
			Fines classify as CL or CH	SC	Clayey sand ^{FGI}
Fine-grained Soils (50% or more passes the No. 200 sieve)	Silts and Clays (Liquid limit less than 50)	Inorganic	PI > 7 and plots on or above "A" line ^J	CL	Lean clay ^{KLM}
			PI < 4 or plots below "A" line ^J	ML	Silt ^{KLM}
		Organic	Liquid Limit – oven dried <0.75	OL	Organic clay ^{KLMN}
			Liquid Limit – not dried <0.75		Organic silt ^{KLMO}
	Silts and Clays (Liquid limit 50 or more)	Inorganic	PI plots on or above "A" line	CH	Fat clay ^{KLM}
			PI plots below "A" line	MH	Elastic silt ^{KLM}
		Organic	Liquid Limit – oven dried <0.75	OH	Organic clay ^{KLMP}
			Liquid Limit – not dried <0.75		Organic silt ^{KLMQ}
Highly Organic Soils		Primarily organic matter, dark in color, and organic odor		PT	Peat

- A. Based on the material passing the 3-inch (75-mm) sieve.
- B. If field sample contained cobbles or boulders, or both, add "with cobbles or boulders," or both" to group name.
- C. Gravels with 5 to 12% fines require dual symbols:
 GW-GM well-graded gravel with silt
 GW-GC well-graded gravel with clay
 GP-GM poorly graded gravel with silt
 GP-GC poorly graded gravel with clay
- D. $C_u = D_{60} / D_{10}$ $C_c = (D_{30})^2 / (D_{10} \times D_{60})$
- E. If soil contains $\geq 15\%$ sand, add "with sand" to group name.
- F. If fines classify as CL-ML, use dual symbol GC-GM or SC-SM.
- G. If fines are organic, add "with organic fines" to group name.
- H. Sands with 5 to 12% fines require dual symbols:
 SW-SM well-graded sand with silt
 SW-SC well-graded sand with clay
 SP-SM poorly graded sand with silt
 SP-SC poorly graded sand with clay
- I. If soil contains $\geq 15\%$ gravel, add "with gravel" to group name.
- J. If Atterberg limits plot in hatched area, soil is CL-ML, silty clay.
- K. If soil contains 15 to < 30% plus No. 200, add "with sand" or "with gravel", whichever is predominant.
- L. If soil contains $\geq 30\%$ plus No. 200, predominantly sand, add "sandy" to group name.
- M. If soil contains $\geq 30\%$ plus No. 200 predominantly gravel, add "gravelly" to group name.
- N. PI ≥ 4 and plots on or above "A" line.
- O. PI < 4 or plots below "A" line.
- P. PI plots on or above "A" line.
- Q. PI plots below "A" line.



Laboratory Tests			
DD	Dry density, pcf	q _p	Pocket penetrometer strength, tsf
WD	Wet density, pcf	q _u	Unconfined compression test, tsf
P200	% Passing #200 sieve	LL	Liquid limit
MC	Moisture content, %	PL	Plastic limit
OC	Organic content, %	PI	Plasticity index

Particle Size Identification

Boulders..... over 12"
 Cobbles..... 3" to 12"
 Gravel
 Coarse..... 3/4" to 3" (19.00 mm to 75.00 mm)
 Fine..... No. 4 to 3/4" (4.75 mm to 19.00 mm)
 Sand
 Coarse..... No. 10 to No. 4 (2.00 mm to 4.75 mm)
 Medium..... No. 40 to No. 10 (0.425 mm to 2.00 mm)
 Fine..... No. 200 to No. 40 (0.075 mm to 0.425 mm)
 Silt..... No. 200 (0.075 mm) to .005 mm
 Clay..... < .005 mm

Relative Proportions^{L,M}

trace..... 0 to 5%
 little..... 6 to 14%
 with..... $\geq 15\%$

Inclusion Thicknesses

lens..... 0 to 1/8"
 seam..... 1/8" to 1"
 layer..... over 1"

Apparent Relative Density of Cohesionless Soils

Very loose 0 to 4 BPF
 Loose 5 to 10 BPF
 Medium dense..... 11 to 30 BPF
 Dense..... 31 to 50 BPF
 Very dense..... over 50 BPF

Consistency of Cohesive Soils

Blows Per Foot Approximate Unconfined Compressive Strength

Very soft..... 0 to 1 BPF..... < 0.25 tsf
 Soft..... 2 to 4 BPF..... 0.25 to 0.5 tsf
 Medium..... 5 to 8 BPF..... 0.5 to 1 tsf
 Stiff..... 9 to 15 BPF..... 1 to 2 tsf
 Very Stiff..... 16 to 30 BPF..... 2 to 4 tsf
 Hard..... over 30 BPF..... > 4 tsf

Moisture Content:

Dry: Absence of moisture, dusty, dry to the touch.
Moist: Damp but no visible water.
Wet: Visible free water, usually soil is below water table.

Drilling Notes:

Blows/N-value: Blows indicate the driving resistance recorded for each 6-inch interval. The reported N-value is the blows per foot recorded by summing the second and third interval in accordance with the Standard Penetration Test, ASTM D1586.

Partial Penetration: If the sampler could not be driven through a full 6-inch interval, the number of blows for that partial penetration is shown as #/x" (i.e. 50/2"). The N-value is reported as "REF" indicating refusal.

Recovery: Indicates the inches of sample recovered from the sampled interval. For a standard penetration test, full recovery is 18", and is 24" for a thinwall/shelby tube sample.

WOH: Indicates the sampler penetrated soil under weight of hammer and rods alone; driving not required.

WOR: Indicates the sampler penetrated soil under weight of rods alone; hammer weight and driving not required.

Water Level: Indicates the water level measured by the drillers either while drilling (), at the end of drilling (), or at some time after drilling ().

Sample Symbols

	Standard Penetration Test		Rock Core
	Modified California (MC)		Thinwall (TW)/Shelby Tube (SH)
	Auger		Texas Cone Penetrometer
	Grab Sample		Dynamic Cone Penetrometer

Geotechnical Evaluation Report

10th Avenue North and Nathan Lane North Rehabilitation

Near the intersection of 10th Avenue North and Nathan Lane North
Plymouth, Minnesota

Prepared for

Kimley-Horn & Associates, Inc.

Professional 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.

Kevin S. Zalec

Kevin S. Zalec, PE
Senior Manager, Senior Engineer
License Number: 47909
March 2, 2026



Braun Intertec Corporation

Project B2310071

March 2, 2026

Project B2310071

Kyle Imholte, PE
Kimley-Horn & Associates, Inc.
11995 Singletree Lane, Suite 225
Eden Prairie, MN 55344

Re: Geotechnical Evaluation
10th Avenue North and Nathan Lane North Rehabilitation
Near the intersection of 10th Avenue North and Nathan Lane North
Plymouth, Minnesota

Dear Mr. Imholte:

We are pleased to present this geotechnical evaluation report for the 10th Avenue North and Nathan Lane North Rehabilitation Project in Plymouth, Minnesota.

Thank you for making Braun Intertec Corporation (Braun Intertec) your geotechnical consultant for this project. If you have questions about this report, or if there are other services that we can provide in support of our work to date, please contact Jesse Hill-Male at 763.248.0148 (jhill-male@braunintertec.com) or Kevin Zalec at 952.995.2223 (kzalec@braunintertec.com).

Sincerely,

Braun Intertec Corporation



Jesse O. Hill-Male, EIT
Staff Engineer



Kevin S. Zalec, PE
Senior Manager, Senior Engineer



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Appendix

Soil Boring and Pavement Core Location Sketch
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GPR Test Results
ESAL Traffic Forecast Calculator Summaries
MnPave Design Summaries
Descriptive Terminology of Soil

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1.0 Introduction

1.1 Project Description

This geotechnical evaluation report addresses the proposed design, construction, and rehabilitation of the 10th Avenue North and Nathan Lane North Rehabilitation project, located in Plymouth, Minnesota. The project will include the rehabilitation of Nathan Lane North from 10th Avenue North to Kilmer Lane North and 10th Avenue North from Trenton Circle to Kilmer Lane North via the full-depth reclamation (FDR) rehabilitation method. [Table 1-1](#) summarizes the provided and estimated project details used to prepare this report.

Table 1-1. Project Description

Aspect	Descriptions	Source
Pavement type	Bituminous	Current pavements, plans and discussion with Kimley-Horn
Pavement loads	10th Avenue North – 435,000 Nathan Lane North – 548,000	Estimated from the MnDOT Traffic Data and using the MnDOT State Aid ESAL Forecast Calculator assuming the Urban pavement loading default
Grade changes	Less than 1-foot	Kimley-Horn plans and discussion
Rehabilitation methods	Full-depth reclamation (FDR)	Kimley-Horn plans and discussion

*Equivalent 18,000-lb single axle loads based on 20-year design.

We have described our understanding of the proposed construction and site to the extent others reported it to us. Depending on the extent of available information, we may have made assumptions based on our experience with similar projects. If we have not correctly recorded or interpreted the project details, the project team should notify us. New or changed information could require additional evaluation, analyses, and/or recommendations.

1.2 Site Conditions

The existing streets consist of bituminous-surfaced urban sections with curb and gutter. The roadways primarily serve commercial businesses and are located near the Trunk Highway (TH) 169 and TH-55 interchange.

1.3 Purpose

The purpose of our geotechnical evaluation will be to characterize subsurface geologic conditions at selected exploration locations, evaluate their impact on the project, and provide recommendations for use in the design and rehabilitation of 10th Avenue North and Nathan Lane North within the referenced project area.



1.4 Background Information and Reference Documents

We reviewed the following information:

- Geologic Map entitled Plate 3, Surficial Geology of Hennepin County, prepared by the Minnesota Geological Survey and dated 2018.
- Communications with Kimley-Horn & Associates, Inc. (Kimley-Horn) regarding traffic data and various design features regarding the proposed roadway improvements.
- Sixty percent design plan/profile drawings prepared by KH and dated February 29, 2024.
- Traffic data available via the Minnesota Department of Transportation (MnDOT) Traffic Mapping Application, <https://www.dot.state.mn.us/traffic/data/tma.html>.

In addition to the provided sources, we have used several publicly available sources of information such as Google Earth™, MnTOPO, MnHAPO and the Minnesota County Well Index.

1.5 Scope of Services

We performed our scope of services in accordance with Amendment Proposal 1, dated August 15, 2024. The following list describes the tasks completed in accordance with our authorized scope of services.

- Reviewing the background information and reference documents previously cited.
- Staking and clearing the exploration location of underground utilities. Braun Intertec selected and we staked the new exploration locations. We acquired the surface elevations and locations with GPS technology using the State of Minnesota's permanent GPS base station network. The Pavement Core Location Sketch included in the Appendix shows the approximate locations of the pavement cores.
- Performing five pavement cores with shallow hand auger borings, denoted as C-1 to C-5.
- Performing five standard penetration test (SPT) borings, denoted as R-24 to R-28, to nominal depths of 14 1/2 feet below existing grade.
- Estimating pavement and aggregate base thickness data with an air-coupled Ground Penetrating Radar (GPR) unit.
- Preparing this report containing a pavement core location sketch, pavement core results, GPR test results in graph form depicting pavement and aggregate base thickness with pavement core data included, and recommendations for FDR rehabilitation including pavement section design.

Our scope of services did not include environmental services or testing within and our geotechnical personnel performing this evaluation are not trained to provide environmental services or testing. We can provide environmental services or testing at your request.



2.0 Results

2.1 Geologic Overview

A review of the Hennepin County Geologic Atlas indicates the project area is generally underlain by glacial till and outwash deposits, with portions of the city roadways in areas of filled lacustrine and organic swamp deposits.

We based the geologic origins used in this report on the soil types, in-situ and laboratory testing, and available common knowledge of the geological history of the site. Because of the complex depositional history, geologic origins can be difficult to ascertain. We did not perform a detailed investigation of the geologic history for the site.

2.2 Pavement Core Results

We performed pavement cores and shallow hand auger borings at the locations shown on the sketch attached to this report. Braun Intertec selected each core location.

A complete summary of average core measurements is provided in [Table 2-1](#). Many of the cores exhibited stripping including debonding, plus some breakage due to cracks and other distresses. It appears the cores in poorest condition tended to be along the western half of Nathan Lane (cores C-1 and C-2). This could have several causes, including their location near the curb edges, where there is more frequent infiltration and saturated soil conditions to accelerate the stripping of susceptible pavement materials.

Table 2-1. Core and Hand Auger Boring Pavement Thickness Summary

Core	Direction	Location	Thickness* (inches)			Core Notes
			Bituminous (core)	Apparent Aggregate Base (hand auger)	Total	
C-1	EB	10th Avenue North	5	10	15	Core severely degraded below 3 inches
C-2	EB	10th Avenue North	9	0	9	Core retrieved in multiple pieces
C-3	EB	10th Avenue North	12 1/2	0	12 1/2	Low to moderate severity stripping below 6 inches
C-4	SB	Nathan Lane North	6 1/2	5 1/2	12	Low severity stripping below 4 inches
C-5	SB	Nathan Lane North	4 1/4	13 3/4	18	Moderate to high severity stripping below 2 1/2 inches



We did not perform gradation analysis on the apparent aggregate base material encountered as part of the pavement section, in accordance with our scope of work. Therefore, we cannot conclusively determine if the encountered material satisfies a particular specification.

2.3 Ground Penetrating Radar (GPR) Results

GPR was used to approximate pavement layer thicknesses on each of the streets. The data was collected at a nominal 1-foot interval in both directions of travel. Where “ground truth” (pavement cores and hand auger borings) data was obtained, the interpreted layers from the GPR scan were compared directly to the measured thicknesses to validate the accuracy of the GPR analysis.

Based on our analysis using the RADAN software program, the average pavement layer thicknesses are in [Table 2-2](#). The graphical GPR data is provided in the Appendix. We highly recommend referring to the Appendix to see how the thicknesses vary along each street.

Table 2-2. Summary of GPR-Measured Pavement Thickness

Street	Direction	GPR-Measured Bituminous Thickness (inches)		GPR-Measured Apparent Aggregate Base Thickness (inches)	
		Average	15th Percentile	Average	15th Percentile
10th Avenue North	EB	7.7	5.3	7.8	6.2
	WB	7.5	5.4	7.6	5.8
13th Avenue	EB	6.3	3.9	5.9	4.4
	WB	6.9	4.9	5.6	3.9
Nathan Lane North	NB	5.0	4.1	14.1	12.9
	SB	5.3	4.7	14.3	13.3

2.4 Boring Results

[Table 2-3](#) provides a summary of the soil boring results, in the general order we encountered the strata. Please refer to the Log of Boring sheets in the [Appendix](#) for additional details. The Descriptive Terminology sheets in the [Appendix](#) include definitions of abbreviations used in the table below.



Table 2-3. Subsurface Profile Summary

Strata	Soil Type - ASTM Classification	Range of N-Values	Commentary and Details
Pavement Section	---	---	- Bituminous thicknesses ranged from about 5 to 6 inches. - Apparent aggregate base thicknesses ranged from about 8 to 14 inches. - Overall pavement section thicknesses ranged from about 14 to 19 inches. - See Table 2-1 and Table 2-2 above for additional details.
Fill	SP, SC, CL	7 to 23	- N-values indicate variable compactive effort during backfilling operations. - Moisture condition generally moist. - Encountered underlying the pavement section within each boring. - Thicknesses at boring locations varied from about 4 feet to 7 feet below the existing surface. - Generally gray or brown in color.
Buried topsoil	OL	7	- Encountered within Boring R-28 from about 4 feet to 7 feet below the existing surface. - Black in color. - Moisture condition generally moist.
Glacial outwash	SP	8 to 14	- Encountered underlying the fill materials within Boring R-24, from about 7 feet below the existing surface to the termination depth of the boring (about 14 1/2 feet). - Moisture condition generally moist above the apparent water table, and wet below. - N-values indicate general relative density of medium dense.
Glacial till	SC, CL, ML	4 to 20	- ML encountered underlying the fill materials within Boring R-25 from about 7 feet to 9 feet below the existing surface. - SC encountered underlying the fill materials within Boring R-26 from about 7 feet below the existing surface to the termination depth of the boring (about 14 1/2 feet). - N-values indicate a general consistency of stiff. - Moisture condition generally moist.

For simplicity in this report, we define existing fill to mean existing, uncontrolled or undocumented fill.

2.5 Groundwater

The table below summarizes the depths where we observed groundwater during drilling operations; the Log of Boring Sheets in the [Appendix](#) also include this information and additional details. Please note, these measurements are based on a limited observation period and should be considered approximate.



Table 2-4. Groundwater Summary

Boring	Ground Surface Elevation (feet)	Estimated Depth to Groundwater* (feet)	Corresponding Approximate Groundwater Elevation* (feet)
R-24	891.4	10	881 1/2

*Estimated Depth to groundwater and corresponding approximate groundwater elevation rounded to nearest half-foot.

2.6 Laboratory Test Results

The boring logs show the results of our laboratory testing we, next to the tested sample depth. Tests were performed in general conformance with ASTM Standards. A summary of the tests performed along with their results are listed below.

Table 2-5. Laboratory Test Summary

Laboratory Test	Range of Results	Comments
Moisture content (MC) tests, % (per ASTM D2216)	Granular soils: 3 Fine-grained soils: 16 to 26 Organic soils: 27	Fine grained soils were likely wet of optimum moisture
Organic content (OC) tests, % (per ASTM D2974)	7	Soil tested classified as organic
Percent of particles passing the #200 sieve, % (per ASTM D1140)	4	Classification: SP
Atterberg Limits (per ASTM D4318)	LL: 31 PL: 24 PI: 7	Classification: ML

3.0 Recommendations

Unless otherwise specified, all references to the MnDOT Specification in this report refer to MnDOT's Standard Specification for Construction, 2025 edition.

3.1 Design and Construction Discussion

3.1.1 Reuse of Pavement Materials

From a geotechnical standpoint, milling or reclamation of the bituminous pavement material for reuse as recycled aggregate base or as a component to the new pavements is acceptable, assuming the produced product meets the applicable project specifications and these practices are acceptable to the County.



3.2 Pavements

3.2.1 Full-Depth Reclamation (FDR) Rehabilitation

In general, it appears FDR will be a sufficient rehabilitation method for 10th Avenue North and Nathan Lane North. There is adequate thickness to accommodate the proposed pavement design section for support of the anticipated traffic loads. If constructed properly, service life of FDR will be between 15 and 20 years before major rehabilitation will be required. FDR will also eliminate the chance for reflective cracking, which will reduce the costs of maintaining these pavements relative to a partial-depth mill-and-overlay approach.

