SUPPLEMENTAL PACKET

4-25-19 CCWS

4.B.

WASHINGTON COUNTY
PUBLIC WORKS
11660 MYERON ROAD NORTH
STILLWATER MN 55082
651-430-4300

MAILBOX POLICY

Washington County Public Works Department will replace any mailbox or post struck by a County vehicle, or by equipment attached to a County vehicle, during snow plowing operations. Washington County Public Works will not replace mailbox or posts damaged by any other means, including from the weight of snow plowed from the roadway.

A Washington County Maintenance Supervisor will respond to all reports of a mailbox structure hit and directly damaged by a County vehicle or County equipment. The Supervisor will determine whether the damage was caused by equipment impact or snow impact.

If the Supervisor determines that the County equipment struck the mailbox structure and is not repairable, a new structure with mailbox will be installed by the County.

If the Supervisor determines that the mailbox structure was hit by the force of snow or other factors contributed to the mailbox structure failure, it will be the responsibility of the mailbox owner/patron to replace or repair the mailbox structure.

From the Washington County Public Works/Transportation/Mailbox webpage.

Every winter, Washington County Public Works get a number of calls from residents whose mailboxes have been damaged by the heavy snow and ice that is forced out by the blade of passing snowplows. Although we are sorry for the inconvenience this damage causes, clearing the entire roadway is essential for public safety. This often means two lanes worth of heavy snow will hit mailboxes as the plow trucks go by.

There is no escape from the hardships of a Minnesota winter - including the toll it takes on mailboxes and posts. We appreciate your cooperation and understanding in our efforts to keep our County Roads clear. Washington County does not replace mailboxes or posts damaged by the force of moving snow.

When a mailbox owner decides to replace their mailbox and post, Washington County recommends a Swing Away type, (standard plate specs shown in link below) which is designed to minimize the risk of damage from plowed snow. The resident's driveway must be connected to a County Road, if so, contact Washington County Public Works for ordering and payment options. It can be purchased from Washington County and installed for $75.00. A form and payment is required for this work.

- Swing-Away Style Mailbox Structure Fees
- Swing-Away Style Mailbox Support Request

Please feel free to give us a call at 651-430-4300 with any questions you have

Swing-Away Style Mailbox Structures

Swing-Away Style mailbox structure are available to residents that live on a County Road/County State Aid Highway. Minnesota State Statute 169.072 authorizes road authorities to remove and install mailbox structures and may charge the owner not more than $75.

County installation includes: Mailbox, posts (2), treated board, sign post, paper tube bracket and hardware.

- **$75.00**

A Request Form and payment is due prior to the installation. A copy of the form will be forwarded to the Sign Shop Coordinator for processing and installation.

Resident installation includes: Mailbox, posts (2), hardware, treated board & sign post.

- **$62.00**

Resident installation includes: Posts (2) and hardware.

- **48.00**

Paper tube bracket & hardware (accessary)

- **$4.00**

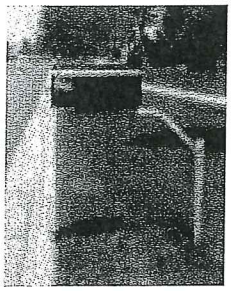
SwingSAFE Mailbox Support Price List

Spring 2019

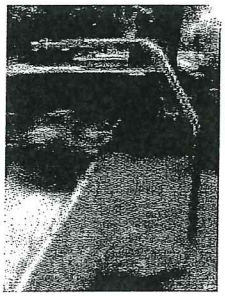
Please contact Amy Alvero at (612) 710-2217 or amy@hernessconstruction.com for more information or to place an order.
We are happy to accommodate special orders / modifications to our product but allow extra time for custom production.