We recommend a 12-inch FDR based on the pavement section thicknesses in our pavement cores and GPR results. This will generally avoid subgrade soils through most of the roadway alignments. We anticipate removal of approximately 5 inches of FDR material from each street in order to place the design bituminous pavement section if the material is left in place after performing the full-depth milling operations.

We recommend implementing through quality control practices, including frequent sieve analyses, to achieve a desirable gradation of the reclaimed material. The gradation requirements of MnDOT Specification 2215 (Reclamation) or Specification 3138 (Aggregate for Surface and Base Courses) can be used for the aggregate base; the latter specification's controls on gradation and asphalt content are stricter and will generally be more difficult to meet. We suggest that the contractor assume some contingency for importing clean, crushed rock that can be blended with the reclaimed material to improve the uniformity of the resulting gradation prior to reuse as an aggregate base.

3.2.2 Recommended Minimum Pavement Sections

Our scope of services did not include laboratory tests on subgrade soils to determine an R-value for pavement design. Based on our experience with similar clayey soils anticipated at the pavement subgrade elevation, we recommend pavement design assume an R-value of 30. [Table 3-1](#) provides the recommended pavement section, based on soils support and traffic loads.

Table 3-1. Recommended Bituminous Pavement Sections

Layer	Thickness (inches)	Material (Specification)
Bituminous Wear Course	4 (2 lifts)	SPWEB340C (MnDOT 2360)
Bituminous Non-Wear Course	2	SPNWB340C (MnDOT 2360)
Aggregate Base	7	FDR Reclaim or Class 5 (MnDOT 2215 or MnDOT 3138)
Residual Aggregate Base	Varies	---
Approved Subgrade	---	---



3.2.3 Pavement Materials and Compaction

We recommend specifying materials based on those provided in the above table.

Bituminous pavements should generally meet the requirements of Specification 2360, which includes gyratory tests to evaluate the strength and air voids and density tests to evaluate compaction. We recommend placing the bituminous wear courses to meet the requirements of MnDOT Specification 2360. We recommend compacting the reclaim/aggregate base to meet the requirements of MnDOT Specification 2211.3.D.2.c (Penetration Index Method for the dynamic cone penetrometer [DCP]).

3.2.4 Performance and Maintenance

We based the above pavement designs on a 20-year performance life for bituminous. This is the amount of time before we anticipate the pavement will require reconstruction. This performance assumes routine maintenance, such as seal coating and crack sealing. The actual pavement life will vary depending on variations in weather, traffic conditions and maintenance.

Many conditions affect the overall performance of the exterior slabs and pavements. Some of these conditions include the environment, loading conditions and the level of ongoing maintenance. With regard to bituminous pavements in particular, it is common to have thermal cracking develop within the first few years of placement and continue throughout the life of the pavement. We recommend developing a regular maintenance plan for filling cracks in exterior slabs and pavements to lessen the potential impacts for cold weather distress due to frost heave or warm weather distress due to wetting and softening of the subgrade.

4.0 Procedures

4.1 Pavement Cores

We obtained core samples of the pavement using a portable coring machine advancing a 4-inch diameter core barrel. We utilized a hand auger to determine the in-place apparent aggregate base thickness. We measured the cores to obtain bituminous thickness and noted their material conditions based on visual observation.

4.2 Penetration Test Borings

We drilled the penetration test borings with a truck-mounted drill rig equipped with hollow-stem auger. We performed the borings in general accordance with ASTM D6151 taking penetration test samples at 2 1/2- or 5-foot intervals in general accordance with ASTM D1586. We repaired the bituminous pavement with a cold-mix bituminous patch.



4.3 Ground Penetrating Radar

4.3.1 GPR Data Collection

GPR data was collected on September 6, 2024. GPR collection occurred at posted speed limits and data was recorded continuously along the streets to a depth of up to 2 feet. Analysis of this data provides a continuous estimate of layer thickness for identifiable layers.

Scans of the pavement were collected according to GSSI, Inc. (manufacturer) SIR-20 processor settings at a specified interval of approximately 1 scan per lineal foot in the outer wheel path in both travel directions. A calibration file, required for data post-processing, was collected at the onset of testing. The RoadScan system from GSSI, Inc. allows for the entry of user marks to note roadway events such as bridges and intersections. Distance along the roadway is measured using a Distance Measuring Instrument (DMI).

4.3.2 GPR Analysis

Data collected by the GPR unit was returned to our office and analyzed to estimate the pavement thickness. Pavement layer interpretation was accomplished using RADAN 7.0, a software package included with the GSSI RoadScan system. The software includes tools to aid in delineating pavement layer transitions and automatically calculates their depths from the pavement surface using the calibration file(s) collected prior to or following testing.

Where “ground-truth” data (pavement cores and hand borings) was performed, the interpreted layers from the GPR scan were compared directly to the measured thicknesses from the borings to validate the accuracy of the GPR analysis.

4.4 Exploration Logs

4.4.1 Log of Boring Sheets

The [Appendix](#) includes Log of Boring sheets for our penetration test borings. The logs identify and describe the penetrated geologic materials and present the results of penetration resistance and other tests performed. The logs also present the results of laboratory tests performed on penetration test samples, and groundwater measurements.

We inferred strata boundaries from changes in the penetration test samples and the auger cuttings. Because we did not perform continuous sampling, the strata boundary depths are only approximate. The boundary depths likely vary away from the boring locations, and the boundaries themselves may occur as gradual rather than abrupt transitions.

4.4.2 Geologic Origins

We assigned geologic origins to the materials shown on the logs and referenced within this report, based on: (1) a review of the background information and reference documents cited above, (2) visual classification of the various geologic material samples retrieved during the course of our subsurface exploration, (3) penetration



resistance and other testing performed for the project, (4) laboratory test results, and (5) available common knowledge of the geologic processes and environments that have impacted the site and surrounding area in the past.

4.5 Material Classification and Testing

4.5.1 Visual and Manual Classification

We visually and manually classified the geologic materials encountered based on ASTM D2488. When we performed laboratory classification tests, we used the results to classify the geologic materials in accordance with ASTM D2487. The [Appendix](#) includes a chart explaining the classification system we used.

4.5.2 Laboratory Testing

The exploration logs in the [Appendix](#) note most of the results of the laboratory tests performed on geologic material samples. We performed the tests in general accordance with ASTM procedures.

4.6 Groundwater Measurements

The drillers checked for groundwater while advancing the penetration test borings, and again after auger withdrawal. We then filled the boreholes, as noted on the boring logs.

5.0 Qualifications

5.1 Variations in Subsurface Conditions

5.1.1 Material Strata

We developed our evaluation, analyses, and recommendations from a limited amount of site and subsurface information. It is not standard engineering practice to retrieve material samples from exploration locations continuously with depth. Therefore, we must infer strata boundaries and thicknesses to some extent. Strata boundaries may also be gradual transitions, and project planning should expect the strata to vary in depth, elevation, and thickness, away from the exploration locations.

Variations in subsurface conditions present between exploration locations may not be revealed until performing additional exploration work or starting construction. If future activity for this project reveals any such variations, you should notify us so that we may reevaluate our recommendations. Such variations could increase construction costs, and we recommend including a contingency to accommodate them.

5.1.2 Groundwater Levels

We made groundwater measurements under the conditions reported herein and shown on the exploration logs and interpreted in the text of this report. Note that the observation periods were relatively short, and



project planning can expect groundwater levels to fluctuate in response to rainfall, flooding, irrigation, seasonal freezing and thawing, surface drainage modifications and other seasonal and annual factors.

5.2 Continuity of Professional Responsibility

5.2.1 Plan Review

We based this report on a limited amount of information, and we made a number of assumptions to help us develop our recommendations. We should be retained to review the geotechnical aspects of the designs and specifications. This review will allow us to evaluate whether we anticipated the design correctly, if any design changes affect the validity of our recommendations, and if the design and specifications correctly interpret and implement our recommendations.

5.2.2 Construction Observations and Testing

We recommend retaining us to perform the required observations and testing during construction as part of the ongoing geotechnical evaluation. This will allow us to correlate the subsurface conditions exposed during construction with those encountered by the borings and provide professional continuity from the design phase to the construction phase. If we do not perform observations and testing during construction, it becomes the responsibility of others to validate the assumption made during the preparation of this report and to accept the construction-related geotechnical engineer-of-record responsibilities.

5.3 Use of Report

This report is for the exclusive use of the addressed parties. Without written approval, we assume no responsibility to other parties regarding this report. Our evaluation, analyses and recommendations may not be appropriate for other parties or projects.

5.4 Standard of Care

In performing its services, Braun Intertec used that degree of care and skill ordinarily exercised under similar circumstances by reputable members of its profession currently practicing in the same locality. No warranty, express or implied, is made.

Appendix

Soil Boring and Pavement Core Location Sketch

Log of Boring Sheets R-24 to R-28

GPR Test Results

ESAL Traffic Forecast Calculator Summaries

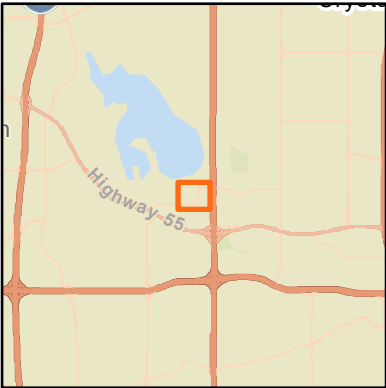
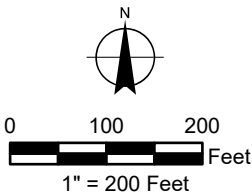
MnPave Design Summaries

Descriptive Terminology of Soil



F:\2023\B231007\1\GIS\B231007\B2310071.aprx

-  Pavement Coring
-  Standard Penetration Test Boring



Drawing Information

Project No:
B2310071

Drawing No:
Boring Coring Locations

Drawn By: ZS
Date Drawn: 10/17/2024
Checked By: JOHM
Last Modified: 2/3/2026

Project Information

Station 73 Transit and
Regional Improvements
Program

TH 55 at
County Road 73

Plymouth, Minnesota

**Boring and
Coring Location
Sketch**

Project Number B2310071 Geotechnical & Environmental Evaluation Station 73 Transit and Regional Improvements Program TH 55 at County Road 73 Plymouth, Minnesota					BORING: R-24		
					LOCATION:		
					DATUM: NAD 1983 HARN Adj MN Hennepin (US Feet)		
					NORTHING: 172296	EASTING: 492871	
DRILLER: J. Vloo		LOGGED BY: K. Zalec		START DATE: 09/05/24		END DATE: 09/05/24	
SURFACE ELEVATION: 891.4 ft		RIG: 7519	METHOD: 3 1/4" HSA		SURFACING: Bituminous		WEATHER: Partly sunny
Elev./ Depth ft	Water Level	Description of Materials (Soil-ASTM D2488 or 2487; Rock-USACE EM 1110-1-2908)	Sample	Blows (N-Value) Recovery	PID ppm	MC %	Tests or Remarks
889.9		PAVEMENT, 6 inches of bituminous over 12 inches of apparent aggregate base					
1.5		FILL: POORLY GRADED SAND (SP), fine to medium-grained, brown, moist	5	5-7-7 (14) 14"		3	P200=4%
884.4				5-8-10 (18) 14"			
7.0		POORLY GRADED SAND (SP), fine to medium-grained, brown, moist, medium dense (GLACIAL OUTWASH)		6-6-7 (13) 14"			
882.4				2-3-5 (8) 14"			
9.0		POORLY GRADED SAND (SP), fine to medium-grained, trace Gravel, brown, moist to wet, loose to medium dense (GLACIAL OUTWASH)	10	5-7-7-5 (14) 14"			
876.9							
14.5		END OF BORING	15				Water observed at 10.0 feet while drilling.
		Boring immediately backfilled					
			20				
			25				
			30				
			35				

Project Number B2310071 Geotechnical & Environmental Evaluation Station 73 Transit and Regional Improvements Program TH 55 at County Road 73 Plymouth, Minnesota					BORING: R-25		
					LOCATION:		
					DATUM: NAD 1983 HARN Adj MN Hennepin (US Feet)		
					NORTHING: 172291	EASTING: 493854	
DRILLER: J. Vloo		LOGGED BY: K. Zalec		START DATE: 09/05/24		END DATE: 09/05/24	
SURFACE ELEVATION: 895.7 ft		RIG: 7519	METHOD: 3 1/4" HSA		SURFACING: Bituminous		WEATHER: Partly sunny
Elev./ Depth ft	Water Level	Description of Materials (Soil-ASTM D2488 or 2487; Rock-USACE EM 1110-1-2908)	Sample	Blows (N-Value) Recovery	PID ppm	MC %	Tests or Remarks
894.5		PAVEMENT, 6 inches of bituminous over 8 inches of apparent aggregate base					
1.2		FILL: SANDY LEAN CLAY (CL), trace Gravel, gray, moist	3-3-4 (7) 14"			18	
891.7		FILL: SANDY LEAN CLAY (CL), trace Gravel, brown, moist	3-3-4 (7) 16"				
4.0			5				
888.7		SANDY SILT (ML), gray, moist, loose (GLACIAL TILL)	2-3-4 (7) 14"			26	LL=31, PL=24, PI=7
7.0							
886.7		SANDY LEAN CLAY (CL), little Gravel, gray, moist, stiff (GLACIAL TILL)	4-6-9 (15) 14"				
9.0			10				
883.7		SANDY LEAN CLAY (CL), mottled gray and brown, moist, stiff (GLACIAL TILL)	7-6-6-7 (12) 14"				
12.0							
881.2		END OF BORING	15				Water not observed while drilling.
14.5		Boring immediately backfilled					
			20				
			25				
			30				
			35				

See Descriptive Terminology sheet for explanation of abbreviations

[illegible]

Project Number B2310071 Geotechnical & Environmental Evaluation Station 73 Transit and Regional Improvements Program TH 55 at County Road 73 Plymouth, Minnesota					BORING: R-27		
					LOCATION:		
					DATUM: NAD 1983 HARN Adj MN Hennepin (US Feet)		
					NORTHING: 173074	EASTING: 494225	
DRILLER: J. Vloo		LOGGED BY: K. Zalec		START DATE: 09/05/24		END DATE: 09/05/24	
SURFACE ELEVATION: 899.5 ft		RIG: 7519	METHOD: 3 1/4" HSA		SURFACING: Bituminous		WEATHER: Partly sunny
Elev./ Depth ft	Water Level	Description of Materials (Soil-ASTM D2488 or 2487; Rock-USACE EM 1110-1-2908)	Sample	Blows (N-Value) Recovery	PID ppm	MC %	Tests or Remarks
897.9		PAVEMENT, 5 inches of bituminous over 14 inches of apparent aggregate base					
1.6		FILL: SANDY LEAN CLAY (CL), gray to brown, moist	4-4-6 (10) 14"			16	
892.5			6-6-5 (11) 14"				
7.0		SANDY LEAN CLAY (CL), little Gravel, brown, moist, medium dense (GLACIAL TILL)	3-3-3 (6) 14"			19	
887.5			3-3-5 (8) 14"				
12.0		SANDY LEAN CLAY (CL), trace Gravel, brown, moist, stiff (GLACIAL TILL)	4-7-7-6 (14) 14"				
885.0							
14.5		END OF BORING	15				Water not observed while drilling.
		Boring immediately backfilled					
			20				
			25				
			30				
			35				

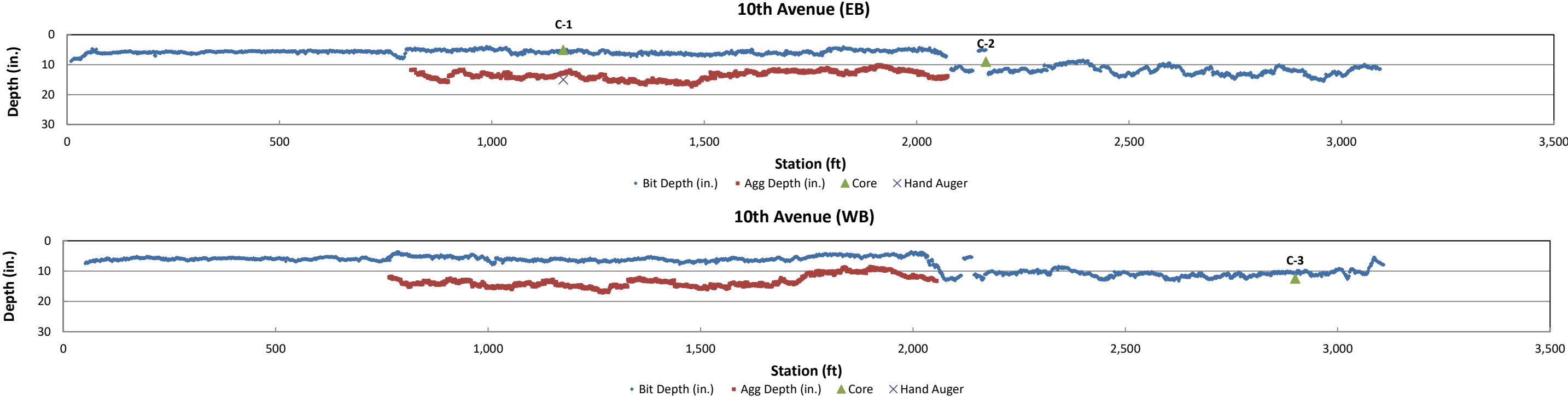
Project Number B2310071 Geotechnical & Environmental Evaluation Station 73 Transit and Regional Improvements Program TH 55 at County Road 73 Plymouth, Minnesota					BORING: R-28		
					LOCATION:		
					DATUM: NAD 1983 HARN Adj MN Hennepin (US Feet)		
					NORTHING: 173690	EASTING: 494861	
DRILLER: J. Vloo		LOGGED BY: K. Zalec		START DATE: 09/05/24	END DATE: 09/05/24		
SURFACE ELEVATION: 898.2 ft		RIG: 7519	METHOD: 3 1/4" HSA	SURFACING: Bituminous	WEATHER: Partly sunny		
Elev./ Depth ft	Water Level	Description of Materials (Soil-ASTM D2488 or 2487; Rock-USACE EM 1110-1-2908)	Sample	Blows (N-Value) Recovery	PID ppm	MC %	Tests or Remarks
896.9		PAVEMENT, 5 inches of bituminous over 11 inches of apparent aggregate base					
1.3		FILL: POORLY GRADED SAND (SP), fine to medium-grained, with Gravel, brown, moist		6-17-6 (23) 14"			
894.2							
4.0		ORGANIC CLAY (OL), black, moist (BURIED TOPSOIL)	5	3-3-4 (7) 14"		27	OC=7%
891.2							
7.0		SANDY LEAN CLAY (CL), little Gravel, gray, moist, soft to medium dense (GLACIAL TILL)		1-1-3 (4) 14"		17	
			10	2-2-3 (5) 14"			
886.2							
12.0		SANDY LEAN CLAY (CL), little Gravel, brown, moist, stiff (GLACIAL TILL)		5-5-6-7 (11) 14"			
883.7							
14.5		END OF BORING	15				Water not observed while drilling.
		Boring immediately backfilled					
			20				
			25				
			30				
			35				

GPR Results: 10th Avenue - Trenton Circle to US 169 Frontage Road

Location	Station 73 Transit Improvements
Project No.	B2310071
Roadway	10th Avenue
From	Trenton Circle
To	US 169 Frontage Road



Note: stations are positive in the NB or EB direction; SB or WB scans have been reversed



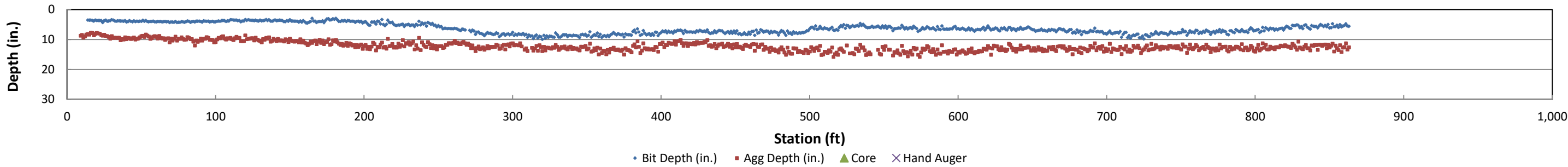
GPR Results: 13th Avenue - 200 feet west of Nathan Lane to US 169 Frontage Road

Location	Station 73 Transit Improvements
Project No.	B2310071
Roadway	13th Avenue
From	200 feet west of Nathan Lane
To	US 169 Frontage Road

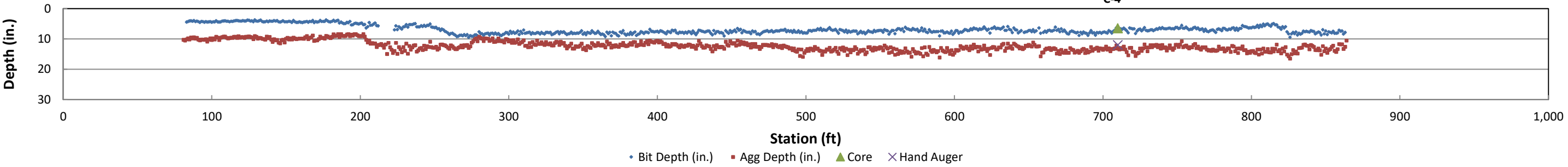


Note: stations are positive in the NB or EB direction; SB or WB scans have been reversed

13th Avenue (EB)



13th Avenue (WB)



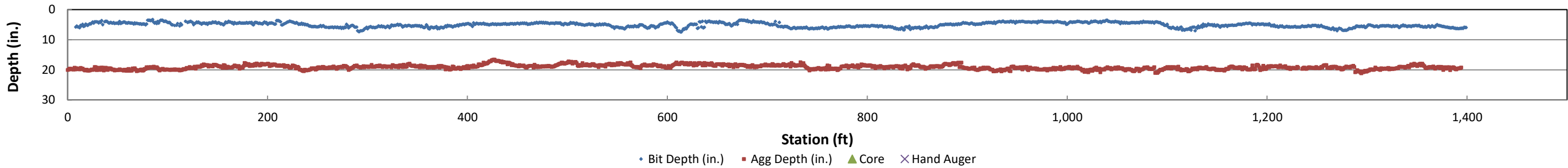
GPR Results: Nathan Lane - 10th Avenue to 13th Avenue

Location	Station 73 Transit Improvements
Project No.	B2310071
Roadway	Nathan Lane
From	10th Avenue
To	13th Avenue

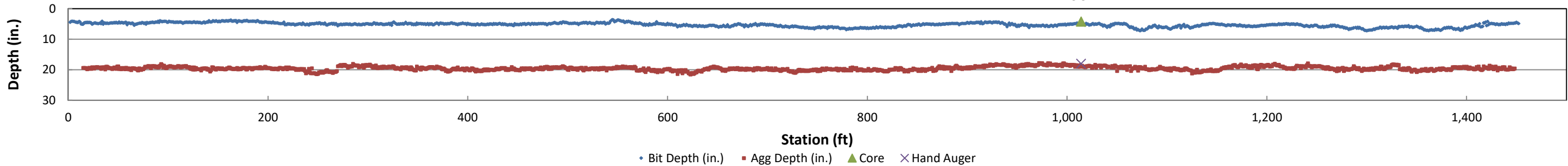


Note: stations are positive in the NB or EB direction; SB or WB scans have been reversed

Nathan Lane (NB)



Nathan Lane (SB)



State Aid 10 Ton ESAL Traffic Forecast Calculator

This ESAL calculator is for use with **default Heavy Commercial Traffic values**; click "User Defined Traffic Values" sheet below if you wish to enter your own Heavy Commercial Traffic values.

Instructions: All yellow boxes require an input value.

Dropdown choices are provided for Base Year (C18), Number of Lanes (C19), and Urban or Rural (C21).

You must click on cells C18, C19, and C21 to access the dropdown choices.

General Information

Date
Forecast Performed by
Name of County or City
Project Number
Project Description
Route Number
Base Year (i.e. opening to traffic)
Number of Lanes (total both directions)
Current AADT
Urban or Rural
Historical AADT (enter a minimum of two years)
Enter oldest traffic data here
Enter second oldest traffic data here
Enter third oldest traffic data here
Enter fourth oldest traffic data here
Base Year AADT
20-Year AADT
35-Year AADT
Growth Rate

February 23, 2026
KSZ/Braun Intertec
City of Plymouth
B2310071
10th Avenue North & Nathan Lane North Rehabilitation
10th Avenue

2025
2 = typical 2 lane
4,050
Urban

Year	AADT
2009	4,300
2013	3,850
2018	4,050
2023	3,584
2025	3,570
2045	3,927
2060	4,195
0.50%	

Vehicle Type	Vehicle Class %	ESAL Factors	
		Flexible	Rigid
2AX-6TIRE SU	1.41%	0.25	0.24
3AX+SU	0.07%	0.58	0.85
3AX TST	0.10%	0.39	0.37
4AX TST	0.21%	0.51	0.53
5AX+TST	1.58%	1.13	1.89
TR TR, BUSES	0.65%	0.57	0.74
TWIN TRAILERS	0.00%	2.40	2.33
Total	4.02%	NA	NA

20-Year Flexible Forecast (10 Ton) = 435,000
 20-Year Rigid Forecast (10 Ton) = 647,000
 35-Year Flexible Forecast (10 Ton) = 772,000
 35-Year Rigid Forecast (10 Ton) = 1,149,000

Note: This ESAL Calculator provides reasonable estimation of ESAL's based on accurate AADT values. It is limited to an AADT value of 20,000. For roadways exceeding an AADT of 20,000, it is recommended to use the MnDOT ESAL Forecasting Tool found on MnDOT's Pavement Design web page at:
<http://www.dot.state.mn.us/materials/pvmtdesign/software.html>

State Aid 10 Ton ESAL Traffic Forecast Calculator

This ESAL calculator is for use with **default Heavy Commercial Traffic values**; click "User Defined Traffic Values" sheet below if you wish to enter your own Heavy Commercial Traffic values.

Instructions: All yellow boxes require an input value.

Dropdown choices are provided for Base Year (C18), Number of Lanes (C19), and Urban or Rural (C21).

You must click on cells C18, C19, and C21 to access the dropdown choices.

General Information

Date
Forecast Performed by
Name of County or City
Project Number
Project Description
Route Number
Base Year (i.e. opening to traffic)
Number of Lanes (total both directions)
Current AADT
Urban or Rural
Historical AADT (enter a minimum of two years)
Enter oldest traffic data here
Enter second oldest traffic data here
Enter third oldest traffic data here
Enter fourth oldest traffic data here
Base Year AADT
20-Year AADT
35-Year AADT
Growth Rate

February 23, 2026	
KSZ/Braun Intertec	
City of Plymouth	
B2310071	
10th Avenue North & Nathan Lane North Rehabilitation	
13th Avenue/Nathan Lane	
2025	
2 = typical 2 lane	
4,592	
Urban	
Year	AADT
2009	6,400
2013	5,800
2017	5,700
2023	4,592
2025	4,460
2045	4,906
2060	5,241
0.50%	

Vehicle Type	Vehicle Class %	ESAL Factors	
		Flexible	Rigid
2AX-6TIRE SU	1.41%	0.25	0.24
3AX+SU	0.07%	0.58	0.85
3AX TST	0.11%	0.39	0.37
4AX TST	0.21%	0.51	0.53
5AX+TST	1.60%	1.13	1.89
TR TR, BUSES	0.65%	0.57	0.74
TWIN TRAILERS	0.00%	2.40	2.33
Total	4.05%	NA	NA

20-Year Flexible Forecast (10 Ton) = 548,000
 20-Year Rigid Forecast (10 Ton) = 816,000
 35-Year Flexible Forecast (10 Ton) = 973,000
 35-Year Rigid Forecast (10 Ton) = 1,449,000

Note: This ESAL Calculator provides reasonable estimation of ESAL's based on accurate AADT values. It is limited to an AADT value of 20,000. For roadways exceeding an AADT of 20,000, it is recommended to use the MnDOT ESAL Forecasting Tool found on MnDOT's Pavement Design web page at:
<http://www.dot.state.mn.us/materials/pvmtdesign/software.html>

MnPAVE 7.106 Design Summary**Hot-Mix Asphalt****MnPAVE File:** MnPAVE - 10th Ave.mp7**20-yr Reliability:** ^{fatigue} **100%** ^{rutting} **100%** (85% recommended) 5,000 cycles

Project Information**District:** Metro**County:** Hennepin**City:** Plymouth**Project No.:** B2310071**Route:** 10th Avenue**Ref. Post:****Letting Date:** 2/23/2026**Designer:** Kimley-Horn & Associates, Inc. **Soils Engineer:** Braun Intertec

Climate Information**Seasons:** 5**Location:** 45° 2.49' Latitude, 93° 29' Longitude

Structural Information

Layer	Type	Subtype	Thickness, in.
1a	Hot-Mix Asphalt	C - PG58H-34, 5% Pb, Size B	4.00
1b		C - PG58H-34, 5% Pb, Size B	2.00
2	Aggregate Base	FDR	7.00
3	Engineered Soil	SM R30	12.00
4	Undisturbed Soil	USCS SM	

Traffic Information**Forecast #:****Speed:** 30 mph**Growth Rate:** 0.5%**Design Flexible ESALs:** 435,000

Notes

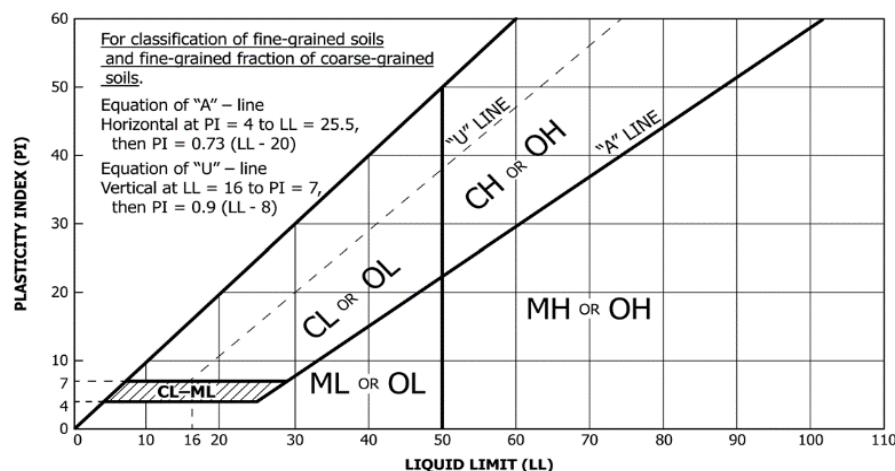
MnPAVE 7.106 Design Summary**Hot-Mix Asphalt****MnPAVE File:** MnPAVE - 13th Ave.mp7**20-yr Reliability:** ^{fatigue} **100%** ^{rutting} **100%** (85% recommended) 5,000 cycles**Project Information****District:** Metro**County:** Hennepin**City:** Plymouth**Project No.:** B2310071**Route:** 10th Avenue**Ref. Post:****Letting Date:** 2/23/2026**Designer:** Kimley-Horn & Associates, Inc. **Soils Engineer:** Braun Intertec**Climate Information****Seasons:** 5**Location:** 45° 2.49' Latitude, 93° 29' Longitude**Structural Information**

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4	Undisturbed Soil	USCS SM	

Traffic Information**Forecast #:****Speed:** 30 mph**Growth Rate:** 0.5%**Design Flexible ESALs:** 435,000**Notes**

Criteria for Assigning Group Symbols and Group Names Using Laboratory Tests ^A				Soil Classification	
				Group Symbol	Group Name ^B
Coarse-grained Soils (more than 50% retained on No. 200 sieve)	Gravels (More than 50% of coarse fraction retained on No. 4 sieve)	Clean Gravels (Less than 5% fines ^C)	$C_u \geq 4$ and $1 \leq C_c \leq 3^D$	GW	Well-graded gravel ^E
			$C_u < 4$ and/or ($C_c < 1$ or $C_c > 3$) ^D	GP	Poorly graded gravel ^E
		Gravels with Fines (More than 12% fines ^C)	Fines classify as ML or MH	GM	Silty gravel ^{EFG}
			Fines Classify as CL or CH	GC	Clayey gravel ^{EFG}
	Sands (50% or more coarse fraction passes No. 4 sieve)	Clean Sands (Less than 5% fines ^H)	$C_u \geq 6$ and $1 \leq C_c \leq 3^D$	SW	Well-graded sand ^I
			$C_u < 6$ and/or ($C_c < 1$ or $C_c > 3$) ^D	SP	Poorly graded sand ^I
		Sands with Fines (More than 12% fines ^H)	Fines classify as ML or MH	SM	Silty sand ^{FGI}
			Fines classify as CL or CH	SC	Clayey sand ^{FGI}
Fine-grained Soils (50% or more passes the No. 200 sieve)	Silts and Clays (Liquid limit less than 50)	Inorganic	PI > 7 and plots on or above "A" line ^J	CL	Lean clay ^{KLM}
			PI < 4 or plots below "A" line ^J	ML	Silt ^{KLM}
		Organic	Liquid Limit – oven dried <0.75	OL	Organic clay ^{KLMN}
			Liquid Limit – not dried <0.75		Organic silt ^{KLMO}
	Silts and Clays (Liquid limit 50 or more)	Inorganic	PI plots on or above "A" line	CH	Fat clay ^{KLM}
			PI plots below "A" line	MH	Elastic silt ^{KLM}
		Organic	Liquid Limit – oven dried <0.75	OH	Organic clay ^{KLMP}
			Liquid Limit – not dried <0.75		Organic silt ^{KLMQ}
Highly Organic Soils		Primarily organic matter, dark in color, and organic odor		PT	Peat

- A. Based on the material passing the 3-inch (75-mm) sieve.
- B. If field sample contained cobbles or boulders, or both, add "with cobbles or boulders," or both" to group name.
- C. Gravels with 5 to 12% fines require dual symbols:
 GW-GM well-graded gravel with silt
 GW-GC well-graded gravel with clay
 GP-GM poorly graded gravel with silt
 GP-GC poorly graded gravel with clay
- D. $C_u = D_{60} / D_{10}$ $C_c = (D_{30})^2 / (D_{10} \times D_{60})$
- E. If soil contains $\geq 15\%$ sand, add "with sand" to group name.
- F. If fines classify as CL-ML, use dual symbol GC-GM or SC-SM.
- G. If fines are organic, add "with organic fines" to group name.
- H. Sands with 5 to 12% fines require dual symbols:
 SW-SM well-graded sand with silt
 SW-SC well-graded sand with clay
 SP-SM poorly graded sand with silt
 SP-SC poorly graded sand with clay
- I. If soil contains $\geq 15\%$ gravel, add "with gravel" to group name.
- J. If Atterberg limits plot in hatched area, soil is CL-ML, silty clay.
- K. If soil contains 15 to < 30% plus No. 200, add "with sand" or "with gravel", whichever is predominant.
- L. If soil contains $\geq 30\%$ plus No. 200, predominantly sand, add "sandy" to group name.
- M. If soil contains $\geq 30\%$ plus No. 200 predominantly gravel, add "gravelly" to group name.
- N. PI ≥ 4 and plots on or above "A" line.
- O. PI < 4 or plots below "A" line.
- P. PI plots on or above "A" line.
- Q. PI plots below "A" line.



Laboratory Tests			
DD	Dry density, pcf	q _p	Pocket penetrometer strength, tsf
WD	Wet density, pcf	q _u	Unconfined compression test, tsf
P200	% Passing #200 sieve	LL	Liquid limit
MC	Moisture content, %	PL	Plastic limit
OC	Organic content, %	PI	Plasticity index

Particle Size Identification

Boulders..... over 12"
 Cobbles..... 3" to 12"
 Gravel
 Coarse..... 3/4" to 3" (19.00 mm to 75.00 mm)
 Fine..... No. 4 to 3/4" (4.75 mm to 19.00 mm)
 Sand
 Coarse..... No. 10 to No. 4 (2.00 mm to 4.75 mm)
 Medium..... No. 40 to No. 10 (0.425 mm to 2.00 mm)
 Fine..... No. 200 to No. 40 (0.075 mm to 0.425 mm)
 Silt..... No. 200 (0.075 mm) to .005 mm
 Clay..... < .005 mm

Relative Proportions^{L,M}

trace..... 0 to 5%
 little..... 6 to 14%
 with..... $\geq 15\%$

Inclusion Thicknesses

lens..... 0 to 1/8"
 seam..... 1/8" to 1"
 layer..... over 1"

Apparent Relative Density of Cohesionless Soils

Very loose 0 to 4 BPF
 Loose 5 to 10 BPF
 Medium dense..... 11 to 30 BPF
 Dense..... 31 to 50 BPF
 Very dense..... over 50 BPF

Consistency of Cohesive Soils Blows Per Foot Approximate Unconfined Compressive Strength

Very soft..... 0 to 1 BPF..... < 0.25 tsf
 Soft..... 2 to 4 BPF..... 0.25 to 0.5 tsf
 Medium..... 5 to 8 BPF 0.5 to 1 tsf
 Stiff..... 9 to 15 BPF..... 1 to 2 tsf
 Very Stiff..... 16 to 30 BPF..... 2 to 4 tsf
 Hard..... over 30 BPF..... > 4 tsf

Moisture Content:

Dry: Absence of moisture, dusty, dry to the touch.
Moist: Damp but no visible water.
Wet: Visible free water, usually soil is below water table.