		Quantity			
Packages		**1 to 10**	**11 to 50**	**51 and Up**	
	Swing Away				
A	Unit Only	$ 50.00	$ 48.00	$ 45.00	Galvanized Support Only
B	Unit + Hardware	$ 52.00	$ 50.00	$ 47.00	Support & Individual Hardware Packets
C	Unit + HW, PT & Board	$ 54.00	$ 52.00	$ 49.00	Support, HW, Paper Tube Bracket, Board
D	Boxed with U Channel	$ 76.00			Complete unit with 4 foot U channel in a box
E	Pallet with U Channel		$ 70.00	$ 67.00	Complete unit with 4 foot U channel on a pallet
F			$ 72.00	$ 69.00	Complete unit with 5 foot U channel on a pallet
	External Chain				
G	Unit Only	$ 53.00	$ 51.00	$ 48.00	Galvanized Support Only
H	Unit + Hardware	$ 55.00	$ 53.00	$ 50.00	Support & Individual Hardware Packets
I	Unit + HW, PT & Board	$ 57.00	$ 55.00	$ 52.00	Support, HW, Paper Tube Bracket, Board
J	Boxed with U Channel	$ 81.00			Complete unit with 5 foot U channel in a box
K	Pallet with U Channel		$ 76.00	$ 73.00	Complete unit with 5 foot U channel on a pallet
Special Units					
	48" Arm (Support Only)				
L	Swing AWAY	$ 56.00	$ 54.00	$ 51.00	Galvanized Support Only
M	External Chain	$ 59.00	$ 57.00	$ 54.00	Galvanized Support Only
	Short Bottom, Regular Top (Support Only)				
N	Swing AWAY	$ 47.00	$ 45.00	$ 42.00	Galvanized Support Only
O	External Chain	$ 50.00	$ 48.00	$ 45.00	Galvanized Support Only
Parts Only					
P	Hardware Packets	$ 4.00			
Q	Paper Tube Brackets	$ 3.00			
	Wooden Boards				
R	Small	$ 2.00			
S	Medium	$ 3.00			
T	Large	$ 4.00			
	Galvanized 3 Lb / Foot U Channel Posts				
U	Four Foot	$ 21.00			
V	Five Foot	$ 23.00			
W	Six Foot	$ 25.00			

Swing AWAY Mailbox Support



External Chain Mailbox Support



4.C.

wsb

April 25, 2019

Ron Moorse, City Administrator
City of Afton
3033 St. Croix Trail
P.O. Box 219
Afton, MN 55001

Re: River Road Sanitary Sewer

Dear Mr. Moorse:

Thank you for opportunity to provide the City of Afton this proposal for professional engineering services for preparation of plans and specifications (construction bid documents) and construction administration for the replacement of the sanitary sewer in River Road. The following is our project understanding and proposed engineering services for these improvements:

PROJECT UNDERSTANDING

The proposed sanitary sewer improvement will replace approximately 2200 linear feet of an existing 4-inch diameter PVC sanitary sewer and approximately 600 linear feet of 2-inch diameter forcemain on River Road. In addition to the sewer replacement, 13 properties will be re-connected to the new 6-inch gravity sewer line and 2 properties will be provided connections to the new forcemain. WSB has reviewed alternatives for replacement of this sewer and has determined that the most cost-effective method of replacement is pipe bursting the existing 4-inch sewer line and 2-inch forcemain.

PROPOSED SERVICES

The proposed scope of services consists of the preparation of construction documents (plans and specifications), estimate of probable costs, submitting advertisement for bidding, bid tabulation, and bid recommendation with tabulated results. Also provided in the scope of services are construction services including construction observation, erosion control inspections, and processing pay vouchers.

WSB will perform the following tasks to complete construction bidding documents (plans and specifications):

- Prepare Plans and Specifications for soliciting bids. The construction documents (plans and specifications will be prepared in accordance with the City's engineering requirements and detail plates. The plans will generally include the following sheets (or combined items on sheets) for the proposed public improvements:
  - Title sheet
  - General Layout plan
  - Statement of Estimated Quantities
  - General Construction notes
  - Standard details
  - Erosion control and restoration plans

178 E 9TH STREET | SUITE 200 | SAINT PAUL, MN | 55101 | 651.286.8450 | WSBENG.COM

  - Existing Conditions and Removals
  - Construction Plan and Profile sheets
  - Storm Water Pollution Prevention Plan
  - Traffic Control Plan

- WSB survey crew will provide survey data for the two proposed new service locations within the existing forcemain portion of the River Road sanitary system.

- WSB will perform utility coordination with private utility owners and the City during preparation of construction documents.

- Specifications will be prepared utilizing the City's Standard Specifications as a base document, supplemented by special provisions and details as necessary.

- WSB will prepare a storm water pollution prevention plan (SWPPP) for the construction activities, if necessary, for the anticipated construction impacts..

- WSB will prepare a traffic control plan including detour routes and coordination with Washington County.