Drilling Notes:

Blows/N-value: Blows indicate the driving resistance recorded for each 6-inch interval. The reported N-value is the blows per foot recorded by summing the second and third interval in accordance with the Standard Penetration Test, ASTM D1586.

Partial Penetration: If the sampler could not be driven through a full 6-inch interval, the number of blows for that partial penetration is shown as #/x" (i.e. 50/2"). The N-value is reported as "REF" indicating refusal.

Recovery: Indicates the inches of sample recovered from the sampled interval. For a standard penetration test, full recovery is 18", and is 24" for a thinwall/shelby tube sample.

WOH: Indicates the sampler penetrated soil under weight of hammer and rods alone; driving not required.

WOR: Indicates the sampler penetrated soil under weight of rods alone; hammer weight and driving not required.

Water Level: Indicates the water level measured by the drillers either while drilling (), at the end of drilling (), or at some time after drilling ().

Sample Symbols

	Standard Penetration Test		Rock Core
	Modified California (MC)		Thinwall (TW)/Shelby Tube (SH)
	Auger		Texas Cone Penetrometer
	Grab Sample		Dynamic Cone Penetrometer

CITY OF PLYMOUTH

RESOLUTION No. 2026-074

RESOLUTION ORDERING PRELIMINARY ENGINEERING REPORT FOR THE 2026 PEONY LANE AND 10TH AVENUE AREA REHABILITATION PROJECT (ST259002)

Whereas, the 2025-2034 Capital Improvement Plan made recommendations for the 2026 Peony Lane and 10th Avenue Area Rehabilitation Project; and

WHEREAS, it is necessary to undertake a Preliminary Engineering Report to determine the work required on each street recommended to be considered for the Peony Lane and 10th Avenue Area Rehabilitation Project (ST259002); and

WHEREAS, the recommended project area includes Peony Lane north of Highway 55 to 250 feet north of 51st Avenue, 10th Avenue east of Trenton Circle to Kilmer Lane, Nathan Lane from 10th Avenue to 13th Avenue, and 13th Avenue from Nathan Lane to Highway 169.

NOW, THEREFORE, BE IT HEREBY RESOLVED BY THE CITY COUNCIL OF THE CITY OF PLYMOUTH, MINNESOTA that the City Engineer is instructed to prepare a Preliminary Engineering Report with all convenient speed by advising the City Council, in a preliminary way, as to whether the proposed improvements are feasible and as to whether it should best be made as proposed or in conjunction with some other improvement and the estimated cost of the improvements as recommended.

APPROVED by the City Council on this 10th day of March 2026.

CITY OF PLYMOUTH

RESOLUTION No. 2026-075

RESOLUTION RECEIVING PRELIMINARY ENGINEERING REPORT, ORDERING PREPARATION OF PLANS AND SPECIFICATIONS, AND CALLING FOR A PUBLIC HEARING FOR THE PEONY LANE AND 10TH AVENUE AREA REHABILITATION PROJECT (ST259005)

WHEREAS, pursuant to a resolution of the City Council adopted March 10, 2026, a report has been prepared with reference to the recommended project area which includes Peony Lane north of Highway 55 to 250 feet north of 51st Avenue, 10th Avenue east of Trenton Circle to Kilmer Lane, Nathan Lane from 10th Avenue to 13th Avenue, and 13th Avenue from Nathan Lane to Highway 169.; and

WHEREAS, the proposed improvement includes pavement reclamation, pavement mill and overlay, bridge rehabilitation, utility repair and improvements, traffic signal improvements, trail replacement, and all necessary appurtenances; and

WHEREAS, said report is being received by the Council on March 10, 2026; and

WHEREAS, the report provides information regarding whether the proposed project is necessary, cost effective, and feasible; whether it should best be made as proposed or in connection with some other improvement; the estimated cost of the improvements as recommended; and a description of the methodology used to calculate individual assessments for affected parcels.

NOW, THEREFORE, BE IT HEREBY RESOLVED BY THE CITY COUNCIL OF THE CITY OF PLYMOUTH, MINNESOTA:

1. The Council will consider the improvement of such streets in accordance with the report and the assessment of abutting and adjacent property within the designated Peony Lane and 10th Avenue Area Rehabilitation Project, City Project No. ST259005, for all or a portion of the cost of the improvement pursuant to Minnesota Statutes 429.011 to 429.111 (Laws 1953, Chapter 398, as amended) at an estimated total cost of the improvement of \$6,727,000.

2. A public hearing shall be held on such proposed improvement on the 12th day of May, 2026, in the Council Chambers of the Plymouth City Center at 3400 Plymouth Boulevard at 7:00 p.m., and the Clerk shall give mailed and published notice of such hearing and improvements as required by law.

3. Kimley Horn has previously been designated as engineer for the improvement. They shall prepare plans and specifications for the construction of such improvement.

APPROVED by the City Council on this 10th day of March, 2026.

CITY OF PLYMOUTH

RESOLUTION No. 2026-076

RESOLUTION APPROVING PLANS AND SPECIFICATIONS AND ORDERING ADVERTISEMENT FOR BIDS FOR THE PEONY LANE AND 10TH AVENUE AREA REHABILITATION PROJECT (ST259005)

WHEREAS, pursuant to a resolution of the City Council adopted March 10, 2026, the City Engineer has prepared plans and specifications for improvement No. ST259005. The Peony Lane and 10th Avenue Area Rehabilitation Project includes Peony Lane north of Highway 55 to 250 feet north of 51st Avenue, 10th Avenue east of Trenton Circle to Kilmer Lane, Nathan Lane from 10th Avenue to 13th Avenue, and 13th Avenue from Nathan Lane to Highway 169.

NOW, THEREFORE, BE IT HEREBY RESOLVED BY THE CITY COUNCIL OF THE CITY OF PLYMOUTH, MINNESOTA:

1. Such plans and specifications, a copy of which is made a part hereof, are hereby approved.

2. The City Clerk shall prepare and cause to be inserted in the official paper and on Quest CDN an advertisement for bids upon the making of such improvement under such approved plans and specifications. The advertisement shall be published two times, shall specify the work to be done, shall state that bids will be received online by QuestCDN until 10:00 a.m. on April 7, 2026 at which time they will be publicly displayed in the City Council Chambers of the Plymouth City Hall building at 3400 Plymouth Boulevard, Plymouth, Minnesota, by the City Engineer and City Clerk. The bids will be tabulated and considered by the council at 7:00 p.m. on May 12, 2026, in the Council Chambers. Any bidder whose responsibility is questioned during consideration of the bid will be given an opportunity to address the Council on the issue of responsibility. No bids will be considered unless submitted online via the QuestCDN bidding site and accompanied by a cash deposit, cashier's check, bid bond or certified check payable to the City Clerk for five percent of the amount of such bid.

APPROVED by the City Council on this 10th day of March, 2026.

CITY OF PLYMOUTH

RESOLUTION No. 2026-077

RESOLUTION DECLARING COST TO BE ASSESSED, AND ORDERING PREPARATION OF PROPOSED ASSESSMENT FOR THE PEONY LANE AND 10TH AVENUE AREA REHABILITATION PROJECT (ST259005)

WHEREAS, estimated costs have been calculated for the Peony Lane and 10th Avenue Area Rehabilitation Project, City Project No. ST259005 which includes Peony Lane north of Highway 55 to 250 feet north of 51st Avenue, 10th Avenue east of Trenton Circle to Kilmer Lane, Nathan Lane from 10th Avenue to 13th Avenue, and 13th Avenue from Nathan Lane to Highway 169. The estimated cost for such improvement is \$ \$5,541,000, and the expenses incurred or to be incurred in the making of such improvement amount to \$1,186,000 so that the total cost of the improvement will be \$6,727,000.

NOW, THEREFORE, BE IT HEREBY RESOLVED BY THE CITY COUNCIL OF THE CITY OF PLYMOUTH, MINNESOTA:

1. The portion of the cost of such improvement to be paid by the City of Plymouth is declared to be \$5,659,000 and the portion of the cost to be assessed against benefited property owners is declared to be \$1,068,000.

2. Assessments shall be payable in equal annual installments extending over a period of either 5 years, 10 years, or 15 years with the first of the installments to be payable on or before the first Monday in January, 2027, and shall bear the interest rate of 3.0% percent for a 5 year term, 3.0% for a 10 year term, or 3.0% for a 15 year term per annum from the date of the adoption of the assessment resolution.

3. The City Clerk, with the assistance of the City Engineer, shall calculate the proper amount to be specially assessed for such improvement against every assessable lot or piece or parcel of land within the district affected, without regard to cash valuation, as provided by the law, and shall file a copy of such proposed assessment in the office for public inspection.

4. The City Clerk shall upon completion of such proposed assessment notify the City Council thereof.

APPROVED by the City Council on this 10th day of March, 2026.

CITY OF PLYMOUTH

RESOLUTION No. 2026-078

RESOLUTION CALLING FOR HEARING ON PROPOSED ASSESSMENT FOR THE PEONY LANE AND 10TH AVENUE AREA REHABILITATION PROJECT (ST259005)

WHEREAS, by a resolution passed by the Council on March 10, 2026, the City Clerk was directed to prepare a proposed assessment of the cost for the improvements to the project area which includes Peony Lane north of Highway 55 to 250 feet north of 51st Avenue, 10th Avenue east of Trenton Circle to Kilmer Lane, Nathan Lane from 10th Avenue to 13th Avenue, and 13th Avenue from Nathan Lane to Highway 169. The proposed work will include pavement reclamation, pavement mill and overlay, bridge rehabilitation, utility repair and improvements, traffic signal improvements, trail replacement, and all necessary appurtenances; and

WHEREAS, the City Clerk has notified the City Council that such proposed assessment has been completed and filed in the office of the City Clerk for public inspection.

NOW, THEREFORE, BE IT HEREBY RESOLVED BY THE CITY COUNCIL OF THE CITY OF PLYMOUTH, MINNESOTA:

1. A hearing shall be held on the 12th day of May, 2026, in the City Council Chambers of the Plymouth City Hall, 3400 Plymouth Boulevard, Plymouth, Minnesota at 7:00 p.m. to pass upon such proposed assessment. All persons owning property affected by such improvement will be given an opportunity to be heard with reference to such assessment.

2. The City Clerk is directed to cause a notice of the hearing on the proposed assessment to be published once in the official newspaper at least two weeks prior to the hearing and shall state in the notice the total cost of the improvement. The City Clerk shall also cause mailed notice to be given to the owner of each parcel described in the assessment roll not less than two weeks prior to the hearing.

APPROVED by the City Council on this 10th day of March, 2026.

To: Dave Callister, City Manager

Prepared by: Steven Schmidt, Housing Manager

Reviewed by: Grant Fernelius, CED Director

Item: **Support Willow Wood Estates Application to MN Brownfield Gap Financing Program**

1. Action Requested:

Approve Application to Hennepin County Brownfield Gap Financing Program for Willow Wood Estates Rehabilitation Project

2. Background:

Staff is working with CommonBond Communities, a non-profit housing developer based in St. Paul that owns and operates Willow Wood Estates (10850 South Shore Drive). Willow Wood Estates consists of six multi-tenant townhome buildings with a total of 40 affordable units, four garage structures, a playground area and a community building with a leasing office, laundry facilities and a community gathering space.

CommonBond is currently assembling a financial package for extensive rehabilitation of the Willow Wood Estates property. The property rehab will include replacement of windows, siding and roofing, renovations of multiple units, parking lot replacement and an update to the community building. The total rehab cost is estimated to be approximately 4 million dollars.

Funding sources are expected to include tax-exempt bonds issued by Hennepin County, State Housing Tax credit funding allocated by MHFA and a new first mortgage. The project will include long-term renewal of the existing Section 8 contract with the Department of Housing and Urban Development.

CommonBond is asking for the City of Plymouth to support their application to Hennepin County Department of Environmental Services for a Brownfield Gap Financing program grant. This grant will be used for a Phase 1 Environmental Site

Assessment (ESA) and a regulated Building Materials Survey. The environmental investigations will determine potential for contamination and is required by the funding sources prior to the start of the project. The Brownfield program is funded with Hennepin County Environmental Response Funds, and a letter of support is required for the application.

3. Budget Impact:

N/A

4. Attachments:

1. Application
2. City Council Resolution 2026-079

Brownfield Gap Financing Program

Brownfield Gap Financing Program (BGFP) provides assistance to nonprofit organizations, local units of government, and emerging developers for environmental assessment and clean-up planning of property in Hennepin County. **Minnesota Brownfields is the co-administrator of the BGFP. Applications are accepted on a rolling basis and are approved by Minnesota Brownfields and Hennepin County.** Projects may apply for up to \$25,000 in total funding in a 12-month span. Refer to the criteria checklist for project and applicant eligibility requirements.

*****Please note that we are unable to fund work that has already been completed. You must receive a formal approval for your grant activities prior to the commencement of any grant-funded project activities. Grant activities should be conducted within approximately nine months of formal approval.*****

Please fill out as completely as possible and attaching any additional information that will assist us in evaluating your consultant needs and improving your potential for funding. When completed, please email to:

Minnesota Brownfields
grants@mnbrownfields.org

Date of Application:

Applicant Information:

Organization: CommonBond Communities

Organization status:

☒ Registered non-profit

☐ Local Unit of Government

☐ Emerging Developer (If an Emerging Developer, complete the Emerging Developer Attestation Form)

Name and title of contact: Heidi Rathmann, Chief Real Estate Officer

Phone: 651-291-1750

Fax: n/a

Email: heidi.rathmann@commonbond.org

Address (street, city, zip): 1080 Montreal Ave, Saint Paul, Minnesota

Project/Site:

Name: Willow Wood Estates

Project location/address: 10850 South Shore Drive, Plymouth, Minnesota 55441

Project Parcel Identification Number(s): 3611822220023

Site size (acres): 5.3 acres

Current/Proposed zoning: RMF-4 Multiple Family 4

Current owner/future site owner: CB Willow Wood Estates Holding LLC / to be formed limited

partnership whose general partner is CommonBond Communities or its affiliate

Current use (include # of structures/tenants if any): The project site supports six multi-tenant townhome buildings with a total of 40 affordable units, a leasing office, four garage buildings, and a playground. The office building also supports a laundry room and common area. Buildings were constructed in 1980.

Proposed use:

- Describe the redevelopment project (please attach relevant information such as maps, photos, site design, or building plans): Substantial rehabilitation of an existing 40 unit family townhome community in Plymouth, MN. The project was originally constructed in 1980 and is in need of a comprehensive rehabilitation to address physical needs and improve the livability for residents. 100% of the project units benefit from project-based Section 8, which will be extended as part of the new project financing.
- How will this project support or benefit the surrounding neighborhood? The project will improve the site and exteriors of the building, enhancing the appeal of the project to residents and neighbors. The project will also result in the preservation of deeply affordable housing units, ensuring this property remains a community asset for decades to come.

What reason do you have to believe that there could be contamination on this site? Funding for a Phase I Environmental Site Assessment (ESA) is included in this BGFP request. The ESA will determine the potential for contamination.

If environmental investigations have occurred, please provide the report or summary of investigation results. A Phase I ESA was prepared for the project site in April 2020, but a new Phase I is required by funders prior to the start of the project. No previous Phase II Environmental Investigations or previous hazardous materials surveys have been identified.

How will the full project be financed? Discuss the status of financing for the project, including:
Amounts secured and sources: No funding sources are yet secured but the developer will be financing the project through a combination of four percent housing tax credits, tax exempt bonds and a new first mortgage. Pending due diligence, the developer anticipates assembling the required financing for the project in summer 2026 and closing in late fall / early winter 2026.
Potential sources:
Contingencies:

How did you hear about the Brownfield Gap Financing Program? CommonBond Communities has received BGFP grant funding in the past.

If the applicant is an emerging developer, please answer the following:

- Describe the applicant's experience, if any, in real estate development. NA
- What were some key factors in the applicant deciding to purchase/lease and develop in Hennepin County? NA

Project Outcomes (if applicable)

Number of new permanent jobs created upon project completion: None – rehab of existing housing

property

Number of new housing units created:

30% AMI: 0

50% AMI: 40

60% AMI: 0

80% AMI: 0

Market Rate: 0

Total: 40

Grant request amount and use:

Please note, projects may request a maximum of \$25,000 in a 12-monthspan.

Request amount: \$16,059

Eligible Activity Type (check all that apply):

☒ Phase I Environmental Site Assessment (ESA)

☐ Phase II ESA

☒ Regulated Building Materials Survey

☐ Other Environmental Sampling (describe in summary)

☐ Response Action Plan (RAP) development

Attachments

Please email the following to grants@mnbrownfields.org:

- 1) Hennepin County Brownfield Gap Financing Program application (this document)
- 2) Attestation form (if applying as an emerging developer)
- 3) Evidence of site control
- 4) Scope of work with an itemized cost estimate from an [approved contractor](#) addressed to Minnesota Brownfields
- 5) Financial Statements of the Applicant (most recent available; DO NOT include personal financial statements)
- 6) City Council resolution approving the project
- 7) Map of proposed project area
- 8) Environmental assessment report or summary, if available
- 9) Proposed site plan, if available
- 10) Architectural drawings, if available
- 11) Photographs of project site, if available

Applicant Signature: *Application must be signed by an officer or individual authorized to sign on behalf of the organization.*

Signature

Title

Name

Signature Date

CITY OF PLYMOUTH

RESOLUTION No. 2026-079

RESOLUTION APPROVING APPLICATION TO HENNEPIN COUNTY BROWNFIELD GAP FINANCING PROGRAM FOR WILLOW WOOD ESTATES REHABILITATION PROJECT

WHEREAS, the City Council of the City of Plymouth has received a funding application for an affordable housing rehabilitation project at 10850 South Shore Drive, Plymouth, Minnesota submitted by CommonBond Communities; and

WHEREAS, the Brownfield Gap Financing Program (BGFP) provides assistance to nonprofit organizations, local units of government, and emerging developers for environmental assessment and clean-up planning of property in Hennepin County; and

WHEREAS, BGFP requires a resolution approving the Application from the governing body of the municipality where the Property is located.

NOW, THEREFORE, BE IT HEREBY RESOLVED BY THE CITY COUNCIL OF THE CITY OF PLYMOUTH, MINNESOTA, that the Plymouth City Council approves the Willow Wood Estates Rehabilitation Project, for which an application is being submitted By CommonBond Communities to the Minnesota Brownfields' Brownfield Gap Financing program funded with an Environmental Response Fund grant from Hennepin County Department of Environmental Services.

ADOPTED by the City Council on this 10th day of March, 2026.

STATE OF MINNESOTA)
COUNTY OF HENNEPIN) SS.

The undersigned, being the duly qualified and appointed City Clerk of the City of Plymouth, Minnesota, certifies that I compared the foregoing resolution adopted at a meeting of the Plymouth City Council on March 10, 2026, with the original thereof on file in my office, and the same is a correct transcription thereof.

WITNESS my hand officially as such City Clerk and the corporate seal of the city this _____ day of _____, _____.

City Clerk

To: Dave Callister, City Manager

Prepared by: Steven Schmidt, Housing Manager

Reviewed by: Grant Fernelius, CED Director

Item: **Approve Submission of Plymouth Colony Application for 4d(1) Low Income Rental Classification**

1. Action Requested:

Approve Submission of Plymouth Colony Application for 4d(1) Low Income Rental Classification

2. Background:

After the recent adoption of the Plymouth 4d Affordable Housing Incentive Program, staff has been working with owners of Plymouth Colony to submit an application to Minnesota Housing for participation in the 4d Low-Income Rental Classification Program. Plymouth Colony is a 126-unit apartment complex at 1805 North County Road 101. The application for participation is included and shows 100% of the 126-unit complex will remain affordable for households at or below 60% Area Median Income (AMI). Outreach Development Corporation (ODC) is working with the current owner to acquire the building and preserve the complex as affordable housing. A letter of application request is included for context. As a requirement of the program, a participation agreement and a recorded declaration of restricted covenants will be included with the application to Minnesota Housing. The current owner (seller) has asked for assurance that if the pending sale falls through, the city will release the declaration from the property. Staff worked with the city attorney's office to include language in the resolution to provide this guarantee.

The attached resolution, application, participation agreement and declaration of restricted covenants will be submitted by staff to Minnesota Housing on behalf of the owners of Plymouth Colony.

3. Budget Impact:

The city will provide the \$150 application fee to Minnesota Housing and a \$5,000 financial incentive (as required by the state) for participation in the 4d program. The Application fee and financial incentive will be paid out of the HRA General Fund.

4. Attachments:

1. Request Letter
2. LIRC 2026 Initial Application
3. Participation Agreement
4. Declaration of Restricted Covenants
5. City Council Resolution 2026-080

February 16, 2026

City of Plymouth
3400 Plymouth Boulevard
Plymouth, MN 55447
Attn: Steven Schmidt, Housing Manager/Assistant HRA Director

**RE: Plymouth Colony
 Minnesota Housing LIRC Application**

Dear Mr. Schmidt,

In follow up to our conversations on this matter, we are formally requesting the City of Plymouth facilitate our planned application to Minnesota Housing to register the Plymouth Colony property for the Low-Income Rental Classification (LIRC) in March 2026. More specifically, we are requesting that the City record a declaration on the property pursuant to Minnesota Housing's requirements. This proposed partnership with the City will enhance our planned improvements to the property and help the City to meet its housing goals.

Background

Plymouth Colony is an existing 126-unit apartment property located at 1805 CO RD NO 101, directly to the north of Interfaith Outreach Headquarters. The property contains a mix of studio, 1 and 2-bedroom units in two buildings, providing a diversity of housing options to the local community. Property amenities include an outdoor pool with community building, picnic area, on-site property management and balconies. The property is ideally located near retail, schools, employment and transit – all within one-quarter mile of the property. The property's resident base includes households that are integral members of the community and enjoy access to this unique housing option in the City.

Outreach Development Corporation (ODC), through a joint venture with Hegenes Properties, is entering into a purchase agreement with Plymouth Colony Partnership, LLP. The material condition of this purchase agreement is the submission of our 4d application to Minnesota Housing on or before March 31, 2026, and the approval of this application from Minnesota Housing. Since ODC does not currently own the property, we ask that the City of Plymouth and Minnesota Housing wait to record the formal Declaration until the date of closing. Closing is tentatively set to occur on or before May 30, 2026, and is dependent on when Minnesota Housing can give us an indication that the application has been approved.

Requested City Participation

To qualify for LIRC Minnesota Housing requires that, among other criteria, a property has a recorded declaration from a city or other public entity stipulating affordability requirements.

Our requested terms of the declaration to meet Minnesota Housing's requirements are as follows:

- Financial Assistance:
 - The City of Plymouth will pay for the first-year application fee for the Minnesota Low Income Rental Classification (LIRC), also known as 4d(1) tax classification (\$10/unit), not to exceed \$150.
 - \$100 grant per affordable unit, capped at \$5000.
- Property Affordability:
 - At least 20 percent of the rental units in the building will be made affordable to households whose family income is at or below 60% of the area median income (AMI).
 - Our initial application will have 100% of the rental units affordable to households whose family income is at or below 60% of the area median income. By March 31st of each, the owner will complete its annual reporting to both the City and Minnesota Housing certify the exact number of Affordable Units. During the first 15-year Affordability Period the minimum number of units in no event will be less than 38 units (30%).
 - Owner agrees to accept Housing Choice Vouchers.
- Term:
 - Initial term of 25-years.

Our request provides the city with a cost-effective way to improve the existing housing stock within the community and meet its housing goals. It also provides for a unique opportunity for current and future residents to work with Interfaith Outreach and all the service programs they have to offer.

Planned Improvements

Our intent is to maintain the affordability of Plymouth Colony and reinvest into the property on an ongoing basis which is made available in part by the assistance of the 4d property tax classification. We have identified an initial scope of \$600K+ in planned improvements for the property, including the following:

- Humidity-sensing exhaust fans in bathrooms to support long-term comfort and maintenance
- Replacement of sliding patio doors
- Selective window enhancements
- Repair and replace decks and balconies.
- Additional unit upgrades.

Next Steps and Conclusion

To meet Minnesota Housing's LIRC application timelines, we would need the declaration finalized and application submitted to Minnesota Housing in March 2026. The actual recording of the declaration will occur after the approval from Minnesota and simultaneously with the closing of the acquisition of the property.

We would be happy to host a tour of the property with you and any other interested parties.

Thank you for your consideration of our request. Please contact me with any questions or concerns at 612 819-2735 or ken.dayton@jll.com.

Sincerely,

Ken Dayton
Chief Operating Officer
Outreach Development Corporation, a Minnesota nonprofit corporation

Plymouth Colony Partnership, LLP,
A Minnesota limited liability company

By: _____

Name: _____

Title: _____



Low Income Rental Classification 2026 Initial Application

Effective Date: 12/20/2025

This application must be postmarked **by March 31, 2026**, or it will not be approved for the Low Income Rental Classification (LIRC) Program for taxes payable in 2027.

A. Property and Owner Information

Property and Owner Information Requested	Response
Minnesota D# (if applicable)	
Ownership entity name or name of property owner (first, middle, last)	Plymouth Colony Partnership LLP
Owner's mailing address (street address or PO box)	1905 East Wayzata Blvd
City, State, Zip Code	Wayzata, MN 55391
Name of eligible property (project)	Plymouth Colony
Primary address of eligible property (street address)	1805 CO RD NO 101
City, State, Zip Code	Plymouth, MN
Contact name (first, last)	John Walters
Phone	952.380.5061
Email	j.walters@lakecompanies.com

B. County PINS

List the county parcel ID numbers (PINS/PIDS) and parcel addresses that identify the primary address above. If there are more than three PINS/PIDS, list any additional PINS/PIDS and addresses on a separate sheet and attach it to this application.

PINS/PIDS	Address	City	State	Zip Code
30-118-22-41-0048	1805 CO RD NO 101	Plymouth	MN	55447
			MN	
			MN	

C. Qualification Type and Qualified Units

I certify that this property is eligible for the LIRC Program under the following categories. Check all categories that apply and enter the number of units qualified for each category on the right.

Category	# of Units
☐ The units are subject to a project-based housing assistance payments (HAP) contract under Section 8 of the United States Housing Act of 1937, as amended.	1.
☐ The units are rent-restricted and income-restricted units of a qualified low-income housing project receiving tax credits under Section 42(g) of the Internal Revenue Code.	2.
☐ The units are financed by the Rural Housing Service (RHS) of the United States Department of Agriculture and receive payments under the rental assistance program pursuant to Section 521(a) of the Housing Act of 1949, as amended.	3.
☒ The units are subject to 60% or less of AMI rent and income restrictions , as specified in statute, under the terms of financial assistance provided to the rental housing property by the federal government, the state of Minnesota, or a local unit of government, as evidenced by a document recorded against the property.	4. 126
Total Qualified Units (sum of lines 1-4)	5. 126
Total of all rental units in property	6. 126
Qualifying percentage (divide line 5 by line 6)	7. 100 %

D. Proof of Qualification

To receive 4d(1) you must submit the applicable supporting documentation that corresponds to each qualification type indicated in C above.

Qualification Type	Expiration Date
☐ The Section 8 HAP contract.	
☐ The Section 42(g) Land Use Restriction Agreement (LURA); or, if the LURA is not yet recorded, confirmation of an allocation of tax credits for the property and a verification of the "Placed in Service" date.	
☐ The United States Department of Agriculture Rural Development subsidy contract.	
☒ The recorded document restricting income and rents under the terms of the financial assistance provided by the federal government, the state of Minnesota, or a local unit of government.	2052 - recording pending approval

E. Eligible Uses of Property Tax Savings Certification and Compliance

Enrolling in the LIRC Program reduces the property's tax class rate thereby reducing the property tax amount that would otherwise be due. [Minnesota Statute 273.128, subdivision 1\(b\)](#) requires that the Property Tax Savings be used for one or more of the following Eligible Uses:

- Property maintenance
- Property security
- Improvements to the property
- Rent stabilization
- Increases to the property's replacement reserve account

See Section 2.02 and Chapter 3 of the Program Guide for additional information.

☒ By selecting this box, I certify that the Property Tax Savings will only be used for one or more of the Eligible Uses; I acknowledge that Minnesota Housing, at its sole discretion, may request documentation demonstrating that the savings were used on the Eligible Use(s); and, I understand that failure to provide the requested documentation may result in removal and/or temporary disbarment for the LIRC Program.

F. Application Fee Calculation

1. Qualified Units (Section C, line 5): 126
2. Total annual, non-refundable fee (multiply line 1 by 10; maximum of \$150): \$ 150

G. Applicant Certification and Signature

Some of the information you provide on your application may be private by state law. This information is being collected to determine your eligibility for the LIRC Program and to ensure it is applied in compliance with applicable state laws. You do not have to provide this information. If you do not provide this information Minnesota Housing may not be able to fully process your application. By signing this form, you consent to Minnesota Housing sharing this information and the supporting documentation with county or city assessors, the Minnesota Department of Revenue, and with such entities as may be needed to verify LIRC eligibility, including the United States Department of Housing and Urban Development, United States Department of Agriculture, and other government entities. Minnesota Housing may also provide this information to the state or legislative auditor or share this information upon court order.

I certify that all information provided is true and correct, that I am duly authorized to sign this certification and submit this application, that the property meets the requirement(s) to receive the 4d(1) Property Use Classification and is in compliance with all applicable requirements of the low-

income housing program that qualifies the property for the LIRC Program. I understand that any false information or low-income housing program non-compliance could result in the denial and withdrawal of 4d(1) or a loss of some or all LIRC Program benefits.

Applicant Signature

Date

General Information

Program Guide: For additional program information, please review the [LIRC Program Guide](#) on Minnesota Housing's website.

Application: This application form is for new applicants who have not previously applied for LIRC status.

What is the application deadline for 2026? Applications, remittances and supporting documentation must be mailed and postmarked no later than March 31, 2026.

How will I know if my application was accepted? We will notify applicants of their application status once it is processed.

When will LIRC take effect? Approved and certified properties will see the tax rate reduction on their tax bill payable in 2026.

What is the owner's responsibility? Reapply annually; continue to comply with the requirements of the LIRC Program and maintain compliance with the applicable low-income housing program that qualifies the property for 4d(1).

What if the ownership or mailing address changes? Property owners should notify Minnesota Housing of any ownership or mailing address changes.

Application Instructions

General: Completely fill out the application. Incomplete information may result in delaying or rejecting the application.

Property and Owner Information and PINS: Complete all fields. The 'Ownership Entity Name' should match the property tax statement. Enter the PINS/PIDS and parcel address as shown on your property tax statement. The accuracy of this information is important for reporting to the assessor offices.

Qualification Type: Check the box(es) that apply to the property. Enter the number of qualifying units subject to the rent and income restrictions that are indicated in the contract or restrictive covenant.

Units:

- Enter the sum of qualifying units in the Qualification Type section.
- Enter the total number of units in the property.
- Calculate the qualifying percentage by dividing the number of qualified units by the total number of units; round the percentage to the nearest whole number.

Application Fee: Calculate the non-refundable application fee of \$10 per qualified unit; maximum of \$150.

Proof of Qualification: Enter the expiration date of the applicable Project-based HAP contract, Section 42(g) restrictions, Rural Housing contract, or recorded document. Submit a copy of the applicable Proof(s) of Qualification as part of this application.

Owner Certification and Signature: Sign and date this application. Note, the application must be signed by someone with the authority to make these certifications on behalf of the property owner.

Mailing Instructions:

- Complete and sign the application form.
- Include a check for the non-refundable application fee amount, payable to Minnesota Housing.
- Attach a copy of the documentation, which proves your qualification for 4(d)1.
- If applicable, attach a copy of the resolution provided by the city or town where the property is located approving the ability to submit the LIRC Program Initial Application. See Section 2.03 of the Program Guide for additional information.
- Make a copy of the application for your records.
- Mail to: Minnesota Housing, Attn: LIRC, 400 Wabasha Street North, Suite 400, St. Paul, MN 55102-1109.

For More Information

800.657.3647 | 651.297.4065 | TTY: 651.297.2361 | Minnesota Relay Service: 800.627.3529 | www.mnhousing.gov

4d Participation Agreement

Property Owner(s): Plymouth Colony Partnership, LLP, a Minnesota limited liability partnership (herein referred to as "Owner(s)")

Property Address: 1805 County Road No. 101, Plymouth, MN 55447 (herein referred to as "Property")

Legal Description of Property:

Parcel 1

Tract A, Registered Land Survey No. 1301, Hennepin County, Minnesota.

Parcel 2

Together with an ingress and egress easement and benefits of Easement Agreement, dated July 7, 1975, filed July 17, 1975, as Document No. 1146169.

Together with the storm sewer easements and benefits of Mutual Easement, dated July 7, 1975, filed July 17, 1975, as Document No. 1146168.

Registered Land - Certificate of Title No. 794253.

Tax Parcel: 30-118-22-41-0048

Total Property Units: 126

Percentage (100%) of Units restricted to be affordable to and occupied by households at or below 60% of Area Median Income

1. The Owner certifies that he/she/they are the Owner(s) of record of the Property.
2. The Owner has previously submitted to the City a complete 4d program application and rent roll demonstrating that 100% of the rental housing units located on the Property have rents that do not exceed 30% of the gross income of a family whose income equals 60% of the median family income as most recently established by HUD for the Minneapolis/St. Paul standard metropolitan statistical area.
3. The Owner has agreed to record a declaration against the above described Property limiting the rents and incomes on 100% of the rental housing units located on the Property as further described in the form of declaration attached hereto as Exhibit A (the "Declaration") so that Owner can qualify for preferable tax classification as class 4d(1) under Minnesota Statutes §273.13, Subdivision 25. The Owner specifically represents that such preferable tax classification along with access to the other financial incentives described in this Participation Agreement is sufficient consideration for executing and filing the Declaration.
4. The Participation Agreement includes a commitment to accept tenant-based assistance and affirmative fair marketing.
5. The Owner certifies that no existing tenants in the Property have been or will be evicted because of the filing of the Declaration.

6. Upon satisfaction of the foregoing conditions, the City will, in cooperation with the Owner:

a. Record the Declaration in the Hennepin County land records.

b. Submit Owner's first application to the State of Minnesota for the certification of 4d classification under Minnesota Statutes §273.128 and pay the associated application fee ("4d Application Fee").

d. Provide Owner with a grant in an amount equal to \$5,000 (\$100/affordable unit not to exceed \$5,000) to assist the Owner cover the cost of making health, safety and energy efficiency improvements to the Property. Owner must submit a plan for the proposed use of the funds and certify the use of the funds to make property improvements.

IN FURTHERANCE WHEREOF, the parties have executed this Agreement as of _____, 20__.

OWNER:

Plymouth Colony Partnership, LLP,
a Minnesota limited liability partnership

By: _____

Name: John P. Walters

Title: General Partner

CITY OF PLYMOUTH:

DECLARATION OF RESTRICTIVE COVENANTS

THIS DECLARATION OF RESTRICTIVE COVENANTS (the “Declaration”), is made on or as of this _ day of _____, 2026, by (Plymouth Colony Partnership, LLP, a Minnesota limited liability partnership, (the “Owner”), having its primary place of business at 1905 East Wayzata Blvd, Wayzata, MN 55391, in favor of the City of Plymouth, a Minnesota municipal corporation (the “City”).

RECITALS

A. Owner and the City have entered into an **Affordable 4D Participation Agreement**, dated _____, 2026, (the “Participation Agreement”), pursuant to which the City is offering certain financial incentives in exchange for Owner limiting rents and incomes on certain rental housing units located at 1805 CO RD NO 101, Plymouth, MN 55447; and

B. But for the making and recording of this Declaration, the City would be unwilling to qualify the Property for preferable tax classification or provide the other financial incentives described in the Participation Agreement.

NOW, THEREFORE, in consideration of said the foregoing Recitals and mutual obligations of the parties to this Declaration, each of them does hereby covenant and agree with the other as follows:

1. **Definitions.** In this Declaration, unless a different meaning clearly appears from the context, the following terms shall have the meanings set forth in this Section:

Affordability Period: A 25-year period commencing on the date of this Declaration and expiring on December 31, 2052.

Affordable Units: Units in the Project as identified in **Exhibit B** to this Declaration.

Annual Income: The adjusted gross income, as defined in Section 62 of the United States Internal Revenue Code, of all members of a household (this is the “Adjusted Gross Income” amount reported on IRS form 1040).

HUD: The United States Department of Housing and Urban Development.

Land: The real property located in Hennepin County, Minnesota, and legally described on **Exhibit A** to this Declaration.

Low-Income Families: Individuals or families whose Annual Income does not exceed 60 percent of the Median Family Income.

Median Family Income: The “Median Family Income” as most recently established by HUD for the Minneapolis/St. Paul standard metropolitan statistical area, adjusted for family size.

Project: A rental housing project located at 1805 CO RD NO 101 in the City of Plymouth, Minnesota.