- Bidding administration services. Preparation of the advertisement for bids, submittal of the advertisement to the local paper, publication of project documents on Quest CDN.com, submittal of advertisement to Finance and Commerce publications, responding to potential bidder's questions during the bidding period, attendance at the bid opening, tabulation of bids and preparation of a bid results letter with recommendation regarding award.

WSB will provide the following tasks to complete construction phase services:

- Contract Administration. Perform project documentation with daily reports and quantity documentation for payment applications through the Client, documentation and coordination of any change orders (if necessary), coordination with the contractor, coordination with utility companies, property owners and project personnel. WSB will have a representative at the pre-construction meeting and weekly construction meetings.
- Construction Observation. WSB will provide construction observer for the duration of the project. Construction observation is proposed on a part-time, as-needed basis. We anticipate the construction schedule will be four (4) weeks in length. WSB will provide construction engineering support to address clarification of the design intent, questions about the plans and specifications and construction related items, as needed. The construction observer's responsibilities on the project include the following:
  - Monitor contractor for compliance with plans and specifications
  - Track quantities and material certifications
  - Coordinate contractor submittals with engineer
  - Monitor conformance with applicable permit requirements
  - Monitor construction in accordance with Client construction practices and design standards
  - Coordinate with Client personnel on construction activities, as needed
  - Prepare project documentation such as daily work activities and quantities
  - Coordinate with public on construction activities, as needed
- Construction Engineering Support. WSB will provide construction engineering support to resolve plan and construction clarification as needed. This task includes reviewing construction questions as pertains to design and specifications

- Construction Survey Staking. WSB will provide survey support for this project and have provided a two-person survey crew to address staking needs on the project.
- Record Plans. WSB will provide a set of record plan drawings in the Client format, to the Client upon completion of the project documenting any project changes from the original plan.

Proposed fees for preparation of construction documents, bidding and construction engineering services are an hourly not to exceed basis for the scope described in the amount of $34,786.00. This amount is 11.5% of the estimated construction cost of $300,000. The proposal is based on WSB's 2019 fee schedule. In the event the City decides to complete the project in 2020, annual rate increases are typically 3%.

Thank you for your time and we appreciate you considering our request. Please let me know if you have any questions or need any other information.

Sincerely,

WSB

Nick Guilliams, PE
Project Manager

Enclosure

ng

Document Path: K:\011166-000\GIS\Maps\RiverRoad\Map.mxd Date Saved: 4/22/2019 1:24:20 PM

8" Gravity Main ~220 LF

3752 JOHNSON KENNETH L & LINDA L

3786 ELAINE M MUCCIACCIARO TRS

~1350 LF 4" Gravity Main

3904 WARREN L LANGSTRAAT REV TRS ETAL

3918 LANGSTRAAT KEVIN G & KIRSTEN J

3936 RAEDEKE RONALD A & SUSAN K LOOMIS

3968 HUBERT J & HELEN L SCHNEIDER TRS

3988 ORNER JOHN E & KATHLEEN Q

4004 BULGER DONALD A JR & VICKI S

4042 PERKINS ANNE E

~600 LF 2" Force Main

4102 LEONARD A EVANOFF JR TRS

4201 TILTON LOUIS R & LINDA K

~800 LF 4" Gravity Main

4206 HOLZ BRAD L & MICHELLE M

4220 GASSER THOMAS M & KATHRYN

4242 WOODFILL JANEL L

4270 MCLAURIN MARY D & JULIE D MARCUS

Sanitary Sewer
Force Main
Sanitary Manhole
Parcel Boundary
XXX- Owner Currently Connected
XXX- Owner Currently Not Connected

City of Afton

Project Location Map

River Road Improvements
Afton, MN

N

0 200 Feet

1 inch = 200 feet

wsb

Ron Moorse

From: Perkins, Annie <Annie.Perkins@sfiprogram.org>
Sent: Thursday, April 25, 2019 11:07 AM
To: Ron Moorse
Subject: Sewer hook-up River Road
Attachments: Proposal_6008_from_Capras_Utilities_Inc.pdf

Hi Ron,

Would you please forward this email and attachment to the mayor and council members prior to tonight's special meeting?

I've recently learned that my septic system is in major failure mode. The situation is not only a nuisance, but of course a public health and environmental concern as well. Due to the fact that River Road is now part of the city sewer system, the actions I take to fix this problem are closely tied to the city's proper completion of the River Road sewer line project, and vice versa.

Context:

- Mine, and the neighbor to the south are the only two houses not hooked up to the 201.
- All current houses connected are done so via a "gravity feed" system from house to the 201 line.
- The two stated homes cannot hook-up via gravity feed due to the fact that the 201 in front of our homes is a "forcemain", which means sewage is *pushed* along via the pump station (located on the south side of my neighbor's lot) in order to get up and over a slight hill north of my house. All other portions of the 201 is gravity fed.
- Due to this forcemain, these two homes require a grinder pump be installed in order to have our sewage ground up and then pumped into the existing forcemain.
    - this also requires a backflow preventer be installed.
- Because these two homes require a grinder pump, they are able to hook-up now despite the current state of the existing 201 pipe.
- Currently, the 201 has no existing stubs along the forcemain for these two homes, therefore stubs also need to be installed. Typically, stubs are included as part of any city sewer project, as were the existing stubs on the original 201, and are not the responsibility of a homeowner.
- Where stubs already exist, hook-up can be done without disturbing road surface. However, due to no existing stubs, the road surface will need to be disturbed in order to install the stubs.

I have obtained an estimate of work from Capra's Utilities totaling $24,732.50. Afton's City Engineer provided a rough estimate to complete sewer connection, including the connection from house to the forcemain, abandonment of septic tank, grinder pump and backflow preventer between $20,000 and $25,000 (which doesn't include homeowner sewer work required, that is included in Capra proposal). Of course, some of that cost is typical homeowner responsibility such as abandonment of septic tank and basic hook-up fees.

However, fees to install a stub, grinder pump and backflow preventer, are not typical homeowner hook-up expenses. Nor did any other River Road residents incur these costs. Costs of this nature are typically borne by the city. Therefore, I purpose the city cover the following:

E-One lift station installed is $9,975.00

E One lift station with control panel - material only $6,342.50

Pre cast concrete ballast to mount lift station $490.00

Labor to install lift station $3,142.50

Electrical wiring for E-One $975.00

Install sewer stub main to property line $4,675.00 (all other homes got stubs into their property)

Provide and install a 1 1/4" force main from the property line to the main in the street-$3,975.00.

Connect to the existing main in the street

Restore the road with Class 5 and asphalt as required- $700.00.

Total City responsibility: $15,625.00

That leaves a homeowner balance of $9,107.50 for hook-up and tank abandonment. This of course is in addition to the already assessed $13,500 fee for obtaining city sewer.

Thanks in advance for your review. I look forward to tonight's discussion.

Annie

Annie Perkins LEED Green Associate
Senior Director, Strategic Partnerships

Sustainable Forestry Initiative
212 K Street, NW Suite 750
Washington, DC 20037

Phone: 202.558.0016
annie.perkins@sfiprogram.org

Afton Council Meeting
February 21, 1984

Resent: Billmeyer, Tichenor, Kopitzke, Frenzel, Mucciacciaro arrived late.

Meeting called to order by Mayor Billmeyer at 7;30 P.M.

Frenzel moved to accept agenda with changes; 11 to 2a, 10 to 3a, and addition of Lerks' Liquor license request as 13a and Dog Catcher as 12r. Kopitzke seconded, carried unanimously.

Treasurers report and claim sheet was reviewed. #224, Larkin bill to be held, awaiting letter; #24 correct to read Eckberg, Lammers, Briggs & Wolff; add #63, approved by Kopitzke. Kopitzke moved to accept report and claims with amendments and correction. Billmeyer seconded, carried unamimously.
Councilman Mucciacciaro arrived at 7:37 P.M..

1. Ordinance Amendment 301.704 (Horses) Frenzel moved to accept the amendment as presented by the Planning Commission. Most changes were clarification of language. Specifically changed was the minimum acreage required for horses to two acres per horse of natural pasture on a five acre parcel and a 100 feet setback from any property line for manure storage. Kopitzke seconded, carried unanimously.

2. SUP Amendment - Heights Service The Zoning Administrator stated that property falls under NSP easement so the permitted plantings are Blackhill Spruce evergreens. Heights accepted the requirements. Billmeyer moved to approve the Amended SUP and set a date of June 19, 1984 to come into compliance. Mucciacciaro seconded, carried unaimously.