2. **Representations.** Owner represents to and for the benefit of the City that Owner has duly authorized, executed, and delivered this Declaration pursuant to proper authorization to do so; that this Declaration constitutes a valid and binding obligation of the Owner, enforceable in accordance with its terms, except only as such enforceability may be limited by bankruptcy; moratorium; reorganization; other laws; or principles of equity, as such may affect creditors' rights; and that the execution and delivery of this Declaration does not constitute a breach, violation, or default under any law, regulation, order, judgment or ruling binding upon Owner, or a default under any indenture, mortgage, agreement, or other instrument to which Owner is subject or by which it or its property is bound.

3. **Restrictions on Use.**

A. Owner agrees to develop, operate and manage the Project according to the terms of this Declaration for the duration of the Affordability Period.

B. During the Affordability Period, this Declaration shall constitute covenants running with the land and shall be binding on the successors and assigns of Owner, and on all parties having or acquiring any rights, title, or interest in the Project.

C. Rental of the Project shall be in accordance with the following:

- (a) All the Affordable Units shall be occupied by households with incomes that are 60 percent or less of the Median Family Income and shall bear rents not greater than 30 percent of the adjusted income of a family whose gross income equals 60 percent of the Median Family Income.
- (b) The requirements of Section 3(C)(a) of this Declaration shall be satisfied despite a temporary non-compliance with Section 3(C)(a) of this Declaration, if the non-compliance is caused because either:
 - (i) a current tenant as of the date of this Declaration is in one of the Affordable Units; or
 - (ii) the incomes of tenants that were income qualified upon occupancy increase and if actions satisfactory to the City are being taken to ensure that all vacancies of Affordable Units are filled in accordance with Section 3(C)(a) of this Declaration until the non-compliance is corrected.
- (c) The initial rent schedule for the Affordable Units is set forth in **Exhibit B**. In no event will the City require the Affordable Unit gross rents to be set lower than the rents listed on **Exhibit B**.

- (d) Owner shall comply with Plymouth Code of Ordinances Chapter IV - Building, Housing and Construction Regulations, Section 410. - Rental Licensing.
- (e) The City may, upon request, review and approve rents not more frequently than annually for consistency with this Agreement.
- (f) Except for tenants already in the Affordable Units, Owner shall secure an income certification from the proposed tenant(s) of each Affordable Unit prior to initial occupancy by such tenant(s). Such income certificate shall contain a statement of the total Annual Income for the previous year of each person who proposes to live in the Affordable Unit during that year. Owner shall retain all records related to compliance with this Declaration for a minimum of six (6) years after termination of the Affordability Period, and permit any duly authorized representative of the City to inspect such records upon reasonable notice to the Owner. There will be no cost associated with inspection of records.
- (g) On or before March 31 of each year of the Affordability Period the Owner shall make annual reports to the City in the form attached to this Declaration as Attachment 1.
- (h) Owner shall use affirmative fair housing marketing practices in soliciting renters, determining eligibility and concluding all transactions and provide evidence of compliance to the City upon request.

4. **Restrictions on Sale of the Project.** Owner agrees not to sell, transfer, convey, or assign the Affordable Units (except leases in the ordinary course of business) without first obtaining the express written assumption by the purchaser, transferee, grantee, or assignee of the obligations imposed on Owner by this Declaration; provided, however, that this Declaration shall remain enforceable against a purchaser, transferee, grantee, or assignee even in the absence of a written assumption. Any sale in violation of this Declaration shall be null and void at the election of the City.

5. **Covenants Are Binding Upon Successors in Interest.** It is intended and agreed that the covenants provided in this Declaration shall be covenants running with the land and that they shall, in any event, and without regard to technical classification or designation, legal or otherwise, be binding on Owner, the successors and assigns of Owner, and all parties having or acquiring any right, title, or interest in all or any part of the Land. This Declaration shall be enforceable against all such parties to the fullest extent permitted by law and equity for the benefit and in favor of the City, its successors and assigns. It is expressly agreed and acknowledged that:

A. The covenants provided in this Declaration are in addition to the provisions of any other documents, or written agreements, related to the Project (collectively, the “Other Documents”);

B. This Declaration shall not be deemed to limit or merge into any Other Documents or vice versa;

C. This Declaration shall survive the expiration or termination of any of the Other Documents; and

D. The satisfaction or release of any Other Documents shall not be deemed to a satisfaction or release of this Declaration.

6. **Remedies for Default.** In the event of any default, failure, violation, or any other action or inaction by Owner specified in this Declaration, the City at its option, may institute such actions or proceedings at law or in equity as it may deem desirable for effectuating the provisions of this Declaration, including without limitation actions for specific performance, damages, and injunctive relief, and including also any remedy allowed under the terms of any Other Documents. In any successful action or proceeding to enforce its rights under this Declaration, the City shall be entitled to the recovery from Owner of reasonable attorneys' fees.

7. **Notices and Demands.** A notice, demand, or other communication under this Declaration by the Owner to the City, or the City to the Owner, other shall be sufficiently given or delivered if it is dispatched by registered or certified United States Mail, postage prepaid, return receipt requested, or delivered personally, and, in the case of Owner, is addressed to or delivered personally to Owner at:

John Walters
General Partner
Lake Associates Property Management
1905 East Wayzata Blvd
Wayzata, MN 55391

and in the case of the City, it is addressed to or delivered personally to the City at:

City of Plymouth
Department of Community & Economic Development
3400 Plymouth Boulevard
Plymouth, Minnesota 55447
ATTN: Steven Schmidt, Housing Manager

or at such other address as the Owner or the City may, from time to time, designate in writing and forward to the other as provided in this Section.

8. **Counterparts.** This Agreement may be executed in any number of counterparts, all of which shall constitute a single agreement, any one of which bearing signatures of all parties shall be deemed an original.

9. **Election to Amend this Declaration during the Affordability Period.**

Year one will have 100% of the rental units affordable to households whose family income is at or below 60% of the area median income. By March 31st of each year, the owner will complete its annual reporting to both the City of Plymouth and Minnesota Housing certifying the exact number of Affordable Units. During the first 15-year Affordability Period the minimum number

of units in no event will be less than 38 units (30%). For the remaining term, at least 20 percent of the rental units in the building will be made affordable to households whose family income is at or below 60% of the area median income (AMI).

IN WITNESS WHEREOF, the Owner has caused this Declaration to be duly executed on or as of the day and year first written above.

[Signature page follows]

SIGNATURE PAGE TO DECLARATION OF RESTRICTIVE COVENANTS

OWNER:

**Plymouth Colony Partnership, LLP, a
Minnesota limited liability partnership**

By _____

John P. Walters

Its: General Partner

[illegible]

The foregoing instrument was acknowledged before me this _____ day of _____, 20____, by _____ [owner name], the _____ [owner title] of _____ [entity name], a _____ [entity state and business type], on behalf of the _____ [business type].

Notary Public

This instrument was drafted by:
The City of Plymouth
Department of Community & Economic Development
3400 Plymouth Boulevard
Plymouth, Minnesota 55447

**EXHIBIT A
TO
DECLARATION OF RESTRICTIVE COVENANTS**

Parcel 1

Tract A, [Registered Land Survey No. 1301](#), Hennepin County, Minnesota.

Parcel 2

Together with an ingress and egress easement and benefits of Easement Agreement, dated July 7, 1975, filed July 17, 1975, as Document No. [1146169](#).

Together with the storm sewer easements and benefits of Mutual Easement, dated July 7, 1975, filed July 17, 1975, as Document No. [1146168](#).

Registered Land - Certificate of Title No. [794253](#).

Tax Parcel: 30-118-22-41-0048

**EXHIBIT B
TO
DECLARATION OF RESTRICTIVE COVENANTS**

*Initial Rent Schedule
Effective February 2026*

<u>Unit #</u>	<u>BR's</u>	<u>Rent</u>	<u>Maximum Rent - 60%</u>	<u>Utility Allowance</u>	<u>Maximum Net Rent</u>
10101	1	\$1,170	\$1,490	45	\$1,445
10102	2	\$1,305	\$1,788	58	\$1,730
10103	2	\$1,415	\$1,788	58	\$1,730
10104	1	\$1,230	\$1,490	45	\$1,445
10105	2	\$1,250	\$1,788	58	\$1,730
10106	2	\$1,350	\$1,788	58	\$1,730
10107	2	\$1,285	\$1,788	58	\$1,730
10108	1	\$1,160	\$1,490	45	\$1,445
10109	1	\$1,185	\$1,490	45	\$1,445
10110	2	\$1,290	\$1,788	58	\$1,730
10111	2	\$1,415	\$1,788	58	\$1,730
10112	2	\$1,355	\$1,788	58	\$1,730
10113	2	\$1,210	\$1,788	58	\$1,730
10114	2	\$1,405	\$1,788	58	\$1,730
10115	2	\$1,305	\$1,788	58	\$1,730

10116	2	\$1,265	\$1,788	58	\$1,730
10117	2	\$1,240	\$1,788	58	\$1,730
10118	0	\$940	\$1,390	35	\$1,355
10119	2	\$1,315	\$1,788	58	\$1,730
10120	2	\$1,340	\$1,788	58	\$1,730
10121	1	\$1,195	\$1,490	45	\$1,445
10201	1	\$1,220	\$1,490	45	\$1,445
10202	2	\$1,245	\$1,788	58	\$1,730
10203	2	\$1,330	\$1,788	58	\$1,730
10204	1	\$1,155	\$1,490	45	\$1,445
10205	2	\$1,230	\$1,788	58	\$1,730
10206	2	Vacant	\$1,788	58	\$1,730
10207	2	\$1,345	\$1,788	58	\$1,730
10208	1	\$1,115	\$1,490	45	\$1,445
10209	1	\$1,120	\$1,490	45	\$1,445
10210	2	\$1,395	\$1,788	58	\$1,730
10211	2	\$1,565	\$1,788	58	\$1,730
10212	2	\$1,300	\$1,788	58	\$1,730
10213	2	\$1,385	\$1,788	58	\$1,730
10214	2	\$1,240	\$1,788	58	\$1,730
10215	2	\$1,240	\$1,788	58	\$1,730
10216	2	\$1,360	\$1,788	58	\$1,730
10217	2	\$1,320	\$1,788	58	\$1,730
10218	2	\$1,270	\$1,788	58	\$1,730
10219	2	\$1,315	\$1,788	58	\$1,730
10220	2	\$1,420	\$1,788	58	\$1,730
10221	1	\$1,185	\$1,490	45	\$1,445
10301	1	\$1,315	\$1,490	45	\$1,445
10302	2	\$1,305	\$1,788	58	\$1,730
10303	2	Vacant	\$1,788	58	\$1,730
10304	1	Vacant	\$1,490	45	\$1,445
10305	2	\$1,400	\$1,788	58	\$1,730
10306	2	\$1,295	\$1,788	58	\$1,730
10307	2	\$1,325	\$1,788	58	\$1,730
10308	1	\$1,130	\$1,490	45	\$1,445
10309	1	\$1,185	\$1,490	45	\$1,445
10310	2	\$1,405	\$1,788	58	\$1,730
10311	2	\$1,385	\$1,788	58	\$1,730
10312	2	\$1,265	\$1,788	58	\$1,730
10313	2	\$1,345	\$1,788	58	\$1,730
10314	2	\$1,255	\$1,788	58	\$1,730
10315	2	\$1,230	\$1,788	58	\$1,730
10316	2	\$1,350	\$1,788	58	\$1,730
10317	2	\$1,255	\$1,788	58	\$1,730

10318	2	\$1,395	\$1,788	58	\$1,730
10319	2	\$1,315	\$1,788	58	\$1,730
10320	2	\$1,415	\$1,788	58	\$1,730
10321	1	\$1,170	\$1,490	45	\$1,445
20101	1	\$1,270	\$1,490	45	\$1,445
20102	2	\$1,385	\$1,788	58	\$1,730
20103	2	\$1,290	\$1,788	58	\$1,730
20104	1	\$1,255	\$1,490	45	\$1,445
20105	2	\$1,290	\$1,788	58	\$1,730
20106	2	\$1,390	\$1,788	58	\$1,730
20107	2	\$1,240	\$1,788	58	\$1,730
20108	1	\$1,120	\$1,490	45	\$1,445
20109	1	\$1,255	\$1,490	45	\$1,445
20110	2	\$1,305	\$1,788	58	\$1,730
20111	2	\$1,370	\$1,788	58	\$1,730
20112	2	\$1,200	\$1,788	58	\$1,730
20113	2	\$1,380	\$1,788	58	\$1,730
20114	2	\$1,300	\$1,788	58	\$1,730
20115	2	\$1,265	\$1,788	58	\$1,730
20116	2	\$1,290	\$1,788	58	\$1,730
20117	2	\$1,315	\$1,788	58	\$1,730
20118	0	\$940	\$1,390	35	\$1,355
20119	2	\$1,420	\$1,788	58	\$1,730
20120	2	\$1,335	\$1,788	58	\$1,730
20121	1	\$1,205	\$1,490	45	\$1,445
20201	1	\$1,260	\$1,490	45	\$1,445
20202	2	\$1,365	\$1,788	58	\$1,730
20203	2	\$1,340	\$1,788	58	\$1,730
20204	1	\$1,140	\$1,490	45	\$1,445
20205	2	\$1,265	\$1,788	58	\$1,730
20206	2	\$1,240	\$1,788	58	\$1,730
20207	2	\$1,185	\$1,788	58	\$1,730
20208	1	\$1,220	\$1,490	45	\$1,445
20209	1	\$1,235	\$1,490	45	\$1,445
20210	2	\$1,235	\$1,788	58	\$1,730
20211	2	\$1,580	\$1,788	58	\$1,730
20212	2	\$1,080	\$1,788	58	\$1,730
20213	2	\$1,317	\$1,788	58	\$1,730
20214	2	Vacant	\$1,788	58	\$1,730
20215	2	\$1,395	\$1,788	58	\$1,730
20216	2	\$1,260	\$1,788	58	\$1,730
20217	2	\$1,300	\$1,788	58	\$1,730
20218	2	\$1,370	\$1,788	58	\$1,730
20219	2	\$1,395	\$1,788	58	\$1,730

20220	2	\$1,255	\$1,788	58	\$1,730
20221	1	\$1,120	\$1,490	45	\$1,445
20301	1	\$1,120	\$1,490	45	\$1,445
20302	2	\$1,105	\$1,788	58	\$1,730
20303	2	\$1,475	\$1,788	58	\$1,730
20304	1	\$1,160	\$1,490	45	\$1,445
20305	2	\$1,420	\$1,788	58	\$1,730
20306	2	\$1,500	\$1,788	58	\$1,730
20307	1	\$1,300	\$1,490	45	\$1,445
20308	1	\$1,120	\$1,490	45	\$1,445
20309	1	\$1,250	\$1,490	45	\$1,445
20310	2	\$1,405	\$1,788	58	\$1,730
20311	2	\$1,450	\$1,788	58	\$1,730
20312	2	\$1,185	\$1,788	58	\$1,730
20313	2	\$1,395	\$1,788	58	\$1,730
20314	2	\$1,370	\$1,788	58	\$1,730
20315	2	\$1,170	\$1,788	58	\$1,730
20316	2	\$1,315	\$1,788	58	\$1,730
20317	2	\$1,305	\$1,788	58	\$1,730
20318	2	\$1,395	\$1,788	58	\$1,730
20319	2	\$1,290	\$1,788	58	\$1,730
20320	2	\$1,395	\$1,788	58	\$1,730
20321	1	\$1,270	\$1,490	45	\$1,445

Plymouth HRA -
1/1/2026

Utility Allowances

Cooking - Elec

0 BR

1 BR

2 BR

\$7

\$9

\$13

Heating - Gas

\$32

\$48

\$53

Other Elec

\$35

\$45

\$58

Water

\$12

\$17

\$22

Trash

\$32

\$32

\$34

Total - utility
allowance

\$35

\$45

\$58

Maximum Rent -
60%

\$1,355

\$1,445

\$1,730

Tenant pays for Other Elec. Only. Gas Stoves

**ATTACHMENT 1
TO
DECLARATION OF RESTRICTIVE COVENANTS**

Annual Certification

Project Address	1805	County Road No. 101	Plymouth	MN	55447				
# of Affordable Units									
# of Total Units									
Owner									
Property Manager									
Monitoring Year									

UNIT INFORMATION		TENANT NAME	MOVE IN ELIGIBILITY			RENTS			
Unit #	# BR's	Tenant Name	Move In Date	Income at Move-in	Household Meets Lowest Income Restriction at % AMI	Section 8 Voucher (Y/N)	Rent	Unit Rent Restricted at 60% AMI	Comments
							\$ -		
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CITY OF PLYMOUTH

RESOLUTION No. 2026-080

RESOLUTION APPROVING SUBMISSION OF PLYMOUTH COLONY APPLICATION FOR 4D(1) LOW INCOME RENTAL CLASSIFICATION

WHEREAS, Plymouth Colony Partnership LLP is the owner of a rental housing property located at 1805 CO RD NO 101, in Plymouth Minnesota, with a mailing address of 1805 CO RD NO 101, Plymouth, MN 55447 and parcel identification number 30-118-22-41-0048 (the "Property"); and

WHEREAS, the owner represents that the Property, as applicable, meets one or more of the qualifications set forth in Minnesota Statutes, section 273.128, subdivision 1; and

WHEREAS, the owner has requested approval from the City of Plymouth to submit an initial application to the Minnesota Housing Finance Agency with respect to the Property for certification as a low-income rental property classified as class 4d(1) under Minnesota Statutes, section 273.13, subdivision 25 (the "LIRC Application"); and

WHEREAS, the City of Plymouth acknowledges that Plymouth Colony Partnership, LLP has entered into a purchase agreement for the sale of its property located at 1805 CO RD NO 101, Plymouth, MN 55447 to Outreach Development Company. The City also acknowledges that as a condition of that sale, Plymouth Colony Partnership, LLP has entered into an Affordability 4D Participation Agreement and a Declaration of Restrictive Covenants for its property for the benefit of the prospective buyer. The City of Plymouth agrees that if the proposed sale from Plymouth Colony Partnership, LLC to Outreach Development Company does not successfully close, the City shall immediately, upon request of Plymouth Colony Partnership, LLC, release Plymouth Colony Partnership, LLP from the Agreement and the Declaration.

NOW, THEREFORE, BE IT HEREBY RESOLVED BY THE CITY COUNCIL OF THE CITY OF PLYMOUTH, MINNESOTA, that the Plymouth City Council grants approval for Plymouth Colony Partnership LLP to submit an initial LIRC Application to Minnesota Housing for participation in the 4d Low-Income Rental Classification program, and authorizes staff to execute the documents necessary for participation in the program including participation agreement, declaration of restricted covenants, and initial application.

APPROVED by the City Council on this 10th day of March, 2026.

STATE OF MINNESOTA)
COUNTY OF HENNEPIN) SS.