2a. League of Small Cities Mert Wegener and Senator Bill Diessner appeared to explain what benefit the City of Afton would realize by becoming a member. The formula adopted by the League of Minnesota Cities for dispersal of State Aid to the cities is very unfair and the Assoc. of Small Cities are trying to introduce a new proposal to the Legislature. They are asking a 1% fee of the difference we would realize in state aid with their formula to be used in lobbying which would be $1,175.85, a one time fee. Tichenor recommended this be tabled until the March Council meeting so as to study the presented material. Diessner spoke on not removing the 10% Surtax at this time and building up a tax reserve. He would like citizens input and questions.

3, Zoning Administrators report Helen Baker presented three policies to the Council to set and state as the policy for sub division application sa that all are treated alike. These policies are :
1. All divisions of land shall require subdivision approval.
2. All subdivisions of land requiring a dedication for public road purposes shall be platted.
3. No application for minor lot subdivision shall be accepted where the potential exists for a major subdivision.

Mucciacciaro moved to adopt 2 and 3 but to refer 1 back to the Planning Commission because it conflicts with proposed Ordinance #59. Koptizke seconded carried unanimously.

3a, 201 Bond Issue Bob Bieraugel gave an update on progress of the design phase. Soil work and plans inspection should be done by mid May, sent to the State for approval by mid June and should receive final approval by late fall. On the schedule, the River Road project and some on-sight projects in Afton could be sent for state approval of plan and specs by mid May and bid opening by first of July with possible construction starts by this fall. Permit application will be sent out soon to all individuals involved in the project to get a firm commitement from each that they are into the program. Proposal of the County is to have one Bond Issue for all participants share of the 201 project. County would assess the individual participants 6% either by cash or tax roll special assessement. This would not involved the City of Afton. Mucciacciaro seconded, carried unanimously. Bob Vorpahl gave a report on the River Road phase of project.

They will be using a small diameter gravity system with two pumping stations. They will go with new septic tanks where needed, then run by gravity into a small gravity system until excessively deep and then go into a duplex pumping station. A still basin manhole would be used to draw off solids into pumping station. This system would be about 7½ feet under surface to avoid freezing. The line would be down center of River Road. The County would restore the grade of road after completion. They recommend that this settle a year before the City consider blacktopping road. From the first pumping station the line proceeds to another portion homes and to pumping station in vacated 38th Street right away. There will be a series of four mounds, two beds in each mound, all to be contained in Railroad rightaway with an elevation about 3½ feet higher than now exists. The system has a potential of expansion if it were monitored properly. Cost summary; total project cost $235,600, 94% Funding, leaving $25,400 for local funding. This will be approximately $2,117 per home which can be put on a 20 year payback at 10% interest making it about $2,986. Annual user fees will be for monitoring systems, pumping tanks every two years, and power to run lift stations. The design plan also includes a portable generator unit in case of power outage. There will be an improvement hearing approximately at the time of bid opening and then when project is finished there will be an assessment hearing. Mayor also stated that people involved should be appraised of the costs as soon as possible. If the County administers the system, the user fees would be billed by the County. Billmeyer moved that the Council recommend to the County that they include Afton in their single bond issue. Mucciacciaro seconded, carried unanimously.

4. Rental of Town Hall Bill Murray and also Susan Kattas, both artists, presented their individual resumes and plans to rent the building for use as a studio. Murray proposed using the building to offer art classes to citizens as well, and Kattas proposed offering artistic services away from the building. Mayor moved to table issue until march. Mucciacciaro is to find out feasability and cost of septic and Wolff is to advise the City of legalities. Frenzel seconded, carried unanimously.

5. NSP 20 Year Franchise Ordinance with City Ron Vannelli City Attorney, Wolff, recommended that there were some revisions that should be made to the proposed draft. Billmeyer moved that Wolff and City Engineer, Berkowitz, are to redraft Ordinance and submit to NSP for approval. NSP is to absorb costs of redrafting and publication. Council action tabled to March meeting. Mucciacciaro seconded, carried unanimously.

6. City Hall Building Contract - final payment Mucciacciaro asked this be moved to closed session after adjournment as there is possible litigation.

7. Septage Meeting Report - Kenn Kopitzke There will be some sort of a mondatory inspection and/or pumping of septic systems. The five cities and Denmark Twp. would work together on a plan system.

8. MnDot Report Gary Orlich. Letting of the contracts for the main line of #94, drainage and the rest area will be in April. Mike Martella explained this 9 phase contract of construction which includes west of #694 to east of Stagecoach Trail. By the end of this construction season, they plan to have east lane done, and part of west lane, and interchanges at County #15 and County #71 and County #21. Keith Shannon detailed the drainage plans, which will take the run off into their system and not change the existing flow south of the highway. Watershed is interested in getting into the highway system but MnDot will not oversize their pipes to accomodate them. They would have to connect to Barton Pond. Tichenor moved to accept the plan as presented. Koptizke added with the approval of City Engineer and seconded motion. Carried unanimously. Clerk to sign resolution when received in March.

9. Flood Control - Dick Johnson, Civil Defense Director gave a report on the two culvert

4E.

City of Afton
3033 St. Croix Trl, P.O. Box 219
Afton, MN 55001

Meeting Date April 25, 2019

Council Memo

To: Mayor Palmquist and Members of the City Council

From: Ron Moorse, City Administrator

Date: April 18, 2019

Re: Accounting Services - **Supplemental**

The following is an updated list of the Accounting firms that have submitted proposals and the annual costs reflected in their proposals.

Abdo, Eicke, and Meyer: $40,500
(This is a revised proposal to reflect providing all monthly reports currently provided. The original proposal was $38,100)

Ahola Mack	$38,840
Tom Niedzwiecki:	$24,000
RiverBluff Accounting	$23,550

4.F.

City of Afton

Cash Flow Analysis and Amount of New Bond Needed

992,000.00	3/31/19 805 City InfraStructure Balance
49,500.00	3/31/19 807 Tmp Bd Debt Serv Balance
1,041,500.00	Subtotal 1 - Funds available at 3/31/19
40,158.00	Addl Proceeds PFA Loan L055 Sanitary 2019
306,781.00	Addl Proceeds PSIG G056 Sanitary 2019
143,280.00	Addl Proceeds PFA Loan L054 Stormwtr 2019
50,000.00	VBWD Grant 2019
95,000.00	Flood Levy 2019
70,000.00	2019 PFA Debt Serv Levy
37,000.00	2019 Tmp Imp Bond Levy
1,783,719.00	Subtotal 2
(305,000.00)	Retainage 2019
(70,000.00)	Contingency/Other Expenses
0.00	
0.00	
(30,690.00)	Interest Exp thru 3/31/2020 (8/1/19 & 4/1/20)
1,378,029.00	Subtotal 3 - Funds available 4/1/20
(1,980,000.00)	Pay off Temp Bond 4/1/20
(601,971.00)	Shortfall - New Bond Amount Needed
(50,000.00)	Bond Costs
(651,971.00)	Amount of New Bond before Addl Rev, Conting & Projects
(350,000.00)	River Road Project
(100,000.00)	Additional Contingency
0.00	
200,000.00	Trf from Street Imp Fund
(901,971.00)	**Par Amount of New Bond Needed**

City of Afton, Minnes
GO Improvement B Series 2020A

Option 1 Issue Details:	
Project Cost	**$850,000**
Financing Cost	$50,000
Par Amount	**$900,000**
Issue Date	2/1/2020
First Interest	8/1/2020

Option 2 Issue Details:	
Project Cost	**$1,270,000**
Financing Cost	$55,000
Par Amount	**$1,325,000**
Issue Date	2/1/2020
First Interest	8/1/2020

Option 1: $1.1M Project Cost / Continue $95,000 Capital Infrastructure Fund Levy & $170,000 PFA Levies / Earliest Possible Payoff