The undersigned, being the duly qualified and appointed City Clerk of the City of Plymouth, Minnesota, certifies that I compared the foregoing resolution adopted at a meeting of the Plymouth City Council on March 10, 2026, with the original thereof on file in my office, and the same is a correct transcription thereof.

WITNESS my hand officially as such City Clerk and the Corporate seal of the city this _____ day of _____, _____.

City Clerk

To: Dave Callister, City Manager

Prepared by: Sonya Rippe, Project Supervisor

Reviewed by: Jennifer Tomlinson, Parks and Recreation Director

Item: **Approve bid and authorize construction of the Plymouth Creek Trail (PR260006)**

1. Action Requested:

Adopt the attached resolution approving the bid and authorize construction of the Plymouth Creek Trail (PR260006).

2. Background:

The reimagination of City Center provides the opportunity to expand off-street connectivity for pedestrians and cyclists to and through the public facilities located within City Center. One critical link that is missing is an accessible off-street connection between the Plymouth Community Center and other city facilities, including the Hilde Performance Center, the Plymouth Ice Center and Plymouth City Hall. This trail connection includes a 500-foot boardwalk, approximately .10 miles of new asphalt trail, lights, trail counters and wayfinding signage.

On Monday, February 23 at 11 a.m., bids were publicly opened for this project. A total of ten bids were received as detailed in the attached bid tab summary. The lowest bid of \$1,863,996.75 submitted by S.M. Hentges & Sons, Inc., exceeded the engineer's estimate of \$1,597,347.78. Despite all bids being higher than the engineer's estimate, there was only \$30,083.40 separating the top three bids, which suggests the bids were competitive and reflective of current market conditions. The project team is currently working with the contractor to better align costs with the engineer's estimate. Staff is recommending awarding the bid to S.M. Hentges & Sons, Inc. on March 10. If awarded, construction is slated to begin as soon as weather allows.

3. Budget Impact:

The total estimated project cost based on the lowest bid received is \$2,158,526.52 and

includes improvements in the amount of \$1,863,996.75, engineering, administration and contingencies totaling \$294,529.77. The project is being funded from surplus funds.

4. Attachments:

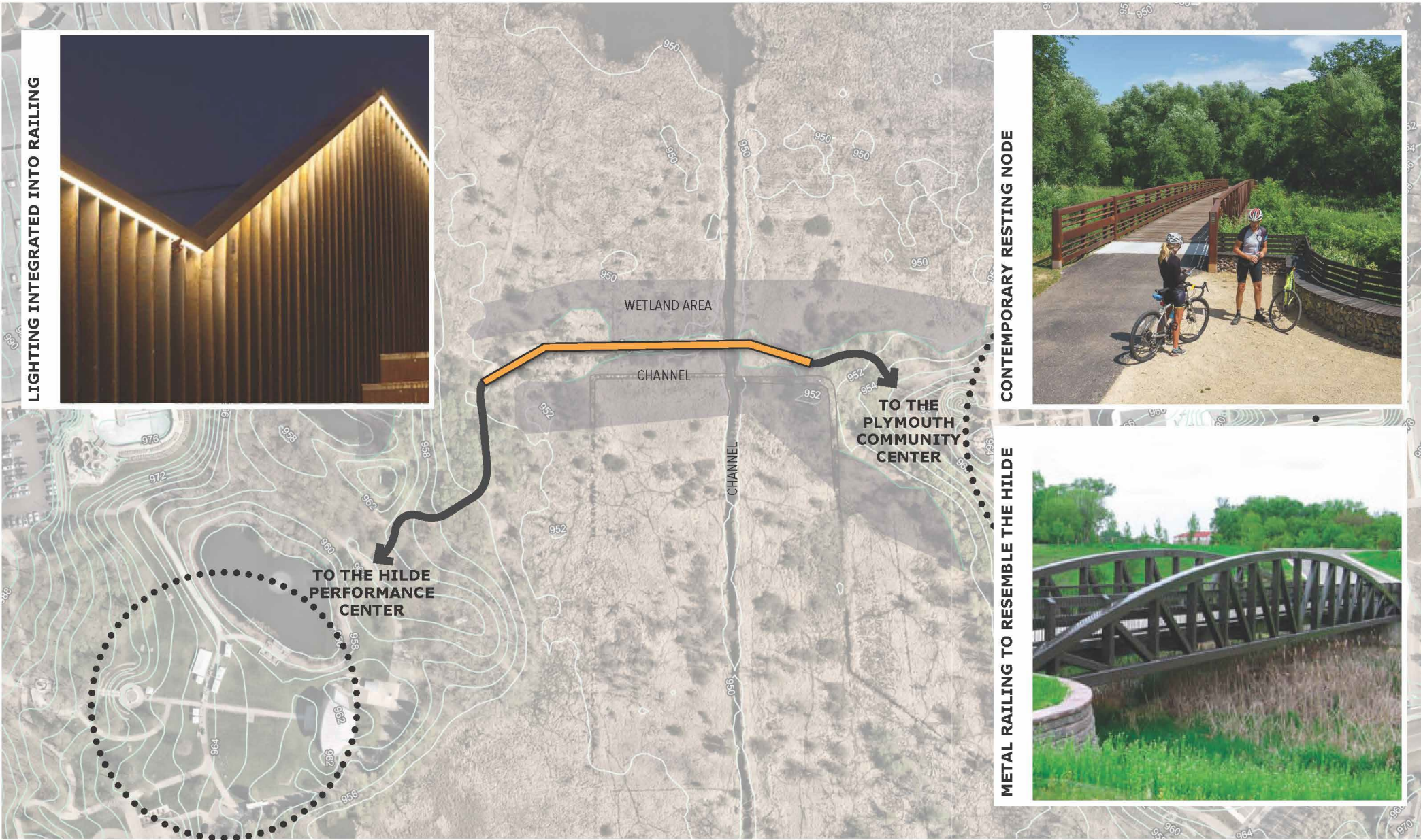
1. Presentation
2. Concept
3. Bid Tab Summary
4. Award Recommendation Letter
5. City Council Resolution 2026-081



Plymouth Creek Trail

Jennifer Tomlinson, Parks and Recreation Director





Next Steps

- Ordering wood due to long lead times
- Construction to begin as soon as weather allows
- Trail will be constructed in parallel with existing wood chip trail to maintain access
- Substantial completion July 2, 2026 with final completion August 31, 2026

Council Action

- Approve bid and authorize construction of the Plymouth Creek Trail

H:\Projects\19000\19288\TechData\Landscapes\Graphics\IND\19288_Preliminary Concepts_250822

LIGHTING INTEGRATED INTO RAILING



CONTEMPORARY RESTING NODE



METAL RAILING TO RESEMBLE THE HILDE



TO THE HILDE
PERFORMANCE
CENTER

TO THE
PLYMOUTH
COMMUNITY
CENTER

BOARDWALK

TRAIL

0' 50' 100' 200' 400'
Scale in Feet



Plymouth Creek Trail | Preferred Concept
Plymouth, Minnesota

					Engineer Estimate		S.M. Hentges & Sons, Inc.		Pember Companies, Inc.		Grit Contracting		Blackstone Contractors LLC		Rosti Construction		Veit & Company, Inc.	
Line Item	Item Code	Item Description	UofM	Quantity	Unit Price	Extension	Unit Price	Extension	Unit Price	Extension	Unit Price	Extension	Unit Price	Extension	Unit Price	Extension	Unit Price	Extension
1	2021.501	MOBILIZATION	LUMP SUM	1	\$75,000.00	\$75,000.00	\$105,000.00	\$105,000.00	\$66,250.00	\$66,250.00	\$68,000.00	\$68,000.00	\$75,000.00	\$75,000.00	\$100,000.00	\$100,000.00	\$215,200.00	\$215,200.00
2	2101.505	CLEARING	ACRE	0.1	\$8,000.00	\$800.00	\$16,000.00	\$1,600.00	\$32,000.00	\$3,200.00	\$11,000.00	\$1,100.00	\$7,100.00	\$710.00	\$26,000.00	\$2,600.00	\$77,150.00	\$7,715.00
3	2101.505	GRUBBING	ACRE	0.3	\$8,000.00	\$2,400.00	\$40,000.00	\$12,000.00	\$9,600.00	\$2,880.00	\$6,000.00	\$1,800.00	\$7,100.00	\$2,130.00	\$30,000.00	\$9,000.00	\$14,700.00	\$4,410.00
4	2104.502	REMOVE SIGN AND STRUCTURE	EACH	1	\$500.00	\$500.00	\$710.00	\$710.00	\$1,250.00	\$1,250.00	\$150.00	\$150.00	\$426.00	\$426.00	\$100.00	\$100.00	\$750.00	\$750.00
5	2104.503	SAWING CONCRETE PAVEMENT (FULL DEPTH)	LIN FT	15	\$5.00	\$75.00	\$11.00	\$165.00	\$5.55	\$83.25	\$5.00	\$165.00	\$9.47	\$142.05	\$7.00	\$105.00	\$8.50	\$127.50
6	2104.503	SAWING BIT PAVEMENT (FULL DEPTH)	LIN FT	80	\$2.00	\$160.00	\$7.00	\$560.00	\$3.55	\$284.00	\$5.00	\$400.00	\$8.88	\$710.40	\$3.00	\$240.00	\$4.90	\$392.00
7	2104.503	REMOVE CURB & GUTTER	LIN FT	30	\$8.00	\$240.00	\$10.00	\$300.00	\$12.00	\$360.00	\$20.00	\$600.00	\$14.20	\$426.00	\$6.00	\$180.00	\$5.50	\$165.00
8	2104.504	REMOVE CONCRETE WALK	SQ YD	5	\$8.00	\$40.00	\$6.00	\$30.00	\$36.35	\$181.75	\$25.00	\$125.00	\$28.40	\$142.00	\$5.00	\$25.00	\$55.00	\$275.00
9	2104.504	REMOVE BITUMINOUS PAVEMENT	SQ YD	260	\$6.00	\$1,560.00	\$1.15	\$299.00	\$7.00	\$1,820.00	\$4.00	\$1,040.00	\$10.92	\$2,839.20	\$10.00	\$2,600.00	\$8.00	\$2,080.00
10	2104.601	SALVAGE BRIDGE STRUCTURE	EACH	1	\$2,000.00	\$2,000.00	\$7,500.00	\$7,500.00	\$10,000.00	\$10,000.00	\$5,200.00	\$5,200.00	\$7,100.00	\$7,100.00	\$5,000.00	\$5,000.00	\$12,000.00	\$12,000.00
11	2104.604	REMOVE MISC TRAIL	SQ FT	8765	\$3.00	\$26,295.00	\$0.15	\$1,314.75	\$0.50	\$4,382.50	\$3.50	\$30,677.50	\$1.20	\$10,518.00	\$1.00	\$8,765.00	\$2.25	\$19,721.25
12	2106.507	EXCAVATION - COMMON	CU YD	571	\$10.00	\$5,710.00	\$9.95	\$5,681.45	\$34.00	\$19,414.00	\$21.00	\$11,991.00	\$24.87	\$14,200.77	\$40.00	\$22,840.00	\$8.50	\$4,853.50
13	2106.607	EXCAVATION - MUCK	CU YD	1543	\$13.00	\$20,059.00	\$26.75	\$41,275.25	\$58.00	\$89,494.00	\$42.00	\$64,806.00	\$41.22	\$63,602.46	\$55.00	\$84,865.00	\$49.50	\$76,378.50
14	2106.507	COMMON EMBANKMENT (CV)	CU YD	1775	\$8.00	\$14,200.00	\$19.00	\$33,725.00	\$33.25	\$59,018.75	\$27.00	\$47,925.00	\$53.39	\$94,767.25	\$40.00	\$71,000.00	\$8.00	\$14,200.00
15	2108.504	GEOTEXTILE FABRIC TYPE 5	SQ YD	1140	\$2.00	\$2,280.00	\$2.40	\$2,736.00	\$3.25	\$3,705.00	\$5.00	\$5,700.00	\$1.68	\$1,915.20	\$5.00	\$5,700.00	\$2.50	\$2,850.00
16	2211.507	AGGREGATE BASE (CV) CLASS 5	CU YD	225	\$35.00	\$7,875.00	\$71.00	\$15,975.00	\$104.50	\$23,512.50	\$28.00	\$6,300.00	\$44.31	\$9,969.75	\$70.00	\$15,750.00	\$58.00	\$13,050.00
17	2231.509	BITUMINOUS PATCHING MIXTURE	SQ FT	6	\$100.00	\$600.00	\$28.00	\$168.00	\$21.20	\$127.20	\$16.00	\$96.00	\$15.75	\$94.50	\$25.00	\$150.00	\$22.00	\$132.00
18	2360.509	TYPE SP 9.5 WEARING COURSE MIX (2.B)	SQYD	1140	\$35.00	\$39,900.00	\$26.00	\$29,640.00	\$26.10	\$29,754.00	\$24.00	\$27,360.00	\$24.41	\$27,827.40	\$23.00	\$26,220.00	\$24.00	\$27,360.00
19	2521.518	6" CONCRETE WALK	SQ FT	585	\$13.00	\$7,605.00	\$19.50	\$11,407.50	\$12.95	\$7,575.75	\$18.00	\$10,530.00	\$11.82	\$6,914.70	\$17.00	\$9,945.00	\$14.00	\$8,190.00
20	2531.503	CONCRETE CURB & GUTTER	LIN FT	30	\$27.00	\$810.00	\$60.00	\$1,800.00	\$55.50	\$1,665.00	\$55.00	\$1,650.00	\$54.25	\$1,627.50	\$55.00	\$1,650.00	\$67.00	\$2,010.00
21	2563.601	TRAFFIC CONTROL	LUMP SUM	1	\$1,000.00	\$1,000.00	\$1,200.00	\$1,200.00	\$1,725.00	\$1,725.00	\$1,700.00	\$1,700.00	\$1,575.00	\$1,575.00	\$1,100.00	\$1,100.00	\$1,200.00	\$1,200.00
22	2540.602	INSTALL TRAIL COUNTER	EACH	2	\$500.00	\$1,000.00	\$2,000.00	\$4,000.00	\$290.00	\$580.00	\$150.00	\$300.00	\$818.00	\$1,636.00	\$1,500.00	\$3,000.00	\$2,030.00	\$4,060.00
23	2540.602	WAYFINDING SIGN	EACH	9	\$1,000.00	\$9,000.00	\$5,000.00	\$45,000.00	\$3,775.00	\$33,975.00	\$4,100.00	\$36,900.00	\$4,083.33	\$36,749.97	\$3,800.00	\$34,200.00	\$4,850.00	\$43,650.00
24	2557.503	WIRE FENCE VINYL COATED	LIN FT	120	\$90.00	\$10,800.00	\$81.00	\$9,720.00	\$53.90	\$6,468.00	\$58.33	\$6,999.60	\$73.50	\$8,820.00	\$53.00	\$6,360.00	\$88.50	\$10,620.00
25	2573.503	SILT FENCE, TYPE HI	LIN FT	1475	\$5.00	\$7,375.00	\$6.25	\$9,218.75	\$4.20	\$6,195.00	\$4.00	\$5,900.00	\$5.83	\$8,599.25	\$5.00	\$7,375.00	\$4.50	\$6,637.50
26	2573.503	SEDIMENT CONTROL LOG TYPE STRAW	LIN FT	725	\$3.00	\$2,175.00	\$3.50	\$2,537.50	\$2.55	\$1,848.75	\$4.00	\$2,900.00	\$2.01	\$1,457.25	\$5.00	\$3,625.00	\$3.00	\$2,175.00
27	2574.308	FERTILIZER TYPE 3	POUND	85	\$1.50	\$127.50	\$6.70	\$569.50	\$5.35	\$454.75	\$4.00	\$340.00	\$4.61	\$391.85	\$5.00	\$425.00	\$6.00	\$510.00
28	2574.505	SOIL BED PREPARATION	ACRE	1	\$250.00	\$250.00	\$570.00	\$570.00	\$1,590.00	\$1,590.00	\$400.00	\$400.00	\$1,562.00	\$1,562.00	\$3,500.00	\$3,500.00	\$335.00	\$335.00
29	2575.504	ROLLED EROSION PREVENTION CATEGORY 20	SQ YD	3200	\$2.00	\$6,400.00	\$2.30	\$7,360.00	\$2.10	\$6,720.00	\$2.50	\$8,000.00	\$2.33	\$7,456.00	\$3.00	\$9,600.00	\$2.20	\$7,040.00
30	2575.505	SEEDING	ACRE	1	\$305.00	\$305.00	\$3,400.00	\$3,400.00	\$1,590.00	\$1,590.00	\$2,700.00	\$2,700.00	\$4,050.00	\$4,050.00	\$3,500.00	\$3,500.00	\$1,700.00	\$1,700.00
31	2575.505	RAPID STABILIZATION METHOD 1	ACRE	1	\$750.00	\$750.00	\$1,100.00	\$1,100.00	\$3,710.00	\$3,710.00	\$1,500.00	\$1,500.00	\$2,170.00	\$2,170.00	\$6,000.00	\$6,000.00	\$4,000.00	\$4,000.00
32	2575.603	ROOT BARRIER	LIN FT	770	\$20.00	\$15,400.00	\$17.00	\$13,090.00	\$15.65	\$12,050.50	\$13.00	\$10,010.00	\$24.05	\$18,518.50	\$30.00	\$23,100.00	\$22.50	\$17,325.00
33	2575.608	SEED TURF GRASS	POUND	180	\$5.00	\$900.00	\$8.50	\$1,530.00	\$8.60	\$1,548.00	\$7.00	\$1,260.00	\$5.56	\$1,000.80	\$6.00	\$1,080.00	\$9.00	\$1,620.00
34	2575.608	SEED MIX 34-183	POUND	15	\$100.00	\$1,500.00	\$112.00	\$1,680.00	\$270.00	\$4,050.00	\$9.00	\$135.00	\$50.00	\$750.00	\$20.00	\$300.00	\$113.00	\$1,695.00
35	2106.507	SELECT GRANULAR EMBANKMENT MODIFIED 10% (CV)	CU YD	6	\$75.00	\$450.00	\$135.00	\$810.00	\$210.00	\$1,260.00	\$50.00	\$300.00	\$57.00	\$342.00	\$65.00	\$390.00	\$995.00	\$5,970.00
36	2401.507	STRUCTURAL CONCRETE (3B52)	CU YD	5	\$1,112.00	\$5,560.00	\$1,650.00	\$8,250.00	\$1,410.00	\$7,050.00	\$350.00	\$1,750.00	\$1,416.00	\$7,080.00	\$800.00	\$4,000.00	\$1,490.00	\$7,450.00
37	2403.522	TREATED WOOD	MBM	39	\$9,000.00	\$351,000.00	\$9,100.00	\$354,900.00	\$9,282.00	\$361,998.00	\$11,221.00	\$437,619.00	\$8,376.67	\$326,690.13	\$8,300.00	\$323,700.00	\$9,300.00	\$362,700.00
38	2411.601	STRUCTURE EXCAVATION	LUMP SUM	1	\$1,500.00	\$1,500.00	\$1,500.00	\$1,500.00	\$995.00	\$995.00	\$1,700.00	\$1,700.00	\$2,995.00	\$2,995.00	\$10,000.00	\$10,000.00	\$4,900.00	\$4,900.00
39	2452.603	HELICAL PILE	LIN FT	4050	\$75.00	\$303,750.00	\$56.00	\$226,800.00	\$62.50	\$253,125.00	\$49.00	\$198,450.00	\$59.98	\$242,919.00	\$65.00	\$263,250.00	\$53.00	\$214,650.00
40	2475.503	ORNAMENTAL METAL RAILING TYPE SPECIAL	LIN FT	1046	\$250.00	\$261,500.00	\$550.00	\$575,300.00	\$492.50	\$515,155.00	\$448.00	\$468,608.00	\$521.99	\$546,001.54	\$475.00	\$496,850.00	\$548.00	\$573,208.00
41	2521.618	TIMBER WALK	SQ FT	6569	\$40.00	\$262,760.00	\$25.00	\$164,225.00	\$23.20	\$152,400.80	\$35.00	\$229,915.00	\$29.98	\$196,938.62	\$30.00	\$197,070.00	\$34.00	\$223,346.00
42	2540.618	BOARDWALK SPECIAL	SQ FT	1307	\$30.00	\$39,210.00	\$37.00	\$48,359.00	\$53.80	\$70,316.60	\$50.00	\$65,350.00	\$60.91	\$79,609.37	\$55.00	\$71,885.00	\$64.00	\$83,648.00
43	2104.502	REMOVE EQUIPMENT PAD	EACH	1	\$748.80	\$748.80	\$700.00	\$700.00	\$142.50	\$142.50	\$200.00	\$200.00	\$5,775.00	\$5,775.00	\$1,500.00	\$1,500.00	\$1,700.00	\$1,700.00
44	2104.502	REMOVE SERVICE CABINET	EACH	1	\$677.64	\$677.64	\$350.00	\$350.00	\$1,590.00	\$1,590.00	\$2,085.00	\$2,085.00	\$1,575.00	\$1,575.00	\$1,500.00	\$1,500.00	\$1,100.00	\$1,100.00
45	2545.502	LIGHTING UNIT TYPE SPECIAL 1	EACH	8	\$4,500.00	\$36,000.00	\$4,500.00	\$36,000.00	\$4,085.00	\$32,680.00	\$4,655.63	\$37,245.04	\$4,042.50	\$32,340.00	\$3,850.00	\$30,800.00	\$4,930.00	\$39,440.00
46	2545.502	LIGHT FOUNDATION DESIGN SPECIAL	EACH	8	\$1,200.00	\$9,600.00	\$1,100.00	\$8,800.00	\$1,380.00	\$11,040.00	\$1,595.63	\$12,765.04	\$1,365.00	\$10,920.00	\$1,300.00	\$10,400.00	\$1,217.00	\$9,736.00
47	2545.502	SERVICE CABINET	EACH	1	\$500.00	\$500.00	\$230.00	\$230.00	\$4,455.00	\$4,455.00	\$5,325.00	\$5,325.00	\$4,410.00	\$4,410.00	\$4,200.00	\$4,200.00	\$2,600.00	\$2,600.00
48	2545.502	EQUIPMENT PAD	EACH	1	\$1,516.68	\$1,516.68	\$1,600.00	\$1,600.00	\$2,120.00	\$2,120.00	\$2,685.00	\$2,685.00	\$2,100.00	\$2,100.00	\$2,000.00	\$2,000.00	\$1,730.00	\$1,730.00
49	2545.502	HANDHOLE	EACH	1	\$2,179.84	\$2,179.84	\$3,500.00	\$3,500.00	\$1,060.00	\$1,060.00	\$1,485.00	\$1,485.00	\$1,050.00	\$1,050.00	\$1,000.00	\$1,000.00	\$3,900.00	\$3,900.00
50	2545.503	4" NON-METALLIC CONDUIT	LIN FT	57	\$22.02	\$1,255.14	\$20.00	\$1,140.00	\$22.30	\$1,271.10	\$30.26	\$1,724.82	\$22.11	\$1,260.27	\$22.00	\$1,254.00	\$22.00	\$1,254.00
51	2545.503	1" NON-METALLIC CONDUIT	LIN FT	1548	\$12.00	\$18,576.00	\$10.00	\$15,480.00	\$14.55	\$22,523.40	\$16.66	\$25,789.68	\$14.41	\$22,306.68	\$15.00	\$23,220.00	\$11.00	\$17,028.00
52	2545.503	UNDERGROUND WIRE 1/C 8 AWG	LIN FT	3301	\$2.35	\$7,757.35	\$2.25	\$7,427.25	\$2.10	\$6,932.10	\$2.45	\$8,087.45	\$2.07	\$6,833.07	\$2.00	\$6,602.00	\$2.50	\$8,252.50
53	2545.503	UNDERGROUND WIRE 1/C 10 AWG	LIN FT	2129	\$2.47	\$5,258.63	\$1.80	\$3,832.20	\$1.50	\$3,193.50	\$1.80	\$3,832.20	\$1.45	\$3,087.05	\$2.00	\$4,258.00	\$2.00	\$4,258.00
54	2545.503	UNDERGROUND WIRE 1/C 12 AWG	LIN FT	1129	\$1.80	\$2,032.20	\$1.40	\$1,580.60	\$1.20	\$1,354.80	\$1.58	\$1,783.82	\$1.16	\$1,309.64	\$2.00	\$2,258.00	\$1.50	\$1,693.50
55	2545.602	GFCI RECEPTACLE	EACH	1	\$424.00	\$424.00	\$2,350.00	\$2,350.00	\$2,335.00	\$2,335.00	\$2,725.00	\$2,725.00	\$2,310.00	\$2,310.00				