Date	Principal	Coupon	Semi-Annual Interest	Semi-Annual P&I	Annual Total	Capital Infr Fund Levy	VBWD Contribution	PFA Debt Levy	New Debt Levy	Total Revenues	Annual Balance/ (Shortfall)	Cumulative Balance	Cumulative Coverage
02/01/2020	-		0.00	0.00									
08/01/2020	-		9,405.00	9,405.00									
02/01/2021	220,000.00	2.00%	9,405.00	229,405.00	238,810.00	95,000.00	50,000.00	107,000.00	0.00	252,000.00	13,190.00	13,190.00	1.11
08/01/2021	-		7,205.00	7,205.00									
02/01/2022	230,000.00	2.05%	7,205.00	237,205.00	244,410.00	95,000.00	50,000.00	107,000.00	0.00	252,000.00	7,590.00	20,780.00	1.12
08/01/2022	-		4,847.50	4,847.50									
02/01/2023	190,000.00	2.10%	4,847.50	194,847.50	199,695.00	45,000.00	50,000.00	107,000.00	0.00	202,000.00	2,305.00	23,085.00	1.13
08/01/2023	-		2,852.50	2,852.50									
02/01/2024	145,000.00	2.15%	2,852.50	147,852.50	150,705.00	0.00	50,000.00	107,000.00	0.00	157,000.00	6,295.00	29,380.00	1.24
08/01/2024	-		1,293.75	1,293.75									
02/01/2025	115,000.00	2.25%	1,293.75	116,293.75	117,587.50	0.00	50,000.00	70,000.00	0.00	120,000.00	2,412.50	31,792.50	1.29
08/01/2025	-		0.00	0.00									
02/01/2026	-	2.35%	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	31,792.50	0.00
08/01/2026	-		0.00	0.00									
02/01/2027	-	2.45%	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	31,792.50	0.00
08/01/2027	-		0.00	0.00									
02/01/2028	-	2.50%	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	31,792.50	0.00
08/01/2028	-		0.00	0.00									
02/01/2029	-	2.50%	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	31,792.50	0.00
08/01/2029	-		0.00	0.00									
02/01/2030	-	2.50%	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	31,792.50	0.00
Total	**900,000**		**51,208**	**951,208**	**951,208**	**235,000**	**250,000**	**498,000**	**-**	**983,000**	**31,793**		

Option 2: Maximize Project Cost / Continue $95,000 Capital Infrastructure Fund Levy & $170,000 PFA Levies / 6-Year Repayment

Date	Principal	Coupon	Semi-Annual Interest	Semi-Annual P&I	Annual Total	Capital Infr Fund Levy	VBWD Contribution	PFA Debt Levy	New Debt Levy	Total Revenues	Annual Balance/ (Shortfall)	Cumulative Balance	Cumulative Coverage
02/01/2020	-		0.00	0.00									
08/01/2020	-		14,220.00	14,220.00									
02/01/2021	215,000.00	2.00%	14,220.00	229,220.00	243,440.00	95,000.00	50,000.00	107,000.00	0.00	252,000.00	8,560.00	8,560.00	1.07
08/01/2021	-		12,070.00	12,070.00									
02/01/2022	225,000.00	2.05%	12,070.00	237,070.00	249,140.00	95,000.00	50,000.00	107,000.00	0.00	252,000.00	2,860.00	11,420.00	1.06
08/01/2022	-		9,763.75	9,763.75									
02/01/2023	230,000.00	2.10%	9,763.75	239,763.75	249,527.50	95,000.00	50,000.00	107,000.00	0.00	252,000.00	2,472.50	13,892.50	1.07
08/01/2023	-		7,348.75	7,348.75									
02/01/2024	235,000.00	2.15%	7,348.75	242,348.75	249,697.50	95,000.00	50,000.00	107,000.00	0.00	252,000.00	2,302.50	16,195.00	1.07
08/01/2024	-		4,822.50	4,822.50									
02/01/2025	225,000.00	2.25%	4,822.50	229,822.50	234,645.00	95,000.00	50,000.00	107,000.00	0.00	252,000.00	17,355.00	33,550.00	1.22
08/01/2025	-		2,291.25	2,291.25									
02/01/2026	195,000.00	2.35%	2,291.25	197,291.25	199,582.50	95,000.00	0.00	107,000.00	0.00	202,000.00	2,417.50	35,967.50	1.19
08/01/2026	-		0.00	0.00									
02/01/2027	-	2.45%	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	35,967.50	0.00
08/01/2027	-		0.00	0.00									
02/01/2028	-	2.50%	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	35,967.50	0.00
08/01/2028	-		0.00	0.00									
02/01/2029	-	2.50%	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	35,967.50	0.00
08/01/2029	-		0.00	0.00									
02/01/2030	-	2.50%	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	35,967.50	0.00
Total	**1,325,000**		**101,033**	**1,426,033**	**1,426,033**	**570,000**	**250,000**	**642,000**	**-**	**1,462,000**	**35,968**		

4/4/2019 rev F

Designed By: Stan Ross

A $33k increase in the road budget equates to an overall 2% levy increase.