Peterson Companies		New Look Contracting, Inc.		Urban Companies		McLafferty Contracting Group, LLC	
Unit Price	Extension	Unit Price	Extension	Unit Price	Extension	Unit Price	Extension
\$220,080.00	\$220,080.00	\$238,000.00	\$238,000.00	\$200,212.00	\$200,212.00	\$268,530.00	\$268,530.00
\$19,820.00	\$1,982.00	\$71,375.00	\$7,137.50	\$83,760.00	\$8,376.00	\$38,900.00	\$3,890.00
\$7,663.00	\$2,298.90	\$12,635.00	\$3,790.50	\$15,960.00	\$4,788.00	\$11,380.00	\$3,414.00
\$1,769.00	\$1,769.00	\$1,000.00	\$1,000.00	\$2,500.00	\$2,500.00	\$320.00	\$320.00
\$7.00	\$105.00	\$10.00	\$150.00	\$10.00	\$150.00	\$45.00	\$675.00
\$5.90	\$472.00	\$10.00	\$800.00	\$10.00	\$800.00	\$30.00	\$2,400.00
\$9.05	\$271.50	\$20.00	\$600.00	\$20.00	\$600.00	\$28.00	\$840.00
\$5.45	\$27.25	\$50.00	\$250.00	\$20.00	\$100.00	\$29.00	\$145.00
\$5.40	\$1,404.00	\$15.00	\$3,900.00	\$20.00	\$5,200.00	\$9.00	\$2,340.00
\$3,553.00	\$3,553.00	\$7,250.00	\$7,250.00	\$10,000.00	\$10,000.00	\$38,180.00	\$38,180.00
\$0.44	\$3,856.60	\$1.50	\$13,147.50	\$1.00	\$8,765.00	\$2.00	\$17,530.00
\$59.10	\$33,746.10	\$48.00	\$27,408.00	\$30.00	\$17,130.00	\$22.00	\$12,562.00
\$46.20	\$71,286.60	\$48.00	\$74,064.00	\$30.00	\$46,290.00	\$28.00	\$43,204.00
\$26.20	\$46,505.00	\$35.00	\$62,125.00	\$30.00	\$53,250.00	\$25.00	\$44,375.00
\$0.60	\$684.00	\$4.50	\$5,130.00	\$5.00	\$5,700.00	\$3.00	\$3,420.00
\$62.00	\$13,950.00	\$75.00	\$16,875.00	\$60.00	\$13,500.00	\$40.00	\$9,000.00
\$371.50	\$2,229.00	\$45.00	\$270.00	\$321.00	\$1,926.00	\$45.00	\$270.00
\$29.80	\$33,972.00	\$26.00	\$29,640.00	\$26.00	\$29,640.00	\$38.00	\$43,320.00
\$14.30	\$8,365.50	\$18.00	\$10,530.00	\$13.50	\$7,897.50	\$18.20	\$10,647.00
\$59.60	\$1,788.00	\$75.00	\$2,250.00	\$62.00	\$1,860.00	\$63.15	\$1,894.50
\$1,406.00	\$1,406.00	\$1,125.00	\$1,125.00	\$2,500.00	\$2,500.00	\$1,250.00	\$1,250.00
\$2,107.00	\$4,214.00	\$1,975.00	\$3,950.00	\$2,500.00	\$5,000.00	\$3,200.00	\$6,400.00
\$4,852.00	\$43,668.00	\$3,500.00	\$31,500.00	\$7,500.00	\$67,500.00	\$3,200.00	\$28,800.00
\$71.70	\$8,604.00	\$57.00	\$6,840.00	\$95.10	\$11,412.00	\$78.00	\$9,360.00
\$3.80	\$5,605.00	\$10.00	\$14,750.00	\$5.00	\$7,375.00	\$3.00	\$4,425.00
\$3.80	\$2,755.00	\$10.00	\$7,250.00	\$7.00	\$5,075.00	\$2.65	\$1,921.25
\$0.80	\$68.00	\$7.25	\$616.25	\$3.00	\$255.00	\$3.00	\$255.00
\$2,582.00	\$2,582.00	\$725.00	\$725.00	\$2,500.00	\$2,500.00	\$12,000.00	\$12,000.00
\$2.00	\$6,400.00	\$3.00	\$9,600.00	\$3.00	\$9,600.00	\$2.65	\$8,480.00
\$21,030.00	\$21,030.00	\$4,400.00	\$4,400.00	\$12,000.00	\$12,000.00	\$5,300.00	\$5,300.00
\$3,090.00	\$3,090.00	\$1,465.00	\$1,465.00	\$3,000.00	\$3,000.00	\$1,380.00	\$1,380.00
\$29.50	\$22,715.00	\$8.00	\$6,160.00	\$20.00	\$15,400.00	\$31.00	\$23,870.00
\$2.20	\$396.00	\$11.25	\$2,025.00	\$5.00	\$900.00	\$8.00	\$1,440.00
\$203.00	\$3,045.00	\$146.75	\$2,201.25	\$86.00	\$1,290.00	\$38.00	\$570.00
\$142.50	\$855.00	\$575.00	\$3,450.00	\$50.00	\$300.00	\$45.00	\$270.00
\$1,412.00	\$7,060.00	\$2,500.00	\$12,500.00	\$3,500.00	\$17,500.00	\$1,658.00	\$8,290.00
\$6,102.00	\$237,978.00	\$12,500.00	\$487,500.00	\$6,500.00	\$253,500.00	\$9,180.00	\$358,020.00
\$3,336.00	\$3,336.00	\$21,850.00	\$21,850.00	\$10,000.00	\$10,000.00	\$21,113.00	\$21,113.00
\$49.30	\$199,665.00	\$65.00	\$263,250.00	\$61.20	\$247,860.00	\$78.00	\$315,900.00
\$521.00	\$544,966.00	\$485.00	\$507,310.00	\$595.00	\$622,370.00	\$512.00	\$535,552.00
\$59.30	\$389,541.70	\$22.00	\$144,518.00	\$64.00	\$420,416.00	\$65.78	\$432,108.82
\$106.50	\$139,195.50	\$63.00	\$82,341.00	\$101.70	\$132,921.90	\$65.78	\$85,974.46
\$1,491.00	\$1,491.00	\$1,750.00	\$1,750.00	\$2,400.00	\$2,400.00	\$2,250.00	\$2,250.00
\$1,575.00	\$1,575.00	\$1,750.00	\$1,750.00	\$1,200.00	\$1,200.00	\$2,530.00	\$2,530.00
\$4,042.00	\$32,336.00	\$4,500.00	\$36,000.00	\$5,520.00	\$44,160.00	\$4,350.00	\$34,800.00
\$1,365.00	\$10,920.00	\$1,525.00	\$12,200.00	\$1,800.00	\$14,400.00	\$1,530.00	\$12,240.00
\$4,410.00	\$4,410.00	\$4,915.00	\$4,915.00	\$19,200.00	\$19,200.00	\$6,314.00	\$6,314.00
\$2,100.00	\$2,100.00	\$2,340.00	\$2,340.00	\$2,400.00	\$2,400.00	\$2,120.00	\$2,120.00
\$1,050.00	\$1,050.00	\$1,170.00	\$1,170.00	\$2,400.00	\$2,400.00	\$1,000.00	\$1,000.00
\$22.10	\$1,259.70	\$24.50	\$1,396.50	\$48.00	\$2,736.00	\$25.20	\$1,436.40
\$14.40	\$22,291.20	\$16.00	\$24,768.00	\$12.00	\$18,576.00	\$13.90	\$21,517.20
\$2.05	\$6,767.05	\$2.25	\$7,427.25	\$2.20	\$7,262.20	\$2.35	\$7,757.35
\$1.45	\$3,087.05	\$1.50	\$3,193.50	\$1.60	\$3,406.40	\$1.60	\$3,406.40
\$1.15	\$1,298.35	\$1.25	\$1,411.25	\$1.50	\$1,693.50	\$1.41	\$1,591.89
\$2,310.00	\$2,310.00	\$2,575.00	\$2,575.00	\$8,640.00	\$8,640.00	\$2,200.00	\$2,200.00
\$17,320.00	\$17,320.00	\$19,300.00	\$19,300.00	\$64,560.00	\$64,560.00	\$18,500.00	\$18,500.00
	\$2,204,736.00		\$2,239,840.50		\$2,460,393.50		\$2,487,299.27



February 23, 2026

Sonya Rippe
Project Supervisor
Plymouth Parks & Recreation
14900 23rd Ave N
Plymouth, MN 55447

Subject: Plymouth Creek Trail Award Recommendation

Dear Sonya Rippe:

On February 23, 2026, the City of Plymouth opened bids for the Plymouth Creek Trail project and ten bids were received. The low bid was submitted by S.M. Hentges & Sons, Inc. of Jordan, Minnesota with a bid amount of \$1,863,996.75, which was \$266,648.97, or 14.3 percent over the Engineer's Estimate of \$1,597,347.78. The following is a bid summary:

Contractor	Bid Amount
Engineer's Estimate	\$1,597,347.78
S.M. Hentges & Sons, Inc.	\$1,863,966.75
Pember Companies, Inc.	\$1,877,960.50
Grit Contracting	\$1,894,080.15
Blackstone Contractors LLC	\$1,930,977.17
Rosti Construction	\$1,946,237.00
Veit & Company, Inc.	\$2,115,521.25
Peterson Companies	\$2,204,736.00
New Look Contracting, Inc.	\$2,239,840.50
Urban Companies	\$2,460,393.50
McLafferty Contracting Grp	\$2,487,299.27

After a thorough review of the bids received, we feel that our estimate, along with the low bid, was comparatively accurate. The pay items in the S.M. Hentges & Sons bid that differed the greatest from the Engineer's Estimate were associated with the boardwalk railing. S.M. Hentges & Sons' unit price for the railing was \$550 per linear foot, which is 55% higher than the engineer's estimate. S.M. Hentges & Sons' unit price for aggregate base class 5 was \$71.00 per cubic yard, which was 51% higher than the engineer's estimate, and common embankment, which was \$19.00 per cubic yard, was 58% higher than the engineer's estimate. The engineer's estimate was based on recent boardwalk projects of similar sizes and materials that were bid within the last year.

After reviewing the bid documents submitted and contacting S.M. Hentges & Sons to discuss their pricing, the low bid provided by S.M. Hentges & Sons, Inc. was found to be responsive and not

materially unbalanced. SRF recommends awarding the Plymouth Creek Trail project to S.M. Hentges & Sons, Inc.

If you have further questions regarding the bid results of this project, please feel free to contact us by phone at (763) 452-4780 or by email at scrosby@srfconsulting.com.

Sincerely,

SRF CONSULTING GROUP, INC.



Stewart Crosby, PLA (MN), ASLA
Project Director

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CITY OF PLYMOUTH

RESOLUTION No. 2026-081

RESOLUTION APPROVING THE BID AND AUTHORIZE CONSTRUCTION OF THE PLYMOUTH CREEK TRAIL (PR260006)

WHEREAS, pursuant to an advertisement for bids for the Plymouth Creek Trail Project, bids were received, opened and tabulated according to State law on February 23, 2026 at 11 a.m. and the following bids were received complying with the advertisement:

Contractor	Total Bid
S.M. Hentges & Sons, Inc.	\$1,863,966.75
Pember Companies, Inc.	\$1,877,960.50
Grit Contracting	\$1,894,080.15
Blackstone Contractors LLC	\$1,930,977.17
Rosti Construction	\$1,946,237.00
Veit & Company, Inc.	\$2,115,521.25
Peterson Companies	\$2,204,736.00
New Look Contracting, Inc.	\$2,239,840.50
Urban Companies	\$2,460,393.50
McLafferty Contracting Group	\$2,487,299.27

WHEREAS, S.M. Hentges & Sons, Inc. of Jordan, MN is the lowest responsible bidder, complying with the minimum qualifications; and

WHEREAS, staff and SRF recommends awarding the project to S.M. Hentges & Sons, Inc.

NOW, THEREFORE, BE IT HEREBY RESOLVED BY THE CITY COUNCIL OF THE CITY OF PLYMOUTH, MINNESOTA:

1. The Mayor and City Manager are authorized and directed to enter into the contract with S.M. Hentges & Sons, Inc. of Jordan, MN in the name of the City of Plymouth for the Plymouth Creek Trail (PR260006) according to the plans and specifications therefore approved by the City Council and on file with Parks & Recreation in the amount of \$1,863,966.75.
2. The total cost of the project is \$2,158,526.52 as detailed in the below table:

Project Cost	Amount
Improvements	\$ 1,863,996.75
Engineering, Administration and Contingencies	\$ 294,529.77
Total	\$ 2,158,526.52

BE IT FURTHER RESOLVED, that funding for the project is coming from Surplus. A revised financing plan showing full funding of the project will be brought forward at a future meeting.

APPROVED this 10th day of March, 2026.