Bond Amount =	$3,500,000
Bond Duration (years) =	10
Bond Rate (%) =	2.0%
One Time Adjust** =	$150,000

BUDGET ADJUSTEMET BASED ON SURPLUS, OR SHORTAGE

2017 = $140,000 $100K + $40K FROM SAMLL CITY ...

Year	Year Number	Yearly Allocation (includes Budget Increases)	Periodic Adjustment Notes	Dollar Amount Increase based on %	Annual % Road Budget Increase		Annual Projected Cost	Bond Annual Cost (P&I)	Balance After Expense		Reclamation (25 year life)		Mill & Overlay (10 - 15 year life)		Micro Surfacing / Thin Overlay (Extends life by 25 years)		Crack Seal			
											Distance (Miles)	Cost	Distance (miles)	Cost	Distance (miles)	Cost	Distance (miles)	Cost	Year	Year Number
2016	1	$145,000					$0		145,000		0.0	$0	0.0	$0	0.0	$0	0.0	$0	2016	1
2017	2	$275,800	$25,000	$150,800	104%		$3,392,794	$90,000	588,006		16.9	-----	0.0	-----	0.0	$0	0.0	$0	2017	2
2018	3	$458,896	$150,000	$33,096	12%		$0	$390,000	796,902		0.0	$0	0.0	$0	0.0	$0	0.0	$0	2018	3
2019	4	$509,375		$50,479	11%		$0	$390,000	916,277		0.0	$0	0.0	$0	0.0	$0	0.0	$0	2019	4
2020	5	$560,312		$50,937	10%		$880,553	$390,000	206,036		3.9	$880,553	0.0	$0	0.0	$0	0.0	$0	2020	5
2021	6	$610,740		$50,428	9%		$0	$390,000	426,776		0.0	$0	0.0	$0	0.0	$0	0.0	$0	2021	6
2022	7	$754,599	$95,000	$48,859	8%		$128,076	$390,000	663,300		0.0	$0	0.0	$0	0.0	$0	16.9	$128,076	2022	7
2023	8	$792,329		$37,730	5%		$0	$390,000	1,065,629		0.0	$0	0.0	$0	0.0	$0	0.0	$0	2023	8
2024	9	$831,946		$39,616	5%		$0	$390,000	1,507,575		0.0	$0	0.0	$0	0.0	$0	0.0	$0	2024	9
2025	10	$873,543		$41,597	5%		$32,964	$390,000	1,958,154		0.0	$0	0.0	$0	0.0	$0	3.9	$32,964	2025	10
2026	11	$917,220		$43,677	5%		$888,147	$390,000	1,597,228		0.0	$0	0.0	$0	5.0	$888,147	0.0	$0	2026	11
2027	12	$1,204,737	$260,000	$27,517	3%		$894,761	$390,000	1,517,203		0.0	$0	0.0	$0	4.0	$738,938	16.9	$155,824	2027	12
2028	13	$1,240,879		$36,142	3%		$1,536,991	$0	1,221,091		0.0	$0	0.0	$0	8.0	$1,536,991	0.0	$0	2028	13
2029	14	$1,278,105		$37,226	3%		$1,226,826	$0	1,272,370		0.0	$0	0.0	$0	6.1	$1,226,826	0.0	$0	2029	14
2030	15	$1,316,448		$38,343	3%		$40,106	$0	2,548,713		0.0	$0	0.0	$0	0.0	$0	3.9	$40,106	2030	15
2031	16	$1,355,942		$39,493	3%		$0	$0	3,904,655		0.0	$0	0.0	$0	0.0	$0	0.0	$0	2031	16
2032	17	$1,396,620		$40,678	3%		$189,583	$0	5,111,691		0.0	$0	0.0	$0	0.0	$0	16.9	$189,583	2032	17
2033	18	$1,438,519		$41,899	3%		$0	$0	6,550,210		0.0	$0	0.0	$0	0.0	$0	0.0	$0	2033	18
2034	19	$1,481,674		$43,156	3%		$0	$0	8,031,884		0.0	$0	0.0	$0	0.0	$0	0.0	$0	2034	19
2035	20	$1,526,125		$44,450	3%		$48,795	$0	9,509,214		0.0	$0	0.0	$0	0.0	$0	3.9	$48,795	2035	20
				$686,448			$9,259,595	$3,990,000			20.73	$880,553	0.00	$0	23.14	$4,390,902	62.2	$595,346		